WKE DECEMBER 2024

PROJECT ID: 2120-18-70

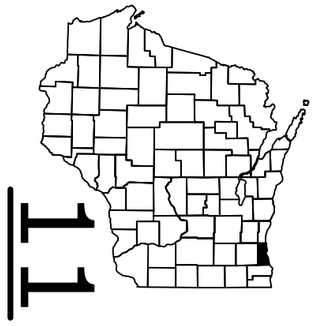
WITH: 2160-07-73

COUNTY: MILWAUKEE

ORDER OF SHEETS


| | | |
|---|---|---|
| Section No. | 1 | Title |
| Section No. | 2 | Typical Sections and Details |
| Section No. | 3 | Estimate of Quantities |
| Section No. | 3 | Miscellaneous Quantities |
| Section No. | 4 | Right of Way Plat |
| ~~Section No.~~ | ~~5~~ | ~~Plan and Profile~~ |
| Section No. | 6 | Standard Detail Drawings |
| Section No. | 7 | Sign Plates |
| Section No. | 8 | Structure Plans |
| Section No. | 9 | Computer Earthwork Data |
| Section No. | 9 | Cross Sections |


TOTAL SHEETS = 908



N

DESIGN DESIGNATION

| | | | |
|---|---|---|---|
| A.A.D.T. | 2024 | = | 17,030 |
| A.A.D.T. | 2044 | = | 19,010 |
| D.H.V. | | = | |
| D.D. | | = | |
| T. | | = | 4.3% |
| DESIGN SPEED | | = | 40 MPH & 45 MPH |
| ESALS | | = | 1,300,000 |

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

**PLAN OF PROPOSED IMPROVEMENT**

# HALES CORNERS - MILWAUKEE

**USH 45 TO 45TH STREET**

## STH 24

## MILWAUKEE

| STATE PROJECT NUMBER |
|---|
| 2120-18-70 |

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 2120-18-70 | WISC 2025100 | 1 |
| | | |
| | | |
| | | |

R-21-E




T-6-N

BEGIN PROJECT 2120-18-70
STA 95+34
X = 569615.65
Y = 262957.03

END PROJECT 2120-18-70
STA 366+74

STRUCTURES
B-40-77, B-40-159

RETAINING WALLS
R-40-678

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 5.140 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MILWAUKEE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | SURVEYOR |
| Designer | WISDOT |
| Project Manager | AMANDA JOHANSEN |
| Regional Examiner | REGIONAL EXAMINER |
| Regional Supervisor | WAFA ELQAQ |

APPROVED FOR THE DEPARTMENT

DATE: 8/1/2024 Amanda Johansen (Signature)

E

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\010101_TI.DWG PLOT DATE : 6/19/2024 3:44 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

## UTILITY CONTACTS

**AT&T WISCONSIN - COMMUNICATION LINE**
NATHAN GIBERT
411 7TH STREET
RACINE, WI 53403
PHONE: (262) 720-8235
ng952w@att.com

**ATC AMANGEMENT, INC. - ELECTRICITY-TRANSMISSION**
TRANS 220 MAILBOX
801 O'KEEFE ROAD
DE PERE, WI 54115
PHONE: (920) 338-6582
dl-ATCDOTNotifications@atcllc.com

**CITY OF GREENFIELD - COMMUNICATION**
GREG SELISSEN
P.O. BOX 11064
GREEN BAY, WI 54307
PHONE: (920) 301-7904
gselissen@mcewi.com

**CITY OF GREENFIELD - SEWER**
JEFF KATZ
7325 W FOREST HOME AVENUE
GREENFIELD, WI 53220
PHONE: (414) 329-5325
jeffk@greenfieldwi.us

**CITY OF MILWAUKEE - COMMUNICATION**
ROOM 902, MAJOR PROJECTS
841 N BROADWAY STREET
MILWAUKEE, WI 53202

**CITY OF MILWAUKEE - CONDUIT**
KAREN ROGNEY
841 N BROADWAY
MILWAUKEE, WI 53202
PHONE: (414) 286-3243
karen.rogney@milwaukee.gov

**CITY OF MILWAUKEE - SEWER**
ZAFAR YOUSUF
841 N BROADWAY, SUITE 821
MILWAUKEE, WI 53202
PHONE: (414) 286-2467

**CITY OF MILWAUKEE - WATER**
MWW CONTROL CENTER
841 N BROADWAY, ROOM 409
MILWAUKEE, WI 53202
PHONE: (414) 286-3710

**EVERSTREAM - COMMUNICATION**
EVERSTREAM UTILITY COORDINATION
324 E WISCONSIN AVENUE, SUITE 730
MILWAUKEE, WI 53202
PHONE: (414) 409-1709
WI-Relocations@everstream.net

**LEVEL 3 COMMUNICATIONS, LLC - COMMUNICATION LINE**
BRAHIM GADDOUR
3235 INTERTECH DRIVE, SUITE 600
BROOKFIELD, WI 53045
PHONE: (414) 704-1026
brahim.gaddour@lumen.com

**MIDWEST FIBER NETWORKS, LLC COMMUNICATION LINE**
CORY SCHMUKI
6070 N FLINT ROAD
GLENDALE, WI 53209
PHONE: (414) 459-3561
CELL: (414) 349-2764
cschmuki@midwestfibernetworks.com

**MILWAUKEE COUNTY PARKS DEPARTMENT - ELECTRICITY**
BLAKE PRUSAK
1150 N 68TH STREET
MILWAUKEE, WI 53213
PHONE: (414) 257-5081
blake.prusak@milwaukeecountywi.gov

**MILWAUKEE METROPOLITAN SEWERAGE DISTRICT - SEWER**
MICHAEL LEE, MMSD INSPECTOR
260 W SEEBOTH ST
MILWAUKEE, WI 53204
PHONE: (414) 225-2241
CELL: (414) 617-1429
mlee@mmsd.com

**SPECTRUM - COMMUNICATIONS**
BEAU ABUYA
1320 N DR MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212
PHONE: (414) 758-9241
beau.abuya@charter.com

**TDS METROCOM - COMMUNICATION**
JASON KENNY
525 JUNCTION RD
MADISON, WI 53717
PHONE: (262) 514-2127
jason.kenny@tdstelecom.com

**VERIZON BUSINESS - COMMUNICATION**
RJ CICATELLO
15725 W RYERSON ROAD
NEW BERLIN, WI 53151
PHONE: (262) 232-1323
randy.cicatello@verizon.com

**VILLAGE OF HALES CORNERS - SEWER**
STEVEN HOUTE
5635 S NEW BERLIN ROAD
HALES CORNERS, WI 53130
PHONE: (414) 529-6165
shoute@halescorners.org

**WE ENERGIES - ELECTRIC**
CHRIS SCHULZ
500 S 116TH STREET
WEST ALLIS, WI 53214
PHONE: (414) 588-6811
chris.schulz1@we-energies.com

**WE ENERGIES - GAS/PETROLEUM**
JEFFREY SMYCZEK
500 S 116TH STREET
WEST ALLIS, WI 53214
PHONE: (262) 365-6418
CELL: (414) 610-4793
jeffrey.smyczek@we-energies.com

## OTHER CONTACTS

**CITY OF GREENFIELD - STREET LIGHTING**
JEFF KATZ
7325 W FOREST HOME AVENUE
GREENFIELD, WI 53220
PHONE: (414) 329-5325
jeffk@greenfieldwi.us

**CITY OF MILWAUKEE - STREET LIGHTING**
NEAL KARWEIK
1540 W CANAL STREET
MILWAUKEE, WI 53233
PHONE: (414) 286-5943
nkarwe@milwaukee.gov

**WISDOT ATR PULL BOXES - ELECTRICITY**
CHAD BIGLER
TRAVEL SURVEYS SHOP
3633 PIERSTORFF ST
P.O. BOX 2583
MADISON, WI 53704-2583
PHONE: (608) 535-7413
chad.bigler@dot.wi.gov

**WISDOT - COMMUNICATION LINE**
JEFF MADSON
433 W ST PAUL AVENUE, SUITE 300
MILWAUKEE, WI 53203-3007
PHONE: (414) 225-3723
jeffrey.madson@dot.wi.gov

**WISDOT - ELECTRICAL FIELD UNIT**
PETER ADAMCZYK
935 S 60TH STREET
WEST ALLIS, WI 53214
PHONE: (414) 380-1827
peter.adamczyk@dot.wi.gov

**WISDOT - STREET LIGHTING**
ERIC PEREA
141 NW BARSTOW STREET
WAUKESHA, WI 53188
PHONE: (262) 574-5422
eric.perea@dot.wi.gov

**WISDOT - WISCONSIN SIGNAL**
DAVE BRANTNER
141 NW BARSTOW STREET
WAUKESHA, WI 53188
PHONE: (262) 548-8736
david.brantner@dot.wi.gov

## OTHER AGENCIES

**WISDOT SOUTHEAST REGION**
RABI BISTA
UTILITY COORDINATOR
141 NW BARSTOW STREET
P.O. BOX 798
WAUKESHA, WI 53187-0798
PHONE: (262) 548-5690
Rabi.Bista@dot.wi.gov

**MILWAUKEE COUNTY TRANSIT SYSTEM (MCTS)**
1942 N 17TH STREET
MILWAUKEE, WI 53205

ARMOND SENSABAUGH
TRANSPORTATION COORDINATOR (DETOURS)
PHONE: (414) 343-1728
asensabaugh@mcts.org

DAVID LOCHER
TRANSPORTATION SPECIALIST
(DETOUR/SPECIAL EVENTS)
PHONE: (414) 343-1727
dlocher@mcts.org

DAN ADAMS
TRANSIT SPECIALIST
PHONE: 414-937-3273
dadams@mcts.org

**MILWAUKEE COUNTY DEPARTMENT OF PUBLIC WORKS**
DANIEL MURPHY
10320 WATERTOWN PLANK ROAD
WAUWATOSA, WI 53226
PHONE: (414) 257-5942
daniel.murphy@milwaukeecountywi.gov

**MILWAUKEE DEPARTMENT OF TRANSPORTATION (MCDOT)**
EDUARDO SANTIAGO
DIRECTOR OF HIGHWAY MAINTENANCE
10320 WATERTOWN PLANK ROAD
WAUWATOSA, WI 53226
PHONE: (414) 257-6569
eduardo.santiago@milwaukeecountywi.gov

**WISDOT SOUTHEAST REGION**
AMANDA JOHANSEN, P.E.
PROJECT MANAGER
141 NW BARSTOW STREET
P.O. BOX 798
WAUKESHA, WI 53187-0798
PHONE: (262) 521-4465
amanda.johansen@dot.wi.gov

**WISDOT SOUTHEAST REGION**
TOMMY CURRAN
ENVIRONMENTAL COORDINATOR
141 NW BARSTOW STREET
P.O. BOX 798
WAUKESHA, WI 53187-0798
PHONE: (262) 548-5682
thomas1.curran@dot.wi.gov

**WISCONSIN DEPARTMENT OF NATURAL RECOURCES**
RYAN PAPPAS
2300 N DR MARTIN LUTHER KING DRIVE
MILWAUKEE, WI 53212
PHONE: (414) 750-7495
ryan.pappas@wisconsin.gov

**SOUTHEAST WISCONSIN REGIONAL PLANNING COMMISION**
ROB MERRY
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
PHONE: (262) 953-4289
CELL: (920) 912-1036
rmerry@sewrpc.org

**MILWAUKEE COUNTY PARK SYSTEM**
SARAH TOOMSEN
9480 WATERTOWN PLANK ROAD
WAUWATOSA, WI 53226
PHONE: (414) 257-7389
CELL: (414) 380-2052
sarah.toomsen@milwaukeecountywi.gov

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

## GENERAL NOTES

THE LOCATION 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.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICPALITY OR PUBLIC AGENCY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

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

HMA PAVEMENT ITEMS ARE SHOWN IN THE PLANS IN INCHES OF THE TOTAL LAYER THICKNESS BUT THESE ITEMS ARE MEASURED FOR PAYMENT BY THE TON. THE THICKNESS OR DEPTH OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE RESTORED BY DIRECTION OF THE ENGINEER WITH THE FOLLOWING FINISHING ITEMS: TOPSOIL, SEED AND SOD LAWN. QUANTITES FOR FINISHING ITEMS INCLUDE RESTORATION EXTENDING 3 FEET BEYOND THE SLOPE INTERCEPT SHOWN ON PLANS.

FERTILIZER SHALL NOT BE USED WITHIN 100' OF NAVIGABLE WATERWAYS OR WETLANDS.

A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

SAWCUT ASPHALTIC AND CONCRETE DRIVEWAYS AND/OR PARKING LOTS AT THE MATCHLINE AS SHOWN ON THE PAVING DETAILS OR AS DIRECTED BY THE ENGINEER.

INLET PROTECTION SHALL BE PLACED AT ALL INLET LOCATIONS ACCEPTING STORM WATER FROM THE PROJECT AREA OR AS DIRECTED BY THE ENGINEER.

CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

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

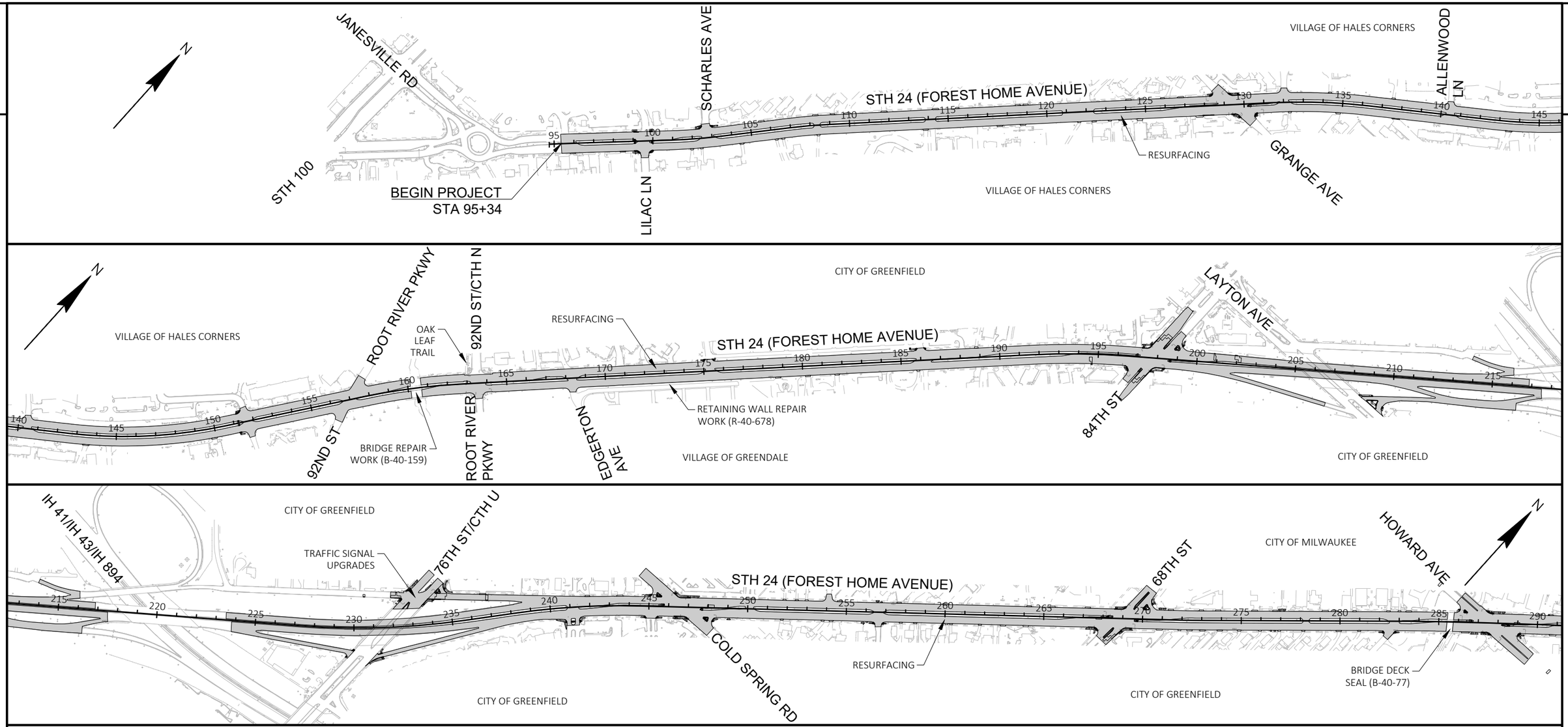
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## ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
CURB RAMP DETAILS
BUS STOP DETAILS
DRIVEWAY DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER PLAN
UTILITY PLAN
PERMANENT SIGNING
TRAFFIC SIGNAL PLAN
LIGHTING PLAN
PAVEMENT MARKING
TRAFFIC CONTROL STAGING
ALIGNMENT

## STANDARD ABBREVIATIONS

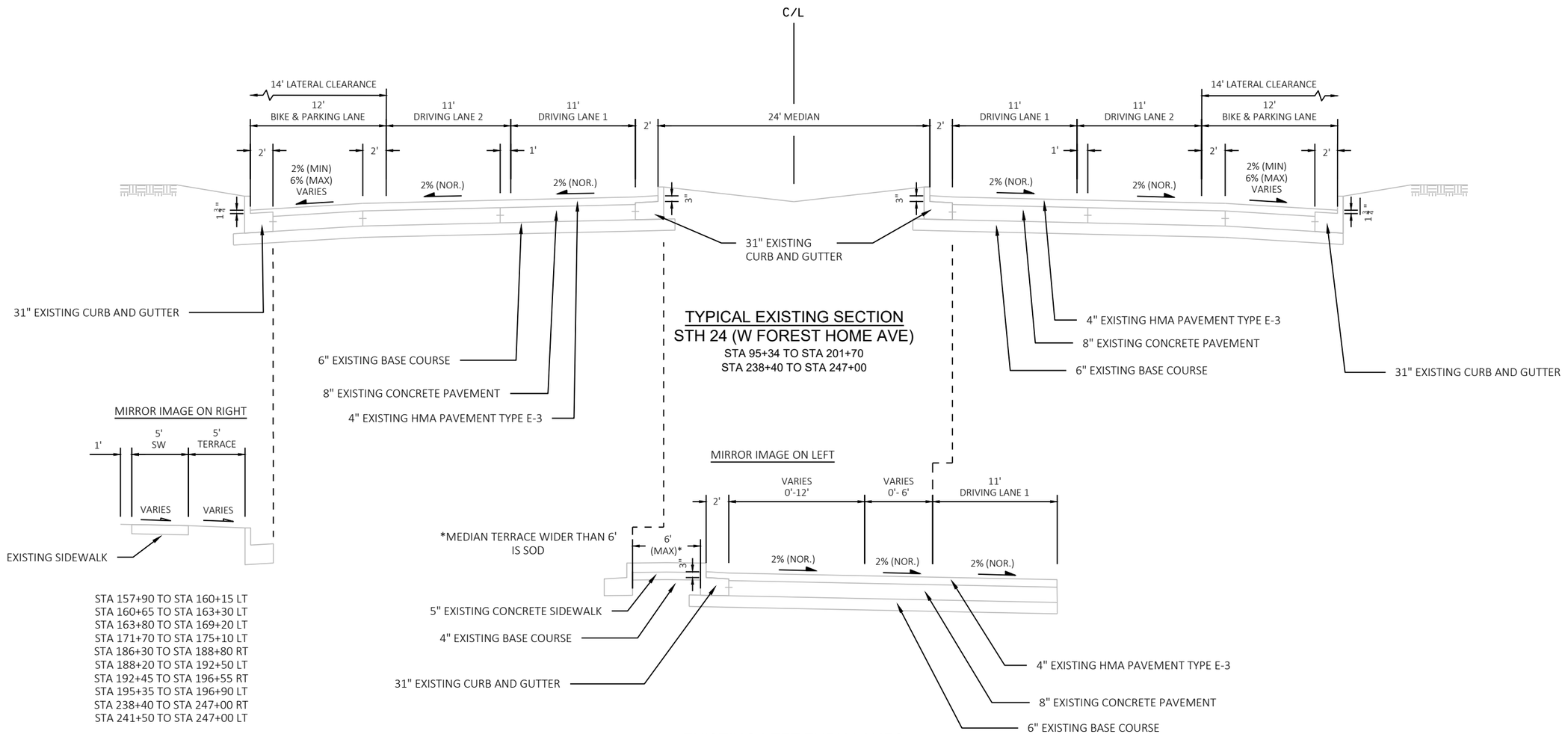
| | |
|---|---|
| BM | BENCHMARK |
| BP | BEGIN PROJECT |
| C/L | CENTER LINE OR CONSTRUCTION LINE |
| CP | CONTROL POINT |
| DWF | DETECTABLE WARNING FIELD |
| ELEV | ELEVATION |
| EP | END PROJECT |
| HMA | HOT MIX ASPHALTIC |
| LT | LEFT |
| PI | POINT OF INTERSECTION |
| R/W | RIGHT OF WAY |
| RT | RIGHT |
| STA | STATION |
| TYP | TYPICAL |




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PROJECT OVERVIEW | SHEET 4 | E |
|---|---|---|---|---|---|

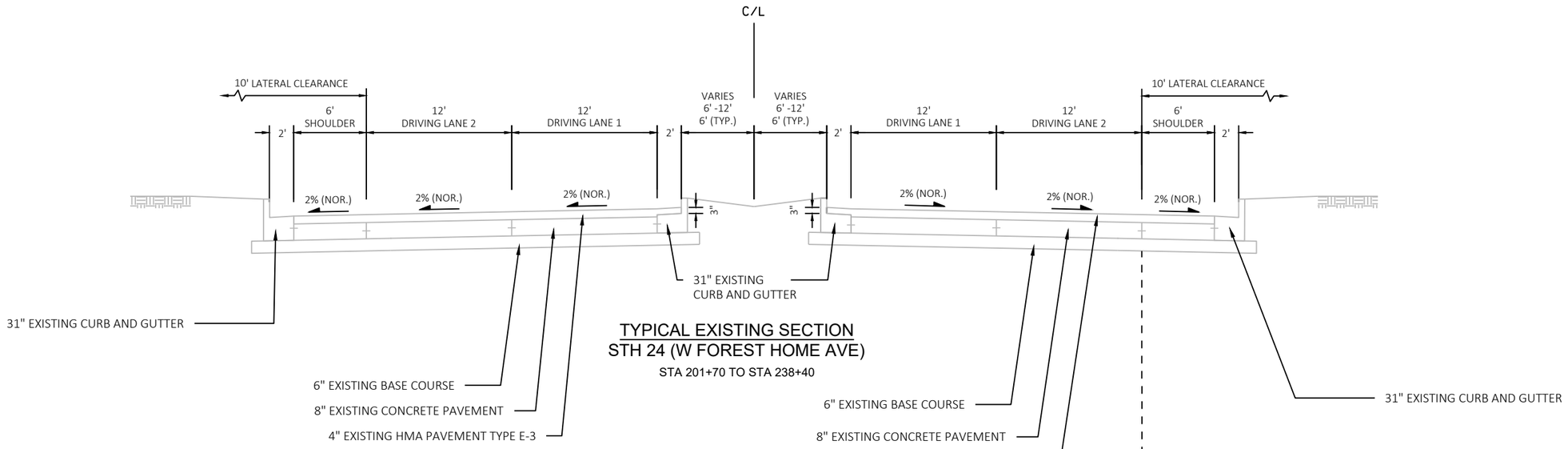

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LAYOUT NAME - 020201_po
PLOT DATE : 4/5/2024 1:51 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

2



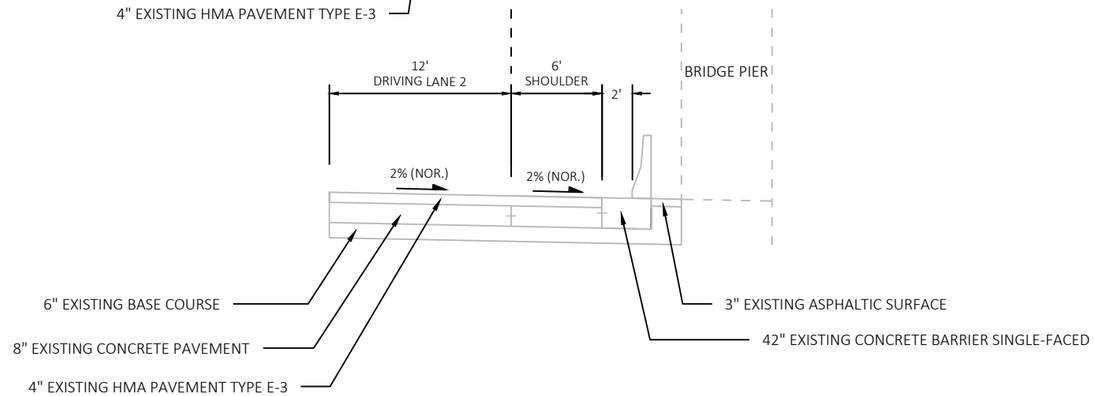

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|

2




## TYPICAL EXISTING SECTION
## STH 24 (W FOREST HOME AVE)

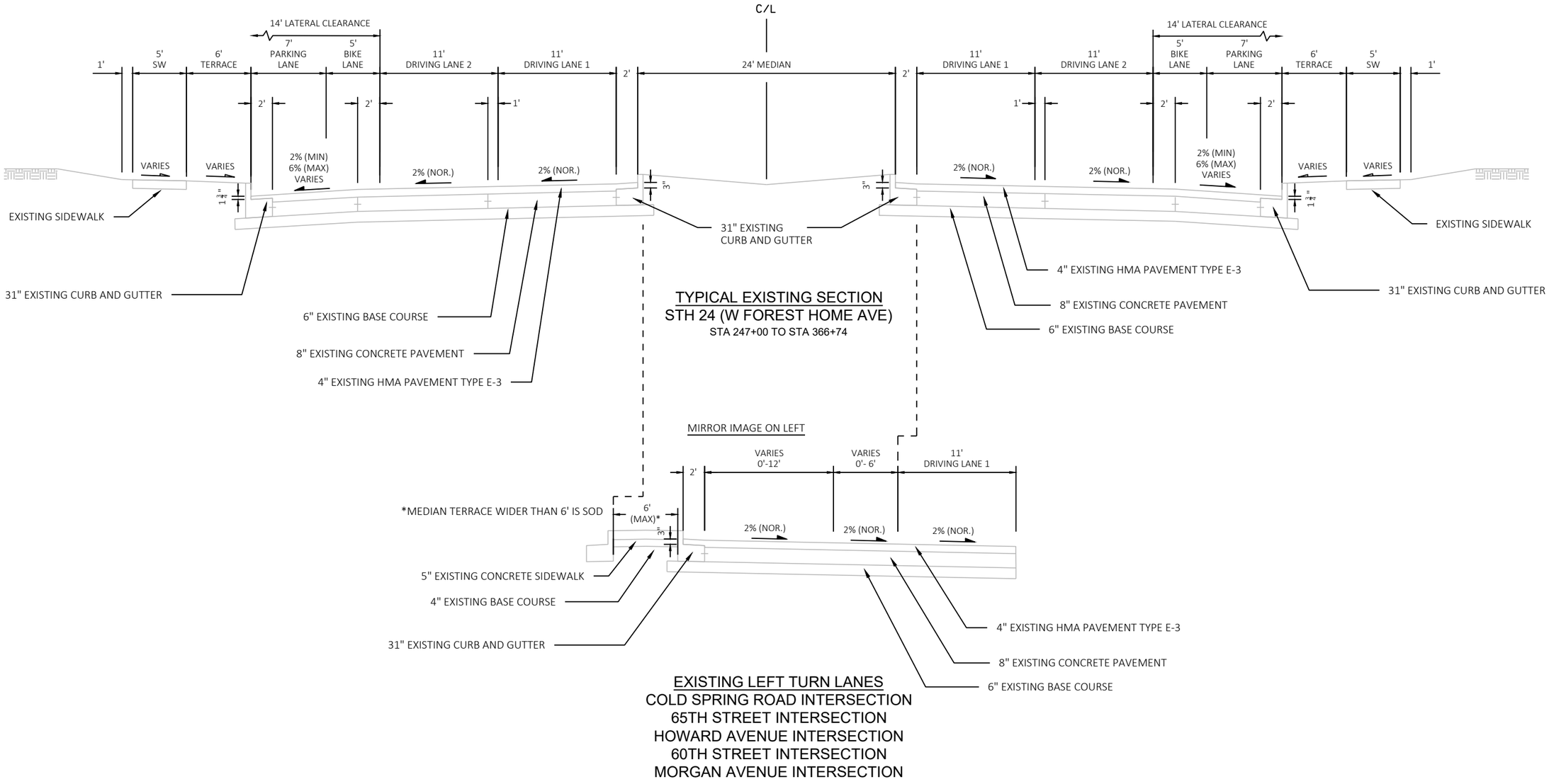
STA 201+70 TO STA 238+40




## EXISTING 42-INCH CONCRETE BARRIER SINGLE-FACED

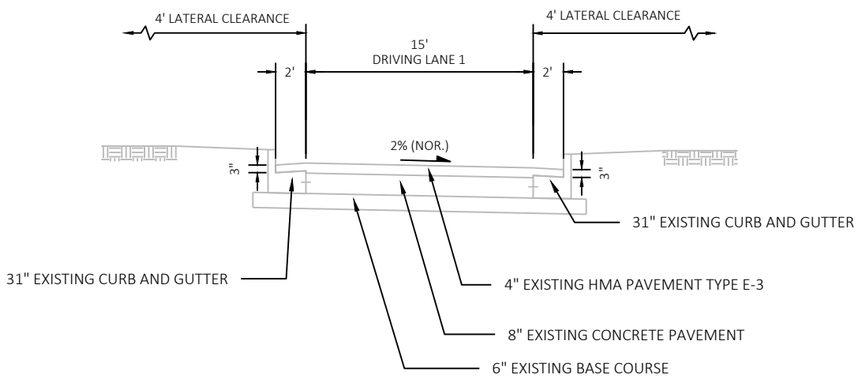
STA 204+50 LT TO STA 206+70 LT
STA 205+50 RT TO STA 207+90 RT
STA 230+36 RT TO STA 232+20 RT
STA 231+30 LT TO STA 233+30 LT

2

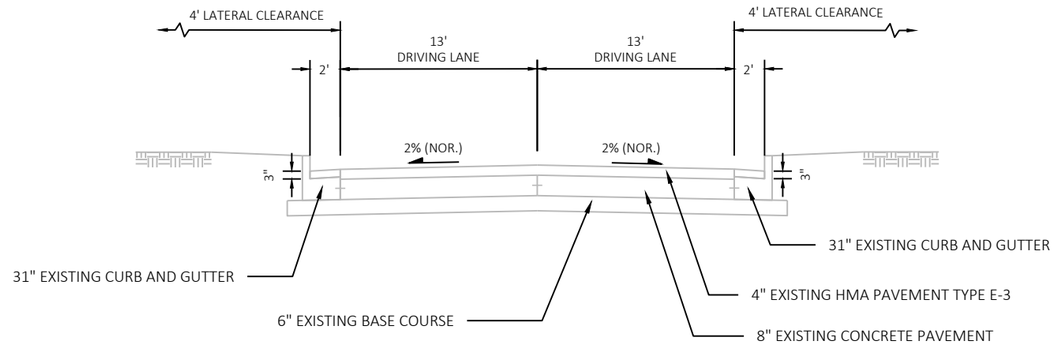



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|

2

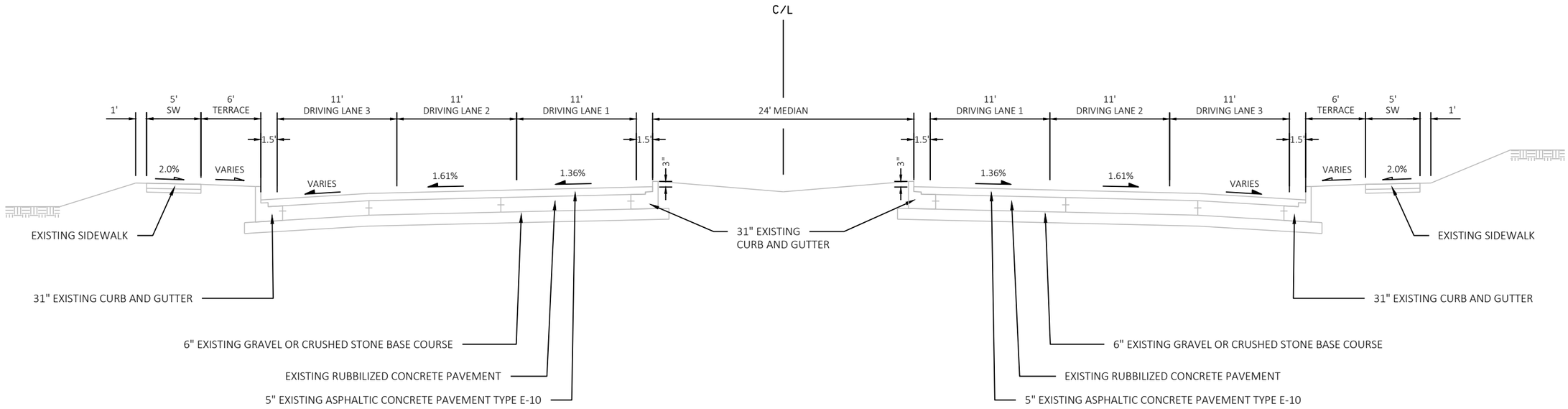



TYPICAL EXISTING SECTION RAMP
EB LAYTON AVENUE OFF RAMP
EB 76TH STREET OFF RAMP
EB 76TH STREET ON RAMP



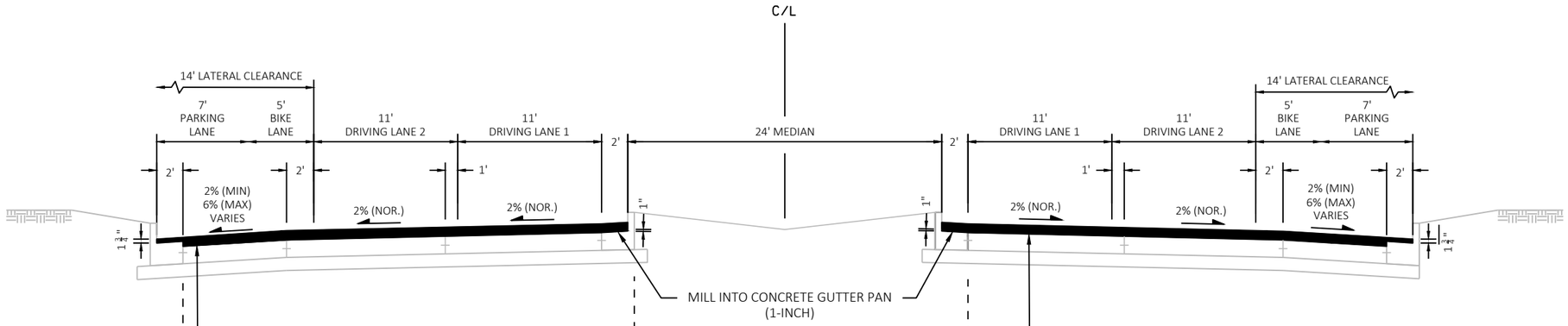

TYPICAL EXISTING SECTION RAMP
WB 76TH STREET OFF RAMP

2




## TYPICAL EXISTING SECTION
CTH U (76TH ST)
STA 53+61 TO STA 56+31

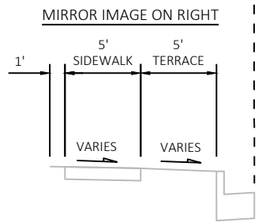
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## TYPICAL FINISHED SECTION
## STH 24 (W FOREST HOME AVE)

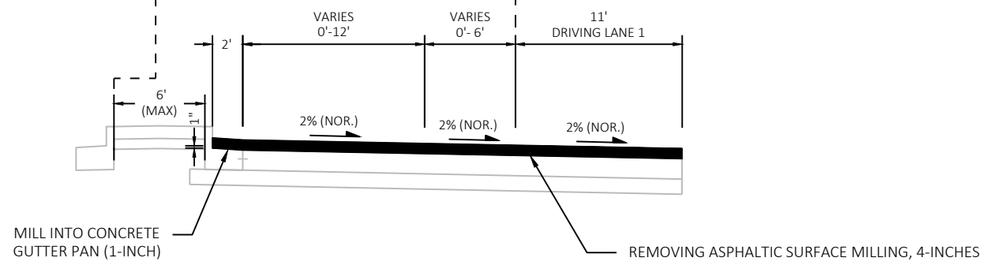
STA 95+34 TO STA 201+70
STA 238+40 TO STA 247+00

MIRROR IMAGE ON RIGHT



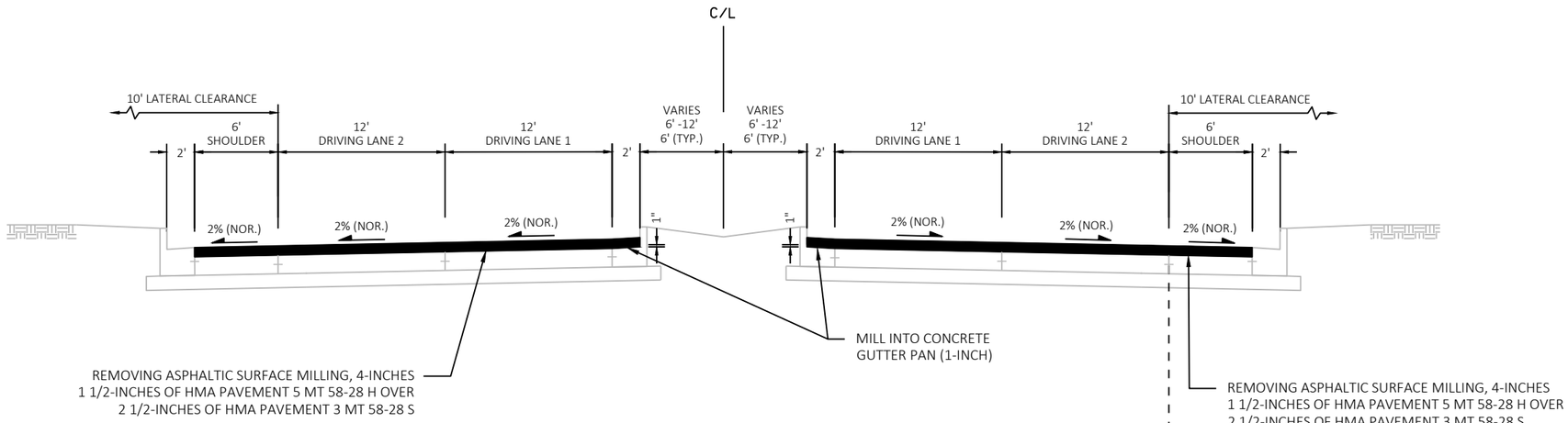

STA 157+90 TO STA 160+15 LT
STA 160+65 TO STA 163+30 LT
STA 163+80 TO STA 169+20 LT
STA 171+70 TO STA 175+10 LT
STA 186+30 TO STA 188+80 RT
STA 188+20 TO STA 192+50 LT
STA 192+45 TO STA 196+55 RT
STA 195+35 TO STA 196+90 LT
STA 238+40 TO STA 247+00 RT
STA 241+50 TO STA 247+00 LT

MIRROR IMAGE ON LEFT



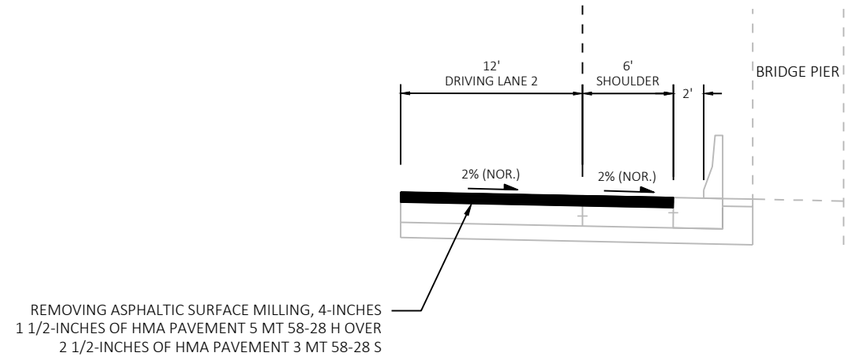

## FINISHED LEFT TURN LANES
GRANGE AVENUE INTERSECTION
84TH STREET INTERSECTION
COLD SPRING ROAD INTERSECTION

2




## TYPICAL FINISHED SECTION
## STH 24 (W FOREST HOME AVE)

STA 201+70 TO STA 238+40

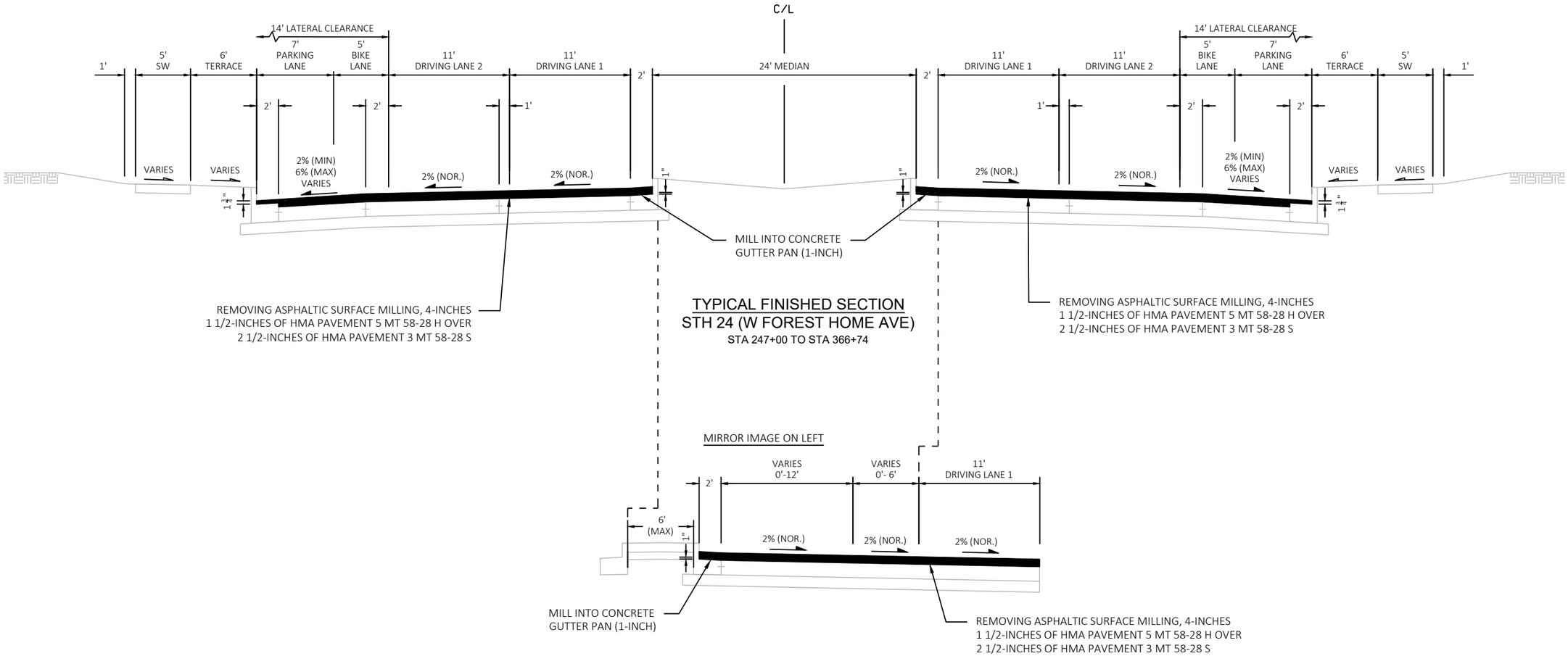



## EXISTING 42-INCH CONCRETE BARRIER SINGLE-FACED

STA 204+50 LT TO STA 206+70 LT
STA 205+50 RT TO STA 207+90 RT
STA 230+36 RT TO STA 232+20 RT
STA 231+30 LT TO STA 233+30 LT

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 11 | E |
|---|---|---|---|---|---|

2

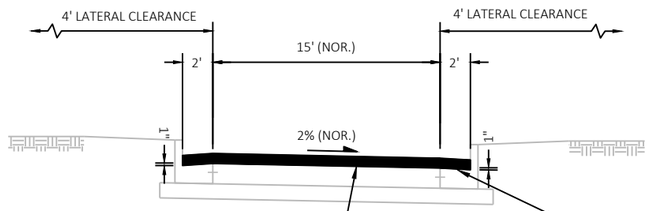



TYPICAL FINISHED SECTION
STH 24 (W FOREST HOME AVE)
STA 247+00 TO STA 366+74

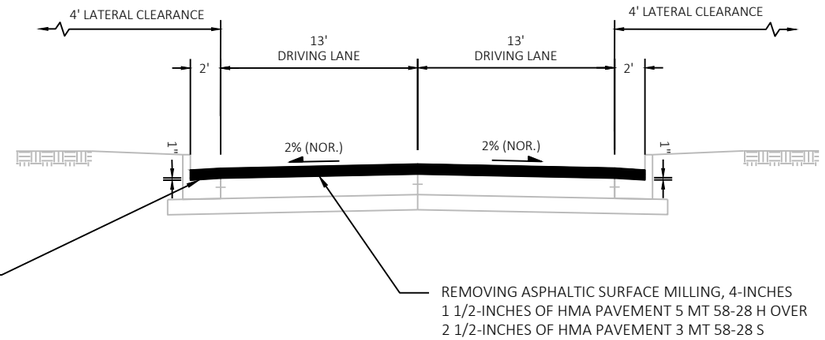



FINISHED LEFT TURN LANES
COLD SPRING ROAD INTERSECTION
65TH STREET INTERSECTION
HOWARD AVENUE INTERSECTION
60TH STREET INTERSECTION
MORGAN AVENUE INTERSECTION

2




TYPICAL FINISHED SECTION RAMP
EB LAYTON AVENUE OFF RAMP
EB 76TH STREET OFF RAMP
EB 76TH STREET ON RAMP

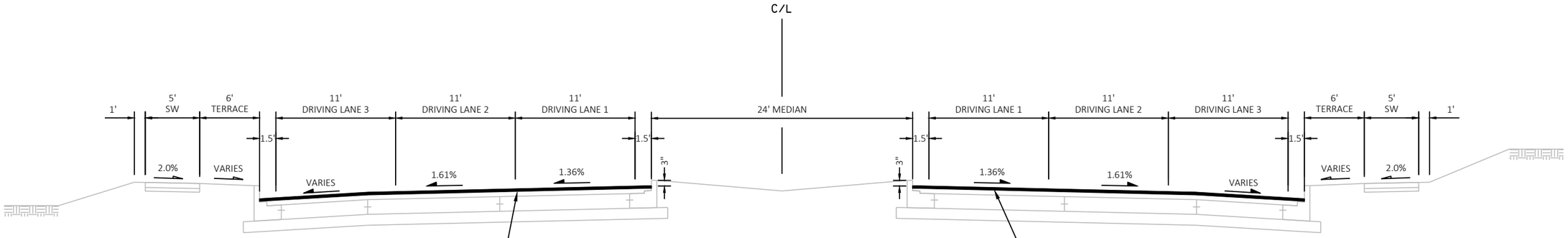



TYPICAL FINISHED SECTION RAMP
WB 76TH STREET OFF RAMP

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 13 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 020308_ts
PLOT DATE : 10/24/2024 1:44 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



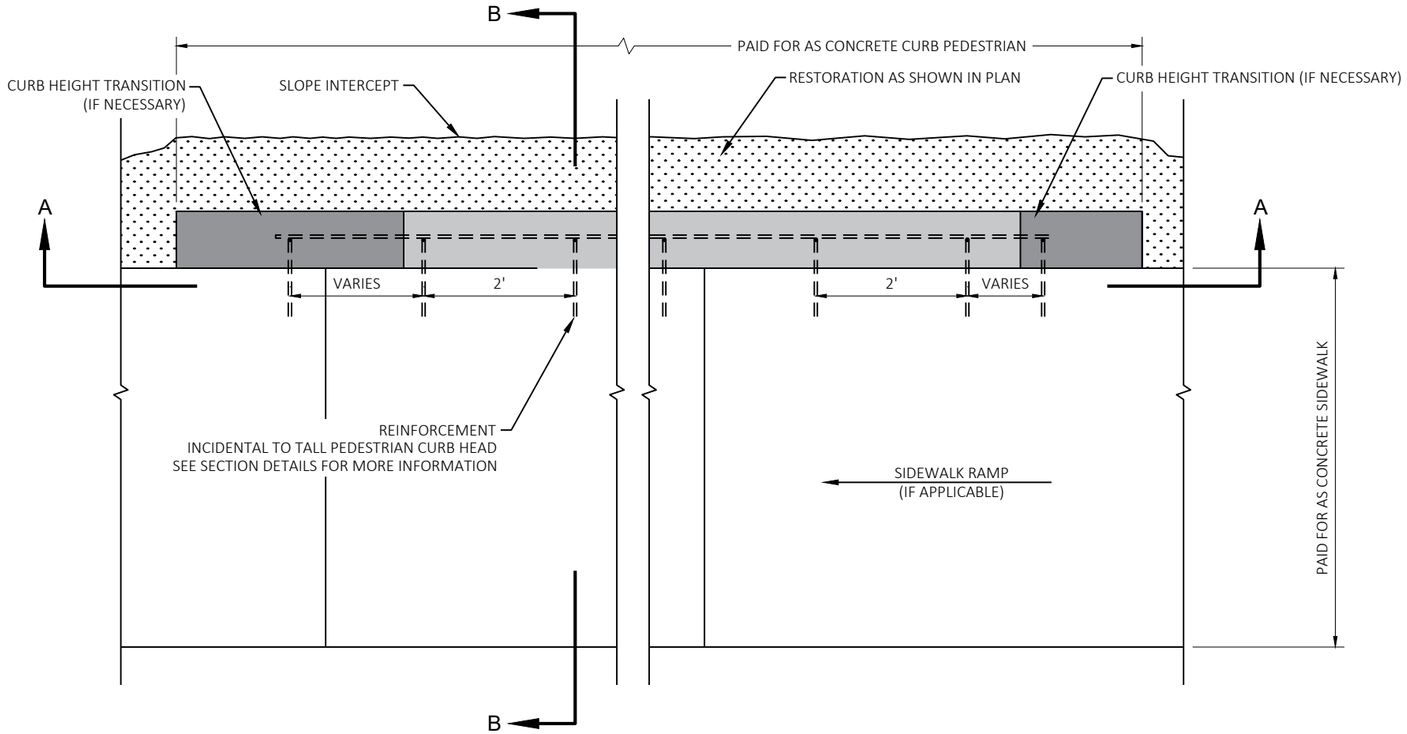

## TYPICAL FINISHED SECTION
### CTH U (76TH ST)
STA 53+61 TO STA 56+31

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 14 | E |
|---|---|---|---|---|---|

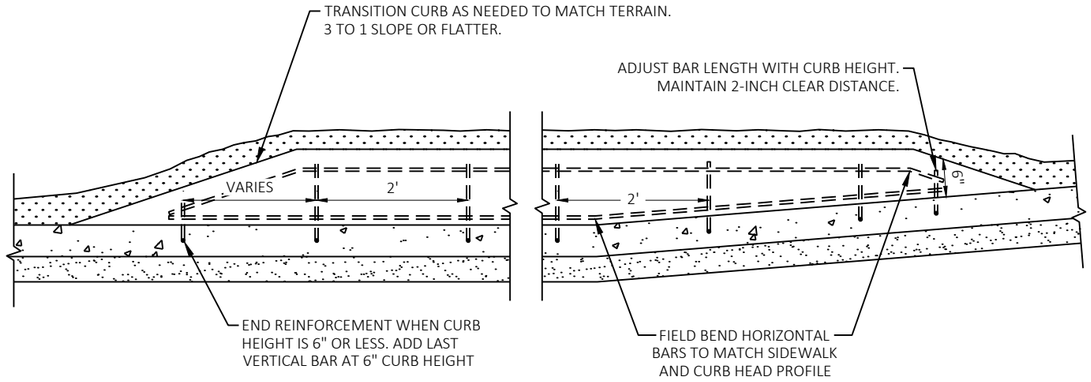
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 020310_ts
PLOT DATE : 10/24/2024 1:51 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES

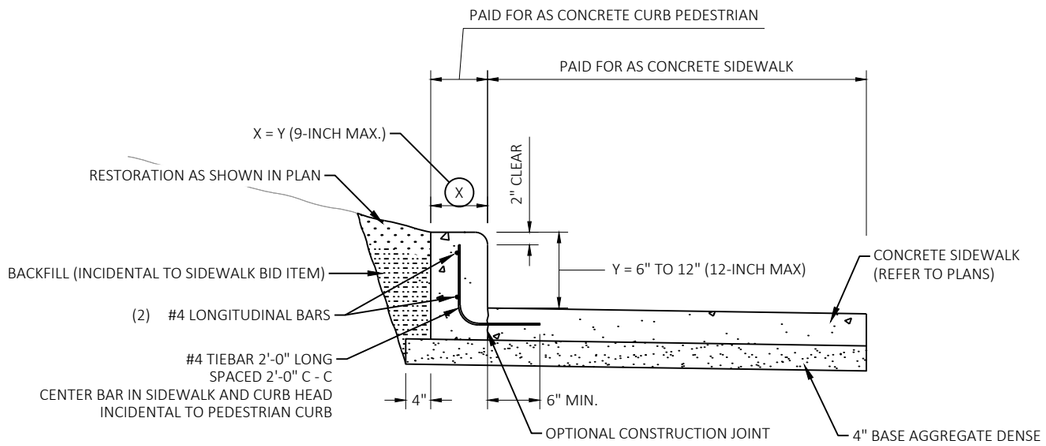
1. CONSTRUCTION FOR TALL PEDESTRIAN CURB SHALL CONFORM TO STANDARD SPEC 601.
2. PEDESTRIAN CURB IS INTENDED TO BE FORMED AND POURED INTEGRAL WITH ADJACENT SIDEWALK. NO ADDITIONAL PAYMENT WILL BE MADE FOR DRILLING TIEBARS IF CONTRACTOR CHOOSES TO POUR CURB AND SIDEWALK SEPARATELY.




PLAN VIEW



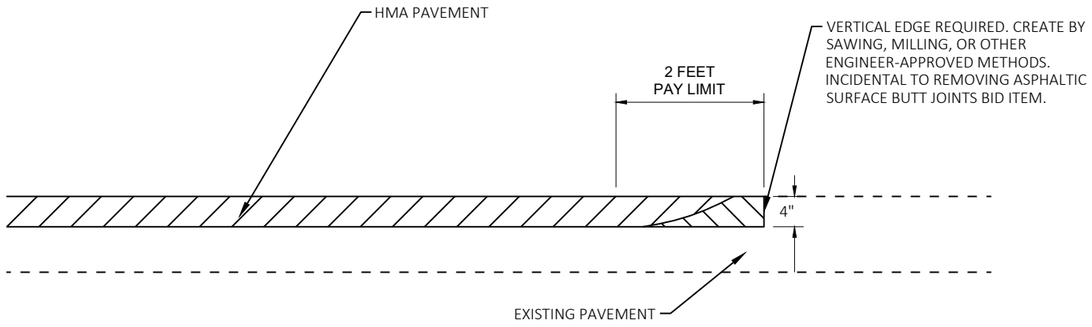

SECTION A - A



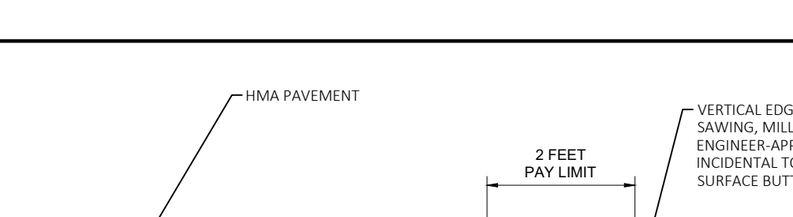

SECTION B - B

## TALL PEDESTRIAN CURB

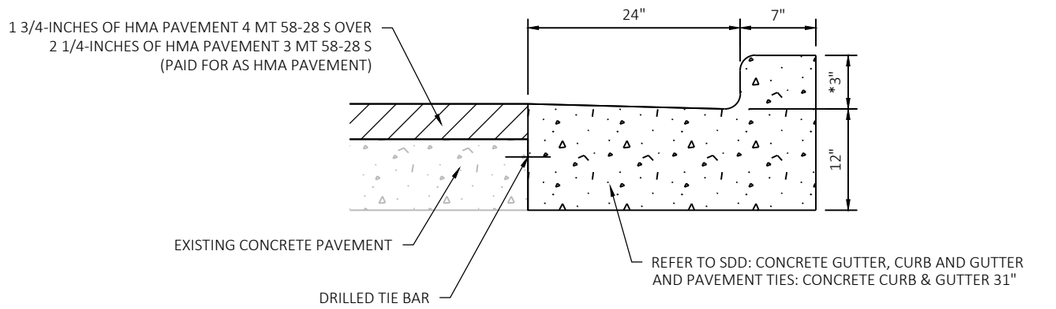
FOR PEDESTRIAN CURB GREATER THAN 6-INCHES IN HEIGHT.
REFER TO PLANS FOR LOCATION AND CURB HEIGHT.




BUTT JOINT - NO CHANGE IN PROFILE



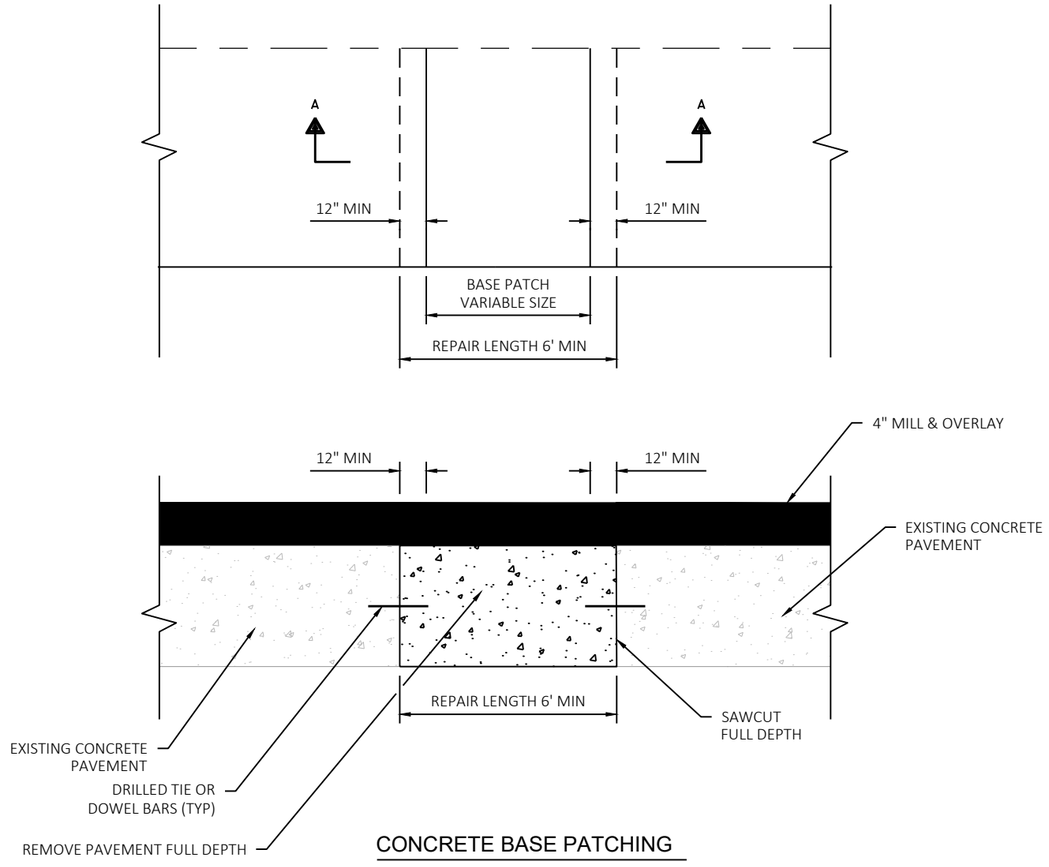

JOINT AND CRACK REPAIR




*MATCH EXISTING CURB HEAD HEIGHT

CONCRETE CURB & GUTTER 31-INCH, MODIFIED

2




CONCRETE BASE PATCHING

NOTES

1) MILL HMA PAVEMENT LAYER.

2) 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.

3) PROVIDE 6' MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

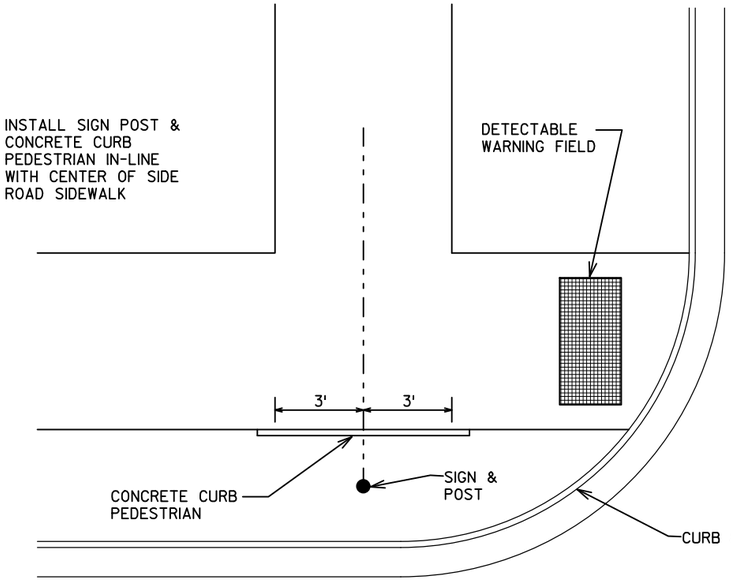
4) THE LENGTH OF REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

5) LOCATIONS OF BASE PATCHING TO BE DETERMINED IN THE FIELD. PERFORM BASE PATCHING AS DIRECTED BY THE ENGINEER.

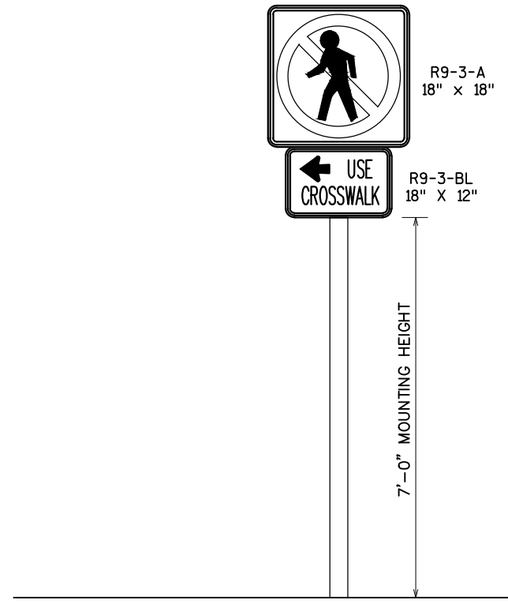
6) REFER TO SDD, "BASE PATCHING CONCRETE" FOR ADDITIONAL DETAILS.

7) PLACE HMA PAVEMENT.

2



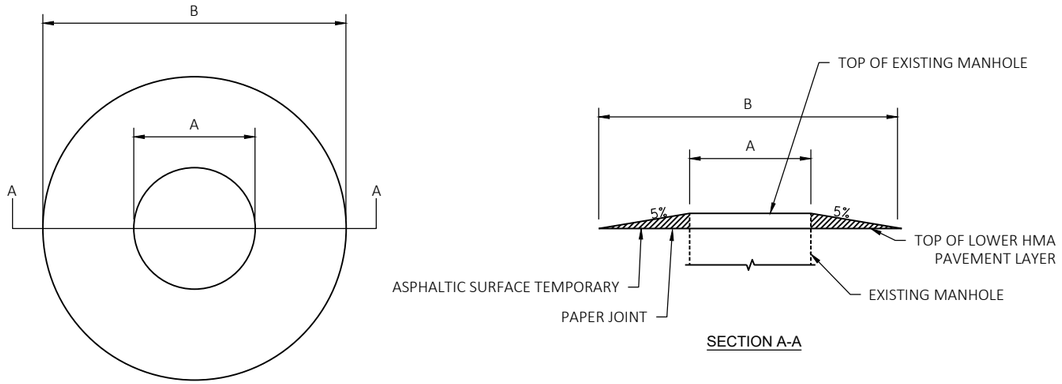

CURB AND SIGN LOCATION DETAIL




CONCRETE CURB PEDESTRIAN DETAIL
CURB ELEVATION VIEW

PEDESTRIAN BARRIER DETAIL
NOT TO SCALE

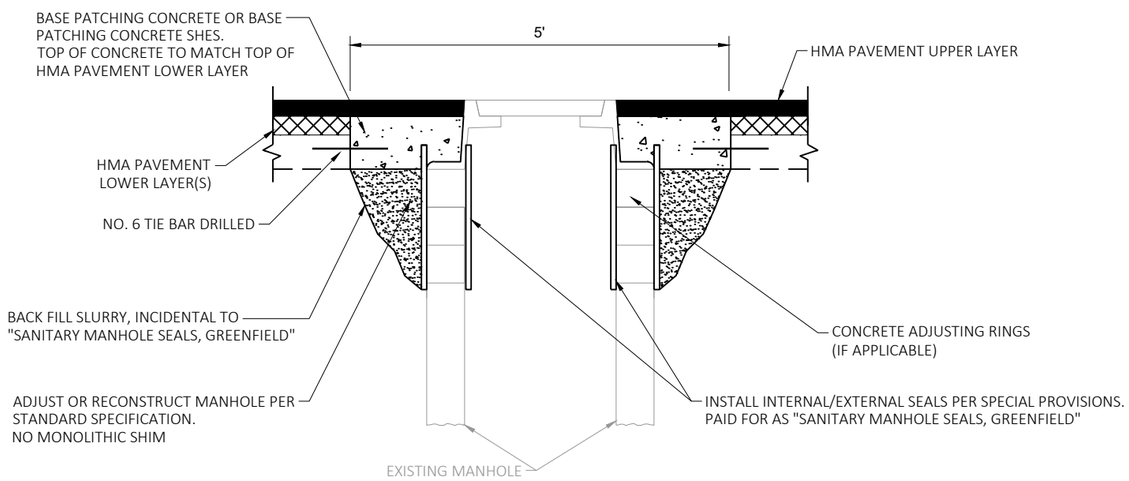
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CONSTRUCTION DETAILS - PEDESTRIAN SIGN TYPICAL | SHEET 17 E |
|---|---|---|---|---|




NOTES

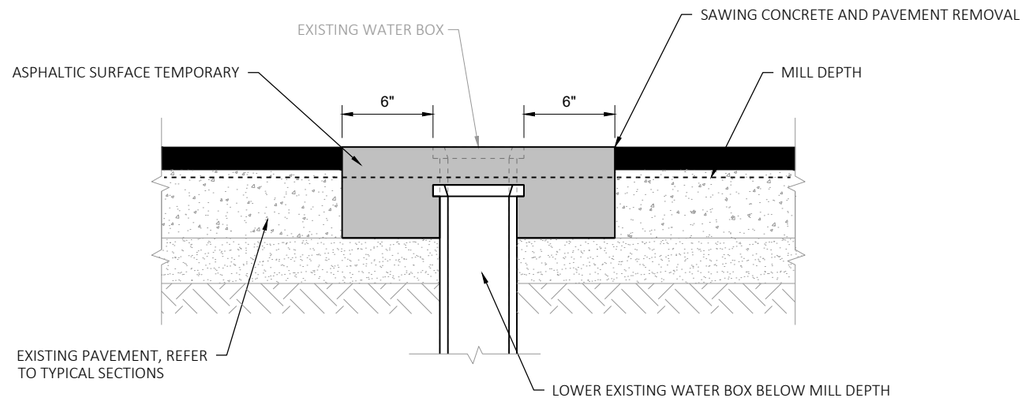
1. PROVIDE RAMP AFTER SETTING MANHOLE TO FINAL GRADE AND BEFORE OPENING TO TRAFFIC
2. RAMP MATERIAL SHALL BE ASPHALTIC SURFACE TEMPORARY
3. REMOVAL AND DISPOSAL OF WEDGE TO BE PAID FOR AS REMOVING ASPHALTIC SURFACE.

## MANHOLE RAMP

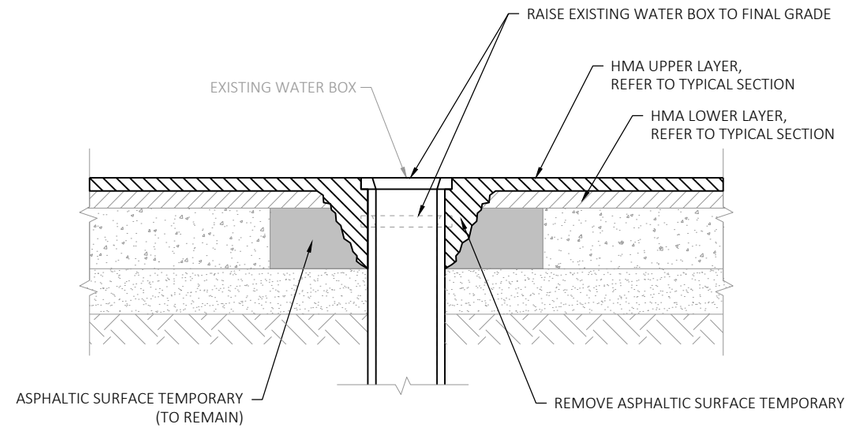



## SANITARY MANHOLE SEALS, GREENFIELD

2

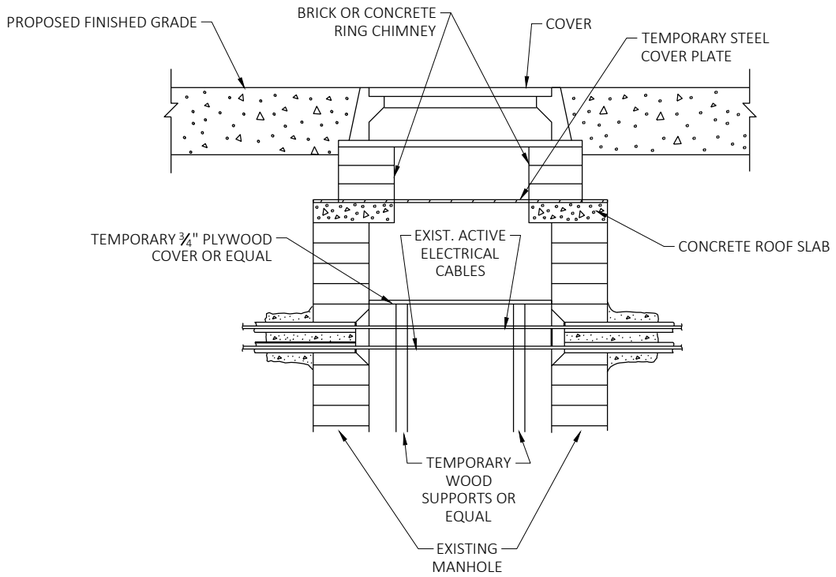



## PRIOR TO MILLING

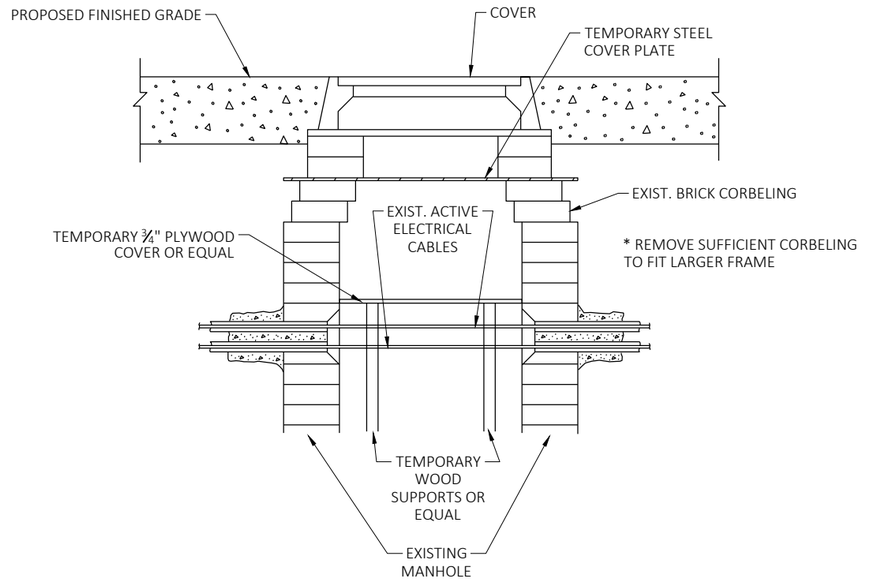



## PRIOR TO PAVING UPPER LAYER

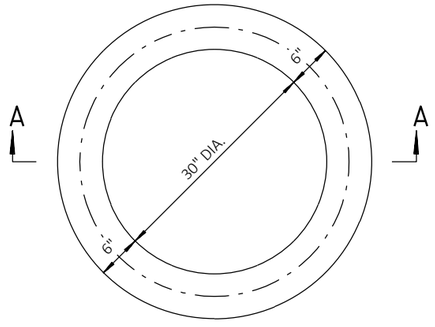
## ADJUSTING MILWAUKEE WATER WORKS WATER BOXES



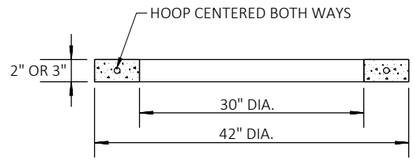

BLOCK OR PRECAST MANHOLE




BRICK ROUND MANHOLE




PLAN




SECTION A - A

CONCRETE ADJUSTING RING

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 0.024 SQ. INCH IN ANY ONE RING.

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

## ADJUSTING CUC MANHOLE COVER

2

N

CTH U / 76TH ST

56+00

55+00

54+00

SIGNAL BASE

CONDUIT

35'

MONOTUBE BASE

AREA 1 - HAZMAT SOILS
(PETROLEUM CONTAMINATED SOIL)
1' - 10' BELOW GROUND SURFACE

233+00

232+00

231+00

STH 24 (FOREST HOME AVE)

53+00

ASSUMPTIONS:

CONDUIT: 32 FT X 1 FT WIDE TRENCH X 2 FT* DEEP = 2.4 CY
SIGNAL BASE: 2 FT X 2 FT X 6 FT* DEEP = 0.9 CY
MONOTUBE BASE: 3 FT X 3 FT X 9 FT* DEEP = 3.0 CY
TOTAL = 6.3 CY

*FIRST 1 FT BELOW GROUND NOT CONTAMINATED

ASSUMPTIONS:

CONDUIT: 30 FT X 1 FT WIDE TRENCH X 2 FT* DEEP = 2.2 CY
SIGNAL BASES: 2 FT X 2 FT X 5 FT* DEEP = 0.7 CY X 2 EACH = 1.4 CY
TOTAL = 3.6 CY

*FIRST 1 FT BELOW GROUND NOT CONTAMINATED

68TH ST

271+00

270+00

STH 24 (FOREST HOME AVE)

269+00

SIGNAL BASE

AREA 2 - HAZMAT SOILS (SOLID WASTE)
1' - 6' BELOW GROUND SURFACE

CONDUIT

68TH ST

N

N

ASSUMPTIONS:

AREA 3: 0 CY

AREA 4:

CONDUIT: 19 FT X 1 FT WIDE TRENCH X 0 FT* DEEP = 0 CY
SIGNAL BASE: 2 FT X 2 FT X 2 FT* DEEP = 0.3 CY
TOTAL = 0.3 CY

*FIRST 4 FT BELOW GROUND NOT CONTAMINATED

AREA 4 - HAZMAT SOILS (SOLID WASTE)
4' - 8+' BELOW GROUND SURFACE

SIGNAL BASE

CONDUIT

HOWARD AVE

288+00

AREA 3 - HAZMAT SOILS
(PETROLEUM CONTAMINATED SOIL)
1' - 8+' BELOW GROUND SURFACE

287+00

NO IMPACT 1' BELOW
GROUND SURFACE

286+00

STH 24 (FOREST HOME AVE)

285+00

2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CONSTRUCTION DETAILS - HAZMAT SOILS | SHEET 20 | E |
|---|---|---|---|---|---|

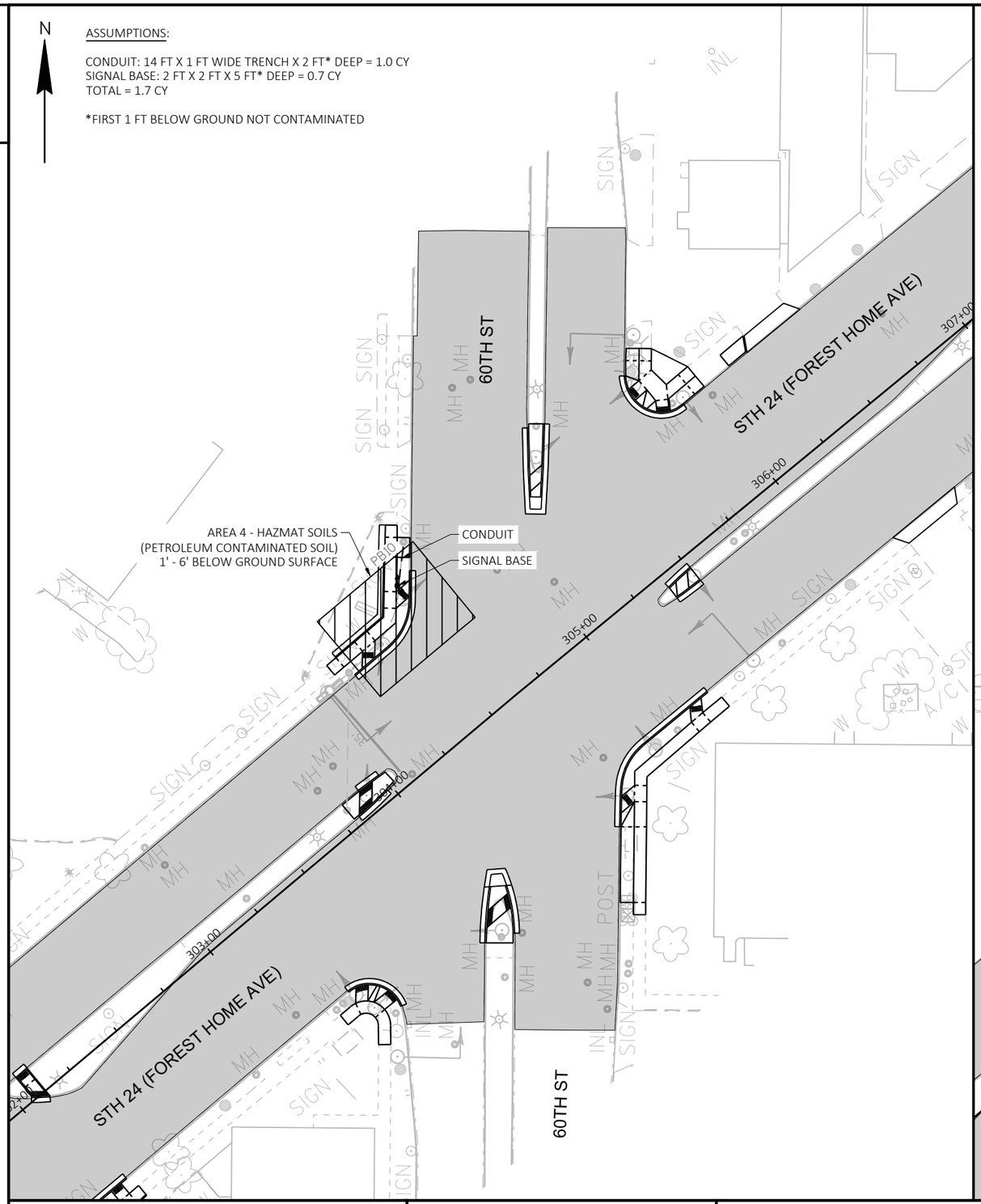
2

N

ASSUMPTIONS:

CONDUIT: 14 FT X 1 FT WIDE TRENCH X 2 FT* DEEP = 1.0 CY
SIGNAL BASE: 2 FT X 2 FT X 5 FT* DEEP = 0.7 CY
TOTAL = 1.7 CY

*FIRST 1 FT BELOW GROUND NOT CONTAMINATED



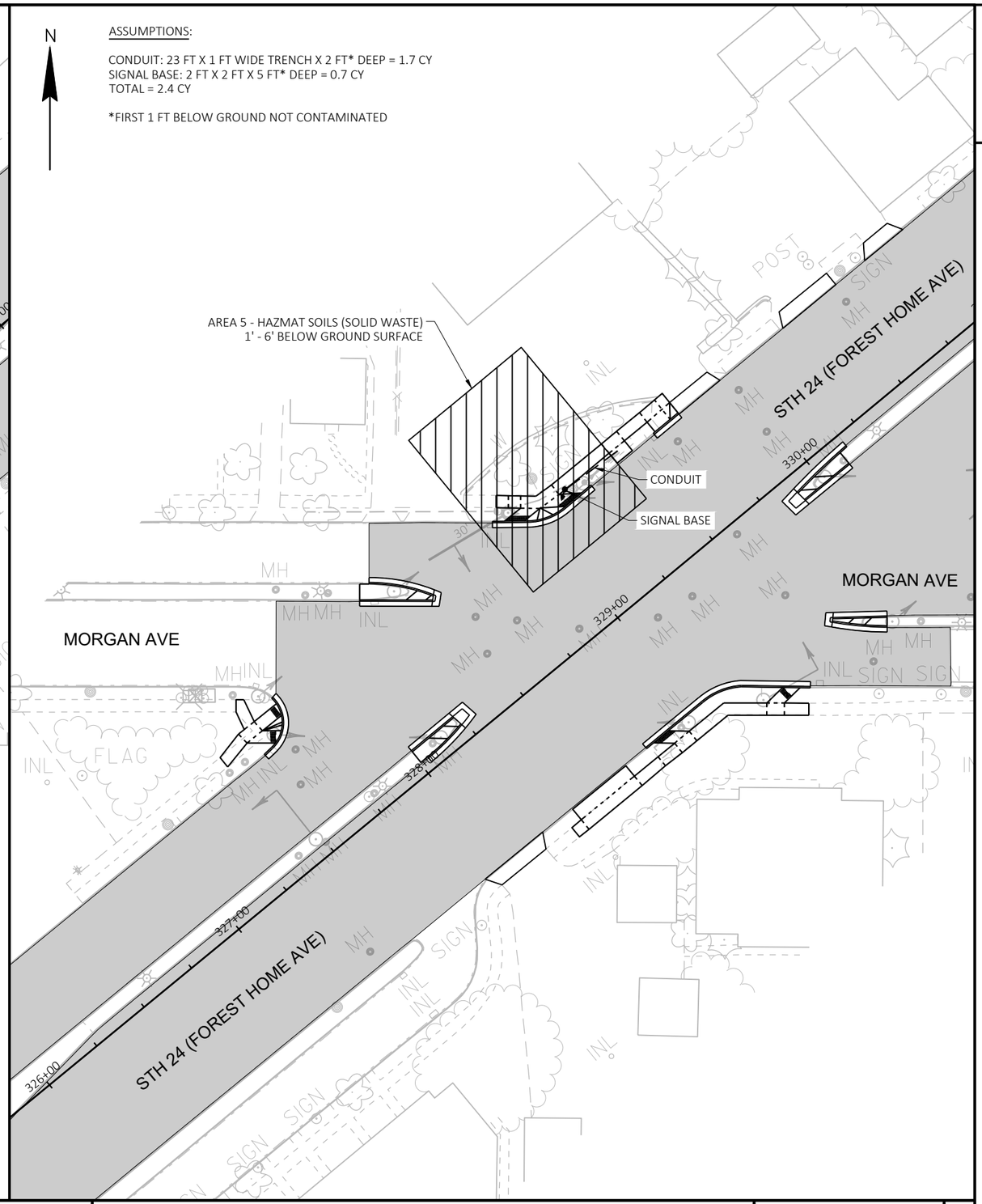

2

N

ASSUMPTIONS:

CONDUIT: 23 FT X 1 FT WIDE TRENCH X 2 FT* DEEP = 1.7 CY
SIGNAL BASE: 2 FT X 2 FT X 5 FT* DEEP = 0.7 CY
TOTAL = 2.4 CY

*FIRST 1 FT BELOW GROUND NOT CONTAMINATED




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CONSTRUCTION DETAILS - HAZMAT SOILS | SHEET 21 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\021002_CD-HAZMAT.DWG
LAYOUT NAME - 021003_cd
PLOT DATE : 5/23/2023 9:57 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:50FT

2

EXIST R/W

+34.18
-47.68'LT

STH 24 (FOREST HOME AVE)

BEGIN PROJECT 2120-18-70
STA 95+34

+37.20
48.45'RT

SLOPE INTERCEPT

+96.27
-58.59'LT

+21.27
-58.58'LT

+21.27
-51.58'LT

+96.27
-51.66'LT

+03.26
-45.69'LT

+29.80
-45.53'LT

REMOVING CURB & GUTTER

+83.19
-58.68'LT

+01.34
-58.73'LT

+01.45
-51.62'LT

+83.38
-45.42'LT

+99.52
-45.58'LT

REMOVING CURB & GUTTER

+06.61
-11.44'LT

+13.08
-8.47'LT

REMOVING CURB & GUTTER

+06.34
12.74'RT

+12.79
10.73'RT

+90.89
-1.24'LT

+97.22
-2.96'LT

REMOVING CURB & GUTTER

+91.31
12.60'RT

+97.60
13.65'RT

MATCHLINE 101+00

+03.98
46.37'RT

+97.04
52.69'RT

REMOVING
CURB & GUTTER

+00.87
46.70'RT

+77.55
61.38'RT

+35.94
61.09'RT

TLE

+97.16
59.29'RT

+07.29
64.38'RT

+12.36
64.38'RT

+38.96
84.33'RT

+75.06
84.50'RT

SLOPE INTERCEPT

EXIST R/W

LILAC LN

95 96 97 98 99 100

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)
- REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)
- XXXXX SAWING CONCRETE
- SW01 SAWING ASPHALT

SCHARLES AVE/
104TH ST

+52.92
-70.76'LT

+51.36
-65.97'LT

SW01

+24.07
-60.39'LT

+19.16
-60.30'LT

SW01

+19.43
-47.80'LT

+35.82
-46.82'LT

+53.11
-62.91'LT

+94.81
-60.47'LT

REMOVING CURB
& GUTTER

+93.92
-71.15'LT

SLOPE INTERCEPT

+30.07
-58.51'LT

+06.64
-48.54'LT

+30.00
-53.62'LT

EXIST R/W

MATCHLINE 101+00

MATCHLINE 107+00

101 102 103 104 105 106

STH 24 (FOREST HOME AVE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 22 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021101

PLOT DATE : 7/14/2024 5:15 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE

STH 24 (FOREST HOME AVE)

EXIST R/W

EXIST R/W

MATCHLINE 107+00

MATCHLINE 113+00

STH 24 (FOREST HOME AVE)

SLOPE INTERCEPT

EXIST R/W

EXIST R/W

MATCHLINE 113+00

MATCHLINE 119+00

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 23 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021102

PLOT DATE : 9/22/2024 11:04 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

N

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 119+00

MATCHLINE 125+00

EXIST R/W

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 24 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021103

PLOT DATE : 3/28/2024 2:55 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)

REMOVING CONCRETE PAVEMENT

REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)

SAWING CONCRETE

GRANGE AVE

EXIST R/W

+16.19
-58.85'LT

+39.30
-72.92'LT

+74.77
-104.90'LT

+16.17
-54.06'LT

+45.11
-61.50'LT

+27.29
-45.85'LT

REMOVING CURB & GUTTER

+18.89
-59.53'LT

TLE

SLOPE INTERCEPT

+83.63
-45.87'LT

BASE PATCHING
CONCRETE SHES

+60.20
-8.13'LT

+60.25
2.43'RT

+85.20
-8.21'LT

REMOVING CURB & GUTTER

+31.15
3.52'RT

+49.62
5.03'RT

+15.67
8.53'RT

+17.21
14.52'RT

+36.57
14.34'RT

+49.70
11.64'RT

+57.75
2.42'RT

+62.75
2.43'RT

+85.25
2.47'RT

REMOVING
CURB & GUTTER

+66.39
46.67'RT

+50.72
67.78'RT

+59.03
77.42'RT

MATCHLINE 125+00

MATCHLINE 131+00

125

126

127

128

129

130

STH 24 (FOREST HOME AVE)

REMOVING CURB & GUTTER

+87.38
46.17'RT

+45.67
46.32'RT

EXIST R/W

+34.56
46.40'RT

TLE

SLOPE INTERCEPT

+84.30
67.68'RT

+25.12
110.54'RT

GRANGE AVE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 25 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021104

PLOT DATE : 7/14/2024 6:03 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)

SAWING CONCRETE

RIDGE RD

+89.53
-73.04'LT

+18.63
-72.23'LT

NO SIDEWALK CONNECTION.
CURB RAMP TO REMAIN.

NO SIDEWALK CONNECTION.
CURB RAMP TO REMAIN.

REMOVING CURB & GUTTER

+35.09
-48.47'LT

EXIST R/W

+29.18
-48.43'LT

+35.41
-37.89'LT

+43.54
-37.93'LT

BASE PATCHING CONCRETE

+30.16
-14.13'LT

+44.09
-14.12'LT

MATCHLINE 131+00

MATCHLINE 137+00

STH 24 (FOREST HOME AVE)

EXIST R/W

ALLENWOOD LN

+29.47
-67.30'LT

+57.66
-68.73'LT

NO SIDEWALK CONNECTION.
CURB RAMP TO REMAIN.

NO SIDEWALK CONNECTION.
CURB RAMP TO REMAIN.

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 137+00

MATCHLINE 143+00

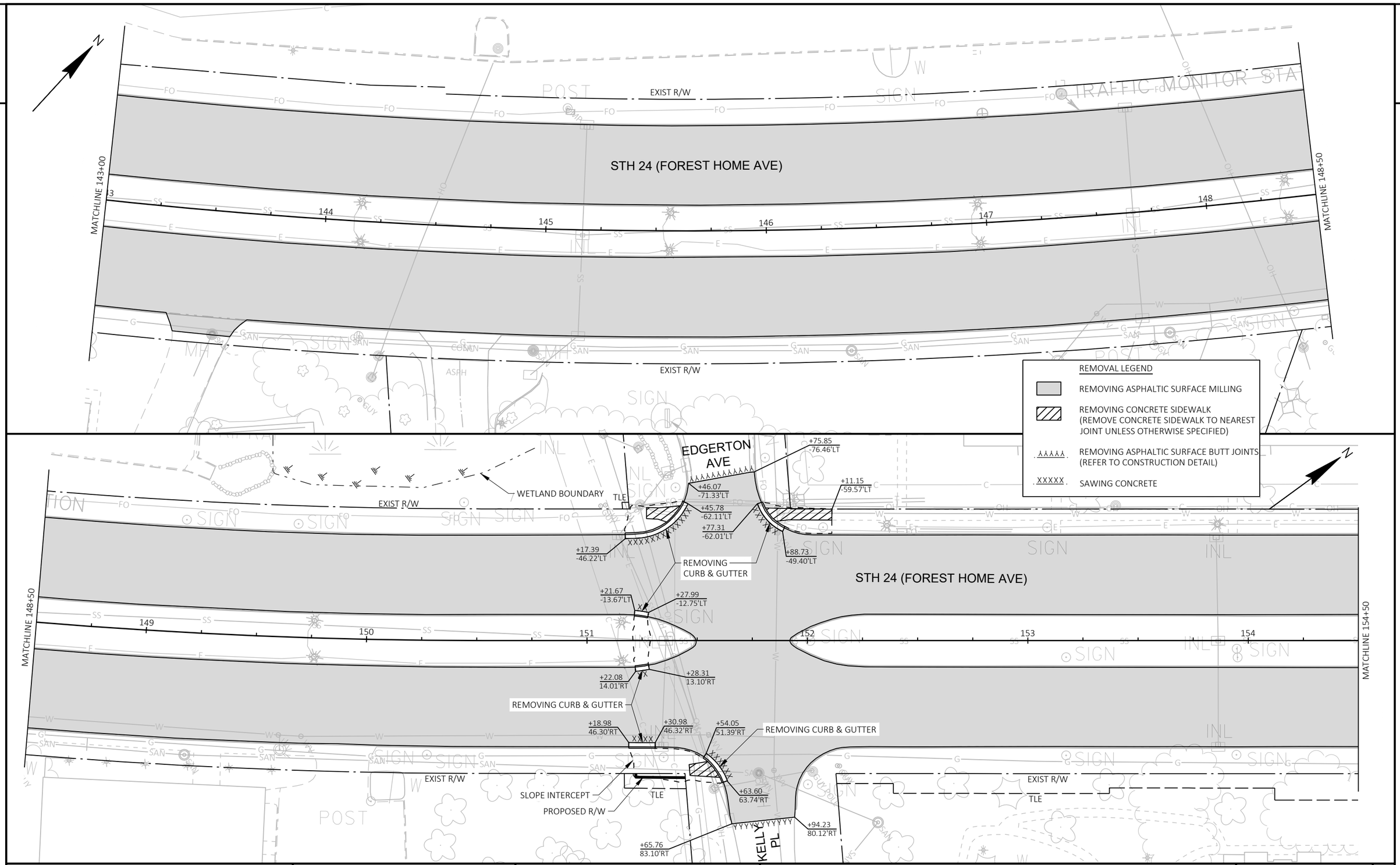
EXIST R/W

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 26 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021105

PLOT DATE : 7/14/2024 6:22 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 27 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021106

PLOT DATE : 7/15/2024 1:01 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)

N

ROOT RIVER PKWY

ROOT RIVER

+68.31
-111.30'LT

+96.63
-84.00'LT

CURB RAMPS ARE COMPLIANT

CURB RAMPS ARE COMPLIANT

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCH BRIDGE

MATCHLINE 154+50

MATCHLINE 160+50

155 156 157 158 159 160

EXIST R/W

TLE

+06.65
81.15'RT

+38.61
104.61'RT

92ND ST

EXIST R/W

TLE

WETLAND BOUNDARY

TLE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 28 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021107

PLOT DATE : 7/15/2024 1:24 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)

92ND ST / CTH N

BIKE PATH

CURB RAMPS ARE COMPLIANT

CURB RAMPS ARE COMPLIANT

EXIST R/W

+88.75
-43.54'LT

+32.06
-43.07'LT

STH 24 (FOREST HOME AVE)

MATCHLINE 160+50

MATCHLINE 166+50

161

162

163

164

165

166

MATCH BRIDGE

CURB RAMPS ARE COMPLIANT

HMOD

WETLAND BOUNDARY

EXIST R/W

EXIST R/W

CURB RAMPS ARE COMPLIANT

CURB RAMPS ARE COMPLIANT

+38.20
78.14'RT

+74.07
77.04'RT

ROOT RIVER

NGS MONUMENT 1X22 PID DF9532
(DO NOT DISTURB)

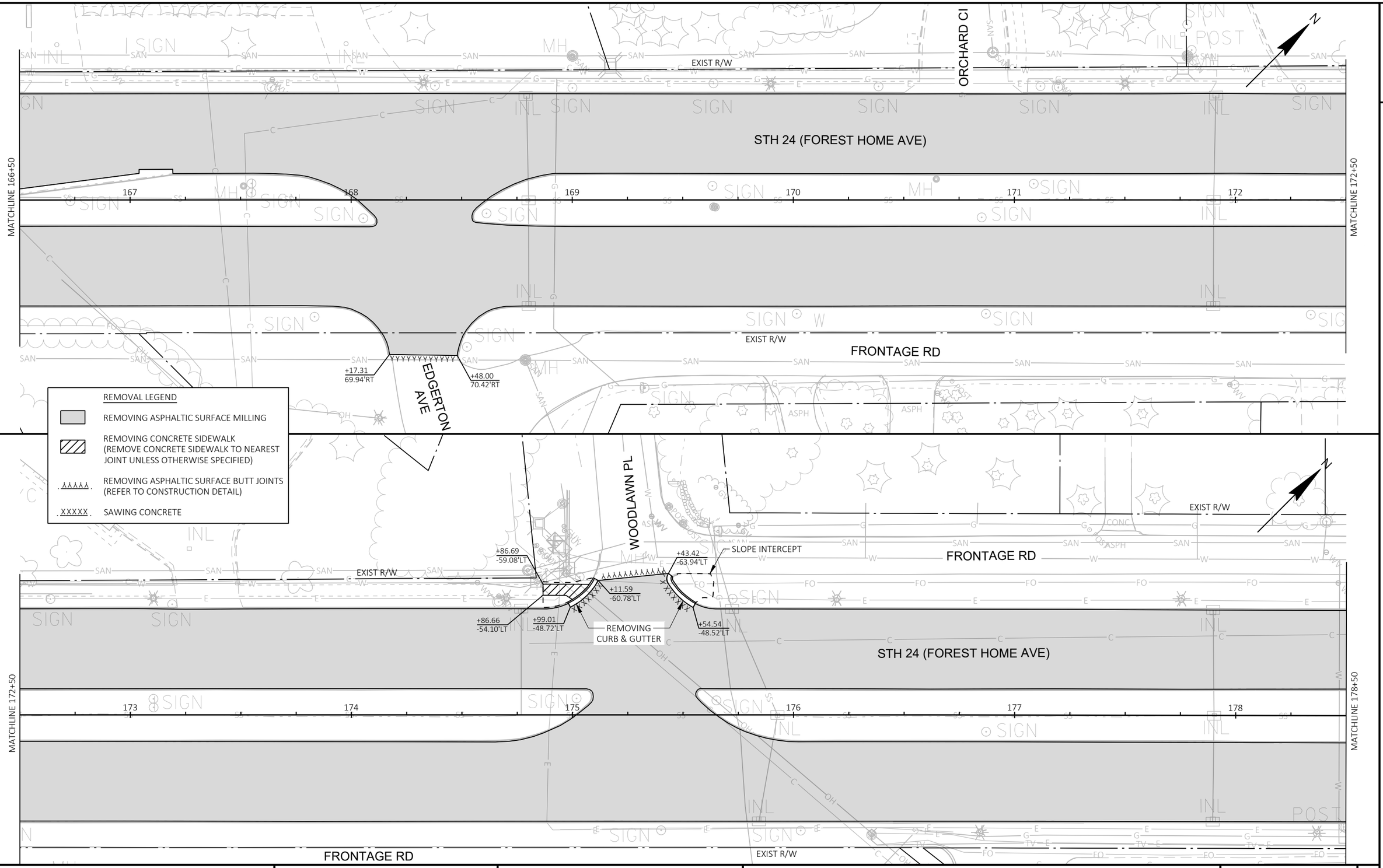
ROOT RIVER PKWY

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 29 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021108

PLOT DATE : 7/15/2024 1:29 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 30 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021109
PLOT DATE : 7/15/2024 1:46 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

EXIST R/W

FRONTAGE RD

SLOPE INTERCEPT

REMOVING GUARDRAIL

STH 24 (FOREST HOME AVE)

MATCHLINE 178+50

179 180 181 182 183 184

MATCHLINE 184+50

+60.49
53.70'RT

+87.45
53.71'RT

TLE

+13.19
53.74'RT

EXIST R/W

+37.88
53.74'RT

TLE

+62.36
53.77'RT

+84.01
53.77'RT

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)

AAAAA REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)

XXXXX SAWING CONCRETE

87TH ST

+15.40
-63.20'LT

+29.06
-61.64'LT

+29.06
-56.64'LT

SLOPE INTERCEPT

FRONTAGE RD

+84.82
-62.04'LT

REMOVING GUARDRAIL

+75.16
-50.02'LT

REMOVING CURB & GUTTER

+24.96
-51.66'LT

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 184+50

185 186 187 188 189 190

MATCHLINE 190+50

+78.80
54.48'RT

TLE

+90.62
54.26'RT

EXIST R/W

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 31 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021110

PLOT DATE : 4/15/2024 9:26 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK
(REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)

XXXXX SAWING CONCRETE

EXIST R/W

STH 24 (FOREST HOME AVE)

EXIST R/W

MATCHLINE 190+50

MATCHLINE 196+00

191 192 193 194 195

+54.49
14.96'RT

XXXXXX

+70.40
14.80'RT

BASE PATCHING CONCRETE

REMOVING CURB & GUTTER

+54.55
35.87'RT

XXXX

+70.63
46.63'RT

+64.58
35.78'RT

+64.55
46.63'RT

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 32 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\212018OO\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021111

PLOT DATE : 3/29/2024 6:54 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)

REMOVING CONCRETE PAVEMENT

XXXXX SAWING CONCRETE

REMOVING CURB & GUTTER

+26.29 -135.27'LT

+29.70 -139.57'LT

+21.82 -129.63'LT

+18.29 -125.17'LT

+24.65 -120.19'LT

+11.22 -103.04'LT

+69.93 -84.57'LT

+74.96 -70.59'LT

+17.54 -65.20'LT

+19.00 -45.75'LT

BASE PATCHING CONCRETE SHES

+54.45 -120.20'LT

+30.63 -108.37'LT

+20.66 -95.65'LT

+39.53 -101.40'LT

+49.60 -86.04'LT

+03.71 -71.49'LT

+96.88 -73.06'LT

+36.96 -69.61'LT

+34.21 -65.66'LT

+58.26 -79.29'LT

+44.18 -61.51'LT

+25.58 -52.01'LT

+40.08 -56.92'LT

+81.53 -53.38'LT

+85.13 -47.60'LT

+30.97 -47.85'LT

+11.77 -53.59'LT

+08.36 -47.51'LT

+23.18 -65.32'LT

84TH ST

MATCHLINE 51+50

EXIST R/W

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

+90.70 -44.55'LT

+84.70 -44.62'LT

+90.58 -35.45'LT

+95.08 -35.40'LT

+84.30 -12.76'LT

+94.79 -12.63'LT

BASE PATCHING CONCRETE

+92.57 -13.46'LT

+02.44 -13.19'LT

+88.03 -2.73'LT

+00.57 -3.16'LT

+59.12 4.72'RT

+69.85 4.21'RT

+58.79 13.72'RT

+69.90 14.29'RT

+42.26 46.80'RT

MATCHLINE 196+00

MATCHLINE 202+00

STH 24 (FOREST HOME AVE)

+37.53 47.81'RT

+20.49 54.75'RT

+28.59 61.29'RT

+33.41 59.98'RT

+03.97 75.25'RT

+56.59 76.07'RT

+93.51 107.59'RT

+14.88 102.56'RT

+82.14 74.26'RT

+85.79 72.91'RT

+37.86 89.68'RT

+41.79 96.17'RT

+19.92 112.28'RT

+97.17 124.87'RT

+89.26 134.85'RT

MATCH EXISTING CONCRETE

BASE PATCHING CONCRETE SHES

84TH ST

EXIST R/W

MATCH EXISTING CONCRETE

MATCH EXISTING CONCRETE

MATCHLINE 51+50

MATCH EXISTING CONCRETE

84TH ST

+17.49 -84.27'LT

+32.81 -98.17'LT

+36.48 -95.25'LT

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 33 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021112

PLOT DATE : 7/15/2024 2:39 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

EXIST R/W

+12.76
-42.89'LT

REMOVING CURB & GUTTER

+18.75
-42.78'LT

+18.67
-35.13'LT

+23.60
-35.05'LT

BASE PATCHING CONCRETE

+12.37
-11.22'LT

+24.61
-11.07'LT

STH 24 (FOREST HOME AVE)

REMOVING GUARDRAIL

REMOVING GUARDRAIL

REMOVING GUARDRAIL

SLOPE INTERCEPT

MATCHLINE 202+00

MATCHLINE 208+00

202 203 204 205 206 207

LAYTON AVE / CTH Y

STH 24 NB (FOREST HOME AVE) OFF RAMP TO LAYTON AVE

EXIST R/W

MATCH EXISTING CONCRETE

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK
(REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)

XXXXX SAWING CONCRETE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 34 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021113

PLOT DATE : 7/15/2024 2:59 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)

REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)

SAWING CONCRETE

FOREST HOME AVE SERVICE RD

+97.44
-134.56'LT

+90.08
-115.39'LT

STH 24 (FOREST HOME AVE)

MATCHLINE 208+00

MATCHLINE 214+00

208 209 210 211 212 213

STH 24 NB OFF RAMP TO IH 41/IH 43/IH 894

ON RAMP TO STH 24/IH 41/IH 43/IH 894 FROM LAYTON AVE

SLOPE INTERCEPT

REMOVING CURB & GUTTER

+33.94
101.53'RT

+29.17
107.68'RT

+46.82
113.47'RT

+02.26
110.45'RT

+46.07
120.22'RT

+72.80
129.24'RT

+27.20
126.49'RT

+30.36
130.47'RT

+69.40
135.59'RT

+52.95
155.91'RT

REMOVING CURB & GUTTER

+23.15
170.46'RT

+48.11
173.56'RT

+18.20
173.23'RT

+56.74
178.45'RT

+60.77
204.88'RT

EXIST R/W

LAYTON AVE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 35 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021114

PLOT DATE : 3/29/2024 7:35 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

EXIST R/W

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)

N

SB ON RAMP TO FOREST AVE

IH 41/IH 43/IH 894

MATCH EXISTING CONCRETE

MATCH EXISTING CONCRETE

STH 24 (FOREST HOME AVE)

MATCHLINE 214+00

214

215

216

217

218

219

MATCHLINE 220+00

STH 24 (FOREST HOME AVE)

MATCH EXISTING CONCRETE

REMOVING GUARDRAIL

STH 24 NB ON RAMP FROM LAYTON AVE

SLOPE INTERCEPT

+29.03
90.94'RT

+27.74
93.92'RT

+27.63
123.62'RT

ON RAMP TO IH 41/IH 43/IH 894

EXIST R/W

2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 36 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021115

PLOT DATE : 3/29/2024 7:38 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

EXIST R/W

FOREST HOME AVE

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING GUARDRAIL

SLOPE INTERCEPT

MATCH EXISTING CONCRETE

STH 24 (FOREST HOME AVE)

MATCHLINE 220+00

220

221

222

223

224

225

MATCHLINE 226+00

REMOVING GUARDRAIL

STH 24 (FOREST HOME AVE)

MATCH EXISTING CONCRETE

STH 24 NB OFF RAMP TO CTH U/76TH ST

IH 41/IH 43/IH 894

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 37 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021116

PLOT DATE : 3/29/2024 7:41 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)

REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)

SAWING CONCRETE

FOREST HOME AVE

+47.54 -169.47'LT

+57.99 -169.00'LT

CONCRETE PAVEMENT REPAIR SHES

REMOVING CURB & GUTTER

REMOVE EXISTING SIGN BASES (PAID AS REMOVING CONCRETE BASES)

REMOVING GUARDRAIL

STH 24 (FOREST HOME AVE)

MATCHLINE 226+00

MATCHLINE 231+75

226

227

228

229

230

231

REMOVING GUARDRAIL

SLOPE INTERCEPT

STH 24 NB OFF RAMP TO CTH U/76TH ST

EXIST R/W

CTH U / 76TH ST

+07.22 100.24'RT

+89.07 115.72'RT

+10.75 103.54'RT

+06.05 112.66'RT

+65.87 135.37'RT

+49.07 158.35'RT

+69.09 153.84'RT

+67.56 152.60'RT

+52.39 161.41'RT

+42.05 107.01'RT

+45.63 110.10'RT

+16.60 128.96'RT

+36.60 133.03'RT

+18.69 136.53'RT

+40.12 147.87'RT

+44.00 155.99'RT

+86.62 168.21'RT

+45.10 160.68'RT

REMOVING CURB & GUTTER

+56.42 194.25'RT

+79.92 184.22'RT

+76.86 180.38'RT

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 38 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021117

PLOT DATE : 7/16/2024 1:45 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)
- REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)
- SAWING CONCRETE

REMOVING CURB & GUTTER

CONCRETE PAVEMENT REPLACEMENT SHES

SLOPE INTERCEPT

EXIST R/W

+49.37 -240.06'LT

+08.51 -274.13'LT

+34.10 -247.20'LT

+51.12 -228.97'LT

+99.80 -213.11'LT

+02.94 -209.53'LT

+52.81 -236.41'LT

+09.62 -200.78'LT

+78.24 -178.15'LT

+12.01 -198.15'LT

+77.23 -200.51'LT

+74.09 -177.25'LT

+44.78 -176.59'LT

+50.99 -174.55'LT

REMOVING CURB & GUTTER

+94.60 -178.26'LT

+95.21 -179.58'LT

+19.60 -152.38'LT

+26.11 -161.36'LT

+57.31 -155.23'LT

EXIST R/W

+18.72 -158.38'LT

+24.97 -157.85'LT

+27.11 -154.00'LT

+80.93 -173.93'LT

+25.34 -137.85'LT

+53.54 -150.67'LT

+89.87 -148.99'LT

+18.84 -147.60'LT

BASE PATCHING CONCRETE SHES

+93.02 -160.46'LT

+47.12 -155.89'LT

REMOVING CURB & GUTTER

+91.95 -148.30'LT

+13.58 -148.28'LT

+83.31 -127.64'LT

+33.29 -136.92'LT

+86.93 -133.32'LT

+79.33 -134.47'LT

+86.15 -112.43'LT

+97.96 -110.30'LT

STH 24 SB OFF RAMP TO CTH U/76TH ST

+27.03 -128.70'LT

+85.18 -122.69'LT

+91.69 -118.41'LT

+19.65 -121.84'LT

+16.01 -118.30'LT

+41.01 -126.10'LT

+30.18 -125.42'LT

+49.68 -98.43'LT

+53.88 -122.07'LT

+81.80 -86.75'LT

+93.64 -84.74'LT

BASE PATCHING CONCRETE SHES

REMOVING CURB & GUTTER

+54.88 -92.76'LT

+48.82 -89.34'LT

+75.22 -88.61'LT

REMOVING CURB & GUTTER

MATCH BRIDGE

CTH U / 76TH ST

SLOPE INTERCEPT

REMOVING GUARDRAIL

MATCHLINE 237+75

STH 24 (FOREST HOME AVE)

232 233 234 235 236 237

MATCHLINE 231+75

REMOVING GUARDRAIL

STH 24 NB ON RAMP FROM CTH U/76TH ST

EXIST R/W

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE CASCIO | REMOVAL PLAN | SHEET 39 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\212018800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021118

PLOT DATE : 7/15/2024 3:51 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)

REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)

SAWING CONCRETE

N

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 237+75

MATCHLINE 243+50

238 239 240 241 242 243

REMOVING CURB & GUTTER

+25.64 55.68'RT

+25.18 60.36'RT

+69.54 59.35'RT

+01.31 69.90'RT

+00.95 75.91'RT

+80.29 80.82'RT

+71.99 109.32'RT

+75.83 109.59'RT

+79.77 90.44'RT

+55.00 52.18'RT

+23.85 69.71'RT

+23.55 75.71'RT

+73.90 54.34'RT

+48.02 79.46'RT

+73.90 59.22'RT

+43.16 81.48'RT

+43.18 92.56'RT

SLOPE INTERCEPT

TLE

TLE

EXIST R/W

EXIST R/W

GREEN RIDGE CIR

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 40 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021119

PLOT DATE : 3/29/2024 8:51 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)
- SAWING CONCRETE

MATCH EXISTING CONCRETE

COLD SPRING RD

REMOVE AND CAP EXISTING DRAINAGE STRUCTURE (REFER TO STORM SEWER PLAN)

SLOPE INTERCEPT

+80.94 -58.57'LT

EXIST R/W

+39.99 -69.47'LT

+15.36 -60.37'LT

+43.25 -70.56'LT

+31.89 -81.38'LT

+28.67 -77.55'LT

+21.91 -70.32'LT

TLE

+70.55 -58.52'LT

EXIST R/W

+34.93 -50.65'LT

+36.90 -48.04'LT

+62.82 -47.83'LT

+64.84 -52.49'LT

+01.44 -48.29'LT

+80.97 -53.55'LT

+10.93 -46.05'LT

+70.50 -53.63'LT

BASE PATCHING CONCRETE SHES

STH 24 (FOREST HOME AVE)

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

+07.05 -14.15'LT

+06.00 1.32'RT

+31.05 -14.11'LT

+31.01 1.33'RT

+68.88 3.26'RT

+61.41 6.22'RT

+60.03 -13.62'LT

+50.42 -11.00'LT

+77.86 -13.62'LT

+50.74 -1.69'LT

+60.16 -2.02'LT

+79.55 -6.45'LT

MATCHLINE 243+50

MATCHLINE 249+25

244

245

246

247

248

249

STH 24 (FOREST HOME AVE)

+73.41 14.45'RT

+10.07 11.77'RT

+10.06 1.32'RT

+65.67 14.47'RT

REMOVING CURB & GUTTER

+60.85 53.81'RT

+77.61 48.53'RT

REMOVING CURB & GUTTER

+47.10 48.82'RT

+68.40 54.31'RT

+26.59 46.74'RT

REMOVING CURB & GUTTER

+00.13 48.19'RT

+33.27 50.53'RT

+50.09 54.32'RT

+95.92 54.44'RT

+13.93 54.41'RT

+76.97 48.09'RT

+03.14 51.97'RT

+74.57 54.29'RT

EXIST R/W

+60.83 58.93'RT

+87.90 61.32'RT

TLE

+34.84 61.02'RT

+68.38 59.02'RT

+22.22 59.24'RT

TLE

+15.42 70.75'RT

+18.07 70.91'RT

+50.09 58.92'RT

+95.89 59.01'RT

+13.73 59.09'RT

TLE

+98.73 69.71'RT

REMOVING CURB & GUTTER

SLOPE INTERCEPT

MILL CONCRETE

+93.93 73.97'RT

+93.85 70.61'RT

MATCH EXISTING CONCRETE

COLD SPRING RD

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 41 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021120

PLOT DATE : 7/15/2024 4:14 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

EXIST R/W

+98.82
-84.69'LT

+22.31
-85.10'LT

CURB RAMP IS COMPLIANT

EXIST R/W

72ND ST

CURB RAMP IS COMPLIANT

STH 24 (FOREST HOME AVE)

MATCHLINE 249+25

MATCHLINE 255+00

250 251 252 253 254

EXIST R/W

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)

REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)

SAWING CONCRETE

SLOPE INTERCEPT

+48.37
-58.64'LT

TLE

+66.39
-58.60'LT

+48.34
-53.87'LT

+66.34
-53.79'LT

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 255+00

MATCHLINE 261+00

256 257 258 259 260

+75.79
54.45'RT

+93.79
54.62'RT

+37.25
50.74'RT

REMOVING CURB & GUTTER

+03.67
46.30'RT

+04.02
54.61'RT

+75.75
58.98'RT

TLE

+15.94
58.82'RT

+93.82
58.90'RT

+46.71
60.90'RT

+86.15
63.93'RT

+88.91
63.92'RT

+48.02
75.19'RT

PLAINFIELD AVE

+04.04
58.79'RT

TLE

SLOPE INTERCEPT

+75.92
73.23'RT

EXIST R/W

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 42 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021121

PLOT DATE : 7/30/2024 2:38 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

N

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 261+00

MATCHLINE 267+00

EXIST R/W

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 43 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021122

PLOT DATE : 3/29/2024 9:26 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)
- REMOVING CONCRETE PAVEMENT
- XXXXX SAWING CONCRETE

68TH ST

MATCH EXISTING CONCRETE

+26.20 -138.80'LT

+32.09 -133.55'LT

+54.35 -105.44'LT

+44.53 -101.00'LT

TLE

REMOVING CURB & GUTTER

+66.03 -71.79'LT

+18.65 -75.02'LT

+23.87 73.92'LT

+61.48 -75.51'LT

+80.63 -58.39'LT

TLE

SLOPE INTERCEPT

EXIST R/W

+60.77 -54.04'LT

TLE

+20.22 -60.83'LT

+56.87 -57.17'LT

+53.59 -49.12'LT

+46.33 -70.23'LT

+33.54 -53.46'LT

+00.23 -53.96'LT

EXIST R/W

+56.11 -46.03'LT

+57.88 -46.35'LT

+03.19 -47.50'LT

+30.40 -47.67'LT

+18.59 -54.18'LT

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

+93.98 -11.33'LT

+22.78 -13.90'LT

+64.07 -2.82'LT

+87.44 -2.78'LT

+49.92 -11.70'LT

+49.46 -2.72'LT

+91.72 -2.77'LT

+91.57 6.72'RT

+63.92 6.28'RT

MATCHLINE 267+00

MATCHLINE 273+00

269

270

271

272

+59.14 3.16'RT

+77.28 2.86'RT

+58.65 12.82'RT

+76.96 14.56'RT

STH 24 (FOREST HOME AVE)

BASE PATCHING CONCRETE SHES

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

+25.44 46.17'RT

+51.72 46.21'RT

+55.69 48.80'RT

+48.52 46.34'RT

TLE

+12.52 59.10'RT

+76.69 66.10'RT

+60.94 77.61'RT

+42.96 69.41'RT

+39.08 85.86'RT

TLE

EXIST R/W

PROPOSED R/W

+50.98 59.07'RT

SLOPE INTERCEPT

+02.63 95.76'RT

+85.52 80.05'RT

+56.48 79.91'RT

+09.19 102.32'RT

+65.46 84.87'RT

BASE PATCHING CONCRETE SHES

MATCH EXISTING CONCRETE

68TH ST

+47.39 102.30'RT

+25.39 114.43'RT

+28.64 96.66'RT

+17.88 107.17'RT

+07.64 117.46'RT

+00.62 110.68'RT

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 44 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021123

PLOT DATE : 7/30/2024 8:54 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

EXIST R/W

SLOPE INTERCEPT

+87.65
-58.73'LT

TLE

+25.87
58.87'LT

+87.91
-48.40'LT

+25.77
-53.86'LT

STH 24 (FOREST HOME AVE)

MATCHLINE 273+00

MATCHLINE 279+00

273 274 275 276 277 278

SLOPE INTERCEPT

EXIST R/W

+36.31
54.57'RT

+36.33
58.68'RT

+79.31
54.23'RT

+79.34
58.94'RT

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)

REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)

SAWING CONCRETE

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 279+00

MATCHLINE 285+00

279 280 281 282 283 284

+16.32
48.57'RT

REMOVING CURB & GUTTER

+80.31
49.29'RT

+99.78
54.71'RT

+69.18
60.31'RT

+95.88
58.49'RT

+24.24
61.39'RT

+18.35
73.58'RT

TLE

+99.75
58.50'RT

SLOPE INTERCEPT

EXIST R/W

STH 24 (FOREST HOME AVE)

65TH ST

+40.68
93.17'RT

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 45 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021124

PLOT DATE : 7/30/2024 8:58 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)

XXXXX SAWING CONCRETE

N

HOWARD AVE

MATCHLINE 48+00

+42.99 2.35'RT

+54.99 2.35'RT

47

CONCRETE PAVEMENT REPAIR SHES

+42.99 23.95'RT

+54.99 23.96'RT

MATCH EXISTING CONCRETE

REMOVING CURB & GUTTER

+08.33 -65.90'LT

+86.91 -56.31'LT

+27.34 -62.66'LT

+31.55 -64.00'LT

+46.12 -51.71'LT

+44.59 -47.72'LT

+24.43 -51.39'LT

+26.73 -48.31'LT

+88.68 -46.82'LT

EXIST R/W

PROPOSED R/W

SLOPE INTERCEPT

TLE

+37.13 -61.79'LT

+79.62 -46.24'LT

+46.64 -58.79'LT

+46.64 -53.93'LT

EXIST R/W

REMOVING CURB & GUTTER

BASE PATCHING CONCRETE SHES

+53.34 -13.86'LT

+68.63 -13.03'LT

+68.68 -3.65'LT

+39.37 -5.49'LT

+56.84 -2.91'LT

MATCH EXISTING CONCRETE

REMOVING CURB & GUTTER

+17.60 5.52'RT

+52.15 2.99'RT

+76.90 2.96'RT

+82.07 -7.06'LT

+10.44 -7.28'LT

STH 24 (FOREST HOME AVE)

+17.60 11.18'RT

+60.62 14.12'RT

+86.59 2.94'RT

+10.52 2.90'RT

REMOVING CURB & GUTTER

+79.91 11.49'RT

+17.45 46.11'RT

+14.95 46.14'RT

+54.63 54.35'RT

+95.59 54.11'RT

REMOVING CURB & GUTTER

+34.54 54.62'RT

+68.25 60.18'RT

+97.33 63.40'RT

EXIST R/W

HONEY CREEK

TLE

+95.59 59.19'RT

+54.49 59.19'RT

+34.38 59.12'RT

+20.16 71.06'RT

+17.54 74.39'RT

+14.09 54.00'RT

+14.10 59.13'RT

SLOPE INTERCEPT

HOWARD AVE

MATCHLINE 52+50

MATCHLINE 285+00

MATCHLINE 291+00

HOWARD AVE

+88.07 -28.77'LT

+98.42 -28.32'LT

+86.91 -6.56'LT

+97.25 -6.16'LT

53

54

N

MATCH EXISTING CONCRETE

CONCRETE PAVEMENT REPAIR SHES

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 46 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021125

PLOT DATE : 7/16/2024 8:06 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCH EXISTING CONCRETE

63RD ST

+90.99
-69.18'LT

+86.35
-69.17'LT

+61.07
-58.94'LT

TLE

+99.47
-61.49'LT

+32.52
-61.08'LT

+43.95
-75.65'LT

PROPOSED R/W

SLOPE INTERCEPT

TLE

+67.24
-58.89'LT

EXIST R/W

+67.94
-45.98'LT

+57.09
-45.90'LT

STH 24 (FOREST HOME AVE)

REMOVING
CURB & GUTTER

+69.35
-13.95'LT

+75.35
-13.96'LT

+46.08
-13.79'LT

+52.08
-13.83'LT

MATCHLINE 291+00

292

293

294

295

296

MATCHLINE 297+00

+76.31
-1.18'LT

+69.70
1.32'RT

+44.49
4.82'RT

+50.82
8.33'RT

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

+64.06
46.33'RT

+87.43
46.15'RT

+42.83
46.29'RT

+53.84
46.22'RT

+60.41
59.26'RT

TLE

+83.13
54.04'RT

+83.13
59.05'RT

SLOPE INTERCEPT

TLE

+35.73
58.90'RT

+55.73
59.06'RT

EXIST R/W

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING CONCRETE SIDEWALK
(REMOVE CONCRETE SIDEWALK TO NEAREST
JOINT UNLESS OTHERWISE SPECIFIED)

XXXXX SAWING CONCRETE

EXIST R/W

MATCH EXISTING CONCRETE

61ST ST

SLOPE INTERCEPT

+51.27
-59.18'LT

+86.27
-59.16'LT

+13.58
-59.12'LT

TLE

+43.03
-71.49'LT

+01.15
-71.19'LT

PROPOSED R/W

TLE

+22.12
-58.98'LT

+54.66
-61.50'LT

+90.05
-60.93'LT

+20.50
-45.94'LT

+15.03
-46.14'LT

REMOVING
CURB & GUTTER

+22.72
-13.95'LT

+28.72
-13.93'LT

+06.26
-13.97'LT

+12.26
-13.95'LT

MATCHLINE 297+00

298

299

300

301

302

MATCHLINE 302+50

+29.75
6.57'RT

+04.52
0.11'RT

+23.61
9.42'RT

+10.67
4.81'RT

STH 24 (FOREST HOME AVE)

REMOVING
CURB & GUTTER

+19.74
46.32'RT

+44.75
46.23'RT

+96.17
46.23'RT

+14.29
46.24'RT

EXIST R/W

TLE

+12.73
58.96'RT

+37.73
58.98'RT

+96.21
58.82'RT

TLE

+16.21
58.78'RT

SLOPE INTERCEPT

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 47 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021126

PLOT DATE : 7/16/2024 8:29 AM

PLOT BY : JOHANSEN, AMANDA A

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

2

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)
- SAWING CONCRETE
- SW01 SAWING ASPHALT

60TH ST

STH 24 (FOREST HOME AVE)

EXIST R/W

PROPOSED R/W

MATCHLINE 302+50

MATCHLINE 307+75

BASE PATCHING CONCRETE SHES

MATCH EXISTING CONCRETE

REMOVING CURB & GUTTER

CONCRETE PAVEMENT REPLACEMENT SHES

SLOPE INTERCEPT

TLE

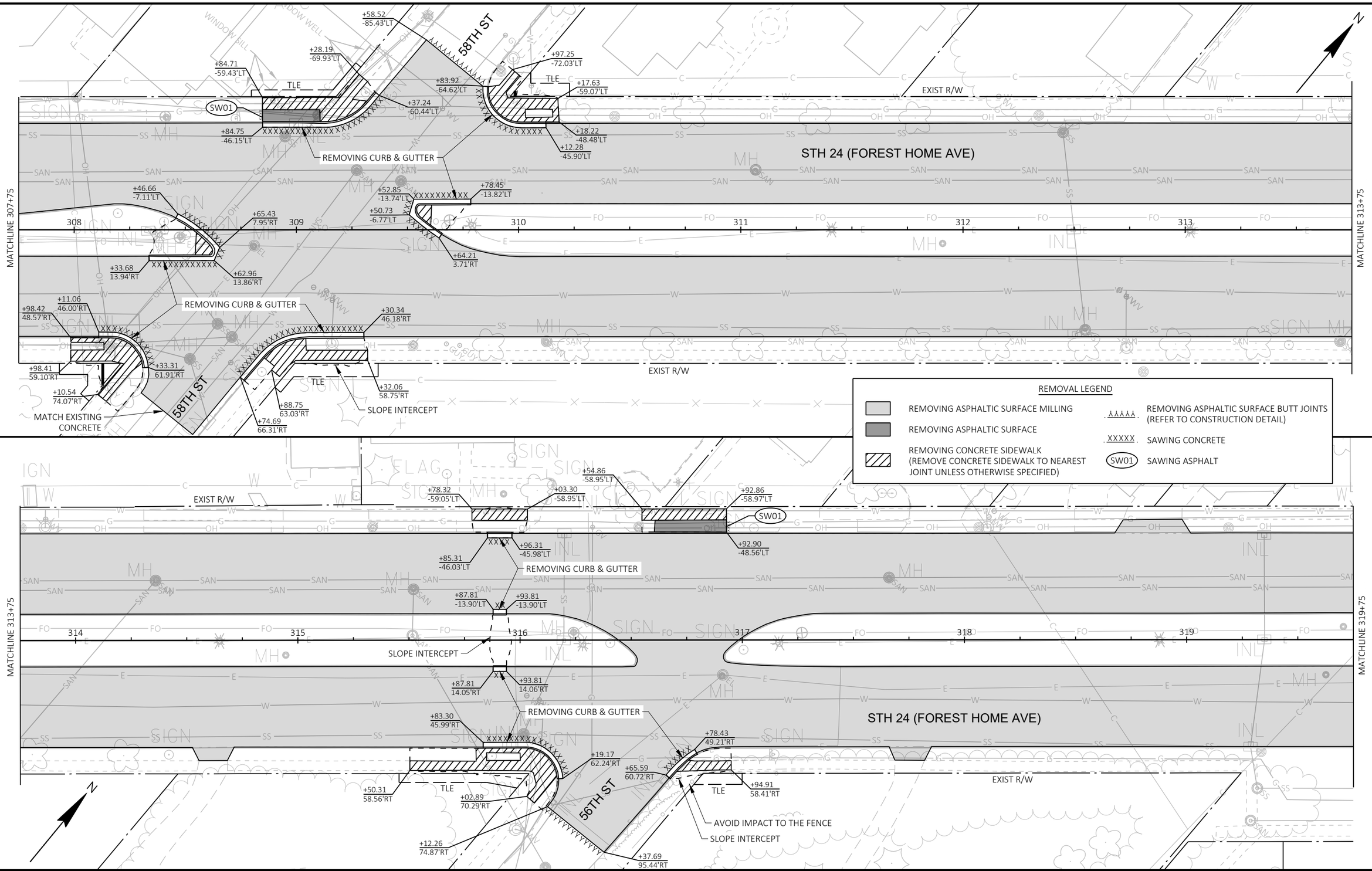
SW01

303 304 305 306 307

+21.66 -134.46'LT
+56.67 -124.18'LT
+15.81 -127.52'LT
+43.28 -116.74'LT
+27.87 -98.34'LT
+98.43 -106.87'LT
+63.89 -118.26'LT
+41.27 -105.78'LT
+51.75 -103.86'LT
+63.74 -88.94'LT
+12.30 -95.48'LT
+20.06 -104.76'LT
+49.63 -87.89'LT
+87.24 -80.63'LT
+77.90 -73.64'LT
+95.16 -73.99'LT
+16.37 -61.41'LT
+11.38 -58.80'LT
+43.48 -76.65'LT
+01.90 -58.94'LT
+63.36 -65.06'LT
+12.65 -54.53'LT
+18.98 -49.22'LT
+01.96 -48.44'LT
+17.80 -46.07'LT
+90.71 -45.84'LT
+88.55 -13.65'LT
+04.85 -0.89'LT
+27.24 -11.13'LT
+98.99 -12.97'LT
+32.08 -0.97'LT
+33.42 -0.98'LT
+28.85 -0.96'LT
+28.88 13.98'RT
+04.88 13.87'RT
+81.92 -1.09'LT
+97.94 -1.96'LT
+38.62 3.59'RT
+80.58 2.84'RT
+51.02 2.86'RT
+97.18 -7.40'LT
+31.46 -7.28'LT
+38.55 13.26'RT
+51.01 13.75'RT
+71.15 11.11'RT
+91.29 11.14'RT
+04.85 2.86'RT
+31.42 2.94'RT
+32.65 46.23'RT
+07.91 46.99'RT
+13.96 51.34'RT
+51.42 57.18'RT
+24.00 46.32'RT
+23.86 58.90'RT
+28.16 73.10'RT
+86.53 67.91'RT
+95.49 93.80'RT
+47.51 67.71'RT
+91.48 98.47'RT
+01.41 75.27'RT
+96.91 76.68'RT
+07.14 100.19'RT
+27.14 58.91'RT
+59.12 67.06'RT
+45.83 82.48'RT
+41.09 87.99'RT
+45.64 102.69'RT
+23.56 108.49'RT
+73.05 119.91'RT
+79.91 111.93'RT
+20.33 112.24'RT
+04.09 103.75'RT
+89.87 120.30'RT

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 48 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021127
PLOT DATE : 7/16/2024 9:21 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 49 | E |
|---|---|---|---|---|---|

2

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)
- REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)
- SAWING CONCRETE
- SAWING ASPHALT (SW01)

MATCHLINE 319+75

MATCHLINE 325+75

STH 24 (FOREST HOME AVE)

STH 24 (FOREST HOME AVE)

54TH ST

EXIST R/W

EXIST R/W

EXIST R/W

EXIST R/W

TLE

TLE

TLE

TLE

SW01

SW01

SW01

SW01

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

SLOPE INTERCEPT

SLOPE INTERCEPT

+76.42 -59.00'LT

+09.42 -59.00'LT

+83.31 -59.08'LT

+95.87 -61.13'LT

+07.53 -61.03'LT

+90.31 -45.92'LT

+07.52 -45.94'LT

+92.81 -13.89'LT

+98.81 -13.90'LT

+92.81 14.05'RT

+98.81 14.06'RT

+90.33 45.96'RT

+04.08 45.98'RT

+39.83 46.76'RT

+03.91 58.04'RT

+40.01 57.98'RT

+45.13 65.11'RT

+56.16 59.92'RT

+50.90 65.10'RT

+20.09 -61.59'LT

+35.09 -61.53'LT

+15.01 -59.04'LT

+40.07 -59.05'LT

+21.99 -46.03'LT

+33.08 -46.03'LT

+23.46 -11.34'LT

+29.76 -12.84'LT

+24.03 13.90'RT

+30.03 13.99'RT

+23.91 46.05'RT

+30.46 47.05'RT

+29.69 63.39'RT

+23.69 63.36'RT

+21.08 77.32'RT

+32.08 77.37'RT

+18.95 92.06'RT

+34.01 92.27'RT

320 321 322 323 324 325

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 50 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021129

PLOT DATE : 7/16/2024 9:32 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)
- SAWING CONCRETE

MORGAN AVE

EXIST R/W

CONCRETE PAVEMENT REPAIR SHES

+12.71 9.92'RT
+22.01 9.90'RT
+12.66 31.02'RT
+21.97 31.02'RT

PROPOSED R/W

TLE

+55.30 -69.16'LT
+38.49 -58.96'LT
+58.50 -73.07'LT
+72.64 -64.60'LT
+53.47 -45.90'LT
+96.55 -93.67'LT
+27.41 -77.44'LT
+30.34 -75.04'LT
+21.68 -70.52'LT
+46.03 -94.18'LT
+46.64 -49.84'LT
+50.80 -53.57'LT
+83.82 -60.83'LT
+93.37 -70.06'LT
+72.28 -58.89'LT
+59.11 -46.13'LT
+26.13 -46.12'LT
+72.13 -46.16'LT

SLOPE INTERCEPT

REMOVING CURB & GUTTER

+00.53 -13.57'LT
+75.25 -11.03'LT
+80.24 -10.99'LT
+29.16 -13.63'LT
+30.35 -6.32'LT
+57.12 -2.91'LT
+57.17 6.82'RT
+80.20 6.88'RT
+04.13 -2.87'LT
+00.55 -5.41'LT

BASE PATCHING CONCRETE SHES

+27.11 -7.64'LT
+27.11 3.15'RT
+57.21 -7.73'LT
+57.22 3.07'RT
+81.73 6.14'RT
+82.64 13.98'RT
+12.78 6.10'RT
+32.19 3.14'RT
+12.78 14.08'RT

STH 24 (FOREST HOME AVE)

+75.20 46.12'RT
+22.23 59.05'RT
+34.65 80.29'RT
+43.91 70.14'RT
+62.85 56.28'RT
+66.68 52.52'RT
+80.85 74.55'RT
+86.86 108.04'RT
+07.41 88.39'RT
+19.75 95.23'RT
+40.22 112.07'RT
+86.27 67.91'RT
+95.42 78.44'RT
+03.40 81.72'RT
+01.92 89.52'RT
+21.09 84.00'RT
+42.44 63.62'RT
+61.47 46.23'RT
+73.98 59.14'RT
+64.31 68.84'RT
+61.93 85.87'RT
+46.18 104.88'RT

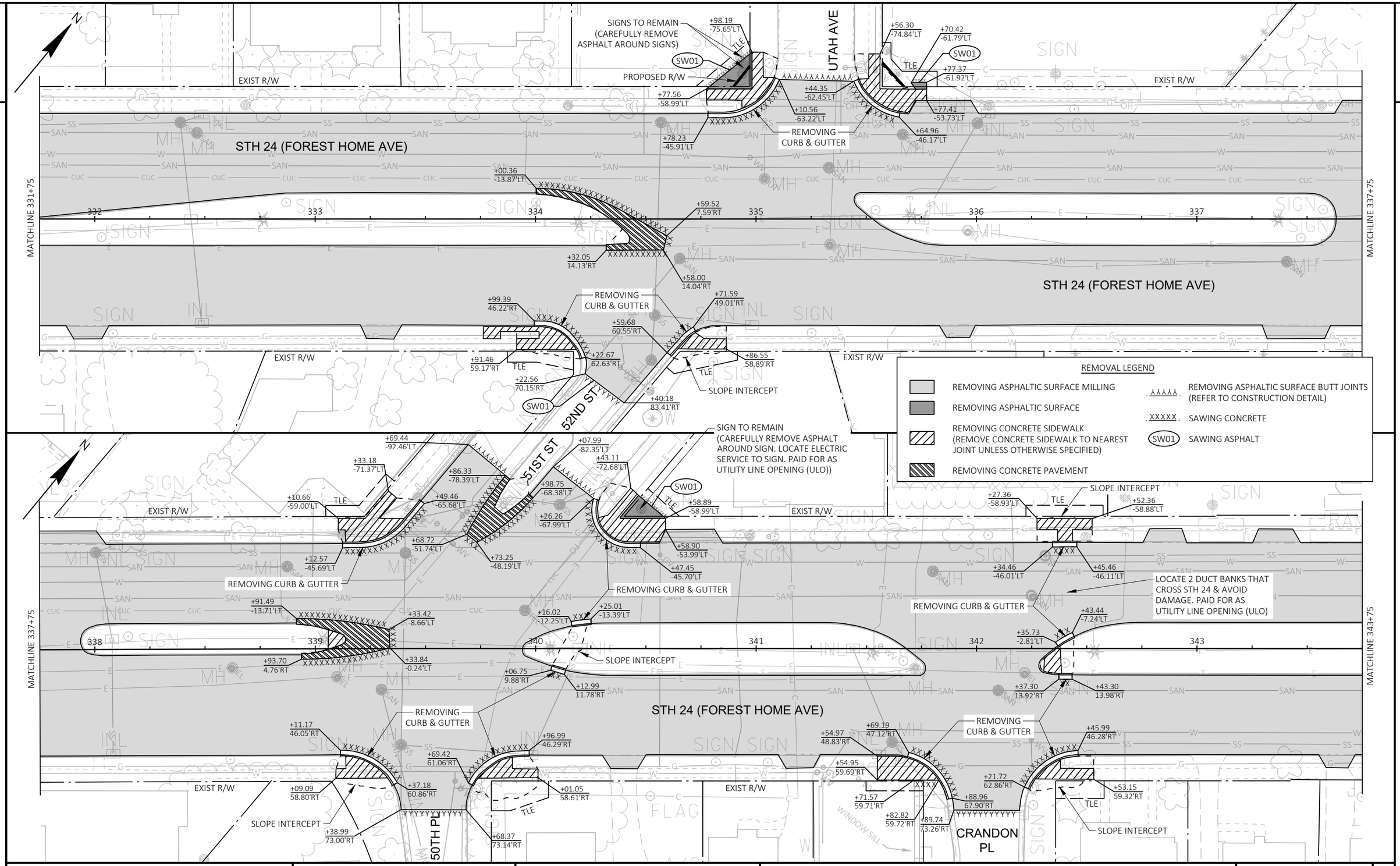
MATCHLINE 325+75

MATCHLINE 331+75

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 51 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021130
PLOT DATE : 7/16/2024 9:37 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 52 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\212018800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021131
PLOT DATE : 7/16/2024 9:41 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE 343+75

MATCHLINE 349+75

EXIST R/W

STH 24 (FOREST HOME AVE)

344 345 346 347 348 349

MATCH EXISTING CONCRETE

49TH ST

+22.68 -71.74'LT

+08.40 -77.47'LT

SLOPE INTERCEPT

+08.43 -61.10'LT

TLE

+78.53 -62.67'LT

+37.06 -59.41'LT

+44.98 -62.32'LT

+13.07 -46.14'LT

+01.94 -46.14'LT

REMOVING CURB & GUTTER

+71.39 -13.89'LT

+86.83 -13.60'LT

+19.04 -7.63'LT

+77.97 -9.99'LT

+86.48 -12.37'LT

+19.22 -0.45'LT

+98.06 7.51'RT

+63.10 13.94'RT

+73.76 8.07'RT

+79.73 10.37'RT

REMOVING CURB & GUTTER

+82.18 46.07'RT

+70.99 46.01'RT

+41.63 60.56'RT

+07.08 61.73'RT

+77.18 58.92'RT

TLE

+06.25 65.71'RT

SCHAUER AVE

+81.63 58.85'RT

+67.62 66.84'RT

TLE

+71.52 66.82'RT

+33.19 74.55'RT

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE BUTT JOINTS (REFER TO CONSTRUCTION DETAIL)
- SAWING CONCRETE

MATCH EXISTING CONCRETE

48TH ST

+57.38 -66.75'LT

SLOPE INTERCEPT

TLE

+38.10 -66.99'LT

EXIST R/W

+75.40 -61.02'LT

+25.11 -58.84'LT

+16.70 -62.23'LT

+34.49 -46.10'LT

+35.93 -59.26'LT

+35.78 -46.21'LT

REMOVING CURB & GUTTER

+34.19 -13.86'LT

+47.20 -11.62'LT

+31.09 -9.26'LT

+23.44 -5.17'LT

350 351 352 353 354 355

+48.58 -5.10'LT

SLOPE INTERCEPT

+34.00 5.77'RT

+24.65 13.68'RT

+30.65 13.78'RT

STH 24 (FOREST HOME AVE)

REMOVING CURB & GUTTER

+31.11 46.01'RT

+32.77 45.96'RT

+05.75 61.28'RT

+74.38 61.55'RT

TLE

+34.67 58.99'RT

+78.18 59.48'RT

TLE

+75.27 73.56'RT

SLOPE INTERCEPT

DURAND AVE

+04.67 73.56'RT

EXIST R/W

EXIST R/W

MATCHLINE 349+75

MATCHLINE 355+75

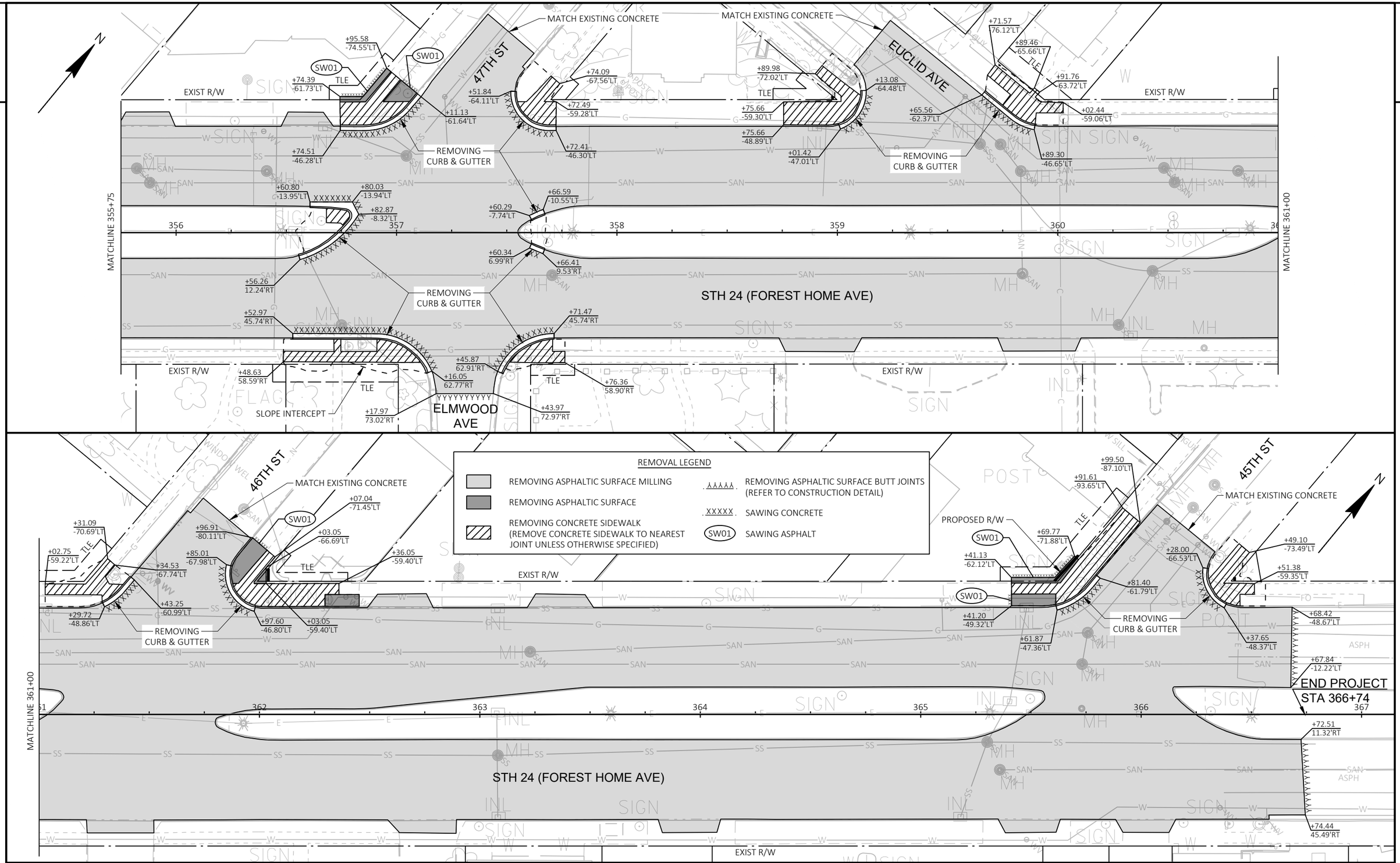
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 53 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021132

PLOT DATE : 7/16/2024 9:45 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 54 | E |
|---|---|---|---|---|---|

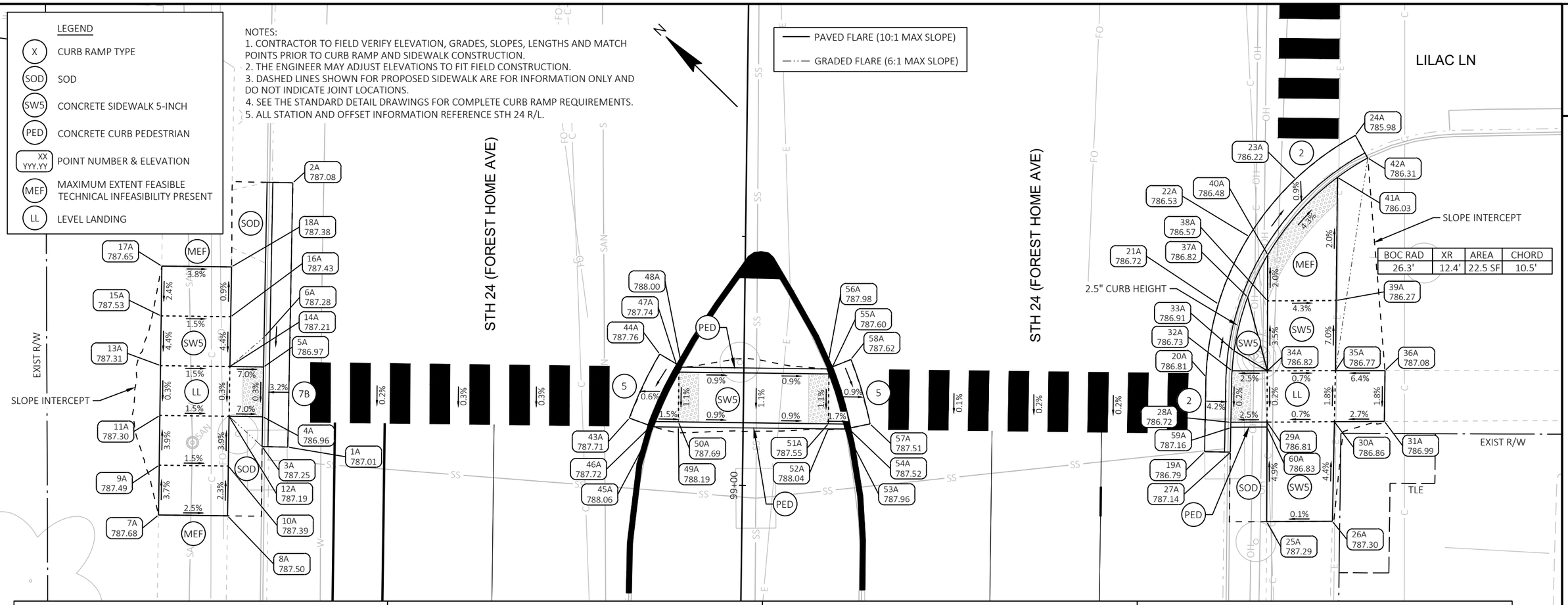
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021133
PLOT DATE : 7/16/2024 9:47 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

PAVED FLARE (10:1 MAX SLOPE)
GRADED FLARE (6:1 MAX SLOPE)




| BOC RAD | XR | AREA | CHORD |
|---|---|---|---|
| 26.3' | 12.4' | 22.5 SF | 10.5' |

| STH 24 & LILAC LN (SW) | | | | | | STH 24 & LILAC LN (SW) | | | | | | STH 24 & LILAC LN (SW) | | | | | | STH 24 & LILAC LN (SW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1A | 99+03.26 | 45.69' LT | 787.01 | 263245.54 | 569850.32 | 16A | 99+16.27 | 51.60' LT | 787.43 | 263258.81 | 569855.62 | 31A | 99+07.25 | 64.38' RT | 786.99 | 263168.88 | 569929.42 | 46A | 99+06.29 | 8.81' LT | 787.72 | 263221.02 | 569878.05 |
| 2A | 99+29.80 | 45.53' LT | 787.08 | 263263.80 | 569869.59 | 17A | 99+21.27 | 58.58' LT | 787.65 | 263267.31 | 569854.39 | 32A | 99+12.15 | 49.02' RT | 786.73 | 263183.35 | 569922.31 | 47A | 99+11.29 | 6.52' LT | 787.74 | 263222.83 | 569883.24 |
| 3A | 99+03.27 | 48.28' LT | 787.25 | 263247.41 | 569848.54 | 18A | 99+21.27 | 51.58' LT | 787.38 | 263262.26 | 569859.24 | 33A | 99+14.15 | 49.20' RT | 786.91 | 263184.61 | 569923.88 | 48A | 99+11.79 | 6.23' LT | 788.00 | 263222.98 | 569883.80 |
| 4A | 99+06.27 | 48.26' LT | 786.96 | 263249.48 | 569850.72 | 19A | 99+03.98 | 46.37' RT | 786.79 | 263179.61 | 569914.59 | 34A | 99+12.20 | 52.56' RT | 786.82 | 263180.84 | 569924.80 | 49A | 99+05.76 | 6.51' LT | 788.19 | 263219.00 | 569879.26 |
| 5A | 99+11.27 | 48.23' LT | 786.97 | 263252.92 | 569854.35 | 20A | 99+11.50 | 46.41' RT | 786.81 | 263184.79 | 569920.04 | 35A | 99+12.29 | 59.40' RT | 786.77 | 263175.96 | 569929.61 | 50A | 99+06.29 | 6.51' LT | 787.69 | 263219.37 | 569879.64 |
| 6A | 99+14.27 | 48.21' LT | 787.28 | 263254.98 | 569856.53 | 21A | 99+18.85 | 47.55' RT | 786.72 | 263189.05 | 569926.13 | 36A | 99+12.36 | 64.38' RT | 787.08 | 263172.42 | 569933.10 | 51A | 99+06.30 | 8.55' RT | 787.55 | 263208.51 | 569890.07 |
| 7A | 98+96.27 | 58.59' LT | 787.68 | 263250.01 | 569836.34 | 22A | 99+25.66 | 50.53' RT | 786.53 | 263191.62 | 569933.11 | 37A | 99+19.56 | 50.49' RT | 786.82 | 263187.42 | 569928.68 | 52A | 99+05.79 | 8.55' RT | 788.04 | 263208.15 | 569889.71 |
| 8A | 98+96.27 | 51.66' LT | 787.50 | 263245.00 | 569841.15 | 23A | 99+31.49 | 55.14' RT | 786.22 | 263192.33 | 569940.51 | 38A | 99+19.21 | 52.50' RT | 786.57 | 263185.74 | 569929.82 | 53A | 99+05.79 | 10.22' RT | 787.96 | 263206.95 | 569890.86 |
| 9A | 99+01.27 | 58.59' LT | 787.49 | 263253.46 | 569839.96 | 24A | 99+35.94 | 61.09' RT | 785.98 | 263191.12 | 569947.84 | 39A | 99+19.34 | 59.39' RT | 786.27 | 263180.85 | 569934.68 | 54A | 99+06.30 | 10.11' RT | 787.52 | 263207.38 | 569891.15 |
| 10A | 99+01.27 | 51.64' LT | 787.39 | 263248.46 | 569844.77 | 25A | 98+97.04 | 52.69' RT | 787.29 | 263170.24 | 569913.95 | 40A | 99+23.84 | 52.46' RT | 786.48 | 263188.97 | 569933.13 | 55A | 99+11.30 | 8.55' RT | 787.60 | 263211.97 | 569893.68 |
| 11A | 99+06.27 | 58.58' LT | 787.30 | 263256.92 | 569843.57 | 26A | 98+97.16 | 59.29' RT | 787.30 | 263165.57 | 569918.61 | 41A | 99+31.72 | 59.36' RT | 786.03 | 263189.44 | 569943.59 | 56A | 99+11.80 | 8.34' RT | 787.98 | 263212.46 | 569893.90 |
| 12A | 99+06.27 | 51.63' LT | 787.19 | 263251.91 | 569848.39 | 27A | 99+03.97 | 48.96' RT | 787.14 | 263177.74 | 569916.37 | 42A | 99+33.69 | 62.36' RT | 786.31 | 263188.65 | 569947.10 | 57A | 99+06.34 | 12.74' RT | 787.51 | 263205.51 | 569893.00 |
| 13A | 99+11.27 | 58.58' LT | 787.31 | 263260.38 | 569847.18 | 28A | 99+06.97 | 48.98' RT | 786.72 | 263179.80 | 569918.55 | 43A | 99+06.61 | 11.44' LT | 787.71 | 263223.14 | 569876.46 | 58A | 99+12.79 | 10.73' RT | 787.62 | 263211.43 | 569896.27 |
| 14A | 99+11.27 | 51.61' LT | 787.21 | 263255.36 | 569852.00 | 29A | 99+07.04 | 52.60' RT | 786.81 | 263177.23 | 569921.11 | 44A | 99+13.08 | 8.47' LT | 787.76 | 263225.48 | 569883.18 | 59A | 99+06.43 | 48.97' RT | 787.16 | 263179.43 | 569918.15 |
| 15A | 99+16.27 | 58.58' LT | 787.53 | 263263.85 | 569850.78 | 30A | 99+07.16 | 59.36' RT | 786.86 | 263172.44 | 569925.87 | 45A | 99+05.76 | 9.00' LT | 788.06 | 263220.79 | 569877.53 | 60A | 99+06.54 | 52.60' RT | 786.83 | 263176.89 | 569920.74 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - LILAC LN | SHEET 55 | E |
|---|---|---|---|---|---|

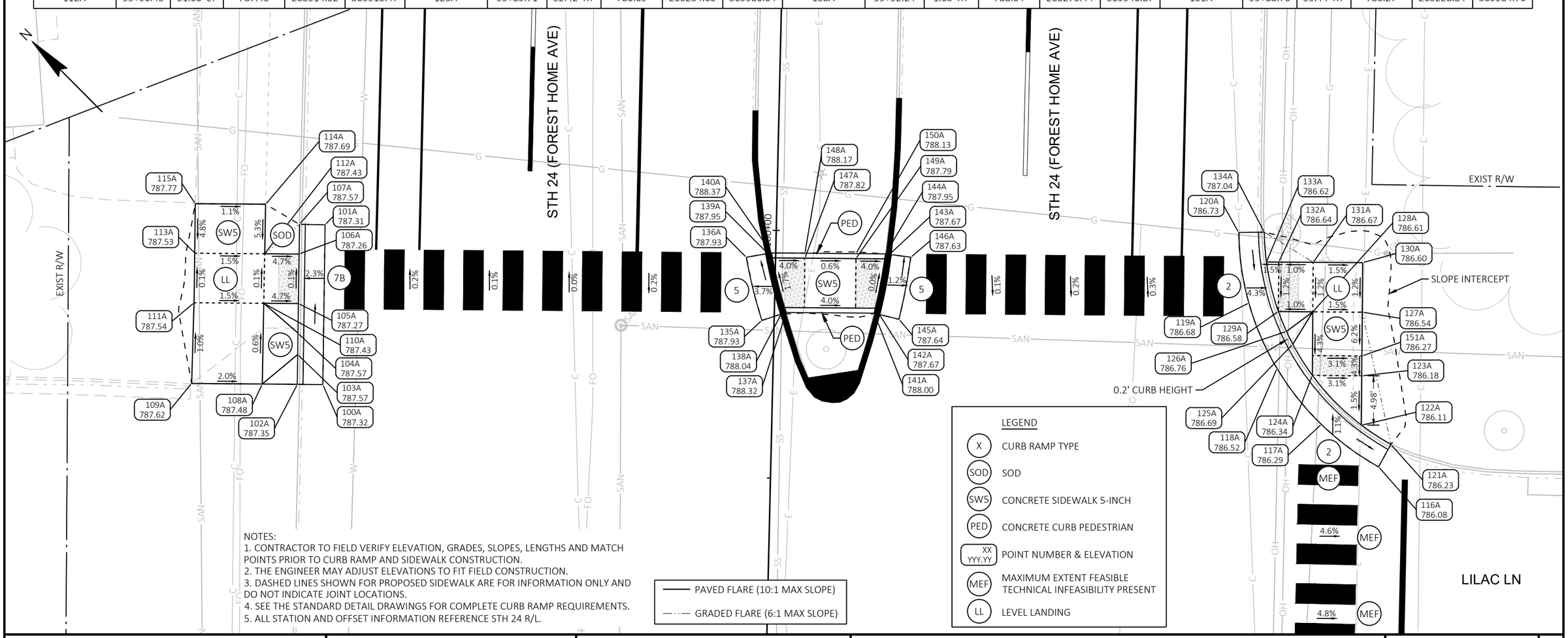
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023101
PLOT DATE : 7/19/2024 12:31 PM PLOT BY : HOELZER, JACOB M PLOT NAME : PLOT SCALE : 1 IN:10 FT

| STH 24 & LILAC LN (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100A | 99+83.38 | 45.42' LT | 787.32 | 263300.82 | 569908.32 |
| 101A | 99+99.52 | 45.58' LT | 787.31 | 263312.11 | 569919.86 |
| 102A | 99+83.35 | 48.01' LT | 787.35 | 263302.66 | 569906.51 |
| 103A | 99+86.35 | 48.03' LT | 787.57 | 263304.76 | 569908.66 |
| 104A | 99+88.50 | 48.05' LT | 787.57 | 263306.26 | 569910.19 |
| 105A | 99+91.50 | 48.08' LT | 787.27 | 263308.36 | 569912.34 |
| 106A | 99+96.50 | 48.13' LT | 787.26 | 263311.86 | 569915.91 |
| 107A | 99+99.50 | 48.16' LT | 787.57 | 263313.95 | 569918.06 |
| 108A | 99+83.30 | 51.55' LT | 787.48 | 263305.18 | 569904.02 |
| 109A | 99+83.21 | 58.68' LT | 787.62 | 263310.26 | 569899.02 |
| 110A | 99+91.45 | 51.58' LT | 787.43 | 263310.85 | 569909.88 |
| 111A | 99+91.34 | 58.62' LT | 787.54 | 263315.85 | 569904.93 |
| 112A | 99+96.45 | 51.60' LT | 787.43 | 263314.32 | 569913.47 |

| STH 24 & LILAC LN (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 113A | 99+96.35 | 58.65' LT | 787.53 | 263319.34 | 569908.52 |
| 114A | 100+01.45 | 51.62' LT | 787.69 | 263317.80 | 569917.06 |
| 115A | 100+01.34 | 58.73' LT | 787.77 | 263322.85 | 569912.07 |
| 116A | 99+77.55 | 61.38' RT | 786.08 | 263219.72 | 569978.06 |
| 117A | 99+81.70 | 55.49' RT | 786.29 | 263226.84 | 569976.98 |
| 118A | 99+87.23 | 50.89' RT | 786.52 | 263233.99 | 569977.79 |
| 119A | 99+93.78 | 47.89' RT | 786.68 | 263240.68 | 569980.43 |
| 120A | 100+00.87 | 46.70' RT | 786.73 | 263246.46 | 569984.73 |
| 121A | 99+79.84 | 62.57' RT | 786.23 | 263220.45 | 569980.54 |
| 122A | 99+81.72 | 59.54' RT | 786.11 | 263223.93 | 569979.80 |
| 123A | 99+86.70 | 59.47' RT | 786.18 | 263227.43 | 569983.34 |
| 124A | 99+86.62 | 54.47' RT | 786.34 | 263230.99 | 569979.82 |
| 125A | 99+89.71 | 52.42' RT | 786.69 | 263234.60 | 569980.64 |

| STH 24 & LILAC LN (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 126A | 99+91.00 | 51.75' RT | 786.76 | 263235.98 | 569981.10 |
| 127A | 99+93.11 | 59.37' RT | 786.54 | 263231.94 | 569987.90 |
| 128A | 99+93.04 | 54.37' RT | 786.61 | 263235.50 | 569984.39 |
| 129A | 99+92.99 | 50.90' RT | 786.58 | 263237.97 | 569981.94 |
| 130A | 99+98.11 | 59.30' RT | 786.60 | 263235.46 | 569991.46 |
| 131A | 99+98.04 | 54.30' RT | 786.67 | 263239.01 | 569987.94 |
| 132A | 99+97.99 | 50.82' RT | 786.64 | 263241.49 | 569985.50 |
| 133A | 99+97.97 | 49.57' RT | 786.62 | 263242.38 | 569984.62 |
| 134A | 100+00.96 | 49.29' RT | 787.04 | 263244.66 | 569986.58 |
| 135A | 99+90.89 | 1.24' LT | 787.93 | 263274.14 | 569944.33 |
| 136A | 99+97.22 | 2.96' LT | 787.93 | 263279.76 | 569947.71 |
| 137A | 99+91.74 | 1.20' RT | 788.32 | 263272.97 | 569946.63 |
| 138A | 99+92.24 | 1.03' RT | 788.04 | 263273.44 | 569946.87 |

| STH 24 & LILAC LN (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 139A | 99+97.22 | 0.32' LT | 787.95 | 263277.86 | 569949.53 |
| 140A | 99+97.72 | 0.42' LT | 788.37 | 263278.28 | 569949.82 |
| 141A | 99+91.87 | 10.08' RT | 788.00 | 263266.65 | 569952.88 |
| 142A | 99+92.38 | 10.19' RT | 787.67 | 263266.92 | 569953.32 |
| 143A | 99+97.39 | 11.02' RT | 787.67 | 263269.79 | 569957.51 |
| 144A | 99+97.89 | 11.08' RT | 787.95 | 263270.09 | 569957.91 |
| 145A | 99+91.31 | 12.60' RT | 787.64 | 263264.44 | 569954.22 |
| 146A | 99+97.60 | 13.65' RT | 787.63 | 263268.04 | 569959.48 |
| 147A | 99+97.27 | 2.95' RT | 787.82 | 263275.53 | 569951.83 |
| 148A | 99+97.77 | 2.94' RT | 788.17 | 263275.88 | 569952.19 |
| 149A | 99+97.34 | 8.12' RT | 787.79 | 263271.86 | 569955.47 |
| 150A | 99+97.84 | 8.11' RT | 788.13 | 263272.21 | 569955.82 |
| 151A | 99+88.70 | 59.44' RT | 786.27 | 263228.84 | 569984.76 |




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - LILAC LN | SHEET 56 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023102
PLOT DATE : 7/26/2024 9:31 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 24 & SCHARLES AVE | | | | | | STH 24 & SCHARLES AVE | | | | | | STH 24 & SCHARLES AVE | | | | | | STH 24 & SCHARLES AVE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1B | 102+35.82 | 46.82' LT | 786.53 | 263477.58 | 570085.14 | 10B | 102+35.53 | 58.59' LT | 786.19 | 263485.44 | 570076.38 | 19B | 103+14.95 | 58.57' LT | 786.31 | 263542.83 | 570128.90 | 28B | 102+97.06 | 56.87' LT | 785.95 | 263528.63 | 570118.47 |
| 2B | 102+41.46 | 49.23' LT | 786.34 | 263483.27 | 570087.18 | 11B | 102+35.64 | 51.59' LT | 786.32 | 263480.72 | 570081.55 | 20B | 103+14.91 | 53.57' LT | 786.36 | 263539.47 | 570132.61 | 29B | 102+99.83 | 53.64' LT | 786.01 | 263528.48 | 570122.69 |
| 3B | 102+46.39 | 52.85' LT | 786.19 | 263489.29 | 570087.85 | 12B | 102+35.06 | 49.29' LT | 786.59 | 263478.73 | 570082.83 | 21B | 103+24.97 | 58.48' LT | 786.60 | 263550.11 | 570135.48 | 30B | 103+03.04 | 50.84' LT | 786.07 | 263528.96 | 570126.88 |
| 4B | 102+50.35 | 57.50' LT | 786.09 | 263495.29 | 570087.10 | 13B | 102+40.48 | 51.66' LT | 786.24 | 263484.23 | 570084.75 | 22B | 103+24.90 | 53.48' LT | 786.52 | 263546.75 | 570139.18 | 31B | 103+06.64 | 48.54' LT | 786.17 | 263530.06 | 570130.96 |
| 5B | 102+53.11 | 62.91' LT | 785.91 | 263500.95 | 570084.97 | 14B | 102+48.04 | 58.76' LT | 786.01 | 263494.49 | 570084.63 | 23B | 103+30.07 | 58.51' LT | 786.70 | 263553.88 | 570138.76 | 32B | 103+19.86 | 58.53' LT | 786.50 | 263546.40 | 570132.13 |
| 6B | 102+19.20 | 58.30' LT | 786.99 | 263473.61 | 570065.60 | 15B | 102+50.62 | 63.78' LT | 786.14 | 263499.77 | 570082.68 | 24B | 103+30.00 | 53.62' LT | 786.58 | 263550.59 | 570142.39 | 33B | 103+19.81 | 53.53' LT | 786.44 | 263543.04 | 570135.83 |
| 7B | 102+19.35 | 51.30' LT | 786.86 | 263468.90 | 570070.77 | 16B | 102+99.01 | 58.64' LT | 785.86 | 263531.24 | 570118.44 | 25B | 103+09.85 | 58.61' LT | 786.23 | 263539.12 | 570125.55 | 34B | 103+19.75 | 48.07' LT | 786.47 | 263539.37 | 570139.88 |
| 8B | 102+24.30 | 58.40' LT | 786.92 | 263477.31 | 570068.97 | 17B | 103+03.72 | 58.63' LT | 785.93 | 263534.66 | 570121.53 | 26B | 103+09.81 | 53.61' LT | 786.29 | 263535.76 | 570129.25 | 35B | 103+24.83 | 48.11' LT | 786.45 | 263543.14 | 570143.17 |
| 9B | 102+24.44 | 51.40' LT | 786.78 | 263472.59 | 570074.14 | 18B | 103+03.70 | 53.64' LT | 785.97 | 263531.31 | 570125.23 | 27B | 102+94.81 | 60.47' LT | 785.81 | 263529.40 | 570114.32 | | | | | | |

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

| BOC RAD | XR | AREA | CHORD |
|---|---|---|---|
| 23.3' | 12.3' | 22.2 SF | 10.3' |

SCHARLES AVE/104TH ST

STH 24 (FOREST HOME AVE)

ASPHALTIC SURFACE

SLOPE INTERCEPT

BUS STOP PAD

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - SCHARLES AVE/104TH ST | SHEET 57 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023103

PLOT DATE : 9/22/2024 12:07 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:10 FT

| STH 24 & GRANGE AVE (SW) | | | | | | STH 24 & GRANGE AVE (SW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1C | 128+27.29 | 45.85' LT | 795.41 | 265329.82 | 571898.53 | 12C | 128+31.18 | 48.78' LT | 795.34 | 265334.64 | 571899.24 |
| 2C | 128+28.49 | 45.86' LT | 795.41 | 265330.67 | 571899.38 | 13C | 128+36.13 | 50.90' LT | 795.34 | 265339.63 | 571901.27 |
| 3C | 128+34.56 | 47.15' LT | 795.43 | 265335.86 | 571902.79 | 14C | 128+37.35 | 51.81' LT | 795.49 | 265341.13 | 571901.49 |
| 4C | 128+39.78 | 50.51' LT | 795.41 | 265341.92 | 571904.13 | 15C | 128+37.85 | 52.24' LT | 795.48 | 265341.79 | 571901.54 |
| 5C | 128+43.45 | 55.51' LT | 795.35 | 265348.06 | 571903.22 | 16C | 128+32.96 | 53.77' LT | 795.42 | 265339.44 | 571897.00 |
| 6C | 128+45.11 | 61.50' LT | 795.27 | 265353.48 | 571900.19 | 17C | 128+32.99 | 58.77' LT | 795.38 | 265343.01 | 571893.50 |
| 7C | 128+16.17 | 54.06' LT | 795.77 | 265327.83 | 571884.85 | 18C | 128+39.27 | 53.74' LT | 795.31 | 265343.85 | 571901.50 |
| 8C | 128+16.19 | 58.85' LT | 795.83 | 265331.25 | 571881.50 | 19C | 128+39.29 | 58.74' LT | 795.27 | 265347.42 | 571898.00 |
| 9C | 128+25.65 | 58.80' LT | 795.48 | 265337.87 | 571888.26 | 20C | 128+41.95 | 58.73' LT | 795.23 | 265349.28 | 571899.89 |
| 10C | 128+25.63 | 53.81' LT | 795.51 | 265334.31 | 571891.75 | 21C | 128+42.53 | 61.72' LT | 795.56 | 265351.82 | 571898.20 |
| 11C | 128+27.28 | 48.44' LT | 795.58 | 265331.65 | 571896.71 | 22C | 128+34.47 | 52.41' LT | 795.37 | 265339.53 | 571899.02 |

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX YYY.YY — POINT NUMBER & ELEVATION
- LL — LEVEL LANDING
- PEDESTRIAN PUSH BUTTON BASE

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

GRANGE AVE

EXIST R/W

SLOPE INTERCEPT

TLE

2" CURB HEIGHT

STH 24 (FOREST HOME AVE)

128+00

ONLY

STH 24 (FOREST HOME AVE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - GRANGE AVE | SHEET 58 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023104

PLOT DATE : 7/26/2024 9:46 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

| STH 24 & GRANGE AVE (NW) | | | | | | STH 24 & GRANGE AVE (NW) | | | | | | STH 24 & GRANGE AVE (NW) | | | | | | STH 24 & GRANGE AVE (NW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100C | 129+18.89 | 59.53' LT | 795.53 | 265403.98 | 571954.02 | 108C | 129+23.78 | 58.37' LT | 795.46 | 265406.59 | 571958.32 | 116C | 129+44.60 | 53.27' LT | 796.03 | 265417.61 | 571976.70 | 124C | 129+75.14 | 53.13' LT | 796.13 | 265438.99 | 571998.49 |
| 101C | 129+23.60 | 54.94' LT | 795.55 | 265404.02 | 571960.60 | 109C | 129+29.64 | 53.34' LT | 795.49 | 265407.13 | 571966.01 | 117C | 129+56.47 | 58.22' LT | 796.40 | 265429.46 | 571981.64 | 125C | 129+79.53 | 48.43' LT | 795.62 | 265438.74 | 572004.92 |
| 102C | 129+28.54 | 50.97' LT | 795.57 | 265404.68 | 571966.90 | 110C | 129+35.41 | 50.31' LT | 796.03 | 265409.05 | 571972.25 | 118C | 129+56.44 | 53.22' LT | 796.32 | 265425.89 | 571985.14 | 126C | 129+83.62 | 48.45' LT | 796.12 | 265441.63 | 572007.80 |
| 103C | 129+34.16 | 48.03' LT | 795.61 | 265406.54 | 571972.96 | 111C | 129+33.62 | 58.32' LT | 795.61 | 265413.48 | 571965.34 | 119C | 129+68.29 | 58.16' LT | 796.23 | 265437.74 | 571990.08 | 127C | 129+77.16 | 58.13' LT | 797.07 | 265443.96 | 571996.41 |
| 104C | 129+40.25 | 46.24' LT | 795.68 | 265409.55 | 571978.55 | 112C | 129+33.60 | 53.32' LT | 795.55 | 265409.91 | 571968.84 | 120C | 129+68.27 | 53.16' LT | 796.13 | 265434.17 | 571993.58 | 128C | 129+77.17 | 58.70' LT | 797.15 | 265444.37 | 571996.01 |
| 105C | 129+46.58 | 45.66' LT | 795.70 | 265413.59 | 571983.46 | 113C | 129+39.62 | 58.30' LT | 796.03 | 265417.68 | 571969.63 | 121C | 129+68.64 | 48.37' LT | 796.11 | 265431.03 | 571997.22 | 129C | 129+75.17 | 58.71' LT | 796.73 | 265442.97 | 571994.58 |
| 106C | 129+83.63 | 45.87' LT | 795.70 | 265439.80 | 572009.63 | 114C | 129+39.60 | 53.30' LT | 795.95 | 265414.11 | 571973.13 | 122C | 129+72.73 | 48.39' LT | 795.61 | 265433.92 | 572000.11 | 130C | 129+68.29 | 58.74' LT | 796.64 | 265438.16 | 571989.67 |
| 107C | 129+20.70 | 61.38' LT | 795.93 | 265406.56 | 571954.01 | 115C | 129+44.62 | 58.27' LT | 796.10 | 265421.18 | 571973.19 | 123C | 129+75.16 | 58.13' LT | 796.23 | 265442.56 | 571994.99 | 131C | 129+56.47 | 58.80' LT | 796.40 | 265429.88 | 571981.23 |

| | BOC RAD | XR | AREA | CHORD |
|---|---|---|---|---|
| RADIAL DWF | 30.0' | 8.2' | 13.7 SF | 5.5' |
| NON RADIAL | NA | NA | 2.5 SF | NA |

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX YYY.YY — POINT NUMBER & ELEVATION
- LL — LEVEL LANDING
- PEDESTRIAN PUSH BUTTON BASE

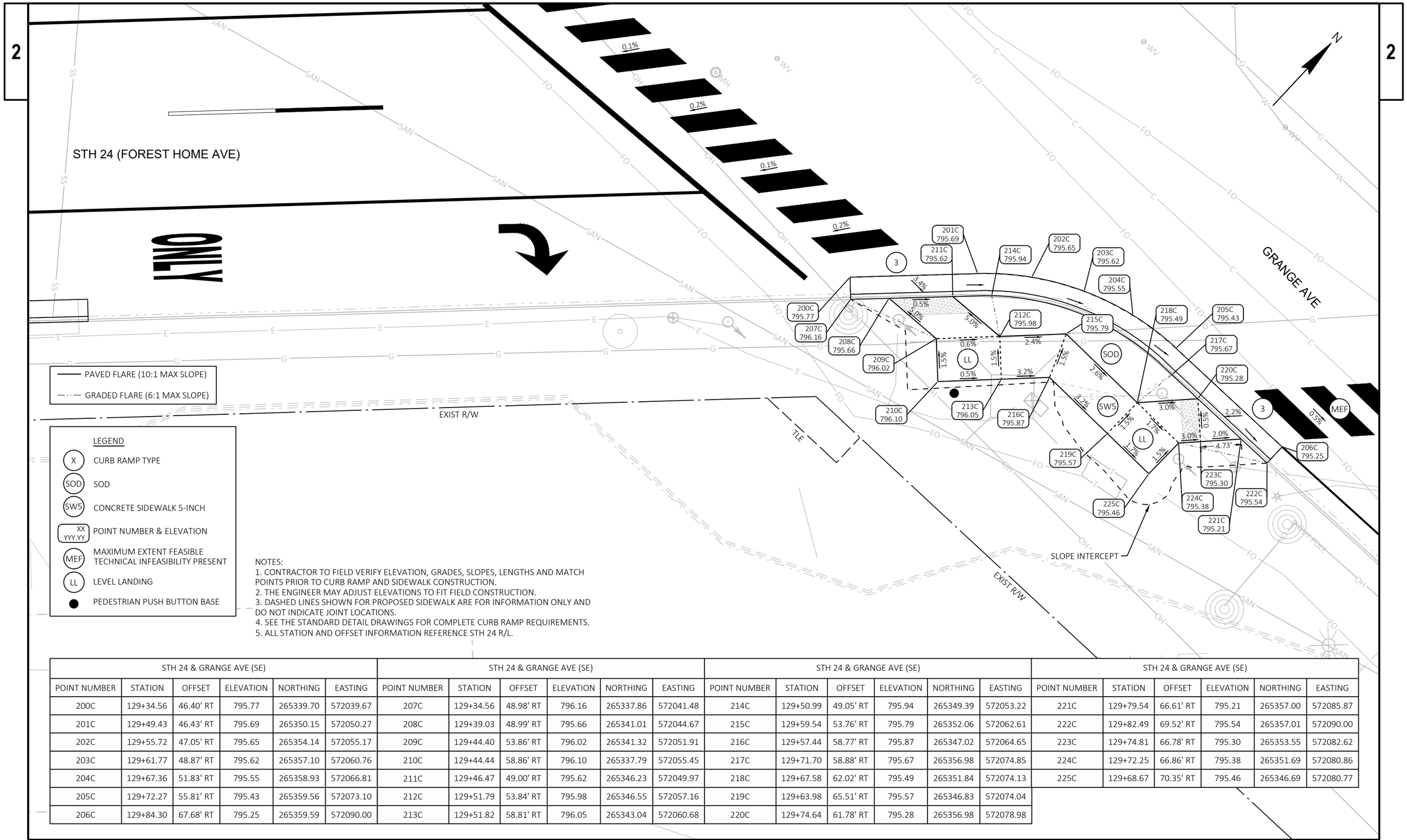
PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

STH 24 (FOREST HOME AVE)

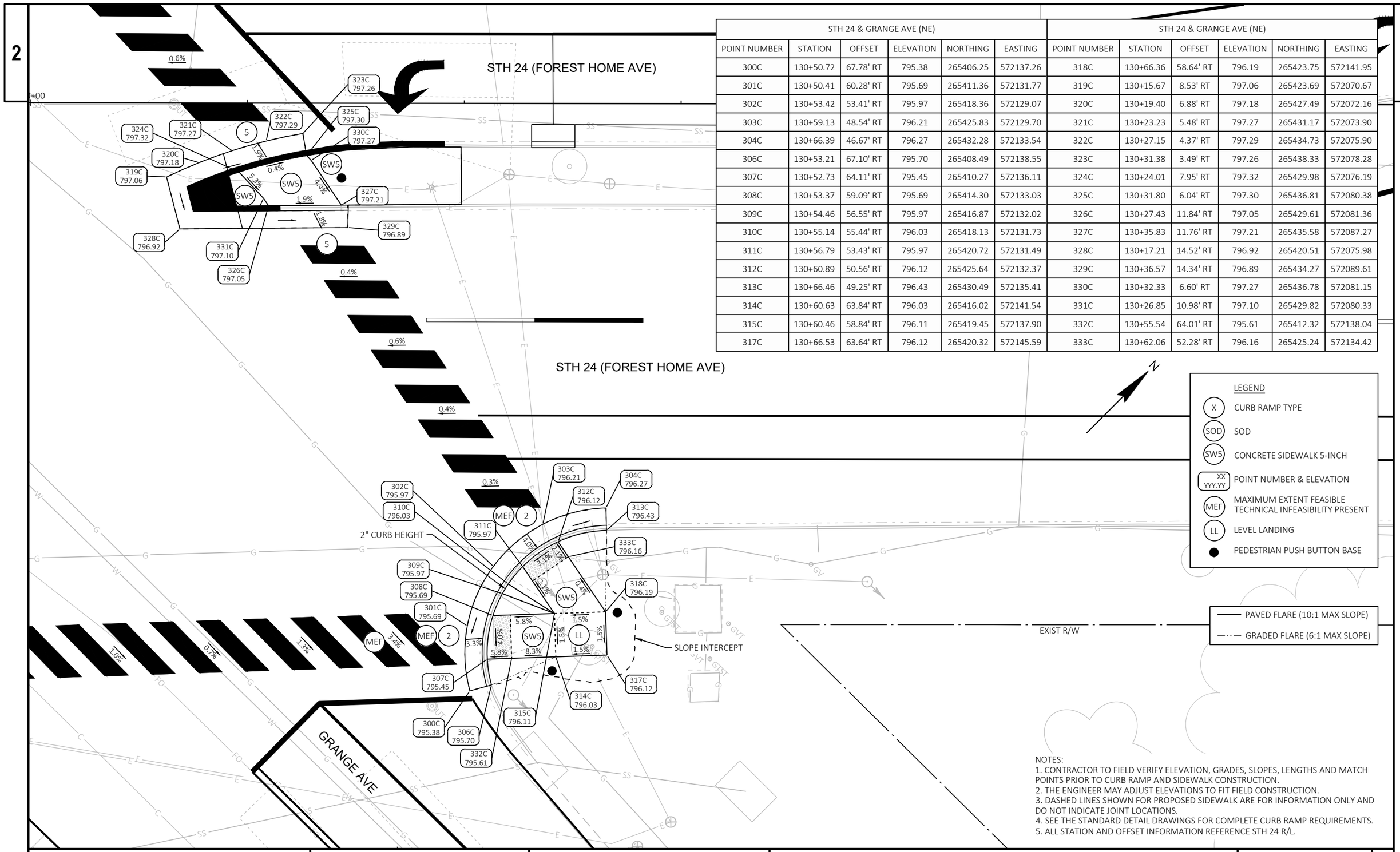
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - GRANGE AVE | SHEET 59 | E |
|---|---|---|---|---|---|




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & GRANGE AVE (SE) | | | | | | STH 24 & GRANGE AVE (SE) | | | | | | STH 24 & GRANGE AVE (SE) | | | | | | STH 24 & GRANGE AVE (SE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200C | 129+34.56 | 46.40' RT | 795.77 | 265339.70 | 572039.67 | 207C | 129+34.56 | 48.98' RT | 796.16 | 265337.86 | 572041.48 | 214C | 129+50.99 | 49.05' RT | 795.94 | 265349.39 | 572053.22 | 221C | 129+79.54 | 66.61' RT | 795.21 | 265357.00 | 572085.87 |
| 201C | 129+49.43 | 46.43' RT | 795.69 | 265350.15 | 572050.27 | 208C | 129+39.03 | 48.99' RT | 795.66 | 265341.01 | 572044.67 | 215C | 129+59.54 | 53.76' RT | 795.79 | 265352.06 | 572062.61 | 222C | 129+82.49 | 69.52' RT | 795.54 | 265357.01 | 572090.00 |
| 202C | 129+55.72 | 47.05' RT | 795.65 | 265354.14 | 572055.17 | 209C | 129+44.40 | 53.86' RT | 796.02 | 265341.32 | 572051.91 | 216C | 129+57.44 | 58.77' RT | 795.87 | 265347.02 | 572064.65 | 223C | 129+74.81 | 66.78' RT | 795.30 | 265353.55 | 572082.62 |
| 203C | 129+61.77 | 48.87' RT | 795.62 | 265357.10 | 572060.76 | 210C | 129+44.44 | 58.86' RT | 796.10 | 265337.79 | 572055.45 | 217C | 129+71.70 | 58.88' RT | 795.67 | 265356.98 | 572074.85 | 224C | 129+72.25 | 66.86' RT | 795.38 | 265351.69 | 572080.86 |
| 204C | 129+67.36 | 51.83' RT | 795.55 | 265358.93 | 572066.81 | 211C | 129+46.47 | 49.00' RT | 795.62 | 265346.23 | 572049.97 | 218C | 129+67.58 | 62.02' RT | 795.49 | 265351.84 | 572074.13 | 225C | 129+68.67 | 70.35' RT | 795.46 | 265346.69 | 572080.77 |
| 205C | 129+72.27 | 55.81' RT | 795.43 | 265359.56 | 572073.10 | 212C | 129+51.79 | 53.84' RT | 795.98 | 265346.55 | 572057.16 | 219C | 129+63.98 | 65.51' RT | 795.57 | 265346.83 | 572074.04 | | | | | | |
| 206C | 129+84.30 | 67.68' RT | 795.25 | 265359.59 | 572090.00 | 213C | 129+51.82 | 58.81' RT | 796.05 | 265343.04 | 572060.68 | 220C | 129+74.64 | 61.78' RT | 795.28 | 265356.98 | 572078.98 | | | | | | |

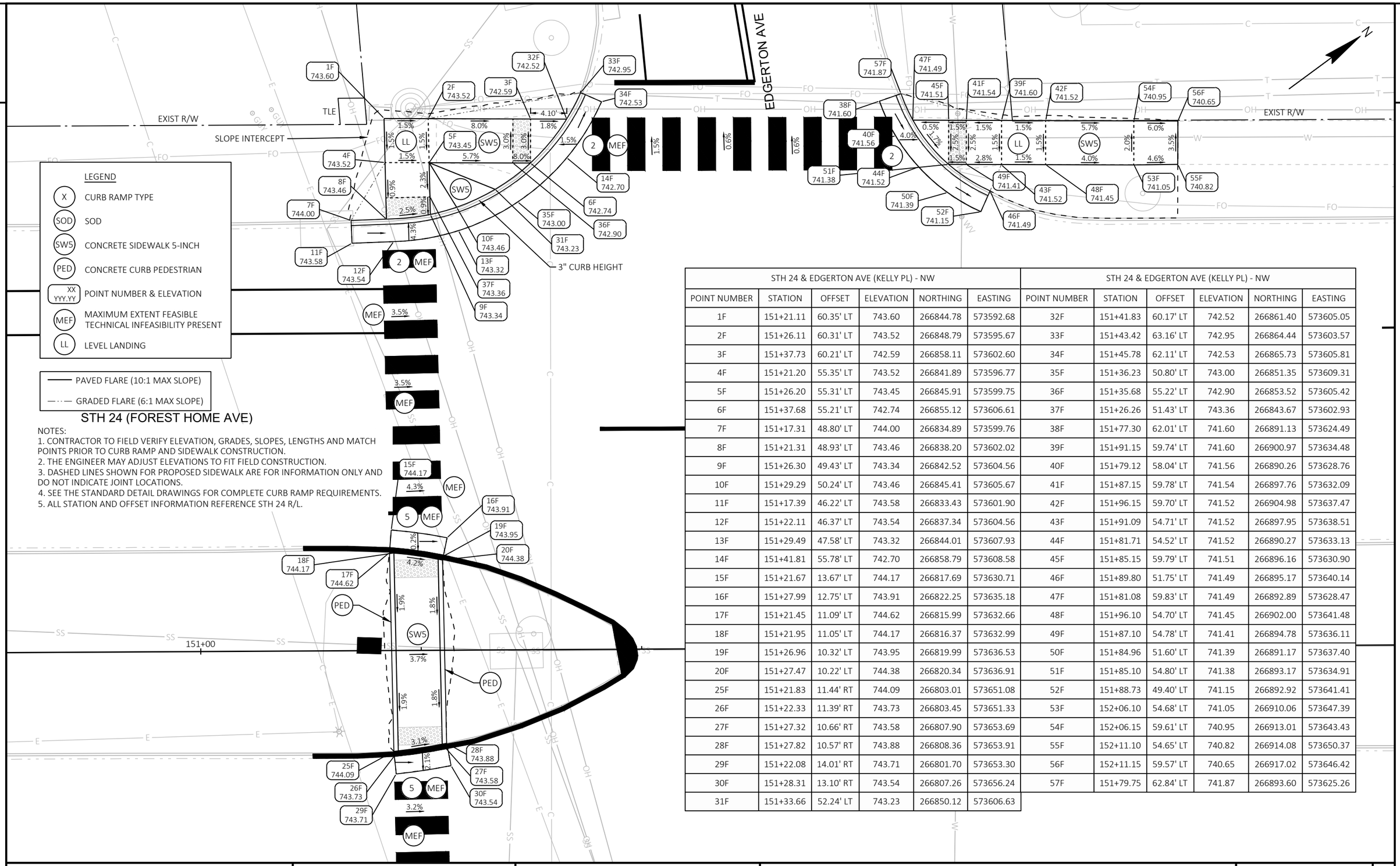
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - GRANGE AVE | SHEET 60 | E |
|---|---|---|---|---|---|




| STH 24 & GRANGE AVE (NE) | | | | | | STH 24 & GRANGE AVE (NE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 300C | 130+50.72 | 67.78' RT | 795.38 | 265406.25 | 572137.26 | 318C | 130+66.36 | 58.64' RT | 796.19 | 265423.75 | 572141.95 |
| 301C | 130+50.41 | 60.28' RT | 795.69 | 265411.36 | 572131.77 | 319C | 130+15.67 | 8.53' RT | 797.06 | 265423.69 | 572070.67 |
| 302C | 130+53.42 | 53.41' RT | 795.97 | 265418.36 | 572129.07 | 320C | 130+19.40 | 6.88' RT | 797.18 | 265427.49 | 572072.16 |
| 303C | 130+59.13 | 48.54' RT | 796.21 | 265425.83 | 572129.70 | 321C | 130+23.23 | 5.48' RT | 797.27 | 265431.17 | 572073.90 |
| 304C | 130+66.39 | 46.67' RT | 796.27 | 265432.28 | 572133.54 | 322C | 130+27.15 | 4.37' RT | 797.29 | 265434.73 | 572075.90 |
| 306C | 130+53.21 | 67.10' RT | 795.70 | 265408.49 | 572138.55 | 323C | 130+31.38 | 3.49' RT | 797.26 | 265438.33 | 572078.28 |
| 307C | 130+52.73 | 64.11' RT | 795.45 | 265410.27 | 572136.11 | 324C | 130+24.01 | 7.95' RT | 797.32 | 265429.98 | 572076.19 |
| 308C | 130+53.37 | 59.09' RT | 795.69 | 265414.30 | 572133.03 | 325C | 130+31.80 | 6.04' RT | 797.30 | 265436.81 | 572080.38 |
| 309C | 130+54.46 | 56.55' RT | 795.97 | 265416.87 | 572132.02 | 326C | 130+27.43 | 11.84' RT | 797.05 | 265429.61 | 572081.36 |
| 310C | 130+55.14 | 55.44' RT | 796.03 | 265418.13 | 572131.73 | 327C | 130+35.83 | 11.76' RT | 797.21 | 265435.58 | 572087.27 |
| 311C | 130+56.79 | 53.43' RT | 795.97 | 265420.72 | 572131.49 | 328C | 130+17.21 | 14.52' RT | 796.92 | 265420.51 | 572075.98 |
| 312C | 130+60.89 | 50.56' RT | 796.12 | 265425.64 | 572132.37 | 329C | 130+36.57 | 14.34' RT | 796.89 | 265434.27 | 572089.61 |
| 313C | 130+66.46 | 49.25' RT | 796.43 | 265430.49 | 572135.41 | 330C | 130+32.33 | 6.60' RT | 797.27 | 265436.78 | 572081.15 |
| 314C | 130+60.63 | 63.84' RT | 796.03 | 265416.02 | 572141.54 | 331C | 130+26.85 | 10.98' RT | 797.10 | 265429.82 | 572080.33 |
| 315C | 130+60.46 | 58.84' RT | 796.11 | 265419.45 | 572137.90 | 332C | 130+55.54 | 64.01' RT | 795.61 | 265412.32 | 572138.04 |
| 317C | 130+66.53 | 63.64' RT | 796.12 | 265420.32 | 572145.59 | 333C | 130+62.06 | 52.28' RT | 796.16 | 265425.24 | 572134.42 |

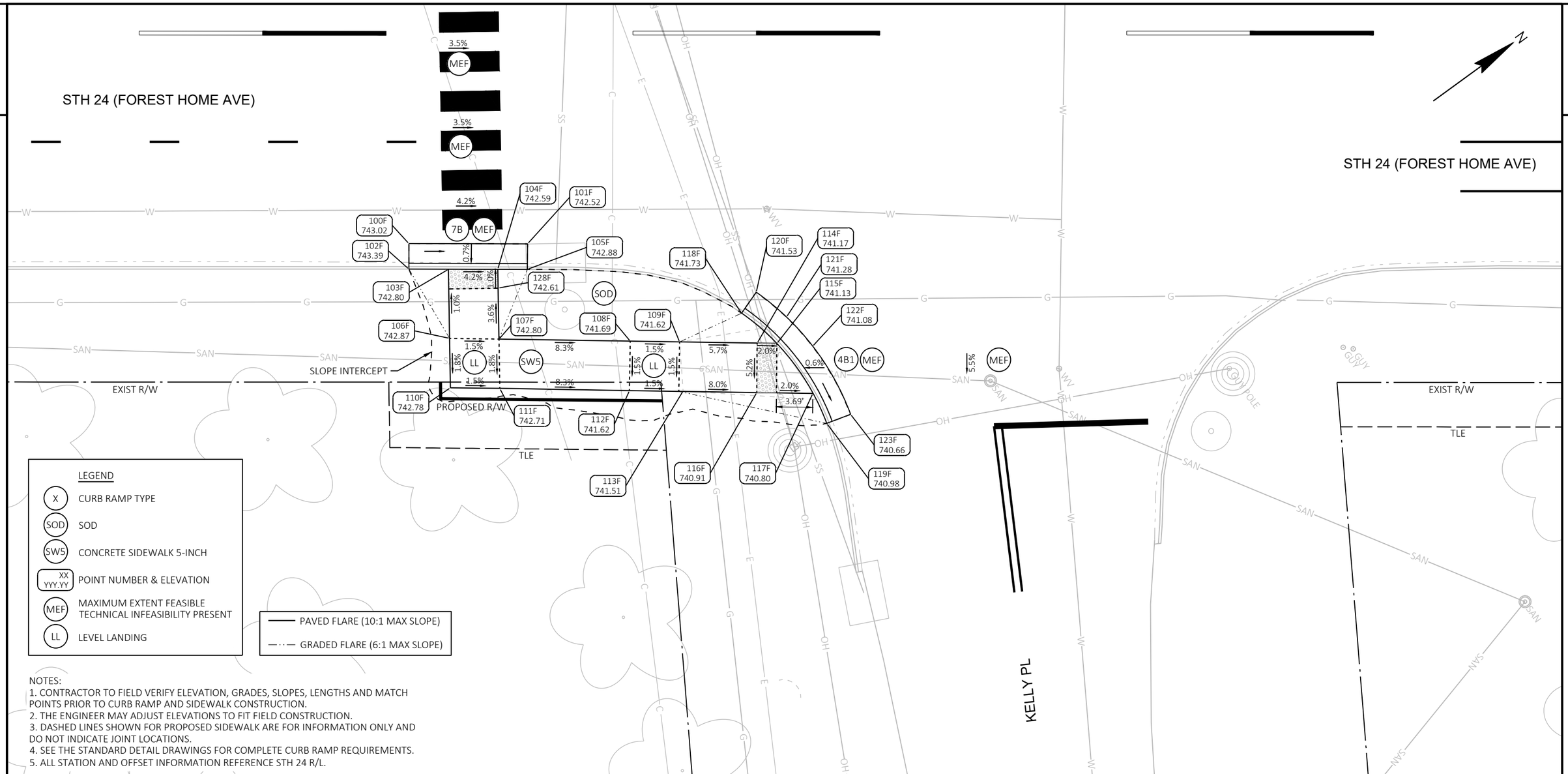
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - GRANGE AVE | SHEET 61 | E |
|---|---|---|---|---|---|




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & EDGERTON AVE (KELLY PL) - NW | | | | | | STH 24 & EDGERTON AVE (KELLY PL) - NW | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1F | 151+21.11 | 60.35' LT | 743.60 | 266844.78 | 573592.68 | 32F | 151+41.83 | 60.17' LT | 742.52 | 266861.40 | 573605.05 |
| 2F | 151+26.11 | 60.31' LT | 743.52 | 266848.79 | 573595.67 | 33F | 151+43.42 | 63.16' LT | 742.95 | 266864.44 | 573603.57 |
| 3F | 151+37.73 | 60.21' LT | 742.59 | 266858.11 | 573602.60 | 34F | 151+45.78 | 62.11' LT | 742.53 | 266865.73 | 573605.81 |
| 4F | 151+21.20 | 55.35' LT | 743.52 | 266841.89 | 573596.77 | 35F | 151+36.23 | 50.80' LT | 743.00 | 266851.35 | 573609.31 |
| 5F | 151+26.20 | 55.31' LT | 743.45 | 266845.91 | 573599.75 | 36F | 151+35.68 | 55.22' LT | 742.90 | 266853.52 | 573605.42 |
| 6F | 151+37.68 | 55.21' LT | 742.74 | 266855.12 | 573606.61 | 37F | 151+26.26 | 51.43' LT | 743.36 | 266843.67 | 573602.93 |
| 7F | 151+17.31 | 48.80' LT | 744.00 | 266834.89 | 573599.76 | 38F | 151+77.30 | 62.01' LT | 741.60 | 266891.13 | 573624.49 |
| 8F | 151+21.31 | 48.93' LT | 743.46 | 266838.20 | 573602.02 | 39F | 151+91.15 | 59.74' LT | 741.60 | 266900.97 | 573634.48 |
| 9F | 151+26.30 | 49.43' LT | 743.34 | 266842.52 | 573604.56 | 40F | 151+79.12 | 58.04' LT | 741.56 | 266890.26 | 573628.76 |
| 10F | 151+29.29 | 50.24' LT | 743.46 | 266845.41 | 573605.67 | 41F | 151+87.15 | 59.78' LT | 741.54 | 266897.76 | 573632.09 |
| 11F | 151+17.39 | 46.22' LT | 743.58 | 266833.43 | 573601.90 | 42F | 151+96.15 | 59.70' LT | 741.52 | 266904.98 | 573637.47 |
| 12F | 151+22.11 | 46.37' LT | 743.54 | 266837.34 | 573604.56 | 43F | 151+91.09 | 54.71' LT | 741.52 | 266897.95 | 573638.51 |
| 13F | 151+29.49 | 47.58' LT | 743.32 | 266844.01 | 573607.93 | 44F | 151+81.71 | 54.52' LT | 741.52 | 266890.27 | 573633.13 |
| 14F | 151+41.81 | 55.78' LT | 742.70 | 266858.79 | 573608.58 | 45F | 151+85.15 | 59.79' LT | 741.51 | 266896.16 | 573630.90 |
| 15F | 151+21.67 | 13.67' LT | 744.17 | 266817.69 | 573630.71 | 46F | 151+89.80 | 51.75' LT | 741.49 | 266895.17 | 573640.14 |
| 16F | 151+27.99 | 12.75' LT | 743.91 | 266822.25 | 573635.18 | 47F | 151+81.08 | 59.83' LT | 741.49 | 266892.89 | 573628.47 |
| 17F | 151+21.45 | 11.09' LT | 744.62 | 266815.99 | 573632.66 | 48F | 151+96.10 | 54.70' LT | 741.45 | 266902.00 | 573641.48 |
| 18F | 151+21.95 | 11.05' LT | 744.17 | 266816.37 | 573632.99 | 49F | 151+87.10 | 54.78' LT | 741.41 | 266894.78 | 573636.11 |
| 19F | 151+26.96 | 10.32' LT | 743.95 | 266819.99 | 573636.53 | 50F | 151+84.96 | 51.60' LT | 741.39 | 266891.17 | 573637.40 |
| 20F | 151+27.47 | 10.22' LT | 744.38 | 266820.34 | 573636.91 | 51F | 151+85.10 | 54.80' LT | 741.38 | 266893.17 | 573634.91 |
| 25F | 151+21.83 | 11.44' RT | 744.09 | 266803.01 | 573651.08 | 52F | 151+88.73 | 49.40' LT | 741.15 | 266892.92 | 573641.41 |
| 26F | 151+22.33 | 11.39' RT | 743.73 | 266803.45 | 573651.33 | 53F | 152+06.10 | 54.68' LT | 741.05 | 266910.06 | 573647.39 |
| 27F | 151+27.32 | 10.66' RT | 743.58 | 266807.90 | 573653.69 | 54F | 152+06.15 | 59.61' LT | 740.95 | 266913.01 | 573643.43 |
| 28F | 151+27.82 | 10.57' RT | 743.88 | 266808.36 | 573653.91 | 55F | 152+11.10 | 54.65' LT | 740.82 | 266914.08 | 573650.37 |
| 29F | 151+22.08 | 14.01' RT | 743.71 | 266801.70 | 573653.30 | 56F | 152+11.15 | 59.57' LT | 740.65 | 266917.02 | 573646.42 |
| 30F | 151+28.31 | 13.10' RT | 743.54 | 266807.26 | 573656.24 | 57F | 151+79.75 | 62.84' LT | 741.87 | 266893.60 | 573625.26 |
| 31F | 151+33.66 | 52.24' LT | 743.23 | 266850.12 | 573606.63 | | | | | | |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & EDGERTON AVE (KELLY PL) - SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100F | 151+18.98 | 46.30' RT | 743.02 | 266780.14 | 573677.54 |
| 101F | 151+30.98 | 46.32' RT | 742.52 | 266789.82 | 573684.64 |
| 102F | 151+18.97 | 48.88' RT | 743.39 | 266778.62 | 573679.63 |
| 103F | 151+22.97 | 48.89' RT | 742.80 | 266781.84 | 573681.99 |
| 104F | 151+27.97 | 48.90' RT | 742.59 | 266785.87 | 573684.95 |
| 105F | 151+30.97 | 48.91' RT | 742.88 | 266788.29 | 573686.73 |

| STH 24 & EDGERTON AVE (KELLY PL) - SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 106F | 151+23.09 | 55.88' RT | 742.87 | 266777.81 | 573687.71 |
| 107F | 151+28.09 | 55.96' RT | 742.80 | 266781.81 | 573690.72 |
| 108F | 151+41.38 | 56.17' RT | 741.69 | 266792.41 | 573698.73 |
| 109F | 151+46.38 | 56.25' RT | 741.62 | 266796.40 | 573701.74 |
| 110F | 151+23.18 | 60.88' RT | 742.78 | 266774.93 | 573691.80 |
| 111F | 151+28.18 | 60.96' RT | 742.71 | 266778.92 | 573694.81 |

| STH 24 & EDGERTON AVE (KELLY PL) - SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 112F | 151+41.30 | 61.17' RT | 741.62 | 266789.40 | 573702.72 |
| 113F | 151+46.74 | 61.22' RT | 741.51 | 266793.76 | 573705.97 |
| 114F | 151+54.23 | 56.36' RT | 741.17 | 266802.68 | 573706.47 |
| 115F | 151+56.22 | 56.41' RT | 741.13 | 266804.25 | 573707.67 |
| 116F | 151+54.19 | 61.37' RT | 740.91 | 266799.69 | 573710.49 |
| 117F | 151+59.88 | 61.46' RT | 740.80 | 266804.23 | 573713.91 |

| STH 24 & EDGERTON AVE (KELLY PL) - SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 118F | 151+52.65 | 53.34' RT | 741.73 | 266803.19 | 573703.09 |
| 119F | 151+61.27 | 64.48' RT | 740.98 | 266803.57 | 573717.17 |
| 120F | 151+54.14 | 51.22' RT | 741.53 | 266805.63 | 573702.26 |
| 121F | 151+57.20 | 53.74' RT | 741.28 | 266806.62 | 573706.09 |
| 122F | 151+59.85 | 56.68' RT | 741.08 | 266807.03 | 573710.03 |
| 123F | 151+63.69 | 63.58' RT | 740.66 | 266806.06 | 573717.87 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - EDGERTON AVE/KELLY PL | SHEET 63 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023111
PLOT DATE : 7/26/2024 9:56 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 24 & WOODLAWN PL | | | | | | STH 24 & WOODLAWN PL | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1I | 174+99.01 | 48.72' LT | 732.50 | 268615.58 | 575184.16 | 18I | 175+45.38 | 56.37' LT | 732.63 | 268653.76 | 575211.57 |
| 2I | 175+02.84 | 50.94' LT | 732.50 | 268619.86 | 575185.30 | 19I | 175+48.08 | 53.36' LT | 732.60 | 268653.53 | 575215.61 |
| 3I | 175+06.27 | 53.74' LT | 732.52 | 268624.26 | 575185.74 | 20I | 175+51.15 | 50.72' LT | 732.56 | 268653.84 | 575219.64 |
| 4I | 175+09.21 | 57.05' LT | 732.55 | 268628.68 | 575185.49 | 21I | 175+54.54 | 48.52' LT | 732.53 | 268654.68 | 575223.60 |
| 5I | 175+11.59 | 60.78' LT | 732.62 | 268633.00 | 575184.54 | 22I | 175+45.43 | 62.32' LT | 733.01 | 268658.00 | 575207.40 |
| 6I | 174+86.69 | 59.07' LT | 732.89 | 268614.19 | 575168.13 | 23I | 175+46.78 | 58.81' LT | 732.56 | 268656.47 | 575210.83 |
| 7I | 174+86.66 | 54.10' LT | 732.93 | 268610.66 | 575171.62 | 24I | 175+51.44 | 53.79' LT | 732.49 | 268656.22 | 575217.68 |
| 8I | 174+91.69 | 59.08' LT | 732.87 | 268617.73 | 575171.66 | 25I | 175+51.47 | 58.79' LT | 732.58 | 268659.77 | 575214.16 |
| 9I | 174+91.66 | 54.08' LT | 732.80 | 268614.18 | 575175.17 | 26I | 175+55.81 | 50.77' LT | 732.86 | 268657.16 | 575222.90 |
| 10I | 174+96.69 | 59.05' LT | 732.82 | 268621.25 | 575175.21 | 27I | 175+57.47 | 58.76' LT | 732.91 | 268663.99 | 575218.43 |
| 11I | 174+96.66 | 54.05' LT | 732.72 | 268617.70 | 575178.73 | 28I | 175+57.44 | 53.76' LT | 732.82 | 268660.43 | 575221.94 |
| 12I | 174+97.89 | 51.05' LT | 732.79 | 268616.44 | 575181.72 | 29I | 175+62.47 | 58.74' LT | 732.99 | 268667.51 | 575221.98 |
| 13I | 175+02.69 | 59.03' LT | 732.52 | 268625.47 | 575179.48 | 30I | 175+62.44 | 53.74' LT | 732.90 | 268663.95 | 575225.50 |
| 14I | 175+02.66 | 54.03' LT | 732.42 | 268621.91 | 575182.99 | 31I | 175+57.49 | 63.86' LT | 732.83 | 268667.61 | 575214.84 |
| 15I | 175+07.44 | 59.00' LT | 732.47 | 268628.81 | 575182.86 | 32I | 175+62.49 | 63.79' LT | 732.93 | 268671.09 | 575218.43 |
| 16I | 175+09.30 | 61.99' LT | 732.95 | 268632.24 | 575182.06 | 33I | 175+42.63 | 62.13' LT | 732.69 | 268655.89 | 575205.55 |
| 17I | 175+43.42 | 63.94' LT | 732.70 | 268657.73 | 575204.83 | 34I | 175+42.88 | 60.17' LT | 732.67 | 268654.68 | 575207.11 |

LEGEND
- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- LL — LEVEL LANDING

PAVED FLARE (10:1 MAX SLOPE)
GRADED FLARE (6:1 MAX SLOPE)

WOODLAWN PL

EXIST R/W

FRONTAGE RD

SLOPE INTERCEPT

STH 24 (FOREST HOME AVE)

STH 24 (FOREST HOME AVE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - WOODLAWN PL | SHEET 64 | E |
|---|---|---|---|---|---|

| STH 24 & 87TH ST | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1J | 185+75.16 | 50.02' LT | 755.52 | 269375.60 | 575946.19 |
| 2J | 185+78.34 | 52.33' LT | 755.55 | 269379.48 | 575946.82 |
| 3J | 185+81.07 | 55.16' LT | 755.58 | 269383.41 | 575946.75 |
| 4J | 185+83.25 | 58.43' LT | 755.60 | 269387.27 | 575945.99 |
| 5J | 185+84.82 | 62.04' LT | 755.63 | 269390.93 | 575944.56 |
| 6J | 185+73.83 | 52.24' LT | 756.14 | 269376.24 | 575943.69 |
| 7J | 185+77.75 | 55.32' LT | 755.60 | 269381.18 | 575944.29 |
| 8J | 185+81.35 | 60.39' LT | 755.65 | 269387.33 | 575943.27 |
| 9J | 185+82.37 | 62.85' LT | 755.83 | 269389.78 | 575942.25 |
| 10J | 185+77.65 | 60.32' LT | 755.67 | 269384.66 | 575940.69 |
| 11J | 185+73.75 | 55.23' LT | 755.93 | 269378.31 | 575941.51 |
| 12J | 185+73.65 | 60.23' LT | 756.01 | 269381.78 | 575937.91 |

| STH 24 & 87TH ST | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 13J | 185+68.75 | 55.13' LT | 756.01 | 269374.71 | 575938.04 |
| 14J | 185+68.65 | 60.13' LT | 756.08 | 269378.18 | 575934.44 |
| 15J | 185+50.00 | 54.74' LT | 757.55 | 269361.21 | 575925.02 |
| 16J | 185+45.00 | 54.63' LT | 757.65 | 269357.60 | 575921.55 |
| 17J | 185+49.89 | 59.74' LT | 757.53 | 269364.68 | 575921.42 |
| 18J | 185+44.89 | 59.62' LT | 757.62 | 269361.07 | 575917.96 |
| 19J | 185+49.96 | 64.18' LT | 757.37 | 269367.87 | 575918.33 |
| 20J | 185+44.96 | 64.28' LT | 757.58 | 269364.42 | 575914.72 |
| 21J | 186+15.40 | 63.20' LT | 755.52 | 269413.32 | 575965.43 |
| 22J | 186+17.39 | 60.00' LT | 755.50 | 269412.45 | 575969.10 |
| 23J | 186+19.65 | 56.99' LT | 755.48 | 269411.92 | 575972.82 |
| 24J | 186+22.19 | 54.20' LT | 755.46 | 269411.72 | 575976.59 |

| STH 24 & 87TH ST | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 25J | 186+24.96 | 51.66' LT | 755.44 | 269411.88 | 575980.35 |
| 26J | 186+17.66 | 64.46' LT | 755.58 | 269415.80 | 575966.14 |
| 27J | 186+19.34 | 61.71' LT | 755.42 | 269415.05 | 575969.27 |
| 28J | 186+23.39 | 56.67' LT | 755.38 | 269414.32 | 575975.70 |
| 29J | 186+26.62 | 53.64' LT | 755.86 | 269414.45 | 575980.13 |
| 30J | 186+29.06 | 61.64' LT | 755.87 | 269421.84 | 575976.22 |
| 31J | 186+29.06 | 56.64' LT | 755.78 | 269418.29 | 575979.74 |
| 32J | 185+49.93 | 62.18' LT | 757.39 | 269366.43 | 575919.72 |
| 33J | 186+23.43 | 61.68' LT | 755.47 | 269417.91 | 575972.20 |

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

EXIST R/W

87TH ST

FRONTAGE RD

SLOPE INTERCEPT

EXIST R/W

STH 24 (FOREST HOME AVE)

STH 24 (FOREST HOME AVE)

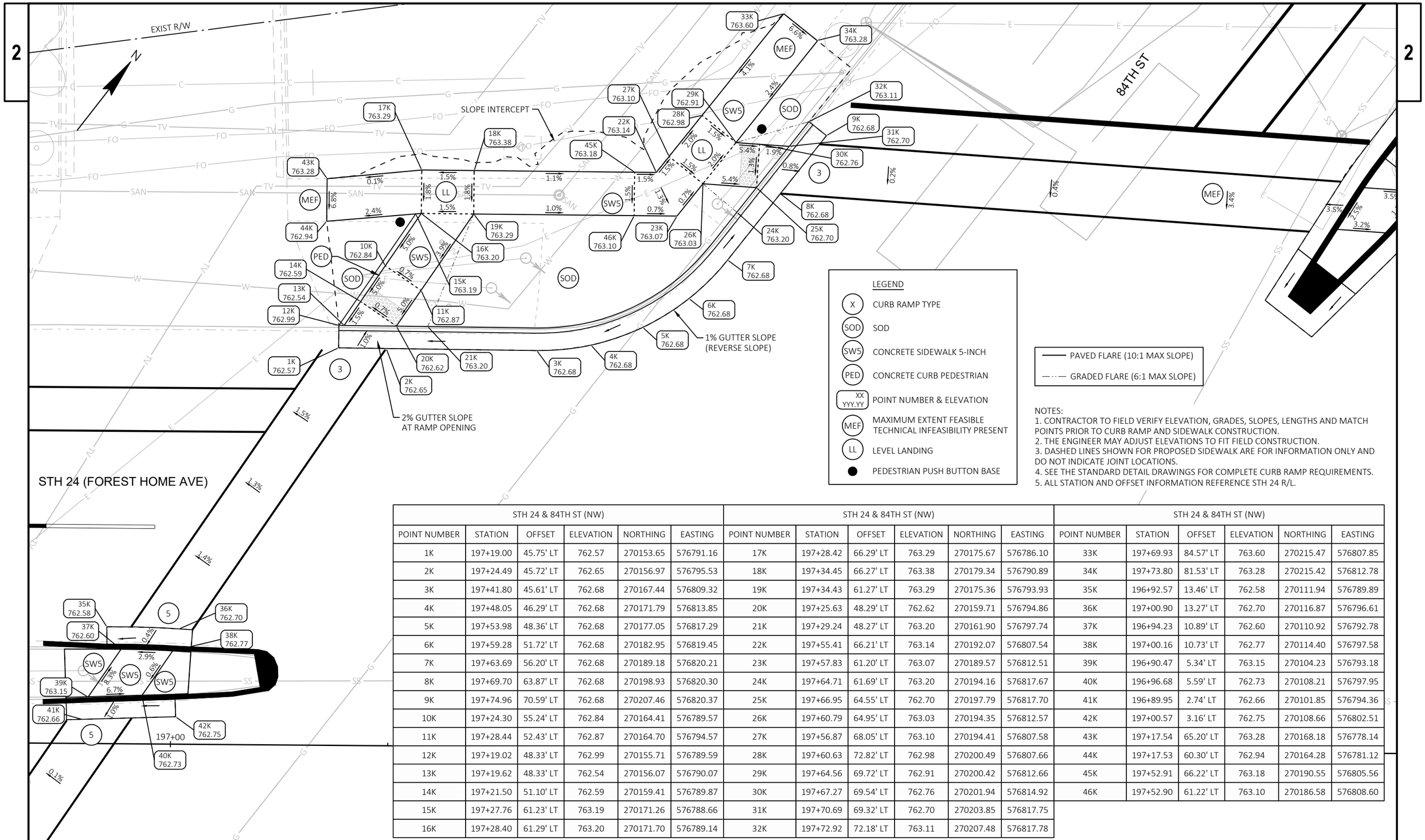
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 87TH ST | SHEET 65 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\212018800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023116

PLOT DATE : 7/15/2024 10:03 AM PLOT BY : HOELZER, JACOB M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & 84TH ST (NW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1K | 197+19.00 | 45.75' LT | 762.57 | 270153.65 | 576791.16 |
| 2K | 197+24.49 | 45.72' LT | 762.65 | 270156.97 | 576795.53 |
| 3K | 197+41.80 | 45.61' LT | 762.68 | 270167.44 | 576809.32 |
| 4K | 197+48.05 | 46.29' LT | 762.68 | 270171.79 | 576813.85 |
| 5K | 197+53.98 | 48.36' LT | 762.68 | 270177.05 | 576817.29 |
| 6K | 197+59.28 | 51.72' LT | 762.68 | 270182.95 | 576819.45 |
| 7K | 197+63.69 | 56.20' LT | 762.68 | 270189.18 | 576820.21 |
| 8K | 197+69.70 | 63.87' LT | 762.68 | 270198.93 | 576820.30 |
| 9K | 197+74.96 | 70.59' LT | 762.68 | 270207.46 | 576820.37 |
| 10K | 197+24.30 | 55.24' LT | 762.84 | 270164.41 | 576789.57 |
| 11K | 197+28.44 | 52.43' LT | 762.87 | 270164.70 | 576794.57 |
| 12K | 197+19.02 | 48.33' LT | 762.99 | 270155.71 | 576789.59 |
| 13K | 197+19.62 | 48.33' LT | 762.54 | 270156.07 | 576790.07 |
| 14K | 197+21.50 | 51.10' LT | 762.59 | 270159.41 | 576789.87 |
| 15K | 197+27.76 | 61.23' LT | 763.19 | 270171.26 | 576788.66 |
| 16K | 197+28.40 | 61.29' LT | 763.20 | 270171.70 | 576789.14 |

| STH 24 & 84TH ST (NW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 17K | 197+28.42 | 66.29' LT | 763.29 | 270175.67 | 576786.10 |
| 18K | 197+34.45 | 66.27' LT | 763.38 | 270179.34 | 576790.89 |
| 19K | 197+34.43 | 61.27' LT | 763.29 | 270175.36 | 576793.93 |
| 20K | 197+25.63 | 48.29' LT | 762.62 | 270159.71 | 576794.86 |
| 21K | 197+29.24 | 48.27' LT | 763.20 | 270161.90 | 576797.74 |
| 22K | 197+55.41 | 66.21' LT | 763.14 | 270192.07 | 576807.54 |
| 23K | 197+57.83 | 61.20' LT | 763.07 | 270189.57 | 576812.51 |
| 24K | 197+64.71 | 61.69' LT | 763.20 | 270194.16 | 576817.67 |
| 25K | 197+66.95 | 64.55' LT | 762.70 | 270197.79 | 576817.70 |
| 26K | 197+60.79 | 64.95' LT | 763.03 | 270194.35 | 576812.57 |
| 27K | 197+56.87 | 68.05' LT | 763.10 | 270194.41 | 576807.58 |
| 28K | 197+60.63 | 72.82' LT | 762.98 | 270200.49 | 576807.66 |
| 29K | 197+64.56 | 69.72' LT | 762.91 | 270200.42 | 576812.66 |
| 30K | 197+67.27 | 69.54' LT | 762.76 | 270201.94 | 576814.92 |
| 31K | 197+70.69 | 69.32' LT | 762.70 | 270203.85 | 576817.75 |
| 32K | 197+72.92 | 72.18' LT | 763.11 | 270207.48 | 576817.78 |

| STH 24 & 84TH ST (NW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 33K | 197+69.93 | 84.57' LT | 763.60 | 270215.47 | 576807.85 |
| 34K | 197+73.80 | 81.53' LT | 763.28 | 270215.42 | 576812.78 |
| 35K | 196+92.57 | 13.46' LT | 762.58 | 270111.94 | 576789.89 |
| 36K | 197+00.90 | 13.27' LT | 762.70 | 270116.87 | 576796.61 |
| 37K | 196+94.23 | 10.89' LT | 762.60 | 270110.92 | 576792.78 |
| 38K | 197+00.16 | 10.73' LT | 762.77 | 270114.40 | 576797.58 |
| 39K | 196+90.47 | 5.34' LT | 763.15 | 270104.23 | 576793.18 |
| 40K | 196+96.68 | 5.59' LT | 762.73 | 270108.21 | 576797.95 |
| 41K | 196+89.95 | 2.74' LT | 762.66 | 270101.85 | 576794.36 |
| 42K | 197+00.57 | 3.16' LT | 762.75 | 270108.66 | 576802.51 |
| 43K | 197+17.54 | 65.20' LT | 763.28 | 270168.18 | 576778.14 |
| 44K | 197+17.53 | 60.30' LT | 762.94 | 270164.28 | 576781.12 |
| 45K | 197+52.91 | 66.22' LT | 763.18 | 270190.55 | 576805.56 |
| 46K | 197+52.90 | 61.22' LT | 763.10 | 270186.58 | 576808.60 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 84TH ST | SHEET 66 | E |
|---|---|---|---|---|---|

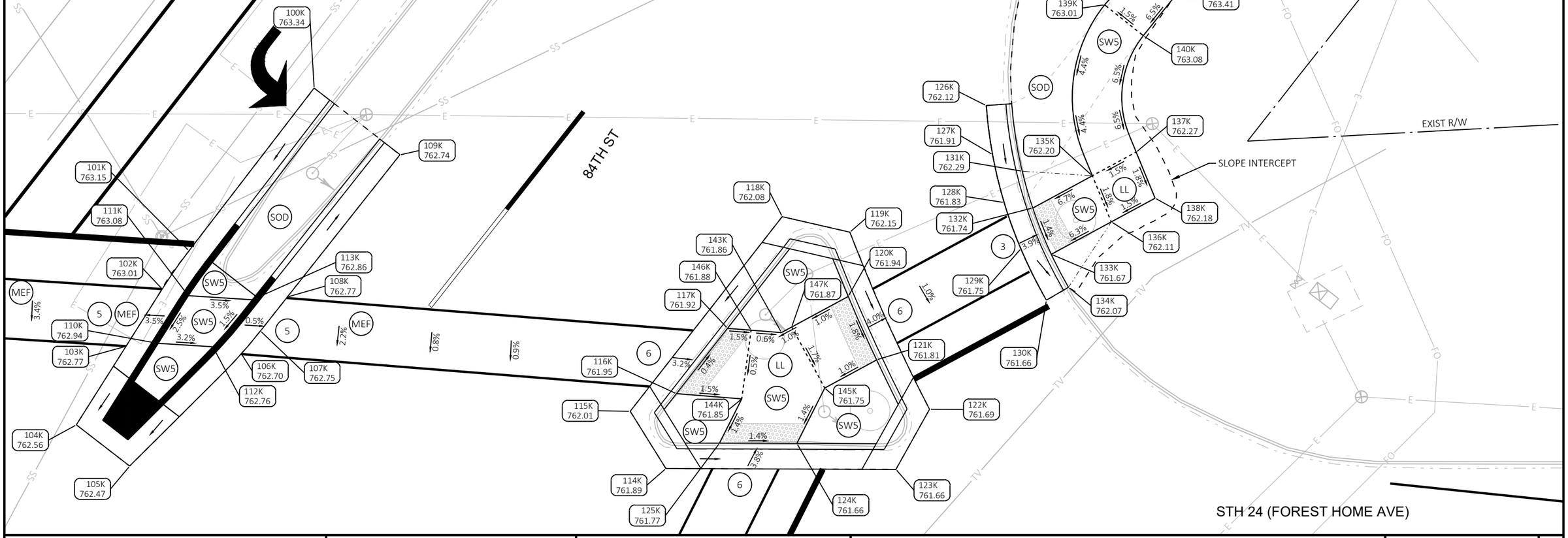

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023117
PLOT DATE : 7/26/2024 10:00 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 24 & 84TH ST (NE) | | | | | | STH 24 & 84TH ST (NE) | | | | | | STH 24 & 84TH ST (NE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100K | 198+49.60 | 86.04' LT | 763.34 | 270265.21 | 576870.11 | 116K | 198+86.20 | 55.16' LT | 761.95 | 270263.05 | 576917.95 | 132K | 199+22.18 | 73.92' LT | 761.74 | 270299.86 | 576935.03 |
| 101K | 198+36.96 | 69.61' LT | 763.15 | 270244.48 | 576870.11 | 117K | 198+91.35 | 61.77' LT | 761.92 | 270271.43 | 576918.00 | 133K | 199+24.06 | 69.25' LT | 761.67 | 270297.30 | 576939.37 |
| 102K | 198+34.25 | 65.74' LT | 763.01 | 270239.76 | 576870.33 | 118K | 198+96.88 | 73.06' LT | 762.08 | 270283.75 | 576915.51 | 134K | 199+25.81 | 65.91' LT | 762.07 | 270295.72 | 576942.79 |
| 103K | 198+30.60 | 59.96' LT | 762.77 | 270232.96 | 576870.95 | 119K | 199+03.71 | 71.49' LT | 762.15 | 270286.67 | 576921.88 | 135K | 199+28.21 | 77.18' LT | 762.20 | 270306.12 | 576937.82 |
| 104K | 198+25.58 | 52.01' LT | 762.56 | 270223.60 | 576871.82 | 120K | 199+03.55 | 64.98' LT | 761.94 | 270281.41 | 576925.71 | 136K | 199+30.12 | 72.53' LT | 762.11 | 270303.60 | 576942.17 |
| 105K | 198+30.97 | 47.85' LT | 762.47 | 270223.58 | 576878.63 | 121K | 199+06.41 | 58.58' LT | 761.81 | 270278.08 | 576931.89 | 137K | 199+32.63 | 79.58' LT | 762.27 | 270310.71 | 576939.87 |
| 106K | 198+42.25 | 59.21' LT | 762.70 | 270239.47 | 576880.65 | 122K | 199+11.77 | 53.59' LT | 761.69 | 270277.39 | 576939.17 | 138K | 199+34.54 | 74.92' LT | 762.18 | 270308.19 | 576944.22 |
| 107K | 198+44.18 | 61.51' LT | 762.75 | 270242.46 | 576880.77 | 123K | 199+08.36 | 47.51' LT | 761.66 | 270270.49 | 576940.18 | 139K | 199+29.45 | 94.46' LT | 763.01 | 270320.57 | 576928.27 |
| 108K | 198+46.89 | 64.93' LT | 762.77 | 270246.82 | 576880.83 | 124K | 198+98.37 | 50.13' LT | 761.66 | 270266.48 | 576930.66 | 140K | 199+33.36 | 91.34' LT | 763.08 | 270320.48 | 576933.27 |
| 109K | 198+58.26 | 79.29' LT | 762.74 | 270265.15 | 576881.09 | 125K | 198+90.56 | 50.16' LT | 761.77 | 270261.74 | 576924.45 | 141K | 199+32.81 | 98.17' LT | 763.34 | 270325.56 | 576928.67 |
| 110K | 198+33.84 | 60.25' LT | 762.94 | 270235.17 | 576873.34 | 126K | 199+17.49 | 84.27' LT | 762.12 | 270305.20 | 576925.00 | 142K | 199+36.48 | 95.25' LT | 763.41 | 270325.48 | 576933.36 |
| 111K | 198+36.90 | 65.07' LT | 763.08 | 270240.84 | 576872.83 | 127K | 199+18.12 | 79.33' LT | 761.91 | 270301.67 | 576928.52 | 143K | 198+96.80 | 61.34' LT | 761.86 | 270274.41 | 576922.59 |
| 112K | 198+39.38 | 59.90' LT | 762.76 | 270238.26 | 576877.95 | 128K | 199+19.29 | 74.48' LT | 761.83 | 270298.54 | 576932.40 | 144K | 198+92.79 | 54.63' LT | 761.85 | 270266.65 | 576923.50 |
| 113K | 198+43.37 | 64.65' LT | 762.86 | 270244.46 | 576878.22 | 129K | 199+20.99 | 69.80' LT | 761.75 | 270295.86 | 576936.60 | 145K | 199+01.17 | 55.74' LT | 761.75 | 270272.64 | 576929.46 |
| 114K | 198+85.13 | 47.60' LT | 761.89 | 270256.41 | 576921.71 | 130K | 199+23.57 | 64.61' LT | 761.66 | 270293.32 | 576941.81 | 146K | 198+93.74 | 61.58' LT | 761.88 | 270272.74 | 576920.01 |
| 115K | 198+81.53 | 53.38' LT | 762.01 | 270258.79 | 576915.33 | 131K | 199+21.12 | 77.64' LT | 762.29 | 270302.16 | 576931.92 | 147K | 198+97.84 | 61.90' LT | 761.87 | 270275.49 | 576923.07 |

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

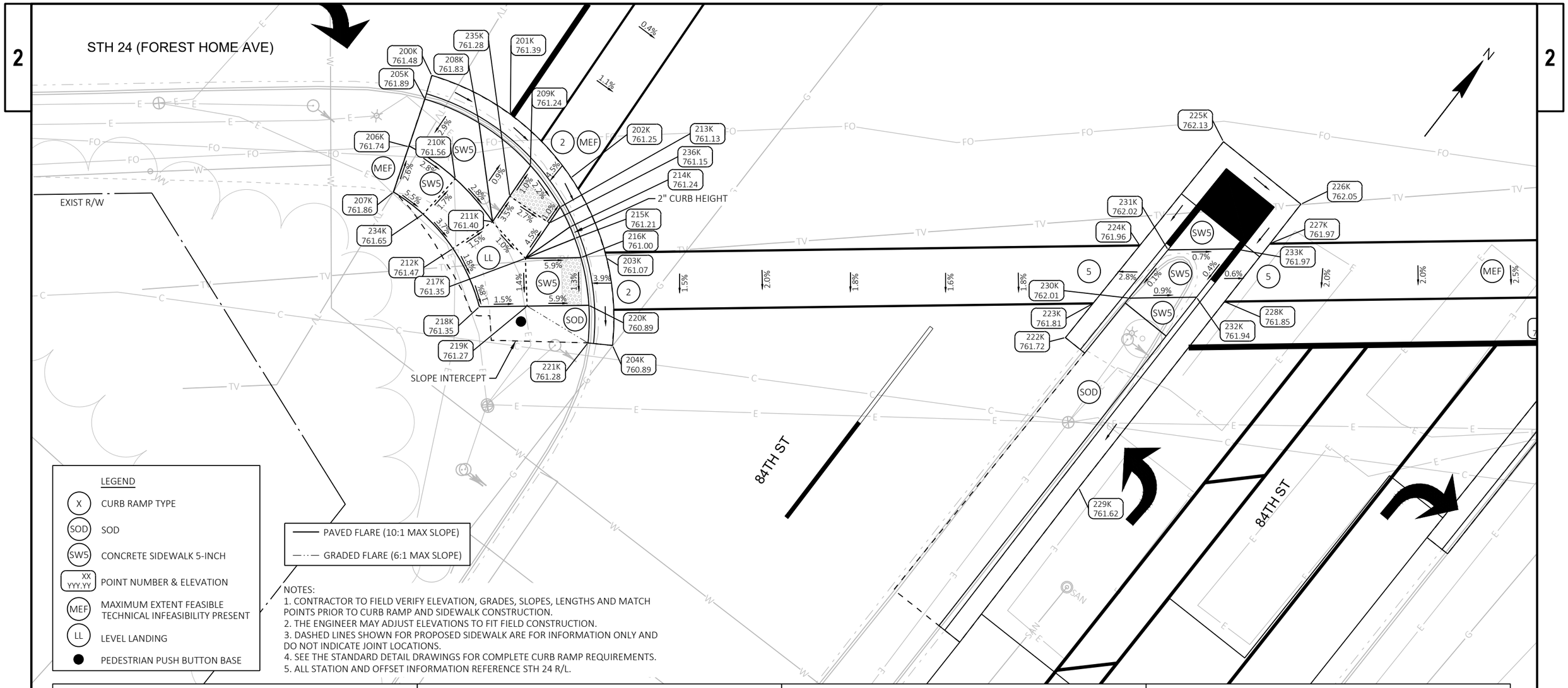
LEGEND
- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

PAVED FLARE (10:1 MAX SLOPE)
GRADED FLARE (6:1 MAX SLOPE)




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 84TH ST | SHEET 67 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023118
PLOT DATE : 7/26/2024 10:02 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING
- ● — PEDESTRIAN PUSH BUTTON BASE

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & 84TH ST (SW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200K | 196+37.53 | 47.81' RT | 761.48 | 270029.91 | 576783.76 |
| 201K | 196+45.85 | 51.90' RT | 761.39 | 270031.69 | 576792.76 |
| 202K | 196+52.25 | 58.53' RT | 761.25 | 270030.30 | 576801.82 |
| 203K | 196+55.96 | 66.92' RT | 761.07 | 270025.91 | 576809.88 |
| 204K | 196+56.59 | 76.07' RT | 760.89 | 270019.04 | 576815.96 |
| 205K | 196+36.78 | 50.28' RT | 761.89 | 270027.50 | 576784.69 |
| 206K | 196+35.06 | 55.25' RT | 761.74 | 270022.52 | 576786.39 |
| 207K | 196+33.41 | 59.98' RT | 761.86 | 270017.79 | 576788.01 |
| 208K | 196+42.52 | 52.80' RT | 761.83 | 270028.97 | 576790.70 |
| 209K | 196+47.98 | 57.27' RT | 761.24 | 270028.71 | 576797.70 |

| STH 24 & 84TH ST (SW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 210K | 196+39.99 | 58.62' RT | 761.56 | 270022.84 | 576792.30 |
| 211K | 196+43.93 | 63.12' RT | 761.40 | 270021.65 | 576798.12 |
| 212K | 196+39.71 | 65.92' RT | 761.47 | 270016.90 | 576796.54 |
| 213K | 196+51.11 | 61.61' RT | 761.13 | 270027.16 | 576802.80 |
| 214K | 196+52.13 | 63.67' RT | 761.24 | 270026.16 | 576804.86 |
| 215K | 196+52.63 | 64.89' RT | 761.21 | 270025.49 | 576806.00 |
| 216K | 196+53.28 | 66.88' RT | 761.00 | 270024.31 | 576807.73 |
| 217K | 196+47.43 | 66.96' RT | 761.35 | 270020.71 | 576803.18 |
| 218K | 196+42.52 | 72.01' RT | 761.35 | 270013.76 | 576802.45 |
| 219K | 196+47.61 | 71.95' RT | 761.27 | 270016.86 | 576806.37 |

| STH 24 & 84TH ST (SW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 220K | 196+54.11 | 71.87' RT | 760.89 | 270020.86 | 576811.43 |
| 221K | 196+54.02 | 75.80' RT | 761.28 | 270017.69 | 576813.75 |
| 222K | 197+03.97 | 75.25' RT | 761.72 | 270048.58 | 576853.01 |
| 223K | 197+06.85 | 71.67' RT | 761.81 | 270053.17 | 576853.11 |
| 224K | 197+11.74 | 65.60' RT | 761.96 | 270060.96 | 576853.29 |
| 225K | 197+20.49 | 54.75' RT | 762.13 | 270074.90 | 576853.61 |
| 226K | 197+28.59 | 61.29' RT | 762.05 | 270074.66 | 576864.02 |
| 227K | 197+25.35 | 65.42' RT | 761.97 | 270069.40 | 576863.97 |
| 228K | 197+20.60 | 71.49' RT | 761.85 | 270061.70 | 576863.90 |
| 229K | 197+05.33 | 90.98' RT | 761.62 | 270036.94 | 576863.68 |

| STH 24 & 84TH ST (SW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 230K | 197+10.61 | 71.12' RT | 762.01 | 270055.90 | 576855.76 |
| 231K | 197+14.69 | 66.07' RT | 762.02 | 270062.39 | 576855.91 |
| 232K | 197+17.68 | 71.03' RT | 761.94 | 270060.28 | 576861.31 |
| 233K | 197+21.64 | 65.97' RT | 761.97 | 270066.70 | 576861.36 |
| 234K | 196+36.56 | 62.31' RT | 761.65 | 270017.85 | 576791.89 |
| 235K | 196+45.78 | 60.45' RT | 761.28 | 270024.87 | 576797.93 |
| 236K | 196+49.98 | 63.26' RT | 761.15 | 270025.17 | 576802.92 |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 84TH ST | SHEET 68 E |

| STH 24 & 84TH ST (SE) | | | | | | STH 24 & 84TH ST (SE) | | | | | | STH 24 & 84TH ST (SE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 300K | 197+61.33 | 71.83' RT | 761.72 | 270086.26 | 576896.39 | 315K | 197+78.32 | 65.22' RT | 762.04 | 270101.85 | 576905.83 | 330K | 198+42.26 | 49.38' RT | 762.23 | 270153.40 | 576946.86 |
| 301K | 197+68.16 | 63.13' RT | 761.82 | 270097.33 | 576896.50 | 316K | 197+80.47 | 69.83' RT | 762.10 | 270099.51 | 576910.34 | 331K | 198+58.78 | 13.72' RT | 762.27 | 270191.74 | 576938.21 |
| 302K | 197+74.91 | 56.29' RT | 761.91 | 270106.86 | 576897.68 | 317K | 197+82.14 | 74.26' RT | 762.06 | 270097.02 | 576914.37 | 332K | 198+69.90 | 14.29' RT | 762.08 | 270198.06 | 576947.37 |
| 303K | 197+83.01 | 51.14' RT | 761.97 | 270115.88 | 576900.97 | 318K | 197+85.79 | 72.91' RT | 762.20 | 270100.32 | 576916.45 | 333K | 198+59.01 | 11.14' RT | 762.27 | 270193.92 | 576936.82 |
| 304K | 197+92.06 | 47.94' RT | 762.04 | 270123.94 | 576906.19 | 319K | 197+83.87 | 67.68' RT | 762.16 | 270103.29 | 576911.73 | 334K | 198+67.30 | 11.63' RT | 762.18 | 270198.59 | 576943.69 |
| 305K | 198+01.60 | 46.84' RT | 762.03 | 270130.62 | 576913.08 | 320K | 197+98.13 | 59.05' RT | 762.90 | 270118.83 | 576917.77 | 335K | 198+61.81 | 7.29' RT | 762.48 | 270198.68 | 576936.69 |
| 306K | 198+33.62 | 46.81' RT | 761.86 | 270150.17 | 576938.44 | 321K | 197+98.14 | 64.05' RT | 762.97 | 270114.87 | 576920.82 | 336K | 198+67.81 | 10.94' RT | 762.22 | 270199.44 | 576943.67 |
| 307K | 198+42.26 | 46.80' RT | 761.81 | 270155.44 | 576945.28 | 322K | 198+25.34 | 59.02' RT | 762.31 | 270135.44 | 576939.32 | 337K | 198+61.90 | 7.10' RT | 762.49 | 270198.88 | 576936.65 |
| 308K | 197+63.36 | 73.42' RT | 762.14 | 270086.24 | 576898.97 | 323K | 198+25.35 | 64.02' RT | 762.39 | 270131.48 | 576942.37 | 338K | 198+69.87 | 6.79' RT | 762.45 | 270203.99 | 576942.78 |
| 309K | 197+65.74 | 70.39' RT | 761.67 | 270090.09 | 576899.01 | 324K | 198+31.53 | 59.01' RT | 762.22 | 270139.22 | 576944.22 | 339K | 198+59.12 | 4.72' RT | 762.44 | 270199.07 | 576932.99 |
| 310K | 197+69.78 | 70.34' RT | 761.71 | 270092.59 | 576902.18 | 325K | 198+31.54 | 64.01' RT | 762.29 | 270135.26 | 576947.28 | 340K | 198+69.85 | 4.21' RT | 762.42 | 270206.03 | 576941.19 |
| 311K | 197+72.46 | 70.30' RT | 761.93 | 270094.26 | 576904.28 | 326K | 198+28.63 | 49.40' RT | 762.30 | 270145.07 | 576936.06 | 341K | 197+71.71 | 65.31' RT | 761.89 | 270097.76 | 576900.65 |
| 312K | 197+76.13 | 73.69' RT | 762.00 | 270093.81 | 576909.26 | 327K | 198+32.37 | 49.39' RT | 761.78 | 270147.36 | 576939.02 | 342K | 198+29.41 | 53.44' RT | 762.03 | 270142.35 | 576939.15 |
| 313K | 197+69.71 | 65.34' RT | 761.73 | 270096.52 | 576899.08 | 328K | 198+38.55 | 49.39' RT | 761.75 | 270151.13 | 576943.92 | 343K | 198+33.45 | 56.38' RT | 762.06 | 270142.48 | 576944.14 |
| 314K | 197+72.25 | 62.30' RT | 762.27 | 270100.47 | 576899.24 | 329K | 198+36.40 | 52.34' RT | 761.81 | 270147.48 | 576944.01 | | | | | | |

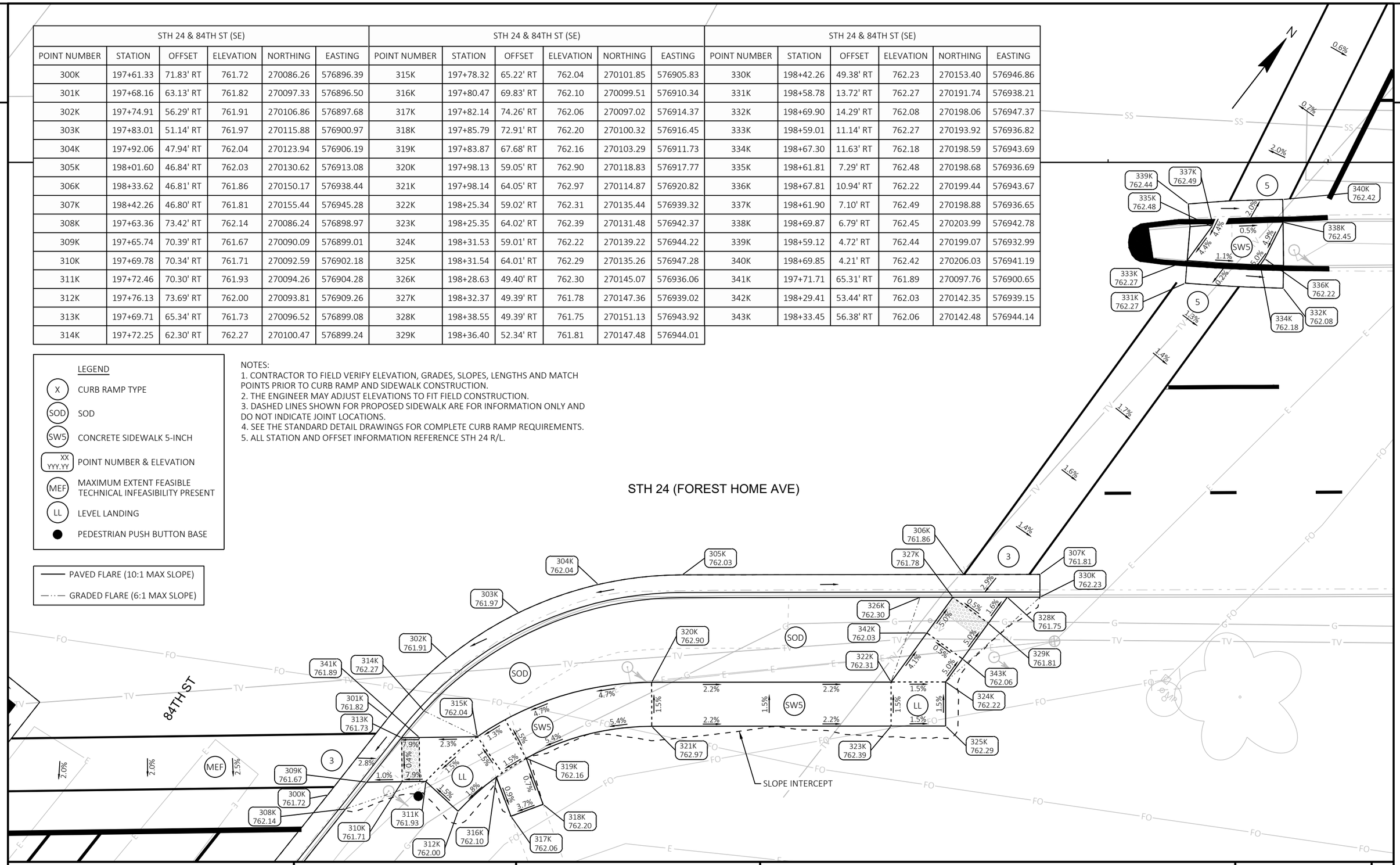
LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SW5) CONCRETE SIDEWALK 5-INCH
- (XX / YYY.YY) POINT NUMBER & ELEVATION
- (MEF) MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- (LL) LEVEL LANDING
- PEDESTRIAN PUSH BUTTON BASE

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

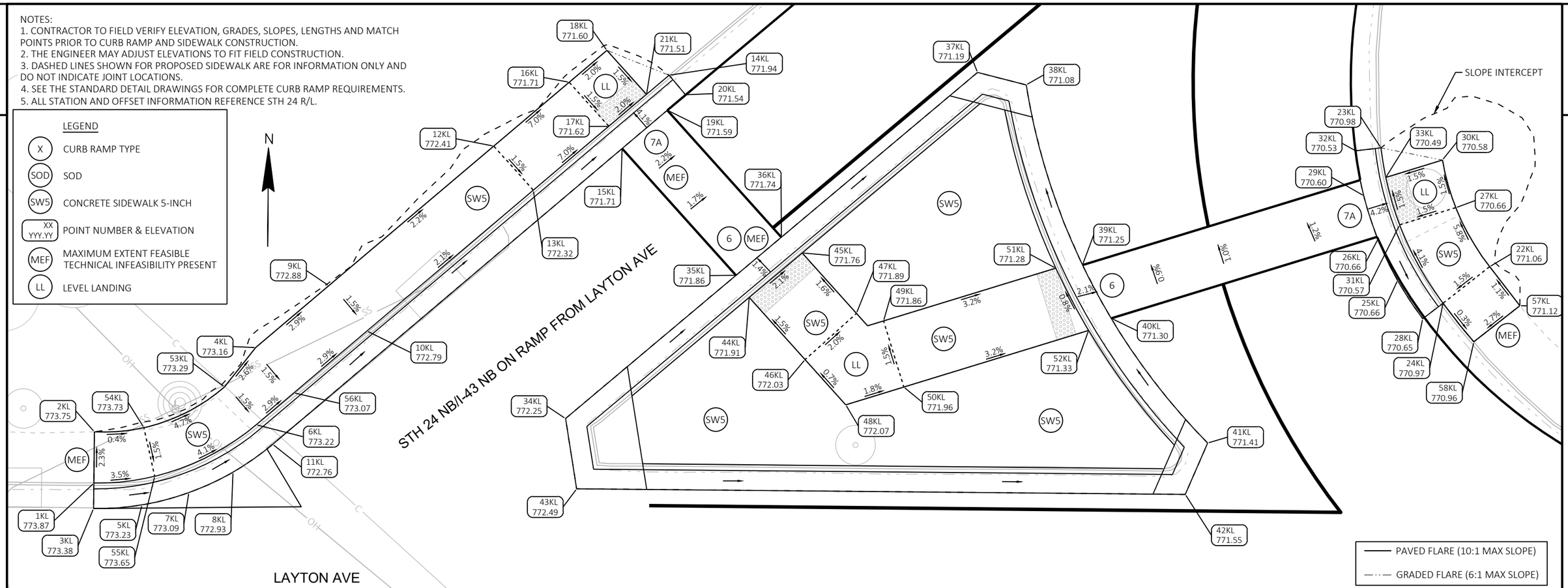



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 84TH ST | SHEET 69 | E |
|---|---|---|---|---|---|

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
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5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING



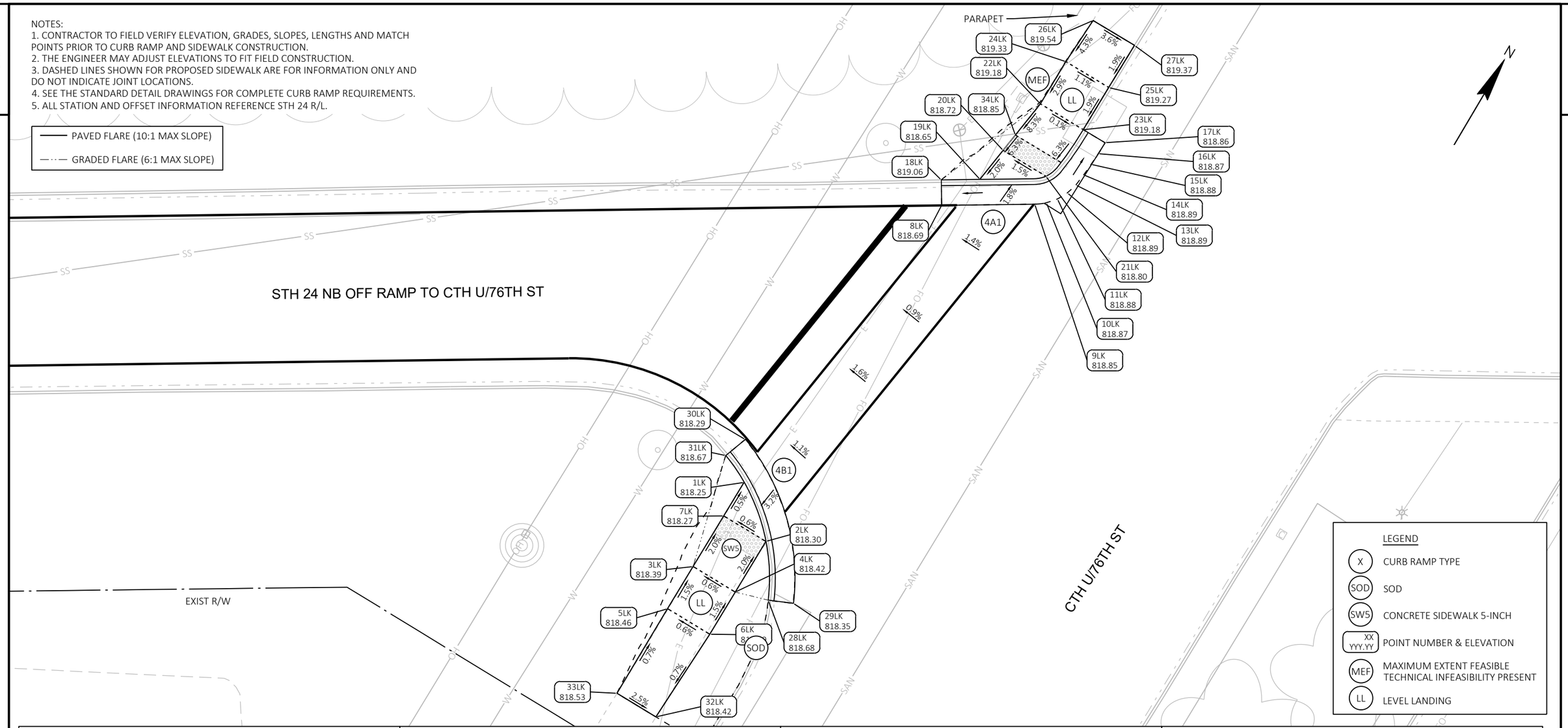

| ON RAMP & LAYTON AVE | | | | | | ON RAMP & LAYTON AVE | | | | | | ON RAMP & LAYTON AVE | | | | | | ON RAMP & LAYTON AVE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1KL | 208+30.76 | 105.64' RT | 773.87 | 270711.47 | 577764.69 | 16KL | 208+93.62 | 102.32' RT | 771.71 | 270752.42 | 577812.50 | 31KL | 209+51.97 | 164.57' RT | 770.57 | 270738.65 | 577896.70 | 46KL | 208+95.74 | 139.13' RT | 772.03 | 270724.54 | 577836.61 |
| 2KL | 208+33.94 | 101.53' RT | 773.75 | 270716.66 | 577764.71 | 17KL | 208+94.13 | 108.31' RT | 771.62 | 270747.99 | 577816.55 | 32KL | 209+52.95 | 155.91' RT | 770.53 | 270746.12 | 577892.19 | 47KL | 209+02.71 | 138.54' RT | 771.89 | 270729.26 | 577841.78 |
| 3KL | 208+29.17 | 107.68' RT | 773.38 | 270708.88 | 577764.68 | 18KL | 208+98.62 | 102.05' RT | 771.60 | 270755.68 | 577816.29 | 33KL | 209+53.75 | 159.90' RT | 770.49 | 270743.44 | 577895.26 | 48KL | 208+96.26 | 145.26' RT | 772.07 | 270720.00 | 577840.76 |
| 4KL | 208+52.10 | 104.58' RT | 773.16 | 270725.32 | 577780.97 | 19KL | 208+99.84 | 110.58' RT | 771.59 | 270749.67 | 577822.46 | 34KL | 208+72.80 | 129.24' RT | 772.25 | 270718.39 | 577812.40 | 49KL | 209+04.44 | 140.80' RT | 771.86 | 270728.52 | 577844.53 |
| 5KL | 208+33.31 | 110.33' RT | 773.23 | 270709.30 | 577769.58 | 20KL | 209+02.26 | 110.45' RT | 771.54 | 270751.25 | 577824.30 | 35KL | 208+95.30 | 128.10' RT | 771.86 | 270733.01 | 577829.55 | 50KL | 209+02.03 | 147.37' RT | 771.96 | 270721.84 | 577846.63 |
| 6KL | 208+47.44 | 110.85' RT | 773.22 | 270717.51 | 577781.09 | 21KL | 208+99.12 | 108.03' RT | 771.51 | 270751.25 | 577820.34 | 36KL | 209+01.30 | 127.80' RT | 771.74 | 270736.91 | 577834.11 | 51KL | 209+21.56 | 147.06' RT | 771.28 | 270733.99 | 577861.92 |
| 7KL | 208+37.86 | 112.21' RT | 773.09 | 270710.58 | 577774.32 | 22KL | 209+56.69 | 173.45' RT | 771.06 | 270734.50 | 577905.86 | 37KL | 209+27.20 | 126.49' RT | 771.19 | 270753.74 | 577853.84 | 52KL | 209+20.41 | 154.09' RT | 771.33 | 270727.72 | 577865.29 |
| 8KL | 208+42.66 | 113.25' RT | 772.93 | 270712.69 | 577778.77 | 23KL | 209+55.17 | 157.22' RT | 770.98 | 270746.43 | 577894.75 | 38KL | 209+30.36 | 130.47' RT | 771.08 | 270752.51 | 577858.78 | 53KL | 208+47.17 | 105.85' RT | 773.29 | 270721.30 | 577777.83 |
| 9KL | 208+61.78 | 104.06' RT | 772.88 | 270731.63 | 577788.32 | 24KL | 209+50.70 | 173.55' RT | 770.97 | 270730.76 | 577901.16 | 39KL | 209+23.91 | 148.45' RT | 771.25 | 270734.32 | 577864.63 | 54KL | 208+38.18 | 104.22' RT | 773.73 | 270717.12 | 577769.71 |
| 10KL | 208+62.11 | 110.05' RT | 772.79 | 270727.08 | 577792.23 | 25KL | 209+48.42 | 168.94' RT | 770.66 | 270733.02 | 577896.55 | 40KL | 209+22.99 | 154.50' RT | 771.30 | 270728.96 | 577867.59 | 55KL | 208+36.09 | 108.80' RT | 773.65 | 270712.21 | 577770.85 |
| 11KL | 208+47.58 | 113.43' RT | 772.76 | 270715.55 | 577782.77 | 26KL | 209+49.34 | 164.40' RT | 770.66 | 270737.18 | 577894.51 | 41KL | 209+23.15 | 170.46' RT | 771.41 | 270716.42 | 577877.44 | 56KL | 208+52.43 | 110.57' RT | 773.07 | 270720.77 | 577784.88 |
| 12KL | 208+83.63 | 102.87' RT | 772.41 | 270745.90 | 577804.91 | 27KL | 209+57.56 | 166.62' RT | 770.66 | 270740.44 | 577902.38 | 42KL | 209+18.20 | 173.23' RT | 771.55 | 270711.20 | 577875.21 | 57KL | 209+56.74 | 178.45' RT | 771.12 | 270730.56 | 577908.94 |
| 13KL | 208+84.14 | 108.85' RT | 772.32 | 270741.47 | 577808.96 | 28KL | 209+48.11 | 173.56' RT | 770.65 | 270729.18 | 577899.12 | 43KL | 208+69.40 | 135.59' RT | 772.49 | 270711.28 | 577813.58 | 58KL | 209+50.82 | 178.55' RT | 770.96 | 270726.87 | 577904.31 |
| 14KL | 209+02.12 | 107.87' RT | 771.94 | 270753.21 | 577822.62 | 29KL | 209+50.86 | 160.03' RT | 770.60 | 270741.57 | 577893.05 | 44KL | 208+95.02 | 130.70' RT | 771.91 | 270730.78 | 577830.91 | | | | | | |
| 15KL | 208+93.85 | 110.91' RT | 771.71 | 270745.75 | 577817.91 | 30KL | 209+59.39 | 161.96' RT | 770.58 | 270745.24 | 577900.99 | 45KL | 209+02.02 | 130.35' RT | 771.76 | 270735.33 | 577836.24 | | | | | | |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - LAYTON AVE | SHEET 70 | E |
|---|---|---|---|---|---|

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)




| STH 24 NB OFF RAMP & CTH U | | | | | | STH 24 NB OFF RAMP & CTH U | | | | | | STH 24 NB OFF RAMP & CTH U | | | | | | STH 24 NB OFF RAMP & CTH U | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1LK | 229+64.98 | 139.62' RT | 818.25 | 271996.94 | 579479.20 | 10LK | 229+99.24 | 117.48' RT | 818.87 | 272036.96 | 579491.14 | 19LK | 229+93.26 | 113.87' RT | 818.65 | 272035.57 | 579484.14 | 28LK | 229+65.19 | 151.81' RT | 818.68 | 271987.90 | 579487.38 |
| 2LK | 229+66.03 | 145.92' RT | 818.30 | 271992.91 | 579484.16 | 11LK | 230+00.38 | 117.32' RT | 818.88 | 272037.86 | 579491.90 | 20LK | 229+96.04 | 111.43' RT | 818.72 | 272039.29 | 579484.65 | 29LK | 229+67.56 | 152.60' RT | 818.35 | 271988.92 | 579489.75 |
| 3LK | 229+58.59 | 147.08' RT | 818.39 | 271986.95 | 579479.10 | 12LK | 230+01.46 | 116.91' RT | 818.89 | 272038.90 | 579492.46 | 21LK | 229+99.70 | 114.83' RT | 818.80 | 272039.25 | 579489.73 | 30LK | 229+65.87 | 135.37' RT | 818.29 | 272000.74 | 579477.09 |
| 4LK | 229+62.19 | 150.40' RT | 818.42 | 271986.91 | 579484.10 | 13LK | 230+02.43 | 116.28' RT | 818.89 | 272040.04 | 579492.79 | 22LK | 230+00.53 | 107.52' RT | 819.18 | 272045.29 | 579485.51 | 31LK | 229+63.68 | 136.61' RT | 818.67 | 271998.32 | 579476.21 |
| 5LK | 229+55.40 | 150.82' RT | 818.46 | 271981.95 | 579479.05 | 14LK | 230+03.38 | 115.42' RT | 818.89 | 272041.33 | 579492.95 | 23LK | 230+04.19 | 110.92' RT | 819.18 | 272045.24 | 579490.58 | 32LK | 229+52.39 | 161.41' RT | 818.42 | 271971.91 | 579483.63 |
| 6LK | 229+59.00 | 154.14' RT | 818.49 | 271981.91 | 579484.05 | 15LK | 230+04.30 | 114.53' RT | 818.88 | 272042.63 | 579493.07 | 24LK | 230+03.80 | 103.81' RT | 819.33 | 272050.29 | 579485.55 | 33LK | 229+49.07 | 158.35' RT | 818.53 | 271971.95 | 579479.01 |
| 7LK | 229+62.43 | 142.60' RT | 818.27 | 271992.95 | 579479.16 | 16LK | 230+05.19 | 113.60' RT | 818.87 | 272043.93 | 579493.14 | 25LK | 230+07.47 | 107.23' RT | 819.27 | 272050.25 | 579490.64 | 34LK | 229+97.52 | 110.14' RT | 818.85 | 272041.27 | 579484.94 |
| 8LK | 229+89.07 | 115.72' RT | 818.69 | 272031.32 | 579482.13 | 17LK | 230+06.06 | 112.65' RT | 818.86 | 272045.24 | 579493.17 | 26LK | 230+07.22 | 100.24' RT | 819.54 | 272055.28 | 579485.80 | | | | | | |
| 9LK | 229+98.10 | 117.40' RT | 818.85 | 272036.24 | 579490.20 | 18LK | 229+89.51 | 113.18' RT | 819.06 | 272033.52 | 579480.79 | 27LK | 230+10.75 | 103.54' RT | 819.37 | 272055.25 | 579490.70 | | | | | | |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - CTH U/76TH ST | SHEET 71 | E |
|---|---|---|---|---|---|

| STH 24 NB ON RAMP & CTH U | | | | | | STH 24 NB ON RAMP & CTH U | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1L | 231+18.69 | 136.53' RT | 818.72 | 272106.35 | 579594.96 | 22L | 231+05.30 | 158.78' RT | 818.20 | 272080.62 | 579600.11 |
| 2L | 231+20.99 | 136.70' RT | 818.41 | 272107.86 | 579596.81 | 23L | 231+11.67 | 155.96' RT | 818.03 | 272087.22 | 579603.01 |
| 3L | 231+23.29 | 136.39' RT | 818.27 | 272109.72 | 579598.32 | 24L | 231+32.63 | 149.75' RT | 817.80 | 272106.72 | 579614.55 |
| 4L | 231+28.63 | 135.03' RT | 818.16 | 272114.52 | 579601.39 | 25L | 231+36.64 | 148.74' RT | 817.74 | 272110.33 | 579616.87 |
| 5L | 231+34.26 | 133.61' RT | 818.04 | 272119.57 | 579604.64 | 26L | 231+40.12 | 147.87' RT | 817.69 | 272113.46 | 579618.88 |
| 6L | 231+36.60 | 133.03' RT | 817.99 | 272121.66 | 579605.98 | 27L | 230+76.86 | 180.38' RT | 818.61 | 272044.57 | 579593.13 |
| 7L | 231+25.68 | 133.11' RT | 818.49 | 272113.81 | 579597.86 | 28L | 230+79.92 | 184.22' RT | 818.71 | 272043.93 | 579598.09 |
| 8L | 231+28.49 | 132.40' RT | 818.19 | 272116.33 | 579599.48 | 29L | 231+02.81 | 166.53' RT | 819.00 | 272073.19 | 579603.53 |
| 9L | 231+33.19 | 131.23' RT | 818.09 | 272120.53 | 579602.19 | 30L | 231+03.99 | 171.38' RT | 819.08 | 272070.50 | 579607.74 |
| 10L | 231+36.01 | 130.52' RT | 818.46 | 272123.05 | 579603.81 | 31L | 231+29.49 | 153.21' RT | 818.25 | 272101.97 | 579614.57 |
| 11L | 231+27.59 | 128.64' RT | 818.46 | 272118.41 | 579596.21 | 32L | 231+33.23 | 152.26' RT | 817.72 | 272105.34 | 579616.73 |
| 12L | 231+32.29 | 127.44' RT | 818.36 | 272122.63 | 579598.90 | 33L | 231+34.64 | 158.23' RT | 818.14 | 272102.03 | 579621.92 |
| 13L | 231+26.42 | 123.79' RT | 818.48 | 272121.10 | 579591.99 | 34L | 231+35.77 | 163.03' RT | 818.21 | 272099.38 | 579626.08 |
| 14L | 231+31.77 | 125.25' RT | 818.40 | 272123.84 | 579597.00 | 35L | 231+37.90 | 151.09' RT | 817.65 | 272109.54 | 579619.44 |
| 15L | 231+29.25 | 120.73' RT | 818.49 | 272125.32 | 579592.00 | 36L | 231+39.31 | 157.04' RT | 818.06 | 272106.25 | 579624.61 |
| 16L | 231+32.75 | 124.19' RT | 818.42 | 272125.31 | 579597.00 | 37L | 231+40.45 | 161.90' RT | 818.14 | 272103.56 | 579628.83 |
| 17L | 231+42.05 | 107.01' RT | 819.44 | 272144.35 | 579592.06 | 38L | 231+40.70 | 150.39' RT | 817.97 | 272112.06 | 579621.06 |
| 18L | 231+45.63 | 110.10' RT | 819.29 | 272144.66 | 579596.85 | 39L | 231+44.00 | 155.99' RT | 818.22 | 272110.39 | 579627.41 |
| 19L | 230+86.62 | 168.21' RT | 818.33 | 272060.42 | 579592.33 | 40L | 231+45.09 | 160.68' RT | 818.29 | 272107.79 | 579631.48 |
| 20L | 230+92.77 | 164.91' RT | 818.35 | 272067.21 | 579594.77 | 41L | 231+38.68 | 110.61' RT | 819.19 | 272139.35 | 579592.04 |
| 21L | 230+98.99 | 161.77' RT | 818.29 | 272073.95 | 579597.36 | 42L | 231+42.18 | 114.08' RT | 819.12 | 272139.33 | 579597.04 |

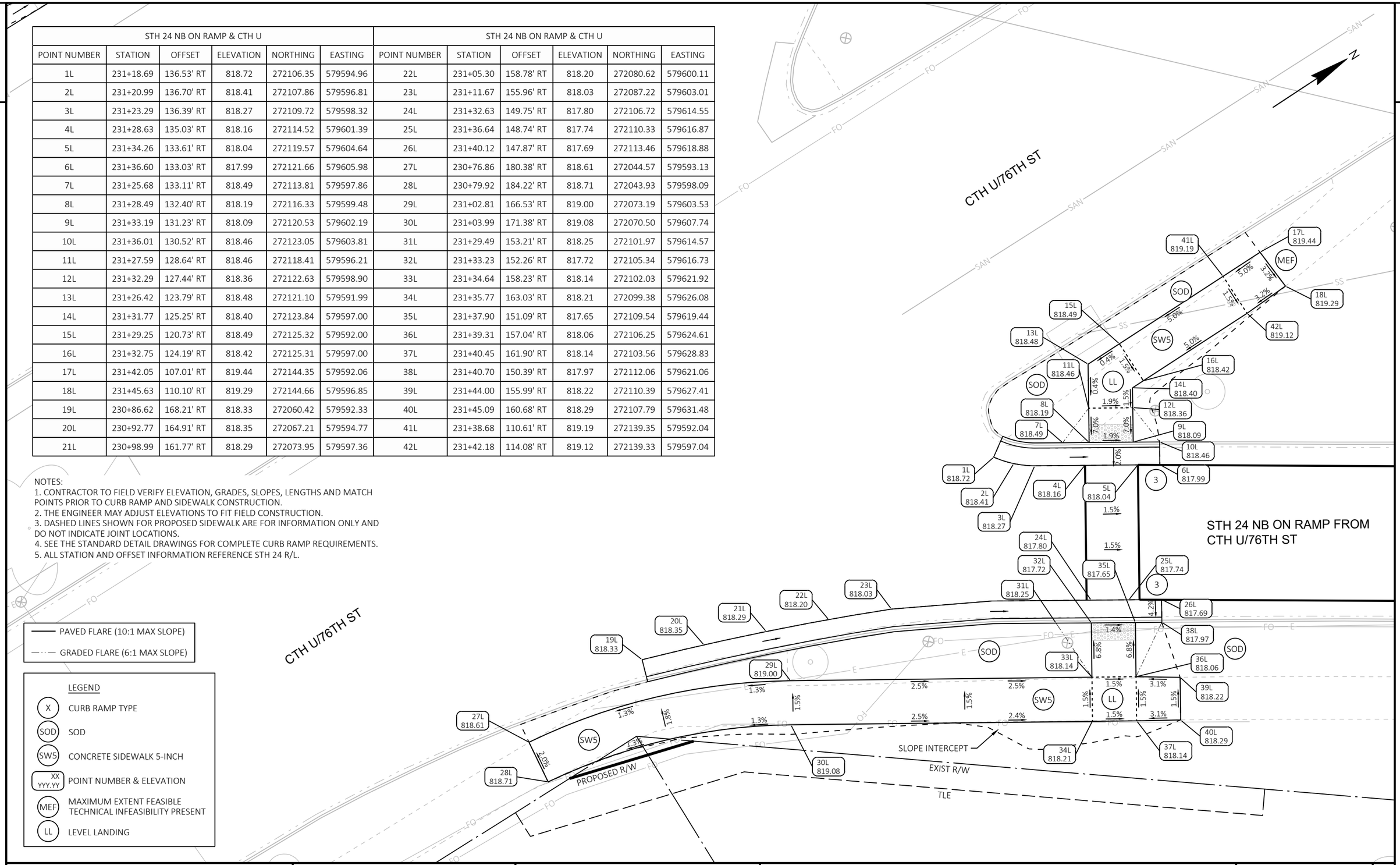
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

PAVED FLARE (10:1 MAX SLOPE)

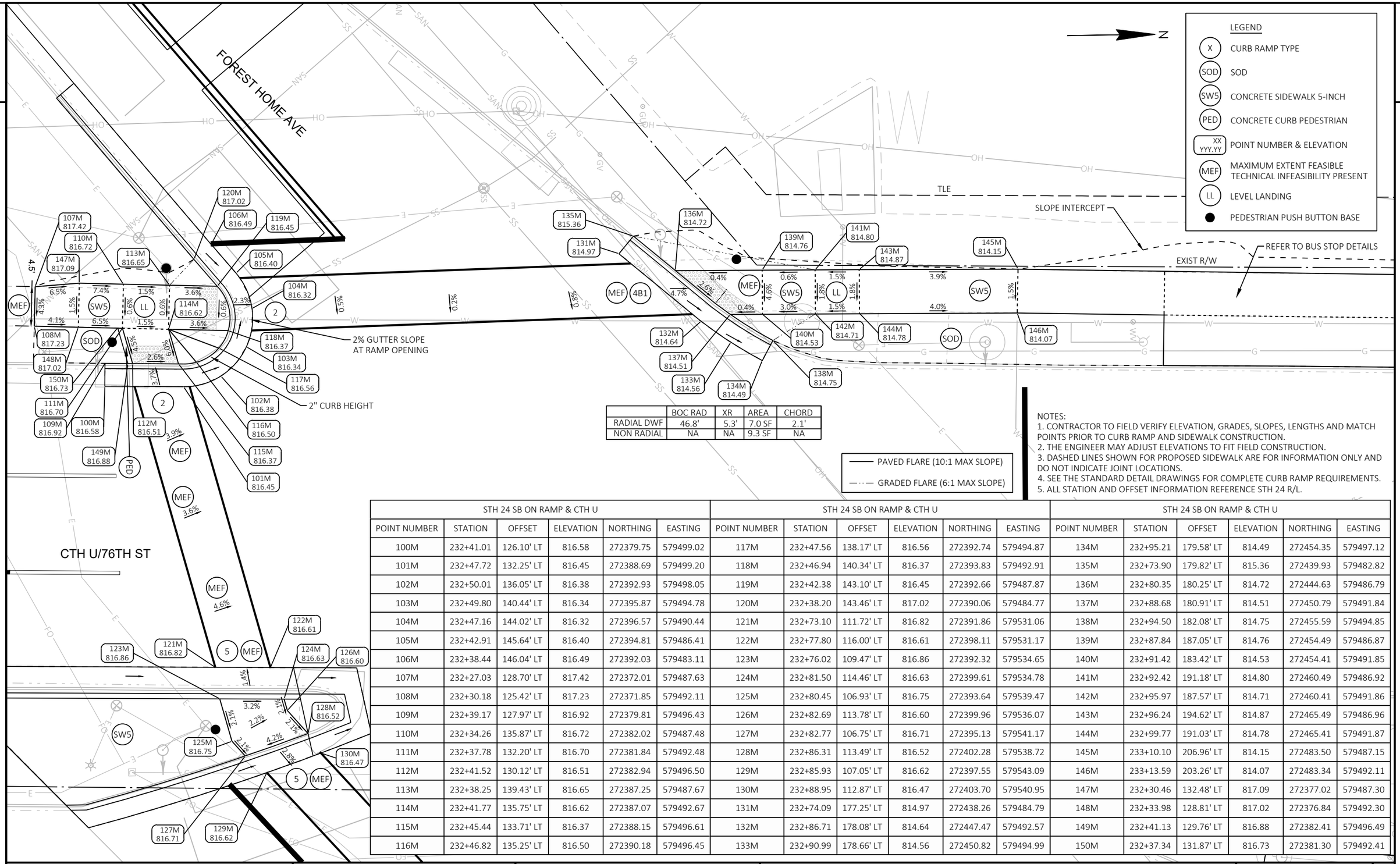
GRADED FLARE (6:1 MAX SLOPE)

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - CTH U/76TH ST | SHEET 72 | E |
|---|---|---|---|---|---|



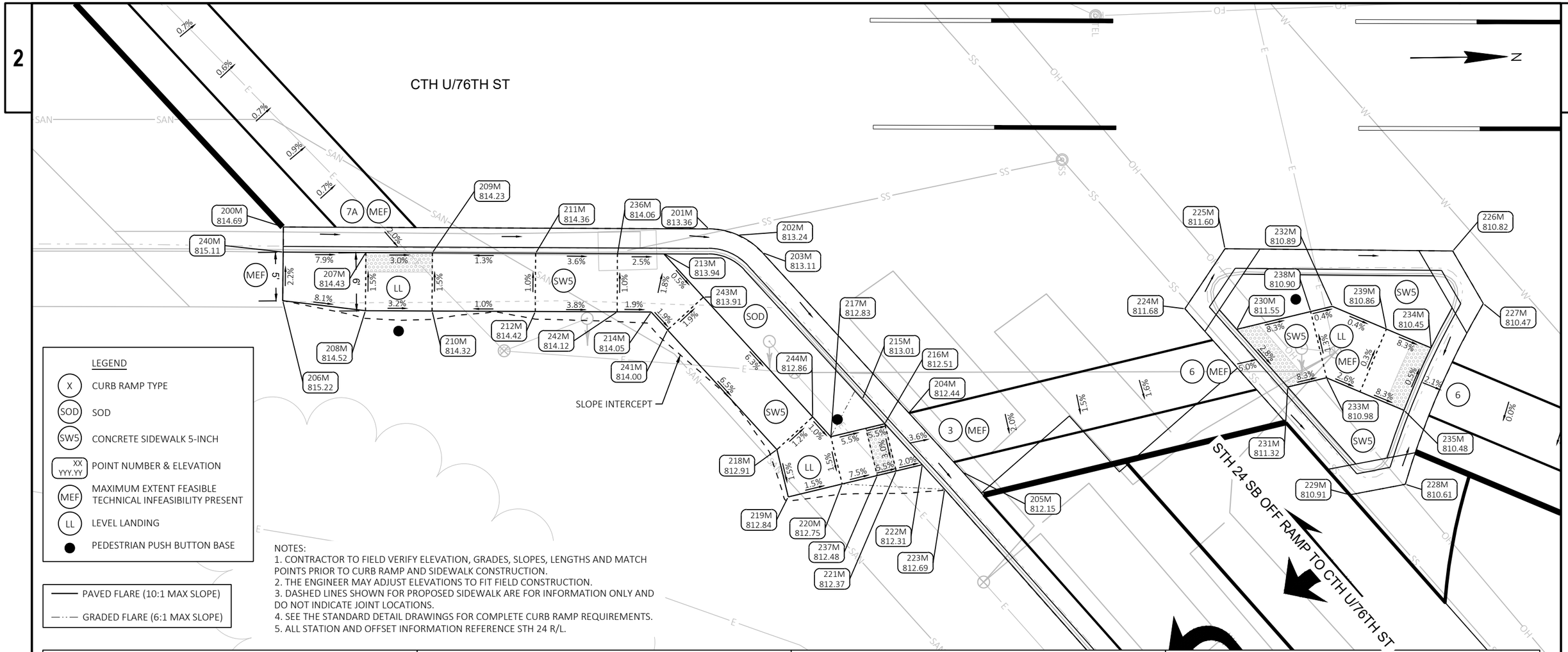

| | BOC RAD | XR | AREA | CHORD |
|---|---|---|---|---|
| RADIAL DWF | 46.8' | 5.3' | 7.0 SF | 2.1' |
| NON RADIAL | NA | NA | 9.3 SF | NA |

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 SB ON RAMP & CTH U | | | | | | STH 24 SB ON RAMP & CTH U | | | | | | STH 24 SB ON RAMP & CTH U | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100M | 232+41.01 | 126.10' LT | 816.58 | 272379.75 | 579499.02 | 117M | 232+47.56 | 138.17' LT | 816.56 | 272392.74 | 579494.87 | 134M | 232+95.21 | 179.58' LT | 814.49 | 272454.35 | 579497.12 |
| 101M | 232+47.72 | 132.25' LT | 816.45 | 272388.69 | 579499.20 | 118M | 232+46.94 | 140.34' LT | 816.37 | 272393.83 | 579492.91 | 135M | 232+73.90 | 179.82' LT | 815.36 | 272439.93 | 579482.82 |
| 102M | 232+50.01 | 136.05' LT | 816.38 | 272392.93 | 579498.05 | 119M | 232+42.38 | 143.10' LT | 816.45 | 272392.66 | 579487.87 | 136M | 232+80.35 | 180.25' LT | 814.72 | 272444.63 | 579486.79 |
| 103M | 232+49.80 | 140.44' LT | 816.34 | 272395.87 | 579494.78 | 120M | 232+38.20 | 143.46' LT | 817.02 | 272390.06 | 579484.77 | 137M | 232+88.68 | 180.91' LT | 814.51 | 272450.79 | 579491.84 |
| 104M | 232+47.16 | 144.02' LT | 816.32 | 272396.57 | 579490.44 | 121M | 232+73.10 | 111.72' LT | 816.82 | 272391.86 | 579531.06 | 138M | 232+94.50 | 182.08' LT | 814.75 | 272455.59 | 579494.85 |
| 105M | 232+42.91 | 145.64' LT | 816.40 | 272394.81 | 579486.41 | 122M | 232+77.80 | 116.00' LT | 816.61 | 272398.11 | 579531.17 | 139M | 232+87.84 | 187.05' LT | 814.76 | 272454.49 | 579486.87 |
| 106M | 232+38.44 | 146.04' LT | 816.49 | 272392.03 | 579483.11 | 123M | 232+76.02 | 109.47' LT | 816.86 | 272392.32 | 579534.65 | 140M | 232+91.42 | 183.42' LT | 814.53 | 272454.41 | 579491.85 |
| 107M | 232+27.03 | 128.70' LT | 817.42 | 272372.01 | 579487.63 | 124M | 232+81.50 | 114.46' LT | 816.63 | 272399.61 | 579534.78 | 141M | 232+92.42 | 191.18' LT | 814.80 | 272460.49 | 579486.92 |
| 108M | 232+30.18 | 125.42' LT | 817.23 | 272371.85 | 579492.11 | 125M | 232+80.45 | 106.93' LT | 816.75 | 272393.64 | 579539.47 | 142M | 232+95.97 | 187.57' LT | 814.71 | 272460.41 | 579491.86 |
| 109M | 232+39.17 | 127.97' LT | 816.92 | 272379.81 | 579496.43 | 126M | 232+82.69 | 113.78' LT | 816.60 | 272399.96 | 579536.07 | 143M | 232+96.24 | 194.62' LT | 814.87 | 272465.49 | 579486.96 |
| 110M | 232+34.26 | 135.87' LT | 816.72 | 272382.02 | 579487.48 | 127M | 232+82.77 | 106.75' LT | 816.71 | 272395.13 | 579541.17 | 144M | 232+99.77 | 191.03' LT | 814.78 | 272465.41 | 579491.87 |
| 111M | 232+37.78 | 132.20' LT | 816.70 | 272381.84 | 579492.48 | 128M | 232+86.31 | 113.49' LT | 816.52 | 272402.28 | 579538.72 | 145M | 233+10.10 | 206.96' LT | 814.15 | 272483.50 | 579487.15 |
| 112M | 232+41.52 | 130.12' LT | 816.51 | 272382.94 | 579496.50 | 129M | 232+85.93 | 107.05' LT | 816.62 | 272397.55 | 579543.09 | 146M | 233+13.59 | 203.26' LT | 814.07 | 272483.34 | 579492.11 |
| 113M | 232+38.25 | 139.43' LT | 816.65 | 272387.25 | 579487.67 | 130M | 232+88.95 | 112.87' LT | 816.47 | 272403.70 | 579540.95 | 147M | 232+30.46 | 132.48' LT | 817.09 | 272377.02 | 579487.30 |
| 114M | 232+41.77 | 135.75' LT | 816.62 | 272387.07 | 579492.67 | 131M | 232+74.09 | 177.25' LT | 814.97 | 272438.26 | 579484.79 | 148M | 232+33.98 | 128.81' LT | 817.02 | 272376.84 | 579492.30 |
| 115M | 232+45.44 | 133.71' LT | 816.37 | 272388.15 | 579496.61 | 132M | 232+86.71 | 178.08' LT | 814.64 | 272447.47 | 579492.57 | 149M | 232+41.13 | 129.76' LT | 816.88 | 272382.41 | 579496.49 |
| 116M | 232+46.82 | 135.25' LT | 816.50 | 272390.18 | 579496.45 | 133M | 232+90.99 | 178.66' LT | 814.56 | 272450.82 | 579494.99 | 150M | 232+37.34 | 131.87' LT | 816.73 | 272381.30 | 579492.41 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - CTH U/76TH ST | SHEET 73 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023124A
PLOT DATE : 7/26/2024 11:11 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
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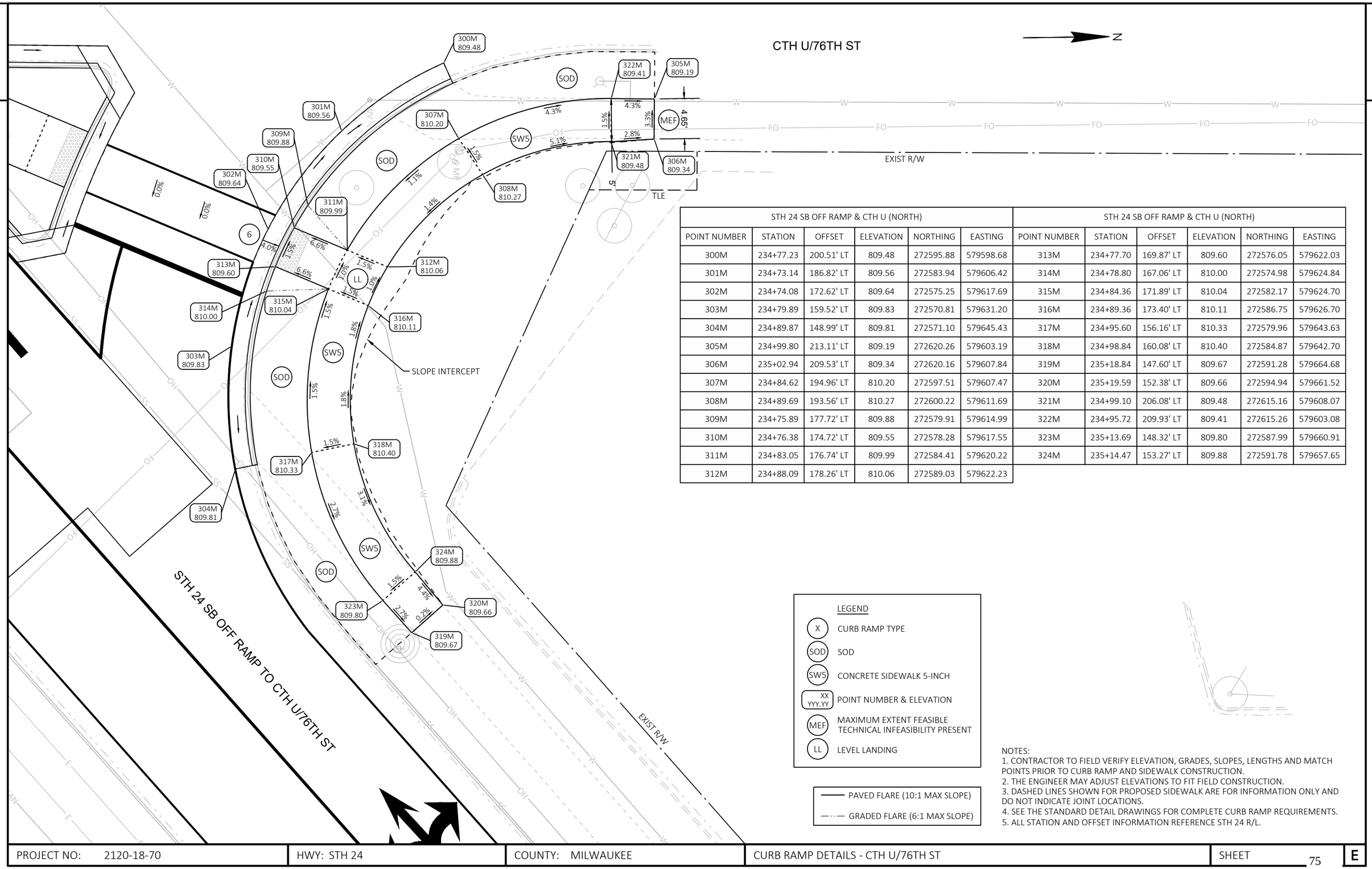
| STH 24 SB OFF RAMP & CTH U (SOUTH) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200M | 233+49.68 | 98.43' LT | 814.69 | 272436.53 | 579592.11 |
| 201M | 233+83.31 | 127.64' LT | 813.36 | 272480.33 | 579592.89 |
| 202M | 233+86.11 | 129.19' LT | 813.24 | 272483.36 | 579593.58 |
| 203M | 233+89.31 | 129.51' LT | 813.11 | 272485.86 | 579595.43 |
| 204M | 234+12.28 | 127.18' LT | 812.44 | 272500.70 | 579612.11 |
| 205M | 234+20.80 | 126.28' LT | 812.15 | 272506.20 | 579618.30 |
| 206M | 233+54.87 | 92.78' LT | 815.22 | 272436.37 | 579599.69 |
| 207M | 233+57.95 | 102.21' LT | 814.43 | 272445.00 | 579594.84 |
| 208M | 233+62.06 | 97.74' LT | 814.52 | 272444.88 | 579600.84 |
| 209M | 233+63.19 | 106.79' LT | 814.23 | 272451.85 | 579594.96 |
| 210M | 233+67.30 | 102.31' LT | 814.32 | 272451.73 | 579600.96 |
| 211M | 233+71.36 | 113.87' LT | 814.36 | 272462.48 | 579595.16 |

| STH 24 SB OFF RAMP & CTH U (SOUTH) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 212M | 233+75.46 | 109.38' LT | 814.42 | 272462.36 | 579601.16 |
| 213M | 233+81.55 | 122.67' LT | 813.94 | 272475.71 | 579595.39 |
| 214M | 233+84.65 | 117.32' LT | 814.05 | 272474.30 | 579601.37 |
| 215M | 234+07.59 | 125.07' LT | 813.01 | 272495.92 | 579610.63 |
| 216M | 234+11.12 | 124.70' LT | 812.51 | 272498.20 | 579613.19 |
| 217M | 234+07.72 | 120.03' LT | 812.83 | 272492.62 | 579614.45 |
| 218M | 234+04.34 | 115.35' LT | 812.91 | 272487.05 | 579615.70 |
| 219M | 234+08.56 | 112.48' LT | 812.84 | 272488.15 | 579620.58 |
| 220M | 234+11.95 | 117.15' LT | 812.75 | 272493.72 | 579619.32 |
| 221M | 234+15.34 | 121.83' LT | 812.37 | 272499.30 | 579618.06 |
| 222M | 234+16.99 | 124.09' LT | 812.31 | 272502.00 | 579617.46 |
| 223M | 234+20.50 | 123.70' LT | 812.69 | 272504.26 | 579620.02 |

| STH 24 SB OFF RAMP & CTH U (SOUTH) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 224M | 234+27.11 | 154.00' LT | 811.68 | 272529.27 | 579601.77 |
| 225M | 234+26.11 | 161.36' LT | 811.60 | 272533.47 | 579595.65 |
| 226M | 234+44.78 | 176.59' LT | 810.82 | 272556.92 | 579596.20 |
| 227M | 234+50.99 | 174.56' LT | 810.47 | 272560.00 | 579601.65 |
| 228M | 234+57.31 | 155.23' LT | 810.61 | 272551.72 | 579620.13 |
| 229M | 234+53.54 | 150.67' LT | 810.91 | 272545.98 | 579621.15 |
| 230M | 234+32.75 | 155.91' LT | 811.55 | 272534.57 | 579603.96 |
| 231M | 234+40.95 | 154.88' LT | 811.32 | 272539.75 | 579609.96 |
| 232M | 234+38.88 | 164.15' LT | 810.89 | 272544.44 | 579601.73 |
| 233M | 234+43.44 | 158.22' LT | 810.98 | 272543.75 | 579609.06 |
| 234M | 234+49.84 | 167.59' LT | 810.45 | 272554.56 | 579606.13 |
| 235M | 234+52.01 | 160.91' LT | 810.48 | 272551.68 | 579612.51 |

| STH 24 SB OFF RAMP & CTH U (SOUTH) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 236M | 233+77.90 | 119.42' LT | 814.06 | 272470.90 | 579595.39 |
| 237M | 234+14.15 | 120.19' LT | 812.48 | 272497.35 | 579618.51 |
| 238M | 234+37.49 | 162.29' LT | 810.90 | 272542.21 | 579602.23 |
| 239M | 234+44.88 | 166.04' LT | 810.86 | 272549.98 | 579604.14 |
| 240M | 233+51.46 | 96.51' LT | 815.11 | 272436.49 | 579594.69 |
| 241M | 233+87.22 | 117.07' LT | 814.00 | 272475.96 | 579603.23 |
| 242M | 233+81.95 | 115.00' LT | 814.12 | 272470.80 | 579601.30 |
| 243M | 233+87.74 | 122.06' LT | 813.91 | 272479.71 | 579599.90 |
| 244M | 234+04.89 | 120.32' LT | 812.86 | 272490.79 | 579612.38 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - CTH U/76TH ST | SHEET 74 | E |
|---|---|---|---|---|---|




| STH 24 SB OFF RAMP & CTH U (NORTH) | | | | | | STH 24 SB OFF RAMP & CTH U (NORTH) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 300M | 234+77.23 | 200.51' LT | 809.48 | 272595.88 | 579598.68 | 313M | 234+77.70 | 169.87' LT | 809.60 | 272576.05 | 579622.03 |
| 301M | 234+73.14 | 186.82' LT | 809.56 | 272583.94 | 579606.42 | 314M | 234+78.80 | 167.06' LT | 810.00 | 272574.98 | 579624.84 |
| 302M | 234+74.08 | 172.62' LT | 809.64 | 272575.25 | 579617.69 | 315M | 234+84.36 | 171.89' LT | 810.04 | 272582.17 | 579624.70 |
| 303M | 234+79.89 | 159.52' LT | 809.83 | 272570.81 | 579631.20 | 316M | 234+89.36 | 173.40' LT | 810.11 | 272586.75 | 579626.70 |
| 304M | 234+89.87 | 148.99' LT | 809.81 | 272571.10 | 579645.43 | 317M | 234+95.60 | 156.16' LT | 810.33 | 272579.96 | 579643.63 |
| 305M | 234+99.80 | 213.11' LT | 809.19 | 272620.26 | 579603.19 | 318M | 234+98.84 | 160.08' LT | 810.40 | 272584.87 | 579642.70 |
| 306M | 235+02.94 | 209.53' LT | 809.34 | 272620.16 | 579607.84 | 319M | 235+18.84 | 147.60' LT | 809.67 | 272591.28 | 579664.68 |
| 307M | 234+84.62 | 194.96' LT | 810.20 | 272597.51 | 579607.47 | 320M | 235+19.59 | 152.38' LT | 809.66 | 272594.94 | 579661.52 |
| 308M | 234+89.69 | 193.56' LT | 810.27 | 272600.22 | 579611.69 | 321M | 234+99.10 | 206.08' LT | 809.48 | 272615.16 | 579608.07 |
| 309M | 234+75.89 | 177.72' LT | 809.88 | 272579.91 | 579614.99 | 322M | 234+95.72 | 209.93' LT | 809.41 | 272615.26 | 579603.08 |
| 310M | 234+76.38 | 174.72' LT | 809.55 | 272578.28 | 579617.55 | 323M | 235+13.69 | 148.32' LT | 809.80 | 272587.99 | 579660.91 |
| 311M | 234+83.05 | 176.74' LT | 809.99 | 272584.41 | 579620.22 | 324M | 235+14.47 | 153.27' LT | 809.88 | 272591.78 | 579657.65 |
| 312M | 234+88.09 | 178.26' LT | 810.06 | 272589.03 | 579622.23 | | | | | | |

LEGEND

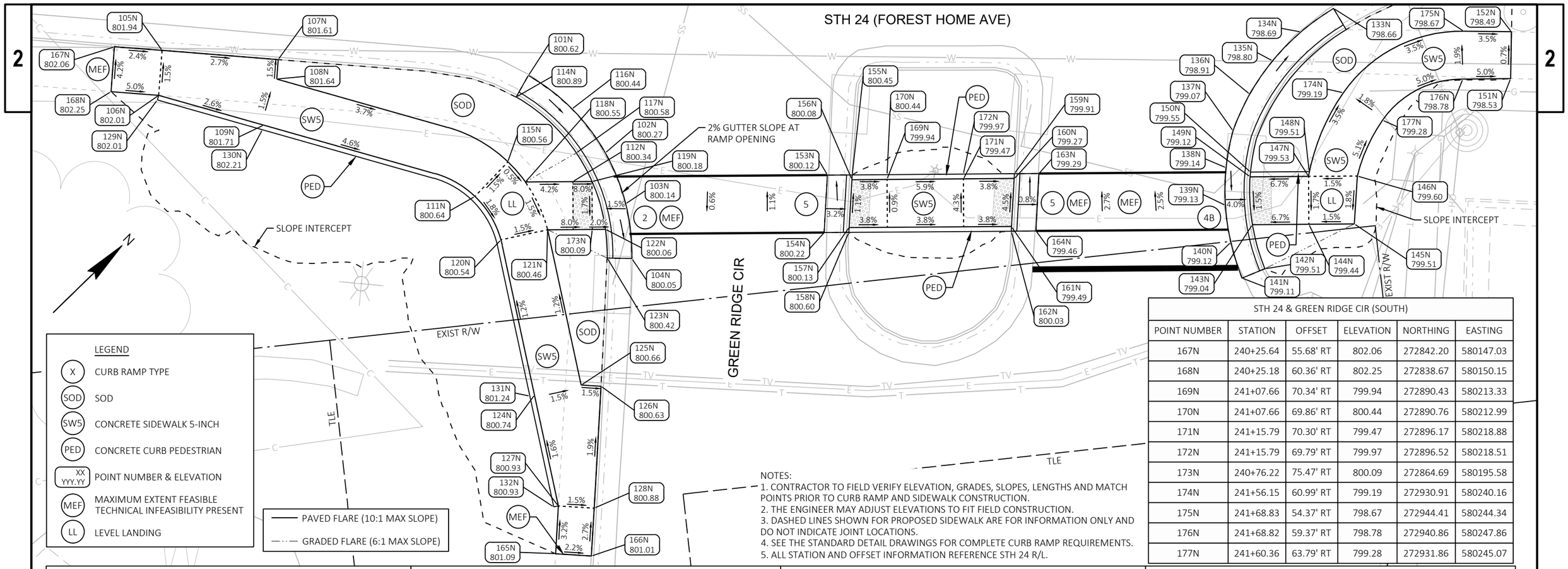
- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - CTH U/76TH ST | SHEET 75 | E |
|---|---|---|---|---|---|




LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
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4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & GREEN RIDGE CIR (SOUTH) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 167N | 240+25.64 | 55.68' RT | 802.06 | 272842.20 | 580147.03 |
| 168N | 240+25.18 | 60.36' RT | 802.25 | 272838.67 | 580150.15 |
| 169N | 241+07.66 | 70.34' RT | 799.94 | 272890.43 | 580213.33 |
| 170N | 241+07.66 | 69.86' RT | 800.44 | 272890.76 | 580212.99 |
| 171N | 241+15.79 | 70.30' RT | 799.47 | 272896.17 | 580218.88 |
| 172N | 241+15.79 | 69.79' RT | 799.97 | 272896.52 | 580218.51 |
| 173N | 240+76.22 | 75.47' RT | 800.09 | 272864.69 | 580195.58 |
| 174N | 241+56.15 | 60.99' RT | 799.19 | 272930.91 | 580240.16 |
| 175N | 241+68.83 | 54.37' RT | 798.67 | 272944.41 | 580244.34 |
| 176N | 241+68.82 | 59.37' RT | 798.78 | 272940.86 | 580247.86 |
| 177N | 241+60.36 | 63.79' RT | 799.28 | 272931.86 | 580245.07 |

| STH 24 & GREEN RIDGE CIR (SOUTH) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 101N | 240+69.54 | 59.35' RT | 800.62 | 272871.11 | 580179.40 |
| 102N | 240+77.65 | 67.48' RT | 800.27 | 272871.24 | 580190.79 |
| 103N | 240+79.79 | 72.83' RT | 800.14 | 272869.05 | 580196.10 |
| 104N | 240+80.41 | 78.55' RT | 800.05 | 272865.53 | 580200.64 |
| 105N | 240+30.69 | 56.15' RT | 801.94 | 272845.52 | 580150.78 |
| 106N | 240+30.24 | 60.84' RT | 802.01 | 272841.98 | 580153.90 |
| 107N | 240+43.00 | 57.34' RT | 801.61 | 272853.54 | 580159.95 |
| 108N | 240+42.81 | 59.37' RT | 801.64 | 272852.01 | 580161.30 |
| 109N | 240+41.35 | 64.16' RT | 801.71 | 272847.68 | 580163.79 |
| 111N | 240+63.72 | 71.92' RT | 800.64 | 272858.29 | 580184.55 |
| 112N | 240+74.18 | 70.47' RT | 800.34 | 272866.71 | 580190.59 |
| 114N | 240+68.22 | 61.58' RT | 800.89 | 272868.63 | 580180.11 |
| 115N | 240+67.28 | 68.35' RT | 800.56 | 272863.28 | 580184.36 |
| 116N | 240+74.15 | 62.88' RT | 800.44 | 272871.94 | 580185.09 |
| 117N | 240+74.57 | 67.47' RT | 800.58 | 272869.06 | 580188.69 |
| 118N | 240+69.12 | 70.46' RT | 800.55 | 272863.13 | 580187.14 |

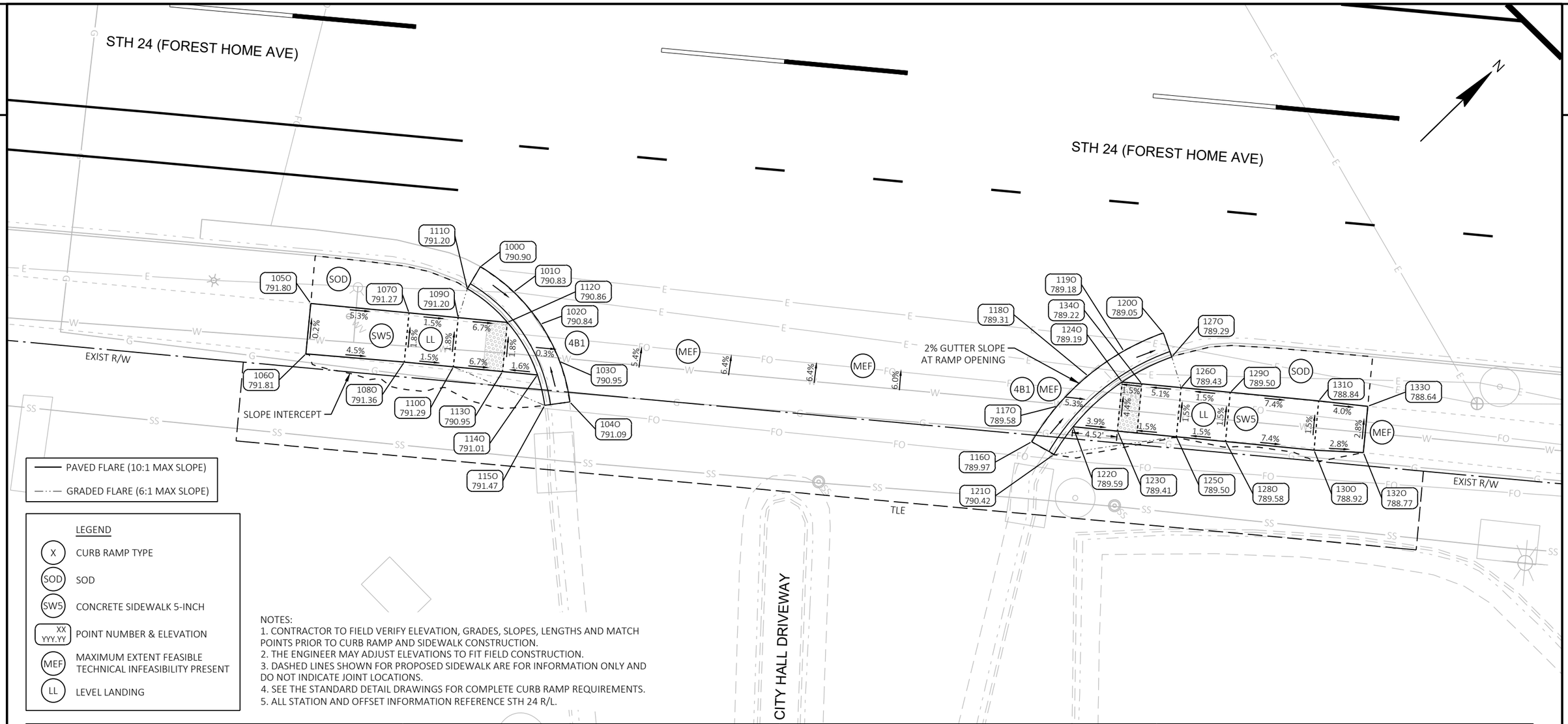
| STH 24 & GREEN RIDGE CIR (SOUTH) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 119N | 240+76.22 | 70.47' RT | 800.18 | 272868.16 | 580191.97 |
| 120N | 240+66.45 | 76.48' RT | 800.54 | 272857.08 | 580189.69 |
| 121N | 240+71.45 | 75.47' RT | 800.46 | 272861.32 | 580192.34 |
| 122N | 240+77.62 | 75.47' RT | 800.06 | 272865.68 | 580196.53 |
| 123N | 240+77.77 | 78.47' RT | 800.42 | 272863.72 | 580198.80 |
| 124N | 240+69.88 | 92.73' RT | 800.74 | 272848.28 | 580203.76 |
| 125N | 240+74.90 | 91.72' RT | 800.66 | 272852.52 | 580206.41 |
| 126N | 240+77.02 | 91.87' RT | 800.63 | 272853.91 | 580207.95 |
| 127N | 240+72.33 | 104.33' RT | 800.93 | 272841.99 | 580213.79 |
| 128N | 240+76.19 | 104.60' RT | 800.88 | 272844.51 | 580216.58 |
| 129N | 240+30.09 | 61.32' RT | 802.01 | 272841.55 | 580154.15 |
| 130N | 240+41.20 | 64.64' RT | 802.21 | 272847.24 | 580164.04 |
| 131N | 240+69.38 | 92.83' RT | 801.24 | 272847.86 | 580203.49 |
| 132N | 240+71.83 | 104.43' RT | 800.93 | 272841.57 | 580213.53 |
| 133N | 241+55.00 | 52.18' RT | 798.66 | 272936.34 | 580233.13 |
| 134N | 241+51.56 | 54.69' RT | 798.69 | 272932.16 | 580232.51 |

| STH 24 & GREEN RIDGE CIR (SOUTH) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 135N | 241+48.60 | 57.74' RT | 798.80 | 272927.95 | 580232.61 |
| 136N | 241+46.21 | 61.24' RT | 798.91 | 272923.81 | 580233.44 |
| 137N | 241+44.46 | 65.09' RT | 799.07 | 272919.88 | 580234.96 |
| 138N | 241+43.78 | 68.95' RT | 799.14 | 272916.68 | 580237.22 |
| 139N | 241+43.74 | 72.87' RT | 799.13 | 272913.89 | 580239.97 |
| 140N | 241+44.34 | 76.74' RT | 799.12 | 272911.58 | 580243.13 |
| 141N | 241+45.59 | 80.47' RT | 799.11 | 272909.82 | 580246.63 |
| 142N | 241+48.02 | 79.46' RT | 799.51 | 272912.21 | 580247.60 |
| 143N | 241+46.64 | 74.87' RT | 799.04 | 272914.49 | 580243.39 |
| 144N | 241+52.66 | 74.76' RT | 799.44 | 272918.75 | 580247.49 |
| 145N | 241+57.50 | 74.66' RT | 799.51 | 272922.18 | 580250.77 |
| 146N | 241+57.76 | 69.66' RT | 799.60 | 272925.90 | 580247.41 |
| 147N | 241+52.56 | 69.76' RT | 799.53 | 272922.22 | 580243.88 |
| 148N | 241+52.64 | 69.26' RT | 799.51 | 272922.62 | 580243.57 |
| 149N | 241+46.34 | 69.88' RT | 799.12 | 272917.81 | 580239.65 |
| 150N | 241+46.38 | 69.37' RT | 799.55 | 272918.19 | 580239.32 |

| STH 24 & GREEN RIDGE CIR (SOUTH) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 151N | 241+73.90 | 59.22' RT | 798.53 | 272944.49 | 580251.30 |
| 152N | 241+73.90 | 54.34' RT | 798.49 | 272947.96 | 580247.87 |
| 153N | 241+01.31 | 69.90' RT | 800.12 | 272886.27 | 580208.67 |
| 154N | 241+00.95 | 75.91' RT | 800.22 | 272881.83 | 580212.73 |
| 155N | 241+03.95 | 69.89' RT | 800.45 | 272888.14 | 580210.47 |
| 156N | 241+03.92 | 70.35' RT | 800.08 | 272887.79 | 580210.78 |
| 157N | 241+03.62 | 75.35' RT | 800.13 | 272884.10 | 580214.16 |
| 158N | 241+03.59 | 75.89' RT | 800.60 | 272883.70 | 580214.52 |
| 159N | 241+21.23 | 69.74' RT | 799.91 | 272900.37 | 580222.21 |
| 160N | 241+21.20 | 70.27' RT | 799.27 | 272899.98 | 580222.58 |
| 161N | 241+20.94 | 75.27' RT | 799.49 | 272896.29 | 580225.97 |
| 162N | 241+20.91 | 75.74' RT | 800.03 | 272895.95 | 580226.28 |
| 163N | 241+23.85 | 69.71' RT | 799.29 | 272902.23 | 580224.00 |
| 164N | 241+23.56 | 75.71' RT | 799.46 | 272897.82 | 580228.08 |
| 165N | 240+71.99 | 109.32' RT | 801.09 | 272838.30 | 580217.17 |
| 166N | 240+75.83 | 109.59' RT | 801.01 | 272840.81 | 580219.94 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - GREEN RIDGE CIR | SHEET 76 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023126
PLOT DATE : 7/26/2024 11:23 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

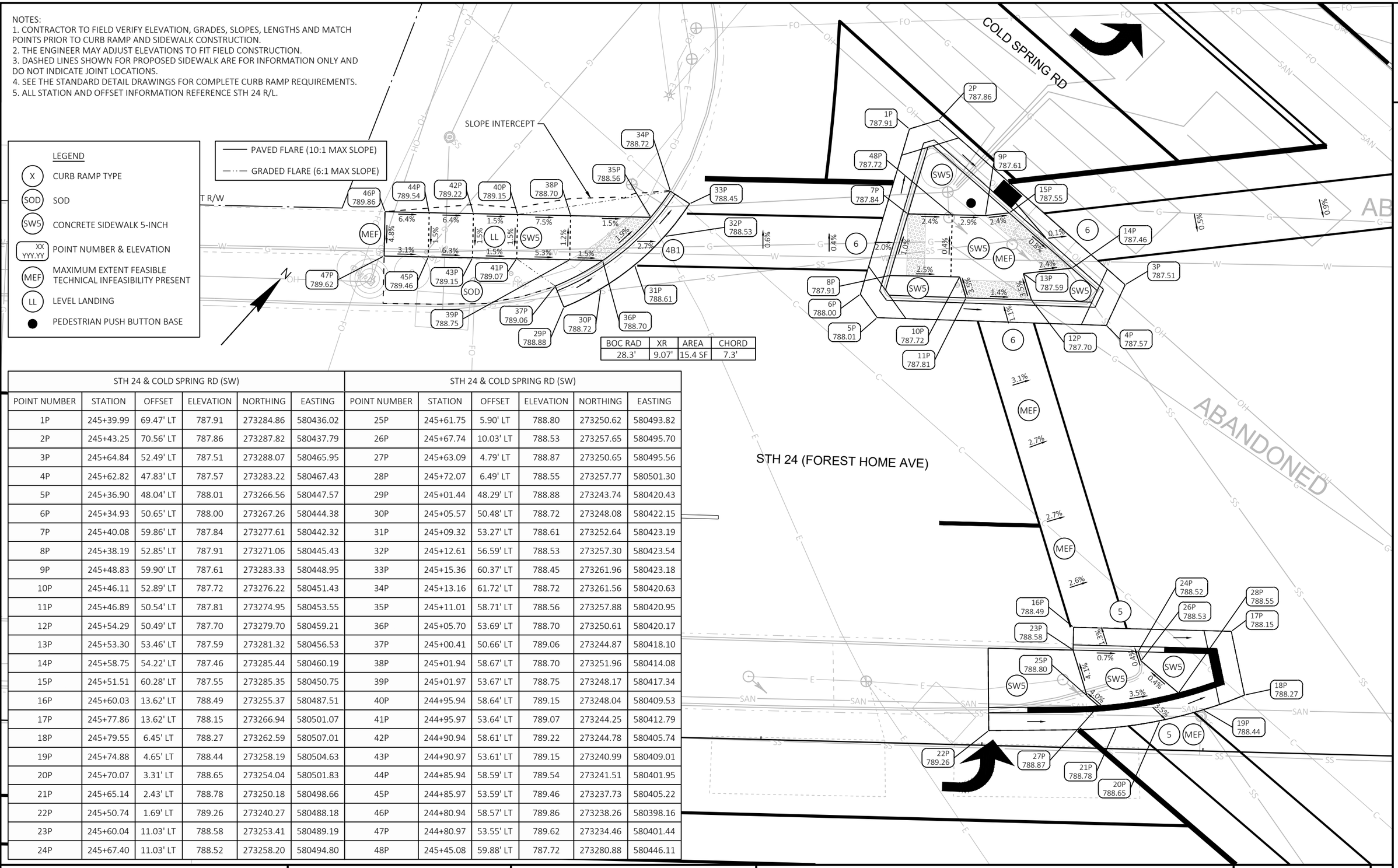
| STH 24 & CITY HALL DRIVEWAY | | | | | | STH 24 & CITY HALL DRIVEWAY | | | | | | STH 24 & CITY HALL DRIVEWAY | | | | | | STH 24 & CITY HALL DRIVEWAY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100O | 244+77.61 | 48.53' RT | 790.90 | 273154.60 | 580465.13 | 109O | 244+75.85 | 53.87' RT | 791.20 | 273149.41 | 580467.25 | 118O | 245+39.89 | 53.83' RT | 789.31 | 273190.98 | 580515.95 | 127O | 245+48.17 | 51.17' RT | 789.29 | 273198.39 | 580520.52 |
| 101O | 244+81.21 | 50.77' RT | 790.83 | 273155.24 | 580469.32 | 110O | 244+75.83 | 58.87' RT | 791.29 | 273145.59 | 580470.48 | 119O | 245+43.27 | 51.01' RT | 789.18 | 273195.33 | 580516.69 | 128O | 245+54.38 | 59.19' RT | 789.58 | 273196.32 | 580530.45 |
| 102O | 244+84.22 | 53.75' RT | 790.84 | 273154.92 | 580473.54 | 111O | 244+76.50 | 50.87' RT | 791.20 | 273152.11 | 580465.80 | 120O | 245+47.09 | 48.82' RT | 789.05 | 273199.47 | 580518.18 | 129O | 245+54.40 | 54.19' RT | 789.50 | 273200.13 | 580527.22 |
| 103O | 244+86.49 | 57.33' RT | 790.95 | 273153.67 | 580477.59 | 112O | 244+80.85 | 53.89' RT | 790.86 | 273152.64 | 580471.07 | 121O | 245+37.18 | 62.12' RT | 790.42 | 273182.92 | 580519.27 | 130O | 245+63.38 | 59.22' RT | 788.92 | 273202.13 | 580537.32 |
| 104O | 244+87.90 | 61.32' RT | 791.09 | 273151.55 | 580481.26 | 113O | 244+80.83 | 58.89' RT | 790.95 | 273148.82 | 580474.30 | 122O | 245+38.86 | 59.12' RT | 789.59 | 273186.30 | 580518.61 | 131O | 245+63.40 | 54.22' RT | 788.84 | 273205.95 | 580534.09 |
| 105O | 244+60.85 | 53.81' RT | 791.80 | 273139.72 | 580455.80 | 114O | 244+84.37 | 58.90' RT | 791.01 | 273151.10 | 580477.00 | 123O | 245+43.38 | 59.14' RT | 789.41 | 273189.21 | 580522.05 | 132O | 245+68.38 | 59.02' RT | 788.77 | 273205.53 | 580540.99 |
| 106O | 244+60.83 | 58.93' RT | 791.81 | 273135.80 | 580459.11 | 115O | 244+85.38 | 61.90' RT | 791.47 | 273149.48 | 580479.72 | 124O | 245+43.40 | 54.14' RT | 789.19 | 273193.03 | 580518.82 | 133O | 245+68.40 | 54.31' RT | 788.64 | 273209.13 | 580537.95 |
| 107O | 244+70.85 | 53.85' RT | 791.27 | 273146.18 | 580463.43 | 116O | 245+34.84 | 61.02' RT | 789.97 | 273182.24 | 580516.78 | 125O | 245+49.38 | 59.17' RT | 789.50 | 273193.09 | 580526.63 | 134O | 245+45.40 | 54.15' RT | 789.22 | 273194.32 | 580520.35 |
| 108O | 244+70.83 | 58.85' RT | 791.36 | 273142.36 | 580466.66 | 117O | 245+37.05 | 57.21' RT | 789.58 | 273186.57 | 580515.98 | 126O | 245+49.40 | 54.17' RT | 789.43 | 273196.90 | 580523.41 | | | | | | |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - CITY HALL DRIVEWAY | SHEET 77 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023126B

PLOT DATE : 7/26/2024 11:27 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:10 FT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.




| BOC RAD | XR | AREA | CHORD |
|---|---|---|---|
| 28.3' | 9.07' | 15.4 SF | 7.3' |

| STH 24 & COLD SPRING RD (SW) | | | | | | STH 24 & COLD SPRING RD (SW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1P | 245+39.99 | 69.47' LT | 787.91 | 273284.86 | 580436.02 | 25P | 245+61.75 | 5.90' LT | 788.80 | 273250.62 | 580493.82 |
| 2P | 245+43.25 | 70.56' LT | 787.86 | 273287.82 | 580437.79 | 26P | 245+67.74 | 10.03' LT | 788.53 | 273257.65 | 580495.70 |
| 3P | 245+64.84 | 52.49' LT | 787.51 | 273288.07 | 580465.95 | 27P | 245+63.09 | 4.79' LT | 788.87 | 273250.65 | 580495.56 |
| 4P | 245+62.82 | 47.83' LT | 787.57 | 273283.22 | 580467.43 | 28P | 245+72.07 | 6.49' LT | 788.55 | 273257.77 | 580501.30 |
| 5P | 245+36.90 | 48.04' LT | 788.01 | 273266.56 | 580447.57 | 29P | 245+01.44 | 48.29' LT | 788.88 | 273243.74 | 580420.43 |
| 6P | 245+34.93 | 50.65' LT | 788.00 | 273267.26 | 580444.38 | 30P | 245+05.57 | 50.48' LT | 788.72 | 273248.08 | 580422.15 |
| 7P | 245+40.08 | 59.86' LT | 787.84 | 273277.61 | 580442.32 | 31P | 245+09.32 | 53.27' LT | 788.61 | 273252.64 | 580423.19 |
| 8P | 245+38.19 | 52.85' LT | 787.91 | 273271.06 | 580445.43 | 32P | 245+12.61 | 56.59' LT | 788.53 | 273257.30 | 580423.54 |
| 9P | 245+48.83 | 59.90' LT | 787.61 | 273283.33 | 580448.95 | 33P | 245+15.36 | 60.37' LT | 788.45 | 273261.96 | 580423.18 |
| 10P | 245+46.11 | 52.89' LT | 787.72 | 273276.22 | 580451.43 | 34P | 245+13.16 | 61.72' LT | 788.72 | 273261.56 | 580420.63 |
| 11P | 245+46.89 | 50.54' LT | 787.81 | 273274.95 | 580453.55 | 35P | 245+11.01 | 58.71' LT | 788.56 | 273257.88 | 580420.95 |
| 12P | 245+54.29 | 50.49' LT | 787.70 | 273279.70 | 580459.21 | 36P | 245+05.70 | 53.69' LT | 788.70 | 273250.61 | 580420.17 |
| 13P | 245+53.30 | 53.46' LT | 787.59 | 273281.32 | 580456.53 | 37P | 245+00.41 | 50.66' LT | 789.06 | 273244.87 | 580418.10 |
| 14P | 245+58.75 | 54.22' LT | 787.46 | 273285.44 | 580460.19 | 38P | 245+01.94 | 58.67' LT | 788.70 | 273251.96 | 580414.08 |
| 15P | 245+51.51 | 60.28' LT | 787.55 | 273285.35 | 580450.75 | 39P | 245+01.97 | 53.67' LT | 788.75 | 273248.17 | 580417.34 |
| 16P | 245+60.03 | 13.62' LT | 788.49 | 273255.37 | 580487.51 | 40P | 244+95.94 | 58.64' LT | 789.15 | 273248.04 | 580409.53 |
| 17P | 245+77.86 | 13.62' LT | 788.15 | 273266.94 | 580501.07 | 41P | 244+95.97 | 53.64' LT | 789.07 | 273244.25 | 580412.79 |
| 18P | 245+79.55 | 6.45' LT | 788.27 | 273262.59 | 580507.01 | 42P | 244+90.94 | 58.61' LT | 789.22 | 273244.78 | 580405.74 |
| 19P | 245+74.88 | 4.65' LT | 788.44 | 273258.19 | 580504.63 | 43P | 244+90.97 | 53.61' LT | 789.15 | 273240.99 | 580409.01 |
| 20P | 245+70.07 | 3.31' LT | 788.65 | 273254.04 | 580501.83 | 44P | 244+85.94 | 58.59' LT | 789.54 | 273241.51 | 580401.95 |
| 21P | 245+65.14 | 2.43' LT | 788.78 | 273250.18 | 580498.66 | 45P | 244+85.97 | 53.59' LT | 789.46 | 273237.73 | 580405.22 |
| 22P | 245+50.74 | 1.69' LT | 789.26 | 273240.27 | 580488.18 | 46P | 244+80.94 | 58.57' LT | 789.86 | 273238.26 | 580398.16 |
| 23P | 245+60.04 | 11.03' LT | 788.58 | 273253.41 | 580489.19 | 47P | 244+80.97 | 53.55' LT | 789.62 | 273234.46 | 580401.44 |
| 24P | 245+67.40 | 11.03' LT | 788.52 | 273258.20 | 580494.80 | 48P | 245+45.08 | 59.88' LT | 787.72 | 273280.88 | 580446.11 |

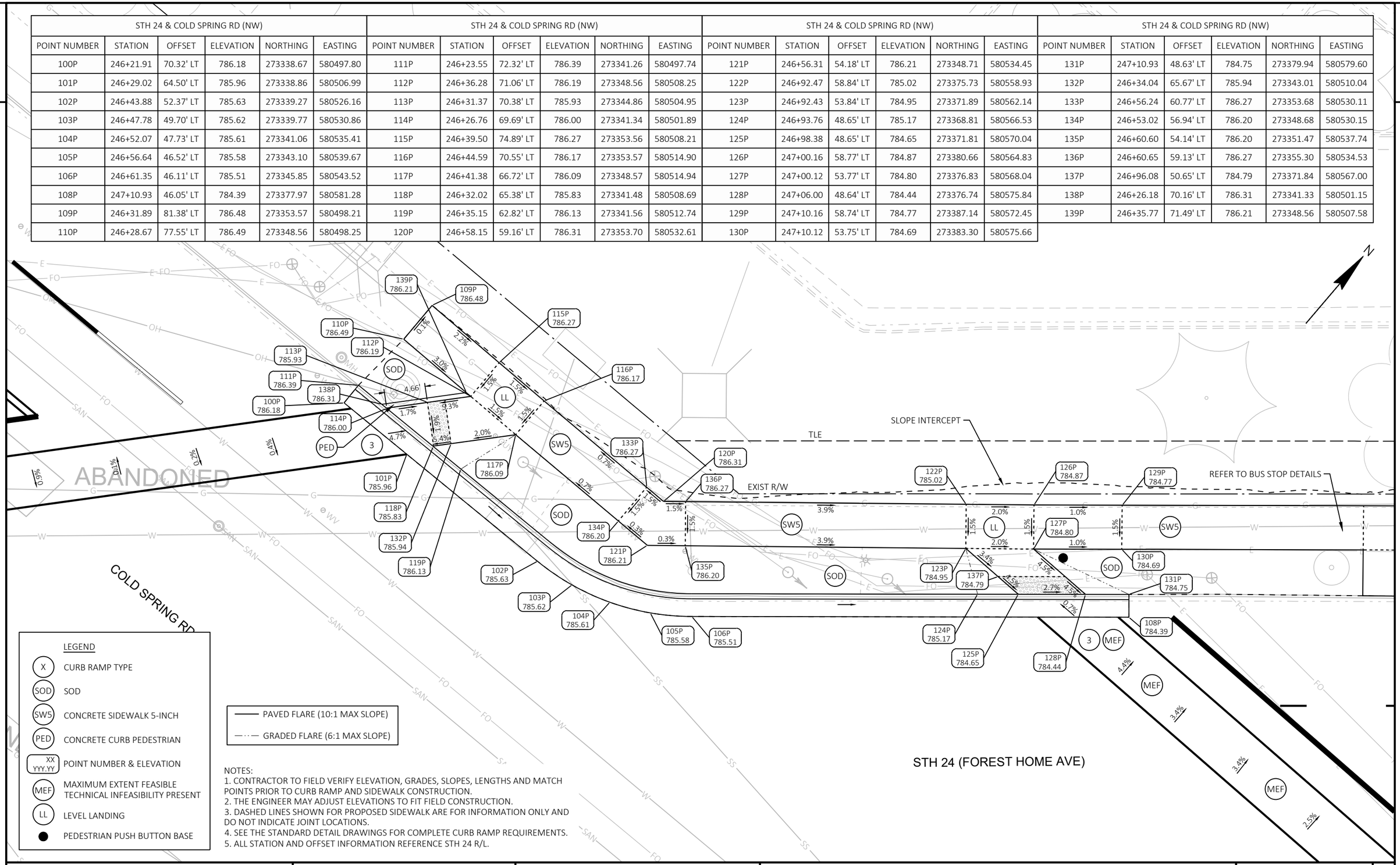
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - COLD SPRING RD | SHEET 78 | E |
|---|---|---|---|---|---|

| STH 24 & COLD SPRING RD (NW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100P | 246+21.91 | 70.32' LT | 786.18 | 273338.67 | 580497.80 |
| 101P | 246+29.02 | 64.50' LT | 785.96 | 273338.86 | 580506.99 |
| 102P | 246+43.88 | 52.37' LT | 785.63 | 273339.27 | 580526.16 |
| 103P | 246+47.78 | 49.70' LT | 785.62 | 273339.77 | 580530.86 |
| 104P | 246+52.07 | 47.73' LT | 785.61 | 273341.06 | 580535.41 |
| 105P | 246+56.64 | 46.52' LT | 785.58 | 273343.10 | 580539.67 |
| 106P | 246+61.35 | 46.11' LT | 785.51 | 273345.85 | 580543.52 |
| 108P | 247+10.93 | 46.05' LT | 784.39 | 273377.97 | 580581.28 |
| 109P | 246+31.89 | 81.38' LT | 786.48 | 273353.57 | 580498.21 |
| 110P | 246+28.67 | 77.55' LT | 786.49 | 273348.56 | 580498.25 |

| STH 24 & COLD SPRING RD (NW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 111P | 246+23.55 | 72.32' LT | 786.39 | 273341.26 | 580497.74 |
| 112P | 246+36.28 | 71.06' LT | 786.19 | 273348.56 | 580508.25 |
| 113P | 246+31.37 | 70.38' LT | 785.93 | 273344.86 | 580504.95 |
| 114P | 246+26.76 | 69.69' LT | 786.00 | 273341.34 | 580501.89 |
| 115P | 246+39.50 | 74.89' LT | 786.27 | 273353.56 | 580508.21 |
| 116P | 246+44.59 | 70.55' LT | 786.17 | 273353.57 | 580514.90 |
| 117P | 246+41.38 | 66.72' LT | 786.09 | 273348.57 | 580514.94 |
| 118P | 246+32.02 | 65.38' LT | 785.83 | 273341.48 | 580508.69 |
| 119P | 246+35.15 | 62.82' LT | 786.13 | 273341.56 | 580512.74 |
| 120P | 246+58.15 | 59.16' LT | 786.31 | 273353.70 | 580532.61 |

| STH 24 & COLD SPRING RD (NW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 121P | 246+56.31 | 54.18' LT | 786.21 | 273348.71 | 580534.45 |
| 122P | 246+92.47 | 58.84' LT | 785.02 | 273375.73 | 580558.93 |
| 123P | 246+92.43 | 53.84' LT | 784.95 | 273371.89 | 580562.14 |
| 124P | 246+93.76 | 48.65' LT | 785.17 | 273368.81 | 580566.53 |
| 125P | 246+98.38 | 48.65' LT | 784.65 | 273371.81 | 580570.04 |
| 126P | 247+00.16 | 58.77' LT | 784.87 | 273380.66 | 580564.83 |
| 127P | 247+00.12 | 53.77' LT | 784.80 | 273376.83 | 580568.04 |
| 128P | 247+06.00 | 48.64' LT | 784.44 | 273376.74 | 580575.84 |
| 129P | 247+10.16 | 58.74' LT | 784.77 | 273387.14 | 580572.45 |
| 130P | 247+10.12 | 53.75' LT | 784.69 | 273383.30 | 580575.66 |

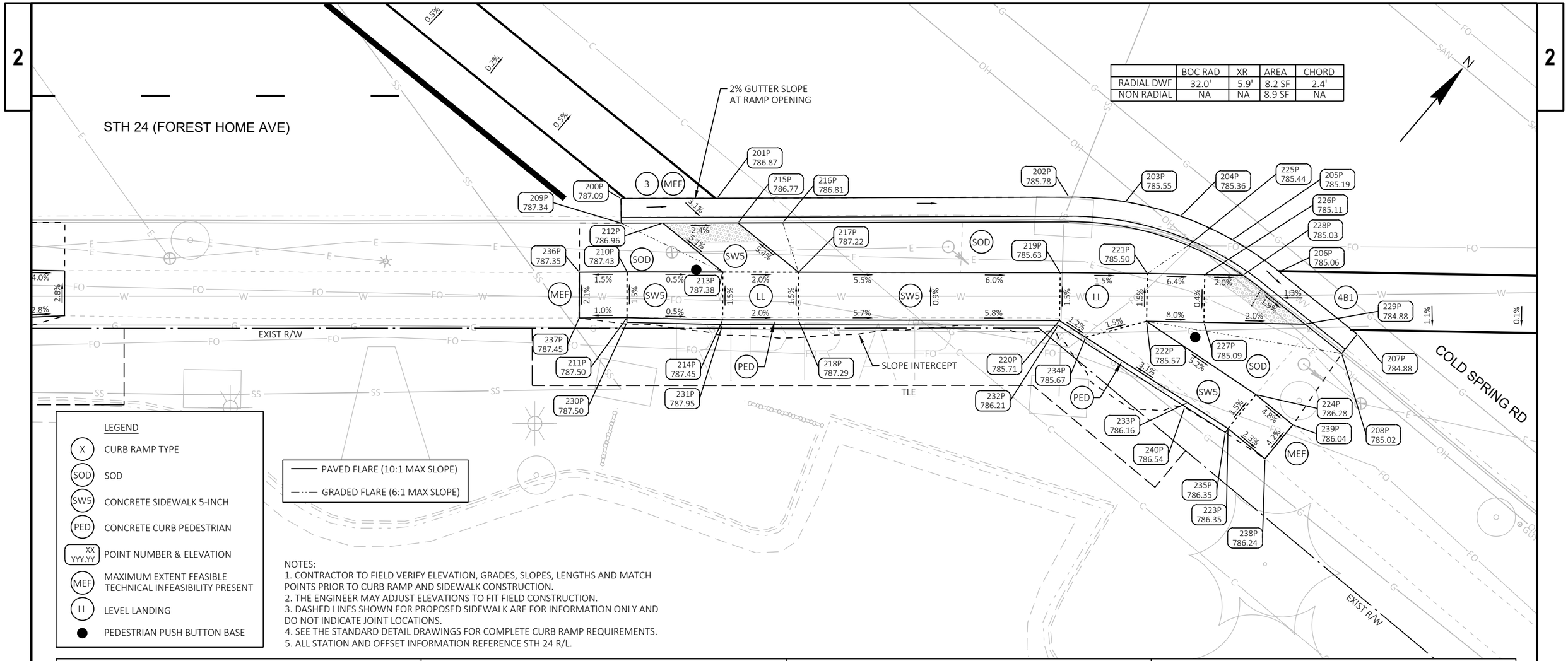
| STH 24 & COLD SPRING RD (NW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 131P | 247+10.93 | 48.63' LT | 784.75 | 273379.94 | 580579.60 |
| 132P | 246+34.04 | 65.67' LT | 785.94 | 273343.01 | 580510.04 |
| 133P | 246+56.24 | 60.77' LT | 786.27 | 273353.68 | 580530.11 |
| 134P | 246+53.02 | 56.94' LT | 786.20 | 273348.68 | 580530.15 |
| 135P | 246+60.60 | 54.14' LT | 786.20 | 273351.47 | 580537.74 |
| 136P | 246+60.65 | 59.13' LT | 786.27 | 273355.30 | 580534.53 |
| 137P | 246+96.08 | 50.65' LT | 784.79 | 273371.84 | 580567.00 |
| 138P | 246+26.18 | 70.16' LT | 786.31 | 273341.33 | 580501.15 |
| 139P | 246+35.77 | 71.49' LT | 786.21 | 273348.56 | 580507.58 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - COLD SPRING RD | SHEET 79 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023128
PLOT DATE : 7/26/2024 11:40 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




| | BOC RAD | XR | AREA | CHORD |
|---|---|---|---|---|
| RADIAL DWF | 32.0' | 5.9' | 8.2 SF | 2.4' |
| NON RADIAL | NA | NA | 8.9 SF | NA |

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING
- ● — PEDESTRIAN PUSH BUTTON BASE

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & COLD SPRING RD (SE) | | | | | | STH 24 & COLD SPRING RD (SE) | | | | | | STH 24 & COLD SPRING RD (SE) | | | | | | STH 24 & COLD SPRING RD (SE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200P | 246+26.59 | 46.74' RT | 787.09 | 273252.64 | 580577.32 | 211P | 246+27.22 | 59.21' RT | 787.50 | 273243.56 | 580585.89 | 222P | 246+81.55 | 59.60' RT | 785.57 | 273278.53 | 580627.48 | 233P | 246+85.85 | 68.11' RT | 786.16 | 273274.84 | 580636.28 |
| 201P | 246+36.64 | 46.71' RT | 786.87 | 273259.18 | 580584.95 | 212P | 246+30.94 | 49.31' RT | 786.96 | 273253.51 | 580582.30 | 223P | 246+90.06 | 70.81' RT | 786.35 | 273275.52 | 580641.23 | 234P | 246+75.18 | 61.27' RT | 785.67 | 273273.12 | 580623.71 |
| 202P | 246+73.44 | 46.61' RT | 785.78 | 273283.15 | 580612.88 | 213P | 246+37.23 | 54.44' RT | 787.38 | 273253.69 | 580590.41 | 224P | 246+92.98 | 67.26' RT | 786.28 | 273280.11 | 580641.15 | 235P | 246+89.79 | 71.23' RT | 786.35 | 273275.02 | 580641.29 |
| 203P | 246+79.36 | 47.10' RT | 785.55 | 273286.62 | 580617.70 | 214P | 246+37.22 | 59.44' RT | 787.45 | 273249.88 | 580593.65 | 225P | 246+85.90 | 51.67' RT | 785.44 | 273287.38 | 580625.64 | 236P | 246+22.23 | 54.46' RT | 787.35 | 273243.94 | 580579.01 |
| 204P | 246+85.11 | 48.60' RT | 785.36 | 273289.21 | 580623.05 | 215P | 246+38.82 | 49.29' RT | 786.77 | 273258.64 | 580588.28 | 226P | 246+87.64 | 54.71' RT | 785.11 | 273286.20 | 580628.94 | 237P | 246+22.22 | 59.24' RT | 787.45 | 273240.30 | 580582.10 |
| 205P | 246+90.52 | 51.06' RT | 785.19 | 273290.84 | 580628.76 | 216P | 246+43.50 | 49.28' RT | 786.81 | 273261.69 | 580591.83 | 227P | 246+87.55 | 59.71' RT | 785.09 | 273282.34 | 580632.11 | 238P | 246+93.93 | 73.97' RT | 786.24 | 273275.62 | 580646.23 |
| 206P | 246+95.43 | 54.41' RT | 785.06 | 273291.48 | 580634.67 | 217P | 246+45.15 | 54.46' RT | 787.22 | 273258.82 | 580596.45 | 228P | 246+91.61 | 54.78' RT | 785.03 | 273288.72 | 580632.01 | 239P | 246+96.85 | 70.43' RT | 786.04 | 273280.21 | 580646.15 |
| 207P | 247+03.59 | 60.95' RT | 784.88 | 273291.80 | 580645.12 | 218P | 246+45.14 | 59.46' RT | 787.29 | 273255.01 | 580599.69 | 229P | 246+98.13 | 59.89' RT | 784.88 | 273289.06 | 580640.28 | 240P | 246+85.54 | 68.60' RT | 786.54 | 273274.27 | 580636.35 |
| 208P | 247+01.97 | 62.97' RT | 785.02 | 273289.21 | 580645.20 | 219P | 246+72.53 | 54.51' RT | 785.63 | 273276.54 | 580617.32 | 230P | 246+27.21 | 59.71' RT | 787.50 | 273243.18 | 580586.20 | | | | | | |
| 209P | 246+26.60 | 49.33' RT | 787.34 | 273250.68 | 580579.00 | 220P | 246+72.44 | 59.51' RT | 785.71 | 273272.68 | 580620.49 | 231P | 246+37.21 | 59.94' RT | 787.95 | 273249.49 | 580593.97 | | | | | | |
| 210P | 246+27.23 | 54.42' RT | 787.43 | 273247.21 | 580582.79 | 221P | 246+81.64 | 54.60' RT | 785.50 | 273282.39 | 580624.30 | 232P | 246+72.30 | 60.01' RT | 786.21 | 273272.20 | 580620.71 | | | | | | |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - COLD SPRING RD | SHEET 80 | E |
|---|---|---|---|---|---|

| STH 24 & COLD SPRING RD (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 300P | 248+18.07 | 70.91' RT | 782.79 | 273358.51 | 580738.69 |
| 301P | 248+20.23 | 64.76' RT | 782.67 | 273364.59 | 580736.35 |
| 302P | 248+23.59 | 59.17' RT | 782.52 | 273371.02 | 580735.27 |
| 303P | 248+27.99 | 54.36' RT | 782.34 | 273377.54 | 580735.50 |
| 304P | 248+33.27 | 50.53' RT | 782.25 | 273383.88 | 580737.03 |
| 305P | 248+20.58 | 71.52' RT | 783.10 | 273359.68 | 580741.00 |
| 306P | 248+21.44 | 68.64' RT | 782.64 | 273362.42 | 580739.78 |
| 307P | 248+25.18 | 69.61' RT | 782.83 | 273364.11 | 580743.25 |
| 308P | 248+30.07 | 70.87' RT | 782.90 | 273366.32 | 580747.80 |
| 309P | 248+23.52 | 64.01' RT | 782.54 | 273367.29 | 580738.36 |
| 310P | 248+27.19 | 64.96' RT | 782.72 | 273368.95 | 580741.77 |
| 311P | 248+32.18 | 66.26' RT | 782.80 | 273371.21 | 580746.41 |
| 312P | 248+25.19 | 61.35' RT | 782.97 | 273370.41 | 580737.91 |
| 313P | 248+50.09 | 54.32' RT | 782.37 | 273391.91 | 580752.29 |
| 314P | 248+50.09 | 58.94' RT | 782.53 | 273388.39 | 580755.29 |

| STH 24 & COLD SPRING RD (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 315P | 247+98.73 | 69.71' RT | 783.25 | 273346.87 | 580723.20 |
| 316P | 248+03.14 | 51.97' RT | 782.84 | 273363.23 | 580715.05 |
| 317P | 248+00.13 | 48.19' RT | 782.90 | 273364.15 | 580710.29 |
| 318P | 247+76.97 | 48.09' RT | 783.50 | 273349.20 | 580692.61 |
| 319P | 247+74.57 | 54.29' RT | 783.69 | 273342.93 | 580694.81 |
| 320P | 247+93.85 | 70.61' RT | 783.35 | 273343.02 | 580720.07 |
| 321P | 247+97.61 | 63.51' RT | 783.13 | 273350.87 | 580718.32 |
| 322P | 247+99.30 | 56.71' RT | 782.97 | 273357.13 | 580715.20 |
| 323P | 247+94.23 | 62.63' RT | 783.14 | 273349.34 | 580715.18 |
| 324P | 247+94.01 | 55.34' RT | 783.02 | 273354.74 | 580710.28 |
| 325P | 247+88.29 | 62.52' RT | 783.48 | 273345.57 | 580710.59 |
| 326P | 247+79.84 | 55.37' RT | 783.60 | 273345.53 | 580699.52 |
| 327P | 247+86.33 | 55.49' RT | 783.24 | 273349.65 | 580704.53 |
| 328P | 247+84.07 | 50.70' RT | 783.28 | 273351.82 | 580699.71 |
| 329P | 247+91.83 | 50.74' RT | 783.07 | 273356.83 | 580705.63 |

| STH 24 & COLD SPRING RD (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 330P | 247+65.67 | 14.47' RT | 784.08 | 273367.45 | 580662.20 |
| 331P | 247+73.41 | 14.45' RT | 783.91 | 273372.49 | 580668.07 |
| 332P | 247+65.68 | 11.88' RT | 784.16 | 273369.42 | 580660.52 |
| 333P | 247+73.39 | 11.86' RT | 783.95 | 273374.44 | 580666.38 |
| 334P | 247+65.25 | 10.98' RT | 784.20 | 273369.83 | 580659.61 |
| 335P | 247+70.93 | 6.68' RT | 784.16 | 273376.79 | 580661.15 |
| 336P | 247+62.48 | 8.57' RT | 784.38 | 273369.87 | 580655.94 |
| 337P | 247+69.78 | 5.68' RT | 784.22 | 273376.81 | 580659.62 |
| 338P | 247+61.41 | 6.22' RT | 784.37 | 273370.96 | 580653.60 |
| 339P | 247+68.89 | 3.25' RT | 784.19 | 273378.07 | 580657.37 |
| 340P | 248+45.09 | 53.94' RT | 782.52 | 273388.96 | 580748.24 |
| 341P | 248+45.09 | 58.94' RT | 782.60 | 273385.15 | 580751.48 |
| 342P | 247+95.98 | 55.85' RT | 782.99 | 273355.63 | 580712.11 |

STH 24 (FOREST HOME AVE)

COLD SPRING RD

REFER TO BUS STOP DETAILS

EXIST R/W

SLOPE INTERCEPT

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

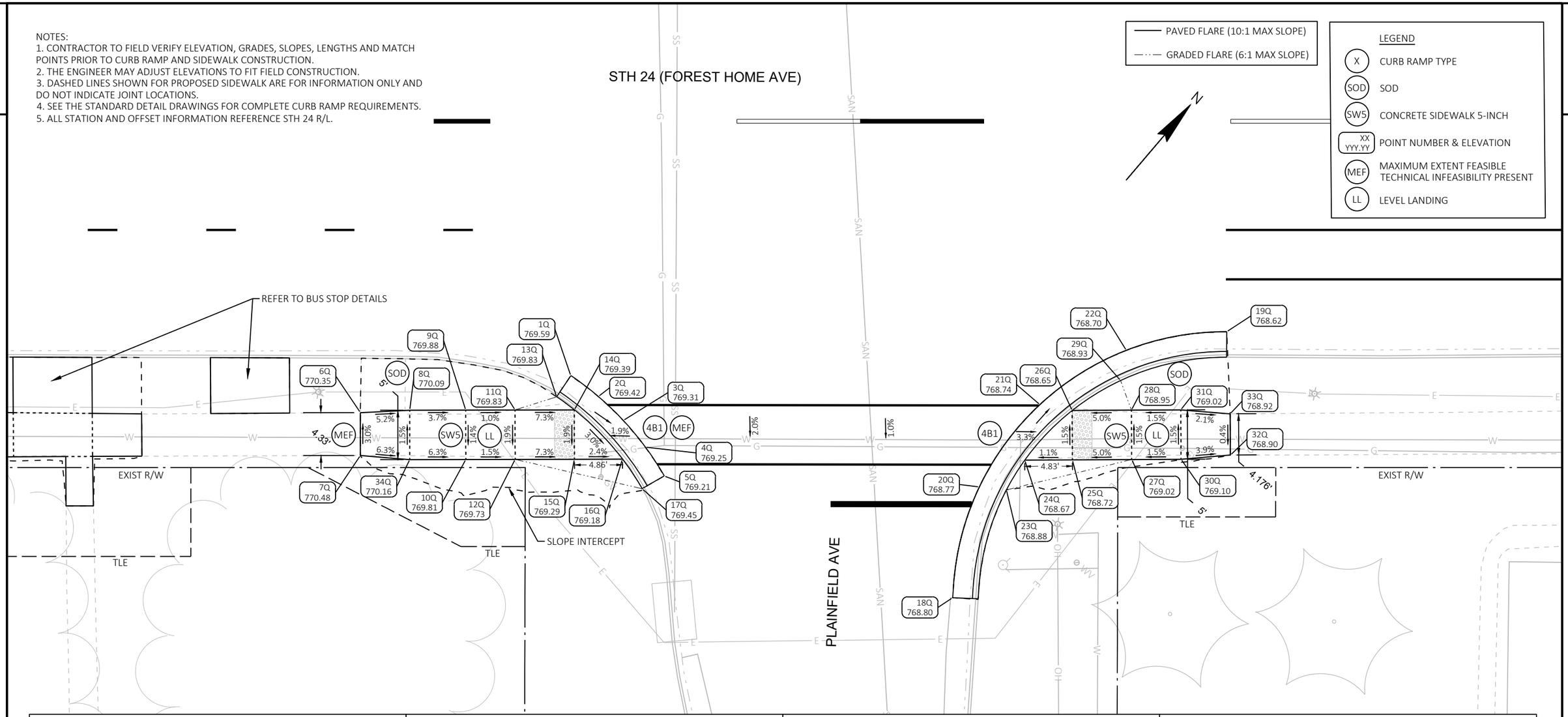
LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING
- PEDESTRIAN PUSH BUTTON BASE

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - COLD SPRING RD | SHEET 81 | E |
|---|---|---|---|---|---|

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.




| STH 24 & PLAINFIELD AVE | | | | | | STH 24 & PLAINFIELD AVE | | | | | | STH 24 & PLAINFIELD AVE | | | | | | STH 24 & PLAINFIELD AVE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1Q | 256+37.25 | 50.74' RT | 769.59 | 273905.43 | 581348.89 | 10Q | 256+26.62 | 59.23' RT | 769.81 | 273892.07 | 581346.31 | 19Q | 257+03.68 | 46.30' RT | 768.62 | 273951.91 | 581396.55 | 28Q | 256+94.02 | 54.24' RT | 768.95 | 273939.61 | 581394.35 |
| 2Q | 256+40.03 | 52.86' RT | 769.42 | 273905.62 | 581352.38 | 11Q | 256+31.61 | 54.22' RT | 769.83 | 273899.12 | 581346.85 | 20Q | 256+78.62 | 62.02' RT | 768.77 | 273923.69 | 581387.68 | 29Q | 256+92.92 | 51.25' RT | 768.93 | 273941.17 | 581391.57 |
| 3Q | 256+42.56 | 55.29' RT | 769.31 | 273905.42 | 581355.88 | 12Q | 256+31.62 | 59.22' RT | 769.73 | 273895.32 | 581350.10 | 21Q | 256+84.74 | 53.68' RT | 768.74 | 273934.01 | 581386.93 | 30Q | 256+99.05 | 59.21' RT | 769.10 | 273939.08 | 581401.40 |
| 4Q | 256+44.79 | 57.98' RT | 769.25 | 273904.82 | 581359.32 | 13Q | 256+35.81 | 52.88' RT | 769.83 | 273902.86 | 581349.18 | 22Q | 256+93.51 | 48.19' RT | 768.70 | 273943.88 | 581390.03 | 31Q | 256+99.02 | 54.21' RT | 769.02 | 273942.87 | 581398.14 |
| 5Q | 256+46.71 | 60.90' RT | 769.21 | 273903.84 | 581362.68 | 14Q | 256+37.61 | 54.21' RT | 769.39 | 273903.02 | 581351.41 | 23Q | 256+81.36 | 62.31' RT | 768.88 | 273925.26 | 581389.96 | 32Q | 257+04.04 | 58.79' RT | 768.90 | 273942.65 | 581404.93 |
| 6Q | 256+15.93 | 54.49' RT | 770.35 | 273888.74 | 581335.10 | 15Q | 256+37.62 | 59.21' RT | 769.29 | 273899.23 | 581354.66 | 24Q | 256+83.22 | 59.30' RT | 768.67 | 273928.75 | 581389.42 | 33Q | 257+04.02 | 54.61' RT | 768.92 | 273945.82 | 581402.20 |
| 7Q | 256+15.94 | 58.82' RT | 770.48 | 273885.45 | 581337.92 | 16Q | 256+42.48 | 59.20' RT | 769.18 | 273902.39 | 581358.35 | 25Q | 256+88.05 | 59.27' RT | 768.72 | 273931.90 | 581393.07 | 34Q | 256+20.94 | 59.24' RT | 770.16 | 273888.38 | 581342.00 |
| 8Q | 256+20.93 | 54.24' RT | 770.09 | 273892.18 | 581338.75 | 17Q | 256+44.47 | 62.19' RT | 769.45 | 273901.40 | 581361.82 | 26Q | 256+88.02 | 54.27' RT | 768.65 | 273935.69 | 581389.81 | | | | | | |
| 9Q | 256+26.61 | 54.23' RT | 769.88 | 273895.87 | 581343.05 | 18Q | 256+75.92 | 73.23' RT | 768.80 | 273913.41 | 581392.90 | 27Q | 256+94.05 | 59.24' RT | 769.02 | 273935.82 | 581397.62 | | | | | | |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - PLAINFIELD AVE | SHEET 82 | E |
|---|---|---|---|---|---|

| STH 24 & 68TH ST (NW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1R | 268+56.11 | 46.03' LT | 761.98 | 274770.00 | 582213.48 |
| 3R | 268+94.53 | 45.90' LT | 762.08 | 274794.83 | 582242.79 |
| 4R | 269+00.37 | 46.51' LT | 762.10 | 274799.08 | 582246.85 |
| 5R | 269+05.96 | 48.34' LT | 762.11 | 274804.10 | 582249.91 |
| 6R | 269+11.03 | 51.31' LT | 762.13 | 274809.65 | 582251.84 |
| 7R | 269+15.35 | 55.29' LT | 762.15 | 274815.48 | 582252.55 |
| 8R | 269+20.22 | 60.83' LT | 762.17 | 274822.86 | 582252.65 |
| 9R | 268+60.78 | 58.62' LT | 762.37 | 274782.60 | 582208.86 |
| 10R | 268+60.77 | 54.04' LT | 762.29 | 274779.12 | 582211.83 |
| 11R | 268+56.12 | 48.62' LT | 762.03 | 274771.97 | 582211.81 |
| 12R | 268+60.37 | 48.60' LT | 761.91 | 274774.71 | 582215.05 |
| 13R | 268+65.78 | 58.97' LT | 762.44 | 274786.11 | 582212.44 |
| 14R | 268+65.77 | 53.97' LT | 762.36 | 274782.30 | 582215.68 |
| 16R | 268+67.44 | 48.58' LT | 761.93 | 274779.29 | 582220.45 |
| 17R | 268+71.69 | 48.56' LT | 762.24 | 274782.03 | 582223.69 |
| 18R | 268+72.74 | 53.83' LT | 762.37 | 274786.72 | 582221.07 |
| 19R | 268+72.74 | 58.93' LT | 762.45 | 274790.60 | 582217.76 |
| 22R | 268+95.75 | 53.83' LT | 762.49 | 274801.65 | 582238.57 |
| 23R | 268+95.75 | 58.83' LT | 762.56 | 274805.45 | 582235.33 |
| 24R | 269+05.57 | 51.01' LT | 762.33 | 274805.87 | 582247.88 |

| STH 24 & 68TH ST (NW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 25R | 269+00.96 | 53.82' LT | 762.41 | 274805.02 | 582242.54 |
| 26R | 269+00.75 | 58.82' LT | 762.48 | 274808.69 | 582239.14 |
| 27R | 269+06.95 | 54.07' LT | 762.11 | 274809.10 | 582246.94 |
| 28R | 269+06.75 | 59.06' LT | 762.21 | 274812.77 | 582243.55 |
| 29R | 269+10.55 | 54.21' LT | 762.05 | 274811.55 | 582249.59 |
| 30R | 269+15.55 | 59.42' LT | 762.07 | 274818.75 | 582250.01 |
| 31R | 269+18.28 | 62.54' LT | 762.37 | 274822.90 | 582250.07 |
| 32R | 268+22.78 | 13.90' LT | 762.34 | 274723.91 | 582208.97 |
| 33R | 268+28.43 | 13.90' LT | 762.39 | 274727.59 | 582213.27 |
| 35R | 268+49.92 | 11.70' LT | 762.67 | 274739.85 | 582231.04 |
| 36R | 268+49.46 | 2.72' LT | 762.79 | 274732.73 | 582236.52 |
| 38R | 268+16.64 | 2.70' LT | 762.97 | 274711.41 | 582211.57 |
| 39R | 268+22.79 | 11.31' LT | 762.38 | 274721.96 | 582210.65 |
| 40R | 268+29.73 | 11.17' LT | 762.49 | 274726.35 | 582216.03 |
| 41R | 268+16.71 | 5.28' LT | 763.01 | 274713.42 | 582209.94 |
| 42R | 268+23.80 | 5.28' LT | 762.97 | 274718.02 | 582215.33 |
| 43R | 268+27.86 | 9.31' LT | 762.68 | 274723.72 | 582215.81 |
| 44R | 268+25.80 | 7.27' LT | 762.77 | 274720.84 | 582215.57 |

| | BOC RAD | XR | AREA | CHORD |
|---|---|---|---|---|
| RADIAL DWF | 25.0' | 6.6' | 10.4 SF | 4.0' |
| NON RADIAL | NA | NA | 4.5 SF | NA |

STH 24 (FOREST HOME AVE)

68TH ST

TLE

EXIST R/W

SLOPE INTERCEPT

268+00

269+00

- PAVED FLARE (10:1 MAX SLOPE)
- GRADED FLARE (6:1 MAX SLOPE)

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING
- PEDESTRIAN PUSH BUTTON BASE

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 68TH ST | SHEET 83 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023133

PLOT DATE : 7/26/2024 11:47 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

| STH 24 & 68TH ST (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100R | 269+66.18 | 71.95' LT | 762.73 | 274861.13 | 582280.40 |
| 101R | 269+63.37 | 68.57' LT | 762.69 | 274856.75 | 582280.46 |
| 102R | 269+60.87 | 64.97' LT | 762.64 | 274852.38 | 582280.90 |
| 103R | 269+58.70 | 61.16' LT | 762.60 | 274848.08 | 582281.71 |
| 104R | 269+56.87 | 57.17' LT | 762.55 | 274843.85 | 582282.91 |
| 105R | 269+53.59 | 49.12' LT | 762.46 | 274835.60 | 582285.64 |
| 106R | 269+57.88 | 46.35' LT | 762.50 | 274836.28 | 582290.71 |
| 107R | 269+66.09 | 55.99' LT | 762.60 | 274848.94 | 582290.69 |
| 108R | 269+71.38 | 62.21' LT | 762.71 | 274857.10 | 582290.68 |
| 109R | 269+59.26 | 56.21' LT | 762.39 | 274844.68 | 582285.36 |
| 110R | 269+61.71 | 61.31' LT | 762.46 | 274850.15 | 582283.91 |
| 111R | 269+63.01 | 56.36' LT | 762.41 | 274847.23 | 582288.11 |
| 112R | 269+67.42 | 61.55' LT | 762.46 | 274854.03 | 582288.10 |
| 113R | 270+00.23 | 53.96' LT | 762.43 | 274869.55 | 582317.99 |
| 114R | 270+03.19 | 47.50' LT | 762.38 | 274866.55 | 582324.44 |
| 115R | 270+11.87 | 47.55' LT | 762.35 | 274872.22 | 582331.00 |
| 116R | 270+30.40 | 47.67' LT | 762.43 | 274884.34 | 582345.03 |
| 117R | 270+33.54 | 53.46' LT | 762.42 | 274890.79 | 582343.66 |
| 118R | 270+30.45 | 58.23' LT | 762.40 | 274892.41 | 582338.21 |
| 119R | 270+27.79 | 63.26' LT | 762.47 | 274894.50 | 582332.92 |
| 120R | 270+25.59 | 68.50' LT | 762.53 | 274897.07 | 582327.85 |

| STH 24 & 68TH ST (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 121R | 270+23.87 | 73.92' LT | 762.57 | 274900.07 | 582323.02 |
| 122R | 270+18.65 | 75.02' LT | 762.59 | 274897.52 | 582318.34 |
| 123R | 270+08.79 | 63.74' LT | 762.48 | 274882.54 | 582318.15 |
| 124R | 270+03.33 | 57.51' LT | 762.43 | 274874.26 | 582318.05 |
| 125R | 270+05.71 | 50.01' LT | 762.33 | 274870.10 | 582324.72 |
| 126R | 270+15.91 | 50.08' LT | 762.33 | 274876.77 | 582332.44 |
| 127R | 270+06.33 | 57.14' LT | 762.40 | 274875.92 | 582320.57 |
| 128R | 270+12.68 | 64.40' LT | 762.47 | 274885.58 | 582320.69 |
| 129R | 270+10.48 | 57.31' LT | 762.44 | 274878.75 | 582323.61 |
| 130R | 270+15.06 | 64.50' LT | 762.49 | 274887.19 | 582322.43 |
| 131R | 270+22.95 | 68.46' LT | 762.58 | 274895.32 | 582325.86 |
| 132R | 270+25.63 | 61.98' LT | 762.51 | 274892.13 | 582332.11 |
| 133R | 270+22.74 | 60.52' LT | 762.47 | 274889.15 | 582330.86 |
| 134R | 270+44.53 | 101.00' LT | 762.46 | 274934.09 | 582321.16 |
| 135R | 270+43.82 | 98.14' LT | 762.45 | 274931.45 | 582322.48 |
| 136R | 270+43.27 | 95.25' LT | 762.44 | 274928.89 | 582323.94 |
| 137R | 270+42.88 | 92.32' LT | 762.43 | 274926.41 | 582325.54 |
| 138R | 270+42.65 | 89.38' LT | 762.42 | 274924.02 | 582327.27 |
| 139R | 270+42.69 | 84.46' LT | 762.41 | 274920.31 | 582330.50 |
| 140R | 270+43.32 | 79.59' LT | 762.39 | 274917.01 | 582334.15 |
| 141R | 270+44.54 | 74.82' LT | 762.35 | 274914.17 | 582338.17 |

| STH 24 & 68TH ST (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 142R | 270+46.33 | 70.23' LT | 762.29 | 274911.84 | 582342.50 |
| 143R | 270+54.35 | 105.44' LT | 763.17 | 274943.84 | 582325.75 |
| 144R | 270+58.00 | 102.74' LT | 763.13 | 274944.15 | 582330.29 |
| 145R | 270+47.02 | 100.32' LT | 762.87 | 274935.18 | 582323.50 |
| 146R | 270+49.34 | 98.90' LT | 763.01 | 274935.61 | 582326.19 |
| 147R | 270+55.03 | 98.71' LT | 763.03 | 274939.16 | 582330.64 |
| 148R | 270+45.53 | 82.05' LT | 762.82 | 274920.32 | 582334.23 |
| 149R | 270+46.09 | 78.97' LT | 762.31 | 274918.34 | 582336.65 |
| 150R | 270+56.68 | 84.29' LT | 762.70 | 274929.26 | 582341.26 |
| 151R | 270+61.15 | 86.54' LT | 762.78 | 274933.86 | 582343.20 |
| 152R | 270+63.39 | 82.07' LT | 762.74 | 274931.92 | 582347.81 |
| 153R | 270+58.93 | 79.82' LT | 762.67 | 274927.31 | 582345.86 |
| 154R | 270+47.52 | 74.09' LT | 762.24 | 274915.56 | 582340.91 |
| 155R | 270+48.67 | 71.31' LT | 762.44 | 274914.19 | 582343.58 |
| 156R | 270+61.48 | 75.51' LT | 762.73 | 274925.70 | 582350.61 |
| 157R | 270+65.27 | 77.42' LT | 762.77 | 274929.60 | 582352.26 |
| 158R | 270+17.59 | 52.65' LT | 762.37 | 274879.82 | 582332.05 |
| 159R | 270+56.15 | 96.48' LT | 762.99 | 274938.19 | 582332.95 |
| 160R | 270+51.69 | 94.24' LT | 762.91 | 274933.58 | 582331.00 |

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING
- PEDESTRIAN PUSH BUTTON BASE

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

68TH ST

STH 24 (FOREST HOME AVE)

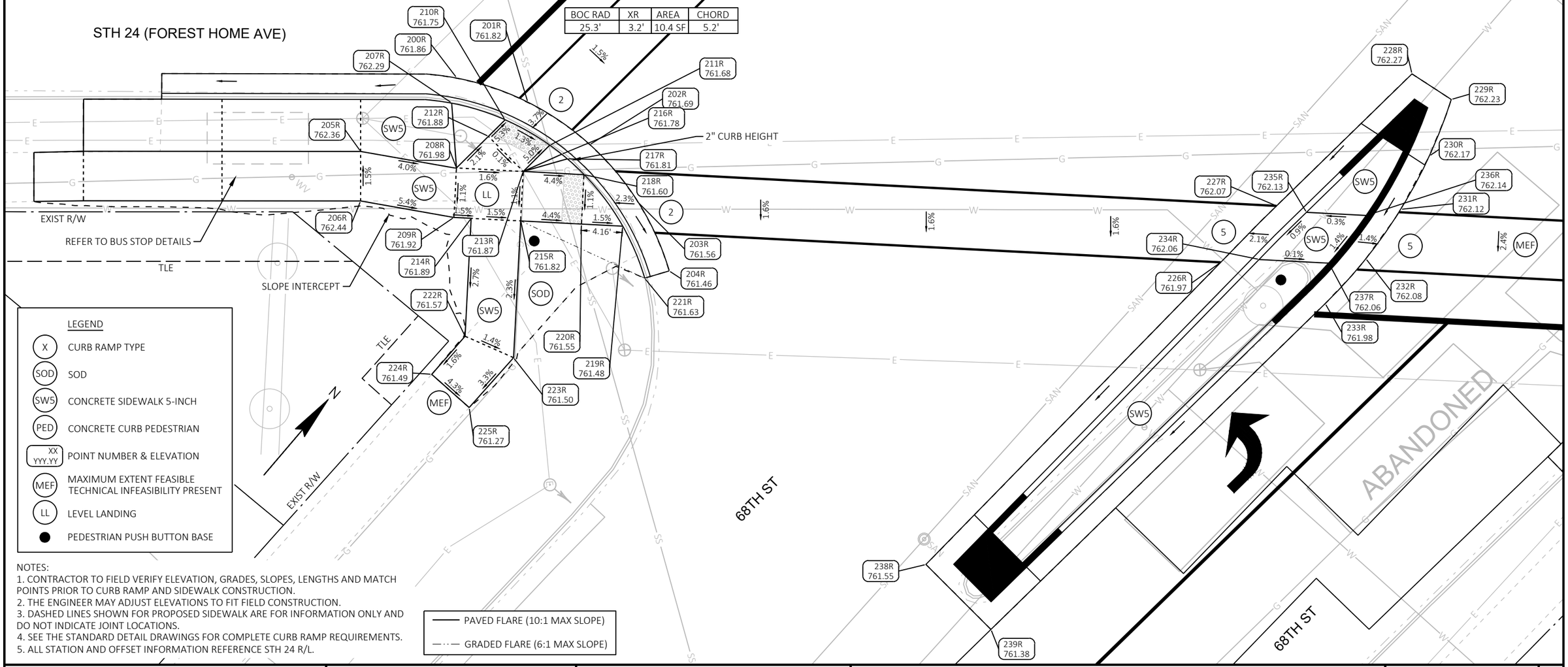
EXIST R/W

TLE

SLOPE INTERCEPT

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 68TH ST | SHEET 84 | E |
|---|---|---|---|---|---|

| STH 24 & 68TH ST (SW) | | | | | | STH 24 & 68TH ST (SW) | | | | | | STH 24 & 68TH ST (SW) | | | | | | STH 24 & 68TH ST (SW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200R | 267+55.21 | 46.60' RT | 761.86 | 274634.04 | 582196.82 | 210R | 267+60.10 | 50.85' RT | 761.75 | 274633.98 | 582203.30 | 220R | 267+67.82 | 61.38' RT | 761.55 | 274630.98 | 582216.00 | 230R | 268+53.48 | 54.50' RT | 762.17 | 274691.80 | 582276.71 |
| 201R | 267+62.40 | 49.06' RT | 761.82 | 274636.83 | 582203.89 | 211R | 267+64.62 | 53.42' RT | 761.68 | 274634.96 | 582208.40 | 221R | 267+74.22 | 66.84' RT | 761.63 | 274630.97 | 582224.41 | 231R | 268+50.59 | 59.89' RT | 762.12 | 274685.82 | 582278.01 |
| 202R | 267+68.67 | 53.36' RT | 761.69 | 274637.63 | 582211.44 | 212R | 267+58.43 | 52.52' RT | 761.88 | 274631.63 | 582203.10 | 222R | 267+56.07 | 72.70' RT | 761.57 | 274614.74 | 582214.41 | 232R | 268+47.06 | 64.88' RT | 762.08 | 274679.74 | 582278.57 |
| 203R | 267+73.55 | 59.18' RT | 761.56 | 274636.37 | 582218.93 | 213R | 267+61.95 | 56.07' RT | 761.87 | 274631.21 | 582208.08 | 223R | 267+60.97 | 74.87' RT | 761.50 | 274616.27 | 582219.54 | 233R | 268+42.96 | 69.41' RT | 761.98 | 274673.62 | 582278.38 |
| 204R | 267+76.69 | 66.10' RT | 761.46 | 274633.14 | 582225.81 | 214R | 267+56.70 | 60.80' RT | 761.89 | 274624.20 | 582207.16 | 224R | 267+52.70 | 76.55' RT | 761.49 | 274609.62 | 582214.34 | 234R | 268+36.29 | 64.95' RT | 762.06 | 274672.69 | 582270.41 |
| 205R | 267+45.53 | 54.05' RT | 762.36 | 274622.09 | 582194.28 | 215R | 267+61.69 | 61.06' RT | 761.82 | 274627.24 | 582211.13 | 225R | 267+56.48 | 79.91' RT | 761.27 | 274609.52 | 582219.40 | 235R | 268+41.07 | 60.19' RT | 762.13 | 274679.41 | 582270.96 |
| 206R | 267+45.52 | 59.04' RT | 762.44 | 274618.29 | 582197.52 | 216R | 267+65.83 | 54.33' RT | 761.78 | 274635.05 | 582209.91 | 226R | 268+32.39 | 65.25' RT | 761.97 | 274669.93 | 582267.64 | 236R | 268+47.10 | 60.51' RT | 762.14 | 274683.08 | 582275.76 |
| 207R | 267+54.72 | 49.14' RT | 762.29 | 274631.79 | 582198.09 | 217R | 267+66.39 | 54.79' RT | 761.81 | 274635.06 | 582210.64 | 227R | 268+38.04 | 59.54' RT | 762.07 | 274677.95 | 582268.23 | 237R | 268+43.31 | 65.32' RT | 762.06 | 274676.96 | 582275.99 |
| 208R | 267+55.20 | 55.71' RT | 761.98 | 274627.10 | 582202.72 | 218R | 267+68.08 | 56.39' RT | 761.60 | 274634.95 | 582212.96 | 228R | 268+51.72 | 46.21' RT | 762.27 | 274696.96 | 582269.99 | 238R | 268+02.63 | 95.76' RT | 761.55 | 274627.41 | 582264.79 |
| 209R | 267+54.94 | 60.71' RT | 761.92 | 274623.13 | 582205.77 | 219R | 267+71.98 | 61.60' RT | 761.48 | 274633.51 | 582219.31 | 229R | 268+55.69 | 48.80' RT | 762.23 | 274697.57 | 582274.69 | 239R | 268+09.19 | 102.32' RT | 761.38 | 274626.67 | 582274.05 |



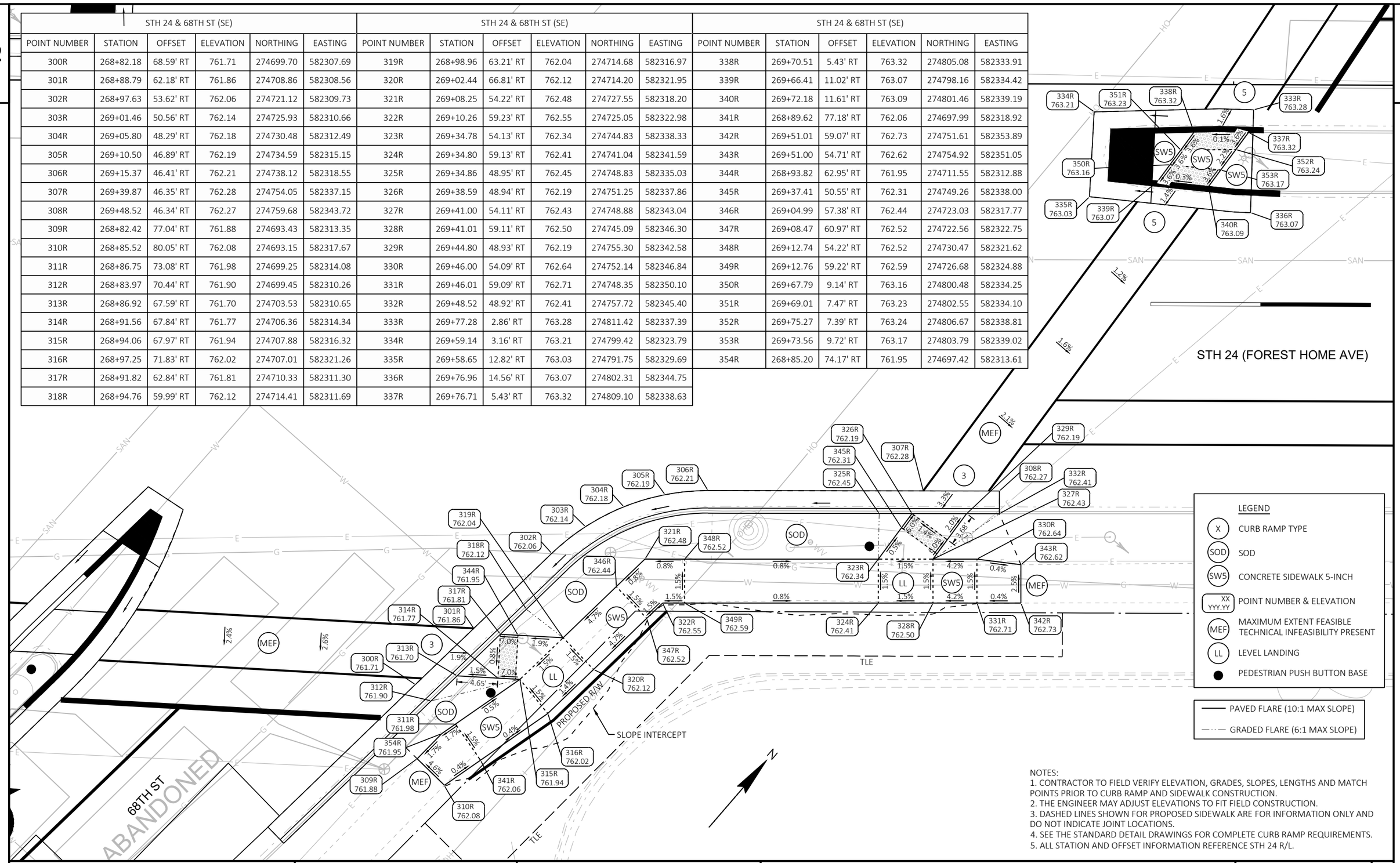

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 68TH ST | SHEET 85 | E |
|---|---|---|---|---|---|

| STH 24 & 68TH ST (SE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 300R | 268+82.18 | 68.59' RT | 761.71 | 274699.70 | 582307.69 |
| 301R | 268+88.79 | 62.18' RT | 761.86 | 274708.86 | 582308.56 |
| 302R | 268+97.63 | 53.62' RT | 762.06 | 274721.12 | 582309.73 |
| 303R | 269+01.46 | 50.56' RT | 762.14 | 274725.93 | 582310.66 |
| 304R | 269+05.80 | 48.29' RT | 762.18 | 274730.48 | 582312.49 |
| 305R | 269+10.50 | 46.89' RT | 762.19 | 274734.59 | 582315.15 |
| 306R | 269+15.37 | 46.41' RT | 762.21 | 274738.12 | 582318.55 |
| 307R | 269+39.87 | 46.35' RT | 762.28 | 274754.05 | 582337.15 |
| 308R | 269+48.52 | 46.34' RT | 762.27 | 274759.68 | 582343.72 |
| 309R | 268+82.42 | 77.04' RT | 761.88 | 274693.43 | 582313.35 |
| 310R | 268+85.52 | 80.05' RT | 762.08 | 274693.15 | 582317.67 |
| 311R | 268+86.75 | 73.08' RT | 761.98 | 274699.25 | 582314.08 |
| 312R | 268+83.97 | 70.44' RT | 761.90 | 274699.45 | 582310.26 |
| 313R | 268+86.92 | 67.59' RT | 761.70 | 274703.53 | 582310.65 |
| 314R | 268+91.56 | 67.84' RT | 761.77 | 274706.36 | 582314.34 |
| 315R | 268+94.06 | 67.97' RT | 761.94 | 274707.88 | 582316.32 |
| 316R | 268+97.25 | 71.83' RT | 762.02 | 274707.01 | 582321.26 |
| 317R | 268+91.82 | 62.84' RT | 761.81 | 274710.33 | 582311.30 |
| 318R | 268+94.76 | 59.99' RT | 762.12 | 274714.41 | 582311.69 |

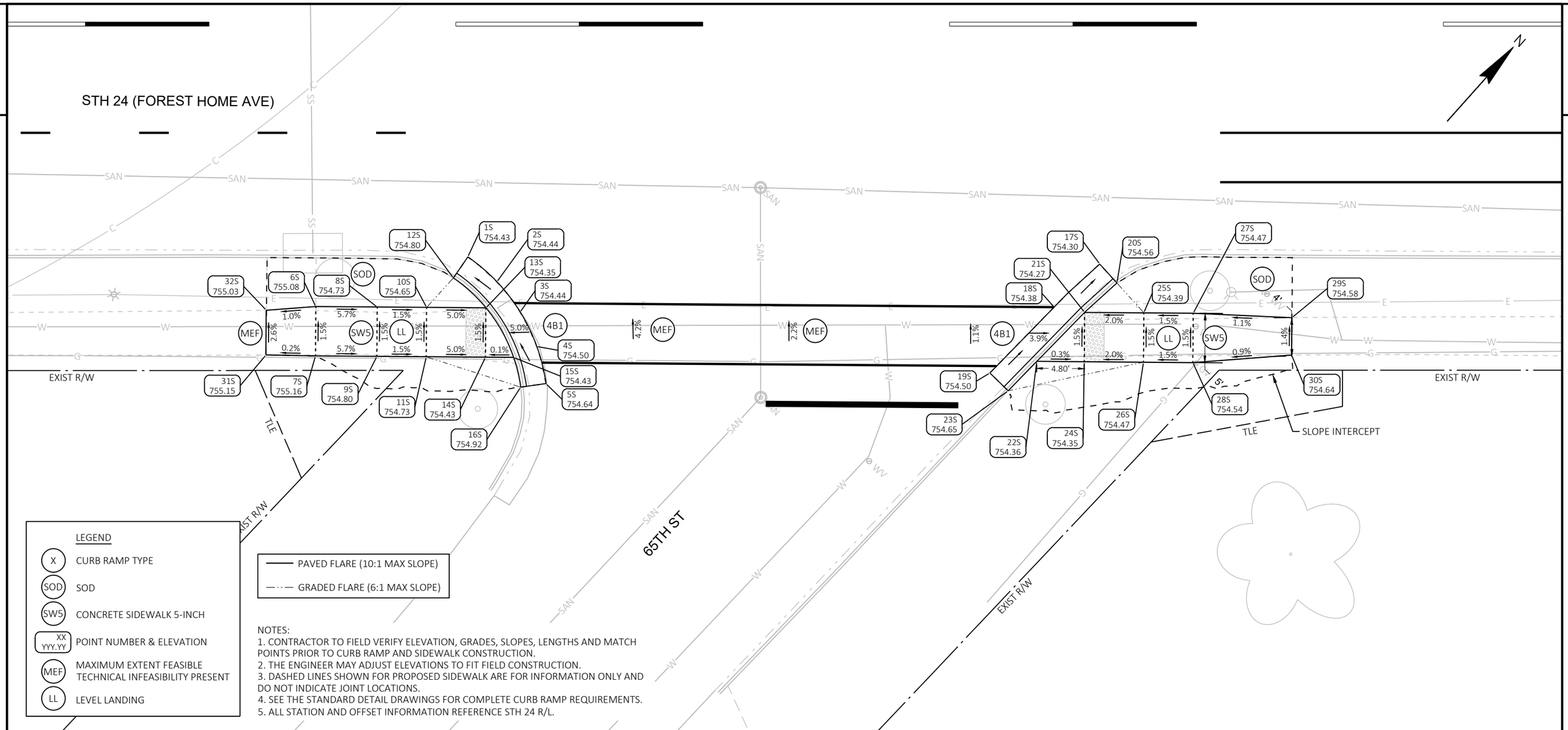
| STH 24 & 68TH ST (SE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 319R | 268+98.96 | 63.21' RT | 762.04 | 274714.68 | 582316.97 |
| 320R | 269+02.44 | 66.81' RT | 762.12 | 274714.20 | 582321.95 |
| 321R | 269+08.25 | 54.22' RT | 762.48 | 274727.55 | 582318.20 |
| 322R | 269+10.26 | 59.23' RT | 762.55 | 274725.05 | 582322.98 |
| 323R | 269+34.78 | 54.13' RT | 762.34 | 274744.83 | 582338.33 |
| 324R | 269+34.80 | 59.13' RT | 762.41 | 274741.04 | 582341.59 |
| 325R | 269+34.86 | 48.95' RT | 762.45 | 274748.83 | 582335.03 |
| 326R | 269+38.59 | 48.94' RT | 762.19 | 274751.25 | 582337.86 |
| 327R | 269+41.00 | 54.11' RT | 762.43 | 274748.88 | 582343.04 |
| 328R | 269+41.01 | 59.11' RT | 762.50 | 274745.09 | 582346.30 |
| 329R | 269+44.80 | 48.93' RT | 762.19 | 274755.30 | 582342.58 |
| 330R | 269+46.00 | 54.09' RT | 762.64 | 274752.14 | 582346.84 |
| 331R | 269+46.01 | 59.09' RT | 762.71 | 274748.35 | 582350.10 |
| 332R | 269+48.52 | 48.92' RT | 762.41 | 274757.72 | 582345.40 |
| 333R | 269+77.28 | 2.86' RT | 763.28 | 274811.42 | 582337.39 |
| 334R | 269+59.14 | 3.16' RT | 763.21 | 274799.42 | 582323.79 |
| 335R | 269+58.65 | 12.82' RT | 763.03 | 274791.75 | 582329.69 |
| 336R | 269+76.96 | 14.56' RT | 763.07 | 274802.31 | 582344.75 |
| 337R | 269+76.71 | 5.43' RT | 763.32 | 274809.10 | 582338.63 |

| STH 24 & 68TH ST (SE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 338R | 269+70.51 | 5.43' RT | 763.32 | 274805.08 | 582333.91 |
| 339R | 269+66.41 | 11.02' RT | 763.07 | 274798.16 | 582334.42 |
| 340R | 269+72.18 | 11.61' RT | 763.09 | 274801.46 | 582339.19 |
| 341R | 268+89.62 | 77.18' RT | 762.06 | 274697.99 | 582318.92 |
| 342R | 269+51.01 | 59.07' RT | 762.73 | 274751.61 | 582353.89 |
| 343R | 269+51.00 | 54.71' RT | 762.62 | 274754.92 | 582351.05 |
| 344R | 268+93.82 | 62.95' RT | 761.95 | 274711.55 | 582312.88 |
| 345R | 269+37.41 | 50.55' RT | 762.31 | 274749.26 | 582338.00 |
| 346R | 269+04.99 | 57.38' RT | 762.44 | 274723.03 | 582317.77 |
| 347R | 269+08.47 | 60.97' RT | 762.52 | 274722.56 | 582322.75 |
| 348R | 269+12.74 | 54.22' RT | 762.52 | 274730.47 | 582321.62 |
| 349R | 269+12.76 | 59.22' RT | 762.59 | 274726.68 | 582324.88 |
| 350R | 269+67.79 | 9.14' RT | 763.16 | 274800.48 | 582334.25 |
| 351R | 269+69.01 | 7.47' RT | 763.23 | 274802.55 | 582334.10 |
| 352R | 269+75.27 | 7.39' RT | 763.24 | 274806.67 | 582338.81 |
| 353R | 269+73.56 | 9.72' RT | 763.17 | 274803.79 | 582339.02 |
| 354R | 268+85.20 | 74.17' RT | 761.95 | 274697.42 | 582313.61 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 68TH ST | SHEET 86 | E |
|---|---|---|---|---|---|




LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

PAVED FLARE (10:1 MAX SLOPE)

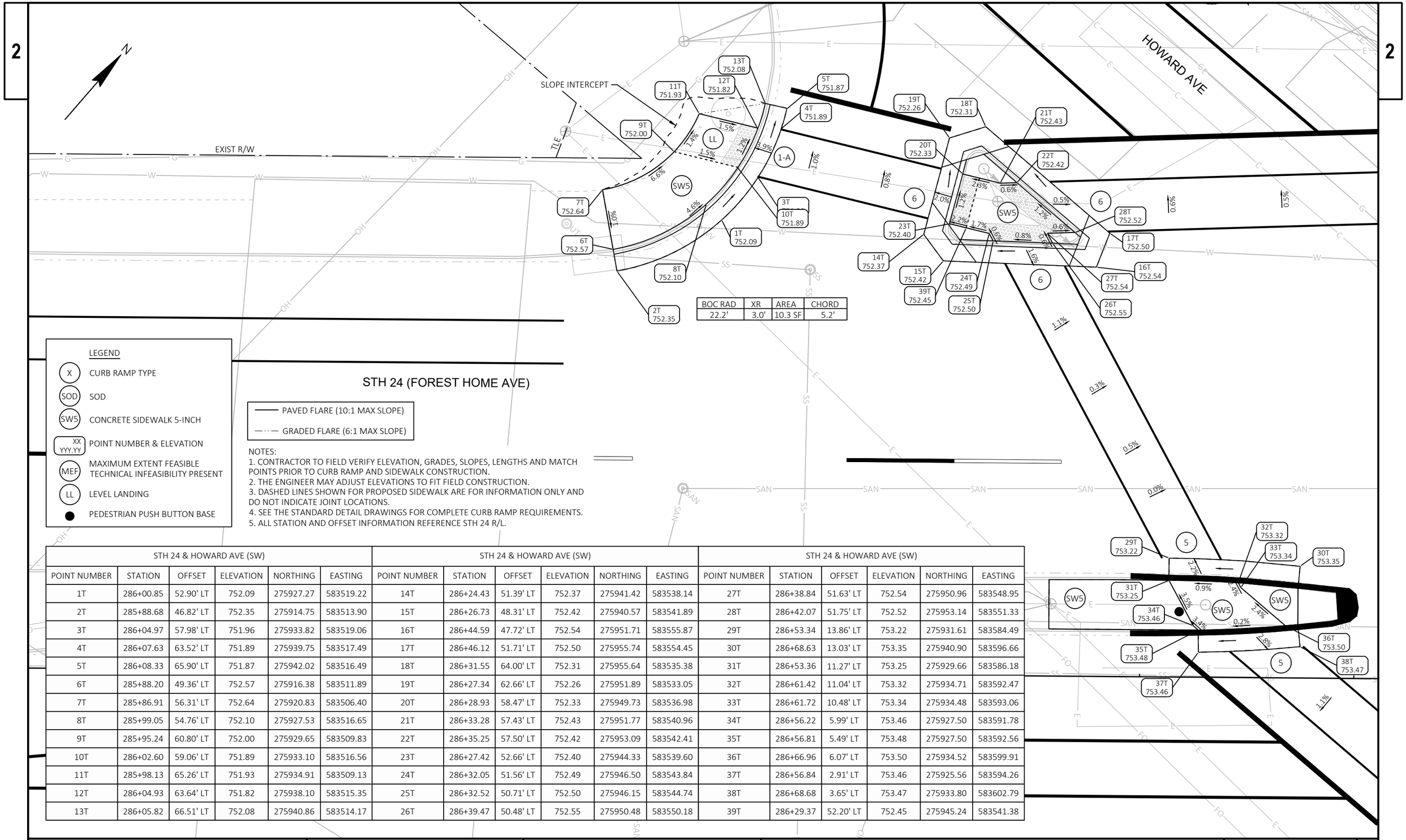
GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & 65TH ST | | | | | | STH 24 & 65TH ST | | | | | | STH 24 & 65TH ST | | | | | | STH 24 & 65TH ST | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1S | 282+16.33 | 48.57' RT | 754.43 | 275597.69 | 583296.42 | 9S | 282+07.11 | 58.64' RT | 754.80 | 275584.04 | 583296.25 | 17S | 282+80.31 | 49.29' RT | 754.30 | 275639.76 | 583344.63 | 25S | 282+84.78 | 54.22' RT | 754.39 | 275639.06 | 583351.25 |
| 2S | 282+19.26 | 51.08' RT | 754.44 | 275597.77 | 583300.28 | 10S | 282+12.15 | 53.67' RT | 754.65 | 275591.10 | 583296.70 | 18S | 282+75.68 | 53.65' RT | 754.38 | 275633.42 | 583344.08 | 26S | 282+84.74 | 59.22' RT | 754.47 | 275635.30 | 583354.55 |
| 3S | 282+21.62 | 54.15' RT | 754.44 | 275597.06 | 583304.08 | 11S | 282+12.11 | 58.67' RT | 754.73 | 275587.35 | 583300.00 | 19S | 282+69.18 | 60.31' RT | 754.50 | 275624.13 | 583343.67 | 27S | 282+89.78 | 54.26' RT | 754.47 | 275642.36 | 583355.01 |
| 4S | 282+23.31 | 57.63' RT | 754.50 | 275595.58 | 583307.66 | 12S | 282+14.86 | 50.70' RT | 754.80 | 275595.13 | 583296.74 | 20S | 282+82.05 | 51.20' RT | 754.56 | 275639.49 | 583347.20 | 28S | 282+89.74 | 59.26' RT | 754.54 | 275638.60 | 583358.31 |
| 5S | 282+24.24 | 61.39' RT | 754.64 | 275593.39 | 583310.85 | 13S | 282+18.15 | 53.72' RT | 754.35 | 275595.06 | 583301.21 | 21S | 282+78.78 | 54.18' RT | 754.27 | 275635.10 | 583346.75 | 29S | 282+99.78 | 54.71' RT | 754.58 | 275648.68 | 583362.77 |
| 6S | 282+00.93 | 53.59' RT | 755.08 | 275583.70 | 583288.28 | 14S | 282+18.11 | 58.72' RT | 754.43 | 275591.31 | 583304.51 | 22S | 282+73.94 | 59.14' RT | 754.36 | 275628.17 | 583346.44 | 30S | 282+99.75 | 58.50' RT | 754.64 | 275645.83 | 583365.27 |
| 7S | 282+00.90 | 58.59' RT | 755.16 | 275579.94 | 583291.58 | 15S | 282+20.96 | 58.74' RT | 754.43 | 275593.19 | 583306.65 | 23S | 282+71.03 | 62.12' RT | 754.65 | 275624.01 | 583346.25 | 31S | 281+95.88 | 58.49' RT | 755.15 | 275576.68 | 583287.77 |
| 8S | 282+07.15 | 53.64' RT | 754.73 | 275587.80 | 583292.95 | 16S | 282+21.68 | 61.75' RT | 754.92 | 275591.42 | 583309.18 | 24S | 282+78.74 | 59.18' RT | 754.35 | 275631.34 | 583350.05 | 32S | 281+95.91 | 53.96' RT | 755.03 | 275580.07 | 583284.78 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 65TH ST | SHEET 87 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023137
PLOT DATE : 7/26/2024 11:56 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING
- PEDESTRIAN PUSH BUTTON BASE

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & HOWARD AVE (SW) | | | | | | STH 24 & HOWARD AVE (SW) | | | | | | STH 24 & HOWARD AVE (SW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1T | 286+00.85 | 52.90' LT | 752.09 | 275927.27 | 583519.22 | 14T | 286+24.43 | 51.39' LT | 752.37 | 275941.42 | 583538.14 | 27T | 286+38.84 | 51.63' LT | 752.54 | 275950.96 | 583548.95 |
| 2T | 285+88.68 | 46.82' LT | 752.35 | 275914.75 | 583513.90 | 15T | 286+26.73 | 48.31' LT | 752.42 | 275940.57 | 583541.89 | 28T | 286+42.07 | 51.75' LT | 752.52 | 275953.14 | 583551.33 |
| 3T | 286+04.97 | 57.98' LT | 751.96 | 275933.82 | 583519.06 | 16T | 286+44.59 | 47.72' LT | 752.54 | 275951.71 | 583555.87 | 29T | 286+53.34 | 13.86' LT | 753.22 | 275931.61 | 583584.49 |
| 4T | 286+07.63 | 63.52' LT | 751.89 | 275939.75 | 583517.49 | 17T | 286+46.12 | 51.71' LT | 752.50 | 275955.74 | 583554.45 | 30T | 286+68.63 | 13.03' LT | 753.35 | 275940.90 | 583596.66 |
| 5T | 286+08.33 | 65.90' LT | 751.87 | 275942.02 | 583516.49 | 18T | 286+31.55 | 64.00' LT | 752.31 | 275955.64 | 583535.38 | 31T | 286+53.36 | 11.27' LT | 753.25 | 275929.66 | 583586.18 |
| 6T | 285+88.20 | 49.36' LT | 752.57 | 275916.38 | 583511.89 | 19T | 286+27.34 | 62.66' LT | 752.26 | 275951.89 | 583533.05 | 32T | 286+61.42 | 11.04' LT | 753.32 | 275934.71 | 583592.47 |
| 7T | 285+86.91 | 56.31' LT | 752.64 | 275920.83 | 583506.40 | 20T | 286+28.93 | 58.47' LT | 752.33 | 275949.73 | 583536.98 | 33T | 286+61.72 | 10.48' LT | 753.34 | 275934.48 | 583593.06 |
| 8T | 285+99.05 | 54.76' LT | 752.10 | 275927.53 | 583516.65 | 21T | 286+33.28 | 57.43' LT | 752.43 | 275951.77 | 583540.96 | 34T | 286+56.22 | 5.99' LT | 753.46 | 275927.50 | 583591.78 |
| 9T | 285+95.24 | 60.80' LT | 752.00 | 275929.65 | 583509.83 | 22T | 286+35.25 | 57.50' LT | 752.42 | 275953.09 | 583542.41 | 35T | 286+56.81 | 5.49' LT | 753.48 | 275927.50 | 583592.56 |
| 10T | 286+02.60 | 59.06' LT | 751.89 | 275933.10 | 583516.56 | 23T | 286+27.42 | 52.66' LT | 752.40 | 275944.33 | 583539.60 | 36T | 286+66.96 | 6.07' LT | 753.50 | 275934.52 | 583599.91 |
| 11T | 285+98.13 | 65.26' LT | 751.93 | 275934.91 | 583509.13 | 24T | 286+32.05 | 51.56' LT | 752.49 | 275946.50 | 583543.84 | 37T | 286+56.84 | 2.91' LT | 753.46 | 275925.56 | 583594.26 |
| 12T | 286+04.93 | 63.64' LT | 751.82 | 275938.10 | 583515.35 | 25T | 286+32.52 | 50.71' LT | 752.50 | 275946.15 | 583544.74 | 38T | 286+68.68 | 3.65' LT | 753.47 | 275933.80 | 583602.79 |
| 13T | 286+05.82 | 66.51' LT | 752.08 | 275940.86 | 583514.17 | 26T | 286+39.47 | 50.48' LT | 752.55 | 275950.48 | 583550.18 | 39T | 286+29.37 | 52.20' LT | 752.45 | 275945.24 | 583541.38 |

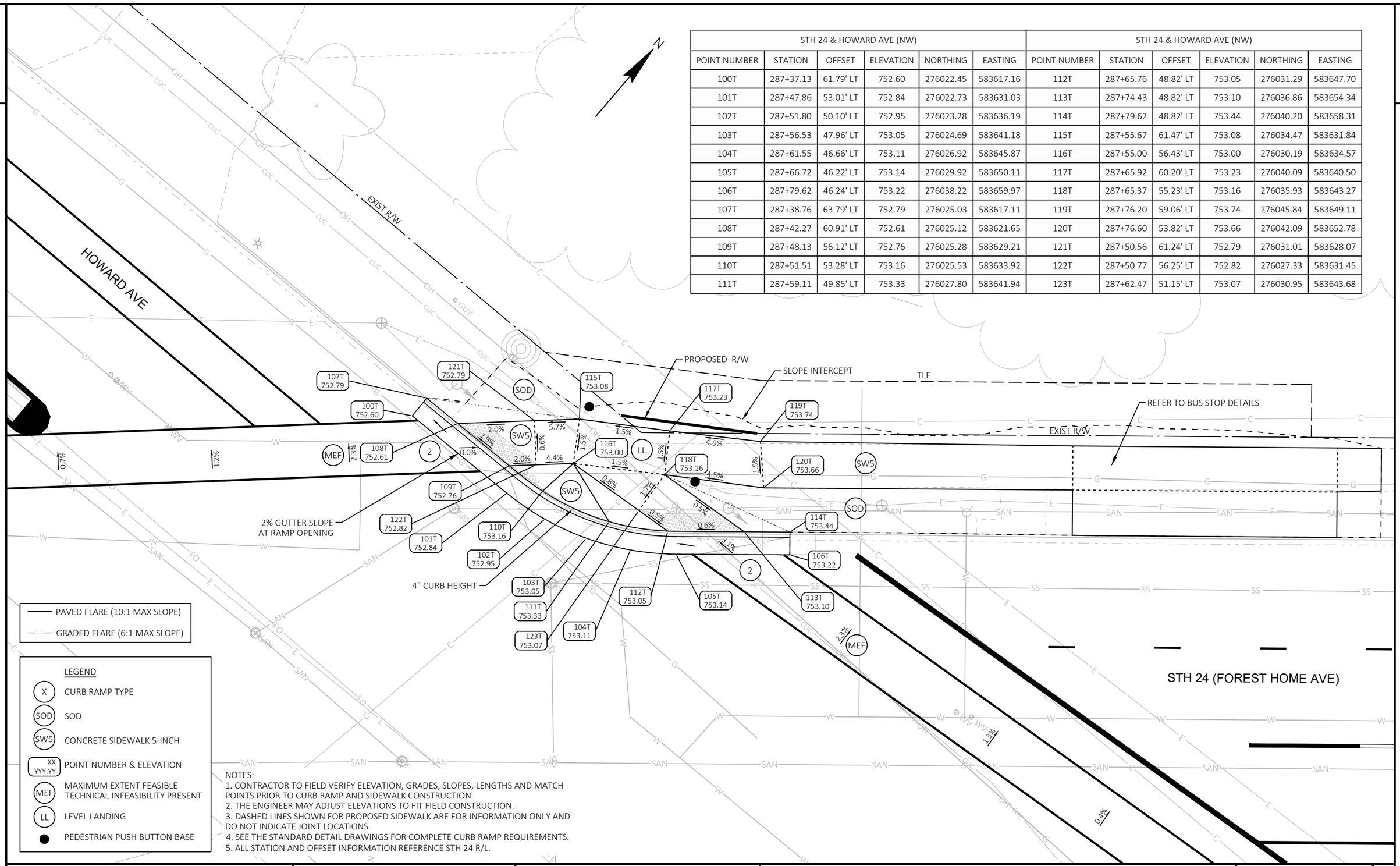
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - HOWARD AVE | SHEET 88 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023138

PLOT DATE : 7/26/2024 12:59 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:10 FT

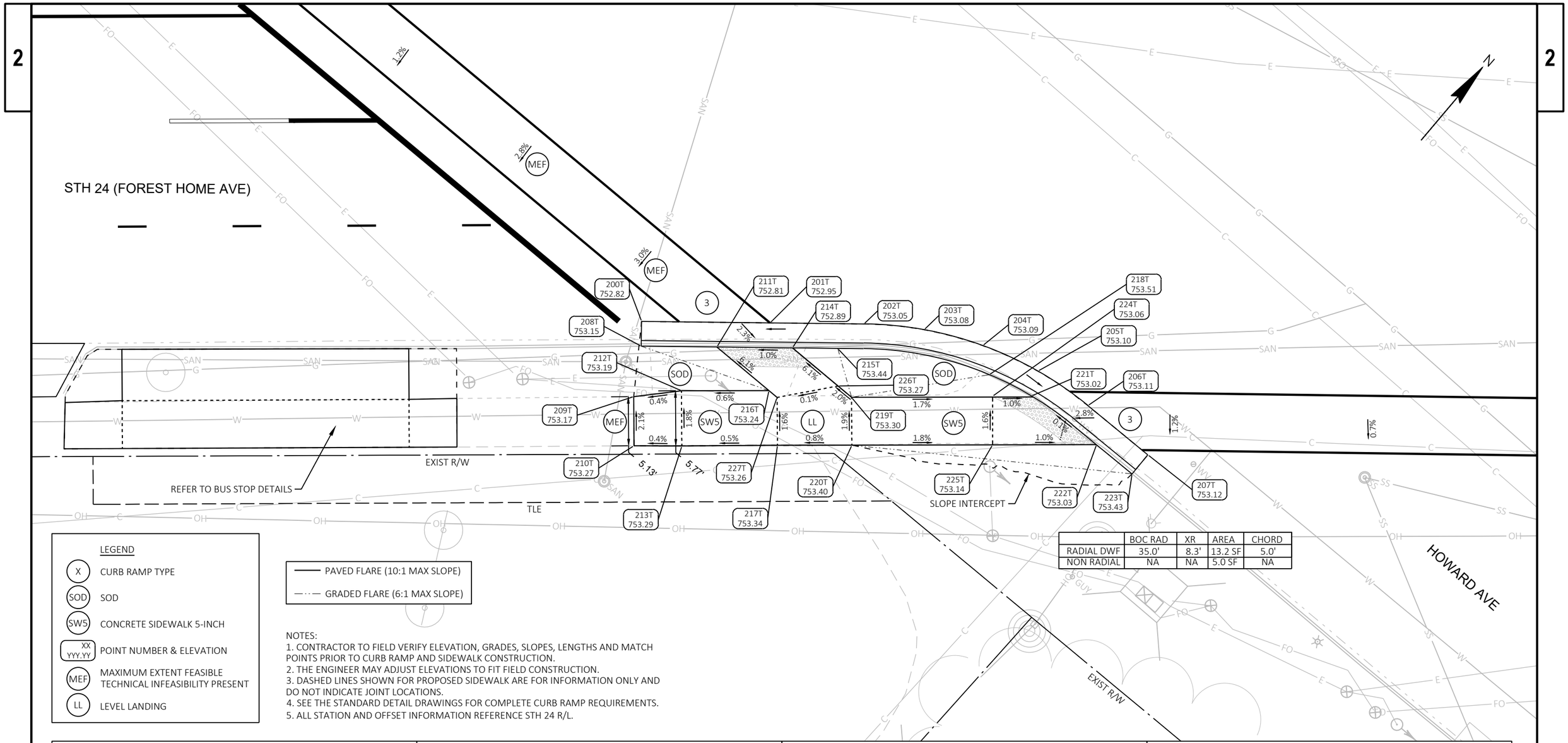
WISDOT/CADDS SHEET 42

| STH 24 & HOWARD AVE (NW) | | | | | | STH 24 & HOWARD AVE (NW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100T | 287+37.13 | 61.79' LT | 752.60 | 276022.45 | 583617.16 | 112T | 287+65.76 | 48.82' LT | 753.05 | 276031.29 | 583647.70 |
| 101T | 287+47.86 | 53.01' LT | 752.84 | 276022.73 | 583631.03 | 113T | 287+74.43 | 48.82' LT | 753.10 | 276036.86 | 583654.34 |
| 102T | 287+51.80 | 50.10' LT | 752.95 | 276023.28 | 583636.19 | 114T | 287+79.62 | 48.82' LT | 753.44 | 276040.20 | 583658.31 |
| 103T | 287+56.53 | 47.96' LT | 753.05 | 276024.69 | 583641.18 | 115T | 287+55.67 | 61.47' LT | 753.08 | 276034.47 | 583631.84 |
| 104T | 287+61.55 | 46.66' LT | 753.11 | 276026.92 | 583645.87 | 116T | 287+55.00 | 56.43' LT | 753.00 | 276030.19 | 583634.57 |
| 105T | 287+66.72 | 46.22' LT | 753.14 | 276029.92 | 583650.11 | 117T | 287+65.92 | 60.20' LT | 753.23 | 276040.09 | 583640.50 |
| 106T | 287+79.62 | 46.24' LT | 753.22 | 276038.22 | 583659.97 | 118T | 287+65.37 | 55.23' LT | 753.16 | 276035.93 | 583643.27 |
| 107T | 287+38.76 | 63.79' LT | 752.79 | 276025.03 | 583617.11 | 119T | 287+76.20 | 59.06' LT | 753.74 | 276045.84 | 583649.11 |
| 108T | 287+42.27 | 60.91' LT | 752.61 | 276025.12 | 583621.65 | 120T | 287+76.60 | 53.82' LT | 753.66 | 276042.09 | 583652.78 |
| 109T | 287+48.13 | 56.12' LT | 752.76 | 276025.28 | 583629.21 | 121T | 287+50.56 | 61.24' LT | 752.79 | 276031.01 | 583628.07 |
| 110T | 287+51.51 | 53.28' LT | 753.16 | 276025.53 | 583633.92 | 122T | 287+50.77 | 56.25' LT | 752.82 | 276027.33 | 583631.45 |
| 111T | 287+59.11 | 49.85' LT | 753.33 | 276027.80 | 583641.94 | 123T | 287+62.47 | 51.15' LT | 753.07 | 276030.95 | 583643.68 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - HOWARD AVE | SHEET 89 | E |
|---|---|---|---|---|---|




| | BOC RAD | XR | AREA | CHORD |
|---|---|---|---|---|
| RADIAL DWF | 35.0' | 8.3' | 13.2 SF | 5.0' |
| NON RADIAL | NA | NA | 5.0 SF | NA |

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SW5) CONCRETE SIDEWALK 5-INCH
- (XX / YYY.YY) POINT NUMBER & ELEVATION
- (MEF) MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- (LL) LEVEL LANDING

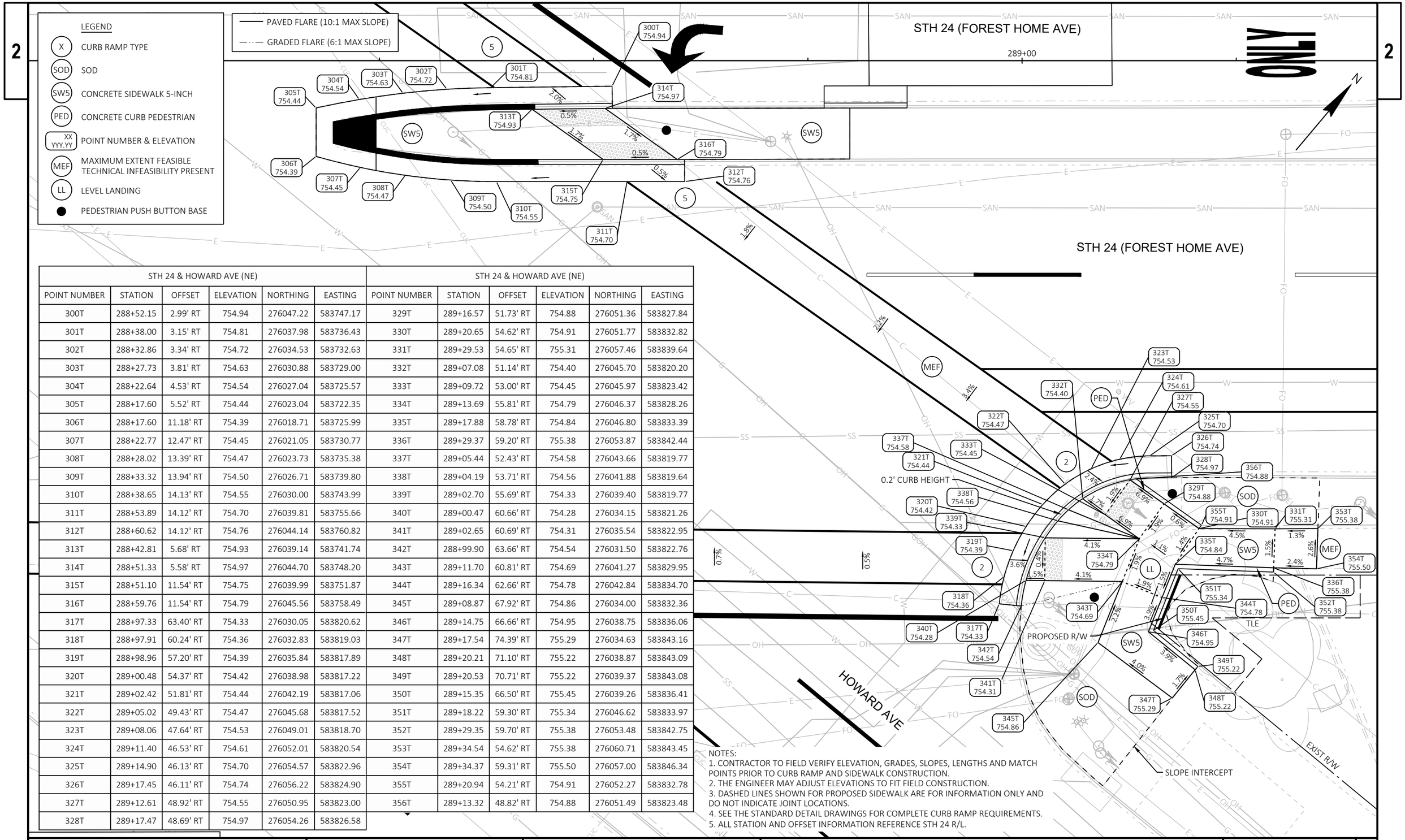
PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & HOWARD AVE (SE) | | | | | | STH 24 & HOWARD AVE (SE) | | | | | | STH 24 & HOWARD AVE (SE) | | | | | | STH 24 & HOWARD AVE (SE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200T | 287+14.95 | 46.14' RT | 752.82 | 275925.92 | 583670.30 | 207T | 287+68.25 | 60.18' RT | 753.12 | 275949.45 | 583719.74 | 214T | 287+30.71 | 48.97' RT | 752.89 | 275934.00 | 583684.14 | 221T | 287+56.06 | 54.06' RT | 753.02 | 275946.29 | 583706.47 |
| 201T | 287+28.38 | 46.35' RT | 752.95 | 275934.48 | 583680.66 | 208T | 287+14.91 | 48.73' RT | 753.15 | 275923.93 | 583671.95 | 215T | 287+35.45 | 49.05' RT | 753.44 | 275937.02 | 583687.79 | 222T | 287+62.89 | 59.14' RT | 753.03 | 275946.80 | 583714.97 |
| 202T | 287+38.19 | 46.50' RT | 753.05 | 275940.73 | 583688.23 | 209T | 287+14.09 | 54.00' RT | 753.17 | 275919.38 | 583674.75 | 216T | 287+28.23 | 53.42' RT | 753.24 | 275929.00 | 583685.13 | 223T | 287+66.61 | 62.18' RT | 753.43 | 275946.86 | 583719.77 |
| 203T | 287+44.51 | 47.14' RT | 753.08 | 275944.34 | 583693.44 | 210T | 287+14.10 | 59.13' RT | 753.27 | 275915.49 | 583678.08 | 217T | 287+29.10 | 59.14' RT | 753.34 | 275925.21 | 583689.51 | 224T | 287+51.99 | 54.10' RT | 753.06 | 275943.64 | 583703.38 |
| 204T | 287+50.96 | 48.81' RT | 753.09 | 275947.03 | 583699.19 | 211T | 287+22.81 | 48.85' RT | 752.81 | 275928.96 | 583678.04 | 218T | 287+51.64 | 51.84' RT | 753.51 | 275945.14 | 583701.66 | 225T | 287+52.01 | 59.18' RT | 753.14 | 275939.76 | 583706.67 |
| 205T | 287+56.73 | 51.46' RT | 753.10 | 275948.71 | 583705.31 | 212T | 287+19.09 | 53.40' RT | 753.19 | 275923.08 | 583678.16 | 219T | 287+36.87 | 54.16' RT | 753.30 | 275934.04 | 583692.19 | 226T | 287+35.46 | 52.97' RT | 753.27 | 275934.03 | 583690.34 |
| 206T | 287+61.96 | 55.05' RT | 753.11 | 275949.33 | 583711.63 | 213T | 287+19.10 | 59.17' RT | 753.29 | 275918.70 | 583681.92 | 220T | 287+36.88 | 59.16' RT | 753.40 | 275930.24 | 583695.44 | 227T | 287+29.09 | 54.14' RT | 753.26 | 275929.01 | 583686.25 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - HOWARD AVE | SHEET 90 | E |
|---|---|---|---|---|---|




| STH 24 & HOWARD AVE (NE) | | | | | | STH 24 & HOWARD AVE (NE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 300T | 288+52.15 | 2.99' RT | 754.94 | 276047.22 | 583747.17 | 329T | 289+16.57 | 51.73' RT | 754.88 | 276051.36 | 583827.84 |
| 301T | 288+38.00 | 3.15' RT | 754.81 | 276037.98 | 583736.43 | 330T | 289+20.65 | 54.62' RT | 754.91 | 276051.77 | 583832.82 |
| 302T | 288+32.86 | 3.34' RT | 754.72 | 276034.53 | 583732.63 | 331T | 289+29.53 | 54.65' RT | 755.31 | 276057.46 | 583839.64 |
| 303T | 288+27.73 | 3.81' RT | 754.63 | 276030.88 | 583729.00 | 332T | 289+07.08 | 51.14' RT | 754.40 | 276045.70 | 583820.20 |
| 304T | 288+22.64 | 4.53' RT | 754.54 | 276027.04 | 583725.57 | 333T | 289+09.72 | 53.00' RT | 754.45 | 276045.97 | 583823.42 |
| 305T | 288+17.60 | 5.52' RT | 754.44 | 276023.04 | 583722.35 | 334T | 289+13.69 | 55.81' RT | 754.79 | 276046.37 | 583828.26 |
| 306T | 288+17.60 | 11.18' RT | 754.39 | 276018.71 | 583725.99 | 335T | 289+17.88 | 58.78' RT | 754.84 | 276046.80 | 583833.39 |
| 307T | 288+22.77 | 12.47' RT | 754.45 | 276021.05 | 583730.77 | 336T | 289+29.37 | 59.20' RT | 755.38 | 276053.87 | 583842.44 |
| 308T | 288+28.02 | 13.39' RT | 754.47 | 276023.73 | 583735.38 | 337T | 289+05.44 | 52.43' RT | 754.58 | 276043.66 | 583819.77 |
| 309T | 288+33.32 | 13.94' RT | 754.50 | 276026.71 | 583739.80 | 338T | 289+04.19 | 53.71' RT | 754.56 | 276041.88 | 583819.64 |
| 310T | 288+38.65 | 14.13' RT | 754.55 | 276030.00 | 583743.99 | 339T | 289+02.70 | 55.69' RT | 754.33 | 276039.40 | 583819.77 |
| 311T | 288+53.89 | 14.12' RT | 754.70 | 276039.81 | 583755.66 | 340T | 289+00.47 | 60.66' RT | 754.28 | 276034.15 | 583821.26 |
| 312T | 288+60.62 | 14.12' RT | 754.76 | 276044.14 | 583760.82 | 341T | 289+02.65 | 60.69' RT | 754.31 | 276035.54 | 583822.95 |
| 313T | 288+42.81 | 5.68' RT | 754.93 | 276039.14 | 583741.74 | 342T | 288+99.90 | 63.66' RT | 754.54 | 276031.50 | 583822.76 |
| 314T | 288+51.33 | 5.58' RT | 754.97 | 276044.70 | 583748.20 | 343T | 289+11.70 | 60.81' RT | 754.69 | 276041.27 | 583829.95 |
| 315T | 288+51.10 | 11.54' RT | 754.75 | 276039.99 | 583751.87 | 344T | 289+16.34 | 62.66' RT | 754.78 | 276042.84 | 583834.70 |
| 316T | 288+59.76 | 11.54' RT | 754.79 | 276045.56 | 583758.49 | 345T | 289+08.87 | 67.92' RT | 754.86 | 276034.00 | 583832.36 |
| 317T | 288+97.33 | 63.40' RT | 754.33 | 276030.05 | 583820.62 | 346T | 289+14.75 | 66.66' RT | 754.95 | 276038.75 | 583836.06 |
| 318T | 288+97.91 | 60.24' RT | 754.36 | 276032.83 | 583819.03 | 347T | 289+17.54 | 74.39' RT | 755.29 | 276034.63 | 583843.16 |
| 319T | 288+98.96 | 57.20' RT | 754.39 | 276035.84 | 583817.89 | 348T | 289+20.21 | 71.10' RT | 755.22 | 276038.87 | 583843.09 |
| 320T | 289+00.48 | 54.37' RT | 754.42 | 276038.98 | 583817.22 | 349T | 289+20.53 | 70.71' RT | 755.22 | 276039.37 | 583843.08 |
| 321T | 289+02.42 | 51.81' RT | 754.44 | 276042.19 | 583817.06 | 350T | 289+15.35 | 66.50' RT | 755.45 | 276039.26 | 583836.41 |
| 322T | 289+05.02 | 49.43' RT | 754.47 | 276045.68 | 583817.52 | 351T | 289+18.22 | 59.30' RT | 755.34 | 276046.62 | 583833.97 |
| 323T | 289+08.06 | 47.64' RT | 754.53 | 276049.01 | 583818.70 | 352T | 289+29.35 | 59.70' RT | 755.38 | 276053.48 | 583842.75 |
| 324T | 289+11.40 | 46.53' RT | 754.61 | 276052.01 | 583820.54 | 353T | 289+34.54 | 54.62' RT | 755.38 | 276060.71 | 583843.45 |
| 325T | 289+14.90 | 46.13' RT | 754.70 | 276054.57 | 583822.96 | 354T | 289+34.37 | 59.31' RT | 755.50 | 276057.00 | 583846.34 |
| 326T | 289+17.45 | 46.11' RT | 754.74 | 276056.22 | 583824.90 | 355T | 289+20.94 | 54.21' RT | 754.91 | 276052.27 | 583832.78 |
| 327T | 289+12.61 | 48.92' RT | 754.55 | 276050.95 | 583823.00 | 356T | 289+13.32 | 48.82' RT | 754.88 | 276051.49 | 583823.48 |
| 328T | 289+17.47 | 48.69' RT | 754.97 | 276054.26 | 583826.58 | | | | | | |

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - HOWARD AVE | SHEET 91 | E |
|---|---|---|---|---|---|

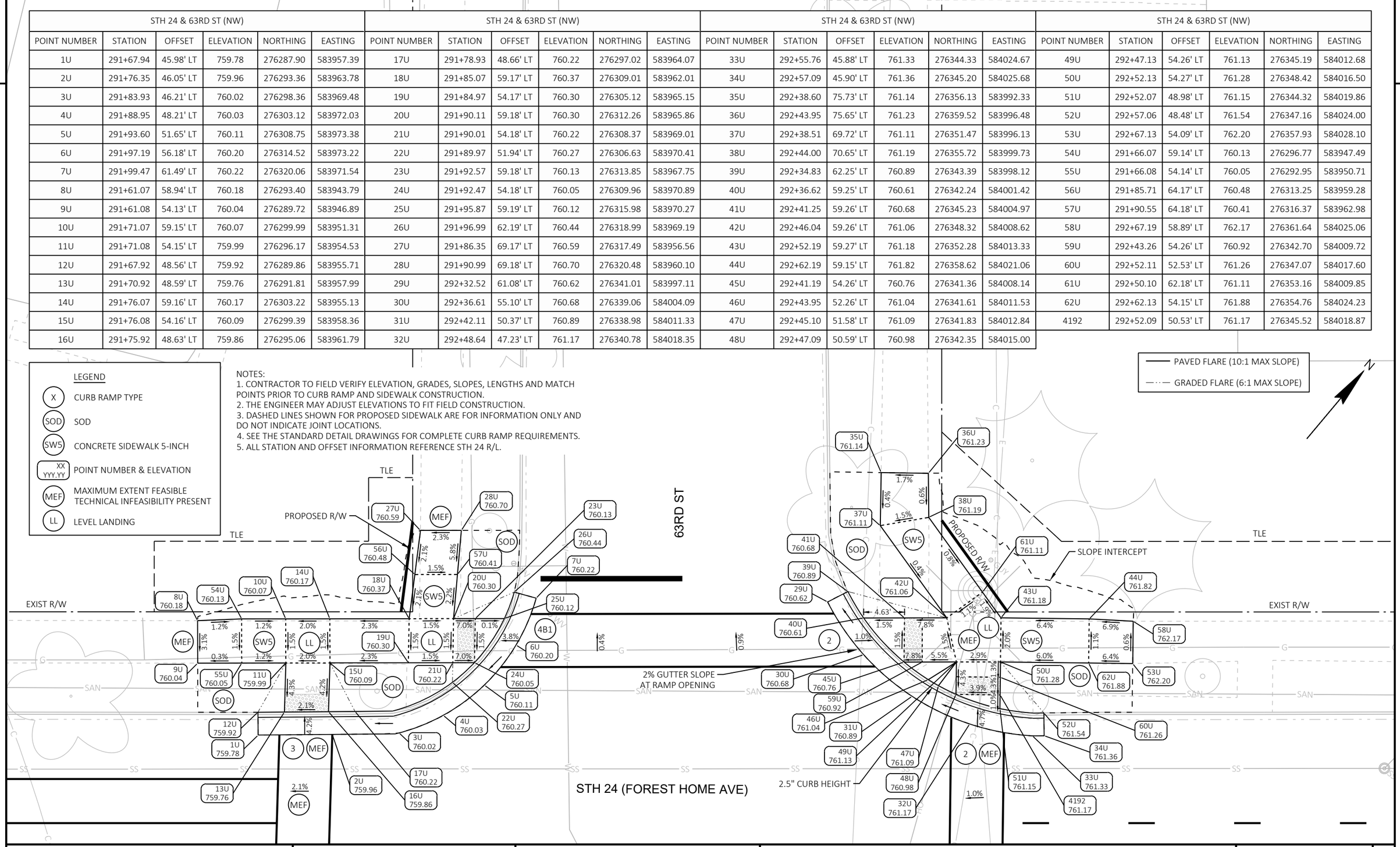
| STH 24 & 63RD ST (NW) | | | | | | STH 24 & 63RD ST (NW) | | | | | | STH 24 & 63RD ST (NW) | | | | | | STH 24 & 63RD ST (NW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1U | 291+67.94 | 45.98' LT | 759.78 | 276287.90 | 583957.39 | 17U | 291+78.93 | 48.66' LT | 760.22 | 276297.02 | 583964.07 | 33U | 292+55.76 | 45.88' LT | 761.33 | 276344.33 | 584024.67 | 49U | 292+47.13 | 54.26' LT | 761.13 | 276345.19 | 584012.68 |
| 2U | 291+76.35 | 46.05' LT | 759.96 | 276293.36 | 583963.78 | 18U | 291+85.07 | 59.17' LT | 760.37 | 276309.01 | 583962.01 | 34U | 292+57.09 | 45.90' LT | 761.36 | 276345.20 | 584025.68 | 50U | 292+52.13 | 54.27' LT | 761.28 | 276348.42 | 584016.50 |
| 3U | 291+83.93 | 46.21' LT | 760.02 | 276298.36 | 583969.48 | 19U | 291+84.97 | 54.17' LT | 760.30 | 276305.12 | 583965.15 | 35U | 292+38.60 | 75.73' LT | 761.14 | 276356.13 | 583992.33 | 51U | 292+52.07 | 48.98' LT | 761.15 | 276344.32 | 584019.86 |
| 4U | 291+88.95 | 48.21' LT | 760.03 | 276303.12 | 583972.03 | 20U | 291+90.11 | 59.18' LT | 760.30 | 276312.26 | 583965.86 | 36U | 292+43.95 | 75.65' LT | 761.23 | 276359.52 | 583996.48 | 52U | 292+57.06 | 48.48' LT | 761.54 | 276347.16 | 584024.00 |
| 5U | 291+93.60 | 51.65' LT | 760.11 | 276308.75 | 583973.38 | 21U | 291+90.01 | 54.18' LT | 760.22 | 276308.37 | 583969.01 | 37U | 292+38.51 | 69.72' LT | 761.11 | 276351.47 | 583996.13 | 53U | 292+67.13 | 54.09' LT | 762.20 | 276357.93 | 584028.10 |
| 6U | 291+97.19 | 56.18' LT | 760.20 | 276314.52 | 583973.22 | 22U | 291+89.97 | 51.94' LT | 760.27 | 276306.63 | 583970.41 | 38U | 292+44.00 | 70.65' LT | 761.19 | 276355.72 | 583999.73 | 54U | 291+66.07 | 59.14' LT | 760.13 | 276296.77 | 583947.49 |
| 7U | 291+99.47 | 61.49' LT | 760.22 | 276320.06 | 583971.54 | 23U | 291+92.57 | 59.18' LT | 760.13 | 276313.85 | 583967.75 | 39U | 292+34.83 | 62.25' LT | 760.89 | 276343.39 | 583998.12 | 55U | 291+66.08 | 54.14' LT | 760.05 | 276292.95 | 583950.71 |
| 8U | 291+61.07 | 58.94' LT | 760.18 | 276293.40 | 583943.79 | 24U | 291+92.47 | 54.18' LT | 760.05 | 276309.96 | 583970.89 | 40U | 292+36.62 | 59.25' LT | 760.61 | 276342.24 | 584001.42 | 56U | 291+85.71 | 64.17' LT | 760.48 | 276313.25 | 583959.28 |
| 9U | 291+61.08 | 54.13' LT | 760.04 | 276289.72 | 583946.89 | 25U | 291+95.87 | 59.19' LT | 760.12 | 276315.98 | 583970.27 | 41U | 292+41.25 | 59.26' LT | 760.68 | 276345.23 | 584004.97 | 57U | 291+90.55 | 64.18' LT | 760.41 | 276316.37 | 583962.98 |
| 10U | 291+71.07 | 59.15' LT | 760.07 | 276299.99 | 583951.31 | 26U | 291+96.99 | 62.19' LT | 760.44 | 276318.99 | 583969.19 | 42U | 292+46.04 | 59.26' LT | 761.06 | 276348.32 | 584008.62 | 58U | 292+67.19 | 58.89' LT | 762.17 | 276361.64 | 584025.06 |
| 11U | 291+71.08 | 54.15' LT | 759.99 | 276296.17 | 583954.53 | 27U | 291+86.35 | 69.17' LT | 760.59 | 276317.49 | 583956.56 | 43U | 292+52.19 | 59.27' LT | 761.18 | 276352.28 | 584013.33 | 59U | 292+43.26 | 54.26' LT | 760.92 | 276342.70 | 584009.72 |
| 12U | 291+67.92 | 48.56' LT | 759.92 | 276289.86 | 583955.71 | 28U | 291+90.99 | 69.18' LT | 760.70 | 276320.48 | 583960.10 | 44U | 292+62.19 | 59.15' LT | 761.82 | 276358.62 | 584021.06 | 60U | 292+52.11 | 52.53' LT | 761.26 | 276347.07 | 584017.60 |
| 13U | 291+70.92 | 48.59' LT | 759.76 | 276291.81 | 583957.99 | 29U | 292+32.52 | 61.08' LT | 760.62 | 276341.01 | 583997.11 | 45U | 292+41.19 | 54.26' LT | 760.76 | 276341.36 | 584008.14 | 61U | 292+50.10 | 62.18' LT | 761.11 | 276353.16 | 584009.85 |
| 14U | 291+76.07 | 59.16' LT | 760.17 | 276303.22 | 583955.13 | 30U | 292+36.61 | 55.10' LT | 760.68 | 276339.06 | 584004.09 | 46U | 292+43.95 | 52.26' LT | 761.04 | 276341.61 | 584011.53 | 62U | 292+62.13 | 54.15' LT | 761.88 | 276354.76 | 584024.23 |
| 15U | 291+76.08 | 54.16' LT | 760.09 | 276299.39 | 583958.36 | 31U | 292+42.11 | 50.37' LT | 760.89 | 276338.98 | 584011.33 | 47U | 292+45.10 | 51.58' LT | 761.09 | 276341.83 | 584012.84 | 4192 | 292+52.09 | 50.53' LT | 761.17 | 276345.52 | 584018.87 |
| 16U | 291+75.92 | 48.63' LT | 759.86 | 276295.06 | 583961.79 | 32U | 292+48.64 | 47.23' LT | 761.17 | 276340.78 | 584018.35 | 48U | 292+47.09 | 50.59' LT | 760.98 | 276342.35 | 584015.00 | | | | | | |

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

PAVED FLARE (10:1 MAX SLOPE)
GRADED FLARE (6:1 MAX SLOPE)




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 63RD ST | SHEET 92 | E |
|---|---|---|---|---|---|

| STH 24 & 63RD ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100U | 291+69.35 | 13.95' LT | 760.35 | 276264.29 | 583979.08 |
| 101U | 291+75.35 | 13.96' LT | 760.47 | 276268.15 | 583983.67 |
| 102U | 291+69.35 | 11.37' LT | 760.74 | 276262.31 | 583980.74 |
| 103U | 291+69.85 | 11.37' LT | 760.40 | 276262.63 | 583981.12 |
| 104U | 291+74.86 | 11.37' LT | 760.50 | 276265.85 | 583984.95 |
| 105U | 291+69.06 | 1.18' LT | 760.81 | 276254.33 | 583987.07 |
| 106U | 291+69.57 | 1.31' LT | 760.58 | 276254.75 | 583987.37 |
| 107U | 291+74.62 | 3.22' LT | 760.66 | 276259.47 | 583990.01 |

| STH 24 & 63RD ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 108U | 291+69.70 | 1.32' RT | 760.55 | 276252.82 | 583989.17 |
| 109U | 291+76.31 | 1.18' LT | 760.68 | 276258.98 | 583992.62 |
| 110U | 292+46.08 | 13.80' LT | 761.85 | 276313.54 | 584037.91 |
| 111U | 292+52.08 | 13.83' LT | 761.97 | 276317.43 | 584042.48 |
| 112U | 292+46.10 | 11.21' LT | 762.42 | 276311.57 | 584039.59 |
| 113U | 292+46.60 | 11.22' LT | 761.90 | 276311.90 | 584039.97 |
| 114U | 292+51.60 | 11.25' LT | 762.00 | 276315.14 | 584043.78 |
| 115U | 292+52.10 | 11.25' LT | 762.58 | 276315.46 | 584044.16 |

| STH 24 & 63RD ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 116U | 292+46.04 | 6.22' LT | 762.50 | 276307.71 | 584042.75 |
| 117U | 292+46.54 | 6.22' LT | 761.93 | 276308.03 | 584043.14 |
| 118U | 292+51.53 | 6.15' LT | 762.03 | 276311.20 | 584047.00 |
| 119U | 292+52.03 | 6.15' LT | 762.54 | 276311.52 | 584047.39 |
| 120U | 292+45.92 | 2.67' RT | 762.64 | 276300.83 | 584048.39 |
| 121U | 292+46.42 | 3.00' RT | 762.02 | 276300.90 | 584048.98 |
| 122U | 292+51.39 | 5.75' RT | 762.13 | 276301.99 | 584054.55 |
| 123U | 292+51.88 | 5.98' RT | 762.64 | 276302.14 | 584055.08 |

| STH 24 & 63RD ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 124U | 292+44.49 | 4.82' RT | 761.95 | 276298.26 | 584048.68 |
| 125U | 292+50.82 | 8.33' RT | 762.09 | 276299.65 | 584055.78 |
| 126U | 292+46.48 | 2.00' LT | 761.97 | 276304.77 | 584045.81 |
| 127U | 292+45.98 | 2.01' LT | 762.56 | 276304.45 | 584045.42 |
| 128U | 292+51.48 | 1.94' LT | 762.05 | 276307.94 | 584049.68 |
| 129U | 292+51.98 | 1.93' LT | 762.55 | 276308.25 | 584050.06 |

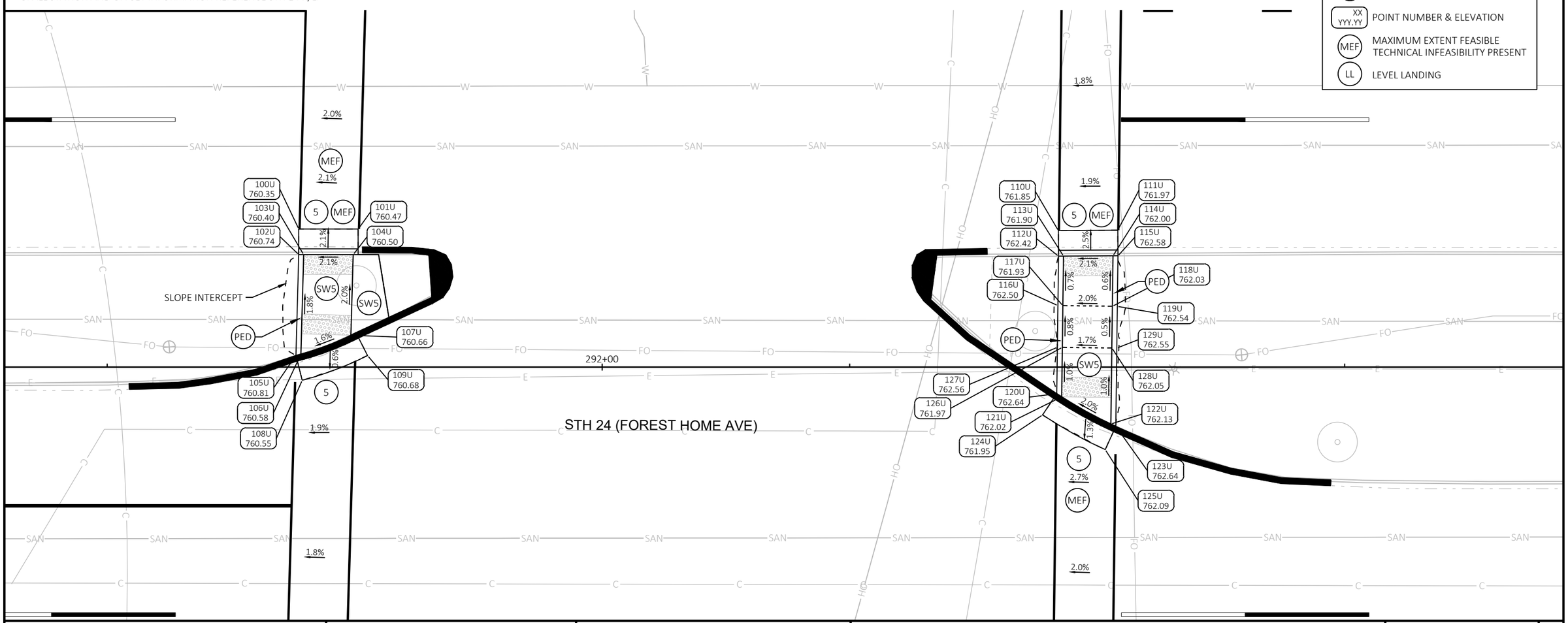
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
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PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING



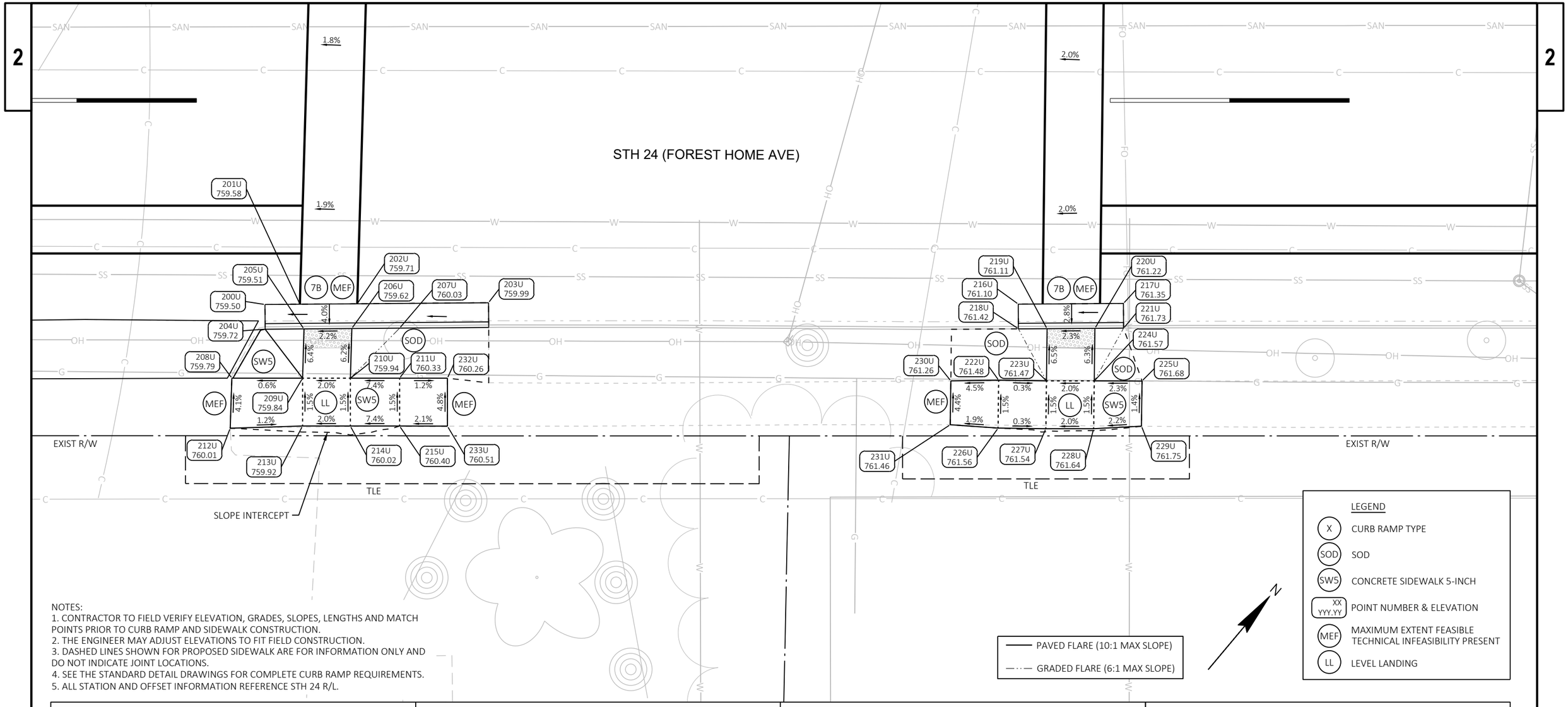

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 63RD ST | SHEET 93 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023143A

PLOT DATE : 7/15/2024 1:11 PM PLOT BY : HOELZER, JACOB M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & 63RD ST (SE) | | | | | | STH 24 & 63RD ST (SE) | | | | | | STH 24 & 63RD ST (SE) | | | | | | STH 24 & 63RD ST (SE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200U | 291+64.06 | 46.33' RT | 759.50 | 276214.73 | 584013.81 | 209U | 291+67.98 | 54.04' RT | 759.84 | 276211.36 | 584021.77 | 218U | 292+42.85 | 48.88' RT | 761.42 | 276263.49 | 584075.77 | 227U | 292+45.72 | 59.32' RT | 761.54 | 276257.34 | 584084.68 |
| 201U | 291+67.70 | 46.30' RT | 759.58 | 276217.10 | 584016.58 | 210U | 291+72.98 | 54.04' RT | 759.94 | 276214.58 | 584025.60 | 219U | 292+45.85 | 48.86' RT | 761.11 | 276265.43 | 584078.05 | 228U | 292+50.72 | 59.32' RT | 761.64 | 276260.56 | 584088.51 |
| 202U | 291+73.71 | 46.25' RT | 759.71 | 276221.00 | 584021.15 | 211U | 291+78.13 | 54.04' RT | 760.33 | 276217.89 | 584029.55 | 220U | 292+50.85 | 48.83' RT | 761.22 | 276268.67 | 584081.86 | 229U | 292+55.73 | 59.06' RT | 761.75 | 276263.98 | 584092.17 |
| 203U | 291+87.43 | 46.15' RT | 759.99 | 276229.91 | 584031.59 | 212U | 291+60.41 | 59.26' RT | 760.01 | 276202.49 | 584019.34 | 221U | 292+53.85 | 48.81' RT | 761.73 | 276270.62 | 584084.14 | 230U | 292+35.78 | 54.31' RT | 761.26 | 276254.78 | 584073.85 |
| 204U | 291+64.08 | 48.91' RT | 759.72 | 276212.77 | 584015.49 | 213U | 291+67.98 | 59.04' RT | 759.92 | 276207.53 | 584024.99 | 222U | 292+40.78 | 54.26' RT | 761.48 | 276258.04 | 584077.65 | 231U | 292+35.73 | 58.90' RT | 761.46 | 276251.23 | 584076.76 |
| 205U | 291+68.13 | 48.88' RT | 759.51 | 276215.40 | 584018.57 | 214U | 291+72.98 | 59.04' RT | 760.02 | 276210.75 | 584028.82 | 223U | 292+45.78 | 54.32' RT | 761.47 | 276261.21 | 584081.51 | 232U | 291+83.13 | 54.04' RT | 760.26 | 276221.11 | 584033.37 |
| 206U | 291+73.13 | 48.84' RT | 759.62 | 276218.65 | 584022.37 | 215U | 291+78.13 | 59.04' RT | 760.40 | 276214.06 | 584032.76 | 224U | 292+50.78 | 54.32' RT | 761.57 | 276264.42 | 584085.34 | 233U | 291+83.13 | 59.05' RT | 760.51 | 276217.27 | 584036.60 |
| 207U | 291+78.13 | 48.80' RT | 760.03 | 276221.90 | 584026.18 | 216U | 292+42.83 | 46.29' RT | 761.10 | 276265.45 | 584074.09 | 225U | 292+55.78 | 54.33' RT | 761.68 | 276267.64 | 584089.17 | | | | | | |
| 208U | 291+60.59 | 54.03' RT | 759.79 | 276206.61 | 584016.11 | 217U | 292+53.84 | 46.22' RT | 761.35 | 276272.59 | 584082.47 | 226U | 292+40.72 | 59.26' RT | 761.56 | 276254.17 | 584080.82 | | | | | | |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 63RD ST | SHEET 94 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023143B
PLOT DATE : 7/15/2024 1:12 PM
PLOT BY : HOELZER, JACOB M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

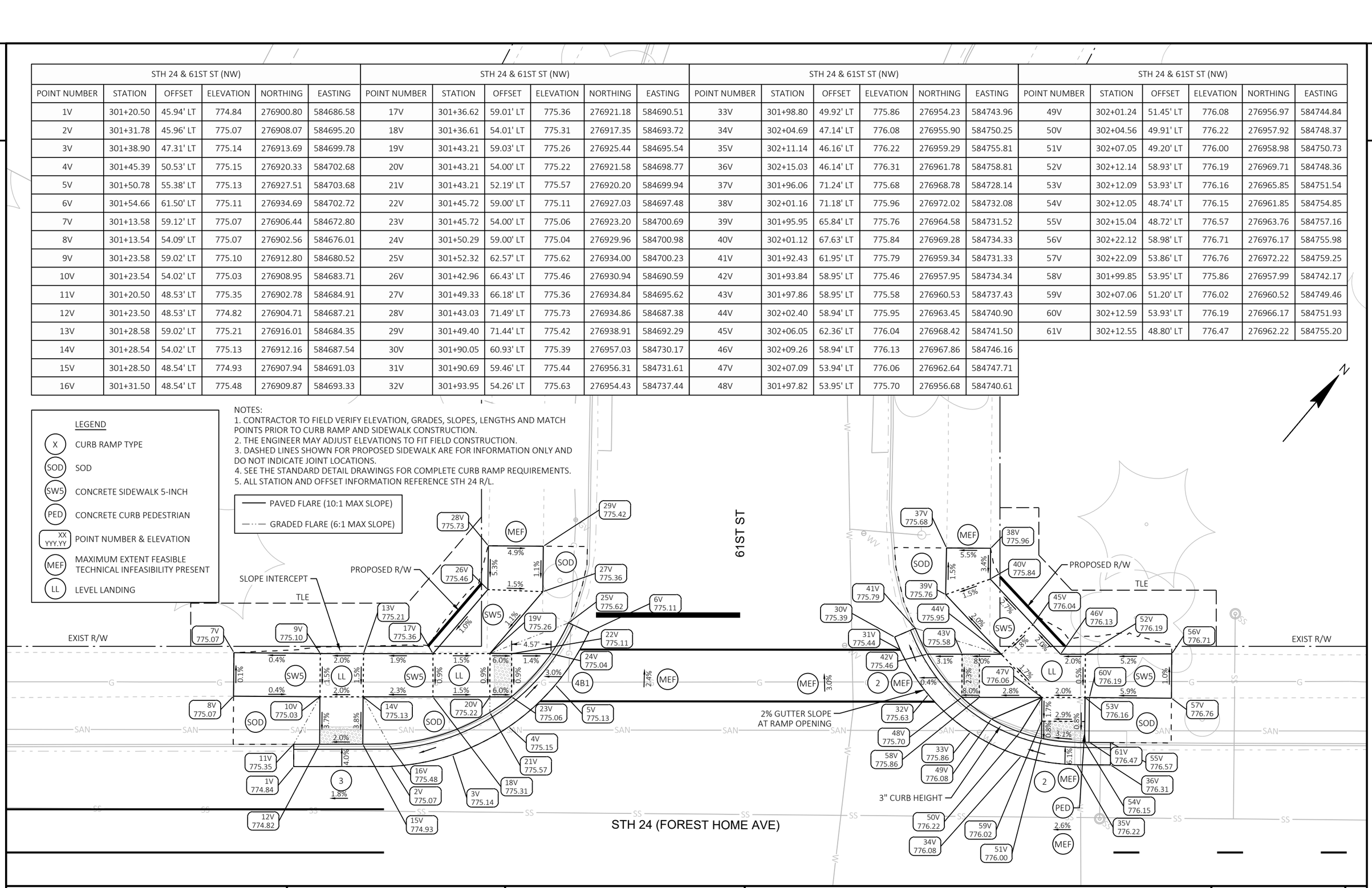
| STH 24 & 61ST ST (NW) | | | | | | STH 24 & 61ST ST (NW) | | | | | | STH 24 & 61ST ST (NW) | | | | | | STH 24 & 61ST ST (NW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1V | 301+20.50 | 45.94' LT | 774.84 | 276900.80 | 584686.58 | 17V | 301+36.62 | 59.01' LT | 775.36 | 276921.18 | 584690.51 | 33V | 301+98.80 | 49.92' LT | 775.86 | 276954.23 | 584743.96 | 49V | 302+01.24 | 51.45' LT | 776.08 | 276956.97 | 584744.84 |
| 2V | 301+31.78 | 45.96' LT | 775.07 | 276908.07 | 584695.20 | 18V | 301+36.61 | 54.01' LT | 775.31 | 276917.35 | 584693.72 | 34V | 302+04.69 | 47.14' LT | 776.08 | 276955.90 | 584750.25 | 50V | 302+04.56 | 49.91' LT | 776.22 | 276957.92 | 584748.37 |
| 3V | 301+38.90 | 47.31' LT | 775.14 | 276913.69 | 584699.78 | 19V | 301+43.21 | 59.03' LT | 775.26 | 276925.44 | 584695.54 | 35V | 302+11.14 | 46.16' LT | 776.22 | 276959.29 | 584755.81 | 51V | 302+07.05 | 49.20' LT | 776.00 | 276958.98 | 584750.73 |
| 4V | 301+45.39 | 50.53' LT | 775.15 | 276920.33 | 584702.68 | 20V | 301+43.21 | 54.00' LT | 775.22 | 276921.58 | 584698.77 | 36V | 302+15.03 | 46.14' LT | 776.31 | 276961.78 | 584758.81 | 52V | 302+12.14 | 58.93' LT | 776.19 | 276969.71 | 584748.36 |
| 5V | 301+50.78 | 55.38' LT | 775.13 | 276927.51 | 584703.68 | 21V | 301+43.21 | 52.19' LT | 775.57 | 276920.20 | 584699.94 | 37V | 301+96.06 | 71.24' LT | 775.68 | 276968.78 | 584728.14 | 53V | 302+12.09 | 53.93' LT | 776.16 | 276965.85 | 584751.54 |
| 6V | 301+54.66 | 61.50' LT | 775.11 | 276934.69 | 584702.72 | 22V | 301+45.72 | 59.00' LT | 775.11 | 276927.03 | 584697.48 | 38V | 302+01.16 | 71.18' LT | 775.96 | 276972.02 | 584732.08 | 54V | 302+12.05 | 48.74' LT | 776.15 | 276961.85 | 584754.85 |
| 7V | 301+13.58 | 59.12' LT | 775.07 | 276906.44 | 584672.80 | 23V | 301+45.72 | 54.00' LT | 775.06 | 276923.20 | 584700.69 | 39V | 301+95.95 | 65.84' LT | 775.76 | 276964.58 | 584731.52 | 55V | 302+15.04 | 48.72' LT | 776.57 | 276963.76 | 584757.16 |
| 8V | 301+13.54 | 54.09' LT | 775.07 | 276902.56 | 584676.01 | 24V | 301+50.29 | 59.00' LT | 775.04 | 276929.96 | 584700.98 | 40V | 302+01.12 | 67.63' LT | 775.84 | 276969.28 | 584734.33 | 56V | 302+22.12 | 58.98' LT | 776.71 | 276976.17 | 584755.98 |
| 9V | 301+23.58 | 59.02' LT | 775.10 | 276912.80 | 584680.52 | 25V | 301+52.32 | 62.57' LT | 775.62 | 276934.00 | 584700.23 | 41V | 301+92.43 | 61.95' LT | 775.79 | 276959.34 | 584731.33 | 57V | 302+22.09 | 53.86' LT | 776.76 | 276972.22 | 584759.25 |
| 10V | 301+23.54 | 54.02' LT | 775.03 | 276908.95 | 584683.71 | 26V | 301+42.96 | 66.43' LT | 775.46 | 276930.94 | 584690.59 | 42V | 301+93.84 | 58.95' LT | 775.46 | 276957.95 | 584734.34 | 58V | 301+99.85 | 53.95' LT | 775.86 | 276957.99 | 584742.17 |
| 11V | 301+20.50 | 48.53' LT | 775.35 | 276902.78 | 584684.91 | 27V | 301+49.33 | 66.18' LT | 775.36 | 276934.84 | 584695.62 | 43V | 301+97.86 | 58.95' LT | 775.58 | 276960.53 | 584737.43 | 59V | 302+07.06 | 51.20' LT | 776.02 | 276960.52 | 584749.46 |
| 12V | 301+23.50 | 48.53' LT | 774.82 | 276904.71 | 584687.21 | 28V | 301+43.03 | 71.49' LT | 775.73 | 276934.86 | 584687.38 | 44V | 302+02.40 | 58.94' LT | 775.95 | 276963.45 | 584740.90 | 60V | 302+12.59 | 53.93' LT | 776.19 | 276966.17 | 584751.93 |
| 13V | 301+28.58 | 59.02' LT | 775.21 | 276916.01 | 584684.35 | 29V | 301+49.40 | 71.44' LT | 775.42 | 276938.91 | 584692.29 | 45V | 302+06.05 | 62.36' LT | 776.04 | 276968.42 | 584741.50 | 61V | 302+12.55 | 48.80' LT | 776.47 | 276962.22 | 584755.20 |
| 14V | 301+28.54 | 54.02' LT | 775.13 | 276912.16 | 584687.54 | 30V | 301+90.05 | 60.93' LT | 775.39 | 276957.03 | 584730.17 | 46V | 302+09.26 | 58.94' LT | 776.13 | 276967.86 | 584746.16 | | | | | | |
| 15V | 301+28.50 | 48.54' LT | 774.93 | 276907.94 | 584691.03 | 31V | 301+90.69 | 59.46' LT | 775.44 | 276956.31 | 584731.61 | 47V | 302+07.09 | 53.94' LT | 776.06 | 276962.64 | 584747.71 | | | | | | |
| 16V | 301+31.50 | 48.54' LT | 775.48 | 276909.87 | 584693.33 | 32V | 301+93.95 | 54.26' LT | 775.63 | 276954.43 | 584737.44 | 48V | 301+97.82 | 53.95' LT | 775.70 | 276956.68 | 584740.61 | | | | | | |

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX / YYY.YY) POINT NUMBER & ELEVATION
- (MEF) MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- (LL) LEVEL LANDING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

PAVED FLARE (10:1 MAX SLOPE)
GRADED FLARE (6:1 MAX SLOPE)




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 61ST ST | SHEET 95 | E |
|---|---|---|---|---|---|

| STH 24 & 61ST ST (MEDIAN) | | | | | | STH 24 & 61ST ST (MEDIAN) | | | | | | STH 24 & 61ST ST (MEDIAN) | | | | | | STH 24 & 61ST ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100V | 301+22.72 | 13.95' LT | 775.60 | 276877.74 | 584708.86 | 109V | 301+28.68 | 6.34' LT | 776.28 | 276875.75 | 584718.31 | 118V | 302+06.26 | 11.38' LT | 777.50 | 276929.53 | 584774.46 | 127V | 302+06.68 | 1.46' LT | 777.00 | 276922.20 | 584781.17 |
| 101V | 301+28.72 | 13.93' LT | 775.69 | 276881.59 | 584713.47 | 110V | 301+22.57 | 7.05' RT | 776.28 | 276861.57 | 584722.26 | 119V | 302+06.76 | 11.38' LT | 776.92 | 276929.85 | 584774.84 | 128V | 302+11.65 | 2.34' RT | 777.08 | 276922.49 | 584787.42 |
| 102V | 301+22.71 | 11.37' LT | 776.16 | 276875.76 | 584710.52 | 111V | 301+23.07 | 6.84' RT | 775.72 | 276862.06 | 584722.51 | 120V | 302+11.76 | 11.37' LT | 777.01 | 276933.06 | 584778.68 | 129V | 302+12.15 | 2.69' RT | 777.76 | 276922.54 | 584788.02 |
| 103V | 301+23.21 | 11.36' LT | 775.66 | 276876.08 | 584710.90 | 112V | 301+28.09 | 4.51' RT | 775.77 | 276867.07 | 584724.85 | 121V | 302+12.26 | 11.37' LT | 777.59 | 276933.38 | 584779.06 | 130V | 302+04.52 | 0.11' RT | 776.95 | 276919.61 | 584780.53 |
| 104V | 301+28.21 | 11.35' LT | 775.73 | 276879.28 | 584714.74 | 113V | 301+28.59 | 4.26' RT | 776.35 | 276867.58 | 584725.07 | 122V | 302+06.22 | 7.39' LT | 777.44 | 276926.45 | 584777.01 | 131V | 302+10.67 | 4.81' RT | 777.06 | 276919.97 | 584788.26 |
| 105V | 301+28.71 | 11.35' LT | 776.26 | 276879.60 | 584715.12 | 114V | 301+23.59 | 9.43' RT | 775.69 | 276860.41 | 584724.57 | 123V | 302+06.72 | 7.38' LT | 776.94 | 276926.77 | 584777.39 | 132V | 301+22.63 | 0.54' LT | 776.29 | 276867.41 | 584717.42 |
| 106V | 301+22.68 | 6.39' LT | 776.21 | 276871.93 | 584713.69 | 115V | 301+29.75 | 6.57' RT | 775.76 | 276866.56 | 584727.44 | 124V | 302+06.19 | 3.46' LT | 777.49 | 276923.42 | 584779.51 | 133V | 301+23.13 | 0.53' LT | 775.80 | 276867.73 | 584717.81 |
| 107V | 301+23.18 | 6.39' LT | 775.71 | 276872.24 | 584714.08 | 116V | 302+06.26 | 13.97' LT | 776.87 | 276931.51 | 584772.80 | 125V | 302+06.69 | 3.46' LT | 776.99 | 276923.74 | 584779.89 | 134V | 301+28.13 | 0.49' LT | 775.82 | 276870.92 | 584721.66 |
| 108V | 301+28.18 | 6.35' LT | 775.78 | 276875.43 | 584717.93 | 117V | 302+12.26 | 13.95' LT | 776.98 | 276935.36 | 584777.40 | 126V | 302+06.18 | 1.87' LT | 777.56 | 276922.20 | 584780.52 | 135V | 301+28.63 | 0.49' LT | 776.32 | 276871.24 | 584722.05 |

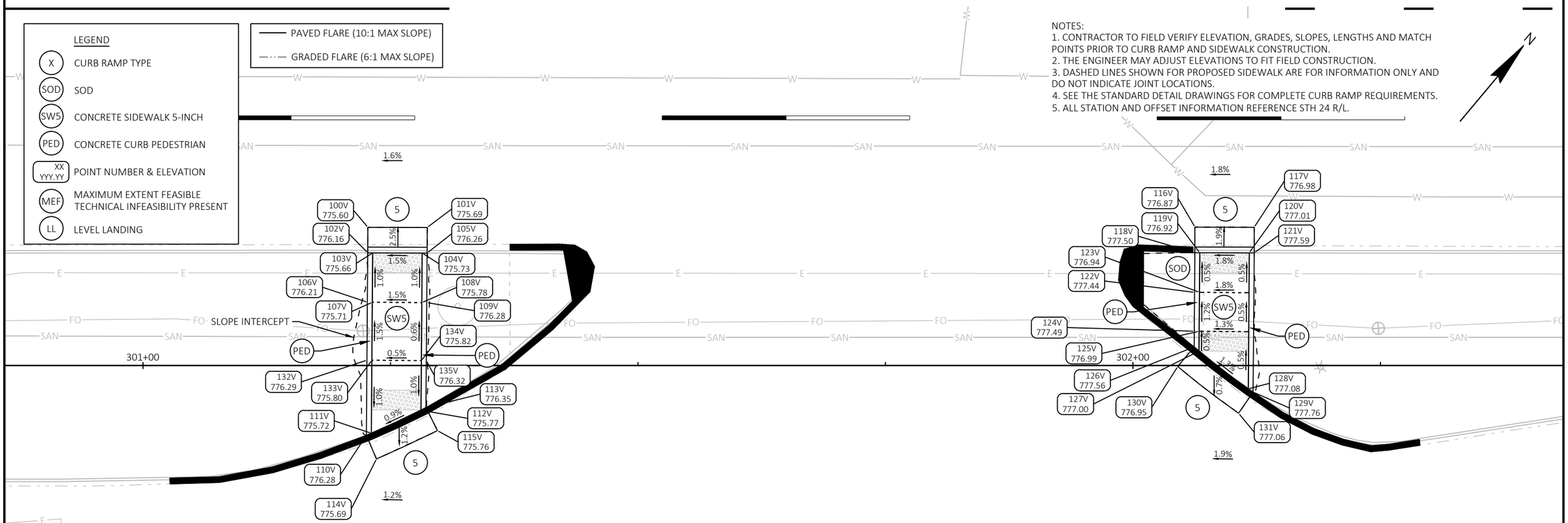
LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

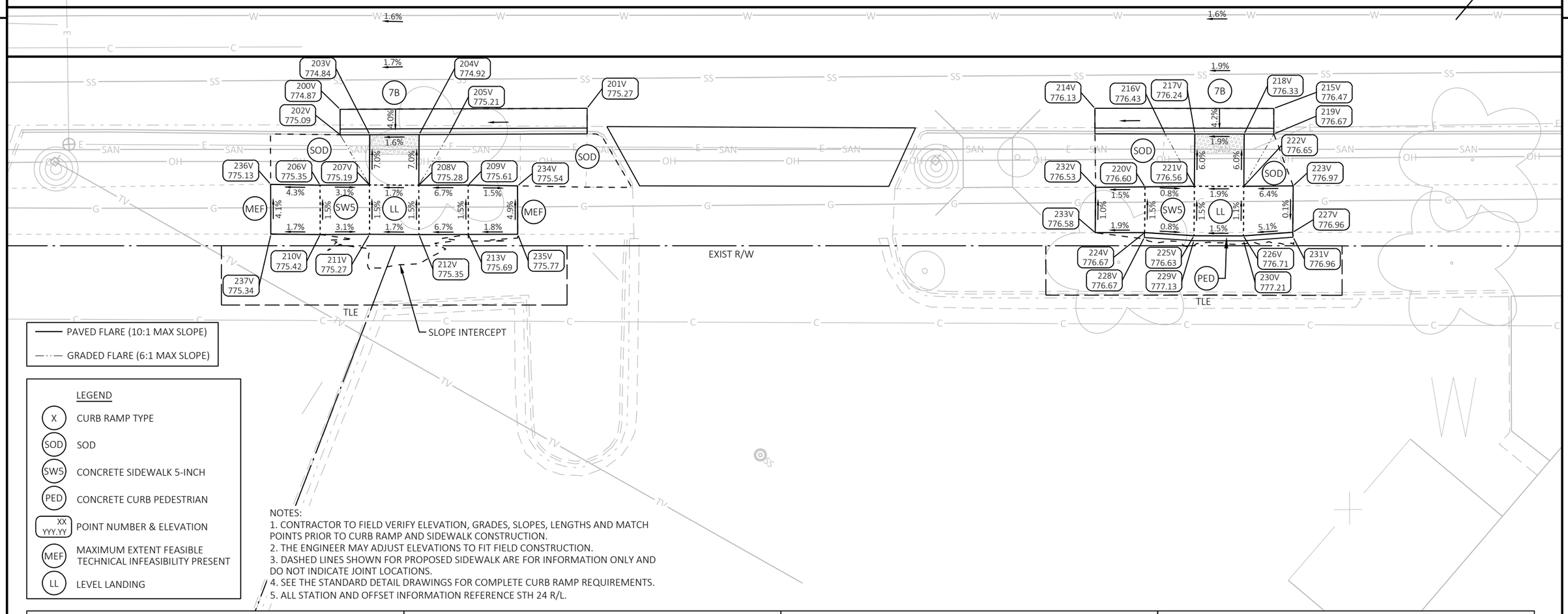
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 61ST ST | SHEET 96 | E |
|---|---|---|---|---|---|

STH 24 (FOREST HOME AVE)

2

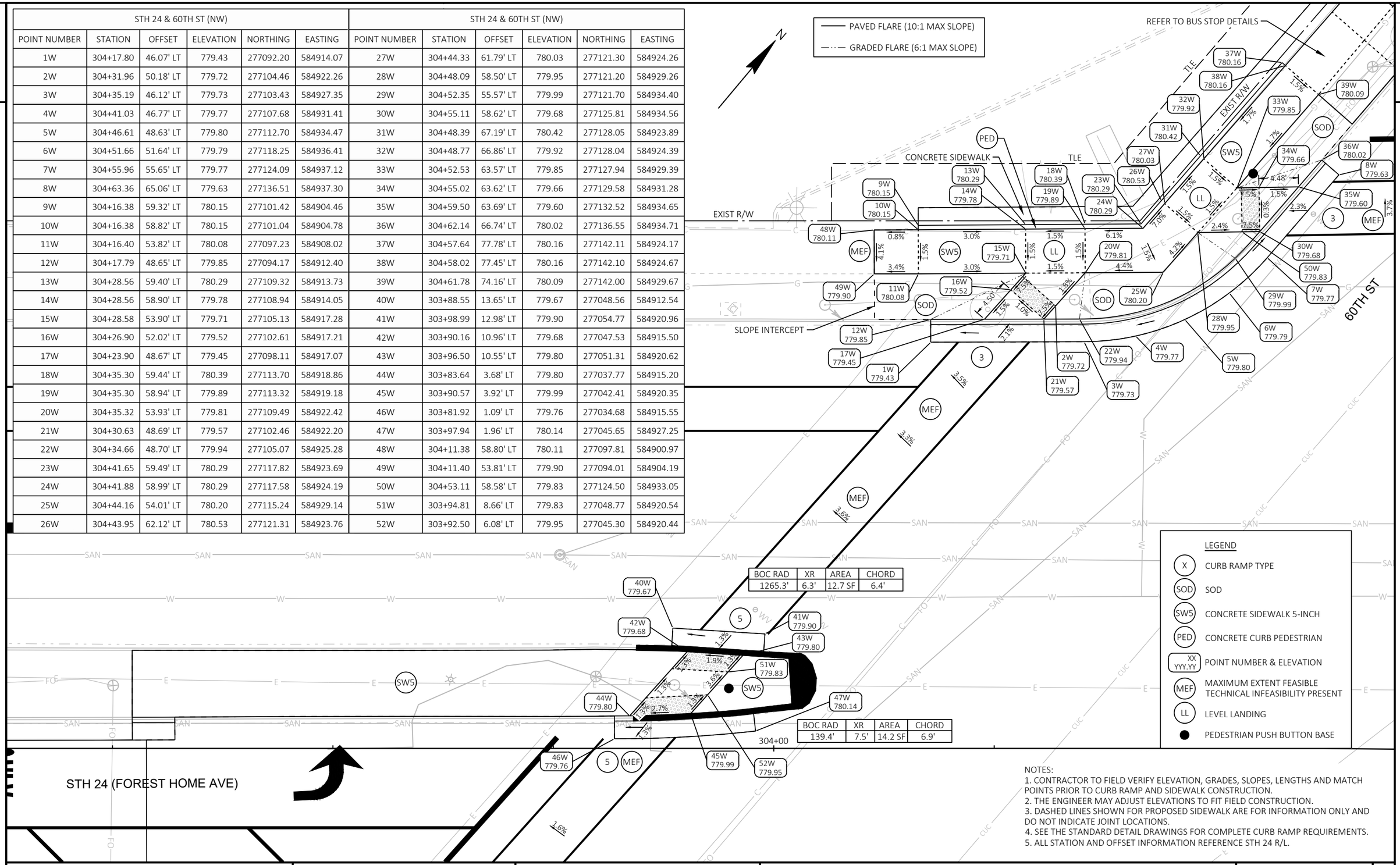



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
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4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & 61ST ST (SE) | | | | | | STH 24 & 61ST ST (SE) | | | | | | STH 24 & 61ST ST (SE) | | | | | | STH 24 & 61ST ST (SE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200V | 301+19.74 | 46.32' RT | 774.87 | 276829.68 | 584745.36 | 210V | 301+17.73 | 59.00' RT | 775.42 | 276818.68 | 584751.98 | 220V | 302+01.25 | 54.18' RT | 776.60 | 276876.12 | 584812.81 | 230V | 302+11.23 | 59.64' RT | 777.21 | 276878.36 | 584823.96 |
| 201V | 301+44.75 | 46.23' RT | 775.27 | 276845.85 | 584764.45 | 211V | 301+22.73 | 58.98' RT | 775.27 | 276821.92 | 584755.80 | 221V | 302+06.25 | 54.13' RT | 776.56 | 276879.38 | 584816.60 | 231V | 302+16.25 | 59.28' RT | 776.96 | 276881.87 | 584827.57 |
| 202V | 301+19.75 | 48.91' RT | 775.09 | 276827.71 | 584747.03 | 212V | 301+27.73 | 59.02' RT | 775.35 | 276825.11 | 584759.65 | 222V | 302+11.25 | 54.12' RT | 776.65 | 276882.60 | 584820.43 | 232V | 301+96.25 | 54.23' RT | 776.53 | 276872.86 | 584809.01 |
| 203V | 301+22.75 | 48.89' RT | 774.84 | 276829.65 | 584749.32 | 213V | 301+32.73 | 59.00' RT | 775.69 | 276828.34 | 584763.46 | 223V | 302+16.25 | 54.07' RT | 776.97 | 276885.85 | 584824.23 | 233V | 301+96.21 | 58.82' RT | 776.58 | 276869.33 | 584811.94 |
| 204V | 301+27.75 | 48.88' RT | 774.92 | 276832.88 | 584753.14 | 214V | 301+96.17 | 46.23' RT | 776.13 | 276878.94 | 584803.81 | 224V | 302+01.21 | 58.81' RT | 776.67 | 276872.55 | 584815.76 | 234V | 301+37.71 | 54.08' RT | 775.54 | 276835.31 | 584764.11 |
| 205V | 301+30.75 | 48.86' RT | 775.21 | 276834.82 | 584755.42 | 215V | 302+14.29 | 46.24' RT | 776.47 | 276890.59 | 584817.69 | 225V | 302+06.21 | 59.13' RT | 776.63 | 276875.52 | 584819.79 | 235V | 301+37.73 | 58.98' RT | 775.77 | 276831.57 | 584767.28 |
| 206V | 301+17.71 | 54.00' RT | 775.35 | 276822.50 | 584748.75 | 216V | 302+03.29 | 48.82' RT | 776.43 | 276881.53 | 584810.92 | 226V | 302+11.21 | 59.14' RT | 776.71 | 276878.73 | 584823.63 | 236V | 301+12.71 | 53.92' RT | 775.13 | 276819.35 | 584744.87 |
| 207V | 301+22.71 | 53.98' RT | 775.19 | 276825.73 | 584752.57 | 217V | 302+06.29 | 48.82' RT | 776.24 | 276883.47 | 584813.22 | 227V | 302+16.21 | 58.78' RT | 776.96 | 276882.23 | 584827.22 | 237V | 301+12.73 | 58.96' RT | 775.34 | 276815.50 | 584748.13 |
| 208V | 301+27.71 | 54.02' RT | 775.28 | 276828.92 | 584756.41 | 218V | 302+11.29 | 48.82' RT | 776.33 | 276886.68 | 584817.05 | 228V | 302+01.18 | 59.31' RT | 776.67 | 276872.15 | 584816.06 | | | | | | |
| 209V | 301+32.71 | 54.00' RT | 775.61 | 276832.16 | 584760.23 | 219V | 302+14.29 | 48.82' RT | 776.67 | 276888.61 | 584819.35 | 229V | 302+06.19 | 59.63' RT | 777.13 | 276875.13 | 584820.10 | | | | | | |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 61ST ST | SHEET 97 | E |
|---|---|---|---|---|---|

| STH 24 & 60TH ST (NW) | | | | | | STH 24 & 60TH ST (NW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1W | 304+17.80 | 46.07' LT | 779.43 | 277092.20 | 584914.07 | 27W | 304+44.33 | 61.79' LT | 780.03 | 277121.30 | 584924.26 |
| 2W | 304+31.96 | 50.18' LT | 779.72 | 277104.46 | 584922.26 | 28W | 304+48.09 | 58.50' LT | 779.95 | 277121.20 | 584929.26 |
| 3W | 304+35.19 | 46.12' LT | 779.73 | 277103.43 | 584927.35 | 29W | 304+52.35 | 55.57' LT | 779.99 | 277121.70 | 584934.40 |
| 4W | 304+41.03 | 46.77' LT | 779.77 | 277107.68 | 584931.41 | 30W | 304+55.11 | 58.62' LT | 779.68 | 277125.81 | 584934.56 |
| 5W | 304+46.61 | 48.63' LT | 779.80 | 277112.70 | 584934.47 | 31W | 304+48.39 | 67.19' LT | 780.42 | 277128.05 | 584923.89 |
| 6W | 304+51.66 | 51.64' LT | 779.79 | 277118.25 | 584936.41 | 32W | 304+48.77 | 66.86' LT | 779.92 | 277128.04 | 584924.39 |
| 7W | 304+55.96 | 55.65' LT | 779.77 | 277124.09 | 584937.12 | 33W | 304+52.53 | 63.57' LT | 779.85 | 277127.94 | 584929.39 |
| 8W | 304+63.36 | 65.06' LT | 779.63 | 277136.51 | 584937.30 | 34W | 304+55.02 | 63.62' LT | 779.66 | 277129.58 | 584931.28 |
| 9W | 304+16.38 | 59.32' LT | 780.15 | 277101.42 | 584904.46 | 35W | 304+59.50 | 63.69' LT | 779.60 | 277132.52 | 584934.65 |
| 10W | 304+16.38 | 58.82' LT | 780.15 | 277101.04 | 584904.78 | 36W | 304+62.14 | 66.74' LT | 780.02 | 277136.55 | 584934.71 |
| 11W | 304+16.40 | 53.82' LT | 780.08 | 277097.23 | 584908.02 | 37W | 304+57.64 | 77.78' LT | 780.16 | 277142.11 | 584924.17 |
| 12W | 304+17.79 | 48.65' LT | 779.85 | 277094.17 | 584912.40 | 38W | 304+58.02 | 77.45' LT | 780.16 | 277142.10 | 584924.67 |
| 13W | 304+28.56 | 59.40' LT | 780.29 | 277109.32 | 584913.73 | 39W | 304+61.78 | 74.16' LT | 780.09 | 277142.00 | 584929.67 |
| 14W | 304+28.56 | 58.90' LT | 779.78 | 277108.94 | 584914.05 | 40W | 303+88.55 | 13.65' LT | 779.67 | 277048.56 | 584912.54 |
| 15W | 304+28.58 | 53.90' LT | 779.71 | 277105.13 | 584917.28 | 41W | 303+98.99 | 12.98' LT | 779.90 | 277054.77 | 584920.96 |
| 16W | 304+26.90 | 52.02' LT | 779.52 | 277102.61 | 584917.21 | 42W | 303+90.16 | 10.96' LT | 779.68 | 277047.53 | 584915.50 |
| 17W | 304+23.90 | 48.67' LT | 779.45 | 277098.11 | 584917.07 | 43W | 303+96.50 | 10.55' LT | 779.80 | 277051.31 | 584920.62 |
| 18W | 304+35.30 | 59.44' LT | 780.39 | 277113.70 | 584918.86 | 44W | 303+83.64 | 3.68' LT | 779.80 | 277037.77 | 584915.20 |
| 19W | 304+35.30 | 58.94' LT | 779.89 | 277113.32 | 584919.18 | 45W | 303+90.57 | 3.92' LT | 779.99 | 277042.41 | 584920.35 |
| 20W | 304+35.32 | 53.93' LT | 779.81 | 277109.49 | 584922.42 | 46W | 303+81.92 | 1.09' LT | 779.76 | 277034.68 | 584915.55 |
| 21W | 304+30.63 | 48.69' LT | 779.57 | 277102.46 | 584922.20 | 47W | 303+97.94 | 1.96' LT | 780.14 | 277045.65 | 584927.25 |
| 22W | 304+34.66 | 48.70' LT | 779.94 | 277105.07 | 584925.28 | 48W | 304+11.38 | 58.80' LT | 780.11 | 277097.81 | 584900.97 |
| 23W | 304+41.65 | 59.49' LT | 780.29 | 277117.82 | 584923.69 | 49W | 304+11.40 | 53.81' LT | 779.90 | 277094.01 | 584904.19 |
| 24W | 304+41.88 | 58.99' LT | 780.29 | 277117.58 | 584924.19 | 50W | 304+53.11 | 58.58' LT | 779.83 | 277124.50 | 584933.05 |
| 25W | 304+44.16 | 54.01' LT | 780.20 | 277115.24 | 584929.14 | 51W | 303+94.81 | 8.66' LT | 779.83 | 277048.77 | 584920.54 |
| 26W | 304+43.95 | 62.12' LT | 780.53 | 277121.31 | 584923.76 | 52W | 303+92.50 | 6.08' LT | 779.95 | 277045.30 | 584920.44 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 60TH ST | SHEET 98 | E |
|---|---|---|---|---|---|

| STH 24 & 60TH ST (NE) | | | | | | STH 24 & 60TH ST (NE) | | | | | | STH 24 & 60TH ST (NE) | | | | | | STH 24 & 60TH ST (NE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100W | 305+33.89 | 82.41' LT | 780.25 | 277194.69 | 584980.77 | 113W | 305+25.91 | 60.54' LT | 780.33 | 277172.73 | 584988.49 | 126W | 305+79.94 | 72.06' LT | 779.60 | 277215.93 | 585022.93 | 139W | 305+84.57 | 49.69' LT | 779.77 | 277201.59 | 585040.71 |
| 101W | 305+28.44 | 75.55' LT | 780.25 | 277185.93 | 584980.91 | 114W | 305+77.90 | 73.64' LT | 779.42 | 277215.85 | 585020.34 | 127W | 305+77.35 | 66.98' LT | 779.44 | 277210.36 | 585024.14 | 140W | 305+85.04 | 49.48' LT | 779.99 | 277201.72 | 585041.20 |
| 102W | 305+23.08 | 68.62' LT | 780.25 | 277177.17 | 584981.17 | 115W | 305+75.47 | 69.43' LT | 779.49 | 277211.06 | 585021.14 | 128W | 305+82.89 | 67.14' LT | 779.81 | 277214.00 | 585028.32 | 141W | 305+90.92 | 48.41' LT | 779.99 | 277204.63 | 585046.41 |
| 103W | 305+17.82 | 61.61' LT | 780.29 | 277168.42 | 584981.56 | 116W | 305+74.26 | 64.72' LT | 779.57 | 277206.65 | 585023.20 | 129W | 305+89.58 | 67.33' LT | 779.92 | 277218.39 | 585033.37 | 142W | 306+01.90 | 58.94' LT | 780.19 | 277219.73 | 585048.22 |
| 104W | 305+12.65 | 54.53' LT | 780.33 | 277159.67 | 584982.06 | 117W | 305+74.36 | 59.86' LT | 779.63 | 277202.96 | 585026.35 | 130W | 305+76.74 | 61.97' LT | 779.53 | 277206.10 | 585026.86 | 143W | 306+01.93 | 53.94' LT | 780.03 | 277215.89 | 585051.41 |
| 105W | 305+18.98 | 49.22' LT | 780.38 | 277159.58 | 584990.33 | 118W | 305+75.75 | 55.20' LT | 779.70 | 277200.24 | 585030.39 | 131W | 305+83.03 | 62.14' LT | 779.90 | 277210.23 | 585031.60 | 144W | 305+88.11 | 73.37' LT | 779.87 | 277222.13 | 585028.40 |
| 106W | 305+25.24 | 55.96' LT | 780.34 | 277168.76 | 584990.88 | 119W | 305+77.71 | 51.95' LT | 779.75 | 277198.98 | 585033.97 | 132W | 305+77.44 | 57.98' LT | 779.84 | 277203.47 | 585029.93 | 145W | 305+91.95 | 70.15' LT | 779.94 | 277222.08 | 585033.41 |
| 107W | 305+31.40 | 62.78' LT | 780.15 | 277177.94 | 584991.31 | 120W | 305+80.39 | 49.26' LT | 779.80 | 277198.60 | 585037.74 | 133W | 305+78.11 | 56.25' LT | 779.87 | 277202.55 | 585031.54 | 146W | 305+96.90 | 58.87' LT | 780.15 | 277216.50 | 585044.40 |
| 108W | 305+37.48 | 69.68' LT | 780.07 | 277187.13 | 584991.63 | 121W | 305+83.62 | 47.28' LT | 779.82 | 277199.12 | 585041.50 | 134W | 305+83.02 | 56.47' LT | 779.98 | 277205.84 | 585035.20 | 147W | 305+96.93 | 53.87' LT | 780.07 | 277212.66 | 585047.59 |
| 109W | 305+43.48 | 76.65' LT | 780.01 | 277196.33 | 584991.84 | 122W | 305+87.24 | 46.12' LT | 779.83 | 277200.52 | 585045.03 | 135W | 305+80.53 | 52.63' LT | 779.68 | 277201.29 | 585035.71 | 148W | 305+77.49 | 61.99' LT | 779.54 | 277206.59 | 585027.43 |
| 110W | 305+23.94 | 65.49' LT | 780.29 | 277175.30 | 584983.83 | 123W | 305+90.71 | 45.84' LT | 779.83 | 277202.51 | 585047.89 | 136W | 305+90.48 | 58.77' LT | 780.09 | 277212.36 | 585039.51 | 149W | 305+85.81 | 51.58' LT | 779.92 | 277203.83 | 585040.46 |
| 111W | 305+20.12 | 60.38' LT | 780.38 | 277168.92 | 584984.12 | 124W | 305+91.33 | 77.20' LT | 779.84 | 277227.13 | 585028.46 | 137W | 305+87.21 | 53.74' LT | 780.06 | 277206.39 | 585040.17 | | | | | | |
| 112W | 305+30.52 | 65.67' LT | 780.17 | 277179.62 | 584988.79 | 125W | 305+95.16 | 73.98' LT | 779.97 | 277227.07 | 585033.46 | 138W | 305+87.82 | 53.75' LT | 780.06 | 277206.78 | 585040.63 | | | | | | |

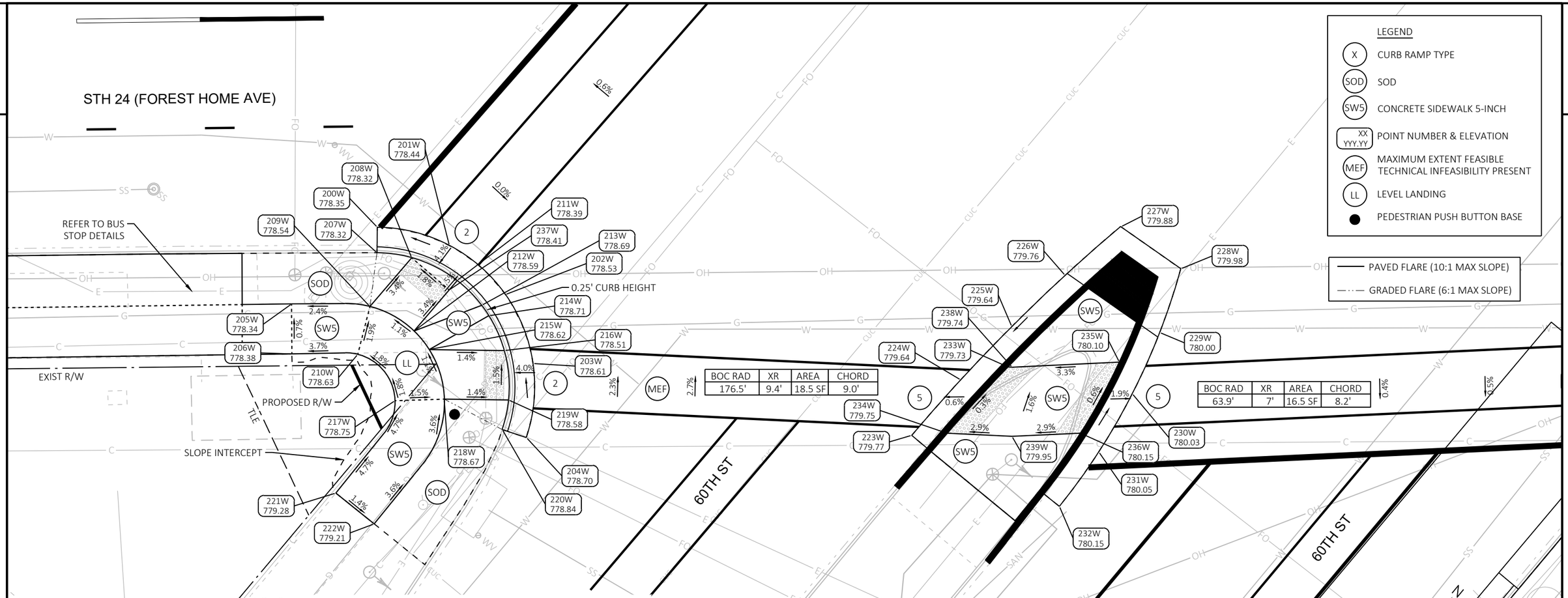
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

LEGEND
- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING
- PEDESTRIAN PUSH BUTTON BASE
- PAVED FLARE (10:1 MAX SLOPE)
- GRADED FLARE (6:1 MAX SLOPE)

60TH ST
EXIST R/W
ASPHALTIC SURFACE
PROPOSED R/W
0.25' CURB HEIGHT
REPLACE ASPHALT WITH CONCRETE SIDEWALK
STH 24 (FOREST HOME AVE)
N

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 60TH ST | SHEET 99 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023147
PLOT DATE : 7/22/2024 9:34 AM
PLOT BY : HOELZER, JACOB M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & 60TH ST (SW) | | | | | | STH 24 & 60TH ST (SW) | | | | | | STH 24 & 60TH ST (SW) | | | | | | STH 24 & 60TH ST (SW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200W | 303+32.65 | 46.23' RT | 778.35 | 276966.75 | 584908.29 | 210W | 303+30.53 | 59.09' RT | 778.63 | 276955.55 | 584914.93 | 220W | 303+45.07 | 66.85' RT | 778.84 | 276958.97 | 584931.06 | 230W | 304+08.91 | 63.95' RT | 780.03 | 277002.26 | 584978.06 |
| 201W | 303+39.93 | 48.17' RT | 778.44 | 276969.96 | 584915.10 | 211W | 303+40.67 | 51.73' RT | 778.39 | 276967.71 | 584917.96 | 221W | 303+28.16 | 73.10' RT | 779.28 | 276943.29 | 584922.13 | 231W | 304+05.45 | 69.80' RT | 780.05 | 276995.56 | 584979.18 |
| 202W | 303+45.54 | 53.19' RT | 778.53 | 276969.72 | 584922.63 | 212W | 303+36.25 | 56.78' RT | 778.59 | 276960.99 | 584917.83 | 222W | 303+32.00 | 76.27' RT | 779.21 | 276943.34 | 584927.11 | 232W | 304+01.41 | 75.27' RT | 780.15 | 276988.77 | 584979.60 |
| 203W | 303+48.27 | 60.21' RT | 778.61 | 276966.10 | 584929.23 | 213W | 303+43.13 | 54.26' RT | 778.69 | 276967.35 | 584921.47 | 223W | 303+86.53 | 67.91' RT | 779.77 | 276984.83 | 584963.48 | 233W | 303+96.34 | 61.09' RT | 779.73 | 276996.36 | 584966.60 |
| 204W | 303+47.51 | 67.70' RT | 778.70 | 276959.88 | 584933.47 | 214W | 303+43.84 | 55.31' RT | 778.71 | 276967.01 | 584922.69 | 224W | 303+91.55 | 62.35' RT | 779.64 | 276992.31 | 584963.74 | 234W | 303+90.12 | 67.74' RT | 779.75 | 276987.27 | 584966.12 |
| 205W | 303+23.88 | 53.90' RT | 778.34 | 276955.24 | 584906.50 | 215W | 303+37.76 | 58.68' RT | 778.62 | 276960.51 | 584920.21 | 225W | 303+96.79 | 57.01' RT | 779.64 | 276999.77 | 584964.31 | 235W | 304+07.64 | 60.73' RT | 780.10 | 277003.91 | 584975.02 |
| 206W | 303+23.86 | 58.96' RT | 778.38 | 276951.36 | 584909.75 | 216W | 303+45.37 | 58.86' RT | 778.51 | 276965.27 | 584926.14 | 226W | 304+02.24 | 51.88' RT | 779.76 | 277007.21 | 584965.19 | 236W | 304+03.62 | 67.88' RT | 780.15 | 276995.85 | 584976.54 |
| 207W | 303+32.59 | 48.82' RT | 778.32 | 276964.74 | 584909.90 | 217W | 303+34.24 | 63.82' RT | 778.75 | 276954.32 | 584920.82 | 227W | 304+07.95 | 47.02' RT | 779.88 | 277014.60 | 584966.43 | 237W | 303+39.86 | 52.66' RT | 778.41 | 276966.48 | 584917.94 |
| 208W | 303+36.10 | 49.36' RT | 778.32 | 276966.57 | 584912.94 | 218W | 303+39.24 | 63.72' RT | 778.67 | 276957.61 | 584924.58 | 228W | 304+13.96 | 51.34' RT | 779.98 | 277015.16 | 584973.81 | 238W | 303+96.77 | 61.12' RT | 779.74 | 276996.62 | 584966.94 |
| 209W | 303+31.82 | 54.26' RT | 778.54 | 276960.08 | 584912.81 | 219W | 303+45.75 | 63.87' RT | 778.58 | 276961.68 | 584929.66 | 229W | 304+11.76 | 57.78' RT | 780.00 | 277008.82 | 584976.27 | 239W | 303+96.69 | 68.13' RT | 779.95 | 276991.20 | 584971.39 |

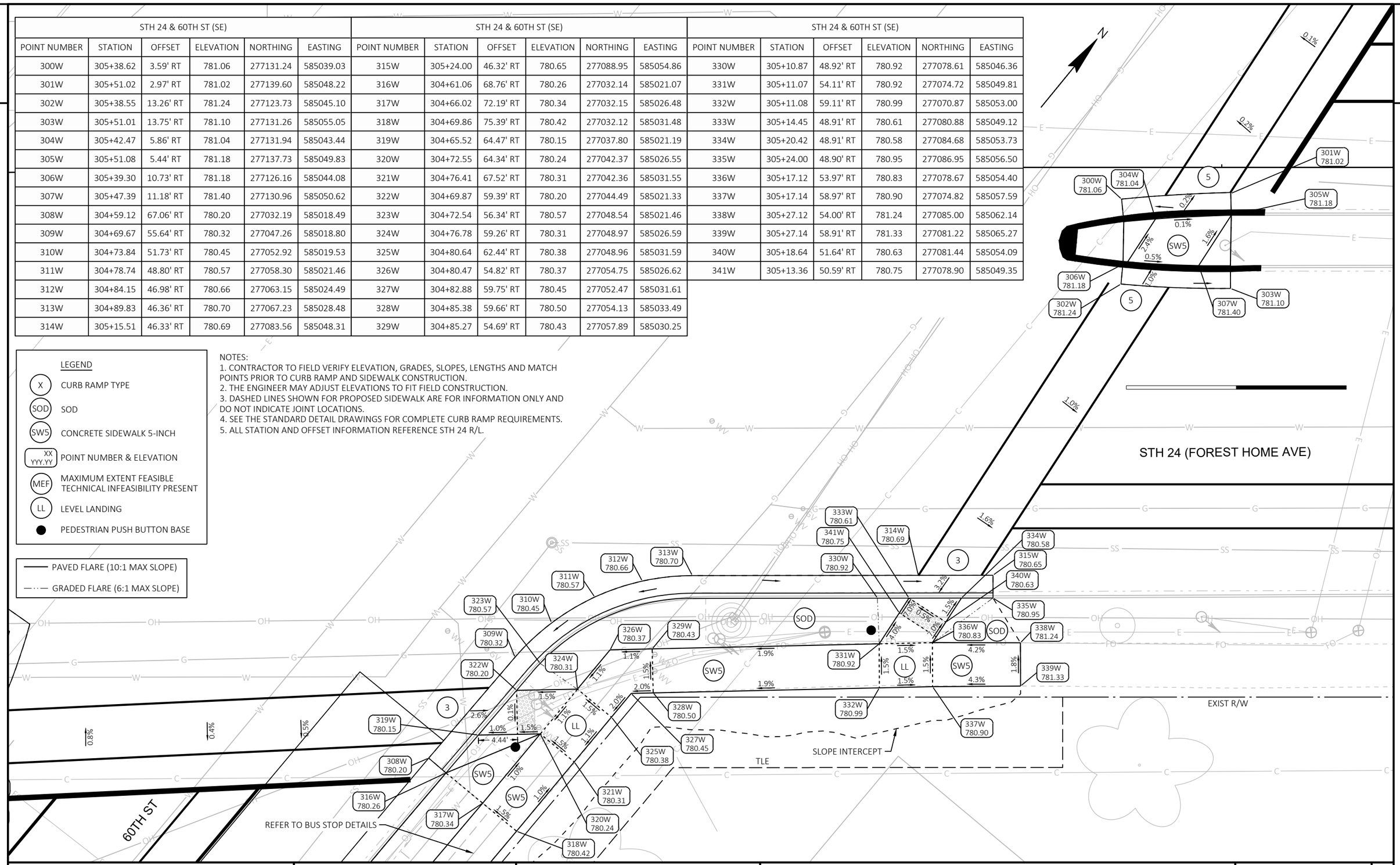
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 60TH ST | SHEET 100 | E |
|---|---|---|---|---|---|

| STH 24 & 60TH ST (SE) | | | | | | STH 24 & 60TH ST (SE) | | | | | | STH 24 & 60TH ST (SE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 300W | 305+38.62 | 3.59' RT | 781.06 | 277131.24 | 585039.03 | 315W | 305+24.00 | 46.32' RT | 780.65 | 277088.95 | 585054.86 | 330W | 305+10.87 | 48.92' RT | 780.92 | 277078.61 | 585046.36 |
| 301W | 305+51.02 | 2.97' RT | 781.02 | 277139.60 | 585048.22 | 316W | 304+61.06 | 68.76' RT | 780.26 | 277032.14 | 585021.07 | 331W | 305+11.07 | 54.11' RT | 780.92 | 277074.72 | 585049.81 |
| 302W | 305+38.55 | 13.26' RT | 781.24 | 277123.73 | 585045.10 | 317W | 304+66.02 | 72.19' RT | 780.34 | 277032.15 | 585026.48 | 332W | 305+11.08 | 59.11' RT | 780.99 | 277070.87 | 585053.00 |
| 303W | 305+51.01 | 13.75' RT | 781.10 | 277131.26 | 585055.05 | 318W | 304+69.86 | 75.39' RT | 780.42 | 277032.12 | 585031.48 | 333W | 305+14.45 | 48.91' RT | 780.61 | 277080.88 | 585049.12 |
| 304W | 305+42.47 | 5.86' RT | 781.04 | 277131.94 | 585043.44 | 319W | 304+65.52 | 64.47' RT | 780.15 | 277037.80 | 585021.19 | 334W | 305+20.42 | 48.91' RT | 780.58 | 277084.68 | 585053.73 |
| 305W | 305+51.08 | 5.44' RT | 781.18 | 277137.73 | 585049.83 | 320W | 304+72.55 | 64.34' RT | 780.24 | 277042.37 | 585026.55 | 335W | 305+24.00 | 48.90' RT | 780.95 | 277086.95 | 585056.50 |
| 306W | 305+39.30 | 10.73' RT | 781.18 | 277126.16 | 585044.08 | 321W | 304+76.41 | 67.52' RT | 780.31 | 277042.36 | 585031.55 | 336W | 305+17.12 | 53.97' RT | 780.83 | 277078.67 | 585054.40 |
| 307W | 305+47.39 | 11.18' RT | 781.40 | 277130.96 | 585050.62 | 322W | 304+69.87 | 59.39' RT | 780.20 | 277044.49 | 585021.33 | 337W | 305+17.14 | 58.97' RT | 780.90 | 277074.82 | 585057.59 |
| 308W | 304+59.12 | 67.06' RT | 780.20 | 277032.19 | 585018.49 | 323W | 304+72.54 | 56.34' RT | 780.57 | 277048.54 | 585021.46 | 338W | 305+27.12 | 54.00' RT | 781.24 | 277085.00 | 585062.14 |
| 309W | 304+69.67 | 55.64' RT | 780.32 | 277047.26 | 585018.80 | 324W | 304+76.78 | 59.26' RT | 780.31 | 277048.97 | 585026.59 | 339W | 305+27.14 | 58.91' RT | 781.33 | 277081.22 | 585065.27 |
| 310W | 304+73.84 | 51.73' RT | 780.45 | 277052.92 | 585019.53 | 325W | 304+80.64 | 62.44' RT | 780.38 | 277048.96 | 585031.59 | 340W | 305+18.64 | 51.64' RT | 780.63 | 277081.44 | 585054.09 |
| 311W | 304+78.74 | 48.80' RT | 780.57 | 277058.30 | 585021.46 | 326W | 304+80.47 | 54.82' RT | 780.37 | 277054.75 | 585026.62 | 341W | 305+13.36 | 50.59' RT | 780.75 | 277078.90 | 585049.35 |
| 312W | 304+84.15 | 46.98' RT | 780.66 | 277063.15 | 585024.49 | 327W | 304+82.88 | 59.75' RT | 780.45 | 277052.47 | 585031.61 | | | | | | |
| 313W | 304+89.83 | 46.36' RT | 780.70 | 277067.23 | 585028.48 | 328W | 304+85.38 | 59.66' RT | 780.50 | 277054.13 | 585033.49 | | | | | | |
| 314W | 305+15.51 | 46.33' RT | 780.69 | 277083.56 | 585048.31 | 329W | 304+85.27 | 54.69' RT | 780.43 | 277057.89 | 585030.25 | | | | | | |

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SW5) CONCRETE SIDEWALK 5-INCH
- (XX / YYY.YY) POINT NUMBER & ELEVATION
- (MEF) MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- (LL) LEVEL LANDING
- PEDESTRIAN PUSH BUTTON BASE
- PAVED FLARE (10:1 MAX SLOPE)
- GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 60TH ST | SHEET 101 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023149
PLOT DATE : 7/27/2024 7:39 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

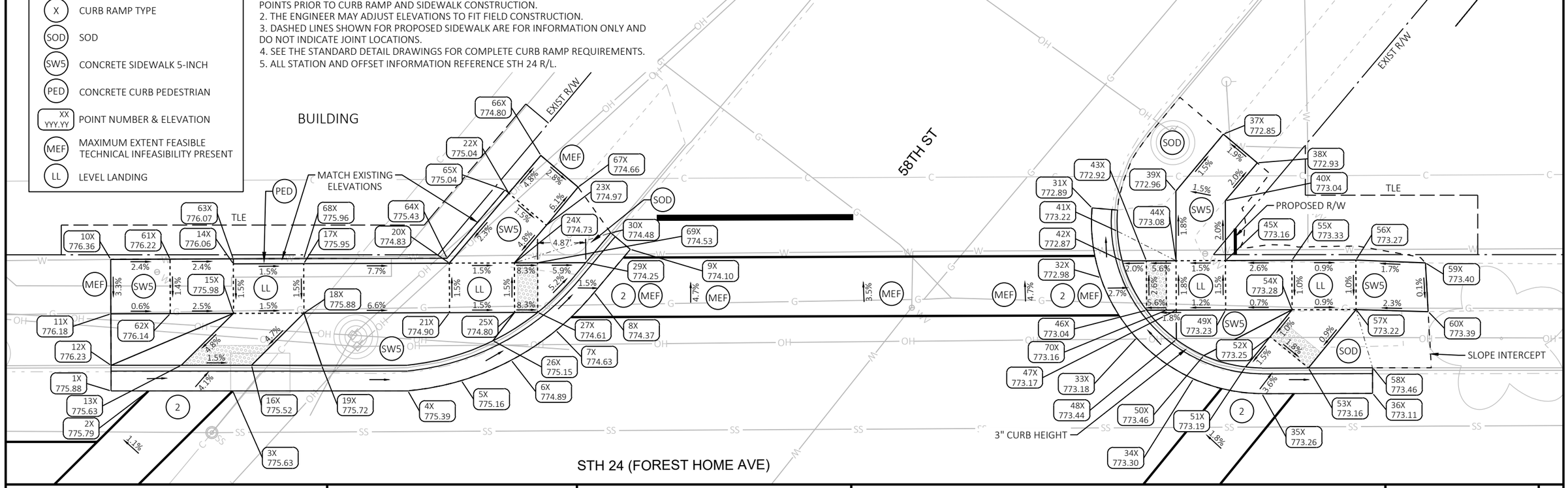
| STH 24 & 58TH ST (NORTH) | | | | | | STH 24 & 58TH ST (NORTH) | | | | | | STH 24 & 58TH ST (NORTH) | | | | | | STH 24 & 58TH ST (NORTH) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1X | 308+84.75 | 46.15' LT | 775.88 | 277389.42 | 585274.87 | 19X | 309+06.04 | 48.73' LT | 775.72 | 277404.93 | 585289.68 | 38X | 310+00.62 | 69.17' LT | 772.93 | 277480.77 | 585349.78 | 56X | 310+10.60 | 59.36' LT | 773.27 | 277479.52 | 585363.72 |
| 2X | 308+88.53 | 46.15' LT | 775.79 | 277391.82 | 585277.80 | 20X | 309+18.94 | 59.05' LT | 774.83 | 277421.10 | 585293.11 | 39X | 309+92.39 | 66.33' LT | 772.96 | 277473.35 | 585345.23 | 57X | 310+10.61 | 54.36' LT | 773.22 | 277475.67 | 585366.91 |
| 3X | 308+97.05 | 46.15' LT | 775.63 | 277397.23 | 585284.38 | 21X | 309+18.96 | 54.05' LT | 774.90 | 277417.24 | 585296.29 | 40X | 309+97.39 | 65.36' LT | 773.04 | 277475.77 | 585349.71 | 58X | 310+12.27 | 48.48' LT | 773.46 | 277472.19 | 585371.92 |
| 4X | 309+14.75 | 46.15' LT | 775.39 | 277408.47 | 585298.05 | 22X | 309+24.95 | 66.12' LT | 775.04 | 277430.37 | 585293.26 | 41X | 309+86.47 | 62.28' LT | 773.22 | 277466.46 | 585343.23 | 59X | 310+17.63 | 59.07' LT | 773.40 | 277483.76 | 585369.33 |
| 5X | 309+20.16 | 47.18' LT | 775.16 | 277412.70 | 585301.58 | 23X | 309+28.76 | 62.88' LT | 774.97 | 277430.29 | 585298.26 | 42X | 309+86.97 | 59.28' LT | 772.87 | 277464.46 | 585345.52 | 60X | 310+17.90 | 54.15' LT | 773.39 | 277480.14 | 585372.67 |
| 6X | 309+25.19 | 49.24' LT | 774.89 | 277417.49 | 585304.16 | 24X | 309+25.53 | 59.07' LT | 774.73 | 277425.29 | 585298.18 | 43X | 309+89.41 | 59.28' LT | 772.92 | 277466.02 | 585347.40 | 61X | 308+90.71 | 59.45' LT | 776.22 | 277403.49 | 585271.03 |
| 7X | 309+29.73 | 52.25' LT | 774.63 | 277422.69 | 585305.75 | 25X | 309+25.54 | 54.07' LT | 774.80 | 277421.44 | 585301.36 | 44X | 309+92.41 | 59.29' LT | 773.08 | 277467.93 | 585349.71 | 62X | 308+90.73 | 53.95' LT | 776.14 | 277399.25 | 585274.54 |
| 8X | 309+33.58 | 56.08' LT | 774.37 | 277428.10 | 585306.29 | 26X | 309+23.36 | 51.22' LT | 775.15 | 277417.85 | 585301.49 | 45X | 309+97.41 | 59.31' LT | 773.16 | 277471.12 | 585353.56 | 63X | 308+97.11 | 59.47' LT | 776.07 | 277407.56 | 585275.96 |
| 9X | 309+37.24 | 60.44' LT | 774.10 | 277433.79 | 585306.36 | 27X | 309+27.88 | 54.08' LT | 774.61 | 277422.93 | 585303.17 | 46X | 309+89.43 | 54.28' LT | 773.04 | 277462.17 | 585350.59 | 64X | 309+18.71 | 59.55' LT | 775.43 | 277421.34 | 585292.61 |
| 10X | 308+84.71 | 59.43' LT | 776.36 | 277399.66 | 585266.41 | 29X | 309+32.74 | 59.09' LT | 774.25 | 277429.89 | 585303.73 | 47X | 309+92.43 | 54.29' LT | 773.17 | 277464.08 | 585352.90 | 65X | 309+24.57 | 66.44' LT | 775.04 | 277430.38 | 585292.76 |
| 11X | 308+84.73 | 53.93' LT | 776.18 | 277395.42 | 585269.92 | 30X | 309+35.27 | 62.10' LT | 774.48 | 277433.82 | 585303.78 | 48X | 309+92.42 | 51.32' LT | 773.44 | 277461.78 | 585354.78 | 66X | 309+28.19 | 69.93' LT | 774.80 | 277435.37 | 585293.35 |
| 12X | 308+84.75 | 48.73' LT | 776.23 | 277391.41 | 585273.23 | 31X | 309+83.92 | 64.62' LT | 772.89 | 277466.65 | 585339.77 | 49X | 309+97.43 | 54.31' LT | 773.23 | 277467.27 | 585356.75 | 67X | 309+31.96 | 66.72' LT | 774.66 | 277435.29 | 585298.30 |
| 13X | 308+91.84 | 48.73' LT | 775.63 | 277395.92 | 585278.72 | 32X | 309+84.79 | 57.58' LT | 772.98 | 277461.77 | 585344.91 | 50X | 309+95.20 | 49.71' LT | 773.46 | 277462.30 | 585357.96 | 68X | 309+04.23 | 59.50' LT | 775.96 | 277412.10 | 585281.45 |
| 14X | 308+97.11 | 58.97' LT | 776.06 | 277407.18 | 585276.28 | 33X | 309+88.41 | 51.48' LT | 773.18 | 277459.35 | 585351.58 | 51X | 309+99.42 | 48.55' LT | 773.19 | 277464.08 | 585361.95 | 69X | 309+27.86 | 59.08' LT | 774.53 | 277426.78 | 585299.98 |
| 15X | 308+97.12 | 53.97' LT | 775.98 | 277403.32 | 585279.47 | 34X | 309+94.17 | 47.34' LT | 773.30 | 277459.81 | 585358.66 | 52X | 310+01.93 | 51.62' LT | 773.25 | 277468.04 | 585361.94 | 70X | 309+91.43 | 54.29' LT | 773.16 | 277463.44 | 585352.13 |
| 16X | 308+98.94 | 48.73' LT | 775.52 | 277400.43 | 585284.20 | 35X | 310+01.10 | 45.86' LT | 773.26 | 277463.07 | 585364.96 | 53X | 310+05.80 | 48.46' LT | 773.16 | 277468.06 | 585366.94 | | | | | | |
| 17X | 309+04.23 | 59.00' LT | 775.95 | 277411.72 | 585281.77 | 36X | 310+12.28 | 45.90' LT | 773.11 | 277470.20 | 585373.57 | 54X | 310+04.14 | 54.33' LT | 773.28 | 277471.54 | 585361.92 | | | | | | |
| 18X | 309+04.24 | 54.00' LT | 775.88 | 277407.86 | 585284.95 | 37X | 309+97.19 | 72.08' LT | 772.85 | 277480.84 | 585345.29 | 55X | 310+04.12 | 59.33' LT | 773.33 | 277475.40 | 585358.74 | | | | | | |

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX / YYY.YY) POINT NUMBER & ELEVATION
- (MEF) MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- (LL) LEVEL LANDING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

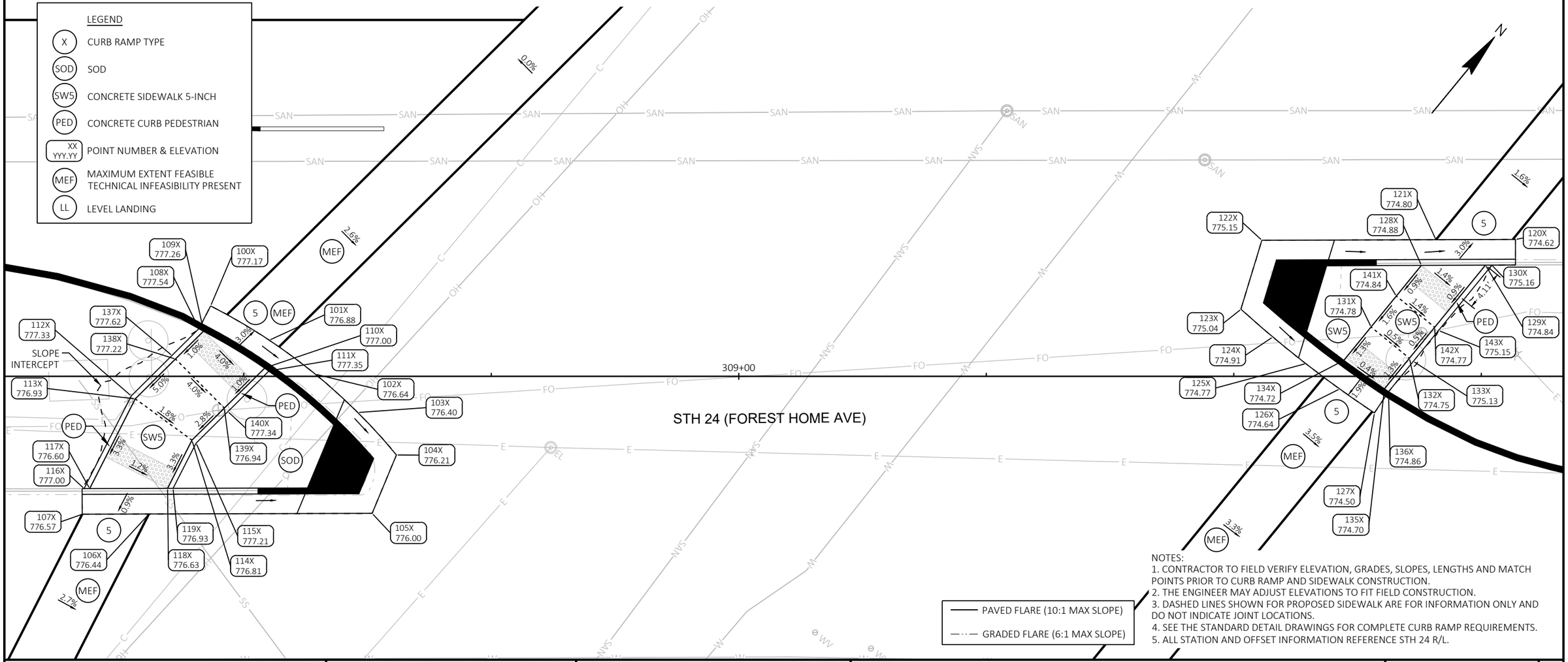
PAVED FLARE (10:1 MAX SLOPE)
GRADED FLARE (6:1 MAX SLOPE)




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 58TH ST | SHEET 102 | E |
|---|---|---|---|---|---|

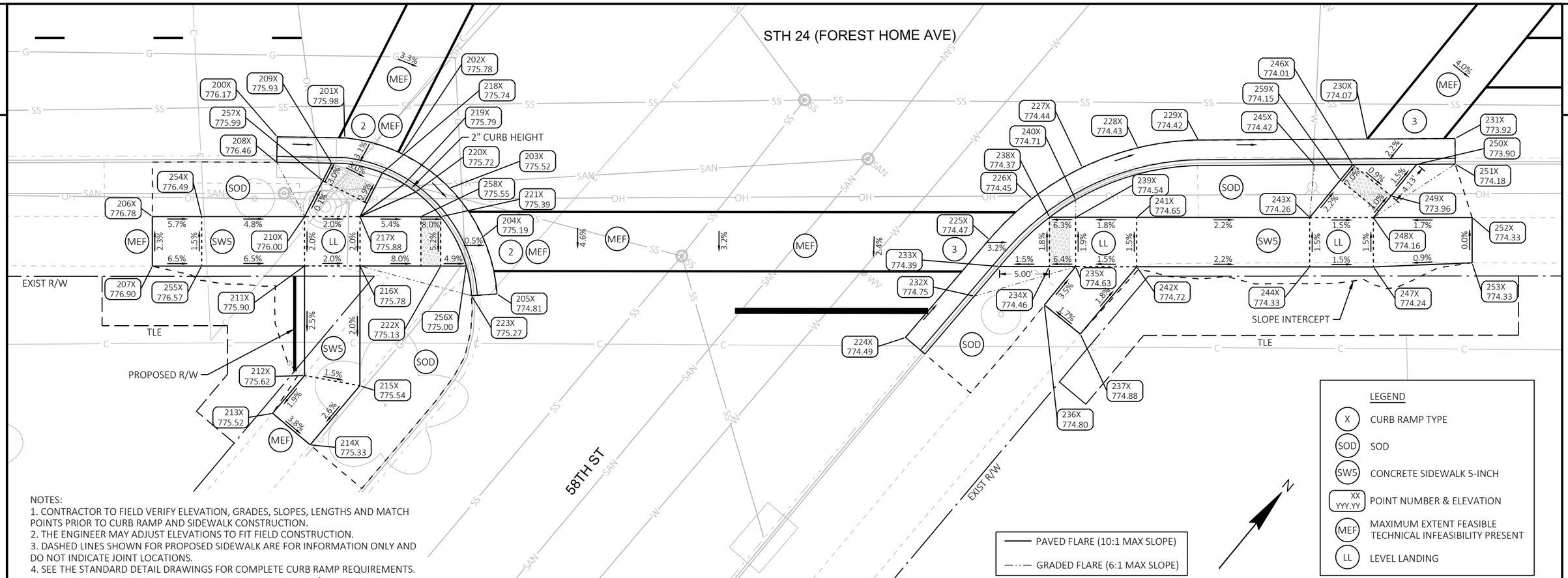

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023150
PLOT DATE : 7/22/2024 9:59 AM
PLOT BY : HOELZER, JACOB M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 24 & 58TH ST (MEDIAN) | | | | | | STH 24 & 58TH ST (MEDIAN) | | | | | | STH 24 & 58TH ST (MEDIAN) | | | | | | STH 24 & 58TH ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100X | 308+46.66 | 7.11' LT | 777.17 | 277335.07 | 585270.23 | 111X | 308+52.53 | 0.54' LT | 777.35 | 277333.73 | 585278.94 | 122X | 309+52.85 | 13.74' LT | 775.15 | 277407.61 | 585348.06 | 133X | 309+68.13 | 1.50' LT | 775.13 | 277407.87 | 585367.64 |
| 101X | 308+52.57 | 3.63' LT | 776.88 | 277336.15 | 585277.01 | 112X | 308+38.64 | 1.99' RT | 777.33 | 277322.95 | 585269.81 | 123X | 309+50.73 | 6.77' LT | 775.04 | 277400.89 | 585350.85 | 134X | 309+61.12 | 1.60' LT | 774.72 | 277403.49 | 585362.16 |
| 102X | 308+57.23 | 0.20' LT | 776.64 | 277336.46 | 585282.79 | 113X | 308+39.05 | 2.29' RT | 776.93 | 277322.98 | 585270.31 | 124X | 309+53.95 | 3.96' LT | 774.91 | 277400.76 | 585355.12 | 135X | 309+65.22 | 1.28' RT | 774.70 | 277403.86 | 585367.16 |
| 103X | 308+61.53 | 3.67' RT | 776.40 | 277336.19 | 585288.57 | 114X | 308+44.78 | 6.46' RT | 776.81 | 277323.40 | 585277.39 | 125X | 309+57.27 | 1.27' LT | 774.77 | 277400.79 | 585359.40 | 136X | 309+65.64 | 1.56' RT | 774.86 | 277403.91 | 585367.66 |
| 104X | 308+65.43 | 7.95' RT | 776.21 | 277335.36 | 585294.29 | 115X | 308+45.19 | 6.76' RT | 777.21 | 277323.43 | 585277.90 | 126X | 309+60.69 | 1.29' RT | 774.64 | 277400.99 | 585363.66 | 137X | 308+42.76 | 2.10' LT | 777.62 | 277328.73 | 585270.40 |
| 105X | 308+62.96 | 13.86' RT | 776.00 | 277329.23 | 585296.14 | 116X | 308+33.87 | 11.36' RT | 777.00 | 277312.69 | 585272.08 | 127X | 309+64.21 | 3.71' RT | 774.50 | 277401.34 | 585367.92 | 138X | 308+43.11 | 1.75' LT | 777.22 | 277328.68 | 585270.89 |
| 106X | 308+40.42 | 13.92' RT | 776.44 | 277314.87 | 585278.76 | 117X | 308+34.44 | 11.35' RT | 776.60 | 277313.05 | 585272.51 | 128X | 309+68.95 | 11.21' LT | 774.88 | 277415.88 | 585362.12 | 139X | 308+48.04 | 3.22' RT | 776.94 | 277327.97 | 585277.86 |
| 107X | 308+33.68 | 13.94' RT | 776.57 | 277310.58 | 585273.57 | 118X | 308+42.30 | 11.33' RT | 776.63 | 277318.06 | 585278.57 | 129X | 309+75.42 | 11.23' LT | 774.84 | 277420.01 | 585367.10 | 140X | 308+48.39 | 3.58' RT | 777.34 | 277327.92 | 585278.35 |
| 108X | 308+45.48 | 4.80' LT | 777.54 | 277332.54 | 585270.78 | 119X | 308+42.86 | 11.33' RT | 776.93 | 277318.42 | 585279.00 | 130X | 309+76.07 | 11.23' LT | 775.16 | 277420.42 | 585367.60 | 141X | 309+66.42 | 8.11' LT | 774.84 | 277411.88 | 585362.13 |
| 109X | 308+45.95 | 4.56' LT | 777.26 | 277332.66 | 585271.30 | 120X | 309+78.45 | 13.82' LT | 774.62 | 277423.93 | 585367.79 | 131X | 309+63.87 | 4.98' LT | 774.78 | 277407.85 | 585362.14 | 142X | 309+70.30 | 4.95' LT | 774.77 | 277411.90 | 585367.13 |
| 110X | 308+52.12 | 0.83' LT | 777.00 | 277333.69 | 585278.44 | 121X | 309+70.42 | 13.79' LT | 774.80 | 277418.81 | 585361.61 | 132X | 309+67.75 | 1.82' LT | 774.75 | 277407.86 | 585367.14 | 143X | 309+70.69 | 4.63' LT | 775.15 | 277411.90 | 585367.63 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

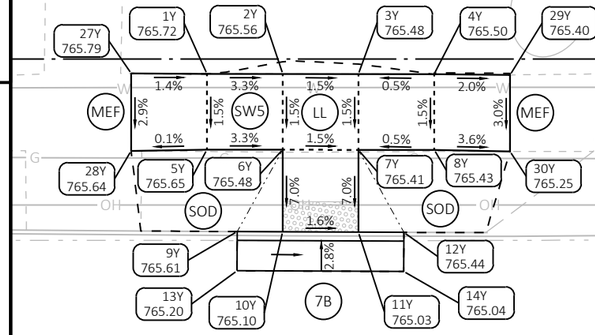
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 58TH ST | SHEET 103 | E |
|---|---|---|---|---|---|




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & 58TH ST (SOUTH) | | | | | | STH 24 & 58TH ST (SOUTH) | | | | | | STH 24 & 58TH ST (SOUTH) | | | | | | STH 24 & 58TH ST (SOUTH) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200X | 308+11.06 | 46.00' RT | 776.17 | 277271.44 | 585276.45 | 215X | 308+19.43 | 71.20' RT | 775.54 | 277257.29 | 585298.91 | 230X | 309+21.45 | 46.23' RT | 774.07 | 277341.34 | 585361.88 | 245X | 309+16.09 | 48.85' RT | 774.42 | 277335.92 | 585359.40 |
| 201X | 308+17.90 | 46.11' RT | 775.98 | 277275.70 | 585281.80 | 216X | 308+19.44 | 59.08' RT | 775.78 | 277266.65 | 585291.22 | 231X | 309+30.34 | 46.18' RT | 773.92 | 277347.03 | 585368.71 | 246X | 309+19.98 | 48.82' RT | 774.01 | 277338.41 | 585362.39 |
| 202X | 308+23.68 | 47.72' RT | 775.78 | 277278.13 | 585287.28 | 217X | 308+19.44 | 54.08' RT | 775.88 | 277270.52 | 585288.05 | 232X | 308+81.65 | 62.14' RT | 774.75 | 277303.79 | 585341.23 | 247X | 309+22.06 | 59.18' RT | 774.24 | 277331.73 | 585370.57 |
| 203X | 308+28.52 | 51.20' RT | 775.52 | 277278.51 | 585293.23 | 218X | 308+21.69 | 49.66' RT | 775.74 | 277275.36 | 585286.98 | 233X | 308+84.21 | 59.14' RT | 774.39 | 277307.73 | 585341.31 | 248X | 309+22.06 | 54.18' RT | 774.16 | 277335.60 | 585367.40 |
| 204X | 308+31.86 | 56.13' RT | 775.19 | 277276.82 | 585298.95 | 219X | 308+23.92 | 50.79' RT | 775.79 | 277275.91 | 585289.42 | 234X | 308+89.26 | 59.15' RT | 774.46 | 277310.93 | 585345.21 | 249X | 309+23.85 | 51.98' RT | 773.96 | 277338.43 | 585367.39 |
| 205X | 308+33.31 | 61.91' RT | 774.81 | 277273.27 | 585303.73 | 220X | 308+25.07 | 51.59' RT | 775.72 | 277276.02 | 585290.82 | 235X | 308+91.91 | 59.15' RT | 774.63 | 277312.61 | 585347.26 | 250X | 309+26.46 | 48.79' RT | 773.90 | 277342.55 | 585367.37 |
| 206X | 307+98.42 | 54.08' RT | 776.78 | 277257.17 | 585271.81 | 221X | 308+27.62 | 54.09' RT | 775.39 | 277275.71 | 585294.38 | 236X | 308+88.75 | 63.03' RT | 774.80 | 277307.61 | 585347.28 | 251X | 309+30.35 | 48.76' RT | 774.18 | 277345.04 | 585370.36 |
| 207X | 307+98.41 | 59.10' RT | 776.90 | 277253.30 | 585274.99 | 222X | 308+27.62 | 59.09' RT | 775.13 | 277271.84 | 585297.55 | 237X | 308+92.38 | 65.97' RT | 774.88 | 277307.64 | 585351.95 | 252X | 309+32.06 | 54.19' RT | 774.33 | 277341.94 | 585375.13 |
| 208X | 308+11.02 | 48.58' RT | 776.46 | 277269.42 | 585278.05 | 223X | 308+30.73 | 62.09' RT | 775.27 | 277271.50 | 585301.86 | 238X | 308+89.26 | 54.15' RT | 774.37 | 277314.80 | 585342.04 | 253X | 309+32.06 | 58.75' RT | 774.33 | 277338.41 | 585378.03 |
| 209X | 308+16.59 | 48.67' RT | 775.93 | 277272.89 | 585282.41 | 224X | 308+74.69 | 66.31' RT | 774.49 | 277296.14 | 585338.50 | 239X | 308+91.91 | 54.15' RT | 774.54 | 277316.48 | 585344.09 | 254X | 308+03.42 | 54.08' RT | 776.49 | 277260.35 | 585275.67 |
| 210X | 308+13.84 | 54.08' RT | 776.00 | 277266.96 | 585283.72 | 225X | 308+83.16 | 56.40' RT | 774.47 | 277309.19 | 585338.75 | 240X | 308+91.92 | 52.38' RT | 774.71 | 277317.85 | 585342.97 | 255X | 308+03.41 | 59.09' RT | 776.57 | 277256.47 | 585278.85 |
| 211X | 308+13.83 | 59.07' RT | 775.90 | 277263.11 | 585286.88 | 226X | 308+87.48 | 52.25' RT | 774.45 | 277315.13 | 585339.46 | 241X | 308+98.10 | 54.15' RT | 774.65 | 277320.40 | 585348.87 | 256X | 308+30.20 | 59.09' RT | 775.00 | 277273.48 | 585299.54 |
| 212X | 308+13.82 | 70.17' RT | 775.62 | 277254.52 | 585293.92 | 227X | 308+92.58 | 49.11' RT | 774.44 | 277320.79 | 585341.40 | 242X | 308+98.10 | 59.15' RT | 774.72 | 277316.54 | 585352.04 | 257X | 308+15.68 | 50.45' RT | 775.99 | 277270.94 | 585282.84 |
| 213X | 308+10.60 | 73.99' RT | 775.52 | 277249.52 | 585293.86 | 228X | 308+98.22 | 47.11' RT | 774.43 | 277325.92 | 585344.49 | 243X | 309+15.61 | 54.17' RT | 774.26 | 277331.51 | 585362.41 | 258X | 308+25.62 | 54.09' RT | 775.55 | 277274.44 | 585292.83 |
| 214X | 308+14.39 | 77.19' RT | 775.33 | 277249.46 | 585298.82 | 229X | 309+04.34 | 46.33' RT | 774.42 | 277330.40 | 585348.72 | 244X | 309+15.61 | 59.17' RT | 774.33 | 277327.64 | 585365.58 | 259X | 309+18.71 | 50.37' RT | 774.15 | 277336.41 | 585362.39 |

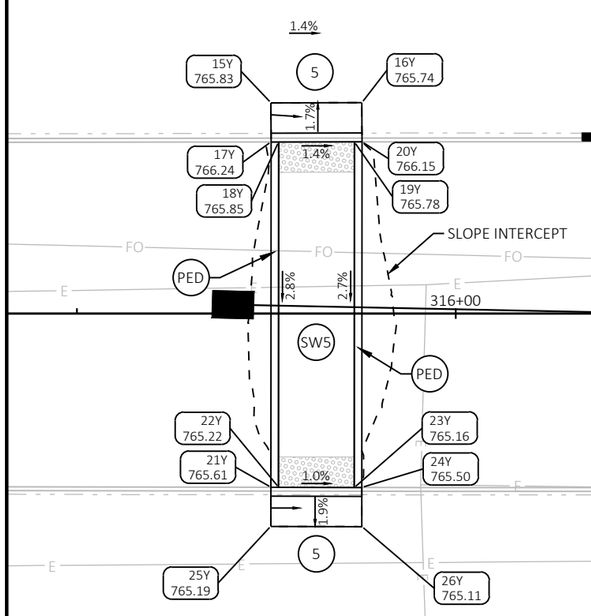
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 58TH ST | SHEET 104 | E |
|---|---|---|---|---|---|

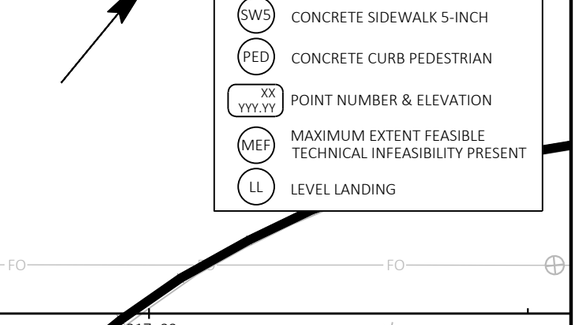



EXIST R/W

| STH 24 & 56TH ST (NW) | | | | | | STH 24 & 56TH ST (NW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1Y | 315+83.32 | 59.02' LT | 765.72 | 277842.87 | 585806.44 | 16Y | 315+93.81 | 13.90' LT | 765.74 | 277814.67 | 585843.18 |
| 2Y | 315+88.32 | 59.02' LT | 765.56 | 277846.04 | 585810.30 | 17Y | 315+87.82 | 11.31' LT | 766.24 | 277808.86 | 585840.20 |
| 3Y | 315+93.32 | 59.00' LT | 765.48 | 277849.20 | 585814.17 | 18Y | 315+88.32 | 11.31' LT | 765.85 | 277809.18 | 585840.58 |
| 4Y | 315+98.32 | 59.00' LT | 765.50 | 277852.38 | 585818.04 | 19Y | 315+93.32 | 11.32' LT | 765.78 | 277812.36 | 585844.44 |
| 5Y | 315+83.32 | 54.02' LT | 765.65 | 277839.00 | 585809.61 | 20Y | 315+93.82 | 11.32' LT | 766.15 | 277812.68 | 585844.83 |
| 6Y | 315+88.32 | 54.02' LT | 765.48 | 277842.18 | 585813.47 | 21Y | 315+87.81 | 11.46' RT | 765.61 | 277791.26 | 585854.65 |
| 7Y | 315+93.32 | 54.00' LT | 765.41 | 277845.34 | 585817.35 | 22Y | 315+88.31 | 11.47' RT | 765.22 | 277791.58 | 585855.04 |
| 8Y | 315+98.32 | 54.00' LT | 765.43 | 277848.51 | 585821.21 | 23Y | 315+93.31 | 11.48' RT | 765.16 | 277794.74 | 585858.91 |
| 9Y | 315+85.32 | 48.61' LT | 765.61 | 277836.10 | 585814.59 | 24Y | 315+93.81 | 11.48' RT | 765.50 | 277795.06 | 585859.30 |
| 10Y | 315+88.32 | 48.60' LT | 765.10 | 277837.99 | 585816.91 | 25Y | 315+87.81 | 14.03' RT | 765.19 | 277789.28 | 585856.28 |
| 11Y | 315+93.32 | 48.58' LT | 765.03 | 277841.15 | 585820.79 | 26Y | 315+93.81 | 14.06' RT | 765.11 | 277793.06 | 585860.94 |
| 12Y | 315+96.32 | 48.56' LT | 765.44 | 277843.04 | 585823.12 | 27Y | 315+78.32 | 59.05' LT | 765.79 | 277839.71 | 585802.56 |
| 13Y | 315+85.31 | 46.03' LT | 765.20 | 277834.09 | 585816.22 | 28Y | 315+78.32 | 53.94' LT | 765.64 | 277835.77 | 585805.80 |
| 14Y | 315+96.31 | 45.98' LT | 765.04 | 277841.04 | 585824.75 | 29Y | 316+03.32 | 58.95' LT | 765.40 | 277855.51 | 585821.93 |
| 15Y | 315+87.81 | 13.90' LT | 765.83 | 277810.85 | 585838.55 | 30Y | 316+03.32 | 53.91' LT | 765.25 | 277851.61 | 585825.14 |

STH 24 (FOREST HOME AVE)




STH 24 (FOREST HOME AVE)

LEGEND

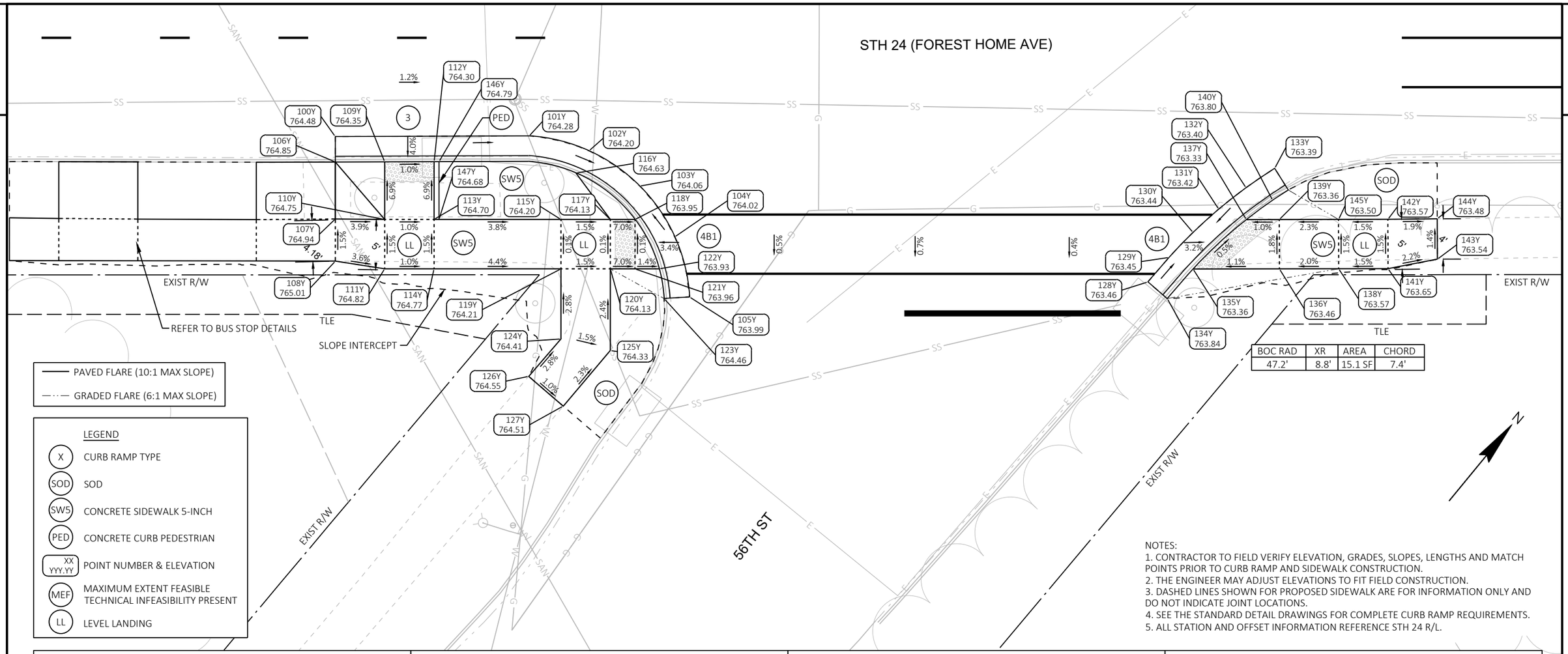
- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 56TH ST | SHEET 105 | E |
|---|---|---|---|---|---|




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & 56TH ST (SE) | | | | | | STH 24 & 56TH ST (SE) | | | | | | STH 24 & 56TH ST (SE) | | | | | | STH 24 & 56TH ST (SE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100Y | 315+83.30 | 45.99' RT | 764.48 | 277761.72 | 585873.09 | 112Y | 315+93.31 | 48.54' RT | 764.30 | 277766.10 | 585882.44 | 124Y | 316+06.15 | 66.50' RT | 764.41 | 277760.38 | 585903.76 | 136Y | 316+78.91 | 59.40' RT | 763.46 | 277812.05 | 585955.47 |
| 101Y | 316+02.94 | 45.93' RT | 764.28 | 277774.23 | 585888.22 | 113Y | 315+93.31 | 54.39' RT | 764.70 | 277761.58 | 585886.16 | 125Y | 316+11.15 | 67.66' RT | 764.33 | 277762.65 | 585908.36 | 137Y | 316+75.55 | 54.40' RT | 763.33 | 277813.79 | 585949.70 |
| 102Y | 316+09.00 | 47.45' RT | 764.20 | 277776.91 | 585893.87 | 114Y | 315+93.31 | 59.39' RT | 764.77 | 277757.72 | 585889.33 | 126Y | 316+02.89 | 70.29' RT | 764.55 | 277755.38 | 585903.65 | 138Y | 316+84.91 | 59.39' RT | 763.57 | 277815.87 | 585960.10 |
| 103Y | 316+14.14 | 51.02' RT | 764.06 | 277777.41 | 585900.10 | 115Y | 316+06.15 | 54.40' RT | 764.20 | 277769.73 | 585896.08 | 127Y | 316+06.39 | 73.30' RT | 764.51 | 277755.28 | 585908.27 | 139Y | 316+78.90 | 54.40' RT | 763.36 | 277815.91 | 585952.29 |
| 104Y | 316+17.68 | 56.17' RT | 764.02 | 277775.68 | 585906.11 | 116Y | 316+07.68 | 49.69' RT | 764.63 | 277774.34 | 585894.27 | 128Y | 316+65.59 | 60.72' RT | 763.46 | 277802.58 | 585946.02 | 140Y | 316+78.22 | 52.44' RT | 763.80 | 277816.99 | 585950.52 |
| 105Y | 316+19.17 | 62.24' RT | 763.99 | 277771.94 | 585911.12 | 117Y | 316+11.15 | 54.40' RT | 764.13 | 277772.91 | 585899.94 | 129Y | 316+67.73 | 58.24' RT | 763.45 | 277805.86 | 585946.09 | 141Y | 316+89.91 | 59.38' RT | 763.65 | 277819.06 | 585963.95 |
| 106Y | 315+83.31 | 48.57' RT | 764.85 | 277759.73 | 585874.74 | 118Y | 316+13.65 | 54.40' RT | 763.95 | 277774.49 | 585901.87 | 130Y | 316+70.16 | 55.70' RT | 763.44 | 277809.36 | 585946.36 | 142Y | 316+89.90 | 54.38' RT | 763.57 | 277822.91 | 585960.77 |
| 107Y | 315+83.31 | 54.34' RT | 764.94 | 277755.27 | 585878.40 | 119Y | 316+06.15 | 59.40' RT | 764.21 | 277765.87 | 585899.25 | 131Y | 316+72.76 | 53.35' RT | 763.42 | 277812.83 | 585946.88 | 143Y | 316+94.91 | 58.41' RT | 763.54 | 277822.97 | 585967.20 |
| 108Y | 315+83.31 | 58.62' RT | 765.01 | 277751.97 | 585881.11 | 120Y | 316+11.15 | 59.40' RT | 764.13 | 277769.04 | 585903.12 | 132Y | 316+75.52 | 51.18' RT | 763.40 | 277816.26 | 585947.64 | 144Y | 316+94.90 | 54.32' RT | 763.48 | 277826.13 | 585964.60 |
| 109Y | 315+88.31 | 48.56' RT | 764.35 | 277762.91 | 585878.59 | 121Y | 316+13.65 | 59.40' RT | 763.96 | 277770.63 | 585905.05 | 133Y | 316+78.43 | 49.21' RT | 763.39 | 277819.62 | 585948.64 | 145Y | 316+84.90 | 54.39' RT | 763.50 | 277819.73 | 585956.92 |
| 110Y | 315+88.31 | 54.39' RT | 764.75 | 277758.41 | 585882.29 | 122Y | 316+16.10 | 59.40' RT | 763.93 | 277772.18 | 585906.94 | 134Y | 316+67.55 | 62.40' RT | 763.84 | 277802.52 | 585948.60 | 146Y | 315+93.81 | 48.54' RT | 764.79 | 277766.42 | 585882.83 |
| 111Y | 315+88.31 | 59.39' RT | 764.82 | 277754.54 | 585885.47 | 123Y | 316+16.59 | 62.40' RT | 764.46 | 277770.18 | 585909.23 | 135Y | 316+70.16 | 59.40' RT | 763.36 | 277806.50 | 585948.71 | 147Y | 315+93.81 | 54.39' RT | 764.68 | 277761.90 | 585886.54 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 56TH ST | SHEET 106 | E |
|---|---|---|---|---|---|

| STH 24 & 54TH ST (SW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1Z | 321+88.31 | 59.16' LT | 758.54 | 278227.05 | 586273.77 |
| 2Z | 321+93.31 | 59.16' LT | 758.50 | 278230.23 | 586277.64 |
| 3Z | 321+98.31 | 59.11' LT | 758.46 | 278233.37 | 586281.53 |
| 4Z | 322+07.51 | 59.03' LT | 758.33 | 278239.15 | 586288.70 |
| 5Z | 321+88.31 | 54.06' LT | 758.46 | 278223.12 | 586277.01 |
| 6Z | 321+93.31 | 54.05' LT | 758.42 | 278226.28 | 586280.88 |
| 7Z | 321+98.31 | 54.04' LT | 758.38 | 278229.45 | 586284.75 |
| 8Z | 322+07.51 | 54.04' LT | 758.12 | 278235.29 | 586291.87 |
| 9Z | 321+90.31 | 48.50' LT | 758.46 | 278220.09 | 586282.08 |
| 10Z | 321+93.31 | 48.51' LT | 758.04 | 278222.00 | 586284.40 |
| 11Z | 321+98.31 | 48.51' LT | 758.00 | 278225.18 | 586288.26 |
| 12Z | 322+02.31 | 48.52' LT | 758.37 | 278227.72 | 586291.35 |
| 13Z | 322+03.52 | 48.52' LT | 758.36 | 278228.49 | 586292.28 |
| 14Z | 321+90.31 | 45.92' LT | 758.14 | 278218.10 | 586283.73 |
| 15Z | 322+07.52 | 45.94' LT | 758.01 | 278229.04 | 586297.01 |
| 16Z | 321+92.81 | 13.89' LT | 758.88 | 278194.94 | 586305.99 |
| 17Z | 321+98.81 | 13.90' LT | 758.84 | 278198.76 | 586310.62 |
| 18Z | 321+92.81 | 11.31' LT | 759.14 | 278192.95 | 586307.63 |
| 19Z | 321+93.31 | 11.31' LT | 758.92 | 278193.27 | 586308.02 |

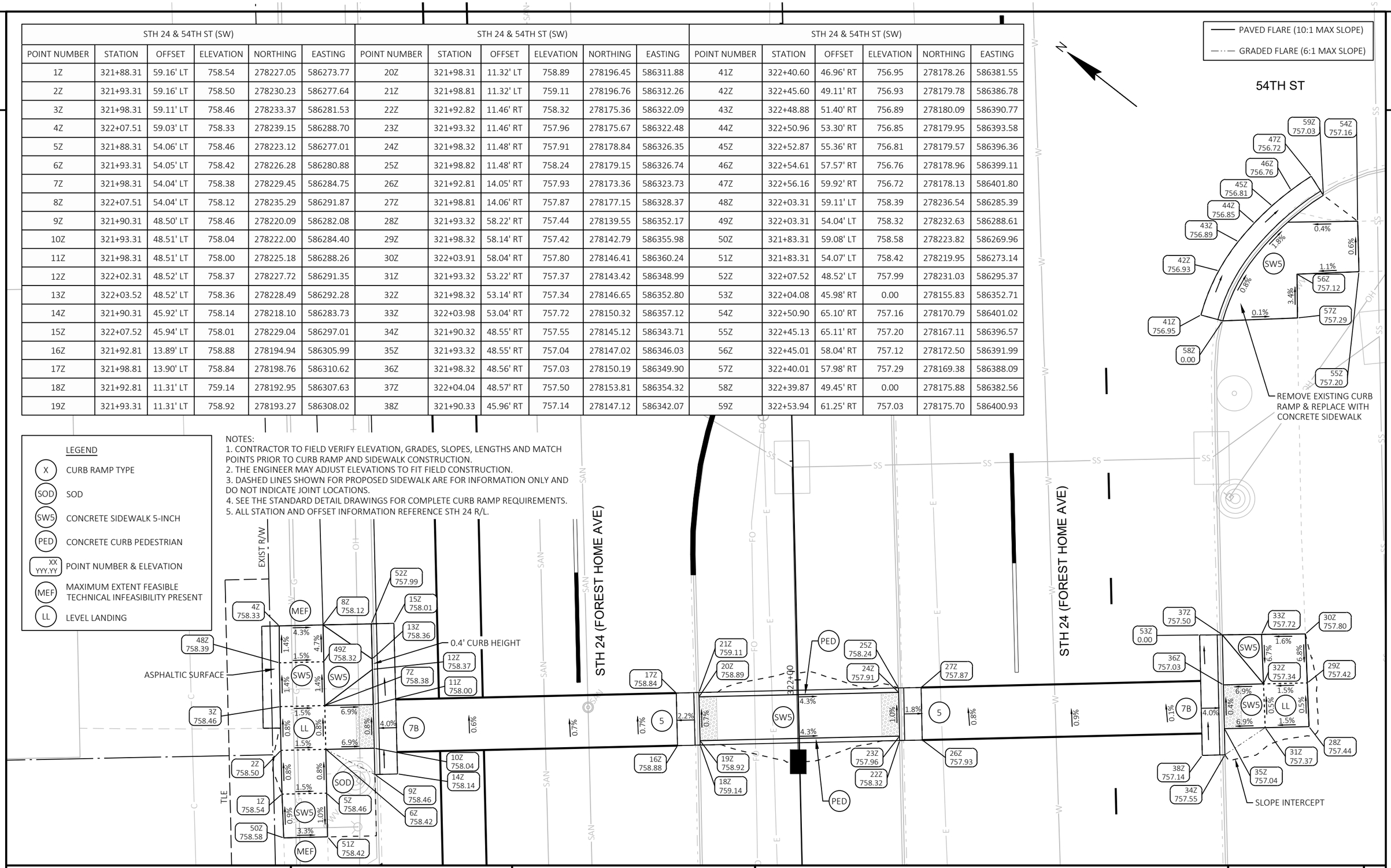
| STH 24 & 54TH ST (SW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 20Z | 321+98.31 | 11.32' LT | 758.89 | 278196.45 | 586311.88 |
| 21Z | 321+98.81 | 11.32' LT | 759.11 | 278196.76 | 586312.26 |
| 22Z | 321+92.82 | 11.46' RT | 758.32 | 278175.36 | 586322.09 |
| 23Z | 321+93.32 | 11.46' RT | 757.96 | 278175.67 | 586322.48 |
| 24Z | 321+98.32 | 11.48' RT | 757.91 | 278178.84 | 586326.35 |
| 25Z | 321+98.82 | 11.48' RT | 758.24 | 278179.15 | 586326.74 |
| 26Z | 321+92.81 | 14.05' RT | 757.93 | 278173.36 | 586323.73 |
| 27Z | 321+98.81 | 14.06' RT | 757.87 | 278177.15 | 586328.37 |
| 28Z | 321+93.32 | 58.22' RT | 757.44 | 278139.55 | 586352.17 |
| 29Z | 321+98.32 | 58.14' RT | 757.42 | 278142.79 | 586355.98 |
| 30Z | 322+03.91 | 58.04' RT | 757.80 | 278146.41 | 586360.24 |
| 31Z | 321+93.32 | 53.22' RT | 757.37 | 278143.42 | 586348.99 |
| 32Z | 321+98.32 | 53.14' RT | 757.34 | 278146.65 | 586352.80 |
| 33Z | 322+03.98 | 53.04' RT | 757.72 | 278150.32 | 586357.12 |
| 34Z | 321+90.32 | 48.55' RT | 757.55 | 278145.12 | 586343.71 |
| 35Z | 321+93.32 | 48.55' RT | 757.04 | 278147.02 | 586346.03 |
| 36Z | 321+98.32 | 48.56' RT | 757.03 | 278150.19 | 586349.90 |
| 37Z | 322+04.04 | 48.57' RT | 757.50 | 278153.81 | 586354.32 |
| 38Z | 321+90.33 | 45.96' RT | 757.14 | 278147.12 | 586342.07 |

| STH 24 & 54TH ST (SW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 41Z | 322+40.60 | 46.96' RT | 756.95 | 278178.26 | 586381.55 |
| 42Z | 322+45.60 | 49.11' RT | 756.93 | 278179.78 | 586386.78 |
| 43Z | 322+48.88 | 51.40' RT | 756.89 | 278180.09 | 586390.77 |
| 44Z | 322+50.96 | 53.30' RT | 756.85 | 278179.95 | 586393.58 |
| 45Z | 322+52.87 | 55.36' RT | 756.81 | 278179.57 | 586396.36 |
| 46Z | 322+54.61 | 57.57' RT | 756.76 | 278178.96 | 586399.11 |
| 47Z | 322+56.16 | 59.92' RT | 756.72 | 278178.13 | 586401.80 |
| 48Z | 322+03.31 | 59.11' LT | 758.39 | 278236.54 | 586285.39 |
| 49Z | 322+03.31 | 54.04' LT | 758.32 | 278232.63 | 586288.61 |
| 50Z | 321+83.31 | 59.08' LT | 758.58 | 278223.82 | 586269.96 |
| 51Z | 321+83.31 | 54.07' LT | 758.42 | 278219.95 | 586273.14 |
| 52Z | 322+07.52 | 48.52' LT | 757.99 | 278231.03 | 586295.37 |
| 53Z | 322+04.08 | 45.98' RT | 0.00 | 278155.83 | 586352.71 |
| 54Z | 322+50.90 | 65.10' RT | 757.16 | 278170.79 | 586401.02 |
| 55Z | 322+45.13 | 65.11' RT | 757.20 | 278167.11 | 586396.57 |
| 56Z | 322+45.01 | 58.04' RT | 757.12 | 278172.50 | 586391.99 |
| 57Z | 322+40.01 | 57.98' RT | 757.29 | 278169.38 | 586388.09 |
| 58Z | 322+39.87 | 49.45' RT | 0.00 | 278175.88 | 586382.56 |
| 59Z | 322+53.94 | 61.25' RT | 757.03 | 278175.70 | 586400.93 |

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
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4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 54TH ST | SHEET 107 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023154

PLOT DATE : 7/15/2024 2:01 PM PLOT BY : HOELZER, JACOB M PLOT NAME : PLOT SCALE : 1 IN:10 FT

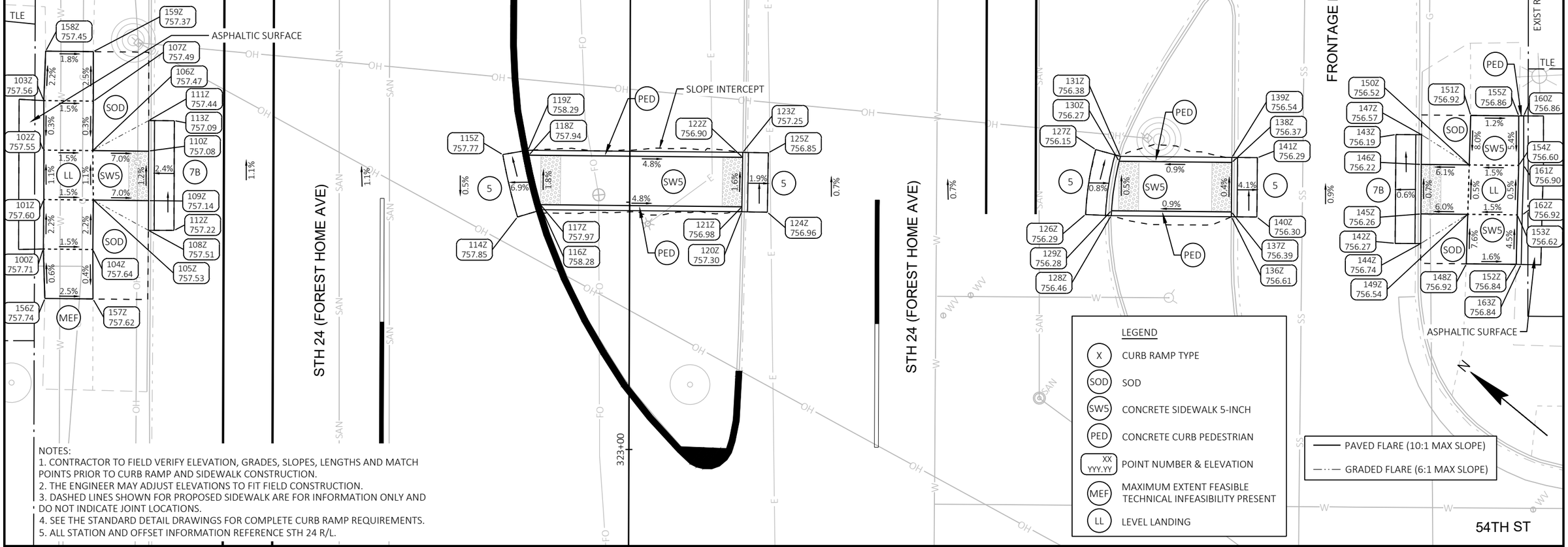
WISDOT/CADDS SHEET 42

| STH 24 & 54TH ST (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100Z | 323+20.07 | 59.22' LT | 757.71 | 278310.76 | 586375.54 |
| 101Z | 323+25.07 | 59.19' LT | 757.60 | 278313.90 | 586379.42 |
| 102Z | 323+30.07 | 59.25' LT | 757.55 | 278317.13 | 586383.24 |
| 103Z | 323+35.07 | 59.21' LT | 757.56 | 278320.27 | 586387.13 |
| 104Z | 323+20.03 | 54.22' LT | 757.64 | 278306.87 | 586378.68 |
| 105Z | 323+25.03 | 54.18' LT | 757.53 | 278310.02 | 586382.57 |
| 106Z | 323+30.03 | 54.25' LT | 757.47 | 278313.24 | 586386.39 |
| 107Z | 323+35.03 | 54.21' LT | 757.49 | 278316.39 | 586390.28 |
| 108Z | 323+21.99 | 48.61' LT | 757.51 | 278303.78 | 586383.76 |
| 109Z | 323+24.99 | 48.61' LT | 757.14 | 278305.69 | 586386.08 |
| 110Z | 323+30.01 | 48.61' LT | 757.08 | 278308.87 | 586389.95 |
| 111Z | 323+33.08 | 48.62' LT | 757.44 | 278310.83 | 586392.32 |
| 112Z | 323+21.99 | 46.03' LT | 757.22 | 278301.78 | 586385.40 |
| 113Z | 323+33.08 | 46.03' LT | 757.09 | 278308.83 | 586393.96 |
| 114Z | 323+23.46 | 11.34' LT | 757.85 | 278275.92 | 586408.56 |

| STH 24 & 54TH ST (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 115Z | 323+29.76 | 12.84' LT | 757.77 | 278281.08 | 586412.47 |
| 116Z | 323+24.21 | 8.86' LT | 758.28 | 278274.48 | 586410.70 |
| 117Z | 323+24.71 | 9.01' LT | 757.97 | 278274.91 | 586411.00 |
| 118Z | 323+29.72 | 10.21' LT | 757.94 | 278279.01 | 586414.11 |
| 119Z | 323+30.22 | 10.30' LT | 758.29 | 278279.40 | 586414.44 |
| 120Z | 323+24.06 | 11.32' RT | 757.30 | 278258.79 | 586423.41 |
| 121Z | 323+24.56 | 11.33' RT | 756.98 | 278259.10 | 586423.80 |
| 122Z | 323+29.56 | 11.40' RT | 756.90 | 278262.22 | 586427.70 |
| 123Z | 323+30.06 | 11.40' RT | 757.25 | 278262.53 | 586428.09 |
| 124Z | 323+24.03 | 13.90' RT | 756.96 | 278256.77 | 586425.02 |
| 125Z | 323+30.03 | 13.99' RT | 756.85 | 278260.52 | 586429.71 |
| 126Z | 323+23.90 | 46.05' RT | 756.29 | 278231.85 | 586445.33 |
| 127Z | 323+30.46 | 47.05' RT | 756.15 | 278235.24 | 586451.03 |
| 128Z | 323+23.79 | 48.63' RT | 756.46 | 278229.79 | 586446.89 |
| 129Z | 323+24.29 | 48.66' RT | 756.28 | 278230.09 | 586447.29 |

| STH 24 & 54TH ST (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 130Z | 323+29.29 | 49.42' RT | 756.27 | 278232.67 | 586451.63 |
| 131Z | 323+29.79 | 49.55' RT | 756.38 | 278232.89 | 586452.10 |
| 136Z | 323+23.71 | 60.77' RT | 756.61 | 278220.36 | 586454.53 |
| 137Z | 323+24.21 | 60.78' RT | 756.39 | 278220.67 | 586454.92 |
| 138Z | 323+29.21 | 60.80' RT | 756.37 | 278223.82 | 586458.80 |
| 139Z | 323+29.71 | 60.81' RT | 756.54 | 278224.14 | 586459.18 |
| 140Z | 323+23.69 | 63.36' RT | 756.30 | 278218.35 | 586456.16 |
| 141Z | 323+29.69 | 63.39' RT | 756.29 | 278222.13 | 586460.81 |
| 142Z | 323+21.08 | 77.32' RT | 756.27 | 278205.90 | 586463.00 |
| 143Z | 323+32.08 | 77.37' RT | 756.19 | 278212.85 | 586471.53 |
| 144Z | 323+21.07 | 79.91' RT | 756.74 | 278203.90 | 586464.64 |
| 145Z | 323+24.07 | 79.92' RT | 756.26 | 278205.79 | 586466.96 |
| 146Z | 323+29.07 | 79.94' RT | 756.22 | 278208.95 | 586470.84 |
| 147Z | 323+32.07 | 79.95' RT | 756.57 | 278210.85 | 586473.16 |
| 148Z | 323+19.04 | 84.52' RT | 756.92 | 278199.04 | 586465.99 |

| STH 24 & 54TH ST (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 149Z | 323+24.03 | 84.65' RT | 756.54 | 278202.11 | 586469.94 |
| 150Z | 323+29.03 | 84.78' RT | 756.52 | 278205.19 | 586473.89 |
| 151Z | 323+34.03 | 84.92' RT | 756.92 | 278208.26 | 586477.83 |
| 152Z | 323+19.02 | 89.56' RT | 756.84 | 278195.14 | 586469.18 |
| 153Z | 323+24.00 | 89.65' RT | 756.62 | 278198.23 | 586473.09 |
| 154Z | 323+29.00 | 89.79' RT | 756.60 | 278201.30 | 586477.03 |
| 155Z | 323+34.00 | 89.77' RT | 756.86 | 278204.49 | 586480.89 |
| 156Z | 323+15.07 | 59.04' LT | 757.74 | 278307.44 | 586371.78 |
| 157Z | 323+15.03 | 54.18' LT | 757.62 | 278303.66 | 586374.85 |
| 158Z | 323+40.07 | 59.05' LT | 757.45 | 278323.32 | 586391.10 |
| 159Z | 323+40.03 | 54.24' LT | 757.37 | 278319.58 | 586394.13 |
| 160Z | 323+34.00 | 90.27' RT | 756.86 | 278204.10 | 586481.21 |
| 161Z | 323+28.99 | 90.29' RT | 756.90 | 278200.91 | 586477.35 |
| 162Z | 323+23.99 | 90.15' RT | 756.92 | 278197.83 | 586473.40 |
| 163Z | 323+18.99 | 90.06' RT | 756.84 | 278194.73 | 586469.48 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 54TH ST | SHEET 108 | E |
|---|---|---|---|---|---|

| STH 24 & MORGAN AVE (NW) | | | | | | STH 24 & MORGAN AVE (NW) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1AA | 328+21.68 | 70.52' LT | 748.19 | 278637.93 | 586755.92 | 26AA | 328+85.44 | 62.84' LT | 747.32 | 278672.49 | 586810.06 |
| 2AA | 328+33.17 | 61.00' LT | 747.96 | 278637.88 | 586770.84 | 27AA | 329+00.93 | 63.51' LT | 747.28 | 278682.84 | 586821.60 |
| 3AA | 328+40.53 | 54.90' LT | 747.60 | 278637.84 | 586780.40 | 28AA | 328+97.71 | 59.69' LT | 747.23 | 278677.84 | 586821.54 |
| 4AA | 328+46.64 | 49.84' LT | 747.45 | 278637.81 | 586788.33 | 29AA | 328+89.23 | 59.79' LT | 746.80 | 278672.54 | 586814.92 |
| 5AA | 328+50.80 | 53.57' LT | 747.40 | 278643.33 | 586789.18 | 30AA | 328+95.54 | 54.71' LT | 746.71 | 278672.62 | 586823.02 |
| 6AA | 328+47.04 | 60.14' LT | 747.52 | 278646.02 | 586782.10 | 31AA | 328+99.92 | 51.63' LT | 746.99 | 278673.02 | 586828.36 |
| 7AA | 328+42.61 | 66.29' LT | 747.77 | 278647.96 | 586774.78 | 33AA | 329+05.69 | 59.50' LT | 747.18 | 278682.77 | 586827.83 |
| 8AA | 328+37.57 | 71.94' LT | 747.90 | 278649.13 | 586767.30 | 41AA | 329+40.09 | 58.88' LT | 746.90 | 278704.07 | 586854.53 |
| 9AA | 328+31.98 | 77.04' LT | 747.97 | 278649.52 | 586759.73 | 42AA | 329+40.09 | 53.97' LT | 746.82 | 278700.28 | 586857.67 |
| 10AA | 328+37.90 | 60.44' LT | 747.88 | 278640.45 | 586774.85 | 43AA | 328+97.11 | 66.73' LT | 747.44 | 278682.90 | 586816.60 |
| 11AA | 328+43.79 | 60.36' LT | 747.67 | 278644.13 | 586779.45 | 44AA | 328+93.89 | 62.91' LT | 747.36 | 278677.90 | 586816.54 |
| 12AA | 328+44.03 | 55.36' LT | 747.65 | 278640.42 | 586782.81 | 45AA | 329+06.25 | 49.21' LT | 746.97 | 278675.17 | 586834.79 |
| 13AA | 328+46.93 | 55.32' LT | 747.50 | 278642.23 | 586785.08 | 46AA | 329+03.96 | 54.60' LT | 747.10 | 278677.88 | 586829.60 |
| 14AA | 328+83.82 | 60.83' LT | 747.01 | 278669.90 | 586810.08 | 47AA | 329+03.74 | 54.61' LT | 747.11 | 278677.75 | 586829.42 |
| 15AA | 328+91.99 | 54.26' LT | 746.80 | 278670.01 | 586820.56 | 48AA | 329+12.54 | 48.60' LT | 746.63 | 278678.58 | 586839.87 |
| 16AA | 328+94.92 | 51.90' LT | 746.79 | 278670.05 | 586824.33 | 49AA | 329+26.13 | 46.12' LT | 746.64 | 278685.33 | 586851.92 |
| 17AA | 328+98.71 | 49.35' LT | 746.78 | 278670.49 | 586828.88 | 50AA | 329+21.03 | 48.67' LT | 746.58 | 278684.05 | 586846.38 |
| 18AA | 329+02.89 | 47.49' LT | 746.77 | 278671.70 | 586833.29 | 51AA | 329+13.59 | 54.01' LT | 747.01 | 278683.41 | 586837.24 |
| 19AA | 329+07.35 | 46.37' LT | 746.74 | 278673.67 | 586837.44 | 52AA | 329+13.74 | 59.01' LT | 747.08 | 278687.36 | 586834.16 |
| 20AA | 329+12.07 | 46.02' LT | 746.72 | 278676.29 | 586841.16 | 53AA | 329+26.11 | 48.70' LT | 746.79 | 278687.31 | 586850.26 |
| 24AA | 328+93.37 | 70.06' LT | 747.60 | 278683.10 | 586811.60 | 54AA | 329+26.91 | 58.95' LT | 746.97 | 278695.71 | 586844.35 |
| 25AA | 328+90.12 | 66.19' LT | 747.40 | 278678.05 | 586811.54 | 55AA | 329+26.43 | 53.89' LT | 746.90 | 278691.51 | 586847.20 |

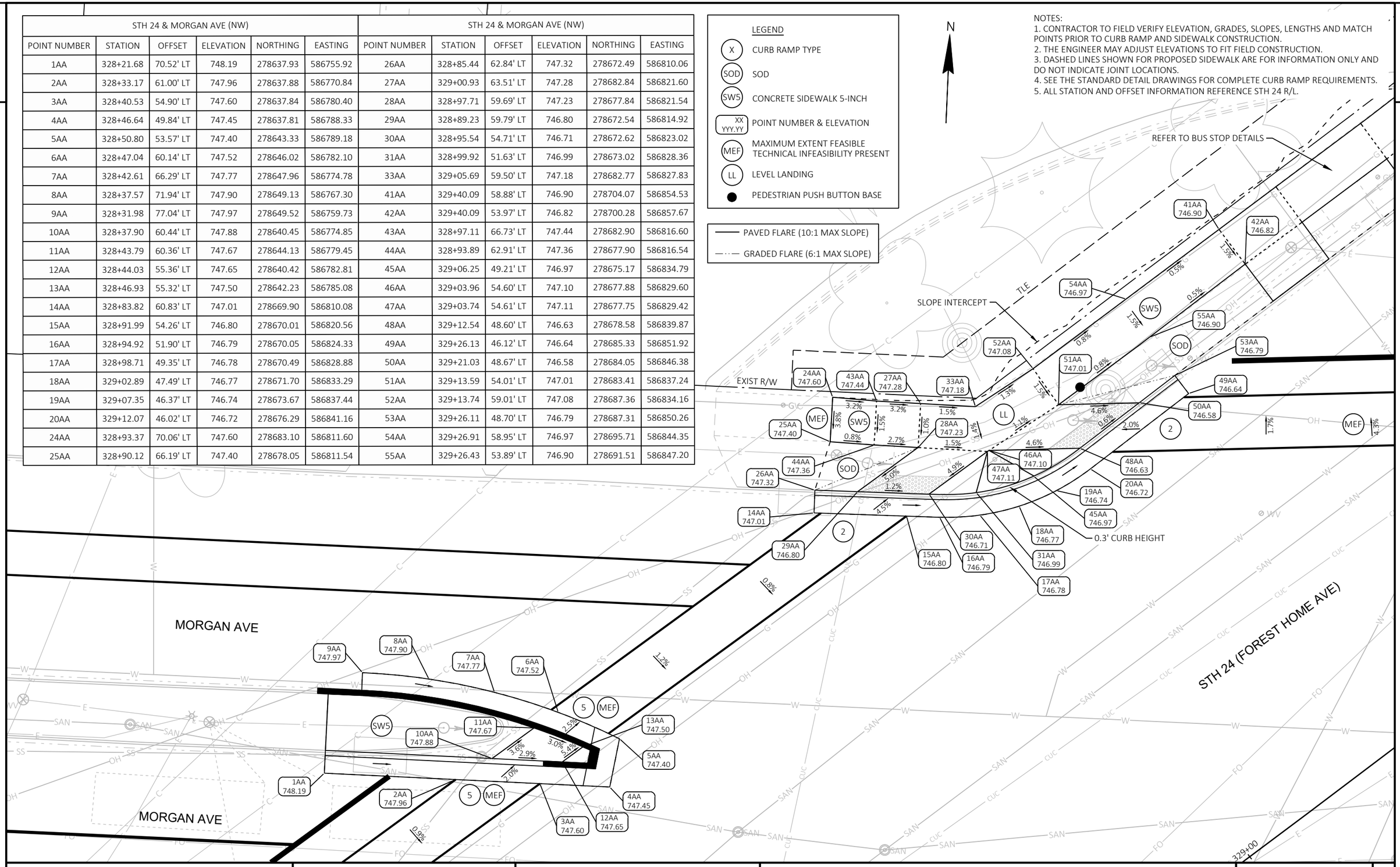
LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING
- PEDESTRIAN PUSH BUTTON BASE

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - MORGAN AVE | SHEET 109 | E |
|---|---|---|---|---|---|

| STH 24 & MORGAN AVE (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100AA | 330+16.43 | 3.30' RT | 747.86 | 278704.89 | 586952.99 |
| 101AA | 330+04.88 | 3.72' RT | 747.76 | 278697.20 | 586944.36 |
| 102AA | 329+93.36 | 4.66' RT | 747.65 | 278689.12 | 586936.09 |
| 103AA | 329+81.82 | 6.13' RT | 747.53 | 278680.63 | 586928.15 |
| 105AA | 329+82.64 | 13.98' RT | 747.39 | 278675.11 | 586933.78 |
| 106AA | 330+12.78 | 14.08' RT | 747.42 | 278694.26 | 586957.06 |
| 111AA | 330+42.44 | 63.62' RT | 747.04 | 278675.03 | 587011.50 |
| 113AA | 330+43.72 | 57.23' RT | 747.06 | 278680.77 | 587008.41 |
| 115AA | 330+47.27 | 51.76' RT | 747.08 | 278687.24 | 587007.66 |
| 116AA | 330+52.59 | 48.00' RT | 747.11 | 278693.53 | 587009.36 |

| STH 24 & MORGAN AVE (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 117AA | 330+58.93 | 46.48' RT | 747.14 | 278698.75 | 587013.27 |
| 119AA | 330+47.63 | 55.40' RT | 746.98 | 278684.67 | 587010.25 |
| 120AA | 330+48.04 | 60.38' RT | 747.01 | 278681.09 | 587013.74 |
| 121AA | 330+45.37 | 60.60' RT | 746.97 | 278679.22 | 587011.83 |
| 122AA | 330+45.03 | 63.64' RT | 747.37 | 278676.67 | 587013.50 |
| 130AA | 330+59.23 | 69.49' RT | 747.47 | 278681.22 | 587028.18 |
| 131AA | 330+64.31 | 68.84' RT | 747.58 | 278684.97 | 587031.67 |
| 132AA | 329+98.17 | 6.80' RT | 747.79 | 278690.54 | 586941.15 |
| 133AA | 329+90.66 | 7.56' RT | 747.68 | 278685.17 | 586935.86 |
| 134AA | 329+96.06 | 11.44' RT | 747.50 | 278685.62 | 586942.50 |

| STH 24 & MORGAN AVE (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 135AA | 330+04.67 | 11.47' RT | 747.49 | 278691.09 | 586949.14 |
| 136AA | 330+61.47 | 46.23' RT | 747.15 | 278700.57 | 587015.06 |
| 137AA | 330+58.22 | 59.54' RT | 747.29 | 278688.24 | 587021.05 |
| 138AA | 330+56.22 | 54.69' RT | 747.23 | 278690.70 | 587016.41 |
| 139AA | 330+51.69 | 51.44' RT | 747.01 | 278690.32 | 587010.85 |
| 140AA | 330+57.23 | 49.26' RT | 747.04 | 278695.52 | 587013.73 |
| 141AA | 330+50.03 | 52.70' RT | 747.17 | 278688.28 | 587010.38 |
| 142AA | 330+49.44 | 53.24' RT | 747.16 | 278687.49 | 587010.27 |
| 143AA | 330+61.73 | 48.80' RT | 747.55 | 278698.75 | 587016.90 |
| 144AA | 330+63.90 | 54.06' RT | 747.37 | 278696.09 | 587021.93 |

| STH 24 & MORGAN AVE (NE) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 145AA | 330+63.21 | 59.13' RT | 747.38 | 278691.73 | 587024.63 |
| 146AA | 330+64.41 | 59.03' RT | 747.40 | 278692.58 | 587025.49 |
| 147AA | 330+73.98 | 54.22' RT | 747.69 | 278702.39 | 587029.79 |
| 148AA | 330+73.98 | 59.14' RT | 747.66 | 278698.60 | 587032.93 |
| 149AA | 330+58.73 | 64.52' RT | 747.41 | 278684.73 | 587024.62 |
| 150AA | 330+63.77 | 64.10' RT | 747.48 | 278688.27 | 587028.24 |
| 151AA | 330+56.72 | 59.67' RT | 747.26 | 278687.19 | 587019.98 |

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING
- PEDESTRIAN PUSH BUTTON BASE

| BOC RAD | XR | AREA | CHORD |
|---|---|---|---|
| 14.7' | 6.3' | 12.5 SF | 6.0' |

STH 24 (FOREST HOME AVE)

MORGAN AVE

EXIST R/W

SLOPE INTERCEPT

2" CURB HEIGHT

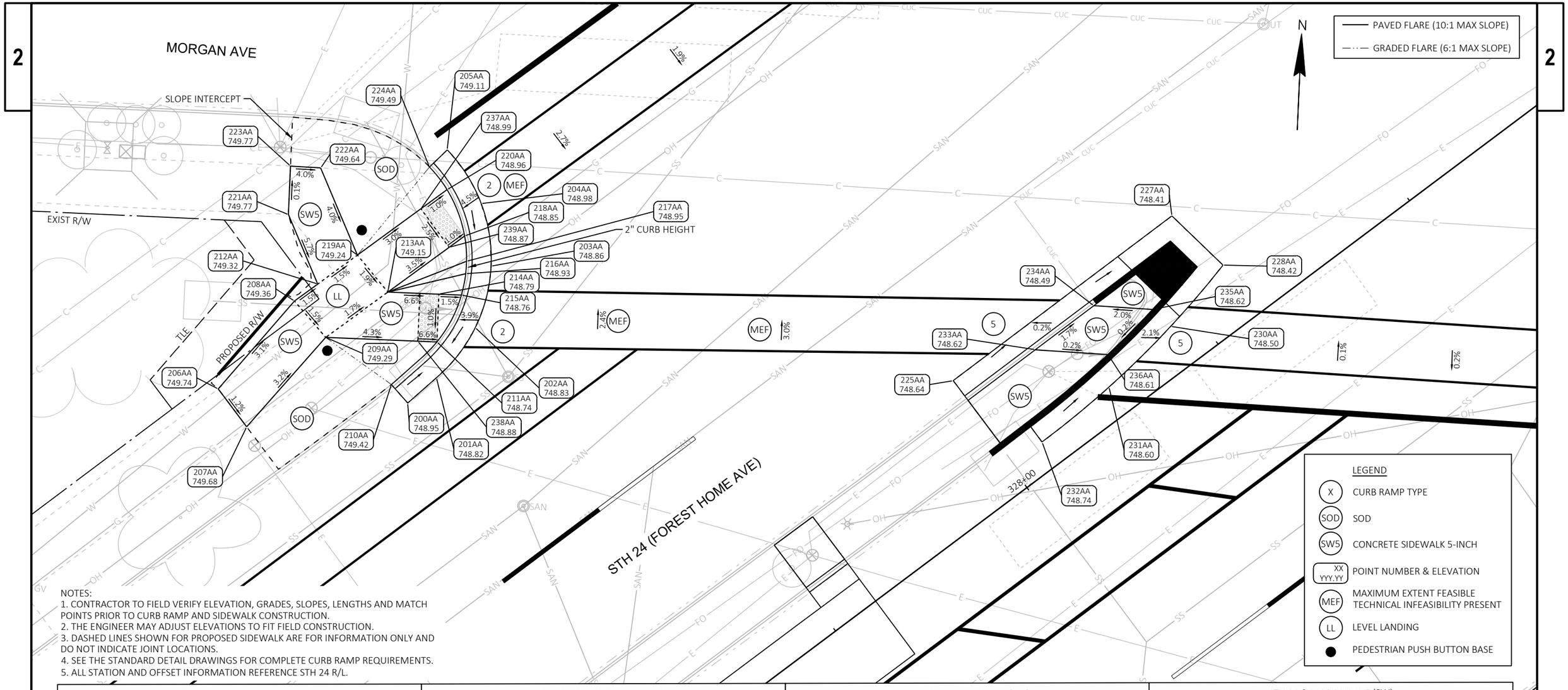
TLE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - MORGAN AVE | SHEET 110 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023157

PLOT DATE : 7/27/2024 7:43 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & MORGAN AVE (SW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200AA | 327+53.47 | 45.90' LT | 748.95 | 278575.61 | 586718.85 |
| 201AA | 327+57.45 | 46.22' LT | 748.82 | 278578.39 | 586721.73 |
| 202AA | 327+63.85 | 47.98' LT | 748.83 | 278583.81 | 586725.55 |
| 203AA | 327+69.02 | 52.13' LT | 748.86 | 278590.30 | 586726.91 |
| 204AA | 327+72.12 | 57.99' LT | 748.98 | 278596.79 | 586725.58 |
| 205AA | 327+72.64 | 64.60' LT | 749.11 | 278602.23 | 586721.79 |
| 206AA | 327+38.49 | 58.96' LT | 749.74 | 278576.20 | 586698.98 |
| 207AA | 327+38.50 | 54.01' LT | 749.68 | 278572.38 | 586702.13 |
| 208AA | 327+50.38 | 61.54' LT | 749.36 | 278585.74 | 586706.54 |
| 209AA | 327+50.72 | 56.53' LT | 749.29 | 278582.08 | 586709.97 |

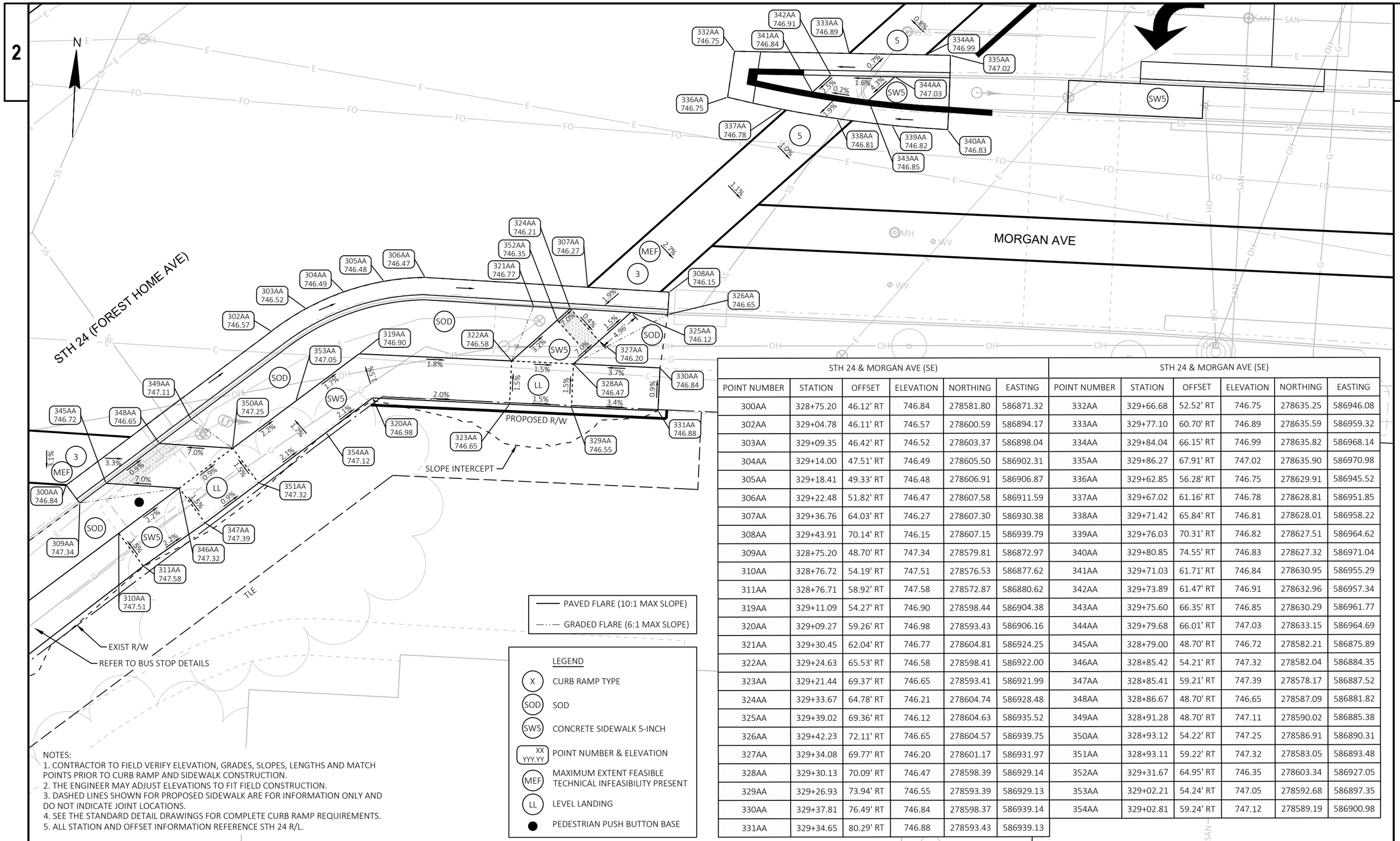
| STH 24 & MORGAN AVE (SW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 210AA | 327+53.26 | 48.48' LT | 749.42 | 278577.47 | 586717.05 |
| 211AA | 327+59.75 | 49.18' LT | 748.74 | 278582.13 | 586721.62 |
| 212AA | 327+53.39 | 61.50' LT | 749.32 | 278587.62 | 586708.89 |
| 213AA | 327+58.76 | 56.43' LT | 749.15 | 278587.11 | 586716.25 |
| 214AA | 327+62.90 | 53.06' LT | 748.79 | 278587.13 | 586721.59 |
| 215AA | 327+64.73 | 51.57' LT | 748.76 | 278587.14 | 586723.95 |
| 216AA | 327+66.42 | 53.09' LT | 748.93 | 278589.40 | 586724.29 |
| 217AA | 327+67.27 | 54.07' LT | 748.95 | 278590.69 | 586724.32 |
| 218AA | 327+68.69 | 56.31' LT | 748.85 | 278593.32 | 586724.00 |
| 219AA | 327+58.53 | 61.43' LT | 749.24 | 278590.83 | 586712.90 |

| STH 24 & MORGAN AVE (SW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 220AA | 327+70.12 | 61.29' LT | 748.96 | 278598.08 | 586721.95 |
| 221AA | 327+55.29 | 69.14' LT | 749.77 | 278594.73 | 586705.50 |
| 222AA | 327+60.92 | 71.03' LT | 749.64 | 278599.76 | 586708.65 |
| 223AA | 327+58.50 | 73.07' LT | 749.77 | 278599.80 | 586705.49 |
| 224AA | 327+70.07 | 64.27' LT | 749.49 | 278600.35 | 586720.01 |
| 225AA | 328+00.53 | 13.57' LT | 748.64 | 278580.51 | 586775.74 |
| 227AA | 328+29.16 | 13.63' LT | 748.41 | 278598.74 | 586797.82 |
| 228AA | 328+30.35 | 6.32' LT | 748.42 | 278593.84 | 586803.38 |
| 230AA | 328+22.14 | 4.47' LT | 748.50 | 278587.20 | 586798.21 |
| 231AA | 328+13.17 | 3.26' LT | 748.60 | 278580.57 | 586792.04 |

| STH 24 & MORGAN AVE (SW) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 232AA | 328+04.12 | 2.87' LT | 748.74 | 278574.53 | 586785.31 |
| 233AA | 328+09.34 | 11.01' LT | 748.62 | 278584.12 | 586784.17 |
| 234AA | 328+17.00 | 11.02' LT | 748.49 | 278589.00 | 586790.08 |
| 235AA | 328+21.68 | 7.01' LT | 748.62 | 278588.87 | 586796.24 |
| 236AA | 328+15.12 | 6.05' LT | 748.61 | 278583.97 | 586791.78 |
| 237AA | 327+66.75 | 61.33' LT | 748.99 | 278595.97 | 586719.31 |
| 238AA | 327+58.19 | 50.44' LT | 748.88 | 278582.12 | 586719.62 |
| 239AA | 327+66.69 | 56.33' LT | 748.87 | 278592.07 | 586722.44 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - MORGAN AVE | SHEET 111 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023158
PLOT DATE : 7/15/2024 2:08 PM
PLOT BY : HOELZER, JACOB M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

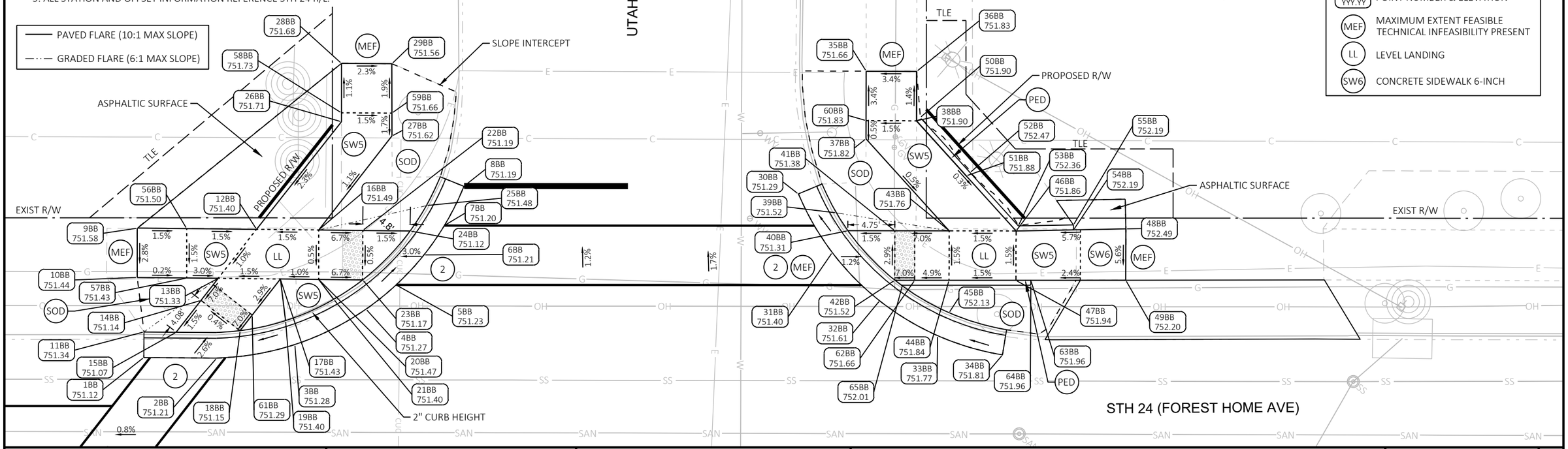
| STH 24 & MORGAN AVE (SE) | | | | | | STH 24 & MORGAN AVE (SE) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 300AA | 328+75.20 | 46.12' RT | 746.84 | 278581.80 | 586871.32 | 332AA | 329+66.68 | 52.52' RT | 746.75 | 278635.25 | 586946.08 |
| 302AA | 329+04.78 | 46.11' RT | 746.57 | 278600.59 | 586894.17 | 333AA | 329+77.10 | 60.70' RT | 746.89 | 278635.59 | 586959.32 |
| 303AA | 329+09.35 | 46.42' RT | 746.52 | 278603.37 | 586898.04 | 334AA | 329+84.04 | 66.15' RT | 746.99 | 278635.82 | 586968.14 |
| 304AA | 329+14.00 | 47.51' RT | 746.49 | 278605.50 | 586902.31 | 335AA | 329+86.27 | 67.91' RT | 747.02 | 278635.90 | 586970.98 |
| 305AA | 329+18.41 | 49.33' RT | 746.48 | 278606.91 | 586906.87 | 336AA | 329+62.85 | 56.28' RT | 746.75 | 278629.91 | 586945.52 |
| 306AA | 329+22.48 | 51.82' RT | 746.47 | 278607.58 | 586911.59 | 337AA | 329+67.02 | 61.16' RT | 746.78 | 278628.81 | 586951.85 |
| 307AA | 329+36.76 | 64.03' RT | 746.27 | 278607.30 | 586930.38 | 338AA | 329+71.42 | 65.84' RT | 746.81 | 278628.01 | 586958.22 |
| 308AA | 329+43.91 | 70.14' RT | 746.15 | 278607.15 | 586939.79 | 339AA | 329+76.03 | 70.31' RT | 746.82 | 278627.51 | 586964.62 |
| 309AA | 328+75.20 | 48.70' RT | 747.34 | 278579.81 | 586872.97 | 340AA | 329+80.85 | 74.55' RT | 746.83 | 278627.32 | 586971.04 |
| 310AA | 328+76.72 | 54.19' RT | 747.51 | 278576.53 | 586877.62 | 341AA | 329+71.03 | 61.71' RT | 746.84 | 278630.95 | 586955.29 |
| 311AA | 328+76.71 | 58.92' RT | 747.58 | 278572.87 | 586880.62 | 342AA | 329+73.89 | 61.47' RT | 746.91 | 278632.96 | 586957.34 |
| 319AA | 329+11.09 | 54.27' RT | 746.90 | 278598.44 | 586904.38 | 343AA | 329+75.60 | 66.35' RT | 746.85 | 278630.29 | 586961.77 |
| 320AA | 329+09.27 | 59.26' RT | 746.98 | 278593.43 | 586906.16 | 344AA | 329+79.68 | 66.01' RT | 747.03 | 278633.15 | 586964.69 |
| 321AA | 329+30.45 | 62.04' RT | 746.77 | 278604.81 | 586924.25 | 345AA | 328+79.00 | 48.70' RT | 746.72 | 278582.21 | 586875.89 |
| 322AA | 329+24.63 | 65.53' RT | 746.58 | 278598.41 | 586922.00 | 346AA | 328+85.42 | 54.21' RT | 747.32 | 278582.04 | 586884.35 |
| 323AA | 329+21.44 | 69.37' RT | 746.65 | 278593.41 | 586921.99 | 347AA | 328+85.41 | 59.21' RT | 747.39 | 278578.17 | 586887.52 |
| 324AA | 329+33.67 | 64.78' RT | 746.21 | 278604.74 | 586928.48 | 348AA | 328+86.67 | 48.70' RT | 746.65 | 278587.09 | 586881.82 |
| 325AA | 329+39.02 | 69.36' RT | 746.12 | 278604.63 | 586935.52 | 349AA | 328+91.28 | 48.70' RT | 747.11 | 278590.02 | 586885.38 |
| 326AA | 329+42.23 | 72.11' RT | 746.65 | 278604.57 | 586939.75 | 350AA | 328+93.12 | 54.22' RT | 747.25 | 278586.91 | 586890.31 |
| 327AA | 329+34.08 | 69.77' RT | 746.20 | 278601.17 | 586931.97 | 351AA | 328+93.11 | 59.22' RT | 747.32 | 278583.05 | 586893.48 |
| 328AA | 329+30.13 | 70.09' RT | 746.47 | 278598.39 | 586929.14 | 352AA | 329+31.67 | 64.95' RT | 746.35 | 278603.34 | 586927.05 |
| 329AA | 329+26.93 | 73.94' RT | 746.55 | 278593.39 | 586929.13 | 353AA | 329+02.21 | 54.24' RT | 747.05 | 278592.68 | 586897.35 |
| 330AA | 329+37.81 | 76.49' RT | 746.84 | 278598.37 | 586939.14 | 354AA | 329+02.81 | 59.24' RT | 747.12 | 278589.19 | 586900.98 |
| 331AA | 329+34.65 | 80.29' RT | 746.88 | 278593.43 | 586939.13 | | | | | | |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - MORGAN AVE | SHEET 112 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023159
PLOT DATE : 7/27/2024 7:47 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 24 & UTAH AVE | | | | | | STH 24 & UTAH AVE | | | | | | STH 24 & UTAH AVE | | | | | | STH 24 & UTAH AVE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1BB | 334+78.23 | 45.91' LT | 751.12 | 279037.39 | 587277.21 | 18BB | 334+87.95 | 48.62' LT | 751.15 | 279045.68 | 587282.97 | 35BB | 335+51.20 | 74.86' LT | 751.66 | 279106.23 | 587314.94 | 52BB | 335+61.68 | 64.61' LT | 752.47 | 279105.03 | 587329.55 |
| 2BB | 334+85.58 | 45.86' LT | 751.21 | 279042.04 | 587282.91 | 19BB | 334+92.54 | 49.63' LT | 751.40 | 279049.39 | 587285.86 | 36BB | 335+56.30 | 74.84' LT | 751.83 | 279109.47 | 587318.88 | 53BB | 335+66.56 | 59.21' LT | 752.36 | 279103.98 | 587336.75 |
| 3BB | 334+93.49 | 47.22' LT | 751.28 | 279048.14 | 587288.13 | 20BB | 334+95.89 | 53.80' LT | 751.47 | 279054.73 | 587285.78 | 37BB | 335+51.18 | 68.03' LT | 751.82 | 279100.96 | 587319.28 | 54BB | 335+72.14 | 58.82' LT | 752.19 | 279107.24 | 587341.30 |
| 4BB | 335+00.67 | 50.80' LT | 751.27 | 279055.47 | 587291.38 | 21BB | 334+97.42 | 51.79' LT | 751.40 | 279054.16 | 587288.24 | 38BB | 335+56.28 | 69.84' LT | 751.90 | 279105.61 | 587322.05 | 55BB | 335+72.13 | 59.32' LT | 752.19 | 279107.62 | 587340.97 |
| 5BB | 335+03.72 | 53.26' LT | 751.23 | 279059.31 | 587292.16 | 22BB | 335+00.34 | 58.76' LT | 751.19 | 279061.39 | 587286.04 | 39BB | 335+48.18 | 60.54' LT | 751.52 | 279093.28 | 587321.75 | 56BB | 334+82.56 | 58.95' LT | 751.50 | 279050.20 | 587272.23 |
| 6BB | 335+06.53 | 56.29' LT | 751.21 | 279063.43 | 587292.39 | 23BB | 335+00.33 | 53.76' LT | 751.17 | 279057.53 | 587289.23 | 40BB | 335+49.34 | 58.73' LT | 751.31 | 279092.63 | 587323.80 | 57BB | 334+82.56 | 53.95' LT | 751.43 | 279046.35 | 587275.42 |
| 7BB | 335+08.59 | 59.25' LT | 751.20 | 279067.03 | 587292.08 | 24BB | 335+05.13 | 58.71' LT | 751.12 | 279064.40 | 587289.76 | 41BB | 335+54.09 | 58.73' LT | 751.38 | 279095.66 | 587327.46 | 58BB | 334+98.19 | 70.65' LT | 751.73 | 279069.18 | 587276.80 |
| 8BB | 335+10.56 | 63.22' LT | 751.19 | 279071.35 | 587291.07 | 25BB | 335+06.77 | 61.27' LT | 751.48 | 279067.43 | 587289.40 | 42BB | 335+54.08 | 53.73' LT | 751.52 | 279091.80 | 587330.63 | 59BB | 335+03.29 | 70.62' LT | 751.66 | 279072.41 | 587280.75 |
| 9BB | 334+77.56 | 58.99' LT | 751.58 | 279047.04 | 587268.35 | 26BB | 334+98.19 | 69.76' LT | 751.71 | 279068.48 | 587277.37 | 43BB | 335+59.58 | 58.73' LT | 751.76 | 279099.16 | 587331.69 | 60BB | 335+51.18 | 69.86' LT | 751.83 | 279102.37 | 587318.12 |
| 10BB | 334+77.56 | 54.01' LT | 751.44 | 279043.20 | 587271.53 | 27BB | 335+03.29 | 68.31' LT | 751.62 | 279070.63 | 587282.23 | 44BB | 335+59.56 | 53.73' LT | 751.84 | 279095.30 | 587334.86 | 61BB | 334+89.18 | 50.20' LT | 751.29 | 279047.68 | 587282.91 |
| 11BB | 334+78.25 | 48.50' LT | 751.34 | 279039.39 | 587275.58 | 28BB | 334+98.19 | 75.65' LT | 751.68 | 279073.02 | 587273.61 | 45BB | 335+59.55 | 50.44' LT | 752.13 | 279092.75 | 587336.95 | 62BB | 335+56.09 | 53.73' LT | 751.66 | 279093.08 | 587332.19 |
| 12BB | 334+89.60 | 58.88' LT | 751.40 | 279054.63 | 587277.70 | 29BB | 335+03.28 | 75.62' LT | 751.56 | 279076.25 | 587277.55 | 46BB | 335+66.34 | 58.71' LT | 751.86 | 279103.45 | 587336.90 | 63BB | 335+67.82 | 53.73' LT | 751.96 | 279100.56 | 587341.22 |
| 13BB | 334+85.74 | 53.92' LT | 751.33 | 279048.35 | 587277.89 | 30BB | 335+44.35 | 62.45' LT | 751.29 | 279092.31 | 587317.58 | 47BB | 335+66.32 | 53.72' LT | 751.94 | 279099.60 | 587340.07 | 64BB | 335+67.82 | 53.23' LT | 751.96 | 279100.18 | 587341.54 |
| 14BB | 334+84.01 | 51.69' LT | 751.14 | 279045.53 | 587277.98 | 31BB | 335+47.76 | 56.52' LT | 751.40 | 279089.92 | 587323.99 | 48BB | 335+77.42 | 58.92' LT | 752.49 | 279110.69 | 587345.30 | 65BB | 335+54.85 | 53.23' LT | 752.01 | 279091.91 | 587331.55 |
| 15BB | 334+81.50 | 48.47' LT | 751.07 | 279041.45 | 587278.10 | 32BB | 335+52.55 | 51.64' LT | 751.61 | 279089.22 | 587330.79 | 49BB | 335+77.41 | 53.73' LT | 752.20 | 279106.68 | 587348.60 | | | | | | |
| 16BB | 334+95.89 | 58.81' LT | 751.49 | 279058.59 | 587282.59 | 33BB | 335+58.41 | 48.12' LT | 751.77 | 279090.24 | 587337.55 | 50BB | 335+56.65 | 70.17' LT | 751.90 | 279106.10 | 587322.13 | | | | | | |
| 17BB | 334+92.03 | 53.84' LT | 751.43 | 279052.30 | 587282.78 | 34BB | 335+64.96 | 46.17' LT | 751.81 | 279092.92 | 587343.84 | 51BB | 335+61.31 | 64.27' LT | 751.88 | 279104.53 | 587329.48 | | | | | | |

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.




LEGEND

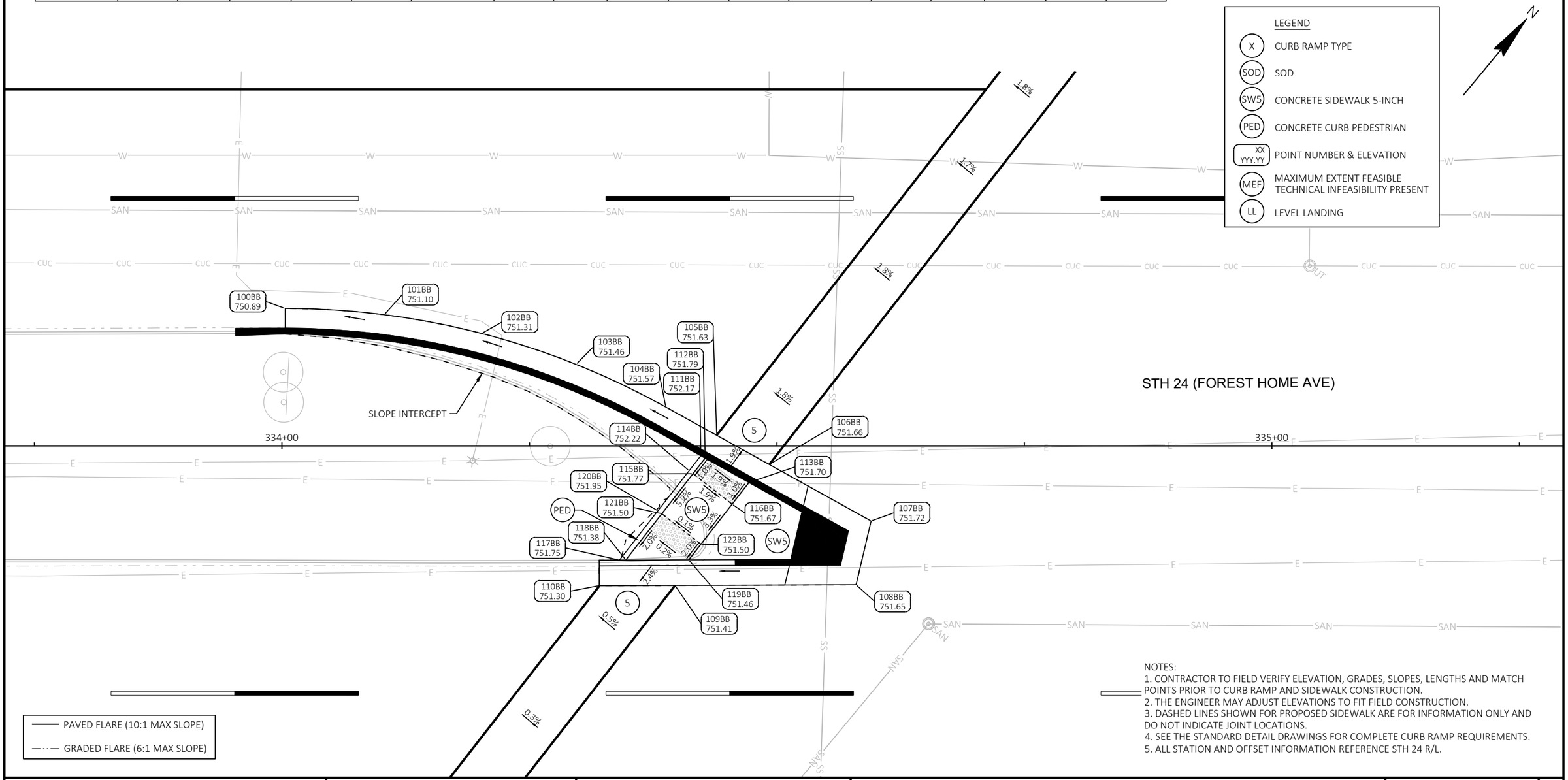
- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING
- SW6 — CONCRETE SIDEWALK 6-INCH

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - UTAH AVE/52ND ST | SHEET 113 | E |
|---|---|---|---|---|---|

2

| STH 24 & 52ND ST (MEDIAN) | | | | | | STH 24 & 52ND ST (MEDIAN) | | | | | | STH 24 & 52ND ST (MEDIAN) | | | | | | STH 24 & 52ND ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100BB | 334+00.34 | 13.87' LT | 750.89 | 278963.03 | 587237.67 | 106BB | 334+49.24 | 1.88' RT | 751.66 | 278982.09 | 587285.38 | 112BB | 334+42.76 | 1.24' RT | 751.79 | 278978.45 | 587279.99 | 118BB | 334+34.74 | 11.54' RT | 751.38 | 278965.41 | 587280.38 |
| 101BB | 334+10.34 | 13.24' LT | 751.10 | 278968.93 | 587245.78 | 107BB | 334+59.52 | 7.59' RT | 751.72 | 278984.25 | 587296.94 | 113BB | 334+47.19 | 3.70' RT | 751.70 | 278979.38 | 587284.96 | 119BB | 334+41.10 | 11.51' RT | 751.46 | 278969.48 | 587285.26 |
| 102BB | 334+20.19 | 11.35' LT | 751.31 | 278973.75 | 587254.57 | 108BB | 334+58.00 | 14.04' RT | 751.65 | 278978.32 | 587299.88 | 114BB | 334+41.14 | 2.51' RT | 752.22 | 278976.44 | 587279.55 | 120BB | 334+37.99 | 6.56' RT | 751.95 | 278971.32 | 587279.70 |
| 103BB | 334+29.72 | 8.23' LT | 751.46 | 278977.42 | 587263.90 | 109BB | 334+39.72 | 14.10' RT | 751.41 | 278966.61 | 587285.84 | 115BB | 334+41.53 | 2.82' RT | 751.77 | 278976.45 | 587280.05 | 121BB | 334+38.38 | 6.86' RT | 751.50 | 278971.33 | 587280.20 |
| 104BB | 334+38.78 | 3.92' LT | 751.57 | 278979.89 | 587273.62 | 110BB | 334+32.05 | 14.13' RT | 751.30 | 278961.69 | 587279.96 | 116BB | 334+45.48 | 5.90' RT | 751.67 | 278976.60 | 587285.04 | 122BB | 334+42.33 | 9.94' RT | 751.50 | 278971.48 | 587285.20 |
| 105BB | 334+43.93 | 1.06' LT | 751.63 | 278980.97 | 587279.41 | 111BB | 334+42.32 | 1.00' RT | 752.17 | 278978.36 | 587279.49 | 117BB | 334+34.11 | 11.54' RT | 751.75 | 278965.00 | 587279.89 | | | | | | |

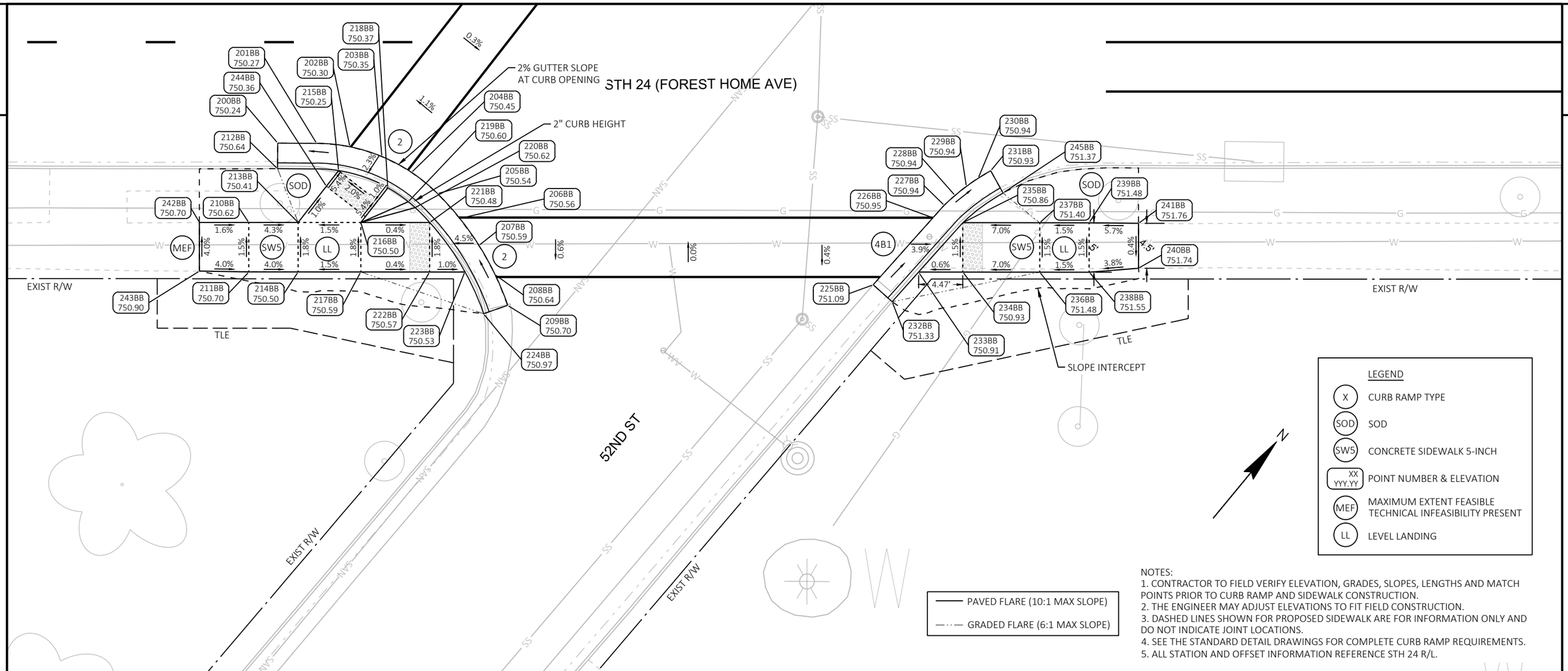
2




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - UTAH AVE/52ND ST | SHEET 114 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\212018800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023161A
PLOT DATE : 7/15/2024 2:18 PM
PLOT BY : HOELZER, JACOB M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



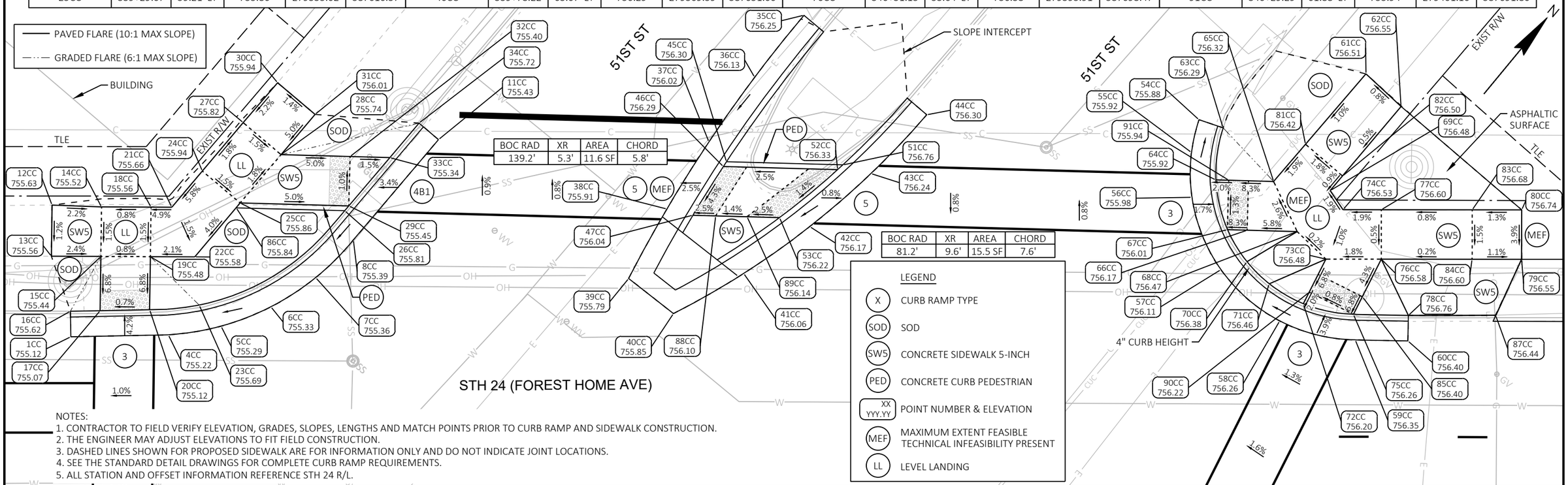

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & 52ND ST | | | | | | STH 24 & 52ND ST | | | | | | STH 24 & 52ND ST | | | | | | STH 24 & 52ND ST | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200BB | 333+99.39 | 46.22' RT | 750.24 | 278916.15 | 587275.28 | 212BB | 333+99.37 | 48.80' RT | 750.64 | 278914.15 | 587276.91 | 224BB | 334+20.23 | 63.48' RT | 750.97 | 278916.15 | 587302.34 | 236BB | 334+76.55 | 59.28' RT | 751.48 | 278955.32 | 587343.03 |
| 201BB | 334+03.32 | 46.25' RT | 750.27 | 278918.63 | 587278.32 | 213BB | 334+01.46 | 54.25' RT | 750.41 | 278911.28 | 587282.00 | 225BB | 334+59.68 | 60.55' RT | 751.09 | 278943.58 | 587330.85 | 237BB | 334+76.55 | 54.28' RT | 751.40 | 278959.17 | 587339.84 |
| 202BB | 334+06.69 | 46.60' RT | 750.30 | 278920.52 | 587281.14 | 214BB | 334+01.46 | 59.25' RT | 750.50 | 278907.43 | 587285.19 | 226BB | 334+65.74 | 53.77' RT | 750.95 | 278952.66 | 587331.19 | 238BB | 334+81.55 | 59.28' RT | 751.55 | 278958.51 | 587346.88 |
| 203BB | 334+09.94 | 47.59' RT | 750.35 | 278921.82 | 587284.28 | 215BB | 334+05.55 | 49.01' RT | 750.25 | 278917.92 | 587281.80 | 227BB | 334+66.89 | 52.50' RT | 750.94 | 278954.37 | 587331.26 | 239BB | 334+81.55 | 54.28' RT | 751.48 | 278962.36 | 587343.69 |
| 204BB | 334+12.94 | 49.19' RT | 750.45 | 278922.50 | 587287.60 | 216BB | 334+07.80 | 54.25' RT | 750.50 | 278915.32 | 587286.88 | 228BB | 334+67.97 | 51.51' RT | 750.94 | 278955.82 | 587331.46 | 240BB | 334+86.55 | 58.89' RT | 751.74 | 278962.00 | 587350.48 |
| 205BB | 334+15.56 | 51.34' RT | 750.54 | 278922.52 | 587291.00 | 217BB | 334+07.80 | 59.25' RT | 750.59 | 278911.47 | 587290.07 | 229BB | 334+69.12 | 50.60' RT | 750.94 | 278957.26 | 587331.77 | 241BB | 334+86.55 | 54.34' RT | 751.76 | 278965.50 | 587347.58 |
| 206BB | 334+17.81 | 53.84' RT | 750.56 | 278922.03 | 587294.33 | 218BB | 334+10.53 | 50.75' RT | 750.37 | 278919.77 | 587286.75 | 230BB | 334+70.33 | 49.77' RT | 750.94 | 278958.67 | 587332.17 | 242BB | 333+91.46 | 54.26' RT | 750.70 | 278904.90 | 587274.30 |
| 207BB | 334+19.76 | 56.58' RT | 750.59 | 278921.16 | 587297.57 | 219BB | 334+12.61 | 52.15' RT | 750.60 | 278920.01 | 587289.24 | 231BB | 334+71.59 | 49.01' RT | 750.93 | 278960.06 | 587332.66 | 243BB | 333+91.46 | 59.17' RT | 750.90 | 278901.12 | 587277.43 |
| 208BB | 334+21.39 | 59.52' RT | 750.64 | 278919.94 | 587300.70 | 220BB | 334+13.25 | 52.77' RT | 750.62 | 278919.94 | 587290.13 | 232BB | 334+61.61 | 62.27' RT | 751.33 | 278943.48 | 587333.43 | 244BB | 334+04.32 | 50.59' RT | 750.36 | 278915.92 | 587281.86 |
| 209BB | 334+22.67 | 62.63' RT | 750.70 | 278918.36 | 587303.67 | 221BB | 334+14.78 | 54.26' RT | 750.48 | 278919.77 | 587292.25 | 233BB | 334+64.29 | 59.27' RT | 750.91 | 278947.50 | 587333.58 | 245BB | 334+72.84 | 51.28' RT | 751.37 | 278959.11 | 587335.06 |
| 210BB | 333+96.46 | 54.25' RT | 750.62 | 278908.09 | 587278.15 | 222BB | 334+14.77 | 59.26' RT | 750.57 | 278915.92 | 587295.44 | 234BB | 334+68.76 | 59.27' RT | 750.93 | 278950.35 | 587337.03 | | | | | | |
| 211BB | 333+96.47 | 59.25' RT | 750.70 | 278904.25 | 587281.34 | 223BB | 334+18.34 | 59.26' RT | 750.53 | 278918.20 | 587298.19 | 235BB | 334+68.76 | 54.27' RT | 750.86 | 278954.20 | 587333.84 | | | | | | |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - UTAH AVE/52ND ST | SHEET 115 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023161B
PLOT DATE : 7/27/2024 7:53 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

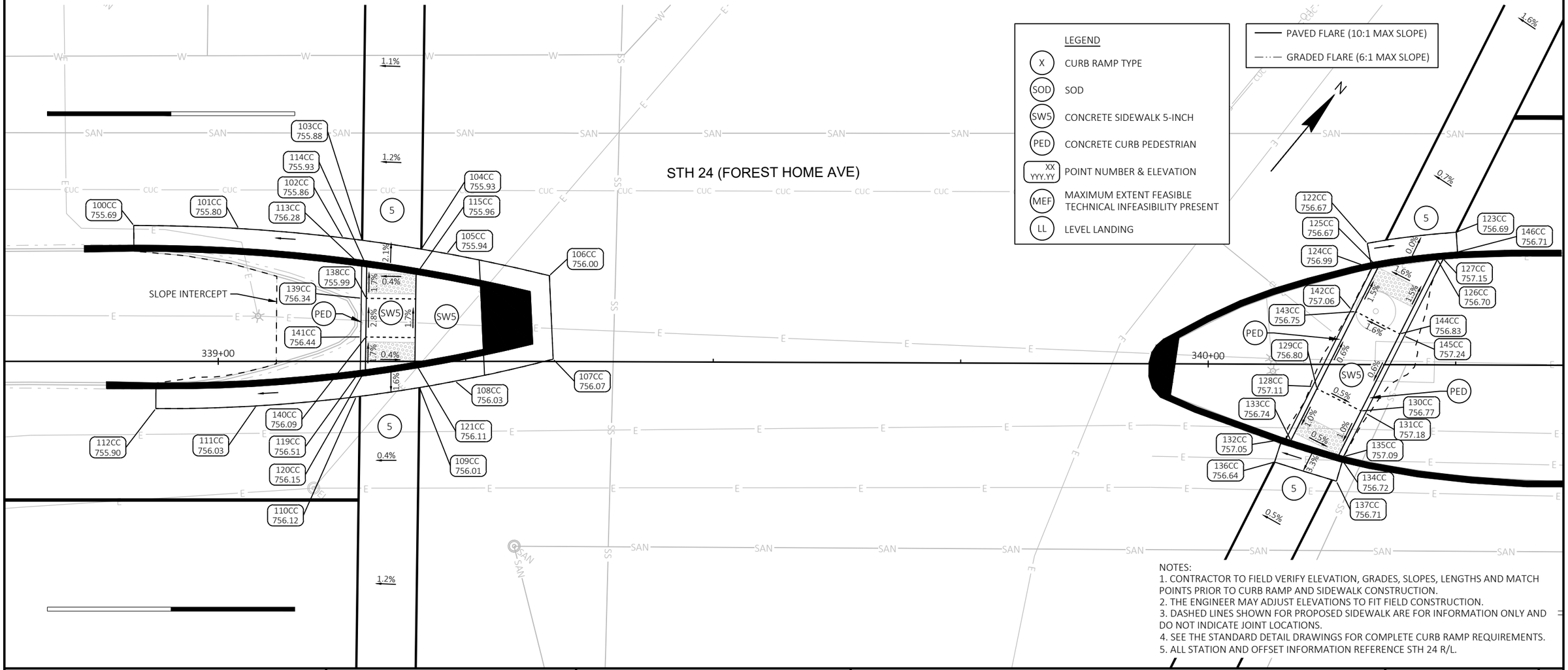
| STH 24 & 51ST ST | | | | | | STH 24 & 51ST ST | | | | | | STH 24 & 51ST ST | | | | | | STH 24 & 51ST ST | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1CC | 339+12.57 | 45.69' LT | 755.12 | 279314.30 | 587611.83 | 26CC | 339+40.00 | 58.46' LT | 755.81 | 279341.75 | 587625.00 | 47CC | 339+75.18 | 58.14' LT | 756.04 | 279363.84 | 587652.38 | 71CC | 340+33.40 | 51.42' LT | 756.46 | 279395.63 | 587701.62 |
| 4CC | 339+22.41 | 45.87' LT | 755.22 | 279320.73 | 587619.29 | 27CC | 339+29.97 | 67.32' LT | 755.82 | 279342.07 | 587611.43 | 51CC | 339+90.31 | 63.28' LT | 756.76 | 279377.43 | 587660.80 | 72CC | 340+36.87 | 49.40' LT | 756.20 | 279396.28 | 587705.58 |
| 5CC | 339+27.74 | 46.75' LT | 755.29 | 279324.80 | 587622.84 | 28CC | 339+33.55 | 64.11' LT | 755.74 | 279342.02 | 587616.43 | 52CC | 339+89.78 | 62.80' LT | 756.33 | 279376.72 | 587660.70 | 73CC | 340+39.13 | 53.94' LT | 756.48 | 279401.22 | 587704.45 |
| 6CC | 339+32.59 | 48.71' LT | 755.33 | 279329.51 | 587625.46 | 29CC | 339+40.41 | 58.95' LT | 755.45 | 279342.39 | 587625.01 | 53CC | 339+83.93 | 57.93' LT | 756.22 | 279369.25 | 587659.27 | 74CC | 340+40.84 | 58.95' LT | 756.53 | 279406.17 | 587702.59 |
| 7CC | 339+37.10 | 51.68' LT | 755.36 | 279334.67 | 587627.06 | 30CC | 339+33.18 | 71.37' LT | 755.94 | 279347.39 | 587611.53 | 54CC | 340+26.26 | 67.99' LT | 755.88 | 279403.89 | 587685.58 | 75CC | 340+41.94 | 48.37' LT | 756.26 | 279398.69 | 587710.16 |
| 8CC | 339+40.90 | 55.51' LT | 755.39 | 279340.04 | 587627.57 | 31CC | 339+36.97 | 68.19' LT | 756.01 | 279347.35 | 587616.48 | 55CC | 340+25.50 | 64.67' LT | 755.92 | 279400.85 | 587687.11 | 76CC | 340+44.73 | 53.95' LT | 756.58 | 279404.78 | 587708.76 |
| 11CC | 339+49.46 | 65.68' LT | 755.43 | 279353.34 | 587627.72 | 32CC | 339+40.53 | 63.95' LT | 755.40 | 279346.33 | 587621.92 | 56CC | 340+25.56 | 60.14' LT | 755.98 | 279397.39 | 587690.03 | 77CC | 340+44.72 | 58.95' LT | 756.60 | 279408.64 | 587705.58 |
| 12CC | 339+10.66 | 59.00' LT | 755.63 | 279323.34 | 587601.87 | 33CC | 339+44.54 | 63.85' LT | 755.34 | 279348.80 | 587625.08 | 57CC | 340+28.52 | 52.83' LT | 756.11 | 279393.62 | 587696.95 | 78CC | 340+47.49 | 48.28' LT | 756.76 | 279402.15 | 587714.49 |
| 13CC | 339+10.59 | 53.82' LT | 755.56 | 279319.31 | 587605.12 | 34CC | 339+47.48 | 67.35' LT | 755.72 | 279353.37 | 587625.13 | 58CC | 340+34.47 | 47.67' LT | 756.26 | 279393.41 | 587704.83 | 79CC | 340+58.90 | 53.99' LT | 756.55 | 279413.81 | 587719.69 |
| 14CC | 339+15.66 | 58.80' LT | 755.52 | 279326.38 | 587605.84 | 35CC | 339+86.33 | 78.39' LT | 756.25 | 279386.57 | 587648.13 | 59CC | 340+42.13 | 45.78' LT | 756.35 | 279396.82 | 587711.94 | 80CC | 340+58.89 | 58.99' LT | 756.74 | 279417.67 | 587716.50 |
| 15CC | 339+15.59 | 53.80' LT | 755.44 | 279322.49 | 587608.98 | 36CC | 339+81.36 | 72.11' LT | 756.13 | 279378.56 | 587648.29 | 60CC | 340+47.45 | 45.70' LT | 756.40 | 279400.13 | 587716.10 | 81CC | 340+37.03 | 65.54' LT | 756.42 | 279408.84 | 587695.46 |
| 16CC | 339+12.52 | 48.27' LT | 755.62 | 279316.26 | 587610.14 | 37CC | 339+76.76 | 65.55' LT | 756.02 | 279370.58 | 587648.89 | 61CC | 340+43.11 | 72.68' LT | 756.51 | 279418.22 | 587695.62 | 82CC | 340+40.78 | 62.35' LT | 756.50 | 279408.76 | 587700.37 |
| 17CC | 339+15.52 | 48.33' LT | 755.07 | 279318.22 | 587612.42 | 38CC | 339+72.54 | 58.75' LT | 755.91 | 279362.64 | 587649.95 | 62CC | 340+46.66 | 69.40' LT | 756.55 | 279417.94 | 587700.45 | 83CC | 340+53.89 | 58.98' LT | 756.68 | 279414.48 | 587712.65 |
| 18CC | 339+20.66 | 58.78' LT | 755.56 | 279329.55 | 587609.71 | 39CC | 339+68.71 | 51.72' LT | 755.79 | 279354.78 | 587651.46 | 63CC | 340+28.71 | 67.17' LT | 756.29 | 279404.81 | 587687.99 | 84CC | 340+53.90 | 53.98' LT | 756.60 | 279410.63 | 587715.83 |
| 19CC | 339+20.59 | 53.78' LT | 755.48 | 279325.66 | 587612.85 | 40CC | 339+73.25 | 48.19' LT | 755.85 | 279354.93 | 587657.20 | 64CC | 340+27.98 | 61.91' LT | 755.92 | 279400.29 | 587690.77 | 85CC | 340+42.83 | 50.15' LT | 756.40 | 279400.64 | 587709.71 |
| 20CC | 339+20.52 | 48.42' LT | 755.12 | 279321.49 | 587616.21 | 41CC | 339+80.33 | 52.27' LT | 756.06 | 279362.59 | 587660.08 | 65CC | 340+33.82 | 61.77' LT | 756.32 | 279403.90 | 587695.37 | 86CC | 339+29.26 | 58.72' LT | 755.84 | 279334.99 | 587616.37 |
| 21CC | 339+22.76 | 58.77' LT | 755.66 | 279330.88 | 587611.33 | 42CC | 339+86.99 | 57.03' LT | 756.17 | 279370.49 | 587662.20 | 66CC | 340+31.17 | 56.83' LT | 756.17 | 279398.39 | 587696.46 | 87CC | 340+56.28 | 48.33' LT | 756.44 | 279407.78 | 587721.26 |
| 22CC | 339+25.07 | 53.76' LT | 755.58 | 279328.50 | 587616.31 | 43CC | 339+93.15 | 62.42' LT | 756.24 | 279378.56 | 587663.54 | 67CC | 340+29.17 | 56.88' LT | 756.01 | 279397.16 | 587694.88 | 88CC | 339+77.47 | 58.08' LT | 756.10 | 279365.26 | 587654.18 |
| 23CC | 339+25.53 | 48.88' LT | 755.69 | 279325.03 | 587619.78 | 44CC | 339+98.75 | 68.38' LT | 756.30 | 279386.72 | 587664.09 | 68CC | 340+36.22 | 56.71' LT | 756.47 | 279401.51 | 587700.44 | 89CC | 339+80.64 | 58.01' LT | 756.14 | 279367.22 | 587656.68 |
| 24CC | 339+25.84 | 62.43' LT | 755.94 | 279335.67 | 587611.37 | 45CC | 339+78.55 | 63.56' LT | 756.30 | 279370.17 | 587651.54 | 69CC | 340+39.54 | 60.87' LT | 756.48 | 279406.83 | 587700.36 | 90CC | 340+37.47 | 50.60' LT | 756.22 | 279397.58 | 587705.28 |
| 25CC | 339+29.67 | 59.21' LT | 755.86 | 279335.62 | 587616.37 | 46CC | 339+78.22 | 63.07' LT | 756.29 | 279369.59 | 587651.60 | 70CC | 340+31.15 | 53.64' LT | 756.38 | 279395.91 | 587698.47 | 91CC | 340+29.29 | 61.88' LT | 755.94 | 279401.10 | 587691.80 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

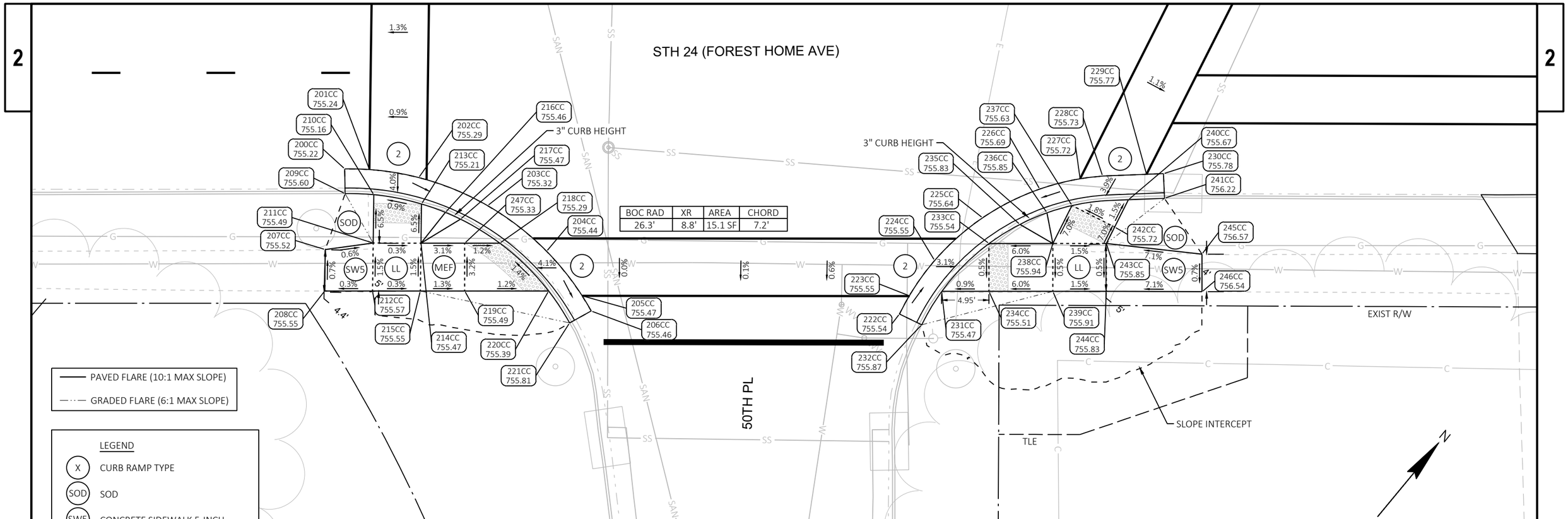
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 51ST ST/50TH PL | SHEET 116 | E |
|---|---|---|---|---|---|

| STH 24 & 51ST ST (MEDIAN) | | | | | | STH 24 & 51ST ST (MEDIAN) | | | | | | STH 24 & 51ST ST (MEDIAN) | | | | | | STH 24 & 51ST ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100CC | 338+91.48 | 13.71' LT | 755.69 | 279276.23 | 587615.99 | 111CC | 339+03.84 | 4.50' RT | 756.03 | 279270.09 | 587637.12 | 125CC | 340+17.11 | 9.82' LT | 756.67 | 279353.15 | 587715.46 | 136CC | 340+06.75 | 9.88' RT | 756.64 | 279331.35 | 587719.96 |
| 101CC | 339+02.07 | 13.42' LT | 755.80 | 279282.76 | 587624.33 | 112CC | 338+93.70 | 4.76' RT | 755.90 | 279263.42 | 587629.49 | 126CC | 340+23.11 | 10.64' LT | 756.70 | 279357.59 | 587719.57 | 137CC | 340+12.99 | 11.78' RT | 756.71 | 279333.85 | 587725.99 |
| 102CC | 339+12.62 | 12.47' LT | 755.86 | 279288.76 | 587633.06 | 113CC | 339+14.50 | 9.63' LT | 756.28 | 279287.77 | 587636.33 | 127CC | 340+23.69 | 10.69' LT | 757.15 | 279358.00 | 587719.99 | 138CC | 339+14.96 | 6.37' LT | 755.99 | 279285.55 | 587638.76 |
| 103CC | 339+14.54 | 12.23' LT | 755.88 | 279289.80 | 587634.69 | 114CC | 339+15.00 | 9.56' LT | 755.93 | 279288.04 | 587636.75 | 128CC | 340+10.54 | 2.23' RT | 757.11 | 279339.67 | 587718.03 | 139CC | 339+14.46 | 6.37' LT | 756.34 | 279285.24 | 587638.37 |
| 104CC | 339+20.53 | 11.33' LT | 755.93 | 279292.92 | 587639.88 | 115CC | 339+19.99 | 8.80' LT | 755.96 | 279290.63 | 587641.08 | 129CC | 340+10.99 | 2.45' RT | 756.80 | 279339.78 | 587718.52 | 140CC | 339+14.91 | 2.46' LT | 756.09 | 279282.51 | 587641.21 |
| 105CC | 339+23.09 | 10.88' LT | 755.94 | 279294.21 | 587642.14 | 119CC | 339+14.36 | 0.92' RT | 756.51 | 279279.56 | 587642.94 | 130CC | 340+15.46 | 4.68' RT | 756.77 | 279340.90 | 587723.39 | 141CC | 339+14.41 | 2.47' LT | 756.44 | 279282.20 | 587640.82 |
| 106CC | 339+33.42 | 8.66' LT | 756.00 | 279299.10 | 587651.54 | 120CC | 339+14.86 | 0.85' RT | 756.15 | 279279.93 | 587643.29 | 131CC | 340+15.91 | 4.91' RT | 757.18 | 279341.01 | 587723.88 | 142CC | 340+14.43 | 5.57' LT | 757.06 | 279348.16 | 587716.08 |
| 107CC | 339+33.84 | 0.24' LT | 756.07 | 279292.86 | 587657.21 | 121CC | 339+19.87 | 0.10' RT | 756.11 | 279283.70 | 587646.67 | 132CC | 340+07.89 | 7.53' RT | 757.05 | 279333.89 | 587719.35 | 143CC | 340+14.88 | 5.34' LT | 756.75 | 279348.27 | 587716.57 |
| 108CC | 339+23.95 | 2.00' RT | 756.03 | 279284.84 | 587651.01 | 122CC | 340+16.02 | 12.24' LT | 756.67 | 279354.33 | 587713.07 | 133CC | 340+08.37 | 7.68' RT | 756.74 | 279334.08 | 587719.82 | 144CC | 340+19.35 | 3.11' LT | 756.83 | 279349.39 | 587721.45 |
| 109CC | 339+20.34 | 2.64' RT | 756.01 | 279282.04 | 587648.65 | 123CC | 340+25.01 | 13.39' LT | 756.69 | 279360.92 | 587719.29 | 134CC | 340+13.23 | 9.16' RT | 756.72 | 279336.03 | 587724.51 | 145CC | 340+19.80 | 2.89' LT | 757.24 | 279349.50 | 587721.93 |
| 110CC | 339+13.93 | 3.58' RT | 756.12 | 279277.24 | 587644.31 | 124CC | 340+16.50 | 9.70' LT | 756.99 | 279352.67 | 587715.05 | 135CC | 340+13.72 | 9.30' RT | 757.09 | 279336.23 | 587724.97 | 146CC | 340+25.15 | 11.39' LT | 756.71 | 279359.47 | 587720.66 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 51ST ST/50TH PL | SHEET 117 | E |
|---|---|---|---|---|---|




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & 50TH PL | | | | | | STH 24 & 50TH PL | | | | | | STH 24 & 50TH PL | | | | | | STH 24 & 50TH PL | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200CC | 339+11.17 | 46.05' RT | 755.22 | 279242.77 | 587669.28 | 212CC | 339+14.09 | 58.79' RT | 755.57 | 279234.82 | 587679.65 | 224CC | 339+73.08 | 55.44' RT | 755.55 | 279274.78 | 587722.89 | 236CC | 339+84.81 | 50.41' RT | 755.85 | 279286.11 | 587728.76 |
| 201CC | 339+13.76 | 46.11' RT | 755.24 | 279244.37 | 587671.31 | 213CC | 339+19.21 | 49.71' RT | 755.21 | 279245.08 | 587677.81 | 225CC | 339+78.07 | 50.97' RT | 755.64 | 279281.40 | 587723.90 | 237CC | 339+87.42 | 49.65' RT | 755.63 | 279288.36 | 587730.29 |
| 202CC | 339+18.91 | 46.95' RT | 755.29 | 279247.01 | 587675.81 | 214CC | 339+19.15 | 53.80' RT | 755.47 | 279241.90 | 587680.37 | 226CC | 339+84.05 | 47.94' RT | 755.69 | 279287.54 | 587726.60 | 238CC | 339+85.44 | 53.63' RT | 755.94 | 279284.02 | 587731.28 |
| 203CC | 339+26.12 | 49.89' RT | 755.32 | 279249.35 | 587683.24 | 215CC | 339+19.09 | 58.80' RT | 755.55 | 279238.00 | 587683.51 | 227CC | 339+88.26 | 46.85' RT | 755.72 | 279291.05 | 587729.16 | 239CC | 339+85.46 | 58.63' RT | 755.91 | 279280.17 | 587734.47 |
| 204CC | 339+32.49 | 54.64' RT | 755.44 | 279249.62 | 587691.03 | 216CC | 339+21.70 | 50.59' RT | 755.46 | 279245.99 | 587680.28 | 228CC | 339+90.61 | 46.57' RT | 755.73 | 279292.76 | 587730.79 | 240CC | 339+93.32 | 49.03' RT | 755.67 | 279292.58 | 587734.45 |
| 205CC | 339+36.23 | 59.29' RT | 755.47 | 279248.41 | 587696.86 | 217CC | 339+23.27 | 51.30' RT | 755.47 | 279246.45 | 587681.95 | 229CC | 339+95.21 | 46.36' RT | 755.77 | 279295.84 | 587734.22 | 241CC | 339+97.10 | 48.87' RT | 756.22 | 279295.11 | 587737.27 |
| 206CC | 339+37.18 | 60.86' RT | 755.46 | 279247.79 | 587698.60 | 218CC | 339+27.39 | 53.80' RT | 755.29 | 279247.14 | 587686.71 | 230CC | 339+96.99 | 46.29' RT | 755.78 | 279297.03 | 587735.54 | 242CC | 339+91.90 | 51.89' RT | 755.72 | 279289.47 | 587735.17 |
| 207CC | 339+09.14 | 54.48' RT | 755.52 | 279234.99 | 587673.09 | 219CC | 339+23.73 | 58.80' RT | 755.49 | 279240.96 | 587687.08 | 231CC | 339+73.83 | 58.67' RT | 755.47 | 279272.76 | 587725.52 | 243CC | 339+91.04 | 53.61' RT | 755.85 | 279287.59 | 587735.60 |
| 208CC | 339+09.09 | 58.80' RT | 755.55 | 279231.62 | 587675.81 | 220CC | 339+32.71 | 58.80' RT | 755.39 | 279246.55 | 587693.84 | 232CC | 339+71.75 | 62.17' RT | 755.87 | 279268.73 | 587726.14 | 244CC | 339+91.05 | 58.61' RT | 755.83 | 279283.74 | 587738.78 |
| 209CC | 339+11.22 | 48.63' RT | 755.60 | 279240.82 | 587670.96 | 221CC | 339+34.93 | 62.12' RT | 755.81 | 279245.39 | 587697.66 | 233CC | 339+78.76 | 53.65' RT | 755.54 | 279279.77 | 587726.14 | 245CC | 340+01.04 | 54.69' RT | 756.57 | 279293.11 | 587744.01 |
| 210CC | 339+14.22 | 48.74' RT | 755.16 | 279242.64 | 587673.35 | 222CC | 339+69.42 | 61.06' RT | 755.54 | 279268.12 | 587723.63 | 234CC | 339+78.78 | 58.65' RT | 755.51 | 279275.91 | 587729.33 | 246CC | 340+01.05 | 58.61' RT | 756.54 | 279290.09 | 587746.51 |
| 211CC | 339+14.15 | 53.79' RT | 755.49 | 279238.71 | 587676.52 | 223CC | 339+70.44 | 59.15' RT | 755.55 | 279270.23 | 587723.20 | 235CC | 339+81.98 | 51.64' RT | 755.83 | 279283.36 | 587727.35 | 247CC | 339+23.73 | 53.80' RT | 755.33 | 279244.81 | 587683.89 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 51ST ST/50TH PL | SHEET 118 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023163B
PLOT DATE : 7/15/2024 2:35 PM
PLOT BY : HOELZER, JACOB M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

| STH 24 & CRANDON PL - NORTH | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1DD | 342+45.46 | 46.11' LT | 755.91 | 279526.20 | 587868.79 |
| 2DD | 342+34.46 | 46.01' LT | 756.11 | 279519.13 | 587860.36 |
| 3DD | 342+32.36 | 58.88' LT | 756.78 | 279527.75 | 587850.57 |
| 4DD | 342+32.40 | 53.88' LT | 756.70 | 279523.91 | 587853.77 |
| 5DD | 342+37.36 | 58.91' LT | 756.49 | 279530.95 | 587854.41 |
| 6DD | 342+37.40 | 53.91' LT | 756.41 | 279527.11 | 587857.61 |
| 7DD | 342+34.43 | 48.59' LT | 756.42 | 279521.11 | 587858.70 |
| 8DD | 342+37.43 | 48.62' LT | 756.05 | 279523.04 | 587861.00 |
| 9DD | 342+42.36 | 58.90' LT | 756.41 | 279534.12 | 587858.28 |
| 10DD | 342+42.40 | 53.90' LT | 756.34 | 279530.27 | 587861.48 |

| STH 24 & CRANDON PL - NORTH | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 11DD | 342+42.43 | 48.67' LT | 755.97 | 279526.25 | 587864.84 |
| 12DD | 342+47.36 | 58.94' LT | 756.60 | 279537.32 | 587862.12 |
| 13DD | 342+47.40 | 53.94' LT | 756.52 | 279533.47 | 587865.32 |
| 14DD | 342+45.43 | 48.70' LT | 756.30 | 279528.18 | 587867.13 |
| 15DD | 342+43.44 | 7.24' LT | 756.79 | 279494.89 | 587891.92 |
| 16DD | 342+35.73 | 2.81' LT | 756.93 | 279486.58 | 587888.78 |
| 17DD | 342+43.23 | 4.30' LT | 757.07 | 279492.48 | 587893.63 |
| 18DD | 342+42.73 | 4.05' LT | 756.88 | 279491.97 | 587893.40 |
| 19DD | 342+37.75 | 1.08' LT | 756.94 | 279486.51 | 587891.44 |
| 20DD | 342+37.25 | 0.72' LT | 757.15 | 279485.92 | 587891.28 |

| STH 24 & CRANDON PL - NORTH | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 21DD | 342+43.27 | 2.89' RT | 757.15 | 279486.96 | 587898.23 |
| 22DD | 342+42.77 | 2.89' RT | 756.95 | 279486.64 | 587897.84 |
| 23DD | 342+37.80 | 7.34' RT | 757.03 | 279480.05 | 587896.83 |
| 24DD | 342+37.30 | 7.34' RT | 757.23 | 279479.73 | 587896.44 |
| 25DD | 342+43.33 | 11.39' RT | 757.11 | 279480.43 | 587903.67 |
| 26DD | 342+42.83 | 11.39' RT | 756.92 | 279480.11 | 587903.28 |
| 27DD | 342+37.83 | 11.34' RT | 756.97 | 279476.97 | 587899.39 |
| 28DD | 342+37.33 | 11.34' RT | 757.17 | 279476.66 | 587899.00 |
| 29DD | 342+43.30 | 13.98' RT | 756.84 | 279478.42 | 587905.29 |
| 30DD | 342+37.30 | 13.92' RT | 756.91 | 279474.65 | 587900.62 |

| STH 24 & CRANDON PL - NORTH | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 31DD | 342+27.36 | 58.93' LT | 756.85 | 279524.61 | 587846.68 |
| 32DD | 342+27.40 | 53.91' LT | 756.75 | 279520.75 | 587849.89 |
| 33DD | 342+52.36 | 58.88' LT | 756.53 | 279540.45 | 587866.02 |
| 34DD | 342+52.40 | 54.06' LT | 756.29 | 279536.75 | 587869.11 |
| 35DD | 342+42.80 | 7.31' RT | 756.98 | 279483.25 | 587900.67 |
| 36DD | 342+43.30 | 7.30' RT | 757.18 | 279483.57 | 587901.05 |
| 37DD | 342+44.25 | 5.41' LT | 756.85 | 279493.99 | 587893.71 |

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

PAVED FLARE (10:1 MAX SLOPE)
GRADED FLARE (6:1 MAX SLOPE)

LEGEND
- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

STH 24 (FOREST HOME AVE)

SLOPE INTERCEPT

SEE NEXT SHEET FOR DETAILS

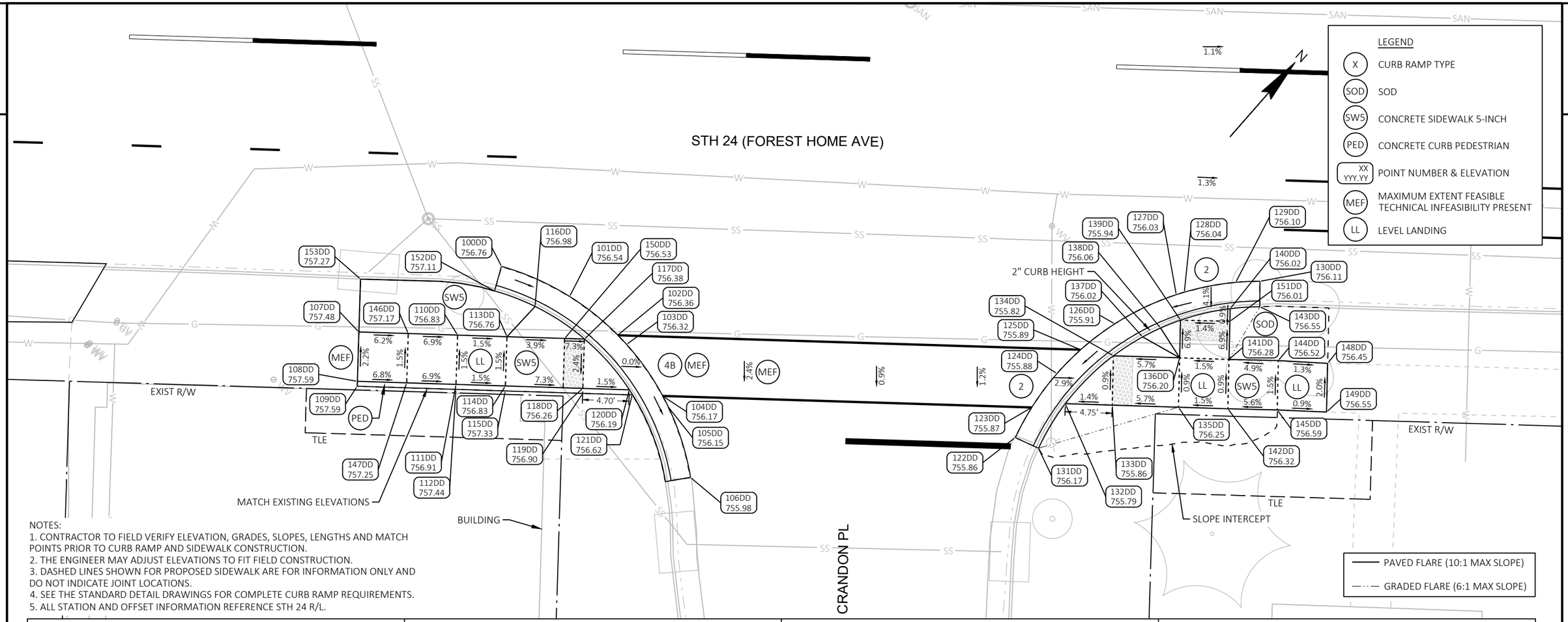
CRANDON PL

EXIST R/W

TLE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - CRANDON PL | SHEET 119 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023164A
PLOT DATE : 7/15/2024 2:36 PM
PLOT BY : HOELZER, JACOB M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & CRANDON PL - SOUTH | | | | | | STH 24 & CRANDON PL - SOUTH | | | | | | STH 24 & CRANDON PL - SOUTH | | | | | | STH 24 & CRANDON PL - SOUTH | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100DD | 341+69.20 | 47.12' RT | 756.76 | 279405.75 | 587869.10 | 114DD | 341+69.95 | 59.20' RT | 756.83 | 279396.90 | 587877.35 | 128DD | 342+38.38 | 47.62' RT | 756.04 | 279449.30 | 587922.86 | 142DD | 342+43.15 | 59.29' RT | 756.32 | 279443.31 | 587933.95 |
| 101DD | 341+76.17 | 49.96' RT | 756.54 | 279407.98 | 587876.29 | 115DD | 341+69.95 | 59.70' RT | 757.33 | 279396.51 | 587877.67 | 129DD | 342+43.56 | 46.47' RT | 756.10 | 279453.48 | 587926.13 | 143DD | 342+46.08 | 48.87' RT | 756.55 | 279453.23 | 587929.59 |
| 102DD | 341+81.16 | 53.72' RT | 756.36 | 279408.25 | 587882.53 | 116DD | 341+72.71 | 51.08' RT | 756.98 | 279404.92 | 587874.32 | 130DD | 342+45.99 | 46.28' RT | 756.11 | 279455.17 | 587927.89 | 144DD | 342+48.11 | 54.26' RT | 756.52 | 279450.35 | 587934.59 |
| 103DD | 341+82.08 | 54.64' RT | 756.32 | 279408.12 | 587883.83 | 117DD | 341+77.81 | 54.21' RT | 756.38 | 279405.74 | 587880.25 | 131DD | 342+24.10 | 63.87' RT | 756.17 | 279427.68 | 587922.14 | 145DD | 342+48.15 | 59.26' RT | 756.59 | 279446.51 | 587937.79 |
| 104DD | 341+85.88 | 59.72' RT | 756.17 | 279406.61 | 587889.99 | 118DD | 341+77.80 | 59.21' RT | 756.26 | 279401.87 | 587883.42 | 132DD | 342+26.68 | 59.27' RT | 755.79 | 279432.87 | 587921.22 | 146DD | 341+59.96 | 54.19' RT | 757.17 | 279394.42 | 587866.45 |
| 105DD | 341+86.46 | 60.78' RT | 756.15 | 279406.16 | 587891.11 | 119DD | 341+77.80 | 59.71' RT | 756.90 | 279401.49 | 587883.74 | 133DD | 342+31.44 | 59.28' RT | 755.86 | 279435.89 | 587924.89 | 147DD | 341+59.95 | 59.19' RT | 757.25 | 279390.56 | 587869.62 |
| 106DD | 341+88.96 | 67.90' RT | 755.98 | 279402.25 | 587897.56 | 120DD | 341+82.50 | 59.22' RT | 756.19 | 279404.85 | 587887.06 | 134DD | 342+31.40 | 54.28' RT | 755.82 | 279439.73 | 587921.69 | 148DD | 342+53.11 | 54.39' RT | 756.45 | 279453.42 | 587938.54 |
| 107DD | 341+54.96 | 54.19' RT | 757.48 | 279391.25 | 587862.59 | 121DD | 341+82.84 | 59.72' RT | 756.62 | 279404.68 | 587887.64 | 135DD | 342+38.15 | 59.28' RT | 756.25 | 279440.14 | 587930.08 | 149DD | 342+53.15 | 59.32' RT | 756.55 | 279449.64 | 587941.69 |
| 108DD | 341+54.95 | 59.19' RT | 757.59 | 279387.38 | 587865.76 | 122DD | 342+21.72 | 62.86' RT | 755.86 | 279426.95 | 587919.66 | 136DD | 342+38.11 | 54.28' RT | 756.20 | 279443.98 | 587926.88 | 150DD | 341+75.81 | 54.21' RT | 756.53 | 279404.47 | 587878.70 |
| 109DD | 341+54.95 | 59.69' RT | 757.59 | 279387.00 | 587866.07 | 123DD | 342+23.29 | 59.77' RT | 755.87 | 279430.33 | 587918.91 | 137DD | 342+34.30 | 52.28' RT | 756.02 | 279443.11 | 587922.66 | 151DD | 342+43.09 | 50.43' RT | 756.01 | 279450.12 | 587928.28 |
| 110DD | 341+64.96 | 54.20' RT | 756.83 | 279397.59 | 587870.32 | 124DD | 342+25.74 | 56.25' RT | 755.88 | 279434.61 | 587918.57 | 138DD | 342+36.09 | 51.32' RT | 756.06 | 279444.99 | 587923.44 | 152DD | 341+68.57 | 49.63' RT | 757.11 | 279403.42 | 587870.20 |
| 111DD | 341+64.95 | 59.20' RT | 756.91 | 279393.73 | 587873.49 | 125DD | 342+28.05 | 53.77' RT | 755.89 | 279437.99 | 587918.78 | 139DD | 342+38.09 | 50.46' RT | 755.94 | 279446.92 | 587924.43 | 153DD | 341+54.97 | 48.83' RT | 757.27 | 279395.40 | 587859.19 |
| 112DD | 341+64.95 | 59.70' RT | 757.44 | 279393.34 | 587873.81 | 126DD | 342+31.44 | 51.03' RT | 755.91 | 279442.26 | 587919.67 | 140DD | 342+43.08 | 49.15' RT | 756.02 | 279451.11 | 587927.45 | | | | | | |
| 113DD | 341+69.96 | 54.20' RT | 756.76 | 279400.76 | 587874.18 | 127DD | 342+37.57 | 47.90' RT | 756.03 | 279448.57 | 587922.41 | 141DD | 342+43.11 | 54.29' RT | 756.28 | 279447.15 | 587930.75 | | | | | | |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - CRANDON PL | SHEET 120 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023164B
PLOT DATE : 7/27/2024 9:58 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 24 & 49TH ST | | | | | | STH 24 & 49TH ST | | | | | | STH 24 & 49TH ST | | | | | | STH 24 & 49TH ST | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1EE | 348+13.07 | 46.14' LT | 747.82 | 279886.68 | 588307.24 | 17EE | 348+16.33 | 48.71' LT | 747.70 | 279890.74 | 588308.12 | 34EE | 348+83.85 | 50.81' LT | 746.84 | 279935.24 | 588358.94 | 50EE | 348+98.52 | 59.45' LT | 746.66 | 279951.24 | 588364.79 |
| 2EE | 348+15.08 | 46.13' LT | 747.79 | 279887.95 | 588308.79 | 19EE | 348+26.90 | 68.20' LT | 747.32 | 279912.52 | 588303.91 | 35EE | 348+89.46 | 47.28' LT | 746.90 | 279936.08 | 588365.52 | 51EE | 348+93.25 | 54.54' LT | 746.83 | 279944.10 | 588363.83 |
| 3EE | 348+21.79 | 46.11' LT | 747.67 | 279892.20 | 588313.99 | 20EE | 348+23.66 | 64.39' LT | 747.47 | 279907.52 | 588303.83 | 36EE | 348+90.47 | 46.93' LT | 746.89 | 279936.45 | 588366.52 | 52EE | 348+91.68 | 49.27' LT | 746.80 | 279939.03 | 588365.98 |
| 4EE | 348+29.02 | 47.67' LT | 747.49 | 279897.99 | 588318.59 | 21EE | 348+23.60 | 60.72' LT | 747.59 | 279904.64 | 588306.12 | 37EE | 348+95.99 | 46.17' LT | 746.80 | 279939.37 | 588371.27 | 53EE | 348+98.44 | 54.45' LT | 746.74 | 279947.32 | 588367.90 |
| 5EE | 348+35.59 | 51.06' LT | 747.19 | 279904.79 | 588321.50 | 22EE | 348+23.52 | 55.72' LT | 747.66 | 279900.72 | 588309.23 | 38EE | 349+01.94 | 46.14' LT | 746.70 | 279943.13 | 588375.88 | 54EE | 348+96.75 | 48.75' LT | 746.70 | 279941.85 | 588370.22 |
| 6EE | 348+40.04 | 54.94' LT | 746.83 | 279910.61 | 588322.49 | 23EE | 348+21.52 | 48.69' LT | 747.60 | 279894.03 | 588312.15 | 39EE | 348+81.11 | 62.75' LT | 746.57 | 279942.73 | 588349.25 | 55EE | 349+01.95 | 48.73' LT | 747.12 | 279945.13 | 588374.25 |
| 7EE | 348+41.04 | 56.06' LT | 746.74 | 279912.11 | 588322.54 | 24EE | 348+25.88 | 49.40' LT | 747.65 | 279897.35 | 588315.06 | 40EE | 348+81.52 | 59.74' LT | 746.32 | 279940.66 | 588351.48 | 56EE | 349+12.16 | 59.26' LT | 747.14 | 279959.75 | 588375.45 |
| 8EE | 348+44.27 | 60.87' LT | 746.36 | 279917.88 | 588321.98 | 25EE | 348+31.49 | 51.58' LT | 747.51 | 279902.59 | 588318.01 | 41EE | 348+83.93 | 59.70' LT | 746.37 | 279942.17 | 588353.37 | 57EE | 349+12.08 | 54.21' LT | 747.07 | 279955.80 | 588378.59 |
| 9EE | 348+44.98 | 62.32' LT | 746.25 | 279919.45 | 588321.62 | 26EE | 348+37.03 | 60.49' LT | 746.58 | 279912.99 | 588316.64 | 42EE | 348+83.85 | 54.70' LT | 746.66 | 279938.25 | 588356.48 | 58EE | 348+13.43 | 60.95' LT | 747.93 | 279898.36 | 588298.11 |
| 10EE | 348+08.43 | 61.10' LT | 748.19 | 279895.30 | 588294.16 | 27EE | 348+36.95 | 55.49' LT | 746.90 | 279909.08 | 588319.75 | 43EE | 348+86.85 | 51.65' LT | 746.96 | 279937.80 | 588360.73 | 59EE | 348+13.34 | 55.54' LT | 747.84 | 279894.12 | 588301.48 |
| 11EE | 348+08.33 | 55.28' LT | 748.07 | 279890.74 | 588297.78 | 28EE | 348+41.02 | 60.42' LT | 746.45 | 279915.47 | 588319.76 | 44EE | 348+88.88 | 50.37' LT | 746.99 | 279938.10 | 588363.11 | 60EE | 349+00.72 | 77.45' LT | 745.69 | 279966.54 | 588355.06 |
| 12EE | 348+22.64 | 71.77' LT | 747.36 | 279912.56 | 588298.35 | 29EE | 348+42.64 | 63.40' LT | 746.73 | 279918.80 | 588319.12 | 45EE | 349+03.97 | 81.25' LT | 745.28 | 279971.54 | 588355.16 | 61EE | 349+05.14 | 73.68' LT | 745.78 | 279966.43 | 588360.87 |
| 13EE | 348+19.38 | 67.98' LT | 747.56 | 279907.56 | 588298.24 | 30EE | 348+78.53 | 62.67' LT | 746.15 | 279941.03 | 588347.30 | 46EE | 349+08.40 | 77.47' LT | 745.41 | 279971.43 | 588360.98 | 62EE | 348+16.71 | 50.06' LT | 747.69 | 279892.03 | 588307.56 |
| 14EE | 348+18.43 | 60.80' LT | 747.67 | 279901.42 | 588302.07 | 31EE | 348+78.77 | 60.29' LT | 746.32 | 279939.34 | 588349.00 | 47EE | 348+94.23 | 69.85' LT | 746.42 | 279956.54 | 588354.87 | 63EE | 348+32.95 | 55.56' LT | 747.20 | 279906.59 | 588316.61 |
| 15EE | 348+18.34 | 55.80' LT | 747.74 | 279897.50 | 588305.18 | 32EE | 348+80.01 | 56.21' LT | 746.59 | 279936.98 | 588352.55 | 48EE | 348+98.63 | 66.09' LT | 746.50 | 279956.44 | 588360.66 | 64EE | 348+86.85 | 54.65' LT | 746.78 | 279940.12 | 588358.83 |
| 16EE | 348+13.08 | 48.72' LT | 748.11 | 279888.68 | 588305.60 | 33EE | 348+81.05 | 54.25' LT | 746.69 | 279936.12 | 588354.60 | 49EE | 348+93.33 | 59.54' LT | 746.75 | 279948.01 | 588360.72 | | | | | | |

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

STH 24 (FOREST HOME AVE)

49TH ST

SLOPE INTERCEPT

TLE

EXIST R/W

PROPOSED R/W

2" CURB HEIGHT

REFER TO BUS STOP DETAILS

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

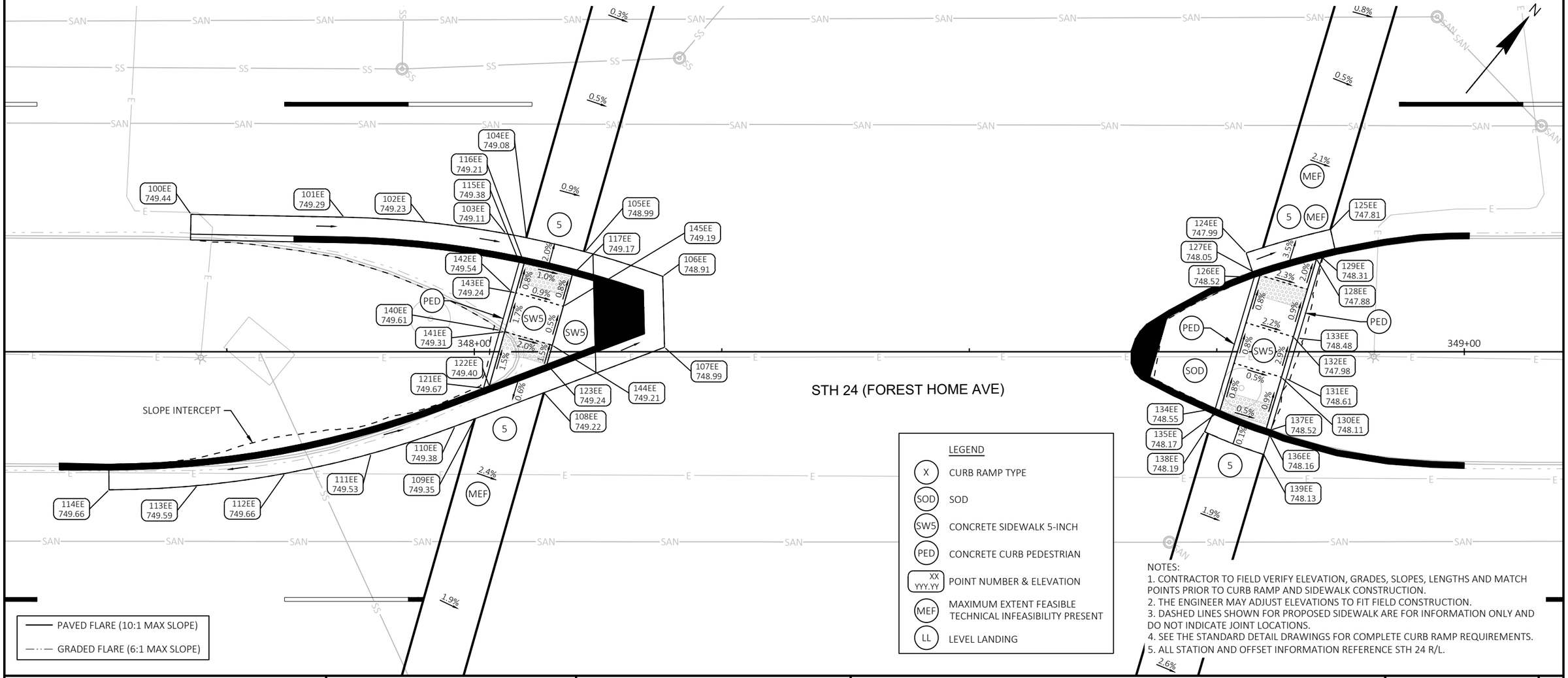
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 49TH ST/SCHAUER AVE | SHEET 121 | E |
|---|---|---|---|---|---|

| STH 24 & 49TH ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100EE | 347+71.39 | 13.89' LT | 749.44 | 279835.30 | 588295.52 |
| 101EE | 347+86.83 | 13.60' LT | 749.29 | 279844.88 | 588307.64 |
| 102EE | 347+95.04 | 13.10' LT | 749.23 | 279849.72 | 588314.29 |
| 103EE | 348+03.18 | 11.94' LT | 749.11 | 279853.99 | 588321.32 |
| 104EE | 348+05.26 | 11.53' LT | 749.08 | 279855.00 | 588323.19 |
| 105EE | 348+11.20 | 10.11' LT | 748.99 | 279857.67 | 588328.68 |
| 106EE | 348+19.04 | 7.63' LT | 748.91 | 279860.73 | 588336.31 |
| 107EE | 348+19.21 | 0.45' LT | 748.99 | 279855.30 | 588341.00 |
| 108EE | 348+07.04 | 4.13' RT | 749.22 | 279844.02 | 588334.50 |
| 109EE | 348+00.05 | 6.77' RT | 749.35 | 279837.55 | 588330.78 |
| 110EE | 347+98.06 | 7.51' RT | 749.38 | 279835.71 | 588329.72 |

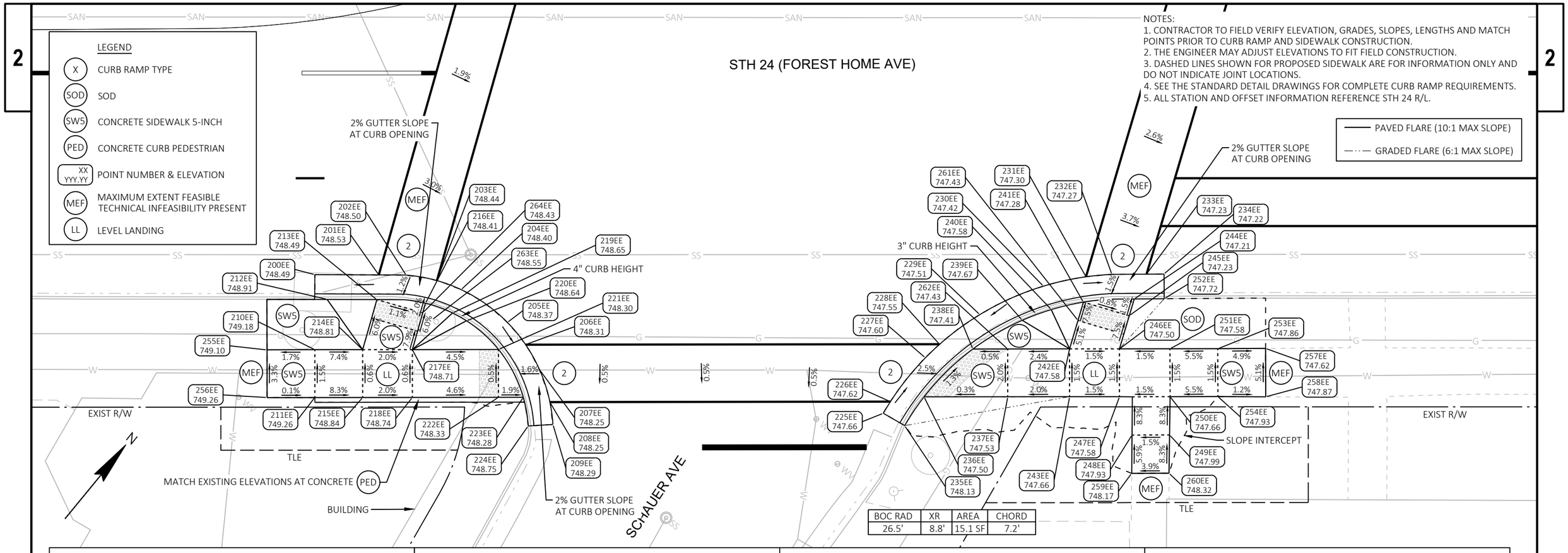
| STH 24 & 49TH ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 111EE | 347+89.57 | 10.29' RT | 749.53 | 279828.18 | 588324.92 |
| 112EE | 347+80.87 | 12.29' RT | 749.66 | 279821.10 | 588319.47 |
| 113EE | 347+72.02 | 13.51' RT | 749.59 | 279814.54 | 588313.41 |
| 114EE | 347+63.11 | 13.94' RT | 749.66 | 279808.55 | 588306.80 |
| 115EE | 348+04.54 | 9.04' LT | 749.38 | 279852.61 | 588324.21 |
| 116EE | 348+05.03 | 8.94' LT | 749.21 | 279852.85 | 588324.65 |
| 117EE | 348+09.90 | 7.78' LT | 749.17 | 279855.05 | 588329.15 |
| 121EE | 348+00.93 | 3.67' RT | 749.67 | 279840.50 | 588329.49 |
| 122EE | 348+01.51 | 3.45' RT | 749.40 | 279841.04 | 588329.80 |
| 123EE | 348+07.33 | 1.26' RT | 749.24 | 279846.43 | 588332.91 |
| 124EE | 348+77.97 | 9.99' LT | 747.99 | 279899.98 | 588380.33 |

| STH 24 & 49TH ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 125EE | 348+86.48 | 12.37' LT | 747.81 | 279907.22 | 588385.39 |
| 126EE | 348+78.79 | 7.54' LT | 748.52 | 279898.60 | 588382.52 |
| 127EE | 348+79.37 | 7.73' LT | 748.05 | 279899.12 | 588382.84 |
| 128EE | 348+85.07 | 9.37' LT | 747.88 | 279904.01 | 588386.20 |
| 129EE | 348+85.63 | 9.51' LT | 748.31 | 279904.48 | 588386.55 |
| 130EE | 348+81.53 | 2.57' RT | 748.11 | 279892.54 | 588391.05 |
| 131EE | 348+82.01 | 2.71' RT | 748.61 | 279892.73 | 588391.51 |
| 132EE | 348+82.74 | 1.51' LT | 747.98 | 279896.46 | 588389.40 |
| 133EE | 348+83.22 | 1.37' LT | 748.48 | 279896.65 | 588389.86 |
| 134EE | 348+74.86 | 5.73' RT | 748.55 | 279885.86 | 588387.90 |
| 135EE | 348+75.31 | 5.94' RT | 748.17 | 279885.99 | 588388.39 |

| STH 24 & 49TH ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 136EE | 348+79.99 | 7.75' RT | 748.16 | 279887.56 | 588393.16 |
| 137EE | 348+80.47 | 7.90' RT | 748.52 | 279887.75 | 588393.62 |
| 138EE | 348+73.76 | 8.07' RT | 748.19 | 279883.36 | 588388.55 |
| 139EE | 348+79.73 | 10.37' RT | 748.13 | 279885.37 | 588394.62 |
| 140EE | 348+02.59 | 2.16' LT | 749.61 | 279846.06 | 588327.07 |
| 141EE | 348+03.07 | 2.03' LT | 749.31 | 279846.26 | 588327.53 |
| 142EE | 348+03.71 | 6.10' LT | 749.54 | 279849.81 | 588325.43 |
| 143EE | 348+04.19 | 5.96' LT | 749.24 | 279850.01 | 588325.89 |
| 144EE | 348+07.88 | 0.66' LT | 749.21 | 279848.26 | 588332.11 |
| 145EE | 348+09.00 | 4.60' LT | 749.19 | 279852.01 | 588330.47 |




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 49TH ST/SCHAUER AVE | SHEET 122 | E |
|---|---|---|---|---|---|




| STH 24 & SCHAUER AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200EE | 347+82.18 | 46.07' RT | 748.49 | 279795.84 | 588341.94 |
| 201EE | 347+88.88 | 46.11' RT | 748.53 | 279800.07 | 588347.13 |
| 202EE | 347+91.74 | 46.14' RT | 748.50 | 279801.86 | 588349.37 |
| 203EE | 347+94.94 | 46.70' RT | 748.44 | 279803.46 | 588352.19 |
| 204EE | 347+97.48 | 47.64' RT | 748.40 | 279804.34 | 588354.75 |
| 205EE | 348+02.32 | 51.07' RT | 748.37 | 279804.77 | 588360.67 |
| 206EE | 348+04.22 | 53.39' RT | 748.31 | 279804.18 | 588363.61 |
| 207EE | 348+05.66 | 55.97' RT | 748.25 | 279803.10 | 588366.36 |
| 208EE | 348+06.76 | 59.39' RT | 748.25 | 279801.16 | 588369.38 |
| 209EE | 348+07.08 | 61.73' RT | 748.29 | 279799.56 | 588371.11 |
| 210EE | 347+82.18 | 53.92' RT | 749.18 | 279789.78 | 588346.92 |
| 211EE | 347+82.18 | 58.92' RT | 749.26 | 279785.92 | 588350.10 |
| 212EE | 347+83.47 | 48.66' RT | 748.91 | 279794.66 | 588344.58 |
| 213EE | 347+88.66 | 48.69' RT | 748.49 | 279797.94 | 588348.60 |
| 214EE | 347+87.18 | 53.91' RT | 748.81 | 279792.96 | 588350.78 |
| 215EE | 347+87.18 | 58.91' RT | 748.84 | 279789.10 | 588353.96 |
| 216EE | 347+93.76 | 49.06' RT | 748.41 | 279800.89 | 588352.77 |

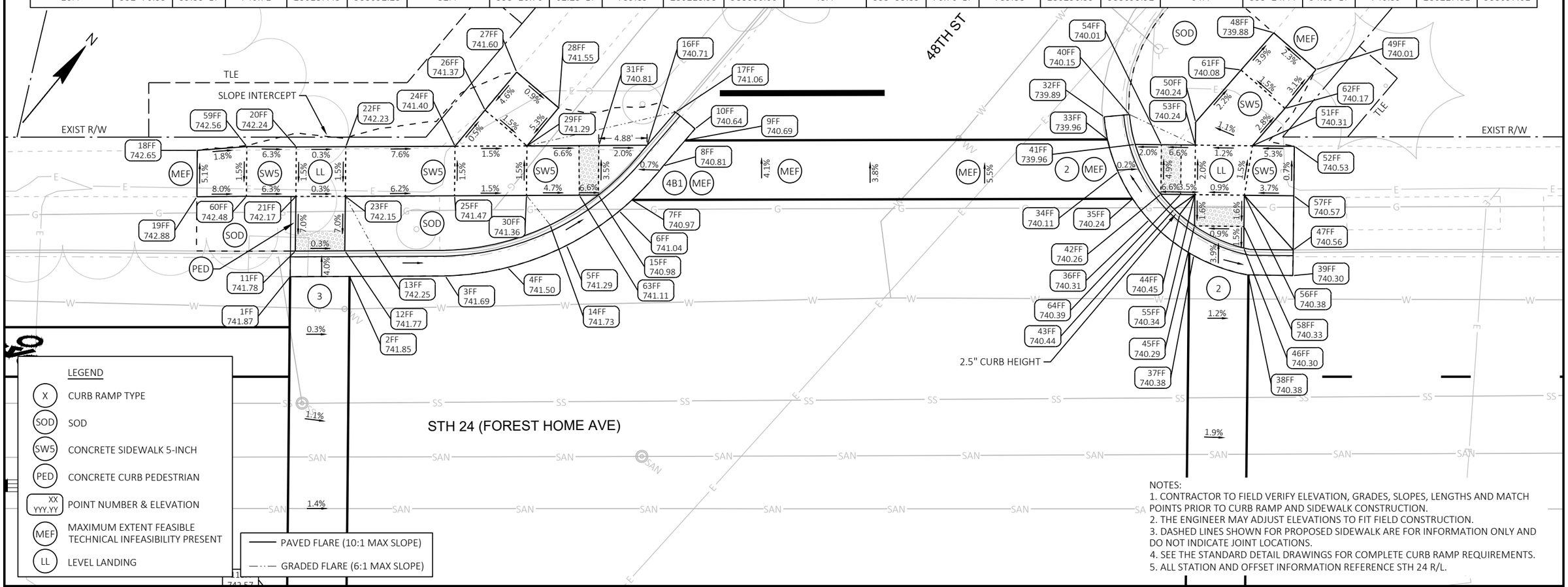
| STH 24 & SCHAUER AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 217EE | 347+92.38 | 53.91' RT | 748.71 | 279796.26 | 588354.79 |
| 218EE | 347+92.38 | 58.91' RT | 748.74 | 279792.41 | 588357.97 |
| 219EE | 347+96.58 | 50.08' RT | 748.65 | 279801.89 | 588355.61 |
| 220EE | 347+98.04 | 50.90' RT | 748.64 | 279802.18 | 588357.26 |
| 221EE | 348+01.38 | 53.90' RT | 748.30 | 279801.99 | 588361.74 |
| 222EE | 348+01.39 | 58.90' RT | 748.33 | 279798.13 | 588364.92 |
| 223EE | 348+03.98 | 58.90' RT | 748.28 | 279799.78 | 588366.92 |
| 224EE | 348+04.50 | 61.89' RT | 748.75 | 279797.79 | 588369.22 |
| 225EE | 348+41.63 | 60.56' RT | 747.66 | 279822.41 | 588397.06 |
| 226EE | 348+42.37 | 59.35' RT | 747.62 | 279823.81 | 588396.86 |
| 227EE | 348+46.03 | 54.76' RT | 747.60 | 279829.68 | 588396.78 |
| 228EE | 348+47.52 | 53.35' RT | 747.55 | 279831.72 | 588397.03 |
| 229EE | 348+51.73 | 50.24' RT | 747.51 | 279836.79 | 588398.31 |
| 230EE | 348+58.37 | 47.27' RT | 747.42 | 279843.30 | 588401.56 |
| 231EE | 348+62.83 | 46.30' RT | 747.30 | 279846.89 | 588404.38 |
| 232EE | 348+65.54 | 46.05' RT | 747.27 | 279848.80 | 588406.32 |
| 233EE | 348+69.17 | 46.02' RT | 747.23 | 279851.12 | 588409.10 |

| STH 24 & SCHAUER AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 234EE | 348+70.99 | 46.01' RT | 747.22 | 279852.29 | 588410.50 |
| 235EE | 348+43.87 | 61.85' RT | 748.13 | 279822.83 | 588399.61 |
| 236EE | 348+45.89 | 58.85' RT | 747.50 | 279826.43 | 588399.26 |
| 237EE | 348+54.66 | 58.84' RT | 747.53 | 279832.01 | 588406.03 |
| 238EE | 348+51.00 | 53.84' RT | 747.41 | 279833.54 | 588400.03 |
| 239EE | 348+56.17 | 50.84' RT | 747.67 | 279839.15 | 588402.12 |
| 240EE | 348+59.20 | 49.72' RT | 747.58 | 279841.94 | 588403.75 |
| 241EE | 348+62.56 | 48.95' RT | 747.28 | 279844.67 | 588405.86 |
| 242EE | 348+61.11 | 53.83' RT | 747.58 | 279839.97 | 588407.84 |
| 243EE | 348+61.12 | 58.83' RT | 747.66 | 279836.12 | 588411.02 |
| 244EE | 348+67.88 | 48.61' RT | 747.21 | 279848.30 | 588409.75 |
| 245EE | 348+67.36 | 50.37' RT | 747.23 | 279846.61 | 588410.46 |
| 246EE | 348+66.33 | 53.83' RT | 747.50 | 279843.29 | 588411.87 |
| 247EE | 348+66.34 | 58.83' RT | 747.58 | 279839.43 | 588415.05 |
| 248EE | 348+67.65 | 62.84' RT | 747.93 | 279837.17 | 588418.61 |
| 249EE | 348+71.57 | 62.82' RT | 747.99 | 279839.67 | 588421.63 |
| 250EE | 348+71.63 | 58.82' RT | 747.66 | 279842.80 | 588419.13 |

| STH 24 & SCHAUER AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 251EE | 348+71.62 | 53.82' RT | 747.58 | 279846.66 | 588415.95 |
| 252EE | 348+71.01 | 48.59' RT | 747.72 | 279850.31 | 588412.16 |
| 253EE | 348+76.62 | 53.82' RT | 747.86 | 279849.83 | 588419.81 |
| 254EE | 348+76.63 | 58.82' RT | 747.93 | 279845.98 | 588422.99 |
| 255EE | 347+77.18 | 53.94' RT | 749.10 | 279786.59 | 588343.07 |
| 256EE | 347+77.18 | 58.92' RT | 749.26 | 279782.74 | 588346.24 |
| 257EE | 348+81.62 | 53.79' RT | 747.62 | 279853.03 | 588423.65 |
| 258EE | 348+81.63 | 58.85' RT | 747.87 | 279849.13 | 588426.87 |
| 259EE | 348+67.62 | 66.84' RT | 748.17 | 279834.06 | 588421.12 |
| 260EE | 348+71.52 | 66.82' RT | 748.32 | 279836.55 | 588424.12 |
| 261EE | 348+61.99 | 50.87' RT | 747.43 | 279842.83 | 588406.63 |
| 262EE | 348+54.65 | 53.84' RT | 747.43 | 279835.86 | 588402.85 |
| 263EE | 347+92.92 | 51.98' RT | 748.55 | 279798.10 | 588353.99 |
| 264EE | 347+93.47 | 50.05' RT | 748.43 | 279799.94 | 588353.19 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 49TH ST/SCHAUER AVE | SHEET 123 | E |
|---|---|---|---|---|---|

| STH 24 & 48TH ST | | | | | | STH 24 & 48TH ST | | | | | | STH 24 & 48TH ST | | | | | | STH 24 & 48TH ST | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1FF | 352+34.49 | 46.10' LT | 741.87 | 280154.29 | 588632.80 | 17FF | 352+73.43 | 62.70' LT | 741.06 | 280191.84 | 588652.33 | 33FF | 353+17.06 | 59.95' LT | 739.96 | 280217.42 | 588687.78 | 49FF | 353+38.10 | 66.99' LT | 740.01 | 280236.22 | 588699.57 |
| 2FF | 352+40.49 | 46.12' LT | 741.85 | 280158.12 | 588637.42 | 18FF | 352+25.13 | 58.84' LT | 742.65 | 280158.18 | 588617.47 | 34FF | 353+18.13 | 56.65' LT | 740.11 | 280215.55 | 588690.70 | 50FF | 353+25.95 | 61.70' LT | 740.24 | 280224.42 | 588693.54 |
| 3FF | 352+50.16 | 46.17' LT | 741.69 | 280164.29 | 588644.85 | 19FF | 352+25.07 | 54.16' LT | 742.88 | 280154.53 | 588620.40 | 35FF | 353+19.60 | 53.95' LT | 740.24 | 280214.40 | 588693.55 | 51FF | 353+31.70 | 59.31' LT | 740.31 | 280226.22 | 588699.50 |
| 4FF | 352+56.46 | 47.02' LT | 741.50 | 280168.95 | 588649.18 | 20FF | 352+35.12 | 59.19' LT | 742.24 | 280164.79 | 588624.97 | 36FF | 353+21.26 | 51.82' LT | 740.31 | 280213.81 | 588696.19 | 52FF | 353+35.93 | 59.26' LT | 740.53 | 280228.87 | 588702.79 |
| 5FF | 352+62.42 | 49.25' LT | 741.29 | 280174.45 | 588652.37 | 21FF | 352+35.07 | 54.19' LT | 742.17 | 280160.90 | 588628.11 | 37FF | 353+25.76 | 48.23' LT | 740.38 | 280213.90 | 588701.94 | 53FF | 353+25.93 | 59.38' LT | 740.24 | 280222.61 | 588695.00 |
| 6FF | 352+67.74 | 52.72' LT | 741.04 | 280180.52 | 588654.28 | 22FF | 352+40.12 | 59.21' LT | 742.23 | 280167.99 | 588628.82 | 38FF | 353+31.29 | 46.27' LT | 740.38 | 280215.89 | 588707.46 | 54FF | 353+22.50 | 59.42' LT | 740.01 | 280220.46 | 588692.32 |
| 7FF | 352+69.02 | 53.84' LT | 740.97 | 280182.19 | 588654.55 | 23FF | 352+40.07 | 54.21' LT | 742.15 | 280164.09 | 588631.96 | 39FF | 353+35.77 | 46.21' LT | 740.30 | 280218.68 | 588710.96 | 55FF | 353+25.87 | 54.38' LT | 740.34 | 280218.71 | 588698.13 |
| 8FF | 352+72.18 | 57.27' LT | 740.81 | 280186.85 | 588654.82 | 24FF | 352+51.14 | 59.26' LT | 741.40 | 280175.03 | 588637.30 | 40FF | 353+19.28 | 62.45' LT | 740.15 | 280220.76 | 588687.90 | 56FF | 353+30.87 | 54.32' LT | 740.38 | 280221.84 | 588702.03 |
| 9FF | 352+74.39 | 59.85' LT | 740.69 | 280190.24 | 588654.88 | 25FF | 352+51.10 | 54.26' LT | 741.47 | 280171.14 | 588640.44 | 41FF | 353+19.85 | 59.45' LT | 739.96 | 280218.81 | 588690.26 | 57FF | 353+35.87 | 54.26' LT | 740.57 | 280224.97 | 588705.93 |
| 10FF | 352+75.39 | 61.01' LT | 740.64 | 280191.78 | 588654.92 | 26FF | 352+54.18 | 62.90' LT | 741.37 | 280179.77 | 588637.33 | 42FF | 353+22.45 | 54.42' LT | 740.26 | 280216.57 | 588695.46 | 58FF | 353+30.84 | 51.16' LT | 740.33 | 280219.39 | 588704.01 |
| 11FF | 352+35.03 | 48.69' LT | 741.78 | 280156.62 | 588631.57 | 27FF | 352+57.38 | 66.75' LT | 741.60 | 280184.77 | 588637.36 | 43FF | 353+23.80 | 52.90' LT | 740.44 | 280216.26 | 588697.46 | 59FF | 352+30.12 | 59.23' LT | 742.56 | 280161.65 | 588621.08 |
| 12FF | 352+40.02 | 48.71' LT | 741.77 | 280159.81 | 588635.41 | 28FF | 352+61.61 | 63.14' LT | 741.55 | 280184.67 | 588642.92 | 44FF | 353+24.35 | 52.39' LT | 740.45 | 280216.21 | 588698.22 | 60FF | 352+30.07 | 54.20' LT | 742.48 | 280157.74 | 588624.23 |
| 13FF | 352+43.02 | 48.72' LT | 742.25 | 280161.72 | 588637.72 | 29FF | 352+58.41 | 59.30' LT | 741.29 | 280179.67 | 588642.89 | 45FF | 353+25.84 | 51.22' LT | 740.29 | 280216.26 | 588700.11 | 61FF | 353+30.54 | 66.95' LT | 740.08 | 280231.39 | 588693.75 |
| 14FF | 352+60.76 | 51.31' LT | 741.73 | 280174.99 | 588649.78 | 30FF | 352+58.36 | 54.30' LT | 741.36 | 280175.78 | 588646.03 | 46FF | 353+30.82 | 48.99' LT | 740.30 | 280217.69 | 588705.37 | 62FF | 353+34.98 | 63.08' LT | 740.17 | 280231.22 | 588699.64 |
| 15FF | 352+65.62 | 54.33' LT | 740.98 | 280180.42 | 588651.62 | 31FF | 352+65.67 | 59.33' LT | 740.81 | 280184.31 | 588648.48 | 47FF | 353+35.80 | 48.79' LT | 740.56 | 280220.70 | 588709.35 | 63FF | 352+63.70 | 54.32' LT | 741.11 | 280179.18 | 588650.13 |
| 16FF | 352+70.55 | 59.35' LT | 740.71 | 280187.43 | 588652.23 | 32FF | 353+16.70 | 62.23' LT | 739.89 | 280218.95 | 588686.06 | 48FF | 353+33.85 | 70.70' LT | 739.88 | 280236.39 | 588693.92 | 64FF | 353+24.44 | 54.39' LT | 740.39 | 280217.81 | 588697.01 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 48TH ST/DURAND AVE | SHEET 124 | E |
|---|---|---|---|---|---|

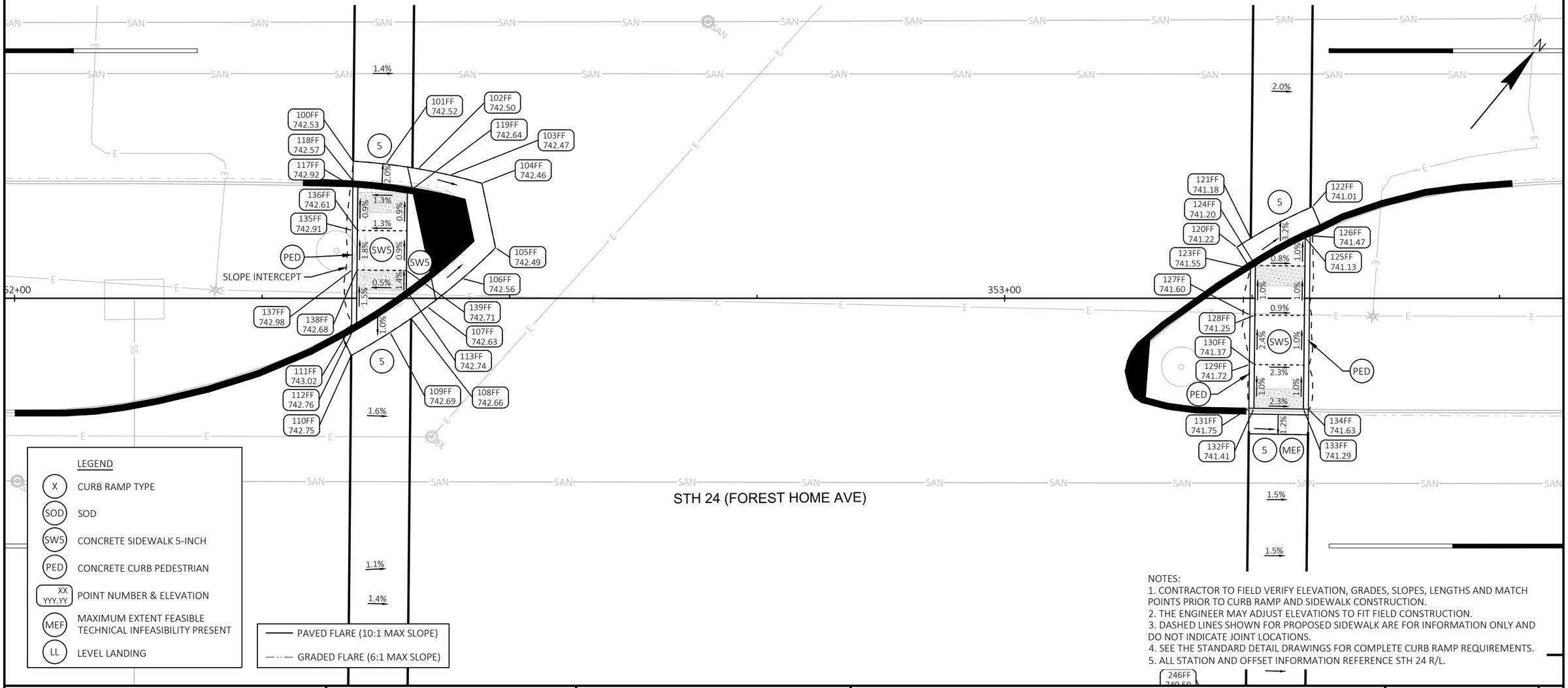
2

| STH 24 & 48TH ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100FF | 352+34.19 | 13.86' LT | 742.53 | 280129.19 | 588653.04 |
| 101FF | 352+37.48 | 13.56' LT | 742.52 | 280131.05 | 588655.77 |
| 102FF | 352+40.76 | 13.09' LT | 742.50 | 280132.76 | 588658.60 |
| 103FF | 352+44.00 | 12.44' LT | 742.47 | 280134.32 | 588661.52 |
| 104FF | 352+47.20 | 11.62' LT | 742.46 | 280135.72 | 588664.51 |
| 105FF | 352+48.58 | 5.10' LT | 742.49 | 280131.56 | 588669.72 |
| 106FF | 352+45.23 | 2.01' LT | 742.56 | 280127.04 | 588669.09 |
| 107FF | 352+41.67 | 0.84' RT | 742.63 | 280122.58 | 588668.15 |
| 108FF | 352+40.04 | 2.02' RT | 742.66 | 280120.64 | 588667.64 |
| 109FF | 352+37.92 | 3.44' RT | 742.69 | 280118.20 | 588666.91 |

| STH 24 & 48TH ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 110FF | 352+34.00 | 5.77' RT | 742.75 | 280113.91 | 588665.36 |
| 111FF | 352+34.03 | 2.79' RT | 743.02 | 280116.23 | 588663.49 |
| 112FF | 352+34.53 | 2.49' RT | 742.76 | 280116.78 | 588663.69 |
| 113FF | 352+39.57 | 0.81' LT | 742.74 | 280122.53 | 588665.48 |
| 117FF | 352+34.15 | 11.27' LT | 742.92 | 280127.17 | 588654.65 |
| 118FF | 352+34.66 | 11.23' LT | 742.57 | 280127.46 | 588655.07 |
| 119FF | 352+39.66 | 10.65' LT | 742.64 | 280130.18 | 588659.30 |
| 120FF | 353+23.44 | 5.17' LT | 741.22 | 280179.16 | 588727.50 |
| 121FF | 353+24.86 | 6.05' LT | 741.18 | 280180.74 | 588728.04 |
| 122FF | 353+31.09 | 9.26' LT | 741.01 | 280187.17 | 588730.81 |

| STH 24 & 48TH ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 123FF | 353+24.83 | 2.99' LT | 741.55 | 280178.35 | 588729.96 |
| 124FF | 353+25.33 | 3.32' LT | 741.20 | 280178.93 | 588730.14 |
| 125FF | 353+30.36 | 6.10' LT | 741.13 | 280184.27 | 588732.26 |
| 126FF | 353+30.86 | 6.33' LT | 741.47 | 280184.77 | 588732.49 |
| 127FF | 353+24.78 | 1.68' RT | 741.60 | 280174.72 | 588732.88 |
| 128FF | 353+25.28 | 1.68' RT | 741.25 | 280175.03 | 588733.27 |
| 129FF | 353+24.73 | 6.68' RT | 741.72 | 280170.82 | 588736.02 |
| 130FF | 353+25.23 | 6.68' RT | 741.37 | 280171.13 | 588736.40 |
| 131FF | 353+24.68 | 11.10' RT | 741.75 | 280167.38 | 588738.78 |
| 132FF | 353+25.18 | 11.10' RT | 741.41 | 280167.69 | 588739.18 |

| STH 24 & 48TH ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 133FF | 353+30.18 | 11.18' RT | 741.29 | 280170.80 | 588743.09 |
| 134FF | 353+30.68 | 11.19' RT | 741.63 | 280171.11 | 588743.48 |
| 135FF | 352+34.12 | 6.86' LT | 742.91 | 280123.74 | 588657.42 |
| 136FF | 352+34.62 | 6.86' LT | 742.61 | 280124.06 | 588657.82 |
| 137FF | 352+34.08 | 2.86' LT | 742.98 | 280120.63 | 588659.94 |
| 138FF | 352+34.59 | 2.86' LT | 742.68 | 280120.94 | 588660.33 |
| 139FF | 352+39.58 | 2.81' LT | 742.71 | 280124.08 | 588664.22 |




LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

PAVED FLARE (10:1 MAX SLOPE)

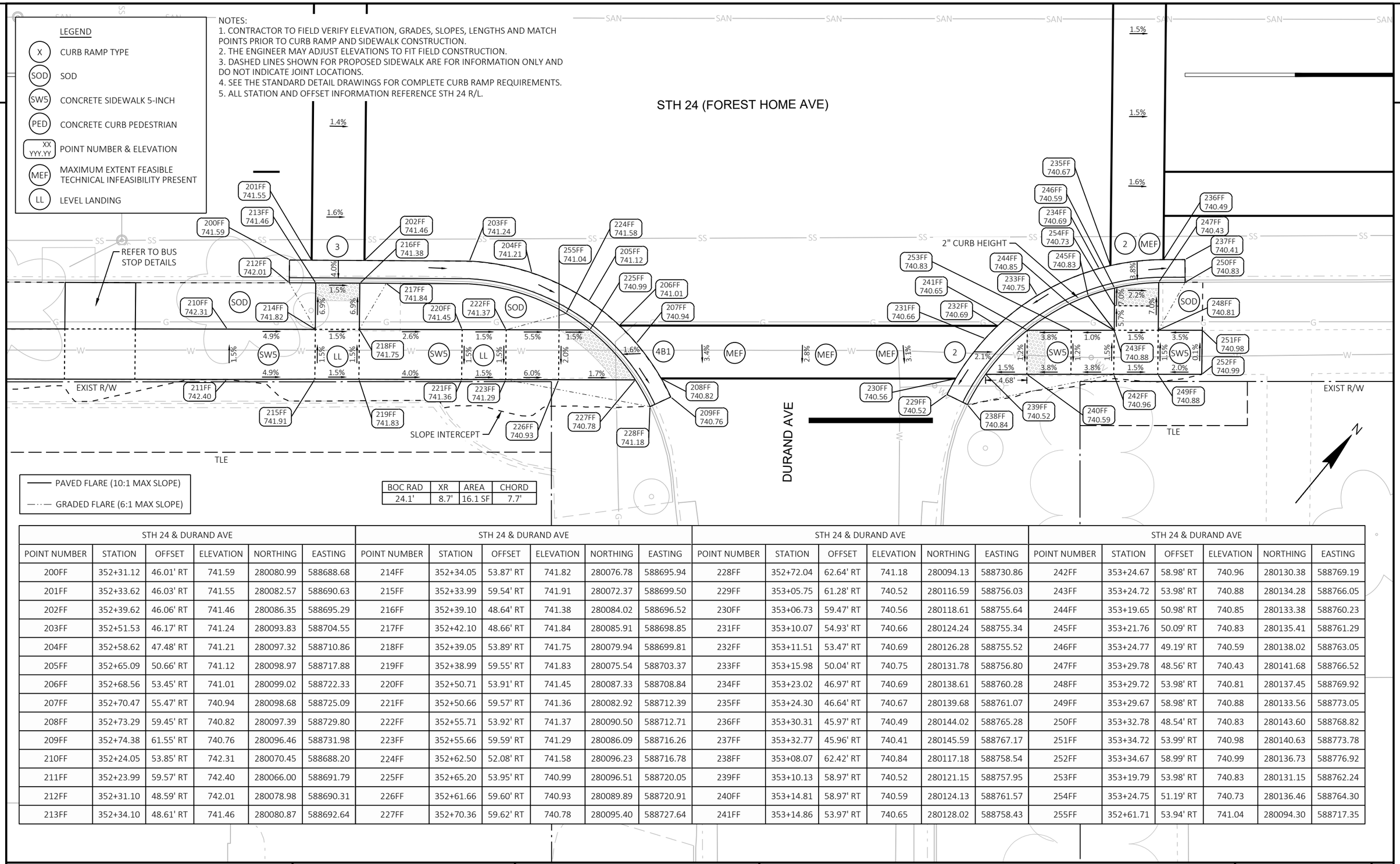
GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING




| BOC RAD | XR | AREA | CHORD |
|---|---|---|---|
| 24.1' | 8.7' | 16.1 SF | 7.7' |

| STH 24 & DURAND AVE | | | | | | STH 24 & DURAND AVE | | | | | | STH 24 & DURAND AVE | | | | | | STH 24 & DURAND AVE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200FF | 352+31.12 | 46.01' RT | 741.59 | 280080.99 | 588688.68 | 214FF | 352+34.05 | 53.87' RT | 741.82 | 280076.78 | 588695.94 | 228FF | 352+72.04 | 62.64' RT | 741.18 | 280094.13 | 588730.86 | 242FF | 353+24.67 | 58.98' RT | 740.96 | 280130.38 | 588769.19 |
| 201FF | 352+33.62 | 46.03' RT | 741.55 | 280082.57 | 588690.63 | 215FF | 352+33.99 | 59.54' RT | 741.91 | 280072.37 | 588699.50 | 229FF | 353+05.75 | 61.28' RT | 740.52 | 280116.59 | 588756.03 | 243FF | 353+24.72 | 53.98' RT | 740.88 | 280134.28 | 588766.05 |
| 202FF | 352+39.62 | 46.06' RT | 741.46 | 280086.35 | 588695.29 | 216FF | 352+39.10 | 48.64' RT | 741.38 | 280084.02 | 588696.52 | 230FF | 353+06.73 | 59.47' RT | 740.56 | 280118.61 | 588755.64 | 244FF | 353+19.65 | 50.98' RT | 740.85 | 280133.38 | 588760.23 |
| 203FF | 352+51.53 | 46.17' RT | 741.24 | 280093.83 | 588704.55 | 217FF | 352+42.10 | 48.66' RT | 741.84 | 280085.91 | 588698.85 | 231FF | 353+10.07 | 54.93' RT | 740.66 | 280124.24 | 588755.34 | 245FF | 353+21.76 | 50.09' RT | 740.83 | 280135.41 | 588761.29 |
| 204FF | 352+58.62 | 47.48' RT | 741.21 | 280097.32 | 588710.86 | 218FF | 352+39.05 | 53.89' RT | 741.75 | 280079.94 | 588699.81 | 232FF | 353+11.51 | 53.47' RT | 740.69 | 280126.28 | 588755.52 | 246FF | 353+24.77 | 49.19' RT | 740.59 | 280138.02 | 588763.05 |
| 205FF | 352+65.09 | 50.66' RT | 741.12 | 280098.97 | 588717.88 | 219FF | 352+38.99 | 59.55' RT | 741.83 | 280075.54 | 588703.37 | 233FF | 353+15.98 | 50.04' RT | 740.75 | 280131.78 | 588756.80 | 247FF | 353+29.78 | 48.56' RT | 740.43 | 280141.68 | 588766.52 |
| 206FF | 352+68.56 | 53.45' RT | 741.01 | 280099.02 | 588722.33 | 220FF | 352+50.71 | 53.91' RT | 741.45 | 280087.33 | 588708.84 | 234FF | 353+23.02 | 46.97' RT | 740.69 | 280138.61 | 588760.28 | 248FF | 353+29.72 | 53.98' RT | 740.81 | 280137.45 | 588769.92 |
| 207FF | 352+70.47 | 55.47' RT | 740.94 | 280098.68 | 588725.09 | 221FF | 352+50.66 | 59.57' RT | 741.36 | 280082.92 | 588712.39 | 235FF | 353+24.30 | 46.64' RT | 740.67 | 280139.68 | 588761.07 | 249FF | 353+29.67 | 58.98' RT | 740.88 | 280133.56 | 588773.05 |
| 208FF | 352+73.29 | 59.45' RT | 740.82 | 280097.39 | 588729.80 | 222FF | 352+55.71 | 53.92' RT | 741.37 | 280090.50 | 588712.71 | 236FF | 353+30.31 | 45.97' RT | 740.49 | 280144.02 | 588765.28 | 250FF | 353+32.78 | 48.54' RT | 740.83 | 280143.60 | 588768.82 |
| 209FF | 352+74.38 | 61.55' RT | 740.76 | 280096.46 | 588731.98 | 223FF | 352+55.66 | 59.59' RT | 741.29 | 280086.09 | 588716.26 | 237FF | 353+32.77 | 45.96' RT | 740.41 | 280145.59 | 588767.17 | 251FF | 353+34.72 | 53.99' RT | 740.98 | 280140.63 | 588773.78 |
| 210FF | 352+24.05 | 53.85' RT | 742.31 | 280070.45 | 588688.20 | 224FF | 352+62.50 | 52.08' RT | 741.58 | 280096.23 | 588716.78 | 238FF | 353+08.07 | 62.42' RT | 740.84 | 280117.18 | 588758.54 | 252FF | 353+34.67 | 58.99' RT | 740.99 | 280136.73 | 588776.92 |
| 211FF | 352+23.99 | 59.57' RT | 742.40 | 280066.00 | 588691.79 | 225FF | 352+65.20 | 53.95' RT | 740.99 | 280096.51 | 588720.05 | 239FF | 353+10.13 | 58.97' RT | 740.52 | 280121.15 | 588757.95 | 253FF | 353+19.79 | 53.98' RT | 740.83 | 280131.15 | 588762.24 |
| 212FF | 352+31.10 | 48.59' RT | 742.01 | 280078.98 | 588690.31 | 226FF | 352+61.66 | 59.60' RT | 740.93 | 280089.89 | 588720.91 | 240FF | 353+14.81 | 58.97' RT | 740.59 | 280124.13 | 588761.57 | 254FF | 353+24.75 | 51.19' RT | 740.73 | 280136.46 | 588764.30 |
| 213FF | 352+34.10 | 48.61' RT | 741.46 | 280080.87 | 588692.64 | 227FF | 352+70.36 | 59.62' RT | 740.78 | 280095.40 | 588727.64 | 241FF | 353+14.86 | 53.97' RT | 740.65 | 280128.02 | 588758.43 | 255FF | 352+61.71 | 53.94' RT | 741.04 | 280094.30 | 588717.35 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 48TH ST/DURAND AVE | SHEET 126 | E |
|---|---|---|---|---|---|

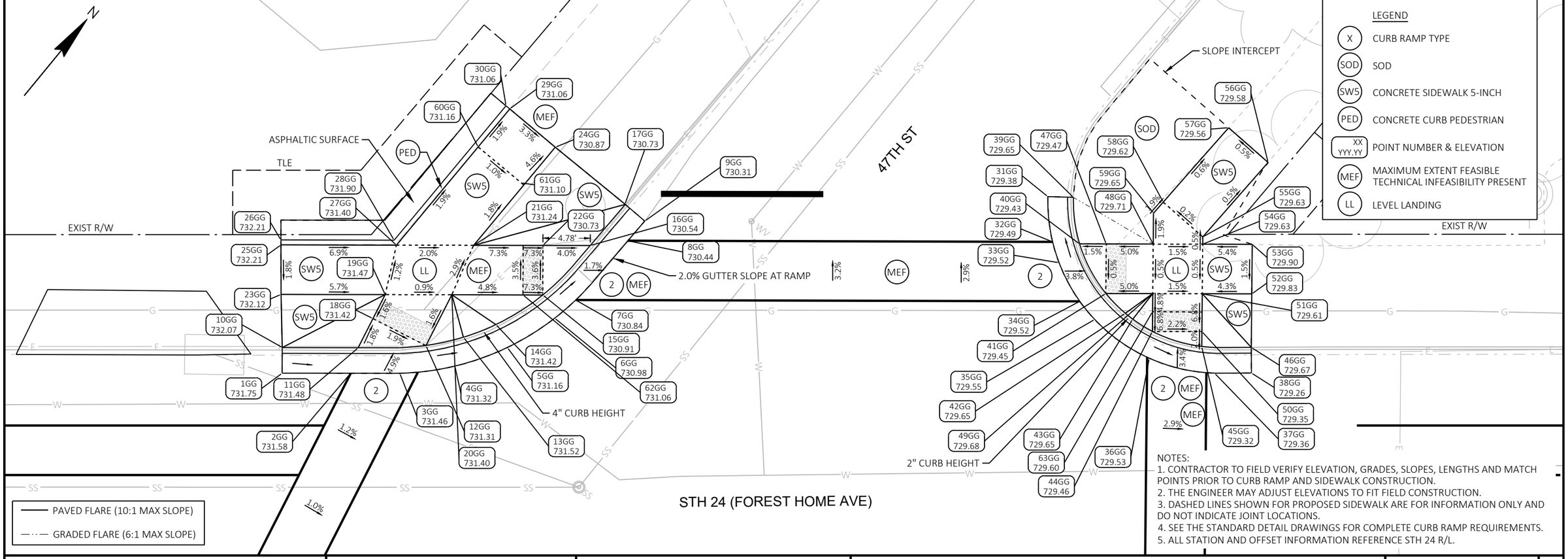
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023168B
PLOT DATE : 7/27/2024 10:22 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 24 & 47TH ST | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1GG | 356+74.51 | 46.28' LT | 731.75 | 280433.86 | 588972.58 |
| 2GG | 356+81.44 | 46.28' LT | 731.58 | 280438.26 | 588977.93 |
| 3GG | 356+86.38 | 46.27' LT | 731.46 | 280441.40 | 588981.76 |
| 4GG | 356+91.96 | 46.99' LT | 731.32 | 280445.50 | 588985.60 |
| 5GG | 356+97.26 | 48.88' LT | 731.16 | 280450.32 | 588988.50 |
| 6GG | 357+02.04 | 51.83' LT | 730.98 | 280455.64 | 588990.32 |
| 7GG | 357+04.16 | 53.66' LT | 730.84 | 280458.40 | 588990.79 |
| 8GG | 357+09.44 | 59.65' LT | 730.44 | 280466.37 | 588991.07 |
| 9GG | 357+11.14 | 61.64' LT | 730.31 | 280468.99 | 588991.12 |
| 10GG | 356+74.56 | 48.87' LT | 732.07 | 280435.90 | 588970.98 |
| 11GG | 356+82.19 | 48.86' LT | 731.48 | 280440.73 | 588976.87 |
| 12GG | 356+89.03 | 49.07' LT | 731.31 | 280445.24 | 588982.02 |
| 13GG | 356+92.82 | 49.91' LT | 731.52 | 280448.30 | 588984.42 |
| 14GG | 356+96.10 | 51.19' LT | 731.42 | 280451.36 | 588986.14 |
| 15GG | 357+00.84 | 54.17' LT | 730.91 | 280456.68 | 588987.90 |
| 16GG | 357+05.63 | 59.16' LT | 730.54 | 280463.57 | 588988.44 |

| STH 24 & 47TH ST | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 17GG | 357+09.17 | 63.31' LT | 730.73 | 280469.03 | 588988.54 |
| 18GG | 356+83.68 | 51.79' LT | 731.42 | 280443.95 | 588976.17 |
| 19GG | 356+84.92 | 54.21' LT | 731.47 | 280446.60 | 588975.58 |
| 20GG | 356+91.64 | 54.20' LT | 731.40 | 280450.86 | 588980.79 |
| 21GG | 356+93.85 | 59.19' LT | 731.24 | 280456.12 | 588979.32 |
| 22GG | 357+00.85 | 59.17' LT | 730.73 | 280460.55 | 588984.74 |
| 23GG | 356+74.40 | 54.24' LT | 732.12 | 280439.94 | 588967.44 |
| 24GG | 357+02.10 | 69.09' LT | 730.87 | 280469.00 | 588979.40 |
| 25GG | 356+74.38 | 59.23' LT | 732.21 | 280443.78 | 588964.26 |
| 26GG | 356+74.38 | 59.73' LT | 732.21 | 280444.17 | 588963.94 |
| 27GG | 356+86.05 | 59.21' LT | 731.40 | 280451.18 | 588973.29 |
| 28GG | 356+85.82 | 59.71' LT | 731.90 | 280451.42 | 588972.79 |
| 29GG | 356+97.50 | 72.95' LT | 731.06 | 280469.07 | 588973.40 |
| 30GG | 356+97.12 | 73.27' LT | 731.06 | 280469.07 | 588972.90 |
| 31GG | 357+51.84 | 64.11' LT | 729.38 | 280496.74 | 589020.99 |
| 32GG | 357+52.32 | 59.54' LT | 729.49 | 280493.52 | 589024.26 |

| STH 24 & 47TH ST | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 33GG | 357+52.97 | 57.43' LT | 729.52 | 280492.30 | 589026.11 |
| 34GG | 357+55.06 | 53.53' LT | 729.52 | 280490.62 | 589030.20 |
| 35GG | 357+56.57 | 51.70' LT | 729.55 | 280490.16 | 589032.53 |
| 36GG | 357+62.10 | 47.78' LT | 729.53 | 280490.64 | 589039.28 |
| 37GG | 357+68.70 | 46.28' LT | 729.36 | 280493.68 | 589045.34 |
| 38GG | 357+72.41 | 46.30' LT | 729.26 | 280496.05 | 589048.19 |
| 39GG | 357+54.42 | 64.03' LT | 729.65 | 280498.33 | 589023.04 |
| 40GG | 357+55.05 | 59.33' LT | 729.43 | 280495.09 | 589026.51 |
| 41GG | 357+57.70 | 54.32' LT | 729.45 | 280492.91 | 589031.73 |
| 42GG | 357+59.67 | 52.32' LT | 729.65 | 280492.61 | 589034.53 |
| 43GG | 357+60.42 | 51.73' LT | 729.65 | 280492.63 | 589035.48 |
| 44GG | 357+62.41 | 50.49' LT | 729.46 | 280492.94 | 589037.80 |
| 45GG | 357+67.40 | 48.96' LT | 729.32 | 280494.92 | 589042.63 |
| 46GG | 357+72.39 | 48.89' LT | 729.67 | 280498.04 | 589046.54 |
| 47GG | 357+57.75 | 59.32' LT | 729.47 | 280496.80 | 589028.60 |
| 48GG | 357+62.49 | 59.31' LT | 729.71 | 280499.80 | 589032.27 |

| STH 24 & 47TH ST | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 49GG | 357+62.45 | 54.31' LT | 729.68 | 280495.91 | 589035.41 |
| 50GG | 357+67.41 | 50.48' LT | 729.35 | 280496.11 | 589041.67 |
| 51GG | 357+67.45 | 54.30' LT | 729.61 | 280499.08 | 589039.28 |
| 52GG | 357+72.45 | 54.28' LT | 729.83 | 280502.24 | 589043.15 |
| 53GG | 357+72.49 | 59.28' LT | 729.90 | 280506.13 | 589040.01 |
| 54GG | 357+67.49 | 59.30' LT | 729.63 | 280502.97 | 589036.14 |
| 55GG | 357+67.50 | 60.04' LT | 729.63 | 280503.55 | 589035.67 |
| 56GG | 357+74.09 | 67.56' LT | 729.58 | 280513.54 | 589035.99 |
| 57GG | 357+70.11 | 71.05' LT | 729.56 | 280513.71 | 589030.69 |
| 58GG | 357+63.51 | 63.54' LT | 729.62 | 280503.71 | 589030.37 |
| 59GG | 357+62.52 | 62.42' LT | 729.65 | 280502.22 | 589030.32 |
| 60GG | 356+94.30 | 69.11' LT | 731.16 | 280464.07 | 588973.37 |
| 61GG | 356+98.61 | 65.48' LT | 731.10 | 280464.00 | 588979.00 |
| 62GG | 356+98.84 | 54.18' LT | 731.06 | 280455.41 | 588986.35 |
| 63GG | 357+62.43 | 52.49' LT | 729.60 | 280494.50 | 589036.55 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 47TH ST/ELMWOOD AVE | SHEET 127 | E |
|---|---|---|---|---|---|

2

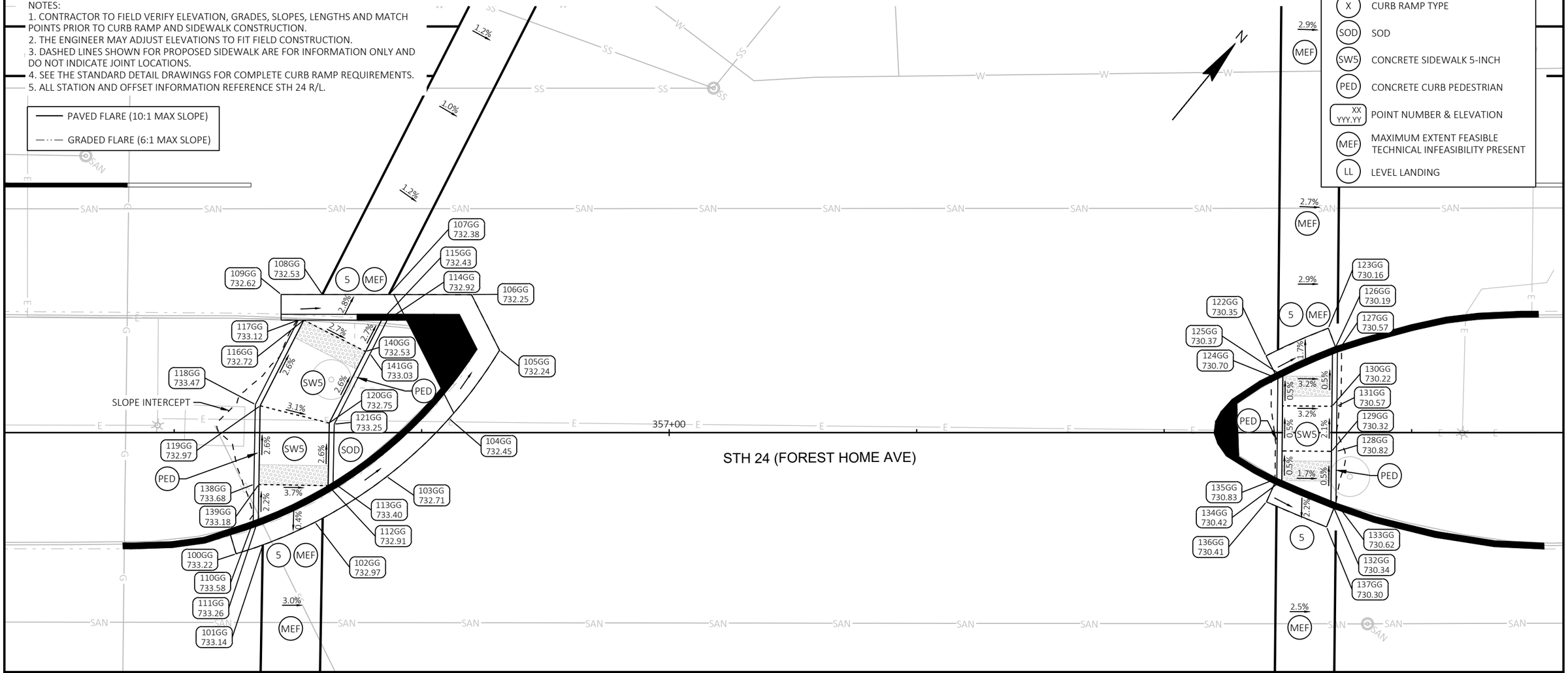
| STH 24 & 47TH ST (MEDIAN) | | | | | | STH 24 & 47TH ST (MEDIAN) | | | | | | STH 24 & 47TH ST (MEDIAN) | | | | | | STH 24 & 47TH ST (MEDIAN) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100GG | 356+56.26 | 12.24' RT | 733.22 | 280377.07 | 588995.64 | 111GG | 356+58.50 | 8.76' RT | 733.26 | 280381.18 | 588995.16 | 122GG | 357+60.29 | 7.74' LT | 730.35 | 280458.57 | 589063.31 | 133GG | 357+67.36 | 7.12' RT | 730.62 | 280451.57 | 589078.21 |
| 101GG | 356+58.95 | 11.35' RT | 733.14 | 280379.46 | 588997.16 | 112GG | 356+65.56 | 5.35' RT | 732.91 | 280388.29 | 588998.46 | 123GG | 357+66.59 | 10.55' LT | 730.16 | 280464.74 | 589066.40 | 134GG | 357+61.88 | 4.85' RT | 730.42 | 280449.85 | 589072.54 |
| 102GG | 356+64.23 | 9.04' RT | 732.97 | 280384.60 | 588999.77 | 113GG | 356+66.07 | 5.05' RT | 733.40 | 280388.85 | 588998.65 | 124GG | 357+61.48 | 5.45' LT | 730.70 | 280457.55 | 589065.69 | 135GG | 357+61.38 | 4.63' RT | 730.83 | 280449.71 | 589072.01 |
| 103GG | 356+71.48 | 4.44' RT | 732.71 | 280392.76 | 589002.45 | 114GG | 356+71.51 | 11.36' LT | 732.92 | 280404.98 | 588992.44 | 125GG | 357+61.98 | 5.71' LT | 730.37 | 280458.07 | 589065.91 | 136GG | 357+60.34 | 6.99' RT | 730.41 | 280447.22 | 589072.71 |
| 104GG | 356+77.77 | 1.41' LT | 732.45 | 280401.27 | 589003.59 | 115GG | 356+70.94 | 11.36' LT | 732.43 | 280404.62 | 588992.00 | 126GG | 357+67.00 | 7.94' LT | 730.19 | 280462.98 | 589068.37 | 137GG | 357+66.41 | 9.53' RT | 730.30 | 280449.11 | 589079.01 |
| 105GG | 356+82.87 | 8.32' LT | 732.24 | 280409.85 | 589003.15 | 116GG | 356+63.09 | 11.36' LT | 732.72 | 280399.64 | 588985.93 | 127GG | 357+67.50 | 8.13' LT | 730.57 | 280463.45 | 589068.64 | 138GG | 356+58.06 | 5.23' RT | 733.68 | 280383.63 | 588992.58 |
| 106GG | 356+80.03 | 13.94' LT | 732.25 | 280412.38 | 588997.38 | 117GG | 356+62.53 | 11.36' LT | 733.12 | 280399.28 | 588985.50 | 128GG | 357+67.41 | 1.90' RT | 730.82 | 280455.64 | 589074.93 | 139GG | 356+58.56 | 5.24' RT | 733.18 | 280383.94 | 588992.97 |
| 107GG | 356+71.70 | 13.94' LT | 732.38 | 280407.10 | 588990.95 | 118GG | 356+58.19 | 2.83' LT | 733.47 | 280389.94 | 588987.57 | 129GG | 357+66.91 | 1.90' RT | 730.32 | 280455.33 | 589074.55 | 140GG | 356+69.33 | 8.19' LT | 732.53 | 280401.15 | 588992.77 |
| 108GG | 356+64.97 | 13.94' LT | 732.53 | 280402.83 | 588985.75 | 119GG | 356+58.69 | 2.71' LT | 732.97 | 280390.16 | 588988.03 | 130GG | 357+66.95 | 2.66' LT | 730.22 | 280458.87 | 589071.69 | 141GG | 356+69.78 | 7.96' LT | 733.03 | 280401.26 | 588993.26 |
| 109GG | 356+60.80 | 13.95' LT | 732.62 | 280400.18 | 588982.52 | 120GG | 356+65.66 | 0.97' LT | 732.75 | 280393.24 | 588994.52 | 131GG | 357+67.45 | 2.65' LT | 730.57 | 280459.18 | 589072.08 | | | | | | |
| 110GG | 356+57.99 | 8.95' RT | 733.58 | 280380.71 | 588994.89 | 121GG | 356+66.16 | 0.85' LT | 733.25 | 280393.46 | 588994.98 | 132GG | 357+66.86 | 6.93' RT | 730.34 | 280451.41 | 589077.70 | | | | | | |

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

PAVED FLARE (10:1 MAX SLOPE)

GRADED FLARE (6:1 MAX SLOPE)

LEGEND
- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING



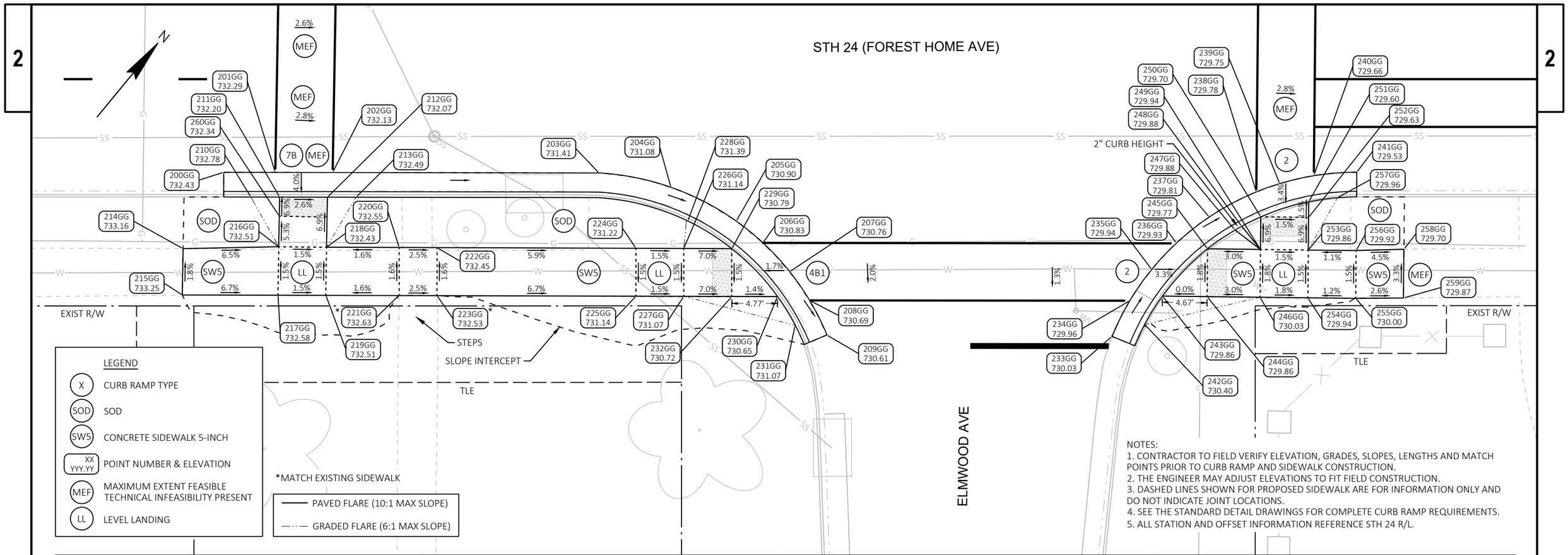

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 47TH ST/ELMWOOD AVE | SHEET 128 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023170A

PLOT DATE : 7/27/2024 10:27 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 & ELMWOOD AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200GG | 356+52.97 | 45.74' RT | 732.43 | 280349.10 | 589014.38 |
| 201GG | 356+58.36 | 45.75' RT | 732.29 | 280352.51 | 589018.55 |
| 202GG | 356+64.36 | 45.77' RT | 732.13 | 280356.31 | 589023.19 |
| 203GG | 356+92.22 | 45.82' RT | 731.41 | 280373.96 | 589044.75 |
| 204GG | 356+99.75 | 47.33' RT | 731.08 | 280377.58 | 589051.53 |
| 205GG | 357+06.57 | 50.87' RT | 730.90 | 280379.18 | 589059.04 |
| 206GG | 357+09.36 | 53.14' RT | 730.83 | 280379.20 | 589062.64 |
| 207GG | 357+12.15 | 56.15' RT | 730.76 | 280378.64 | 589066.70 |
| 208GG | 357+14.22 | 59.14' RT | 730.69 | 280377.65 | 589070.21 |
| 209GG | 357+16.05 | 62.77' RT | 730.61 | 280376.00 | 589073.92 |
| 210GG | 356+55.81 | 48.33' RT | 732.78 | 280348.90 | 589018.22 |
| 211GG | 356+58.81 | 48.34' RT | 732.20 | 280350.80 | 589020.54 |
| 212GG | 356+63.81 | 48.35' RT | 732.07 | 280353.97 | 589024.41 |
| 213GG | 356+66.81 | 48.36' RT | 732.49 | 280355.87 | 589026.73 |
| 214GG | 356+48.72 | 53.74' RT | 733.16 | 280340.22 | 589016.17 |
| 215GG | 356+48.64 | 58.59' RT | 733.25 | 280336.42 | 589019.19 |

| STH 24 & ELMWOOD AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 216GG | 356+58.72 | 53.54' RT | 732.51 | 280346.73 | 589023.77 |
| 217GG | 356+58.64 | 58.57' RT | 732.58 | 280342.79 | 589026.90 |
| 218GG | 356+63.72 | 53.59' RT | 732.43 | 280349.87 | 589027.67 |
| 219GG | 356+63.64 | 58.59' RT | 732.51 | 280345.95 | 589030.78 |
| 220GG | 356+71.33 | 53.62' RT | 732.55 | 280354.67 | 589033.56 |
| 221GG | 356+71.31 | 58.62' RT | 732.63 | 280350.80 | 589036.72 |
| 222GG | 356+75.29 | 53.63' RT | 732.45 | 280357.18 | 589036.63 |
| 223GG | 356+75.27 | 58.63' RT | 732.53 | 280353.30 | 589039.79 |
| 224GG | 356+96.08 | 53.70' RT | 731.22 | 280370.33 | 589052.74 |
| 225GG | 356+96.09 | 58.70' RT | 731.14 | 280366.47 | 589055.92 |
| 226GG | 357+01.08 | 53.72' RT | 731.14 | 280373.49 | 589056.61 |
| 227GG | 357+01.09 | 58.72' RT | 731.07 | 280369.63 | 589059.79 |
| 228GG | 357+01.51 | 50.86' RT | 731.39 | 280375.97 | 589055.12 |
| 229GG | 357+06.10 | 53.74' RT | 730.79 | 280376.66 | 589060.50 |
| 230GG | 357+10.88 | 58.76' RT | 730.65 | 280375.83 | 589067.38 |
| 231GG | 357+12.73 | 61.76' RT | 731.07 | 280374.68 | 589070.71 |

| STH 24 & ELMWOOD AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 232GG | 357+06.12 | 58.75' RT | 730.72 | 280372.80 | 589063.69 |
| 233GG | 357+45.87 | 62.91' RT | 730.03 | 280394.83 | 589097.05 |
| 234GG | 357+47.73 | 59.18' RT | 729.96 | 280398.90 | 589096.12 |
| 235GG | 357+50.03 | 55.91' RT | 729.94 | 280402.88 | 589095.81 |
| 236GG | 357+52.61 | 53.15' RT | 729.93 | 280406.66 | 589096.05 |
| 237GG | 357+56.05 | 50.42' RT | 729.81 | 280410.95 | 589096.98 |
| 238GG | 357+60.96 | 47.80' RT | 729.78 | 280416.09 | 589099.11 |
| 239GG | 357+63.41 | 46.93' RT | 729.75 | 280418.32 | 589100.44 |
| 240GG | 357+66.98 | 46.10' RT | 729.66 | 280421.23 | 589102.67 |
| 241GG | 357+71.47 | 45.74' RT | 729.53 | 280424.36 | 589105.91 |
| 242GG | 357+49.30 | 61.67' RT | 730.40 | 280397.97 | 589098.90 |
| 243GG | 357+51.14 | 58.69' RT | 729.86 | 280401.44 | 589098.44 |
| 244GG | 357+55.82 | 58.75' RT | 729.86 | 280404.37 | 589102.09 |
| 245GG | 357+55.87 | 53.75' RT | 729.77 | 280408.26 | 589098.95 |
| 246GG | 357+61.36 | 58.82' RT | 730.03 | 280407.83 | 589106.41 |
| 247GG | 357+58.73 | 51.79' RT | 729.88 | 280411.59 | 589099.91 |

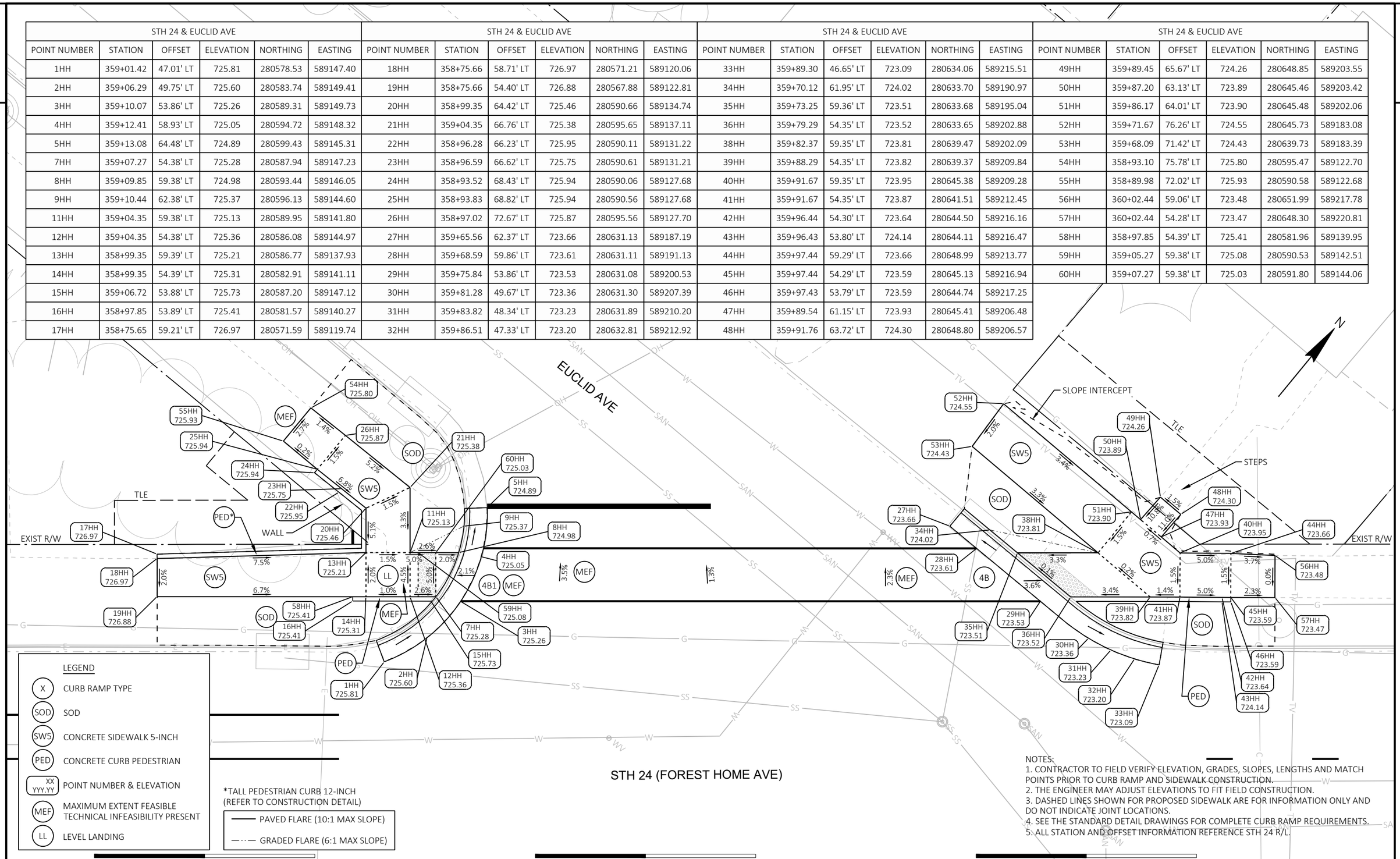
| STH 24 & ELMWOOD AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 248GG | 357+59.43 | 51.39' RT | 729.88 | 280412.35 | 589100.20 |
| 249GG | 357+61.41 | 53.82' RT | 729.94 | 280411.72 | 589103.27 |
| 250GG | 357+61.44 | 50.40' RT | 729.70 | 280414.38 | 589101.13 |
| 251GG | 357+66.45 | 48.82' RT | 729.60 | 280418.79 | 589104.00 |
| 252GG | 357+66.44 | 50.46' RT | 729.63 | 280417.51 | 589105.03 |
| 253GG | 357+66.40 | 53.88' RT | 729.86 | 280414.85 | 589107.17 |
| 254GG | 357+66.36 | 58.88' RT | 729.94 | 280410.96 | 589110.31 |
| 255GG | 357+71.36 | 58.93' RT | 730.00 | 280414.10 | 589114.20 |
| 256GG | 357+71.40 | 53.93' RT | 729.92 | 280417.99 | 589111.07 |
| 257GG | 357+69.46 | 48.40' RT | 729.96 | 280421.03 | 589106.05 |
| 258GG | 357+76.41 | 53.80' RT | 729.70 | 280421.27 | 589114.84 |
| 259GG | 357+76.36 | 58.90' RT | 729.87 | 280417.30 | 589118.05 |
| 260GG | 356+58.78 | 50.34' RT | 732.34 | 280349.24 | 589021.79 |

| STH 24 & EUCLID AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1HH | 359+01.42 | 47.01' LT | 725.81 | 280578.53 | 589147.40 |
| 2HH | 359+06.29 | 49.75' LT | 725.60 | 280583.74 | 589149.41 |
| 3HH | 359+10.07 | 53.86' LT | 725.26 | 280589.31 | 589149.73 |
| 4HH | 359+12.41 | 58.93' LT | 725.05 | 280594.72 | 589148.32 |
| 5HH | 359+13.08 | 64.48' LT | 724.89 | 280599.43 | 589145.31 |
| 7HH | 359+07.27 | 54.38' LT | 725.28 | 280587.94 | 589147.23 |
| 8HH | 359+09.85 | 59.38' LT | 724.98 | 280593.44 | 589146.05 |
| 9HH | 359+10.44 | 62.38' LT | 725.37 | 280596.13 | 589144.60 |
| 11HH | 359+04.35 | 59.38' LT | 725.13 | 280589.95 | 589141.80 |
| 12HH | 359+04.35 | 54.38' LT | 725.36 | 280586.08 | 589144.97 |
| 13HH | 358+99.35 | 59.39' LT | 725.21 | 280586.77 | 589137.93 |
| 14HH | 358+99.35 | 54.39' LT | 725.31 | 280582.91 | 589141.11 |
| 15HH | 359+06.72 | 53.88' LT | 725.73 | 280587.20 | 589147.12 |
| 16HH | 358+97.85 | 53.89' LT | 725.41 | 280581.57 | 589140.27 |
| 17HH | 358+75.65 | 59.21' LT | 726.97 | 280571.59 | 589119.74 |

| STH 24 & EUCLID AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 18HH | 358+75.66 | 58.71' LT | 726.97 | 280571.21 | 589120.06 |
| 19HH | 358+75.66 | 54.40' LT | 726.88 | 280567.88 | 589122.81 |
| 20HH | 358+99.35 | 64.42' LT | 725.46 | 280590.66 | 589134.74 |
| 21HH | 359+04.35 | 66.76' LT | 725.38 | 280595.65 | 589137.11 |
| 22HH | 358+96.28 | 66.23' LT | 725.95 | 280590.11 | 589131.22 |
| 23HH | 358+96.59 | 66.62' LT | 725.75 | 280590.61 | 589131.21 |
| 24HH | 358+93.52 | 68.43' LT | 725.94 | 280590.06 | 589127.68 |
| 25HH | 358+93.83 | 68.82' LT | 725.94 | 280590.56 | 589127.68 |
| 26HH | 358+97.02 | 72.67' LT | 725.87 | 280595.56 | 589127.70 |
| 27HH | 359+65.56 | 62.37' LT | 723.66 | 280631.13 | 589187.19 |
| 28HH | 359+68.59 | 59.86' LT | 723.61 | 280631.11 | 589191.13 |
| 29HH | 359+75.84 | 53.86' LT | 723.53 | 280631.08 | 589200.53 |
| 30HH | 359+81.28 | 49.67' LT | 723.36 | 280631.30 | 589207.39 |
| 31HH | 359+83.82 | 48.34' LT | 723.23 | 280631.89 | 589210.20 |
| 32HH | 359+86.51 | 47.33' LT | 723.20 | 280632.81 | 589212.92 |

| STH 24 & EUCLID AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 33HH | 359+89.30 | 46.65' LT | 723.09 | 280634.06 | 589215.51 |
| 34HH | 359+70.12 | 61.95' LT | 724.02 | 280633.70 | 589190.97 |
| 35HH | 359+73.25 | 59.36' LT | 723.51 | 280633.68 | 589195.04 |
| 36HH | 359+79.29 | 54.35' LT | 723.52 | 280633.65 | 589202.88 |
| 38HH | 359+82.37 | 59.35' LT | 723.81 | 280639.47 | 589202.09 |
| 39HH | 359+88.29 | 54.35' LT | 723.82 | 280639.37 | 589209.84 |
| 40HH | 359+91.67 | 59.35' LT | 723.95 | 280645.38 | 589209.28 |
| 41HH | 359+91.67 | 54.35' LT | 723.87 | 280641.51 | 589212.45 |
| 42HH | 359+96.44 | 54.30' LT | 723.64 | 280644.50 | 589216.16 |
| 43HH | 359+96.43 | 53.80' LT | 724.14 | 280644.11 | 589216.47 |
| 45HH | 359+97.44 | 59.29' LT | 723.66 | 280648.99 | 589213.77 |
| 46HH | 359+97.44 | 54.29' LT | 723.59 | 280645.13 | 589216.94 |
| 47HH | 359+97.43 | 53.79' LT | 723.59 | 280644.74 | 589217.25 |
| 48HH | 359+89.54 | 61.15' LT | 723.93 | 280645.41 | 589206.48 |
| 50HH | 359+91.76 | 63.72' LT | 724.30 | 280648.80 | 589206.57 |

| STH 24 & EUCLID AVE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 49HH | 359+89.45 | 65.67' LT | 724.26 | 280648.85 | 589203.55 |
| 50HH | 359+87.20 | 63.13' LT | 723.89 | 280645.46 | 589203.42 |
| 51HH | 359+86.17 | 64.01' LT | 723.90 | 280645.48 | 589202.06 |
| 52HH | 359+71.67 | 76.26' LT | 724.55 | 280645.73 | 589183.08 |
| 53HH | 359+68.09 | 71.42' LT | 724.43 | 280639.73 | 589183.39 |
| 54HH | 358+93.10 | 75.78' LT | 725.80 | 280595.47 | 589122.70 |
| 55HH | 358+89.98 | 72.02' LT | 725.93 | 280590.58 | 589122.68 |
| 56HH | 360+02.44 | 59.06' LT | 723.48 | 280651.99 | 589217.78 |
| 57HH | 360+02.44 | 54.28' LT | 723.47 | 280648.30 | 589220.81 |
| 58HH | 358+97.85 | 54.39' LT | 725.41 | 280581.96 | 589139.95 |
| 59HH | 359+05.27 | 59.38' LT | 725.08 | 280590.53 | 589142.51 |
| 60HH | 359+07.27 | 59.38' LT | 725.03 | 280591.80 | 589144.06 |




LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT
- LL — LEVEL LANDING

*TALL PEDESTRIAN CURB 12-INCH
(REFER TO CONSTRUCTION DETAIL)

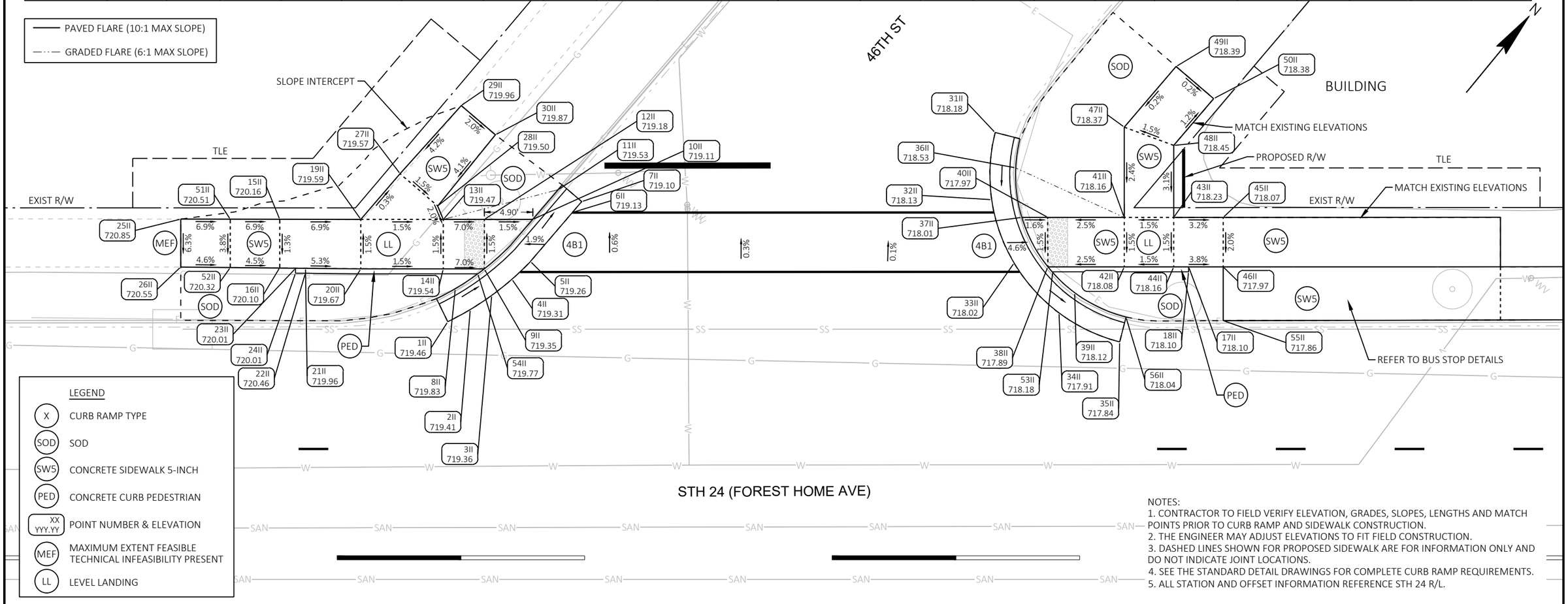
- PAVED FLARE (10:1 MAX SLOPE)
- GRADED FLARE (6:1 MAX SLOPE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - EUCLID AVE | SHEET 130 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - 023171
PLOT DATE : 7/27/2024 10:46 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 24 & 46TH ST | | | | | | STH 24 & 46TH ST | | | | | | STH 24 & 46TH ST | | | | | | STH 24 & 46TH ST | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1II | 361+29.72 | 48.86' LT | 719.46 | 280724.94 | 589322.58 | 15II | 361+12.75 | 59.20' LT | 720.16 | 280722.16 | 589302.90 | 29II | 361+31.08 | 70.68' LT | 719.96 | 280742.66 | 589309.76 | 43II | 362+03.05 | 59.40' LT | 718.23 | 280779.65 | 589372.53 |
| 2II | 361+32.01 | 50.09' LT | 719.41 | 280727.34 | 589323.56 | 16II | 361+12.75 | 54.32' LT | 720.10 | 280718.39 | 589306.00 | 30II | 361+34.53 | 67.74' LT | 719.87 | 280742.58 | 589314.30 | 44II | 362+03.06 | 54.40' LT | 718.16 | 280775.79 | 589375.71 |
| 3II | 361+34.17 | 51.52' LT | 719.36 | 280729.83 | 589324.32 | 17II | 362+04.56 | 54.40' LT | 718.10 | 280776.74 | 589376.86 | 31II | 361+85.01 | 67.98' LT | 718.18 | 280774.82 | 589353.15 | 45II | 362+08.05 | 59.40' LT | 718.07 | 280782.83 | 589376.39 |
| 4II | 361+36.20 | 53.14' LT | 719.31 | 280732.37 | 589324.86 | 18II | 362+04.56 | 53.90' LT | 718.10 | 280776.36 | 589377.18 | 32II | 361+84.65 | 61.19' LT | 718.13 | 280769.35 | 589357.18 | 46II | 362+08.06 | 54.40' LT | 717.97 | 280778.97 | 589379.57 |
| 5II | 361+38.08 | 54.94' LT | 719.26 | 280734.94 | 589325.17 | 19II | 361+20.95 | 59.19' LT | 719.59 | 280727.35 | 589309.24 | 33II | 361+86.92 | 54.78' LT | 718.02 | 280765.84 | 589363.00 | 47II | 361+98.05 | 68.52' LT | 718.37 | 280783.52 | 589362.87 |
| 6II | 361+42.30 | 59.88' LT | 719.13 | 280741.45 | 589325.29 | 20II | 361+20.95 | 54.19' LT | 719.67 | 280723.49 | 589312.41 | 34II | 361+91.46 | 49.73' LT | 717.91 | 280764.83 | 589369.72 | 48II | 362+03.05 | 66.67' LT | 718.45 | 280785.27 | 589367.91 |
| 7II | 361+43.25 | 60.99' LT | 719.10 | 280742.91 | 589325.32 | 21II | 361+15.35 | 54.25' LT | 719.96 | 280719.98 | 589308.05 | 35II | 361+97.60 | 46.80' LT | 717.84 | 280766.46 | 589376.31 | 49II | 362+03.30 | 74.65' LT | 718.39 | 280791.59 | 589363.03 |
| 8II | 361+30.48 | 52.19' LT | 719.83 | 280728.00 | 589321.05 | 22II | 361+15.35 | 53.75' LT | 720.46 | 280719.59 | 589308.37 | 36II | 361+87.08 | 64.40' LT | 718.53 | 280773.37 | 589357.01 | 50II | 362+07.10 | 71.40' LT | 718.38 | 280791.49 | 589368.03 |
| 9II | 361+33.42 | 54.19' LT | 719.35 | 280731.41 | 589322.04 | 23II | 361+14.35 | 54.26' LT | 720.01 | 280719.35 | 589307.28 | 37II | 361+87.69 | 59.39' LT | 718.01 | 280769.89 | 589360.67 | 51II | 361+07.75 | 59.21' LT | 720.51 | 280718.99 | 589299.03 |
| 10II | 361+38.31 | 59.19' LT | 719.11 | 280738.38 | 589322.65 | 24II | 361+14.35 | 53.76' LT | 720.01 | 280718.96 | 589307.59 | 38II | 361+90.33 | 54.39' LT | 717.89 | 280767.70 | 589365.88 | 52II | 361+07.75 | 54.33' LT | 720.32 | 280715.21 | 589302.14 |
| 11II | 361+40.88 | 62.19' LT | 719.53 | 280742.33 | 589322.73 | 25II | 361+02.75 | 59.22' LT | 720.85 | 280715.82 | 589295.16 | 39II | 361+93.06 | 51.77' LT | 718.12 | 280767.41 | 589369.65 | 53II | 361+90.84 | 53.89' LT | 718.18 | 280767.65 | 589366.59 |
| 12II | 361+33.41 | 59.19' LT | 719.18 | 280735.27 | 589318.87 | 26II | 361+02.75 | 54.38' LT | 720.55 | 280712.08 | 589298.24 | 40II | 361+90.33 | 59.39' LT | 717.97 | 280771.57 | 589362.70 | 54II | 361+32.76 | 53.69' LT | 719.77 | 280730.60 | 589321.85 |
| 13II | 361+29.27 | 59.19' LT | 719.47 | 280732.64 | 589315.67 | 27II | 361+24.91 | 63.81' LT | 719.57 | 280733.43 | 589309.36 | 41II | 361+98.05 | 59.40' LT | 718.16 | 280776.48 | 589368.67 | 55II | 362+08.04 | 48.97' LT | 717.86 | 280774.76 | 589383.01 |
| 14II | 361+29.27 | 54.19' LT | 719.54 | 280728.78 | 589318.84 | 28II | 361+28.70 | 60.55' LT | 719.50 | 280733.33 | 589314.36 | 42II | 361+98.06 | 54.40' LT | 718.08 | 280772.61 | 589371.84 | 56II | 361+98.23 | 49.31' LT | 718.04 | 280768.80 | 589375.21 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

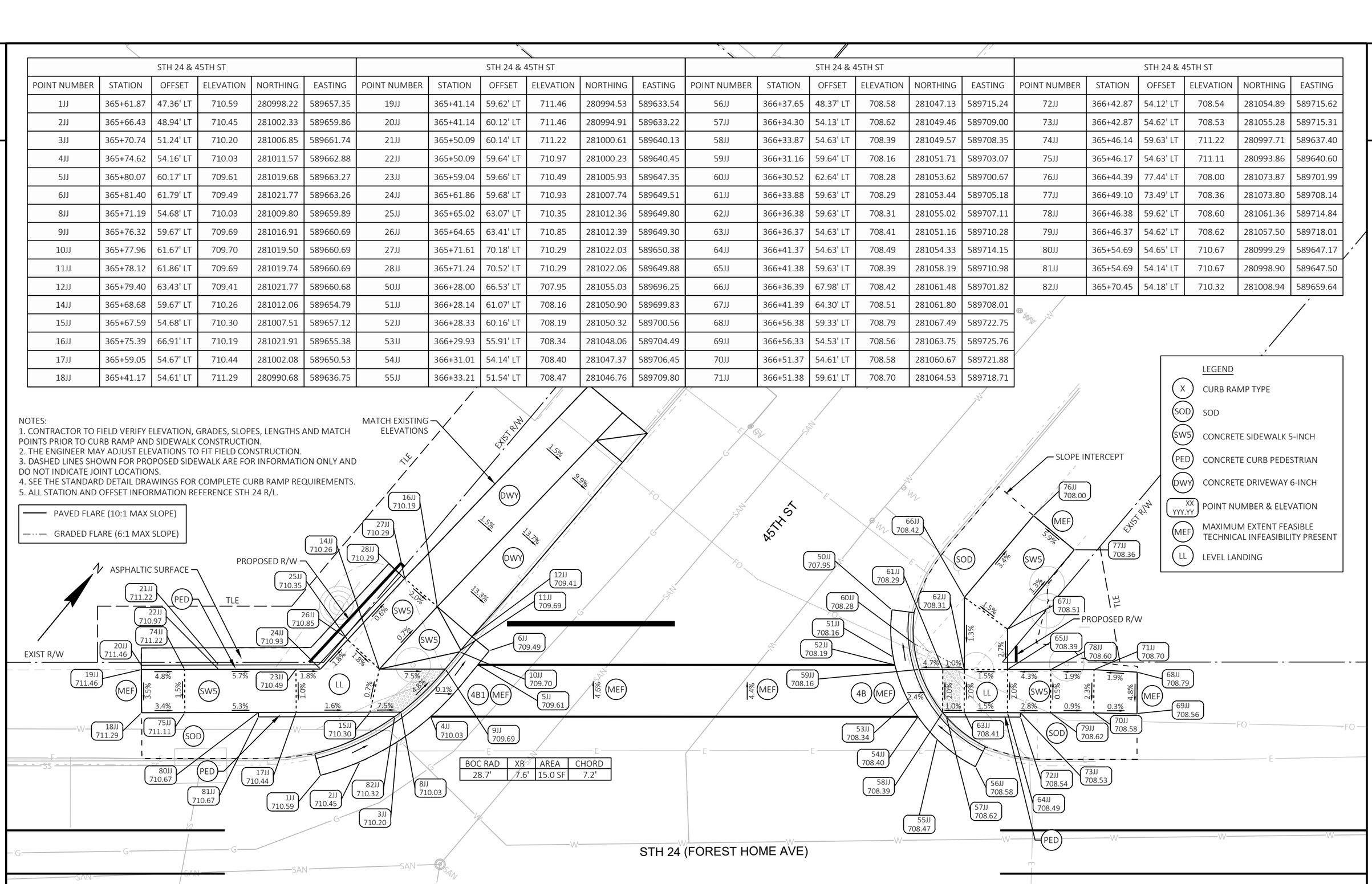
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 46TH ST | SHEET 131 | E |
|---|---|---|---|---|---|

| STH 24 & 45TH ST | | | | | | STH 24 & 45TH ST | | | | | | STH 24 & 45TH ST | | | | | | STH 24 & 45TH ST | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1JJ | 365+61.87 | 47.36' LT | 710.59 | 280998.22 | 589657.35 | 19JJ | 365+41.14 | 59.62' LT | 711.46 | 280994.53 | 589633.54 | 56JJ | 366+37.65 | 48.37' LT | 708.58 | 281047.13 | 589715.24 | 72JJ | 366+42.87 | 54.12' LT | 708.54 | 281054.89 | 589715.62 |
| 2JJ | 365+66.43 | 48.94' LT | 710.45 | 281002.33 | 589659.86 | 20JJ | 365+41.14 | 60.12' LT | 711.46 | 280994.91 | 589633.22 | 57JJ | 366+34.30 | 54.13' LT | 708.62 | 281049.46 | 589709.00 | 73JJ | 366+42.87 | 54.62' LT | 708.53 | 281055.28 | 589715.31 |
| 3JJ | 365+70.74 | 51.24' LT | 710.20 | 281006.85 | 589661.74 | 21JJ | 365+50.09 | 60.14' LT | 711.22 | 281000.61 | 589640.13 | 58JJ | 366+33.87 | 54.63' LT | 708.39 | 281049.57 | 589708.35 | 74JJ | 365+46.14 | 59.63' LT | 711.22 | 280997.71 | 589637.40 |
| 4JJ | 365+74.62 | 54.16' LT | 710.03 | 281011.57 | 589662.88 | 22JJ | 365+50.09 | 59.64' LT | 710.97 | 281000.23 | 589640.45 | 59JJ | 366+31.16 | 59.64' LT | 708.16 | 281051.71 | 589703.07 | 75JJ | 365+46.17 | 54.63' LT | 711.11 | 280993.86 | 589640.60 |
| 5JJ | 365+80.07 | 60.17' LT | 709.61 | 281019.68 | 589663.27 | 23JJ | 365+59.04 | 59.66' LT | 710.49 | 281005.93 | 589647.35 | 60JJ | 366+30.52 | 62.64' LT | 708.28 | 281053.62 | 589700.67 | 76JJ | 366+44.39 | 77.44' LT | 708.00 | 281073.87 | 589701.99 |
| 6JJ | 365+81.40 | 61.79' LT | 709.49 | 281021.77 | 589663.26 | 24JJ | 365+61.86 | 59.68' LT | 710.93 | 281007.74 | 589649.51 | 61JJ | 366+33.88 | 59.63' LT | 708.29 | 281053.44 | 589705.18 | 77JJ | 366+49.10 | 73.49' LT | 708.36 | 281073.80 | 589708.14 |
| 8JJ | 365+71.19 | 54.68' LT | 710.03 | 281009.80 | 589659.89 | 25JJ | 365+65.02 | 63.07' LT | 710.35 | 281012.36 | 589649.80 | 62JJ | 366+36.38 | 59.63' LT | 708.31 | 281055.02 | 589707.11 | 78JJ | 366+46.38 | 59.62' LT | 708.60 | 281061.36 | 589714.84 |
| 9JJ | 365+76.32 | 59.67' LT | 709.69 | 281016.91 | 589660.69 | 26JJ | 365+64.65 | 63.41' LT | 710.85 | 281012.39 | 589649.30 | 63JJ | 366+36.37 | 54.63' LT | 708.41 | 281051.16 | 589710.28 | 79JJ | 366+46.37 | 54.62' LT | 708.62 | 281057.50 | 589718.01 |
| 10JJ | 365+77.96 | 61.67' LT | 709.70 | 281019.50 | 589660.69 | 27JJ | 365+71.61 | 70.18' LT | 710.29 | 281022.03 | 589650.38 | 64JJ | 366+41.37 | 54.63' LT | 708.49 | 281054.33 | 589714.15 | 80JJ | 365+54.69 | 54.65' LT | 710.67 | 280999.29 | 589647.17 |
| 11JJ | 365+78.12 | 61.86' LT | 709.69 | 281019.74 | 589660.69 | 28JJ | 365+71.24 | 70.52' LT | 710.29 | 281022.06 | 589649.88 | 65JJ | 366+41.38 | 59.63' LT | 708.39 | 281058.19 | 589710.98 | 81JJ | 365+54.69 | 54.14' LT | 710.67 | 280998.90 | 589647.50 |
| 12JJ | 365+79.40 | 63.43' LT | 709.41 | 281021.77 | 589660.68 | 50JJ | 366+28.00 | 66.53' LT | 707.95 | 281055.03 | 589696.25 | 66JJ | 366+36.39 | 67.98' LT | 708.42 | 281061.48 | 589701.82 | 82JJ | 365+70.45 | 54.18' LT | 710.32 | 281008.94 | 589659.64 |
| 14JJ | 365+68.68 | 59.67' LT | 710.26 | 281012.06 | 589654.79 | 51JJ | 366+28.14 | 61.07' LT | 708.16 | 281050.90 | 589699.83 | 67JJ | 366+41.39 | 64.30' LT | 708.51 | 281061.80 | 589708.01 | | | | | | |
| 15JJ | 365+67.59 | 54.68' LT | 710.30 | 281007.51 | 589657.12 | 52JJ | 366+28.33 | 60.16' LT | 708.19 | 281050.32 | 589700.56 | 68JJ | 366+56.38 | 59.33' LT | 708.79 | 281067.49 | 589722.75 | | | | | | |
| 16JJ | 365+75.39 | 66.91' LT | 710.19 | 281021.91 | 589655.38 | 53JJ | 366+29.93 | 55.91' LT | 708.34 | 281048.06 | 589704.49 | 69JJ | 366+56.33 | 54.53' LT | 708.56 | 281063.75 | 589725.76 | | | | | | |
| 17JJ | 365+59.05 | 54.67' LT | 710.44 | 281002.08 | 589650.53 | 54JJ | 366+31.01 | 54.14' LT | 708.40 | 281047.37 | 589706.45 | 70JJ | 366+51.37 | 54.61' LT | 708.58 | 281060.67 | 589721.88 | | | | | | |
| 18JJ | 365+41.17 | 54.61' LT | 711.29 | 280990.68 | 589636.75 | 55JJ | 366+33.21 | 51.54' LT | 708.47 | 281046.76 | 589709.80 | 71JJ | 366+51.38 | 59.61' LT | 708.70 | 281064.53 | 589718.71 | | | | | | |

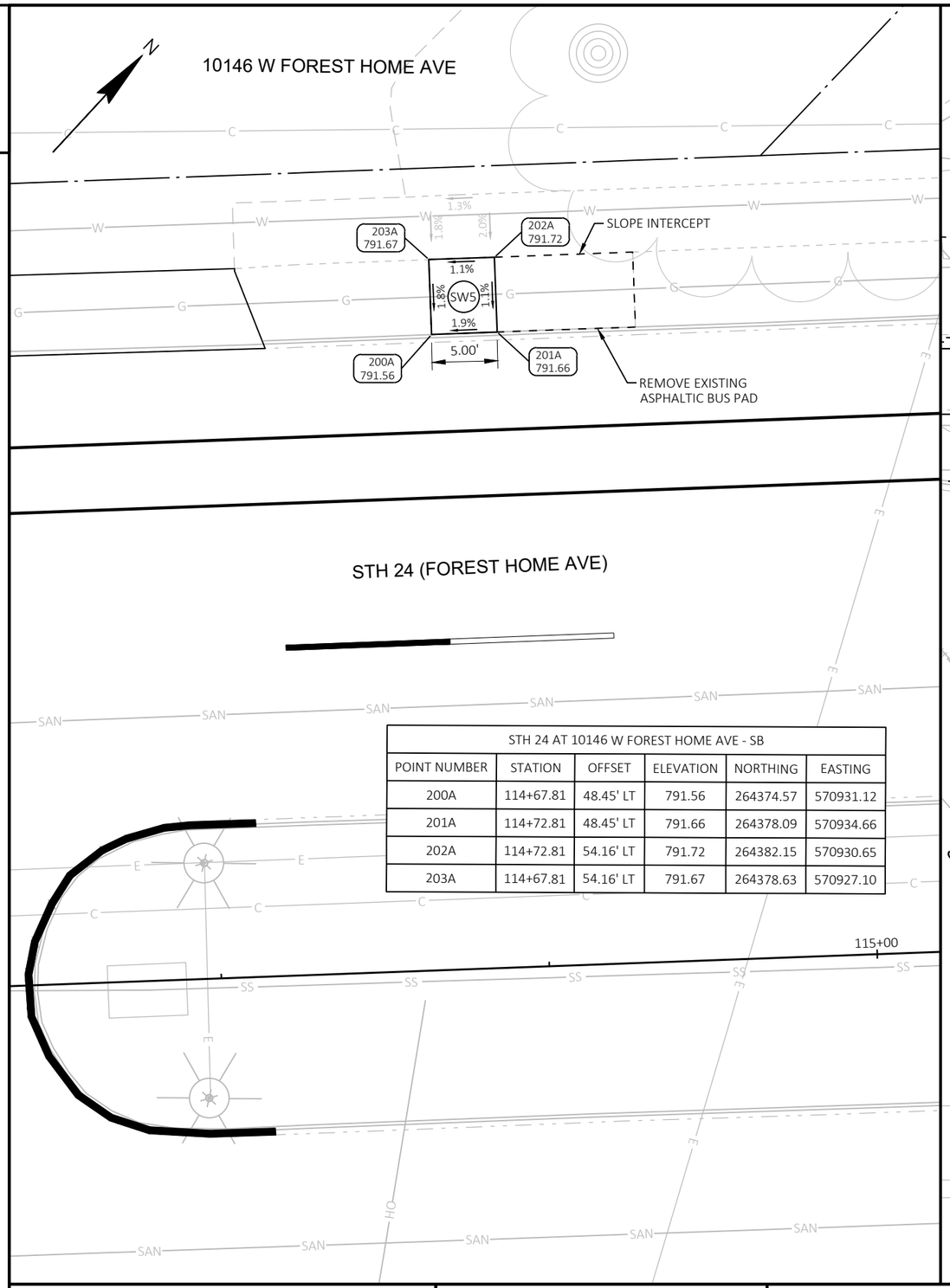
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
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PAVED FLARE (10:1 MAX SLOPE)

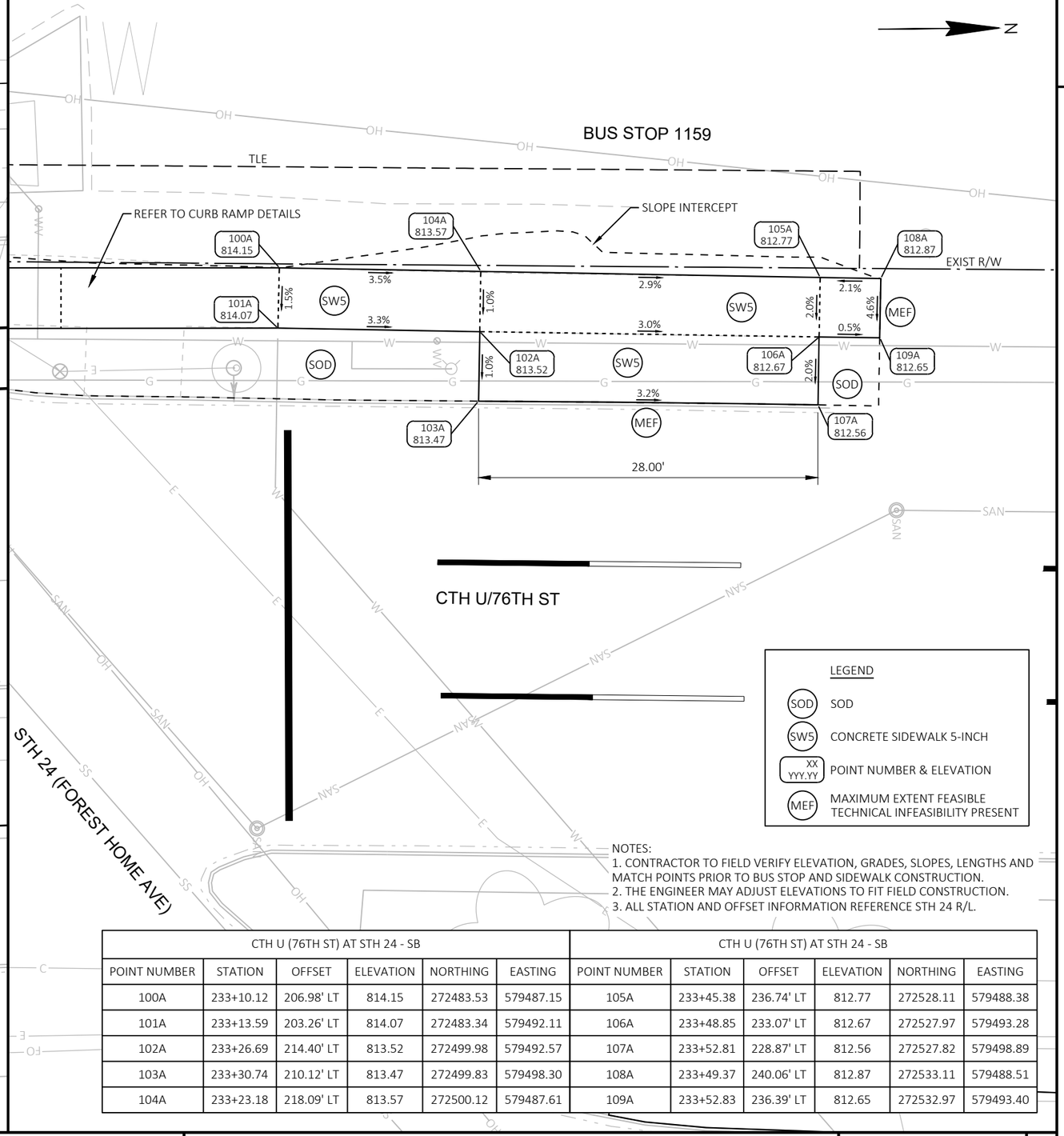
GRADED FLARE (6:1 MAX SLOPE)




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CURB RAMP DETAILS - 45TH ST | SHEET 132 | E |
|---|---|---|---|---|---|




| STH 24 AT 10146 W FOREST HOME AVE - SB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200A | 114+67.81 | 48.45' LT | 791.56 | 264374.57 | 570931.12 |
| 201A | 114+72.81 | 48.45' LT | 791.66 | 264378.09 | 570934.66 |
| 202A | 114+72.81 | 54.16' LT | 791.72 | 264382.15 | 570930.65 |
| 203A | 114+67.81 | 54.16' LT | 791.67 | 264378.63 | 570927.10 |




LEGEND

- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

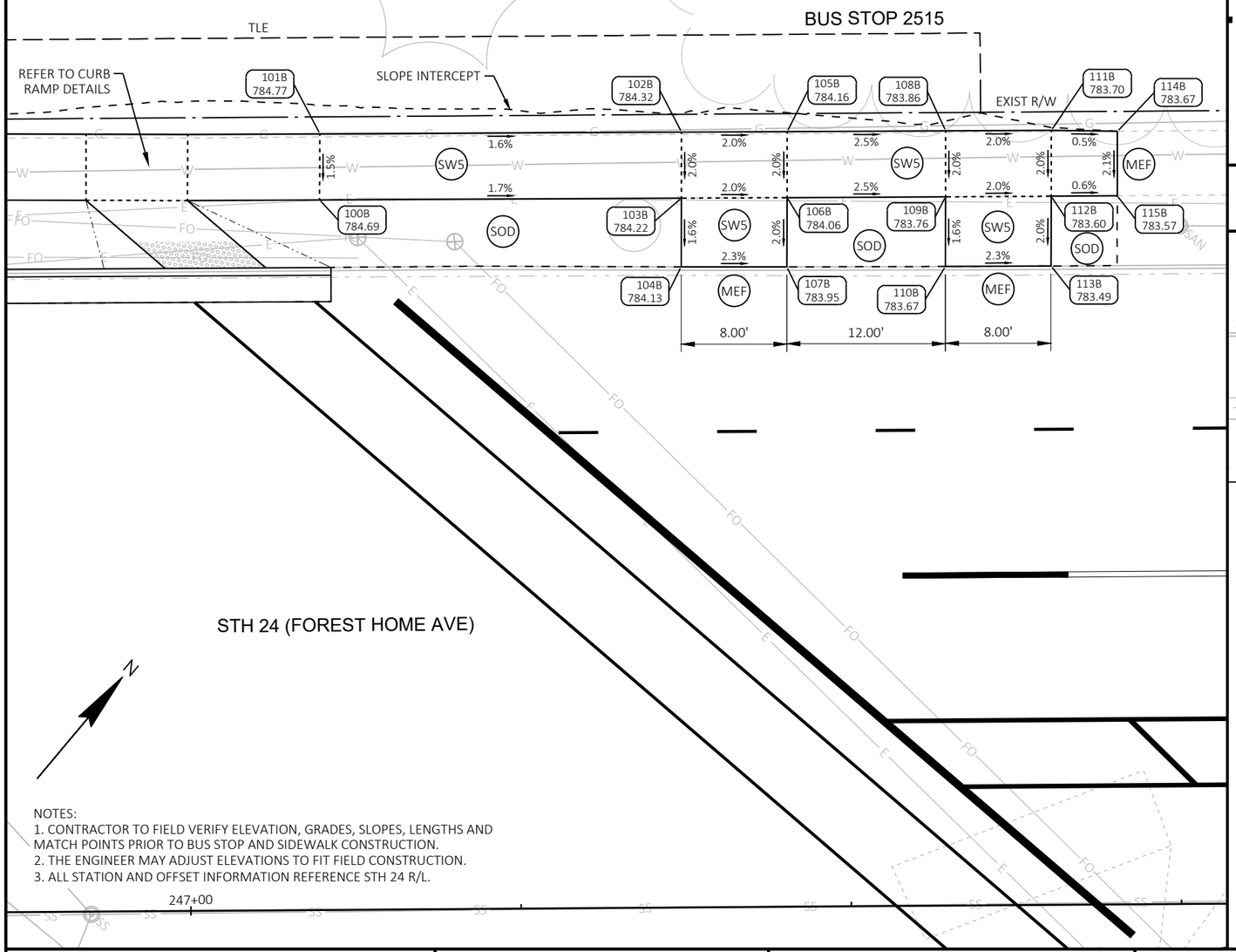
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| CTH U (76TH ST) AT STH 24 - SB | | | | | | CTH U (76TH ST) AT STH 24 - SB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100A | 233+10.12 | 206.98' LT | 814.15 | 272483.53 | 579487.15 | 105A | 233+45.38 | 236.74' LT | 812.77 | 272528.11 | 579488.38 |
| 101A | 233+13.59 | 203.26' LT | 814.07 | 272483.34 | 579492.11 | 106A | 233+48.85 | 233.07' LT | 812.67 | 272527.97 | 579493.28 |
| 102A | 233+26.69 | 214.40' LT | 813.52 | 272499.98 | 579492.57 | 107A | 233+52.81 | 228.87' LT | 812.56 | 272527.82 | 579498.89 |
| 103A | 233+30.74 | 210.12' LT | 813.47 | 272499.83 | 579498.30 | 108A | 233+49.37 | 240.06' LT | 812.87 | 272533.11 | 579488.51 |
| 104A | 233+23.18 | 218.09' LT | 813.57 | 272500.12 | 579487.61 | 109A | 233+52.83 | 236.39' LT | 812.65 | 272532.97 | 579493.40 |

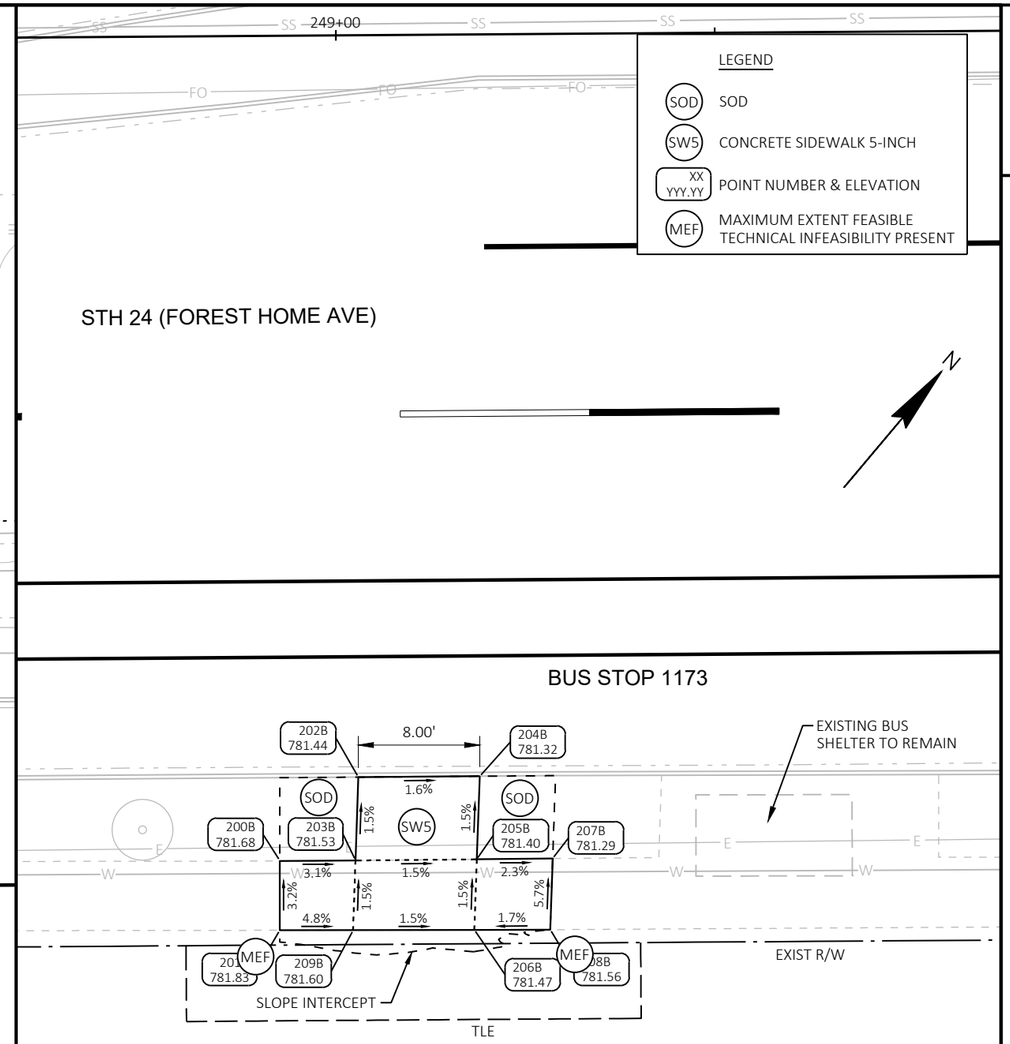
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - CTH U/76TH ST | SHEET 133 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021301_BS.DWG
LAYOUT NAME - 021301_bs
PLOT DATE : 9/22/2024 12:54 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 24 AT COLD SPRING RD - SB | | | | | | STH 24 AT COLD SPRING RD - SB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100B | 247+10.12 | 53.75' LT | 784.69 | 273383.30 | 580575.66 | 108B | 247+57.55 | 58.64' LT | 783.86 | 273417.81 | 580608.57 |
| 101B | 247+10.16 | 58.74' LT | 784.77 | 273387.14 | 580572.45 | 109B | 247+57.50 | 53.64' LT | 783.76 | 273413.97 | 580611.78 |
| 102B | 247+37.55 | 58.69' LT | 784.32 | 273404.86 | 580593.33 | 110B | 247+57.45 | 48.37' LT | 783.67 | 273409.93 | 580615.16 |
| 103B | 247+37.50 | 53.69' LT | 784.22 | 273401.03 | 580596.54 | 111B | 247+65.55 | 58.63' LT | 783.70 | 273422.99 | 580614.67 |
| 104B | 247+37.45 | 48.49' LT | 784.13 | 273397.04 | 580599.87 | 112B | 247+65.50 | 53.63' LT | 783.60 | 273419.16 | 580617.88 |
| 105B | 247+45.55 | 58.67' LT | 784.16 | 273410.04 | 580599.43 | 113B | 247+65.45 | 48.35' LT | 783.49 | 273415.11 | 580621.27 |
| 106B | 247+45.50 | 53.67' LT | 784.06 | 273406.20 | 580602.64 | 114B | 247+70.55 | 58.52' LT | 783.67 | 273426.15 | 580618.55 |
| 107B | 247+45.45 | 48.43' LT | 783.95 | 273402.19 | 580606.00 | 115B | 247+70.50 | 53.63' LT | 783.57 | 273422.40 | 580621.68 |



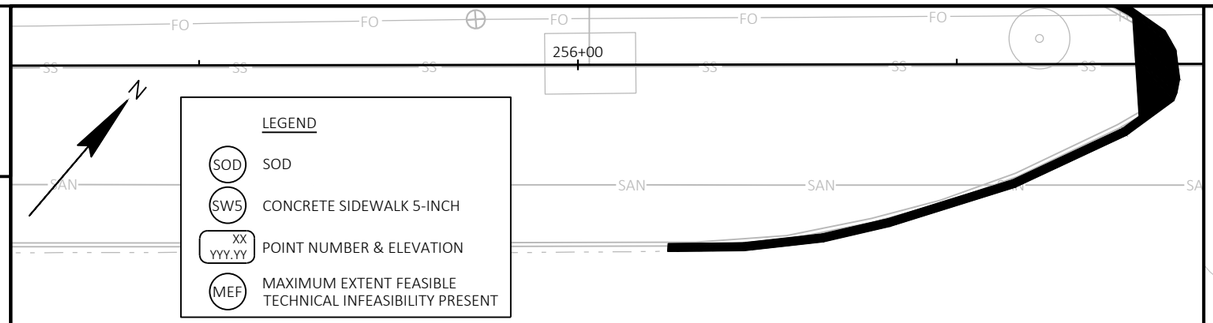

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.



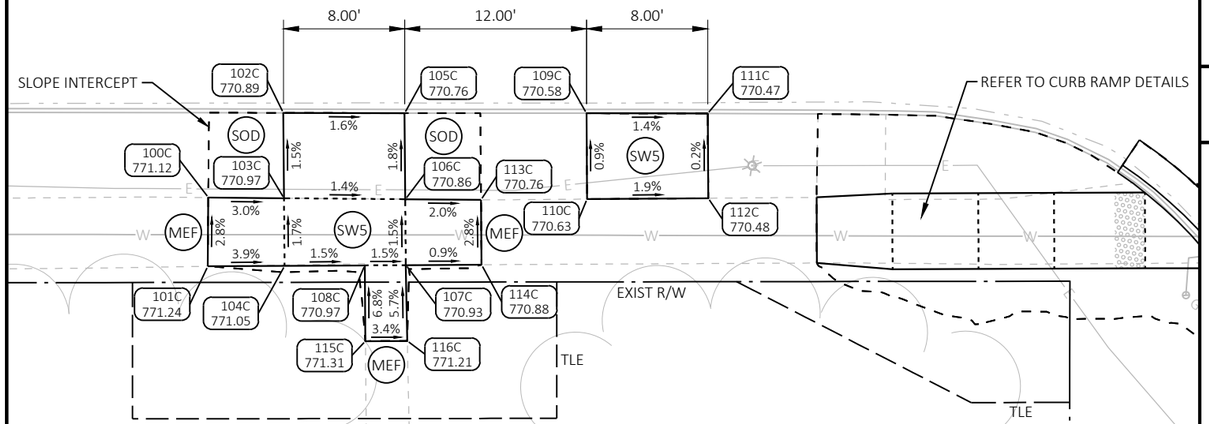

| STH 24 AT COLD SPRING RD - NB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200B | 248+95.92 | 54.41' RT | 781.68 | 273421.58 | 580787.22 |
| 201B | 248+95.89 | 59.01' RT | 781.83 | 273418.06 | 580790.18 |
| 202B | 249+01.15 | 48.94' RT | 781.44 | 273429.13 | 580787.65 |
| 203B | 249+00.92 | 54.44' RT | 781.53 | 273424.80 | 580791.04 |
| 204B | 249+09.15 | 48.94' RT | 781.32 | 273434.33 | 580793.74 |
| 205B | 249+08.92 | 54.42' RT | 781.40 | 273430.01 | 580797.12 |
| 206B | 249+08.73 | 59.08' RT | 781.47 | 273426.34 | 580800.00 |
| 207B | 249+13.93 | 54.41' RT | 781.29 | 273433.27 | 580800.92 |
| 208B | 249+13.73 | 59.09' RT | 781.56 | 273429.58 | 580803.81 |
| 209B | 249+00.72 | 59.04' RT | 781.60 | 273421.18 | 580793.88 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - COLD SPRING RD | SHEET 134 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021301_BS.DWG
LAYOUT NAME - 021302_bs
PLOT DATE : 6/25/2024 1:49 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



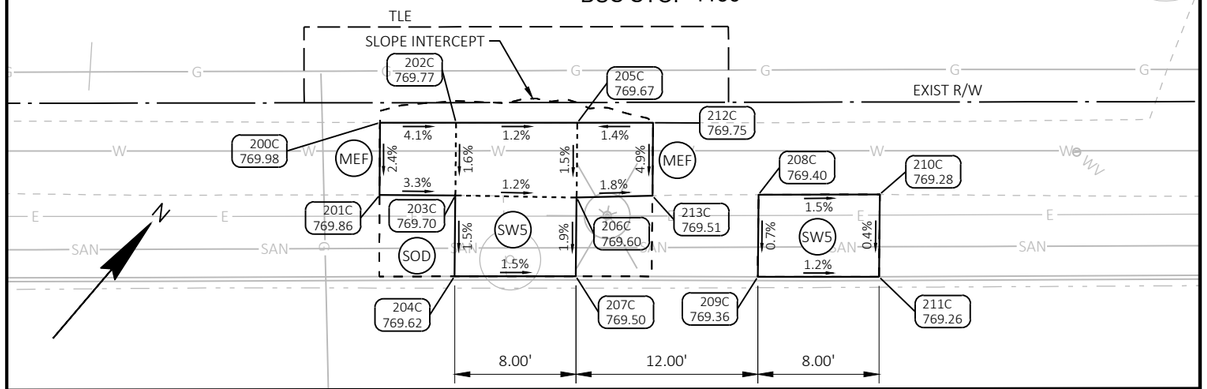

BUS STOP 1174

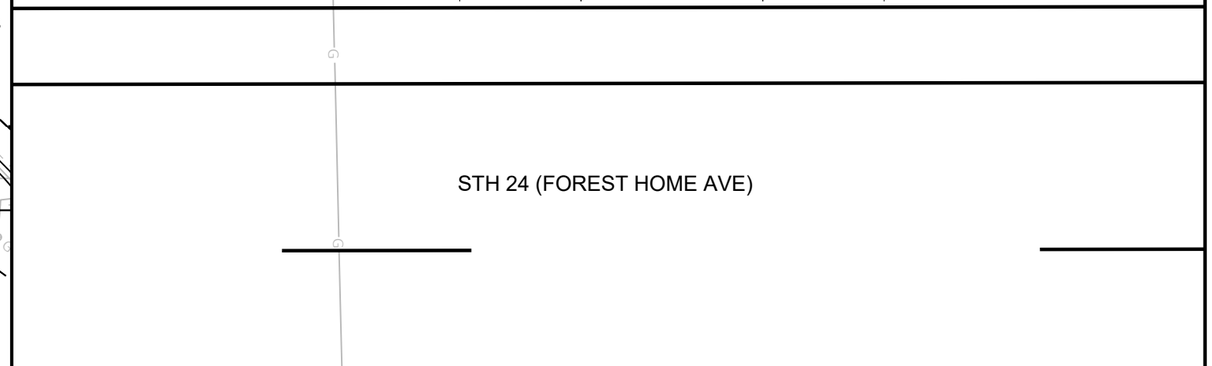



| STH 24 AT PLAINFIELD AVE - NB | | | | | | STH 24 AT PLAINFIELD AVE - NB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100C | 255+75.79 | 54.45' RT | 771.12 | 273862.73 | 581304.53 | 109C | 256+00.76 | 48.92' RT | 770.58 | 273883.13 | 581319.94 |
| 101C | 255+75.75 | 58.98' RT | 771.24 | 273859.25 | 581307.44 | 110C | 256+00.79 | 54.59' RT | 770.63 | 273878.85 | 581323.64 |
| 102C | 255+80.76 | 48.87' RT | 770.89 | 273870.20 | 581304.69 | 111C | 256+08.76 | 48.95' RT | 770.47 | 273888.30 | 581326.05 |
| 103C | 255+80.79 | 54.49' RT | 770.97 | 273865.94 | 581308.37 | 112C | 256+08.79 | 54.54' RT | 770.48 | 273884.08 | 581329.70 |
| 104C | 255+80.82 | 58.95' RT | 771.05 | 273862.56 | 581311.28 | 113C | 255+93.79 | 54.62' RT | 770.76 | 273874.28 | 581318.34 |
| 105C | 255+88.76 | 48.90' RT | 770.76 | 273875.36 | 581310.80 | 114C | 255+93.82 | 58.90' RT | 770.88 | 273871.04 | 581321.14 |
| 106C | 255+88.79 | 54.57' RT | 770.86 | 273871.07 | 581314.50 | 115C | 255+86.15 | 63.93' RT | 771.31 | 273862.23 | 581318.57 |
| 107C | 255+88.82 | 58.92' RT | 770.93 | 273867.78 | 581317.35 | 116C | 255+88.91 | 63.92' RT | 771.21 | 273864.03 | 581320.66 |
| 108C | 255+86.11 | 58.93' RT | 770.97 | 273866.01 | 581315.29 | | | | | | |

| STH 24 AT PLAINFIELD AVE - SB | | | | | | STH 24 AT PLAINFIELD AVE - SB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200C | 256+48.37 | 58.64' LT | 769.98 | 273995.87 | 581286.37 | 207C | 256+61.28 | 48.49' LT | 769.50 | 273996.53 | 581302.78 |
| 201C | 256+48.34 | 53.87' LT | 769.86 | 273992.22 | 581289.44 | 208C | 256+73.34 | 53.85' LT | 769.40 | 274008.43 | 581308.48 |
| 202C | 256+53.39 | 58.63' LT | 769.77 | 273999.12 | 581290.20 | 209C | 256+73.28 | 48.43' LT | 769.36 | 274004.27 | 581311.95 |
| 203C | 256+53.34 | 53.83' LT | 769.70 | 273995.44 | 581293.27 | 210C | 256+81.34 | 53.85' LT | 769.28 | 274013.62 | 581314.57 |
| 204C | 256+53.28 | 48.49' LT | 769.62 | 273991.34 | 581296.69 | 211C | 256+81.28 | 48.43' LT | 769.26 | 274009.46 | 581318.04 |
| 205C | 256+61.39 | 58.61' LT | 769.67 | 274004.30 | 581296.30 | 212C | 256+66.39 | 58.60' LT | 769.75 | 274007.54 | 581300.11 |
| 206C | 256+61.34 | 53.67' LT | 769.60 | 274000.51 | 581299.46 | 213C | 256+66.34 | 53.79' LT | 769.51 | 274003.84 | 581303.19 |

BUS STOP 1156



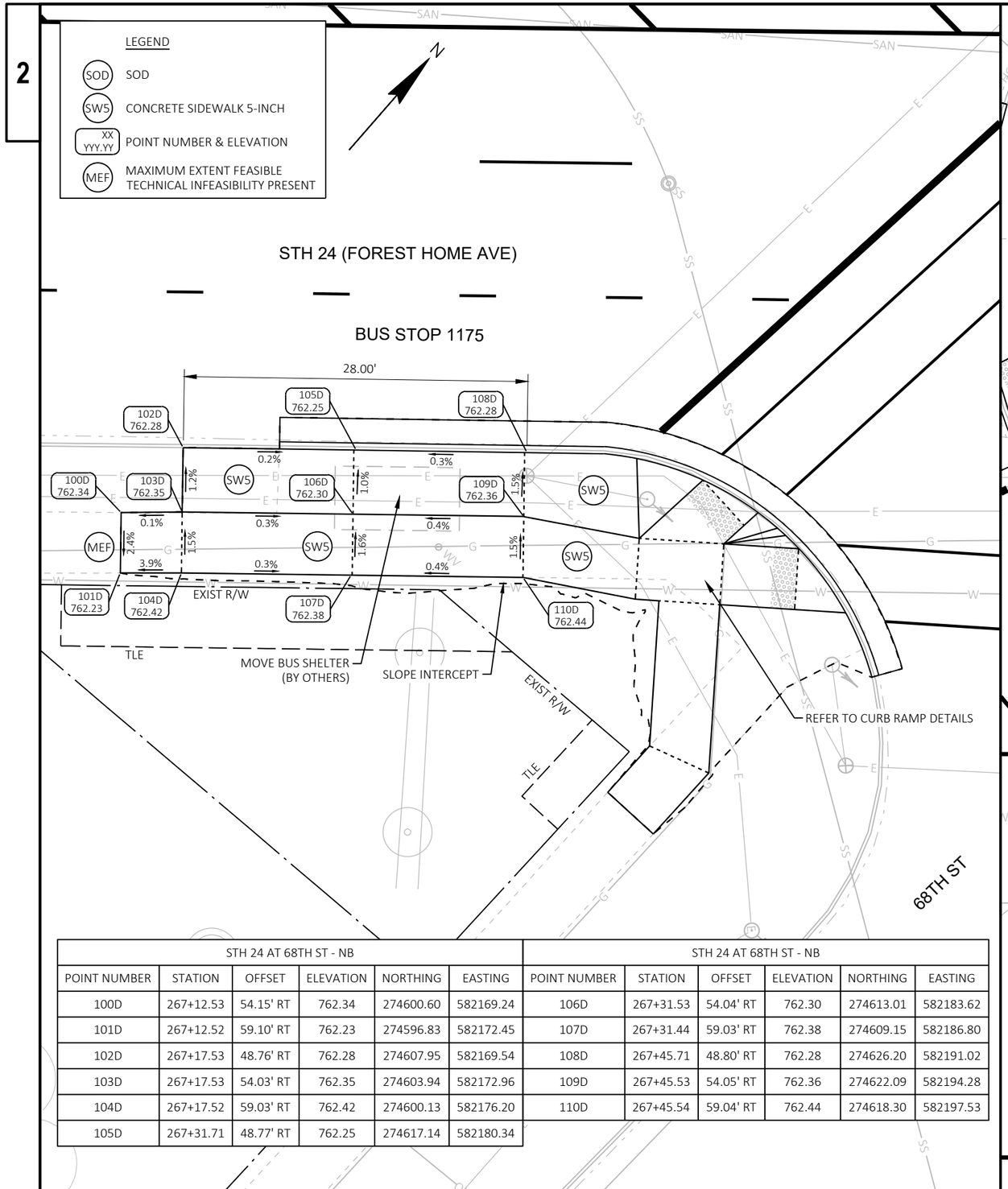




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

2

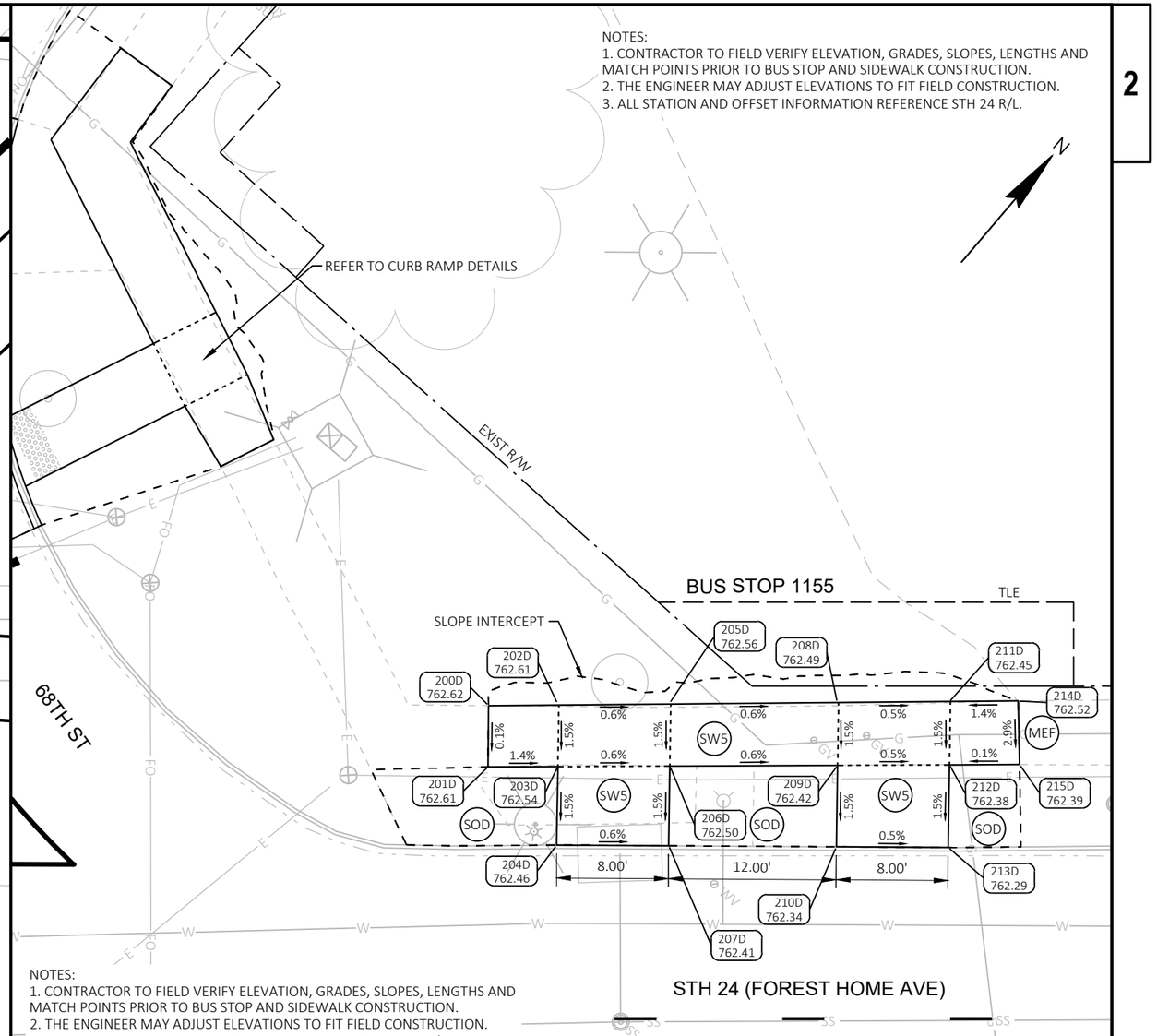
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - PLAINFIELD AVE | SHEET 135 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021301_BS.DWG
LAYOUT NAME - 021303_bs
PLOT DATE : 7/6/2023 9:49 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




| STH 24 AT 68TH ST - NB | | | | | | STH 24 AT 68TH ST - NB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100D | 267+12.53 | 54.15' RT | 762.34 | 274600.60 | 582169.24 | 106D | 267+31.53 | 54.04' RT | 762.30 | 274613.01 | 582183.62 |
| 101D | 267+12.52 | 59.10' RT | 762.23 | 274596.83 | 582172.45 | 107D | 267+31.44 | 59.03' RT | 762.38 | 274609.15 | 582186.80 |
| 102D | 267+17.53 | 48.76' RT | 762.28 | 274607.95 | 582169.54 | 108D | 267+45.71 | 48.80' RT | 762.28 | 274626.20 | 582191.02 |
| 103D | 267+17.53 | 54.03' RT | 762.35 | 274603.94 | 582172.96 | 109D | 267+45.53 | 54.05' RT | 762.36 | 274622.09 | 582194.28 |
| 104D | 267+17.52 | 59.03' RT | 762.42 | 274600.13 | 582176.20 | 110D | 267+45.54 | 59.04' RT | 762.44 | 274618.30 | 582197.53 |
| 105D | 267+31.71 | 48.77' RT | 762.25 | 274617.14 | 582180.34 | | | | | | |

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 AT 68TH ST - SB | | | | | | STH 24 AT 68TH ST - SB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200D | 270+80.63 | 58.40' LT | 762.62 | 274925.10 | 582376.28 | 208D | 271+05.57 | 58.62' LT | 762.49 | 274941.45 | 582395.11 |
| 201D | 270+80.59 | 54.02' LT | 762.61 | 274921.74 | 582379.09 | 209D | 271+05.59 | 54.12' LT | 762.42 | 274938.04 | 582398.05 |
| 202D | 270+85.57 | 58.54' LT | 762.61 | 274928.41 | 582379.95 | 210D | 271+05.50 | 48.30' LT | 762.34 | 274933.55 | 582401.76 |
| 203D | 270+85.59 | 54.04' LT | 762.54 | 274925.00 | 582382.88 | 211D | 271+13.57 | 58.65' LT | 762.45 | 274946.67 | 582401.18 |
| 204D | 270+85.50 | 48.43' LT | 762.46 | 274920.67 | 582386.45 | 212D | 271+13.59 | 54.15' LT | 762.38 | 274943.26 | 582404.12 |
| 205D | 270+93.57 | 58.57' LT | 762.56 | 274933.63 | 582386.01 | 213D | 271+13.50 | 48.24' LT | 762.29 | 274938.70 | 582407.88 |
| 206D | 270+93.59 | 54.07' LT | 762.50 | 274930.22 | 582388.95 | 214D | 271+18.50 | 58.72' LT | 762.52 | 274949.92 | 582404.88 |
| 207D | 270+93.50 | 48.38' LT | 762.41 | 274925.82 | 582392.57 | 215D | 271+18.59 | 54.18' LT | 762.39 | 274946.52 | 582407.91 |

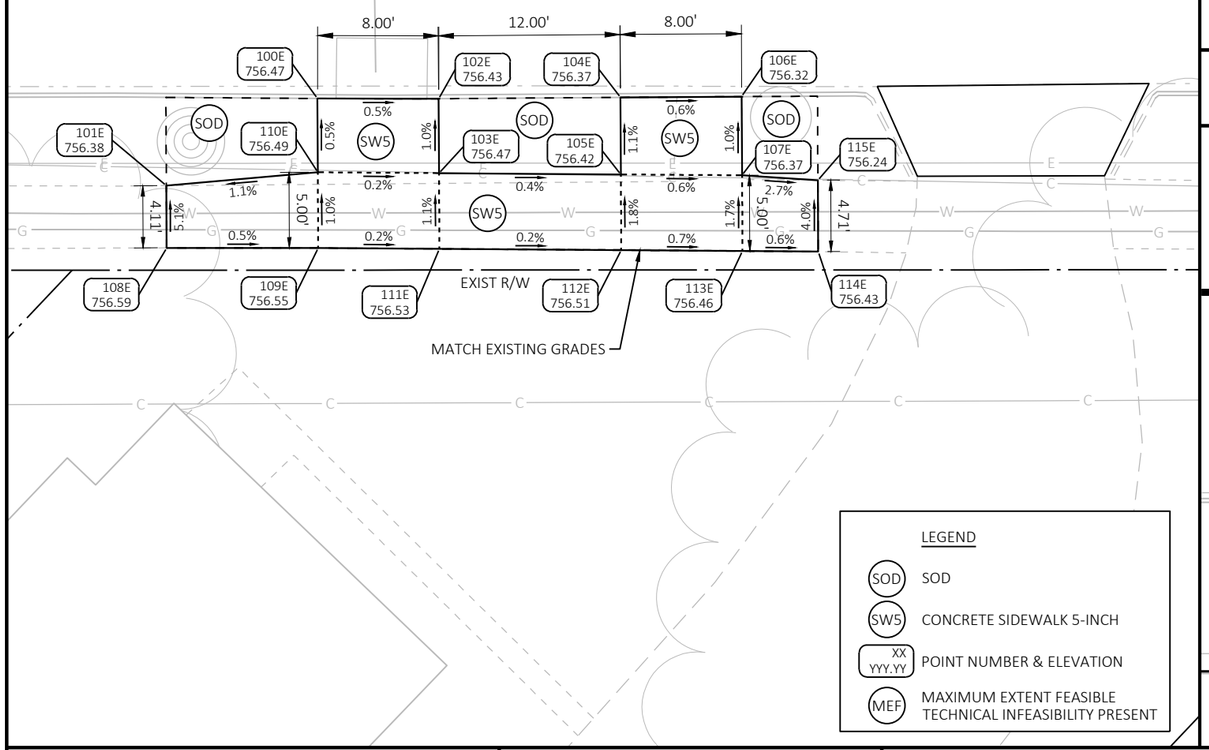
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - 68TH ST | SHEET 136 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021301_BS.DWG
LAYOUT NAME - 021304_bs
PLOT DATE : 7/6/2023 9:52 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 24 AT 6563 W (MID-BLOCK) - NB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100E | 276+46.29 | 48.83' RT | 756.47 | 275217.91 | 582871.31 |
| 101E | 276+36.31 | 54.57' RT | 756.38 | 275206.99 | 582867.70 |
| 102E | 276+54.29 | 48.84' RT | 756.43 | 275223.23 | 582877.29 |
| 103E | 276+54.31 | 53.75' RT | 756.47 | 275219.58 | 582880.58 |
| 104E | 276+66.29 | 48.76' RT | 756.37 | 275231.28 | 582886.18 |
| 105E | 276+66.31 | 53.84' RT | 756.42 | 275227.51 | 582889.59 |
| 106E | 276+74.29 | 48.71' RT | 756.32 | 275236.65 | 582892.12 |
| 107E | 276+74.31 | 53.90' RT | 756.37 | 275232.79 | 582895.60 |
| 108E | 276+36.33 | 58.68' RT | 756.59 | 275203.94 | 582870.45 |
| 109E | 276+46.33 | 58.69' RT | 756.55 | 275210.59 | 582877.91 |
| 110E | 276+46.31 | 53.69' RT | 756.49 | 275214.30 | 582874.57 |
| 111E | 276+54.33 | 58.75' RT | 756.53 | 275215.87 | 582883.92 |
| 112E | 276+66.33 | 58.84' RT | 756.51 | 275223.79 | 582892.94 |
| 113E | 276+74.34 | 58.90' RT | 756.46 | 275229.08 | 582898.94 |
| 114E | 276+79.34 | 58.94' RT | 756.43 | 275232.38 | 582902.70 |
| 115E | 276+79.31 | 54.23' RT | 756.24 | 275235.88 | 582899.55 |

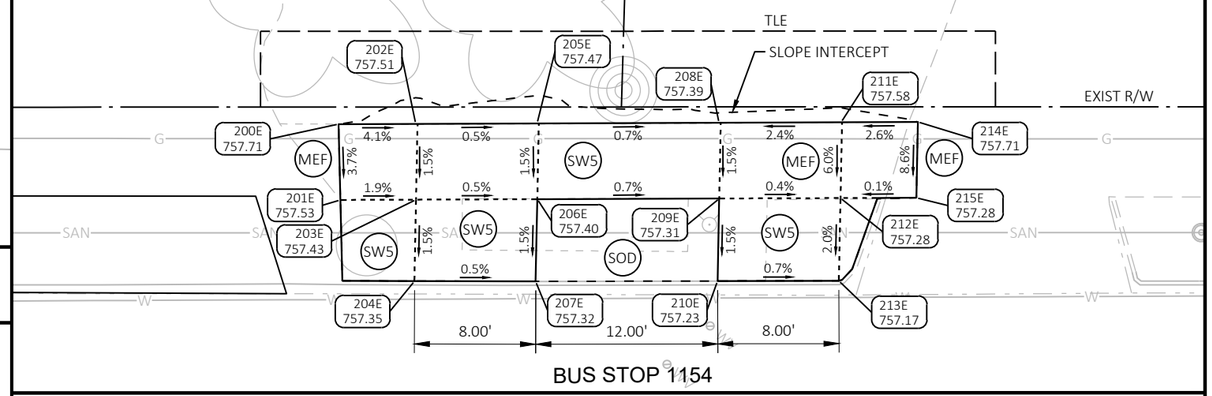
STH 24 (FOREST HOME AVE)

BUS STOP 1176




| STH 24 AT 6565 W (MID-BLOCK) - SB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200E | 276+87.65 | 58.73' LT | 757.71 | 275325.71 | 582830.55 |
| 201E | 276+87.78 | 53.73' LT | 757.53 | 275322.06 | 582833.97 |
| 202E | 276+92.75 | 58.75' LT | 757.51 | 275329.11 | 582834.34 |
| 203E | 276+92.76 | 53.75' LT | 757.43 | 275325.39 | 582837.68 |
| 204E | 276+92.65 | 48.37' LT | 757.35 | 275321.31 | 582841.18 |
| 205E | 277+00.75 | 58.78' LT | 757.47 | 275334.46 | 582840.29 |
| 206E | 277+00.77 | 53.78' LT | 757.40 | 275330.74 | 582843.63 |
| 207E | 277+00.66 | 48.35' LT | 757.32 | 275326.62 | 582847.16 |

| STH 24 AT 6565 W (MID-BLOCK) - SB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 208E | 277+12.75 | 58.82' LT | 757.39 | 275342.48 | 582849.21 |
| 209E | 277+12.77 | 53.82' LT | 757.31 | 275338.77 | 582852.56 |
| 210E | 277+12.66 | 48.38' LT | 757.23 | 275334.63 | 582856.10 |
| 211E | 277+20.82 | 58.85' LT | 757.58 | 275347.87 | 582855.21 |
| 212E | 277+20.77 | 53.85' LT | 757.28 | 275344.11 | 582858.51 |
| 213E | 277+20.66 | 48.39' LT | 757.17 | 275339.97 | 582862.06 |
| 214E | 277+25.87 | 58.86' LT | 757.71 | 275351.26 | 582858.98 |
| 215E | 277+25.77 | 53.86' LT | 757.28 | 275347.46 | 582862.23 |




BUS STOP 1154

STH 24 (FOREST HOME AVE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

277+00

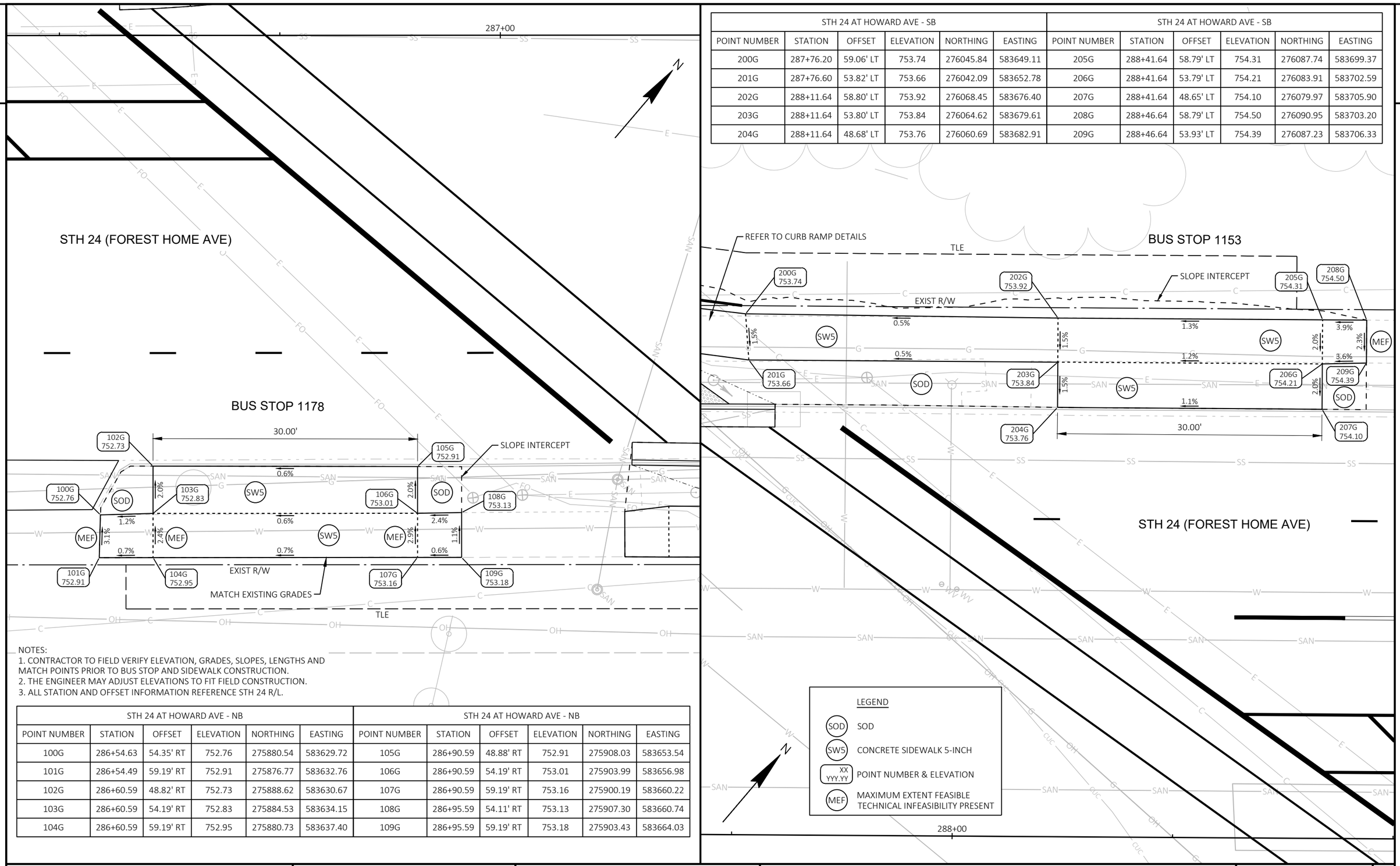
LEGEND

- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - MID-BLOCK BETWEEN 68TH ST & 65TH ST | SHEET 137 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021301_BS.DWG
LAYOUT NAME - 021305_bs
PLOT DATE : 7/30/2024 8:48 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

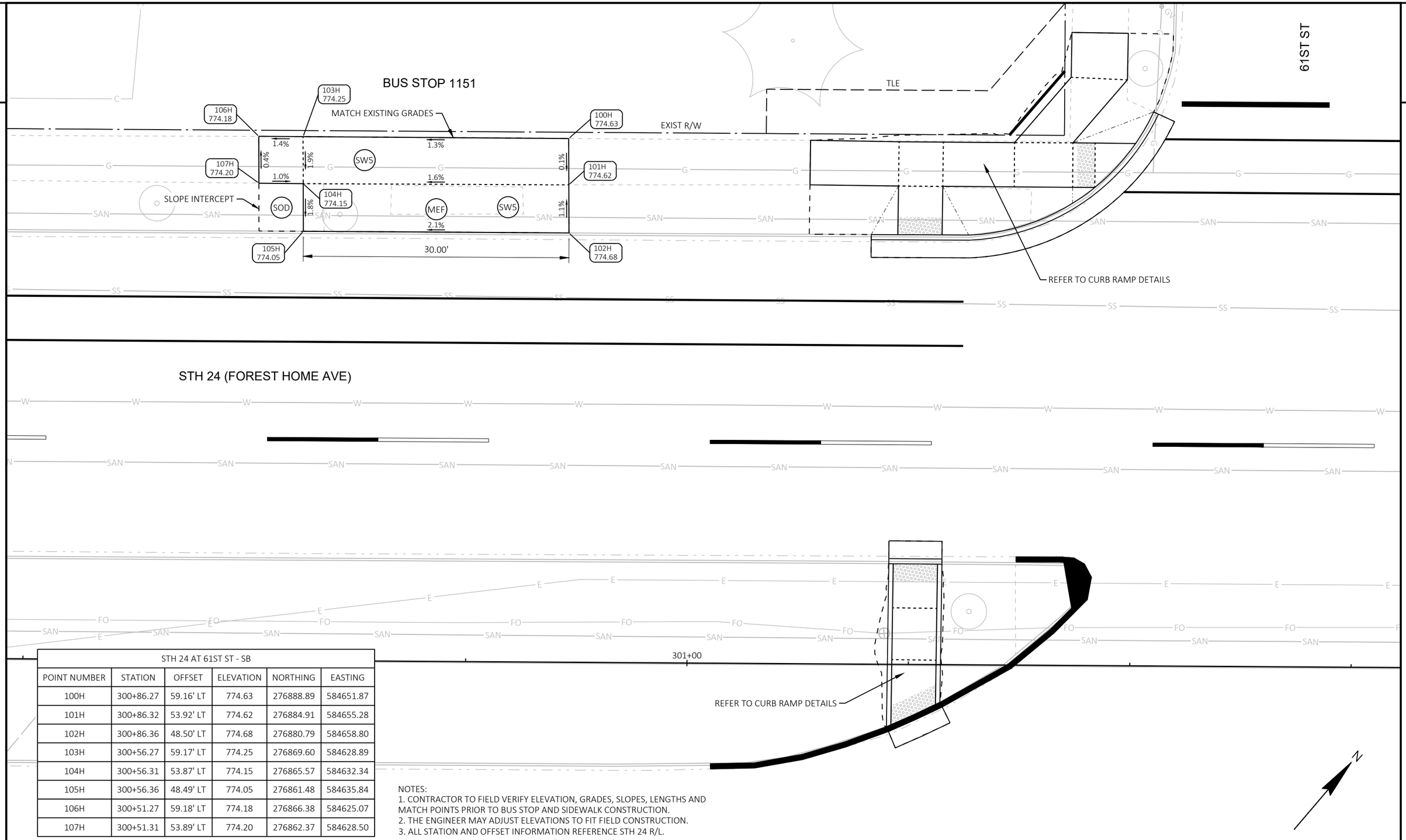
| STH 24 AT HOWARD AVE - SB | | | | | | STH 24 AT HOWARD AVE - SB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200G | 287+76.20 | 59.06' LT | 753.74 | 276045.84 | 583649.11 | 205G | 288+41.64 | 58.79' LT | 754.31 | 276087.74 | 583699.37 |
| 201G | 287+76.60 | 53.82' LT | 753.66 | 276042.09 | 583652.78 | 206G | 288+41.64 | 53.79' LT | 754.21 | 276083.91 | 583702.59 |
| 202G | 288+11.64 | 58.80' LT | 753.92 | 276068.45 | 583676.40 | 207G | 288+41.64 | 48.65' LT | 754.10 | 276079.97 | 583705.90 |
| 203G | 288+11.64 | 53.80' LT | 753.84 | 276064.62 | 583679.61 | 208G | 288+46.64 | 58.79' LT | 754.50 | 276090.95 | 583703.20 |
| 204G | 288+11.64 | 48.68' LT | 753.76 | 276060.69 | 583682.91 | 209G | 288+46.64 | 53.93' LT | 754.39 | 276087.23 | 583706.33 |




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 AT HOWARD AVE - NB | | | | | | STH 24 AT HOWARD AVE - NB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100G | 286+54.63 | 54.35' RT | 752.76 | 275880.54 | 583629.72 | 105G | 286+90.59 | 48.88' RT | 752.91 | 275908.03 | 583653.54 |
| 101G | 286+54.49 | 59.19' RT | 752.91 | 275876.77 | 583632.76 | 106G | 286+90.59 | 54.19' RT | 753.01 | 275903.99 | 583656.98 |
| 102G | 286+60.59 | 48.82' RT | 752.73 | 275888.62 | 583630.67 | 107G | 286+90.59 | 59.19' RT | 753.16 | 275900.19 | 583660.22 |
| 103G | 286+60.59 | 54.19' RT | 752.83 | 275884.53 | 583634.15 | 108G | 286+95.59 | 54.11' RT | 753.13 | 275907.30 | 583660.74 |
| 104G | 286+60.59 | 59.19' RT | 752.95 | 275880.73 | 583637.40 | 109G | 286+95.59 | 59.19' RT | 753.18 | 275903.43 | 583664.03 |

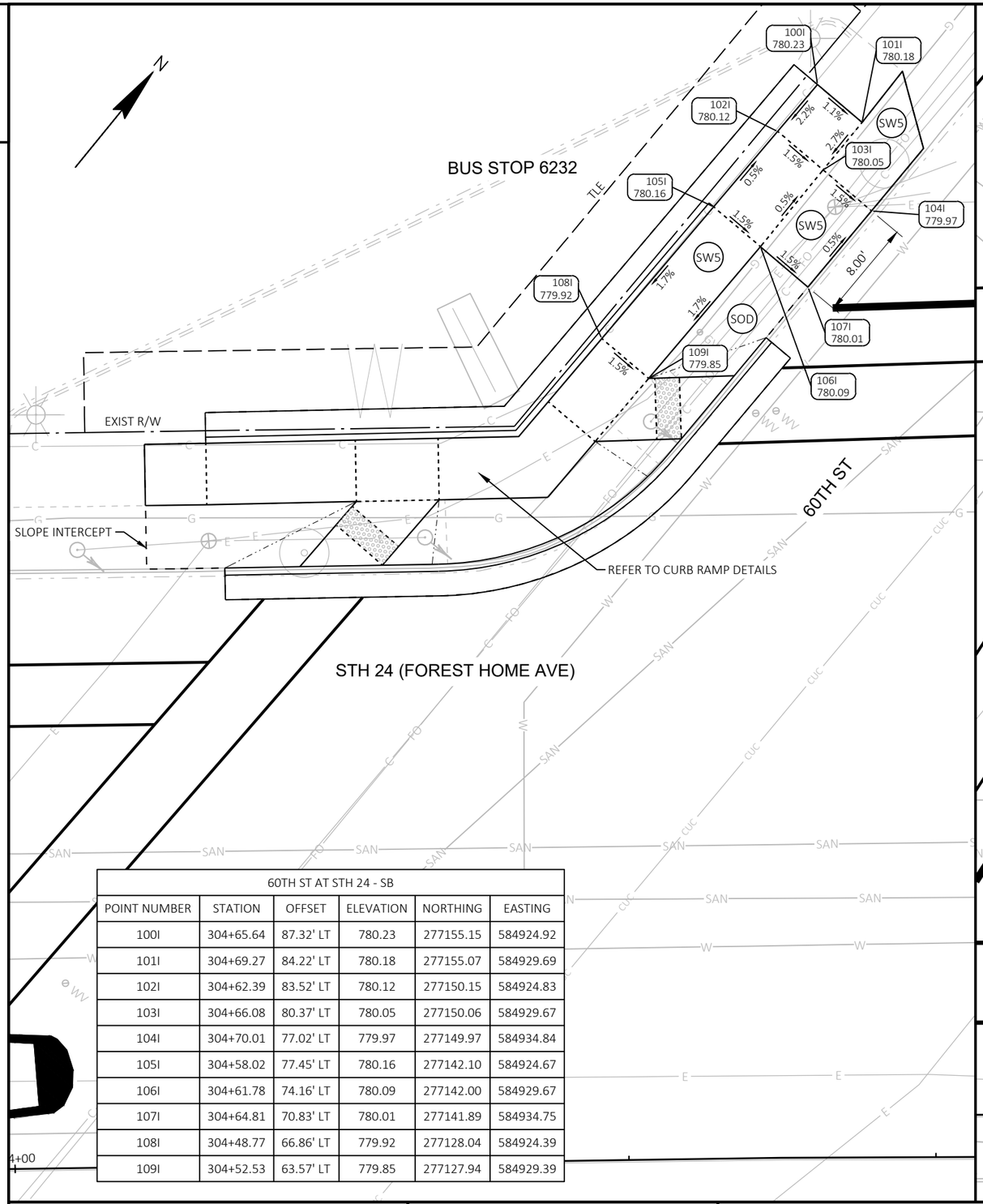
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - HOWARD AVE | SHEET 138 | E |
|---|---|---|---|---|---|

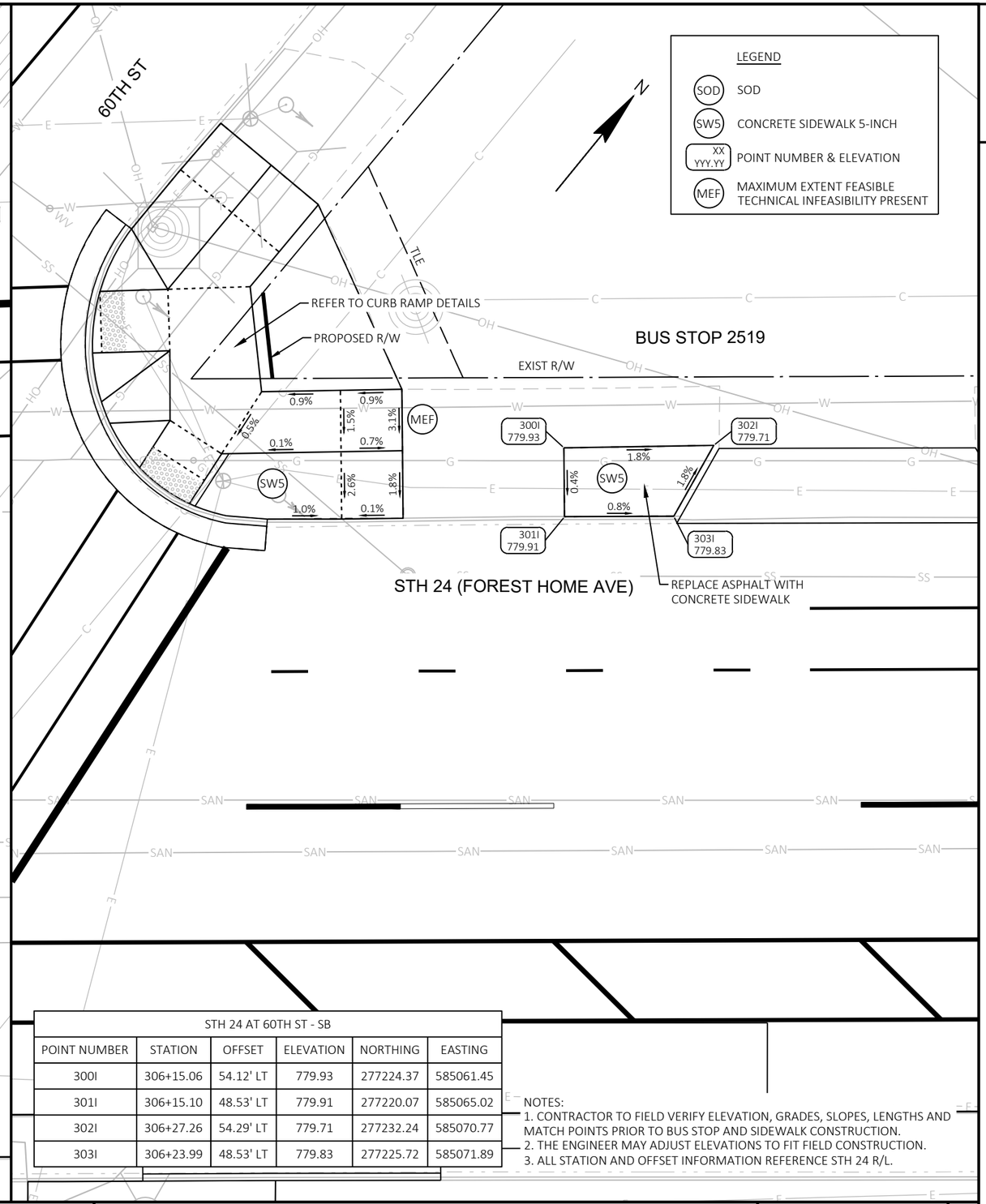



| STH 24 AT 61ST ST - SB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100H | 300+86.27 | 59.16' LT | 774.63 | 276888.89 | 584651.87 |
| 101H | 300+86.32 | 53.92' LT | 774.62 | 276884.91 | 584655.28 |
| 102H | 300+86.36 | 48.50' LT | 774.68 | 276880.79 | 584658.80 |
| 103H | 300+56.27 | 59.17' LT | 774.25 | 276869.60 | 584628.89 |
| 104H | 300+56.31 | 53.87' LT | 774.15 | 276865.57 | 584632.34 |
| 105H | 300+56.36 | 48.49' LT | 774.05 | 276861.48 | 584635.84 |
| 106H | 300+51.27 | 59.18' LT | 774.18 | 276866.38 | 584625.07 |
| 107H | 300+51.31 | 53.89' LT | 774.20 | 276862.37 | 584628.50 |

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - 61ST ST | SHEET 139 | E |
|---|---|---|---|---|---|




2

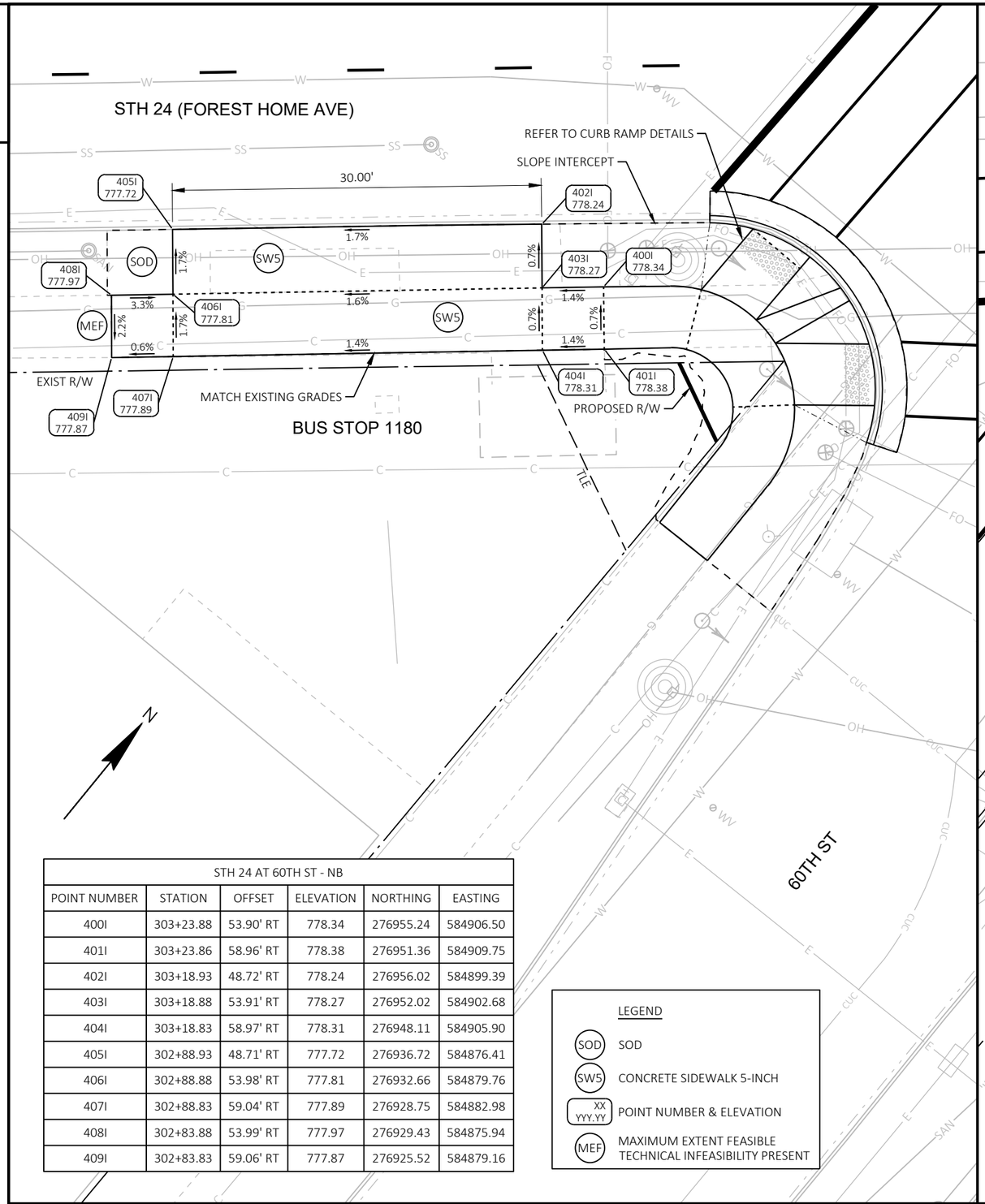
| 60TH ST AT STH 24 - SB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100I | 304+65.64 | 87.32' LT | 780.23 | 277155.15 | 584924.92 |
| 101I | 304+69.27 | 84.22' LT | 780.18 | 277155.07 | 584929.69 |
| 102I | 304+62.39 | 83.52' LT | 780.12 | 277150.15 | 584924.83 |
| 103I | 304+66.08 | 80.37' LT | 780.05 | 277150.06 | 584929.67 |
| 104I | 304+70.01 | 77.02' LT | 779.97 | 277149.97 | 584934.84 |
| 105I | 304+58.02 | 77.45' LT | 780.16 | 277142.10 | 584924.67 |
| 106I | 304+61.78 | 74.16' LT | 780.09 | 277142.00 | 584929.67 |
| 107I | 304+64.81 | 70.83' LT | 780.01 | 277141.89 | 584934.75 |
| 108I | 304+48.77 | 66.86' LT | 779.92 | 277128.04 | 584924.39 |
| 109I | 304+52.53 | 63.57' LT | 779.85 | 277127.94 | 584929.39 |

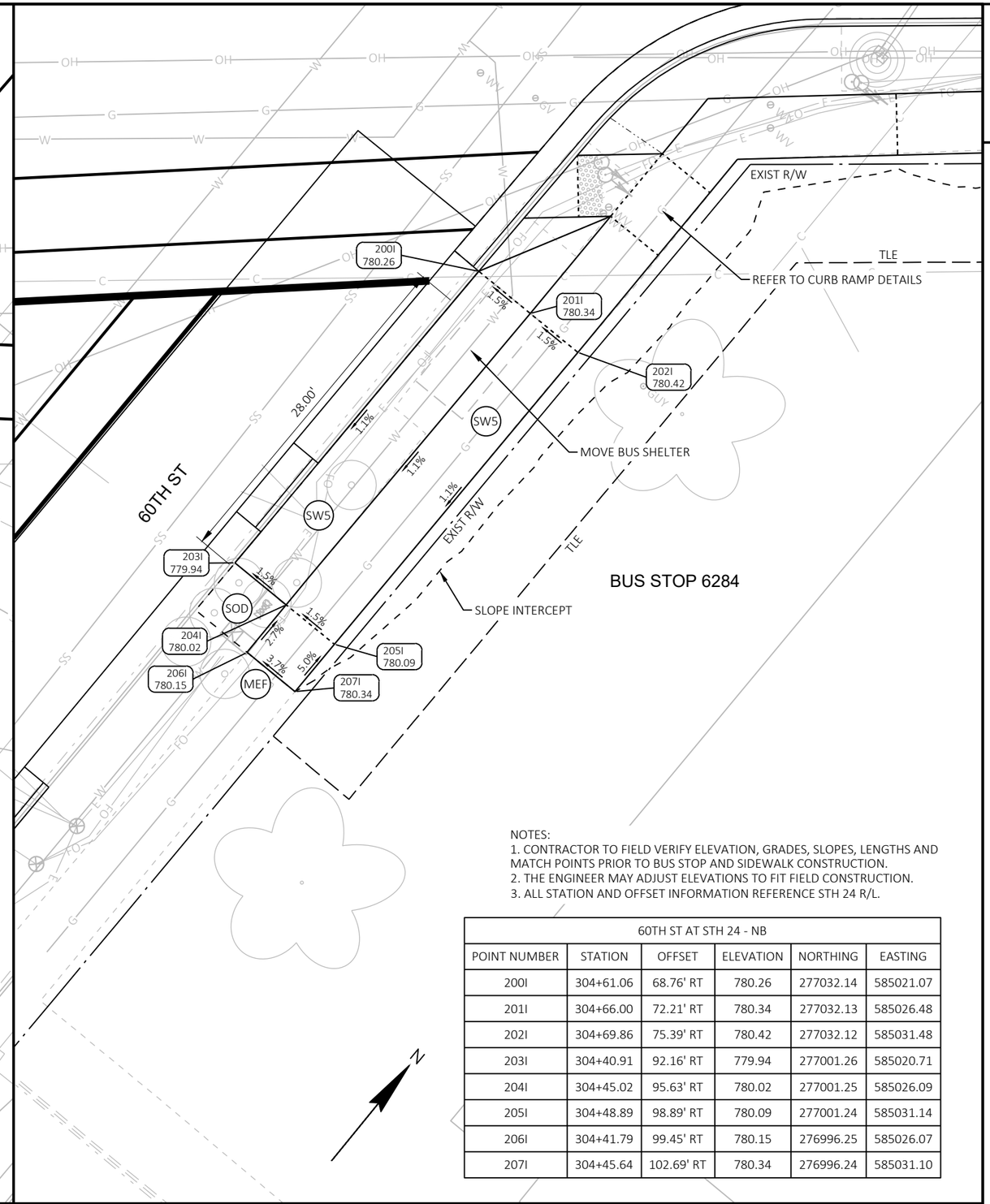
| STH 24 AT 60TH ST - SB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 300I | 306+15.06 | 54.12' LT | 779.93 | 277224.37 | 585061.45 |
| 301I | 306+15.10 | 48.53' LT | 779.91 | 277220.07 | 585065.02 |
| 302I | 306+27.26 | 54.29' LT | 779.71 | 277232.24 | 585070.77 |
| 303I | 306+23.99 | 48.53' LT | 779.83 | 277225.72 | 585071.89 |

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - 60TH ST | SHEET 140 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021301_BS.DWG
LAYOUT NAME - 021307_bs
PLOT DATE : 6/26/2024 8:45 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




| STH 24 AT 60TH ST - NB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 400I | 303+23.88 | 53.90' RT | 778.34 | 276955.24 | 584906.50 |
| 401I | 303+23.86 | 58.96' RT | 778.38 | 276951.36 | 584909.75 |
| 402I | 303+18.93 | 48.72' RT | 778.24 | 276956.02 | 584899.39 |
| 403I | 303+18.88 | 53.91' RT | 778.27 | 276952.02 | 584902.68 |
| 404I | 303+18.83 | 58.97' RT | 778.31 | 276948.11 | 584905.90 |
| 405I | 302+88.93 | 48.71' RT | 777.72 | 276936.72 | 584876.41 |
| 406I | 302+88.88 | 53.98' RT | 777.81 | 276932.66 | 584879.76 |
| 407I | 302+88.83 | 59.04' RT | 777.89 | 276928.75 | 584882.98 |
| 408I | 302+83.88 | 53.99' RT | 777.97 | 276929.43 | 584875.94 |
| 409I | 302+83.83 | 59.06' RT | 777.87 | 276925.52 | 584879.16 |

LEGEND

- (SOD) SOD
- (SW5) CONCRETE SIDEWALK 5-INCH
- (XX / YYY.YY) POINT NUMBER & ELEVATION
- (MEF) MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

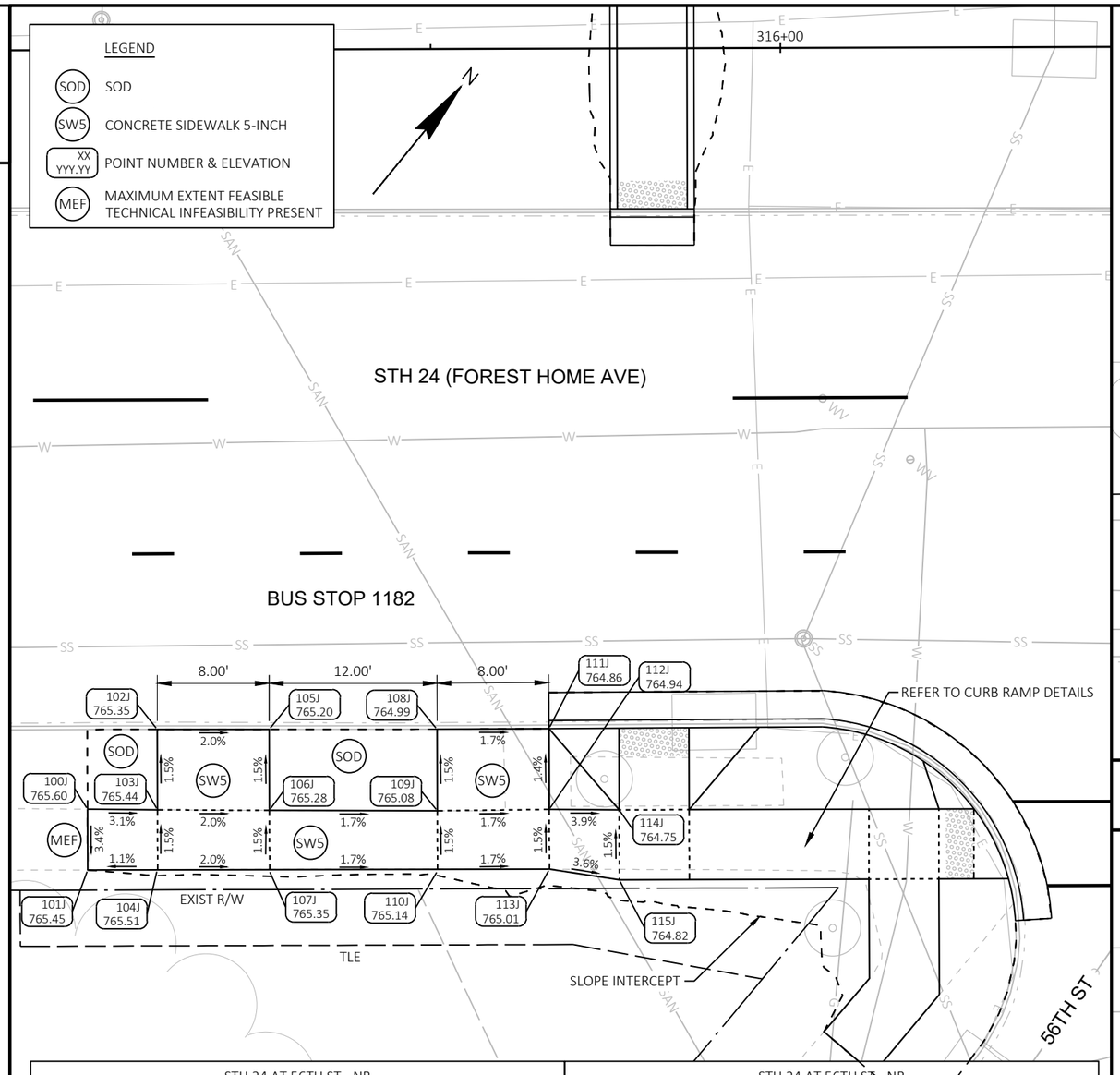
| 60TH ST AT STH 24 - NB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200I | 304+61.06 | 68.76' RT | 780.26 | 277032.14 | 585021.07 |
| 201I | 304+66.00 | 72.21' RT | 780.34 | 277032.13 | 585026.48 |
| 202I | 304+69.86 | 75.39' RT | 780.42 | 277032.12 | 585031.48 |
| 203I | 304+40.91 | 92.16' RT | 779.94 | 277001.26 | 585020.71 |
| 204I | 304+45.02 | 95.63' RT | 780.02 | 277001.25 | 585026.09 |
| 205I | 304+48.89 | 98.89' RT | 780.09 | 277001.24 | 585031.14 |
| 206I | 304+41.79 | 99.45' RT | 780.15 | 276996.25 | 585026.07 |
| 207I | 304+45.64 | 102.69' RT | 780.34 | 276996.24 | 585031.10 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - 60TH ST | SHEET 141 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021301_BS.DWG
LAYOUT NAME - 021307B_bs
PLOT DATE : 6/26/2024 9:49 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

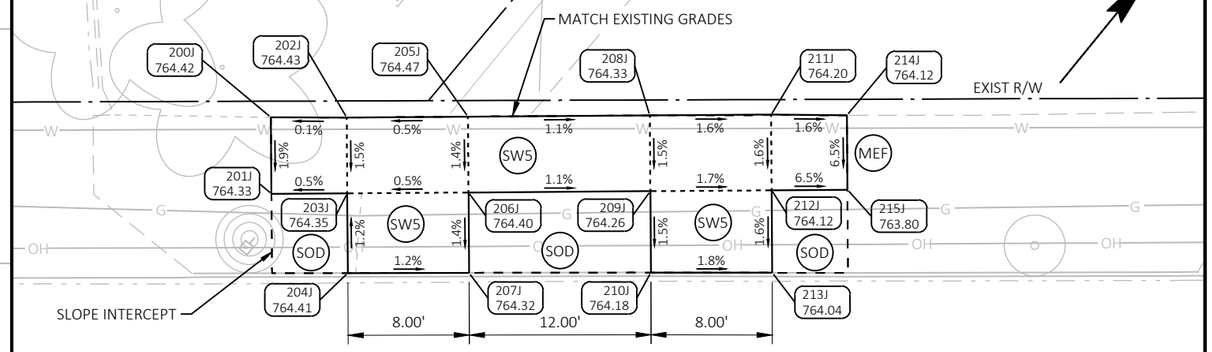
LEGEND

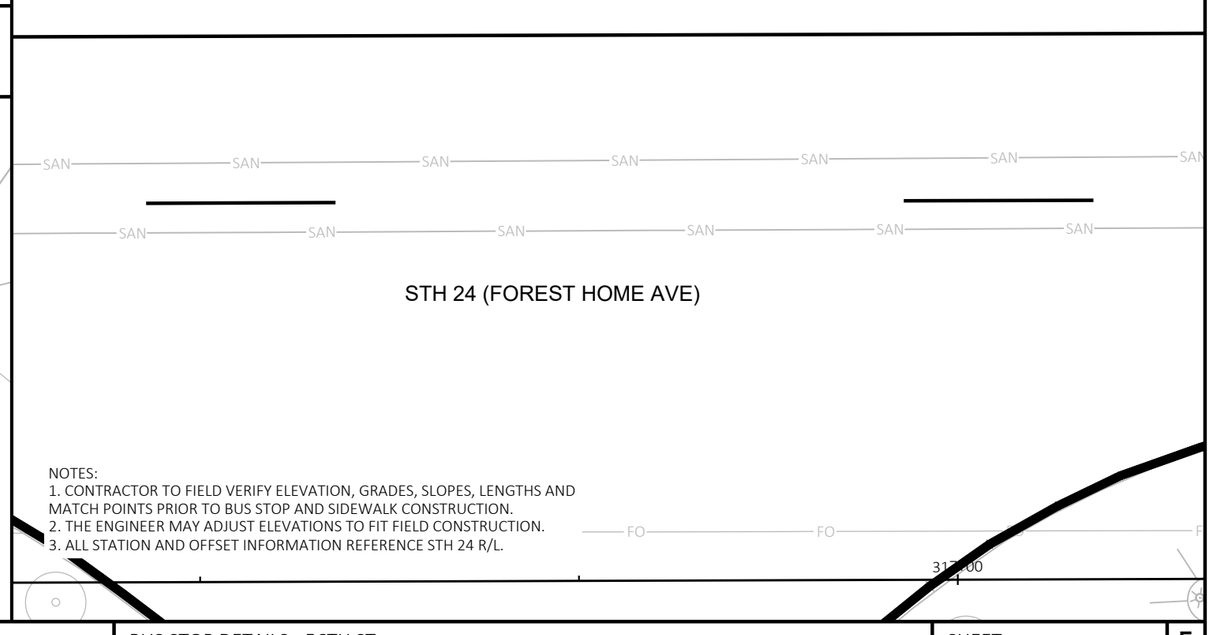
- (SOD) SOD
- (SW5) CONCRETE SIDEWALK 5-INCH
- (XX YYY.YY) POINT NUMBER & ELEVATION
- (MEF) MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT




| STH 24 AT 56TH ST - NB | | | | | | STH 24 AT 56TH ST - NB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100J | 315+50.31 | 54.23' RT | 765.60 | 277734.41 | 585852.83 | 108J | 315+75.31 | 48.59' RT | 764.99 | 277754.64 | 585868.57 |
| 101J | 315+50.31 | 58.56' RT | 765.45 | 277731.06 | 585855.58 | 109J | 315+75.31 | 54.41' RT | 765.08 | 277750.14 | 585872.26 |
| 102J | 315+55.31 | 48.54' RT | 765.35 | 277741.98 | 585853.08 | 110J | 315+75.32 | 58.71' RT | 765.14 | 277746.82 | 585875.00 |
| 103J | 315+55.31 | 54.28' RT | 765.44 | 277737.54 | 585856.73 | 111J | 315+83.31 | 48.57' RT | 764.86 | 277759.73 | 585874.74 |
| 104J | 315+55.27 | 58.58' RT | 765.51 | 277734.19 | 585859.42 | 112J | 315+83.31 | 54.34' RT | 764.94 | 277755.27 | 585878.40 |
| 105J | 315+63.31 | 48.56' RT | 765.20 | 277747.04 | 585859.28 | 113J | 315+83.31 | 58.62' RT | 765.01 | 277751.97 | 585881.11 |
| 106J | 315+63.31 | 54.35' RT | 765.28 | 277742.57 | 585862.95 | 114J | 315+88.31 | 54.39' RT | 764.75 | 277758.41 | 585882.29 |
| 107J | 315+63.28 | 58.65' RT | 765.35 | 277739.22 | 585865.66 | 115J | 315+88.31 | 59.39' RT | 764.82 | 277754.54 | 585885.47 |

| STH 24 AT 56TH ST - SB | | | | | | STH 24 AT 56TH ST - SB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200J | 316+54.86 | 58.95' LT | 764.42 | 277888.23 | 585861.75 | 208J | 316+79.86 | 59.00' LT | 764.33 | 277904.14 | 585881.04 |
| 201J | 316+54.88 | 53.90' LT | 764.33 | 277884.34 | 585864.98 | 209J | 316+79.88 | 54.00' LT | 764.26 | 277900.28 | 585884.23 |
| 202J | 316+59.86 | 58.92' LT | 764.43 | 277891.38 | 585865.64 | 210J | 316+79.90 | 48.63' LT | 764.18 | 277896.15 | 585887.65 |
| 203J | 316+59.88 | 53.92' LT | 764.35 | 277887.53 | 585868.83 | 211J | 316+87.86 | 58.99' LT | 764.20 | 277909.21 | 585887.22 |
| 204J | 316+59.90 | 48.66' LT | 764.41 | 277883.48 | 585872.18 | 212J | 316+87.88 | 54.03' LT | 764.12 | 277905.39 | 585890.39 |
| 205J | 316+67.86 | 58.96' LT | 764.47 | 277896.49 | 585871.79 | 213J | 316+87.90 | 48.59' LT | 764.04 | 277901.20 | 585893.86 |
| 206J | 316+67.88 | 53.95' LT | 764.40 | 277892.63 | 585874.99 | 214J | 316+92.86 | 58.97' LT | 764.12 | 277912.37 | 585891.10 |
| 207J | 316+67.90 | 48.65' LT | 764.32 | 277888.55 | 585878.37 | 215J | 316+92.88 | 54.05' LT | 763.80 | 277908.58 | 585894.24 |



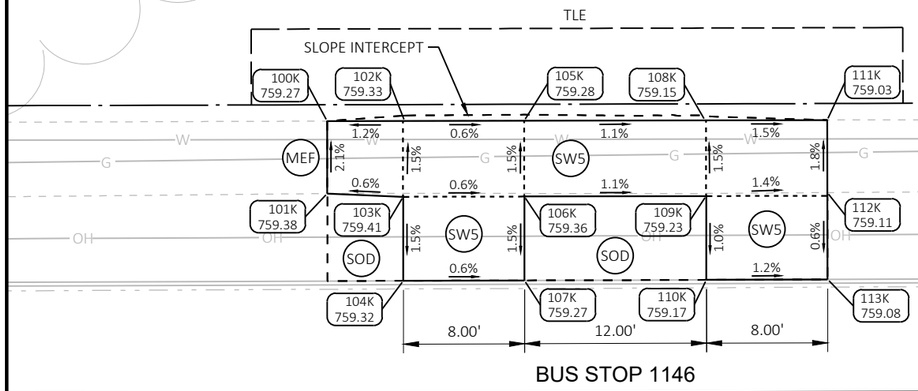

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

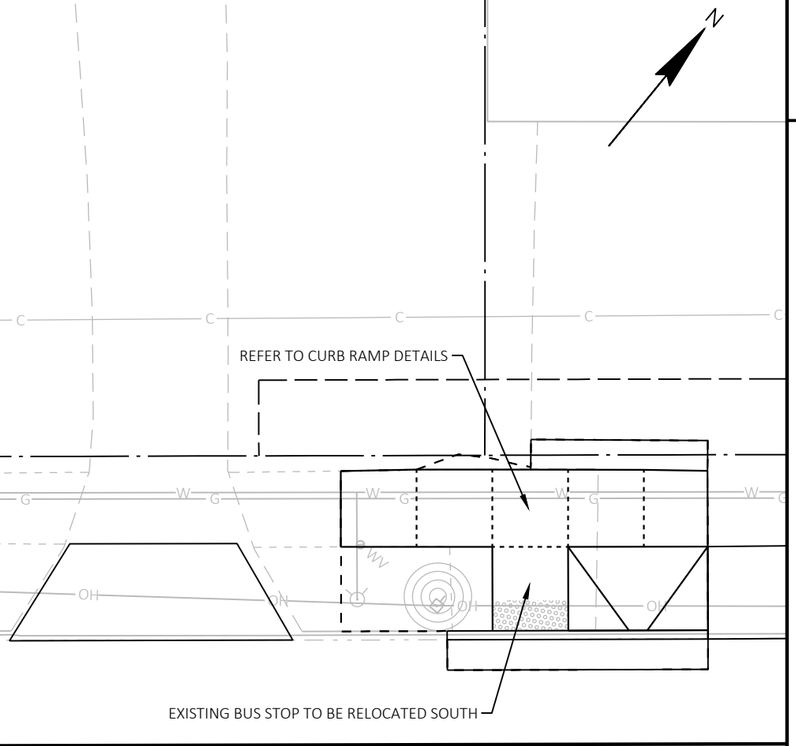
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - 56TH ST | SHEET 142 | E |
|---|---|---|---|---|---|

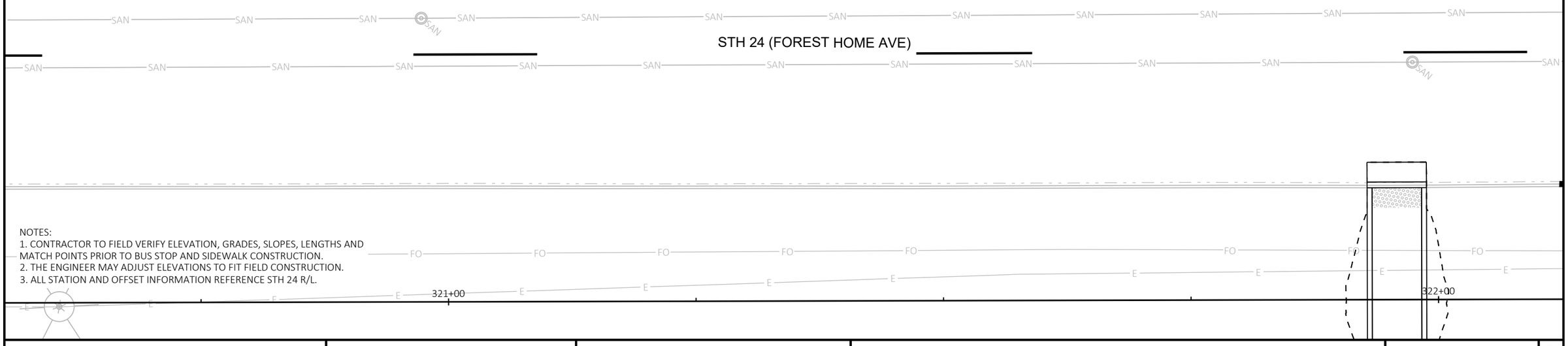
| STH 24 AT 54TH ST - SB | | | | | | STH 24 AT 54TH ST - SB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100K | 320+76.42 | 59.00' LT | 759.27 | 278155.90 | 586187.43 | 107K | 320+89.42 | 48.46' LT | 759.27 | 278156.01 | 586204.17 |
| 101K | 320+76.42 | 54.22' LT | 759.38 | 278152.21 | 586190.47 | 108K | 321+01.36 | 58.99' LT | 759.15 | 278171.73 | 586206.70 |
| 102K | 320+81.54 | 58.99' LT | 759.33 | 278159.14 | 586191.39 | 109K | 321+01.42 | 53.99' LT | 759.23 | 278167.91 | 586209.93 |
| 103K | 320+81.42 | 53.99' LT | 759.41 | 278155.21 | 586194.47 | 110K | 321+01.42 | 48.46' LT | 759.17 | 278163.64 | 586213.43 |
| 104K | 320+81.42 | 48.45' LT | 759.32 | 278150.93 | 586197.99 | 111K | 321+09.42 | 58.99' LT | 759.03 | 278176.85 | 586212.93 |
| 105K | 320+89.42 | 58.99' LT | 759.28 | 278164.15 | 586197.48 | 112K | 321+09.42 | 54.20' LT | 759.11 | 278173.15 | 586215.97 |
| 106K | 320+89.42 | 53.99' LT | 759.36 | 278160.29 | 586200.65 | 113K | 321+09.42 | 48.47' LT | 759.08 | 278168.72 | 586219.61 |

LEGEND

- (SOD) SOD
- (SW5) CONCRETE SIDEWALK 5-INCH
- (XX / YYY.YY) POINT NUMBER & ELEVATION
- (MEF) MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

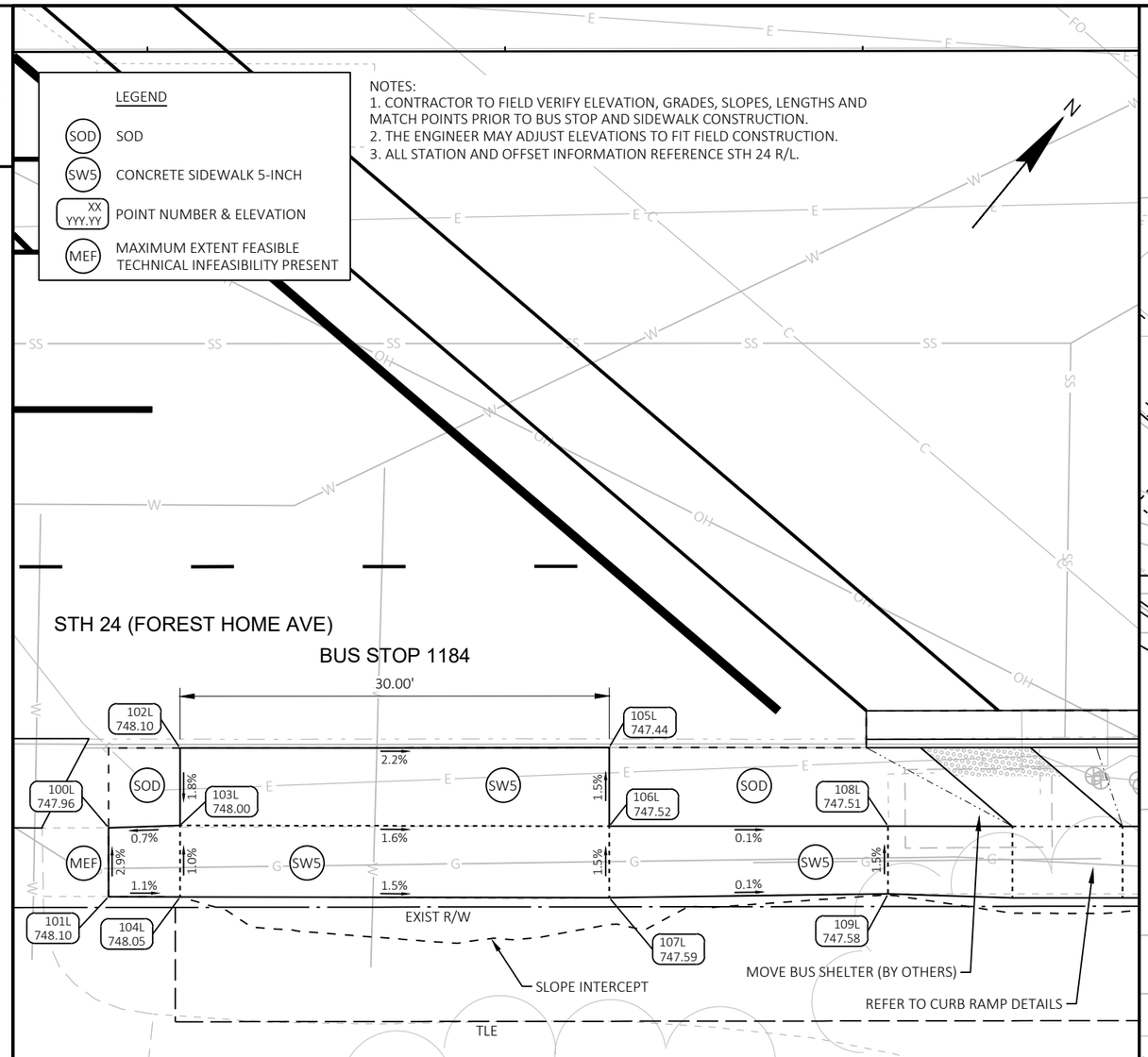
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - 54TH ST | SHEET 143 | E |
|---|---|---|---|---|---|

2

LEGEND

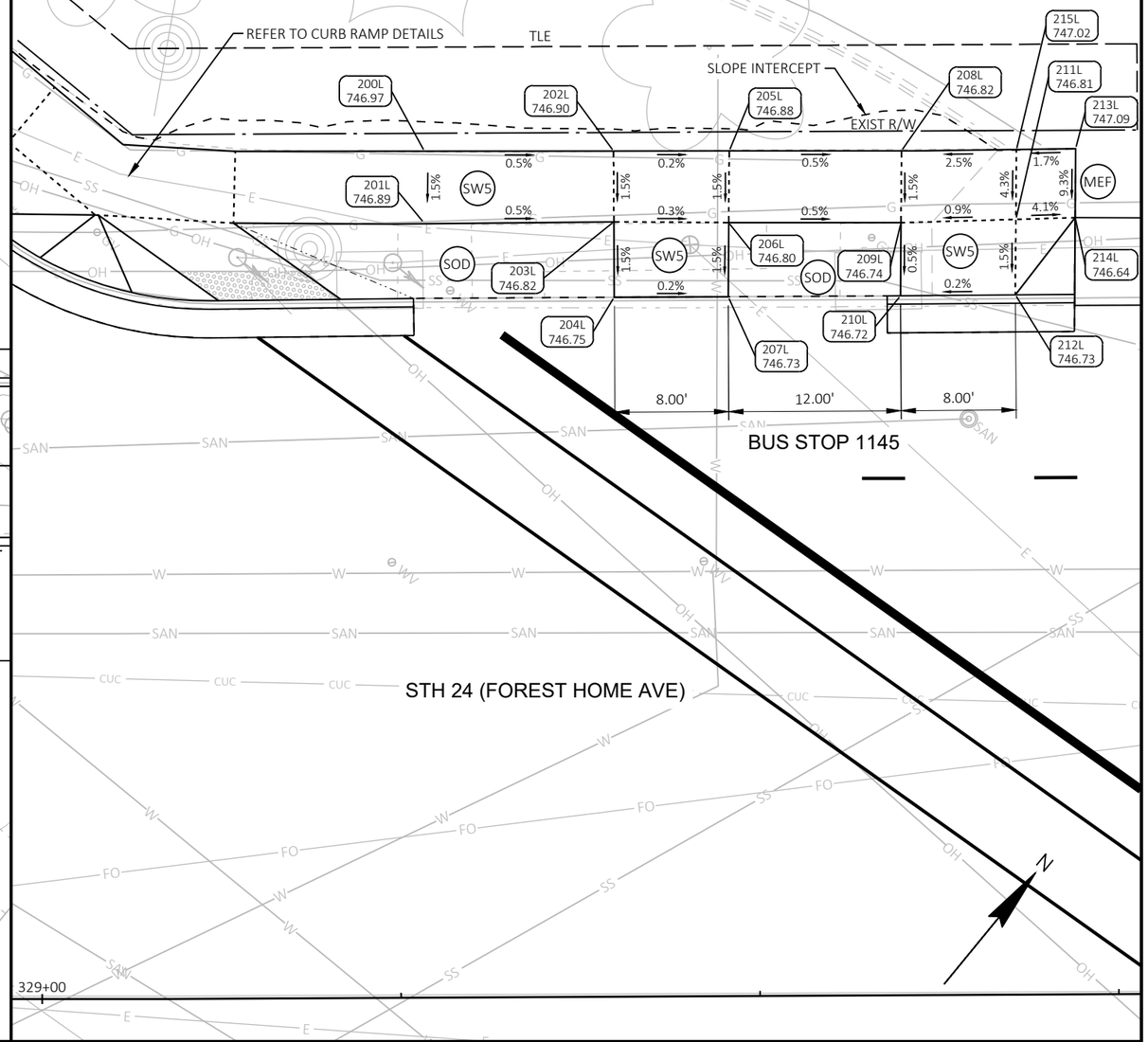
- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.




| STH 24 AT MORGAN AVE - NB | | | | | | STH 24 AT MORGAN AVE - NB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100L | 328+22.23 | 54.24' RT | 747.96 | 278541.90 | 586835.55 | 105L | 328+57.23 | 48.67' RT | 747.44 | 278568.42 | 586859.05 |
| 101L | 328+22.23 | 59.05' RT | 748.10 | 278538.18 | 586838.60 | 106L | 328+57.23 | 54.17' RT | 747.52 | 278564.17 | 586862.55 |
| 102L | 328+27.23 | 48.67' RT | 748.10 | 278549.38 | 586835.87 | 107L | 328+57.23 | 59.17' RT | 747.59 | 278560.31 | 586865.72 |
| 103L | 328+27.23 | 54.08' RT | 748.00 | 278545.19 | 586839.31 | 108L | 328+76.72 | 54.19' RT | 747.51 | 278576.53 | 586877.62 |
| 104L | 328+27.23 | 59.08' RT | 748.05 | 278541.33 | 586842.48 | 109L | 328+76.71 | 58.92' RT | 747.58 | 278572.87 | 586880.62 |

| STH 24 AT MORGAN AVE - SB | | | | | | STH 24 AT MORGAN AVE - SB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200L | 329+26.91 | 58.95' LT | 746.97 | 278695.71 | 586844.35 | 208L | 329+60.15 | 58.80' LT | 746.82 | 278716.81 | 586870.03 |
| 201L | 329+26.84 | 53.99' LT | 746.89 | 278691.85 | 586847.45 | 209L | 329+60.09 | 53.80' LT | 746.74 | 278712.92 | 586873.17 |
| 202L | 329+40.09 | 58.88' LT | 746.90 | 278704.07 | 586854.53 | 210L | 329+60.03 | 48.71' LT | 746.72 | 278708.96 | 586876.37 |
| 203L | 329+40.09 | 53.97' LT | 746.82 | 278700.28 | 586857.67 | 211L | 329+68.09 | 53.99' LT | 746.81 | 278718.17 | 586879.21 |
| 204L | 329+40.09 | 48.71' LT | 746.75 | 278696.24 | 586861.02 | 212L | 329+68.03 | 48.73' LT | 746.73 | 278714.08 | 586882.52 |
| 205L | 329+48.15 | 58.86' LT | 746.88 | 278709.20 | 586860.75 | 213L | 329+72.28 | 58.90' LT | 747.09 | 278724.62 | 586879.31 |
| 206L | 329+48.09 | 53.87' LT | 746.80 | 278705.32 | 586863.89 | 214L | 329+72.23 | 54.09' LT | 746.64 | 278720.88 | 586882.33 |
| 207L | 329+48.02 | 48.71' LT | 746.73 | 278701.30 | 586867.13 | 215L | 329+68.15 | 58.83' LT | 747.02 | 278721.93 | 586876.18 |




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - MORGAN AVE | SHEET 144 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021301_BS.DWG
LAYOUT NAME - 021310_bs

PLOT DATE : 6/26/2024 11:12 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

| STH 24 AT 51ST ST - SB | | | | | | STH 24 AT 51ST ST - SB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100M | 340+47.49 | 48.28' LT | 756.76 | 279402.15 | 587714.49 | 102M | 340+47.45 | 53.96' LT | 756.55 | 279406.52 | 587710.86 |
| 101M | 340+56.28 | 48.33' LT | 756.44 | 279407.78 | 587721.26 | 103M | 340+56.25 | 53.98' LT | 756.58 | 279412.12 | 587717.64 |

51ST ST

SLOPE INTERCEPT

TLE

EXIST R/W

1.3%
102M
756.55
0.7%
1.3%
1.1%
0.5%
1.5%
3.9%

103M
756.58

SW5
3.6%
2.3%

MEF
8.80'

101M
756.44

100M
756.76

REFER TO CURB RAMP DETAILS

BUS STOP 1143

STH 24 (FOREST HOME AVE)

340+00

341+00

N

LEGEND

- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

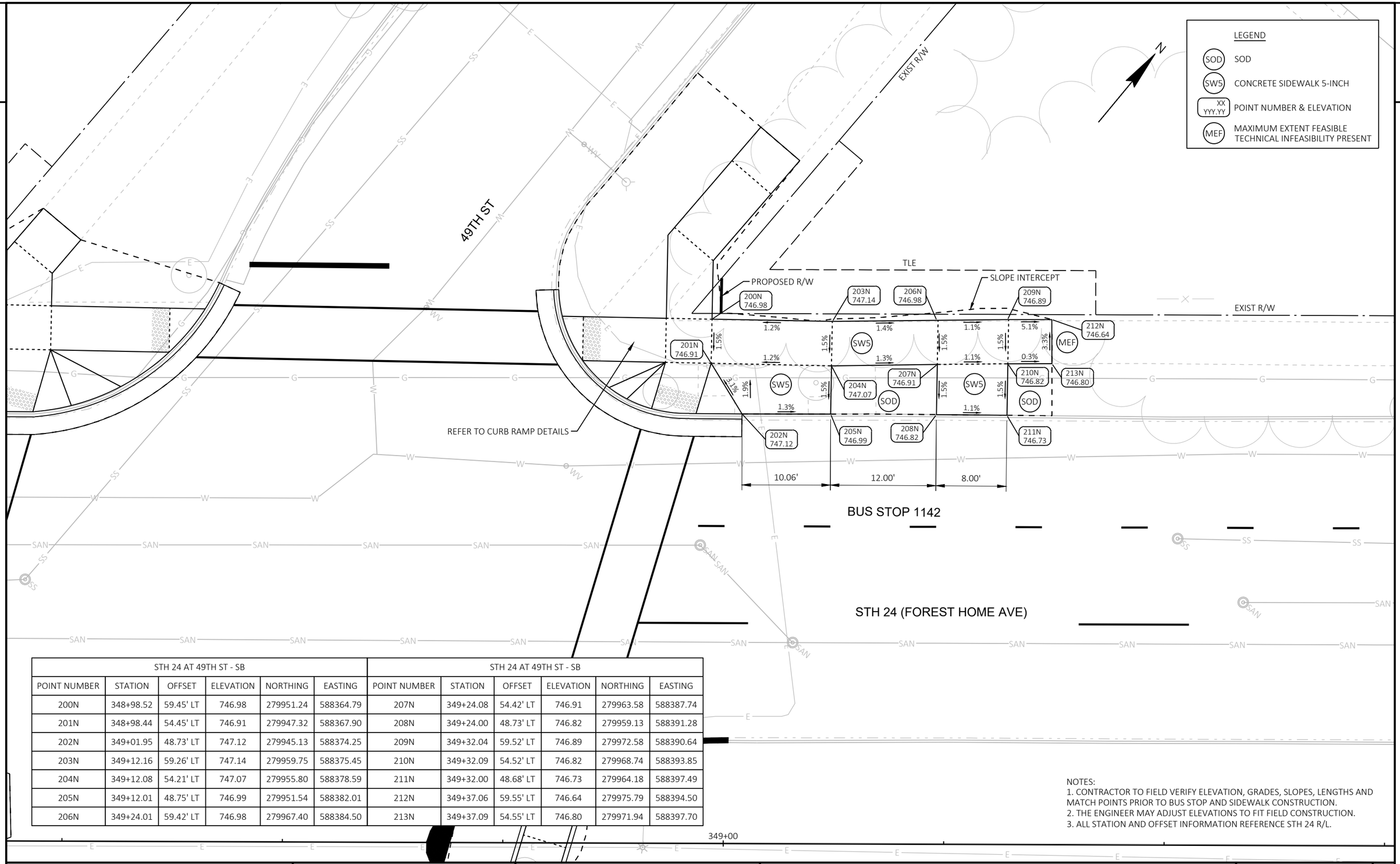
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - 51ST ST | SHEET 145 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021301_BS.DWG
LAYOUT NAME - 021310A_bs

PLOT DATE : 6/26/2024 11:16 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:10 FT

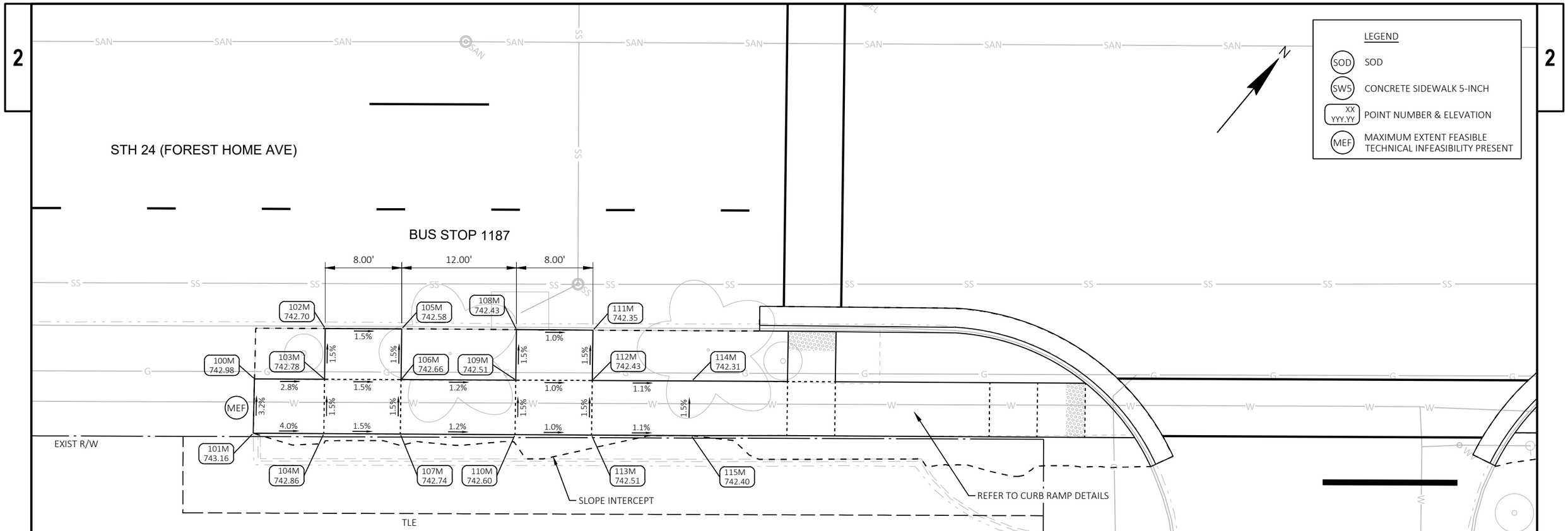
WISDOT/CADDS SHEET 42




| STH 24 AT 49TH ST - SB | | | | | | STH 24 AT 49TH ST - SB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200N | 348+98.52 | 59.45' LT | 746.98 | 279951.24 | 588364.79 | 207N | 349+24.08 | 54.42' LT | 746.91 | 279963.58 | 588387.74 |
| 201N | 348+98.44 | 54.45' LT | 746.91 | 279947.32 | 588367.90 | 208N | 349+24.00 | 48.73' LT | 746.82 | 279959.13 | 588391.28 |
| 202N | 349+01.95 | 48.73' LT | 747.12 | 279945.13 | 588374.25 | 209N | 349+32.04 | 59.52' LT | 746.89 | 279972.58 | 588390.64 |
| 203N | 349+12.16 | 59.26' LT | 747.14 | 279959.75 | 588375.45 | 210N | 349+32.09 | 54.52' LT | 746.82 | 279968.74 | 588393.85 |
| 204N | 349+12.08 | 54.21' LT | 747.07 | 279955.80 | 588378.59 | 211N | 349+32.00 | 48.68' LT | 746.73 | 279964.18 | 588397.49 |
| 205N | 349+12.01 | 48.75' LT | 746.99 | 279951.54 | 588382.01 | 212N | 349+37.06 | 59.55' LT | 746.64 | 279975.79 | 588394.50 |
| 206N | 349+24.01 | 59.42' LT | 746.98 | 279967.40 | 588384.50 | 213N | 349+37.09 | 54.55' LT | 746.80 | 279971.94 | 588397.70 |

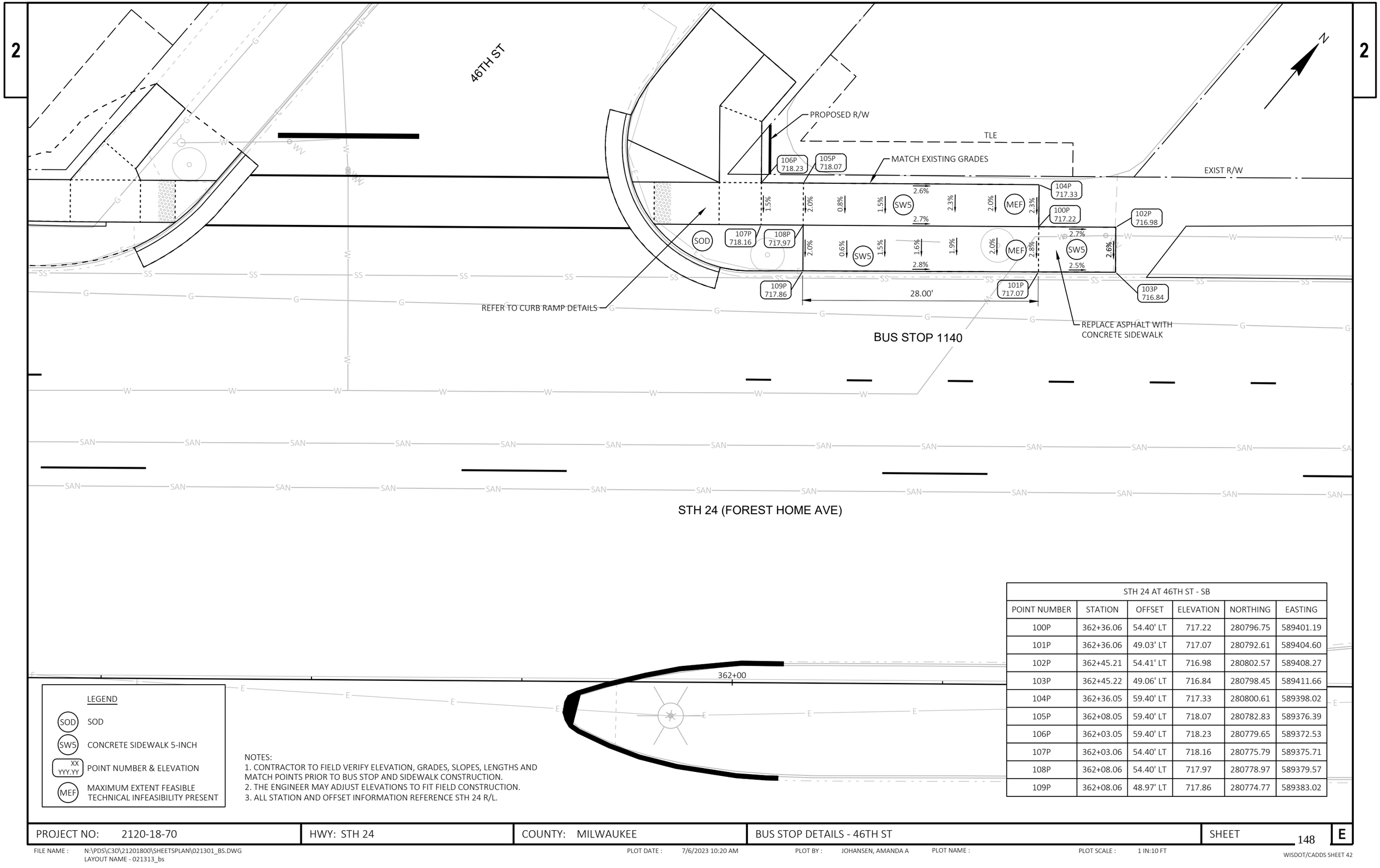
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - 49TH ST/SCHAUER AVE | SHEET 146 | E |
|---|---|---|---|---|---|




NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

| STH 24 AT DURAND AVE - NB | | | | | | STH 24 AT DURAND AVE - NB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100M | 351+78.30 | 53.80' RT | 742.98 | 280041.43 | 588652.83 | 108M | 352+05.67 | 48.55' RT | 742.43 | 280062.87 | 588670.64 |
| 101M | 351+78.18 | 59.48' RT | 743.16 | 280036.97 | 588656.35 | 109M | 352+05.62 | 53.83' RT | 742.51 | 280058.76 | 588673.95 |
| 102M | 351+85.67 | 48.50' RT | 742.70 | 280050.20 | 588655.16 | 110M | 352+05.56 | 59.53' RT | 742.60 | 280054.32 | 588677.53 |
| 103M | 351+85.62 | 53.81' RT | 742.78 | 280046.07 | 588658.49 | 111M | 352+13.67 | 48.58' RT | 742.35 | 280067.93 | 588676.84 |
| 104M | 351+85.56 | 59.49' RT | 742.86 | 280041.65 | 588662.06 | 112M | 352+13.62 | 53.84' RT | 742.43 | 280063.83 | 588680.14 |
| 105M | 351+93.67 | 48.51' RT | 742.58 | 280055.28 | 588661.34 | 113M | 352+13.57 | 59.55' RT | 742.51 | 280059.39 | 588683.72 |
| 106M | 351+93.62 | 53.82' RT | 742.66 | 280051.15 | 588664.68 | 114M | 352+24.05 | 53.85' RT | 742.31 | 280070.45 | 588688.20 |
| 107M | 351+93.56 | 59.51' RT | 742.74 | 280046.72 | 588668.25 | 115M | 352+23.99 | 59.57' RT | 742.40 | 280066.00 | 588691.79 |




LEGEND

- SOD — SOD
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX / YYY.YY — POINT NUMBER & ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO BUS STOP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. ALL STATION AND OFFSET INFORMATION REFERENCE STH 24 R/L.

STH 24 AT 46TH ST - SB

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| 100P | 362+36.06 | 54.40' LT | 717.22 | 280796.75 | 589401.19 |
| 101P | 362+36.06 | 49.03' LT | 717.07 | 280792.61 | 589404.60 |
| 102P | 362+45.21 | 54.41' LT | 716.98 | 280802.57 | 589408.27 |
| 103P | 362+45.22 | 49.06' LT | 716.84 | 280798.45 | 589411.66 |
| 104P | 362+36.05 | 59.40' LT | 717.33 | 280800.61 | 589398.02 |
| 105P | 362+08.05 | 59.40' LT | 718.07 | 280782.83 | 589376.39 |
| 106P | 362+03.05 | 59.40' LT | 718.23 | 280779.65 | 589372.53 |
| 107P | 362+03.06 | 54.40' LT | 718.16 | 280775.79 | 589375.71 |
| 108P | 362+08.06 | 54.40' LT | 717.97 | 280778.97 | 589379.57 |
| 109P | 362+08.06 | 48.97' LT | 717.86 | 280774.77 | 589383.02 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | BUS STOP DETAILS - 46TH ST | SHEET 148 | E |
|---|---|---|---|---|---|

2

9900 W FOREST HOME AVE

9856 W FOREST HOME AVE

EXIST R/W

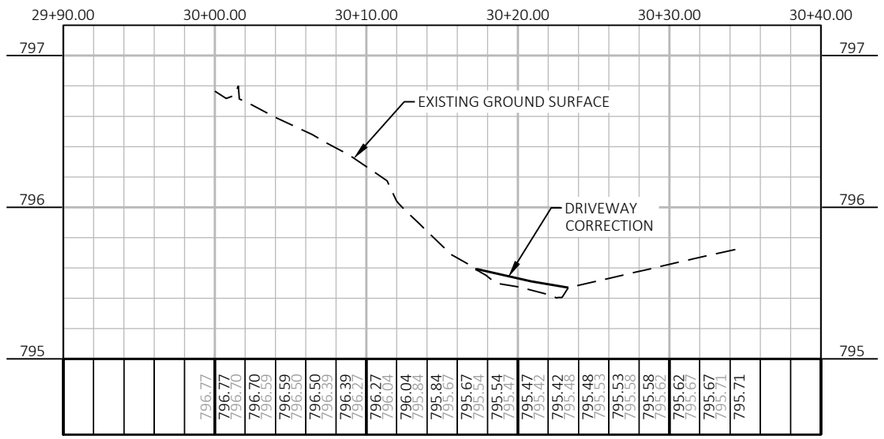
MATCH EXISTING ELEVATIONS

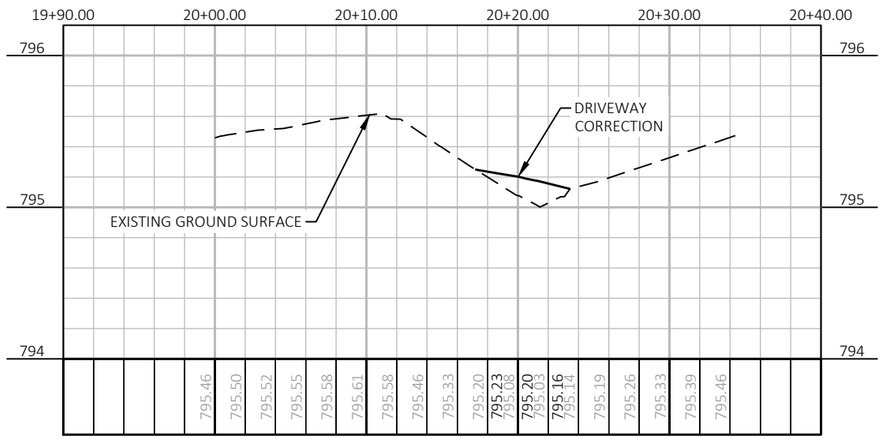
MATCH EXISTING ELEVATIONS

MATCH EXISTING ELEVATIONS

MATCH EXISTING ELEVATIONS

STH 24 (FOREST HOME AVE)

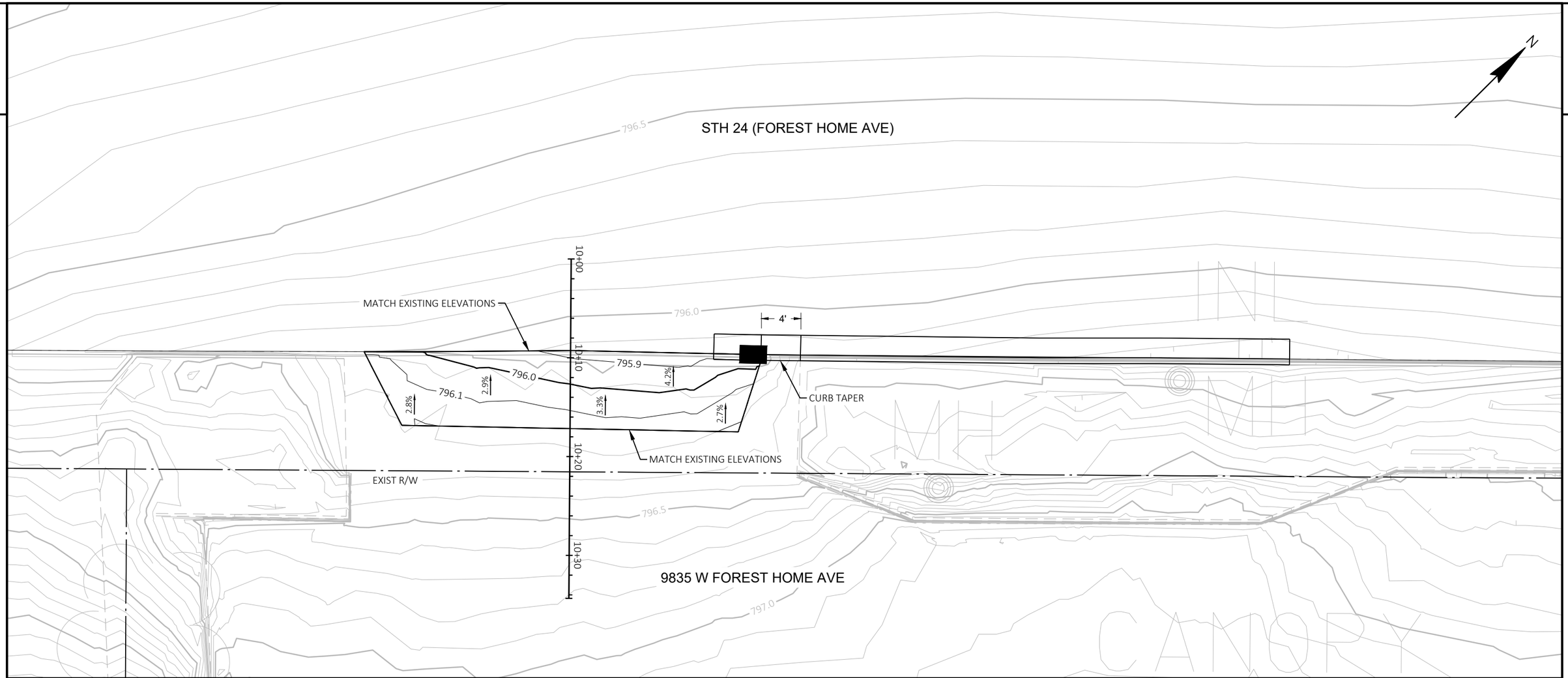


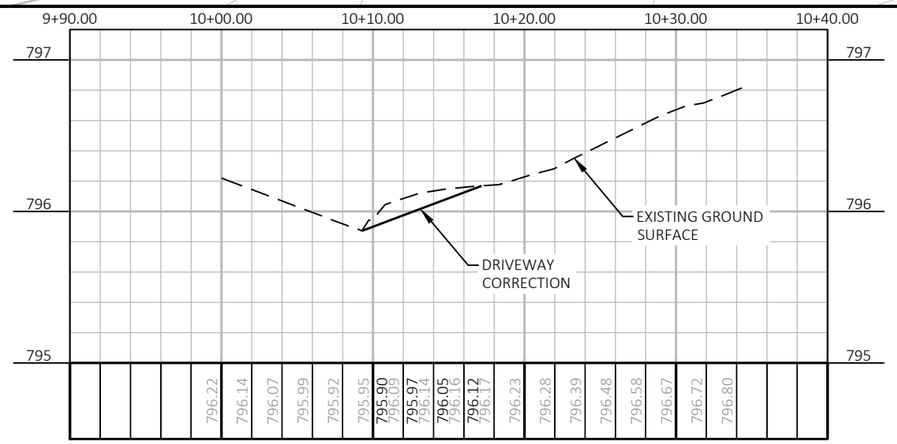




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | DRIVEWAY DETAILS - STA 125+88 & 126+81 (DRIVEWAY CORRECTION) | SHEET 149 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021003_CD-DRIVEWAYS.DWG
LAYOUT NAME - 01
PLOT DATE : 3/27/2024 9:34 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | DRIVEWAY DETAILS - STA 127+73 RT (DRIVEWAY CORRECTION) | SHEET 150 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021003_CD-DRIVEWAYS.DWG
LAYOUT NAME - 02
PLOT DATE : 3/27/2024 8:55 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

SW-5 — CONCRETE SIDEWALK 5-INCH

CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED

VILLAGE MARKET LLC

HALES CORNERS DEVELOPMENT CORP

HALES CORNERS DEVELOPMENT CORP

HALES CORNERS DEVELOPMENT CORP

CALLAHAN

SLOPE INTERCEPT

EXIST R/W

SW-5

CG-MD

+34.18
-47.68'LT

BEGIN PROJECT
STA 95+34

STH 24 (FOREST HOME AVE)

A

95 96 97 98 99 100

MATCHLINE 101+00

GRADE ASPHALT TO PREVENT PONDING IN CURB AT DRIVEWAY

+37.13
48.45'RT

ASPH

EXIST R/W

TLE

+38.96
84.33'RT

+75.06
84.50'RT

KAUN ENTERPRISES INC

JERJO, LLC

KAUN ENTERPRISES INC

WHITNALL BUILDING LLC

WHITNALL PARK

LILAC LN

SCHNEIDER

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 151 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201

PLOT DATE : 7/30/2024 10:31 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PLAN DETAILS LEGEND

- A — MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH
- ASPH — MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH
- SW-5 — CONCRETE SIDEWALK 5-INCH
- CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED
- SURF — ASPHALTIC SURFACE, 3-INCH

CANNISTRA

KCAT PROPERTIES, LLC

CIALDINI

FOREST HOME ENTERPRISE LLP

SCHARLES AVE/104TH ST

EXIST R/W

+52.92
-70.76'LT

+93.92
-71.15'LT

SLOPE INTERCEPT

SURF

SW-5

CG-MD

ASPH

A

STH 24 (FOREST HOME AVE)

MATCHLINE 101+00

MATCHLINE 107+00

CUMMISFORD

PETROVIAK

GUZMAN

FOWLER

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 152 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021202

PLOT DATE : 9/22/2024 11:15 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

FOREST HOME ENTERPRISE LLP

FOREST HOME ENTERPRISE LLP

SENFT

GROSSERT

FOREST DOWNS APARTMENTS, LLC

GOLDMAN PROPERTIES LLC

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 107+00

MATCHLINE 113+00

108 109 110 111 112

EXIST R/W

TENNIE

TETZLAFF

AHORN12 LLC

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 153 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021203

PLOT DATE : 7/27/2024 2:24 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

SW-5 — CONCRETE SIDEWALK 5-INCH

GOLDMAN PROPERTIES LLC

RAZ

WHPC-FOREST ACRES-HALES CORNERS, LLC

SLOPE INTERCEPT

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 113+00

MATCHLINE 119+00

AHORN12 LLC

WHITNALL GLEN LLC

WHITNALL GLEN ADDITION

LES S GLASS SERVICE

SVRP, LLC

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 154 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021204

PLOT DATE : 9/22/2024 11:20 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

VILLAGE OF HALES CORNERS

WISCONSIN TELEPHONE CO

EXIST R/W

STH 24 (FOREST HOME AVE)

GRADE ASPHALT TO PREVENT PONDING IN CURB AT DRIVEWAY

MATCHLINE 119+00

MATCHLINE 125+00

EXIST R/W

SVRP, LLC

CITY OF MILWAUKEE

LEWANDOWSKI

KNAPP

GVH PROPERTIES LLC

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 155 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021205

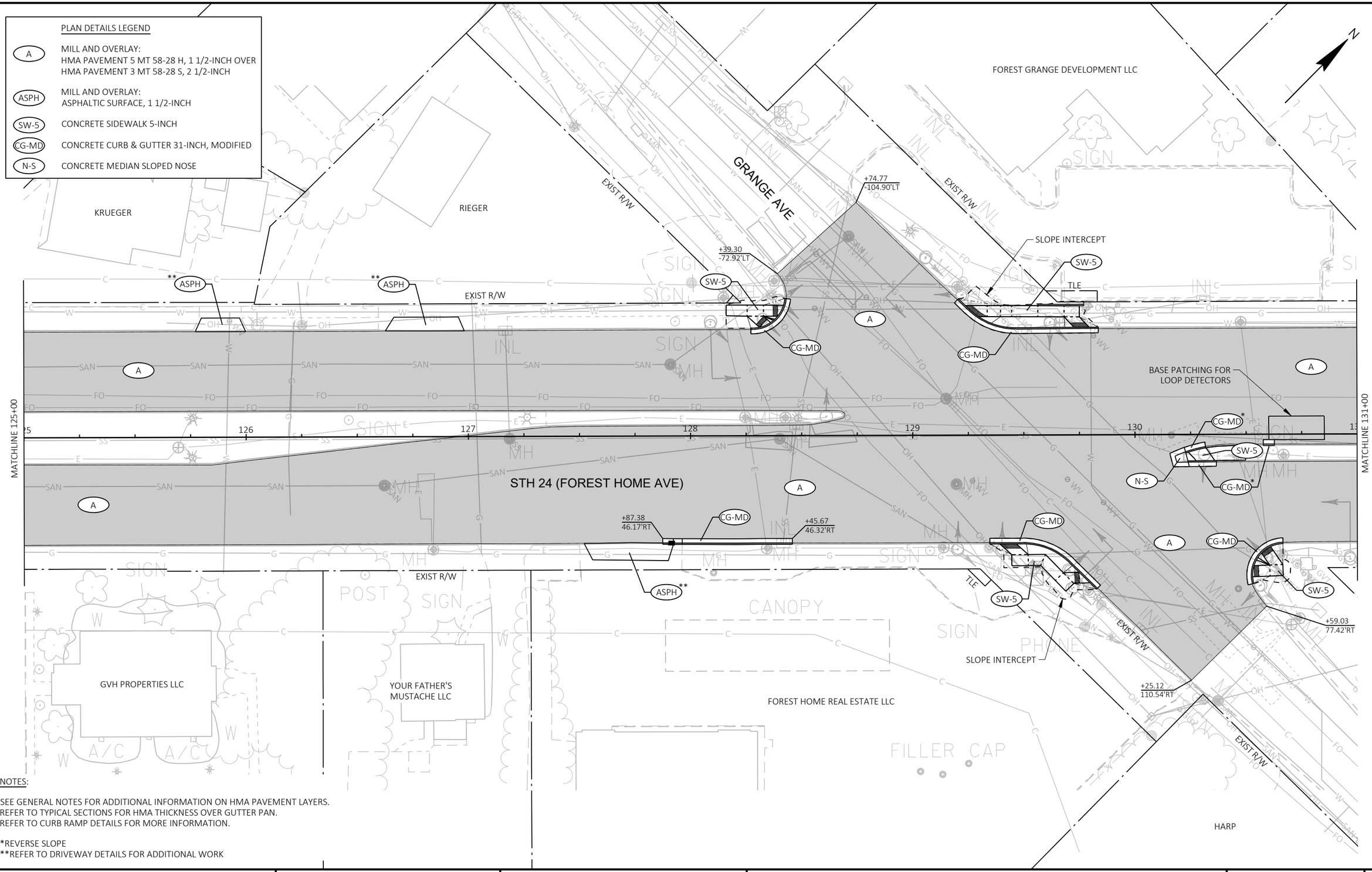
PLOT DATE : 7/30/2024 12:28 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY:<br>HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER<br>HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY:<br>ASPHALTIC SURFACE, 1 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| N-S | CONCRETE MEDIAN SLOPED NOSE |




NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE
**REFER TO DRIVEWAY DETAILS FOR ADDITIONAL WORK

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 156 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021206
PLOT DATE : 7/27/2024 2:30 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED

RIEGER

RIDGE RD

STAHL-CONRAD HOMESTEAD

NO SIDEWALK CONNECTION.
CURB RAMP TO REMAIN.

+89.53
-73.04'LT

+18.63
-72.23'LT

NO SIDEWALK CONNECTION.
CURB RAMP TO REMAIN.

CG-MD

EXIST R/W

ASPH

BASE PATCHING FOR
LOOP DETECTORS

A

MATCHLINE 131+00

131

132

133

134

135

136

MATCHLINE 137+00

STH 24 (FOREST HOME AVE)

EXIST R/W

ASPH

ASPH

RIEGER

ZARR PROPERTIES, LLC

WHITNALL GARDENS, LLC

CHURCH OF JESUS CHRIST OF LDS

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 157 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021207

PLOT DATE : 7/27/2024 2:44 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

VALIQUETTE

JENE

ST MARYS CONGREGATION

ALLENWOOD LN

EXIST R/W

+29.47
-67.30'LT

NO SIDEWALK CONNECTION.
CURB RAMP TO REMAIN.

+57.66
-68.73'LT

NO SIDEWALK CONNECTION.
CURB RAMP TO REMAIN.

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 137+00

MATCHLINE 143+00

137

138

139

140

141

142

143

ASPH

ASPH

EXIST R/W

FLAG

WHITNALL GARDENS, LLC

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 158 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021208

PLOT DATE : 7/27/2024 2:46 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PLAN DETAILS LEGEND

(A) MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

(ASPH) MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

ST MARYS CONGREGATION

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 143+00

MATCHLINE 148+50

143

144

145

146

147

148

A

ASPH

EXIST R/W

WHITNALL GARDENS, LLC

HALES CORNERS CARE

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 159 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021209

PLOT DATE : 7/27/2024 2:47 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PLAN DETAILS LEGEND

- A — MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH
- ASPH — MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH
- SW-5 — CONCRETE SIDEWALK 5-INCH
- CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED

EDGERTON AVE

ST MARYS CONGREGATION

HART

EXIST R/W

WETLAND BOUNDARY

SLOPE INTERCEPT

+75.85
-76.46'LT

+46.07
-71.33'LT

SW-5

CG-MD

STH 24 (FOREST HOME AVE)

A

MATCHLINE 148+50

MATCHLINE 154+50

149

150

151

152

153

154

CG-MD*

ASPH

TLE

PROPOSED R/W

+65.76
83.10'RT

+94.23
80.12'RT

KELLY PL

VALLEY VIEW CENTER, LLC

SCHARLES

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 160 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021210

PLOT DATE : 7/27/2024 2:50 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

HART

ROOT RIVER PKWY

MILWAUKEE COUNTY

+68.31
-111.30'LT

+96.63
-84.00'LT

CURB RAMPS ARE COMPLIANT

CURB RAMPS ARE COMPLIANT

EXIST R/W

EXIST R/W

B-40-159
(REFER TO STRUCTURE PLANS)

ROOT RIVER

STH 24 (FOREST HOME AVE)

MATCHLINE 154+50

MATCHLINE 160+50

155 156 157 158 159 160

EXIST R/W

TLE

TLE

+06.65
81.15'RT

SCHARLES

+38.61
104.61'RT

92ND ST

EXIST R/W

EXIST R/W

TLE

TLE

WETLAND BOUNDARY

MILWAUKEE COUNTY

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 161 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021211
PLOT DATE : 7/27/2024 2:53 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

N

MILWAUKEE COUNTY

MILWAUKEE COUNTY

EXIST R/W

BIKE PATH

92ND ST / CTH N

EXIST R/W

JRAZ INVESTMENTS LLC

D B INVESTMENTS

B-40-159
(REFER TO STRUCTURE PLANS)

CURB RAMPS ARE COMPLIANT

CURB RAMPS ARE COMPLIANT

EXIST R/W

EXIST R/W

+88.75
-43.54'LT

+32.06
-43.07'LT

STH 24 (FOREST HOME AVE)

A

A

MATCHLINE 160+50

161

162

163

164

165

166

MATCHLINE 166+50

CURB RAMPS ARE COMPLIANT

A

A

EXIST R/W

EXIST R/W

CURB RAMPS ARE COMPLIANT

CURB RAMPS ARE COMPLIANT

WETLAND BOUNDARY

+38.20
78.14'RT

+74.07
77.04'RT

ROOT RIVER

MILWAUKEE COUNTY

ROOT RIVER PKWY

MILWAUKEE COUNTY

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 162 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021212

PLOT DATE : 7/27/2024 2:55 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

N

THE ORCHARD LLC

D B INVESTMENTS

ORCHARD CI

SEEGER

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 166+50

MATCHLINE 172+50

167 168 169 170 171 172

+17.31
69.94'RT

+48.00
70.42'RT

FRONTAGE RD

EXIST R/W

ASPH

KELLEY

EXIST R/W

EDGERTON AVE

VEKIC

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

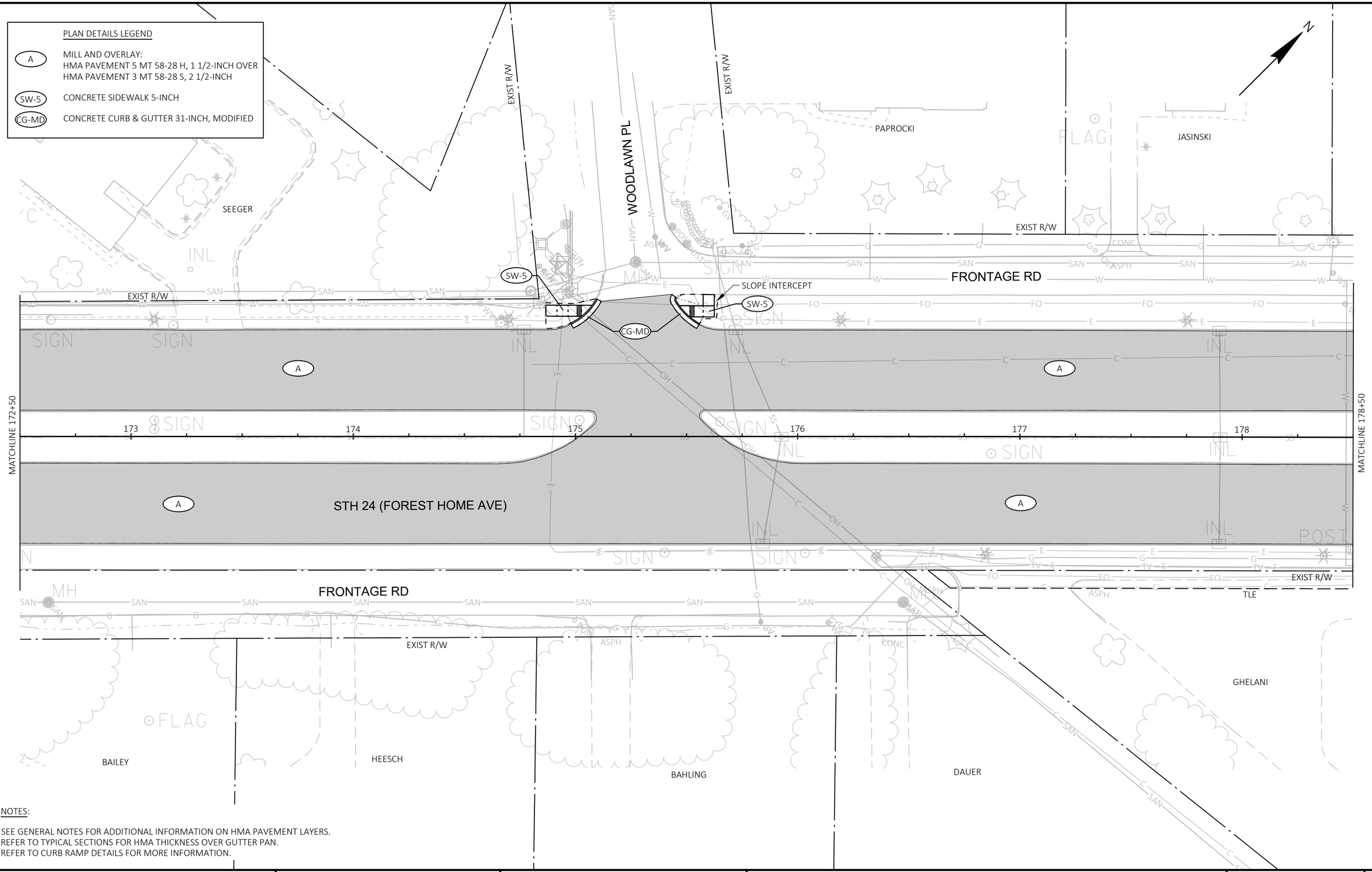
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 163 | E |
|---|---|---|---|---|---|

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

SW-5 — CONCRETE SIDEWALK 5-INCH

CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED



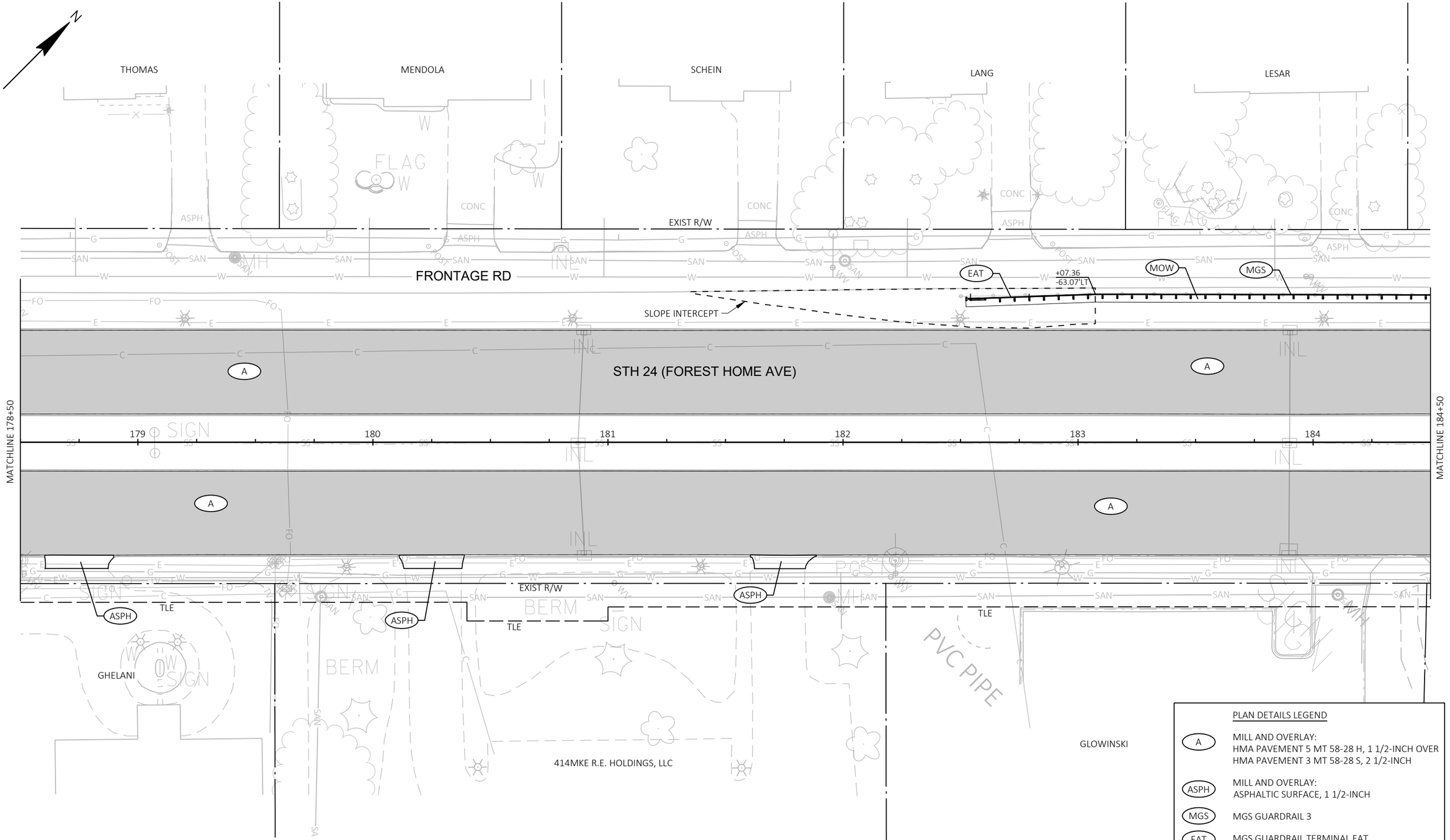

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 164 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021214
PLOT DATE : 7/27/2024 2:59 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY:<br>HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER<br>HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY:<br>ASPHALTIC SURFACE, 1 1/2-INCH |
| MGS | MGS GUARDRAIL 3 |
| EAT | MGS GUARDRAIL TERMINAL EAT |
| MOW | GUARDRAIL MOW STRIP EMULSIFIED ASPHALT |

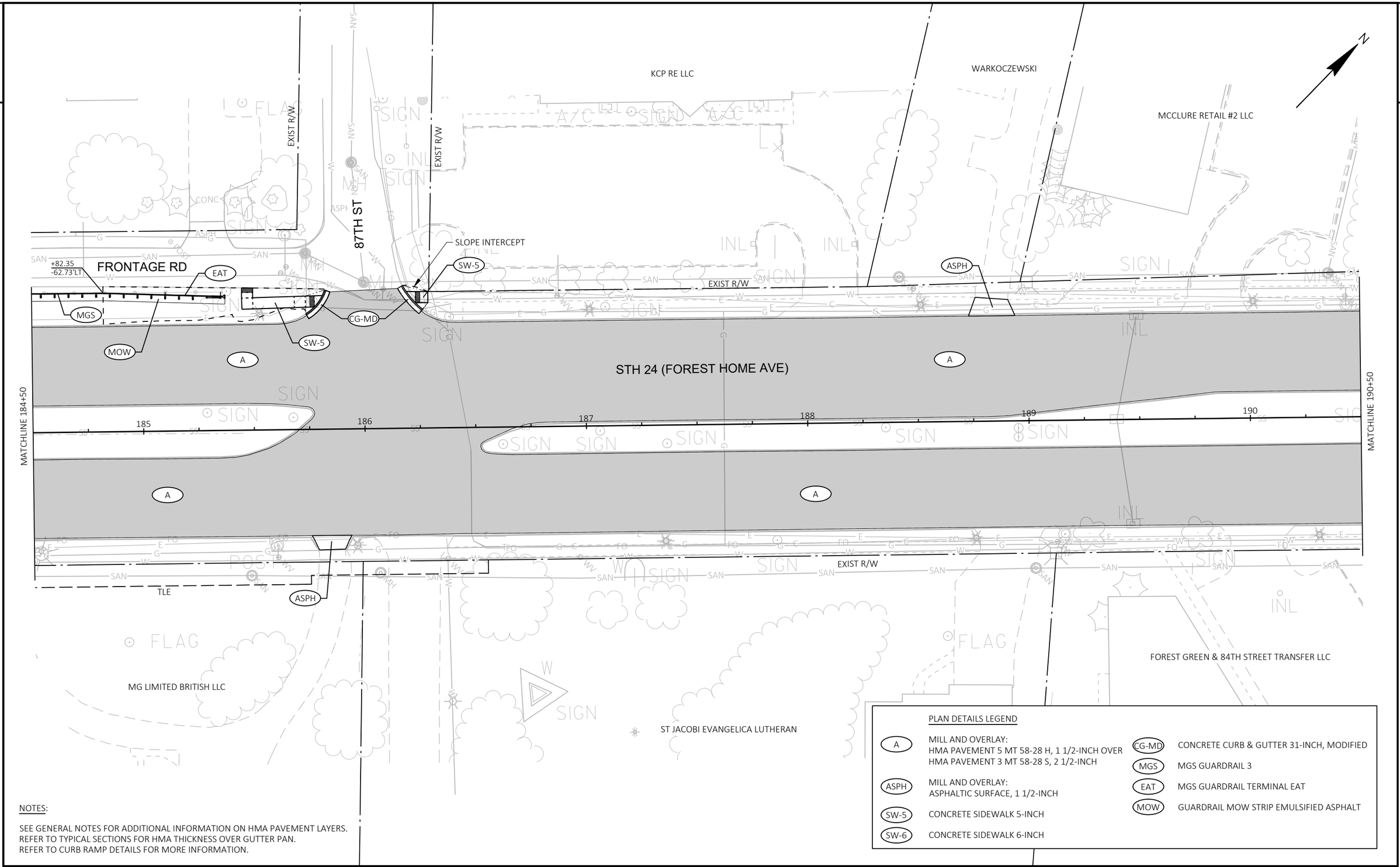
NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 165 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021215
PLOT DATE : 7/27/2024 4:29 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| SW-6 | CONCRETE SIDEWALK 6-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| MGS | MGS GUARDRAIL 3 |
| EAT | MGS GUARDRAIL TERMINAL EAT |
| MOW | GUARDRAIL MOW STRIP EMULSIFIED ASPHALT |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 166 | E |
|---|---|---|---|---|---|

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

SW-5 — CONCRETE SIDEWALK 5-INCH

CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED

NELLEN

NELLEN

LYNN

ONYX NORTH AMERICA CORP

JHTL LLC

EXIST R/W

STH 24 (FOREST HOME AVE)

A

A

A

A

MATCHLINE 190+50

MATCHLINE 196+00

191

192

193

194

195

BASE PATCHING FOR
LOOP DETECTORS

CG-MD

SW-5

EXIST R/W

FOREST GREEN & 84TH STREET TRANSFER LLC

MELLER PROPERTIES LLC

LONGO FOREST HOME LLC

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 167 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021217

PLOT DATE : 7/27/2024 5:00 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PLAN DETAILS LEGEND

- A — MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH
- SW-5 — CONCRETE SIDEWALK 5-INCH
- CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED
- N-S — CONCRETE MEDIAN SLOPED NOSE

JHTL LLC

TRUSTONE FINANCIAL FEDERAL COURT UNION

ALI'S GROUP INC

EXIST R/W

SLOPE INTERCEPT

84TH ST

BASE PATCHING FOR LOOP DETECTORS

MATCHLINE 51+50

MATCHLINE 196+00

MATCHLINE 202+00

STH 24 (FOREST HOME AVE)

+29.00 -45.69'LT

+27.00 -45.70'LT

(2% GUTTER SLOPE)

(1% GUTTER SLOPE)

MATCH EXISTING CONCRETE

HERITAGE FUNERAL GROUP

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 168 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021218
PLOT DATE : 7/27/2024 5:04 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

EXIST R/W

CG-MD

BASE PATCHING FOR LOOP DETECTORS

A

STH 24 (FOREST HOME AVE)

MATCHLINE 202+00

MATCHLINE 208+00

202 203 204 205 206 207 208

CCPLM

MGS

MOW

THRIE

EAT

SLOPE INTERCEPT

+37.14
41.35'RT

+12.13
40.98'RT

+08.03
-40.75'LT

+33.03
-40.70'LT

LAYTON AVE / CTH Y

STH 24 NB (FOREST HOME AVE) OFF RAMP TO LAYTON AVE

MATCH EXISTING CONCRETE

VILLWOCK

DREHFAL

KRAEGER

MUHAMMAD

GRUTZA

PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY:<br>HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER<br>HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| MGS | MGS GUARDRAIL 3 |
| EAT | MGS GUARDRAIL TERMINAL EAT |
| THRIE | MGS THRIE BEAM TRANSITION |
| CCPLM | CRASH CUSHIONS PERMANENT LOW MAINTENANCE |
| MOW | GUARDRAIL MOW STRIP EMULSIFIED ASPHALT |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 169 E |

2

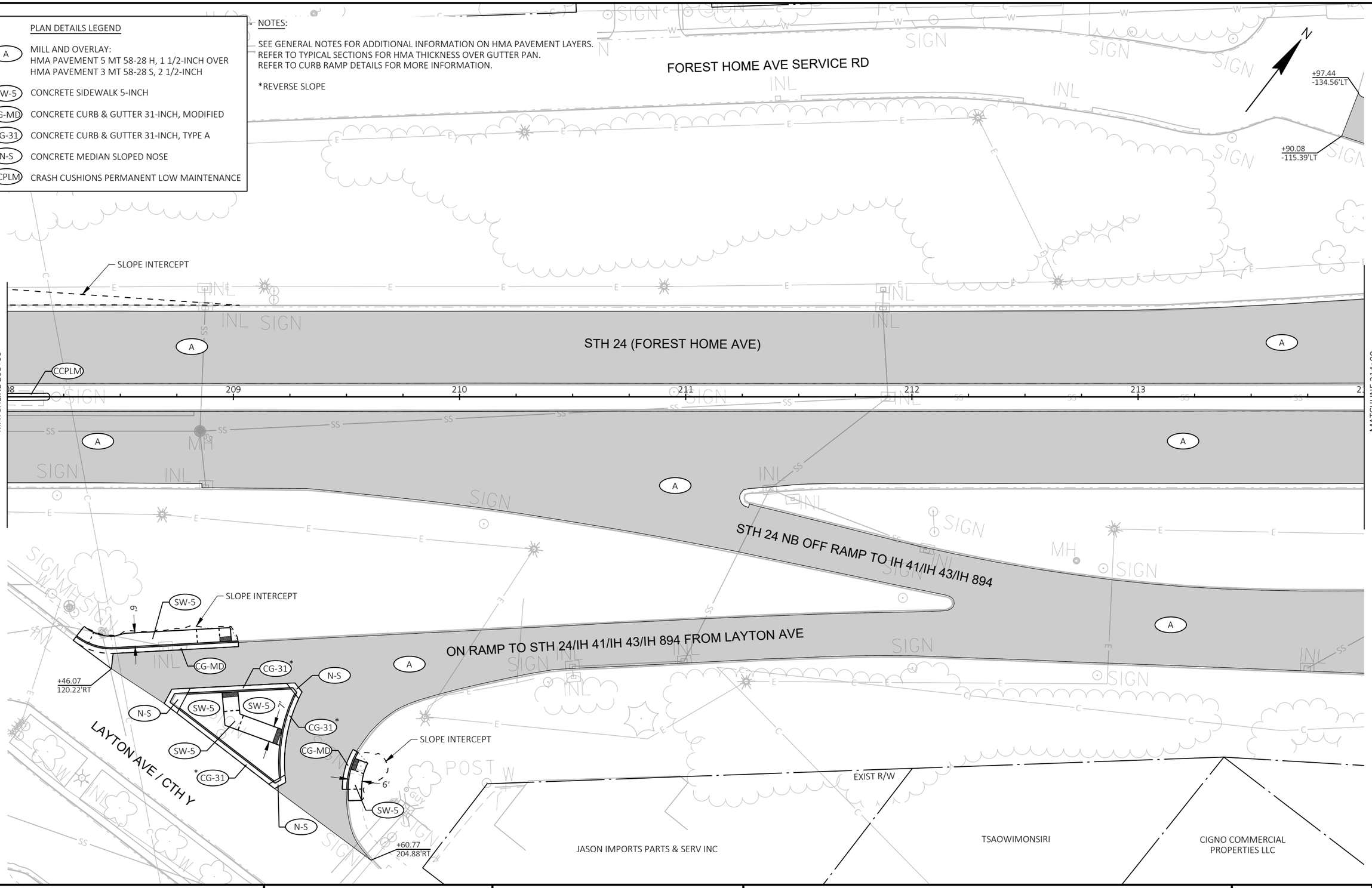
PLAN DETAILS LEGEND

- A — MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH
- SW-5 — CONCRETE SIDEWALK 5-INCH
- CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED
- CG-31 — CONCRETE CURB & GUTTER 31-INCH, TYPE A
- N-S — CONCRETE MEDIAN SLOPED NOSE
- CCPLM — CRASH CUSHIONS PERMANENT LOW MAINTENANCE

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 170 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021220

PLOT DATE : 7/27/2024 5:09 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

SB ON RAMP TO FOREST AVE

IH 41/IH 43/IH 894

MATCH EXISTING CONCRETE

STH 24 (FOREST HOME AVE)

MATCH EXISTING CONCRETE

MATCHLINE 214+00

MATCHLINE 220+00

214 215 216 217 218 219 220

MOW

THRIE

MGS

+62.43
5.03'LT

CCPLM

MGS

+70.12
3.47'RT

THRIE

MATCH EXISTING CONCRETE

+97.01
49.54'RT

+21.97
48.27'RT

THRIE

EAT

MGS

MOW

SLOPE INTERCEPT

STH 24 NB ON RAMP FROM LAYTON AVE

+29.03
90.94'RT

ON RAMP TO IH 41/IH 43/IH 894

+27.63
123.62'RT

EXIST R/W

A

PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY:<br>HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER<br>HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| MGS | MGS GUARDRAIL 3 |
| EAT | MGS GUARDRAIL TERMINAL EAT |
| THRIE | MGS THRIE BEAM TRANSITION |
| CCPLM | CRASH CUSHIONS PERMANENT LOW MAINTENANCE |
| MOW | GUARDRAIL MOW STRIP EMULSIFIED ASPHALT |

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

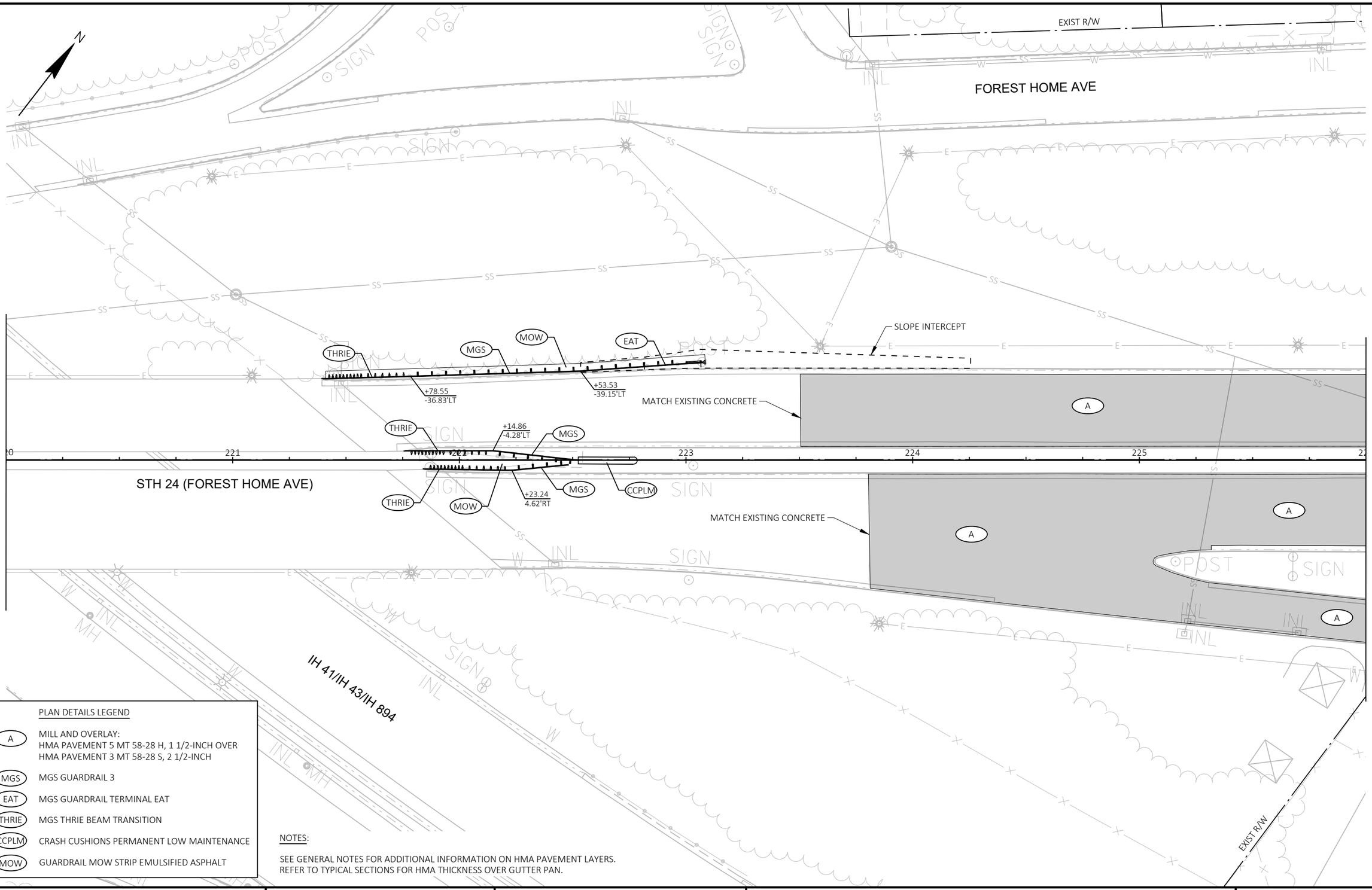
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 171 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021221

PLOT DATE : 7/27/2024 5:10 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY:<br>HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER<br>HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| MGS | MGS GUARDRAIL 3 |
| EAT | MGS GUARDRAIL TERMINAL EAT |
| THRIE | MGS THRIE BEAM TRANSITION |
| CCPLM | CRASH CUSHIONS PERMANENT LOW MAINTENANCE |
| MOW | GUARDRAIL MOW STRIP EMULSIFIED ASPHALT |

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 172 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021222
PLOT DATE : 7/27/2024 5:12 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PLAN DETAILS LEGEND

- (A) MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH
- (SW-5) CONCRETE SIDEWALK 5-INCH
- (CG-MD) CONCRETE CURB & GUTTER 31-INCH, MODIFIED
- (MGS) MGS GUARDRAIL 3
- (EAT) MGS GUARDRAIL TERMINAL EAT
- (THRIE) MGS THRIE BEAM TRANSITION
- (CCPLM) CRASH CUSHIONS PERMANENT LOW MAINTENANCE
- (MOW) GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

FOREST HOME AVE

CONCRETE PAVEMENT REPAIR
SHES FOR LOOP DETECTORS

CG-MD

STH 24 (FOREST HOME AVE)

MATCHLINE 226+00

MATCHLINE 231+75

227

228

229

230

231

A

MOW

MGS

CCPLM

+88.63
41.21'RT

EAT

MOW

THRIE

SLOPE INTERCEPT

52+00

STH 24 NB OFF RAMP TO CTH U/76TH ST

EXIST R/W

4505 S 76TH ST LLC

SW-5

+05.96
112.71'RT

CG-MD

+69.09
153.84'RT

51+00

CTH U / 76TH ST

+16.60
128.96'RT

CG-MD*

EXIST R/W

TLE

SLOPE INTERCEPT

PROPOSED R/W

+56.42
194.25'RT

CHARNEY

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 173 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021223

PLOT DATE : 7/27/2024 5:14 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLAN DETAILS LEGEND

| | | | |
|---|---|---|---|
| A | MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH | CG-31 | CONCRETE CURB & GUTTER 31-INCH, TYPE A |
| B | MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 5 MT 58-28 S, 1 1/2-INCH | N-S | CONCRETE MEDIAN SLOPED NOSE |
| | | MGS | MGS GUARDRAIL 3 |
| ASPH | MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH | EAT | MGS GUARDRAIL TERMINAL EAT |
| | | THRIE | MGS THRIE BEAM TRANSITION |
| SW-5 | CONCRETE SIDEWALK 5-INCH | CCPLM | CRASH CUSHIONS PERMANENT LOW MAINTENANCE |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED | SCC | STAMPING COLORED CONCRETE |
| MOW | GUARDRAIL MOW STRIP EMULSIFIED ASPHALT | | |

CTH U / 76TH ST

STH 24 SB OFF RAMP TO CTH U/76TH ST

STH 24 (FOREST HOME AVE)

STH 24 NB ON RAMP FROM CTH U/76TH ST

DG76TH LLC

BASE PATCHING FOR LOOP DETECTORS

SLOPE INTERCEPT

EXIST R/W

3 FT FLANGE

MATCH BRIDGE B-40-164
(REFER TO PROJECT 2160-07-73)

MATCHLINE 231+75

MATCHLINE 237+75

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS & BUS STOP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 174 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021224
PLOT DATE : 7/28/2024 10:16 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PLAN DETAILS LEGEND

- A — MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH
- ASPH — MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH
- SW-5 — CONCRETE SIDEWALK 5-INCH
- CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED

RONIN PROPERTY MANAGEMENT LLC

JABLONSKI

SALEH LLC

DEN-TECH INVESTMENTS

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 237+75

MATCHLINE 243+50

238 239 240 241 242 243

SLOPE INTERCEPT

+79.77
90.44'RT

+43.18
92.56'RT

+43.16
81.48'RT

TLE

RUECKERT

APEL

GREEN RIDGE CIR

UNITED STATES POSTAL SERVICE

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 175 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021225

PLOT DATE : 7/27/2024 5:20 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| CG-31 | CONCRETE CURB & GUTTER 31-INCH, TYPE A |
| N-S | CONCRETE MEDIAN SLOPED NOSE |

MATCHLINE 243+50

MATCHLINE 249+25

COLD SPRING RD

STH 24 (FOREST HOME AVE)

MATCH EXISTING CONCRETE

EXIST R/W

ARNETT

BRIXMOR SPRING MALL LIMITED PARTNERSHIP

SLOPE INTERCEPT

TLE

BASE PATCHING FOR LOOP DETECTORS

CITY OF GREENFIELD

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 176 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021226
PLOT DATE : 7/27/2024 5:22 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

BRIXMOR SPRING MALL LIMITED PARTNERSHIP

SOKOL

HOPPE

RUBIO

RAMOS

72ND ST

+98.82
-84.69'LT

+22.31
-85.10'LT

D AND D TEAM 8, LLC

CURB RAMPS ARE COMPLIANT

CURB RAMPS ARE COMPLIANT

EXIST R/W

EXIST R/W

ASPH

A

STH 24 (FOREST HOME AVE)

MATCHLINE 249+25

MATCHLINE 255+00

250 251 252 253 254

CITY OF GREENFIELD

CIOMBOR

CIOMBOR

ERICKSON

ABU QDAIRI

FONS

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 177 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021227

PLOT DATE : 7/27/2024 5:25 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

PLAN DETAILS LEGEND

- (A) MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH
- (ASPH) MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH
- (SW-5) CONCRETE SIDEWALK 5-INCH
- (CG-MD) CONCRETE CURB & GUTTER 31-INCH, MODIFIED

D AND D TEAM 8, LLC

BARNETT

STH 24 (FOREST HOME AVE)

EXIST R/W

SLOPE INTERCEPT — TLE — SW-5 — ASPH

MATCHLINE 255+00

MATCHLINE 261+00

255 256 257 258 259 260

A

GRADE ASPHALT TO MATCH NEW GUTTER PROFILE.
GUTTER PROFILE REVISED TO REMOVE LOW POINT
(REFER TO CURB RAMP DETAILS FOR SPOT ELEVATIONS ALONG GUTTER).

CG-MD

5'

+48.02
75.19'RT

+77.69
73.30'RT

PLAINFIELD AVE

FONS

HERNANDEZ

INGRAM

WERNER

MOCBEICHEL

DEUEL

MARTINSON

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 178 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021228

PLOT DATE : 7/30/2024 3:00 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

WISCONSIN ELECTRIC POWER COMPANY

WISCONSIN ELECTRIC POWER COMPANY

ST JOHN'S EVANGELICAL
LUTHERAN CHURCH

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 261+00

MATCHLINE 267+00

EXIST R/W

PELCER

G DENTAL HOLDINGS LLC

ROSALES PRODUCTS AND SERVICES LLC

WISCONSIN ELECTRIC POWER COMPANY

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 179 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021229

PLOT DATE : 7/27/2024 5:27 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

PLAN DETAILS LEGEND

- A — MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH
- ASPH — MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH
- SW-5 — CONCRETE SIDEWALK 5-INCH
- CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED
- CG-31 — CONCRETE CURB & GUTTER 31-INCH, TYPE A
- N-S — CONCRETE MEDIAN SLOPED NOSE

ST JOHN'S EVANGELICAL LUTHERAN CHURCH

EXIST R/W

MATCH EXISTING CONCRETE

68TH ST

ANDERSON

BOUILLION

STH 24 (FOREST HOME AVE)

SLOPE INTERCEPT

TLE

5'

MATCHLINE 267+00

MATCHLINE 273+00

268

269

270

271

272

BASE PATCHING FOR LOOP DETECTORS

PROPOSED R/W

KLER BTS INVESTMENTS LLC

PAVELICH

TYKARE INVESTMENTS, LLC

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS. REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 180 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021230

PLOT DATE : 7/27/2024 5:31 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

SW-5 — CONCRETE SIDEWALK 5-INCH

BOUILLION

CURATIVE CARE NETWORK, INC

NAWROCKI

6550 LLC

EXIST R/W

SLOPE INTERCEPT

TLE

5"

STH 24 (FOREST HOME AVE)

MATCHLINE 273+00

MATCHLINE 279+00

273 274 275 276 277 278

TEDBEAR LLC

ANDERSON

DENNIS

VERNON

GOODBEAR

BANANSZYNSKI

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.REFER TO
BUS STOP DETAILS FOR MORE INFORMATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 181 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021231

PLOT DATE : 7/30/2024 9:12 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

SW-5 — CONCRETE SIDEWALK 5-INCH

CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED

6550 LLC

NIMMER

646HAWLEY LLC

6510, LLC

K RAT PROPERTIES LLC

TJK RENTALS LLC

ASPH

EXIST R/W

STH 24 (FOREST HOME AVE)

A

MATCHLINE 279+00

279 280 281 282 283 284

MATCHLINE 285+00

SW-5

CG-MD

5'

TLE

+18.35
73.58'RT

+40.68
93.17'RT

SLOPE INTERCEPT

JASICKI

MILONCZYK

CISNEROS DIAZ

65TH ST

KOLLENBROICH

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS. REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 182 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021232

PLOT DATE : 7/27/2024 5:33 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

CONCRETE PAVEMENT REPAIR SHES FOR LOOP DETECTORS

MATCH EXISTING CONCRETE

B-40-0077 (REFER TO STRUCTURE PLANS)

EXIST R/W

HOWARD AVE

SANITCHON

ROOT CREEK INVESTMENTS OF GREENFIELD LLC

SCHMIDT

SLOPE INTERCEPT

TLE

5"

SW-5

CG-MD

CG-31

N-S

ASPH

STH 24 (FOREST HOME AVE)

BASE PATCHING FOR LOOP DETECTORS

MATCHLINE 285+00

MATCHLINE 291+00

47

48

49

51

52

54

285

286

287

288

289

290

HONEY CREEK

AJM ENTERPRISES LLC

NGUYEN

SINGH

PROPOSED R/W

MATCH EXISTING CONCRETE

CONCRETE PAVEMENT REPAIR SHES FOR LOOP DETECTORS

PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| CG-31 | CONCRETE CURB & GUTTER 31-INCH, TYPE A |
| N-S | CONCRETE MEDIAN SLOPED NOSE |

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 183 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021233
PLOT DATE : 7/27/2024 5:38 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

ALVAREZ TOD

EXIST R/W

63RD ST

EXIST R/W

3854 63RD LLC

TURNER STONE PROPERTIES LLC

TURNER STONE PROPERTIES LLC

DAYFORTH LLP

MATCH EXISTING CONCRETE

SLOPE INTERCEPT

PROPOSED R/W

SW-5

TLE

EXIST R/W

CG-MD

ASPH

EXIST R/W

ASPH

ASPH

STH 24 (FOREST HOME AVE)

A

MATCHLINE 291+00

MATCHLINE 297+00

291

292

293

294

295

296

SLOPE INTERCEPT

SINGH

ORP REAL EST HOLDINGS LLC

PASS IT ON CLUB INC

GET IT OFF MY PLATE II! LLC

BRZEZINSKI

TRUDEAU LLC

PLAN DETAILS LEGEND

A — MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH

SW-5 — CONCRETE SIDEWALK 5-INCH

CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

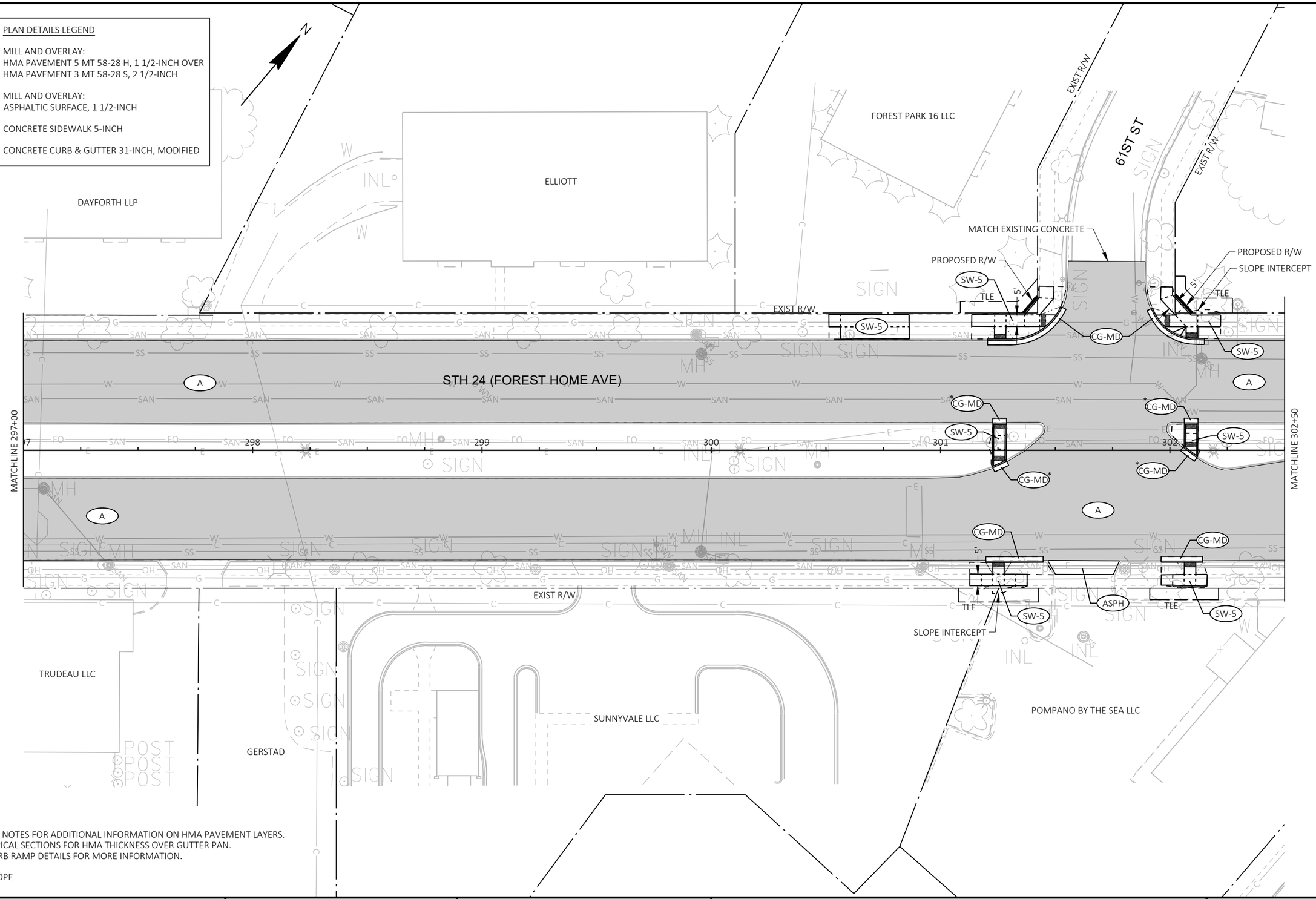
*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 184 | E |
|---|---|---|---|---|---|

2

PLAN DETAILS LEGEND

- A — MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH
- ASPH — MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH
- SW-5 — CONCRETE SIDEWALK 5-INCH
- CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED




NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 185 | E |
|---|---|---|---|---|---|

2

2

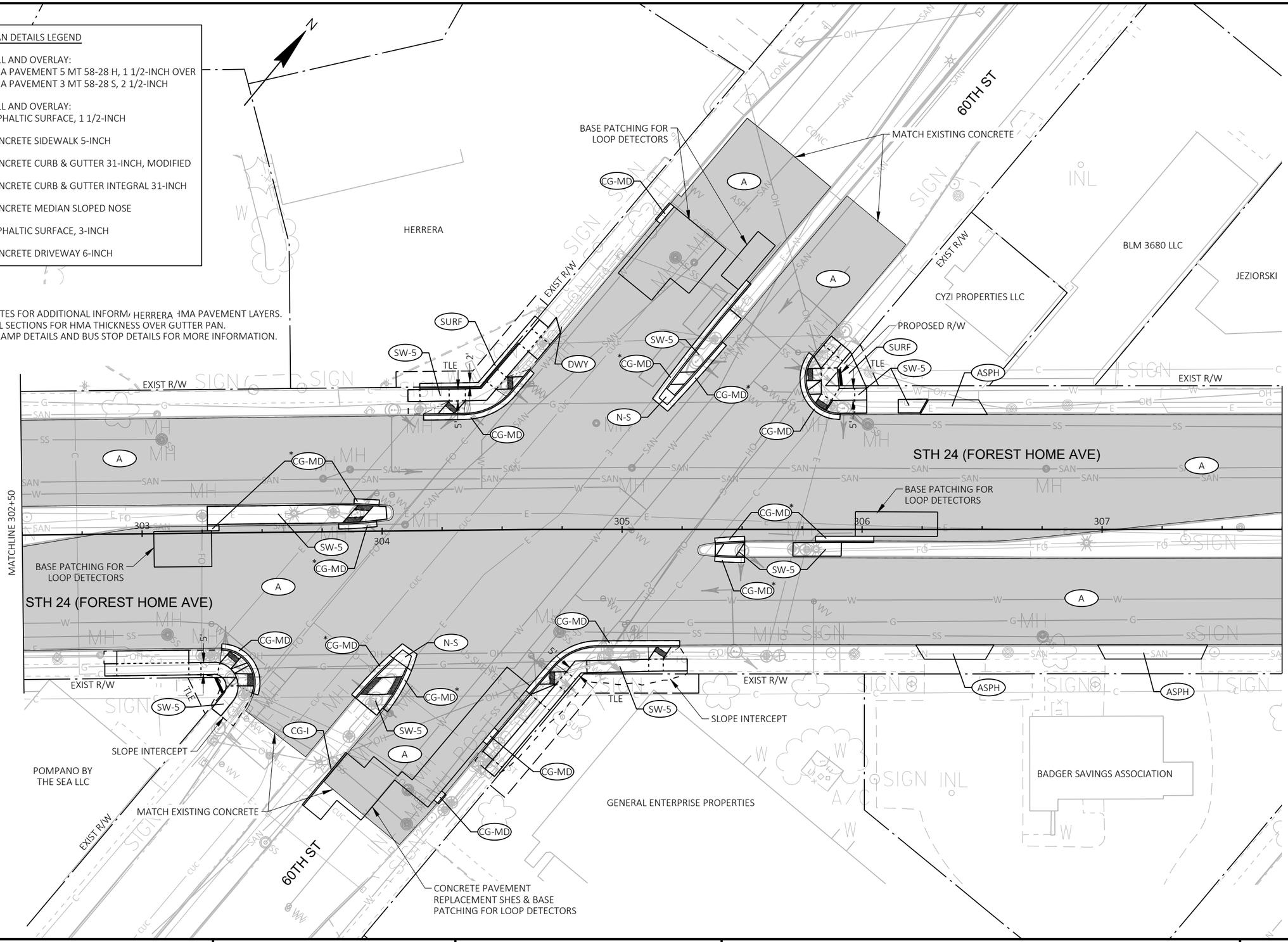
PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY:<br>HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER<br>HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY:<br>ASPHALTIC SURFACE, 1 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| CG-I | CONCRETE CURB & GUTTER INTEGRAL 31-INCH |
| N-S | CONCRETE MEDIAN SLOPED NOSE |
| SURF | ASPHALTIC SURFACE, 3-INCH |
| DWY | CONCRETE DRIVEWAY 6-INCH |

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION REGARDING HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

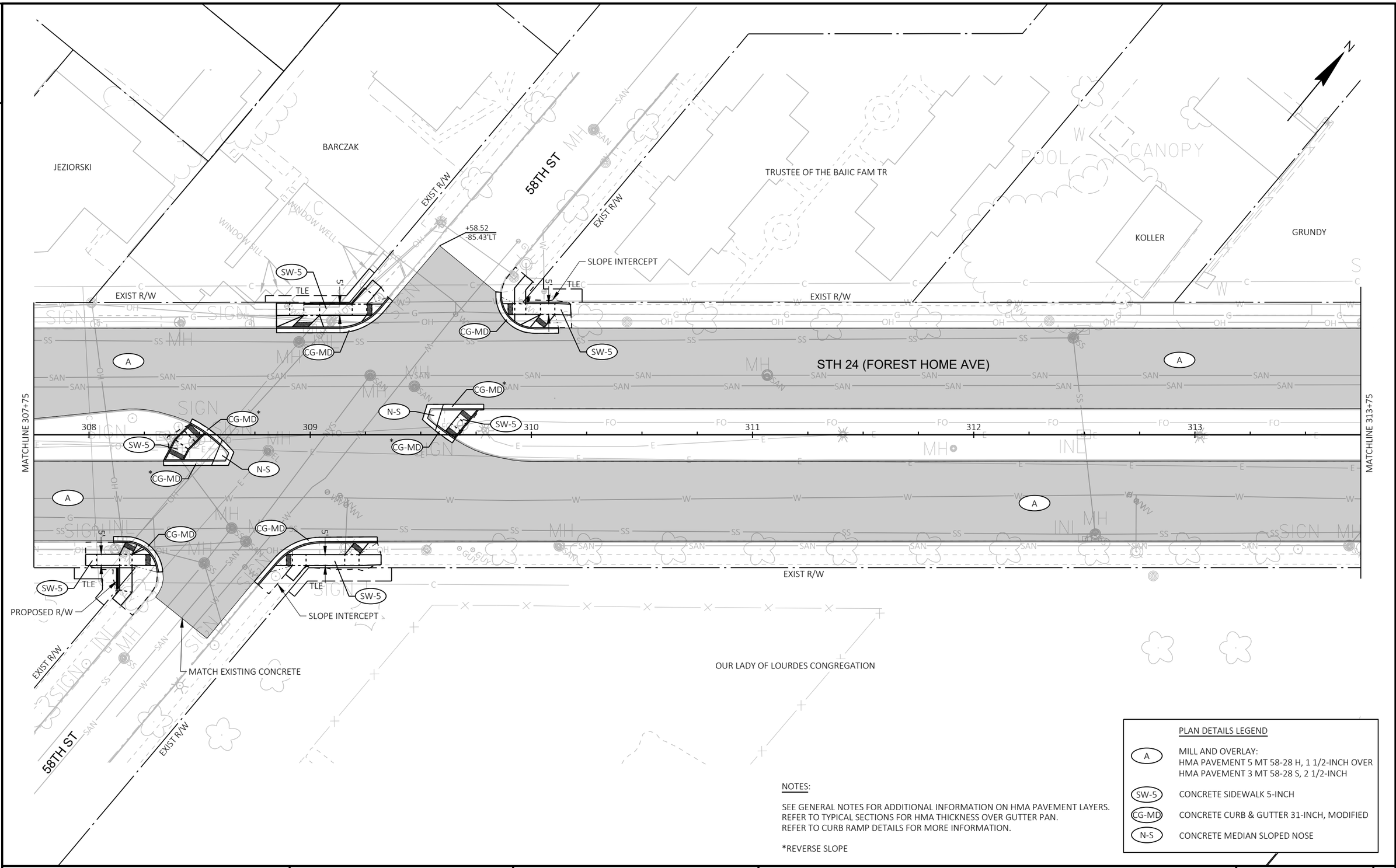
*REVERSE SLOPE




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 186 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021236
PLOT DATE : 7/27/2024 5:47 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| N-S | CONCRETE MEDIAN SLOPED NOSE |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 187 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021237
PLOT DATE : 7/27/2024 5:48 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

PLAN DETAILS LEGEND

A — MILL AND OVERLAY:
HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER
HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH

ASPH — MILL AND OVERLAY:
ASPHALTIC SURFACE, 1 1/2-INCH

SW-5 — CONCRETE SIDEWALK 5-INCH

CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED

N

GRUNDY

PARI INVESTMENT LLC

WROBLEWSKI

DOMANOS

VIRCKS

YANG

EXIST R/W

SW-5

CG-MD

SLOPE INTERCEPT

5'

ASPH

STH 24 (FOREST HOME AVE)

A

MATCHLINE 313+75

MATCHLINE 319+75

314

315

316

317

318

319

CG-MD*

SW-5

5'

*CG-MD

CG-MD

CG-MD

ASPH

SW-5

TLE

5'

SLOPE INTERCEPT

+12.26
74.87'RT

+37.69
95.44'RT

OUR LADY OF LOURDES
CONGREGATION

SILVA

56TH ST

KRAMER

ANDERSON

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 188 | E |
|---|---|---|---|---|---|

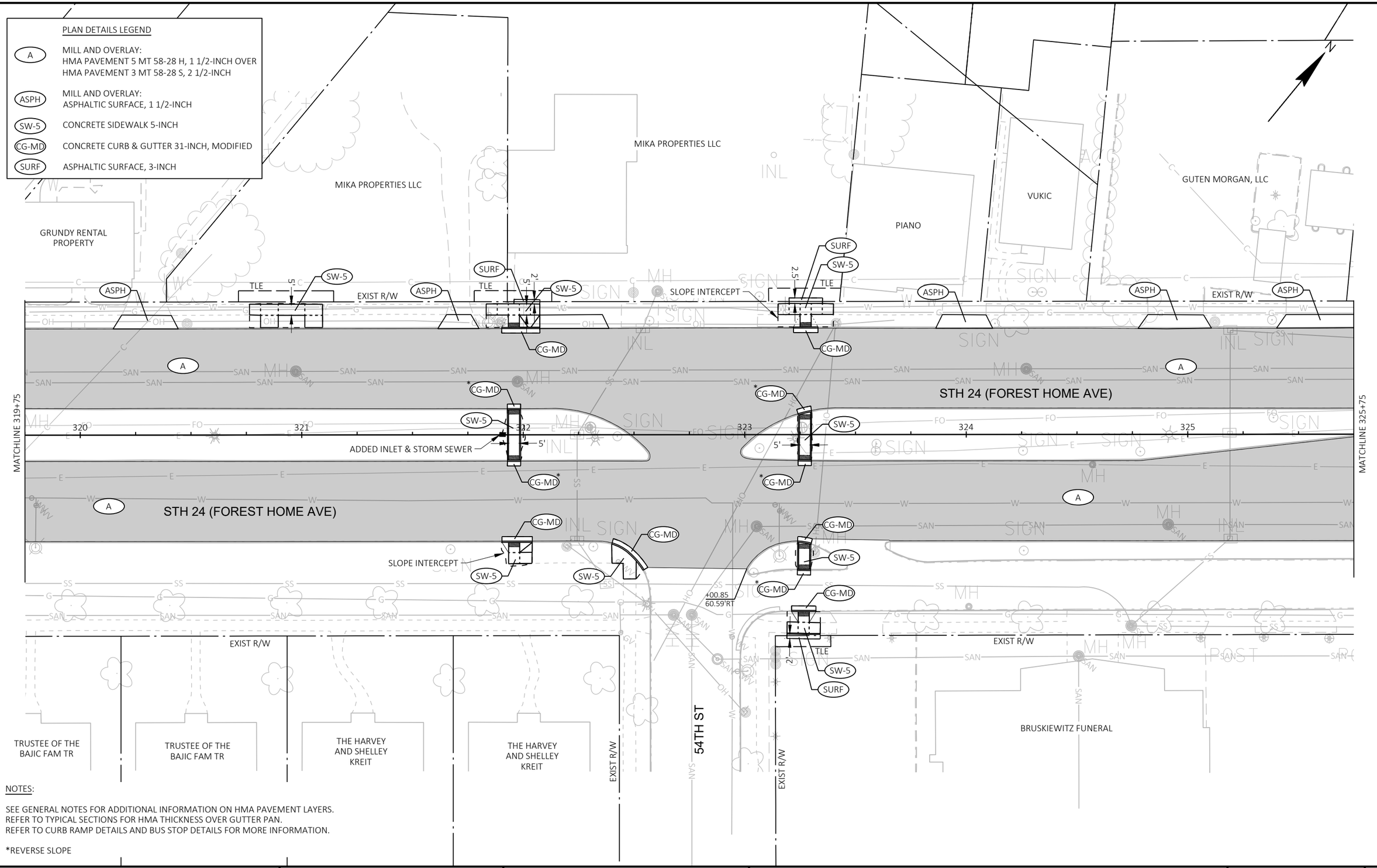
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021238

PLOT DATE : 7/27/2024 5:49 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PLAN DETAILS LEGEND

- A — MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH
- ASPH — MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH
- SW-5 — CONCRETE SIDEWALK 5-INCH
- CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED
- SURF — ASPHALTIC SURFACE, 3-INCH




NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 189 | E |
|---|---|---|---|---|---|

2

PLAN DETAILS LEGEND

- A — MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH
- ASPH — MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH
- SW-5 — CONCRETE SIDEWALK 5-INCH
- CG-MD — CONCRETE CURB & GUTTER 31-INCH, MODIFIED
- N-S — CONCRETE MEDIAN SLOPED NOSE

CONCRETE PAVEMENT REPAIR
SHES FOR LOOP DETECTORS

MORGAN AVE

EXIST R/W

GARCIA-TREJO

TWENTY FIRST CENTURY

KAUN

RIPP

GUTEN MORGAN LLC

+96.55
-93.67'LT

+46.03
-94.18'LT

SLOPE INTERCEPT

TLE

ASPH

SW-5

CG-MD

N-S

A

STH 24 (FOREST HOME AVE)

BASE PATCHING FOR
LOOP DETECTORS

MATCHLINE 325+75

MATCHLINE 331+75

326 327 328 329 330 331

BUS SHELTER

ATLIJA

GRAD

JKU PROPERTIES, LLC

+61.93
85.87'RT

+86.86
108.04'RT

+01.92
89.52'RT

+39.05
113.48'RT

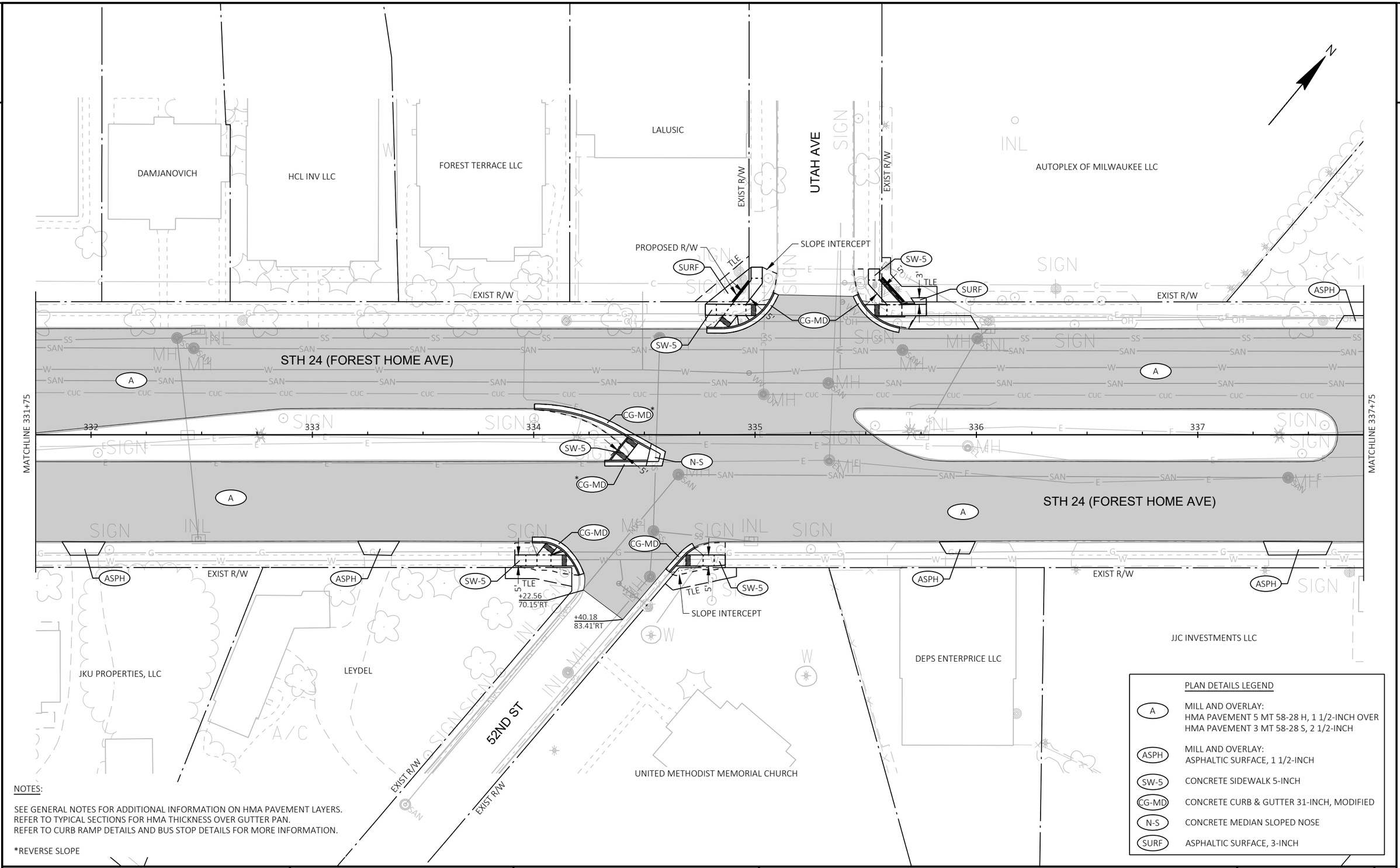
NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS. REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 190 | E |
|---|---|---|---|---|---|

2




NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

PLAN DETAILS LEGEND

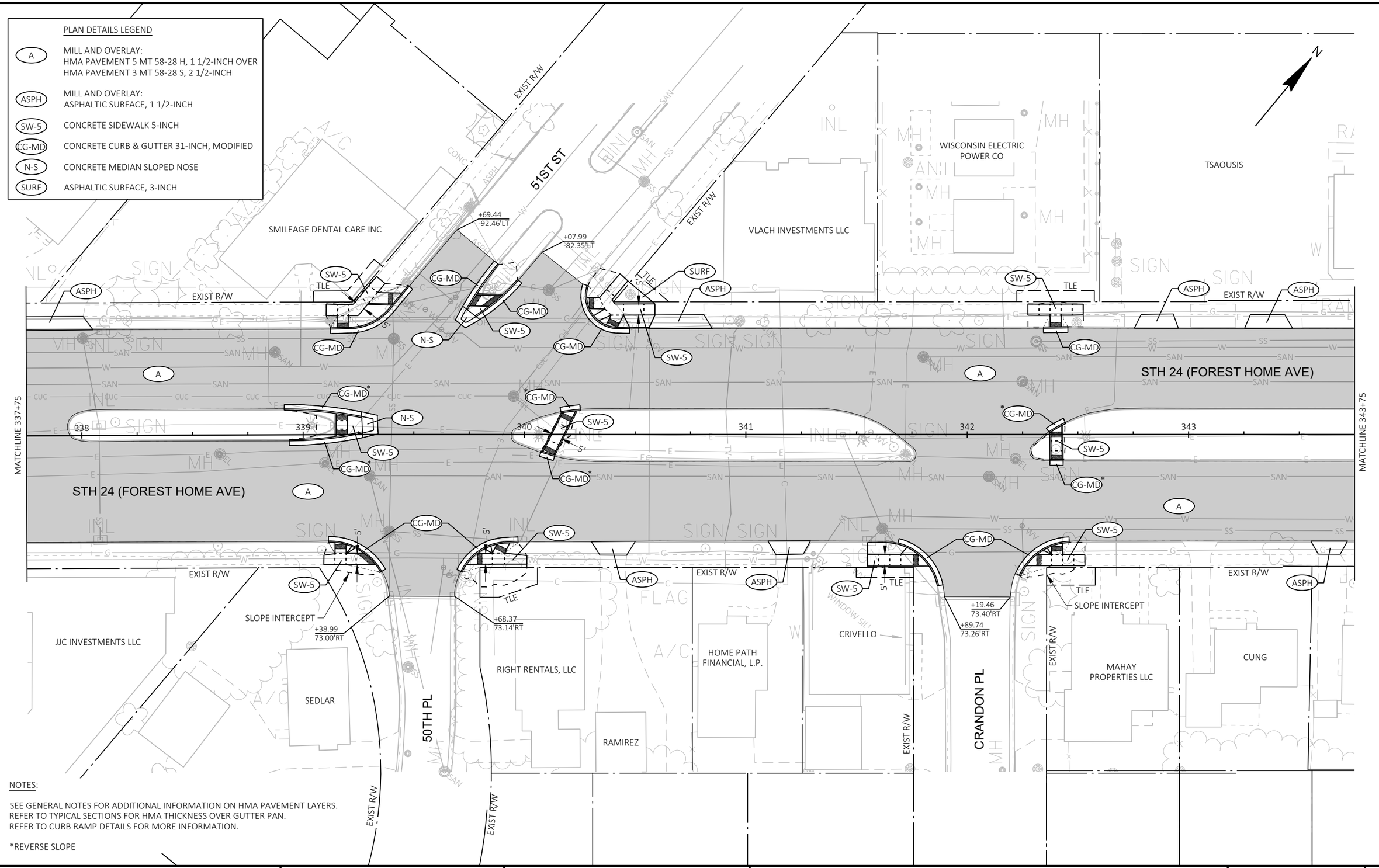
| | |
|---|---|
| A | MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| N-S | CONCRETE MEDIAN SLOPED NOSE |
| SURF | ASPHALTIC SURFACE, 3-INCH |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 191 | E |
|---|---|---|---|---|---|

2

PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| N-S | CONCRETE MEDIAN SLOPED NOSE |
| SURF | ASPHALTIC SURFACE, 3-INCH |



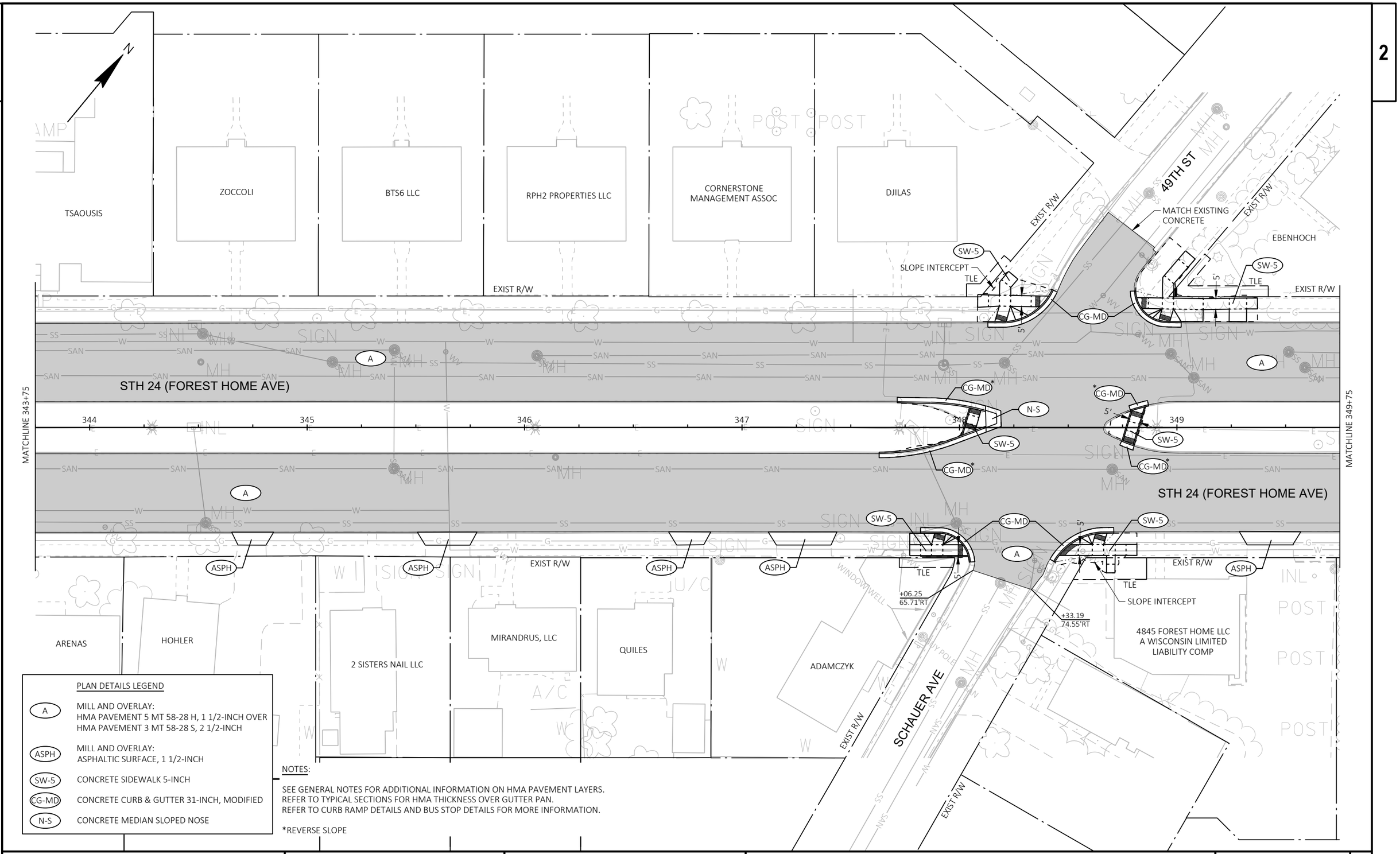

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 192 | E |
|---|---|---|---|---|---|

2




PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| N-S | CONCRETE MEDIAN SLOPED NOSE |

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 193 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021243
PLOT DATE : 7/27/2024 6:01 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

EBENHOCH

DANCE ACADEMY OF MEXICO LLC

BUSTOS

BTS6 LLC

MANISCALCO

48TH ST

MCDOUGALL

MCDOUGALL

BLAWAT

BOJARSKI REAL ESTATE LLC MAR

MATCH EXISTING CONCRETE

SLOPE INTERCEPT

ASPH

SW-5

TLE

5'

EXIST R/W

CG-MD

STH 24 (FOREST HOME AVE)

A

N-S

MATCHLINE 349+75

MATCHLINE 355+75

350

351

352

353

354

355

5'

SW-5

CG-MD

STH 24 (FOREST HOME AVE)

5.61

+75.27
73.56'RT

+04.67
73.56'RT

MIAN

BRODHAGEN

DURAND AVE

LITERSKI

BEUTH

MACIOLEK

KABIC

BUILDING
4717 LLC

PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| N-S | CONCRETE MEDIAN SLOPED NOSE |

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS. REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.REFER TO CURB RAMP DETAILS AND BUS STOP DETAILS FOR MORE INFORMATION.

*REVERSE SLOPE

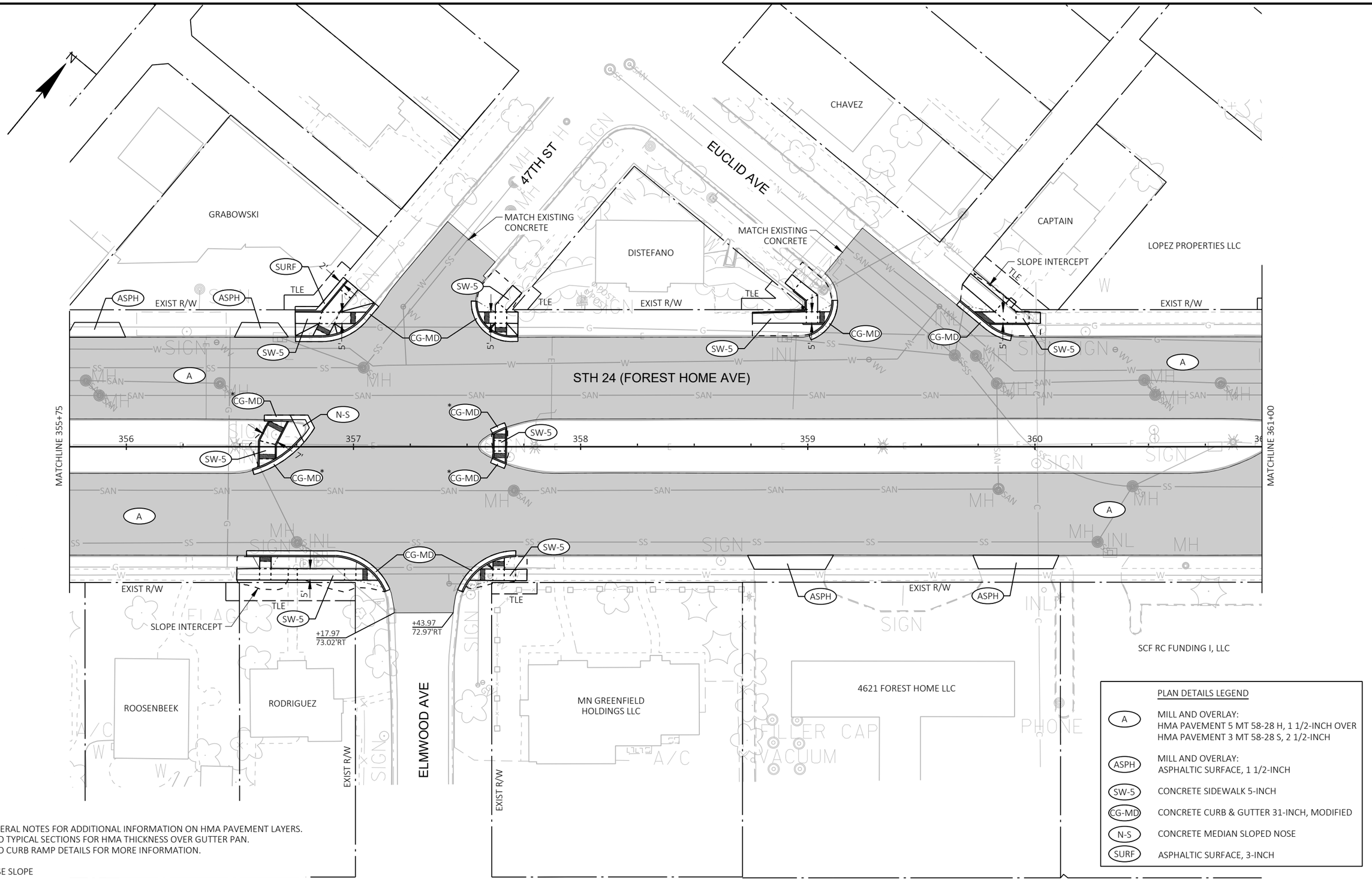
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 194 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021244

PLOT DATE : 7/27/2024 6:03 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

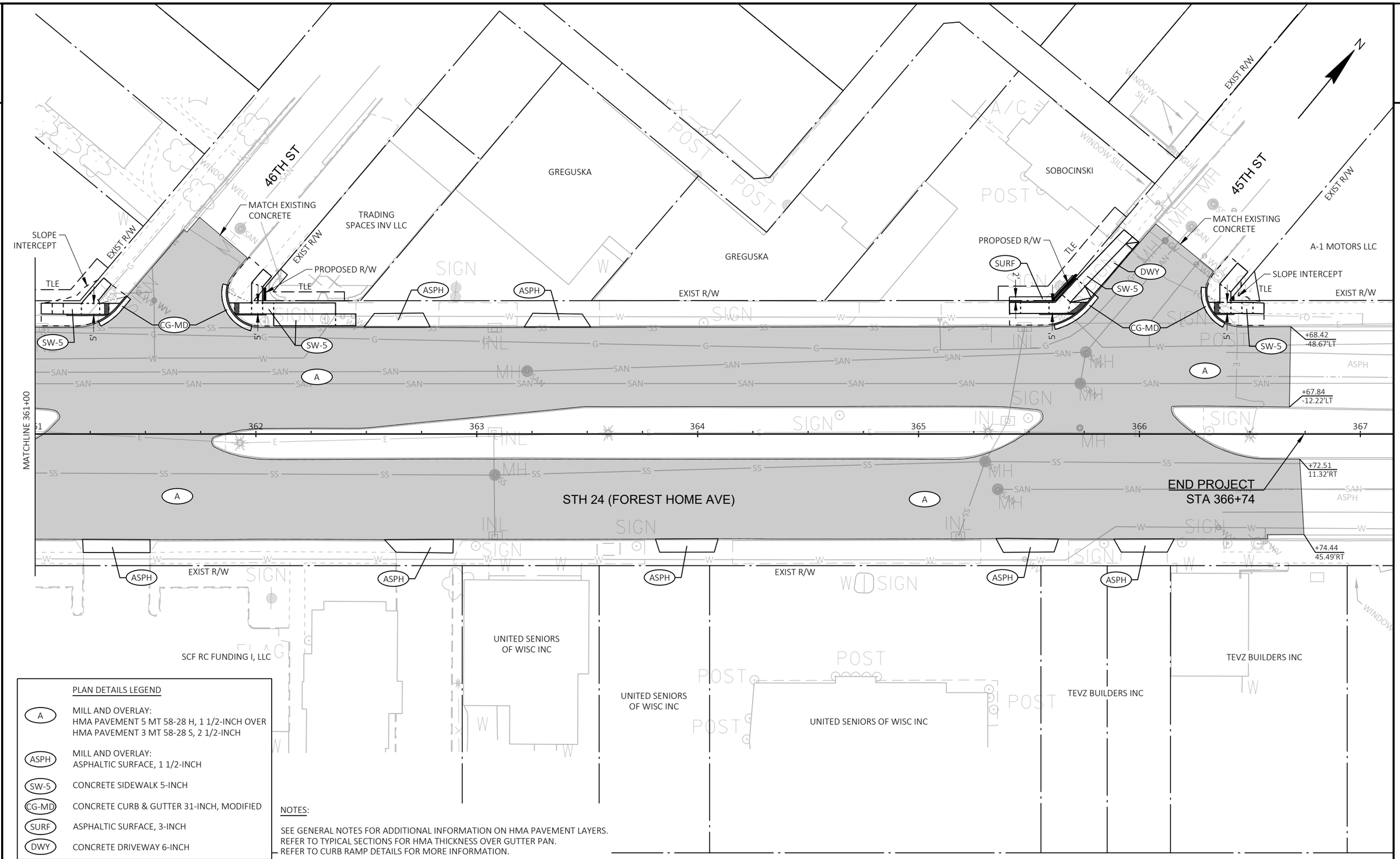
*REVERSE SLOPE

PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY: HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY: ASPHALTIC SURFACE, 1 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| N-S | CONCRETE MEDIAN SLOPED NOSE |
| SURF | ASPHALTIC SURFACE, 3-INCH |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 195 | E |
|---|---|---|---|---|---|

2




PLAN DETAILS LEGEND

| | |
|---|---|
| A | MILL AND OVERLAY:<br>HMA PAVEMENT 5 MT 58-28 H, 1 1/2-INCH OVER<br>HMA PAVEMENT 3 MT 58-28 S, 2 1/2-INCH |
| ASPH | MILL AND OVERLAY:<br>ASPHALTIC SURFACE, 1 1/2-INCH |
| SW-5 | CONCRETE SIDEWALK 5-INCH |
| CG-MD | CONCRETE CURB & GUTTER 31-INCH, MODIFIED |
| SURF | ASPHALTIC SURFACE, 3-INCH |
| DWY | CONCRETE DRIVEWAY 6-INCH |

NOTES:

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS.
REFER TO TYPICAL SECTIONS FOR HMA THICKNESS OVER GUTTER PAN.
REFER TO CURB RAMP DETAILS FOR MORE INFORMATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 196 | E |
|---|---|---|---|---|---|

2

STH 24 (FOREST HOME AVE)

BEGIN PROJECT 2120-18-70
STA 95+34

95 96 97 98 99 100

MATCHLINE 101+00

LILAC LN

EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
- TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

SCHARLES AVE/
104TH ST

MATCHLINE 101+00

101 102 103 104 105 106

MATCHLINE 107+00

STH 24 (FOREST HOME AVE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 197 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021101

PLOT DATE : 9/22/2024 2:34 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

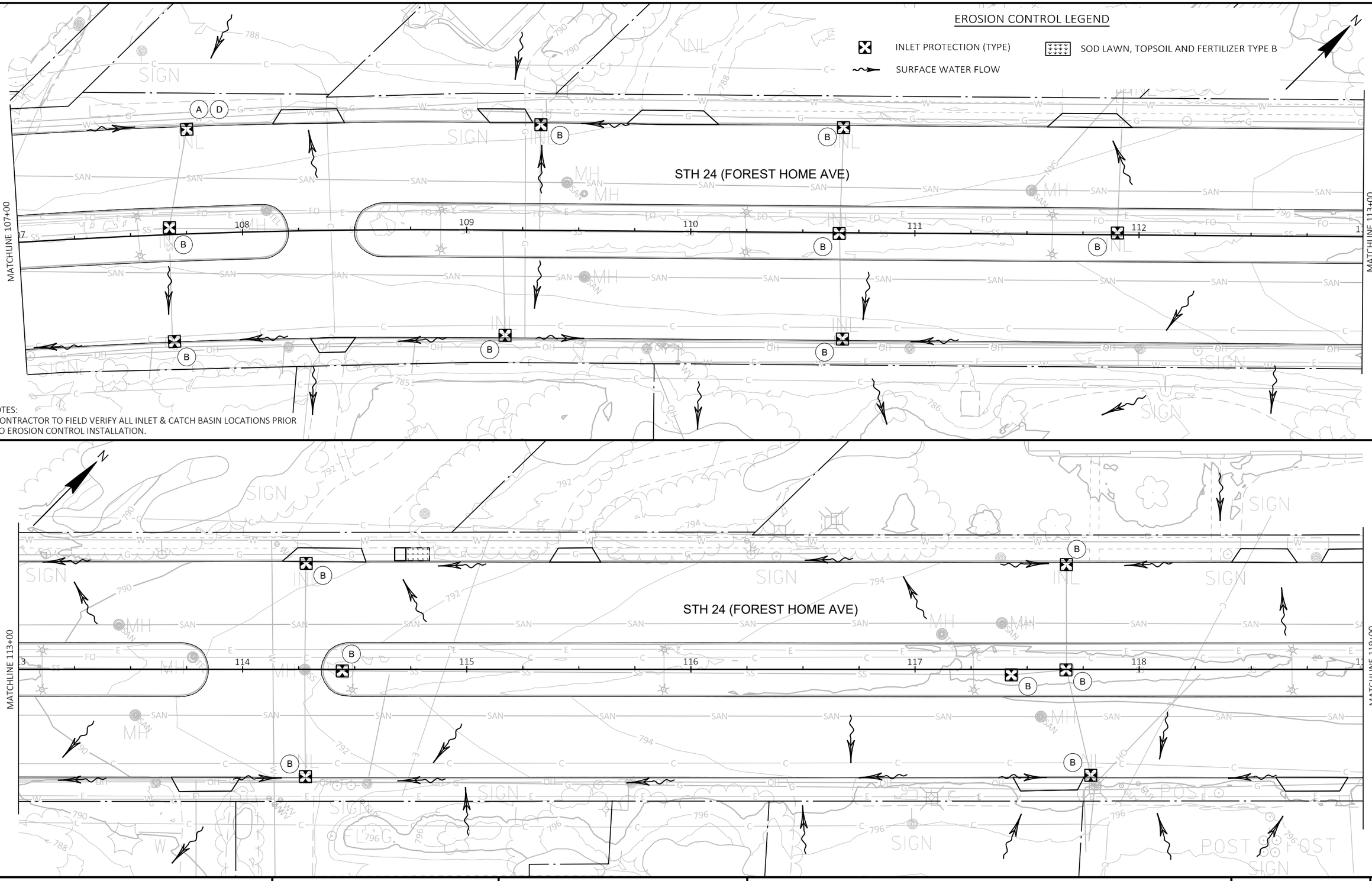
WISDOT/CADDS SHEET 42

## EROSION CONTROL LEGEND

INLET PROTECTION (TYPE)

SURFACE WATER FLOW

SOD LAWN, TOPSOIL AND FERTILIZER TYPE B




NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 198 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021102
PLOT DATE : 9/22/2024 2:39 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

EROSION CONTROL LEGEND

INLET PROTECTION (TYPE)

SURFACE WATER FLOW

STH 24 (FOREST HOME AVE)

MATCHLINE 119+00

MATCHLINE 125+00

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 199 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021103

PLOT DATE : 7/28/2024 8:27 AM

PLOT BY : JOHANSEN, AMANDA A

PLOT NAME :

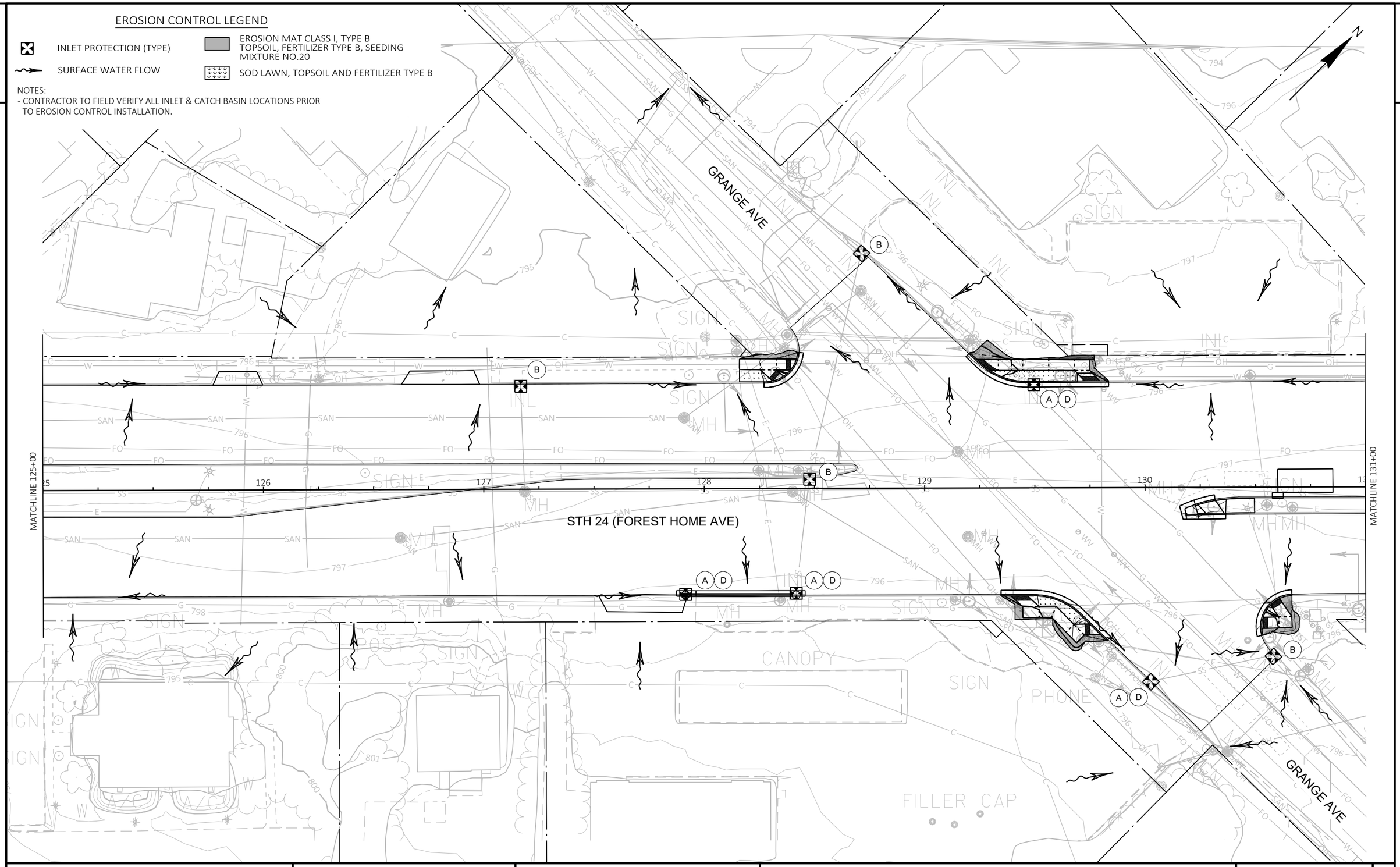
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 200 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021104

PLOT DATE : 7/28/2024 8:28 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

EROSION CONTROL LEGEND

INLET PROTECTION (TYPE)

SURFACE WATER FLOW

RIDGE RD

STH 24 (FOREST HOME AVE)

MATCHLINE 131+00

MATCHLINE 137+00

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

ALLENWOOD LN

STH 24 (FOREST HOME AVE)

MATCHLINE 137+00

MATCHLINE 143+00

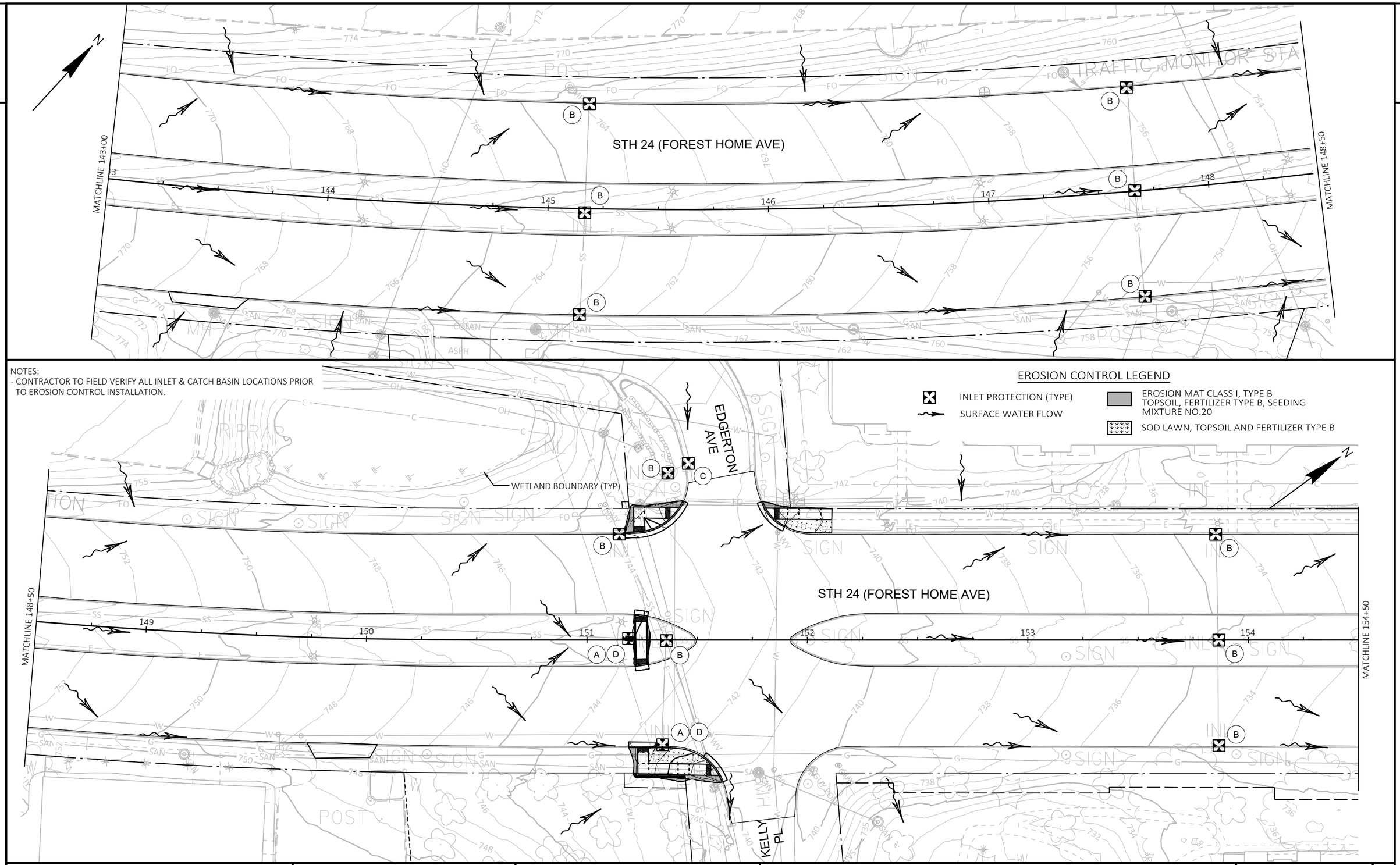
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 201 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021105

PLOT DATE : 7/28/2024 8:31 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 202 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021106
PLOT DATE : 7/28/2024 8:34 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

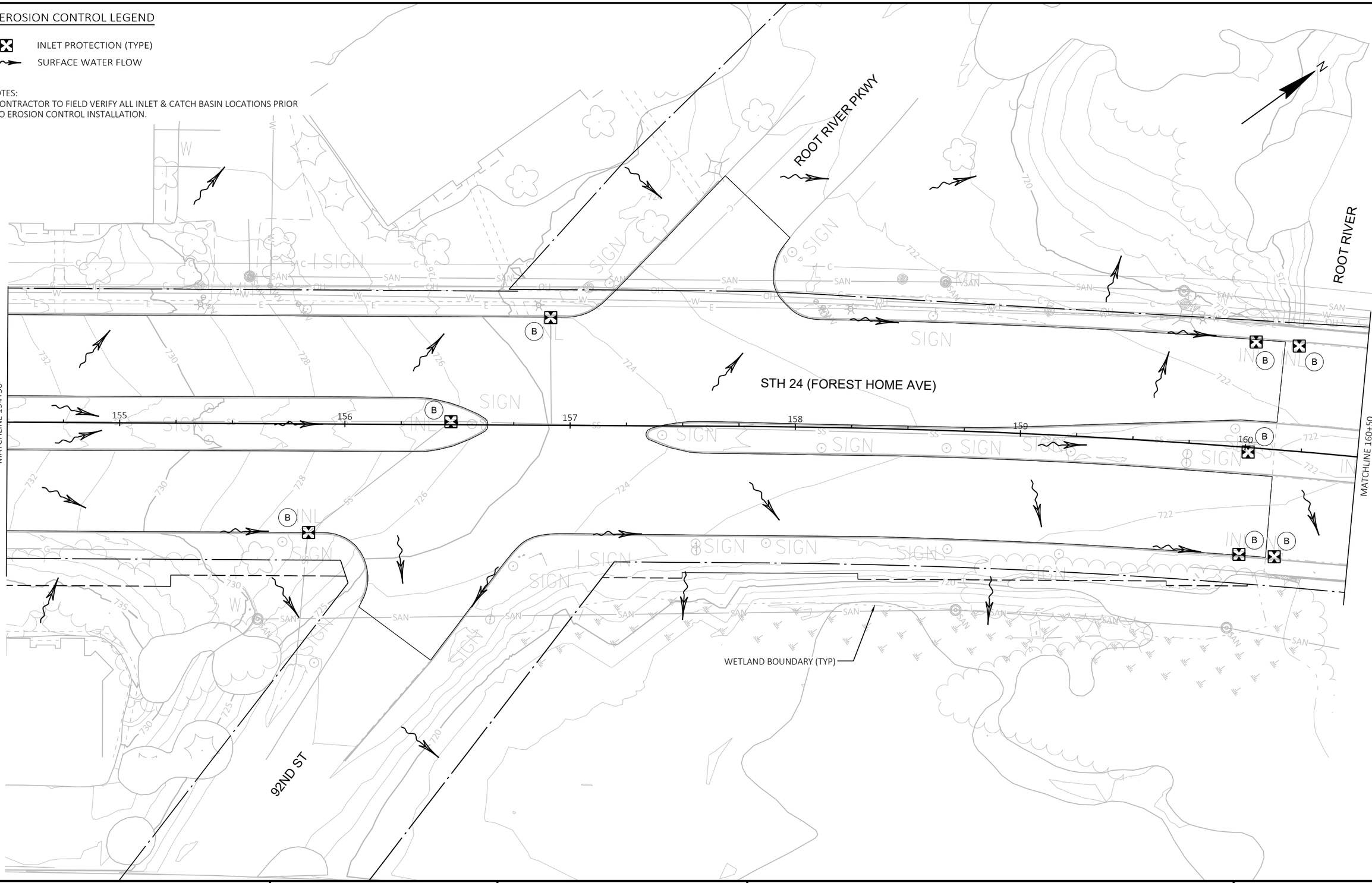
2

## EROSION CONTROL LEGEND

INLET PROTECTION (TYPE)

SURFACE WATER FLOW

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 203 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021107

PLOT DATE : 7/28/2024 8:36 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

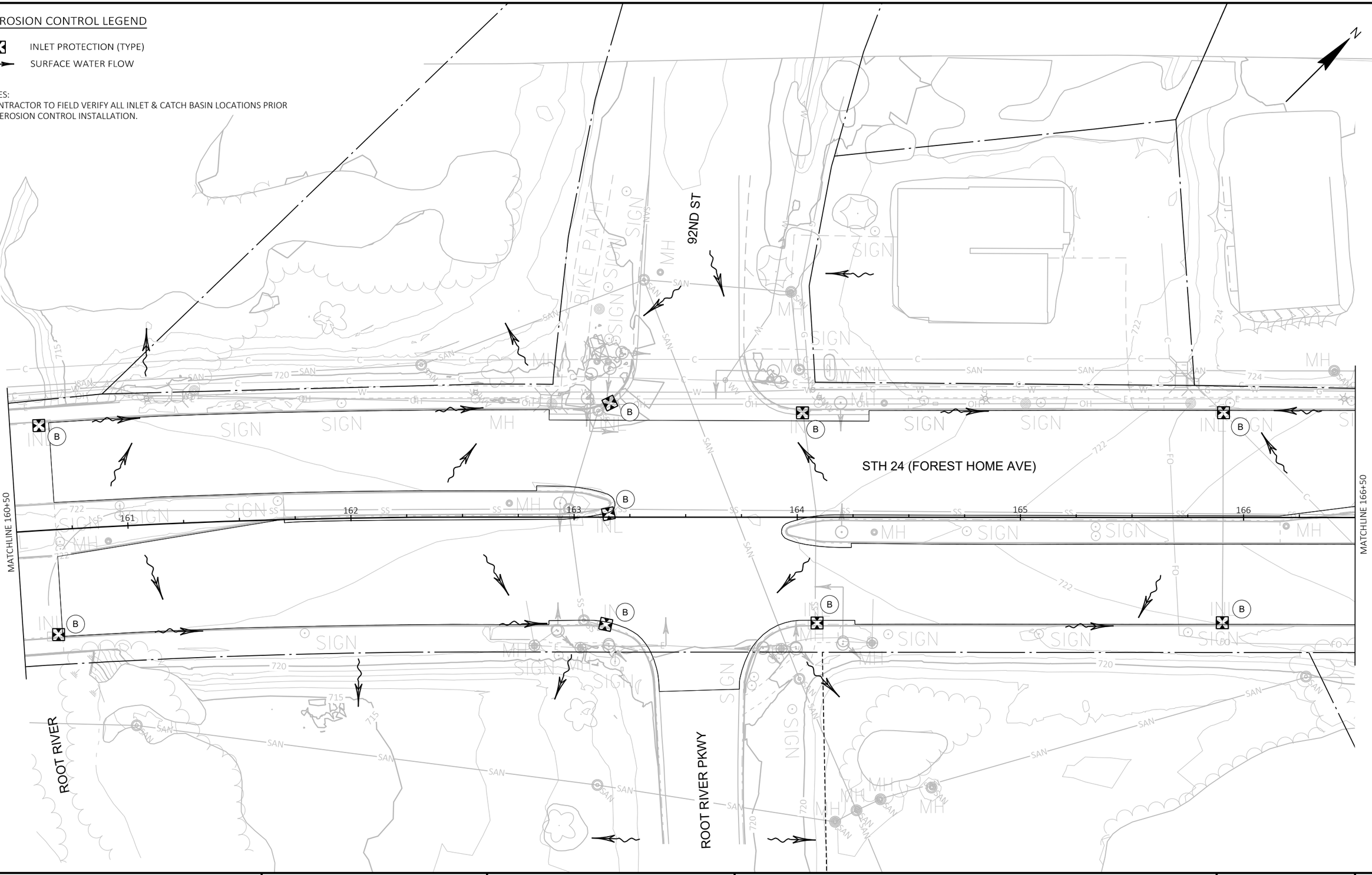
WISDOT/CADDS SHEET 42

## EROSION CONTROL LEGEND

INLET PROTECTION (TYPE)

SURFACE WATER FLOW

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.



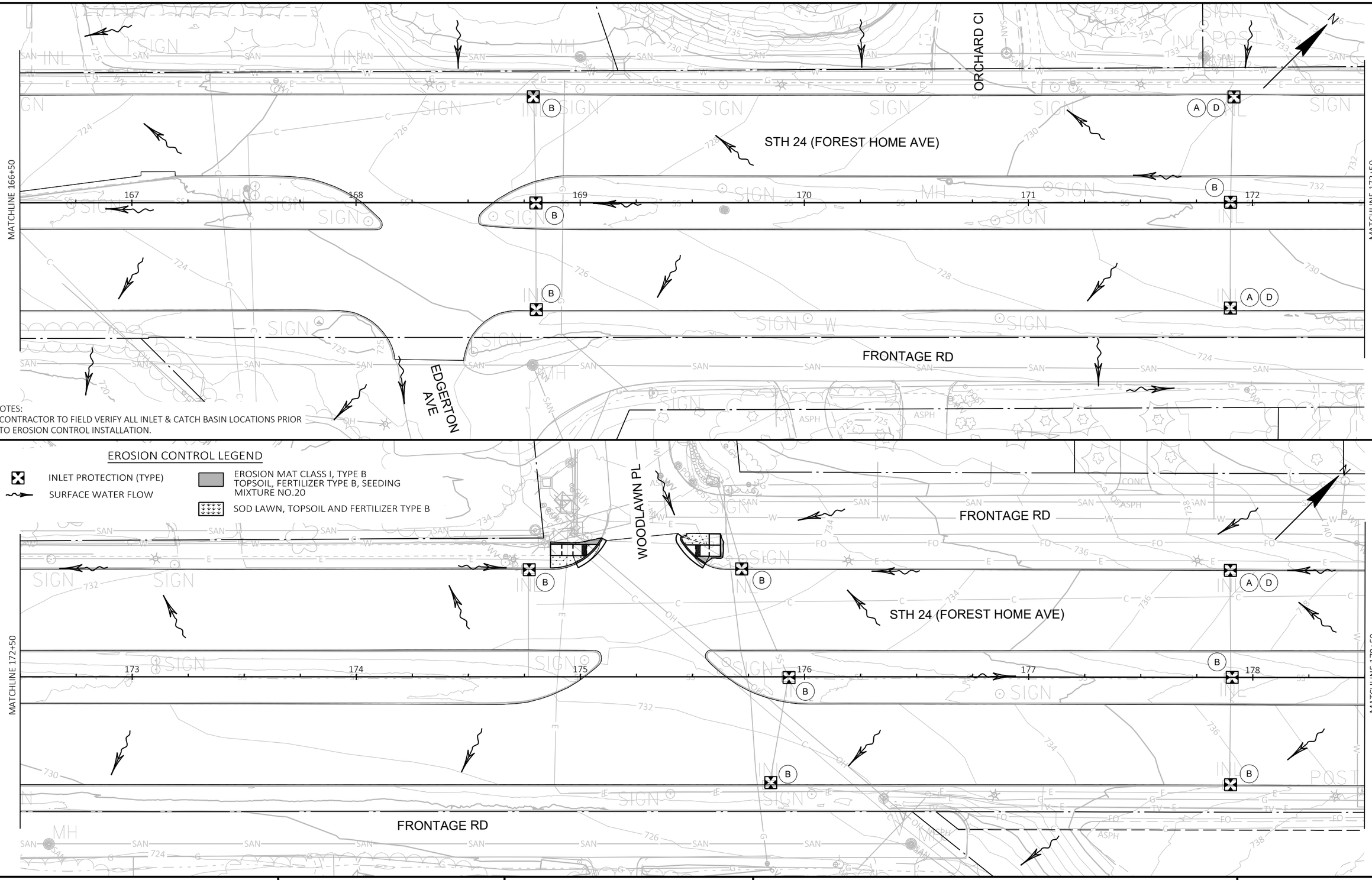

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 204 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021108

PLOT DATE : 7/28/2024 8:40 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
- TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 205 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021109

PLOT DATE : 7/28/2024 8:45 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

FRONTAGE RD

STH 24 (FOREST HOME AVE)

MATCHLINE 178+50

MATCHLINE 184+50

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.70 & SEEDING NURSE CROP

87TH ST

FRONTAGE RD

STH 24 (FOREST HOME AVE)

MATCHLINE 184+50

MATCHLINE 190+50

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 206 | E |
|---|---|---|---|---|---|

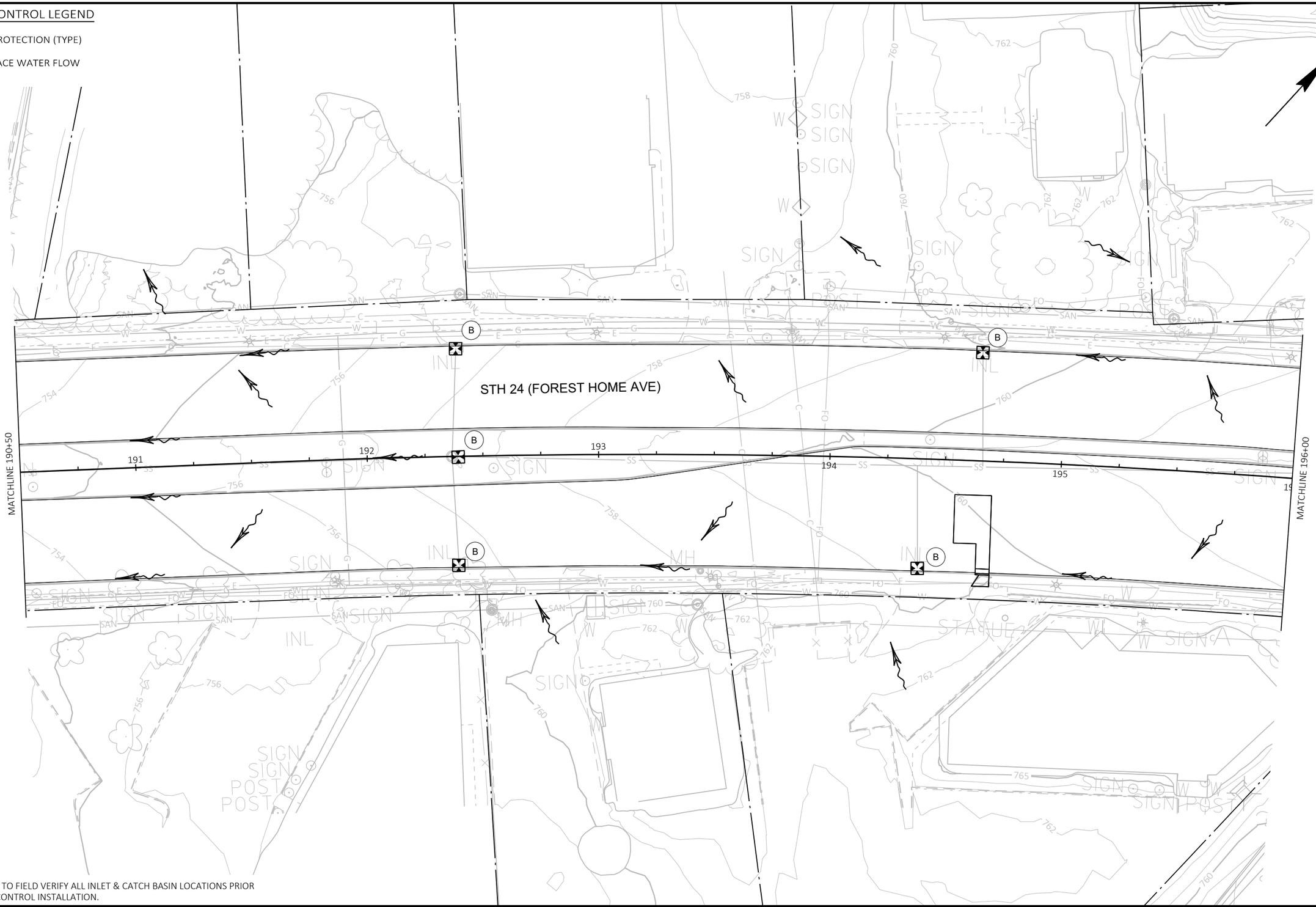
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021110
PLOT DATE : 7/28/2024 8:49 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

EROSION CONTROL LEGEND

INLET PROTECTION (TYPE)

SURFACE WATER FLOW




NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 207 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021111

PLOT DATE : 7/28/2024 8:56 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
- TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

MATCHLINE 51+50

84TH ST

STH 24 (FOREST HOME AVE)

MATCHLINE 196+00

MATCHLINE 202+00

84TH ST

MATCHLINE 51+50

84TH ST

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 208 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\212018800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021112

PLOT DATE : 7/28/2024 8:59 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE 202+00

MATCHLINE 208+00

STH 24 (FOREST HOME AVE)

STH 24 NB (FOREST HOME AVE) OFF RAMP TO LAYTON AVE

LAYTON AVE

202 203 204 205 206 207

EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.20

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 209 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021113
PLOT DATE : 7/28/2024 9:02 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
- TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

FOREST HOME AVE SERVICE RD

STH 24 (FOREST HOME AVE)

STH 24 NB OFF RAMP TO IH 41/IH 43/IH 894

ON RAMP TO STH 24/IH 41/IH 43/IH 894 FROM LAYTON AVE

LAYTON AVE

MATCHLINE 208+00

MATCHLINE 214+00

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 210 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021114

PLOT DATE : 7/28/2024 9:04 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.20

N

SB ON RAMP TO FOREST AVE

IH 41/IH 43/IH 894

STH 24 (FOREST HOME AVE)

MATCHLINE 214+00

214 215 216 217 218 219 220

MATCHLINE 220+00

STH 24 (FOREST HOME AVE)

STH 24 NB ON RAMP FROM LAYTON AVE

ON RAMP TO IH 41/IH 43/IH 894

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 211 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021115
PLOT DATE : 7/28/2024 9:06 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.20

FOREST HOME AVE

STH 24 (FOREST HOME AVE)

MATCHLINE 220+00

MATCHLINE 226+00

STH 24 (FOREST HOME AVE)

STH 24 NB OFF RAMP TO CTH U/76TH ST

IH 41/IH 43/IH 894

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 212 | E |
|---|---|---|---|---|---|

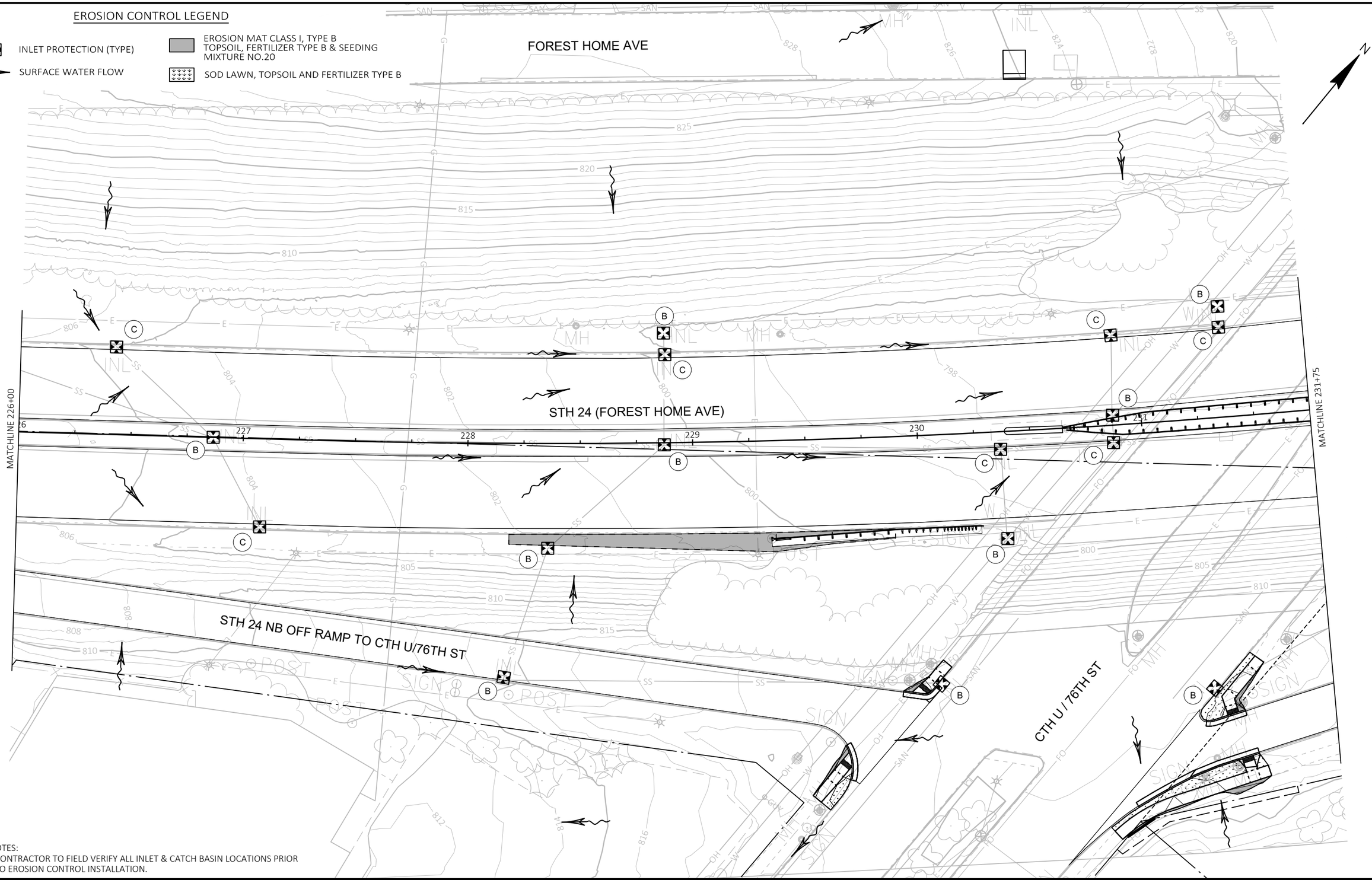
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021116

PLOT DATE : 7/28/2024 9:07 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B




NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 213 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021117
PLOT DATE : 7/28/2024 9:09 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

STH 24 SB OFF RAMP TO CTH U/76TH ST

CTH U / 76TH ST

STH 24 (FOREST HOME AVE)

STH 24 NB ON RAMP FROM CTH U/76TH ST

MATCHLINE 231+75

MATCHLINE 237+75

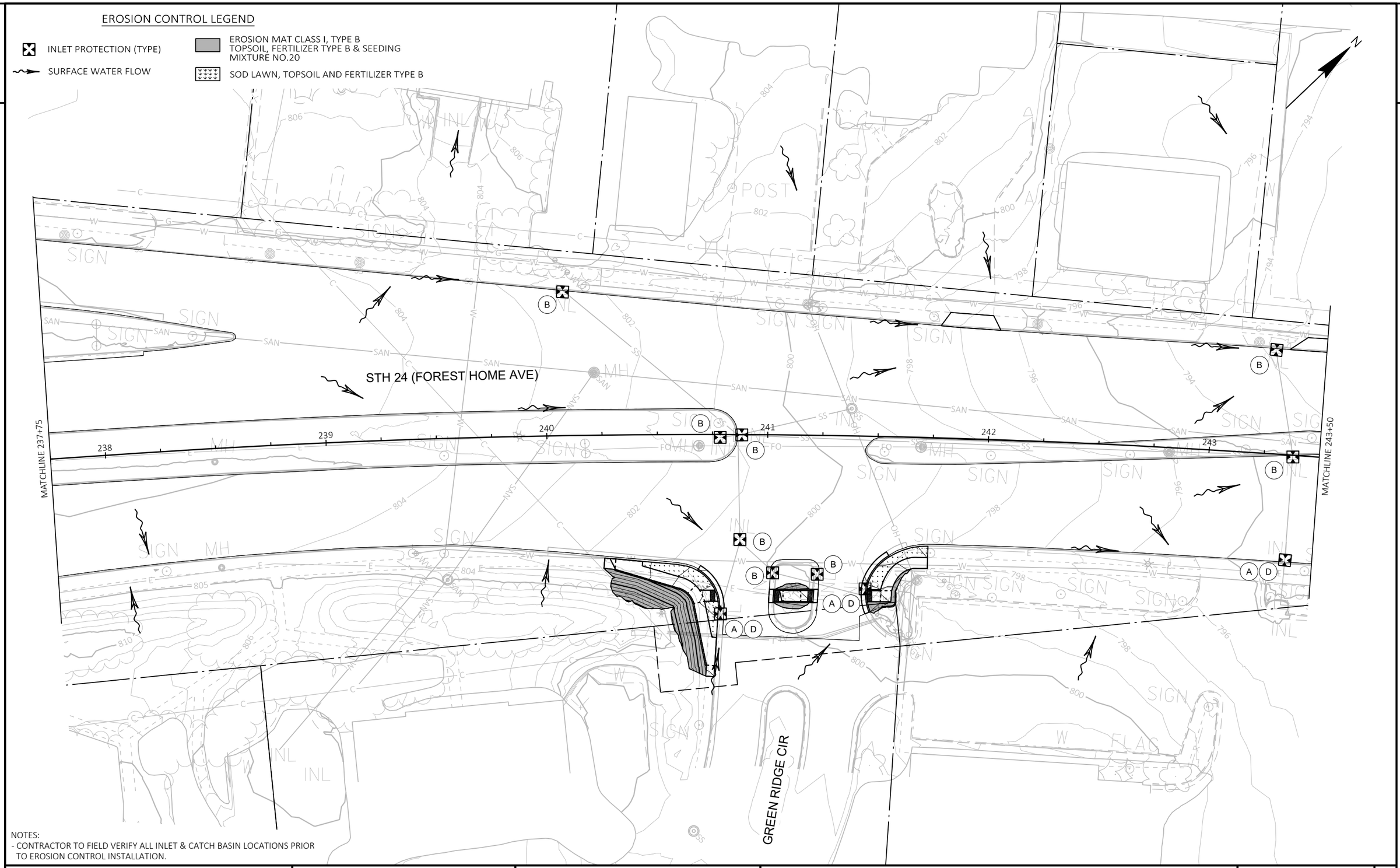
NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE CASCIO | EROSION CONTROL | SHEET 214 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021118
PLOT DATE : 7/28/2024 9:11 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
  TOPSOIL, FERTILIZER TYPE B & SEEDING
  MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B




NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 215 | E |
|---|---|---|---|---|---|

2

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
  TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

COLD SPRING RD

STH 24 (FOREST HOME AVE)

MATCHLINE 243+50

MATCHLINE 249+25

STH 24 (FOREST HOME AVE)

COLD SPRING RD

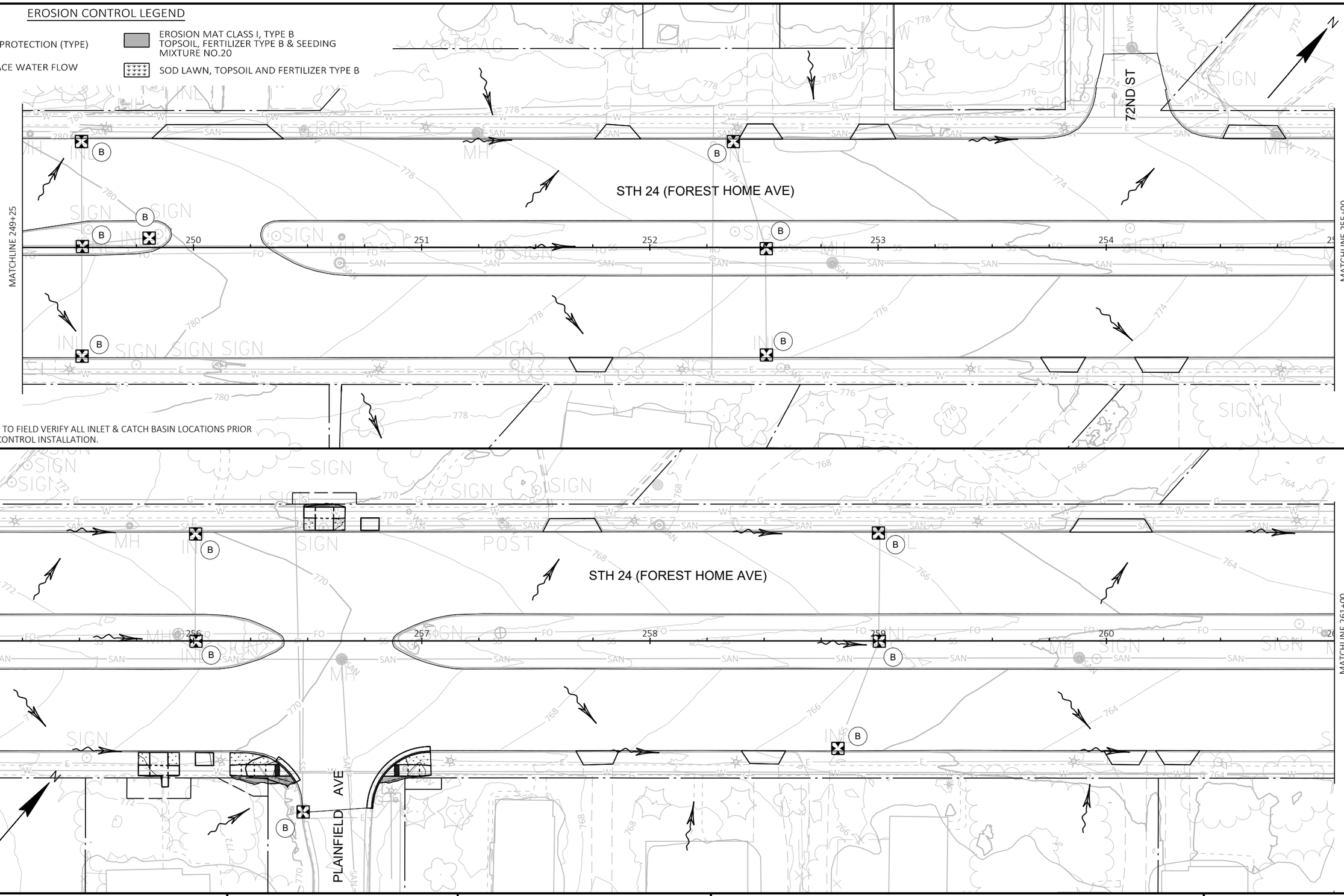
NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 216 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021120
PLOT DATE : 7/28/2024 9:17 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
- TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B




NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 217 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021121

PLOT DATE : 7/30/2024 3:27 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW

STH 24 (FOREST HOME AVE)

MATCHLINE 261+00

MATCHLINE 267+00

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 218 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021122

PLOT DATE : 7/28/2024 9:26 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

68TH ST

STH 24 (FOREST HOME AVE)

68TH ST

MATCHLINE 267+00

MATCHLINE 273+00

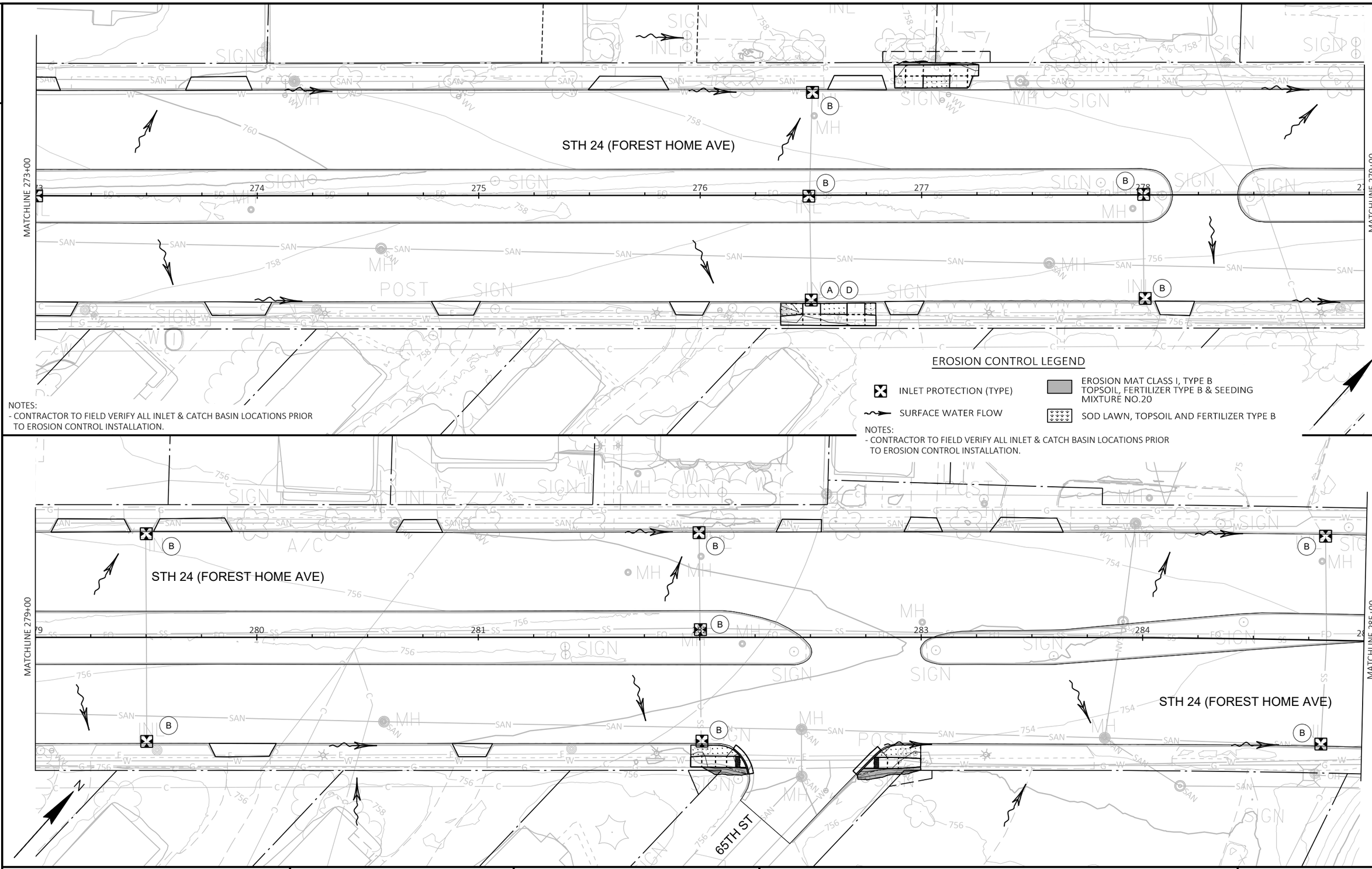
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 219 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021123

PLOT DATE : 7/28/2024 9:28 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
- TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 220 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021124
PLOT DATE : 7/30/2024 9:36 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

HOWARD AVE

STH 24 (FOREST HOME AVE)

HOWARD AVE

HONEY CREEK

MATCHLINE 285+00

MATCHLINE 291+00

285 286 287 288 289 290

MINOR EROSION BEHIND CONCRETE LINED CHANNEL ADJACENT TO THE SE WINGWALL. ADD FILL/TOPSOIL TO ALLOW WATER TO GO OVER THE CONCRETE.

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
- TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 221 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021125

PLOT DATE : 7/28/2024 9:33 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

63RD ST

STH 24 (FOREST HOME AVE)

MATCHLINE 291+00

MATCHLINE 297+00

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
- TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

61ST ST

STH 24 (FOREST HOME AVE)

MATCHLINE 297+00

MATCHLINE 302+50

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 222 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021126

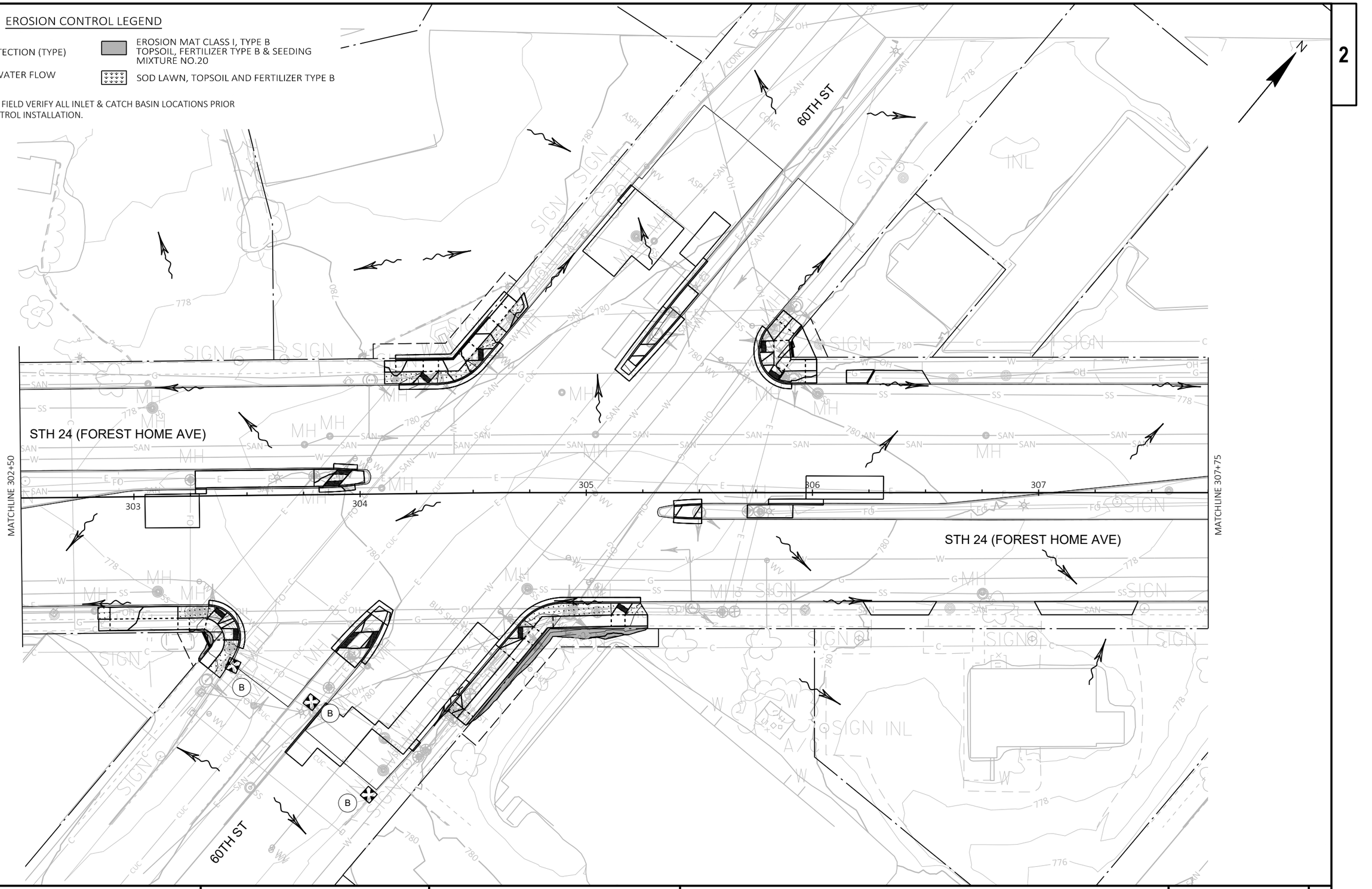
PLOT DATE : 7/28/2024 9:37 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
  TOPSOIL, FERTILIZER TYPE B & SEEDING
  MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

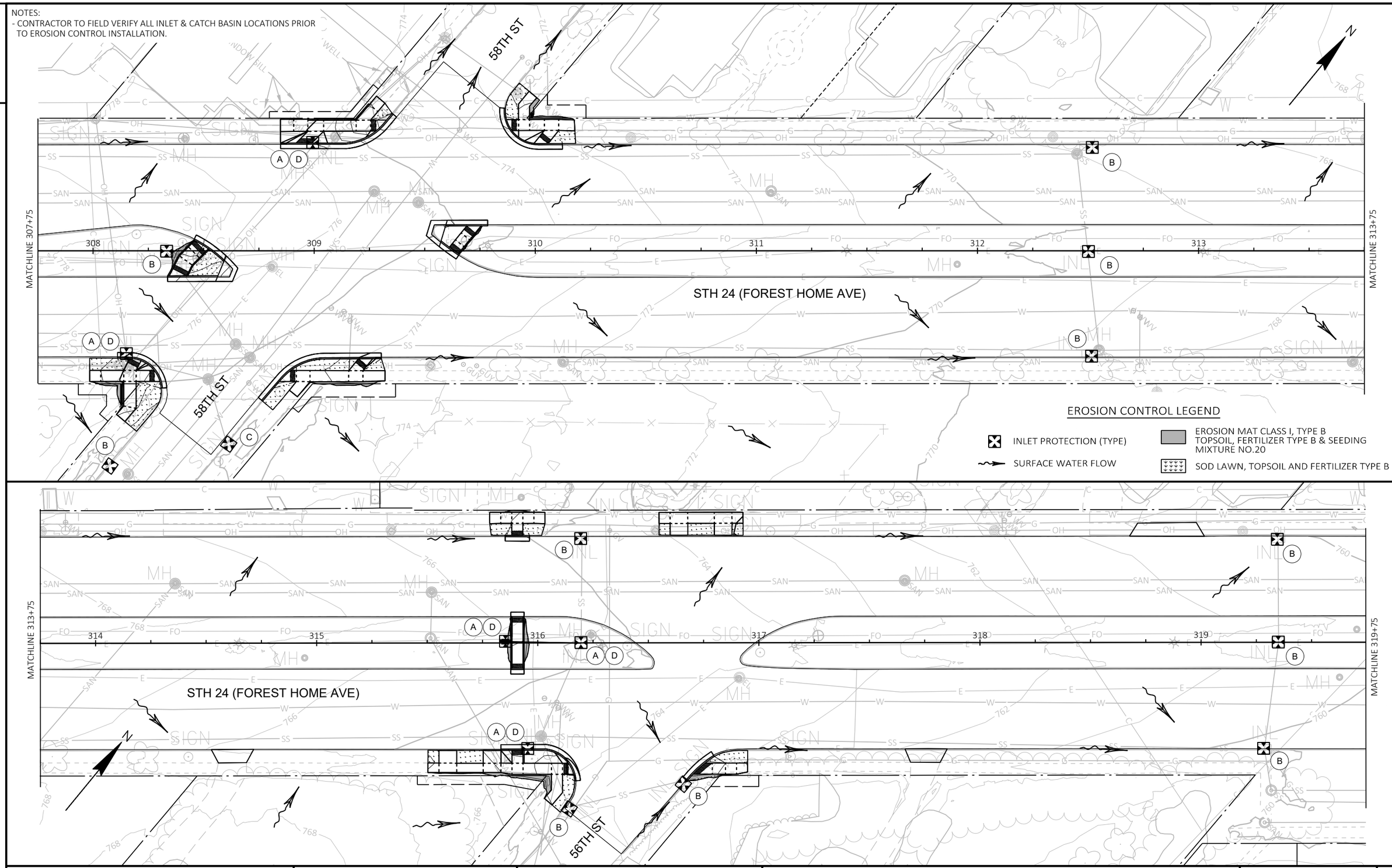
NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 223 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021127
PLOT DATE : 7/28/2024 9:39 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.







EROSION CONTROL LEGEND

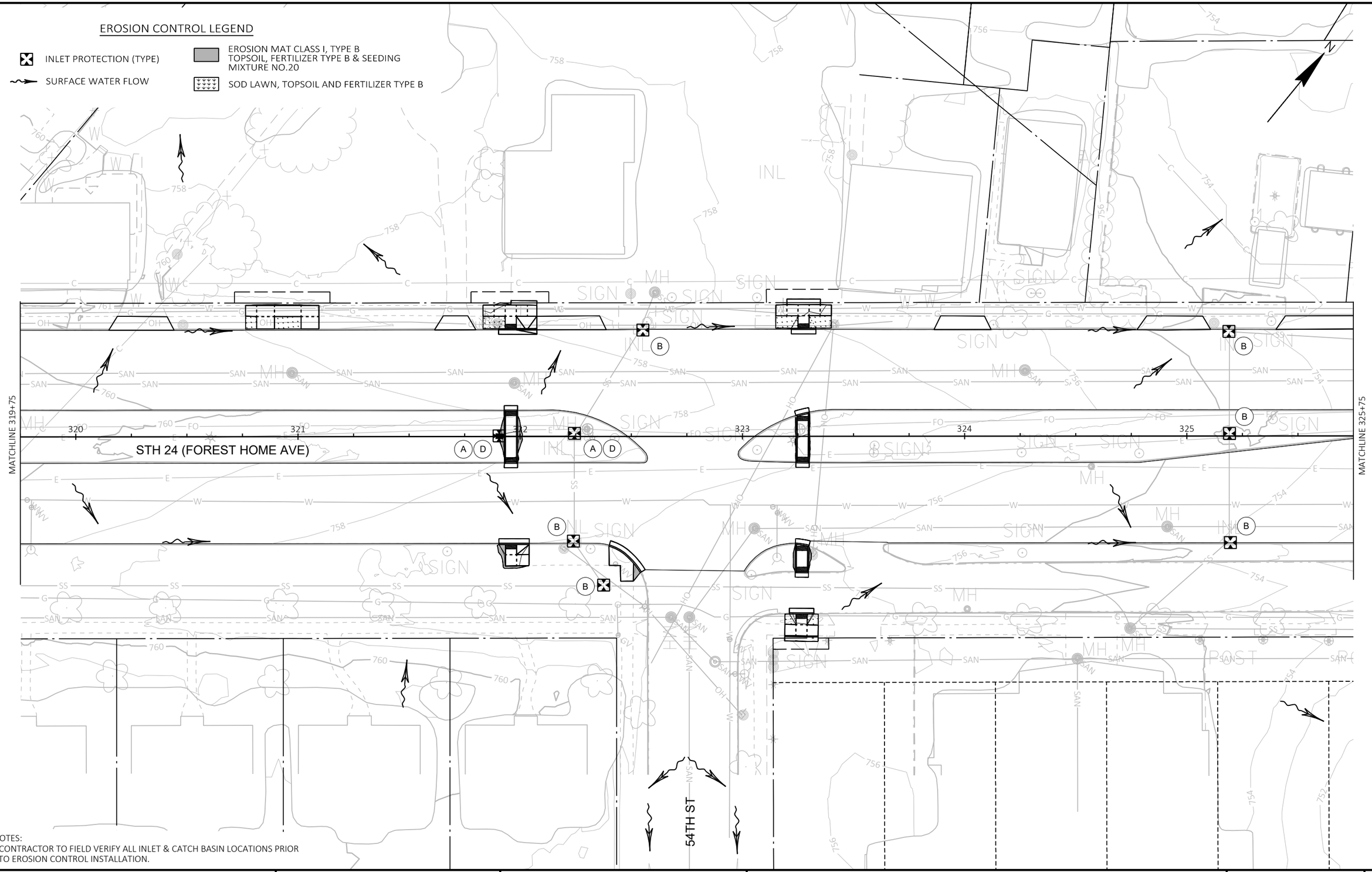
- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 224 | E |
|---|---|---|---|---|---|

2

## EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
  TOPSOIL, FERTILIZER TYPE B & SEEDING
  MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B




NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 225 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021129
PLOT DATE : 7/28/2024 9:43 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

2

2

MORGAN AVE

STH 24 (FOREST HOME AVE)

STH 24 (FOREST HOME AVE)

MATCHLINE 325+75

MATCHLINE 331+75

326 327 328 329 330 331

A D B C

EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
- TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 226 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021130

PLOT DATE : 7/28/2024 9:46 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

STH 24 (FOREST HOME AVE)

UTAH AVE

MATCHLINE 331+75

MATCHLINE 337+75

332 333 334 335 336 337

STH 24 (FOREST HOME AVE)

52ND ST

51ST ST

MATCHLINE 337+75

MATCHLINE 343+75

338 339 340 341 342 343

STH 24 (FOREST HOME AVE)

50TH PL

CRANDON PL

NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

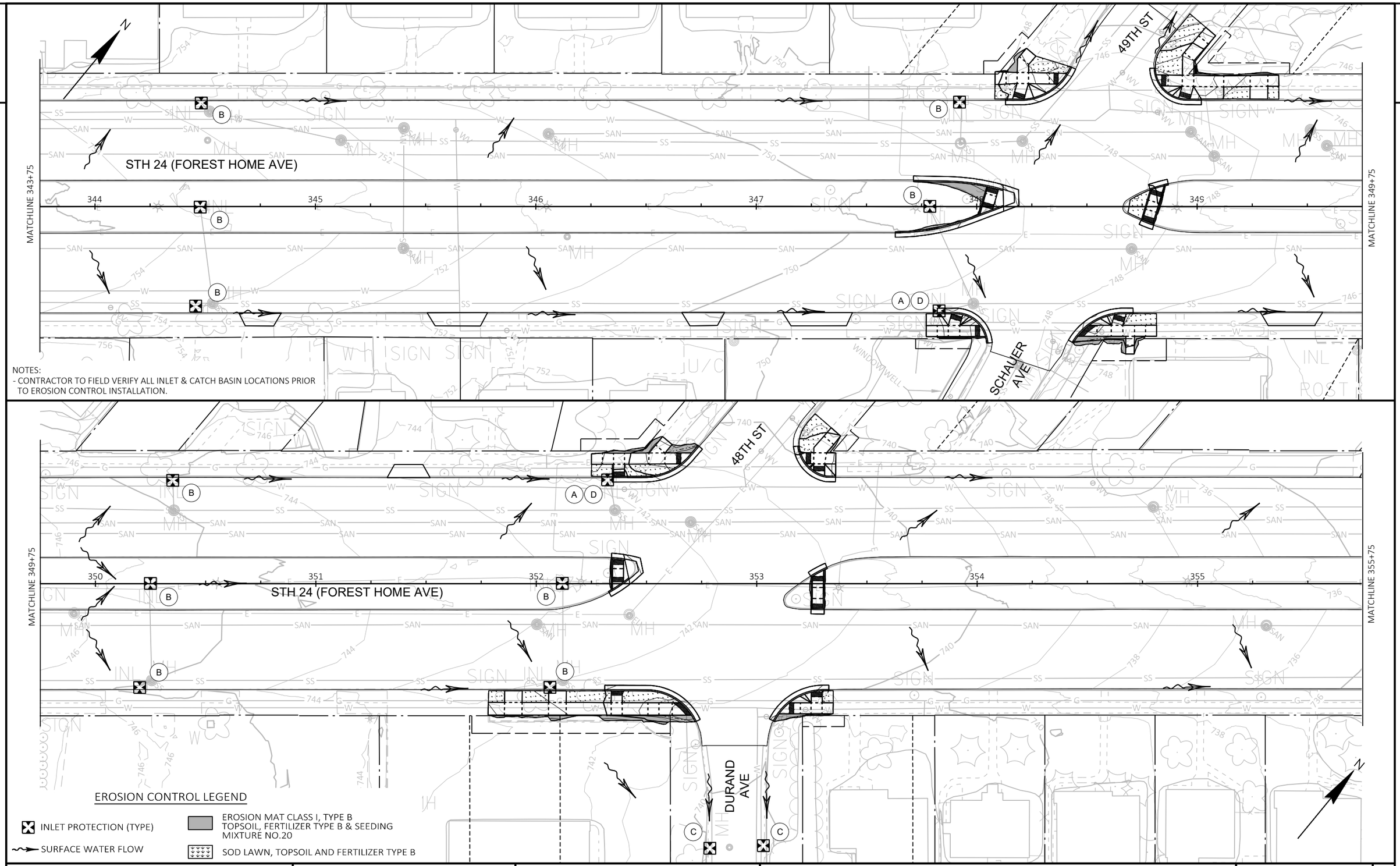
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 227 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021131

PLOT DATE : 7/28/2024 9:49 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

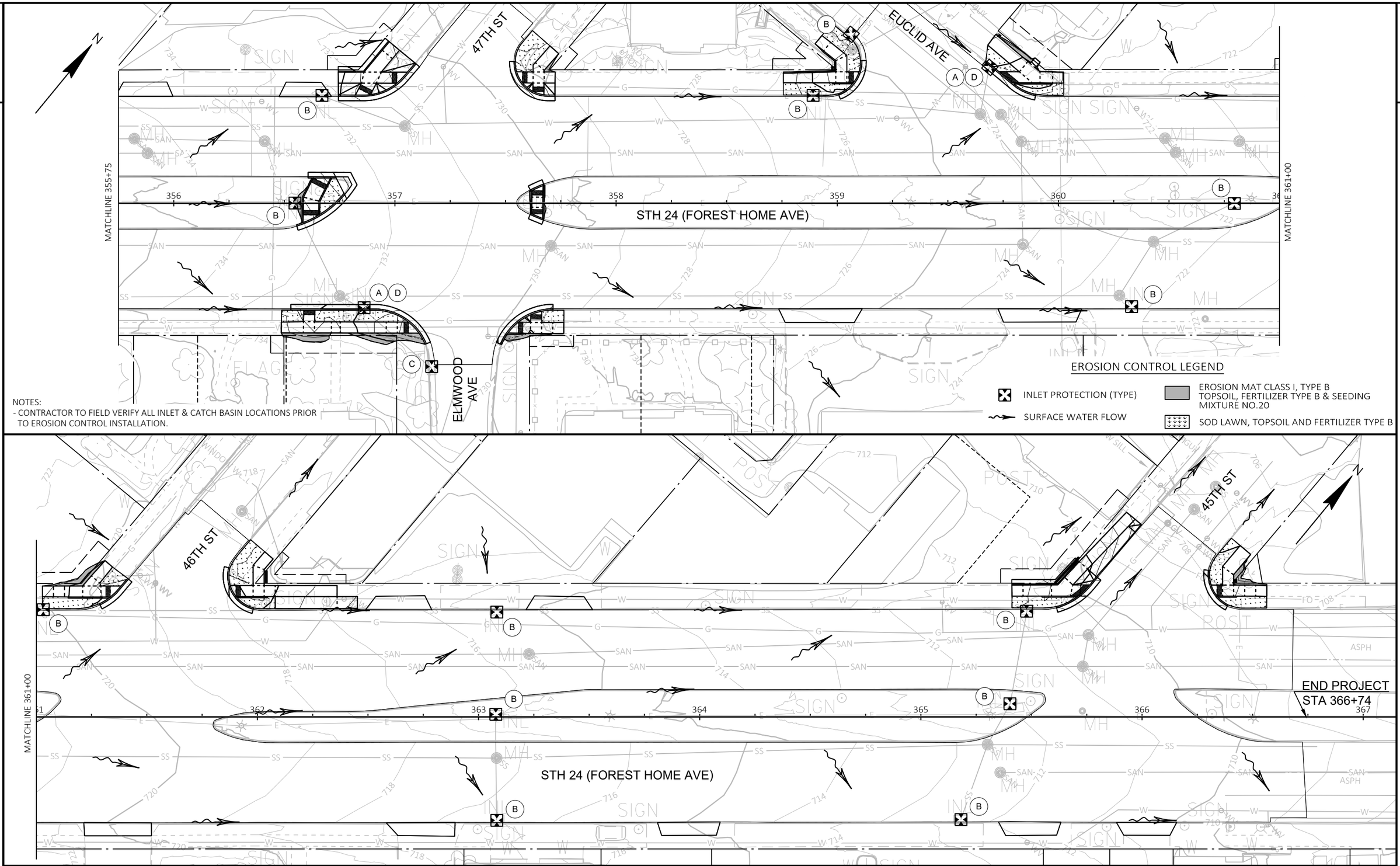
EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
- TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 228 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021132
PLOT DATE : 7/28/2024 9:55 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




NOTES:
- CONTRACTOR TO FIELD VERIFY ALL INLET & CATCH BASIN LOCATIONS PRIOR TO EROSION CONTROL INSTALLATION.

EROSION CONTROL LEGEND

- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B
  TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.20
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 229 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 021133
PLOT DATE : 7/28/2024 9:58 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

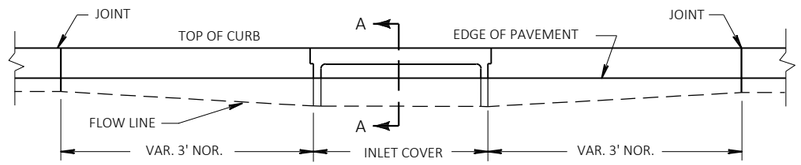
STORM SEWER NOTES

1. THERE IS NO DISTINCTION BETWEEN WHAT IS A CATCH BASIN VERSUS WHAT IS AN INLET. IT IS ASSUMED THAT ALL OF THE STRUCTURES THAT COULD BE CLASSIFIED AS SUCH ARE INLETS AND ADJUSTMENT OR RECONSTRUCTION WILL BE PAID UNDER THE ADJUSTING INLET COVERS AND RECONSTRUCTING INLETS. FOR REPLACEMENTS, REFER TO THE INDIVIDUAL BID ITEMS SHOWN IN THE PLANS AND MISCELLANEOUS QUANTITIES.
2. DETAILS SHOWN ARE OF INLETS. SAME TREATMENT APPLIES TO CATCH BASINS AND MANHOLES. NO SEPARATE DETAILS PROVIDED.
3. LOCATIONS OF STRUCTURES REFER TO CENTER OF COVER FOR MANHOLES AND CENTER OF GRATE AT THE FLOWLINE FOR INLETS.
4. GRATE AND RIM ELEVATIONS ARE ONLY PROVIDED FOR RECONSTRUCTION AND REPLACEMENTS. ASSUME STRAIGHT LINE GRADE AND FOLLOW "DETAIL OF CURB AND GUTTER AT INLETS" FOR ALL OTHERS.
5. MANHOLE ADJUSTMENTS IN ASPHALTIC PAVEMENT SHALL BE MADE AFTER THE LOWER LAYER IS PLACED.
6. WHEN A NEW COVER IS SPECIFIED, BOTH THE FRAME AND GRATE ARE INCLUDED.
7. WHERE PRESENT THE CURB BOX OPENING SHALL BE SEALED BEFORE POURING CONCRETE CURB TO PREVENT CONCRETE FROM ENTERING STRUCTURE.
8. SAWING OF EXISTING CURB AND GUTTER AND PAVEMENT SHALL BE PAID FOR AS "SAWING CONCRETE". SAWING THROUGH HMA OVERLAY IS INCIDENTAL TO THE "SAWING CONCRETE" BID ITEM.
9. EXAMPLE SHOWS TERRACE BEHIND CURB. IF SIDEWALK IS ADJACENT TO BACK OF CURB REMOVE AND REPLACE SIDEWALK AT EXISTING JOINTS. REMOVAL AND REPLACEMENT OF SIDEWALK WILL BE PAID FOR UNDER THEIR RESPECTIVE BID ITEMS
10. SOME STRUCTURES WERE NOT ABLE TO BE INSPECTED AND PROPER TREATMENT TYPE WILL BE AS DETERMINED BY THE ENGINEER IN THE FIELD.

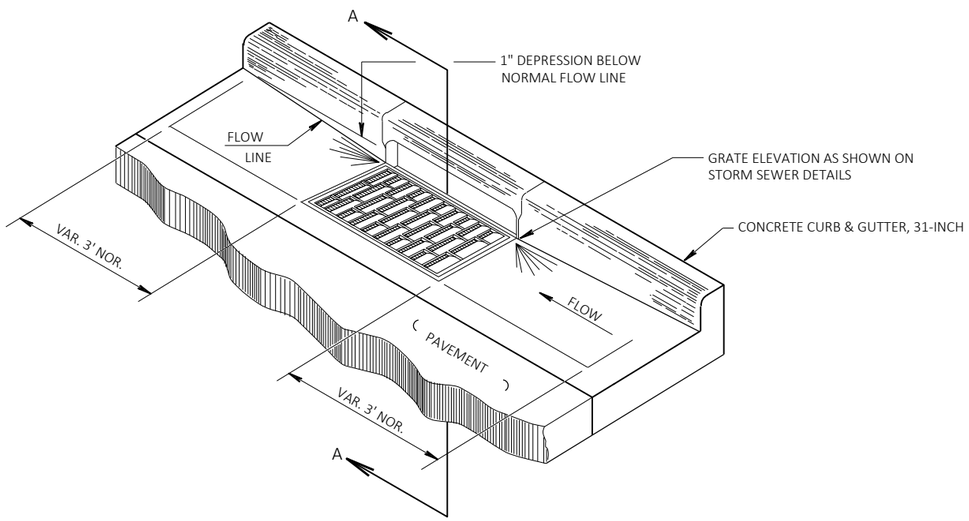
THERE ARE VARYING DEGREES OF INLET REHABILITATION SHOWN IN THE PLANS.
THE EXTENT OF REPAIRS FOR EACH ITEM IS AS FOLLOWS:

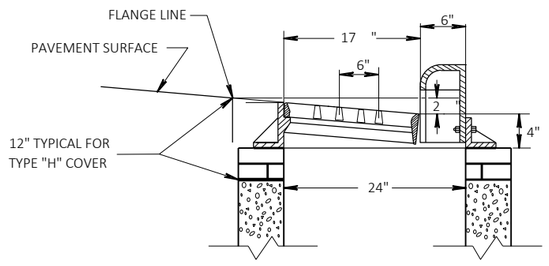
| BID ITEM | | DESCRIPTION OF WORK |
|---|---|---|
| 204.0220 | REMOVING INLETS | |
| 611.8110 | ADJUSTING MANHOLE COVERS | REHAB OR REPLACEMENT BELOW COVER (0-1 FOOT). |
| 611.8115 | ADJUSTING INLET COVERS | |
| 611.0420 | RECONSTRUCTING MANHOLES | REHAB OR REPLACEMENT OF ENTIRE CHIMNEY (1-3 FEET TYP). |
| 611.0430 | RECONSTRUCTING INLETS | REHAB REQUIRED IN AREAS TO THE FULL DEPTH OF THE STRUCTURE |
| REPLACEMENT | | PER BID ITEMS SHOWN IN THE PLANS AND MISCELLANEOUS QUANTITIES |

2



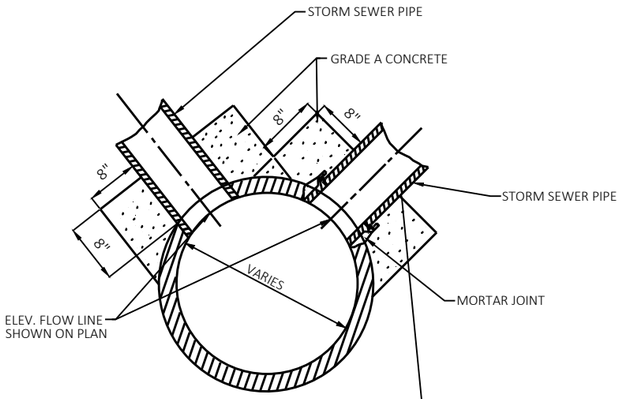

ELEVATION




SECTION A-A

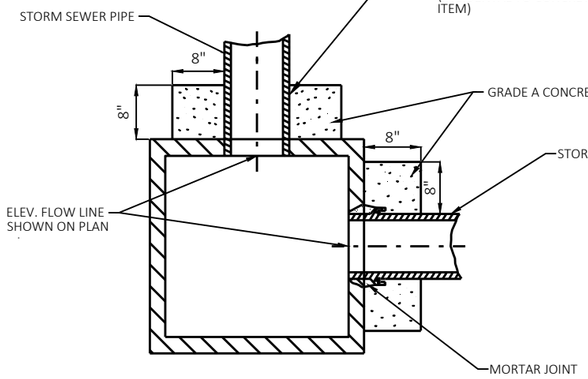
DETAIL OF CURB AND GUTTER AT INLETS
(TYPE 3-H INLET SHOWN)




AT MANHOLE

INCIDENTAL TO NEW STRUCTURE AND NEW PIPE ITEMS

CLEAN PIPE AND STRUCTURE SURFACES AND APPLY BONDING AGENT PRIOR TO INSTALLING CONCRETE COLLAR (INCIDENTAL TO CONCRETE COLLAR BID ITEM)




AT STORM SEWER INLET

INCIDENTAL TO NEW STRUCTURE AND NEW PIPE ITEMS

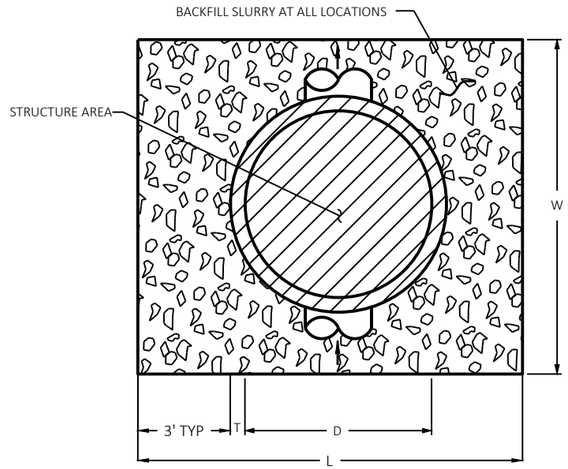
NOTE

CONCRETE COLLAR INCIDENTAL TO THE SPECIAL PROVISION "RECONNECTING STORM SEWER LATERAL" WHEN CONNECTING AN EXISTING PIPE TO A NEW STRUCTURE.

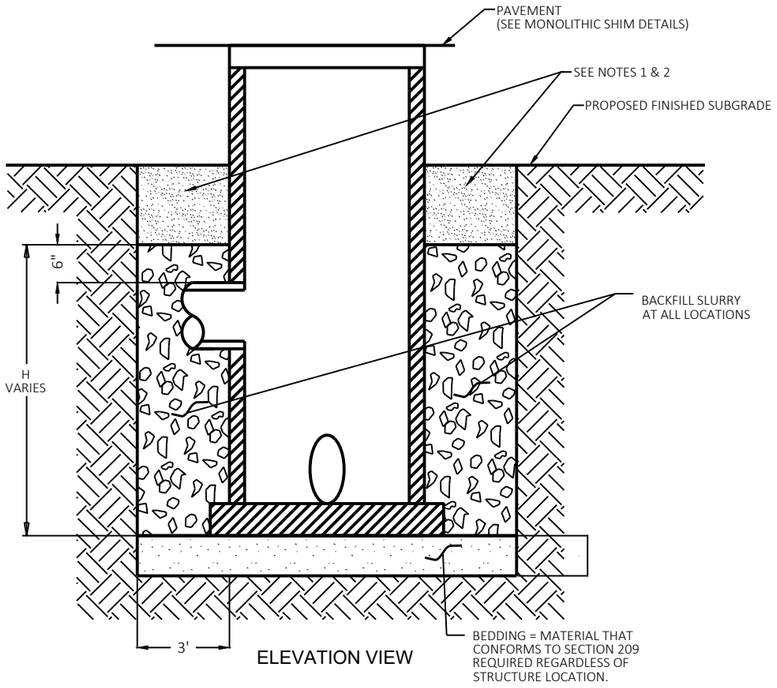
## CONCRETE COLLAR DETAIL

FOR LOCATIONS SEE MISCELLANEOUS QUANTITIES SHEETS

H = UP TO 6" ABOVE THE TOP OF THE HIGHEST PIPE IN THE STRUCTURE




PLAN VIEW




ELEVATION VIEW

NOTES

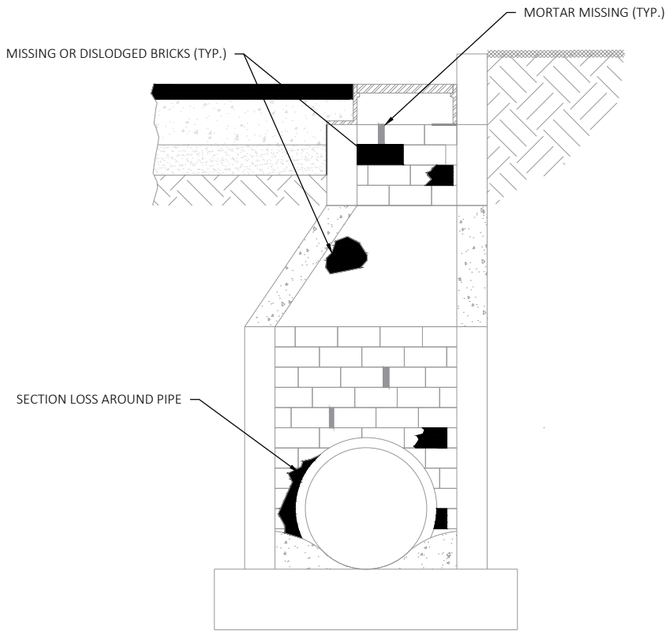
(1) IF THE STRUCTURE IS OUTSIDE THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, NATIVE BACKFILL MAY BE USED ABOVE BACKFILL SLURRY AND SHALL CONFORM TO SECTION 209.

(2) IF THE STRUCTURE IS WITHIN THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, BACKFILL ABOVE BACKFILL SLURRY SHALL CONFORM TO SECTION 209.

(3) WHEN TEMPORARY SUBGRADE IS HIGHER THAN PROPOSED FINISHED SUBGRADE, PROVIDE GRANULAR BACKFILL AT ALL LOCATIONS. COST FOR GRANULAR BACKFILL IS CONSIDERED INCIDENTAL TO CONSTRUCTION.

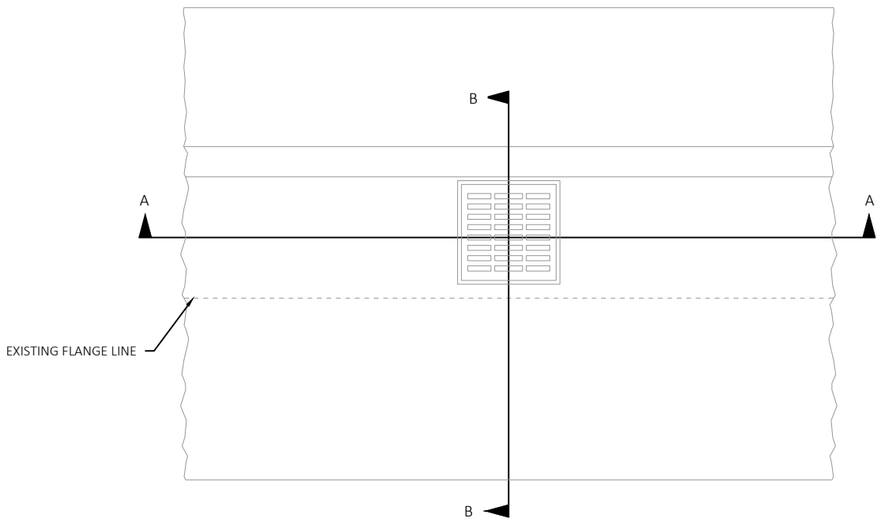
(4) BACKFILL SLURRY IS CONSIDERED INCIDENTAL TO DRAINAGE STRUCTURES. NO SEPARATE PAYMENTS WILL BE MADE.

## BACKFILL SLURRY DETAIL - STORM SEWER STRUCTURES

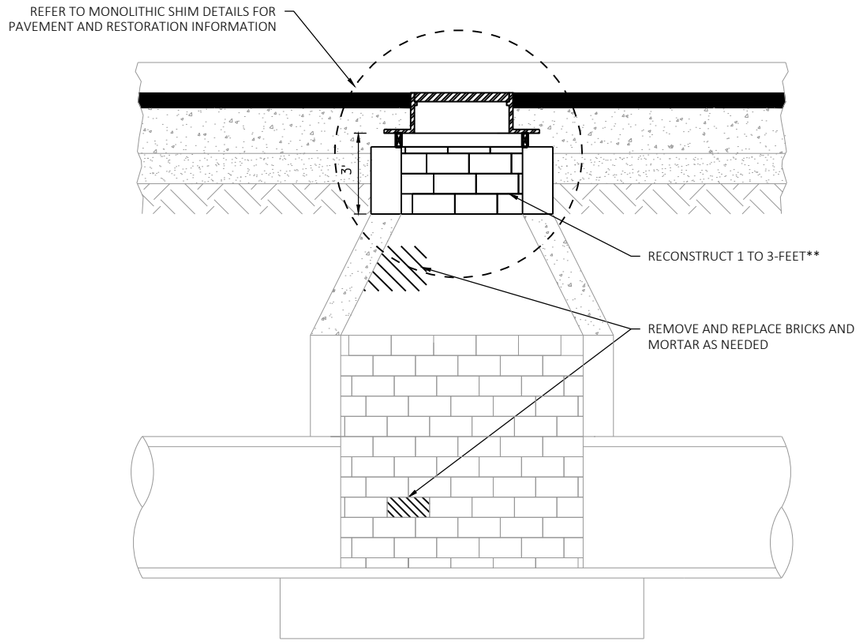



EXISTING DRAINAGE STRUCTURE
SECTION B-B

STRUCTURE DETAILS ARE INTENDED TO SHOW GENERAL CONDITION AND IS NOT AN EXACT REPRESENTATION OF EVERY STRUCTURE.




PLAN VIEW




PROPOSED DRAINAGE STRUCTURE
SECTION A-A

RECONSTRUCTING INLETS

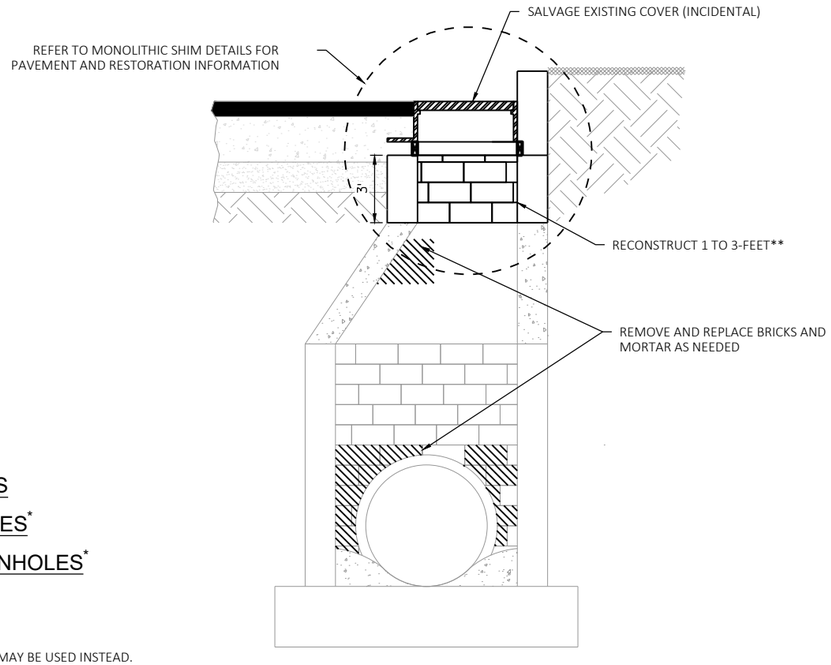
RECONSTRUCTING MANHOLES*

RECONSTRUCTING SANITARY MANHOLES*

NOT TO SCALE

*INLET SHOWN, MANHOLE SIMILAR

**IF THE STRUCTURE IS PRECAST, A RISER SECTION MAY BE USED INSTEAD.

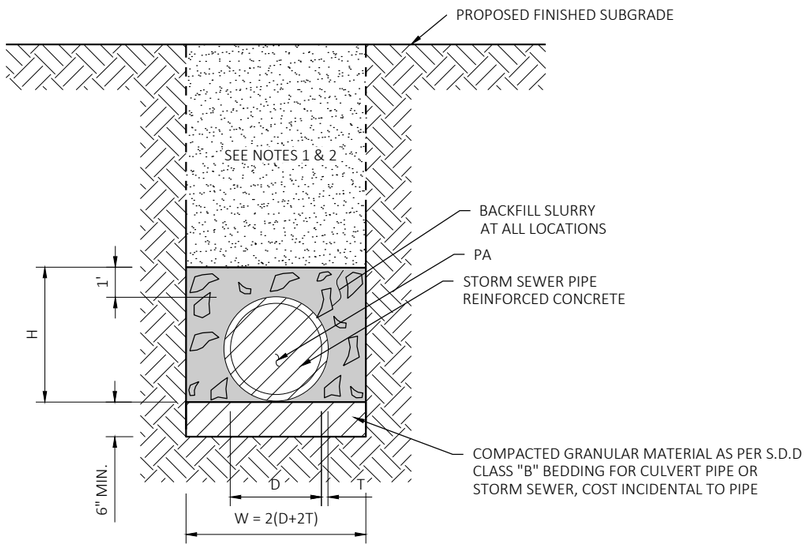



PROPOSED DRAINAGE STRUCTURE
SECTION B-B

BACKFILL SLURRY TRENCHES (FOR INFORMATION ONLY)

| PIPE DIAMETER D INCHES | WALL THICKNESS T INCHES | TRENCH WIDTH W FT | HEIGHT OF PIPE ZONE (FROM PIPE BOTTOM TO 1' ABOVE TOP OF PIPE) H FT | AREA OF PIPE ZONE SF | AREA OF PIPE PA SF | BACKFILL SLURRY AREA SF |
|---|---|---|---|---|---|---|
| 12 | 2.00 | 2.67 | 2.33 | 6.22 | 1.40 | 4.83 |
| 15 | 2.25 | 3.25 | 2.63 | 8.53 | 2.07 | 6.46 |
| 18 | 2.50 | 3.83 | 2.92 | 11.18 | 2.88 | 8.30 |
| 24 | 3.00 | 5.00 | 3.50 | 17.50 | 4.91 | 12.59 |
| 30 | 3.50 | 6.17 | 4.08 | 25.18 | 7.46 | 17.72 |
| 36 | 4.00 | 7.33 | 4.67 | 34.22 | 10.55 | 23.67 |
| 42 | 4.50 | 8.50 | 5.25 | 44.63 | 14.18 | 30.45 |
| 48 | 5.00 | 9.67 | 5.83 | 56.39 | 18.34 | 38.05 |
| 54 | 6.25 | 11.08 | 6.54 | 72.50 | 24.11 | 48.40 |
| 60 | 6.75 | 12.25 | 7.13 | 87.28 | 29.45 | 57.83 |
| 66 | 7.25 | 13.42 | 7.71 | 103.42 | 35.33 | 68.09 |

BACKFILL SLURRY VOLUME (CUBIC YARDS) = $\frac{\text{(PIPE ZONE AREA - PIPE AREA) X PIPE PLAN LENGTH}}{27}$




BACKFILL SLURRY DETAIL - STORM SEWER PIPE

NOTES

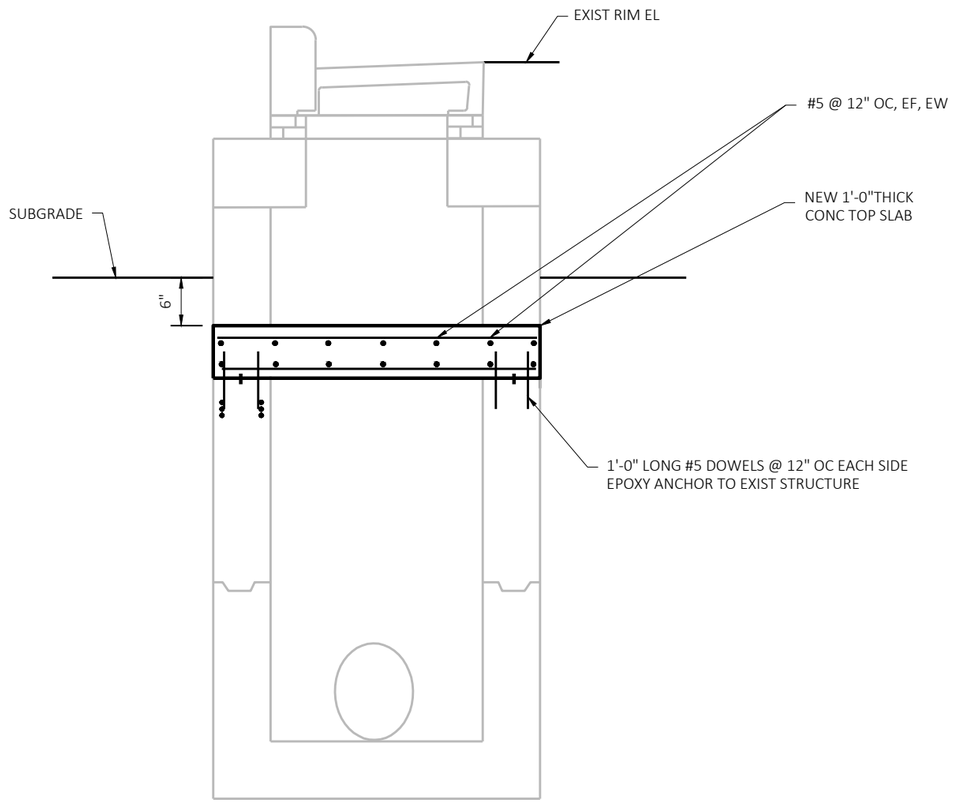
(1) IF THE PIPE IS OUTSIDE THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, NATIVE BACKFILL MAY BE USED ABOVE BACKFILL AND SHALL CONFORM TO SECTION 209.

(2) IF THE PIPE IS WITHIN THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, BACKFILL ABOVE BACKFILL SLURRY SHALL CONFORM TO SECTION 209.

(3) BACKFILL SLURRY IS CONSIDERED INCIDENTAL TO DRAINAGE PIPE. NO SEPARATE PAYMENTS WILL BE MADE.

(4) WHEN TEMPORARY SUBGRADE IS HIGHER THAN PROPOSED FINISHED GRADE, PROVIDE GRANULAR BACKFILL AT ALL LOCATIONS. COST FOR GRANULAR BACKFILL IS CONSIDERED INCIDENTAL TO CONSTRUCTION.

(5) H = UP TO 1' ABOVE THE TOP OF THE HIGHEST PIPE IN THE STRUCTURE.




SECTION

REMOVE AND CAP EXISTING DRAINAGE STRUCTURE

2

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.

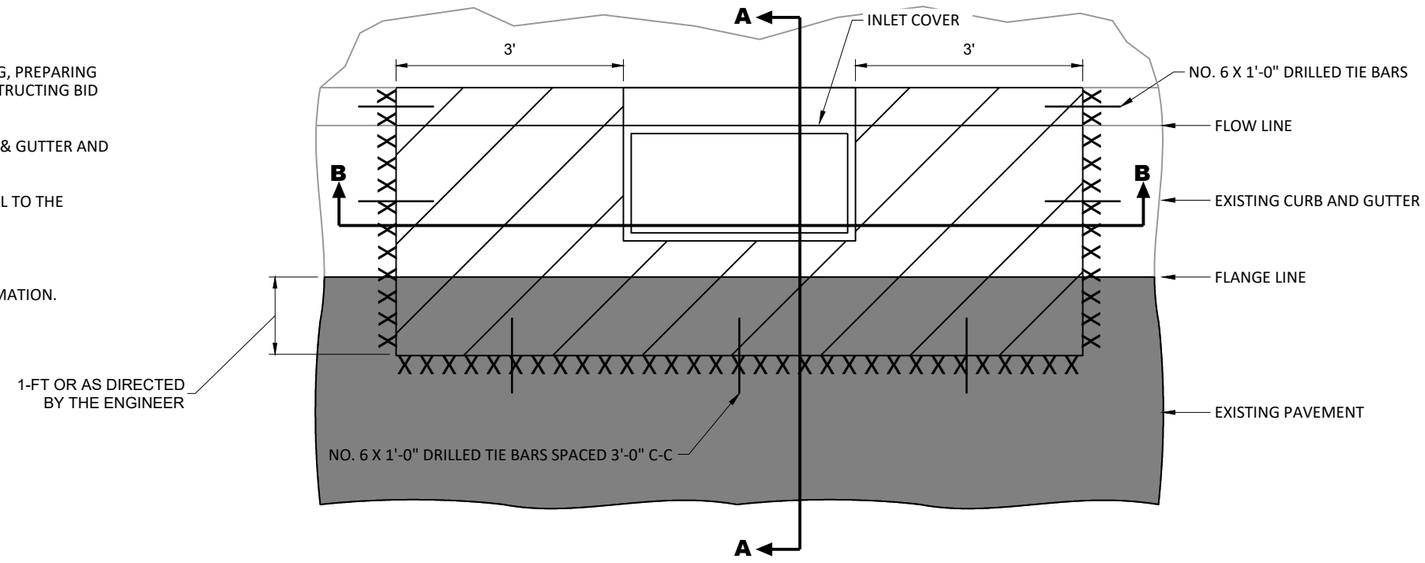
PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

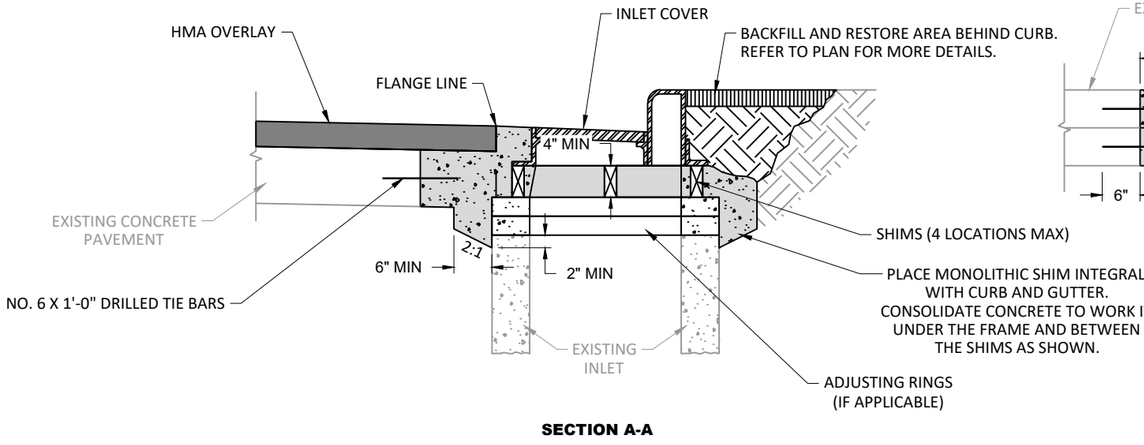
X X X SAWING CONCRETE

REMOVING CURB & GUTTER AND PAVEMENT

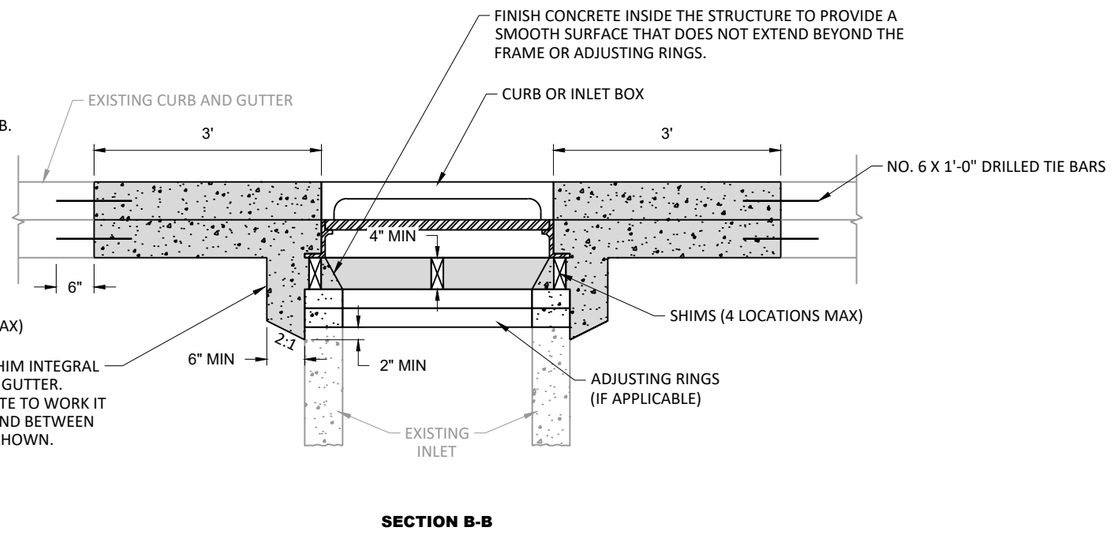
MONOLITHIC CONCRETE




**PLAN VIEW**




**SECTION A-A**




**SECTION B-B**

# ADJUSTING / RECONSTRUCTING CATCH BASINS & INLETS - MONOLITHIC SHIM

2

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.

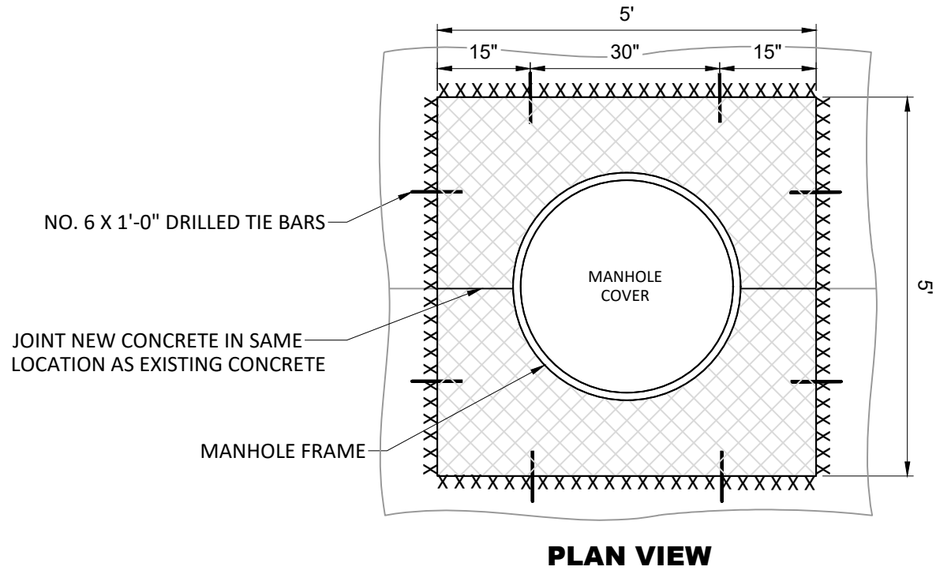
*SAWCUT WILL ONLY BE PAID ONCE. REMOVE ASPHALT SURFACE PATCHING MATERIAL TO THE ORIGINAL SAWCUT LIMITS.

XXX SAWING CONCRETE

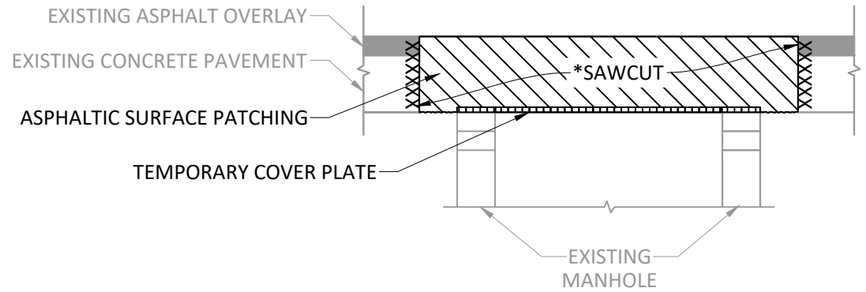
REMOVING PAVEMENT
(INCIDENTAL TO ADJUSTING / RECOSNTRUCTING BID ITEMS)

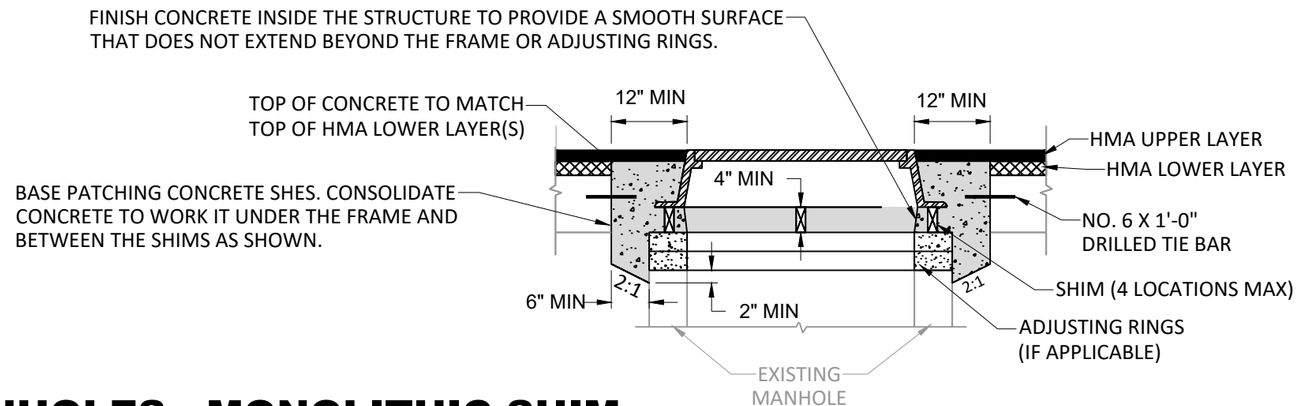
ASPHALTIC SURFACE PATCHING

MONOLITHIC CONCRETE

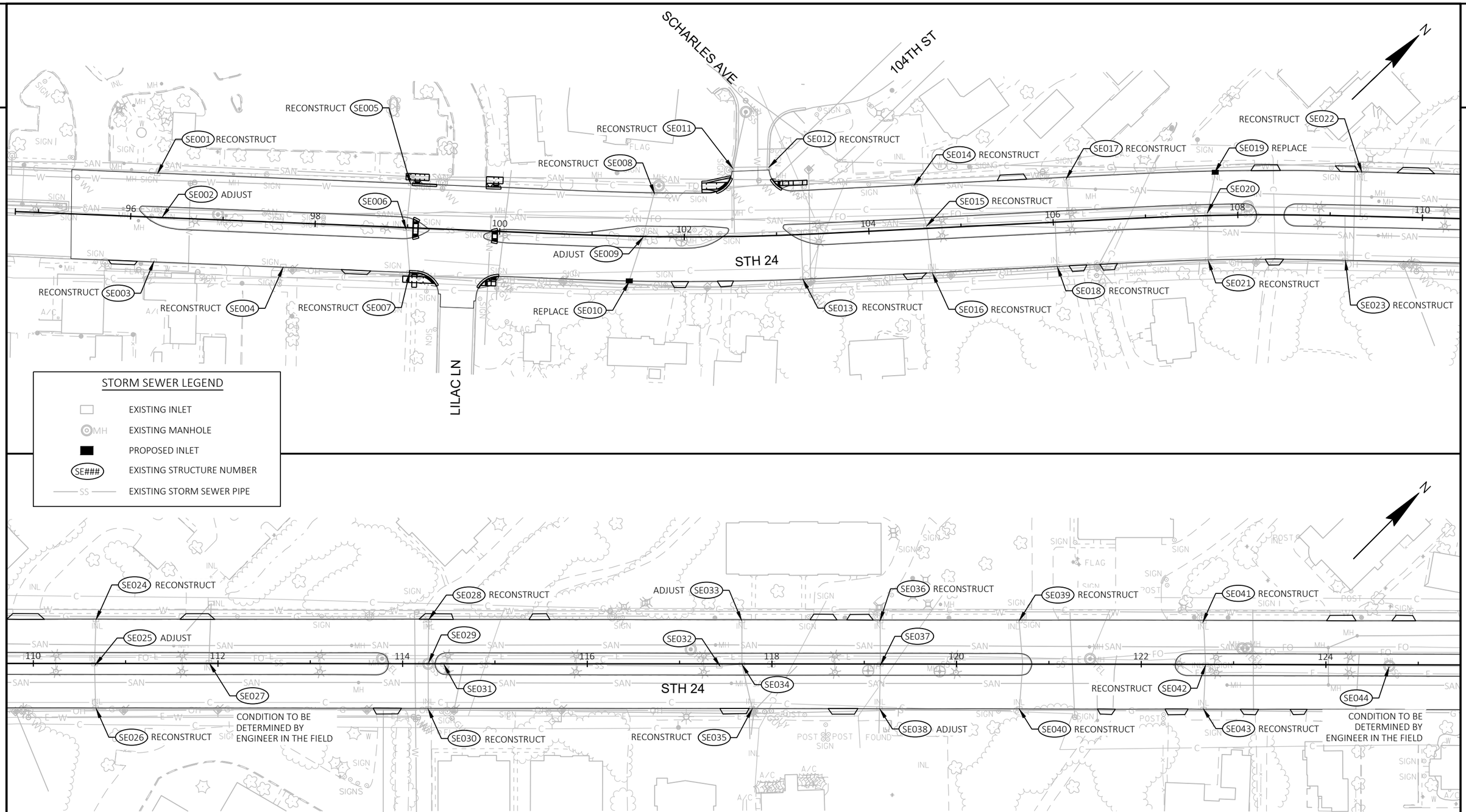



**PLAN VIEW**




# ADJUSTING / RECONSTRUCTING MANHOLES - MONOLITHIC SHIM




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STORM SEWER PLAN | SHEET 236 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_ss
PLOT DATE : 4/9/2024 7:59 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GRANGE AVE

RIDGE RD

STH 24

RECONSTRUCT SE045

SE047

SE051 RECONSTRUCT

SE052 CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

RECONSTRUCT SE055

RECONSTRUCT SE058

RECONSTRUCT SE061

RECONSTRUCT SE046

RECONSTRUCT SE049

SE048 RECONSTRUCT

SE056

SE059

SE062

SE050 RECONSTRUCT

STA 127+91, 48.2' RT
INLETS 3-S
S050A

SE053 ADJUST

REPLACE SE054

RECONSTRUCT SE057

RECONSTRUCT SE060

RECONSTRUCT SE063

126 128 130 132 134 136 138 140

800 795 790

S050A SE050

795.83 795.63

CONCRETE COLLAR

792.38 791.38

SSPRC CLASS III 12-INCH @ 1.99%

EDGERTON AVE

RECONSTRUCT SE064

SE065

RECONSTRUCT SE067

SE068

SE070 RECONSTRUCT

ADJUST SE074

SE073 ADJUST

SE078 RECONSTRUCT

STH 24

S075A STA 151+19, 0.6' LT
MANHOLES 5-FT
INLET COVERS TYPE B

SE075 RECONSTRUCT

SE079

RECONSTRUCT SE066

SE071

SE080

SE069 ADJUST

SE072 RECONSTRUCT

REPLACE SE076

SE077 RECONSTRUCT

KELLY PL

140 142 144 146 148 150 152 154

745 740 735

S075A

744.21

EXISTING 30" PIPE

737.24 737.24

STORM SEWER LEGEND

- EXISTING INLET
- EXISTING MANHOLE
- PROPOSED INLET
- SE### EXISTING STRUCTURE NUMBER
- S### PROPOSED STRUCTURE NUMBER
- SS EXISTING STORM SEWER PIPE
- PROPOSED STORM SEWER PIPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STORM SEWER PLAN | SHEET 237 E |
|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022502_ss

PLOT DATE : 4/9/2024 8:27 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT

## STORM SEWER LEGEND

- EXISTING INLET
- MH — EXISTING MANHOLE
- PROPOSED INLET
- SE### — EXISTING STRUCTURE NUMBER
- SS — EXISTING STORM SEWER PIPE

2

ROOT RIVER PKWY

ROOT RIVER

92ND ST

RECONSTRUCT SE081

REPLACE GRATE SE085
CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

RECONSTRUCT SE084

SE086 REPLACE GRATE
CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

SE091

SE094 RECONSTRUCT

SE096 RECONSTRUCT

SE098 ADJUST

ADJUST SE092

ADJUST SE099

SE087

156 158 160 162 164 166 168 170

STH 24

SE082 ADJUST

SE093A

SE093B

SE095 RECONSTRUCT

SE097 RECONSTRUCT

SE100 ADJUST

RECONSTRUCT SE088

REPLACE GRATE SE089
CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

SE090 REPLACE GRATE
CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

ADJUST SE083

92ND ST

ROOT RIVER PKWY

EDGERTON AVE

N

2

ORCHARD CT

WOODLAWN PL

SE101 REPLACE

RECONSTRUCT SE104

SE105

SE108 REPLACE

SE111 ADJUST

SE114 ADJUST

ADJUST SE102

SE106

SE109 ADJUST

SE112

SE115

170 172 174 176 178 180 182 184

STH 24

REPLACE SE103

RECONSTRUCT SE107

SE110 RECONSTRUCT

SE113 RECONSTRUCT

SE116
CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

N

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STORM SEWER PLAN | SHEET 238 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022503_ss

PLOT DATE : 4/9/2024 8:29 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

87TH ST

84TH ST

STH 24

FOREST HOME AVENUE SERVICE ROAD

LAYTON AVE

ADJUST SE117

ADJUST SE120

RECONSTRUCT SE123

RECONSTRUCT SE126

RECONSTRUCT SE118

ADJUST SE121

SE125

SE128 RECONSTRUCT

SE127

SE129

ADJUST SE119

RECONSTRUCT SE122

ADJUST SE124

SE129A RECONSTRUCT

SE129B ADJUST

RECONSTRUCT SE130

SE137

ADJUST SE138

SE139 ADJUST

SE131 RECONSTRUCT

SE140 ADJUST

SE145 RECONSTRUCT

SE148 ADJUST

SE149 ADJUST

SE160 ADJUST

SE159 ROTATE GRATE TO SW

RECONSTRUCT SE162

CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD SE162A

RECONSTRUCT SE161

RECONSTRUCT SE163

SE132

ADJUST SE141

ADJUST SE146

SE150

SE158

SE164

RECONSTRUCT SE136

REPLACE SE135

SE134 ADJUST

ADJUST SE142

SE144 RECONSTRUCT

SE143 ADJUST

SE147 ADJUST

SE151

RECONSTRUCT SE157

SE156

RECONSTRUCT SE165

SE155 ADJUST

SE151A RECONSTRUCT

SE166

SE167 RECONSTRUCT

RECONSTRUCT SE133

RECONSTRUCT SE152

SE153 RECONSTRUCT

SE154 RECONSTRUCT

SE168 CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

SE169 CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

186 188 190 192 194 196 198 200 202 204 206 208 210 212 214

## STORM SEWER LEGEND

- EXISTING INLET
- MH EXISTING MANHOLE
- PROPOSED INLET
- SE### EXISTING STRUCTURE NUMBER
- SS EXISTING STORM SEWER PIPE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STORM SEWER PLAN | SHEET 239 | E |
|---|---|---|---|---|---|

2

2

FOREST HOME AVE

STH 24

IH 41/IH 43/IH 894

76TH ST

SE170

SE171

SE172 CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

SE173

SE174 ADJUST

ADJUST SE176

SE175

SE177

SE178 REPLACE

RECONSTRUCT SE179

SE180

SE181 REPLACE

ADJUST SE182

SE183

SE184 ADJUST

ADJUST, ROTATE GRATE TO NE SE186

SE185

ROTATE GRATE TO NE SE187

RECONSTRUCT SE190

SE188 CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

RECONSTRUCT SE191

CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD SE189

216 218 220 222 224 226 228 230

## STORM SEWER LEGEND

- EXISTING INLET
- MH EXISTING MANHOLE
- PROPOSED INLET
- SE### EXISTING STRUCTURE NUMBER
- S### PROPOSED STRUCTURE NUMBER
- SS EXISTING STORM SEWER PIPE
- PROPOSED STORM SEWER PIPE

FOREST HOME AVE

SE198

ADJUST SE199

SE200 ADJUST

SE201 RECONSTRUCT, ROTATE GRATE TO N

SE207

SE208 ADJUST

SE209 RECONSTRUCT

SE206 RECONSTRUCT

SE202 ADJUST

SE203 CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

SE203

SE204 ADJUST

SE205 RECONSTRUCT

REPLACE SE210

SE211 REPLACE

SE212 RECONSTRUCT

SE213 REPLACE

RECONSTRUCT SE214

RECONSTRUCT SE217

SE215

SE216 ADJUST

SE218 RECONSTRUCT

RECONSTRUCT SE219

ADJUST SE222

SE221 ADJUST

SE220 RECONSTRUCT

RECONSTRUCT SE223

RECONSTRUCT SE224

SE223B CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD

SE225 REPLACE

RECONSTRUCT SE194

ADJUST SE195

ADJUST, ROTATE GRATE TO NE SE192

SE196 ADJUST

RECONSTRUCT SE193

CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD SE193B

CONDITION TO BE DETERMINED BY ENGINEER IN THE FIELD SE193A

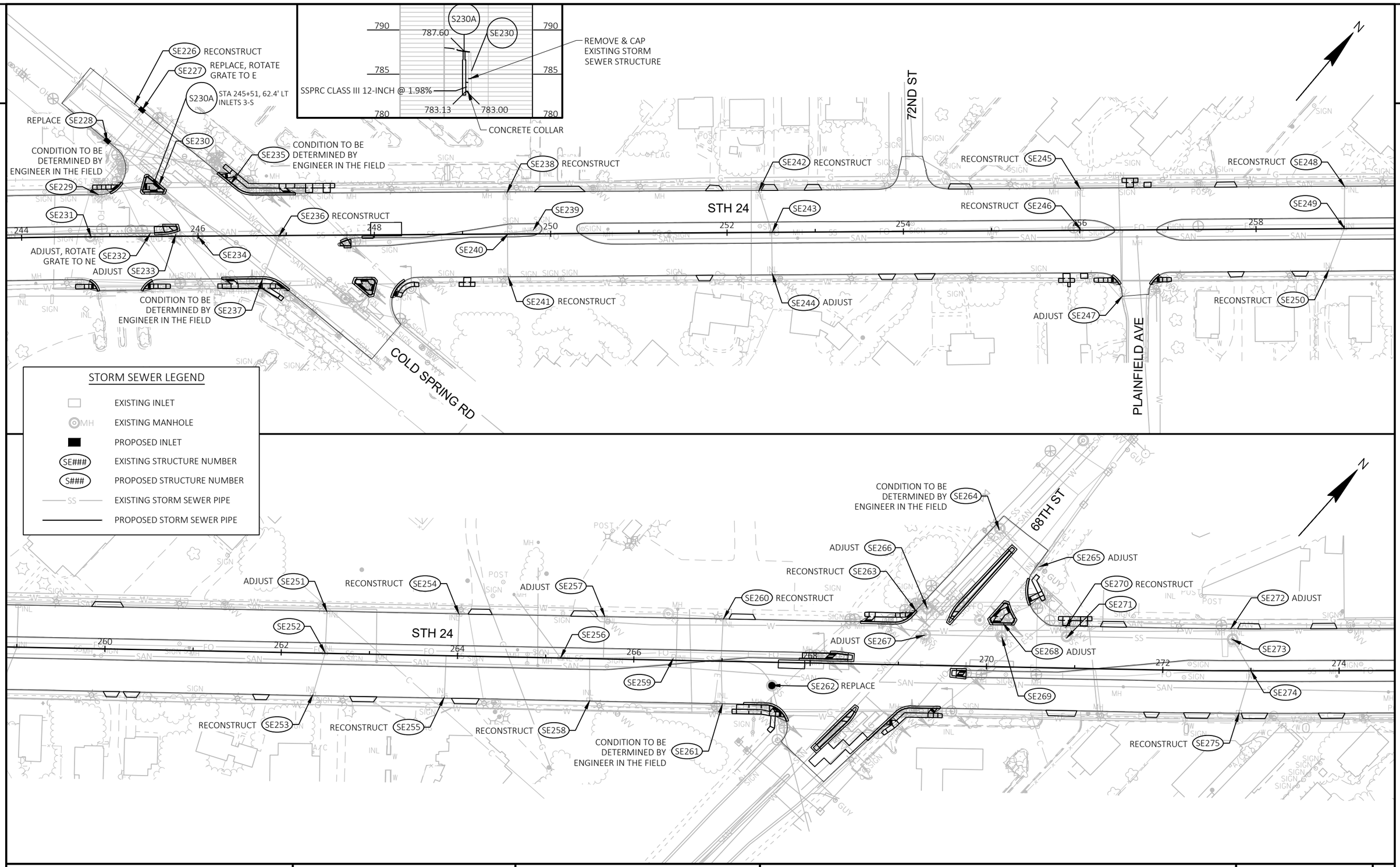
SE197 ADJUST

76TH ST

GREEN RIDGE CIR

230 232 234 236 238 240 242 244

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STORM SEWER PLAN | SHEET 240 | E |
|---|---|---|---|---|---|




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STORM SEWER PLAN | SHEET 241 | E |
|---|---|---|---|---|---|

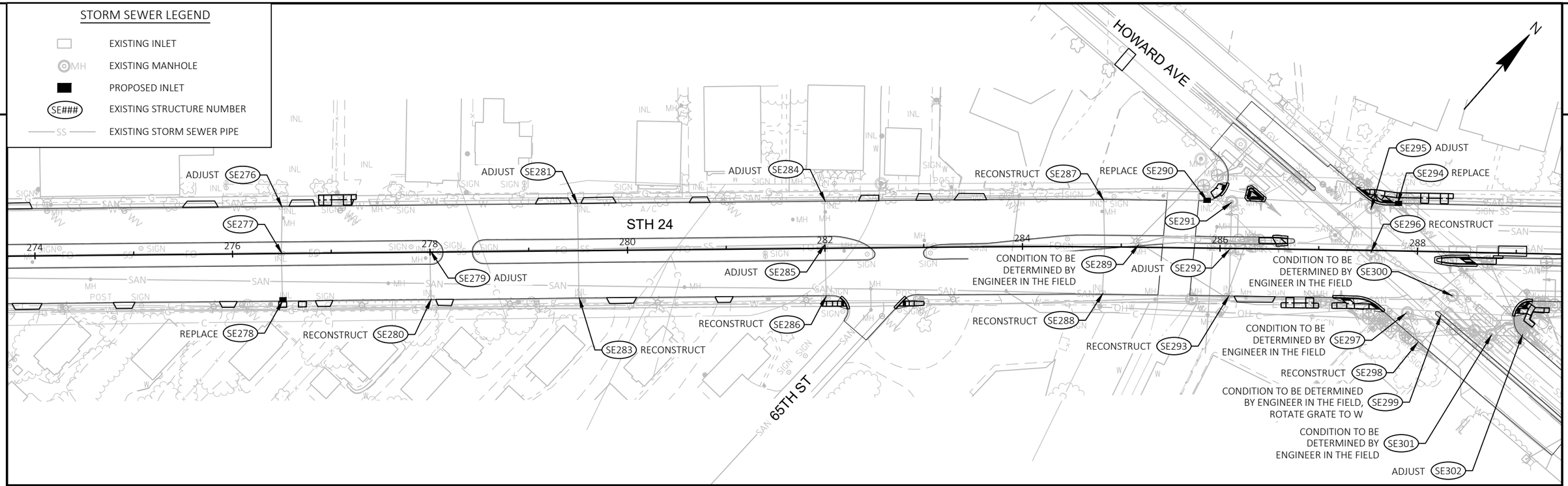
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022506_ss

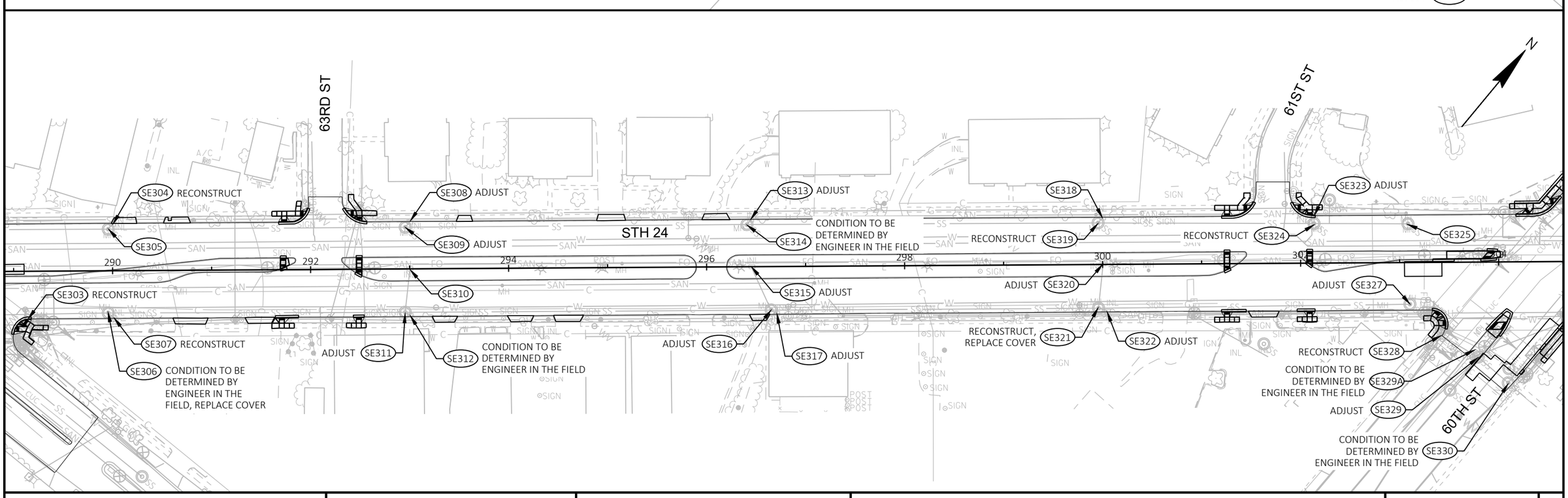
PLOT DATE : 4/9/2024 8:35 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

## STORM SEWER LEGEND

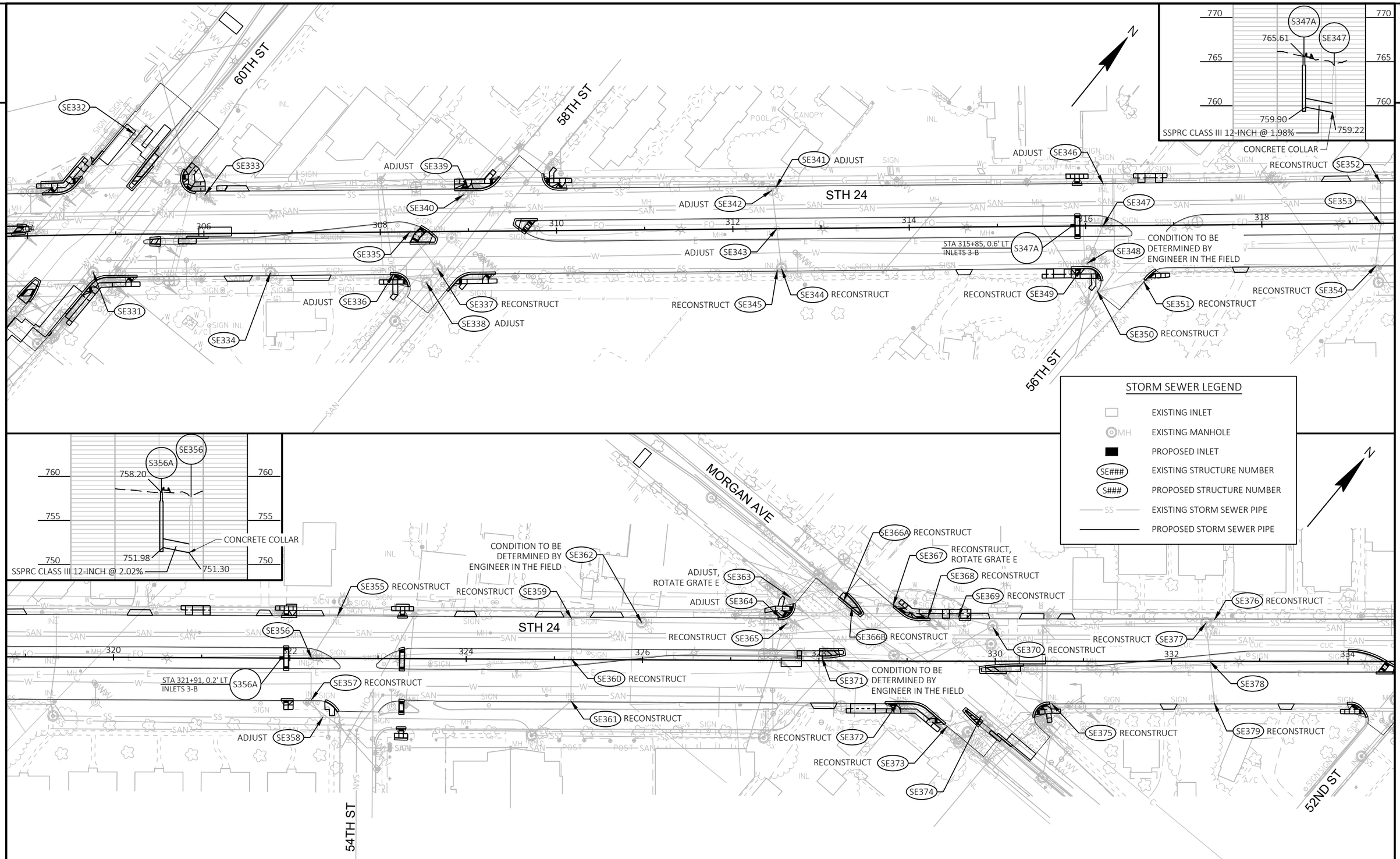
- EXISTING INLET
- MH — EXISTING MANHOLE
- PROPOSED INLET
- SE### — EXISTING STRUCTURE NUMBER
- SS — EXISTING STORM SEWER PIPE



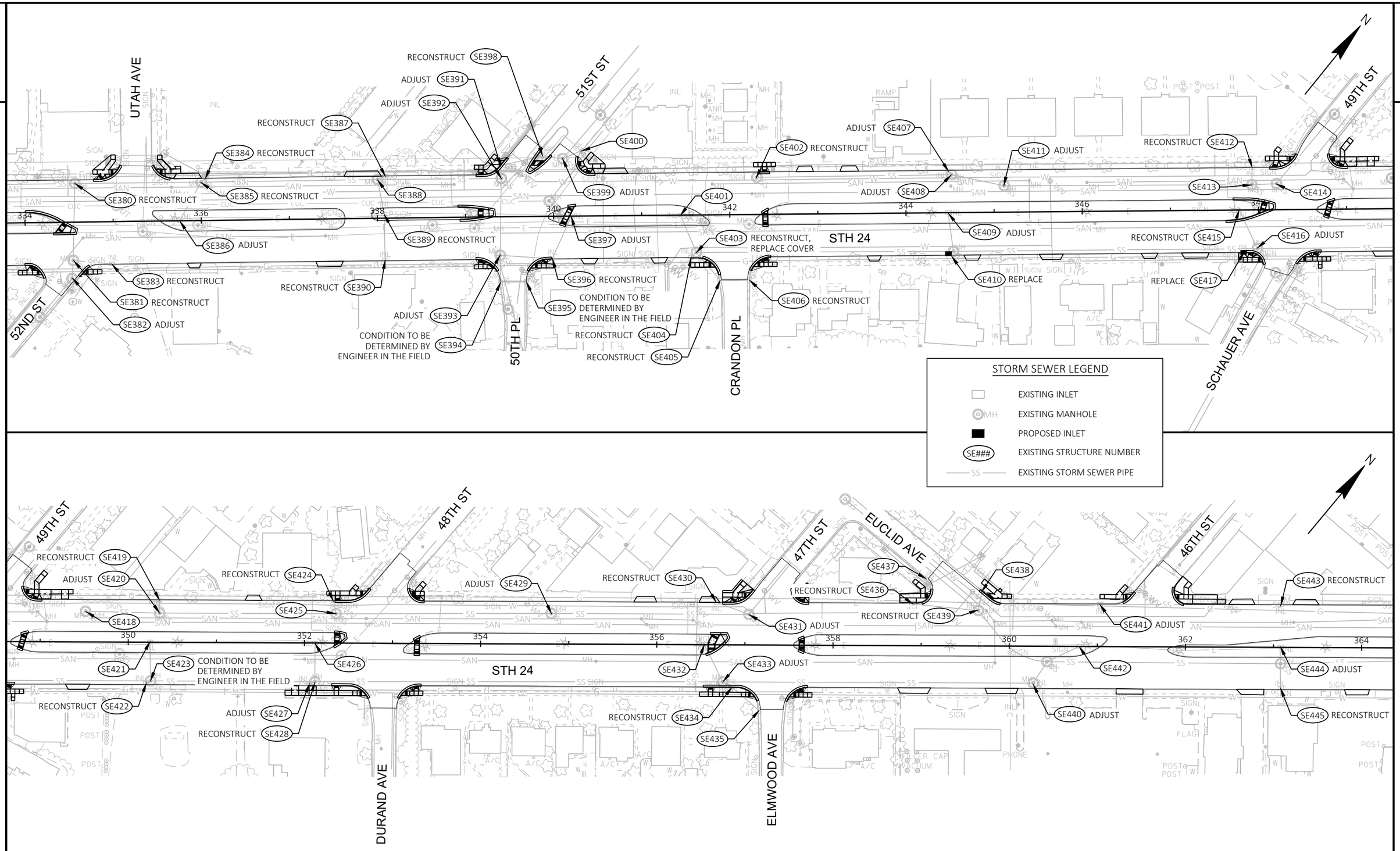

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STORM SEWER PLAN | SHEET 242 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022507_ss
PLOT DATE : 4/9/2024 8:36 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STORM SEWER PLAN | SHEET 243 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022508_ss
PLOT DATE : 4/9/2024 8:39 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

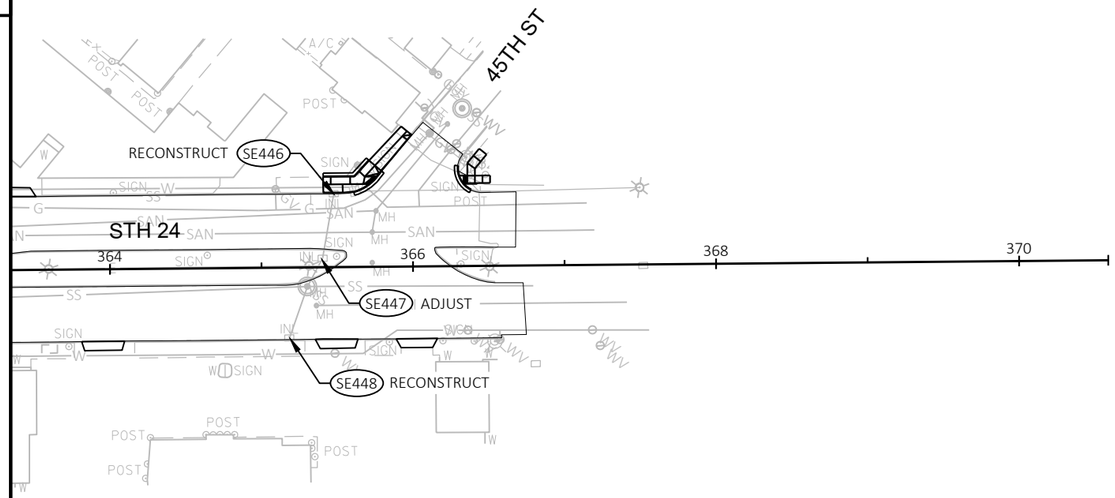



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STORM SEWER PLAN | SHEET 244 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022509_ss

PLOT DATE : 4/9/2024 8:40 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



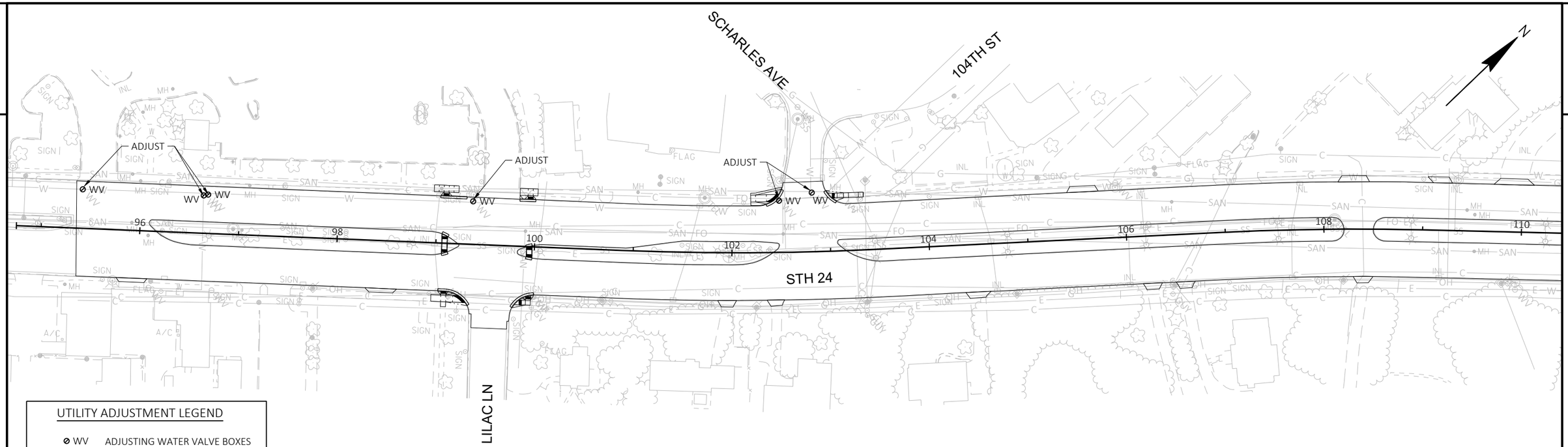

STORM SEWER LEGEND

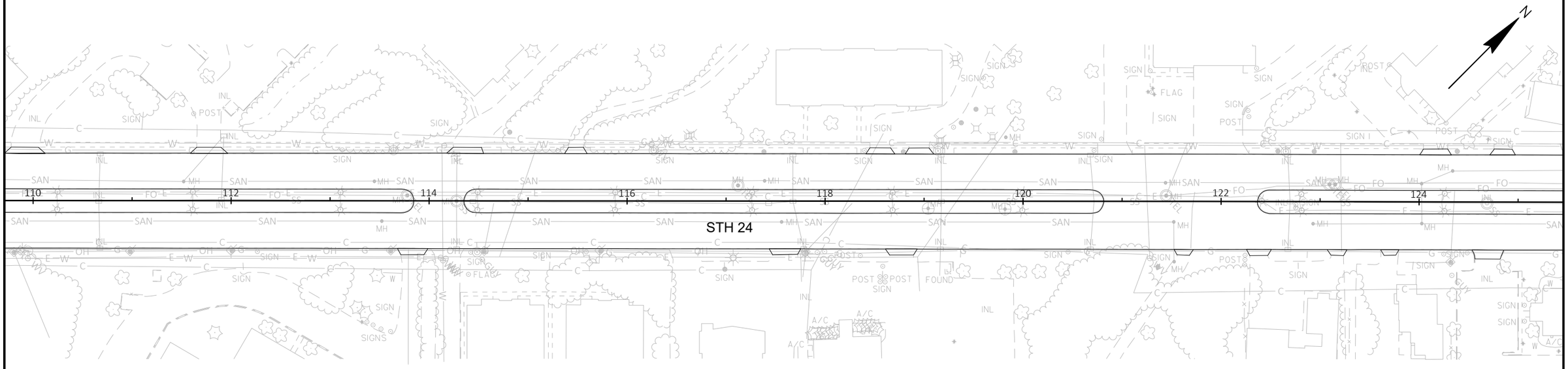
- EXISTING INLET
- MH EXISTING MANHOLE
- PROPOSED INLET
- SE### EXISTING STRUCTURE NUMBER
- SS EXISTING STORM SEWER PIPE

2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STORM SEWER PLAN | SHEET 245 | E |
|---|---|---|---|---|---|

2



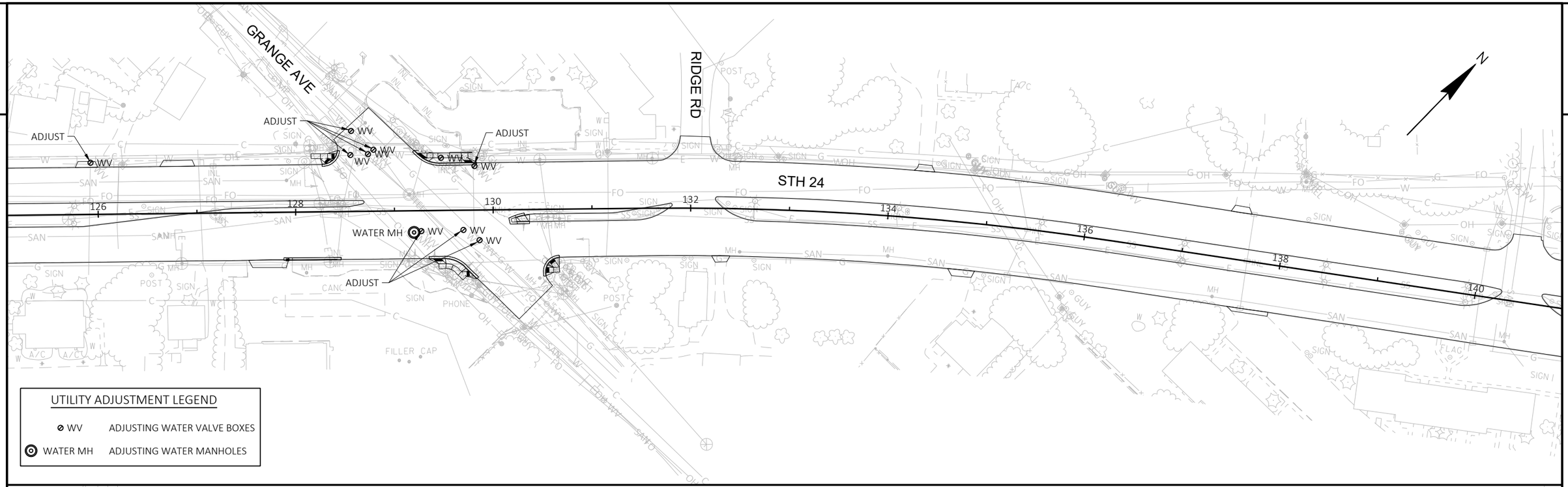



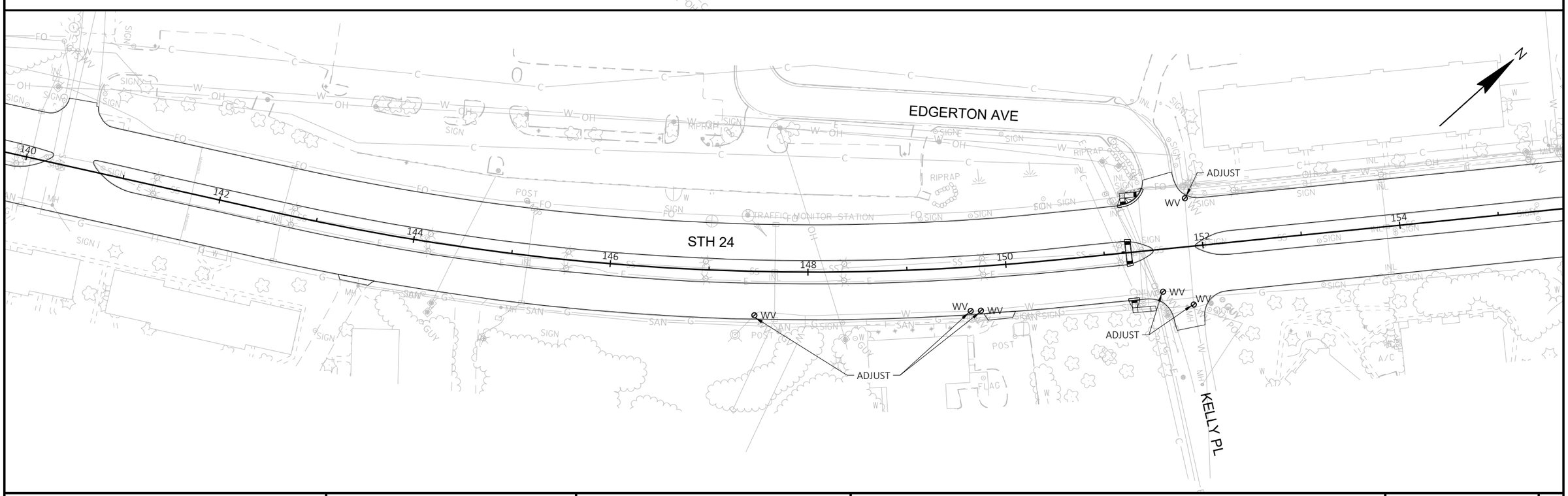

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | UTILITY PLAN - ADJUSTMENTS | SHEET 246 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 022501_ss

PLOT DATE : 4/5/2024 11:00 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



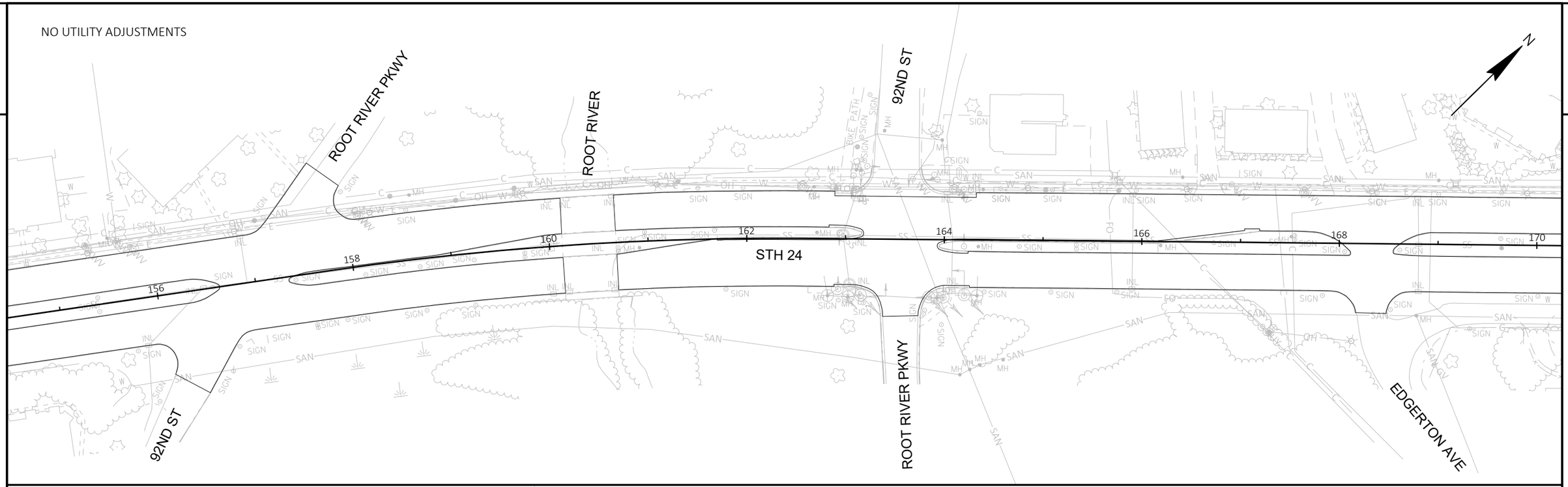




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | UTILITY PLAN - ADJUSTMENTS | SHEET 247 | E |
|---|---|---|---|---|---|

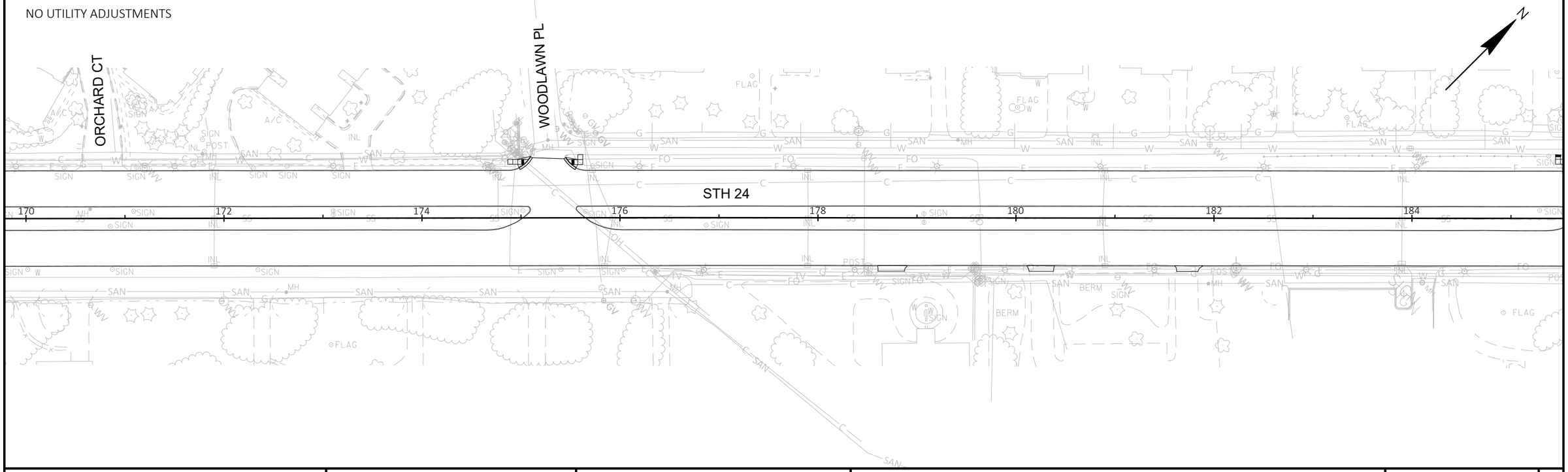
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 022502_ss

PLOT DATE : 4/5/2024 12:41 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT

NO UTILITY ADJUSTMENTS




NO UTILITY ADJUSTMENTS




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | UTILITY PLAN - ADJUSTMENTS | SHEET 248 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 022503_ss

PLOT DATE : 4/5/2024 12:44 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

87TH ST

84TH ST

STH 24

FOREST HOME AVENUE SERVICE ROAD

LAYTON AVE

ADJUST

WV

SAN MH

186 188 190 192 194 196 198 200 202 204 206 208 210 212 214

N

UTILITY ADJUSTMENT LEGEND

| | |
|---|---|
| WV | ADJUSTING WATER VALVE BOXES |
| SAN MH | SANITARY MANHOLE SEALS, GREENFIELD |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | UTILITY PLAN - ADJUSTMENTS | SHEET 249 E |

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 022504_ss

PLOT DATE : 4/5/2024 12:49 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

FOREST HOME AVE

STH 24

IH 41/IH 43/IH 894

76TH ST

216 218 220 222 224 226 228 230

UTILITY ADJUSTMENT LEGEND

| | |
|---|---|
| WV | ADJUSTING WATER VALVE BOXES |
| SAN MH | SANITARY MANHOLE SEALS, GREENFIELD |

ADJUST

SAN MH

WV

WV

ADJUST

SAN MH

FOREST HOME AVE

STH 24

230 232 234 236 238 240 242 244

SAN MH

76TH ST

GREEN RIDGE CIR

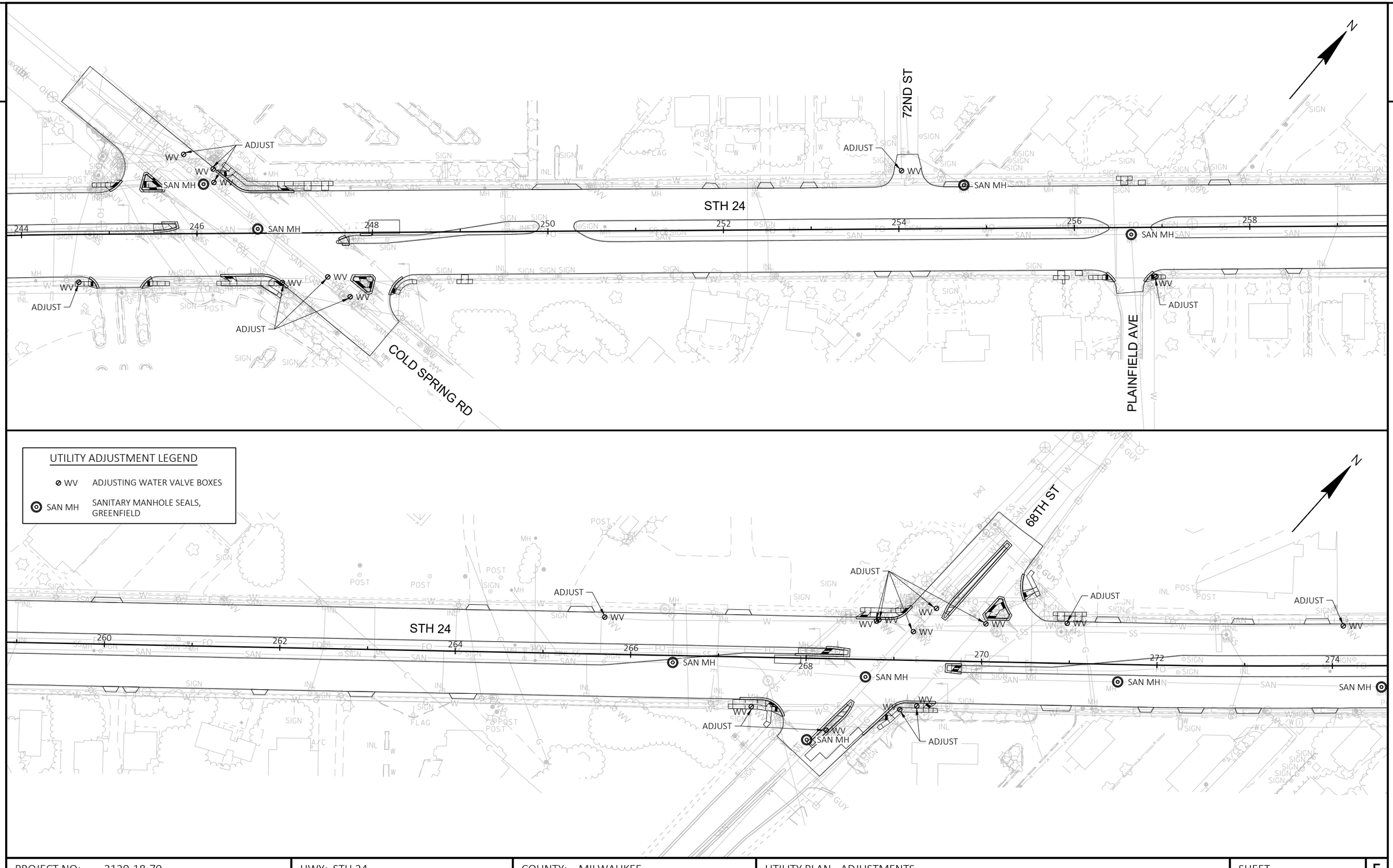
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | UTILITY PLAN - ADJUSTMENTS | SHEET 250 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 022505_ss

PLOT DATE : 4/5/2024 12:56 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

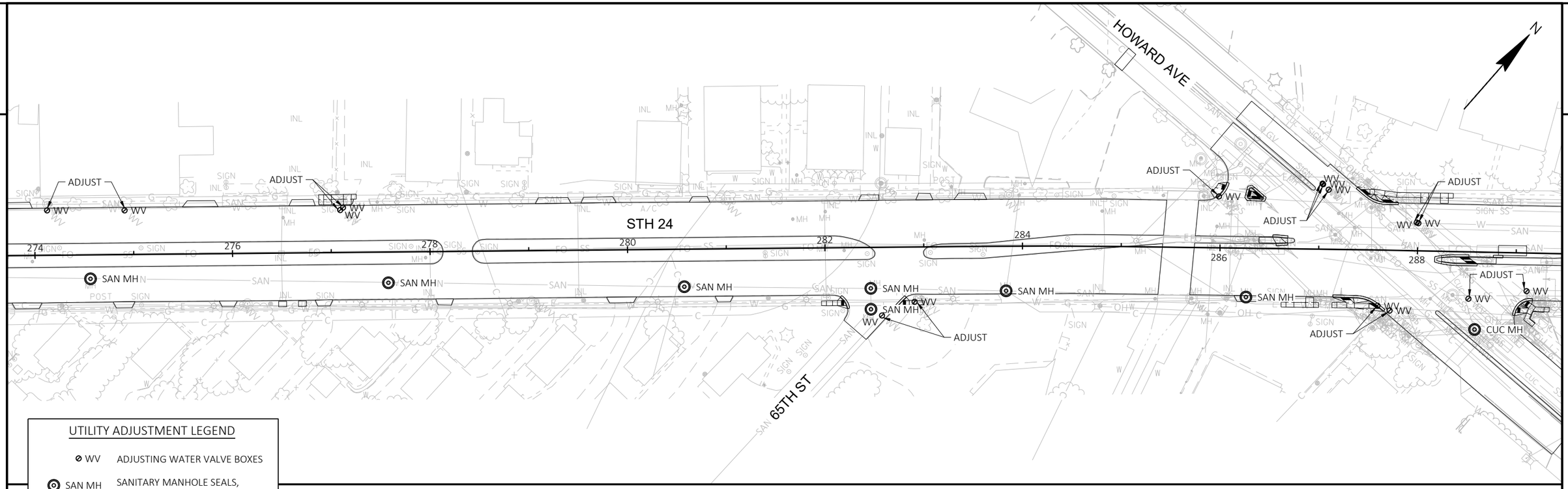



UTILITY ADJUSTMENT LEGEND

| | |
|---|---|
| WV | ADJUSTING WATER VALVE BOXES |
| SAN MH | SANITARY MANHOLE SEALS, GREENFIELD |

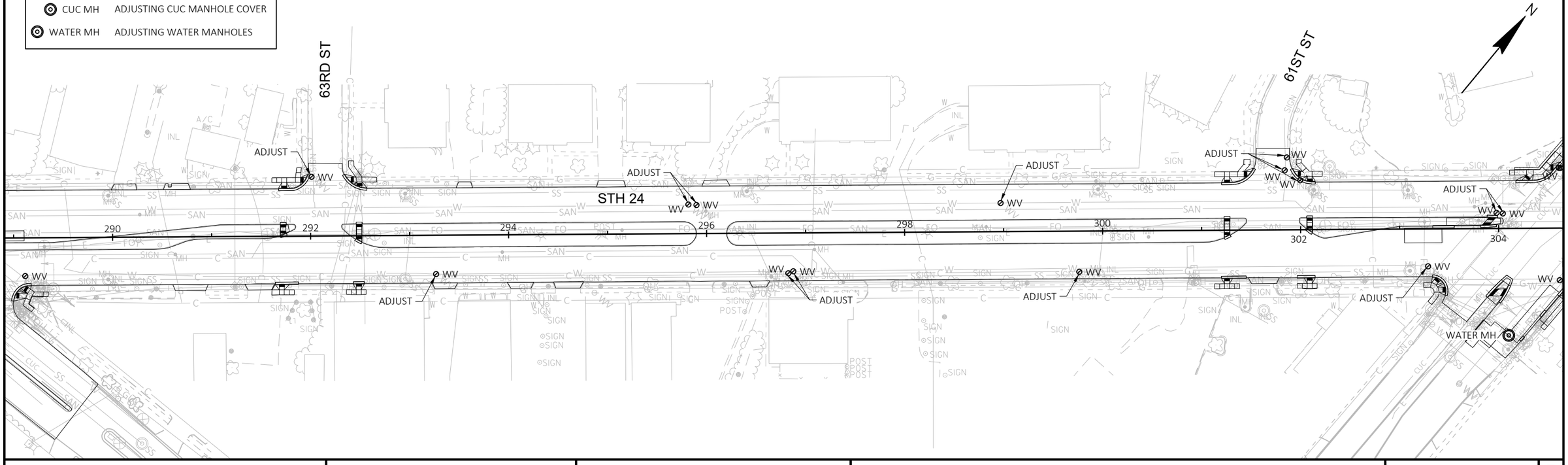
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | UTILITY PLAN - ADJUSTMENTS | SHEET 251 | E |
|---|---|---|---|---|---|

2




UTILITY ADJUSTMENT LEGEND

| | |
|---|---|
| WV | ADJUSTING WATER VALVE BOXES |
| SAN MH | SANITARY MANHOLE SEALS, GREENFIELD |
| CUC MH | ADJUSTING CUC MANHOLE COVER |
| WATER MH | ADJUSTING WATER MANHOLES |

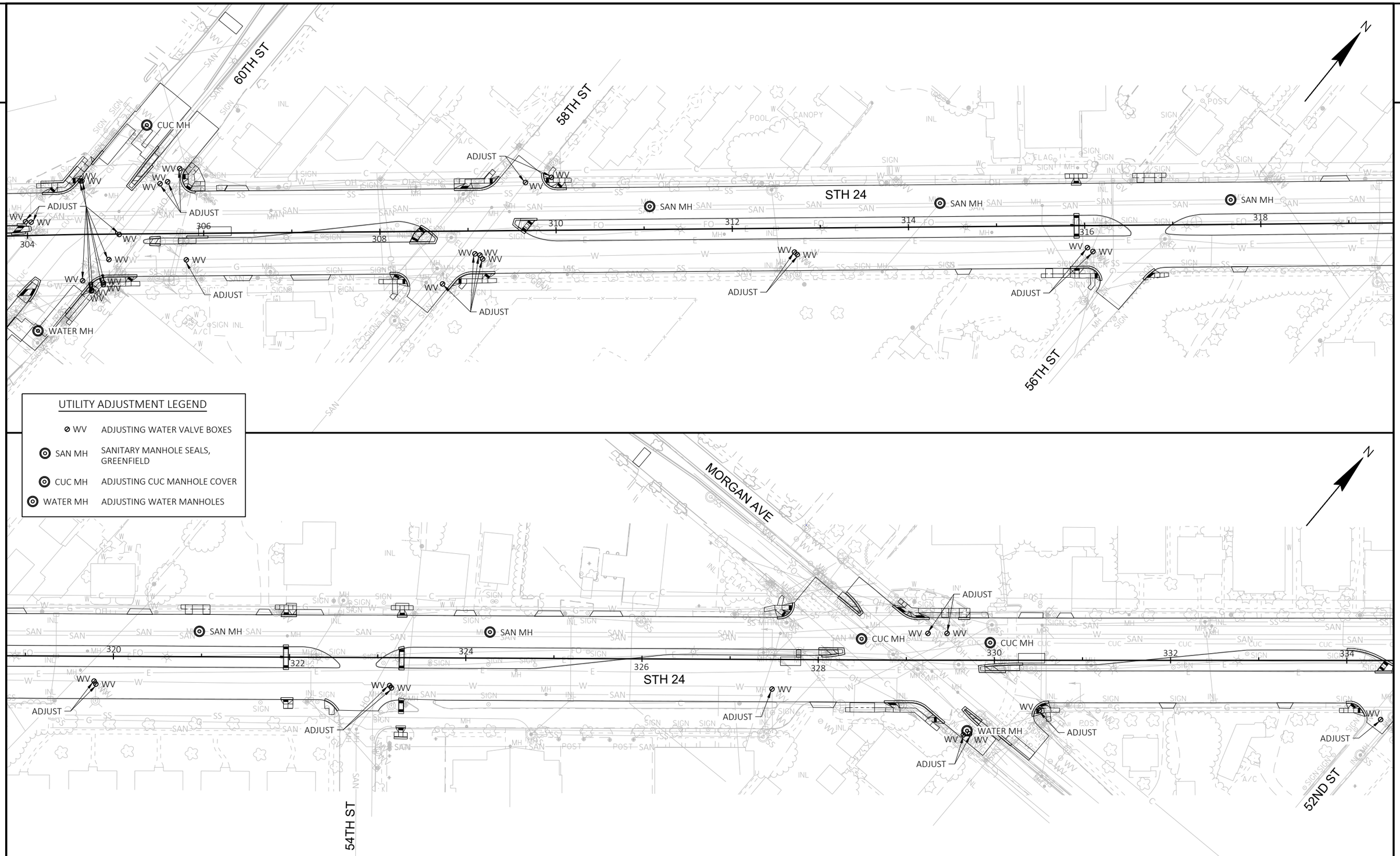



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | UTILITY PLAN - ADJUSTMENTS | SHEET 252 E |

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 022507_ss

PLOT DATE : 4/5/2024 1:17 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



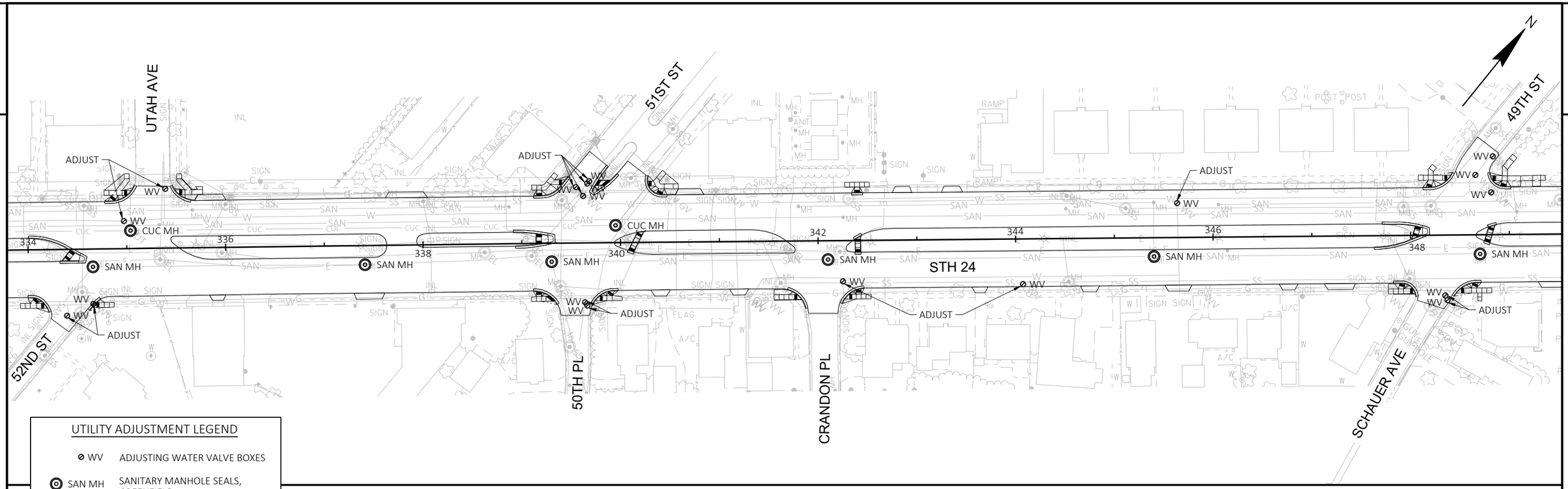

UTILITY ADJUSTMENT LEGEND

| | |
|---|---|
| WV | ADJUSTING WATER VALVE BOXES |
| SAN MH | SANITARY MANHOLE SEALS, GREENFIELD |
| CUC MH | ADJUSTING CUC MANHOLE COVER |
| WATER MH | ADJUSTING WATER MANHOLES |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | UTILITY PLAN - ADJUSTMENTS | SHEET 253 E |

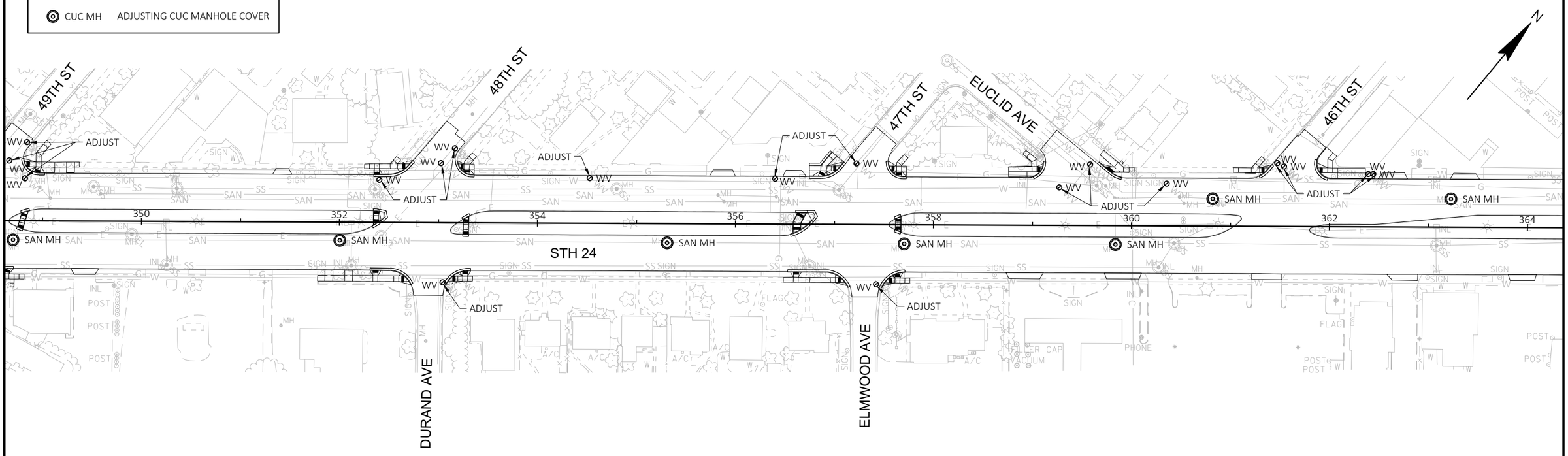
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 022508_ss

PLOT DATE : 4/5/2024 1:29 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT




UTILITY ADJUSTMENT LEGEND

| | |
|---|---|
| WV | ADJUSTING WATER VALVE BOXES |
| SAN MH | SANITARY MANHOLE SEALS, GREENFIELD |
| CUC MH | ADJUSTING CUC MANHOLE COVER |

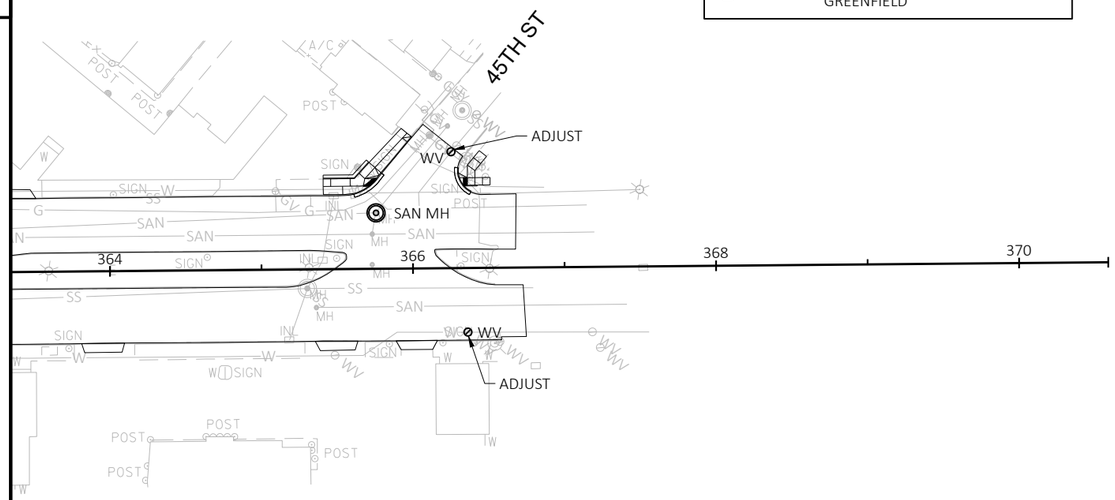



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | UTILITY PLAN - ADJUSTMENTS | SHEET 254 E |

2

## UTILITY ADJUSTMENT LEGEND

| | |
|---|---|
| ⊘ WV | ADJUSTING WATER VALVE BOXES |
| ◎ SAN MH | SANITARY MANHOLE SEALS, GREENFIELD |




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | UTILITY PLAN - ADJUSTMENTS | SHEET 255 E |

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 022510_ss
PLOT DATE : 4/5/2024 1:31 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

STH 24 / W FOREST HOME AVE

BP: 94+74.94

PI: 94+65.99

95

R4-7
R3-2
ESTR

W3-2
ESTR

R4-7
ESTR

W11-2
AHEAD
W16-9P
L.P.
ESTR

W11-2
AHEAD
W16-9P
ESTR

ONE WAY
R6-2L
NO PARKING ANY TIME
R7-1R
ESTR

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY SIGN SHOP. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.

| SIGNING COORDINATOR | COUNTIES | PHONE # |
|---|---|---|
| JENNY BUCKETT | MILWAUKEE, KENOSHA, WASHINGTON, OZAUKEE | 414-750-2427 |
| CHUCK SALDIVAR | RACINE, WALWORTH, WAUKESHA | 414-750-1682 |

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POST SIZES FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

BOX OUT OR CORING OF CONCRETE SIGN POSTS IS INCIDENTAL TO THE POST

SHEET 1 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 256 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 01

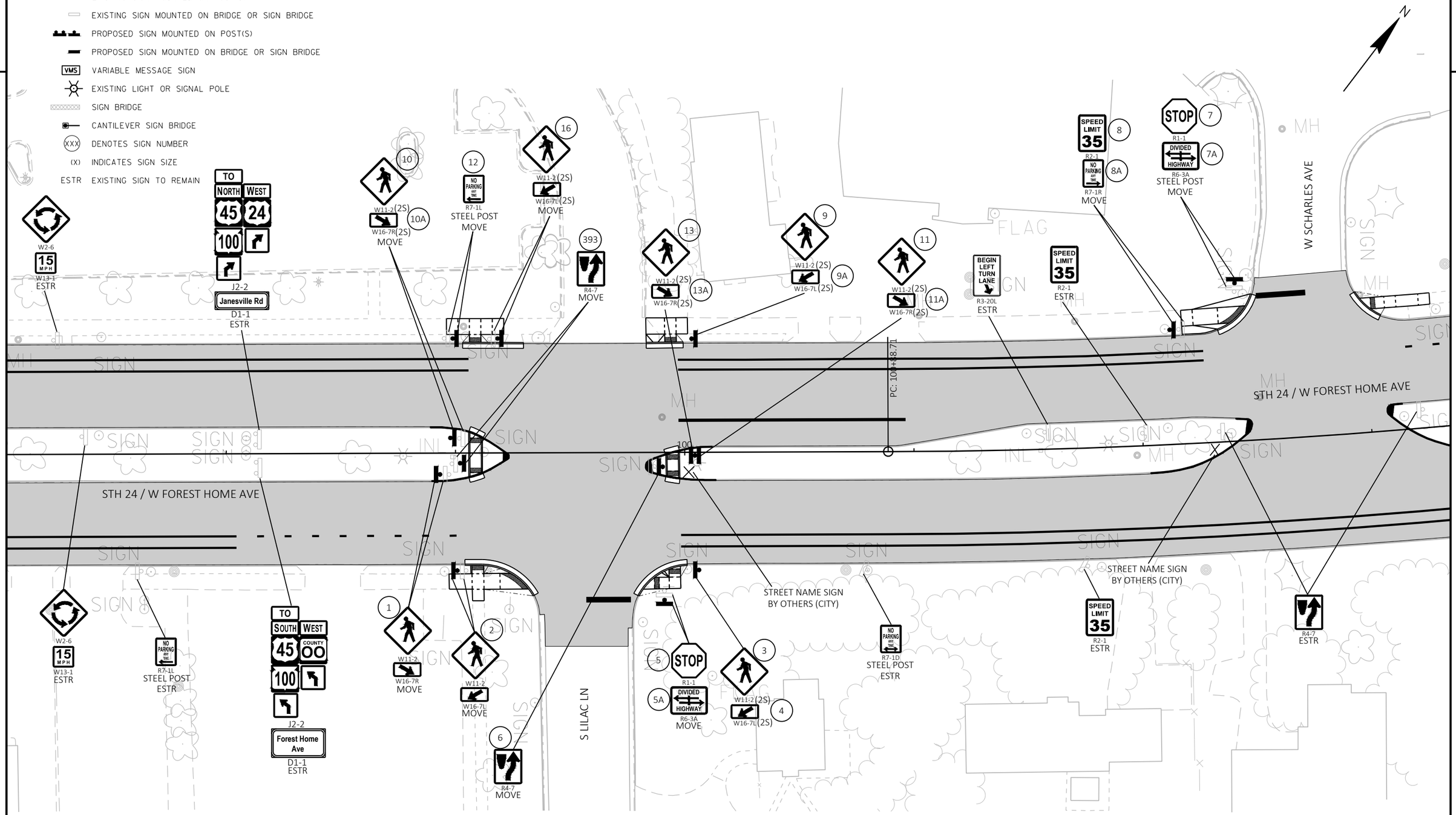
PLOT DATE : 7/1/2024 1:43 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN




SHEET 2 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 257 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/1/2024 1:43 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

464
DO NOT ENTER
R5-1
MOVE

465
NO PARKING ANY TIME
R7-1D
STEEL POST
MOVE

W11-2
AHEAD
W16-9P
STEEL POST
ESTR

14
W11-2
AHEAD
14A
W16-9P
L.P.
MOVE TO
WOOD
POST

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

17
18
R4-7 (2S)

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

PT: 103+46.62

105

PC: 104+33.67

PT: 104+02.96

STH 24 / W FOREST HOME AVE

STH 24 / W FOREST HOME AVE

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

SHEET 3 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 258 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 03

PLOT DATE : 7/1/2024 1:43 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

PT: 104+62.96

110

115

STH 24 / W FOREST HOME AVE

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

SPEED LIMIT 35
R2-1
ESTR

20
SPEED LIMIT 35
R2-1
L.P.
MOVE
TO
WOOD
POST

19
SPEED LIMIT 35
R2-1
L.P.
MOVE
TO
WOOD
POST

SPEED LIMIT 35
R2-1
ESTR

SIGN
SIGNS
INL
MH
POST

SHEET 4 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 259 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 04

PLOT DATE : 7/1/2024 1:43 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

21
R4-7 (2S)

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

SIGN
SIGN
SIGN
SIGN
SIGN
INL
INL
INL
INL
MH
MH
MH
MH
MH
MH

STH 24 / W FOREST HOME AVE

115

120

STH 24 / W FOREST HOME AVE

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

SIGN
SIGN
SIGN
POST
POST
POST
FOUND
INL
INL
INL
INL
INL
A/C
A/C
A/C

SHEET 5 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 260 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 05

PLOT DATE : 7/1/2024 1:43 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

PI: 12 + 18.56

STH 24 / W FOREST HOME AVE

STH 24 / W FOREST HOME AVE

125

22
R4-7 (2S)

Grange Ave
5500 SOUTH
D1-1 MODIFIED
ESTR

23
W3-3
L.P.
MOVE TO
WOOD POST

W3-3
ESTR

NO PARKING ANY TIME
R7-1R
STEEL POST
ESTR

24
SPEED LIMIT 35
R2-1
UTILITY POLE
MOVE TO
WOOD POST

SPEED LIMIT 35
R2-1
ESTR

BEGIN LEFT TURN LANE
R3-20E
ESTR

NO PARKING ANY TIME
R7-1L
STEEL POST
ESTR

SHEET 6 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 261 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 06

PLOT DATE : 7/1/2024 1:43 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

W GRANGE AVE

38 W GRANGE AVE M1-94H SIGNAL ARM

39 ONE WAY R6-2L (2M)

STOP DIVIDED HIGHWAY REMOVE

37 STOP R1-1F (2M)

36 DIVIDED HIGHWAY R6-3 (2M) S.P.

34 STOP REMOVE R1-1F (2M) S.P.

34 DO NOT ENTER REMOVE R5-1 (2M)

33 STOP REMOVE R1-1F (2M) S.P.

R4-7 S.P. ESTR

15

PI: 129+47.6

PC: 131+49.61

130

BEGIN LEFT TURN LANE R3-20L ESTR

R4-7 ESTR

STOP R1-1 DIVIDED HIGHWAY R6-3A ESTR

W RIDGE RD

DO NOT ENTER R5-1 ESTR

STREET NAME SIGN

R4-7 ESTR

32 SPEED LIMIT 40 R2-1 L.P. MOVE TO WOOD POST

STH 24 / W FOREST HOME AVE

STOP R1-1F S.P. ESTR

DO NOT ENTER R5-1 ESTR

25 26 24 W FOREST HOME AVE M1-94S SIGNAL ARM

CANOPY

PHONE

FILLER CAP

27 REMOVE R4-7 (2M) S.P.

W GRANGE AVE

31 ONE WAY R6-2L (2M)

30 W GRANGE AVE M1-94H SIGNAL ARM

EAST 24 J4-1 ESTR

NO PARKING ANY TIME R7-1D ESTR

ONE WAY R6-2L ESTR

SPEED LIMIT 40 R2-1 ESTR

STOP DIVIDED HIGHWAY REMOVE

28 STOP R1-1F (2M)

29 DIVIDED HIGHWAY R6-3 (2M) S.P.

STH 24 / W FOREST HOME AVE

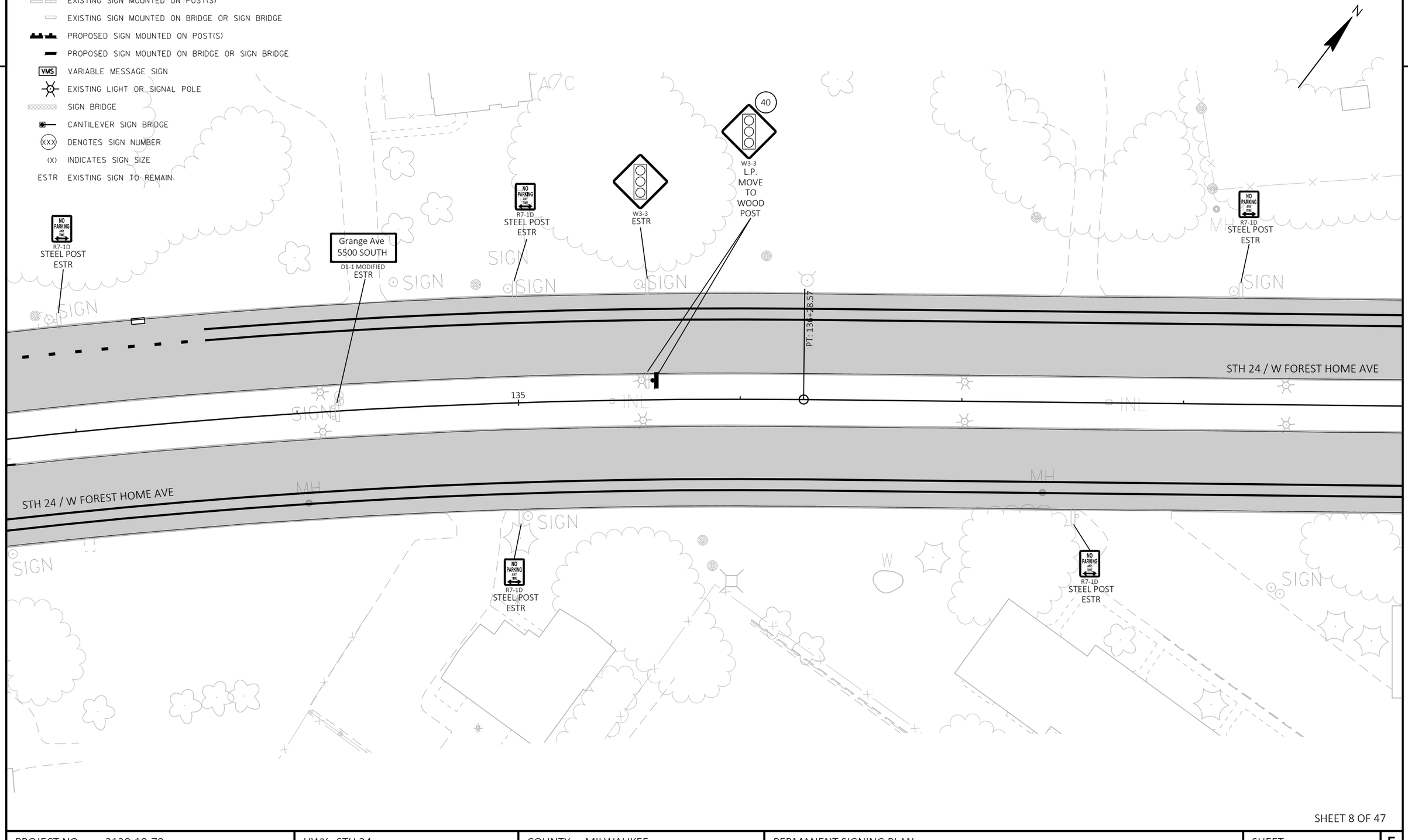
SHEET 7 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 262 | E |
|---|---|---|---|---|---|

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN




2

SHEET 8 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 263 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 08

PLOT DATE : 7/1/2024 1:44 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

S ALLENWOOD LN

STOP R1-1

DIVIDED HIGHWAY R6-3A ESTR

SPEED LIMIT 40 R2-1 L.P. MOVE TO WOOD POST

SPEED LIMIT 40 R2-1 ESTR

R5-2 ESTR

DO NOT ENTER R5-1 ESTR

PC: 14+40.68

STH 24 / W FOREST HOME AVE

140

STREET NAME SIGN BY OTHERS (CITY)

R4-7 ESTR

41 S1-1

41A AHEAD S16-9P L.P. MOVE TO WOOD POST

AHEAD S16-9P ESTR

ONE WAY R6-2R ESTR

SIGN

INL

MH

SHEET 9 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 264 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 09

PLOT DATE : 7/1/2024 1:44 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

Hales Corners Welcome Sign
OFF R/W
ESTR

CITY SIGNS
OFF R/W
ESTR

30 Min Parking Hales Corners
HALES CORNERS SIGN
STEEL POST
ESTR

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

PT: 150+32.94

STH 24 / W FOREST HOME AVE

145

150

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT
S4-51
ESTR

42

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT
S4-51
L.P.
MOVE TO WOOD POST

NO PARKING ANY TIME
R7-1L
STEEL POST
ESTR

RIPRAP
SIGN
POST
TRAFFIC MONITOR STATION
INL
MH
FLAG
W

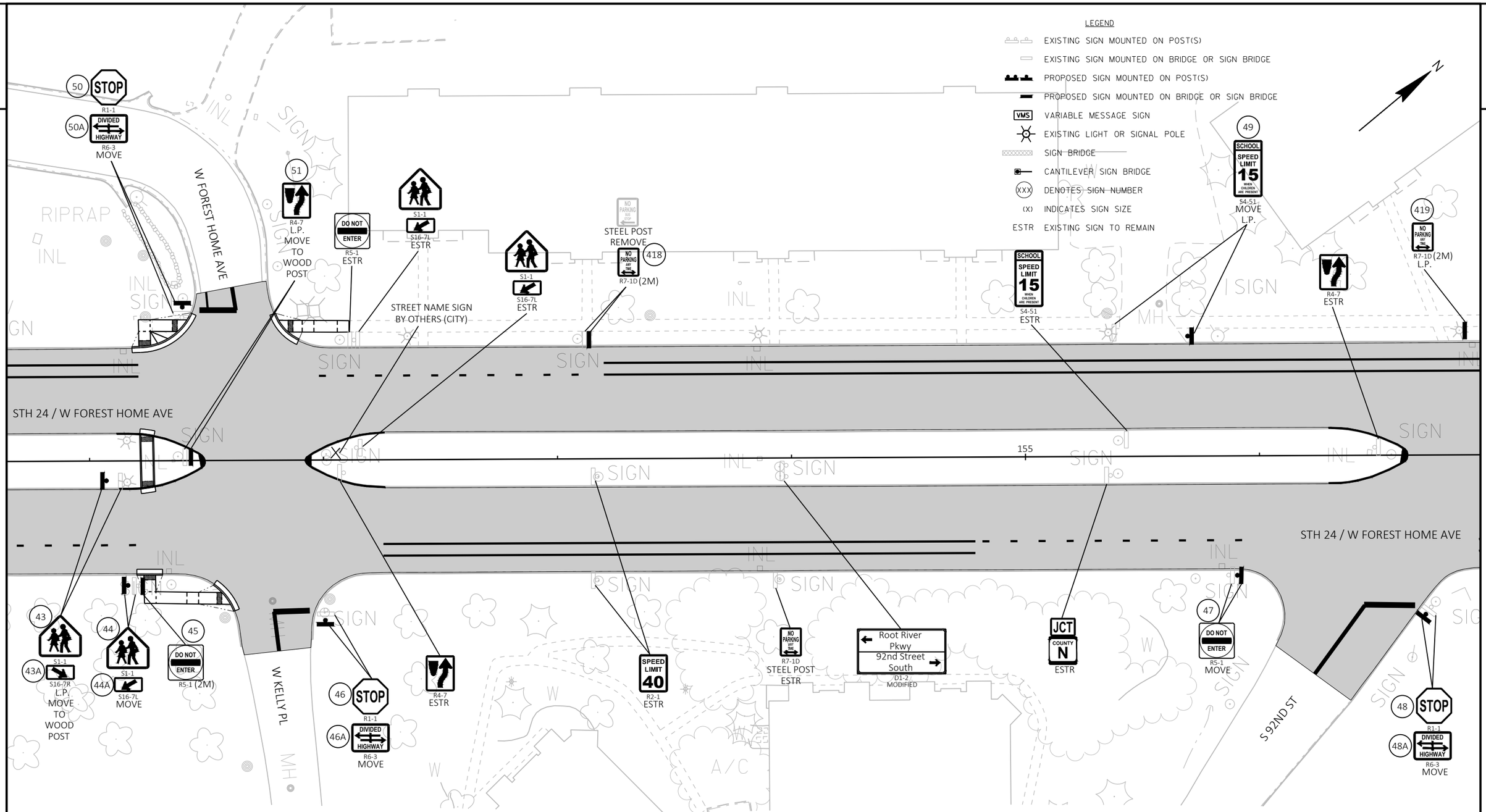
SHEET 10 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 265 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/1/2024 1:44 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42




SHEET 11 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 266 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 11
PLOT DATE : 7/1/2024 1:44 PM
PLOT BY : WAGNER, SCOTT H
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

STREET NAME SIGN (CITY)

S ROOT RIVER PKWY

S1-1 AHEAD S16-9P ESTR

STOP R1-1

DIVIDED HIGHWAY R6-3 ESTR

S1-1 AHEAD 59A S16-9P 59 L.P. MOVE TO WOOD POST

420 NO PARKING ANY TIME R7-1D (2M) L.P.

BEGIN LEFT TURN LANE R3-20L ESTR

92nd Street South / Botanical Gardens D1-2 MODIFIED ESTR

WEST 24 J4-1 ESTR

SPEED LIMIT 40 R2-1 ESTR

421 NO PARKING ANY TIME R7-1D (2M)

PC: 157+77.23

PT: 161+56.28

160

STH 24 / W FOREST HOME AVE

52 Greenfield Population 37,803 MOVE

53 TREE CITY CITY SIGN REMOVE & TURN OVER TO CITY ILLEGAL SIGN

R4-7 ESTR

54 NO PARKING ANY TIME R7-1D STEEL POST MOVE

COUNTY N J2-1 ESTR

W11-15 AHEAD W16-9P ESTR

55 W11-15 55A AHEAD W16-9P MOVE

56 W3-3 MOVE

92nd Street North / N Root River Pkwy D1-2 MODIFIED

COUNTY N J3-1 ESTR

57 BIKE ROUTE D11-1

57A MG6-4 MOVE

BIKE ROUTE D11-1 MG6-4 ESTR

58 NO PARKING ANY TIME R7-1D MOVE

SHEET 12 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 267 | E |
|---|---|---|---|---|---|

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)
EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
PROPOSED SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
VMS VARIABLE MESSAGE SIGN
EXISTING LIGHT OR SIGNAL POLE
SIGN BRIDGE
CANTILEVER SIGN BRIDGE
XXX DENOTES SIGN NUMBER
(X) INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN

STH 24 / W FOREST HOME AVE

STH 24 / W FOREST HOME AVE

S 92ND ST

N ROOT RIVER PKWY

W EDGERTON AVE

PI: 16+07.04

165

24 W FOREST HOME AVE
M1-94S
SIGNAL ARM
ESTR

STOP
R1-1F
L.P.
ESTR

ONE WAY
R6-2L
S.P.
ESTR

N Root River Pkwy
92nd Street
M1-94H
SIGNAL ARM
ESTR

LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L
S.P.

UP HIGH
R4-7
S.P.
ESTR

R4-7
S.P.
ESTR

DO NOT ENTER
R5-1
S.P.
ESTR

STOP
R1-1F
S.P.
ESTR

W11-15
W16-7L
ESTR

BIKE ROUTE
D11-1

MG6-4
ESTR

422 423
NO PARKING ANY TIME
R7-1D (2M)
L.P.

COUNTY N
ESTR

BIKE ROUTE
D11-1

MG6-4
ESTR

N Root River Pkwy
92nd St NORTH
D1-2
ESTR

Greenfield Way finder Sign
L.P.
ESTR

ONE WAY
R6-2L
ESTR

R4-7
ESTR

W11-2
W16-7L
ESTR

STOP
R1-1F
S.P.
ESTR

DO NOT ENTER
R5-1
S.P.
ESTR

24 W FOREST HOME AVE
M1-94S
SIGNAL ARM
ESTR

STOP
R1-1F
S.P.
ESTR

DIVIDED HIGHWAY
R6-3
S.P.
ESTR

SIGN
ESTR

ONE WAY
R6-2L
S.P.
ESTR

92nd Street
N Root River Pkwy
M1-94H
SIGNAL ARM
ESTR

60
EAST
24
J4-1
MOVE

STOP
R1-1F
S.P.
ESTR

SPEED LIMIT 40
R2-1
ESTR

61
SPEED LIMIT 40
R2-1
MOVE

Edgerton Ave
5500 SOUTH
D1-61 MODIFIED
ESTR

62
NO PARKING ANY TIME
R7-1D
STEEL POST
MOVE

63
ADOPT A HIGHWAY
I55-56
MOVE

64
DO NOT ENTER
R5-1
MOVE

STOP
R1-1
65

DIVIDED HIGHWAY
65A
R6-3A
MOVE

SHEET 13 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 268 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 13

PLOT DATE : 7/1/2024 1:44 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

ADOPT A HIGHWAY
I55-56
ESTR

W3-3
ESTR

JCT
COUNTY
N
ESTR

424
NO PARKING ANY TIME
R7-1D (2M)
L.P.

ORCHARD CT

W11-15
AHEAD
W16-9P
ESTR

W11-15
AHEAD
W16-9P
ESTR

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

Edgerton Ave
5100 SOUTH
D1-1 MODIFIED
ESTR

STH 24 / W FOREST HOME AVE

170

175

STH 24 / W FOREST HOME AVE

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

R4-7
ESTR

SHEET 14 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 269 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 14

PLOT DATE : 7/1/2024 1:45 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

70 STOP R1-1

70A DIVIDED HIGHWAY R6-3A MOVE

S WOODLAWN PL

69 DO NOT ENTER R5-1 MOVE

STREET NAME SIGN (CITY)

68 NO PARKING ANY TIME R7-1D L.P. MOVE TO STEEL POST

425 NO PARKING ANY TIME R7-1D (2M) L.P.

PI: 174+61.86

STH 24 / W FOREST HOME AVE

175

180

STH 24 / W FOREST HOME AVE

ONE WAY R6-2L ESTR

R4-7 ESTR

NO PARKING ANY TIME R7-1D STEEL POST ESTR

66 S1-1 AHEAD S16-9P L.P. MOVE TO WOOD POST

66A

S1-1 AHEAD S16-9P ESTR

390 Layton Ave 1/2 MILE REMOVE

Layton Ave 1/2 MILE TYPE I SIGN ON STEEL POSTS CORTEN POSTS

67 NO PARKING ANY TIME R7-1D L.P. MOVE TO STEEL POST

SHEET 15 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 270 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 15

PLOT DATE : 7/1/2024 1:45 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

77 78 — NO PARKING ANY TIME — R7-1D — L.P. MOVE TO STEEL POST

SPEED LIMIT 40 — R2-1 — ESTR

76 SPEED LIMIT 40 — R2-1 — L.P. MOVE TO WOOD POST

STOP 75 — R1-1

DIVIDED HIGHWAY 75A — R6-3A — MOVE

74 DO NOT ENTER — R5-1 — L.P. MOVE TO WOOD POST

73 NO PARKING ANY TIME — R7-1D — L.P. MOVE TO STEEL POST

S 87TH ST

STREET NAME SIGN (CITY)

185

STH 24 / W FOREST HOME AVE

71 NO PARKING ANY TIME — R7-1D — L.P. MOVE TO STEEL POST

R4-7 ESTR

72 ONE WAY — R6-2L — L.P. MOVE TO WOOD POST

R4-7 ESTR

SHEET 16 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 271 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 16

PLOT DATE : 7/1/2024 1:45 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

STH 24 / W FOREST HOME AVE

190

STH 24 / W FOREST HOME AVE

BEGIN LEFT TURN LANE
R3-20L
ESTR

82 83
NO PARKING ANY TIME
R7-1D
L.P.
MOVE
TO STEEL
POST

PC: 19+05.57

79
NO PARKING ANY TIME
R7-1D
L.P.
MOVE
TO STEEL
POST

SPEED LIMIT 40
R2-1
ESTR

84th Street
NORTH SOUTH
D1-60
ESTR

80
NO PARKING ANY TIME
R7-1D
MOVE
FROM
L.P. TO
STEEL
POST

W3-3
ESTR

TO NORTH 41 INTERSTATE
TO SOUTH 43 INTERSTATE
TO WEST 894 INTERSTATE
J2-3
ESTR

81
TO SOUTH 41 INTERSTATE
TO EAST 894 INTERSTATE
NORTH 43 INTERSTATE
JV2-2
L.P.
MOVE TO
WOOD
POST

BEGIN LEFT TURN LANE
R3-20L
ESTR

SHEET 17 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 272 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 17

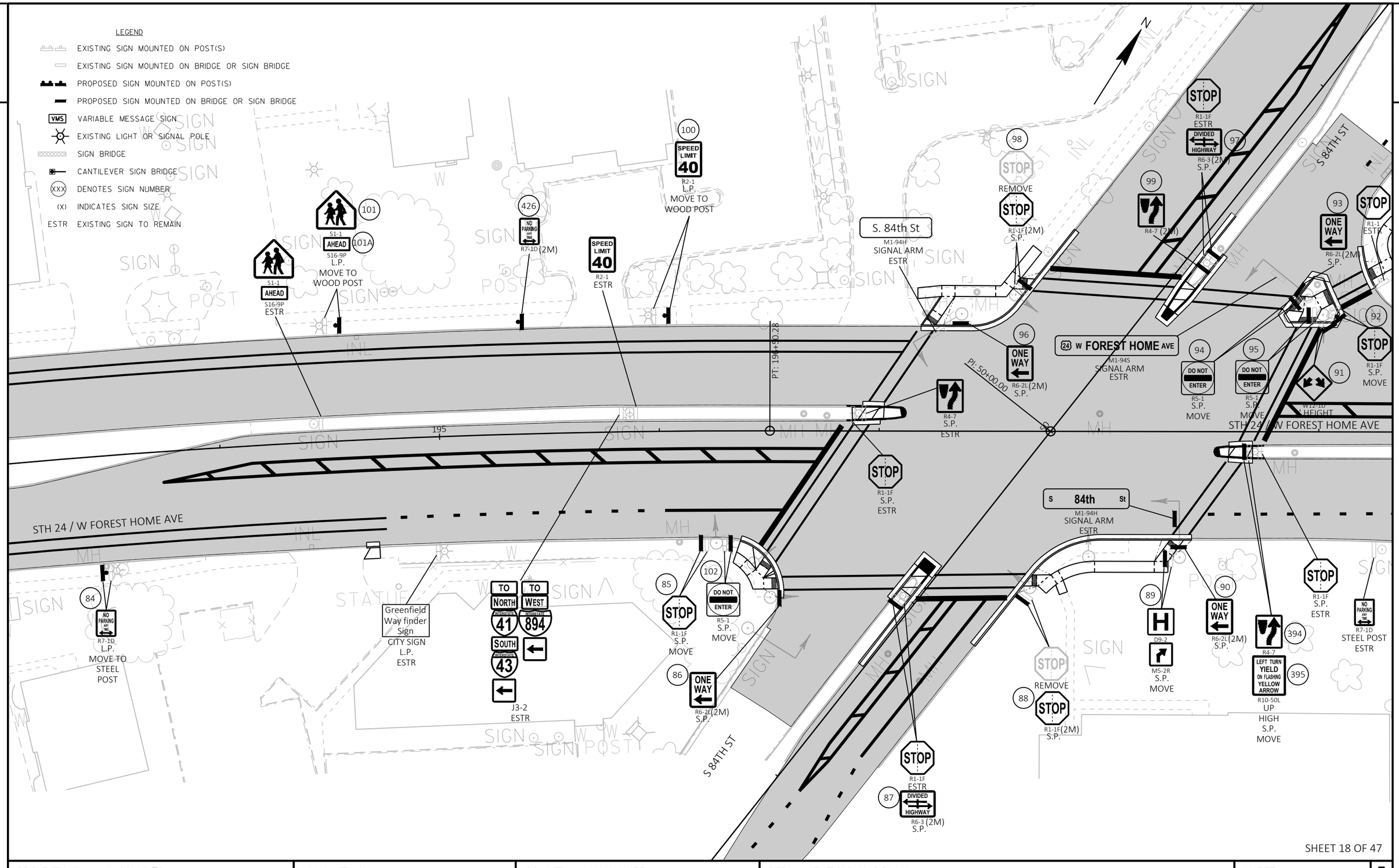
PLOT DATE : 7/1/2024 1:45 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN




SHEET 18 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 273 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 18

PLOT DATE : 7/1/2024 1:45 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

S 84TH ST

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

BEGIN LEFT TURN LANE
R3-20L
ESTR

TO NORTH 41 | TO SOUTH 43 | TO WEST 894
J3-3
ESTR

REMOVE
SOUTH 41 | NORTH 43 | EAST 894
NEXT RIGHT
104

TYPE I SIGN
ON STEEL POSTS
CORETEN POSTS

W LAYTON AVE

W5-52L
4' HEIGHT
ESTR

200

205

STH 24 / W FOREST HOME AVE

103

EAST
Layton Ave
REMOVE

EAST
Layton Ave
TYPE I SIGN
ON STEEL POSTS
CORETEN POSTS

EXIT
E5-1
ESTR

W3-1
L.P.
ESTR

H
D9-2
MB6-1
JH-1
ESTR

SHEET 19 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 274 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 19

PLOT DATE : 7/1/2024 1:45 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

W LAYTON AVE

W5-52R 4' HEIGHT ESTR

W5-52L 4' HEIGHT ESTR

109 W3-3 L.P. MOVE

W3-3 ESTR

TO NORTH INTERSTATE 41 / TO SOUTH INTERSTATE 43 / TO WEST INTERSTATE 894 J2-3 ESTR

108 SPEED LIMIT 40 R2-1 MOVE TO WOOD POST

L.P.

STH 24 / W FOREST HOME AVE

210

STH 24 / W FOREST HOME AVE

W5-52R 4' HEIGHT ESTR

397 SPEED LIMIT 35 REMOVE

SPEED LIMIT 35 R2-1(2M)

SPEED LIMIT 40 R2-1 ESTR

REMOVE 396

W3-3 (2M) STEEL POST

W4-3R ESTR

WRONG WAY R5-1A ESTR

STOP R1-1 ESTR

W LAYTON AVE

105 W12-1D 2' HEIGHT MOVE

107 YIELD R1-2 MOVE

106 W11-2(2M) W16-7L(2M) 106A

W3-2 ESTR

SHEET 20 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 275 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 20

PLOT DATE : 7/1/2024 1:45 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

117
WEST 24
J4-1
L.P.
MOVE TO WOOD POST

WRONG WAY
R5-1A
ESTR

W6-3
ESTR

116
Layton Ave
REMOVE
Layton Ave
TYPE I SIGN ON STEEL POSTS CORETEN POSTS

115
24 WEST
Forest Home Ave
REMOVE
24 WEST
Forest Home Ave
TYPE I SIGN ON STEEL POSTS CORETEN POSTS

WRONG WAY
R5-1A
ESTR

SPEED LIMIT 25
R2-1
114
NO ENGINE BRAKING
114A
L.P.
MOVE TO WOOD POST

W11-1
AHEAD
W16-9P
ESTR

113
W3-3
L.P.
MOVE TO WOOD POST

STH 24 / W FOREST HOME AVE

215

STH 24 / W FOREST HOME AVE

NO TURNS
ESTR

R1-2
ESTR

110
SOUTH NORTH EAST 41 43 894
REMOVE
SOUTH NORTH EAST 41 43 894
TYPE I SIGN ON STEEL POSTS CORETEN POSTS

RESTRICTED LANE
RAMP LEFT LANE
ESTR

BEACON
RAMP METERED WHEN FLASHING
ON S.P.
ESTR

111
24 EAST
Forest Home Ave
REMOVE
24 EAST
Forest Home Ave
TYPE I SIGN ON STEEL POSTS CORETEN POSTS

W11-1
AHEAD
W16-9P
ESTR

W4-3R
L.P.
ESTR

112
SOUTH NORTH EAST 41 43 894
REMOVE
SOUTH NORTH EAST 41 43 894
TYPE I SIGN ON STEEL POSTS REUSE POSTS

JUST ONE SIGN REUSE POSTS

W12-1D
2' HEIGHT
ESTR

LEFT LANE
BUSES MOTORCYCLES AND 2 OR MORE OCCUPANT CAR POOLS ONLY
R3-51L
ESTR

SHEET 21 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 276 E |
|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 21
PLOT DATE : 7/1/2024 1:45 PM
PLOT BY : WAGNER, SCOTT H
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

IH 894/IH43/IH 41

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

W5-52R
4' HEIGHT
ESTR

220

STH 24 / W FOREST HOME AVE

STH 24 / W FOREST HOME AVE

LEFT LANE SIGNAL
R10-65L

STOP HERE ON RED
R10-6 (MOD)
S.P.
ESTR

W5-52L
4' HEIGHT
ESTR

W5-52R
4' HEIGHT
ESTR

RIGHT LANE SIGNAL
R10-65R

STOP HERE ON RED
R10-6
S.P.
ESTR

W4-2R
ESTR

W5-52L
4' HEIGHT
ESTR

SPEED LIMIT 35
R2-1
ESTR

IH 894/IH43/IH 41

SHEET 22 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 277 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 22

PLOT DATE : 7/1/2024 1:46 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

PC: 227+28.02

STH 24 / W FOREST HOME AVE

225

STH 24 / W FOREST HOME AVE

118

76th St

REMOVE

76th St

TYPE I SIGN
ON STEEL POSTS
CORETEN POSTS

119

W03-1

L.P.
MOVE

120

WRONG WAY

R5-1A (2M)

COUNTY U

J13-1

76th Street
NORTH SOUTH

D1-60
ESTR

WRONG WAY

R5-1A
ESTR

SHEET 23 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 278 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 23

PLOT DATE : 7/1/2024 1:46 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

W FOREST HOME AVE

LEGEND
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

134 REMOVE WEST 24 J3-1(2M) UP HIGH
135 REMOVE STOP R1-1F(2M) S.P.
133 REMOVE STOP R1-1F(2M) S.P.
W5-52L 4' HEIGHT ESTR
136 REMOVE WEST 24 J3-1(2M)
137 ONE WAY R6-2L(2M) S.P.
138 EAST 24 J2-1(2S) UP HIGH ON S.P.
BUS STOP SIGN BUS ESTR
CTH U / S 76TH ST
55
139 REMOVE R4-7(2M) S.P.
139A R3-2 S.P.
140 REMOVE STOP R1-1F(2M) S.P.
W5-52R 4' HEIGHT ESTR
128 REMOVE DO NOT ENTER R5-1(2M) S.P.
132 REMOVE R4-7(2M) S.P.
131 REMOVE DO NOT ENTER R5-1(2M) S.P.
125 S. 76th St M1-94(2M)
127 STOP R1-1F(2M)
126 R3-1 S.P.
REMOVE STOP R1-1(2M)
130 REMOVE STOP R1-1F(2M) S.P.
129 REMOVE STOP R1-1F(2M) S.P.
398 W12-1D(2M) 2' HEIGHT
W FOREST HOME AVE
STH 24 / W FOREST HOME AVE
PT: 235+65.47
230
235

123 S. 76th St M1-94(2M)
W5-52R 4' HEIGHT ESTR
121 122 STOP R1-1 MOVE
121A 122A DO NOT ENTER R5-1C MOVE
WEST EAST 24 24 J2-2 ESTR
W5-52L 4' HEIGHT ESTR
W4-1R ESTR
124 W11-2(2M) W16-7L(2M) 124A
CTH U / S 76TH ST
50

SHEET 24 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 279 E |
|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 24
PLOT DATE : 7/1/2024 1:46 PM
PLOT BY : WAGNER, SCOTT H
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

W FOREST HOME AVE

STH 24 / W FOREST HOME AVE

PT: 239+65.47

PC: 238+13.88

BT: 241+52.57

240

H
D9-2
MB6-1
J4-1
ESTR

WRONG WAY
R5-1A
ESTR

COUNTY U
J3-1
ESTR

ONLY
R3-8MOD
ESTR

ONE WAY
R6-2R
R3-2
ESTR

W3-3
ESTR

REMOVE
76th St
TO Layton Ave
151
152
TYPE I's STEEL POSTS
REUSE STEEL POSTS

NO PARKING LOADING ZONE
CITY SIGN
ESTR

ONE WAY
R6-2L
ESTR

NO PARKING LOADING ZONE
CITY SIGN
ESTR

COUNTY U
J13-1

76th Street
SOUTH NORTH
D1-60
ESTR

ONE WAY
R6-2R
ESTR

ONLY
R3-8MOD
ESTR

SPEED LIMIT 35
R2-1
ESTR

147
R4-7
MOVE

146
DO NOT ENTER
R5-1
MOVE

R4-7
ESTR

SPEED LIMIT 35
R2-1
ESTR

142
SPEED LIMIT 35
R2-1
L.P.
MOVE
TO
WOOD
POST

W3-3
ESTR

Cold Spring Rd
4300 SOUTH
D1-1 MODIFIED
ESTR

144
R4-7
L.P.
MOVE

S GREEN RIDGE CIR

STREET NAME SIGN
BY OTHERS (CITY)

145
STOP
R1-1

145A
DIVIDED HIGHWAY
R6-3A
MOVE

SHEET 25 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 280 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023201_PS.DWG
LAYOUT NAME - 25

PLOT DATE : 7/1/2024 1:46 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

2



SHEET 26 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 281 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 26

PLOT DATE : 7/1/2024 1:47 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

STH 24 / W FOREST HOME AVE

STH 24 / W FOREST HOME AVE

W COLD SPRING RD

250

175 REMOVE DO NOT ENTER R5-1 S.P.

173 STOP R1-1F (2M) S.P.

REMOVE 174 W11-1D (2M) 2' HEIGHT

180 STOP R1-1 MOVE

181 ONE WAY R6-2L (2M) S.P.

W Cold Spring Rd M1-94H SIGNAL ARM ESTR

BIKE ROUTE D11-1 ESTR

179 BEGIN LEFT TURN LANE R3-20L (2M)

BEGIN LEFT TURN LANE R3-20L ESTR

178 NO PARKING ANY TIME R7-1D L.P. MOVE TO STEEL POST

Cold Spring Rd 4300 SOUTH D1-61 MODIFIED ESTR

177 W3-3 L.P. MOVE TO WOOD POST

176 NO PARKING ANY TIME R7-1D L.P. MOVE TO STEEL POST

STREET NAME SIGN (CITY) L.P.

STEEL POST REMOVE 427 NO PARKING ANY TIME R7-1D (2M)

ONE WAY R6-2L ESTR

R4-7 ESTR

STEEL POST REMOVE PART OF 428

RIDESHARE INFO CALL 1-800-455-POOL D12-2A ESTR

428 NO PARKING ANY TIME R7-1D (2M) L.P.

W3-3 ESTR

PI: 247+66.66
PI: 248+01.55
PI: 248+20.23
PI: 248+54.81
PI: 249+06.23
PI: 249+10.44
PI: 249+14.61
PI: 249+61.90
PI: 249+60.99
EI: 249+83.80

SHEET 27 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 282 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 27

PLOT DATE : 7/1/2024 1:47 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

S 72ND ST

STOP
R1-1

DIVIDED HIGHWAY
R6-3A
ESTR

ONE WAY
R6-2R
ESTR

R4-7
ESTR

185
ONE WAY
R6-2L
MOVE

184
NO PARKING ANY TIME
R7-1D
L.P. MOVE TO STEEL POST

STH 24 / W FOREST HOME AVE

255

260

STEEL POST REMOVE

429 NO PARKING BUS STOP
R7-1D (2M)

W PLAINFIELD AVE

STOP 182
R1-1

DIVIDED HIGHWAY 182A
R6-3A
MOVE

W11-15
AHEAD
W16-9P
ESTR

430 NO PARKING ANY TIME
R7-1D (2M)

S1-1
AHEAD
S16-9P
ESTR

183
S1-1
183A AHEAD
S16-9P
L.P. MOVE TO WOOD POST

SHEET 28 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 283 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 28

PLOT DATE : 7/1/2024 1:47 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

191 SPEED LIMIT 35 R2-1 MOVE FROM L.P. TO WOOD POST

SPEED LIMIT 35 R2-1 ESTR

190 NO PARKING ANY TIME R7-1D L.P. MOVE

W11-15 W16-7L ESTR

W11-15 W16-7R ESTR

REMOVE 76th Street ½ MILE To Layton Ave

76th Street ½ MILE To Layton Ave

188 189 TYPE I STEEL POSTS REUSE STEEL POSTS

434 NO PARKING ANY TIME R7-1L STEEL POST MOVE

76th Street ½ MILE

MH

POST

SIGN

INL

STH 24 / W FOREST HOME AVE

260

265

STH 24 / W FOREST HOME AVE

STEEL POST REMOVE

431 NO PARKING ANY TIME R7-1D (2M) L.P.

STEEL POST REMOVE

432

186 W3-3 L.P. MOVE TO WOOD POST

W3-3 ESTR

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT S4-51 ESTR

187 SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT S4-51 L.P. MOVE TO WOOD POST

W11-15 W16-7L ESTR

433 NO PARKING ANY TIME R7-1D (2M) L.P.

BEGIN LEFT TURN LANE R3-20L MODIFIED ESTR

SHEET 29 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 284 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 29

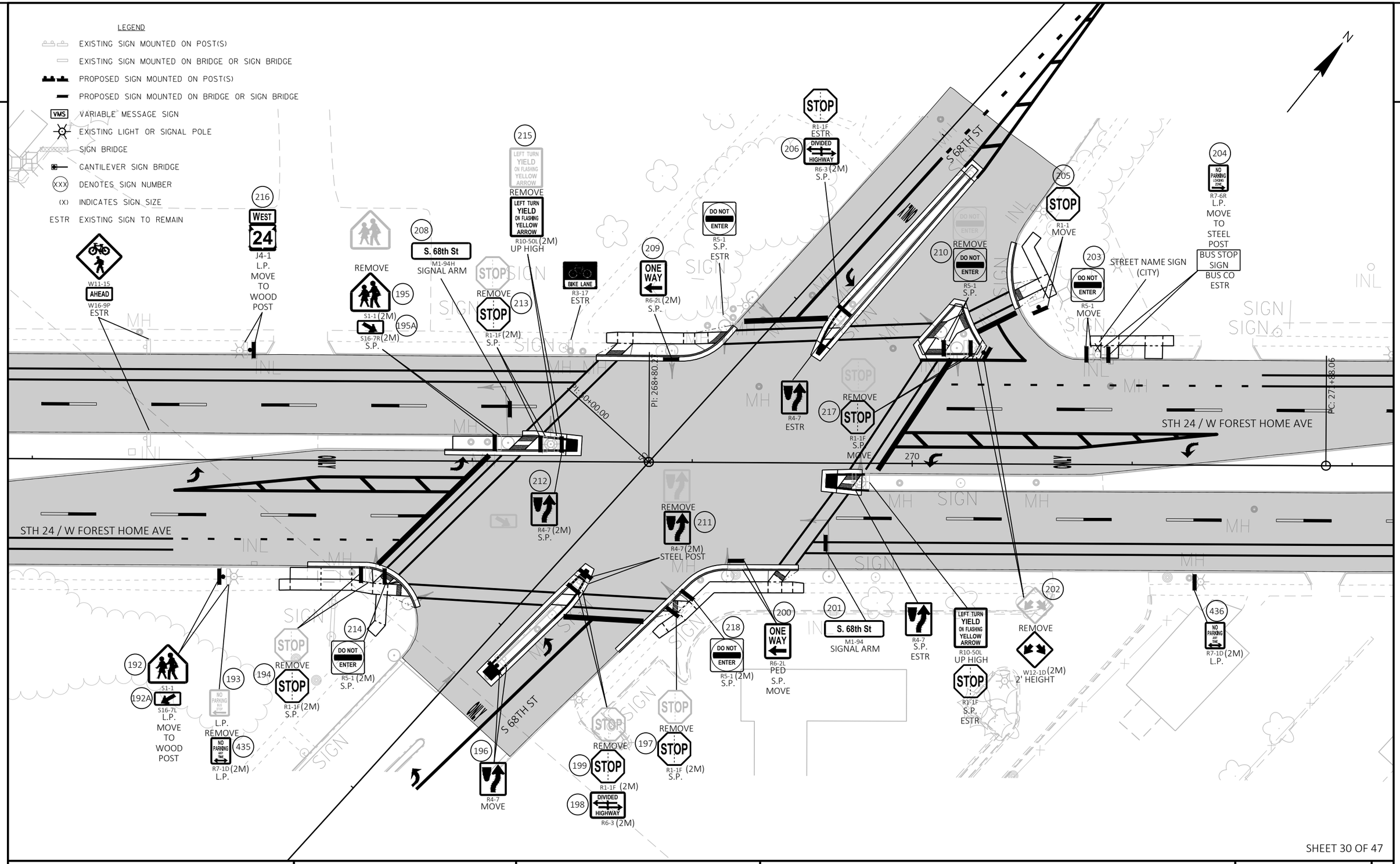
PLOT DATE : 7/1/2024 1:47 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN




SHEET 30 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 285 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 30

PLOT DATE : 7/1/2024 1:48 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

ST. JOHN'S EV. LUTHERAN CHURCH & SCHOOL
L.P.
PRIVATE SIGN
ESTR

BEGIN LEFT TURN LANE
R3-20L
ESTR

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT
S4-51
STEEL POST
ESTR

W3-3
ESTR

BUS STOP
SIGN
BY OTHERS
BUS CO

223
NO PARKING BUS STOP
R7-6L
STEEL POST
MOVE

NO PARKING BUS STOP
ESTR

222
S1-1
AHEAD
222A
S16-9P
L.P.
MOVE
TO
WOOD
POST

T: 27+25.17

275

STH 24 / W FOREST HOME AVE

STH 24 / W FOREST HOME AVE

SPEED LIMIT 35
R2-1
ESTR

SPEED LIMIT 35
219
R2-1

NO PARKING ANY TIME
220
L.P.
REMOVE

NO PARKING ANY TIME
437
R7-1D (2M)
L.P.

438
NO PARKING BUS STOP
STEEL POST
REMOVE

NO PARKING BUS STOP
221
L.P.
REMOVE

NO PARKING ANY TIME
439
R7-1D (2M)
STEEL POST

BUS STOP
SIGN
BY OTHERS
BUS CO

S1-1
AHEAD
S16-9P
ESTR

R4-7
ESTR

SHEET 31 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 286 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 31

PLOT DATE : 7/1/2024 1:48 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

2

STH 24 / W FOREST HOME AVE

280

STH 24 / W FOREST HOME AVE

P-24-11+89.98

R4-7
ESTR

440
NO PARKING ANY TIME
R7-1D (2M)

Howard Ave
3900 SOUTH
D1-61 MODIFIED
ESTR

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

400
W3-3
L.P.
MOVE

STREET NAME SIGN
BY OTHERS (CITY)

S 65TH ST

W3-3
ESTR

R4-7
ESTR

225
R4-7 (2S)

STOP 224
R1-1

DIVIDED HIGHWAY 224A
R6-3A
MOVE

441
NO PARKING ANY TIME
R7-1D (2M)
L.P.

BEGIN LEFT TURN LANE
R3-20L
MODIFIED
ESTR

SHEET 32 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 287 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 32

PLOT DATE : 7/1/2024 1:48 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

W HOWARD AVE

241 DIVIDED HIGHWAY R6-3A (2S)

242 STOP R1-1F S.P. MOVE

242A

243 24 W FOREST HOME AVE M1-94S SIGNAL ARM

STREET NAME SIGN (CITY)

R4-7 ESTR

239 DO NOT ENTER REMOVE

240 STOP REMOVE

DO NOT ENTER R5-1 (2S) S.P.

STOP R1-1F (2S) S.P.

245 REMOVE R4-7 (2S) S.P.

NO PARKING LOADING ZONE R7-6L STEEL POST ESTR

238 STOP REMOVE R1-1F (2S) S.P.

237 W Howard Ave M1-94H L.P. MOVE

244 ONE WAY R6-2L S.P. MOVE

BIKE LANE R3-17 ESTR

BEGIN LEFT TURN LANE R3-20L ESTR

SPEED LIMIT 35 R2-1 ESTR

PT: 284+97.47

PI: 287+48.93

PI: 50+00.00

STH 24 / W FOREST HOME AVE

285

290

BUS STOP SIGN BY OTHERS BUS CO S.P. ESTR

226 W Howard Ave M1-94H L.P. MOVE

227 STOP REMOVE R1-1F (2S) S.P.

230 NO PARKING BUS STOP STEEL POST REMOVE

442 NO PARKING ANY TIME R7-10 (2M)

228 R4-7 (2S) S.P.

229 STOP REMOVE R1-1F (2S) S.P.

231 DO NOT ENTER R5-1 S.P. MOVE

WEIGHT LIMIT 5 TONS R12-1 L.P. ESTR

R4-7 ESTR

24 W FOREST HOME AVE M1-94S SIGNAL ARM ESTR

232 STOP REMOVE R1-1F (2S) S.P.

STOP R1-1F ESTR

236 DIVIDED HIGHWAY R6-3 (2S) S.P.

W HOWARD AVE

235 DO NOT ENTER REMOVE

DO NOT ENTER R5-1 (2S) S.P.

234 ONE WAY REMOVE

ONE WAY R6-2L (2S) S.P.

EAST 24 J4-1 ESTR

233 BIKE ROUTE D11-1 L.P. MOVE TO STEEL POST

STH 24 / W FOREST HOME AVE

SHEET 33 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 288 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 33

PLOT DATE : 7/1/2024 1:48 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

S 63RD ST

252 STOP R1-1

252A DIVIDED HIGHWAY R6-3A MOVE

STREET NAME SIGN (CITY)

253 R4-7 MOVE

250 W11-2 (2S) W16-7L (2S)

250A

251 W11-2 (2S)

251A W16-7R (2S)

W3-3 ESTR

NO PARKING BUS STOP R7-7L STEEL POST ESTR

248 249 R4-7 (2S)

STREET NAME SIGN (CITY) L.P.

STH 24 / W FOREST HOME AVE

295

City of Milwaukee
No Parking
2AM TO 6AM
NO ENGINE BRAKING EXCEPT IN EMERGENCY
CITY SIGN ON L.P. PERMIT SIGN ESTR

BEGIN LEFT TURN LANE R3-20L MODIFIED ESTR

NO PARKING BUS STOP R7-7L STEEL POST ESTR

246 W11-2 (2S) W16-7L (2S)

246A

254 W11-2 (2S) W16-7R (2S)

254A

247 R4-7 MOVE

SPEED LIMIT 35 R2-1 ESTR

2 HR PARKING
PRIVATE SIGN BY OTHERS STEEL POST ESTR

R7-6L CITY SIGN STEEL POST ESTR

R7-6R CITY SIGN STEEL POST ESTR

NO PARKING ANY TIME R7-1R STEEL POST ESTR

NO STOPPING OR STANDING R7-4L CITY SIGN STEEL POST ESTR

SHEET 34 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 289 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 34

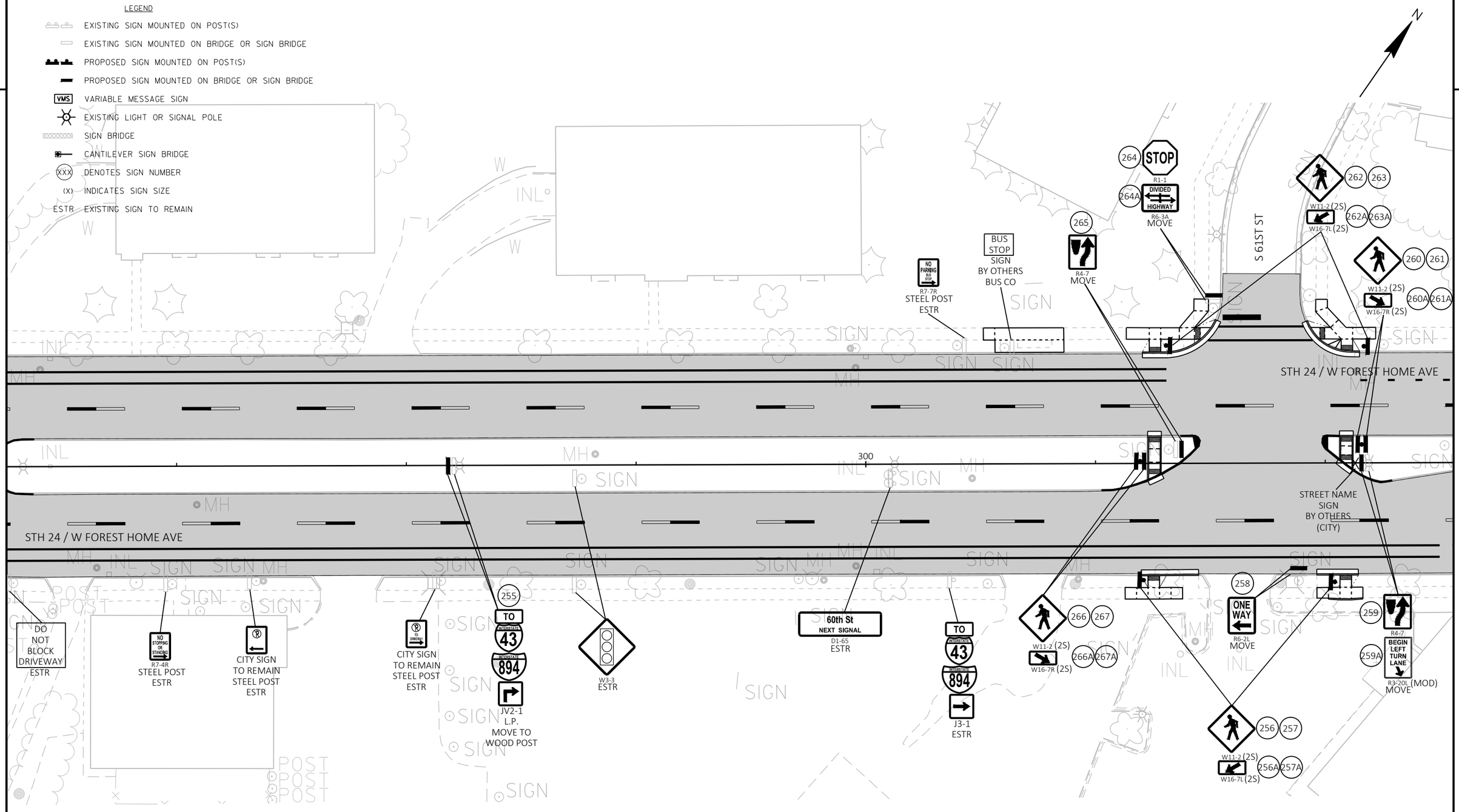
PLOT DATE : 7/1/2024 1:48 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN




SHEET 35 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 290 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 35

PLOT DATE : 7/1/2024 1:48 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

285 SPEED LIMIT 35 R2-1 L.P. MOVE TO WOOD POST

DO NOT ENTER R5-1 ESTR

280 STOP R1-1F (2S) REMOVE S.P.

284 LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L (2S) REMOVE

279 R4-7 (2S) UP HIGH S.P.

283 BIKE LANE R3-17 MOVE

281 ONE WAY R6-2L (2S) S.P.

403 DO NOT ENTER R5-1 (2M) REMOVE S.P.

282 STOP R1-1F (2S) REMOVE S.P.

402 STOP R1-1F

402A DIVIDED HIGHWAY R6-3 (2M) S.P. MOVE

277 R4-7 S.P. MOVE

PI: 50+00.00

PI: 304+62.33

392 S. 60th St M1-94 SIGNAL ARM

305

S 60TH ST

273 24 W FOREST HOME AVE M1-94S SIGNAL ARM

276 ONE WAY R6-2L (2S) S.P.

401 DO NOT ENTER R5-1 S.P. MOVE

274 275 STOP R1-1F (2S) REMOVE S.P.

BUS STOP SIGN BY OTHERS BUS CO S.P.

TO INTERSTATE 43 INTERSTATE 894 J3-1 ESTR

60th St D1-1 SIGNAL ARM ESTR

STH 24 / W FOREST HOME AVE

STH 24 / W FOREST HOME AVE

NO PARKING BUS STOP R7-7L STEEL POST ESTR

268 STOP R1-1F S.P. MOVE

286 DO NOT ENTER R5-1 S.P. MOVE

ONE WAY R6-2L S.P. ESTR

269 24 W FOREST HOME AVE M1-94S SIGNAL ARM

J13-1 ESTR

S 60TH ST

STOP DIVIDED HIGHWAY REMOVE

287 STOP R1-1F (2S)

270 DIVIDED HIGHWAY R6-3 (2S) S.P.

271 STOP REMOVE

DO NOT ENTER REMOVE

278 DO NOT ENTER R5-1 (2S) S.P.

STOP R1-1F (2S) REMOVE S.P.

391 S. 60th St M1-94 SIGNAL ARM

ONE WAY R6-2L S.P. ESTR

272 R4-7 MOVE

272A LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L UP HIGH S.P. MOVE

BIKE ROUTE D11-1 ESTR

SPEED LIMIT 35 R2-1 ESTR

SPEED LIMIT 35 R2-1 ESTR

NO PARKING BUS STOP R7-7L ESTR

DO NOT ENTER R5-1 ESTR

STREET NAME SIGN BY OTHERS (CITY)

S 58TH ST

SHEET 36 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 291 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 36

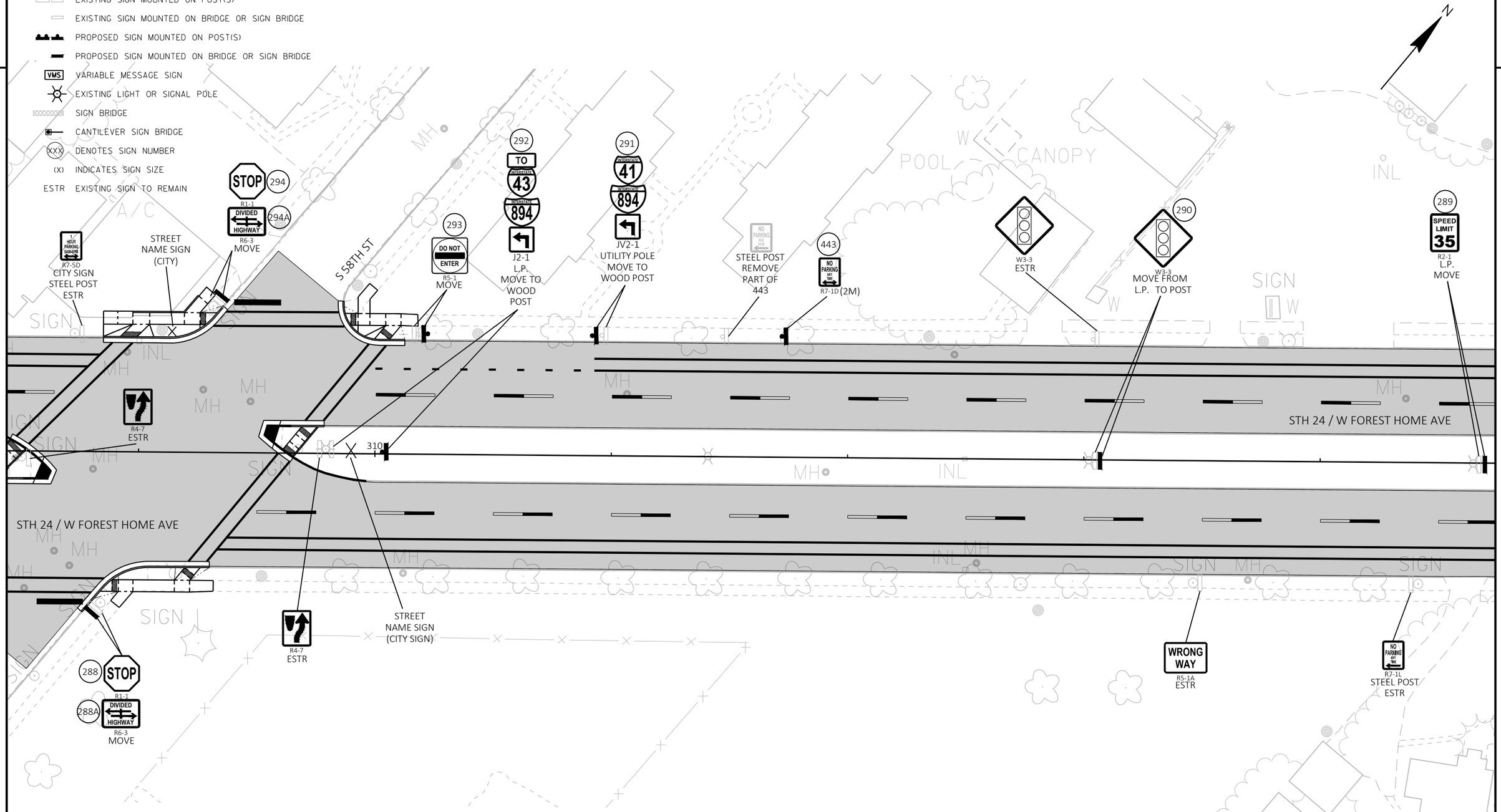
PLOT DATE : 7/1/2024 1:48 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN




SHEET 37 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 292 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 37

PLOT DATE : 7/1/2024 1:48 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

444
NO PARKING ANY TIME
R7-1D (2M)

297
ONE WAY
R6-2L
MOVE

445
NO PARKING ANY TIME
R7-1D (2M)

STH 24 / W FOREST HOME AVE

315

320

R4-7
ESTR

STH 24 / W FOREST HOME AVE

295
DO NOT ENTER
R5-1
MOVE

BUS STOP SIGN
BY OTHERS
BUS CO

296
STOP
R1-1
MOVE

City of Greenfield Ordinances

NO PARKING ANY TIME
R7-1D
STEEL POST
ESTR

S 56TH ST

STREET NAME SIGN BY OTHERS (CITY)

SHEET 38 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 293 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 38

PLOT DATE : 7/1/2024 1:49 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

2

2

298 299 W11-2 (2S) 298A 299A W16-7R (2S)

404 404A ONE WAY R6-2L MOVE

ONE WAY R6-2L ESTR

302 SPEED LIMIT 35 R2-1 L.P. MOVE (EB)

CITY SIGN STEEL POST REMOVE NO PARKING ANY TIME 446 R7-1D (2M)

303 304 W11-2 (2S) 303A 304A W16-7R (2S)

CITY SIGN STEEL POST REMOVE NO PARKING HOT TIME 447 R7-1D (2M)

Morgan Ave D1-1 ESTR

GREENFIELD

MILWAUKEE

448 NO PARKING ANY TIME R7-1L (2M)

SPEED LIMIT 35 R2-1 ESTR

BIKE ROUTE D11-1 ESTR

WEST 24 J4-1 ESTR

300 301 R4-7 MOVE

STH 24 / W FOREST HOME AVE

325

STH 24 / W FOREST HOME AVE

NO PARKING BUS STOP R7-7L ESTR

DO NOT ENTER R5-1 ESTR

BUS STOP SIGN BY OTHERS BUS CO

STREET NAME SIGN BY OTHERS (CITY)

S 54TH ST

STOP R1-1

DIVIDED HIGHWAY R6-3A ESTR

305 306 W11-2 (2S) 305A 306A W16-7L (2S)

W3-3 ESTR

BEGIN LEFT TURN LANE R3-20L (MOD) ESTR

SHEET 39 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 294 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 39

PLOT DATE : 7/1/2024 1:49 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIZE
- ESTR — EXISTING SIGN TO REMAIN

STH 24 / W FOREST HOME AVE

W MORGAN AVE

320 W. Morgan Ave — M1-94H SIGNAL ARM
321 ONE WAY R6-2L (2S)
318 REMOVE STOP R1-1F (2S) S.P.
319 REMOVE DO NOT ENTER R5-1 (2S) S.P.
STOP R1-1F ESTR
317 DIVIDED HIGHWAY R6-3 (2S) S.P.
R4-7 S.P. ESTR
316 ONE WAY R6-2L (2S) S.P.
405 REMOVE DO NOT ENTER R5-1 (2M) S.P.
315 REMOVE STOP R1-1F (2S) S.P.
LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L UP HIGH
R4-7 S.P. ESTR
STOP R1-1F S.P. ESTR
314 Morgan Ave — M1-94H L.P. MOVE
BIKE ROUTE D11-1
MG6-1 NO PARKING ANY TIME R7-7L ESTR
313 W. Morgan Ave — M1-94H SIGNAL ARM
BEGIN LEFT TURN LANE R3-20L ESTR
ONE WAY R6-2R ESTR
R4-7 S.P. ESTR
STOP R1-1F S.P. ESTR
330
307 Morgan Ave — CITY SIGN L.P. STREET NAME SIGN MOVE
STOP R1-1 ESTR
308 REMOVE STOP R1-1F (2S) S.P.
309 REMOVE DO NOT ENTER R5-1 (2S) S.P.
BUS STOP SIGN BY OTHERS BUS CO
322 ONE WAY R6-2L (2S) S.P.
LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L UP HIGH
R4-7 S.P. ESTR
STOP R1-1F ESTR
310 DIVIDED HIGHWAY R6-3 (2S) S.P.
323 REMOVE DO NOT ENTER R5-1 (2S) S.P.
449 NO PARKING ANY TIME R7-1D (2M)
311 REMOVE STOP R1-1F (2S) S.P.
312 ONE WAY R6-2L (2S) S.P.
WEST 24 J4-1 ESTR
SPEED LIMIT 35 R2-1 ESTR
W MORGAN AVE

PI: 329+08.45
PI: 50+00.00

SHEET 40 OF 47

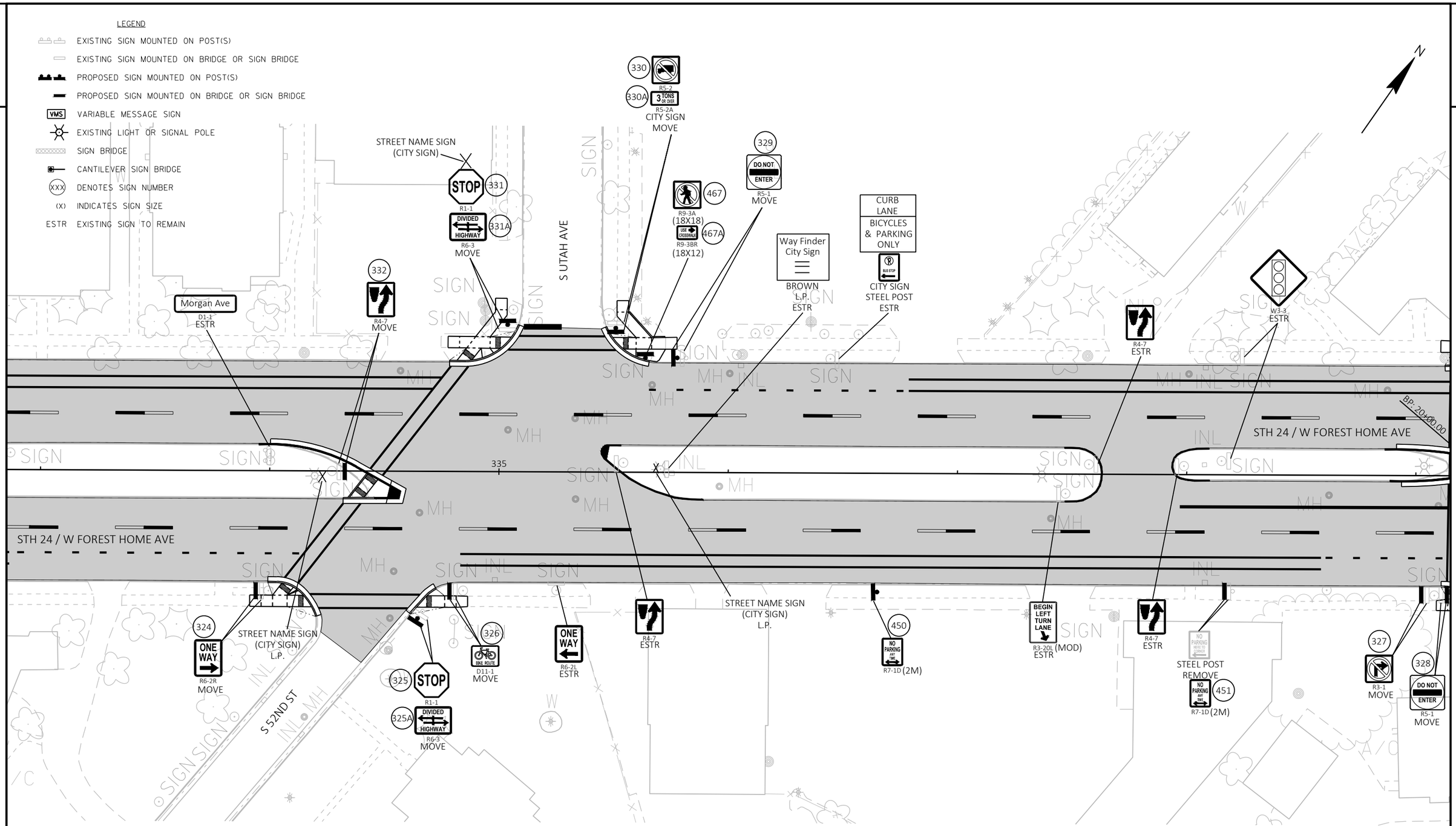
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 295 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 40
PLOT DATE : 7/1/2024 1:49 PM
PLOT BY : WAGNER, SCOTT H
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN




SHEET 41 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 296 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 41

PLOT DATE : 7/1/2024 1:49 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

STH 24 / W FOREST HOME AVE

STREET NAME SIGN (CITY SIGN)

340 R4-7 L.P. MOVE

341 STOP R1-1

341A DIVIDED HIGHWAY R6-3 MOVE

342 W11-2 (2S) W16-7R (2S) 342A

S 51ST ST

BUS STOP SIGN BY OTHERS BUS CO

R3-2 ESTR

DO NOT ENTER R5-1 ESTR

NO PARKING BUS STOP R7-7L STEEL POST ESTR

ONE WAY R6-2L ESTR

337 W11-2 (2S) W16-7R (2S) 337A 407 407A

388 W11-2 (2S) W16-7L (2S) 388A 389 389A

344 345 408 409 W11-2 (2S) W16-7L (2S) 344A 345A 408A 409A

BP: 20+00.00

PI: 339+30.47

R4-7 ESTR

346 R4-7 L.P. MOVE

345

343 R4-7 L.P. MOVE

333 ONE WAY R6-2L MOVE

334 DO NOT ENTER R5-1 MOVE

S 50TH PL

335 STOP R1-1

335A DIVIDED HIGHWAY R6-3 MOVE

406 ONE WAY R6-2L

406A DO NOT ENTER R5-1C MOVE

338 339 W11-2 (2S) W16-7R (2S) 338A 339A

STEEL POST REMOVE

NO PARKING ANY TIME R7-1D (2M) 452

DO NOT ENTER R5-1 ESTR

BUS STOP SIGN BY OTHERS BUS CO

S CRANDON PL

STREET NAME SIGN (CITY SIGN)

STREET NAME SIGN (CITY SIGN)

STOP R1-1 336

DIVIDED HIGHWAY R6-3 MOVE 336A

SHEET 42 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 297 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 42

PLOT DATE : 7/1/2024 1:49 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

CURB LANE
BICYCLES & PARKING ONLY
CITY SIGN STEEL POST ESTR

SPEED LIMIT 35 R2-1 ESTR

R4-7 ESTR

W11-2 (2S) 354 413
W16-7R (2S) 354A 413A
STREET NAME SIGN (CITY SIGN)

STREET NAME SIGN (CITY SIGN) L.P.

STOP R1-1
DIVIDED HIGHWAY R6-3 ESTR

S 49TH ST

BUS STOP SIGN BY OTHERS BUS CO

353 DO NOT ENTER R5-1 MOVE

STREET NAME SIGN (CITY SIGN) L.P.

BIKE ROUTE D11-1 L.P. ESTR

2 HR HOUR PARKING 7AM-7PM R7-5R
STEEL POST CITY SIGNS ESTR

R4-7 ESTR

W11-2 (2S) 351 352 411 412
W16-7L (2S) 351A 352A 411A 412A

345

STH 24 / W FOREST HOME AVE

350

STH 24 / W FOREST HOME AVE

453 NO PARKING ANY TIME R7-1L (2M)

MILWAUKEE

GREENFIELD

DO NOT ENTER R5-1 ESTR

410 BIKE ROUTE D11-1 L.P. MOVE

S SCHAUER AVE

STREET NAME SIGN (CITY SIGN)

347 STOP R1-1

347A DIVIDED HIGHWAY R6-3 MOVE

W11-2 (2S) 349 350
W16-7R (2S) 349A 350A

348 SPEED LIMIT 35 R2-1 (2M)

SPEED LIMIT 35 R2-1 ESTR

454 NO PARKING ANY TIME R7-1D (2M)

SHEET 43 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 298 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 43

PLOT DATE : 7/1/2024 1:49 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

CURB LANE
BICYCLES & PARKING ONLY
2 HR HOUR PARKING 7AM-5PM
R7-5D
CITY SIGN STEEL POST ESTR

372 373
W11-2(2S)
372A 373A
W16-7R(2S)

371
SPEED LIMIT 35
R2-1
MOVE

STOP 370
R1-1
DIVIDED HIGHWAY 370A
R6-3
MOVE

S 48TH ST

367 368 369 414
W11-2(2S)
367A 368A 369A 414A
W16-7L(2S)

NO PARKING 2AM-6AM 1 HOUR PARKING 6AM-6PM
R7-5D(MOD)
CITY SIGN STEEL POST ESTR

CURB LANE
BICYCLES & PARKING ONLY
CITY SIGN STEEL POST ESTR

362 STOP
R1-1
362A DIVIDED HIGHWAY
R6-3
MOVE

361
W11-2(2S)
417
361A
W16-7L(2S)
R4-7
MOVE

DO NOT ENTER
R5-1
ESTR

STREET NAME SIGN (CITY SIGN)
L.P.

355

STH 24 / W FOREST HOME AVE

358 359
R4-7
MOVE

STH 24 / W FOREST HOME AVE

NO PARKING ANY TIME
355
STEEL POST REMOVE

NO PARKING ANY TIME
455
R7-1D(2M)
L.P.

356
DO NOT ENTER
R5-1
MOVE

BUS STOP SIGN BY OTHERS
BUS CO

S DURAND AVE

STOP 357
R1-1
DIVIDED HIGHWAY 357A
R6-3
MOVE

365 366
W11-2(2S)
365A 366A
W16-7R(2S)

466
NO PARKING ANY TIME
R7-1D(2M)

2 HR PARKING
456 457
458
STEEL POST CITY SIGN REMOVE

360
W11-2(2S)
360A
W16-7L(2S)

363 364
W11-2(2S)
363A 364A
W16-7R(2S)

SHEET 44 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 299 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 44

PLOT DATE : 7/1/2024 1:49 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)
EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
PROPOSED SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
VMS VARIABLE MESSAGE SIGN
EXISTING LIGHT OR SIGNAL POLE
SIGN BRIDGE
CANTILEVER SIGN BRIDGE
XXX DENOTES SIGN NUMBER
(X) INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN

N

W EUCLID AVE

S 47TH ST

S 46TH ST

S ELMWOOD AVE

STH 24 / W FOREST HOME AVE

384 STREET NAME SIGN (CITY) L.P.
R4-7 L.P. MOVE

379 STOP R1-1 MOVE
STREET NAME SIGN (CITY)

382 383 W11-2 (2S)
W16-7L (2S) 382A 383A

378 DO NOT ENTER R5-1 MOVE

R7-5D 7AM-7PM CITY SIGN STEEL POST ESTR

STOP 377 R1-1
DIVIDED HIGHWAY 377A R6-3A MOVE

376 R5-2
3 TONS OR OVER 376A R5-2A
STEEL POST MOVE

DO NOT ENTER R5-1 ESTR

360

WEIGHT LIMIT 3 TONS ESTR

374 STOP R1-1
374A DIVIDED HIGHWAY R6-3 MOVE
STREET NAME SIGN (CITY)

380 381 W11-2 (2S)
W16-7R (2S) 380A 381A

2 HR PARKING
STEEL POST CITY SIGN REMOVE
NO PARKING ANY TIME 459 R7-1D (2M) L.P.

STREET NAME SIGN (CITY)

385 ONE WAY R6-2R L.P. MOVE

ONE WAY R6-2R ESTR

Greenfield Population 37,803
FREE CITY
CITY SIGN ESTR

375 ONE WAY R6-2L (2M)

R4-7 ESTR

STREET NAME SIGN (CITY SIGN)

NO PARKING ANY TIME R7-1D (2M) L.P.
460
STEEL POST REMOVE

468 469 470 471 R9-3A 18"X18"
468A 469A 470A 471A USE ORIGINAL R9-3BR 18"X12"

SHEET 45 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 300 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 45
PLOT DATE : 7/1/2024 1:50 PM
PLOT BY : WAGNER, SCOTT H
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

W OKLAHOMA AVE

S 45TH ST

472 473
R9-3A
18"X18"
USE CROSSWALK 472A 473A
R9-3BL
18"X12"

STOP 386
R1-1
DIVIDED HIGHWAY 386A
R6-3A
MOVE

387
ADOPT A HIGHWAY
LANE 387A
BEGINS
1 HOUR PARKING 7AM-7PM 387B
CITY SIGN
L.P.
MOVE

461
NO PARKING ANY TIME
R7-1L (2M)

1 HOUR PARKING 7AM-7PM
CITY SIGN
STEEL POST
ESTR

462
NO PARKING ANY TIME
R7-1R (2M)

GREENFIELD
MILWAUKEE
GREENFIELD

365

STH 24 / W FOREST HOME AVE

STH 24 / W FOREST HOME AVE

BUS STOP SIGN
BY OTHERS
BUS CO

463
NO PARKING ANY TIME
R7-1D (2M)

BETWEEN DRIVEWAYS
CITY SIGN
STEEL POST
ESTR

GREENFIELD MILWAUKEE

ONE WAY
R6-2L
ESTR

CURB LANE
BICYCLES & PARKING ONLY
BETWEEN DRIVEWAYS
1 HOUR PARKING 7AM-7PM
CITY SIGN
ESTR

S 44TH ST

SHEET 46 OF 47

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING PLAN | SHEET 301 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIGN\023226_PS.DWG
LAYOUT NAME - 46

PLOT DATE : 7/1/2024 1:50 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

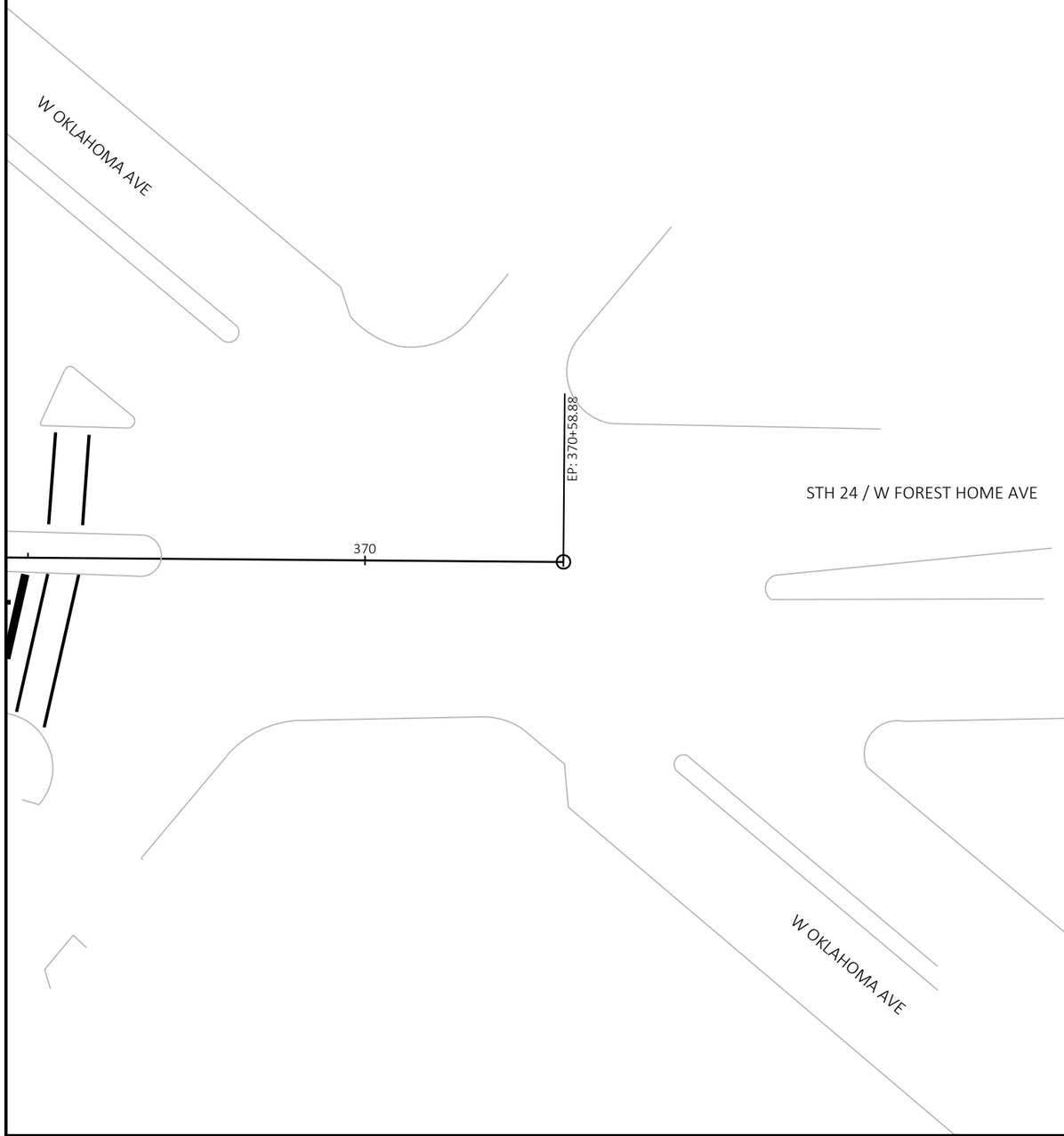
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

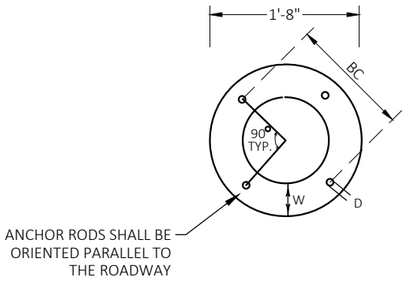
N




NO SIGNS IMPACTED THIS SHEET

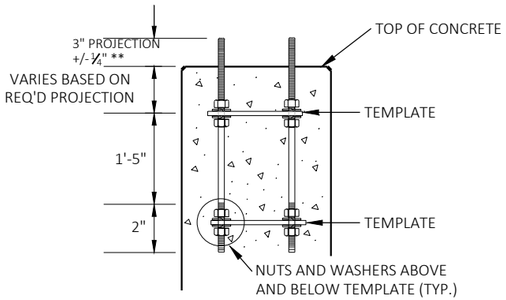
SPREAD FOOTING DIMENSIONS
STEEL AND CONCRETE QUANTITIES ARE APPROXIMATE

| TYPE OF BASE | IF D = | THEN L = | 4Ø1 HOOPS LBS. | 4Ø2 VERTICAL BARS LBS. | 4Ø3 HORIZ BARS LBS. | TOTAL LBS. STEEL | CONCR YDS. |
|---|---|---|---|---|---|---|---|
| TYPE 1 | 2' | 5'-0" | 8 | 7 | 36 | 51 | 1.9 |
| TYPE 1 | 3' | 4'-6" | 12 | 13 | 36 | 61 | 1.6 |
| TYPE 1 | 4' | 4'-6" | 8 | 18 | 36 | 62 | 1.6 |




| | TYPE 1 |
|---|---|
| THICKNESS OF PLATE | ½" |
| BOLT CIRCLE "BC" | 12-3/4" |
| WIDTH "W" | 2" |
| HOLE DIAMETER "D" | 1-1/16" |
| ANCHOR ROD | 1" X 2'-3" |

## ANCHOR ROD TEMPLATE



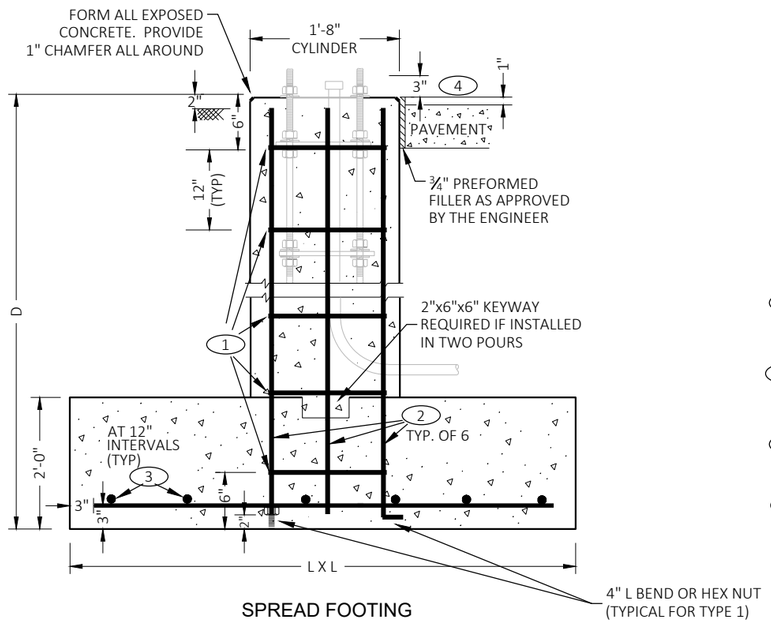

## ANCHOR ROD ASSEMBLY

ANCHOR ROD SHALL BE ASTM A449/AASHTO M314-90 GR55
THREADED 12-INCH AT TOP; 4-INCH AT BOTTOM,
HOT-DIP GALVANIZED TO ASTM A153, GR C.

REQUIRED:

2 TEMPLATES
4 ANCHOR RODS
16 FLAT WASHERS HOT-DIP GALVANIZED
16 HEAVY DUTY HEX NUTS* HOT-DIP GALVANIZED

* CHASE THREADS FOR HOT-DIP GALVANIZED ANCHOR RODS
** FAILURE TO MEET TOLERANCE CONDEMNS THE BASE




SPREAD FOOTING
TYPE 1

## GENERAL NOTES

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

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS 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.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X 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 NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

## GENERAL NOTES (CONTINUED)

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.I. 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.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL PER SECTION 5.17.6.3, AASHTO 2001 4TH EDITION STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.

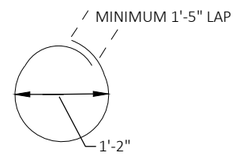
WELDING OF THE ANCHOR RODS TO THE CAGE OR TEMPLATE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

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

CONDUIT SHOWN FOR ILLUSTRATION ONLY AND VARIES BY "D".

ANCHOR ROD PATTERN SHALL BE PARALLEL TO THE ROADWAY.

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.




1. HOOP
   QUANTITY VARIES
2. VERTICAL "D" - 4"
   QUANTITY 6, LENGTH VARIES
3. HORIZONTAL "L" - 6"
   QUANTITY AND LENGTH VARY
4. 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

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- RADIO INTERCONNECT ANTENNA, 5.8 GHz
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- FY Y YELLOW ARROW
- G GREEN ARROW
- CIRCULAR INDICATOR WITH TUNNEL VISOR
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

W GRANGE AVE

STH 24 (FOREST HOME AVE)

4-6'x20' 3 TURNS EA.

2-6'x20' 3 TURNS EA.

6'x18' 3 TURNS

250' TO NEAR RIGHT SIGNAL

290' TO NEAR RIGHT SIGNAL

6'x18' 4 TURNS

127+00 128+00 129+00 130+00 131+00 132+00

PB1 PB2 PB3 PB4 PB5 PB6 PB8 PB9 PB10 PB11 PB12 PB13 PB14 PB15 PB17

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11 SB12 SB13 SB14 SB15

CB1

MH

CANOPY

PHONE

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.

TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE) & W GRANGE AVE
VILLAGE OF HALES CORNERS
MILWAUKEE COUNTY

SIGNAL NO. S40-1105

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 304 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1105\S40-1105_REM_20.DWG
LAYOUT NAME - S40-1105_rem_pg1

PLOT DATE : 5/23/2024 9:49 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

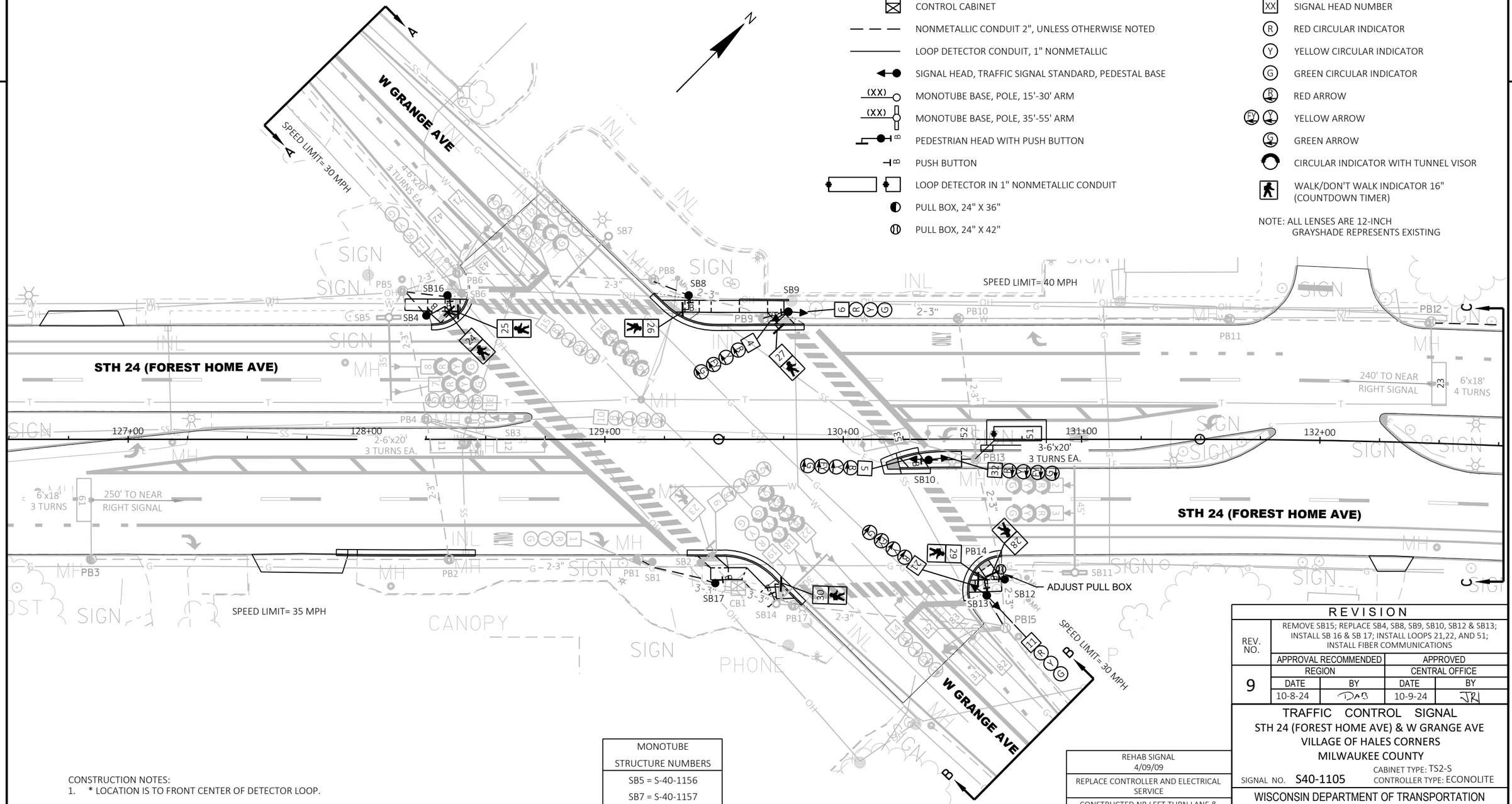
WISDOT/CADDS SHEET 42

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- CIRCULAR INDICATOR WITH TUNNEL VISOR
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING




| MONOTUBE STRUCTURE NUMBERS |
|---|
| SB5 = S-40-1156 |
| SB7 = S-40-1157 |
| SB11 = S-40-1134 |
| SB14 = S-40-1135 |

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
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. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

| |
|---|
| INSTALL RADIO COMMUNICATIONS 3700-21-91 7/27/21 |
| REPLACE CONTROLLER & CABINET; REPLACE MONOTUBE ARMS ON SB7 & SB14; ADD PHASES 1, 3, 5 & 7 WITH FYA; ADD CELL MODEM 3700-03-02 5/13/20 |
| AS BUILT PER FIELD REVIEW 11/28/12 |
| REHAB SIGNAL 4/09/09 |
| REPLACE CONTROLLER AND ELECTRICAL SERVICE |
| CONSTRUCTED NB LEFT TURN LANE & DETECT ALL APPROACHES 8/23/89 |
| RECONSTRUCTED SIGNAL 6/22/73 |
| INSTALLED NEW CABINET 3/6/72 |
| INITIAL INSTALL 8/4/65 |

REVISION

| REV. NO. | REMOVE SB15; REPLACE SB4, SB8, SB9, SB10, SB12 & SB13; INSTALL SB 16 & SB 17; INSTALL LOOPS 21,22, AND 51; INSTALL FIBER COMMUNICATIONS | | | |
|---|---|---|---|---|
| | APPROVAL RECOMMENDED | | APPROVED | |
| | REGION | | CENTRAL OFFICE | |
| 9 | DATE | BY | DATE | BY |
| | 10-8-24 | DAB | 10-9-24 | JRH |

10-2-24 JRH

TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE) & W GRANGE AVE
VILLAGE OF HALES CORNERS
MILWAUKEE COUNTY

SIGNAL NO. S40-1105
CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 8/2/84 — JOHN A. WHITE, REGION TRAFFIC ENGINEER
APPROVED
DATE _____ — STATE TRAFFIC ENGINEER

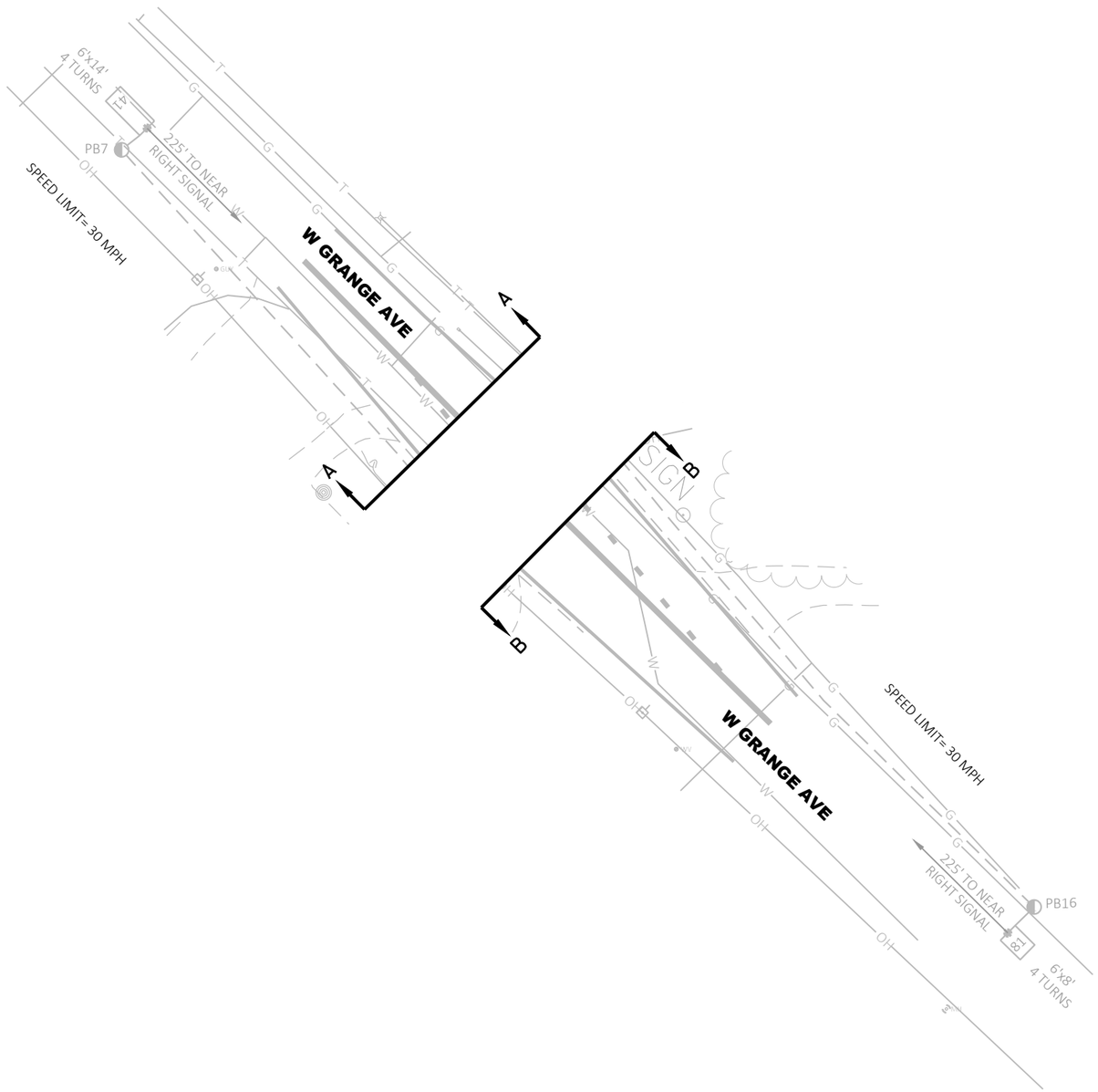
REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 305 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1105\S40-1105_R9_22.DWG
LAYOUT NAME - S40-1105_R9_pg1
PLOT DATE : 10/8/2024 11:44 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE) & W GRANGE AVE
VILLAGE OF HALES CORNERS
MILWAUKEE COUNTY

SIGNAL NO. S40-1105

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

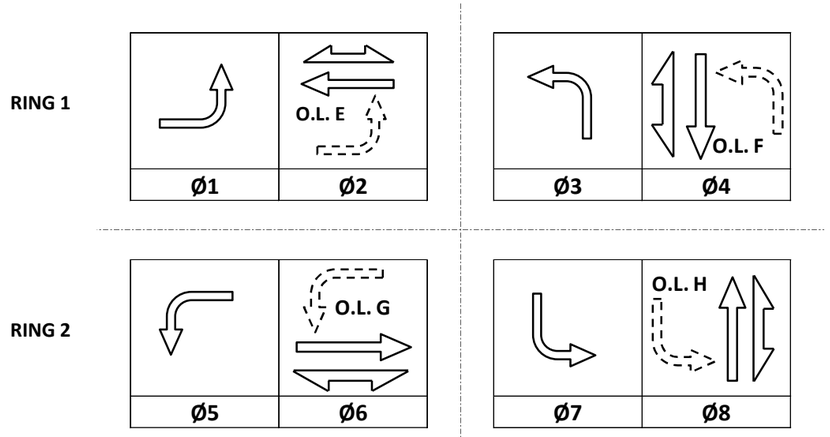
PAGE 2 OF 3

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 306 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1105\S40-1105_R9_22.DWG
LAYOUT NAME - S40-1105_R8_pg2

PLOT DATE : 5/21/2024 11:15 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | 4,5,31 | R ← |
| Ø2 | 6,7,8 | R |
| Ø3 | 14,15,16 | R ← |
| Ø4 | 17,18,19 | R |
| Ø5 | 9,10,32 | R ← |
| Ø6 | 1,2,3 | R |
| Ø7 | 20,21,22 | R ← |
| Ø8 | 11,12,13 | R |
| Ø2P | 25,26 | |
| Ø4P | 23,24 | |
| Ø6P | 29,30 | |
| Ø8P | 27,28 | |
| OLE | 4,5,31 | - |
| OLF | 14,15,16 | - |
| OLG | 9,10,32 | - |
| OLH | 20,21,22 | - |




## CONTROLLER LOGIC

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

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

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

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

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

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 11 | 23 | 32 | 42 | 51,52 | 61 | 72 | 82,83 |
| CALLED PHASE | 2 | 2 | 3 | 4 | 6 | 6 | 8 | 8 |
| CALL OPTION | X | X | X | X | X | X | X | X |
| DELAY TIME | | | X | X | | | X | X |
| EXTENTION OPTION | X | X | X | X | X | X | X | X |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | X | | | | X | | |
| CROSS SWITCH PHASE | | | 4 | | | | | |

| 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 12 | 31 | 41 | 43 | 53 | 71 | 81 | 21,22 |
| CALLED PHASE | 2 | 3 | 4 | 4 | 6 | 8 | 8 | 2 |
| CALL OPTION | X | X | | X | X | X | | X |
| DELAY TIME | | | | X | | | | |
| EXTENTION OPTION | X | X | X | X | X | X | X | X |
| EXTEND TIME | | | X | X | | | X | |
| USE ADDED INITIAL | | | | | | | X | X |
| CROSS SWITCH PHASE | | 4 | | | | | | |

| 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

## GENERAL NOTES:

1 PHASES 1, 5, AND 7 ARE OMITTED 24/7.

STH 24 (FOREST HOME AVE) & W GRANGE AVE
VILLAGE OF HALES CORNERS
MILWAUKEE COUNTY

SIGNAL NO: S40-1105 CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE
DATE: 08/24 PAGE NUMBER: 3 OF 3

| | |
|---|---|
| PROJECT ID: | 2120-18-70 |
| INTERSECTION: | STH 24 (FOREST HOME AVE) & GRANGE AVE |

| | | | |
|---|---|---|---|
| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED NEUTRAL | PED INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SB4 | 7 | 24 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB8 | 7 | 26 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB9 | 12 | 4 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 6 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 27 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB10 | 12 | 5 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 32 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLU/BLK | | | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB12 | 7 | 28 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB13 | 12 | 21 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 11 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 29 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB16 | 7 | 25 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB17 | 7 | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |

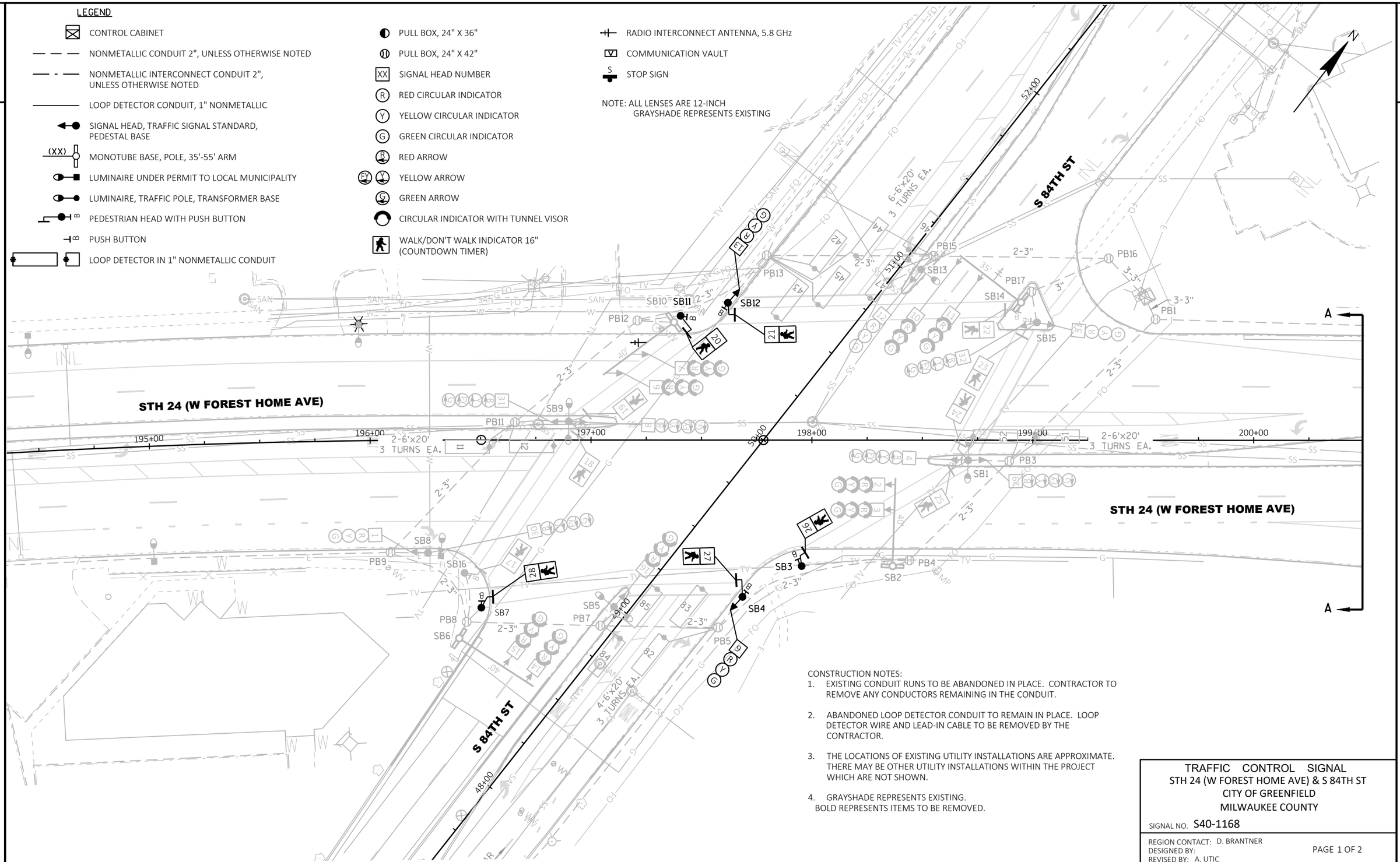
| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| CB1 | SB17 |
| SB17 | SB1 |
| SB3 | SB4 |
| SB4 | SB5 |
| SB5 | SB16 |
| SB16 | SB6 |
| SB7 | SB8 |
| SB8 | SB9 |
| SB9 | SB10 |
| SB10 | SB11 |
| SB11 | SB12 |
| SB12 | SB13 |
| SB13 | SB14 |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- EY Y YELLOW ARROW
- G GREEN ARROW
- CIRCULAR INDICATOR WITH TUNNEL VISOR
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- RADIO INTERCONNECT ANTENNA, 5.8 GHz
- COMMUNICATION VAULT
- S STOP SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING




CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.

TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 84TH ST
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1168

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

PAGE 1 OF 2

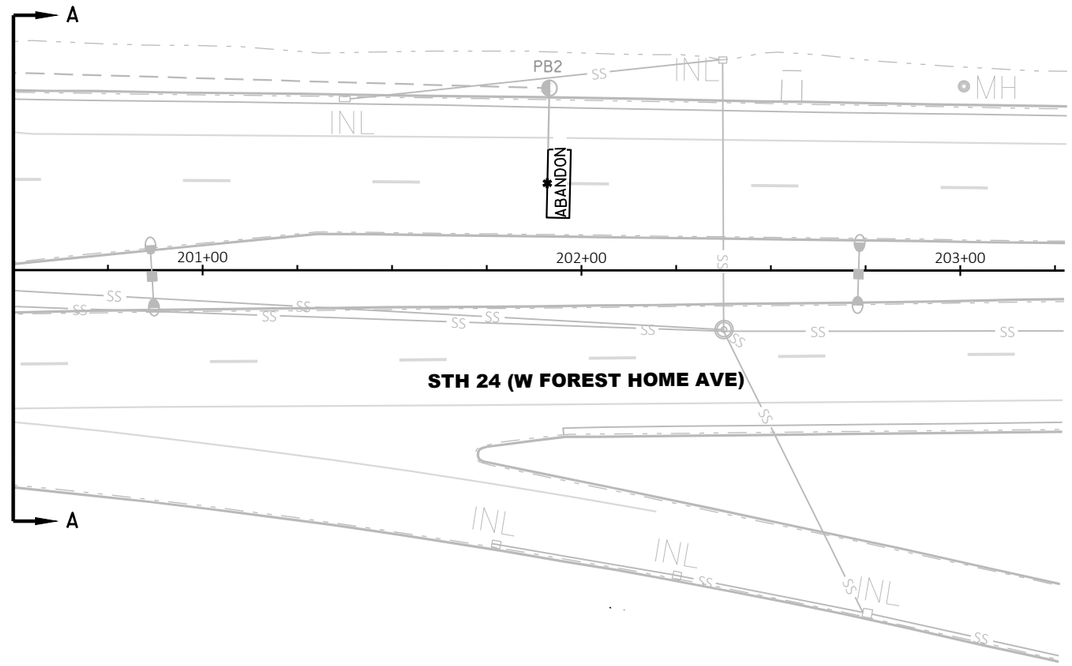
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 309 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1168\S40-1168_REM_20.DWG
LAYOUT NAME - S40-1168_rem_pg1

PLOT DATE : 1/4/2024 2:10 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2




TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 84TH ST
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1168

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

PAGE 2 OF 2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 310 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1168\S40-1168_REM_20.DWG
LAYOUT NAME - S40-1168_rem_pg2

PLOT DATE : 1/4/2024 2:18 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

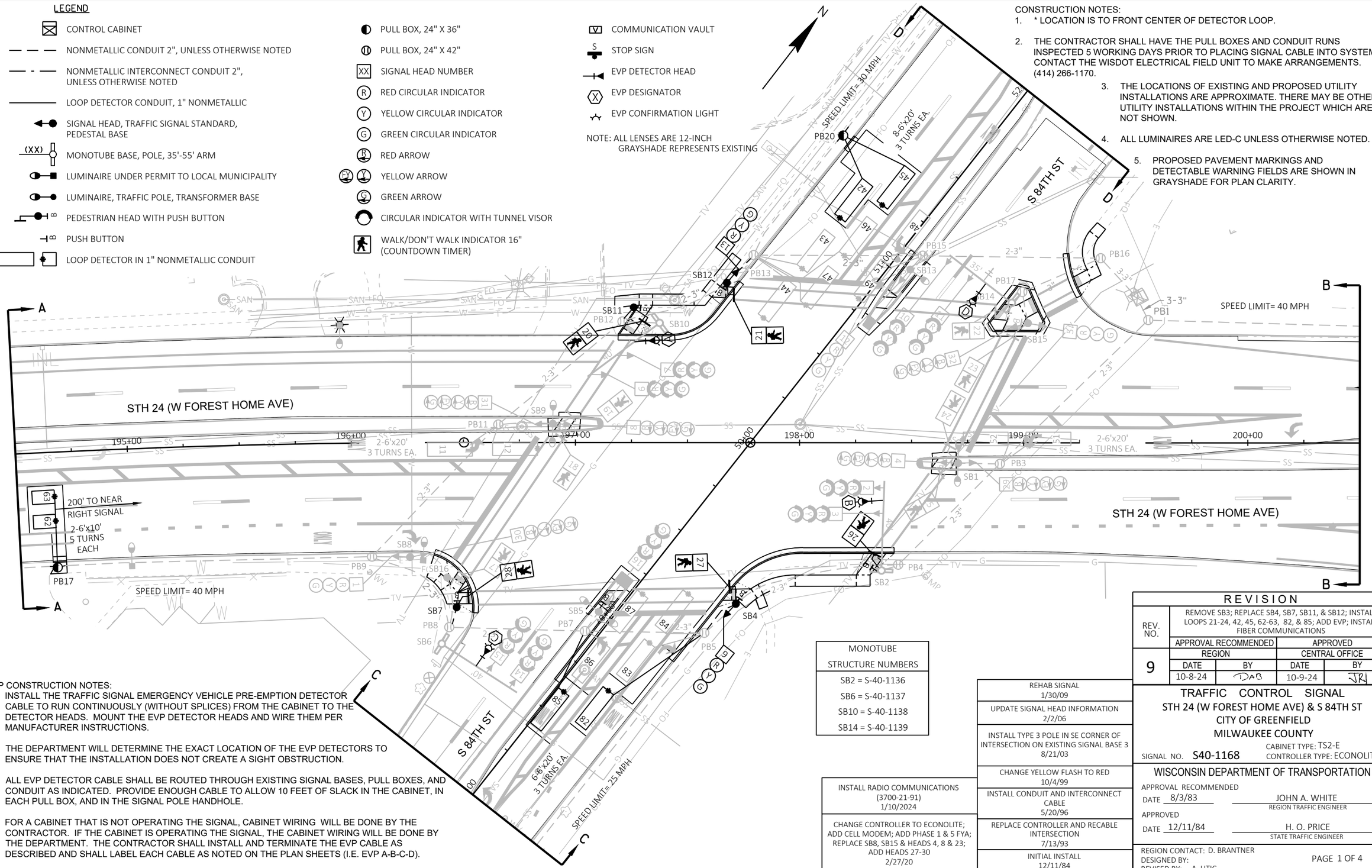
2

## LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- B PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- EV Y YELLOW ARROW
- G GREEN ARROW
- CIRCULAR INDICATOR WITH TUNNEL VISOR
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- COMMUNICATION VAULT
- S STOP SIGN
- EVP DETECTOR HEAD
- X EVP DESIGNATOR
- EVP CONFIRMATION LIGHT

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:
1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.
5. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.




EVP CONSTRUCTION NOTES:
1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE DEPARTMENT WILL DETERMINE THE EXACT LOCATION OF THE EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH EXISTING SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
4. FOR A CABINET THAT IS NOT OPERATING THE SIGNAL, CABINET WIRING WILL BE DONE BY THE CONTRACTOR. IF THE CABINET IS OPERATING THE SIGNAL, THE CABINET WIRING WILL BE DONE BY THE DEPARTMENT. THE CONTRACTOR SHALL INSTALL AND TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. EVP A-B-C-D).

| MONOTUBE STRUCTURE NUMBERS |
|---|
| SB2 = S-40-1136 |
| SB6 = S-40-1137 |
| SB10 = S-40-1138 |
| SB14 = S-40-1139 |

| REVISION | | | | |
|---|---|---|---|---|
| REV. NO. | REMOVE SB3; REPLACE SB4, SB7, SB11, & SB12; INSTALL LOOPS 21-24, 42, 45, 62-63, 82, & 85; ADD EVP; INSTALL FIBER COMMUNICATIONS | | | |
| | APPROVAL RECOMMENDED | | APPROVED | |
| 9 | REGION | | CENTRAL OFFICE | |
| | DATE | BY | DATE | BY |
| | 10-8-24 | DAB | 10-9-24 | JRJ |

10-2-24 JNG

| |
|---|
| INSTALL RADIO COMMUNICATIONS (3700-21-91) 1/10/2024 |
| CHANGE CONTROLLER TO ECONOLITE; ADD CELL MODEM; ADD PHASE 1 & 5 FYA; REPLACE SB8, SB15 & HEADS 4, 8 & 23; ADD HEADS 27-30 2/27/20 |

| |
|---|
| REHAB SIGNAL 1/30/09 |
| UPDATE SIGNAL HEAD INFORMATION 2/2/06 |
| INSTALL TYPE 3 POLE IN SE CORNER OF INTERSECTION ON EXISTING SIGNAL BASE 3 8/21/03 |
| CHANGE YELLOW FLASH TO RED 10/4/99 |
| INSTALL CONDUIT AND INTERCONNECT CABLE 5/20/96 |
| REPLACE CONTROLLER AND RECABLE INTERSECTION 7/13/93 |
| INITIAL INSTALL 12/11/84 |

TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 84TH ST
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1168
CABINET TYPE: TS2-E
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 8/3/83 — JOHN A. WHITE, REGION TRAFFIC ENGINEER

APPROVED
DATE 12/11/84 — H. O. PRICE, STATE TRAFFIC ENGINEER

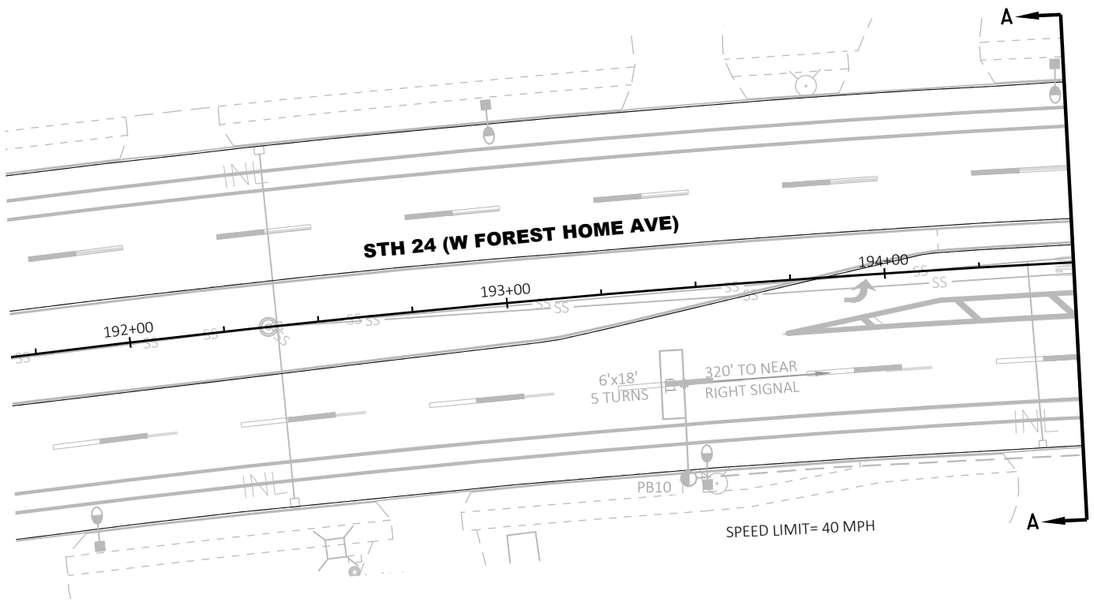
REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

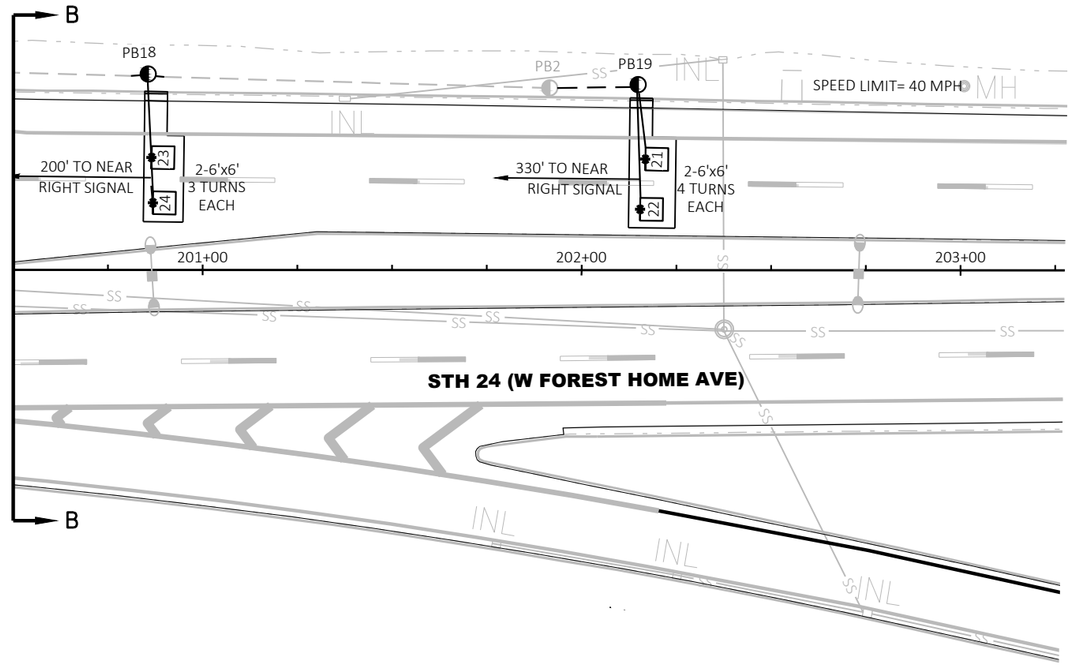


| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 311 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1168\S40-1168_R9_22.DWG
LAYOUT NAME - S40-1168_pg1
PLOT DATE : 7/22/2024 3:26 PM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : ##########

2




TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 84TH ST
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1168

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

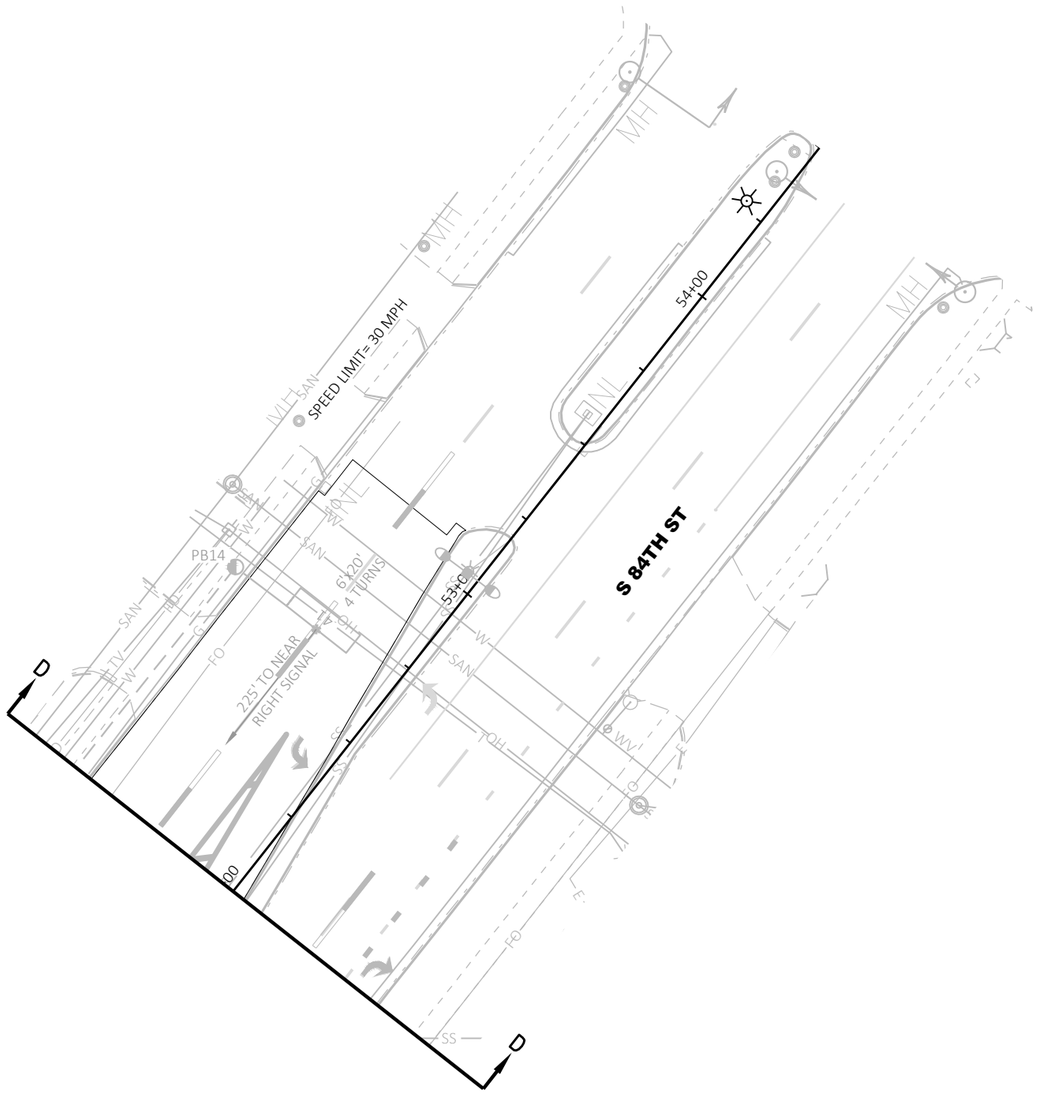
PAGE 2 OF 4

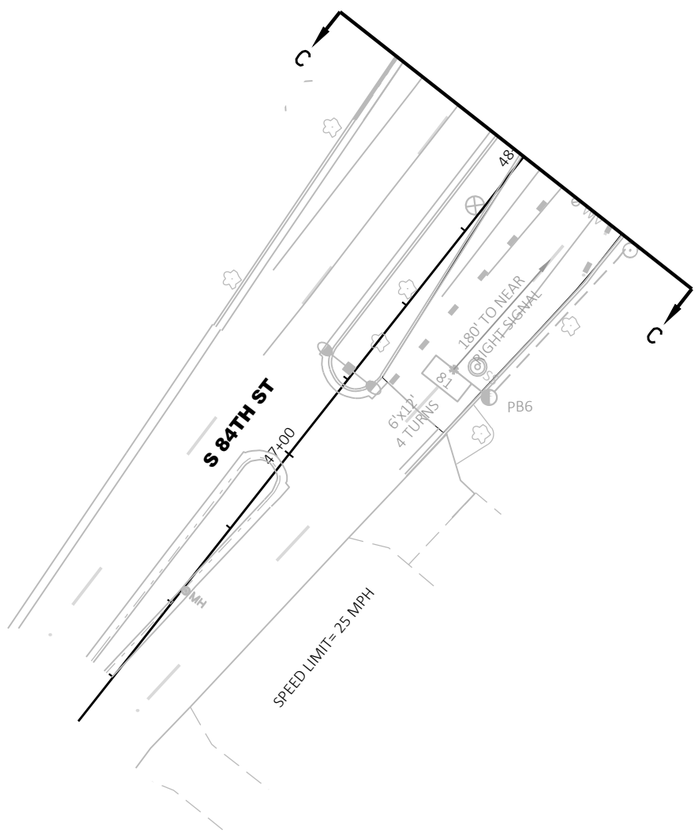
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 312 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1168\S40-1168_R9_22.DWG
LAYOUT NAME - S40-1168_pg2

PLOT DATE : 7/22/2024 3:28 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

2




N

TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 84TH ST
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1168

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

PAGE 3 OF 4

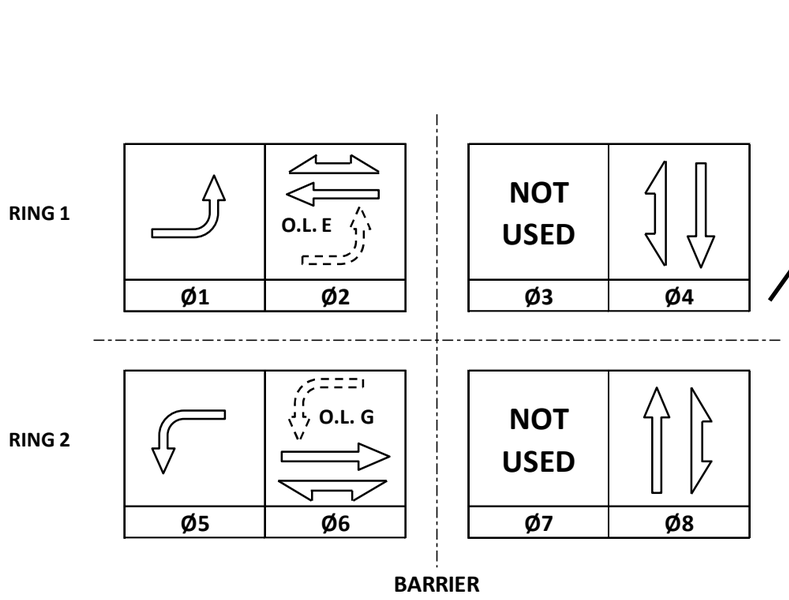
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 313 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1168\S40-1168_R9_22.DWG
LAYOUT NAME - S40-1168_pg3

PLOT DATE : 5/21/2024 12:00 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | 4,31,32 | R ← |
| Ø2 | 5,6,7 | R |
| Ø3 | | |
| Ø4 | 13,14,15,16 | R |
| Ø5 | 8,29,30 | R ← |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 9,10,11,12 | R |
| Ø2P | 21,22 | |
| Ø4P | 17,18,19,20 | |
| Ø6P | 27,28 | |
| Ø8P | 23,24,25,26 | |
| OLE | 4,31,32 | - |
| OLF | | |
| OLG | 8,29,30 | - |
| OLH | | |




## CONTROLLER LOGIC

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

## EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

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

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

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

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 11 | 21 | 23 | 41 | 43 | 45 | 47 | 49 | 52 | 62 | 81 | 83 | 85 | 87 | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 1 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 8 | 8 | 8 | 8 | | | CALLED PHASE |
| CALL OPTION | X | X | X | | X | X | X | X | X | X | | X | X | X | | | CALL OPTION |
| DELAY TIME | | | | | | | | | | | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | EXTENTION OPTION |
| EXTEND TIME | | | | X | | | | | | | X | | | | | | EXTEND TIME |
| USE ADDED INITIAL | | X | X | | | | | | | X | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | 2 | | | | | | | | | | | | | | | | CROSS SWITCH PHASE |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 12 | 22 | 24 | 42 | 44 | 46 | 48 | 51 | 61 | 63 | 82 | 84 | 86 | | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 1 | 2 | 2 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 8 | 8 | 8 | | | | CALLED PHASE |
| CALL OPTION | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | CALL OPTION |
| DELAY TIME | | | | | | | | | | | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | EXTENTION OPTION |
| EXTEND TIME | | | | | | | | | | | | | | | | | EXTEND TIME |
| USE ADDED INITIAL | | X | X | | | | | | X | X | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | 2 | | | | | | | | | | | | | | | | CROSS SWITCH PHASE |

## GENERAL NOTES:

1. PHASE 5 IS OMITTED EXCEPT DURING PREEMPTION CALL.

STH 24 (W FOREST HOME AVE) & S 84TH ST
CITY OF GREENFIELD
MILWAUKEE COUNTY

| | | | |
|---|---|---|---|
| SIGNAL NO: | S40-1168 | CABINET TYPE: | TS2-E |
| | | CONTROLLER TYPE: | ECONOLITE |
| DATE: | 8/24 | PAGE NUMBER: | 4 OF 4 |

| | |
|---|---|
| PROJECT ID: | 2120-18-70 |
| INTERSECTION: | STH 24 (FOREST HOME AVE) & S 84TH ST |

| | | | |
|---|---|---|---|
| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED NEUTRAL | PED INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SB4 | 12 | 9 | RED | ORG | GRN | | | | | | | | |
| | | 27 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB7 | 7 | 28 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB11 | 7 | 20 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB12 | 12 | 13 | RED | ORG | GRN | | | | | | | | |
| | | 21 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| SB2 | SB4 |
| SB4 | SB5 |
| SB6 | SB7 |
| SB7 | SB16 |
| SB10 | SB11 |
| SB11 | SB12 |
| SB12 | SB13 |
| | |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| CB1 | HEAD A (SB10) |
| CB1 | HEAD B (SB2) |
| CB1 | HEAD C (SB6) |
| CB1 | HEAD D (SB14) |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE (15')
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- RADIO INTERCONNECT ANTENNA, 5.8 GHz
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER (XX)
- RED CIRCULAR INDICATOR (R)
- YELLOW CIRCULAR INDICATOR (Y)
- GREEN CIRCULAR INDICATOR (G)
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- YIELD SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

N FRONTAGE RD

CTH U (S 76TH ST)

STH 24 (FOREST HOME AVE)

STH 24 WB EXIT

ABANDON

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB11 PB12 PB14 PB15

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9

CB1

232+00 233+00 234+00

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CABINET AND CONTROLLER SHALL BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.
4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.

# TRAFFIC CONTROL SIGNAL

STH 24 (FOREST HOME AVE) & CTH U (S 76TH ST)
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1219

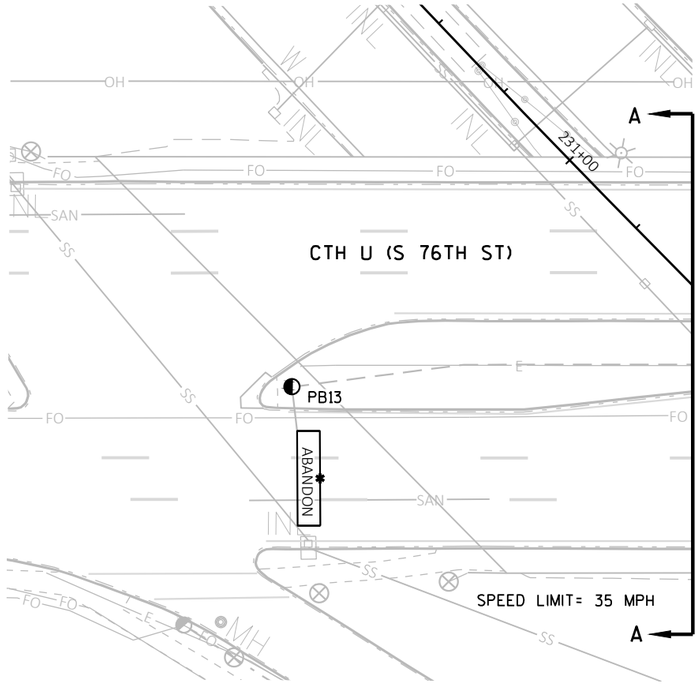
REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

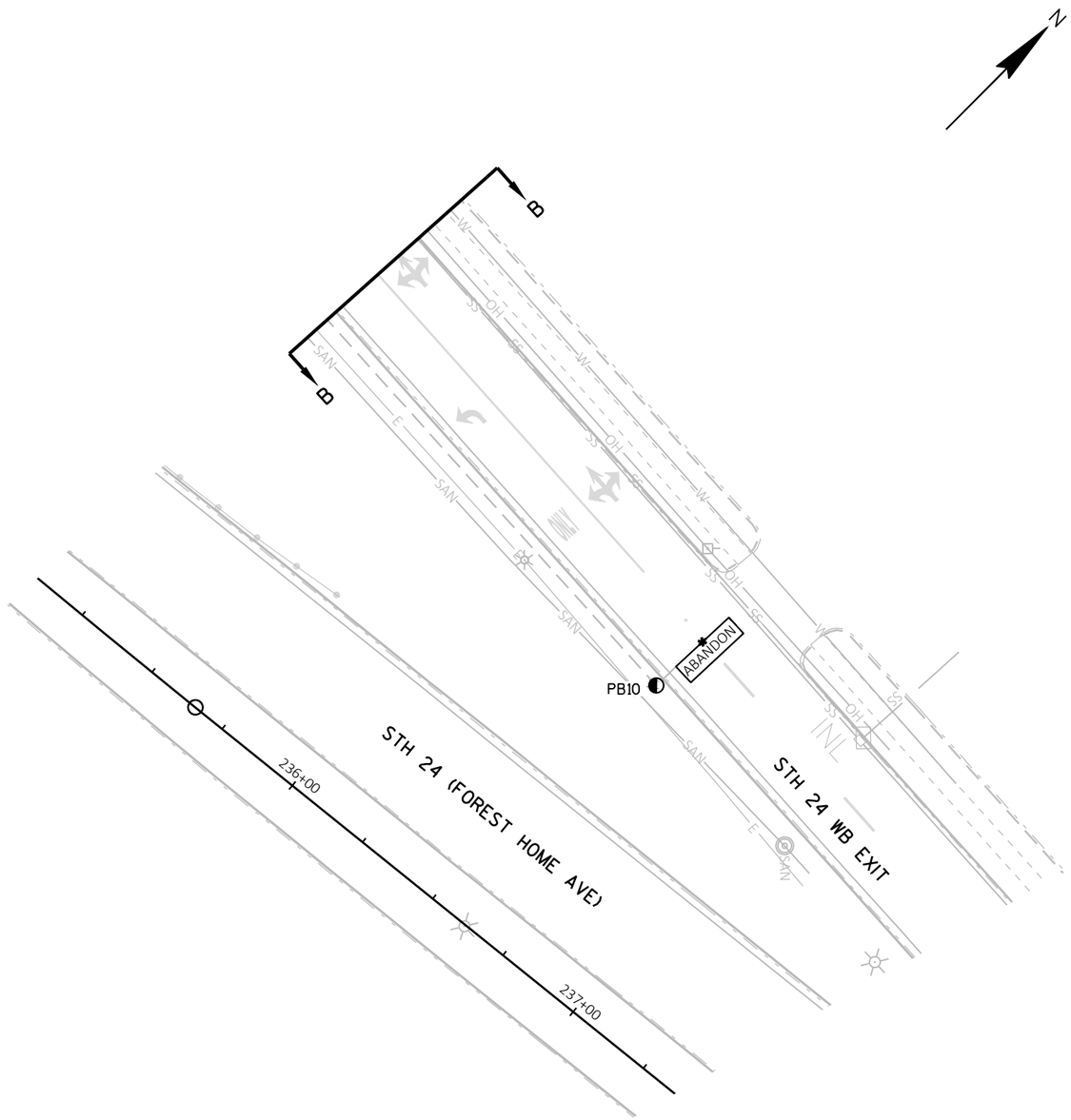


| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 316 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1219\S40-1219_REM_20.DWG
LAYOUT NAME - S40-1219_rem_pg1
PLOT DATE : 9/5/2023 3:08 PM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2




TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE) & CTH U (S 76TH ST)
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1219

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

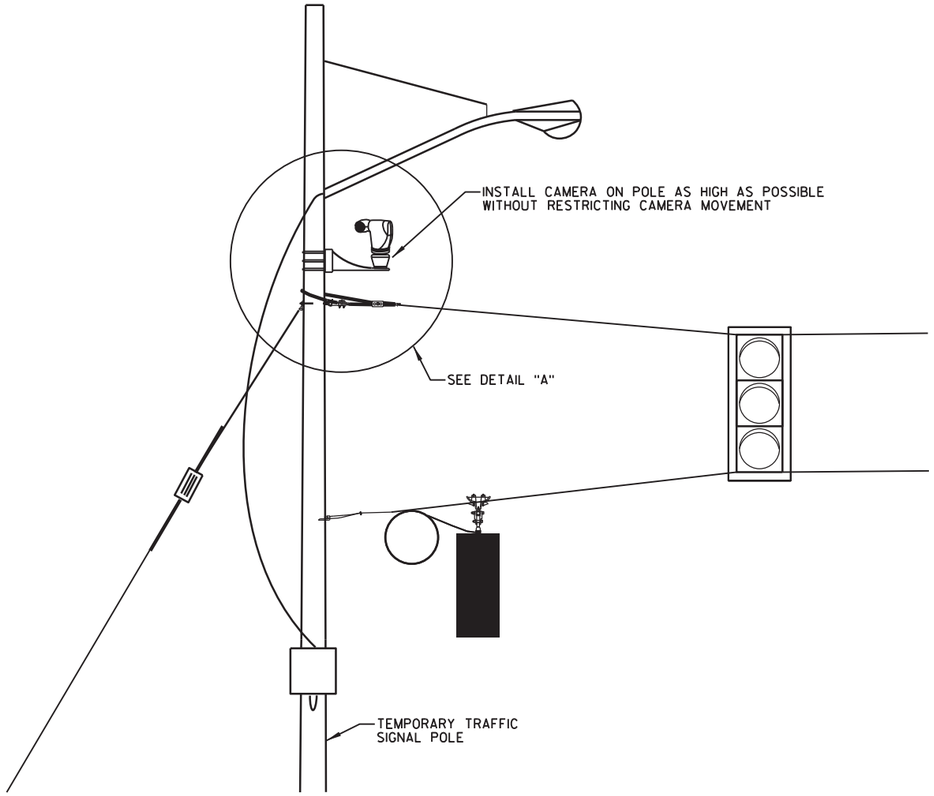
PAGE 2 OF 2

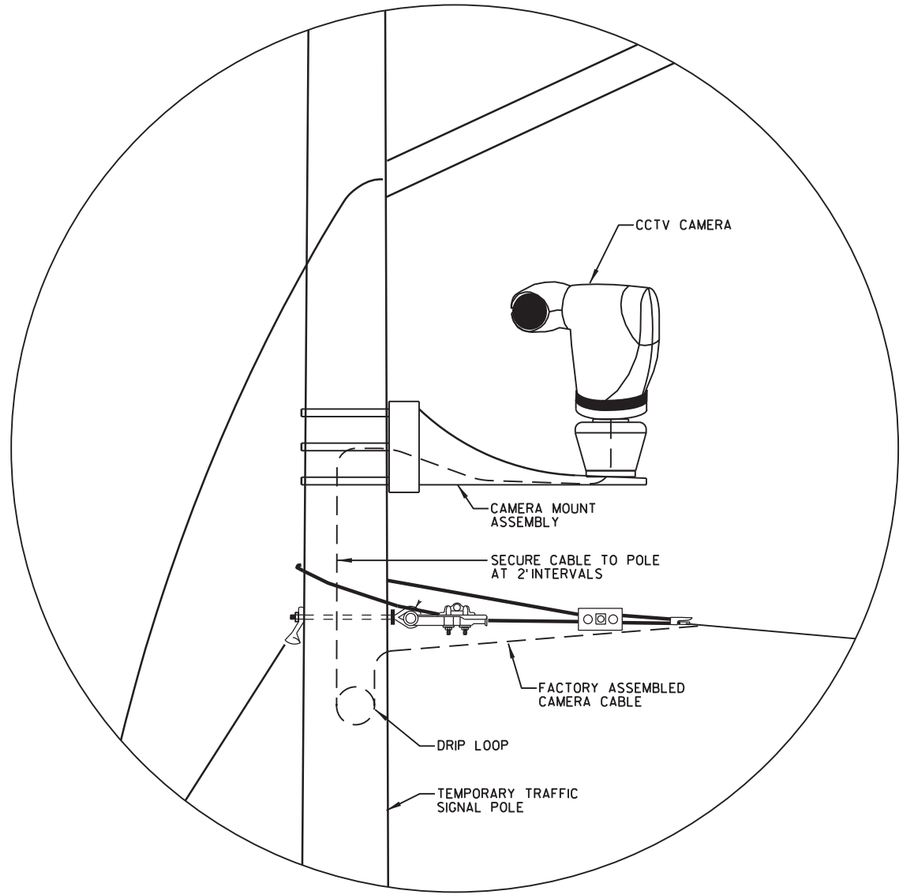
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 317 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1219\S40-1219_REM_20.DWG
LAYOUT NAME - S40-1219_rem_pg2

PLOT DATE : 9/5/2023 3:11 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

2




**DETAIL "A"**

## CCTV MOUNTING DETAIL
## (TEMPORARY TRAFFIC SIGNAL MOUNT)

NOT TO SCALE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL DETAILS | SHEET 318 | E |
|---|---|---|---|---|---|

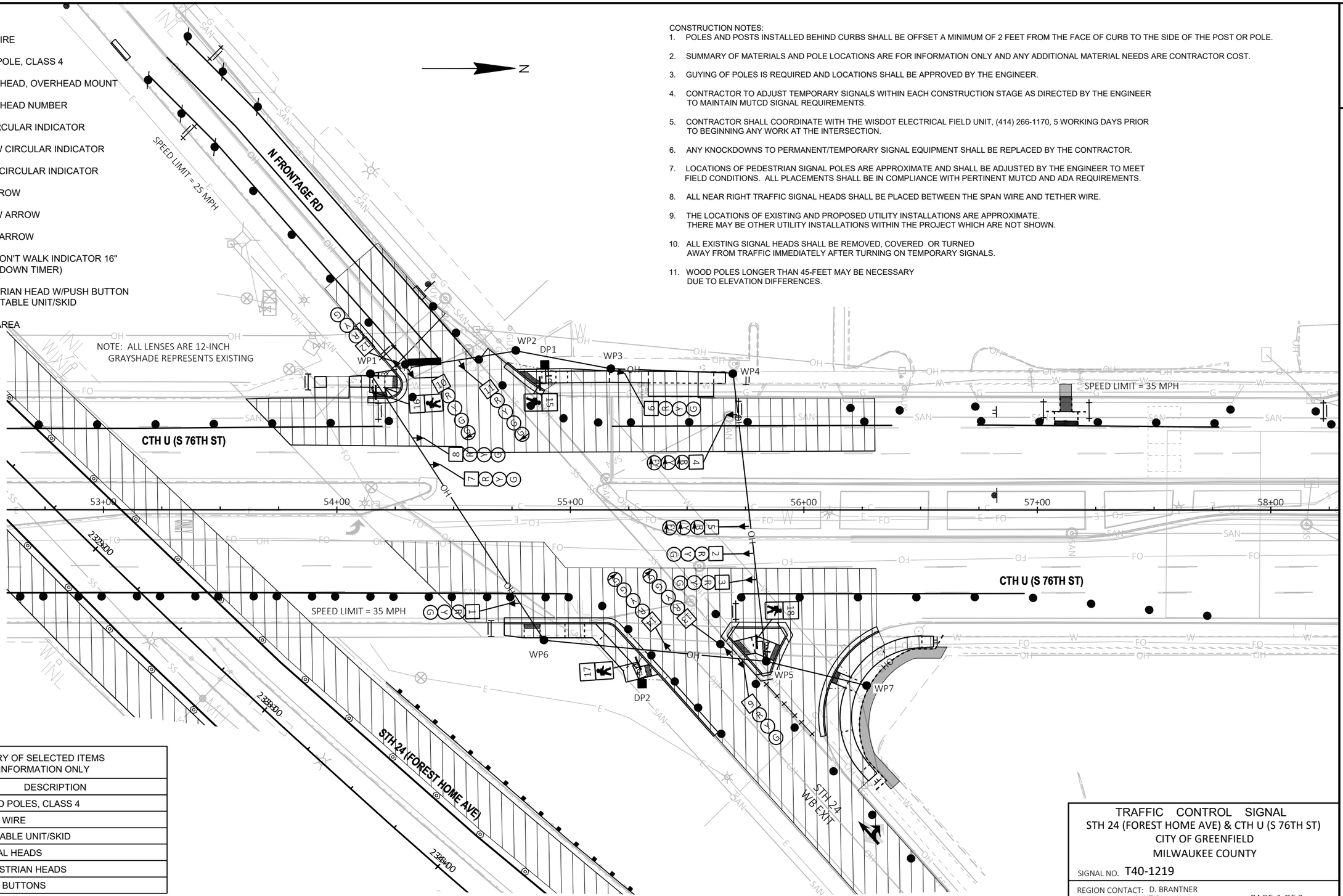
2

LEGEND

- SPAN WIRE
- WOOD POLE, CLASS 4
- SIGNAL HEAD, OVERHEAD MOUNT
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- EY Y YELLOW ARROW
- G GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- PEDESTRIAN HEAD W/PUSH BUTTON ON PORTABLE UNIT/SKID
- WORK AREA

CONSTRUCTION NOTES:

1. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POST OR POLE.
2. SUMMARY OF MATERIALS AND POLE LOCATIONS ARE FOR INFORMATION ONLY AND ANY ADDITIONAL MATERIAL NEEDS ARE CONTRACTOR COST.
3. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. CONTRACTOR TO ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
5. CONTRACTOR SHALL COORDINATE WITH THE WISDOT ELECTRICAL FIELD UNIT, (414) 266-1170, 5 WORKING DAYS PRIOR TO BEGINNING ANY WORK AT THE INTERSECTION.
6. ANY KNOCKDOWNS TO PERMANENT/TEMPORARY SIGNAL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR.
7. LOCATIONS OF PEDESTRIAN SIGNAL POLES ARE APPROXIMATE AND SHALL BE ADJUSTED BY THE ENGINEER TO MEET FIELD CONDITIONS. ALL PLACEMENTS SHALL BE IN COMPLIANCE WITH PERTINENT MUTCD AND ADA REQUIREMENTS.
8. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
9. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
10. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
11. WOOD POLES LONGER THAN 45-FEET MAY BE NECESSARY DUE TO ELEVATION DIFFERENCES.




| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 7 EA | WOOD POLES, CLASS 4 |
| 600 LF | SPAN WIRE |
| 2 EA | PORTABLE UNIT/SKID |
| 14 EA | SIGNAL HEADS |
| 4 EA | PEDESTRIAN HEADS |
| 4 EA | PUSH BUTTONS |

TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE) & CTH U (S 76TH ST)
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. T40-1219

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1 | SHEET 319 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1219\S40-1219_ST_STG1.DWG
LAYOUT NAME - S40-1219_rem_pg1
PLOT DATE : 7/30/2024 2:18 PM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

LEGEND

- SPAN WIRE
- WOOD POLE, CLASS 4
- SIGNAL HEAD, OVERHEAD MOUNT
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- FY Y — YELLOW ARROW
- G — GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- PEDESTRIAN HEAD W/PUSH BUTTON ON PORTABLE UNIT/SKID
- WORK AREA

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

N FRONTAGE RD

SPEED LIMIT = 25 MPH

SPEED LIMIT = 35 MPH

CTH U (S 76TH ST)

STH 24 (FOREST HOME AVE)

STH 24 WB EXIT

WP1 WP2 WP3 WP4 WP5 WP6 WP7

DP1 DP2

56+31

2390400

53 54 55 56 57 58

CTH U (S 76TH ST)

TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE) & CTH U (S 76TH ST)
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. T40-1219

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 2 OF 3

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2 | SHEET 320 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1219\S40-1219_ST_STG2.DWG
LAYOUT NAME - S40-1219_rem_pg1

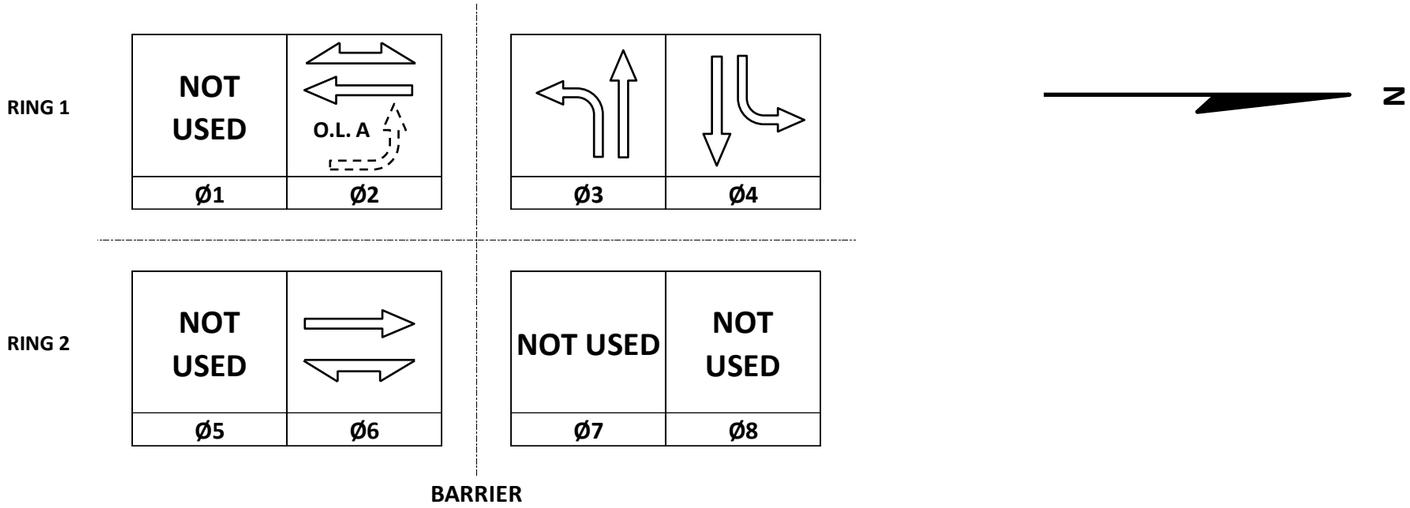
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WISDOT/CADDS SHEET 42

2

2

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 6,7,8 | R |
| Ø3 | 9,10,11 | - |
| Ø4 | 12,13,14 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | | |
| Ø2P | 15,16 | |
| Ø4P | | |
| Ø6P | 17,18 | |
| Ø8P | | |
| OLA | 4,5 | - |
| OLB | | |
| OLC | | |
| OLD | | |







## CONTROLLER LOGIC

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

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

| 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 | X |
| IN TRAFFIC CABINET | |
| IN SEPARATE DOT LIGHTING CABINET | |

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

STH 24 (W FOREST HOME AVE) & CTH U (S 76TH ST)

CITY OF GREENFIELD

MILWAUKEE COUNTY

SIGNAL NO: T40-1219 CABINET TYPE: TEMP

CONTROLLER TYPE: TEMP

DATE: 08/24 PAGE NUMBER: 3 OF 3

2

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
5. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-45' ARM
- (XX) MONOTUBE BASE, POLE, 50'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- RADIO INTERCONNECT ANTENNA, 5.8 GHz
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- RM X RADAR DETECTOR UNIT (MATRIX)
- RA X RADAR DETECTOR UNIT (ADVANCE)
- RADAR DETECTION ZONE
- EVP DETECTOR HEAD
- X EVP DESIGNATOR
- EVP CONFIRMATION LIGHT

N

SPEED LIMIT= 25 MPH

PB2

6'X6' 3 TURNS

180' TO NEAR RIGHT SIGNAL

N FRONTAGE RD

2.6'X20' 3 TURNS EA

PB3

PB1

CB1

SB9

SB1

PB13

SB10

SB2

PB4

SB3

PB5

R/W

SPEED LIMIT= 35 MPH

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

600' TO END OF DETECTION AREA FROM RADAR UNIT

CTH U (S 76TH ST)

SB8

PB12

SB11

PB6

SB4

PB7

SB5

SB7

PB11

PB8

SB6

PB9

SPEED LIMIT= 35 MPH

232+00

233+00

234+00

STH 24 (FOREST HOME AVE)

4.6'X20' 3 TURNS EA

STH 24 WB EXIT

EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE DEPARTMENT WILL DETERMINE THE EXACT LOCATION OF THE EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH EXISTING SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
4. FOR A CABINET THAT IS NOT OPERATING THE SIGNAL, CABINET WIRING WILL BE DONE BY THE CONTRACTOR. IF THE CABINET IS OPERATING THE SIGNAL, THE CABINET WIRING WILL BE DONE BY THE DEPARTMENT. THE CONTRACTOR SHALL INSTALL AND TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. EVP A-B-C-D).

| MONOTUBE STRUCTURE NUMBERS |
|---|
| SB2 = S-40-2139-01 |
| SB4 = S-40-2139-02 |
| SB6 = S-40-2139-03 |
| SB10 = S-40-2139-04 |

TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & CTH U (S 76TH ST)
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1219
CABINET TYPE: TS2-E
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 10-8-24 David A. Brantner, P.E.
REGION TRAFFIC ENGINEER

APPROVED
DATE 10-9-24 Jorge K. Oliver
STATE TRAFFIC ENGINEER

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 1 OF 3

JVG 10-2-24

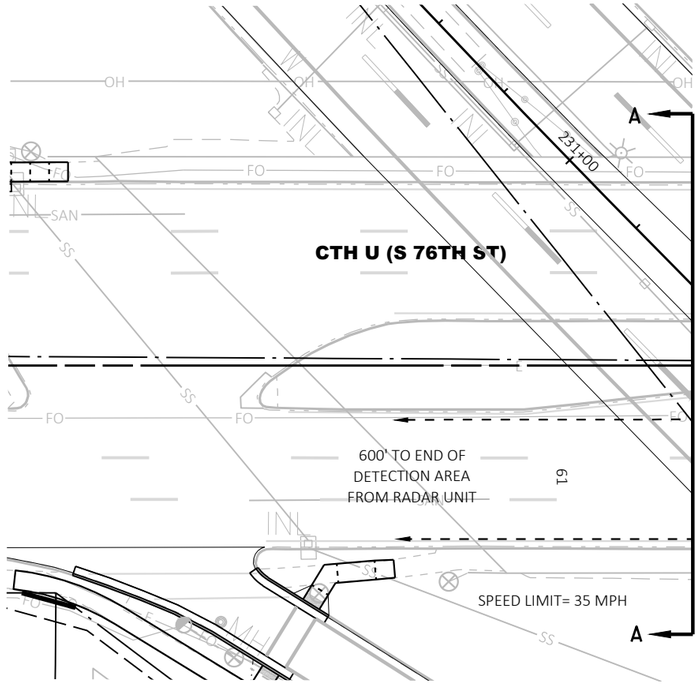
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 322 | E |
|---|---|---|---|---|---|

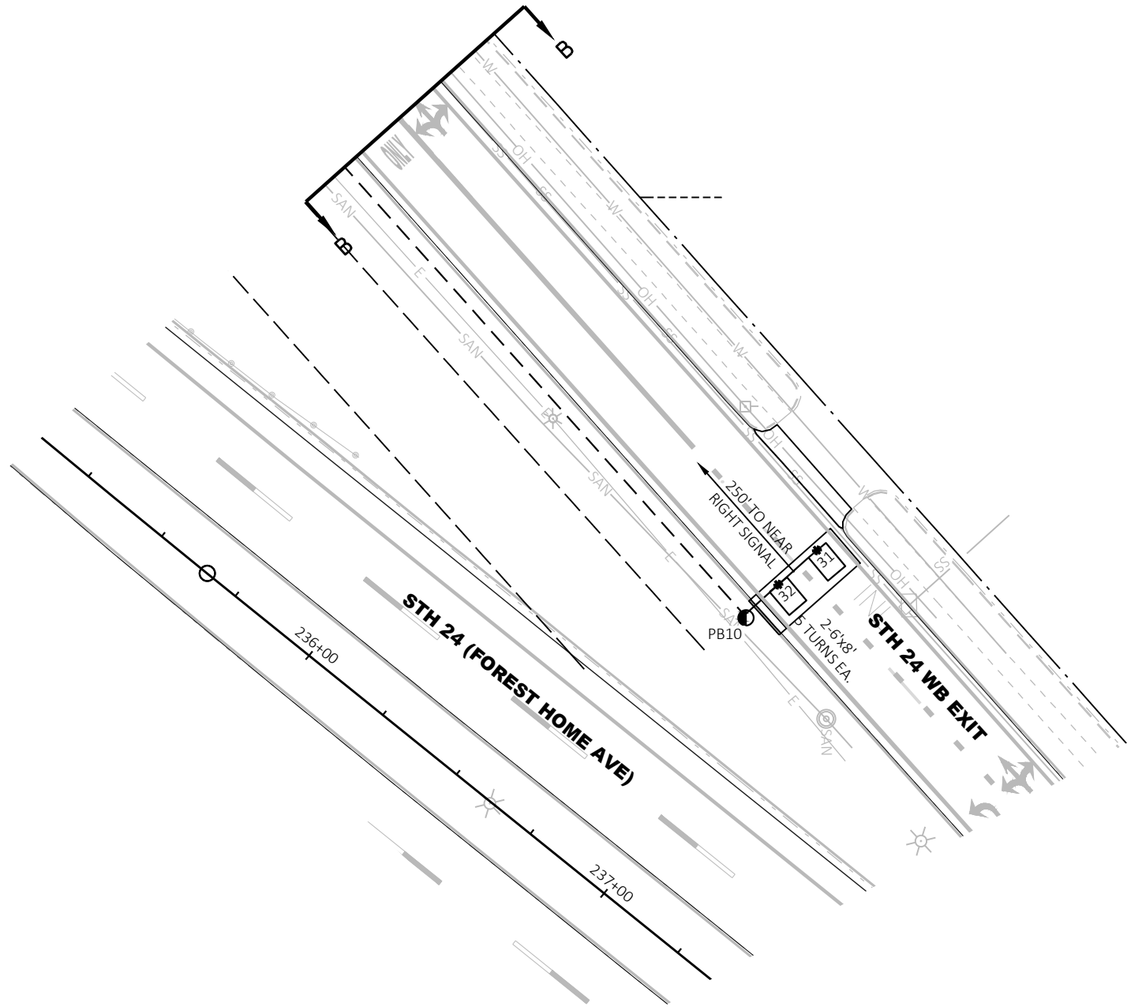
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LAYOUT NAME - S40-1219_pg1

PLOT DATE : 10/8/2024 3:44 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2




TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE) & CTH U (S 76TH ST)
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1219

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

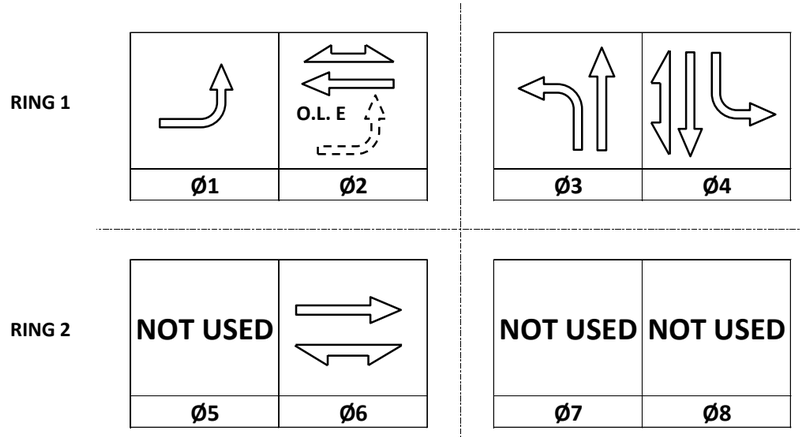
PAGE 2 OF 3

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 323 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1219\S40-1219_20.DWG
LAYOUT NAME - S40-1219_pg2

PLOT DATE : 5/21/2024 12:18 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

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




## CONTROLLER LOGIC

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

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | X |
| 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 | X |
| IN TRAFFIC CABINET | |
| IN SEPARATE DOT LIGHTING CABINET | |

### EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | A | B | C | D |
|---|---|---|---|---|
| MOVEMENT | | | | |
| PHASE | 2+6 | 6+1 | 4 | 3 |

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

AFTER PREEMPTION SEQUENCE 4, CONTROLLER SHALL RETURN TO PHASE 4.

AFTER PREEMPTION SEQUENCE 3, CONTROLLER SHALL RETURN TO PHASE 3.

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

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 31 | 33 | 35 | 41 | 43 | | | | 11 | 21 | 61 | | | | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 3 | 3 | 3 | 4 | 4 | | | | 2 | 2 | 6 | | | | | | CALLED PHASE |
| CALL OPTION | | X | X | | X | | | | X | X | X | | | | | | CALL OPTION |
| DELAY TIME | | | | | | | | | | | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | X | X | X | | | | X | X | X | | | | | | EXTENTION OPTION |
| EXTEND TIME | X | | | X | | | | | | | | | | | | | EXTEND TIME |
| USE ADDED INITIAL | | | | | | | | | | | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | | | | | | | | | | | | | | | | | CROSS SWITCH PHASE |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 32 | 34 | 36 | 42 | | | | | | | | | | | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 3 | 3 | 3 | 4 | | | | | | | | | | | | | CALLED PHASE |
| CALL OPTION | | X | X | X | | | | | | | | | | | | | CALL OPTION |
| DELAY TIME | | | | | | | | | | | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | X | X | | | | | | | | | | | | | EXTENTION OPTION |
| EXTEND TIME | X | | | | | | | | | | | | | | | | EXTEND TIME |
| USE ADDED INITIAL | | | | | | | | | | | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | | | | | | | | | | | | | | | | | CROSS SWITCH PHASE |

## GENERAL NOTES:

1. PHASE 1 IS OMITTED EXCEPT DURING PRE-EMPTION.

STH 24 (W FOREST HOME AVE) & CTH U (S 76TH ST)
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO: S40-1219 CABINET TYPE: TS2-E
CONTROLLER TYPE: ECONOLITE
DATE: 08/24 PAGE NUMBER: 3 OF 3

| PROJECT ID: | 2120-18-70 |
|---|---|
| INTERSECTION: | STH 24 (FOREST HOME AVE) & CTH U (76TH ST) |

| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
|---|---|---|---|
| | WHT - white | BLU - blue | ORG - orange |

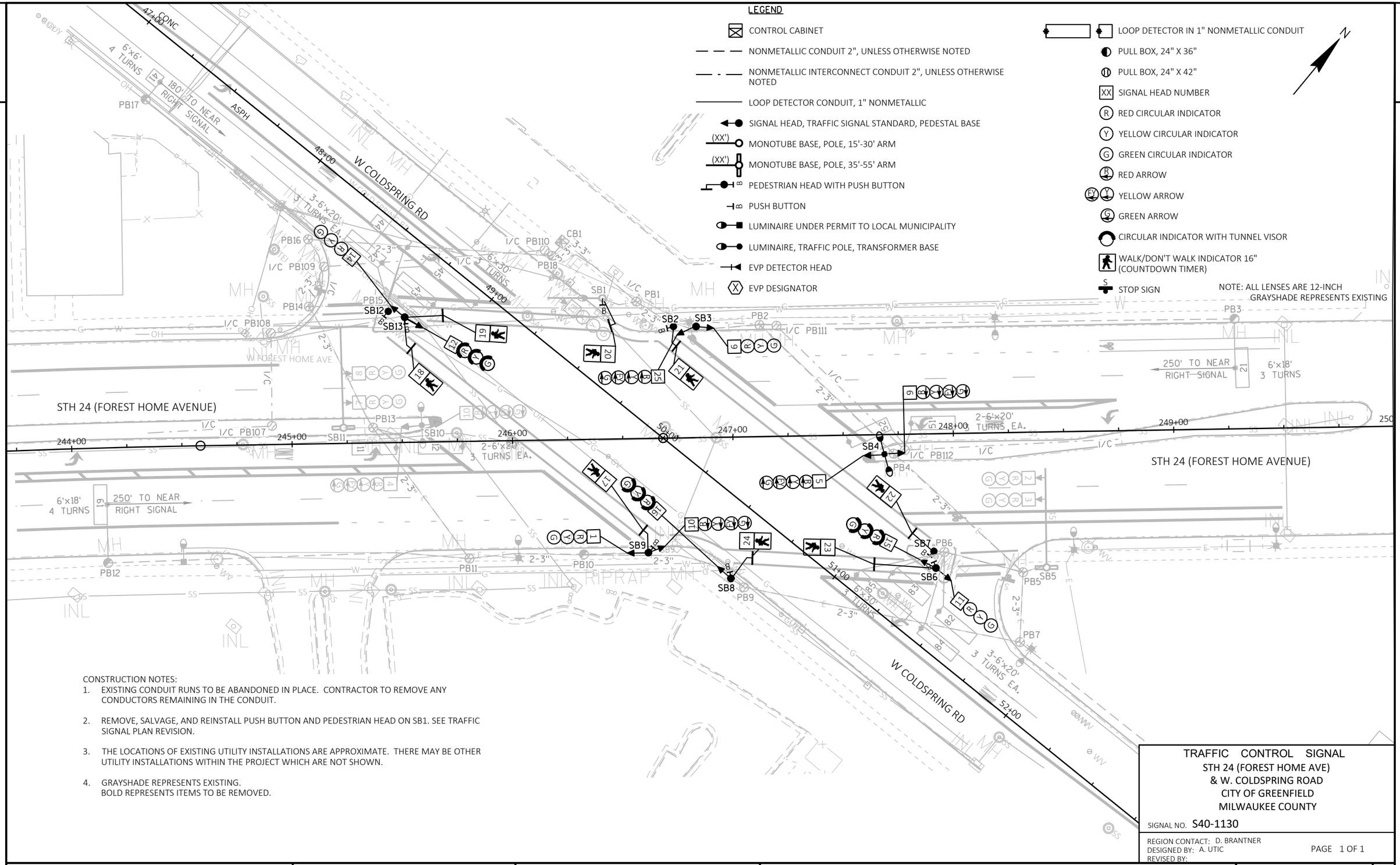
| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED NEUTRAL | PED INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SB1 | 12 | 15 | RED | ORG | GRN | | | | | | | | |
| | | 19 | | | | | | | | BLK | BLU | | |
| | | B | | | | | | | | | | | WHT/BLK |
| SB2 | 12 | 12 | | | | RED | ORG | GRN | | | | | |
| | | 13 | RED | ORG | GRN | | | GRN | | | | | |
| | | 14 | RED | ORG | GRN | | | | | | | | |
| | | 18 | | | | | | | | BLK | BLU | | |
| | | B | | | | | | | | | | | WHT/BLK |
| SB3 | 12 | 5 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 7 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| SB4 | 12 | 2 | RED | ORG | GRN | | | | | | | | |
| | | 3 | RED | ORG | GRN | | | | | | | | |
| | | 4 | RED | ORG | GRN | | | | | | | | |
| | | 16 | RED/BLK | ORG/BLK | GRN/BLK | | | GRN/BLK | | | | | |
| | | 23 | | | | | | | | BLK | BLU | | |
| | | B | | | | | | | | | | | WHT/BLK |
| SB5 | 7 | 11 | RED | ORG | GRN | | | | | | | | |
| SB6 | 12 | 17 | RED | ORG | GRN | | | | | | | | |
| | | 22 | | | | | | | | BLK | BLU | | |
| | | B | | | | | | | | | | | WHT/BLK |
| SB7 | 12 | 1 | RED | ORG | GRN | | | | | | | | |
| | | 21 | | | | | | | | BLK | BLU | | |
| | | B | | | | | | | | | | | WHT/BLK |
| SB8 | 7 | B | | | | | | | | | | | WHT/BLK |
| SB9 | 7 | 8 | RED | ORG | GRN | | | | | | | | |
| | | 9 | RED | ORG | GRN | | | | | | | | |
| | | 10 | RED | ORG | GRN | | | | | | | | |
| SB10 | 7 | 20 | | | | | | | | BLK | BLU | | |
| | | B | | | | | | | | | | | WHT/BLK |
| SB11 | 12 | 6 | | | | RED | ORG | GRN | BLK/WHT | | | | |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| CB1 | SB1 |
| SB1 | SB2 |
| SB2 | SB3 |
| SB3 | SB11 |
| SB11 | SB4 |
| SB4 | SB5 |
| SB5 | SB6 |
| SB6 | SB7 |
| SB7 | SB8 |
| SB8 | SB9 |
| SB9 | SB10 |
| SB10 | CB1 |

| Pull Box Bonding Jumper 10 AWG Green XLP | |
|---|---|
| From | To |
| PB1 | CB1 |
| PB3 | CB1 |
| PB4 | SB2 |
| PB5 | SB2 |
| PB6 | SB11 |
| PB8 | SB4 |
| PB9 | SB6 |
| PB12 | SB8 |
| PB13 | SB9 |
| PB14 | SB10 |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| CB1 | HEAD A (SB9) |
| CB1 | HEAD B (SB4) |
| CB1 | HEAD C (SB6) |
| CB1 | HEAD D (SB2) |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.




CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. REMOVE, SALVAGE, AND REINSTALL PUSH BUTTON AND PEDESTRIAN HEAD ON SB1. SEE TRAFFIC SIGNAL PLAN REVISION.
3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.

TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE)
& W. COLDSPRING ROAD
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1130

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 326 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1130\S40-1130_RM_20.DWG
LAYOUT NAME - S40-1130_RM_PG1

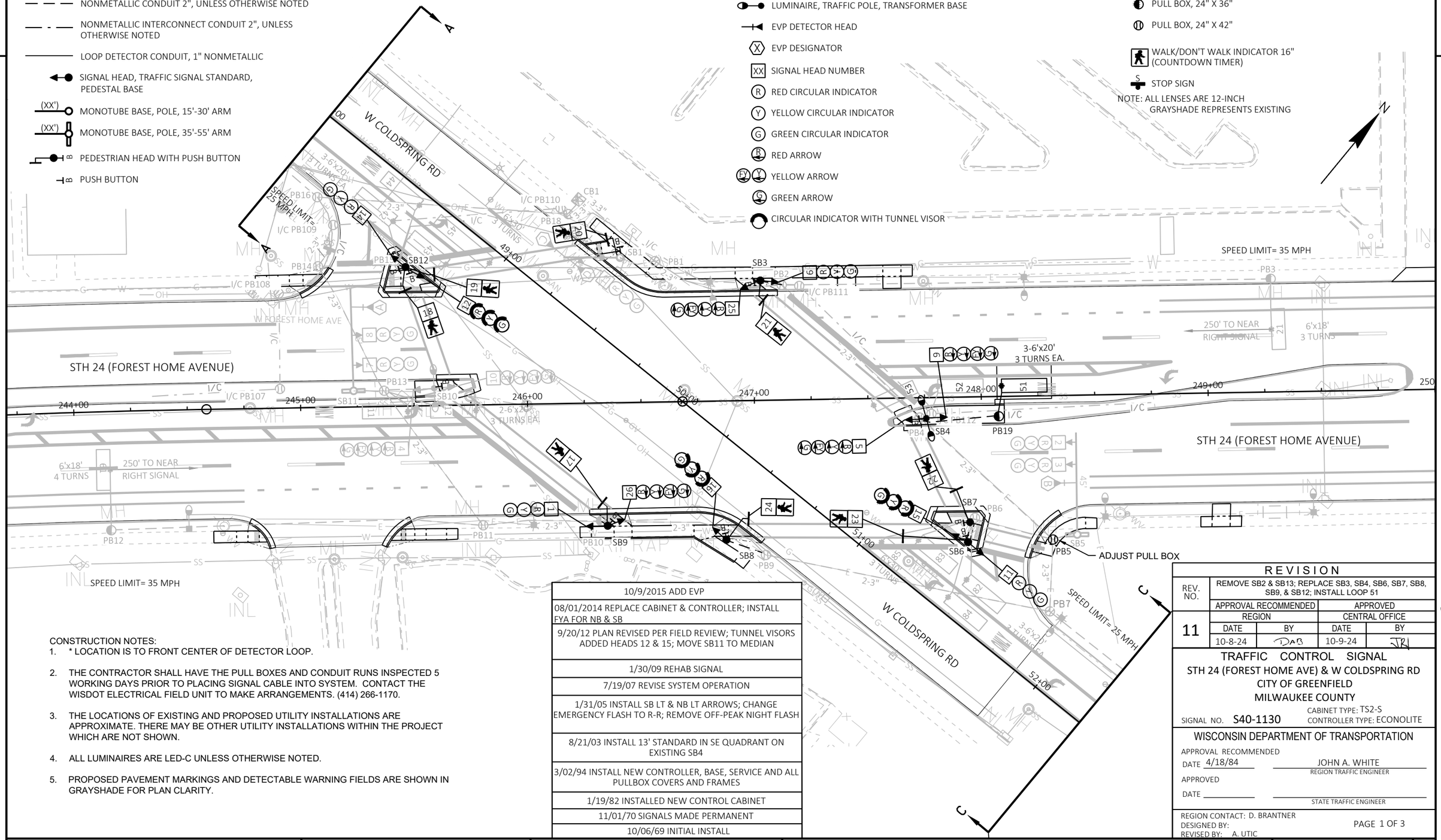
PLOT DATE : 4/30/2024 10:13 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX') MONOTUBE BASE, POLE, 15'-30' ARM
- (XX') MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- EVP DETECTOR HEAD
- EVP DESIGNATOR
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- CIRCULAR INDICATOR WITH TUNNEL VISOR
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- STOP SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING




CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.
5. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

| |
|---|
| 10/9/2015 ADD EVP |
| 08/01/2014 REPLACE CABINET & CONTROLLER; INSTALL FYA FOR NB & SB |
| 9/20/12 PLAN REVISED PER FIELD REVIEW; TUNNEL VISORS ADDED HEADS 12 & 15; MOVE SB11 TO MEDIAN |
| 1/30/09 REHAB SIGNAL |
| 7/19/07 REVISE SYSTEM OPERATION |
| 1/31/05 INSTALL SB LT & NB LT ARROWS; CHANGE EMERGENCY FLASH TO R-R; REMOVE OFF-PEAK NIGHT FLASH |
| 8/21/03 INSTALL 13' STANDARD IN SE QUADRANT ON EXISTING SB4 |
| 3/02/94 INSTALL NEW CONTROLLER, BASE, SERVICE AND ALL PULLBOX COVERS AND FRAMES |
| 1/19/82 INSTALLED NEW CONTROL CABINET |
| 11/01/70 SIGNALS MADE PERMANENT |
| 10/06/69 INITIAL INSTALL |

REVISION

| REV. NO. | REMOVE SB2 & SB13; REPLACE SB3, SB4, SB6, SB7, SB8, SB9, & SB12; INSTALL LOOP 51 | | | |
|---|---|---|---|---|
| | APPROVAL RECOMMENDED | | APPROVED | |
| | REGION | | CENTRAL OFFICE | |
| 11 | DATE | BY | DATE | BY |
| | 10-8-24 | DAB | 10-9-24 | JRJ |

10-2-24 JRJ

TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE) & W COLDSPRING RD
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1130
CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 4/18/84 — JOHN A. WHITE, REGION TRAFFIC ENGINEER
APPROVED
DATE _____ — STATE TRAFFIC ENGINEER

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

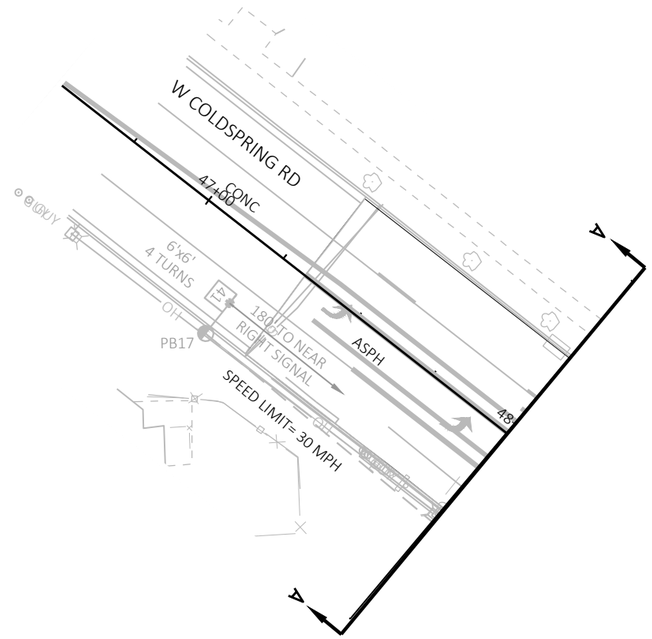
PAGE 1 OF 3

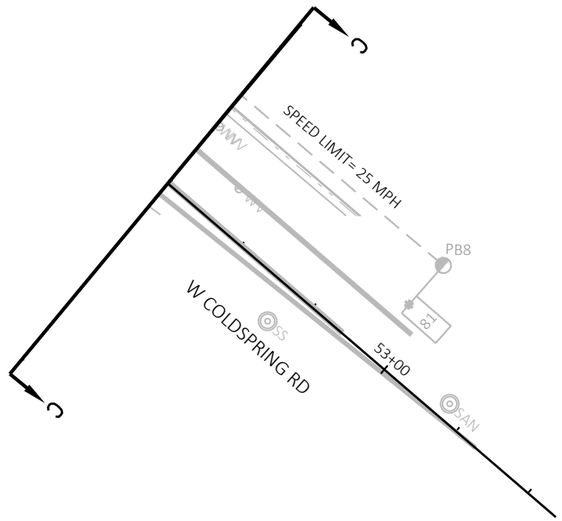
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 327 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1130\S40-1130_R11_22.DWG
LAYOUT NAME - S40-1130_RM_PG1
PLOT DATE : 7/22/2024 3:33 PM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE)
& W. COLDSPRING ROAD
CITY OF GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1130

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

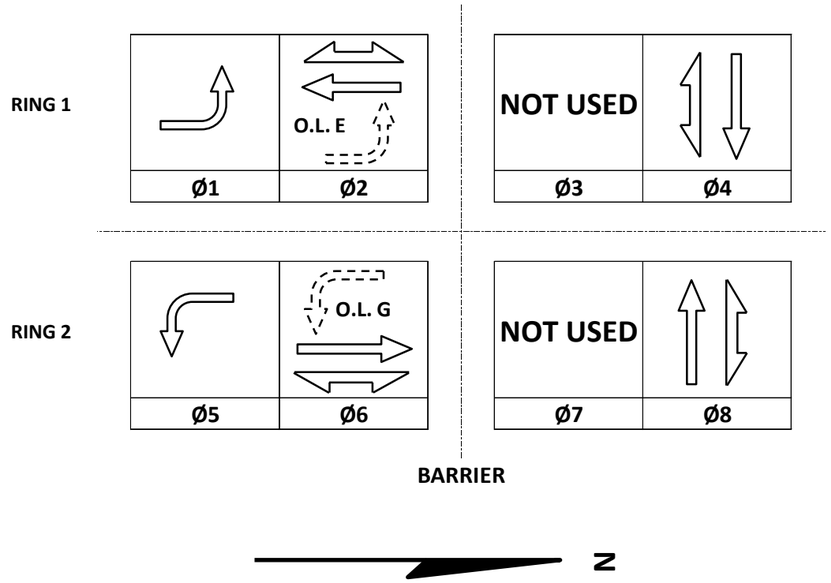
PAGE 2 OF 3

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 328 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1130\S40-1130_R11_22.DWG
LAYOUT NAME - S40-1130_RM_PG2

PLOT DATE : 4/30/2024 10:28 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

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




## CONTROLLER LOGIC

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

### EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

| TYPE OF COORDINATION | | |
|---|---|---|
| NONE | | |
| TBC | | X |
| TRAFFIC RESPONSIVE | | |
| ADAPTIVE | | |
| *LOCATION OF MASTER CONTROLLER NO: | S- | |
| SIGNAL SYSTEM NO: | SS- | 00-03 |

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

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

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 11 | 21 | 42 | 44 | 51 | 53 | 81 | 83 |
| CALLED PHASE | 1 | 2 | 4 | 4 | 5 | 5 | 8 | 8 |
| CALL OPTION | X | X | X | X | X | X | | X |
| DELAY TIME | | | | X | | | | |
| EXTENTION OPTION | X | X | X | X | X | X | X | X |
| EXTEND TIME | | | | | | | X | |
| USE ADDED INITIAL | | X | | | | | | |
| CROSS SWITCH PHASE | 2 | | | | 6 | 6 | | |

| DETECTOR INPUT | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 85 | | | | | | | |
| CALLED PHASE | 8 | | | | | | | |
| CALL OPTION | X | | | | | | | |
| DELAY TIME | X | | | | | | | |
| EXTENTION OPTION | X | | | | | | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 12 | 41 | 43 | 45 | 52 | 61 | 82 | 84 |
| CALLED PHASE | 1 | 4 | 4 | 4 | 5 | 6 | 8 | 8 |
| CALL OPTION | X | | X | X | X | X | X | X |
| DELAY TIME | | | | X | | | | X |
| EXTENTION OPTION | X | X | X | X | X | X | X | X |
| EXTEND TIME | | X | | | | | | |
| USE ADDED INITIAL | | | | | | X | | |
| CROSS SWITCH PHASE | 2 | | | | 6 | | | |

| DETECTOR INPUT | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | | | | | | | | |
| CALLED PHASE | | | | | | | | |
| CALL OPTION | | | | | | | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | | | | | | | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

STH 24 (FOREST HOME AVENUE) & COLDSPRING ROAD
CITY OF GREENFIELD
MILWAUKEE COUNTY

| | |
|---|---|
| SIGNAL NO: S40-1130 | CABINET TYPE: TS2-S |
| | CONTROLLER TYPE: ECONOLITE |
| DATE: 08/24 | PAGE NO. 3 OF 3 |

| | |
|---|---|
| PROJECT ID: | 2120-18-70 |
| INTERSECTION: | STH 24 (FOREST HOME AVE) & W COLDSPRING RD |

| | | |
|---|---|---|
| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED NEUTRAL | PED INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SB3 | 12 | 25 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 6 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 21 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| SB4 | 12 | 5 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 9 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLU/BLK | | | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| SB6 | 12 | 15 | RED | ORG | GRN | | | | | | | | |
| | | 11 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 23 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| SB7 | 7 | 22 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| SB8 | 12 | 16 | RED | ORG | GRN | | | | | | | | |
| | | 24 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| SB9 | 12 | 1 | RED | ORG | GRN | | | | | | | | |
| | | 26 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | 17 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| SB12 | 15 | 14 | RED | ORG | GRN | | | | | | | | |
| | | 12 | | | | RED/BLK | ORG/BLK | GRN/BLK | | | | | |
| | | 18 | | | | | | | | BLK | BLU | | |
| | | 19 | | | | | | | | BLU/WHT | BLU/BLK | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | BUTTON | | | | | | | | | | | BLK/WHT |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| SB1 | SB3 |
| SB3 | SB4 |
| SB4 | SB5 |
| SB5 | SB6 |
| SB6 | SB7 |
| SB7 | SB8 |
| SB8 | SB9 |
| SB9 | SB10 |
| SB11 | SB12 |
| SB12 | CB1 |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

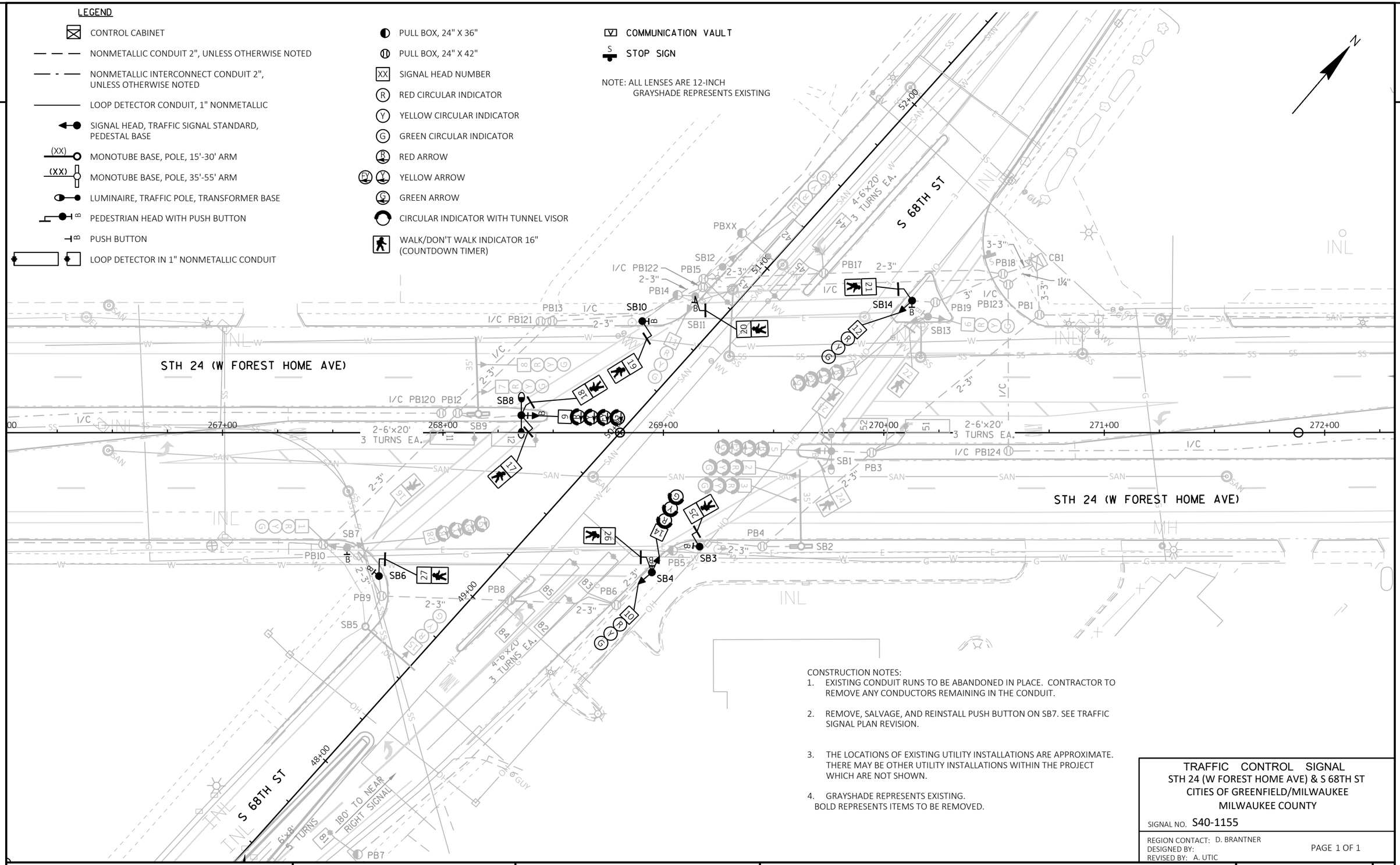
| Lighting UF 2-12 AWG Grounded | |
|---|---|
| From | To |
| CB1 | SB4 |

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- EY YELLOW ARROW
- GA GREEN ARROW
- CIRCULAR INDICATOR WITH TUNNEL VISOR
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- V COMMUNICATION VAULT
- S STOP SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING




CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. REMOVE, SALVAGE, AND REINSTALL PUSH BUTTON ON SB7. SEE TRAFFIC SIGNAL PLAN REVISION.
3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.

TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 68TH ST
CITIES OF GREENFIELD/MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1155

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

PAGE 1 OF 1

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 331 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1155\S40-1155_REM_20.DWG
LAYOUT NAME - S40-1155_rem_pg1

PLOT DATE : 7/12/2024 9:53 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

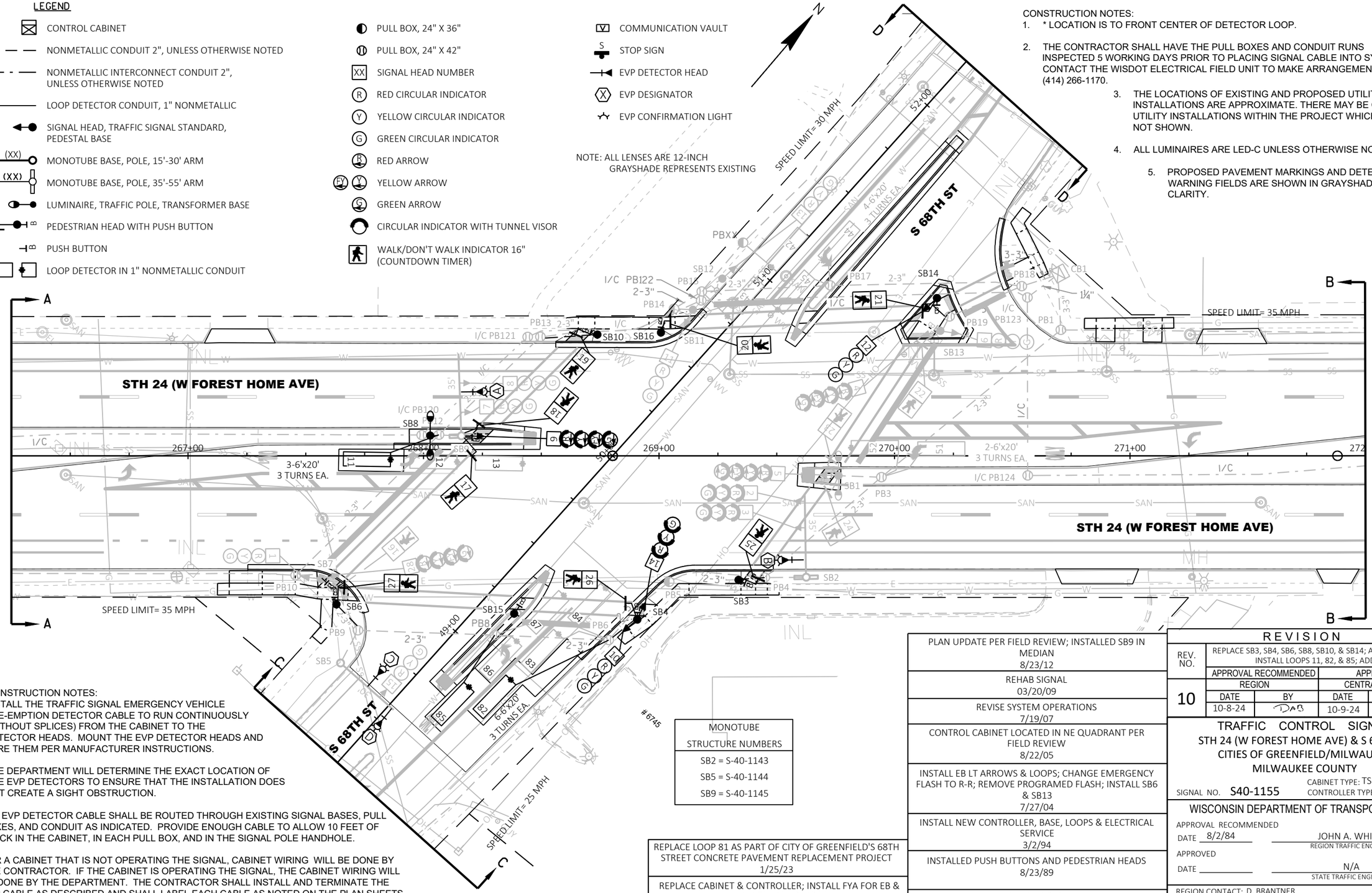
WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- B PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- FY Y YELLOW ARROW
- G GREEN ARROW
- CIRCULAR INDICATOR WITH TUNNEL VISOR
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- COMMUNICATION VAULT
- S STOP SIGN
- EVP DETECTOR HEAD
- X EVP DESIGNATOR
- EVP CONFIRMATION LIGHT

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:
1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.
5. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.




EVP CONSTRUCTION NOTES:
1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE DEPARTMENT WILL DETERMINE THE EXACT LOCATION OF THE EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH EXISTING SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
4. FOR A CABINET THAT IS NOT OPERATING THE SIGNAL, CABINET WIRING WILL BE DONE BY THE CONTRACTOR. IF THE CABINET IS OPERATING THE SIGNAL, THE CABINET WIRING WILL BE DONE BY THE DEPARTMENT. THE CONTRACTOR SHALL INSTALL AND TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. EVP A-B-C-D).

| MONOTUBE STRUCTURE NUMBERS |
|---|
| SB2 = S-40-1143 |
| SB5 = S-40-1144 |
| SB9 = S-40-1145 |

| |
|---|
| REPLACE LOOP 81 AS PART OF CITY OF GREENFIELD'S 68TH STREET CONCRETE PAVEMENT REPLACEMENT PROJECT 1/25/23 |
| REPLACE CABINET & CONTROLLER; INSTALL FYA FOR EB & WB; ACTIVATE PHASE 5 8/1/14 |
| PLAN UPDATE PER FIELD REVIEW; INSTALLED SB9 IN MEDIAN 8/23/12 |
| REHAB SIGNAL 03/20/09 |
| REVISE SYSTEM OPERATIONS 7/19/07 |
| CONTROL CABINET LOCATED IN NE QUADRANT PER FIELD REVIEW 8/22/05 |
| INSTALL EB LT ARROWS & LOOPS; CHANGE EMERGENCY FLASH TO R-R; REMOVE PROGRAMED FLASH; INSTALL SB6 & SB13 7/27/04 |
| INSTALL NEW CONTROLLER, BASE, LOOPS & ELECTRICAL SERVICE 3/2/94 |
| INSTALLED PUSH BUTTONS AND PEDESTRIAN HEADS 8/23/89 |
| INITIAL INSTALL 01/76 |

REVISION

| REV. NO. | REPLACE SB3, SB4, SB6, SB8, SB10, & SB14; ADD SB15 & SB16; INSTALL LOOPS 11, 82, & 85; ADD EVP | | | |
|---|---|---|---|---|
| | APPROVAL RECOMMENDED | | APPROVED | |
| | REGION | | CENTRAL OFFICE | |
| 10 | DATE | BY | DATE | BY |
| | 10-8-24 | DAB | 10-9-24 | JRK |

TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 68TH ST
CITIES OF GREENFIELD/MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1155
CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 8/2/84 — JOHN A. WHITE, REGION TRAFFIC ENGINEER

APPROVED
DATE ____ — N/A, STATE TRAFFIC ENGINEER

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

PAGE 1 OF 4

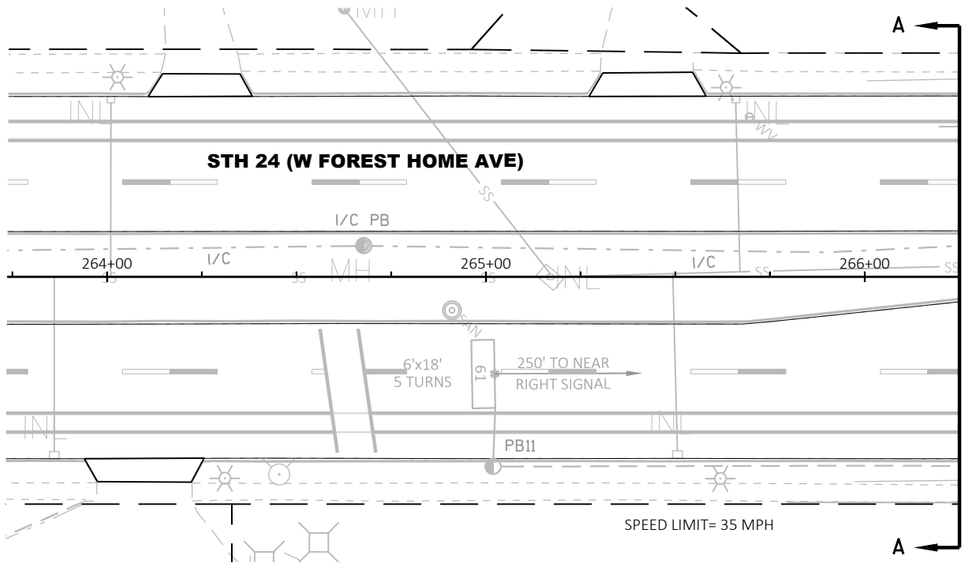
10-2-24 JNG

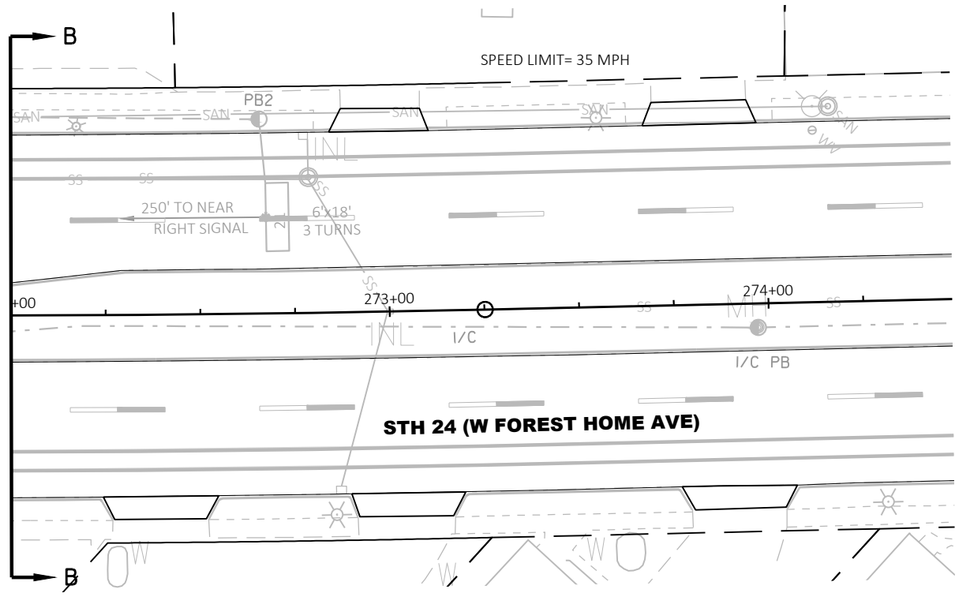
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 332 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1155\S40-1155_R9_22.DWG
LAYOUT NAME - S40-1155_pg1
PLOT DATE : 7/24/2024 10:00 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 68TH ST
CITIES OF GREENFIELD/MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1155

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

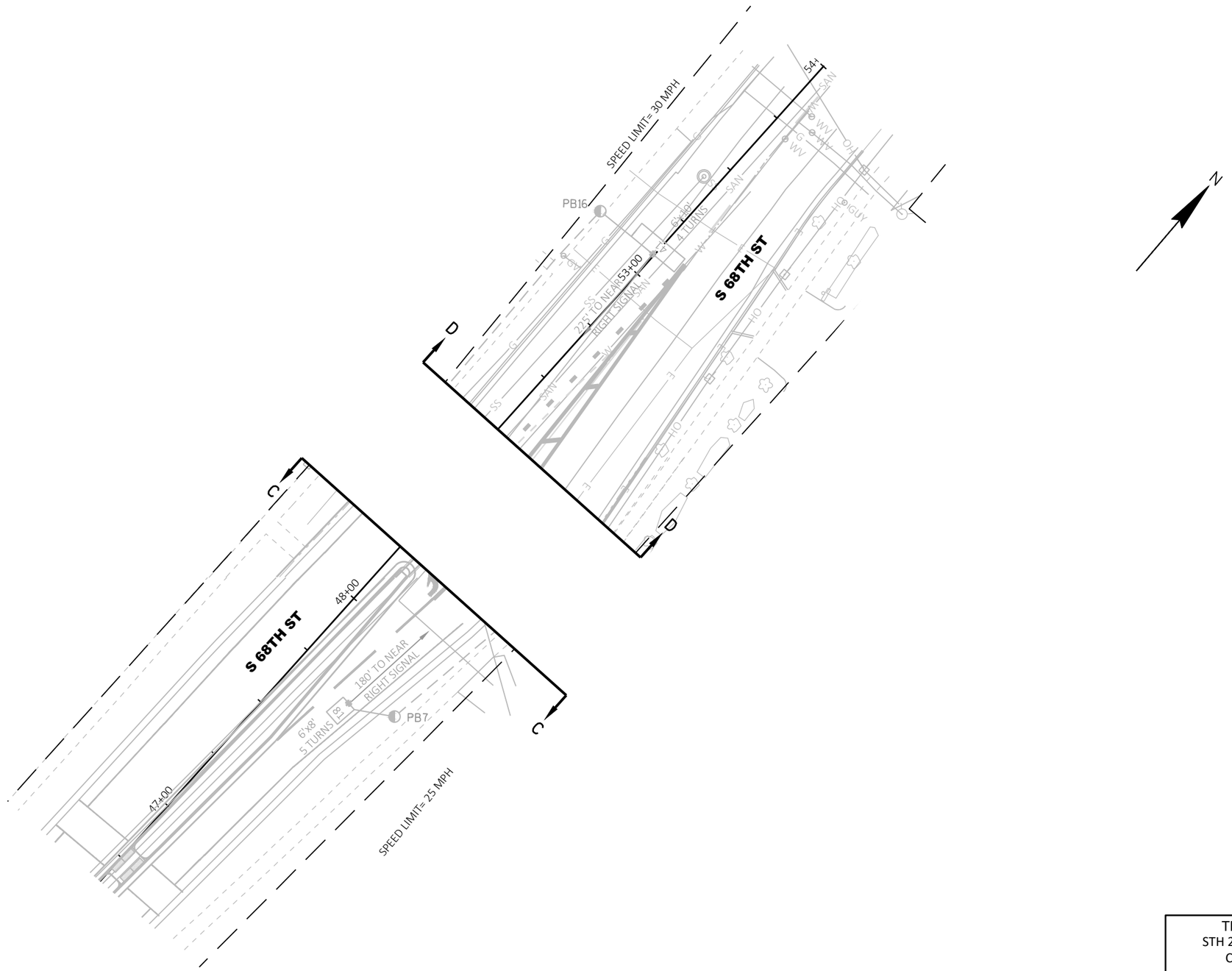


| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 333 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1155\S40-1155_R9_22.DWG
LAYOUT NAME - S40-1155_pg2

PLOT DATE : 5/21/2024 12:30 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 68TH ST
CITIES OF GREENFIELD/MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1155

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

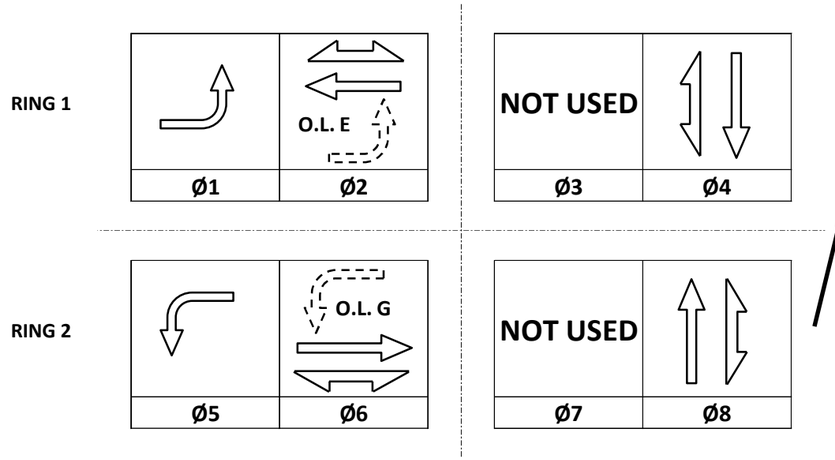


| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 334 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1155\S40-1155_R9_22.DWG
LAYOUT NAME - S40-1155_pg3

PLOT DATE : 4/30/2024 4:15 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

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




## CONTROLLER LOGIC

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

### EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | X |
| 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- | 00-03 |

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

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

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 51,52 | 12,13 | 61 | 42,43 | 11 | 83,84 | 82 | |
| CALLED PHASE | 5 | 1 | 6 | 4 | 1 | 8 | 8 | |
| CALL OPTION | X | X | X | X | X | X | X | |
| DELAY TIME | | | | X | | X | X | |
| EXTENTION OPTION | X | X | X | X | X | X | X | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | X | | | | | |
| CROSS SWITCH PHASE | 6 | 2 | | | 2 | | | |

| 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 41 | 21 | 81 | 44,45 | | 86,87 | 85 | |
| CALLED PHASE | 4 | 2 | 8 | 4 | | 8 | 8 | |
| CALL OPTION | | X | | X | | X | X | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | X | X | X | | X | X | |
| EXTEND TIME | X | | X | | | | | |
| USE ADDED INITIAL | | X | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

STH 24 (FOREST HOME AVE.) & S. 68TH STREET
CITIES OF GREENFIELD/MILWAUKEE
MILWAUKEE COUNTY

| | |
|---|---|
| SIGNAL NO: S40-1155 | CABINET TYPE: TS2-S |
| | CONTROLLER TYPE: ECONOLITE |
| DATE: 8/24 | PAGE NO. 4 OF 4 |

| | |
|---|---|
| PROJECT ID: | 2120-18-70 |
| INTERSECTION: | STH 24 (FOREST HOME AVE) & S 68TH ST |

| | | | |
|---|---|---|---|
| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED NEUTRAL | PED INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| | | | | | | | | | | | | | |
| SB3 | 7 | 25 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB4 | 12 | 10 | RED | ORG | GRN | | | | | | | | |
| | | 14 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 26 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB6 | 7 | 27 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB9 | 12 | 9 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 17 | | | | | | | | BLK | BLU | | |
| | | 18 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB10 | 7 | 19 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB14 | 12 | 12 | RED | ORG | GRN | | | | | | | | |
| | | 21 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB15 | 7 | BUTTON | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| SB16 | 7 | 20 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| SB2 | SB3 |
| SB3 | SB4 |
| SB4 | SB15 |
| SB15 | SB6 |
| SB6 | SB7 |
| SB7 | SB8 |
| SB8 | SB9 |
| SB9 | SB10 |
| SB10 | SB16 |
| SB16 | SB11 |
| SB13 | SB14 |
| SB14 | CB1 |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| CB1 | HEAD A (SB9) |
| CB1 | HEAD B (SB2) |
| CB1 | HEAD C (SB5) |
| CB1 | HEAD D (SB5) |

| Lighting UF 2-12 AWG Grounded | |
|---|---|
| From | To |
| CB1 | SB8 |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- FY YELLOW ARROW
- G GREEN ARROW
- CIRCULAR INDICATOR WITH TUNNEL VISOR
- R Y G OPTICALLY PROGRAMMED HEAD
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- S STOP SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

W HOWARD AVE

STH 24 (W FOREST HOME AVE)

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.

TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & W HOWARD AVE
CITIES OF GREENFIELD/MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1154

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

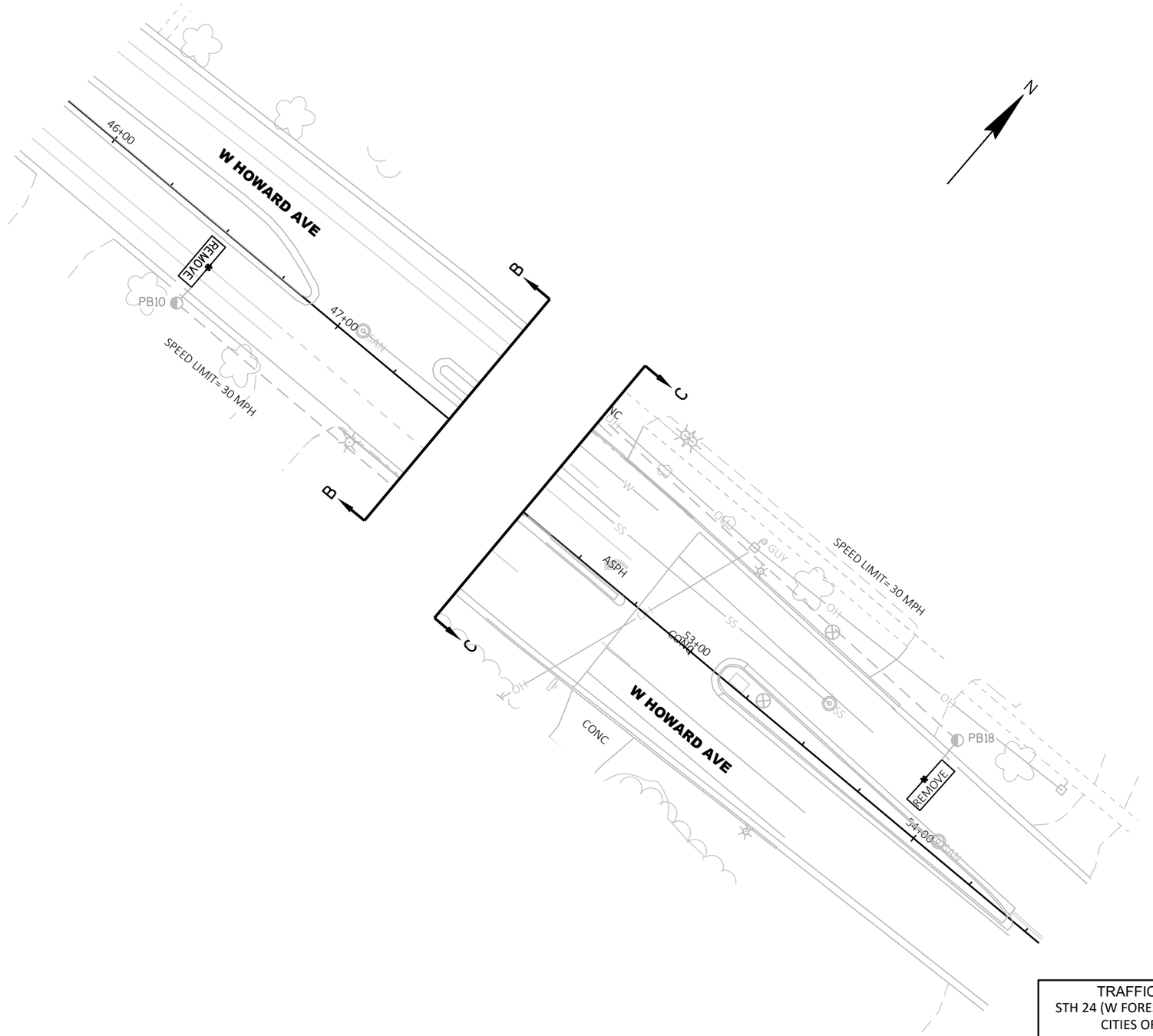
PAGE 1 OF 2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 337 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1154\S40-1154_REM_20.DWG
LAYOUT NAME - S40-1154_rem_pg1

PLOT DATE : 5/24/2024 8:16 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & W HOWARD AVE
CITIES OF GREENFIELD/MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1154

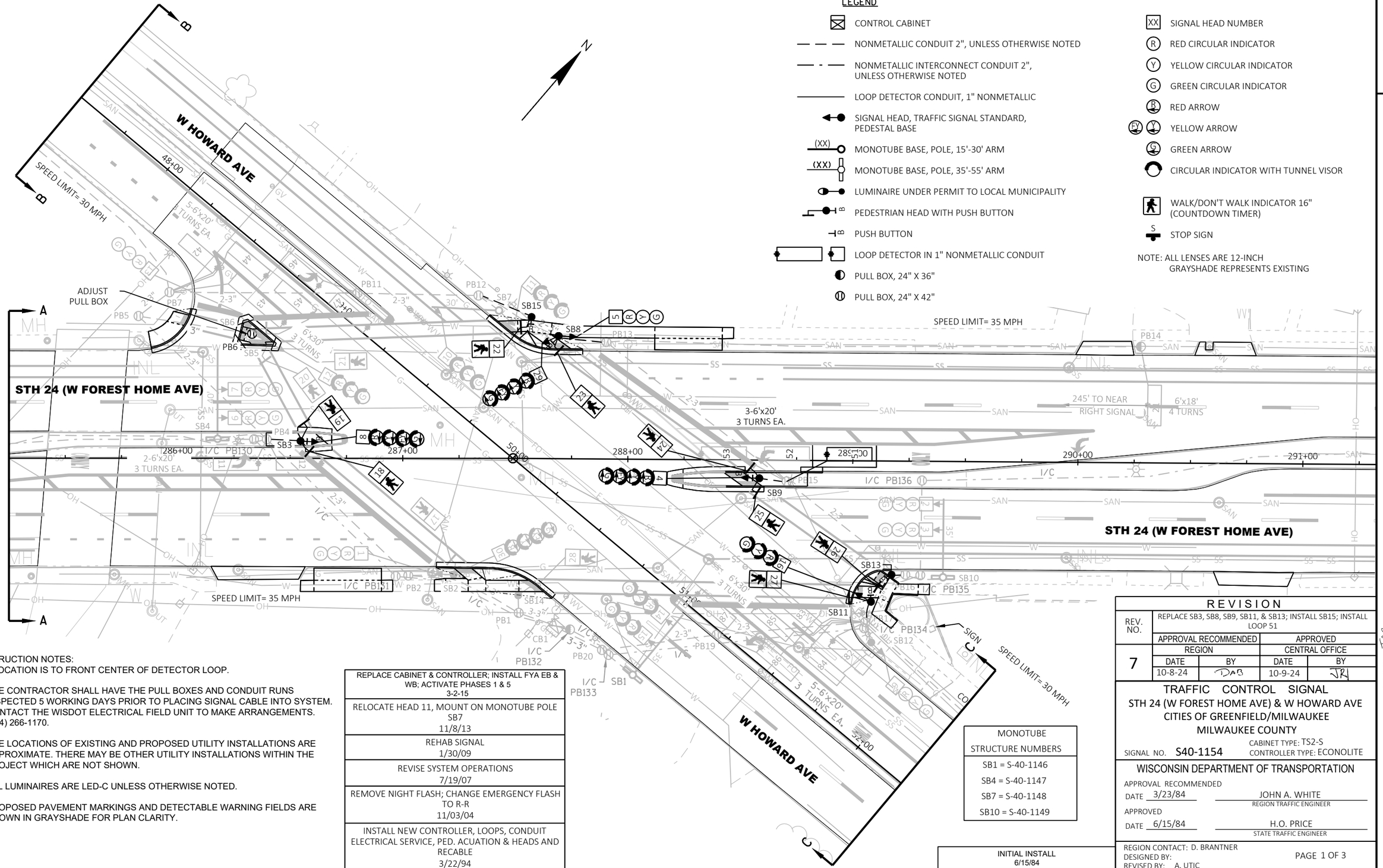
REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 2 OF 2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 338 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1154\S40-1154_REM_20.DWG
LAYOUT NAME - S40-1154_rem_pg2

PLOT DATE : 1/4/2024 2:36 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT




LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- FY YELLOW ARROW
- G GREEN ARROW
- CIRCULAR INDICATOR WITH TUNNEL VISOR
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- S STOP SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.
5. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

| |
|---|
| REPLACE CABINET & CONTROLLER; INSTALL FYA EB & WB; ACTIVATE PHASES 1 & 5<br>3-2-15 |
| RELOCATE HEAD 11, MOUNT ON MONOTUBE POLE SB7<br>11/8/13 |
| REHAB SIGNAL<br>1/30/09 |
| REVISE SYSTEM OPERATIONS<br>7/19/07 |
| REMOVE NIGHT FLASH; CHANGE EMERGENCY FLASH TO R-R<br>11/03/04 |
| INSTALL NEW CONTROLLER, LOOPS, CONDUIT ELECTRICAL SERVICE, PED. ACUATION & HEADS AND RECABLE<br>3/22/94 |

| MONOTUBE STRUCTURE NUMBERS |
|---|
| SB1 = S-40-1146 |
| SB4 = S-40-1147 |
| SB7 = S-40-1148 |
| SB10 = S-40-1149 |

INITIAL INSTALL
6/15/84

REVISION

| REV. NO. | | | | |
|---|---|---|---|---|
| | REPLACE SB3, SB8, SB9, SB11, & SB13; INSTALL SB15; INSTALL LOOP 51 | | | |
| | APPROVAL RECOMMENDED | | APPROVED | |
| 7 | REGION | | CENTRAL OFFICE | |
| | DATE | BY | DATE | BY |
| | 10-8-24 | DAB | 10-9-24 | JR |

10-2-24 JMG

TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & W HOWARD AVE
CITIES OF GREENFIELD/MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1154
CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 3/23/84 — JOHN A. WHITE, REGION TRAFFIC ENGINEER

APPROVED
DATE 6/15/84 — H.O. PRICE, STATE TRAFFIC ENGINEER

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

PAGE 1 OF 3

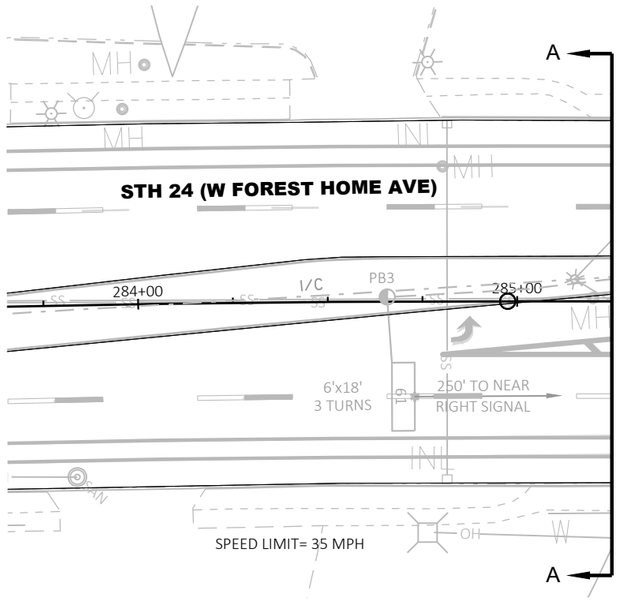
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 339 | E |
|---|---|---|---|---|---|

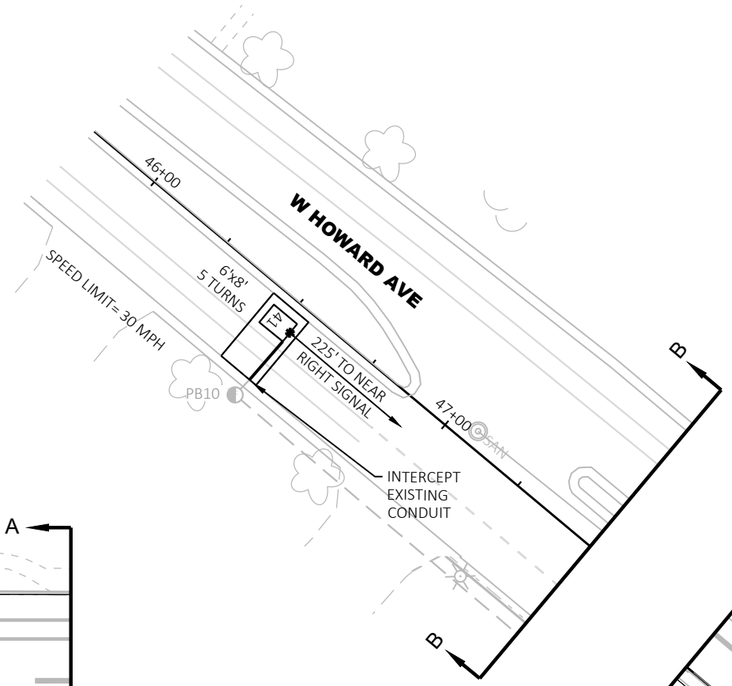
FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1154\S40-1154_R7_22.DWG
LAYOUT NAME - S40-1154_pg1

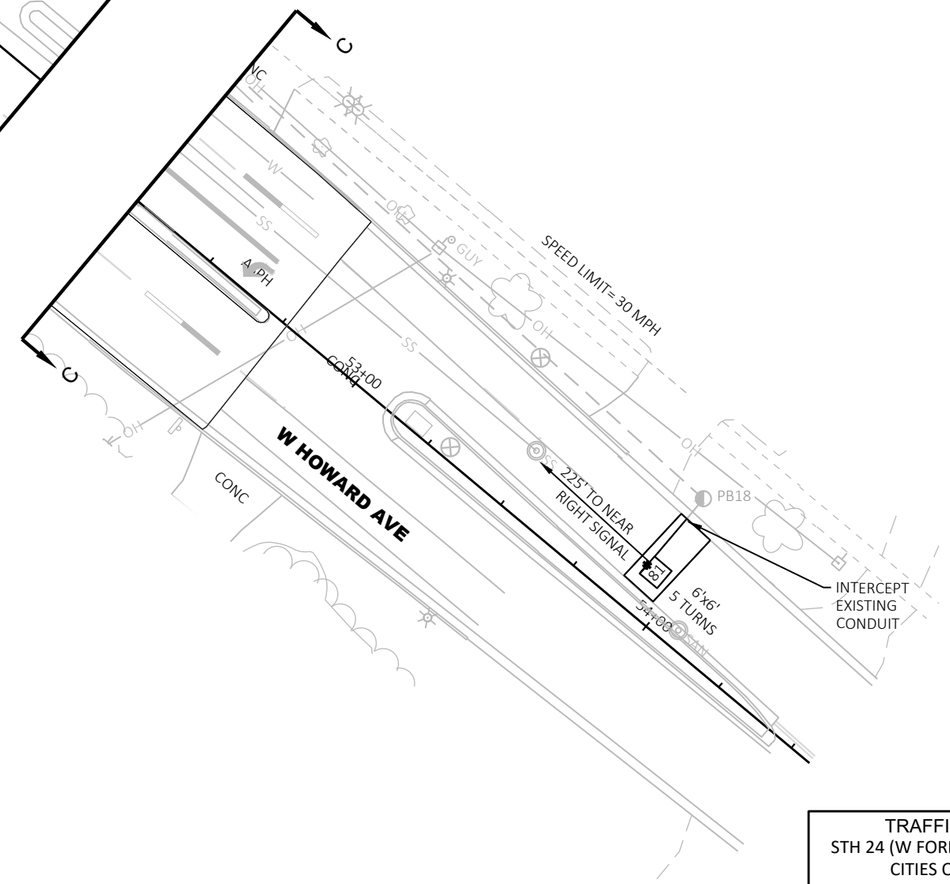
PLOT DATE : 10/8/2024 11:58 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2







TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & W HOWARD AVE
CITIES OF GREENFIELD/MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1154

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

PAGE 2 OF 3

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 340 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1154\S40-1154_R7_22.DWG
LAYOUT NAME - S40-1154_pg2

PLOT DATE : 7/22/2024 3:41 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | 4,29 | R ← |
| Ø2 | 5,6,7 | R |
| Ø3 | | |
| Ø4 | 13,14,15,16 | R |
| Ø5 | 8,30 | R ← |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 9,10,11,12 | R |
| Ø2P | 21,22 | |
| Ø4P | 17,18,19,20 | |
| Ø6P | 27,28 | |
| Ø8P | 23,24,25,26 | |
| OLE | 4,29 | - |
| OLF | | |
| OLG | 8,30 | - |
| OLH | | |

RING 1

| Ø1 | Ø2 | Ø3 | Ø4 |
|---|---|---|---|
| | O.L. E | NOT USED | |

RING 2

| Ø5 | Ø6 | Ø7 | Ø8 |
|---|---|---|---|
| | O.L. G | NOT USED | |

BARRIER

N

## CONTROLLER LOGIC

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

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | X |
| 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- | 1130 |

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

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

## DETECTOR LOGIC

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
| PLAN LOOP DETECTOR*(S) | 21 | 11 | 44 | 42 | 51 | 53 | 47 | 83 | 81 | 87 | 85 | | | | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 2 | 1 | 4 | 4 | 5 | 5 | 4 | 8 | 8 | 8 | 8 | | | | | | CALLED PHASE |
| CALL OPTION | X | X | X | X | X | X | X | X | | X | X | | | | | | CALL OPTION |
| DELAY TIME | | | | X | | | | X | | | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | X | X | X | X | X | X | X | X | X | | | | | | EXTENTION OPTION |
| EXTEND TIME | | | | | | | | | X | | | | | | | | EXTEND TIME |
| USE ADDED INITIAL | X | | | | | | | | X | | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | | 2 | | | 6 | 6 | | | | | | | | | | | CROSS SWITCH PHASE |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
| PLAN LOOP DETECTOR*(S) | 41 | 12 | 45 | 43 | 52 | 46 | 82 | 61 | 86 | 84 | | | | | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 4 | 1 | 4 | 4 | 5 | 4 | 8 | 6 | 8 | 8 | | | | | | | CALLED PHASE |
| CALL OPTION | | X | X | X | X | X | X | X | X | X | | | | | | | CALL OPTION |
| DELAY TIME | | | | X | | | X | | | | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | X | X | X | X | X | X | X | X | | | | | | | EXTENTION OPTION |
| EXTEND TIME | X | | | | | | | | X | | | | | | | | EXTEND TIME |
| USE ADDED INITIAL | | | | | | | | X | | | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | | 2 | | | 6 | | | | | | | | | | | | CROSS SWITCH PHASE |

STH 24 (FOREST HOME AVE) & W. HOWARD AVE
CITIES OF GREENFIELD/MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: S40-1154 CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE
DATE: 08/24 PAGE NO. 3 OF 3

| | |
|---|---|
| PROJECT ID: | 2120-18-70 |
| INTERSECTION: | STH 24 (FOREST HOME AVE) & W HOWARD AVE |

| | | | |
|---|---|---|---|
| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED NEUTRAL | PED INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SB3 | 12 | 8 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 18 | | | | | | | | BLK | BLU | | |
| | | 19 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| SB8 | 12 | 29 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 5 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 23 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| SB9 | 12 | 4 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 24 | | | | | | | | BLK | BLU | | |
| | | 25 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| SB11 | 12 | 16 | RED | ORG | GRN | | | | | | | | |
| | | 27 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| SB13 | 7 | 26 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| SB15 | 7 | 22 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| SB2 | SB3 |
| SB3 | SB4 |
| SB7 | SB15 |
| SB15 | SB8 |
| SB8 | SB9 |
| SB9 | SB10 |
| SB10 | SB13 |
| SB13 | SB11 |
| SB11 | SB12 |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

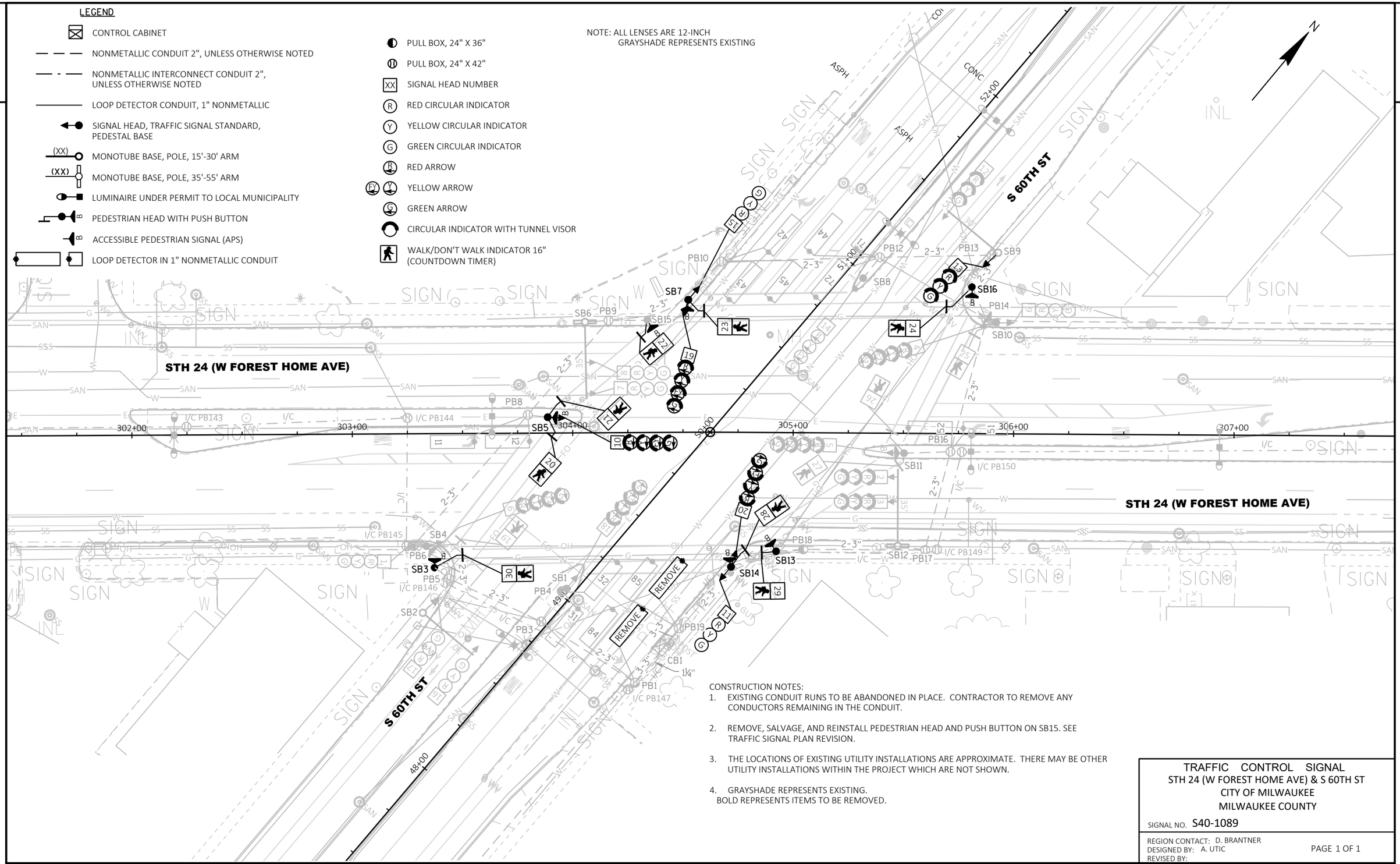
2

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- PEDESTRIAN HEAD WITH PUSH BUTTON
- ACCESSIBLE PEDESTRIAN SIGNAL (APS)
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- CIRCULAR INDICATOR WITH TUNNEL VISOR
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING




CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. REMOVE, SALVAGE, AND REINSTALL PEDESTRIAN HEAD AND PUSH BUTTON ON SB15. SEE TRAFFIC SIGNAL PLAN REVISION.
3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.

TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 60TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1089

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 343 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1089\S40-1089_RM_20.DWG
LAYOUT NAME - S40-1089_rem_pg1

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WISDOT/CADDS SHEET 42

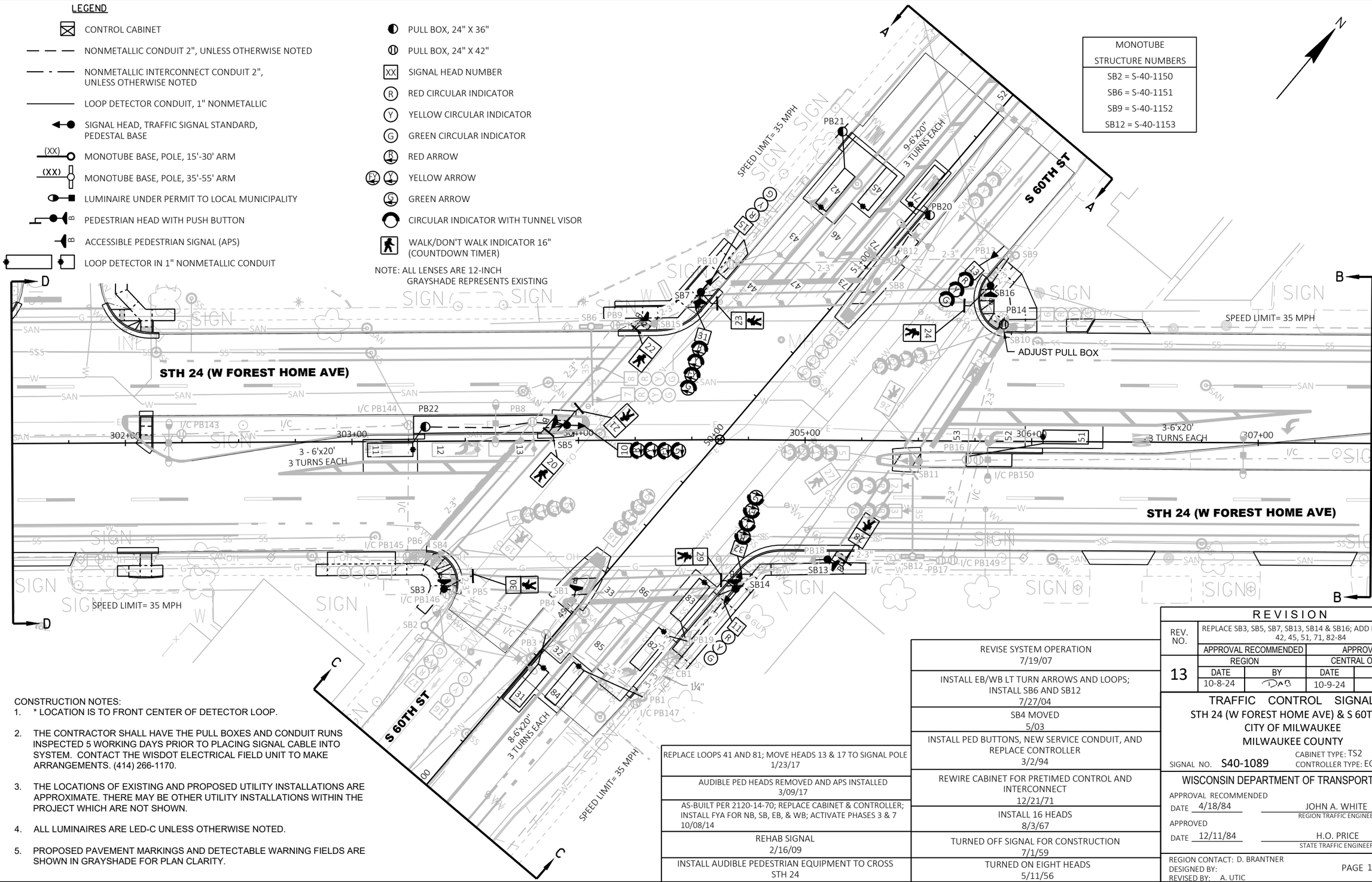
2

## LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- PEDESTRIAN HEAD WITH PUSH BUTTON
- ACCESSIBLE PEDESTRIAN SIGNAL (APS)
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- FY YELLOW ARROW
- G GREEN ARROW
- CIRCULAR INDICATOR WITH TUNNEL VISOR
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

| MONOTUBE STRUCTURE NUMBERS |
|---|
| SB2 = S-40-1150 |
| SB6 = S-40-1151 |
| SB9 = S-40-1152 |
| SB12 = S-40-1153 |




CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.
5. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

| | |
|---|---|
| REPLACE LOOPS 41 AND 81; MOVE HEADS 13 & 17 TO SIGNAL POLE 1/23/17 | REVISE SYSTEM OPERATION 7/19/07 |
| AUDIBLE PED HEADS REMOVED AND APS INSTALLED 3/09/17 | INSTALL EB/WB LT TURN ARROWS AND LOOPS; INSTALL SB6 AND SB12 7/27/04 |
| AS-BUILT PER 2120-14-70; REPLACE CABINET & CONTROLLER; INSTALL FYA FOR NB, SB, EB, & WB; ACTIVATE PHASES 3 & 7 10/08/14 | SB4 MOVED 5/03 |
| REHAB SIGNAL 2/16/09 | INSTALL PED BUTTONS, NEW SERVICE CONDUIT, AND REPLACE CONTROLLER 3/2/94 |
| INSTALL AUDIBLE PEDESTRIAN EQUIPMENT TO CROSS STH 24 | REWIRE CABINET FOR PRETIMED CONTROL AND INTERCONNECT 12/21/71 |
| | INSTALL 16 HEADS 8/3/67 |
| | TURNED OFF SIGNAL FOR CONSTRUCTION 7/1/59 |
| | TURNED ON EIGHT HEADS 5/11/56 |

### REVISION

| REV. NO. | REPLACE SB3, SB5, SB7, SB13, SB14 & SB16; ADD LOOPS 11, 31, 42, 45, 51, 71, 82-84 | | | |
|---|---|---|---|---|
| | APPROVAL RECOMMENDED | | APPROVED | |
| 13 | REGION | | CENTRAL OFFICE | |
| | DATE | BY | DATE | BY |
| | 10-8-24 | DAB | 10-9-24 | JRJ |

10-2-24 JMG

TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 60TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1089 CABINET TYPE: TS2 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 4/18/84 JOHN A. WHITE
REGION TRAFFIC ENGINEER

APPROVED
DATE 12/11/84 H.O. PRICE
STATE TRAFFIC ENGINEER

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

PAGE 1 OF 4

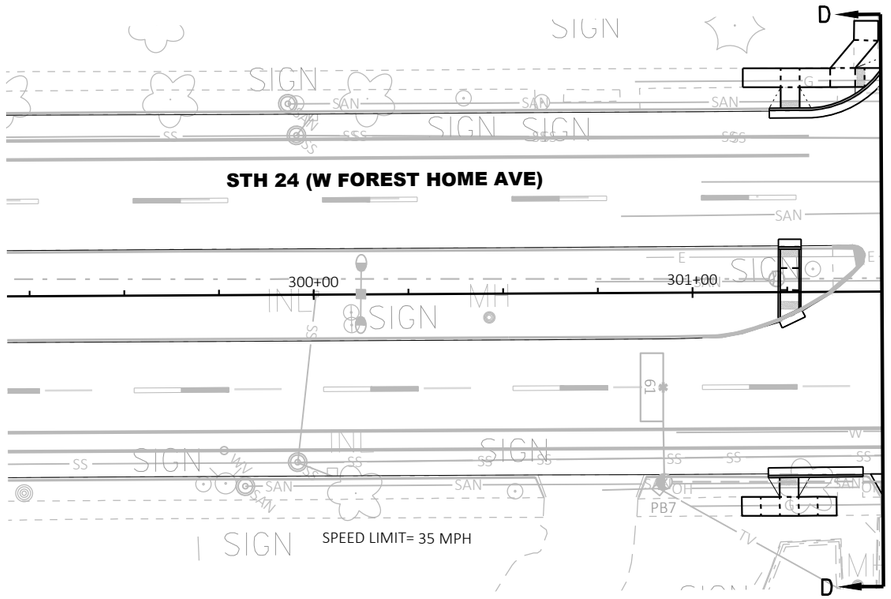
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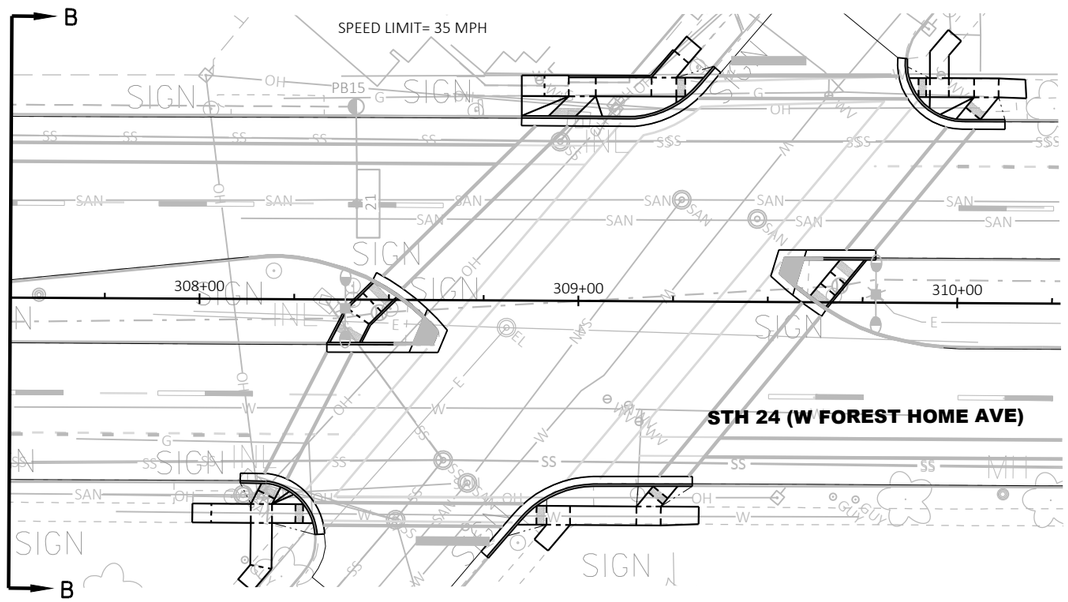
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LAYOUT NAME - S40-1089_pg1

PLOT DATE : 10/8/2024 9:33 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 60TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1089

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

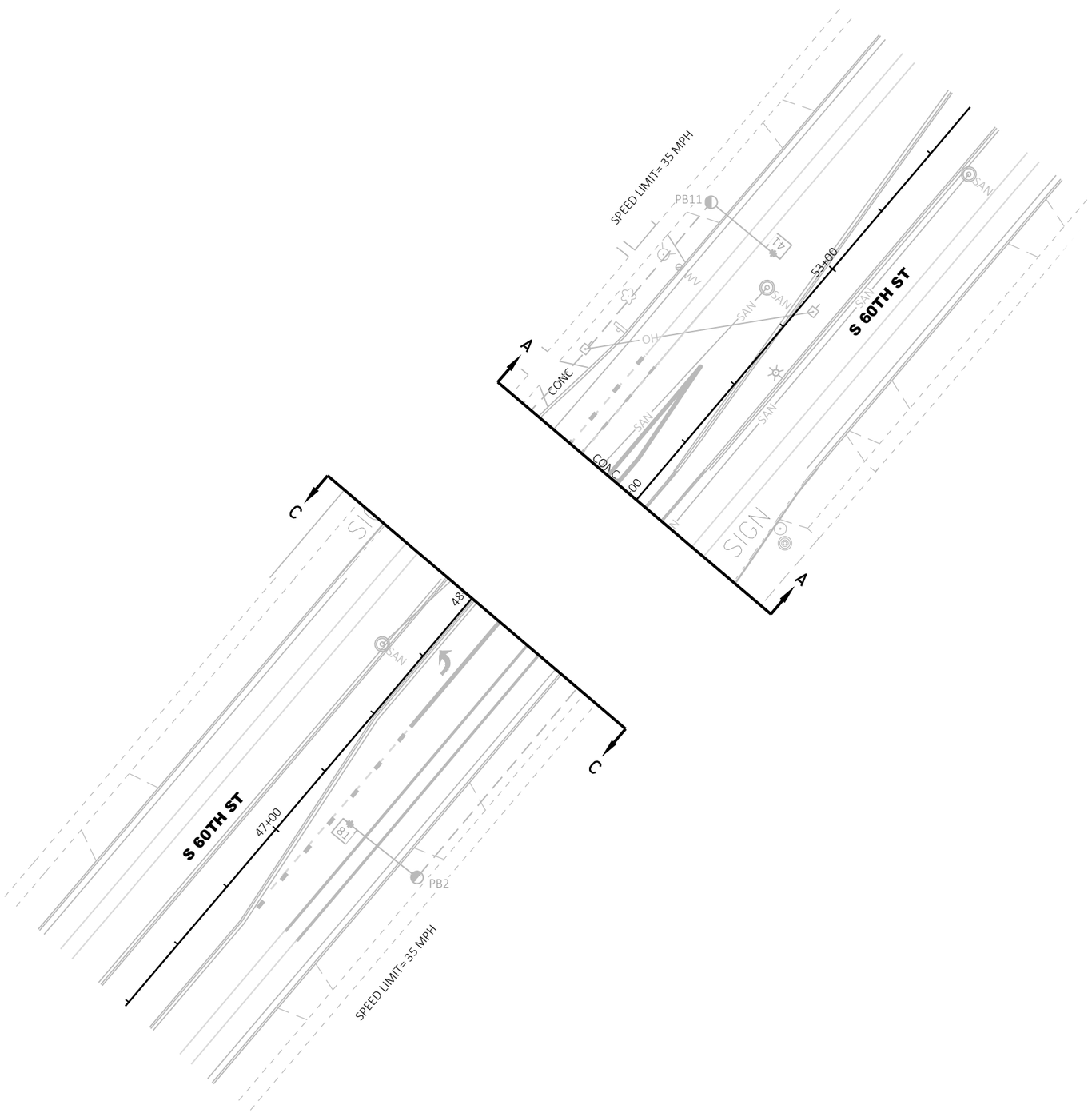
PAGE 2 OF 4

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 345 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1089\S40-1089_R13_22.DWG
LAYOUT NAME - S40-1089_pg2

PLOT DATE : 5/21/2024 1:02 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

2




TRAFFIC CONTROL SIGNAL
STH 24 (W FOREST HOME AVE) & S 60TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1089

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

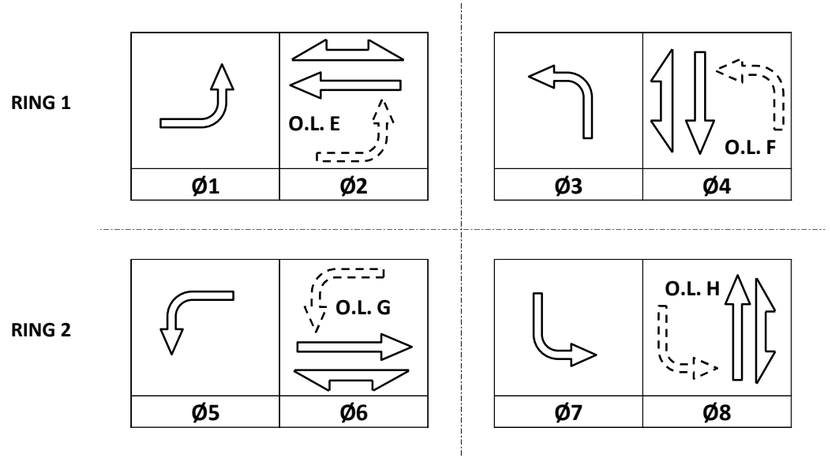
PAGE 3 OF 4

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 346 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1089\S40-1089_R13_22.DWG
LAYOUT NAME - S40-1089_pg3

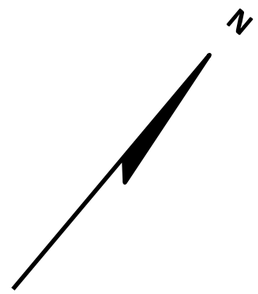
PLOT DATE : 7/22/2024 3:46 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | 4,5 | R ← |
| Ø2 | 6,7,8 | R |
| Ø3 | 14,31 | R ← |
| Ø4 | 15,16,17 | R |
| Ø5 | 9,10 | R ← |
| Ø6 | 1,2,3 | R |
| Ø7 | 18,32 | R ← |
| Ø8 | 11,12,13 | R |
| Ø2P | 23,24 | |
| Ø4P | 19,20,21,22 | |
| Ø6P | 29,30 | |
| Ø8P | 25,26,27,28 | |
| OLE | 4,5 | - |
| OLF | 14,19 | - |
| OLG | 9,10 | - |
| OLH | 18,20 | - |




## CONTROLLER LOGIC

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




| 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- | 00-22 |

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

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

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 41 | 12,13 | 52,53 | 46,47 | 85,86 | 81 | 11 | 42 |
| CALLED PHASE | 4 | 1 | 5 | 4 | 8 | 8 | 1 | 4 |
| CALL OPTION | | X | X | X | X | | X | X |
| DELAY TIME | | | | | | | | X |
| EXTENTION OPTION | X | X | X | X | X | X | X | X |
| EXTEND TIME | X | | | | | X | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | 2 | 6 | | | | 2 | |

| DETECTOR INPUT | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 51 | 84 | | | | | | |
| CALLED PHASE | 5 | 8 | | | | | | |
| CALL OPTION | X | X | | | | | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | X | | | | | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | 6 | | | | | | | |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 43,44 | 21 | 61 | 72,73 | 32,33 | 82,83 | 31 | 45 |
| CALLED PHASE | 4 | 2 | 6 | 7 | 3 | 8 | 3 | 4 |
| CALL OPTION | X | X | X | X | X | X | X | X |
| DELAY TIME | X | | | | | X | | |
| EXTENTION OPTION | X | X | X | X | X | X | X | X |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | X | X | | | | | |
| CROSS SWITCH PHASE | | | | 8 | 4 | | 4 | |

| DETECTOR INPUT | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 71 | | | | | | | |
| CALLED PHASE | 7 | | | | | | | |
| CALL OPTION | X | | | | | | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | | | | | | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | 8 | | | | | | | |

STH 24 (FOREST HOME AVE.) & S. 60TH STREET
CITY OF MILWAUKEE
MILWAUKEE COUNTY

| | | | |
|---|---|---|---|
| SIGNAL NO: | S40-1089 | CABINET TYPE: TS2 | |
| | | CONTROLLER TYPE: ECONOLITE | |
| DATE: | 08/24 | PAGE NO. | 4 OF 4 |

| PROJECT NO: | 2120-18-70 | HWY: | STH 24 | COUNTY: | MILWAUKEE | SEQUENCE OF OPERATIONS | SHEET NO: | 347 | E |
|---|---|---|---|---|---|---|---|---|---|

| PROJECT ID: | 2120-18-70 |
|---|---|
| INTERSECTION: | STH 24 (FOREST HOME AVE) & S 60TH ST |

| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
|---|---|---|---|
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED NEUTRAL | PED INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| | | | | | | | | | | | | | |
| SB3 | 12 | 30 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SB5 | 12 | 10 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 20 | | | | | | | | BLK | BLU | | |
| | | 21 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SB7 | 12 | 31 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 15 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 23 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SB13 | 12 | 28 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SB14 | 12 | 11 | RED | ORG | GRN | | | | | | | | |
| | | 32 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | 29 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SB16 | 12 | 24 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| | |
| SB2 | SB3 |
| SB3 | SB4 |
| SB4 | SB5 |
| SB5 | SB6 |
| SB15 | SB7 |
| SB7 | SB8 |
| SB9 | SB16 |
| SB16 | SB10 |
| SB12 | SB13 |
| SB13 | SB14 |
| SB14 | CB1 |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX') MONOTUBE BASE, POLE, 15'-30' ARM
- (XX') MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

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

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

W MORGAN AVE

STH 24 (FOREST HOME AVENUE)

48+00 49+00 50+00 51+00 52+00

326+00 327+00 328+00 329+00 330+00 331+00 332+00

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11 SB12 SB13

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB13 PB14 PB15 PB16 PB17 PB18 PB19 PB20 PB21

CB1

I/C PB159 I/C PB160 I/C PB161

4-6'x20' 3 TURNS EA

6'x25' 3 TURNS

2-6'x20' 3 TURNS EA

3-6'x20' 4 TURNS EA

6'x18' 3 TURNS

250' TO NEAR RIGHT SIGNAL

6'x18' 4 TURNS

250' TO NEAR RIGHT SIGNAL

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. REMOVE, SALVAGE, AND REINSTALL PUSH BUTTON AND PEDESTRIAN HEAD ON SB12. SEE TRAFFIC SIGNAL PLAN REVISION.
3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.

# TRAFFIC CONTROL SIGNAL

STH 24 (FOREST HOME AVE)
& W. MORGAN AVENUE
CITIES OF MILWAUKEE/GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1108

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

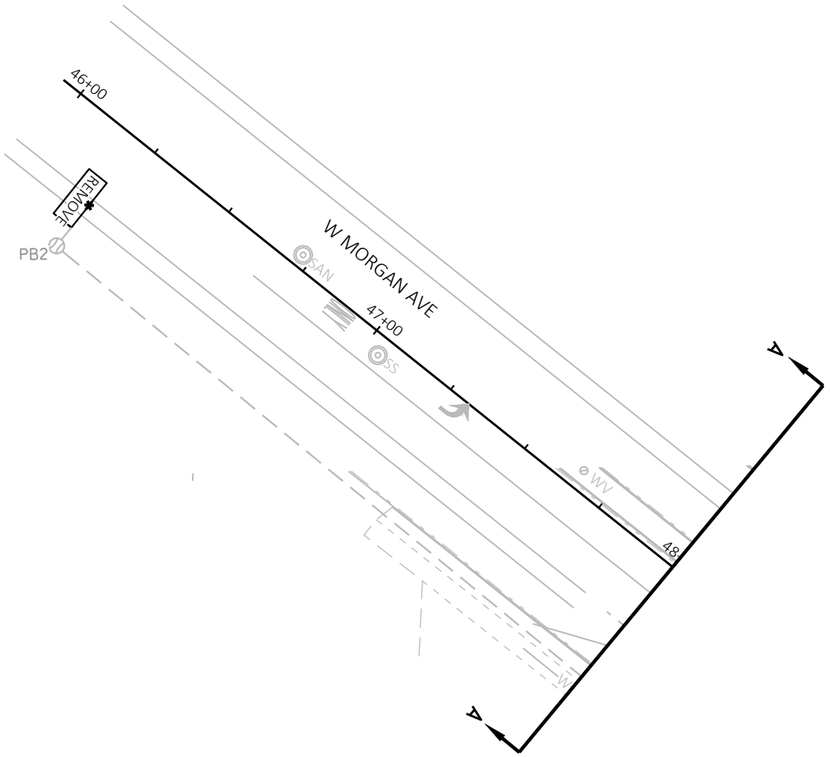


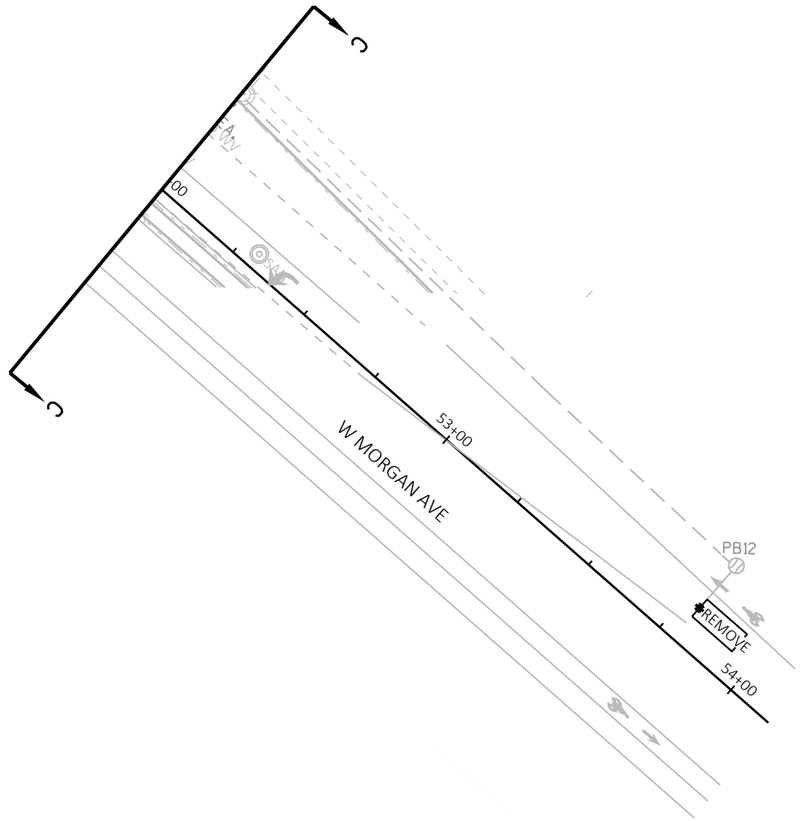
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 349 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1108\S40-1108_RM_20.DWG
LAYOUT NAME - S40-1108_RM_PG1

PLOT DATE : 7/30/2024 2:37 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE)
& W. MORGAN AVENUE
CITIES OF MILWAUKEE/GREENFIELD
MILWAUKEE COUNTY

SIGNAL NO. S40-1108

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 2 OF 2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 350 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1108\S40-1108_RM_20.DWG
LAYOUT NAME - S40-1108_RM_PG2

PLOT DATE : 7/30/2024 2:38 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

2

| MONOTUBE STRUCTURE NUMBERS |
|---|
| SB4 = S-40-1237 |
| SB12 = S-40-1155 |
| SB14 = S-40-1236 |
| SB15 = S-40-1154 |

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX') MONOTUBE BASE, POLE, 15'-30' ARM
- (XX') MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

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

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

W MORGAN AVE
SPEED LIMIT= 30 MPH
SPEED LIMIT= 35 MPH
SPEED LIMIT= 25 MPH
STH 24 (FOREST HOME AVENUE)
I/C PB159
I/C PB160
I/C PB161
326+00
327+00
328+00
329+00
330+00
331+00
332+00
49+00
50+00
51+00
52+00
53+00
SB1
SB2
SB3
SB4
SB5
SB6
SB7
SB8
SB9
SB10
SB11
SB12
SB13
SB14
SB15
SB16
SB17
PB1
PB2
PB3
PB4
PB5
PB6
PB7
PB8
PB9
PB10
PB11
PB12
PB13
PB14
PB15
PB16
PB17
PB18
PB19
PB20
PB21
4-6'x20' 3 TURNS EA
6'x25' 3 TURNS
3-6'x20' 3 TURNS EA
4-6'x20' 4 TURNS EA
6'x18' 3 TURNS
6'x18' 4 TURNS
250' TO NEAR RIGHT SIGNAL

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.
5. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

| |
|---|
| REPLACE PB12 AND LOOPS 81, 82, & 84<br>3-26-2018 |
| AS-BUILT PER 2120-14-70; REPLACE CABINET & CONTROLLER; INSTALL FYA ALL APPROACHES; ACTIVATE PHASES 1,3,5,&7; INSTALL SB16<br>3-2-2015 |
| FIELD REVIEW UPDATE<br>2-24-10 |
| SIGNAL REHAB<br>2-16-2009 |
| REVISE SYSTEM OPERATION<br>7-19-07 |

| |
|---|
| REMOVE NIGHT FLASH, CHANGE EMERGENCY FLASH TO R-R<br>11-3-04 |
| REPLACE CONTROLLER; INSTALL LOOPS, PULL BOXES AND CONDUIT<br>03-94 |
| INSTALL PED SIGNALS ALL APPROACHES, PB NB & SB<br>12-88 |
| INSTALLED PULL BOXES, MAST ARMS, EXTEND CONDUIT<br>5-82 |
| INSTALLED PRETIMED CONTROLLER, INTERCONNECT CABLE<br>12-71 |

| |
|---|
| INITIAL INSTALL<br>01-66 |

REVISION

| REV. NO. | REPLACE SB1, SB6, SB8, SB9, & SB13; ADD SB17; INSTALL LOOPS 11, 31, & 51 | | | |
|---|---|---|---|---|
| | APPROVAL RECOMMENDED | | APPROVED | |
| | REGION | | CENTRAL OFFICE | |
| 10 | DATE | BY | DATE | BY |
| | 10-8-24 | DAB | 10-9-24 | JRJ |

10-2-24 JNG

TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE) & W MORGAN AVE
CITIES OF GREENFIELD / MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1108
CABINET TYPE: TS2-E
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 8-2-84 JOHN A. WHITE
REGION TRAFFIC ENGINEER

APPROVED
DATE _____
STATE TRAFFIC ENGINEER

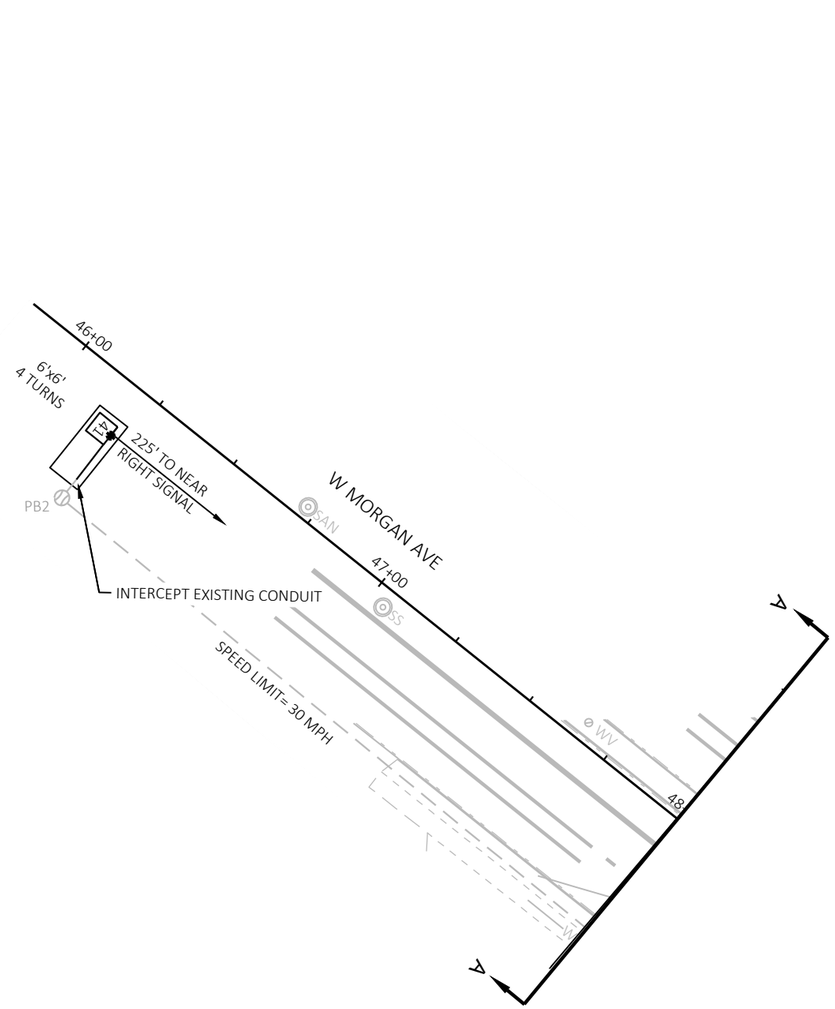
REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

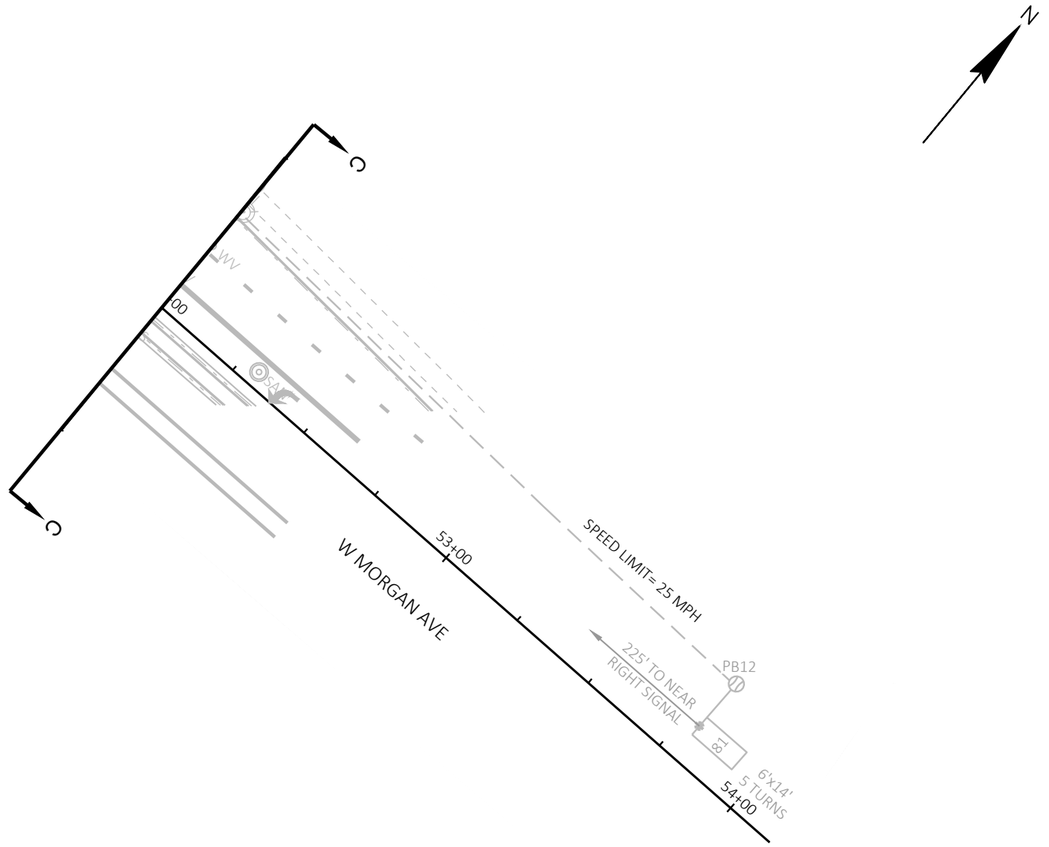
PAGE 1 OF 3

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 351 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1108\S40-1108_R10_22.DWG
LAYOUT NAME - S40-1108_PG1
PLOT DATE : 7/30/2024 2:41 PM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




TRAFFIC CONTROL SIGNAL
STH 24 (FOREST HOME AVE)
& W. MORGAN AVENUE
CITIES OF GREENFIELD / MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1108

REGION CONTACT: D. BRANTNER
DESIGNED BY:
REVISED BY: A. UTIC

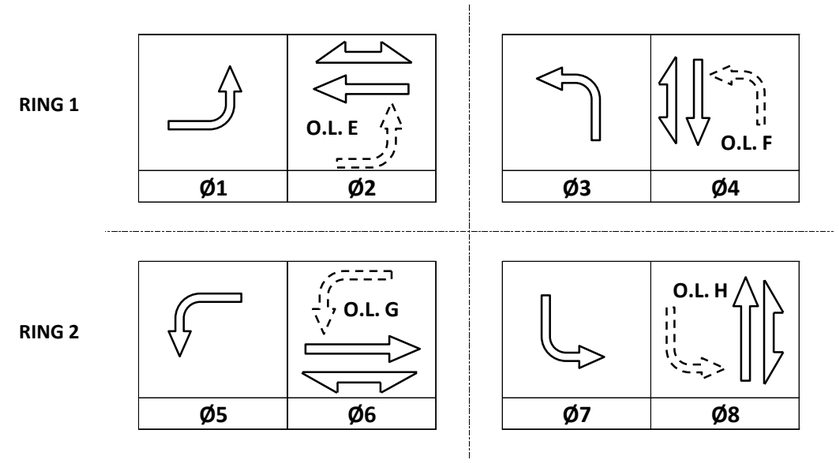
PAGE 2 OF 3

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 352 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\S40-1108\S40-1108_R10_22.DWG
LAYOUT NAME - S40-1108_PG2

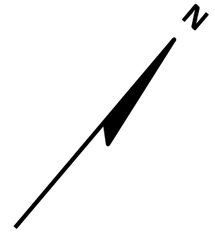
PLOT DATE : 7/30/2024 2:43 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : ##########

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | 4,22 | R ← |
| Ø2 | 5,6,7 | R |
| Ø3 | 9,26,27 | R ← |
| Ø4 | 11, 13, 28 | R |
| Ø5 | 23,24 | R ← |
| Ø6 | 1,2,3 | R |
| Ø7 | 12,29,30 | R ← |
| Ø8 | 8,10,25 | R |
| Ø2P | 16,17 | |
| Ø4P | 14,15 | |
| Ø6P | 20,21 | |
| Ø8P | 18,19 | |
| OLE | 4,22 | - |
| OLF | 9,26,27 | - |
| OLG | 23,24 | - |
| OLH | 12,29,30 | - |




## CONTROLLER LOGIC

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




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

| TYPE OF COORDINATION | | |
|---|---|---|
| NONE | | |
| TBC | | |
| TRAFFIC RESPONSIVE | | |
| ADAPTIVE | | |
| *LOCATION OF MASTER CONTROLLER NO: | S- | |
| SIGNAL SYSTEM NO: | SS- | 0003 |

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

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

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 11 | 13 | 31 | 33 | 42 | 44 | 52 | 61 | 72 | 82 | 84 | | | | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 1 | 1 | 3 | 3 | 4 | 4 | 5 | 6 | 7 | 8 | 8 | | | | | | CALLED PHASE |
| CALL OPTION | X | X | X | X | X | X | X | X | X | X | X | | | | | | CALL OPTION |
| DELAY TIME | | | | | X | | | | | X | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | X | X | X | X | X | X | X | X | X | | | | | | EXTENTION OPTION |
| EXTEND TIME | | | | | | | | | | | | | | | | | EXTEND TIME |
| USE ADDED INITIAL | | | | | | | | X | | | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | 2 | 2 | 4 | 4 | | | 6 | | 8 | | | | | | | | CROSS SWITCH PHASE |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 12 | 21 | 32 | 41 | 43 | 51 | 53 | 71 | 81 | 83 | 85 | | | | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 1 | 2 | 3 | 4 | 4 | 5 | 5 | 7 | 8 | 8 | 8 | | | | | | CALLED PHASE |
| CALL OPTION | X | X | X | | X | X | X | X | | X | X | | | | | | CALL OPTION |
| DELAY TIME | | | | | | | | | | X | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | X | X | X | X | X | X | X | X | X | | | | | | EXTENTION OPTION |
| EXTEND TIME | | | | X | | | | | X | | | | | | | | EXTEND TIME |
| USE ADDED INITIAL | | X | | | | | | | | | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | 2 | | 4 | | | 6 | 6 | 8 | | | | | | | | | CROSS SWITCH PHASE |

STH 24 (FOREST HOME AVENUE & W. MORGAN AVENUE
CITIES OF GREENFIELD/MILWAUKEE
MILWAUKEE COUNTY

| | | |
|---|---|---|
| SIGNAL NO: | S40-1108 | CABINET TYPE: TS2-E |
| | | CONTROLLER TYPE: ECONOLITE |
| DATE: | 08/24 | PAGE NO. 3 OF 3 |

2

| | |
|---|---|
| PROJECT ID: | 2120-18-70 |
| INTERSECTION: | STH 24 (FOREST HOME AVE) & W MORGAN AVE |

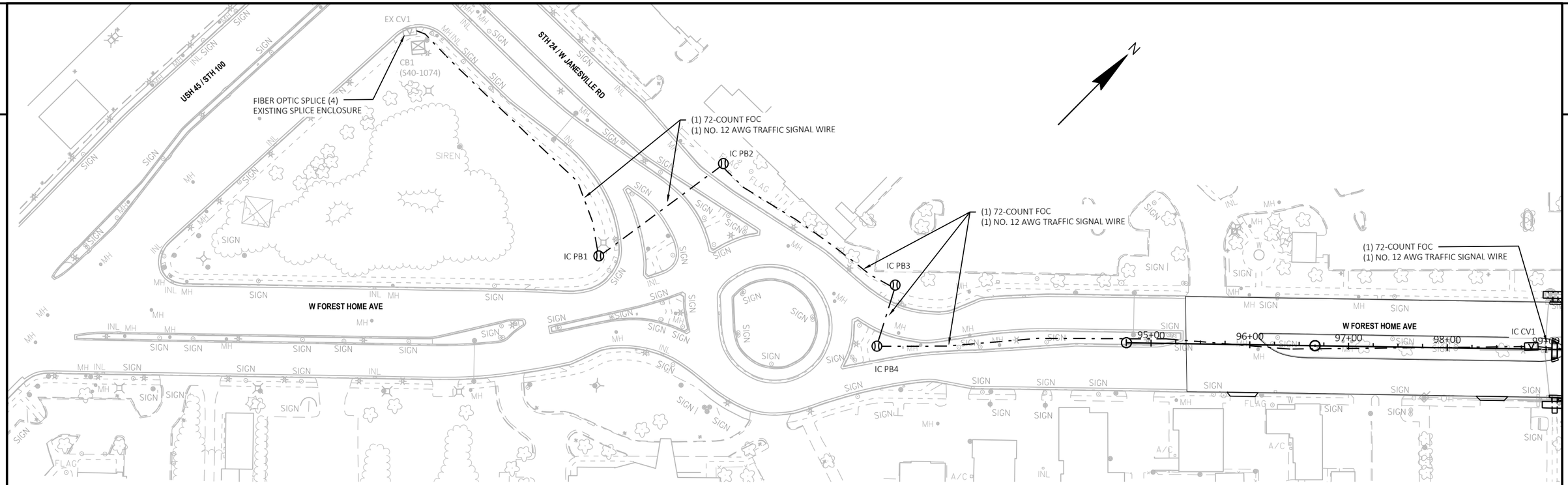
| | | | |
|---|---|---|---|
| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED NEUTRAL | PED INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| | | | | | | | | | | | | | |
| SB1 | 12 | 15 | | | | | | | | BLK | BLU | | |
| | | 31 | RED | ORG | GRN | | | | | | | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB6 | 12 | 18 | | | | | | | | BLK | BLU | | |
| | | 22 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB8 | 7 | 19 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB9 | 12 | 20 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB13 | 12 | 1 | RED | ORG | GRN | | | | | | | | |
| | | 14 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | 23 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |
| SB17 | 7 | 16 | | | | | | | | BLK | BLU | | |
| | | BUTTON | | | | | | | | | | | WHT/BLK |
| | | | | | | | | | | | | | |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| CB1 | SB17 |
| SB17 | SB2 |
| SB5 | SB6 |
| SB6 | SB7 |
| SB7 | SB8 |
| SB8 | SB9 |
| SB9 | SB10 |
| SB12 | SB13 |
| SB13 | SB14 |
| SB16 | SB1 |
| SB1 | CB1 |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2




CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING FIBER OPTIC CABLE INTO SYSTEM, CONTACT THE WISDOT ELECTRICAL UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
2. LEAVE 100' OF FIBER OPTIC CABLE COILED IN EACH COMMUNICATIONS VAULT, LEAVE 30' OF FIBER OPTIC CABLE COILED IN EACH INTERCONNECT PULL BOX.
3. UTILITIES ARE TO BE LOCATED IN THE FIELD, THE ENGINEER WILL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES. CONTACT DIGGERS HOTLINE FOR FIELD LOCATES.
4. BORE ALL CONDUIT BENEATH EXISTING PAVED SURFACES AND WITHIN 10 FEET OF TREES TO REMAIN AND/OR AS SHOWN ON QUANTITY SHEETS.
5. HAND DIG NEAR EXISTING TRAFFIC SIGNAL CABINETS TO EXPOSE EXISTING EMPTY CONDUIT AS APPLICABLE.
6. THE LOCATION OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

LEGEND

- CONTROL CABINET
- CONDUIT HDPE 2-DUCT 2", UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT
- PULL BOX 24" x 42"

NOTE: GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS PROPOSED

# TRAFFIC SIGNAL INTERCONNECT

STH 24 (FOREST HOME AVE)
VILLAGE OF HALES CORNERS / CITY OF GREENFIELD / VILLAGE OF GREENDALE
MILWAUKEE COUNTY

SIGNAL SYSTEM NO.

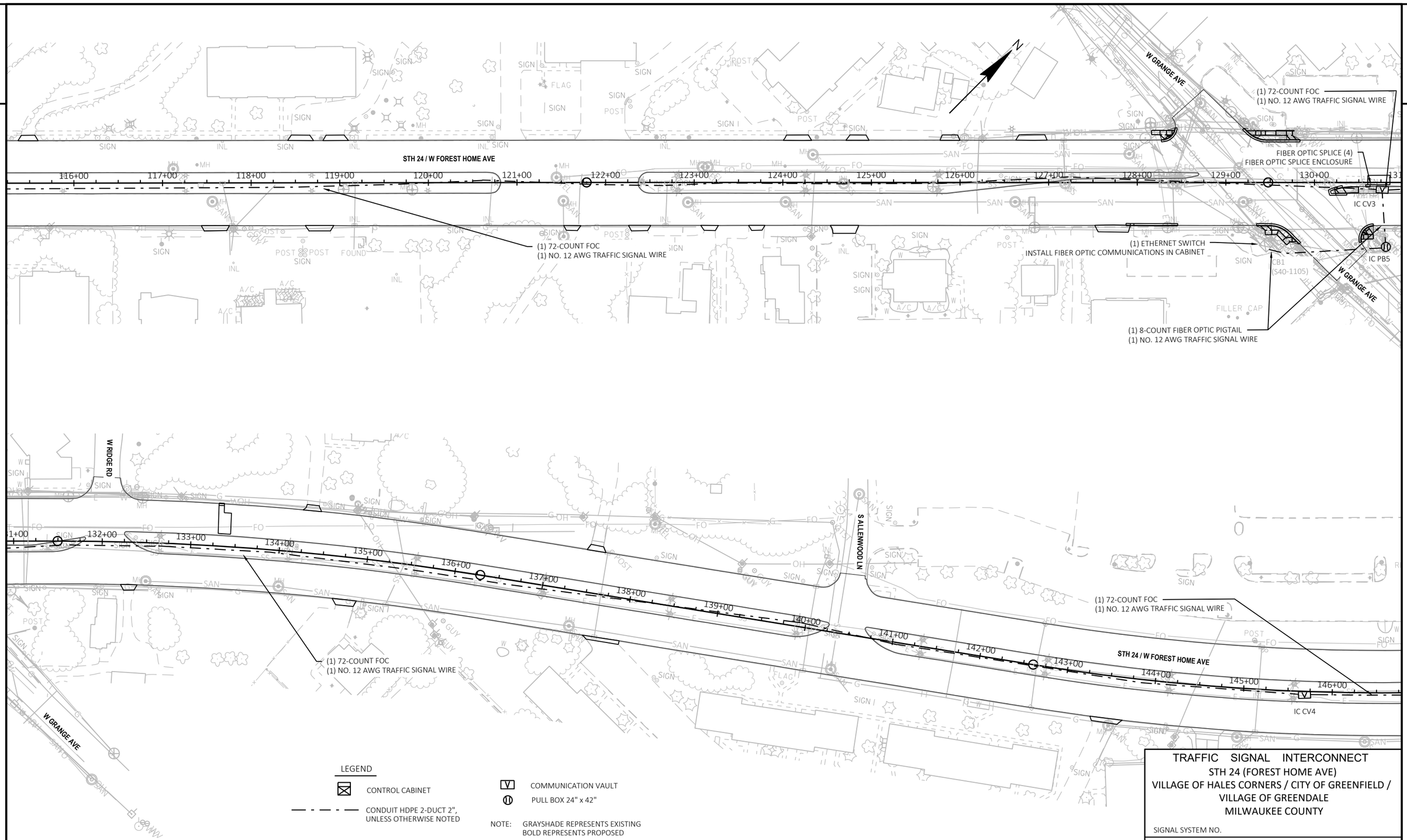
REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 1 OF 6

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL INTERCONNECT PLAN | SHEET 355 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\IC\IC.DWG
LAYOUT NAME - IC_1

PLOT DATE : 7/16/2024 2:57 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT




LEGEND

- CONTROL CABINET
- CONDUIT HDPE 2-DUCT 2", UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT
- PULL BOX 24" x 42"

NOTE: GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS PROPOSED

# TRAFFIC SIGNAL INTERCONNECT

STH 24 (FOREST HOME AVE)
VILLAGE OF HALES CORNERS / CITY OF GREENFIELD /
VILLAGE OF GREENDALE
MILWAUKEE COUNTY

SIGNAL SYSTEM NO.

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

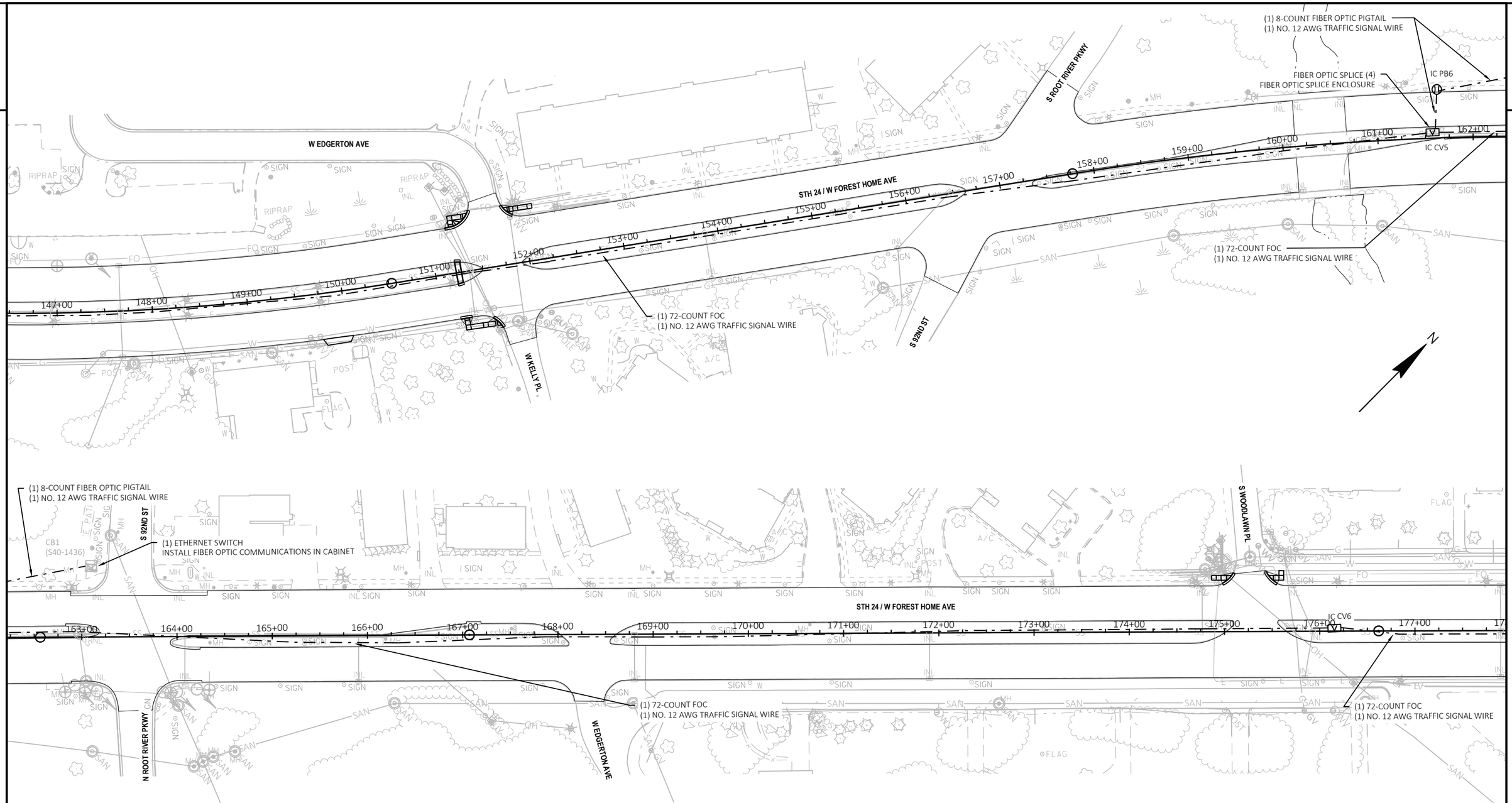
PAGE 2 OF 6

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL INTERCONNECT PLAN | SHEET 356 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\IC\IC.DWG
LAYOUT NAME - IC_2

PLOT DATE : 7/24/2024 10:21 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2




# TRAFFIC SIGNAL INTERCONNECT
STH 24 (FOREST HOME AVE)
VILLAGE OF HALES CORNERS / CITY OF GREENFIELD / VILLAGE OF GREENDALE
MILWAUKEE COUNTY

SIGNAL SYSTEM NO.

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 3 OF 6

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL INTERCONNECT PLAN | SHEET 357 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\IC\IC.DWG
LAYOUT NAME - IC_3

PLOT DATE : 7/16/2024 3:01 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

S 87TH ST

STH 24 / W FOREST HOME AVE

178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00

STH 24 / W FOREST HOME AVE

IC CV7

(1) 72-COUNT FOC
(1) NO. 12 AWG TRAFFIC SIGNAL WIRE

OC
TRAFFIC SIGNAL WIRE

LEGEND

- CONTROL CABINET
- CONDUIT HDPE 2-DUCT 2", UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT
- PULL BOX 24" x 42"

NOTE: GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS PROPOSED

MATCHLINE STA 198+00

(1) 72-COUNT FOC
(1) NO. 12 AWG TRAFFIC SIGNAL WIRE

S 84TH ST

FIBER OPTIC SPLICE (4)
FIBER OPTIC SPLICE ENCLOSURE

(1) 8-COUNT FIBER OPTIC PIGTAIL
(1) NO. 12 AWG TRAFFIC SIGNAL WIRE

IC CV8

(1) ETHERNET SWITCH
INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET

CB1
(S40-1168)

W LAYTON AVE

W FOREST HOME AVE SERVICE RD

193+00 194+00 195+00 196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00

STH 24 / W FOREST HOME AVE

(1) 72-COUNT FOC
(1) NO. 12 AWG TRAFFIC SIGNAL WIRE

IC PB7

S 84TH ST

# TRAFFIC SIGNAL INTERCONNECT

STH 24 (FOREST HOME AVE)
VILLAGE OF HALES CORNERS / CITY OF GREENFIELD / VILLAGE OF GREENDALE
MILWAUKEE COUNTY

SIGNAL SYSTEM NO.

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

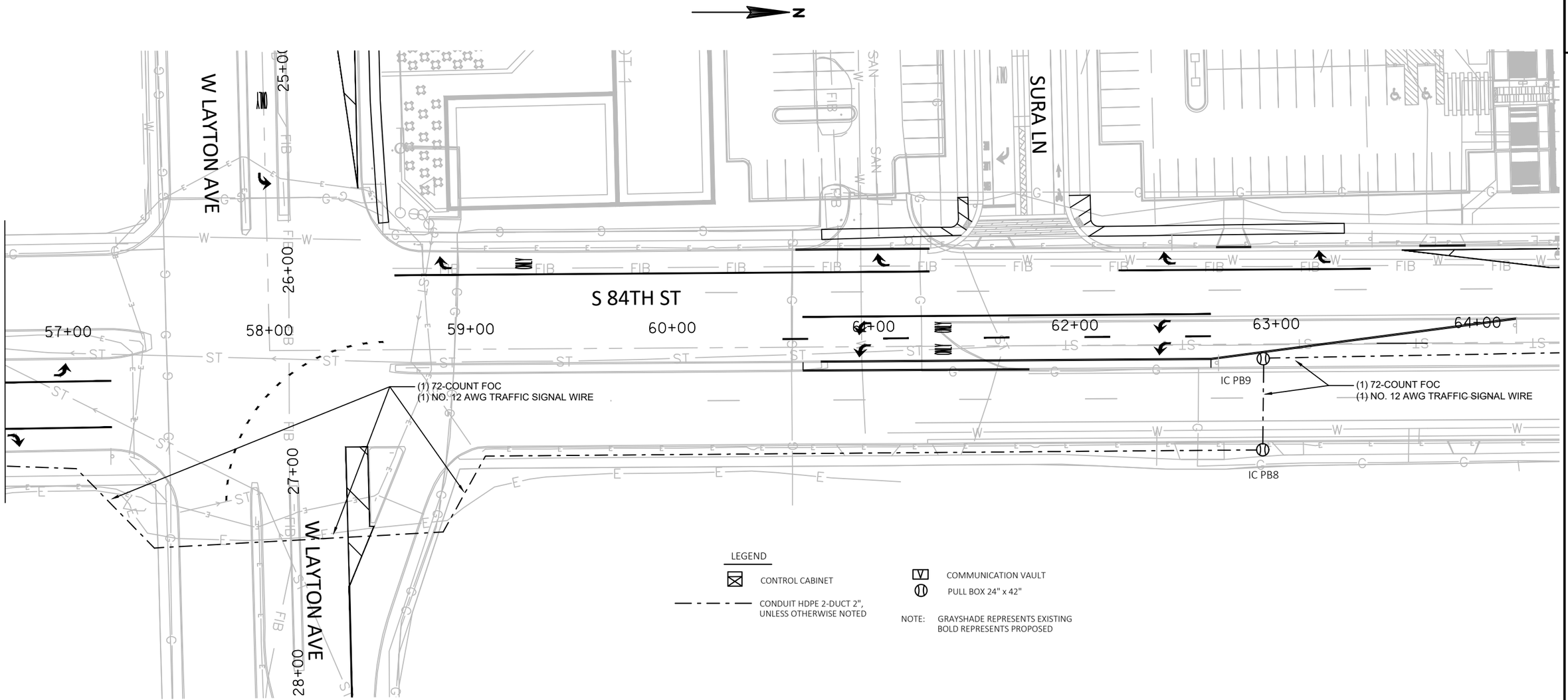
PAGE 4 OF 6

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL INTERCONNECT PLAN | SHEET 358 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\IC\IC.DWG
LAYOUT NAME - IC_4

PLOT DATE : 7/16/2024 3:02 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2




TRAFFIC SIGNAL INTERCONNECT
STH 24 (FOREST HOME AVE)
VILLAGE OF HALES CORNERS / CITY OF GREENFIELD / TOWN OF GREENDALE
MILWAUKEE COUNTY

SIGNAL SYSTEM NO.

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 5 OF 6

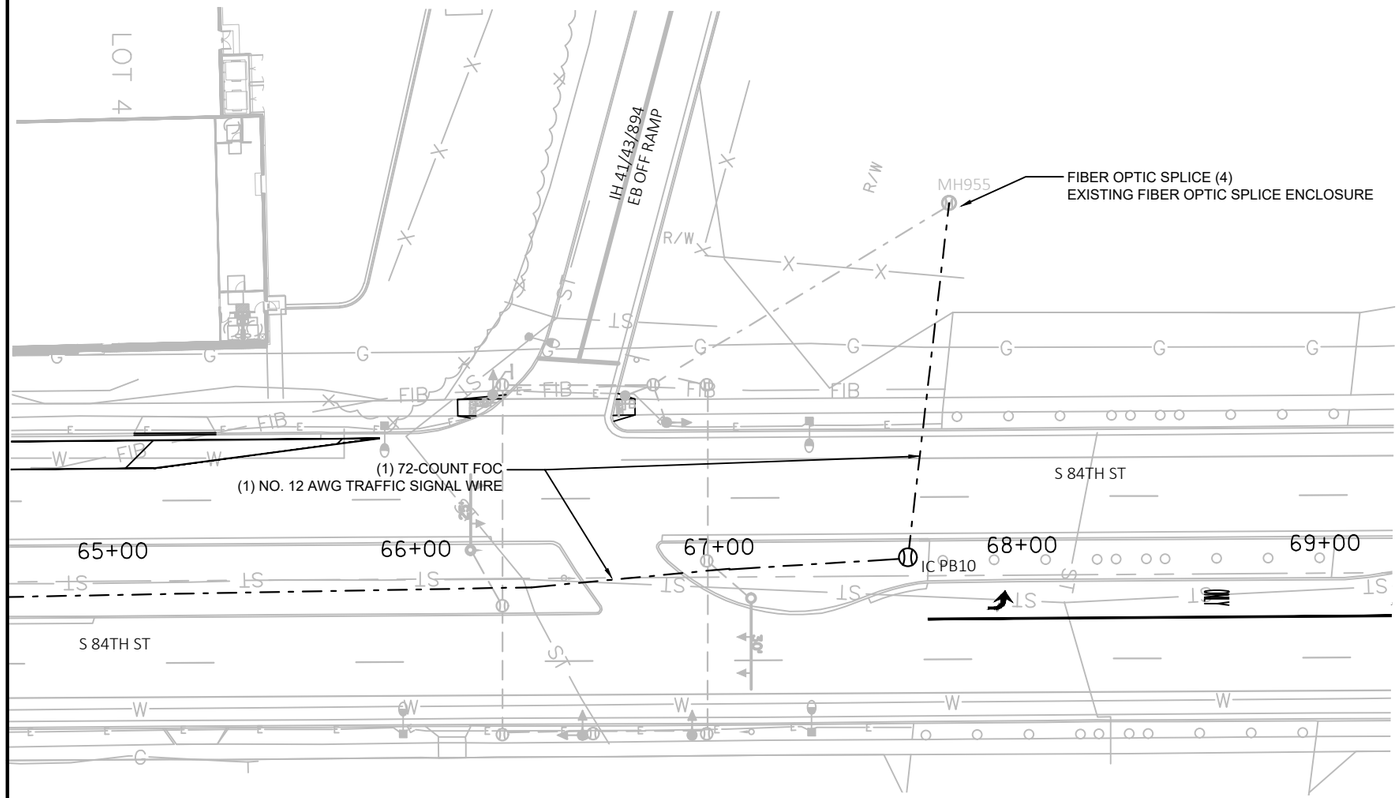
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL INTERCONNECT PLAN | SHEET 359 E |
|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\IC\S40-1439_IC.DWG
LAYOUT NAME - S40-1439_PG2

PLOT DATE : 12/5/2023 1:45 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1:40

2

N




LEGEND

- CONTROL CABINET
- CONDUIT HDPE 2-DUCT 2", UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT
- PULL BOX 24" x 42"

NOTE: GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS PROPOSED

TRAFFIC SIGNAL INTERCONNECT
STH 24 (FOREST HOME AVE)
VILLAGE OF HALES CORNERS / CITY OF GREENFIELD / TOWN OF GREENDALE
MILWAUKEE COUNTY

SIGNAL SYSTEM NO.

REGION CONTACT: D. BRANTNER
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 6 OF 6

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL INTERCONNECT PLAN | SHEET 360 E |
|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\21201800\SIG\IC\S40-1439_IC.DWG
LAYOUT NAME - S40-1439_PG1

PLOT DATE : 12/5/2023 1:48 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1:40

# TRAFFIC & STREET LIGHTING GENERAL NOTES:

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

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

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

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

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

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

4 DEPTH OF CONDUIT INSTALLED BELOW THE STREETS, HIGHWAYS, ROADS, AND ALLEYS SHALL BE 30-INCHES MINIMUM AND 36-INCHES MAXIMUM. (MEASURED FROM FINISHED FLANGE LINE)

5 CONDUIT INSTALLED BEHIND CURB, AND UNDER DRIVEWAYS SHALL BE INSTALLED AT THE BASE OF THE BACKSIDE OF THE CURB/GUTTER SECTION.

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

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

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

9 BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

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

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

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

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

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

15 ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS UNLESS OTHERWISE APPROVED BY THE STREET LIGHTING ENGINEER.

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

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

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

19 TYPICAL RECTANGULAR PULLBOXS 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 COORDINATE NEW CONDUIT CONNECTIONS WITH EXISTING CONDUIT, DUCT PACKAGES, AND PULLBOXS/ MANHOLES WITH CITY OF MILWAUKEE STREET LIGHTING. THE CITY REQUIRES THREE WORKING DAYS ADVANCED NOTICE. CONTACT ELECTRICAL SUPERVISOR
STREET LIGHTING - MARK MACRAE (OFFICE) 414-286-5928 (CELL) 414-708-0434 OR DISPATCHER @ 414-286-5944
TRAFFIC SIGNALS - AL NICHOLS (OFFICE) 414-286-3687 (CELL) 414-708-5148 OR DISPATCHER @ 414-286-3687

21 IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULLBOX, CONDUIT AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH CONRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SHOP SUPERVISORS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK.
STREET LIGHTING - NEAL KARWEIK (OFFICE) 414-286-5943 (CELL) 414-708-4245
STREET LIGHTING - STEVE 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

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

23 ALL PURPOSE ANTI SEIZE (OR EQUIVALENT) TO BE APPLIED ON ALL BOLTS AND SCREWS, ESPECIALLY THE STREET LIGHTING PEDESTAL AND HAND HOLE PANEL ON STREET LIGHT POLE. OXIDE INHIBITOR OX-4 (OR EQUIVALENT) TO BE APPLIED ON ALL WIRE CONNECTIONS (ALUMINUM OR COPPER) AND WIRE NUTS.

24 PROVIDE THREE SETS OF AS-BUILT PLAN SETS TO THE CITY OF MILWAUKEE (ENG-KIE LEE, 414-286-2174) UPON COMPLETION OF THE PROJECT. THE PLAN SETS ARE INCIDENTAL TO THE PROJECT AND NO EXTRA PAYMENT WILL BE MADE BY THE DEPARTMENT. PAYMENT EQUIVALENT TO 15% OF THE STREET LIGHTING WORK BID COST, OR $25,000, WHICHEVER IS GREATER, WILL BE WITHHELD WITHOUT THE SUBMITTAL OF AS-BUILT PLANS.

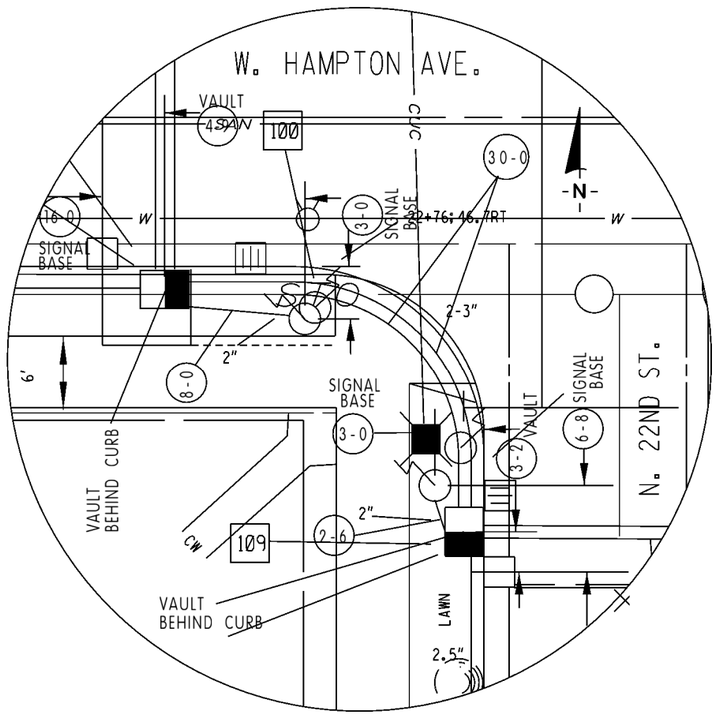
## ELECTRICAL AS-BUILT REQUIREMENTS:

* LOCATE AND CLEARLY DIMENSION ALL CONDUIT RUNS, FITTINGS, SPLICE PULLBOXS, PULL BOXES, METER PEDESTALS, LIGHT BASES, TRANSFORMER, 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.
* 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.

## RECORD RETENTION REQUIREMENTS:

- CONTRACTOR TO LOCATE AND CLEARLY DIMENSION ALL OF THERE 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 ORGINAL 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, VAULTS, 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 EXTENED TO MEASURE OFF WHEN LOCATING CONDUIT, VAULTS AND CONCRETE BASES.

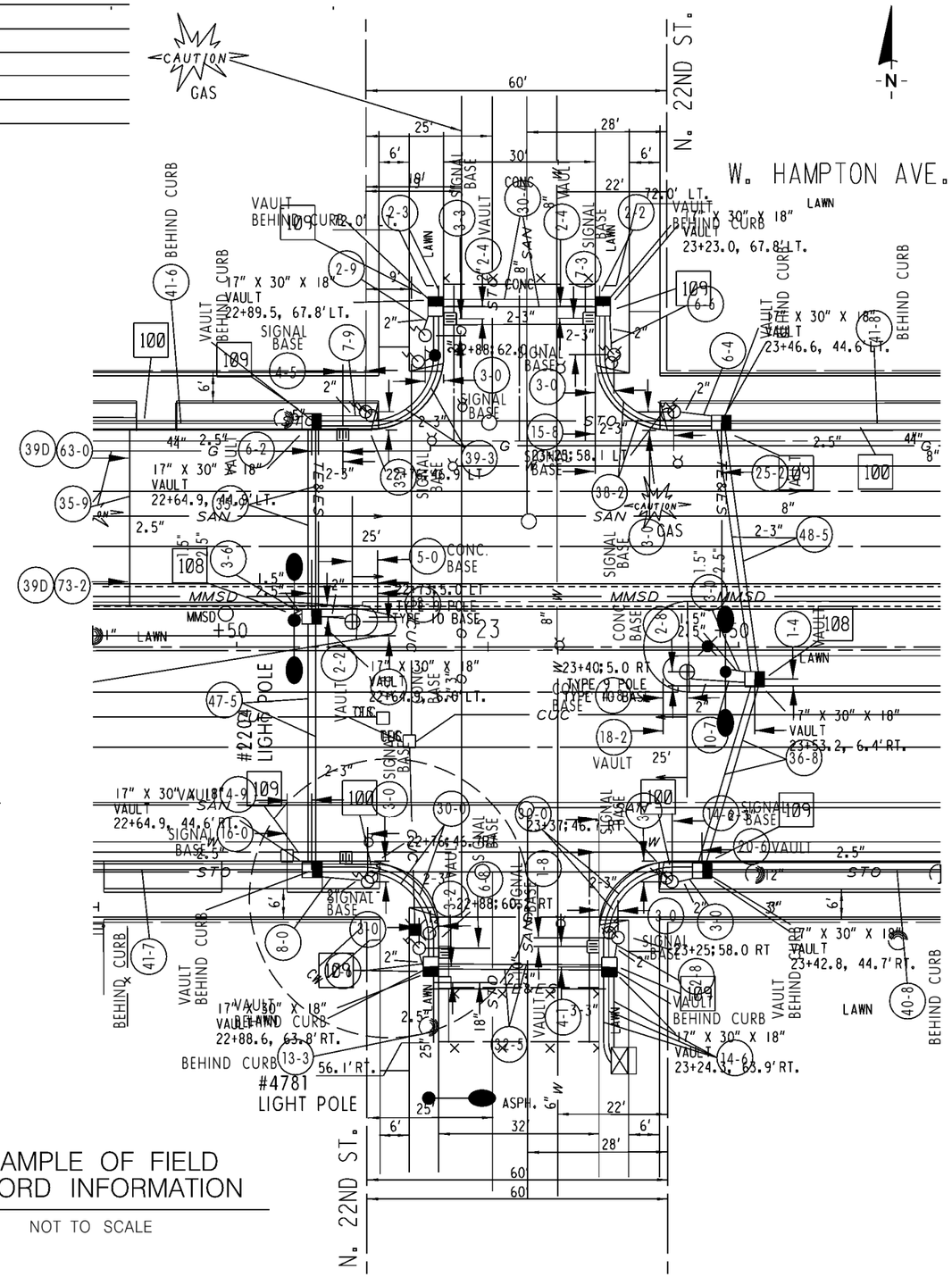
MEASURE TO OR FROM THE CENTERS OF OBJECTS FOR DISTANCE TAKING.

(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, VAULT, AND CONCRETE BASE (MEASURED TO NEAREST TENTH OF A FOOT)




EXAMPLE OF FIELD RECORD INFORMATION

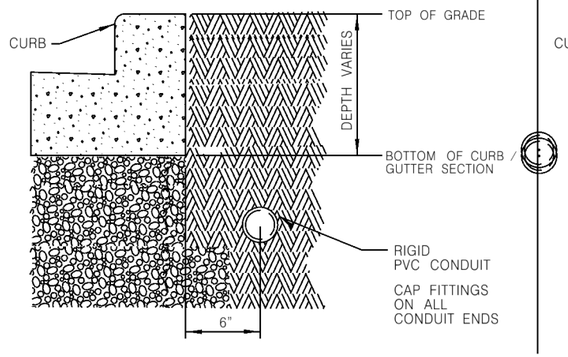
NOT TO SCALE

| PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING – GENERAL NOTES & DETAILS | SHEET OF 362 | E |
|---|---|---|---|---|---|

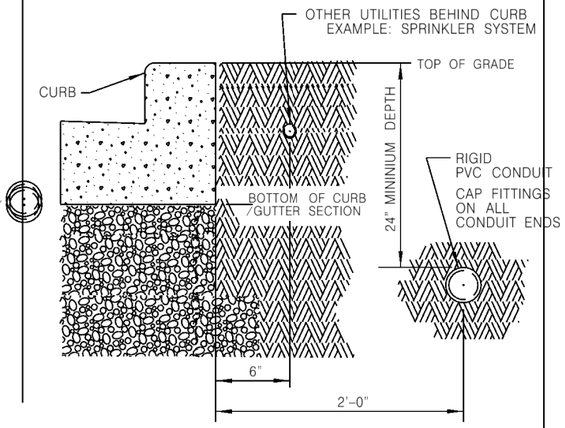
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.

## CONDUIT IN TERRACE

CONDUIT TO BE PLACED WITHIN A 6" AREA DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.




## CONDUIT IN MEDIAN



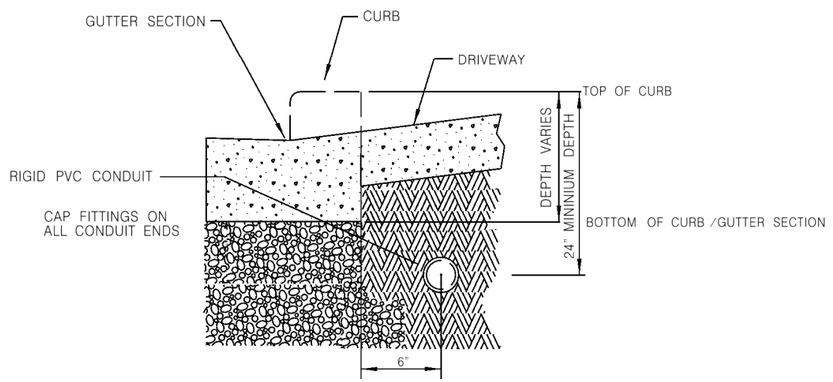

100 DETAIL "B" & "C"

TYPICAL CONDUIT INSTALLATION BEHIND CURB

NOT TO SCALE

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

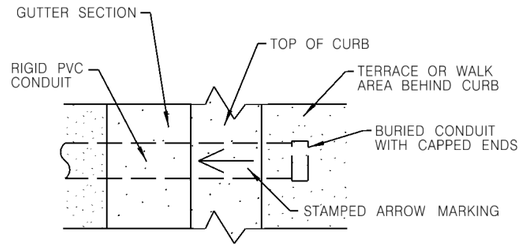
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.
2.) CONDUIT TO BE PLACED WITHIN A 6" AREA DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.




101 DETAIL

TYPICAL CONDUIT INSTALLATION UNDER DRIVEWAYS OR PEDESTRIAN RAMPS

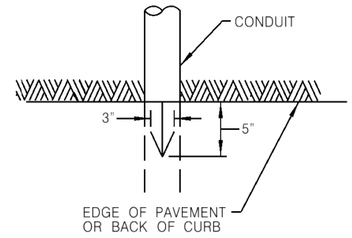
NOT TO SCALE




TOP VIEW OF CURB STAMPING

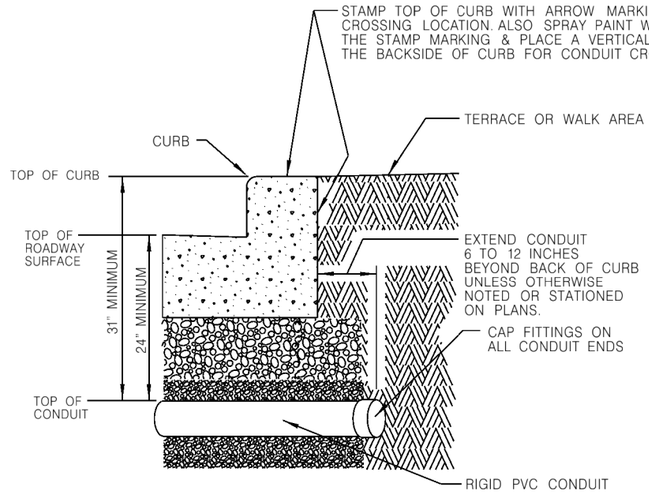
NOT TO SCALE

NOTE:
ARROW MARK SHALL BE INSCRIBED IN PAVEMENT SURFACE 1/4-INCH TO 3/8-INCH DEEP AT EACH LOCATION WHERE CONDUITS ARE PLACED UNDER THE PAVEMENT.




ARROW MARK

NOT TO SCALE

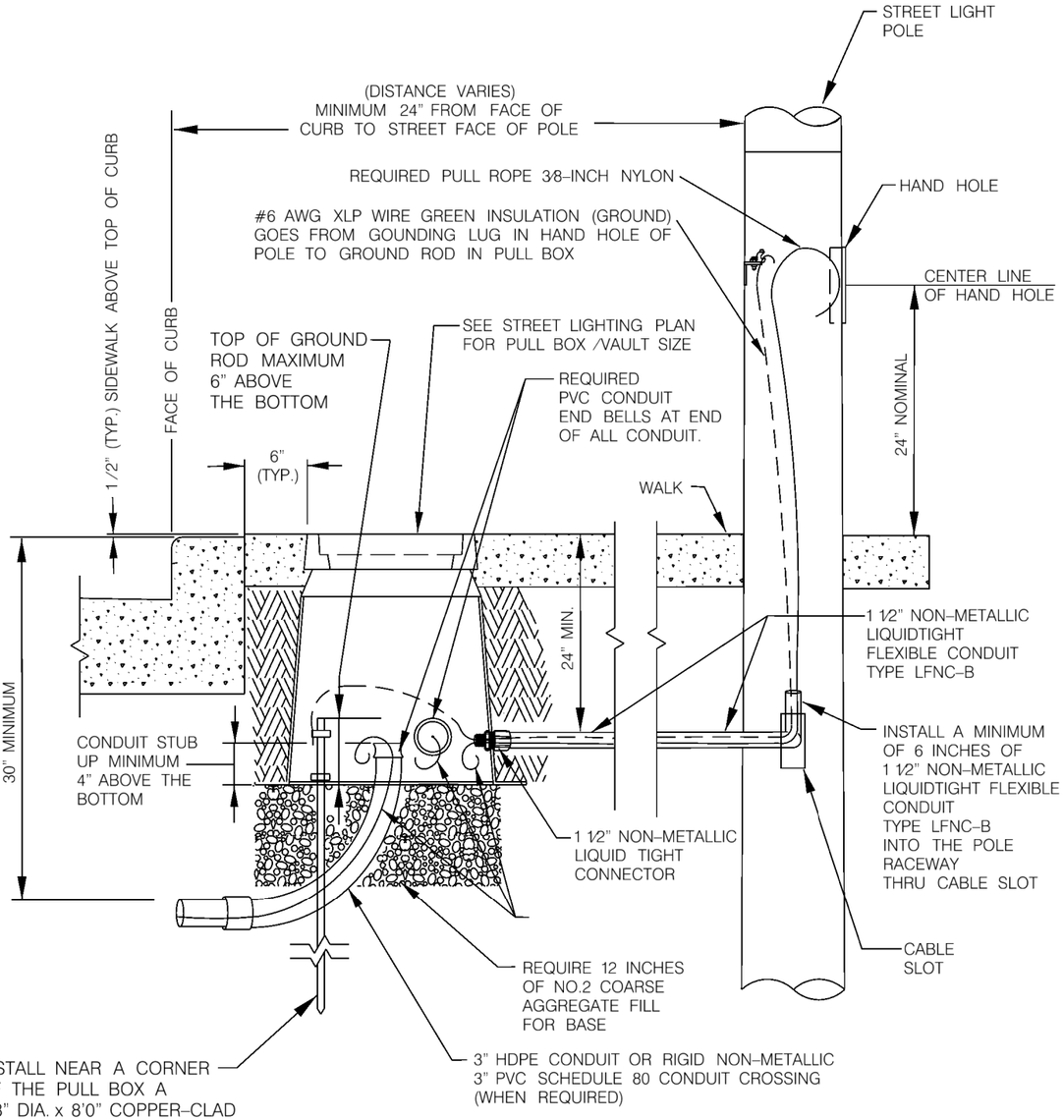



102 DETAIL VERSION #1

TYPICAL CONDUIT INSTALLATION FOR CROSSING ROADWAYS

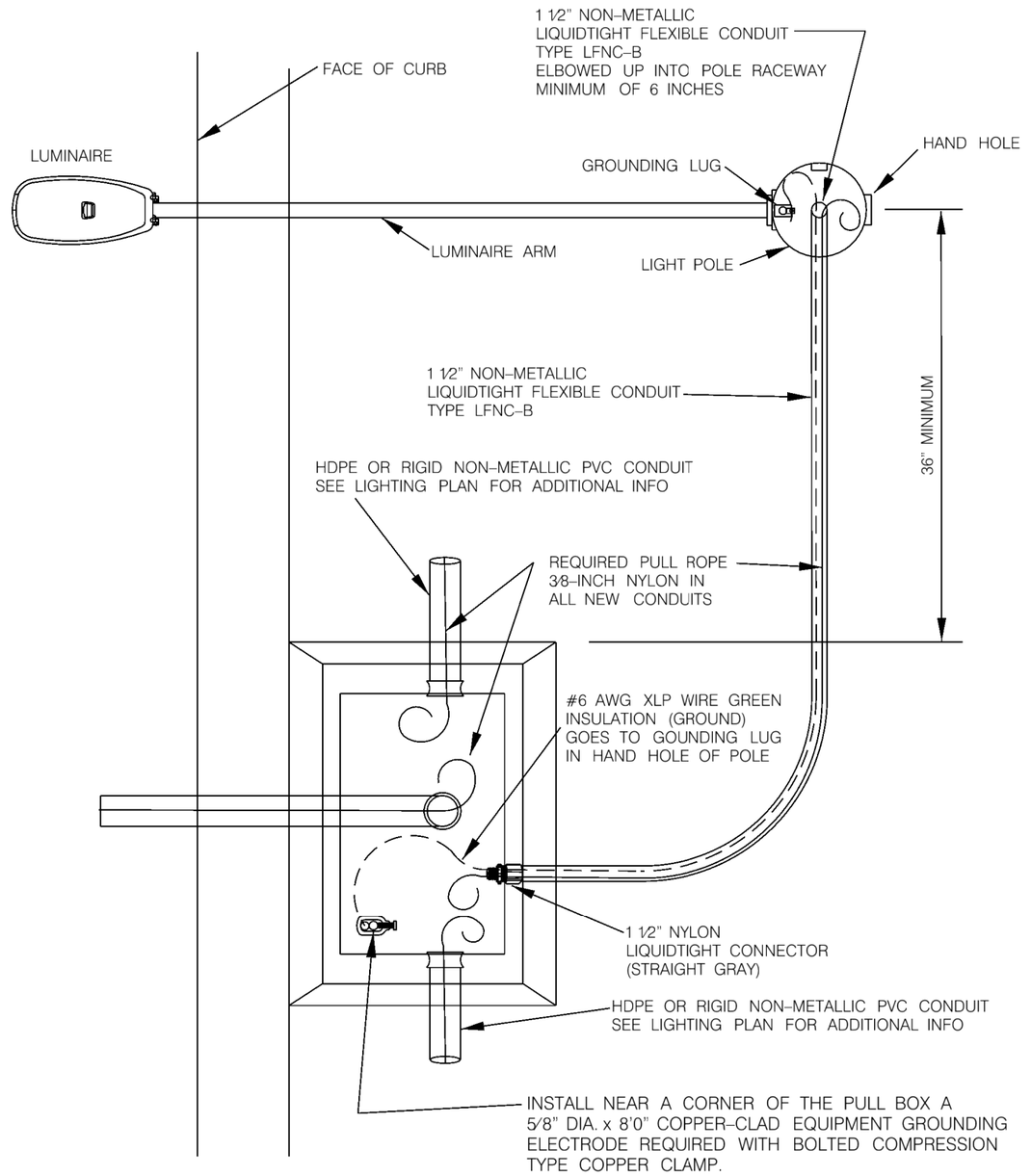
NOT TO SCALE

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




SECTION VIEW

NOT TO SCALE




PLAN VIEW

NOT TO SCALE

108

# DETAIL VERSION

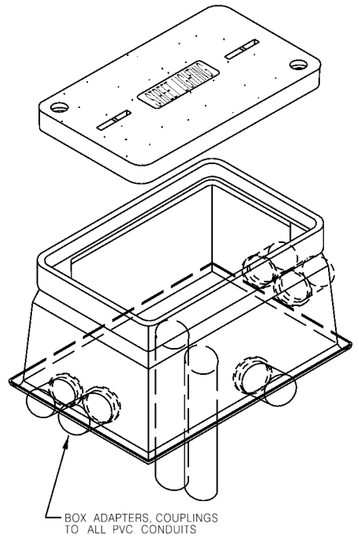
# TYPICAL CONDUIT INSTALLATION FROM PULL BOX / VAULT TO DIRECT BURIED POLE

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: | REVISION DATE:
APPROVED REVISION BY: R.BERTRAN | APPROVED REVISION DATE: DEC.14-2023

| PROJECT NO. 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING - GENERAL NOTES & DETAILS | SHEET 364 | E |
|---|---|---|---|---|---|



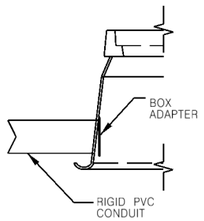
HEAVY DUTY COVER
W/ STREETLIGHTING LOGO
& W /2 BOLTS
COLOR: GRAY

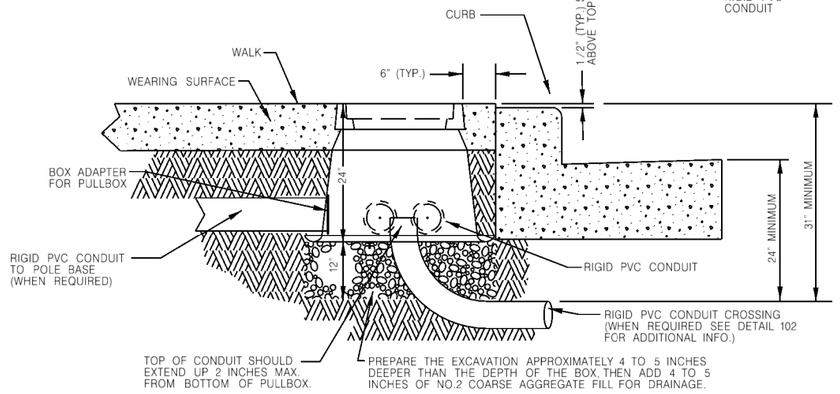
ELECTRICAL PULLBOX
FLARED WALL
BOX W /NO BASE
COLOR: GRAY

(VARIOUS SIZES)

PLUG OR CAP FITTINGS ON ALL
UNUSED CONDUITS IN THE ENCLOSURE

BOX ADAPTERS, COUPLINGS
TO ALL PVC CONDUITS

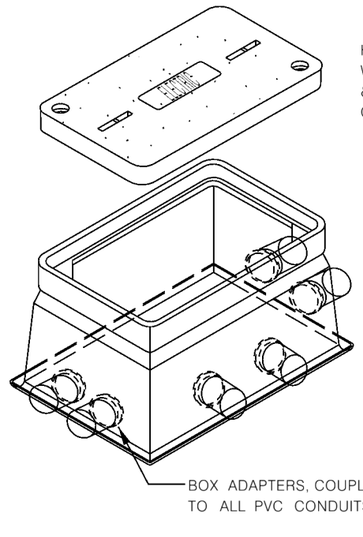



112 DETAIL
TYPICAL PULLBOX INSTALLATION IN WALK

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.

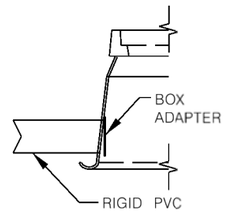


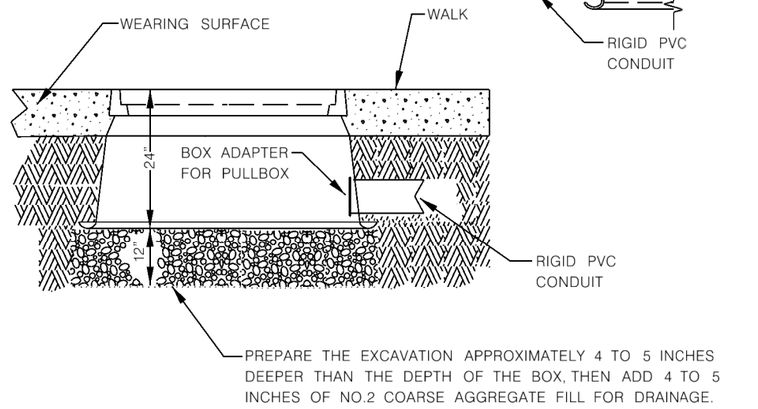
HEAVY DUTY COVER
W/ ELECTRIC LOGO
& W /2 BOLTS
COLOR: GRAY

ELECTRICAL PULLBOX
FLARED WALL
BOX W /NO BASE
COLOR: GRAY
(VARIOUS SIZES)

PLUG OR CAP FITTINGS ON ALL
UNUSED CONDUITS IN THE ENCLOSURE

BOX ADAPTERS, COUPLINGS
TO ALL PVC CONDUITS

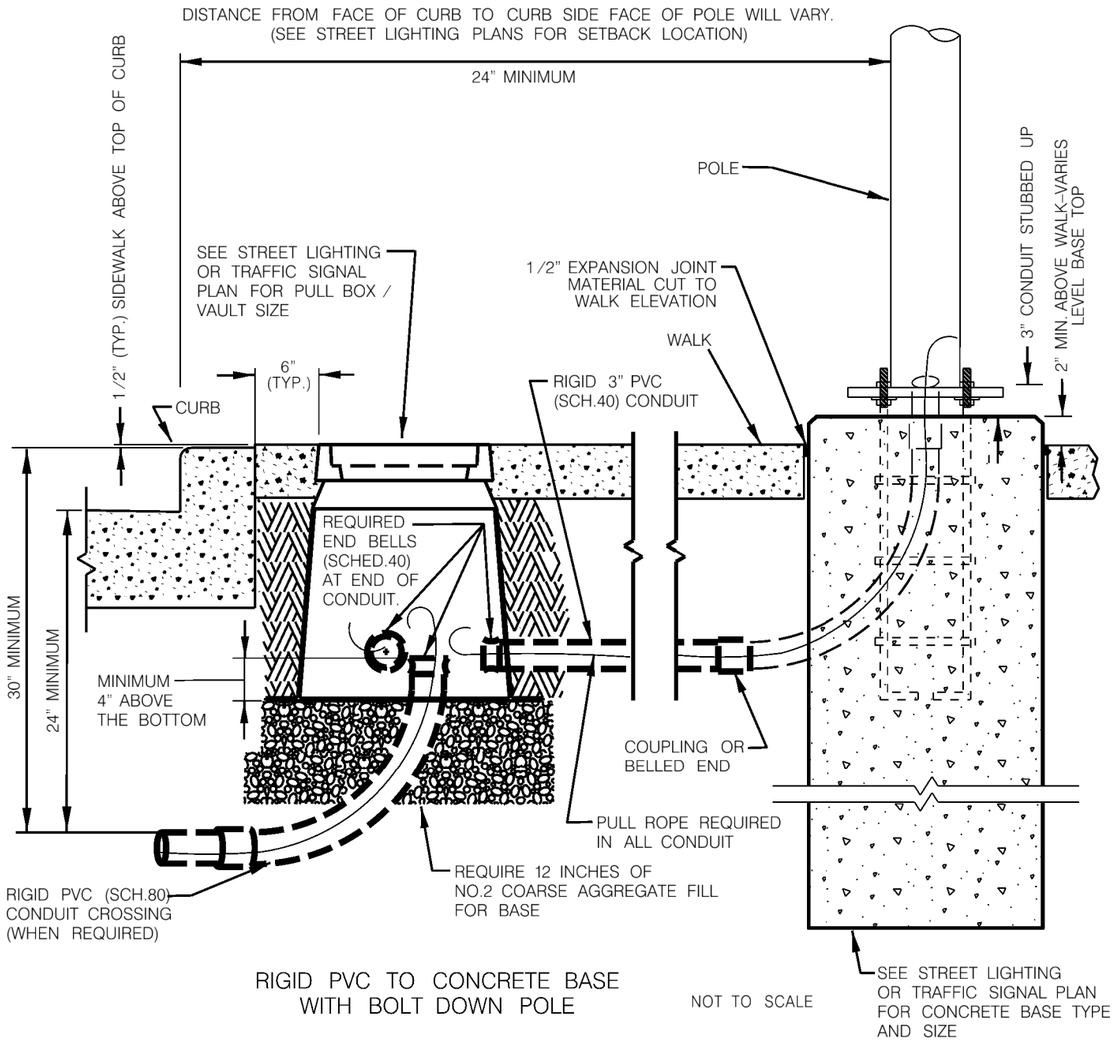



113 DETAIL
TYPICAL PULLBOX INSTALLATION
IN SIDEWALK

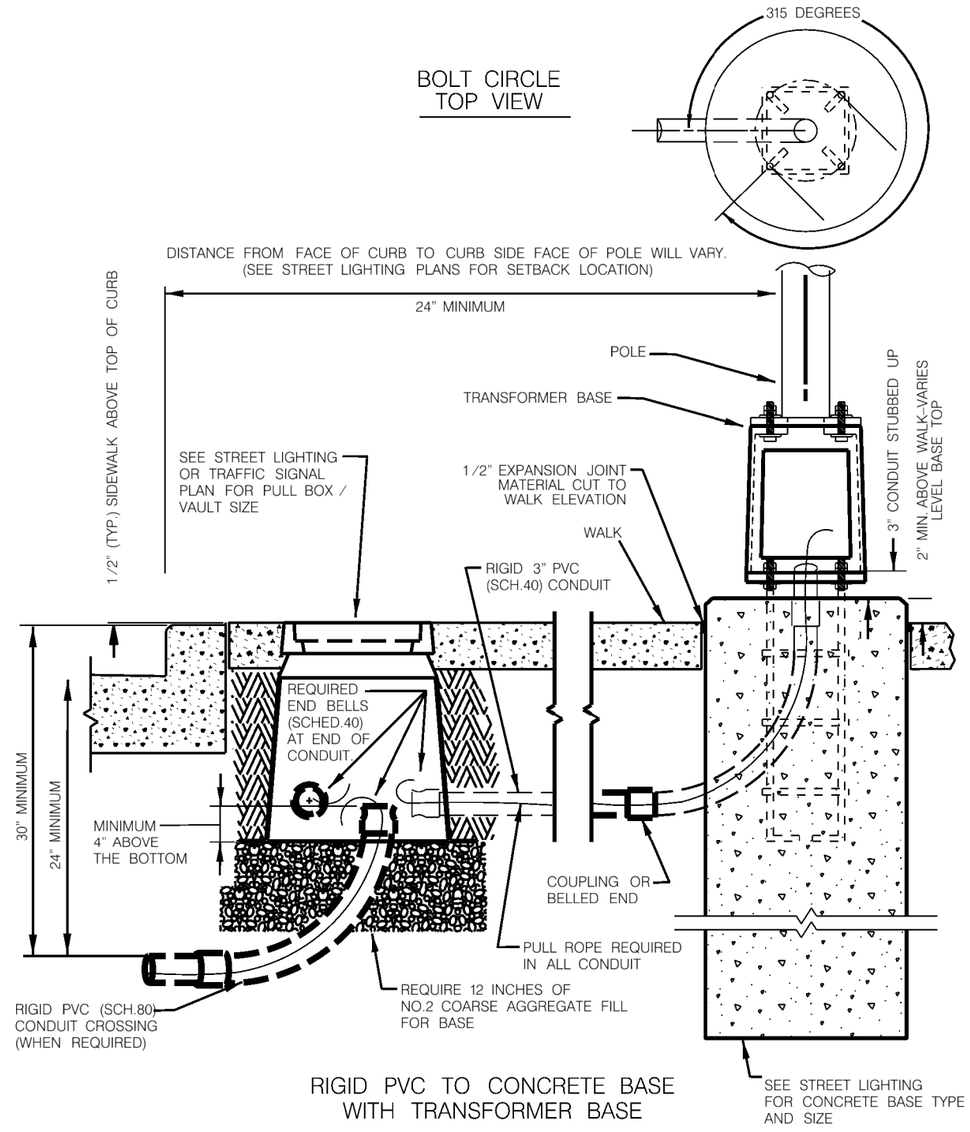
NOT TO SCALE

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




RIGID PVC TO CONCRETE BASE
WITH BOLT DOWN POLE

NOT TO SCALE




RIGID PVC TO CONCRETE BASE
WITH TRANSFORMER BASE

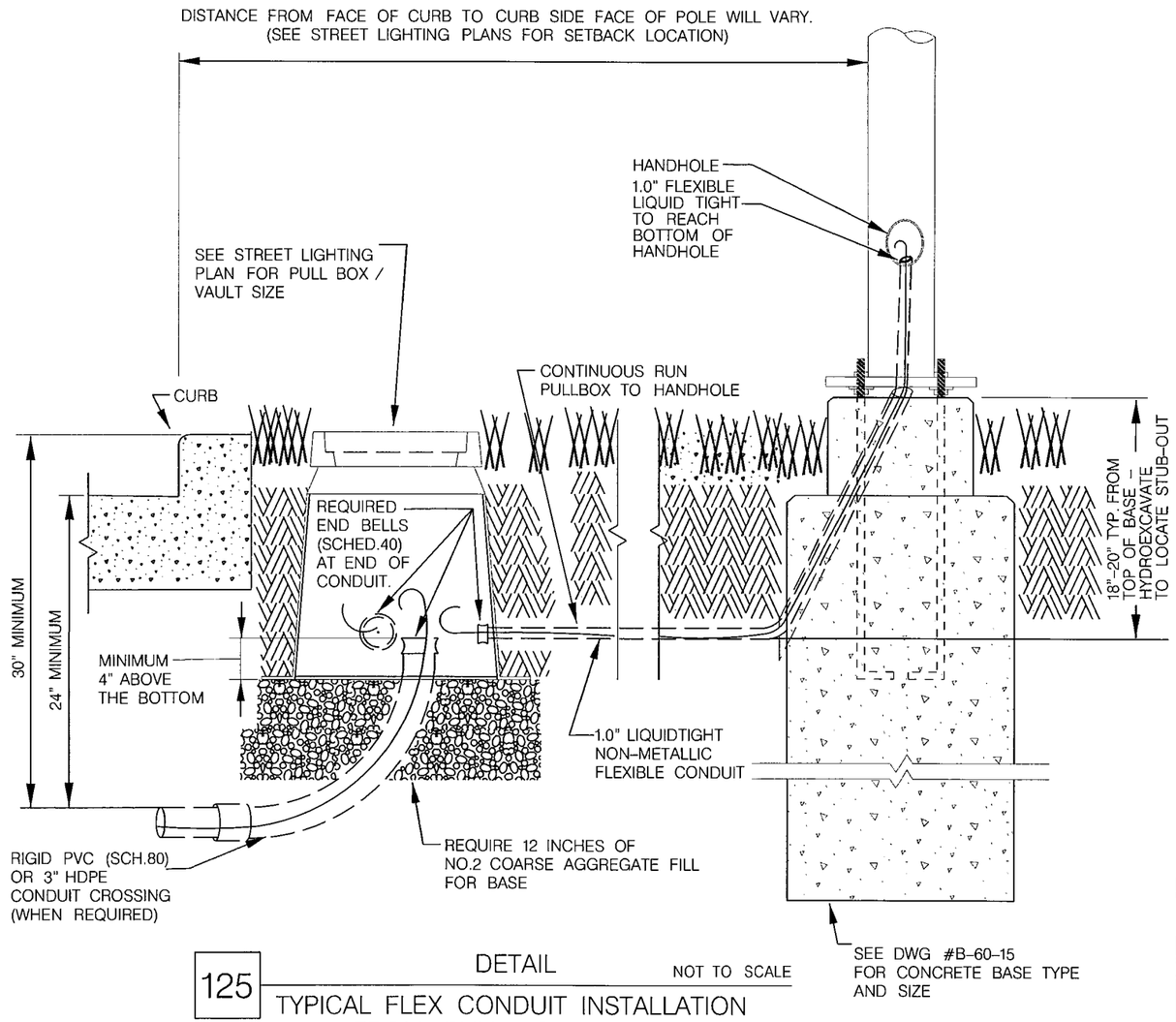
124 DETAIL

TYPICAL CONDUIT INSTALLATION
FROM PULL BOX / VAULT
TO CONCRETE BASE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION

REVISION BY: $$...PLOTUSER...$$ REVISION DATE: PLOTDATE
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.13-2023

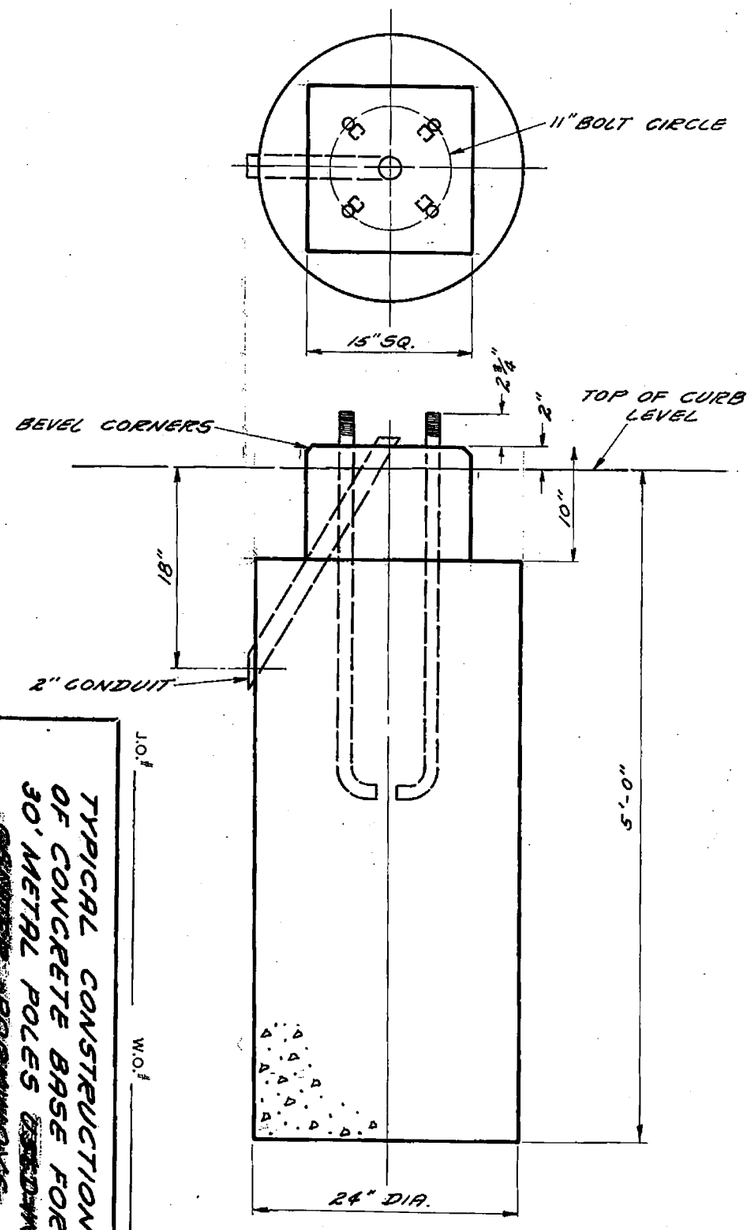
| PROJECT NO. 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING - GENERAL NOTES & DETAILS | SHEET 366 | E |
|---|---|---|---|---|---|




125 DETAIL NOT TO SCALE

TYPICAL FLEX CONDUIT INSTALLATION
FROM PULL BOX / VAULT
TO SQUARE CONCRETE BASE

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




REVISED 10-21-63

TYPICAL CONSTRUCTION OF CONCRETE BASE FOR 30' METAL POLES

BUREAU OF TRAFFIC ENGINEERING AND ELECTRICAL SERVICES
D.P.W. CITY OF MILWAUKEE

| DRG.# | DRAWN | SCALE | DATE | SUPERSEDES |
|---|---|---|---|---|
| B-60-15 | E.M.E. | 1/2"=1'-0" | 10-21-63 | SUPERSEDED BY |

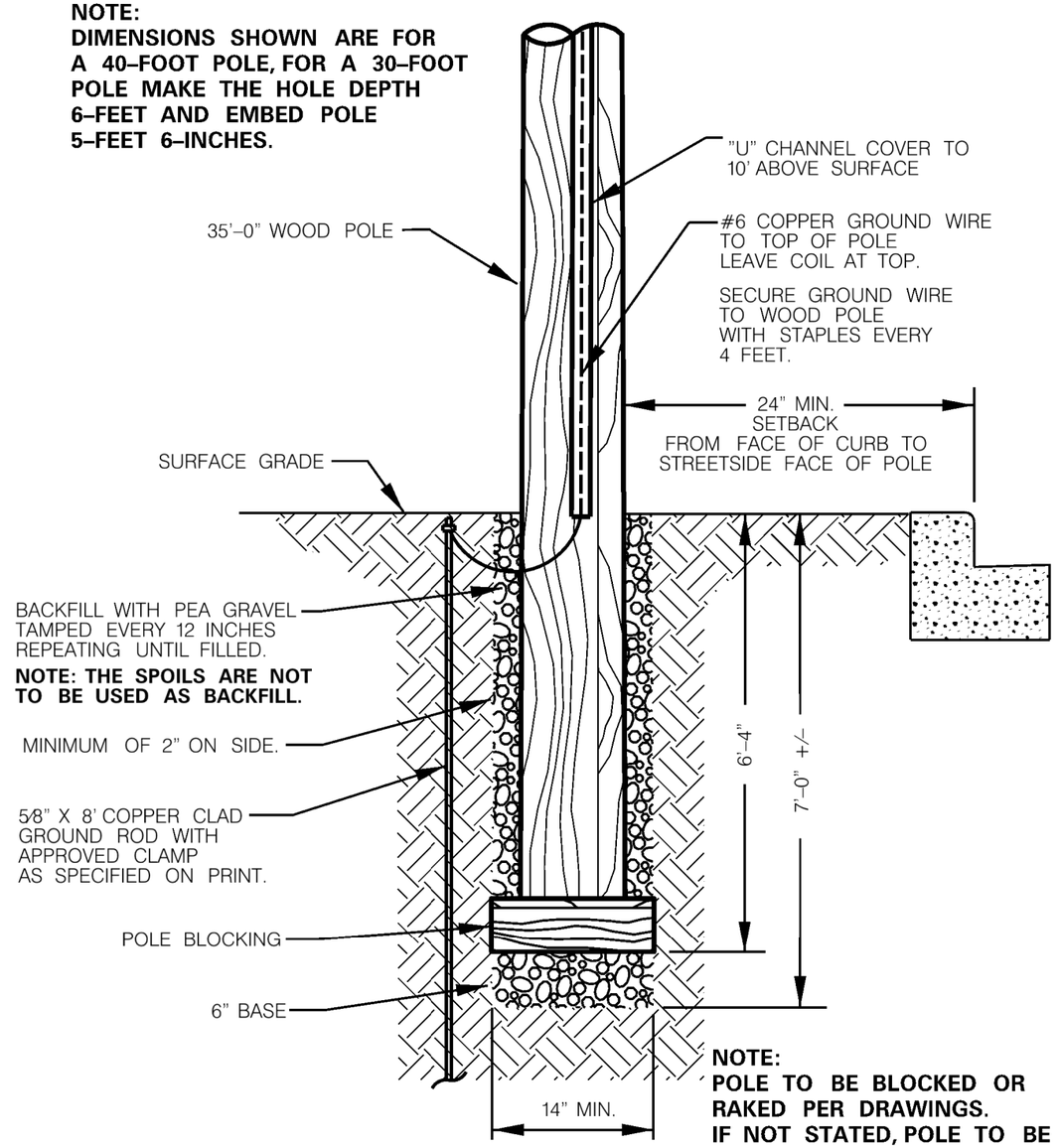
MEMO | CHECKED | APPROVED

J.O.# W.O.#

DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: LHICKMAN REVISION DATE: 8-JUL-2024 16:12
APPROVED REVISION BY: LHICKMAN APPROVED REVISION DATE: JUN.28,2024

| PROJECT NO. 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING - GENERAL NOTES & DETAILS | SHEET 367 | E |
|---|---|---|---|---|---|

**NOTE:**
**DIMENSIONS SHOWN ARE FOR A 40–FOOT POLE, FOR A 30–FOOT POLE MAKE THE HOLE DEPTH 6–FEET AND EMBED POLE 5–FEET 6–INCHES.**



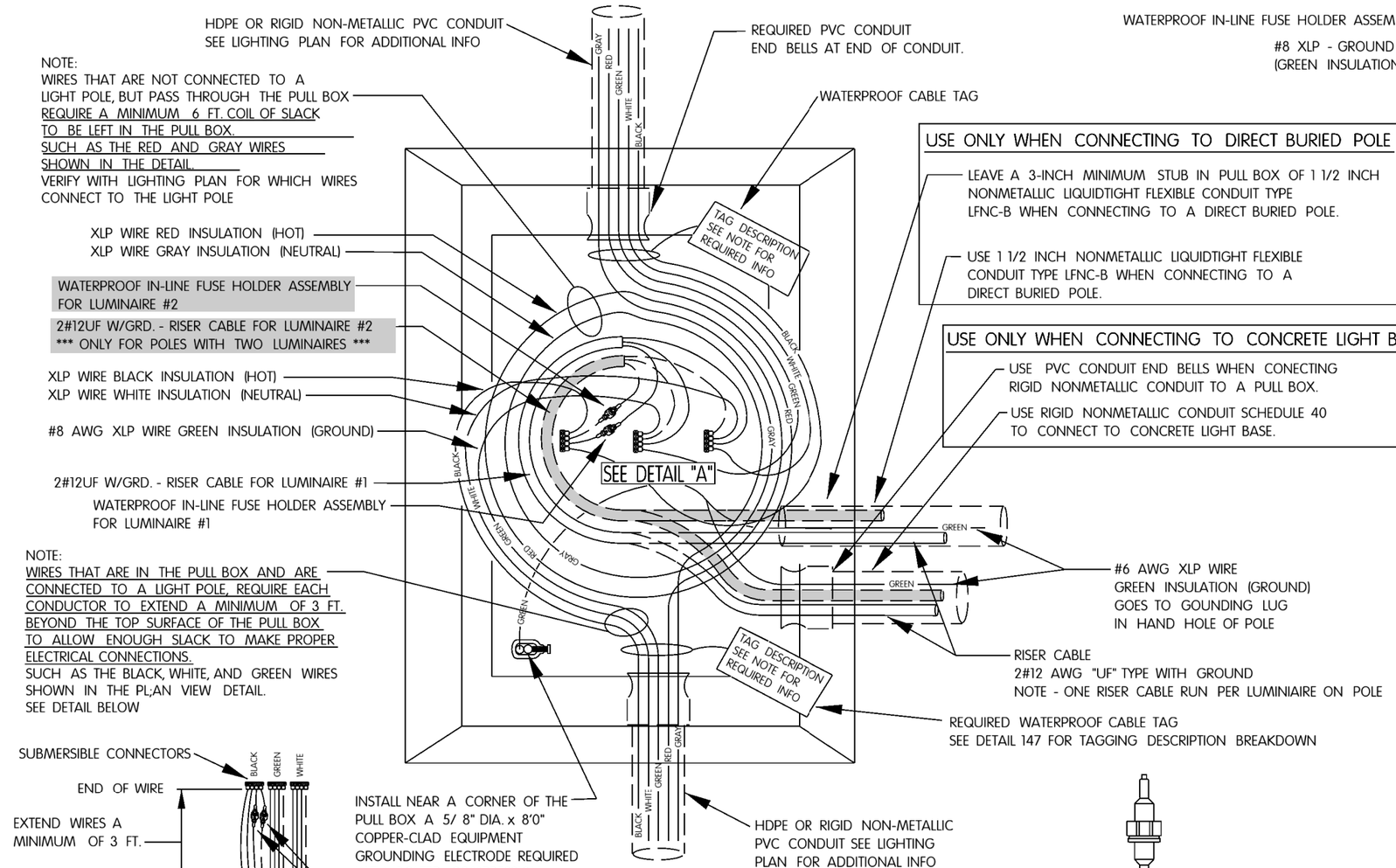

**NOTE:**
**POLE TO BE BLOCKED OR RAKED PER DRAWINGS.**
**IF NOT STATED, POLE TO BE PERPENDICULAR WITH GROUND**

130A DETAIL NOT TO SCALE

TYPICAL 40 FT.WOOD POLE INSTALLATION

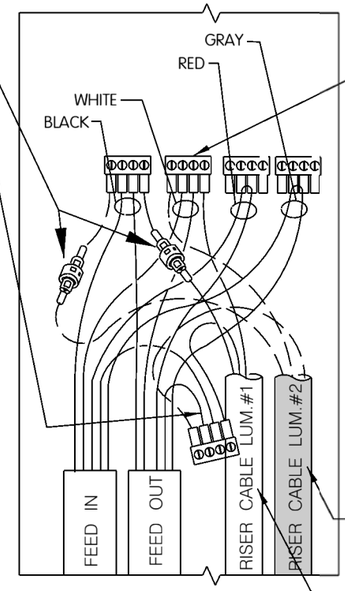
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: $$...PLOTUSER...$$ REVISION DATE: PLOTDATE
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.12-2022




## PLAN VIEW

NOT TO SCALE




CIRCUIT MUST BE TAGGED AND IDENTIFIED INSIDE PULL BOX

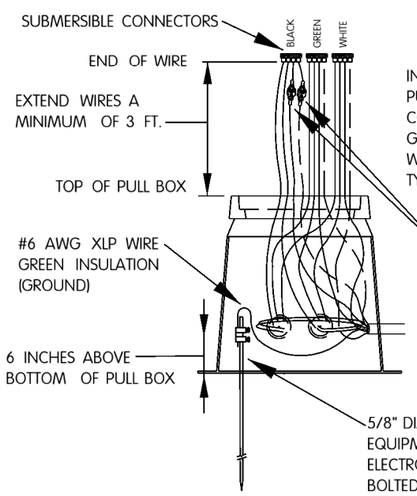
USE:
POLARIS EDGE CONNECTOR (ISPB2)
OR
MORRIS PRODUCTS SUBMERSIBLE INSULATED STREETLIGHTING CONNECTOR,
OR
EQUAL
3 OR 4 PORT PRE-INSULATED CONNECTOR OR EQUAL.
DESIGNED FOR USE IN BELOW GRADE BOXES, DIRECT BURIAL AND SUBMERSIBLE
CONDUCTORS RANGE FROM #2/0-#14
RATED FOR 600 VOLTS
DUAL RATED FOR CU. OR AL.
INSULATED WITH HIGH DIELECTRIC STRENGTH ABRASION AND CHEMICAL RESISTANT RUBBER
SET SCREWS OR APPROVED EQUAL
UL 486D LISTED FOR DIRECT BURIAL AND SUBMERSIBLE APPLICATIONS

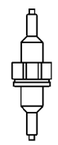
"RISER CABLE"
2#12 AWG TYPE "UF" WITH GROUND ONLY NEEDED IF POLE HAS A SECOND LUMINAIRE

"RISER CABLE"
2#12 AWG TYPE "UF" WITH GROUND CABLE WITHOUT SPLICES TO HAND HOLE ON POLE (PER LUMINAIRE)

## DETAIL "A"

CONNECTIONS WITHIN PULL BOX
NOT TO SCALE



- 600 VOLT RATED, UP TO 30 AMPS 1-POLE BREAKAWAY, SET SCREW TERMINALS FOR LOAD, WIRE SIZE RANGE #12 TO #8 AWG
- FAST ACTING 5 AMP 250 VOLT FUSE RECOMMENDED FROM FUSE LIST FROM IN-LINE FUSE HOLDER MANUFACTURER

WATERPROOF IN-LINE FUSE HOLDER ASSEMBLY

## NOTES:

WHEN WIRING A LUMINAIRE EITHER
BLACK (HOT) WITH WHITE (NEUTRAL) GO TOGETHER
OR
RED (HOT) WITH GRAY (NEUTRAL) GO TOGETHER

ALL WIRE CONNECTIONS REQUIRE ANTI-OXIDANT TO BE APPLIED TO THE CONNECTIONS

ALL HARDWARE NUT AND BOLT CONNECTIONS REQUIRE ANTI SEIZE TO BE APPLIED TO THEM

PULL ROPE SHALL BE INSTALLED IN ALL NEW CONDUITS.

CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS (.PDF FORMAT) FOR ALL THE WORK BEING DONE.

PROVIDE MINIMUM WIRE SLACK FOR PULL BOXES: 3-FT
ONE WAY IN OR OUT

PROVIDE REMOVABLE SEALANT SUCH AS DUCT SEAL IN THE CONDUITS AT THE CABINETS, PULL BOXES AND JUNCTION BOXES TO AVOID CONDENSATION CAUSED BY AIRFLOW THROUGH THE CONDUITS DUE TO TEMPERATURE DIFFERENCE. THIS WORK SHALL BE INCIDENTAL TO ASSOCIATED CONDUIT PAY ITEM.

IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES / VAULTS, CONDUIT AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH CONRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SHOP MANAGERS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK. THESE NAMES AND NUMBERS CAN BE FOUND ON THE STREET LIGHTING GENERAL NOTES SHEET

142

## DETAIL
## TYPICAL WATERPROOF IN-LINE FUSE, WIRING CONNECTIONS, AND EQUIPMENT GROUNDING

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: REVISION DATE:
APPROVED REVISION BY: APPROVED REVISION DATE:

## 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 (ISPB2) 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 5 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-RESISANT 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. / 1 / 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.

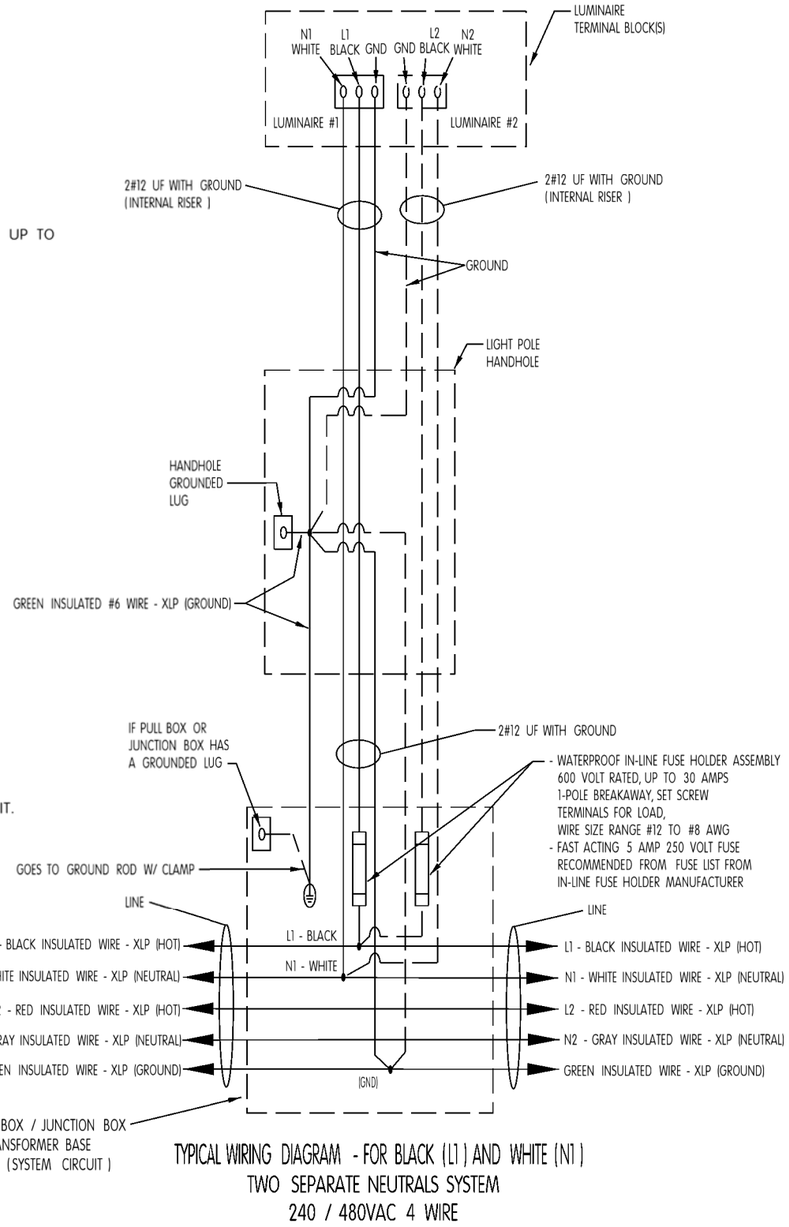
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

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

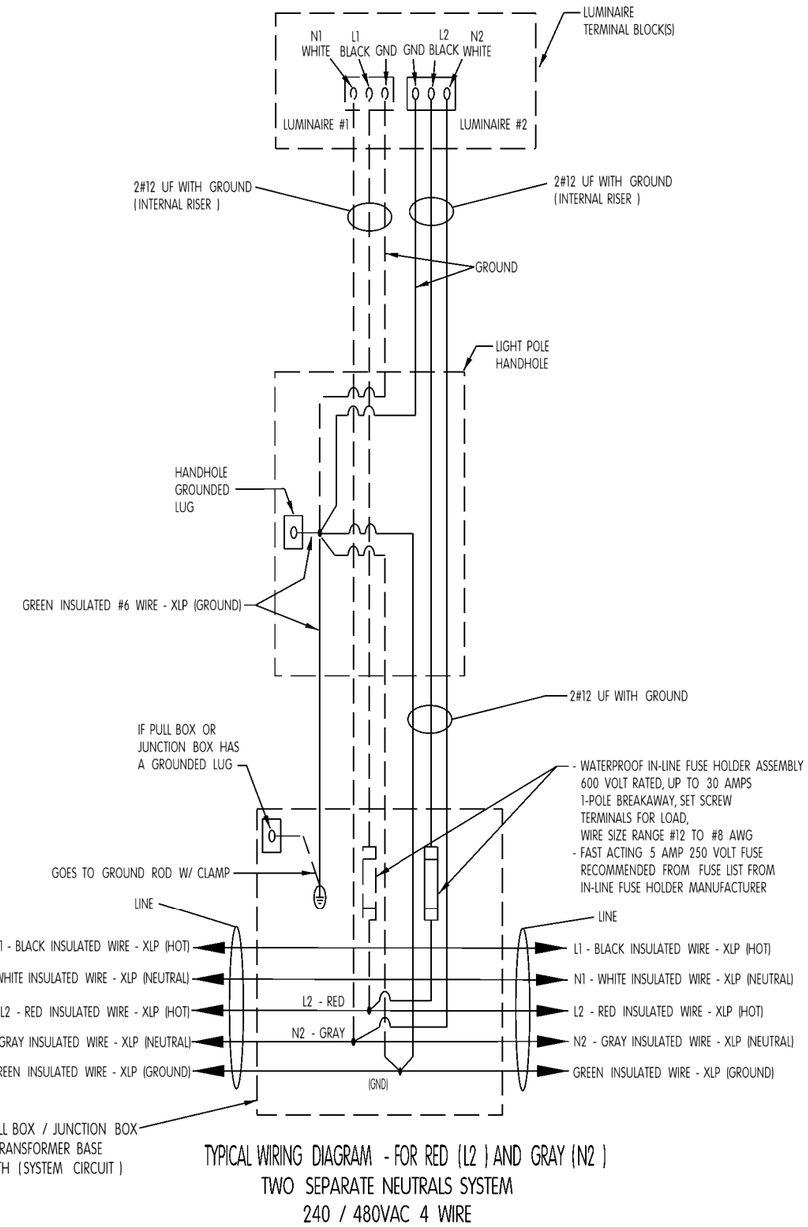
THE INTENT OF THE PULL BOX / JUNCTION BOX/ TRANSFORMER BASE SPLICES AS SHOWN IN THIS DETAIL IS FOR LIGHTING SYSTEMS WITH HEAVY LINE WIRE TOO LARGE TO PULL THROUGH THE CONDUIT INTO THE POLE HANDHOLE, DUE TO CONDUIT FILL REQUIREMENTS OF N.E.C. AND / OR THE STIFFNESS OF THE WIRE COMPARED TO THE NUMBER OF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

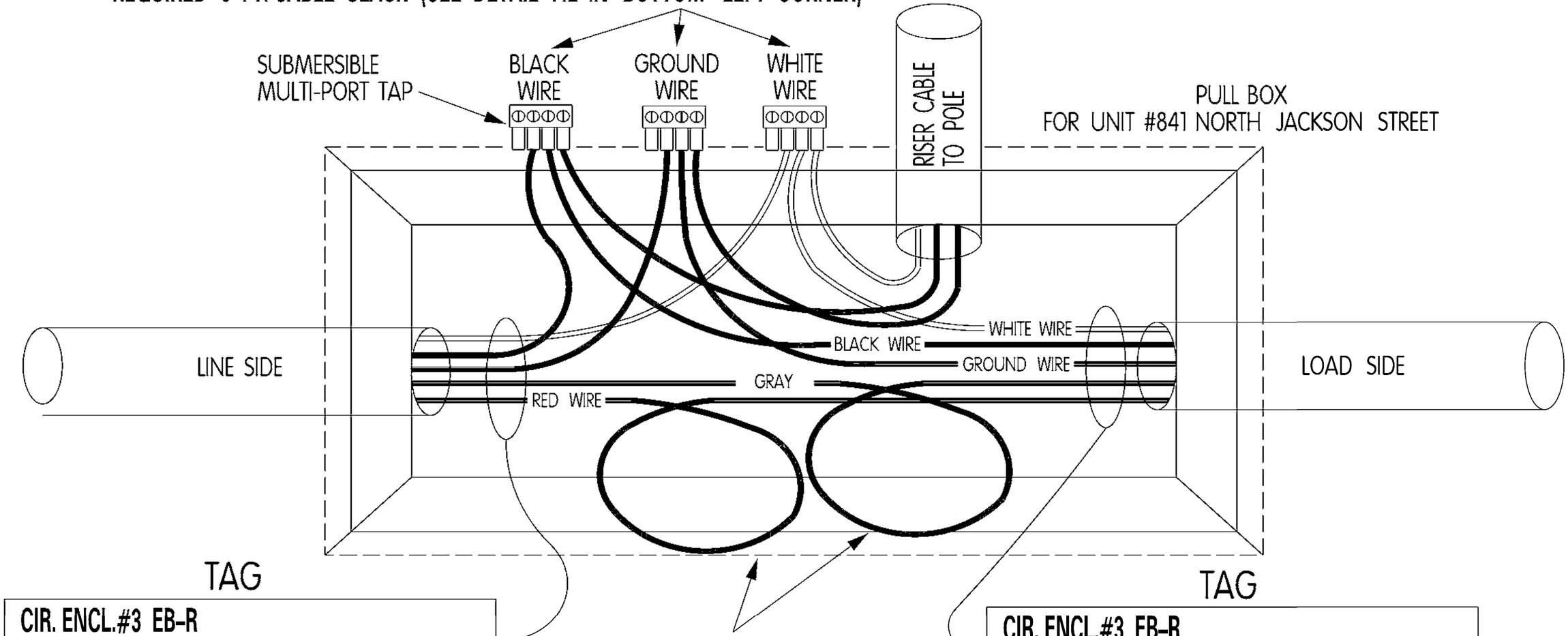
145 ELECTRICAL DETAILS STRUCTURE MOUNT
LIGHT POLES SEPARATED NEUTRALS SYSTEM — NOT TO SCALE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: $$..PLOTUSER..$$ REVISION DATE: PLOTDATE
APPROVED REVISION BY: _____ APPROVED REVISION DATE: _____

| PROJECT NO. 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING - GENERAL NOTES & DETAILS | SHEET 370 | E |
|---|---|---|---|---|---|

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

REQUIRED 3 FT. CABLE SLACK (SEE DETAIL 142 IN BOTTOM LEFT CORNER)




TAG

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

TAG

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

## TAG DESCRIPTION BREAKDOWN - LINE SIDE

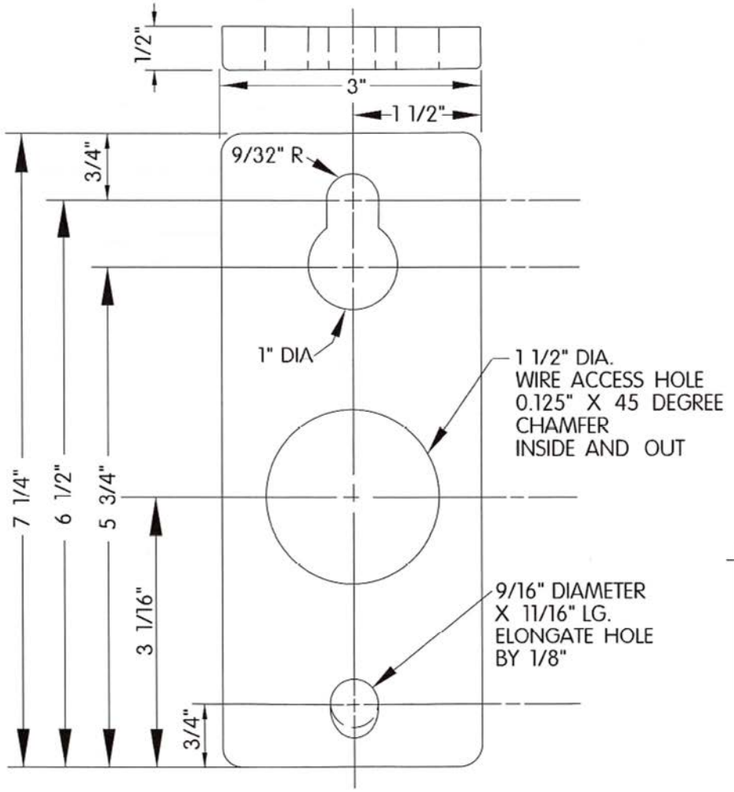
CIRCUIT ID: (CIR. ENCL.#3 EB-R)
LINE SIDE COMING FROM UNIT STREET LIGHT UNIT IS ON: (N. JACKSON ST.)
SIDE OF STREET LIGHT UNIT IS ON: (WEST SIDE)
NUMBER OF STREET LIGHTING UNITS FROM NEAREST CROSSING STREET: (COMING FROM UNIT 4)
DIRECTION FROM THE NEAREST CROSSING STREET: (TO THE SOUTH)
NAME OF THE NEAREST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

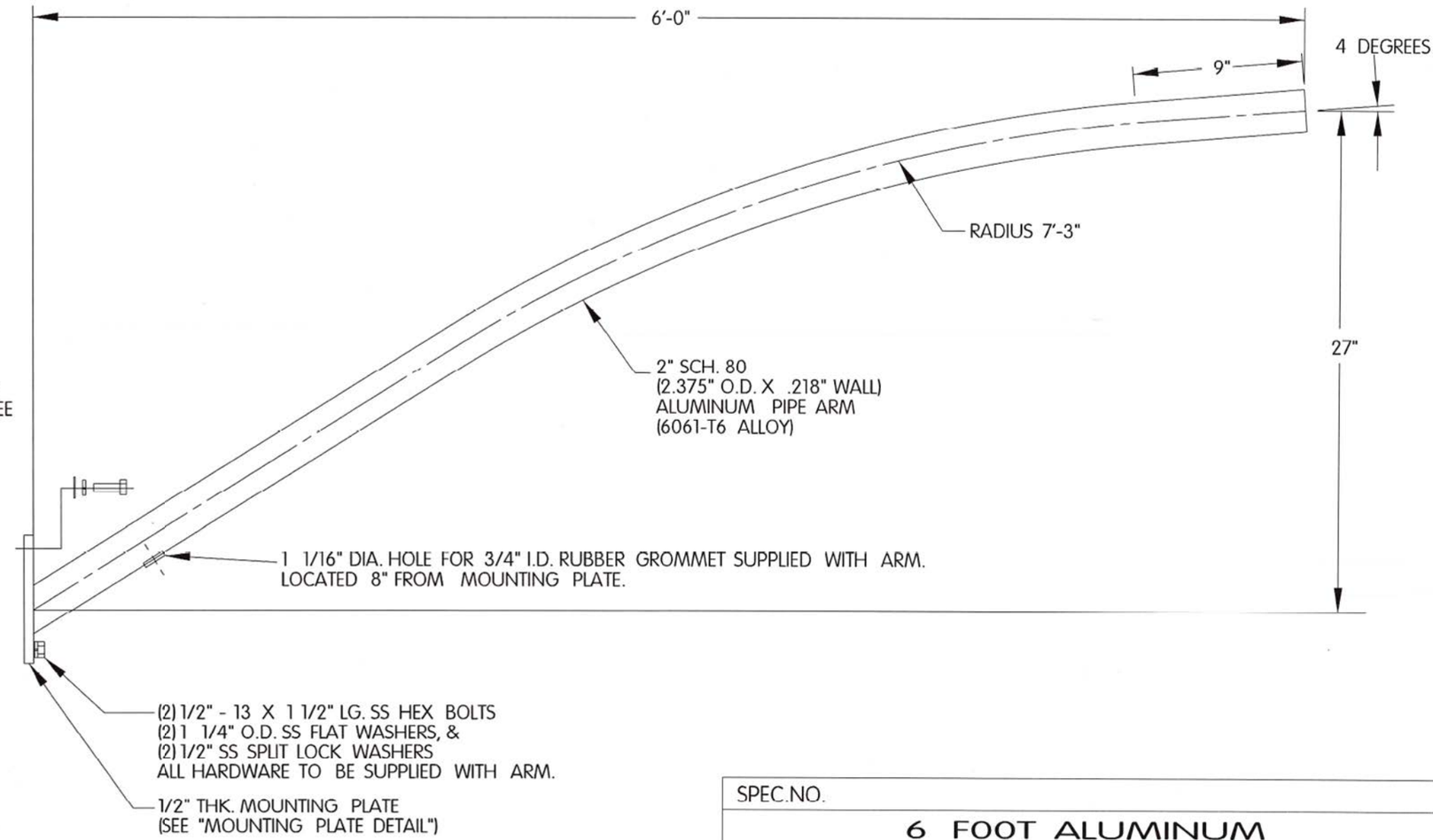
147 DETAIL
TYPICAL SCHEMATIC AND TAGGING

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: $$_PLOTUSER_$$ REVISION DATE: PLOTDATE
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: AUG.14-2023




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.

# 6 FOOT ALUMINUM UPSWEEP BRACKET

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

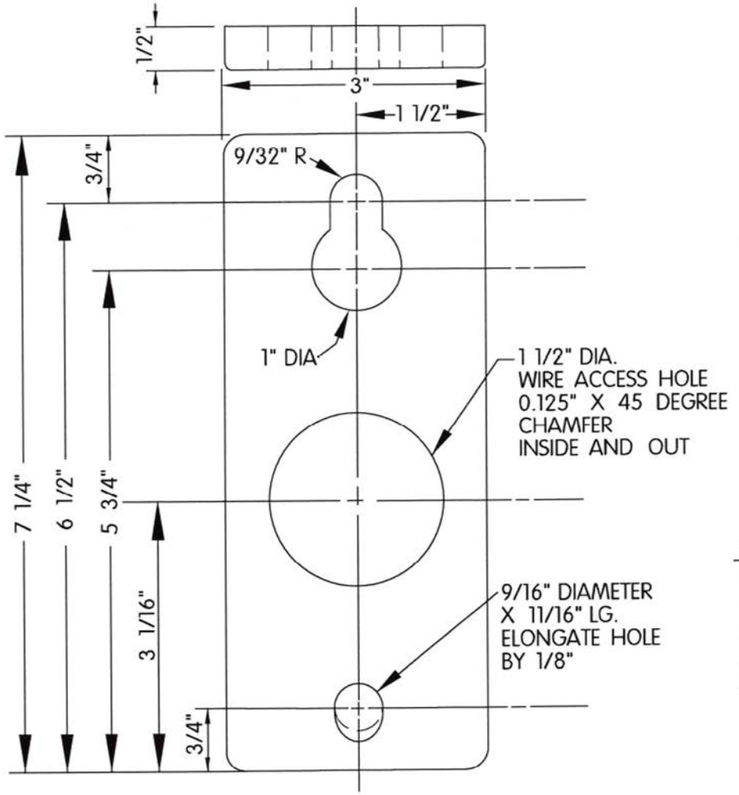
| DATE | SCALE: | DRAWN | DESIGN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| 8/1/2022 | NONE | DK | | | |

SUPERSEDES C-80-2

SUPERSEDED BY

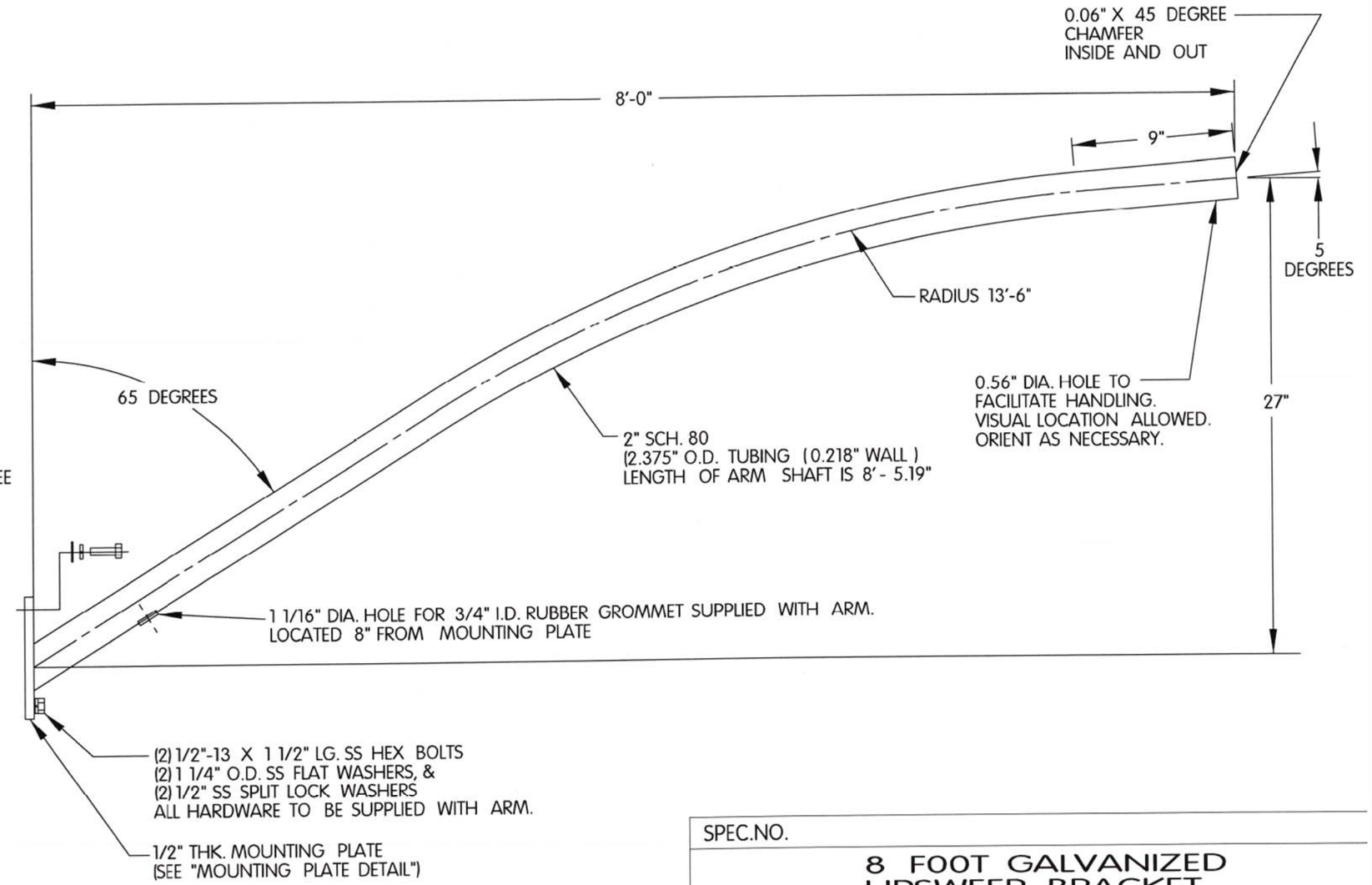
DRG.# C-87-76

| PROJECT NO. 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING - GENERAL NOTES & DETAILS | SHEET 372 | E |
|---|---|---|---|---|---|




MOUNTING PLATE
DETAIL "ES #436"
1/2" THK. PLATE
ASTM A36

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




| MATERIAL INFO | | | FINISH INFO |
|---|---|---|---|
| COMPONENT | ASTM DESIGNATION | MIN YIELD (KSI) | BASE COAT: HOT DIP GALVANIZED TO ASTM A123 |
| PIPE ARM | A501, A513, A618 | 36 | PRIME COAT: |
| SIMPLEX PLATE | A36 | 36 | FINISH COAT: |
| CONNECTING BOLTS | TYPE 304 | | COLOR: |
| | | | SPEC: |

SPEC.NO.

# 8 FOOT GALVANIZED UPSWEEP BRACKET

8'-0" X 27" X 2.4 SGL PIPE 3" X 7.25" PLMT
GALVANIZED

CITY OF MILWAUKEE D.P.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

STREET LIGHTING DIVISION

| DATE | SCALE: | DRAWN | DESIGN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| 8/2/2022 | NONE | DK | | | RMB |

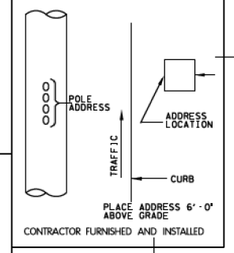
SUPERSEDES

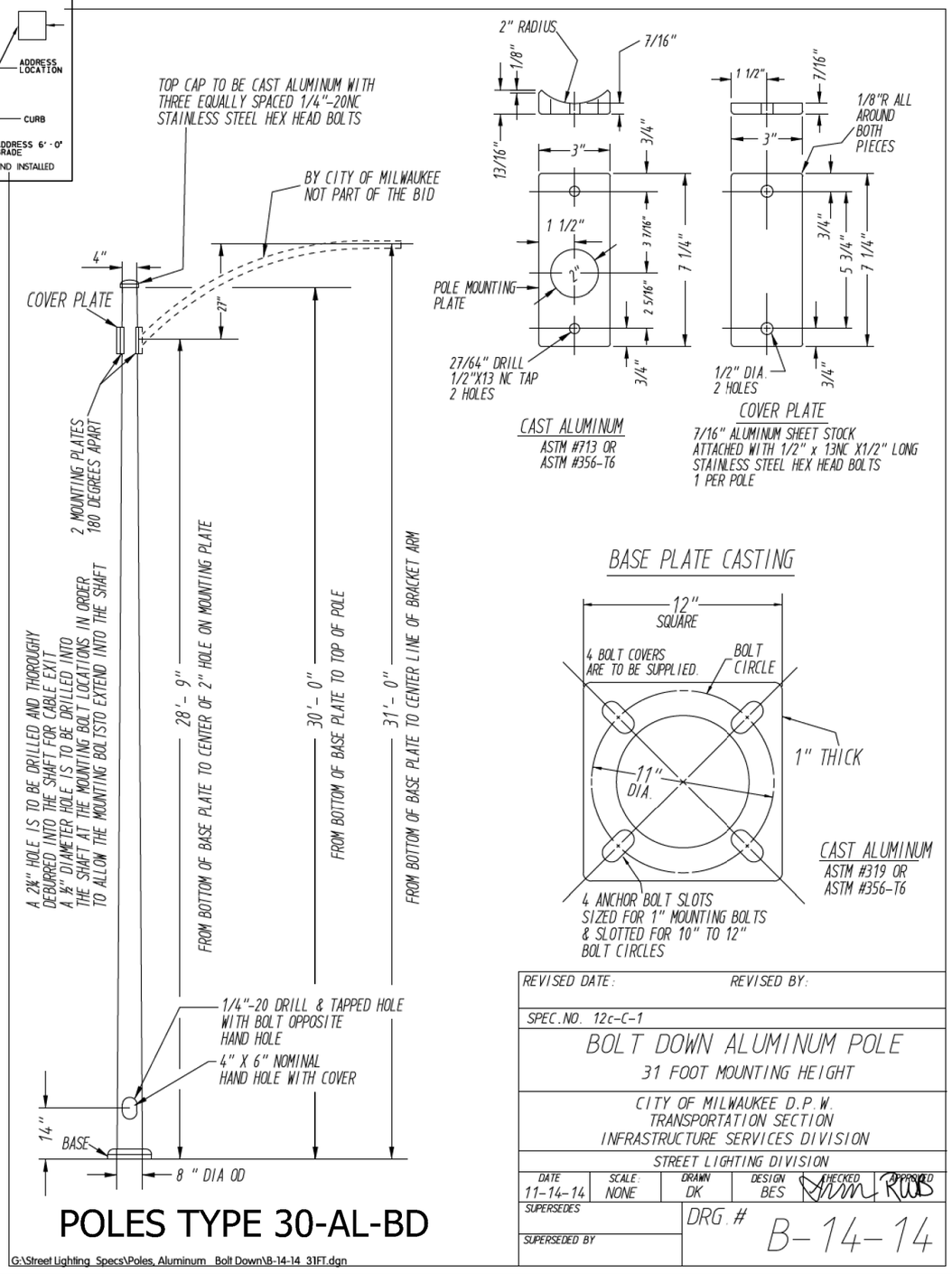
SUPERSEDED BY

DRG.# C-22-26

| PROJECT NO. 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING - GENERAL NOTES & DETAILS | SHEET 373 | E |
|---|---|---|---|---|---|

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




# POLES TYPE 30-AL-BD




CAST ALUMINUM
ASTM #713 OR
ASTM #356-T6

COVER PLATE
7/16" ALUMINUM SHEET STOCK ATTACHED WITH 1/2" x 13NC X1/2" LONG STAINLESS STEEL HEX HEAD BOLTS
1 PER POLE

## BASE PLATE CASTING




CAST ALUMINUM
ASTM #319 OR
ASTM #356-T6

| REVISED DATE: | REVISED BY: |
|---|---|
| SPEC. NO. 12c-C-1 | |

BOLT DOWN ALUMINUM POLE
31 FOOT MOUNTING HEIGHT

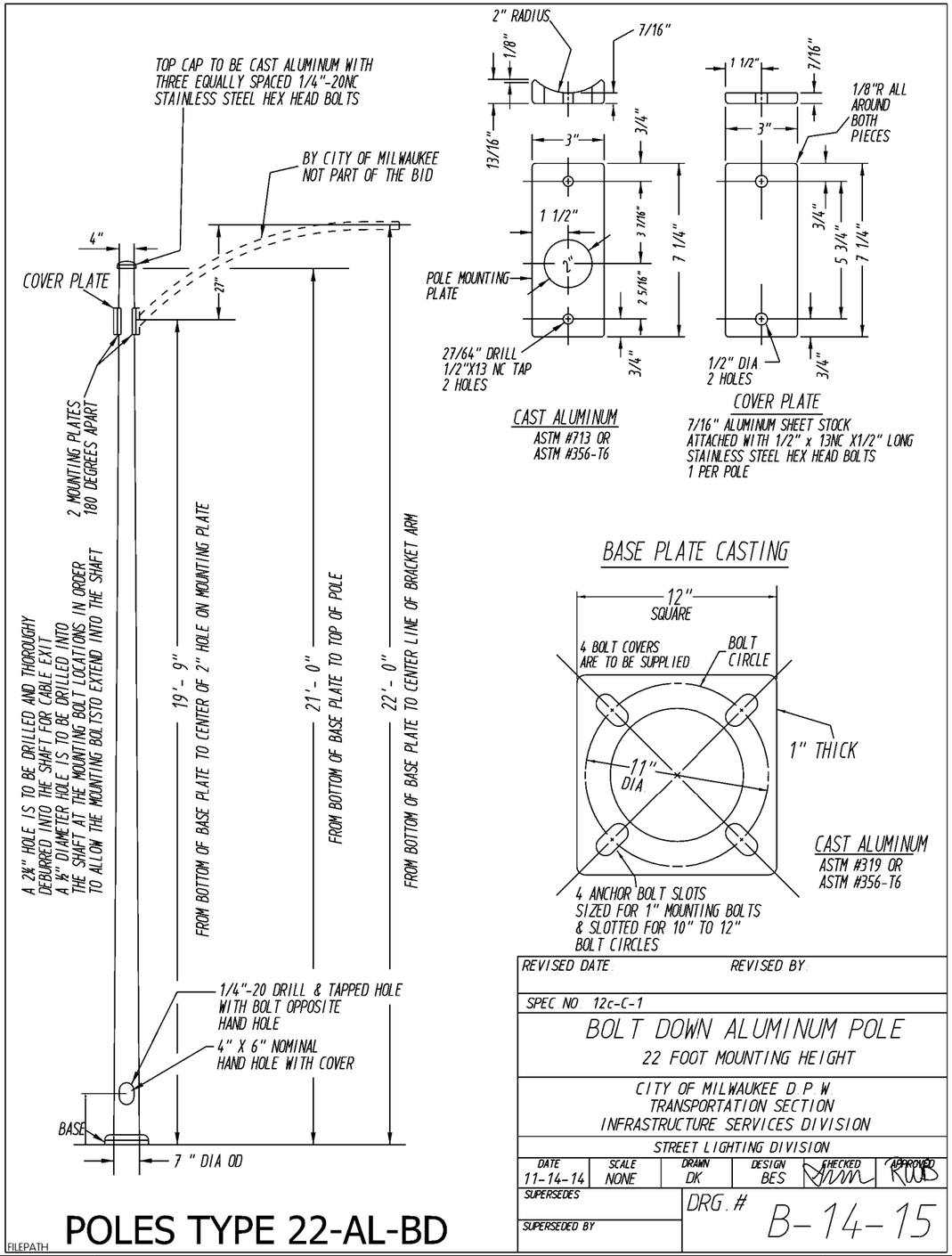
CITY OF MILWAUKEE D.P.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
STREET LIGHTING DIVISION

| DATE | SCALE: | DRAWN | DESIGN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| 11-14-14 | NONE | DK | BES | [illegible] | RWB |

SUPERSEDES
SUPERSEDED BY

DRG. # B-14-14

G:\Street Lighting Specs\Poles, Aluminum Bolt Down\B-14-14 31FT.dgn




# POLES TYPE 22-AL-BD




CAST ALUMINUM
ASTM #713 OR
ASTM #356-T6

COVER PLATE
7/16" ALUMINUM SHEET STOCK ATTACHED WITH 1/2" x 13NC X1/2" LONG STAINLESS STEEL HEX HEAD BOLTS
1 PER POLE

## BASE PLATE CASTING




CAST ALUMINUM
ASTM #319 OR
ASTM #356-T6

| REVISED DATE: | REVISED BY: |
|---|---|
| SPEC. NO. 12c-C-1 | |

BOLT DOWN ALUMINUM POLE
22 FOOT MOUNTING HEIGHT

CITY OF MILWAUKEE D.P.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
STREET LIGHTING DIVISION

| DATE | SCALE: | DRAWN | DESIGN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| 11-14-14 | NONE | DK | BES | [illegible] | RWB |

SUPERSEDES
SUPERSEDED BY

DRG. # B-14-15

FILEPATH

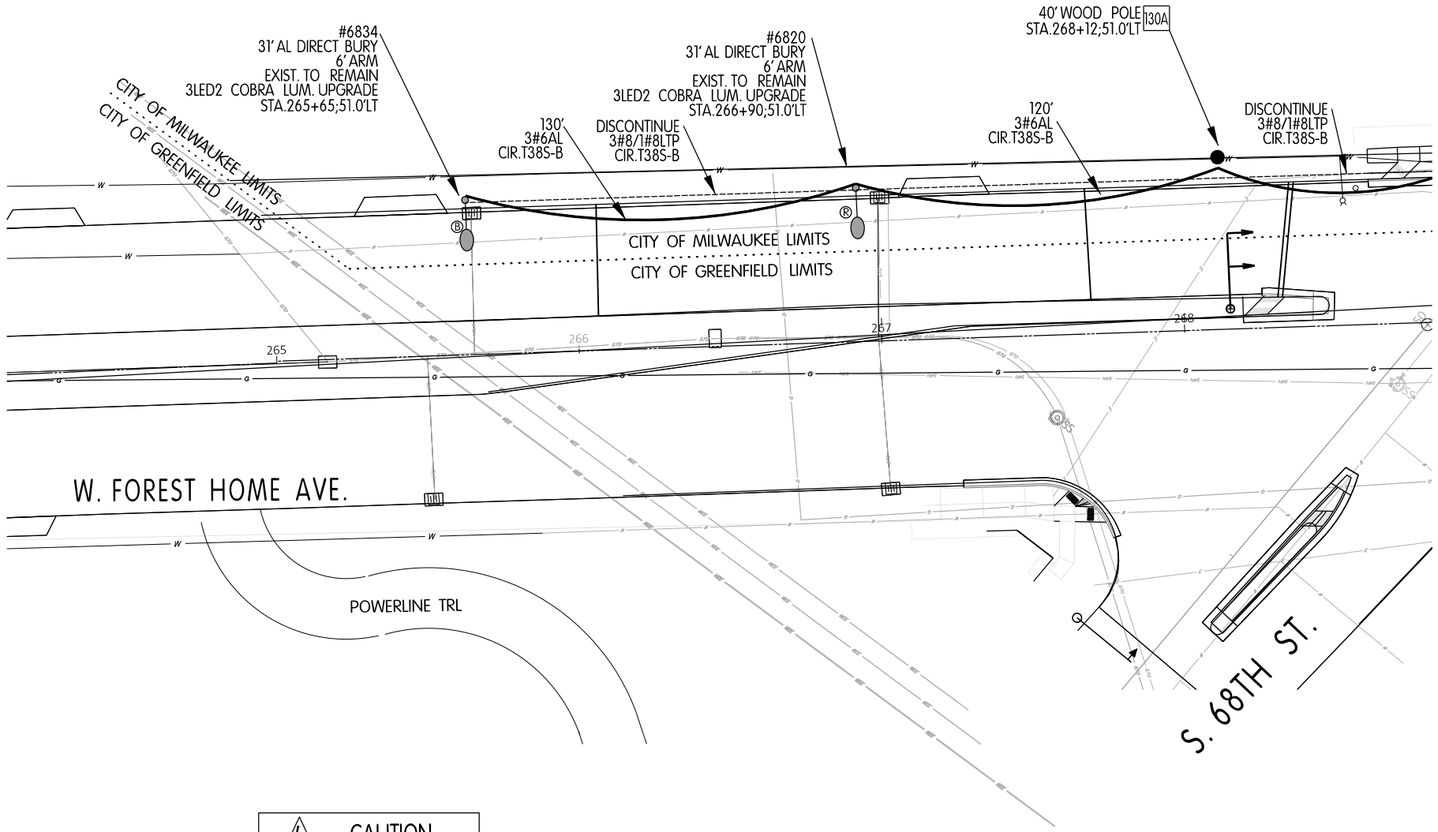
NOTES:

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

## LEGEND

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

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 1 - EA | 40' WOOD POLES, CLASS 4 |
| 0 - LF | 2-2-4 TRIPLEX |
| 275 - LF | 3#6 TRIPLEX |
| 2 - EA | REMOVE LUMINAIRE |
| 0 - EA | 6' ARM, TEMP. COBRA |
| 0 - FT | 1#6 PRIMARY LINEWIRE |
| 0 - EA | REMOVE LIGHT UNIT COMPLETE |
| 0 - FT | REMOVE EXIST. AERIAL CABLE |




SUBSTATION T38S IS LOCATED AT 6800 W. HOWARD AVE., NW CORNER S.68TH & W. HOWARD.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

**CAUTION**

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

SCALE, FEET 0 50

SHEET 1 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 375 | E |
|---|---|---|---|---|---|

FILE NAME : PLOT DATE : PLOT BY : LHICKMAN PLOT NAME : PLOT SCALE : STATEBW11X17

WISDOT/CADDS SHEET 42

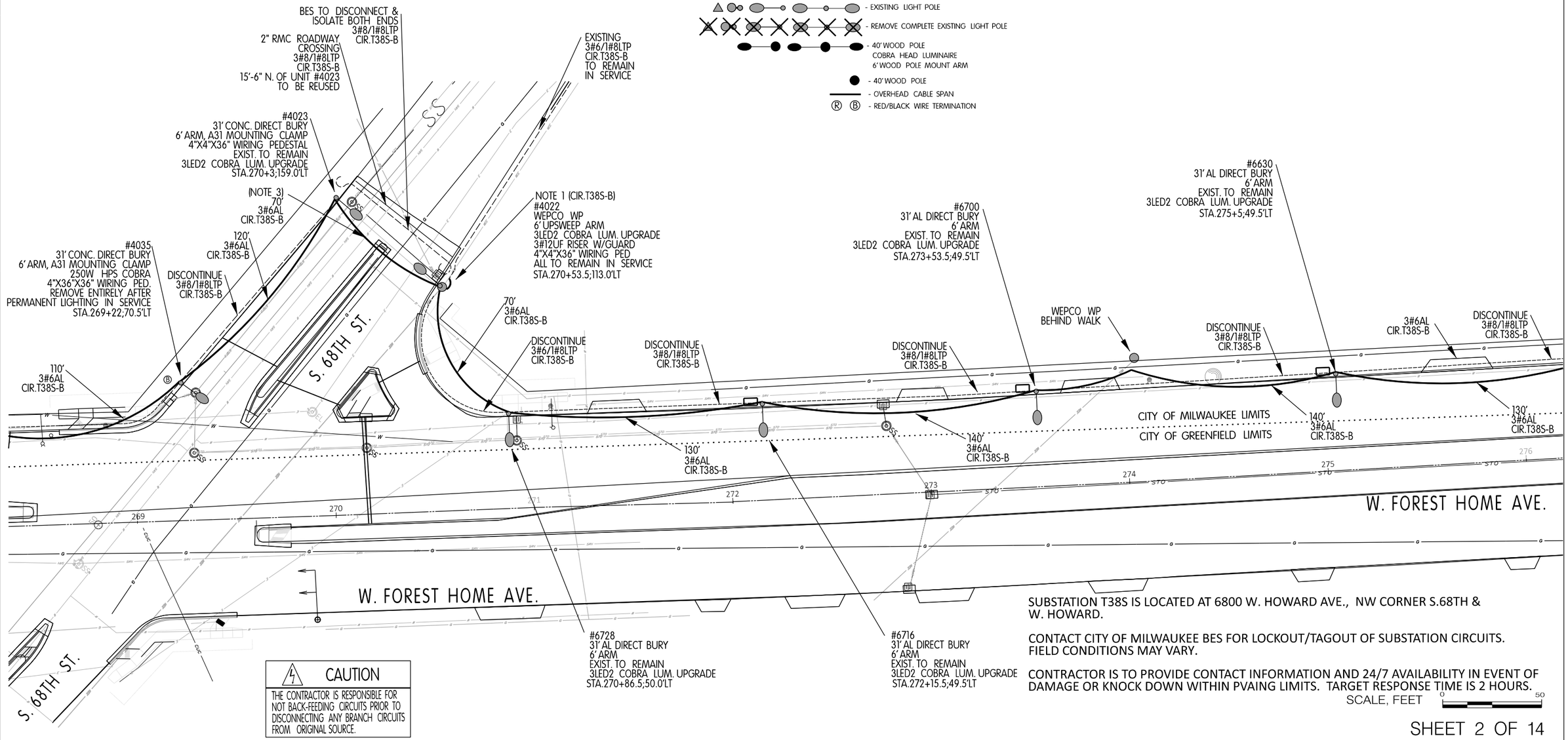
NOTES:

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

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 1 - EA | 40' WOOD POLES, CLASS 4 |
| 0 - LF | 2-2-4 TRIPLEX |
| 900 - LF | 3#6 TRIPLEX |
| 7 - EA | REMOVE LUMINAIRE |
| 0 - EA | 6' ARM, TEMP. COBRA |
| 0 - FT | 1#6 PRIMARY LINEWIRE |
| 0 - EA | REMOVE LIGHT UNIT COMPLETE |
| 0 - FT | REMOVE EXIST. AERIAL CABLE |

**LEGEND**

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




**CAUTION**

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

SUBSTATION T38S IS LOCATED AT 6800 W. HOWARD AVE., NW CORNER S.68TH & W. HOWARD.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

SHEET 2 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 376 | E |
|---|---|---|---|---|---|

FILE NAME : PLOT DATE : PLOT BY : LHICKMAN PLOT NAME : PLOT SCALE : STATEBW11X17

WISDOT/CADDS SHEET 42

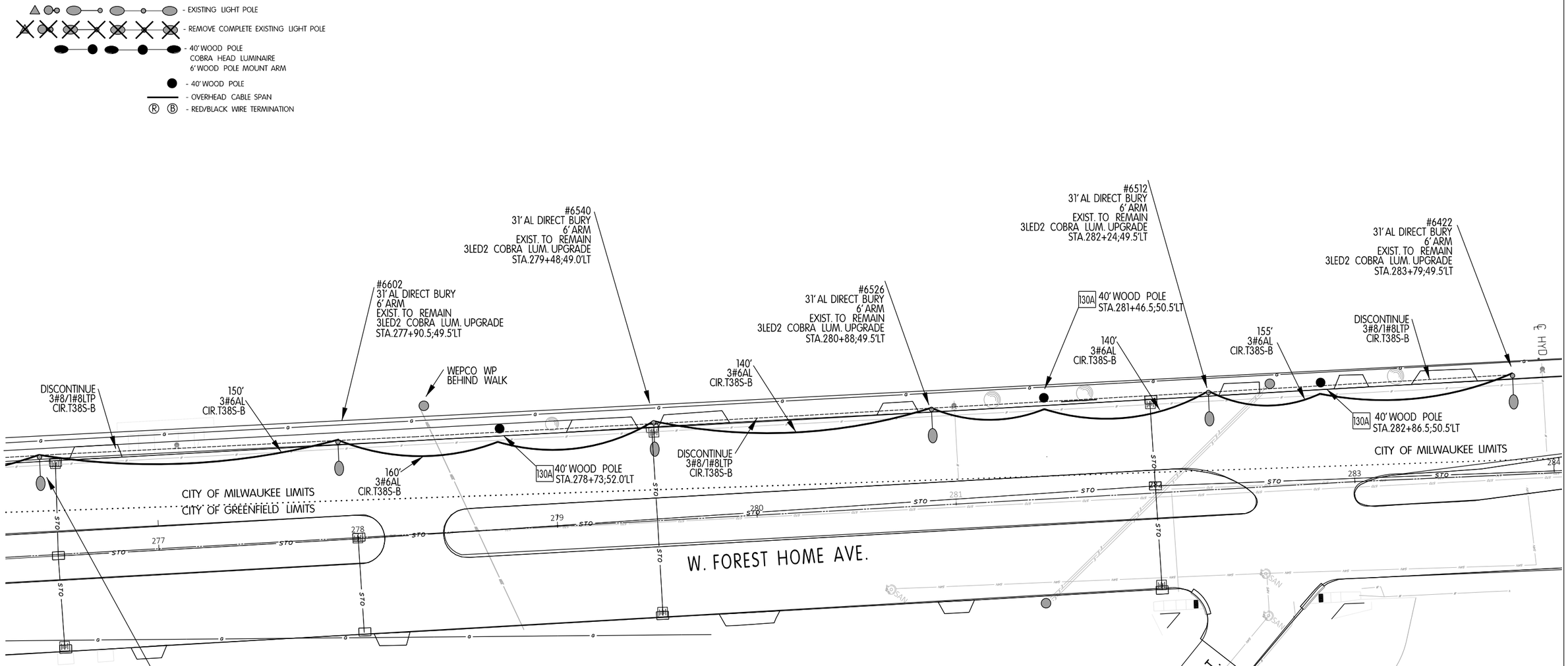
NOTES:

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

## LEGEND

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

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 1 - EA | 40' WOOD POLES, CLASS 4 |
| 0 - LF | 2-2-4 TRIPLEX |
| 800 - LF | 3#6 TRIPLEX |
| 6 - EA | REMOVE LUMINAIRE |
| 0 - EA | 6' ARM, TEMP. COBRA |
| 0 - FT | 1#6 PRIMARY LINEWIRE |
| 0 - EA | REMOVE LIGHT UNIT COMPLETE |
| 0 - FT | REMOVE EXIST. AERIAL CABLE |




SUBSTATION T38S IS LOCATED AT 6800 W. HOWARD AVE., NW CORNER S.68TH & W. HOWARD.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

**CAUTION**

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

NOTES:

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

## LEGEND

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

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 2 - EA | 40' WOOD POLES, CLASS 4 |
| 0 - LF | 2-2-4 TRIPLEX |
| 450 - LF | 3#6 TRIPLEX |
| 6 - EA | REMOVE LUMINAIRE |
| 2 - EA | 6' ARM, TEMP. COBRA |
| 300 - FT | 1#6 PRIMARY LINEWIRE |
| 0 - EA | REMOVE LIGHT UNIT COMPLETE |
| 100 - FT | REMOVE EXIST. AERIAL CABLE |

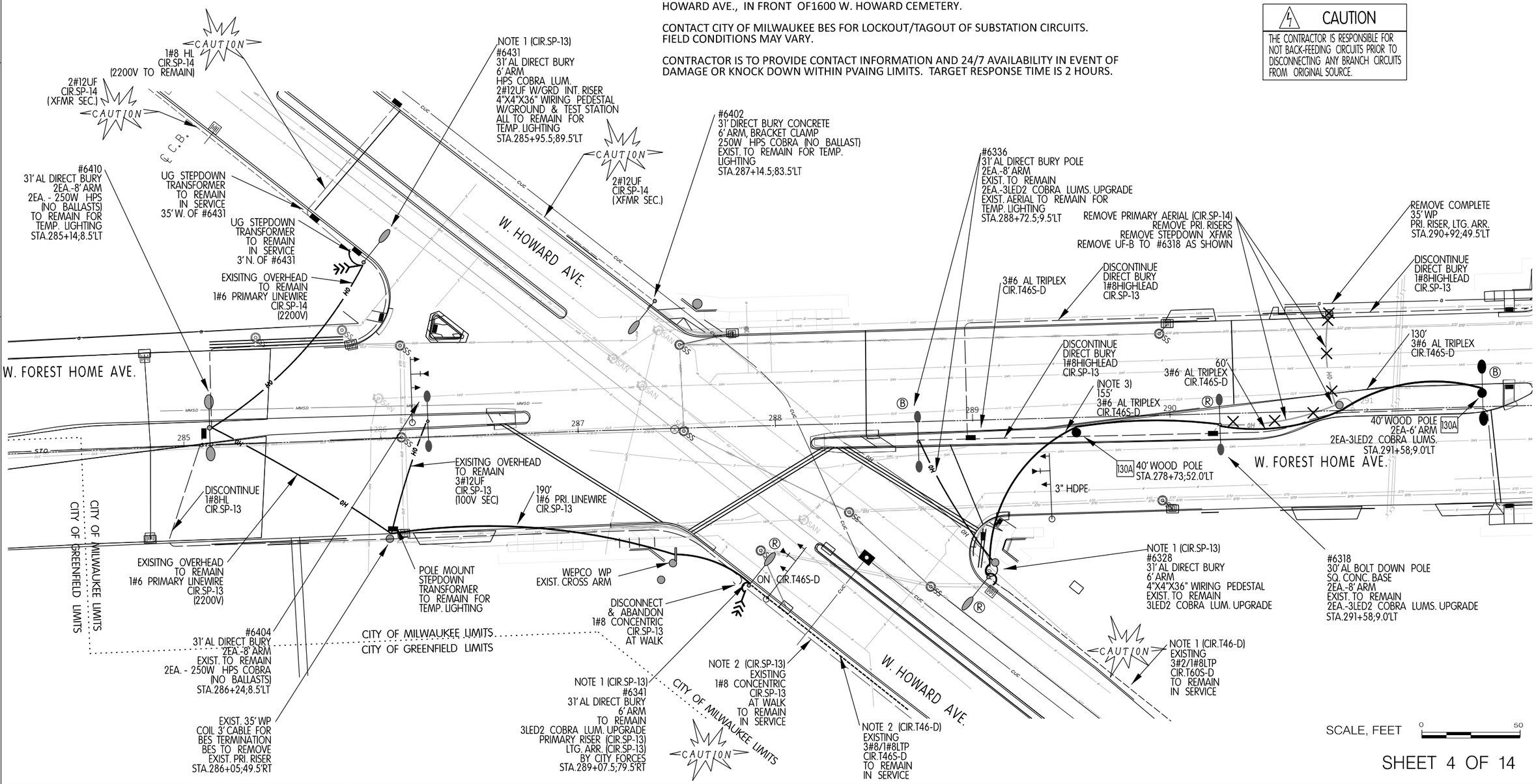
SUBSTATION T46S IS A POLE MOUNTED ENCLOSURE LOCATED IN NORTH TERRACE OF W. HOWARD AVE., IN FRONT OF1600 W. HOWARD CEMETERY.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

**CAUTION**

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




SHEET 4 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 378 | E |
|---|---|---|---|---|---|

FILE NAME : PLOT DATE : PLOT BY : LHICKMAN PLOT NAME : PLOT SCALE : STATEBW11X17

WISDOT/CADDS SHEET 42

NOTES:

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

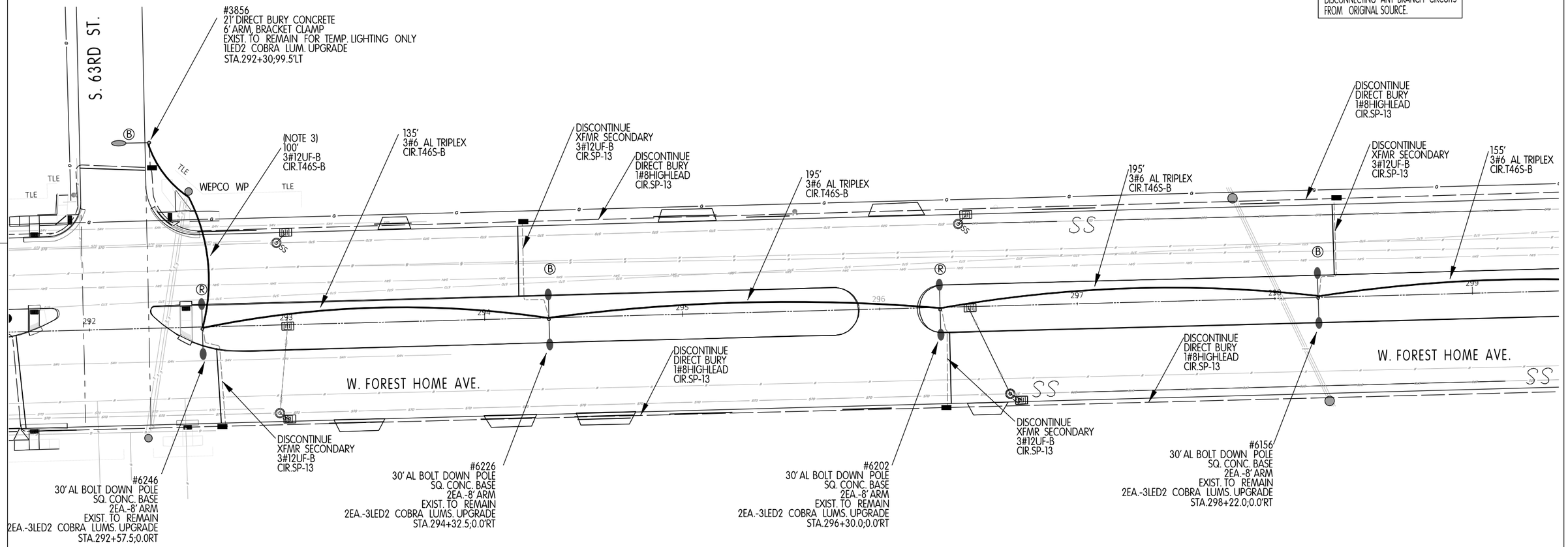
## LEGEND

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

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 0 - EA | 40' WOOD POLES, CLASS 4 |
| 0 - LF | 2-2-4 TRIPLEX |
| 725 - LF | 3#6 TRIPLEX |
| 9 - EA | REMOVE LUMINAIRE |
| 0 - EA | 6' ARM, TEMP. COBRA |
| 0 - FT | 1#6 PRIMARY LINEWIRE |
| 0 - EA | REMOVE LIGHT UNIT COMPLETE |
| 0 - FT | REMOVE EXIST. AERIAL CABLE |

**CAUTION**

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




SUBSTATION T46S IS A POLE MOUNTED ENCLOSURE LOCATED IN NORTH TERRACE OF W. HOWARD AVE., IN FRONT OF1600 W. HOWARD CEMETERY.
SUBSTATION SP IS A PAD MOUNT TRANSFORMER ENCLOSURE LOCATED IN THE MEDIAN OF S. HONEY CREEK AND S.68TH ST.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

SCALE, FEET 0 50

SHEET 5 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 379 | E |
|---|---|---|---|---|---|

FILE NAME : PLOT DATE : PLOT BY : LHICKMAN PLOT NAME : PLOT SCALE : STATEBW11X17

WISDOT/CADDS SHEET 42

NOTES:

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

**LEGEND**

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

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 4 - EA | 40' WOOD POLES, CLASS 4 |
| 250 - LF | 2-2-4 TRIPLEX |
| 300 - LF | 3#6 TRIPLEX |
| 5 - EA | REMOVE LUMINAIRE |
| 3 - EA | 6' ARM, TEMP. COBRA |
| 500 - FT | 1#6 PRIMARY LINEWIRE |
| 2 - EA | REMOVE LIGHT UNIT COMPLETE |
| 175 - FT | REMOVE EXIST. AERIAL CABLE |

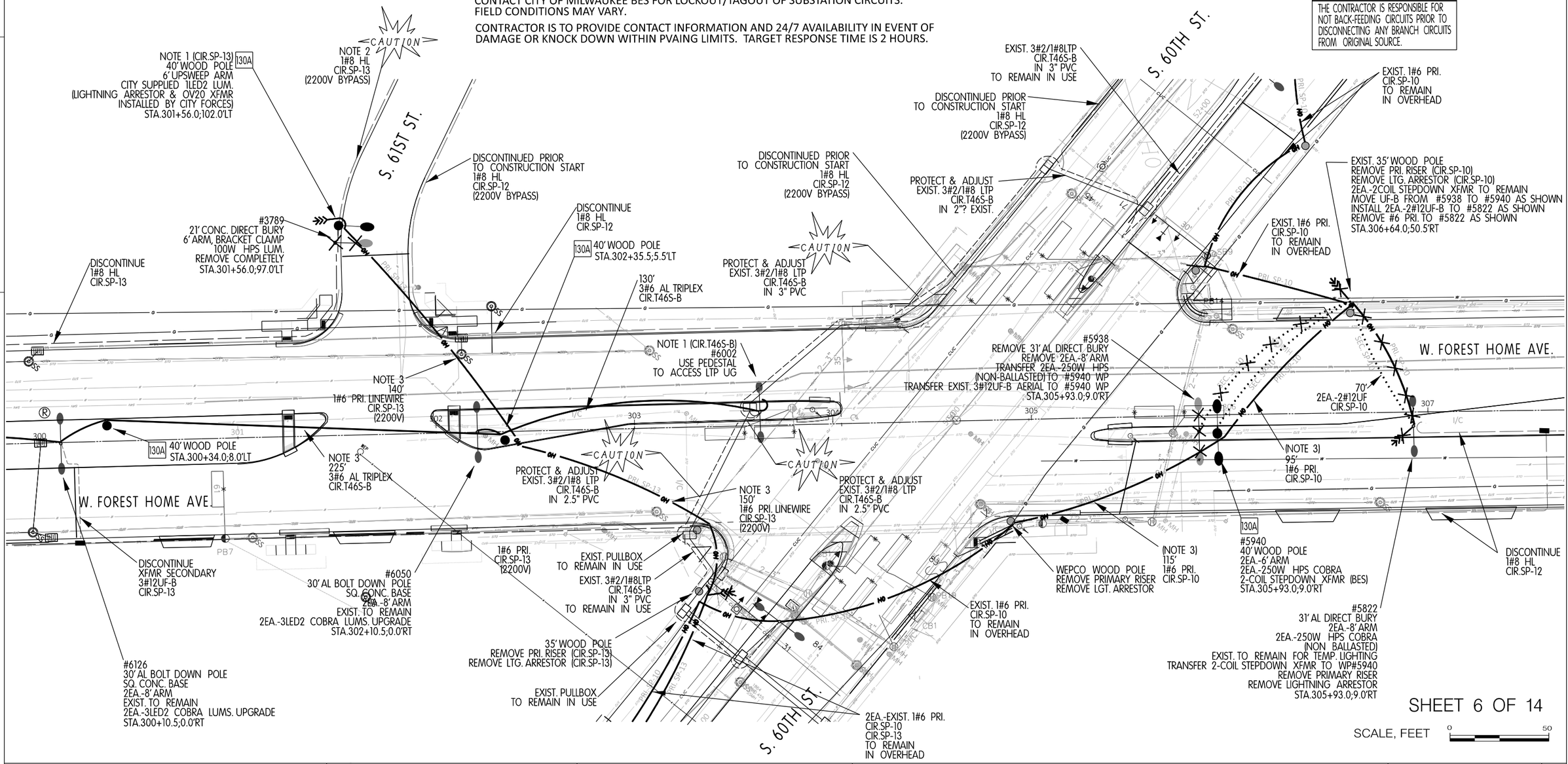
**CAUTION**

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

SUBSTATION T46S IS A POLE MOUNTED ENCLOSURE LOCATED IN NORTH TERRACE OF W. HOWARD AVE., IN FRONT OF1600 W. HOWARD CEMETERY.
SUBSTATION SP IS A PAD MOUNT TRANSFORMER ENCLOSURE LOCATED IN THE MEDIAN OF S. HONEY CREEK AND S.68TH ST.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.




SHEET 6 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 380 | E |
|---|---|---|---|---|---|

NOTES:

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

## LEGEND

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

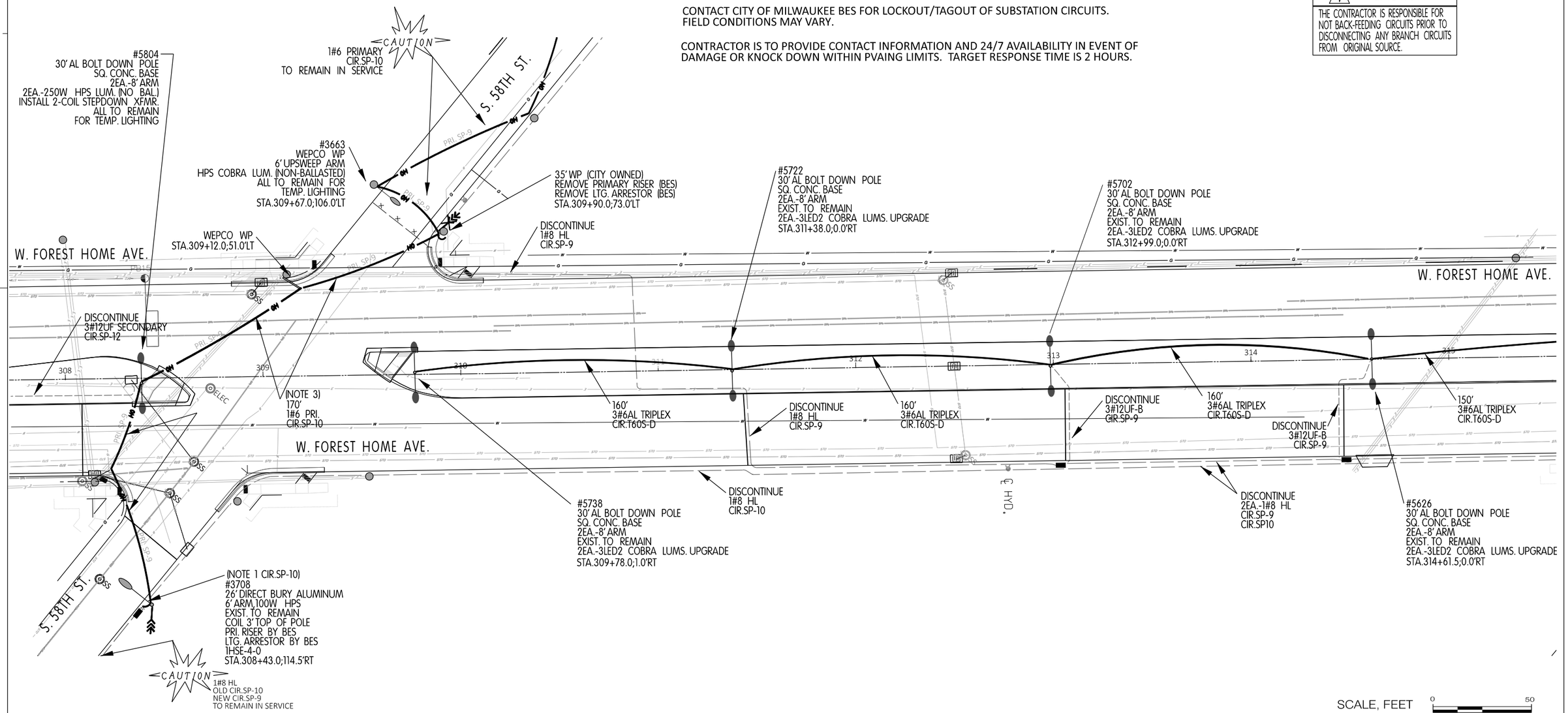
SUBSTATION T60S IS A PAD MOUNTED SECONDARY ENCLOSURE LOCATED IN EAST TERRACE OF S55TH ST. AND W. HOLT AVE.
SUBSTATION SP IS A PAD MOUNT TRANSFORMER ENCLOSURE LOCATED IN THE MEDIAN OF S. HONEY CREEK AND S.68TH ST.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 0 - EA | 40' WOOD POLES, CLASS 4 |
| 0 - LF | 2-2-4 TRIPLEX |
| 475 - LF | 3#6 TRIPLEX |
| 8 - EA | REMOVE LUMINAIRE |
| 0 - EA | 6' ARM, TEMP. COBRA |
| 300 - FT | 1#6 PRIMARY LINEWIRE |
| 0 - EA | REMOVE LIGHT UNIT COMPLETE |
| 0 - FT | REMOVE EXIST. AERIAL CABLE |

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




SCALE, FEET 0 50

SHEET 7 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 381 | E |
|---|---|---|---|---|---|

FILE NAME : PLOT DATE : PLOT BY : LHICKMAN PLOT NAME : PLOT SCALE : STATEBW11X17

WISDOT/CADDS SHEET 42

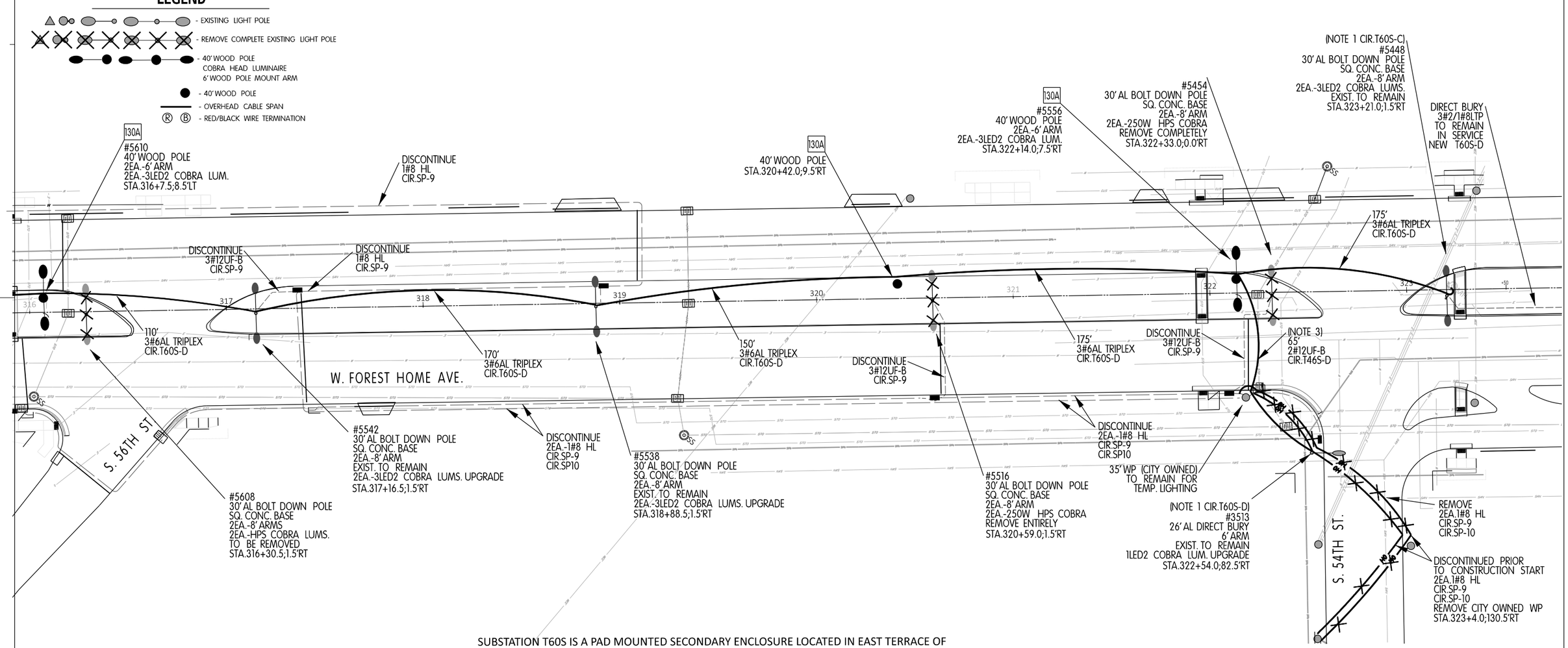
NOTES:

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

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 2 - EA | 40' WOOD POLES, CLASS 4 |
| 0 - LF | 2-2-4 TRIPLEX |
| 800 - LF | 3#6 TRIPLEX |
| 4 - EA | REMOVE LUMINAIRE |
| 4 - EA | 6' ARM, TEMP. COBRA |
| 0 - FT | 1#6 PRIMARY LINEWIRE |
| 2 - EA | REMOVE LIGHT UNIT COMPLETE |
| 400 - FT | REMOVE EXIST. AERIAL CABLE |

## LEGEND

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




SUBSTATION T60S IS A PAD MOUNTED SECONDARY ENCLOSURE LOCATED IN EAST TERRACE OF S55TH ST. AND W. HOLT AVE.
SUBSTATION SP IS A PAD MOUNT TRANSFORMER ENCLOSURE LOCATED IN THE MEDIAN OF S. HONEY CREEK AND S.68TH ST.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

**CAUTION**

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

SHEET 8 OF 14

SCALE, FEET 0 50

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 382 | E |
|---|---|---|---|---|---|

FILE NAME : PLOT DATE : PLOT BY : LHICKMAN PLOT NAME : PLOT SCALE : STATEBW11X17

WISDOT/CADDS SHEET 42

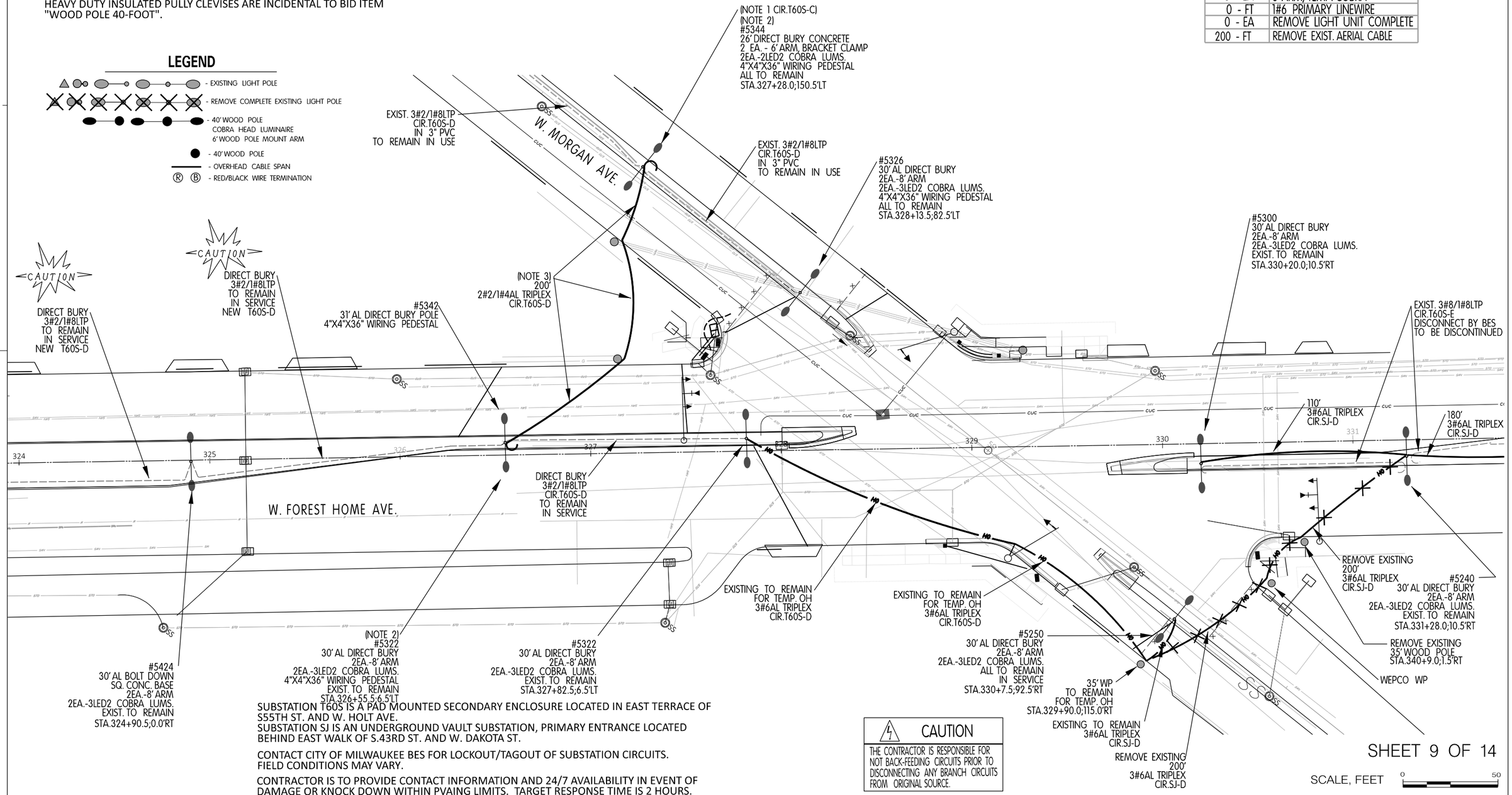
NOTES:

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

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 0 - EA | 40' WOOD POLES, CLASS 4 |
| 200 - LF | 2-2-4 TRIPLEX |
| 300 - LF | 3#6 TRIPLEX |
| 0 - EA | REMOVE LUMINAIRE |
| 0 - EA | 6' ARM, TEMP. COBRA |
| 0 - FT | 1#6 PRIMARY LINEWIRE |
| 0 - EA | REMOVE LIGHT UNIT COMPLETE |
| 200 - FT | REMOVE EXIST. AERIAL CABLE |

## LEGEND

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




SUBSTATION T60S IS A PAD MOUNTED SECONDARY ENCLOSURE LOCATED IN EAST TERRACE OF S55TH ST. AND W. HOLT AVE.
SUBSTATION SJ IS AN UNDERGROUND VAULT SUBSTATION, PRIMARY ENTRANCE LOCATED BEHIND EAST WALK OF S.43RD ST. AND W. DAKOTA ST.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

**CAUTION**

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

SHEET 9 OF 14

SCALE, FEET 0 50

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 383 | E |
|---|---|---|---|---|---|

FILE NAME : PLOT DATE : PLOT BY : LHICKMAN PLOT NAME : PLOT SCALE : STATEBW11X17

WISDOT/CADDS SHEET 42

NOTES:

1. PRIMARY OR SECONDARY CABLE RISER ON SPECIFIED CIRCUIT BY CITY FORCES.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN IN SERVICE. ALLOW 3' COILED LOOP TOP OF POLE FOR CONNECTION SHOWN IN STREET LIGHTING PLAN.
3. MINIMUM CLEARANCE AT CENTER OF SPAN: 17-FT. ABOVE ROADWAY OR GRADE.
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**LEGEND**

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

SUBSTATION SJ IS AN UNDERGROUND VAULT SUBSTATION, PRIMARY ENTRANCE LOCATED BEHIND EAST WALK OF S.43RD ST. AND W. DAKOTA ST.

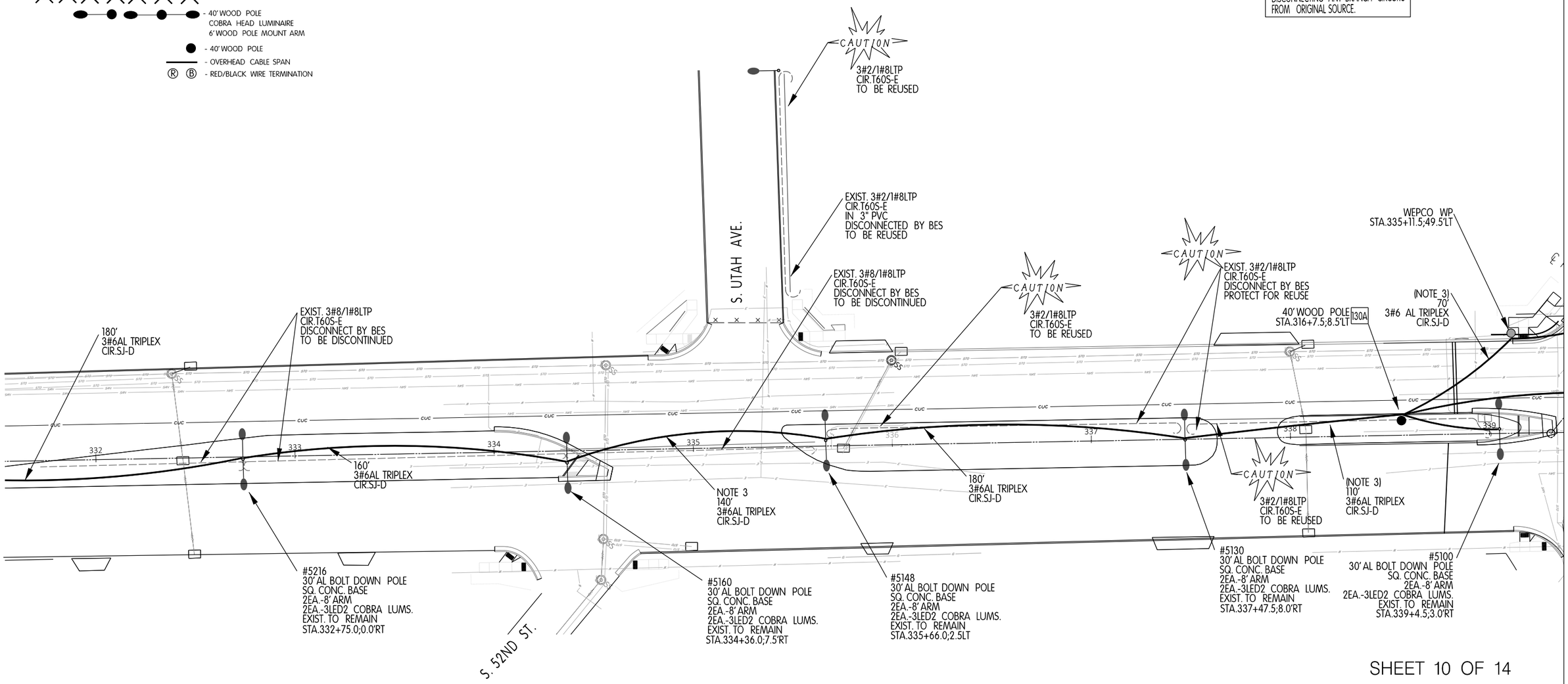
CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 1 - EA | 40' WOOD POLES, CLASS 4 |
| 0 - LF | 2-2-4 TRIPLEX |
| 850 - LF | 3#6 TRIPLEX |
| 0 - EA | REMOVE LUMINAIRE |
| 0 - EA | 6' ARM, TEMP. COBRA |
| 0 - FT | 1#6 PRIMARY LINEWIRE |
| 0 - EA | REMOVE LIGHT UNIT COMPLETE |
| 0 - FT | REMOVE EXIST. AERIAL CABLE |

**CAUTION**

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




SHEET 10 OF 14

SCALE, FEET 0 50

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 384 | E |
|---|---|---|---|---|---|

FILE NAME : PLOT DATE : PLOT BY : LHICKMAN PLOT NAME : PLOT SCALE : STATEBW11X17

NOTES:

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

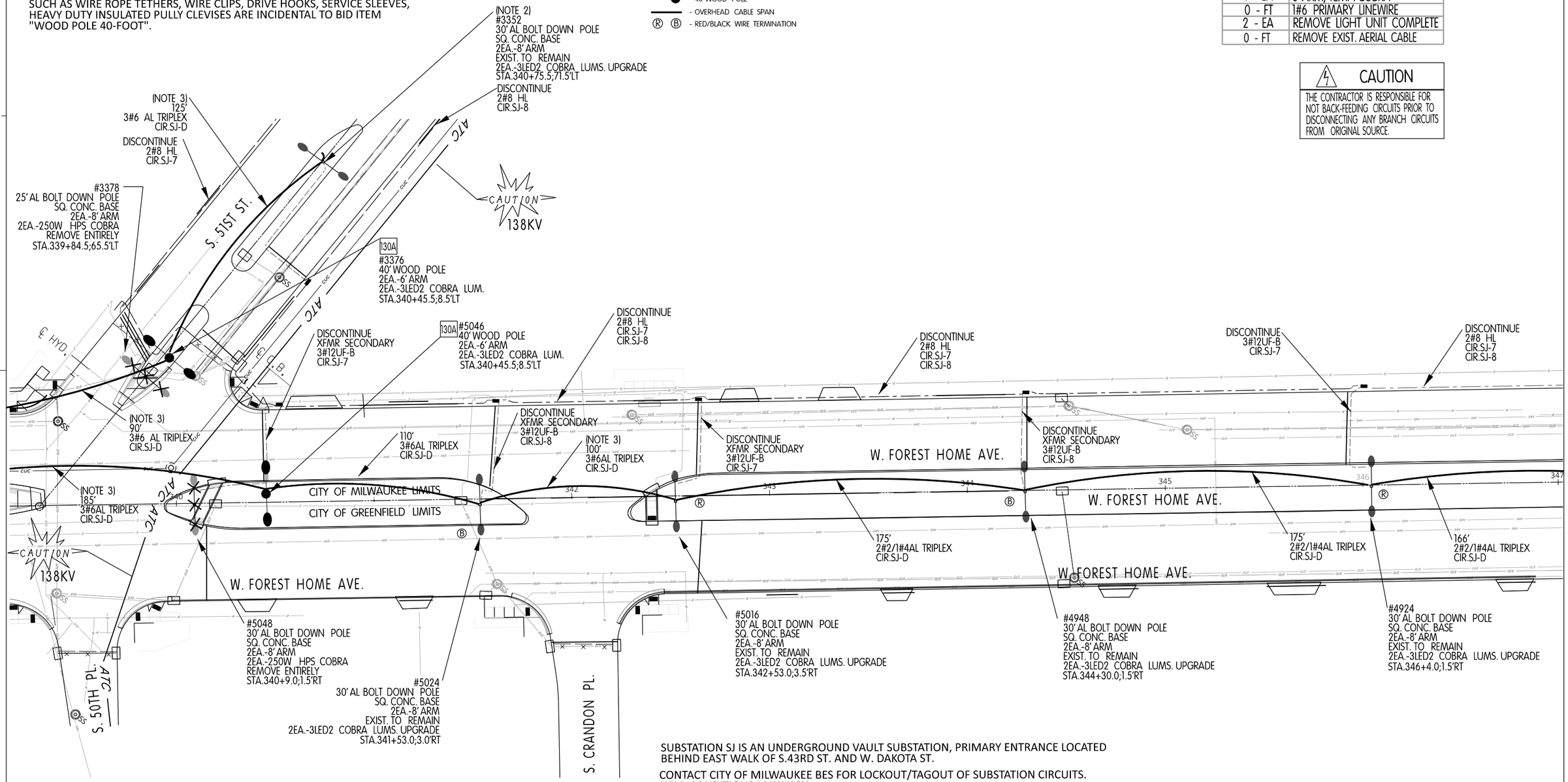
**LEGEND**

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

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 2 - EA | 40' WOOD POLES, CLASS 4 |
| 525 - LF | 2-2-4 TRIPLEX |
| 615 - LF | 3#6 TRIPLEX |
| 8 - EA | REMOVE LUMINAIRE |
| 4 - EA | 6' ARM, TEMP. COBRA |
| 0 - FT | 1#6 PRIMARY LINEWIRE |
| 2 - EA | REMOVE LIGHT UNIT COMPLETE |
| 0 - FT | REMOVE EXIST. AERIAL CABLE |

**CAUTION**

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




SUBSTATION SJ IS AN UNDERGROUND VAULT SUBSTATION, PRIMARY ENTRANCE LOCATED BEHIND EAST WALK OF S.43RD ST. AND W. DAKOTA ST.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

SHEET 11 OF 14

SCALE, FEET 0 50

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 385 | E |
|---|---|---|---|---|---|

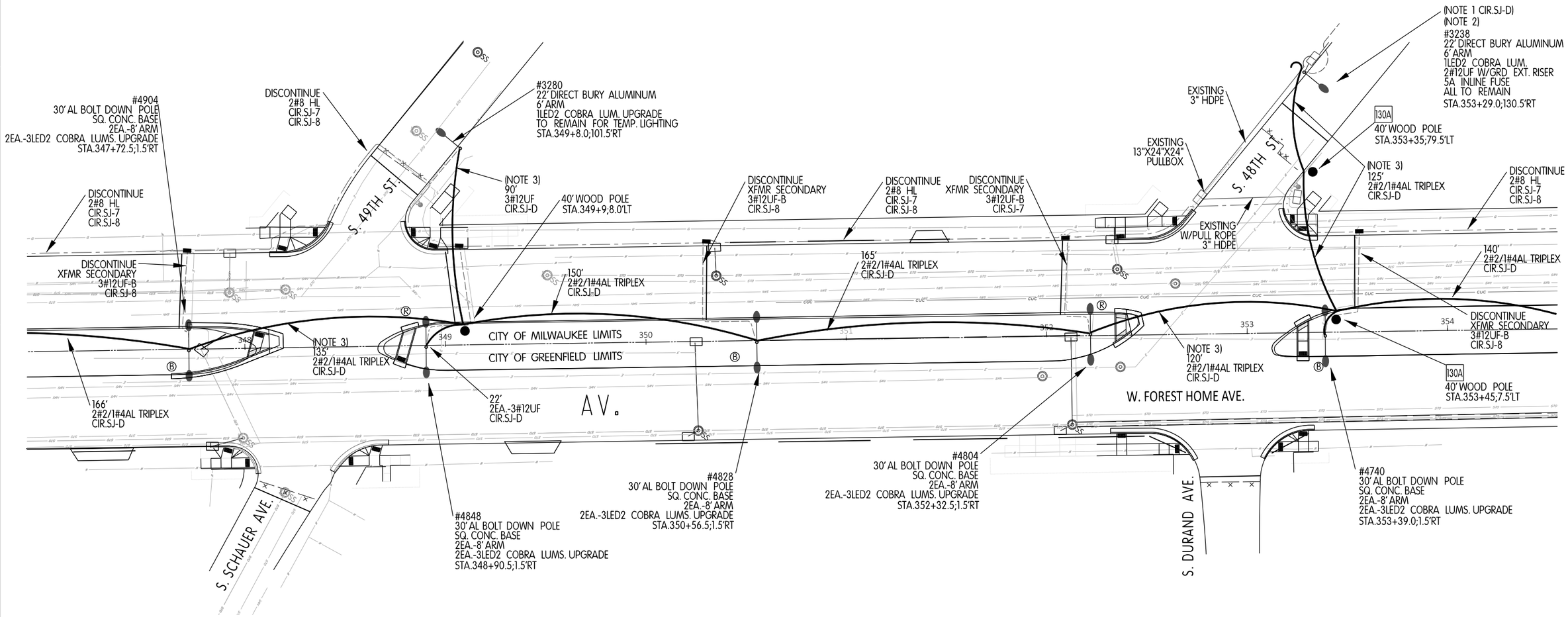
FILE NAME : PLOT DATE : PLOT BY : LHICKMAN PLOT NAME : PLOT SCALE : STATEBW11X17

WISDOT/CADDS SHEET 42

NOTES:

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

| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 3 - EA | 40' WOOD POLES, CLASS 4 |
| 1000 - LF | 2-2-4 TRIPLEX |
| 0 - LF | 3#6 TRIPLEX |
| 11 - EA | REMOVE LUMINAIRE |
| 0 - EA | 6' ARM, TEMP. COBRA |
| 0 - FT | 1#6 PRIMARY LINEWIRE |
| 0 - EA | REMOVE LIGHT UNIT COMPLETE |
| 0 - FT | REMOVE EXIST. AERIAL CABLE |




SUBSTATION SJ IS AN UNDERGROUND VAULT SUBSTATION, PRIMARY ENTRANCE LOCATED BEHIND EAST WALK OF S.43RD ST. AND W. DAKOTA ST.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

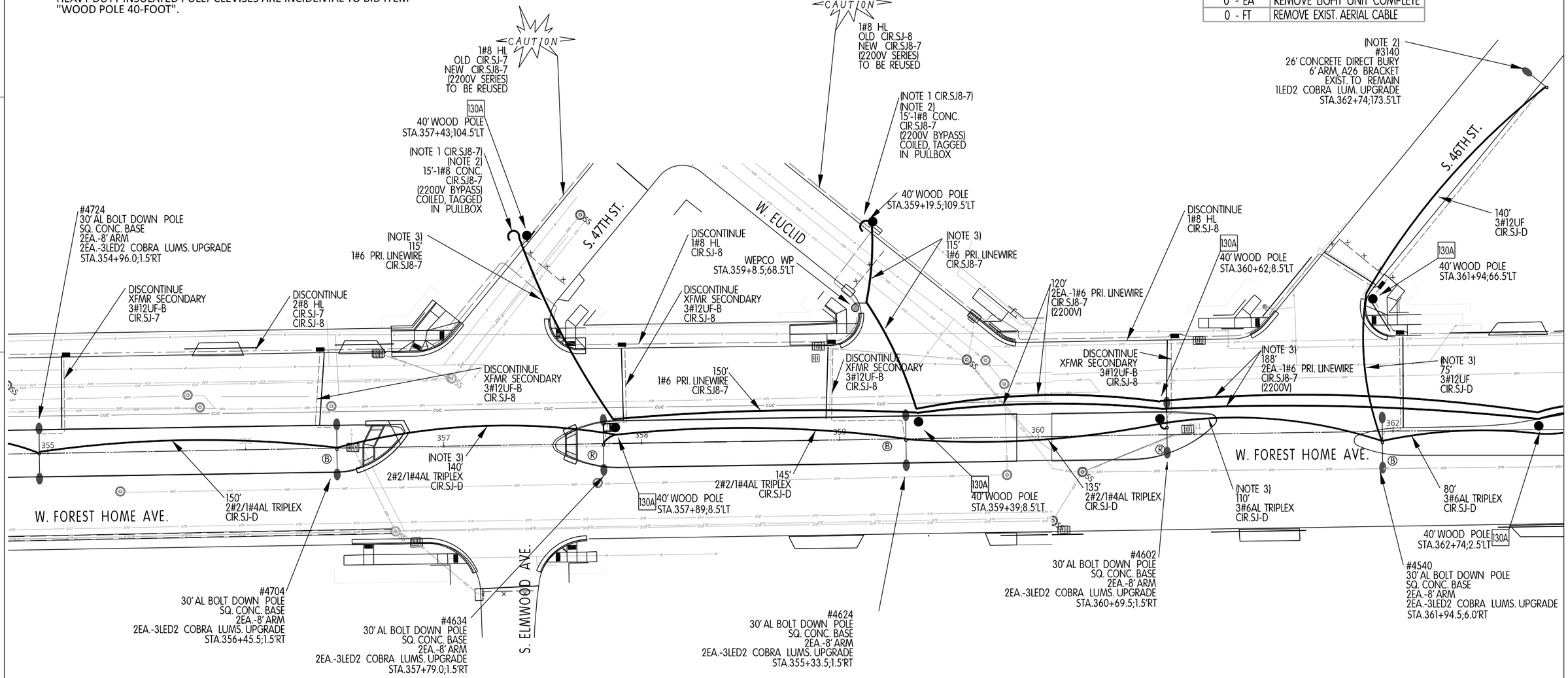
**CAUTION**

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

NOTES:

1. PRIMARY OR SECONDARY CABLE RISER ON SPECIFIED CIRCUIT BY CITY FORCES.
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| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 7 - EA | 40' WOOD POLES, CLASS 4 |
| 1000 - LF | 2-2-4 TRIPLEX |
| 85 - LF | 3#6 TRIPLEX |
| 11 - EA | REMOVE LUMINAIRE |
| 0 - EA | 6' ARM, TEMP. COBRA |
| 1000 - LF | 1#6 PRIMARY LINEWIRE |
| 0 - EA | REMOVE LIGHT UNIT COMPLETE |
| 0 - FT | REMOVE EXIST. AERIAL CABLE |




SUBSTATION SJ IS AN UNDERGROUND VAULT SUBSTATION, PRIMARY ENTRANCE LOCATED BEHIND EAST WALK OF S.43RD ST. AND W. DAKOTA ST.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

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**CAUTION**

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

SHEET 13 OF 14

SCALE, FEET 0 50

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 387 | E |
|---|---|---|---|---|---|

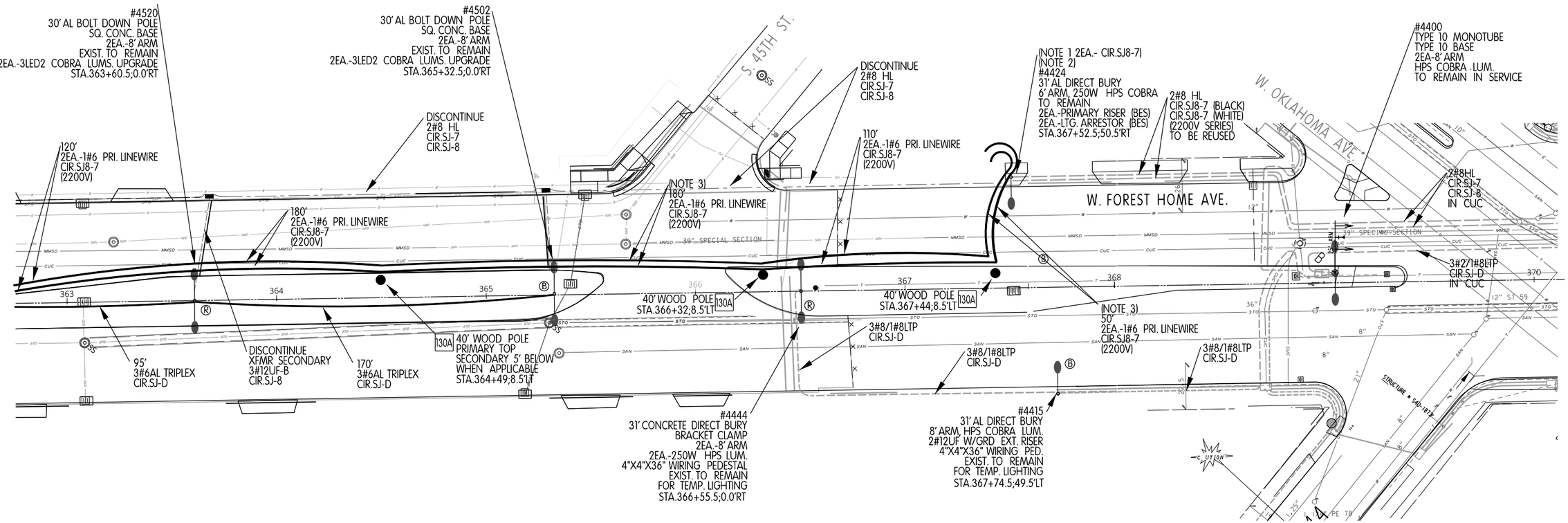
FILE NAME : PLOT DATE : PLOT BY : LHICKMAN PLOT NAME : PLOT SCALE : STATEBW11X17

WISDOT/CADDS SHEET 42

NOTES:

1. PRIMARY OR SECONDARY CABLE RISER ON SPECIFIED CIRCUIT BY CITY FORCES.
2. EXISTING CONDUIT AND/OR CABLE TO REMAIN IN SERVICE. ALLOW 3' COILED LOOP TOP OF POLE FOR CONNECTION SHOWN IN STREET LIGHTING PLAN.
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| SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY | |
|---|---|
| QUANTITY | DESCRIPTION |
| 3 - EA | 40' WOOD POLES, CLASS 4 |
| 0 - LF | 2-2-4 TRIPLEX |
| 275 - LF | 3#6 TRIPLEX |
| 0 - EA | REMOVE LUMINAIRE |
| 0 - EA | 6' ARM, TEMP. COBRA |
| 1100 - LF | 1#6 PRIMARY LINEWIRE |
| 0 - EA | REMOVE LIGHT UNIT COMPLETE |
| 0 - FT | REMOVE EXIST. AERIAL CABLE |




SUBSTATION SJ IS AN UNDERGROUND VAULT SUBSTATION, PRIMARY ENTRANCE LOCATED BEHIND EAST WALK OF S.43RD ST. AND W. DAKOTA ST.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PVAING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

**CAUTION**

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

SHEET 14 OF 14

SCALE, FEET 0 50

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | TEMPORARY STREET LIGHTING PLAN | SHEET 388 | E |
|---|---|---|---|---|---|

FILE NAME : PLOT DATE : PLOT BY : LHICKMAN PLOT NAME : PLOT SCALE : STATEBW11X17

WISDOT/CADDS SHEET 42

## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED. USE LABEL DETAIL 147.

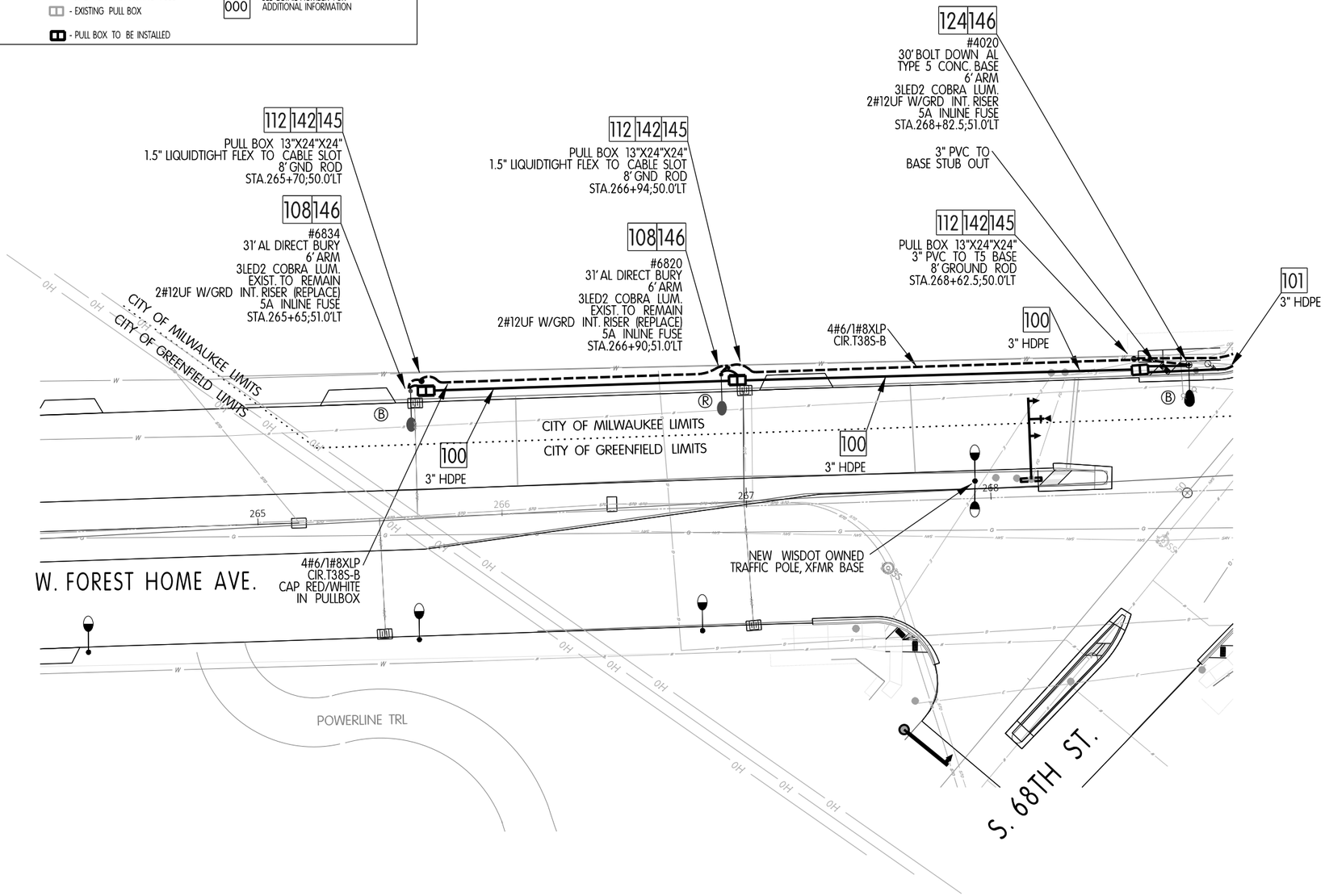
ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.

### LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE
  LED LUMINAIRE
  2#12UF W/GND RISER CABLE
  W/5A FAST ACTING FUSE
- NEW LIGHT POLE
  2 - LUMINAIRE ARMS
  2 - 3LED LUMINAIRE
  2 - 2#12UF W/GND RISER CABLE
  W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR)
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION




SCALE, FEET 0 50

SHEET 1 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 389 | E |
|---|---|---|---|---|---|

## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED. USE LABEL DETAIL 147.

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

TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.

### LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE LED LUMINAIRE 2#12UF W/GND RISER CABLE W/5A FAST ACTING FUSE
- NEW LIGHT POLE 2 - LUMINAIRE ARMS 2 - 3LED LUMINAIRE 2 - 2#12UF W/GND RISER CABLE W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR )
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION

112
PULL BOX 13"X24"X24"
STA.270+19;129.0LT

108|146
#4023
31' CONC. DIRECT BURY
6' ARM, A31 MOUNTING CLAMP
EXIST. TO REMAIN
3LED2 COBRA LUM. UPGRADE
STA.270+3;159.0'LT

CAUTION

#4022 TO REMAIN IN SERVICE VIA WIRING PED CONNECTION

EXISTING DIRECT BURY 3#6/1#8LTP CIR.T38S-B TO REMAIN IN SERVICE

102
3" HDPE

112
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX TO CABLE SLOT
8' GND ROD
STA.268+83;77.0'LT

20'-4#6/1#8XLP CIR.T38S-B COILED, TAGGED IN PULLBOX

#4022
WEPCO WP
6' UPSWEEP ARM
RISER W/GUARD
4"X4"X36" WIRING PED
(TO REMAIN IN SERVICE
3LED2 COBRA LUMINAIRE UPGRADE
STA.270+53.5;113.0'LT

4#6/1#8XLP CIR.T38S-B

20'-4#6/1#8XLP CIR.T38S-B COILED, TAGGED IN PULLBOX

124|146
#4036
30' BOLT DOWN AL
TYPE 5 CONC. BASE
2EA-6' ARM
2EA-3LED2 COBRA LUM.
2#12UF W/GRD INT. RISER
2EA-5A INLINE FUSE
STA.269+63.5;64.0'LT

100
3" HDPE

112
PULL BOX 13"X24"X24"
2.5" PVC TO EXISTING WIRING PEDESTAL AT WP
NO GND ROD
STA.270+49.0;107.5'LT

4#6/1#8XLP CIR.T38S-B

S. 68TH ST.

101
3" HDPE

112|142|145
PULL BOX 13"X24"X24"
3" PVC TO BASE STUB OUT
8' GROUND ROD
STA.269+62.5;58.0'LT

101
3" HDPE

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX TO CABLE SLOT
8' GND ROD
STA.270+82.5;49.0LT

4#6/1#8XLP CIR.T38S-B

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX TO CABLE SLOT
8' GND ROD
STA.272+11.5;49.0'LT

101
3" HDPE

100
3" HDPE

4#6/1#8XLP CIR.T38S-B

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX TO CABLE SLOT
8' GND ROD
STA.273+49.5;49.0'LT

100
3" HDPE

101
3" HDPE

108|146
#6700
31' AL DIRECT BURY
6' ARM
EXIST. TO REMAIN
3LED2 COBRA LUM. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
5A INLINE FUSE
STA.273+53.5;49.5'LT

108|146
#6630
31' AL DIRECT BURY
6' ARM
EXIST. TO REMAIN
3LED2 COBRA LUM. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
5A INLINE FUSE
STA.275+5.0;49.5'LT

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX TO CABLE SLOT
8' GND ROD
STA.275+1.0;49.0'LT

4#6/1#8XLP CIR.T38S-B

4#6/1#8XLP CIR.T38S-B

100
3" HDPE

101
3" HDPE

CITY OF MILWAUKEE LIMITS
CITY OF GREENFIELD LIMITS

W. FOREST HOME AVE.

EXIST. WISDOT OWNED TRAFFIC POLE, XFMR BASE

S. 68TH ST.

W. FOREST HOME AVE.

124|146
#4020
30' BOLT DOWN AL
TYPE 5 CONC. BASE
2EA.-.6' ARM
2EA.- 3LED2 COBRA LUM.
2#12UF W/GRD INT. RISER
5A INLINE FUSE

108|146
#6728
31' AL DIRECT BURY
6' ARM
EXIST. TO REMAIN
3LED2 COBRA LUM. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
5A INLINE FUSE
STA.270+86.5;50.0LT

108|146
#6716
31' AL DIRECT BURY
6' ARM
EXIST. TO REMAIN
3LED2 COBRA LUM. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
5A INLINE FUSE
STA.272+15.5;49.5LT

SCALE, FEET 0 50

SHEET 2 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 390 | E |
|---|---|---|---|---|---|

2

## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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

**LEGEND**

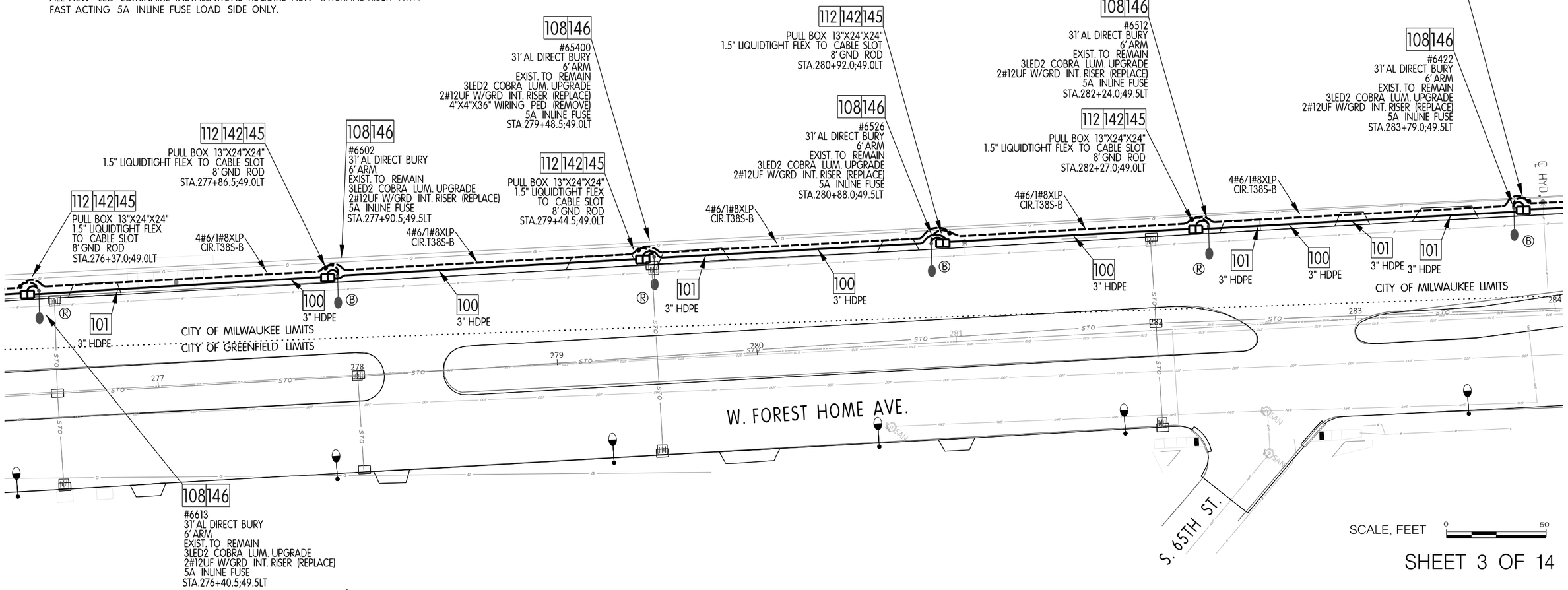
- EXISTING LIGHT POLE
- NEW LIGHT POLE
  LED LUMINAIRE
  2#12UF W/GND RISER CABLE
  W/5A FAST ACTING FUSE
- NEW LIGHT POLE
  2 - LUMINAIRE ARMS
  2 - 3LED LUMINAIRE
  2 - 2#12UF W/GND RISER CABLE
  W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR )
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED. USE LABEL DETAIL 147.

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

TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.




SHEET 3 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 391 | E |
|---|---|---|---|---|---|

2

## LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE LED LUMINAIRE 2#12UF W/GND RISER CABLE W/5A FAST ACTING FUSE
- NEW LIGHT POLE 2 - LUMINAIRE ARMS 2 - 3LED LUMINAIRE 2 - 2#12UF W/GND RISER CABLE W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR )
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION

## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

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

TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.

#6444
WEPCO WP
10' UPSWEEP ARM
HPS COBRA LUM.
2#12UF W/GRD EXT. RISER
4"X36"X36" WIRING PED.
CIR.SP13/SP14 GRND & TEST
ALL TO REMAIN ON 2200V
STA.286+13.5;185.5LT

CAUTION
1#8 CONC.
CIR.SP-14
2200V

UG STEPDOWN
TRANSFORMER
TO REMAIN
IN SERVICE
3' W. OF POLE AT CURB

108|146
#6445
31' DIRECT BURY CONCRETE
6' ARM, BRACKET CLAMP
EXIST. TO REMAIN
3LED2 COBRA LUM. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
5A INLINE FUSE
STA.284+87.5;184.5LT

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX
TO CABLE SLOT
8' GND ROD
STA.284+85.0;184.0LT

112
PULL BOX
13"X24"X24"
STA.286+9.5;174.0LT

15'-2.5" PVC
PULL BOX TO
WIRING PED.

15'-1#8 CONC.
CIR.SP-13
(2200V BYPASS)
COILED, TAGGED
IN PULL BOX

108|146
#6431
31' DIRECT BURY CONCRETE
6' ARM, BRACKET CLAMP
EXIST. TO REMAIN
3LED2 COBRA LUM. UPGRADE
2#12UF W/GND INT. RISER (REPLACE)
5A INLINE FUSE
4"X4"X36" PED W/G&T REMOVED BY CITY
STA.285+95.5;89.5LT

100
3" HDPE

102
3" HDPE

4#2/1#8XLPE
CIR.T46S-D

108|146
#6410
31' AL DIRECT BURY
2EA.-8 FT. MITCHELL ARMS
EXIST. TO REMAIN
2EA.-3LED2 COBRA LUMS. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
5A INLINE FUSE
STA.285+14.0;8.5LT

112
PULL BOX
13"X24"X24"
STA.285+58.0;123.0LT

4#2/1#8XLPE
CIR.T46S-D

100
3" HDPE

4#6/1#8XLP
CIR.T38S-B

112
PULL BOX
13"X24"X24"
STA.284+
97.0;49.0LT

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX
TO CABLE SLOT
8' GND ROD
STA.285+98.0;86.5LT

4#6/1#8XLP
CIR.T38S-B

W. FOREST HOME AVE.

102
3" HDPE

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX
TO CABLE SLOT
8' GND ROD
STA.284+98.0;8.5LT

108|146
#6404
31' AL DIRECT BURY
2EA.-8 FT. MITCHELL ARMS
EXIST. TO REMAIN
2EA.-3LED2 COBRA LUMS. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
5A INLINE FUSE
STA.286+24.0;8.5LT

CITY OF MILWAUKEE LIMITS
CITY OF GREENFIELD LIMITS

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX
TO CABLE SLOT
8' GND ROD
STA.286+28.0;8.5LT

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX
TO CABLE SLOT
8' GND ROD
STA.286+28.0;8.5LT

102
3" HDPE

REMOVE
35' WOOD POLE (BES)
STA.286+05;49.5'LT

4#2/1#8XLP
CIR.T46S-D

101
3" HDPE

4#2/1#8XLP
CIR.T46S-D

112
PULL BOX
13"X24"X24"
STA.286+64.0;50.5'RT

CAUTION
UNIT #6431
IN SERVICE

108|146
#6341
31' AL DIRECT BURY
6 FT. MITCHELL ARM
EXIST. TO REMAIN
3LED2 COBRA LUM. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
5A INLINE FUSE
STA.289+7.5;79.5'RT

CITY OF MILWAUKEE LIMITS
CITY OF GREENFIELD LIMITS

113|142|145
PULL BOX 13"X24"X24"
OVER EXIST. ITEM (3#8.1#8LTP CIR.T46S-D)
1.5" LIQUIDTIGHT FLEX TO CABLE SLOT
8' GND ROD
STA.289+7.5;79.5'RT

108|146
#6402
31' DIRECT BURY CONCRETE
6' ARM, BRACKET CLAMP
EXIST. TO REMAIN
3LED2 COBRA LUM. UPGRADE
2#12UF W/GRD EXT. RISER (REPLACE)
5A INLINE FUSE
STA.287+14.5;83.5LT

100
2EA.-3" HDPE

1#8 CONC.
CIR.SP-13
(2200V BYPASS)

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX
TO CABLE SLOT
8' GND ROD
STA.287+19.5;80.5LT

101
2EA.-3" HDPE

1#8 CONC.
CIR.SP-13
(2200V BYPASS)

100
2EA.-3" HDPE

W. HOWARD AVE.

100
3" HDPE

101
3" HDPE

20'-4#2/1#8XLP
CIR.T46S-D
COILED, TAGGED
IN PULLBOX

EXISTING
3#8/1#8LTP
CIR.T46S-D
TO REMAIN
IN SERVICE

113|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX TO CABLE SLOT
8' GND ROD
STA.289+13.0;84.0'RT

20'-4#2/1#8XLP
CIR.T46S-D
COILED, TAGGED
IN PULLBOX

108|146
#6336
31' AL DIRECT BURY POLE
2EA.-8 FT. MITCHELL ARMS
EXIST. TO REMAIN
2EA.-3LED2 COBRA LUMS. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
2EA.-5A NLINE FUSE
STA.288+72.05;9.50'LT

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX
TO CABLE SLOT
8' GND ROD
STA.288+77.5;9.5RT

102
2EA.-3" HDPE

112
PULL BOX
13"X24"X24"
STA.287+
19.5;6.5'RT

100
3" HDPE

4#6/1#8XLP
CIR.T46S-D

100
3" HDPE

101
3" HDPE

4#2/1#8XLP
CIR.T46S-D

108|146
#6328
31' AL DIRECT BURY POLE
6' ARM
EXIST. TO REMAIN
3LED2 COBRA LUM. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
5A INLINE FUSE
REMOVE EXIST WIRING PEDESTAL
STA.289+7.5;79.5'RT

CAUTION
UNIT #6328
IN SERVICE

EXISTING
3#2/1#8LTP
CIR.T46S-D
TO REMAIN
IN SERVICE

112|142|145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX TO CABLE SLOT
8' GND ROD
STA.290+14.0;2.0'RT

112
PULL BOX
13"X24"X24"
STA.287+19.5;80.5LT

1#8 CONC.
CIR.SP-13
(2200V BYPASS)

REMOVE
CITY OF MILWAUKEE
WOOD POLE

1#8 CONC.
CIR.SP-13
(2200V BYPASS)

100
2EA.-3" HDPE
2' BACK
OF CURB

100
2EA.-3" HDPE
2' BACK OF CURB

4#2/1#8XLP
CIR.T46S-D

W. FOREST HOME AVE.

100
3" HDPE

102
3" HDPE

4#2/1#8XLP
CIR.T46S-D

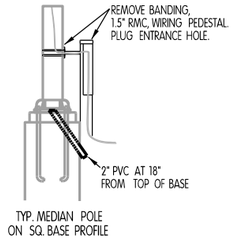
112
PULL BOX
13"X24"X24"
STA.290+14.0;52.0'RT

108|146
#6318
31' AL DIRECT BURY POLE
2EA.-8 FT. MITCHELL ARMS
EXIST. TO REMAIN
2EA.-3LED2 COBRA LUMS. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
2EA.-5A INLINE FUSE
SQ. CONC. BASE 2' N. OF UNIT (REMOVE)
STA.290+25.5;5.0'RT

SCALE, FEET 0 50

SHEET 4 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 392 | E |
|---|---|---|---|---|---|




## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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

## LEGEND

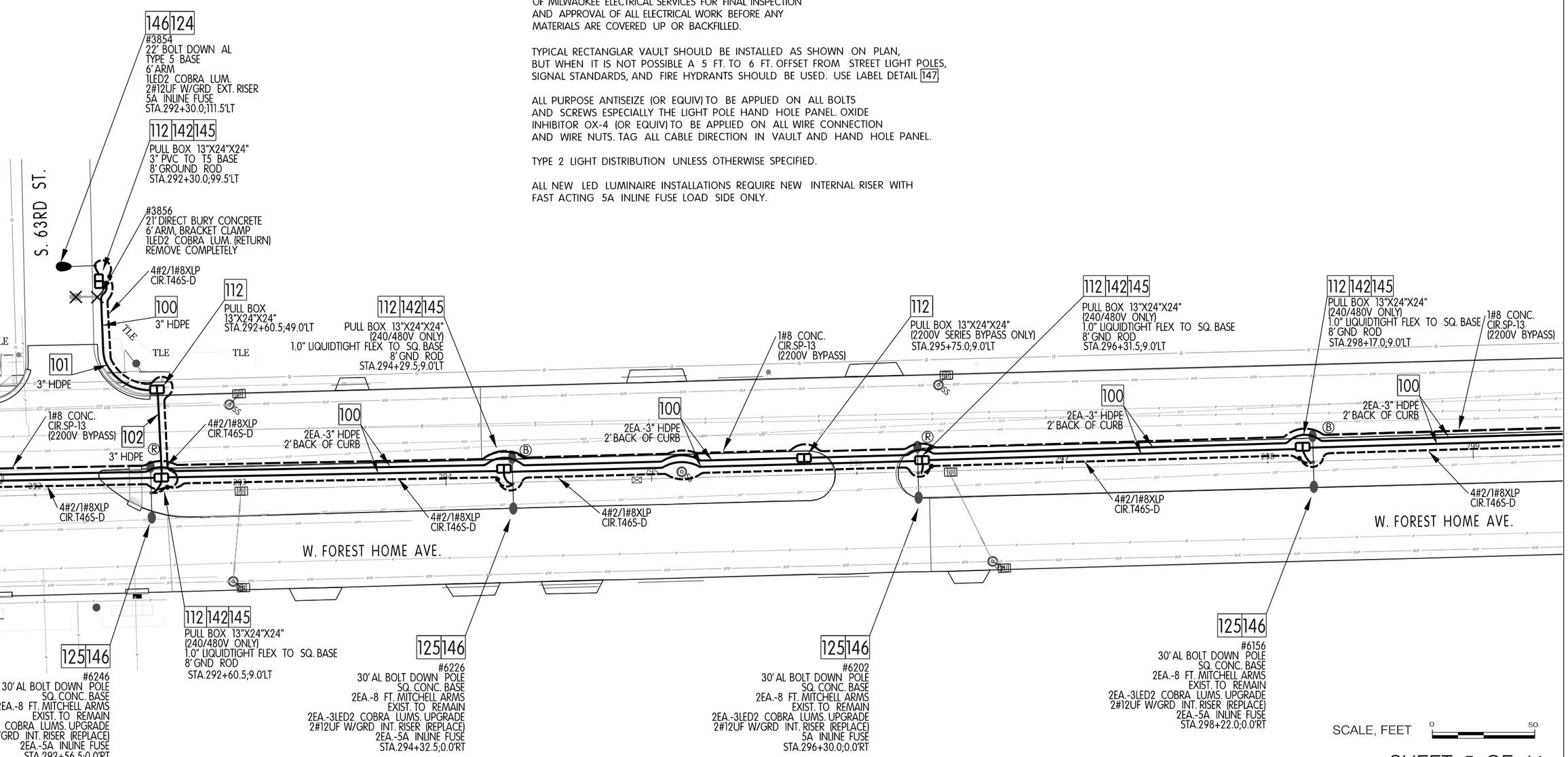
- EXISTING LIGHT POLE
- NEW LIGHT POLE
  LED LUMINAIRE
  2#12UF W/GND RISER CABLE
  W/5A FAST ACTING FUSE
- NEW LIGHT POLE
  2 - LUMINAIRE ARMS
  2 - 3LED LUMINAIRE
  2 - 2#12UF W/GND RISER CABLE
  W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR )
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED. USE LABEL DETAIL 147.

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

TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.




SHEET 5 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 393 | E |
|---|---|---|---|---|---|

## LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE
  LED LUMINAIRE
  2#12UF W/GND RISER CABLE
  W/5A FAST ACTING FUSE
- NEW LIGHT POLE
  2 - LUMINAIRE ARMS
  2 - 3LED LUMINAIRE
  2 - 2#12UF W/GND RISER CABLE
  W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR )
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION

## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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

REMOVE BANDING, 1.5" RMC, WIRING PEDESTAL. PLUG ENTRANCE HOLE.

2" PVC AT 18" FROM TOP OF BASE

TYP. MEDIAN POLE ON SQ. BASE PROFILE

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED. USE LABEL DETAIL 147

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

TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.

113 142 145
PULL BOX 13"X24"X24"
3"PVC TO T5 BASE
8' GND ROD

#3854
22' BOLT DOWN AL 146
TYPE 5 BASE
6' ARM 124
1LED2 COBRA LUM.
2#12UF W/GRD EXT. RISER
5A INLINE FUSE
STA.301+48.0;106.5'LT

112 142 145
PULL BOX 13"X24"X24"
(240/480V ONLY)
1.0" LIQUIDTIGHT FLEX TO SQ. BASE
8' GND ROD
STA.300+16.0;9.0'LT

112
PULL BOX
13"X24"X24"
STA.301+19.0;50.0'LT

101
2-3" HDPE

4#2/1#8XLP
CIR.T46S-D

100
2EA.-3" HDPE
2' BACK OF CURB

102
2EA.-3" HDPE

2EA.-4#2/1#8XLP
CIR.T46S-D

102
3" HDPE

4#2/1#8XLP
CIR.T46S-D

W. FOREST HOME AVE.

112
PULL BOX
13"X24"X24"
STA.301+19.0;9.0'LT

146 125
#6126
30' AL BOLT DOWN POLE
SQ. CONC. BASE
2EA.-8 FT. MITCHELL ARMS
EXIST. TO REMAIN
2EA.-3LED2 COBRA LUMS. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
2EA.-5A INLINE FUSE
STA.300+10.5;0.0'RT

CAUTION
1#8 HL
CIR.SP-13
(2200V BYPASS)

20'-1#8 CONCENTRIC
CIR.SP-13
COILED, TAGGED
IN PULLBOX

DISCONTINUED
PRIOR TO CONST.
START
1#8 HL
CIR.SP-12

S. 61ST ST.

112 142 145
PULL BOX 13"X24"X24"
1.0" LIQUIDTIGHT FLEX TO SQ. BASE
8' GND ROD
STA.302+24.5;9.0'LT

#6002
31' AL DIRECT BURY POLE
2EA.-8 FT. MITCHELL ARMS
4"X4"X36" WIRING PEDESTAL
2EA.-3LED2 COBRA LUMS.
2#12UF W/GRD INT. RISER
ALL TO REMAIN (NO WORK)
STA.303+64.0;0.0'RT

13"X24"X24"
PULL BOX
TO REMAIN

EXIST.
PULLBOX

3#2/1#8LTP
CIR.T46S-B
TO REMAIN

CAUTION
PROTECT & ADJUST
EXIST. 3#2/1#8 LTP
CIR.T46S-B
IN 2.5" PVC

102
3" HDPE

1#8 CONC.
CIR.SP-10

125 146
#6050
30' AL BOLT DOWN POLE
SQ. CONC. BASE
2EA.-8 FT. MITCHELL ARMS
EXIST. TO REMAIN
2EA.-3LED2 COBRA LUMS. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
2EA.-5A INLINE FUSE
STA.302+20.0;0.0'RT

CAUTION
PROTECT & ADJUST
EXIST. 3#2/1#8 LTP
CIR.T46S-B
IN 2.5" PVC

25'-1#8 CONC.
CIR.SP-10
(2200V BYPASS)
COILED, TAGGED
IN PULLBOX
STA.303+24.0;93.0'RT

3#2/1#8LTP
CIR.T46S-B
TO REMAIN

1#6PRI. LINE WIRE
CIR.SP-10
TO REMAIN

113
3" HDPE
INTO EXIST.
PULLBOX
STA.303+90.0;151.5'RT

CAUTION
PROTECT & ADJUST
EXIST. 3#2/1#8 LTP
CIR.T46S-B
IN 2.5" PVC

DISCONTINUED
PRIOR TO CONST.
START
1#8 HL
CIR.SP-12

CAUTION
PROTECT & ADJUST
EXIST. 3#2/1#8 LTP
CIR.T46S-B
IN 2.5" PVC
WEG AT WALK

CAUTION
WEG AT LOW
SIDE OF WALK

112
PULL BOX 13"X24"X24"
3' N. OF WP
STA.305+74.0;208.0'LT

1#6PRI. LINE WIRE
OLD CIR.SP-12
NEW CIR.SP-10
TO REMAIN

15'-1#8 CONC.
CIR.SP-10
(2200V BYPASS)
COILED, TAGGED
IN PULLBOX

3" HDPE
HIGH SIDE OF WALK
24" BELOW
FINISHED GRADE

1#8 CONC.
CIR.SP-10

3" HDPE
HIGH SIDE OF WALK
24" BELOW FINISHED GRADE

3#2/1#8LTP
CIR.T46S-B
TO REMAIN

13"X24"X24"
PULL BOX
TO REMAIN

3#2/1#8LTP
CIR.T46S-B
TO REMAIN

S. 60TH ST.

CAUTION
PROTECT & ADJUST
EXIST. 3#2/1#8 LTP
CIR.T46S-B
IN 2.5" PVC

1#8 CONC.
CIR.SP-10

40'-4#2/1#8XLP
CIR.T46S-B
SUFFICIENT TO REACH
POLE #3730 WIRING PED.
COILED, TAGGED
IN PULLBOX
STA.303+54.5;117.5'RT

#3734
31' AL DIRECT BURY POLE
2EA.-8 FT. MITCHELL ARMS
4"X4"X36" WIRING PEDESTAL
2EA.-3LED2 COBRA LUMS.
2#12UF W/GRD INT. RISER
ALL TO REMAIN (NO WORK)
STA.303+70.5;99.0'RT

#3674
TYPE 5A (25') POLE
TYPE 5 BASE,XFMR BASE
2EA.-657.0615 ARMS
2EA.-2LED2 LUMS.
ALL TO REMAIN
STA.305+85.5;9.0'LT

1#6PRI. LINE WIRE
CIR.SP-10
REMOVE

WOOD POLE

124 #3700
146 30' BOLT DOWN AL
TYPE 5 CONC. BASE
XFMR BASE
2EA-8' ARM
2EA-3LED2 COBRA LUM.
2EA.-2#12UF W/GRD INT. RISER
2EA-5A INLINE FUSE
3"PVC TO EXIST. PULLBOX
CONNECT TO EXIST. CONDUIT
STA.305+85.5;9.0'LT

112 142 145
PULL BOX 13"X24"X24"
3" PVC TO T5 BASE
8' GND ROD
STA.305+91.0;9.5'RT

112 142 145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX
TO CABLE SLOT
8' GND ROD
STA.306+88.0;6.5'RT

W. FOREST HOME AVE.

1#6PRI. LINE WIRE
CIR.SP-10
REMOVE

102
3" HDPE

4#2/1#8XLP
CIR.T60S-E

4#2/1#8XLP
CIR.T46S-B

100
3" HDPE
2' BACK OF CURB

1#8 HIGHLEAD
CIR.SP-10
DISCONTINUED

101
3" HDPE

100
3" HDPE

102
PULL BOX
13"X24"X24"
STA.305+91.0;50.0'RT

124 146
#5938
30 AL BOLT DOWN
TYPE 5 CONC. BASE
2EA.-8 FT. MITCHELL ARMS
2EA.-3LED2 COBRA LUM. UPGRADE
2#12UF W/GRD INT. RISER
2EA.-5A INLINE FUSE
STA.305+93.4.0;9.0'RT

4#2/1#8XLP
CIR.T46S-B

108 146
#5822
31' AL DIRECT BURY
2EA.-8 FT. MITCHELL ARMS
EXIST. TO REMAIN
2EA.-3LED2 COBRA LUM. UPGRADE
2#12UF W/GRD INT. RISER (REPLACE)
2EA.-5A INLINE FUSE
STA.306+92.5;7.0RT

S. 60TH ST.

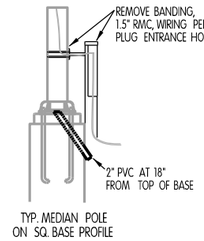
SHEET 6 OF 14

SCALE, FEET 0 50

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 394 | E |
|---|---|---|---|---|---|

## LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE
  LED LUMINAIRE
  2#12UF W/GND. RISER CABLE
  W/5A FAST ACTING FUSE
- NEW LIGHT POLE
  2 - LUMINAIRE ARMS
  2 - 3LED LUMINAIRE
  2 - 2#12UF W/GND. RISER CABLE
  W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR )
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION



TYP. MEDIAN POLE ON SQ. BASE PROFILE

## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

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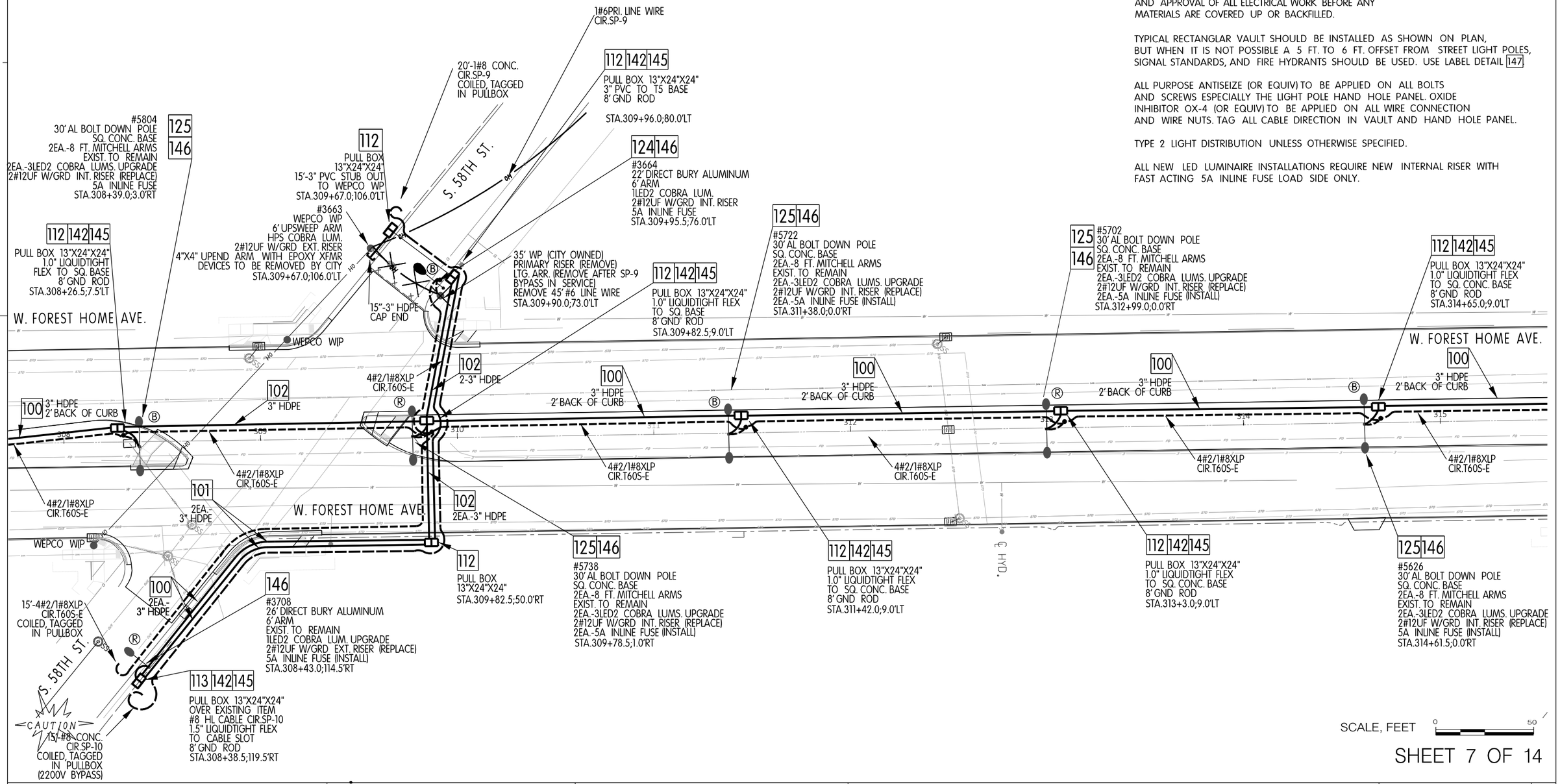
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TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED. USE LABEL DETAIL 147

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

TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.




SHEET 7 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 395 | E |
|---|---|---|---|---|---|

## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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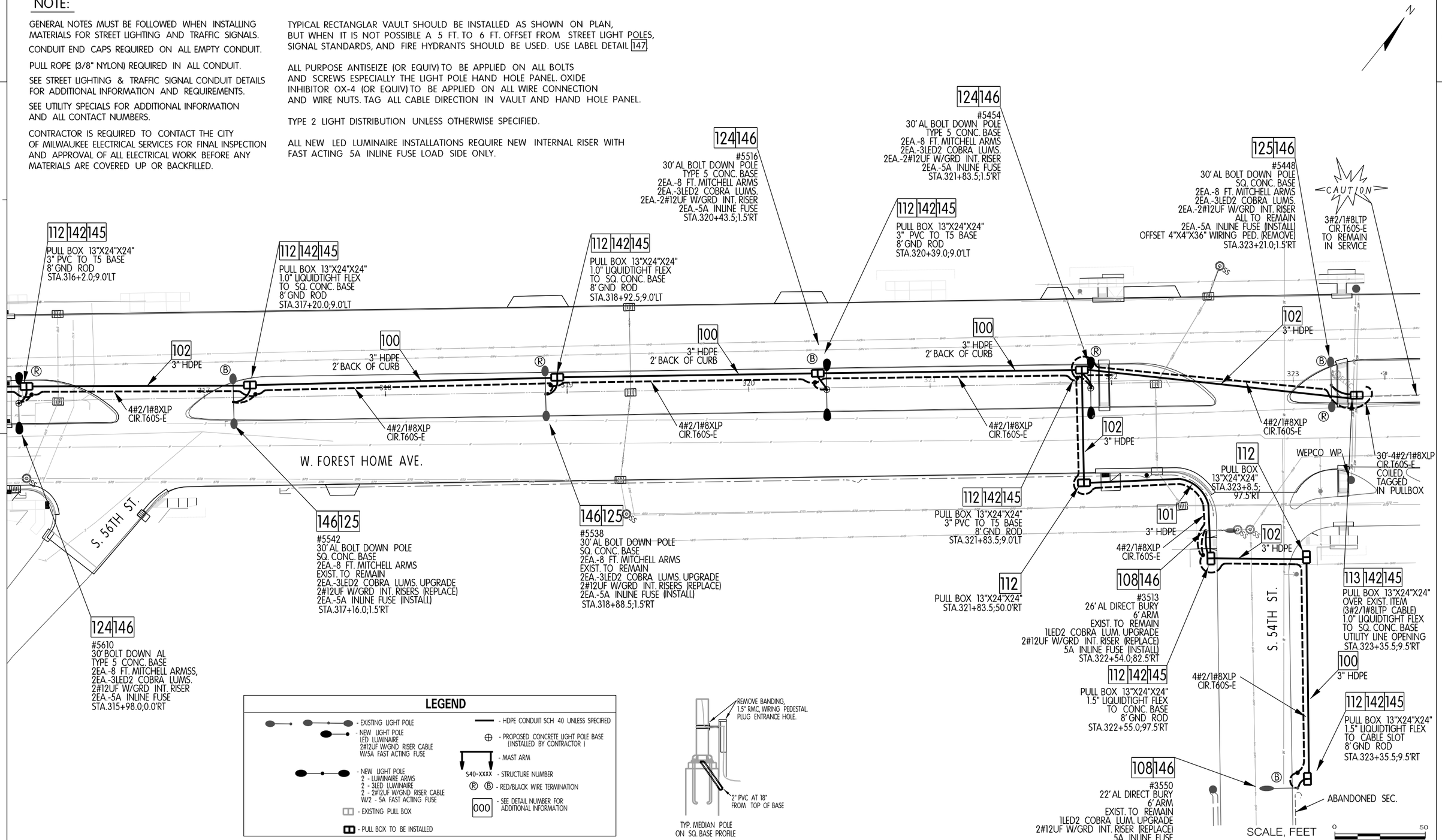
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ALL PURPOSE ANTISEIZE (OR EQUIV) TO BE APPLIED ON ALL BOLTS AND SCREWS ESPECIALLY THE LIGHT POLE HAND HOLE PANEL. OXIDE INHIBITOR OX-4 (OR EQUIV) TO BE APPLIED ON ALL WIRE CONNECTION AND WIRE NUTS. TAG ALL CABLE DIRECTION IN VAULT AND HAND HOLE PANEL.

TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.




**LEGEND**

- EXISTING LIGHT POLE
- NEW LIGHT POLE LED LUMINAIRE 2#12UF W/GND RISER CABLE W/5A FAST ACTING FUSE
- NEW LIGHT POLE 2 - LUMINAIRE ARMS 2 - 3LED LUMINAIRE 2 - 2#12UF W/GND RISER CABLE W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR )
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION




TYP. MEDIAN POLE ON SQ. BASE PROFILE

SHEET 8 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 396 | E |
|---|---|---|---|---|---|

FILE NAME : W: es WisDot 2024 (2120–18–70) STH24 wForest Home A e – USH45 to 45th 100 Su mit FINAL 2120–18–70 Conduit jun25.dgn PLOT DATE : 5–JUL–2024 14:04 PLOT BY : lhic m PLOT NAME : PLOT SCALE : 1:49.9998
WISDOT/CADDS SHEET 42

## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.

**LEGEND**

- EXISTING LIGHT POLE
- NEW LIGHT POLE LED LUMINAIRE 2#12UF W/GND RISER CABLE W/5A FAST ACTING FUSE
- NEW LIGHT POLE 2 - LUMINAIRE ARMS 2 - 3LED LUMINAIRE 2 - 2#12UF W/GND RISER CABLE W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR )
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION

#5344
26' DIRECT BURY CONCRETE
4"X4"X36" WIRING PEDESTAL
2EA.-8 FT. MITCHELL ARMS
2EA.-2LED2 COBRA LUMS.
4"X4"X36" WIRING PEDESTAL
TO REMAIN IN SERVICE (NO WORK)
STA.327+28.0;150.5'LT

#5342
31' AL DIRECT BURY POLE
4"X4"X36" WIRING PEDESTAL
2EA.-8 FT. MITCHELL ARMS
2EA.-3LED2 COBRA LUMS.
2EA.-2#12UF W/GRD INT. RISER
TO REMAIN IN SERVICE (NO WORK)
STA.326+55.5;6.5'LT

3#2/1#8LTP
CIR.T60S-D
TO REMAIN
IN SERVICE

#5326
31' AL DIRECT BURY
4"X4"X36" WIRING PEDESTAL
2EA.-8 FT. MITCHELL ARMS
2EA.-2LED2 COBRA LUMS.
2EA.-2#12UF W/GRD INT. RISER
TO REMAIN IN SERVICE (NO WORK)
STA.328+13.5;82.5'LT

108 146
#5300
31' AL DIRECT BURY POLE
2EA.-8 FT. MITCHELL ARMS
2EA.-3LED2 COBRA LUMS.
2EA.-2#12UF W/GRD INT. RISER
ALL TO REMAIN
4"X4"X36" WIRING PEDESTAL (REMOVE)
STA.331+28.0;10.5'RT

#5300
31' AL DIRECT BURY POLE
2EA.-8 FT. MITCHELL ARMS
2EA.-3LED2 COBRA LUMS.
2EA.-2#12UF W/GRD INT. RISER
(NO WORK) ALL TO REMAIN
STA.330+20.0;10.5'RT

113 142 145
OVER EXIST. ITEM (XLP CABLE)
PULL BOX 13"X24"X24"
1.5" FLEX TO CABLE SLOT
8' GND ROD
STA.331+24.5;11.5'RT

100
3" HDPE
2' BACK
OF CURB
4#2/1#8XLP
CIR.T60S-E

W. MORGAN AVE.

W. FOREST HOME AVE.

CAUTION

3#2/1#8LTP
CIR.T60S-E
TO REMAIN
IN SERVICE

#5424
30' AL BOLT DOWN POLE
SQ. CONC. BASE
4"X4"X36" OFFSET WIRING PEDESTAL
2EA.-8 FT. MITCHELL ARMS
2EA.-3LED2 COBRA LUMS.
2EA.-2#12UF W/GRD INT. RISER
TO REMAIN IN SERVICE (NO WORK)
STA.324+90.5;0.0'RT

3#2/1#8LTP
CIR.T60S-E
TO REMAIN
IN SERVICE

4#2/1#8XLP
CIR.T60S-E

REMOVE
3#6AL
CIR.T60S-D

4#2/1#8XLP
CIR.T60S-E

REMOVE
3#6AL
CIR.T60S-D

1.5" LIQUID
TIGHT
FLEX CONDUIT
TO CABLE SLOT

EXISTING
DIRECT BURY
3#8/1#8XLP
CIR.T60S-E
TO REMAIN
IN SERVICE

101
3" HDPE

100
3" HDPE

102
3" HDPE

102
3" HDPE

102
3" HDPE

102
3" HDPE

102
3" HDPE

112
PULL BOX
13"X24"X24"
STA.331+24.5;
51.5'RT

4#2/1#8XLP
CIR.T60S-E

112
PULL BOX
13"X24"X24"
STA.321+83.5;1.5'RT

4#2/1#8XLP
CIR.T60S-E

REMOVE
UPEND ARM
FROM MONOTUBE

100
3" HDPE
AT WALK

100
3" HDPE
AT WALK

#5250
31' AL DIRECT BURY
2EA.-8 FT. MITCHELL ARMS
2EA.-2LED2 COBRA LUMS.
2EA.-2#12UF W/GRD INT. RISER
TO REMAIN IN SERVICE
STA.330+7.5;92.5'RT
108
146

REMOVE
35' WOOD POLE
(CITY OWNED)
STA.329+90.0;115.0'RT

112
PULL BOX
13"X24"X24"
STA.329+96.5;119.5'RT

112 142 145
PULL BOX 13"X24"X24"
1.5" LIQUIDTIGHT FLEX
TO CONC. BASE
8' GND ROD
STA.321+83.5;9.0'LT

113 142 145
PULL BOX 13"X24"X24"
OVER EXIST. CABLE
EXPOSE UTILITY LINE
1.5" LIQUIDTIGHT FLEX TO CABLE SLOT
8' GND ROD
STA.327+78.0;6.0'LT

112
PULL BOX 13"X24"X24"
STA.328+42.0;63.0'RT

#5322
31' AL DIRECT BURY
2EA.-8 FT. MITCHELL ARMS
2EA.-2LED2 COBRA LUMS.
2EA.-2#12UF W/GRD INT. RISER
TO REMAIN IN SERVICE
4"X4"X36" WIRING PEDESTAL (REMOVE)
2EA.-5A INLINE FUSE (INSTALL)
STA.327+82.5;6.5'LT
108
146

REMOVE BANDING,
1.5" RMC, WIRING PEDESTAL.
PLUG ENTRANCE HOLE.

2" PVC AT 18"
FROM TOP OF BASE

TYP. MEDIAN POLE
ON SQ. BASE PROFILE

SHEET 9 OF 14

SCALE, FEET 0 50

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 397 | E |
|---|---|---|---|---|---|

FILE NAME : W: es WisDot 2024 (2120–18–70) STH24 wForest Home A e – USH45 to 45th 100 Su mit FINAL 2120–18–70 Conduit jun25.dgn PLOT DATE : 5–JUL–2024 14:04 PLOT BY : lhic m PLOT NAME : PLOT SCALE : 1:49.9998
WISDOT/CADDS SHEET 42

## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED. USE LABEL DETAIL 147.

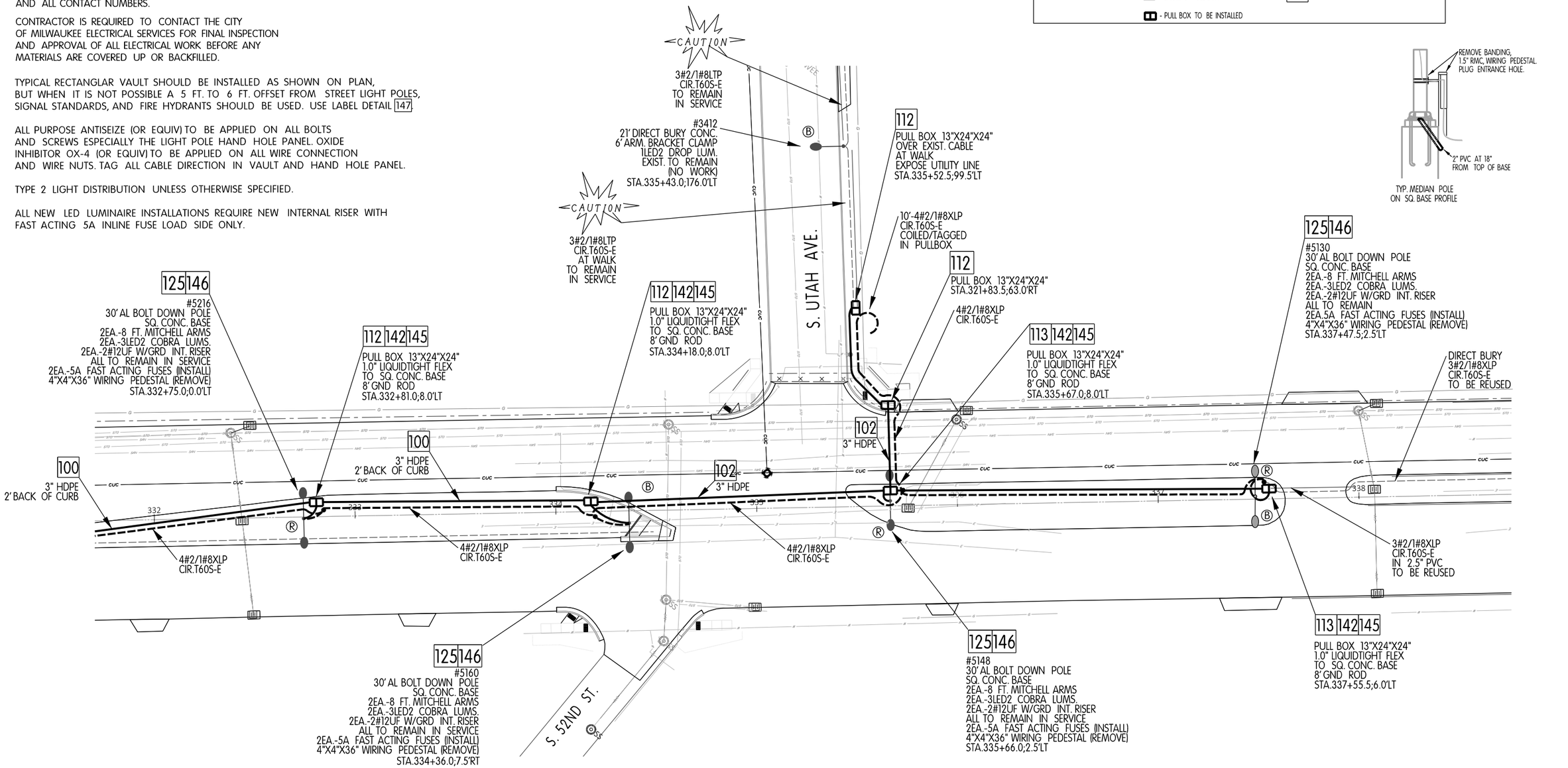
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TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.

### LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE LED LUMINAIRE 2#12UF W/GND RISER CABLE W/5A FAST ACTING FUSE
- NEW LIGHT POLE 2 - LUMINAIRE ARMS 2 - 3LED LUMINAIRE 2 - 2#12UF W/GND RISER CABLE W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR )
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION



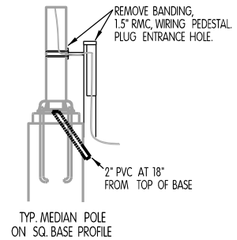

SHEET 10 OF 14

SCALE, FEET 0 50

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 398 | E |
|---|---|---|---|---|---|

## LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE
  LED LUMINAIRE
  2#12UF W/GND RISER CABLE
  W/5A FAST ACTING FUSE
- NEW LIGHT POLE
  2 - LUMINAIRE ARMS
  2 - 3LED LUMINAIRE
  2 - 2#12UF W/GND RISER CABLE
  W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR )
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION




## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

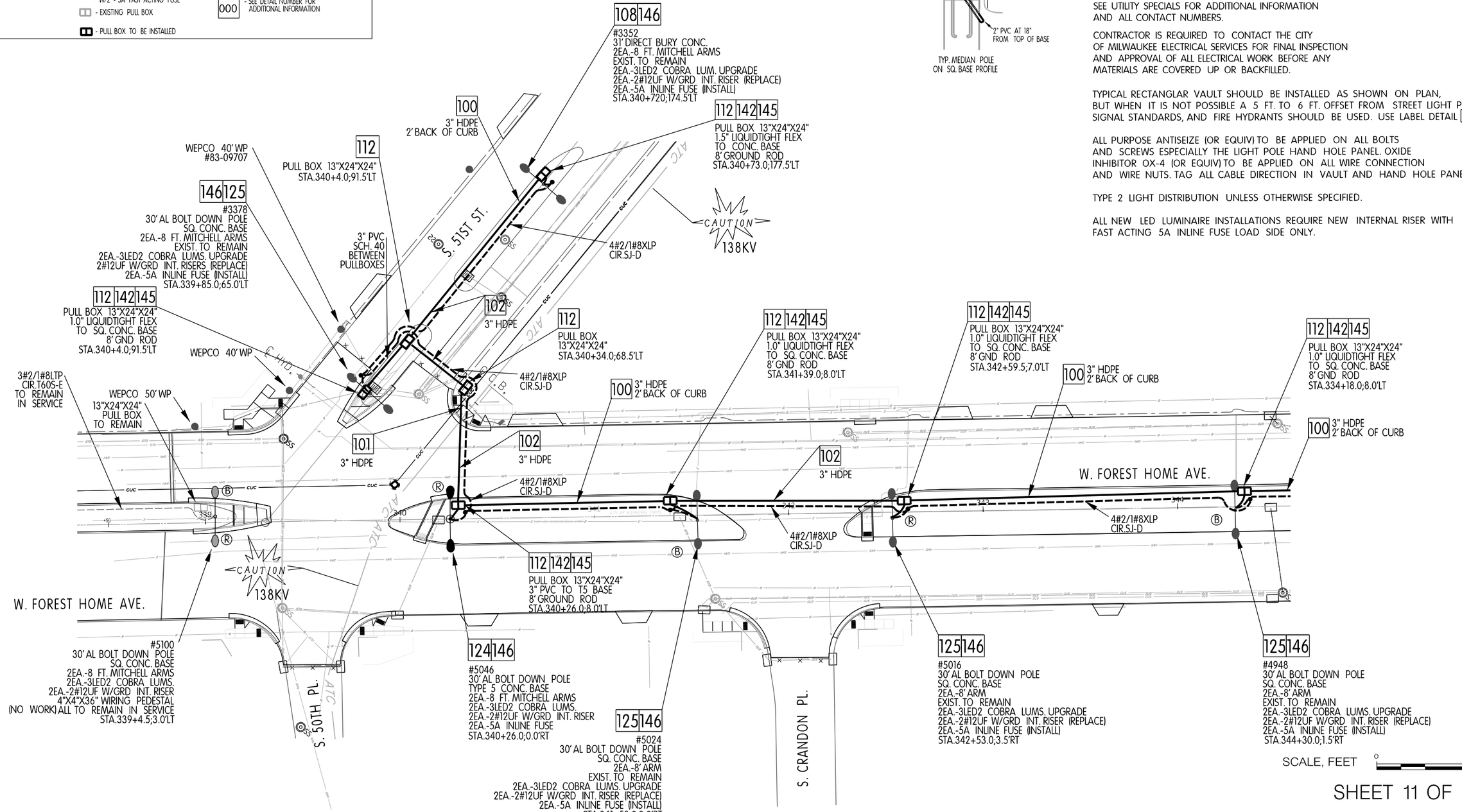
CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

TYPICAL RECTANGLAR VAULT SHOULD BE INSTALLED AS SHOWN ON PLAN, BUT WHEN IT IS NOT POSSIBLE A 5 FT. TO 6 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS, AND FIRE HYDRANTS SHOULD BE USED. USE LABEL DETAIL 147.

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

TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.




SCALE, FEET 0 50

SHEET 11 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 399 | E |
|---|---|---|---|---|---|

## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

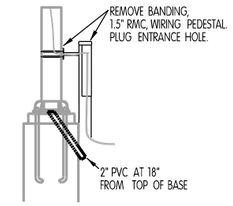
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TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

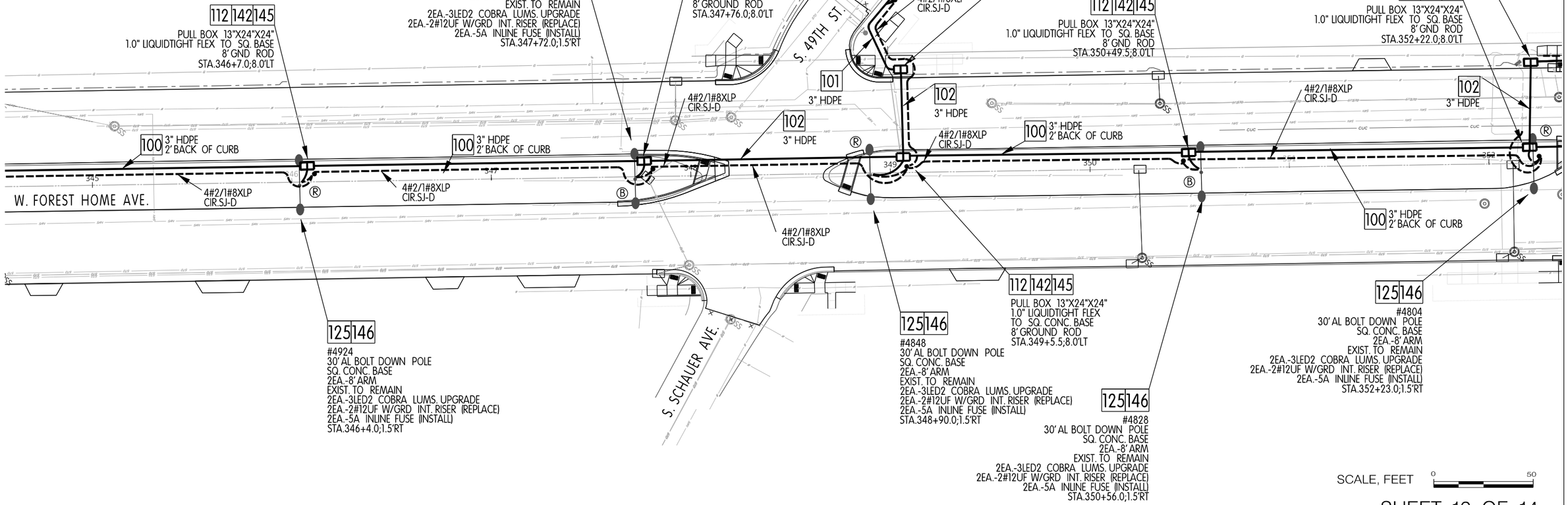
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TYP. MEDIAN POLE ON SQ. BASE PROFILE

**LEGEND**

- EXISTING LIGHT POLE
- NEW LIGHT POLE LED LUMINAIRE 2#12UF W/GND RISER CABLE W/5A FAST ACTING FUSE
- NEW LIGHT POLE 2 - LUMINAIRE ARMS 2 - 3LED LUMINAIRE 2 - 2#12UF W/GND RISER CABLE W/2 - 5A FAST ACTING FUSE
- EXISTING PULL BOX
- PULL BOX TO BE INSTALLED
- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR )
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION




SCALE, FEET 0 50

SHEET 12 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 400 | E |
|---|---|---|---|---|---|

## NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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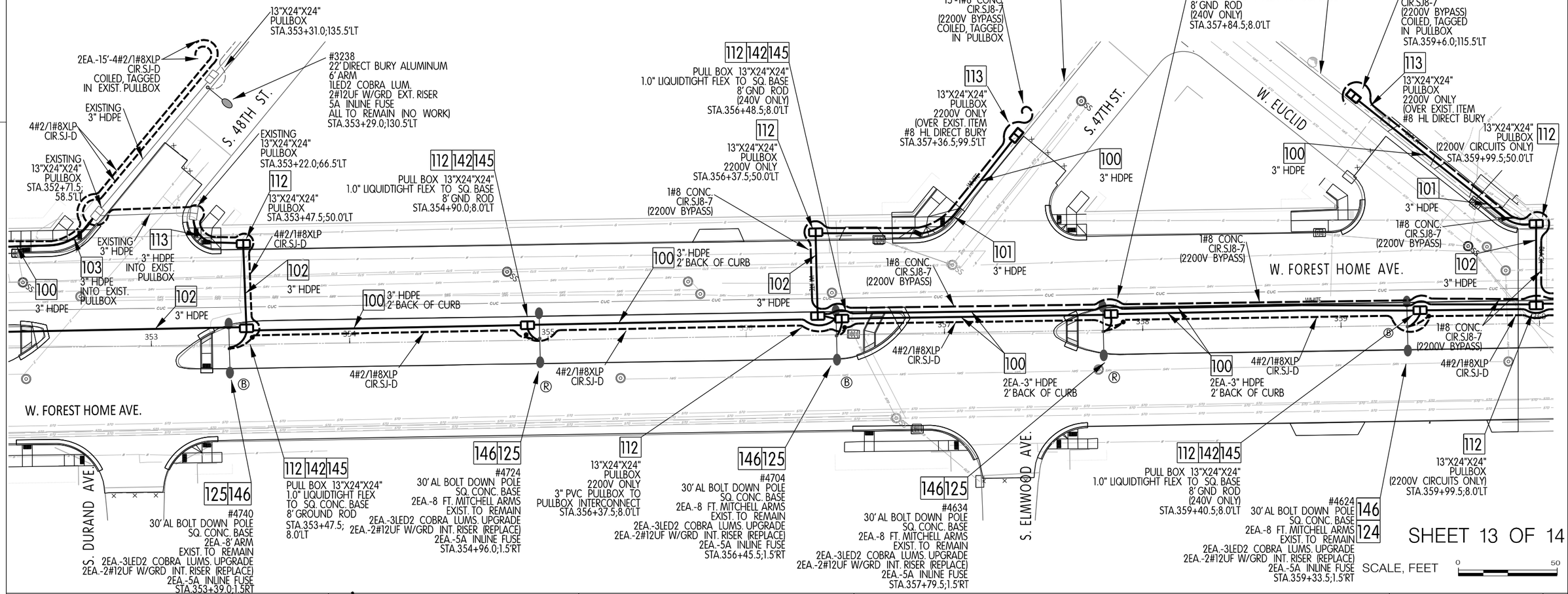
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- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION




SHEET 13 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 401 | E |
|---|---|---|---|---|---|


FILE NAME : W: es WisDot 2024 (2120–18–70) STH24 wForest Home A e – USH45 to 45th 100 Su mit FINAL 2120–18–70 Conduit jun25.dgn PLOT DATE : 5–JUL–2024 14:06 PLOT BY : lhic m PLOT NAME : PLOT SCALE : 1:49.9998
WISDOT/CADDS SHEET 42

## NOTE:

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

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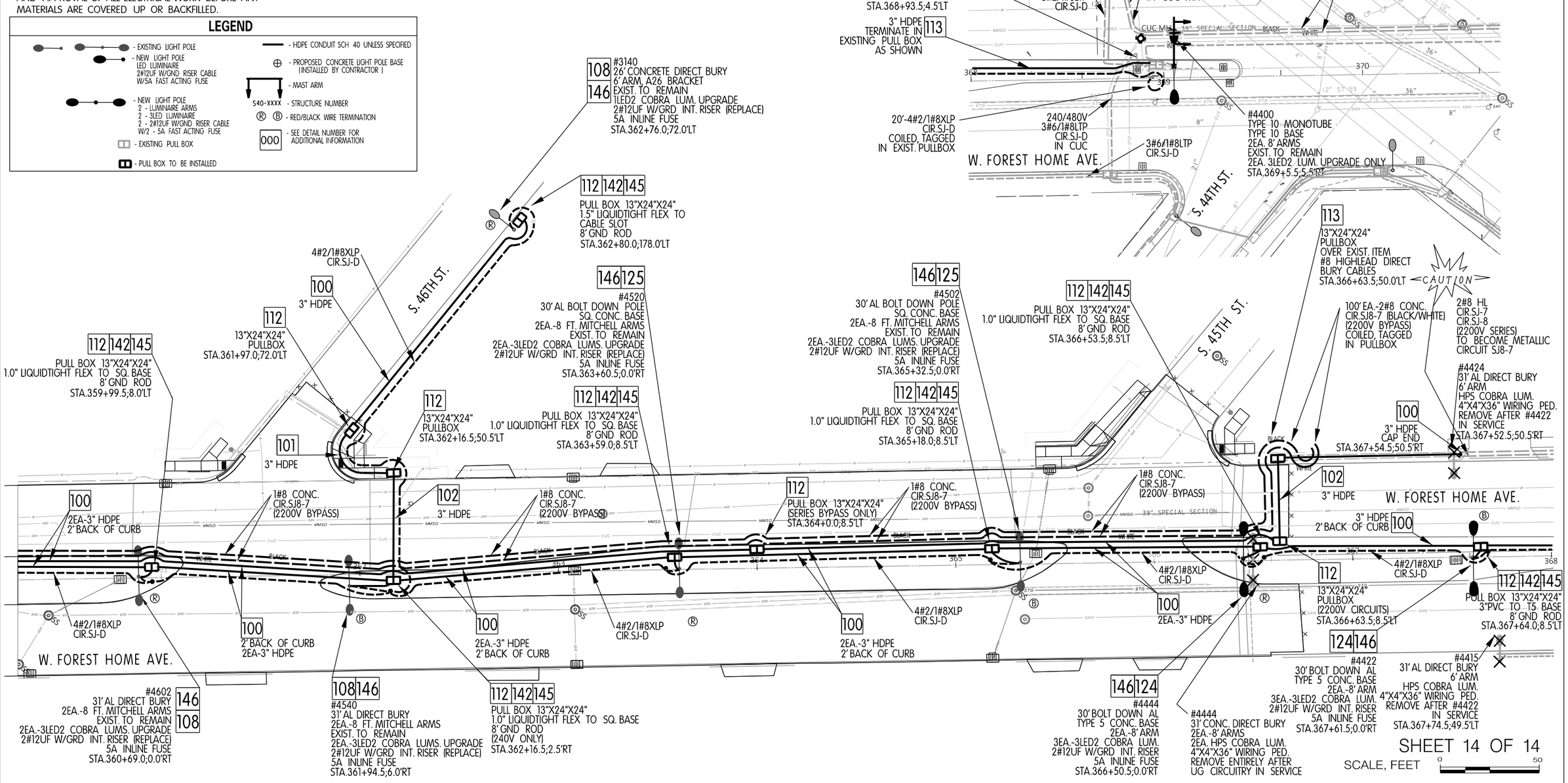
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TYPE 2 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

ALL NEW LED LUMINAIRE INSTALLATIONS REQUIRE NEW INTERNAL RISER WITH FAST ACTING 5A INLINE FUSE LOAD SIDE ONLY.

### LEGEND

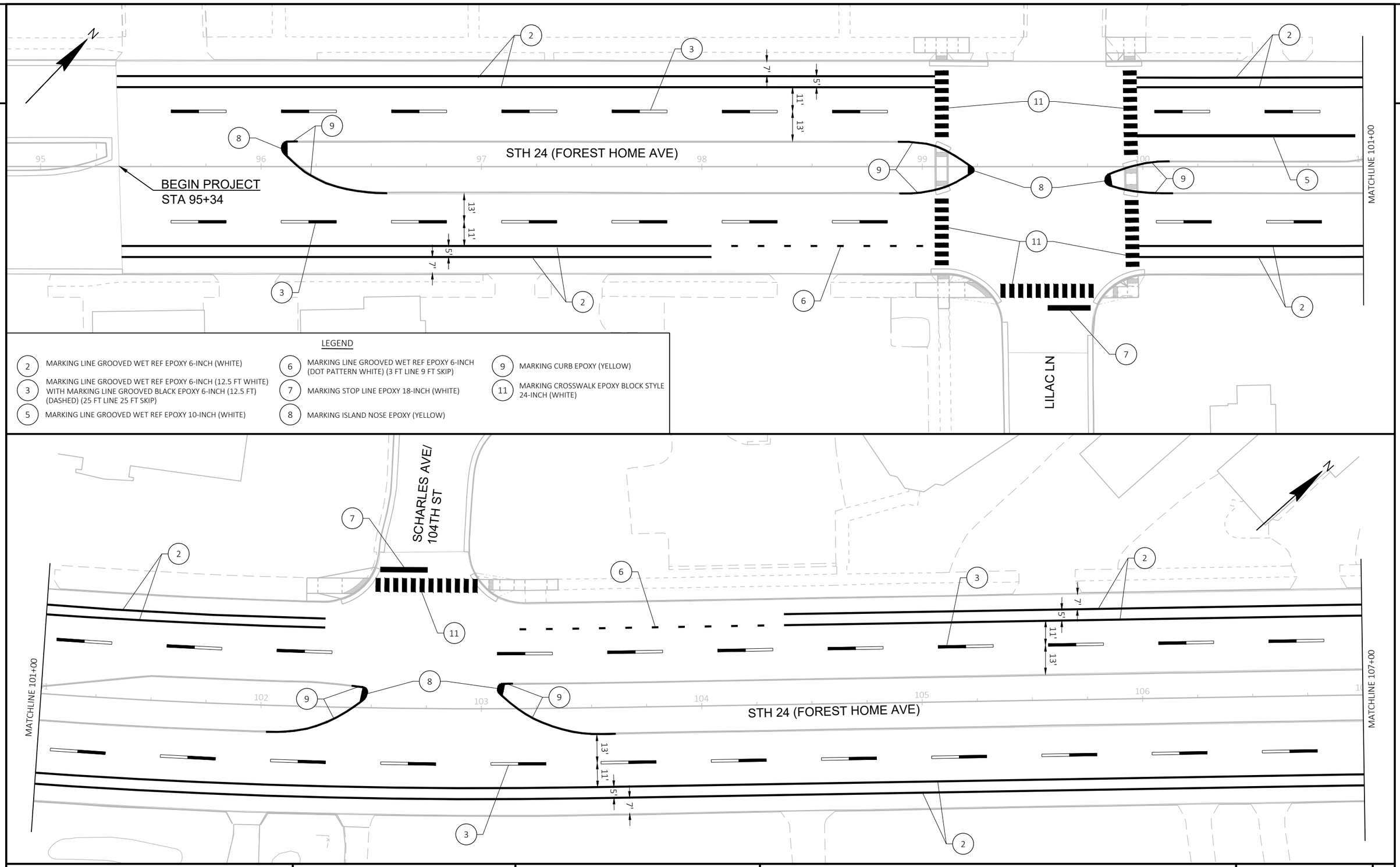
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- HDPE CONDUIT SCH 40 UNLESS SPECIFIED
- PROPOSED CONCRETE LIGHT POLE BASE (INSTALLED BY CONTRACTOR)
- MAST ARM
- S40-XXXX - STRUCTURE NUMBER
- Ⓡ Ⓑ - RED/BLACK WIRE TERMINATION
- 000 - SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION




SHEET 14 OF 14

| STATE PROJECT NO: 2120–18–70 | HWY: STH 24 | COUNTY: MILWAUKEE | STREET LIGHTING PLAN | SHEET 402 | E |
|---|---|---|---|---|---|


FILE NAME : W: es WisDot 2024 (2120–18–70) STH24 wForest Home A e – USH45 to 45th 100 Su mit FINAL 2120–18–70 Conduit jun25.dgn PLOT DATE : 5–JUL–2024 14:06 PLOT BY : lhic m PLOT NAME : PLOT SCALE : 1:49.9998




LEGEND

| | | |
|---|---|---|
| 2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 9 MARKING CURB EPOXY (YELLOW) |
| 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 7 MARKING STOP LINE EPOXY 18-INCH (WHITE) | 11 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE) |
| 5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 8 MARKING ISLAND NOSE EPOXY (YELLOW) | |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 403 | E |
|---|---|---|---|---|---|

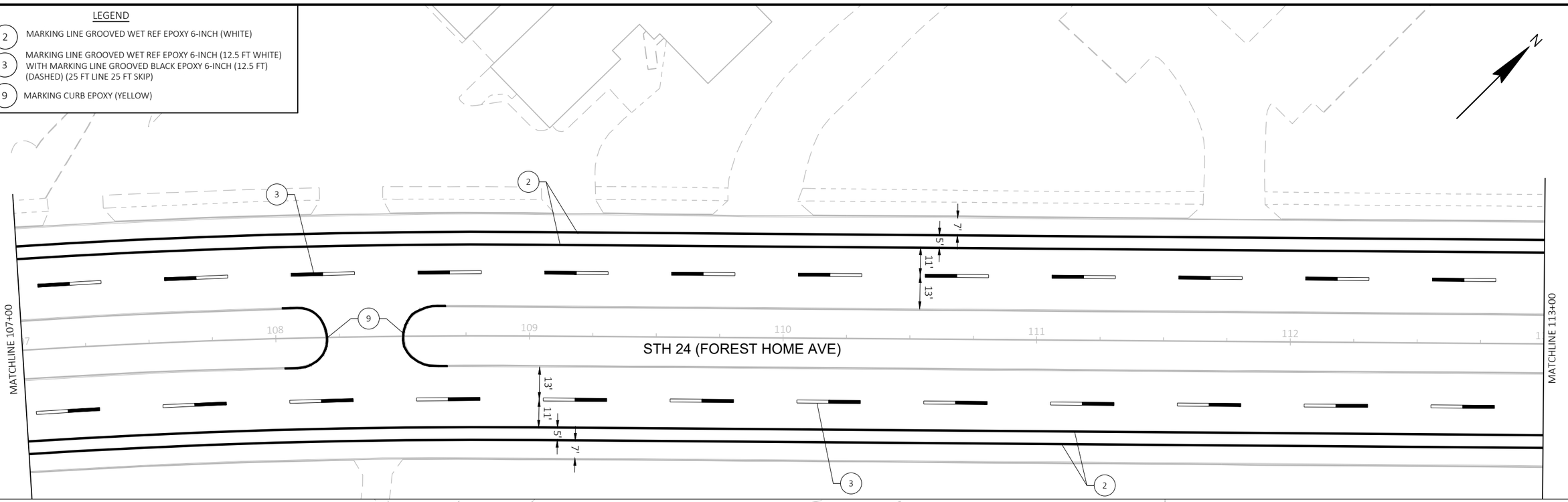
2

LEGEND

2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)

9 MARKING CURB EPOXY (YELLOW)




2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 404 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024502

PLOT DATE : 5/8/2024 8:58 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

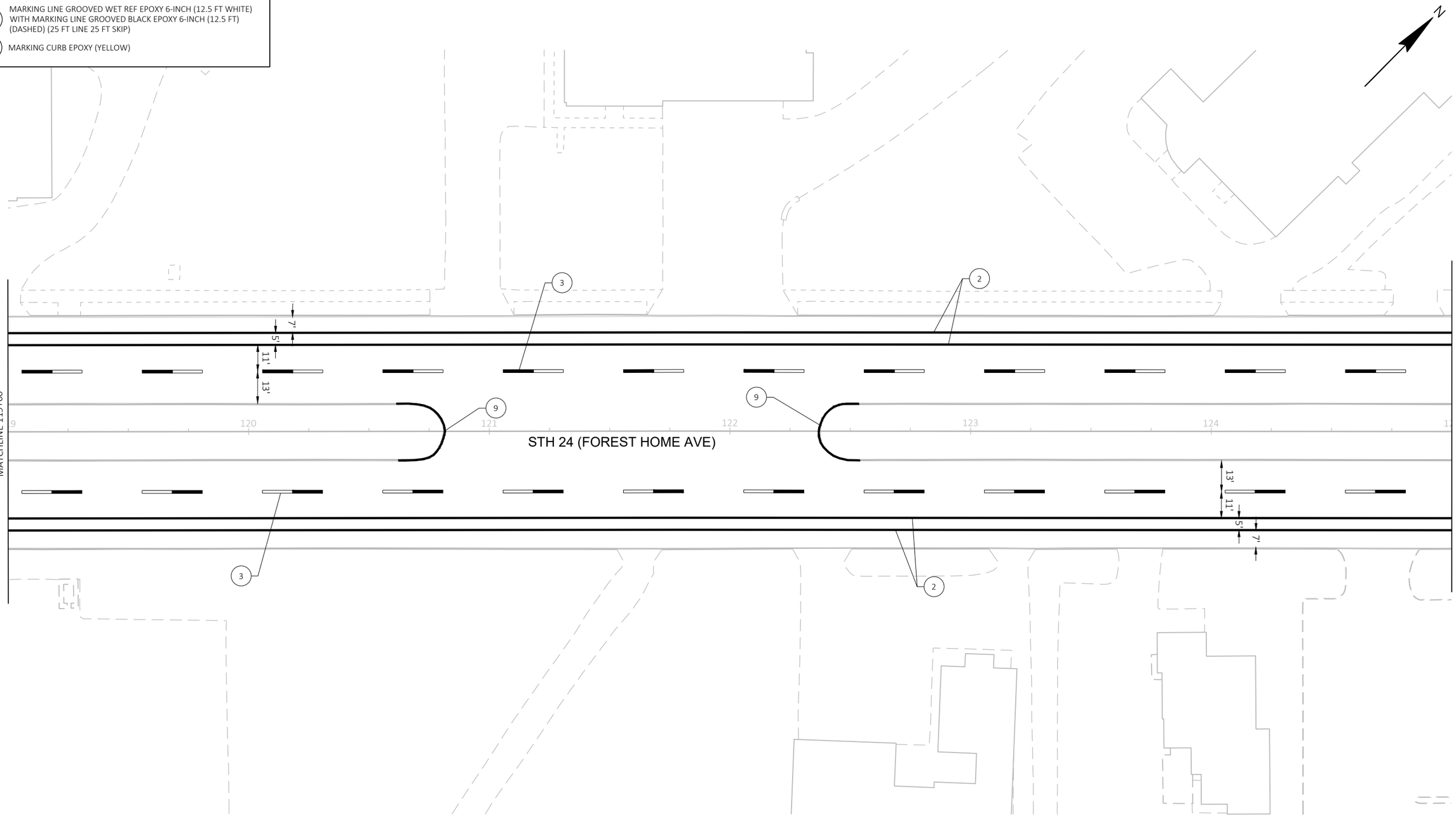
2

LEGEND

2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)

9 MARKING CURB EPOXY (YELLOW)

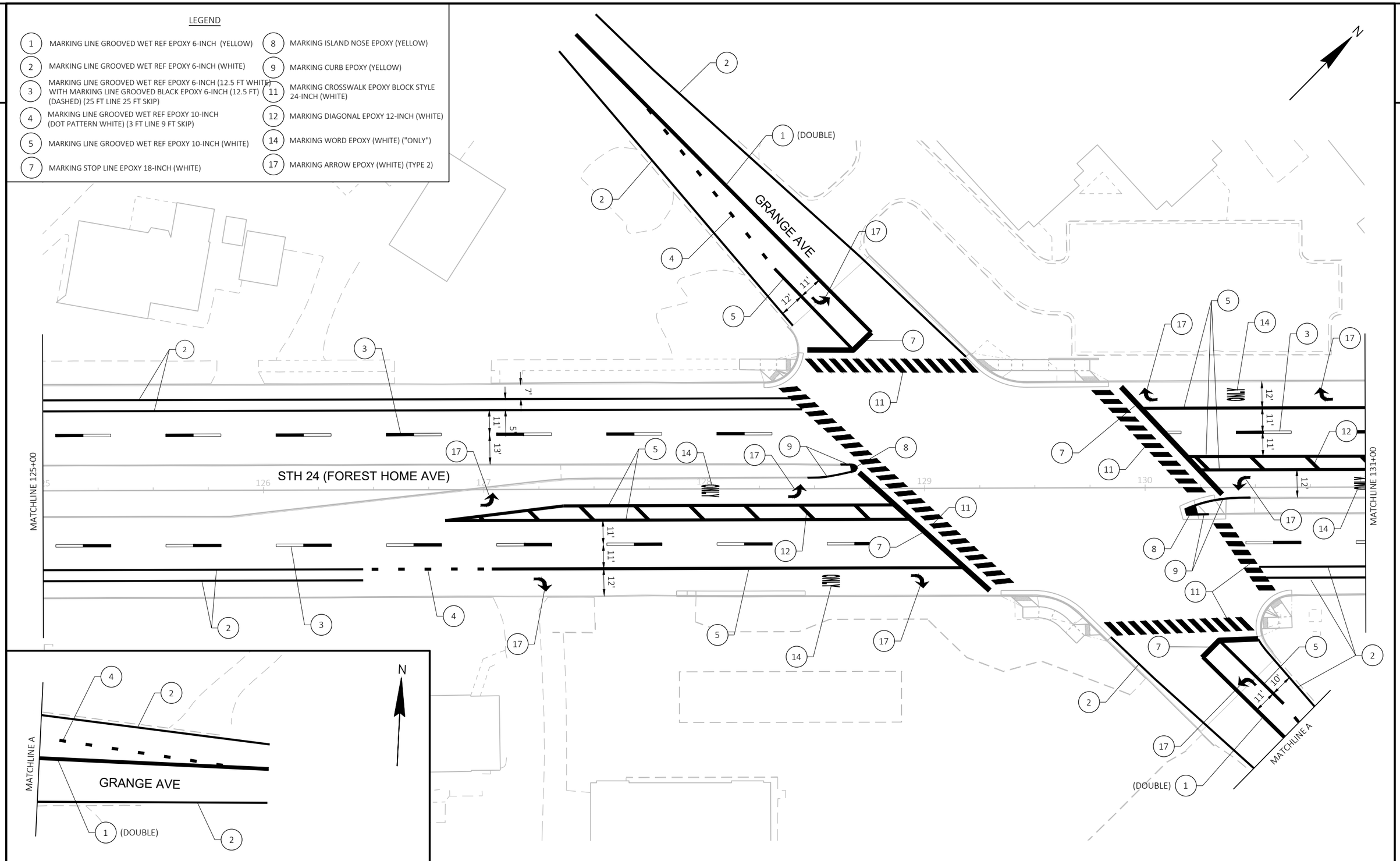



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 405 | E |
|---|---|---|---|---|---|

2

LEGEND

1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)
4 MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7 MARKING STOP LINE EPOXY 18-INCH (WHITE)
8 MARKING ISLAND NOSE EPOXY (YELLOW)
9 MARKING CURB EPOXY (YELLOW)
11 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
12 MARKING DIAGONAL EPOXY 12-INCH (WHITE)
14 MARKING WORD EPOXY (WHITE) ("ONLY")
17 MARKING ARROW EPOXY (WHITE) (TYPE 2)



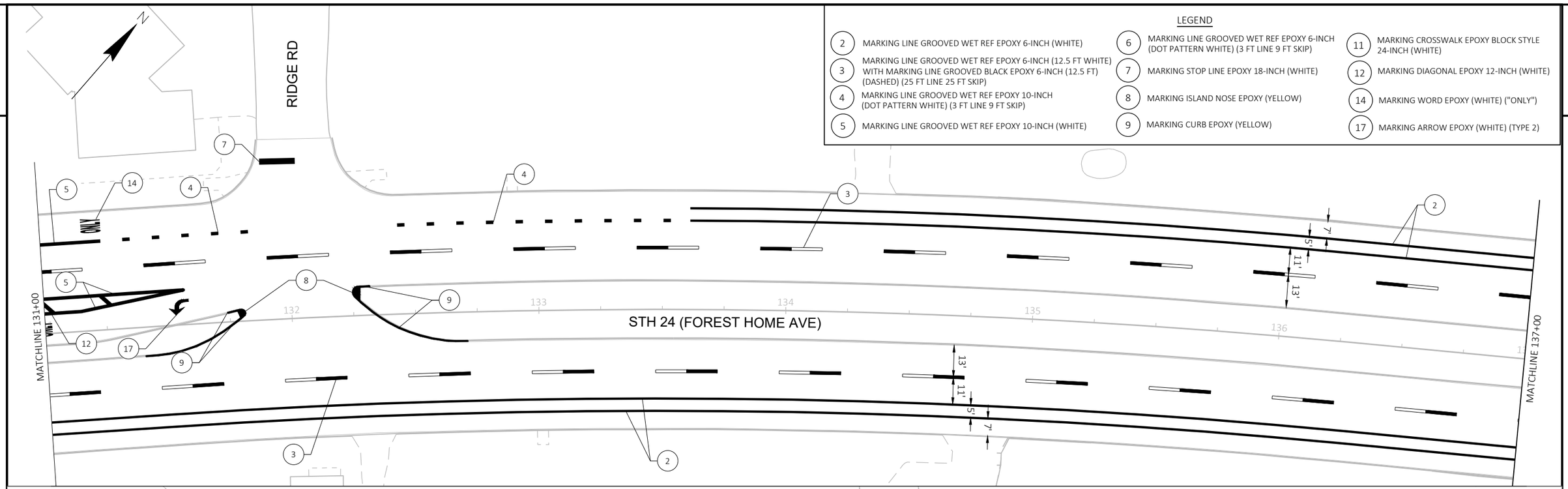

2

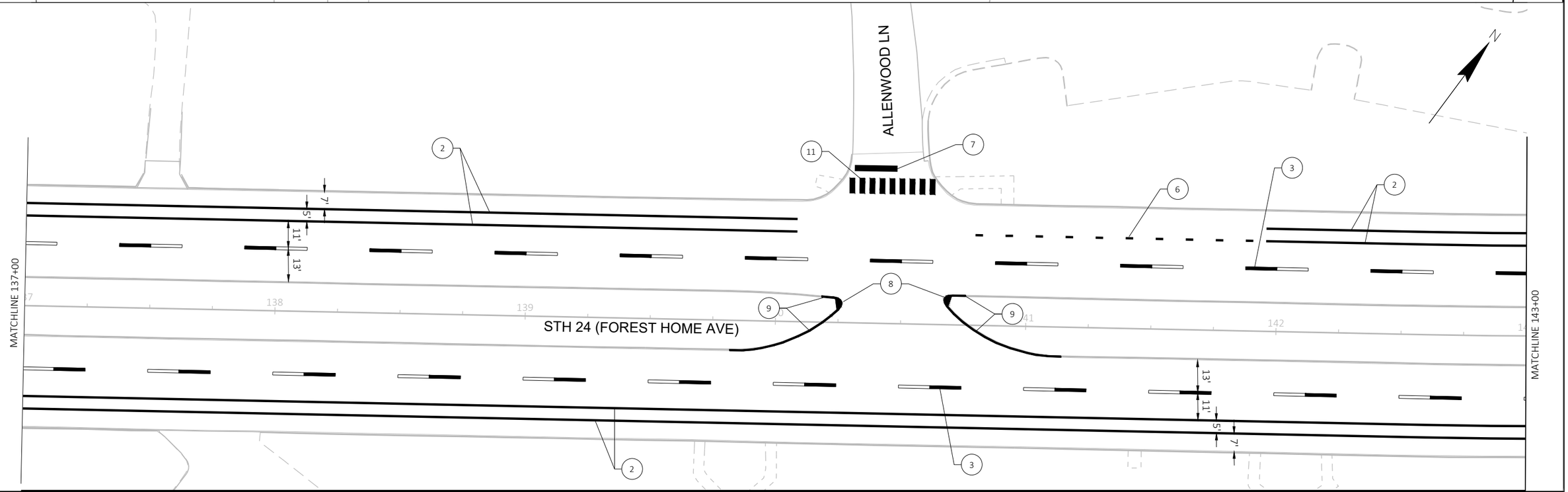
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 406 | E |
|---|---|---|---|---|---|

2

LEGEND

| | | |
|---|---|---|
| 2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 11 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE) |
| 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 7 MARKING STOP LINE EPOXY 18-INCH (WHITE) | 12 MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 4 MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 8 MARKING ISLAND NOSE EPOXY (YELLOW) | 14 MARKING WORD EPOXY (WHITE) ("ONLY") |
| 5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 9 MARKING CURB EPOXY (YELLOW) | 17 MARKING ARROW EPOXY (WHITE) (TYPE 2) |




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 407 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024505

PLOT DATE : 5/8/2024 9:08 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING ISLAND NOSE EPOXY (YELLOW)
9. MARKING CURB EPOXY (YELLOW)
10. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
11. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)

MATCHLINE 143+00

MATCHLINE 148+50

STH 24 (FOREST HOME AVE)

144 145 146 147 148

7' 5' 11' 13'

EDGERTON AVE

(DOUBLE)

MATCHLINE 148+50

MATCHLINE 154+50

STH 24 (FOREST HOME AVE)

149 150 151 152 153 154

KELLY PL

(DOUBLE)

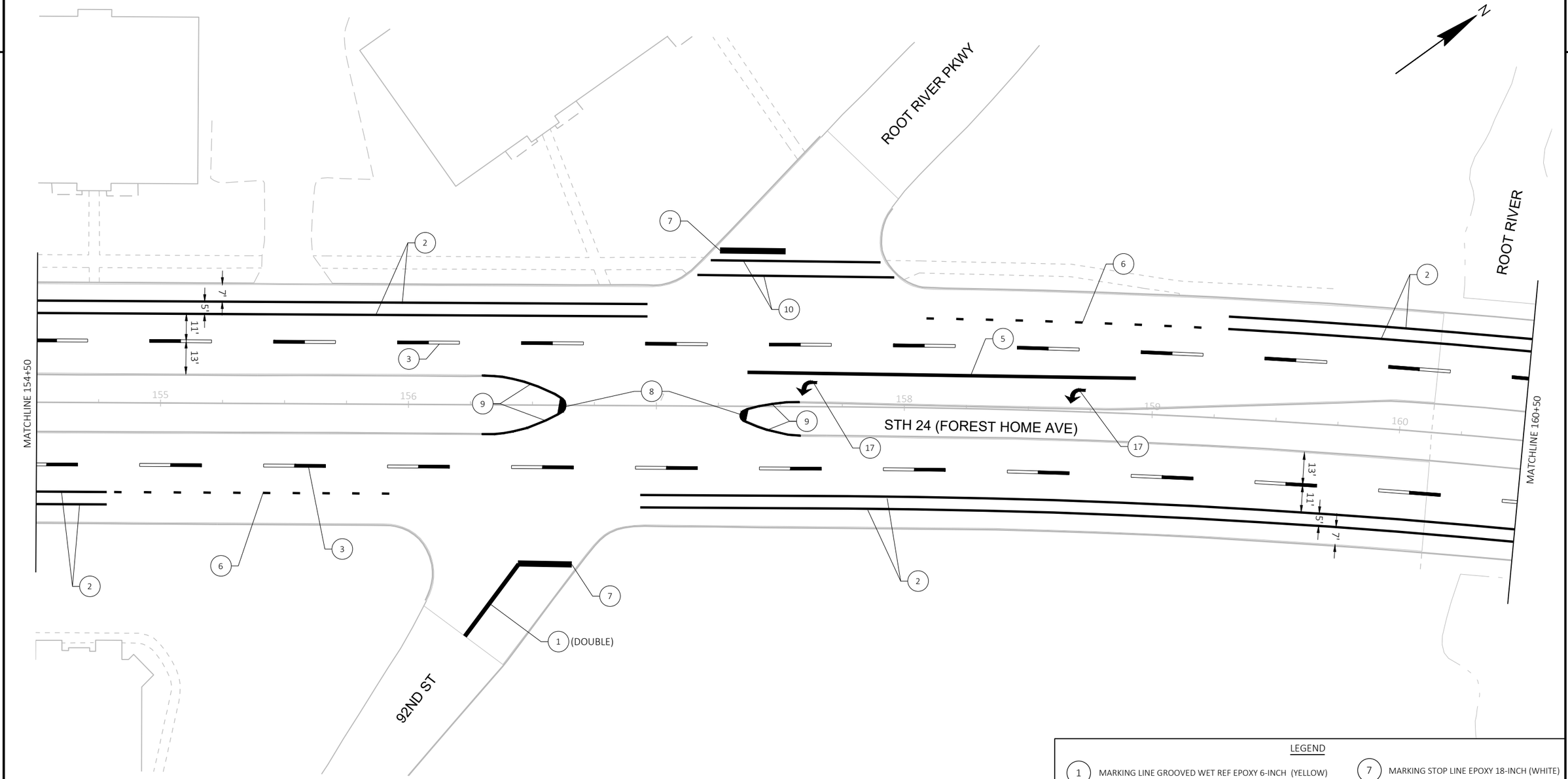
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 408 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024506

PLOT DATE : 5/8/2024 9:10 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
6. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING ISLAND NOSE EPOXY (YELLOW)
9. MARKING CURB EPOXY (YELLOW)
10. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 409 | E |
|---|---|---|---|---|---|

2

2

LEGEND

| | | | |
|---|---|---|---|
| 1 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) | 8 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 9 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 4 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 14 | MARKING WORD EPOXY (WHITE) ("ONLY") |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 17 | MARKING ARROW EPOXY (WHITE) (TYPE 2) |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 21 | MARKING ARROW EPOXY (WHITE) (TYPE 3) |

92ND ST

BIKE PATH

ONLY

4'
12'
12'

(DOUBLE) 1

STH 24 (FOREST HOME AVE)

MATCHLINE 160+50

MATCHLINE 166+50

161 162 163 164 165 166

7'
5'
11'
13'

12'
11'
11'
12'

12'
11'
12'
13'

13'
11'
5'
7'

17'
17'

(DOUBLE) 1

ROOT RIVER

ROOT RIVER PKWY

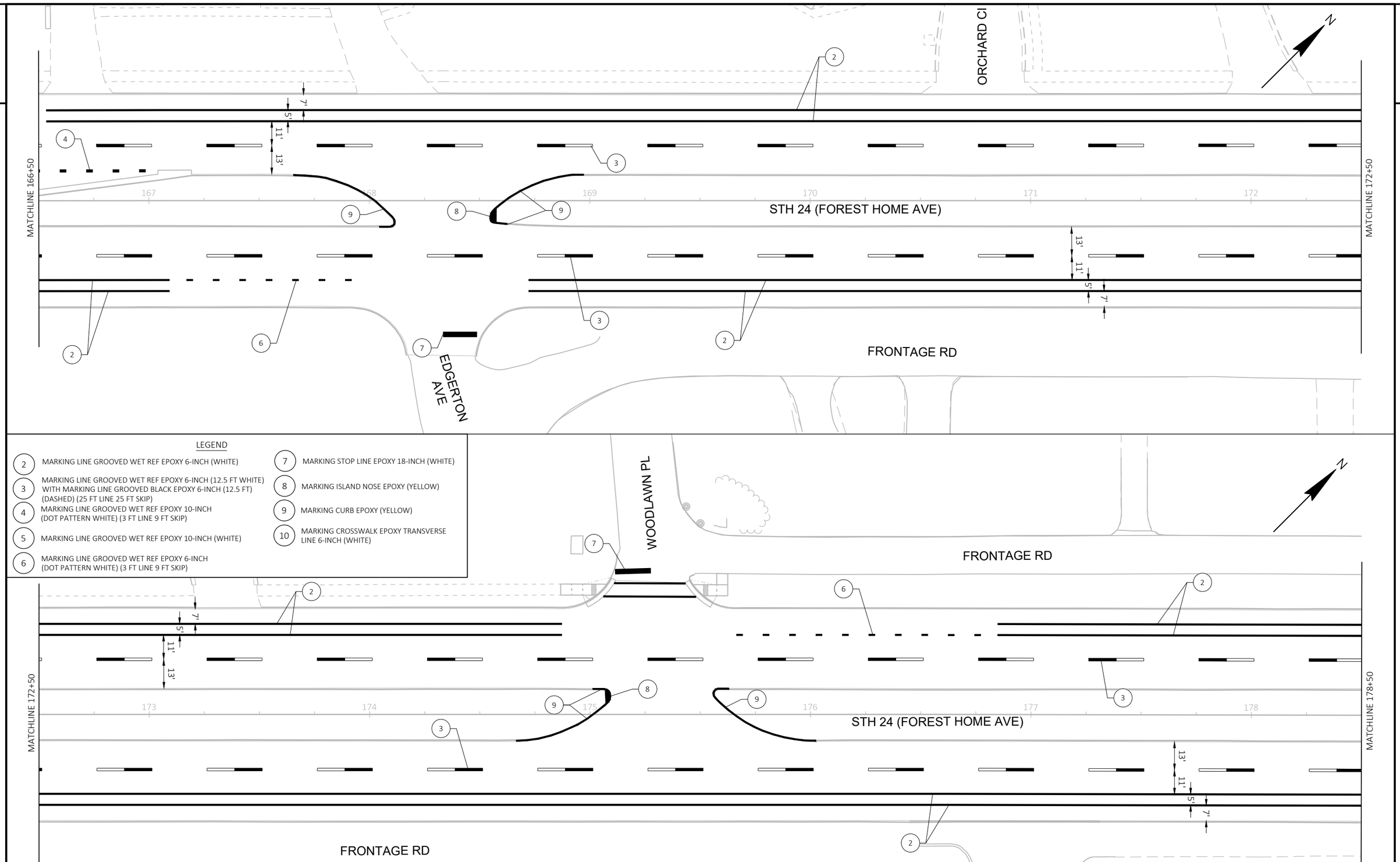
| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 410 E |

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024508

PLOT DATE : 5/8/2024 9:16 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




LEGEND

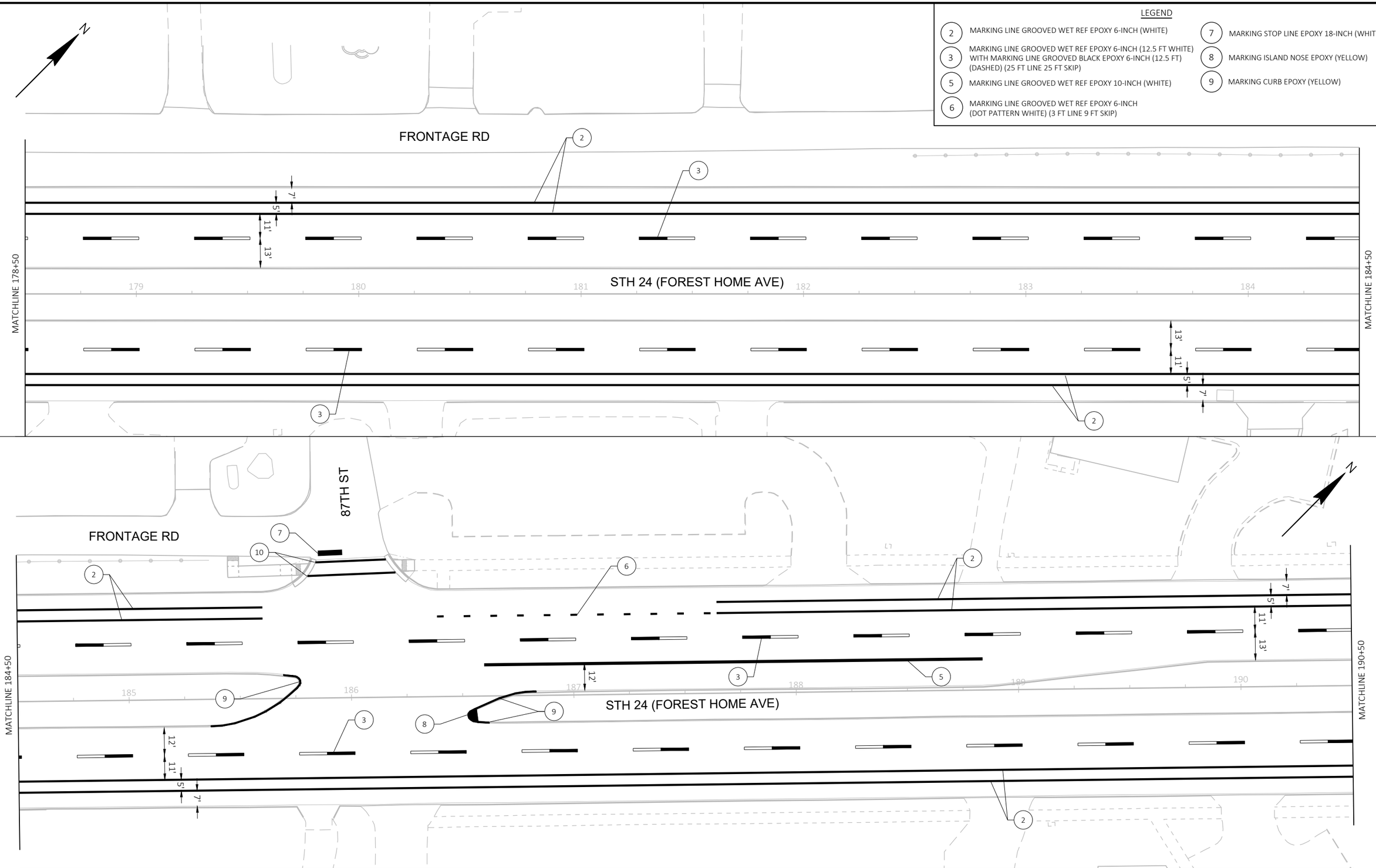
| | |
|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) |
| 4 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) |
| 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) |
| 8 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 9 | MARKING CURB EPOXY (YELLOW) |
| 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 411 E |

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024509
PLOT DATE : 5/29/2024 9:56 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

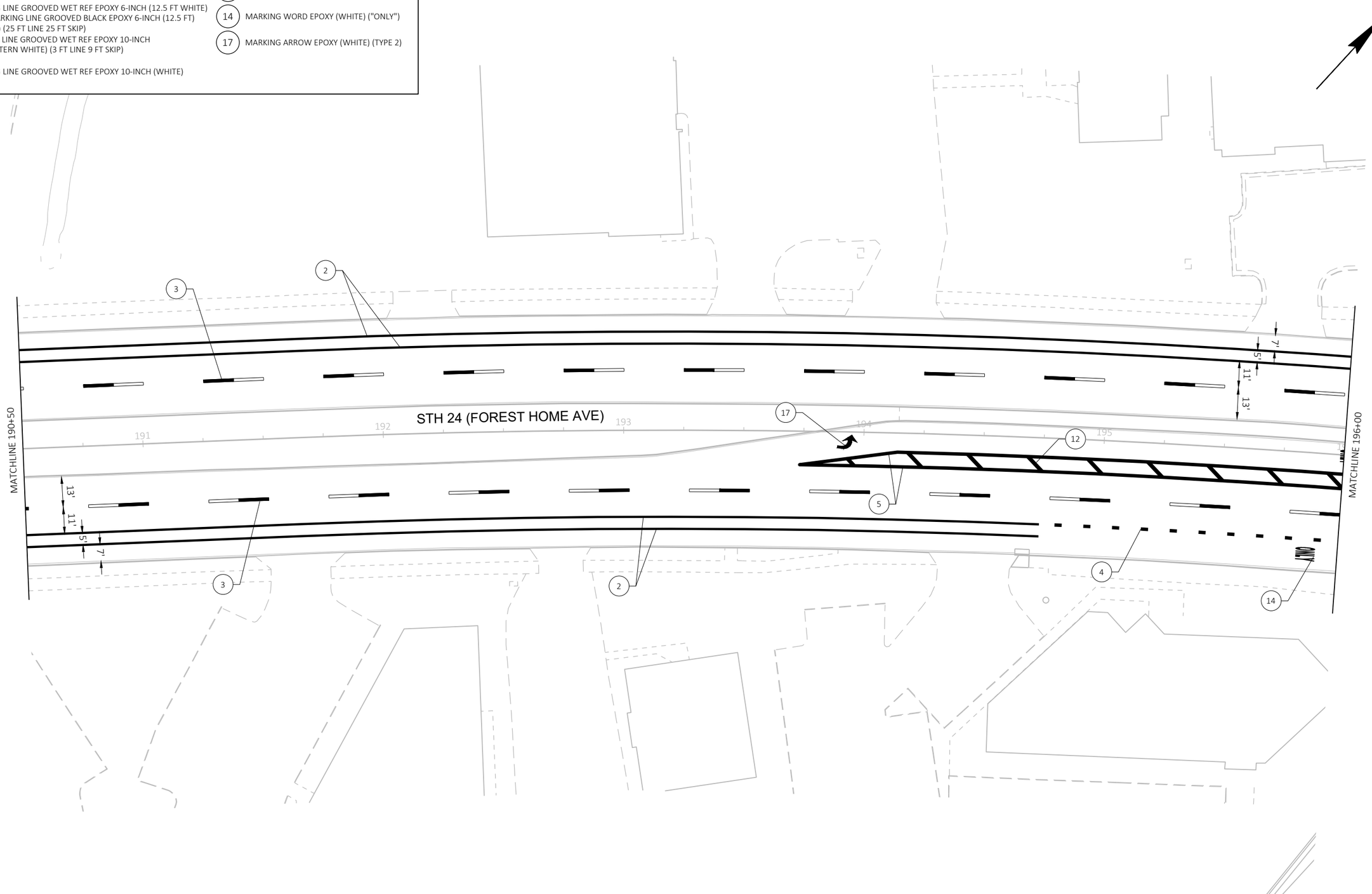
| | | | |
|---|---|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 8 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 9 | MARKING CURB EPOXY (YELLOW) |
| 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | | |



2

LEGEND

| | | | |
|---|---|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 12 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 14 | MARKING WORD EPOXY (WHITE) ("ONLY") |
| 4 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 17 | MARKING ARROW EPOXY (WHITE) (TYPE 2) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | | |




2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 413 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024511

PLOT DATE : 5/8/2024 9:27 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

| | | | |
|---|---|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 9 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 4 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 12 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 13 | MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 14 | MARKING WORD EPOXY (WHITE) ("ONLY") |
| 8 | MARKING ISLAND NOSE EPOXY (YELLOW) | 17 | MARKING ARROW EPOXY (WHITE) (TYPE 2) |

MATCHLINE A

84TH ST

MATCHLINE 196+00

MATCHLINE 202+00

STH 24 (FOREST HOME AVE)

ONLY

22'

12'

12'

8'

12'

14'

13'

12'

11'

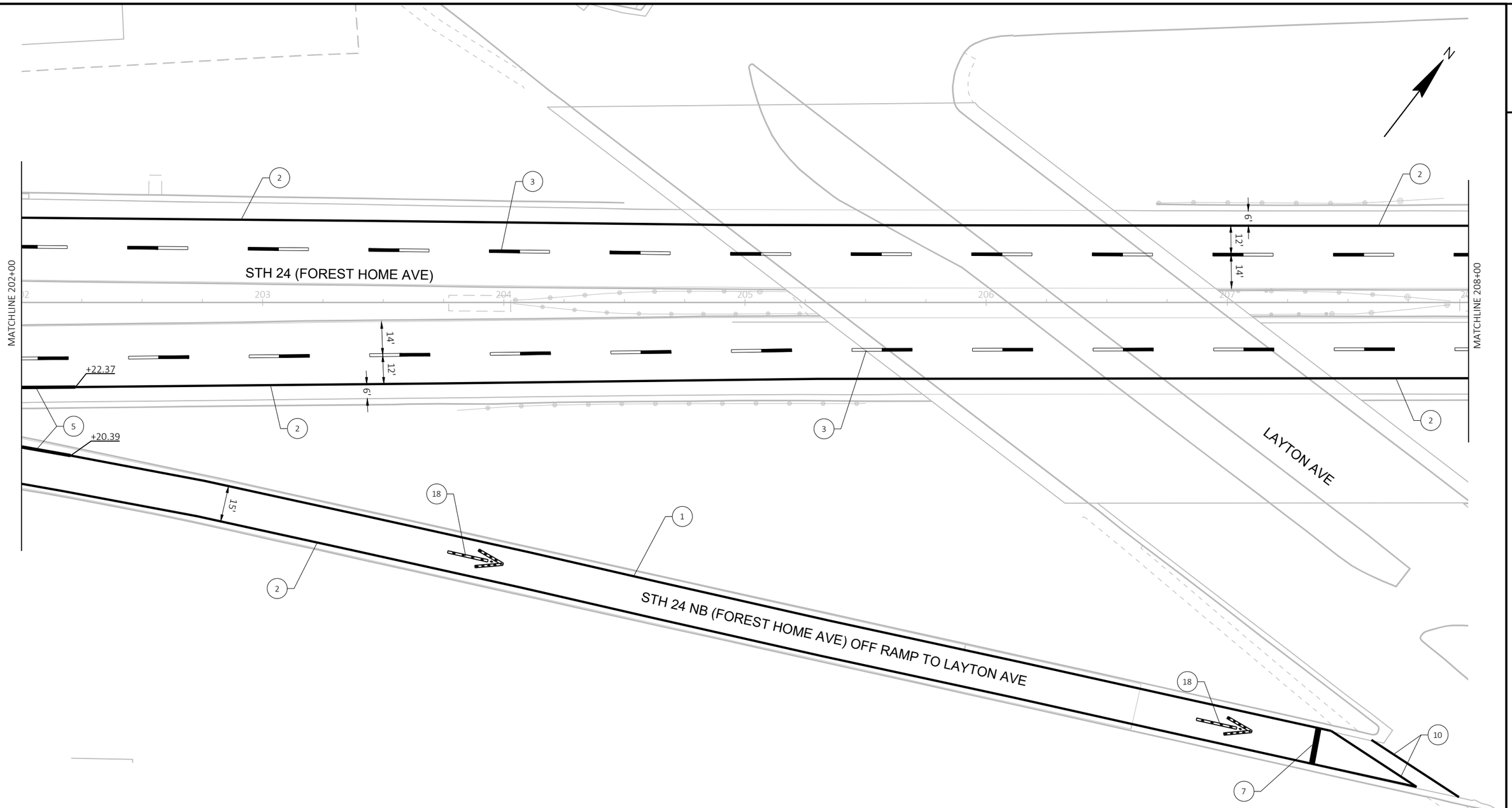
15'

10'

9'

N

2




LEGEND

| | |
|---|---|
| 1 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) |
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) |
| 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 18 | MARKING ARROW EPOXY (WHITE) (TYPE 4) |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 415 | E |
|---|---|---|---|---|---|

2

2

FOREST HOME AVE SERVICE RD

N

STH 24 (FOREST HOME AVE)

MATCHLINE 208+00

MATCHLINE 214+00

208 209 210 211 212 213

6'
12'
14'

13'
12'
7'

STH 24 NB OFF RAMP TO IH 41/IH 43/IH 894

+75.25
+70.93
+74.50
+73.02

15'

ON RAMP TO STH 24/IH 41/IH 43/IH 894 FROM LAYTON AVE

16'
16'

LAYTON AVE

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
10. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12. MARKING DIAGONAL EPOXY 12-INCH (WHITE)
13. MARKING CHEVRON EPOXY 24-INCH (WHITE)

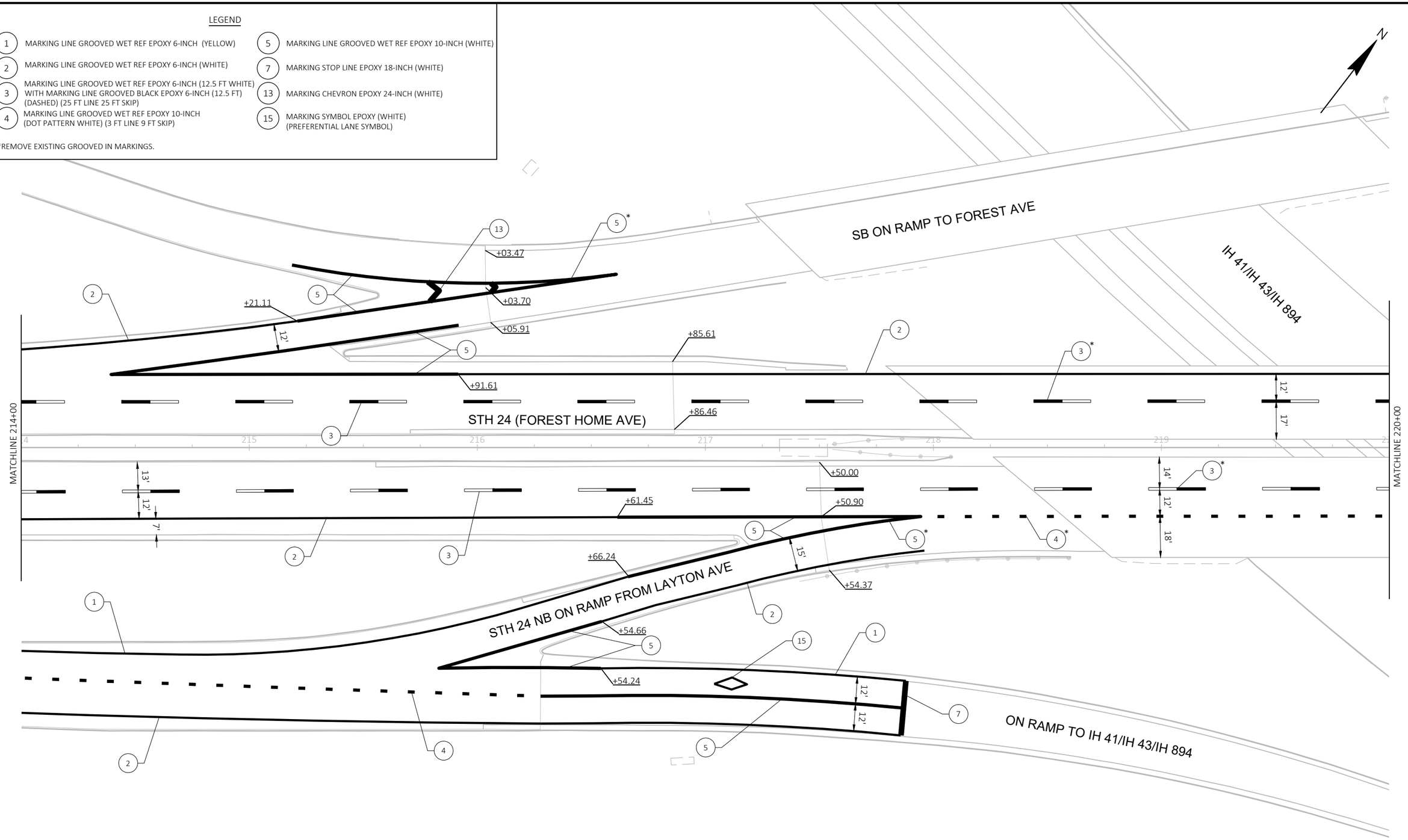
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 416 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPIO1\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024514
PLOT DATE : 5/8/2024 9:46 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

| | | | |
|---|---|---|---|
| 1 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) | 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) |
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 13 | MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 4 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 15 | MARKING SYMBOL EPOXY (WHITE) (PREFERENTIAL LANE SYMBOL) |

*REMOVE EXISTING GROOVED IN MARKINGS.




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 417 | E |
|---|---|---|---|---|---|

2

LEGEND

1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)

2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)

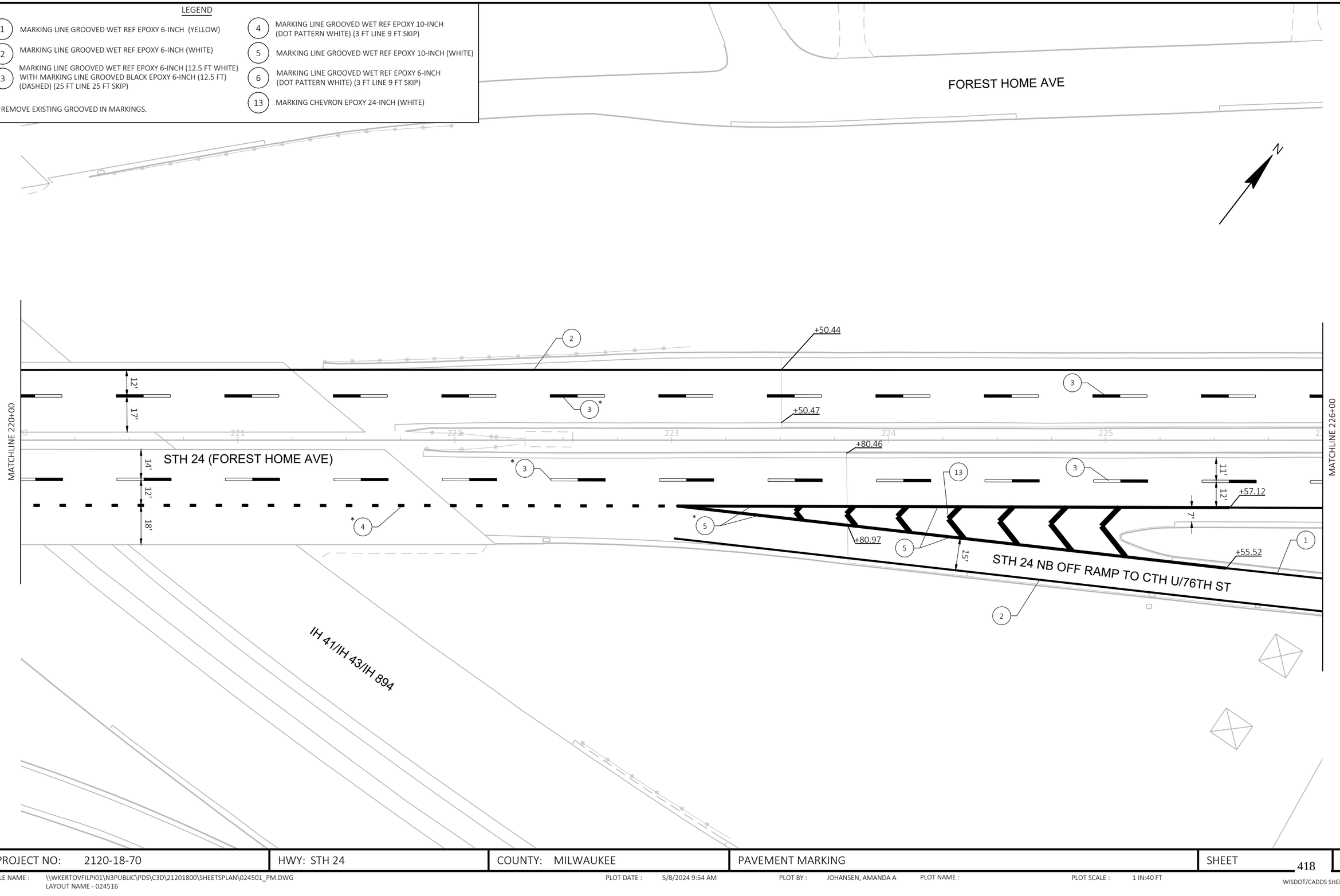
*REMOVE EXISTING GROOVED IN MARKINGS.

4 MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)

6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

13 MARKING CHEVRON EPOXY 24-INCH (WHITE)




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 418 | E |
|---|---|---|---|---|---|

2

LEGEND

1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)

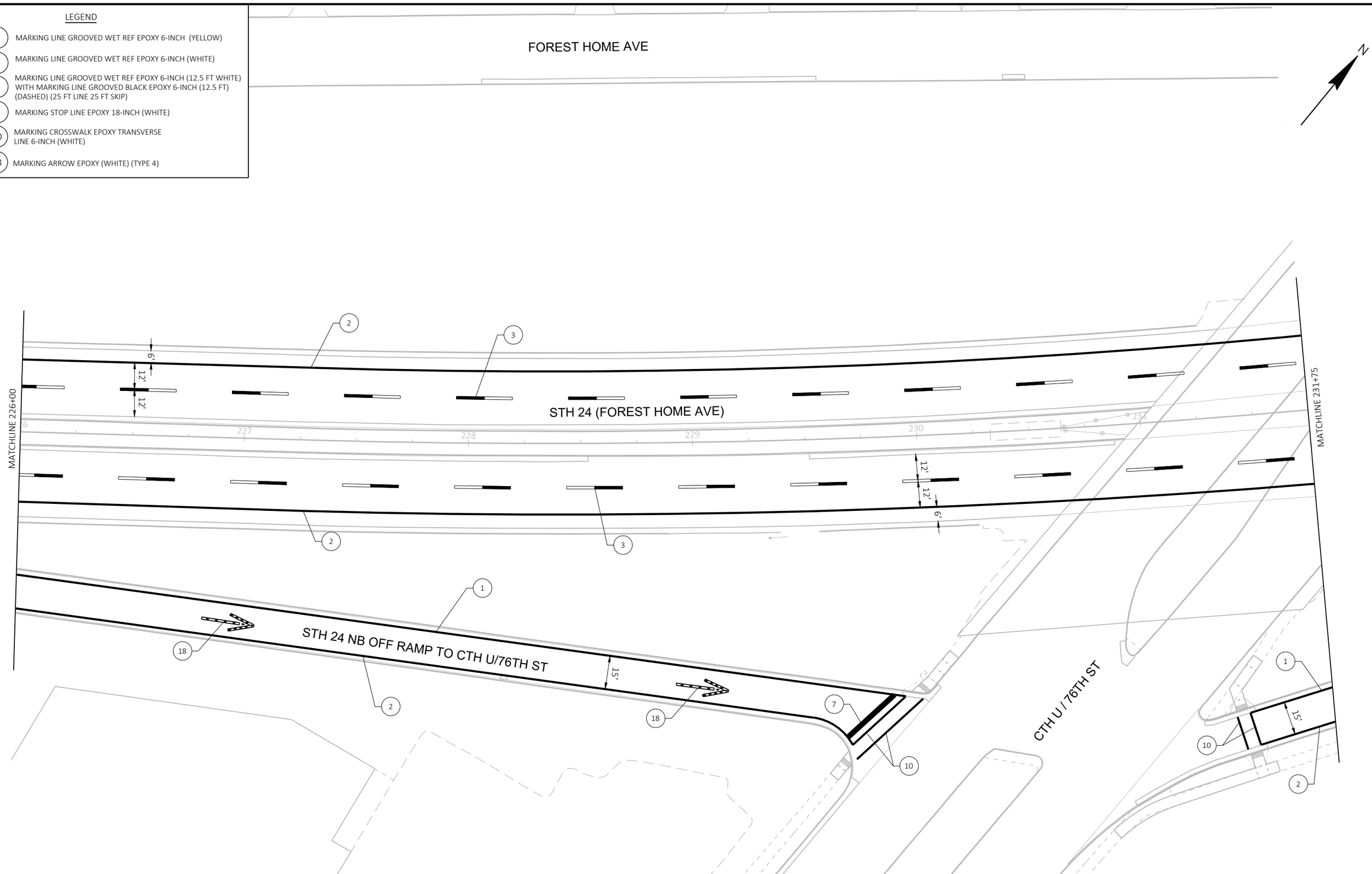
2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)

7 MARKING STOP LINE EPOXY 18-INCH (WHITE)

10 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

18 MARKING ARROW EPOXY (WHITE) (TYPE 4)




2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 419 | E |
|---|---|---|---|---|---|

2

LEGEND

| | | | |
|---|---|---|---|
| 1 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) | 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 14 | MARKING WORD EPOXY (WHITE) ("ONLY") |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 17 | MARKING ARROW EPOXY (WHITE) (TYPE 2) |
| 4 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 19 | MARKING ARROW EPOXY (WHITE) (TYPE 6) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 21 | MARKING ARROW EPOXY (WHITE) (TYPE 3) |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | | |

N

13'
11'
12'
12'
11'
(DOUBLE)
CTH U / 76TH ST
STH 24 SB OFF RAMP TO CTH U/76TH ST
12'
13'
ONLY
STH 24 (FOREST HOME AVE)
MATCHLINE 231+75
MATCHLINE 237+75
232
233
234
235
236
237
13'
12'
7'
7'
12'
13'
+79.30
+78.99
15'
STH 24 NB ON RAMP FROM CTH U/76TH ST

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE CASCIO | PAVEMENT MARKING | SHEET 420 E |

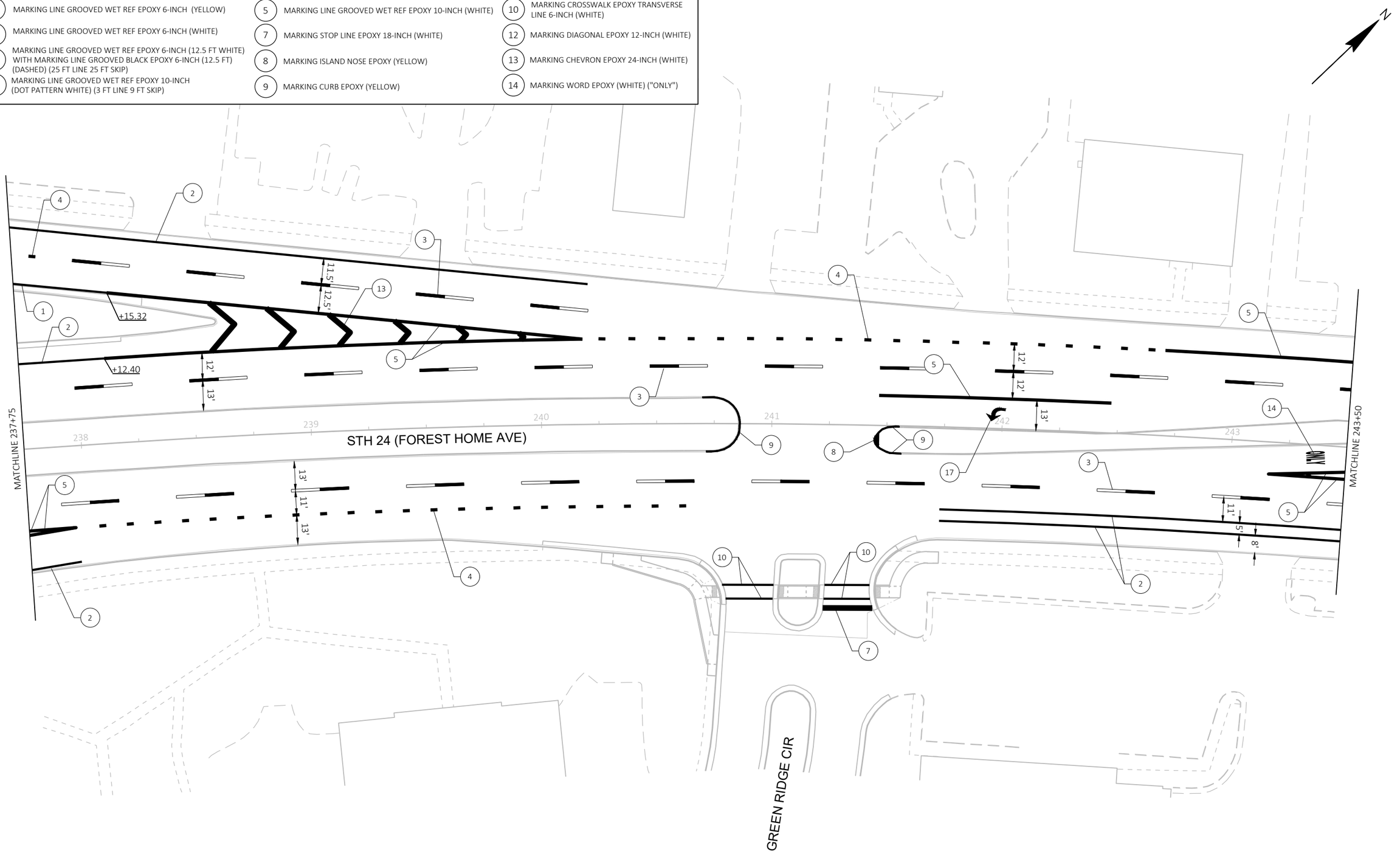
FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024518

PLOT DATE : 5/8/2024 10:02 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

| | | |
|---|---|---|
| 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) | 5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 10 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 7 MARKING STOP LINE EPOXY 18-INCH (WHITE) | 12 MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 8 MARKING ISLAND NOSE EPOXY (YELLOW) | 13 MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 4 MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 9 MARKING CURB EPOXY (YELLOW) | 14 MARKING WORD EPOXY (WHITE) ("ONLY") |




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 421 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024519

PLOT DATE : 5/8/2024 10:09 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

| | | | |
|---|---|---|---|
| 1 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) | 8 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 9 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 12 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 14 | MARKING WORD EPOXY (WHITE) ("ONLY") |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING ARROW EPOXY (WHITE) (TYPE 2) |

COLD SPRING RD

STH 24 (FOREST HOME AVE)

MATCHLINE 243+50

MATCHLINE 249+25

244 245 246 247 248 249

(DOUBLE) 1

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 422 |



FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024520
PLOT DATE : 5/8/2024 10:24 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

LEGEND

2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)

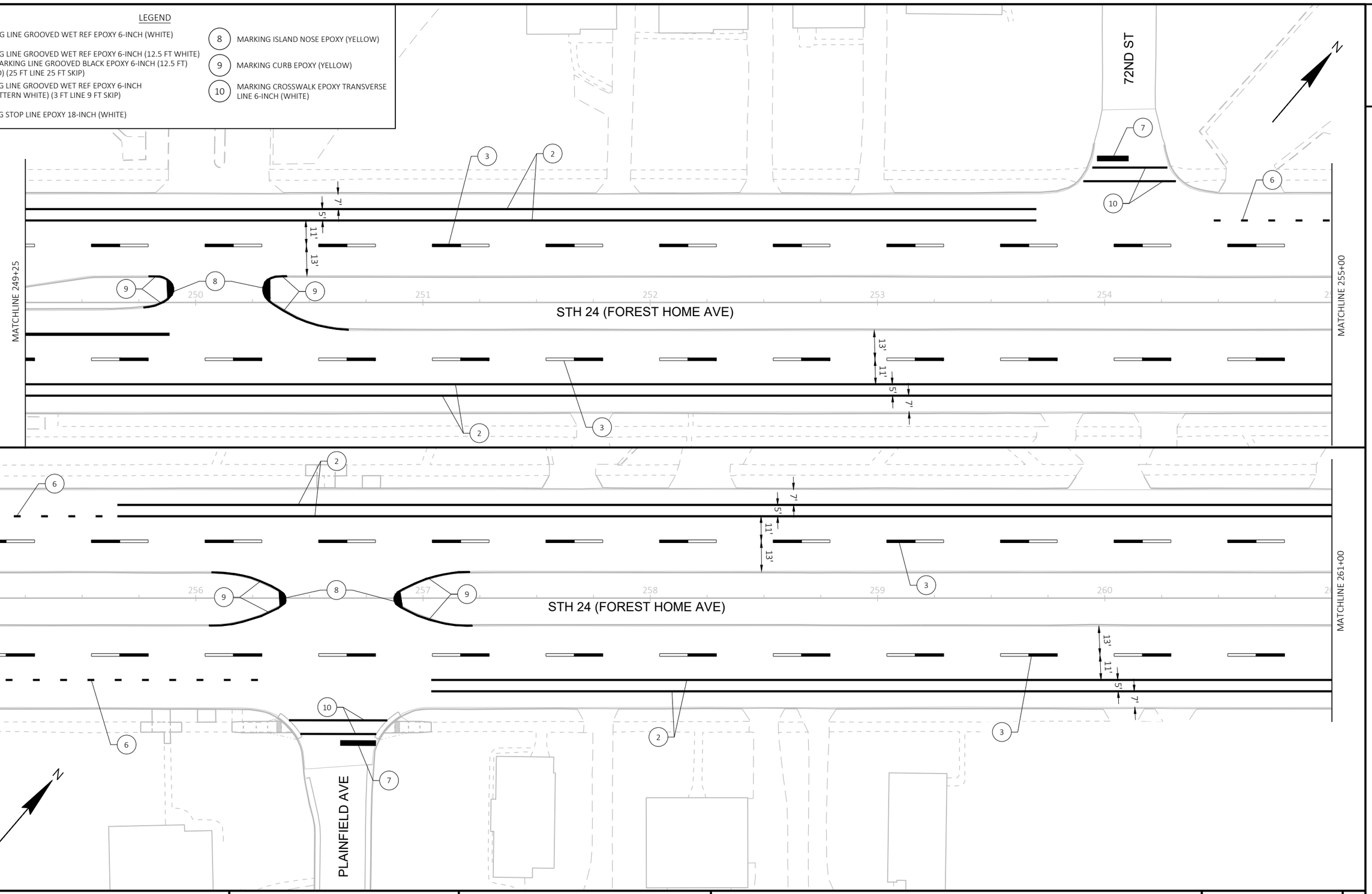
6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

7 MARKING STOP LINE EPOXY 18-INCH (WHITE)

8 MARKING ISLAND NOSE EPOXY (YELLOW)

9 MARKING CURB EPOXY (YELLOW)

10 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 423 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024521

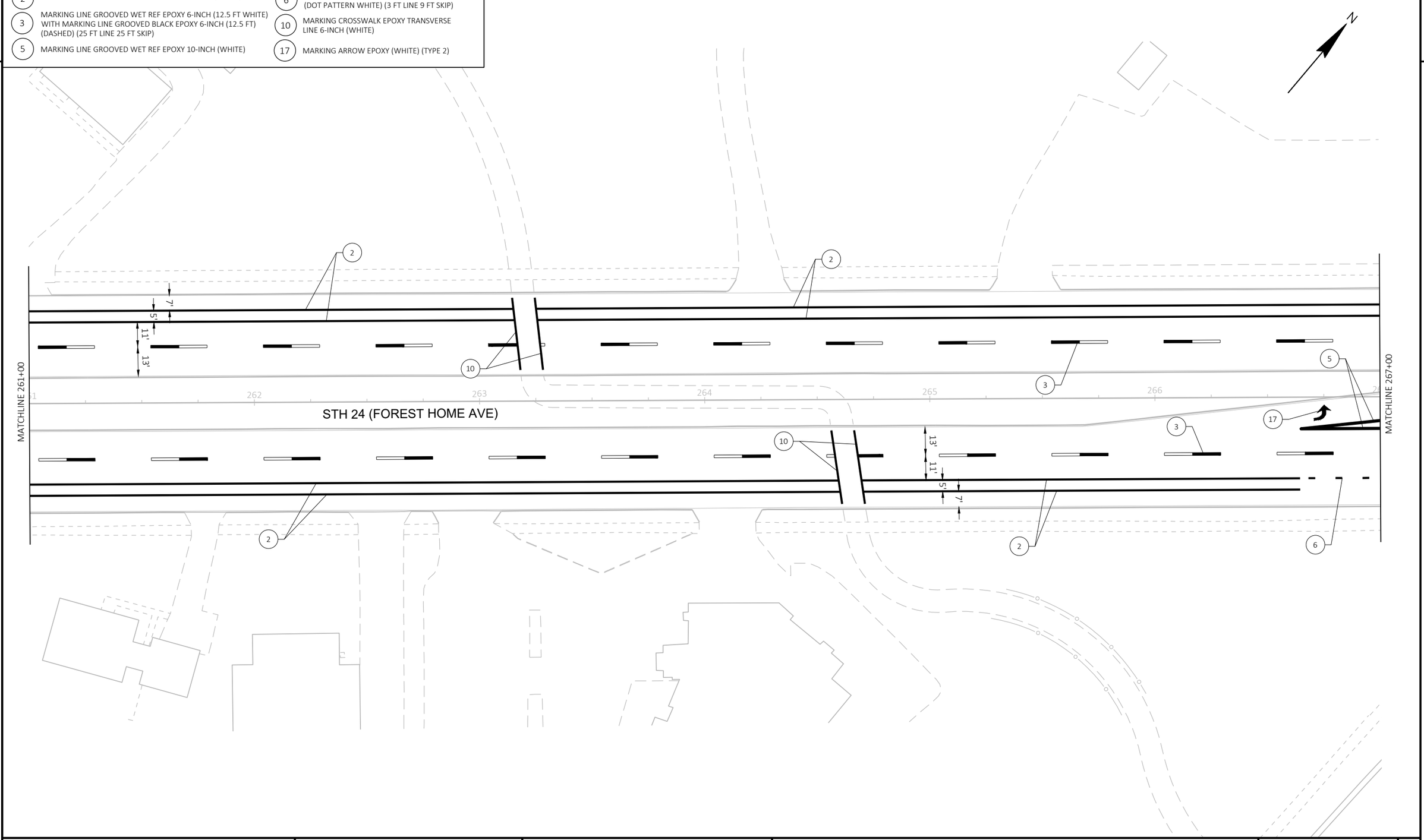
PLOT DATE : 5/8/2024 10:27 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

| | | | |
|---|---|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 17 | MARKING ARROW EPOXY (WHITE) (TYPE 2) |




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 424 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024522

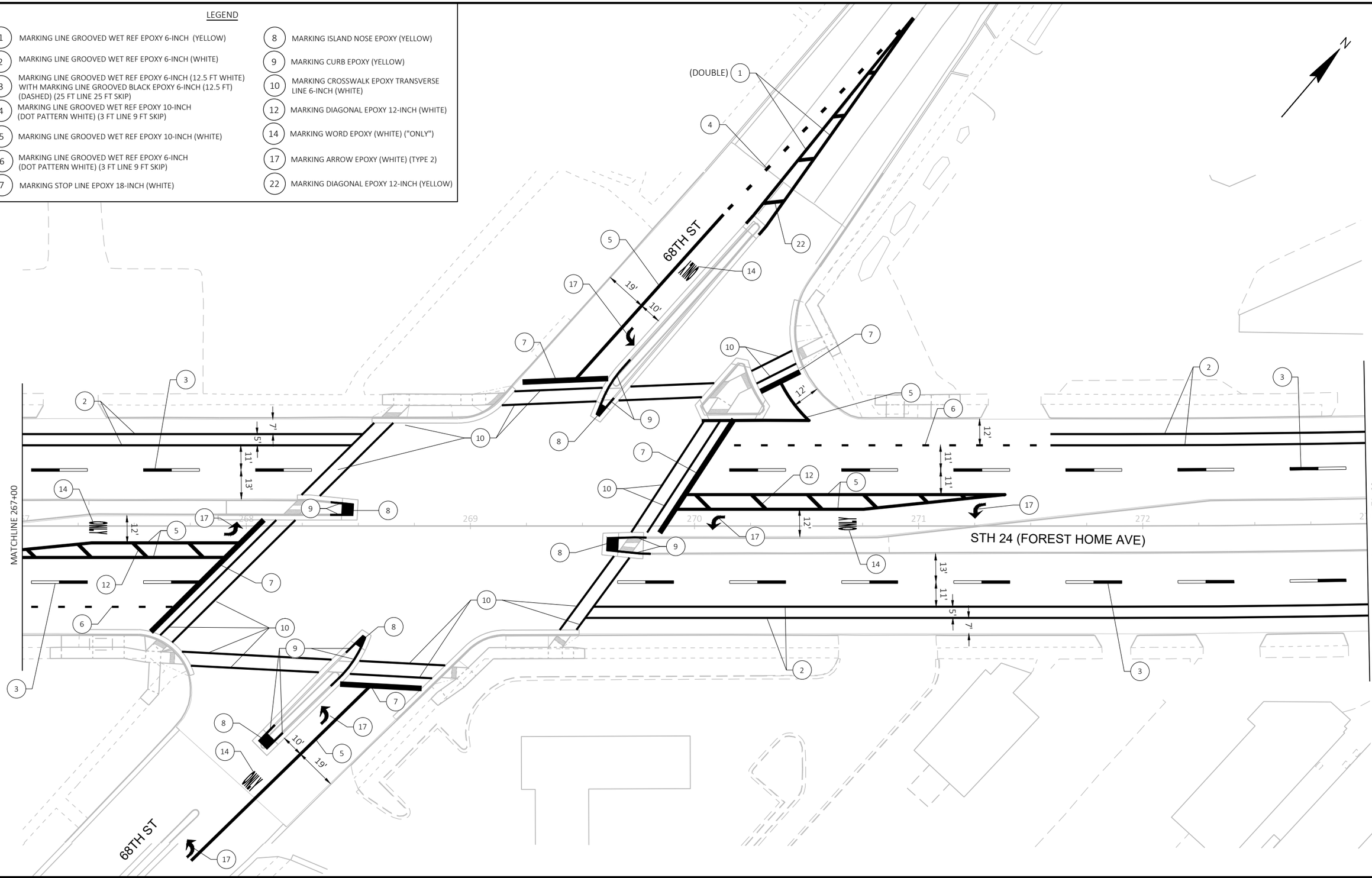
PLOT DATE : 5/8/2024 10:30 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

| | | | |
|---|---|---|---|
| 1 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) | 8 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 9 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 4 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 12 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 14 | MARKING WORD EPOXY (WHITE) ("ONLY") |
| 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 17 | MARKING ARROW EPOXY (WHITE) (TYPE 2) |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 22 | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 425 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024523

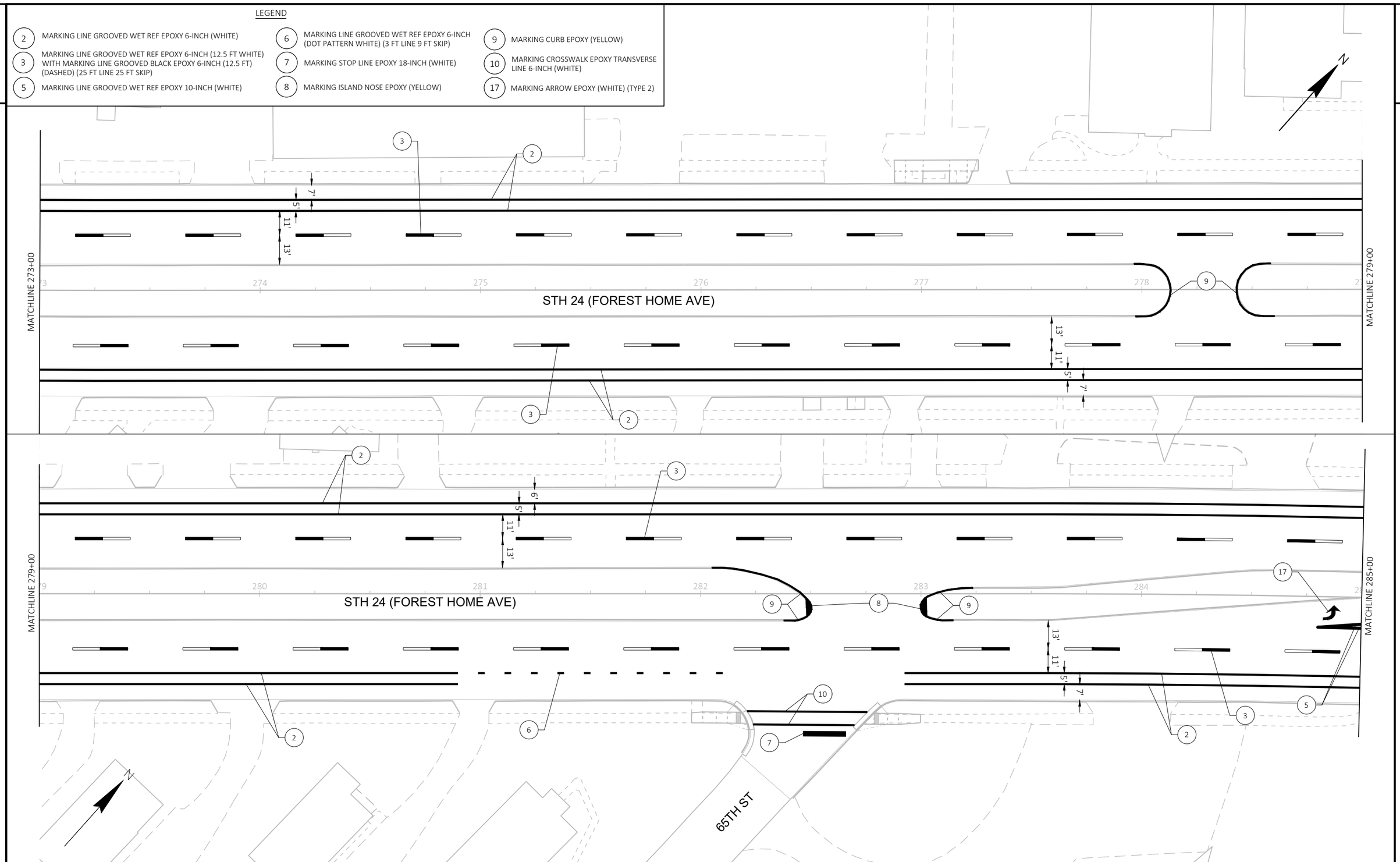
PLOT DATE : 5/8/2024 10:33 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

| | | |
|---|---|---|
| 2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 9 MARKING CURB EPOXY (YELLOW) |
| 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 7 MARKING STOP LINE EPOXY 18-INCH (WHITE) | 10 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 8 MARKING ISLAND NOSE EPOXY (YELLOW) | 17 MARKING ARROW EPOXY (WHITE) (TYPE 2) |




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 426 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024524

PLOT DATE : 5/8/2024 10:37 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

| | | | |
|---|---|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 8 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 9 | MARKING CURB EPOXY (YELLOW) |
| 4 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 12 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 14 | MARKING WORD EPOXY (WHITE) ("ONLY") |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING ARROW EPOXY (WHITE) (TYPE 2) |

HOWARD AVE

STH 24 (FOREST HOME AVE)

MATCHLINE 285+00

MATCHLINE 291+00

HONEY CREEK

N

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 427 | E |
|---|---|---|---|---|---|

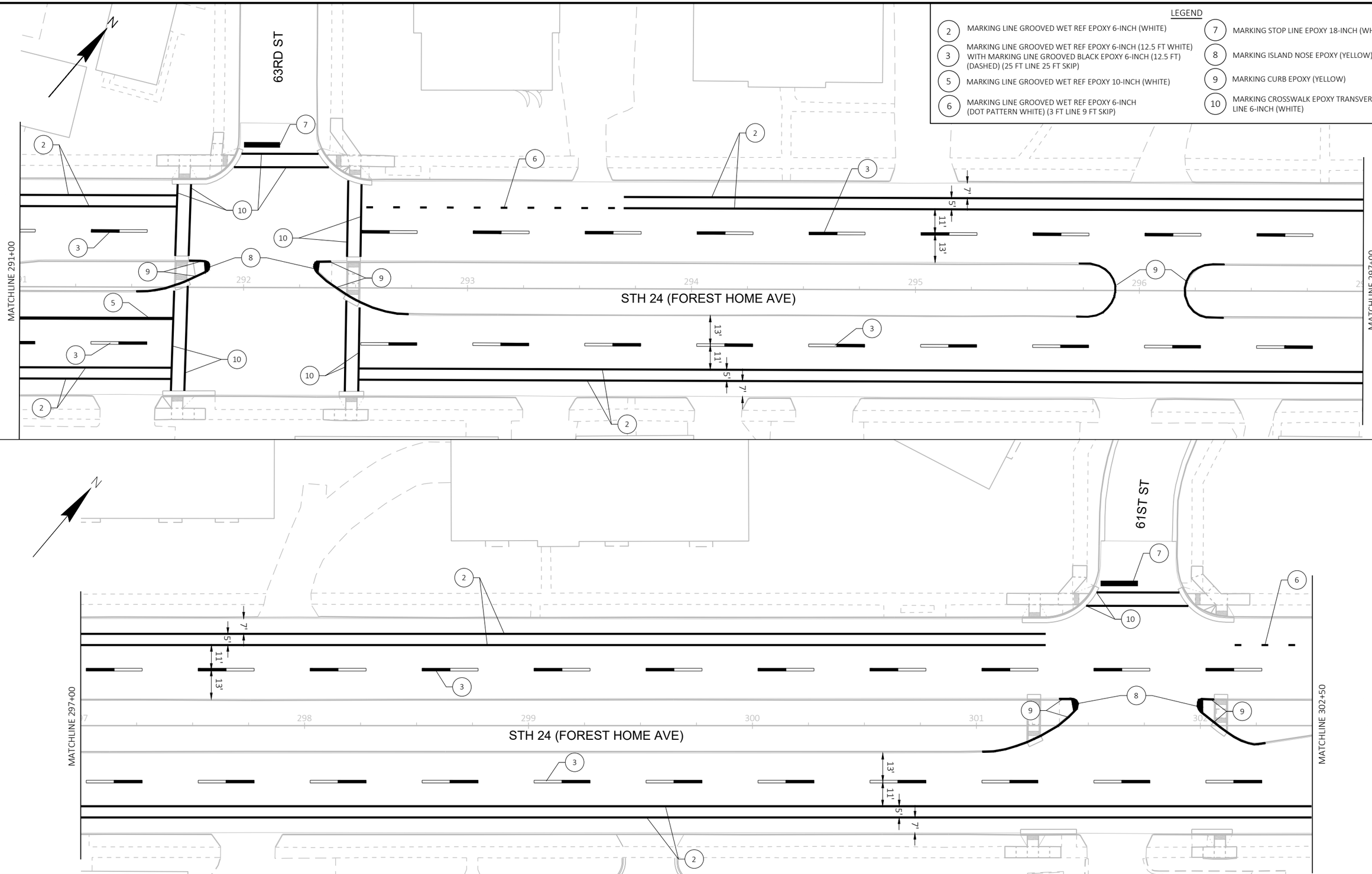
FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024525

PLOT DATE : 5/8/2024 10:41 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

| | | | |
|---|---|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 8 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 9 | MARKING CURB EPOXY (YELLOW) |
| 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |



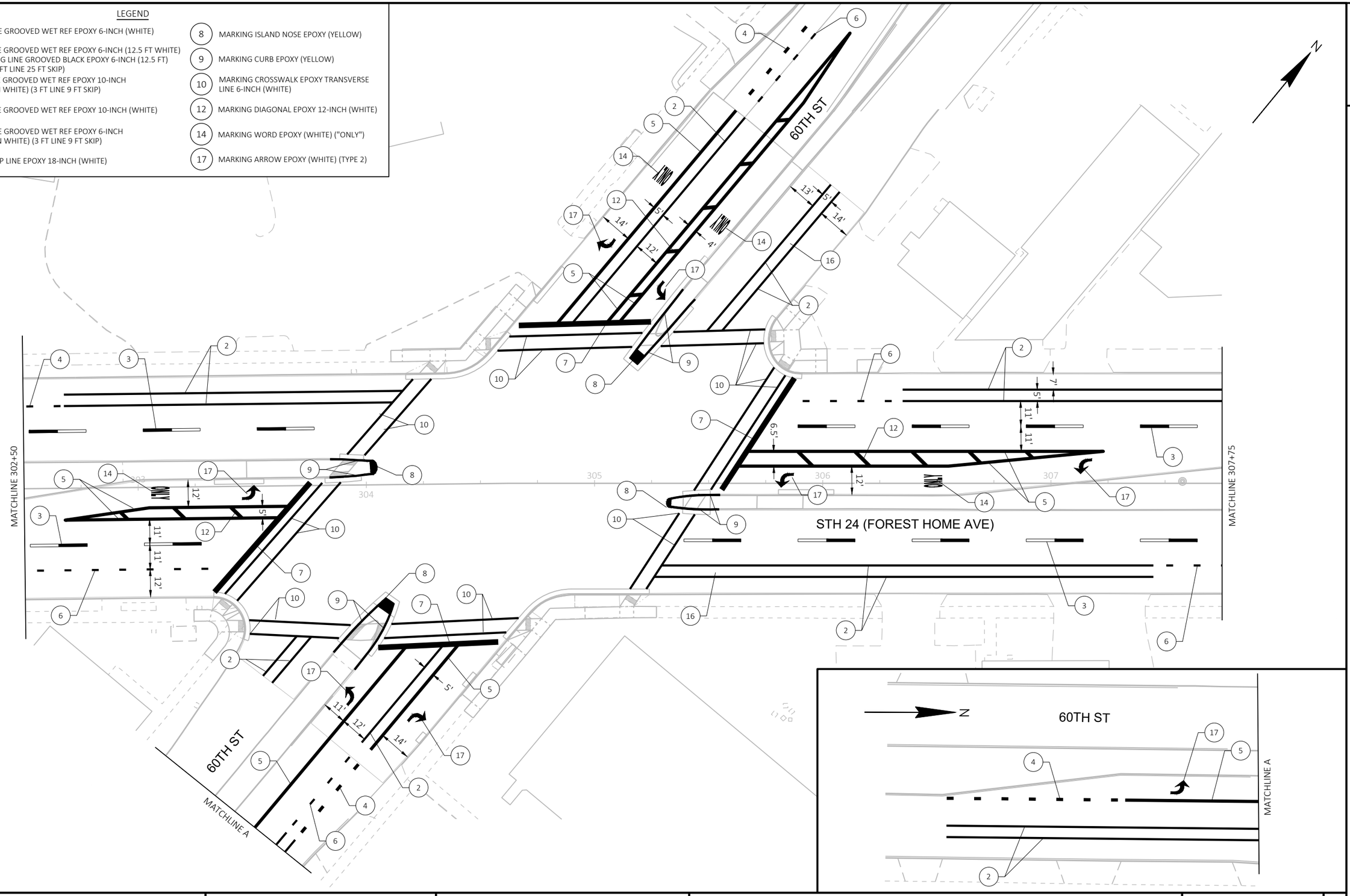

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 428 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024526

PLOT DATE : 5/8/2024 10:43 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

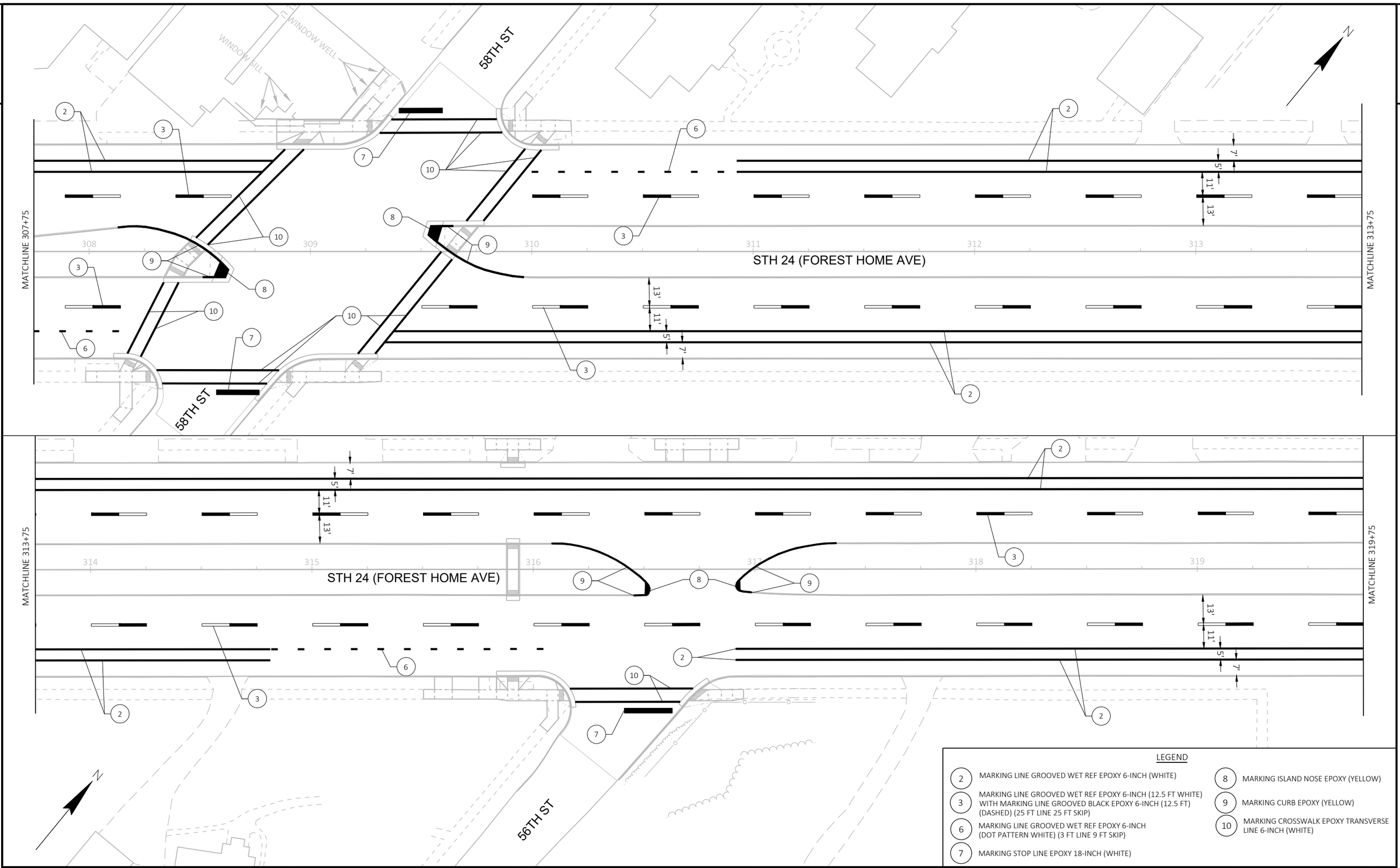
| | | | |
|---|---|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 8 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 9 | MARKING CURB EPOXY (YELLOW) |
| 4 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 12 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 14 | MARKING WORD EPOXY (WHITE) ("ONLY") |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING ARROW EPOXY (WHITE) (TYPE 2) |




2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 429 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024527
PLOT DATE : 5/8/2024 10:47 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




LEGEND

| | |
|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) |
| 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) |
| 8 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 9 | MARKING CURB EPOXY (YELLOW) |
| 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |

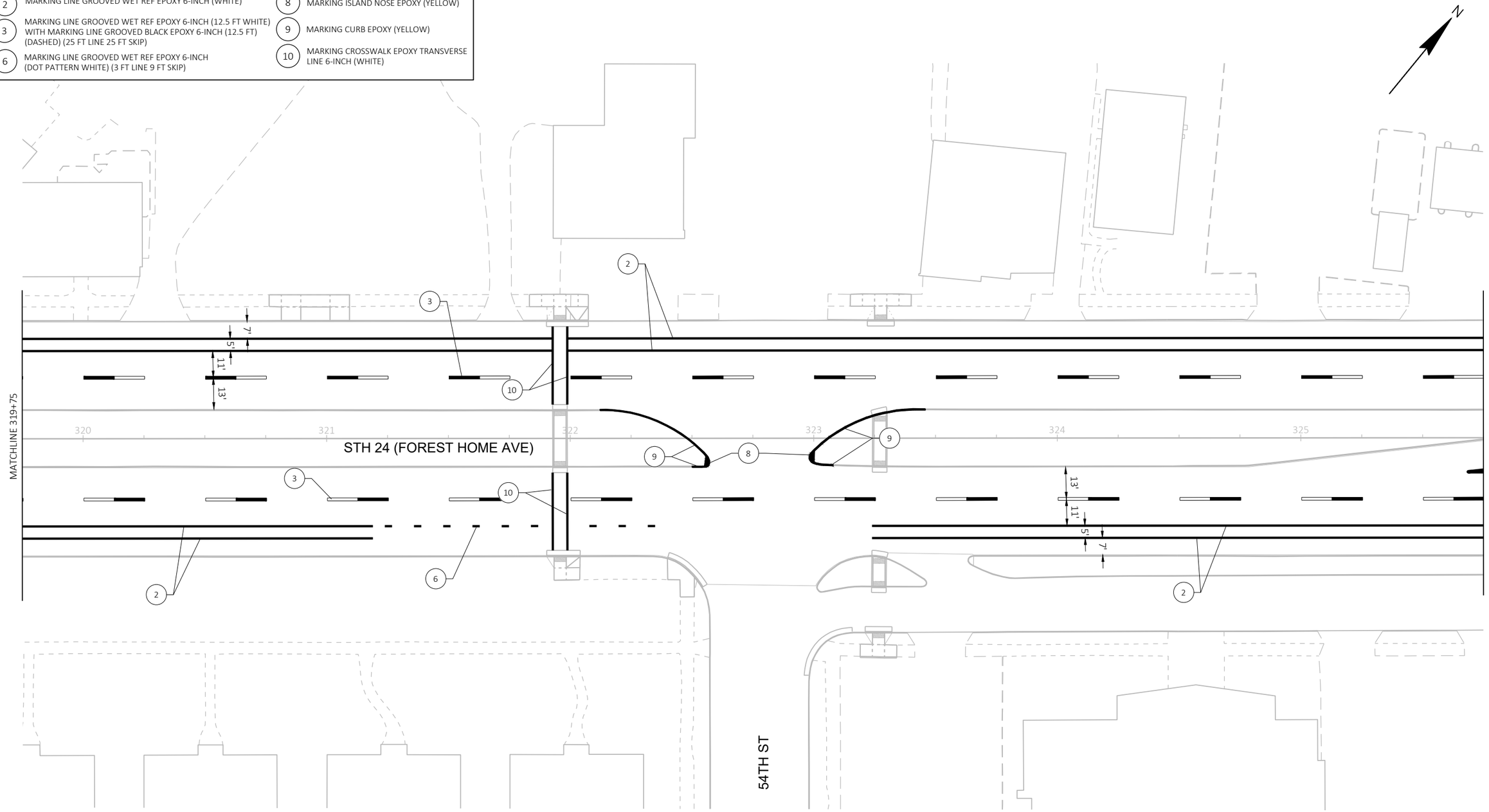
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 430 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024528

PLOT DATE : 5/8/2024 10:50 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- (2) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (3) MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)
- (6) MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- (8) MARKING ISLAND NOSE EPOXY (YELLOW)
- (9) MARKING CURB EPOXY (YELLOW)
- (10) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)




2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 431 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024529
PLOT DATE : 5/8/2024 10:52 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

| | | | |
|---|---|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 9 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) | 12 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 14 | MARKING WORD EPOXY (WHITE) ("ONLY") |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING ARROW EPOXY (WHITE) (TYPE 2) |
| 8 | MARKING ISLAND NOSE EPOXY (YELLOW) | | |

N

MORGAN AVE

STH 24 (FOREST HOME AVE)

MATCHLINE 325+75

MATCHLINE 331+75

BUS SHELTER

326 327 328 329 330 331

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 432 E |

2

LEGEND

2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)

5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)

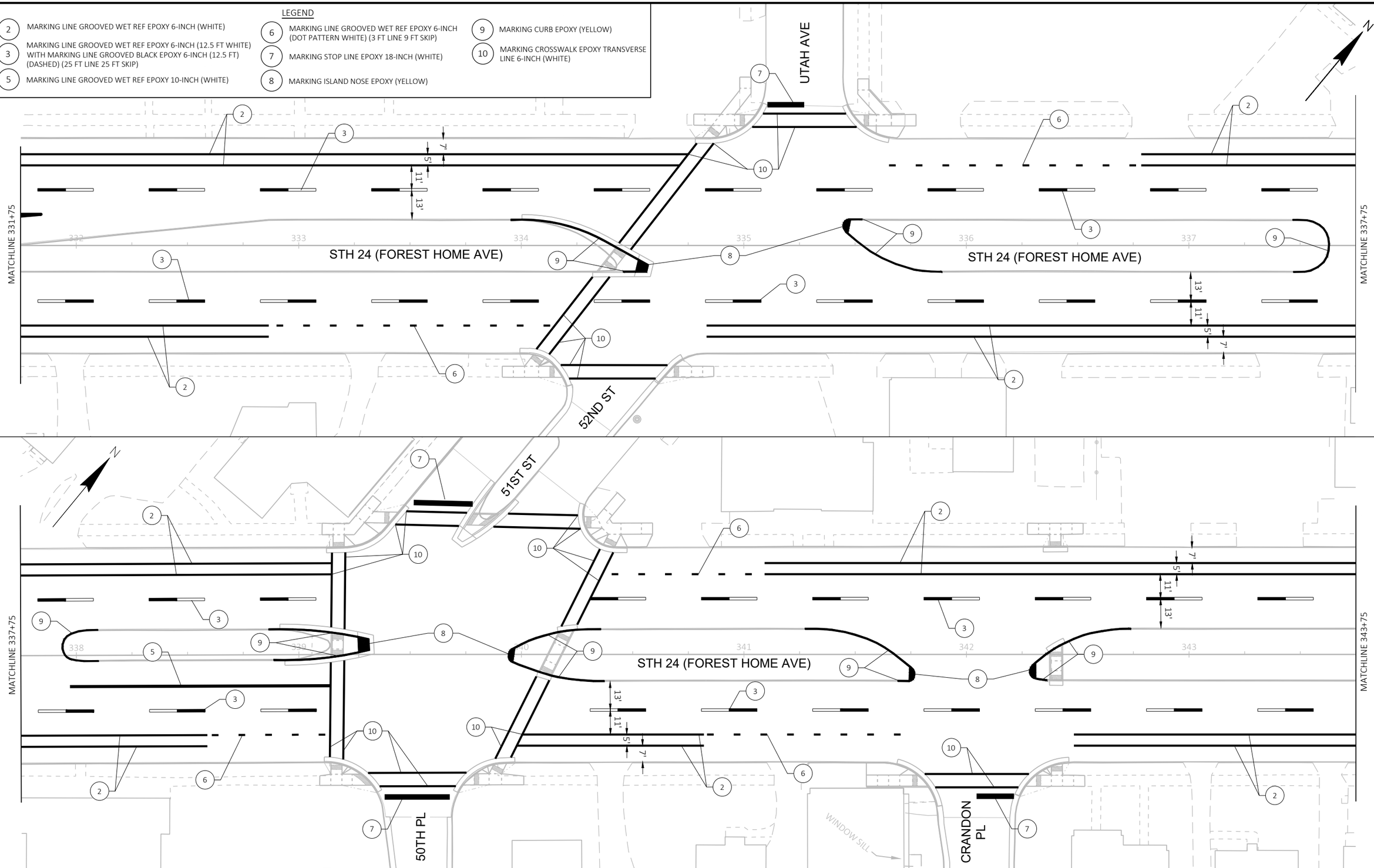
6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

7 MARKING STOP LINE EPOXY 18-INCH (WHITE)

8 MARKING ISLAND NOSE EPOXY (YELLOW)

9 MARKING CURB EPOXY (YELLOW)

10 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)



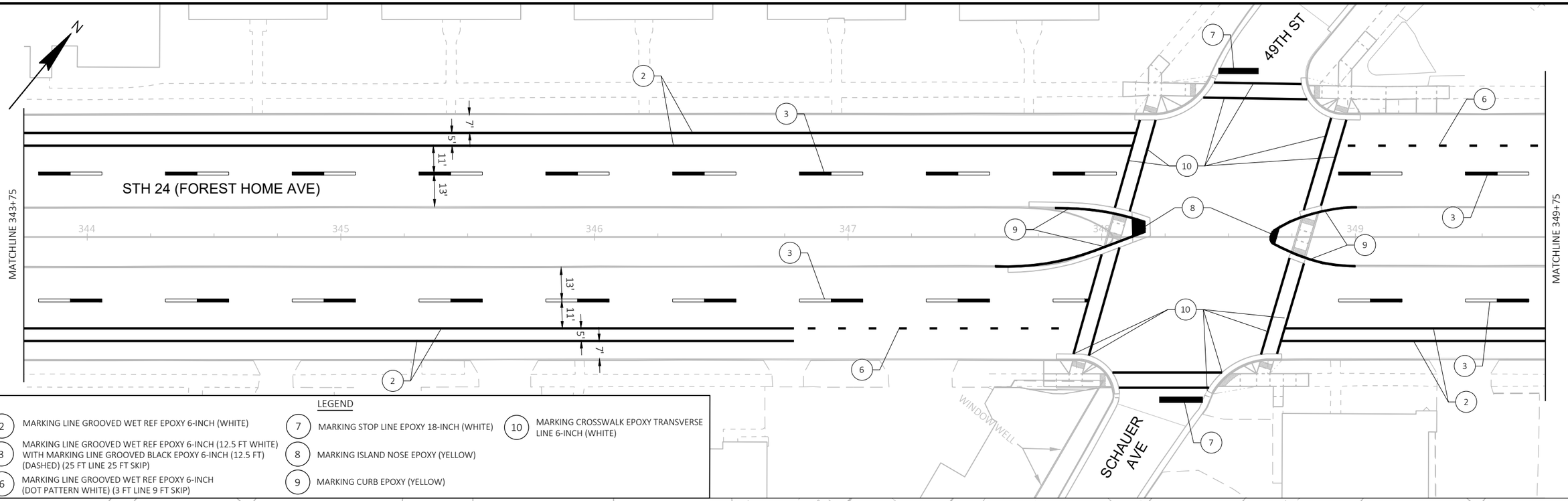

2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 433 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024531

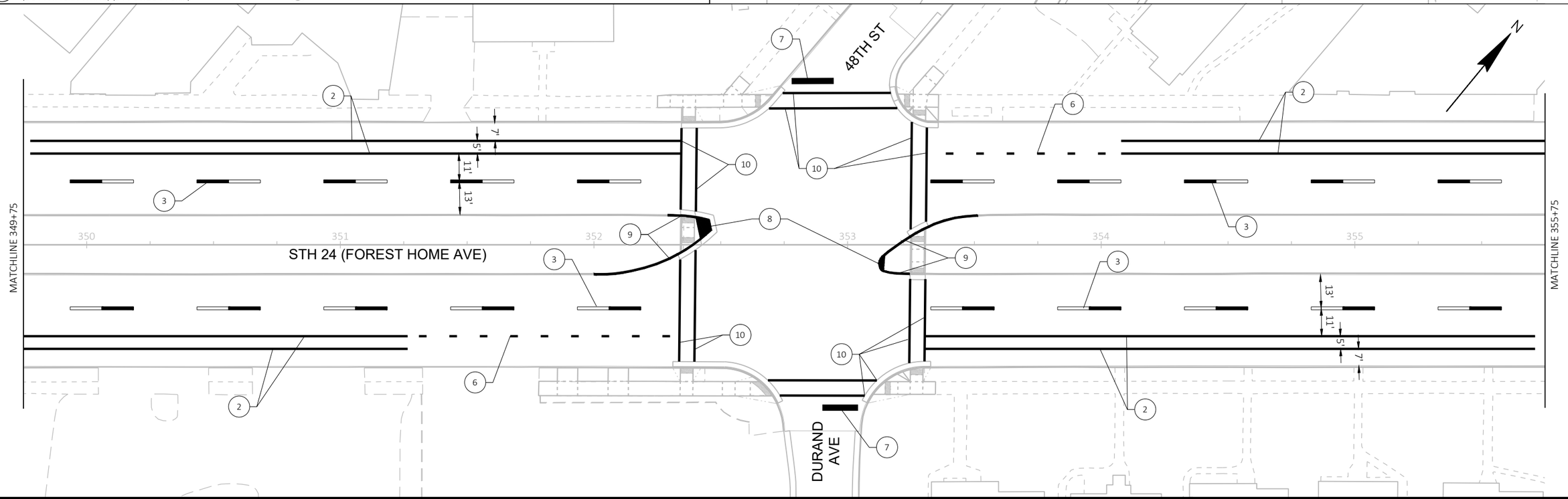
PLOT DATE : 5/8/2024 11:00 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



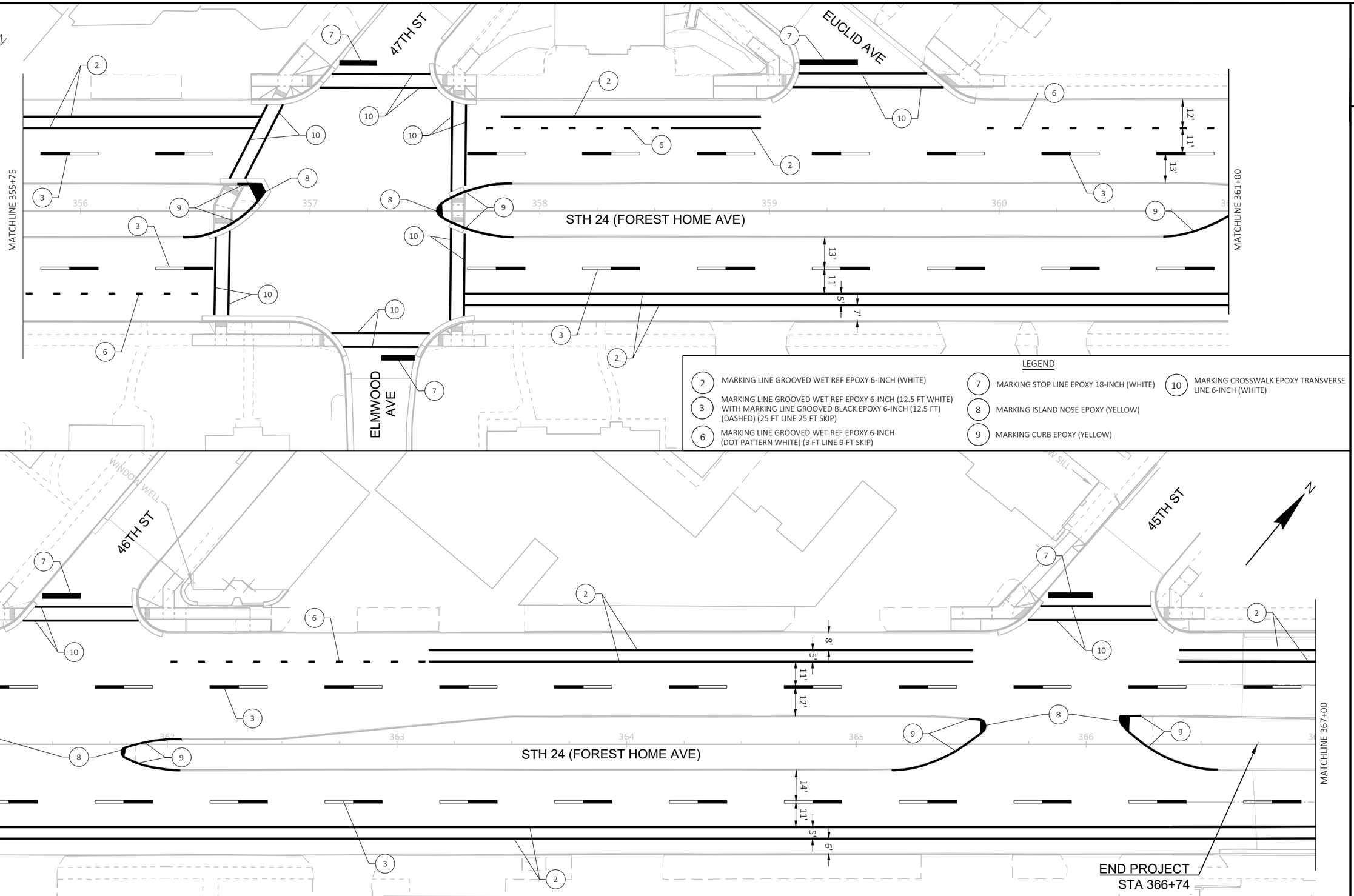

LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) | 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) | 8 | MARKING ISLAND NOSE EPOXY (YELLOW) | | |
| 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 9 | MARKING CURB EPOXY (YELLOW) | | |




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 434 | E |
|---|---|---|---|---|---|

2




LEGEND

- 2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP)
- 6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 7 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 8 MARKING ISLAND NOSE EPOXY (YELLOW)
- 9 MARKING CURB EPOXY (YELLOW)
- 10 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

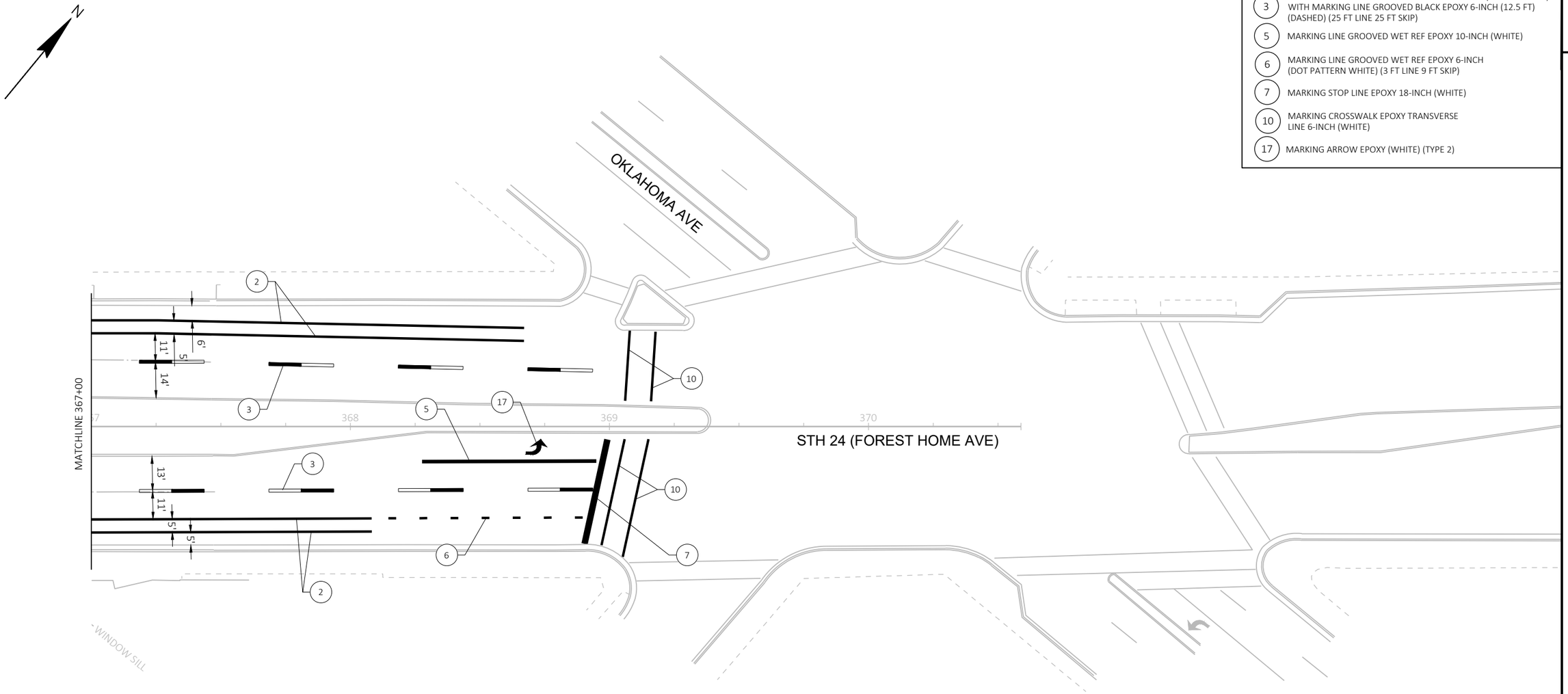
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 435 | E |
|---|---|---|---|---|---|

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024533
PLOT DATE : 5/8/2024 11:07 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

| | |
|---|---|
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) |
| 3 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT) (DASHED) (25 FT LINE 25 FT SKIP) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) |
| 6 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 7 | MARKING STOP LINE EPOXY 18-INCH (WHITE) |
| 10 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 17 | MARKING ARROW EPOXY (WHITE) (TYPE 2) |




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 436 E |

FILE NAME : \\WKERTOVFILPI01\N3PUBLIC\PDS\C3D\21201800\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024534

PLOT DATE : 5/8/2024 11:09 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

GENERAL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL TRAFFIC CONTROL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED IN THE PLANS.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 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 PORTABLE SUPPORTS.
- SIGNS SHALL NOT BE MOUNTED ON ANY CITY OF GREENFIELD LIGHT POLES.
- A TAPER OF 5 REFLECTORIZED DRUMS @10' SPACING SHOULD BE PLACED AHEAD OF PCMS.
- *DROP OFF PROTECTION AS STATED IN STANDARD SPECIFICATION 104.6.1.2.3 REQUIRED FOR STAGE 1. REFER TO SDD: "HMA LONGITUDINAL JOINTS: NOTCHED WEDGE JOINT"

STAGE 1:

- CLOSE OUTSIDE LANE AND OUTSIDE SHOULDER/PARKING LANE.
- PERFORM THE FOLLOWING WORK: CURB RAMP MODIFICATIONS, SIDEWALK, CONCRETE BASE PATCHING, MILL AND PLACE THE LOWER LAYER OF HMA, SIGNAL WORK, AND GUARDRAIL INSTALLATION.

STAGE 2:

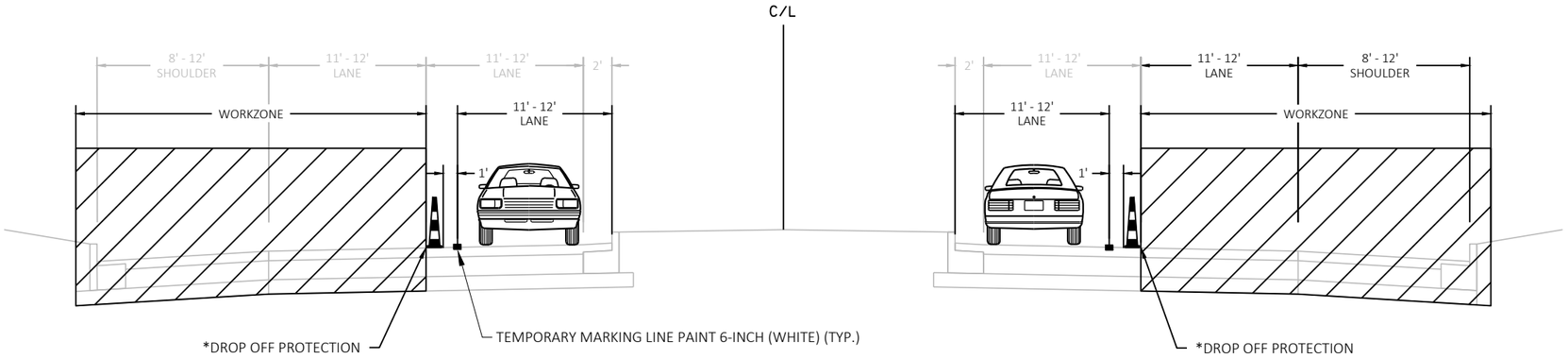
- CLOSE INSIDE LANE AND SHIFT TRAFFIC TO THE OUTSIDE SHOULDER.
- PERFORM THE FOLLOWING WORK: CURB RAMP MODIFICATIONS WITHIN THE MEDIAN, CONCRETE BASE PATCHING, MILL AND PLACE THE LOWER LAYER OF HMA, SIGNAL WORK, AND GUARDRAIL INSTALLATION.

STAGE 3:

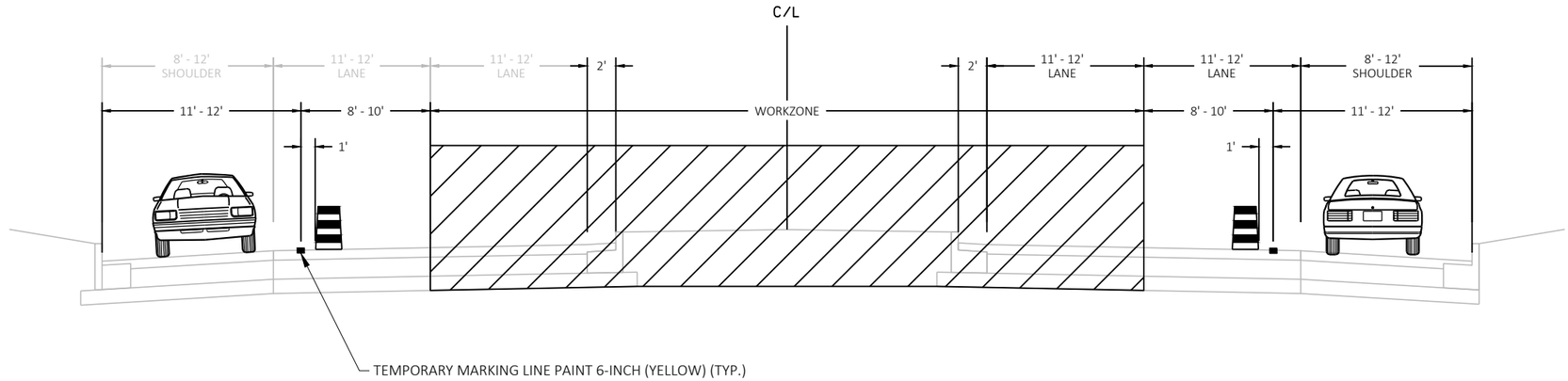
- CLOSE OUTSIDE LANE AND OUTSIDE SHOULDER/PARKING LANE.
- PERFORM THE FOLLOWING WORK: PLACE THE UPPER LAYER OF HMA AND BRIDGE DECK SEAL OF B-40-77.

STAGE 4:

- CLOSE INSIDE LANE AND SHIFT TRAFFIC TO THE OUTSIDE SHOULDER.
- PERFORM THE FOLLOWING WORK: PLACE THE UPPER LAYER OF HMA AND BRIDGE DECK SEAL OF B-40-77.




TYPICAL SECTION
STH 24 (W FOREST HOME AVE) - STAGE 1 & 3



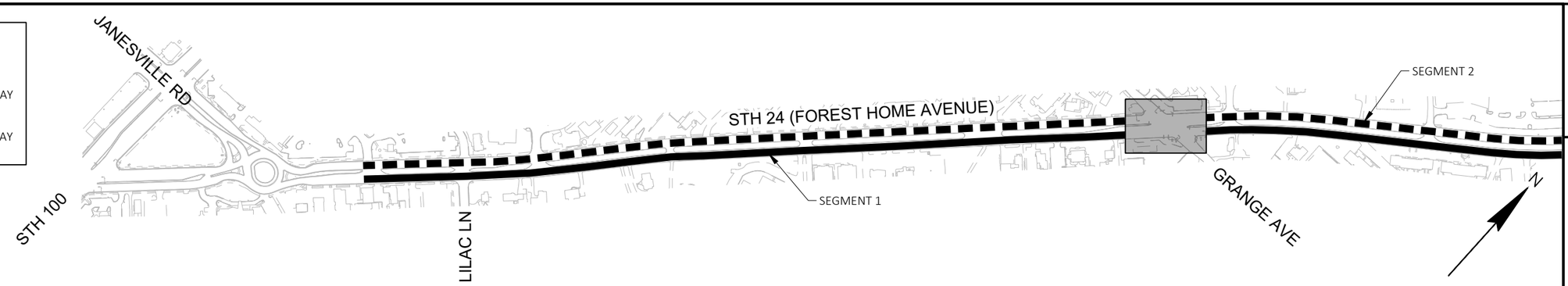

TYPICAL SECTION
STH 24 (W FOREST HOME AVE) - STAGE 2 & 4

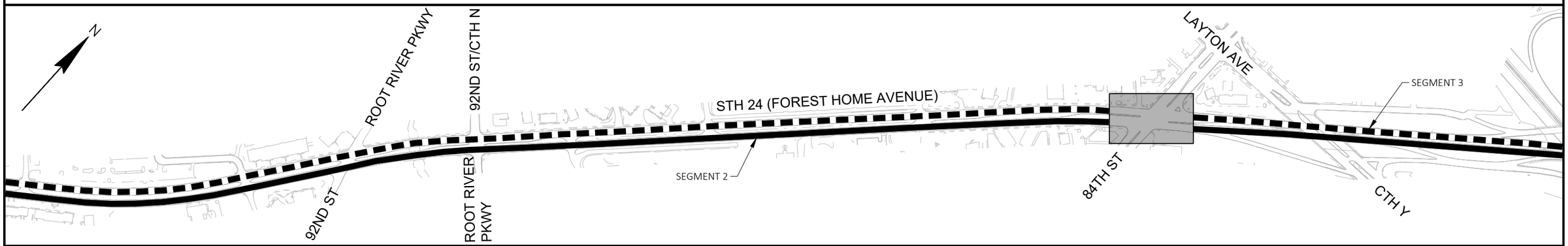
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - TYPICAL SECTION & GENERAL NOTES | SHEET 437 | E |
|---|---|---|---|---|---|

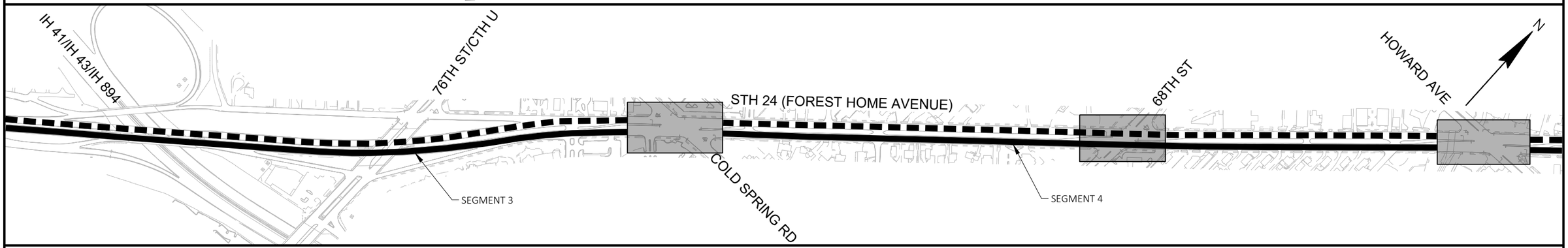
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\025100_TC.DWG
LAYOUT NAME - 01
PLOT DATE : 10/24/2024 4:10 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

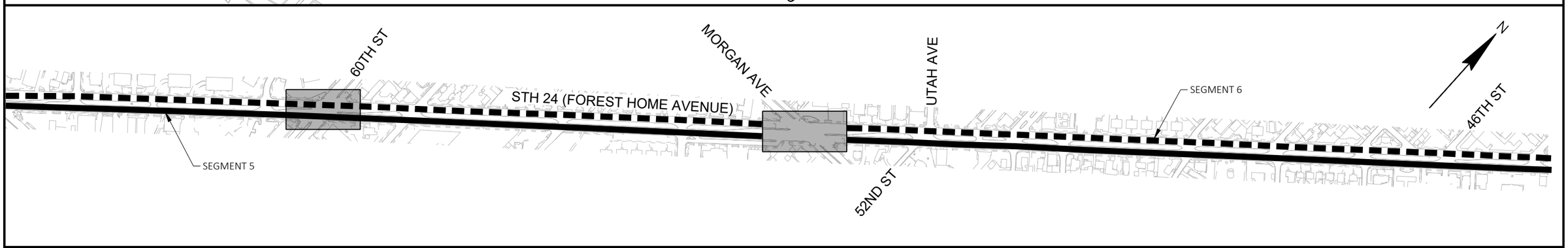
LEGEND

- MAJOR INTERSECTIONS
- NORTHBOUND MAINLINE MILL & OVERLAY SEGMENTS
- SOUTHBOUND MAINLINE MILL & OVERLAY SEGMENTS

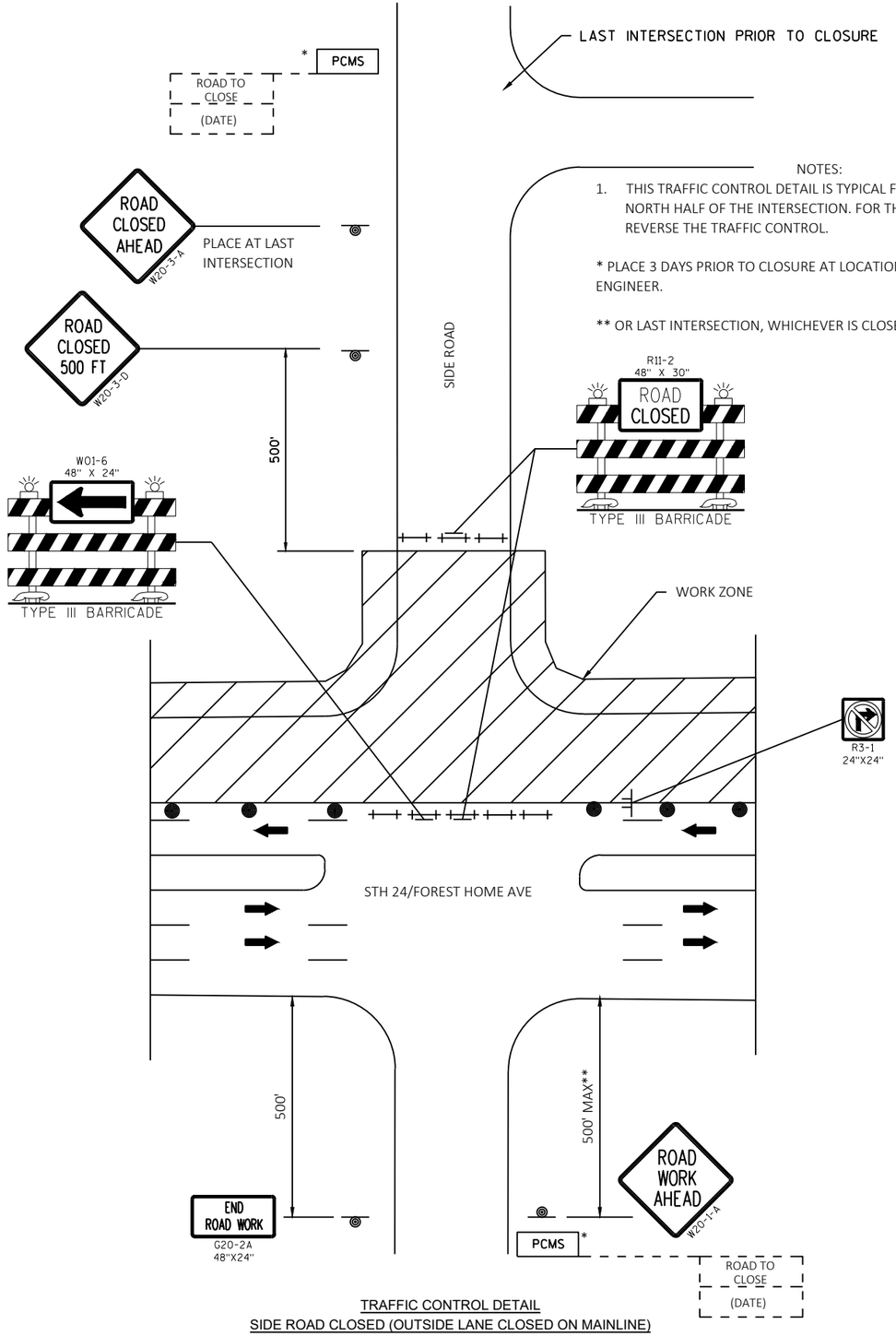



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL OVERVIEW | SHEET 438 | E |
|---|---|---|---|---|---|




NOTES:

1. THIS TRAFFIC CONTROL DETAIL IS TYPICAL FOR CLOSING THE NORTH HALF OF THE INTERSECTION. FOR THE SOUTH HALF, REVERSE THE TRAFFIC CONTROL.

* PLACE 3 DAYS PRIOR TO CLOSURE AT LOCATIONS AS DIRECTED BY THE ENGINEER.

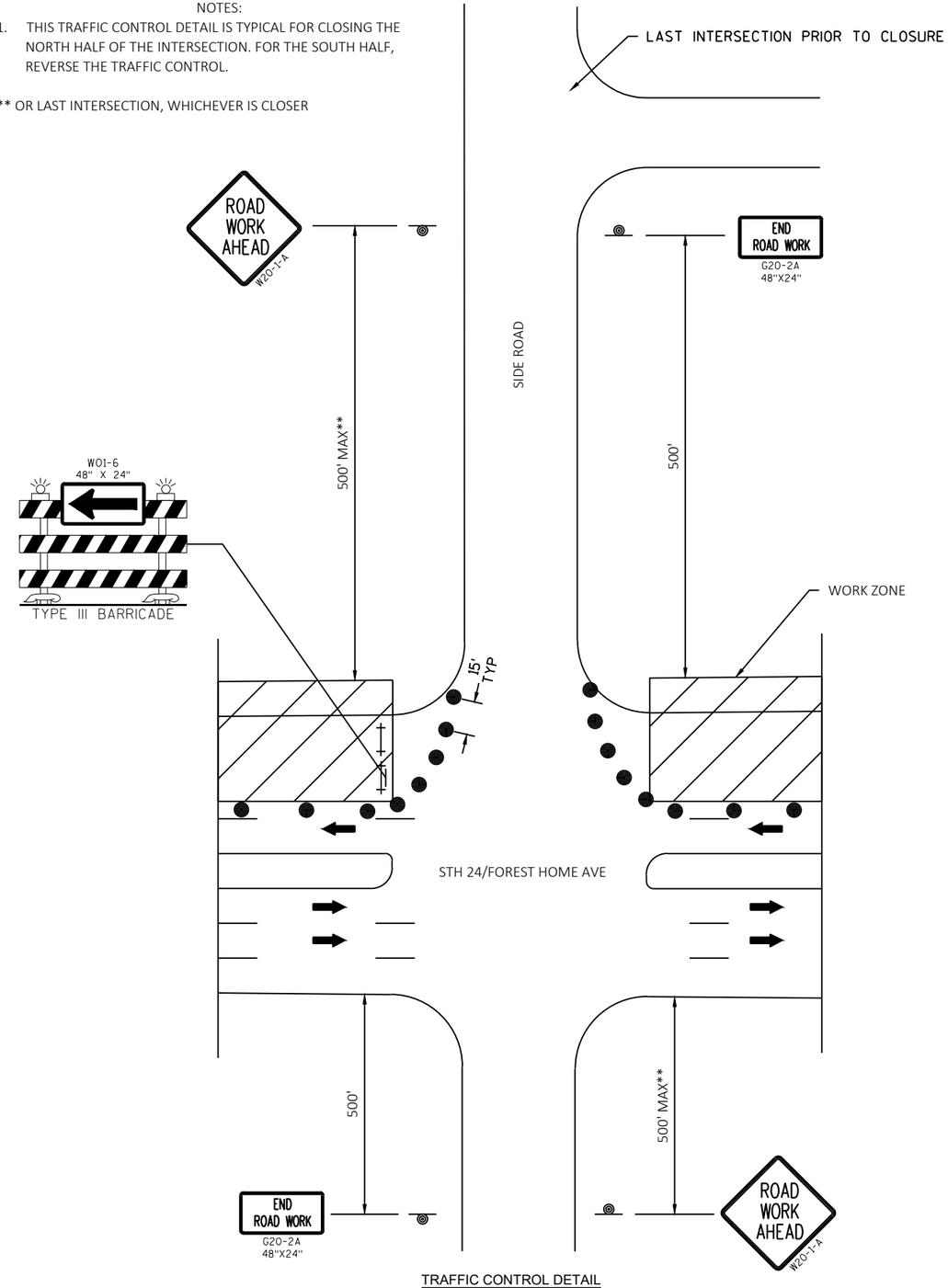
** OR LAST INTERSECTION, WHICHEVER IS CLOSER

TRAFFIC CONTROL DETAIL
SIDE ROAD CLOSED (OUTSIDE LANE CLOSED ON MAINLINE)

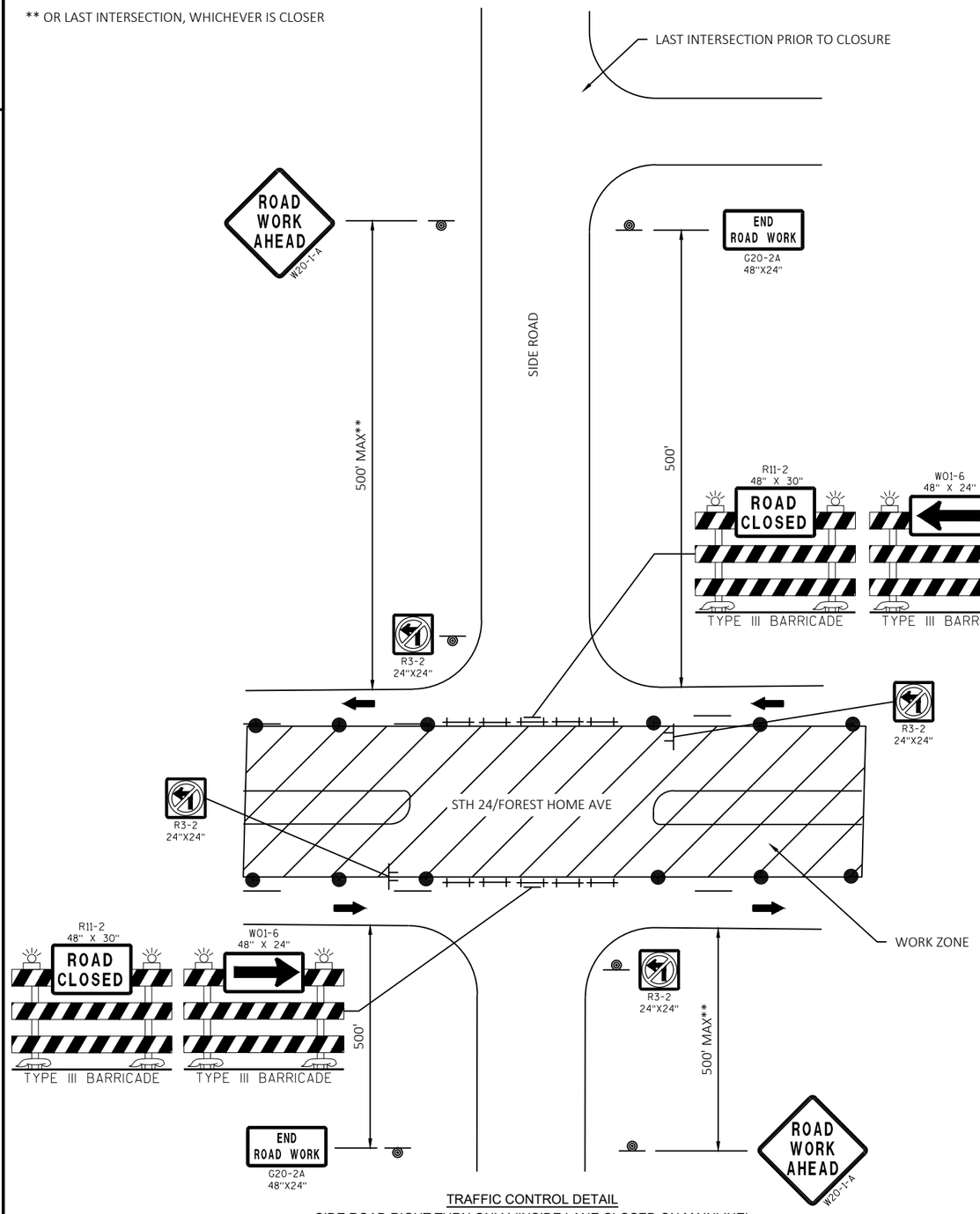
NOTES:

1. THIS TRAFFIC CONTROL DETAIL IS TYPICAL FOR CLOSING THE NORTH HALF OF THE INTERSECTION. FOR THE SOUTH HALF, REVERSE THE TRAFFIC CONTROL.

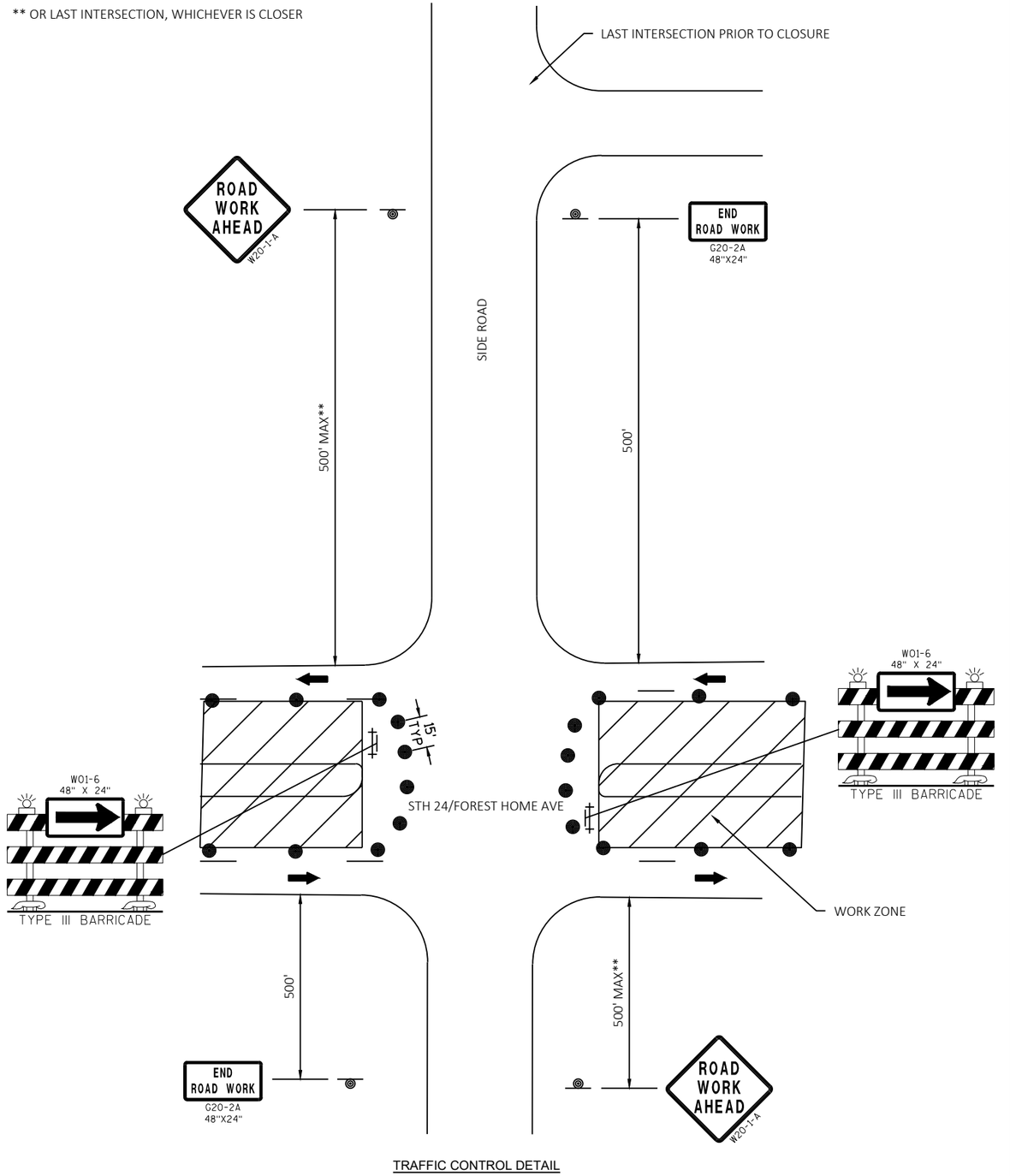
** OR LAST INTERSECTION, WHICHEVER IS CLOSER




TRAFFIC CONTROL DETAIL
SIDE ROAD OPEN (OUTSIDE LANE CLOSED ON MAINLINE)

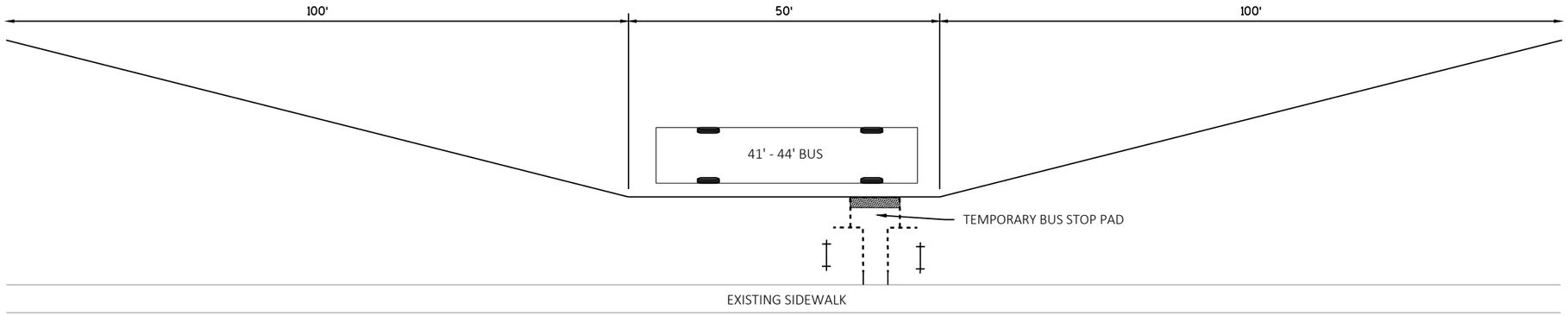



TRAFFIC CONTROL DETAIL
SIDE ROAD RIGHT TURN ONLY (INSIDE LANE CLOSED ON MAINLINE)

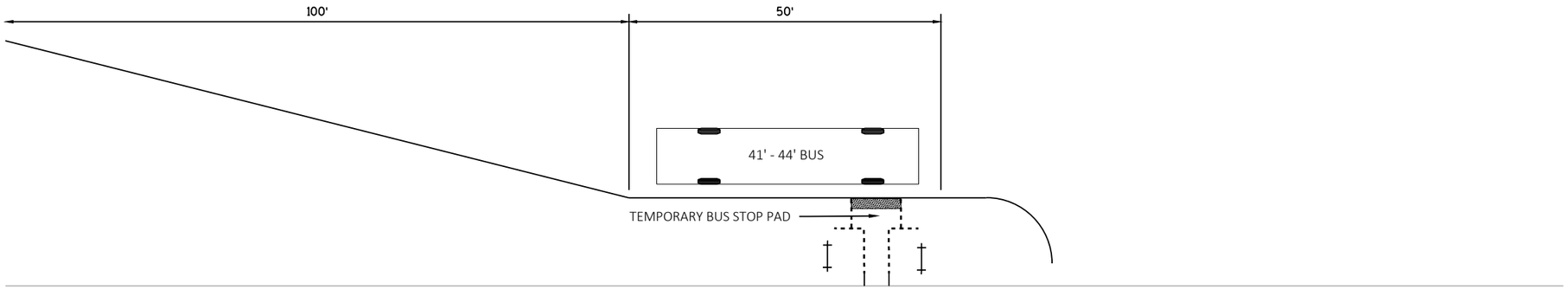



TRAFFIC CONTROL DETAIL
SIDE ROAD OPEN (INSIDE LANE CLOSED ON MAINLINE)

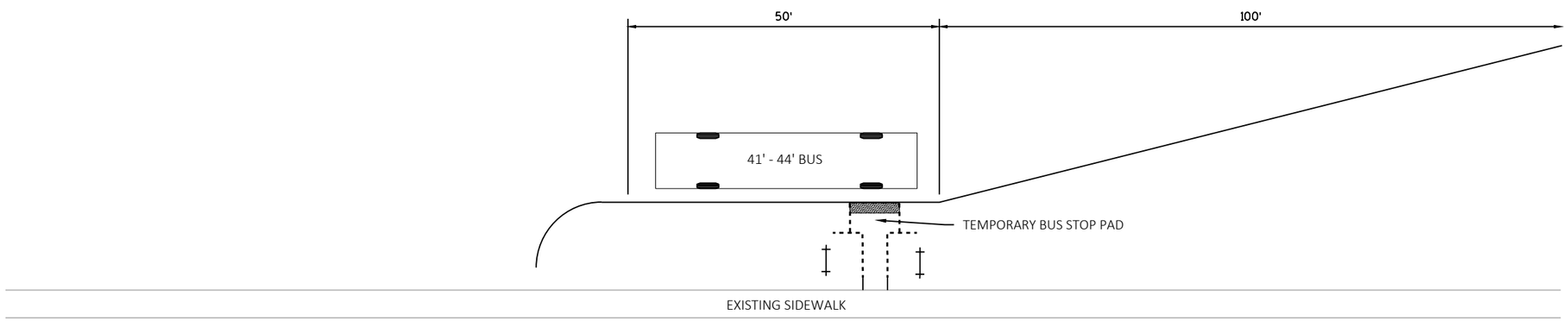
2




MID-BLOCK BUS STOP




NEARSIDE BUS STOP

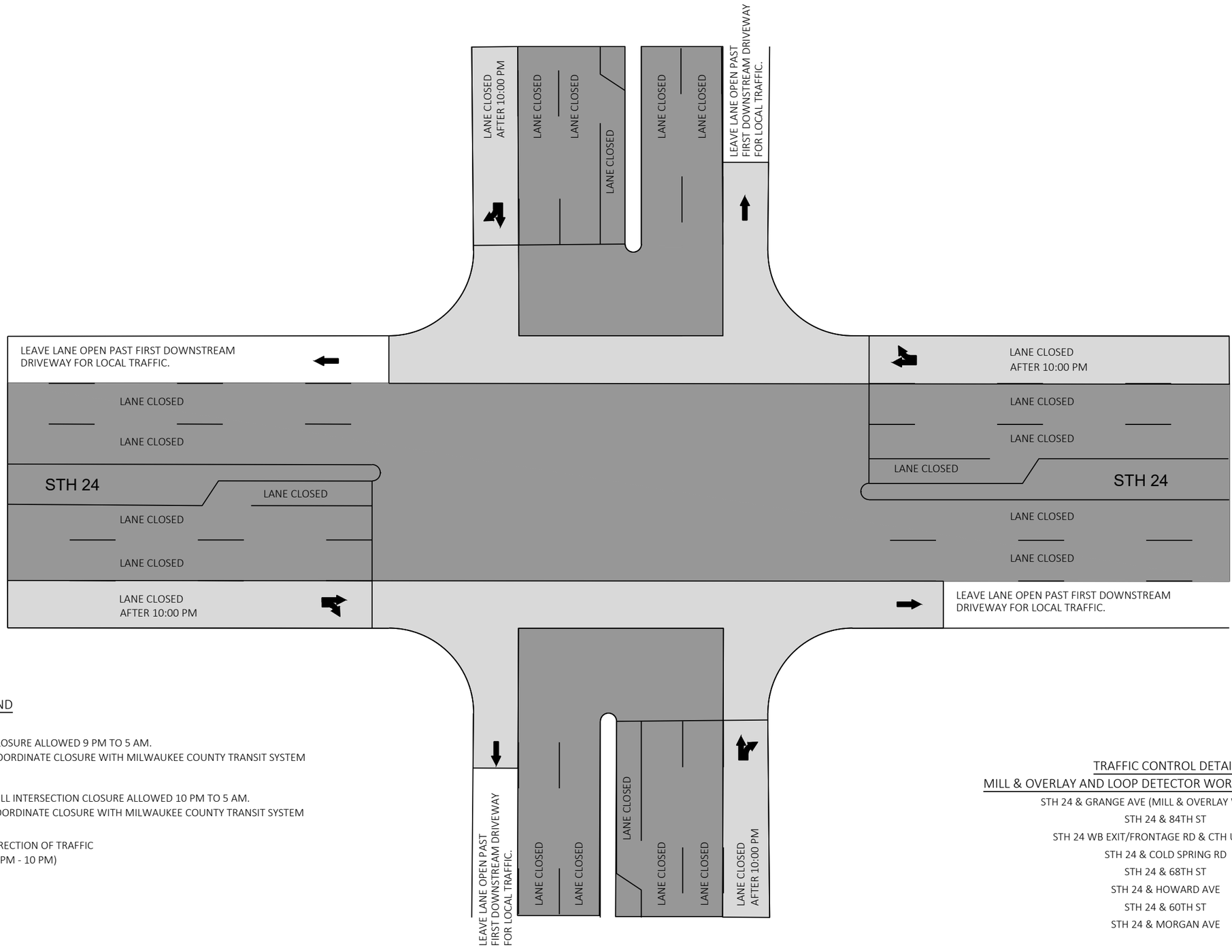



FARSIDE BUS STOP

TRAFFIC CONTROL DETAIL
TEMPORARY BUS STOP PULL OUTS

NOTE: APPLY DETAIL WHERE SPACE IS AVAILABLE

2




LEGEND

CLOSURE ALLOWED 9 PM TO 5 AM.
COORDINATE CLOSURE WITH MILWAUKEE COUNTY TRANSIT SYSTEM

FULL INTERSECTION CLOSURE ALLOWED 10 PM TO 5 AM.
COORDINATE CLOSURE WITH MILWAUKEE COUNTY TRANSIT SYSTEM

DIRECTION OF TRAFFIC
(9 PM - 10 PM)

TRAFFIC CONTROL DETAIL
MILL & OVERLAY AND LOOP DETECTOR WORK AT INTERSECTIONS

STH 24 & GRANGE AVE (MILL & OVERLAY WORK ONLY)
STH 24 & 84TH ST
STH 24 WB EXIT/FRONTAGE RD & CTH U/76TH ST
STH 24 & COLD SPRING RD
STH 24 & 68TH ST
STH 24 & HOWARD AVE
STH 24 & 60TH ST
STH 24 & MORGAN AVE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - CONSTRUCTION DETAILS | SHEET 442 | E |
|---|---|---|---|---|---|

2

2

JANESVILLE RD

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

500'
100'
EXIST R/W
25' TYP
STH 24 (FOREST HOME AVE)
MATCHLINE 95+00
R1
1
11'
10'
120'
245'
25' TYP
EXIST R/W

350'
350'
RIGHT LANE CLOSED AHEAD
W20-5A
W04-2R
ROAD WORK AHEAD
W20-1A
350'

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

TEMPORARY PAVEMENT MARKING LEGEND

- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- R1 MARKING REMOVAL LINE 4-INCH

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 443 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 00

PLOT DATE : 7/28/2024 12:53 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

STH 24 (FOREST HOME AVE)

MATCHLINE 95+00

MATCHLINE 101+00

25' TYP

11'

10'

15' TYP

24'

EXIST R/W

SLOPE INTERCEPT

TLE

A-PH

STOP
R1-1
30"X30"

WO1-6
48" X 24"
TYPE III BARRICADE

M4-60D
30"X24"

M4-60L
30"X24"

M4-60R
30"X24"

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

R2

3

SLOPE INTERCEPT

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

LILAC LN

350'

350'

40'

ROAD WORK AHEAD
W20-1A

SHOULDER WORK
W21-5

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| R2 | MARKING REMOVAL LINE 8-INCH |

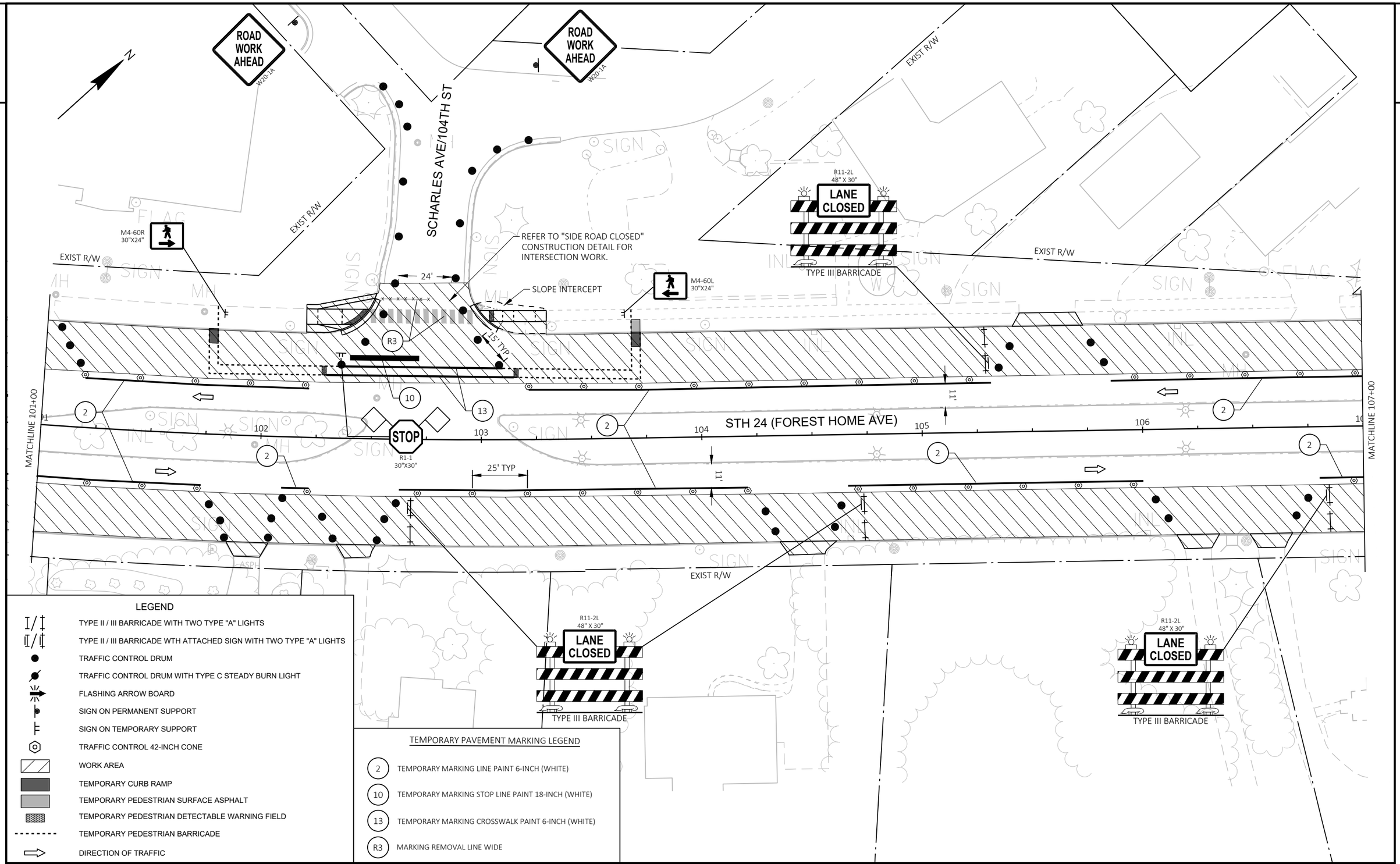
LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 444 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 01
PLOT DATE : 7/28/2024 12:59 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

- 2 — TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 10 — TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 13 — TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- R3 — MARKING REMOVAL LINE WIDE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 445 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 02
PLOT DATE : 7/28/2024 1:00 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY PAVEMENT MARKING LEGEND

2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

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

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

EXIST R/W

MATCHLINE 107+00

108 109 110 111 112

STH 24 (FOREST HOME AVE)

11'

11'

25' TYP

MATCHLINE 113+00

EXIST R/W

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

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 446 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 03

PLOT DATE : 7/28/2024 1:01 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

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

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

EXIST R/W

MATCHLINE 113+00

MATCHLINE 119+00

11'

11'

25' TYP

113 114 115 116 117 118

STH 24 (FOREST HOME AVE)

EXIST R/W

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

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

(2) TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 447 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 04

PLOT DATE : 9/23/2024 6:34 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

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

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

EXIST R/W

MATCHLINE 119+00

119 120 121 122 123 124

MATCHLINE 125+00

STH 24 (FOREST HOME AVE)

11'

25' TYP

11'

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

EXIST R/W

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

TEMPORARY PAVEMENT MARKING LEGEND

2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 448 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 05

PLOT DATE : 7/28/2024 1:03 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

REFER TO CONSTRUCTION DETAIL
"MILL & OVERLAY AND LOOP
DETECTOR WORK AT INTERSECTIONS."

G20-2A
48"X24"
END
ROAD WORK

ROAD
WORK
AHEAD
W20-1A

GRANGE AVE

EXIST R/W

WO1-6
48" X 24"
TYPE III BARRICADE

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

WO1-6
48" X 24"
TYPE III BARRICADE

R9-9
30" X 18"
SIDEWALK
CLOSED
TYPE II BARRICADE

SLOPE INTERCEPT

TLE

R3-8xxx
54"X30"
ONLY ONLY ONLY

MATCHLINE 125+00

MATCHLINE 131+00

STH 24 (FOREST HOME AVE)

11'

25' TYP

15' TYP

100'

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

R1
R2
R3
2
3
5

125
126
127
128
129
130

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

WO1-6
48" X 24"
TYPE III BARRICADE

SLOPE INTERCEPT

REFER TO CONSTRUCTION DETAIL
"MILL & OVERLAY AND LOOP
DETECTOR WORK AT INTERSECTIONS."

ROAD
WORK
AHEAD
W20-1A

END
ROAD WORK
G20-2A
48"X24"

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| R1 | MARKING REMOVAL LINE 4-INCH |
| R2 | MARKING REMOVAL LINE 8-INCH |
| R3 | MARKING REMOVAL LINE WIDE |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 449 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 06
PLOT DATE : 7/28/2024 1:05 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| R2 | MARKING REMOVAL LINE 8-INCH |
| R3 | MARKING REMOVAL LINE WIDE |

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

N

ROAD WORK AHEAD
W20-1A

RIDGE RD

END ROAD WORK
G20-2A
48"X24"

WO1-6
48" X 24"
TYPE III BARRICADE

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

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

EXIST R/W

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

15' TYP

STOP
R1-1
30"X30"

25' TYP

11'

R3
2
3
R2

132 133 134 135 136

STH 24 (FOREST HOME AVE)

MATCHLINE 131+00

MATCHLINE 137+00

WO1-6
48" X 24"
TYPE III BARRICADE

EXIST R/W

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

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 450 E |

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 07

PLOT DATE : 7/28/2024 1:06 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

ALLENWOOD LN

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

WO1-6
48" X 24"
TYPE III BARRICADE

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

EXIST R/W

MATCHLINE 137+00

STH 24 (FOREST HOME AVE)

11'

11'

15' TYP

25' TYP

STOP
R1-1
30"X30"

138 139 140 141 142

MATCHLINE 143+00

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

WO1-6
48" X 24"
TYPE III BARRICADE

EXIST R/W

ASPH

FLAG

SIGN

INL

MH

W

TEMPORARY PAVEMENT MARKING LEGEND

2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 451 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 08

PLOT DATE : 7/28/2024 1:07 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

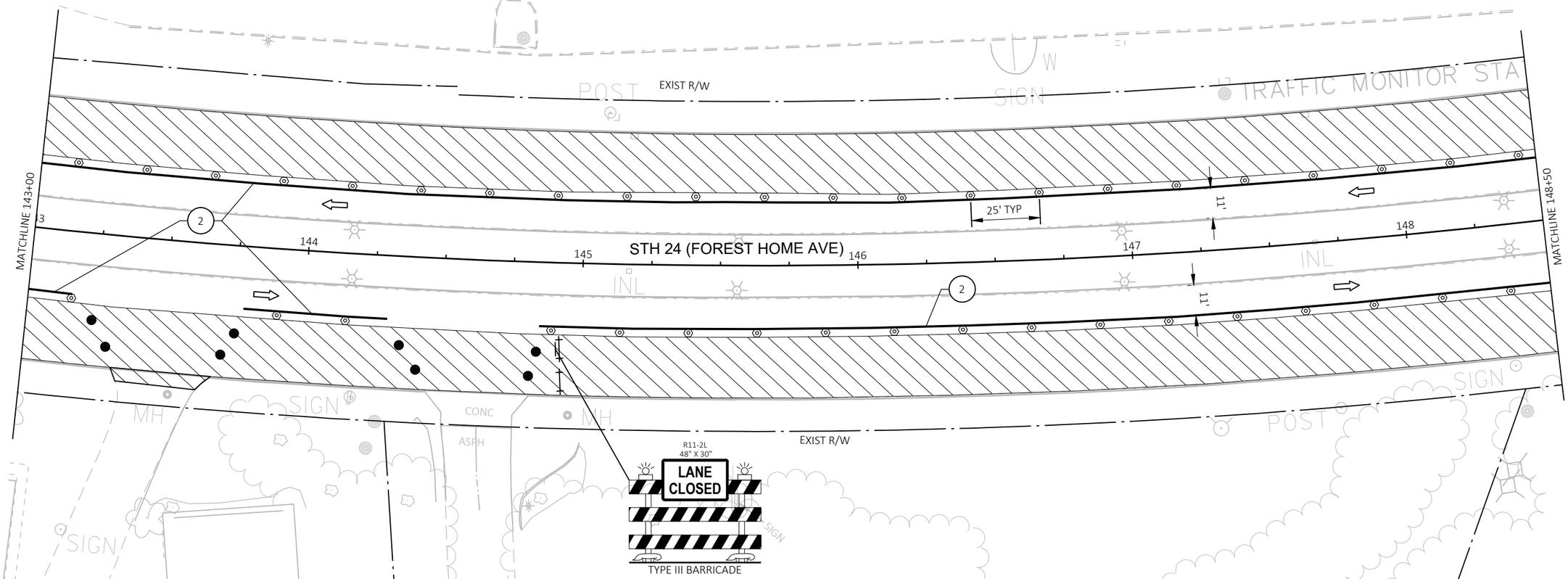
2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

(2) TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)




2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 452 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 09

PLOT DATE : 7/28/2024 1:08 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

TEMPORARY PAVEMENT MARKING LEGEND

2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

EDGERTON AVE

G20-2A 48"X24" END ROAD WORK

ROAD WORK AHEAD W20-1A

WO1-6 48" X 24" TYPE III BARRICADE

EXIST R/W

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

R9-9 30" X 18" SIDEWALK CLOSED TYPE II BARRICADE

MATCHLINE 148+50

MATCHLINE 154+50

25' TYP

15' TYP

11'

149 150 151 152 153 154

STH 24 (FOREST HOME AVE)

STOP R1-1 30"X30"

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

TLE

KELLY PL

G20-2A 48"X24" END ROAD WORK

ROAD WORK AHEAD W20-1A

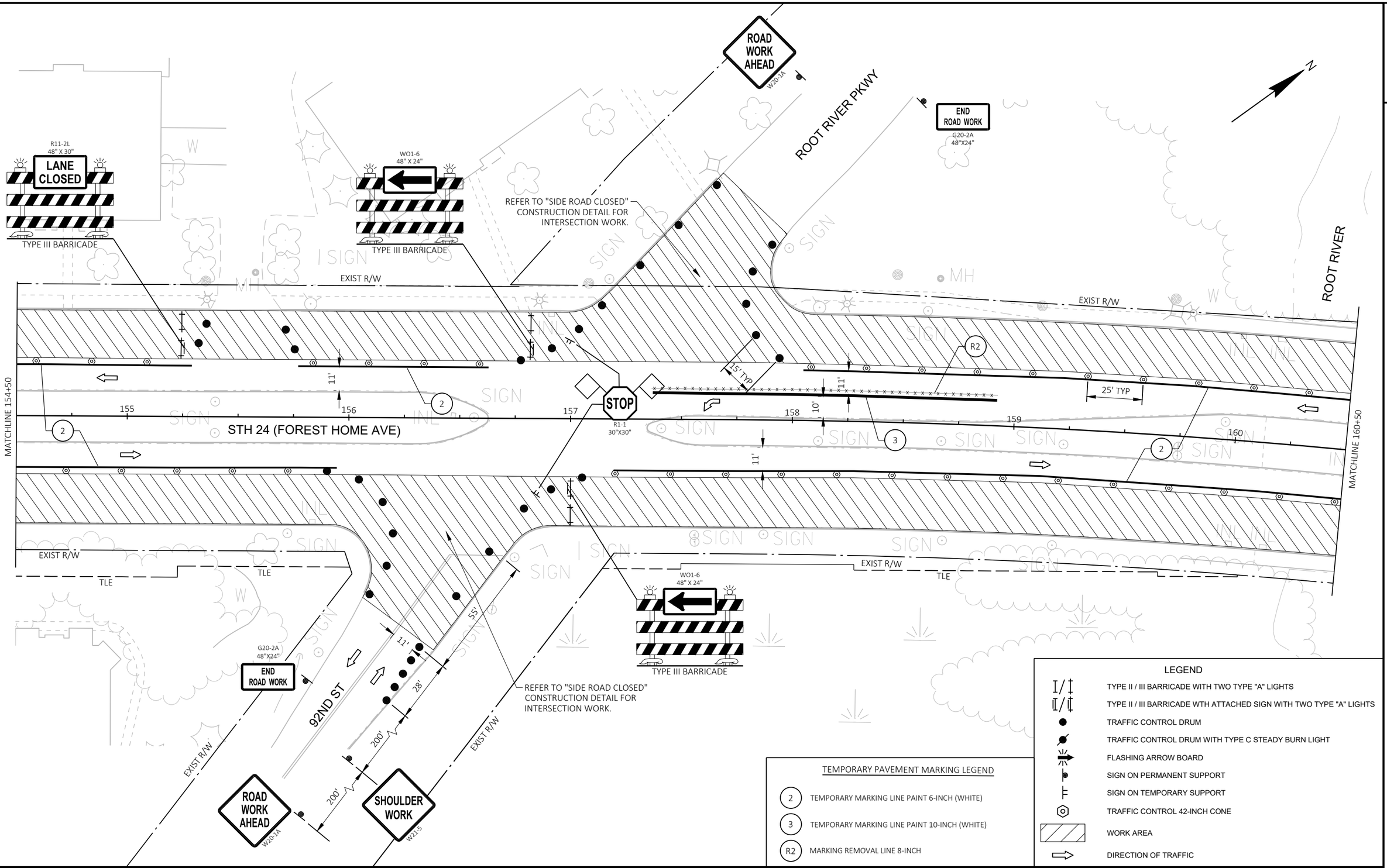
WO1-6 48" X 24" TYPE III BARRICADE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 453 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 10

PLOT DATE : 7/28/2024 2:45 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| R2 | MARKING REMOVAL LINE 8-INCH |

LEGEND

| | |
|---|---|
| | TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS |
| | TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS |
| | TRAFFIC CONTROL DRUM |
| | TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT |
| | FLASHING ARROW BOARD |
| | SIGN ON PERMANENT SUPPORT |
| | SIGN ON TEMPORARY SUPPORT |
| | TRAFFIC CONTROL 42-INCH CONE |
| | WORK AREA |
| | DIRECTION OF TRAFFIC |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 454 | E |
|---|---|---|---|---|---|

2

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

92ND ST / CTH N

EXIST R/W

WO1-6
48" X 24"
TYPE III BARRICADE

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

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

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

ONLY ONLY ONLY
R3-8xxx
54"X30"

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL. WORK TO BE COMPLETED OVERNIGHT.

25' TYP

15' TYP

STH 24 (FOREST HOME AVE)

MATCHLINE 160+50

MATCHLINE 166+50

161 162 163 164 165 166

11' 12' 13'

ROOT RIVER

ROOT RIVER PKWY

TEMPORARY PAVEMENT MARKING LEGEND

- 2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 3 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 5 TEMPORARY MARKING ARROW PAINT (WHITE)
- R1 MARKING REMOVAL LINE 4-INCH
- R2 MARKING REMOVAL LINE 8-INCH

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 455 | E |
|---|---|---|---|---|---|

TEMPORARY PAVEMENT MARKING LEGEND

2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

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

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

ORCHARD CI

EXIST R/W

MATCHLINE 166+50

MATCHLINE 172+50

25' TYP

11'

167 168 169 170 171 172

STH 24 (FOREST HOME AVE)

11'

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

STOP
R1-1
30"X30"

15' TYP

22'

EXIST R/W

FRONTAGE RD

WO1-6
48" X 24"
TYPE III BARRICADE

ASPH

ASPH

END
ROAD WORK
G20-2A
48"X24"

ROAD
WORK
AHEAD
W20-1A

EDGERTON AVE

EXIST R/W

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 456 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\212018800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 13

PLOT DATE : 7/28/2024 2:49 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

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

WO1-6
48" X 24"
TYPE III BARRICADE

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

ROAD WORK AHEAD
W20-1A

WOODLAWN PL

EXIST R/W

END ROAD WORK
G20-2A
48"X24"

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

FRONTAGE RD

22'

15' TYP

25' TYP

11'

STOP
R1-1
30"X30"

MATCHLINE 172+50

MATCHLINE 178+50

173 174 175 176 177 178

STH 24 (FOREST HOME AVE)

11'

FRONTAGE RD

WO1-6
48" X 24"
TYPE III BARRICADE

EXIST R/W

ASPH

CONC

TLE

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

(2) TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 457 | E |
|---|---|---|---|---|---|

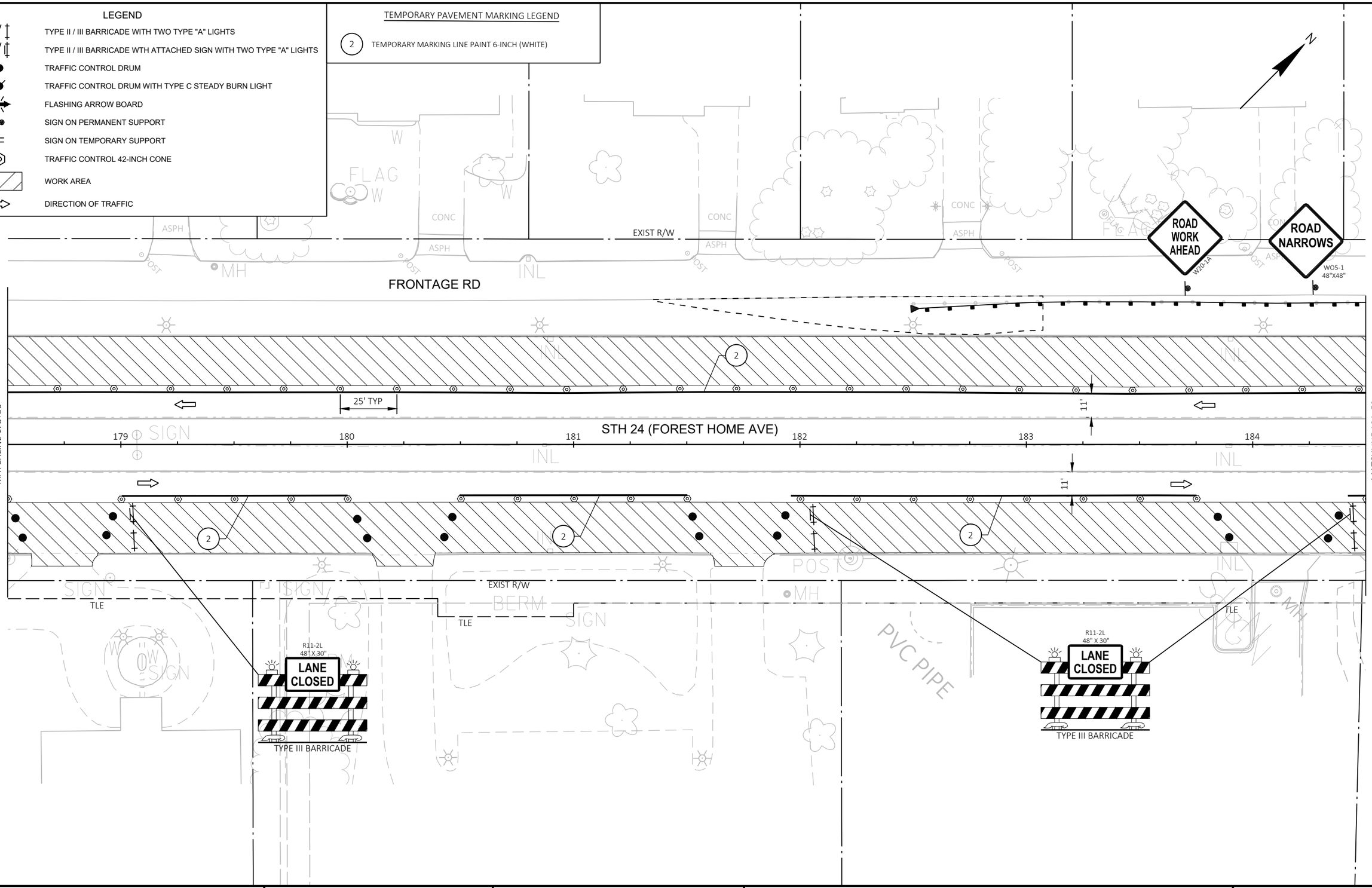
2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

(2) TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 458 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 15

PLOT DATE : 7/28/2024 2:53 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

EXIST R/W

87TH ST

END ROAD WORK
G20-2A
48"X24"

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

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

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

21'
55'
11'
FRONTAGE RD
22'
15' Typ
REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.
EXIST R/W

STOP
R1-1
30"X30"

185
186
187
188
189
190

11'
10'
11'
25' TYP

STH 24 (FOREST HOME AVE)

MATCHLINE 184+50
MATCHLINE 190+50

EXIST R/W
TLE

WO1-6
48" X 24"
TYPE III BARRICADE

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

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| R2 | MARKING REMOVAL LINE 8-INCH |

LEGEND

| | |
|---|---|
| | TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS |
| | TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS |
| | TRAFFIC CONTROL DRUM |
| | TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT |
| | FLASHING ARROW BOARD |
| | SIGN ON PERMANENT SUPPORT |
| | SIGN ON TEMPORARY SUPPORT |
| | TRAFFIC CONTROL 42-INCH CONE |
| | WORK AREA |
| | DIRECTION OF TRAFFIC |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 459 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 16

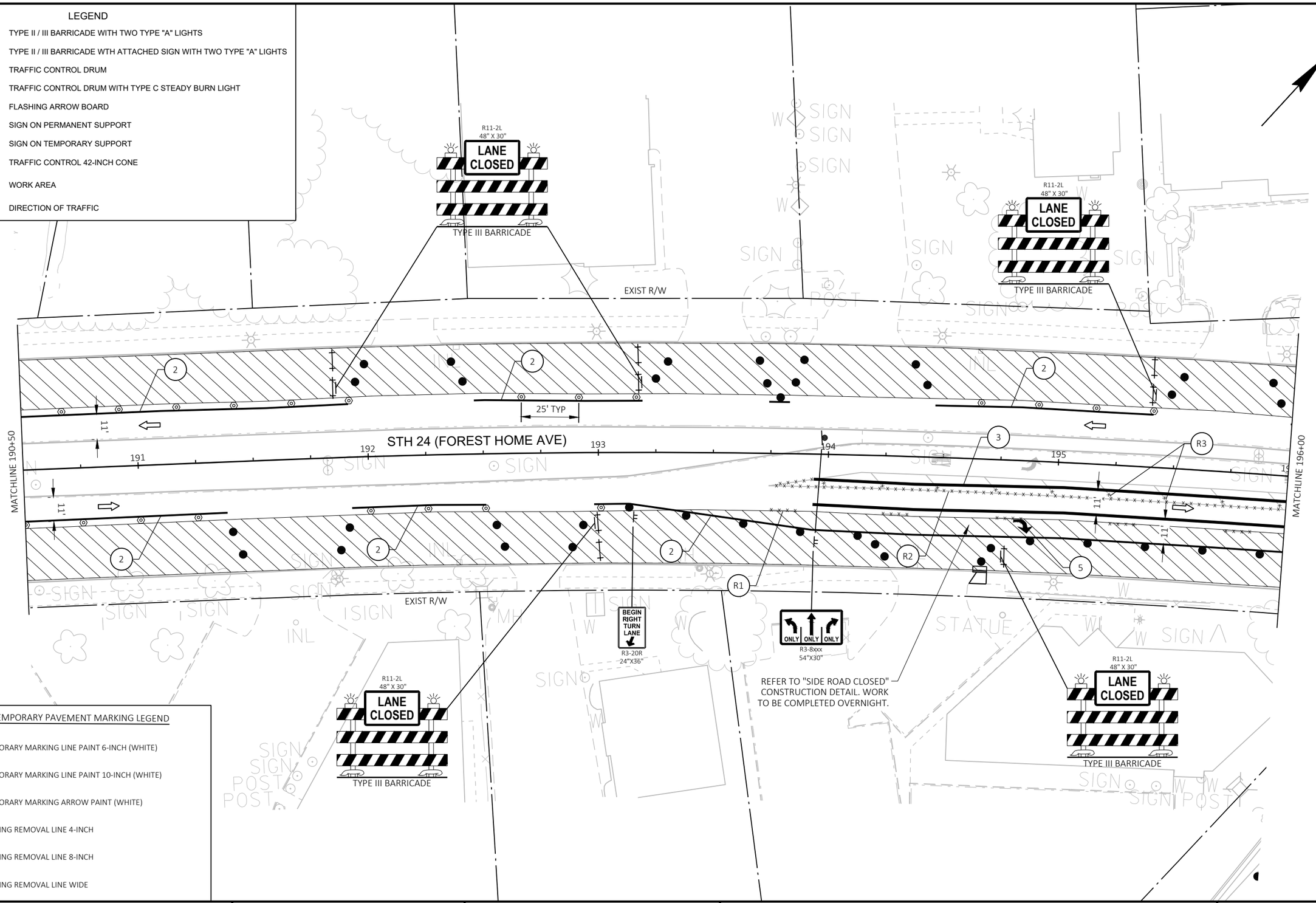
PLOT DATE : 7/28/2024 2:54 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC




## TEMPORARY PAVEMENT MARKING LEGEND

- 2 — TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 3 — TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 5 — TEMPORARY MARKING ARROW PAINT (WHITE)
- R1 — MARKING REMOVAL LINE 4-INCH
- R2 — MARKING REMOVAL LINE 8-INCH
- R3 — MARKING REMOVAL LINE WIDE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 460 | E |
|---|---|---|---|---|---|

2

LEGEND

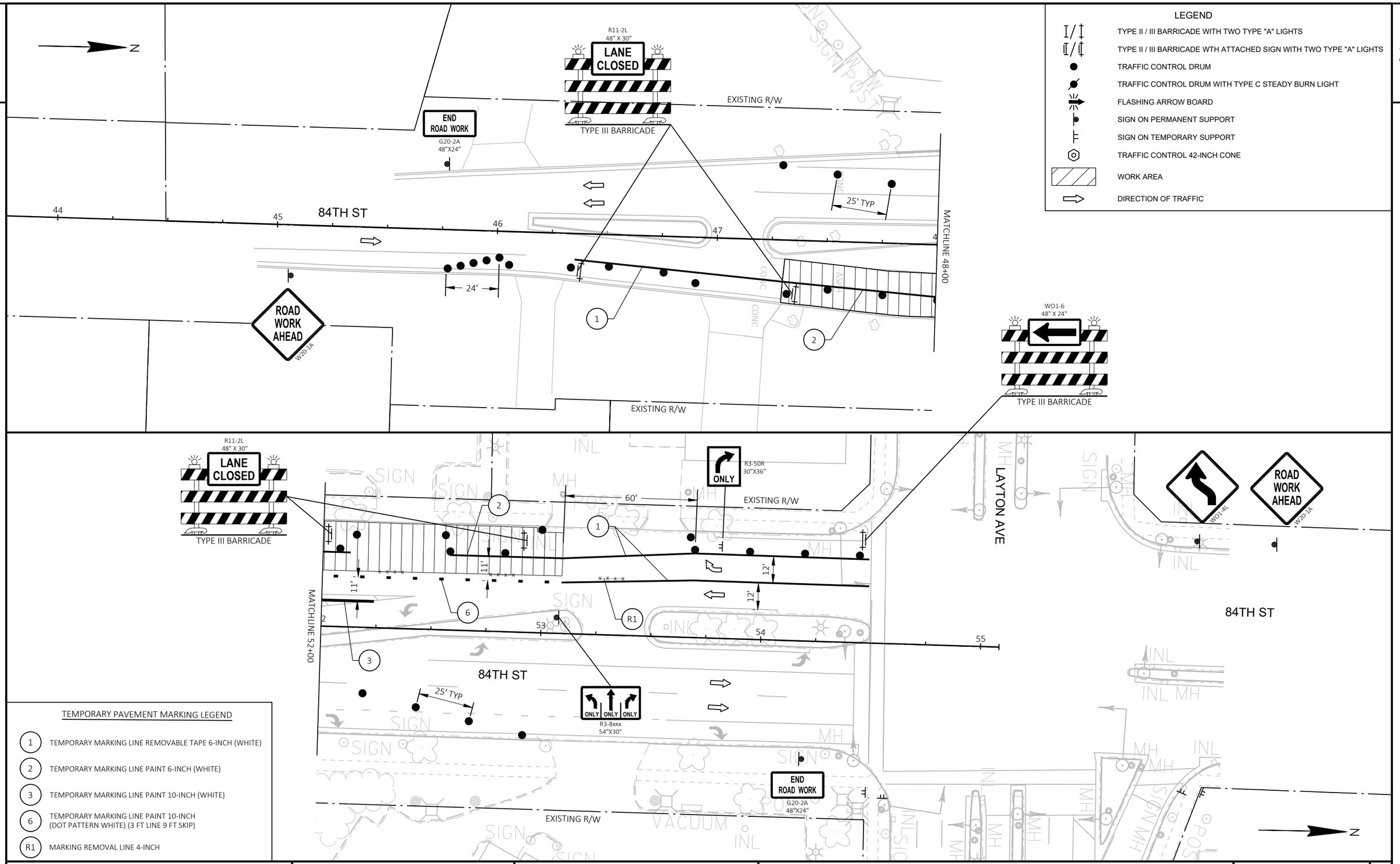
- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

- 2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 3 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 5 TEMPORARY MARKING ARROW PAINT (WHITE)
- R1 MARKING REMOVAL LINE 4-INCH
- R2 MARKING REMOVAL LINE 8-INCH
- R3 MARKING REMOVAL LINE WIDE
- R5 MARKING REMOVAL LINE 6-INCH

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 461 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 18
PLOT DATE : 7/28/2024 3:01 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 (84TH STREET) | SHEET 462 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 18A

PLOT DATE : 7/28/2024 2:58 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

EXIST R/W

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

MATCHLINE 202+00

202 203 204 205 206 207 208

MATCHLINE 208+00

11'

11'

25' TYP

STH 24 (FOREST HOME AVE)

LAYTON AVE / CTH Y

STH 24 NB (FOREST HOME AVE) OFF RAMP TO LAYTON AVE

EXIT

COVER SIGN

REFER TO SDD "TRAFFIC CONTROL EXIT RAMP CLOSURE".

EXIST R/W

END ROAD WORK
G20-2A
48"X24"

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

- (2) TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- (3) TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 463 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 19

PLOT DATE : 7/28/2024 6:00 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

FOREST HOME AVE SERVICE RD

END ROAD WORK
G20-2A
48"X24"

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

MILL & OVERLAY WORK ON RAMP TO BE COMPLETED OVERNIGHT. REFER TO SDD "TRAFFIC CONTROL ENTRANCE RAMP CLOSURE".

YIELD
R1-2
36"X31"

E5-1
72"X60"
EXIT

MATCHLINE 208+00

208 209 210 211 212 213 MATCHLINE 214+00

25' TYP

11'

11'

STH 24 (FOREST HOME AVE)

R1

R2

R3

25' TYP

STH 24 NB OFF RAMP TO IH 41/IH 43/IH 894

EXIT
COVER SIGN

STAGE 1A
(REFER TO NEXT SHEET)

STAGE 1B
(REFER TO NEXT SHEET)

ON RAMP TO STH 24/IH 41/IH 43/IH 894 FROM LAYTON AVE

LAYTON AVE / CTH Y

SLOPE INTERCEPT

MILL & OVERLAY WORK ON RAMP TO BE COMPLETED OVERNIGHT. REFER TO SDD "TRAFFIC CONTROL ENTRANCE RAMP CLOSURE".

MILL & OVERLAY WORK ON RAMP TO BE COMPLETED OVERNIGHT. REFER TO SDD "TRAFFIC CONTROL EXIT RAMP CLOSURE".

STAGE 1A
(REFER TO NEXT SHEET)

EXIST R/W

TEMPORARY PAVEMENT MARKING LEGEND

- 2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 3 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- R1 MARKING REMOVAL LINE 4-INCH
- R2 MARKING REMOVAL LINE 8-INCH
- R3 MARKING REMOVAL LINE WIDE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 464 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 20

PLOT DATE : 7/28/2024 6:03 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

STAGE 1A

STH 24 (FOREST HOME AVE)

G20-2A
48"X24"
END ROAD WORK

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

TO BE CONSTRUCTED IN STAGE 1B

MILL & OVERLAY WORK ON RAMP TO BE COMPLETED OVERNIGHT.

PEDESTRIANS TO USE DETOUR (REFER TO NEXT SHEET)

WO12-1D
48"X48"

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

EXIST R/W

15' TYP

25' TYP

PEDESTRIANS TO USE DETOUR (REFER TO NEXT SHEET)

LAYTON AVE

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

2

STAGE 1B

STH 24 (FOREST HOME AVE)

G20-2A
48"X24"
END ROAD WORK

PEDESTRIANS TO USE DETOUR (REFER TO NEXT SHEET)

CONSTRUCTED IN STAGE 1A

MILL & OVERLAY WORK ON RAMP TO BE COMPLETED OVERNIGHT.

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

CONSTRUCTED IN STAGE 1A

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

EXIST R/W

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

WO1-6
48" X 24"
TYPE III BARRICADE

WO12-1D
48"X48"

LAYTON AVE

25' TYP

LAYTON AVE

TEMPORARY PAVEMENT MARKING LEGEND

1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

W04-2R

350'

ROAD WORK AHEAD
W20-1A

350'

350'

RIGHT LANE CLOSED AHEAD
W20-5A

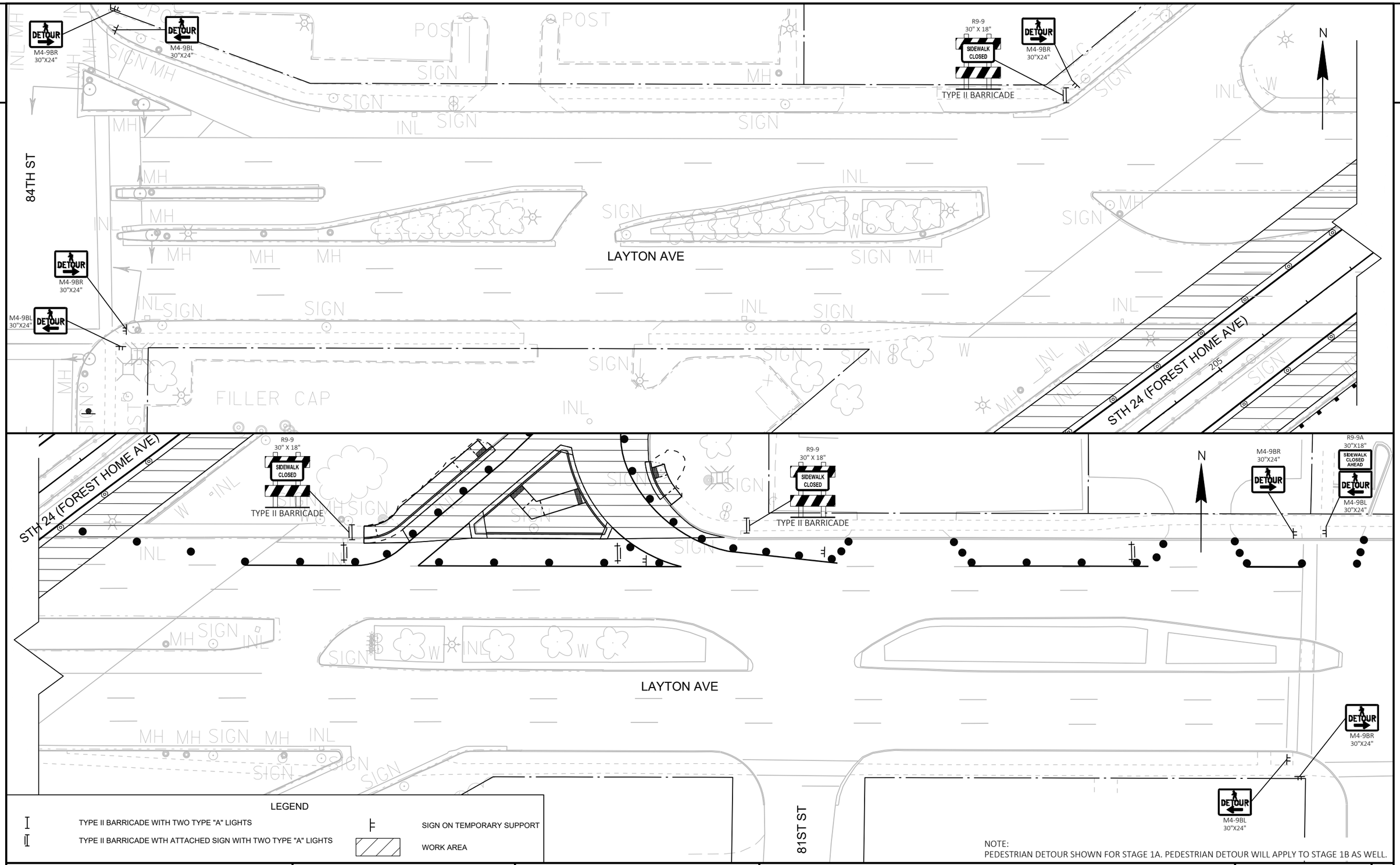
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 (LAYTON AVE) | SHEET 465 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 20A

PLOT DATE : 7/28/2024 6:06 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




LEGEND

| | |
|---|---|
| TYPE II BARRICADE WITH TWO TYPE "A" LIGHTS | SIGN ON TEMPORARY SUPPORT |
| TYPE II BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS | WORK AREA |

NOTE:
PEDESTRIAN DETOUR SHOWN FOR STAGE 1A. PEDESTRIAN DETOUR WILL APPLY TO STAGE 1B AS WELL.

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 (LAYTON AVE) - PEDESTRIAN DETOUR | SHEET 466 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 20B
PLOT DATE : 7/28/2024 6:10 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

MILL & OVERLAY WORK ON RAMP TO BE COMPLETED OVERNIGHT. REFER TO SDD "TRAFFIC CONTROL ENTRANCE RAMP CLOSURE".
LEAVE ONE RAMP OPEN WHILE WORK IS BEING COMPLETED ON THE OTHER RAMP.

W04-1R

ROAD WORK AHEAD
W20-1A

W03-2

SB ON RAMP TO FOREST AVE

IH 41/IH 43/IH 894

25' TYP

11'

11'

STH 24 (FOREST HOME AVE)

MATCHLINE 214+00

214 215 216 217 218 219 220

MATCHLINE 220+00

STH 24 NB ON RAMP FROM LAYTON AVE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

RIGHT LANE EXIT ONLY AHEAD
W9-7R
132"X72"

ON RAMP TO IH 41/IH 43/IH 894

MILL & OVERLAY WORK ON RAMP TO BE COMPLETED OVERNIGHT. REFER TO SDD "TRAFFIC CONTROL ENTRANCE RAMP CLOSURE".

EXIST R/W

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 7 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| 8 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| M1 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH |
| M2 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 467 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 21
PLOT DATE : 7/28/2024 6:11 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

FOREST HOME AVE

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

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

STH 24 (FOREST HOME AVE)

MATCHLINE 220+00

MATCHLINE 226+00

220 221 222 223 224 225

12' 12' 14' 10' 10' 25' TYP

1 2 7 8 M1 M2

EXIT
E5-1
72"X60"

REFER TO SDD "TRAFFIC CONTROL EXIT RAMP CLOSURE".

EXIT
COVER SIGN

IH 41/IH 43/IH 894

EXIST R/W

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 7 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| 8 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| M1 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH |
| M2 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 468 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 22
PLOT DATE : 7/28/2024 6:13 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

FOREST HOME AVE

STH 24 (FOREST HOME AVE)

MATCHLINE 226+00

MATCHLINE 231+75

12'

10'

25' TYP

226

227

228

229

230

231

52+00

51+00

STH 24 NB OFF RAMP TO CTH U/76TH ST

REFER TO SDD "TRAFFIC CONTROL EXIT RAMP CLOSURE".

EXIST R/W

CTH U / 76TH ST

STAGE 1A
PEDESTRIANS TO USE DETOUR
(REFER TO NEXT SHEET)

STAGE 1B
PEDESTRIANS TO USE DETOUR

STAGE 1C
PEDESTRIANS TO USE DETOUR

EXIST R/W

TLE

SLOPE INTERCEPT

TEMPORARY PAVEMENT MARKING LEGEND

2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 469 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 23

PLOT DATE : 7/28/2024 6:14 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

WO1-4L

WO1-6
48" X 24"
TYPE III BARRICADE

EXIST R/W

4' LANE SHIFT
41'

9 DOUBLE

1

120'

M1 DOUBLE

WO1-4L

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

11'

12'

WO1-6
48" X 24"
TYPE III BARRICADE

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

REFER TO NEXT SHEET FOR TEMPORARY BUS STOP

TLE

10

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

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

R3-8xx
36"X30"

EXIST R/W

230

231

25' TYP

15' TYP

1

2

1

MATCHLINE 51+00

52+00

53+00

54+00

55+00

56+00

MATCHLINE 57+00

CTH U / 76TH ST

232

STH 24 (FOREST HOME AVE)

233

STAGE 1B WORK

PEDESTRIANS DETOURED TO SIDEWALK ON THIS SIDE

STAGE 1B WORK

PEDESTRIANS DETOURED TO SIDEWALK ON THIS SIDE

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 9 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| M1 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH |

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 (CTH U/76TH ST) - STAGE 1A | SHEET 470 E |

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 23A
PLOT DATE : 7/28/2024 6:20 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

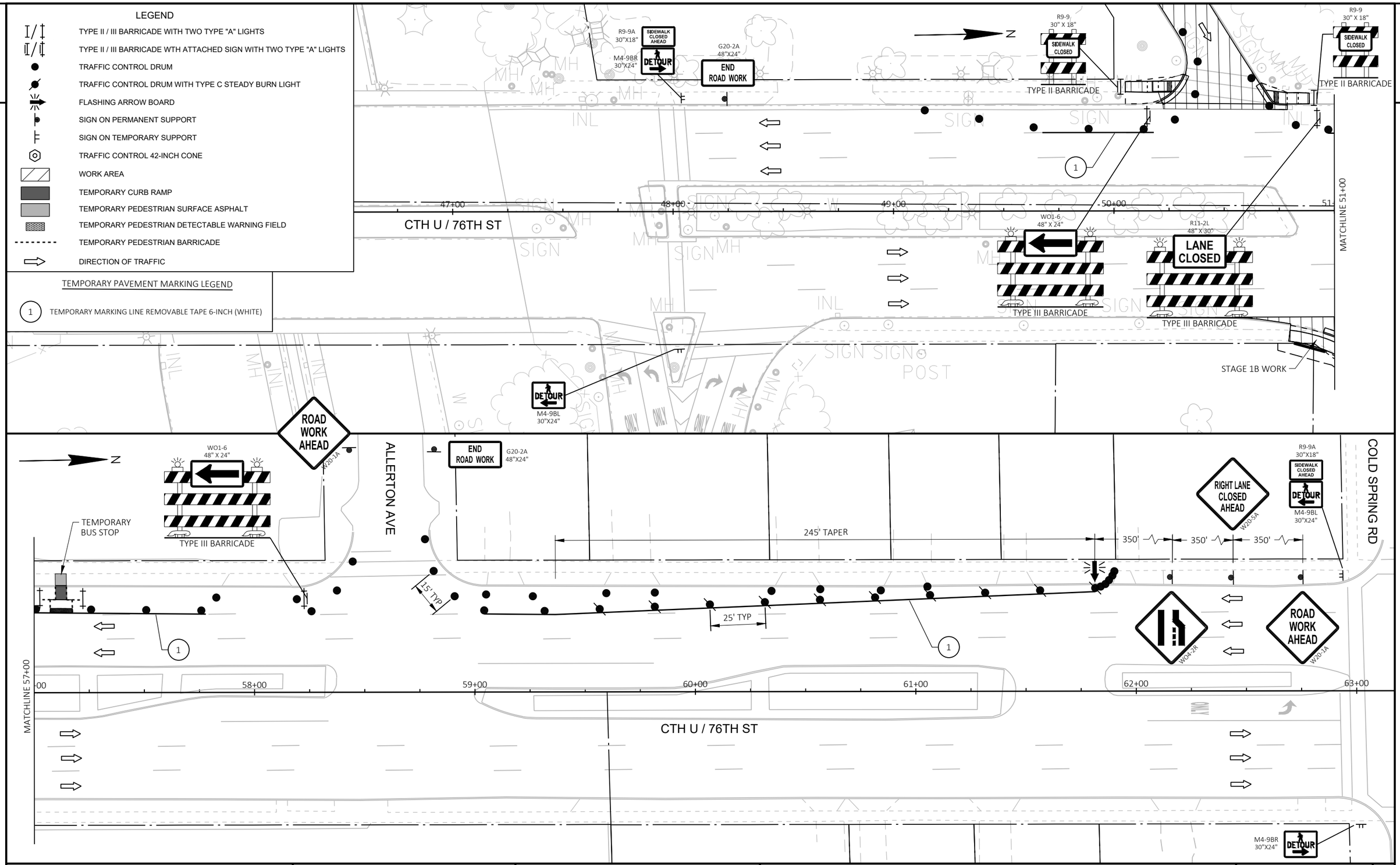
2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

### TEMPORARY PAVEMENT MARKING LEGEND

(1) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 (CTH U/76TH ST) - STAGE 1A | SHEET 471 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 23B

PLOT DATE : 7/28/2024 6:30 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

N

CTH U / 76TH ST

44+00 45+00 46+00 47+00 48+00

MATCHLINE 48+50

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

M4-9BR 30"X24" DETOUR

EXIST R/W

350' 350' 350'

ROAD WORK AHEAD W20-1A

RIGHT LANE CLOSED AHEAD W20-5A

W04-1R

1

25' TYP

245' TAPER

MATCHLINE 48+50

WO1-6 48" X 24"

TYPE III BARRICADE

49+00 50+00 51+00 52+00 53+00 54+00

CTH U / 76TH ST

MATCHLINE 54+00

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

STAGE 1C WORK

15' TYP

EXIST R/W

M4-60R 30"X24"

R9-9 30" X 18" SIDEWALK CLOSED

TYPE II BARRICADE

PEDESTRIANS DETOURED TO SIDEWALK ON OTHER SIDE

TLE

12'

STAGE 1B WORK COMPLETE

M4-60D 30"X24"

REFER TO SDD "TRAFFIC CONTROL ENTRANCE RAMP CLOSURE".

M4-60L 30"X24"

EXIST R/W

STH 24 (FOREST HOME AVE)

232

233

STAGE 1C

N

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 (CTH U/76TH ST) - STAGE 1B & 1C | SHEET 472 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 23C
PLOT DATE : 7/28/2024 6:32 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY PAVEMENT MARKING LEGEND

1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

5 TEMPORARY MARKING ARROW PAINT (WHITE)

N

STAGE 1A WORK

TLE

EXIST R/W

WO1-6
48" X 24"

TYPE III BARRICADE

CTH U / 76TH ST

MATCHLINE 54+00

55+00 56+00 57+00 58+00 59+00 60+00

25' TYP

PEDESTRIANS DETOURED TO SIDEWALK ON OTHER SIDE

R9-9
30" X 18"

SIDEWALK CLOSED

TYPE II BARRICADE

M4-60L
30"X24"

M4-60R
30"X24"

REFER TO SDD "TRAFFIC CONTROL EXIT RAMP CLOSURE".

R3-8xx
36"X30"

ONLY

STH 24 (FOREST HOME AVE)

END ROAD WORK
G20-2A
48"X24"

COLD SPRING RD INTERSECTION

DETOUR
M4-9BL
30"X24"

63+00

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 (CTH U/76TH ST) - STAGE 1B | SHEET 473 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 23D
PLOT DATE : 7/28/2024 6:41 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| R2 | MARKING REMOVAL LINE 8-INCH |

SLOPE INTERCEPT

REFER TO SDD "TRAFFIC CONTROL EXIT RAMP CLOSURE".

EXIST R/W

STAGE 1A WORK

55+00

STH 24 SB OFF RAMP TO CTH U/76TH ST

SLOPE INTERCEPT

STAGE 1B WORK

54+00

CTH U / 76TH ST

MATCHLINE 231+75

53+00

232

233

234

STH 24 (FOREST HOME AVE)

235

236

237

MATCHLINE 237+75

11'

10'

25' TYP

2

3

2

R2

STH 24 NB ON RAMP FROM CTH U/76TH ST

REFER TO SDD "TRAFFIC CONTROL ENTRANCE RAMP CLOSURE".

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

LEGEND

| | |
|---|---|
| | TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS |
| | TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS |
| | TRAFFIC CONTROL DRUM |
| | TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT |
| | FLASHING ARROW BOARD |
| | SIGN ON PERMANENT SUPPORT |
| | SIGN ON TEMPORARY SUPPORT |
| | TRAFFIC CONTROL 42-INCH CONE |
| | WORK AREA |
| | DIRECTION OF TRAFFIC |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 474 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 24

PLOT DATE : 7/28/2024 6:42 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

REFER TO SDD "TRAFFIC CONTROL EXIT RAMP CLOSURE".

EXIT
E5-1
72"X60"

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

EXIST R/W

STH 24 (FOREST HOME AVE)

MATCHLINE 237+75

MATCHLINE 243+50

238 239 240 241 242 243

11'

10'

25' TYP

15' TYP

STOP
R1-1
30"X30"

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

M4-60L
30"X24"

SLOPE INTERCEPT

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL. MILL & OVERLAY WORK TO BE COMPLETED OVERNIGHT.

TLE

M4-60R
30"X24"

WO1-6
48" X 24"
TYPE III BARRICADE

REFER TO SDD "TRAFFIC CONTROL ENTRANCE RAMP CLOSURE".

END ROAD WORK
G20-2A
48"X24"

GREEN RIDGE CIR

ROAD WORK AHEAD
W20-1A

TEMPORARY PAVEMENT MARKING LEGEND

- 2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 3 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 13 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- R1 MARKING REMOVAL LINE 4-INCH
- R2 MARKING REMOVAL LINE 8-INCH
- R3 MARKING REMOVAL LINE WIDE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 475 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 25

PLOT DATE : 7/28/2024 6:47 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

## TEMPORARY PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) | R1 | MARKING REMOVAL LINE 4-INCH |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) | R2 | MARKING REMOVAL LINE 8-INCH |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) | R3 | MARKING REMOVAL LINE WIDE |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) | R4 | MARKING REMOVAL SPECIAL MARKING |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) | R5 | MARKING REMOVAL LINE 6-INCH |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) | | |

N

EXIST R/W

ROAD WORK AHEAD
W20-1A

LANE CLOSED
R11-2L
48" X 30"

TYPE III BARRICADE

END ROAD WORK
G20-2A
48"X24"

REFER TO CONSTRUCTION DETAIL
"MILL & OVERLAY AND LOOP
DETECTOR WORK AT INTERSECTIONS."

COLD SPRING RD

ONLY
R3-8xx
36"X30"

M4-60R
30"X24"

DOUBLE

TLE

TEMPORARY
BUS STOP

M4-60L
30"X24"

ONLY ONLY ONLY
R3-8xxx
54"X30"

25' TYP

15' TYP

STH 24 (FOREST HOME AVE)

MATCHLINE 243+50

MATCHLINE 249+25

244 245 246 247 248 249

12'

11'

11'

11'

11'

SLOPE INTERCEPT

WO1-6
48" X 24"

TYPE III BARRICADE

REFER TO CONSTRUCTION DETAIL
"MILL & OVERLAY AND LOOP
DETECTOR WORK AT INTERSECTIONS."

M4-60L
30"X24"

ONLY ONLY ONLY
R3-8xxx
54"X30"

M4-60R
30"X24"

ONLY
R3-8xx
36"X30"

EXIST R/W

COLD SPRING RD

ROAD WORK AHEAD
W20-1A

G20-2A
48"X24"

END
ROAD WORK

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 476 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 26

PLOT DATE : 7/29/2024 7:17 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TEMPORARY PAVEMENT MARKING LEGEND

(2) TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

(3) TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)

(R2) MARKING REMOVAL LINE 8-INCH

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

EXIST R/W

ROAD WORK AHEAD W20-1A

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

WO1-6 48" X 24"

TYPE III BARRICADE

G20-2A 48"X24" END ROAD WORK

72ND ST

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

EXIST R/W

MATCHLINE 249+25

25' TYP

11'

STH 24 (FOREST HOME AVE)

250 251 252 253 254

STOP R1-1 30"X30"

15' TYP

MATCHLINE 255+00

R2

3

9'

11'

M4-60R 30"X24"

TEMPORARY BUS STOP

WO1-6 48" X 24"

TYPE III BARRICADE

EXIST R/W

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 477 | E |
|---|---|---|---|---|---|

2

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| R3 | MARKING REMOVAL LINE WIDE |
| R5 | MARKING REMOVAL LINE 6-INCH |

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

MATCHLINE 255+00

MATCHLINE 261+00

BUS STOP 1156 TEMPORARILY SUSPENDED DURING CONSTRUCTION

M4-60L 30"X24"

TLE

M4-60R 30"X24"

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

EXIST R/W

25' TYP

10'

11'

WO1-6 48" X 24"

TYPE III BARRICADE

STH 24 (FOREST HOME AVE)

15' TYP

BEGIN RIGHT TURN LANE

R3-20R 24"X36"

M4-60L 30"X24"

SLOPE INTERCEPT

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

BUS STOP 1174 TEMPORARILY SUSPENDED DURING CONSTRUCTION

22'

R5

R3

TLE

STOP R1-1 30"X30"

M4-60R 30"X24"

EXIST R/W

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

G20-2A 48"X24" END ROAD WORK

PLAINFIELD AVE

ROAD WORK AHEAD W20-1A

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 478 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 28

PLOT DATE : 7/29/2024 7:20 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

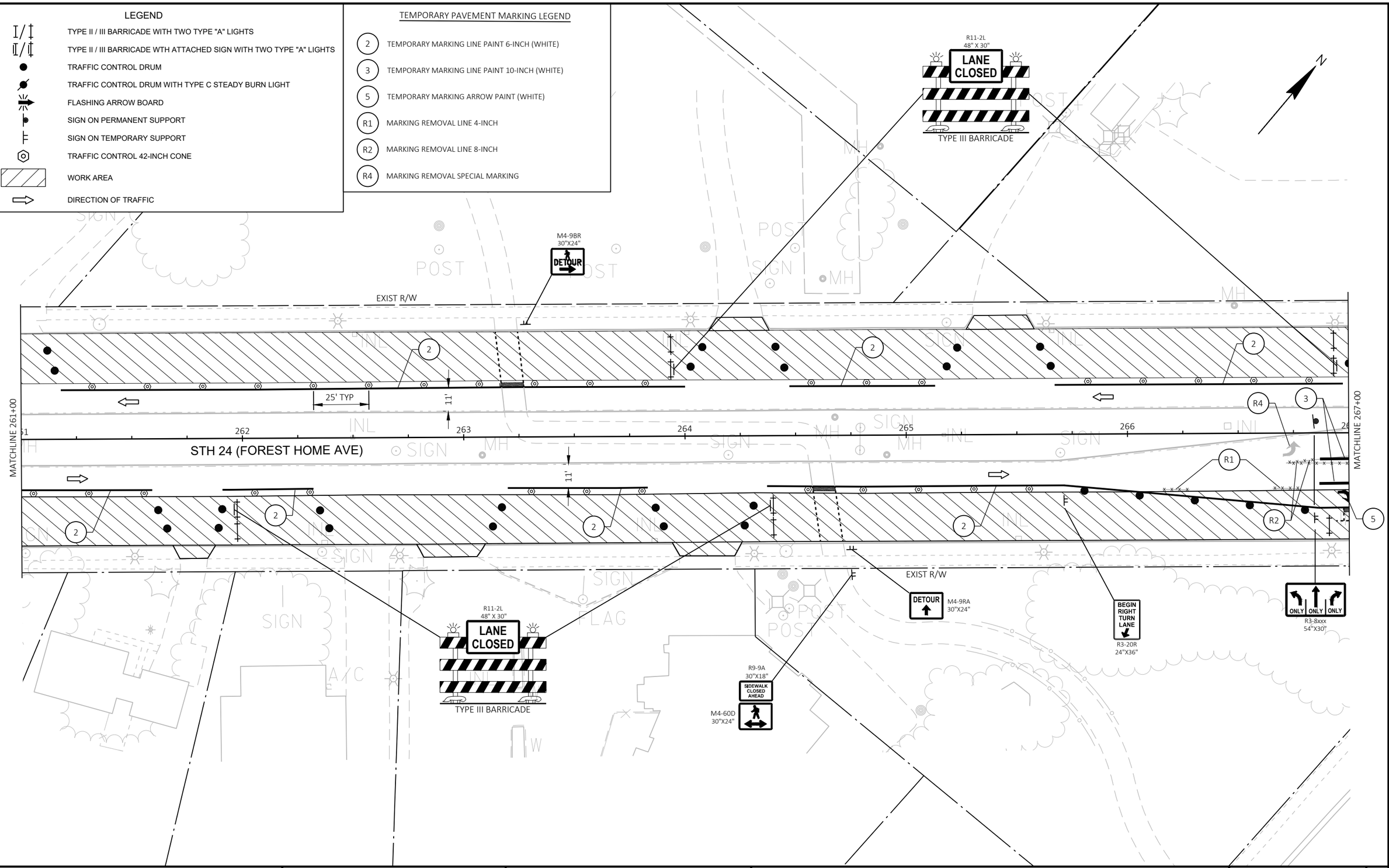
2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

- 2 — TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 3 — TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 5 — TEMPORARY MARKING ARROW PAINT (WHITE)
- R1 — MARKING REMOVAL LINE 4-INCH
- R2 — MARKING REMOVAL LINE 8-INCH
- R4 — MARKING REMOVAL SPECIAL MARKING




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 479 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 29
PLOT DATE : 7/29/2024 7:22 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 12 | TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| R1 | MARKING REMOVAL LINE 4-INCH |
| R2 | MARKING REMOVAL LINE 8-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| R4 | MARKING REMOVAL SPECIAL MARKING |
| R5 | MARKING REMOVAL LINE 6-INCH |

2

ROAD WORK AHEAD W20-1A

END ROAD WORK G2Q-2A 48"X24"

R3-8xx 36"X30"

EXIST R/W

REFER TO CONSTRUCTION DETAIL "MILL & OVERLAY AND LOOP DETECTOR WORK AT INTERSECTIONS."

WO1-6 48" X 24"

TYPE III BARRICADE

R9-9 30" X 18" SIDEWALK CLOSED

TYPE II BARRICADE

M4-60R 30"X24"

SLOPE INTERCEPT

TLE

11'

12'

M4-60L 30"X24"

R3-8xxx 54"X30"

R11-2L 48" X 30" LANE CLOSED

TEMPORARY BUS STOP

25' TYP

15' TYP

MATCHLINE 267+00

MATCHLINE 273+00

267 268 269 270 271 272

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

STH 24 (FOREST HOME AVE)

68TH ST

MATCHLINE

TEMPORARY BUS STOP

R9-9A 30"X18" SIDEWALK CLOSED AHEAD

M4-9BL 30"X24" DETOUR

G20-2A 48"X24" END ROAD WORK

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 480 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\211201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 30

PLOT DATE : 7/29/2024 7:24 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

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

BUS STOP 1154 TEMPORARILY
SUSPENDED DURING CONSTRUCTION

M4-60R
30"X24"

SLOPE INTERCEPT

TLE

M4-60L
30"X24"

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

EXIST R/W

2

2

25' TYP

13

2

10'

MATCHLINE 273+00

273

274

275

276

277

278

279

MATCHLINE 279+00

STH 24 (FOREST HOME AVE)

11'

2

2

2

2

EXIST R/W

BUS STOP 1176 TEMPORARILY
SUSPENDED DURING CONSTRUCTION

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

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

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

- (2) TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- (13) TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 481 | E |
|---|---|---|---|---|---|

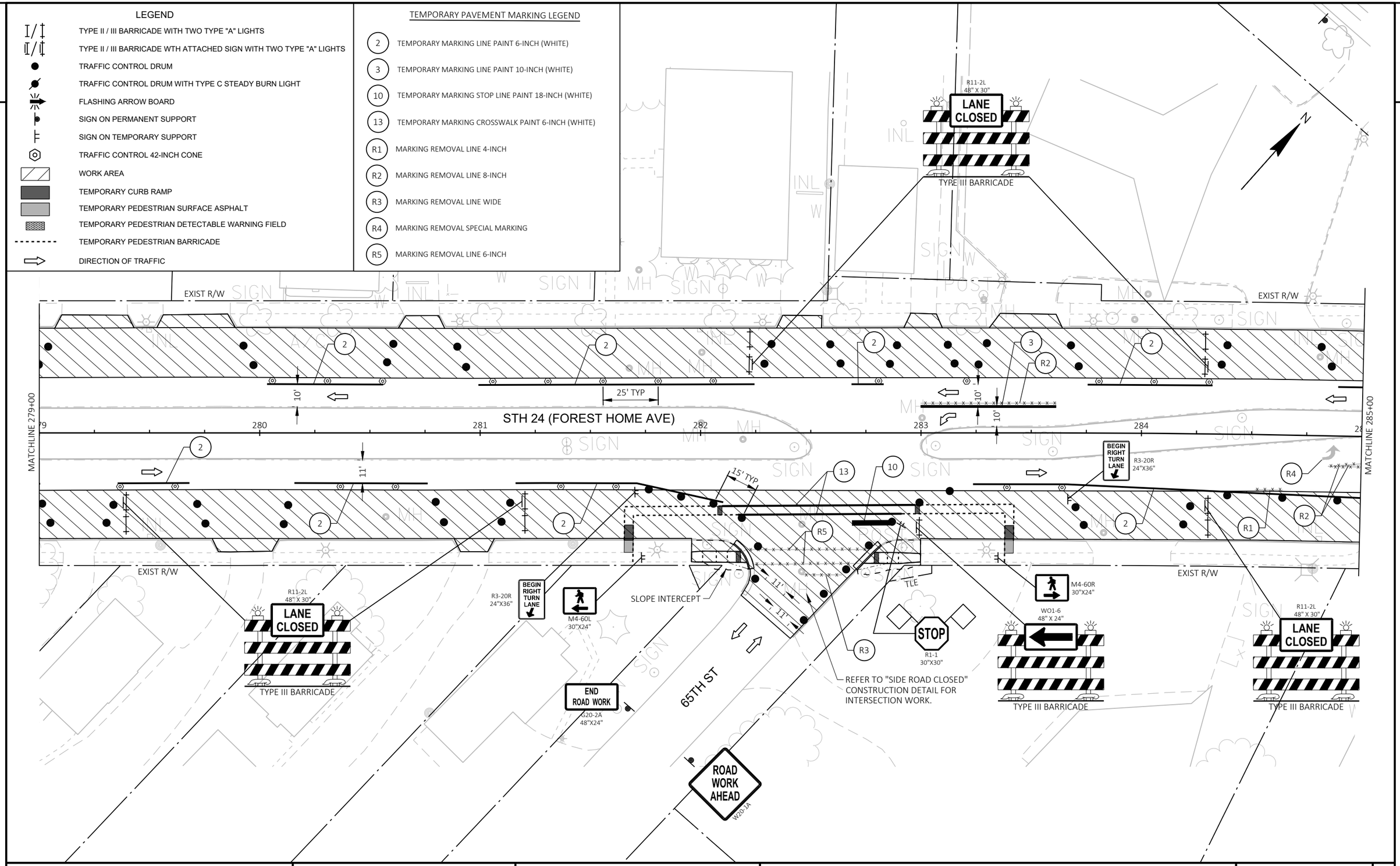
2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

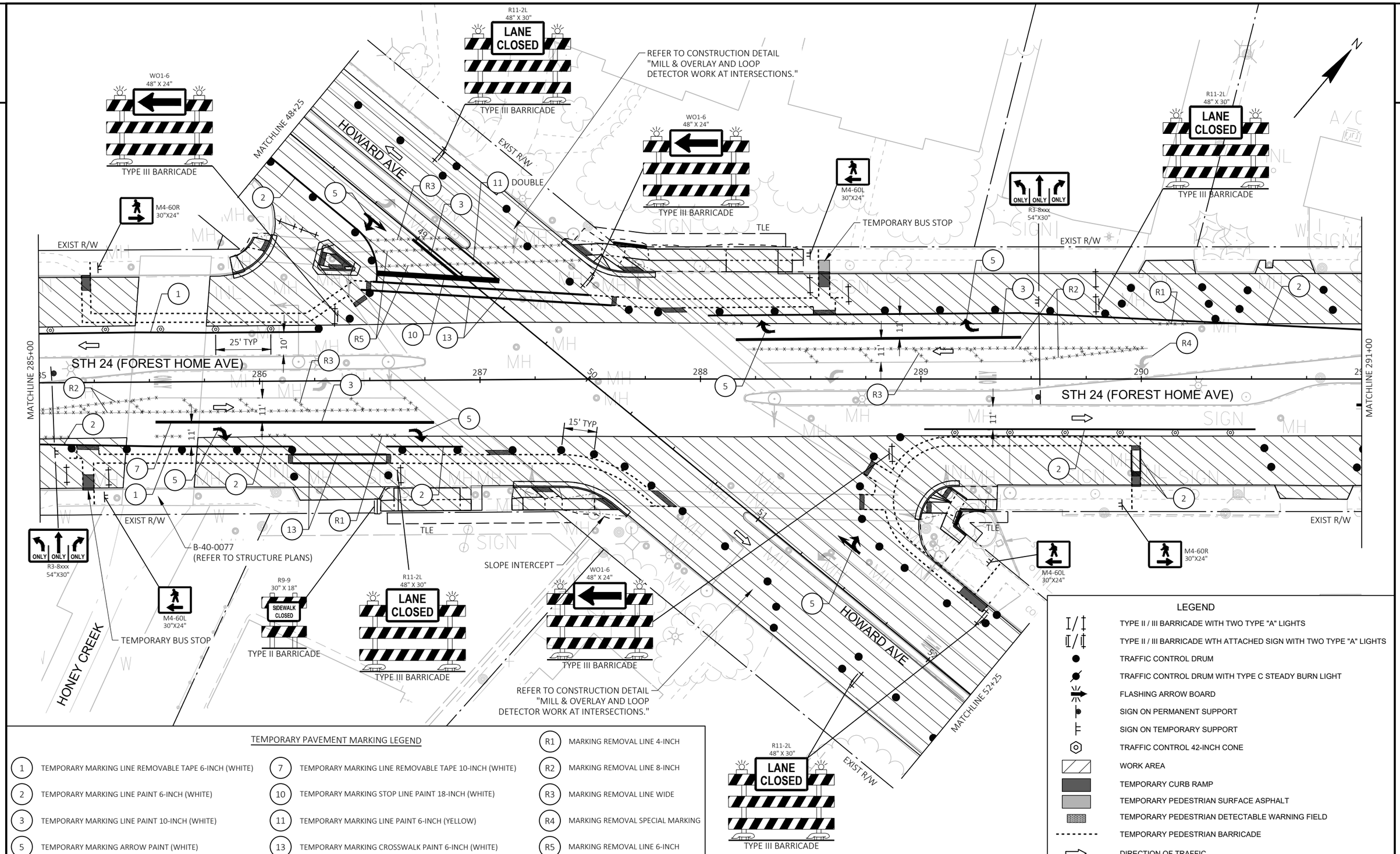
## TEMPORARY PAVEMENT MARKING LEGEND

- 2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 3 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 10 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 13 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- R1 MARKING REMOVAL LINE 4-INCH
- R2 MARKING REMOVAL LINE 8-INCH
- R3 MARKING REMOVAL LINE WIDE
- R4 MARKING REMOVAL SPECIAL MARKING
- R5 MARKING REMOVAL LINE 6-INCH




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 482 | E |
|---|---|---|---|---|---|

2




TEMPORARY PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) | 7 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) | 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) | 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) | 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |

| | |
|---|---|
| R1 | MARKING REMOVAL LINE 4-INCH |
| R2 | MARKING REMOVAL LINE 8-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| R4 | MARKING REMOVAL SPECIAL MARKING |
| R5 | MARKING REMOVAL LINE 6-INCH |

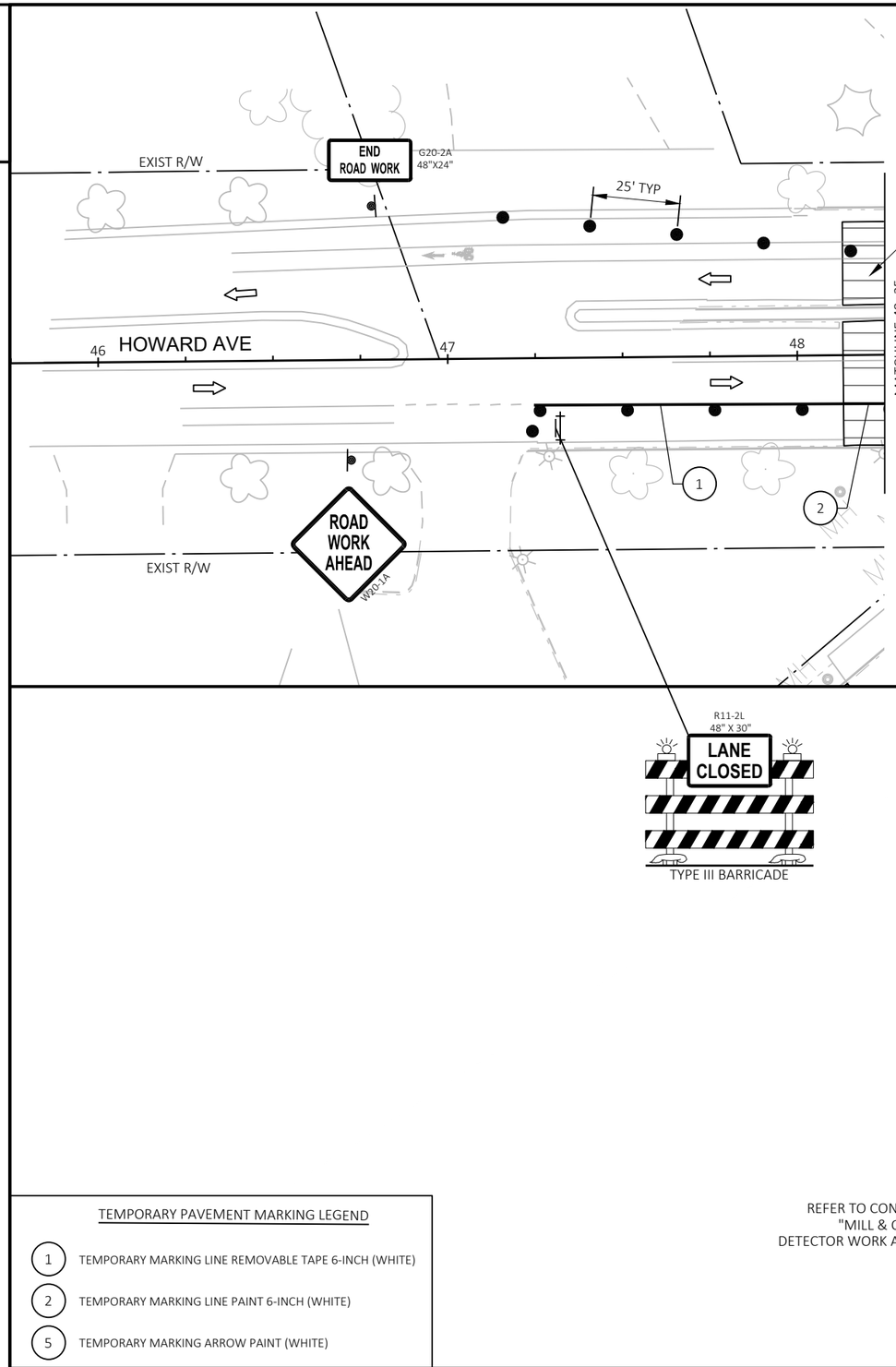
LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 483 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 33
PLOT DATE : 7/29/2024 7:29 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

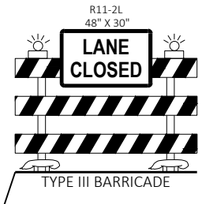



REFER TO CONSTRUCTION DETAIL "MILL & OVERLAY AND LOOP DETECTOR WORK AT INTERSECTIONS."

N

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

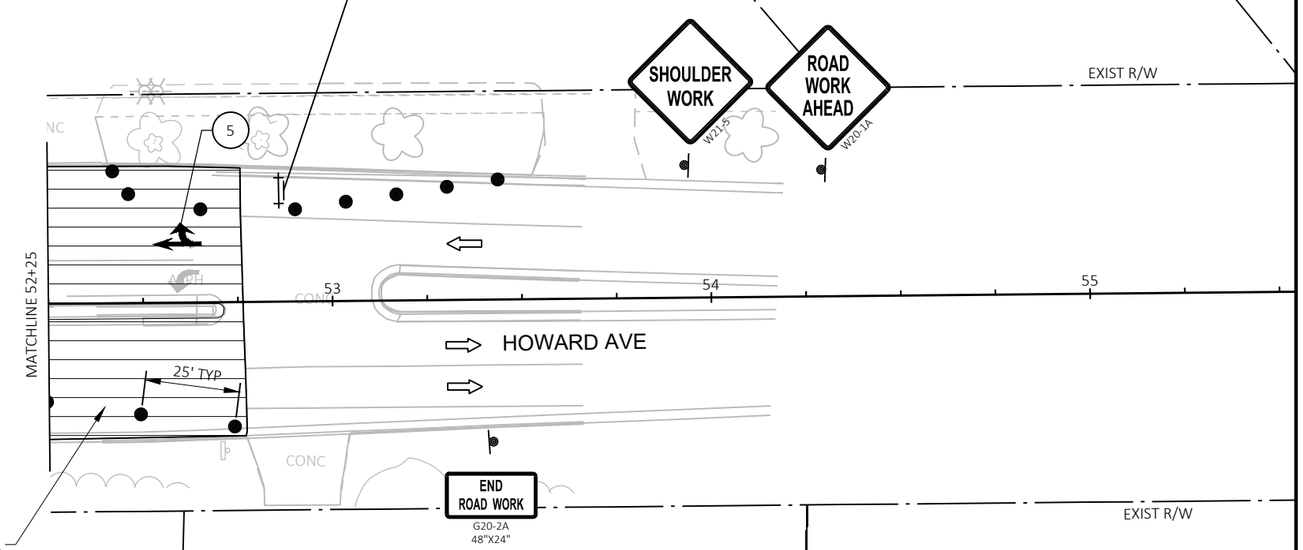



TYPE III BARRICADE




TYPE III BARRICADE

N




REFER TO CONSTRUCTION DETAIL "MILL & OVERLAY AND LOOP DETECTOR WORK AT INTERSECTIONS."

TEMPORARY PAVEMENT MARKING LEGEND

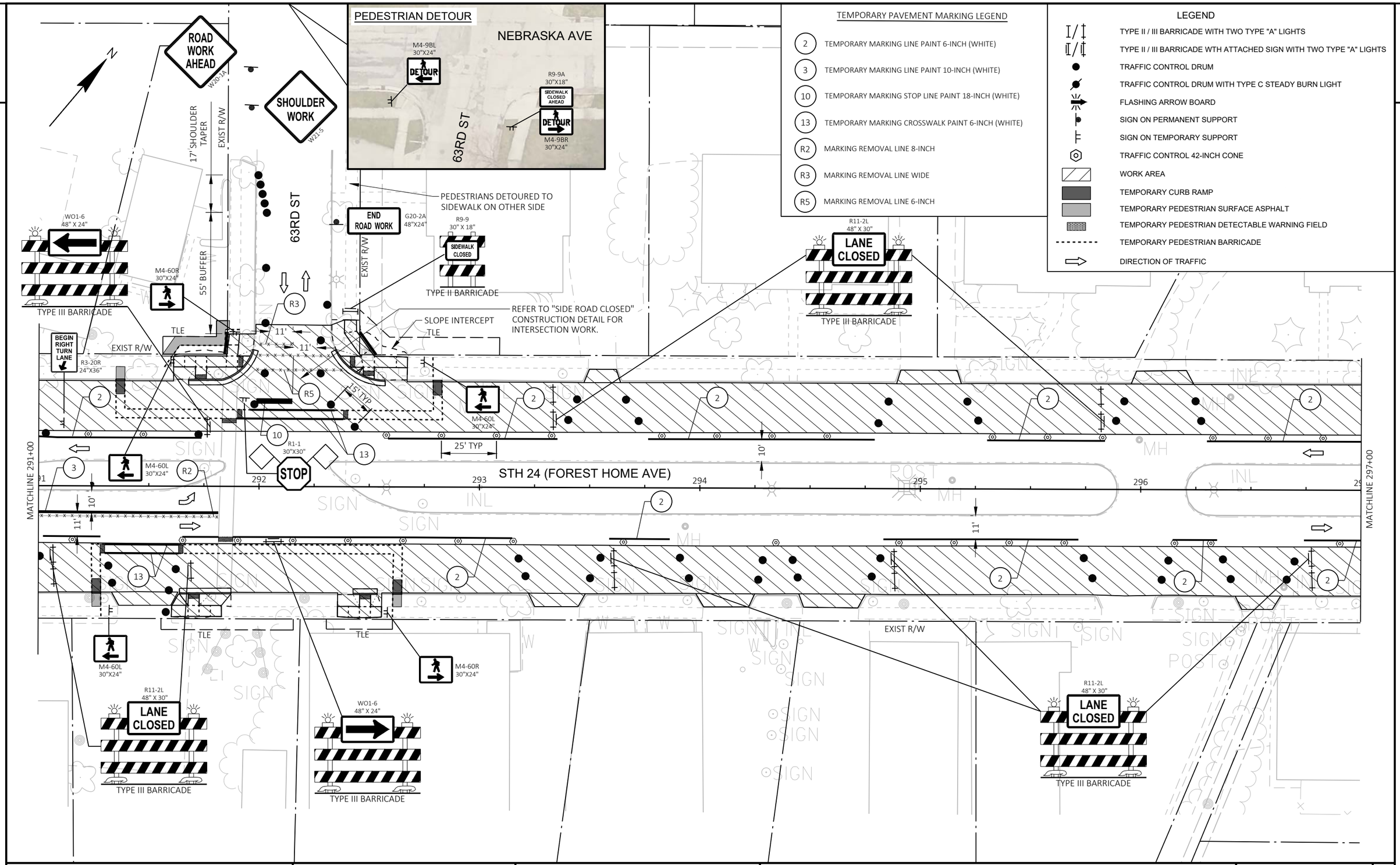
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- 2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 5 TEMPORARY MARKING ARROW PAINT (WHITE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 (HOWARD AVE) | SHEET 484 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 33A

PLOT DATE : 7/29/2024 7:31 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 485 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 34
PLOT DATE : 7/29/2024 7:33 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

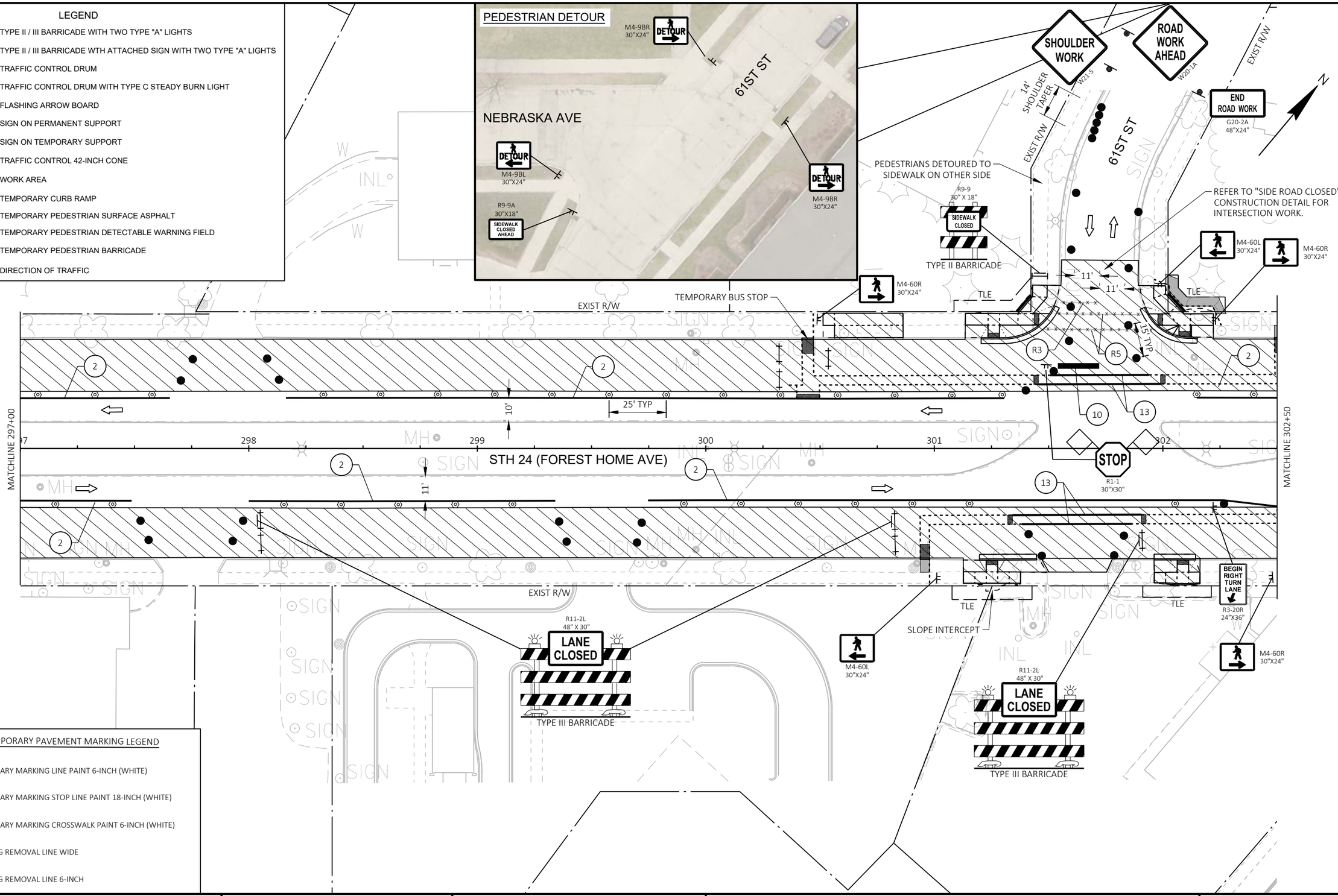
2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## PEDESTRIAN DETOUR




## TEMPORARY PAVEMENT MARKING LEGEND

- 2 — TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 10 — TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 13 — TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- R3 — MARKING REMOVAL LINE WIDE
- R5 — MARKING REMOVAL LINE 6-INCH

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 486 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 35
PLOT DATE : 7/29/2024 7:41 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

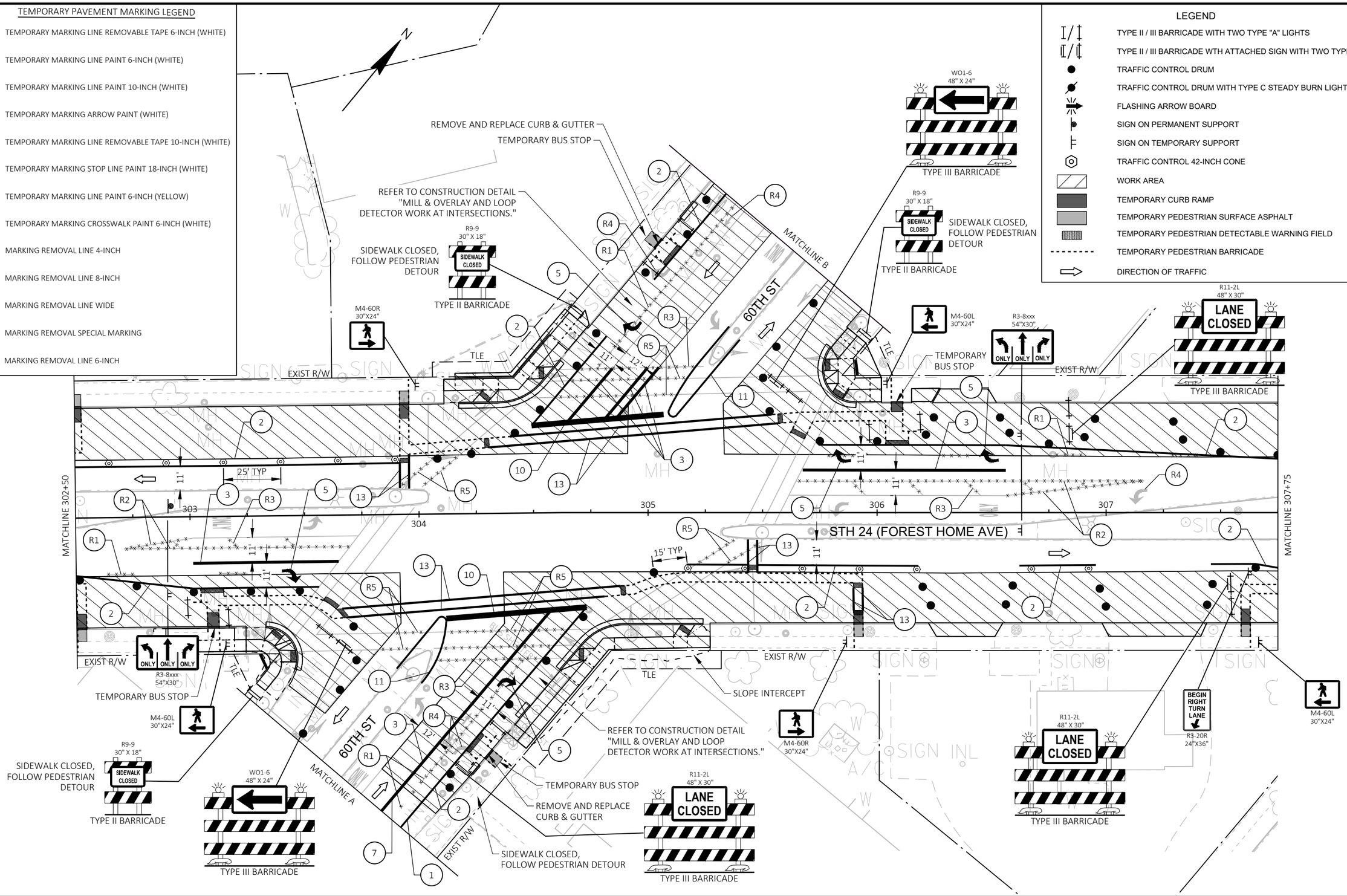
2

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 7 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| R1 | MARKING REMOVAL LINE 4-INCH |
| R2 | MARKING REMOVAL LINE 8-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| R4 | MARKING REMOVAL SPECIAL MARKING |
| R5 | MARKING REMOVAL LINE 6-INCH |

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

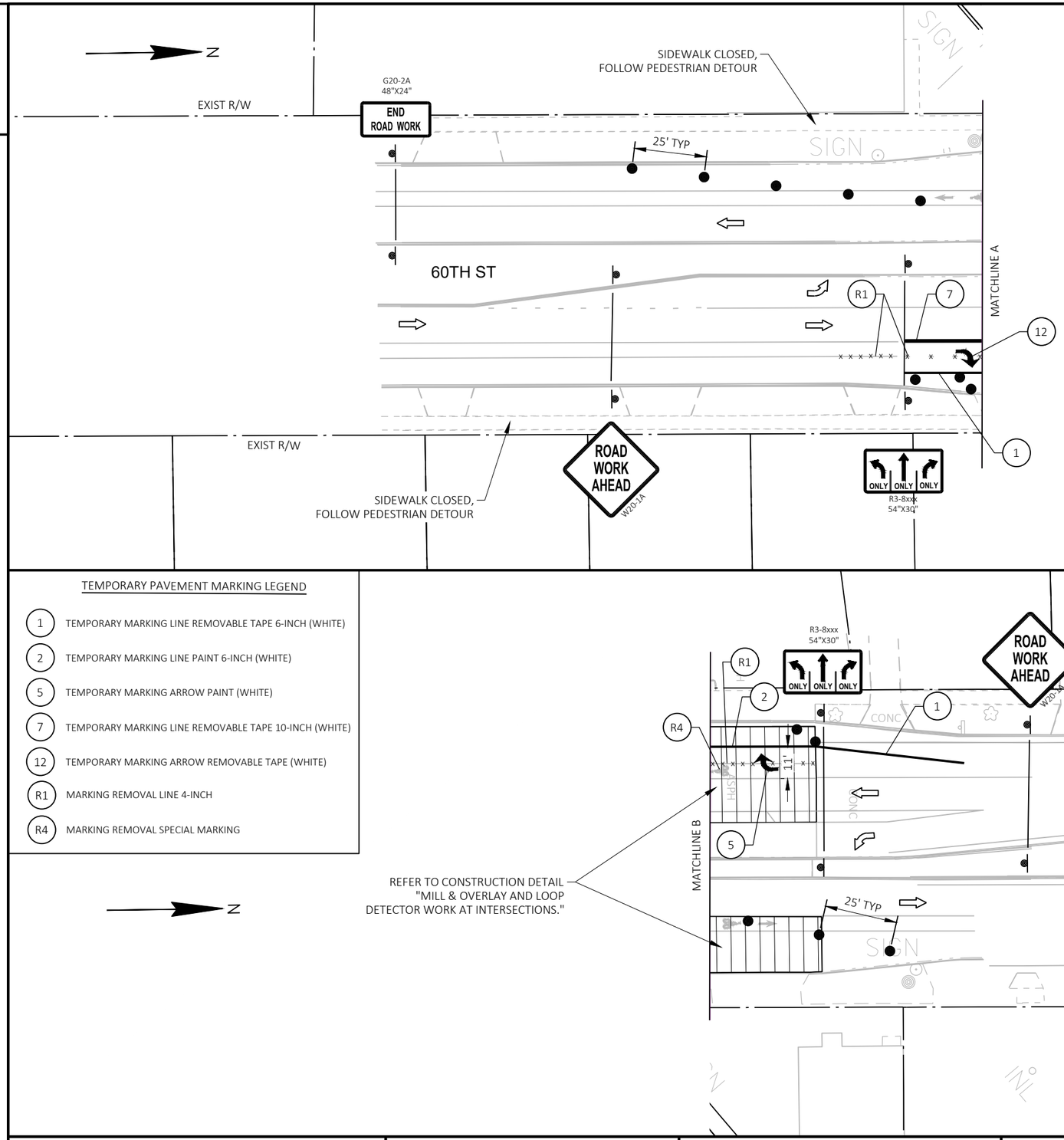



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 487 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 36

PLOT DATE : 7/29/2024 7:43 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

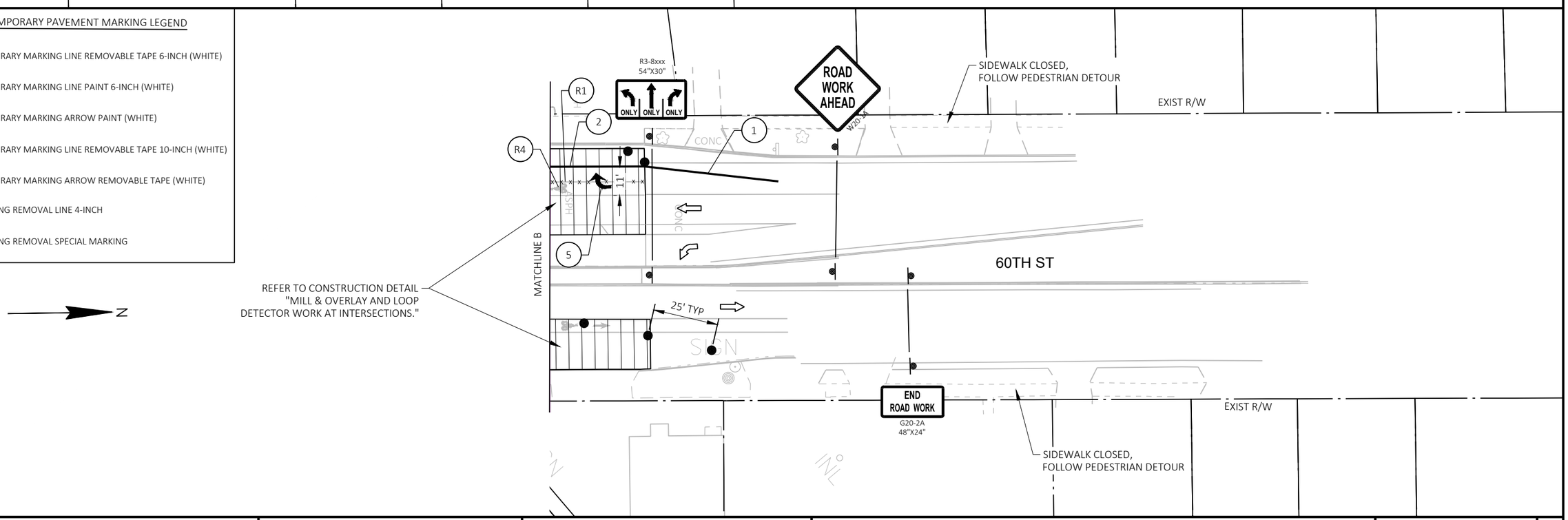



LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 7 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| 12 | TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE) |
| R1 | MARKING REMOVAL LINE 4-INCH |
| R4 | MARKING REMOVAL SPECIAL MARKING |




REFER TO CONSTRUCTION DETAIL "MILL & OVERLAY AND LOOP DETECTOR WORK AT INTERSECTIONS."

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 (60TH ST) | SHEET 488 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 36A

PLOT DATE : 7/29/2024 7:46 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIDEWALK CLOSED, FOLLOW PEDESTRIAN DETOUR

ROAD WORK AHEAD

W20-1A

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

58TH ST

EXIST R/W

END ROAD WORK
G20-2A
48"X24"

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

POOL

CANOPY

WINDOW WELL

WINDOW SILL

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

M4-60R
30"X24"

M4-60L
30"X24"

SLOPE INTERCEPT

TLE

11'

EXIST R/W

MATCHLINE 307+75

MATCHLINE 313+75

15' TYP

10'

11'

25' TYP

REMOVE AND REPLACE CURB & GUTTER

STH 24 (FOREST HOME AVE)

308 309 310 311 312 313

STOP
R1-1
30"X30"

2 10 13 R1 R3 R5

SIGN MH INL

G20-2A
48"X24"
END ROAD WORK

ROAD WORK AHEAD
W20-1A

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

SIDEWALK CLOSED, FOLLOW PEDESTRIAN DETOUR

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

M4-60R
30"X24"

M4-60L
30"X24"

SLOPE INTERCEPT

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| R1 | MARKING REMOVAL LINE 4-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| R5 | MARKING REMOVAL LINE 6-INCH |

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

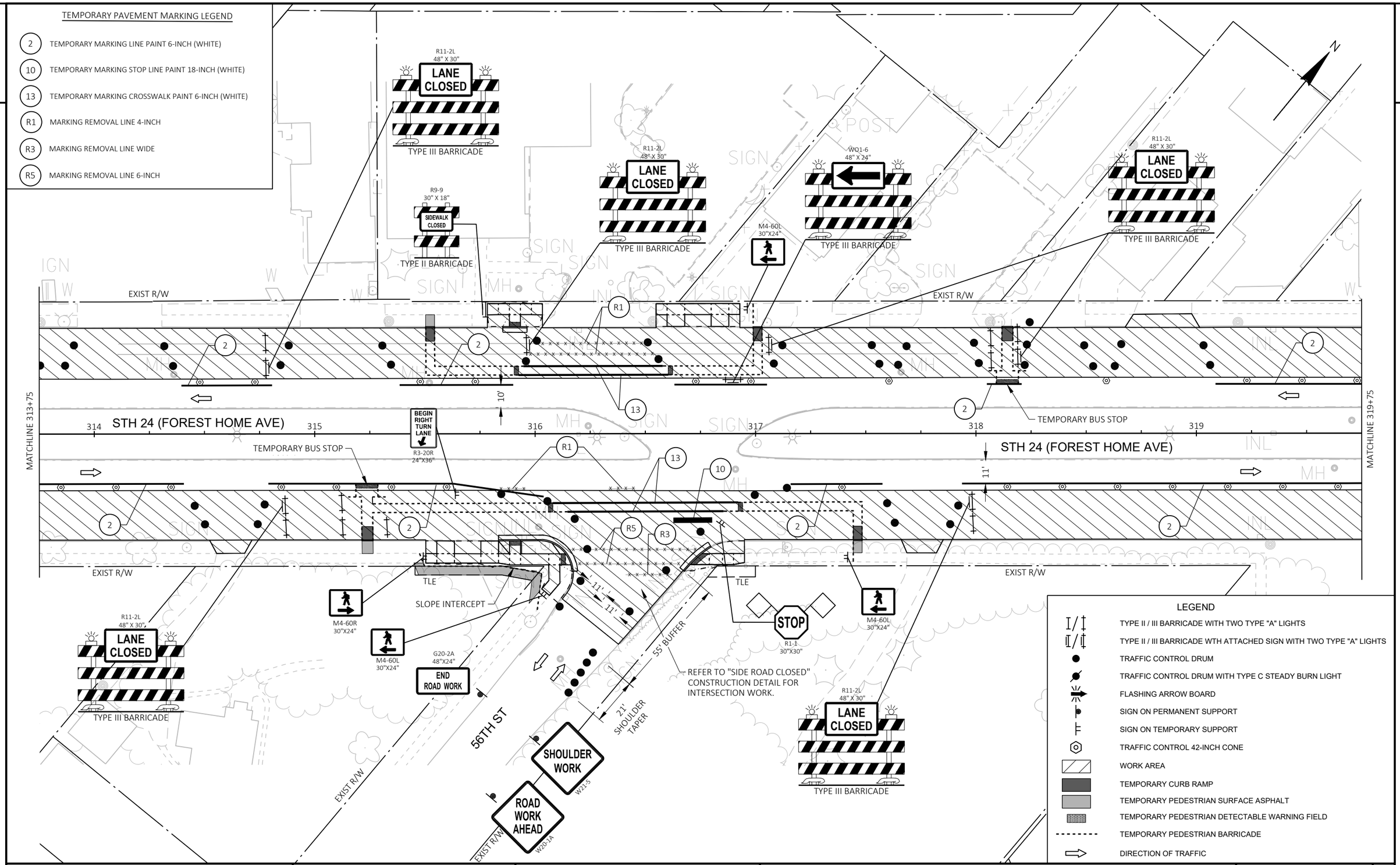
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 489 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 37
PLOT DATE : 7/29/2024 7:53 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| R1 | MARKING REMOVAL LINE 4-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| R5 | MARKING REMOVAL LINE 6-INCH |




## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 490 | E |
|---|---|---|---|---|---|

2

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

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

M4-60R
30"X24"

M4-60L
30"X24"

TLE
EXIST R/W
R1
2
13
10'
11'
25' TYP
15' TYP

MATCHLINE 319+75

MATCHLINE 325+75

320
321
322
323
324
325

STH 24 (FOREST HOME AVE)

REMOVE AND REPLACE
CURB & GUTTER

STOP
R1-1
30"X30"

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

SLOPE INTERCEPT

REFER TO "SIDE ROAD CLOSED"
CONSTRUCTION DETAIL FOR
INTERSECTION WORK.

R9-9A
30"X18"
SIDEWALK
CLOSED
AHEAD
DETOUR
M4-9BL
30"X24"

END
ROAD WORK
G20-2A
48"X24"

54TH ST

ROAD
WORK
AHEAD
W20-1A

WO12-1D
48"X48"

PEDESTRIANS DETOURED TO
SIDEWALK ON OTHER SIDE

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

- 2 — TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 13 — TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- R1 — MARKING REMOVAL LINE 4-INCH

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 491 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 39
PLOT DATE : 7/29/2024 8:27 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD W20-2A

END ROAD WORK G20-2A 48"X24"

MORGAN AVE

EXIST R/W

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

M4-60R 30"X24"

M4-60L 30"X24"

TLE

R9-9 30" X 18" SIDEWALK CLOSED TYPE II BARRICADE

REFER TO CONSTRUCTION DETAIL "MILL & OVERLAY AND LOOP DETECTOR WORK AT INTERSECTIONS."

R3-8xxx 54"X30" ONLY ONLY ONLY

MATCHLINE 325+75

MATCHLINE 331+75

STH 24 (FOREST HOME AVE)

326 327 328 329 330 331

11' 25' TYP 15' TYP 15'

TEMPORARY BUS STOP

SLOPE INTERCEPT

PEDESTRIANS DETOURED TO SIDEWALK ON OTHER SIDE

17' SHOULDER TAPER

SHOULDER WORK W21-5

G20-2A 48"X24" END ROAD WORK

PEDESTRIAN DETOUR

R9-9A 30"X18" SIDEWALK CLOSED AHEAD

DETOUR M4-9BR 30"X24" M4-9BL 30"X24"

51ST ST

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| R1 | MARKING REMOVAL LINE 4-INCH |
| R2 | MARKING REMOVAL LINE 8-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| R4 | MARKING REMOVAL SPECIAL MARKING |
| R5 | MARKING REMOVAL LINE 6-INCH |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 492 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 40
PLOT DATE : 7/29/2024 9:02 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

- 2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 10 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 13 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- R3 MARKING REMOVAL LINE WIDE
- R5 MARKING REMOVAL LINE 6-INCH

NEBRASKA AVE
UTAH AVE
M4-9BR 30"X24"
DETOUR
PEDESTRIAN DETOUR

R9-9A 30"X18"
SIDEWALK CLOSED AHEAD
DETOUR
M4-9BL 30"X24"

EXIST R/W
END ROAD WORK
G20-2A 48"X24"

PEDESTRIANS DETOURED TO SIDEWALK ON OTHER SIDE
ROAD WORK AHEAD
W20-1A
UTAH AVE
EXIST R/W
REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

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

R9-9 30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

M4-60R 30"X24"
R3-20R 24"X36"
BEGIN RIGHT TURN LANE
M4-60L 30"X24"

11'
11'
R3
TLE
R5
13
10
15' TYP
25' TYP
11'
STOP
R1-1 30"X30"
2

MATCHLINE 331+75
MATCHLINE 337+75
332
333
334
335
336
337
STH 24 (FOREST HOME AVE)
STH 24 (FOREST HOME AVE)

EXIST R/W
SLOPE INTERCEPT
WO1-6 48" X 24"
52ND ST
END ROAD WORK
G20-2A 48"X24"
ROAD WORK AHEAD
W20-1A

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 493 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 41
PLOT DATE : 7/29/2024 9:04 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

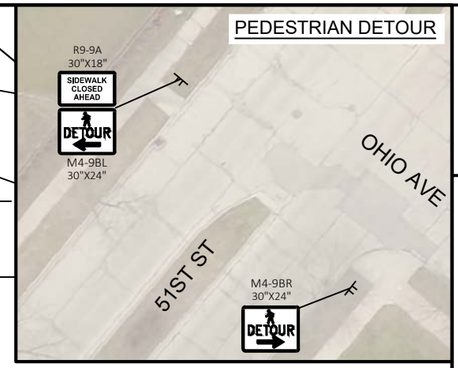
## LEGEND

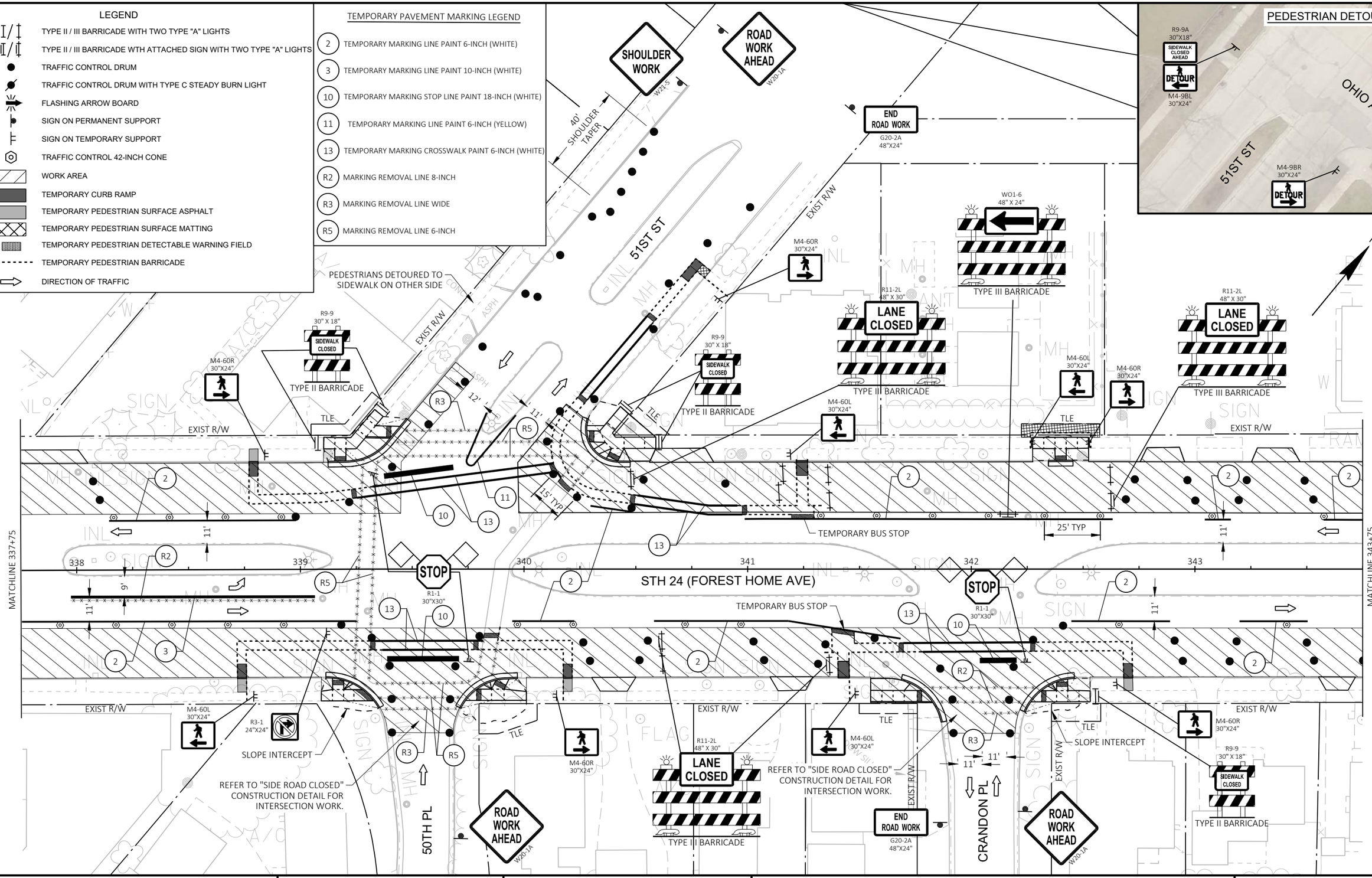
- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

- 2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 3 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 10 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 11 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 13 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- R2 MARKING REMOVAL LINE 8-INCH
- R3 MARKING REMOVAL LINE WIDE
- R5 MARKING REMOVAL LINE 6-INCH

## PEDESTRIAN DETOUR




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 494 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 42
PLOT DATE : 7/29/2024 9:06 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

N

EUCLID AVE

49TH ST

R9-9A 30"X18"

SIDEWALK CLOSED AHEAD

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

PEDESTRIAN DETOUR

PEDESTRIANS DETOURED TO SIDEWALK ON OTHER SIDE

G20-2A 48"X24"

END ROAD WORK

ROAD WORK AHEAD W20-1A

EXIST R/W

REFER TO "SIDE ROAD CLOSED" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

M4-60R 30"X24"

M4-60L 30"X24"

R9-9 30" X 18"

SIDEWALK CLOSED

TYPE II BARRICADE

TLE

R3

R5

11'

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

10

13

STOP R1-1 30"X30"

BUS STOP 1142 TEMPORARILY SUSPENDED DURING CONSTRUCTION

MATCHLINE 343+75

MATCHLINE 349+75

10'

25' TYP

344 345 346 347 348 349

STH 24 (FOREST HOME AVE)

11'

15' TYP

2

R11-2L 48" X 30"

LANE CLOSED

TYPE III BARRICADE

SLOPE INTERCEPT

END ROAD WORK G20-2A 48"X24"

SCHAUER AVE

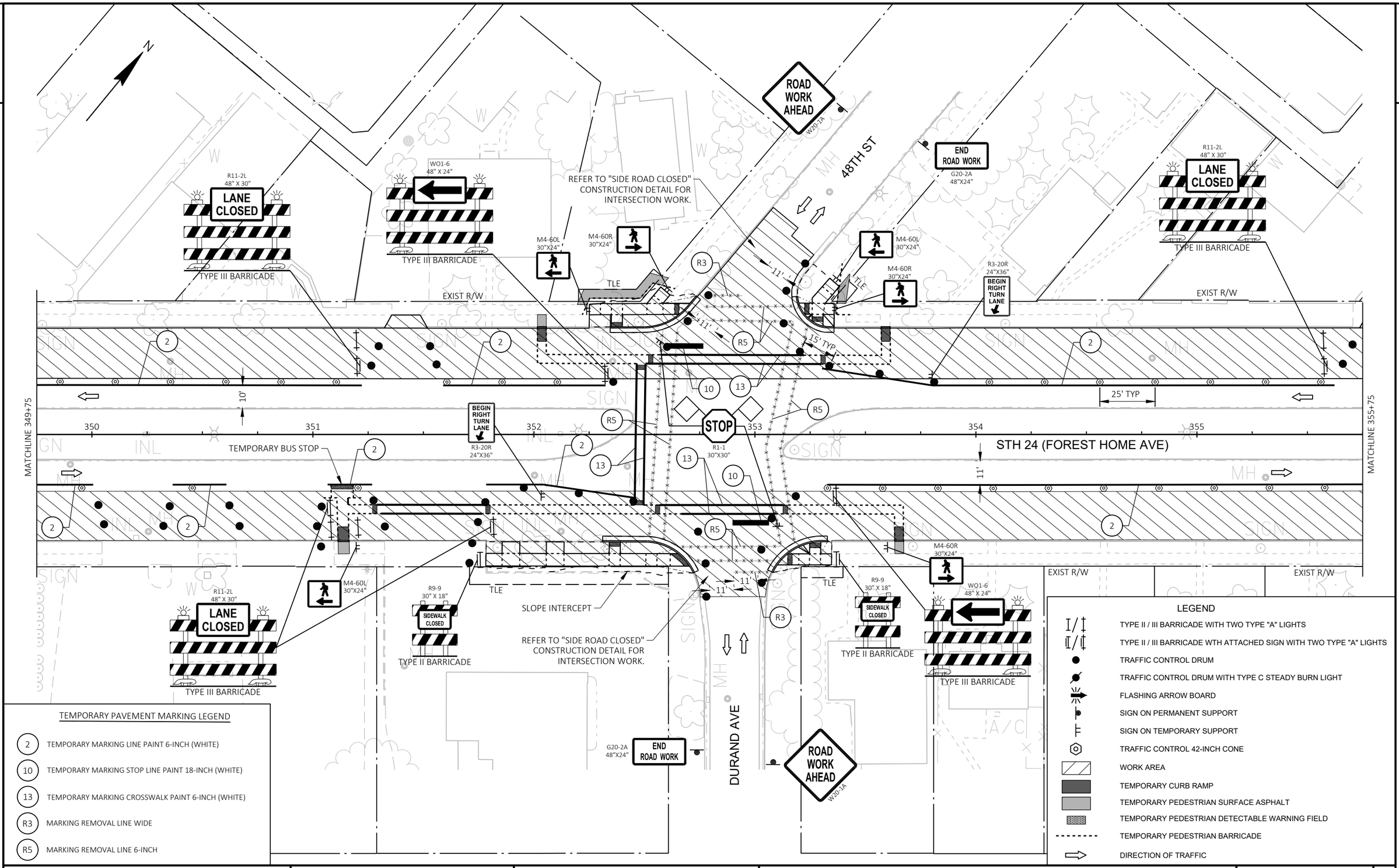
ROAD WORK AHEAD W20-1A

### TEMPORARY PAVEMENT MARKING LEGEND

- 2 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- 10 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 13 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- R3 MARKING REMOVAL LINE WIDE
- R5 MARKING REMOVAL LINE 6-INCH

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 495 | E |
|---|---|---|---|---|---|

2




TEMPORARY PAVEMENT MARKING LEGEND

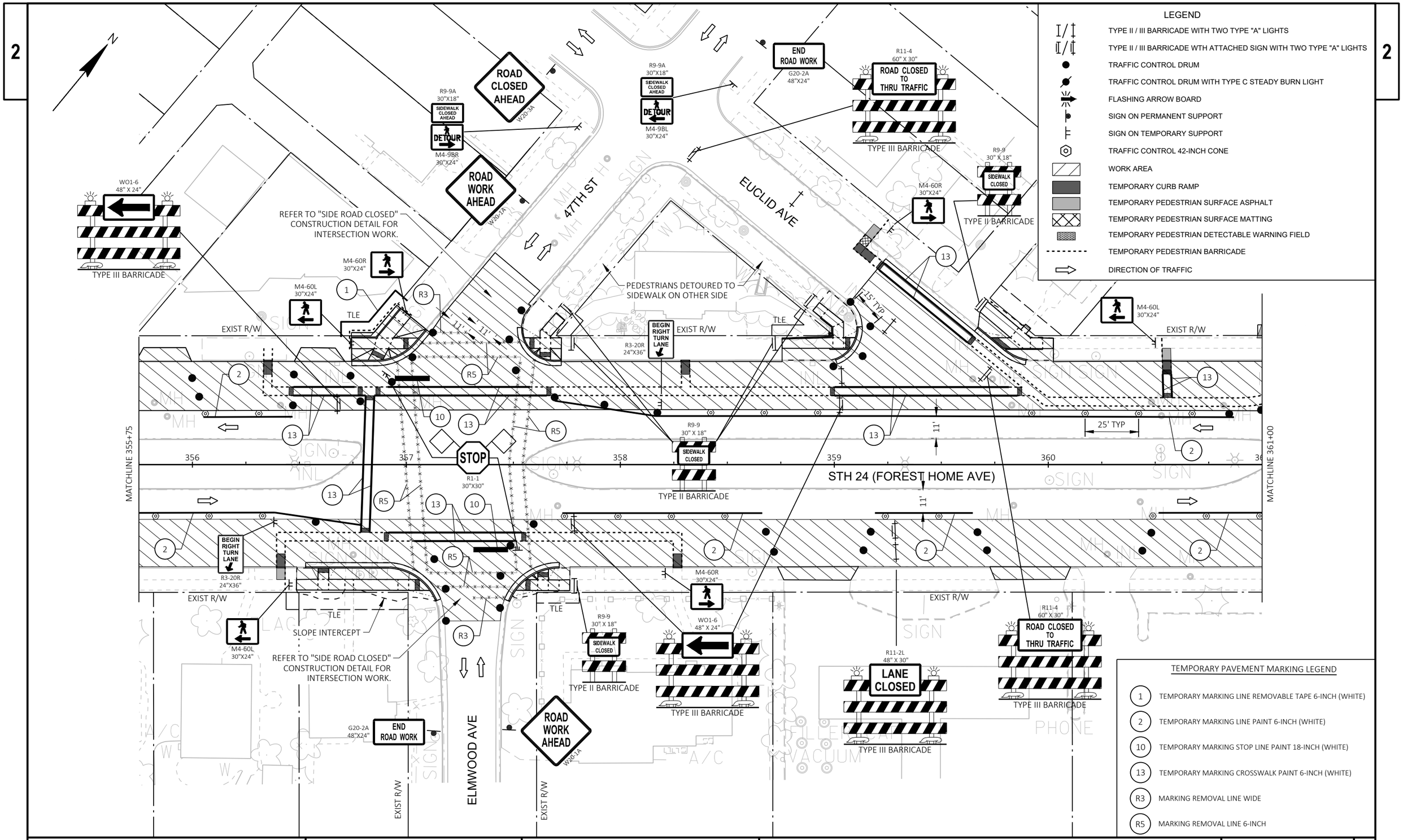
| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| R3 | MARKING REMOVAL LINE WIDE |
| R5 | MARKING REMOVAL LINE 6-INCH |

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 496 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 44
PLOT DATE : 7/29/2024 9:10 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

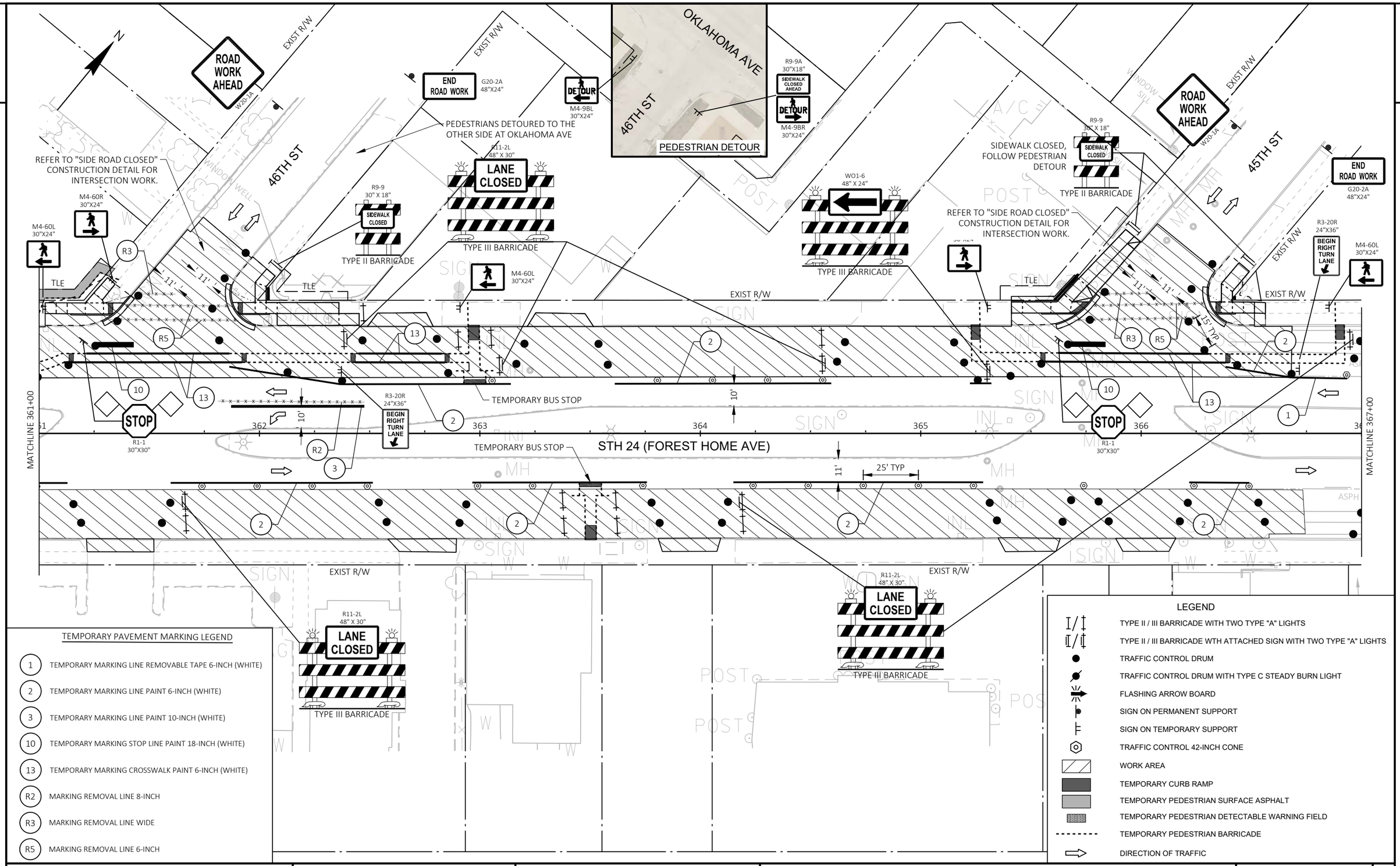



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 497 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 45

PLOT DATE : 7/29/2024 9:12 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| R2 | MARKING REMOVAL LINE 8-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| R5 | MARKING REMOVAL LINE 6-INCH |

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 498 | E |
|---|---|---|---|---|---|

2

2

N

OKLAHOMA AVE

44TH ST

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

EXIST R/W

1

1

7

STH 24 (FOREST HOME AVE)

368

369

370

MATCHLINE 367+00

25' TYP

EXIST R/W

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

WINDOW SILL

44TH ST

WO1-6
48" X 24"
TYPE III BARRICADE

OKLAHOMA AVE

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

WO12-1D
48"X48"

EXIST R/W

7

M2

1

STH 24 (FOREST HOME AVE)

MATCHLINE A

EXIST R/W

END
ROAD WORK
G20-2A
48"X24"

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 7 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| M2 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH |

LEGEND

| | |
|---|---|
| | TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS |
| | TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS |
| | TRAFFIC CONTROL DRUM |
| | TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT |
| | FLASHING ARROW BOARD |
| | SIGN ON PERMANENT SUPPORT |
| | SIGN ON TEMPORARY SUPPORT |
| | TRAFFIC CONTROL 42-INCH CONE |
| | WORK AREA |
| | DIRECTION OF TRAFFIC |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 499 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 47
PLOT DATE : 7/29/2024 9:16 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

WO1-6
48" X 24"
TYPE III BARRICADE

43RD ST

END
ROAD WORK
G20-2A
48"X24"

WO12-1D
48"X48"

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

WO1-6
48" X 24"
TYPE III BARRICADE

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

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

EXIST R/W

M1

1

7

25' TYP

TEMPORARY BUS STOP

245' TAPER

MATCHLINE A

MATCHLINE B

STH 24 (FOREST HOME AVE)

EXIST R/W

43RD ST

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 7 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| M1 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH |

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 500 E |

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 48
PLOT DATE : 7/29/2024 9:25 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

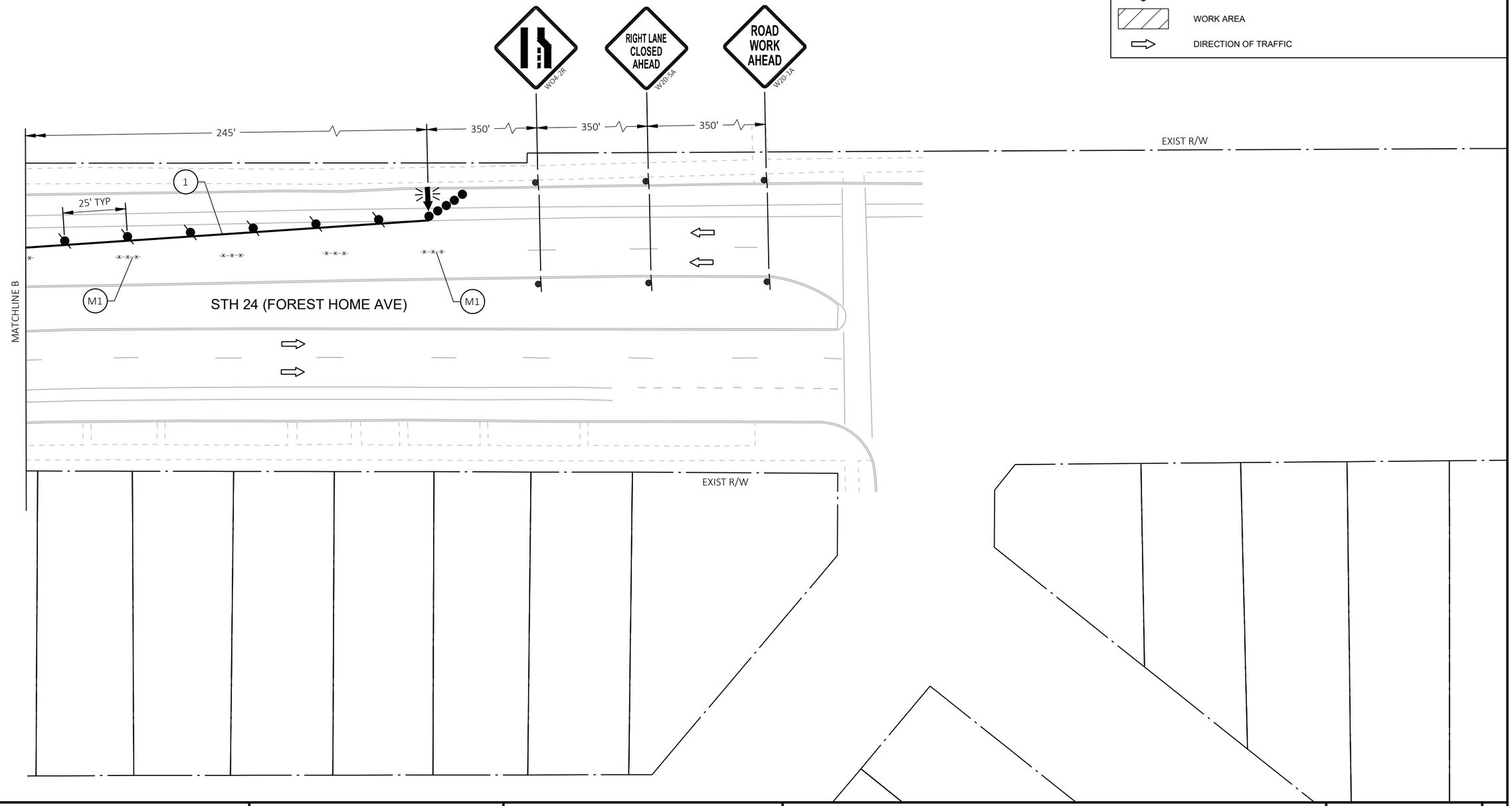
2

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| M1 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH |

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1 & STAGE 3 | SHEET 501 E |

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 49

PLOT DATE : 7/29/2024 9:26 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

TEMPORARY PAVEMENT MARKING LEGEND

9 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)

M1 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

STH 100 (108TH ST)

STH 24 (FOREST HOME AVE)

MATCHLINE A

25' TYP

350' 350' 350' 245' TAPER LENGTH

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5SA

W04-2L

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

EXIST R/W

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 502 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 00A
PLOT DATE : 7/29/2024 11:39 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

JANESVILLE RD

STH 24 (FOREST HOME AVE)

EXIST R/W

EXIST R/W

EXIST R/W

MATCHLINE A

MATCHLINE 95+00

ROAD WORK AHEAD
W20-1A

G20-2A
48"X24"
END ROAD WORK

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

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

WO1-4R

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

WO12-1D
48"X48"

25' TYP

11'

112' SHIFTING TAPER

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- (7) TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- (9) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- (12) TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE)
- (R1) MARKING REMOVAL LINE 4-INCH

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 503 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 00B

PLOT DATE : 7/29/2024 11:41 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

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

50'

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

WO1-6 48" X 24"

TYPE III BARRICADE

EXIST R/W

R9-9 30" X 18" SIDEWALK CLOSED

TYPE II BARRICADE

MATCHLINE 95+00

STH 24 (FOREST HOME AVE)

MATCHLINE 101+00

12'

11'

15' TYP

25' TYP

112' SHIFTING TAPER

WO1-6 48" X 24"

TYPE III BARRICADE

EXIST R/W

BEGIN LEFT TURN LANE

R3-20L 24"X36"

R9-9 30" X 18" SIDEWALK CLOSED

TYPE II BARRICADE

ASPH

TLE

WO1-6 48" X 24"

TYPE III BARRICADE

LILAC LN

END ROAD WORK

G20-2A 48"X24"

ROAD WORK AHEAD

W20-1A

EXIST R/W

EXIST R/W

N

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

- 3 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 10 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 11 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 13 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 504 | E |
|---|---|---|---|---|---|

2

N

WO1-6
48" X 24"

TYPE III BARRICADE

ROAD WORK AHEAD
W20-1A

SCHARLES AVE/104TH ST

G20-2A
48"X24"
END ROAD WORK

EXIST R/W

WO12-1D
48"X48"

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

MATCHLINE 101+00

MATCHLINE 107+00

STH 24 (FOREST HOME AVE)

101 102 103 104 105 106

12'

11'

11'

15' TYP

25' TYP

50'

50'

REFER TO "SIDE ROAD RIGHT – TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

WO1-6
48" X 24"

TYPE III BARRICADE

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 505 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 02

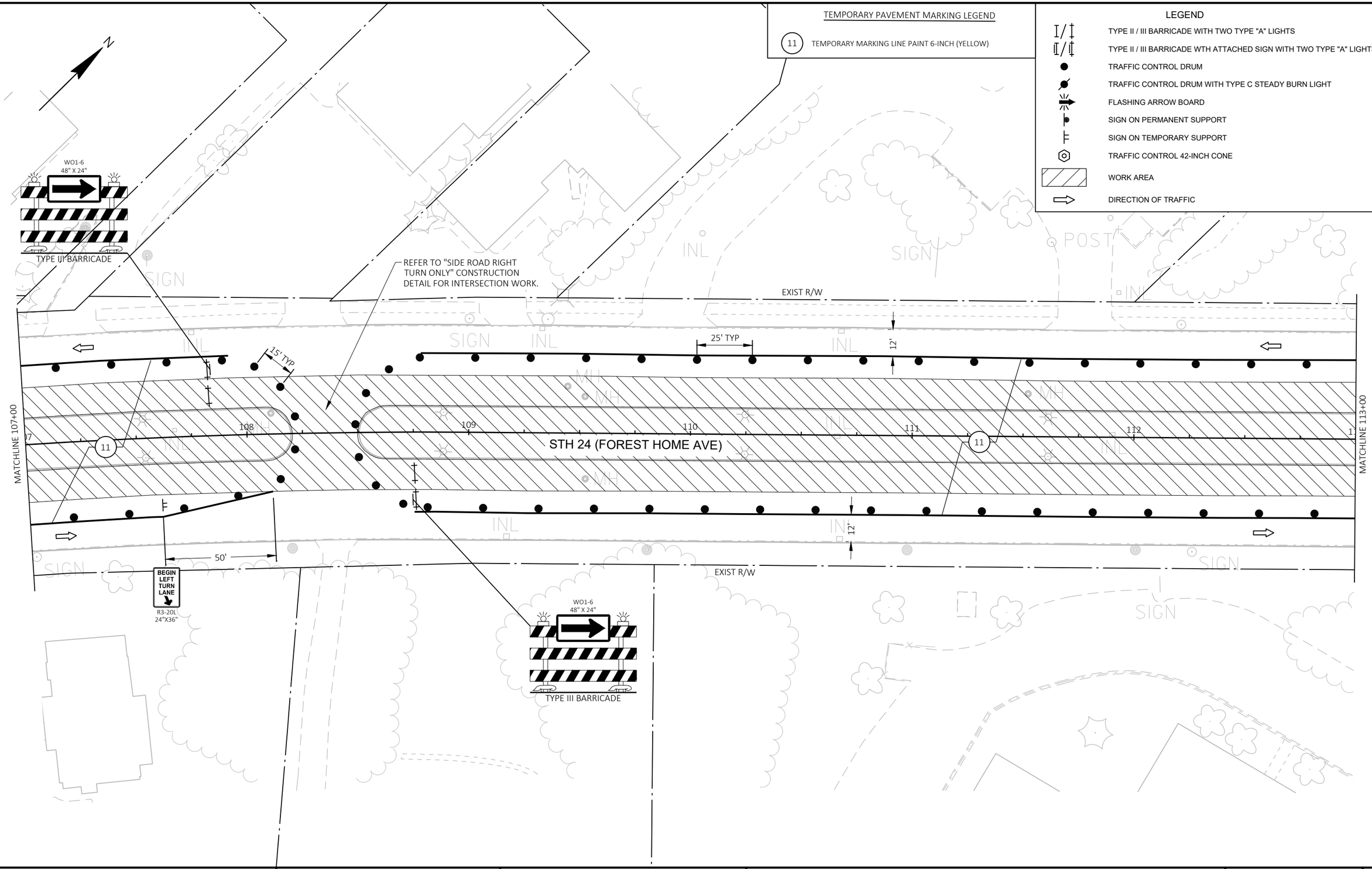
PLOT DATE : 7/29/2024 11:46 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

TEMPORARY PAVEMENT MARKING LEGEND

11 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC



2

WO1-6
48" X 24"

TYPE III BARRICADE

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

50'

EXIST R/W

15' TYP

25' TYP

12'

MATCHLINE 113+00

MATCHLINE 119+00

STH 24 (FOREST HOME AVE)

50'

BEGIN LEFT TURN LANE

R3-20L
24"X36"

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

WO1-6
48" X 24"

TYPE III BARRICADE

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

(11) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

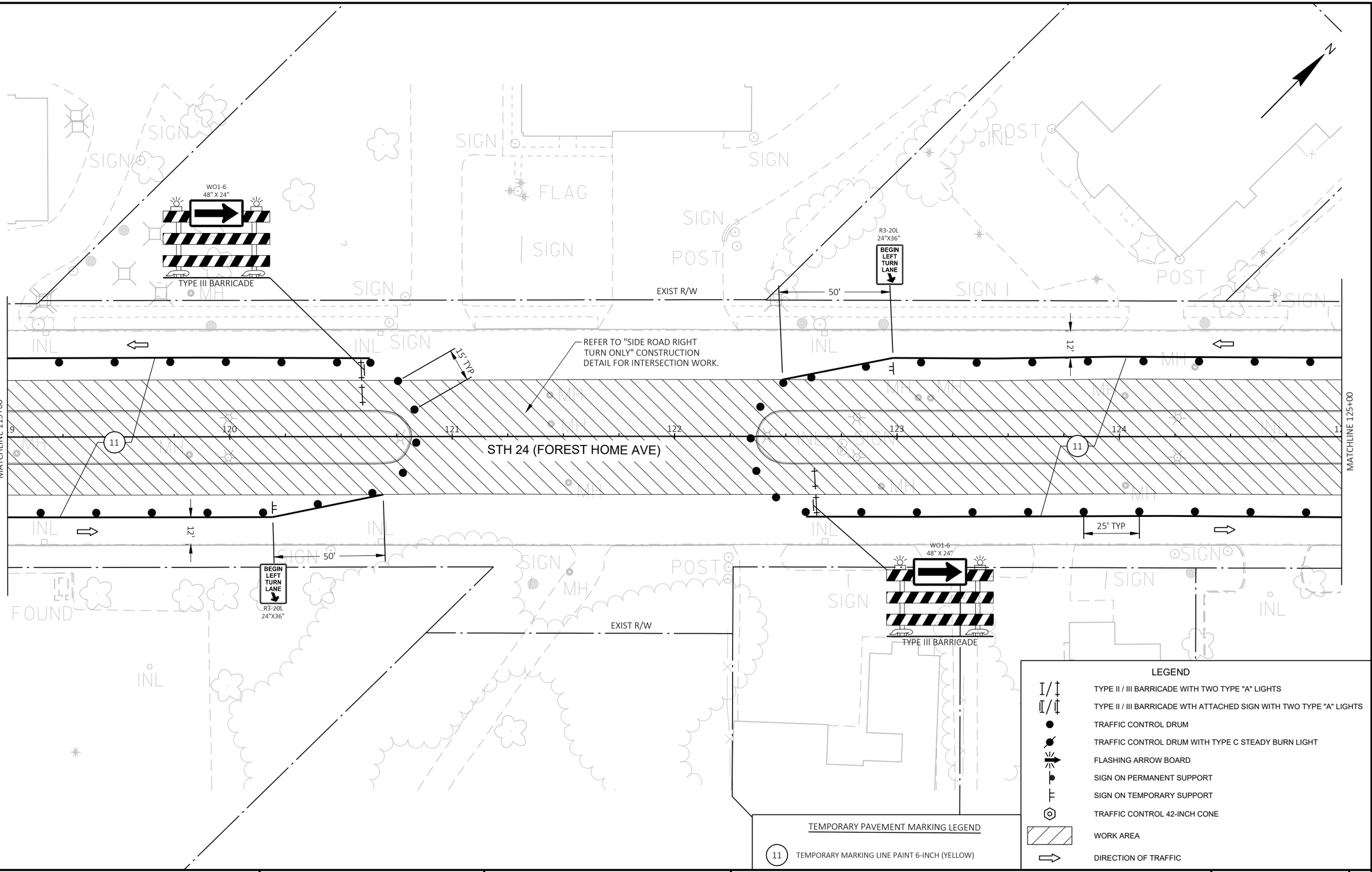
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 507 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 04

PLOT DATE : 7/29/2024 11:50 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 508 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 05
PLOT DATE : 7/29/2024 11:51 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| R2 | MARKING REMOVAL LINE 8-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| R4 | MARKING REMOVAL SPECIAL MARKING |

N

ROAD WORK AHEAD
W20-1A

EXIST R/W

GRANGE AVE

G20-2A
48"X24"
END ROAD WORK

WO1-6
48" X 24"
TYPE III BARRICADE

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

R3-8xxx
54"X30"
ONLY ONLY ONLY

WO12-1D
48"X48"

112' SHIFTING TAPER

TLE

DOUBLE

12'

11'

25' TYP

15' TYP

MATCHLINE 125+00

MATCHLINE 131+00

STH 24 (FOREST HOME AVE)

126 127 128 129 130

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

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

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

REFER TO CONSTRUCTION DETAIL
"MILL & OVERLAY AND LOOP
DETECTOR WORK AT INTERSECTIONS."

FILLER CAP

### LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 509 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 06

PLOT DATE : 7/29/2024 11:53 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

ROAD WORK AHEAD
W20-1A

RIDGE RD

END ROAD WORK
G20-2A
48"X24"

WO1-6
48" X 24"
TYPE III BARRICADE

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

10

50'

EXIST R/W

25' TYP

12'

15' TYP

MATCHLINE 131+00

132 133 134 135 136

STH 24 (FOREST HOME AVE)

11

2

11'

112' SHIFTING TAPER

MATCHLINE 137+00

CONC
ASPH

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

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 510 E |

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 07

PLOT DATE : 7/29/2024 11:54 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

ALLENWOOD LN

EXIST R/W

WO1-6
48" X 24"

TYPE III BARRICADE

10

13

11

25' TYP

12'

15' TYP

MATCHLINE 137+00

MATCHLINE 143+00

137

138

139

140

141

142

STH 24 (FOREST HOME AVE)

50'

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

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

EXIST R/W

WO1-6
48" X 24"

TYPE III BARRICADE

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |

LEGEND

| | |
|---|---|
| | TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS |
| | TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS |
| | TRAFFIC CONTROL DRUM |
| | TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT |
| | FLASHING ARROW BOARD |
| | SIGN ON PERMANENT SUPPORT |
| | SIGN ON TEMPORARY SUPPORT |
| | TRAFFIC CONTROL 42-INCH CONE |
| | WORK AREA |
| | DIRECTION OF TRAFFIC |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 511 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 08

PLOT DATE : 7/29/2024 11:56 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

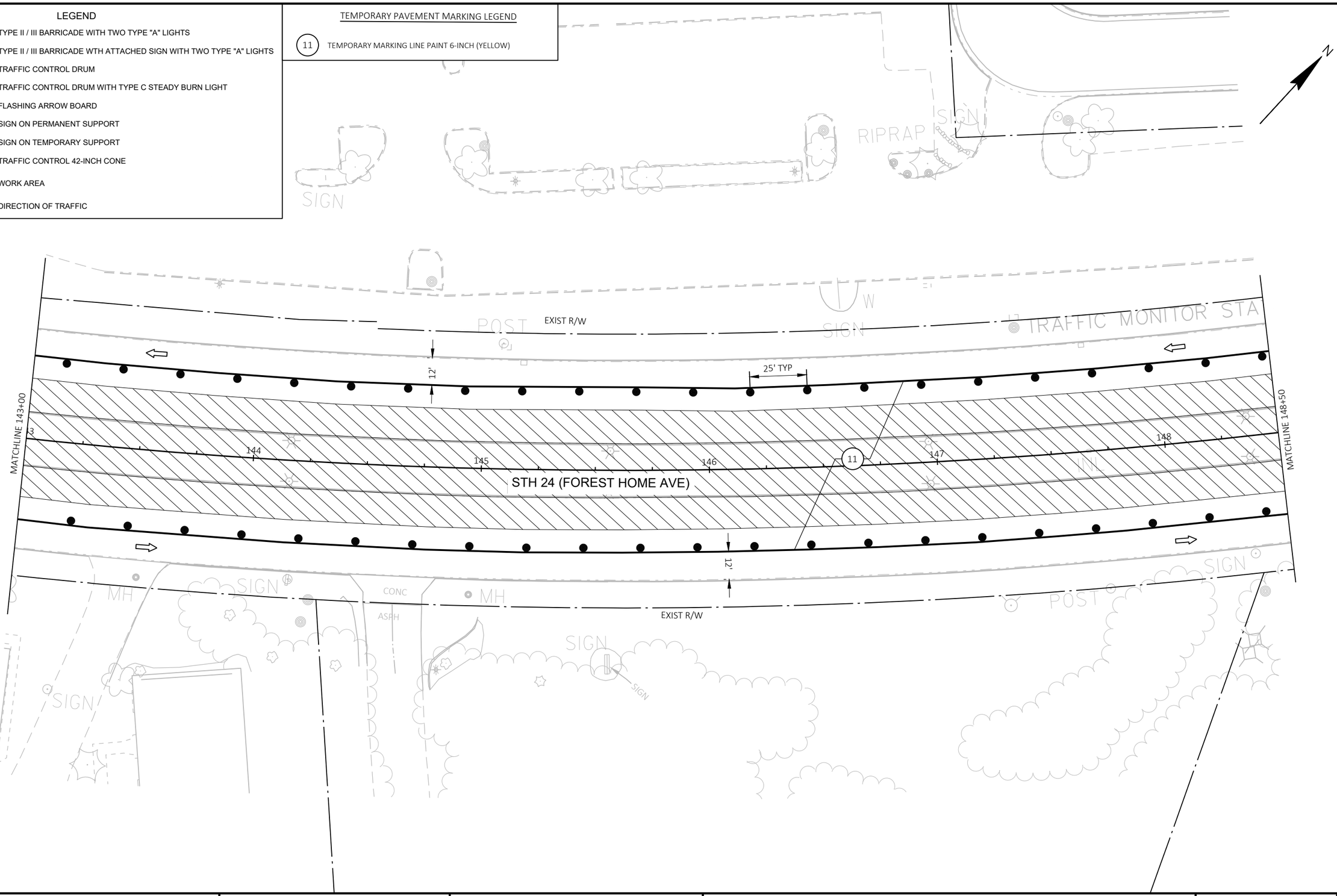
2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

(11) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

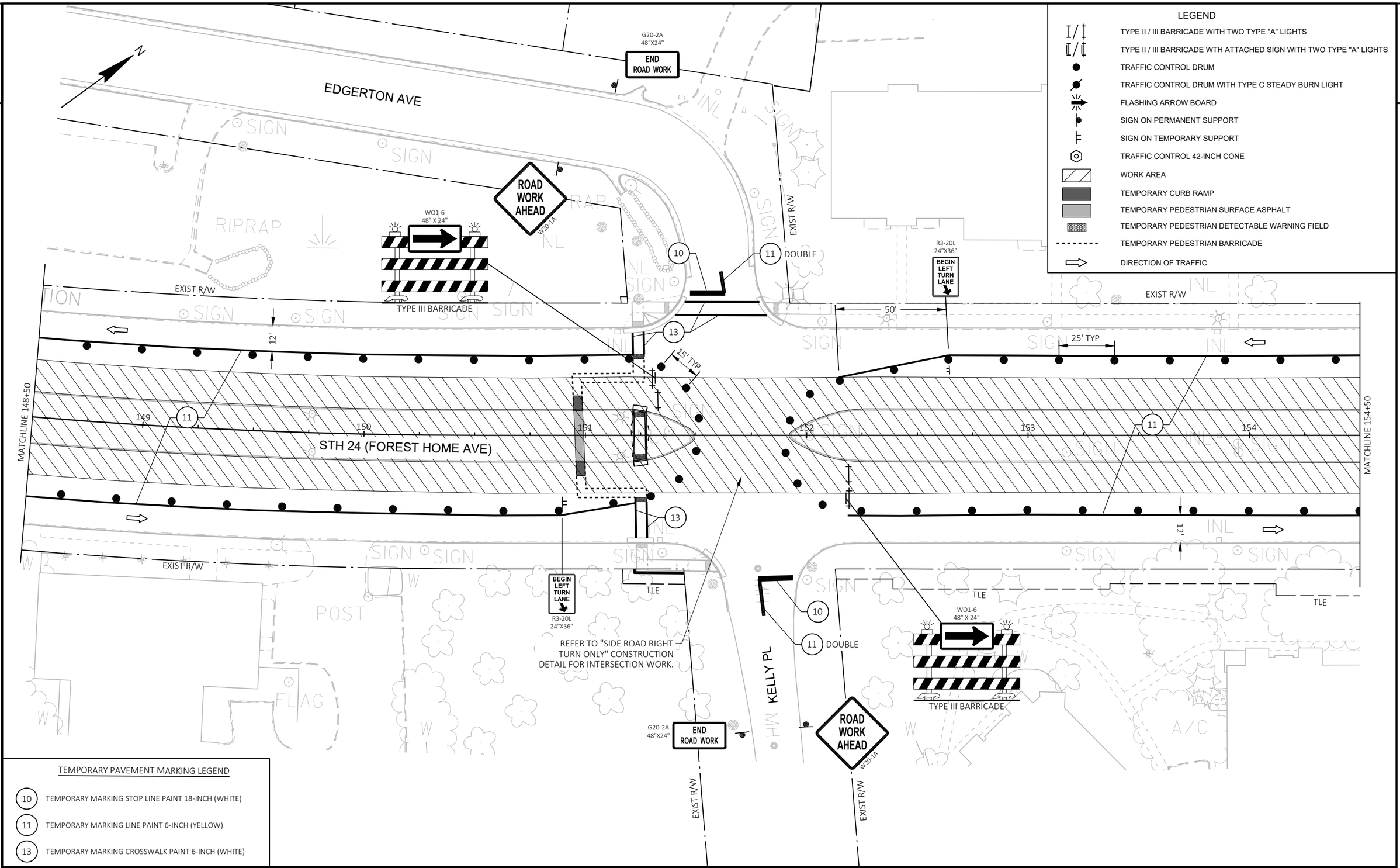



2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 512 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 09
PLOT DATE : 7/29/2024 11:57 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 513 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 10

PLOT DATE : 7/29/2024 12:00 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

ROAD WORK AHEAD
W20-1A

ROOT RIVER PKWY

END ROAD WORK
G20-2A
48"X24"

WO1-6
48" X 24"
TYPE III BARRICADE

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

WO12-1D
48"X48"

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

ROOT RIVER

EXIST R/W

12'

25' TYP

15' TYP

MATCHLINE 154+50

155 156 157 158 159 160

STH 24 (FOREST HOME AVE)

MATCHLINE 160+50

50'

EXIST R/W
TLE

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

END ROAD WORK
G20-2A
48"X24"

92ND ST

EXIST R/W

ROAD WORK AHEAD
W20-1A

10 DOUBLE

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

WO1-6
48" X 24"
TYPE III BARRICADE

EXIST R/W
TLE

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

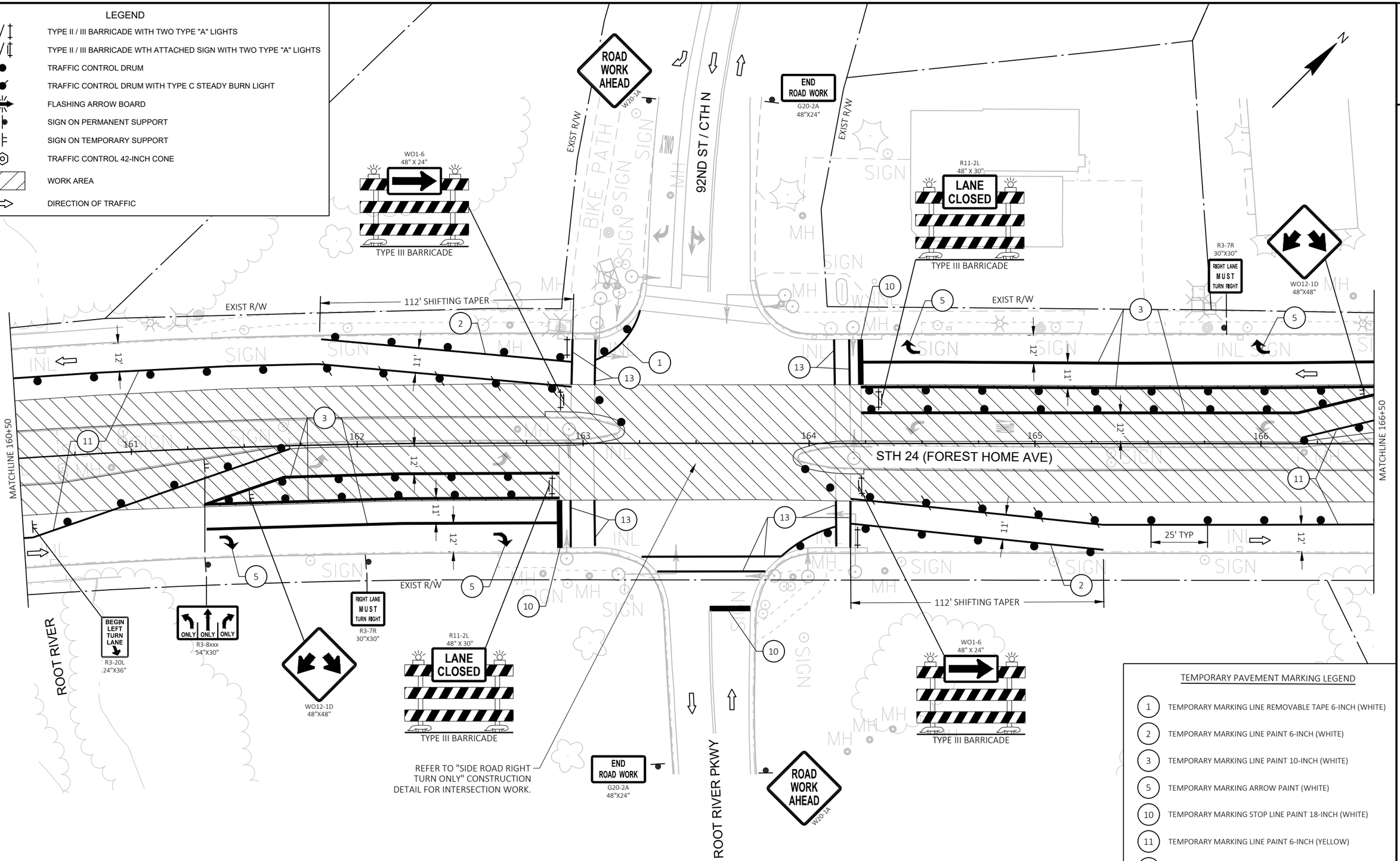
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 514 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 11
PLOT DATE : 7/29/2024 12:29 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC




### TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 515 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 12
PLOT DATE : 7/29/2024 12:30 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TEMPORARY PAVEMENT MARKING LEGEND

(11) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

2

R3-8xxx
54"X30"
ONLY ONLY ONLY

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

WO1-6
48" X 24"
TYPE III BARRICADE

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

ORCHARD CI

EXIST R/W

50'

25' TYP

15' TYP

12'

MATCHLINE 166+50

167 168 169 170 171 172

STH 24 (FOREST HOME AVE)

MATCHLINE 172+50

12'

50'

EXIST R/W

FRONTAGE RD

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

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

END ROAD WORK
G20-2A
48"X24"

EXIST R/W

EDGERTON AVE

ROAD WORK AHEAD
W20-1A

WO1-6
48" X 24"
TYPE III BARRICADE

ASPH

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 516 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 13

PLOT DATE : 7/29/2024 12:31 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD
W20-1A
EXIST R/W
WOODLAWN PL
END ROAD WORK
G20-2A
48"X24"
EXIST R/W
WO1-6
48" X 24"
TYPE III BARRICADE
FLAG
CONC
ASPH
POST
SIGN
MH
INL
FRONTAGE RD
EXIST R/W
12'
15' TYP
25' TYP
MATCHLINE 172+50
173
174
175
176
177
178
11
STH 24 (FOREST HOME AVE)
MATCHLINE 178+50
50'
12'
POST
EXIST R/W
TLE
FRONTAGE RD
R3-20L
24"X36"
BEGIN LEFT TURN LANE
REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.
EXIST R/W
ASPH
CONC
WO1-6
48" X 24"
TYPE III BARRICADE

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

(11) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 517 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 14
PLOT DATE : 7/29/2024 12:33 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

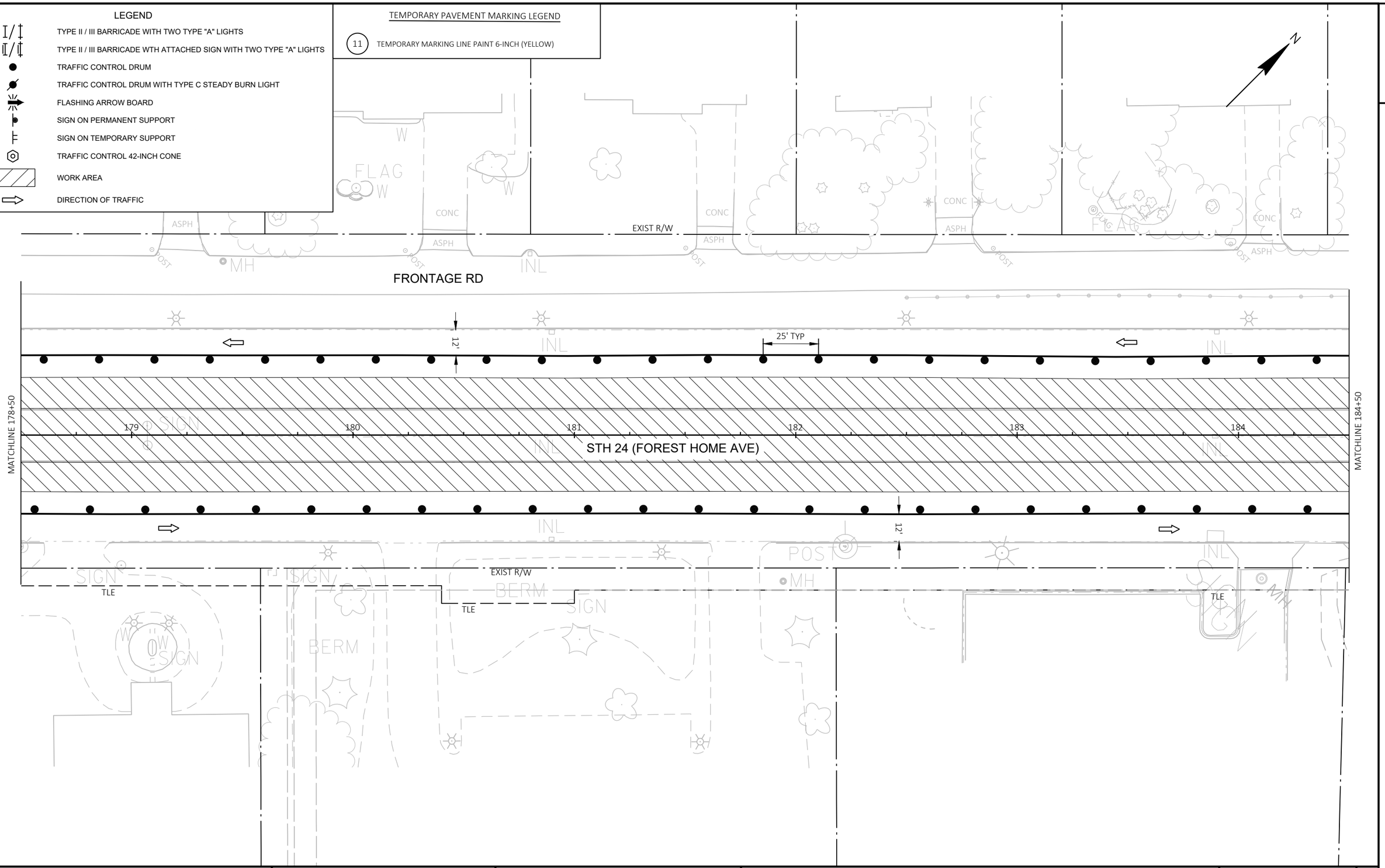
2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

(11) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)




2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 518 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 15
PLOT DATE : 7/29/2024 12:48 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

WO1-6
48" X 24"

TYPE III BARRICADE

ROAD WORK AHEAD
W20-1A

EXIST R/W

87TH ST

END ROAD WORK
G20-2A
48"X24"

EXIST R/W

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

WO12-1D
48"X48"

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

FRONTAGE RD

EXIST R/W

10

13

3

12'

25' TYP

15' TYP

5

11'

185

186

187

188

189

190

STH 24 (FOREST HOME AVE)

MATCHLINE 184+50

MATCHLINE 190+50

11

11

5

50'

12'

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

TLE

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

EXIST R/W

WO1-6
48" X 24"

TYPE III BARRICADE

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 519 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 16

PLOT DATE : 7/29/2024 12:49 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

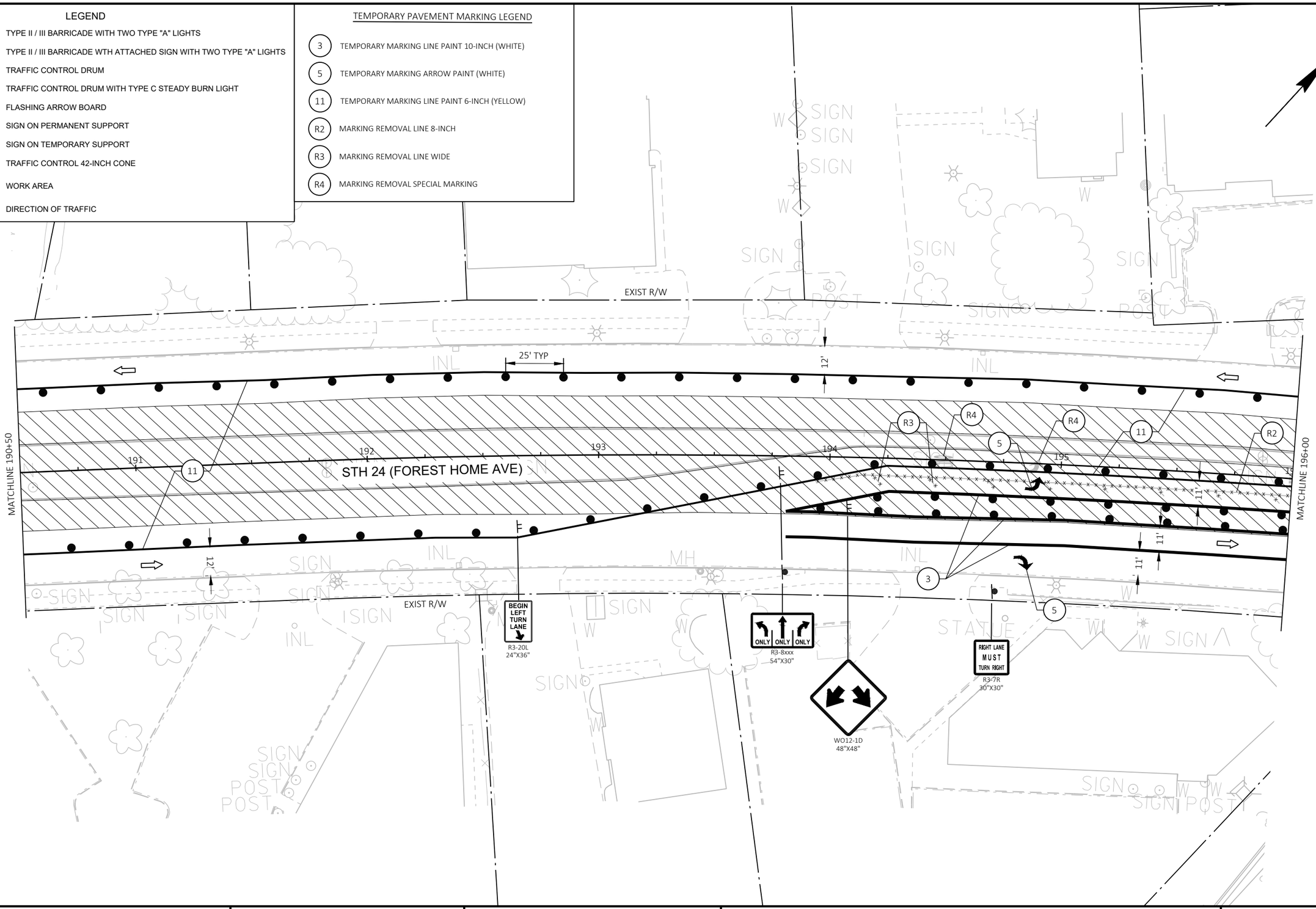
2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

- 3 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 5 TEMPORARY MARKING ARROW PAINT (WHITE)
- 11 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- R2 MARKING REMOVAL LINE 8-INCH
- R3 MARKING REMOVAL LINE WIDE
- R4 MARKING REMOVAL SPECIAL MARKING




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 520 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\212018OO\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 17

PLOT DATE : 7/29/2024 12:50 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) | 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) | 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) | R2 | MARKING REMOVAL LINE 8-INCH |
| 6 | TEMPORARY MARKING LINE PAINT 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | R3 | MARKING REMOVAL LINE WIDE |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) | R4 | MARKING REMOVAL SPECIAL MARKING |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 521 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 18
PLOT DATE : 7/29/2024 12:51 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

EXISTING R/W

G20-2A
48"X24"
END
ROAD WORK

84TH ST

44 45 46 47

25' TYP

MATCHLINE 48+00

ROAD
WORK
AHEAD
W20-1A

CONC
CONC
ASPH

6

ONLY ONLY ONLY
COVER SIGN

EXISTING R/W

SIGN POST

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 6 | TEMPORARY MARKING LINE PAINT 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |

WO12-1D
48"X48"

6
3

ONLY ONLY ONLY
R3-8xxx
54"X30"

EXISTING R/W

ROAD
WORK
AHEAD
W20-1A

LAYTON AVE

DETOUR
M4-9BL
30"X24"

11

84TH ST

12'
12'

MATCHLINE 52+00

53 54 55

15' TYP

25' TYP

R9-9A
30"X18"
SIDEWALK
CLOSED
AHEAD
DETOUR
M4-9BR
30"X24"

END
ROAD WORK
G20-2A
48"X24"

EXISTING R/W

PEDESTRIANS DETOURED TO
SIDEWALK ON OTHER SIDE

84TH ST

N

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 (84TH STREET) | SHEET 522 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 18A

PLOT DATE : 7/29/2024 12:53 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

EXIST R/W

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

MATCHLINE 202+00

MATCHLINE 208+00

12'

25' TYP

12'

202 203 204 205 206 207

11

11

STH 24 (FOREST HOME AVE)

LAYTON AVE / CTH Y

3

2

STH 24 NB (FOREST HOME AVE) OFF RAMP TO LAYTON AVE

END
ROAD WORK
G20-2A
48"X24"

EXIST R/W

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 523 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 19

PLOT DATE : 7/29/2024 12:54 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

FOREST HOME AVE SERVICE RD

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

12'

25' TYP

STH 24 (FOREST HOME AVE)

MATCHLINE 208+00

MATCHLINE 214+00

208 209 210 211 212 213

11

11

12'

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

STH 24 NB OFF RAMP TO IH 41/IH 43/IH 894

3

6

G20-2A
48"X24"
END ROAD WORK

3

ON RAMP TO STH 24/IH 41/IH 43/IH 894 FROM LAYTON AVE

LAYTON AVE / CTH Y

EXIST R/W

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 6 | TEMPORARY MARKING LINE PAINT 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 524 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 20

PLOT DATE : 7/29/2024 12:55 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

N

POST

SIGN INL W INL

MH INL W W INL

WO3-2

WO4-1R

ROAD WORK AHEAD

W20-1A

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

SB ON RAMP TO FOREST AVE

WO1-6
48" X 24"
TYPE III BARRICADE

IH 41/IH 43/IH 894

R1-2
36"X31"
YIELD

3

1

100' SHIFTING TAPER

12'

MATCHLINE 214+00

214 215 216 217 218 219 220

STH 24 (FOREST HOME AVE)

R1

11

9

25' TYP

12'

15'

MATCHLINE 220+00

INL MH SIGN POST

WO4-1R

STH 24 NB ON RAMP FROM LAYTON AVE

CW24-1R

100' SHIFTING TAPER

M2

3

WO1-6
48" X 24"
TYPE III BARRICADE

WO3-2

ON RAMP TO IH 41/IH 43/IH 894

6

R1-2
36"X31"
YIELD

EXIST R/W

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 6 | TEMPORARY MARKING LINE PAINT 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 9 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| R1 | MARKING REMOVAL LINE 4-INCH |
| M2 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 525 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 21

PLOT DATE : 7/29/2024 12:57 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

FOREST HOME AVE

WO1-6
48" X 24"
TYPE III BARRICADE

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

100' SHIFTING TAPER

223+50

223+81

STH 24 (FOREST HOME AVE)

MATCHLINE 220+00

MATCHLINE 226+00

12'

15'

25' TYP

100' SHIFTING TAPER

WO1-6
48" X 24"
TYPE III BARRICADE

IH 41/IH 43/IH 894

EXIST R/W

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 7 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| 9 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| R1 | MARKING REMOVAL LINE 4-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| M2 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 526 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 22

PLOT DATE : 7/29/2024 12:58 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

FOREST HOME AVE

TEMPORARY PAVEMENT MARKING LEGEND

11 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

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

W24-1L

11

25' TYP

12'

STH 24 (FOREST HOME AVE)

MATCHLINE 226+00

MATCHLINE 231+75

226 227 228 229 230 231

12'

11

REFER TO NEXT SHEET FOR CTH U/76TH ST WORK

52'

STH 24 NB OFF RAMP TO CTH U/76TH ST

END ROAD WORK
G20-2A
48"X24"

EXIST R/W

CTH U / 76TH ST

51

EXIST R/W

TLE

2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 527 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 23

PLOT DATE : 7/29/2024 12:59 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 7 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| 9 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| 14 | TEMPORARY MARKING LINE PAINT 6-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

N

EXIST R/W

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

WO1-6
48" X 24"
TYPE III BARRICADE

REFER TO CONSTRUCTION DETAIL "MILL & OVERLAY AND LOOP DETECTOR WORK AT INTERSECTIONS."

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

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

PEDESTRIANS TO CROSS AT COLD SPRING RD OR LAYTON AVE

DOUBLE 11
10
TLE
EXIST R/W
245' TAPER
56+31

STH 24 (FOREST HOME AVE)

MEDIAN WORK. REFER TO PROJECT 2160-07-73

25' TYP

CTH U / 76TH ST

MATCHLINE 51+00

MATCHLINE 57+00

52 53 54 55 56

15' TYP

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

WO1-6
48" X 24"
TYPE III BARRICADE

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

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE
PEDESTRIANS TO CROSS AT COLD SPRING RD OR LAYTON AVE

WO1-6
48" X 24"
TYPE III BARRICADE

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 (CTH U/76TH ST) | SHEET 528 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 23A

PLOT DATE : 7/29/2024 1:00 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

- 9 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 10 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 13 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)

CTH U / 76TH ST

G20-2A 48"X24" END ROAD WORK

MATCHLINE 51+00

245' TAPER

350' 350' 350'

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

WO1-6 48" X 24"

TYPE III BARRICADE

25' TYP

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5A

W04-2L

ALLERTON AVE

COLD SPRING RD

MATCHLINE 57+00

CTH U / 76TH ST

G20-2A 48"X24" END ROAD WORK

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 (CTH U/76TH ST) | SHEET 529 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\212018OO\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 23B

PLOT DATE : 7/29/2024 1:02 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

STAGE 1A WORK

CTH U / 76TH ST

REFER TO PREVIOUS SHEETS
FOR CTH U/76TH ST WORK

EXIST R/W

STH 24 SB OFF RAMP TO CTH U/76TH ST

STH 24 (FOREST HOME AVE)

STH 24 NB ON RAMP FROM CTH U/76TH ST

25' TYP

12'

MATCHLINE 231+75

MATCHLINE 237+75

232 233 234 235 236 237

54

55

W4-1R

W3-2

R1-2
36"X31"

R11-2L
48" X 30"

LANE
CLOSED

TYPE III BARRICADE

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

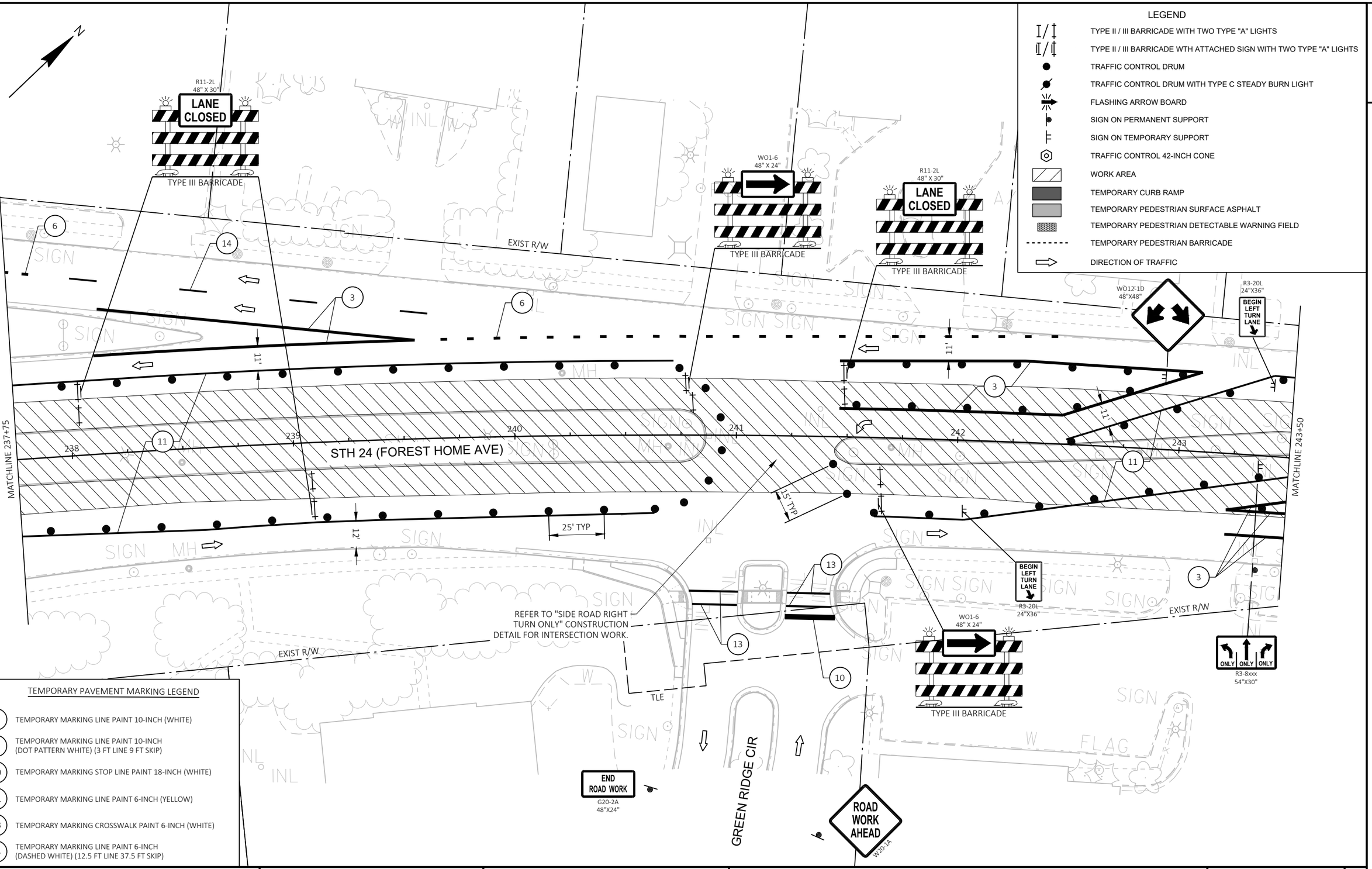
## TEMPORARY PAVEMENT MARKING LEGEND

- 3 — TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 5 — TEMPORARY MARKING ARROW PAINT (WHITE)
- 6 — TEMPORARY MARKING LINE PAINT 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 11 — TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 530 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 24
PLOT DATE : 7/29/2024 1:03 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

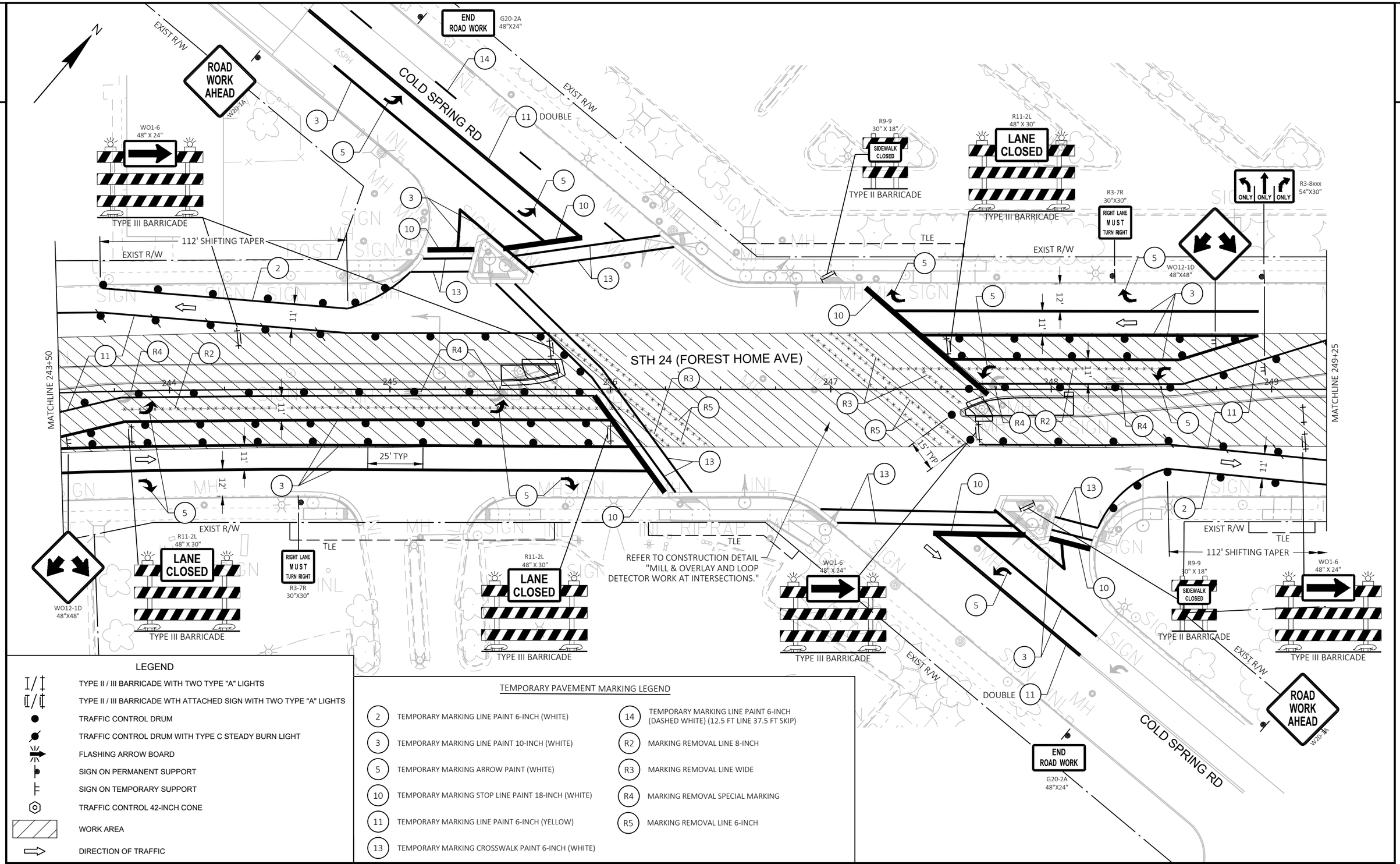



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 531 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 25

PLOT DATE : 7/29/2024 1:06 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42




## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| 14 | TEMPORARY MARKING LINE PAINT 6-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| R2 | MARKING REMOVAL LINE 8-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| R4 | MARKING REMOVAL SPECIAL MARKING |
| R5 | MARKING REMOVAL LINE 6-INCH |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 532 E |

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 26
PLOT DATE : 7/29/2024 1:11 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

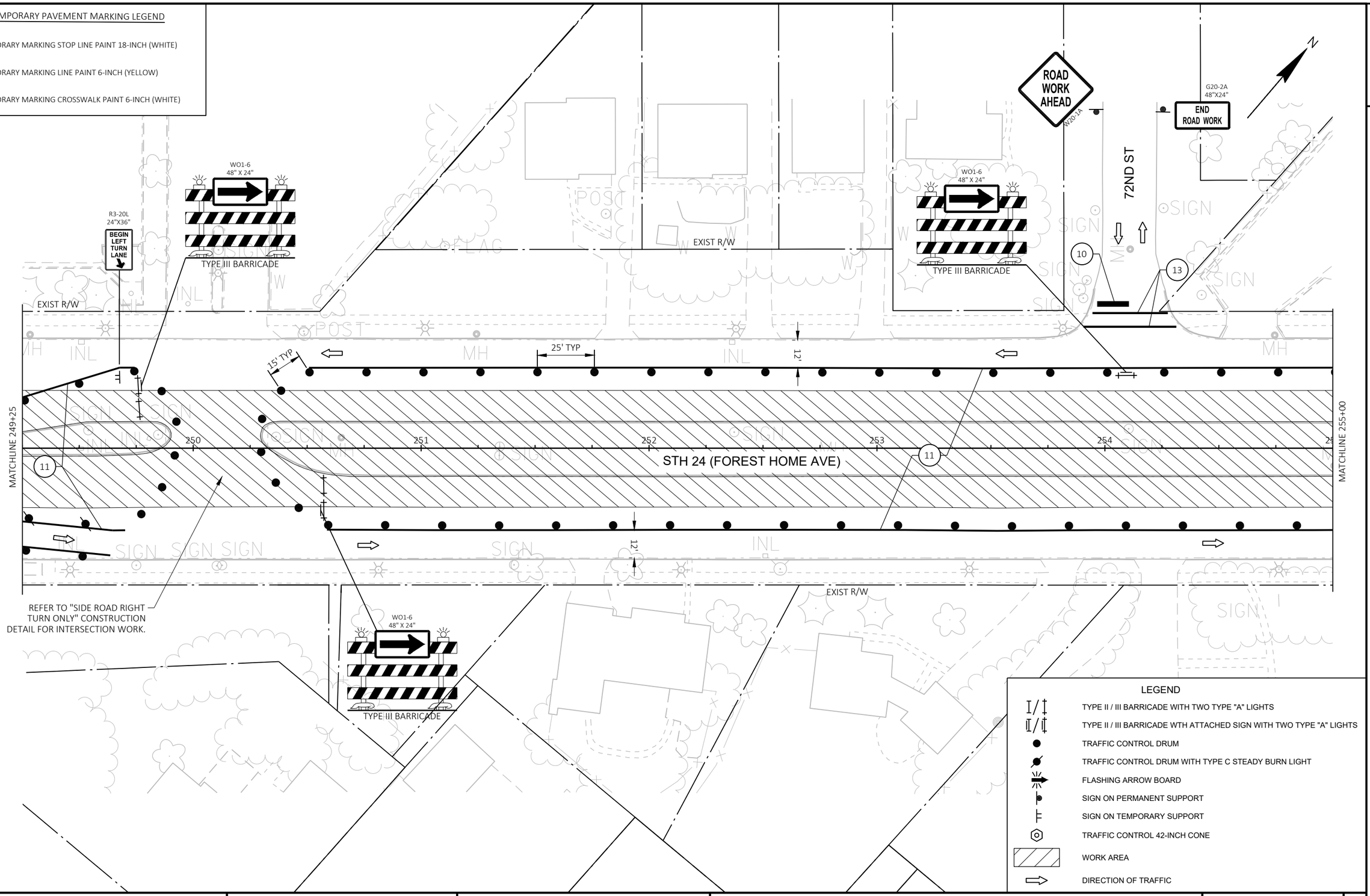
2

TEMPORARY PAVEMENT MARKING LEGEND

(10) TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)

(11) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

(13) TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 533 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 27

PLOT DATE : 7/29/2024 1:13 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

N

W01-6
48" X 24"
TYPE III BARRICADE

TLE

EXIST R/W

15' TYP

25' TYP

12'

MATCHLINE 255+00

MATCHLINE 261+00

STH 24 (FOREST HOME AVE)

255 256 257 258 259 260

11 11

13

10

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

PLAINFIELD AVE

G20-2A
48"X24"
END
ROAD WORK

ROAD
WORK
AHEAD
W20-1A

W01-6
48" X 24"
TYPE III BARRICADE

SIGN MH IN INL POST

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 534 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 28
PLOT DATE : 7/29/2024 1:14 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

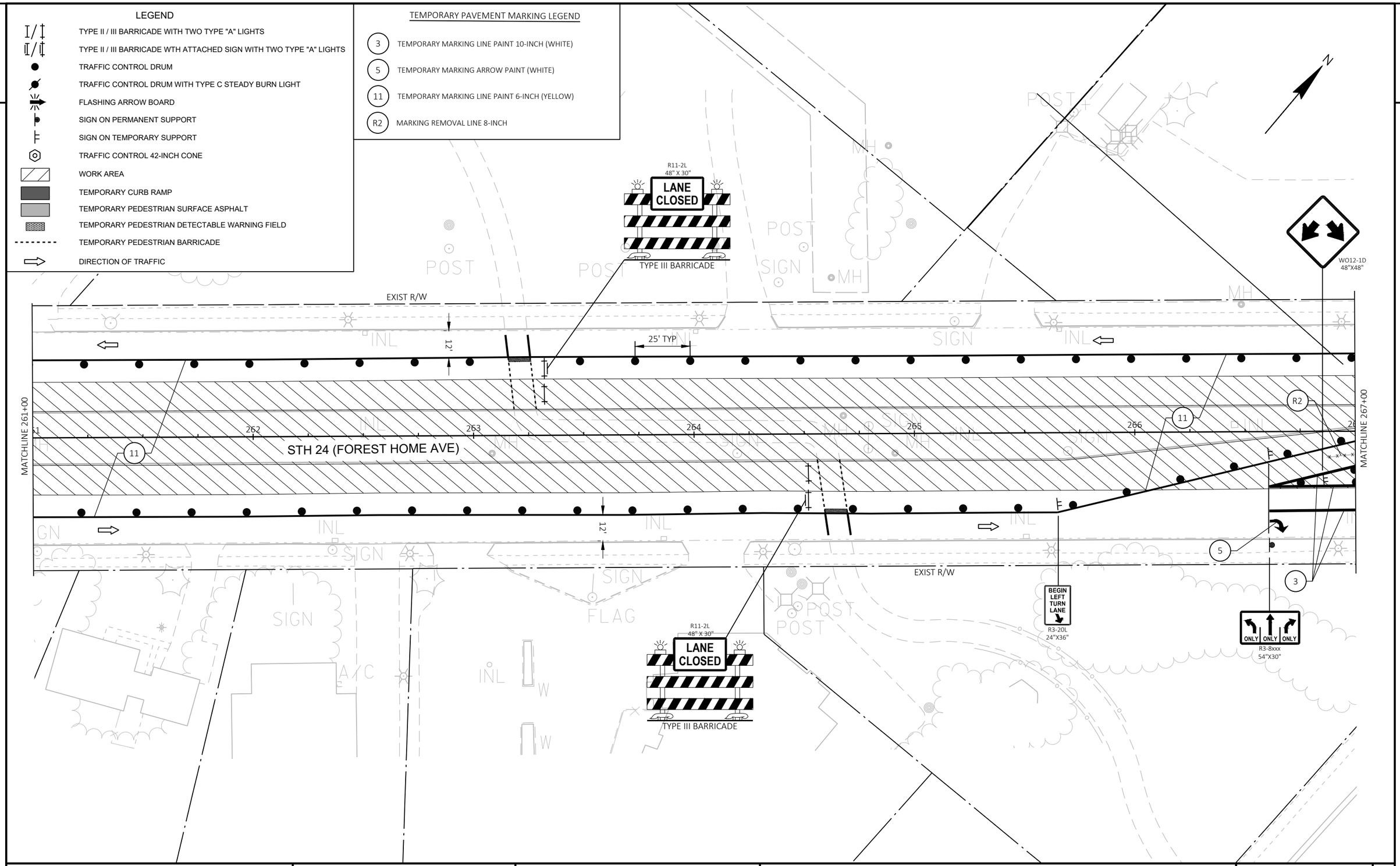
2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

- 3 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- 5 TEMPORARY MARKING ARROW PAINT (WHITE)
- 11 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- R2 MARKING REMOVAL LINE 8-INCH




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 535 E |
|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 29

PLOT DATE : 7/29/2024 1:15 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 6 | TEMPORARY MARKING LINE PAINT 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 8 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 9 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| R2 | MARKING REMOVAL LINE 8-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| R4 | MARKING REMOVAL SPECIAL MARKING |

W20-1A ROAD WORK AHEAD

68TH ST

END ROAD WORK G20-2A 48"X24"

R3-8xx 36"X30"

EXIST R/W

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

WO1-6 48" X 24"

TYPE III BARRICADE

R9-9 30" X 18" SIDEWALK CLOSED

TYPE II BARRICADE

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

R3-8xxx 54"X30" ONLY ONLY ONLY

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

50' SHIFTING TAPER

TLE

MATCHLINE 267+00

MATCHLINE 273+00

STH 24 (FOREST HOME AVE)

15' TYP

25' TYP

112' SHIFTING TAPER

R9-9A 30"X18" SIDEWALK CLOSED AHEAD

M4-9BR 30"X24" DETOUR

WO1-6 48" X 24"

TYPE III BARRICADE

MATCHLINE A

R9-9A 30"X18" SIDEWALK CLOSED AHEAD

M4-9BL 30"X24" DETOUR

R9-9 30" X 18" SIDEWALK CLOSED

TYPE II BARRICADE

WO1-6 48" X 24"

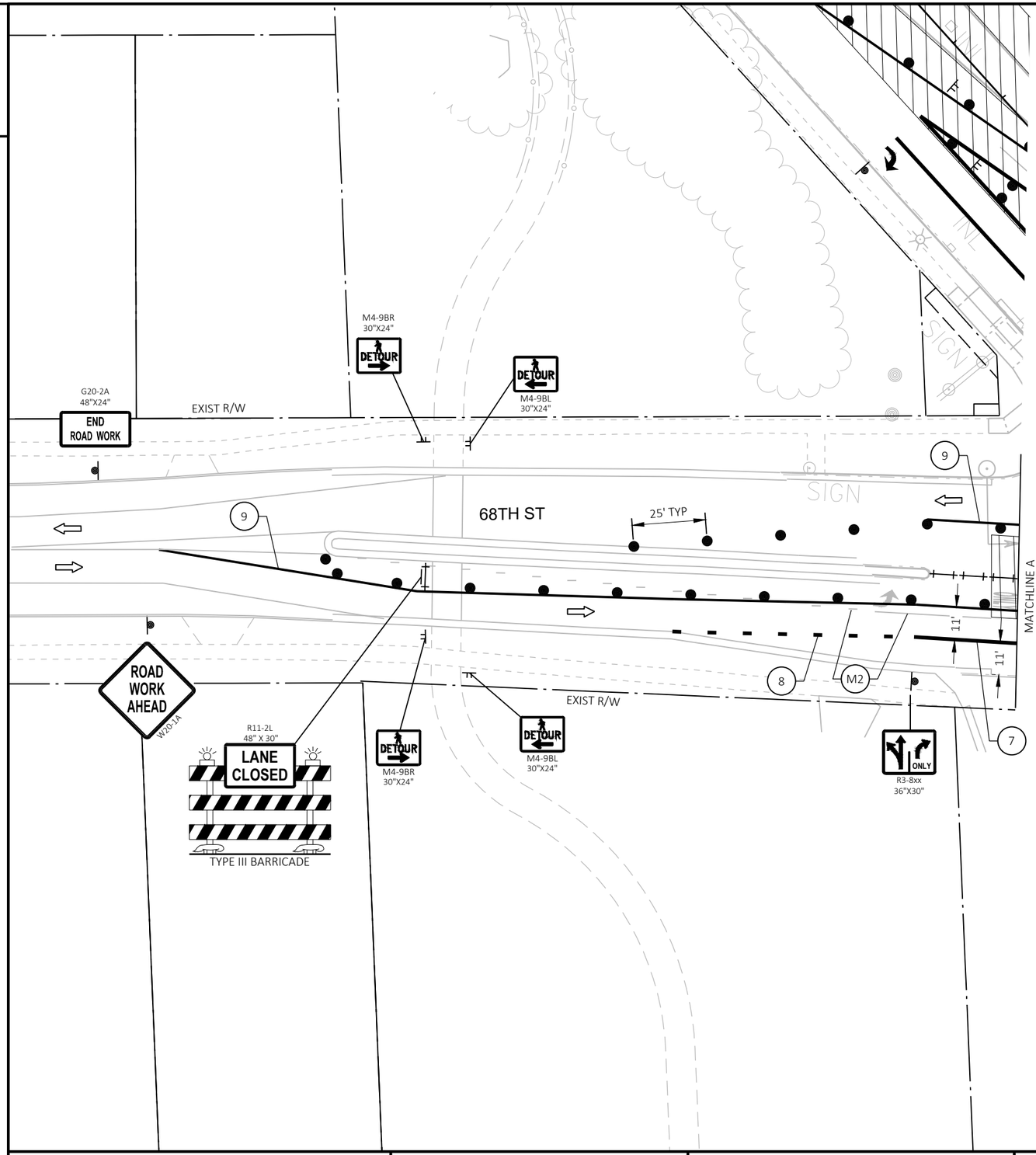
TYPE III BARRICADE

WO12-1D 48"X48"

REFER TO CONSTRUCTION DETAIL "MILL & OVERLAY AND LOOP DETECTOR WORK AT INTERSECTIONS."

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 536 | E |
|---|---|---|---|---|---|

2




LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 7 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| 8 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 9 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| M2 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH |

2

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 (68TH ST) | SHEET 537 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 30A
PLOT DATE : 7/29/2024 1:34 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY PAVEMENT MARKING LEGEND

(11) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

N

WO1-6
48" X 24"

TYPE III BARRICADE

TLE

EXIST R/W

12'

25' TYP

MATCHLINE 273+00

273 274 275 276 277 278

MATCHLINE 279+00

STH 24 (FOREST HOME AVE)

(11)

15' TYP

EXIST R/W

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

WO1-6
48" X 24"

TYPE III BARRICADE

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 538 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 31

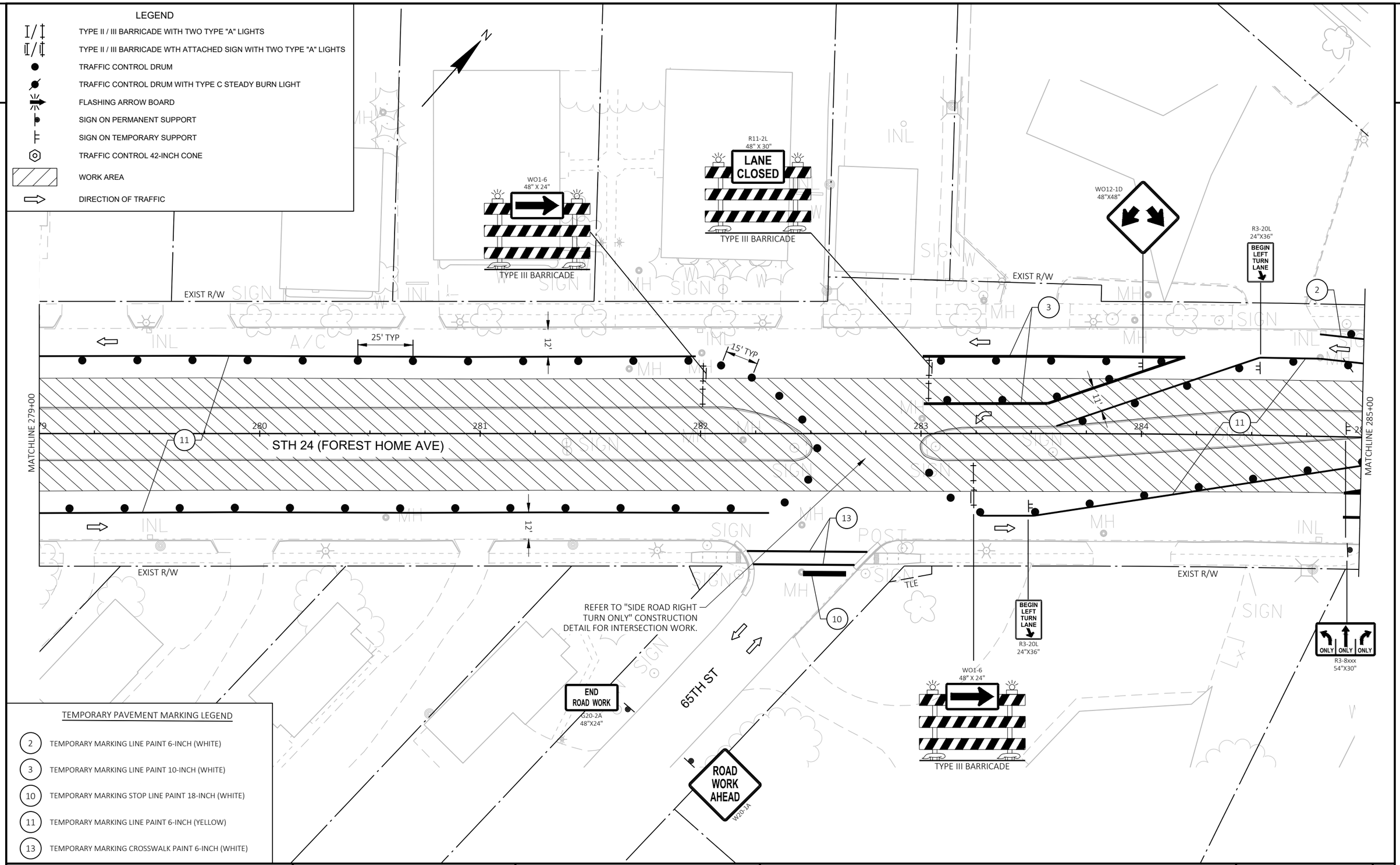
PLOT DATE : 7/29/2024 1:40 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC




## TEMPORARY PAVEMENT MARKING LEGEND

- (2) TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- (3) TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- (10) TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- (11) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- (13) TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 539 | E |
|---|---|---|---|---|---|

2

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

W20-1A ROAD WORK AHEAD

WO1-6 48" X 24"

TYPE III BARRICADE

M4-9BL 30"X24" DETOUR

G20-2A 48"X24" END ROAD WORK

R9-9 30" X 18" SIDEWALK CLOSED

TYPE II BARRICADE

M4-9BR 30"X24" DETOUR

R11-2L 48" X 30" LANE CLOSED

R3-8xxx 54"X30" ONLY ONLY ONLY

WO12-1D 48"X48"

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

HOWARD AVE

EXIST R/W

TLE

112' SHIFTING TAPER

25' TYP

15' TYP

MATCHLINE 285+00

MATCHLINE 291+00

HONEY CREEK

REFER TO CONSTRUCTION DETAIL "MILL & OVERLAY AND LOOP DETECTOR WORK AT INTERSECTIONS."

TEMPORARY PAVEMENT MARKING LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) | 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) | R2 | MARKING REMOVAL LINE 8-INCH |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) | 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) | R3 | MARKING REMOVAL LINE WIDE |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) | 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) | R4 | MARKING REMOVAL SPECIAL MARKING |
| 6 | TEMPORARY MARKING LINE PAINT 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | 14 | TEMPORARY MARKING LINE PAINT 6-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) | R5 | MARKING REMOVAL LINE 6-INCH |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 540 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 33
PLOT DATE : 7/29/2024 1:43 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

N

EXIST R/W

W20-1A
ROAD WORK AHEAD

63RD ST

END ROAD WORK
G20-2A
48"X24"

WO1-6
48" X 24"
TYPE III BARRICADE

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

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

TLE

10
13
11
3

12'
25' TYP
15' TYP
11'

MATCHLINE 291+00

291 292 293 294 295 296 297

STH 24 (FOREST HOME AVE)

MATCHLINE 297+00

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

WO1-6
48" X 24"
TYPE III BARRICADE

SIGN INL MH POST

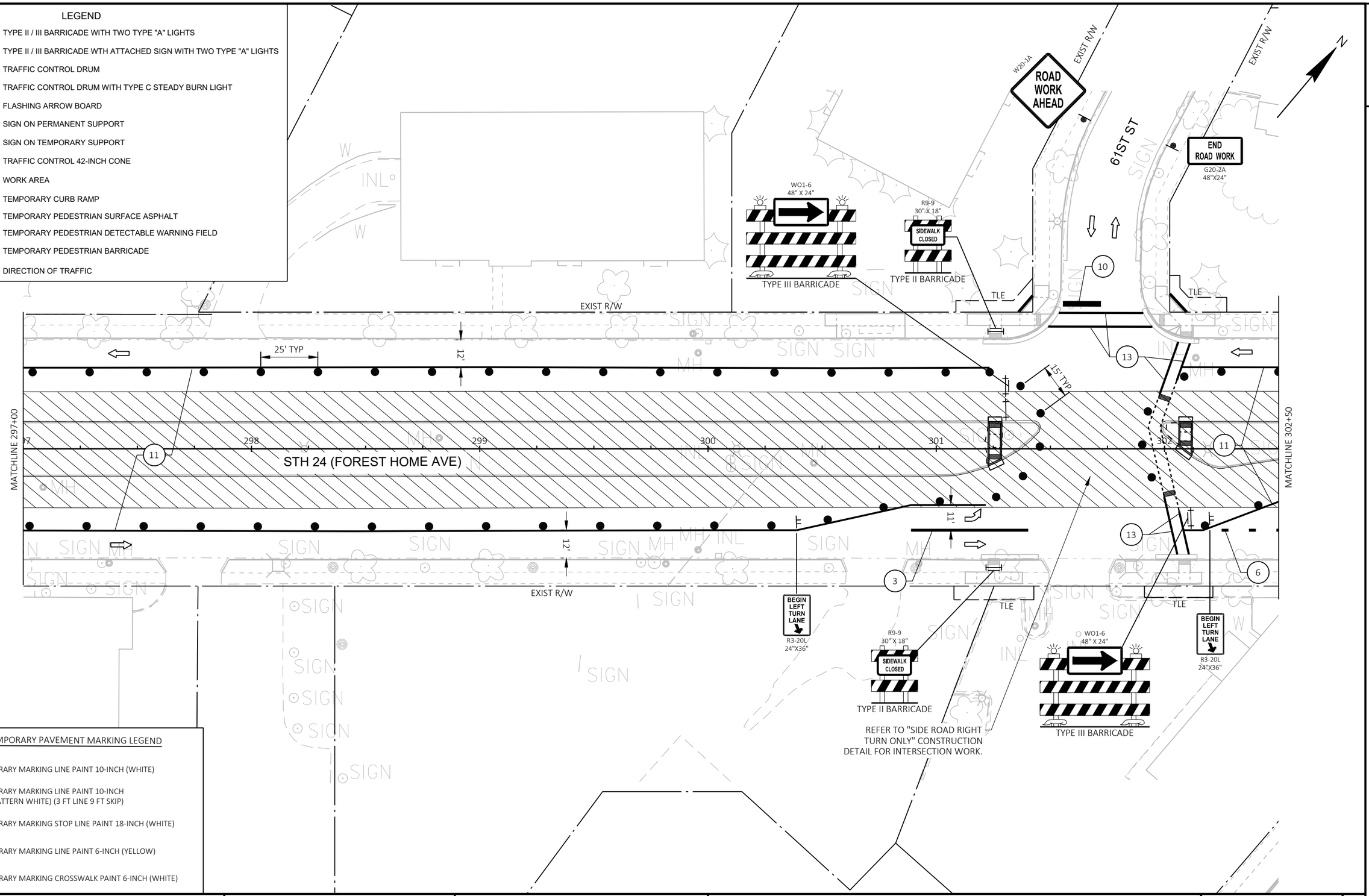
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 541 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 34
PLOT DATE : 7/29/2024 1:44 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC




## TEMPORARY PAVEMENT MARKING LEGEND

- (3) TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- (6) TEMPORARY MARKING LINE PAINT 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- (11) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- (13) TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 542 | E |
|---|---|---|---|---|---|

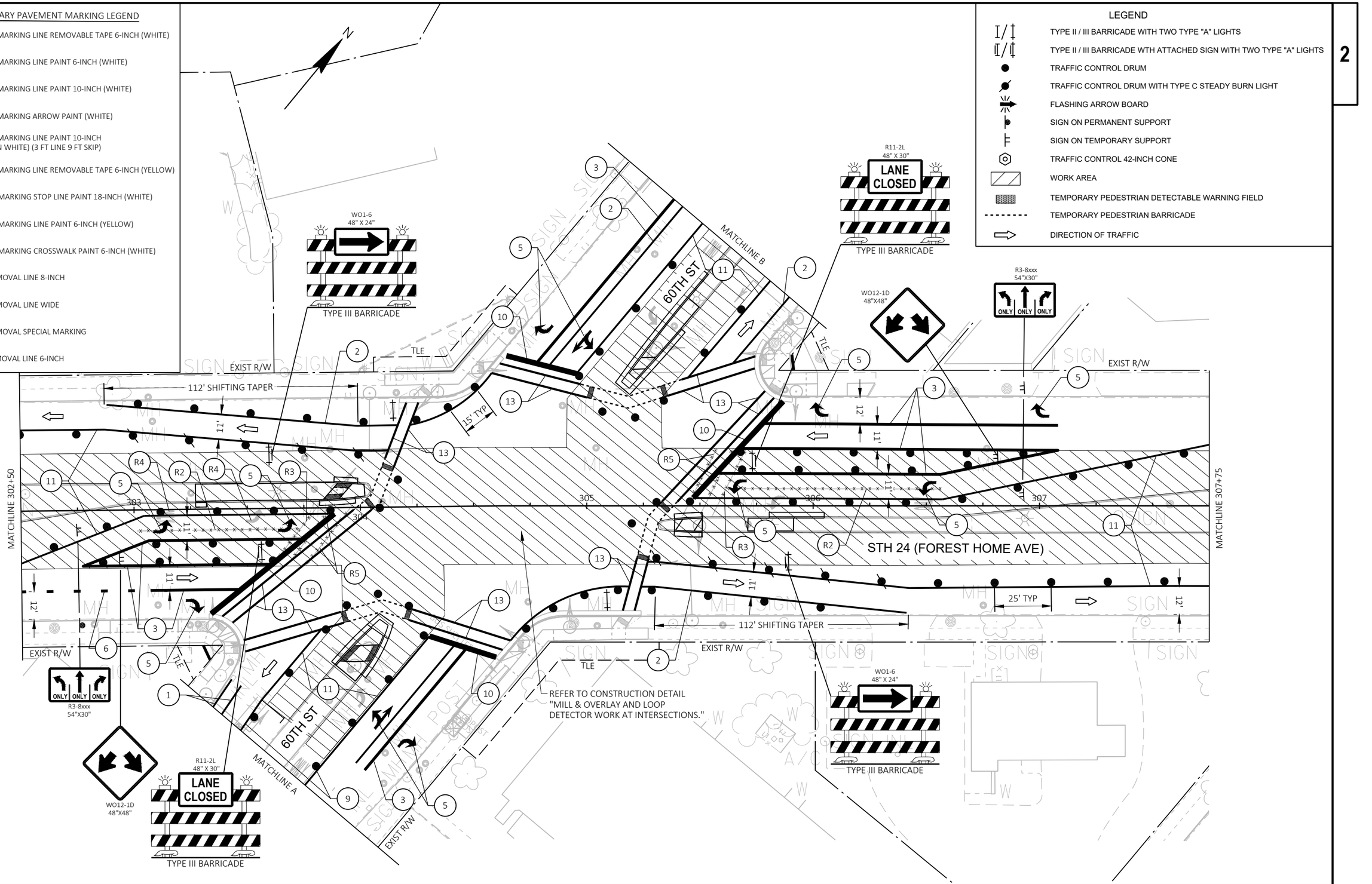
2

## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) |
| 6 | TEMPORARY MARKING LINE PAINT 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 9 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| R2 | MARKING REMOVAL LINE 8-INCH |
| R3 | MARKING REMOVAL LINE WIDE |
| R4 | MARKING REMOVAL SPECIAL MARKING |
| R5 | MARKING REMOVAL LINE 6-INCH |

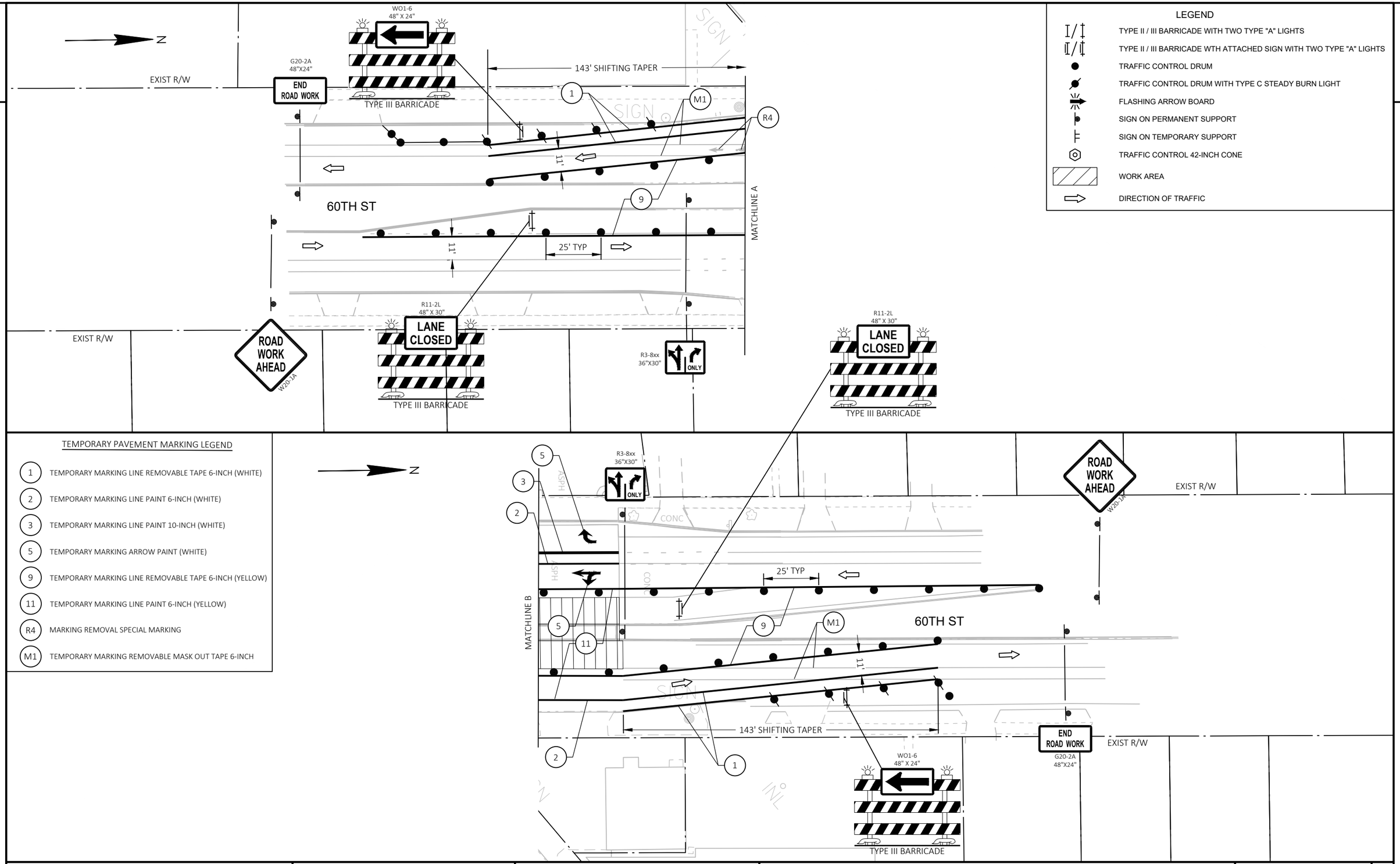
## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 543 E |

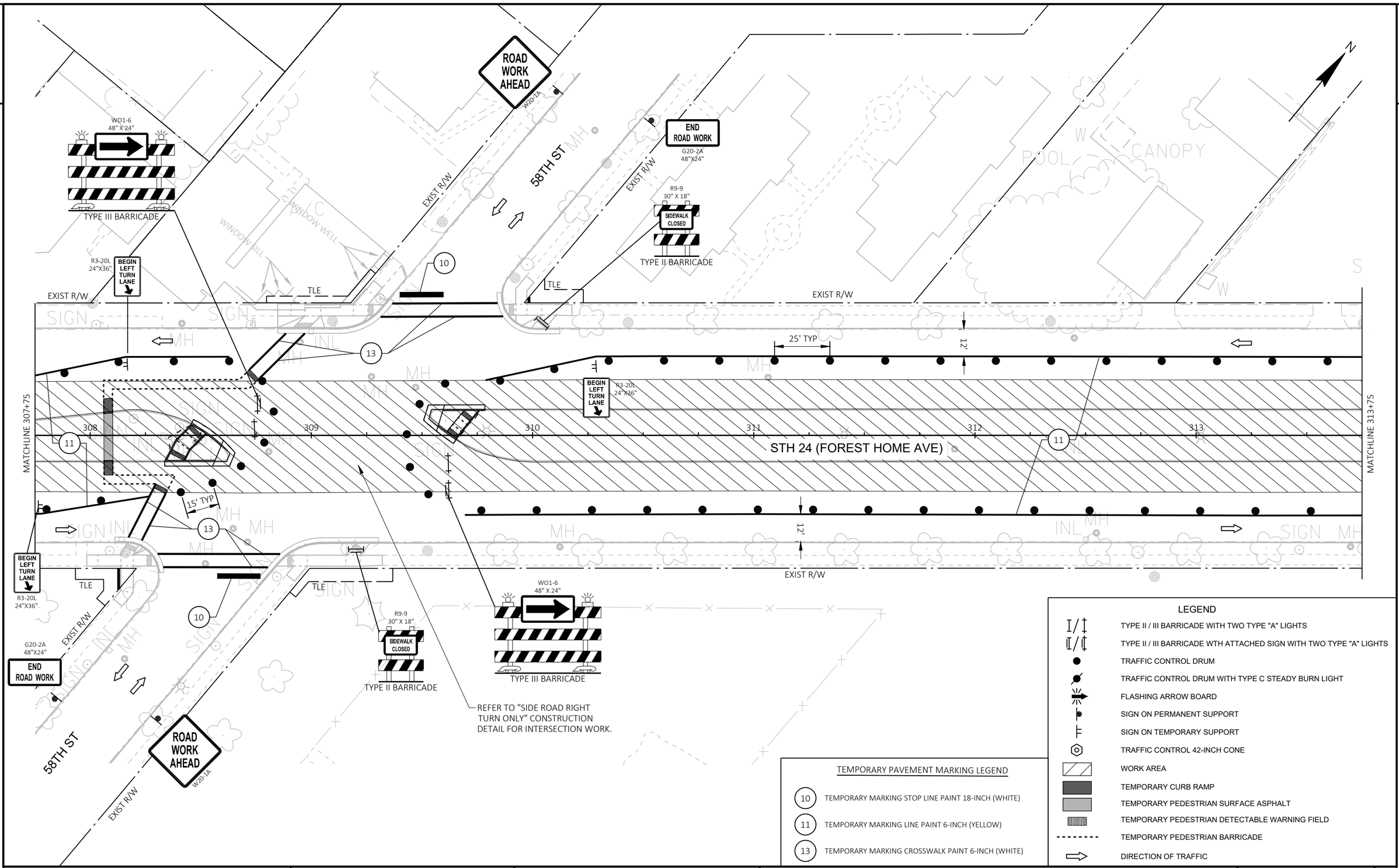

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 36
PLOT DATE : 7/29/2024 1:46 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 (60TH ST) | SHEET 544 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 36A
PLOT DATE : 7/29/2024 1:48 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 545 | E |
|---|---|---|---|---|---|

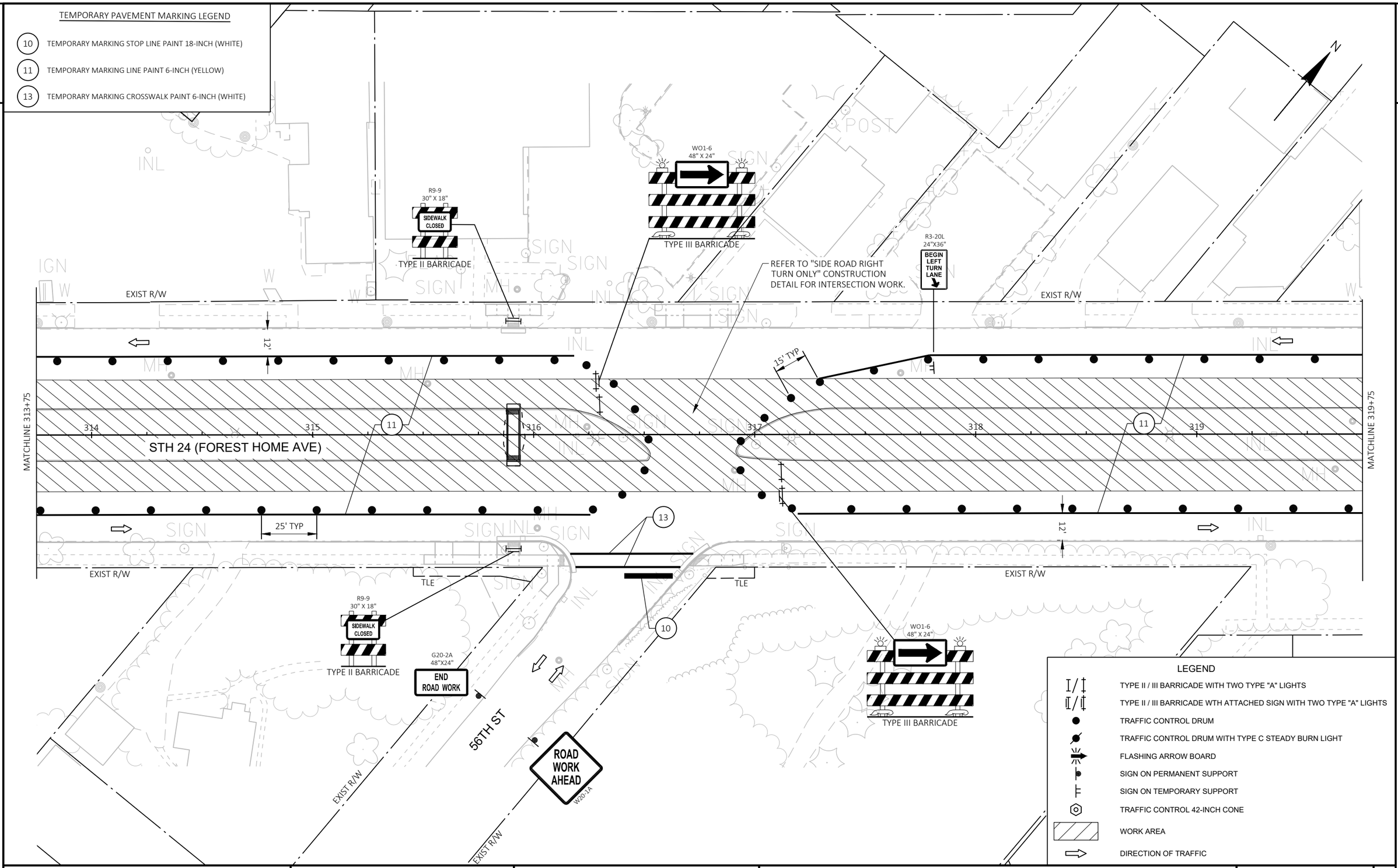
2

## TEMPORARY PAVEMENT MARKING LEGEND

10 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)

11 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

13 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)




### LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 546 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 38
PLOT DATE : 7/29/2024 1:50 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

(11) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

WO1-6
48" X 24"
TYPE III BARRICADE

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

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

TLE
EXIST R/W
12'
15' TYP
MATCHLINE 319+75
320
321
322
323
324
325
MATCHLINE 325+75
STH 24 (FOREST HOME AVE)
25' TYP

R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE

EXIST R/W
REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.
54TH ST
END ROAD WORK
G20-2A
48"X24"
EXIST R/W
ROAD WORK AHEAD
W20-1A
EXIST R/W
TLE
R9-9
30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE
WO1-6
48" X 24"
TYPE III BARRICADE
R3-20L
24"X36"
BEGIN LEFT TURN LANE
ONLY ONLY ONLY
R3-8xxx
54"X30"
EXIST R/W

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 547 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 39
PLOT DATE : 7/29/2024 1:51 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

MORGAN AVE

MATCHLINE A

WO1-6
48" X 24"
TYPE III BARRICADE

WO1-6
48" X 24"
TYPE III BARRICADE

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

WO12-1D
48"X48"

82' SHIFTING TAPER
(8 FT SHIFT)

EXIST R/W

TLE

25' TYP

112' SHIFTING TAPER

15' TYP

STH 24 (FOREST HOME AVE)

MATCHLINE 325+75

MATCHLINE 331+75

326 327 328 329 330 331

11' 12'

WO12-1D
48"X48"

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

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

REFER TO CONSTRUCTION DETAIL
"MILL & OVERLAY AND LOOP
DETECTOR WORK AT INTERSECTIONS."

61' SHIFTING TAPER
(6 FT SHIFT)

MATCHLINE B

WO1-6
48" X 24"
TYPE III BARRICADE

WO1-6
48" X 24"
TYPE III BARRICADE

N

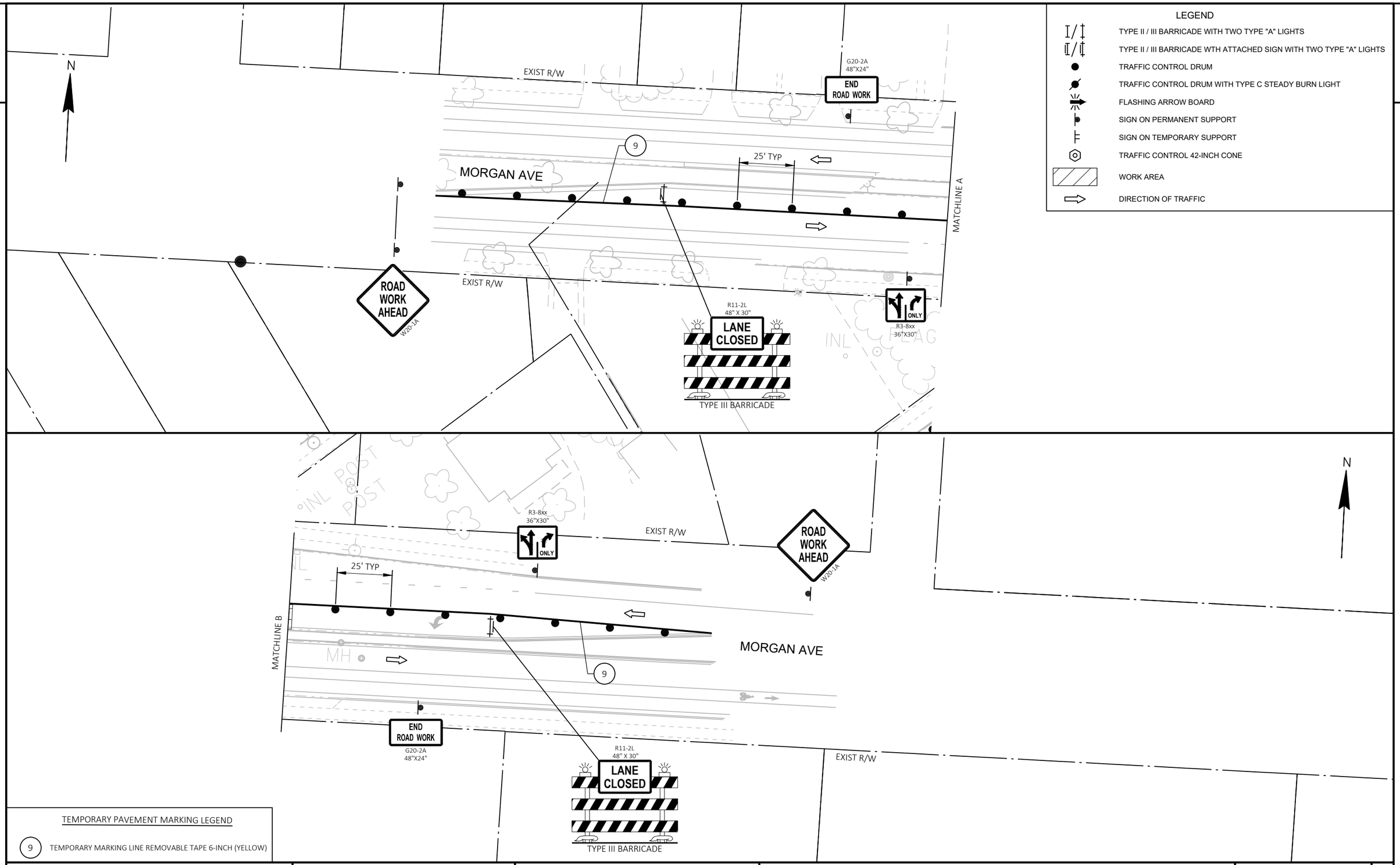
TEMPORARY PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) | 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) | 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) | R2 | MARKING REMOVAL LINE 8-INCH |
| 5 | TEMPORARY MARKING ARROW PAINT (WHITE) | R3 | MARKING REMOVAL LINE WIDE |
| 6 | TEMPORARY MARKING LINE PAINT 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) | R4 | MARKING REMOVAL SPECIAL MARKING |
| 9 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) | R5 | MARKING REMOVAL LINE 6-INCH |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) | M1 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH |

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 548 | E |
|---|---|---|---|---|---|




LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

(9) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 (MORGAN AVE) | SHEET 549 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 40A

PLOT DATE : 7/29/2024 1:57 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

- 10 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 11 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 13 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)

2

2

PEDESTRIANS DETOURED TO SIDEWALK ON OTHER SIDE

ROAD WORK AHEAD W20-1A

WO1-6 48" X 24"

TYPE III BARRICADE

UTAH AVE

EXIST R/W

END ROAD WORK G20-2A 48"X24"

R3-8xxx 54"X30" ONLY ONLY ONLY

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

25' TYP

12'

15' TYP

TLE

10

13

11

STH 24 (FOREST HOME AVE)

332 333 334 335 336 337

MATCHLINE 331+75

MATCHLINE 337+75

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

52ND ST

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 550 E |
|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 41

PLOT DATE : 7/29/2024 1:58 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
3. TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
9. TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
10. TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
11. TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
13. TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)

2

ROAD WORK AHEAD W20-1A

WO1-6 48" X 24" — TYPE III BARRICADE

83' SHIFTING TAPER (11 FT SHIFT)

END ROAD WORK G20-2A 48"X24"

85' BUFFER

11'

51ST ST

EXIST R/W

R9-9 30" X 18" SIDEWALK CLOSED — TYPE II BARRICADE

TLE

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

12'

15' TYP

25' TYP

MATCHLINE 337+75

MATCHLINE 343+75

338 339 340 341 342 343

STH 24 (FOREST HOME AVE)

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

50TH PL

CRANDON PL

WINDOW SILL

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 551 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 42

PLOT DATE : 7/29/2024 2:00 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

MATCHLINE 343+75

344 345 346 347 348 349

MATCHLINE 349+75

STH 24 (FOREST HOME AVE)

EXIST R/W

12'

25' TYP

15' TYP

WO1-6 48" X 24"

TYPE III BARRICADE

R9-9 30" X 18" SIDEWALK CLOSED

TYPE II BARRICADE

ROAD WORK AHEAD W20-1A

49TH ST

END ROAD WORK G20-2A 48"X24"

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

TLE

SCHAUER AVE

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

TEMPORARY PAVEMENT MARKING LEGEND

- (10) TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- (11) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- (13) TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)

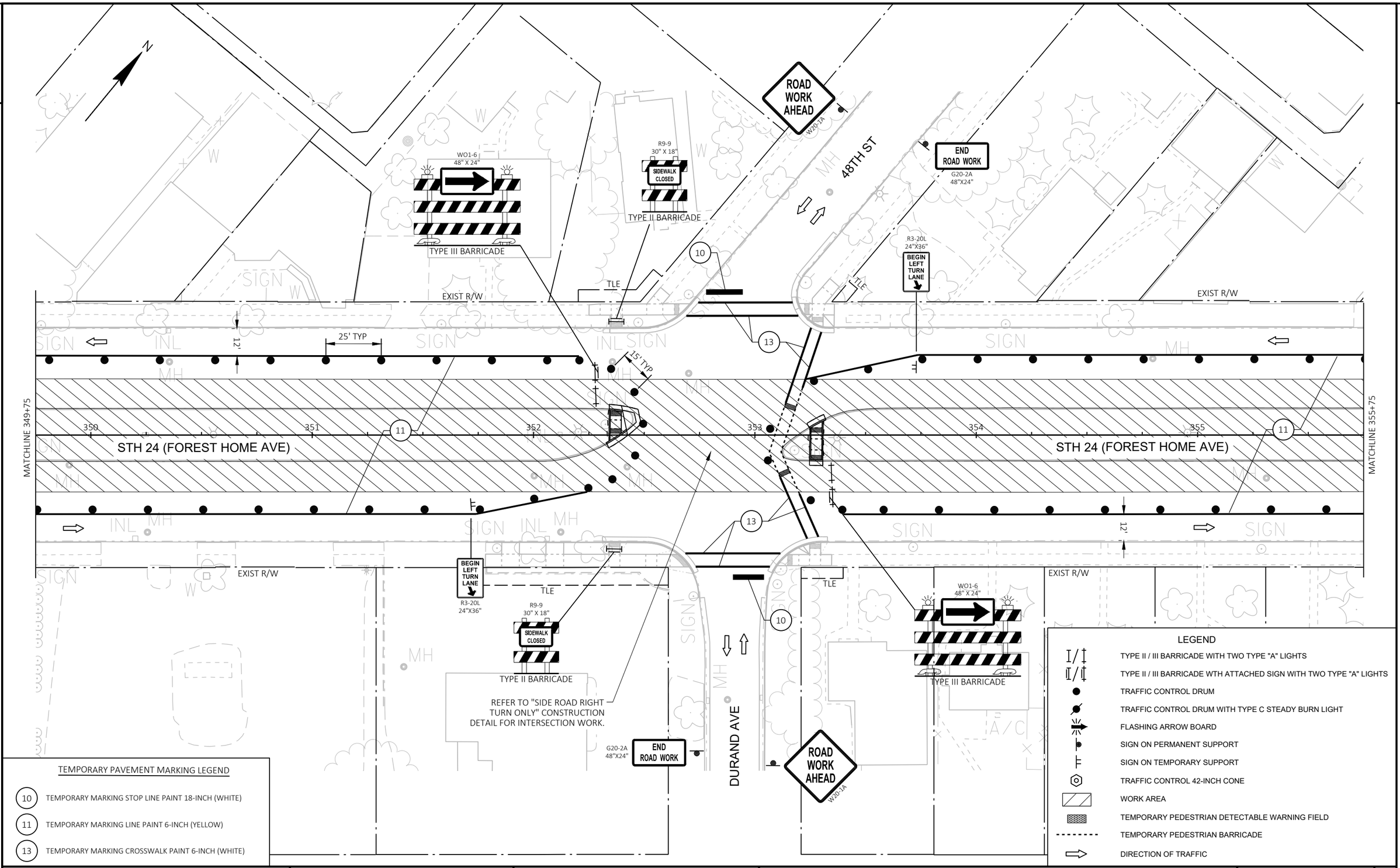
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 552 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 43

PLOT DATE : 7/29/2024 2:01 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 553 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 44

PLOT DATE : 7/29/2024 2:02 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

ROAD WORK AHEAD
W20-1A
47TH ST
EUCLID AVE
G20-2A 48"X24"
END ROAD WORK
WO1-6 48" X 24"
TYPE III BARRICADE
R9-9 30" X 18"
SIDEWALK CLOSED
TYPE II BARRICADE
R3-20L 24"X36"
BEGIN LEFT TURN LANE
TLE
EXIST R/W
12'
15' TYP
25' TYP
10
11
13
356
357
358
359
360
MATCHLINE 355+75
MATCHLINE 361+00
STH 24 (FOREST HOME AVE)
REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.
ELMWOOD AVE
SIGN
INL
MH
W
A/C
PHONE
VACUUM
TEMPORARY PAVEMENT MARKING LEGEND

- 10 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 11 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 13 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 554 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 45

PLOT DATE : 7/29/2024 2:03 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

ROAD WORK AHEAD
W20-1A

EXIST R/W

46TH ST

END ROAD WORK
G20-2A
48"X24"

WINDOW WELL

45TH ST

WINDOW SILL

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

WO1-6
48" X 24"
TYPE III BARRICADE

10

TLE

3

13

11'

12'

25' TYP

15' TYP

M1

366+68

366+74

11

9

STH 24 (FOREST HOME AVE)

MATCHLINE 361+00

MATCHLINE 367+00

362

363

364

365

366

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

WO1-4L

REFER TO "SIDE ROAD RIGHT TURN ONLY" CONSTRUCTION DETAIL FOR INTERSECTION WORK.

2

1

## LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

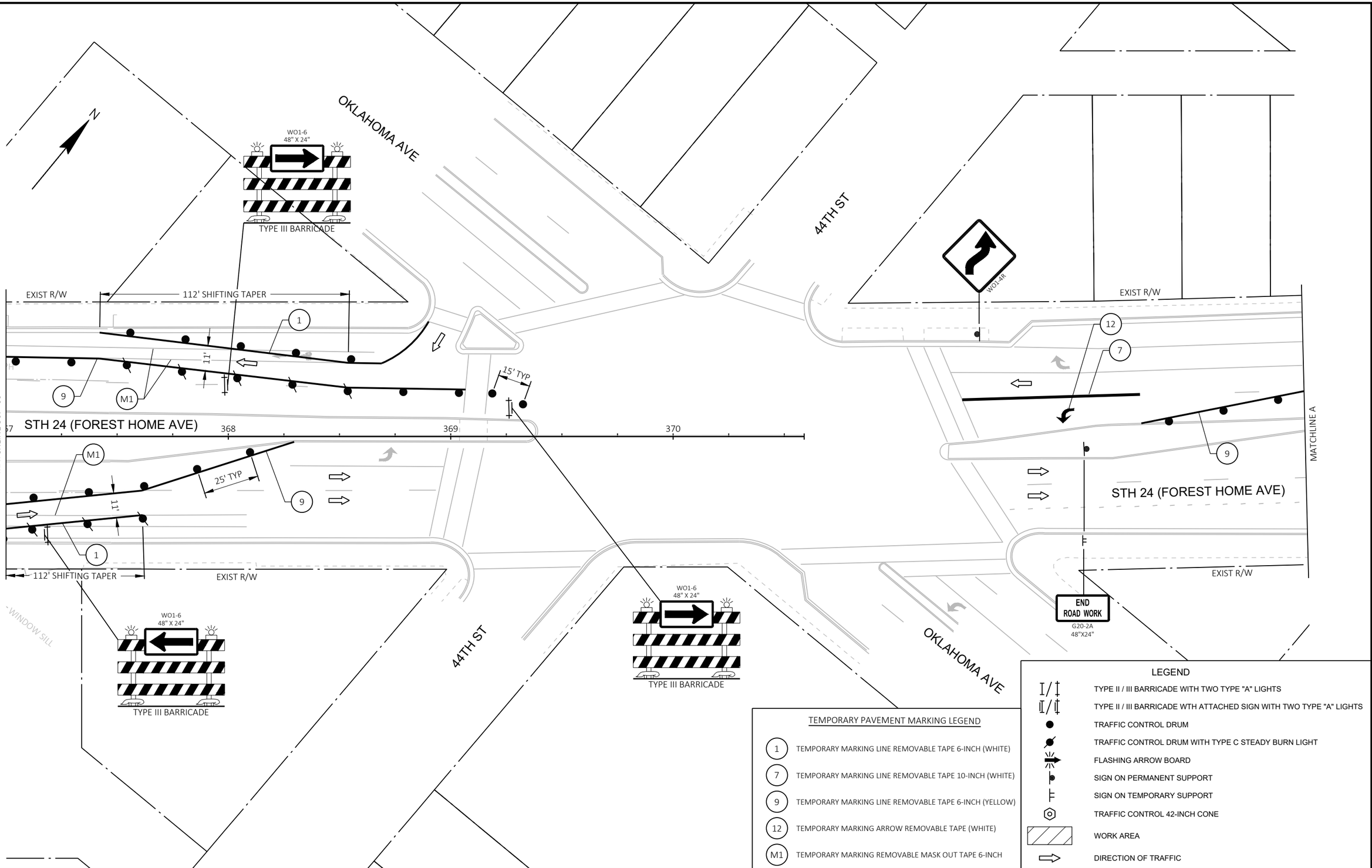
## TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 2 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| 3 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| 9 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| 10 | TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) |
| 11 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| 13 | TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) |
| M1 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 555 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 46
PLOT DATE : 7/29/2024 2:04 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| 1 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| 7 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| 9 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| 12 | TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE) |
| M1 | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH |

LEGEND

| | |
|---|---|
| | TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS |
| | TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS |
| | TRAFFIC CONTROL DRUM |
| | TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT |
| | FLASHING ARROW BOARD |
| | SIGN ON PERMANENT SUPPORT |
| | SIGN ON TEMPORARY SUPPORT |
| | TRAFFIC CONTROL 42-INCH CONE |
| | WORK AREA |
| | DIRECTION OF TRAFFIC |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 556 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 47
PLOT DATE : 7/29/2024 2:05 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

43RD ST

END
ROAD WORK
G20-2A
48"X24"

ROAD
WORK
AHEAD
W20-1A

WO1-6
48" X 24"

TYPE III BARRICADE

EXIST R/W

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

25' TYP

MATCHLINE A

9

STH 24 (FOREST HOME AVE)

EXIST R/W

EXIST R/W

43RD ST

LEGEND

- TYPE II / III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE II / III BARRICADE WTH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

9 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2 & STAGE 4 | SHEET 557 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\026002_S2.DWG
LAYOUT NAME - 48

PLOT DATE : 7/29/2024 2:05 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

CLOSURE

PEDESTRIAN DETOUR ROUTE

N

STH 24 (FOREST HOME AVE)

61ST ST

60TH ST

60TH ST

58TH ST

57TH ST

HOWARD AVE

CRAWFORD AVE

WARNIMONT AVE

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD
DETOUR
M4-9BR
30"X24"

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD
DETOUR
M4-9BL
30"X24"

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD
DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD
DETOUR
M4-9BL
30"X24"

REFER TO STAGE 1 TRAFFIC CONTROL PLANS FOR DETAILS

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PEDESTRIAN DETOUR PLAN - 60TH STREET | SHEET 558 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 8/2/2023 11:20 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:130 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CLOSURE
- PEDESTRIAN DETOUR ROUTE

N

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD

DETOUR
M4-9BL
30"X24"

OKLAHOMA AVE

DETOUR
M4-9BR
30"X24"

REFER TO STAGE 1 TRAFFIC CONTROL PLANS FOR DETAILS

45TH ST

STH 24 (FOREST HOME AVE)

44TH ST

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PEDESTRIAN DETOUR PLAN - 45TH STREET | SHEET 559 | E |
|---|---|---|---|---|---|

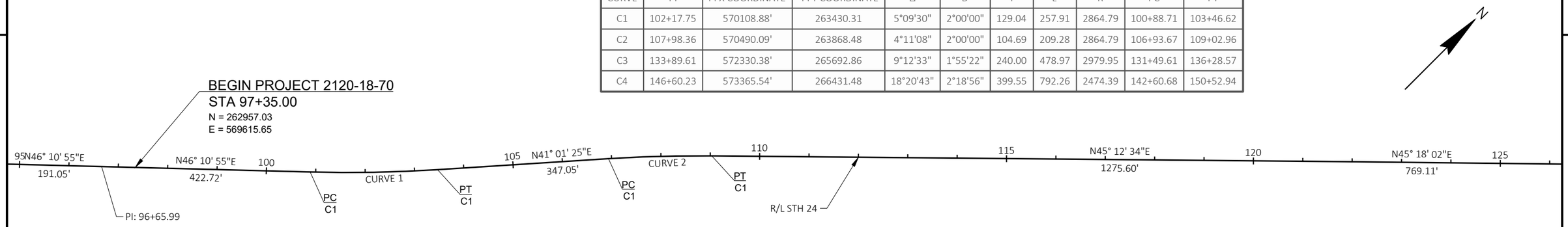
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 02

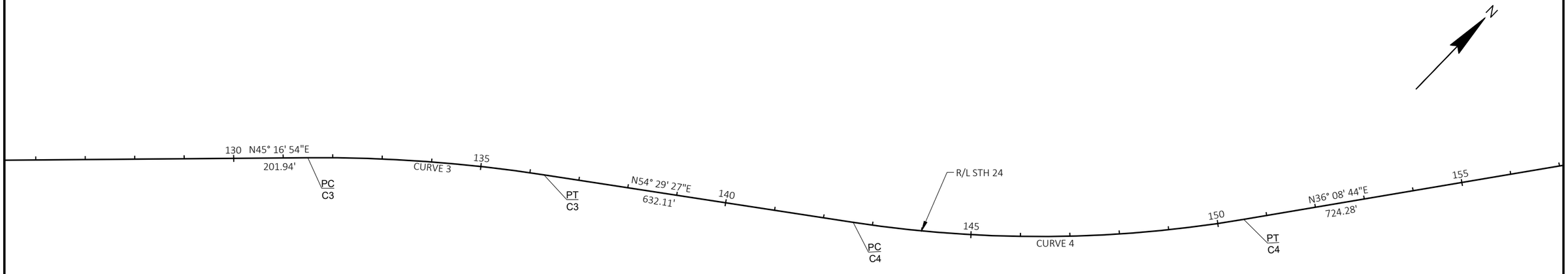
PLOT DATE : 8/2/2023 12:19 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

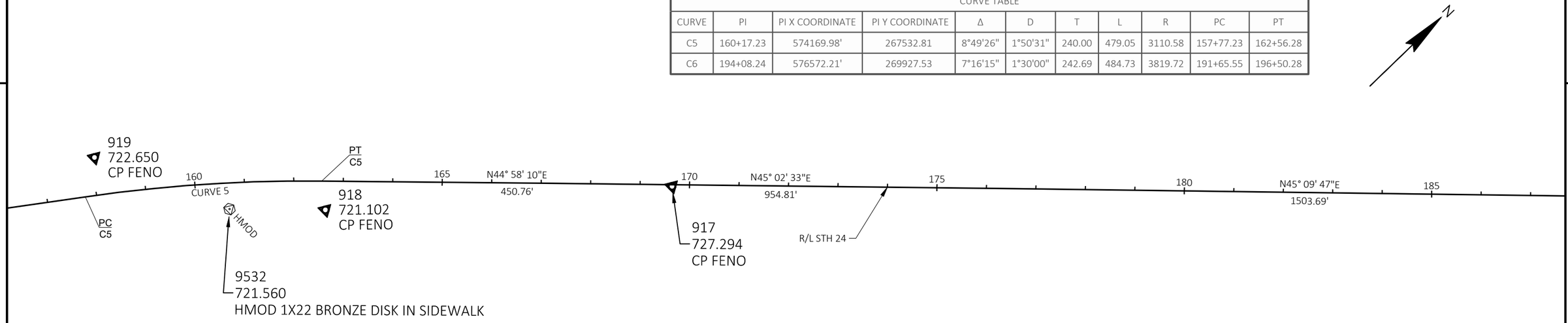
| CURVE TABLE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CURVE | PI | PI X COORDINATE | PI Y COORDINATE | Δ | D | T | L | R | PC | PT |
| C1 | 102+17.75 | 570108.88' | 263430.31 | 5°09'30" | 2°00'00" | 129.04 | 257.91 | 2864.79 | 100+88.71 | 103+46.62 |
| C2 | 107+98.36 | 570490.09' | 263868.48 | 4°11'08" | 2°00'00" | 104.69 | 209.28 | 2864.79 | 106+93.67 | 109+02.96 |
| C3 | 133+89.61 | 572330.38' | 265692.86 | 9°12'33" | 1°55'22" | 240.00 | 478.97 | 2979.95 | 131+49.61 | 136+28.57 |
| C4 | 146+60.23 | 573365.54' | 266431.48 | 18°20'43" | 2°18'56" | 399.55 | 792.26 | 2474.39 | 142+60.68 | 150+52.94 |

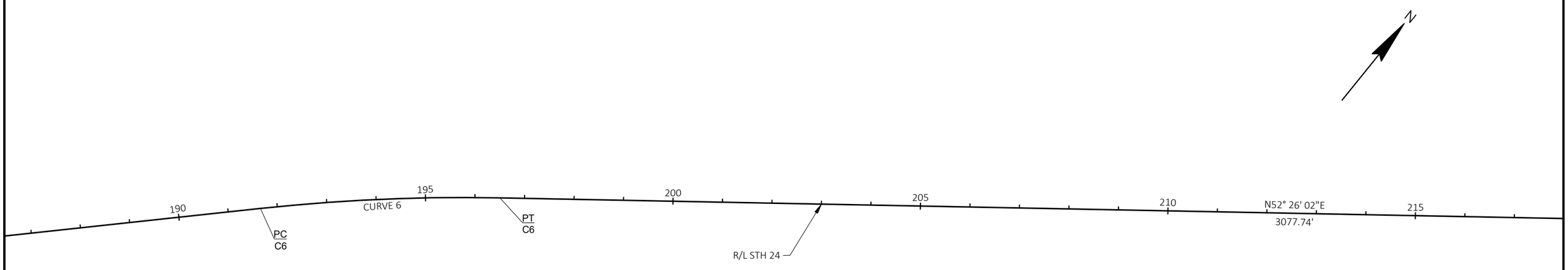



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN | SHEET 560 | E |
|---|---|---|---|---|---|

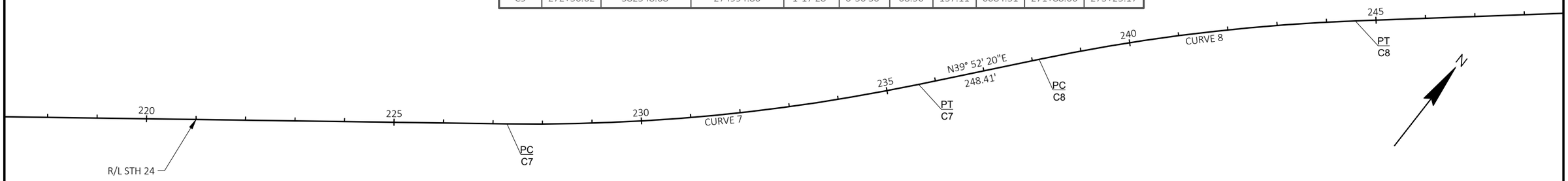
| CURVE TABLE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CURVE | PI | PI X COORDINATE | PI Y COORDINATE | Δ | D | T | L | R | PC | PT |
| C5 | 160+17.23 | 574169.98' | 267532.81 | 8°49'26" | 1°50'31" | 240.00 | 479.05 | 3110.58 | 157+77.23 | 162+56.28 |
| C6 | 194+08.24 | 576572.21' | 269927.53 | 7°16'15" | 1°30'00" | 242.69 | 484.73 | 3819.72 | 191+65.55 | 196+50.28 |

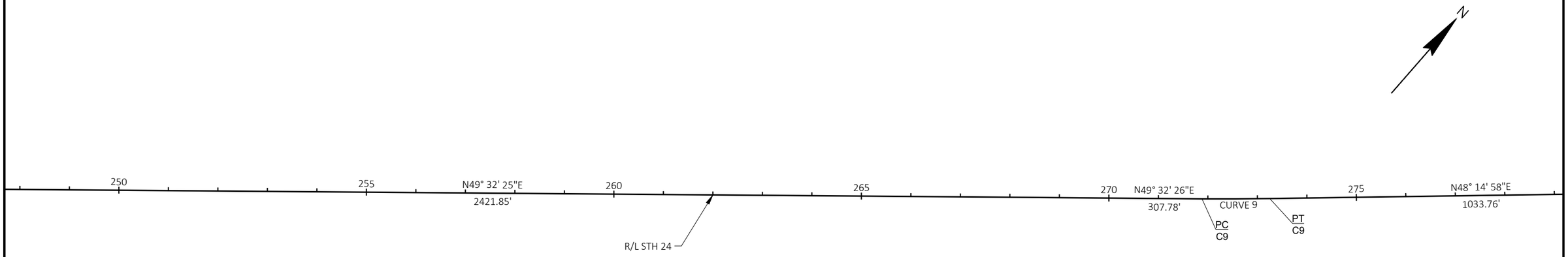



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN | SHEET 561 | E |
|---|---|---|---|---|---|

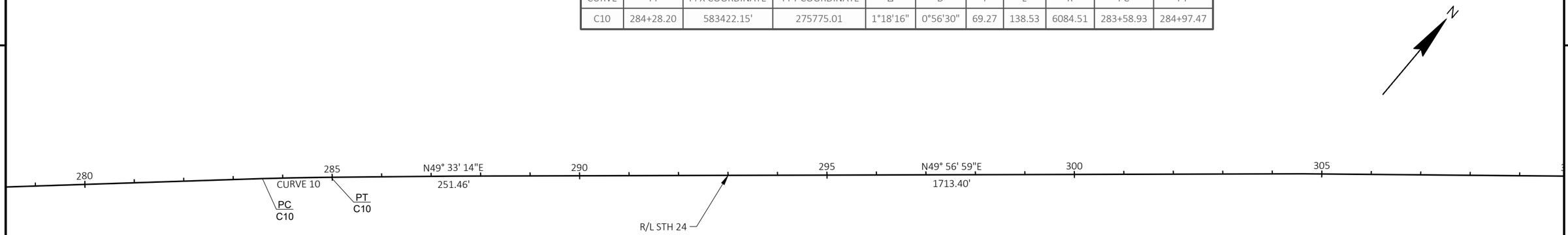
| CURVE TABLE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CURVE | PI | PI X COORDINATE | PI Y COORDINATE | Δ | D | T | L | R | PC | PT |
| C7 | 231+48.43 | 579537.39' | 272208.23 | 12°33'43" | 1°30'00" | 420.41 | 837.46 | 3819.72 | 227+28.02 | 235+65.47 |
| C8 | 241+36.92 | 580173.25' | 272969.46 | 9°40'06" | 1°30'00" | 323.04 | 644.55 | 3819.72 | 238+13.88 | 244+58.42 |
| C9 | 272+56.62 | 582548.08' | 274994.86 | 1°17'28" | 0°56'30" | 68.56 | 137.11 | 6084.51 | 271+88.06 | 273+25.17 |

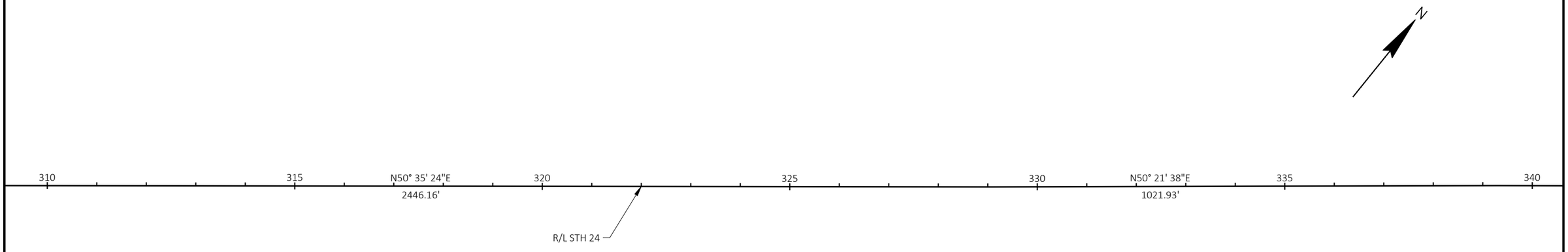



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN | SHEET 562 | E |
|---|---|---|---|---|---|

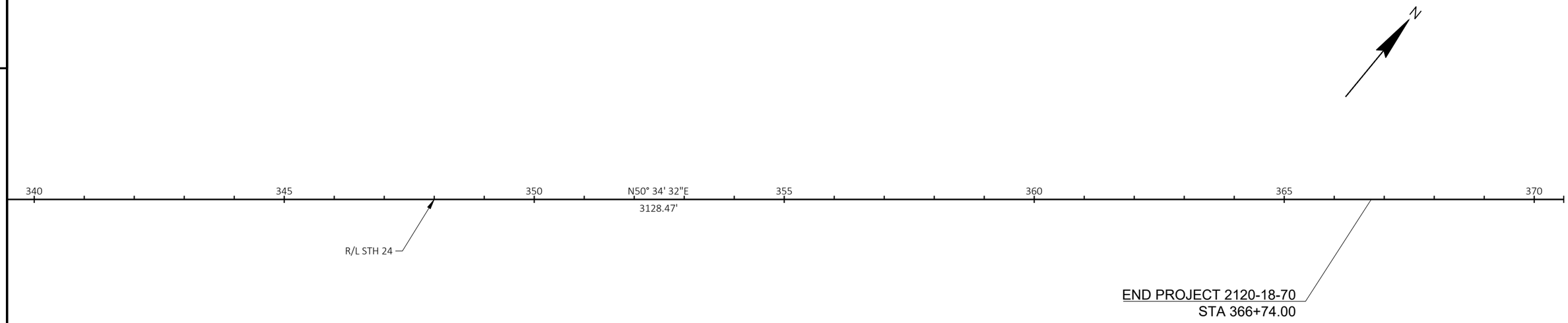
| CURVE TABLE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CURVE | PI | PI X COORDINATE | PI Y COORDINATE | Δ | D | T | L | R | PC | PT |
| C10 | 284+28.20 | 583422.15' | 275775.01 | 1°18'16" | 0°56'30" | 69.27 | 138.53 | 6084.51 | 283+58.93 | 284+97.47 |




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN | SHEET 563 | E |
|---|---|---|---|---|---|

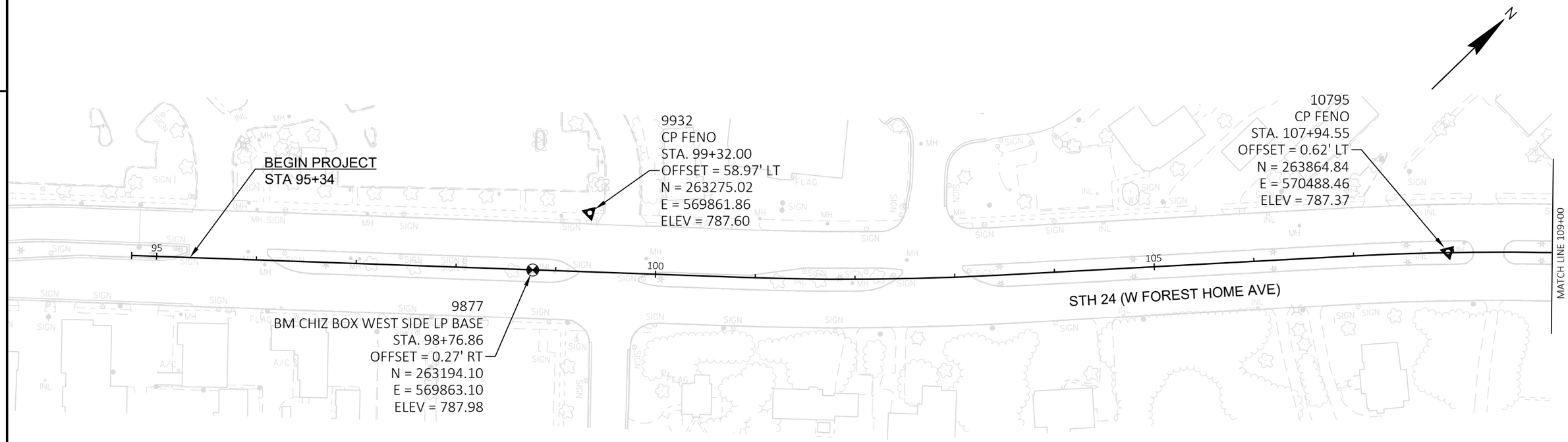
2

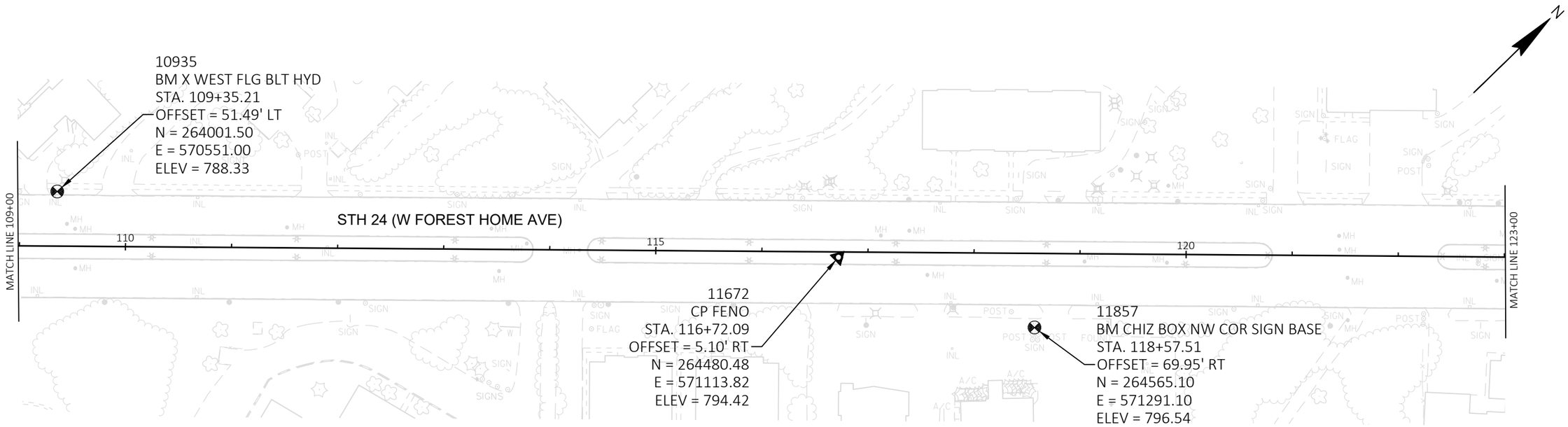



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN | SHEET 564 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027205_ad
PLOT DATE : 12/23/2021 10:36 AM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

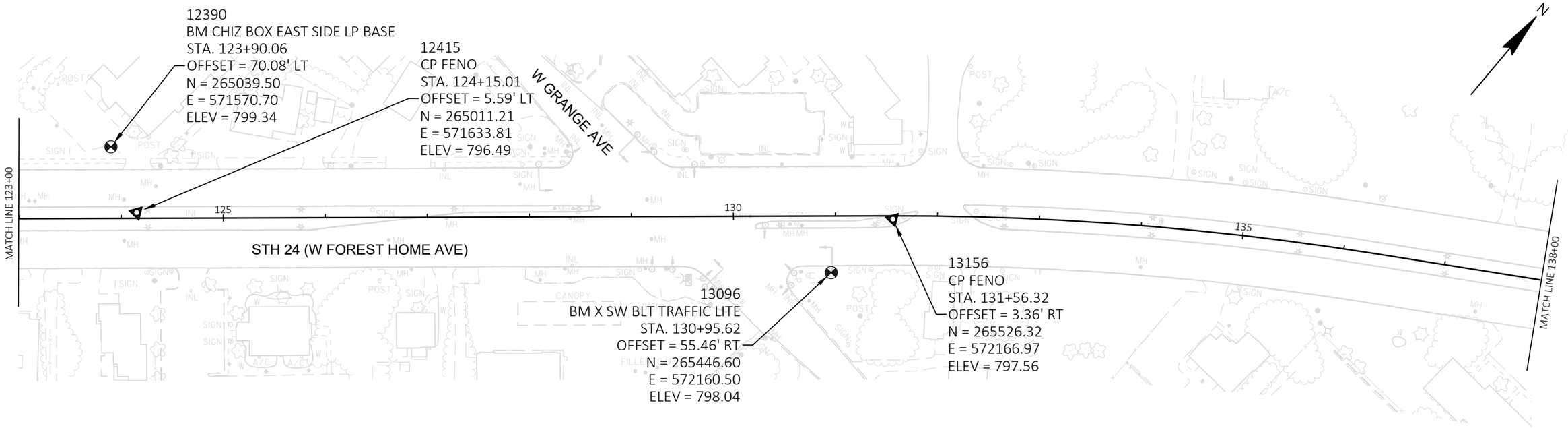


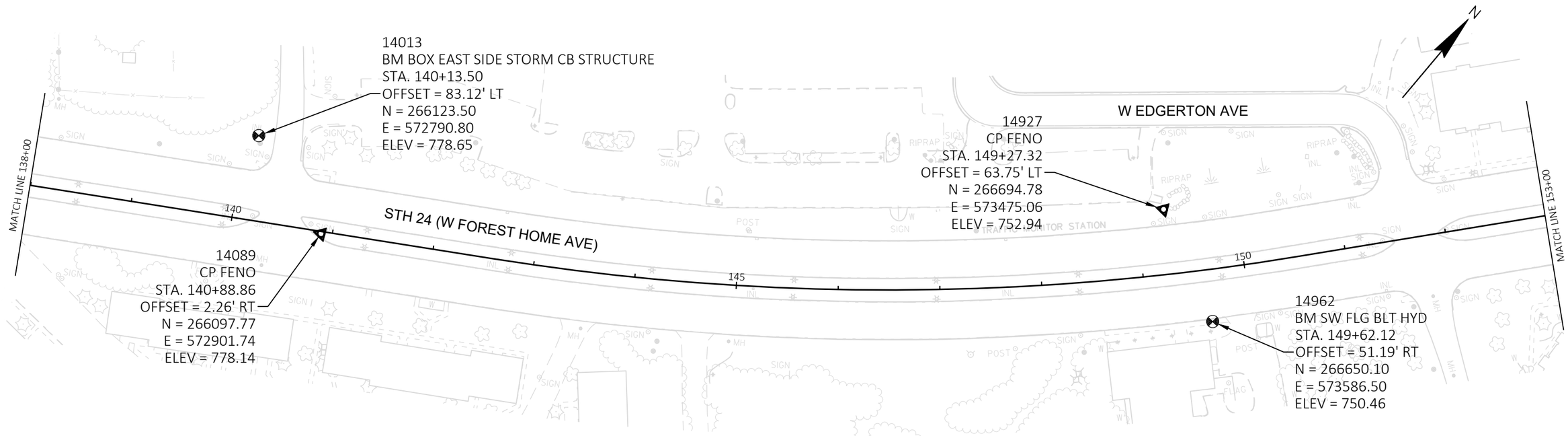




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN - SURVEY CONTROL | SHEET 565 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\027202_AD.DWG
LAYOUT NAME - 1
PLOT DATE : 6/20/2024 3:31 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

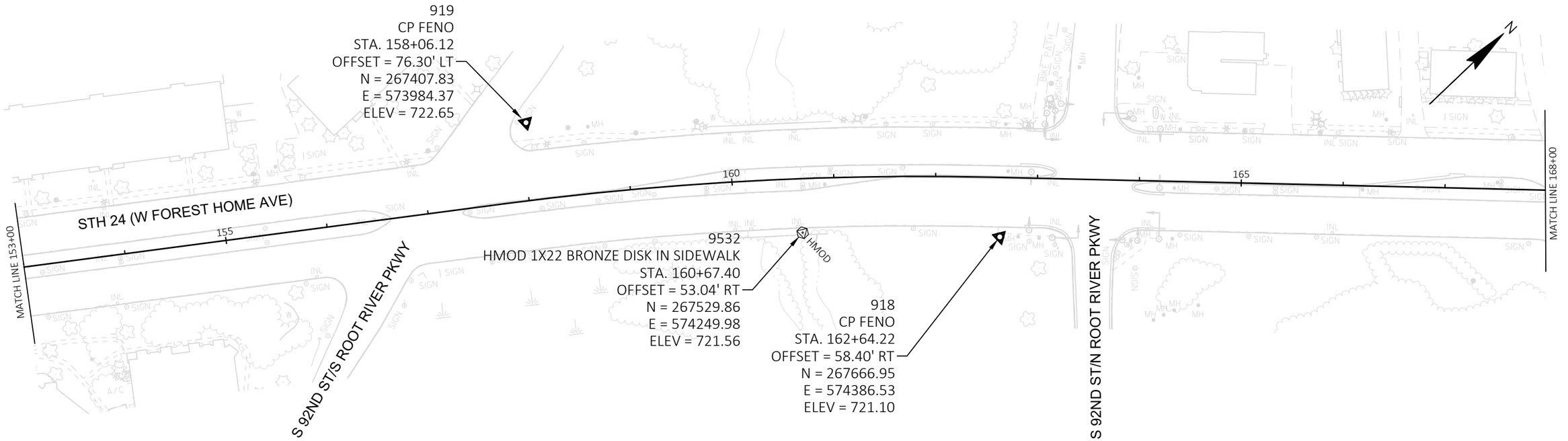



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN - SURVEY CONTROL | SHEET 566 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\027202_AD.DWG
LAYOUT NAME - 2
PLOT DATE : 6/20/2024 3:35 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



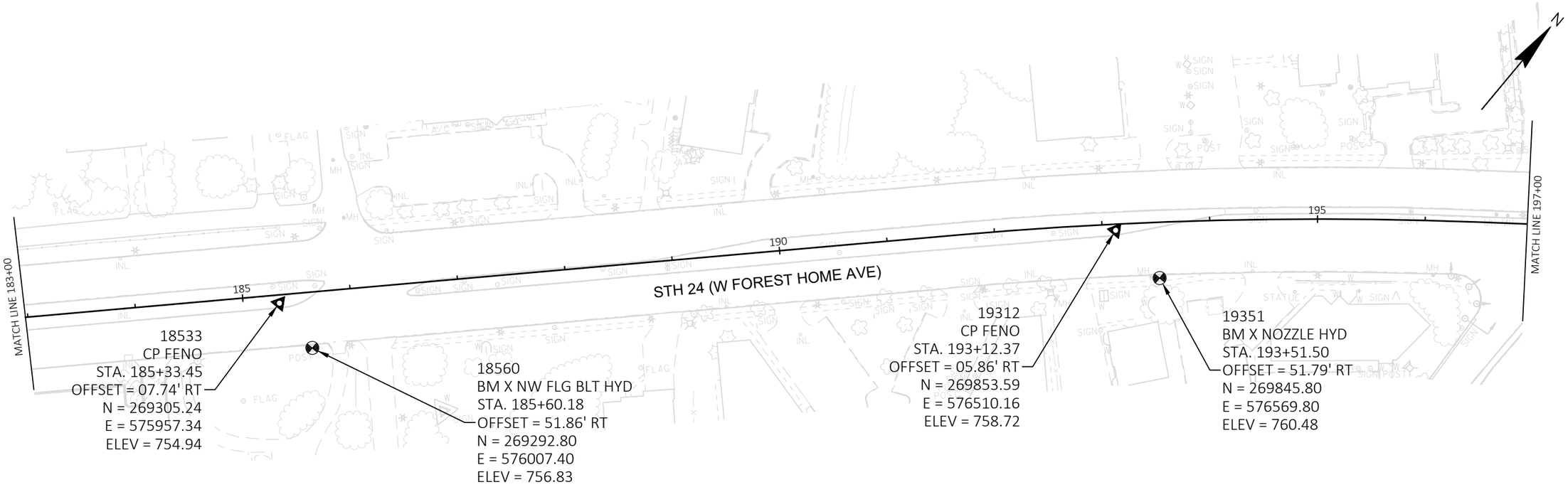


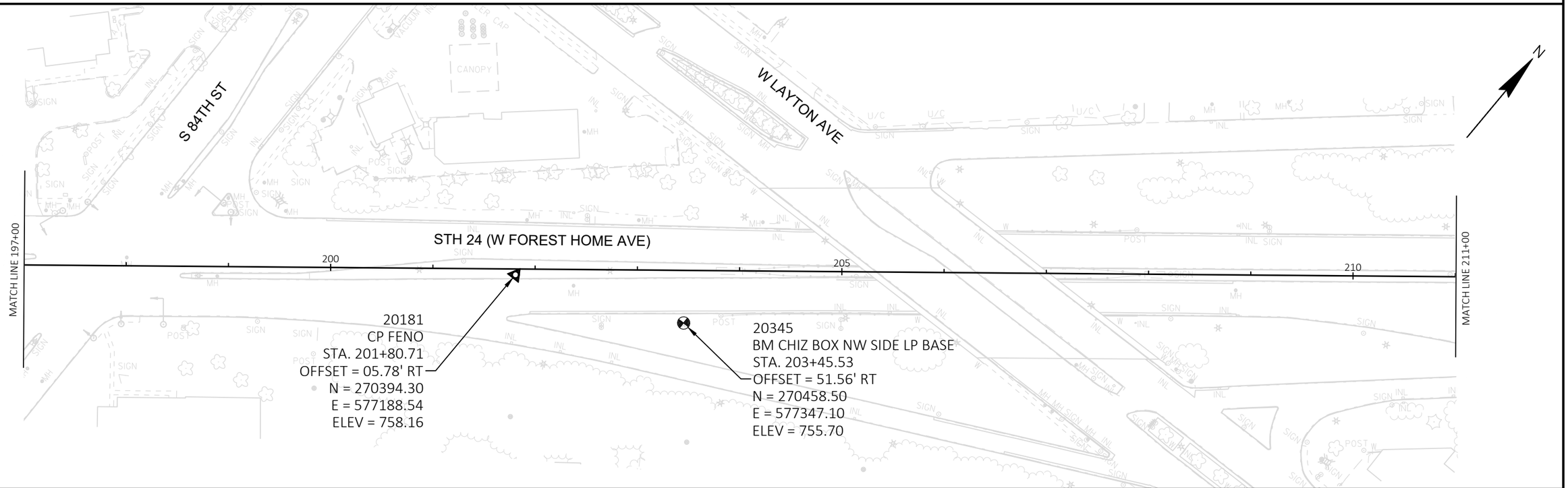


| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN - SURVEY CONTROL | SHEET 567 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\027202_AD.DWG
LAYOUT NAME - 3
PLOT DATE : 6/20/2024 3:36 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN - SURVEY CONTROL | SHEET 568 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\027202_AD.DWG
LAYOUT NAME - 4
PLOT DATE : 6/20/2024 3:37 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

22135
BM ALUM DISK SOUTH BOUND N/END
STA. 221+34.70
OFFSET = 35.85' LT
N = 271618.60
E = 578712.00
ELEV = 804.88

MATCH LINE 211+00

215

220

STH 24 (W FOREST HOME AVE)

MATCH LINE 224+00

21156
CP FENO
STA. 211+56.34
OFFSET = 44.11' RT
N = 270958.73
E = 577985.25
ELEV = 769.70

21209
BM CHIZ BOX NW SIDE OF NW LEG SIGN
STA. 212+09.29
OFFSET = 49.81' RT
N = 270986.50
E = 578030.70
ELEV = 771.43

21727
CP FENO
STA. 217+27.47
OFFSET = 00.47' RT
N = 271341.53
E = 578411.36
ELEV = 789.48

21864
BM ALUM DISK IN NORTHBOUND BRIDGE S/END WALL
STA. 218+64.80
OFFSET = 47.86' RT
N = 271387.70
E = 578549.10
ELEV = 795.95

IH 41/IH 43/IH 894

MATCH LINE 224+00

225

230

S 76TH ST

235

STH 24 (W FOREST HOME AVE)

MATCH LINE 239+00

22515
CP FENO
STA. 225+15.11
OFFSET = 44.57' RT
N = 271786.78
E = 579062.56
ELEV = 806.77

22568
BM CHIZ BOX NW SIDE OF NW LEG SIGN
STA. 225+67.83
OFFSET = 41.70' RT
N = 271821.20
E = 579102.60
ELEV = 806.26

23451
CP FENO
STA. 234+51.35
OFFSET = 47.07' RT
N = 272413.16
E = 579767.65
ELEV = 802.88

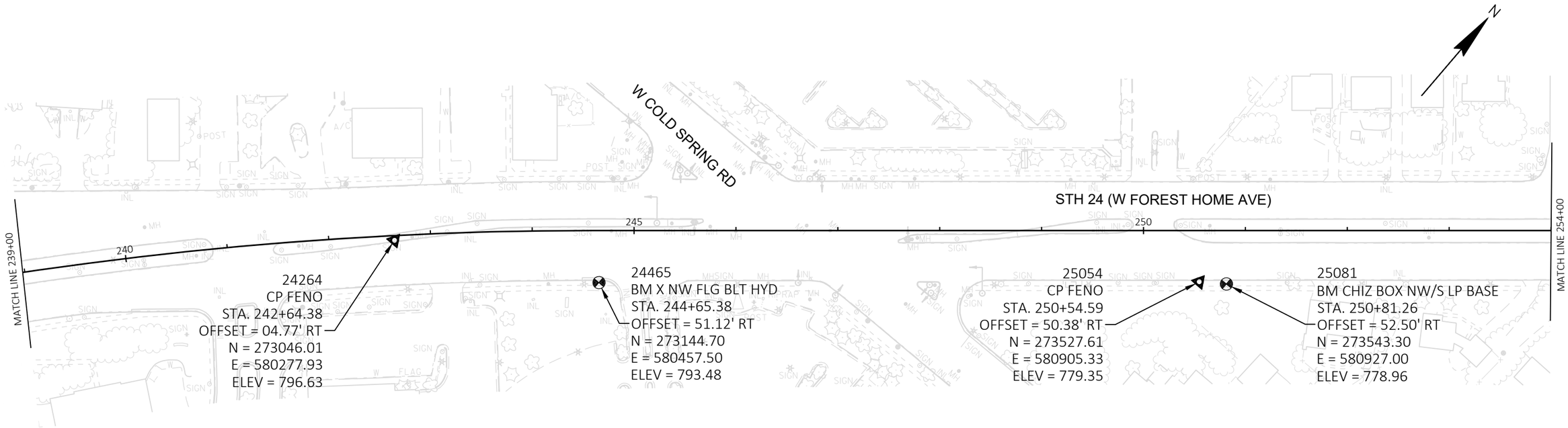
23493
BM CHIZ BOX SE/S LP BASE
STA. 234+93.46
OFFSET = 00.24' RT
N = 272475.90
E = 579760.40
ELEV = 801.37

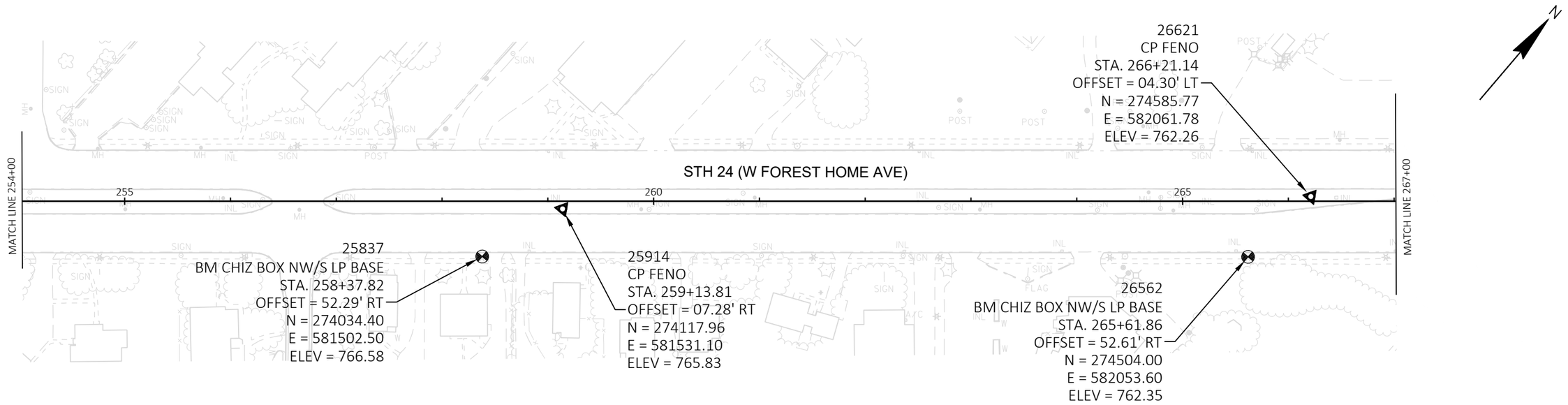
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN - SURVEY CONTROL | SHEET 569 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\027202_AD.DWG
LAYOUT NAME - 5

PLOT DATE : 6/20/2024 3:39 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:100 FT

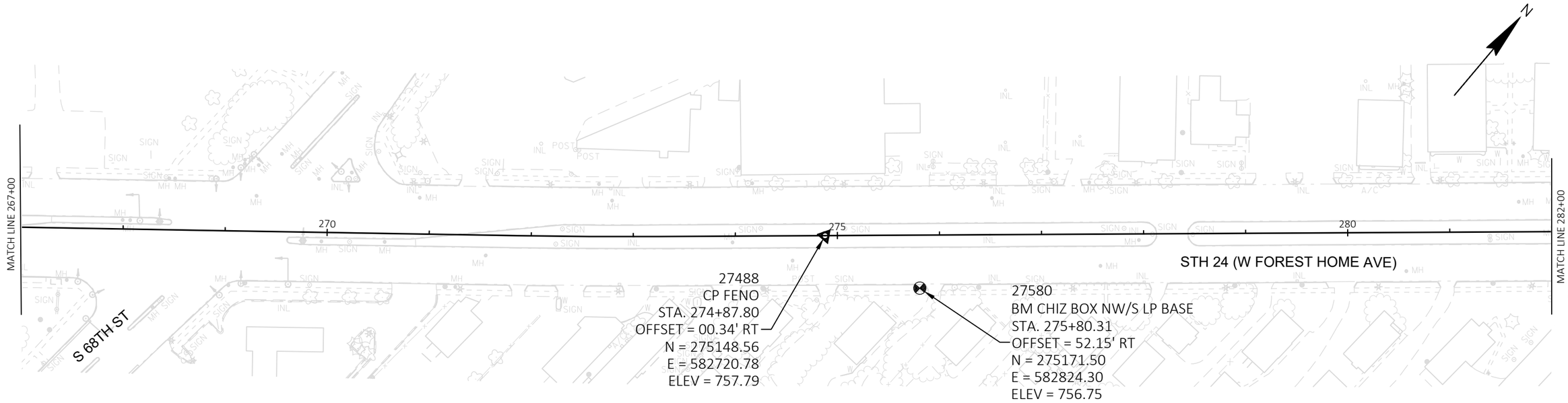
2

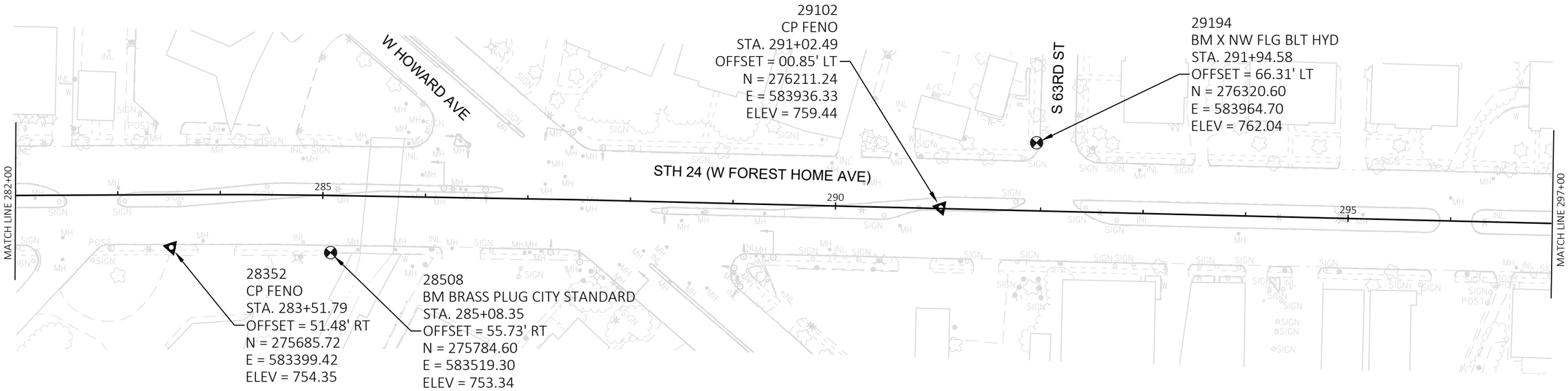



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN - SURVEY CONTROL | SHEET 570 | E |
|---|---|---|---|---|---|

2

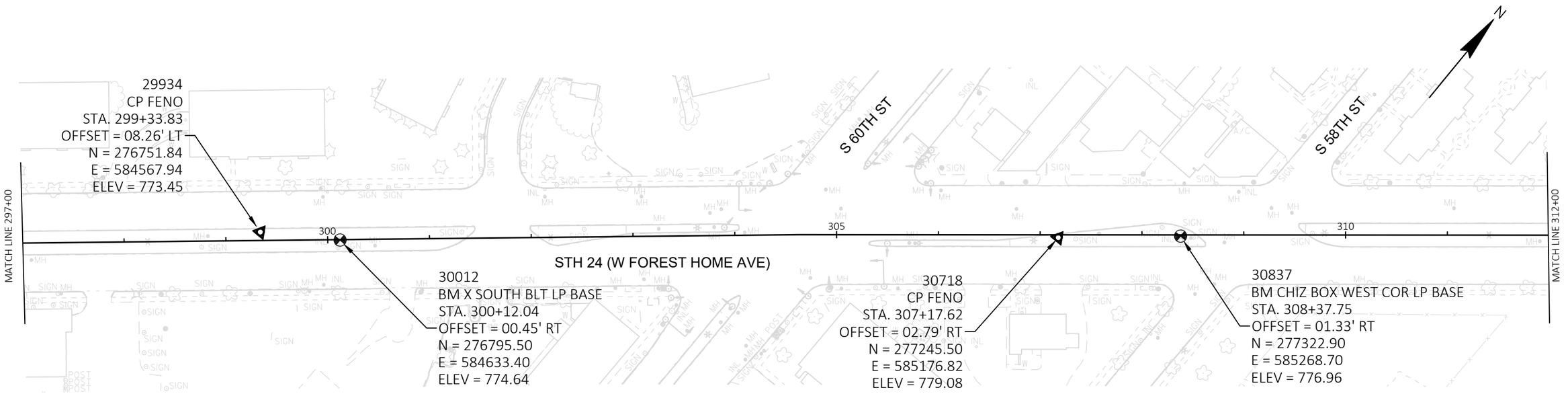


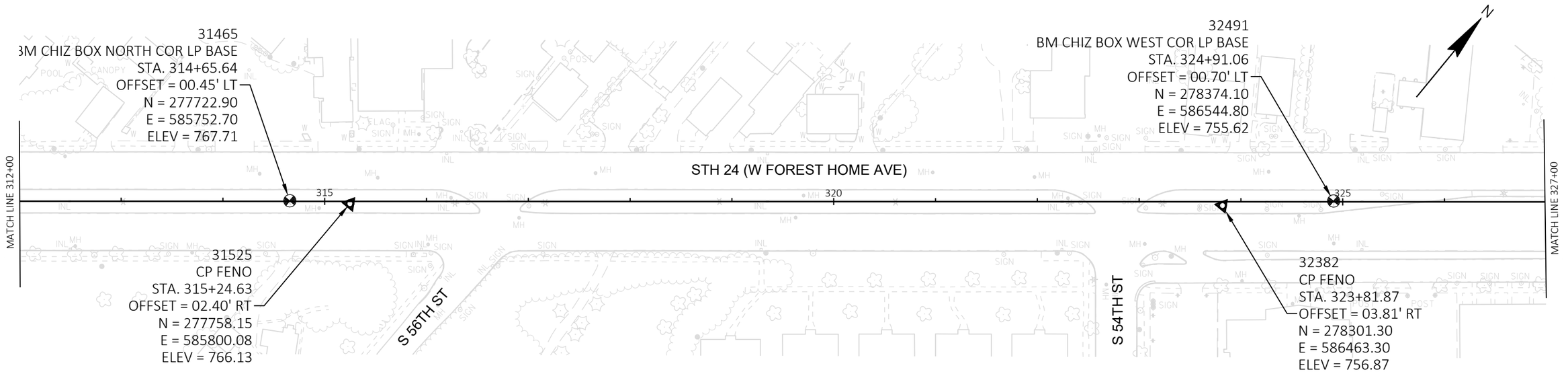




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN - SURVEY CONTROL | SHEET 571 | E |
|---|---|---|---|---|---|

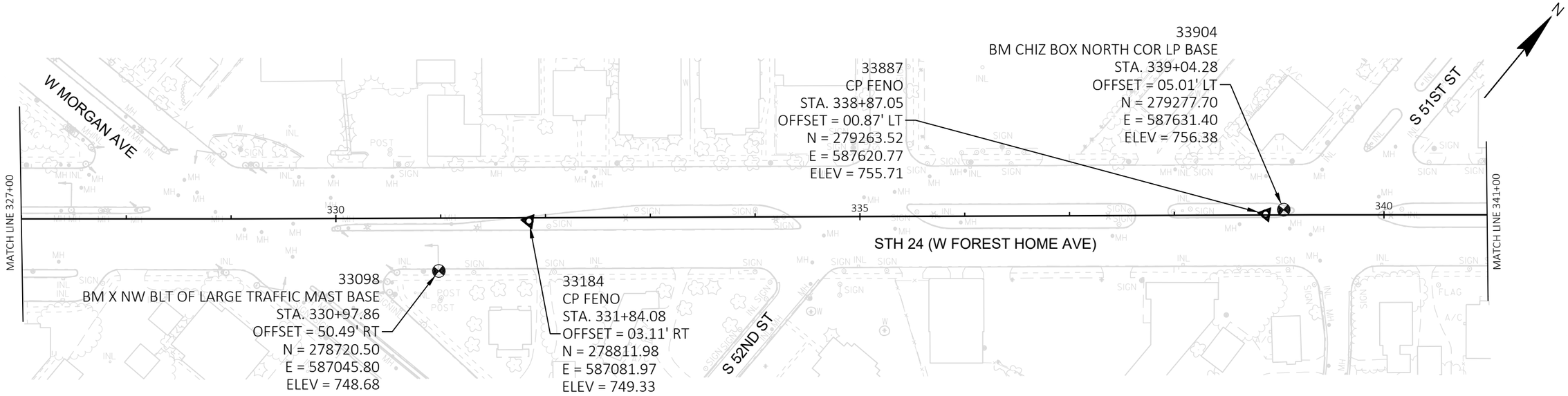
FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\027202_AD.DWG
LAYOUT NAME - 7
PLOT DATE : 6/20/2024 3:42 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

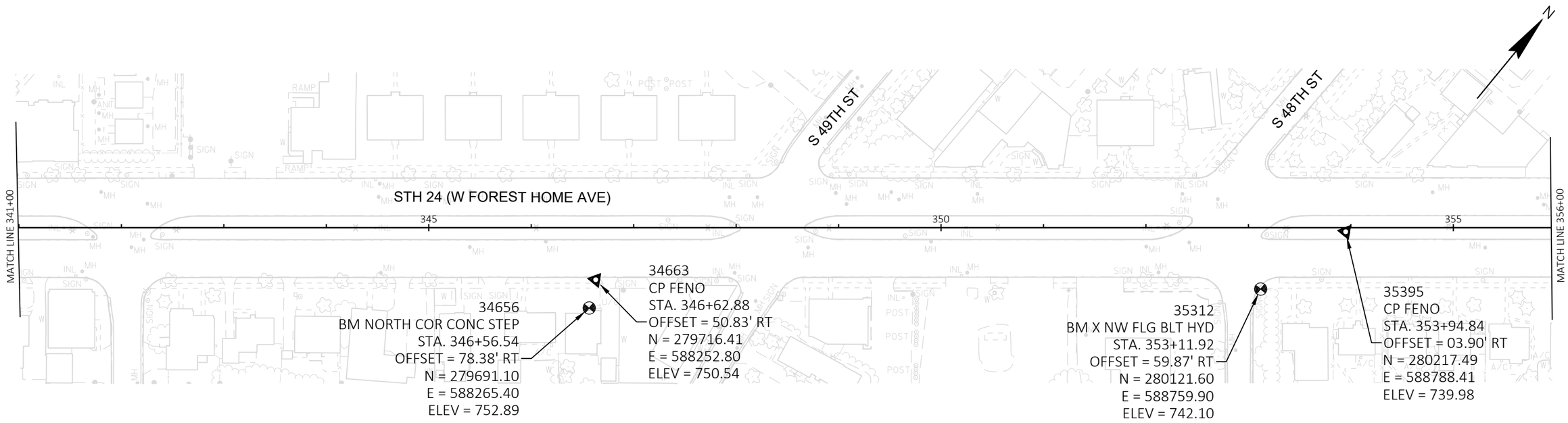
2




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN - SURVEY CONTROL | SHEET 572 | E |
|---|---|---|---|---|---|

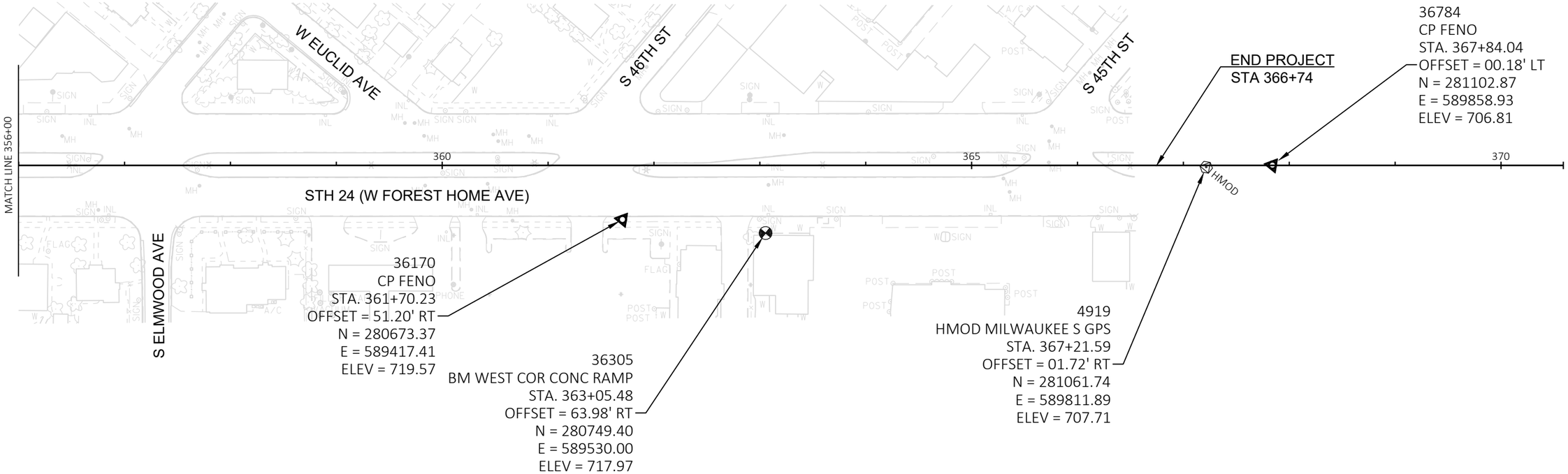



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN - SURVEY CONTROL | SHEET 573 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\027202_AD.DWG
LAYOUT NAME - 9
PLOT DATE : 6/20/2024 3:44 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2




| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | ALIGNMENT PLAN - SURVEY CONTROL | SHEET 574 | E |
|---|---|---|---|---|---|

2120-18-70

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0002 | 108.4400 | CPM Progress Schedule | EACH | 1.000 | 1.000 |
| 0004 | 204.0100 | Removing Concrete Pavement | SY | 622.000 | 622.000 |
| 0006 | 204.0110 | Removing Asphaltic Surface | SY | 1,143.000 | 1,143.000 |
| 0008 | 204.0115 | Removing Asphaltic Surface Butt Joints | SY | 378.000 | 378.000 |
| 0010 | 204.0120 | Removing Asphaltic Surface Milling | SY | 258,347.000 | 258,347.000 |
| 0012 | 204.0126.S | Removing Asphaltic Longitudinal Notched Wedge Joint Milling | LF | 54,278.000 | 54,278.000 |
| 0014 | 204.0150 | Removing Curb & Gutter | LF | 5,363.000 | 5,363.000 |
| 0016 | 204.0155 | Removing Concrete Sidewalk | SY | 4,161.000 | 4,161.000 |
| 0018 | 204.0165 | Removing Guardrail | LF | 2,633.000 | 2,633.000 |
| 0022 | 204.0195 | Removing Concrete Bases | EACH | 60.000 | 60.000 |
| 0024 | 204.0210 | Removing Manholes | EACH | 1.000 | 1.000 |
| 0026 | 204.0220 | Removing Inlets | EACH | 21.000 | 21.000 |
| 0028 | 204.9060.S | Removing (item description) 01. Removing Traffic Signals STH 24 & Grange Ave | EACH | 1.000 | 1.000 |
| 0030 | 204.9060.S | Removing (item description) 02. Removing Traffic Signals STH 24 & 84th Street | EACH | 1.000 | 1.000 |
| 0032 | 204.9060.S | Removing (item description) 03. Removing Traffic Signals STH 24 & CTH U (76th St) | EACH | 1.000 | 1.000 |
| 0034 | 204.9060.S | Removing (item description) 04. Removing Traffic Signals STH 24 & Coldspring Road | EACH | 1.000 | 1.000 |
| 0036 | 204.9060.S | Removing (item description) 05. Removing Traffic Signals STH 24 & 68th Street | EACH | 1.000 | 1.000 |
| 0038 | 204.9060.S | Removing (item description) 06. Removing Traffic Signals STH 24 & Howard Ave | EACH | 1.000 | 1.000 |
| 0040 | 204.9060.S | Removing (item description) 07. Removing Traffic Signals STH 24 & 60th Street | EACH | 1.000 | 1.000 |
| 0042 | 204.9060.S | Removing (item description) 08. Removing Traffic Signals STH 24 & Morgan Ave | EACH | 1.000 | 1.000 |
| 0044 | 204.9060.S | Removing (item description) 09. Removing Loop Detector Wire & Lead-in Cable STH 24 & CTH U (76th St) | EACH | 1.000 | 1.000 |
| 0046 | 204.9060.S | Removing (item description) 10. Removing Loop Detector Wire & Lead-in Cable STH 24 & Howard Ave | EACH | 1.000 | 1.000 |
| 0048 | 204.9060.S | Removing (item description) 11. Removing Loop Detector Wire & Lead-in Cable STH 24 & 60th St | EACH | 1.000 | 1.000 |
| 0050 | 204.9060.S | Removing (item description) 12. Removing Loop Detector Wire & Lead-in Cable STH 24 & Morgan Ave | EACH | 1.000 | 1.000 |
| 0052 | 205.0100 | Excavation Common | CY | 7.000 | 7.000 |
| 0054 | 205.0501.S | Excavation, Hauling, and Disposal of Petroleum Contaminated Soil | TON | 13.600 | 13.600 |
| 0056 | 208.0100 | Borrow | CY | 66.000 | 66.000 |
| 0058 | 213.0100 | Finishing Roadway (project) 01. 2120-18-70 | EACH | 1.000 | 1.000 |
| 0062 | 390.0100 | Removing Pavement for Base Patching | CY | 5,638.000 | 5,638.000 |
| 0064 | 390.0305 | Base Patching Concrete HES | CY | 3,613.000 | 3,613.000 |
| 0066 | 390.0405 | Base Patching Concrete SHES | CY | 2,025.000 | 2,025.000 |
| 0070 | 405.1000 | Stamping Colored Concrete | CY | 7.000 | 7.000 |
| 0072 | 416.0610 | Drilled Tie Bars | EACH | 11,039.000 | 11,039.000 |
| 0074 | 416.0620 | Drilled Dowel Bars | EACH | 21,384.000 | 21,384.000 |
| 0076 | 416.1715 | Concrete Pavement Repair SHES | SY | 195.000 | 195.000 |
| 0078 | 416.1725 | Concrete Pavement Replacement SHES | SY | 62.000 | 62.000 |
| 0080 | 455.0605 | Tack Coat | GAL | 30,883.000 | 30,883.000 |
| 0082 | 460.0105.S | HMA Percent Within Limits (PWL) Test Strip Volumetrics | EACH | 2.000 | 2.000 |
| 0084 | 460.0110.S | HMA Percent Within Limits (PWL) Test Strip Density | EACH | 2.000 | 2.000 |
| 0086 | 460.2005 | Incentive Density PWL HMA Pavement | DOL | 45,730.000 | 45,730.000 |
| 0088 | 460.2007 | Incentive Density HMA Pavement Longitudinal Joints | DOL | 10,860.000 | 10,860.000 |
| 0090 | 460.2010 | Incentive Air Voids HMA Pavement | DOL | 57,220.000 | 57,220.000 |
| 0092 | 460.6223 | HMA Pavement 3 MT 58-28 S | TON | 35,519.000 | 35,519.000 |
| 0094 | 460.6425 | HMA Pavement 5 MT 58-28 H | TON | 21,694.000 | 21,694.000 |
| 0096 | 465.0105 | Asphaltic Surface | TON | 211.000 | 211.000 |
| 0098 | 465.0125 | Asphaltic Surface Temporary | TON | 38.000 | 38.000 |

2120-18-70

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0106 | 502.3205 | Pigmented Surface Sealer Reseal | SY | 95.000 | 95.000 |
| 0108 | 502.3215 | Protective Surface Treatment Reseal | SY | 95.000 | 95.000 |
| 0114 | 509.0301 | Preparation Decks Type 1 | SY | 30.000 | 30.000 |
| 0116 | 509.0302 | Preparation Decks Type 2 | SY | 30.000 | 30.000 |
| 0118 | 509.0310.S | Sawing Pavement Deck Preparation Areas | LF | 105.000 | 105.000 |
| 0124 | 509.1200 | Curb Repair | LF | 105.000 | 105.000 |
| 0126 | 509.1500 | Concrete Surface Repair | SF | 50.000 | 50.000 |
| 0128 | 509.2100.S | Concrete Masonry Deck Repair | CY | 5.000 | 5.000 |
| 0140 | 520.8000 | Concrete Collars for Pipe | EACH | 9.000 | 9.000 |
| 0142 | 531.1100 | Concrete Masonry Ancillary Structures Type NS | CY | 17.000 | 17.000 |
| 0144 | 531.1140 | Steel Reinforcement HS Ancillary Structures Type NS | LB | 1,862.000 | 1,862.000 |
| 0146 | 531.2024 | Drilling Shaft 24-Inch | LF | 118.000 | 118.000 |
| 0148 | 601.0331 | Concrete Curb & Gutter 31-Inch | LF | 775.000 | 775.000 |
| 0150 | 601.0600 | Concrete Curb Pedestrian | LF | 1,293.000 | 1,293.000 |
| 0152 | 602.0410 | Concrete Sidewalk 5-Inch | SF | 41,847.000 | 41,847.000 |
| 0154 | 602.0415 | Concrete Sidewalk 6-Inch | SF | 26.000 | 26.000 |
| 0156 | 602.0505 | Curb Ramp Detectable Warning Field Yellow | SF | 2,480.000 | 2,480.000 |
| 0158 | 602.0605 | Curb Ramp Detectable Warning Field Radial Yellow | SF | 312.000 | 312.000 |
| 0160 | 602.0810 | Concrete Driveway 6-Inch | SY | 34.000 | 34.000 |
| 0164 | 608.0312 | Storm Sewer Pipe Reinforced Concrete Class III 12-Inch | LF | 127.000 | 127.000 |
| 0166 | 611.0420 | Reconstructing Manholes | EACH | 29.000 | 29.000 |
| 0168 | 611.0430 | Reconstructing Inlets | EACH | 185.000 | 185.000 |
| 0170 | 611.0530 | Manhole Covers Type J | EACH | 3.000 | 3.000 |
| 0172 | 611.0606 | Inlet Covers Type B | EACH | 3.000 | 3.000 |
| 0174 | 611.0651 | Inlet Covers Type S | EACH | 6.000 | 6.000 |
| 0176 | 611.2005 | Manholes 5-FT Diameter | EACH | 2.000 | 2.000 |
| 0178 | 611.2009 | Manholes 9-FT Diameter | EACH | 1.000 | 1.000 |
| 0180 | 611.3003 | Inlets 3-FT Diameter | EACH | 23.000 | 23.000 |
| 0182 | 611.3004 | Inlets 4-FT Diameter | EACH | 1.000 | 1.000 |
| 0184 | 611.8110 | Adjusting Manhole Covers | EACH | 32.000 | 32.000 |
| 0186 | 611.8115 | Adjusting Inlet Covers | EACH | 104.000 | 104.000 |
| 0188 | 611.8120.S | Cover Plates Temporary | EACH | 37.000 | 37.000 |
| 0190 | 611.9710 | Salvaged Inlet Covers | EACH | 22.000 | 22.000 |
| 0192 | 614.0397 | Guardrail Mow Strip Emulsified Asphalt | SY | 464.000 | 464.000 |
| 0194 | 614.0805 | Crash Cushions Permanent Low Maintenance | EACH | 6.000 | 6.000 |
| 0196 | 614.2300 | MGS Guardrail 3 | LF | 1,875.000 | 1,875.000 |
| 0198 | 614.2500 | MGS Thrie Beam Transition | LF | 394.000 | 394.000 |
| 0200 | 614.2610 | MGS Guardrail Terminal EAT | EACH | 8.000 | 8.000 |
| 0202 | 618.0100 | Maintenance and Repair of Haul Roads (project) 01. 2120-18-70 | EACH | 1.000 | 1.000 |
| 0204 | 619.1000 | Mobilization | EACH | 0.975 | 0.975 |
| 0206 | 620.0300 | Concrete Median Sloped Nose | SF | 1,962.000 | 1,962.000 |
| 0208 | 625.0100 | Topsoil | SY | 4,452.000 | 4,452.000 |
| 0210 | 628.1504 | Silt Fence | LF | 500.000 | 500.000 |
| 0212 | 628.1520 | Silt Fence Maintenance | LF | 500.000 | 500.000 |
| 0214 | 628.1905 | Mobilizations Erosion Control | EACH | 2.000 | 2.000 |
| 0216 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 2.000 | 2.000 |
| 0218 | 628.2004 | Erosion Mat Class I Type B | SY | 1,983.000 | 1,983.000 |
| 0220 | 628.7005 | Inlet Protection Type A | EACH | 64.000 | 64.000 |
| 0222 | 628.7010 | Inlet Protection Type B | EACH | 380.000 | 380.000 |

2120-18-70

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0224 | 628.7015 | Inlet Protection Type C | EACH | 36.000 | 36.000 |
| 0226 | 628.7020 | Inlet Protection Type D | EACH | 64.000 | 64.000 |
| 0228 | 629.0210 | Fertilizer Type B | CWT | 2.000 | 2.000 |
| 0230 | 630.0120 | Seeding Mixture No. 20 | LB | 78.000 | 78.000 |
| 0232 | 630.0170 | Seeding Mixture No. 70 | LB | 1.000 | 1.000 |
| 0234 | 630.0200 | Seeding Temporary | LB | 35.000 | 35.000 |
| 0236 | 630.0400 | Seeding Nurse Crop | LB | 4.000 | 4.000 |
| 0238 | 630.0500 | Seed Water | MGAL | 45.000 | 45.000 |
| 0240 | 631.0300 | Sod Water | MGAL | 55.000 | 55.000 |
| 0242 | 631.1000 | Sod Lawn | SY | 2,452.000 | 2,452.000 |
| 0244 | 634.0618 | Posts Wood 4x6-Inch X 18-FT | EACH | 221.000 | 221.000 |
| 0246 | 634.0814 | Posts Tubular Steel 2x2-Inch X 14-FT | EACH | 70.000 | 70.000 |
| 0248 | 635.0200 | Sign Supports Structural Steel HS | LB | 7,800.000 | 7,800.000 |
| 0250 | 635.0300 | Sign Supports Replacing Base Connection Bolts | EACH | 12.000 | 12.000 |
| 0252 | 637.1220 | Signs Type I Reflective SH | SF | 743.000 | 743.000 |
| 0254 | 637.2210 | Signs Type II Reflective H | SF | 929.960 | 929.960 |
| 0256 | 637.2215 | Signs Type II Reflective H Folding | SF | 219.440 | 219.440 |
| 0258 | 637.2230 | Signs Type II Reflective F | SF | 526.210 | 526.210 |
| 0260 | 638.2101 | Moving Signs Type I | EACH | 2.000 | 2.000 |
| 0262 | 638.2102 | Moving Signs Type II | EACH | 249.000 | 249.000 |
| 0264 | 638.2601 | Removing Signs Type I | EACH | 13.000 | 13.000 |
| 0266 | 638.2602 | Removing Signs Type II | EACH | 97.000 | 97.000 |
| 0268 | 638.3000 | Removing Small Sign Supports | EACH | 128.000 | 128.000 |
| 0270 | 638.3100 | Removing Structural Steel Sign Supports | EACH | 20.000 | 20.000 |
| 0272 | 643.0300 | Traffic Control Drums | DAY | 89,955.000 | 89,955.000 |
| 0274 | 643.0410 | Traffic Control Barricades Type II | DAY | 1,506.000 | 1,506.000 |
| 0276 | 643.0420 | Traffic Control Barricades Type III | DAY | 12,854.000 | 12,854.000 |
| 0278 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 25,708.000 | 25,708.000 |
| 0280 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 7,670.000 | 7,670.000 |
| 0282 | 643.0800 | Traffic Control Arrow Boards | DAY | 436.000 | 436.000 |
| 0284 | 643.0900 | Traffic Control Signs | DAY | 24,260.000 | 24,260.000 |
| 0286 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 20.000 | 20.000 |
| 0288 | 643.1050 | Traffic Control Signs PCMS | DAY | 50.000 | 50.000 |
| 0290 | 643.1070 | Traffic Control Cones 42-Inch | DAY | 29,513.000 | 29,513.000 |
| 0292 | 643.3165 | Temporary Marking Line Paint 6-Inch | LF | 89,515.000 | 89,515.000 |
| 0294 | 643.3180 | Temporary Marking Line Removable Tape 6-Inch | LF | 14,036.000 | 14,036.000 |
| 0296 | 643.3265 | Temporary Marking Line Paint 10-Inch | LF | 23,144.000 | 23,144.000 |
| 0298 | 643.3280 | Temporary Marking Line Removable Tape 10-Inch | LF | 2,044.000 | 2,044.000 |
| 0300 | 643.3305 | Temporary Marking Crosswalk Paint 6-inch | LF | 15,250.000 | 15,250.000 |
| 0302 | 643.3350 | Temporary Marking Crosswalk Removable Tape 6-inch | LF | 126.000 | 126.000 |
| 0304 | 643.3505 | Temporary Marking Arrow Paint | EACH | 137.000 | 137.000 |
| 0306 | 643.3550 | Temporary Marking Arrow Removable Tape | EACH | 4.000 | 4.000 |
| 0308 | 643.3805 | Temporary Marking Stop Line Paint 18-Inch | LF | 2,790.000 | 2,790.000 |
| 0310 | 643.3960 | Temporary Marking Removable Mask Out Tape 6-Inch | LF | 1,681.000 | 1,681.000 |
| 0312 | 643.3970 | Temporary Marking Removable Mask Out Tape 10-Inch | LF | 434.000 | 434.000 |
| 0314 | 643.5000 | Traffic Control | EACH | 0.975 | 0.975 |
| 0316 | 644.1410 | Temporary Pedestrian Surface Asphalt | SF | 5,896.000 | 5,896.000 |
| 0318 | 644.1440 | Temporary Pedestrian Surface Matting | SF | 248.000 | 248.000 |
| 0320 | 644.1601 | Temporary Pedestrian Curb Ramp | DAY | 1,745.000 | 1,745.000 |

2120-18-70

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0322 | 644.1605 | Temporary Pedestrian Detectable Warning Field | SF | 2,598.000 | 2,598.000 |
| 0324 | 644.1810 | Temporary Pedestrian Barricade | LF | 20,356.000 | 20,356.000 |
| 0326 | 646.2025 | Marking Line Grooved Black Epoxy 6-Inch | LF | 13,177.000 | 13,177.000 |
| 0328 | 646.2040 | Marking Line Grooved Wet Ref Epoxy 6-Inch | LF | 100,474.000 | 100,474.000 |
| 0330 | 646.4040 | Marking Line Grooved Wet Ref Epoxy 10-Inch | LF | 14,739.000 | 14,739.000 |
| 0332 | 646.5020 | Marking Arrow Epoxy | EACH | 84.000 | 84.000 |
| 0334 | 646.5120 | Marking Word Epoxy | EACH | 36.000 | 36.000 |
| 0336 | 646.5220 | Marking Symbol Epoxy | EACH | 1.000 | 1.000 |
| 0338 | 646.6120 | Marking Stop Line Epoxy 18-Inch | LF | 2,765.000 | 2,765.000 |
| 0340 | 646.7120 | Marking Diagonal Epoxy 12-Inch | LF | 831.000 | 831.000 |
| 0342 | 646.7220 | Marking Chevron Epoxy 24-Inch | LF | 439.000 | 439.000 |
| 0344 | 646.7420 | Marking Crosswalk Epoxy Transverse Line 6-Inch | LF | 11,512.000 | 11,512.000 |
| 0346 | 646.7520 | Marking Crosswalk Epoxy Block Style 24-Inch | LF | 324.000 | 324.000 |
| 0348 | 646.8120 | Marking Curb Epoxy | LF | 4,311.000 | 4,311.000 |
| 0350 | 646.8220 | Marking Island Nose Epoxy | EACH | 76.000 | 76.000 |
| 0352 | 646.9000 | Marking Removal Line 4-Inch | LF | 2,057.000 | 2,057.000 |
| 0354 | 646.9002 | Marking Removal Line 6-Inch | LF | 6,154.000 | 6,154.000 |
| 0356 | 646.9100 | Marking Removal Line 8-Inch | LF | 7,308.000 | 7,308.000 |
| 0358 | 646.9200 | Marking Removal Line Wide | LF | 1,846.000 | 1,846.000 |
| 0360 | 646.9300 | Marking Removal Special Marking | EACH | 50.000 | 50.000 |
| 0362 | 652.0225 | Conduit Rigid Nonmetallic Schedule 40 2-Inch | LF | 1,520.000 | 1,520.000 |
| 0364 | 652.0235 | Conduit Rigid Nonmetallic Schedule 40 3-Inch | LF | 772.000 | 772.000 |
| 0366 | 652.0605 | Conduit Special 2-Inch | LF | 260.000 | 260.000 |
| 0368 | 652.0615 | Conduit Special 3-Inch | LF | 708.000 | 708.000 |
| 0370 | 652.0800 | Conduit Loop Detector | LF | 3,664.000 | 3,664.000 |
| 0372 | 653.0135 | Pull Boxes Steel 24x36-Inch | EACH | 12.000 | 12.000 |
| 0374 | 653.0140 | Pull Boxes Steel 24x42-Inch | EACH | 19.000 | 19.000 |
| 0376 | 653.0900 | Adjusting Pull Boxes | EACH | 4.000 | 4.000 |
| 0378 | 653.0905 | Removing Pull Boxes | EACH | 15.000 | 15.000 |
| 0380 | 654.0101 | Concrete Bases Type 1 | EACH | 43.000 | 43.000 |
| 0382 | 654.0102 | Concrete Bases Type 2 | EACH | 2.000 | 2.000 |
| 0384 | 654.0105 | Concrete Bases Type 5 | EACH | 14.000 | 14.000 |
| 0386 | 654.0110 | Concrete Bases Type 10 | EACH | 2.000 | 2.000 |
| 0388 | 654.0120 | Concrete Bases Type 10-Special | EACH | 2.000 | 2.000 |
| 0390 | 654.0217 | Concrete Control Cabinet Bases Type 9 Special | EACH | 1.000 | 1.000 |
| 0392 | 655.0230 | Cable Traffic Signal 5-14 AWG | LF | 1,853.000 | 1,853.000 |
| 0394 | 655.0240 | Cable Traffic Signal 7-14 AWG | LF | 6,609.000 | 6,609.000 |
| 0396 | 655.0260 | Cable Traffic Signal 12-14 AWG | LF | 9,826.000 | 9,826.000 |
| 0398 | 655.0270 | Cable Traffic Signal 15-14 AWG | LF | 267.000 | 267.000 |
| 0400 | 655.0305 | Cable Type UF 2-12 AWG Grounded | LF | 5,756.000 | 5,756.000 |
| 0402 | 655.0510 | Electrical Wire Traffic Signals 12 AWG | LF | 14,413.000 | 14,413.000 |
| 0404 | 655.0515 | Electrical Wire Traffic Signals 10 AWG | LF | 9,819.000 | 9,819.000 |
| 0406 | 655.0610 | Electrical Wire Lighting 12 AWG | LF | 468.000 | 468.000 |
| 0408 | 655.0700 | Loop Detector Lead In Cable | LF | 10,812.000 | 10,812.000 |
| 0410 | 655.0800 | Loop Detector Wire | LF | 8,160.000 | 8,160.000 |
| 0412 | 655.0900 | Traffic Signal EVP Detector Cable | LF | 4,221.000 | 4,221.000 |
| 0414 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 01. STH 24 & CTH U | EACH | 1.000 | 1.000 |
| 0416 | 657.0100 | Pedestal Bases | EACH | 49.000 | 49.000 |
| 0418 | 657.0255 | Transformer Bases Breakaway 11 1/2-Inch Bolt Circle | EACH | 5.000 | 5.000 |

2120-18-70

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0420 | 657.0310 | Poles Type 3 | EACH | 2.000 | 2.000 |
| 0422 | 657.0322 | Poles Type 5-Aluminum | EACH | 1.000 | 1.000 |
| 0424 | 657.0405 | Traffic Signal Standards Aluminum 3.5-FT | EACH | 3.000 | 3.000 |
| 0426 | 657.0420 | Traffic Signal Standards Aluminum 13-FT | EACH | 11.000 | 11.000 |
| 0428 | 657.0425 | Traffic Signal Standards Aluminum 15-FT | EACH | 15.000 | 15.000 |
| 0430 | 657.0430 | Traffic Signal Standards Aluminum 10-FT | EACH | 20.000 | 20.000 |
| 0432 | 657.0609 | Luminaire Arms Single Member 4-Inch Clamp 6-FT | EACH | 3.000 | 3.000 |
| 0434 | 657.0610 | Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT | EACH | 2.000 | 2.000 |
| 0436 | 658.0173 | Traffic Signal Face 3S 12-Inch | EACH | 34.000 | 34.000 |
| 0438 | 658.0174 | Traffic Signal Face 4S 12-Inch | EACH | 21.000 | 21.000 |
| 0440 | 658.0416 | Pedestrian Signal Face 16-Inch | EACH | 54.000 | 54.000 |
| 0442 | 658.0500 | Pedestrian Push Buttons | EACH | 50.000 | 50.000 |
| 0444 | 658.5070 | Signal Mounting Hardware (location) 01. STH 24 & Grange Ave | EACH | 1.000 | 1.000 |
| 0446 | 658.5070 | Signal Mounting Hardware (location) 02. STH 24 & 84th Street | EACH | 1.000 | 1.000 |
| 0448 | 658.5070 | Signal Mounting Hardware (location) 03. STH 24 & CTH U (76th St) | EACH | 1.000 | 1.000 |
| 0450 | 658.5070 | Signal Mounting Hardware (location) 04. STH 24 & Coldspring Road | EACH | 1.000 | 1.000 |
| 0452 | 658.5070 | Signal Mounting Hardware (location) 05. STH 24 & 68th Street | EACH | 1.000 | 1.000 |
| 0454 | 658.5070 | Signal Mounting Hardware (location) 06. STH 24 & Howard Ave | EACH | 1.000 | 1.000 |
| 0456 | 658.5070 | Signal Mounting Hardware (location) 07. STH 24 & 60th Street | EACH | 1.000 | 1.000 |
| 0458 | 658.5070 | Signal Mounting Hardware (location) 08. STH 24 & Morgan Ave | EACH | 1.000 | 1.000 |
| 0460 | 659.1125 | Luminaires Utility LED C | EACH | 7.000 | 7.000 |
| 0462 | 659.5000.S | Lamp, Ballast, LED, Switch Disposal by Contractor | EACH | 107.000 | 107.000 |
| 0464 | 661.0201 | Temporary Traffic Signals for Intersections (location) 01. STH 24 & CTH U (76th St) | EACH | 1.000 | 1.000 |
| 0466 | 661.0300 | Generators | DAY | 1.000 | 1.000 |
| 0468 | 670.0101 | Field System Integrator | EACH | 1.000 | 1.000 |
| 0470 | 670.0201 | ITS Documentation | EACH | 1.000 | 1.000 |
| 0472 | 671.0122 | Conduit HDPE 2-Duct 2-Inch | LF | 9,495.000 | 9,495.000 |
| 0474 | 671.0222 | Conduit HDPE Directional Bore 2-Duct 2-Inch | LF | 3,609.000 | 3,609.000 |
| 0476 | 673.0105 | Communication Vault Type 1 | EACH | 8.000 | 8.000 |
| 0478 | 677.0200 | Install Camera Assembly | EACH | 1.000 | 1.000 |
| 0480 | 678.0072 | Install Fiber Optic Cable Outdoor Plant 72-CT | LF | 16,888.000 | 16,888.000 |
| 0482 | 678.0200 | Fiber Optic Splice Enclosure | EACH | 3.000 | 3.000 |
| 0484 | 678.0300 | Fiber Optic Splice | EACH | 20.000 | 20.000 |
| 0486 | 678.0501 | Communication System Testing | EACH | 1.000 | 1.000 |
| 0488 | 678.0600 | Install Ethernet Switches | EACH | 3.000 | 3.000 |
| 0490 | 690.0150 | Sawing Asphalt | LF | 341.000 | 341.000 |
| 0492 | 690.0250 | Sawing Concrete | LF | 82,327.000 | 82,327.000 |
| 0496 | 740.0440 | Incentive IRI Ride | DOL | 41,120.000 | 41,120.000 |
| 0498 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 3,500.000 | 3,500.000 |
| 0500 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 10,800.000 | 10,800.000 |
| 0504 | SPV.0060 | Special 01. Reconnect Storm Sewer Laterals | EACH | 34.000 | 34.000 |
| 0506 | SPV.0060 | Special 02. Remove and Cap Existing Drainage Structure | EACH | 1.000 | 1.000 |
| 0508 | SPV.0060 | Special 03. Utility Line Opening (ULO) | EACH | 48.000 | 48.000 |
| 0510 | SPV.0060 | Special 04. Survey Project 2120-18-70 | EACH | 1.000 | 1.000 |
| 0512 | SPV.0060 | Special 05. Field Office Type T | EACH | 1.000 | 1.000 |
| 0514 | SPV.0060 | Special 17. Pull Boxes 13-Inch x 24-Inch x 24-Inch | EACH | 117.000 | 117.000 |
| 0516 | SPV.0060 | Special 18. Remove Poles | EACH | 12.000 | 12.000 |
| 0518 | SPV.0060 | Special 19. Remove 4-Inch x 4-Inch x 36-Inch Wiring Pedestal | EACH | 6.000 | 6.000 |
| 0520 | SPV.0060 | Special 20. Poles Type (22 ft Aluminum, Direct Bury) | EACH | 4.000 | 4.000 |

2120-18-70

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0522 | SPV.0060 | Special 21. Poles Type 30-AL Bolt Down | EACH | 8.000 | 8.000 |
| 0524 | SPV.0060 | Special 22. Water Tight Splices & Connections | EACH | 284.000 | 284.000 |
| 0526 | SPV.0060 | Special 23. Luminaire Arm Single Member 6-ft | EACH | 6.000 | 6.000 |
| 0528 | SPV.0060 | Special 24. Luminaire Arms Single Member 8-Ft. | EACH | 16.000 | 16.000 |
| 0530 | SPV.0060 | Special 25. Equipment Grounding Electrode | EACH | 81.000 | 81.000 |
| 0532 | SPV.0060 | Special 26. Installing City Furnished Luminaire Utility LED 1 | EACH | 7.000 | 7.000 |
| 0534 | SPV.0060 | Special 27. Installing City Furnished Luminaire Utility LED 3 | EACH | 122.000 | 122.000 |
| 0536 | SPV.0060 | Special 28. Remove Luminiare Complete | EACH | 73.000 | 73.000 |
| 0538 | SPV.0060 | Special 29. Inline 5A Fast Acting Fuse with Holder | EACH | 130.000 | 130.000 |
| 0540 | SPV.0060 | Special 30. Install Poles Type 9 | EACH | 1.000 | 1.000 |
| 0542 | SPV.0060 | Special 31. Install Poles Type 9 Special | EACH | 1.000 | 1.000 |
| 0544 | SPV.0060 | Special 32. Install Poles Type 10 | EACH | 1.000 | 1.000 |
| 0546 | SPV.0060 | Special 33. Install Poles Type 10 Special | EACH | 1.000 | 1.000 |
| 0548 | SPV.0060 | Special 34. Install Monotube Arms 15-FT | EACH | 1.000 | 1.000 |
| 0550 | SPV.0060 | Special 35. Install Monotube Arms 30-FT | EACH | 1.000 | 1.000 |
| 0552 | SPV.0060 | Special 36. Install Monotube Arms 40-FT | EACH | 1.000 | 1.000 |
| 0554 | SPV.0060 | Special 37. Install Monotube Arms 45-FT | EACH | 1.000 | 1.000 |
| 0556 | SPV.0060 | Special 38. Install Luminaire Arms Steel 15-FT | EACH | 2.000 | 2.000 |
| 0558 | SPV.0060 | Special 39. Transport Traffic Signal & Intersection Lighting Materials STH 24 & CTH U | EACH | 1.000 | 1.000 |
| 0560 | SPV.0060 | Special 40. Transport & Install State-Furnished Radar Detection System STH 24 & CTH U | EACH | 1.000 | 1.000 |
| 0562 | SPV.0060 | Special 41. Removing, Salvaging & Reinstalling Traffic Signal Equip STH 24 & Coldspring | EACH | 1.000 | 1.000 |
| 0564 | SPV.0060 | Special 42. Removing, Salvaging, & Reinstalling Traffic Signal Equipment STH 24 & 68th | EACH | 1.000 | 1.000 |
| 0566 | SPV.0060 | Special 43. Removing, Salvaging & Reinstalling Traffic Signal Equip STH 24 & 60th St | EACH | 1.000 | 1.000 |
| 0568 | SPV.0060 | Special 44. Removing, Salvaging & Reinstalling Traffic Signal Equip STH 24 & Morgan | EACH | 1.000 | 1.000 |
| 0570 | SPV.0060 | Special 45. Install Fiber Optic Communications in Cabinet STH 24 & Grange Ave | EACH | 1.000 | 1.000 |
| 0572 | SPV.0060 | Special 46. Install Fiber Optic Communications in Cabinet STH 24 & 92nd St/Root River Pk | EACH | 1.000 | 1.000 |
| 0574 | SPV.0060 | Special 47. Install Fiber Optic Communications in Cabinet STH 24 & 84th Street | EACH | 1.000 | 1.000 |
| 0576 | SPV.0060 | Special 48. Transport & Install State Furnished APS Buttons STH 24 & 60th St | EACH | 1.000 | 1.000 |
| 0578 | SPV.0060 | Special 49. Transport & Install State Furnished Traffic Signal Cabinet STH 24 & CTH U | EACH | 1.000 | 1.000 |
| 0580 | SPV.0060 | Special 50. Concrete Bases Type 1 Spread Footing | EACH | 6.000 | 6.000 |
| 0582 | SPV.0060 | Special 51. Transport & Install State Furnished EVP Detector Heads STH 24 & CTH U | EACH | 1.000 | 1.000 |
| 0584 | SPV.0060 | Special 52. Transport & Install State Furnished EVP Detector Heads STH 24 & 84th St | EACH | 1.000 | 1.000 |
| 0586 | SPV.0060 | Special 53. Transport & Install State Furnished EVP Detector Heads STH 24 & 68th St | EACH | 1.000 | 1.000 |
| 0588 | SPV.0060 | Special 54. Remove and Reinstall Antenna | EACH | 1.000 | 1.000 |
| 0594 | SPV.0060 | Special 80. Adjusting Water Valve Boxes | EACH | 152.000 | 152.000 |
| 0596 | SPV.0060 | Special 81. Adjusting Water Manholes | EACH | 3.000 | 3.000 |
| 0598 | SPV.0060 | Special 82. Adjusting CUC Manhole Cover | EACH | 6.000 | 6.000 |
| 0600 | SPV.0060 | Special 83. Sanitary Manhole Seals, Greenfield | EACH | 38.000 | 38.000 |
| 0602 | SPV.0060 | Special 90. 40-FT Wood Poles | EACH | 35.000 | 35.000 |
| 0604 | SPV.0060 | Special 91. Luminaire Arms Single Member 6-ft Wood Pole Mount | EACH | 10.000 | 10.000 |
| 0606 | SPV.0060 | Special 92. Installing City Furnished Luminaires Utility LED | EACH | 10.000 | 10.000 |
| 0608 | SPV.0075 | Special 01. Pavement Cleanup Project 2120-18-70 | HRS | 100.000 | 100.000 |
| 0610 | SPV.0090 | Special 01. Concrete Curb & Gutter 31-Inch, Modified | LF | 8,251.000 | 8,251.000 |
| 0612 | SPV.0090 | Special 02. Concrete Curb & Gutter Integral 31-Inch | LF | 28.000 | 28.000 |
| 0614 | SPV.0090 | Special 20. Cable Type 1#8 AWG 5kV Concentric City Furnished | LF | 4,885.000 | 4,885.000 |
| 0616 | SPV.0090 | Special 21. Liquidtight Flexible Nonmetallic Conduit 1-Inch | LF | 1,230.000 | 1,230.000 |

2120-18-70

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0618 | SPV.0090 | Special 22. Liquidtight Flexible Nonmetallic conduit 1 1/2-Inch | LF | 625.000 | 625.000 |
| 0620 | SPV.0090 | Special 23. Electrical Cable 4#6/1#8 XLPE Type USE-2 | LF | 2,325.000 | 2,325.000 |
| 0622 | SPV.0090 | Special 24. Electrical Cable 4#2/1#8 XLPE Type USE-2 | LF | 11,240.000 | 11,240.000 |
| 0624 | SPV.0090 | Special 25. 3" HDPE Conduit | LF | 16,280.000 | 16,280.000 |
| 0626 | SPV.0090 | Special 30. Fiber Optic Warning Tape | LF | 14,472.000 | 14,472.000 |
| 0630 | SPV.0090 | Special 90. Cable Type 1#6 AWG 5kV | LF | 6,850.000 | 6,850.000 |
| 0632 | SPV.0090 | Special 91. Electrical Cable Type 3#6 AL Triplex | LF | 7,100.000 | 7,100.000 |
| 0634 | SPV.0090 | Special 92. Electrical Cable Type 2#2/1#4 AL Triplex | LF | 2,975.000 | 2,975.000 |
| 0636 | SPV.0165 | Special 40. Modular Block Wall Repair | SF | 257.000 | 257.000 |
| 0642 | SPV.0180 | Special 40. Methacrylate Flood Seal | SY | 313.000 | 313.000 |
| 0644 | SPV.0195 | Special 01. Management of Solid Waste | TON | 10.700 | 10.700 |
| 0646 | SPV.0195 | Special 02. Joint and Crack Repair | TON | 63.000 | 63.000 |

REMOVALS

| CATEGORY | STAGE | STATION | TO | STATION | LOCATION | * 204.0100 REMOVING CONCRETE PAVEMENT SY | 204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | ** 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY | 204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING LF | * 204.0150 REMOVING CURB & GUTTER LF | * 204.0155 REMOVING CONCRETE SIDEWALK SY | 204.0165 REMOVING GUARDRAIL LF | 204.0195 REMOVING CONCRETE BASES EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 1 | 95+34 | - | 130+65 | STH 24 | -- | 32 | 48 | 18,829 | -- | 64 | -- | -- | -- | PROJECT START TO GRANGE AVE (SEGMENT 1) |
| | | 130+65 | - | 199+53 | | -- | -- | 101 | 36,798 | -- | 56 | -- | 288 | -- | GRANGE AVE TO 84TH ST (SEGEMENT 2) |
| | | 199+53 | - | 248+50 | | -- | -- | 70 | 33,148 | -- | 84 | 3 | 1,428 | 2 | 84TH ST TO COLD SPRING RD (SEGMENT 3) |
| | | 248+50 | - | 285+42 | | -- | -- | 19 | 20,322 | -- | 23 | -- | -- | -- | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) |
| | | 285+74 | - | 327+54 | | -- | 81 | 25 | 25,634 | -- | 21 | -- | -- | -- | HOWARD AVE TO MORGAN AVE (SEGMENT 5) |
| | | 327+54 | - | 366+68 | | -- | 130 | 76 | 22,233 | -- | -- | -- | -- | -- | MORGAN AVE TO PROJECT END (SEGMENT 6) |
| | | | | | UNDISTRIBUTED | -- | 475 | -- | -- | -- | -- | -- | -- | -- | TEMPORARY RAMP/WEDGE FOR STAGING |
| | | | | | STAGE 1 & 3 SUBTOTAL | -- | 718 | 340 | 156,964 | -- | 250 | 3 | 1,716 | 2 | |
| | 2 | 95+35 | - | 130+65 | STH 24 | -- | -- | 12 | 13,139 | -- | 5 | 9 | -- | -- | PROJECT START TO GRANGE AVE (SEGMENT 1) |
| | | 130+65 | - | 199+53 | | 10 | -- | -- | 26,555 | -- | -- | -- | -- | -- | GRANGE AVE TO 84TH ST (SEGEMENT 2) |
| | | 199+53 | - | 248+50 | | -- | -- | 6 | 15,626 | -- | 4 | 50 | 917 | -- | 84TH ST TO COLD SPRING RD (SEGMENT 3) |
| | | 248+50 | - | 285+42 | | -- | -- | -- | 13,771 | -- | 29 | 15 | -- | -- | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) |
| | | 285+74 | - | 327+54 | | 8 | -- | -- | 16,652 | -- | 39 | 78 | -- | -- | HOWARD AVE TO MORGAN AVE (SEGMENT 5) |
| | | 327+54 | - | 366+68 | | 5 | -- | 21 | 15,639 | -- | 26 | 19 | -- | -- | MORGAN AVE TO PROJECT END (SEGMENT 6) |
| | | | | | UNDISTRIBUTED | -- | 425 | -- | -- | 54,278 | -- | -- | -- | -- | TEMPORARY RAMP/WEDGE FOR STAGING |
| | | | | | STAGE 2 & 4 SUBTOTAL | 22 | 425 | 38 | 101,383 | 54,278 | 103 | 172 | 917 | -- | |
| | | | | | TOTAL | 22 | 1,143 | 378 | 258,347 | 54,278 | 353 | 175 | 2,633 | 2 | |

*QUANTITIES SHOWN ELSEWHERE
**THIS ITEM IS CATEGORY 1010

REMOVALS - CATEGORY 1015

| CATEGORY | STAGE | STATION | TO | STATION | LOCATION | * 204.0100 REMOVING CONCRETE PAVEMENT SY | * 204.0150 REMOVING CURB & GUTTER LF | * 204.0155 REMOVING CONCRETE SIDEWALK SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 1015 | 1 | 95+34 | - | 130+65 | STH 24 | -- | 312 | 200 | PROJECT START TO GRANGE AVE (SEGMENT 1) |
| | | 130+65 | - | 199+53 | | -- | 433 | 223 | GRANGE AVE TO 84TH ST (SEGEMENT 2) |
| | | 199+53 | - | 248+50 | | -- | 1,079 | 765 | 84TH ST TO COLD SPRING RD (SEGMENT 3) |
| | | 248+50 | - | 285+42 | | -- | 396 | 374 | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) |
| | | 285+74 | - | 327+54 | | -- | 931 | 964 | HOWARD AVE TO MORGAN AVE (SEGMENT 5) |
| | | 327+54 | - | 366+68 | | -- | 1,077 | 1,168 | MORGAN AVE TO PROJECT END (SEGMENT 6) |
| | | | | | STAGE 1 SUBTOTAL | -- | 4,227 | 3,693 | |
| | 2 | 95+35 | - | 130+65 | STH 24 | 12 | 26 | 8 | PROJECT START TO GRANGE AVE (SEGMENT 1) |
| | | 130+65 | - | 199+53 | | 60 | 56 | 30 | GRANGE AVE TO 84TH ST (SEGEMENT 2) |
| | | 199+53 | - | 248+50 | | 21 | 108 | 56 | 84TH ST TO COLD SPRING RD (SEGMENT 3) |
| | | 248+50 | - | 285+42 | | 189 | 97 | 29 | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) |
| | | 285+74 | - | 327+54 | | 58 | 340 | 106 | HOWARD AVE TO MORGAN AVE (SEGMENT 5) |
| | | 327+54 | - | 366+68 | | 260 | 155 | 64 | MORGAN AVE TO PROJECT END (SEGMENT 6) |
| | | | | | STAGE 2 SUBTOTAL | 600 | 783 | 293 | |
| | | | | | TOTAL | 600 | 5,010 | 3,986 | |

*QUANTITIES SHOWN ELSEWHERE

CONTAMINATED SOILS

| CATEGORY | STATION | TO | STATION | LOCATION | 205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON | SPV.0195.01 SPECIAL (MANAGEMENT OF SOLID WASTE) TON |
|---|---|---|---|---|---|---|
| 1000 | 54+00 | - | 54+35 | STH 24 & CTH U/76TH ST | 10.7 | -- |
| | 268+65 | - | 269+35 | STH 24 & 68TH ST | -- | 6.1 |
| | 287+40 | - | 287+90 | STH 24 & HOWARD AVE | -- | 0.5 |
| | 304+20 | - | 304+70 | STH 24 & 60TH ST | 2.9 | -- |
| | 328+80 | - | 329+40 | STH 24 & MORGAN AVE | -- | 4.1 |
| | | | | TOTAL | 13.6 | 10.7 |

3

| DIVISION | FROM/TO STATION | LOCATION | 205.0100 COMMON EXCAVATION (1) CUT (2) | 205.0100 COMMON EXCAVATION (1) EBS EXCAVATION | SALVAGED/UNUSABLE PAVEMENT MATERIAL (3) | AVAILABLE MATERIAL (4) | UNEXPANDED FILL | EXPANDED FILL (5) FACTOR 1.25 | MASS ORDINATE +/- (6) | WASTE | 208.0100 BORROW | COMMENT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STAGE 1 - SEGMENT 2 (GRANGE AVE TO 84TH ST) | | | | | | | | | | | | |
| | 181+35.20/183+07.36 | STH 24 SB (AT FRONTAGE RD) AT STA 183+07 LT | 3 | 0 | 0 | 3 | 32 | 40 | -37 | 0 | 37 | BEAM GUARD EAT |
| | 184+82.35/185+79.78 | STH 24 SB (AT FRONTAGE RD) AT STA 184+82 LT | 1 | 0 | 0 | 1 | 18 | 23 | -22 | 0 | 22 | BEAM GUARD EAT |
| STAGE 1 (SEGMENT 2) SUBTOTAL - CATEGORY 1000 | | | 4 | 0 | 0 | 4 | 50 | 63 | -59 | 0 | 59 | |
| STAGE 1 - SEGMENT 3 (84TH ST TO COLD SPRING RD) | | | | | | | | | | | | |
| CAT 1000 | 202+65.01/204+37.14 | STH 24 NB AT STA 204+37 RT | 0 | 0 | 0 | 0 | 2 | 3 | -3 | 0 | 3 | BEAM GUARD EAT |
| CAT 1000 | 207+33.03/209+02.64 | STH 24 SB AT STA 207+33 LT | 0 | 0 | 0 | 0 | 3 | 4 | -4 | 0 | 4 | BEAM GUARD EAT |
| CAT 1000 | 216+30.40/217+97.01 | STH 24 NB AT STA 217+97 RT | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | BEAM GUARD EAT |
| CAT 1000 | 222+53.53/224+25.59 | STH 24 SB AT STA 222+54 LT | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | BEAM GUARD EAT |
| CAT 1000 | 228+18.43/229+88.64 | STH 24 NB AT STA 229+89 RT | 0 | 0 | 0 | 0 | 1 | 1 | -1 | 0 | 1 | BEAM GUARD EAT |
| CAT 1000 | 235+21.90/236+94.60 | STH 24 SB AT STA 235+22 LT | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | BEAM GUARD EAT |
| STAGE 1 (SEGMENT 3) SUBTOTAL - CATEGORY 1000 | | | 3 | 0 | 0 | 3 | 6 | 8 | -5 | 3 | 8 | |
| GRAND TOTAL | | | 7 | 0 | 0 | 7 | 56 | 70 | -63 | 3 | 66 | |
| TOTAL COMMON EXC | | | 7 | | | | | | | | | |

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) SALVAGED/UNUSABLE PAVEMENT MATERIAL

(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(5) EXPANDED FILL FACTOR = 1.25

EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR

(6) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(7) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

3

## CONCRETE PAVEMENT ITEMS

| CATEGORY | STAGE | STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0305 BASE PATCHING CONCRETE HES CY | 390.0405 BASE PATCHING CONCRETE SHES CY | 602.0810 CONCRETE DRIVEWAY 6-INCH SY | 416.1715 CONCRETE PAVEMENT REPAIR SHES SY | 416.1725 CONCRETE PAVEMENT REPLACEMENT SHES SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 1 | 95+34 | - | 130+65 | STH 24 | 407 | 329 | 79 | -- | -- | -- | PROJECT START TO GRANGE AVE (SEGMENT 1) |
| | | 130+65 | - | 199+53 | | 814 | 594 | 220 | -- | -- | -- | GRANGE AVE TO 84TH ST (SEGEMENT 2) |
| | | 199+53 | - | 248+50 | | 703 | 317 | 386 | -- | 38 | 62 | 84TH ST TO COLD SPRING RD (SEGMENT 3) |
| | | 248+50 | - | 285+42 | | 437 | 329 | 109 | -- | -- | -- | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) |
| | | 285+74 | - | 327+54 | | 560 | 313 | 247 | 2 | 86 | -- | HOWARD AVE TO MORGAN AVE (SEGMENT 5) |
| | | 327+54 | - | 366+68 | | 483 | 255 | 227 | 31 | 22 | -- | MORGAN AVE TO PROJECT END (SEGMENT 6) |
| | | | | | STAGE 1 SUBTOTAL | 3,403 | 2,137 | 1,267 | 34 | 146 | 62 | |
| | 2 | 95+35 | - | 130+65 | STH 24 | 292 | 233 | 59 | -- | -- | -- | PROJECT START TO GRANGE AVE (SEGMENT 1) |
| | | 130+65 | - | 199+53 | | 590 | 397 | 193 | -- | -- | -- | GRANGE AVE TO 84TH ST (SEGEMENT 2) |
| | | 199+53 | - | 248+50 | | 329 | 250 | 79 | -- | 16 | -- | 84TH ST TO COLD SPRING RD (SEGMENT 3) |
| | | 248+50 | - | 285+42 | | 306 | 220 | 86 | -- | -- | -- | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) |
| | | 285+74 | - | 327+54 | | 370 | 212 | 158 | -- | 11 | -- | HOWARD AVE TO MORGAN AVE (SEGMENT 5) |
| | | 327+54 | - | 366+68 | | 348 | 165 | 183 | -- | 22 | -- | MORGAN AVE TO PROJECT END (SEGMENT 6) |
| | | | | | STAGE 2 SUBTOTAL | 2,235 | 1,477 | 758 | -- | 49 | -- | |
| | | | | | TOTAL | 5,638 | 3,613 | 2,025 | 34 | 195 | 62 | |

## UTILITY LINE OPENING (ULO)

| CATEGORY | LOCATION | SPV.0060.03 SPECIAL (UTILITY LINE OPENING (ULO)) EACH |
|---|---|---|
| 1000 | STH 24 & GRANGE AVE | 5 |
| | STH 24 & 84TH ST | 5 |
| | STH 24 & CTH U/76TH ST | 10 |
| | STH 24 & COLD SPRING RD | 5 |
| | STH 24 & 68TH ST | 5 |
| | STH 24 & HOWARD AVE | 5 |
| | STH 24 & 60TH ST | 5 |
| | STH 24 & MORGAN AVE | 5 |
| | STH 24 & 51ST ST/50TH PL | 1 |
| | STH 24 & CRANDON PL | 2 |
| | TOTAL | 48 |

3

## BEAM GUARD

| CATEGORY | STATION | TO | STATION | LOCATION | 614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY | 614.0805 CRASH CUSHIONS PERMANENT LOW MAINTENANCE EACH | 614.2300 MGS GUARDRAIL 3 LF | 614.2500 MGS THRIE BEAM TRANSITION LF | 614.2610 MGS GUARDRAIL TERMINAL EAT EACH |
|---|---|---|---|---|---|---|---|---|---|
| 1000 | 182+52 | - | 185+37 | FRONTAGE RD | 111 | -- | 175 | -- | 2 |
| | 203+82 | - | 205+52 | STH 24 NB | 66 | -- | 75 | 39.4 | 1 |
| | 204+05 | - | 207+93 | STH 24 MEDIAN | -- | 2 | 775 | -- | -- |
| | 206+69 | - | 207+88 | STH 24 SB | 46 | -- | 25 | 39.4 | 1 |
| | 217+33 | - | 218+10 | STH 24 MEDIAN | -- | 1 | 62.5 | 78.8 | -- |
| | 217+43 | - | 218+61 | STH 24 NB | 46 | -- | 25 | 39.4 | 1 |
| | 221+39 | - | 223+08 | STH 24 SB | 65 | -- | 75 | 39.4 | 1 |
| | 221+75 | - | 222+52 | STH 24 MEDIAN | -- | 1 | 62.5 | 78.8 | -- |
| | 229+34 | - | 230+28 | STH 24 NB | 36 | -- | -- | 39.4 | 1 |
| | 230+65 | - | 232+91 | STH 24 MEDIAN | -- | 2 | 450 | -- | -- |
| | 233+30 | - | 235+78 | STH 24 SB | 94 | -- | 150 | 39.4 | 1 |
| | | | | TOTAL | 464 | 6 | 1,875 | 394 | 8 |

## CRASH CUSHION INFORMATION TABLE

| LOCATION | 614.0805 CRASH CUSHIONS PERMANENT LOW-MAINTENANCE | BACK WIDTH FT | OBJECT MARKING PATTERN | CRASH TEST LEVEL | TRAFFIC DIRECTION | TRAFFIC LOCATION | CRASH CUSHION SHIELDS |
|---|---|---|---|---|---|---|---|
| 203+85, 0' | 1 | 4 | OM-3C (W5-58M) | TL-2 | BIDIRECTIONAL | L AND R | TWO GUARDRAIL ENDS CONNECTING IN MEDIAN |
| 208+00, 0' | 1 | 4 | OM-3C (W5-58M) | TL-2 | BIDIRECTIONAL | L AND R | TWO GUARDRAIL ENDS CONNECTING IN MEDIAN |
| 217+20, 0' | 1 | 4 | OM-3C (W5-58M) | TL-2 | BIDIRECTIONAL | L AND R | TWO GUARDRAIL ENDS CONNECTING IN MEDIAN |
| 222+60, 0' | 1 | 4 | OM-3C (W5-58M) | TL-2 | BIDIRECTIONAL | L AND R | TWO GUARDRAIL ENDS CONNECTING IN MEDIAN |
| 230+50, 0' | 1 | 4 | OM-3C (W5-58M) | TL-2 | BIDIRECTIONAL | L AND R | TWO GUARDRAIL ENDS CONNECTING IN MEDIAN |
| 233+00, 0' | 1 | 4 | OM-3C (W5-58M) | TL-2 | BIDIRECTIONAL | L AND R | TWO GUARDRAIL ENDS CONNECTING IN MEDIAN |
| TOTAL | 6 | | | | | | |

## JOINT & CRACK REPAIR

| CATEGORY | STATION | TO | STATION | LOCATION | SPV.0195.02 SPECIAL (JOINT AND CRACK REPAIR) TON |
|---|---|---|---|---|---|
| 1000 | 95+34 | - | 366+74 | STH 24 | 63 |
| | | | | TOTAL | 63 |

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | MISCELLANEOUS QUANTITIES | SHEET: | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\030201_MQ.PPTX PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

3

3

## ASPHALTIC ITEMS

| CATEGORY | STAGE | STATION | TO | STATION | LOCATION | *455.0605 TACK COAT GAL | *460.6223 HMA PAVEMENT 3 MT 58-28 S TON | *460.6425 HMA PAVEMENT 5 MT 58-28 H TON | 465.0105 ASPHALTIC SURFACE TON | 465.0125 ASPHALTIC SURFACE TEMPORARY TON | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 1 | 95+34 | - | 130+65 | STH 24 | 2,235 | 2,567 | 1,540 | 41 | -- | PROJECT START TO GRANGE AVE (SEGMENT 1) |
| | | 130+65 | - | 199+53 | STH 24 | 4,406 | 5,126 | 3,075 | 16 | -- | GRANGE AVE TO 84TH ST (SEGEMENT 2) |
| | | 199+53 | - | 248+50 | STH 24 | 3,800 | 4,428 | 2,657 | 5 | -- | 84TH ST TO COLD SPRING RD (SEGMENT 3) |
| | | | | | CTH U/76TH ST | 175 | -- | 245 | -- | -- | |
| | | 248+50 | - | 285+42 | STH 24 | 2,406 | 2,754 | 1,652 | 55 | -- | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) |
| | | 285+74 | - | 327+54 | STH 24 | 3,053 | 3,525 | 2,115 | 45 | -- | HOWARD AVE TO MORGAN AVE (SEGMENT 5) |
| | | 327+54 | - | 366+68 | STH 24 | 2,642 | 3,040 | 1,824 | 50 | -- | MORGAN AVE TO PROJECT END (SEGMENT 6) |
| | | | | | UNDISTRIBUTED | -- | -- | -- | -- | 20 | TEMPORARY RAMP/WEDGING FOR STAGING |
| | | | | | STAGE 1 SUBTOTAL | 18,717 | 21,440 | 13,109 | 211 | 20 | |
| | 2 | 95+35 | - | 130+65 | STH 24 | 1,577 | 1,840 | 1,104 | -- | -- | PROJECT START TO GRANGE AVE (SEGMENT 1) |
| | | 130+65 | - | 199+53 | STH 24 | 3,187 | 3,718 | 2,231 | -- | -- | GRANGE AVE TO 84TH ST (SEGEMENT 2) |
| | | 199+53 | - | 248+50 | STH 24 | 1,777 | 2,073 | 1,244 | -- | -- | 84TH ST TO COLD SPRING RD (SEGMENT 3) |
| | | | | | CTH U/76TH ST | 98 | -- | 137 | | | |
| | | 248+50 | - | 285+42 | STH 24 | 1,652 | 1,928 | 1,157 | -- | -- | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) |
| | | 285+74 | - | 327+54 | STH 24 | 1,998 | 2,331 | 1,399 | -- | -- | HOWARD AVE TO MORGAN AVE (SEGMENT 5) |
| | | 327+54 | - | 366+68 | STH 24 | 1,877 | 2,189 | 1,314 | -- | -- | MORGAN AVE TO PROJECT END (SEGMENT 6) |
| | | | | | UNDISTRIBUTED | -- | -- | -- | -- | 18 | TEMPORARY RAMP/WEDGING FOR STAGING |
| | | | | | STAGE 2 SUBTOTAL | 12,166 | 14,079 | 8,585 | -- | 18 | |
| | | | | | TOTAL | 30,883 | 35,519 | 21,694 | 211 | 38 | |

*THIS ITEM IS CATEGORY 1010

FOR INFORMATION ONLY

| MATERIAL UNIT WEIGHTS USED: | |
|---|---|
| HMA PAVEMENT | 112 LB/(SY*IN) |

## HMA PAVEMENT PWL

| CATEGORY | PROJECT | MIX TYPE | 460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH | 460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH |
|---|---|---|---|---|
| 1000 | 2120-18-70 | 5 MT 58-28 H | 1 | 1 |
| | | 3 MT 58-28 S | 1 | 1 |
| | | TOTAL | 2 | 2 |

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

| LOCATION | STATION | MIXTURE USE | UNDERLYING SURFACE | BID ITEM | TONS | THICKNESS | QUALITY MANAGEMENT PROGRAM TO BE USED FOR: | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | MIXTURE ACCEPTANCE | DENSITY ACCEPTANCE |
| 11 - 12 FT DRIVING LANE | 95+34 TO 366+74 | LOWER | CONCRETE PAVEMENT | 3 MT 58-28 S | 26727 | 2 1/2" | PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010 | INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005 |
| 11 - 12 FT DRIVING LANE | 95+34 TO 366+74 | UPPER | 3 MT 58-28 S | 5 MT 58-28 H | 16419 | 1 1/2" | PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010 | INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005 |
| 6 - 12 FT SHOULDER/ PARKING LANE | 95+34 TO 366+74 | LOWER | CONCRETE PAVEMENT | 3 MT 58-28 S | 7179 | 2 1/2" | PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010 | ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE |
| 6 - 12 FT SHOULDER/ PARKING LANE | 95+34 TO 366+74 | UPPER | 3 MT 58-28 S | 5 MT 58-28 H | 4308 | 1 1/2" | PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010 | ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE |
| RAMPS | LAYTON & CTH U | LOWER | CONCRETE PAVEMENT | 3 MT 58-28 S | 1613 | 2 1/2" | PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010 | INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005 |
| RAMPS | LAYTON & CTH U | UPPER | 3 MT 58-28 S | 5 MT 58-28 H | 968 | 1 1/2" | PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010 | INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005 |
| DRIVEWAYS | VARIOUS | UPPER | MILLED EXISTING HMA | ASPHALTIC SURFACE | 213 | 1 1/2" | QMP PER SS 465. | ACCEPTANCE BY ORDINARY COMPACTION |

3

CONCRETE ITEMS - CATEGORY 1000

| CATEGORY | STAGE | SEGMENT | STATION | TO | STATION | LOCATION | * 602.0410 CONCRETE SIDEWALK 5-INCH SF | * SPV.0090.01 SPECIAL (CONCRETE CURB & GUTTER 31-INCH, MODIFIED) LF | SPV.0090.02 SPECIAL (CONCRETE CURB & GUTTER INTEGRAL 31-INCH) LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 1 | PROJECT START TO GRANGE AVE (SEGMENT 1) | 127+87 | - | 133+35 | STH 24 & GRANGE AVE | -- | 64 | -- | DRAINAGE IMPROVEMENT/LOOP DETECTORS |
| | | GRANGE AVE TO 84TH ST (SEGMENT 2) | 194+65 | - | 202+19 | STH 24 & 84TH ST | -- | 56 | -- | LOOP DETECTORS |
| | | 84TH ST TO COLD SPRING RD (SEGMENT 3) | 230+47 | - | 236+93 | STH 24 & CTH U/76TH ST | -- | 84 | -- | LOOP DETECTORS |
| | | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) | 268+67 | - | 268+84 | STH 24 & 68TH ST | -- | 23 | -- | LOOP DETECTORS |
| | | HOWARD AVE TO MORGAN AVE (SEGMENT 5) | 304+47 | - | 305+14 | STH 24 & 60TH ST | -- | 21 | -- | LOOP DETECTORS |
| | | | | | | STAGE 1 SUBTOTAL | -- | 248 | -- | |
| 1000 | 2 | PROJECT START TO GRANGE AVE (SEGMENT 1) | 130+37 | - | 130+63 | STH 24 & GRANGE AVE | 85 | 5 | -- | SIGNAL WORK/LOOP DETECTORS |
| | | GRANGE AVE TO 84TH ST (SEGMENT 2) | 196+00 | - | 199+50 | STH 24 & 84TH ST | -- | 20 | -- | LOOP DETECTORS |
| | | 84TH ST TO COLD SPRING RD (SEGMENT 3) | 232+00 | - | 235+25 | STH 24 & CTH U/76TH ST | 161 | -- | -- | SIGNAL WORK |
| | | | 247+73 | - | 248+10 | STH 24 & COLD SPRING RD | 287 | 4 | -- | SIGNAL WORK/LOOP DETECTORS |
| | | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) | 267+87 | - | 268+17 | STH 24 & 68TH ST | 136 | 29 | -- | SIGNAL WORK/LOOP DETECTORS |
| | | HOWARD AVE TO MORGAN AVE (SEGMENT 5) | 288+61 | - | 288+87 | STH 24 & HOWARD AVE | 115 | 10 | -- | SIGNAL WORK/LOOP DETECTORS |
| | | | 303+27 | - | 306+05 | STH 24 & 60TH ST | 587 | 57 | 28 | SIGNAL WORK/LOOP DETECTORS |
| | | MORGAN AVE TO PROJECT END (SEGMENT 6) | 327+75 | - | 330+32 | STH 24 & MORGAN AVE | 176 | 42 | -- | |
| | | | | | | STAGE 2 SUBTOTAL | 1,547 | 167 | 28 | |
| | | | | | | STORM SEWER STRUCTURE ADJUSTMENTS, RECONSTRUCTIONS & REPLACEMENTS | -- | 2,800 | -- | |
| | | | | | | TOTAL | 1,547 | 3,215 | 28 | |

*QUANTITIES SHOWN ELSEWHERE

*QUANTITIES SHOWN ELSEWHERE
**REFER TO PLANS FOR LOCATION OF TALL PEDESTRIAN CURB (INCIDENTAL TO CONCRETE CURB PEDESTRIAN).

CONCRETE ITEMS - CATEGORY 1015

| CATEGORY | STAGE | SEGMENT | 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 | 602.0415 CONCRETE SIDEWALK 6-INCH SF | 602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF | 602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF | 620.0300 CONCRETE MEDIAN SLOPED NOSE SF | * SPV.0090.01 SPECIAL (CONCRETE CURB & GUTTER 31-INCH, MODIFIED) LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1015 | 1 | PROJECT START TO GRANGE AVE | 98+75 | - | 100+25 | STH 24 & LILAC LN | -- | -- | 753 | -- | 50 | 23 | -- | 105 | CURB RAMPS |
| | | (SEGMENT 1) | 102+00 | - | 103+50 | STH 24 & SCHARLES AVE | -- | -- | 461 | -- | 10 | 22 | -- | 38 | CURB RAMPS |
| | | | 114+68 | - | 114+73 | STH 24 | -- | -- | 29 | -- | -- | -- | -- | -- | BUS STOP |
| | | | 128+00 | - | 131+00 | STH 24 & GRANGE AVE | -- | 21 | 796 | -- | 81 | 14 | -- | 167 | CURB RAMPS |
| | | | | | | SUBTOTAL | -- | 21 | 2,039 | -- | 141 | 59 | -- | 310 | |
| | | GRANGE AVE TO 84TH ST | 151+00 | - | 152+25 | STH 24 & KELLY PL | -- | -- | 518 | -- | 50 | -- | -- | 75 | CURB RAMPS |
| | | (SEGEMENT 2) | 174+75 | - | 175+75 | STH 24 & WOODLAWN PL | -- | -- | 186 | -- | 20 | -- | -- | 34 | CURB RAMPS |
| | | | 185+50 | - | 186+75 | STH 24 & 87TH ST | -- | -- | 236 | -- | 30 | -- | -- | 29 | CURB RAMPS |
| | | | 196+00 | - | 199+50 | STH 24 & 84TH ST | 54 | 16 | 1,585 | -- | 116 | -- | 78 | 207 | CURB RAMPS |
| | | | | | | SUBTOTAL | 54 | 16 | 2,525 | -- | 216 | -- | 78 | 345 | |
| | | 84TH ST TO COLD SPRING RD | 208+00 | - | 210+00 | STH 24 NB ON RAMP FROM LAYTON AVE | 135 | -- | 1,614 | -- | 48 | -- | 111 | 90 | CURB RAMPS |
| | | (SEGMENT 3) | 229+50 | - | 230+25 | STH 24 NB OFF RAMP TO CTH U | -- | -- | 206 | -- | 20 | -- | -- | 34 | CURB RAMP |
| | | | 230+50 | - | 231+75 | STH 24 NB ON RAMP FROM CTH U | -- | -- | 547 | -- | 20 | -- | -- | 77 | CURB RAMPS |
| | | | 232+00 | - | 235+25 | STH 24 & CTH U/76TH ST | 56 | -- | 1,612 | -- | 93 | 7 | 73 | 180 | CURB RAMPS & BUS STOP |
| | | | 240+00 | - | 242+00 | STH 24 & GREEN RIDGE CIR | -- | 108 | 718 | -- | 40 | -- | -- | 63 | CURB RAMPS |
| | | | 244+50 | - | 245+75 | STH 24 & CITY OF GREENFIELD ENTRANCE | -- | -- | 246 | -- | 20 | -- | -- | 31 | CURB RAMPS |
| | | | 244+50 | - | 248+50 | STH 24 & COLD SPRING RD | 115 | 76 | 2,175 | -- | 159 | 24 | 108 | 217 | CURB RAMPS & BUS STOP |
| | | | | | | SUBTOTAL | 306 | 184 | 7,118 | -- | 400 | 31 | 291 | 693 | |
| | | COLD SPRING RD TO HOWARD AVE | 248+75 | - | 249+25 | STH 24 NB - N OF COLD SPRING RD | -- | -- | 127 | -- | -- | -- | -- | -- | BUS STOP |
| | | (SEGMENT 4) | 255+50 | - | 257+25 | STH 24 & PLAINFIELD AVE | -- | -- | 567 | -- | 20 | -- | -- | 53 | CURB RAMPS & BUS STOPS |
| | | | 267+00 | - | 271+50 | STH 24 & 68TH ST | 64 | -- | 2,207 | -- | 112 | 21 | 71 | 229 | CURB RAMPS & BUS STOPS |
| | | | 276+75 | - | 277+50 | STH 24 - N OF 68TH ST | -- | -- | 602 | -- | -- | -- | -- | -- | BUS STOPS |
| | | | 281+75 | - | 283+25 | STH 24 & 65TH ST | -- | -- | 229 | -- | 20 | -- | -- | 29 | CURB RAMPS |
| | | | | | | SUBTOTAL | 64 | -- | 3,732 | -- | 152 | 21 | 71 | 311 | |
| | | HOWARD AVE TO MORGAN AVE | 285+75 | - | 289+50 | STH 24 & HOWARD AVE | 35 | 35 | 1,953 | -- | 117 | 24 | 54 | 155 | CURB RAMPS & BUS STOPS |
| | | (SEGMENT 5) | 291+50 | - | 293+00 | STH 24 & 63RD ST | -- | -- | 811 | -- | 60 | -- | -- | 99 | CURB RAMPS |
| | | | 301+00 | - | 303+50 | STH 24 & 61ST ST | -- | 20 | 1,163 | -- | 60 | -- | -- | 110 | CURB RAMPS |
| | | | 303+00 | - | 306+50 | STH 24 & 60TH ST | -- | 55 | 2,438 | -- | 80 | -- | -- | 183 | CURB RAMPS & BUS STOPS |
| | | | 307+75 | - | 310+50 | STH 24 & 58TH ST | -- | 31 | 1,388 | -- | 84 | -- | -- | 182 | CURB RAMPS |
| | | | 315+25 | - | 317+25 | STH 24 & 56TH ST | -- | -- | 1,149 | -- | 30 | 15 | -- | 70 | CURB RAMPS & BUS STOPS |
| | | | 321+75 | - | 323+25 | STH 24 & 54TH ST | -- | 38 | 957 | -- | 60 | -- | -- | 85 | CURB RAMPS & BUS STOPS |
| | | | | | | SUBTOTAL | 35 | 179 | 9,860 | -- | 491 | 39 | 54 | 883 | |
| | | MORGAN AVE TO PROJECT END | 327+25 | - | 331+00 | STH 24 & MORGAN AVE | -- | -- | 2,026 | -- | 89 | 13 | -- | 187 | CURB RAMPS & BUS STOPS |
| | | (SEGMENT 6) | 333+50 | - | 336+00 | STH 24 & 52ND ST/UTAH AVE | -- | 33 | 760 | 26 | 60 | -- | -- | 107 | CURB RAMPS |
| | | | 338+75 | - | 340+75 | STH 24 & 51ST ST/50TH PL | -- | 11 | 915 | -- | 70 | 15 | -- | 137 | CURB RAMPS & BUS STOPS |
| | | | 341+25 | - | 342+75 | STH 24 & CRANDON PL | -- | -- | 533 | -- | 40 | -- | -- | 68 | CURB RAMPS |
| | | | 347+50 | - | 349+50 | STH 24 & 49TH ST/SCHAUER AVE | -- | 22 | 1,402 | -- | 70 | 15 | -- | 129 | CURB RAMPS & BUS STOP |
| | | | 351+50 | - | 353+50 | STH 24 & 48TH ST/DURAND AVE | -- | 5 | 1,273 | -- | 70 | 16 | -- | 147 | CURB RAMPS & BUS STOP |
| | | | 356+25 | - | 358+00 | STH 24 & 47TH ST/ELMWOOD AVE | -- | 29 | 1,119 | -- | 82 | -- | -- | 166 | CURB RAMPS |

*QUANTITIES SHOWN ELSEWHERE
**REFER TO PLANS FOR LOCATION OF TALL PEDESTRIAN CURB (INCIDENTAL TO CONCRETE CURB PEDESTRIAN).

CONCRETE ITEMS - CATEGORY 1015 CONTINUED

| CATEGORY | STAGE | SEGMENT | 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 | 602.0415 CONCRETE SIDEWALK 6-INCH SF | 602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF | 602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF | 620.0300 CONCRETE MEDIAN SLOPED NOSE SF | * SPV.0090.01 SPECIAL (CONCRETE CURB & GUTTER 31-INCH, MODIFIED) LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 358+50 | - | 360+25 | STH 24 & EUCLID AVE | -- | 61 | 529 | -- | 26 | -- | -- | 48 | **CURB RAMPS |
| | | | 361+00 | - | 362+50 | STH 24 & 46TH ST | -- | 32 | 744 | -- | 20 | -- | -- | 42 | CURB RAMPS & BUS STOP |
| | | | 365+25 | - | 366+74 | STH 24 & 45TH ST | -- | 59 | 517 | -- | 10 | 15 | -- | 43 | CURB RAMPS |
| | | | | | | SUBTOTAL | -- | 252 | 9,818 | 26 | 537 | 74 | -- | 1,073 | |
| | | | | | | STAGE 1 SUBTOTAL | 459 | 652 | 35,092 | 26 | 1,938 | 223 | 493 | 3,614 | |
| 1015 | 2 | PROJECT START TO GRANGE AVE (SEGMENT 1) | 98+75 | - | 100+25 | STH 24 & LILAC LN | -- | 54 | 136 | -- | 40 | -- | -- | 26 | CURB RAMPS |
| | | | 128+00 | - | 131+00 | STH 24 & GRANGE AVE | -- | -- | 71 | -- | -- | -- | 53 | 22 | CURB RAMPS |
| | | | | | | SUBTOTAL | -- | 54 | 207 | -- | 40 | -- | 53 | 48 | |
| | | GRANGE AVE TO 84TH ST (SEGEMENT 2) | 151+00 | - | 152+25 | STH 24 & KELLY PL | -- | 43 | 109 | -- | 20 | -- | -- | 12 | CURB RAMPS |
| | | | 196+00 | - | 199+50 | STH 24 & 84TH ST | -- | -- | 257 | -- | -- | -- | 126 | 164 | CURB RAMPS |
| | | | | | | SUBTOTAL | -- | 43 | 366 | -- | 20 | -- | 126 | 176 | |
| | | 84TH ST TO COLD SPRING RD (SEGMENT 3) | 232+00 | - | 235+25 | STH 24 & CTH U/76TH ST | -- | -- | 307 | -- | -- | -- | 63 | 67 | CURB RAMPS |
| | | | 244+50 | - | 248+50 | STH 24 & COLD SPRING RD | -- | -- | 209 | -- | -- | -- | 24 | 57 | CURB RAMPS |
| | | | | | | SUBTOTAL | -- | -- | 516 | -- | -- | -- | 87 | 124 | |
| | | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) | 267+00 | - | 271+50 | STH 24 & 68TH ST | 315 | -- | 888 | -- | 52 | -- | 345 | 69 | CURB RAMPS |
| | | HOWARD AVE TO MORGAN AVE (SEGMENT 5) | 285+75 | - | 289+50 | STH 24 & HOWARD AVE | -- | -- | 361 | -- | 34 | -- | 50 | 91 | CURB RAMPS |
| | | | 291+50 | - | 293+00 | STH 24 & 63RD ST | -- | 41 | 148 | -- | 40 | -- | -- | 26 | CURB RAMPS |
| | | | 301+00 | - | 303+50 | STH 24 & 61ST ST | -- | 57 | 145 | -- | 40 | -- | -- | 26 | CURB RAMPS |
| | | | 303+00 | - | 306+50 | STH 24 & 60TH ST | -- | -- | 582 | -- | -- | 62 | 126 | 151 | CURB RAMPS |
| | | | 307+75 | - | 310+50 | STH 24 & 58TH ST | -- | 52 | 258 | -- | 48 | -- | 136 | 68 | CURB RAMPS |
| | | | 315+25 | - | 317+25 | STH 24 & 56TH ST | -- | 46 | 114 | -- | 20 | -- | -- | 12 | CURB RAMPS |
| | | | 321+75 | - | 323+25 | STH 24 & 54TH ST | -- | 87 | 219 | -- | 40 | -- | -- | 24 | CURB RAMPS |
| | | | | | | SUBTOTAL | -- | 284 | 1,827 | -- | 222 | 62 | 312 | 398 | |
| | | MORGAN AVE TO PROJECT END (SEGMENT 6) | 327+25 | - | 331+00 | STH 24 & MORGAN AVE | -- | -- | 425 | -- | -- | -- | 152 | 193 | CURB RAMPS |
| | | | 333+50 | - | 336+00 | STH 24 & 52ND ST/UTAH AVE | -- | 13 | 112 | -- | 20 | -- | 59 | 75 | CURB RAMPS |
| | | | 338+75 | - | 340+75 | STH 24 & 51ST ST/50TH PL | -- | 64 | 279 | -- | 40 | 27 | 125 | 134 | CURB RAMPS |
| | | | 341+25 | - | 342+75 | STH 24 & CRANDON PL | -- | 28 | 70 | -- | 20 | -- | -- | 14 | CURB RAMPS |
| | | | 347+50 | - | 349+50 | STH 24 & 49TH ST/SCHAUER AVE | -- | 45 | 163 | -- | 40 | -- | 68 | 107 | CURB RAMPS |
| | | | 351+50 | - | 353+50 | STH 24 & 48TH ST/DURAND AVE | -- | 45 | 153 | -- | 40 | -- | 73 | 31 | CURB RAMPS |
| | | | 356+25 | - | 358+00 | STH 24 & 47TH ST/ELMWOOD AVE | -- | 64 | 202 | -- | 48 | -- | 70 | 52 | CURB RAMPS |
| | | | | | | SUBTOTAL | -- | 260 | 1,404 | -- | 208 | 27 | 546 | 607 | |
| | | | | | | STAGE 2 SUBTOTAL | 315 | 641 | 5,208 | -- | 542 | 89 | 1,469 | 1,421 | |
| | | | | - | | TOTAL | 775 | 1,293 | 40,300 | 26 | 2,480 | 312 | 1,962 | 5,036 | |

3

STORM SEWER STRUCTURES

| CATEGORY | INLET ID | STATION | OFFSET | RIM ELEV | *DEPTH OF INLET FT | 204.0210 REMOVING MANHOLES EACH | 204.0220 REMOVING INLETS EACH | 611.0530 MANHOLE COVERS TYPE J EACH | 611.0606 INLET COVERS TYPE B EACH | 611.0651 INLET COVERS TYPE S EACH | 611.2005 MANHOLES 5-FT DIAMETER EACH | 611.2009 MANHOLES 9-FT DIAMETER EACH | 611.3003 INLETS 3-FT DIAMETER EACH | 611.3004 INLETS 4-FT DIAMETER EACH | 611.9710 SALVAGED INLET COVERS EACH | SPV.0060.01 SPECIAL (RECONNECT STORM SEWER LATERALS) EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | SE010 | 101+41 | 48' RT | 786.47 | 4.0 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | SE019 | 107+77 | 47' LT | 786.40 | 3.0 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | S050A | 127+91 | 48' RT | 795.83 | 3.5 | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | -- | -- |
| | SE054 | 130+02 | 88' RT | 794.80 | 3.2 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | S075A | 151+19 | 1' LT | 744.21 | 7.0 | -- | -- | -- | 1 | -- | 1 | -- | -- | -- | -- | 2 |
| | SE076 | 151+34 | 48' RT | 742.26 | 4.2 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | SE085 | 160+20 | 47' LT | N/A | N/A | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- |
| | SE086 | 160+65 | 47' LT | N/A | N/A | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- |
| | SE089 | 160+17 | 48' RT | N/A | N/A | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- |
| | SE090 | 160+64 | 48' RT | N/A | N/A | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- |
| | SE101 | 171+91 | 47' LT | 730.92 | 4.5 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | SE103 | 171+90 | 48' RT | 729.05 | 4.5 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | SE108 | 177+90 | 48' LT | 736.59 | 4.6 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 2 |
| | SE135 | 202+25 | 81' RT | 756.70 | 4.5 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 2 |
| | SE178 | 222+42 | 46' RT | 804.41 | 3.5 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | SE181 | 225+70 | 76' RT | 806.30 | 4.5 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | SE210 | 235+82 | 73' RT | 803.93 | 5.0 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 2 |
| | SE211 | 236+30 | 68' RT | 803.88 | 4.5 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 2 |
| | SE213 | 237+15 | 110' LT | 805.22 | 7.5 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 3 |
| | SE225 | 243+38 | 48' RT | 794.39 | 4.0 | -- | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 | 2 |
| | SE227 | 245+37 | 143' LT | 788.18 | 3.4 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 2 |
| | SE228 | 245+04 | 104' LT | 788.18 | 3.4 | -- | 1 | -- | -- | -- | -- | -- | -- | 1 | 1 | 2 |
| | S230A | 245+51 | 62' LT | 787.60 | 4.5 | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | -- | -- |
| | SE262 | 267+57 | 27' RT | 762.34 | 11.4 | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | 2 |
| | SE278 | 276+50 | 47' RT | 755.99 | 3.5 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | SE290 | 285+86 | 49' LT | 752.27 | 3.0 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | SE294 | 287+80 | 48' LT | 753.08 | 4.0 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | SE306 | 289+95 | 43' RT | N/A | N/A | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- |
| | SE321 | 299+96 | 44' RT | N/A | N/A | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- |
| | S347A | 315+85 | 1' LT | 765.61 | 5.7 | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | -- |
| | S356A | 321+91 | 0' LT | 758.20 | 6.2 | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | -- |
| | SE403 | 341+62 | 43' RT | N/A | N/A | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- |
| | SE410 | 344+53 | 44' RT | 753.15 | 5.1 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | SE417 | 347+83 | 48' RT | 748.54 | 5.0 | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | 1 |
| | | | | | TOTAL | 1 | 21 | 3 | 3 | 6 | 2 | 1 | 23 | 1 | 22 | 34 |

*DEPTH OF INLET = RIM ELEV - LOWEST PIPE INVERT ELEV (FOR INFORMATION ONLY)

STORM SEWER PIPES

| CATEGORY | FROM STRUCTURE | TO STRUCTURE | INVERT ELEV | DISCHARGE ELEV | SLOPE[1] % | PIPE LENGTH[2] FT | 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF |
|---|---|---|---|---|---|---|---|
| 1000 | S050A | SE050 | 792.38 | 791.38 | 1.99 | 50.0 | 47 |
| | S215A | SE215 | 796.55 | 796.21 | 2.06 | 16.5 | 14 |
| | S230A | SE230 | 783.13 | 783.00 | 1.98 | 6.6 | 4 |
| | S347A | SE347 | 759.90 | 759.22 | 1.98 | 34.3 | 31 |
| | S356A | SE356 | 751.98 | 751.30 | 2.02 | 33.6 | 31 |
| | | | | | | TOTAL | 127 |

NOTES:
1) SLOPE CALCULATION BASED ON PIPE LENGTH.
2) PIPE LENGTH (MEASURED TO CENTER OF STRUCTURE) SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY.

ADJ & RECONSTR STORM SEWER

| CATEGORY | INLET ID | STATION | OFFSET | *DEPTH OF INLET FT | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 611.0420 RECONSTRUCTING MANHOLES EACH | 611.0430 RECONSTRUCTING INLETS EACH | 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.8115 ADJUSTING INLET COVERS EACH | 611.8120.S COVER PLATES TEMPORARY EACH | SPV.0060.02 SPECIAL (REMOVE AND CAP EXISTING DRAINAGE STRUCTURE) EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | SE001 | 96+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE002 | 96+00 | 0' | 6 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE003 | 96+00 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE004 | 97+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE005 | 99+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE007 | 99+00 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE008 | 101+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE009 | 101+50 | 0' | 7 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE011 | 102+50 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE012 | 103+00 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE013 | 103+00 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE014 | 104+50 | LT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE015 | 104+50 | 0' | 6 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE016 | 104+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE017 | 106+00 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE018 | 106+00 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE021 | 107+50 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE022 | 109+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE023 | 109+00 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE024 | 110+50 | LT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE025 | 110+50 | 0' | 5.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE026 | 110+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE028 | 114+00 | LT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE030 | 114+00 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE033 | 117+50 | LT | 4.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE035 | 117+50 | RT | 5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE036 | 119+00 | LT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE038 | 119+00 | RT | 4.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE039 | 120+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE040 | 120+50 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE041 | 122+50 | LT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT (PATCHING FALLING AROUND PIPES) |
| | SE042 | 122+50 | 0' | 7 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE043 | 122+50 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE045 | 127+00 | LT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE046 | 127+00 | 0' | 7 | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT |
| | SE048 | 128+50 | 0' | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT (BOTTOM FULL OF SEDIMENT) |
| | SE049 | 128+50 | 0' | 4.5 | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT |
| | SE050 | 128+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT (TUCK POINT NEEDED AROUND PIPE) |
| | SE051 | 129+50 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE053 | 130+50 | RT | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE055 | 135+50 | LT | 2.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE057 | 135+50 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE058 | 137+50 | LT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE060 | 137+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE061 | 140+00 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE063 | 140+00 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE064 | 142+50 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE066 | 142+50 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE067 | 145+00 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE069 | 145+00 | RT | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE070 | 147+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE072 | 147+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE073 | 151+50 | LT | 5.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE074 | 151+00 | LT | 6 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE075 | 151+50 | 0' | 8 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |

ADJ & RECONSTR STORM SEWER CONTINUED

| CATEGORY | INLET ID | STATION | OFFSET | *DEPTH OF INLET | 520.8000 CONCRETE COLLARS FOR PIPE | 611.0420 RECONSTRUCTING MANHOLES | 611.0430 RECONSTRUCTING INLETS | 611.8110 ADJUSTING MANHOLE COVERS | 611.8115 ADJUSTING INLET COVERS | 611.8120.S COVER PLATES TEMPORARY | SPV.0060.02 SPECIAL (REMOVE AND CAP EXISTING DRAINAGE STRUCTURE) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | |
| 1000 | SE077 | 151+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE078 | 154+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE081 | 157+00 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE082 | 156+50 | 0' | 5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE083 | 156+00 | RT | 5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE084 | 160+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE088 | 160+00 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE092 | 163+00 | 0' | 8.5+ | -- | -- | -- | 1 | -- | -- | -- | ADJUST (LOSS OF MATERIAL UNDER RING) |
| | SE094 | 164+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE095 | 164+00 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE096 | 166+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE097 | 166+00 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE098 | 169+00 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE099 | 169+00 | 0' | N/A | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE100 | 169+00 | RT | 6.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE102 | 172+00 | 0' | 1 | -- | -- | -- | -- | 1 | -- | -- | ADJUST (FILLED WITH DEBRIS, FUNNEL) |
| | SE104 | 175+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE107 | 176+00 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE109 | 178+00 | 0' | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST (NEEDS MINOR TUCK POINTING AROUND INLET) |
| | SE110 | 178+00 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE111 | 181+00 | LT | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE113 | 181+00 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE114 | 184+00 | LT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE117 | 189+50 | LT | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE118 | 189+50 | 0' | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE119 | 189+50 | RT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE120 | 192+50 | LT | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE121 | 192+50 | 0' | 8.5+ | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE122 | 192+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE123 | 194+50 | LT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE124 | 194+50 | RT | 4.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE126 | 198+00 | LT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE128 | 199+50 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE129A | 197+00 | RT | 5 | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT (TUCK POINT UNDER COVER, CLEAN BOTTOM) |
| | SE129B | 196+50 | RT | 8.5+ | -- | -- | -- | 1 | -- | 1 | -- | ADJUST (TUCK POINT UNDER COVER) |
| | SE130 | 201+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE131 | 202+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE133 | 205+00 | RT | 8.5+ | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT (MISSING BLOCKS AT THE TOP) |
| | SE134 | 203+00 | RT | 8.5+ | -- | -- | -- | -- | 1 | -- | -- | ADJUST (MISSING BLOCKS AT THE TOP) |
| | SE136 | 202+00 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT (LOSS OF MATERIAL UNDER RING) |
| | SE138 | 204+50 | LT | 4.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE139 | 205+00 | LT | 5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE140 | 205+50 | LT | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE141 | 205+00 | 0' | 4.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE142 | 205+00 | RT | 2 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE143 | 205+50 | RT | 2.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE144 | 206+00 | RT | 2.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE145 | 206+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE146 | 207+50 | 0' | 6 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE147 | 208+00 | RT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE148 | 209+00 | LT | 4.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE149 | 209+00 | LT | 5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE151A | 208+50 | RT | 2.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT (FULL OF DEBRIS, LOSS OF SUPPORT UNDER GRATE) |
| | SE152 | 210+50 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE153 | 210+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |

ADJ & RECONSTR STORM SEWER CONTINUED

| CATEGORY | INLET ID | STATION | OFFSET | *DEPTH OF INLET FT | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 611.0420 RECONSTRUCTING MANHOLES EACH | 611.0430 RECONSTRUCTING INLETS EACH | 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.8115 ADJUSTING INLET COVERS EACH | 611.8120.S COVER PLATES TEMPORARY EACH | SPV.0060.02 SPECIAL (REMOVE AND CAP EXISTING DRAINAGE STRUCTURE) EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | SE154 | 211+00 | RT | 5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE155 | 212+00 | RT | 4.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE157 | 211+50 | RT | 5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE159 | 212+00 | LT | 4.5 | -- | -- | -- | -- | -- | -- | -- | ROTATE GRATE TO SOUTHWEST |
| | SE160 | 212+00 | LT | 4.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE161 | 214+00 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT (BLOCKS FALLING OUT OF WALL) |
| | SE162 | 215+50 | LT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE163 | 215+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE165 | 215+00 | RT | 8.5+ | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT (SPOT REPAIR CRACKED MORTAR) |
| | SE167 | 214+50 | RT | 6 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE174 | 218+50 | RT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE176 | 221+50 | LT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST (DEBRIS TRAPPED ON RISER BLOCK) |
| | SE179 | 225+00 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE182 | 226+50 | LT | 5.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE184 | 227+00 | RT | 2 | -- | -- | -- | -- | 1 | -- | -- | ADJUST (FILLED WITH DEBRIS & GARBAGE) |
| | SE186 | 229+00 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST (ROTATE GRATE TO THE NORTHEAST) |
| | SE187 | 229+00 | 0' | 8.5+ | -- | -- | -- | -- | -- | -- | -- | ROTATE GRATE TO THE NORTHEAST |
| | SE190 | 230+50 | RT | 5.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT (LOSS OF MATERIAL UNDER RING) |
| | SE191 | 230+50 | RT | 2 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE192 | 231+00 | LT | 4 | -- | -- | -- | -- | -- | -- | -- | ROTATE GRATE TO NORTHEAST |
| | SE193 | 231+00 | RT | 7 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT (PREVIOUS REPAIR DONE POORLY) |
| | SE194 | 231+50 | LT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE195 | 231+50 | LT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE196 | 232+00 | LT | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE197 | 231+50 | RT | 6 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE199 | 232+50 | LT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | CTH U - ADJUST |
| | SE200 | 234+00 | LT | 7 | -- | -- | -- | 1 | -- | 1 | -- | CTH U - ADJUST (REPLACE TOP ROW OF BRICK THAT HAS FALLEN OUT) |
| | SE201 | 233+50 | LT | 5 | -- | -- | -- | -- | -- | -- | -- | CTH U - ROTATE GRATE TO THE NORTH |
| | SE202 | 233+00 | 0' | 4.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE204 | 233+00 | RT | 5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE205 | 233+50 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE206 | 234+00 | RT | 6.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE208 | 235+00 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE209 | 235+00 | 0' | 5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE212 | 237+00 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE214 | 240+00 | LT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE215 | 241+00 | 0' | 3 | 1 | -- | -- | -- | -- | -- | -- | |
| | SE216 | 241+00 | 0' | 5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE217 | 241+50 | LT | 4 | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT |
| | SE218 | 241+00 | RT | 4 | -- | -- | 1 | -- | -- | 1 | -- | RECONSTRUCT |
| | SE219 | 241+00 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE220 | 241+00 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE221 | 241+50 | RT | 5.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE222 | 240+50 | RT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE223 | 242+50 | LT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE224 | 242+50 | 0' | 7.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE226 | 245+50 | LT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE230 | 245+50 | LT | 4 | 1 | -- | -- | -- | -- | -- | 1 | |
| | SE232 | 245+50 | 0' | 1.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST (ROTATE GRATE TO THE NORTHEAST) |
| | SE233 | 245+50 | 0' | 4.5 | -- | -- | -- | 1 | -- | 1 | -- | ADJUST |
| | SE236 | 247+00 | 0' | 5 | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT |
| | SE238 | 249+50 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE241 | 249+50 | RT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE242 | 252+50 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE244 | 252+50 | RT | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |

ADJ & RECONSTR STORM SEWER CONTINUED

| CATEGORY | INLET ID | STATION | OFFSET | *DEPTH OF INLET FT | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 611.0420 RECONSTRUCTING MANHOLES EACH | 611.0430 RECONSTRUCTING INLETS EACH | 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.8115 ADJUSTING INLET COVERS EACH | 611.8120.S COVER PLATES TEMPORARY EACH | SPV.0060.02 SPECIAL (REMOVE AND CAP EXISTING DRAINAGE STRUCTURE) EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | SE245 | 256+00 | LT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE246 | 256+00 | 0' | 8.5+ | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE247 | 256+50 | RT | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE248 | 259+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE250 | 259+00 | RT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE251 | 262+50 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE253 | 262+50 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE254 | 264+00 | LT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE255 | 264+00 | RT | 2.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE257 | 265+50 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE258 | 265+50 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE260 | 267+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE263 | 269+00 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE265 | 270+50 | LT | 2.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE266 | 269+50 | LT | 5.5 | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE267 | 269+50 | LT | 5.5 | -- | -- | -- | 1 | -- | 1 | -- | ADJUST |
| | SE268 | 270+00 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE270 | 271+00 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE272 | 273+00 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE275 | 273+00 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE276 | 276+50 | LT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE279 | 278+00 | 0' | 5.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE280 | 278+00 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE281 | 279+50 | LT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE283 | 279+50 | RT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE284 | 282+00 | LT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE285 | 282+00 | 0' | 4.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE286 | 282+00 | RT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE287 | 285+00 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE288 | 285+00 | RT | 5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE292 | 286+00 | 0' | 8.5+ | -- | -- | -- | 1 | -- | 1 | -- | ADJUST |
| | SE293 | 286+00 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE295 | 287+50 | LT | 5.5 | -- | -- | -- | 1 | -- | 1 | -- | ADJUST |
| | SE296 | 287+50 | 0' | 8.5+ | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT |
| | SE298 | 288+00 | RT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE302 | 289+00 | RT | 1.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE303 | 289+00 | RT | 2.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE304 | 290+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE307 | 290+00 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE308 | 293+00 | LT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE309 | 293+00 | LT | 6.5 | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE311 | 293+00 | RT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE313 | 296+50 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE315 | 296+50 | 0' | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE316 | 296+50 | RT | 5 | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE317 | 296+50 | RT | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE319 | 300+00 | LT | 4.5 | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT |
| | SE320 | 300+00 | 0' | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE321 | 300+00 | RT | 4.5 | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT |
| | SE322 | 300+00 | RT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE323 | 302+00 | LT | 1.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE324 | 302+00 | LT | 4.5 | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT |
| | SE327 | 303+00 | RT | 4.5 | -- | -- | -- | 1 | -- | 1 | -- | ADJUST (FULL OF DEBRIS) |
| | SE328 | 303+50 | RT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE329 | 304+00 | RT | 6 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |

ADJ & RECONSTR STORM SEWER CONTINUED

| CATEGORY | INLET ID | STATION | OFFSET | *DEPTH OF INLET FT | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 611.0420 RECONSTRUCTING MANHOLES EACH | 611.0430 RECONSTRUCTING INLETS EACH | 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.8115 ADJUSTING INLET COVERS EACH | 611.8120.S COVER PLATES TEMPORARY EACH | SPV.0060.02 SPECIAL (REMOVE AND CAP EXISTING DRAINAGE STRUCTURE) EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | SE336 | 308+00 | RT | 5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE337 | 308+50 | RT | 8 | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT |
| | SE338 | 308+50 | RT | 6 | -- | -- | -- | 1 | -- | 1 | -- | ADJUST |
| | SE339 | 309+00 | LT | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE341 | 312+50 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE342 | 312+50 | LT | 6.5 | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE343 | 312+50 | 0' | 4.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE344 | 312+50 | RT | 6.5 | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT |
| | SE345 | 312+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE346 | 316+00 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE347 | 316+00 | 0' | 4.5 | 1 | -- | -- | -- | -- | -- | -- | |
| | SE349 | 316+00 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE350 | 316+00 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE351 | 316+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE352 | 319+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE354 | 319+50 | RT | 5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE355 | 322+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE356 | 322+50 | 0' | 5.5 | 1 | -- | -- | -- | -- | -- | -- | |
| | SE357 | 322+00 | RT | 7 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE358 | 322+50 | RT | 7.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE359 | 325+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE360 | 325+00 | 0' | 5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE361 | 325+00 | RT | 6 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE363 | 327+50 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST (ROTATE GRATE TO THE EAST) |
| | SE364 | 327+50 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE365 | 327+50 | LT | 7 | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT |
| | SE366A | 328+50 | LT | 8 | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT |
| | SE366B | 328+50 | LT | N/A | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE367 | 329+00 | LT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT (ROTATE GRATE TO THE EAST) |
| | SE368 | 329+00 | LT | 6 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE369 | 329+50 | LT | 8.5+ | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT |
| | SE370 | 330+00 | LT | 7 | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT |
| | SE372 | 329+00 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE373 | 329+50 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE375 | 330+50 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE376 | 332+50 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE377 | 332+50 | LT | 7 | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT |
| | SE379 | 332+50 | RT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE380 | 334+50 | LT | 6 | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT |
| | SE381 | 334+50 | RT | 3.5 | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT |
| | SE382 | 334+50 | RT | 3 | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE383 | 335+00 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE384 | 336+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE385 | 336+00 | LT | 5 | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT |
| | SE386 | 336+00 | 0' | 3.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE387 | 338+00 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE389 | 338+00 | 0' | 5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE390 | 338+00 | RT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE391 | 339+50 | LT | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE392 | 339+50 | LT | 5.5 | -- | -- | -- | 1 | -- | 1 | -- | ADJUST |
| | SE393 | 339+50 | RT | 5 | -- | -- | -- | 1 | -- | 1 | -- | ADJUST |
| | SE396 | 340+00 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE397 | 340+00 | 0' | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE398 | 340+00 | LT | 5.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE399 | 340+00 | LT | 7.5 | -- | -- | -- | 1 | -- | 1 | -- | ADJUST |

ADJ & RECONSTR STORM SEWER CONTINUED

| CATEGORY | INLET ID | STATION | OFFSET | *DEPTH OF INLET FT | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 611.0420 RECONSTRUCTING MANHOLES EACH | 611.0430 RECONSTRUCTING INLETS EACH | 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.8115 ADJUSTING INLET COVERS EACH | 611.8120.S COVER PLATES TEMPORARY EACH | SPV.0060.02 SPECIAL (REMOVE AND CAP EXISTING DRAINAGE STRUCTURE) EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | SE402 | 342+50 | LT | 5 | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT |
| | SE403 | 341+50 | RT | 5 | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT |
| | SE404 | 341+50 | RT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE405 | 342+00 | RT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE406 | 342+00 | RT | 2 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE407 | 344+50 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE408 | 344+50 | LT | 4 | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE409 | 344+50 | 0' | 3 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE411 | 345+00 | LT | 3.5 | -- | -- | -- | 1 | -- | 1 | -- | ADJUST |
| | SE412 | 348+00 | LT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE415 | 348+00 | 0' | 5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE416 | 348+00 | RT | 6.5 | -- | -- | -- | 1 | -- | 1 | -- | ADJUST |
| | SE419 | 350+50 | LT | 3 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE420 | 350+50 | LT | 4.5 | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE422 | 350+50 | RT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE424 | 352+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE427 | 352+00 | RT | 4 | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE428 | 352+00 | RT | 4 | -- | 1 | -- | -- | -- | -- | -- | RECONSTRUCT |
| | SE429 | 355+00 | LT | 4 | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE430 | 356+50 | LT | 4 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE431 | 356+50 | LT | 3 | -- | -- | -- | 1 | -- | 1 | -- | ADJUST |
| | SE433 | 357+00 | RT | 7 | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE434 | 357+00 | RT | 5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE436 | 359+00 | LT | 3.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE439 | 359+50 | LT | 8.5+ | -- | 1 | -- | -- | -- | 1 | -- | RECONSTRUCT |
| | SE440 | 360+00 | RT | 2.5 | -- | -- | -- | 1 | -- | -- | -- | ADJUST |
| | SE441 | 361+00 | LT | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE443 | 363+00 | LT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE444 | 363+00 | 0' | 4 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE445 | 363+00 | RT | 4.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE446 | 365+50 | LT | 6 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | SE447 | 365+50 | 0' | 5.5 | -- | -- | -- | -- | 1 | -- | -- | ADJUST |
| | SE448 | 365+00 | RT | 5.5 | -- | -- | 1 | -- | -- | -- | -- | RECONSTRUCT |
| | | | | UNDISTRIBUTED | 5 | 5 | 25 | 5 | 15 | 10 | -- | |
| | | | | TOTAL | 9 | 29 | 185 | 32 | 104 | 37 | 1 | |

*FOR INFORMATION ONLY

## ADJUSTING WATER ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | SPV.0060.80 SPECIAL (ADJUSTING WATER VALVE BOXES) EACH | SPV.0060.81 SPECIAL (ADJUSTING WATER MANHOLES) EACH |
|---|---|---|---|---|---|---|
| 8000 | 95+34 | - | 130+00 | PROJECT START TO GRANGE AVE | 16 | 1 |
| | 130+00 | - | 163+50 | GRANGE AVE TO 92ND ST | 6 | -- |
| | 163+50 | - | 198+00 | 92ND ST TO 84TH ST | 5 | -- |
| | 198+00 | - | 246+00 | 84TH ST TO COLD SPRING RD | 4 | -- |
| | 246+00 | - | 287+00 | COLD SPRING RD TO HOWARD AVE | 25 | -- |
| | 287+00 | - | 306+00 | HOWARD AVE TO 60TH ST | 37 | 1 |
| | 306+00 | - | 329+00 | 60TH ST TO MORGAN AVE | 16 | -- |
| | 329+00 | - | 366+74 | MORGAN AVE TO PROJECT END | 41 | 1 |
| | | | | UNDISTRIBUTED | 2 | -- |
| | | | | TOTAL | 152 | 3 |

## CUC ITEMS

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0060.82 SPECIAL (ADJUSTING CUC MANHOLE COVER) EACH |
|---|---|---|---|---|
| 8010 | 288+59 | 78.9' RT | STH 24 & HOWARD AVE | 1 |
| | 305+36 | 123.5' LT | STH 24 & 60TH ST | 1 |
| | 328+49 | 23.9' LT | STH 24 & MORGAN AVE | 1 |
| | 329+95 | 19.5' LT | | 1 |
| | 335+04 | 18.2' LT | STH 24 & 52ND/UTAH AVE | 1 |
| | 339+95 | 17.2' LT | STH 24 & 51ST ST/50TH PL | 1 |
| | | | TOTAL | 6 |

## STAMPING COLORED CONCRETE

| CATEGORY | STATION | TO | STATION | LOCATION | 405.1000 STAMPING COLORED CONCRETE CY |
|---|---|---|---|---|---|
| 8030 | 232+00 | - | 235+25 | STH 24 & CTH U/76TH ST | 7 |

## SANITARY SEWER ITEMS

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0060.83 SPECIAL (SANITARY MANHOLE SEALS, GREENFIELD) EACH |
|---|---|---|---|---|
| 8020 | 197+04 | 101.4' RT | STH 24 & 84TH ST | 1 |
| | 197+44 | 63.5' LT | | 1 |
| | 233+42 | 171.8' LT | STH 24 & CTH U/76TH ST | 1 |
| | 233+64 | 226.8' LT | | 1 |
| | 240+22 | 28.3' LT | STH 24 & GREEN RIDGE CIR | 1 |
| | 246+08 | 56.3' LT | STH 24 & COLD SPRING RD | 1 |
| | 246+69 | 5.0' LT | | 1 |
| | 254+75 | 50.0' LT | STH 24 & 72ND ST | 1 |
| | 256+65 | 8.0' RT | STH 24 & PLAINFIELD AVE | 1 |
| | 266+48 | 8.1' RT | STH 24 & 68TH ST | 1 |
| | 268+02 | 93.2' RT | | 1 |
| | 268+68 | 20.1' RT | | 1 |
| | 271+56 | 19.8' RT | | 1 |
| | 274+56 | 23.9' RT | STH 24 | 1 |
| | 277+58 | 30.8' RT | | 1 |
| | 280+57 | 38.1' RT | | 1 |
| | 282+46 | 41.6' RT | STH 24 & 65TH ST | 1 |
| | 282+46 | 62.8' RT | | 1 |
| | 283+83 | 45.4' RT | STH 24 | 1 |
| | 286+27 | 49.6' RT | STH 24 & HOWARD AVE | 1 |
| | 311+07 | 26.9' LT | STH 24 | 1 |
| | 314+36 | 26.9' LT | | 1 |
| | 317+66 | 28.0' LT | | 1 |
| | 320+97 | 28.7' LT | | 1 |
| | 324+27 | 29.6' LT | | 1 |
| | 334+65 | 18.0' RT | STH 24 & 52ND/UTAH AVE | 1 |
| | 337+41 | 19.4' RT | STH 24 | 1 |
| | 339+30 | 18.7' RT | STH 24 & 51ST/50TH PL | 1 |
| | 342+10 | 19.1' RT | STH 24 & CRANDON PL | 1 |
| | 345+40 | 18.9' RT | STH 24 | 1 |
| | 348+70 | 19.2' RT | STH 24 & 49TH/SCHAUER AVE | 1 |
| | 352+00 | 18.5' RT | STH 24 & 48TH ST | 1 |
| | 355+31 | 19.0' RT | STH 24 | 1 |
| | 357+71 | 19.3' RT | STH 24 & 47TH ST | 1 |
| | 359+84 | 18.6' RT | STH 24 & EUCLID AVE | 1 |
| | 360+82 | 28.0' LT | STH 24 | 1 |
| | 363+23 | 28.4' LT | | 1 |
| | 365+76 | 37.1' LT | STH 24 & 45TH ST | 1 |
| | | | TOTAL | 38 |

3

3

## SAW CUTS

| CATEGORY | STATION | TO | STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 128+00 | - | 131+00 | STH 24 & GRANGE AVE | -- | 140 | LOOP DETECTORS |
| | 196+00 | - | 199+50 | STH 24 & 84TH ST | -- | 646 | LOOP DETECTORS |
| | 232+00 | - | 235+25 | STH 24 & CTH U/76TH ST | -- | 364 | LOOP DETECTORS |
| | 244+50 | - | 248+50 | STH 24 & COLD SPRING RD | -- | 82 | LOOP DETECTORS |
| | 267+00 | - | 271+50 | STH 24 & 68TH ST | -- | 289 | LOOP DETECTORS |
| | 285+75 | - | 289+50 | STH 24 & HOWARD AVE | -- | 215 | LOOP DETECTORS |
| | 303+00 | - | 306+50 | STH 24 & 60TH ST | -- | 619 | LOOP DETECTORS |
| | 327+25 | - | 331+00 | STH 24 & MORGAN AVE | -- | 315 | LOOP DETECTORS |
| | | | | STORM SEWER STRUCTURE ADJUSTMENTS, RECONSTRUCTIONS & REPLACEMENTS | -- | 30,100 | |
| | | | | BASE PATCHING (NOT INCLUDING LOOP DETECTORS) | -- | 42,000 | |
| | | | | SUBTOTAL CATEGORY 1000 | -- | 74,770 | |
| 1015 | 98+75 | - | 100+25 | STH 24 & LILAC LN | -- | 177 | CURB RAMPS |
| | 102+00 | - | 103+50 | STH 24 & SCHARLES AVE | 38 | 51 | CURB RAMPS |
| | 128+00 | - | 131+00 | STH 24 & GRANGE AVE | -- | 341 | CURB RAMPS |
| | 151+00 | - | 152+25 | STH 24 & KELLY PL | -- | 124 | CURB RAMPS |
| | 174+75 | - | 175+75 | STH 24 & WOODLAWN PL | -- | 49 | CURB RAMPS |
| | 185+50 | - | 186+75 | STH 24 & 87TH ST | -- | 41 | CURB RAMPS |
| | 196+00 | - | 199+50 | STH 24 & 84TH ST | -- | 387 | CURB RAMPS |
| | 208+00 | - | 216+50 | STH 24 & LAYTON AVE | -- | 288 | CURB RAMPS |
| | 229+50 | - | 230+25 | STH 24 NB OFF RAMP TO CTH U | -- | 49 | CURB RAMPS |
| | 230+50 | - | 231+75 | STH 24 NB ON RAMP FROM CTH U | -- | 89 | CURB RAMPS |
| | 232+00 | - | 235+25 | STH 24 & CTH U/76TH ST | -- | 362 | CURB RAMPS |
| | 240+00 | - | 242+00 | STH 24 & GREEN RIDGE CIR | -- | 88 | CURB RAMPS |
| | 244+50 | - | 245+75 | STH 24 & CITY OF GREENFIELD ENTRANCE | -- | 45 | CURB RAMPS |
| | 244+50 | - | 248+50 | STH 24 & COLD SPRING RD | -- | 498 | CURB RAMPS |
| | 255+50 | - | 257+25 | STH 24 & PLAINFIELD AVE | -- | 40 | CURB RAMPS |
| | 267+00 | - | 271+50 | STH 24 & 68TH ST | -- | 854 | CURB RAMPS |
| | 281+75 | - | 283+25 | STH 24 & 65TH ST | -- | 42 | CURB RAMPS |
| | 285+75 | - | 289+50 | STH 24 & HOWARD AVE | -- | 371 | CURB RAMPS |
| | 291+50 | - | 293+00 | STH 24 & 63RD ST | -- | 171 | CURB RAMPS |
| | 301+00 | - | 303+50 | STH 24 & 61ST ST | -- | 183 | CURB RAMPS |
| | 303+00 | - | 306+50 | STH 24 & 60TH ST | 82 | 461 | CURB RAMPS |
| | 307+75 | - | 310+50 | STH 24 & 58TH ST | 5 | 332 | CURB RAMPS |
| | 315+25 | - | 317+25 | STH 24 & 56TH ST | 5 | 111 | CURB RAMPS |
| | 321+75 | - | 323+25 | STH 24 & 54TH ST | 56 | 168 | CURB RAMPS |
| | 327+25 | - | 331+00 | STH 24 & MORGAN AVE | -- | 499 | CURB RAMPS |
| | 333+50 | - | 336+00 | STH 24 & 52ND ST/UTAH AVE | 39 | 237 | CURB RAMPS |
| | 338+75 | - | 340+75 | STH 24 & 51ST ST/50TH PL | 16 | 365 | CURB RAMPS |
| | 341+25 | - | 342+75 | STH 24 & CRANDON PL | -- | 124 | CURB RAMPS |
| | 347+50 | - | 349+50 | STH 24 & 49TH ST/SCHAUER AVE | -- | 304 | CURB RAMPS |
| | 351+50 | - | 353+50 | STH 24 & 48TH ST/DURAND AVE | -- | 245 | CURB RAMPS |
| | 356+25 | - | 358+00 | STH 24 & 47TH ST/ELMWOOD AVE | 41 | 286 | CURB RAMPS |
| | 358+50 | - | 360+25 | STH 24 & EUCLID AVE | -- | 62 | CURB RAMPS |
| | 361+00 | - | 362+50 | STH 24 & 46TH ST | 16 | 56 | CURB RAMPS |
| | 365+25 | - | 366+74 | STH 24 & 45TH ST | 43 | 57 | CURB RAMPS |
| | | | | SUBTOTAL CATEGORY 1015 | 341 | 7,557 | |
| | | | | TOTAL | 341 | 82,327 | |

## DRILLED TIE BARS & DOWELS

| CATEGORY | STATION | TO | STATION | LOCATION | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 128+00 | - | 131+00 | STH 24 & GRANGE AVE | -- | 68 | LOOP DETECTORS |
| | 196+00 | - | 199+50 | STH 24 & 84TH ST | 54 | 253 | LOOP DETECTORS |
| | 232+00 | - | 235+25 | STH 24 & CTH U/76TH ST | 41 | 146 | LOOP DETECTORS |
| | 244+50 | - | 248+50 | STH 24 & COLD SPRING RD | 15 | 25 | LOOP DETECTORS |
| | 267+00 | - | 271+50 | STH 24 & 68TH ST | 40 | 59 | LOOP DETECTORS |
| | 285+75 | - | 289+50 | STH 24 & HOWARD AVE | 17 | 86 | LOOP DETECTORS |
| | 303+00 | - | 306+50 | STH 24 & 60TH ST | 111 | 165 | LOOP DETECTORS |
| | 327+25 | - | 331+00 | STH 24 & MORGAN AVE | 52 | 82 | LOOP DETECTORS |
| | | | | STORM SEWER STRUCTURE ADJUSTMENTS, RECONSTRUCTIONS & REPLACEMENTS | 1,750 | -- | |
| | | | | BASE PATCHING (NOT INCLUDING LOOP DETECTORS) | 6,400 | 20,500 | |
| | | | | SUBTOTAL CATEGORY 1000 | 8480 | 21384 | |
| 1015 | 98+75 | - | 100+25 | STH 24 & LILAC LN | 62 | -- | CURB RAMPS |
| | 102+00 | - | 103+50 | STH 24 & SCHARLES AVE | 18 | -- | CURB RAMPS |
| | 128+00 | - | 131+00 | STH 24 & GRANGE AVE | 115 | -- | CURB RAMPS |
| | 151+00 | - | 152+25 | STH 24 & KELLY PL | 43 | -- | CURB RAMPS |
| | 174+75 | - | 175+75 | STH 24 & WOODLAWN PL | 17 | -- | CURB RAMPS |
| | 185+50 | - | 186+75 | STH 24 & 87TH ST | 14 | -- | CURB RAMPS |
| | 196+00 | - | 199+50 | STH 24 & 84TH ST | 134 | -- | CURB RAMPS |
| | 208+00 | - | 216+50 | STH 24 & LAYTON AVE | 97 | -- | CURB RAMPS |
| | 229+50 | - | 230+25 | STH 24 NB OFF RAMP TO CTH U | 17 | -- | CURB RAMPS |
| | 230+50 | - | 231+75 | STH 24 NB ON RAMP FROM CTH U | 30 | -- | CURB RAMPS |
| | 232+00 | - | 235+25 | STH 24 & CTH U/76TH ST | 124 | -- | CURB RAMPS |
| | 240+00 | - | 242+00 | STH 24 & GREEN RIDGE CIR | 32 | -- | CURB RAMPS |
| | 244+50 | - | 245+75 | STH 24 & CITY OF GREENFIELD ENTRANCE | 16 | -- | CURB RAMPS |
| | 244+50 | - | 248+50 | STH 24 & COLD SPRING RD | 169 | -- | CURB RAMPS |
| | 255+50 | - | 257+25 | STH 24 & PLAINFIELD AVE | 14 | -- | CURB RAMPS |
| | 267+00 | - | 271+50 | STH 24 & 68TH ST | 289 | -- | CURB RAMPS |
| | 281+75 | - | 283+25 | STH 24 & 65TH ST | 15 | -- | CURB RAMPS |
| | 285+75 | - | 289+50 | STH 24 & HOWARD AVE | 128 | -- | CURB RAMPS |
| | 291+50 | - | 293+00 | STH 24 & 63RD ST | 17 | -- | CURB RAMPS |
| | 301+00 | - | 303+50 | STH 24 & 61ST ST | 64 | -- | CURB RAMPS |
| | 303+00 | - | 306+50 | STH 24 & 60TH ST | 166 | -- | CURB RAMPS |
| | 307+75 | - | 310+50 | STH 24 & 58TH ST | 113 | -- | CURB RAMPS |
| | 315+25 | - | 317+25 | STH 24 & 56TH ST | 39 | -- | CURB RAMPS |
| | 321+75 | - | 323+25 | STH 24 & 54TH ST | 60 | -- | CURB RAMPS |
| | 327+25 | - | 331+00 | STH 24 & MORGAN AVE | 174 | -- | CURB RAMPS |
| | 333+50 | - | 336+00 | STH 24 & 52ND ST/UTAH AVE | 81 | -- | CURB RAMPS |
| | 338+75 | - | 340+75 | STH 24 & 51ST ST/50TH PL | 124 | -- | CURB RAMPS |
| | 341+25 | - | 342+75 | STH 24 & CRANDON PL | 43 | -- | CURB RAMPS |
| | 347+50 | - | 349+50 | STH 24 & 49TH ST/SCHAUER AVE | 104 | -- | CURB RAMPS |
| | 351+50 | - | 353+50 | STH 24 & 48TH ST/DURAND AVE | 84 | -- | CURB RAMPS |
| | 356+25 | - | 358+00 | STH 24 & 47TH ST/ELMWOOD AVE | 98 | -- | CURB RAMPS |
| | 358+50 | - | 360+25 | STH 24 & EUCLID AVE | 21 | -- | CURB RAMPS |
| | 361+00 | - | 362+50 | STH 24 & 46TH ST | 19 | -- | CURB RAMPS |
| | 365+25 | - | 366+74 | STH 24 & 45TH ST | 20 | -- | CURB RAMPS |
| | | | | SUBTOTAL CATEGORY 1015 | 2,559 | -- | |
| | | | | TOTAL | 11,039 | 21,384 | |

3

3

3

SILT FENCE & EROSION CONTROL

| CATEGORY | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
|---|---|---|---|---|---|
| 1000 | UNDISTRIBUTED | 500 | 500 | 2 | 2 |

INLET PROTECTION

| CATEGORY | STATION | TO | STATION | LOCATION | 628.7005 INLET PROTECTION TYPE A EACH | 628.7010 INLET PROTECTION TYPE B EACH | 628.7015 INLET PROTECTION TYPE C EACH | 628.7020 INLET PROTECTION TYPE D EACH |
|---|---|---|---|---|---|---|---|---|
| 1000 | 95+34 | - | 99+00 | PROJECT START TO LILAC LN | 2 | 5 | -- | 2 |
| | 99+00 | - | 102+00 | LILAC LN TO SCHARLES AVE | 1 | 2 | -- | 1 |
| | 102+00 | - | 129+00 | SCHARLES AVE TO GRANGE AVE | 3 | 34 | -- | 3 |
| | 129+00 | - | 140+00 | GRANGE AVE TO ALLENWOOD LN | 2 | 10 | -- | 2 |
| | 140+00 | - | 151+00 | ALLENWOOD LN TO KELLY PL / EDGERTON AVE | -- | 9 | -- | -- |
| | 151+00 | - | 175+00 | KELLY PL / EDGERTON AVE TO WOODLAWN PL | 4 | 28 | 1 | 4 |
| | 175+00 | - | 186+00 | WOODLAWN PL TO 87TH ST | 1 | 11 | -- | 1 |
| | 186+00 | - | 197+00 | 87TH ST TO 84TH ST | -- | 8 | -- | -- |
| | 197+00 | - | 231+00 | 84TH ST TO 76TH ST | 4 | 45 | 18 | 4 |
| | 231+00 | - | 246+00 | 76TH ST TO COLD SPRING RD | 9 | 25 | 2 | 9 |
| | 246+00 | - | 256+00 | COLD SPRING RD TO PLAINFIELD AVE | 2 | 11 | -- | 2 |
| | 256+00 | - | 269+00 | PLAINFIELD AVE TO 68TH ST | -- | 15 | -- | -- |
| | 269+00 | - | 287+00 | 68TH ST TO HOWARD AVE | 4 | 18 | -- | 4 |
| | 287+00 | - | 304+00 | HOWARD AVE TO 60TH ST | 3 | 16 | -- | 3 |
| | 304+00 | - | 329+00 | 60TH ST TO MORGAN AVE | 9 | 21 | 2 | 9 |
| | 329+00 | - | 342+00 | MORGAN AVE TO CRANDON PL | 3 | 22 | 3 | 3 |
| | 342+00 | - | 366+74 | CRANDON PL TO PROJECT END | 4 | 24 | 3 | 4 |
| | | | | UNDISTRIBUTED | 13 | 76 | 7 | 13 |
| | | | | TOTAL | 64 | 380 | 36 | 64 |

EROSION CONTROL & RESTORATION

| CATEGORY | STATION | TO | STATION | LOCATION | 625.0100 TOPSOIL SY | 628.2004 EROSION MAT CLASS I TYPE B SY | 629.0210 FERTILIZER TYPE B CWT | 630.0120 SEEDING MIXTURE NO. 20 LB | 630.0170 SEEDING MIXTURE NO. 70 LB | 630.0200 SEEDING TEMPORARY LB | 630.0400 SEEDING NURSE CROP LB | 630.0500 SEED WATER MGAL | 631.0300 SOD WATER MGAL | 631.1000 SOD LAWN SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 181+35 | - | 183+07 | STH 24 SB | 200 | 200 | 0.09 | -- | 0.72 | -- | 3.60 | 4.47 | -- | -- | MGS GUARDRAIL TERMINAL EAT |
| | 184+82 | - | 186+75 | STH 24 & 87TH ST | 76 | 76 | 0.03 | 3.43 | -- | -- | -- | 1.71 | -- | -- | MGS GUARDRAIL TERMINAL EAT |
| | 202+65 | - | 204+37 | STH 24 NB | 76 | 76 | 0.03 | 3.43 | -- | -- | -- | 1.71 | -- | -- | MGS GUARDRAIL TERMINAL EAT |
| | 207+33 | - | 209+03 | STH 24 SB | 67 | 67 | 0.03 | 3.03 | -- | -- | -- | 1.51 | -- | -- | MGS GUARDRAIL TERMINAL EAT |
| | 216+30 | - | 217+97 | STH 24 NB | 60 | 60 | 0.03 | 2.69 | -- | -- | -- | 1.34 | -- | -- | MGS GUARDRAIL TERMINAL EAT |
| | 222+54 | - | 224+26 | STH 24 SB | 97 | 97 | 0.04 | 4.36 | -- | -- | -- | 2.17 | -- | -- | MGS GUARDRAIL TERMINAL EAT |
| | 228+18 | - | 229+89 | STH 24 NB | 97 | 97 | 0.04 | 4.36 | -- | -- | -- | 2.17 | -- | -- | MGS GUARDRAIL TERMINAL EAT |
| | 235+22 | - | 236+95 | STH 24 SB | 73 | 73 | 0.03 | 3.29 | -- | -- | -- | 1.64 | -- | -- | MGS GUARDRAIL TERMINAL EAT |
| | | | | UNDISTRIBUTED | 186 | 186 | 0.08 | 6.14 | 0.18 | 35 | 0.90 | 4.18 | -- | -- | |
| | | | | SUBTOTAL CATEGORY 1000 | 932 | 932 | 0.42 | 31 | 1 | 35 | 4 | 21 | -- | -- | |
| 1015 | 98+75 | - | 100+25 | STH 24 & LILAC LN | 44 | 28 | 0.02 | 1.24 | -- | -- | -- | 0.62 | 0.37 | 16 | CURB RAMPS |
| | 102+00 | - | 103+50 | STH 24 & SCHARLES AVE | 19 | 10 | 0.01 | 0.43 | -- | -- | -- | 0.21 | 0.22 | 10 | CURB RAMPS |
| | 114+68 | - | 114+73 | STH 24 | 7 | -- | -- | -- | -- | -- | -- | -- | 0.15 | 7 | BUS STOP |
| | 128+00 | - | 131+00 | STH 24 & GRANGE AVE | 87 | 47 | 0.04 | 2.13 | -- | -- | -- | 1.06 | 0.88 | 39 | CURB RAMPS |
| | 151+00 | - | 152+25 | STH 24 & KELLY PL | 57 | 25 | 0.03 | 1.14 | -- | -- | -- | 0.57 | 0.72 | 32 | CURB RAMPS |
| | 174+75 | - | 175+75 | STH 24 & WOODLAWN PL | 19 | 6 | 0.01 | 0.27 | -- | -- | -- | 0.13 | 0.30 | 13 | CURB RAMPS |
| | 184+82 | - | 186+75 | STH 24 & 87TH ST | 31 | 18 | 0.01 | 0.81 | -- | -- | -- | 0.40 | 0.30 | -- | CURB RAMPS |
| | 196+00 | - | 199+50 | STH 24 & 84TH ST | 213 | 40 | 0.10 | 1.81 | -- | -- | -- | 0.90 | 3.87 | 173 | CURB RAMPS |
| | 208+00 | - | 210+00 | STH 24 NB ON RAMP FROM LAYTON AVE | 22 | 22 | 0.01 | 0.97 | -- | -- | -- | 0.48 | -- | -- | CURB RAMPS |
| | 229+50 | - | 230+25 | STH 24 NB OFF RAMP FROM CTH U | 15 | 5 | 0.01 | 0.24 | -- | -- | -- | 0.12 | .22 | 10 | CURB RAMPS |
| | 230+50 | - | 231+75 | STH 24 NB ON RAMP FROM CTH U | 60 | 11 | 0.03 | 0.49 | -- | -- | -- | 0.24 | 1.10 | 49 | CURB RAMPS |
| | 232+00 | - | 235+25 | STH 24 & CTH U/76TH ST | 144 | 32 | 0.06 | 1.44 | -- | -- | -- | 0.72 | 2.51 | 112 | CURB RAMPS |
| | 240+00 | - | 242+00 | STH 24 & GREEN RIDGE CIR | 131 | 88 | 0.06 | 3.95 | -- | -- | -- | 1.97 | 0.97 | 43 | CURB RAMPS |
| | 244+50 | - | 245+75 | STH 24 & CITY OF GREENFIELD ENTRANCE | 30 | 10 | 0.01 | 0.44 | -- | -- | -- | 0.22 | 0.45 | 20 | CURB RAMPS |
| | 244+50 | - | 248+50 | STH 24 & COLD SPRING RD | 183 | 39 | 0.08 | 1.74 | -- | -- | -- | 0.87 | 3.23 | 144 | CURB RAMPS |
| | 248+75 | - | 249+25 | STH 24 NB - N OF COLD SPRING RD | 8 | 2 | 0.00 | 0.10 | -- | -- | -- | 0.05 | 0.14 | 6 | CURB RAMPS |
| | 255+50 | - | 257+25 | STH 24 & PLAINFIELD AVE | 44 | 15 | 0.02 | 0.67 | -- | -- | -- | 0.33 | 0.64 | 29 | CURB RAMPS |
| | 267+00 | - | 271+50 | STH 24 & 68TH ST | 142 | 30 | 0.06 | 1.35 | -- | -- | -- | 0.67 | 2.51 | 112 | CURB RAMPS |
| | 276+75 | - | 277+50 | STH 24 - N OF 68TH ST | 27 | 4 | 0.01 | 0.19 | -- | -- | -- | 0.09 | 0.51 | 23 | CURB RAMPS |
| | 281+75 | - | 283+25 | STH 24 & 65TH ST | 39 | 17 | 0.02 | 0.76 | -- | -- | -- | 0.38 | 0.49 | 22 | CURB RAMPS |
| | 285+75 | - | 289+50 | STH 24 & HOWARD AVE | 126 | 40 | 0.06 | 1.78 | -- | -- | -- | 0.88 | 1.94 | 86 | CURB RAMPS |
| | 291+50 | - | 293+00 | STH 24 & 63RD ST | 83 | 22 | 0.04 | 1.00 | -- | -- | -- | 0.50 | 1.36 | 61 | CURB RAMPS |
| | 301+00 | - | 303+50 | STH 24 & 61ST ST | 82 | 14 | 0.04 | 0.63 | -- | -- | -- | 0.31 | 1.53 | 68 | CURB RAMPS |
| | 303+00 | - | 306+50 | STH 24 & 60TH ST | 129 | 44 | 0.06 | 1.97 | -- | -- | -- | 0.98 | 1.91 | 85 | CURB RAMPS |
| | 307+75 | - | 310+50 | STH 24 & 58TH ST | 112 | 18 | 0.05 | 0.81 | -- | -- | -- | 0.40 | 2.12 | 94 | CURB RAMPS |
| | 315+25 | - | 317+25 | STH 24 & 56TH ST | 73 | 19 | 0.03 | 0.85 | -- | -- | -- | 0.42 | 1.21 | 54 | CURB RAMPS |
| | 321+75 | - | 323+25 | STH 24 & 54TH ST | 48 | 14 | 0.02 | 0.63 | -- | -- | -- | 0.31 | 0.77 | 34 | CURB RAMPS |
| | 327+25 | - | 331+00 | STH 24 & MORGAN AVE | 156 | 35 | 0.07 | 1.58 | -- | -- | -- | 0.79 | 2.72 | 121 | CURB RAMPS |
| | 333+50 | - | 336+00 | STH 24 & 52ND ST/UTAH AVE | 74 | 22 | 0.03 | 1.00 | -- | -- | -- | 0.50 | 1.15 | 52 | CURB RAMPS |
| | 338+75 | - | 340+75 | STH 24 & 51ST ST/50TH PL | 107 | 40 | 0.05 | 1.80 | -- | -- | -- | 0.90 | 1.51 | 67 | CURB RAMPS |
| | 341+25 | - | 342+75 | STH 24 & CRANDON PL | 38 | 13 | 0.02 | 0.58 | -- | -- | -- | 0.29 | 0.57 | 25 | CURB RAMPS |
| | 347+50 | - | 349+50 | STH 24 & 49TH ST/SCHAUER AVE | 109 | 30 | 0.05 | 1.37 | -- | -- | -- | 0.68 | 1.75 | 78 | CURB RAMPS |
| | 351+50 | - | 353+50 | STH 24 & 48TH ST/DURAND AVE | 109 | 36 | 0.05 | 1.61 | -- | -- | -- | 0.80 | 1.64 | 73 | CURB RAMPS |
| | 356+25 | - | 358+00 | STH 24 & 47TH ST/ELMWOOD AVE | 93 | 30 | 0.04 | 1.35 | -- | -- | -- | 0.67 | 1.41 | 63 | CURB RAMPS |
| | 358+50 | - | 360+25 | STH 24 & EUCLID AVE | 58 | 4 | 0.03 | 0.17 | -- | -- | -- | 0.09 | 1.20 | 54 | CURB RAMPS |
| | 361+00 | - | 362+50 | STH 24 & 46TH ST | 58 | 8 | 0.03 | 0.34 | -- | -- | -- | 0.17 | 1.13 | 51 | CURB RAMPS |
| | 365+25 | - | 366+74 | STH 24 & 45TH ST | 43 | 5 | 0.02 | 0.23 | -- | -- | -- | 0.12 | 0.86 | 38 | CURB RAMPS |
| | | | | UNDISTRIBUTED | 705 | 210 | 0.32 | 9 | -- | -- | -- | 5 | 11 | 491 | |
| | | | | SUBTOTAL CATEGORY 1015 | 3,525 | 1,051 | 1.58 | 47 | -- | -- | -- | 24 | 55 | 2,457 | |
| | | | | TOTAL | 4,457 | 1,983 | 2 | 78 | 1 | 35 | 4 | 44 | 55 | 2,457 | |

PERMANENT PAVEMENT MARKING 1

| CATEGORY | STATION | TO | STATION | LOCATION | 646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (12.5 FT LINE) LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) LF | (WHITE) LF | (DASHED WHITE) (12.5 FT LINE) LF | (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) LF | 646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) LF | (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) LF | 646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF | (WHITE) LF | 646.7220 MARKING CHEVRON EPOXY 24-INCH (WHITE) LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 95+34 | - | 129+50 | STH 24 (START TO GRANGE AVE) | 1,600 | -- | 5,925 | 1,600 | 54 | 729 | 15 | -- | 64 | -- |
| | | | | GRANGE AVE | -- | 693 | 729 | -- | -- | 92 | 48 | -- | -- | -- |
| | 129+50 | - | 163+50 | STH 24 (GRANGE AVE TO 92ND ST/ROOT RIVER PKWY) | 1,628 | 126 | 4,970 | 1,633 | 144 | 760 | 93 | -- | 42 | -- |
| | | | | 92ND ST/ROOT RIVER PKWY | -- | 408 | 432 | -- | -- | 147 | -- | -- | -- | -- |
| | 163+50 | - | 198+00 | STH 24 (92ND ST/ROOT RIVER PKWY TO 84TH ST) | 1,638 | -- | 5,550 | 1,638 | 84 | 1,220 | 72 | -- | 91 | -- |
| | | | | 84TH ST | 125 | -- | -- | 125 | -- | 633 | 48 | -- | 70 | -- |
| | 198+00 | - | 246+50 | STH 24 (84TH ST TO COLD SPRING RD) | 2,424 | 2,738 | 10,188 | 2,400 | 33 | 4,999 | 444 | -- | 109 | 439 |
| | | | | CTH U/76TH ST | 175 | 108 | -- | 175 | -- | 20 | -- | -- | -- | -- |
| | | | | COLD SPRING RD | 50 | 688 | -- | 50 | -- | 390 | -- | -- | -- | -- |
| | 246+50 | - | 269+00 | STH 24 (COLD SPRING RD TO 68TH ST) | 1,024 | -- | 6,740 | 1,006 | 129 | 595 | -- | -- | 63 | -- |
| | | | | 68TH ST | -- | 474 | -- | -- | -- | 211 | -- | 23 | -- | -- |
| | 269+00 | - | 287+50 | STH 24 (68TH ST TO HOWARD AVE) | 848 | -- | 5,609 | 850 | 108 | 741 | -- | -- | 93 | -- |
| | | | | HOWARD AVE | 88 | -- | 354 | 88 | -- | 354 | 18 | -- | -- | -- |
| | 287+50 | - | 304+50 | STH 24 (HOWARD AVE TO 60TH ST) | 725 | -- | 4,953 | 725 | 81 | 618 | -- | -- | 67 | -- |
| | | | | 60TH ST | -- | -- | 675 | -- | 24 | 674 | 45 | -- | 28 | -- |
| | 304+50 | - | 329+00 | STH 24 (60TH ST TO MORGAN AVE) | 1,075 | -- | 7,088 | 1,075 | 144 | 836 | -- | -- | 123 | -- |
| | | | | MORGAN AVE | -- | -- | 863 | -- | 60 | 347 | -- | -- | -- | -- |
| | 329+00 | - | 366+74 | STH 24 (60TH ST TO END) | 1,777 | -- | 10,034 | 1,788 | 384 | 590 | -- | -- | 58 | -- |
| | | | | SUBTOTAL CATEGORY 1000 | 13,177 | 5,235 | 64,110 | 13,153 | 1,245 | 13,956 | 783 | 23 | 808 | 439 |
| | | | | TOTAL CATEGORY 1000 | 13,177 | | | 83,743 | | | 14,739 | | 831 | 439 |
| 1015 | 95+34 | - | 129+50 | STH 24 (START TO GRANGE AVE) | -- | -- | 5,920 | -- | -- | -- | -- | -- | -- | -- |
| | 129+50 | - | 163+50 | STH 24 (GRANGE AVE TO 92ND ST/ROOT RIVER PKWY) | -- | -- | 4,959 | -- | -- | -- | -- | -- | -- | -- |
| | 163+50 | - | 198+00 | STH 24 (92ND ST/ROOT RIVER PKWY TO 84TH ST) | -- | -- | 5,554 | -- | -- | -- | -- | -- | -- | -- |
| | 241+75 | - | 246+50 | STH 24 (84TH ST TO COLD SPRING RD) | -- | -- | 298 | -- | -- | -- | -- | -- | -- | -- |
| | | | | SUBTOTAL CATEGORY 1015 | -- | -- | 16,731 | -- | -- | -- | -- | -- | -- | -- |
| | | | | TOTAL CATEGORY 1015 | -- | | | 16,731 | | | -- | | -- | -- |
| | | | | TOTAL | 13,177 | | | 100,474 | | | 14,739 | | 831 | 439 |

3

PERMANENT PAVEMENT MARKING 2

| | | | | | 646.5020 | | | | 646.5120 | 646.5220 | 646.6120 | 646.7420 | 646.7520 | 646.8120 | 646.8220 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MARKING ARROW EPOXY | | | | MARKING WORD EPOXY | MARKING SYMBOL EPOXY | MARKING STOP LINE EPOXY 18-INCH | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH | MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH | MARKING CURB EPOXY | MARKING ISLAND NOSE EPOXY |
| CATEGORY | STATION | TO | STATION | LOCATION | TYPE 2 EACH | TYPE 3 EACH | TYPE 4 EACH | TYPE 6 EACH | EACH | EACH | LF | LF | LF | LF | EACH |
| 1000 | 95+34 | - | 129+50 | STH 24 (START TO GRANGE AVE) | 4 | -- | -- | -- | 2 | -- | 121 | -- | 164 | 600 | 6 |
| | | | | GRANGE AVE | 2 | -- | -- | -- | -- | -- | 61 | -- | 52 | -- | -- |
| | 129+50 | - | 163+50 | STH 24 (GRANGE AVE TO 92ND ST/ROOT RIVER PKWY) | 9 | -- | -- | -- | 3 | -- | 224 | 431 | 108 | 541 | 10 |
| | | | | 92ND ST/ROOT RIVER PKWY | 2 | 1 | -- | -- | 1 | -- | 46 | 221 | -- | -- | -- |
| | 163+50 | - | 198+00 | STH 24 (92ND ST/ROOT RIVER PKWY TO 84TH ST) | 7 | -- | -- | -- | 4 | -- | 154 | 613 | -- | 413 | 5 |
| | | | | 84TH ST | 6 | -- | -- | -- | 3 | -- | 101 | 393 | -- | 46 | 2 |
| | 198+00 | - | 246+50 | STH 24 (84TH ST TO COLD SPRING RD) | 8 | 1 | 4 | 3 | 4 | 1 | 292 | 929 | -- | 132 | 3 |
| | | | | CTH U/76TH ST | -- | -- | -- | -- | -- | -- | 112 | 297 | -- | -- | -- |
| | | | | COLD SPRING RD | 4 | -- | -- | -- | 2 | -- | 119 | 385 | -- | -- | -- |
| | 246+50 | - | 269+00 | STH 24 (COLD SPRING RD TO 68TH ST) | 4 | -- | -- | -- | 2 | -- | 174 | 754 | -- | 232 | 6 |
| | | | | 68TH ST | 3 | -- | -- | -- | 2 | -- | 75 | 356 | -- | 66 | 3 |
| | 269+00 | - | 287+50 | STH 24 (68TH ST TO HOWARD AVE) | 4 | -- | -- | -- | 2 | -- | 176 | 574 | -- | 260 | 4 |
| | | | | HOWARD AVE | 3 | -- | -- | -- | 1 | -- | 139 | 508 | -- | 20 | 2 |
| | 287+50 | - | 304+50 | STH 24 (HOWARD AVE TO 60TH ST) | 3 | -- | -- | -- | 2 | -- | 182 | 971 | -- | 347 | 6 |
| | | | | 60TH ST | 5 | -- | -- | -- | 3 | -- | 111 | 396 | -- | 123 | 2 |
| | 304+50 | - | 329+00 | STH 24 (60TH ST TO MORGAN AVE) | 4 | -- | -- | -- | 2 | -- | 195 | 1,171 | -- | 391 | 8 |
| | | | | MORGAN AVE | 4 | -- | -- | -- | 2 | -- | 109 | 396 | -- | 70 | 2 |
| | 329+00 | - | 366+74 | STH 24 (60TH ST TO END) | 3 | -- | -- | -- | 1 | -- | 374 | 3,117 | -- | 1,070 | 17 |
| | | | | SUBTOTAL | 75 | 2 | 4 | 3 | 36 | 1 | 2,765 | 11,512 | 324 | 4,311 | 76 |
| | | | | TOTAL | | 84 | | | 36 | 1 | 2,765 | 11,512 | 324 | 4,311 | 76 |

## TEMPORARY PAVEMENT MARKINGS

| CATEGORY | STAGE | LOCATION | 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF | 643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF | 643.3265 TEMPORARY MARKING LINE PAINT 10-INCH LF | 643.3280 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH LF | 643.3305 TEMPORARY MARKING CROSSWALK PAINT 6-INCH LF | 643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF | 643.3505 TEMPORARY MARKING ARROW PAINT EACH | 643.3550 TEMPORARY MARKING ARROW REMOVABLE TAPE EACH | 643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF | 643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF | 643.3970 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 1 | STH 24 | 40,084 | 6,951 | 7,161 | 1,344 | 6,608 | 126 | 45 | 2 | 684 | 543 | 119 |
| | 2 | STH 24 | 49,431 | 7,085 | 15,983 | 700 | 8,642 | -- | 92 | 2 | 2,106 | 1,138 | 315 |
| | | TOTAL | 89,515 | 14,036 | 23,144 | 2,044 | 15,250 | 126 | 137 | 4 | 2,790 | 1,681 | 434 |

## PAVEMENT MARKING REMOVALS

| CATEGORY | STAGE | LOCATION | 646.9000 MARKING REMOVAL LINE 4-INCH LF | 646.9002 MARKING REMOVAL LINE 6-INCH LF | 646.9100 MARKING REMOVAL LINE 8-INCH LF | 646.9200 MARKING REMOVAL LINE WIDE LF | 646.9300 MARKING REMOVAL SPECIAL MARKING EACH |
|---|---|---|---|---|---|---|---|
| 1000 | 1 | STH 24 (PROJECT START) | 24 | -- | -- | -- | -- |
| | | STH 24 & LILAC LN TO SCHARLES AVE | -- | -- | 109 | 93 | -- |
| | | STH 24 & GRANGE AVE | 127 | -- | 410 | 42 | -- |
| | | STH 24 & ROOT RIVER PKWY TO 92ND ST | 90 | -- | 338 | -- | -- |
| | | STH 24 & 87TH ST TO 84TH ST | 197 | 259 | 1,126 | 104 | -- |
| | | STH 24 & LAYTON AVE | 37 | -- | 139 | 8 | -- |
| | | STH 24 & CTH U/76TH ST TO COLD SPRING RD | 136 | 305 | 1,165 | 218 | 1 |
| | | STH 24 & PLAINFIELD AVE TO 68TH ST | 87 | 209 | 346 | 101 | 2 |
| | | STH 24 & 65TH ST TO 63RD ST | 124 | 406 | 641 | 166 | 2 |
| | | STH 24 & 61ST ST TO 56TH ST | 465 | 1,269 | 342 | 233 | 8 |
| | | STH 24 & 54TH ST TO CRANDON PL | 383 | 976 | 588 | 235 | 2 |
| | | STH 24 & 49TH ST TO 45TH ST | -- | 1,947 | 67 | 135 | -- |
| | | STAGE 1 TOTAL | 1,670 | 5,371 | 5,271 | 1,335 | 15 |
| | 2 | STH 24 (PROJECT START) | 187 | -- | -- | -- | -- |
| | | STH 24 & GRANGE AVE | -- | -- | 176 | 23 | 1 |
| | | STH 24 & 84TH ST | -- | -- | 551 | 133 | 9 |
| | | STH 24 & I-894 | 200 | -- | -- | 14 | -- |
| | | STH 24 & COLD SPRING RD | -- | 320 | 357 | 76 | 5 |
| | | STH 24 & 68TH ST | -- | -- | 211 | 64 | 2 |
| | | STH 24 & HOWARD AVE | -- | 95 | 230 | 46 | 4 |
| | | STH 24 & 60TH ST | -- | 138 | 167 | 70 | 6 |
| | | STH 24 & MORGAN AVE | -- | 230 | 345 | 85 | 8 |
| | | STAGE 2 TOTAL | 387 | 783 | 2,037 | 511 | 35 |
| | | TOTAL | 2,057 | 6,154 | 7,308 | 1,846 | 50 |

## PEDESTRIAN ACCOMODATIONS

| CATEGORY | STAGE | LOCATION | DAYS | 644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF | 644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF | 644.1601 TEMPORARY PEDESTRIAN CURB RAMP EACH | 644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY | 644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF | 644.1810 TEMPORARY PEDESTRIAN BARRICADE LF |
|---|---|---|---|---|---|---|---|---|---|
| 1000 | 1 | PROJECT START TO GRANGE AVE (SEGMENT 1) | 10 | 409 | -- | 5 | 50 | 40 | 725 |
| | | GRANGE AVE TO 84TH ST (SEGEMENT 2) | 20 | 890 | 10 | 5 | 100 | 82 | 733 |
| | | 84TH ST TO COLD SPRING RD (SEGMENT 3) | 20 | 835 | -- | 6 | 120 | 137 | 1,527 |
| | | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) | 15 | 457 | -- | 17 | 255 | 239 | 2,413 |
| | | HOWARD AVE TO MORGAN AVE (SEGMENT 5) | 15 | 1,612 | -- | 28 | 420 | 685 | 5,571 |
| | | MORGAN AVE TO PROJECT END (SEGMENT 6) | 15 | 1,076 | 229 | 38 | 570 | 831 | 5,820 |
| | | STAGE 1 TOTAL | | 5,279 | 239 | 99 | 1,515 | 2,014 | 16,789 |
| | 2 | PROJECT START TO GRANGE AVE (SEGMENT 1) | 10 | 91 | -- | 2 | 20 | 21 | 212 |
| | | GRANGE AVE TO 84TH ST (SEGEMENT 2) | 15 | 114 | 9 | 6 | 90 | 65 | 524 |
| | | 84TH ST TO COLD SPRING RD (SEGMENT 3) | 10 | 91 | -- | 2 | 20 | 24 | 249 |
| | | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) | 10 | -- | -- | 2 | 20 | 84 | 310 |
| | | HOWARD AVE TO MORGAN AVE (SEGMENT 5) | 10 | 177 | -- | 4 | 40 | 162 | 894 |
| | | MORGAN AVE TO PROJECT END (SEGMENT 6) | 10 | 144 | -- | 4 | 40 | 228 | 1,378 |
| | | STAGE 2 TOTAL | | 617 | 9 | 20 | 230 | 584 | 3,567 |
| | | TOTAL | | 5,896 | 248 | 119 | 1,745 | 2,598 | 20,356 |

3

TRAFFIC CONTROL

| CATEGORY | STAGE | LOCATION | DAY | 643.0300 TRAFFIC CONTROL DRUMS EACH | 643.0300 TRAFFIC CONTROL DRUMS DAY | 643.0410 CONTROL BARRICADES TYPE II EACH | 643.0410 CONTROL BARRICADES TYPE II DAY | 643.0420 CONTROL BARRICADES TYPE III EACH | 643.0420 CONTROL BARRICADES TYPE III DAY | 643.0705 CONTROL WARNING LIGHTS TYPE A EACH | 643.0705 CONTROL WARNING LIGHTS TYPE A DAY | 643.0715 CONTROL WARNING LIGHTS TYPE C EACH | 643.0715 CONTROL WARNING LIGHTS TYPE C DAY | 643.0800 TRAFFIC CONTROL ARROW BOARDS EACH | 643.0800 TRAFFIC CONTROL ARROW BOARDS DAY | 643.0900 TRAFFIC CONTROL SIGNS EACH | 643.0900 TRAFFIC CONTROL SIGNS DAY | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NO. OF CYCLES | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH | 643.1050 TRAFFIC CONTROL SIGNS PCMS EACH | 643.1050 TRAFFIC CONTROL SIGNS PCMS DAY | 643.1070 TRAFFIC CONTROL CONES 42-INCH EACH | 643.1070 TRAFFIC CONTROL CONES 42-INCH DAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 1 | PROJECT START TO GRANGE AVE (SEGMENT 1) | 10 | 283 | 2,830 | 1 | 10 | 60 | 600 | 120 | 1,200 | 19 | 190 | 2 | 20 | 70 | 700 | -- | -- | -- | -- | 184 | 1,840 |
| | | GRANGE AVE TO 84TH ST (SEGEMENT 2) | 20 | 377 | 7,540 | 9 | 180 | 92 | 1,840 | 184 | 3,680 | 20 | 400 | 2 | 40 | 137 | 2,740 | -- | -- | -- | -- | 408 | 8,160 |
| | | 84TH ST TO COLD SPRING RD (SEGMENT 3) | 20 | 300 | 6,000 | -- | -- | 38 | 760 | 76 | 1,520 | 82 | 1,640 | 2 | 40 | 69 | 1,380 | 1 | 3 | -- | -- | 295 | 5,900 |
| | | STH 24 NB OFF RAMP TO LAYTON AVE CLOSURE | 2 | 18 | 36 | -- | -- | 4 | 8 | 8 | 16 | -- | -- | -- | -- | 10 | 20 | 2 | 4 | -- | -- | -- | -- |
| | | STH 24 NB ON RAMP FROM LAYTON AVE CLOSURE | 2 | 24 | 48 | -- | -- | 6 | 12 | 12 | 24 | 4 | 8 | -- | -- | 27 | 54 | -- | -- | -- | -- | -- | -- |
| | | STH 24 SB ON RAMP FROM I-894 CLOSURE | 2 | 15 | 30 | -- | -- | 1 | 2 | 2 | 4 | 5 | 10 | 1 | 2 | 5 | 10 | -- | -- | -- | -- | -- | -- |
| | | STH 24 NB OFF RAMP TO CTH U/76TH ST CLOSURE | 2 | 18 | 36 | -- | -- | 4 | 8 | 8 | 16 | -- | -- | -- | -- | 10 | 20 | 2 | 4 | -- | -- | -- | -- |
| | | STH 24 NB ON RAMP FROM CTH U/76TH ST CLOSURE | 2 | 29 | 58 | -- | -- | 5 | 10 | 10 | 20 | 14 | 28 | 1 | 2 | 32 | 64 | -- | -- | -- | -- | -- | -- |
| | | STH 24 SB OFF RAMP TO CTH U/76TH ST CLOSURE | 2 | 18 | 36 | -- | -- | 4 | 8 | 8 | 16 | -- | -- | -- | -- | 10 | 20 | 2 | 4 | -- | -- | -- | -- |
| | | LAYTON AVE - STAGE 1A | 5 | 74 | 370 | 3 | 15 | 5 | 25 | 10 | 50 | 8 | 40 | 1 | 5 | 24 | 120 | -- | -- | -- | -- | -- | -- |
| | | LAYTON AVE - STAGE 1B | 5 | 55 | 275 | 3 | 15 | 4 | 20 | 8 | 40 | 8 | 40 | 1 | 5 | 24 | 120 | -- | -- | -- | -- | -- | -- |
| | | CTH U/76TH ST - STAGE 1A | 5 | 90 | 450 | 3 | 15 | 10 | 50 | 20 | 100 | 10 | 50 | 1 | 5 | 29 | 145 | -- | -- | -- | -- | -- | -- |
| | | CTH U/76TH ST - STAGE 1B | 5 | 78 | 390 | 2 | 10 | 7 | 35 | 14 | 70 | 10 | 50 | 1 | 5 | 21 | 105 | -- | -- | -- | -- | -- | -- |
| | | CTH U/76TH ST - STAGE 1C | 5 | 79 | 395 | 2 | 10 | 7 | 35 | 14 | 70 | 10 | 50 | 1 | 5 | 20 | 100 | -- | -- | -- | -- | -- | -- |
| | | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) | 15 | 306 | 4,590 | 3 | 45 | 74 | 1,110 | 148 | 2,220 | 20 | 300 | 2 | 30 | 99 | 1,485 | -- | -- | -- | -- | 172 | 2,580 |
| | | HOWARD AVE TO MORGAN AVE (SEGMENT 5) | 15 | 395 | 5,925 | 14 | 210 | 90 | 1,350 | 180 | 2,700 | 20 | 300 | 2 | 30 | 167 | 2,505 | -- | -- | -- | -- | 178 | 2,670 |
| | | PEDESTRIAN DETOUR - 60TH ST | 5 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 13 | 65 | -- | -- | -- | -- | -- | -- |
| | | MORGAN AVE TO PROJECT END (SEGMENT 6) | 15 | 441 | 6,615 | 22 | 330 | 91 | 1,365 | 182 | 2,730 | 20 | 300 | 2 | 30 | 213 | 3,195 | -- | -- | -- | -- | 164 | 2,460 |
| | | PEDESTRIAN DETOUR - 45TH ST | 5 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 5 | 25 | -- | -- | -- | -- | -- | -- |
| | | STAGE 1 TOTAL | | | 35,624 | | 840 | | 7,238 | | 14,476 | | 3,406 | | 219 | | 12,873 | | 15 | | -- | | 23,610 |
| 2 | | PROJECT START TO GRANGE AVE (SEGMENT 1) | 10 | 405 | 4,050 | 4 | 40 | 33 | 330 | 66 | 660 | 30 | 300 | 2 | 20 | 69 | 690 | -- | -- | -- | -- | -- | -- |
| | | GRANGE AVE TO 84TH ST (SEGEMENT 2) | 15 | 782 | 11,730 | 3 | 45 | 51 | 765 | 102 | 1,530 | 40 | 600 | 2 | 30 | 121 | 1,815 | 1 | 1 | -- | -- | -- | -- |
| | | 84TH ST TO COLD SPRING RD (SEGMENT 3) | 10 | 502 | 5,020 | 2 | 20 | 38 | 380 | 76 | 760 | 44 | 440 | 2 | 20 | 76 | 760 | -- | -- | -- | -- | -- | -- |
| | | CTH U/76TH ST | 10 | 88 | 880 | 2 | 20 | 7 | 70 | 14 | 140 | 19 | 190 | 1 | 10 | 26 | 260 | -- | -- | -- | -- | -- | -- |
| | | COLD SPRING RD TO HOWARD AVE (SEGMENT 4) | 10 | 435 | 4,350 | 2 | 20 | 36 | 360 | 72 | 720 | 31 | 310 | 2 | 20 | 73 | 730 | -- | -- | -- | -- | -- | -- |
| | | HOWARD AVE TO MORGAN AVE (SEGMENT 5) | 10 | 508 | 5,080 | 14 | 140 | 42 | 420 | 84 | 840 | 45 | 450 | 2 | 20 | 108 | 1,080 | -- | -- | -- | -- | -- | -- |
| | | MORGAN AVE TO PROJECT END (SEGMENT 6) | 10 | 523 | 5,230 | 8 | 80 | 52 | 520 | 104 | 1,040 | 44 | 440 | 1 | 10 | 112 | 1,120 | -- | -- | -- | -- | -- | -- |
| | | STAGE 2 TOTAL | | | 36,340 | | 365 | | 2,845 | | 5,690 | | 2,730 | | 130 | | 6,455 | | 1 | | -- | | -- |
| | | UNDISTRIBUTED (SIDE ROAD CLOSURES) | | | -- | | -- | | 250 | | 500 | | -- | | -- | | 100 | | -- | | 50 | | -- |
| | | UNDISTRIBUTED | | | 17,991 | | 301 | | 2,521 | | 5,042 | | 1,534 | | 87 | | 4,832 | | 4 | | -- | | 5,903 |
| | | TOTAL | | | 89,955 | | 1,506 | | 12,854 | | 25,708 | | 7,670 | | 436 | | 24,260 | | 20 | | 50 | | 29,513 |

TYPE I & II PERMANENT SIGNING 2120-18-70

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | W11-2 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 2 | W11-2 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 3 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 4 | W16-7I(2S) | | 24 X 12 | | | 2.000 | | | | | | 3 | | | | | | | | | | | |
| 5 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 5A | R6-3A | | | | | | 1 | | | | | 5 | | | | | | | | | | | |
| 6 | R4-7 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 7 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 7A | R6-3A | | | | | | 1 | | | | | 7 | | | | | | | | | | | |
| 8 | R2-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 8A | R7-1R | | | | | | 1 | | | | | 8 | MOUNT UNDER SIGN # 8 | | | | | | | | | | |
| 9 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 9A | W16-7I(2S) | | 24 X 12 | | | 2.000 | | | | | | 9 | | | | | | | | | | | |
| 10 | W11-2 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 10A | W16-7R | | | | | | 1 | | | | | 10 | | | | | | | | | | | |
| 11 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 11A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 11 | | | | | | | | | | | |
| 12 | R7-1L | | | | | | 1 | | 1 | | 1 | | | | | | | | | | | | |
| 13 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | | | 11 | BACK TO BACK | | | | | | | | | | |
| 13A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 13 | | | | | | | | | | | |
| 14 | W11-2 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 14A | W16-9P | | | | | | 1 | | | | | 14 | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 15 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 16 | R7-1D | | | | | | 1 | | 1 | | 1 | | | | | | | | | | | | |
| 17 | R4-7(2S) | | 24 X 30 | 5.000 | | | | | | 1 | | | | | | | | | | | | | |
| 18 | R4-7(2S) | | 24 X 30 | 5.000 | | | | | | 1 | | | | | | | | | | | | | |
| 19 | R2-1 | SPEED LIMIT 35 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 20 | R2-1 | SPEED LIMIT 35 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 21 | R4-7(2S) | | 24 X 30 | 5.000 | | | | | | 1 | | | | | | | | | | | | | |
| 22 | R4-7(2S) | | 24 X 30 | 5.000 | | | | | | 1 | | | | | | | | | | | | | |
| 23 | W3-3 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 24 | R2-1 | SPEED LIMIT 35 | | | | | 1 | | | 1 | | | MOVE FROM UTILITY POLE | | | | | | | | | | |
| 25 | M1-94S | 24- W. FOREST HOME AVE | 102 X 18 | 12.750 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 26 | M1-94S | 24- W. FOREST HOME AVE | 102 X 18 | 12.750 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 27 | R4-7(2M) | | 24 X 30 | 5.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 28 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 29 | R6-3 (2M) | | 30 X 24 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 30 | M1-94H | W. GRANGE AVE | 90 X 18 | 11.250 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |

SHEET: 1 OF 16

TYPE I & II PERMANENT SIGNING 2120-18-70

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31 | R6-2L(2M) | | 30 X 36 | 7.500 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 32 | R2-1 | SPEED LIMIT 40 | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 33 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 34 | R5-1(2M) | | 36 X 36 | 9.000 | | | | 1 | 1 | 1 | | | | | | | | | | | | | |
| 35 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 36 | R6-3(2M) | | 30 X 24 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 37 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 38 | M1-94H | W. GRANGE AVE | 90 X 18 | 11.250 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 39 | R6-2L(2M) | | 30 X 36 | 7.500 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 40 | W3-3 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 41 | S1-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 41A | S16-9P | | | | | | 1 | | | | | 41 | | | | | | | | | | | |
| 42 | S4-51 | SPEED LIMIT 15 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 43 | S1-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 43A | S16-7R | | | | | | 1 | | | | | 43 | | | | | | | | | | | |
| 44 | S1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 44A | S16-7L | | | | | | 1 | | | | | 44 | | | | | | | | | | | |
| 45 | R5-1(2M) | | 36 X 36 | 9.000 | | | | | | | | 44 | | | | | | | | | | | |
| 46 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 46A | R6-3 | | | | | | 1 | | | | | 46 | | | | | | | | | | | |
| 47 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 48 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 48A | R6-3 | | | | | | 1 | | | | | 48 | | | | | | | | | | | |
| 49 | S4-51 | SPEED LIMIT 15 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 50 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 50A | R6-3 | | | | | | 1 | | | | | 50 | | | | | | | | | | | |
| 51 | R4-7 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 52 | I2-3 | GREENFIELD POPULATION | | | | | 1 | | 2 | 2 | | | | | | | | | | | | | |
| 53 | NONE | TREE CITY | | | | | 1 | | | | | 52 | | | | | | | | | | | |
| 54 | R7-1D | | | | | | 1 | | 1 | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 55 | W11-15 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 55A | | | | | | | 1 | | | | | 55 | | | | | | | | | | | |
| 56 | W3-3 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 57 | D11-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 57A | MG6-4 | | | | | | 1 | | | | | 57 | | | | | | | | | | | |
| 58 | R7-1D | | | | | | 1 | | 1 | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 59 | S1-1 | | | | | | 1 | | | 1 | | | | | | | | | | | | | |
| 59A | S16-9P | | | | | | 1 | | | | | 59 | | | | | | | | | | | |
| 60 | J4-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 61 | R2-1 | SPEED LIMIT 40 | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 62 | R7-1D | | | | | | 1 | | 1 | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 63 | I55-56 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 64 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 65 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 65A | R6-3A | | | | | | 1 | | | | | 65 | | | | | | | | | | | |
| 66 | S1-1 | | | | | | 1 | | | 1 | | | | | | | | | | | | | |
| 66A | S16-9P | | | | | | 1 | | | | | 66 | | | | | | | | | | | |
| 67 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 68 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 69 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 70 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 70A | R6-3A | | | | | | 1 | | | | | 70 | | | | | | | | | | | |
| 71 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 72 | R6-2L | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 73 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 74 | R5-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 75 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 75A | R6-3A | | | | | | 1 | | | | | 75 | | | | | | | | | | | |
| 76 | R2-1 | SPEED LIMIT 40 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 77 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 78 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 79 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 80 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 81 | JV2-2 | | | | | | 1 | | | 2 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 82 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 83 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 84 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 85 | R1-1F | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 86 | R6-2L(2M) | | 30 X 36 | 7.500 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 87 | R6-3(2M) | | 30 X 24 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE ABOVE R1-1F | | | | | | | | | | |
| 88 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 89 | JH-1 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 90 | R6-2L(2M) | | 30 X 36 | 7.500 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |

SHEET: 3 0F 16

TYPE I & II PERMANENT SIGNING 2120-18-70

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 91 | W12-1D(2M) | | 24 X 24 | | | 4.000 | | | | 1 | | | 2 FOOT MOUNTING HEIGHT | | | | | | | | | | |
| 92 | R1-1F | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 93 | R6-2L(2M) | | 30 X 36 | 7.500 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 94 | R5-1 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 95 | R5-1 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 96 | R6-2L(2M) | | 30 X 36 | 7.500 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 97 | R6-2(2M) | | 30 X 24 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE ABOVE R1-1F | | | | | | | | | | |
| 98 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 99 | R4-7(2M) | | 24 X 30 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 100 | R2-1 | SPEED LIMIT 40 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 101 | S1-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 101A | S16-9P | | | | | | 1 | | | | | 101 | | | | | | | | | | | |
| 102 | R5-1 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 103 | NONE | EAST, LAYTON AVE (TILT ARROW RIGHT | | | | | | | | | | | CORTEN POSTS - REPLACE WITH W8 X 18 | 13 X 4.5 | 58.50 | | 1 | | 2 | 15 | 204 | 1.80 | 800 |
| 104 | NONE | EAST , 41, 43, 894 NEXT RIGHT | | | | | | | | | | | CORTEN POSTS - REPLACE WITH W8 X 18 | 13 X 6 | 78.00 | | 1 | | 2 | 15 | 204 | 2 | 800 |
| 105 | W12-1D | | | | | | 1 | | 1 | 1 | | | 2 FOOT MOUNTING HEIGHT | | | | | | | | | | |
| 106 | W11-2(2M) | | 36 X 36 | | | 9.000 | | | | 1 | | | | | | | | | | | | | |
| 106A | W16-7L(2M) | | 30 X 18 | | | 3.750 | | | | | | 106 | | | | | | | | | | | |
| 107 | R1-2 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 108 | R2-1 | SPEED LIMIT 40 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 109 | W3-3 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 110 | NONE | EAST 41, 43, 894 | | | | | | | | | | | CORTEN POSTS. REPLACE WITH W8 X 18 POSTS | 14 X 5 | 70.00 | | 1 | | 2 | 15 | 204 | 1.80 | 800 |
| 111 | E4-1A | 24 EAST<br>FOREST HOME AVE<br>TILT ARROW LEFT | | | | | | | | | | | CORTEN POSTS. REPLACE WITH W10x 22 POSTS | 17 X 5.5 | 93.50 | | 1 | | 2 | 17 | 302 | 2 | 1200 |
| 112 | NONE | EAST 41, 433, 894<br>TILT ARROW RIGHT | | | | | | | | | | | STEEL POSTS - REUSEAND MOUNT NEW SIGN WITH 4 -5 FEET FROM FACE OF CURB TO EDGE OF SIGN. EXISTING SIGN IS SMALLER AND HAS 6 FEET FROM FACE OF CURB TO SIGN | 14 X 5 | 70.00 | | 1 | 2 | | | | | |
| 113 | W3-3 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 114 | R2-1 | SPEED LIMIT 25 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 114A | NONE | ENGINE BRAKING | | | | | 1 | | | | | 114 | LOCAL PERMIT SIGN | | | | | | | | | | |
| 115 | E4-1A | 24 WEST<br>FOREST HOME AVE | | | | | | | | | | | CORTEN POSTS . REPLACE WITH W10 X 22 POSTS | 17 X 5.5 | 93.50 | | 1 | | 2 | 17 | 302 | 2.00 | 1200 |
| 116 | NONE | (TILT ARROW LEFT)<br>LAYTON AVE<br>(TITLT ARROW RIGHT) | | | | | | | | | | | CORTEN POSTS - REPLACE WITH W6 X 15 POSTS | 12 X 3 | 36.00 | | 1 | | 2 | 13 | 142 | 1.60 | 600 |
| 117 | J4-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 118 | NONE | 76TH STREET | | | | | | | | | | | CORTEN POSTS - REPLACE WITH W6 X 15 POSTS | 11 X 3 | 33.00 | | 1 | | 2 | 13 | 142 | 1.60 | 600 |
| 119 | W3-1 | (TILT ARROW RIGHT) | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 120 | R5-1A(2M) | | 42 X 30 | 8.750 | | | | | | 1 | | | | | | | | | | | | | |

SHEET: 4 OF 16

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | MISCELLANEOUS QUANTITIES – PERMANENT SIGNING | SHEET: 607 | E |
|---|---|---|---|---|---|

FILE NAME : N:\SPO\Operations\Signing\Miscellaneous Quantities\2120-18-70\030501_MQ.pptx PLOT DATE : 7/7/2024 PLOT BY : DOTTAH PLOT NAME : 030501_MQ.pdf PLOT SCALE : 1:1

TYPE I & II PERMANENT SIGNING 2120-18-70

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 121 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 121A | R5-1C | | | | | | 1 | | | | | 121 | | | | | | | | | | | |
| 122 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 122A | R5-1C | | | | | | 1 | | | | | 122 | | | | | | | | | | | |
| 123 | M1-94(2M) | S. 76TH ST | 78 X 21 | 11.375 | | | | | | 2 | | | | | | | | | | | | | |
| 124 | W11-2(2M) | | 36 X 36 | | | 9.000 | | | | 1 | | | | | | | | | | | | | |
| 124A | W16-7L(2M) | | 30 X 18 | | | 3.750 | | | | | | 124 | | | | | | | | | | | |
| 125 | M1-94(2M) | S. 76TH ST | 78 X 21 | 11.375 | | | | | | 2 | | | | | | | | | | | | | |
| 126 | R3-1(2M) | | 36 X 36 | 9.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 127 | R1-1(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 128 | R5-1(2M) | | 36 X 36 | 9.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 129 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 130 | R1-1(2M) | | 36 X 36 | 7.460 | | | | 1 | 1 | 1 | | | | | | | | | | | | | |
| 131 | R5-1(2M) | | 36 X 36 | 9.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 132 | R4-7(2M) | | 24 X 30 | 5.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 133 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 134 | J3-1(2M) | | 24 X 57 | 9.500 | | | | 1 | | | | | MOUNT UP HIGH ON SIGNAL POLE | | | | | | | | | | |
| | M3-4 | | 24 X 12 | | | | | | | | | | | | | | | | | | | | |
| | M1-6 | STH 24 | 24 X 24 | | | | | | | | | | | | | | | | | | | | |
| | M6-1 | | 21 X 21 | | | | | | | | | | | | | | | | | | | | |
| 135 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 136 | J3-1(2M) | | 24 X 57 | 9.500 | | | | 1 | 1 | 1 | | | | | | | | | | | | | |
| | M3-4 | | 24 X 12 | | | | | | | | | | | | | | | | | | | | |
| | M1-6 | STH 24 | 24 X 24 | | | | | | | | | | | | | | | | | | | | |
| | M6-1 | | 21 X 21 | | | | | | | | | | | | | | | | | | | | |
| 137 | R6-2L(2M) | | 30 X 36 | 7.500 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 138 | J2-1(2S) | | 24 X 57 | 9.500 | | | | 1 | | | | | MOUNT UP HIGH ON SIGNAL POLE | | | | | | | | | | |
| | M3-2 | | 24 X 12 | | | | | | | | | | | | | | | | | | | | |
| | M1-6 | STH 24 | 24 X 24 | | | | | | | | | | | | | | | | | | | | |
| | M5-1L | | 21 X 21 | | | | | | | | | | | | | | | | | | | | |
| 139 | R4-7(2M) | | 24 X 30 | 5.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 139A | R3-2(2M) | | 36 36 | 9.000 | | | | 1 | | | | 139 | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 140 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 141 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 141A | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 142 | R2-1 | SPEED LIMIT 35 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 143 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 143A | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 144 | R4-7 | | | | | | 1 | | | | | | LIGHT POLE | | | | | | | | | | |
| 145 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 145A | R6-3A | | | | | | 1 | | | | | 145 | | | | | | | | | | | |
| 146 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 147 | R4-7 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 148 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 148A | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 149 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 149A | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 150 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |

SHEET: 5 OF 16

TYPE I & II PERMANENT SIGNING 2120-18-70

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 150A | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 151 | NONE | 76TH STREET (TILT ARROW RIGHT) | | | | | | | | | | | STEE POSTS - REUSE | 11 X 3 | 33.00 | | 1 | 2 | | | | | |
| 152 | NONE | TO LAYTON AVE | | | | | | | | | | 151 | MOUNT UNDER SIGN # 151 | 11 X 2.5 | 27.50 | | 1 | | | | | | |
| 153 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 154 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 155 | R5-1(2M) | | 36 X 36 | 9.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 156 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 157 | M1-94S | 24 W. FOREST HOME AVE | 102 X 18 | 12.750 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 158 | R7-1L(2S) | | 18 X 24 | 3.000 | | | | 1 | 1 | | 1 | | | | | | | | | | | | |
| 159 | R4-7(2M) | | 24 X 30 | 5.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 160 | R1-1F(2M0 | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 161 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 162 | R5-1(2M) | | 36 X 36 | 9.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 163 | R3-17 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 163A | R3-17BP | | | | | | 1 | | | | | 163 | | | | | | | | | | | |
| 164 | M1-94S | 24 W FOREST HOME AVE | 102 X 18 | 12.750 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 165 | R1-1F(2M) | | | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 166 | R5-1(2M) | | 36 X 36 | 9.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 167 | R6-2I(2M) | | 30 X 36 | 7.500 | | | | 1 | 1 | 1 | | | | | | | | | | | | | |
| 168 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 169 | W12-1D(2M) | | 24 X 24 | | | 4.000 | | 1 | 1 | 1 | | | 2 FOOT MOUNTING HEIGHT | | | | | | | | | | |
| 170 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 170A | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 171 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 171A | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 172 | J4-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 173 | R1-1F(2M) | | 36 X 36 | | | 7.460 | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 174 | W12-1D(2M) | | 24 X 24 | | | 4.000 | | 1 | 1 | 1 | | | 2 FOOT MOUNTING HEIGHT | | | | | | | | | | |
| 175 | R5-1(2M) | | 36 X 36 | 9.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 176 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 177 | W3-3 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 178 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 179 | R3-20L(2M) | | 24 X 36 | 6.000 | | | | | | 1 | | | | | | | | | | | | | |
| 180 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |

SHEET: 6 OF 16

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 181 | R6-2L(2M) | | 30 X 36 | 7.500 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 182 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 182A | R6-3A | | | | | | 1 | | | | | 182 | | | | | | | | | | | |
| 183 | S1-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 183A | S16-9P | | | | | | 1 | | | | | 183 | | | | | | | | | | | |
| 184 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 185 | R6-2L | | | | | | 1 | 1 | | 1 | | | | | | | | | | | | | |
| 186 | W3-3 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 187 | S4-51 | SPEED LIMIT 15 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 188 | NONE | 76TH ST 1/2 MILE | | | | | | | | | | | REUSE STEEL POSTS | 12 X 5 | 60.00 | | 1 | 2 | | | | | |
| 189 | NONE | TO LAYTON AVE | | | | | | | | | | 188 | MOUNT UNDER SIGN # 188 | 12 X 2.5 | 30.00 | | 1 | | | | | | |
| 190 | R7-1D | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 191 | R2-1 | SPEED LIMIT 35 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 192 | S1-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 192A | S16-7L | | | | | | 1 | | | | | 192 | | | | | | | | | | | |
| 193 | R7-7L | | | | | | | 1 | | | | | | | | | | | | | | | |
| 194 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 195 | S1-1(2M) | | 36 X 36 | | | 6.750 | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 195A | S16-7R(2M) | | 30 X 18 | | | 3.750 | | 1 | | | | 195 | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 196 | R4-7 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 197 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 198 | R6-3(SM) | | 30 X 24 | 5.000 | | | | | | | | 199 | | | | | | | | | | | |
| 199 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 200 | R6-2L | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 201 | M1-94H | S. 68TH ST | 66 X 18 | 8.250 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 202 | W12-1D(2M) | | 24 X 24 | | | 4.000 | | 1 | 1 | 1 | | | 2 FOOT MOUNTING HEIGHT | | | | | | | | | | |
| 203 | R5-1 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 204 | R7-6R | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 205 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 206 | R6-392M) | | 30 X 24 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 207 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 208 | M1-94H | S. 68TH ST | 66 X 18 | 8.250 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 209 | R6-2L(2M) | | 30 X 36 | 7.500 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 210 | R5-1 | | 36 X 36 | 9.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 211 | R4-7(2M) | | 24 X 30 | 5.000 | | | | 1 | 1 | | 1 | | | | | | | | | | | | |
| 212 | R4-7(2M) | | 24 X 30 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 213 | R1-1F(2M) | | 36 X 36 | | 7.460 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 214 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 215 | R10-50L(2M) | | 30 X 36 | 7.500 | | | | 1 | | | | | MOUNT UP HIGH ON SIGNAL POLE | | | | | | | | | | |
| 216 | J4-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 217 | R1-1F | | | | | | 1 | | | | | | SIGNAL POLE | | | | | | | | | | |
| 218 | R5-1(2M) | | 36 X 36 | 9.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 219 | R2-1 | SPEED LIMIT 35 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 220 | R7-1R | | | | | | | 1 | | | | | | | | | | | | | | | |
| 221 | R7-7L | | | | | | | 1 | | | | | | | | | | | | | | | |
| 222 | S1-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 222A | S16-9P | | | | | | 1 | | | | | 222 | | | | | | | | | | | |
| 223 | R7-6L | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 224 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 224A | R6-3A | | | | | | 1 | | | | | 224 | | | | | | | | | | | |
| 225 | R4-7(2S) | | 24 X 30 | 5.000 | | | | | | 1 | | | | | | | | | | | | | |
| 226 | M1-94H | W HOWARD AVE | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 227 | R1-1F(2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 228 | R4-7(2S) | | 24 X 30 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 229 | R1-1F(2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 230 | R7-7L | | | | | | | 1 | | | | | | | | | | | | | | | |
| 231 | R5-1 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 232 | R1-1F(2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 233 | D11-1 | | | | | | 1 | | | | 1 | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 234 | R6-2L(2S) | | 24 X 30 | 5.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 235 | R5-1(2S) | | 30 X 30 | 6.250 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 236 | R6-3(2S) | | 30 X 24 | 7.500 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 237 | M1-94H | | | | | | 1 | | | | | | MOUNT ON LIGHT POLE | | | | | | | | | | |
| 238 | R1-1F(2S0 | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 239 | R5-1(2S) | | 30 X 30 | 6.250 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 240 | R1-1F92S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |

TYPE I & II PERMANENT SIGNING 2120-18-70

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W [IN.] x H [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W [FT.] x H [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 241 | R6-3(2S) | | 30 X 24 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 242 | R1-1F | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 242A | R1-1F | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 243 | M1-94S | 24 W. FOREST HOME AVE | 102 X 18 | 12.750 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 244 | R6-2L | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 245 | R4-7(2S) | | 24 X 30 | 5.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 246 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 246A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 246 | | | | | | | | | | | |
| 247 | R4-7 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 248 | R4-7(2S) | | 24 X 30 | 5.000 | | | | | | 1 | | | | | | | | | | | | | |
| 249 | R4-7(2S0 | | 24 X 30 | 5.000 | | | | | | 1 | | | | | | | | | | | | | |
| 250 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 250A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 250 | | | | | | | | | | | |
| 251 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 251A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 251 | | | | | | | | | | | |
| 252 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 252A | R6-3A | | | | | | 1 | | | | | 252 | | | | | | | | | | | |
| 253 | R4-7 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 254 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 254A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 254 | | | | | | | | | | | |
| 255 | JV2-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 256 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 256A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 256 | | | | | | | | | | | |
| 257 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 257A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 257 | | | | | | | | | | | |
| 258 | R6-2L | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 259 | R4-7 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 260 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 260A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 260 | | | | | | | | | | | |
| 261 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | | | 260 | BACK TO BACK | | | | | | | | | | |
| 261A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 261 | | | | | | | | | | | |
| 262 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 262A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 262 | | | | | | | | | | | |
| 263 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 263A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 263 | | | | | | | | | | | |
| 264 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 264A | R6-3A | | | | | | 1 | | | | | 264 | | | | | | | | | | | |
| 265 | R4-7 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 266 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 266A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 266 | | | | | | | | | | | |
| 267 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 267A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 267 | | | | | | | | | | | |
| 268 | R1-1F | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 269 | M1-94S | 24 W. FOREST HOME AVE | 102 X 18 | 12.750 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 270 | R6-3(2S) | | 30 X 24 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |

SHEET: 9 OF 16

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | MISCELLANEOUS QUANTITIES – PERMANENT SIGNING | SHEET: 612 | E |
|---|---|---|---|---|---|

FILE NAME : N:\SPO\Operations\Signing\Miscellaneous Quantities\2120-18-70\030501_MQ.pptx PLOT DATE : 7/7/2024 PLOT BY : DOTTAH PLOT NAME : 030501_MQ.pdf PLOT SCALE : 1:1

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 271 | R1-1F(2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 272 | R4-7 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 272A | R10-50L | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 273 | M1-94S | 24 W. FOREST HOME AVE | 102 X 18 | 18.000 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 274 | R1-1F(2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 275 | R1-1F (2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 276 | R6-2L(2S) | | 24 X 30 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 277 | R4-7 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 278 | R5-1(2S) | | 30 X 30 | 6.250 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 279 | R4-7(2S) | | 24 X 30 | 5.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 280 | R1-1F(2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 281 | R6-2L(2S) | | 24 X 30 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 282 | R1-1F(2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 283 | R3-17 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 284 | R10-50I(2S) | | 24 X 30 | 5.000 | | | | 1 | | | | | MOUNT UP HIGH ON SIGNAL POLE | | | | | | | | | | |
| 285 | R2-1 | SPEED LIMIT 35 | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 286 | R5-1 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 287 | R1-1F(2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 288 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 288A | R6-3 | | | | | | 1 | | | | | 288 | | | | | | | | | | | |
| 289 | R2-1 | SPEED LIMIT 35 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 290 | W3-3 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 291 | JV2-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 292 | J2-1 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 293 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 294 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 294A | R6-3 | | | | | | 1 | | | | | 294 | | | | | | | | | | | |
| 295 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 296 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 297 | R6-2L | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 298 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 298A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 298 | | | | | | | | | | | |
| 299 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 299A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 299 | | | | | | | | | | | |
| 300 | R4-7 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W [IN.] x H [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W [FT.] x H [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 301 | R4-7 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 302 | R2-1 | SPEED LIMIT 35 | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 303 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 303A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 303 | | | | | | | | | | | |
| 304 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | | | 303 | BACK TO BACK | | | | | | | | | | |
| 304A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 304 | | | | | | | | | | | |
| 305 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 305A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 305 | | | | | | | | | | | |
| 306 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 306A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 306 | | | | | | | | | | | |
| 307 | NONE | MORGAN AVE | | | | | 1 | | | | | | CITY SIGN MOVE IF NEW LIGHT POLE | | | | | | | | | | |
| 308 | R1-1F(2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 309 | R5-192S) | | 30 X 30 | 6.250 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 310 | R6-3(2S) | | 30 X 24 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 311 | R1-1F92S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 312 | R6-2L(2S) | | 24 X 30 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 313 | M1-94H | W. MORGAN AVE | 96 X 18 | 12.000 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 314 | M1-94H | W. MORGAN AVE | | | | | 1 | | | | | | CITY SIGN MOVE IF NEW LIGHT POLE | | | | | | | | | | |
| 315 | R1-1F(2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 316 | R6-2L(2S) | | 24 X 30 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 317 | R6-3(2S) | | 30 X 24 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 318 | R1-1F(2S) | | 30 X 30 | | 5.180 | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 319 | R5-1(2S) | | 30 X 30 | 9.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 320 | M1-94H | W. MORGAN AVE | 96 X 18 | 12.000 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 321 | R6-2L(2S) | | 24 X 30 | 5.000 | | | | | | 1 | | | | | | | | | | | | | |
| 322 | R6-2L(2S) | | 24 X 30 | 5.000 | | | | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 323 | R5-1(2S) | | 30 X 30 | 9.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 324 | R6-2R | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 325 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 325A | R6-3 | | | | | | 1 | | | | | 325 | | | | | | | | | | | |
| 326 | D11-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 327 | R3-17 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 328 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 329 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 330 | R5-2 | | | | | | 1 | | 1 | | 1 | | CITY SIGN | | | | | | | | | | |

SHEET: 11 OF 16

TYPE I & II PERMANENT SIGNING 2120-18-70

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 330A | R5-2A | | | | | | 1 | | | | | 330 | | | | | | | | | | | |
| 331 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 331A | R6-3 | | | | | | 1 | | | | | 331 | | | | | | | | | | | |
| 332 | R4-7 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 333 | R6-2L | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 334 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 335 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 335A | R6-3 | | | | | | 1 | | | | | 335 | | | | | | | | | | | |
| 336 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 336A | R6-3 | | | | | | 1 | | | | | 336 | | | | | | | | | | | |
| 337 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 337A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 337 | | | | | | | | | | | |
| 338 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 338A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 338 | | | | | | | | | | | |
| 339 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | | | 338 | BACK TO BACK | | | | | | | | | | |
| 339A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 339 | | | | | | | | | | | |
| 340 | R4-7 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 341 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 341A | R6-3 | | | | | | 1 | | | | | 341 | | | | | | | | | | | |
| 342 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 342A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 342 | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 343 | R4-7 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 344 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 344A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 344 | | | | | | | | | | | |
| 345 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 345A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 345 | | | | | | | | | | | |
| 346 | R4-7 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 347 | R1-1 | | | | | | 1 | | | 1 | | | | | | | | | | | | | |
| 347A | R6-3 | | | | | | 1 | | | | | 347 | | | | | | | | | | | |
| 348 | R2-1(2M) | SPEED LIMIT 35 | 30 X 36 | 7.500 | | | | | | 1 | | | | | | | | | | | | | |
| 349 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 349A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 349 | | | | | | | | | | | |
| 350 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | | | 349 | BACK TO BACK | | | | | | | | | | |
| 350A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 350 | | | | | | | | | | | |
| 351 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 351A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 351 | | | | | | | | | | | |
| 352 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 352A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 352 | | | | | | | | | | | |
| 353 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 354 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 354A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 354 | | | | | | | | | | | |
| 355 | R7-7L | | | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 356 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 357 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 357A | R6-23 | | | | | | 1 | | | | | 357 | | | | | | | | | | | |
| 358 | R4-7 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 359 | R4-7 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 360 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 360A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 360 | | | | | | | | | | | |

SHEET: 12 OF 16

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | MISCELLANEOUS QUANTITIES – PERMANENT SIGNING | SHEET: 615 | E |
|---|---|---|---|---|---|

TYPE I & II PERMANENT SIGNING 2120-18-70

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 361 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 361A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 361 | | | | | | | | | | | |
| 362 | R1-1 | | | | | | 1 | | | 1 | | | | | | | | | | | | | |
| 362A | R6-3 | | | | | | 1 | | | | | 362 | | | | | | | | | | | |
| 363 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 363A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 363 | | | | | | | | | | | |
| 364 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 364A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 364 | | | | | | | | | | | |
| 365 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 365A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 365 | | | | | | | | | | | |
| 366 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 366A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 366 | | | | | | | | | | | |
| 367 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 367A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 367 | | | | | | | | | | | |
| 368 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 368A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 368 | | | | | | | | | | | |
| 369 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 369A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 369 | | | | | | | | | | | |
| 370 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 370A | R6-3 | | | | | | 1 | | | | | 370 | | | | | | | | | | | |
| 371 | R2-1 | SPEED LIMIT 35 | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 372 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 372A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 372 | | | | | | | | | | | |
| 373 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | | | 372 | BACK TO BACK | | | | | | | | | | |
| 373A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 373 | | | | | | | | | | | |
| 374 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 374A | R6-3 | | | | | | 1 | | | | | 374 | | | | | | | | | | | |
| 375 | R6-2L(2M) | | 30 X 36 | 7.500 | | | | | | 1 | | | | | | | | | | | | | |
| 376 | R5-2 | | | | | | 1 | | 1 | | 1 | | | | | | | | | | | | |
| 376A | R5-2A | | | | | | 1 | | | | | 376 | | | | | | | | | | | |
| 377 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 377A | R6-3A | | | | | | 1 | | | | | 377 | | | | | | | | | | | |
| 378 | R5-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 379 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 380 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 380A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 380 | | | | | | | | | | | |
| 381 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 381A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 381 | | | | | | | | | | | |
| 382 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 382A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 382 | | | | | | | | | | | |
| 383 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | | | | | | | | | | | |
| 383A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 383 | | | | | | | | | | | |
| 384 | R4-7 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 385 | R6-2R | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 386 | R1-1 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 386A | R6-3A | | | | | | 1 | | | | | 386 | | | | | | | | | | | |
| 387 | I55-56 | ADOPT A HIGHWAY | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE | | | | | | | | | | |
| 387A | NONE | BIKE LANE BEGINS | | | | | 1 | | | | | 387 | | | | | | | | | | | |
| 387B | NONE | 1 HOUR PARKING | | | | | 1 | | | | | 387 | CITY SIGN | | | | | | | | | | |
| 388 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 389 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 390 | NONE | LAYTON AVE 1/2 MILE | | | | | | | | | | | CORTEN POST. REPLACE WITH W6 X 15 POSTS | 12 X 5 | 60.00 | | 1 | | 2 | 13 | 142 | 1.60 | 600 |

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W x H [IN.] x [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W x H [FT.] x [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 391 | NOT USED | | | | | | | | | | | | SHEET 36 | | | | | | | | | | |
| 392 | M1-94H | S. 60TH ST | 66 X 18 | 8.250 | | | | | | | | | MOUNT ON SIGNAL ARM | | | | | | | | | | |
| 393 | R4-7 | | | | | | 1 | | 1 | 1 | | | SHEET 2 | | | | | | | | | | |
| 394 | R4-7 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 395 | R10-50L | | | | | | 1 | | | | | | MOUNT UP HIGH ON SIGNAL POLE | | | | | | | | | | |
| 396 | W3-3(2M) | | 36 X 36 | | | 9.000 | | 1 | 1 | 1 | | | SHEET 20 | | | | | | | | | | |
| 397 | R2-1(2M) | SPEED LIMIT 35 | 30 X 36 | 7.500 | | | | 1 | 1 | 1 | | | SHEET 20 | | | | | | | | | | |
| 398 | W12-1D(2M) | | 24 X 24 | | | 4.000 | | | | 1 | | | 2 FOOT MOUNTING HEIGHT. SHEET 24 | | | | | | | | | | |
| 399 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 399A | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 400 | W3-3 | | | | | | 1 | | | 1 | | | MOVE FROM LIGHT POLE. SHEET 32 | | | | | | | | | | |
| 401 | R5-1 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE. SHEET 36 | | | | | | | | | | |
| 402 | R1-1F | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE. SHEET 36 | | | | | | | | | | |
| 402A | R6-3 | | | | | | 1 | | | | | | MOUNT ON SIGNAL POLE | | | | | | | | | | |
| 403 | R5-1(2M) | | 36 X 36 | 9.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE. SHEET 36 | | | | | | | | | | |
| 404 | R6-2L | | | | | | 1 | | 1 | 1 | | | SHEET 39 | | | | | | | | | | |
| 404A | R6-2L | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 405 | R5-1(2M) | | 36 X 36 | 9.000 | | | | 1 | | | | | MOUNT ON SIGNAL POLE. SHEET 40 | | | | | | | | | | |
| 406 | R6-2L | | | | | | 1 | | 1 | 1 | | | SHEET 42 | | | | | | | | | | |
| 406A | R5-1C | | | | | | 1 | | | | | 406 | | | | | | | | | | | |
| 407 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | SHEET 42 | | | | | | | | | | |
| 407A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 407 | | | | | | | | | | | |
| 408 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | SHEET 42 | | | | | | | | | | |
| 408A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | | | | | | | | | | | | |
| 409 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | SHEET 42 | | | | | | | | | | |
| 409A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 409 | | | | | | | | | | | |
| 410 | D11-1 | | | | | | 1 | | | 1 | | | SHEET 43 MOVE FROM LIGHT POLE | | | | | | | | | | |
| 411 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | SHEET 43 | | | | | | | | | | |
| 411A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 411 | | | | | | | | | | | |
| 412 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | SHEET 43 | | | | | | | | | | |
| 412A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 412 | | | | | | | | | | | |
| 413 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | SHEET 43 | | | | | | | | | | |
| 413A | W16-7R(2S) | | 24 X 12 | | | 2.000 | | | | | | 413 | | | | | | | | | | | |
| 414 | W11-2(2S) | | 30 X 30 | | | 6.250 | | | | 1 | | | SHEET 44 | | | | | | | | | | |
| 414A | W16-7L(2S) | | 24 X 12 | | | 2.000 | | | | | | 414 | | | | | | | | | | | |
| 415 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 416 | NOT USED | | | | | | | | | | | | | | | | | | | | | | |
| 417 | R4-7 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W [IN.] | x | SIGN SIZE H [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W [FT.] | x | TYPE I SIGN SIZE H [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 418 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 11 | | | | | | | | | | | | |
| 419 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | | | LIGHT POLE. SHEET 11 | | | | | | | | | | | | |
| 420 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | | | LIGHT POLE. SHEET 12 | | | | | | | | | | | | |
| 421 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 12 | | | | | | | | | | | | |
| 422 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | | | LIGHT POLE. SHEET 13 | | | | | | | | | | | | |
| 423 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | | | LIGHT POLE. SHEET 13 | | | | | | | | | | | | |
| 424 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | | | LIGHT POLE SHEET 14 | | | | | | | | | | | | |
| 425 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | | | LIGHT POLE SHEET 15 | | | | | | | | | | | | |
| 426 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 18 | | | | | | | | | | | | |
| 427 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 27 | | | | | | | | | | | | |
| 428 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | | | LIGHT POLE SHEET 27 | | | | | | | | | | | | |
| 429 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 28 | | | | | | | | | | | | |
| 430 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 28 | | | | | | | | | | | | |
| 431 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 29 | | | | | | | | | | | | |
| 432 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 29 | | | | | | | | | | | | |
| 433 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | | | LIGHT POLE SHEET 29 | | | | | | | | | | | | |
| 434 | R7-1D | | | | | | | | 1 | | 1 | | 1 | | SHEET 29 | | | | | | | | | | | | |
| 435 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 30 | | | | | | | | | | | | |
| 436 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | | | LIGHT POLE SHEET 30 | | | | | | | | | | | | |
| 437 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | | | | 219 | SHEET 31 | | | | | | | | | | | | |
| 438 | R7-7L | | | | | | | | | 1 | 1 | | | | SHEET 31 | | | | | | | | | | | | |
| 439 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 31 | | | | | | | | | | | | |
| 440 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 32 | | | | | | | | | | | | |
| 441 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | | | LIGHT POLE SHEET 32 | | | | | | | | | | | | |
| 442 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 33 | | | | | | | | | | | | |
| 443 | R7-1R(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 37 | | | | | | | | | | | | |
| 444 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 38 | | | | | | | | | | | | |
| 445 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 38 | | | | | | | | | | | | |
| 446 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 39 | | | | | | | | | | | | |
| 447 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 39 | | | | | | | | | | | | |
| 448 | R7-1L(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 39 | | | | | | | | | | | | |
| 449 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 40 | | | | | | | | | | | | |
| 450 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 41 | | | | | | | | | | | | |
| 451 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 41 | | | | | | | | | | | | |
| 452 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 42 | | | | | | | | | | | | |
| 453 | R7-1L(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 43 | | | | | | | | | | | | |
| 454 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 43 | | | | | | | | | | | | |
| 455 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 44 | | | | | | | | | | | | |
| 456 | NONE | 2 HOUR PARKING | | | | | | | | 1 | 1 | | | | SHEET 44 | | | | | | | | | | | | |
| 457 | NONE | 2 HOUR PARKING | | | | | | | | 1 | 1 | | | | SHEET 44 | | | | | | | | | | | | |
| 458 | NONE | 2 HOUR PARKING | | | | | | | | 1 | 1 | | | | SHEET 44 | | | | | | | | | | | | |
| 459 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | 1 | 1 | | 1 | | SHEET 45 | | | | | | | | | | | | |
| 460 | R7-1D(2M) | | 24 | X | 30 | | | | | 1 | 1 | | 1 | | SHEET 45 | | | | | | | | | | | | |
| 461 | R7-1L(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 46 | | | | | | | | | | | | |
| 462 | R7-1R(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 46 | | | | | | | | | | | | |
| 463 | R7-1L(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 46 | | | | | | | | | | | | |
| 464 | R5-1 | | | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | | | |
| 465 | R7-1D | | | | | | | | 1 | | 1 | | 1 | | | | | | | | | | | | | | |
| 466 | R7-1D(2M) | | 24 | X | 30 | 5.000 | | | | | | | 1 | | SHEET 44 | | | | | | | | | | | | |
| 467 | R9-3A | | 18 | X | 18 | 2.250 | | | | | | | 1 | | SHEET 41. ALSO, SEE MOUNTING DETAIL | | | | | | | | | | | | |
| 467A | R9-3BR | | 18 | X | 12 | 1.500 | | | | | | | | 467 | | | | | | | | | | | | | |

| SIGN NO. | SIGN CODE & SIZE | SIGN MESSAGE | SIGN SIZE W [IN.] x H [IN.] | 637.2210 SIGNS TYPE II REFLECTIVE H [SF] | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II RELFECTIVE F [SF] | 638.2102 MOVING SIGNS TYPE II [EA] | 638.2602 REMOVING SIGNS TYPE II (EA) | 638.3000 REM SMALL SIGN SUP [EA] | 634.0618 POSTS WOOD 4" X 6" X 18' [EA] | 634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA) | MOUNT ON SAME POST AS SIGN # | REMARKS / NEW SIGN LOCATION | TYPE I SIGN SIZE W [FT.] x H [FT.] | 637.1220 SIGNS TYPE I REFLECTIVE SH [SF] | 638.2101 MOVING SIGNS TYPE I [EA] | 638.2601 REMOVING SIGNS TYPE I (EA) | 635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA) | 638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA) | 531.2024 DRILLING SHAFT 24 INCH LF (EST) | 531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS | 531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY | 635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 468 | R9-3A | | 18 X 18 | 2.250 | | | | | | | 1 | | SHEET 45. ALSO, SEE MOUNTING DETAIL | | | | | | | | | | |
| 468A | R9-3BR | | 18 X 12 | 1.500 | | | | | | | | 468 | | | | | | | | | | | |
| 469 | R9-3A | | 18 X 18 | 2.250 | | | | | | | 1 | | SHEET 45, ALSO, SEE MOUNTING DETAIL | | | | | | | | | | |
| 469A | R9-3BR | | 18 X 12 | 1.500 | | | | | | | | 469 | | | | | | | | | | | |
| 470 | R9-3A | | 18 X 18 | 2.250 | | | | | | | 1 | | SHEET 45, ALSO, SEE MOUNTING DETAIL | | | | | | | | | | |
| 470A | R9-3BR | | 18 X 12 | 1.500 | | | | | | | | 470 | | | | | | | | | | | |
| 471 | R9-3A | | 18 X 18 | 2.250 | | | | | | | 1 | | SHEET 45, ALSO, SEE MOUNTING DETAIL | | | | | | | | | | |
| 471A | R9-3BR | | 18 X 12 | 1.500 | | | | | | | | 471 | | | | | | | | | | | |
| 472 | R9-3A | | 18 X 18 | 2.250 | | | | | | | 1 | | SHEET 46, ALSO, SEE MOUNTING DETAIL | | | | | | | | | | |
| 472A | R9-3BL | | 18 X 12 | 1.500 | | | | | | | | 472 | | | | | | | | | | | |
| 473 | R9-3A | | 18 X 18 | 2.250 | | | | | | | 1 | | SHEET 46, ALSO, SEE MOUNTING DETAIL | | | | | | | | | | |
| 473A | R9-3BL | | 18 X 12 | 1.500 | | | | | | | | 473 | | | | | | | | | | | |
| UNDISTRIBUTED | | | | | | | | | | | | | | | | 2 | | 6 | 4 | 20 | 220 | 2.40 | 1200 |
| TOTALS | | | | 929.960 | 219.440 | 526.210 | 249 | 97 | 128 | 221 | 70 | -- | -- | | 743.000 | 2 | 13 | 12 | 20 | 118 | 1862 | 17 | 7800 |

SHEET: 16 of 16

STREET LIGHTING ITEMS

| | CAT 1100 REMOVING CONCRETE BASES | CAT 1100 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH | CAT 1100 CABLE TYPE 2#12UF GROUNDED | CAT 1100 CONCRETE BASE TYPE 5 | CAT 1100 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE | CAT 1100 PULL BOXES 13-INCH x 24-INCH x 24-INCH | CAT 1100 REMOVE POLES | CAT 1100 REMOVE 4-INCH x 4-INCH x 36-INCH WIRING PEDESTAL | CAT 1100 POLES TYPE (22 FT ALUMINUM DIRECT BURY) | CAT 1100 POLES TYPE 30-AL BOLT DOWN | CAT 1100 WATER TIGHT SPLICES & CONNECTIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 204.0195 | 652.0235 | 655.0305 | 654.0105 | 657.0255 | SPV.0060.17 | SPV.0060.18 | SPV.0060.19 | SPV.0060.20 | SPV.0060.21 | SPV.0060.22 |
| W. FOREST HOME AVE. | EACH | LF | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| PROJECT TOTAL | 5 | 250 | 5090 | 13 | 2 | 117 | 12 | 6 | 4 | 8 | 284 |

| | CAT 1100 LUMINAIRE ARM SINGLE MEMBER 6-FT | CAT 1100 LUMINAIRE ARM SINGLE MEMBER 8-FT (SPECIAL) | CAT 1100 INSTALL EQUIPMENT GROUNDING ELECTRODE | CAT 1100 INSTALL CITY FURNISHED LUMINAIRE UTILITY LED 1 | CAT 1100 INSTALL CITY FURNISHED LUMINAIRE UTILITY LED 3 | CAT 1100 REMOVE LUMINAIRE COMPLETE | CAT 1100 INLINE 5A FAST ACTING FUSE WITH HOLDER | CAT 1100 CABLE TYPE 1#8 AWG 5KV CONCENTRIC CITY FURNISHED | CAT 1100 LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT 1-INCH | CAT 1100 LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT 1 1/2 IN | CAT 1100 ELECTRICAL CABLE 4#6/1#8 XLPE USE-2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | SPV.0060.23 | SPV.0060.24 | SPV.0060.25 | SPV.0060.26 | SPV.0060.27 | SPV.0060.28 | SPV.0060.29 | SPV.0090.20 | SPV.0090.21 | SPV.0090.22 | SPV.0090.23 |
| W. FOREST HOME AVE. | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF |
| PROJECT TOTAL | 6 | 16 | 81 | 7 | 122 | 73 | 130 | 4,885 | 1,230 | 625 | 2,325 |

| | CAT 1100 ELECTRICAL CABLE 4#2/1#8 XLPE USE-2 | CAT 1100 3" HDPE CONDUIT | CAT 8010 40FT. WOOD POLES | CAT 8010 LUMINAIRE ARM SINGLE MEMBER 6-FT WOOD POLE MOUNT | CAT 8010 INSTALLING CITY FURNISHED LUMINAIRES UTILITY LED | CAT 8010 CABLE TYPE 1#6 AWG 5KV | CAT 8010 ELECTRICAL CABLE TYPE 3#6 AL TRIPLEX | CAT 8010 ELECTRICAL CABLE TYPE 2#2/1#4 AL TRIPLEX |
|---|---|---|---|---|---|---|---|---|
| | SPV.0090.24 | SPV.0090.25 | SPV.0060.90 | SPV.0060.91 | SPV.0060.92 | SPV.0090.90 | SPV.0090.91 | SPV.0090.92 |
| W. FOREST HOME AVE. | LF | LF | EACH | EACH | EACH | LF | LF | LF |
| PROJECT TOTAL | 11,240 | 16,280 | 35 | 10 | 10 | 6,850 | 7,100 | 2,975 |

STH 24 (W FOREST HOME AVE) & W GRANGE AVE
MILWAUKEE COUNTY
CATEGORY 1500
S40-1105

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | 204.0195* REMOVING CONCRETE BASES EACH |
|---|---|
| SB4 | 1 |
| SB8 | 1 |
| SB9 | 1 |
| SB10 | 1 |
| SB12 | 1 |
| SB13 | 1 |
| SB15 | 1 |
| TOTAL | 7 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | 659.5000.S* LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 16 INCH | 7 |
| TRAFFIC SIGNAL, THREE SECTION | 2 |
| TRAFFIC SIGNAL, FOUR SECTION | 4 |
| TOTAL | 13 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFO ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 16 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | TRAFFIC SIGNAL, FOUR SECTION EACH |
|---|---|---|---|
| SB4 | 1 | -- | -- |
| SB6 | 1 | -- | -- |
| SB8 | 1 | -- | -- |
| SB9 | 1 | 1 | 1 |
| SB10 | -- | -- | 2 |
| SB12 | 1 | -- | -- |
| SB13 | 1 | 1 | 1 |
| SB15 | 1 | -- | -- |
| TOTAL | 7 | 2 | 4 |

3

## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.01 REMOVING TRAFFIC SIGNALS EACH |
|---|---|
| STH 24 & GRANGE AVE | 1 |
| TOTAL | 1 |

## CONCRETE BASES

| SIGNAL BASE NO. | LOCATION ^ | 654.0101* CONCRETE BASES TYPE 1 EACH |
|---|---|---|
| SB4 | STA 128+25; 52.9' LT | 1 |
| SB8 | STA 129+35; 59.3' LT | 1 |
| SB9 | STA 129+76; 53.1' LT | 1 |
| SB10 | STA 130+35; 8.6' RT | 1 |
| SB12 | STA 130+67; 58.2' RT | 1 |
| SB13 | STA 130+60; 64.9' RT | 1 |
| SB16 | STA 128+34; 59.6' RT | 1 |
| SB17 | STA 129+46; 59.7' RT | 1 |
| | TOTAL | 8 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## CONDUIT

| FROM | TO | 652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. |
|---|---|---|
| PB1 | SB17 | 35 |
| PB5 | SB4 | 14 |
| PB5 | SB16 | 19 |
| PB8 | SB8 | 17 |
| PB9 | SB9 | 11 |
| PB12 | PB18 | 87 |
| PB13 | SB10 | 19 |
| PB14 | SB12 | 5 |
| PB15 | SB13 | 17 |
| | TOTAL | 189 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## PULL BOXES

| PULL BOX NO. | LOCATION ^ | 653.0135* PULL BOXES STEEL 24x36-INCH EACH | 653.0900* ADJUSTING PULL BOXES EACH |
|---|---|---|---|
| PB14 | - | -- | 1 |
| PB18 | STA 133+31; 51.7' LT | 1 | -- |
| | TOTAL | 1 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 24 (W FOREST HOME AVE) & W GRANGE AVE
MILWAUKEE COUNTY
CATEGORY 1500
S40-1105

3

## TRAFFIC DETECTOR LOOPS

| LOOP NO. | HOME RUN PB | LOCATION** ^ | SIZE (FT)x(FT) | NO. OF TURNS | PAVEMENT TYPE | SDD INSTALLATION REFERENCE | 652.0800* CONDUIT LOOP DETECTOR L.F. | 655.0700* LOOP DETECTOR LEAD IN CABLE L.F. | 655.0800* LOOP DETECTOR WIRE L.F. |
|---|---|---|---|---|---|---|---|---|---|
| 21 | PB18 | STA 133+32; 30' LT | 6X10 | 5 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 70 | 540 | 198 |
| 22 | PB18 | STA 133+32; 18' LT | 6X10 | 5 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 94 | 540 | 222 |
| 51 | PB13 | STA 130+63; 2' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 72 | 195 | 176 |
| | | | | | | TOTAL | 236 | 1275 | 596 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. | 655.0260* CABLE TRAFFIC SIGNAL 12-14 AWG L.F. |
|---|---|---|---|
| CB1 | SB4 | 320 | -- |
| CB1 | SB8 | 462 | -- |
| CB1 | SB9 | -- | 436 |
| CB1 | SB10 | -- | 270 |
| CB1 | SB12 | 209 | -- |
| CB1 | SB13 | -- | 160 |
| CB1 | SB16 | 327 | -- |
| CB1 | SB17 | 96 | -- |
| | TOTAL | 1414 | 866 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SB17 | 96 |
| SB17 | SB1 | 65 |
| SB3 | SB4 | 149 |
| SB4 | SB5 | 52 |
| SB5 | SB16 | 57 |
| SB16 | SB6 | 90 |
| SB7 | SB8 | 62 |
| SB8 | SB9 | 121 |
| SB9 | SB10 | 232 |
| SB10 | SB11 | 141 |
| SB11 | SB12 | 73 |
| SB12 | SB13 | 94 |
| SB13 | SB14 | 154 |
| | TOTAL | 1225 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG L.F. | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. |
|---|---|---|---|
| SB4 | HEAD 24 | 15 | -- |
| SB8 | HEAD 26 | 15 | -- |
| SB9 | HEAD 4 | -- | 22 |
| SB9 | HEAD 6 | 21 | -- |
| SB9 | HEAD 27 | 15 | -- |
| SB10 | HEAD 5 | -- | 22 |
| SB10 | HEAD 32 | -- | 22 |
| SB12 | HEAD 28 | 15 | -- |
| SB13 | HEAD 11 | 21 | -- |
| SB13 | HEAD 21 | -- | 22 |
| SB13 | HEAD 29 | 15 | -- |
| SB14 | HEAD 30 | 15 | -- |
| SB16 | HEAD 25 | 15 | -- |
| | TOTAL | 147 | 88 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN





FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 9/22/2024 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100* PEDESTAL BASES EACH | 657.0405* TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH | 657.0425* TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH | 657.0430* TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH | 658.0500* PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|
| SB4 | 1 | -- | -- | 1 | 1 |
| SB8 | 1 | -- | -- | 1 | 1 |
| SB9 | 1 | -- | 1 | -- | 1 |
| SB10 | 1 | -- | 1 | -- | 1 |
| SB12 | 1 | -- | -- | 1 | 1 |
| SB13 | 1 | -- | 1 | -- | 1 |
| SB14 | -- | -- | -- | -- | 1 |
| SB16 | 1 | -- | -- | 1 | 1 |
| SB17 | 1 | 1 | -- | -- | 1 |
| TOTAL | 8 | 1 | 3 | 4 | 9 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173* TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0174* TRAFFIC SIGNAL FACE 4S 12-INCH EACH | 658.0416* PEDESTRIAN SIGNAL FACE 16-INCH EACH |
|---|---|---|---|---|
| HEAD 24 | SB4 | -- | -- | 1 |
| HEAD 26 | SB8 | -- | -- | 1 |
| HEAD 4 | SB9 | -- | 1 | -- |
| HEAD 6 | SB9 | 1 | -- | -- |
| HEAD 27 | SB9 | -- | -- | 1 |
| HEAD 5 | SB10 | -- | 1 | -- |
| HEAD 32 | SB10 | -- | 1 | -- |
| HEAD 28 | SB12 | -- | -- | 1 |
| HEAD 11 | SB13 | 1 | -- | -- |
| HEAD 21 | SB13 | -- | 1 | -- |
| HEAD 29 | SB13 | -- | -- | 1 |
| HEAD 30 | SB14 | -- | -- | 1 |
| HEAD 25 | SB16 | -- | -- | 1 |
| TOTAL | | 2 | 4 | 7 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.01 SIGNAL MOUNTING HARDWARE EACH |
|---|---|
| STH 24 & GRANGE AVE | 1 |
| TOTAL | 1 |

STH 24 (W FOREST HOME AVE) & S 84TH ST
MILWAUKEE COUNTY
CATEGORY 1500
S40-1168

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | 204.0195* REMOVING CONCRETE BASES EACH |
|---|---|
| SB3 | 1 |
| SB4 | 1 |
| SB7 | 1 |
| SB11 | 1 |
| SB12 | 1 |
| TOTAL | 5 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | 659.5000.S* LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 16 INCH | 5 |
| TRAFFIC SIGNAL, THREE SECTION | 2 |
| TOTAL | 7 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL

(FOR INFORMATION ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 16 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH |
|---|---|---|
| SB3 | 1 | -- |
| SB4 | 1 | 1 |
| SB7 | 1 | -- |
| SB11 | 1 | -- |
| SB12 | 1 | 1 |
| TOTAL | 5 | 2 |

3

## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.02 REMOVING TRAFFIC SIGNALS EACH |
|---|---|
| STH 24 & 84TH ST | 1 |
| TOTAL | 1 |

## CONDUIT

| FROM | TO | 652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. |
|---|---|---|
| PB2 | PB19 | 23 |
| PB5 | SB4 | 20 |
| PB8 | SB7 | 10 |
| PB12 | SB11 | 8 |
| PB13 | SB12 | 17 |
| PB17 | - | 5 |
| PB18 | - | 5 |
| PB20 | - | 5 |
| | TOTAL | 70 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## PULL BOXES

| PULL BOX NO. | LOCATION ^ | 653.0135* PULL BOXES STEEL 24x36-INCH EACH |
|---|---|---|
| PB17 | STA 194+66; 52' RT | 1 |
| PB18 | STA 200+86; 52' LT | 1 |
| PB19 | STA 202+15; 49' LT | 1 |
| PB20 | STA 198+19; 137' LT | 1 |
| | TOTAL | 4 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIEL
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 24 (W FOREST HOME AVE) & S 84TH ST
MILWAUKEE COUNTY
CATEGORY 1500
S40-1168

3

## TRAFFIC DETECTOR LOOPS

| LOOP NO. | HOME RUN PB | LOCATION** ^ | SIZE (FT)x(FT) | NO. OF TURNS | PAVEMENT TYPE | SDD INSTALLATION REFERENCE | 652.0800* CONDUIT LOOP DETECTOR L.F. | 655.0700* LOOP DETECTOR LEAD IN CABLE L.F. | 655.0800* LOOP DETECTOR WIRE L.F. |
|---|---|---|---|---|---|---|---|---|---|
| 21 | PB19 | STA 202+17; 29' LT | 6X6 | 4 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 58 | 280 | 130 |
| 22 | PB19 | STA 202+15; 16' LT | 6X6 | 4 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 84 | 280 | 156 |
| 23 | PB18 | STA 200+86; 30' LT | 6X6 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 66 | 148 | 114 |
| 24 | PB18 | STA 200+87; 18' LT | 6X6 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 90 | 148 | 138 |
| 42 | PB20 | STA 198+18; 100' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 94 | 254 | 198 |
| 45 | PB20 | STA 198+37; 106' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 114 | 254 | 218 |
| 62 | PB17 | STA 194+67; 31' RT | 6X10 | 5 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 78 | 548 | 206 |
| 63 | PB17 | STA 194+67; 20' RT | 6X10 | 5 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 100 | 548 | 228 |
| 82 | PB5 | STA 197+15; 111' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 150 | 271 | 254 |
| 85 | PB7 | STA 196+95; 111' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 106 | 324 | 210 |
| | | | | | | TOTAL | 940 | 3055 | 1852 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

## CONCRETE BASES

| SIGNAL BASE NO. | LOCATION ^ | 654.0101* CONCRETE BASES TYPE 1 EACH |
|---|---|---|
| SB4 | STA 197+72; 71.3' RT | 1 |
| SB7 | STA 196+46; 72.8' RT | 1 |
| SB11 | STA 197+26; 60.3' LT | 1 |
| SB12 | STA 197+66; 70.3' LT | 1 |
| | TOTAL | 4 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. | 655.0260* CABLE TRAFFIC SIGNAL 12-14 AWG L.F. |
|---|---|---|---|
| CB1 | SB4 | -- | 356 |
| CB1 | SB7 | 492 | -- |
| CB1 | SB11 | 322 | -- |
| CB1 | SB12 | -- | 250 |
| | TOTAL | 814 | 606 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| SB2 | SB4 | 150 |
| SB4 | SB5 | 123 |
| SB6 | SB7 | 42 |
| SB7 | SB16 | 57 |
| SB10 | SB11 | 46 |
| SB11 | SB12 | 132 |
| SB12 | SB13 | 144 |
| | TOTAL | 694 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG L.F. |
|---|---|---|
| SB2 | HEAD 26 | 15 |
| SB4 | HEAD 9 | 19 |
| SB4 | HEAD 27 | 15 |
| SB7 | HEAD 28 | 15 |
| SB11 | HEAD 20 | 15 |
| SB12 | HEAD 13 | 19 |
| SB12 | HEAD 21 | 15 |
| | TOTAL | 113 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900* TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SB10 (HEAD A) | 385 |
| CB1 | SB2 (HEAD B) | 277 |
| CB1 | SB6 (HEAD C) | 531 |
| CB1 | SB14 (HEAD D) | 141 |
| | TOTAL | 1334 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | | 657.0100* PEDESTAL BASES EACH | 657.0420* TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0430* TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH | 658.0500* PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|
| SB2 | | -- | -- | -- | 1 |
| SB4 | | 1 | 1 | -- | 1 |
| SB7 | | 1 | -- | 1 | 1 |
| SB11 | | 1 | -- | 1 | 1 |
| SB12 | | 1 | 1 | -- | 1 |
| | TOTAL | 4 | 2 | 2 | 5 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | | 658.0173* TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0416* PEDESTRIAN SIGNAL FACE 16-INCH EACH |
|---|---|---|---|---|
| HEAD 26 | SB2 | | -- | 1 |
| HEAD 9 | SB4 | | 1 | -- |
| HEAD 27 | SB4 | | -- | 1 |
| HEAD 28 | SB7 | | -- | 1 |
| HEAD 20 | SB11 | | -- | 1 |
| HEAD 13 | SB12 | | 1 | -- |
| HEAD 21 | SB12 | | -- | 1 |
| | | TOTAL | 2 | 5 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## SIGNAL MOUNTING HARDWARE

| LOCATION | | 658.5070.02 SIGNAL MOUNTING HARDWARE EACH |
|---|---|---|
| STH 24 & 84TH ST | | 1 |
| | TOTAL | 1 |

## TRANSPORT & INSTALL STATE FURNISHED EVP DETECTOR HEADS

| LOCATION | | SPV.0060.52 TRANSPORT & INSTALL STATE FURNISHED EVP DETECTOR HEADS EACH |
|---|---|---|
| STH 24 & 84TH ST | | 1 |
| | TOTAL | 1 |





FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 7/16/2024 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

STH 24 (W FOREST HOME AVE) & CTH U (S 76TH ST)
MILWAUKEE COUNTY
CATEGORY 1500
S40-1219

## STATE FURNISHED MATERIALS SUMMARY

| EACH | DESCRIPTION |
|---|---|
| 1 | TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE |
| 1 | TRAFFIC SIGNAL CABINET |
| 1 | POLES TYPE 9 |
| 1 | POLES TYPE 10 |
| 1 | POLES TYPE 9 SPECIAL |
| 1 | POLES TYPE 10 SPECIAL |
| 1 | MONOTUBE ARMS 15-FT |
| 1 | MONOTUBE ARMS 30-FT |
| 1 | MONOTUBE ARMS 40-FT TYPE 9/10 SPEC POLE |
| 1 | MONOTUBE ARMS 45-FT TYPE 9/10 SPEC POLE |
| 2 | LUMINAIRE ARMS 15-FT |
| 3 | RADAR DETECTORS |
| 4 | EVP DETECTOR HEADS |
| 4 | EVP CONFIRMATION LIGHTS |

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | 204.0195* REMOVING CONCRETE BASES EACH |
|---|---|
| CB1 | 1 |
| SB1 | 1 |
| SB2 | 1 |
| SB3 | 1 |
| SB4 | 1 |
| SB5 | 1 |
| SB6 | 1 |
| SB7 | 1 |
| SB8 | 1 |
| SB9 | 1 |
| TOTAL | 10 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.03 REMOVING TRAFFIC SIGNALS EACH | 204.9060.S.09 REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE EACH |
|---|---|---|
| STH 24 & CTH U (S 76TH ST) | 1 | 1 |
| TOTAL | 1 | 1 |

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | 659.5000.S* LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 16 INCH | 4 |
| TRAFFIC SIGNAL, THREE SECTION | 8 |
| TRAFFIC SIGNAL, FOUR SECTION | 4 |
| MERCURY SWITCHES | 1 |
| TOTAL | 17 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 16 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | TRAFFIC SIGNAL, FOUR SECTION EACH | MERCURY SWITCHES EACH |
|---|---|---|---|---|
| SB1 | 1 | 1 | -- | -- |
| SB2 | -- | 1 | 1 | -- |
| SB3 | 1 | -- | 1 | -- |
| SB4 | -- | 1 | -- | -- |
| SB5 | -- | 1 | -- | -- |
| SB6 | 1 | 2 | 1 | -- |
| SB7 | -- | -- | 1 | -- |
| SB8 | 1 | 1 | -- | -- |
| SB9 | -- | 1 | -- | -- |
| CB1 | -- | -- | -- | 1 |
| TOTAL | 4 | 8 | 4 | 1 |

## REMOVING PULL BOXES

| PULL BOX NO. | 653.0905 REMOVING PULL BOXES EACH |
|---|---|
| PB1 | 1 |
| PB2 | 1 |
| PB3 | 1 |
| PB4 | 1 |
| PB5 | 1 |
| PB6 | 1 |
| PB7 | 1 |
| PB8 | 1 |
| PB9 | 1 |
| PB10 | 1 |
| PB11 | 1 |
| PB12 | 1 |
| PB13 | 1 |
| PB14 | 1 |
| PB15 | 1 |
| TOTAL | 15 |





FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 10/9/2024 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

STH 24 (W FOREST HOME AVE) & CTH U (S 76TH ST)
MILWAUKEE COUNTY
CATEGORY 1500
S40-1219

## CONDUIT

| FROM | TO | 652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0615 CONDUIT SPECIAL 3-INCH L.F. |
|---|---|---|---|---|
| CB1 | PB1 | -- | 57 | -- |
| CB1 | PB13 | -- | 57 | -- |
| PB1 | SB1 | 19 | -- | -- |
| PB1 | PB2 | 157 | -- | -- |
| PB1 | PB3 | -- | -- | 78 |
| PB3 | PB4 | -- | 136 | -- |
| PB4 | SB2 | -- | 14 | -- |
| PB4 | SB3 | 20 | -- | -- |
| PB4 | PB5 | -- | 160 | -- |
| PB5 | PB6 | -- | -- | 126 |
| PB6 | SB11 | 34 | -- | -- |
| PB6 | PB7 | -- | -- | 90 |
| PB7 | SB4 | -- | 8 | -- |
| PB7 | SB5 | 11 | -- | -- |
| PB7 | PB8 | -- | -- | 122 |
| PB8 | SB6 | -- | 8 | -- |
| PB8 | PB9 | 45 | -- | -- |
| PB8 | PB11 | -- | 70 | -- |
| PB9 | PB10 | 237 | -- | -- |
| PB11 | SB7 | 6 | -- | -- |
| PB11 | PB12 | -- | -- | 194 |
| PB12 | SB8 | 9 | -- | -- |
| PB12 | PB13 | -- | -- | 98 |
| PB13 | SB9 | -- | 12 | -- |
| PB13 | SB10 | 20 | -- | -- |
| | TOTAL | 558 | 522 | 708 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## PULL BOXES

| PULL BOX NO. | LOCATION ^ | 653.0135* PULL BOXES STEEL 24x36-INCH EACH | 653.0140* PULL BOXES STEEL 24x42-INCH EACH |
|---|---|---|---|
| PB1 | STA 232+18; 142.3' LT | -- | 1 |
| PB2 | STA 230+55; 153.0' LT | 1 | -- |
| PB3 | STA 232+25; 180.0' LT | -- | 1 |
| PB4 | STA 232+97; 185.8' LT | 1 | -- |
| PB5 | STA 233+60; 239.6' LT | -- | 1 |
| PB6 | STA 234+09; 198.3' LT | -- | 1 |
| PB7 | STA 234+43; 167.2' LT | -- | 1 |
| PB8 | STA 234+00; 122.5' LT | -- | 1 |
| PB9 | STA 234+46; 117.1' LT | 1 | -- |
| PB10 | STA 236+84; 80.1' LT | 1 | -- |
| PB11 | STA 233+71; 101.1' LT | -- | 1 |
| PB12 | STA 232+72; 100.5' LT | -- | 1 |
| PB13 | STA 232+24; 116.5' LT | -- | 1 |
| | TOTAL | 4 | 9 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC DETECTOR LOOPS

| LOOP NO. | HOME RUN PB | LOCATION** ^ | SIZE (FT)x(FT) | NO. OF TURNS | PAVEMENT TYPE | SDD INSTALLATION REFERENCE | 652.0800* CONDUIT LOOP DETECTOR L.F. | 655.0700* LOOP DETECTOR LEAD IN CABLE L.F. | 655.0800* LOOP DETECTOR WIRE L.F. |
|---|---|---|---|---|---|---|---|---|---|
| 31 | PB10 | STA 236+87; 106' LT | 6X8 | 5 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 86 | 520 | 170 |
| 32 | PB10 | STA 236+85; 92' LT | 6X8 | 5 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 58 | 520 | 142 |
| 33 | PB9 | STA 234+65; 141.5' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 122 | 280 | 278 |
| 34 | PB9 | STA 234+37; 145.5' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 114 | 280 | 270 |
| 35 | PB9 | STA 234+56; 129.5' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 90 | 280 | 246 |
| 36 | PB9 | STA 234+27; 132.5' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 84 | 280 | 240 |
| 41 | PB2 | STA 230+55; 163' LT | 6X6 | 3 | CONCRETE | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 50 | 194 | 122 |
| 42 | PB1 | STA 232+15; 153' LT | 6X20 | 3 | CONCRETE | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 80 | 33 | 236 |
| 43 | PB1 | STA 232+44; 150' LT | 6X20 | 3 | CONCRETE | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 82 | 33 | 238 |
| | | | | | | TOTAL | 766 | 2420 | 1942 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP





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MILWAUKEE COUNTY
CATEGORY 1500
S40-1219

## CONCRETE BASES

| SIGNAL BASE NO. | LOCATION ^ | 654.0101* CONCRETE BASES TYPE 1 EACH | 654.0102* CONCRETE BASES TYPE 2 EACH | 654.0110 CONCRETE BASES TYPE 10 EACH | 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH | 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH | SPV.0060.50* CONCRETE BASES TYPE 1 SPREAD FOOTING EACH |
|---|---|---|---|---|---|---|---|
| CB1 | STA 232+07; 126.3' LT | -- | -- | -- | -- | 1 | -- |
| SB1 | STA 232+37; 139.8' LT | -- | 1 | -- | -- | -- | -- |
| SB2 | STA 232+85; 185.9' LT | -- | -- | 1 | -- | -- | -- |
| SB3 | STA 233+13; 198.7' LT | 1 | -- | -- | -- | -- | -- |
| SB4 | STA 234+35; 162.2' LT | -- | -- | -- | 1 | -- | -- |
| SB5 | STA 234+46; 156.7' LT | 1 | -- | -- | -- | -- | -- |
| SB6 | STA 234+07; 121.8' LT | -- | -- | 1 | -- | -- | -- |
| SB7 | STA 233+66; 100.1' LT | 1 | -- | -- | -- | -- | -- |
| SB8 | STA 232+78; 107.3' LT | 1 | -- | -- | -- | -- | -- |
| SB9 | STA 232+24; 128.0' LT | -- | -- | -- | 1 | -- | -- |
| SB10 | STA 232+38; 131.0' LT | -- | -- | -- | -- | -- | 1 |
| SB11 | STA 233+81; 177.9' LT | 1 | | -- | -- | -- | -- |
| | TOTAL | 5 | 1 | 2 | 2 | 1 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900* TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SB9 (HEAD A) | 97 |
| CB1 | SB4 (HEAD B) | 404 |
| CB1 | SB6 (HEAD C) | 315 |
| CB1 | SB2 (HEAD D) | 239 |
| | TOTAL | 1055 |

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. | 655.0260* CABLE TRAFFIC SIGNAL 12-14 AWG L.F. |
|---|---|---|---|
| CB1 | SB1 | -- | 53 |
| CB1 | SB2 | -- | 194 |
| CB1 | SB3 | -- | 193 |
| CB1 | SB4 | -- | 354 |
| CB1 | SB5 | 358 | -- |
| CB1 | SB6 | -- | 275 |
| CB1 | SB7 | -- | 221 |
| CB1 | SB8 | 96 | -- |
| CB1 | SB9 | 47 | -- |
| CB1 | SB10 | 55 | -- |
| CB1 | SB11 | -- | 385 |
| | TOTAL | 556 | 1675 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SB1 | 68 |
| SB1 | SB2 | 206 |
| SB2 | SB3 | 66 |
| SB3 | SB11 | 256 |
| SB11 | SB4 | 131 |
| SB4 | SB5 | 42 |
| SB5 | SB6 | 119 |
| SB6 | SB7 | 39 |
| SB7 | SB8 | 86 |
| SB8 | SB9 | 154 |
| SB9 | SB10 | 118 |
| SB10 | CB1 | 65 |
| PB1 | CB1 | 41 |
| PB3 | CB1 | 94 |
| PB4 | SB2 | 40 |
| PB5 | SB2 | 138 |
| PB6 | SB11 | 54 |
| PB7 | SB4 | 26 |
| PB8 | SB6 | 25 |
| PB11 | SB7 | 22 |
| PB12 | SB8 | 26 |
| PB13 | SB9 | 37 |
| | TOTAL | 1853 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG L.F. | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. |
|---|---|---|---|
| SB1 | HEAD 15 | 19 | -- |
| SB1 | HEAD 19 | 15 | -- |
| SB2 | HEAD 12 | 51 | -- |
| SB2 | HEAD 13 | -- | 51 |
| SB2 | HEAD 14 | 20 | -- |
| SB2 | HEAD 18 | 15 | -- |
| SB3 | HEAD 5 | -- | 22 |
| SB3 | HEAD 7 | 21 | -- |
| SB4 | HEAD 2 | 80 | -- |
| SB4 | HEAD 3 | 80 | -- |
| SB4 | HEAD 4 | 80 | -- |
| SB4 | HEAD 16 | -- | 20 |
| SB4 | HEAD 23 | 15 | -- |
| SB5 | HEAD 11 | 21 | -- |
| SB6 | HEAD 17 | 40 | -- |
| SB6 | HEAD 22 | 15 | -- |
| SB7 | HEAD 1 | 13 | -- |
| SB7 | HEAD 21 | 15 | -- |
| SB9 | HEAD 8 | 60 | -- |
| SB9 | HEAD 9 | 60 | -- |
| SB9 | HEAD 10 | 60 | -- |
| SB10 | HEAD 20 | 15 | -- |
| SB11 | HEAD 6 | -- | 22 |
| | TOTAL | 695 | 115 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN





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CATEGORY 1500
S40-1219

3

## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100* PEDESTAL BASES EACH | 657.0255* TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH | 657.0310* POLES TYPE 3 EACH | 657.0405* TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH | 657.0420* TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0425* TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH | 657.0430* TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH | 657.0609* LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH | 658.0500* PEDESTRIAN PUSH BUTTONS EACH | 659.1125* LUMINAIRES UTILITY LED C EACH |
|---|---|---|---|---|---|---|---|---|---|---|
| SB1 | -- | 1 | 1 | -- | -- | -- | -- | 1 | 1 | 1 |
| SB2 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- |
| SB3 | 1 | -- | -- | -- | -- | 1 | -- | -- | -- | -- |
| SB4 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- |
| SB5 | 1 | -- | -- | -- | 1 | -- | -- | -- | -- | -- |
| SB6 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 1 |
| SB7 | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 | -- |
| SB8 | 1 | -- | -- | 1 | -- | -- | -- | -- | 1 | -- |
| SB9 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| SB10 | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | -- |
| SB11 | 1 | -- | -- | -- | -- | 1 | -- | -- | -- | -- |
| TOTAL | 6 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 7 | 3 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## POLES (STATE FURNISHED)

| SIGNAL BASE NO. | SPV.0060.30 INSTALL POLES TYPE 9 EACH | SPV.0060.31 INSTALL POLES TYPE 9 SPECIAL EACH | SPV.0060.32 INSTALL POLES TYPE 10 EACH | SPV.0060.33 INSTALL POLES TYPE 10 SPECIAL EACH | SPV.0060.34 INSTALL MONOTUBE ARMS 15-FT EACH | SPV.0060.35 INSTALL MONOTUBE ARMS 30-FT EACH | SPV.0060.36 INSTALL MONOTUBE ARMS 40-FT SPECIAL EACH | SPV.0060.37 INSTALL MONOTUBE ARMS 45-FT SPECIAL EACH | SPV.0060.38 INSTALL LUMINAIRE ARMS STEEL 15-FT EACH |
|---|---|---|---|---|---|---|---|---|---|
| SB2 | 1 | -- | -- | -- | -- | 1 | -- | -- | -- |
| SB4 | -- | 1 | -- | -- | -- | -- | 1 | -- | -- |
| SB6 | -- | -- | 1 | -- | 1 | -- | -- | -- | 1 |
| SB9 | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| TOTAL | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |

## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH |
|---|---|
| STH 24 & CTH U (76TH ST) | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

STH 24 (W FOREST HOME AVE) & CTH U (S 76TH ST)
MILWAUKEE COUNTY
CATEGORY 1500
S40-1219

3

## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173* TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0174* TRAFFIC SIGNAL FACE 4S 12-INCH EACH | 658.0416* PEDESTRIAN SIGNAL FACE 16-INCH EACH |
|---|---|---|---|---|
| SB1 | HEAD 15 | 1 | -- | -- |
| SB1 | HEAD 19 | -- | -- | 1 |
| SB2 | HEAD 12 | 1 | -- | -- |
| SB2 | HEAD 13 | -- | 1 | -- |
| SB2 | HEAD 14 | 1 | -- | -- |
| SB2 | HEAD 18 | -- | -- | 1 |
| SB3 | HEAD 5 | -- | 1 | -- |
| SB3 | HEAD 7 | 1 | -- | -- |
| SB4 | HEAD 2 | 1 | -- | -- |
| SB4 | HEAD 3 | 1 | -- | -- |
| SB4 | HEAD 4 | 1 | -- | -- |
| SB4 | HEAD 16 | -- | 1 | -- |
| SB4 | HEAD 23 | -- | -- | 1 |
| SB5 | HEAD 11 | 1 | -- | -- |
| SB6 | HEAD 17 | 1 | -- | -- |
| SB6 | HEAD 22 | -- | -- | 1 |
| SB7 | HEAD 1 | 1 | -- | -- |
| SB7 | HEAD 21 | -- | -- | 1 |
| SB9 | HEAD 8 | 1 | -- | -- |
| SB9 | HEAD 9 | 1 | -- | -- |
| SB9 | HEAD 10 | 1 | -- | -- |
| SB10 | HEAD 20 | -- | -- | 1 |
| SB11 | HEAD 6 | -- | 1 | -- |
| | TOTAL | 13 | 4 | 6 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LED MODULES SUMMARY (FOR INFO ONLY)

| SIGNAL HEAD NO. | SIGNAL BASE NO. | PEDESTRIAN SIGNAL FACE 16-INCH EACH | LED MODULES 12-INCH RED BALL EACH | LED MODULES 12-INCH YELLOW BALL EACH | LED MODULES 12-INCH GREEN BALL EACH | LED MODULES 12-INCH RED ARROW EACH | LED MODULES 12-INCH YELLOW ARROW EACH | LED MODULES 12-INCH GREEN ARROW EACH |
|---|---|---|---|---|---|---|---|---|
| SB1 | HEAD 15 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB1 | HEAD 19 | 1 | -- | -- | -- | -- | -- | -- |
| SB2 | HEAD 12 | -- | -- | -- | -- | 1 | 1 | 1 |
| SB2 | HEAD 13 | -- | 1 | 1 | 1 | -- | -- | 1 |
| SB2 | HEAD 14 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB2 | HEAD 18 | 1 | -- | -- | -- | -- | -- | -- |
| SB3 | HEAD 5 | -- | -- | -- | -- | 1 | 2 | 1 |
| SB3 | HEAD 7 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB4 | HEAD 2 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB4 | HEAD 3 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB4 | HEAD 4 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB4 | HEAD 16 | -- | 1 | 1 | 1 | -- | -- | 1 |
| SB4 | HEAD 23 | 1 | -- | -- | -- | -- | -- | -- |
| SB5 | HEAD 11 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB6 | HEAD 17 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB6 | HEAD 22 | 1 | -- | -- | -- | -- | -- | -- |
| SB7 | HEAD 1 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB7 | HEAD 21 | 1 | -- | -- | -- | -- | -- | -- |
| SB9 | HEAD 8 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB9 | HEAD 9 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB9 | HEAD 10 | -- | 1 | 1 | 1 | -- | -- | -- |
| SB10 | HEAD 20 | 1 | | | | -- | -- | -- |
| SB11 | HEAD 6 | -- | -- | -- | -- | 1 | 2 | 1 |
| | TOTAL | 6 | 14 | 14 | 14 | 3 | 5 | 5 |

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.03 SIGNAL MOUNTING HARDWARE EACH |
|---|---|
| STH 24 & CTH U (76TH ST) | 1 |
| TOTAL | 1 |

## TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

| LOCATION | 661.0201.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS EACH | 661.0300 GENERATORS DAY | 677.0200 INSTALL CAMERA ASSEMBLY EACH |
|---|---|---|---|
| STH 24 & CTH U (76TH ST) | 1 | 1 | 1 |
| TOTAL | 1 | 1 | 1 |

## TRANSPORT TRAFFIC SIGNAL & INTERSECTION LIGHTING MATERIALS

| LOCATION | SPV.0060.39 TRANSPORT TRAFFIC SIGNAL & INTERSECTION LIGHTING MATERIALS EACH |
|---|---|
| STH 24 & CTH U | 1 |
| TOTAL | 1 |

## TRANSPORT & INSTALL STATE-FURNISHED RADAR DETECTION SYSTEM

| LOCATION | SPV.0060.40 TRANSPORT & INSTALL STATE-FURNISHED RADAR DETECTION SYSTEM EACH |
|---|---|
| STH 24 & CTH U | 1 |
| TOTAL | 1 |

## TRANSPORT & INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET

| LOCATION | SPV.0060.49 TRANSPORT & INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET EACH |
|---|---|
| STH 24 & CTH U | 1 |
| TOTAL | 1 |

## TRANSPORT & INSTALL STATE FURNISHED EVP DETECTOR HEADS

| LOCATION | SPV.0060.51 TRANSPORT & INSTLL STATE FURNISHED EVP DETECTOR HEADS EACH |
|---|---|
| STH 24 & CTH U | 1 |
| TOTAL | 1 |

## REMOVE AND REINSTALL ANTENNA

| LOCATION | SPV.0060.54 REMOVE AND REINSTALL ANTENNA EACH |
|---|---|
| SB9 | 1 |
| TOTAL | 1 |





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MILWAUKEE COUNTY
CATEGORY 1500
S40-1130

3

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | 204.0195* REMOVING CONCRETE BASES EACH |
|---|---|
| SB2 | 1 |
| SB3 | 1 |
| SB4 | 1 |
| SB6 | 1 |
| SB7 | 1 |
| SB8 | 1 |
| SB9 | 1 |
| SB12 | 1 |
| SB13 | 1 |
| TOTAL | 9 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | 659.5000.S* LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| LUMINAIRES, UTILITY, LED C | 2 |
| PEDESTRIAN SIGNAL - 16 INCH | 7 |
| TRAFFIC SIGNAL, THREE SECTION | 7 |
| TRAFFIC SIGNAL, FOUR SECTION | 4 |
| TOTAL | 20 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | LUMINAIRES, UTILITY, LED C EACH | PEDESTRIAN SIGNAL, 16 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | TRAFFIC SIGNAL, FOUR SECTION EACH |
|---|---|---|---|---|
| SB2 | -- | 1 | -- | -- |
| SB3 | -- | -- | 1 | 1 |
| SB4 | 2 | -- | -- | 2 |
| SB6 | -- | 1 | 2 | -- |
| SB7 | -- | 1 | -- | -- |
| SB8 | -- | 1 | 1 | -- |
| SB9 | -- | 1 | 1 | 1 |
| SB13 | -- | 2 | 2 | -- |
| TOTAL | 2 | 7 | 7 | 4 |

3

## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.04 REMOVING TRAFFIC SIGNALS EACH |
|---|---|
| STH 24 & COLDSPRING RD | 1 |
| TOTAL | 1 |

## CONDUIT

| FROM | TO | 652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. |
|---|---|---|
| PB2 | SB3 | 10 |
| PB4 | SB4 | 5 |
| PB6 | SB6 | 10 |
| PB6 | SB7 | 5 |
| PB9 | SB8 | 18 |
| PB10 | SB9 | 5 |
| PB15 | SB12 | 5 |
| PB4 | PB19 | 35 |
| | TOTAL | 93 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## PULL BOXES

| PULL BOX NO. | LOCATION ^ | 653.0900* ADJUSTING PULL BOXES EACH |
|---|---|---|
| PB5 | - | 1 |
| | TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## CONCRETE BASES

| SIGNAL BASE NO. | LOCATION ^ | 654.0101* CONCRETE BASES TYPE 1 EACH | 654.0102 CONCRETE BASES TYPE 2 EACH | SPV.0060.50 CONCRETE BASES TYPE 1 SPREAD FOOTING EACH |
|---|---|---|---|---|
| SB3 | STA 247+03; 52.2' LT | -- | -- | 1 |
| SB4 | STA 247+76; 9.1' RT | -- | 1 | -- |
| SB6 | STA 247+93; 63.6' RT | 1 | -- | -- |
| SB7 | STA 247+94; 55.1' RT | 1 | -- | -- |
| SB8 | STA 246+86; 61.8' RT | -- | -- | 1 |
| SB9 | STA 246+35; 53.8' RT | 1 | -- | -- |
| SB12 | STA 245+47; 60.9' LT | 1 | -- | -- |
| | TOTAL | 4 | 1 | 2 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 24 (W FOREST HOME AVE) & W COLDSPRING RD
MILWAUKEE COUNTY
CATEGORY 1500
S40-1130

3

## TRAFFIC DETECTOR LOOPS

| LOOP NO. | HOME RUN PB | LOCATION** ^ | SIZE (FT)x(FT) | NO. OF TURNS | PAVEMENT TYPE | SDD INSTALLATION REFERENCE | 652.0800* CONDUIT LOOP DETECTOR L.F. | 655.0700* LOOP DETECTOR LEAD IN CABLE L.F. | 655.0800* LOOP DETECTOR WIRE L.F. |
|---|---|---|---|---|---|---|---|---|---|
| 51 | PB19 | STA 248+09; 5' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 74 | 230 | 178 |
| | | | | | | TOTAL | 74 | 230 | 178 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG L.F. | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. |
|---|---|---|---|
| SB3 | HEAD 25 | -- | 22 |
| SB3 | HEAD 6 | 21 | -- |
| SB3 | HEAD 21 | 15 | -- |
| SB4 | HEAD 5 | -- | 22 |
| SB4 | HEAD 9 | -- | 22 |
| SB6 | HEAD 11 | 19 | -- |
| SB6 | HEAD 15 | 19 | -- |
| SB6 | HEAD 23 | 15 | -- |
| SB7 | HEAD 22 | 15 | -- |
| SB8 | HEAD 16 | 19 | -- |
| SB8 | HEAD 24 | 15 | -- |
| SB9 | HEAD 1 | 21 | -- |
| SB9 | HEAD 17 | 15 | -- |
| SB9 | HEAD 26 | -- | 22 |
| SB12 | HEAD 12 | 19 | -- |
| SB12 | HEAD 14 | 19 | -- |
| SB12 | HEAD 18 | 15 | -- |
| SB12 | HEAD 19 | 15 | -- |
| | TOTAL | 242 | 88 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. | 655.0260* CABLE TRAFFIC SIGNAL 12-14 AWG L.F. | 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F. | 655.0305* CABLE TYPE UF 2-12 AWG GROUNDED L.F. |
|---|---|---|---|---|---|
| CB1 | SB3 | -- | 168 | -- | -- |
| CB1 | SB4 | -- | 270 | -- | 270 |
| CB1 | SB6 | -- | 409 | -- | -- |
| CB1 | SB7 | 396 | - | -- | -- |
| CB1 | SB8 | -- | 558 | -- | -- |
| CB1 | SB9 | -- | 441 | -- | -- |
| CB1 | SB12 | -- | -- | 267 | -- |
| | TOTAL | 396 | 1846 | 267 | 270 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0610* ELECTRICAL WIRE LIGHTING 12 AWG L.F. |
|---|---|---|
| SB4 | LUMINAIRE | 234 |
| | TOTAL | 234 |

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| SB1 | SB3 | 127 |
| SB3 | SB4 | 140 |
| SB4 | SB5 | 136 |
| SB5 | SB6 | 96 |
| SB6 | SB7 | 35 |
| SB7 | SB8 | 293 |
| SB8 | SB9 | 142 |
| SB9 | SB10 | 213 |
| SB11 | SB12 | 169 |
| SB12 | CB1 | 266 |
| | TOTAL | 1617 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 24 (W FOREST HOME AVE) & W COLDSPRING RD
MILWAUKEE COUNTY
CATEGORY 1500
S40-1130

## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100* PEDESTAL BASES EACH | 657.0255* TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH | 657.0310* POLES TYPE 3 EACH | 657.0420* TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0425* TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH | 657.0430* TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH | 657.0609* LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH | 658.0500* PEDESTRIAN PUSH BUTTONS EACH | 659.1125* LUMINAIRES UTILITY LED C EACH |
|---|---|---|---|---|---|---|---|---|---|
| SB3 | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| SB4 | -- | 1 | 1 | -- | -- | -- | 2 | 1 | 2 |
| SB6 | 1 | -- | -- | 1 | -- | -- | -- | 1 | -- |
| SB7 | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| SB8 | 1 | -- | -- | 1 | -- | -- | -- | 1 | -- |
| SB9 | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| SB12 | 1 | -- | -- | 1 | -- | -- | -- | 2 | -- |
| TOTAL | 6 | 1 | 1 | 3 | 2 | 1 | 2 | 8 | 2 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.01730* TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0174* TRAFFIC SIGNAL FACE 4S 12-INCH EACH | 658.0416* PEDESTRIAN SIGNAL FACE 16-INCH EACH |
|---|---|---|---|---|
| HEAD 25 | SB3 | -- | 1 | -- |
| HEAD 6 | SB3 | 1 | -- | -- |
| HEAD 21 | SB3 | -- | -- | 1 |
| HEAD 5 | SB4 | -- | 1 | -- |
| HEAD 9 | SB4 | -- | 1 | -- |
| HEAD 11 | SB6 | 1 | -- | -- |
| HEAD 15^ | SB6 | 1 | -- | -- |
| HEAD 23 | SB6 | -- | -- | 1 |
| HEAD 22 | SB7 | -- | -- | 1 |
| HEAD 16^ | SB8 | 1 | -- | -- |
| HEAD 24 | SB8 | -- | -- | 1 |
| HEAD 1 | SB9 | 1 | -- | -- |
| HEAD 17 | SB9 | -- | -- | 1 |
| HEAD 26 | SB9 | -- | 1 | -- |
| HEAD 12^ | SB12 | 1 | -- | -- |
| HEAD 14 | SB12 | 1 | -- | -- |
| HEAD 18 | SB12 | -- | -- | 1 |
| HEAD 19 | SB12 | -- | -- | 1 |
| | TOTAL | 7 | 4 | 7 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
^ CIRCULAR INDICATORS WITH TUNNEL VISORS

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.04 SIGNAL MOUNTING HARDWARE EACH |
|---|---|
| STH 24 & COLDSPRING RD | 1 |
| TOTAL | 1 |

## REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT

| LOCATION | SPV.0060.41 REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT EACH |
|---|---|
| STH 24 & COLDSPRING RD | 1 |
| TOTAL | 1 |

DESCRIPTION: PUSH BUTTON & HEAD #20 (SB1)

STH 24 (W FOREST HOME AVE) & S 68TH ST
MILWAUKEE COUNTY
CATEGORY 1500
S40-1155

3

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | 204.0195* REMOVING CONCRETE BASES EACH |
|---|---|
| SB3 | 1 |
| SB4 | 1 |
| SB6 | 1 |
| SB8 | 1 |
| SB10 | 1 |
| SB14 | 1 |
| TOTAL | 6 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | 659.5000.S* LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| LUMINAIRES, UTILITY, LED C | 2 |
| PEDESTRIAN SIGNAL - 16 INCH | 8 |
| TRAFFIC SIGNAL, THREE SECTION | 3 |
| TRAFFIC SIGNAL, FOUR SECTION | 1 |
| TOTAL | 14 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | LUMINAIRES, UTILITY, LED C EACH | PEDESTRIAN SIGNAL, 16 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | TRAFFIC SIGNAL, FOUR SECTION EACH |
|---|---|---|---|---|
| SB3 | -- | 1 | -- | -- |
| SB4 | -- | 1 | 2 | -- |
| SB6 | -- | 1 | -- | -- |
| SB8 | 2 | 2 | -- | 1 |
| SB10 | -- | 1 | -- | -- |
| SB11 | -- | 1 | -- | -- |
| SB14 | -- | 1 | 1 | -- |
| TOTAL | 2 | 8 | 3 | 1 |

## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.05 REMOVING TRAFFIC SIGNALS EACH |
|---|---|
| STH 24 & 68TH ST | 1 |
| TOTAL | 1 |

## CONDUIT

| FROM | TO | 652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. |
|---|---|---|
| PB4 | SB3 | 11 |
| PB6 | SB4 | 15 |
| PB8 | SB15 | 12 |
| PB9 | SB6 | 15 |
| PB12 | SB8 | 5 |
| PB13 | SB10 | 25 |
| PB14 | SB16 | 11 |
| PB19 | SB14 | 9 |
| | TOTAL | 103 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## CONCRETE BASES

| SIGNAL BASE NO. | LOCATION ^ | 654.0101* CONCRETE BASES TYPE 1 EACH | 654.0105* CONCRETE BASES TYPE 5 EACH |
|---|---|---|---|
| SB3 | STA 269+34; 53.3' RT | 1 | -- |
| SB4 | STA 268+92; 68.8' RT | 1 | -- |
| SB6 | STA 267+63; 62.1' RT | 1 | -- |
| SB8 | STA 268+03; 8.5' LT | -- | 1 |
| SB10 | STA 268+73; 52.7' LT | 1 | -- |
| SB14 | STA 270+18; 66.8' LT | 1 | -- |
| SB15 | STA 268+40; 66' RT | 1 | -- |
| SB16 | STA 269+01; 52.9' LT | 1 | -- |
| | TOTAL | 7 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN



| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | MISCELLANEOUS QUANTITIES | SHEET: 636 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 7/24/2024 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

STH 24 (W FOREST HOME AVE) & S 68TH ST
MILWAUKEE COUNTY
CATEGORY 1500
S40-1155

3

## TRAFFIC DETECTOR LOOPS

| LOOP NO. | HOME RUN PB | LOCATION** ^ | SIZE (FT)x(FT) | NO. OF TURNS | PAVEMENT TYPE | SDD INSTALLATION REFERENCE | 652.0800* CONDUIT LOOP DETECTOR L.F. | 655.0700* LOOP DETECTOR LEAD IN CABLE L.F. | 655.0800* LOOP DETECTOR WIRE L.F. |
|---|---|---|---|---|---|---|---|---|---|
| 11 | PB12 | STA 267+86; 2' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 96 | 295 | 200 |
| 82 | PB6 | STA 268+37; 95' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 138 | 308 | 242 |
| 85 | PB8 | STA 268+19; 98' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 100 | 357 | 204 |
| | | | | | | TOTAL | 334 | 960 | 646 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

3

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F. | 655.0260* CABLE TRAFFIC SIGNAL 12-14 AWG L.F. | 655.0305* CABLE TYPE UF 2-12 AWG GROUNDED L.F. |
|---|---|---|---|---|
| CB1 | SB3 | 251 | -- | -- |
| CB1 | SB4 | -- | 363 | -- |
| CB1 | SB6 | 501 | -- | -- |
| CB1 | SB8 | -- | -- | 396 |
| CB1 | SB9 | -- | 392 | -- |
| CB1 | SB10 | 259 | -- | -- |
| CB1 | SB14 | -- | 87 | -- |
| CB1 | SB15 | 424 | -- | -- |
| CB1 | SB16 | 240 | -- | -- |
| | TOTAL | 1675 | 842 | 396 |

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| SB2 | SB3 | 54 |
| SB3 | SB4 | 157 |
| SB4 | SB15 | 116 |
| SB15 | SB6 | 127 |
| SB6 | SB7 | 103 |
| SB7 | SB8 | 153 |
| SB8 | SB9 | 48 |
| SB9 | SB10 | 213 |
| SB10 | SB16 | 65 |
| SB16 | SB11 | 53 |
| SB13 | SB14 | 41 |
| SB14 | CB1 | 103 |
| | TOTAL | 1233 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG L.F. | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. |
|---|---|---|---|
| SB3 | HEAD 25 | 15 | -- |
| SB4 | HEAD 10 | 19 | -- |
| SB4 | HEAD 14 | 19 | -- |
| SB4 | HEAD 26 | 15 | -- |
| SB6 | HEAD 27 | 15 | -- |
| SB9 | HEAD 9 | -- | 22 |
| SB9 | HEAD 17 | 15 | -- |
| SB9 | HEAD 18 | 15 | -- |
| SB10 | HEAD 19 | 15 | -- |
| SB14 | HEAD 12 | 19 | -- |
| SB14 | HEAD 21 | 15 | -- |
| SB16 | HEAD 20 | 15 | |
| | TOTAL | 177 | 22 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900* TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SB9 (HEAD A) | 429 |
| CB1 | SB2 (HEAD B) | 300 |
| CB1 | SB5 (HEAD C) | 544 |
| CB1 | SB5 (HEAD D) | 559 |
| | TOTAL | 1832 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0610* ELECTRICAL WIRE LIGHTING 12 AWG L.F. |
|---|---|---|
| SB8 | LUMINAIRE | 234 |
| | TOTAL | 234 |





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STH 24 (W FOREST HOME AVE) & S 68TH ST
MILWAUKEE COUNTY
CATEGORY 1500
S40-1155

## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100* PEDESTAL BASES EACH | 657.0255* TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH | 657.0322 POLES TYPE 5 ALUMINUM EACH | 657.0405* TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH | 657.0420* TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0430* TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH | 657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH | 658.0500* PEDESTRIAN PUSH BUTTONS EACH | 659.1125* LUMINAIRES UTILITY LED C EACH |
|---|---|---|---|---|---|---|---|---|---|
| SB3 | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| SB4 | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| SB6 | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| SB8 | -- | 1 | 1 | -- | -- | -- | 2 | -- | 2 |
| SB10 | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| SB14 | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| SB15 | 1 | -- | -- | 1 | -- | -- | -- | 1 | -- |
| SB16 | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| TOTAL | 7 | 1 | 1 | 1 | 2 | 4 | 2 | 7 | 2 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173* TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0174* TRAFFIC SIGNAL FACE 4S 12-INCH EACH | 658.0416* PEDESTRIAN SIGNAL FACE 16-INCH EACH |
|---|---|---|---|---|
| HEAD 25 | SB3 | -- | -- | 1 |
| HEAD 10 | SB4 | 1 | -- | -- |
| HEAD 14^ | SB4 | 1 | -- | -- |
| HEAD 26 | SB4 | -- | -- | 1 |
| HEAD 27 | SB6 | -- | -- | 1 |
| HEAD 9^ | SB9 | -- | 1 | -- |
| HEAD 17 | SB9 | -- | -- | 1 |
| HEAD 18 | SB9 | -- | -- | 1 |
| HEAD 19 | SB10 | -- | -- | 1 |
| HEAD 12 | SB14 | 1 | -- | -- |
| HEAD 21 | SB14 | -- | -- | 1 |
| HEAD 20 | SB16 | -- | -- | 1 |
| TOTAL | | 3 | 1 | 8 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
^ DENOTES CIRCULAR INDICATOR WITH TUNNEL VISORS

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.05 SIGNAL MOUNTING HARDWARE EACH |
|---|---|
| STH 24 & 68TH ST | 1 |
| TOTAL | 1 |

## REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT

| LOCATION | SPV.0060.42 REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT EACH |
|---|---|
| STH 24 & 68TH ST | 1 |
| TOTAL | 1 |

DESCRIPTION: PUSH BUTTON (SB7)

## TRANSPORT & INSTALL STATE FURNISHED EVP DETECTOR HEADS

| LOCATION | SPV.0060.53 TRANSPORT & INSTALL STATE FURNISHED EVP DETECTOR HEADS EACH |
|---|---|
| STH 24 & 68TH ST | 1 |
| TOTAL | 1 |





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STH 24 (W FOREST HOME AVE) & W HOWARD AVE
MILWAUKEE COUNTY
CATEGORY 1500
S40-1154

3

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | 204.0195* REMOVING CONCRETE BASES EACH |
|---|---|
| SB3 | 1 |
| SB8 | 1 |
| SB9 | 1 |
| SB11 | 1 |
| SB13 | 1 |
| TOTAL | 5 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 16 INCH | 8 |
| TRAFFIC SIGNAL, THREE SECTION | 2 |
| TRAFFIC SIGNAL, FOUR SECTION | 3 |
| TOTAL | 13 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFO ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 16 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | TRAFFIC SIGNAL, FOUR SECTION EACH |
|---|---|---|---|
| SB3 | 2 | -- | 1 |
| SB7 | 1 | -- | -- |
| SB8 | 1 | 1 | 1 |
| SB9 | 2 | -- | 1 |
| SB11 | 1 | 1 | -- |
| SB13 | 1 | -- | -- |
| TOTAL | 8 | 2 | 3 |

3

## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.06 REMOVING TRAFFIC SIGNALS EACH | 204.9060.S.10 REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE EACH |
|---|---|---|
| STH 24 & HOWARD AVE | 1 | 1 |
| TOTAL | 1 | 1 |

## CONDUIT

| FROM | TO | 652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. |
|---|---|---|
| PB4 | SB3 | 15 |
| PB12 | SB15 | 26 |
| PB13 | SB8 | 22 |
| PB15 | SB9 | 13 |
| PB16 | SB13 | 7 |
| PB17 | SB11 | 9 |
| TOTAL | | 92 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## PULL BOXES

| PULL BOX NO. | LOCATION ^ | 653.0900* ADJUSTING PULL BOXES EACH |
|---|---|---|
| PB6 | - | 1 |
| TOTAL | | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## CONCRETE BASES

| SIGNAL BASE NO. | LOCATION ^ | 654.0101* CONCRETE BASES TYPE 1 EACH |
|---|---|---|
| SB3 | STA 286+55; 7.4' LT | 1 |
| SB8 | STA 287+68; 54.0' LT | 1 |
| SB9 | STA 288+57; 8.2' RT | 1 |
| SB11 | STA 289+08; 61.6' RT | 1 |
| SB13 | STA 289+18; 51.1' RT | 1 |
| SB15 | STA 287+57; 62.1' LT | 1 |
| TOTAL | | 6 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 24 (W FOREST HOME AVE) & W HOWARD AVE
MILWAUKEE COUNTY
CATEGORY 1500
S40-1154

## TRAFFIC DETECTOR LOOPS

| LOOP NO. | HOME RUN PB | LOCATION** ^ | SIZE (FT)x(FT) | NO. OF TURNS | PAVEMENT TYPE | SDD INSTALLATION REFERENCE | 652.0800* CONDUIT LOOP DETECTOR L.F. | 655.0700* LOOP DETECTOR LEAD IN CABLE L.F. | 655.0800* LOOP DETECTOR WIRE L.F. |
|---|---|---|---|---|---|---|---|---|---|
| 41 | PB10 | STA 284+78; 217' LT | 6X8 | 5 | CONCRETE | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 60 | -- | 172 |
| 51 | PB15 | STA 288+88; 3' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 92 | 244 | 196 |
| 81 | PB18 | STA 290+58; 238' RT | 6X6 | 5 | CONCRETE | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 54 | -- | 150 |
| | | | | | | TOTAL | 206 | 244 | 518 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F. | 655.0260* CABLE TRAFFIC SIGNAL 12-14 AWG L.F. |
|---|---|---|---|
| CB1 | SB3 | -- | 223 |
| CB1 | SB8 | -- | 463 |
| CB1 | SB9 | -- | 331 |
| CB1 | SB11 | -- | 197 |
| CB1 | SB13 | 173 | -- |
| CB1 | SB15 | 536 | -- |
| | TOTAL | 709 | 1214 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| SB2 | SB3 | 168 |
| SB3 | SB4 | 62 |
| SB7 | SB15 | 63 |
| SB15 | SB8 | 157 |
| SB8 | SB9 | 182 |
| SB9 | SB10 | 139 |
| SB10 | SB13 | 47 |
| SB13 | SB11 | 83 |
| SB11 | SB12 | 43 |
| | TOTAL | 944 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG L.F. | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. |
|---|---|---|---|
| SB3 | HEAD 8 | -- | 22 |
| SB3 | HEAD 18 | 15 | -- |
| SB3 | HEAD 19 | 15 | -- |
| SB8 | HEAD 5 | 21 | -- |
| SB8 | HEAD 23 | 15 | -- |
| SB8 | HEAD 29 | -- | 22 |
| SB9 | HEAD 4 | -- | 22 |
| SB9 | HEAD 24 | 15 | -- |
| SB9 | HEAD 25 | 15 | -- |
| SB11 | HEAD 16 | 19 | -- |
| SB11 | HEAD 27 | 15 | -- |
| SB13 | HEAD 26 | 15 | -- |
| SB15 | HEAD 22 | 15 | |
| | TOTAL | 160 | 66 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 24 (W FOREST HOME AVE) & W HOWARD AVE
MILWAUKEE COUNTY
CATEGORY 1500
S40-1154

## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100* PEDESTAL BASES EACH | 657.0420* TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0425* TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH | 657.0430* TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH | 658.0500* PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|
| SB3 | 1 | -- | 1 | -- | 1 |
| SB8 | 1 | -- | 1 | -- | 1 |
| SB9 | 1 | -- | 1 | -- | 1 |
| SB11 | 1 | 1 | -- | -- | 1 |
| SB13 | 1 | -- | -- | 1 | 1 |
| SB15 | 1 | -- | -- | 1 | 1 |
| TOTAL | 6 | 1 | 3 | 2 | 6 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173* TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0174* TRAFFIC SIGNAL FACE 4S 12-INCH EACH | 658.0416* PEDESTRIAN SIGNAL FACE 16-INCH EACH |
|---|---|---|---|---|
| HEAD 8 ^ | SB3 | -- | 1 | -- |
| HEAD 18 | SB3 | -- | -- | 1 |
| HEAD 19 | SB3 | -- | -- | 1 |
| HEAD 5 | SB8 | 1 | -- | -- |
| HEAD 23 | SB8 | -- | -- | 1 |
| HEAD 29 ^ | SB8 | -- | 1 | -- |
| HEAD 4 ^ | SB9 | -- | 1 | -- |
| HEAD 24 | SB9 | -- | -- | 1 |
| HEAD 25 | SB9 | -- | -- | 1 |
| HEAD 16 ^ | SB11 | 1 | -- | -- |
| HEAD 27 | SB11 | -- | -- | 1 |
| HEAD 26 | SB13 | -- | -- | 1 |
| HEAD 22 | SB15 | -- | -- | 1 |
| | TOTAL | 2 | 3 | 8 |

^ CIRCULAR INDICATORS WITH TUNNEL VISORS
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.06 SIGNAL MOUNTING HARDWARE EACH |
|---|---|
| STH 24 & HOWARD AVE | 1 |
| TOTAL | 1 |





FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 7/24/2024 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

STH 24 (W FOREST HOME AVE) & S 60TH ST
MILWAUKEE COUNTY
CATEGORY 1500
S40-1089

3

## STATE FURNISHED MATERIALS SUMMARY

| EACH | DESCRIPTION |
|---|---|
| 7 | ACCESSIBLE PEDESTRIAN PUSH BUTTONS |

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | 204.0195* REMOVING CONCRETE BASES EACH |
|---|---|
| SB3 | 1 |
| SB5 | 1 |
| SB7 | 1 |
| SB13 | 1 |
| SB14 | 1 |
| SB16 | 1 |
| TOTAL | 6 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | 659.5000.S* LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 16 INCH | 7 |
| TRAFFIC SIGNAL, THREE SECTION | 3 |
| TRAFFIC SIGNAL, FOUR SECTION | 3 |
| TOTAL | 13 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFO ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 16 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | TRAFFIC SIGNAL, FOUR SECTION EACH |
|---|---|---|---|
| SB3 | 1 | -- | -- |
| SB5 | 2 | -- | 1 |
| SB7 | 1 | 1 | 1 |
| SB9 | -- | 1 | -- |
| SB13 | 1 | -- | -- |
| SB14 | 1 | 1 | 1 |
| SB16 | 1 | -- | -- |
| TOTAL | 7 | 3 | 3 |

3

## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.07 REMOVING TRAFFIC SIGNALS EACH | 204.9060.S.11 REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE EACH |
|---|---|---|
| STH 24 & 60TH ST | 1 | 1 |
| TOTAL | 1 | 1 |

## CONDUIT

| FROM | TO | 652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. |
|---|---|---|
| PB5 | SB3 | 5 |
| PB8 | SB5 | 15 |
| PB8 | PB22 | 48 |
| PB10 | SB7 | 18 |
| PB12 | PB20 | 26 |
| PB13 | SB16 | 15 |
| PB18 | SB13 | 6 |
| PB19 | SB14 | 32 |
| PB21 | - | 5 |
| TOTAL | | 170 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## PULL BOXES

| PULL BOX NO. | LOCATION ^ | 653.0135* PULL BOXES STEEL 24x36-INCH EACH | 653.0900* ADJUSTING PULL BOXES EACH |
|---|---|---|---|
| PB14 | - | -- | 1 |
| PB20 | STA 305+54; 100' LT | 1 | -- |
| PB21 | STA 305+15; 136' LT | 1 | -- |
| PB22 | STA 303+32; 6' LT | 1 | -- |
| TOTAL | | 3 | 1 |

## CONCRETE BASES

| SIGNAL BASE NO. | LOCATION ^ | 654.0101* CONCRETE BASES TYPE 1 EACH | SPV.0060.50* CONCRETE BASES TYPE 1 SPREAD FOOTING EACH |
|---|---|---|---|
| SB3 | STA 303+40; 64.6' RT | 1 | -- |
| SB5 | STA 303+94; 6.8' LT | 1 | -- |
| SB7 | STA 304+55; 64.7' LT | -- | 1 |
| SB13 | STA 305+11; 53.2' RT | -- | 1 |
| SB14 | STA 304+71; 65.2' RT | 1 | -- |
| SB16 | STA 305+81; 68.1' LT | 1 | -- |
| TOTAL | | 4 | 2 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 24 (W FOREST HOME AVE) & S 60TH ST
MILWAUKEE COUNTY
CATEGORY 1500
S40-1089

## TRAFFIC DETECTOR LOOPS

| LOOP NO. | HOME RUN PB | LOCATION** ^ | SIZE (FT)x(FT) | NO. OF TURNS | PAVEMENT TYPE | SDD INSTALLATION REFERENCE | 652.0800* CONDUIT LOOP DETECTOR L.F. | 655.0700* LOOP DETECTOR LEAD IN CABLE L.F. | 655.0800* LOOP DETECTOR WIRE L.F. |
|---|---|---|---|---|---|---|---|---|---|
| 11 | PB22 | STA 303+27; 4' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 70 | 280 | 174 |
| 31 | PB3 | STA 303+84; 100' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 80 | 80 | 184 |
| 42 | PB21 | STA 305+06; 103' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 86 | 425 | 190 |
| 45 | PB21 | STA 305+25; 103' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 102 | 425 | 206 |
| 51 | PB16 | STA 306+05; 2' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 120 | 191 | 224 |
| 71 | PB20 | STA 305+46; 104' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 64 | 370 | 168 |
| 82 | PB19 | STA 304+37; 85' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 70 | 20 | 174 |
| 83 | PB19 | STA 304+55; 63' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 70 | 20 | 174 |
| 84 | PB1 | STA 304+00; 100' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 110 | 28 | 214 |
| | | | | | | TOTAL | 772 | 1839 | 1708 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0260* CABLE TRAFFIC SIGNAL 12-14 AWG L.F. |
|---|---|---|
| CB1 | SB3 | 164 |
| CB1 | SB5 | 319 |
| CB1 | SB7 | 462 |
| CB1 | SB13 | 118 |
| CB1 | SB14 | 58 |
| CB1 | SB16 | 396 |
| | TOTAL | 1517 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| SB2 | SB3 | 57 |
| SB3 | SB4 | 75 |
| SB4 | SB5 | 144 |
| SB5 | SB6 | 123 |
| SB15 | SB7 | 132 |
| SB7 | SB8 | 144 |
| SB9 | SB16 | 42 |
| SB16 | SB10 | 92 |
| SB12 | SB13 | 114 |
| SB13 | SB14 | 150 |
| SB14 | CB1 | 66 |
| | TOTAL | 1139 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG L.F. | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. |
|---|---|---|---|
| SB3 | HEAD 30 | 15 | -- |
| SB5 | HEAD 10 | -- | 22 |
| SB5 | HEAD 20 | 15 | -- |
| SB5 | HEAD 21 | 15 | -- |
| SB7 | HEAD 15 | 21 | -- |
| SB7 | HEAD 31 | -- | 22 |
| SB7 | HEAD 23 | 15 | -- |
| SB9 | HEAD 13 | 40 | -- |
| SB13 | HEAD 28 | 15 | -- |
| SB14 | HEAD 11 | 21 | -- |
| SB14 | HEAD 32 | -- | 22 |
| SB14 | HEAD 29 | 15 | -- |
| SB16 | HEAD 24 | 15 | -- |
| | TOTAL | 187 | 66 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN





FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 10/8/2024 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

STH 24 (W FOREST HOME AVE) & S 60TH ST
MILWAUKEE COUNTY
CATEGORY 1500
S40-1089

3

## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | | 657.0100* PEDESTAL BASES EACH | 657.0425* TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH | 657.0430* TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH | (INCIDENTAL) ACCESSIBLE PEDESTRIAN PUSH BUTTON |
|---|---|---|---|---|---|
| SB1 | | -- | -- | -- | 1 |
| SB3 | | 1 | -- | 1 | 1 |
| SB5 | | 1 | 1 | -- | 1 |
| SB7 | | 1 | 1 | -- | 1 |
| SB13 | | 1 | -- | 1 | 1 |
| SB14 | | 1 | 1 | -- | 1 |
| SB16 | | 1 | -- | 1 | 1 |
| | TOTAL | 6 | 3 | 3 | 7 ^ |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
^ STATE SUPPLIED ITEM FOR INFORMATION ONLY

## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173* TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0174* TRAFFIC SIGNAL FACE 4S 12-INCH EACH | 658.0416* PEDESTRIAN SIGNAL FACE 16-INCH EACH |
|---|---|---|---|---|
| 30 | SB3 | -- | -- | 1 |
| 10 ^ | SB5 | -- | 1 | -- |
| 20 | SB5 | -- | -- | 1 |
| 21 | SB5 | -- | -- | 1 |
| 15 | SB7 | 1 | -- | -- |
| 31 ^ | SB7 | -- | 1 | -- |
| 23 | SB7 | -- | -- | 1 |
| 13 ^ | SB9 | 1 | -- | -- |
| 28 | SB13 | -- | -- | 1 |
| 11 | SB14 | 1 | -- | -- |
| 32 ^ | SB14 | -- | 1 | -- |
| 29 | SB14 | -- | -- | 1 |
| 24 | SB16 | -- | -- | 1 |
| | TOTAL | 3 | 3 | 7 |

^ CIRCULAR INDICATORS WITH TUNNEL VISORS
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.07 SIGNAL MOUNTING HARDWARE EACH |
|---|---|
| STH 24 & 60TH ST | 1 |
| TOTAL | 1 |

## REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT

| LOCATION | SPV.0060.43 REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT EACH |
|---|---|
| STH 24 & 60TH ST | 1 |
| TOTAL | 1 |

DESCRIPTION: PUSH BUTTON & HEAD #22 (SB15)

## TRANSPORT & INSTALL STATE FURNISHED APS BUTTONS

| LOCATION | SPV.0060.48 TRANSPORT & INSTALL STATE FURNISHED APS BUTTONS EACH |
|---|---|
| STH 24 & 60TH ST | 1 |
| TOTAL | 1 |

STH 24 (W FOREST HOME AVE) & W MORGAN AVE
MILWAUKEE COUNTY
CATEGORY 1500
S40-1108

3

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | 204.0195* REMOVING CONCRETE BASES EACH |
|---|---|
| SB1 | 1 |
| SB6 | 1 |
| SB8 | 1 |
| SB9 | 1 |
| SB13 | 1 |
| TOTAL | 5 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | 659.5000.S* LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 16 INCH | 6 |
| TRAFFIC SIGNAL, THREE SECTION | 2 |
| TRAFFIC SIGNAL, FOUR SECTION | 2 |
| TOTAL | 10 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFO ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 16 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | TRAFFIC SIGNAL, FOUR SECTION EACH |
|---|---|---|---|
| SB1 | 1 | 1 | -- |
| SB2 | 1 | -- | -- |
| SB6 | 1 | -- | 1 |
| SB8 | 1 | -- | -- |
| SB9 | 1 | -- | -- |
| SB13 | 1 | 1 | 1 |
| TOTAL | 6 | 2 | 2 |

3

## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.08 REMOVING TRAFFIC SIGNALS EACH | 204.9060.S.12 REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE EACH |
|---|---|---|
| STH 24 & MORGAN AVE | 1 | 1 |
| TOTAL | 1 | 1 |

## CONDUIT

| FROM | TO | 652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. |
|---|---|---|
| PB1 | SB17 | 12 |
| PB7 | SB6 | 29 |
| PB10 | SB8 | 5 |
| PB11 | SB9 | 5 |
| PB16 | SB13 | 11 |
| PB21 | SB1 | 6 |
| | TOTAL | 68 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## CONCRETE BASES

| SIGNAL BASE NO. | LOCATION ^ | 654.0101* CONCRETE BASES TYPE 1 EACH | SPV.0060.50* CONCRETE BASES TYPE 1 SPREAD FOOTING EACH |
|---|---|---|---|
| SB1 | STA 327+50; 55.7' LT | 1 | -- |
| SB6 | STA 329+17; 52.7' LT | -- | 1 |
| SB8 | STA 330+65; 53.7' RT | 1 | -- |
| SB9 | STA 330+57; 60.7' RT | 1 | -- |
| SB13 | STA 328+83; 53.3' RT | 1 | -- |
| SB17 | STA 327+60; 62.3' LT | 1 | -- |
| | TOTAL | 5 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 24 (W FOREST HOME AVE) & W MORGAN AVE
MILWAUKEE COUNTY
CATEGORY 1500
S40-1108

3

## TRAFFIC DETECTOR LOOPS

| LOOP NO. | HOME RUN PB | LOCATION** ^ | SIZE (FT)x(FT) | NO. OF TURNS | PAVEMENT TYPE | SDD INSTALLATION REFERENCE | 652.0800* CONDUIT LOOP DETECTOR L.F. | 655.0700* LOOP DETECTOR LEAD IN CABLE L.F. | 655.0800* LOOP DETECTOR WIRE L.F. |
|---|---|---|---|---|---|---|---|---|---|
| 11 | PB19 | STA 327+79; 2' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 66 | 98 | 170 |
| 31 | PB13 | STA 330+26; 95' RT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 120 | 356 | 224 |
| 41 | PB2 | STA 326+06; 231' LT | 6X6 | 4 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 48 | -- | 120 |
| 51 | PB9 | STA 330+35; 2' LT | 6X20 | 3 | ASPHALT | 9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) | 102 | 335 | 206 |
| | | | | | | TOTAL | 336 | 789 | 720 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. | 655.0260* CABLE TRAFFIC SIGNAL 12-14 AWG L.F. |
|---|---|---|---|
| CB1 | SB1 | -- | 58 |
| CB1 | SB6 | -- | 345 |
| CB1 | SB8 | 512 | -- |
| CB1 | SB9 | -- | 545 |
| CB1 | SB13 | -- | 312 |
| CB1 | SB17 | 44 | -- |
| | TOTAL | 556 | 1260 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SB17 | 56 |
| SB17 | SB2 | 41 |
| SB5 | SB6 | 72 |
| SB6 | SB7 | 174 |
| SB7 | SB8 | 120 |
| SB8 | SB9 | 53 |
| SB9 | SB10 | 36 |
| SB12 | SB13 | 96 |
| SB13 | SB14 | 245 |
| SB16 | SB1 | 149 |
| SB1 | CB1 | 72 |
| | TOTAL | 1114 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## TRAFFIC SIGNAL CABLE AND WIRE

| FROM | TO | 655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG L.F. | 655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F. |
|---|---|---|---|
| SB1 | HEAD 15 | 15 | -- |
| SB1 | HEAD 31 | 21 | -- |
| SB6 | HEAD 18 | 15 | -- |
| SB6 | HEAD 22 | -- | 22 |
| SB8 | HEAD 19 | 15 | -- |
| SB9 | HEAD 20 | 15 | -- |
| SB13 | HEAD 1 | 21 | -- |
| SB13 | HEAD 14 | 15 | -- |
| SB13 | HEAD 23 | -- | 22 |
| SB17 | HEAD 16 | 15 | |
| | TOTAL | 132 | 44 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 24 (W FOREST HOME AVE) & W MORGAN AVE
MILWAUKEE COUNTY
CATEGORY 1500
S40-1108

3

## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100* PEDESTAL BASES EACH | 657.0420* TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0425* TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH | 657.0430* TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH | 658.0500* PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|
| SB1 | 1 | 1 | -- | -- | 1 |
| SB6 | 1 | -- | 1 | -- | 1 |
| SB7 | -- | -- | -- | -- | 1 |
| SB8 | 1 | -- | -- | 1 | 1 |
| SB9 | 1 | -- | -- | 1 | 1 |
| SB13 | 1 | -- | 1 | -- | 1 |
| SB16 | -- | -- | -- | -- | 1 |
| SB17 | 1 | -- | -- | 1 | 1 |
| TOTAL | 6 | 1 | 2 | 3 | 8 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173* TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0174* TRAFFIC SIGNAL FACE 4S 12-INCH EACH | 658.0416* PEDESTRIAN SIGNAL FACE 16-INCH EACH |
|---|---|---|---|---|
| HEAD 15 | SB1 | -- | -- | 1 |
| HEAD 31 ^ | SB1 | 1 | -- | -- |
| HEAD 18 | SB6 | -- | -- | 1 |
| HEAD 22 ^ | SB6 | -- | 1 | -- |
| HEAD 19 | SB8 | -- | -- | 1 |
| HEAD 20 | SB9 | -- | -- | 1 |
| HEAD 1 | SB13 | 1 | -- | -- |
| HEAD 14 | SB13 | -- | -- | 1 |
| HEAD 23 ^ | SB13 | -- | 1 | -- |
| HEAD 16 | SB17 | -- | -- | 1 |
| TOTAL | | 2 | 2 | 6 |

^ CIRCULAR INDICATORS WITH TUNNEL VISORS
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.08 SIGNAL MOUNTING HARDWARE EACH |
|---|---|
| STH 24 & MORGAN AVE | 1 |
| TOTAL | 1 |

## REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT

| LOCATION | SPV.0060.44 REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT EACH |
|---|---|
| STH 24 & MORGAN AVE | 1 |
| TOTAL | 1 |

DESCRIPTION: PUSH BUTTON & HEAD #21 (SB12)





FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 7/24/2024 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

## STATE FURNISHED MATERIALS SUMMARY (FOR INFO ONLY)

| FROM | TO | PATCH PANEL WITH FIBER OPTIC CABLE PIGTAIL 8-CT EACH | PATCH PANEL WITH FIBER OPTIC CABLE PIGTAIL 8-CT L.F. | ETHERNET SWITCH EACH | FIBER OPTIC CABLE OUTDOOR PLANT 72-CT L.F. |
|---|---|---|---|---|---|
| IC CV3 | CB1 (S40-1105) | 1 | 300 | 1 | -- |
| IC CV5 | CB1 (S40-1436) | 1 | 300 | 1 | -- |
| IC CV8 | CB1 (S40-1168) | 1 | 100 | 1 | -- |
| EX CV1 | IC CV1 | -- | -- | -- | 1688 |
| IC CV1 | IC CV2 | -- | -- | -- | 1888 |
| IC CV2 | IC CV3 | -- | -- | -- | 1833 |
| IC CV3 | IC CV4 | -- | -- | -- | 1761 |
| IC CV4 | IC CV5 | -- | -- | -- | 1837 |
| IC CV5 | IC CV6 | -- | -- | -- | 1709 |
| IC CV6 | IC CV7 | -- | -- | -- | 1648 |
| IC CV7 | IC CV8 | -- | -- | -- | 1142 |
| IC CV8 | MH955 | -- | -- | -- | 1847 |
| 10% CONTINGENCY | | -- | -- | -- | 1535 |
| PROJECT TOTAL | | 3 | 700 | 3 | 16888 |

## FIBER OPTIC CABLE

| LOC. | TO LOC. | 678.0072 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 72-CT L.F. | 655.0510 ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG L.F. | SPV.0090.30 FIBER OPTIC WARNING TAPE L.F. |
|---|---|---|---|---|
| EX CV1 | IC CV1 | 1688 | 1408 | 1414 |
| IC CV1 | IC CV2 | 1888 | 1578 | 1584 |
| IC CV2 | IC CV3 | 1833 | 1613 | 1619 |
| IC CV3 | IC CV4 | 1761 | 1511 | 1517 |
| IC CV4 | IC CV5 | 1837 | 1587 | 1593 |
| IC CV5 | IC CV6 | 1709 | 1459 | 1465 |
| IC CV6 | IC CV7 | 1648 | 1458 | 1464 |
| IC CV7 | IC CV8 | 1142 | 952 | 958 |
| IC CV8 | MH955 | 1847 | 1537 | 1543 |
| 10% CONTINGENCY | | 1535 | 1310 | 1315 |
| | TOTAL | 16888 | 14413 | 14472 |

## CONDUIT

| FROM | TO | 652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0605* CONDUIT SPECIAL 2-INCH L.F. | 671.0122 CONDUIT HDPE 2-DUCT 2-INCH L.F. | 671.0222 CONDUIT HDPE DIRECTIONAL BORE 2-DUCT 2-INCH L.F. |
|---|---|---|---|---|---|
| EX CV1 | IC PB1 | -- | -- | 310 | -- |
| IC PB1 | IC PB2 | -- | -- | -- | 157 |
| IC PB2 | IC PB3 | -- | -- | 214 | -- |
| IC PB3 | IC PB4 | -- | -- | -- | 64 |
| IC PB4 | IC CV1 | -- | -- | 536 | 128 |
| IC CV1 | IC CV2 | -- | -- | 1171 | 407 |
| IC CV2 | IC CV3 | -- | -- | 1074 | 539 |
| IC CV3 | IC PB5 | -- | 70 | -- | -- |
| IC PB5 | CB1 (S40-1105) | 11 | 145 | -- | -- |
| IC CV3 | IC CV4 | -- | -- | 1306 | 205 |
| IC IC4 | IC CV5 | -- | -- | 1393 | 194 |
| IC CV5 | IC PB6 | -- | 45 | -- | -- |
| IC PB6 | CB1 (S40-1436) | 150 | -- | -- | -- |
| IC CV5 | IC CV6 | -- | -- | 734 | 725 |
| IC CV6 | IC CV7 | -- | -- | 1336 | 122 |
| IC CV7 | IC PB7 | -- | -- | 318 | 545 |
| IC PB7 | IC CV8 | -- | -- | -- | 89 |
| IC CV8 | CB1 (S40-1168) | 16 | -- | -- | -- |
| IC CV8 | IC PB8 | -- | -- | 758 | 146 |
| IC PB8 | IC PB9 | -- | -- | -- | 48 |
| IC PB9 | IC PB10 | -- | -- | 345 | 117 |
| IC PB10 | MH955 | -- | -- | -- | 123 |
| | TOTAL | 177 | 260 | 9495 | 3609 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

3

STH 24
MILWAUKEE COUNTY
CATEGORY 1500
TRAFFIC SIGNAL INTERCONNECT

3

## I/C PULL BOXES & VAULTS

| PULL BOX NO. | APPROX. LOCATION ^ | 653.0140* PULL BOXES STEEL 24x42-INCH EACH | 673.0105 COMMUNICATION VAULT TYPE 1 EACH |
|---|---|---|---|
| IC PB1 | ++ | 1 | -- |
| IC PB2 | ++ | 1 | -- |
| IC PB3 | ++ | 1 | -- |
| IC PB4 | ++ | 1 | -- |
| IC PB5 | STA 130+80; 73' RT | 1 | -- |
| IC PB6 | STA 161+64; 51' LT | 1 | -- |
| IC PB7 | STA 199+34; 9' RT | 1 | -- |
| IC PB8 | ++ | 1 | -- |
| IC PB9 | ++ | 1 | -- |
| IC PB10 | ++ | 1 | -- |
| IC CV1 | STA 98+85; 4' LT | -- | 1 |
| IC CV2 | STA 114+56; 4' RT | -- | 1 |
| IC CV3 | STA 130+82; 8' RT | -- | 1 |
| IC CV4 | STA 145+68; 1' RT | -- | 1 |
| IC CV5 | STA 161+58; 6' LT | -- | 1 |
| IC CV6 | STA 176+16; 6' LT | -- | 1 |
| IC CV7 | STA 190+73; 4' RT | -- | 1 |
| IC CV8 | STA 199+44; 80' LT | -- | 1 |
| | TOTAL | 10 | 8 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
++PULL BOXES LOCATED OUTSIDE OF 'STH 24' ALIGNMENT. SEE INTERCONNECT PLANS FOR APPROXIMATE LOCATION

## FIELD SYSTEM INTEGRATOR

| LOCATION | | 670.0101 FIELD SYSTEM INTEGRATOR EACH | 670.0201 ITS DOCUMENTATION EACH | 678.0501 COMMUNICATION SYSTEM TESTING EACH |
|---|---|---|---|---|
| 2120-18-70 | | 1 | 1 | 1 |
| | TOTAL | 1 | 1 | 1 |

## FIBER OPTIC SPLICE

| LOCATION | 678.0200 FIBER OPTIC SPLICE ENCLOSURE EACH | 678.0300 FIBER OPTIC SPLICE EACH |
|---|---|---|
| EX CV1 | -- | 4 |
| IC CV3 | 1 | 4 |
| IC CV5 | 1 | 4 |
| IC CV8 | 1 | 4 |
| MH955 | -- | 4 |
| TOTAL | 3 | 20 |

## COMMUNICATIONS EQUIPMENT

| LOCATION | 678.0600 INSTALL ETHERNET SWITCHES EACH | CAT-5E-CABLE 5-FEET *** EACH | ST-ST SINGLE MODE FIBER JUMPER 4-FEET*** EACH | SPV.0060.45 INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET STH 24 & GRANGE AVE EACH | SPV.0060.46 INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET STH 24 & 92ND ST/ROOT RIVER PKWY EACH | SPV.0060.47 INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET STH 24 & 84TH STREET EACH |
|---|---|---|---|---|---|---|
| CB1 (S40-1105) | 1 | 2 | 2 | 1 | - | - |
| CB1 (S40-1436) | 1 | 2 | 2 | - | 1 | - |
| CB1 (S40-1168) | 1 | 2 | 2 | - | - | 1 |
| TOTAL | 3 | 6 | 6 | 1 | 1 | 1 |

** PAY ITEM INCLUDES INSTALLATION OF BOTH CONTRACTOR FURNISHED AND STATE FURNISHED MATERIALS
*** FOR INFORMATION ONLY





FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 7/16/2024 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

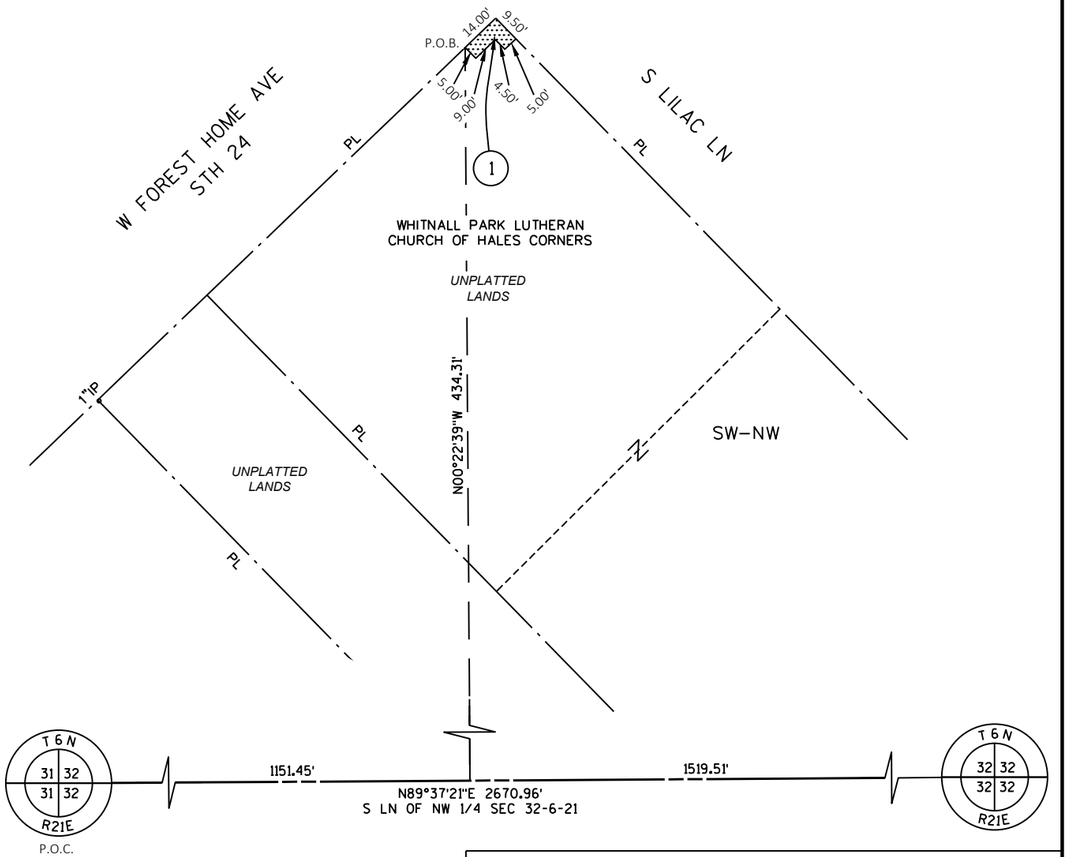
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-20 | SHEET NO. 4.01 |
|---|---|

TLE ACQUISITION EXHIBIT
VILLAGE OF HALES CORNERS, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SW 1/4 OF THE NW 1/4 OF SECTION 32, T6N, R21E, VILLAGE OF HALES CORNERS, MILWAUKEE COUNTY, WISCONSIN.




REVISED 12/4/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 1 | WHITNALL PARK LUTHERAN CHURCH OF HALES CORNERS | TLE | 93 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 06/16/22

PRINT NAME: Robert L. Duffeck



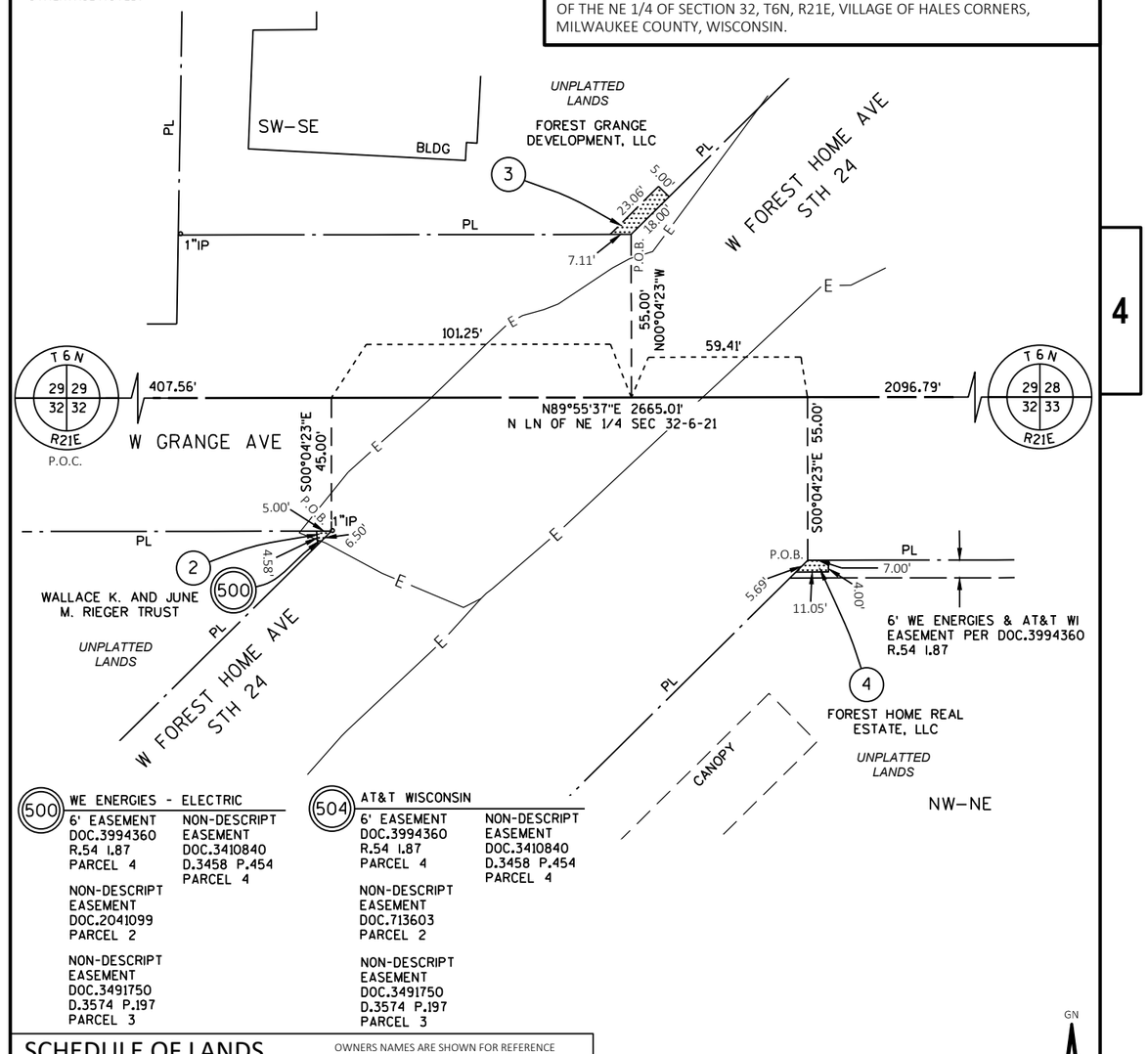

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.


| R/W PROJECT NUMBER: 2120-18-20 | SHEET NO. 4.02 |
|---|---|


TLE ACQUISITION EXHIBIT
VILLAGE OF HALES CORNERS, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY


PART OF THE SW 1/4 OF THE SE 1/4 OF SECTION 29 AND PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 32, T6N, R21E, VILLAGE OF HALES CORNERS, MILWAUKEE COUNTY, WISCONSIN.




500 WE ENERGIES - ELECTRIC
- 6' EASEMENT DOC.3994360 R.54 I.87 PARCEL 4 — NON-DESCRIPT EASEMENT DOC.3410840 D.3458 P.454 PARCEL 4
- NON-DESCRIPT EASEMENT DOC.2041099 PARCEL 2
- NON-DESCRIPT EASEMENT DOC.3491750 D.3574 P.197 PARCEL 3

504 AT&T WISCONSIN
- 6' EASEMENT DOC.3994360 R.54 I.87 PARCEL 4 — NON-DESCRIPT EASEMENT DOC.3410840 D.3458 P.454 PARCEL 4
- NON-DESCRIPT EASEMENT DOC.713603 PARCEL 2
- NON-DESCRIPT EASEMENT DOC.3491750 D.3574 P.197 PARCEL 3

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 2 | WALLACE K. AND JUNE M. RIEGER TRUST | TLE | 11 |
| 3 | FOREST GRANGE DEVELOPMENT, LLC | TLE | 103 |
| 4 | FOREST HOME REAL ESTATE, LLC | TLE | 36 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |

REVISED 12/4/2023


THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 06/16/22

PRINT NAME: Robert L. Duffeck


650

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

SCALE, FEET
0 25 50

GN

| R/W PROJECT NUMBER: 2120-18-20 | SHEET NO. 4.03 |
|---|---|

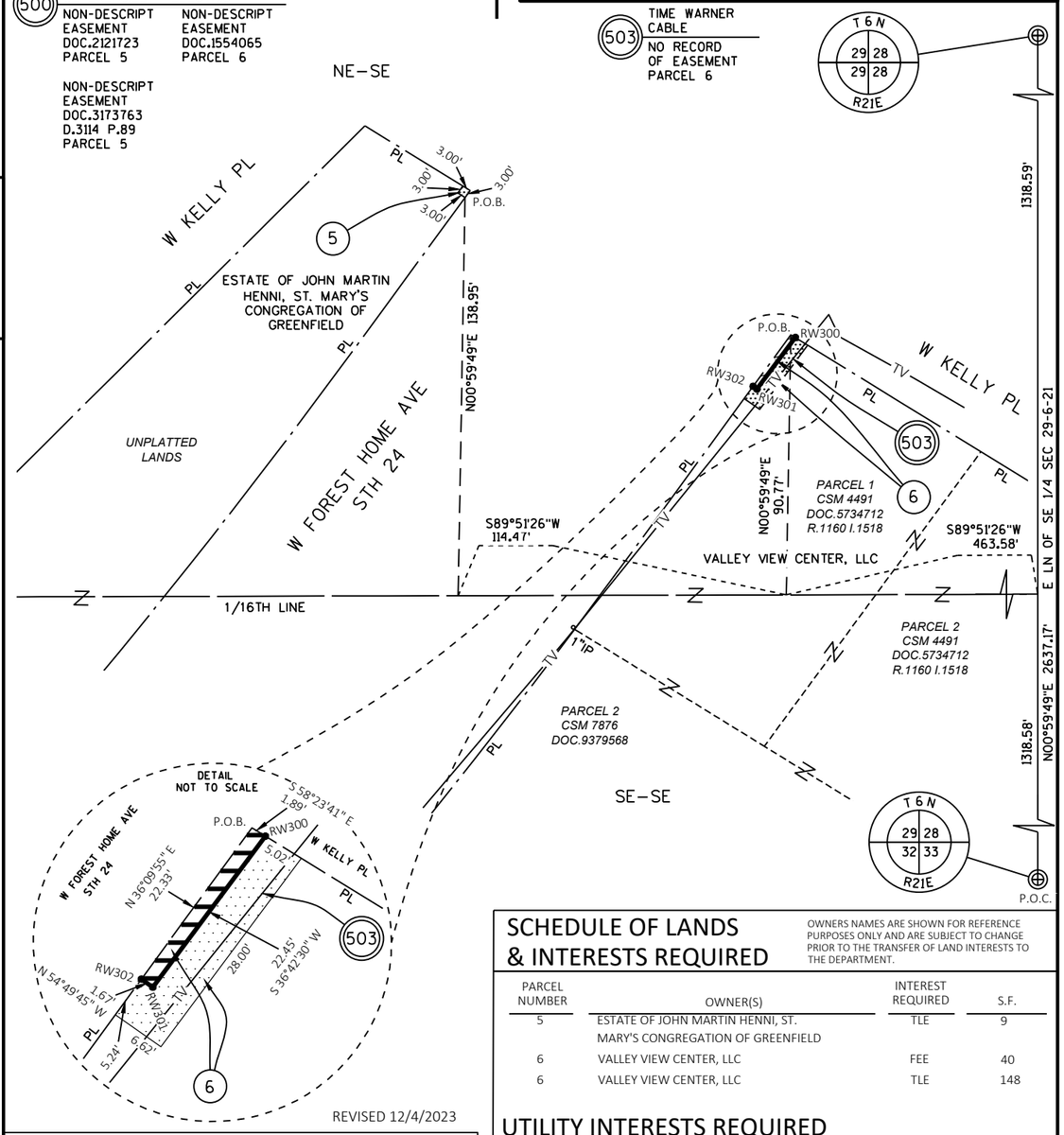
FEE AND TLE ACQUISITION EXHIBIT
VILLAGE OF HALES CORNERS, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 OF THE SE 1/4 OF SECTION 29, T6N, R21E, VILLAGE OF HALES CORNERS, MILWAUKEE COUNTY, WISCONSIN.

(500) WE ENERGIES - ELECTRIC
NON-DESCRIPT EASEMENT DOC.2121723 PARCEL 5
NON-DESCRIPT EASEMENT DOC.1554065 PARCEL 6

NON-DESCRIPT EASEMENT DOC.3173763 D.3114 P.89 PARCEL 5

(503) TIME WARNER CABLE
NO RECORD OF EASEMENT PARCEL 6




REVISED 12/4/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 5 | ESTATE OF JOHN MARTIN HENNI, ST. MARY'S CONGREGATION OF GREENFIELD | TLE | 9 |
| 6 | VALLEY VIEW CENTER, LLC | FEE | 40 |
| 6 | VALLEY VIEW CENTER, LLC | TLE | 148 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 503 | TIME WARNER CABLE | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 06/16/22

PRINT NAME: Robert L. Duffeck





NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

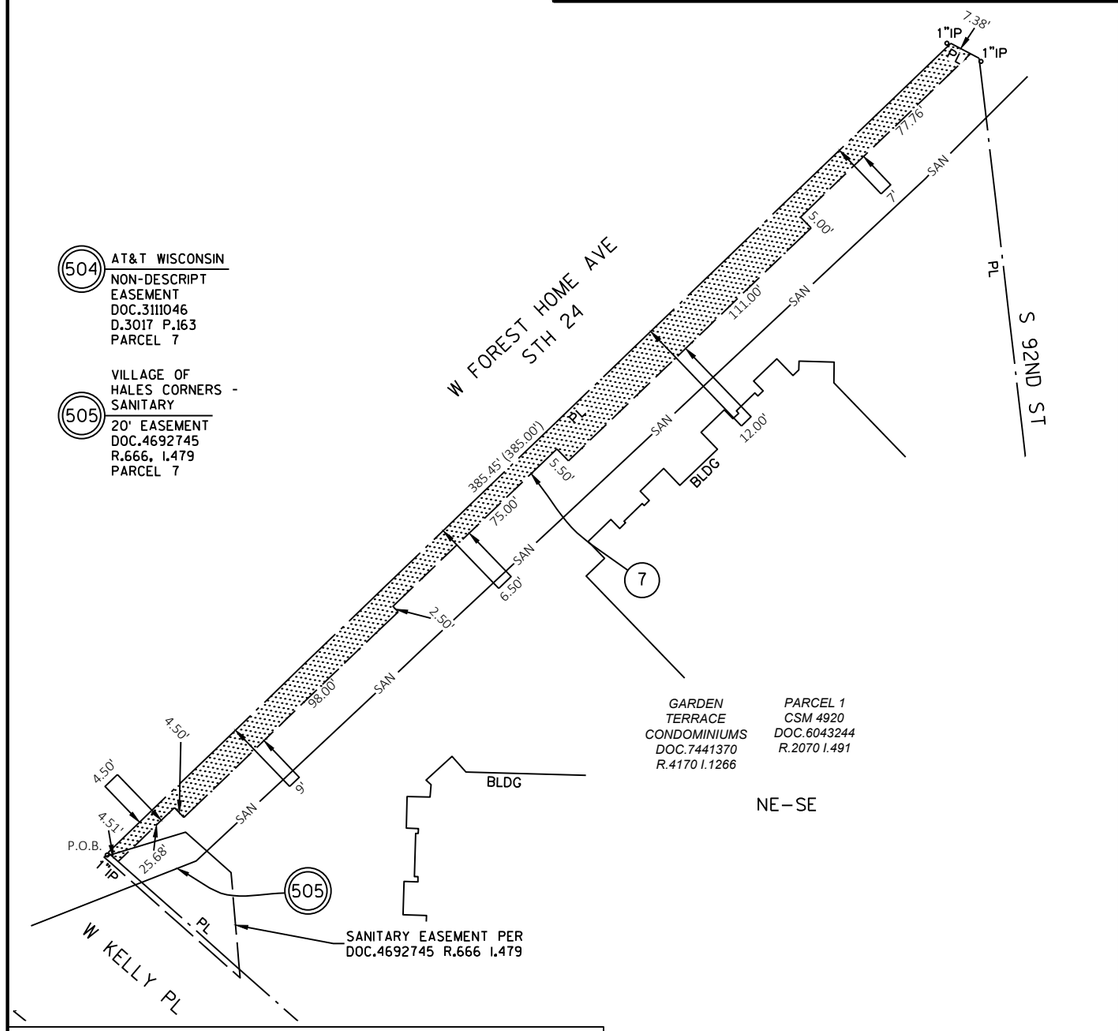
| R/W PROJECT NUMBER: 2120-18-20 | SHEET NO. 4.04 |
|---|---|

TLE ACQUISITION EXHIBIT
VILLAGE OF GREENDALE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 OF THE SE 1/4 OF SECTION 29, T6N, R21E, VILLAGE OF GREENDALE, MILWAUKEE COUNTY, WISCONSIN.

(504) AT&T WISCONSIN
NON-DESCRIPT EASEMENT DOC.3111046 D.3017 P.163 PARCEL 7

(505) VILLAGE OF HALES CORNERS - SANITARY
20' EASEMENT DOC.4692745 R.666, I.479 PARCEL 7




## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 7 | GARDEN TERRACE CONDOMINIUMS | TLE | 3,354 |

GN
SCALE, FEET
0 25 50

REVISED 12/4/2023

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 505 | VILLAGE OF HALES CORNERS - SANITARY | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 06/16/22

PRINT NAME: Robert L. Duffeck

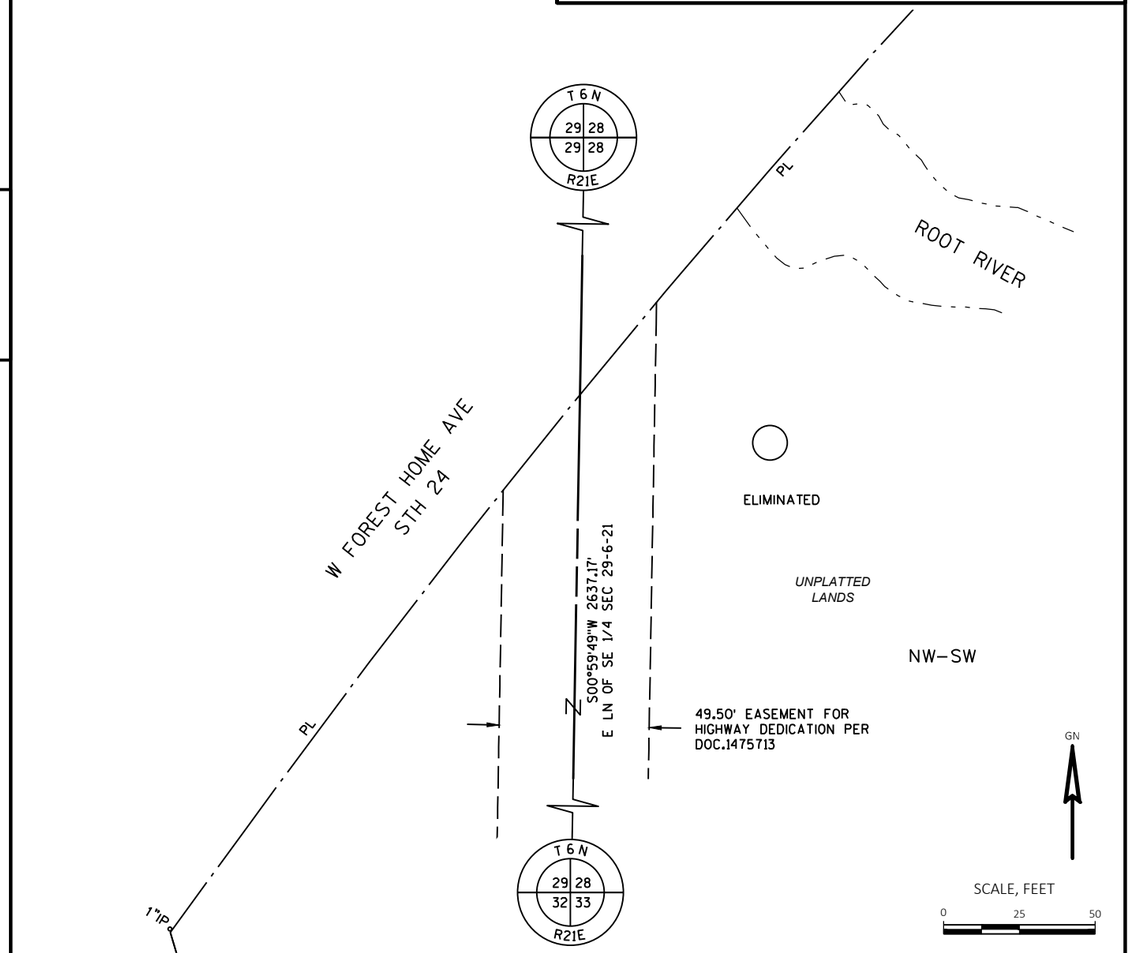
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-20 | SHEET NO. 4.05 |
|---|---|

TLE ACQUISITION EXHIBIT
VILLAGE OF GREENDALE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 OF THE SE 1/4 OF SECTION 29 AND PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 28, T6N, R21E, VILLAGE OF GREENDALE, MILWAUKEE COUNTY, WISCONSIN.




REVISED 12/4/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 8(2) | ELIMINATED | - | - |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500(2) | ELIMINATED | - |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 06/16/22

PRINT NAME: Robert L. Duffeck



4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-20 | |
|---|---|

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## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: _____



4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

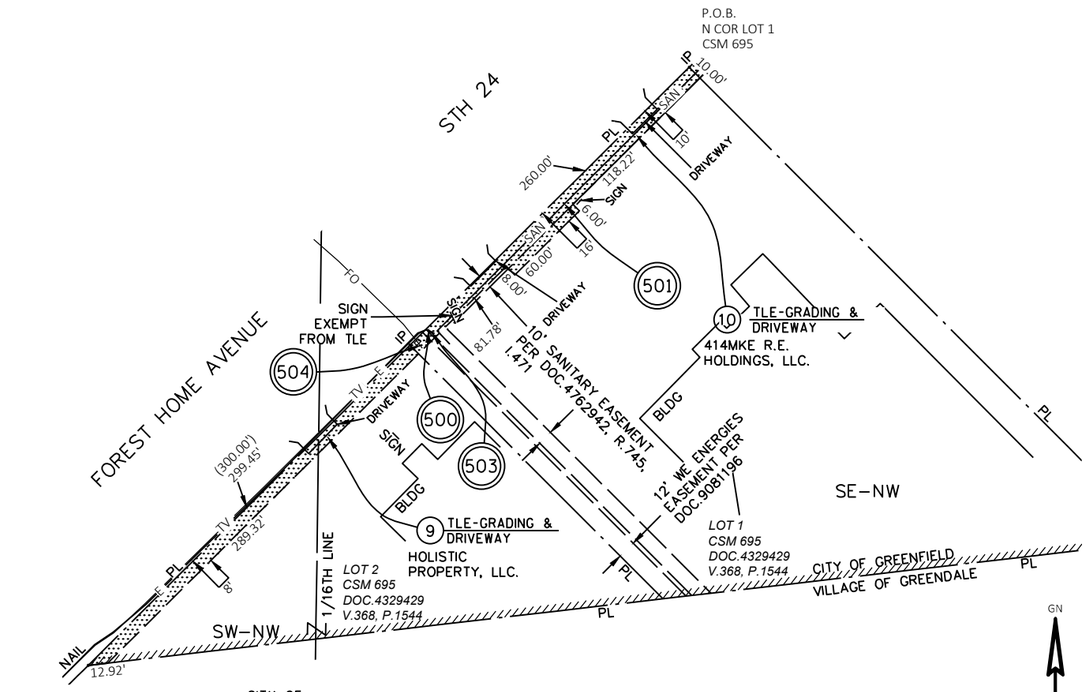
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

(xx.xx') INDICATED RECORDED DIMENSION.

| R/W PROJECT NUMBER: 2120-18-20 | SHEET NO. 4.06 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SW 1/4 AND THE SE 1/4 OF THE NW 1/4 OF SECTION 28, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.




500 WE ENERGIES - ELECTRIC
12' EASEMENT DOC.9081196 PARCEL 10
NON DESCRIPT EASEMENT DOC.1417764 PARCELS 9 & 10
NON DESCRIPT EASEMENT DOC.1417765 PARCELS 9 & 10
NON DESCRIPT EASEMENT DOC.1511162 PARCELS 9 & 10

501 CITY OF GREENFIELD - SANITARY
10' EASEMENT DOC.4762942 R.745, I.471 PARCEL 10

503 TIME WARNER CABLE
NO RECORD OF EASEMENT PARCEL 10

504 AT&T WISCONSIN
NO RECORD OF EASEMENT PARCEL 10

REVISED 12/4/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 9 | HOLISTIC PROPERTY, LLC. | TLE | 2,355 |
| 10 | 414MKE R.E. HOLDINGS, LLC. | TLE | 2,796 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 501 | CITY OF GREENFIELD - SANITARY | RELEASE OF RIGHTS |
| 502(2) | ELIMINATED | - |
| 503 | TIME WARNER CABLE | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 06/16/22
PRINT NAME: Robert L. Duffeck





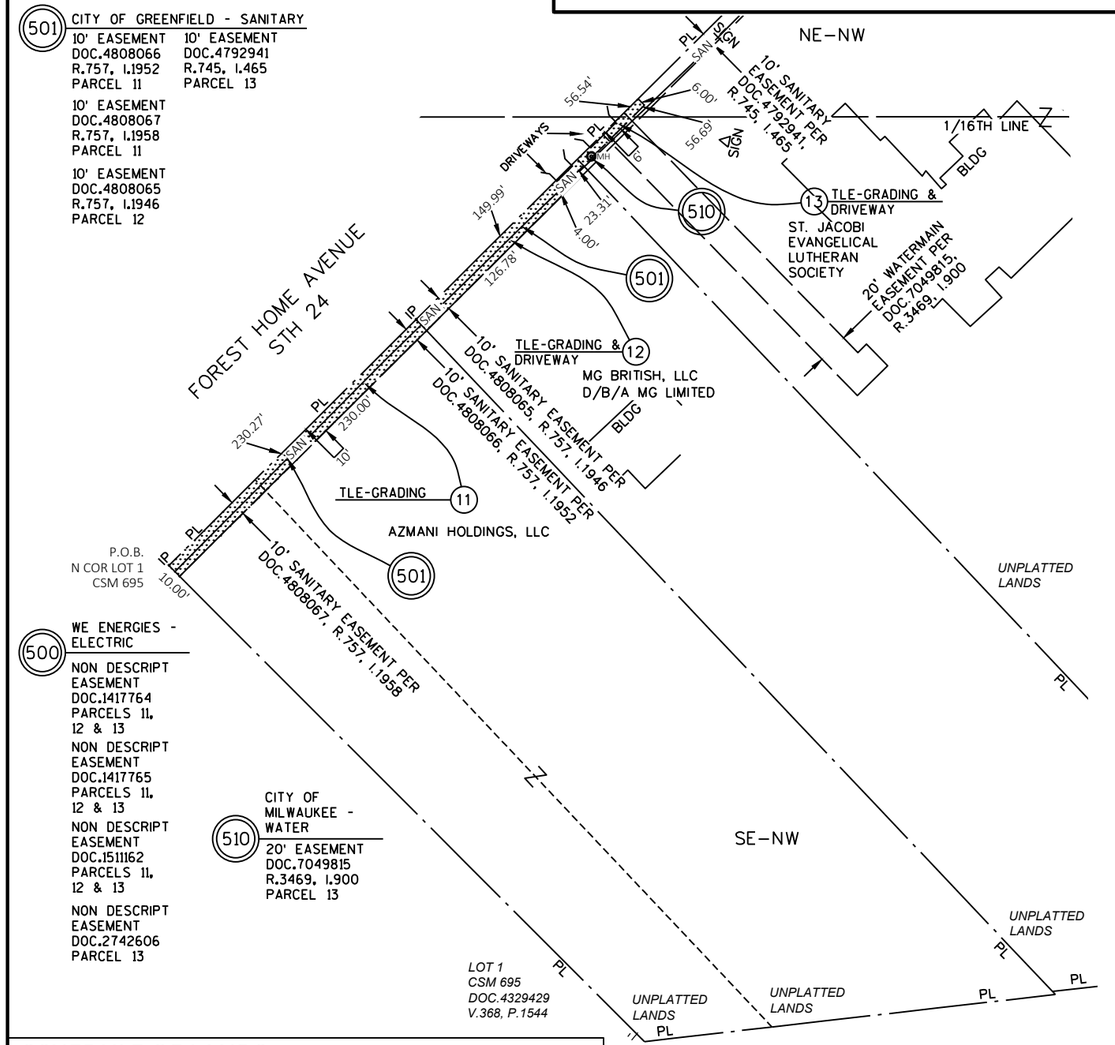
NOTES:
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-20 | SHEET NO. 4.07 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 AND THE SE 1/4 OF THE NW 1/4 OF SECTION 28, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.




500 WE ENERGIES - ELECTRIC
NON DESCRIPT EASEMENT DOC.1417764 PARCELS 11, 12 & 13
NON DESCRIPT EASEMENT DOC.1417765 PARCELS 11, 12 & 13
NON DESCRIPT EASEMENT DOC.1511162 PARCELS 11, 12 & 13
NON DESCRIPT EASEMENT DOC.2742606 PARCEL 13

501 CITY OF GREENFIELD - SANITARY
10' EASEMENT DOC.4808066 R.757, I.1952 PARCEL 11
10' EASEMENT DOC.4808067 R.757, I.1958 PARCEL 11
10' EASEMENT DOC.4808065 R.757, I.1946 PARCEL 12
10' EASEMENT DOC.4792941 R.745, I.465 PARCEL 13

510 CITY OF MILWAUKEE - WATER
20' EASEMENT DOC.7049815 R.3469, I.900 PARCEL 13

REVISED 12/4/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 11 | AZMANI HOLDINGS, LLC | TLE | 2,301 |
| 12 | MG BRITISH , LLC D/B/A MG LIMITED | TLE | 1,407 |
| 13 | ST. JACOBI EVANGELICAL LUTHERAN SOCIETY | TLE | 340 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 501 | CITY OF GREENFIELD - SANITARY | RELEASE OF RIGHTS |
| 510(2) | CITY OF MILWAUKEE - WATER | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 06/16/22
PRINT NAME: Robert L. Duffeck

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

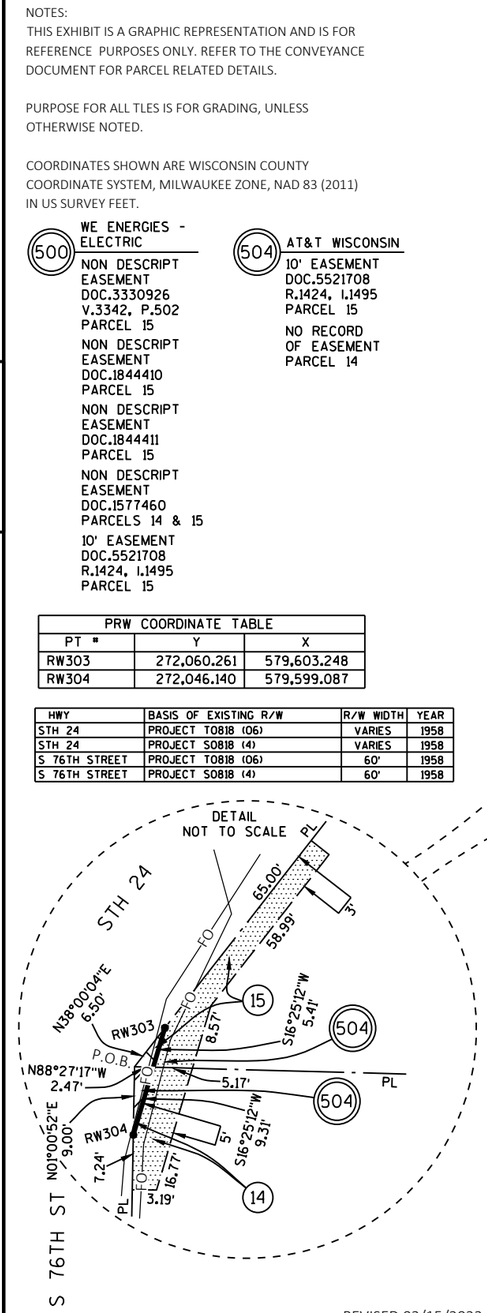
COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

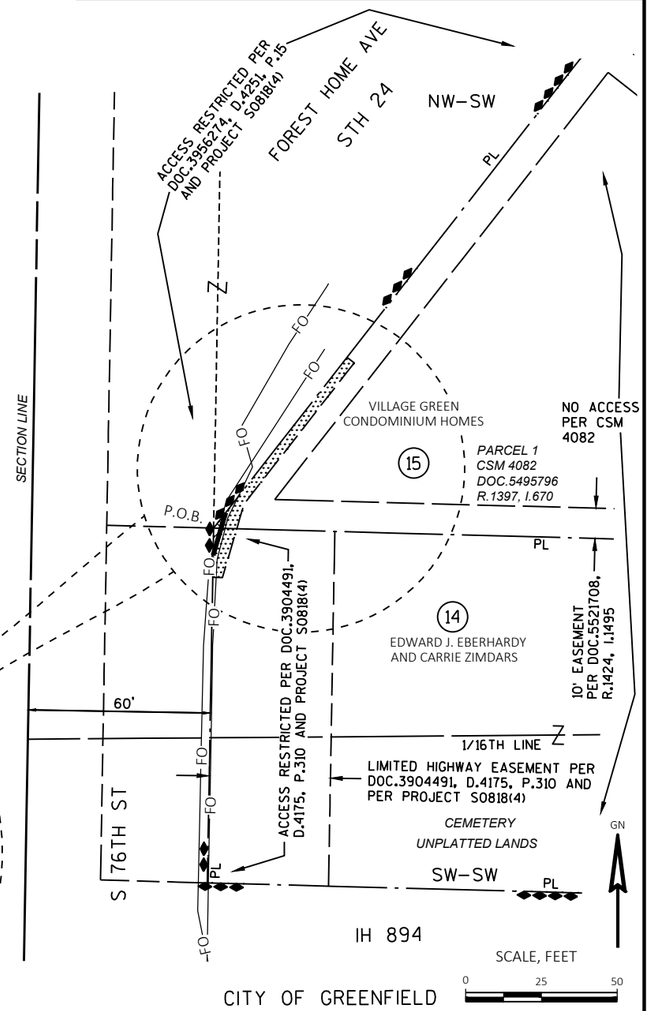
**(500) WE ENERGIES - ELECTRIC**
NON DESCRIPT EASEMENT DOC.3330926 V.3342, P.502 PARCEL 15
NON DESCRIPT EASEMENT DOC.1844410 PARCEL 15
NON DESCRIPT EASEMENT DOC.1844411 PARCEL 15
NON DESCRIPT EASEMENT DOC.1577460 PARCELS 14 & 15
10' EASEMENT DOC.5521708 R.1424, I.1495 PARCEL 15

**(504) AT&T WISCONSIN**
10' EASEMENT DOC.5521708 R.1424, I.1495 PARCEL 15
NO RECORD OF EASEMENT PARCEL 14

| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW303 | 272,060.261 | 579,603.248 |
| RW304 | 272,046.140 | 579,599.087 |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | VARIES | 1958 |
| STH 24 | PROJECT S0818 (4) | VARIES | 1958 |
| S 76TH STREET | PROJECT T0818 (06) | 60' | 1958 |
| S 76TH STREET | PROJECT S0818 (4) | 60' | 1958 |




REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.08

FEE AND TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 22, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 14 | EDWARD J. EBERHARDY AND CARRIE ZIMDARS | FEE | 11 |
| 14 | EDWARD J. EBERHARDY AND CARRIE ZIMDARS | TLE | 77 |
| 15 (3) | VILLAGE GREEN CONDOMINIUM HOMES, PHASE VII | FEE | 6 |
| 15 (3) | VILLAGE GREEN CONDOMINIUM HOMES, PHASE VII | TLE | 221 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |



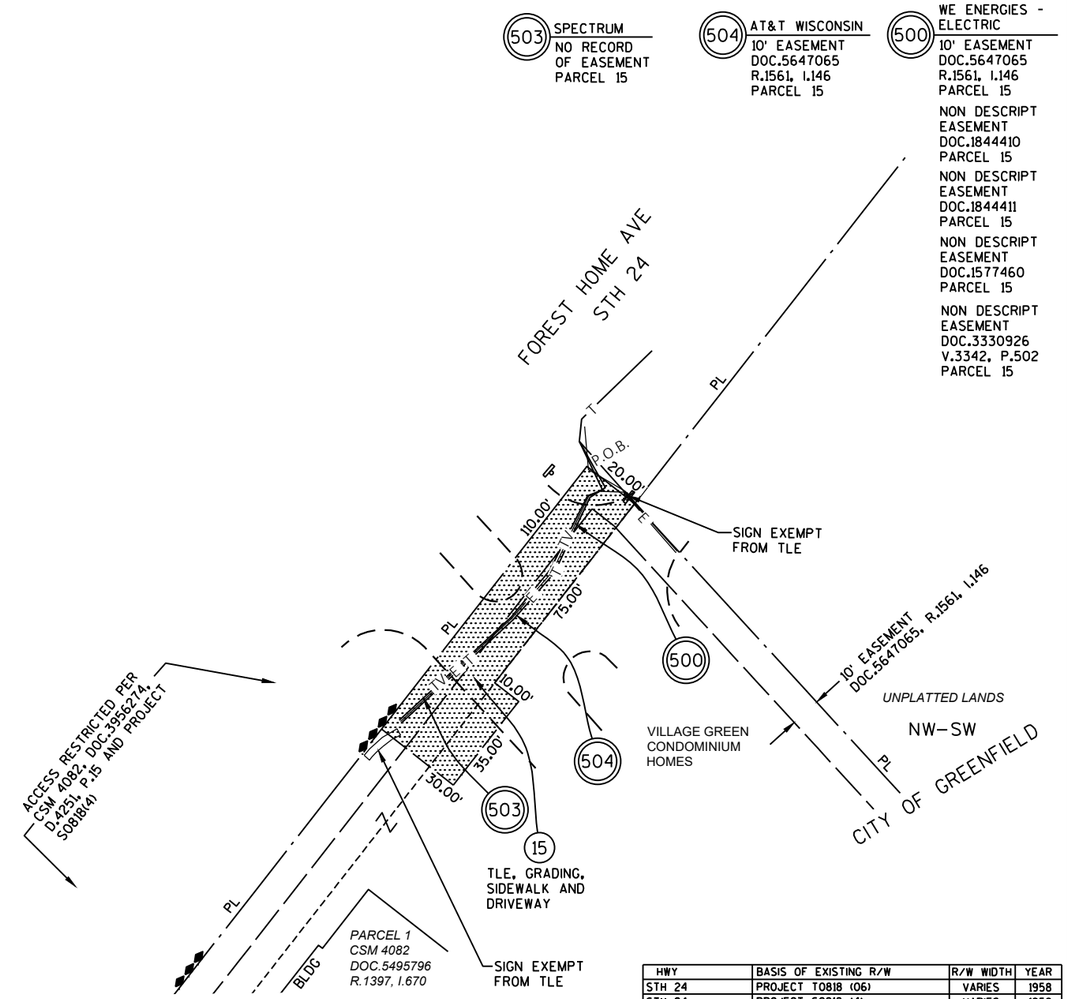
NOTES:
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

**(503) SPECTRUM**
NO RECORD OF EASEMENT PARCEL 15

**(504) AT&T WISCONSIN**
10' EASEMENT DOC.5647065 R.1561, I.146 PARCEL 15

**(500) WE ENERGIES - ELECTRIC**
10' EASEMENT DOC.5647065 R.1561, I.146 PARCEL 15
NON DESCRIPT EASEMENT DOC.1844410 PARCEL 15
NON DESCRIPT EASEMENT DOC.1844411 PARCEL 15
NON DESCRIPT EASEMENT DOC.1577460 PARCEL 15
NON DESCRIPT EASEMENT DOC.3330926 V.3342, P.502 PARCEL 15




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | VARIES | 1958 |
| STH 24 | PROJECT S0818 (4) | VARIES | 1958 |

GN
SCALE, FEET
0 25 50

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.09

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 22, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 15 (3) | VILLAGE GREEN CONDOMINIUM HOMES, PHASE I | TLE | 2,550 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 503 | SPECTRUM | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 509 (2) | ELIMINATED | - |

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

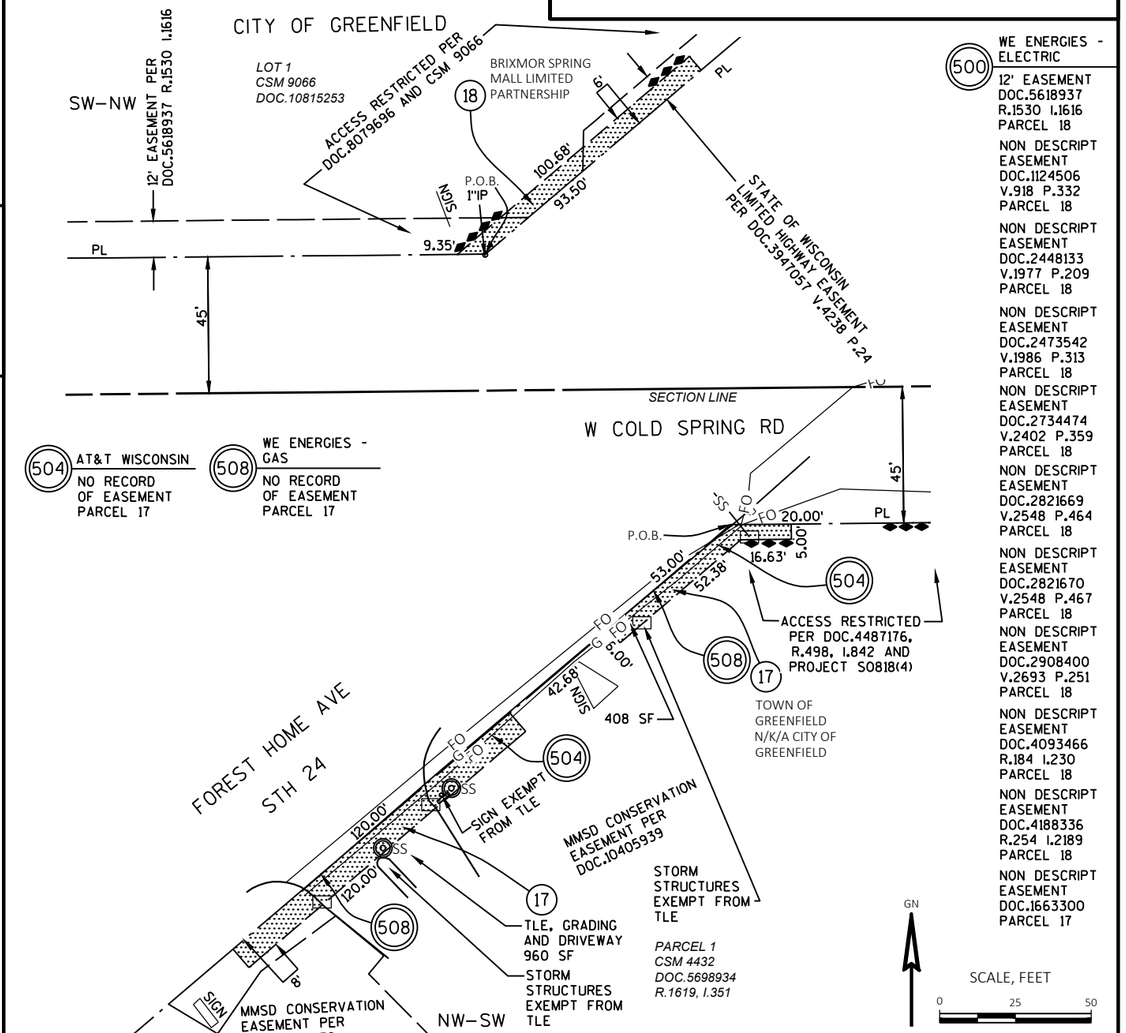
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

(xx.xx') INDICATED RECORDED DIMENSION.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.10 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE SW 1/4 AND THE SW 1/4 OF THE NW 1/4 OF SECTION 22, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.




500 WE ENERGIES - ELECTRIC
- 12' EASEMENT DOC.5618937 R.1530 I.1616 PARCEL 18
- NON DESCRIPT EASEMENT DOC.1124506 V.918 P.332 PARCEL 18
- NON DESCRIPT EASEMENT DOC.2448133 V.1977 P.209 PARCEL 18
- NON DESCRIPT EASEMENT DOC.2473542 V.1986 P.313 PARCEL 18
- NON DESCRIPT EASEMENT DOC.2734474 V.2402 P.359 PARCEL 18
- NON DESCRIPT EASEMENT DOC.2821669 V.2548 P.464 PARCEL 18
- NON DESCRIPT EASEMENT DOC.2821670 V.2548 P.467 PARCEL 18
- NON DESCRIPT EASEMENT DOC.2908400 V.2693 P.251 PARCEL 18
- NON DESCRIPT EASEMENT DOC.4093466 R.184 I.230 PARCEL 18
- NON DESCRIPT EASEMENT DOC.4188336 R.254 I.2189 PARCEL 18
- NON DESCRIPT EASEMENT DOC.1663300 PARCEL 17

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| STH 24 | PROJECT S0818 (4) | 120' | 1958 |
| W COLDSPRING RD | PROJECT T0818 (06) | 66' | 1958 |
| W COLDSPRING RD | PROJECT S0818 (4) | 66' | 1958 |
| W COLDSPRING RD | CSM 4432 | 45' | 1984 |
| W COLDSPRING RD | CSM 9066 | 45' | 2018 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 17 | TOWN OF GREENFIELD N/K/A CITY OF GREENFIELD | TLE | 1,368 |
| 18 | BRIXMOR SPRING MALL LIMITED PARTNERSHIP | TLE | 583 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 508 | WE ENERGIES - GAS | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.10 & 4.11.DWG PLOT DATE : 8/9/2023 7:45 AM R/W PROJECT: 2120-18-21 -10

4

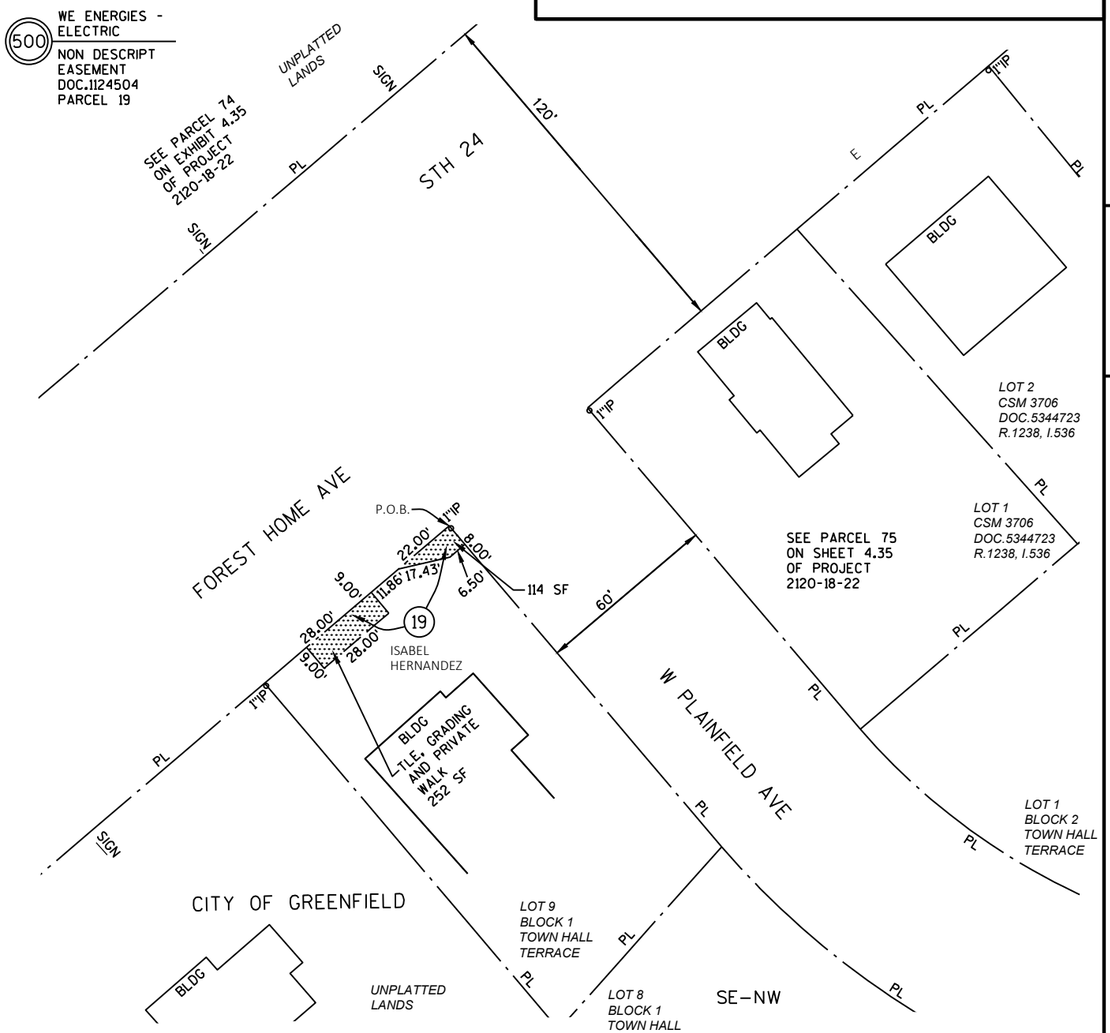
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.11 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NW 1/4 OF SECTION 22, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.




## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 19 | ISABEL HERNANDEZ | TLE | 366 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 514(2) | ELIMINATED | - |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| STH 24 | TOWN HALL TERRACE SUBDIVISION | 93' | 1952 |
| W PLAINFIELD AVE | PROJECT T0818 (06) | 60' | 1958 |
| W PLAINFIELD AVE | TOWN HALL TERRACE SUBDIVISION | 60' | 1952 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.10 & 4.11.DWG PLOT DATE : 8/9/2023 7:45 AM R/W PROJECT: 2120-18-21 -11

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

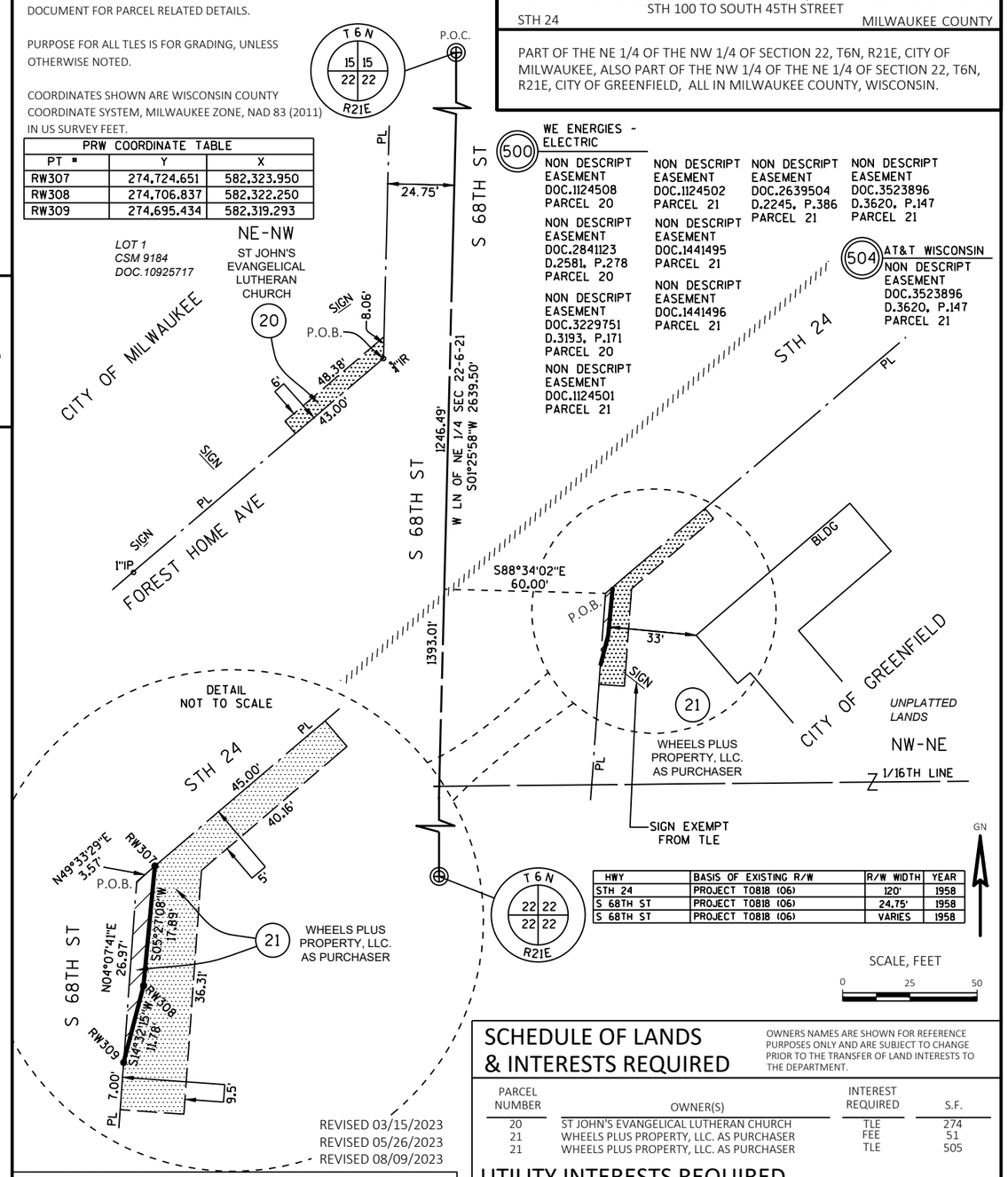
COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW307 | 274,724.651 | 582,323.950 |
| RW308 | 274,706.837 | 582,322.250 |
| RW309 | 274,695.434 | 582,319.293 |

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.12 |
|---|---|

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE AND CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 OF THE NW 1/4 OF SECTION 22, T6N, R21E, CITY OF MILWAUKEE, ALSO PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 22, T6N, R21E, CITY OF GREENFIELD, ALL IN MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 68TH ST | PROJECT T0818 (06) | 24.75' | 1958 |
| S 68TH ST | PROJECT T0818 (06) | VARIES | 1958 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 20 | ST JOHN'S EVANGELICAL LUTHERAN CHURCH | TLE | 274 |
| 21 | WHEELS PLUS PROPERTY, LLC. AS PURCHASER | FEE | 51 |
| 21 | WHEELS PLUS PROPERTY, LLC. AS PURCHASER | TLE | 505 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504(2) | AT&T WISCONSIN | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.12 & 4.13.DWG PLOT DATE : 8/9/2023 7:47 AM R/W PROJECT: 2120-18-21 -12

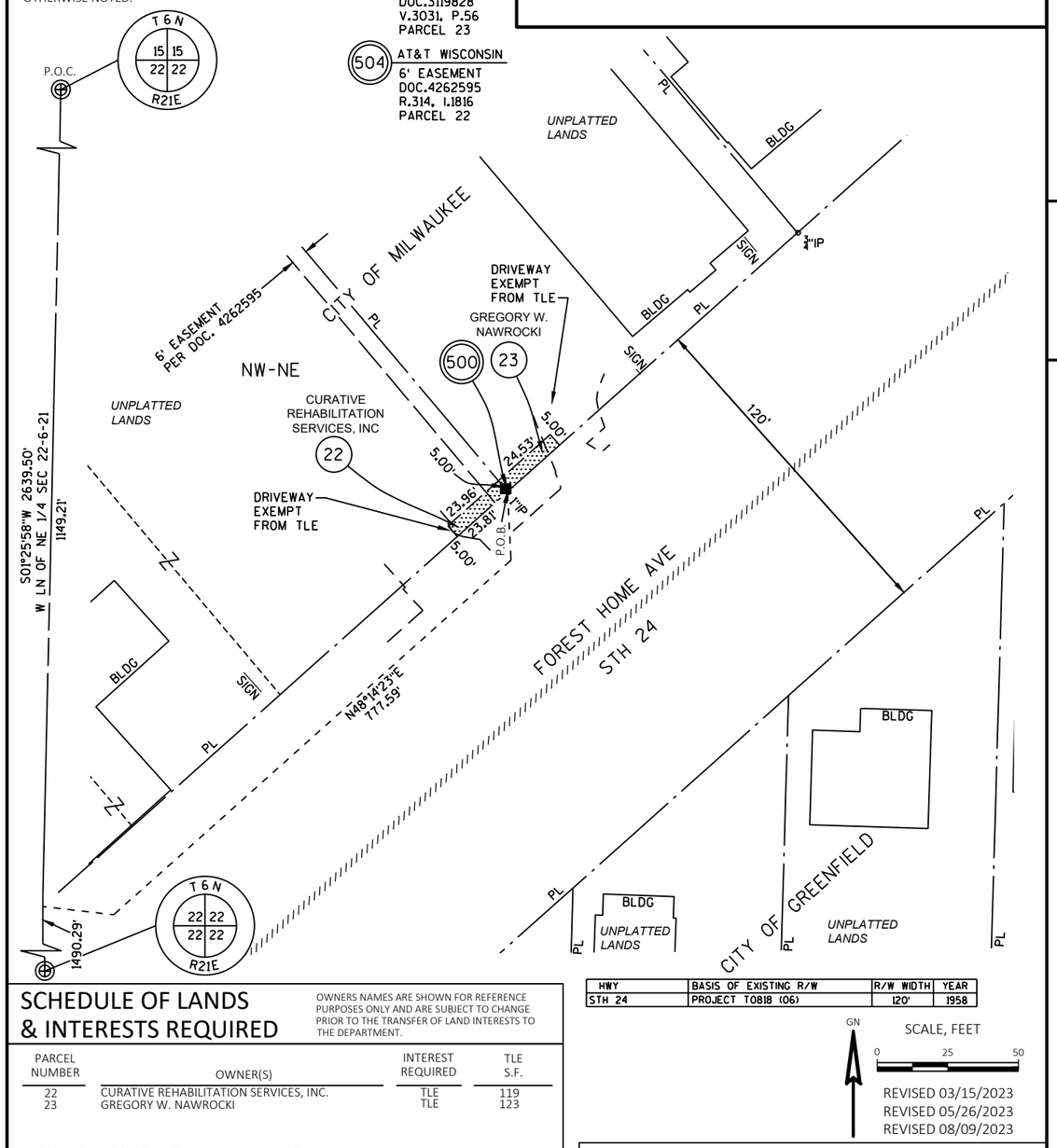
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.13 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 22, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 22 | CURATIVE REHABILITATION SERVICES, INC. | TLE | 119 |
| 23 | GREGORY W. NAWROCKI | TLE | 123 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck



FILE NAME : TLE EXHIBITS 4.12 & 4.13.DWG PLOT DATE : 8/9/2023 7:47 AM R/W PROJECT: 2120-18-21 -13

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

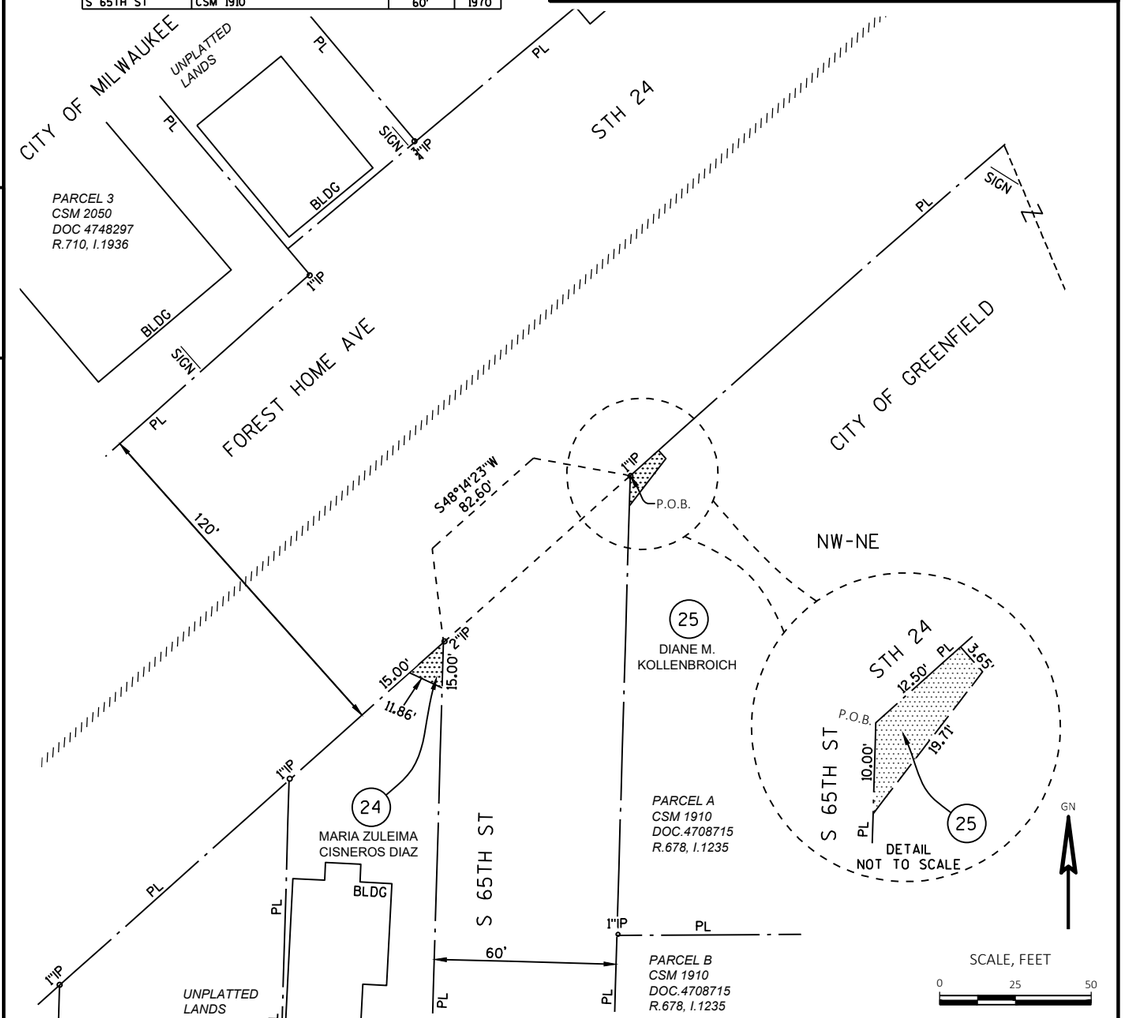
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| STH 24 | DOC.10836846 | VARIES | 2018 |
| S 65TH ST | CSM 1910 | 60' | 1970 |

R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.14

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 22, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.




REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 24 | MARIA ZULEIMA CISNEROS DIAZ | TLE | 82 |
| 25 | DIANE M. KOLLENBROICH | TLE | 81 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.14 & 4.15.DWG PLOT DATE : 8/9/2023 7:50 AM R/W PROJECT: 2120-18-21 -14

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NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

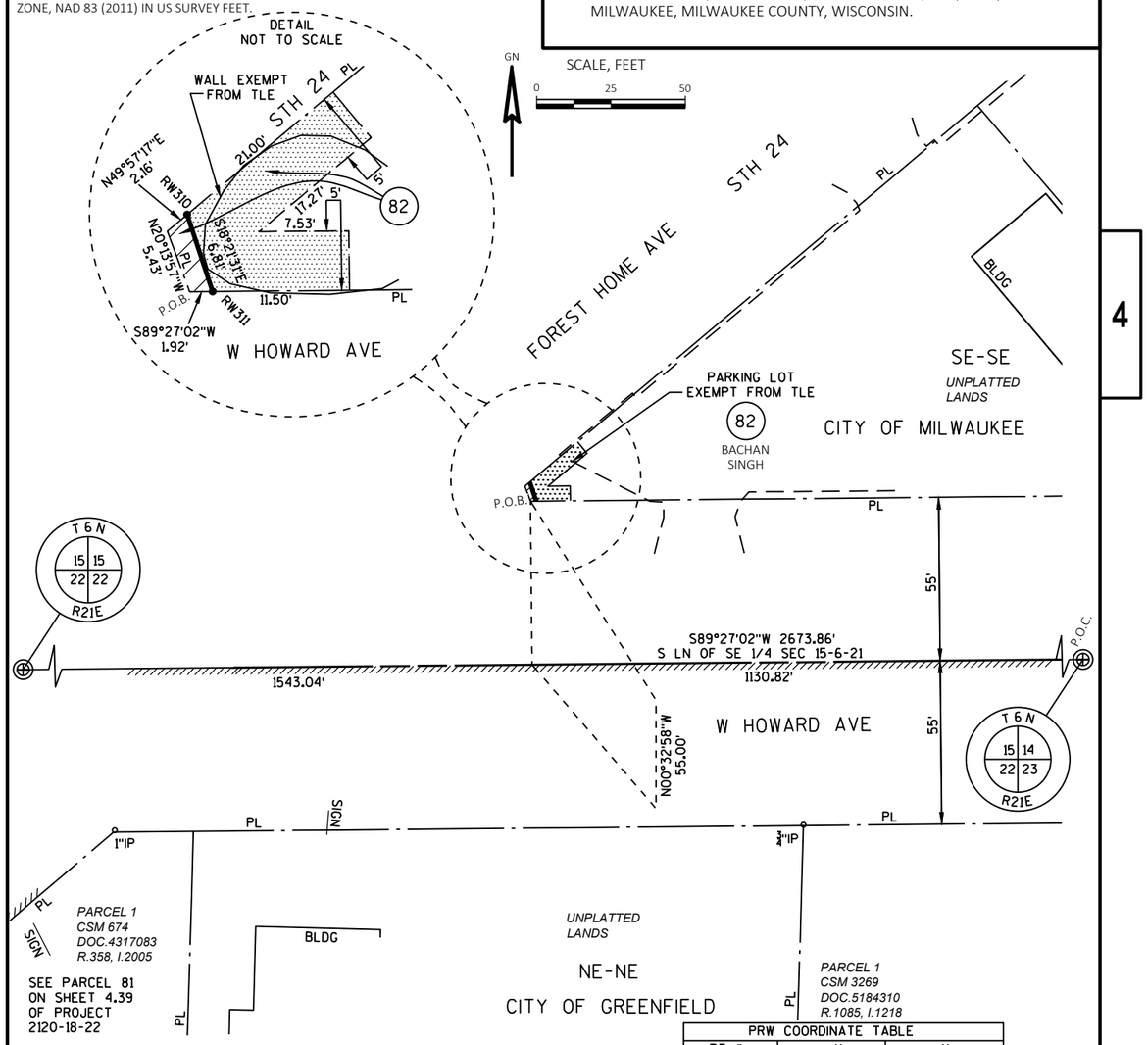
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.15

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 15, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW310 | 276,046.215 | 583,834.633 |
| RW311 | 276,039.747 | 583,836.780 |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| W HOWARD AVE | PROJECT T0818 (06) | 33'&55' | 1958 |
| W HOWARD AVE | CSM 674 | 55' | 1967 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 82 | BACHAN SINGH | FEE | 12 |
| 82 | BACHAN SINGH | TLE | 161 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| N/A | N/A | N/A |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck



FILE NAME : TLE EXHIBITS 4.14 & 4.15.DWG PLOT DATE : 8/9/2023 7:50 AM R/W PROJECT: 2120-18-21 -15

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

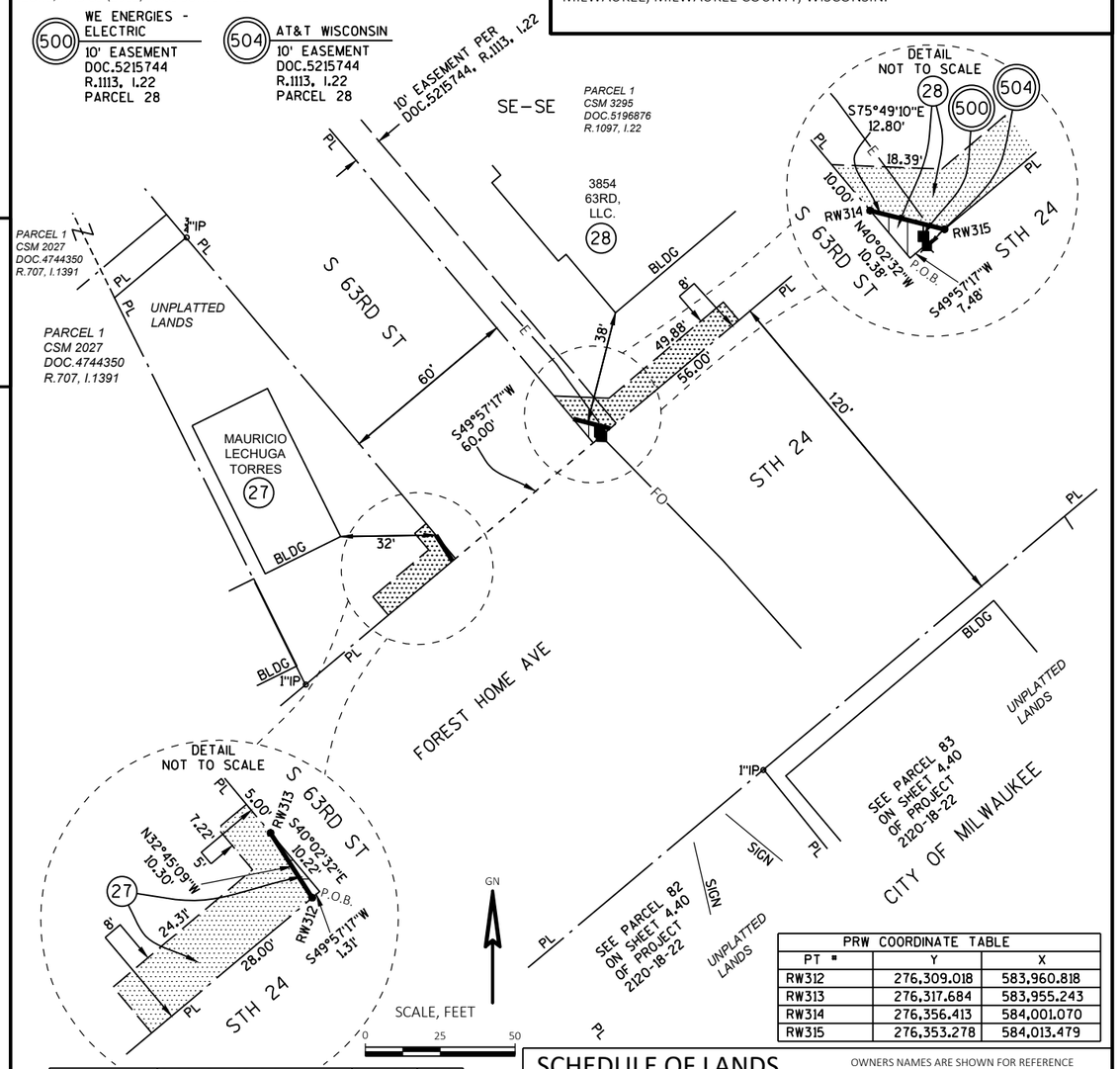
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.16

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 15, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW312 | 276,309.018 | 583,960.818 |
| RW313 | 276,317.684 | 583,955.243 |
| RW314 | 276,356.413 | 584,001.070 |
| RW315 | 276,353.278 | 584,013.479 |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 63RD ST | CSM 3295 | 60' | 1978 |
| S 63RD ST | DOC.3874699, D.4132, P.350 | VARIES | 1961 |
| S 63RD ST | DOC.4200801, R.264, I.793 | VARIES | 1965 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 27 | MAURICIO LECHUGA TORRES | FEE | 7 |
| 27 | MAURICIO LECHUGA TORRES | TLE | 264 |
| 28 | 3854 63RD, LLC. | FEE | 39 |
| 28 | 3854 63RD, LLC. | TLE | 553 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.16 & 4.17.DWG PLOT DATE : 8/9/2023 8:24 AM R/W PROJECT: 2120-18-21 -16

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NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

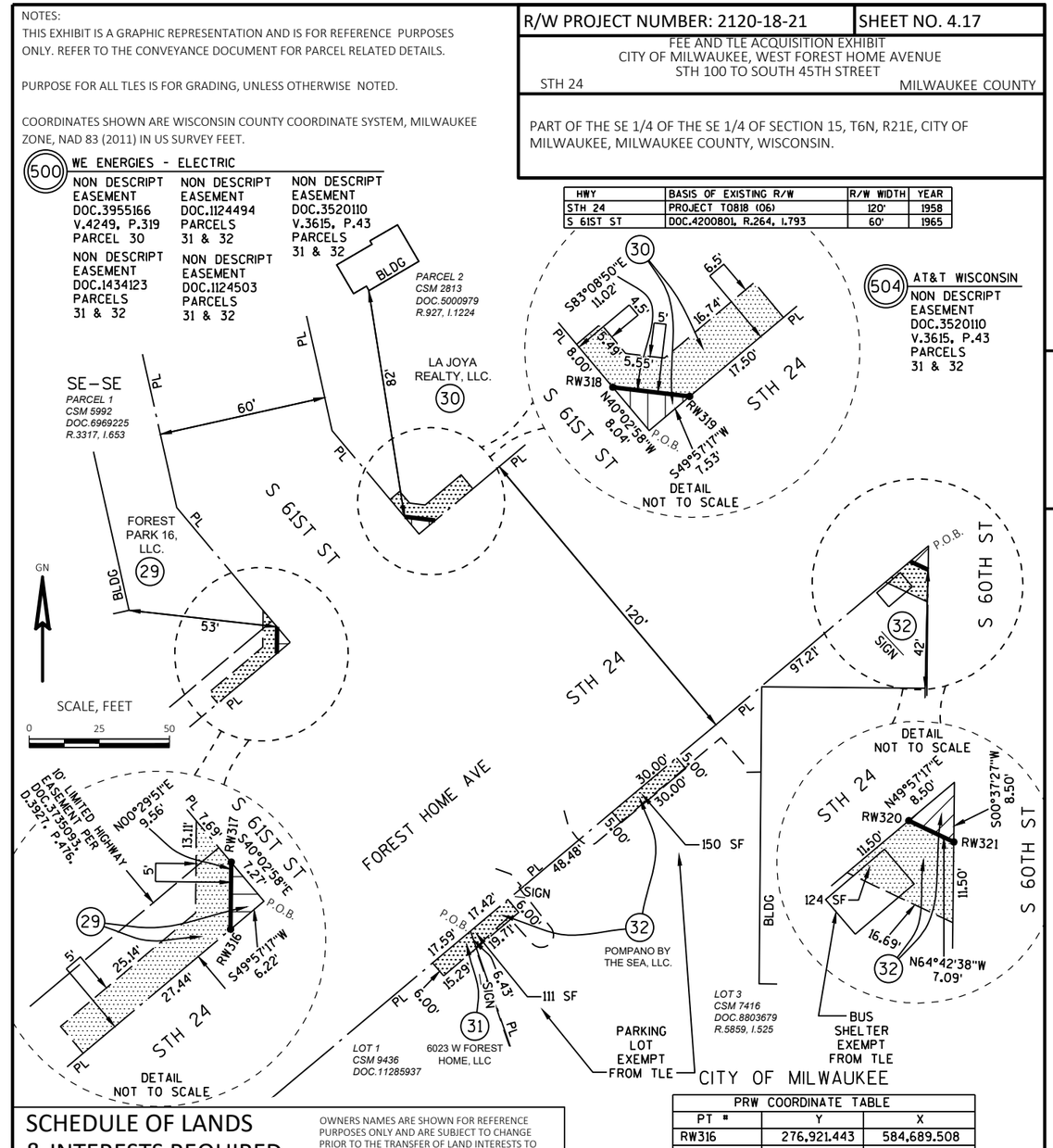
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.17

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 15, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 61ST ST | DOC.4200801, R.264, I.793 | 60' | 1965 |

| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW316 | 276,921.443 | 584,689.508 |
| RW317 | 276,931.006 | 584,689.591 |
| RW318 | 276,970.205 | 584,735.023 |
| RW319 | 276,968.890 | 584,745.962 |
| RW320 | 276,954.338 | 584,915.158 |
| RW321 | 276,951.307 | 584,921.573 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 29 | FOREST PARK 16, LLC. | FEE | 23 |
| 29 | FOREST PARK 16, LLC. | TLE | 188 |
| 30 | LA JOYA REALTY, LLC. | FEE | 30 |
| 30 | LA JOYA REALTY, LLC. | TLE | 183 |
| 31 (3) | 6023 W FOREST HOME, LLC | TLE | 99 |
| 32 | POMPANO BY THE SEA, LLC. | FEE | 27 |
| 32 | POMPANO BY THE SEA, LLC. | TLE | 385 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck



FILE NAME : TLE EXHIBITS 4.16 & 4.17.DWG PLOT DATE : 8/9/2023 8:24 AM R/W PROJECT: 2120-18-21 -17

4

NOTES:
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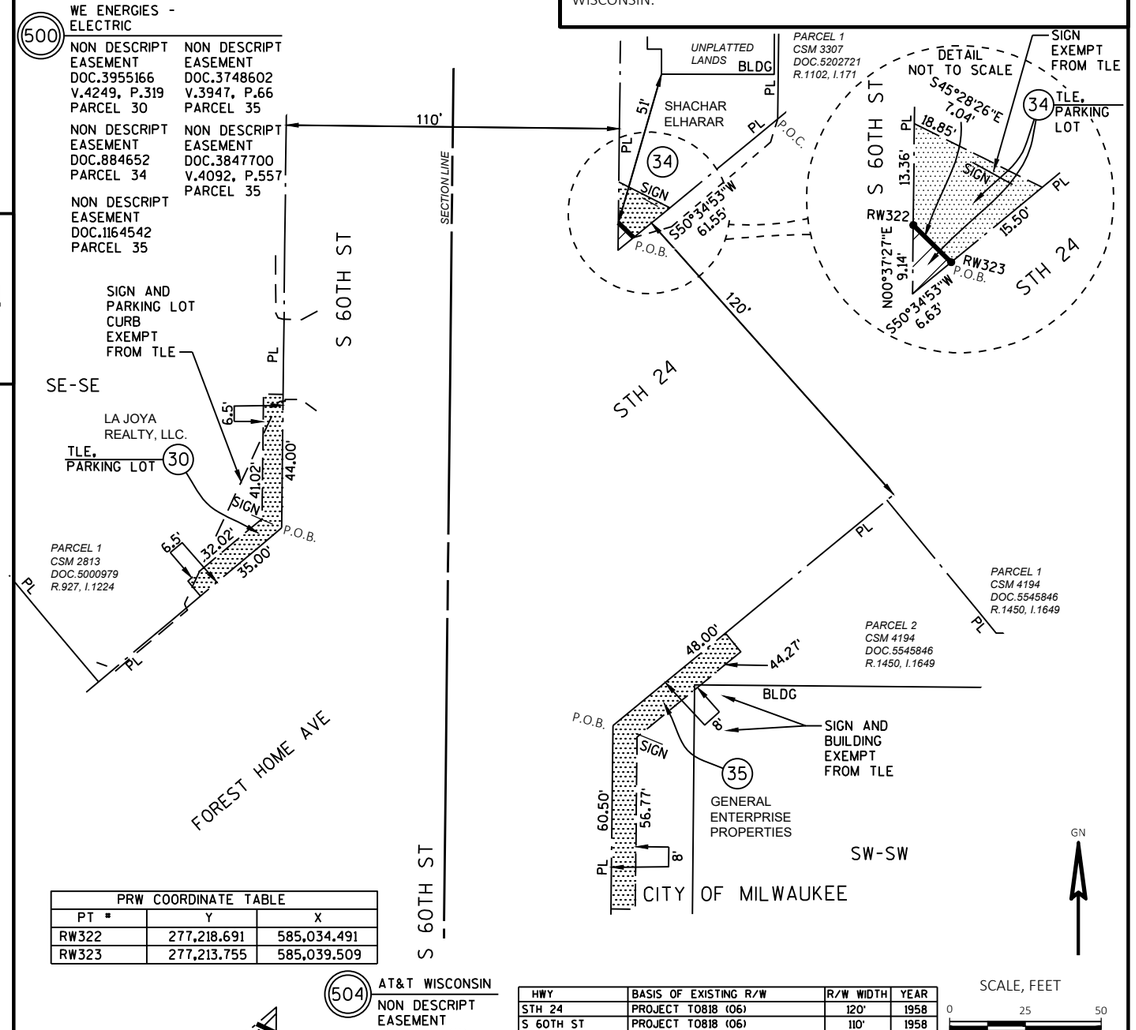
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

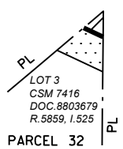
| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.18 |
|---|---|

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 15, AND THE SW 1/4 OF THE SW 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW322 | 277,218.691 | 585,034.491 |
| RW323 | 277,213.755 | 585,039.509 |




SEE PARCEL 32 ON SHEET 4.17 OF PROJECT 2120-18-21

504 AT&T WISCONSIN
NON DESCRIPT EASEMENT DOC.3748602 V.3947, P.66 PARCEL 35
NON DESCRIPT EASEMENT DOC.3847700 V.4092, P.557 PARCEL 35

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 60TH ST | PROJECT T0818 (06) | 110' | 1958 |

SCALE, FEET
0 25 50

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 30 | LA JOYA REALTY, LLC. | TLE | 494 |
| 34 | SHACHAR ELHARAR | FEE | 23 |
| 34 | SHACHAR ELHARAR | TLE | 168 |
| 35 | GENERAL ENTERPRISE PROPERTIES | TLE | 838 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.18 & 4.19.DWG PLOT DATE : 8/9/2023 7:59 AM R/W PROJECT: 2120-18-21 -18

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

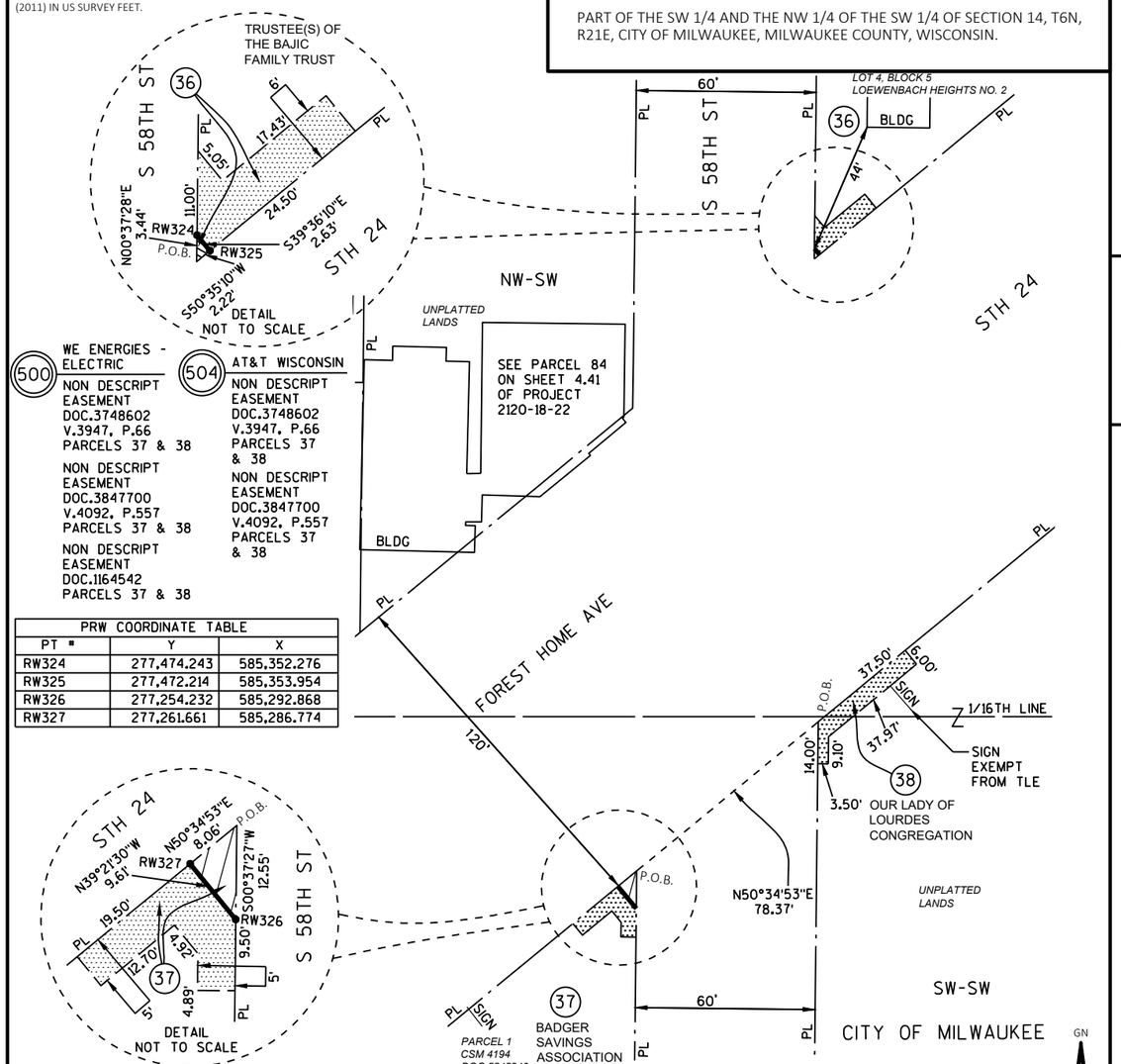
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.19 |
|---|---|

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SW 1/4 AND THE NW 1/4 OF THE SW 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




500 WE ENERGIES - ELECTRIC
NON DESCRIPT EASEMENT DOC.3748602 V.3947, P.66 PARCELS 37 & 38
NON DESCRIPT EASEMENT DOC.3847700 V.4092, P.557 PARCELS 37 & 38
NON DESCRIPT EASEMENT DOC.1164542 PARCELS 37 & 38

504 AT&T WISCONSIN
NON DESCRIPT EASEMENT DOC.3748602 V.3947, P.66 PARCELS 37 & 38
NON DESCRIPT EASEMENT DOC.3847700 V.4092, P.557 PARCELS 37 & 38

| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW324 | 277,474.243 | 585,352.276 |
| RW325 | 277,472.214 | 585,353.954 |
| RW326 | 277,254.232 | 585,292.868 |
| RW327 | 277,261.661 | 585,286.774 |

SCALE, FEET
0 25 50

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 58TH ST | PROJECT T0818 (06) | 60' | 1958 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 36 | TRUSTEE(S) OF THE BAJIC FAMILY TRUST | FEE | 3 |
| 36 | TRUSTEE(S) OF THE BAJIC FAMILY TRUST | TLE | 153 |
| 37 | BADGER SAVINGS ASSOCIATION | FEE | 39 |
| 37 | BADGER SAVINGS ASSOCIATION | TLE | 166 |
| 38 | OUR LADY OF LOURDES CONGREGATION | TLE | 267 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 510(4) | ELIMINATED | - |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck



FILE NAME : TLE EXHIBITS 4.18 & 4.19.DWG PLOT DATE : 8/9/2023 7:59 AM R/W PROJECT: 2120-18-21 -19

4

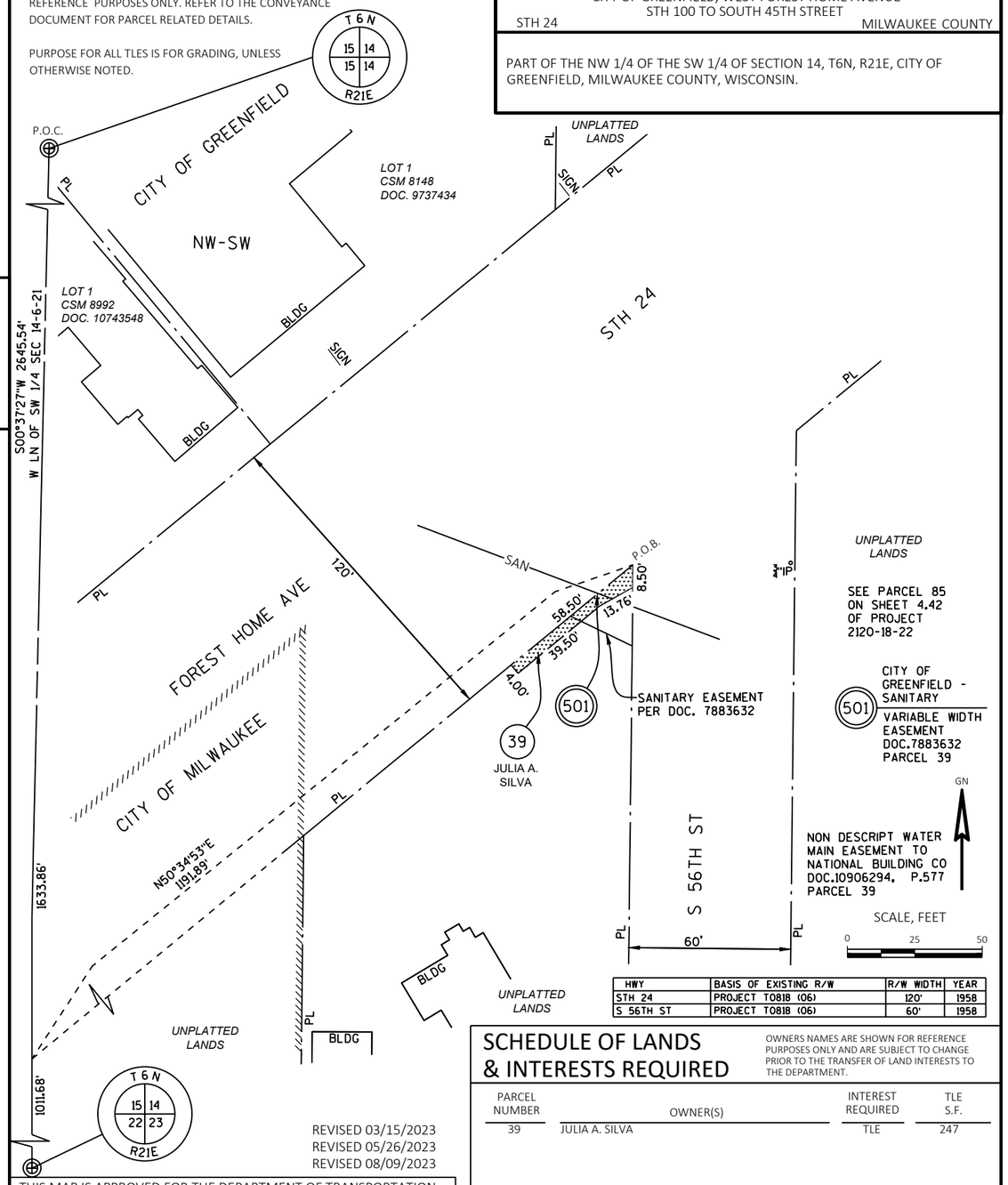
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.20 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 14, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 56TH ST | PROJECT T0818 (06) | 60' | 1958 |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 39 | JULIA A. SILVA | TLE | 247 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 501 | CITY OF GREENFIELD - SANITARY | RELEASE OF RIGHTS |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck



4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

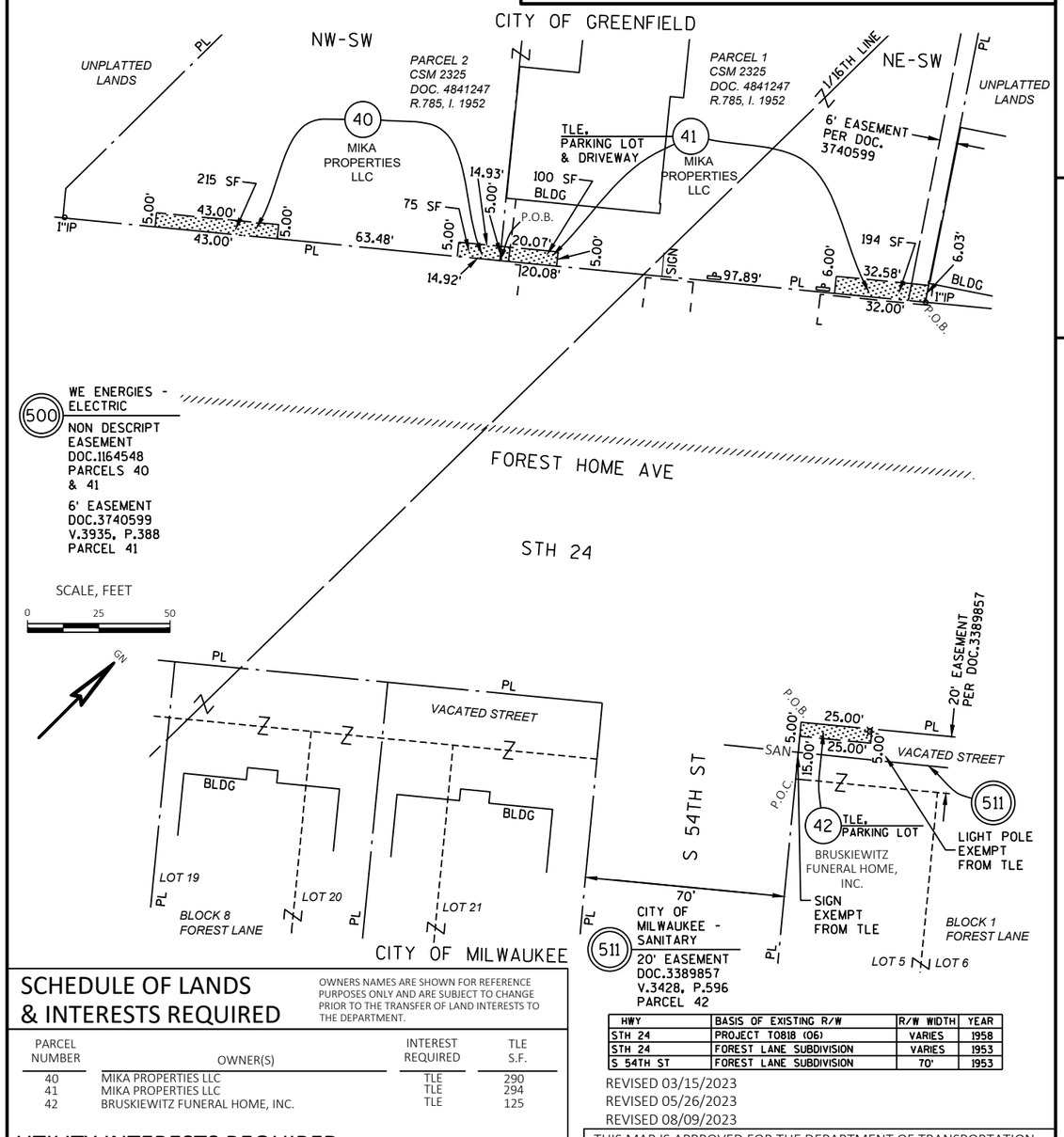
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

504 AT&T WISCONSIN
6' EASEMENT
DOC.3740599
V.3935, P.388
PARCEL 41

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.21 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE AND CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4 OF SECTION 14, T6N, R21E, CITY OF GREENFIELD, ALSO PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, ALL IN MILWAUKEE COUNTY, WISCONSIN.




## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 40 | MIKA PROPERTIES LLC | TLE | 290 |
| 41 | MIKA PROPERTIES LLC | TLE | 294 |
| 42 | BRUSKIEWITZ FUNERAL HOME, INC. | TLE | 125 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 511 | CITY OF MILWAUKEE - SANITARY | RELEASE OF RIGHTS |

511 CITY OF MILWAUKEE - SANITARY
20' EASEMENT
DOC.3389857
V.3428, P.596
PARCEL 42

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | VARIES | 1958 |
| STH 24 | FOREST LANE SUBDIVISION | VARIES | 1953 |
| S 54TH ST | FOREST LANE SUBDIVISION | 70' | 1953 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

NOTES:
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

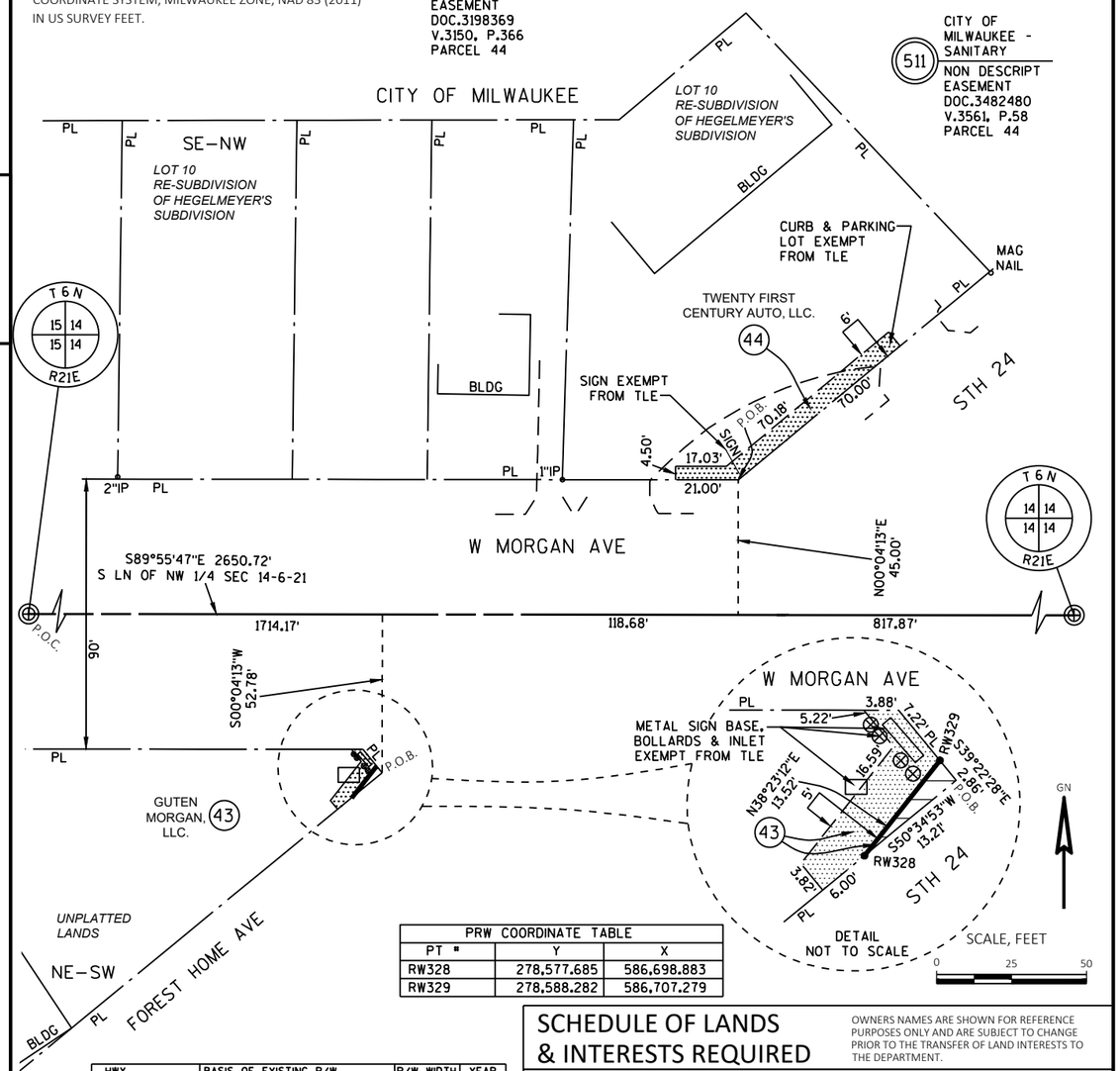
| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.22 |
|---|---|

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.

(500) WE ENERGIES - ELECTRIC
NON DESCRIPT EASEMENT DOC.1164549 PARCEL 43
NON DESCRIPT EASEMENT DOC.1164550 PARCEL 43
NON DESCRIPT EASEMENT DOC.3198369 V.3150, P.366 PARCEL 44

(511) CITY OF MILWAUKEE - SANITARY
NON DESCRIPT EASEMENT DOC.3482480 V.3561, P.58 PARCEL 44




| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW328 | 278,577.685 | 586,698.883 |
| RW329 | 278,588.282 | 586,707.279 |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| W. MORGAN AVE. | PROJECT T0818 (06) | 90' | 1958 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 43 | GUTEN MORGAN, LLC. | FEE | 19 |
| 43 | GUTEN MORGAN, LLC. | TLE | 105 |
| 44 | TWENTY FIRST CENTURY AUTO, LLC. | TLE | 506 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 511 | CITY OF MILWAUKEE - SANITARY | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck



NOTES:
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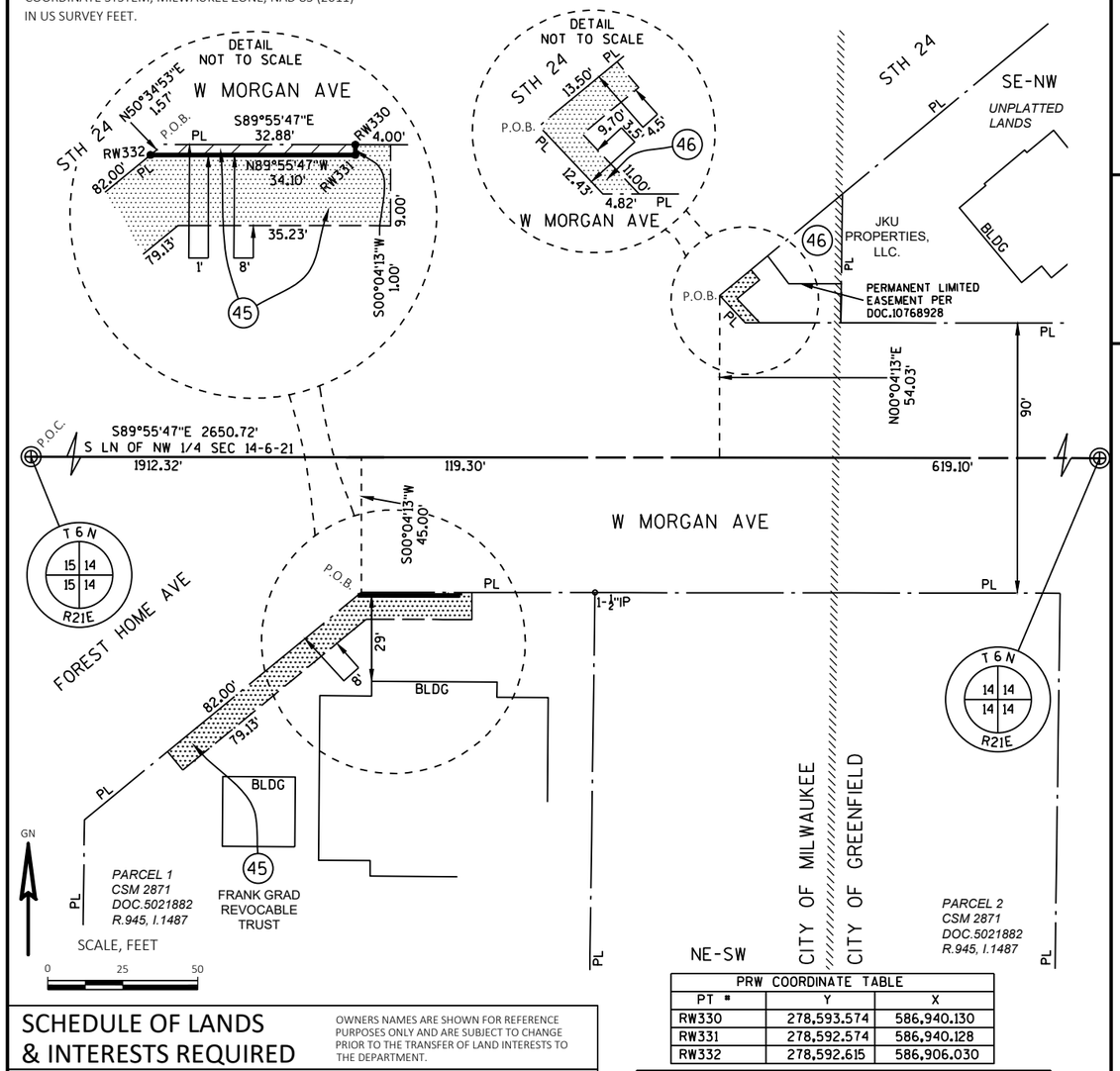
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.23 |
|---|---|

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW330 | 278,593.574 | 586,940.130 |
| RW331 | 278,592.574 | 586,940.128 |
| RW332 | 278,592.615 | 586,906.030 |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| W. MORGAN AVE. | PROJECT T0818 (06) | 90' | 1958 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 45 | FRANK GRAD REVOCABLE TRUST | FEE | 33 |
| 45 | FRANK GRAD REVOCABLE TRUST | TLE | 942 |
| 46 | JKU PROPERTIES, LLC. | TLE | 93 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 513 (2) | ELIMINATED | - |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

4

NOTES:
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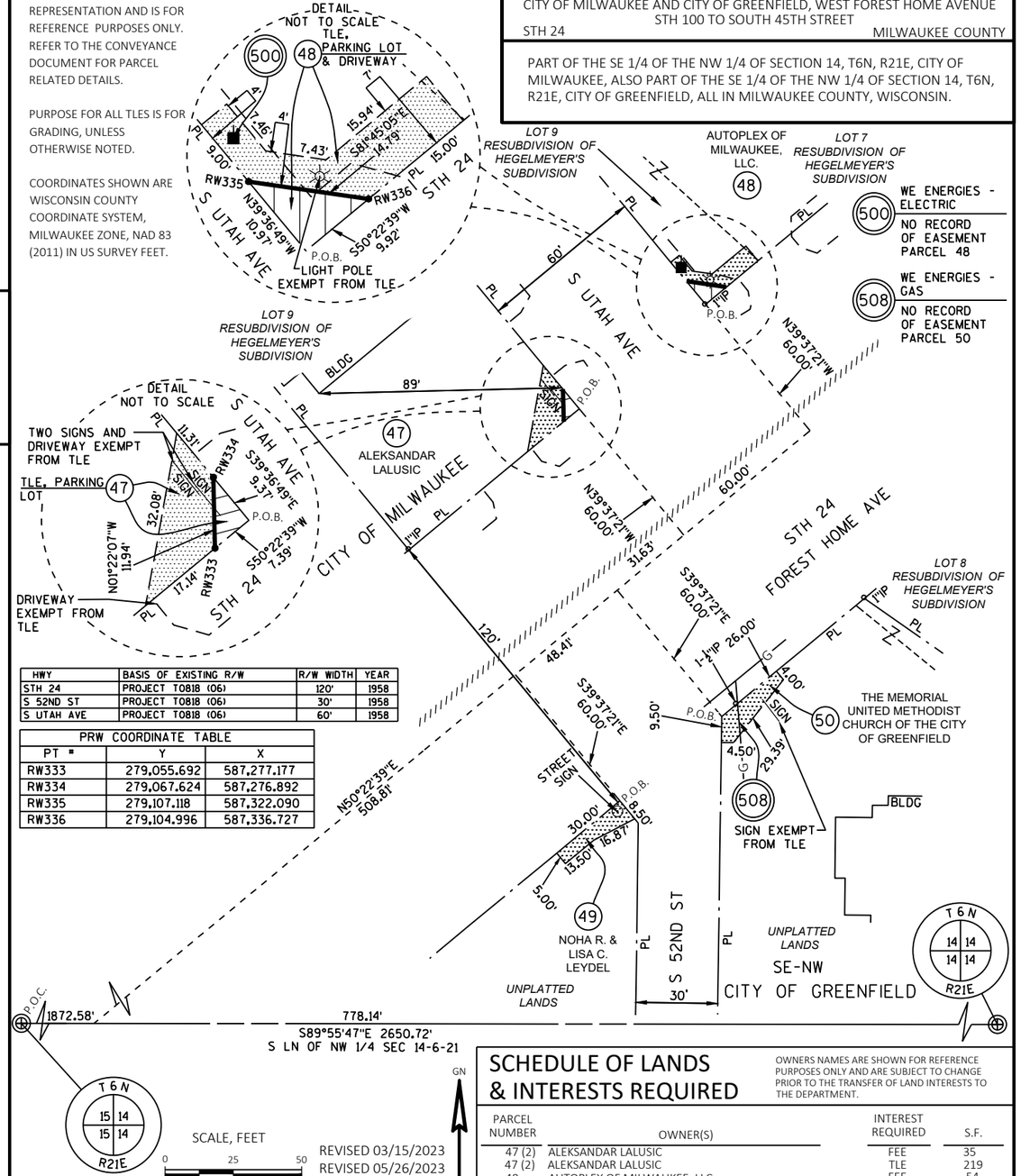
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.24

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE AND CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NW 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, ALSO PART OF THE SE 1/4 OF THE NW 1/4 OF SECTION 14, T6N, R21E, CITY OF GREENFIELD, ALL IN MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 52ND ST | PROJECT T0818 (06) | 30' | 1958 |
| S UTAH AVE | PROJECT T0818 (06) | 60' | 1958 |

| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW333 | 279,055.692 | 587,277.177 |
| RW334 | 279,067.624 | 587,276.892 |
| RW335 | 279,107.118 | 587,322.090 |
| RW336 | 279,104.996 | 587,336.727 |

SCALE, FEET
0 25 50

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 47 (2) | ALEKSANDAR LALUSIC | FEE | 35 |
| 47 (2) | ALEKSANDAR LALUSIC | TLE | 219 |
| 48 | AUTOPLEX OF MILWAUKEE, LLC. | FEE | 54 |
| 48 | AUTOPLEX OF MILWAUKEE, LLC. | TLE | 186 |
| 49 | NOHA R. & LISA C. LEYDEL | TLE | 179 |
| 50 | THE MEMORIAL UNITED METHODIST CHURCH OF THE CITY OF GREENFIELD | TLE | 211 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 508 | WE ENERGIES - GAS | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.24 & 4.25.DWG PLOT DATE : 8/9/2023 8:04 AM R/W PROJECT: 2120-18-21 -24

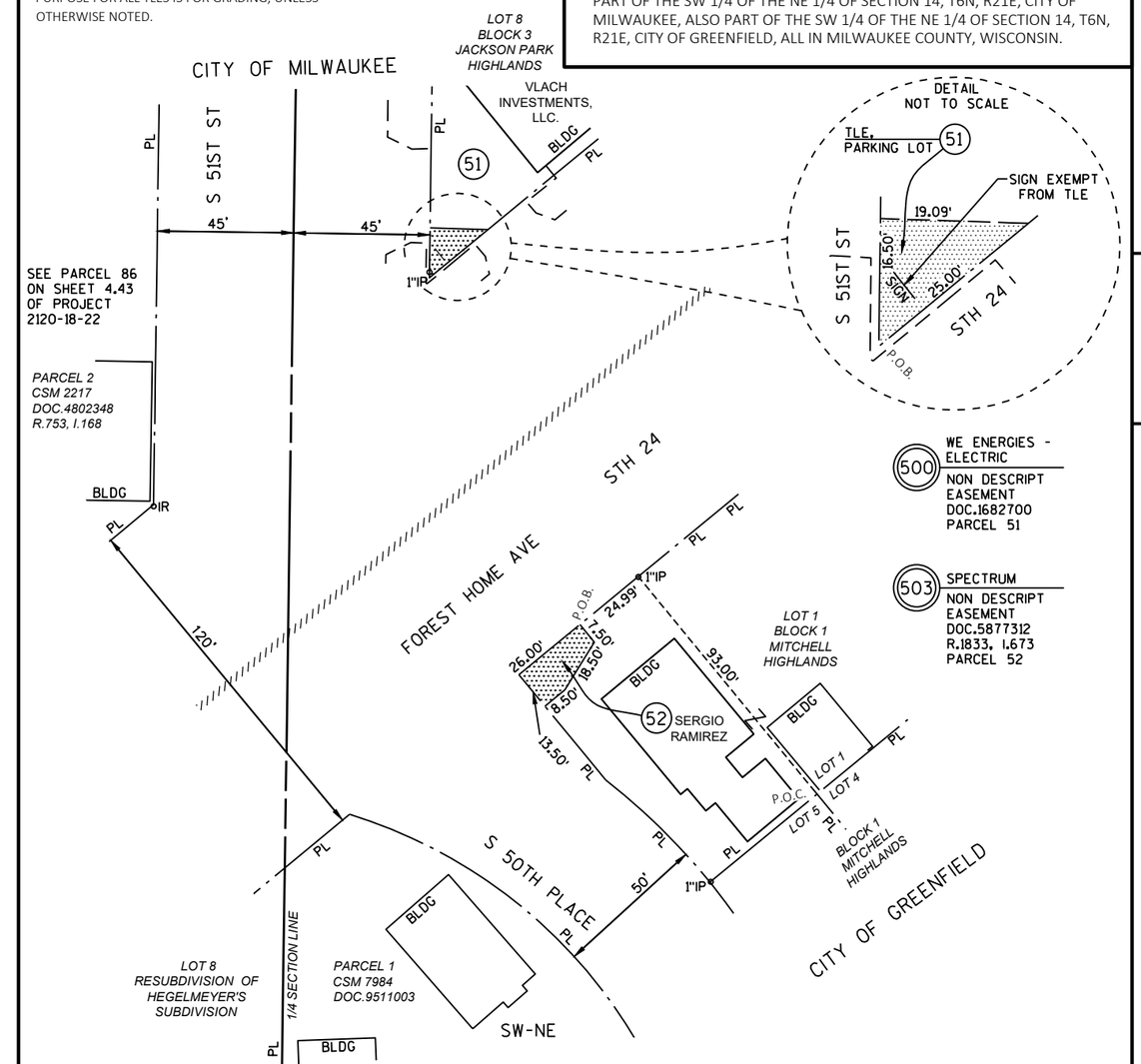
NOTES:
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.25

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE AND CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SW 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, ALSO PART OF THE SW 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF GREENFIELD, ALL IN MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 51ST ST | PROJECT T0818 (06) | 90' | 1958 |
| S 51ST ST | JACKSON PARK HIGHLANDS | 45' | 1929 |
| S 50TH PL | PROJECT T0818 (06) | 50' | 1958 |
| S 50TH PL | MITCHELL HIGHLANDS | 50' | 1921 |

SCALE, FEET
0 25 50

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 51 (2) | VLACH INVESTMENTS, LLC. | TLE | 157 |
| 52 | SERGIO RAMIREZ | TLE | 298 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 503 | SPECTRUM | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck



FILE NAME : TLE EXHIBITS 4.24 & 4.25.DWG PLOT DATE : 8/9/2023 8:04 AM R/W PROJECT: 2120-18-21 -25

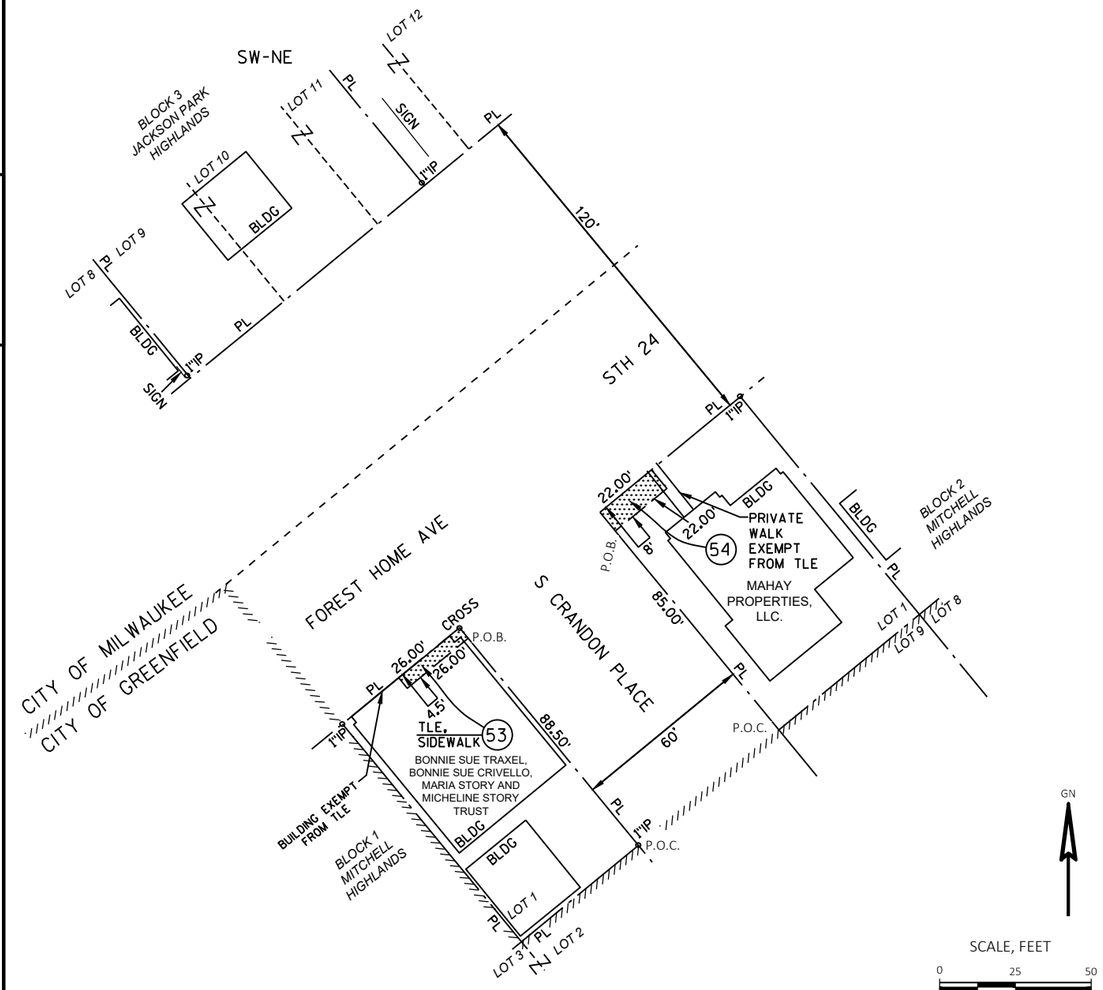
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.26 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SW 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S CRANDON PL | PROJECT T0818 (06) | 60' | 1958 |
| S CRANDON PL | MITCHELL HIGHLANDS | 60' | 1921 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 53 | BONNIE SUE TRAXEL, BONNIE SUE CRIVELLO, MARIA STORY AND MICHELINE STORY TRUST | TLE | 117 |
| 54 | MAHAY PROPERTIES, LLC. | TLE | 176 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| N/A | N/A | N/A |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck





NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

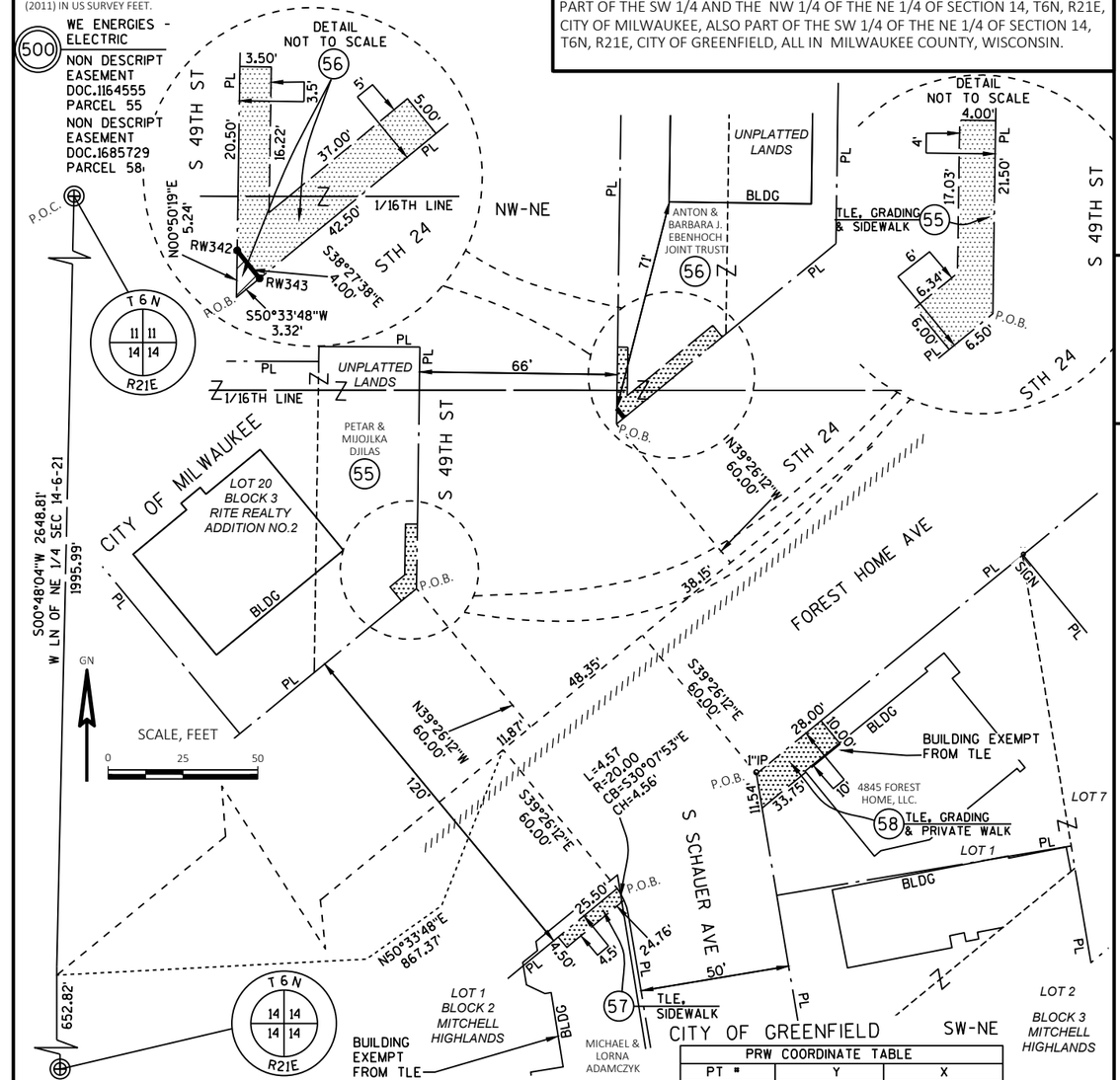
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.27 |
|---|---|

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE AND CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SW 1/4 AND THE NW 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, ALSO PART OF THE SW 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF GREENFIELD, ALL IN MILWAUKEE COUNTY, WISCONSIN.




| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW342 | 279,955.517 | 588,362.668 |
| RW343 | 279,952.385 | 588,365.155 |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S SCHAUER AVE | PROJECT T0818 (06) | 50' | 1958 |
| S SCHAUER AVE | MITCHELL HIGHLANDS | 50' | 1921 |
| S 49TH ST | PROJECT T0818 (06) | 66' | 1958 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 55 | PETAR & MIJOJLKA DJILAS | TLE | 116 |
| 56 | ANTON & BARBARA J. EBENHOCH JOINT TRUST | FEE | 7 |
| 56 | ANTON & BARBARA J. EBENHOCH JOINT TRUST | TLE | 274 |
| 57 | MICHAEL & LORNA ADAMCZYK | TLE | 113 |
| 58 | 4845 FOREST HOME, LLC. | TLE | 309 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

4

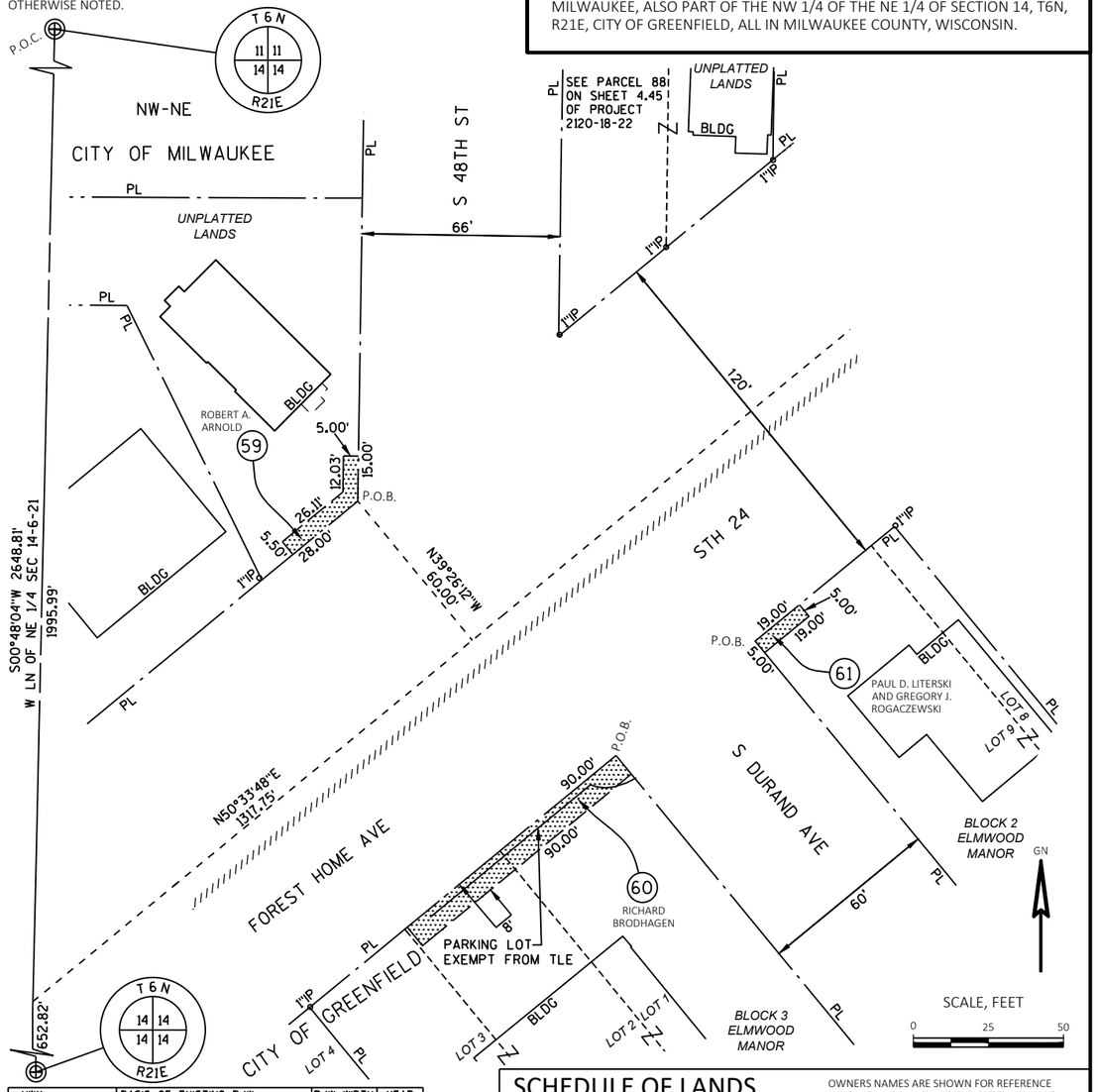
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.28 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE AND CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, ALSO PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF GREENFIELD, ALL IN MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 48TH ST | RITE REALTY SUBDIVISION | 66' | 1952 |
| S 48TH ST | PROJECT T0818 (06) | 66' | 1958 |
| S DURAND AVE | ELMWOOD MANOR | 60' | 1928 |
| S DURAND AVE | PROJECT T0818 (06) | 60' | 1958 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 59 | ROBERT A. ARNOLD | TLE | 216 |
| 60 | RICHARD BRODHAGEN | TLE | 720 |
| 61 | PAUL D. LITERSKI AND GREGORY J. ROGACZEWSKI | TLE | 95 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| N/A | N/A | N/A |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.28 & 4.29.DWG PLOT DATE : 8/9/2023 8:08 AM R/W PROJECT: 2120-18-21 -28

4

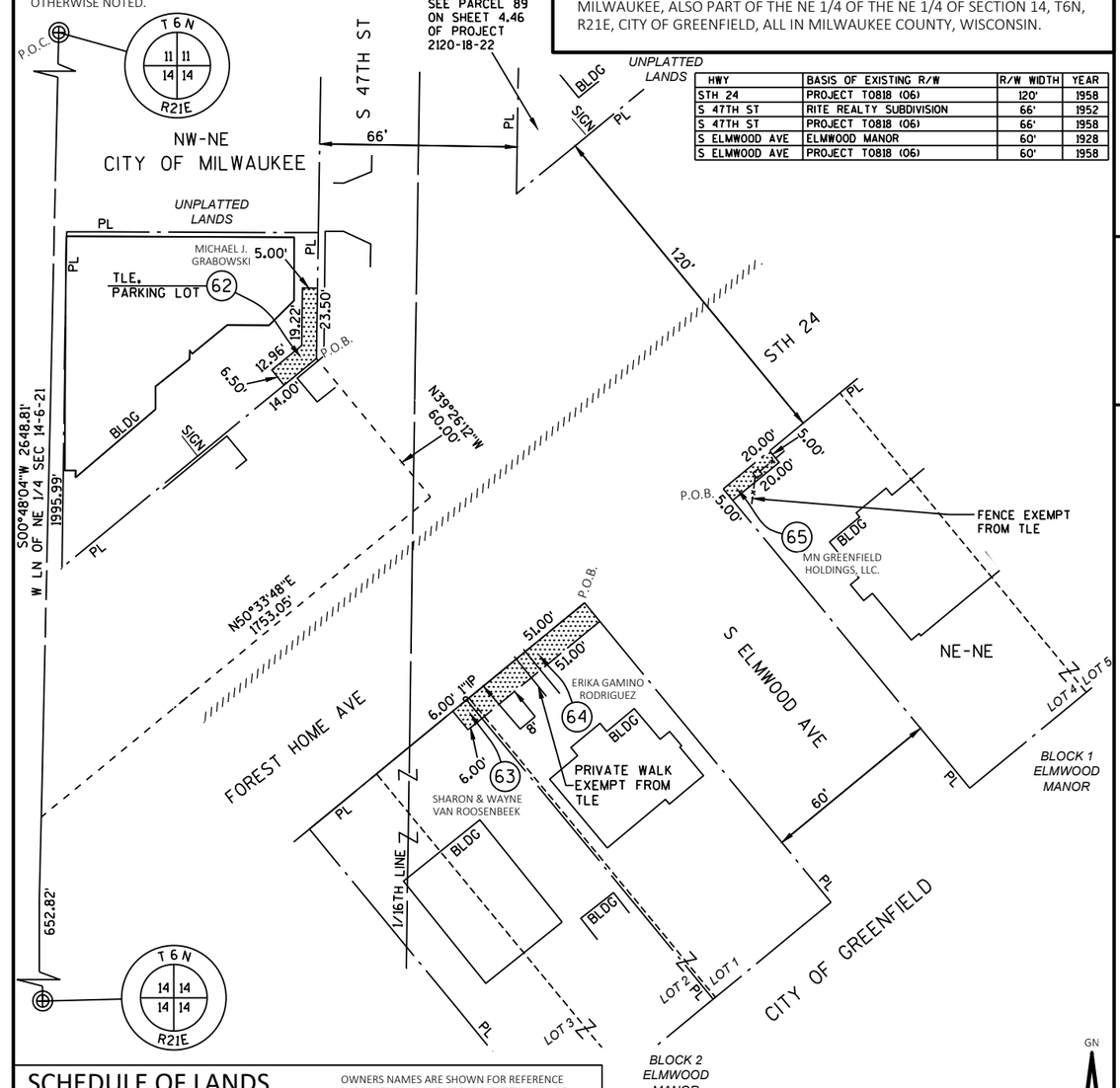
NOTES:
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.29 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE AND CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, ALSO PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF GREENFIELD, ALL IN MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 47TH ST | RITE REALTY SUBDIVISION | 66' | 1952 |
| S 47TH ST | PROJECT T0818 (06) | 66' | 1958 |
| S ELMWOOD AVE | ELMWOOD MANOR | 60' | 1928 |
| S ELMWOOD AVE | PROJECT T0818 (06) | 60' | 1958 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 62 | MICHAEL J. GRABOWSKI | TLE | 194 |
| 63 | SHARON & WAYNE VAN ROOSENBEEK | TLE | 48 |
| 64 | ERIKA GAMINO RODRIGUEZ | TLE | 408 |
| 65 | MN GREENFIELD HOLDINGS, LLC. | TLE | 100 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| N/A | N/A | N/A |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck



FILE NAME : TLE EXHIBITS 4.28 & 4.29.DWG PLOT DATE : 8/9/2023 8:08 AM R/W PROJECT: 2120-18-21 -29

4

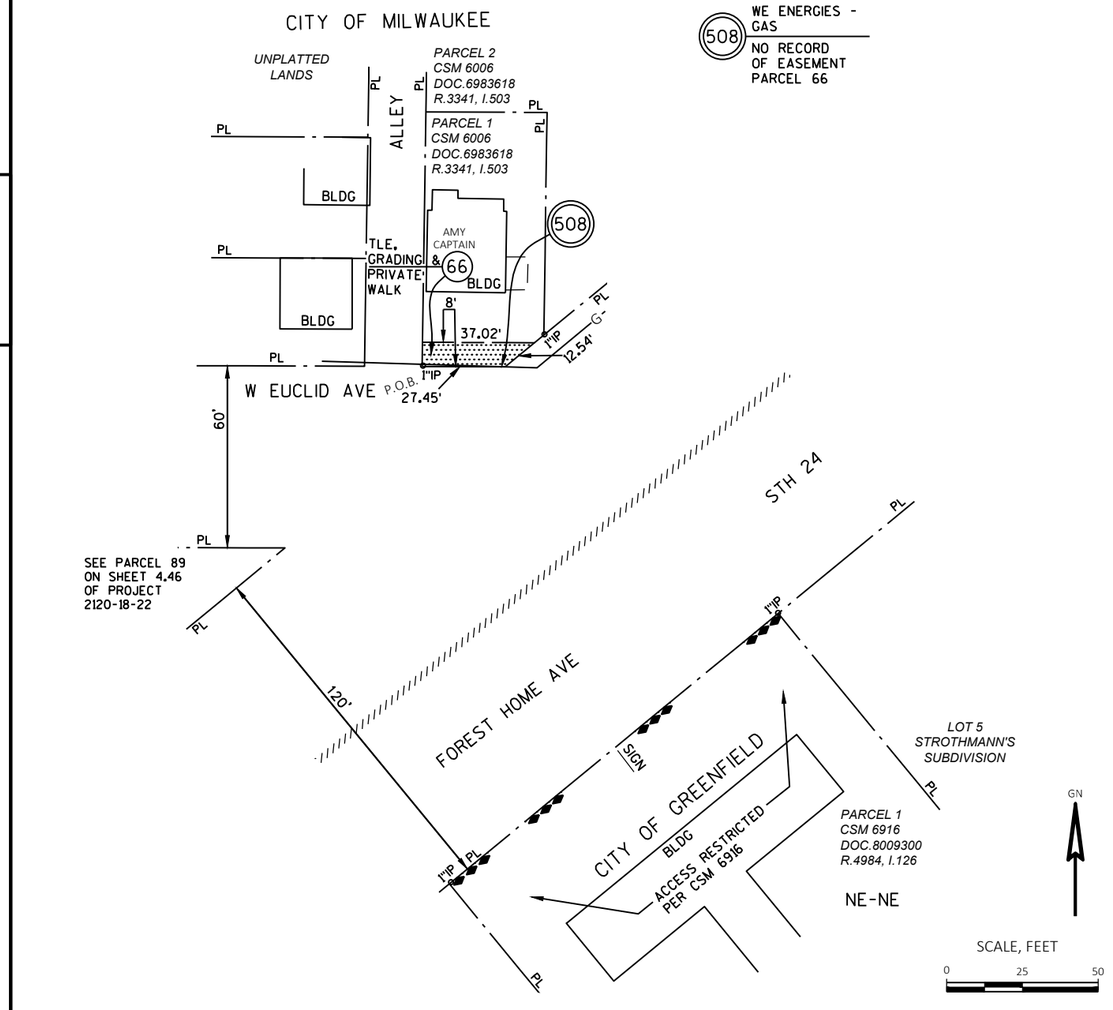
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.30 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| W EUCLID AVE | RITE REALTY SUBDIVISION | 60' | 1952 |
| W EUCLID AVE | PROJECT T0818 (06) | 60' | 1958 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 66 | AMY CAPTAIN | TLE | 258 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 508 | WE ENERGIES - GAS | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck



4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

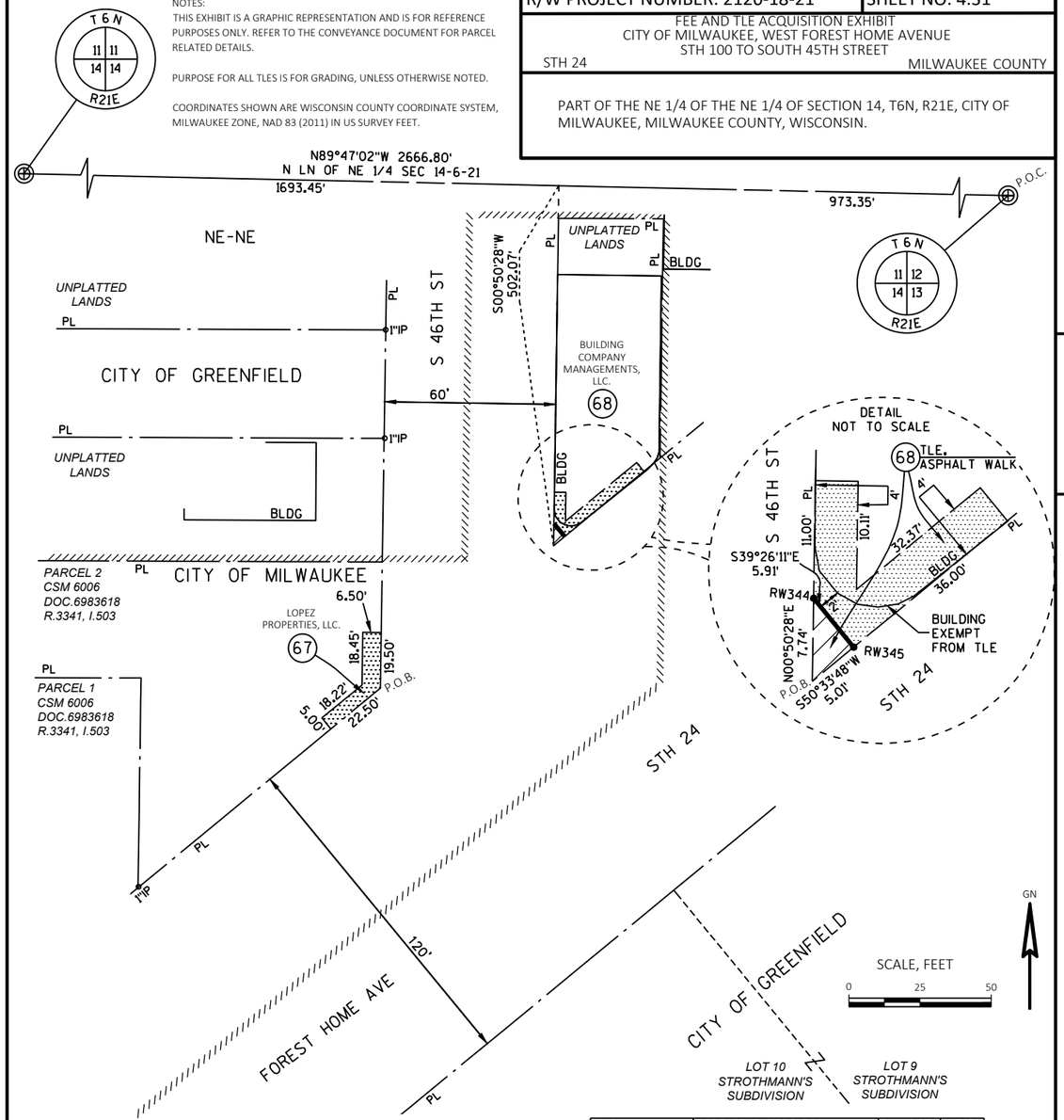
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.31 |
|---|---|

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 46TH ST | CSM 6006 | 60' | 1994 |
| S 46TH ST | PROJECT T0818 (06) | 60' | 1958 |

| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW344 | 280,785.615 | 589,368.921 |
| RW345 | 280,781.051 | 589,372.674 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 67 | LOPEZ PROPERTIES, LLC. | TLE | 225 |
| 68 | BUILDING COMPANY MANAGEMENTS, LLC. | FEE | 15 |
| 68 | BUILDING COMPANY MANAGEMENTS, LLC. | TLE | 190 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| N/A | N/A | N/A |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

NOTES:
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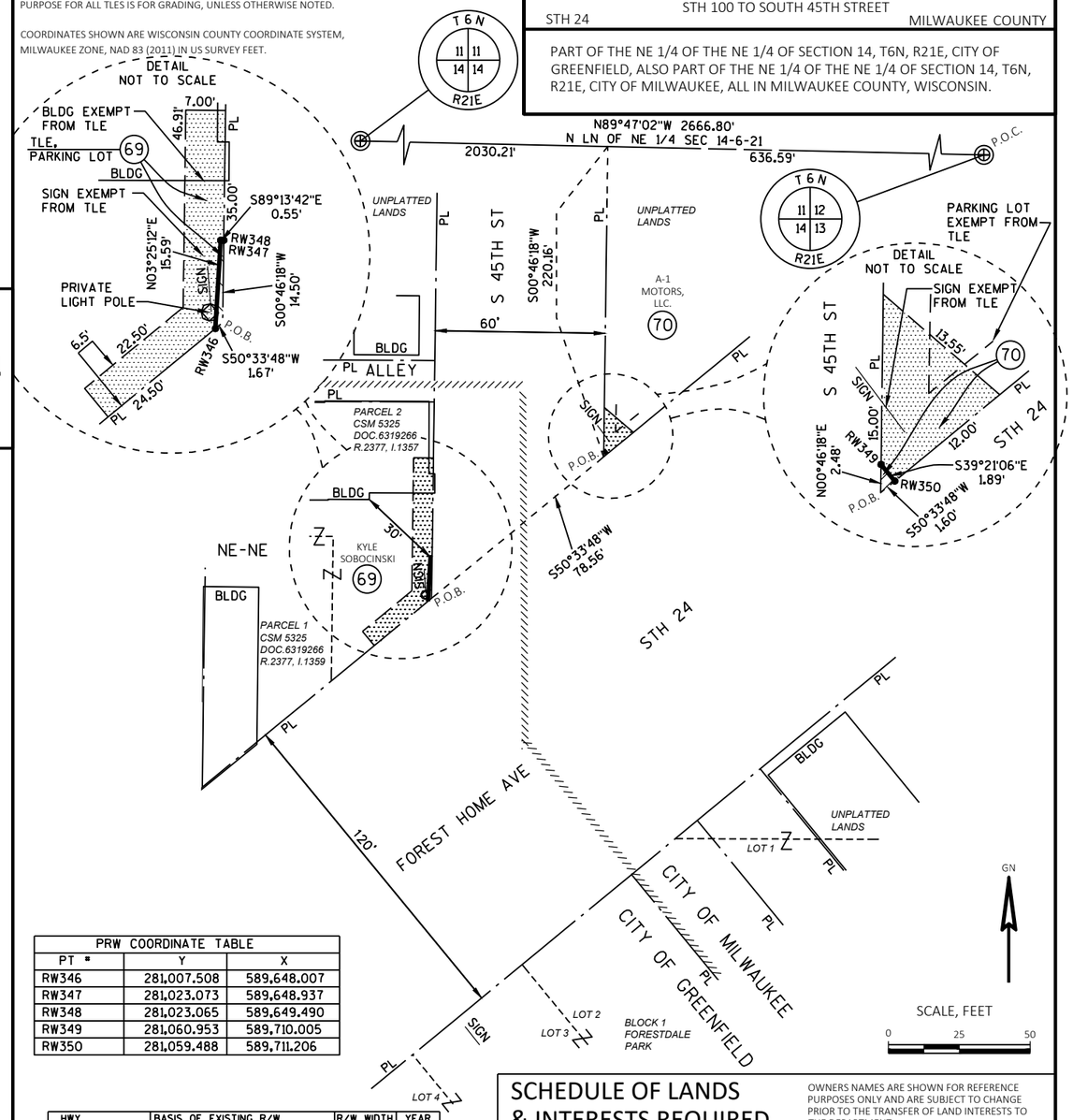
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. 4.32 |
|---|---|

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE AND CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF GREENFIELD, ALSO PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, ALL IN MILWAUKEE COUNTY, WISCONSIN.




| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW346 | 281,007.508 | 589,648.007 |
| RW347 | 281,023.073 | 589,648.937 |
| RW348 | 281,023.065 | 589,649.490 |
| RW349 | 281,060.953 | 589,710.005 |
| RW350 | 281,059.488 | 589,711.206 |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 45TH ST | CSM 5325 | 30' | 1989 |
| S 45TH ST | PROJECT T0818 (06) | 60' | 1958 |

REVISED 03/15/2023
REVISED 05/26/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 69 | KYLE SOBOCINSKI, PURCHASER | FEE | 14 |
| 69 | KYLE SOBOCINSKI, PURCHASER | TLE | 482 |
| 70 | A-1 MOTORS, LLC. | FEE | 2 |
| 70 | A-1 MOTORS, LLC. | TLE | 89 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| N/A | N/A | N/A |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/11/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.32.DWG PLOT DATE : 8/9/2023 8:11 AM R/W PROJECT: 2120-18-21 -32

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-21 | SHEET NO. |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 AND THE SE 1/4 OF THE NW 1/4 OF SECTION 28, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.

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## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|

SCALE, FEET
0 25 50
GN

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME:



FILE NAME : TLE EXHIBITS 4.32.DWG PLOT DATE : 8/9/2023 8:11 AM R/W PROJECT: 2120-18-21 -

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.33 |
|---|---|

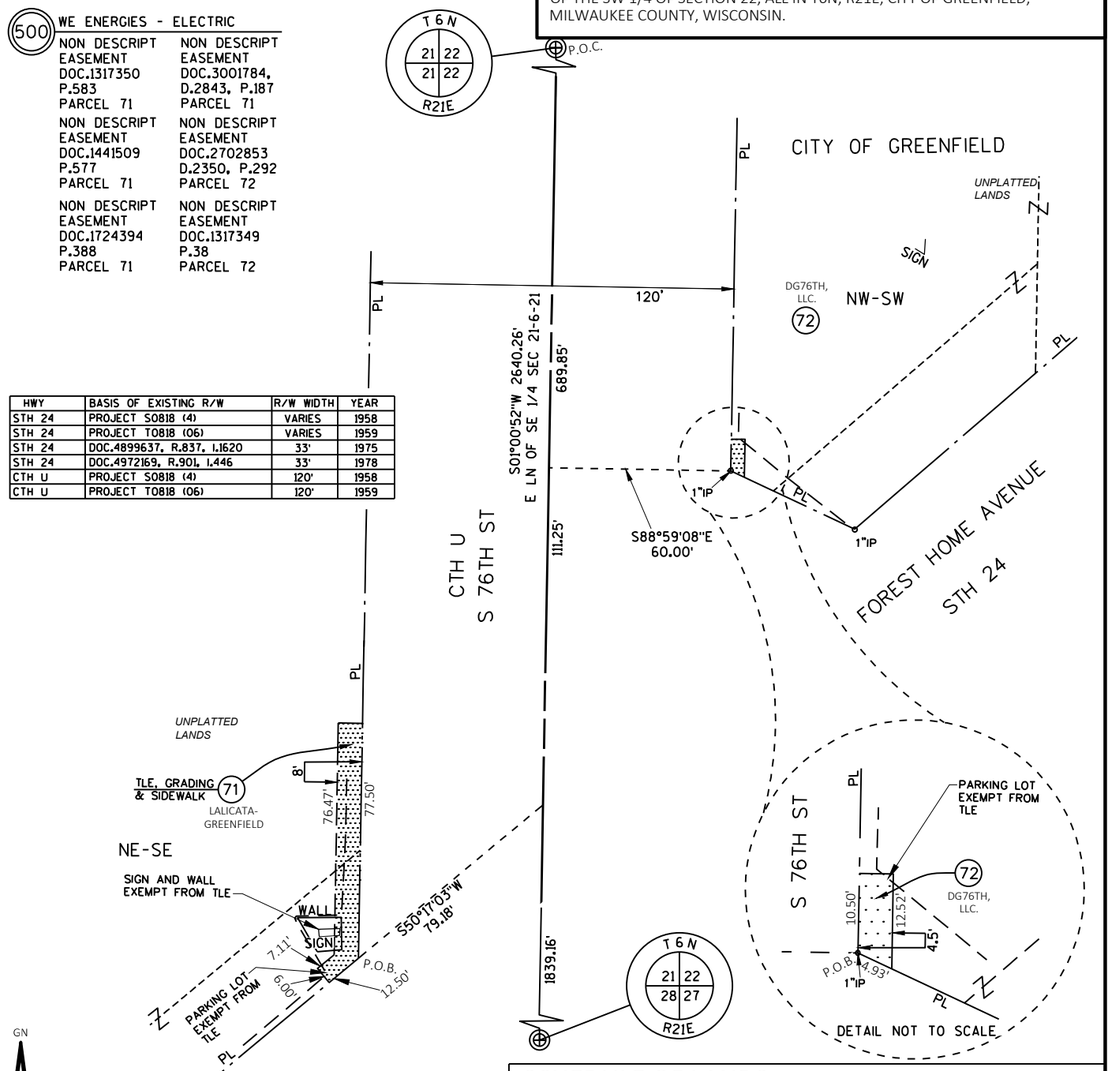
TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 OF THE SE 1/4 OF SECTION 21, AND PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 22, ALL IN T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.

(500) WE ENERGIES - ELECTRIC

| | |
|---|---|
| NON DESCRIPT EASEMENT DOC.1317350 P.583 PARCEL 71 | NON DESCRIPT EASEMENT DOC.3001784, D.2843, P.187 PARCEL 71 |
| NON DESCRIPT EASEMENT DOC.1441509 P.577 PARCEL 71 | NON DESCRIPT EASEMENT DOC.2702853 D.2350, P.292 PARCEL 72 |
| NON DESCRIPT EASEMENT DOC.1724394 P.388 PARCEL 71 | NON DESCRIPT EASEMENT DOC.1317349 P.38 PARCEL 72 |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT 5081 8 (4) | VARIES | 1958 |
| STH 24 | PROJECT 1081 8 (06) | VARIES | 1959 |
| STH 24 | DOC.4899637, R.837, I.1620 | 33' | 1975 |
| STH 24 | DOC.4972169, R.901, I.446 | 33' | 1978 |
| CTH U | PROJECT 5081 8 (4) | 120' | 1958 |
| CTH U | PROJECT 1081 8 (06) | 120' | 1959 |




REVISED 03/15/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 71 | LALICATA-GREENFIELD | TLE | 675 |
| 72 | DG76TH, LLC. | TLE | 52 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 510(3) | ELIMINATED | - |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.33.DWG PLOT DATE : 8/9/2023 8:44 AM R/W PROJECT: 2120-18-22 -33

4

| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. |
|---|---|

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## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME:



FILE NAME : TLE EXHIBITS 4.33.DWG PLOT DATE : 8/9/2023 8:44 AM R/W PROJECT: 2120-18-22

4

4

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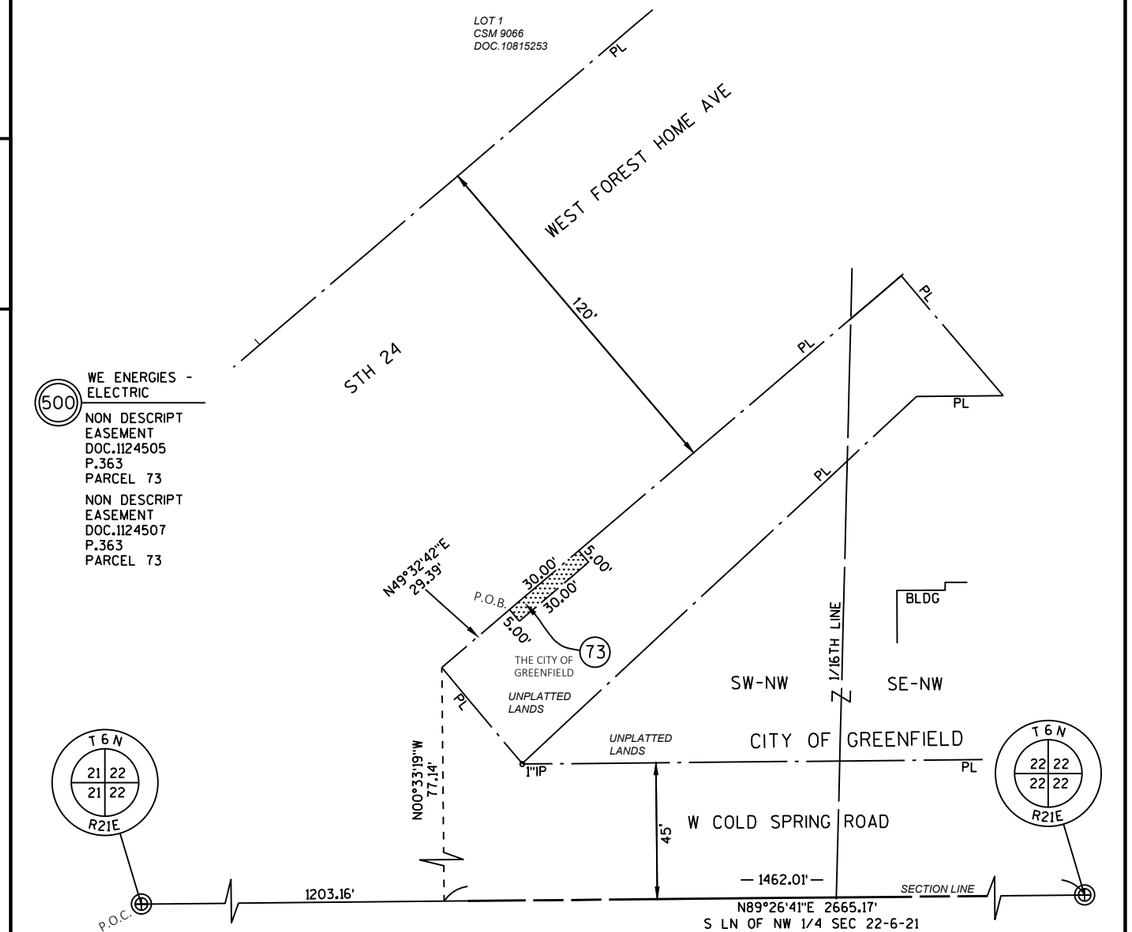
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| STH 24 | DOC.8029049, R.5019, I.884 | VARIES | 2000 |

R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.34

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SW 1/4 OF THE NW 1/4 OF SECTION 22, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.




SCALE, FEET
0 25 50

GN

REVISED 03/15/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 73 | THE CITY OF GREENFIELD | TLE | 150 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |



4

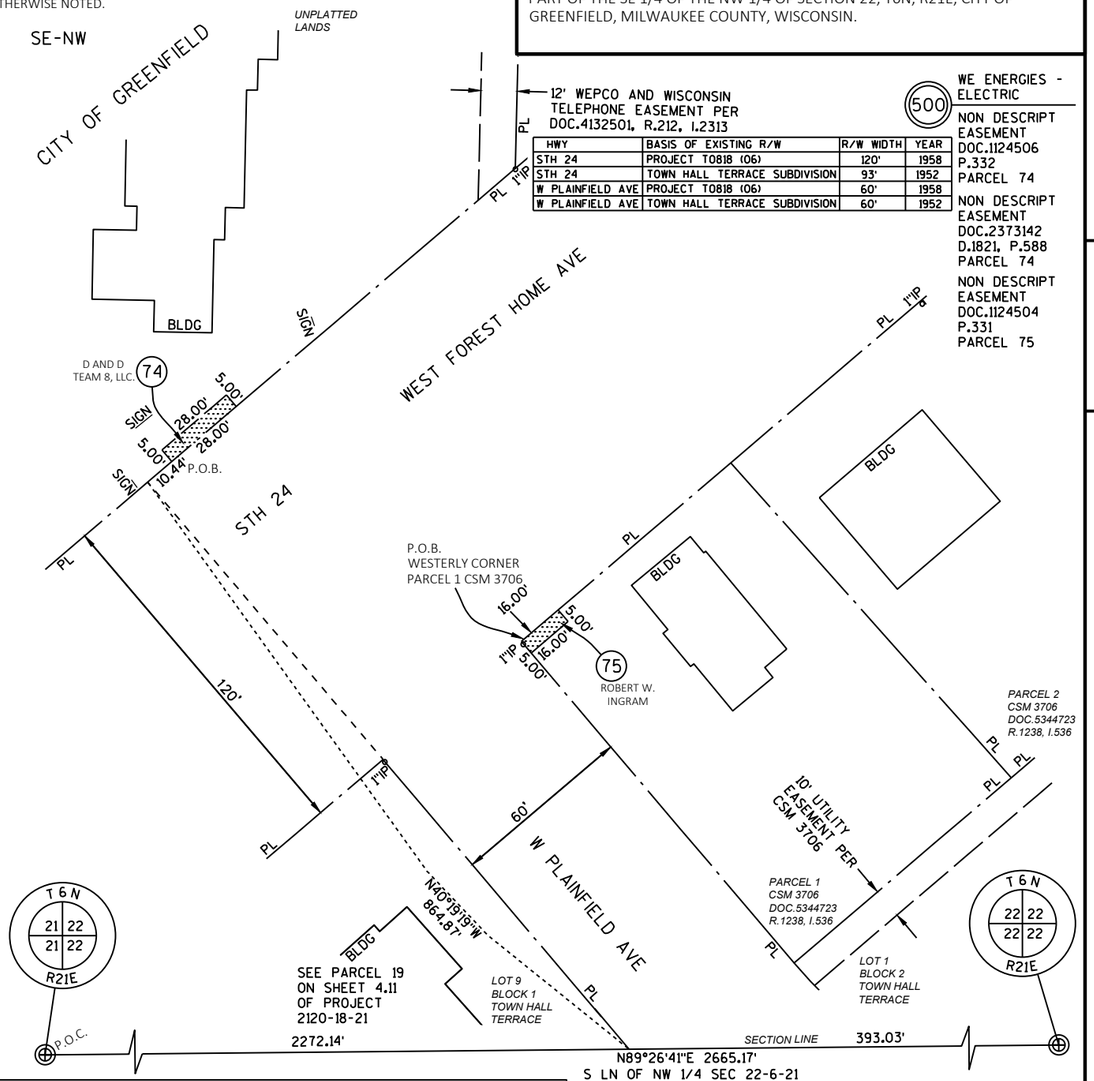
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.35

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NW 1/4 OF SECTION 22, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.




SCALE, FEET
0 25 50

GN

REVISED 03/15/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 74 | D AND D TEAM 8, LLC. | TLE | 140 |
| 75 | ROBERT W. INGRAM | TLE | 80 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 514(2) | ELIMINATED | - |

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

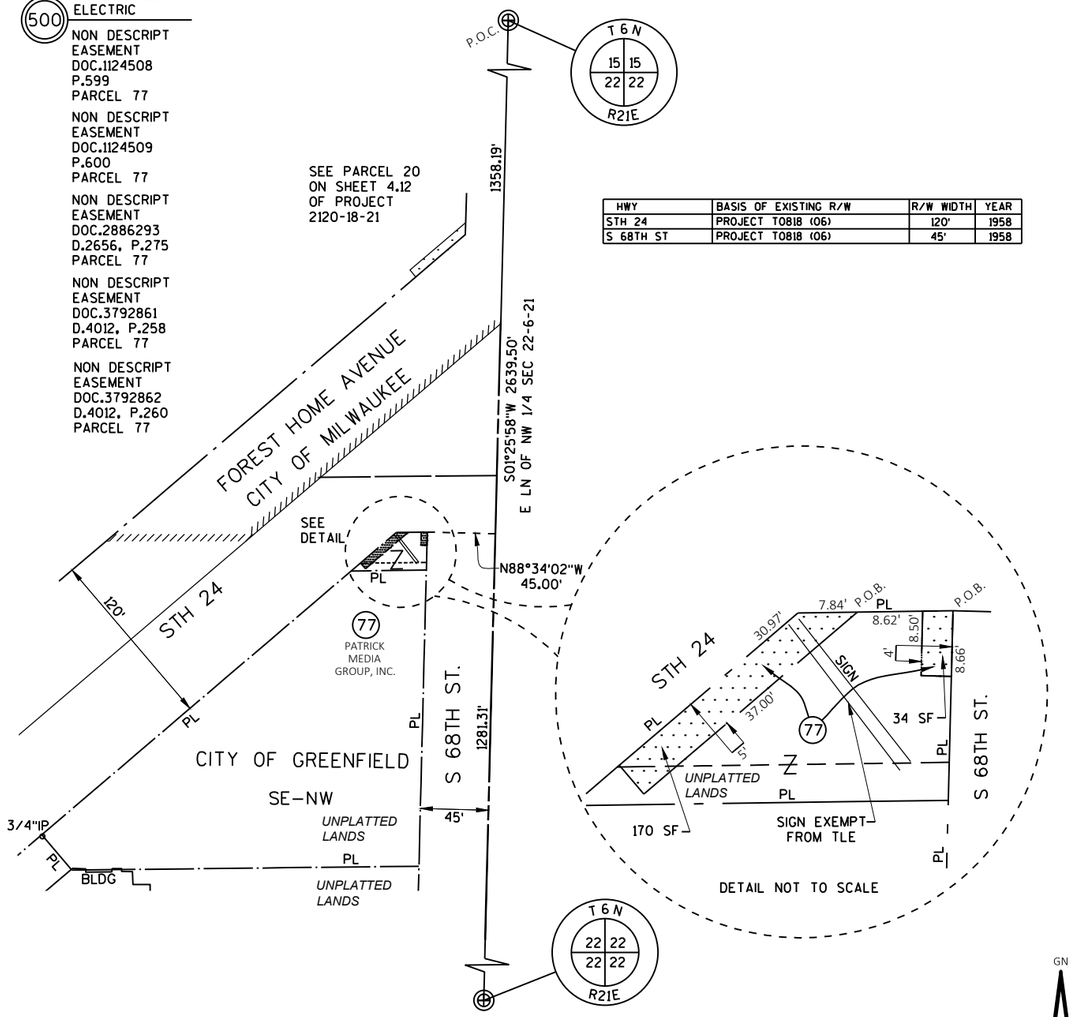
| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.36 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NW 1/4 OF SECTION 22, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.

4

WE ENERGIES - ELECTRIC
500
NON DESCRIPT
EASEMENT
DOC.1124508
P.599
PARCEL 77
NON DESCRIPT
EASEMENT
DOC.1124509
P.600
PARCEL 77
NON DESCRIPT
EASEMENT
DOC.2886293
D.2656, P.275
PARCEL 77
NON DESCRIPT
EASEMENT
DOC.3792861
D.4012, P.258
PARCEL 77
NON DESCRIPT
EASEMENT
DOC.3792862
D.4012, P.260
PARCEL 77




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 68TH ST | PROJECT T0818 (06) | 45' | 1958 |

SCALE, FEET
0 50 100

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 77 | PATRICK MEDIA GROUP, INC. | TLE | 204 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |

REVISED 03/15/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA
SIGNATURE: Robert L Duffeck DATE: 10/24/22
PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.36 AND 4.37.DWG PLOT DATE : 8/9/2023 8:46 AM R/W PROJECT: 2120-18-22 -36

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

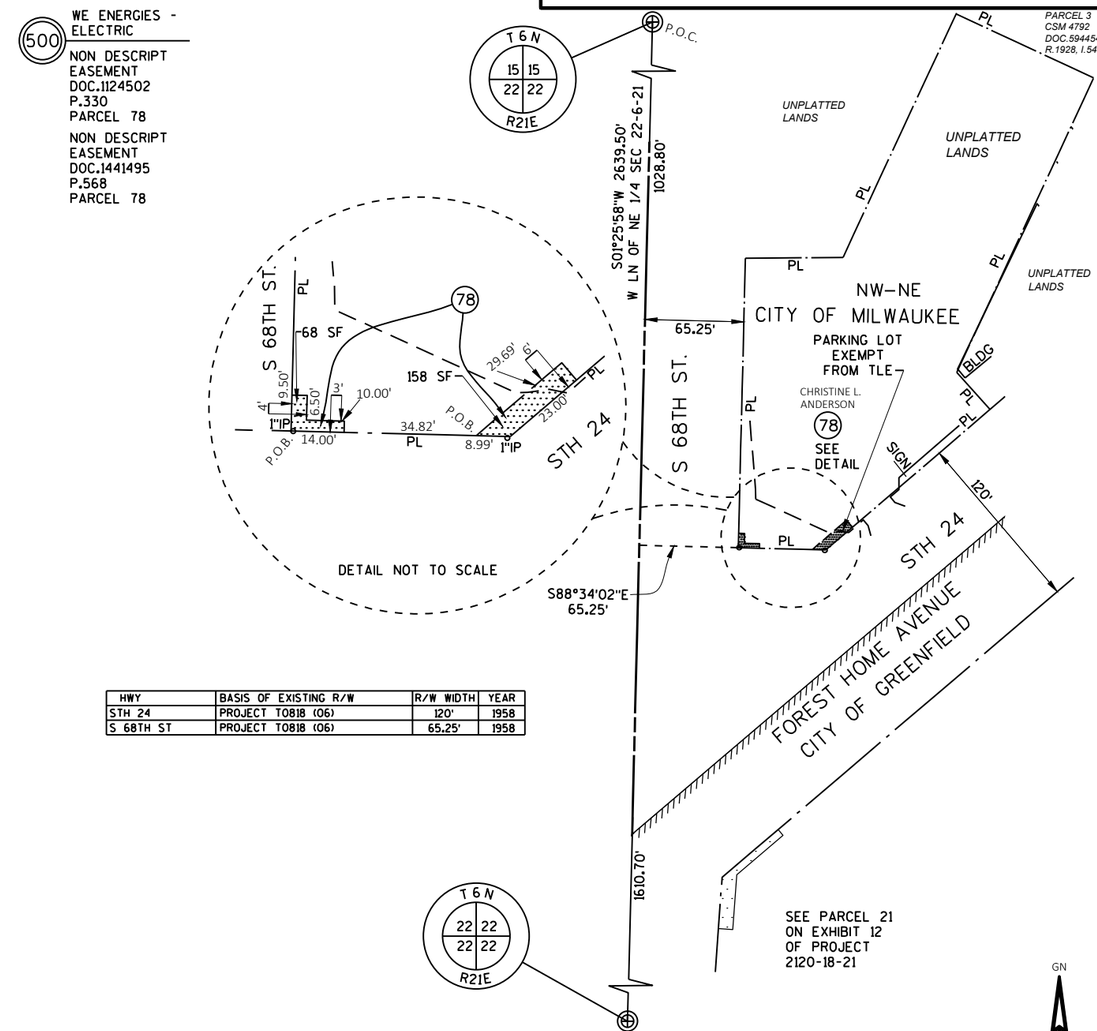
| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.37 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 22, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.

4

WE ENERGIES - ELECTRIC
500
NON DESCRIPT
EASEMENT
DOC.1124502
P.330
PARCEL 78
NON DESCRIPT
EASEMENT
DOC.1441495
P.568
PARCEL 78




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 68TH ST | PROJECT T0818 (06) | 65.25' | 1958 |

SCALE, FEET
0 50 100

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 78 | CHRISTINE L. ANDERSON | TLE | 226 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |

REVISED 03/15/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA
SIGNATURE: Robert L Duffeck DATE: 10/24/22
PRINT NAME: Robert L. Duffeck



FILE NAME : TLE EXHIBITS 4.36 AND 4.37.DWG PLOT DATE : 8/9/2023 8:46 AM R/W PROJECT: 2120-18-22 -37

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

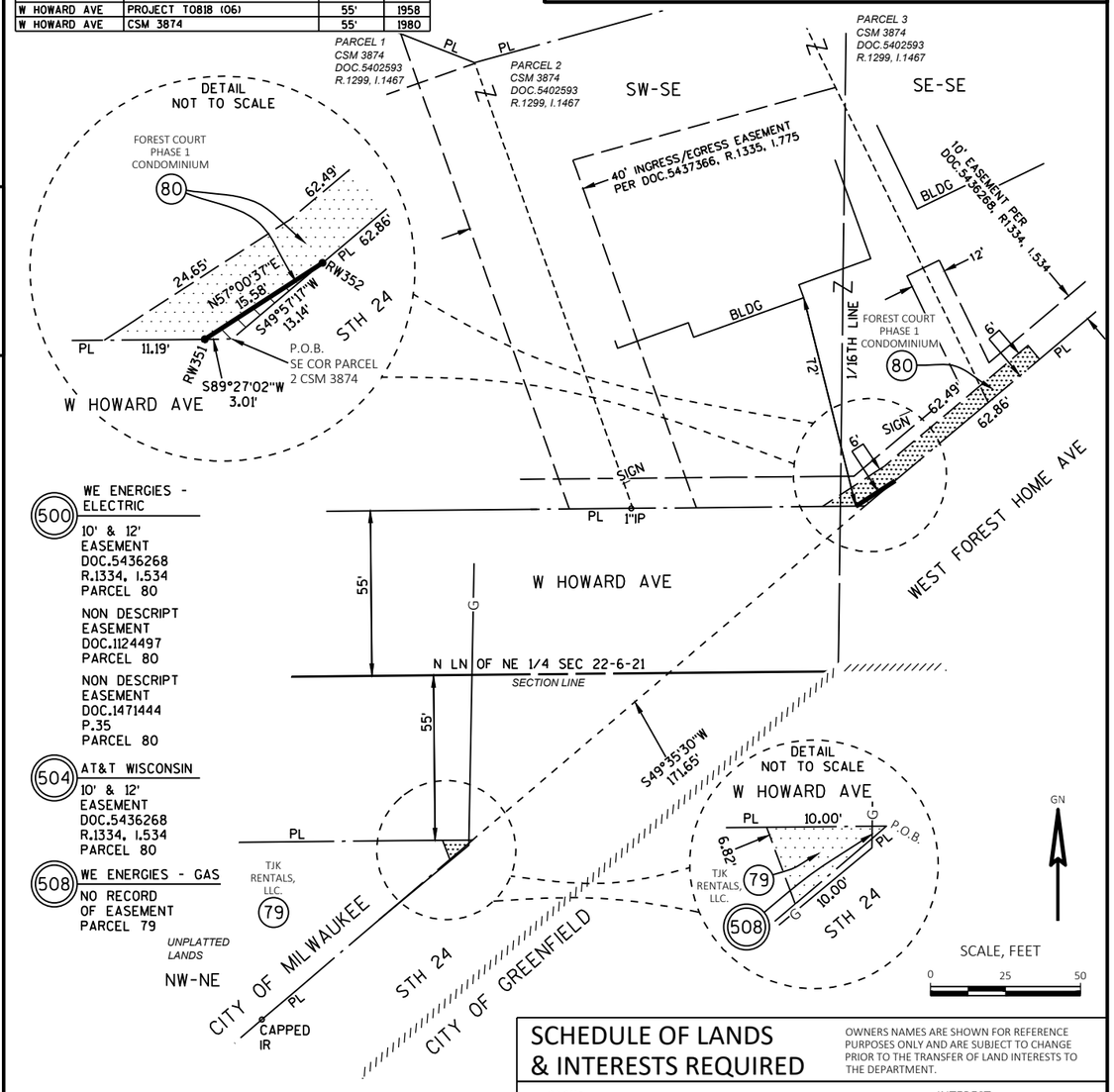
COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET.

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| W HOWARD AVE | PROJECT T0818 (06) | 55' | 1958 |
| W HOWARD AVE | CSM 3874 | 55' | 1980 |

R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.38

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 AND THE SW 1/4 OF THE SE 1/4, SECTION 15 AND PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 22, ALL IN T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




500 WE ENERGIES - ELECTRIC
10' & 12' EASEMENT
DOC.5436268
R.1334, I.534
PARCEL 80

NON DESCRIPT EASEMENT
DOC.1124497
PARCEL 80

NON DESCRIPT EASEMENT
DOC.1471444
P.35
PARCEL 80

504 AT&T WISCONSIN
10' & 12' EASEMENT
DOC.5436268
R.1334, I.534
PARCEL 80

508 WE ENERGIES - GAS
NO RECORD OF EASEMENT
PARCEL 79

| PRW COORDINATE TABLE | | |
|---|---|---|
| PT # | Y | X |
| RW351 | 276,037.817 | 583,635.156 |
| RW352 | 276,046.298 | 583,648.221 |

REVISED 03/15/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 79 | TJK RENTALS, LLC. | TLE | 32 |
| 80 | FOREST COURT PHASE 1 CONDOMINIUM | FEE | 13 |
| 80 | FOREST COURT PHASE 1 CONDOMINIUM | TLE | 497 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 508 | WE ENERGIES - GAS | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck



4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

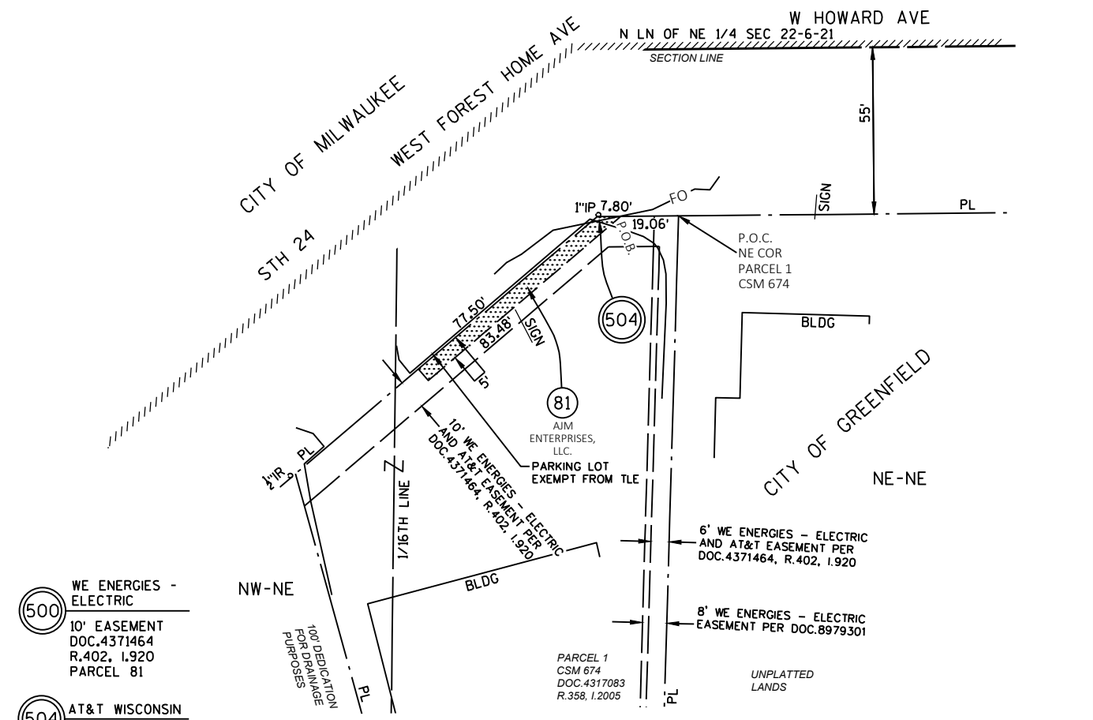
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| W HOWARD AVE | PROJECT T0818 (06) | 33' | 1958 |
| W HOWARD AVE | CSM 674 | 55' | 1967 |

R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.39

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 22, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.




500 WE ENERGIES - ELECTRIC
10' EASEMENT
DOC.4371464
R.402, I.920
PARCEL 81

504 AT&T WISCONSIN
10' EASEMENT
DOC.4371464
R.402, I.920
PARCEL 81

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 81 | AJM ENTERPRISES, LLC. | TLE | 402 |

REVISED 03/15/2023
REVISED 08/09/2023

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 504 | AT&T WISCONSIN | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck

4

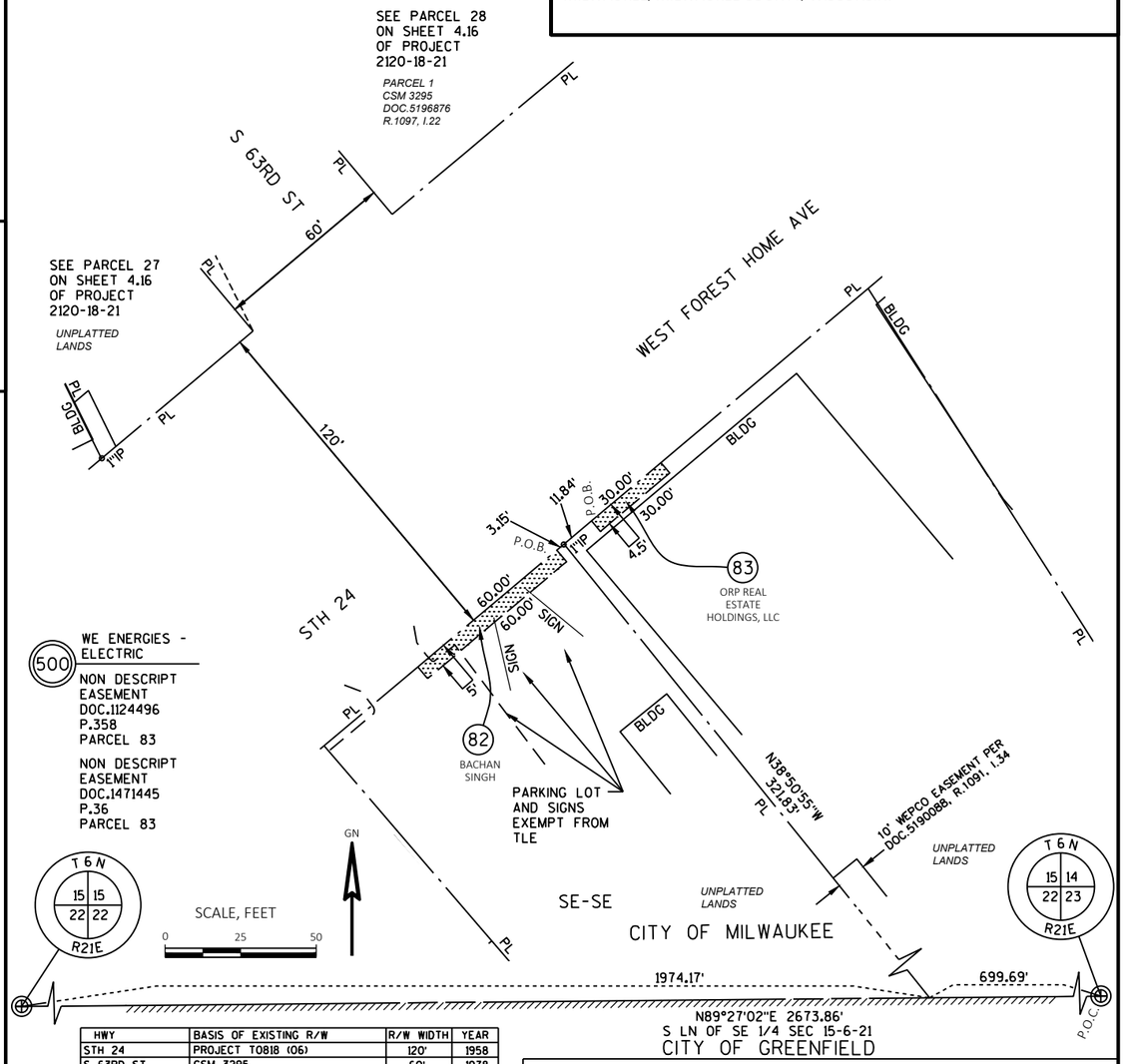
NOTES:
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.40 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 15, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 63RD ST | CSM 3295 | 60' | 1978 |
| S 63RD ST | DOC.3874699, D.4132, P.350 | VARIES | 1961 |
| S 63RD ST | DOC.4200801, R.264, I.793 | VARIES | 1965 |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 82 | BACHAN SINGH | TLE | 300 |
| 83 | ORP REAL ESTATE HOLDINGS, LLC | TLE | 135 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |

REVISED 03/15/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.40 AND 4.41.DWG PLOT DATE : 8/9/2023 8:49 AM R/W PROJECT: 2120-18-22 -40

4

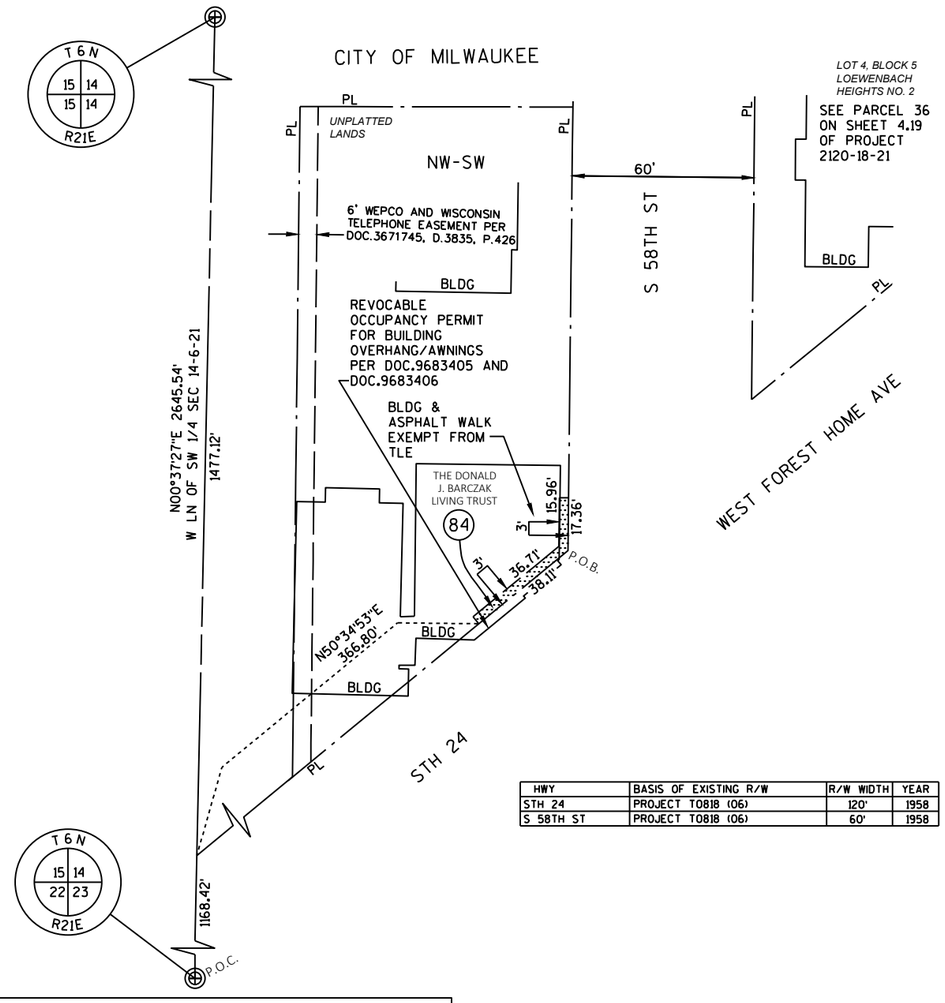
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.41 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 58TH ST | PROJECT T0818 (06) | 60' | 1958 |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 84 | THE DONALD J. BARCZAK LIVING TRUST | TLE | 162 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| N/A | N/A | N/A |

SCALE, FEET
0 25 50

REVISED 03/15/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck



FILE NAME : TLE EXHIBITS 4.40 AND 4.41.DWG PLOT DATE : 8/9/2023 8:49 AM R/W PROJECT: 2120-18-22 -41

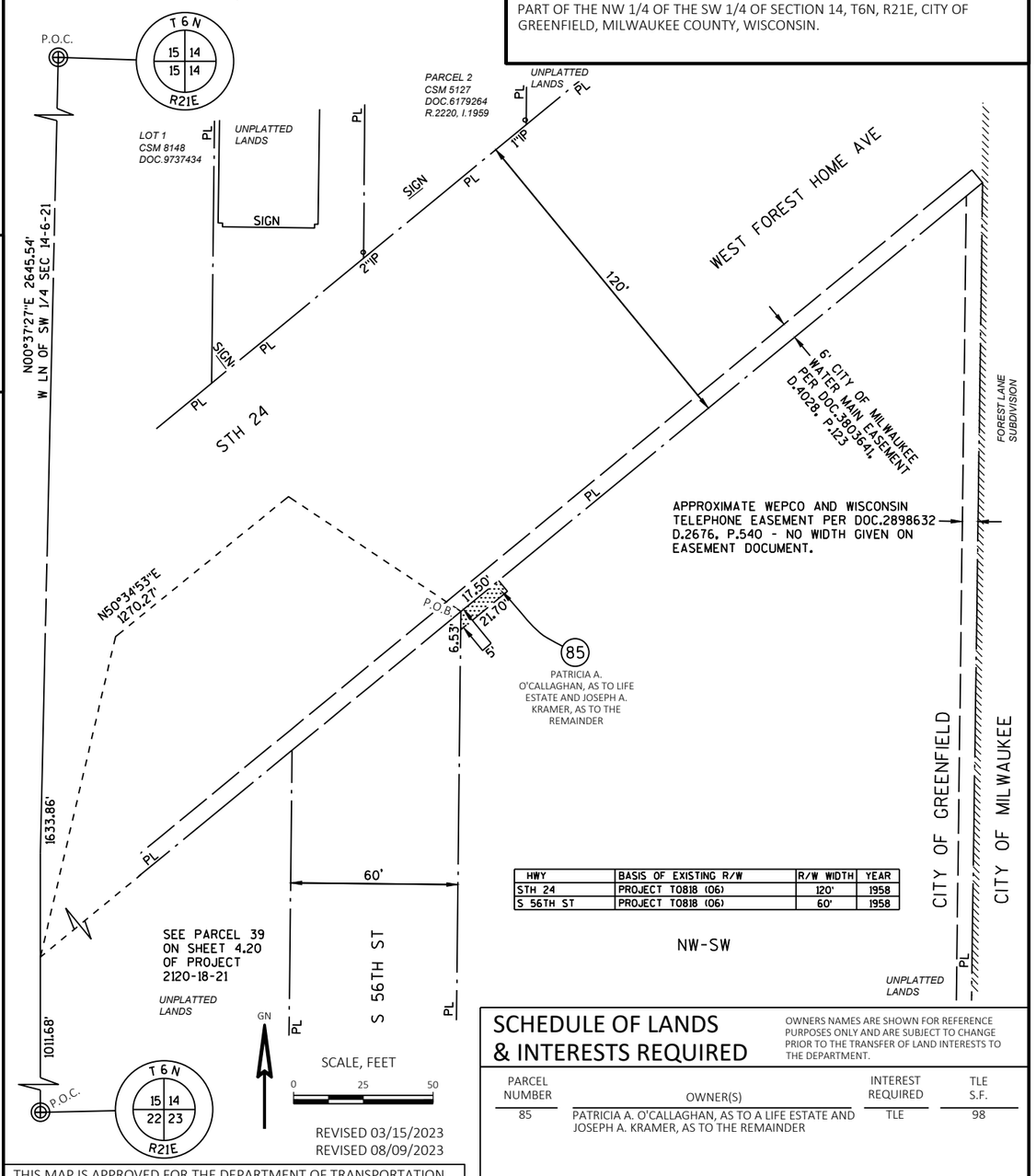
NOTES:
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.42 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF GREENFIELD, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 14, T6N, R21E, CITY OF GREENFIELD, MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 56TH ST | PROJECT T0818 (06) | 60' | 1958 |

REVISED 03/15/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 85 | PATRICIA A. O'CALLAGHAN, AS TO A LIFE ESTATE AND JOSEPH A. KRAMER, AS TO THE REMAINDER | TLE | 98 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| N/A | N/A | N/A |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck

FILE NAME : TLE EXHIBITS 4.42 AND 4.43.DWG PLOT DATE : 8/9/2023 8:50 AM R/W PROJECT: 2120-18-22 -42

4

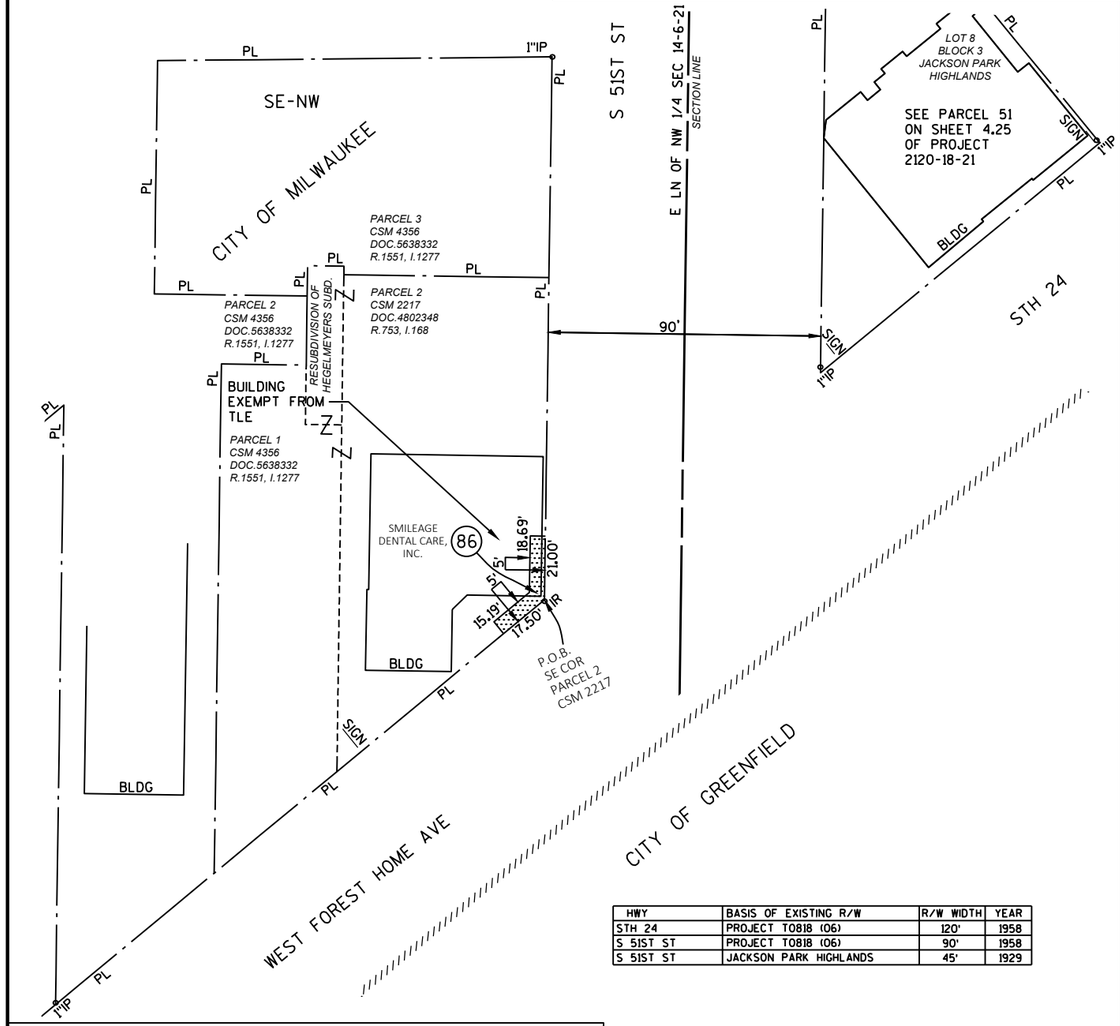
NOTES:
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.43 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NW 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| S 51ST ST | PROJECT T0818 (06) | 90' | 1958 |
| S 51ST ST | JACKSON PARK HIGHLANDS | 45' | 1929 |

REVISED 03/15/2023
REVISED 08/09/2023

SCALE, FEET
0 25 50

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 86 | SMILEAGE DENTAL CARE, INC. | TLE | 181 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| N/A | N/A | N/A |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck



FILE NAME : TLE EXHIBITS 4.42 AND 4.43.DWG PLOT DATE : 8/9/2023 8:50 AM R/W PROJECT: 2120-18-22 -43

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

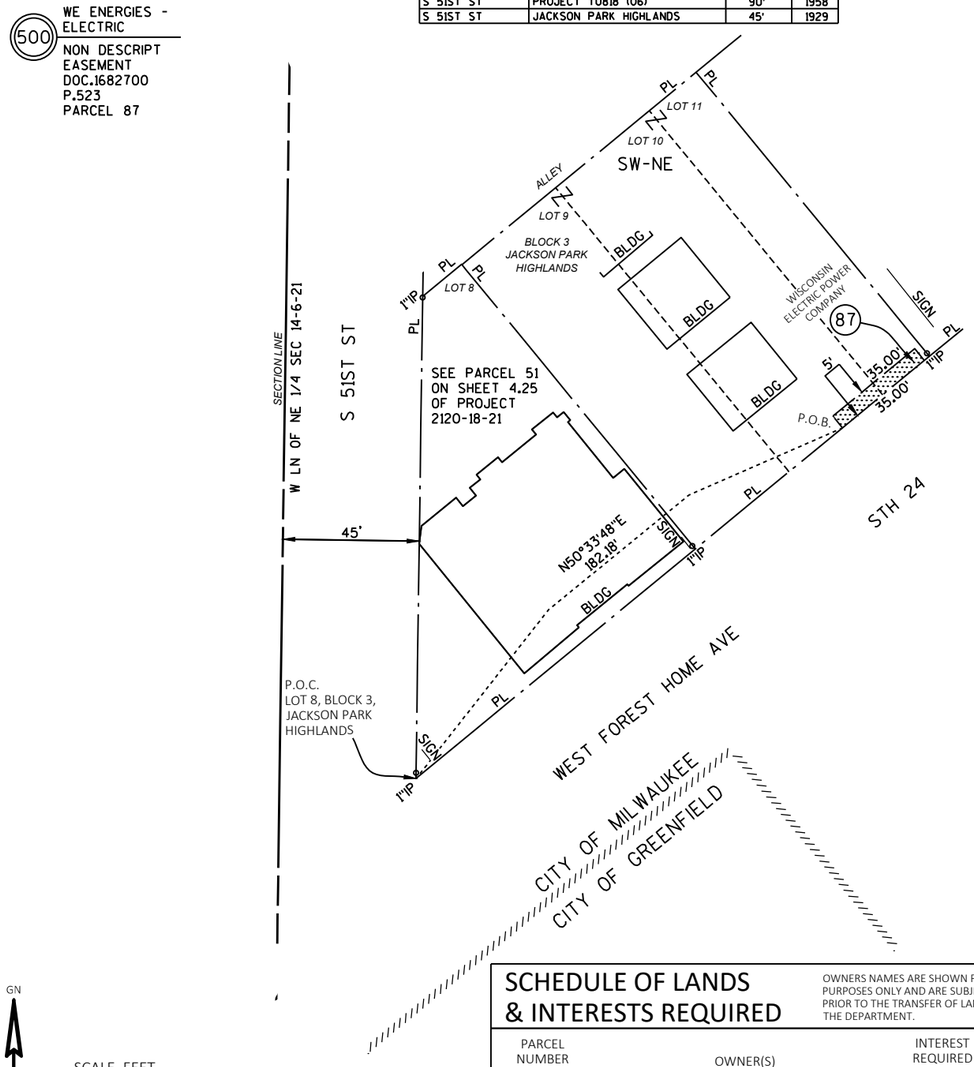
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.44 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE SW 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| STH 24 | PROJECT T0818 (06) | 120' | 1958 |
| STH 24 | JACKSON PARK HIGHLANDS | 60' | 1929 |
| S 51ST ST | PROJECT T0818 (06) | 90' | 1958 |
| S 51ST ST | JACKSON PARK HIGHLANDS | 45' | 1929 |




REVISED 03/15/2023
REVISED 08/09/2023

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 87 | WISCONSIN ELECTRIC POWER COMPANY | TLE | 175 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck



4

NOTES:
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PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

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## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME:



4

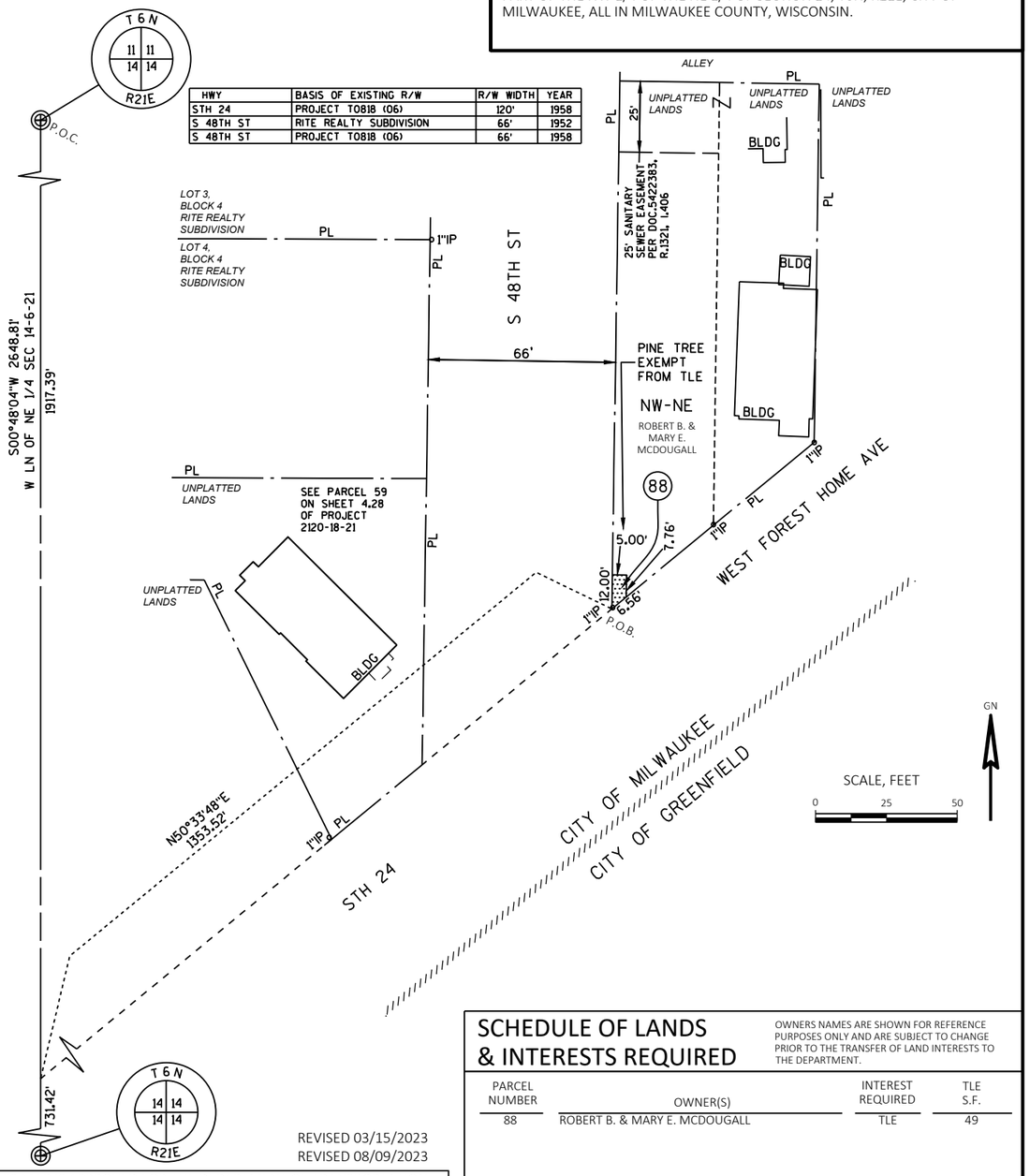
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.45 |
|---|---|

TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, ALL IN MILWAUKEE COUNTY, WISCONSIN.




## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 88 | ROBERT B. & MARY E. MCDOUGALL | TLE | 49 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| N/A | N/A | N/A |

REVISED 03/15/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck



NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

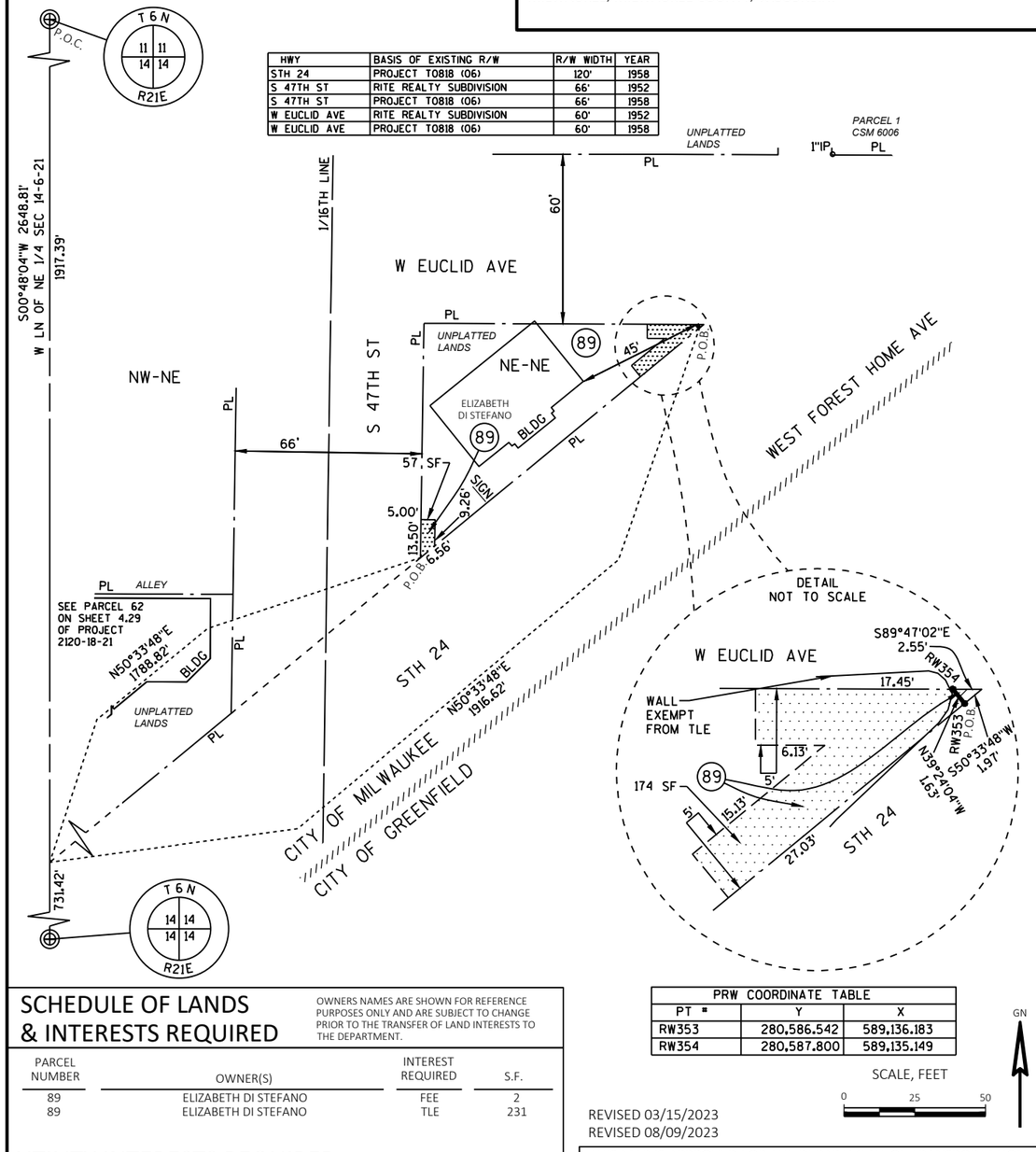
PURPOSE FOR ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

COORDINATES SHOWN ARE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE ZONE, NAD 83 (2011) IN US SURVEY FEET

| R/W PROJECT NUMBER: 2120-18-22 | SHEET NO. 4.46 |
|---|---|

FEE AND TLE ACQUISITION EXHIBIT
CITY OF MILWAUKEE, WEST FOREST HOME AVENUE
STH 100 TO SOUTH 45TH STREET
STH 24 MILWAUKEE COUNTY

PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 14, T6N, R21E, CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN.




## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | S.F. |
|---|---|---|---|
| 89 | ELIZABETH DI STEFANO | FEE | 2 |
| 89 | ELIZABETH DI STEFANO | TLE | 231 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| N/A | N/A | N/A |

PRW COORDINATE TABLE

| PT # | Y | X |
|---|---|---|
| RW353 | 280,586.542 | 589,136.183 |
| RW354 | 280,587.800 | 589,135.149 |

REVISED 03/15/2023
REVISED 08/09/2023

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Duffeck DATE: 10/24/22

PRINT NAME: Robert L. Duffeck

# Standard Detail Drawing List

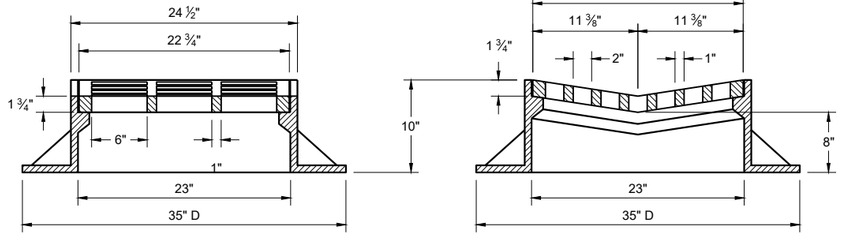
| | |
|---|---|
| 08A05-21B | INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM |
| 08A05-21C | INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S |
| 08A05-21E | INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M |
| 08B09-04 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER |
| 08C06-03 | INLETS 3-FT AND 4-FT DIAMETER |
| 08D05-21A | CURB RAMPS TYPES 1 AND 1-A |
| 08D05-21B | CURB RAMPS TYPES 2 AND 3 |
| 08D05-21C | CURB RAMPS TYPES 4A AND 4A1 |
| 08D05-21D | CURB RAMPS TYPE 4B AND 4B1 |
| 08D05-21E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08D05-21F | CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS |
| 08D05-21G | CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES |
| 08D16-11 | CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08F04-08 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 09B02-10 | CONDUIT |
| 09B04-12 | PULL BOX |
| 09C02-09 | CONCRETE BASES, TYPES 1, 2,  5, & 6 |
| 09C03-04 | TRANSFORMER/PEDESTAL BASES |
| 09C06-07 | CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL |
| 09C11-10 | CONCRETE BASE TYPE 10 |
| 09C15-01 | CONCRETE BASE TYPE 10 SPECIAL |
| 09D01-05 | CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL) |
| 09D02-03 | SIGNAL CONTROL CABINET |
| 09E01-15B | POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY) |
| 09E01-15D | POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET) |
| 09E01-15G | HARDWARE DETAILS FOR POLE MOUNTINGS |
| 09E03-06 | NON-FREEWAY LIGHTING UNIT POLE WIRING |
| 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 |
| 09E08-09A | TYPE 9 POLE 15'-30' MONOTUBE ARM |
| 09E08-09C | TYPE 9 SPECIAL POLE 40' MONOTUBE ARM |
| 09E08-09E | TYPE 10 POLE 15'-30' MONOTUBE ARM |
| 09E08-09H | TYPE 10 SPECIAL POLE 45' MONOTUBE ARM |
| 09E08-09K | GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS |
| 09F15-04B | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| 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 |
| 09H09-02 | COMMUNICATION VAULT TYPE 1 |
| 09H16-01 | INSTALL WIRELESS ANTENNA |
| 11B02-02 | CONCRETE MEDIAN NOSE |
| 12A04-03 | STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD  SIGN SUPPORTS & TRAFFIC SIGNALS |
| 13C09-17A | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-17B | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-17C | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C14-07A | BASE PATCHING CONCRETE |
| 13C14-07B | BASE PATCHING CONCRETE |
| 13C14-07C | BASE PATCHING CONCRETE |
| 13C19-03 | HMA LONGITUDINAL JOINTS |
| 14B08-02A | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-02B | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-02C | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-02D | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-02E | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B28-04A | GUARDRAIL MOW STRIP |
| 14B28-04B | GUARDRAIL MOW STRIP |
| 14B42-07A | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-07B | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-07C | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-07D | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B44-04A | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |

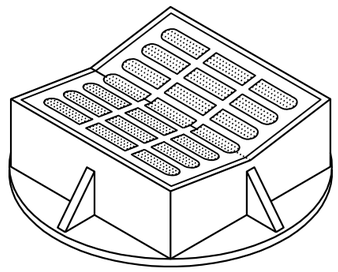
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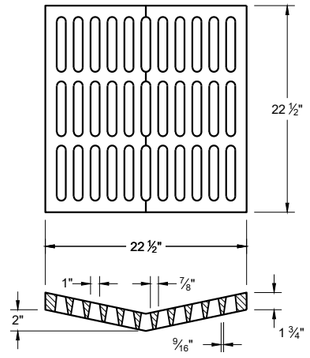
# Standard Detail Drawing List

| | |
|---|---|
| 14B44-04B | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B44-04C | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B45-05A | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05B | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05C | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05D | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05E | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05F | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05G | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05H | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05I | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05J | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05K | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05L | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 15C02-09A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-09B | BARRICADES AND SIGNS FOR VARIOUS CLOSURES |
| 15C02-09F | ADVANCED WIDTH RESTRICTION SIGNING |
| 15C02-09G | TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE |
| 15C03-05 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C07-15A | PAVEMENT MARKING SYMBOLS |
| 15C07-15B | PAVEMENT MARKING WORDS |
| 15C07-15C | PAVEMENT MARKING ARROWS |
| 15C07-15D | ROUNDABOUT ARROWS |
| 15C08-23A | PERMANENT LONGITUDINAL PAVEMENT MARKINGS |
| 15C08-23B | TEMPORARY LONGITUDINAL PAVEMENT MARKING |
| 15C08-23C | PAVEMENT MARKING (TURN LANES) |
| 15C08-23D | PAVEMENT MARKING (TURN LANES) |
| 15C11-10B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C18-08A | MEDIAN ISLAND MARKING PAVEMENT MARKINGS |
| 15C18-08B | MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE |
| 15C18-08C | MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT |
| 15C31-06A | PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP |
| 15C31-06C | PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP |
| 15C33-05 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15C35-06A | PAVEMENT MARKING (INTERSECTIONS) |
| 15D20-08A | TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D20-08B | TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D20-08C | TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D21-07A | TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE |
| 15D21-07B | TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE |
| 15D28-04 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED  ROADWAY |
| 15D30-09A | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09B | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09C | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09D | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09E | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09F | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09G | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09H | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09I | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09J | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09K | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09L | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D40-05A | TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER |
| 15D40-05C | TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER |
| 15D44-02 | TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES |
| 15D50-03A | TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT |
| 15D50-03B | TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT |

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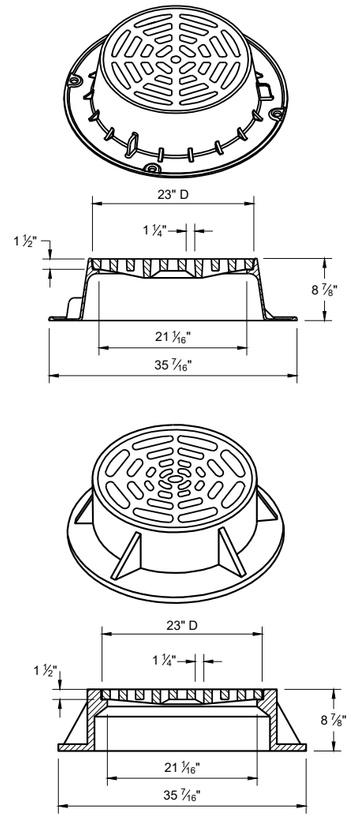



**TYPE "B"**

## ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

**NOTED AS TYPE B - A ON THE DRAINAGE TABLE**




**TYPE "C"**

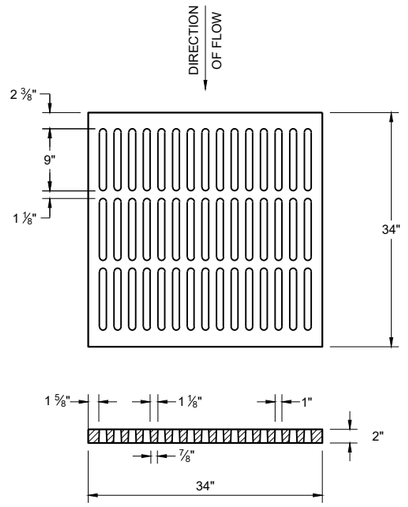
NOTE: EITHER CASTING IS ACCEPTABLE

## 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.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

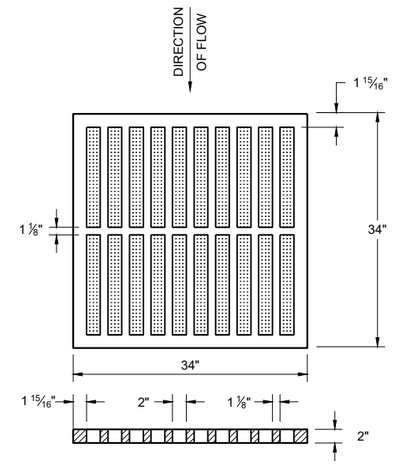
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.




**ALTERNATIVE TYPE "MS"**

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

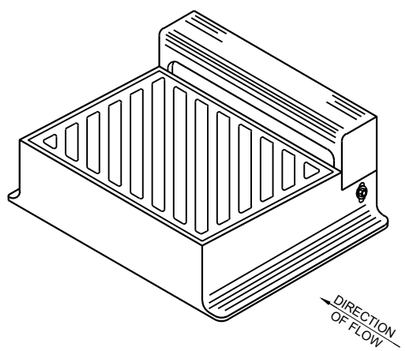
**NOTED AS TYPE MS-A ON THE DRAINAGE TABLE**



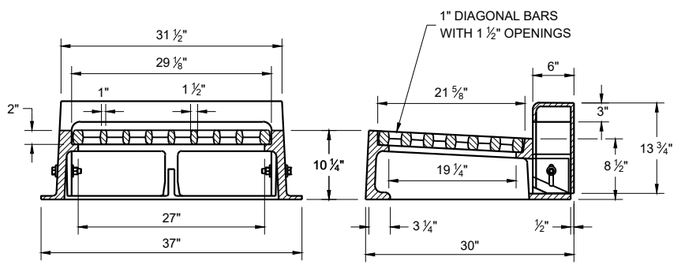

**TYPE "MS"**

USE ON FREEWAYS AND EXPRESSWAYS

**NOTED AS TYPE MS ON THE DRAINAGE TABLE**




DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.




**TYPE "WM"**

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

**INLET COVERS**
**TYPES B, B-A, C,**
**MS, MS-A AND WM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA





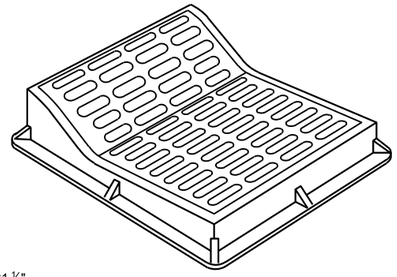
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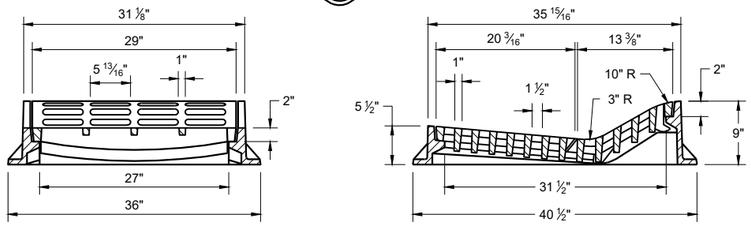
SDD 08A05-21b

## 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.

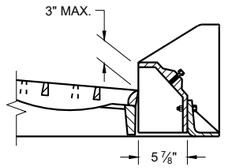
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.






### TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

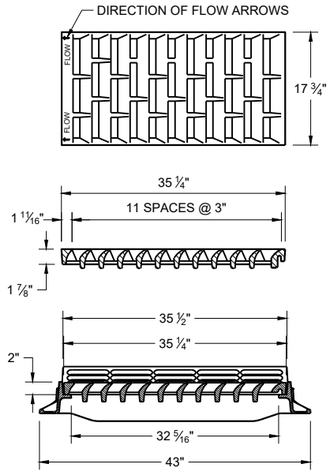



### ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
**NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE**

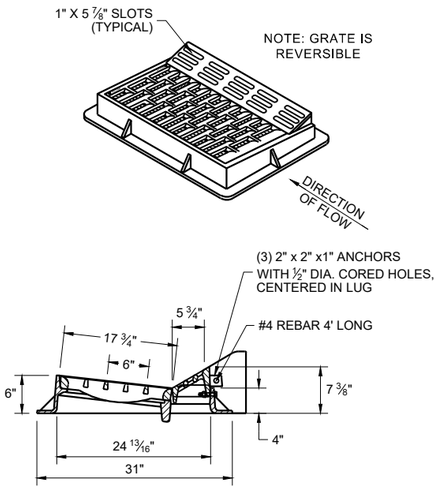
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

**NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.**



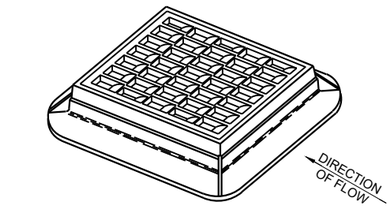

### TYPE "HM"

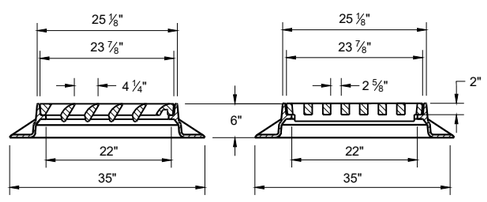
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



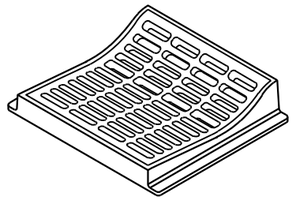

NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

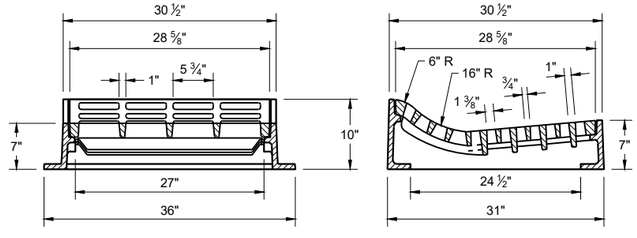
**NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.**




### TYPE "S"






### TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

**INLET COVERS**
**TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



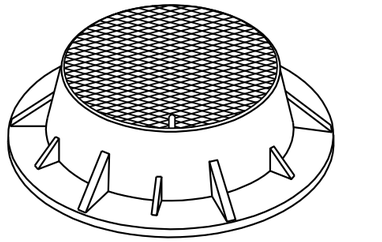
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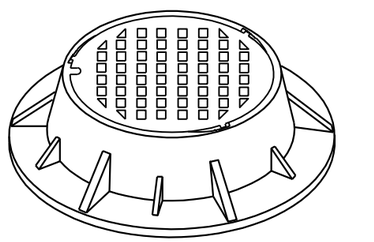
## GENERAL NOTES

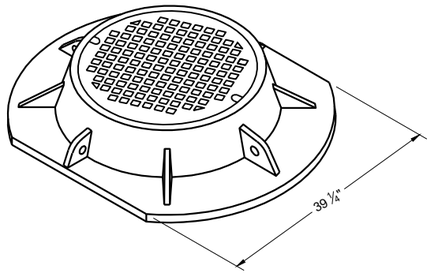
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

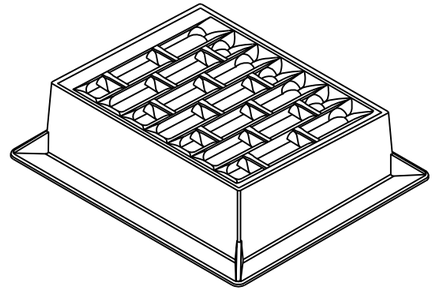
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

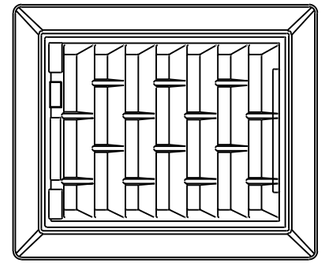


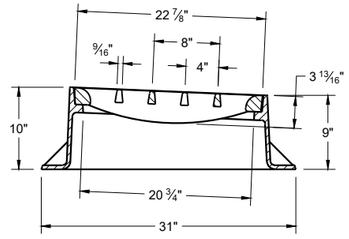



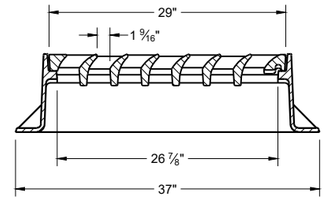




**TYPE "K"**

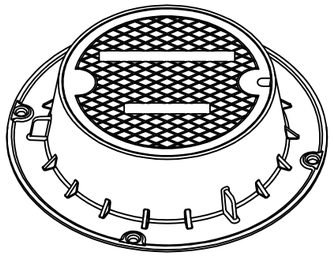


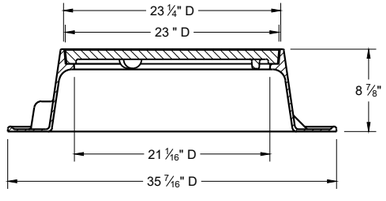




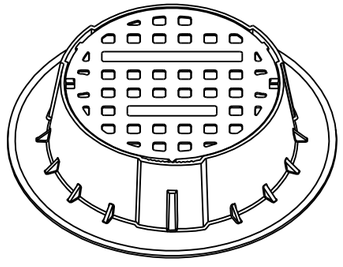

**INLET COVER TYPE "BW"**

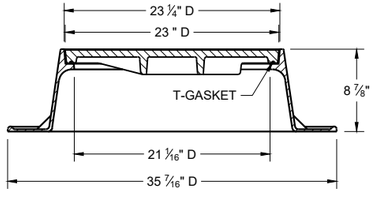





**TYPE "J"**

NOTE: EITHER CASTING IS ACCEPTABLE

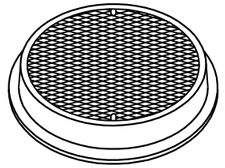


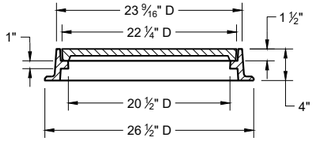



**TYPE "J" SPECIAL**

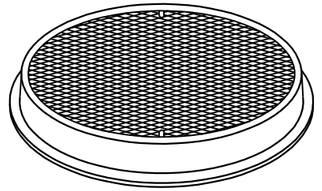
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

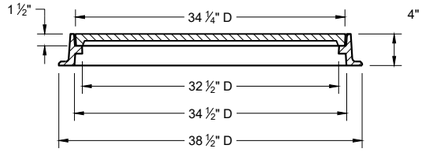
NOTE: EITHER CASTING IS ACCEPTABLE






**TYPE "L"**






**TYPE "M"**

**INLET COVERS TYPES BW**
**MANHOLE COVERS TYPES K, J, J-S, L, AND M**

STATE OF WISCONSIN
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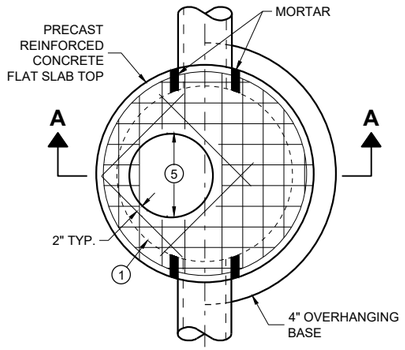
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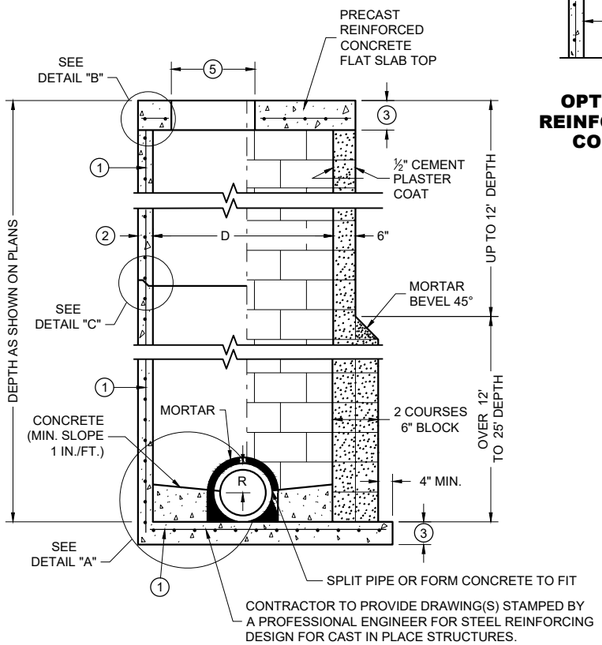

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**PLAN VIEW**

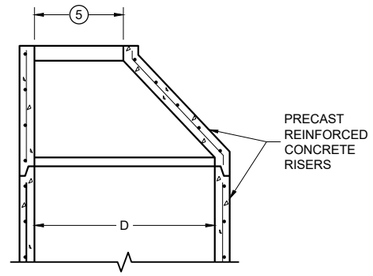
## CIRCULAR OPENING



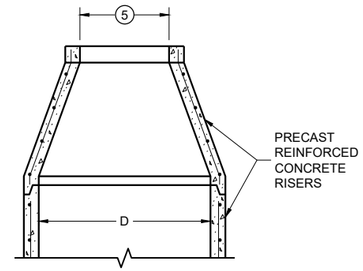

**SECTION A - A**

**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

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




**OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP**




**OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP**

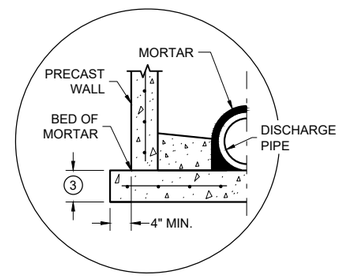
### MANHOLE COVER OPENING MATRIX

| OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE | C | ALL J'S | K | L | M |
|---|---|---|---|---|---|
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

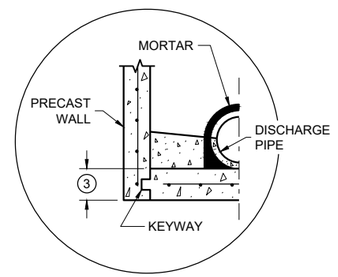
### PIPE MATRIX

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

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

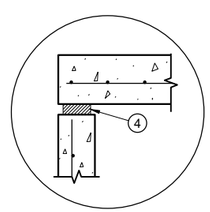



**SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION**

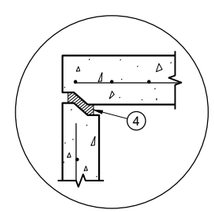



**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION**

**DETAIL "A"**

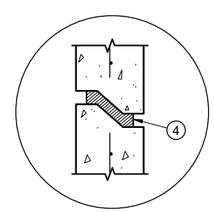



**TOP WITH PLAIN END JOINT**



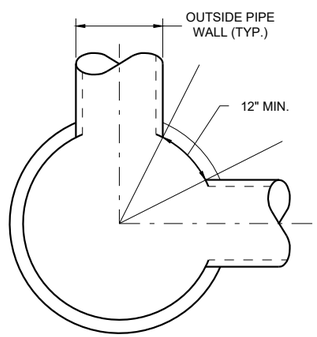

**TOP WITH TONGUE AND GROOVE JOINT**

**DETAIL "B"**




**RISER WITH TONGUE AND GROOVE JOINT**

**DETAIL "C"**




**MINIMUM HORIZONTAL PIPE SEPARATION**

**DETAIL "D"**

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

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

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

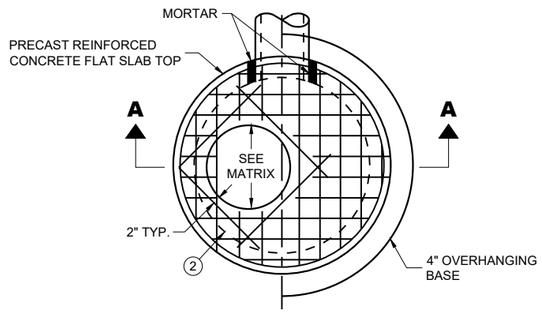


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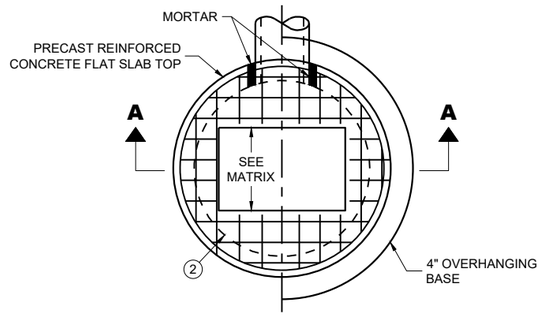
SDD 08B09-04

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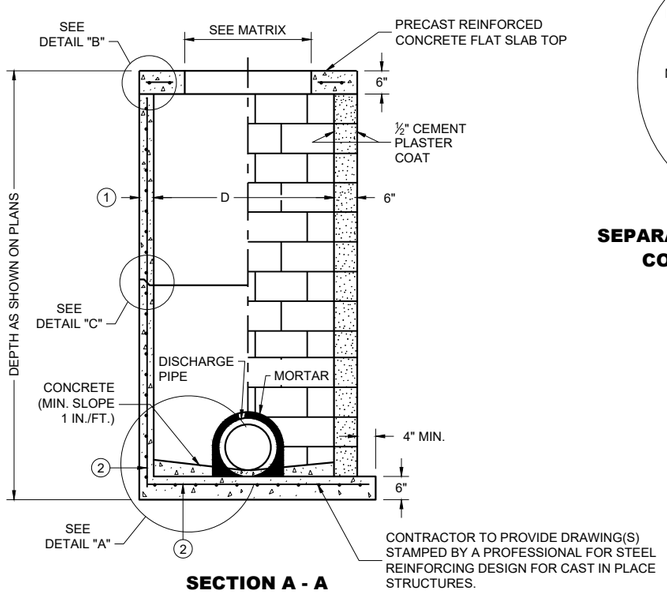
SDD 08B09-04




**PLAN VIEW CIRCULAR OPENING**




**PLAN VIEW RECTANGULAR OPENING**




**SECTION A - A**

**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

**CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE** (2)

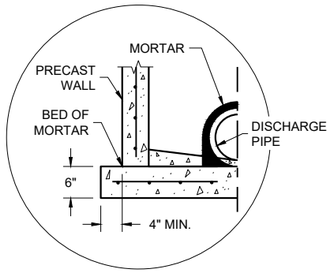
**CIRCULAR INLETS WITH FLAT TOP**

## CATCH BASIN COVER OPENING MATRIX

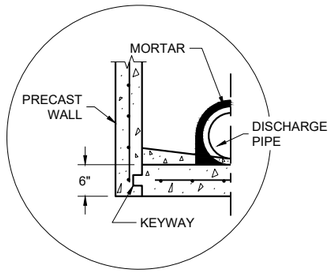
| INLET SIZE | INLET COVER TYPE | ALL A'S | ALL B'S | BW | C | F | ALL H'S | S | T | V | WM | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | OPENING SIZE (FT.) | | | | | | | | | | | |
| 3-FT | 2 DIA. | | | | X | | | | | | | X |
| | 2 X 2 | X | X | | | | | X | | X | | |
| 4-FT | 2 DIA.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

## PIPE MATRIX

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

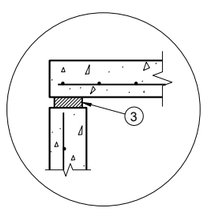



**SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION**

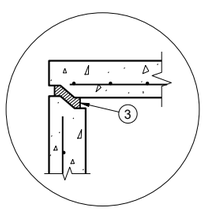



**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION**

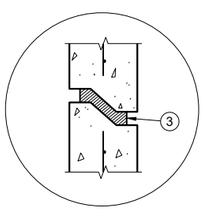
**DETAIL "A"**




**TOP WITH PLAIN END JOINT**




**TOP WITH TONGUE AND GROOVE JOINT**




**RISER WITH TONGUE AND GROOVE JOINT**

**DETAIL "B"** **DETAIL "C"**

## GENERAL NOTES

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

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

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

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

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

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

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

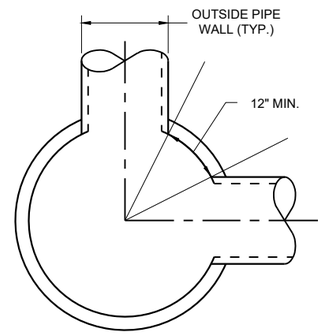
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.




**MINIMUM HORIZONTAL PIPE SEPARATION**

**DETAIL "D"**

**INLETS 3-FT AND 4-FT DIAMETER**

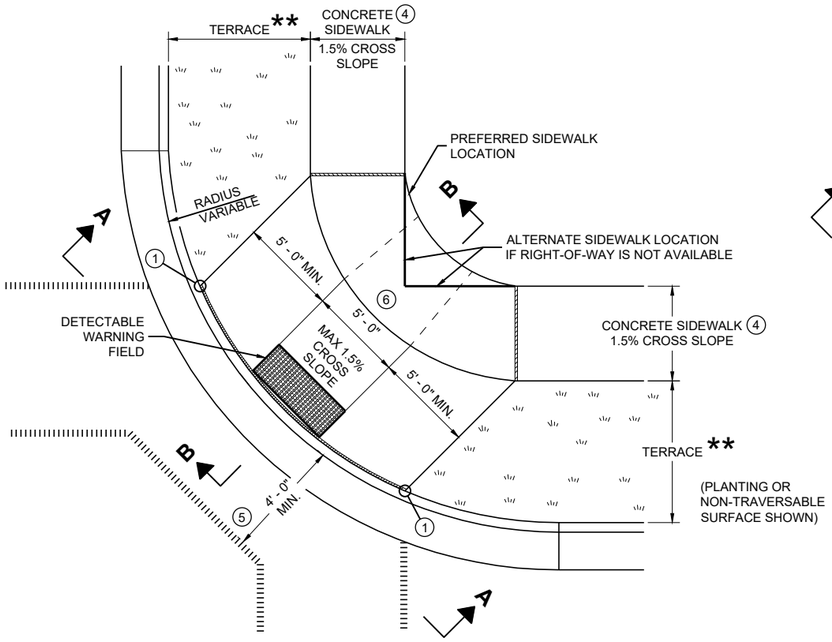
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



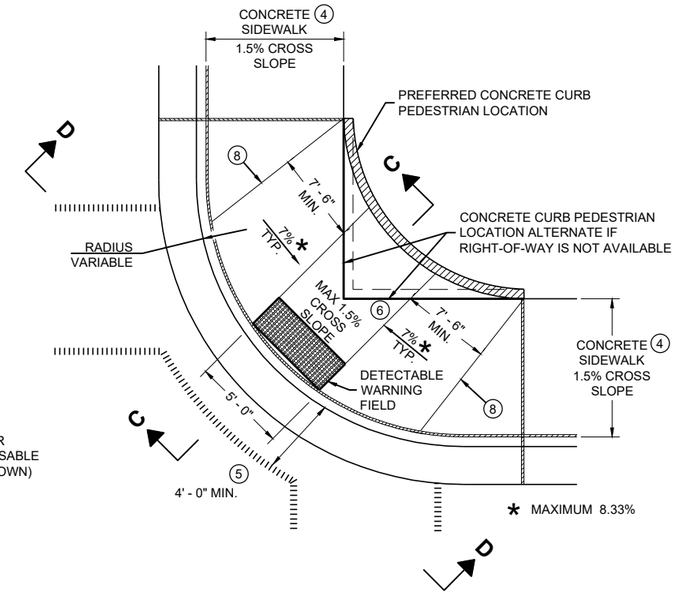
6
SDD 08C06-03




**PLAN VIEW**

## CURB RAMP TYPE 1

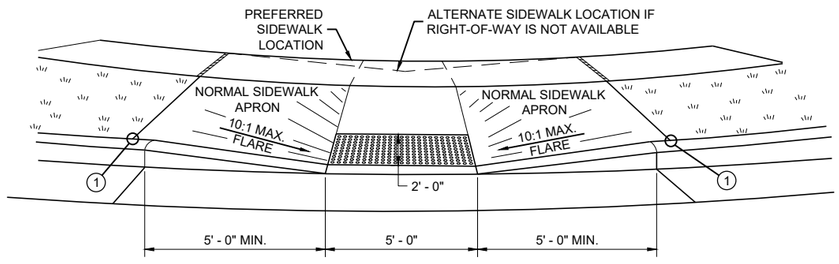
**(CENTER OF CORNER RADIUS)**



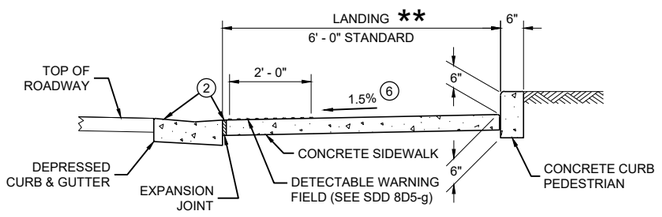

**PLAN VIEW**

## CURB RAMP TYPE 1 - A

**(NO TERRACE)**

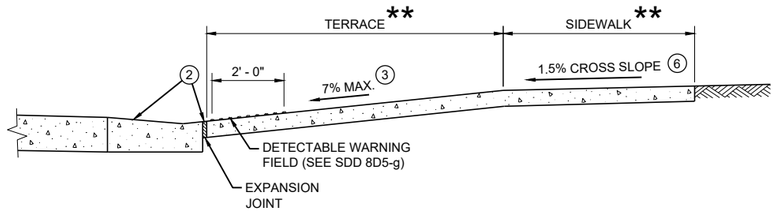



**VIEW A - A FOR TYPE 1**

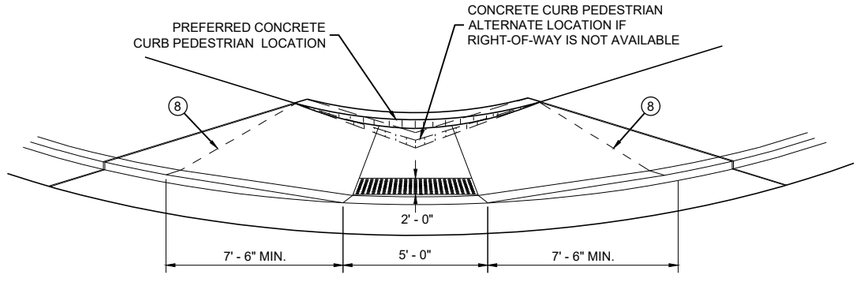



**SECTION C - C FOR TYPE 1 - A**

** WIDTH SHOWN ELSEWHERE IN THE PLANS




**SECTION B - B FOR TYPE 1**




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

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

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

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

## LEGEND

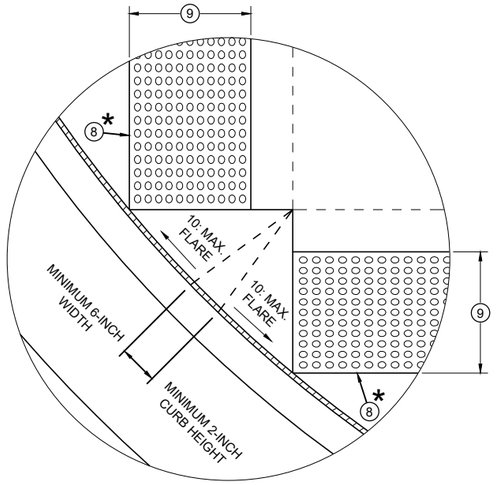
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

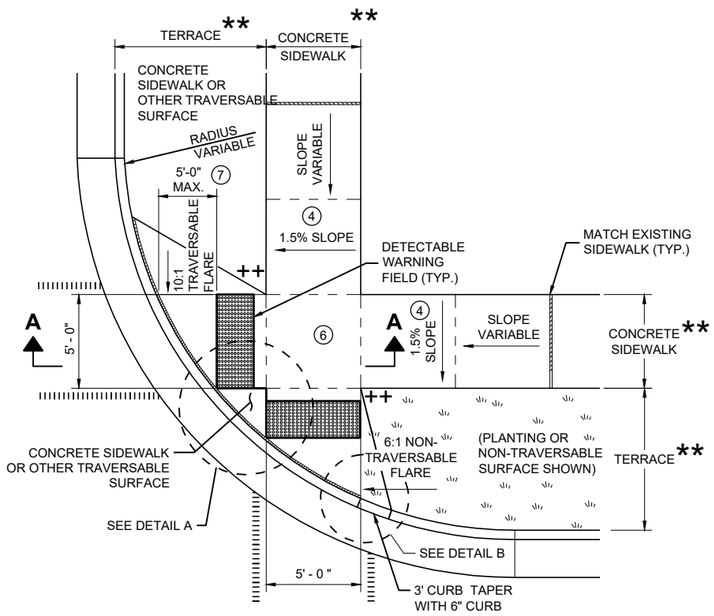
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DEPARTMENT OF TRANSPORTATION



6
SDD 08D05-21a




**DETAIL A**




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

## GENERAL NOTES

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

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

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

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

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

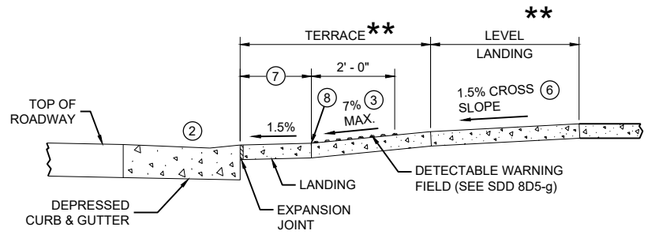
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

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

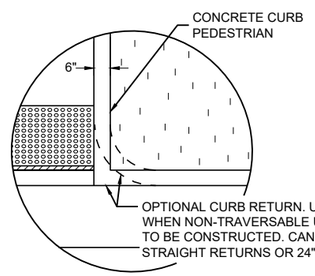



**SECTION A - A FOR TYPE 2**

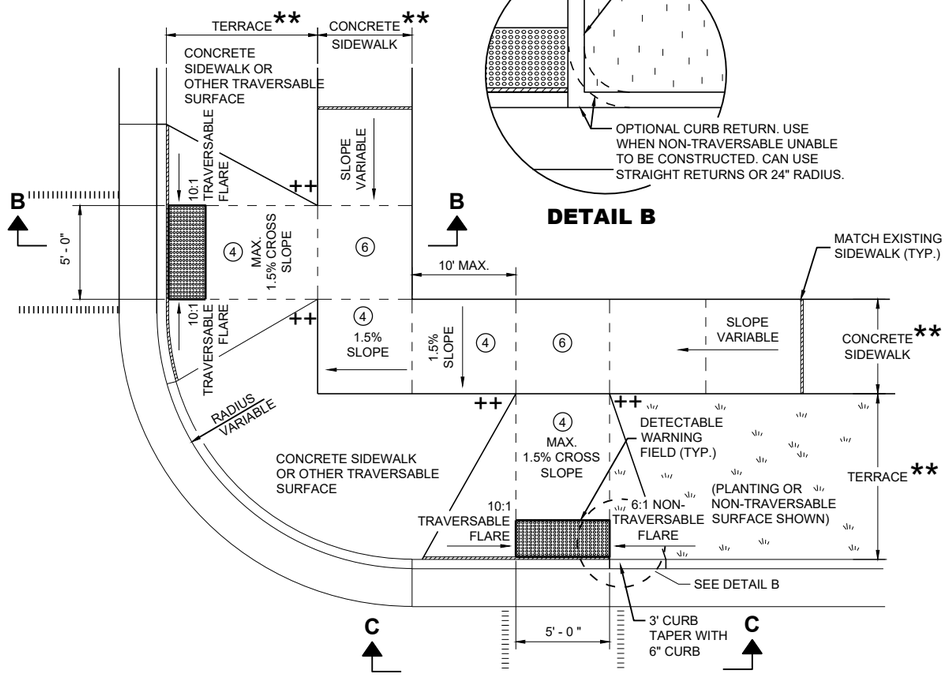
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

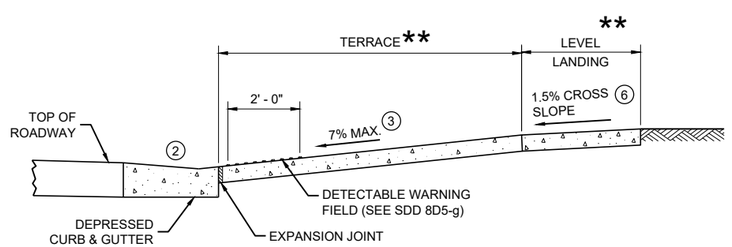
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



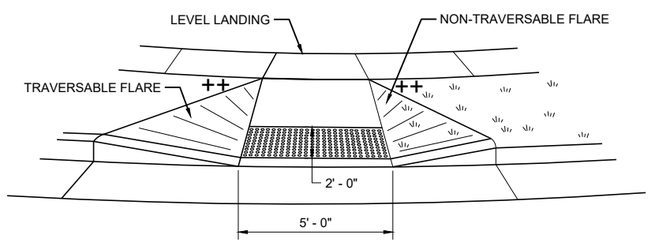

**DETAIL B**




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




**SECTION B - B FOR TYPE 3**



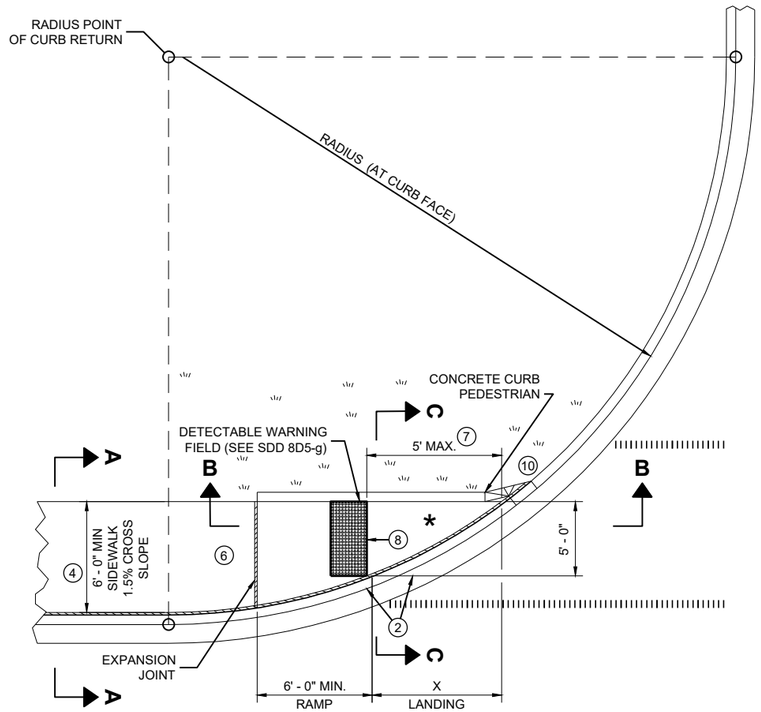

**VIEW C - C FOR TYPE 3**

**LEGEND**

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

**CURB RAMPS TYPE 2 AND 3**

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DEPARTMENT OF TRANSPORTATION

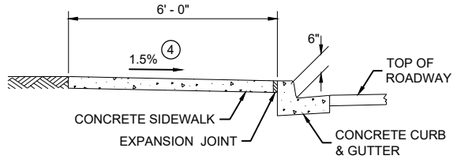



**PLAN VIEW**

**CURB RAMP TYPE 4A**

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

INTERMEDIATE RADII CAN BE INTERPOLATED




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

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

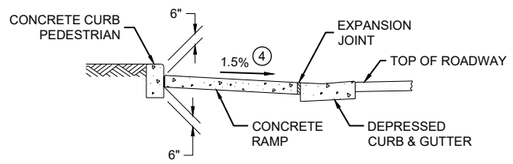
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

## LEGEND

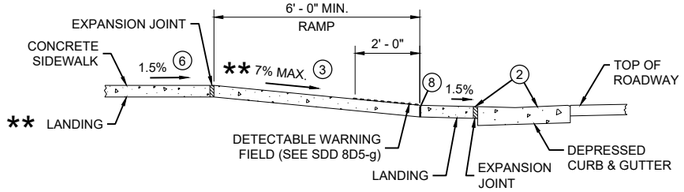
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



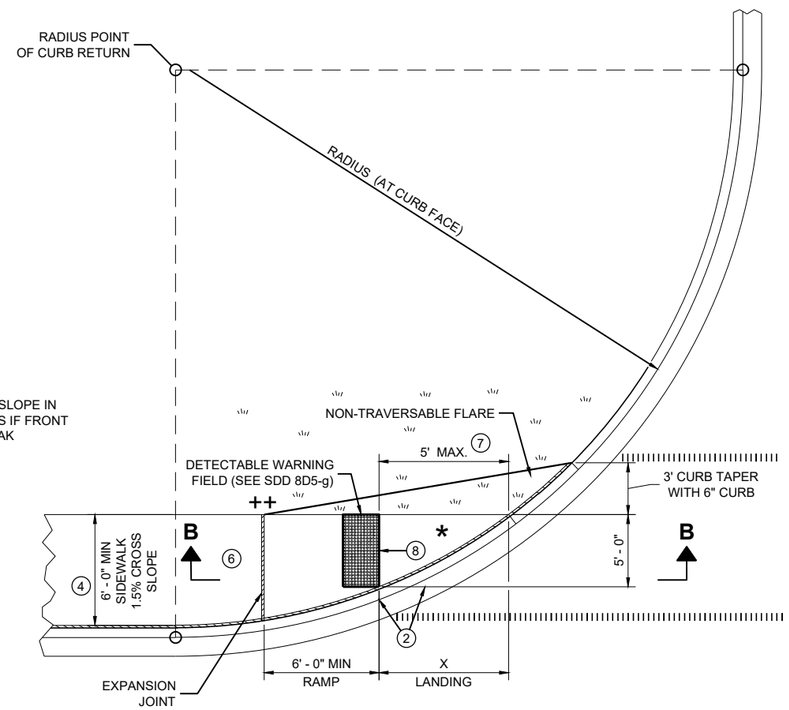

**SECTION C - C FOR TYPE 4A**




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

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

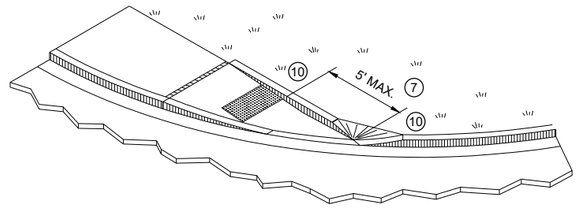
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



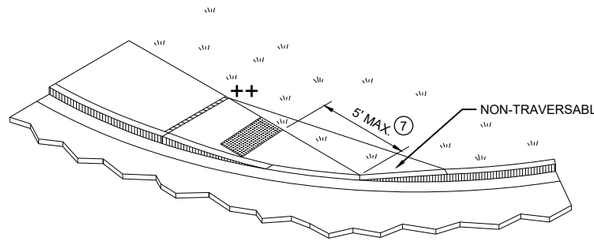

**PLAN VIEW**

**CURB RAMP TYPE 4A1**

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



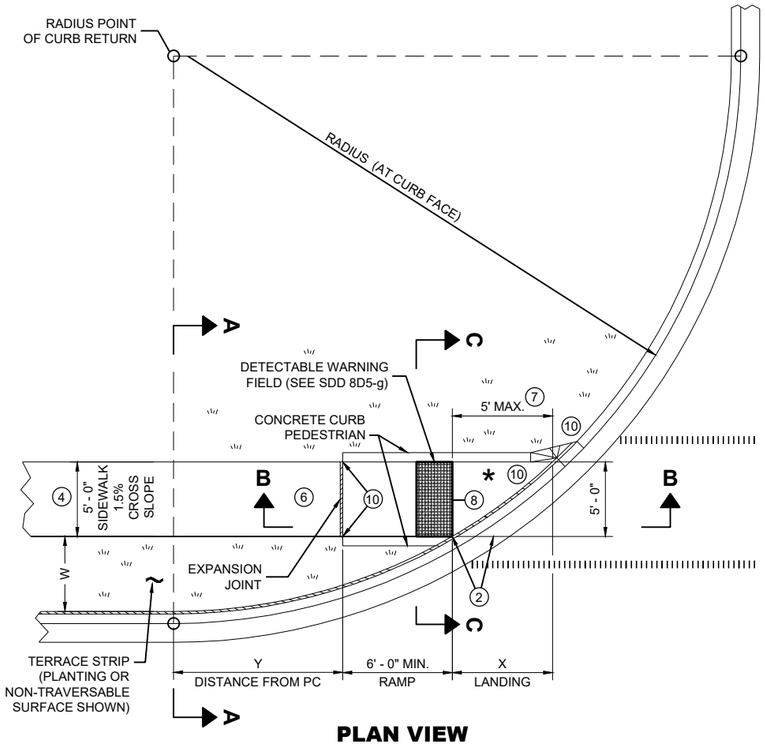

**ISOMETRIC VIEW FOR TYPE 4A**




**ISOMETRIC VIEW FOR TYPE 4A1**

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

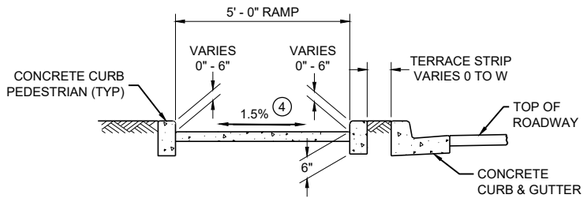
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**PLAN VIEW**
**CURB RAMP TYPE 4B**

| RADIUS (AT CURB FACE) | W = 3' - 0" | | W = 4' - 0" | | W = 5' - 0" | | W = 6' - 0" | | W = 7' - 0" | | W = 8' - 0" | | W = 9' - 0" | | W = 10' - 0" | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y |
| 10 FEET | 2' - 10 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 | | | 4' - 11 1/2" | 5' - 1 3/4" | 4' - 3 1/4" | 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 | | | | | | | | | 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 | | | | | | | | | | | | | | | 4' - 10 3/4" | 19' - 8 1/4" |

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




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

## LEGEND

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

## GENERAL NOTES

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

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

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

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

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

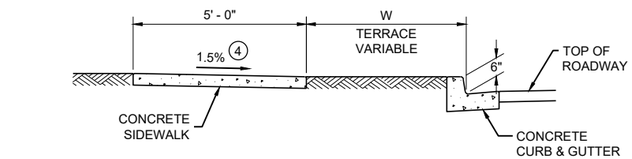
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

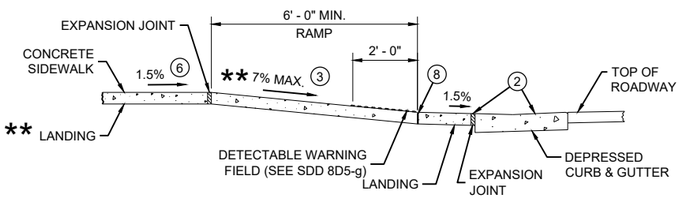
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

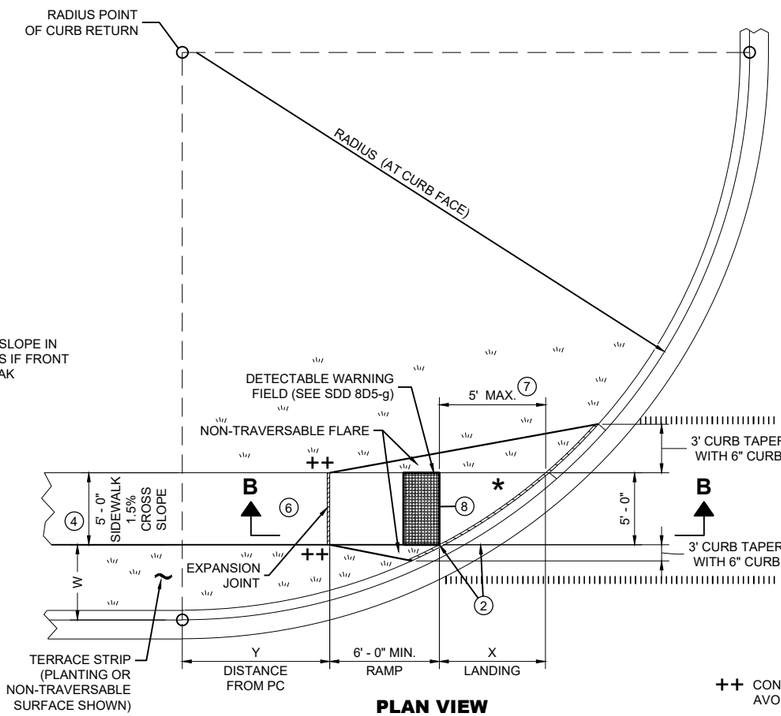



**SECTION A - A FOR TYPE 4B**




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

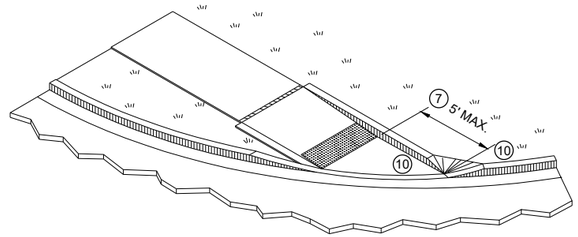
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



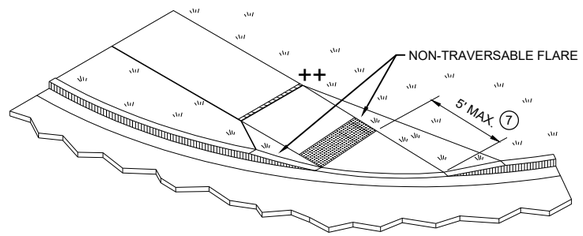

**PLAN VIEW**
**CURB RAMP TYPE 4B1**

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



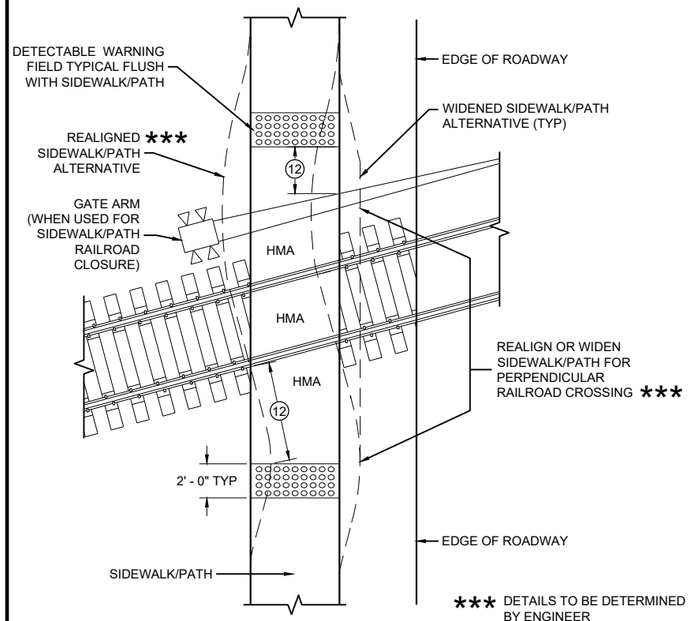

**ISOMETRIC VIEW FOR TYPE 4B**




**ISOMETRIC VIEW FOR TYPE 4B1**

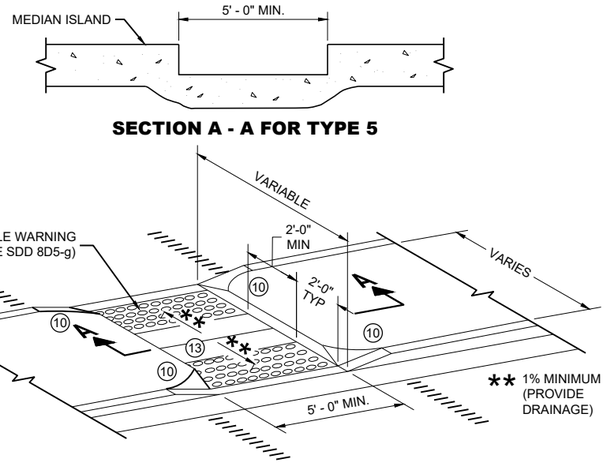
**CURB RAMPS**
**TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




## CURB RAMP TYPE 8

### DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS




### SECTION A - A FOR TYPE 5

## CURB RAMP TYPE 5

### MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

## GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

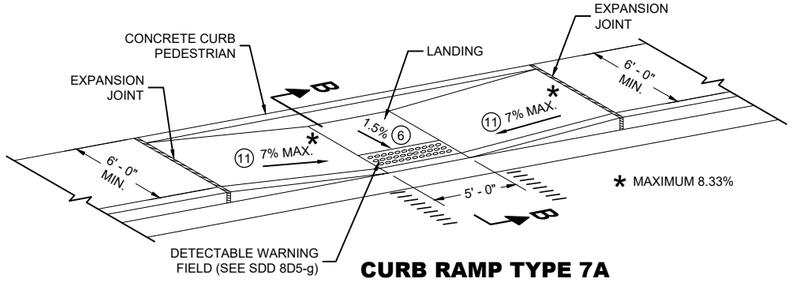
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

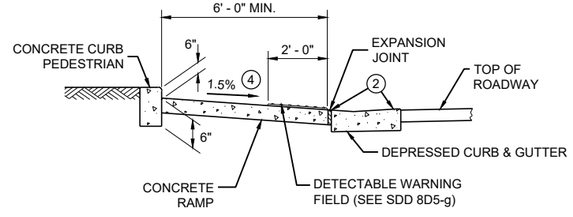
## LEGEND

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

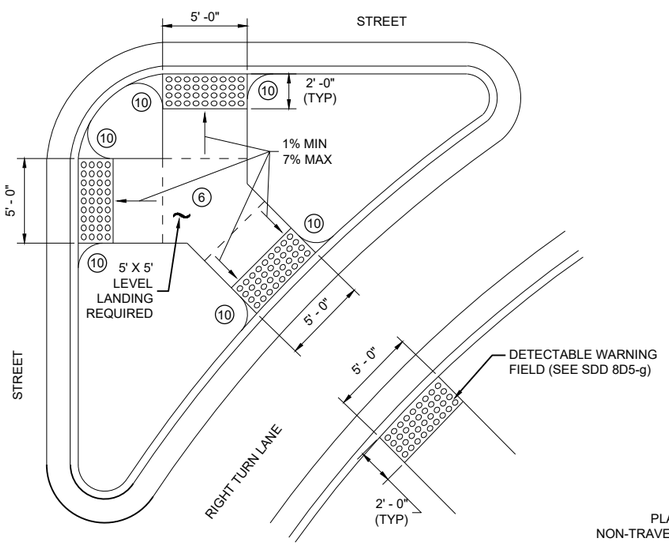



## CURB RAMP TYPE 7A

### FOR INTERSECTIONS AND MID BLOCK CROSSINGS



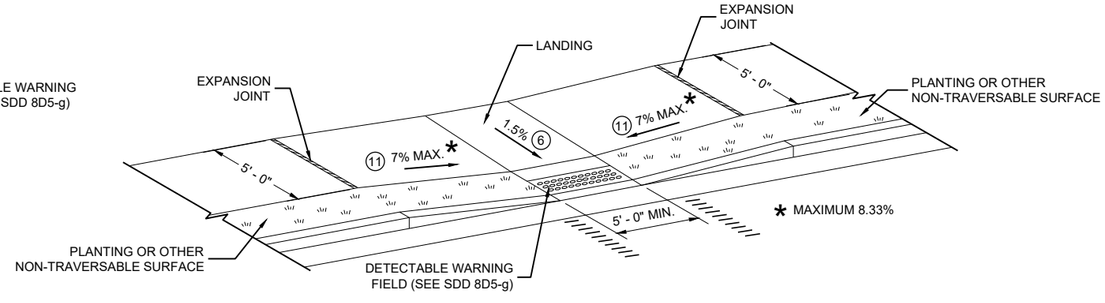

### SECTION B - B FOR TYPE 7A




## CURB RAMP TYPE 6

### DETECTABLE WARNING AT ISLANDS

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




## CURB RAMP TYPE 7B

### FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

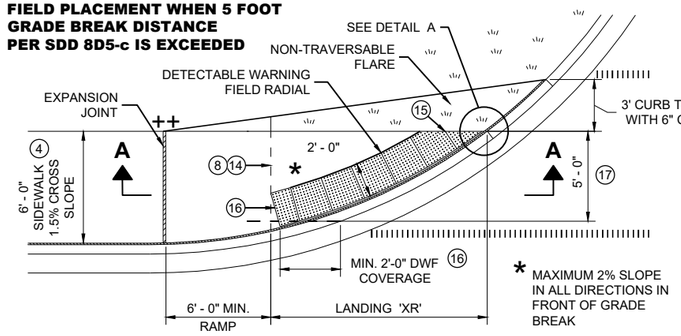
STATE OF WISCONSIN
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SDD 08D05-21e

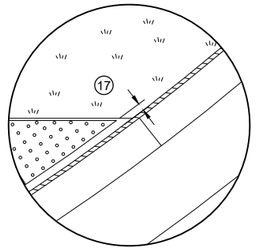
6

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

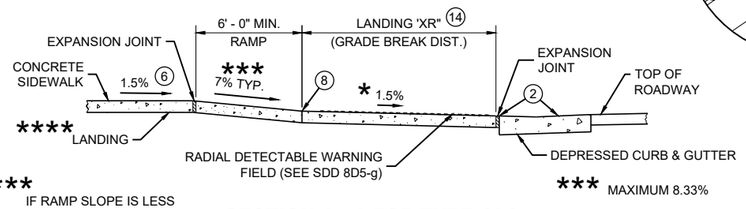



**PLAN VIEW**

## CURB RAMP TYPE 4A1
## (GRADE BREAK DISTANCE GREATER THAN 5 FEET)




**DETAIL A**




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

*** MAXIMUM 8.33%

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

## LEGEND

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

## GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

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

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

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

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

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

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

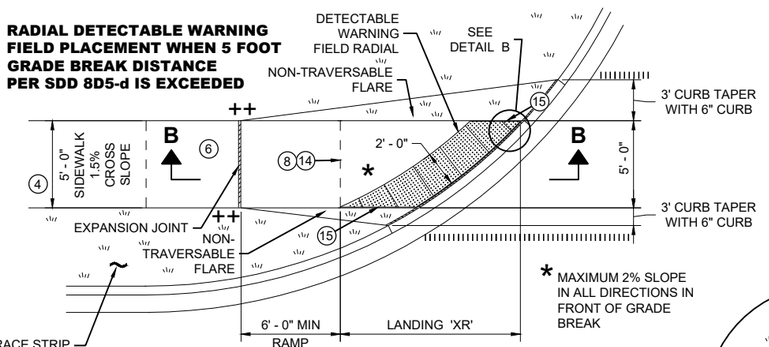
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

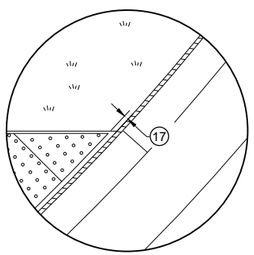
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

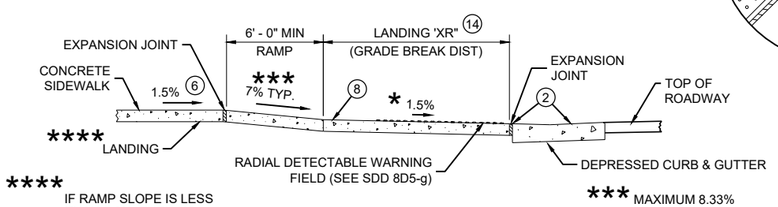



**PLAN VIEW**

## CURB RAMP TYPE 4B1
## (GRADE BREAK DISTANCE GREATER THAN 5 FEET)




**DETAIL B**

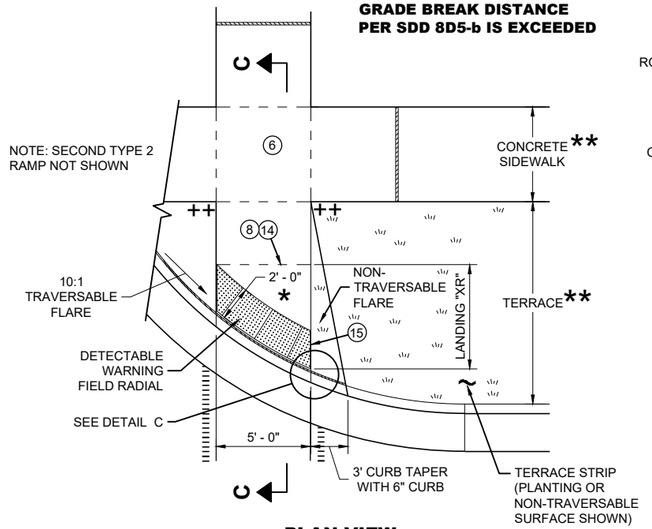



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

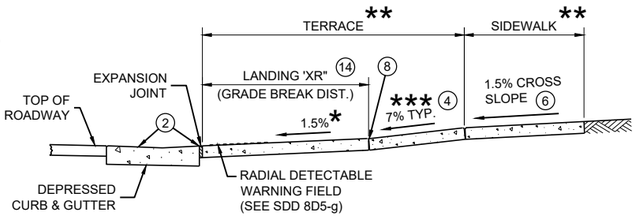
**SECTION B - B FOR TYPE 4B1**

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

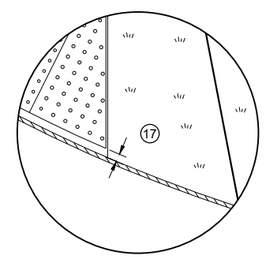



**PLAN VIEW**

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




**SECTION C - C FOR TYPE 2**




**DETAIL C**

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**CURB RAMPS**
**RADIAL DETECTABLE WARNING**

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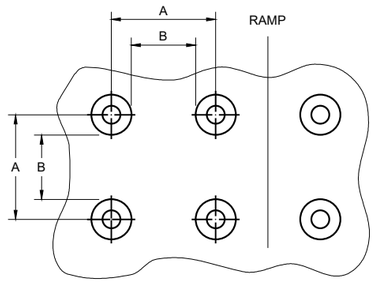


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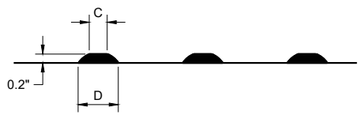
SDD 08D05-21f

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

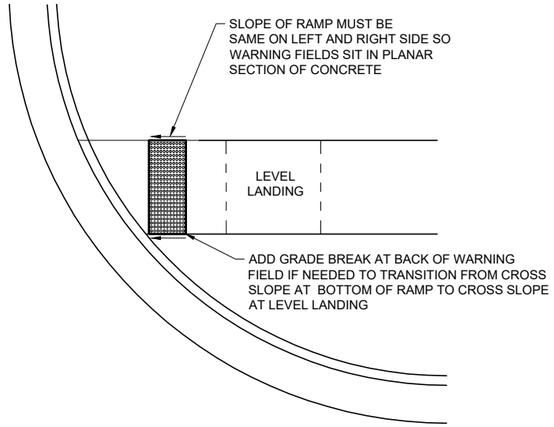
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.




**PLAN VIEW**




**ELEVATION VIEW**




**DETECTABLE WARNING FIELD**
**PLANAR INSTALLATION**

## GENERAL NOTES

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

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

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

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

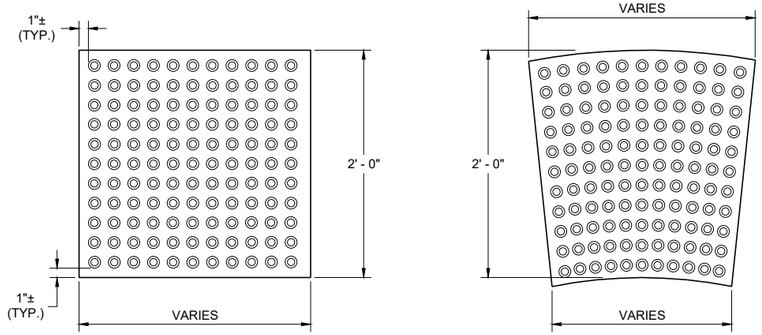
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

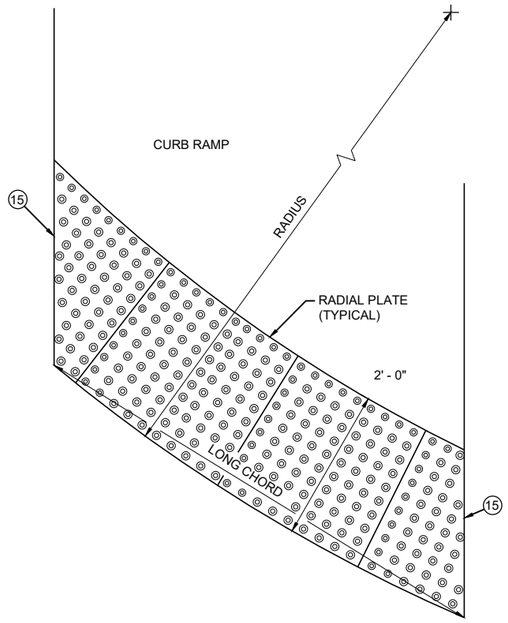
## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL



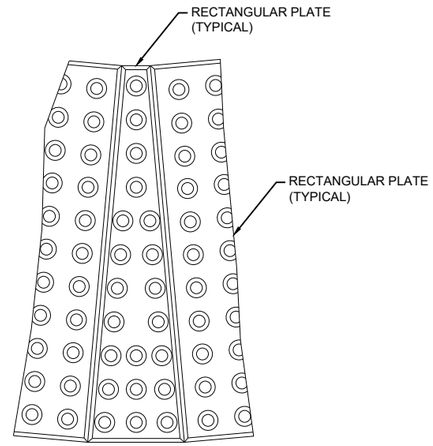

**RECTANGULAR PLATES**

**RADIAL PLATES**

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




**PLAN VIEW**
**RADIAL DETECTABLE WARNING FIELD ATTRIBUTES**




**PLAN VIEW**
**RADIAL WEDGE PLATE CONNECTION DETAIL**

**CURB RAMPS**
**RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

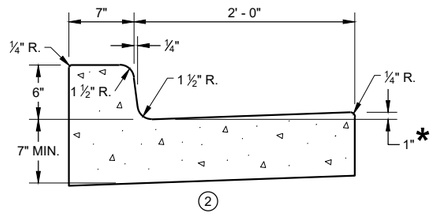
July 2023 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

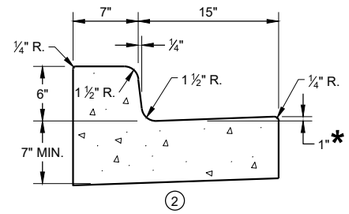


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SDD 08D05-21g

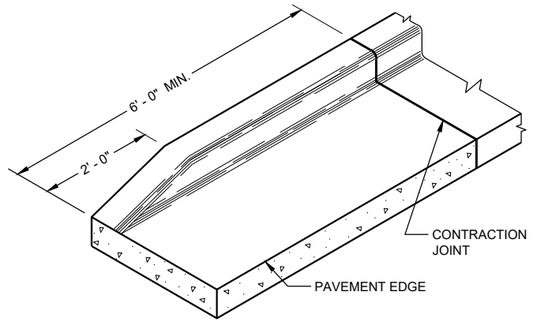



## CONCRETE CURB AND GUTTER 31" ①

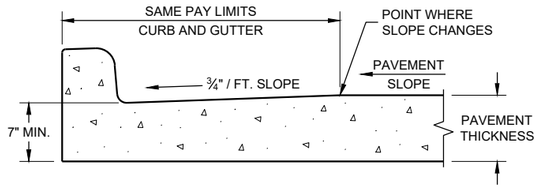
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



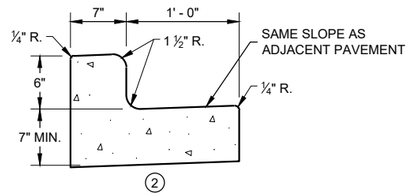

## CONCRETE CURB AND GUTTER 22" ①



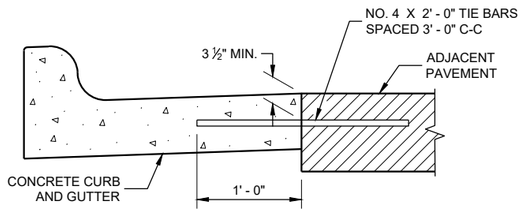

## END SECTIONCURB AND GUTTER



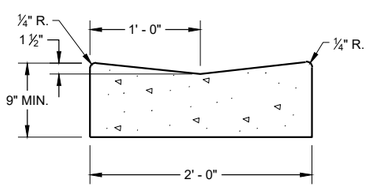

## PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



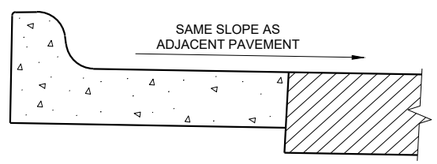

## CONCRETE CURB AND GUTTER 19" ①




## TYPICAL TIE BAR LOCATION ①




## CONCRETE GUTTER 24" ①




## HIGH SIDE SECTION ③

(TYPICAL FOR ALL CURB & GUTTER TYPES)

## GENERAL NOTES

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

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

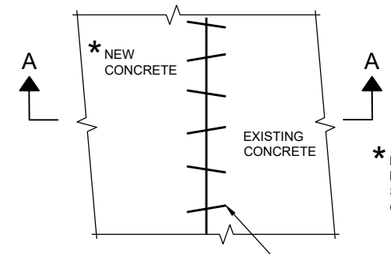
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

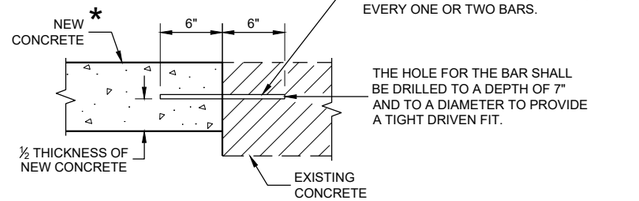
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS




## PLAN VIEW

*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.




## SECTION A - A

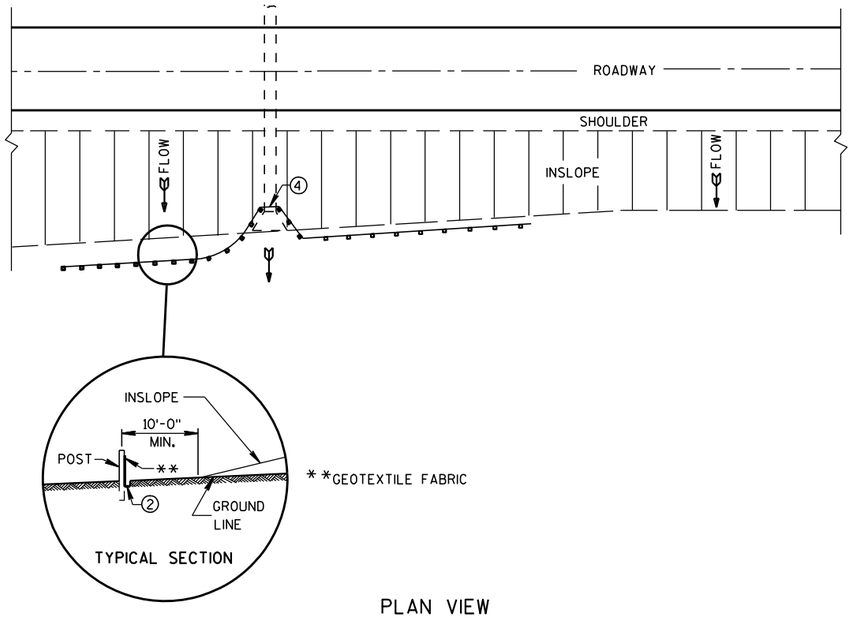
## PAVEMENT TIES

**CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES**

**(For Optional use in Milwaukee Co. Only)**

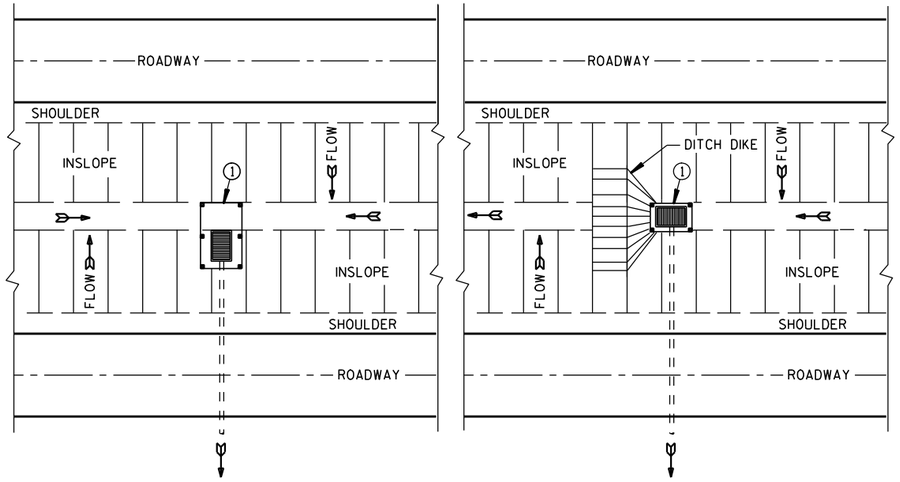
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
689
FHWA




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



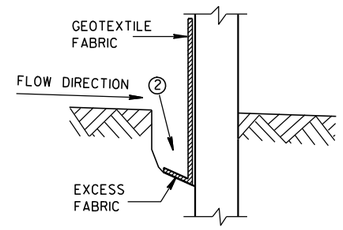

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

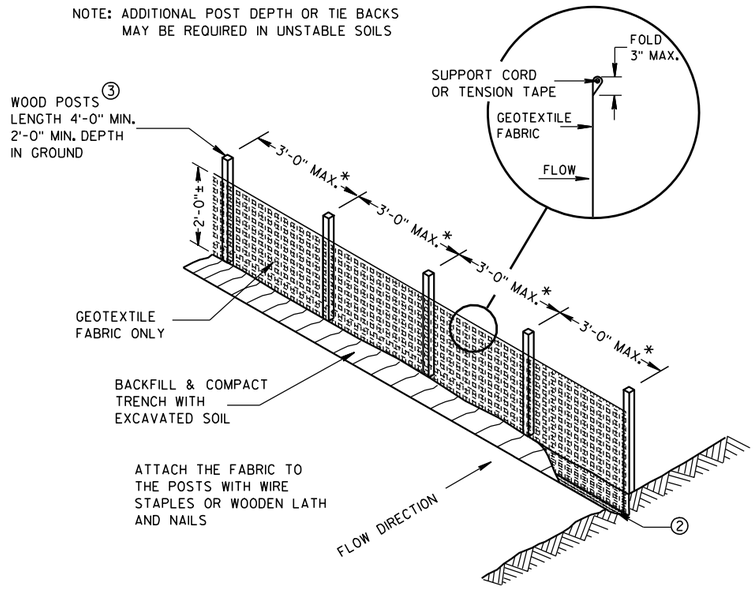
## GENERAL NOTES

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

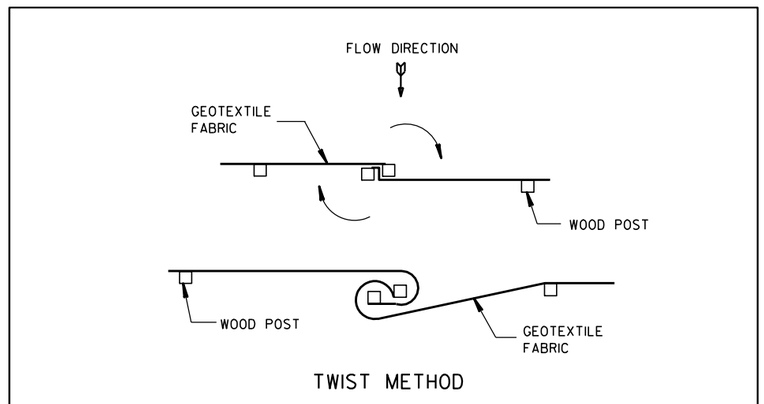
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



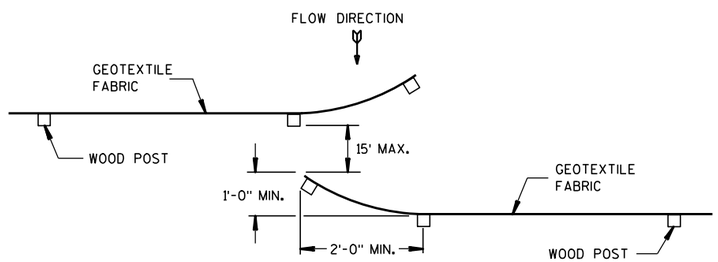

## TRENCH DETAIL




## SILT FENCE

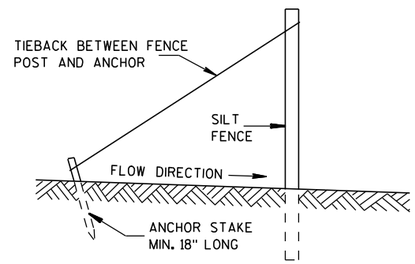



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE 5




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

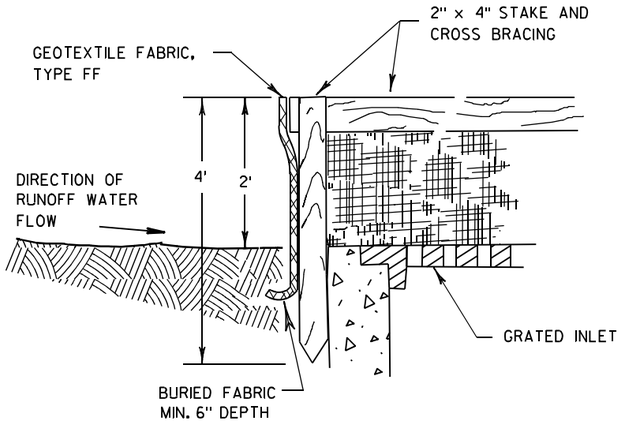
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

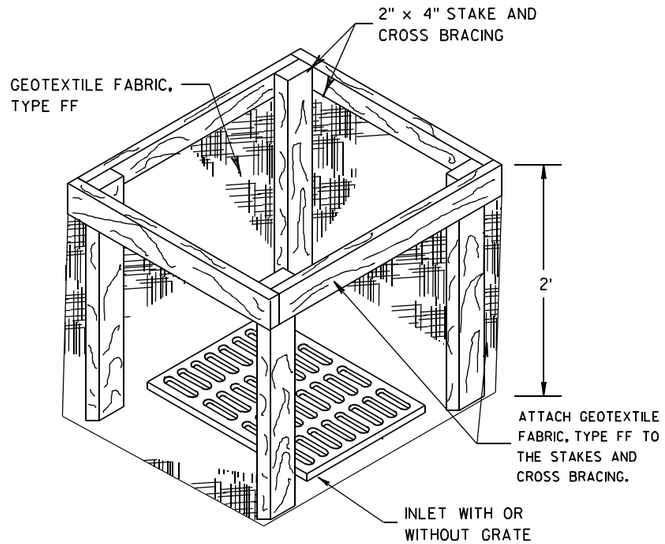
6

S.D.D. 8 E 9-6

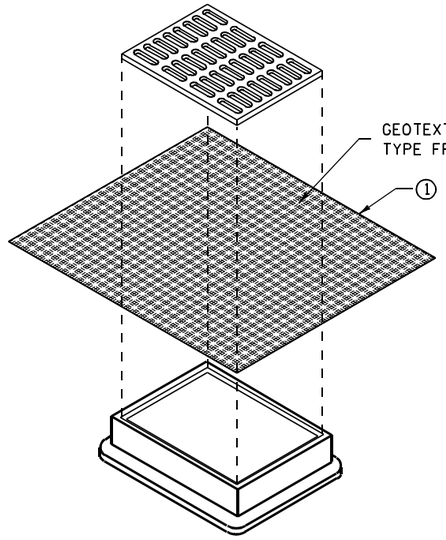
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S.D.D. 8 E 9-6



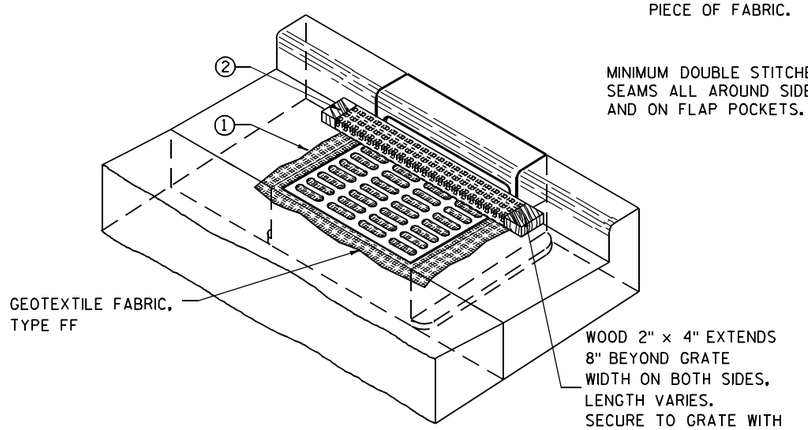




## INLET PROTECTION, TYPE A

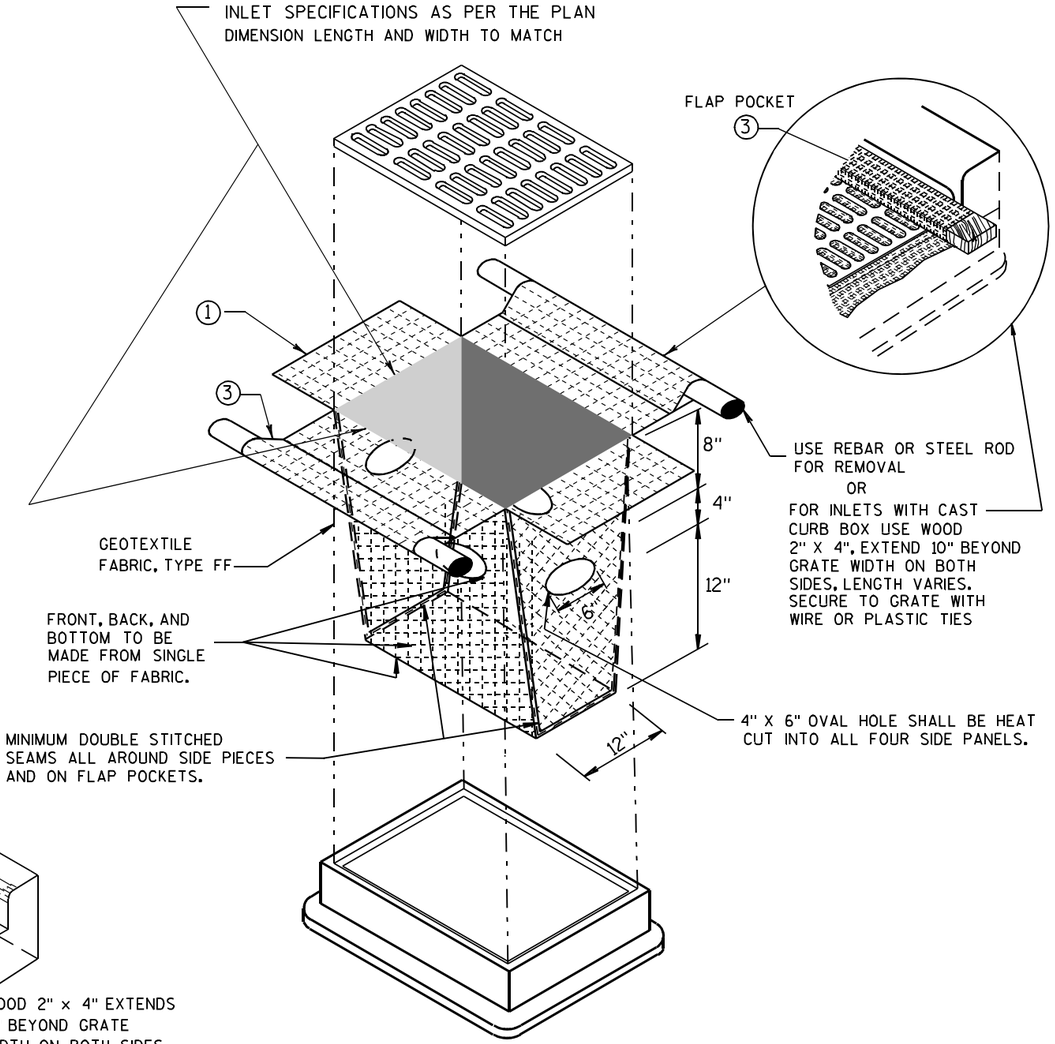



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)




## INLET PROTECTION, TYPE C (WITH CURB BOX)




## INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ② )

## GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

## INSTALLATION NOTES

### TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

### TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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

**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

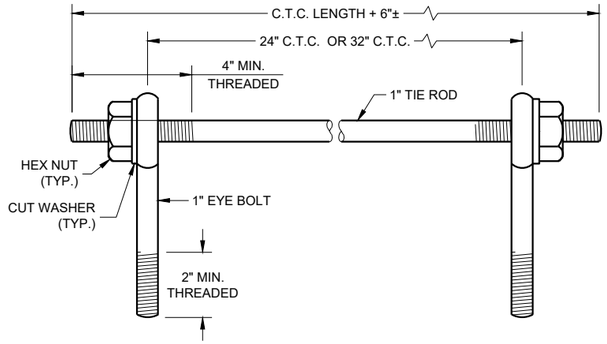


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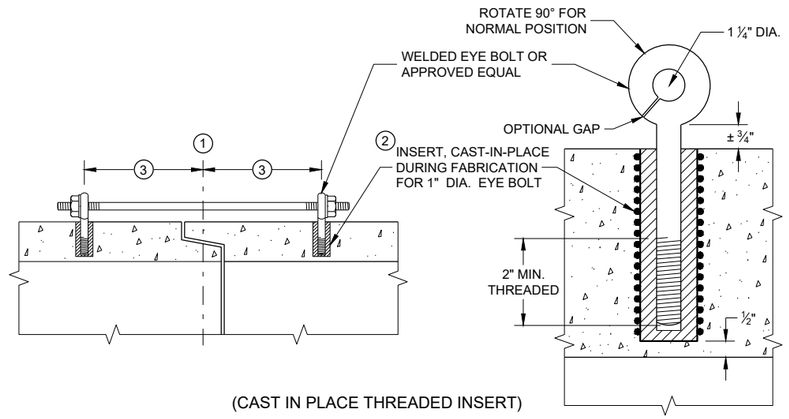
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2




**EYE BOLTS AND TIE ROD**




(CAST IN PLACE THREADED INSERT)

**LONGITUDINAL SECTIONS**

## EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

## GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

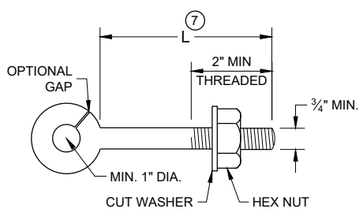
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

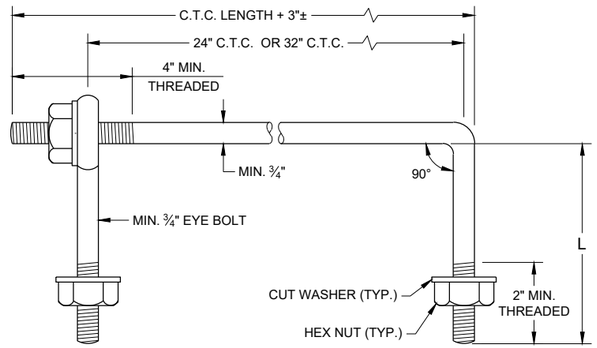
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

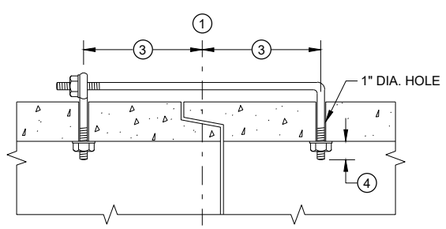



**EYE BOLT** (7)

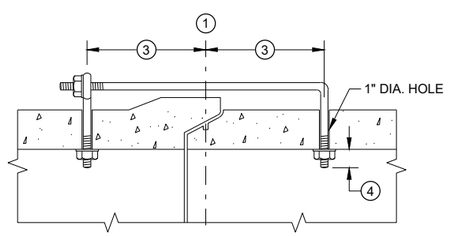
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




**EYE BOLT AND TIE ROD**




(TONGUE AND GROOVE PIPE)




(MODIFIED BELL PIPE)

**LONGITUDINAL SECTION**

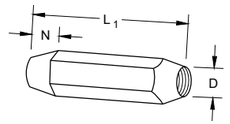
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

## EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

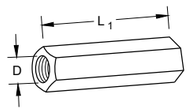
ADJUSTABLE TIE ROD TABLE

| PIPE DIAMETER | TIE ROD DIAMETER | D | $L_1$ | N |
|---|---|---|---|---|
| 12 - 60 | ⅝ | ⅝ | 5 | ½ |
| 66 - 84 | ¾ | ¾ | 5 | ½ |
| 90 - 144 | 1 | 1 | 7 | 1 7/16 |

DIMENSIONS SHOWN ARE IN INCHES



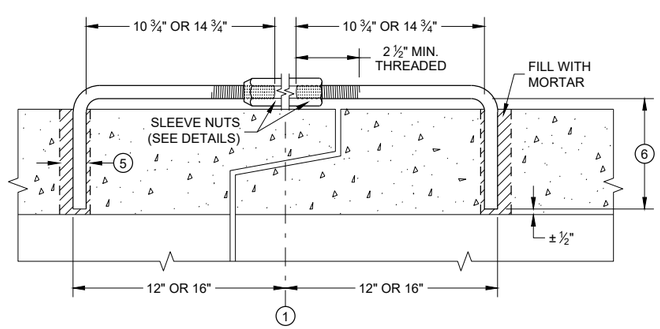

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PLAIN

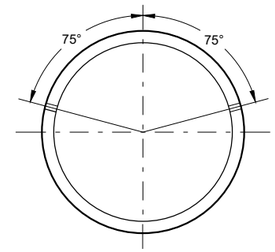
RIGHT AND LEFT THREADS

**SLEEVE NUTS**



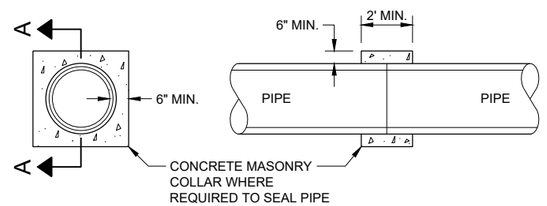

**LONGITUDINAL SECTION**

## ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

**TRANSVERSE SECTION**




**SECTION A - A**

## CONCRETE COLLAR DETAIL

**JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL**

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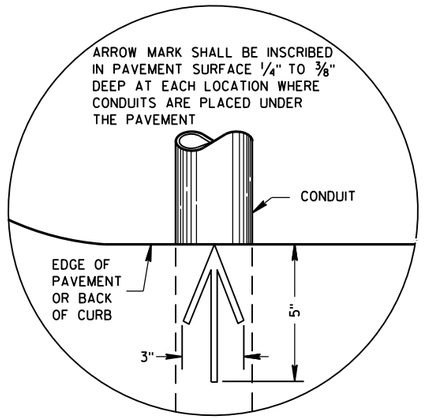
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA



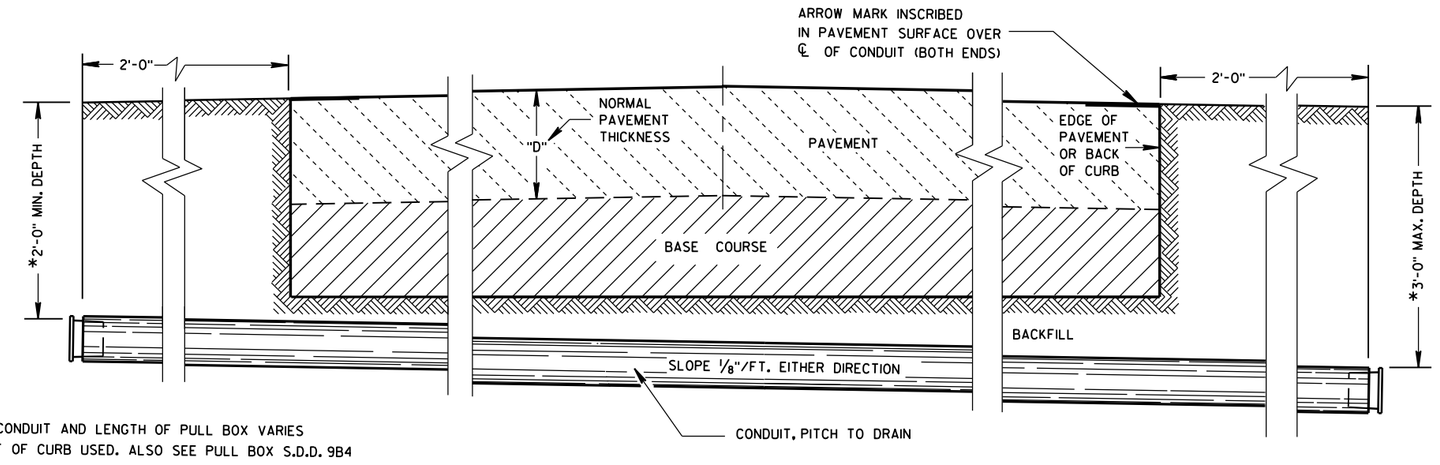
SDD 08F04 - 08

SDD 08F04 - 08




**PLAN VIEW**

## ARROW MARK




*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

**SIDE ELEVATION**

## DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

## GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

# CONDUIT

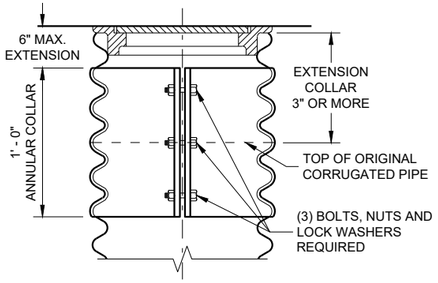
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

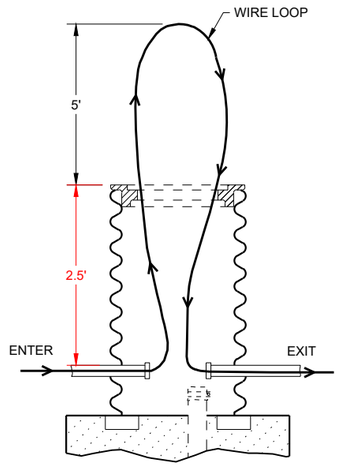



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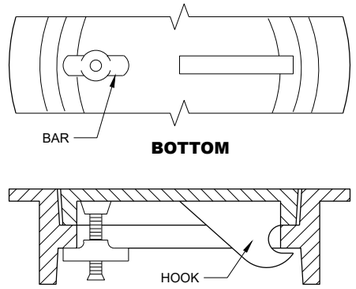
S.D.D. 9 B 2-10



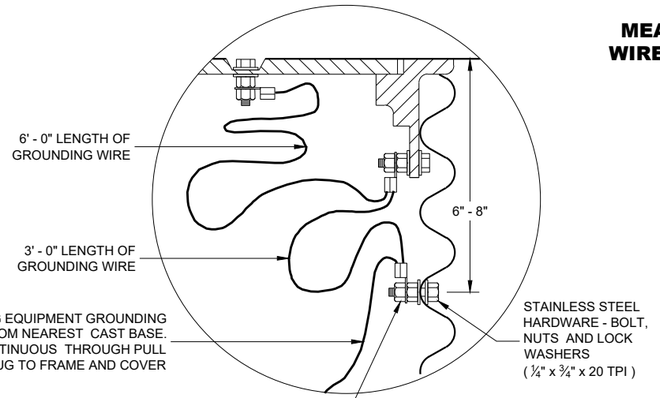

**CORRUGATED PIPE EXTENDER**



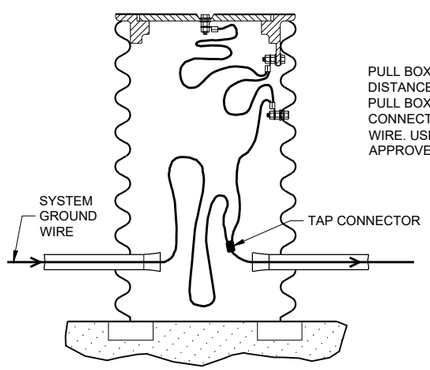

**MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX**




**ALTERNATE COVER (LOCKING)**
TIGHTENING BAR TYPE

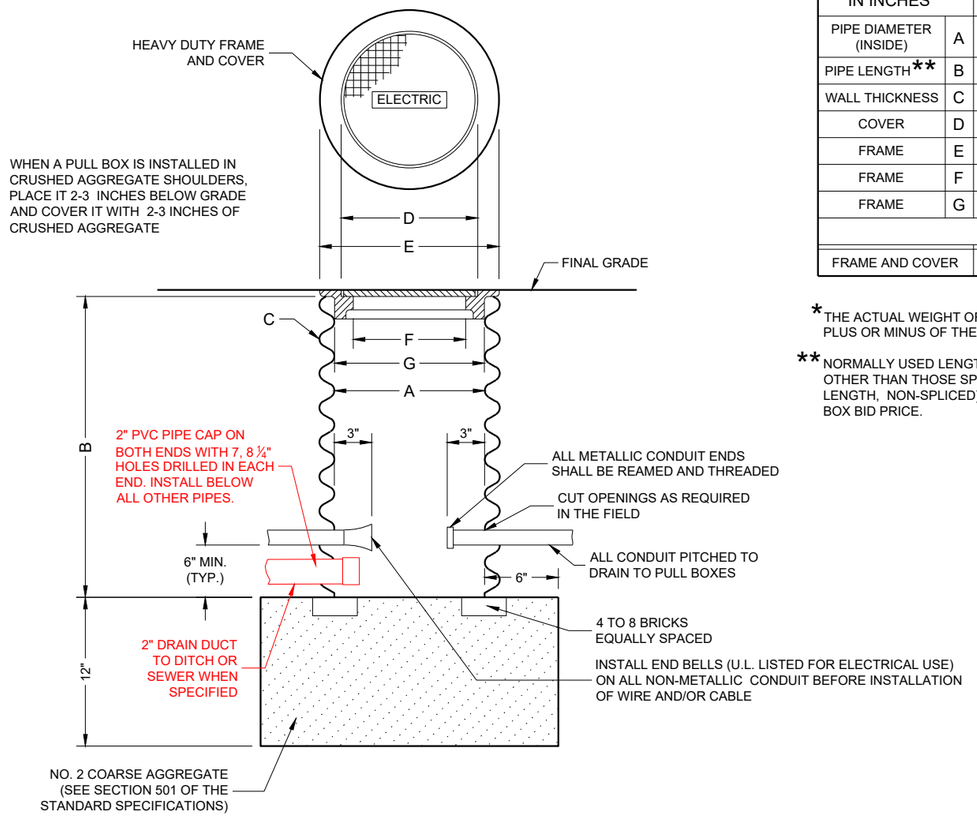



**EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES**




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

**EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES**




**PULL BOX**

## GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

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

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

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

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

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

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

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

**PULL BOX**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

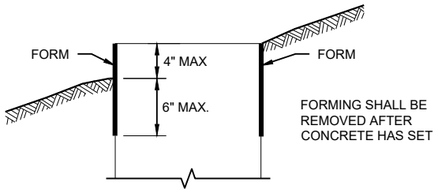
APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 694

FHWA


6
SDD 09B04-12

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE




**FORMING DETAIL**

| QUANTITY REQUIREMENTS | CONCRETE BASE TYPE | | |
|---|---|---|---|
| | 1 | 2 | 5 & 6 |
| APPROX. CUBIC YARDS OF CONCRETE | 0.40 | 0.57 | 0.40 |
| LBS. OF HOOP BAR STEEL | NONE | 23 | 16 |
| LBS. OF VERTICAL BAR STEEL | NONE | 60 | 18 |

# GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

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

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

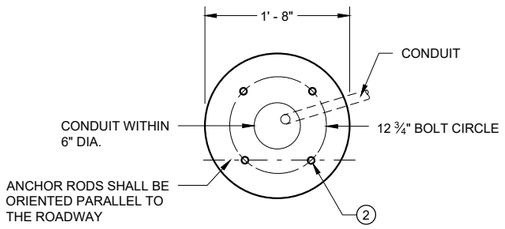
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

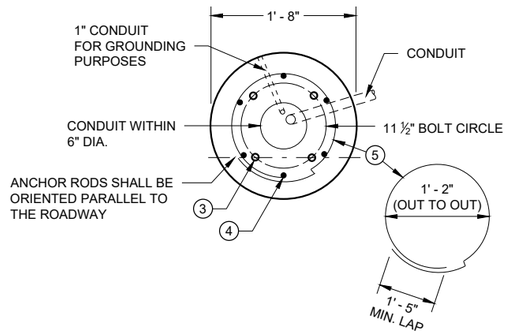
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

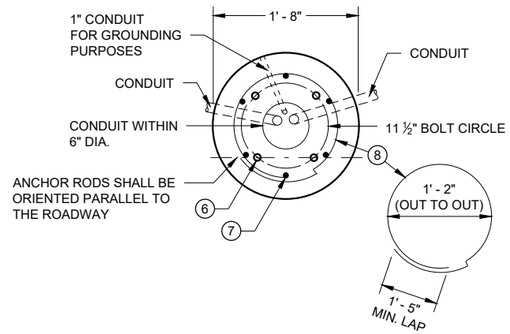
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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




1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

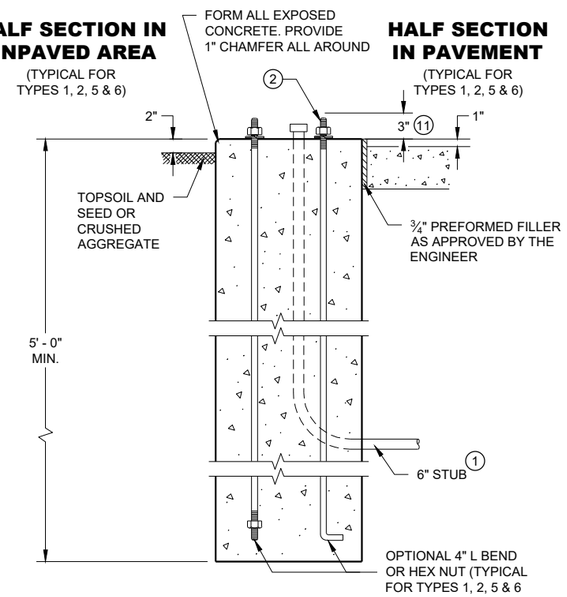
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

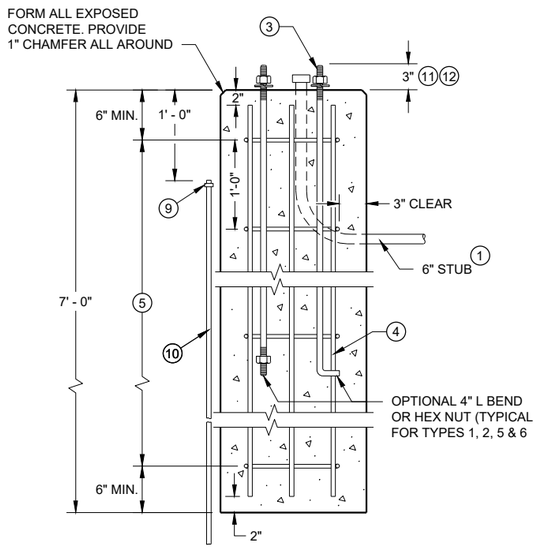
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

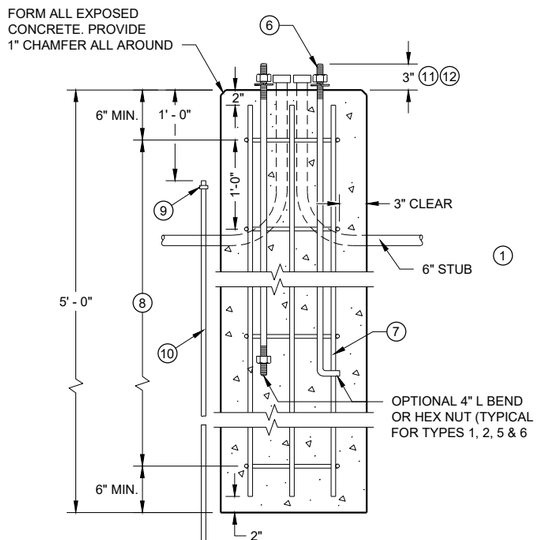
**HALF SECTION IN PAVEMENT**
(TYPICAL FOR TYPES 1, 2, 5 & 6)




**TYPE 1**




**TYPE 2**




**TYPE 5 & 6**

## CONCRETE BASES

**CONCRETE BASES**
**TYPES 1, 2, 5, & 6**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 695
FHWA

## GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

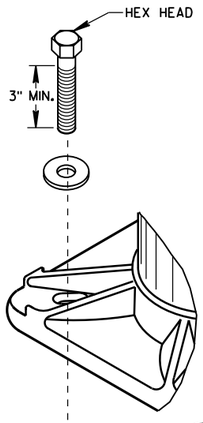
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

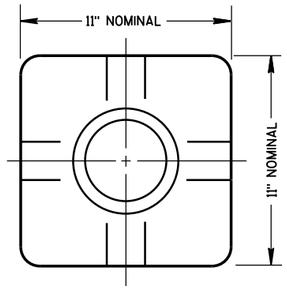
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

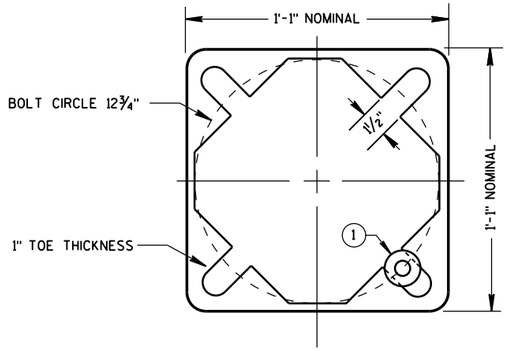
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

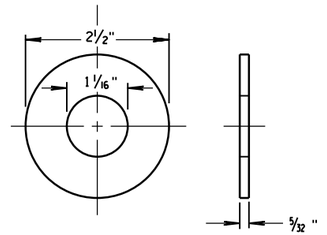



TOP VIEW
(PEDESTAL BASE)

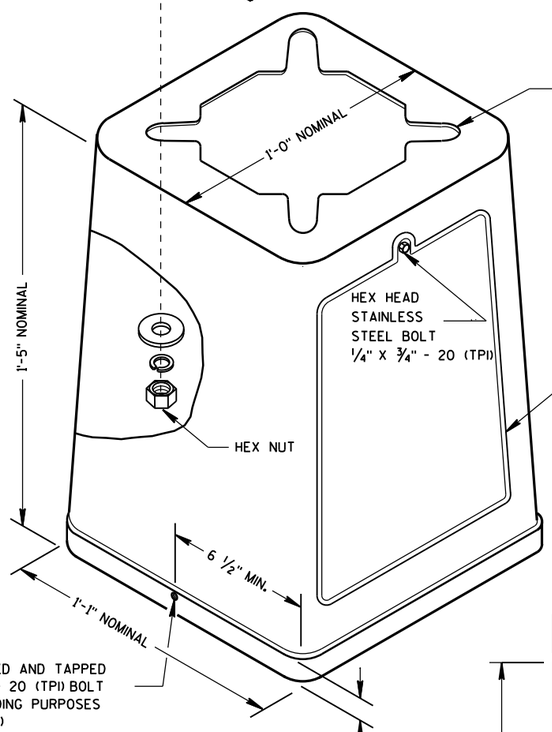



BOTTOM VIEW
(PEDESTAL BASE)

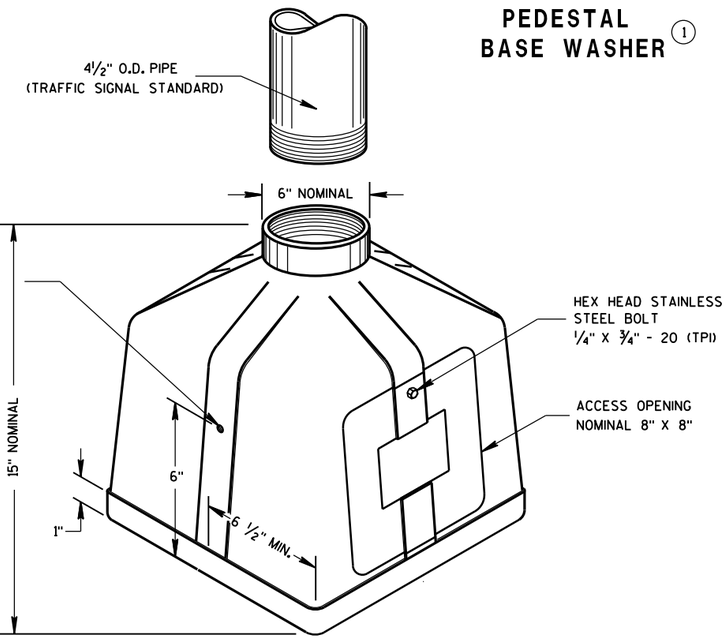



ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

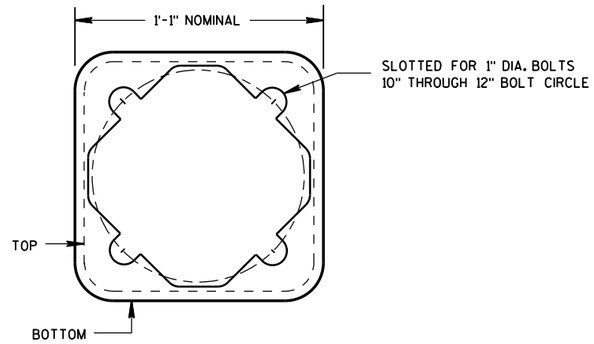
**PEDESTAL BASE WASHER** (1)



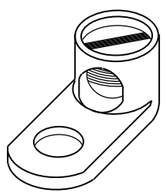

ISOMETRIC VIEW




ISOMETRIC VIEW
**PEDESTAL BASE**




BOTTOM VIEW
(TRANSFORMER BASE)

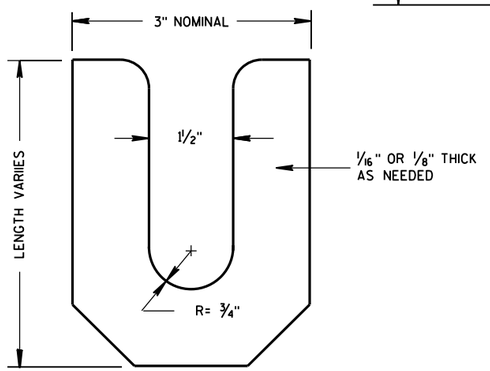


**TYPICAL MECHANICAL CONNECTOR LUG**

TO BE FURNISHED WITH EACH BASE

**TRANSFORMER BASE**

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES




**LEVELING SHIM**

**TRANSFORMER/PEDESTAL BASES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA



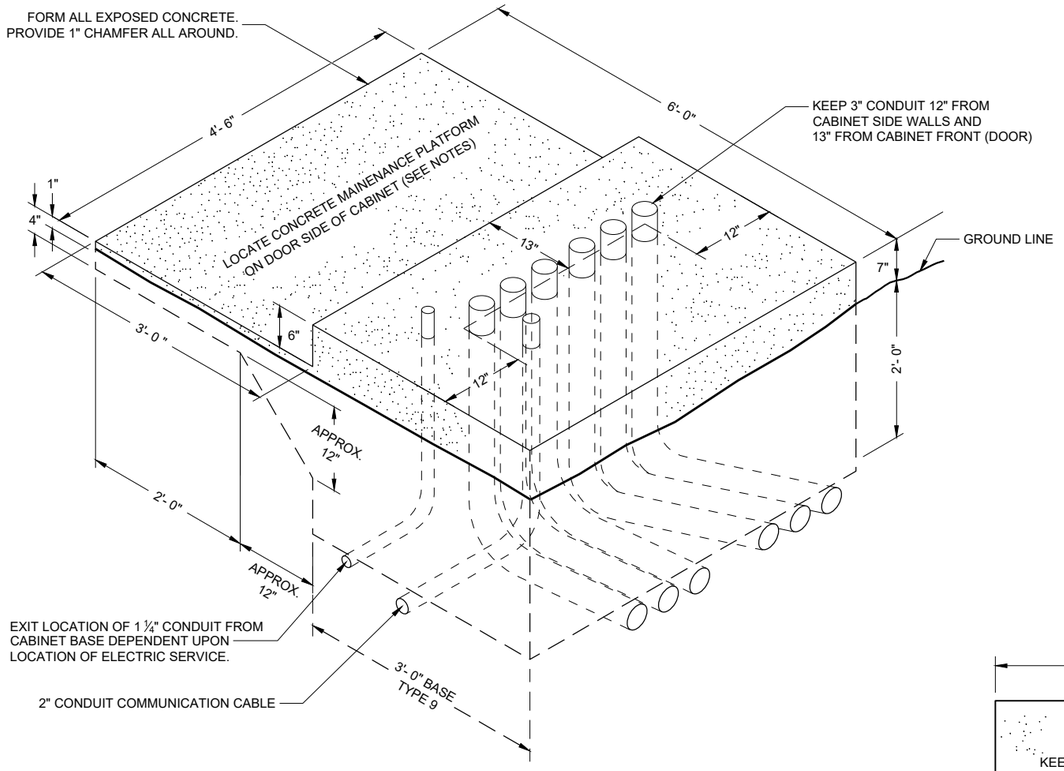
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S.D.D. 9 C 3-4

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S.D.D. 9 C 3-4

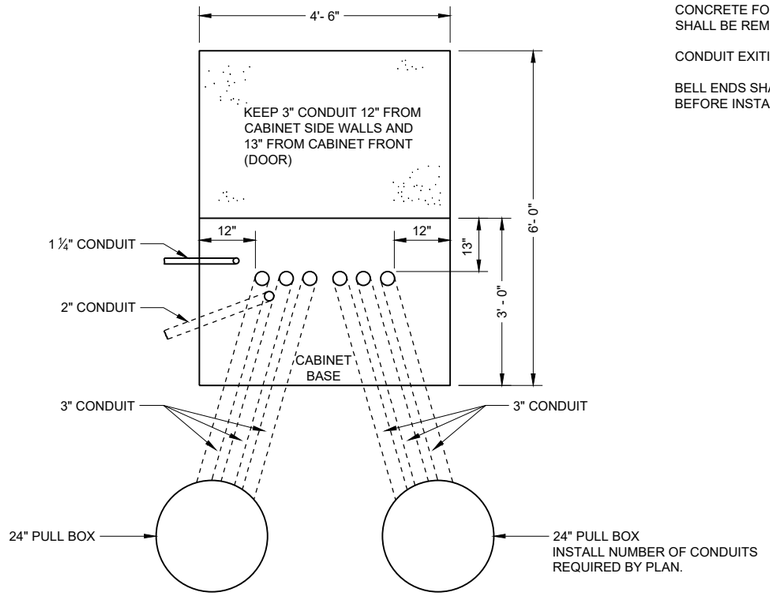
# SDD 09C06 Concrete Control Cabinet Base, Type 9, Special




**ISOMETRIC VIEW**

**TYPE 9 SPECIAL**

( C.Y. CONCRETE = APPROX. 1.56 )




**PLAN VIEW**

**CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL**

## GENERAL NOTES

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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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 BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

**CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 697

FHWA

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SDD 09C06 - 07

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SDD 09C06 - 07

## GENERAL NOTES

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

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

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

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

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

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

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

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

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

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

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

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

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

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

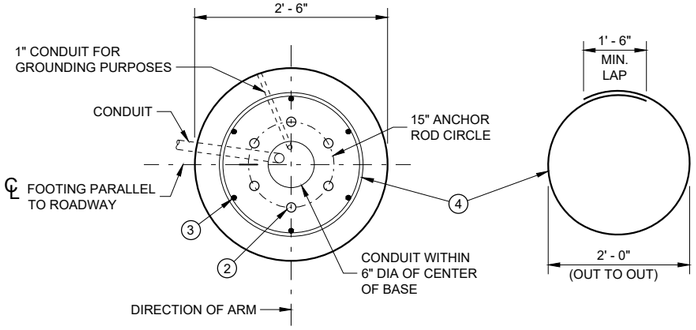
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

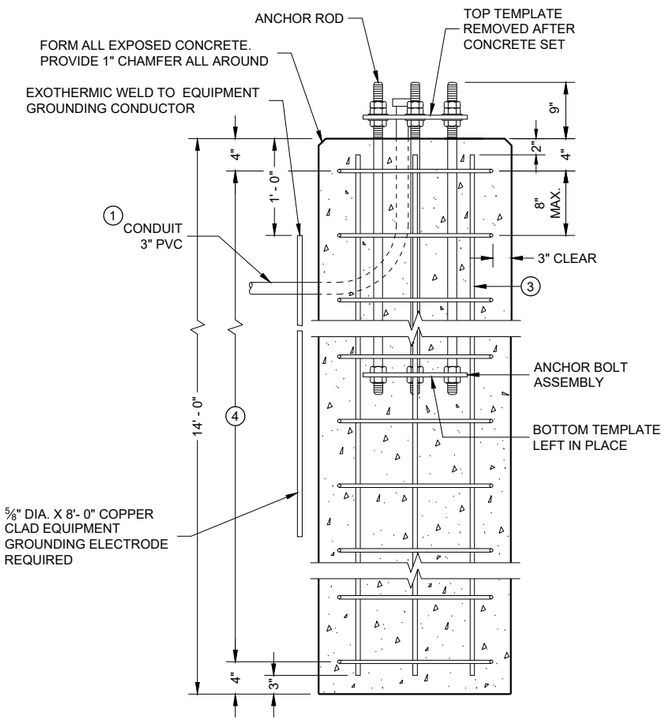
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

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

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

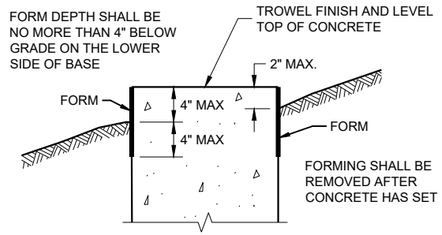
| QUANTITY REQUIREMENTS | |
|---|---|
| APPROX. CUBIC YARDS OF CONCRETE | 2.5 |
| LBS. OF HOOP BAR STEEL | 172 |
| LBS. OF VERTICAL BAR STEEL | 122 |



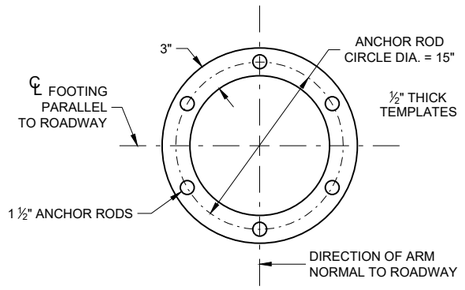




## CONCRETE BASE, TYPE 10
### (FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

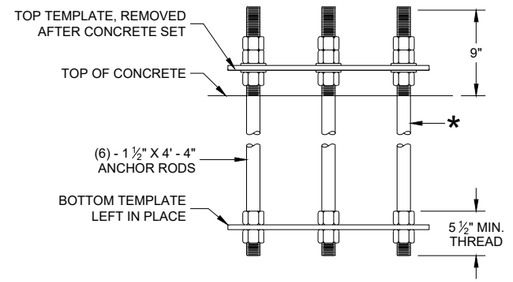
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.




## FORMING DETAIL




## TOP AND BOTTOM TEMPLATE




## ANCHOR ROD ASSEMBLY DETAILS

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

**CONCRETE BASE TYPE 10**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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


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SDD 09C11 - 10

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

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

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

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

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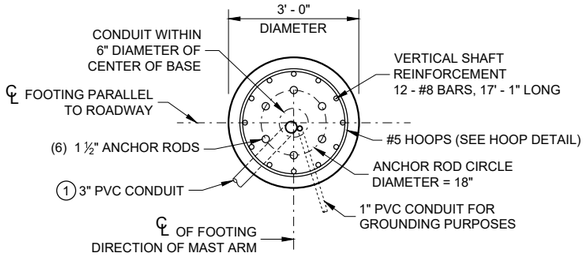
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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.

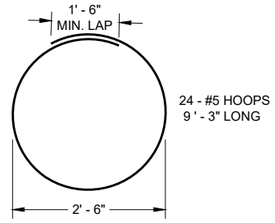
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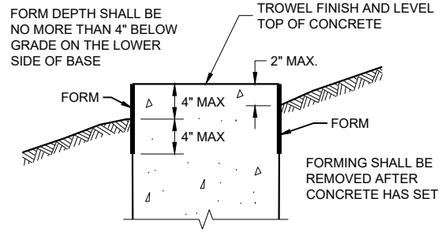
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 ( IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



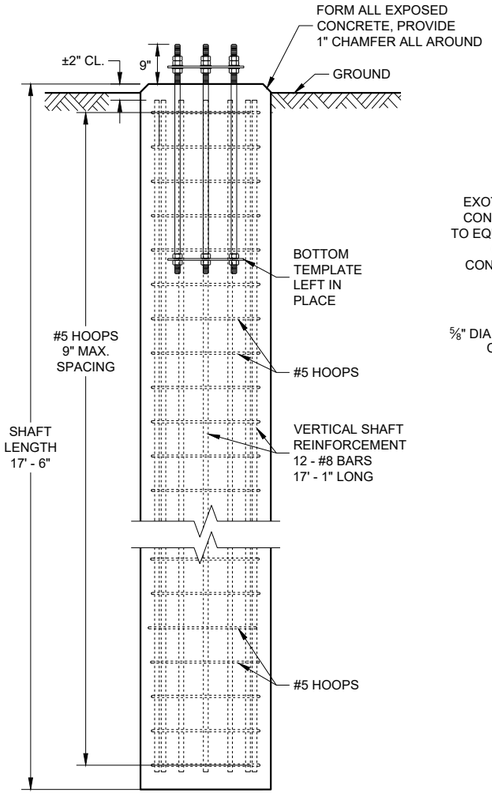

### PLAN VIEW




### HOOP DETAIL

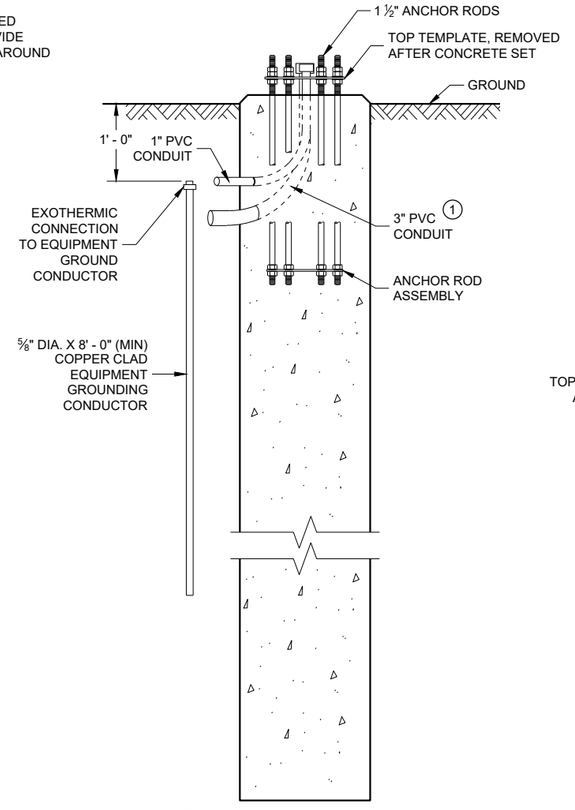



### FORMING DETAIL



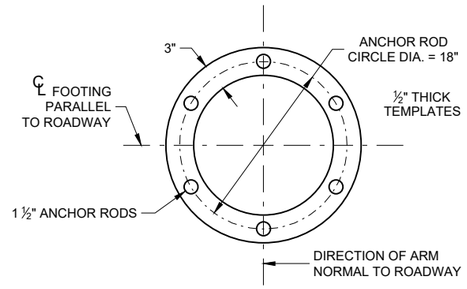

### ELEVATION VIEW

(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)

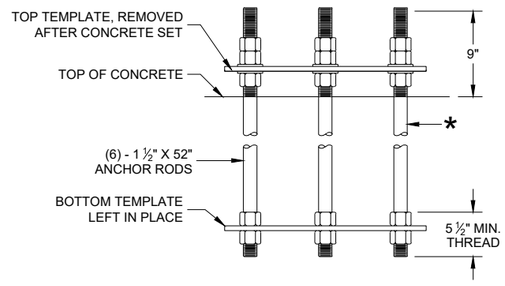



### SIDE VIEW

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




### TOP AND BOTTOM TEMPLATE




### ANCHOR ROD ASSEMBLY DETAILS

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

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

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

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

**CONCRETE BASE TYPE 10 SPECIAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

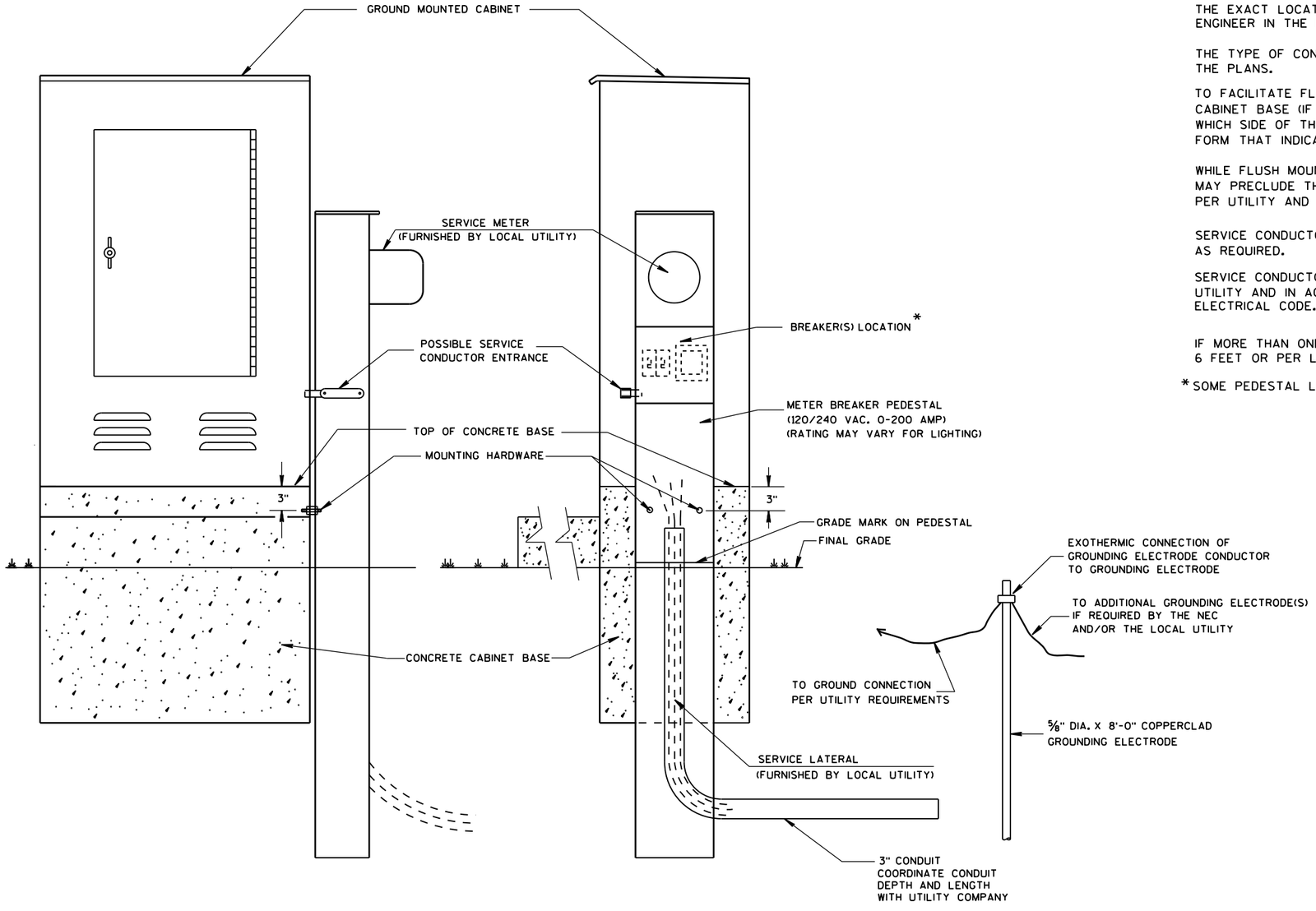


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SDD 09C15 - 01

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SDD 09C15 - 01




## 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.

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S.D.D. 9 D 1-5

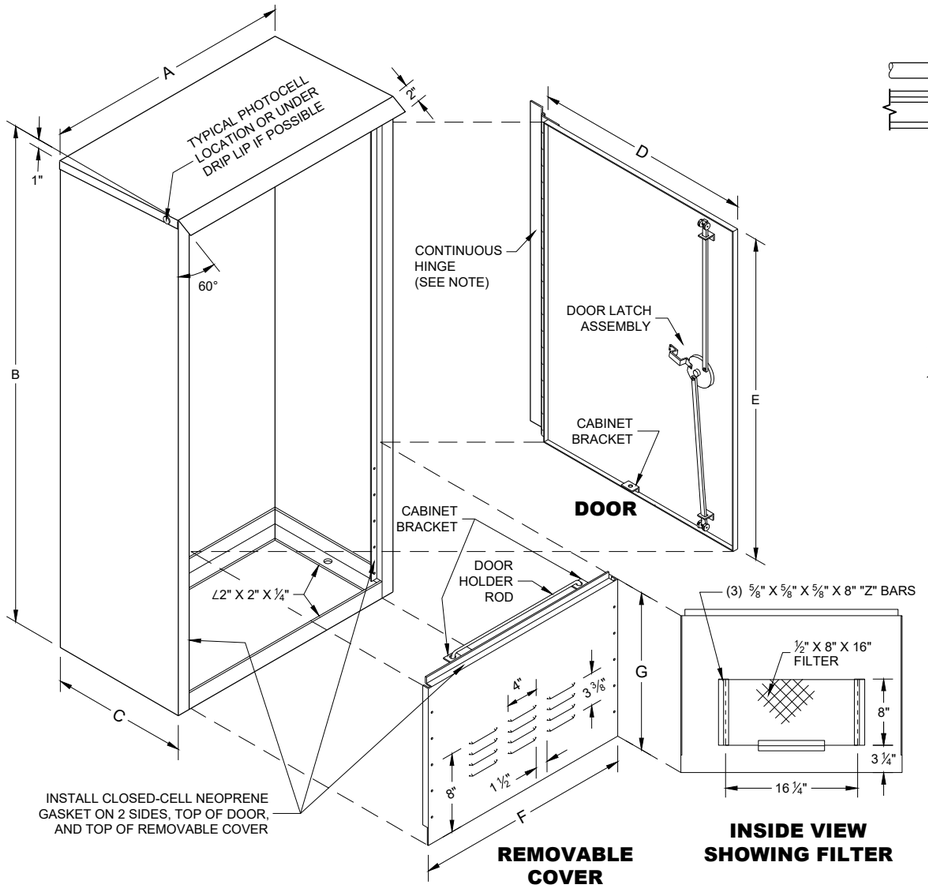
**CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)**

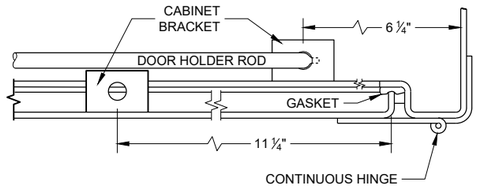
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

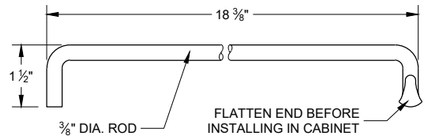
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

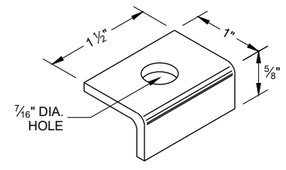


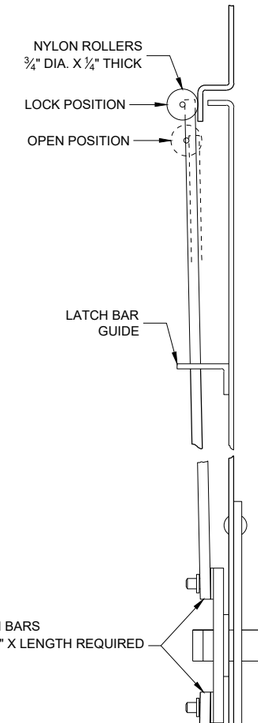

**HINGE AND DOOR HOLDER**

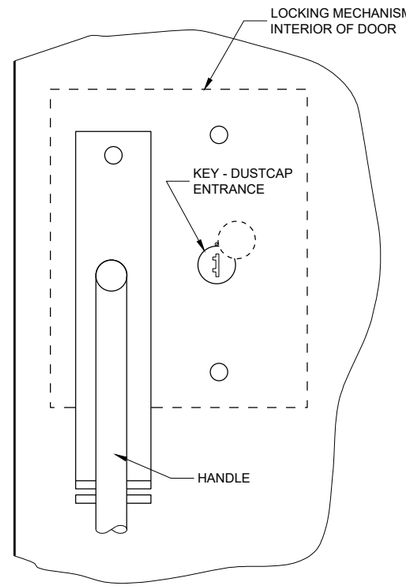



**HOLDER ROD**




**CABINET BRACKET**




**SIDE VIEW** **FRONT VIEW**

**LATCH ASSEMBLY**

## GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

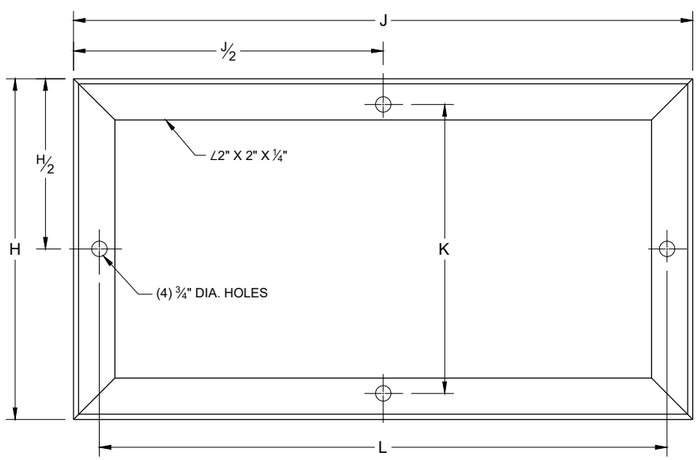
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH ¼" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH ¼" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

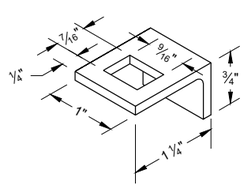
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.




**MOUNTING BASE**

TABLE OF DIMENSIONS (INCHES)

| MARK | CABINET TYPE | | |
|---|---|---|---|
| | 3060 | 3860 | 3866 |
| A | 30 | 38 | 38 |
| B | 60 | 60 | 66 |
| C | 16 ½ | 16 ½ | 24 |
| D | 26 ½ | 34 ¾ | 33 ¾ |
| E | 38 ¾ | 38 ¾ | 38 ¾ |
| F | 26 ½ | 34 ¾ | 33 ¾ |
| G | 19 | 19 | 25 |
| H | 16 ½ | 16 ½ | 24 |
| H/2 | 8 ¼ | 8 ¼ | 12 |
| J | 30 | 38 | 38 |
| J/2 | 15 | 19 | 19 |
| K | 13 ¾ | 13 ¾ | 21 ¼ |
| L | 27 ½ | 35 ½ | 35 ½ |




**LATCH BAR GUIDE**

**SIGNAL CONTROL CABINET**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 701

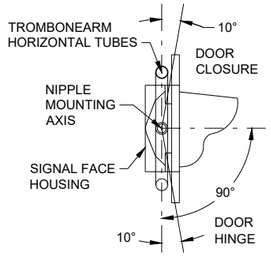
FHWA

SDD 09D02 - 03

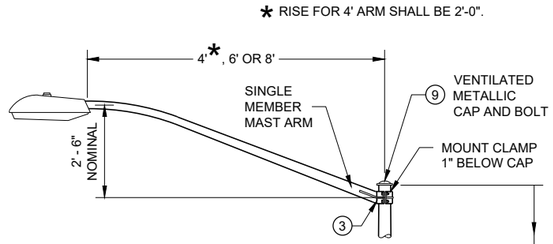
SDD 09D02 - 03

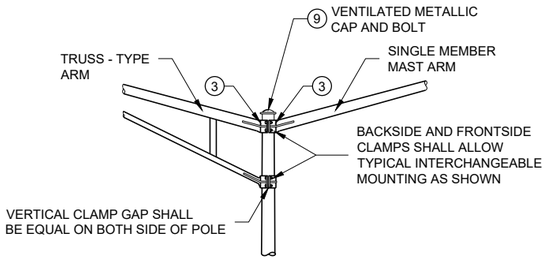
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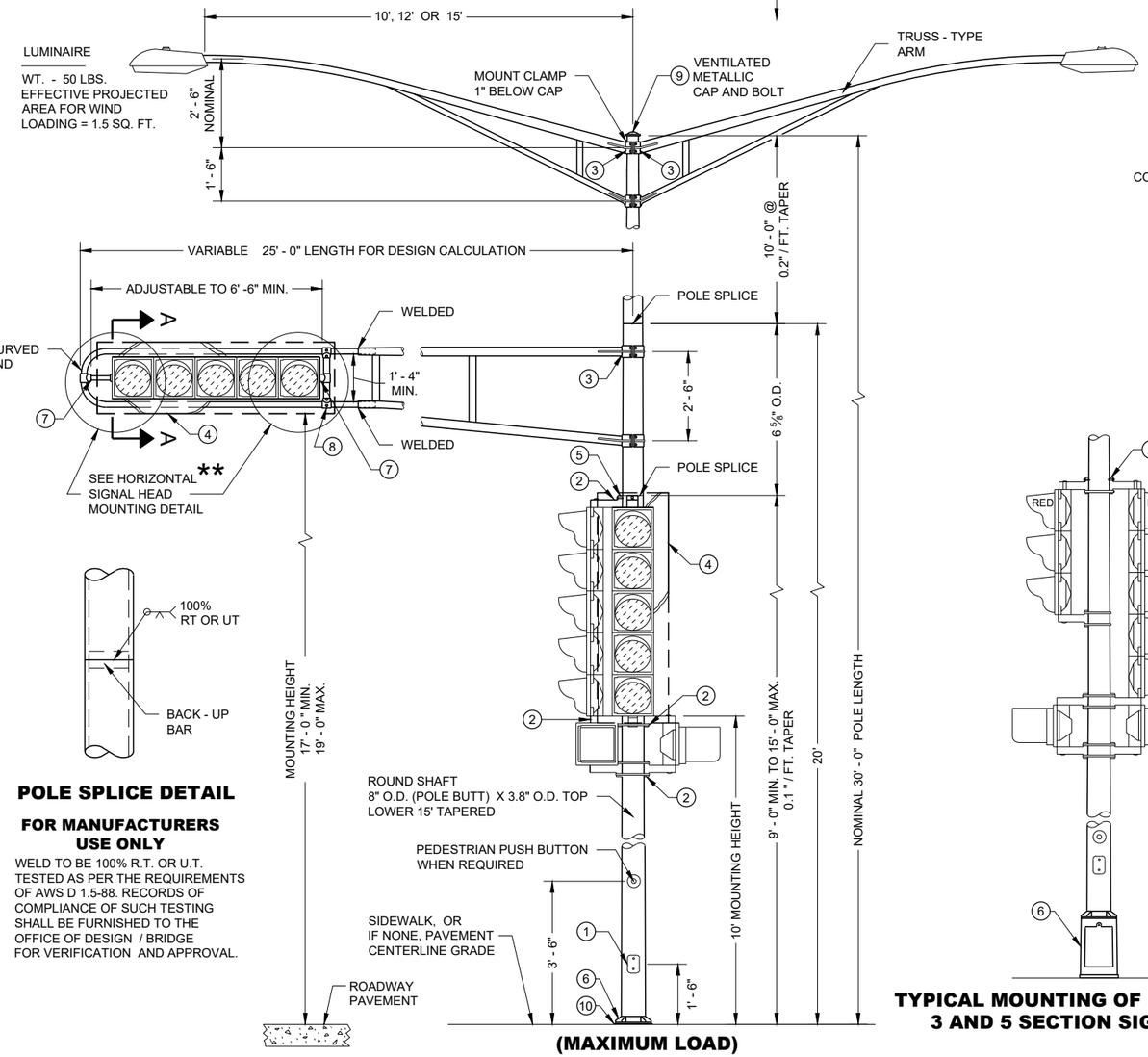



**SECTION A-A**

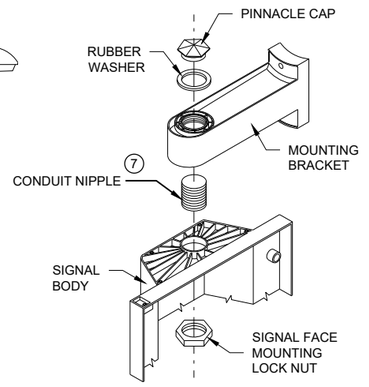



**INTERCHANGEABLE MOUNTING DETAIL**




**(MAXIMUM LOAD)**



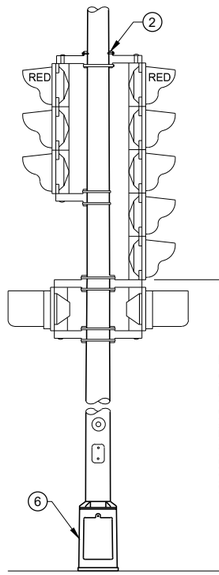

**SIGNAL FACE MOUNTING DETAIL**
**(BANDED)**



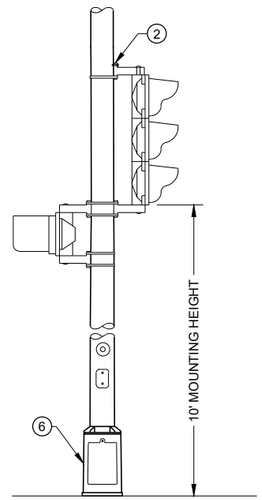

**POLE SPLICE DETAIL**

**FOR MANUFACTURERS USE ONLY**

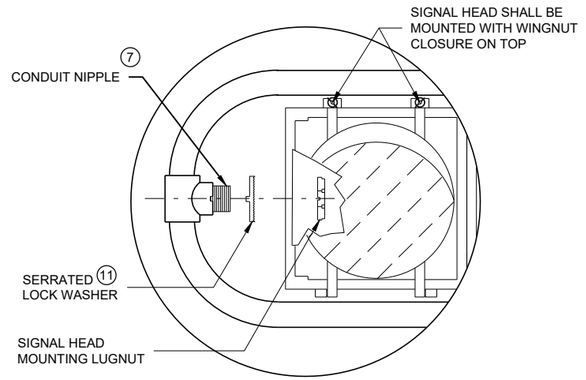
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.




**TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES**




**TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE**




**HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL**

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

## GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

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

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW ( ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

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

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

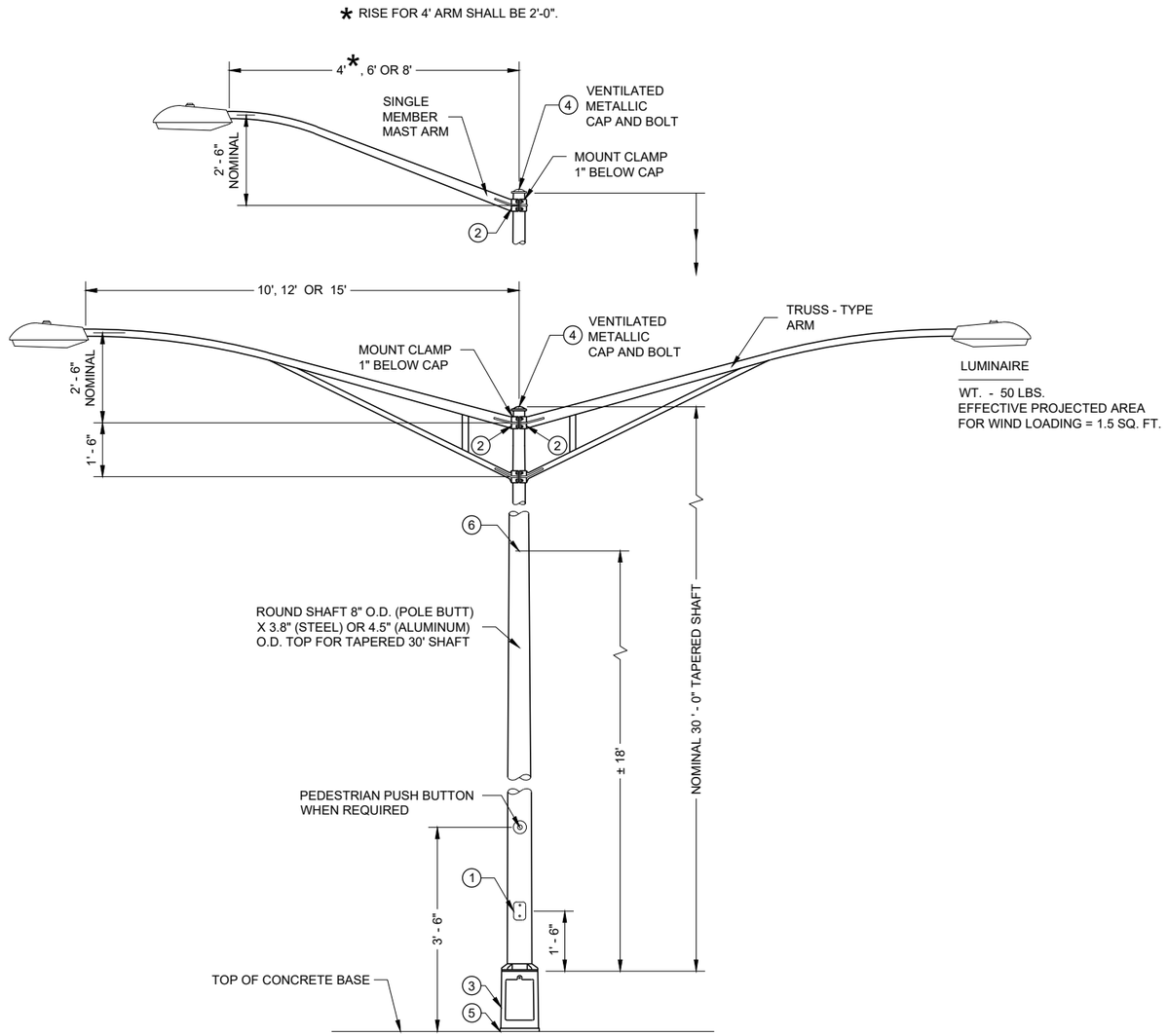
**TYPE 3 POLE MOUNTING CONFIGURATION**

**POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6
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**TYPE 5 POLE MOUNTING CONFIGURATION**
**(MAXIMUM LOAD)**
**LIGHTING ONLY**

## GENERAL NOTES

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

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

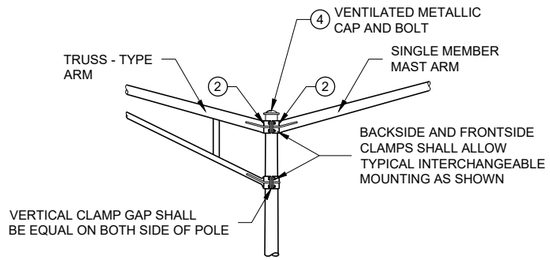
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

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

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.




**INTERCHANGEABLE MOUNTING DETAIL**

**POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 ( 30 FEET )**

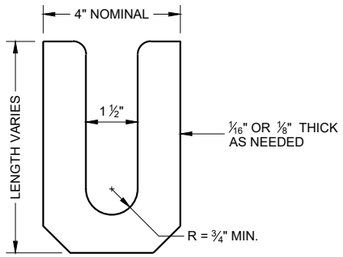
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 703

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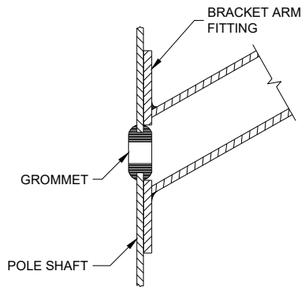
SDD 09E01 - 15d

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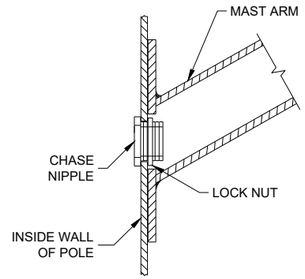
SDD 09E01 - 15d




**LEVELING SHIM** (1)
SHALL BE ALUMINUM




**TYPICAL APPLICATION OF GROMMET IN POLE SHAFT**




**TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT**

## GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

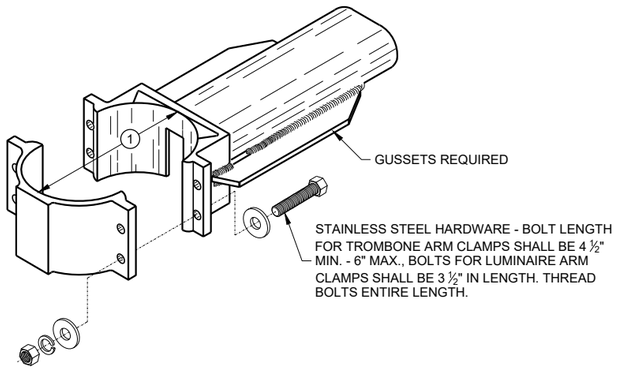
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

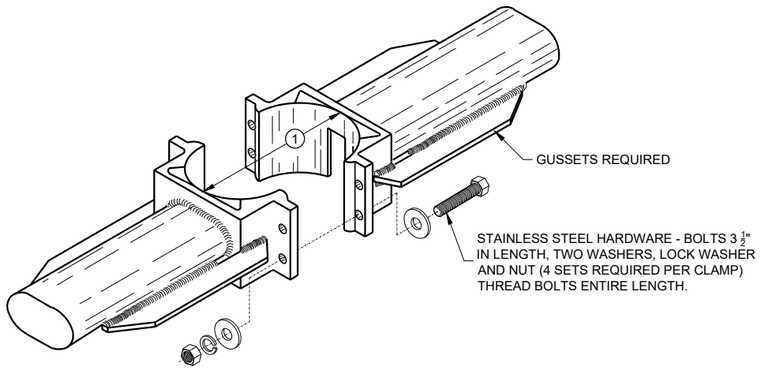
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

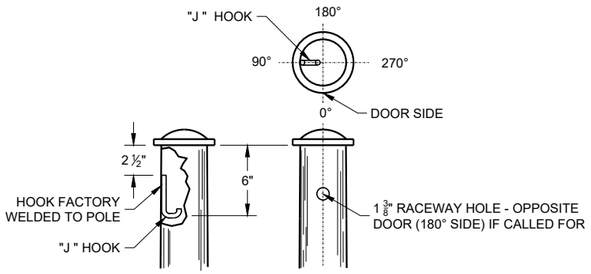
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



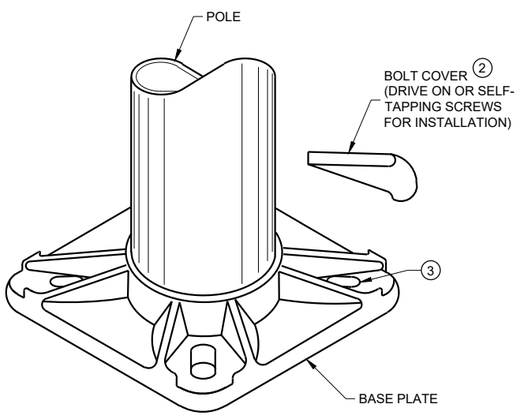

**TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP**



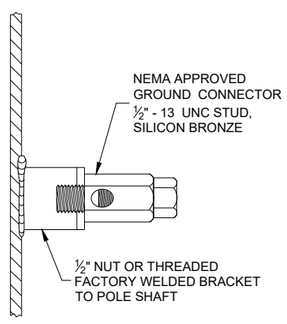

**TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS**

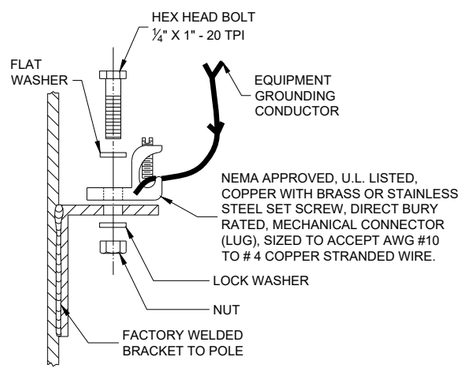


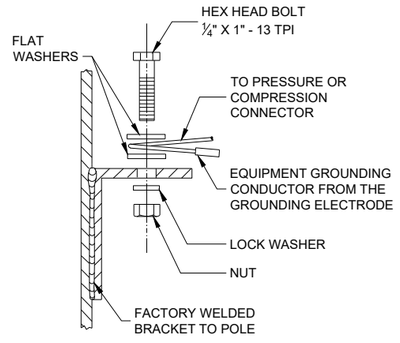

**TYPICAL "J" HOOK LOCATION**




**BASE PLATE**




**TYPICAL GROUNDING CONNECTIONS**
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

**HARDWARE DETAILS FOR POLE MOUNTING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 704

FHWA

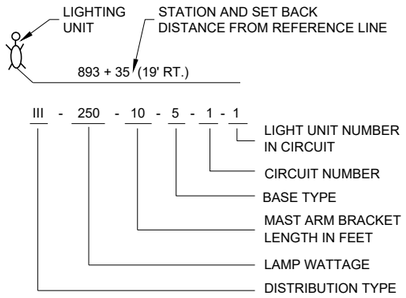

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## GENERAL NOTES

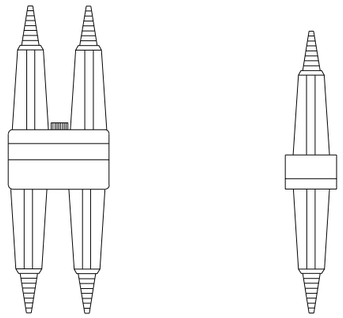
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



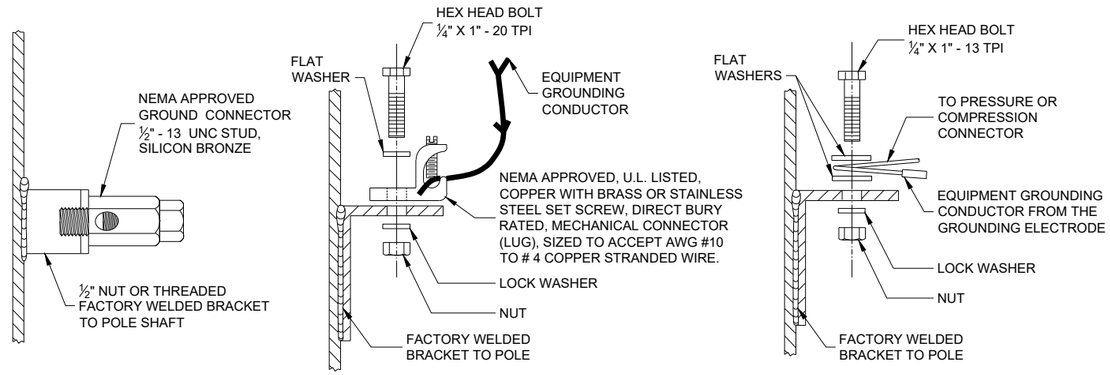

**LIGHTING UNIT CODE**
**(TYPICAL)**



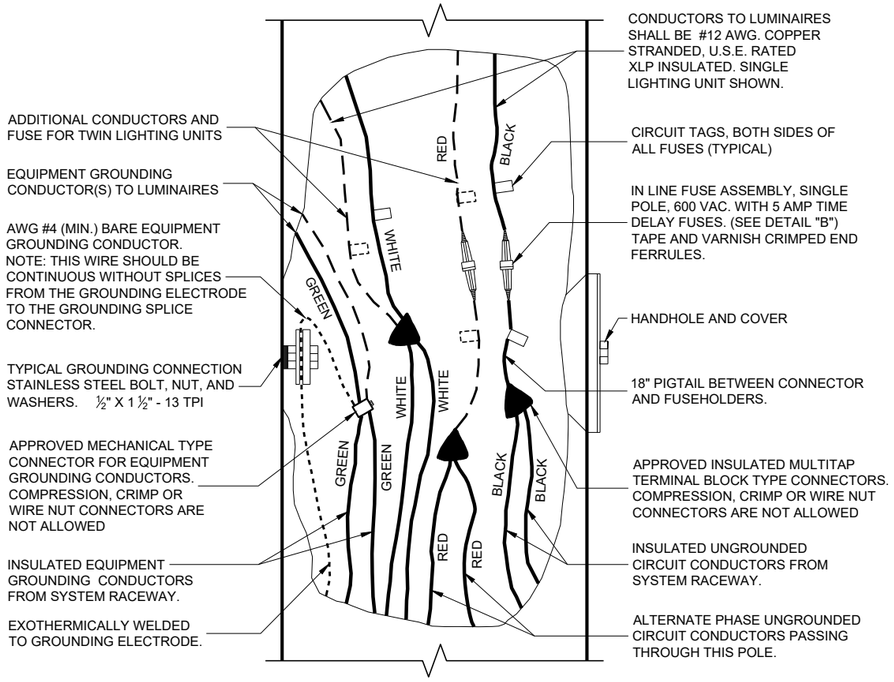
**DETAIL "A"**
**BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT**



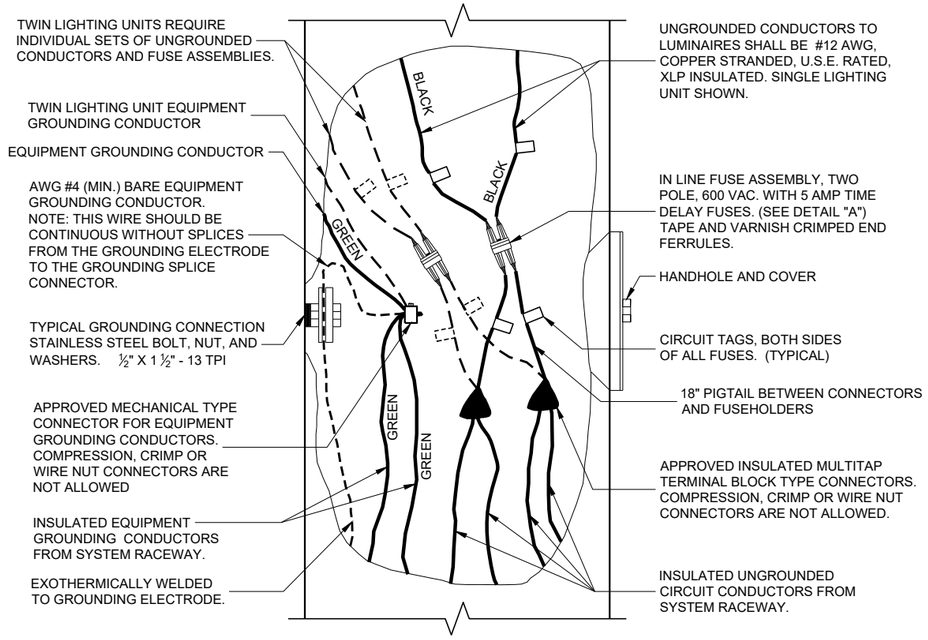
**DETAIL "B"**
**BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT**




**TYPICAL GROUNDING CONNECTIONS**
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL




**3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR**




**2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR**

**NON - FREEWAY LIGHTING UNIT POLE WIRING**

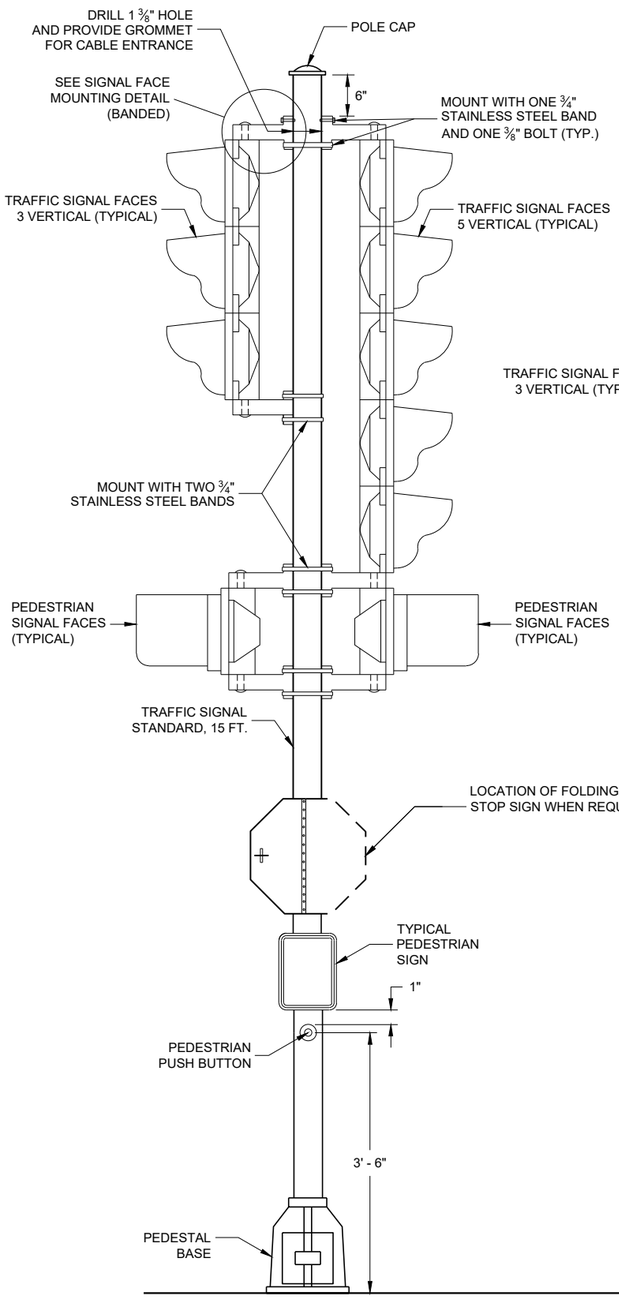
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

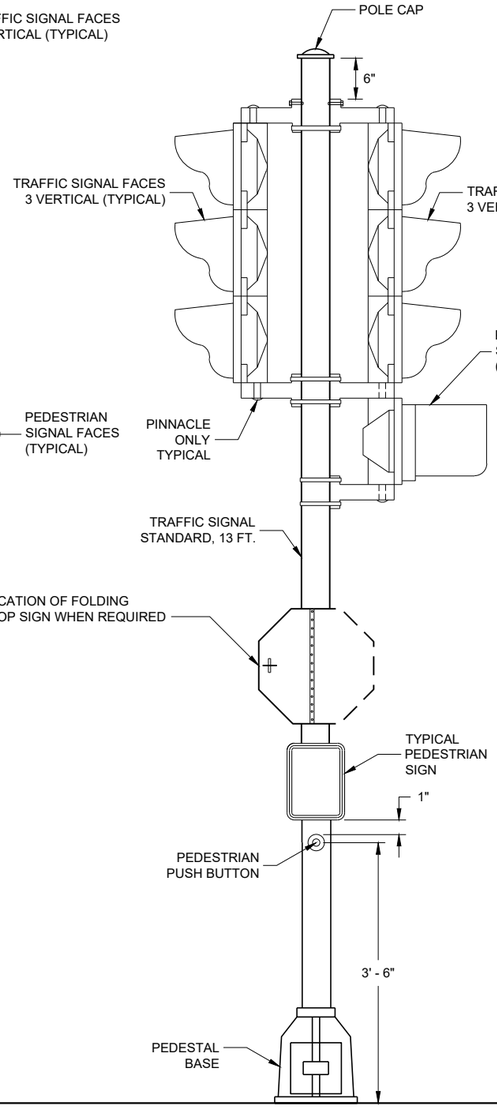
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 705

FHWA

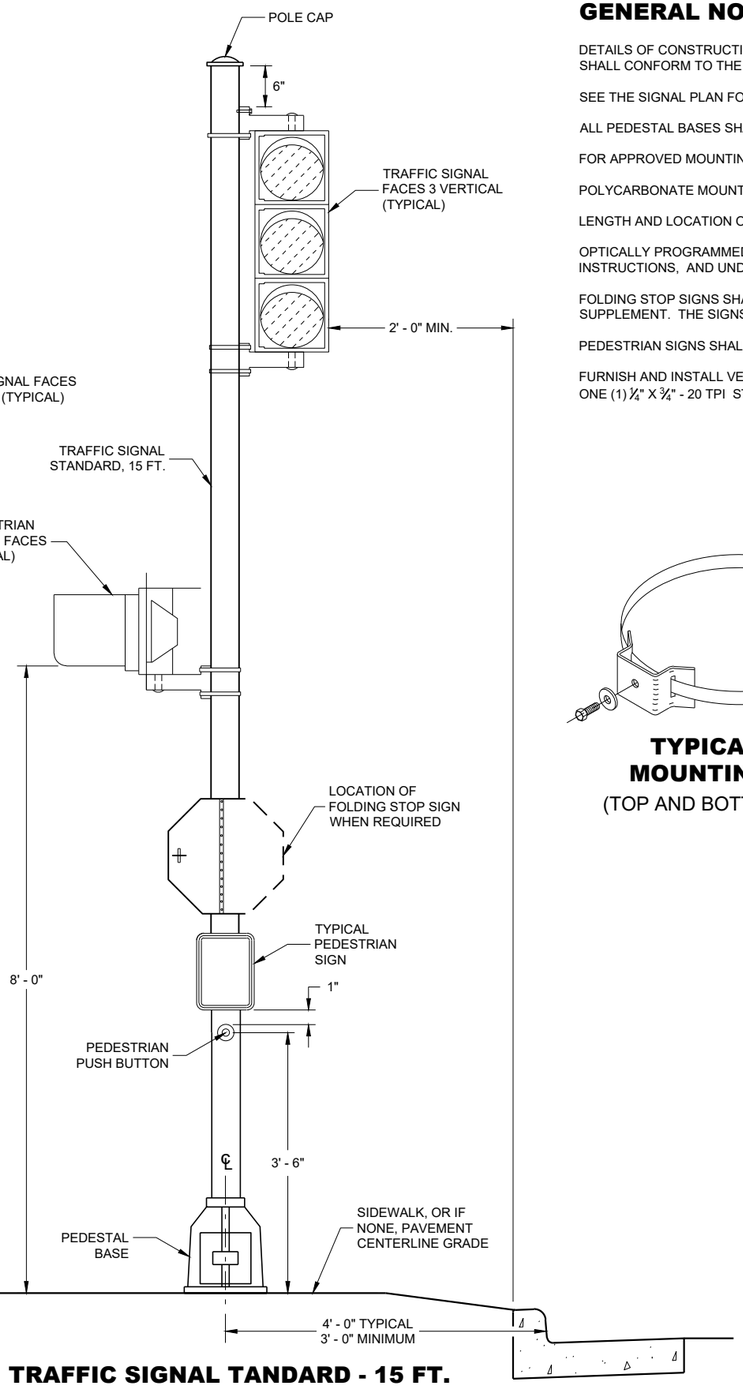

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SDD 09E03 - 06




**TRAFFIC SIGNAL STANDARD - 15 FT.**




**TRAFFIC SIGNAL STANDARD - 13 FT.**




**TRAFFIC SIGNAL TANDARD - 15 FT.**
**3M MOUNTING (TYPICAL)**

## GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

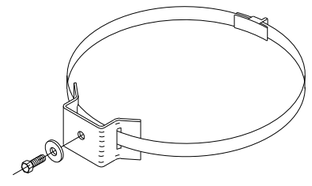
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

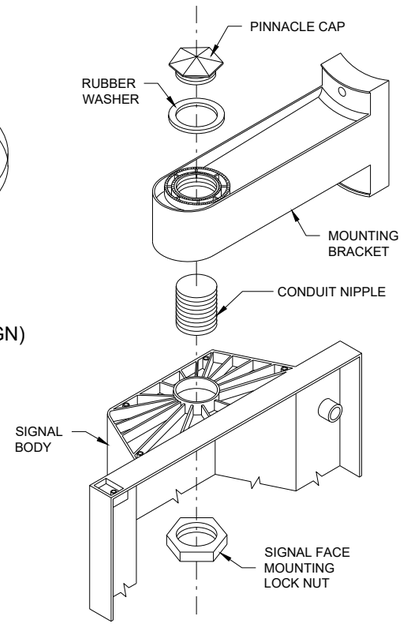
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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



**TYPICAL SIGN MOUNTING BAND**
(TOP AND BOTTOM OF SIGN)




**SIGNAL FACE MOUNTING DETAIL (BANDED)**

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

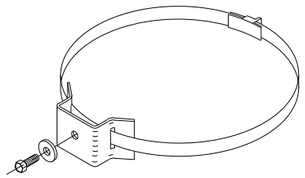
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

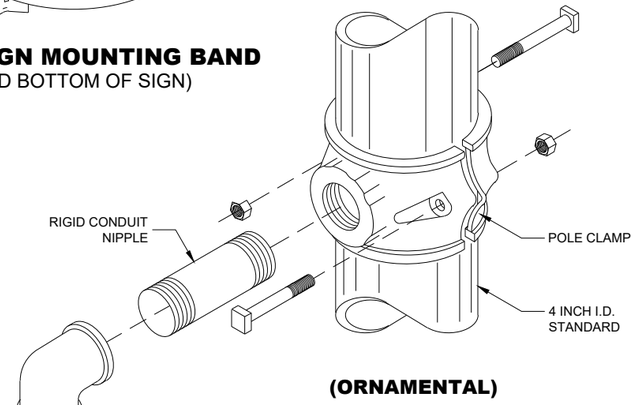
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 706

FHWA

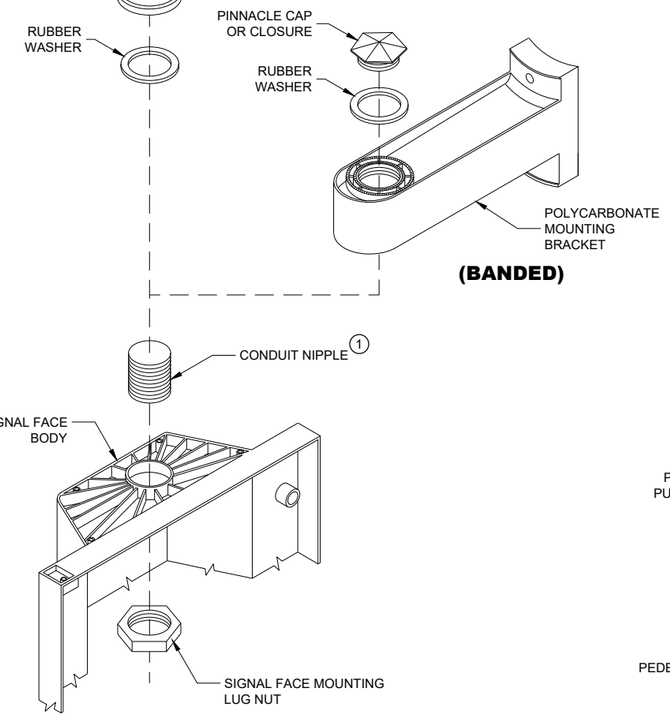

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SDD 09E06 - 05



**TYPICAL SIGN MOUNTING BAND**
(TOP AND BOTTOM OF SIGN)

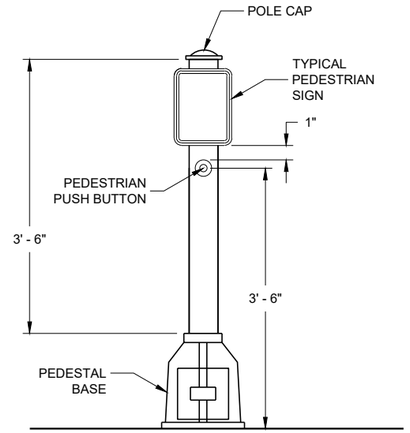



**(ORNAMENTAL)**




**(BANDED)**

**SIGNAL FACE MOUNTING DETAILS**




**PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING**

## GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

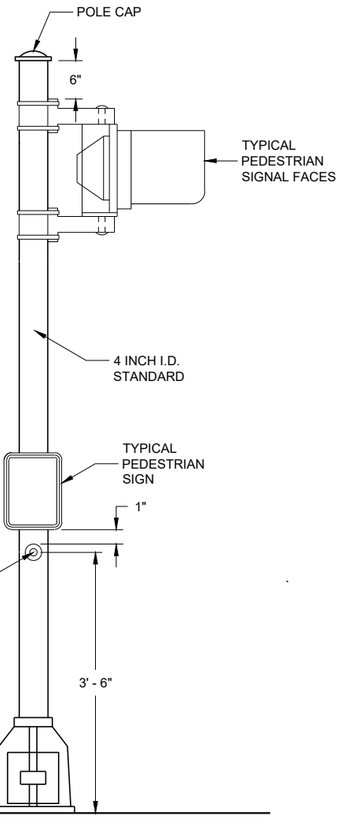
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

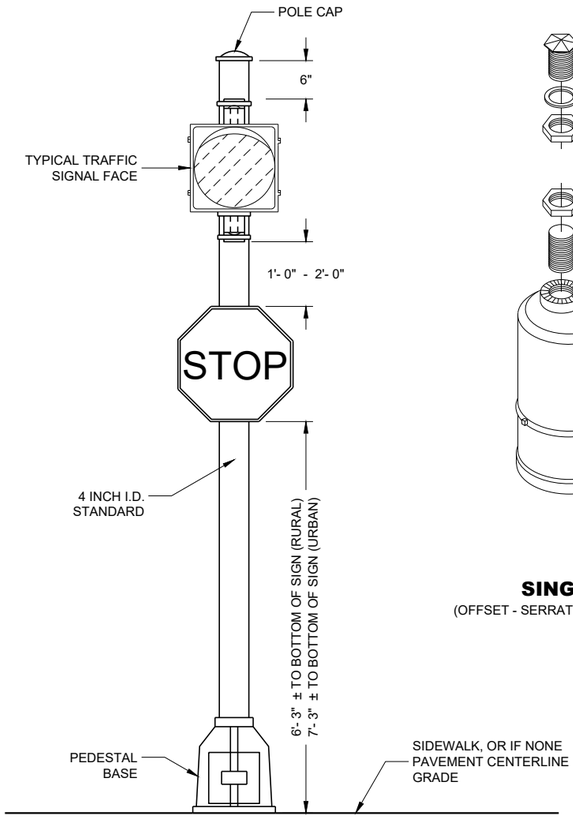
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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

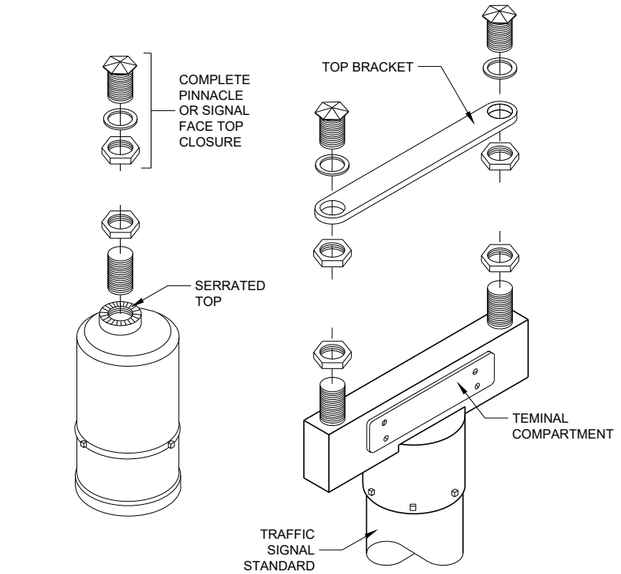
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE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




**PEDESTRIAN FACE STANDARD - 10 FT.**
(WALK - DON'T WALK)




**STANDARD FLASHER**
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED




**SINGLE**
(OFFSET - SERRATED MOUNTING)

**DOUBLE**
(SERRATED MOUNTING)

**SLIPFITTERS**

**TRAFFIC SIGNAL STANDARD**
**PEDESTRIAN AND FLASHER**
**TYPICAL MOUNTING DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

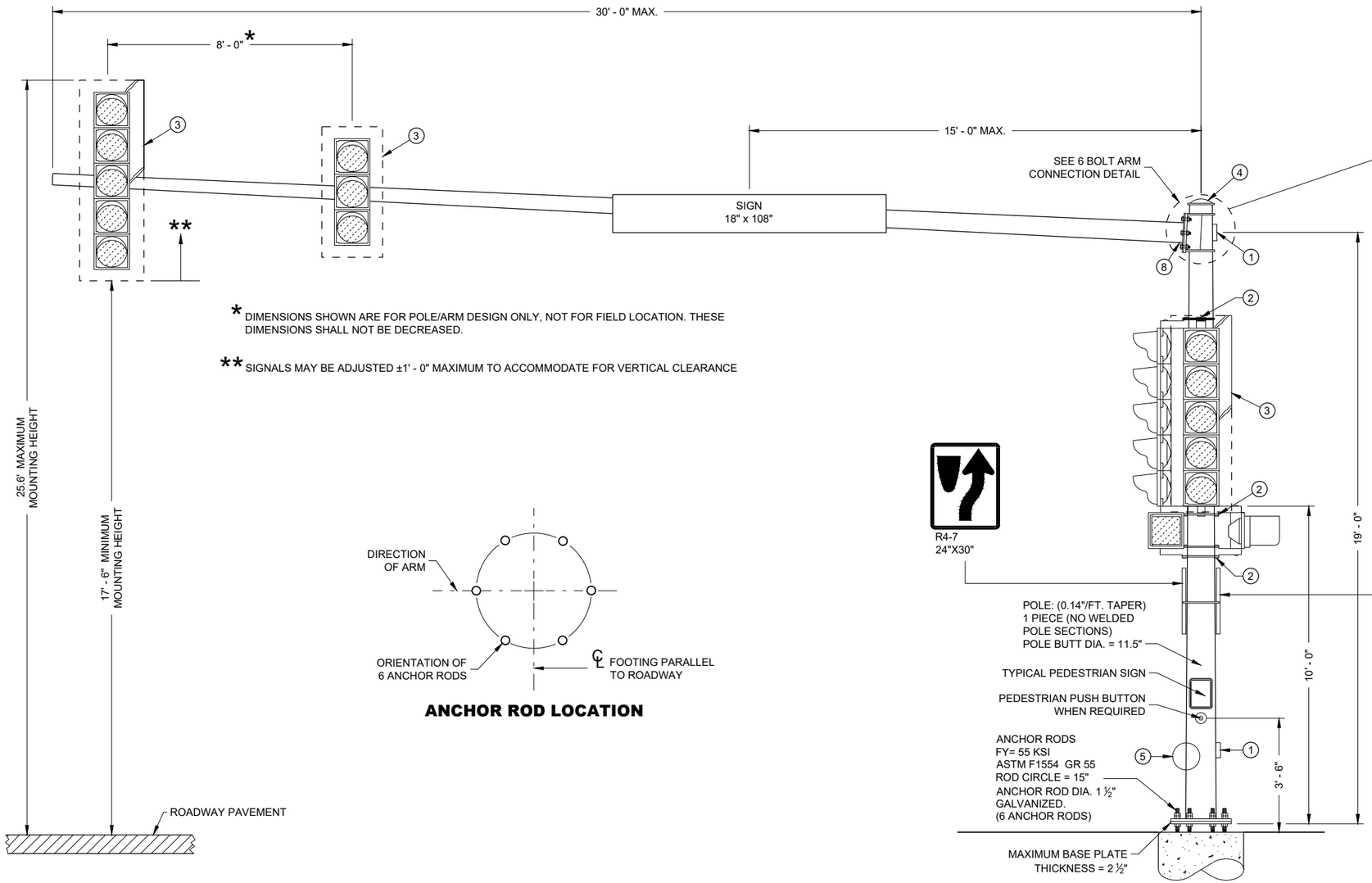
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SDD 09E07 - 06

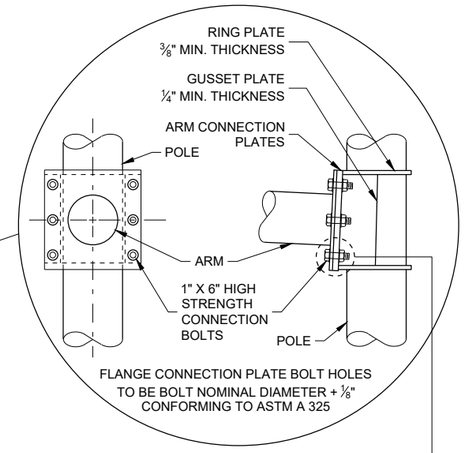



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

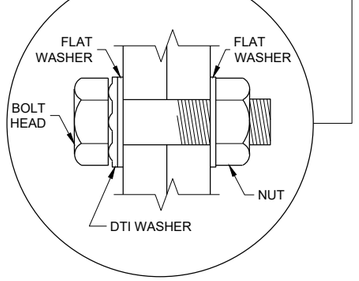
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE




**ANCHOR ROD LOCATION**




**6 BOLT ARM CONNECTION DETAIL**




**RECOMMENDED BOLT ASSEMBLY DETAIL**

**TYPE 9 POLE**
**15' - 30' MONOTUBE ARM**
(MAXIMUM LOAD)

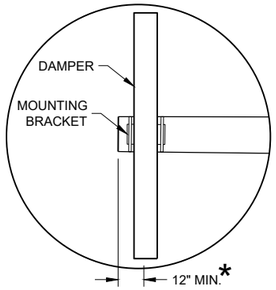
| |
|---|
| **TYPE 9 POLE**<br>**15' - 30' MONOTUBE ARM** |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION |
| APPROVED<br>August 2020 — DATE<br>/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGI 708<br>FHWA |

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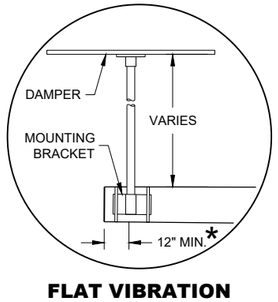
SDD 09E08 - 09a

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SDD 09E08 - 09a

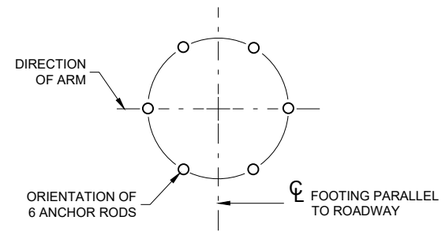



**DUMBBELL VIBRATION DAMPER**

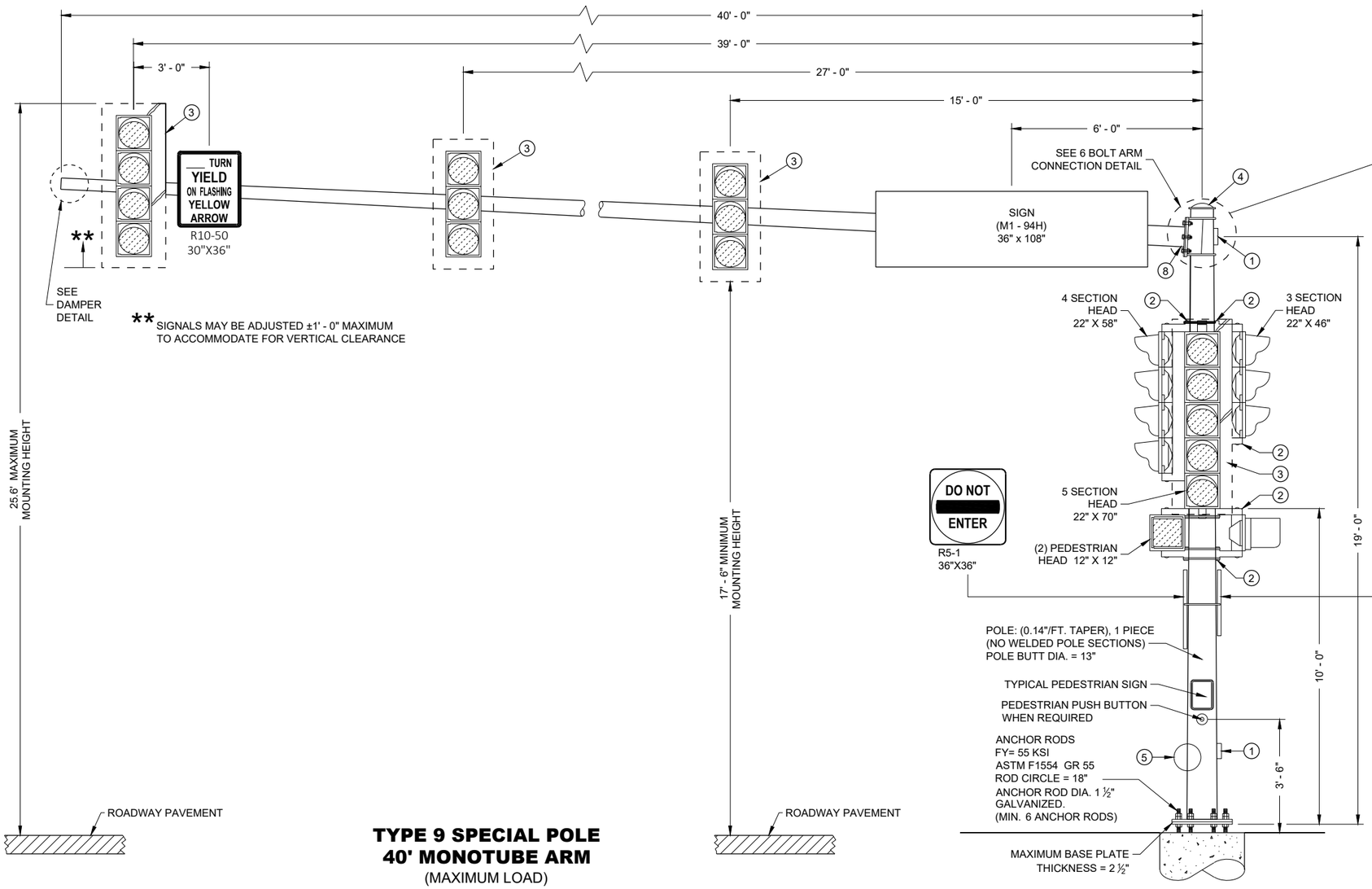



**FLAT VIBRATION DAMPER**

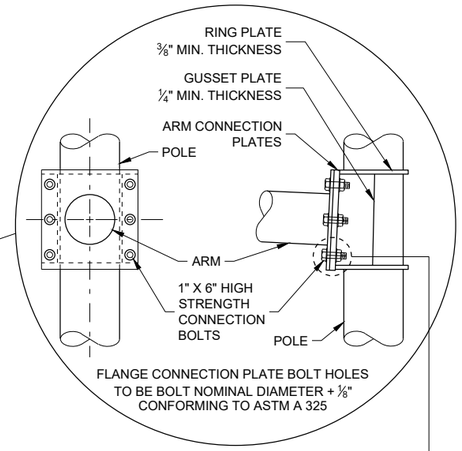
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



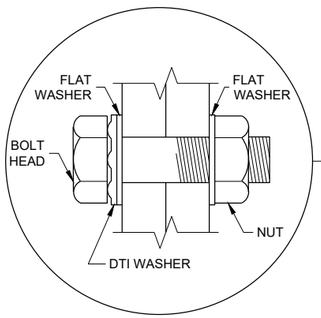

**ANCHOR ROD LOCATION**




**TYPE 9 SPECIAL POLE 40' MONOTUBE ARM**
(MAXIMUM LOAD)




**6 BOLT ARM CONNECTION DETAIL**




**RECOMMENDED BOLT ASSEMBLY DETAIL**

**TYPE 9 SPECIAL POLE 40' MONOTUBE ARM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 709

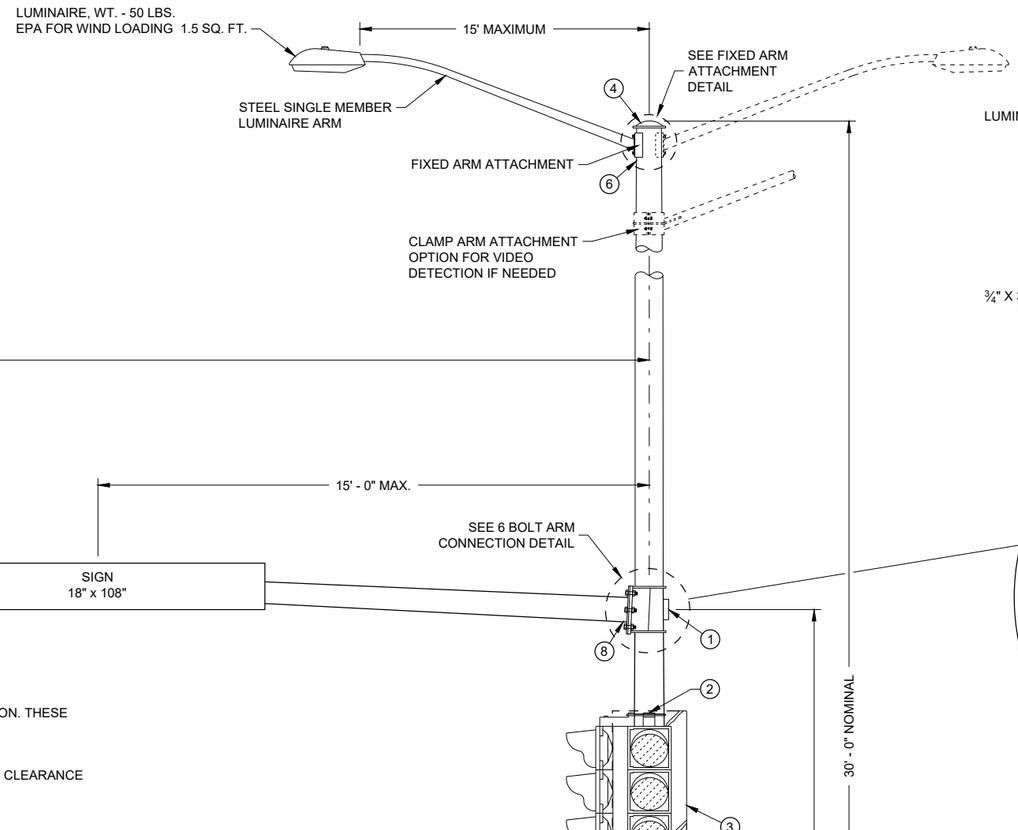
FHWA

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SDD 09E08 - 09c

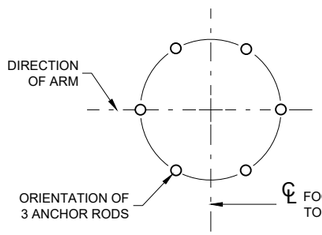
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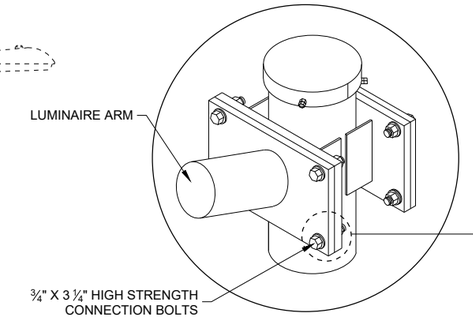



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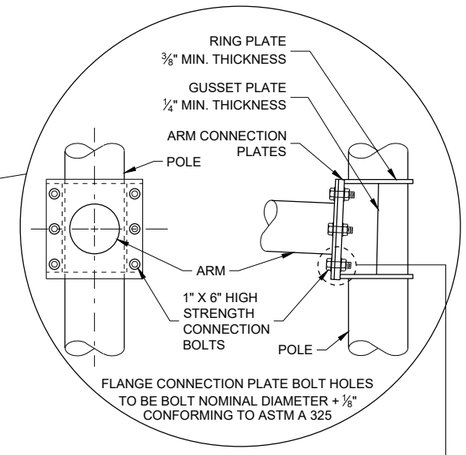
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



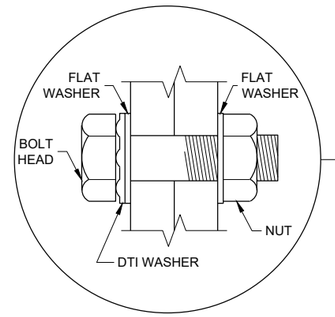

**ANCHOR ROD LOCATION**




**FIXED ARM ATTACHMENT DETAIL**




**6 BOLT ARM CONNECTION DETAIL**




**RECOMMENDED BOLT ASSEMBLY DETAIL**

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

**TYPE 10 POLE**
**15' - 30' MONOTUBE ARM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

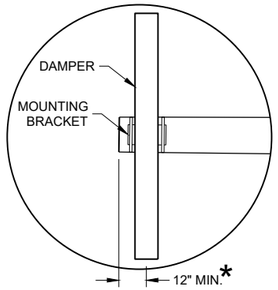
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 710

FHWA

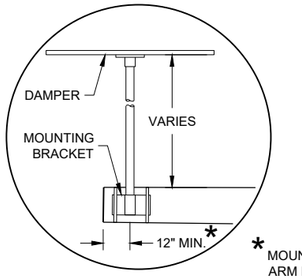


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SDD 09E08 - 09e

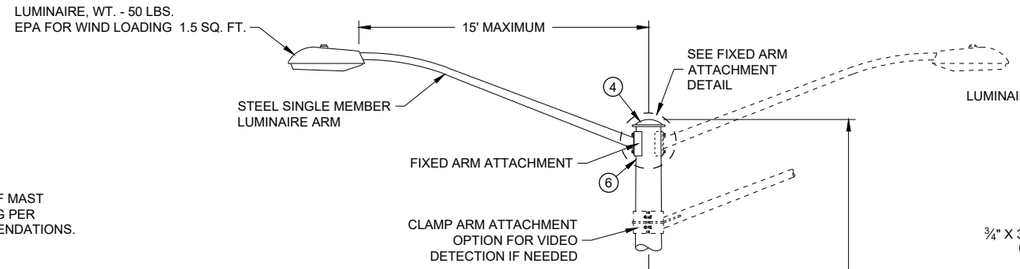


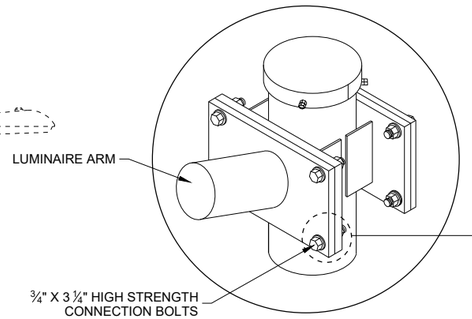

**DUMBBELL VIBRATION DAMPER**



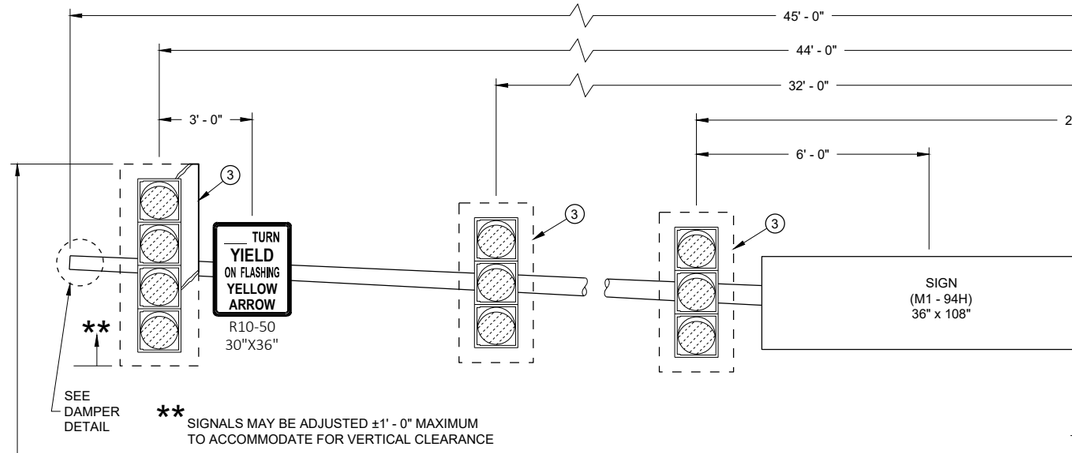

**FLAT VIBRATION DAMPER**

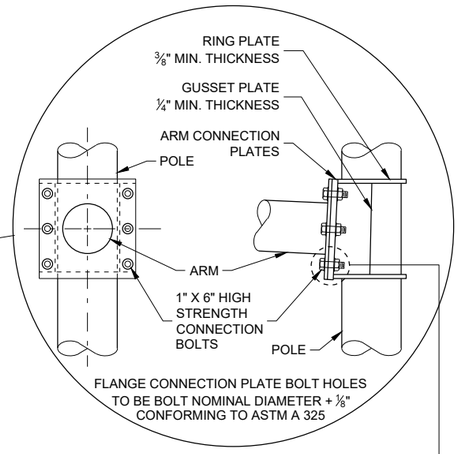
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



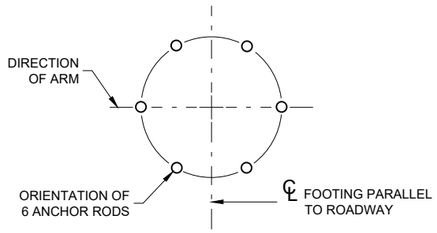




**FIXED ARM ATTACHMENT DETAIL**

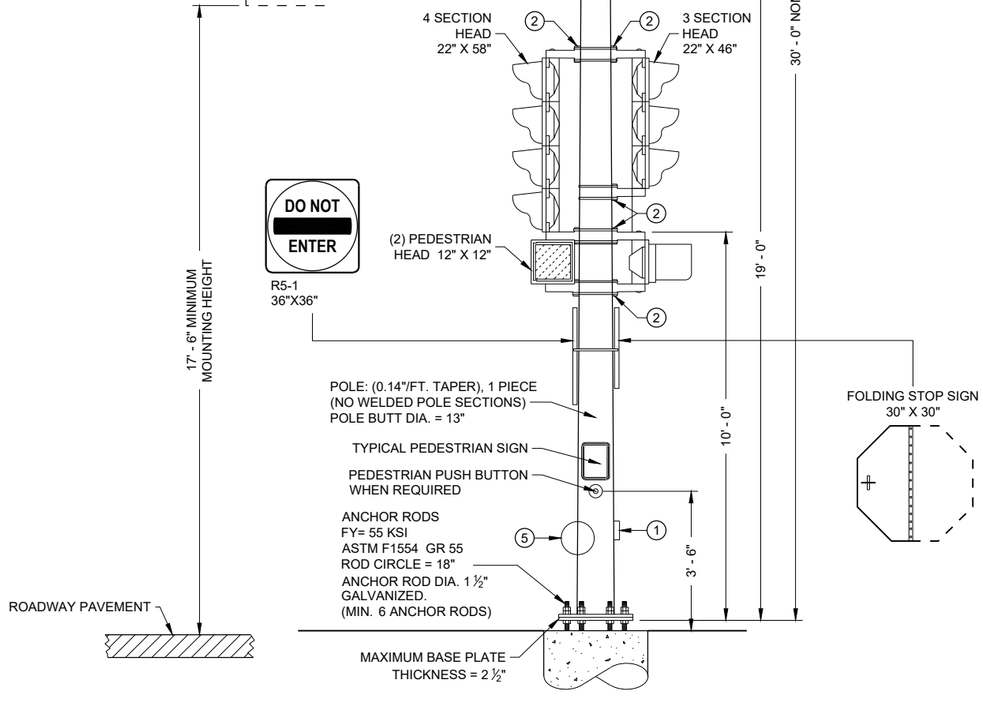


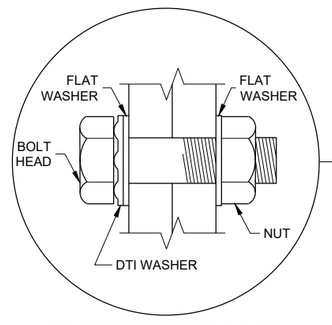

**6 BOLT ARM CONNECTION DETAIL**




**ANCHOR ROD LOCATION**




**TYPE 10 SPECIAL POLE**
**45' MONOTUBE ARM**
(MAXIMUM LOAD)




**RECOMMENDED BOLT ASSEMBLY DETAIL**

# TYPE 10 SPECIAL POLE 45' MONTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 711

FHWA

SDD 09E08 - 08h

SDD 09E08 - 08h

# GENERAL NOTES

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

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

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

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

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

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

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

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

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

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

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

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

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

115 MPH (700 YEAR MRI BASIC WIND SPEED).

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

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

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

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

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

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

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

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

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

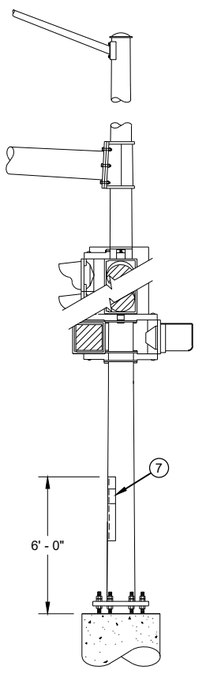
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

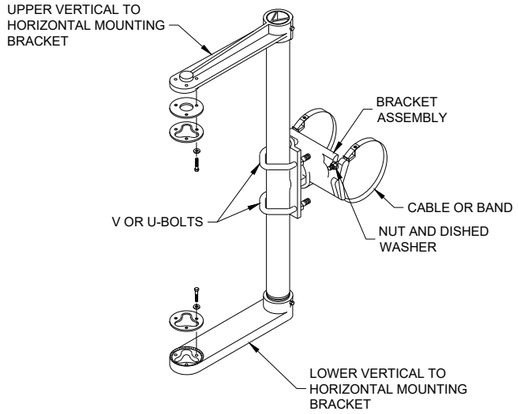
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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

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

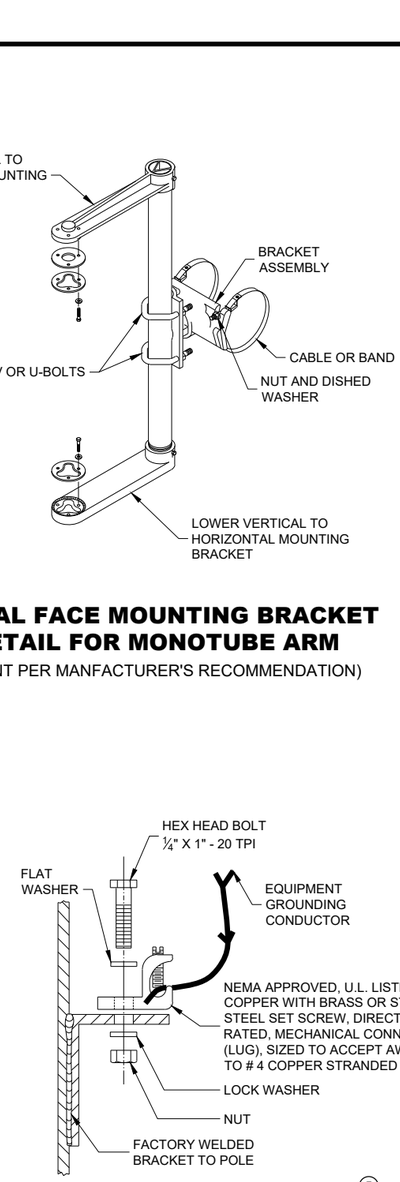



**STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT**



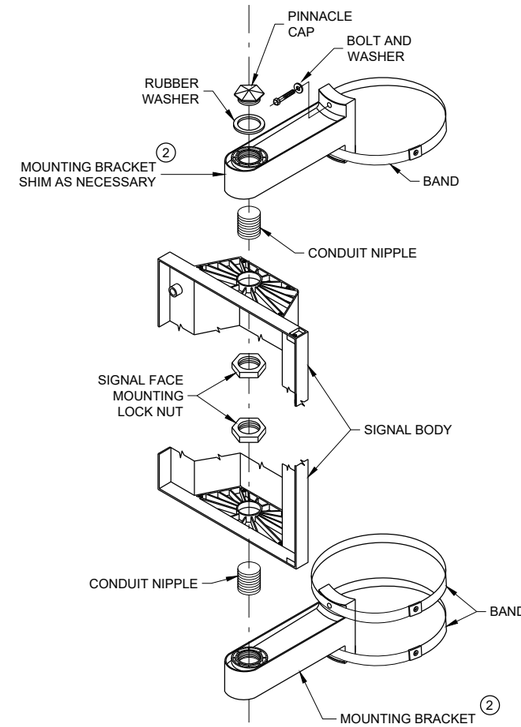

**SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM**

(MOUNT PER MANFACTURER'S RECOMMENDATION)

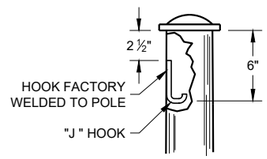



**TYPICAL GROUNDING (5) CONNECTIONS**

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL




**SIGNAL FACE VERTICAL MOUNTING DETAIL**




**TYPICAL "J" HOOK (6) WIRE SUPPORT**

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

712

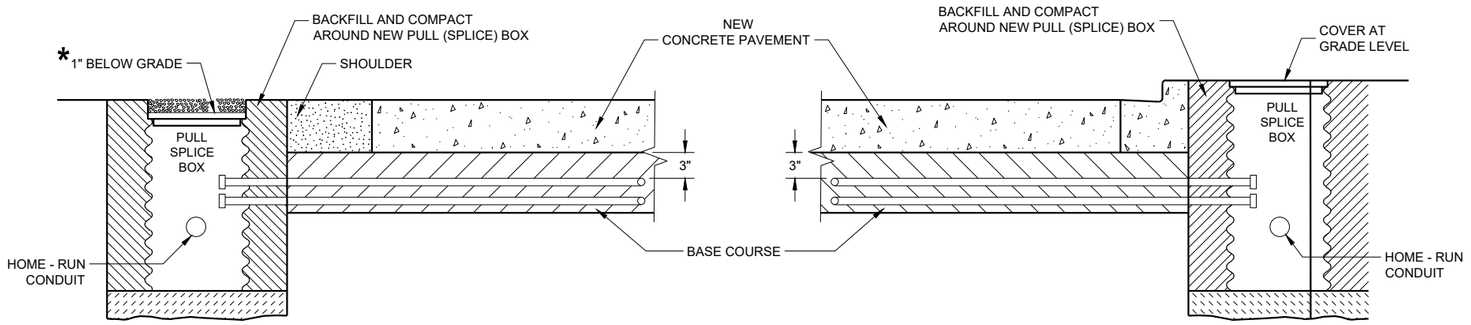
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SDD 09E08 - 09k

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SDD 09E08 - 09k




**SECTION A - A**
**NO CURB AND GUTTER**

**SECTION B - B**
**CURB AND GUTTER**

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

## LOOP DETECTOR INSTALLATION DETAIL

## GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

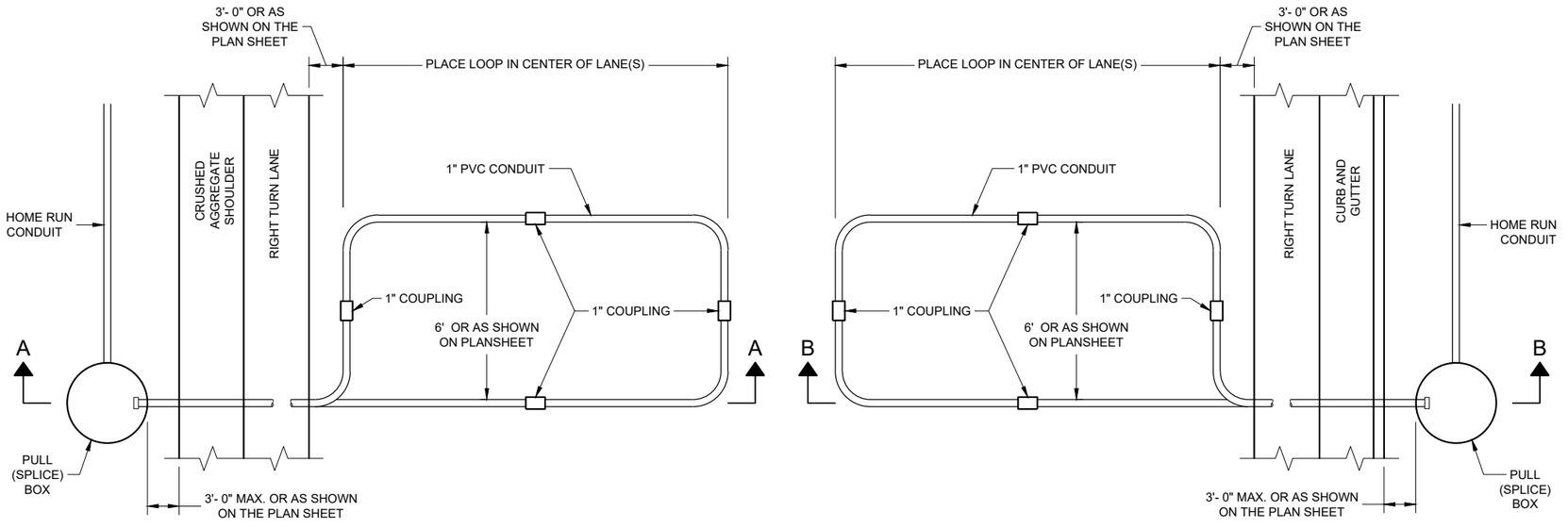
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

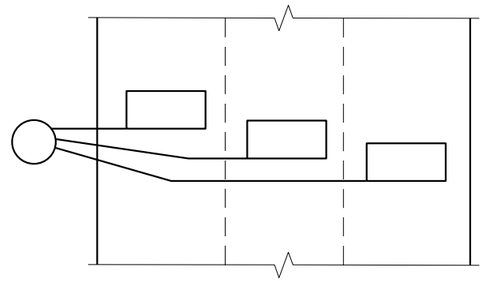
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.




## TYPICAL PLAN LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



## MULTI-LANE INSTALLATION

## LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
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APPROVED
September 2014
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/S/ Ahmet Demirbilek
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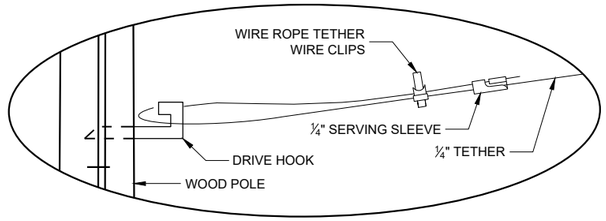


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SDD 09F15 - 04b

SDD 09F15 - 04b

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

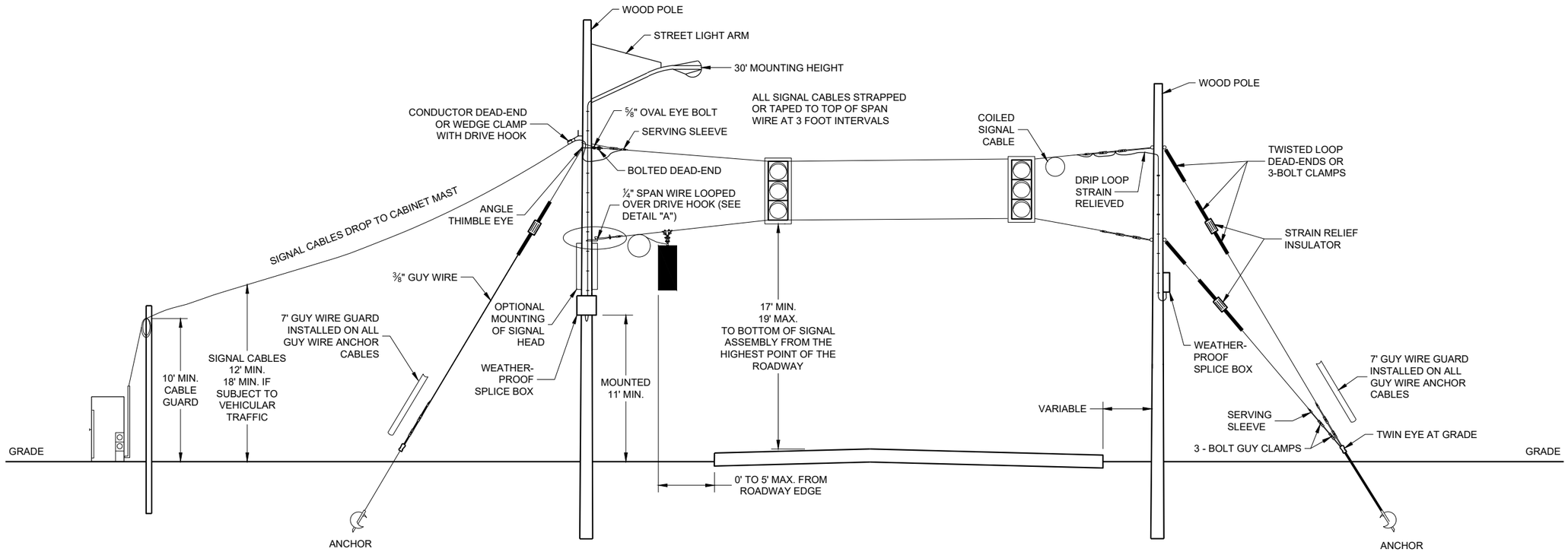



**DETAIL "A"**

## GENERAL NOTES

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

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




**SPAN WIRE**
**TEMPORARY SIGNALS**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 714

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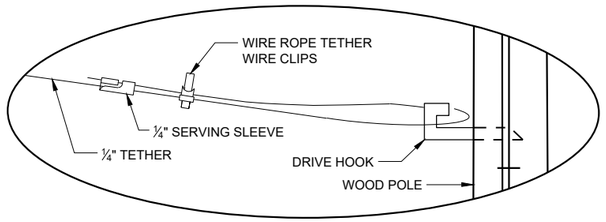
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SDD09G01 - 04a

6

SDD09G01 - 04a

| MINIMUM POLE LENGTHS | CLASS | POLE BURIAL DEPTHS |
|---|---|---|
| 25' | V | 5' |
| 30' | V | 6' |
| 35' | IV | 7' |
| 40' | IV | 8' |
| 45' | IV | 9' |

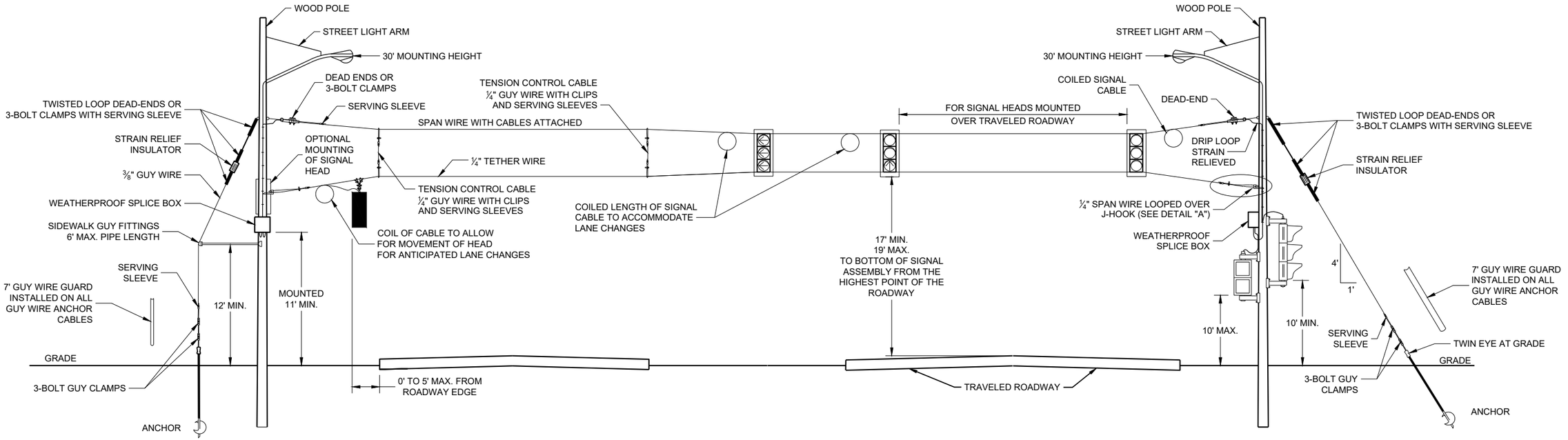



**DETAIL "A"**

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   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.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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**
**4 LANE ROADWAYS**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

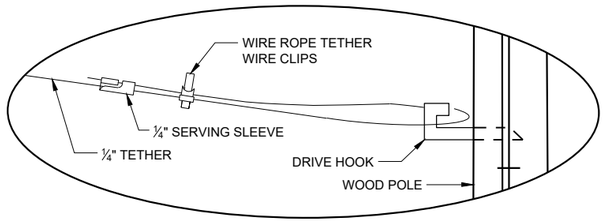
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 715
FHWA

6

SDD09G01 - 04b

| MINIMUM POLE LENGTHS | CLASS | POLE BURIAL DEPTHS |
|---|---|---|
| 25' | V | 5' |
| 30' | V | 6' |
| 35' | IV | 7' |
| 40' | IV | 8' |
| 45' | IV | 9' |

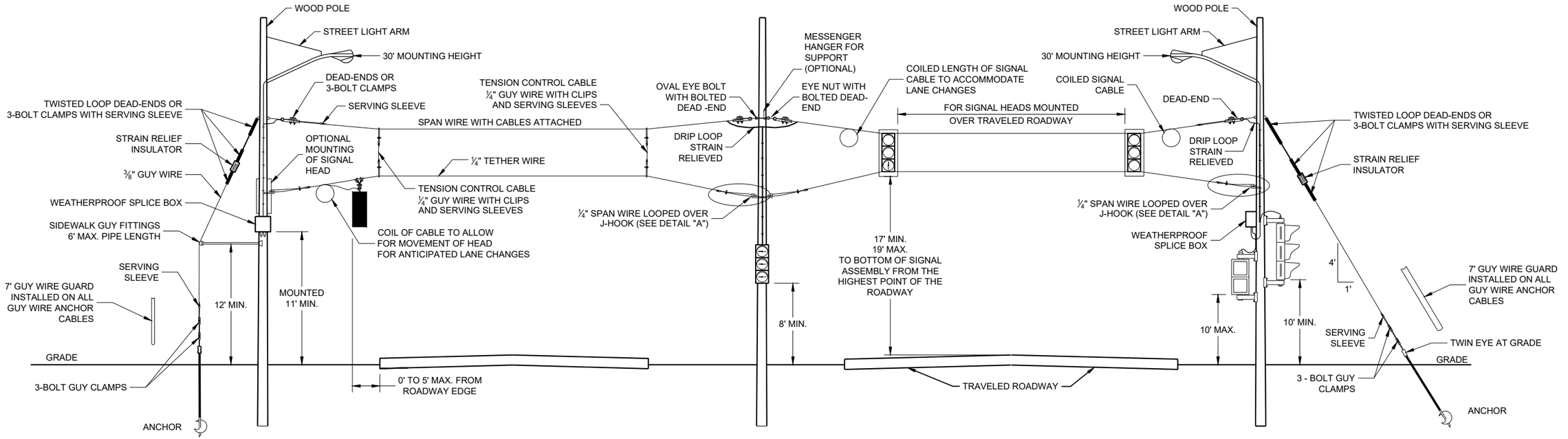



**DETAIL "A"**

## GENERAL NOTES

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   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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**SPAN WIRE**
**TEMPORARY SIGNALS**
**4 LANE ROADWAYS**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
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June 2015
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STATE ELECTRICAL ENGI 716

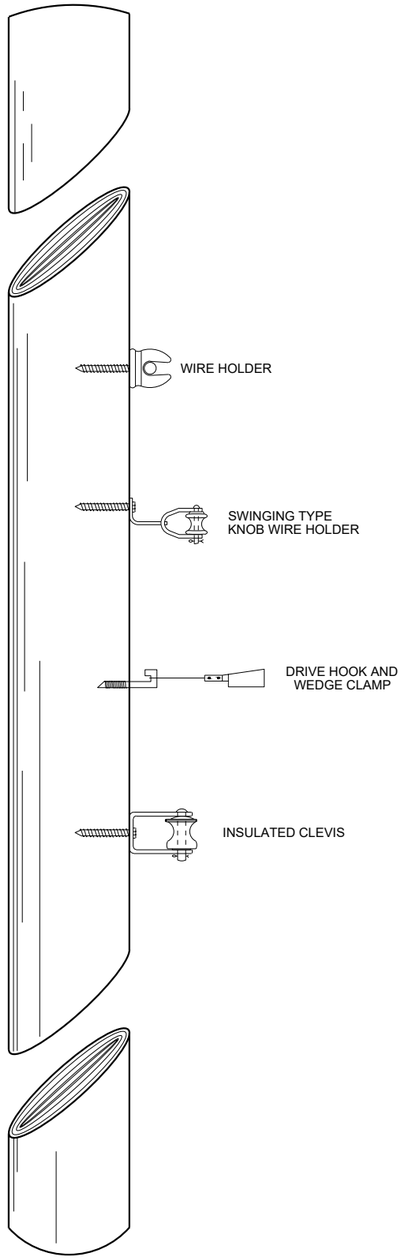
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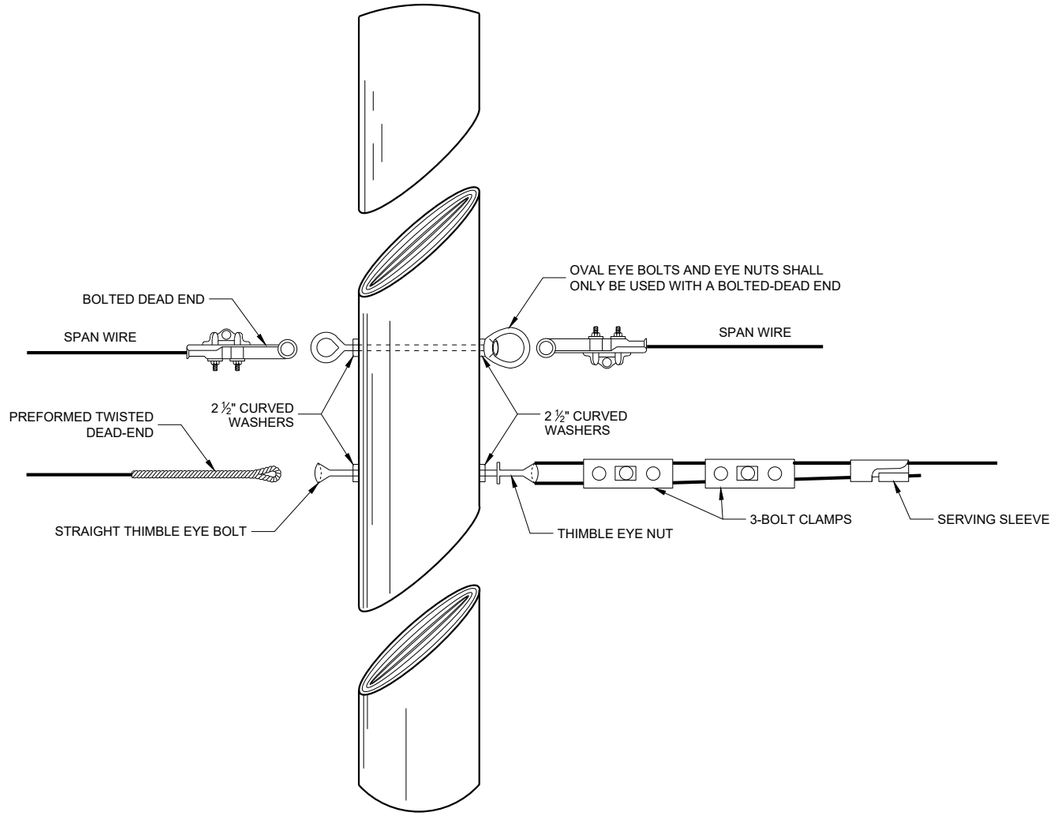
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SDD09G01 - 04c




6

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SDD 09G01 - 4d

SDD 09G01 - 4d

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

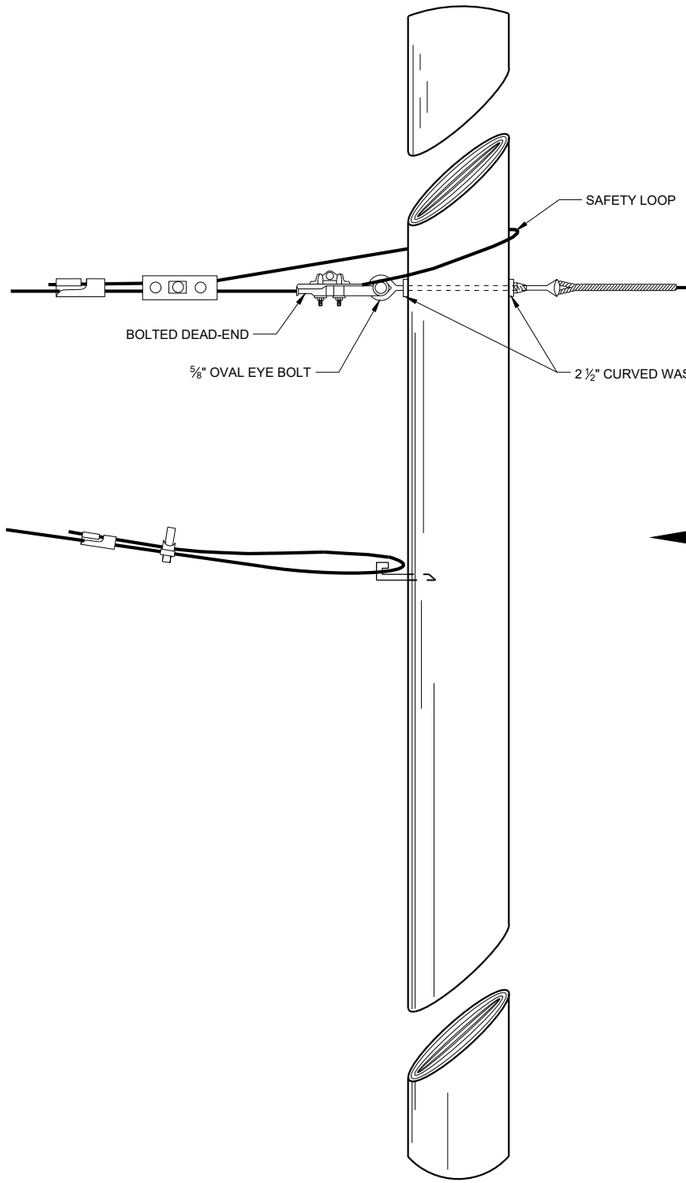
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

717

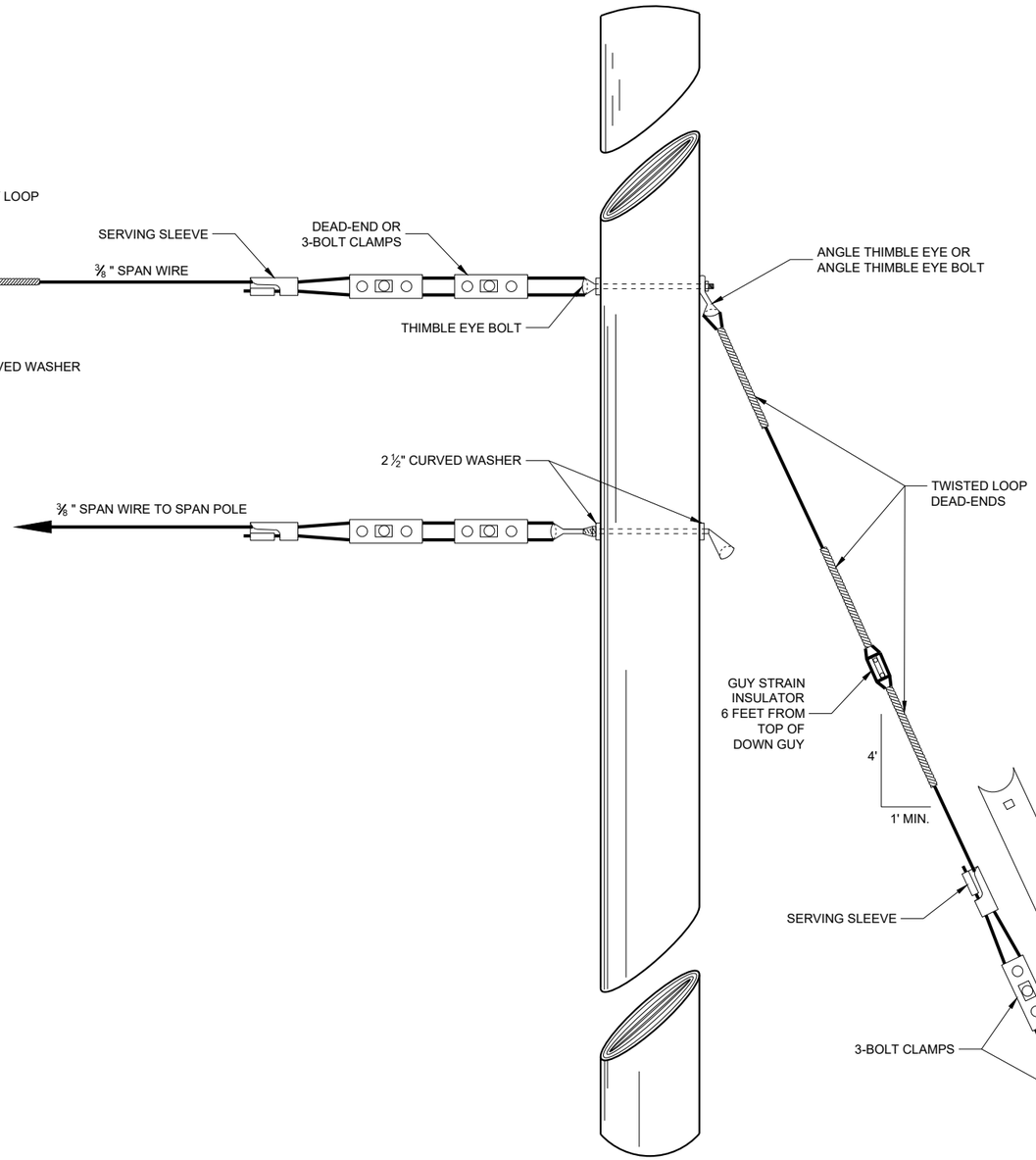
FHWA

## GENERAL NOTES

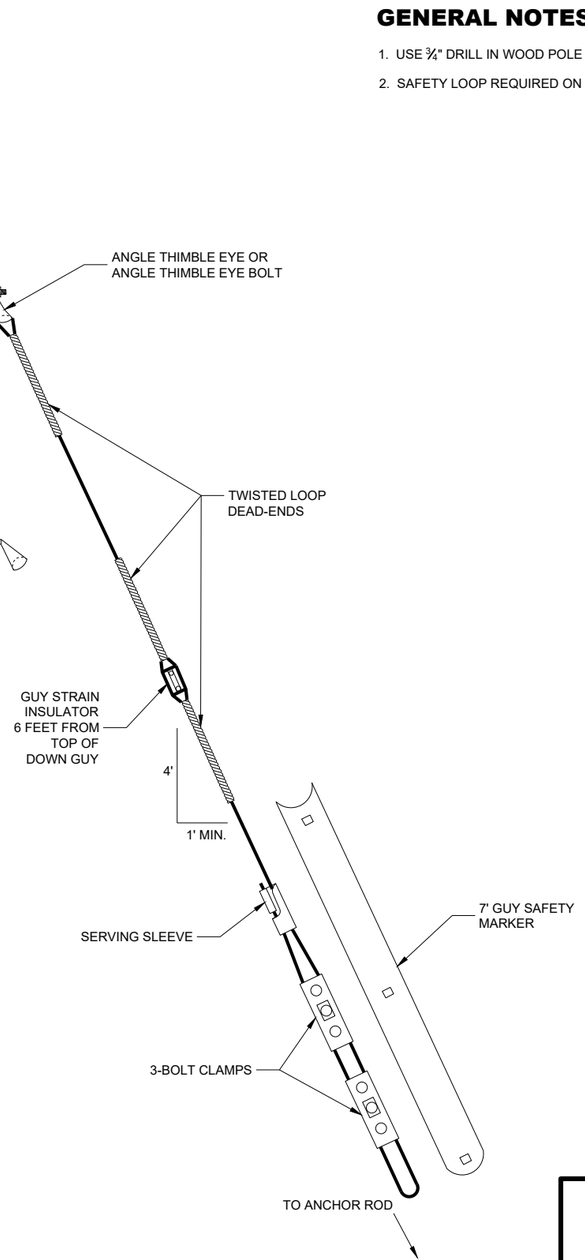
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.




SPAN WIRE POLE




GUY POLE




**TYPICAL DEAD-ENDINGS OR GUYING**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

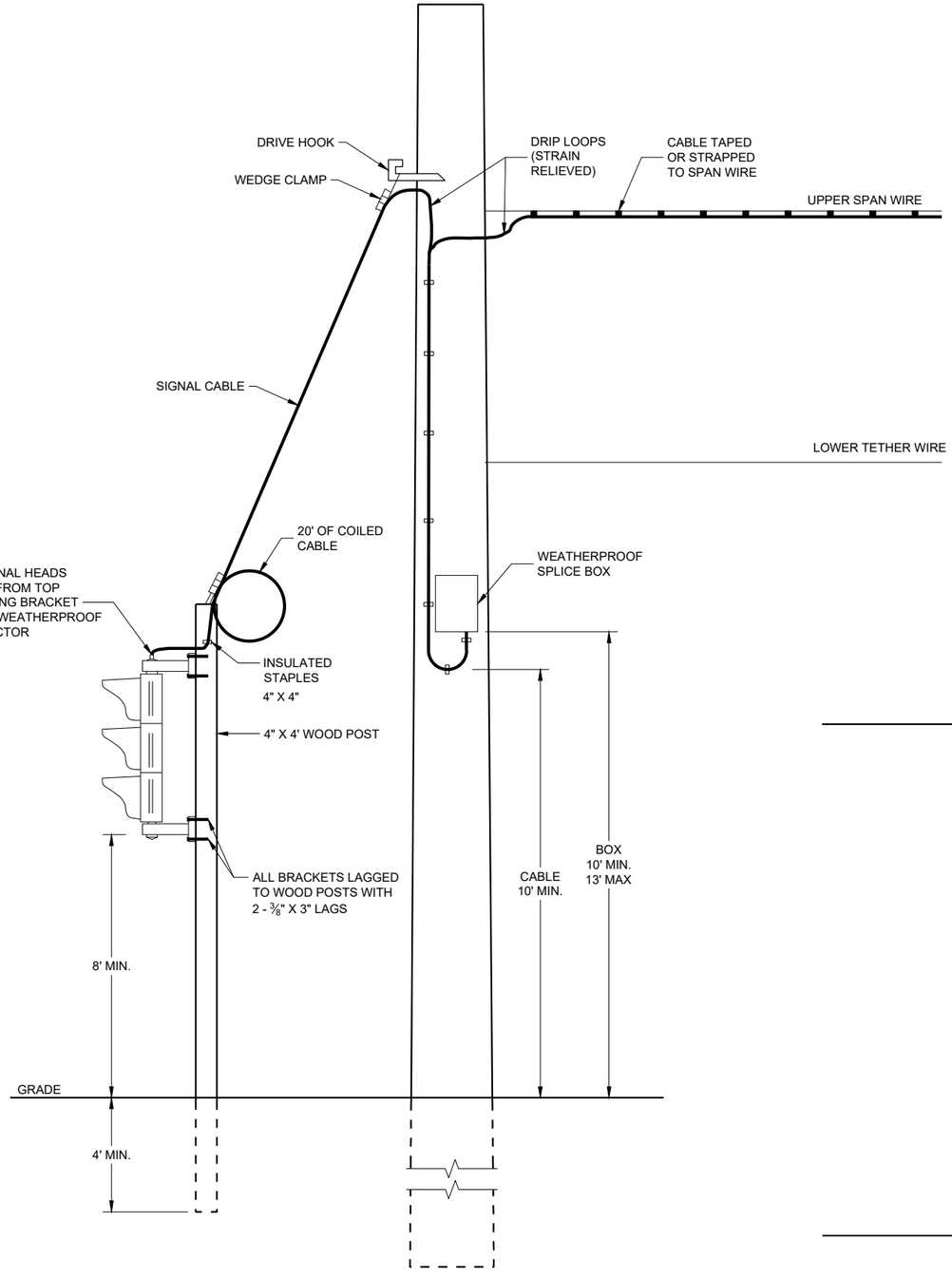
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER
FHWA

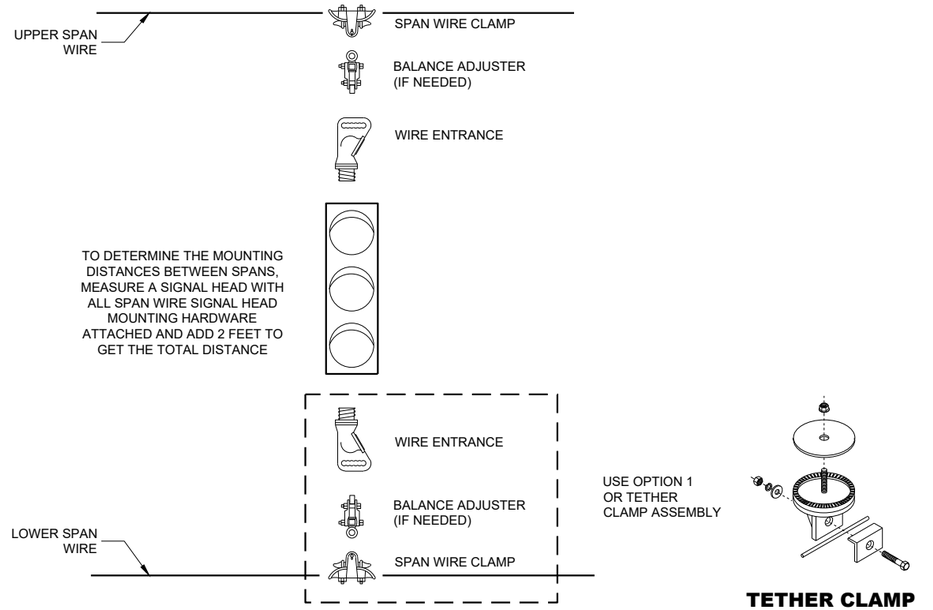



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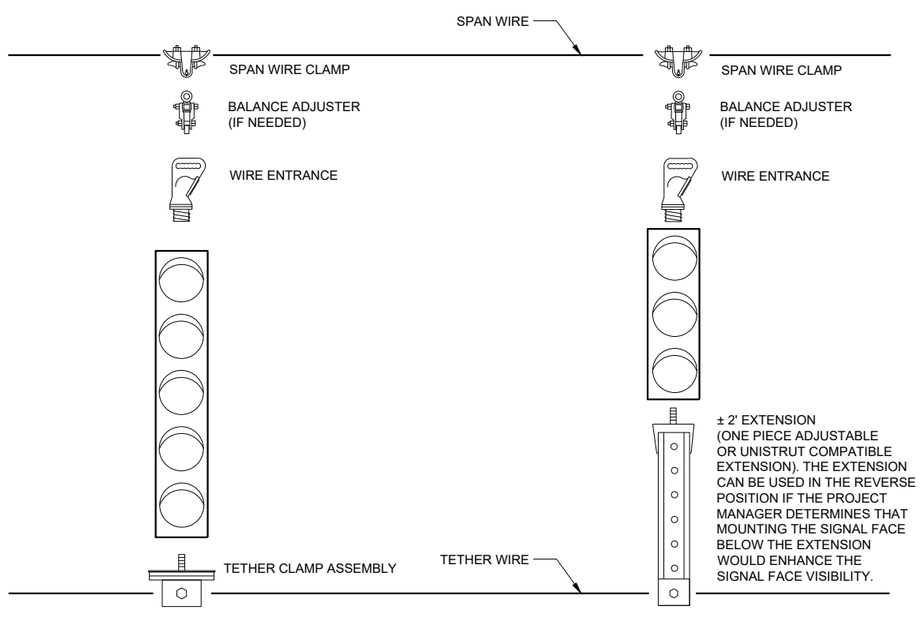

SDD 09G01 - 4e




**TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL**




**TYPICAL SPAN WIRE MOUNTING HARDWARE**




**5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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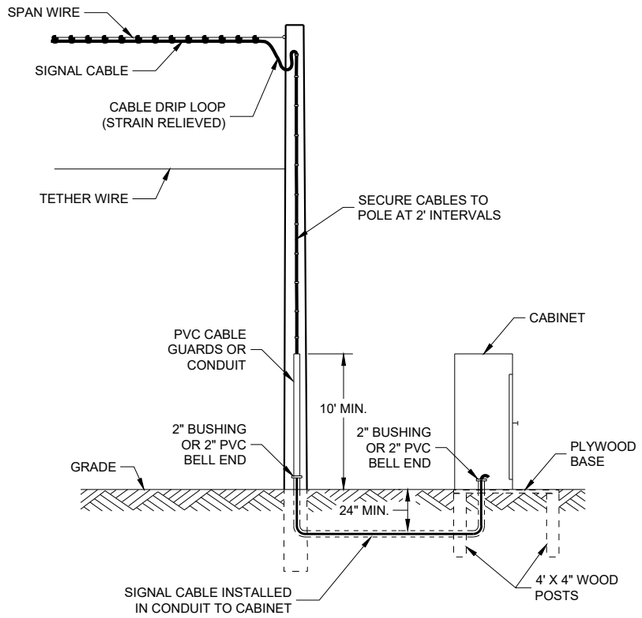
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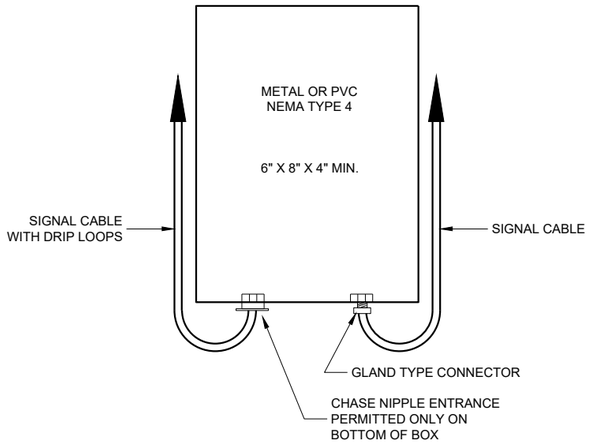




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SDD 09G01 - 4f

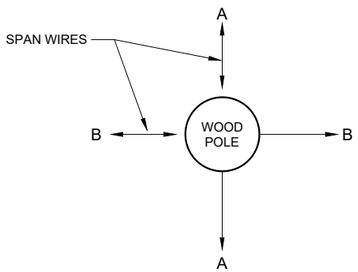



**SPLICE BOX**

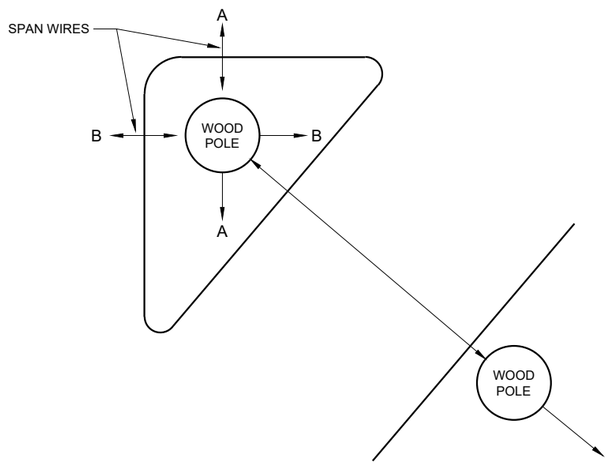



**TYPICAL SKID TYPE TEMPORARY**

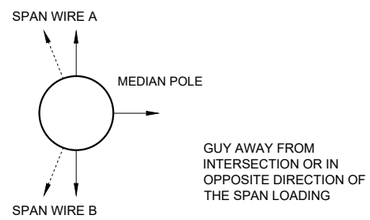



ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

**CORNER POLES**




**ISLAND POLES**




GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

**MEDIAN POLES**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

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ROADWAY STANDARDS DEVE ENGINEER

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720

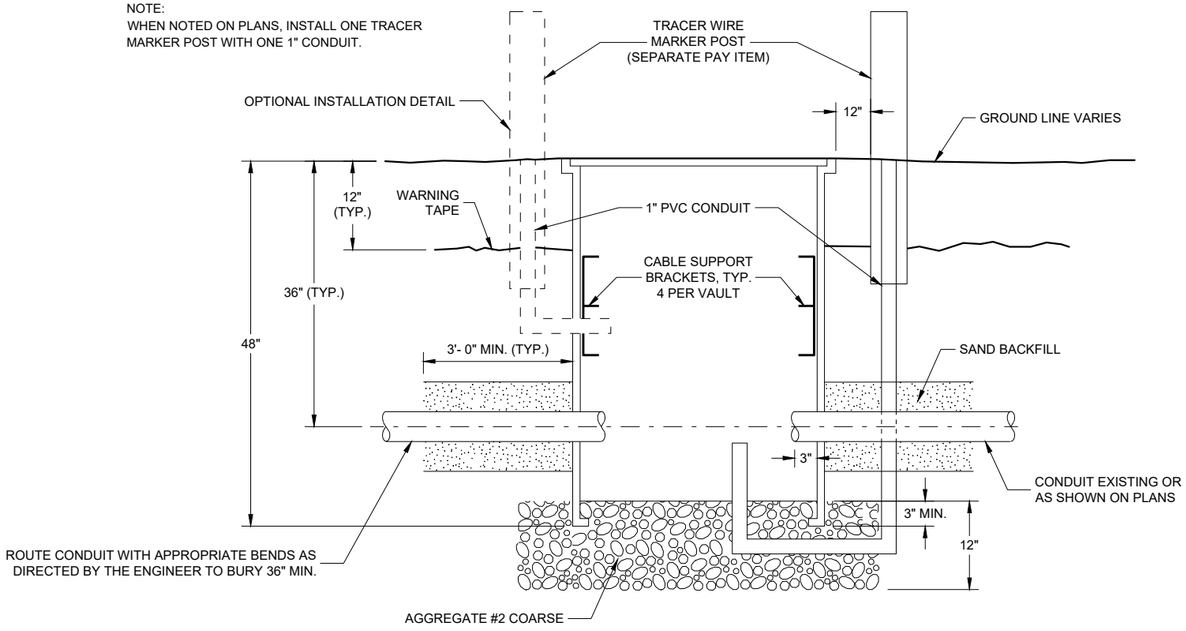
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SDD 09G01 - 4g

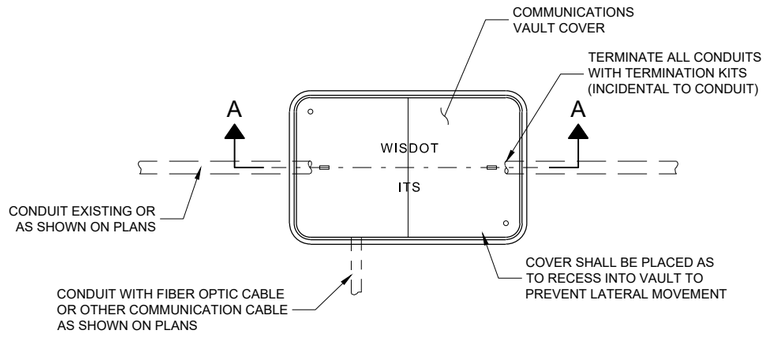
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SDD 09G01 - 4g

NOTE:
WHEN NOTED ON PLANS, INSTALL ONE TRACER MARKER POST WITH ONE 1" CONDUIT.




**SECTION A - A**




**PLAN VIEW**

## COMMUNICATIONS VAULT TYPE 1

## GENERAL NOTES

PROVIDE VAULT WITH OPEN BASE.

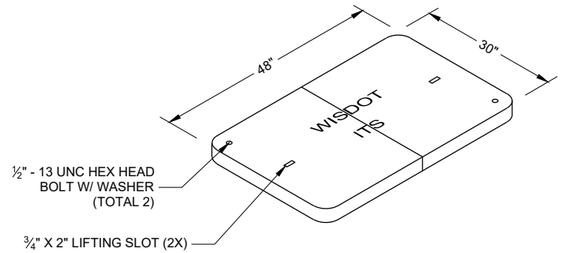
COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

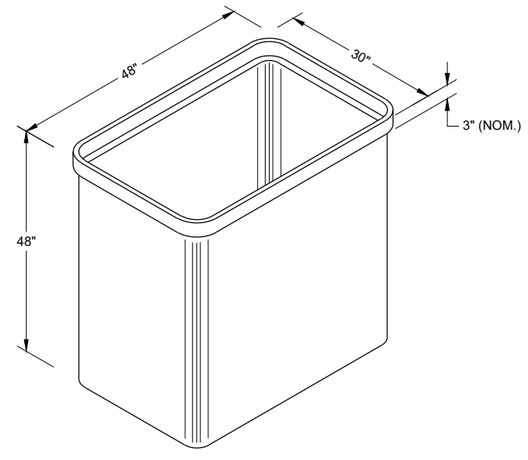
ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

FIBER TRACER MARKER POSTS SHALL BE CONSTRUCTED WITH HIGH-IMPACT PLASTIC MATERIAL WHICH IS FADE RESISTANT AND UV STABLE. ALL HARDWARE SHALL BE STAINLESS STEEL AND CONTAIN A MINIMUM OF FIVE STANDARD TERMINALS.




**ISOMETRIC VIEW**

| COMMUNICATION VAULT TYPE 1 | |
|---|---|
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED May 2017 DATE | /S/ Ahmet Demirbilek STATE ELECTRICAL ENGI 721 |
| FHWA | |

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SDD 09H09 - 02

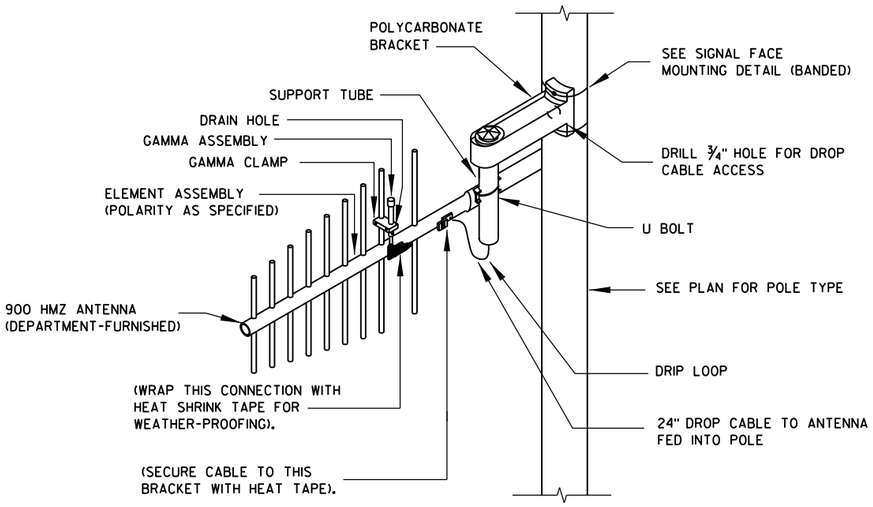
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SDD 09H09 - 02

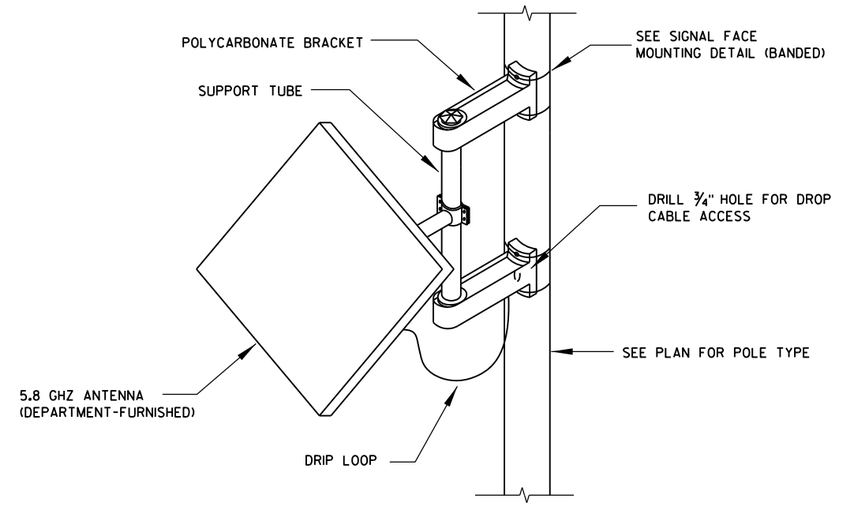
## GENERAL NOTES

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

ALL MOUNTING EQUIPMENT REQUIRED IS INCIDENTIAL TO BID ITEM "INSTALL WIRELESS ANTENNA".




### 900 MHZ ANTENNA




### 5.8 GHZ ANTENNA

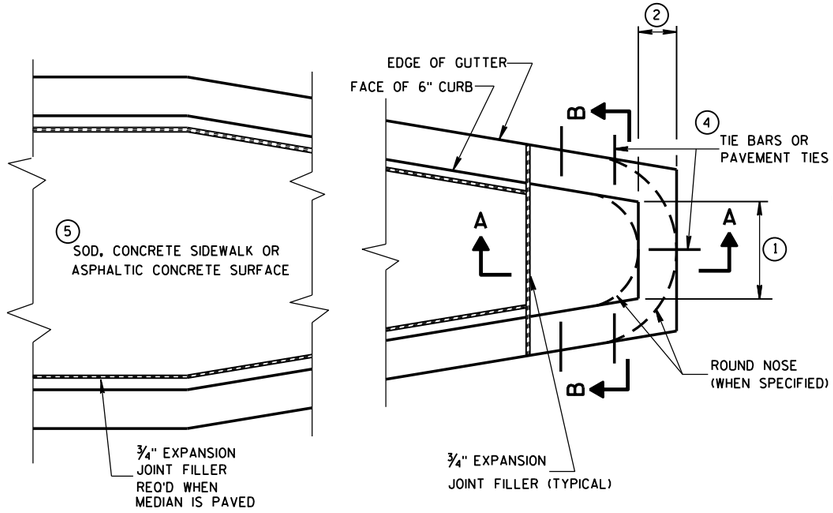
# INSTALL WIRELESS ANTENNA

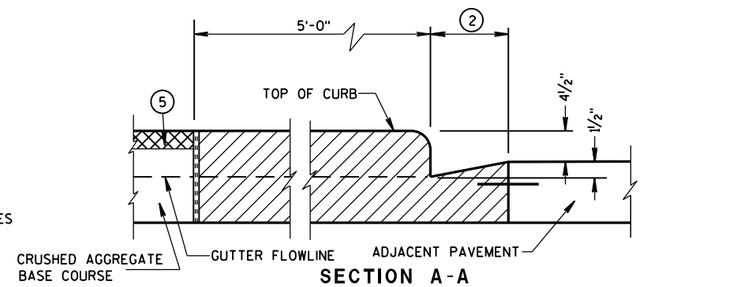
| | |
|---|---|
| INSTALL WIRELESS ANTENNA | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| May 2017 DATE | /S/ Ahmet Demirbilek STATE ELECTRICAL |
| FHWA | |

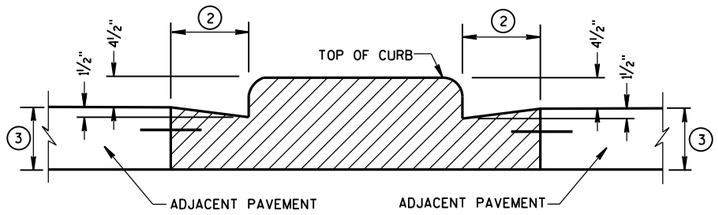



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S.D.D. 9 H 16-1




## 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.

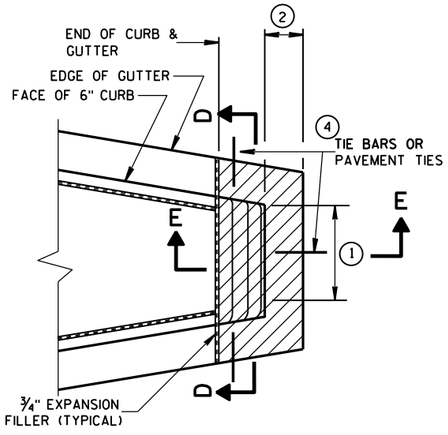
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

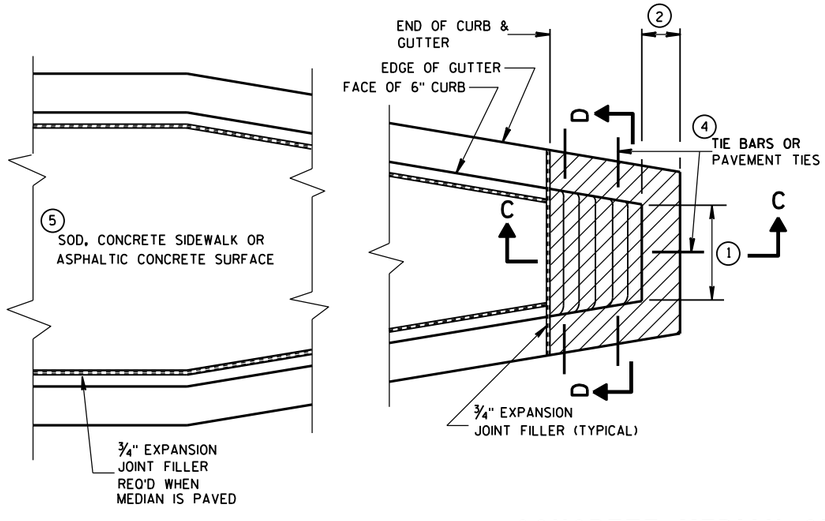
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

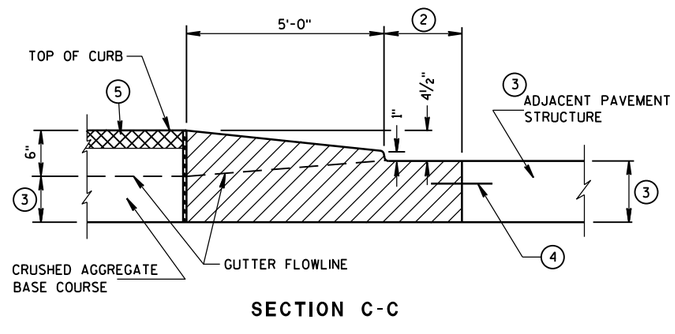
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

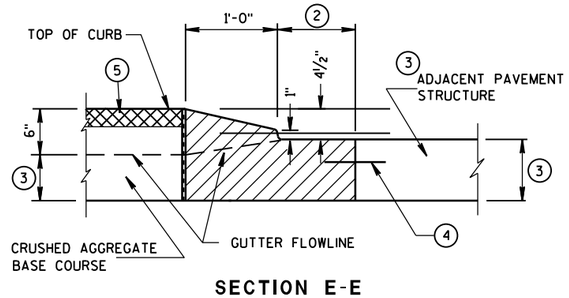
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

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



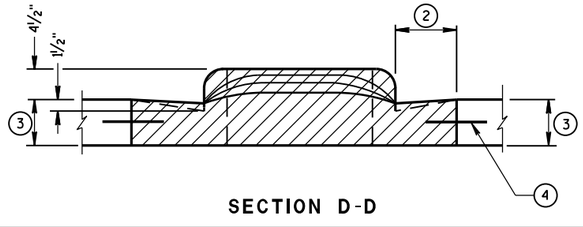




## CONCRETE MEDIAN SLOPED NOSE TYPE 2

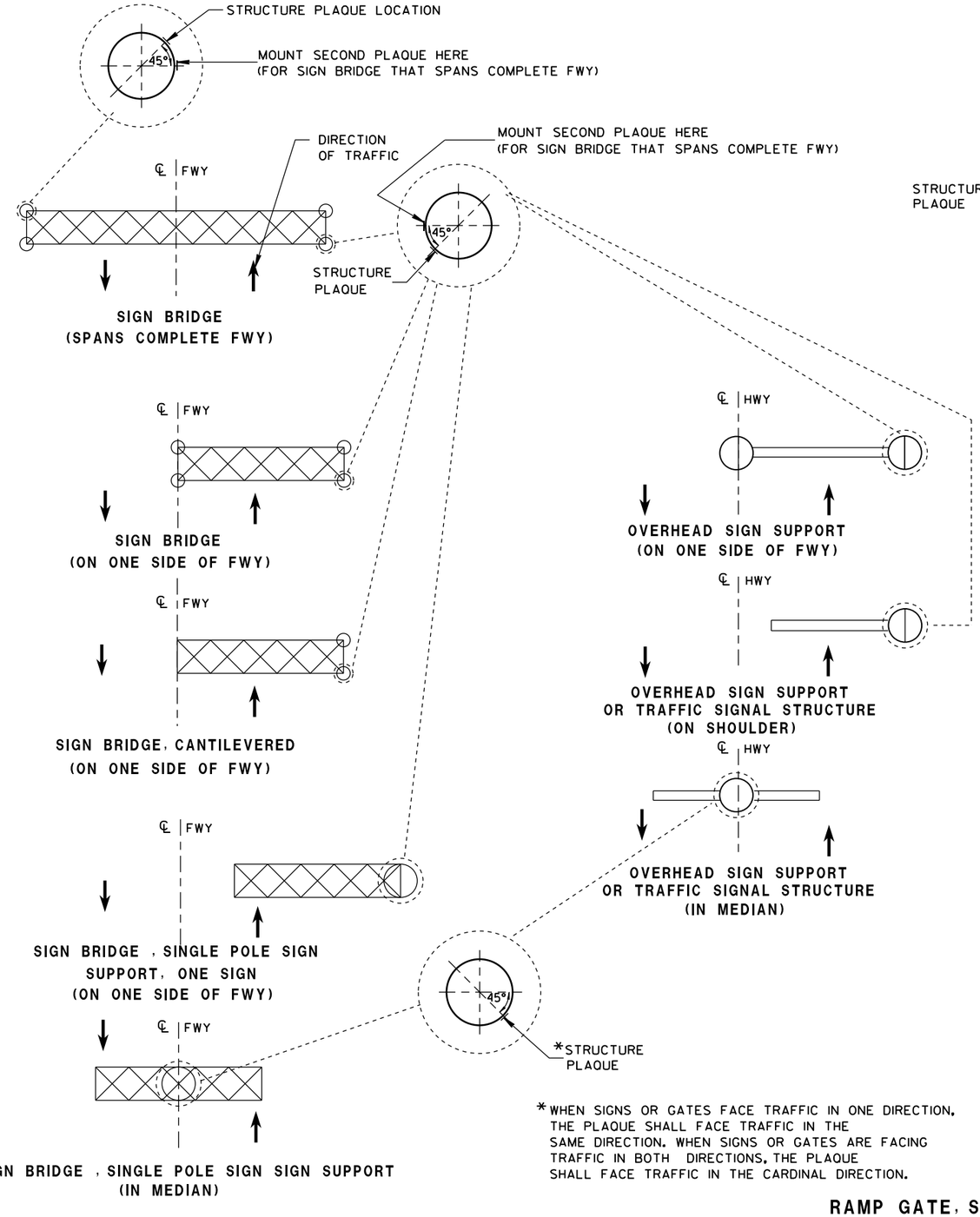
## CONCRETE MEDIAN SLOPED NOSE TYPE 1




CONCRETE MEDIAN NOSE

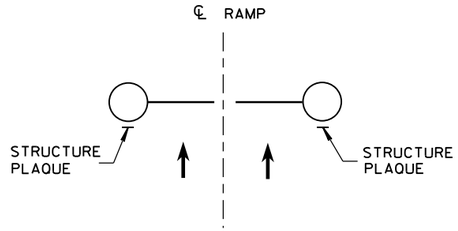
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

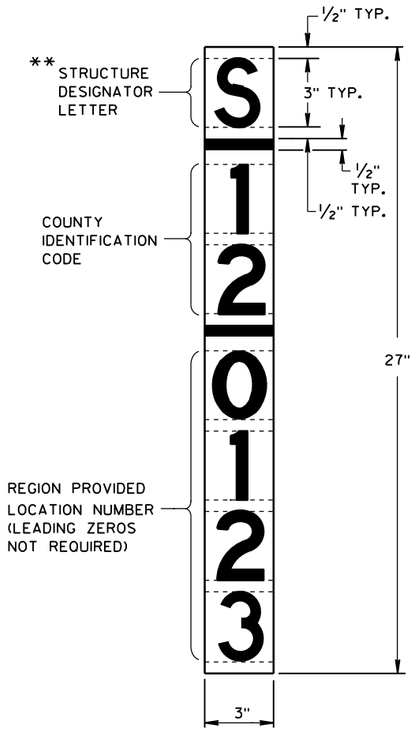



* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

**LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES**




**RAMP GATE
(ACROSS FWY ON-RAMP)**




** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

**RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED**

## GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

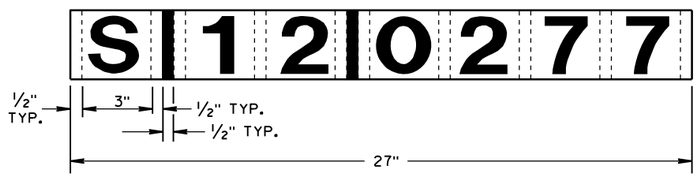
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.




**IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED**

**STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

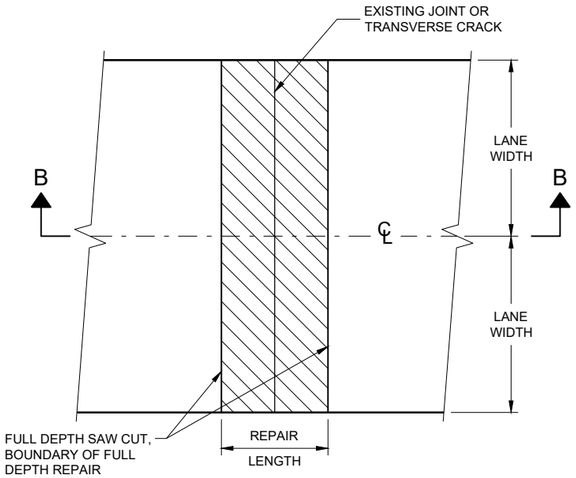


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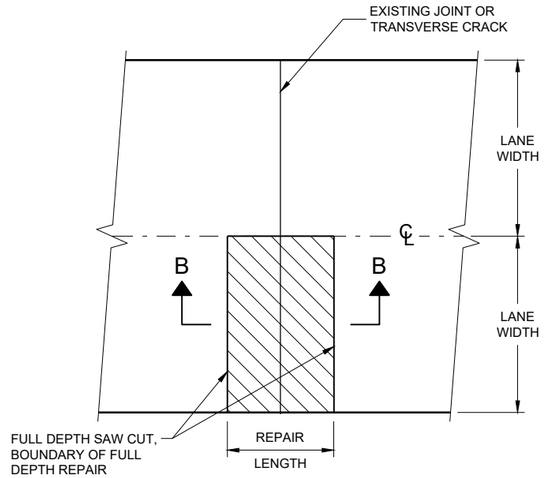
S.D.D. 12 A 4-3

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S.D.D. 12 A 4-3




**PLAN VIEW**
**(DOUBLE LANE REPAIR)**




**PLAN VIEW**
**(SINGLE LANE REPAIR)**

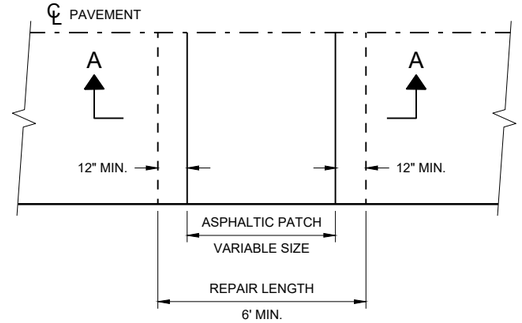
## GENERAL NOTES

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.

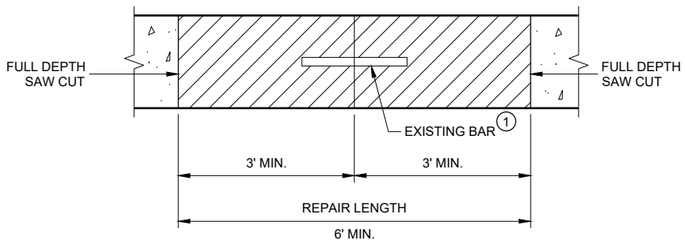
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.



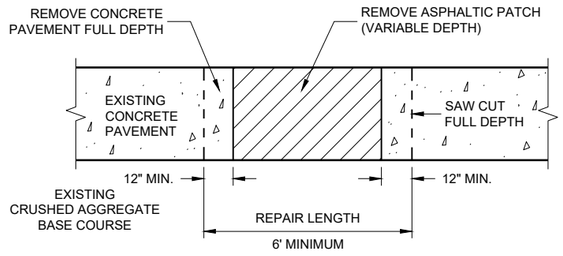

**PLAN VIEW**

## FULL DEPTH CONCRETE PAVEMENT REMOVAL




**SECTION B - B**

**CONCRETE REMOVAL**




**SECTION A - A**

**HMA PATCH REMOVAL**

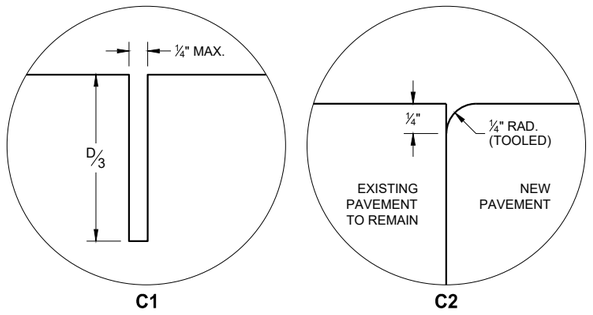
**CONCRETE PAVEMENT**
**REPAIR AND REPLACEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

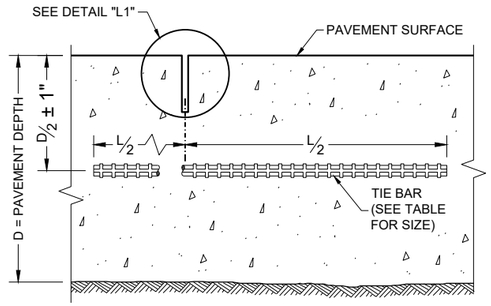



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SDD13C09 - 17a

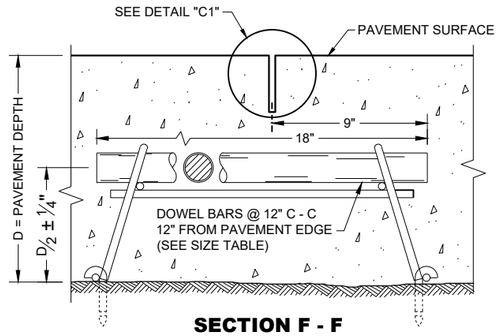



## TRANSVERSE JOINTS




SECTION C - C

## SAWED LONGITUDINAL JOINT




SECTION F - F

## DOWELED CONTRACTION JOINT

## GENERAL NOTES

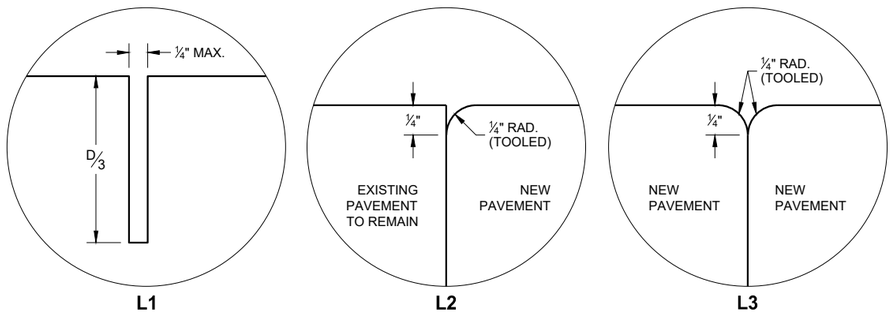
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

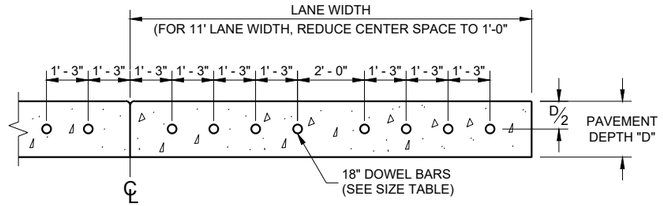
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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

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

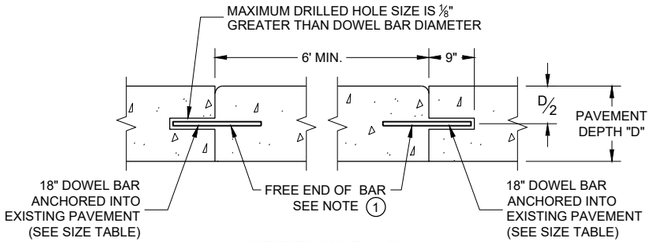



## LONGITUDINAL JOINTS




SECTION E - E

## DRILLED DOWEL BAR CONSTRUCTION JOINT




SECTION D - D

## TIE BAR TABLE

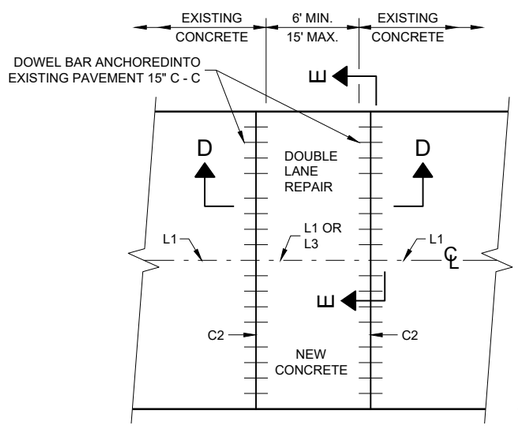
| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|---|---|---|---|
| < 10 ½" | NO. 4 | 30" | 36" |
| ≥ 10 ½" | NO. 5 | 36" | 36" |
| | NO. 4 * | 30" | 24" ** |

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

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

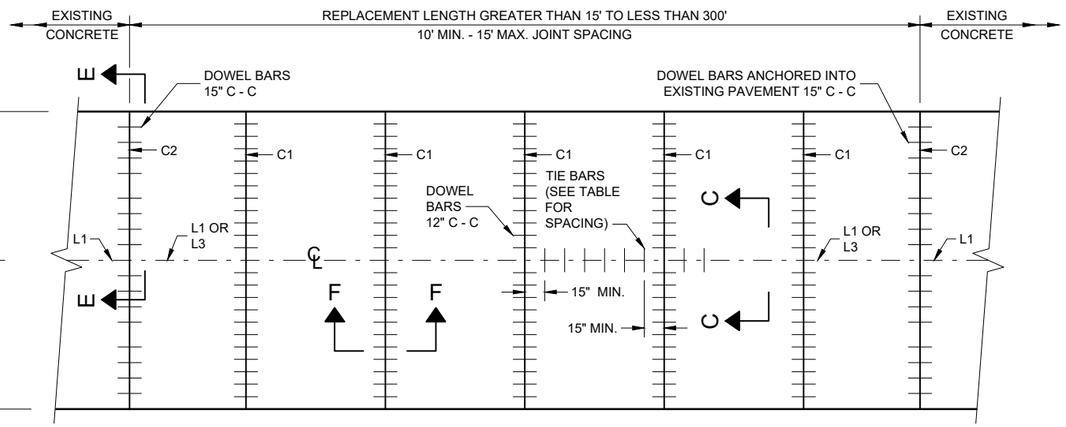
## PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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




PLAN VIEW

## MULTILANE CONCRETE PAVEMENT REPAIR




PLAN VIEW

## MULTILANE CONCRETE PAVEMENT REPLACEMENT

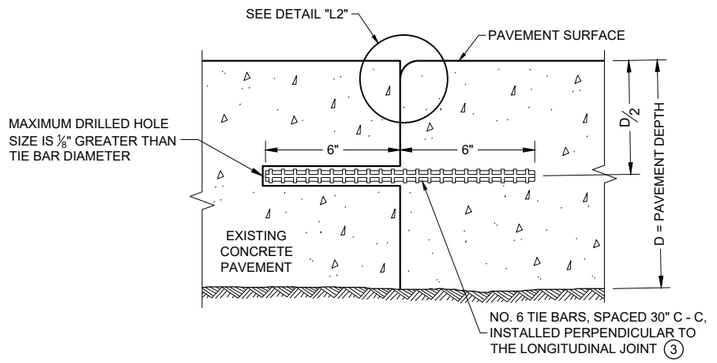
**CONCRETE PAVEMENT REPAIR AND REPLACEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6

SDD 13C09 - 17b
SDD 13C09 - 17b

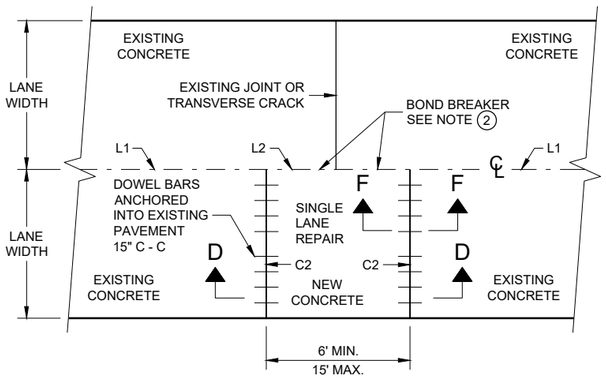



**SECTION G - G**

## TIE BARS ANCHORED INTO EXISTING PAVEMENT

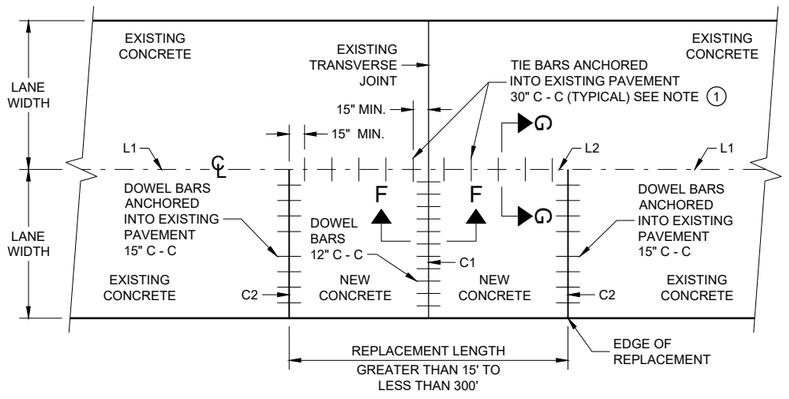
## GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.




**PLAN VIEW**

## SINGLE LANE CONCRETE PAVEMENT REPAIR




**PLAN VIEW**

## SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

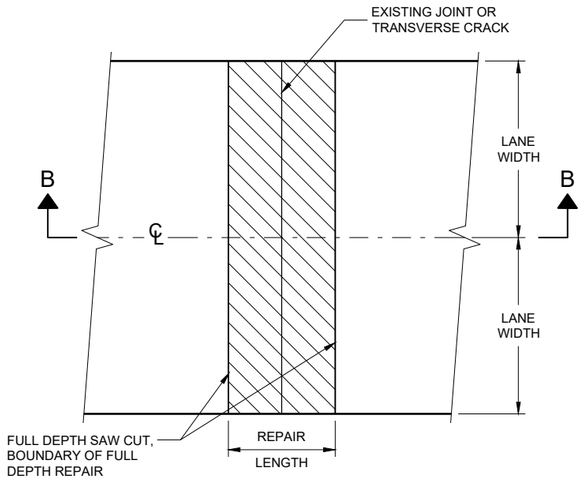
**CONCRETE REPAIR AND REPLACEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

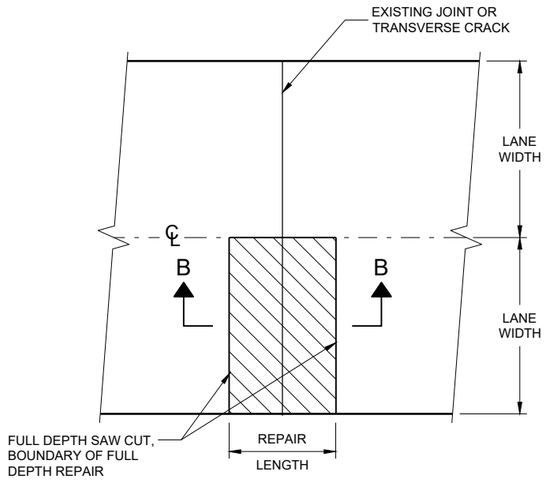
APPROVED
November 2022
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS 727
FHWA


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SDD 13C09 - 17c




**PLAN VIEW**
**DOUBLE LANE REPAIR**




**PLAN VIEW**
**SINGLE LANE REPAIR**

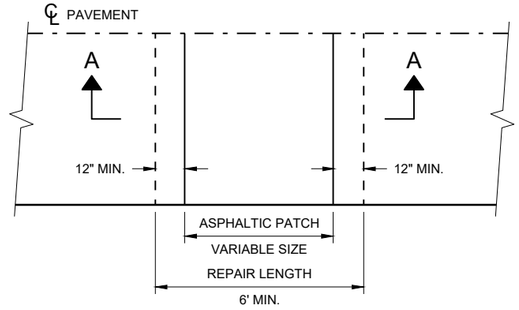
## GENERAL NOTES

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.

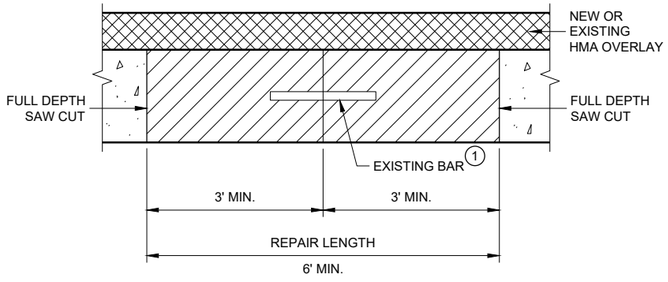
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.

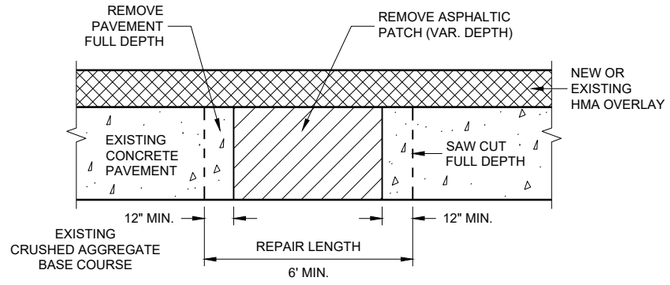



**PLAN VIEW**

## FULL DEPTH CONCRETE PAVEMENT REMOVAL




**SECTION B - B**
**CONCRETE REMOVAL**




**SECTION A - A**

**HMA PATCH REMOVAL**

6

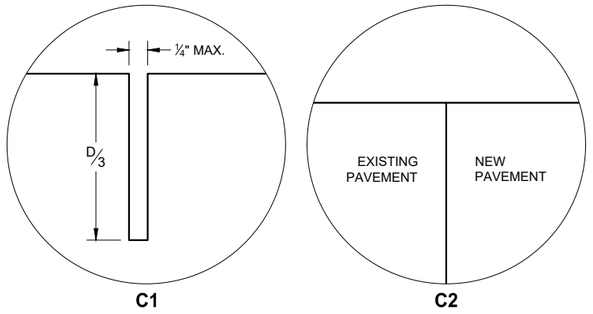
6

SDD 13C14 - 07a

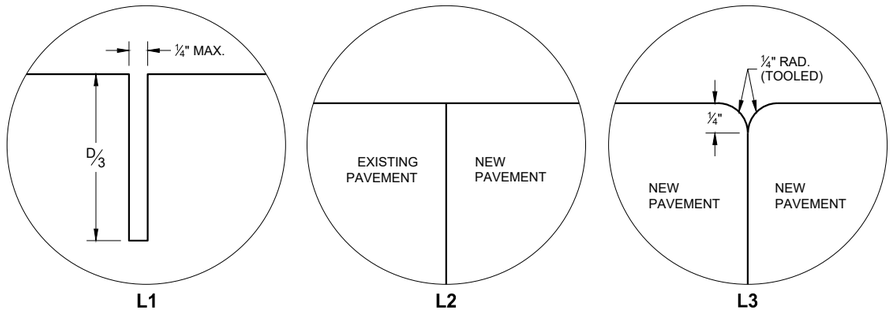
SDD 13C14 - 07a

**BASE PATCHING CONCRETE**

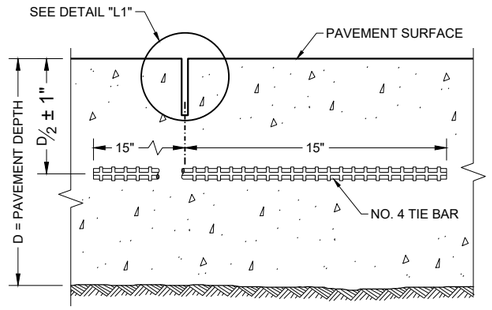
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 728




## TRANSVERSE JOINTS

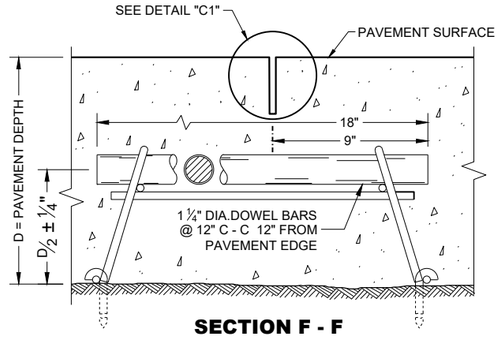



## LONGITUDINAL JOINTS




**SECTION C - C**

## SAWED LONGITUDINAL JOINT




**SECTION F - F**

## CONTRACTION JOINT

## GENERAL NOTES

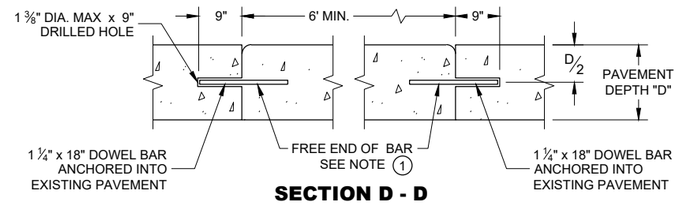
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

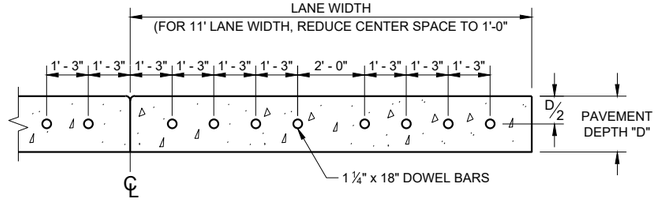
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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 O EDGE.

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

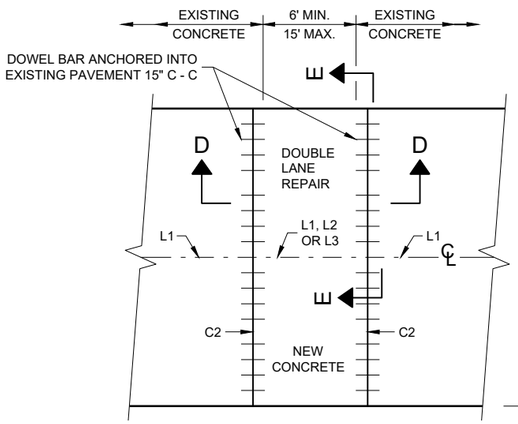



**SECTION D - D**



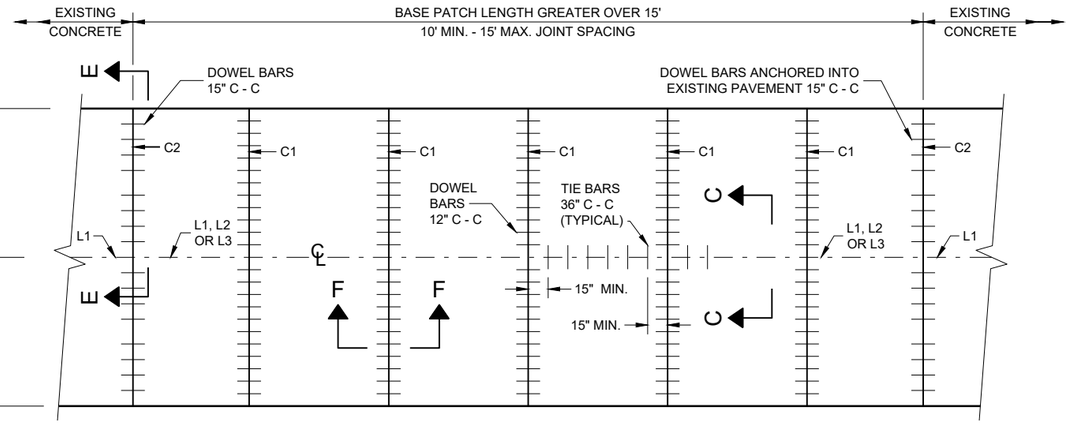

**SECTION E - E**

## 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**

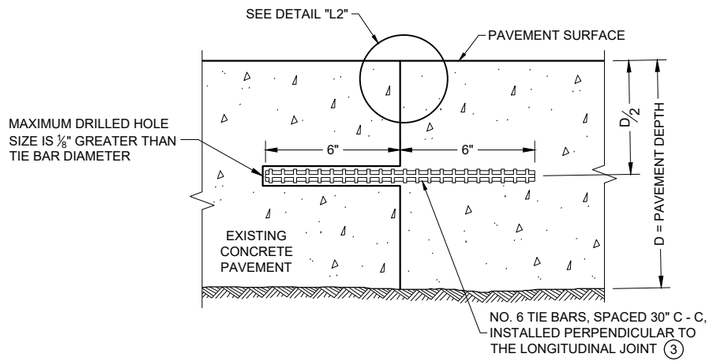
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 729

SDD 13C14 - 07b

SDD 13C14 - 07b

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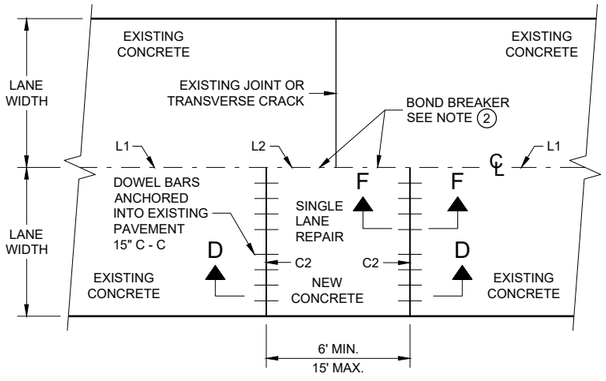



**SECTION G - G**

**TIE BARS ANCHORED INTO EXISTING PAVEMENT**

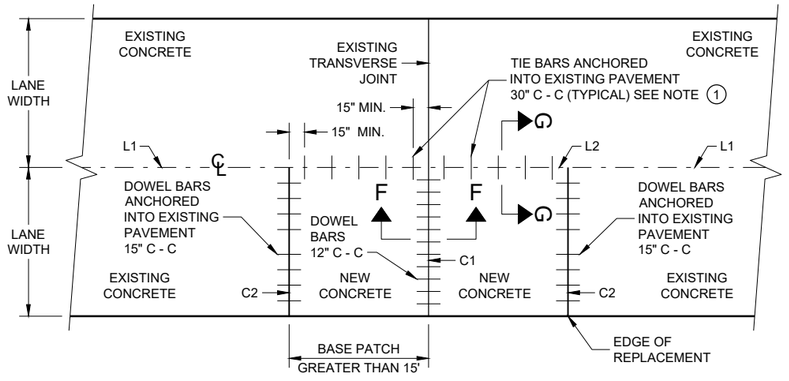
## GENERAL NOTES

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
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

FHWA

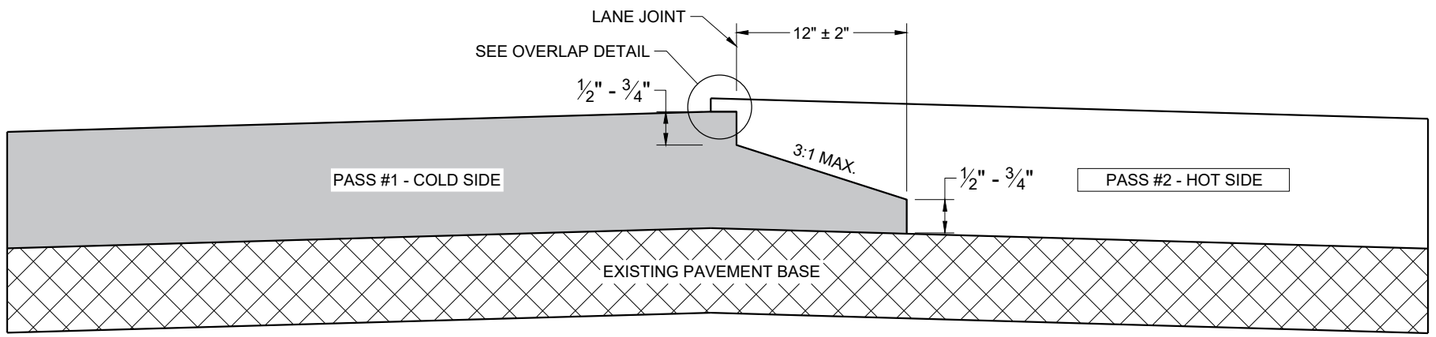
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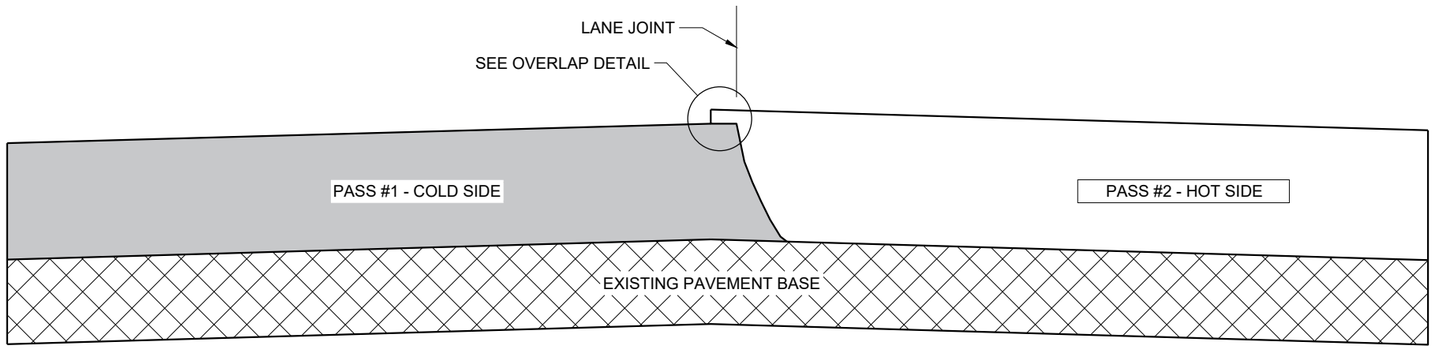
SDD 13C14 - 07c

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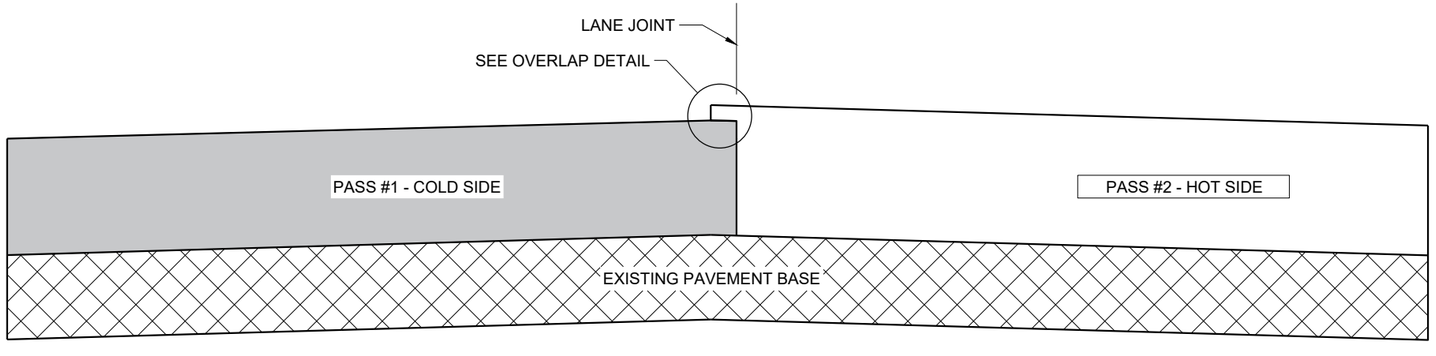
SDD 13C14 - 07c




**TYPICAL PAVEMENT CROSS SECTION**
**NOTCHED WEDGE JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT (MILLED)**

## GENERAL NOTES

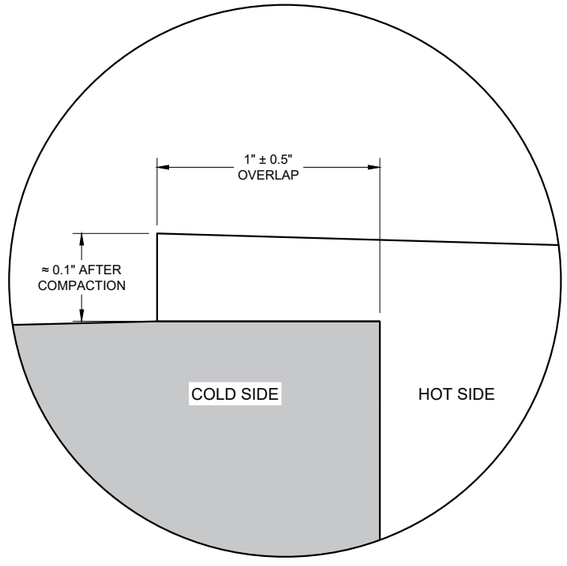
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.




**OVERLAP DETAIL (TYPICAL)**

6

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SDD 13C19 - 03

SDD 13C19 - 03

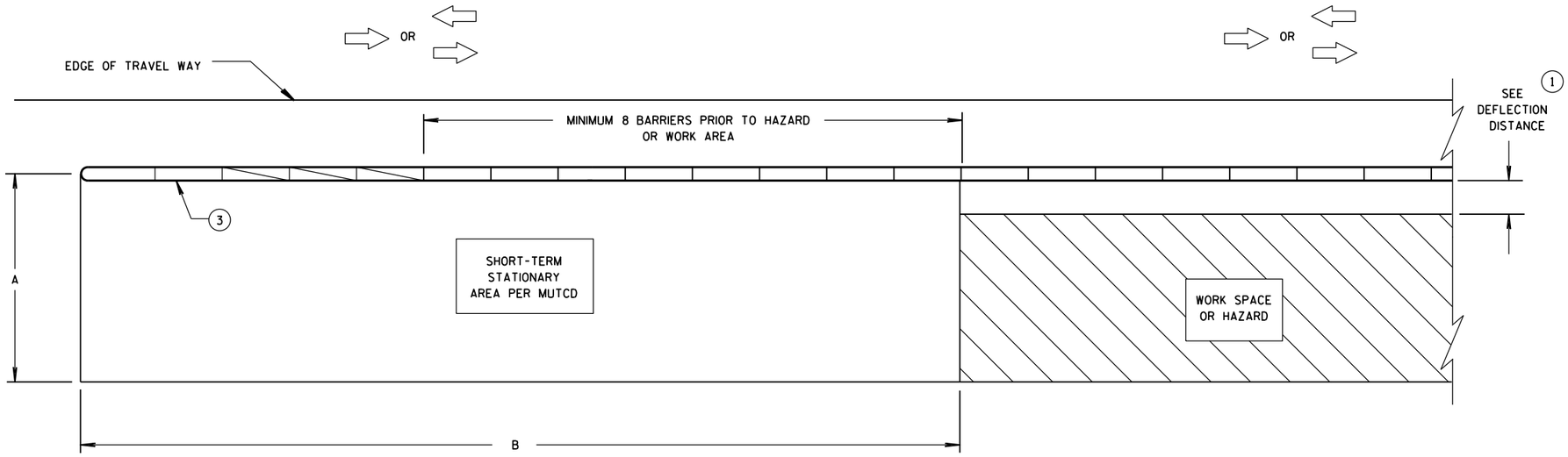
**HMA LONGITUDINAL JOINTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN 731

FHWA



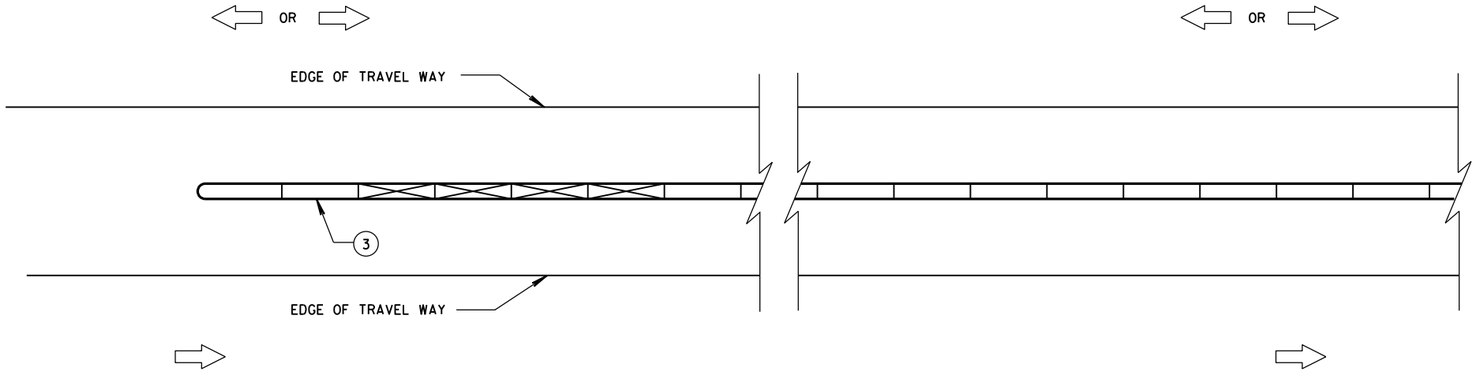

## CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

### DIMENSION A TABLE (2)

| FACILITY | POSTED SPEED MPH | DIMENSION A | |
|---|---|---|---|
| | | MIN. FT | MAX. FT |
| FREEWAY/EXPRESSWAY | ALL | 15 | 20 |
| NON-FREEWAY/EXPRESSWAY | GREATER THAN OR EQUAL TO 45 | 10 | 15 |
| NON-FREEWAY/EXPRESSWAY | LESS THAN 45 | 8 | 10 |
| AADT LESS THAN 1,500 | ALL | 8 | 10 |

### DIMENSION B TABLE (2)

| POSTED SPEEDS MPH | DIMENSION B FT |
|---|---|
| 20 | 115 |
| 25 | 155 |
| 30 | 200 |
| 35 | 250 |
| 40 | 305 |
| 45 | 360 |
| 50 | 425 |
| 55 | 495 |
| 60 | 570 |
| 65 | 645 |




## CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

### LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

## GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

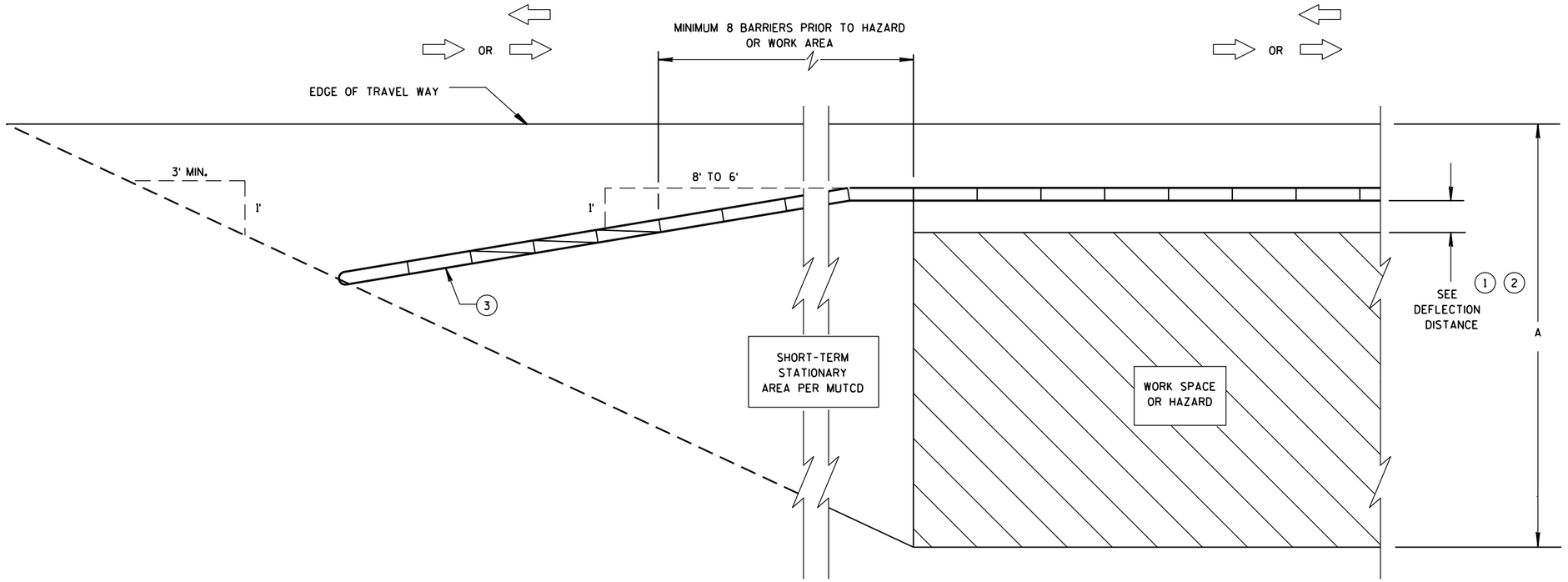
**CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

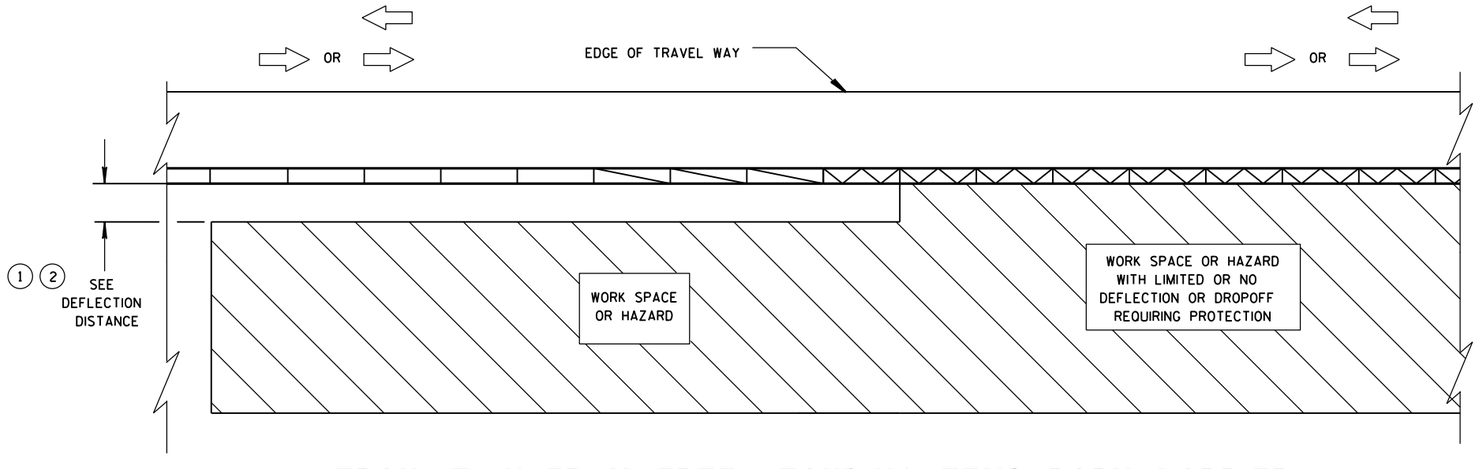



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S.D.D. 14 B 8-2a




## CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION




## TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

**LEGEND**

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

**CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS**

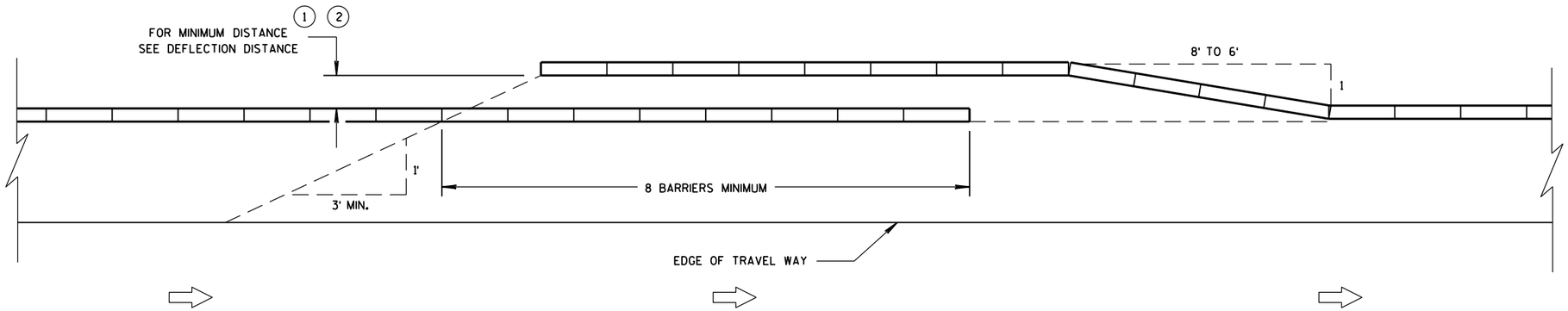
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 733

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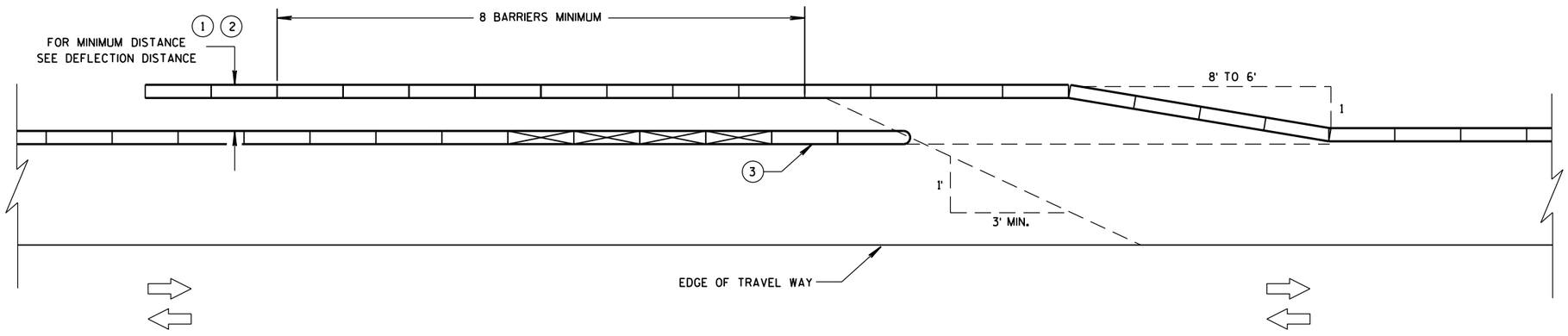
S.D.D. 14 B 8-2b

6

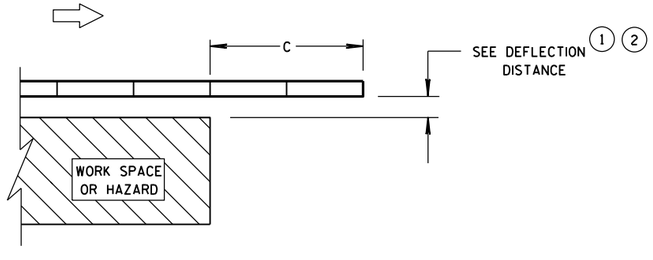
S.D.D. 14 B 8-2b



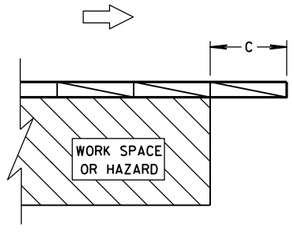

## TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC




## TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC




## ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED




## ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

### LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

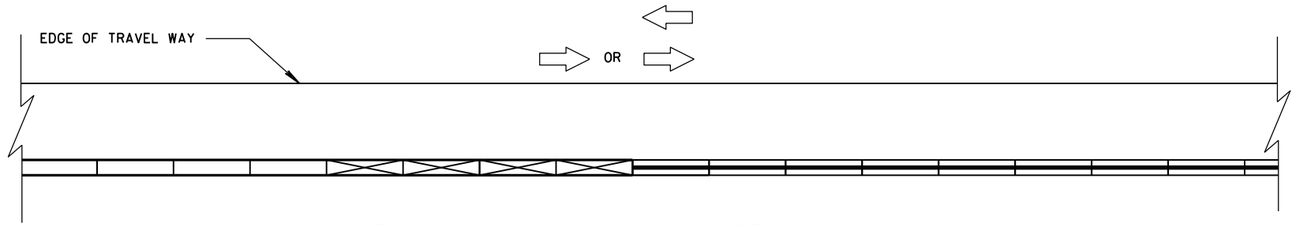
**CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

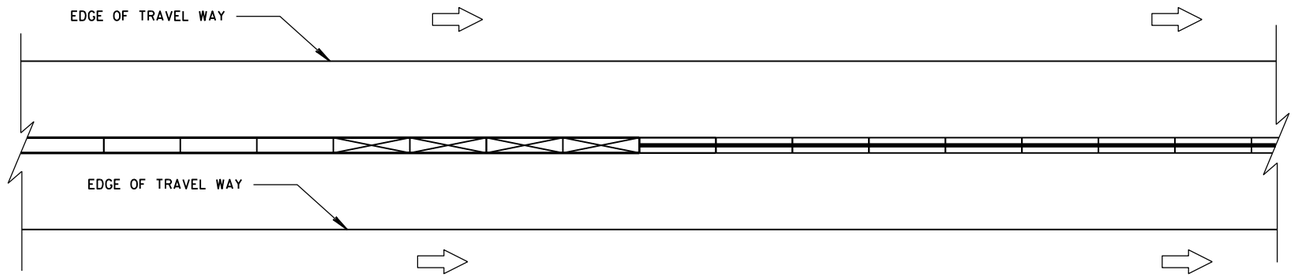



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S.D.D. 14 B 8-2c




CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE




CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

## LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

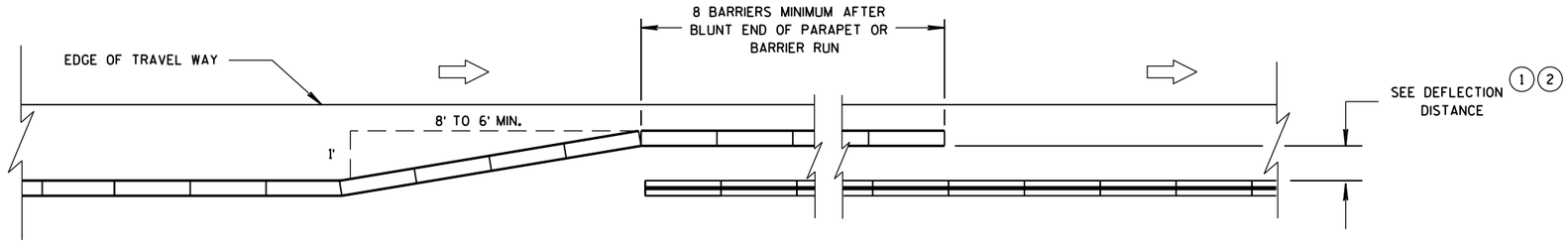
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

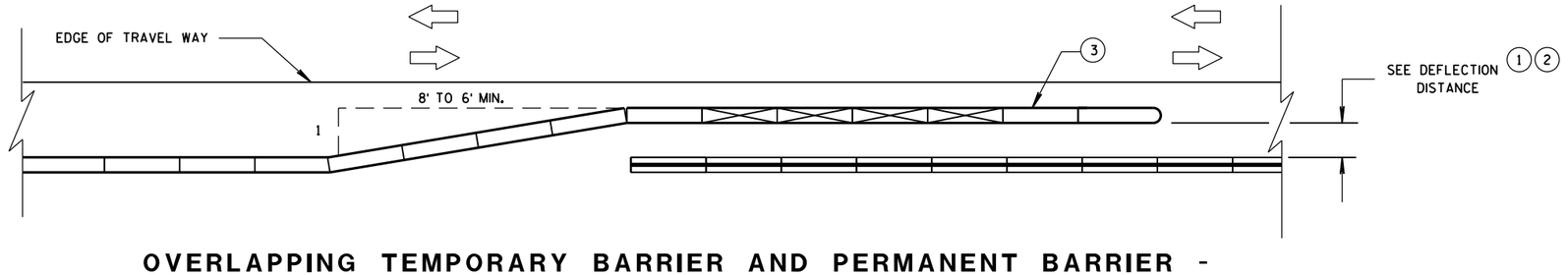
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER




OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC




OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
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6

S.D.D. 14 B 8-2d

## LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

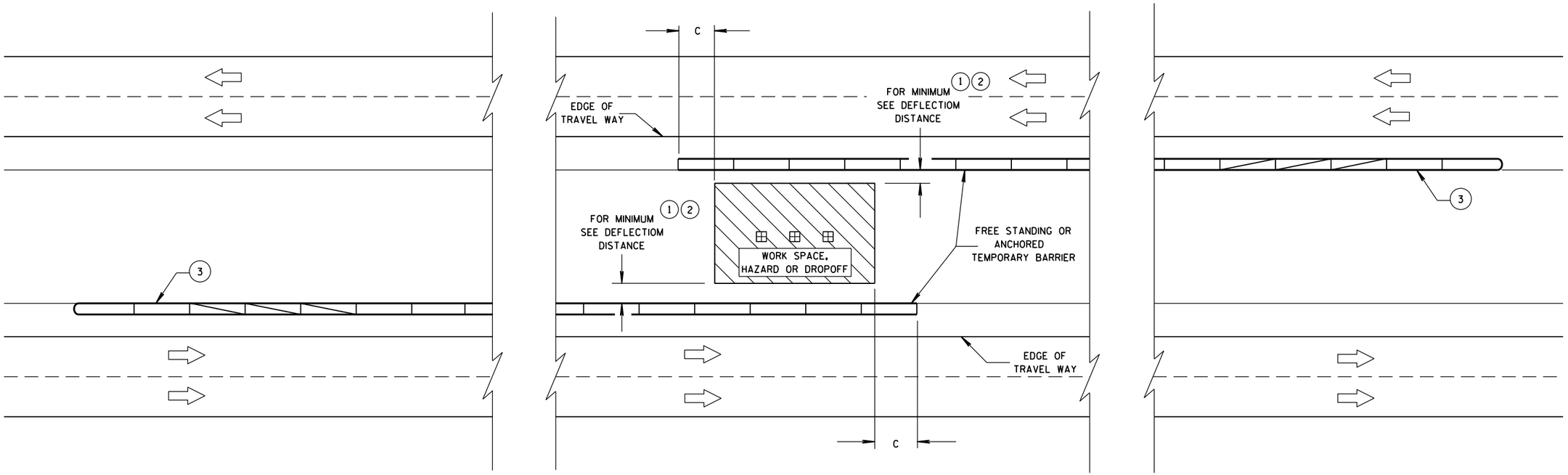
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

## DIMENSION C TABLE (2)

| AVAILABLE DEFLECTION DISTANCE | MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT |
|---|---|
| GREATER THAN 8' | 12.5 |
| LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4' | 50 |
| LESS THAN OR EQUAL TO 4' | 100 |




CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

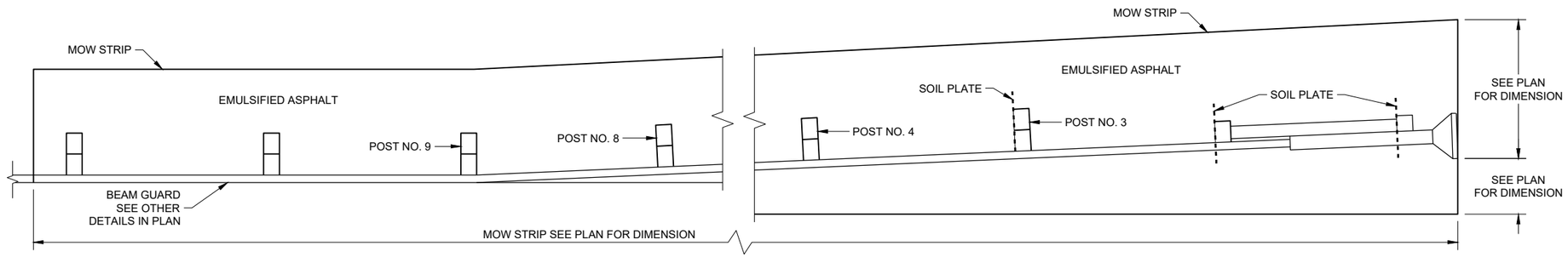
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA




6


S.D.D. 14 B 8-2e



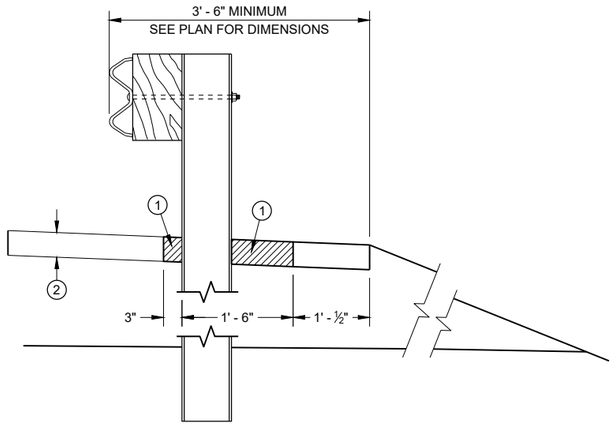

**PLAN VIEW**

## MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

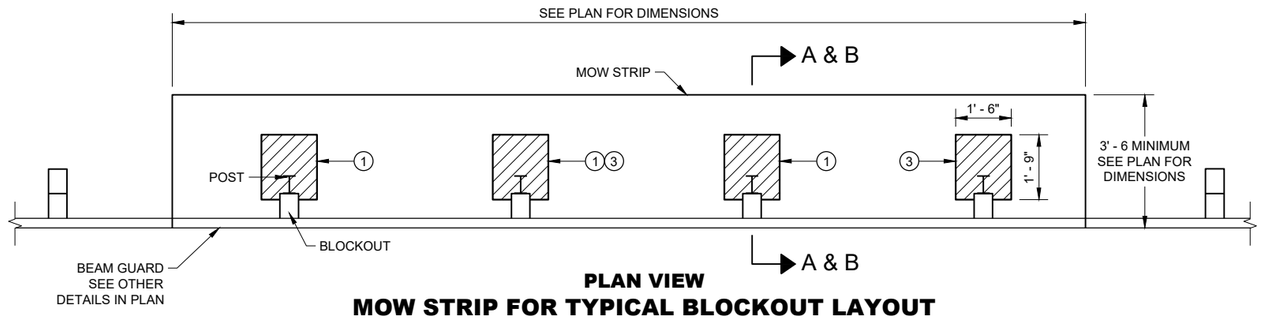
## GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

1. CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.
2. DEPTH OF MOW STRIP:
   ASPHALT - 4"
   CONCRETE - 4"
   EMULSIFIED ASPHALT - 1" OR LESS
3. FOR EMULSIFIED ASPHALT, MOW STRIP STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS)

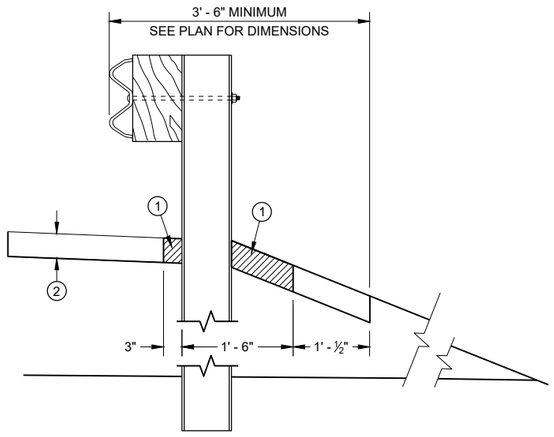



**SECTION A - A**

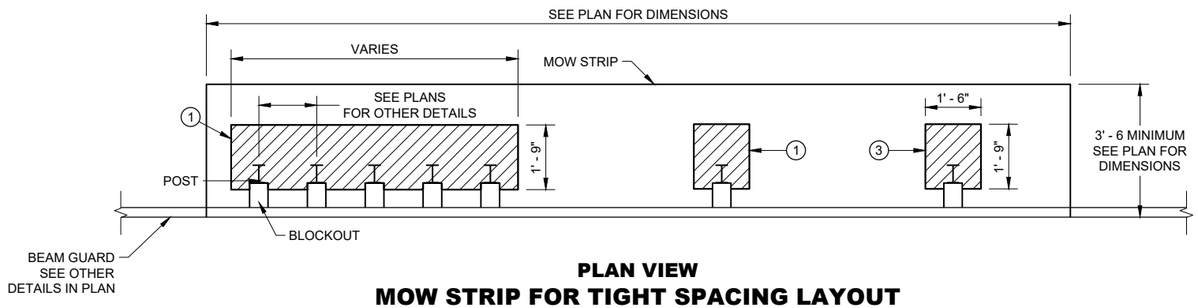



**PLAN VIEW**

## MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

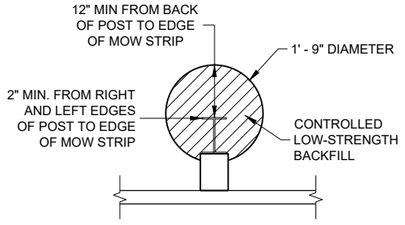



**SECTION B - B**

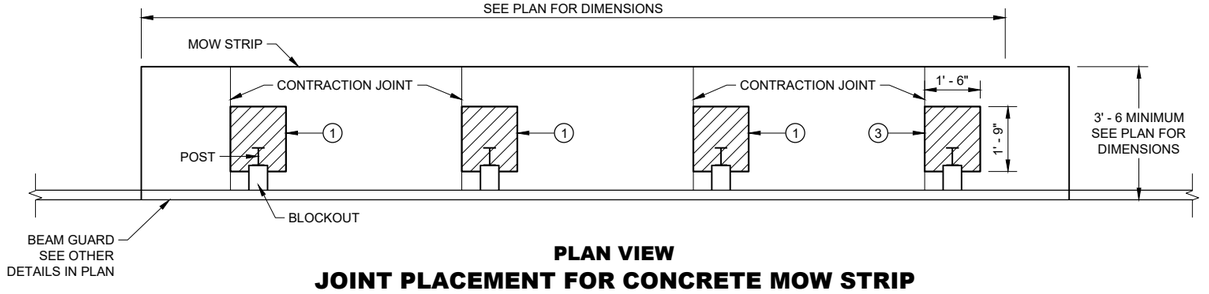



**PLAN VIEW**

## MOW STRIP FOR TIGHT SPACING LAYOUT




## ALTERNATIVE HMA MOW STRIP DESIGN




**PLAN VIEW**

## JOINT PLACEMENT FOR CONCRETE MOW STRIP

## GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

737

SDD 14B28 - 04a

SDD 14B28 - 04a

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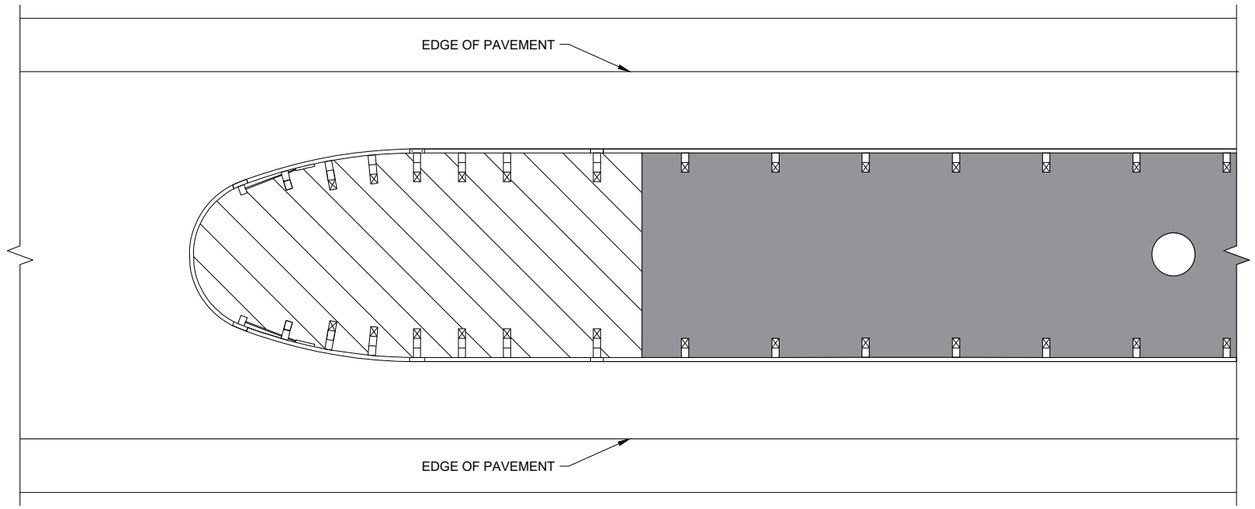
## LEGEND

CONCRETE, ASPHALT, OR EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

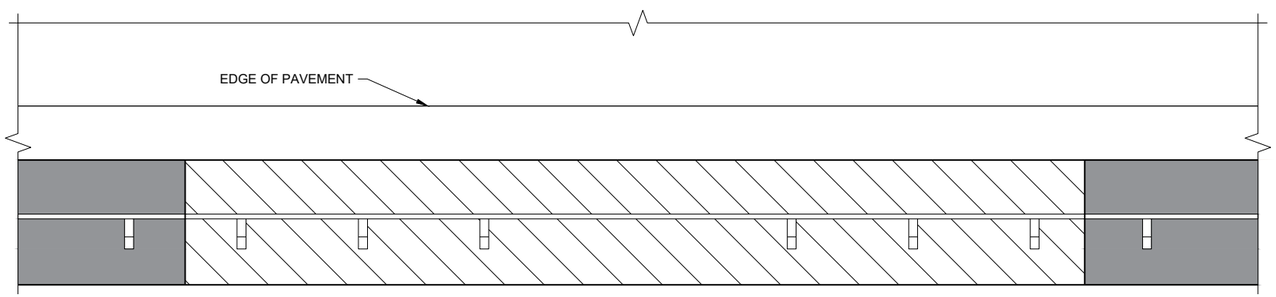
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

## GENERAL NOTES

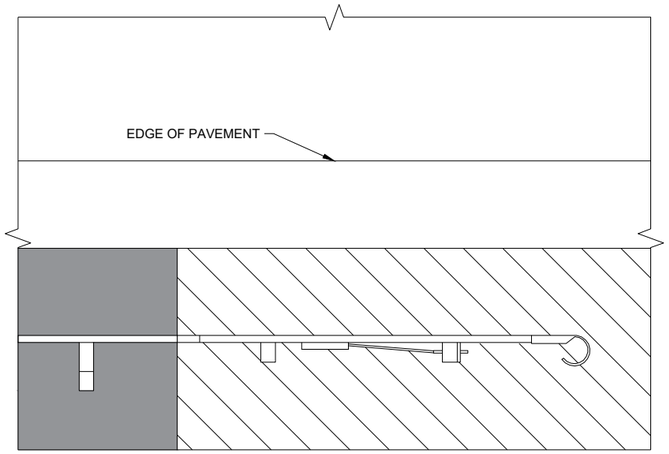
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



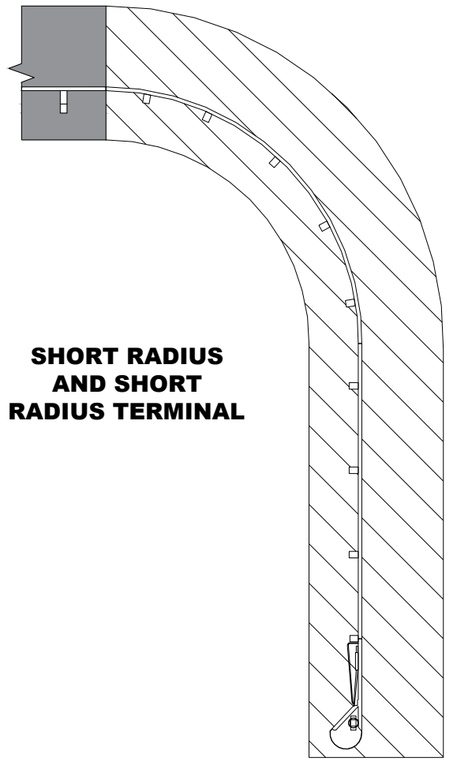

**THRIE BEAM BULLNOSE**




**LONG - SPAN**




**TYPE 2 TERMINAL**



**SHORT RADIUS AND SHORT RADIUS TERMINAL**

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SDD 14B28 - 04b

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SDD 14B28 - 04b

**GUARDRAIL MOW STRIP**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

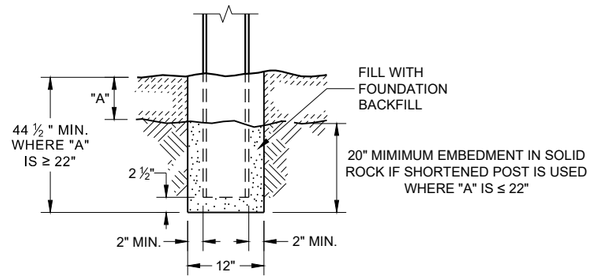
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

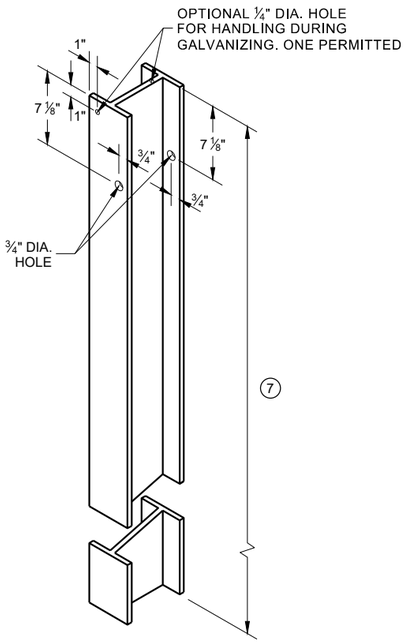
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

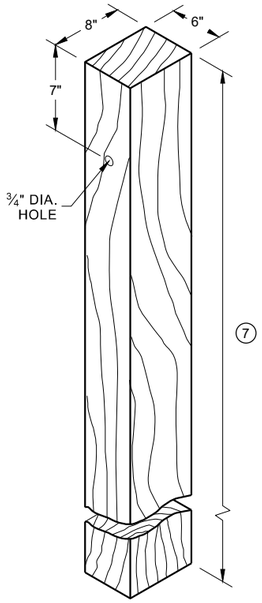
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



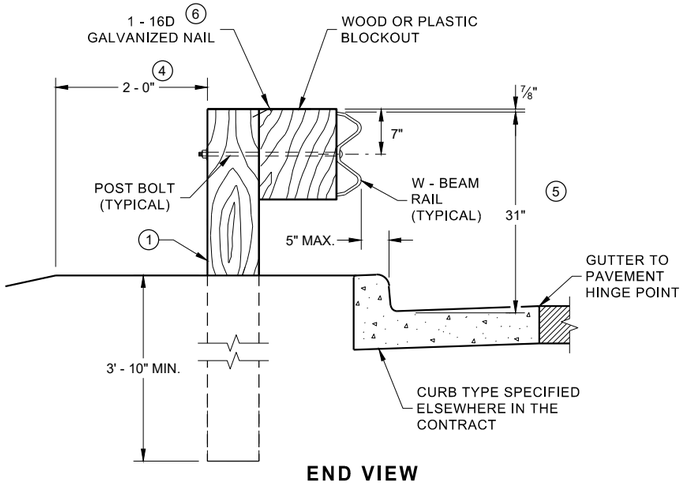

END VIEW
**SETTING STEEL OR WOOD POST IN ROCK** (3)



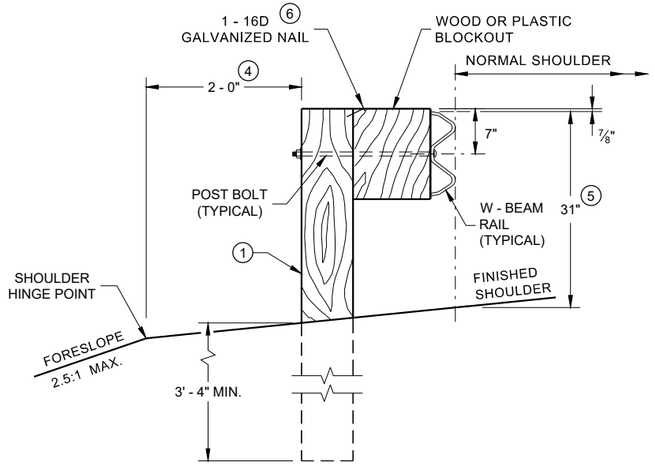

**STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9)** (1)



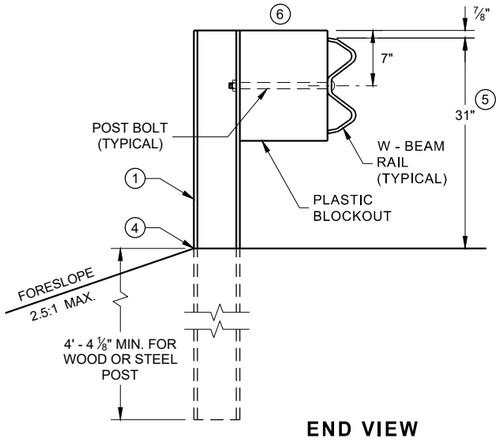

**WOOD POST (6" X 8") NOMINAL** (1)



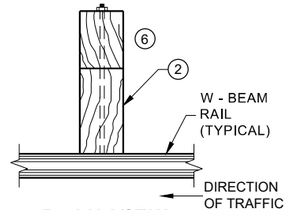

END VIEW
**LOCATED ALONG A CURBED ROADWAY**



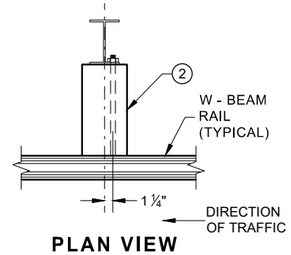

END VIEW
**LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION**



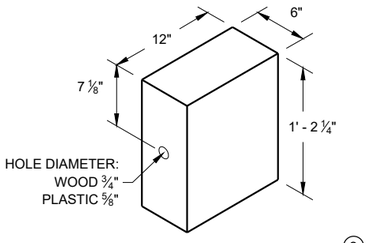

END VIEW
**MGS LONGER POST AT HALFPOST SPACING W BEAM (K)**




PLAN VIEW
**WOOD POST, BLOCKOUT & BEAM**



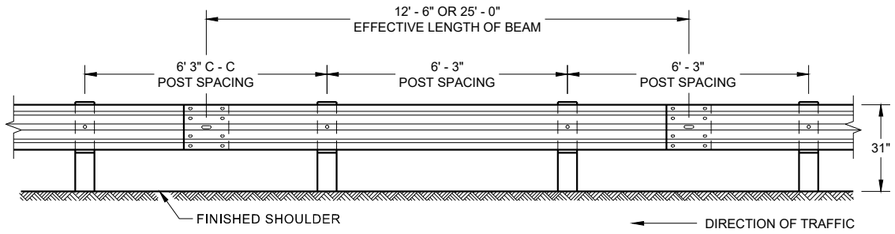

PLAN VIEW
**STEEL POST, PLASTIC BLOCKOUT & BEAM**



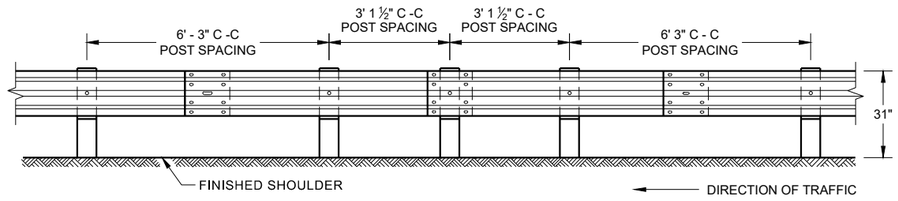

**WOOD OR PLASTIC BLOCKOUT** (2)

**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

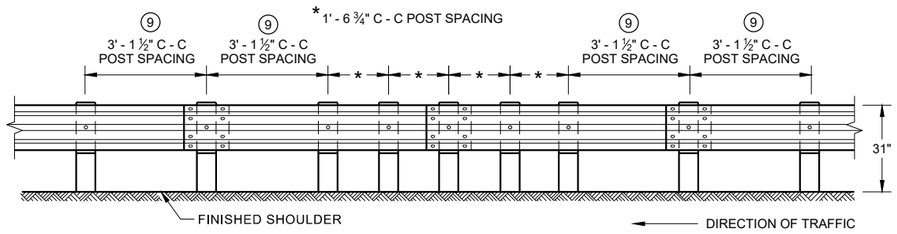
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



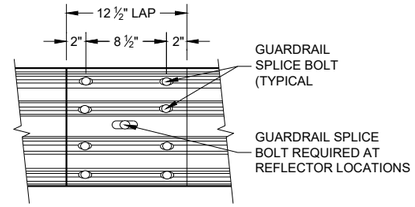

**FRONT VIEW**
**POST SPACING STANDARD INSTALLATION**




**FRONT VIEW**
**HALF POST SPACING (HS) AND**
**HALF POST SPACING WITH LONGER POSTS (K)**




**FRONT VIEW**
**QUARTER POST SPACING (QS)**




**FRONT VIEW**
**MID-SPAN BEAM SPLICE**

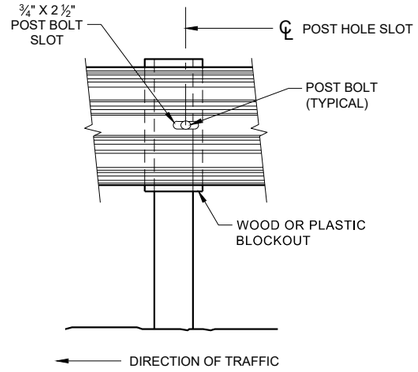
## GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

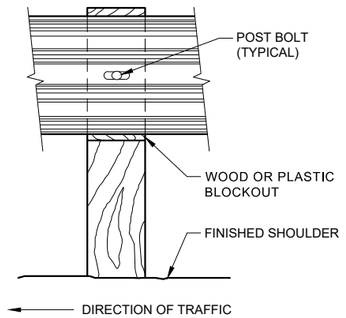
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

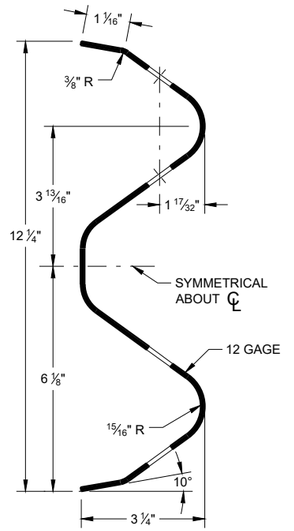
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



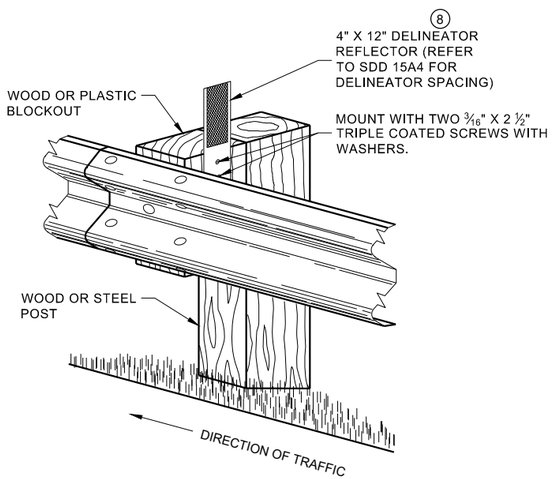

**FRONT VIEW AT STEEL POST**




**FRONT VIEW AT WOOD POST**




**SECTION THRU W-BEAM RAIL**




**ONE SIDED REFLECTOR DETAIL**
**AND TYPICAL INSTALLATION**

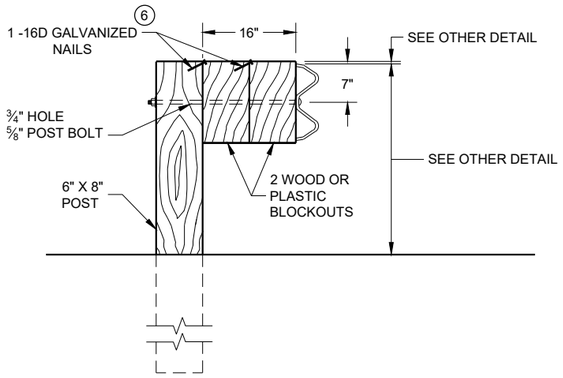
**MIDWEST GUARDRAIL SYSTEM**
**(MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6


SDD 14B42 - 07b

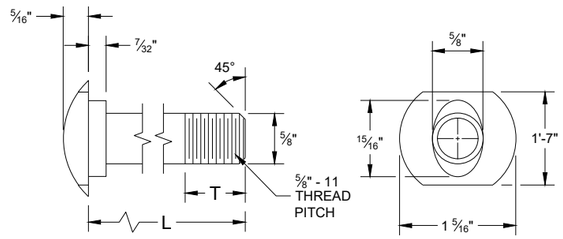



## DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

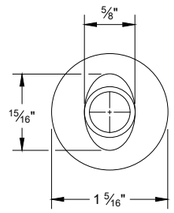
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

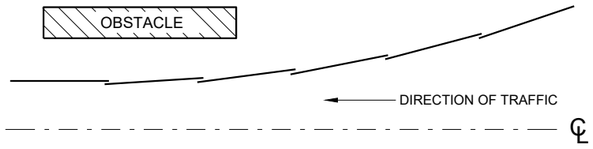



## POST BOLT TABLE

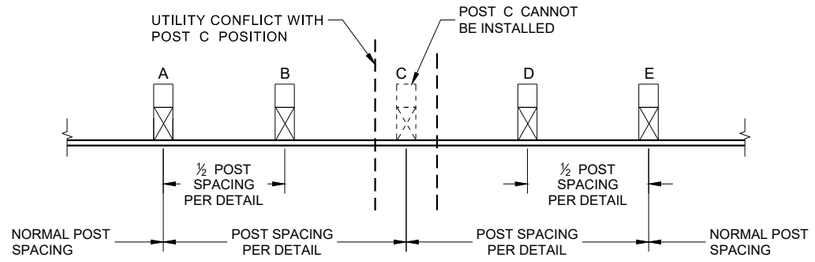
| L | T (MIN.) |
|---|---|
| 1 ¼" | 1 ⅛" |
| 2" | 1 ¾" |
| 10" | 4" |
| 14" | 4 1⁄16" |
| 18" | 4" |
| 21" | 4 1⁄16" |
| 25" | 4" |



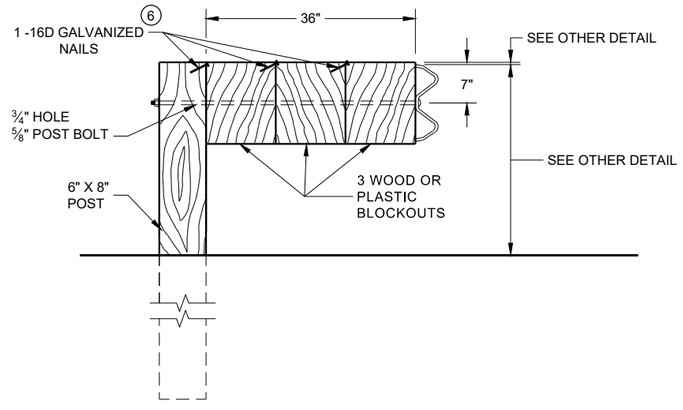

## ALTERNATE BOLT HEAD



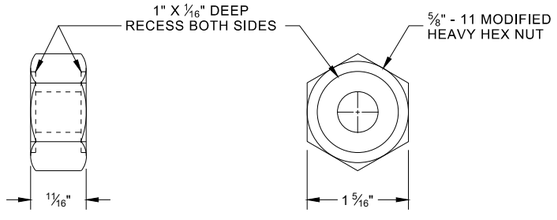

## PLAN VIEW
## BEAM LAPPING DETAIL



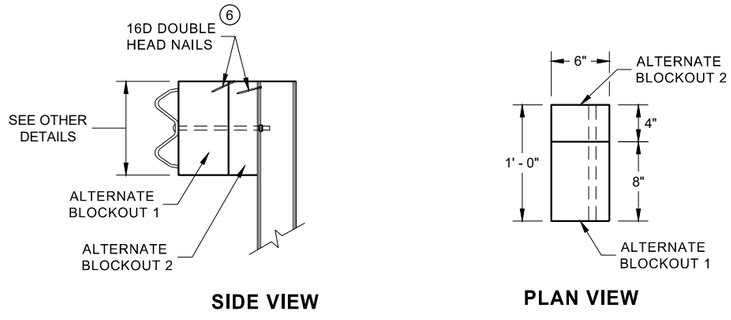

## POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION




## DETAIL FOR 36" BLOCKOUT DEPTH




## POST BOLT, SPLICE BOLT AND RECESS NUT




SIDE VIEW

PLAN VIEW

## ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

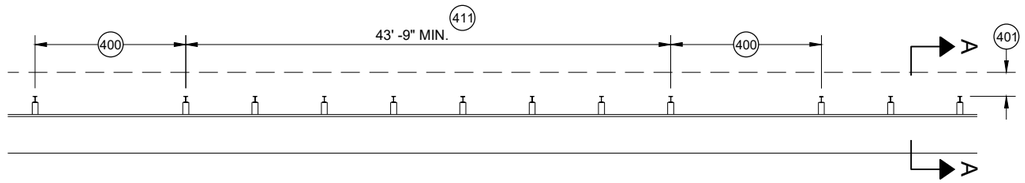


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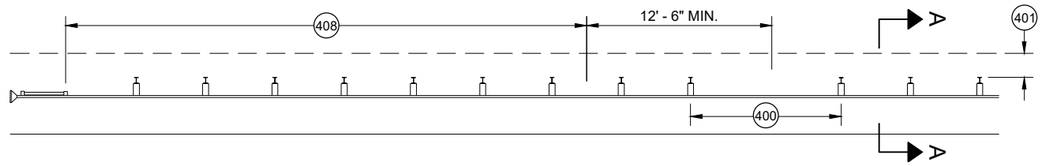
**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**



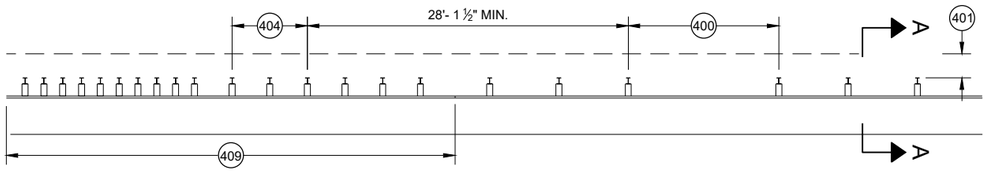
SDD 14B42 - 07c



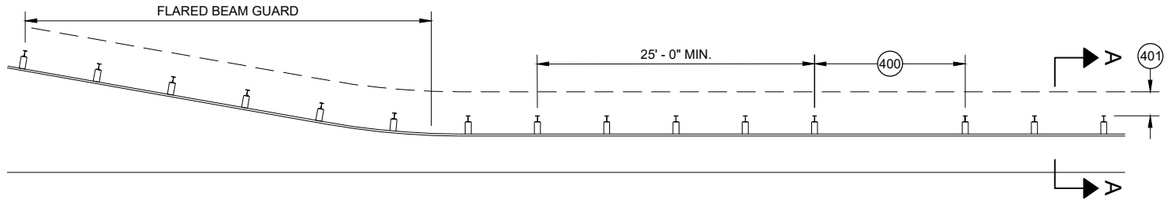

**MISSING POST IN MGS GUARDRAIL**



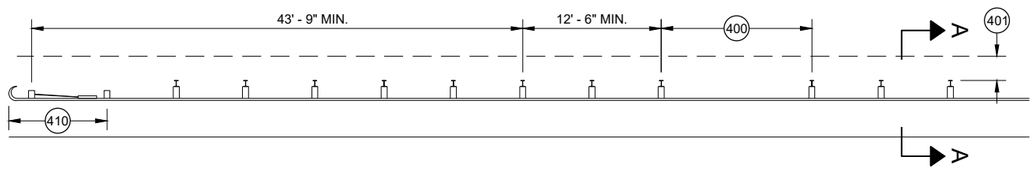

**MISSING POST IN MGS GUARDRAIL NEAR EAT**



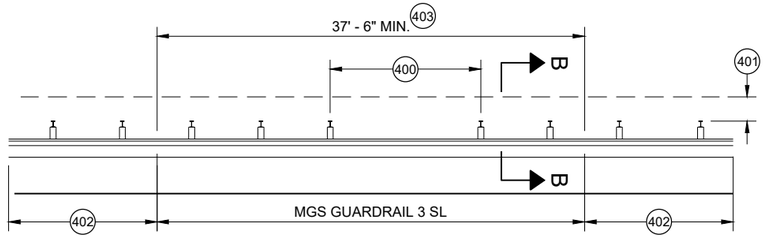

**MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION**




**MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD**

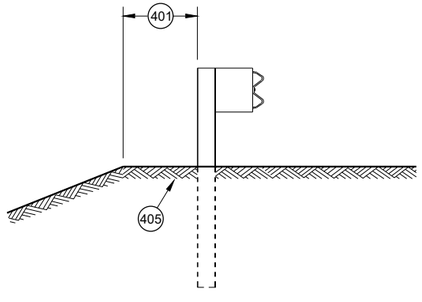



**MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL**

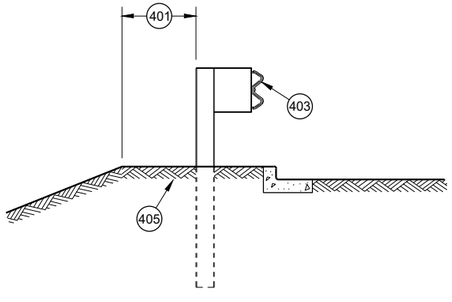



**MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL)** 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.




**SECTION A - A** 406




**SECTION B - B** 406

**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

## GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

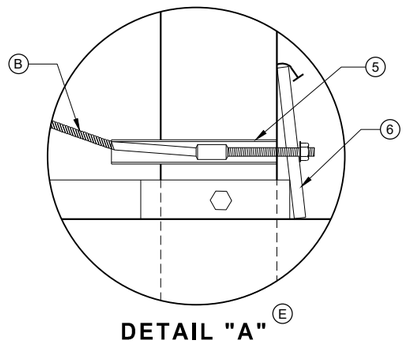
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

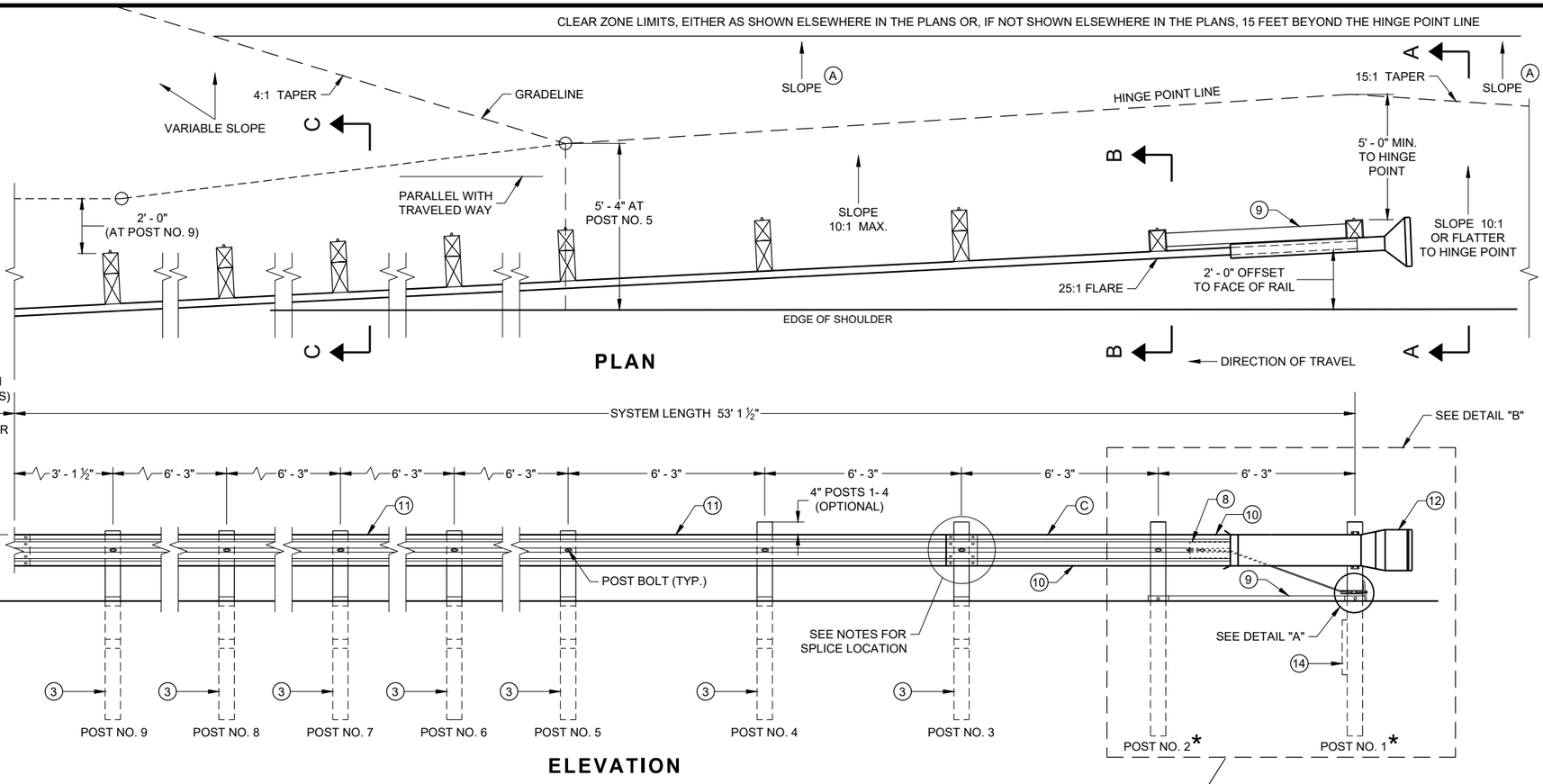
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

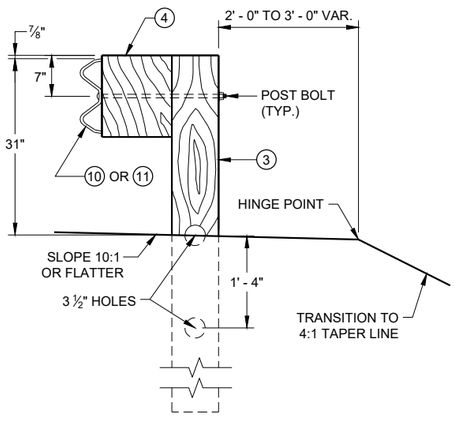
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

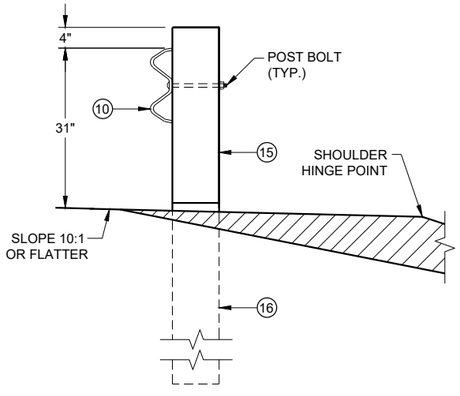



DETAIL "A" (E)

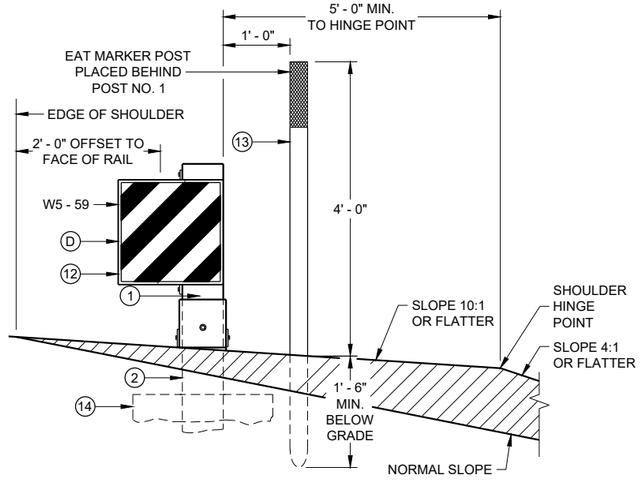


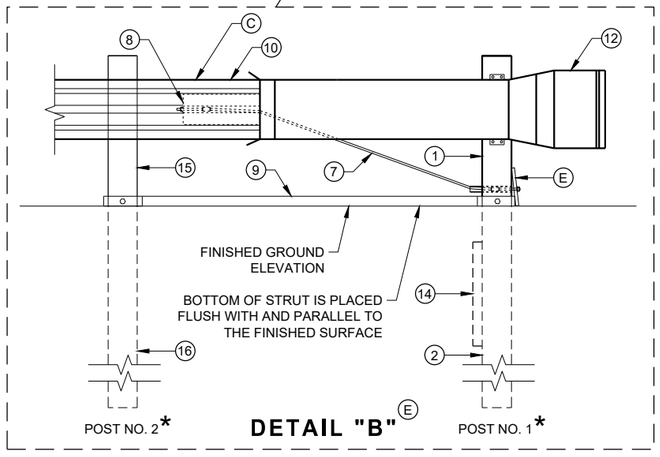

SECTION C - C
TYPICAL AT POST NOS. 3 - 9




SECTION B - B
TYPICAL AT POST NO. 2*




SECTION A - A
TYPICAL AT POST NO. 1*




DETAIL "B" (E)

**MIDWEST GUARDRAIL SYSTEM**
**ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

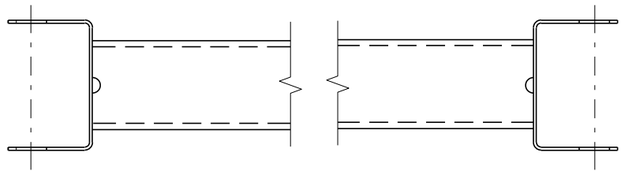


SDD 14B44 - 04a

SDD 14B44 - 04a

6

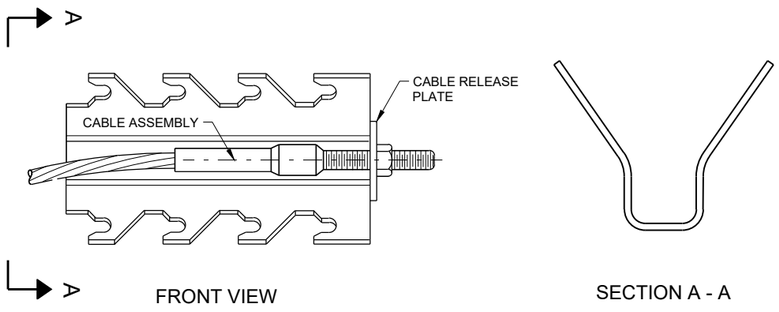
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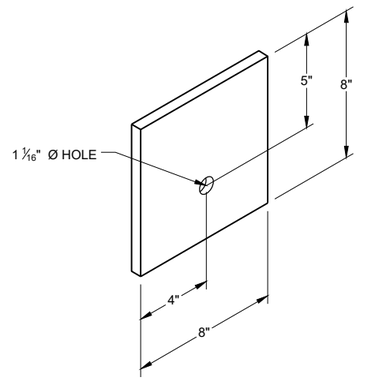
## GENERIC GROUND STRUT ⑨ Ⓔ

## BILL OF MATERIALS

| PART NO. | DESCRIPTION<br>MATERIALS PROVIDED BY MGS EAT MANUFACTURER.<br>SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION. |
|---|---|
| ① | UPPER POST NO. 1 6" X 6" TUBE |
| ② | LOWER POST NO. 1 |
| ③ | WOOD CRT |
| ④ | WOOD BLOCKOUT |
| ⑤ | PIPE SLEEVE |
| ⑥ | BEARING PLATE |
| ⑦ | BCT CABLE ASSEMBLY |
| ⑧ | ANCHOR CABLE BOX |
| ⑨ | GROUND STRUT |
| ⑩ | PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG. |
| ⑪ | STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED.<br>SECTIONS VARY IN LENGTH. |
| ⑫ | IMPACT HEAD |
| ⑬ | EAT MARKER POST - YELLOW<br>(SEE APPROVED PRODUCTS LIST) |
| ⑭ | SOIL PLATE |
| ⑮ | UPPER POST NO. 2 |
| ⑯ | LOWER POST NO. 2 |




## GENERIC ANCHOR CABLE BOX ⑧ Ⓔ




## BEARING PLATE ⑥ Ⓔ

6

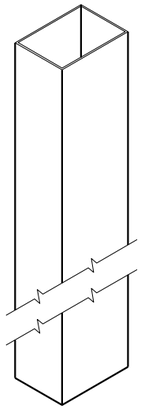
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SDD 14B44 - 04b

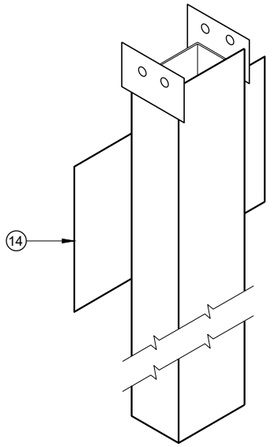
SDD 14B44 - 04b

**MIDWEST GUARDRAIL SYSTEM**
**ENERGY ABSORBING TERMINAL**
**(MGS)**

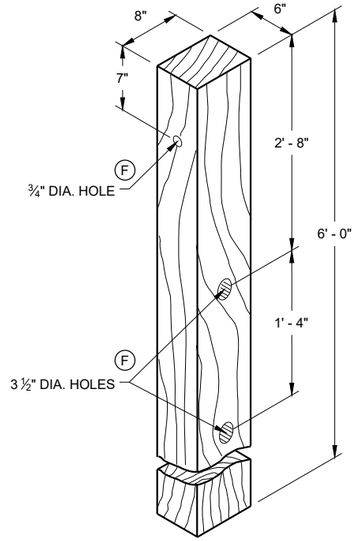
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



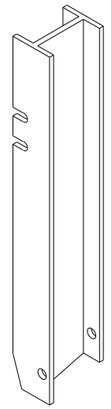
**UPPER POST NO. 1** (1) (E)



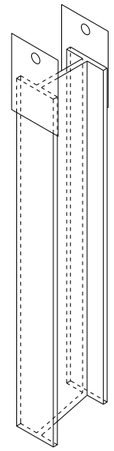

**LOWER POST NO. 1** (2) (E)



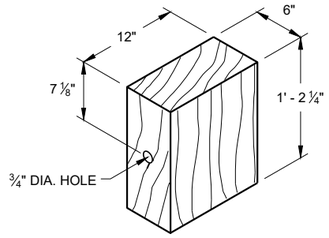

**WOOD CRT POST** (3) (E)
POSTS NUMBER 3-9



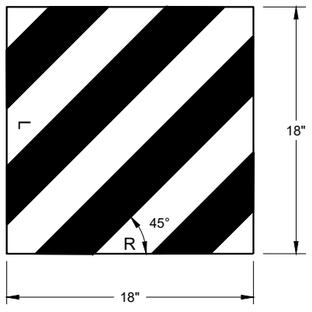
**UPPER POST NO. 2** (15) (E)



**LOWER POST NO. 2** (16) (E)

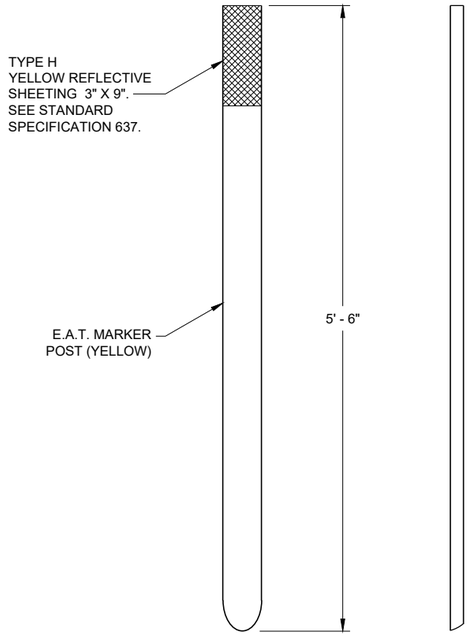



**WOOD BLOCKOUT** (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



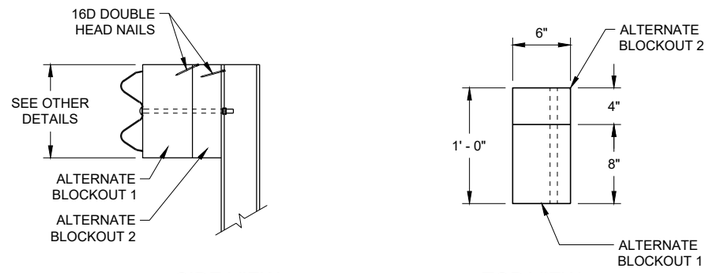

W5 - 59

**REFLECTIVE SHEETING DETAIL** (E)




FRONT VIEW SIDE VIEW

**E.A.T. MARKER POST** (13)




SIDE VIEW TOP VIEW

**ALTERNATE WOOD BLOCKOUT DETAIL**

**MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

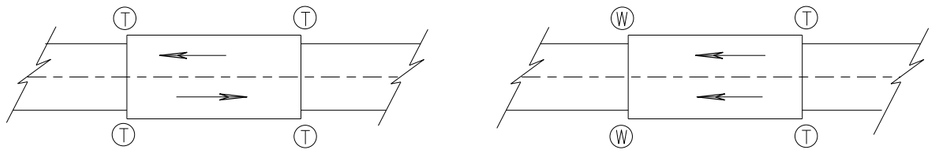
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA




6


SDD 14B44 - 04c




**TWO WAY TRAFFIC**




**ONE WAY TRAFFIC**

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

## TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

## GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

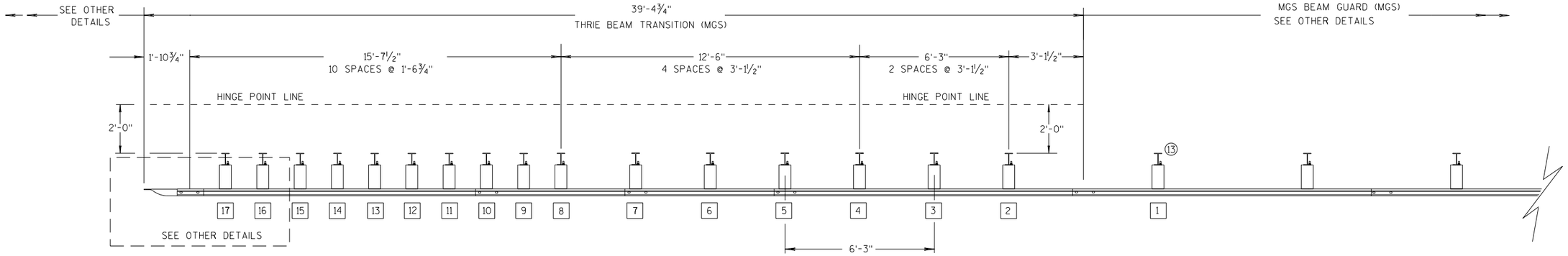
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

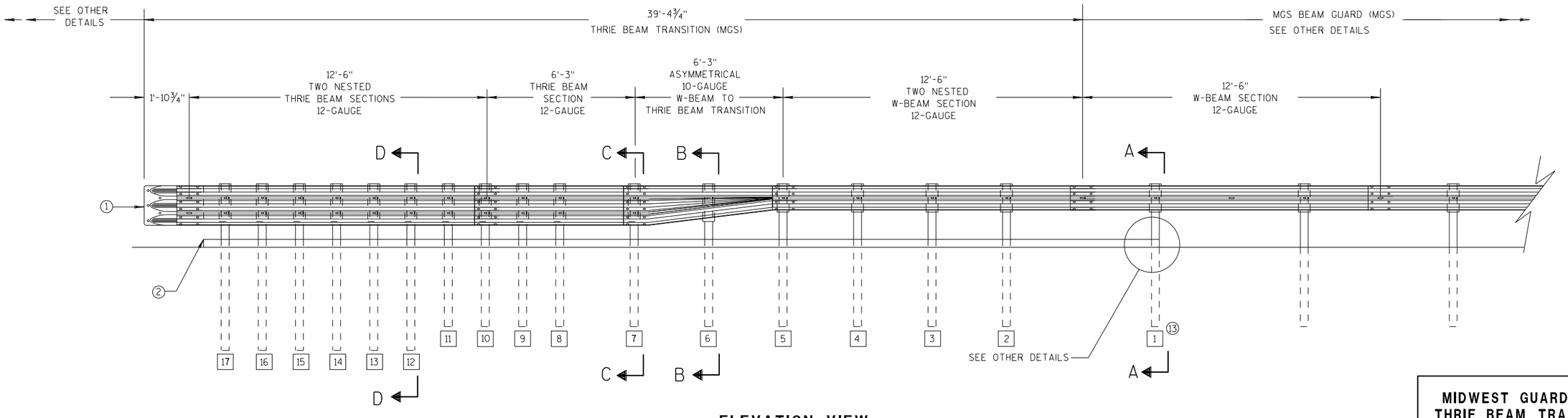
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42




**PLAN VIEW**




**ELEVATION VIEW**

## MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR







6

S.D.D. 14 B 45-5a

## GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

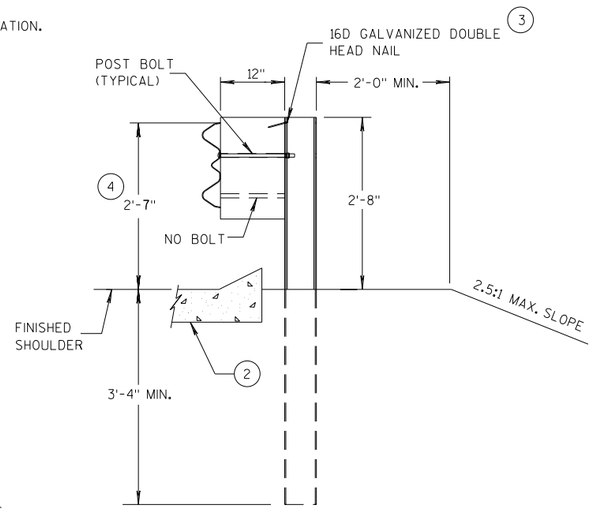
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



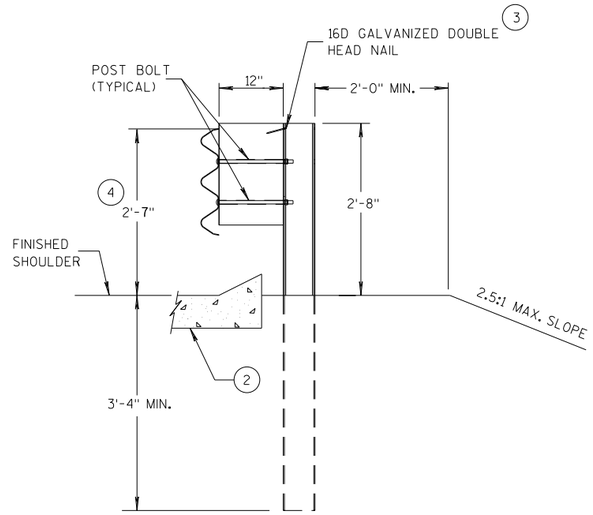

SECTION A-A (13)

**POSTS 1-5**



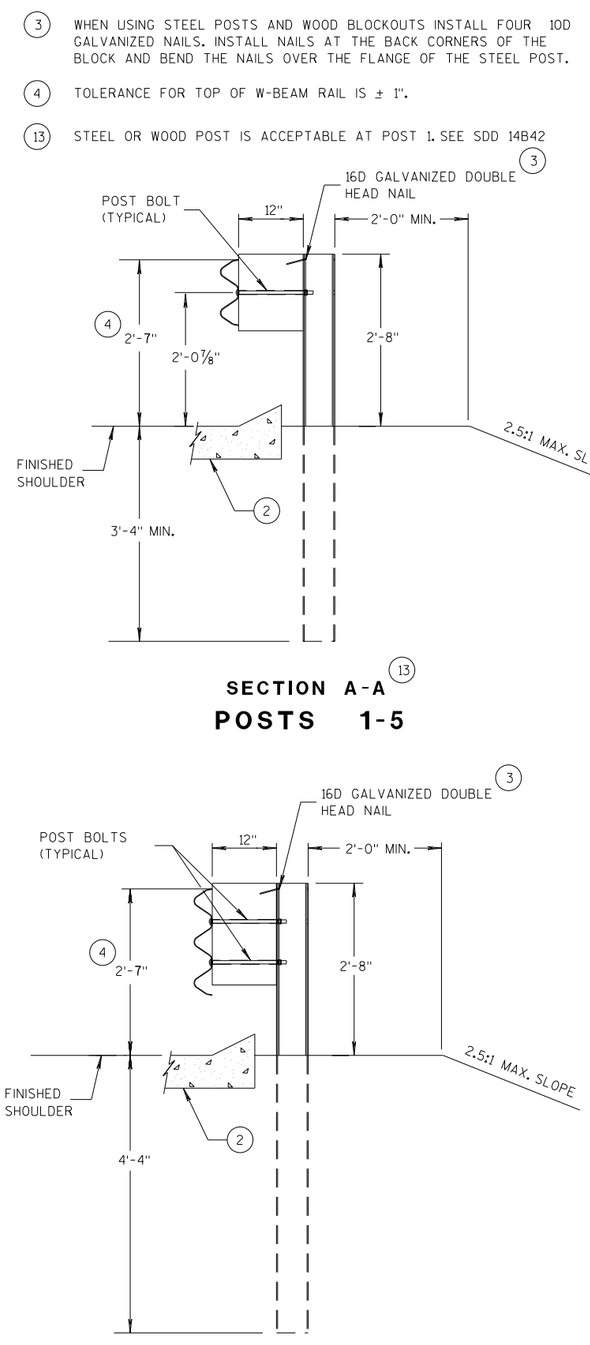

SECTION B-B

**POST 6**



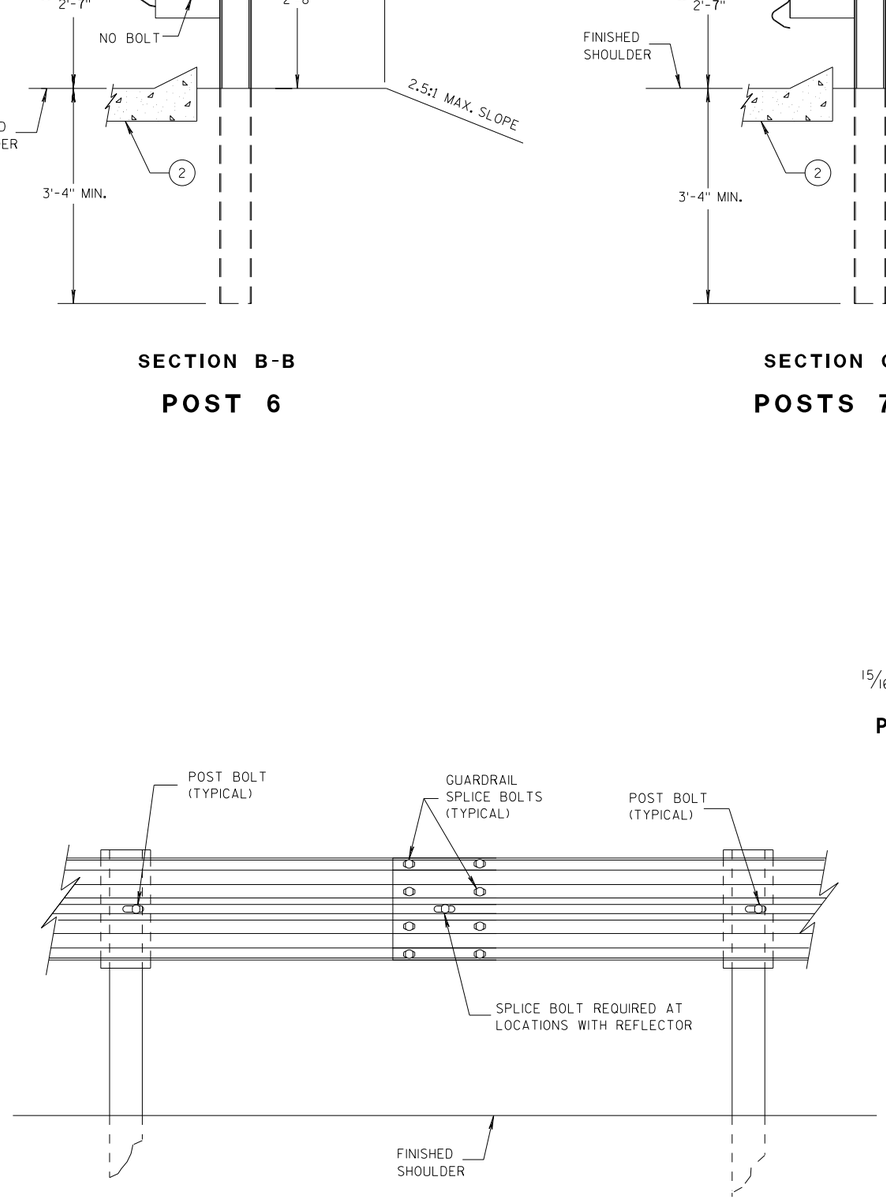

SECTION C-C

**POSTS 7-11**




SECTION D-D

**POSTS 12-17**




**SPLICE DETAIL**

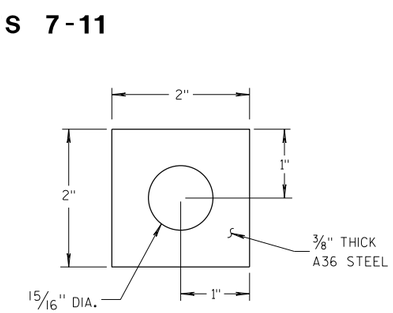
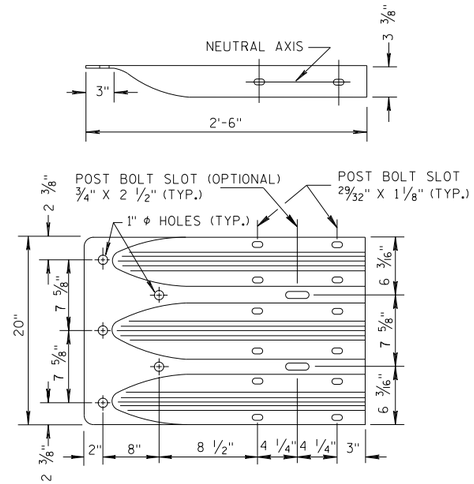
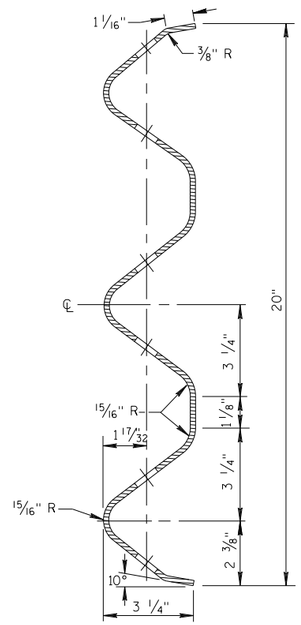



**PLATE WASHER DETAIL**




**THRIE BEAM TERMINAL CONNECTOR**




**SECTION THRU THRIE BEAM RAIL ELEMENT**

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

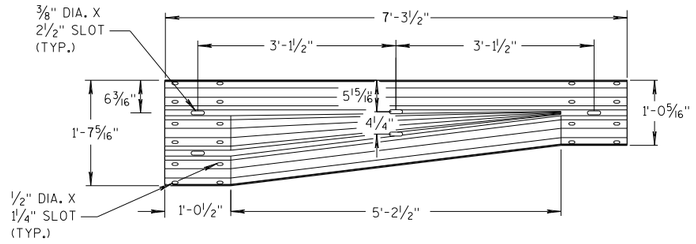
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 747

6

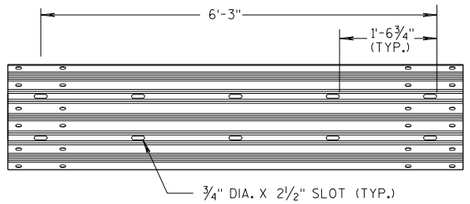
S.D.D. 14 B 45-5b

6

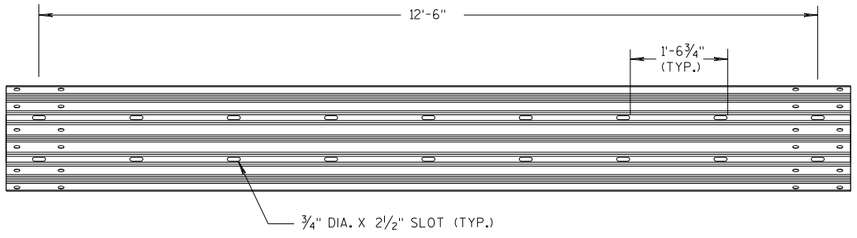
S.D.D. 14 B 45-5b



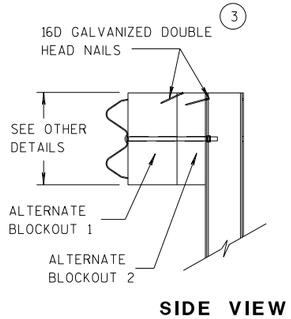

## W-BEAM TO THRIE BEAM TRANSITION SECTION



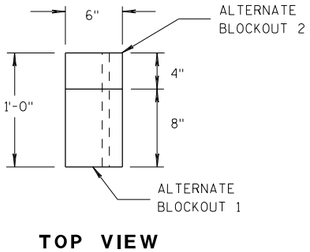

## 6'-3" THRIE BEAM SECTION




## 12'-6" THRIE BEAM SECTION

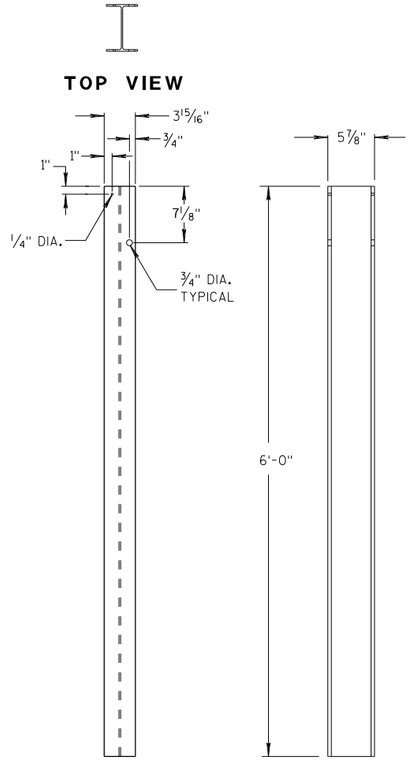



SIDE VIEW



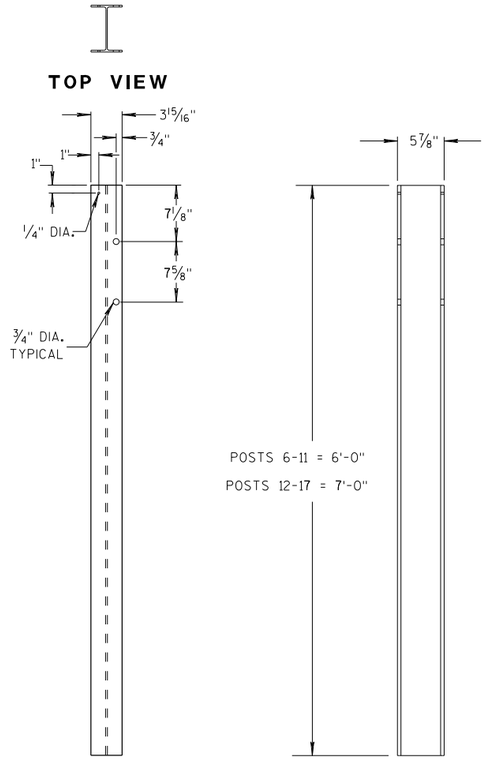

TOP VIEW

## ALTERNATE WOOD BLOCKOUT DETAIL



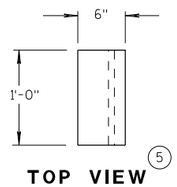

FRONT VIEW SIDE VIEW

## STEEL POSTS 1-5 (13)

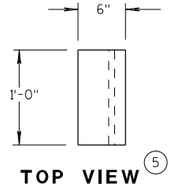



FRONT VIEW SIDE VIEW

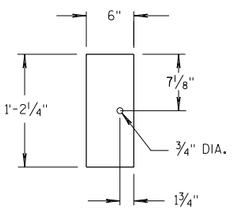
## STEEL POSTS 6-17




TOP VIEW (5)

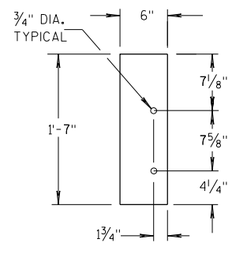



TOP VIEW (5)




FRONT VIEW

## BLOCKOUT POSTS 1-5




FRONT VIEW

## BLOCKOUT POSTS 6-17

## GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

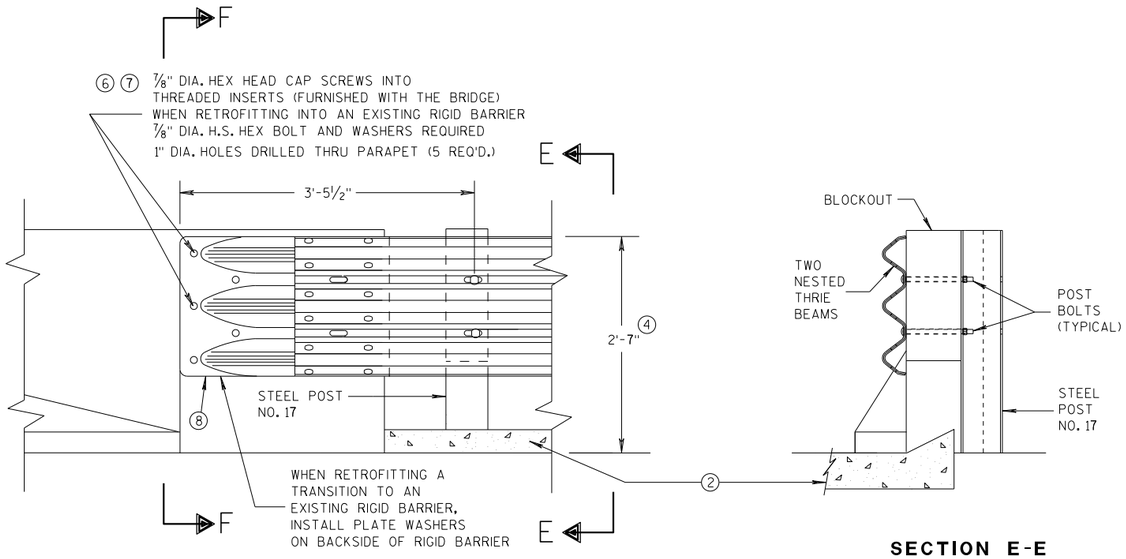
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF 748

6

S.D.D. 14 B 45-5c

6

S.D.D. 14 B 45-5c




FRONT VIEW

SECTION E-E

# THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

## GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

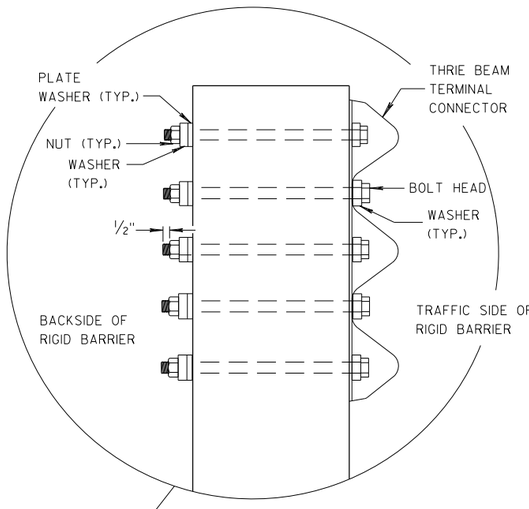
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

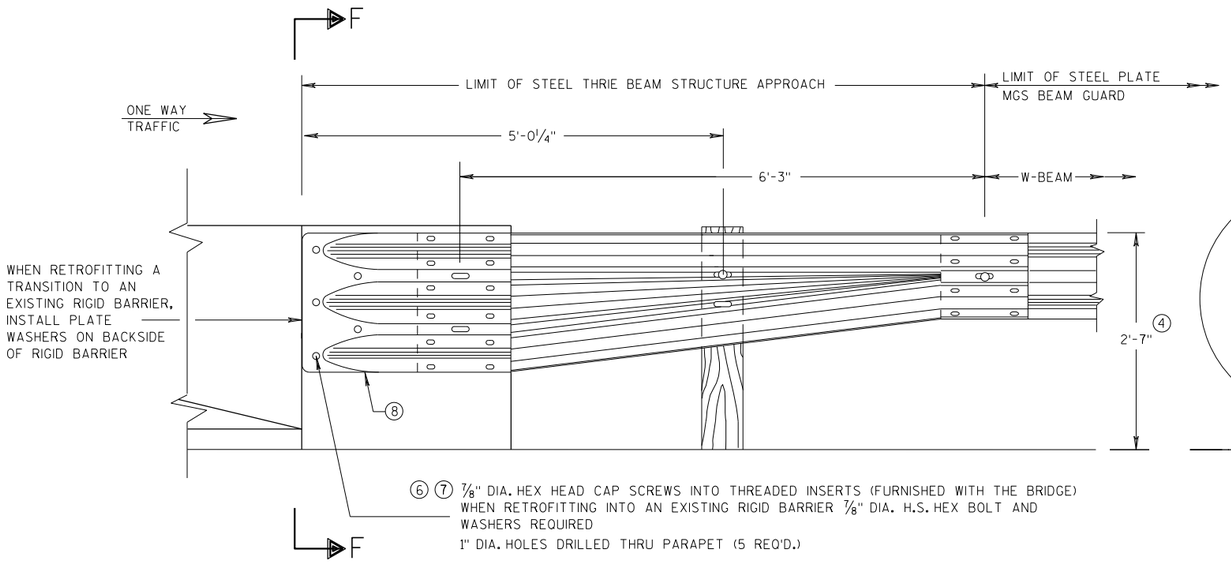
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

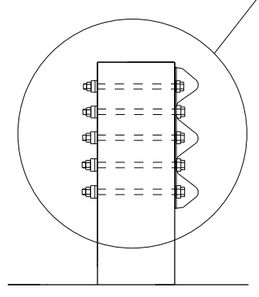
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

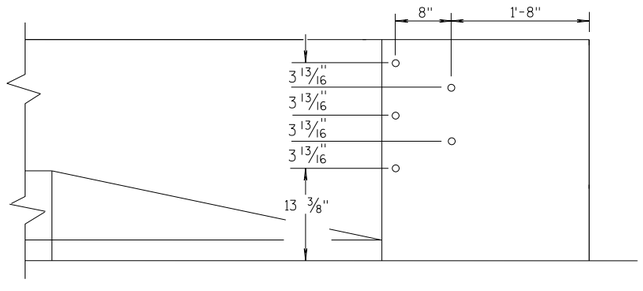



FRONT VIEW



SECTION F-F




DRILL HOLE LOCATION

# W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS
FHWA



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S.D.D. 14 B 45-5d

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S.D.D. 14 B 45-5d

# GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

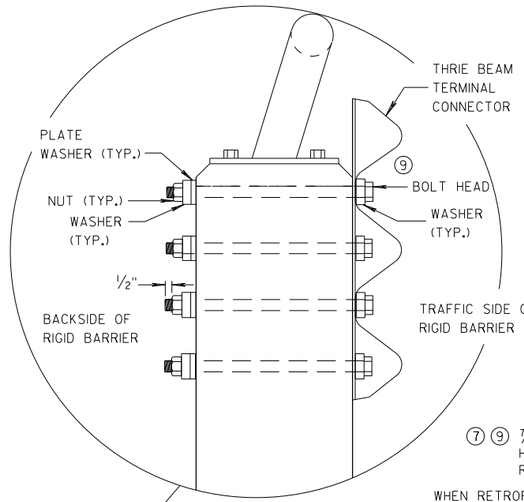
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

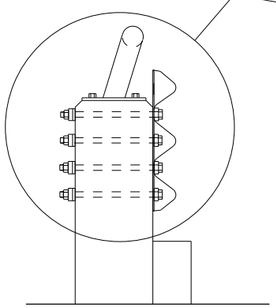
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

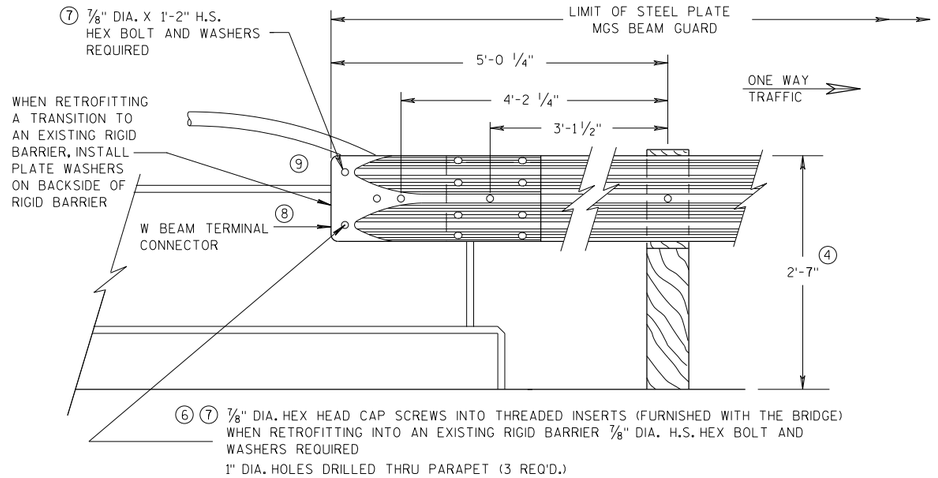
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.



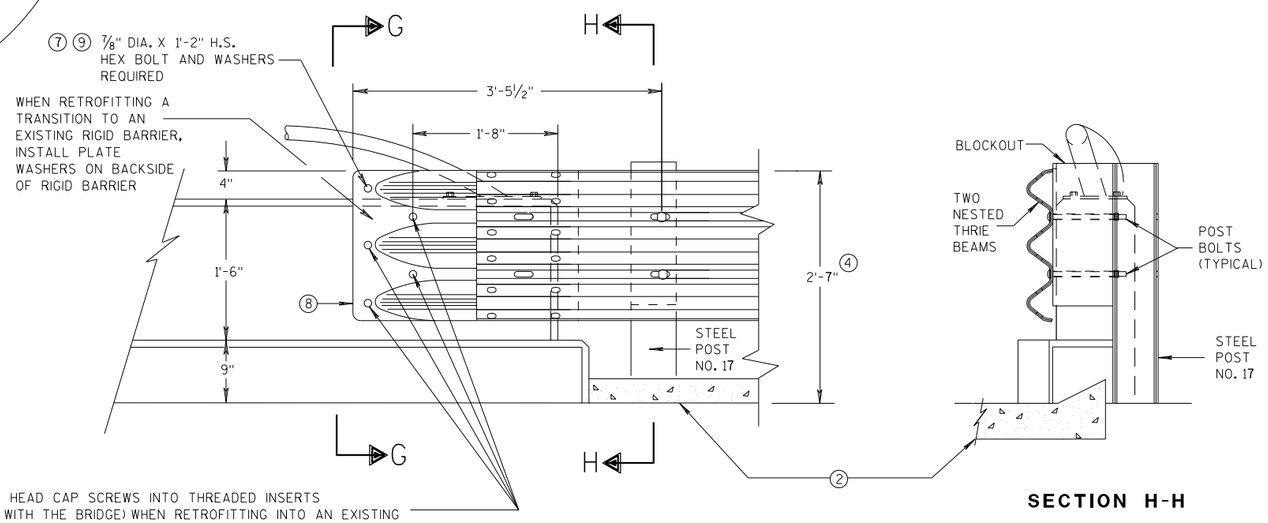
SECTION G-G




FRONT VIEW

## W BEAM CONNECTION TO VERTICAL FACE PARAPET

### (USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)




FRONT VIEW




SECTION H-H

## THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
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/S/ Rodney Taylor
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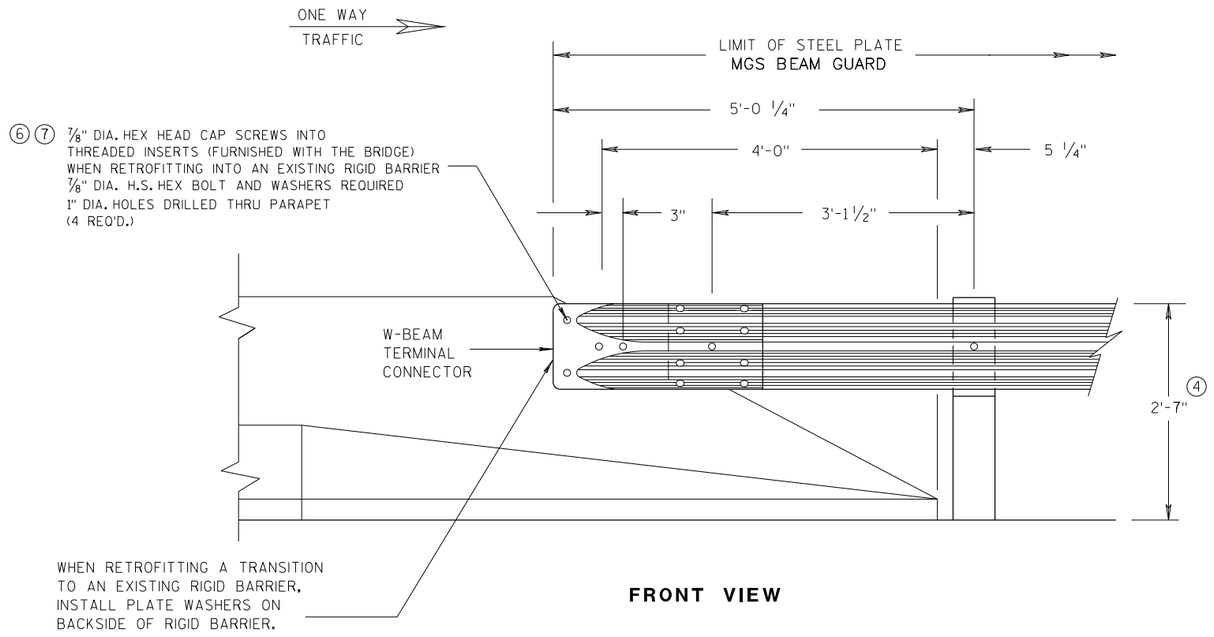


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S.D.D. 14 B 45-5e

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S.D.D. 14 B 45-5e




FRONT VIEW

## W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

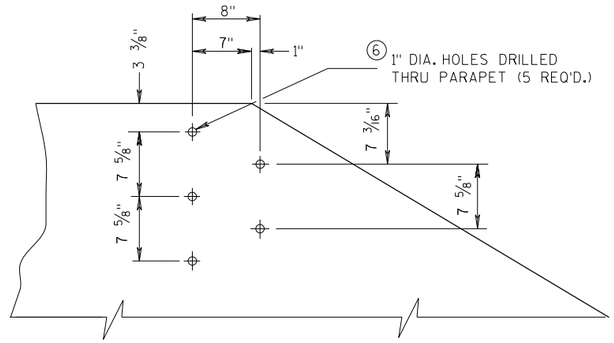
## GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

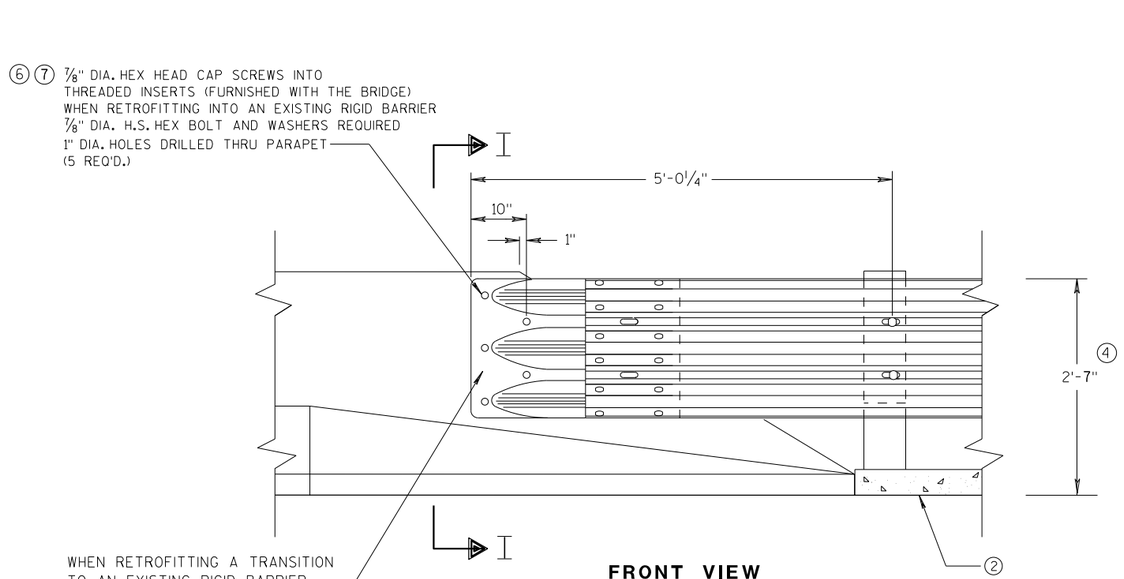
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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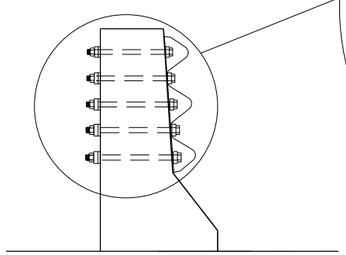
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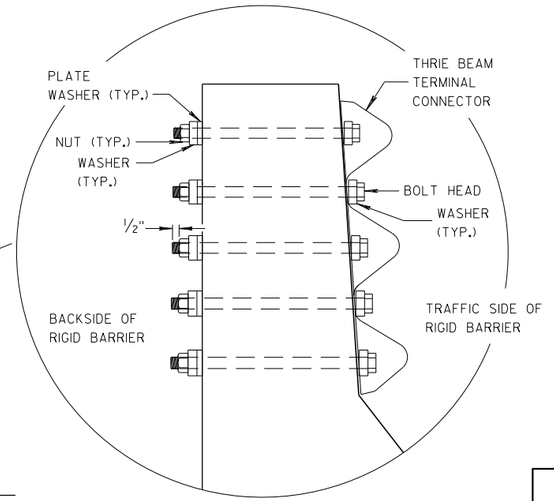

DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION




FRONT VIEW



SECTION I-I




## THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
FHWA

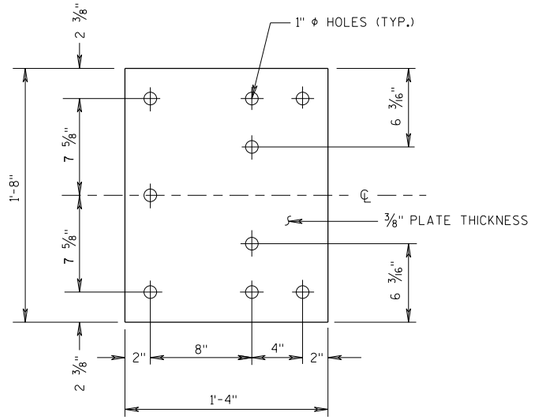
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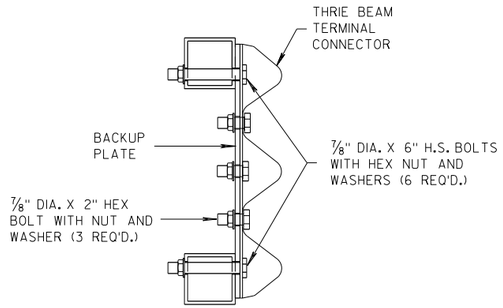
S.D.D. 14 B 45-5f

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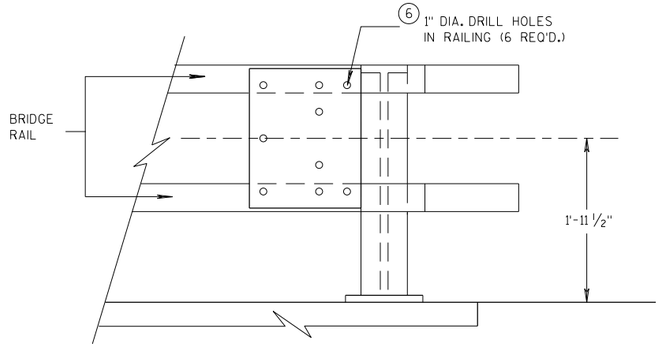
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## BACK-UP PLATE DETAIL




## SECTION J-J

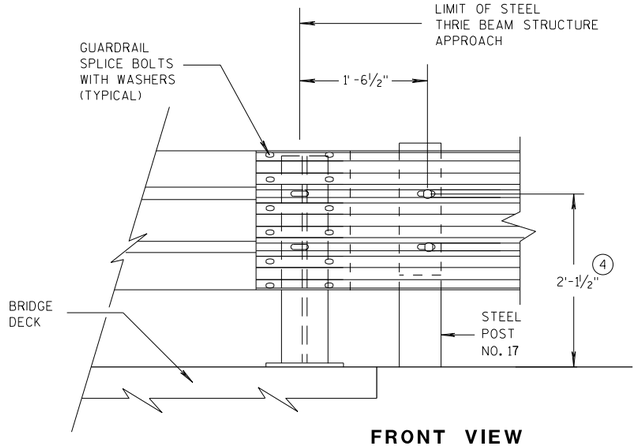



## BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

# GENERAL NOTES

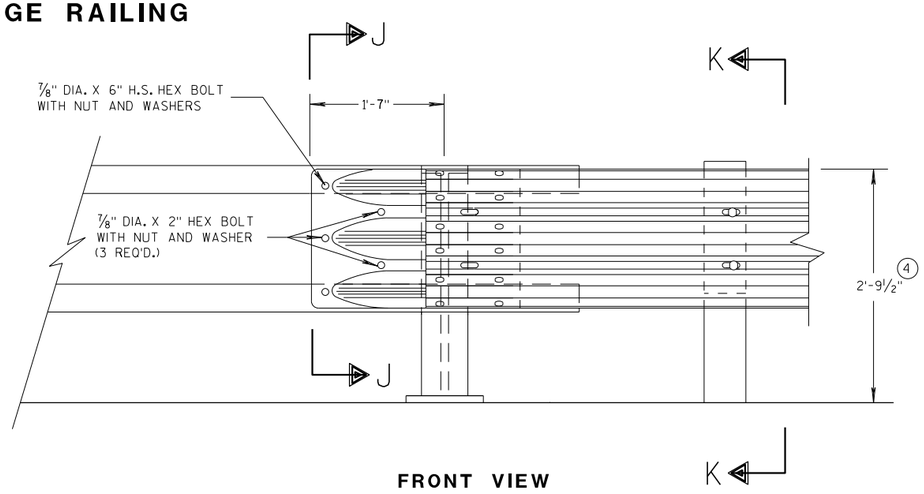
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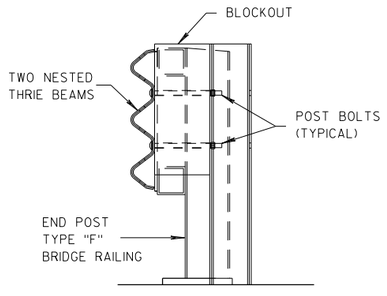



FRONT VIEW

## THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"




FRONT VIEW




SECTION K-K

## THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE
/S/ Rodney Taylor 752 — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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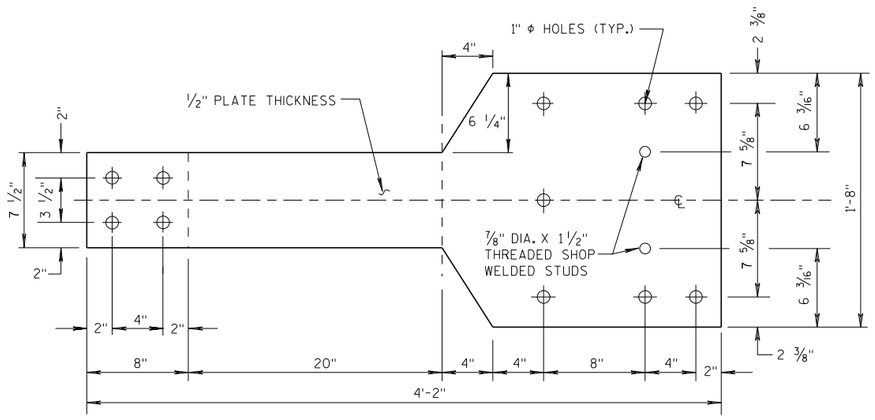
S.D.D. 14 B 45-5g

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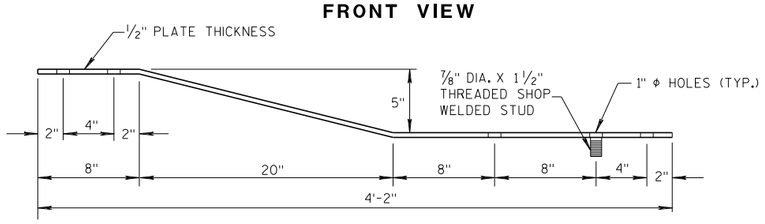
S.D.D. 14 B 45-5g

## GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

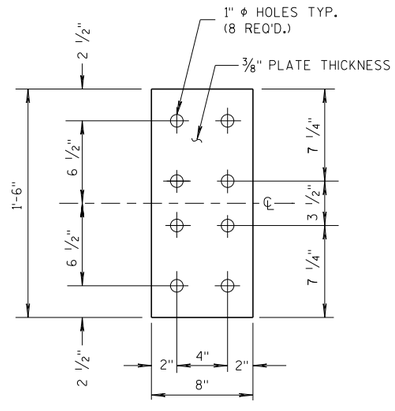



FRONT VIEW



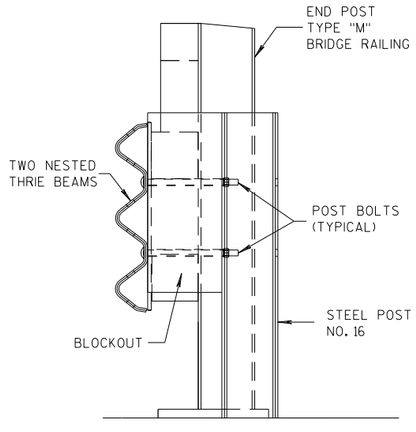

PLAN VIEW

## BACK-UP PLATE DETAIL, TYPE "M"

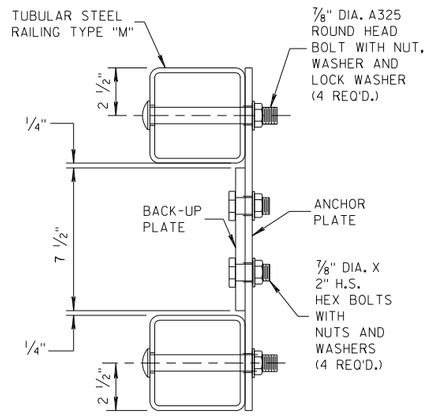



FRONT VIEW

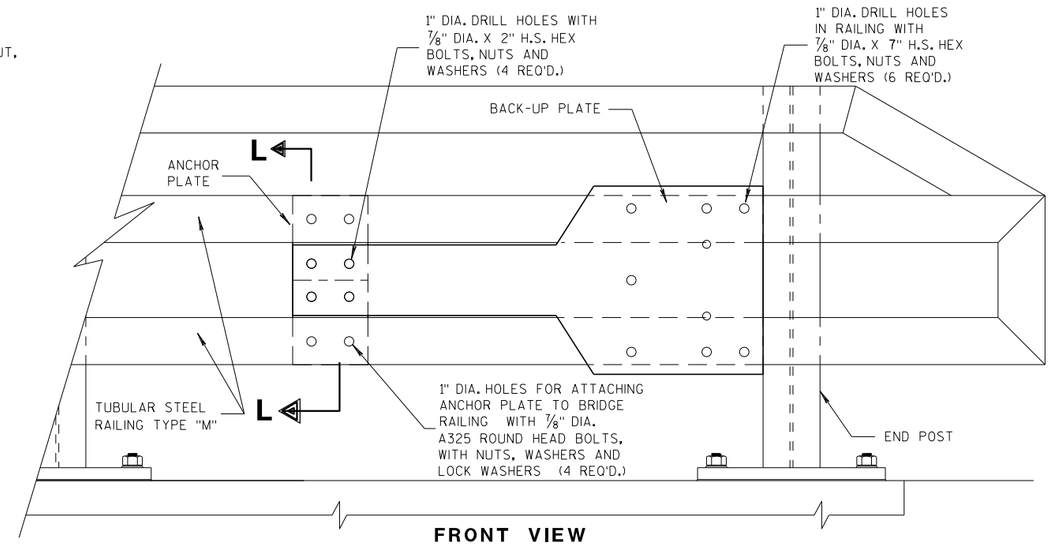
## ANCHOR PLATE DETAIL, TYPE "M"




SECTION M-M

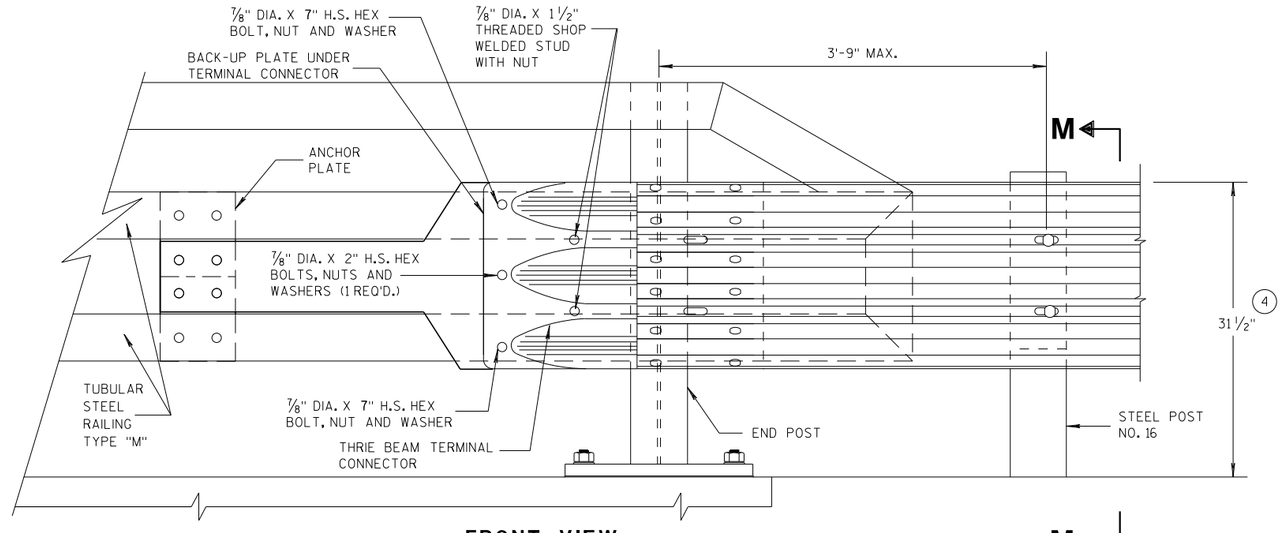



SECTION L-L

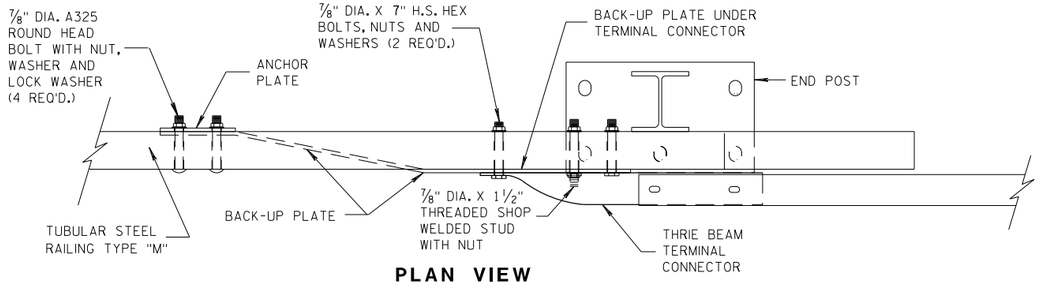



FRONT VIEW

## ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"




FRONT VIEW




PLAN VIEW

## THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

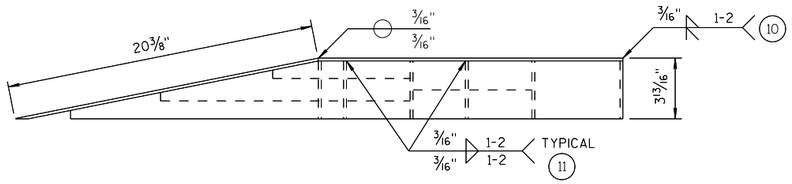
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
753
FHWA

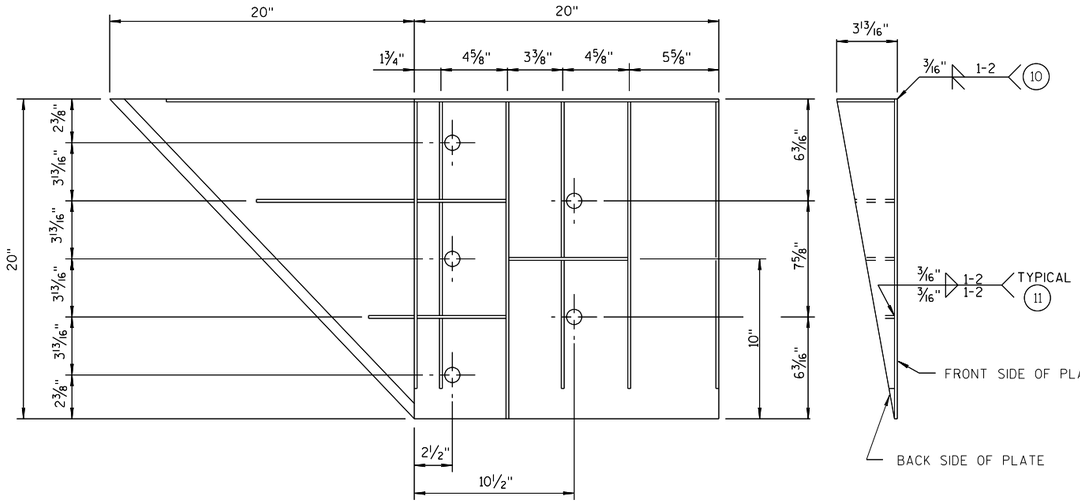
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S.D.D. 14 B 45-5h

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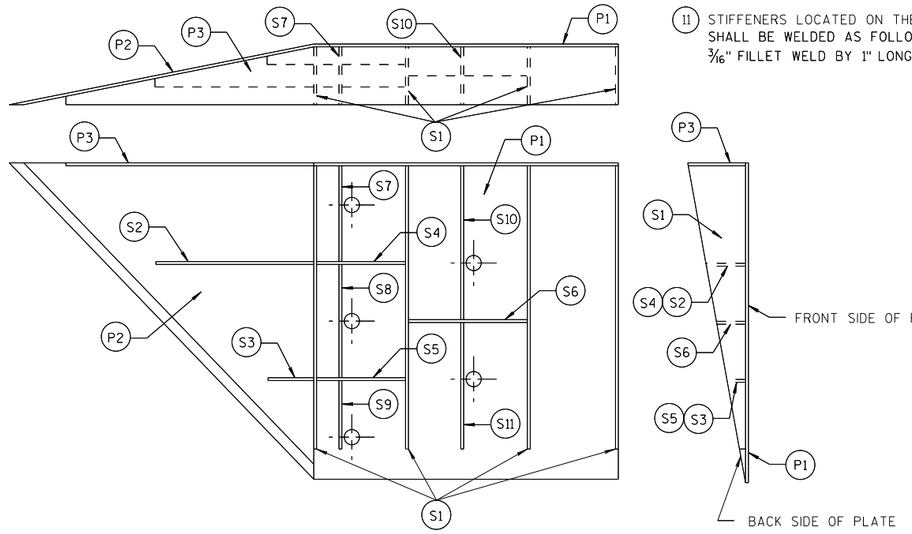
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## WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)




## PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

## GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

**CONNECTOR PLATE DIMENSION (PER ASSEMBLY)**

| PLATE | QUANTITY | SHAPE | SIZE (A x B x C x D) | THICKNESS |
|---|---|---|---|---|
| P1 | 1 | | 20" x 20" | 3/16" |
| P2 | 1 | | 20" x 20" x 28 9/16" | 3/16" |
| P3 | 1 | | 39" x 3 5/8" x 20" x 19 5/16" | 3/16" |
| S1 | 4 | | 18 7/16" x 3 5/8" x 18 3/4" | 1/4" |
| S2 | 1 | | 10 1/4" x 2 7/16" x 10 3/8" x 1/2" | 1/4" |
| S3 | 1 | | 3" x 1 1/16" x 3 1/8" x 1/2" | 1/4" |
| S4 | 1 | | 6 1/8" x 2 7/16" | 1/4" |
| S5 | 1 | | 6 1/8" x 1 1/16" | 1/4" |
| S6 | 1 | | 7 3/4" x 1 3/4" | 1/4" |
| S7 | 1 | | 2 9/16" x 6" x 3 5/8" x 5 7/8" | 1/4" |
| S8 | 1 | | 1 5/32" x 7 1/2" x 2 1/2" x 7 3/8" | 1/4" |
| S9 | 1 | | 6 1/16" x 6 3/16" x 1 3/32" | 1/4" |
| S10 | 1 | | 1 7/8" x 9 7/8" x 3 5/8" x 9 11/16" | 1/4" |
| S11 | 1 | | 8 1/2" x 8 3/4" x 1 13/16" | 1/4" |

## SINGLE SLOPE CONNECTION PLATE

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

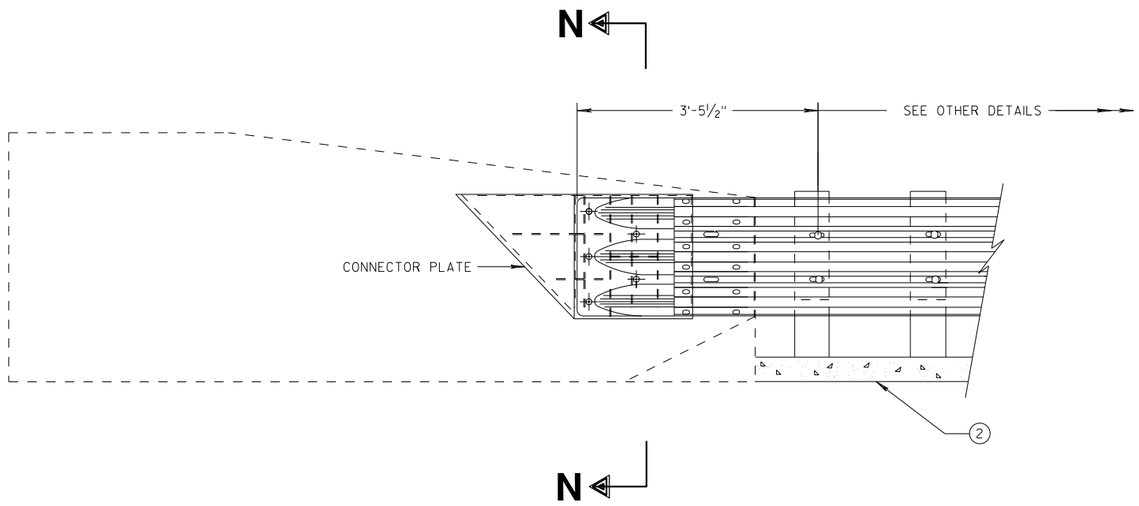
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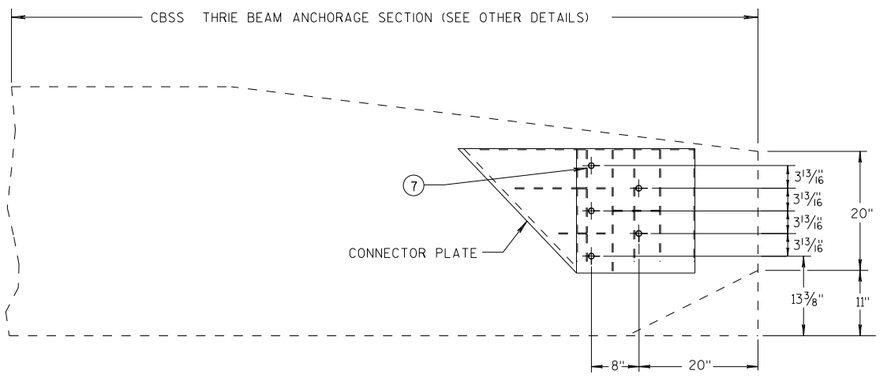
S.D.D. 14 B 45-5i

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S.D.D. 14 B 45-5i




## THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



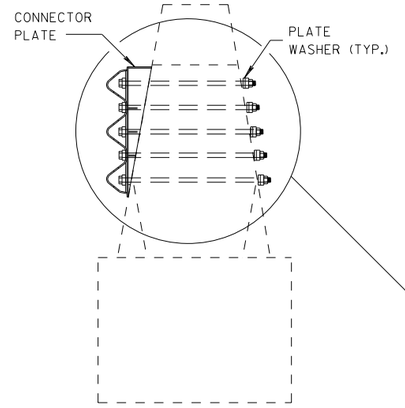

## SINGLE SLOPE CONNECTION PLATE PLACEMENT

## GENERAL NOTES

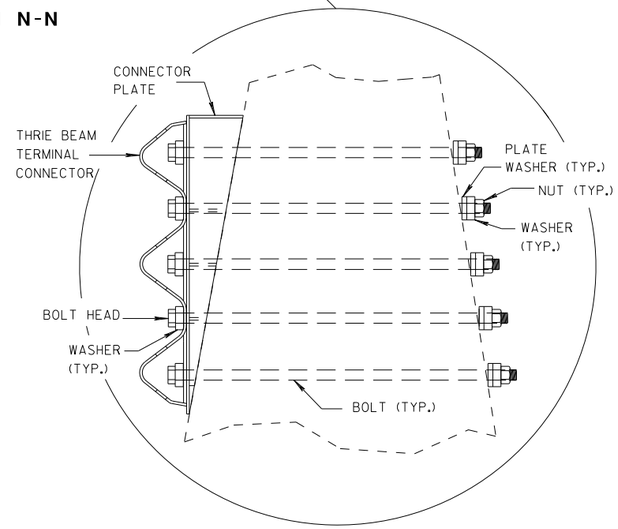
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SECTION N-N




**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DI UNIT SUPERVIS

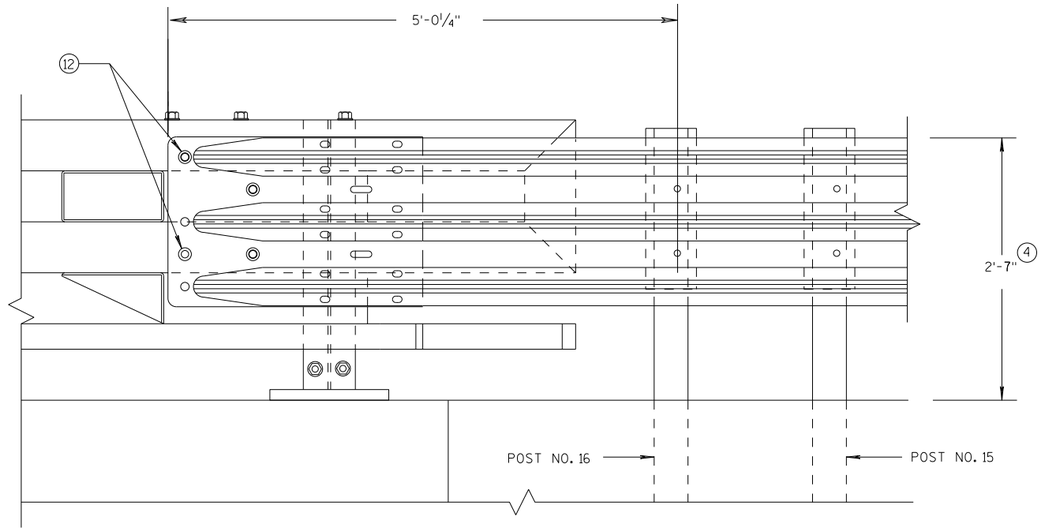
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S.D.D. 14 B 45-5j

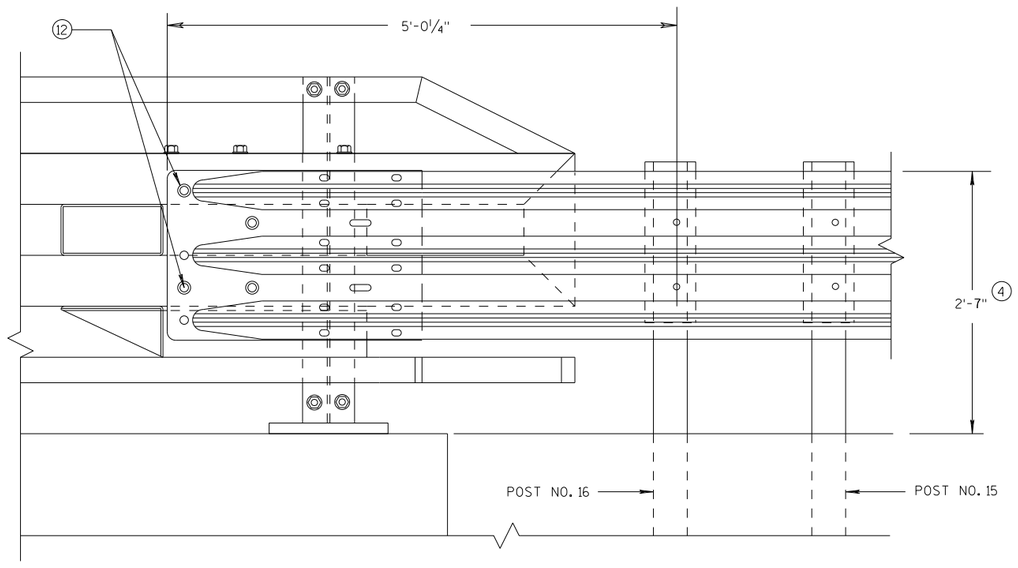
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S.D.D. 14 B 45-5j




## ELEVATION OF DETAIL AT NY3 END POST

### THRIE BEAM RAIL ATTACHMENT




## ELEVATION OF DETAIL AT NY4 END POST

### THRIE BEAM RAIL ATTACHMENT

## GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS D 756 NT
UNIT SUPERVIS

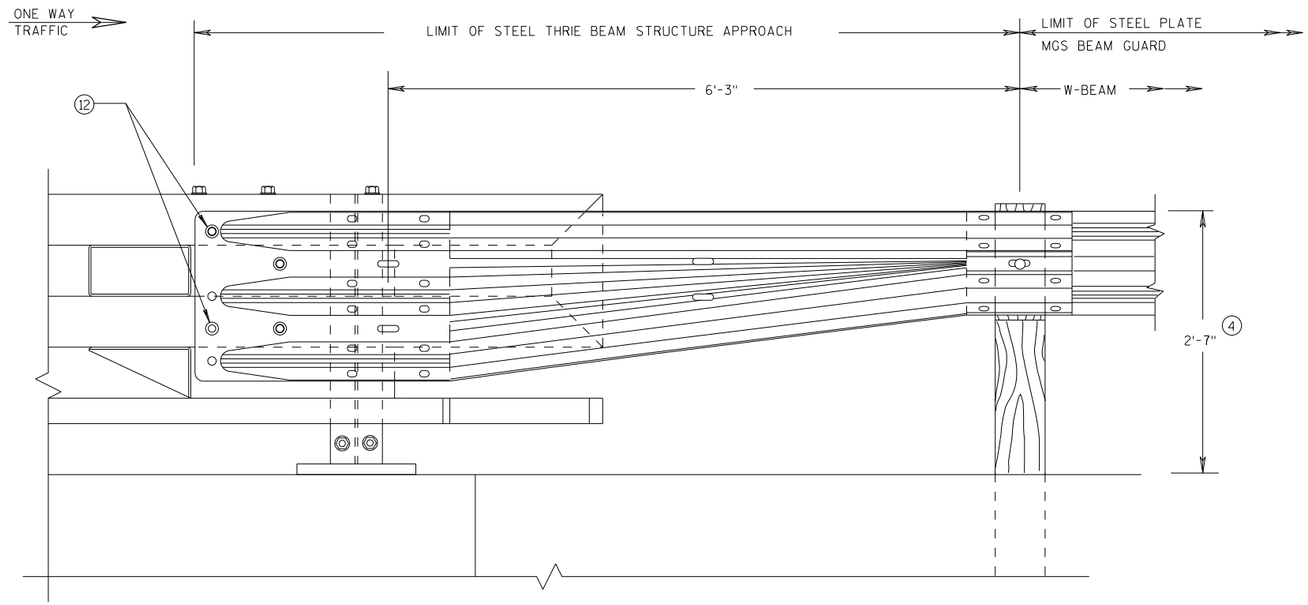
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S.D.D. 14 B 45-5k

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S.D.D. 14 B 45-5k




FRONT VIEW

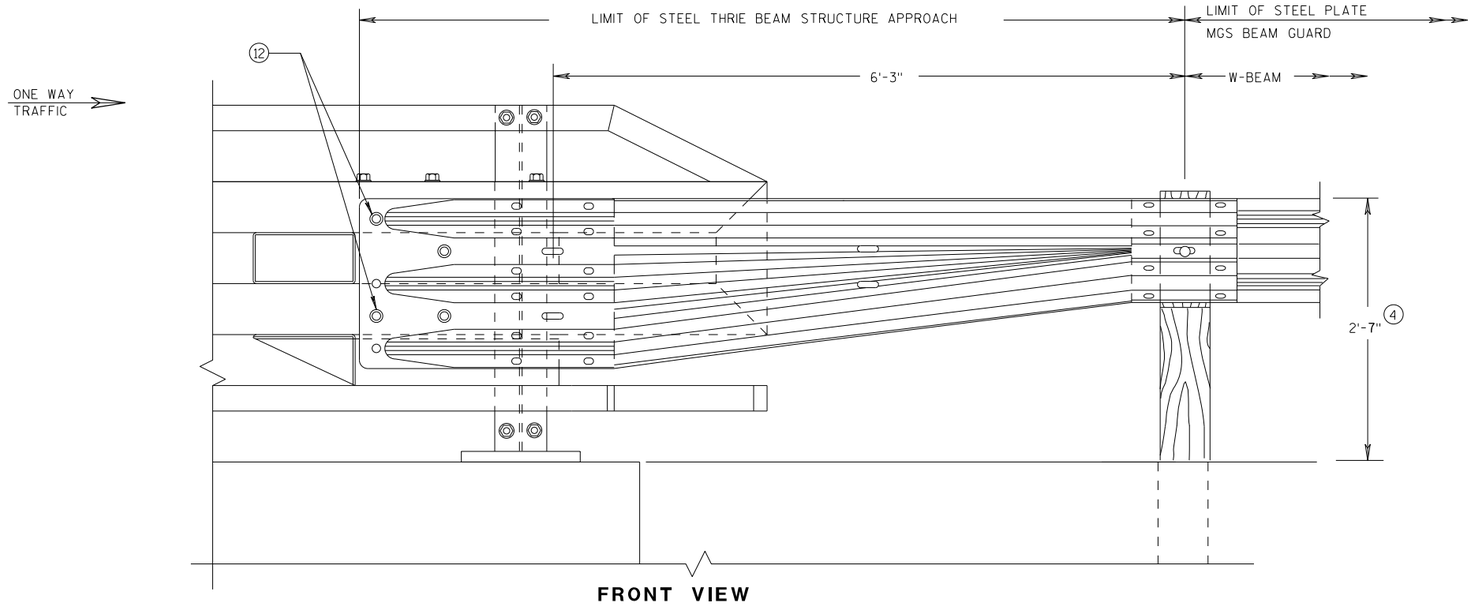
## W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

## GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.




FRONT VIEW

## W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D 757
UNIT SUPERVIS

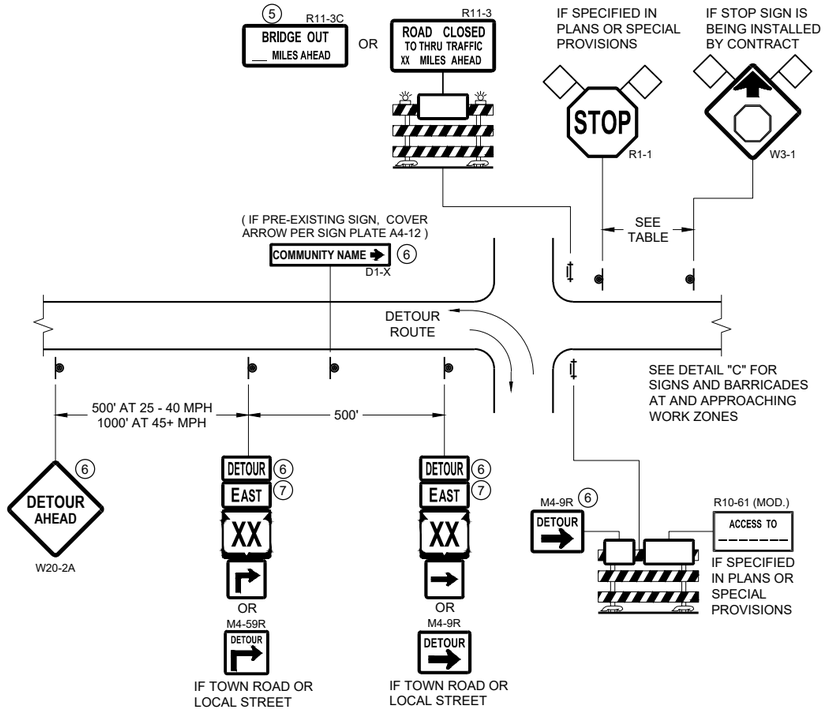
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S.D.D. 14 B 45-5L

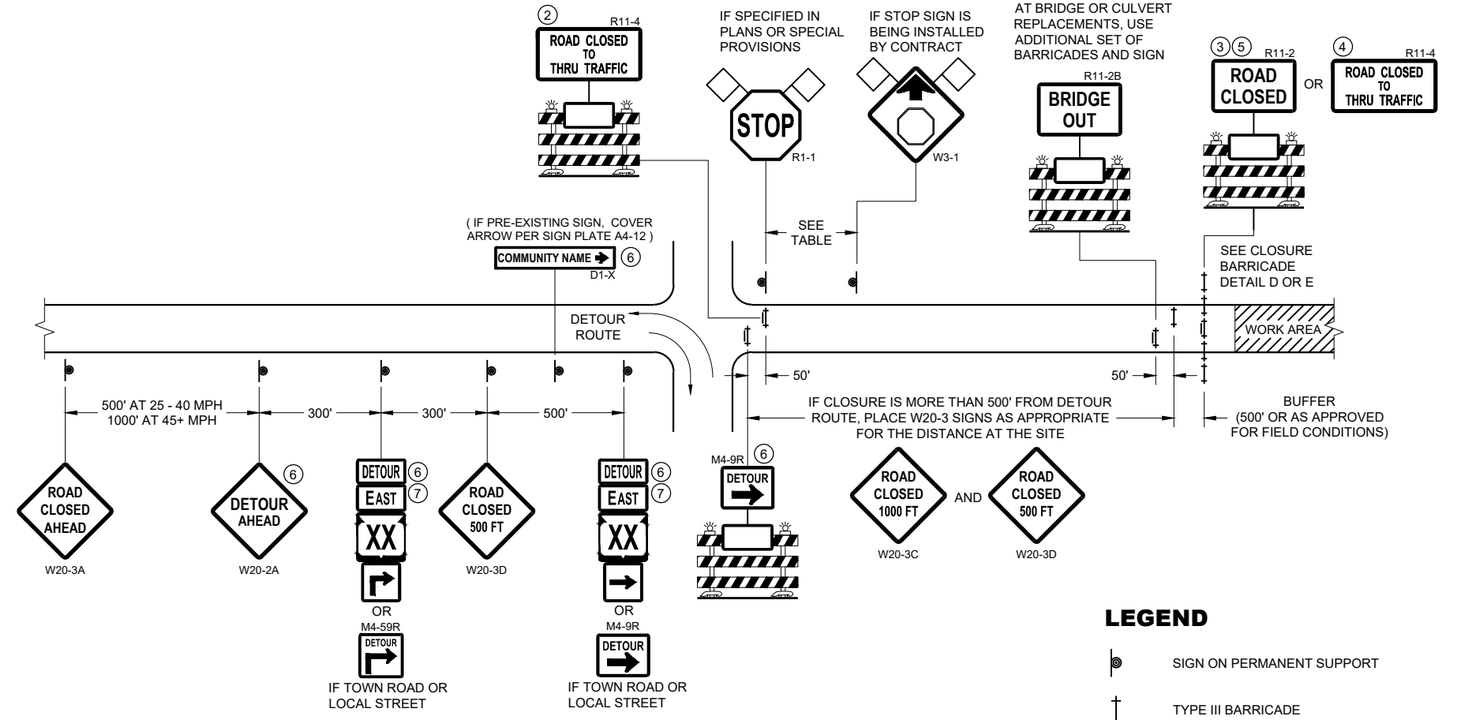
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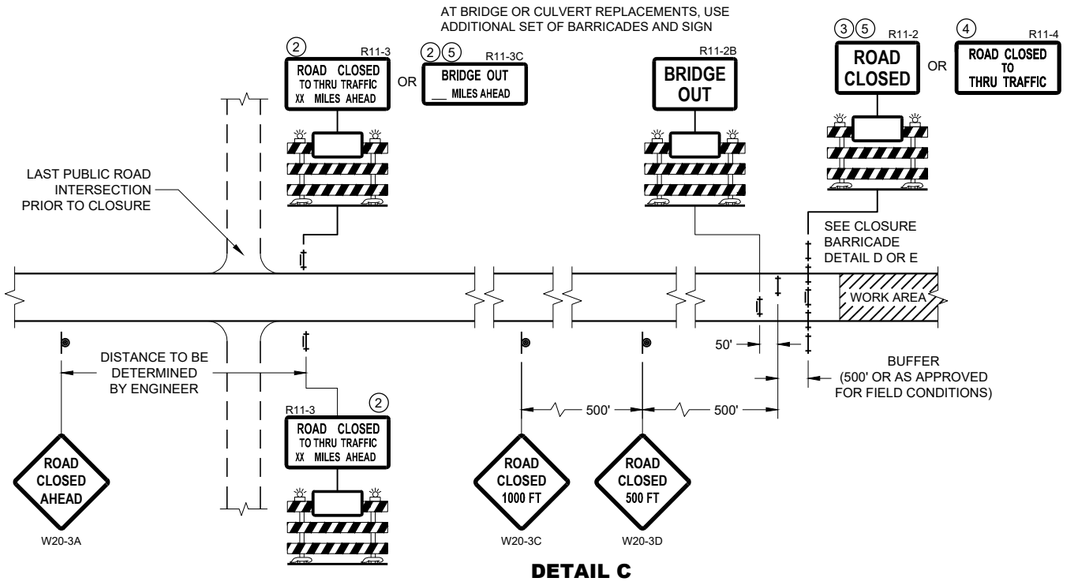

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

## BARRICADES AND SIGNS FOR MAINLINE CLOSURES

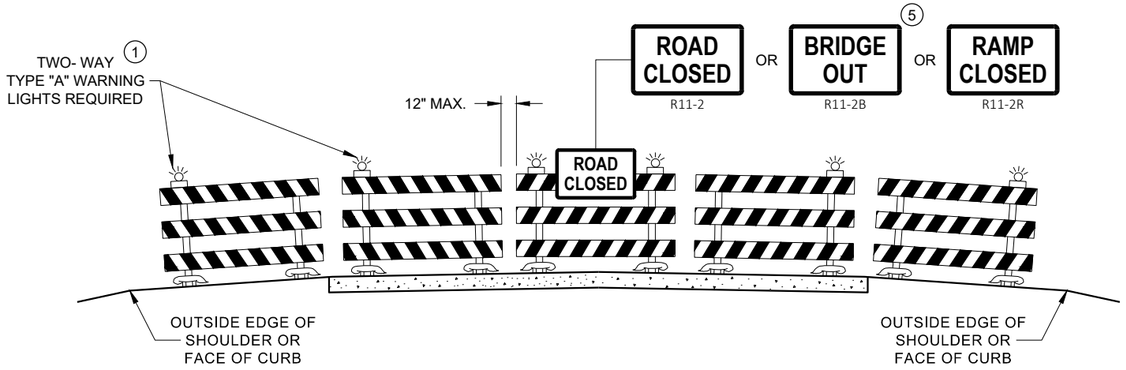
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

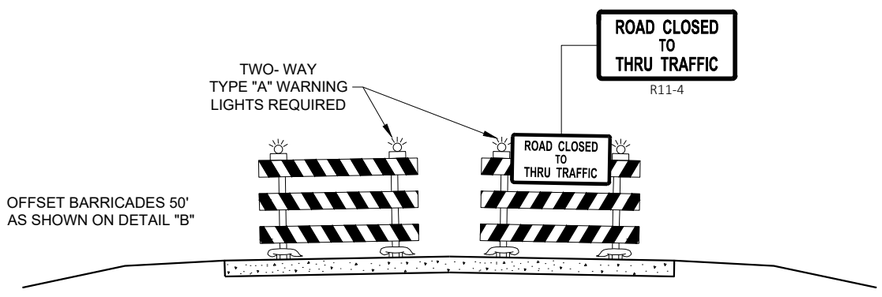
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SDD 15C02 - 09a




**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
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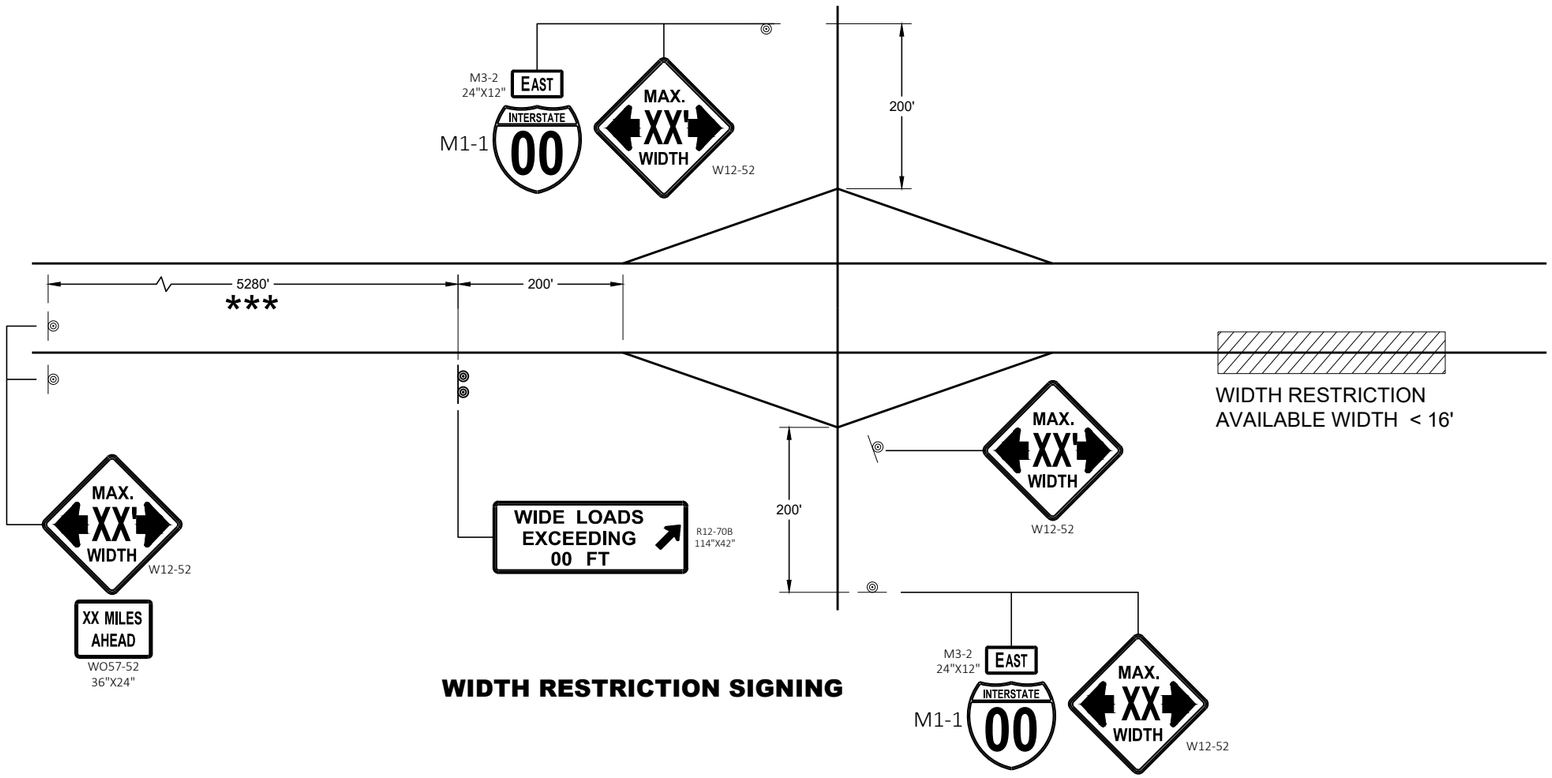
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE 759
FHWA

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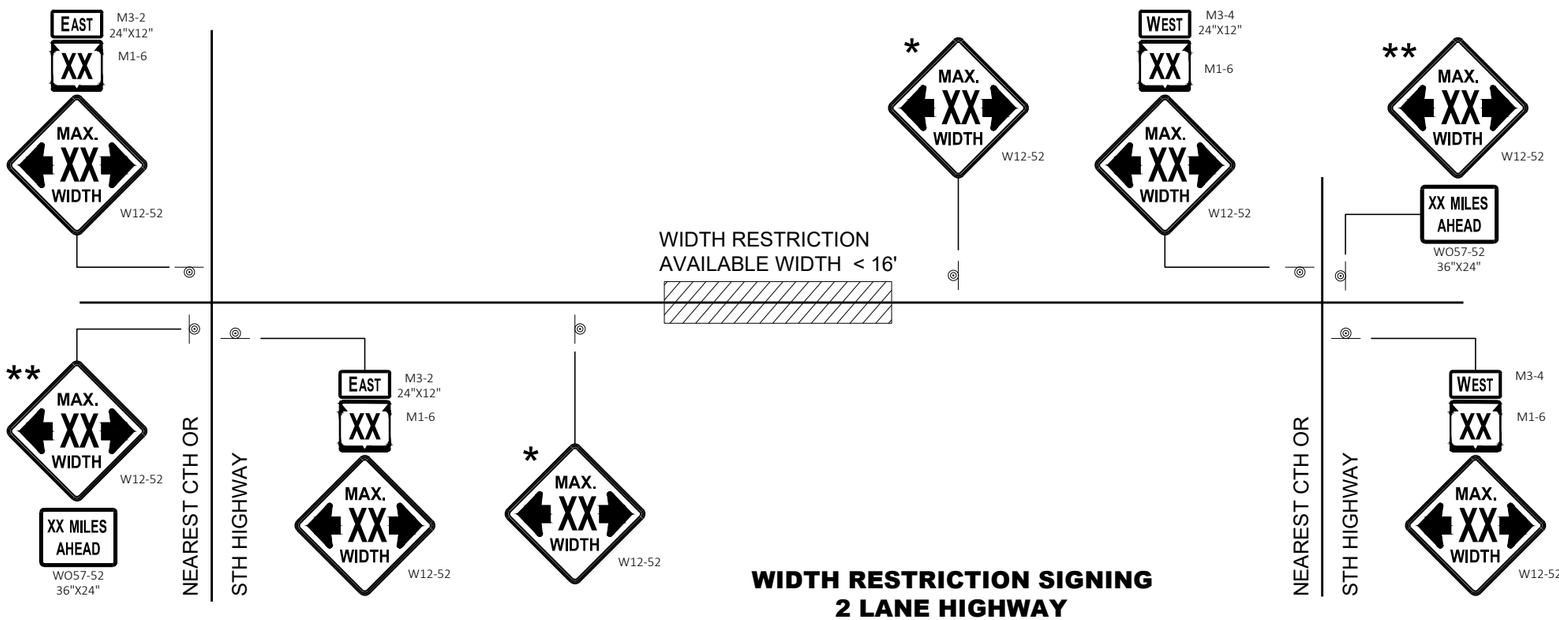
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SDD 15C02 - 09b




## WIDTH RESTRICTION SIGNING




## WIDTH RESTRICTION SIGNING
## 2 LANE HIGHWAY

## LEGEND

SIGN ON PERMANENT SUPPORT

## GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS 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 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.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.




WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

**ADVANCED WIDTH RESTRICTION SIGNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

760

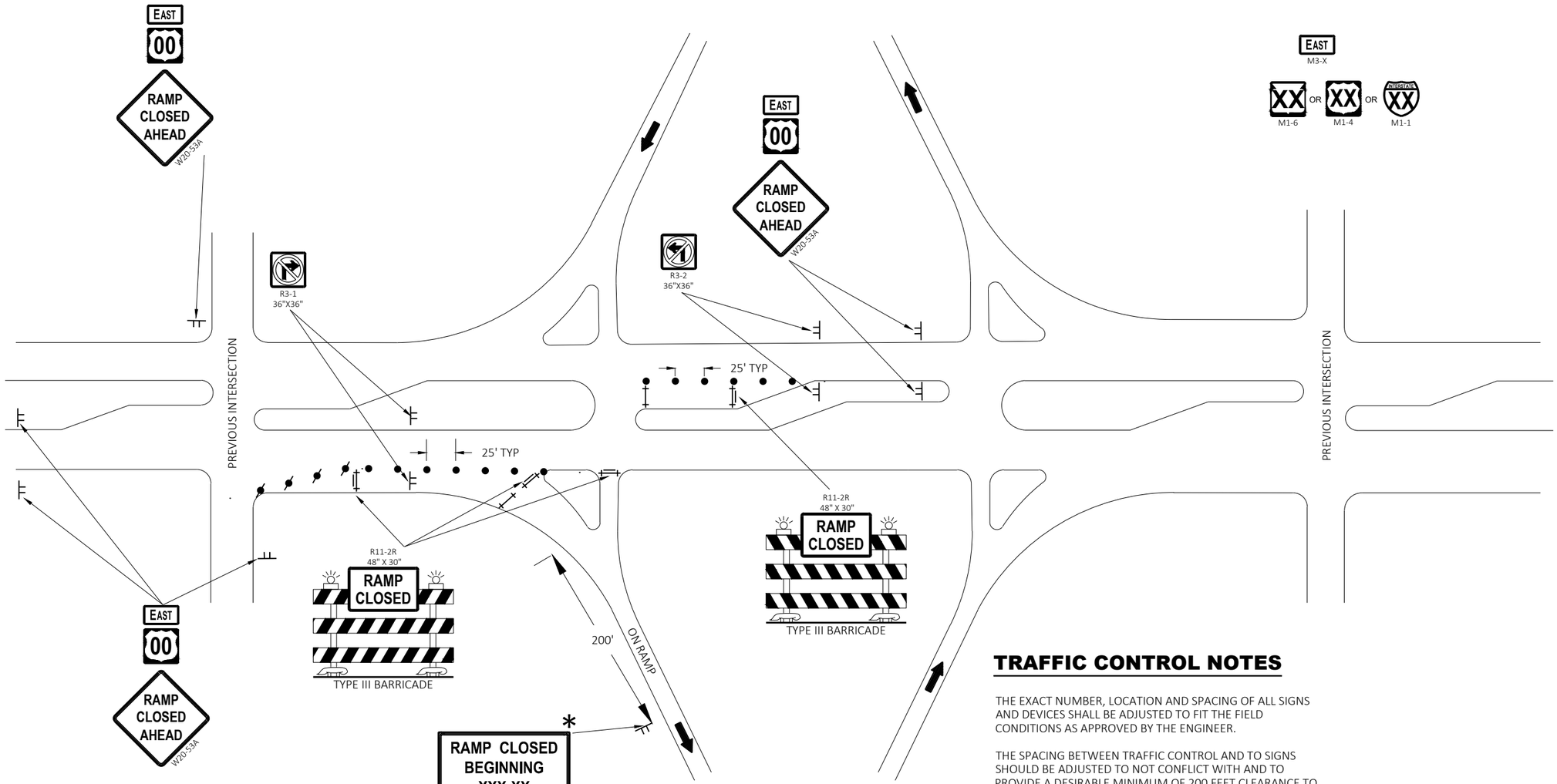
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SDD 15C02 - 09f

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SDD 15C02 - 09f




## LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

## TRAFFIC CONTROL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL AND TO 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 THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT SHALL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24"x24" (36" x18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-1, M1-4, AND M1-6 SHALL BE 24"x24" (36"x36" IF NEEDED TO MATCH EXISTING SIGNS)
- W20-53A SHALL BE 48"X48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

## TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

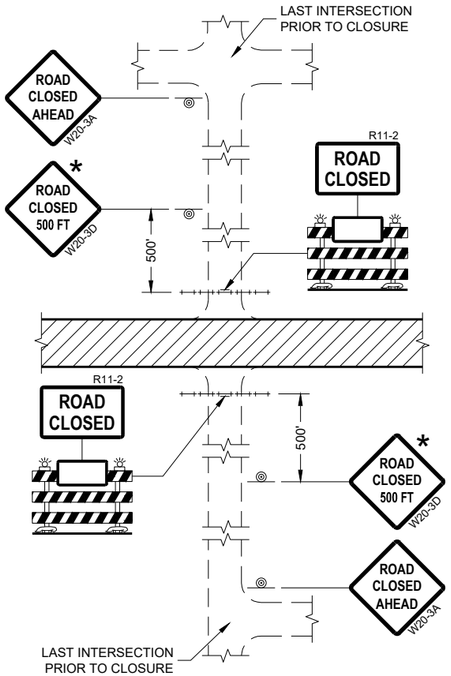


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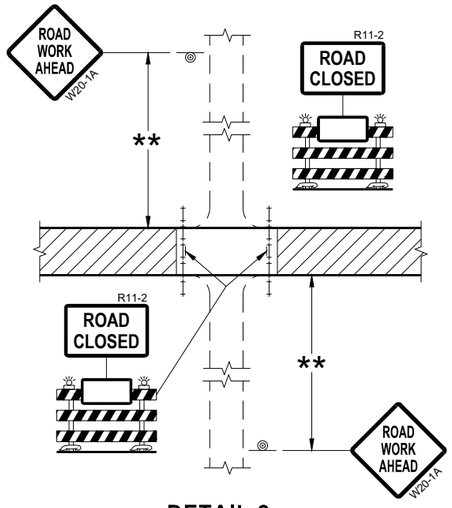
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SDD 15C02-09g




**DETAIL 1**
(NO ACCESS TO PROJECT)




**DETAIL 2**
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

## GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

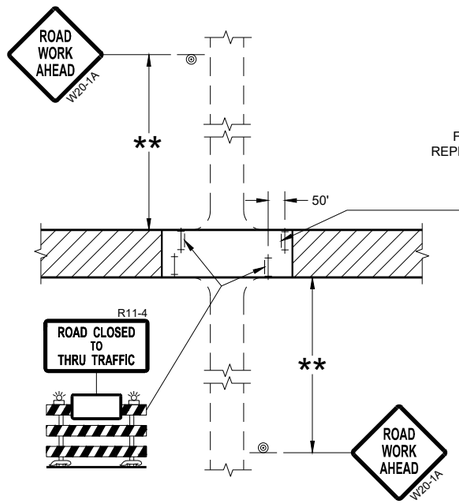
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.




**DETAIL 3**
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)




**DETAIL 4**
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS FOR SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

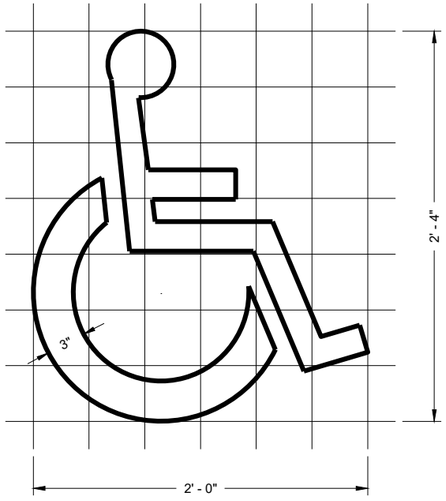
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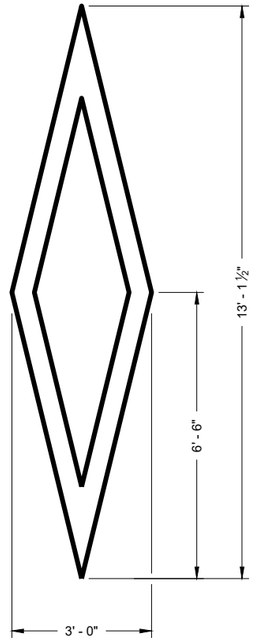

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SDD 15C03 - 05

## 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**

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SDD 15C07 - 15a

SDD 15C07 - 15a

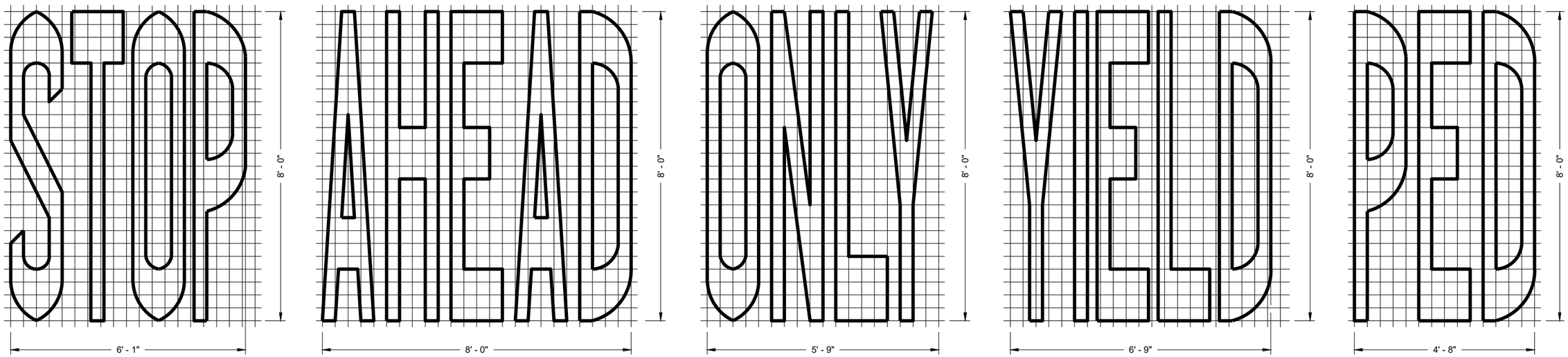
**PAVEMENT MARKING SYMBOLS**

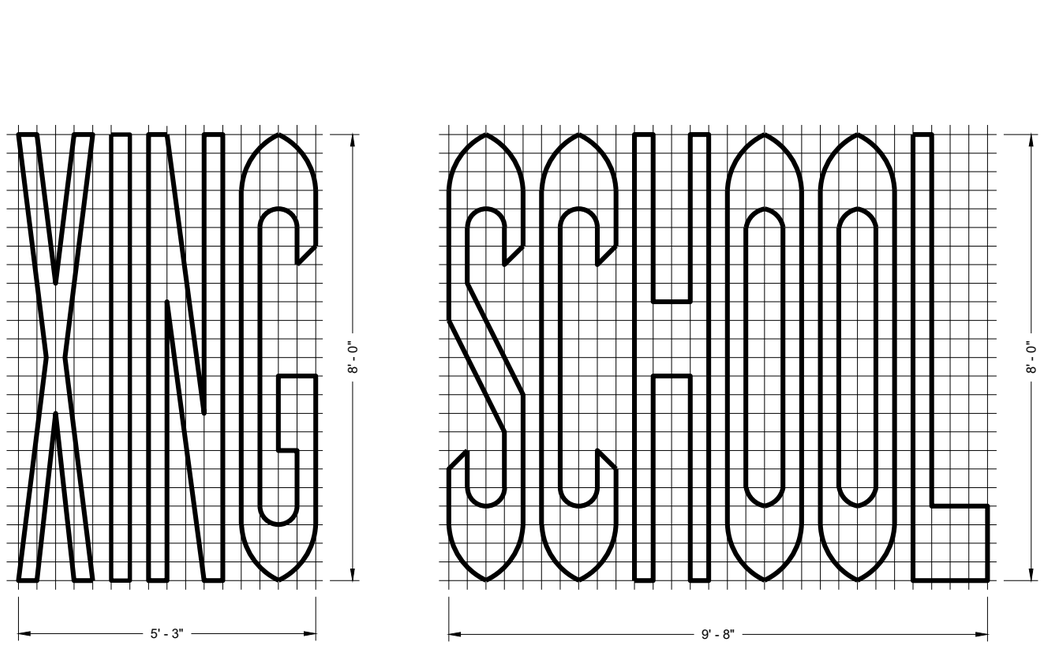
STATE OF WISCONSIN
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APPROVED
November 2019
DATE

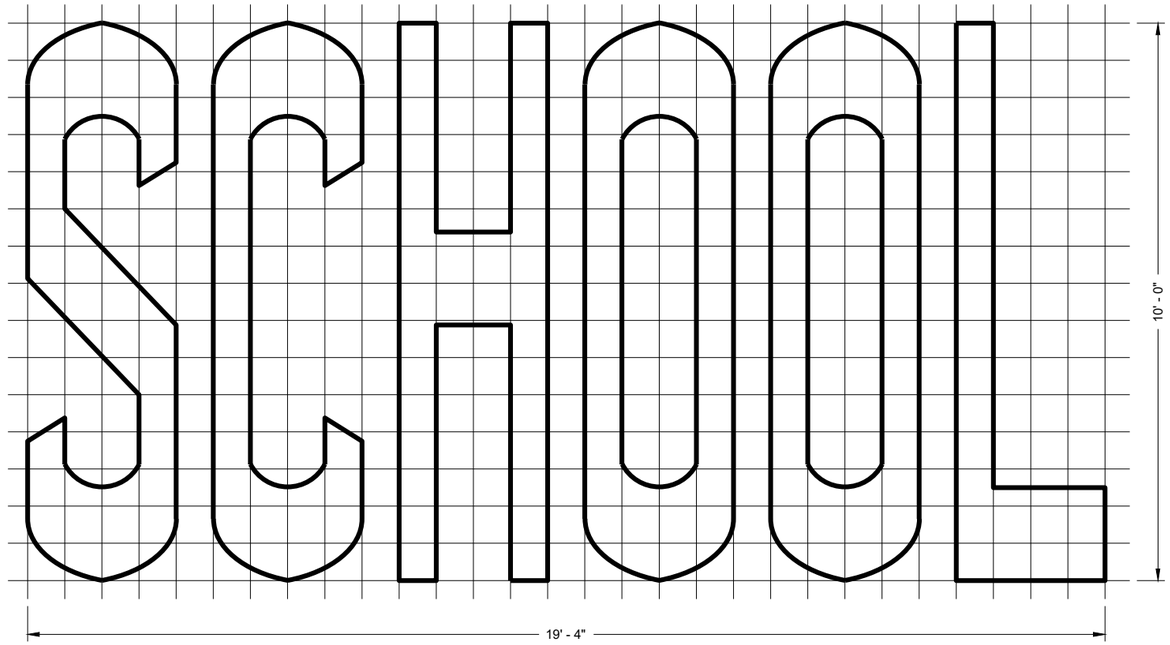
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

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

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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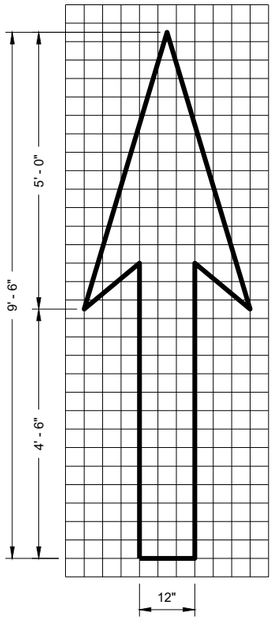
SDD 15C07 - 15b

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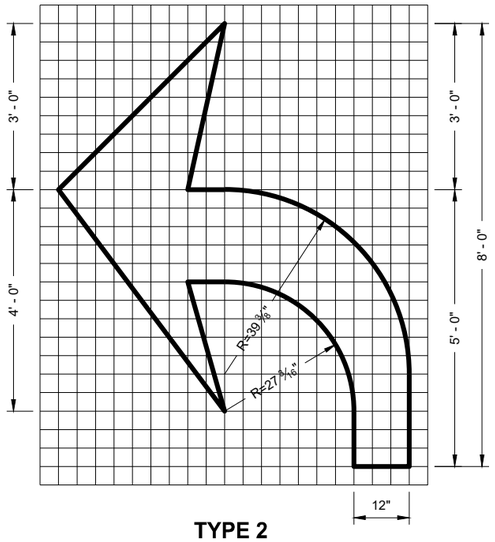
SDD 15C07 - 15b

## GENERAL NOTES

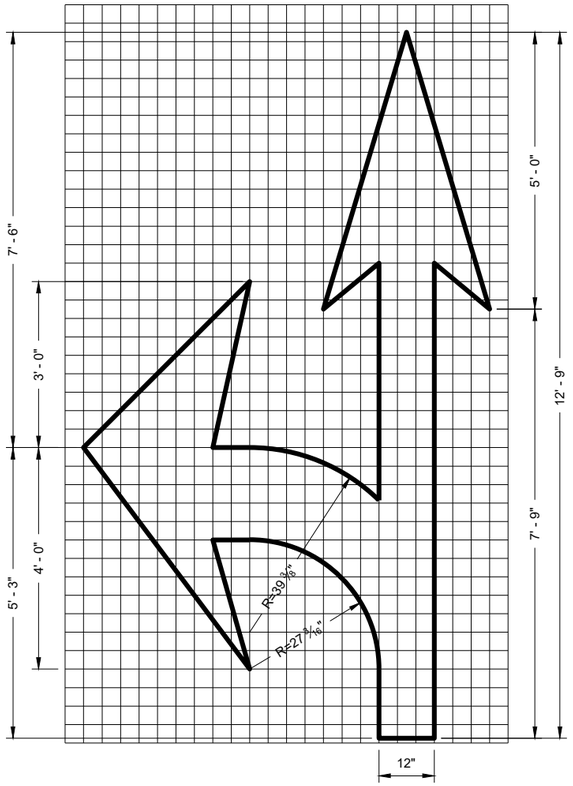
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



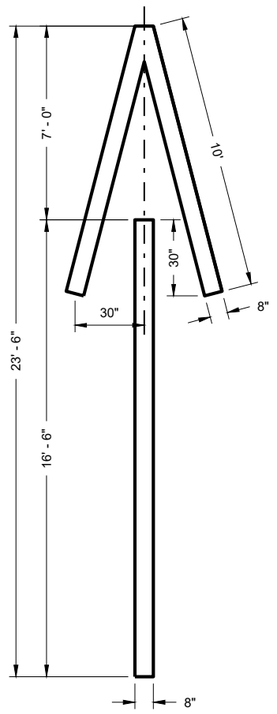

TYPE 1



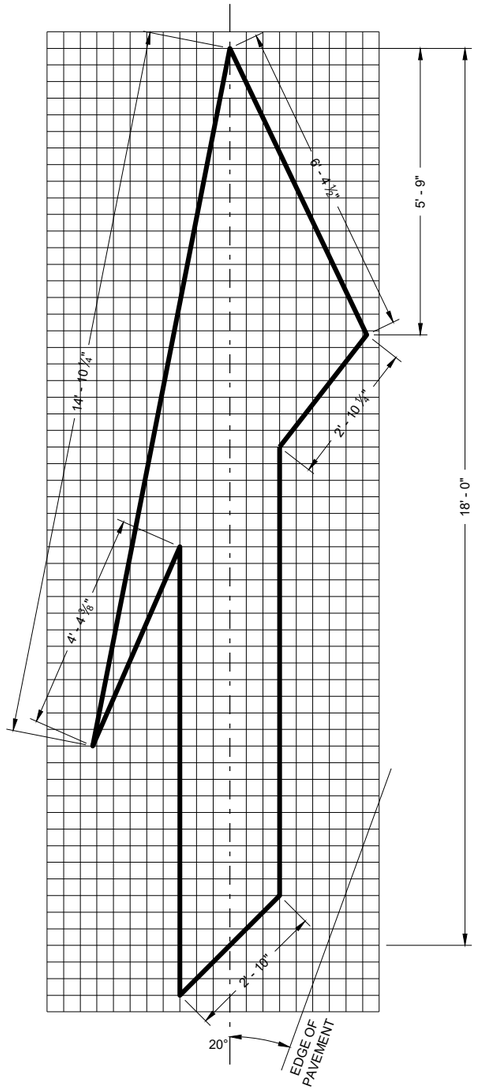

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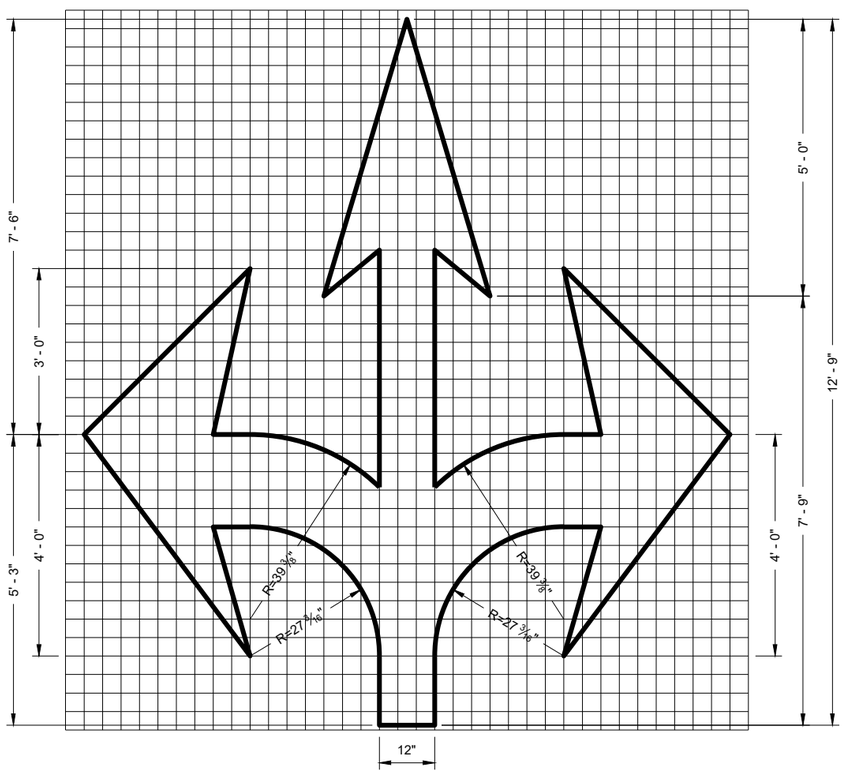

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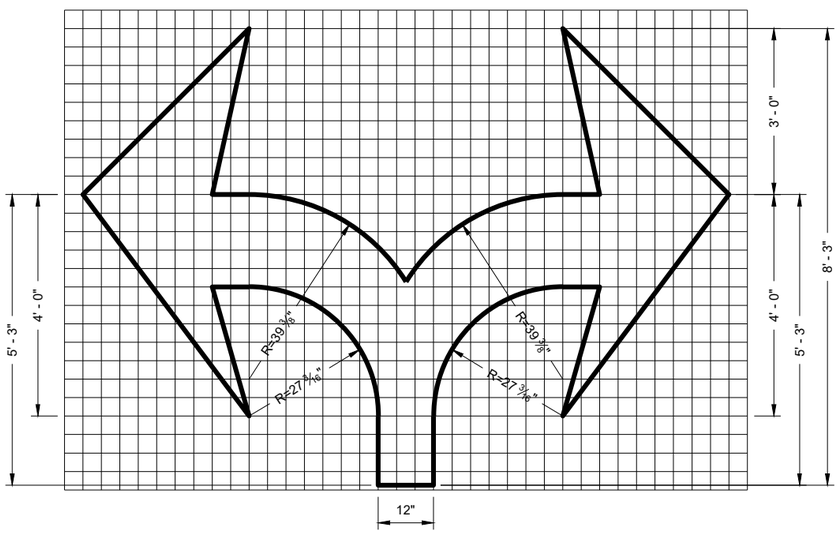

TYPE 4




TYPE 5 LANE DROP ARROW




TYPE 6




TYPE 7

**PAVEMENT MARKING ARROWS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

765

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6

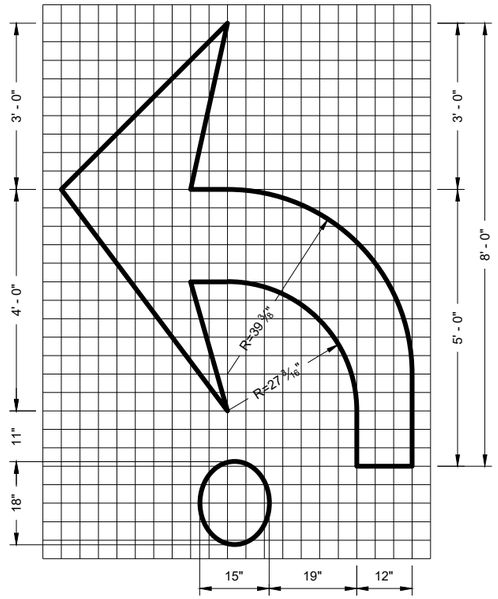
SDD 15C07 - 15c

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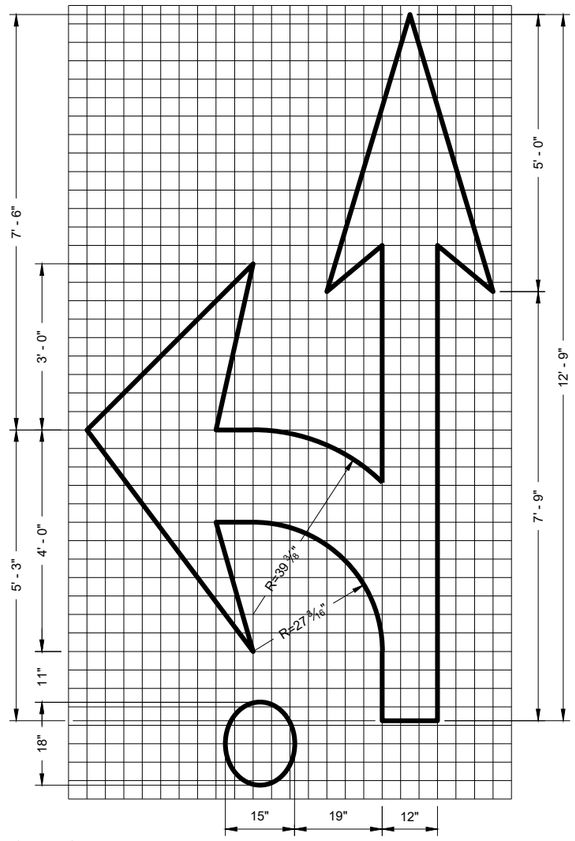
SDD 15C07 - 15c

## GENERAL NOTES

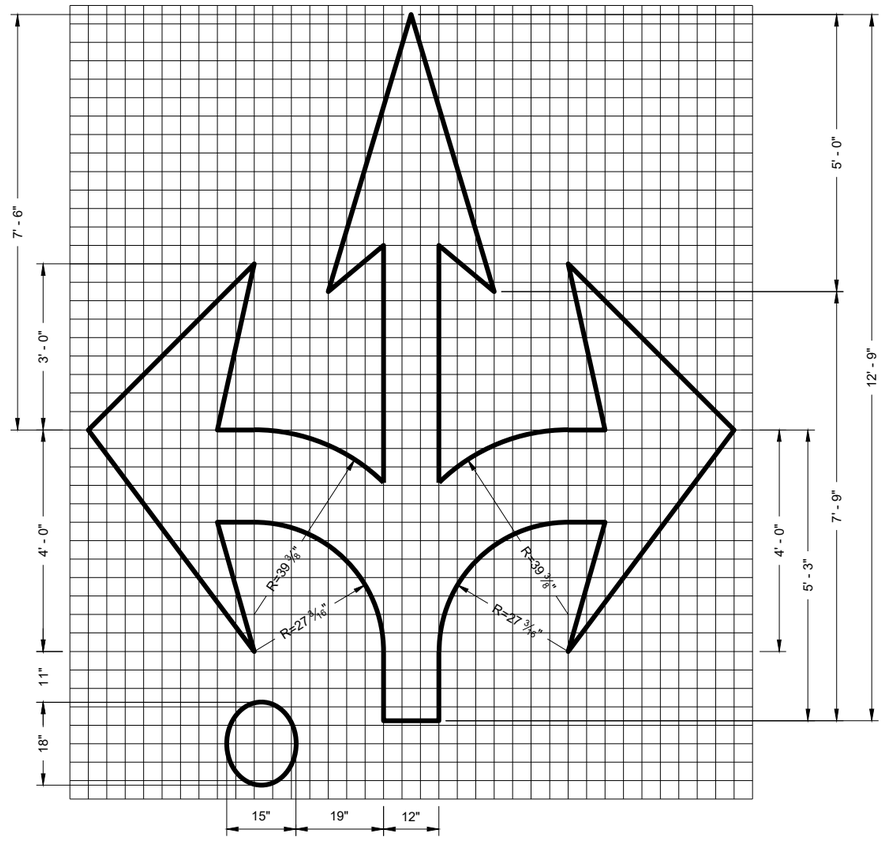
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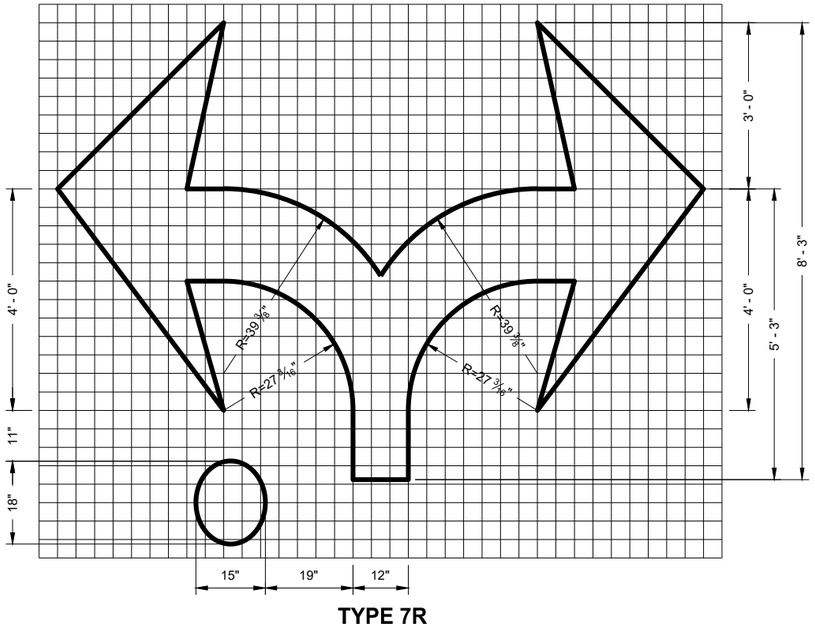

**TYPE 2R**




**TYPE 3R**




**TYPE 6R**




**TYPE 7R**

**ROUNDABOUT MARKING ARROWS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

766

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SDD 15C07 - 15d

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SDD15C07 - 15d

## 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.

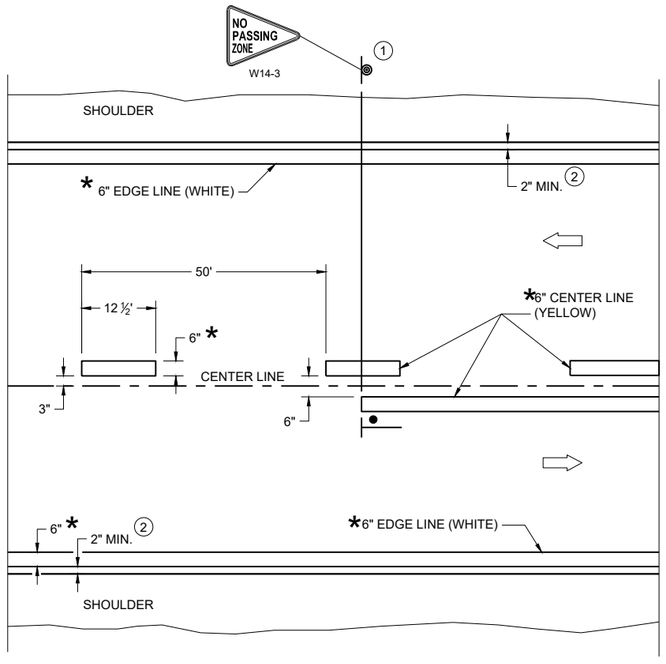
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

## LEGEND

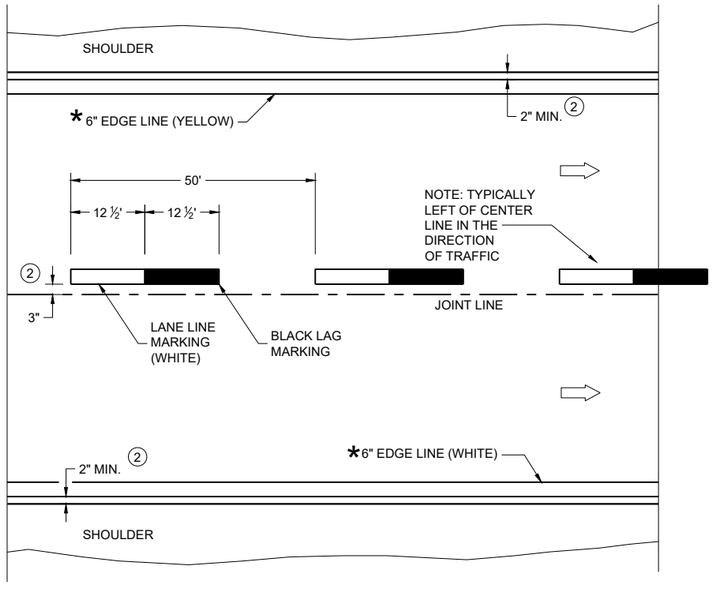
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC




TWO WAY TRAFFIC




ONE WAY TRAFFIC

**PERMANENT PAVEMENT MARKING**

**PERMANENT LONGITUDINAL PAVEMENT MARKINGS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

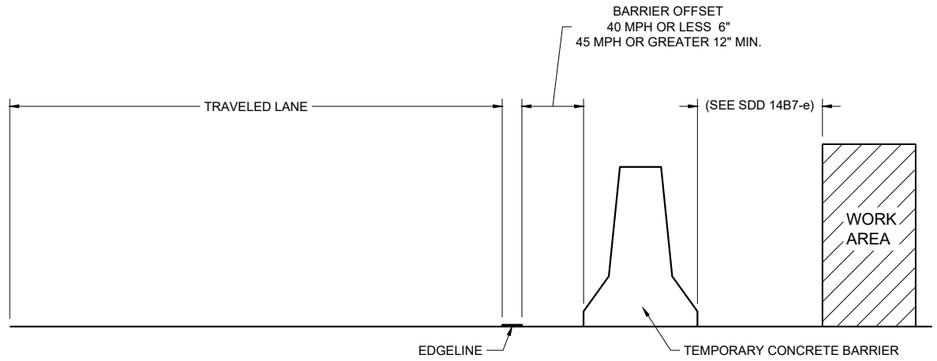
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SDD 15C08-23a




**TEMPORARY BARRIER OFFSET FROM EDGELINE**

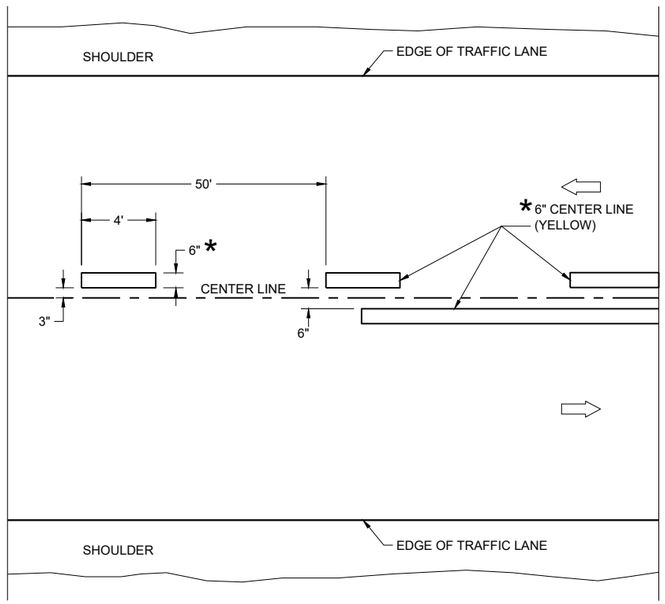
## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

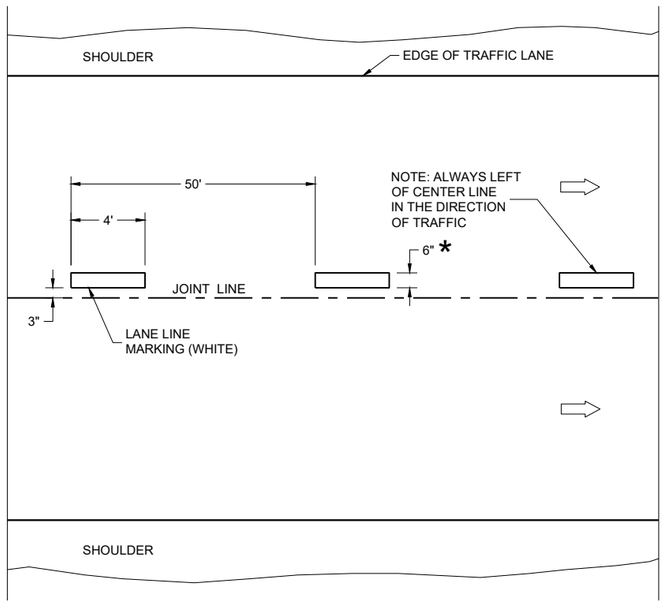
## LEGEND

DIRECTION OF TRAFFIC

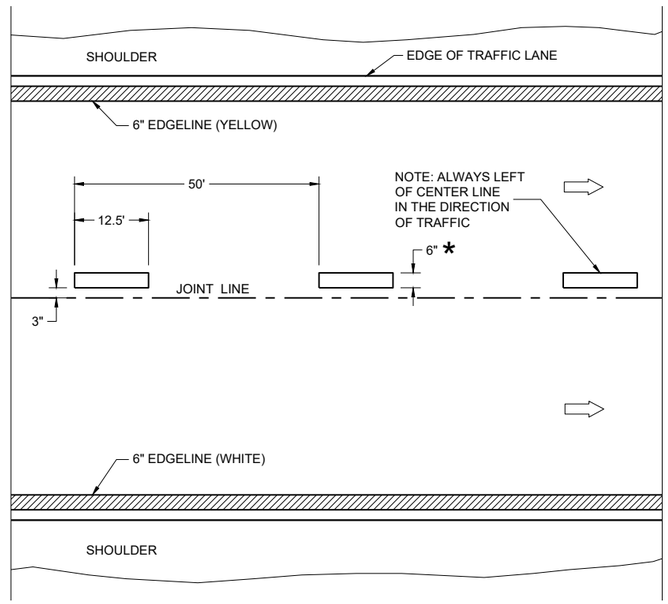
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**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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SDD 15C08-23b

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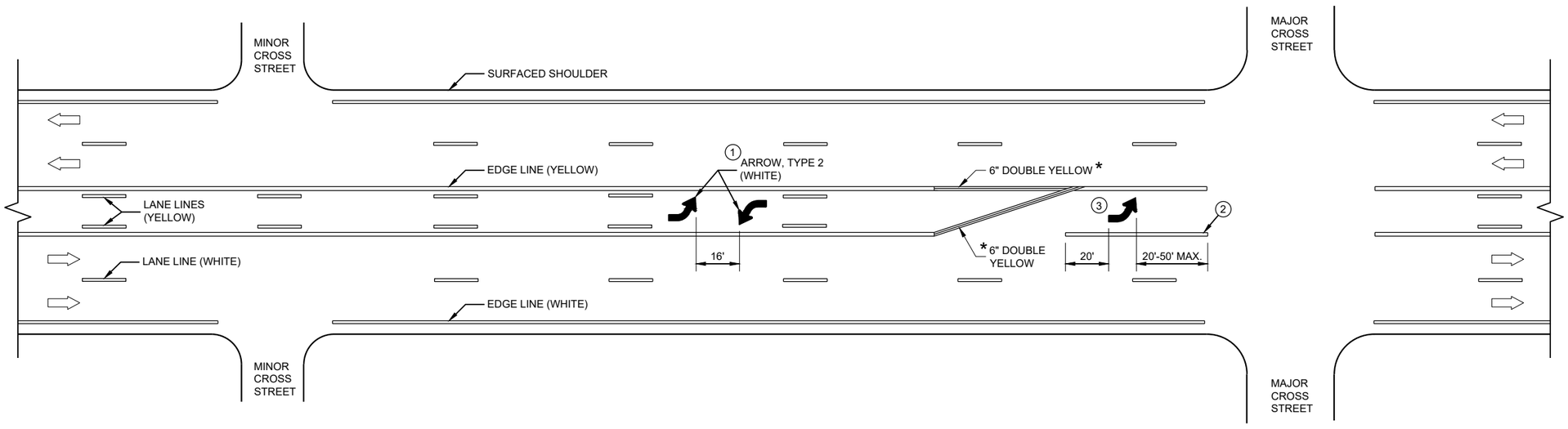
SDD 15C08-23b

## GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**TWO WAY LEFT TURN LANE**

6

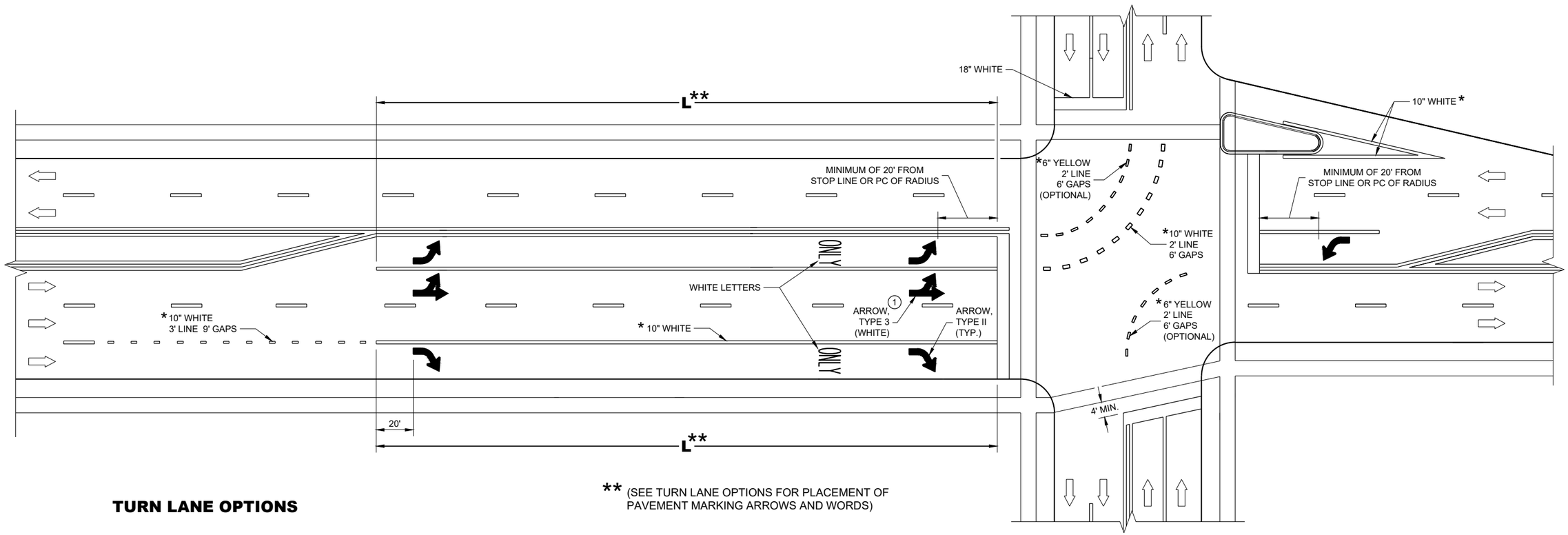
SDD 15C08-23c

**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 769

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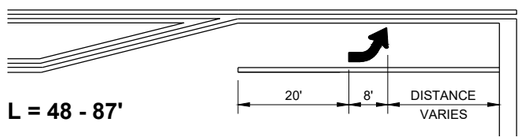
SDD 15C08-23c



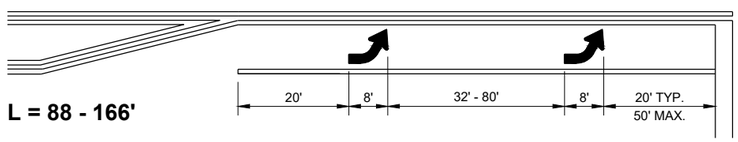

** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

## TURN LANE OPTIONS

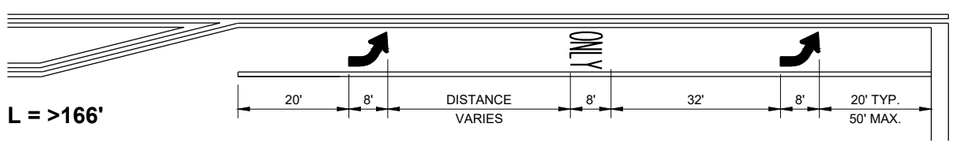
LENGTH OF TURN BAY ( **L** ) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS




**L = 48 - 87'**




**L = 88 - 166'**




**L = >166'**

## GENERAL NOTES

1. 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



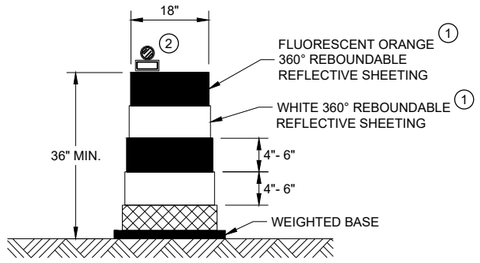
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SDD 15C08-23d

SDD 15C08-23d

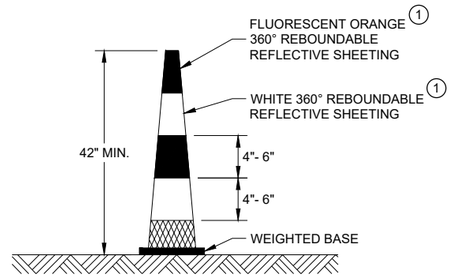
## GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.




### DRUM

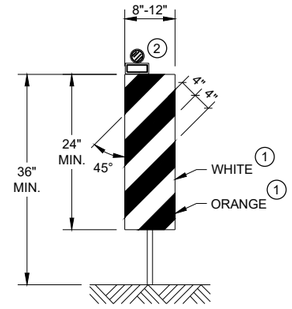
BALLAST WIDTHS
RANGE FROM 24"-36"




### 42" CONE

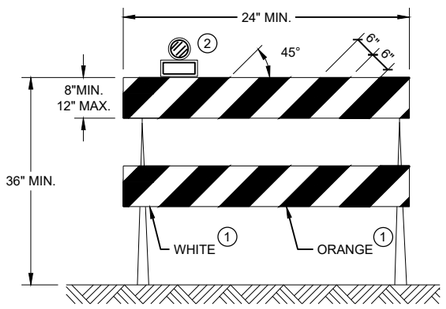
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



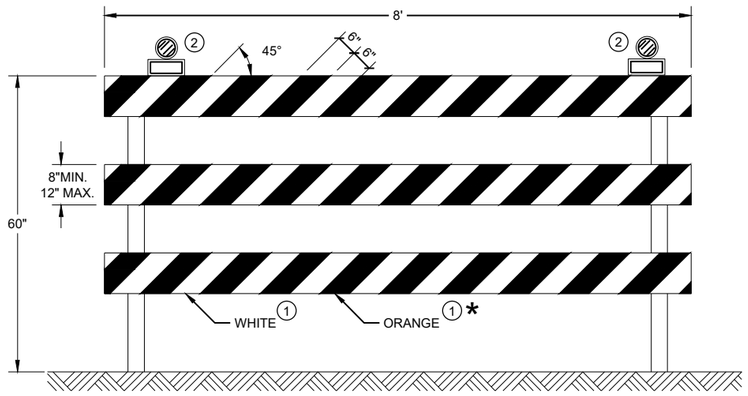

### VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.




### 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
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE 771

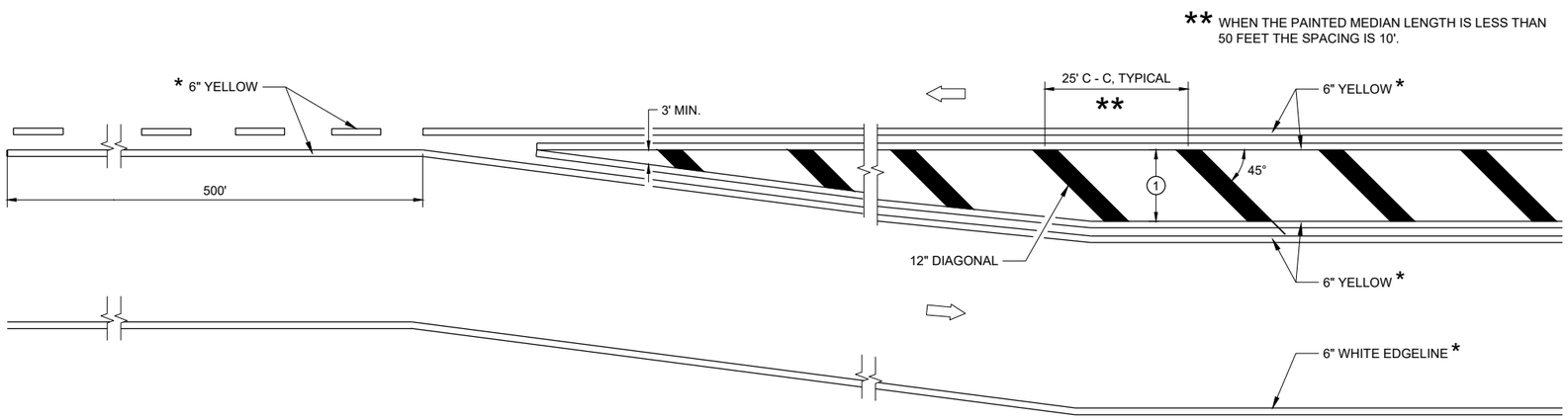
FHWA

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SDD 15C11 - 10b

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SDD 15C11 - 10b



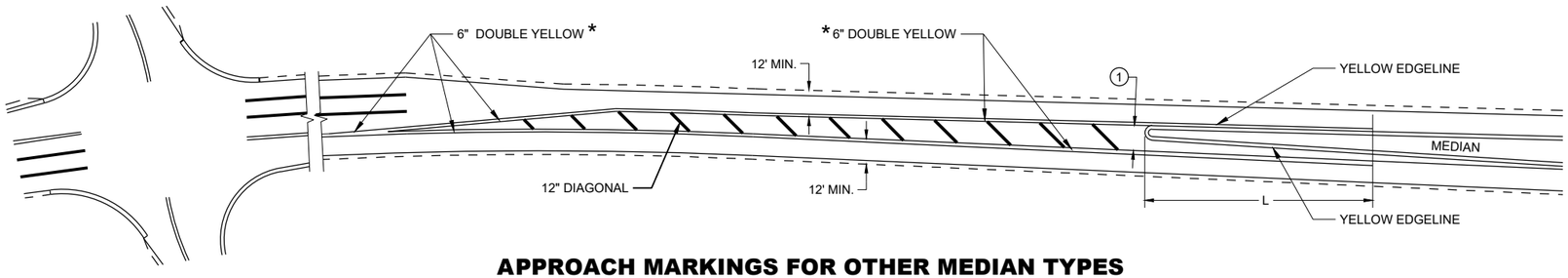

**MEDIAN ISLAND DETAIL**

## GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

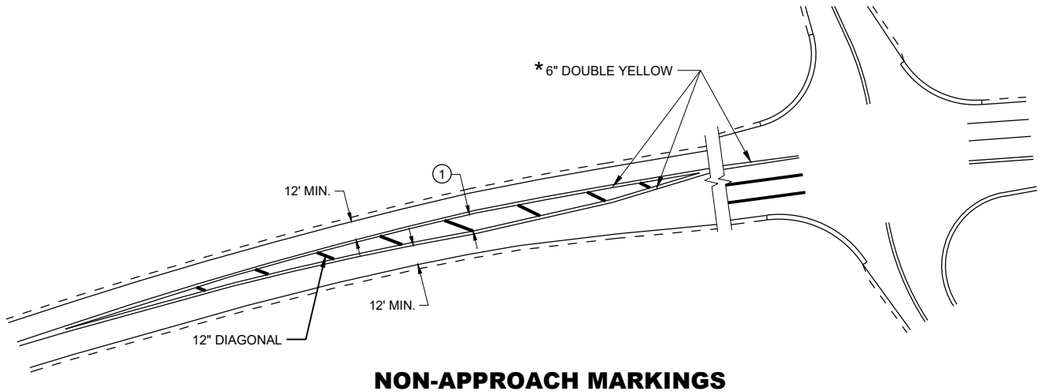
DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**APPROACH MARKINGS FOR OTHER MEDIAN TYPES**

| SPEED LIMIT | L |
|---|---|
| <35 MPH | 5' |
| 35> MPH | 50' |




**NON-APPROACH MARKINGS**

**MEDIAN ISLAND PAVEMENT MARKINGS**

STATE OF WISCONSIN
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APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

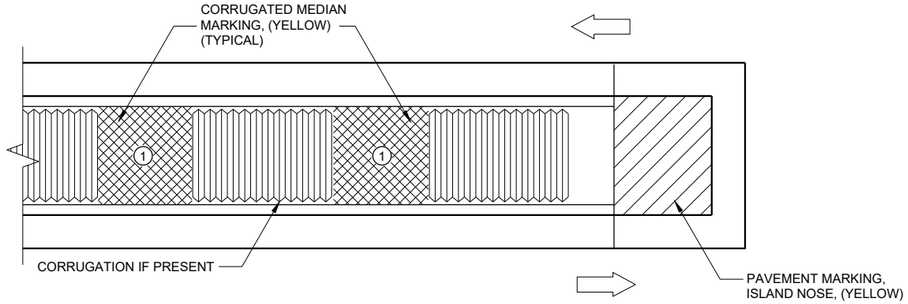
FHWA



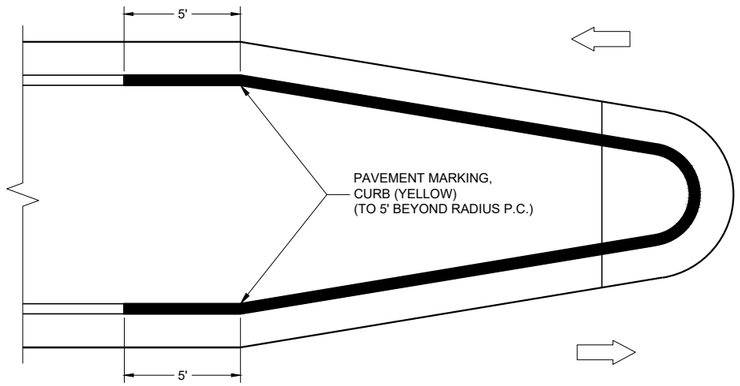
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SDD 15C18-08a

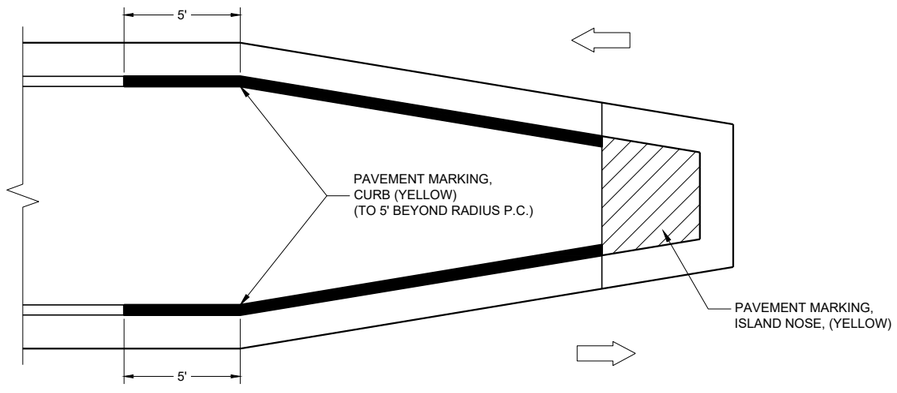
SDD 15C18-08a




**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

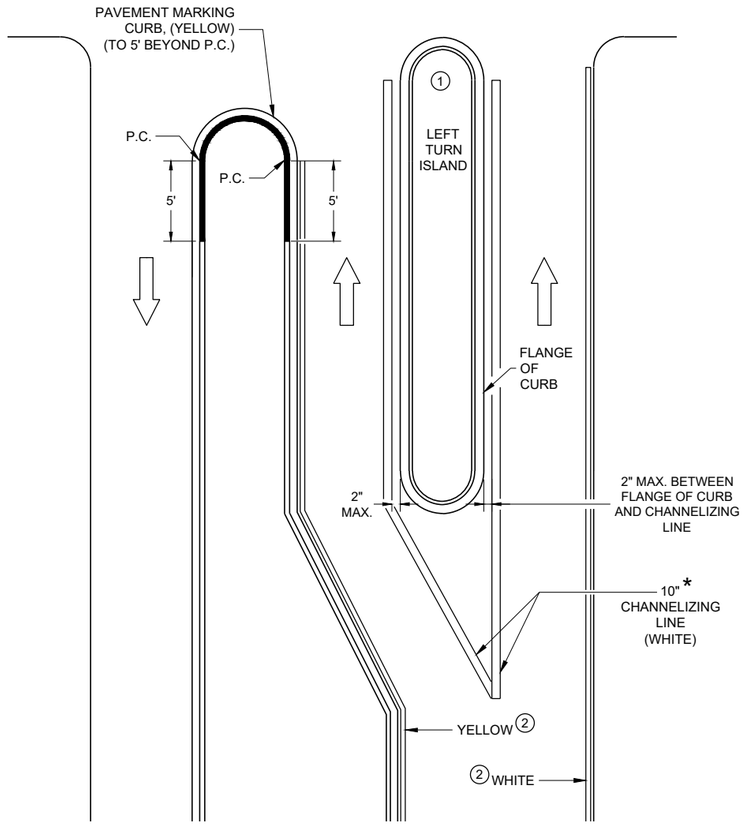
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May 2023
DATE

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ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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SDD 15C18-08b

| REQUIREMENTS FOR EDGE LINES | | |
|---|---|---|
| POSTED SPEED | IS THERE CONTINUOUS LIGHTING? | |
| | YES | NO |
| ≤ 30 MPH | NO | OPTIONAL |
| 35 OR 40 MPH | OPTIONAL | RECOMMENDED |
| ≥ 45 MPH | RECOMMENDED | REQUIRED |




**LEFT TURN & MEDIAN ISLAND**

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

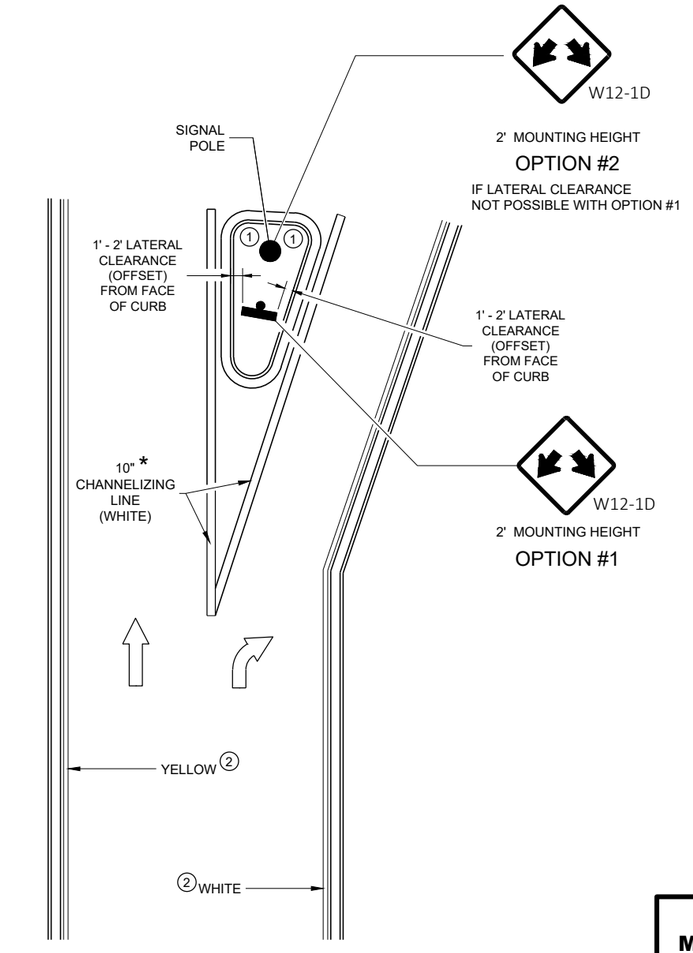
## GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

1. MARK CURB NOSES YELLOW.
2. MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL




**RIGHT TURN ISLAND**

**MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT**

STATE OF WISCONSIN
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/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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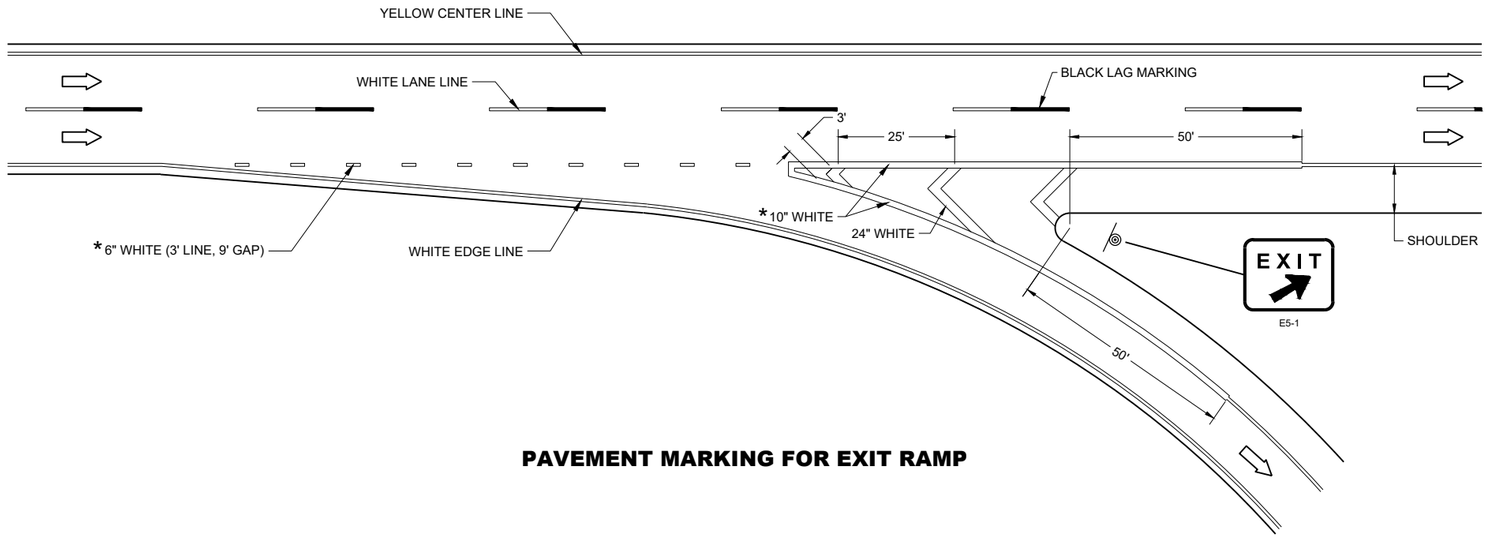


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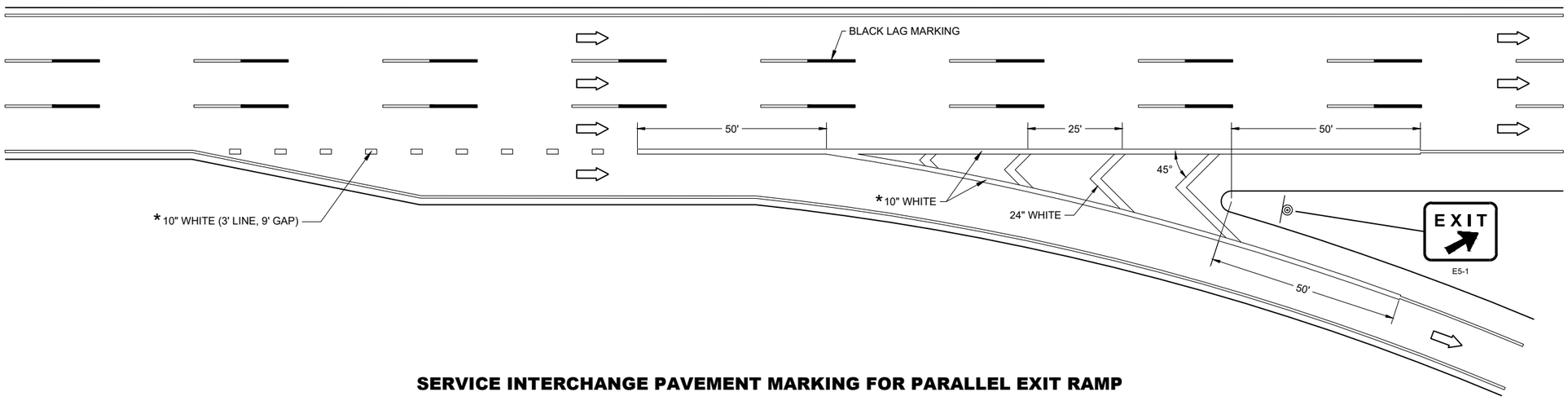
SDD 15C18-08c

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SDD 15C18-08c




**PAVEMENT MARKING FOR EXIT RAMP**




**SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP**

## GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

## LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP**

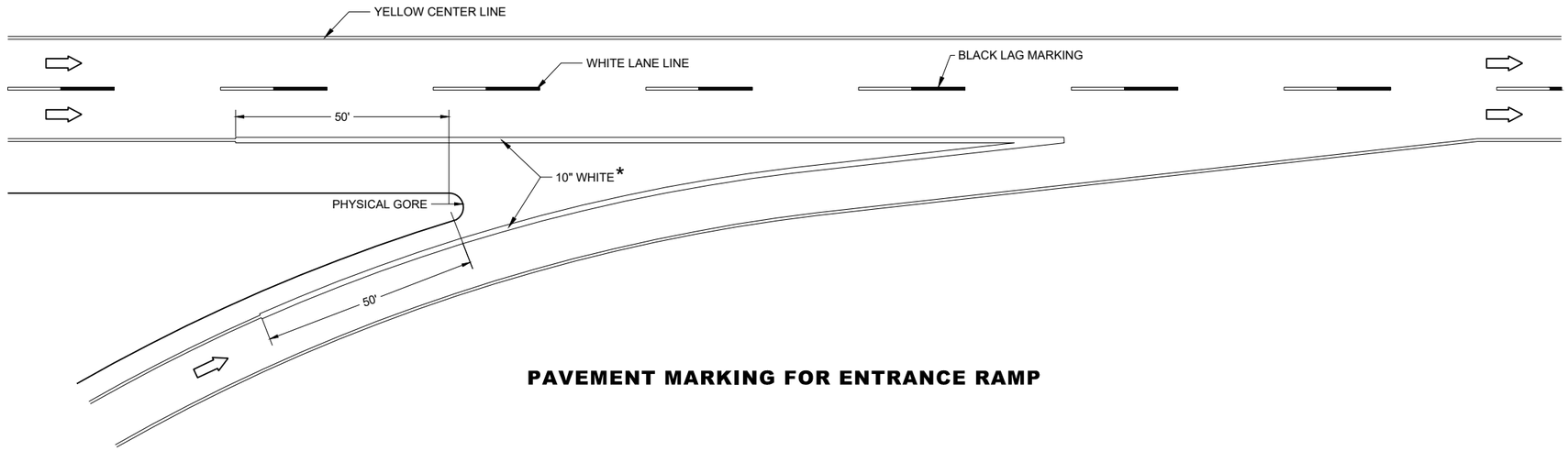
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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SDD 15C31-06a




**PAVEMENT MARKING FOR ENTRANCE RAMP**

## GENERAL NOTES

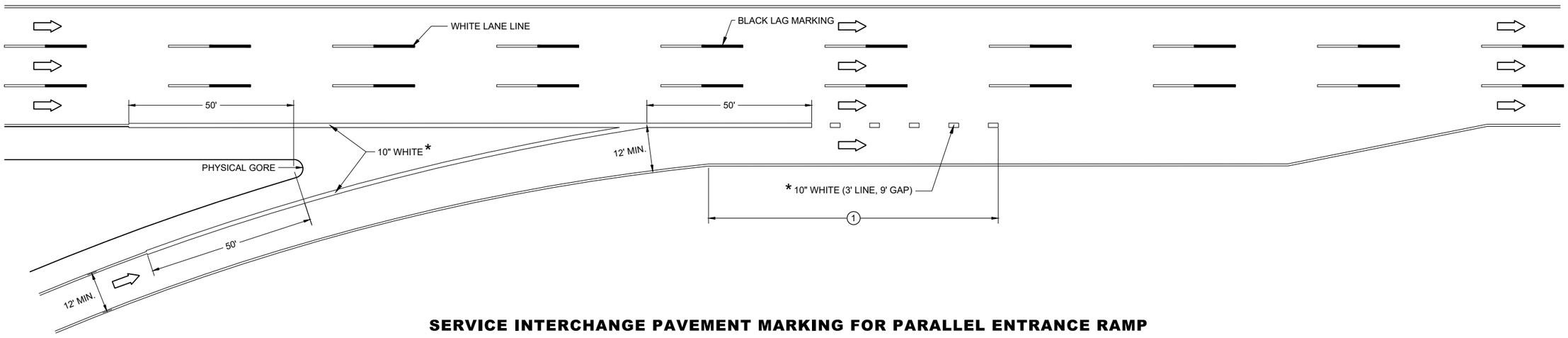
PLACE GROOVE 3 INCHES LEFT OF JOINT.

(1) ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

## LEGEND

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP**

**PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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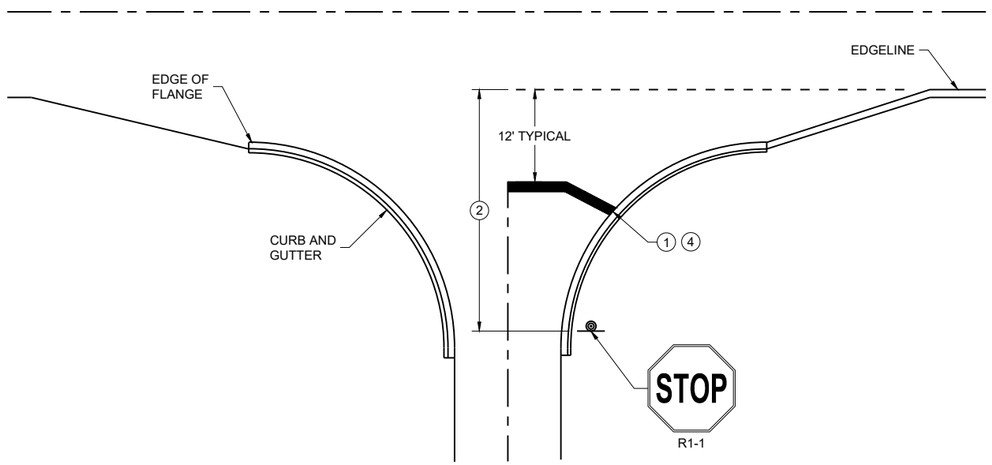


SDD 15C31-06c

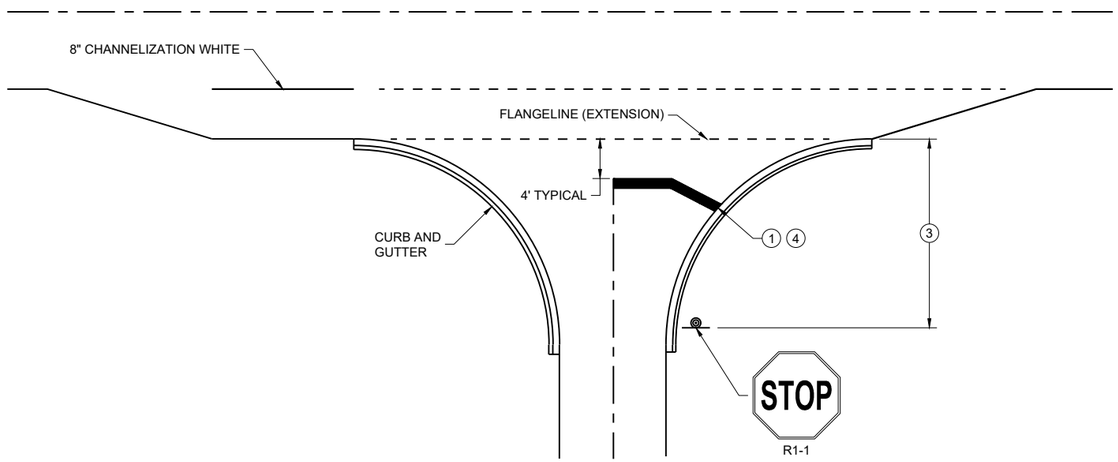
## GENERAL NOTES

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

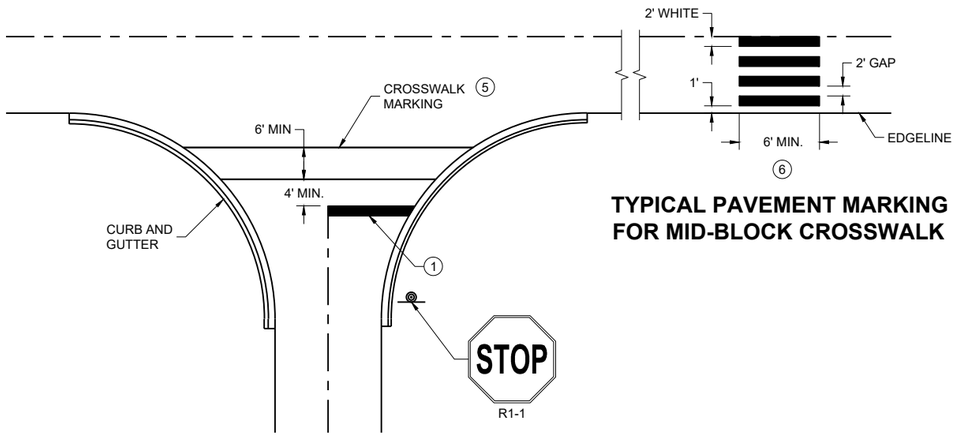
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS




**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**

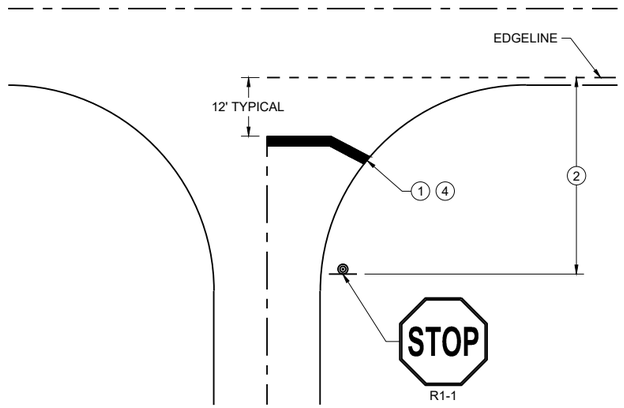



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE**




**TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK** 5

**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING**




**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

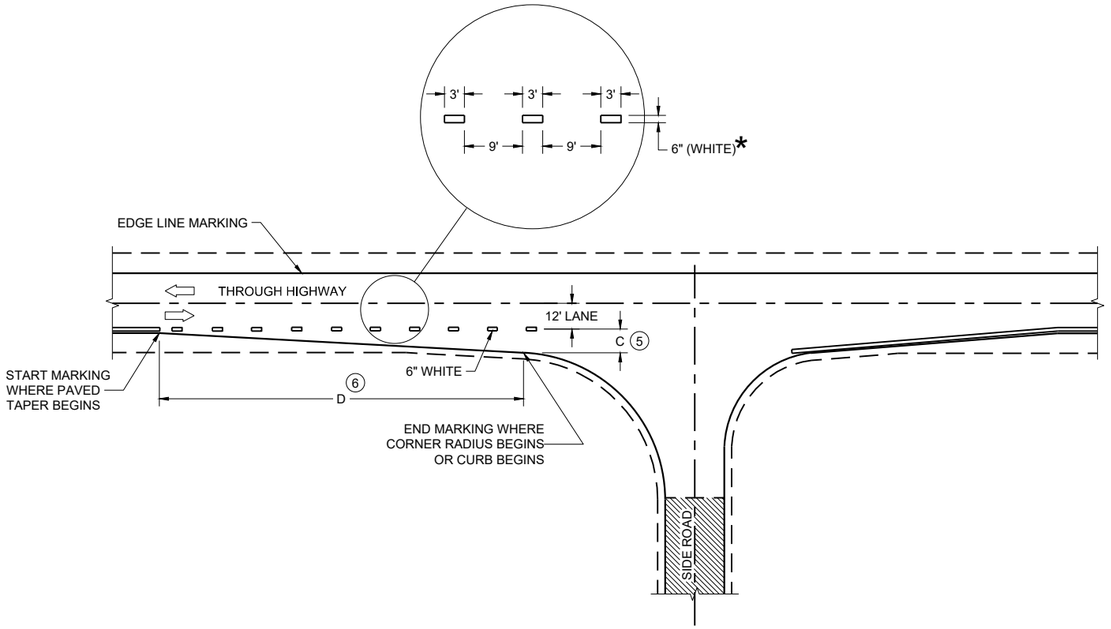
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

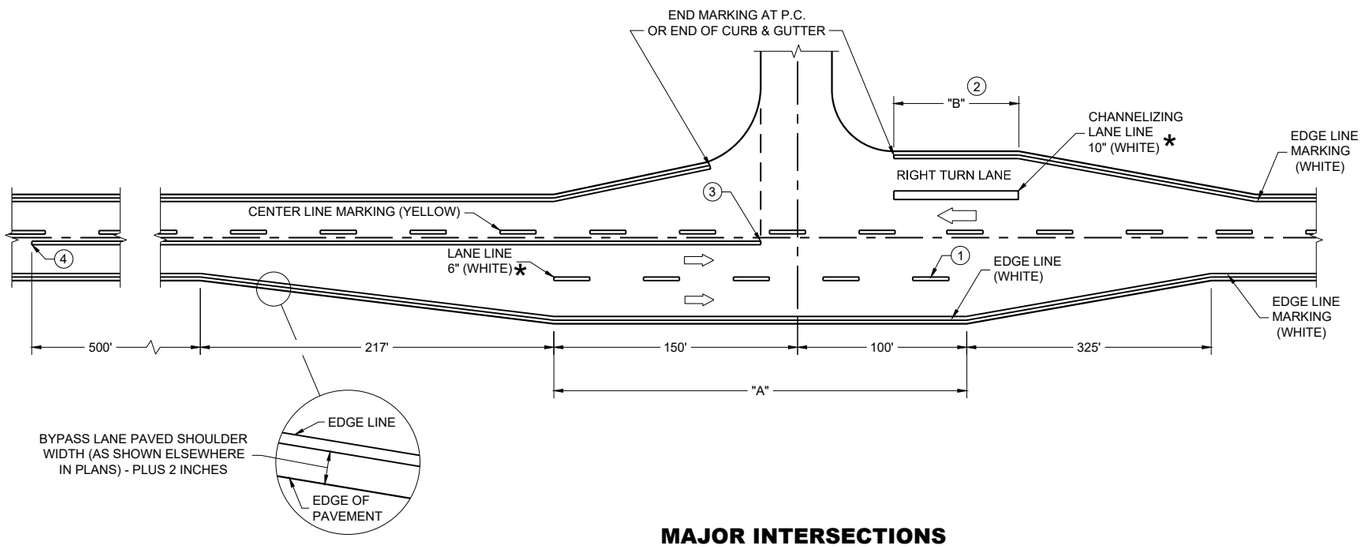



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SDD 15C33-05




**MINOR INTERSECTION**




**MAJOR INTERSECTIONS**

**(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

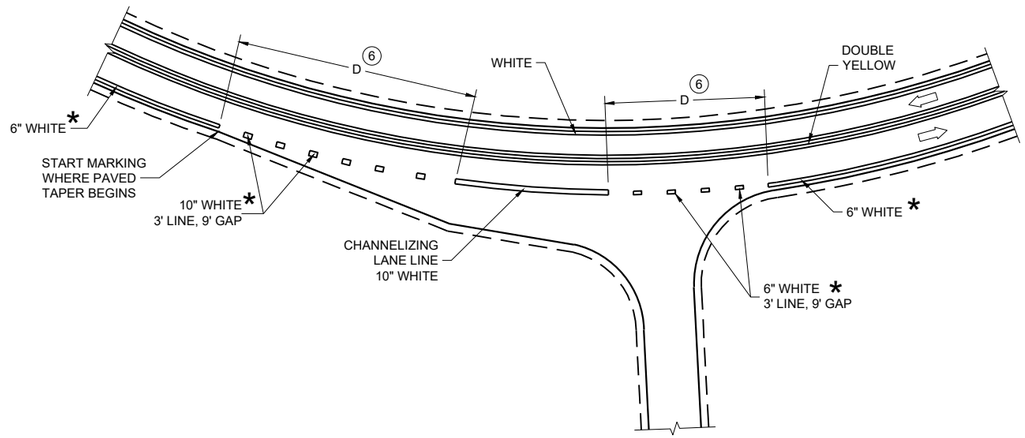
## GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

## LEGEND

DIRECTION OF TRAVEL




**INTERSECTION ON OUTSIDE OF CURVE**

**PAVEMENT MARKING (INTERSECTIONS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## 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)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- 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.

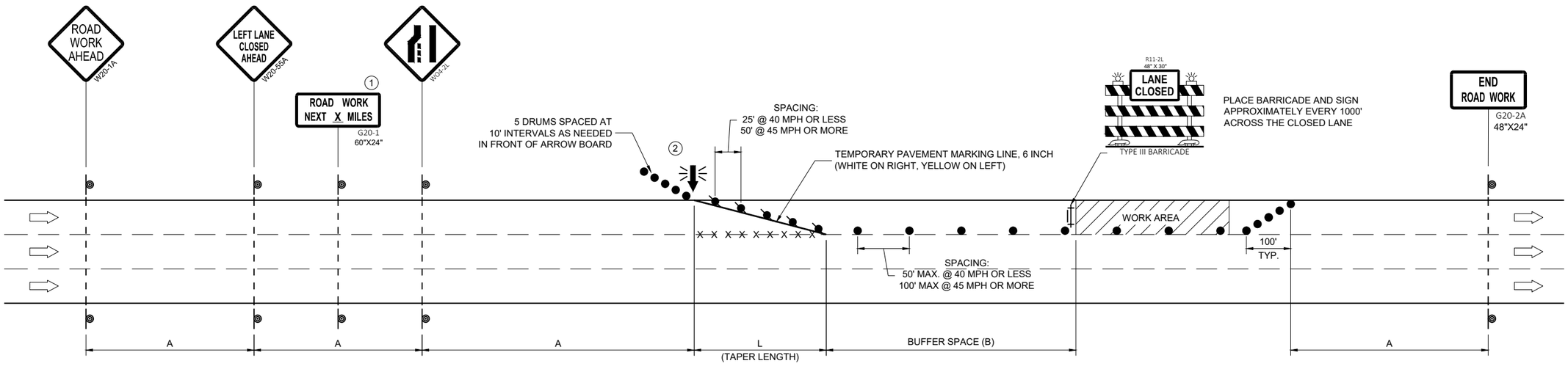
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



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SDD 15D20-08a

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SDD 15D20-08a

## 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)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- 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.

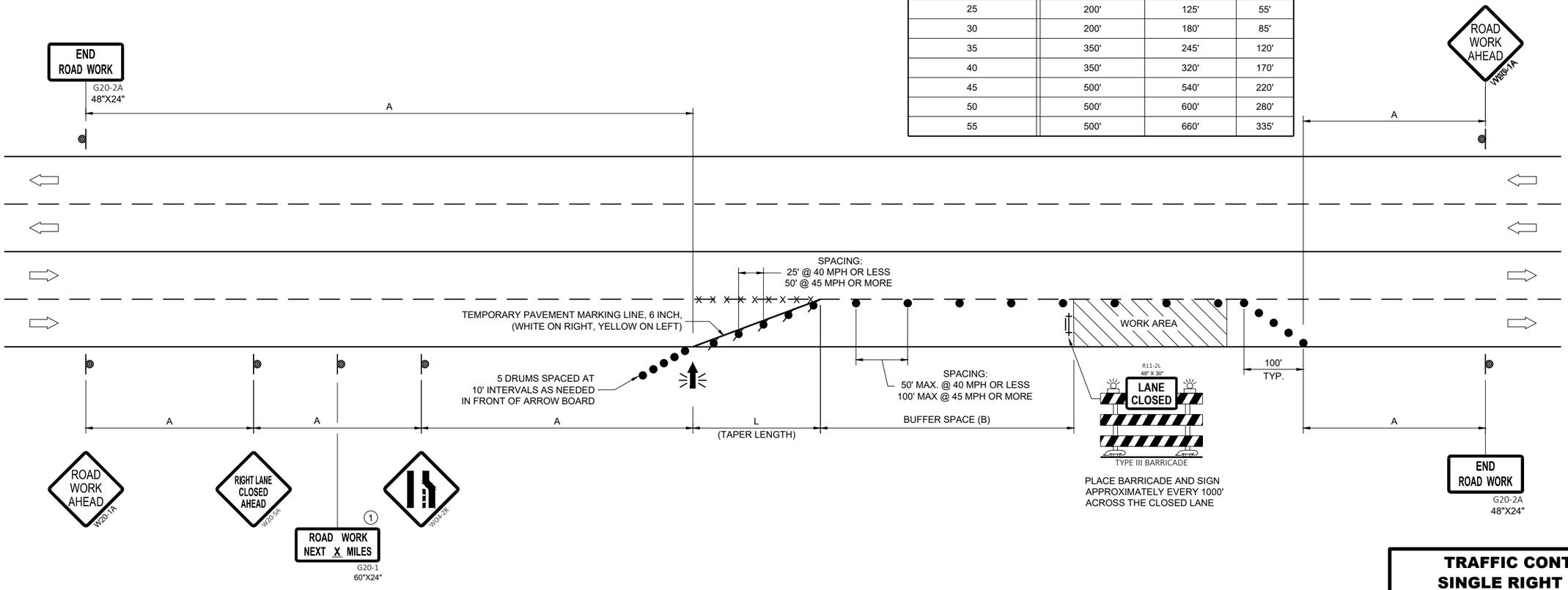
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | TAPER LENGTH (12 FT. LANE) (L) FEET | BUFFER SPACE (B) FEET |
|---|---|---|---|
| 25 | 200' | 125' | 55' |
| 30 | 200' | 180' | 85' |
| 35 | 350' | 245' | 120' |
| 40 | 350' | 320' | 170' |
| 45 | 500' | 540' | 220' |
| 50 | 500' | 600' | 280' |
| 55 | 500' | 660' | 335' |




# TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



6

SDD 15D20-08b

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SDD 15D20-08b

## 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)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

## GENERAL NOTES

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

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

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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

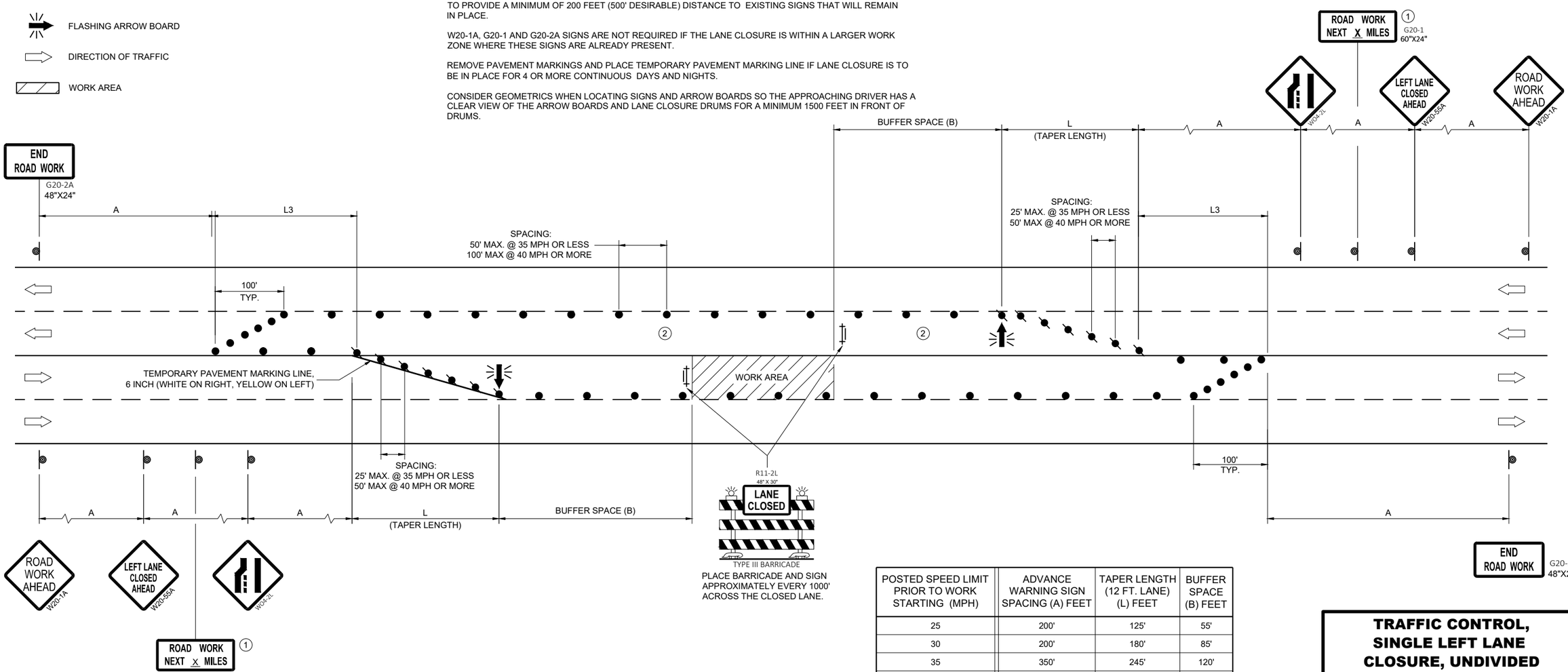
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.




| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | TAPER LENGTH (12 FT. LANE) (L) FEET | BUFFER SPACE (B) FEET |
|---|---|---|---|
| 25 | 200' | 125' | 55' |
| 30 | 200' | 180' | 85' |
| 35 | 350' | 245' | 120' |
| 40 | 350' | 320' | 170' |
| 45 | 500' | 540' | 220' |
| 50 | 500' | 600' | 280' |
| 55 | 500' | 660' | 335' |

# TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024
DATE

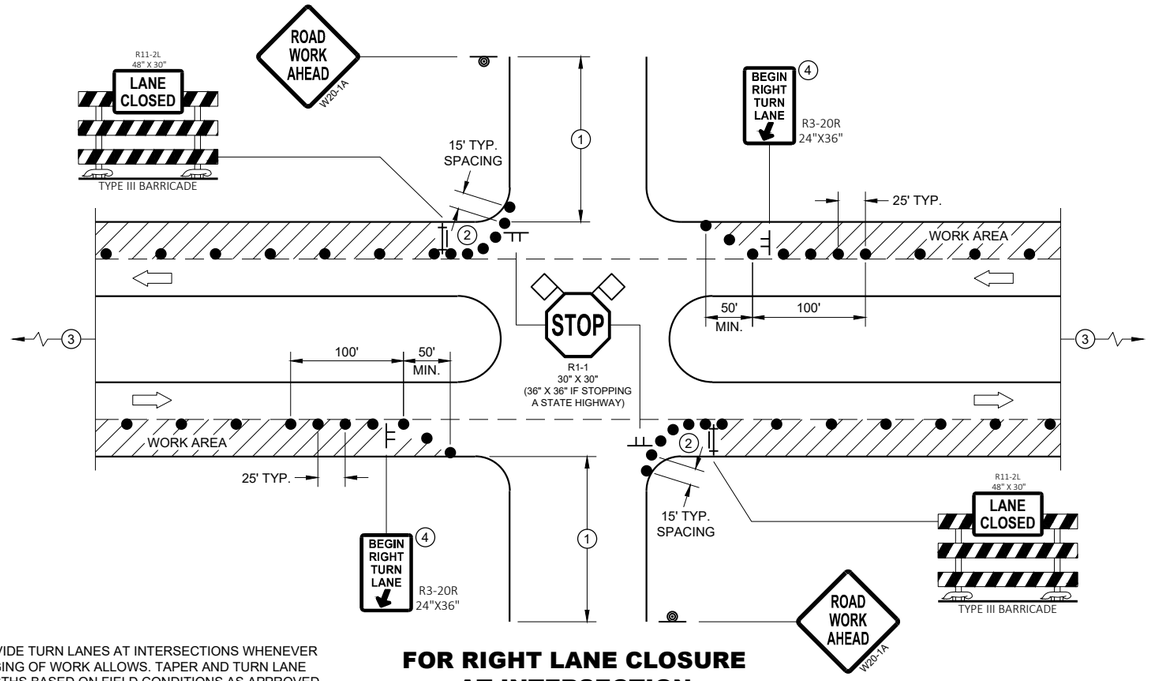
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



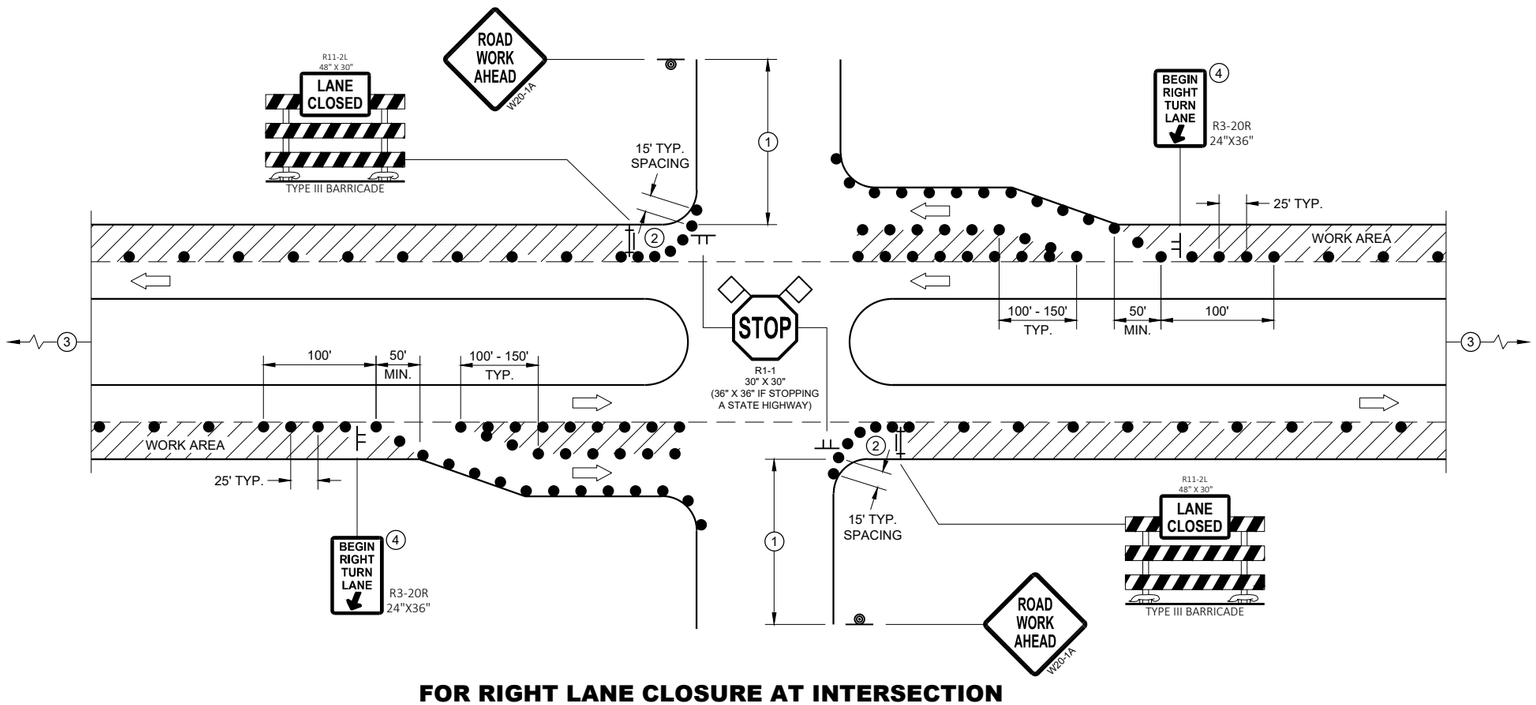

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SDD 15D20-08c
SDD 15D20-08c




PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

**FOR RIGHT LANE CLOSURE AT INTERSECTION**




**FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)**

## GENERAL NOTES

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

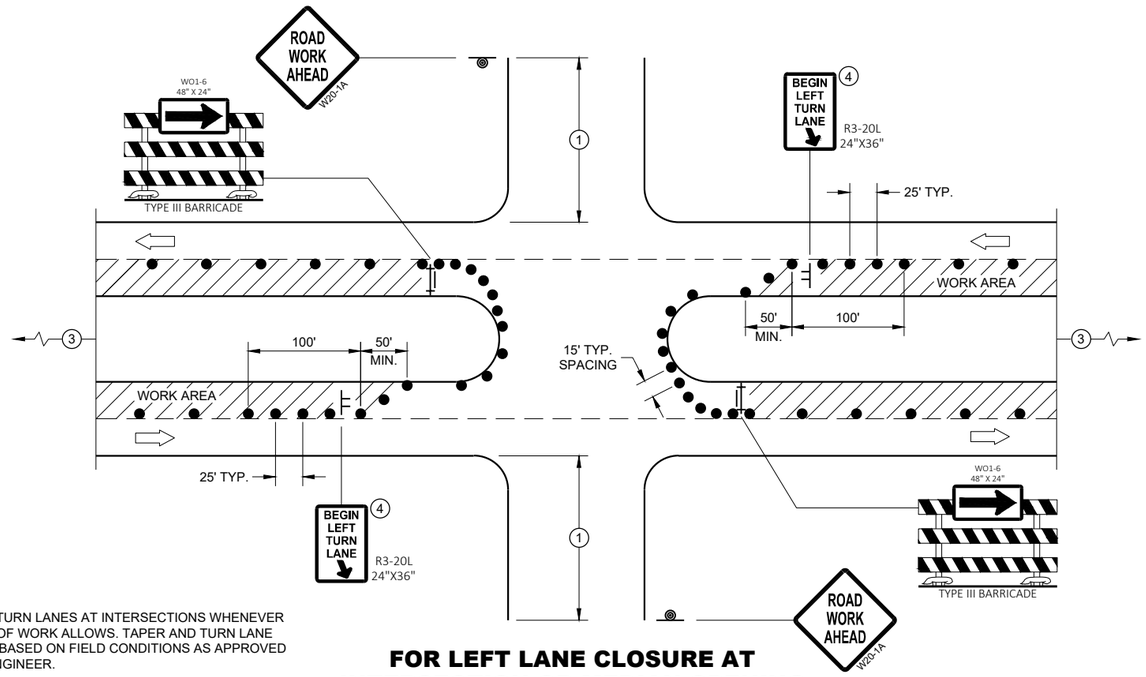
**TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6


SDD 15D21 - 07a




PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

## GENERAL NOTES

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

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SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

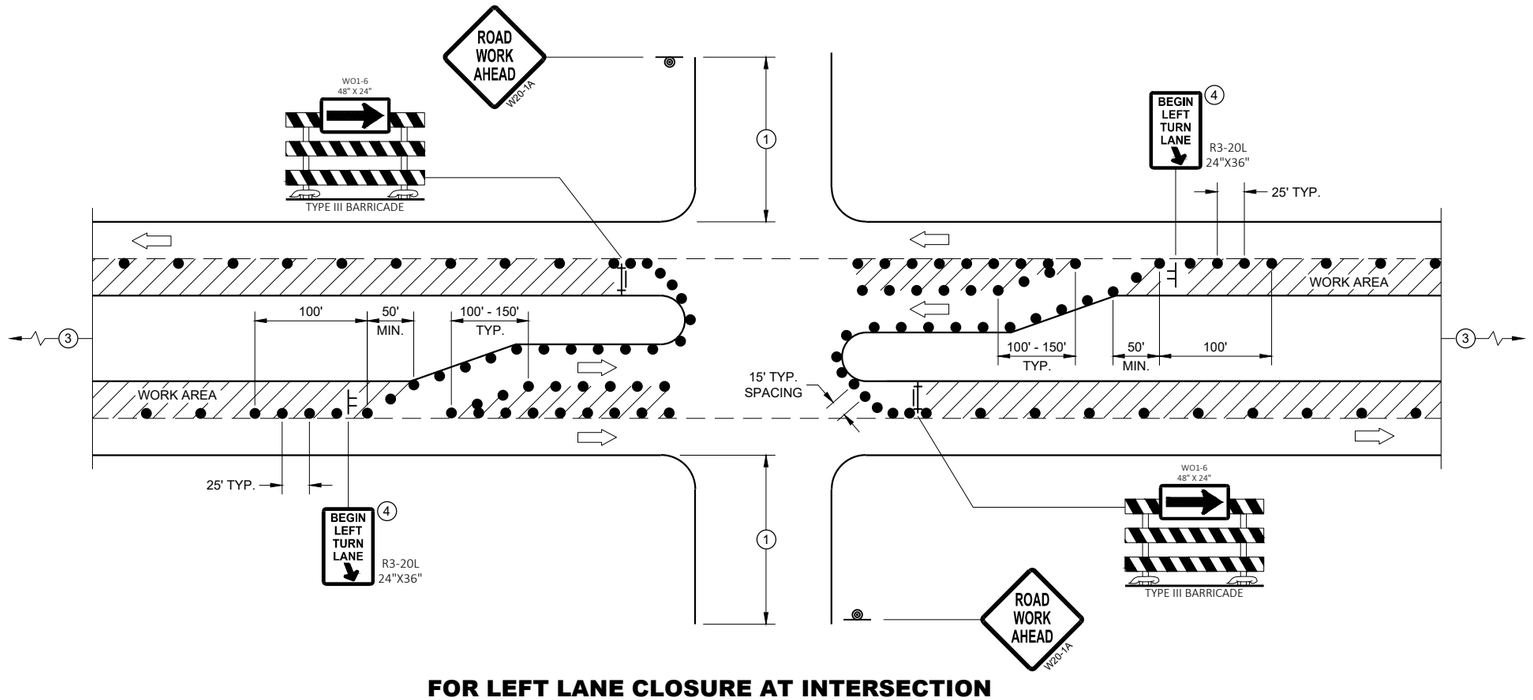
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(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.




## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

## TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



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SDD 15D21 - 07b

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SDD 15D21 - 07b

## 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.

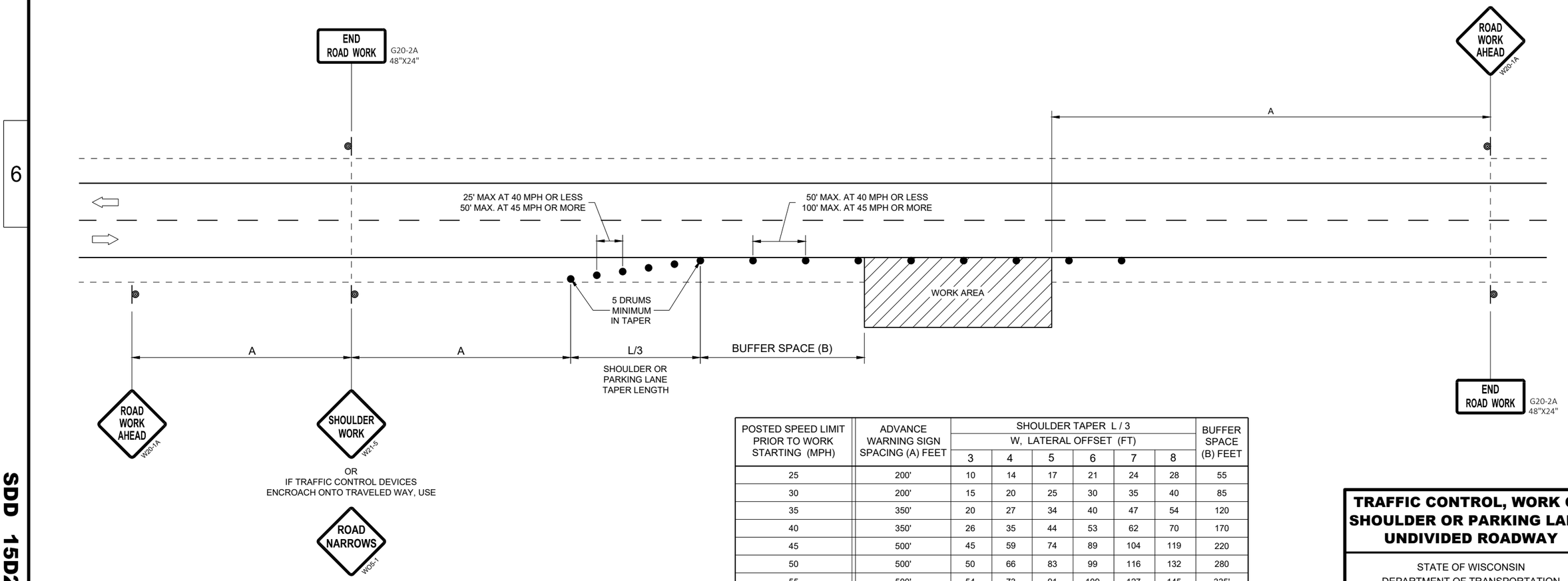
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.




| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT) | | | | | | BUFFER SPACE (B) FEET |
|---|---|---|---|---|---|---|---|---|
| | | 3 | 4 | 5 | 6 | 7 | 8 | |
| 25 | 200' | 10 | 14 | 17 | 21 | 24 | 28 | 55 |
| 30 | 200' | 15 | 20 | 25 | 30 | 35 | 40 | 85 |
| 35 | 350' | 20 | 27 | 34 | 40 | 47 | 54 | 120 |
| 40 | 350' | 26 | 35 | 44 | 53 | 62 | 70 | 170 |
| 45 | 500' | 45 | 59 | 74 | 89 | 104 | 119 | 220 |
| 50 | 500' | 50 | 66 | 83 | 99 | 116 | 132 | 280 |
| 55 | 500' | 54 | 73 | 91 | 109 | 127 | 145 | 335' |

# TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA




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SDD 15D28 - 04

## GENERAL NOTES

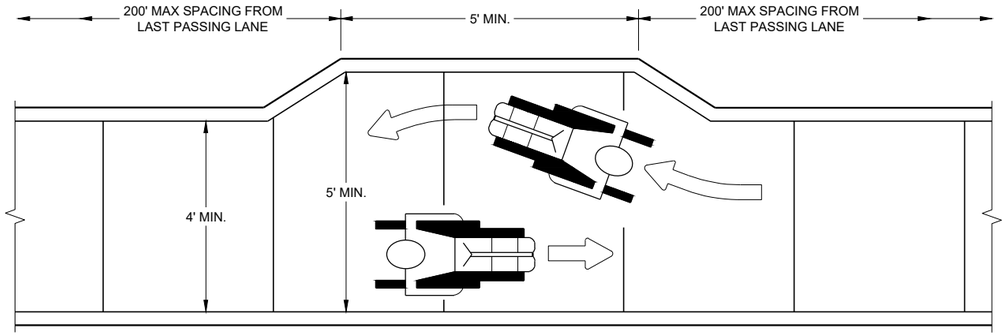
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

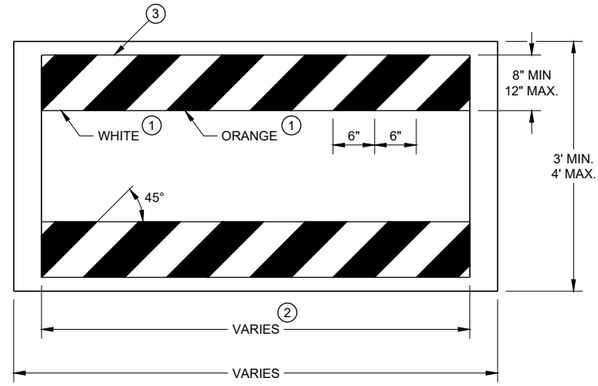
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

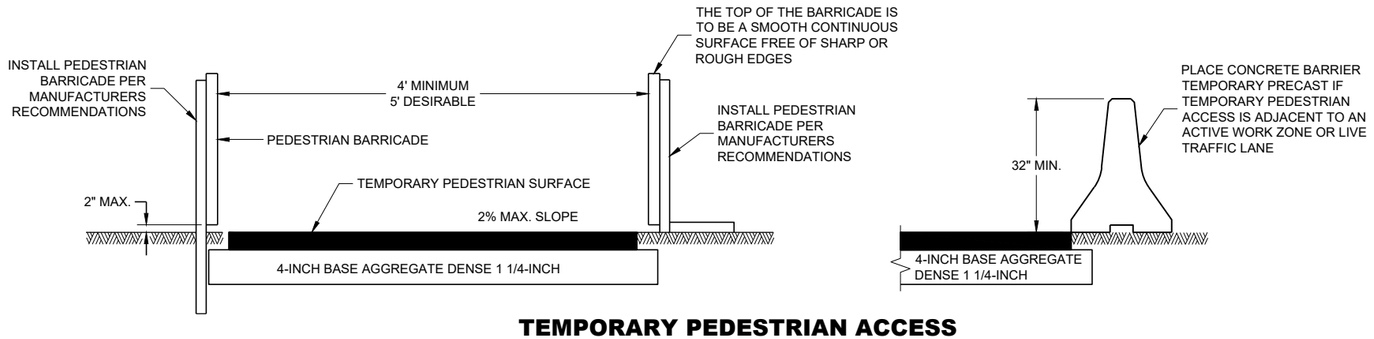
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.




**NARROW SIDEWALK PASSING DETAIL**




**TEMPORARY PEDESTRIAN BARRICADE***




**TEMPORARY PEDESTRIAN ACCESS**

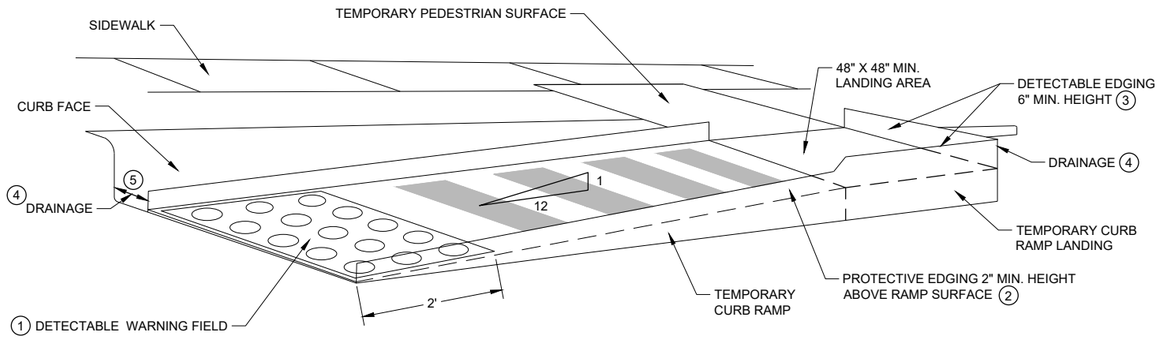




**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**



6
SDD 15D30 - 09a




**PERSPECTIVE VIEW**

## 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 ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

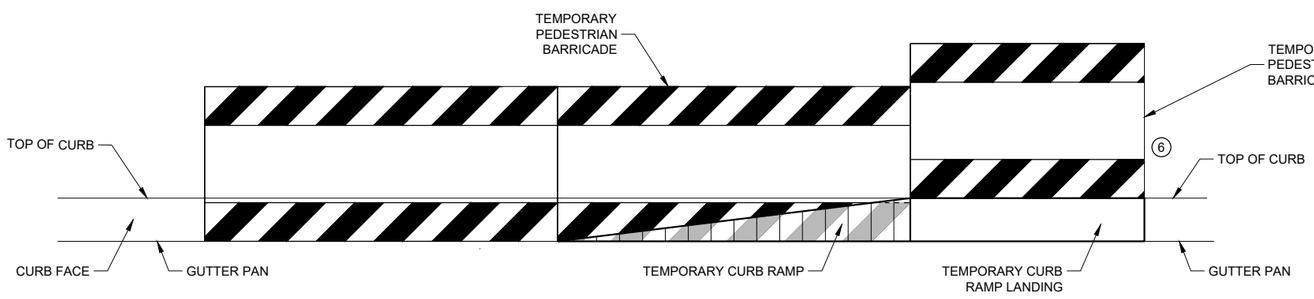
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

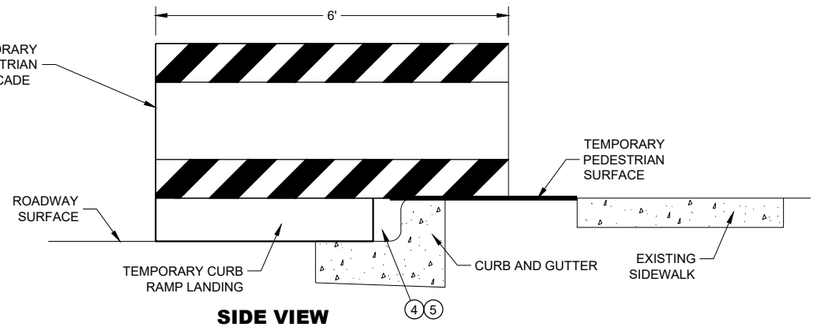
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(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.




**FRONT VIEW**




**SIDE VIEW**

## TEMPORARY CURB RAMP PARALLEL TO CURB

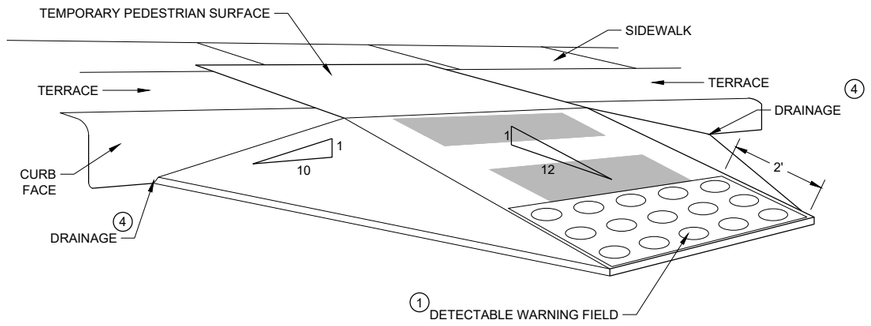
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

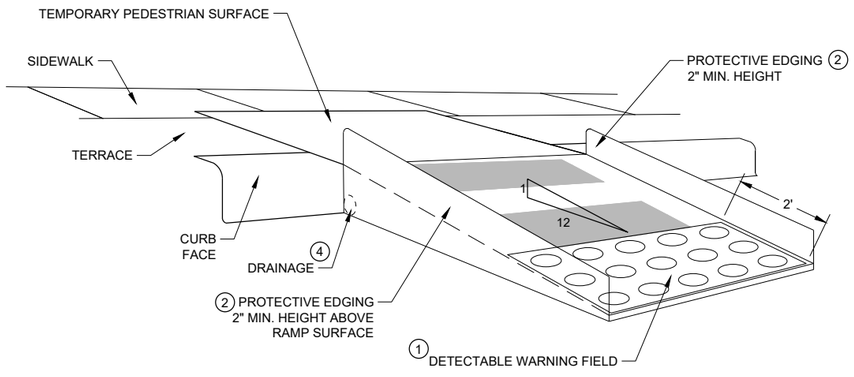



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SDD 15D30 - 09b




**WITH SIDE APRON** (5)




**WITH PROTECTIVE EDGE**

## 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 ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(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

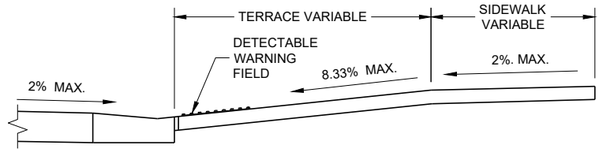
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

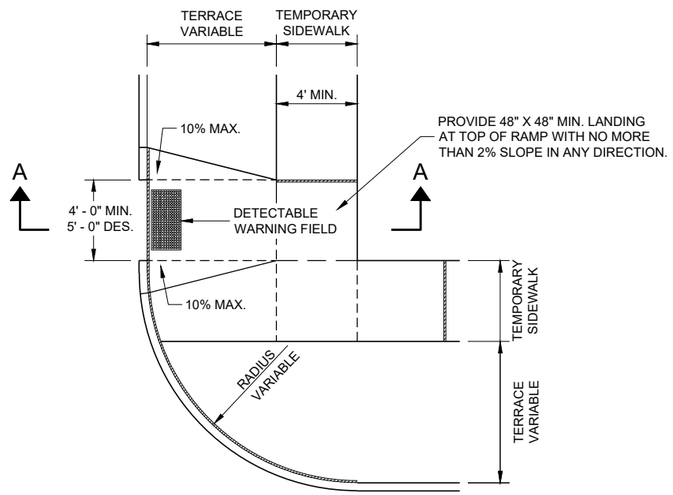
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.




**SECTION A - A**




**PLAN VIEW**

**TEMPORARY TYPE 3 RAMP**

(OUTSIDE OF CROSSWALK AREA)

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

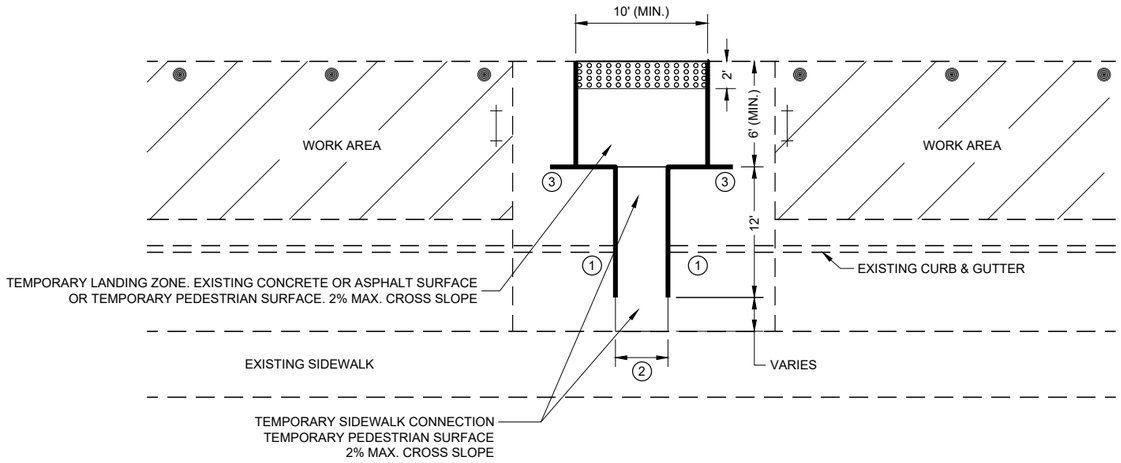
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

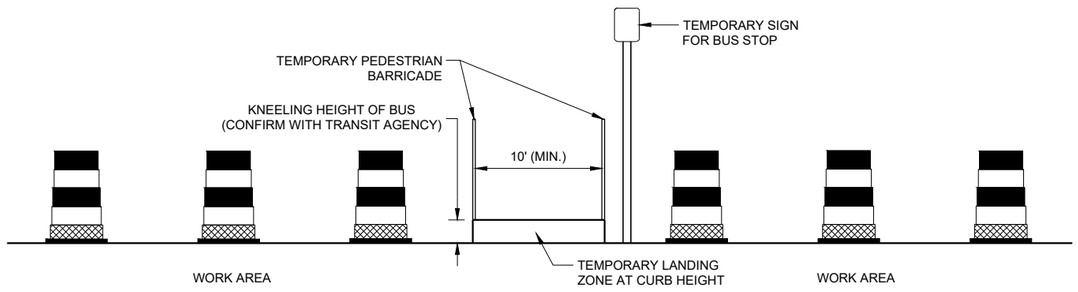



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SDD 15D30-09d




**PLAN VIEW**




**PROFILE VIEW**

**TEMPORARY BUS STOP PAD**

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

## LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

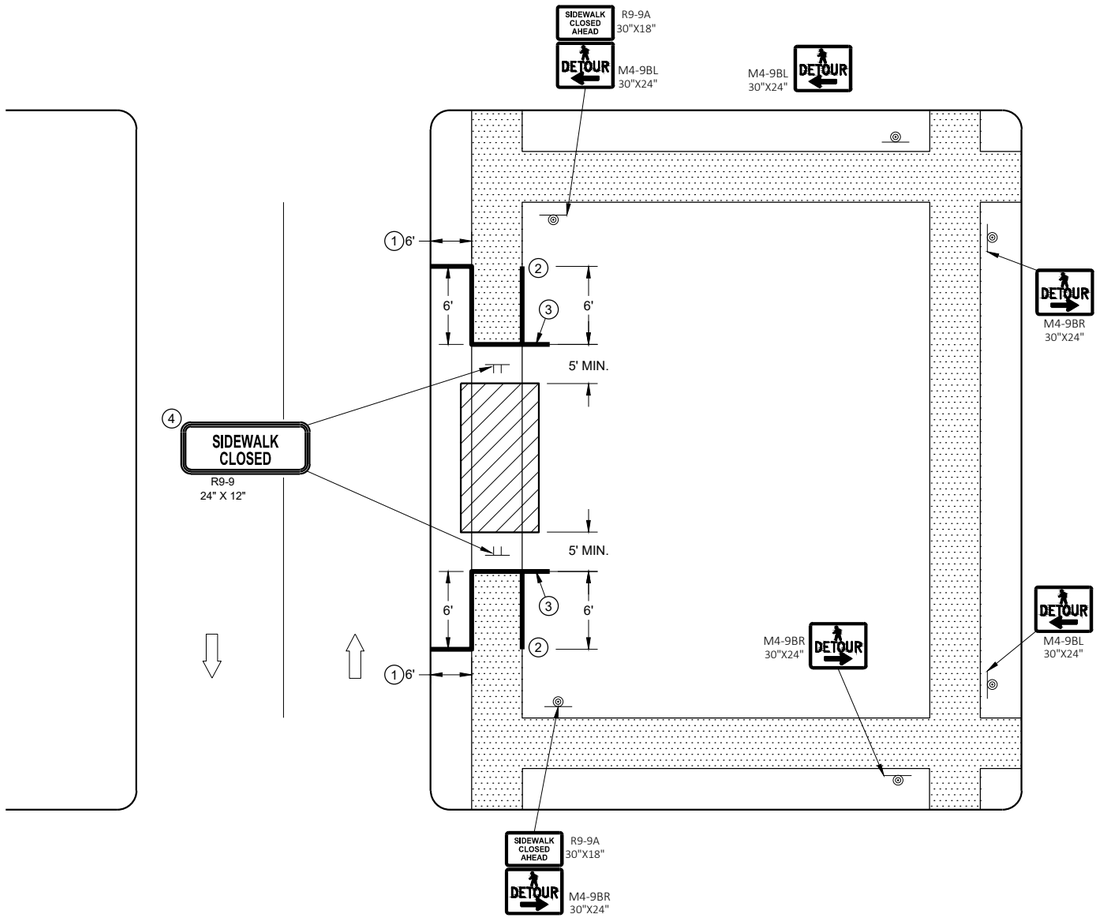
SDD 15D30 - 09e

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC




## GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

**SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE**

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

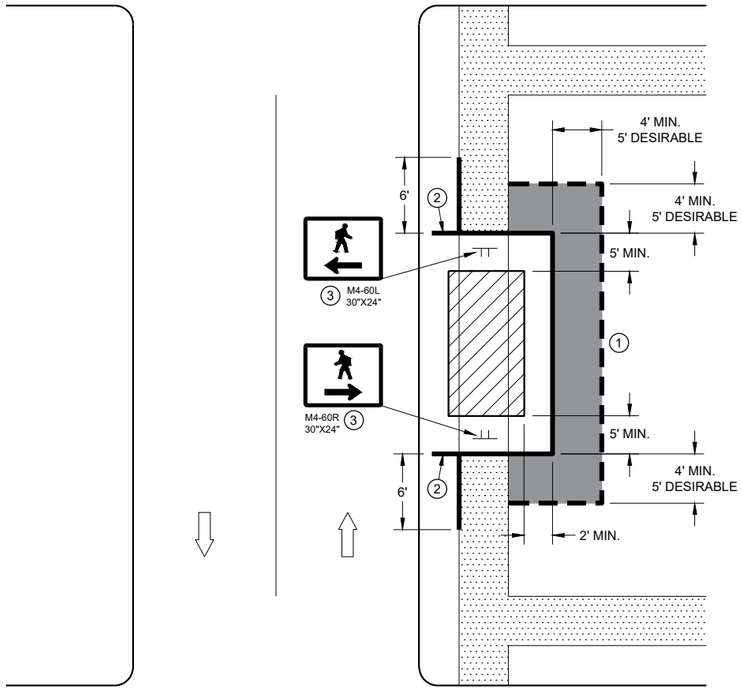
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.




**SIDEWALK DIVERSION**
**SINGLE SIDE**

6

SDD 15D30 - 09g

**TRAFFIC CONTROL,**
**PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

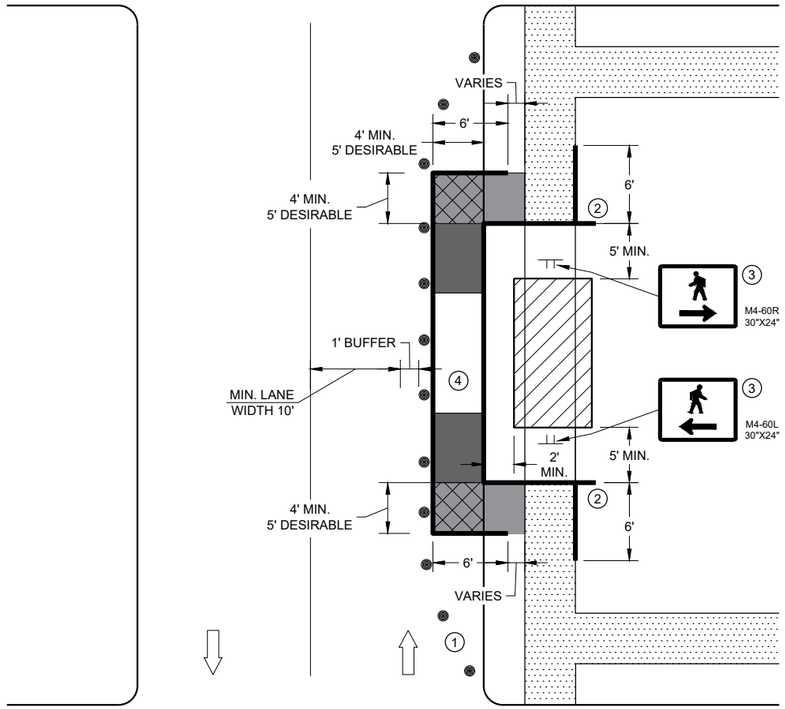


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SDD15D30 - 09g

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC




**SIDEWALK DIVERSION, SINGLE SIDE**

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



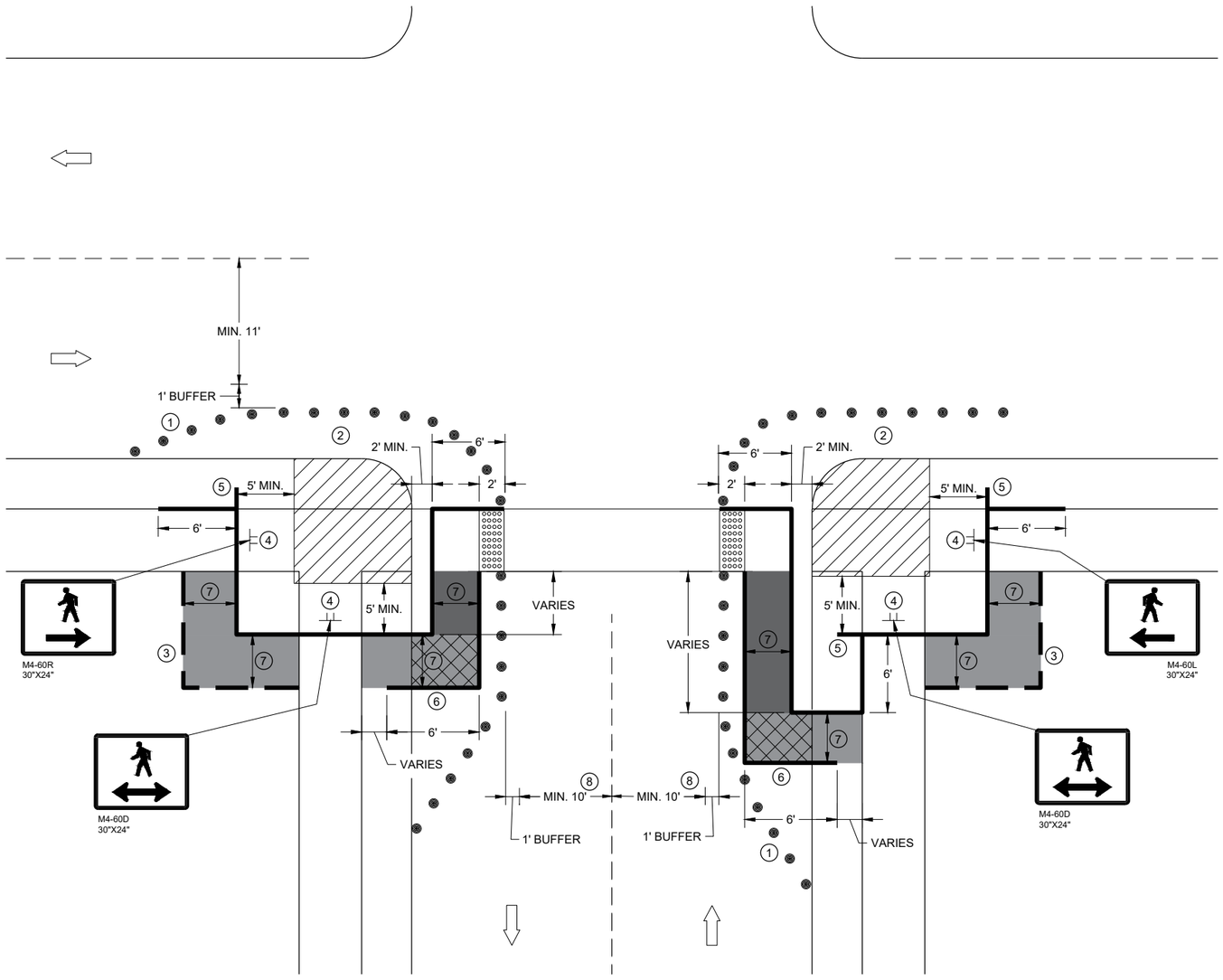


**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**



6

SDD 15D30 - 09h




**CURB RAMP PEDESTRIAN TRAFFIC CONTROL**
**SIDEWALK ON SINGLE SIDE**

## 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.

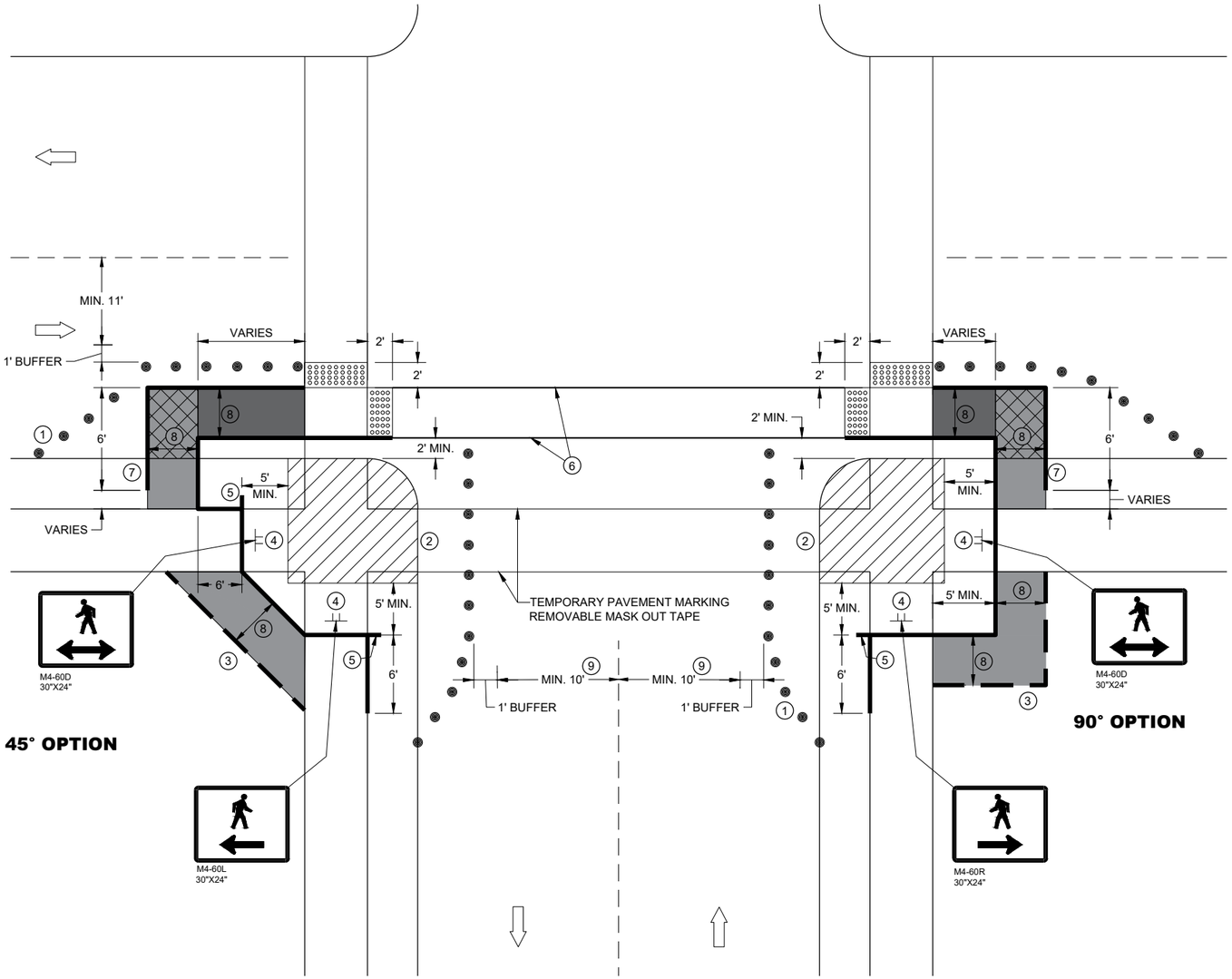
(7) 4 FEET MINIMUM, 5 FEET DESIRABLE

(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

**TRAFFIC CONTROL,**
**PEDESTRIAN ACCOMMODATION**




**CURB RAMP PEDESTRIAN TRAFFIC CONTROL**

## 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. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. 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

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**



SDD 15D30 - 09j

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## LEGEND

SIGN ON PERMANENT SUPPORT

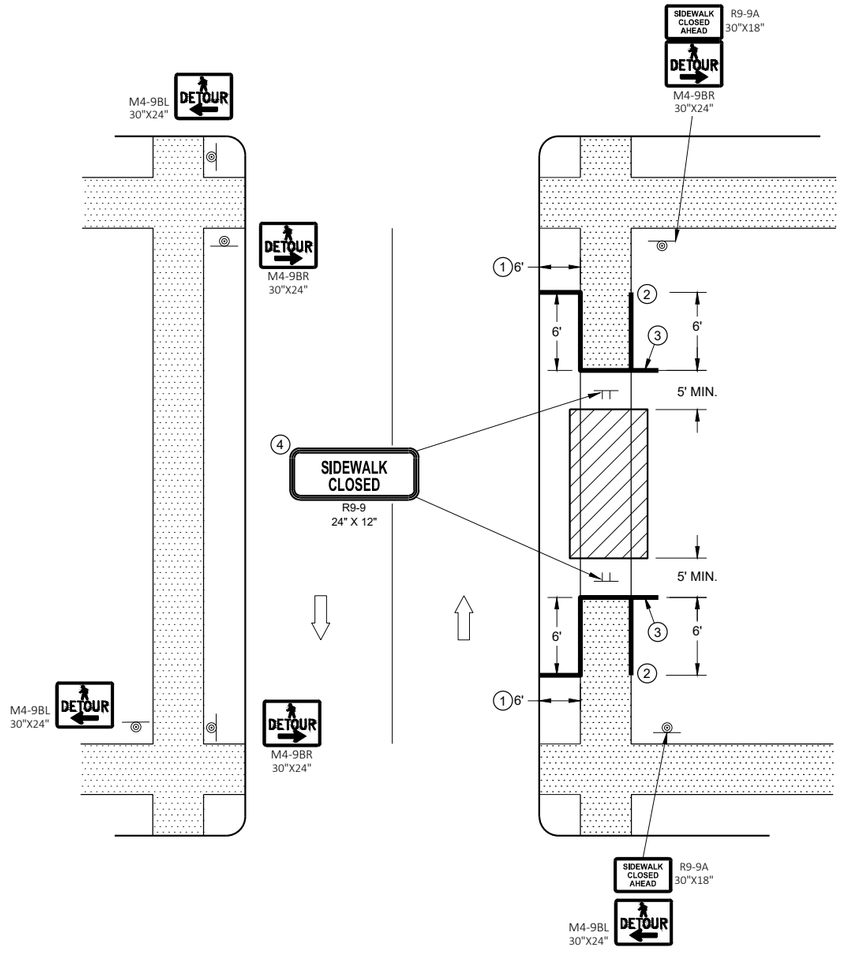
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC




## GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

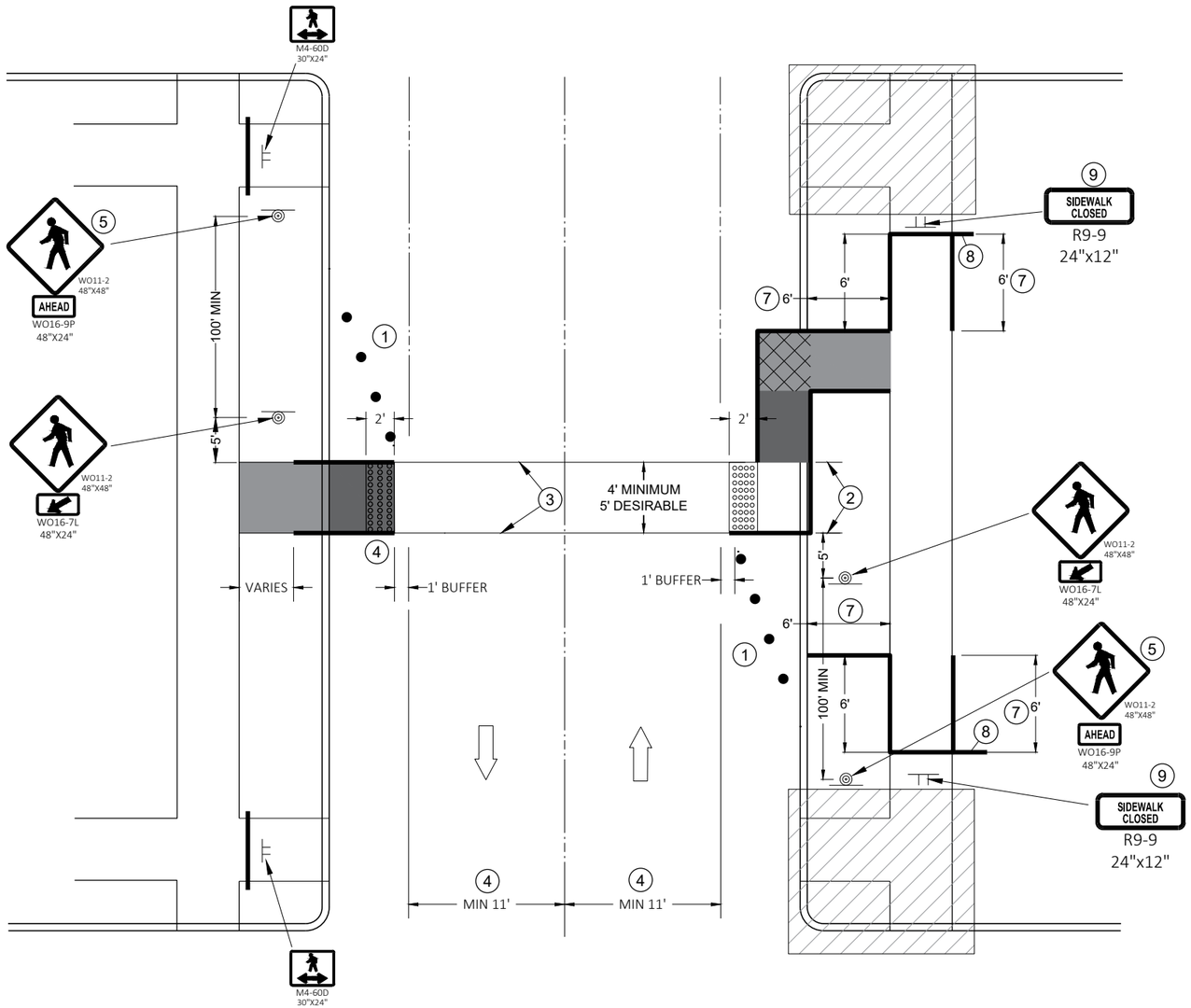
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

**SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES**




## TEMPORARY PEDESTRIAN CROSSING

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

6



**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**



SDD 15D30 - 09L

## LEGEND

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

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | SHIFTING TAPER L/2 W, LATERAL OFFSET (FT) | | | | | BUFFER SPACE (B) FEET |
|---|---|---|---|---|---|---|---|
| | | 10 | 11 | 12 | 13 | 14 | |
| 25 | 200 | 52 | 57 | 63 | 68 | 73 | 55 |
| 30 | 200 | 75 | 83 | 90 | 98 | 105 | 85 |
| 35 | 350 | 102 | 112 | 123 | 133 | 143 | 120 |
| 40 | 350 | 133 | 147 | 160 | 173 | 187 | 170 |
| 45 | 500 | 225 | 248 | 270 | 293 | 315 | 220 |

## GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

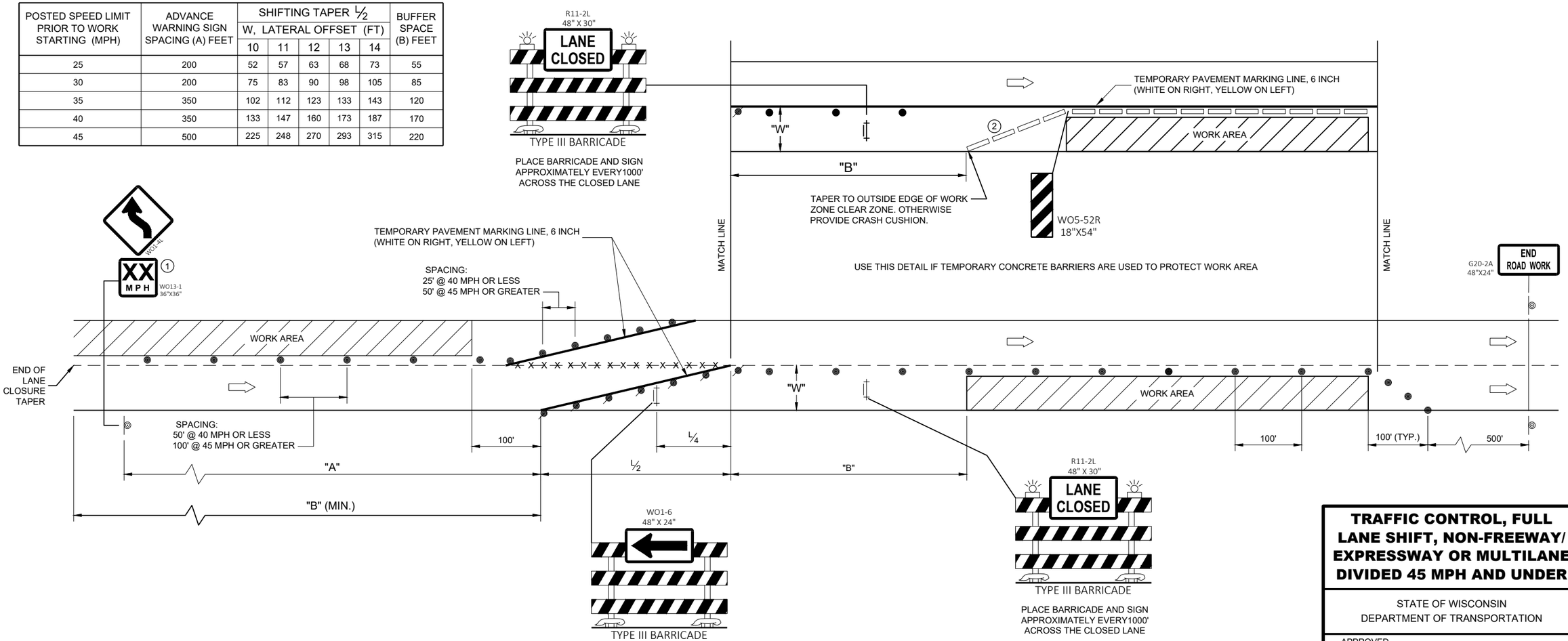
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER
SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER




# TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

797

FHWA

6

SDD 15D40-05a

6

SDD 15D40-05a

## LEGEND

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

## GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

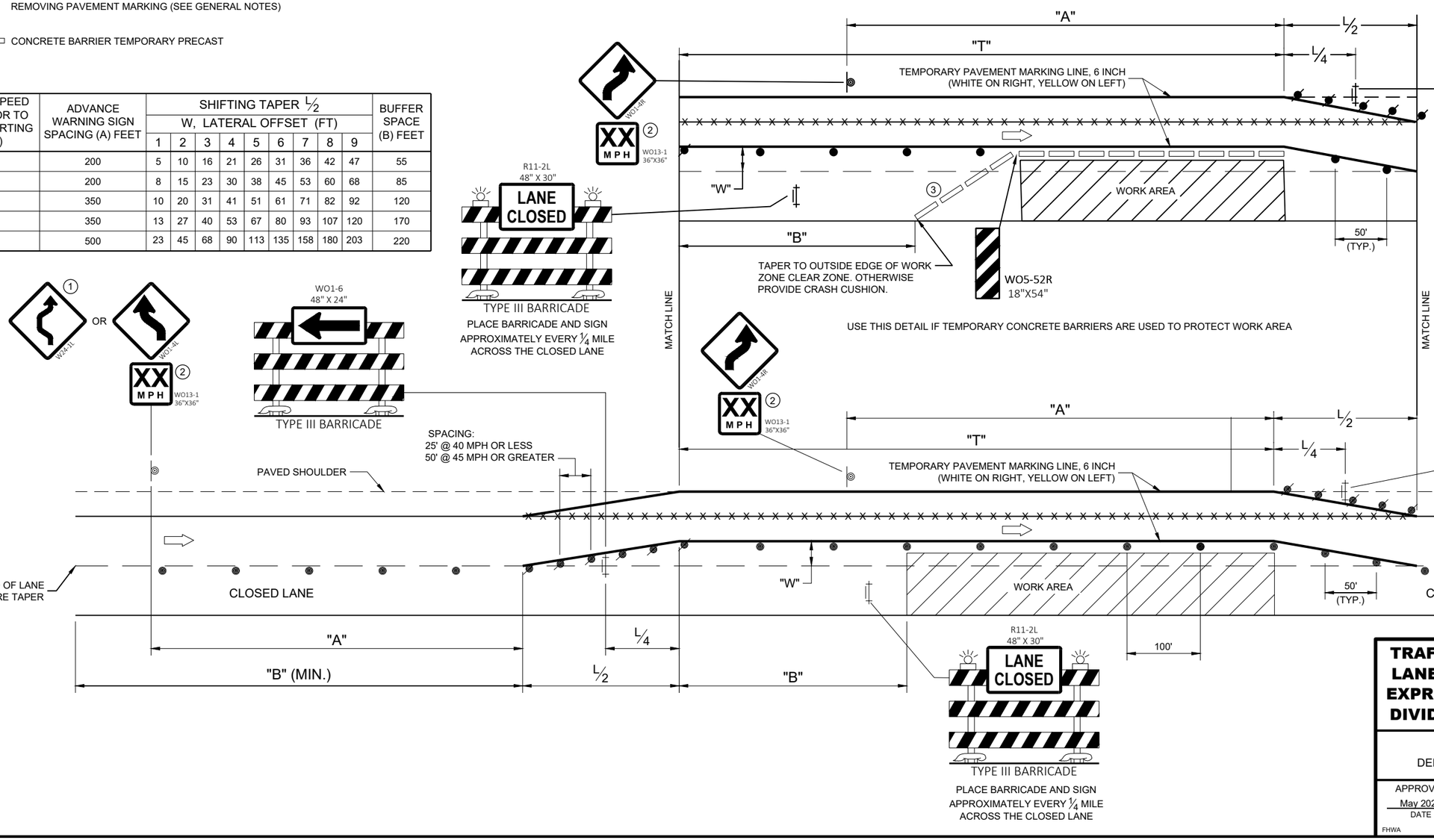
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | SHIFTING TAPER L/2 W, LATERAL OFFSET (FT) | | | | | | | | | BUFFER SPACE (B) FEET |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
| 25 | 200 | 5 | 10 | 16 | 21 | 26 | 31 | 36 | 42 | 47 | 55 |
| 30 | 200 | 8 | 15 | 23 | 30 | 38 | 45 | 53 | 60 | 68 | 85 |
| 35 | 350 | 10 | 20 | 31 | 41 | 51 | 61 | 71 | 82 | 92 | 120 |
| 40 | 350 | 13 | 27 | 40 | 53 | 67 | 80 | 93 | 107 | 120 | 170 |
| 45 | 500 | 23 | 45 | 68 | 90 | 113 | 135 | 158 | 180 | 203 | 220 |




# TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

798

FHWA

6

SDD 15D40-05c

6

SDD 15D40-05c

## GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

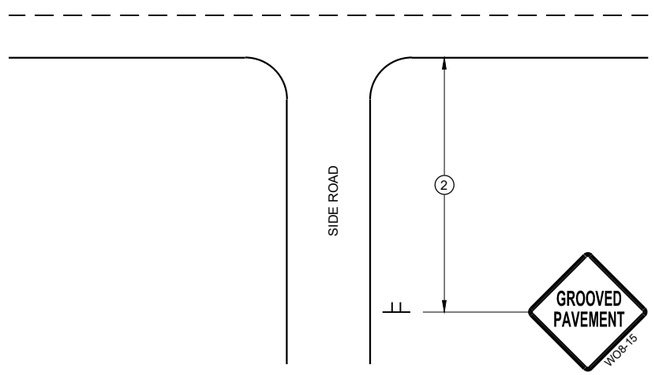
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

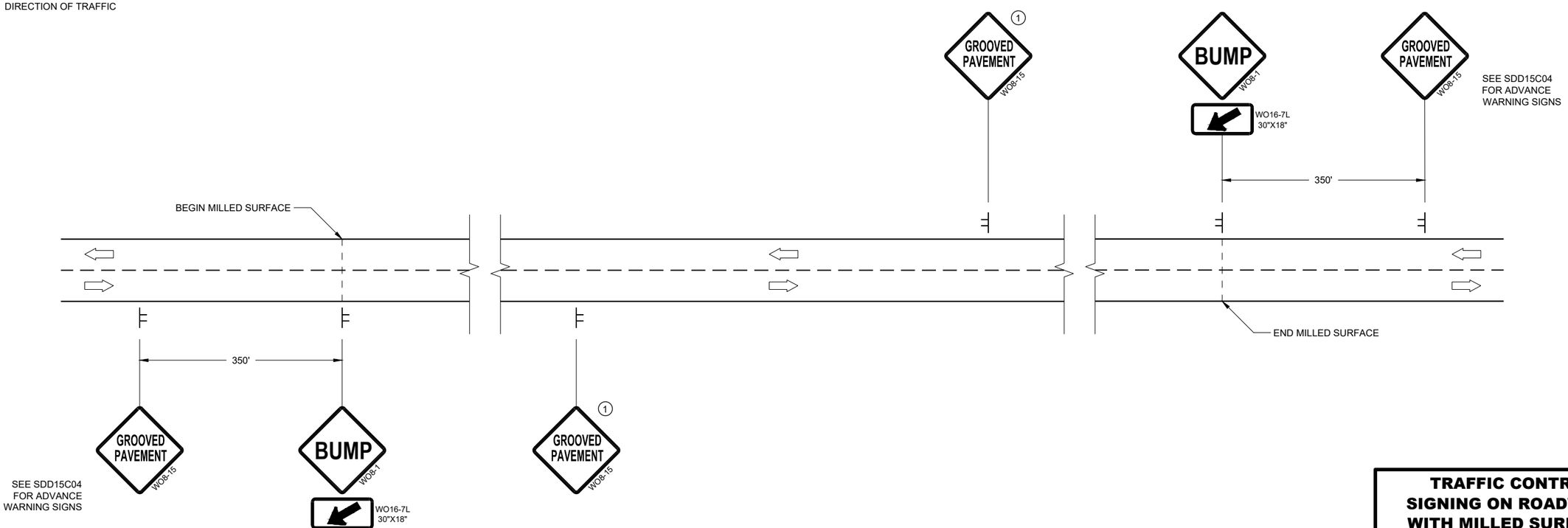
## LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC




**TYPICAL SIDE ROAD APPROACH SIGN DETAIL**




**DETAIL FOR SIGNING ON MILLED SURFACES**

**TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

799

FHWA


6
SDD 15D44 - 02

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | SHIFTING TAPER L/2 W, LATERAL OFFSET (FT) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 3 | 4 | 5 | 6 | 7 | 8 |
| 25 | 200 | 10 | 14 | 17 | 21 | 24 | 28 |
| 30 | 200 | 15 | 20 | 25 | 30 | 35 | 40 |
| 35 | 350 | 20 | 27 | 34 | 40 | 47 | 54 |
| 40 | 350 | 26 | 35 | 44 | 53 | 62 | 70 |
| 45 | 500 | 45 | 59 | 74 | 89 | 104 | 119 |
| 50 | 500 | 50 | 66 | 83 | 99 | 116 | 132 |
| 55 | 500 | 54 | 73 | 91 | 109 | 127 | 145 |

## GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

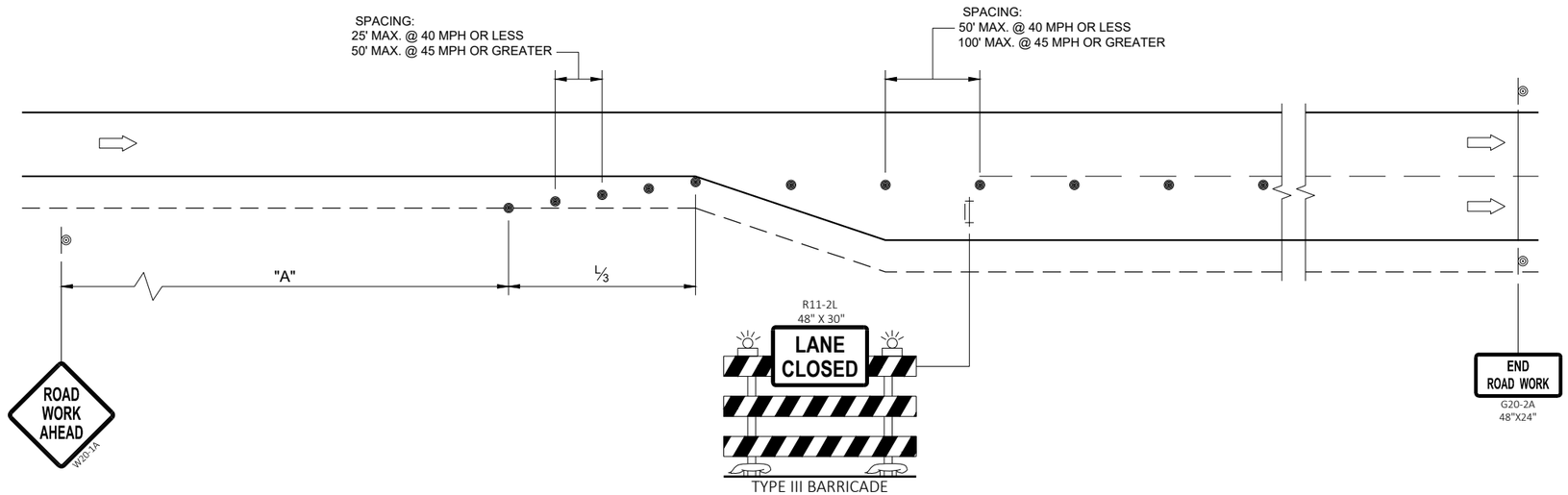
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.




PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE

**TRAFFIC CONTROL**
**ADDED LANE CLOSURE**
**WITHOUT LANE SHIFT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

800

FHWA

6

SDD 15D50-03a

6

SDD 15D50-03a

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | SHIFTING TAPER (L/2) FEET |
|---|---|---|
| 25 | 200 | 60 |
| 30 | 200 | 90 |
| 35 | 350 | 120 |
| 40 | 350 | 160 |
| 45 | 500 | 270 |
| 50 | 500 | 300 |
| 55 | 500 | 330 |

## GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

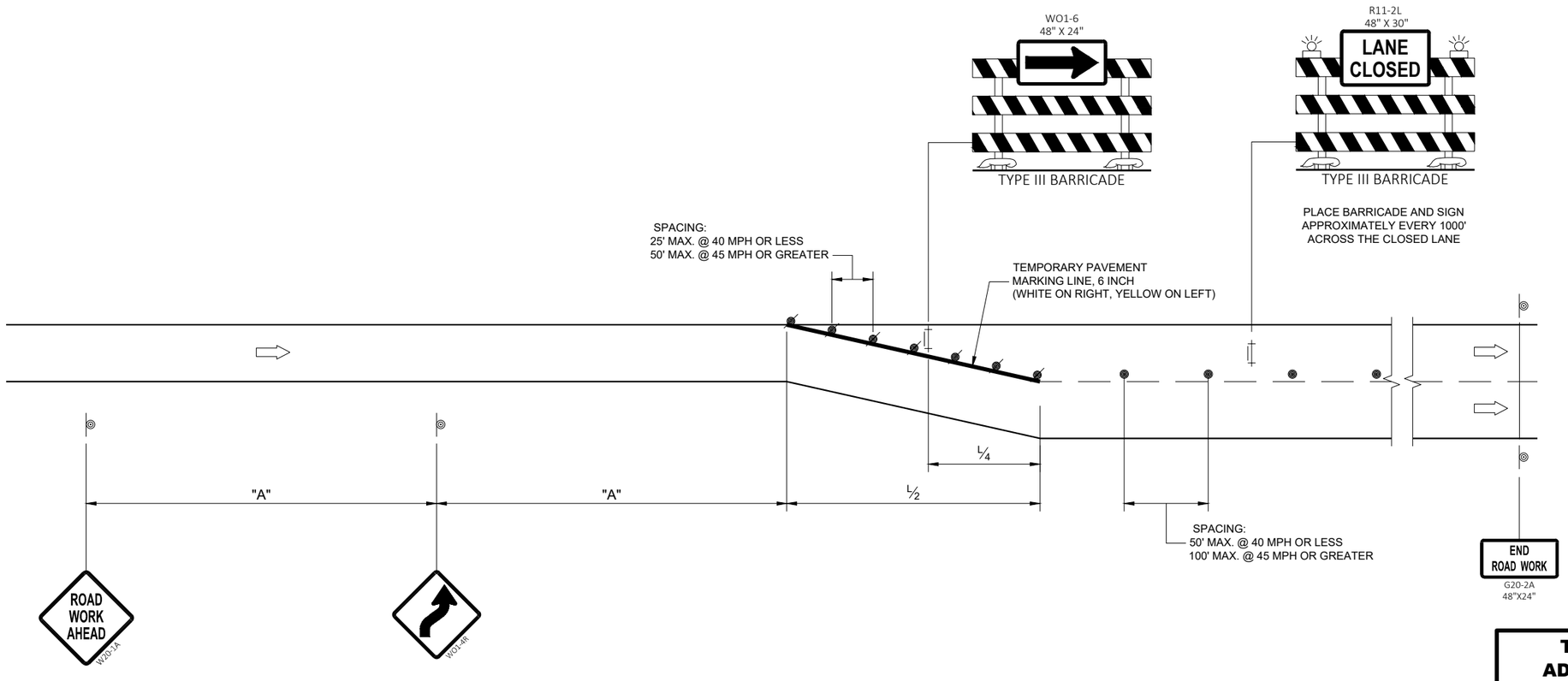
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

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

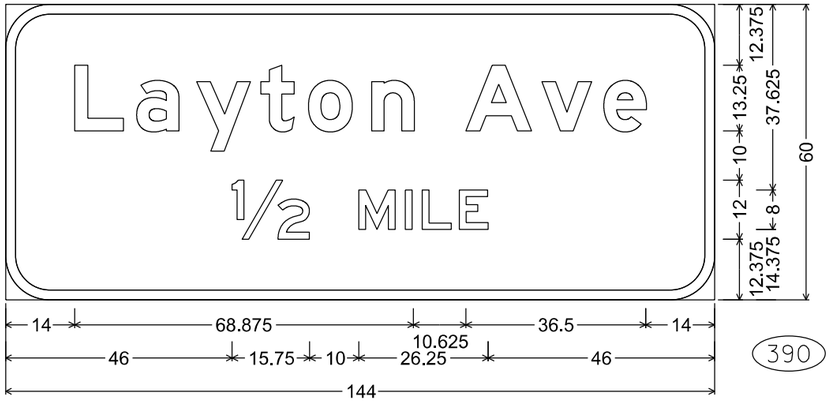



**TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE 801
FHWA

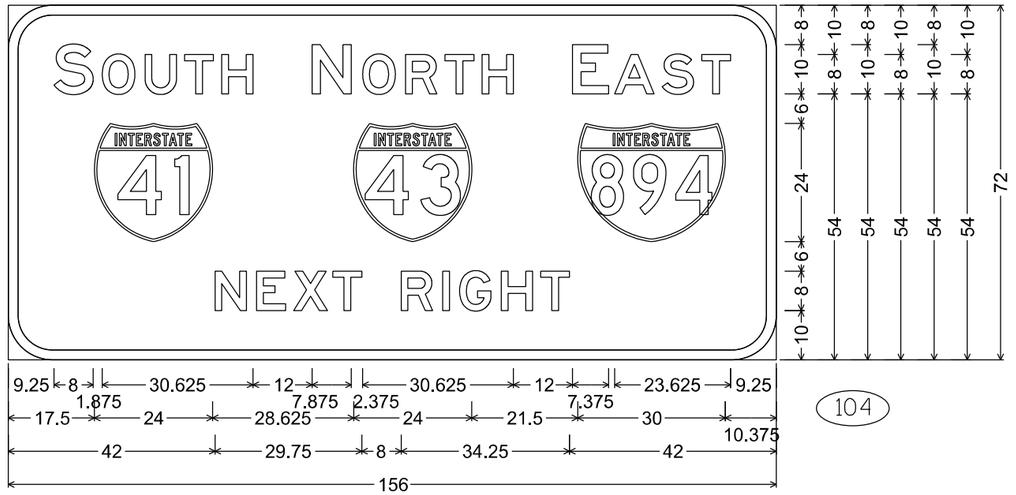

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SDD 15D50-03b




9.000" Radius, 2.000" Border

NOTES

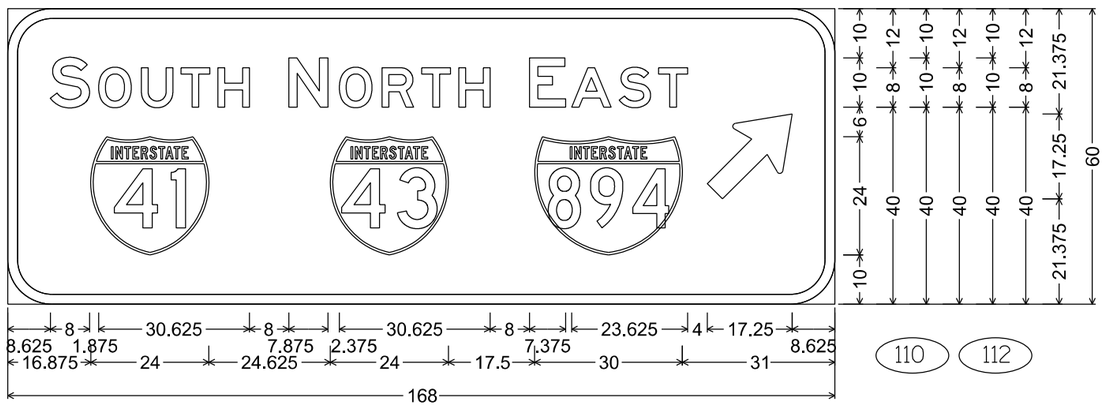
1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all Cap Words Series E or as noted.



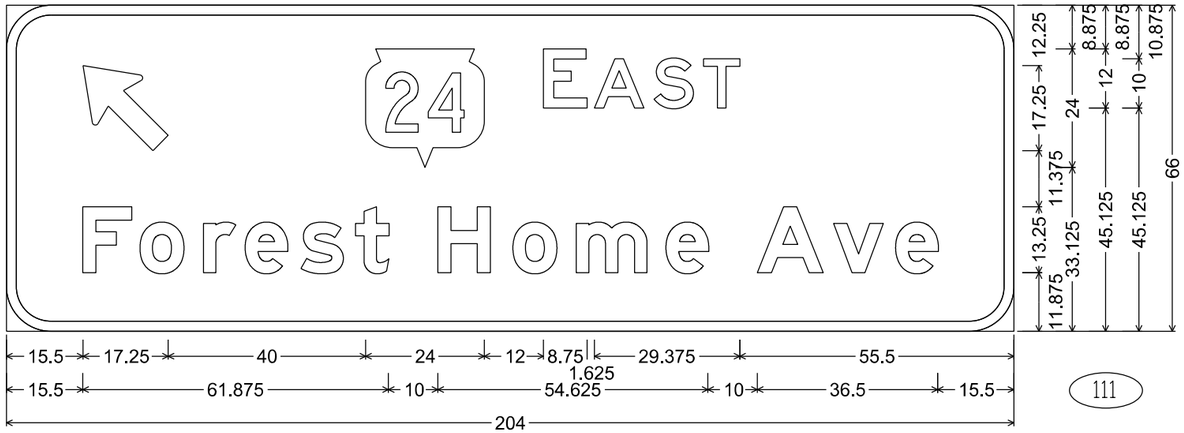

9.000" Radius, 2.000" Border




9.000" Radius, 2.000" Border
"EAST", E; "Layton", E; "Ave", E



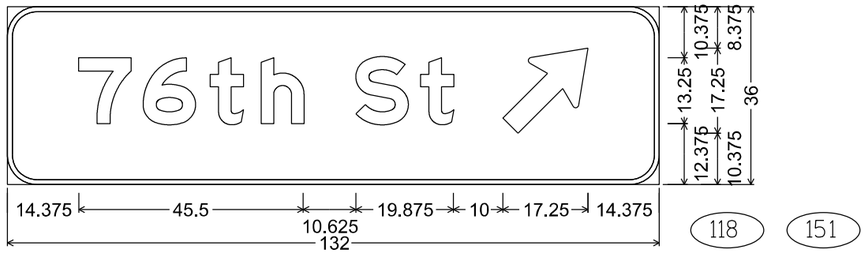

9.000" Radius, 2.000" Border



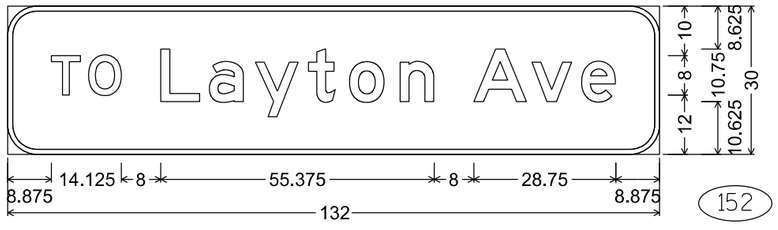

9.000" Radius, 2.000" Border

NOTES

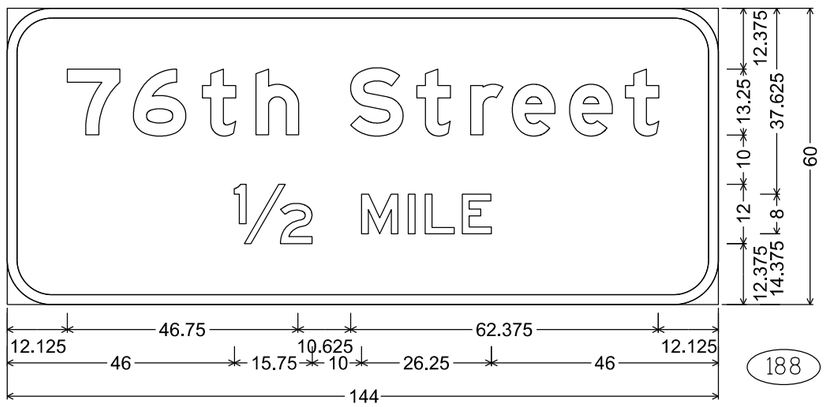
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   Message - White
3. Message Series - E Modified except all Cap Words Series E or as noted.



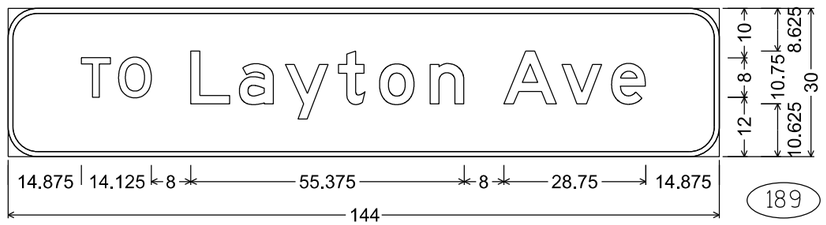

6.000" Radius, 1.000" Border




6.000" Radius, 1.000" Border
"TO", E; "Layton", E; "Ave", E




9.000" Radius, 2.000" Border



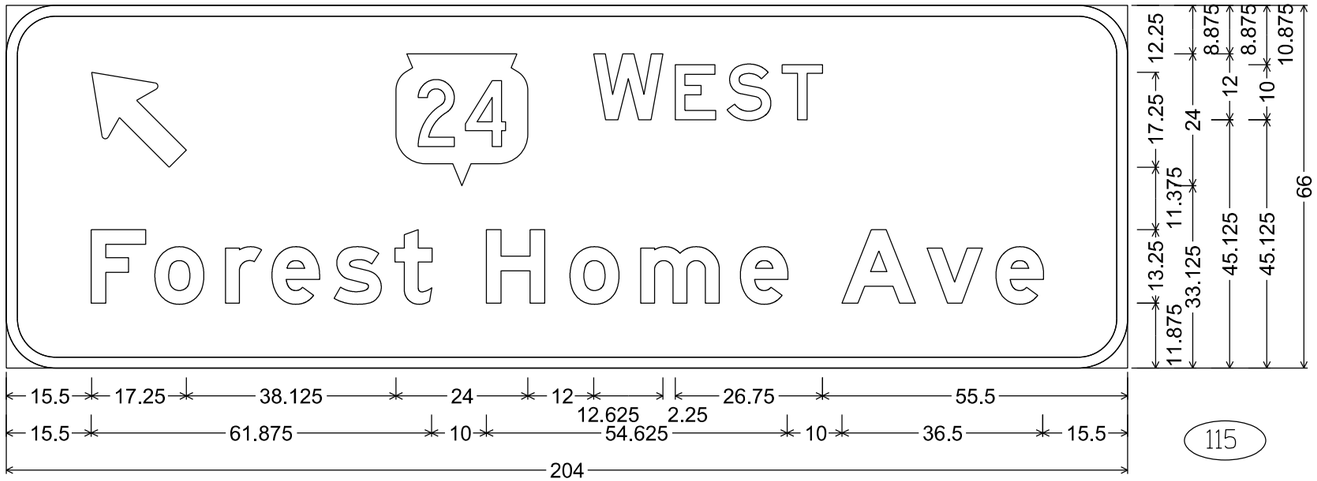

6.000" Radius, 1.000" Border
"TO", E; "Layton", E; "Ave", E

7

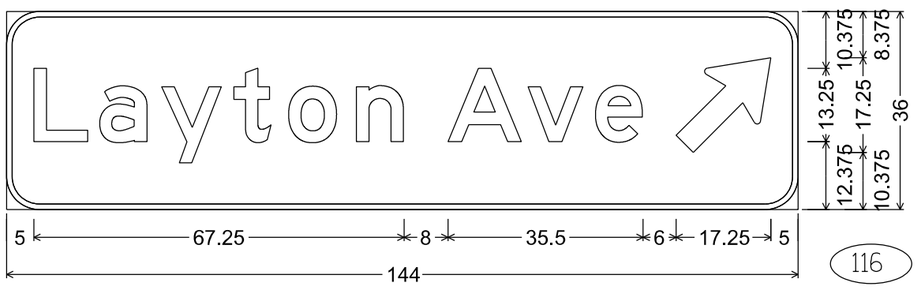
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NOTES

1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all Cap Words Series E or as noted.




9.000" Radius, 2.000" Border




6.000" Radius, 1.000" Border
"Layton", E; "Ave", E

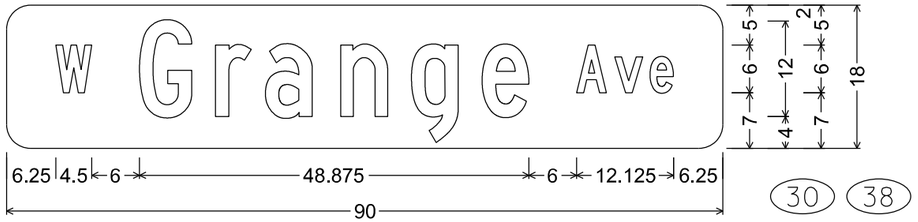
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7

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET NO: 804 | E |
|---|---|---|---|---|---|

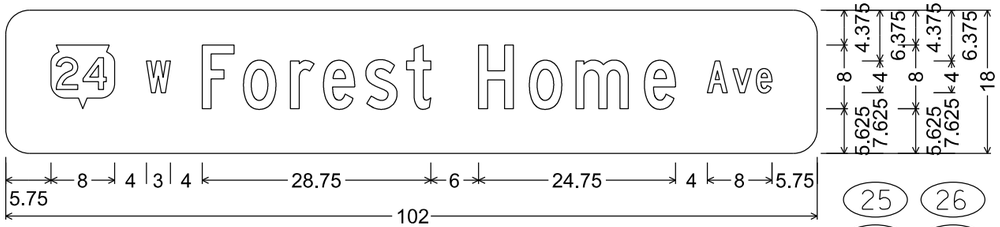
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C except as noted



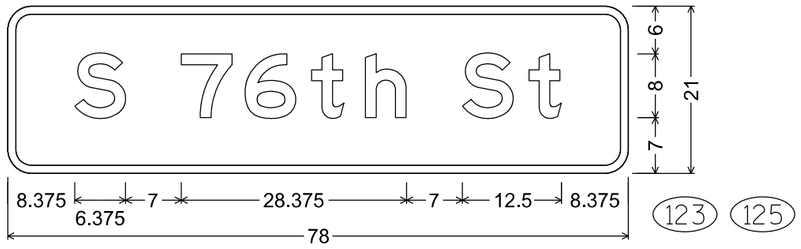

30 38

M1-94H; 3.000" Radius, No border



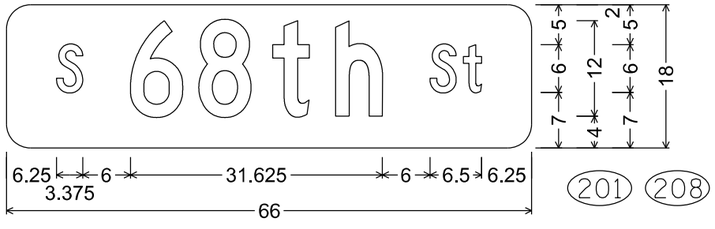

25 26
157 164
243 269
273

M1-94H; 3.000" Radius, No border



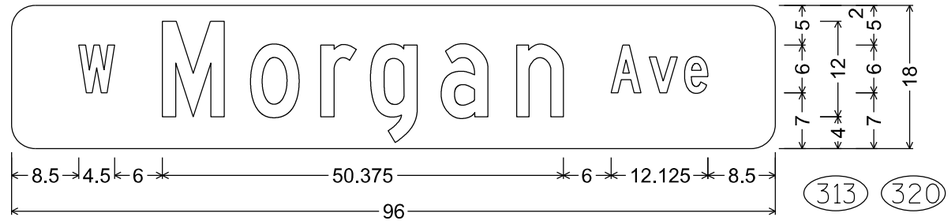

123 125

M1-94H; 3.000" Radius, No border
"S", E; "76th", E; "St", E;



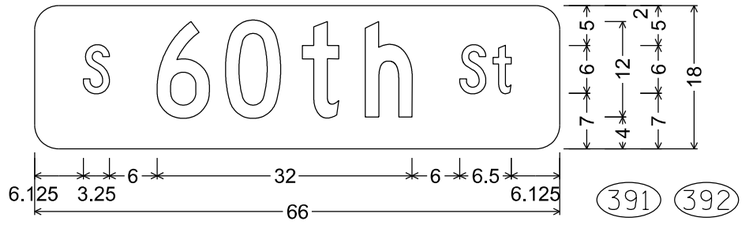

201 208

M1-94H; 3.000" Radius, No border




313 320

M1-94H; 3.000" Radius, No border




391 392

M1-94H; 3.000" Radius, No border

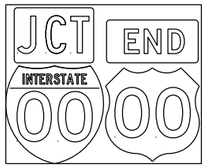
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7

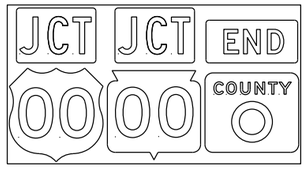
# TYPICAL ASSEMBLIES



J1-1



J1-2



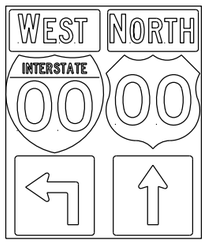
J1-3



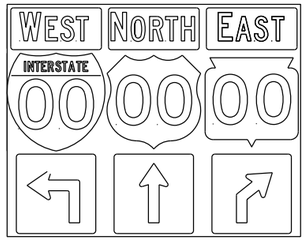
JR1-1



J2-1



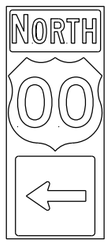
J2-2



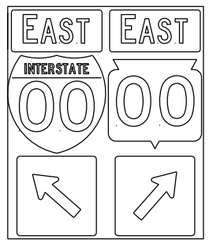
J2-3



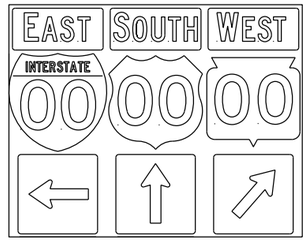
JV
( Typical Vertical J-Assembly
See Note 10 and 11 )



J3-1



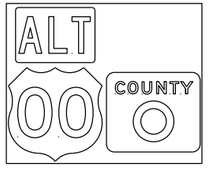
J3-2



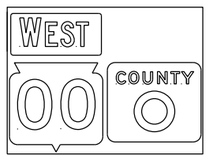
J3-3



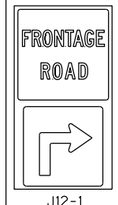
J4-1



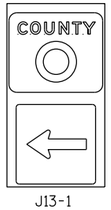
J4-2



J4-2



J12-1



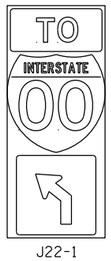
J13-1



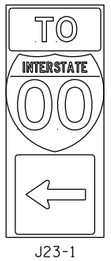
J32-1



J33-1



J22-1



J23-1



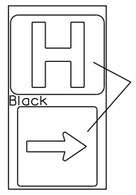
JR13-1



JR23-1



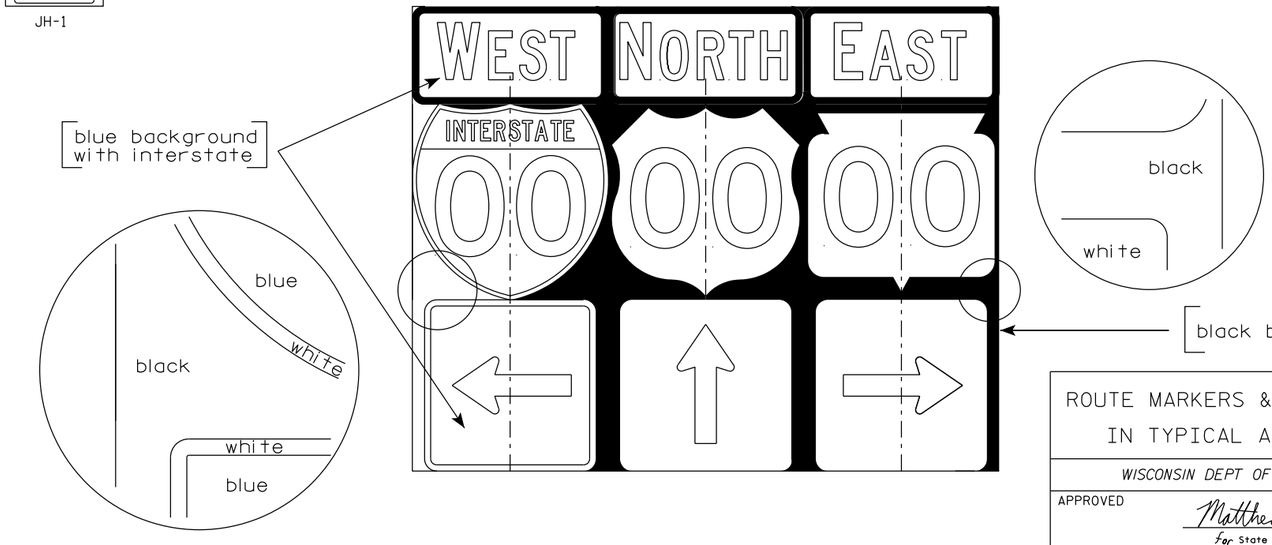
JR99-1



JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. 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.
7. 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.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (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.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.




ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

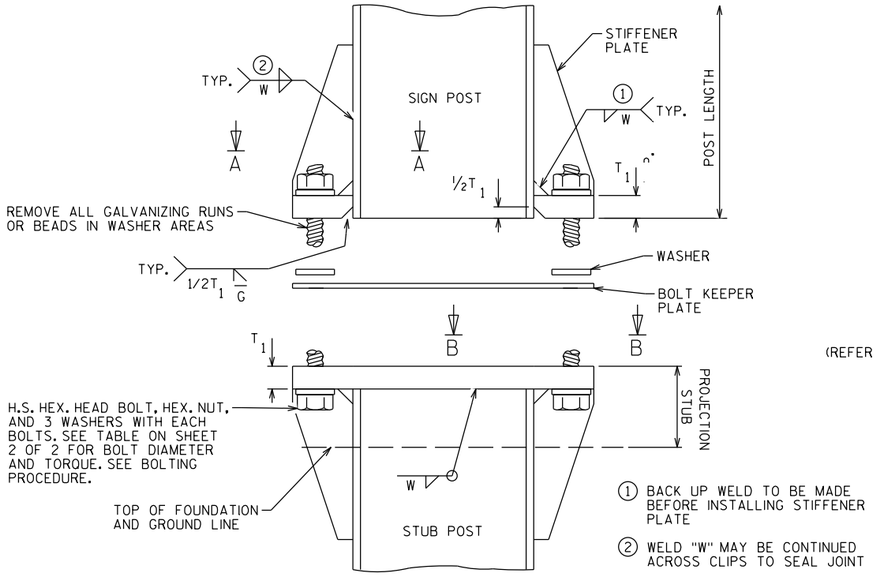
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

PROJECT NO:

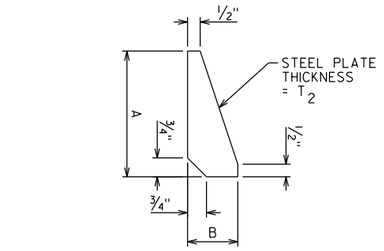
SHEET NO: 806 E




① BACK UP WELD TO BE MADE BEFORE INSTALLING STIFFENER PLATE

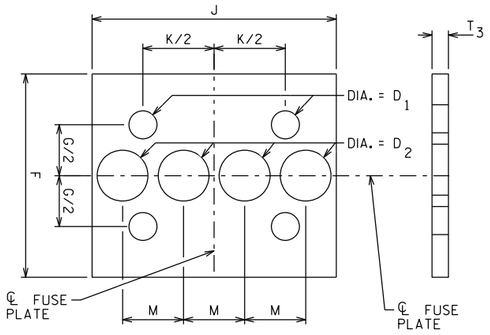
② WELD "W" MAY BE CONTINUED ACROSS CLIPS TO SEAL JOINT

## SIGN POST & STUB POST ELEVATION




## STIFFENER PLATE DETAIL

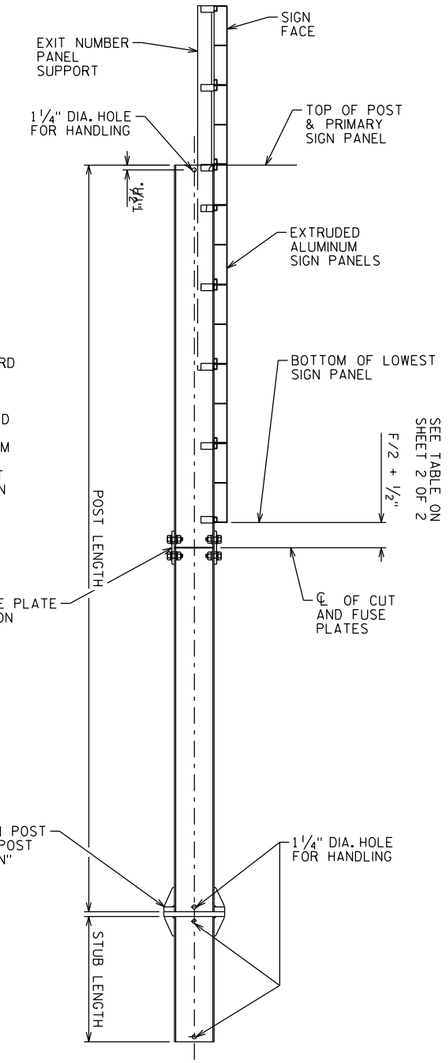
(REFER TO TABLE ON SHEET 2 OF 2 FOR DIMENSIONS)




## PERFORATED FUSE PLATE DETAIL

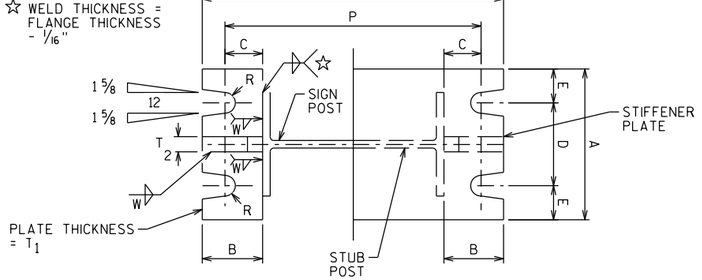
USE H.S. HEX HEAD BOLTS, HEX HEAD NUT AND FLAT WASHER UNDER NUT. INSTALL BOLTS PER THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION SECTION 506.3.12.3.

ALL HOLES SHALL BE DRILLED, SUB-PUNCHED AND REAMED. ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS. HOWEVER, FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36. ASTM A572 GRADE 50 OR ASTM A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. MILL TEST REPORTS SHALL BE SUBMITTED FOR FUSE PLATES. STEEL USED SHALL HAVE AN ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.

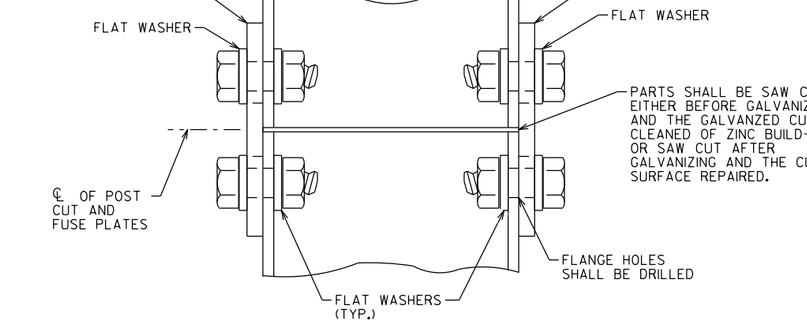



## POST DETAIL

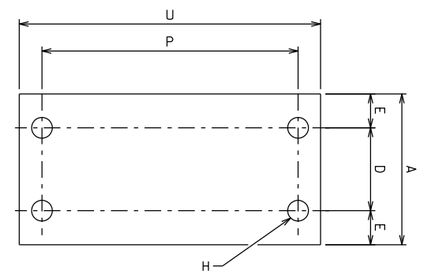
☆ WELD THICKNESS = FLANGE THICKNESS - 1/16"




SECTION A-A SECTION B-B



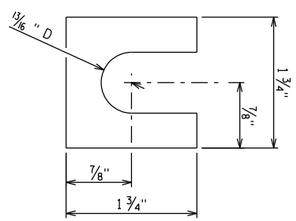

## FUSE PLATE CONNECTION DETAIL




H = BOLT DIA. + 1/8"

## BOLT KEEPER PLATE DETAIL

30 GA GALVANIZED SHEET STEEL




## SHIM DETAIL

FURNISH TWO .012"± THICK AND TWO .032"± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO ASTM B36.

## BOLTING PROCEDURE FOR BASE CONNECTION

1. ASSEMBLE SIGN POST, BOLT KEEPER PLATE, AND STUB POST WITH BOLTS AND THREE FLAT WASHERS PER BOLT AS SHOWN.
2. SHIM AS REQUIRED TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING, LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH A 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS.
5. LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PERSCRIBED TORQUE. (SEE TABLE FOR PERSCRIBED TORQUE). DO NOT OVER-TIGHTEN.
6. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

| DRAWN BY | PLANS CK'D. |
|---|---|

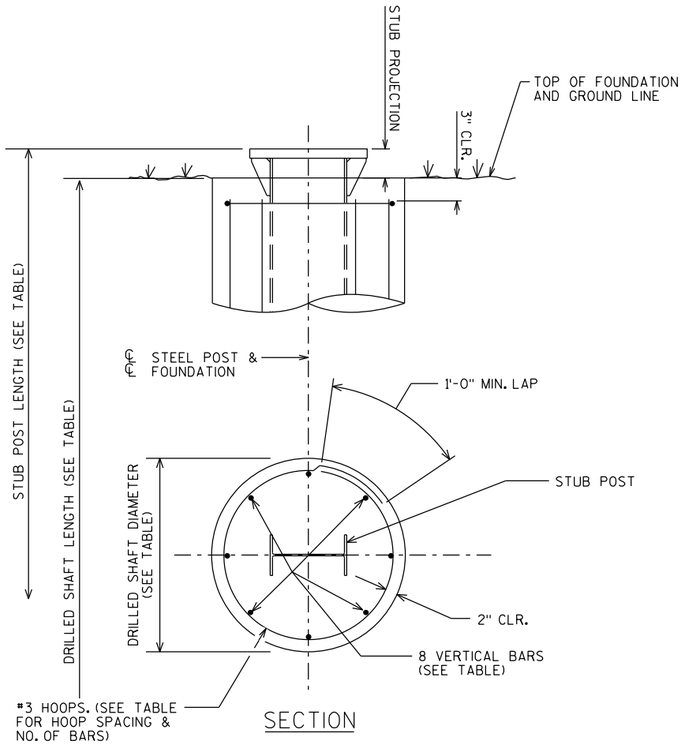
CONNECTION & FOUNDATION DETAILS 1 OF 2

SHEET A3-1.20

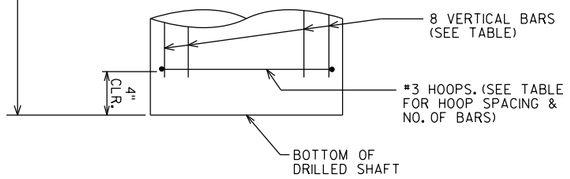
807

7

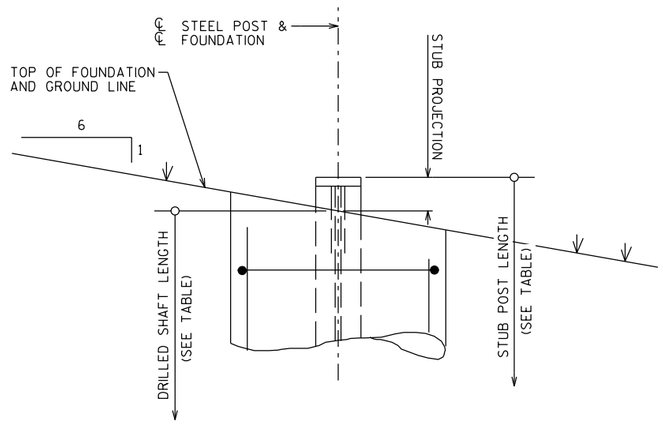
7




SECTION




FOUNDATION DETAIL




SHAFT PLACEMENT

## FOUNDATION DATA TABLE

| POST SHAPE | STUB LENGTH | STUB PROJECTION | DRILLED SHAFT DIAMETER | DRILLED SHAFT LENGTH | VERTICAL BARS | | HOOPS | | CONCRETE VOLUME ◆ | TOTAL REINF. WEIGHT ◆ |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SIZE | LENGTH | MAX SPA. | NO. | | |
| W6X15 | 2'-6" | 3" | 24" | 6'-6" | #5 | 5'-11" | 10" | 9 | 0.8 CY | 71 LB |
| W8X18 | 2'-6" | 3" | 24" | 7'-6" | #6 | 6'-11" | 12" | 8 | 0.9 CY | 102 LB |
| W8X21 | 3'-0" | 2½" | 24" | 8'-0" | #6 | 7'-5" | 12" | 9 | 1.0 CY | 110 LB |
| W10X22 | 3'-0" | 2½" | 24" | 8'-6" | #7 | 7'-11" | 12" | 9 | 1.0 CY | 151 LB |
| W12X26 | 3'-0" | 2½" | 24" | 10'-0" | #7 | 9'-5" | 12" | 11 | 1.2 CY | 180 LB |

◆ QUANTITIES SHOWN ARE FOR ONE DRILLED SHAFT

## BASE CONNECTION & FUSE PLATE DATA TABLE

| POST SHAPE | WEIGHT PER FOOT | BASE CONNECTION DATA: BOLT SIZE & TORQUE | A | B | C | D | E | T1 | T2 | W | R | BOLT KEEPER PLATE DATA: P | U | PERFORATED FUSE PLATE DATA: F | G | J | K | M | D1 | D2 | T3 | BOLT DIA. | WGT. EA. LBS | BOLT LENGTH | V ◪ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W6X15 | 15 LB | ⅝" DIA. X 4" 36 TO 38 FT-LB | 5" | 2" | 1¼" | 2¾" | 1⅛" | 1¼" | ½" | ¼" | 11/32" | 8½" | 10" | 5" | 2½" | 6" | 3½" | 1½" | 11/16" | 1¼" | ⅜" | ⅝" | 2.4 | 2 | 73.0 LB |
| W8X18 | 18 LB | | | | | | | | | | | 10⅝" | 12⅛" | 5" | 2½" | 5¼" | 2¾" | 1¼" | 11/16" | 1 1/16" | ⅜" | ⅝" | 2.0 | 2 | 83.0 LB |
| W8X21 | 21 LB | ¾" DIA. X 4¾" 62 TO 63 FT-LB | 6" | 2¼" | 1⅜" | 3½" | 1¼" | 1½" | ¾" | 5/16" | 13/32" | 11" | 12¾" | 5½" | 2½" | 5¼" | 2¾" | 1¼" | 13/16" | 1" | ½" | ¾" | 3.1 | 2¼" | 124.0 LB |
| W10X22 | 22 LB | | | | | | | | | | | 12⅞" | 14⅝" | 6" | 3" | 5¾" | 2¾" | 1⅜" | 13/16" | 1⅛" | ½" | ¾" | 3.9 | 2¼" | 134.0 LB |
| W12X26 | 26 LB | | | | | | | | | | | 15" | 16¾" | 6" | 3" | 6½" | 3½" | 1⅝" | 13/16" | 1 5/16" | ½" | ¾" | 4.5 | 2¼" | 152.0 LB |

◪ TOTAL STRUCTURAL CARBON STEEL WEIGHT FOR ONE POST = V + (POST LENGTH X POST WEIGHT PER FOOT)

"V" INCLUDES STUB POST, BASE PLATES, STIFFENER PLATES, PERFORATED FUSE PLATES, BOLTS, NUTS, AND WASHERS.

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

MATERIALS SHALL CONFORM TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 506, UNLESS NOTED OTHERWISE.

FABRICATION SHALL CONFORM TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 506.

ALL POST, POST STUBS & ATTACHMENTS SHALL BE ASTM A709 GRADE 50, GALVANIZED IN ACCORDANCE WITH ASTM A123.

THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST, FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.

H.S. BOLTS, WASHERS, & NUTS SHALL BE A325 GALVANIZED.

## FOUNDATION MATERIAL PROPERTIES

| | |
|---|---|
| CONCRETE MASONRY | F'C = 3,500 P.S.I. |
| BAR STEEL REINFORCEMENT (UNCOATED), GRADE 60 | FY = 60,000 P.S.I. |

## DESIGN DATA

DESIGN CONFORMS TO AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS 1ST EDITION 2015 (WITH 2017 & 2018 INTERIM REVISIONS).

DEAD LOADS (DL):

- STEEL POST SELF WEIGHT
- SIGN PANEL WEIGHT = 3 PSF

WIND LOADS (WL):

WIND LOADS WERE APPLIED TO THE PROJECTED AREAS OF THE SIGN PANELS AND THE STEEL SIGN POSTS.

- BASIC WIND SPEED = 76 MPH
- MEAN RECURRANCE INTERVAL (MRI) = 10 YEARS
- HEIGHT & EXPOSURE FACTOR = 1.00
- DIRECTIONALITY FACTOR = 0.85
- GUST EFFECT FACTOR = 1.14

WIND LOAD CASES:

- WL CASE 1: 1.0 X NORMAL WIND
- WL CASE 2: 1.0 X TRANSVERSE WIND
- WL CASE 3: 0.75 X NORMAL WIND + 0.75 X TRANSVERSE WIND

LOAD COMBINATIONS:

| LOAD COMBINATION | TYPE | DL FACTOR | WL FACTOR |
|---|---|---|---|
| STRENGTH I | GRAVITY | 1.25 | - |
| EXTREME I | WIND | 1.10 | 1.0 |
| | | 0.9 | 1.0 |
| SERVICE I | DEFLECTION | 1.0 | 1.0 |

## FOUNDATION DESIGN DATA

THE FOUNDATION DESIGN ASSUMED COHESIONLESS SOILS (LOOSE SAND) ABOVE THE WATER TABLE WITH THE FOLLOWING PROPERTIES:

- SOIL UNIT WEIGHT = 115 PCF
- ANGLE OF INTERNAL FRICTION = 24 DEGREES
- SOIL MODULUS PARAMETER = 25 LB/IN3

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

DRAWN BY | PLANS CK'D.

CONNECTION & FOUNDATION DETAILS 2 OF 2

SHEET A3-1.20

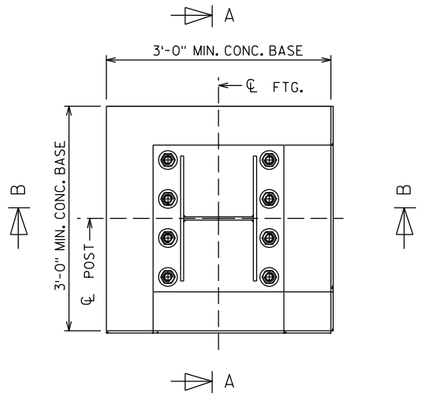
808



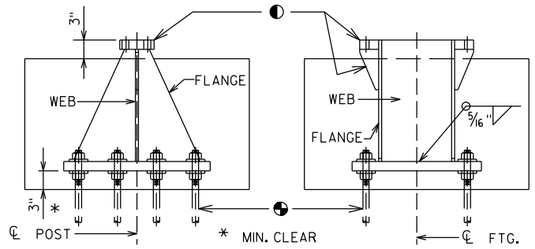
7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A31.DGN
PLOT DATE : 3-MAR-2020
PLOT BY : dotc4c

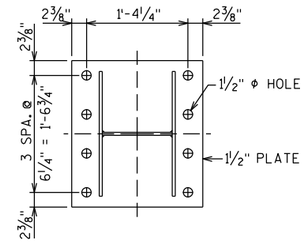
# STUB AND ADHESIVE ANCHOR DETAILS



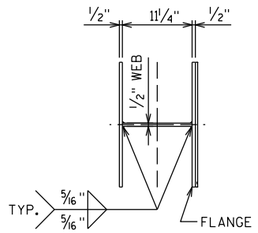

STUB SECTION



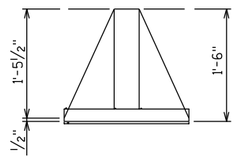

SECTION A-A SECTION B-B




BASE PLATE




STUB




FLANGE

◐ SEE BASE CONNECTION DETAILS ON "CONNECTIONS & FOUNDATION DETAILS" SHEETS.

◔ ADHESIVE ANCHORS 1¼-INCHES. ALLOWABLE PULL OUT CAPACITY = 15 KIPS. EMBED 1'-3" INTO ROCK.

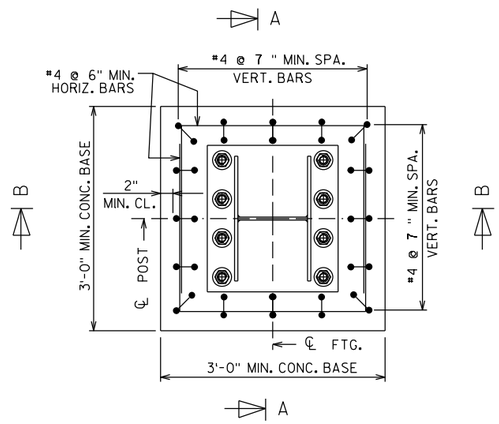
## GENERAL NOTES:

QUANTITIES PER BASE:
REINFORCING STEEL = 62 LB
CONCRETE = 0.6 CY
STRUCTURAL STEEL = 335 LB

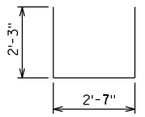
ALL MATERIALS, EXCEPT FOR ANCHOR ROD, NUTS, AND WASHERS, SHALL BE ASTM A709 GRADE 50. ALL MATERIALS TO BE GALVANIZED AFTER FABRICATION.

IF ROCK IS ENCOUNTERED PRIOR TO REACHING THE MINIMUM DRILLED SHAFT EMBEDMENT DEPTH DEFINED ON THE FOUNDATION DATA TABLE OF THE "CONNECTIONS & FOUNDATION DETAILS 2 OF 2" SHEET, THE CONTRACTOR SHALL INSTALL A TEST ADHESIVE ANCHOR AND DETERMINE THE PULL-OUT CAPACITY. IF THE FIELD TEST RESULTS IN A PULL-OUT CAPACITY GREATER THAN OR EQUAL TO 15 KIPS, THE CONTRACTOR MAY INSTALL THE ALTERNATE CONCRETE BASE AND BREAK-WAY STUB PER THE DETAILS ON THIS SHEET.

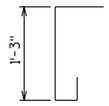
# CONCRETE BASE DETAILS



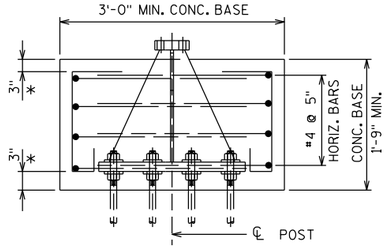

CONCRETE BASE PLAN



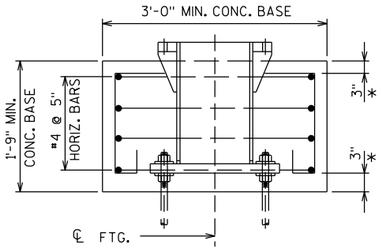

HORIZONTAL BAR
8 BARS @ 6'-11" LENGTH




VERTICAL BARS
16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED




SECTION A-A




SECTION B-B

* MIN. CLEAR

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

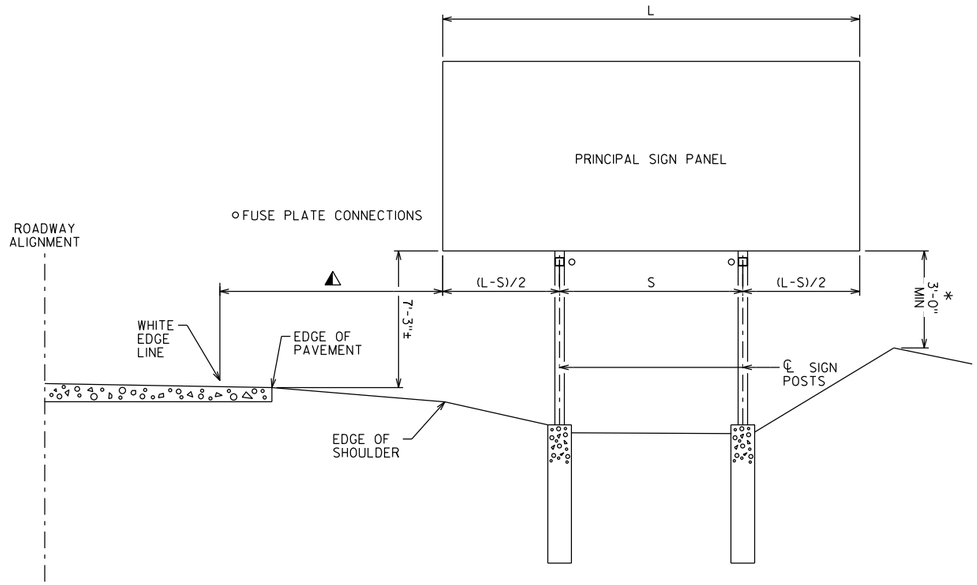
STRUCTURE BTO TYPE I SIGNS

DRAWN BY | PLANS CK'D.

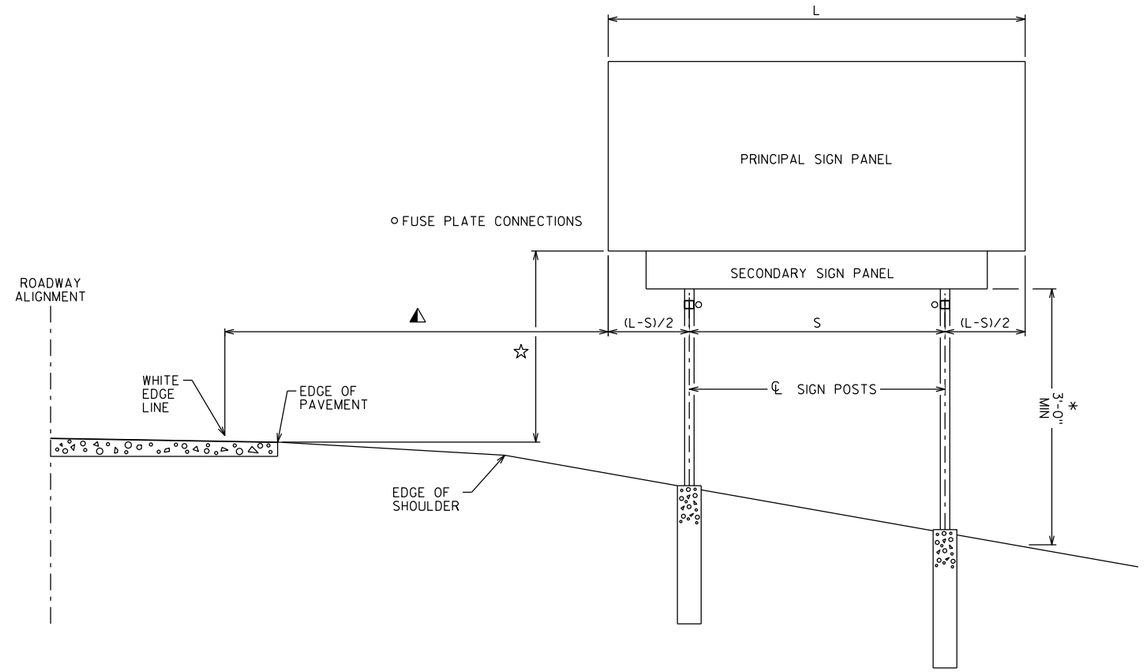
ALTERNATE BREAK-AWAY BASE ON ROCK

SHEET A3-1M.2

809




INSTALLATION WITHOUT SECONDARY SIGN




INSTALLATION WITH SECONDARY SIGN

## TYPE 1 SIGN INSTALLATION NOTES:

FOR A 2-POST INSTALLATION, "S" EQUALS 3L/5, BUT SHALL NOT BE LESS THAN 6'-0".

FOR A 3-POST INSTALLATION, "S" EQUALS 5L/7, BUT SHALL NOT BE LESS THAN 12'-0". THE SPACING BETWEEN ANY TWO POSTS SHALL NOT BE LESS THAN 6'-0".

◭ UNLESS NOTED IN THE PLANS, THE SIGN OFFSET DISTANCE SHALL BE A MINIMUM OF 17'-6" FROM THE WHITE EDGE LINE, DESIRABLE 30'-0".

WHERE SIGNS ARE MOUNTED BEHIND CRASH WORTHY PROTECTION SUCH AS GUARDRAIL OR BARRIER WALL, THE LATERAL OFFSET MAY BE 4'-6" BEHIND THE GUARDRAIL OR BARRIER WALL.

THE ± TOLERANCE SHOWN ON THIS SHEETS IS 3".

THE VERTICAL SIGN HEIGHT CLEARANCES SHOWN ON THIS SHEET ARE MEASURED FROM THE BOTTOM OF THE SIGN PANEL TO THE NEAR EDGE OF PAVEMENT.

☆ THE VERTICAL CLEARANCE SHALL BE 8'-3"± WHEN THE SECONDARY SIGN HEIGHT IS 3'-0" OR LESS. FOR SECONDARY SIGN HEIGHTS LARGER THAN 3'-0", THE VERTICAL CLEARANCE TO THE BOTTOM OF THE SECONDARY SIGN PANEL SHALL BE 5'-3"±.

* THE VERTICAL SIGN GROUND CLEARANCE ON RIGHT END OF SIGN SHALL BE A MINIMUM OF 3'-0"±.

○ FOR 2-POST SIGNS, IF THERE IS A SECONDARY SIGN THAT IS NOT AS WIDE AS THE POSTS, INSTALL FUSE PLATES BENEATH PRINCIPAL SIGN.

FOR SECONDARY SIGNS THAT ARE NOT AS WIDE AS THE EXTERIOR POSTS, SECURE SIGN WITH CHANNEL STEEL AS DESCRIBED IN A4-6.

POST LENGTHS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE ESTIMATED LENGTHS. THE CONTRACTOR SHALL VERIFY POST LENGTHS AT THE TIME OF FINAL GRADING.

REFER TO THE TRAFFIC ENGINEERING OPERATIONS AND SAFETY MANUAL FOR FURTHER GUIDANCE ON MINIMUM VERTICAL CLEARANCE REQUIREMENTS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | 2/29/24 | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

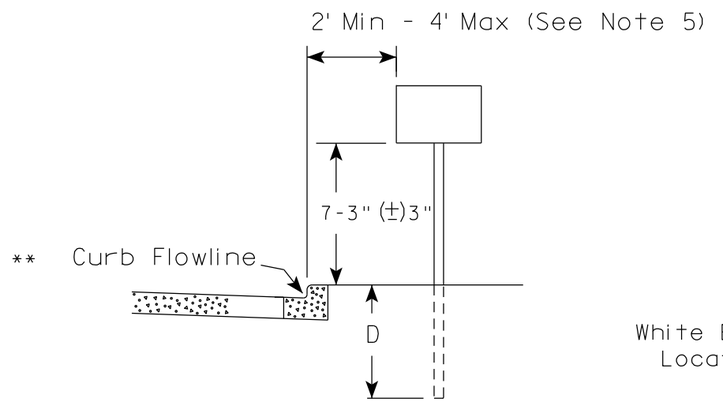
| DRAWN BY | PLANS CK'D. |
|---|---|

TYPICAL TYPE I SIGN INSTALLATION

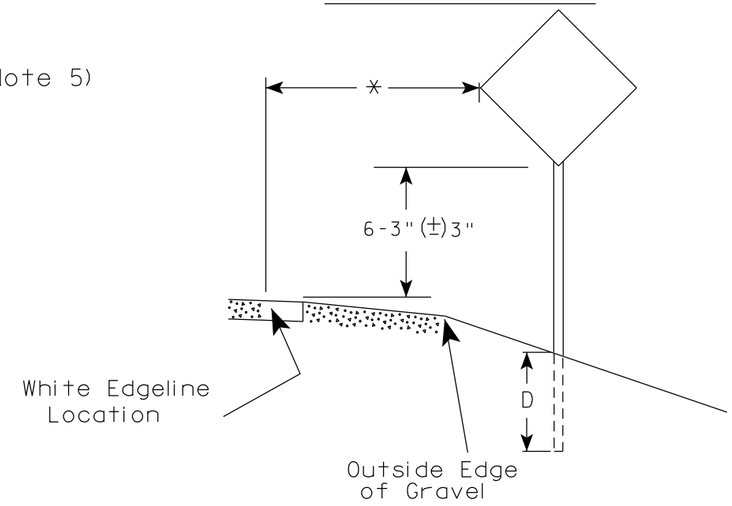
SHEET A4-1.11

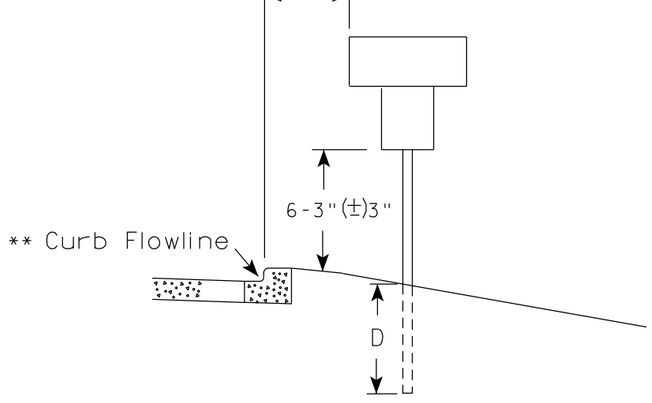
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 810 | E |
|---|---|---|---|---|---|

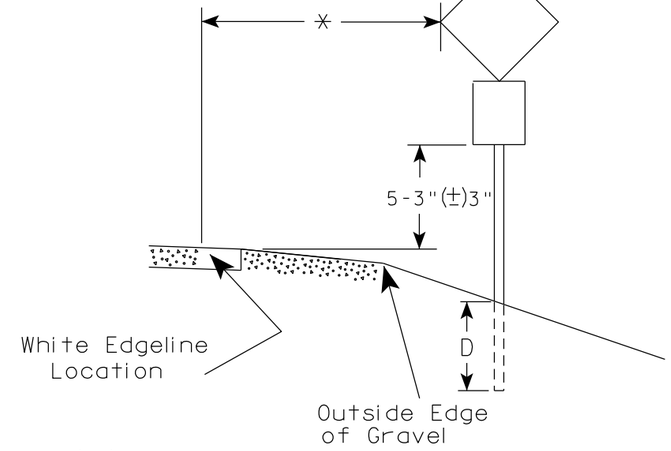
## URBAN AREA




## RURAL AREA (See Note 2)




** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

### POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

### GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

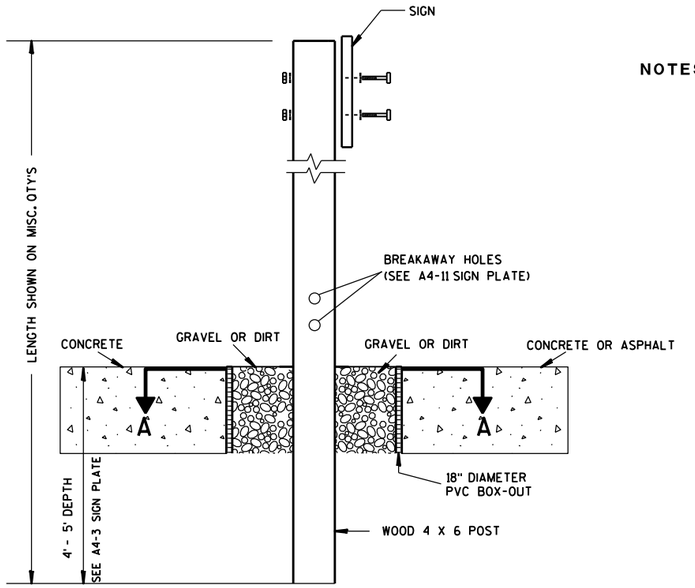
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

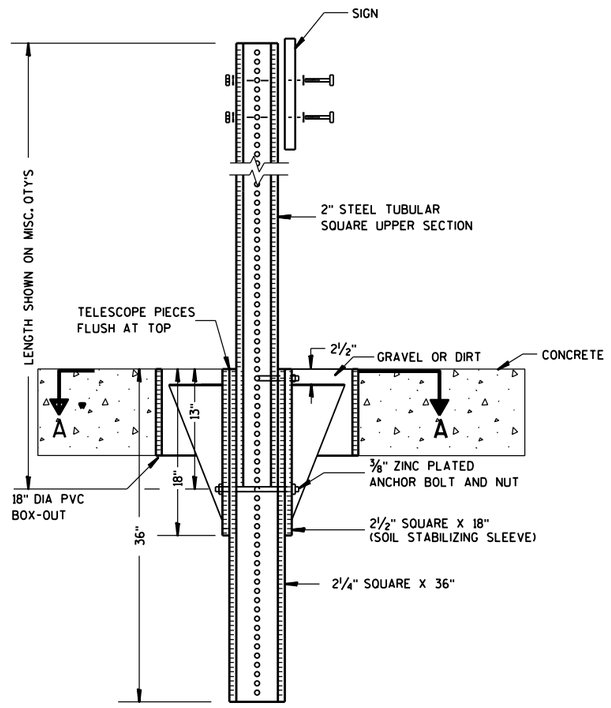
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 811 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

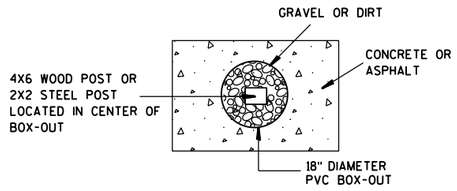
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

**DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT**




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

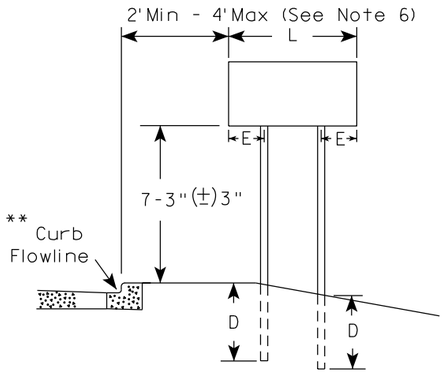
DATE 1/27/14 PLATE NO. A4-3B.1

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

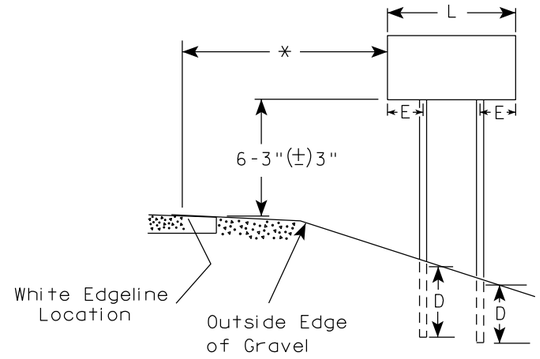


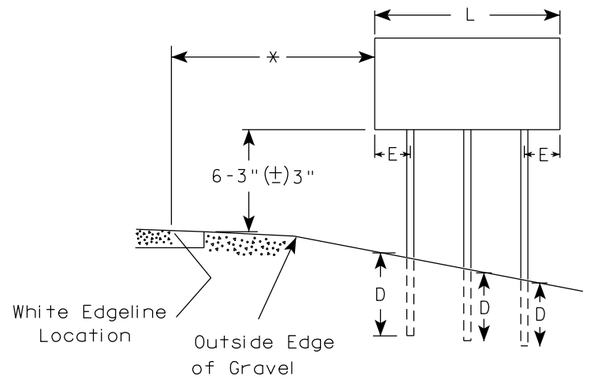
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

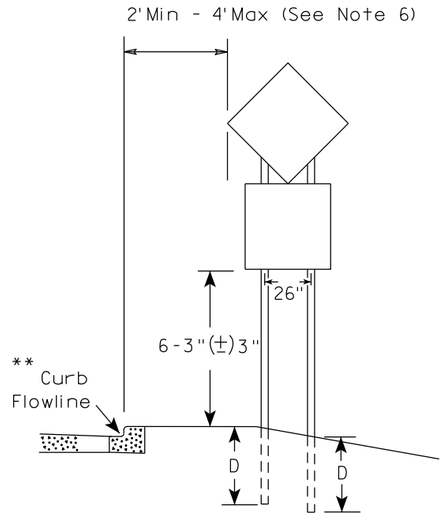
## URBAN AREA



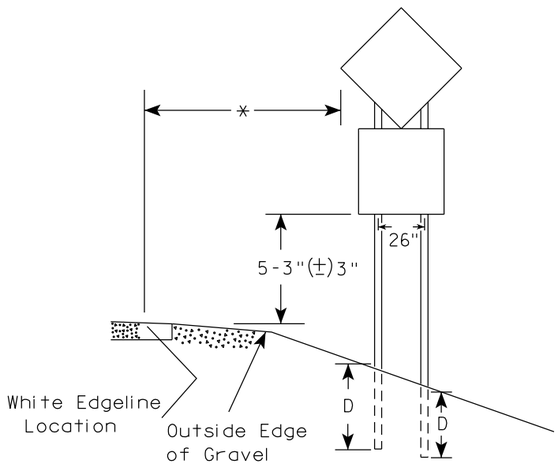

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | | |
|---|---|---|
| | L | E |
| *** | Greater than 48" Less than 60" | 12" |
| | 60" to 108" | L/5 |

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 108" to 144" | 12" |

## GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

## POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

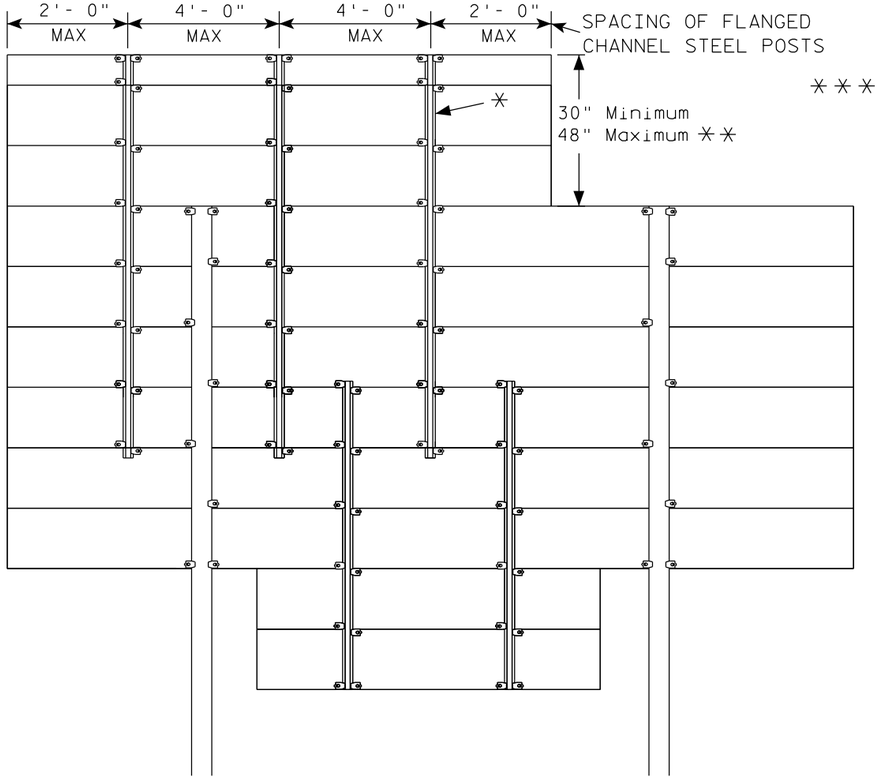
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 813 | E |
|---|---|---|---|---|---|

## GROUND MOUNTED SIGN



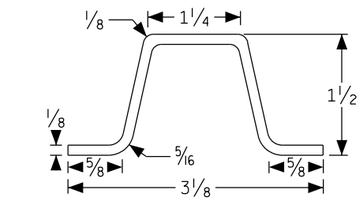

✳=2.00 lb/ft AND 4.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

✳✳=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

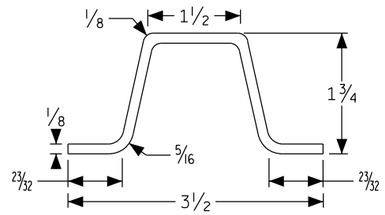
✳✳✳ THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 15 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 15 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

## FLANGE CHANNEL DETAILS

NOT TO SCALE

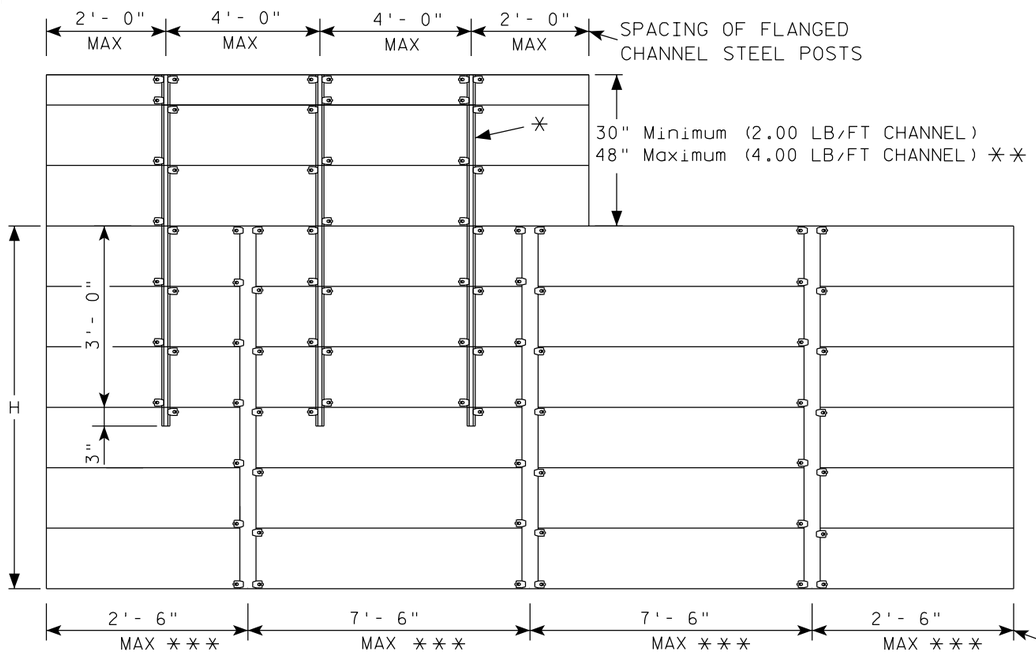



2.00 LB/FT CHANNEL




4.00 LB/FT CHANNEL

## SIGN BRIDGE MOUNTED SIGN




SPACING OF ALUMINUM SIGN SUPPORTS 5" X 3.5" X 3.7 LBS./ft.

## GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

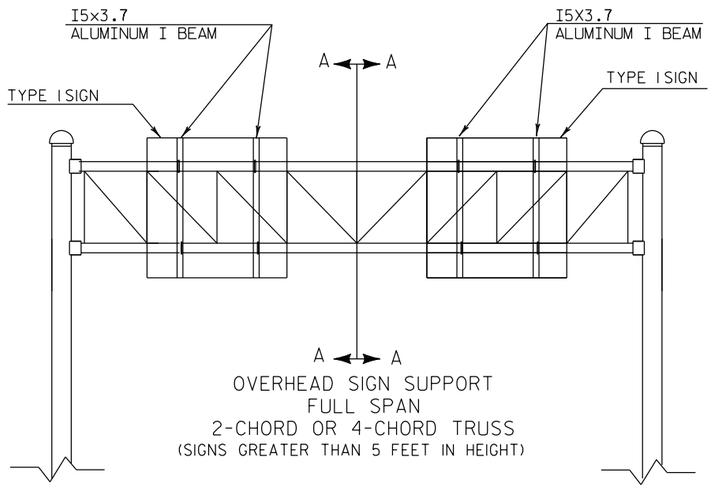
   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

# ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

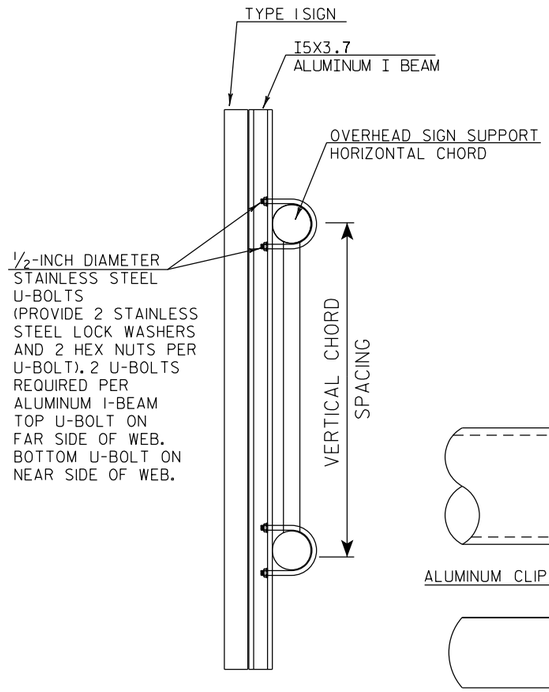
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

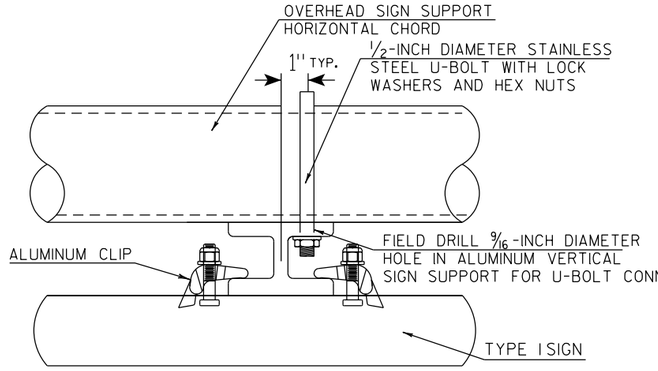
DATE 1/07/20 PLATE NO. A4-6.12




OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



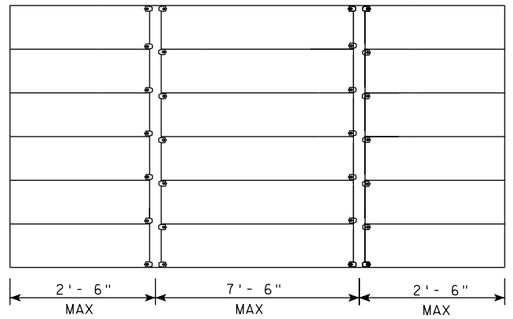

CUT SECTION A-A



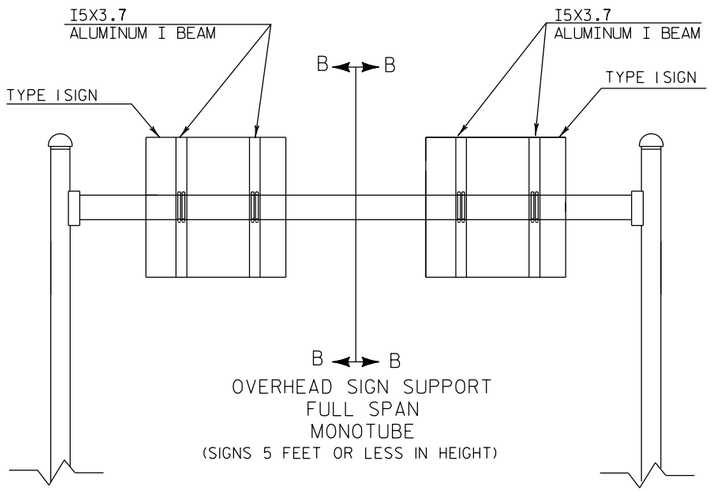

TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

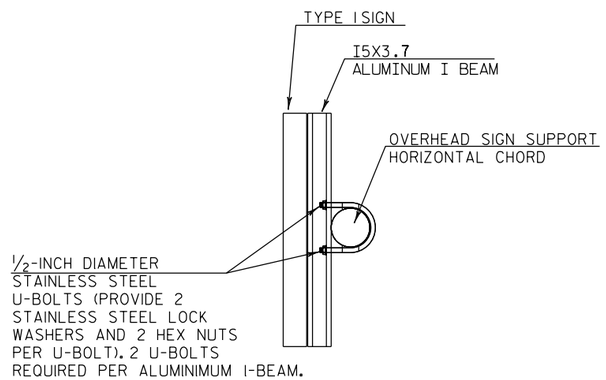
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



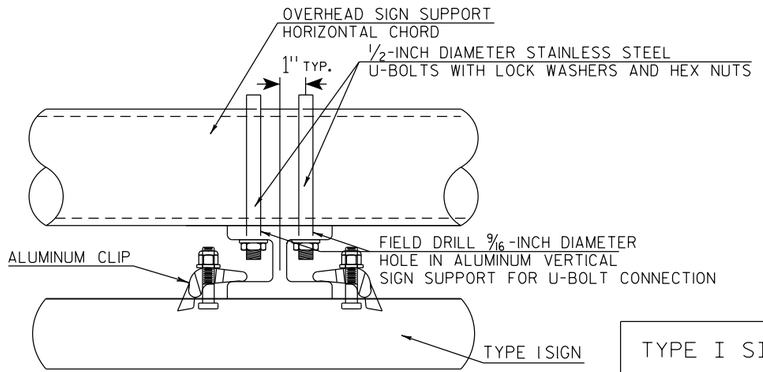

SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT




OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)




CUT SECTION B-B




TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW

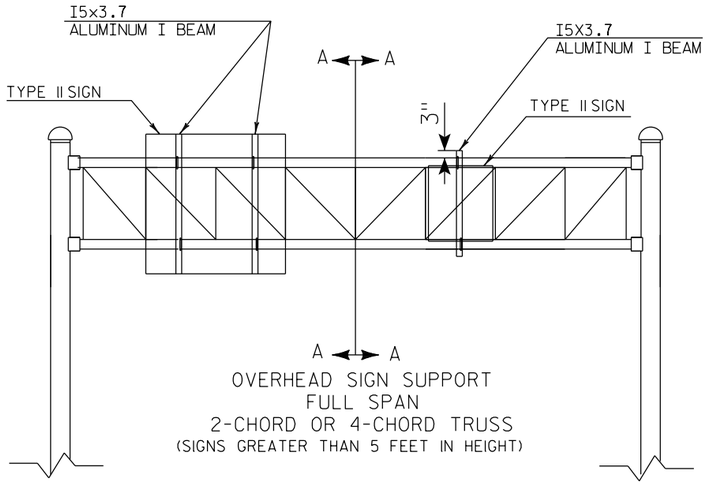
TYPE I SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

*WISCONSIN DEPT OF TRANSPORTATION*

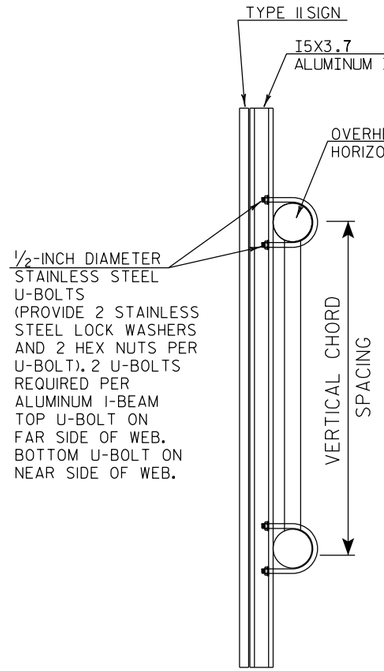
APPROVED Matthew R Rauch
State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7A.1

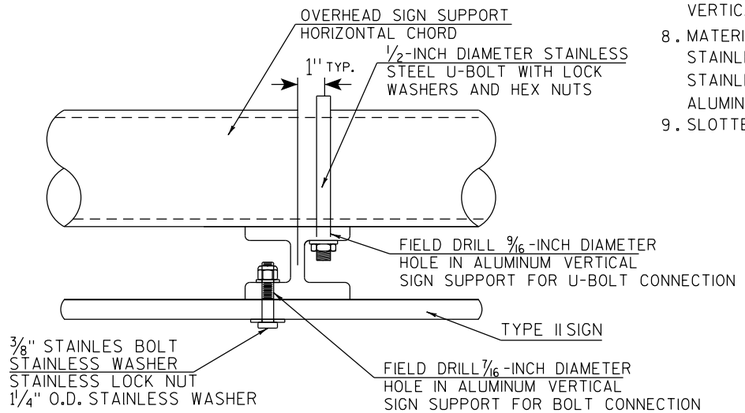
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 815 | E |
|---|---|---|---|---|---|




OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



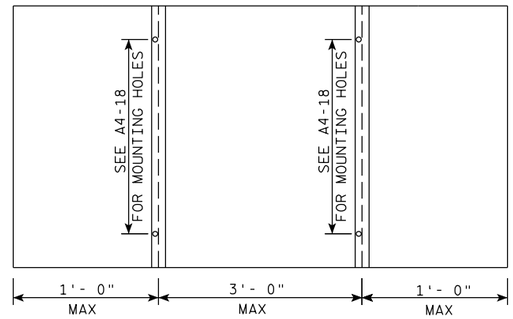

CUT SECTION A-A



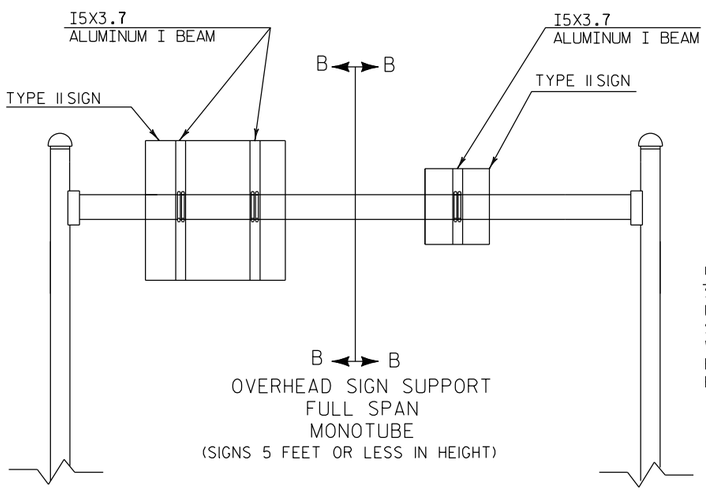

TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

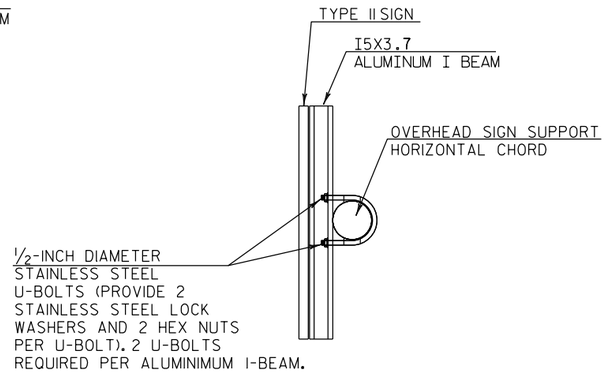
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE STAINLESS BOLTS AT BOLT HOLES IN SIGN PANEL PER SIGN PLATE A4-18.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS, BOLTS, AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



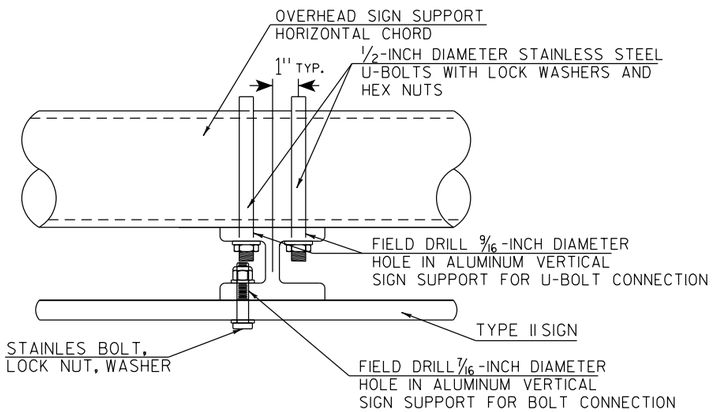

SPACING OF I5X3.7 ALUMINUM
MULTIPLE VERTICAL SIGN SUPPORTS



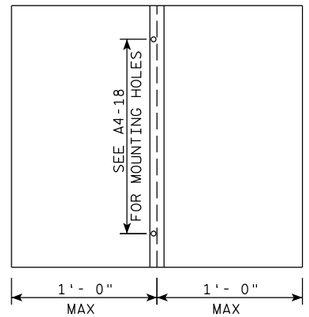

OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)




CUT SECTION B-B




TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW




SPACING OF I5X3.7 ALUMINUM
SINGLE VERTICAL SIGN SUPPORT

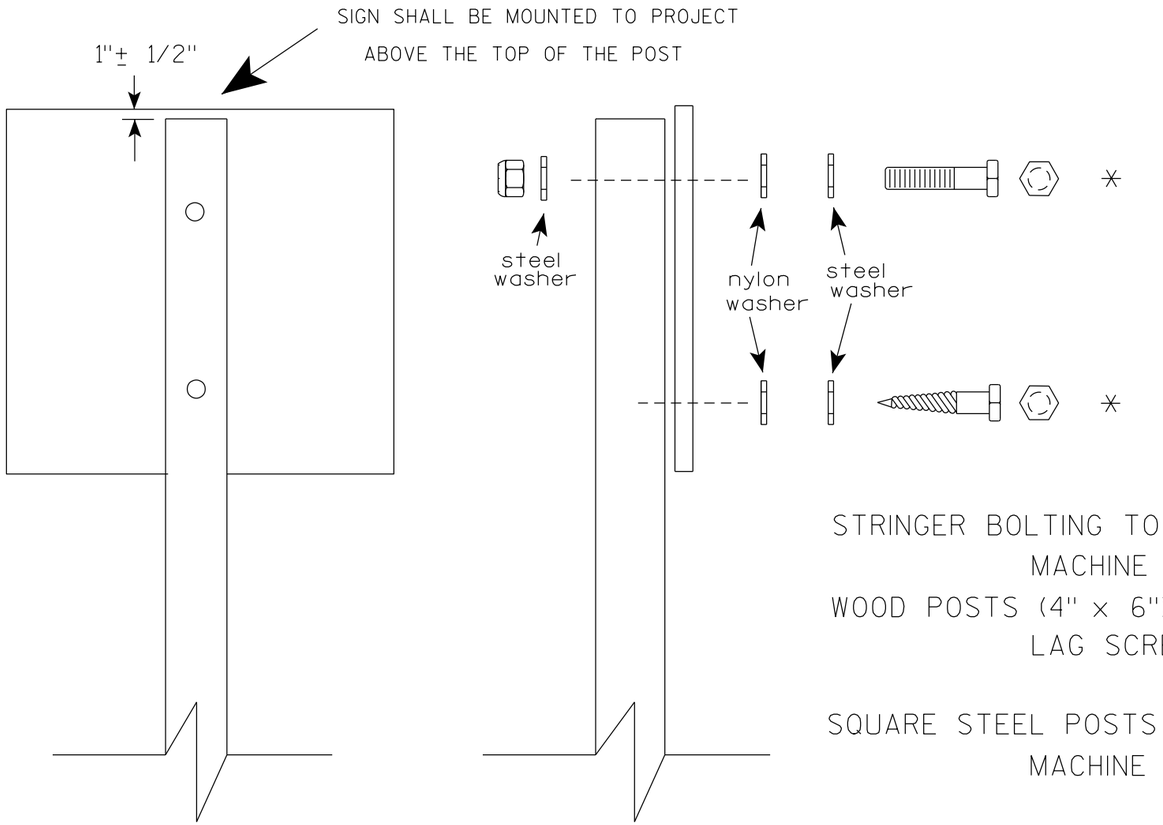
TYPE II SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7B.1

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 816 | E |
|---|---|---|---|---|---|




Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

# ATTACHMENT OF SIGNS TO POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

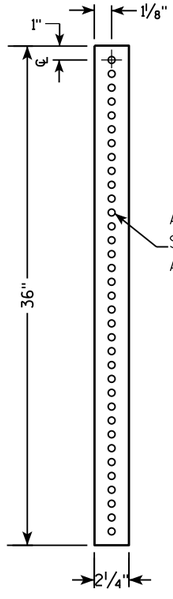
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

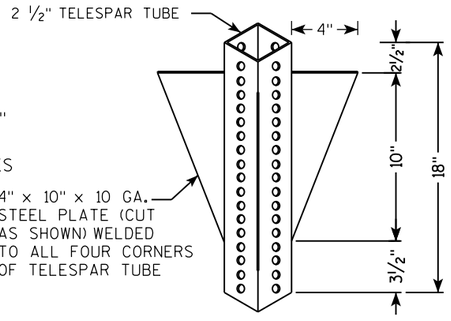
SHEET NO: 817 E

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

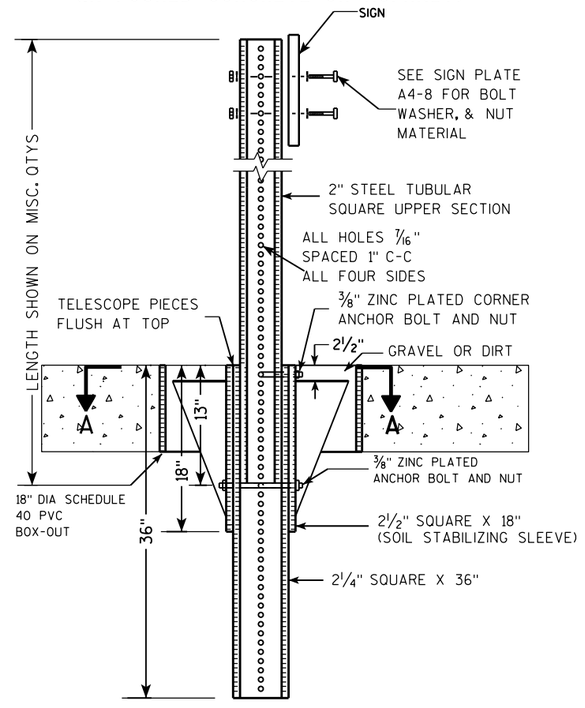
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



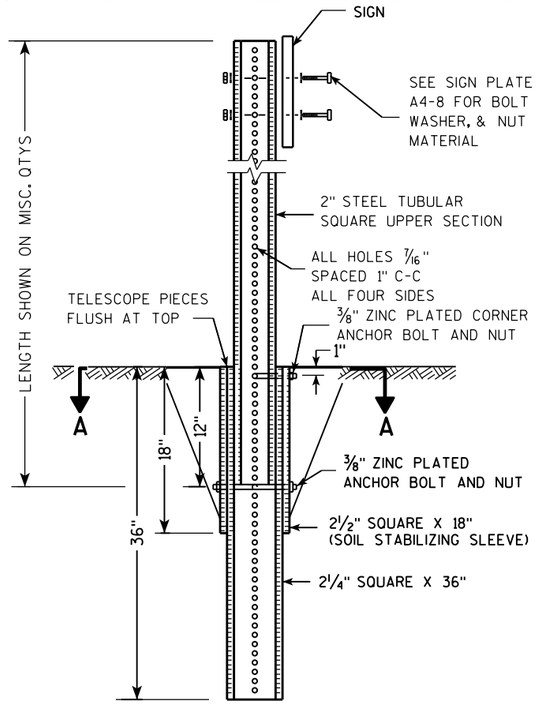

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

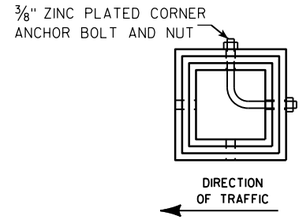



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## DETAIL OF TUBULAR STEEL SIGN POST
**(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**




**SECTION A-A**

| Area of Sign Installation (Sq. Ft.) | Number of Required Posts |
|---|---|
| 9 or less | 1 |
| Greater than 9 less than or equal to 18 | 2 |
| Greater than 18 less than or equal to 27 | 3 |

**Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).**

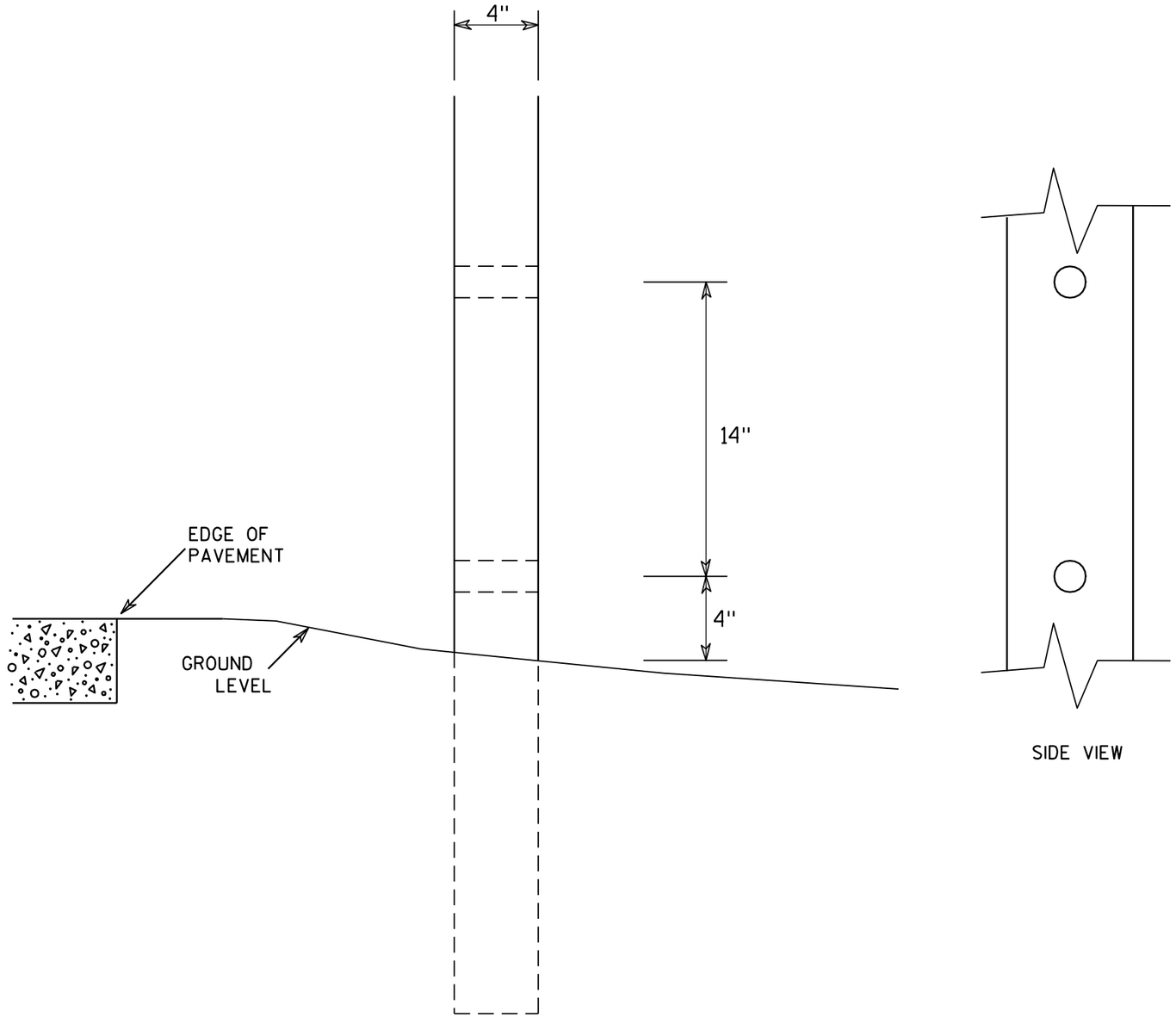
TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE 818 A4-9.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

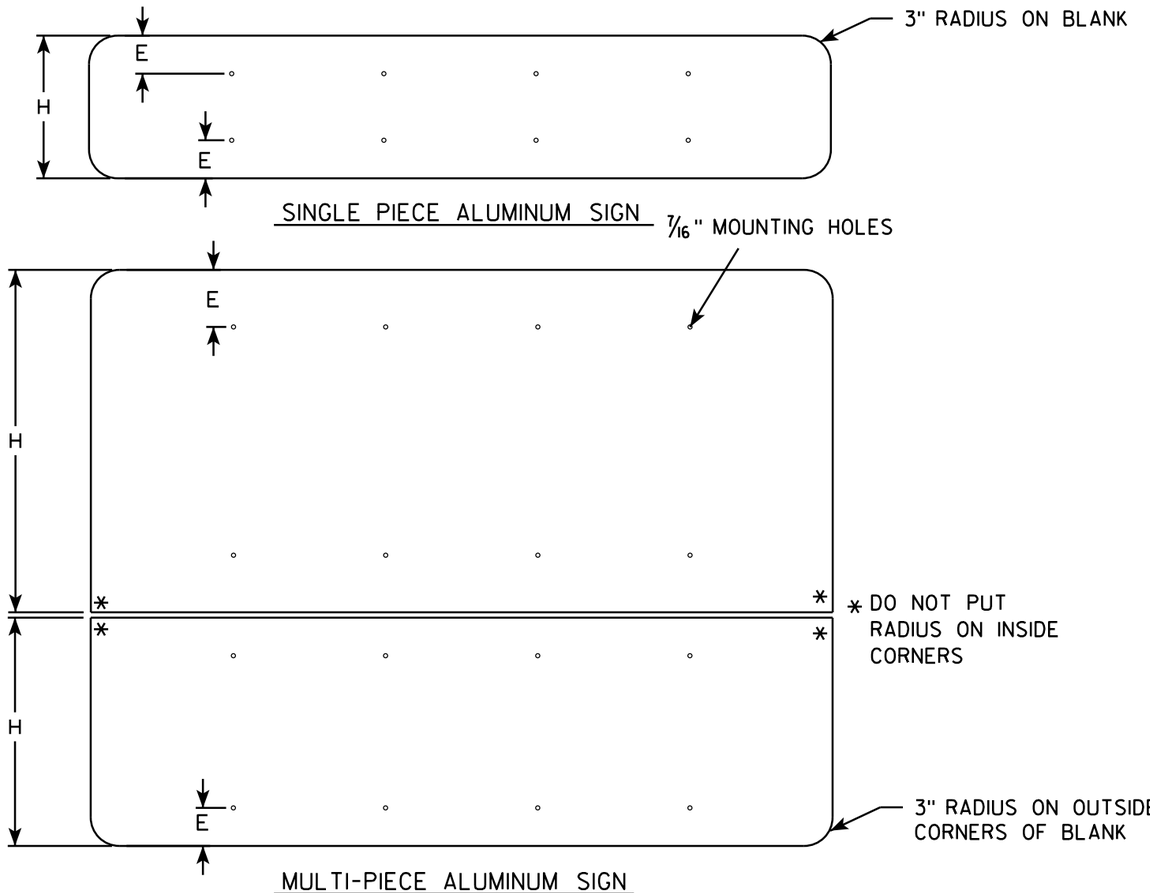
# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

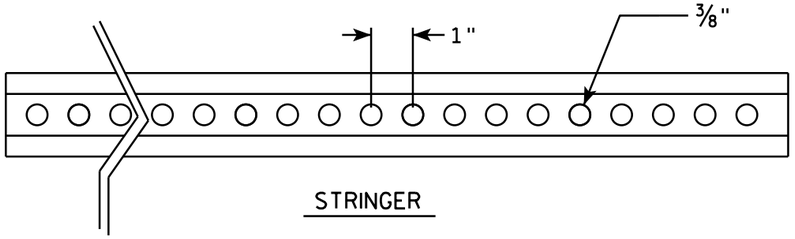
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 819 | E |
|---|---|---|---|---|---|




# GENERAL NOTES

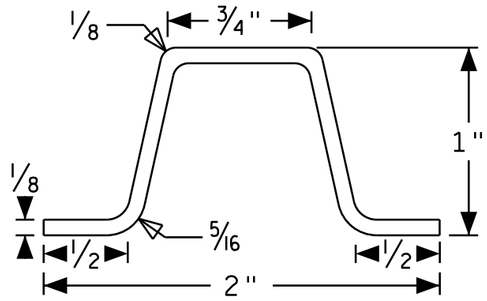
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

| SIGN WIDTH | STRINGER WIDTH | POSTS | HOLE SPACING | MOUNTING HOLES |
|---|---|---|---|---|
| 78" | 72" | 2 | 16" | 15" 31" 47" 63" |
| 84" | 72" | 2 | 17" | 16½" 33½" 50½" 67½" |
| 90" | 72" | 2 | 18" | 18" 36" 54" 72" |
| 96" | 90" | 2 | 19" | 19½" 38½" 57½" 76½" |
| 102" | 90" | 2 | 20" | 21" 41" 61" 81" |
| 108" | 90" | 2 | 21" | 22½" 43½" 64½" 85½" |
| 114" | 108" | 3 | 15" | 12" 27" 42" 57" 72" 87" 102" |
| 120" | 108" | 3 | 16" | 12" 28" 44" 60" 76" 92" 108" |
| 126" | 108" | 3 | 17" | 12" 29" 46" 63" 80" 97" 114" |
| 132" | 126" | 3 | 18" | 12" 30" 48" 66" 84" 102" 120" |
| 138" | 126" | 3 | 19" | 12" 31" 50" 69" 88" 107" 126" |
| 144" | 126" | 3 | 20" | 12" 32" 52" 72" 92" 112" 132" |

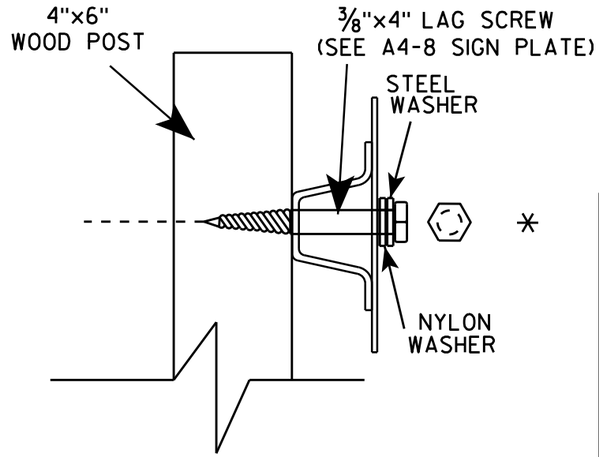



STRINGER

CROSS SECTION VIEW OF CHANNEL




POST MOUNTING




## SIGN STRINGER MOUNTING REQUIREMENTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch

for State Traffic Engineer

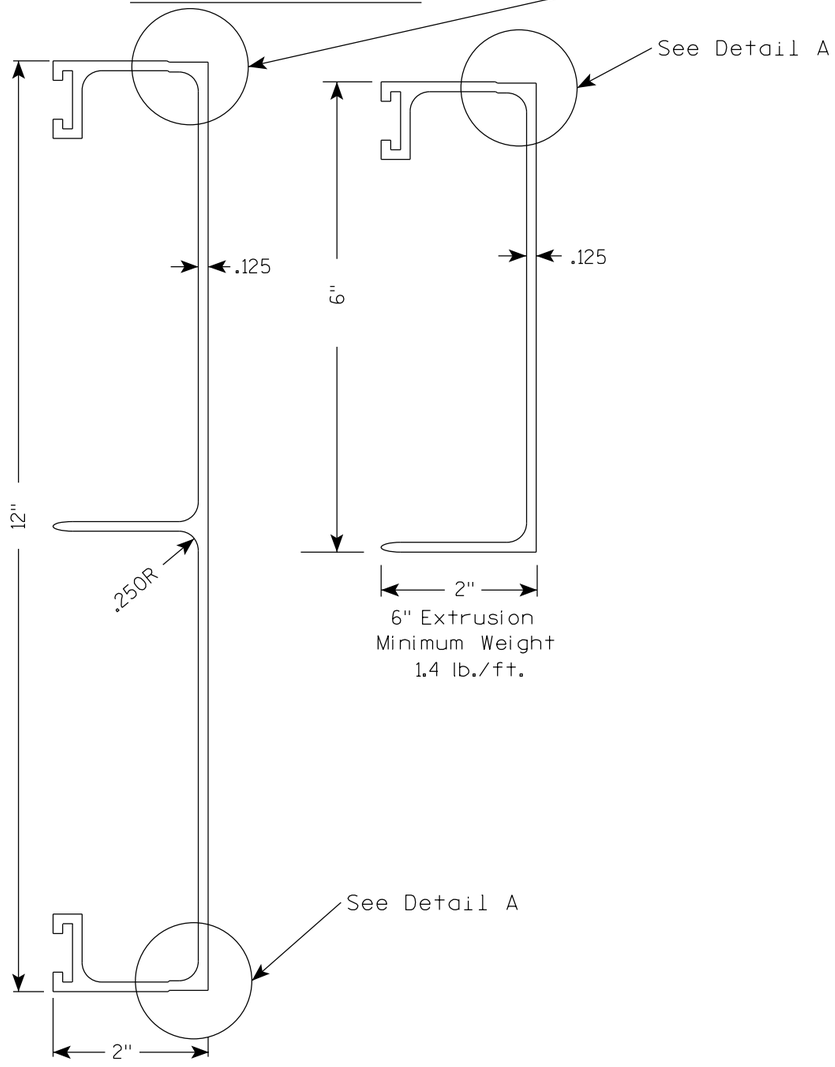
DATE 4/26/16 PLATE NO A4-18.1

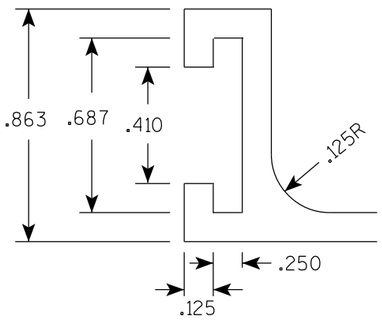
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

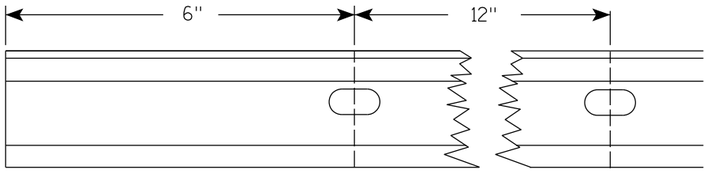


FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

## Extruded Shape



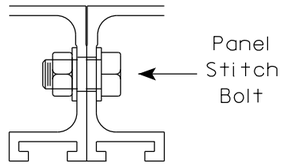

Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

## Hardware

### STITCH BOLT, WASHER & NUT

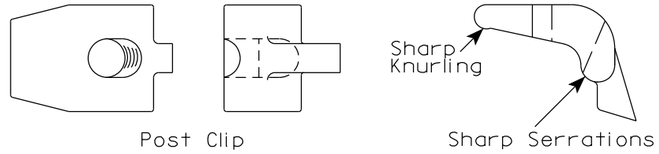
The hardware includes:

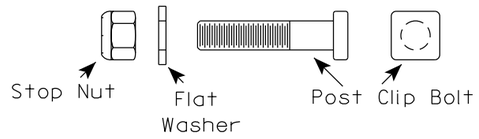
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy




### POST CLIP, POST CLIP BOLT, WASHER & NUT

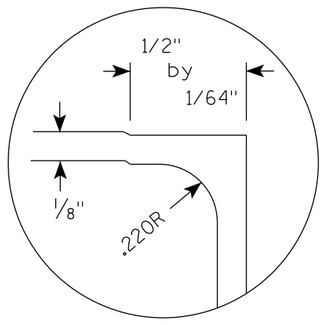
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.




### NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.




DETAIL A (EDGE WRAP JOINT)

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

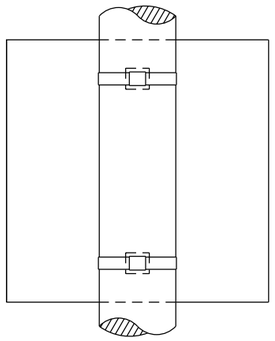
DATE 1/07/20 PLATE NO. A5-2.10

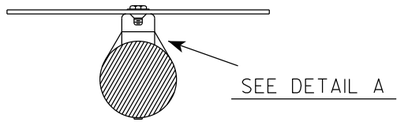
PROJECT NO:

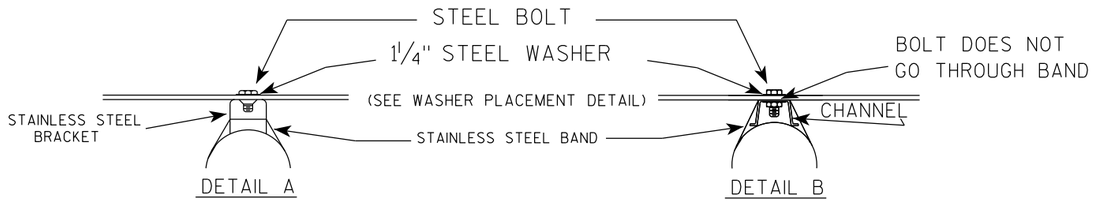
SHEET NO: 821 E

# BANDING

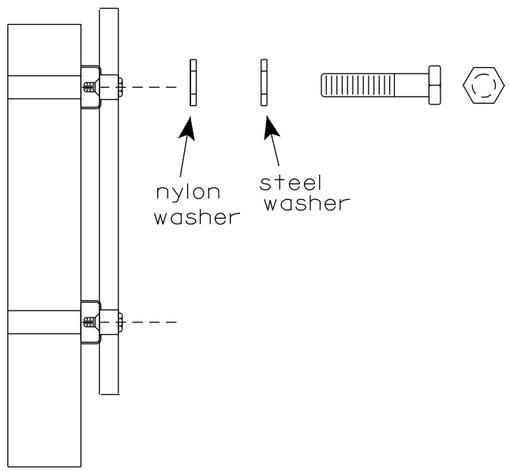
SINGLE SIGN






WASHER PLACEMENT

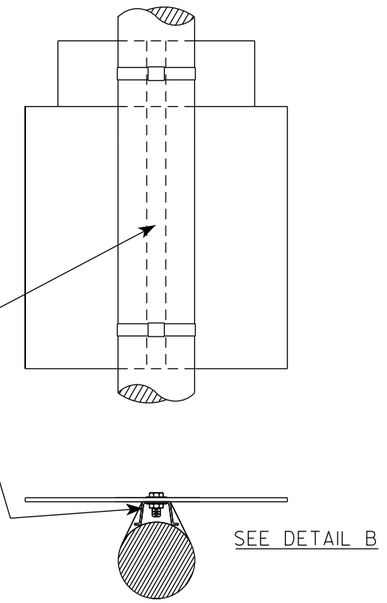



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY




STANDARD SIGN
SIGN BANDING DETAILS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

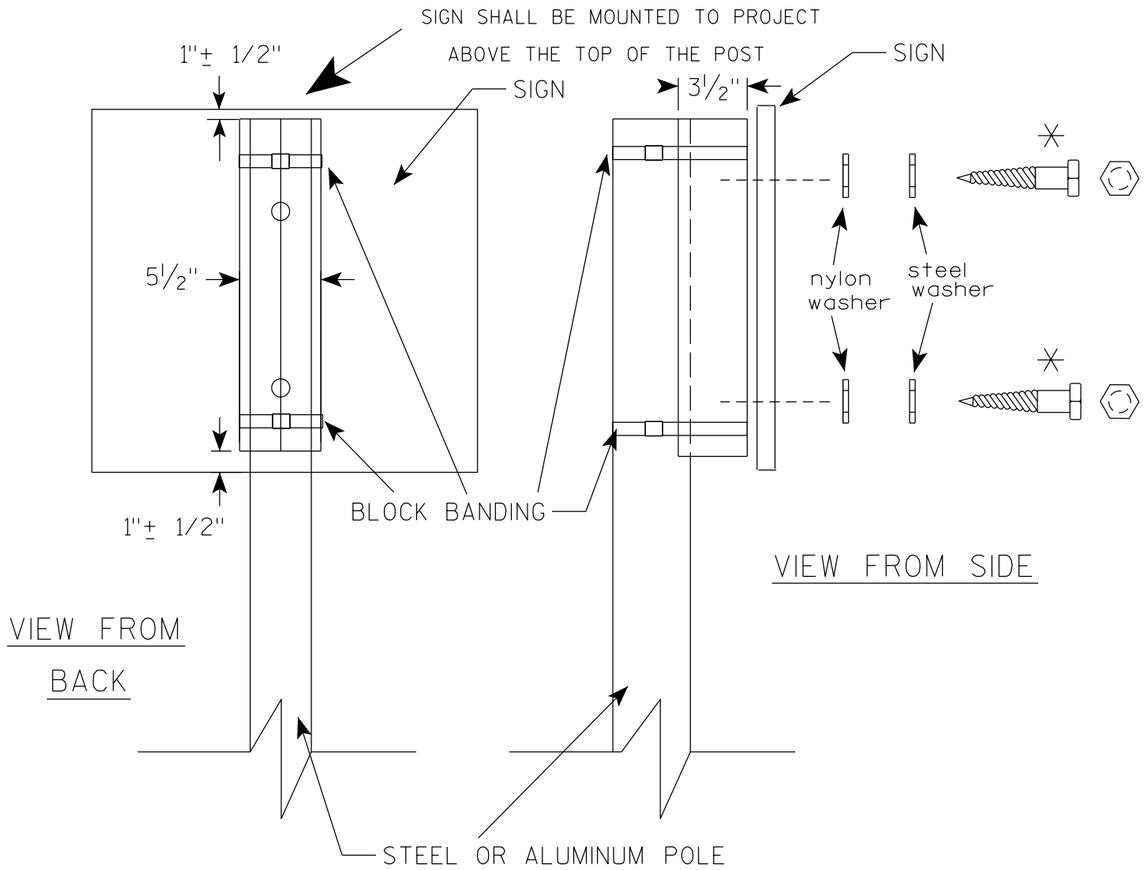
DATE 6/10/19 PLATE NO. A5-9.4

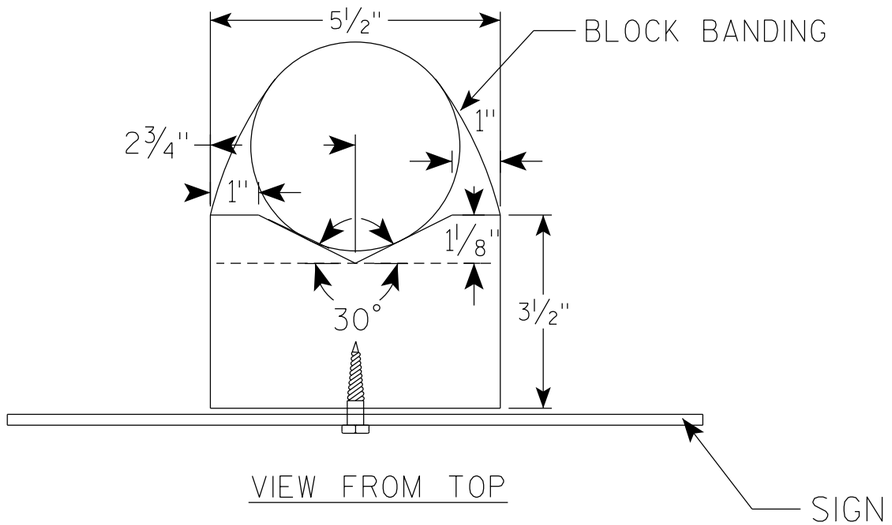
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 822 | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7




## GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

# BLOCK BANDING DETAIL ( V-BLOCK OPTION )

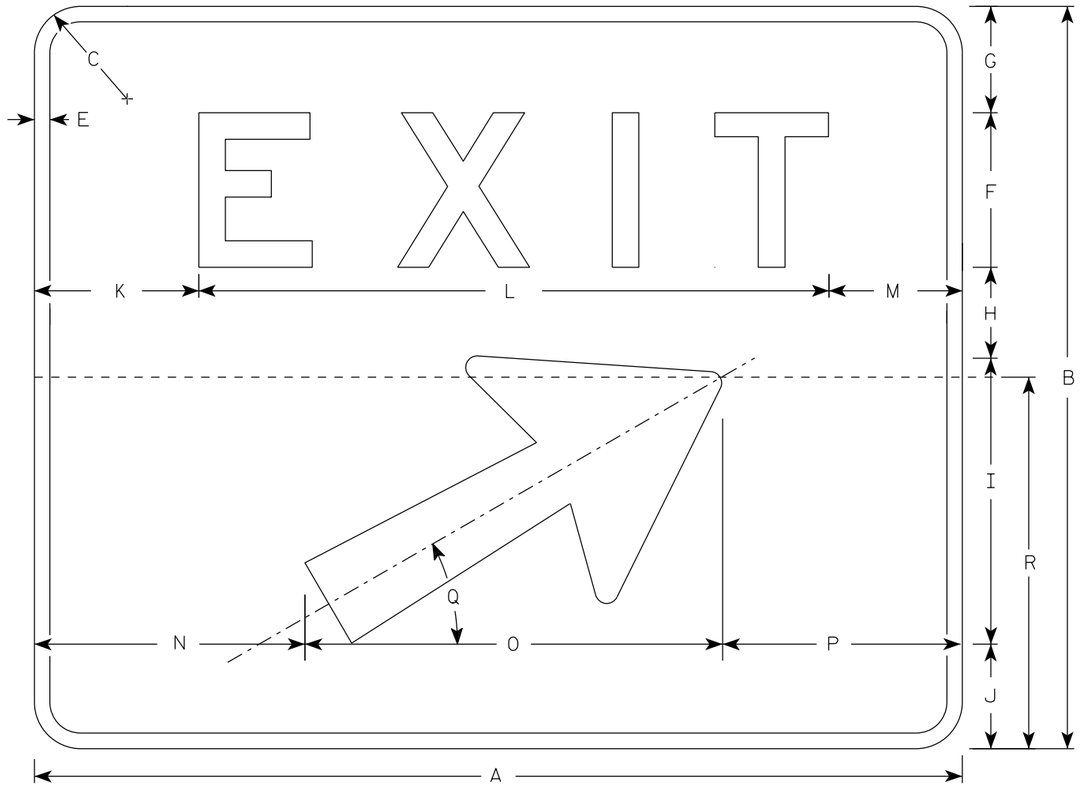
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 823 E




E5-1

NOTES

1. Sign is Type II - Type H reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E
4. Sign shall be split into two seperate pieces as shown on the detail by the dashed line (----------) for sizes 4 & 5.
5. Arrow is Type "A" from sign plate A1-1.
6. As per the Standard Spec's, this sign shall not have a vertical joint.
7. Size 3 E5-1 shall only be used in a Work Zone application with a Temporary Sign Support

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2M | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 48 | 48 | 3 | | 1 | 10 | 6 7/8 | 5 7/8 | 18 1/2 | 6 3/4 | 8 1/2 | 31 1/8 | 8 3/8 | 11 1/2 | 27 | 9 1/2 | 30° | 30 | | | | | | | | | 16.0 |
| 4 | 60 | 48 | 3 | | 1 | 10 | 6 7/8 | 5 7/8 | 18 1/2 | 6 3/4 | 10 5/8 | 40 3/4 | 8 5/8 | 17 1/2 | 27 | 15 1/2 | 30° | 30 | | | | | | | | | 20.0 |
| 5 | 72 | 60 | 3 | | 1 | 12 | 9 3/4 | 10 | 18 1/2 | 9 3/4 | 13 1/4 | 48 1/2 | 10 1/4 | 23 1/2 | 27 | 21 1/2 | 30° | 30 | | | | | | | | | 30.0 |

STANDARD SIGN

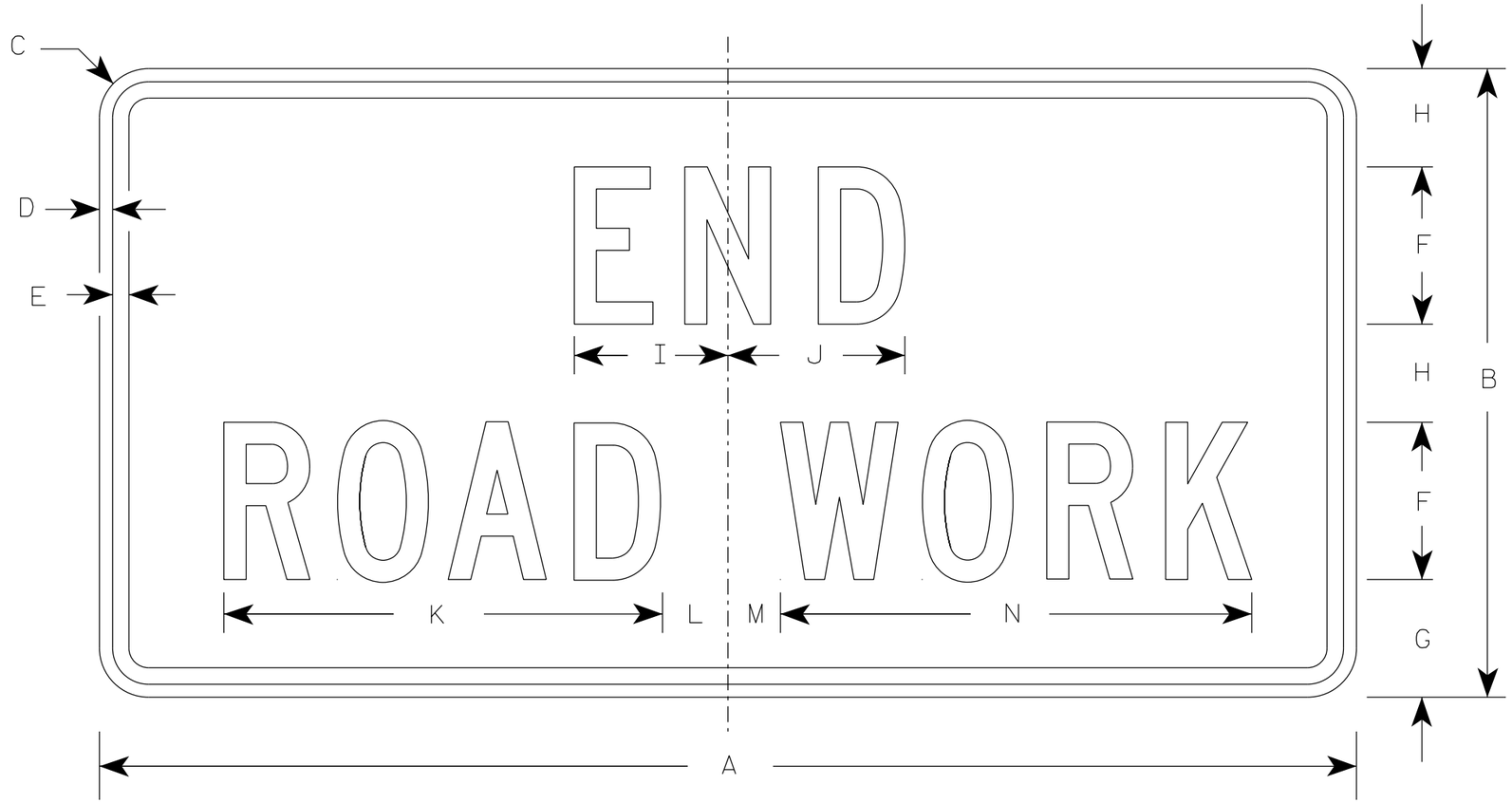
E5-1

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. E5-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 824 | E




G20-2A

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 | 18 | 1 1/2 | 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 |
| 2 | 48 | 24 | 1 7/8 | 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 |
| 2M | 48 | 24 | 1 7/8 | 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 |
| 3 | 48 | 24 | 1 7/8 | 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 |
| 4 | 48 | 24 | 1 7/8 | 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 |
| 5 | 48 | 24 | 1 7/8 | 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 |

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

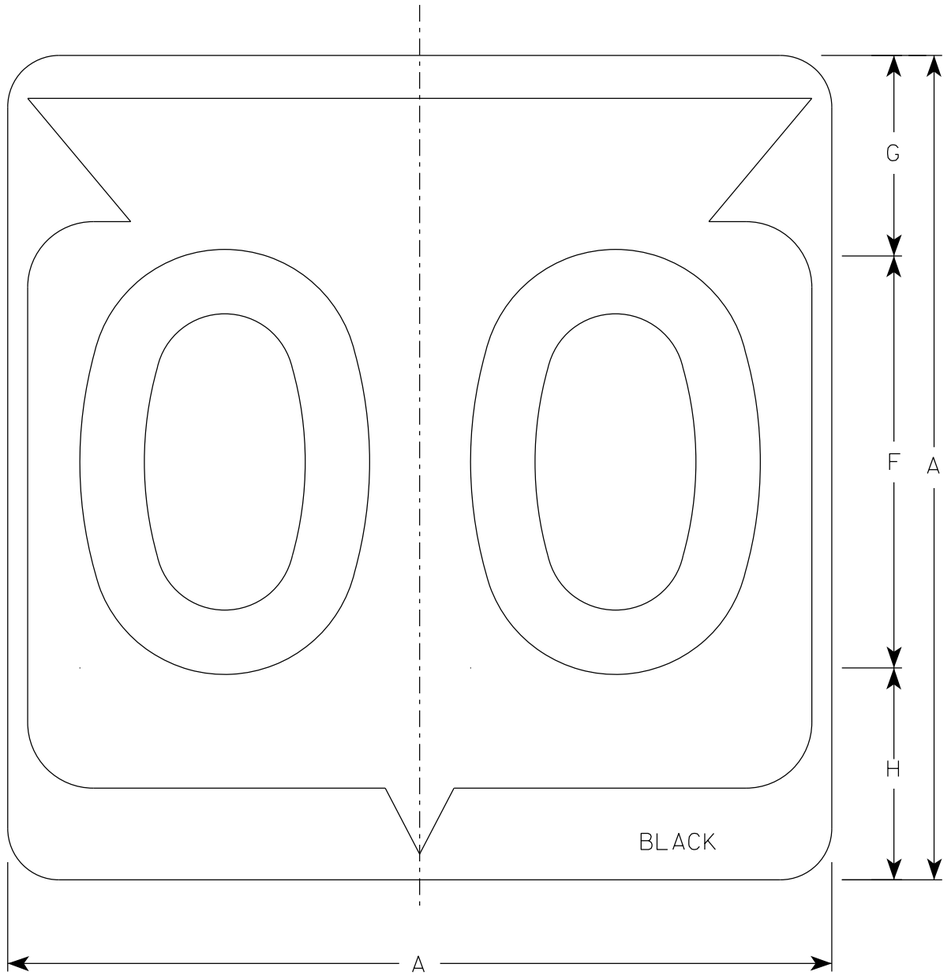
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 825 E



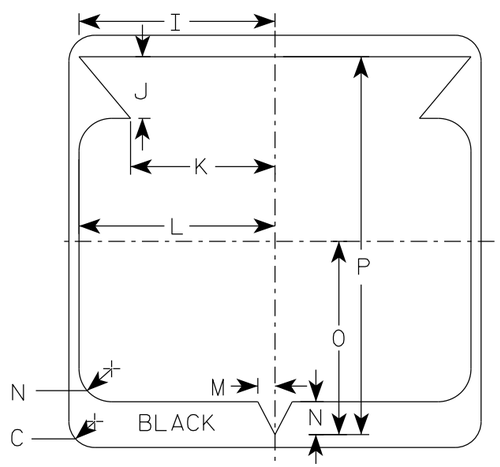

7




M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |

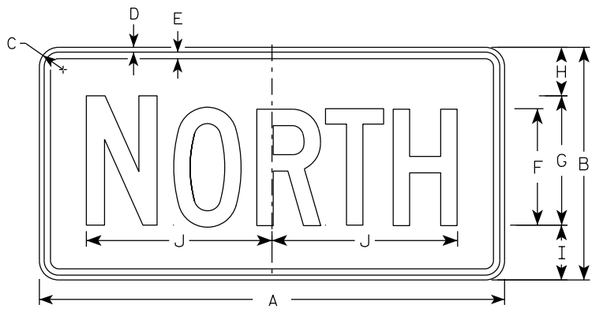
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

*WISCONSIN DEPT OF TRANSPORTATION*

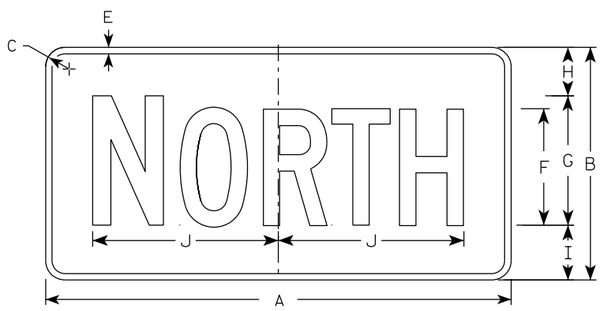
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

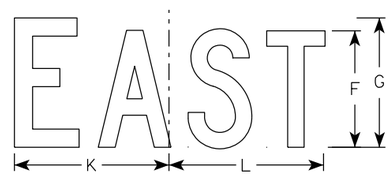
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 826 | E |
|---|---|---|---|---|---|




M3-1
MM3-1
MP3-1



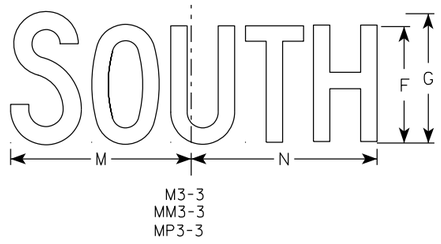

MB3-1
MK3-1
MN3-1



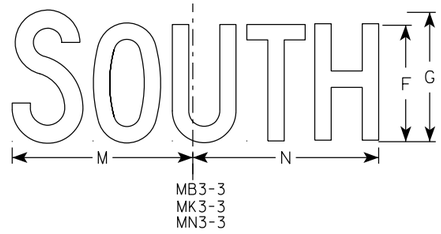

M3-2
MM3-2
MP3-2



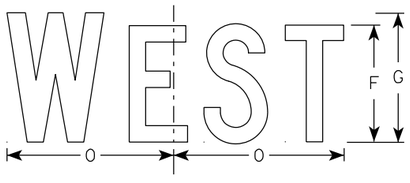

MB3-2
MK3-2
MN3-2



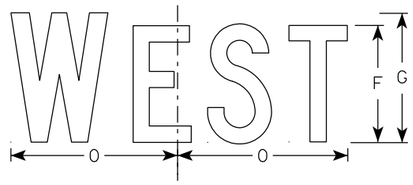

M3-3
MM3-3
MP3-3




MB3-3
MK3-3
MN3-3




M3-4
MM3-4
MP3-4




MB3-4
MK3-4
MN3-4

## NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. 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
6. Note the first letter of each direction is larger than the remainder of the message.

| 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 1/2 | 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 | | | | | | | | | | | | 2.00 |
| 2M | 24 | 12 | 1 1/2 | 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 | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |

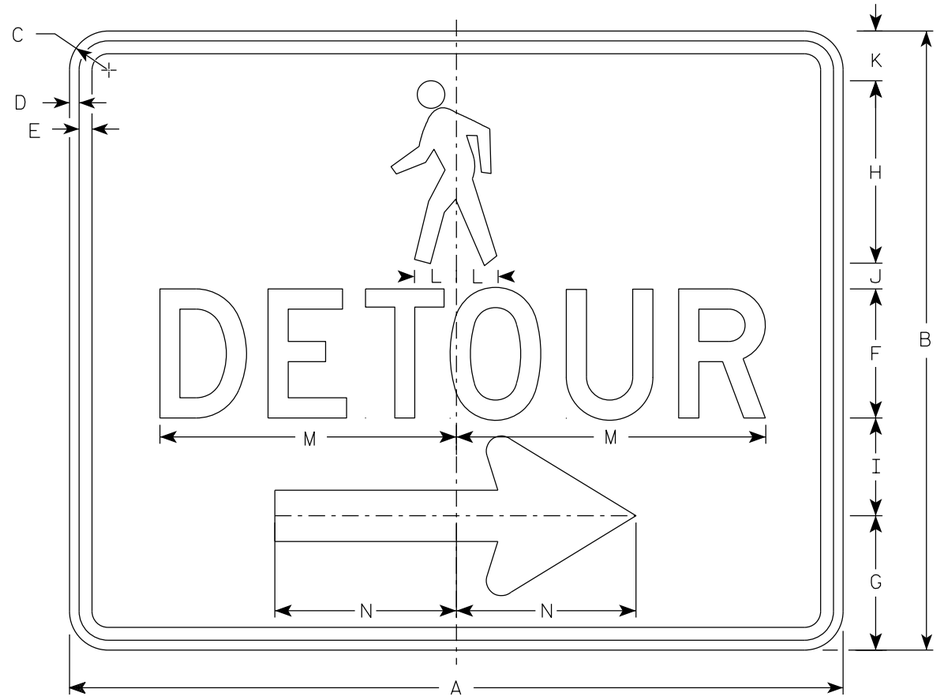
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

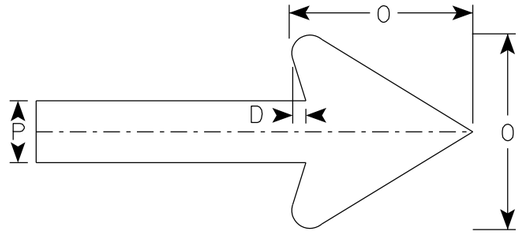
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 827 | E




M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 1/2 | 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 | | | | | | | | | | | 5.0 |
| 2M | 30 | 24 | 1 1/2 | 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 | | | | | | | | | | | 5.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

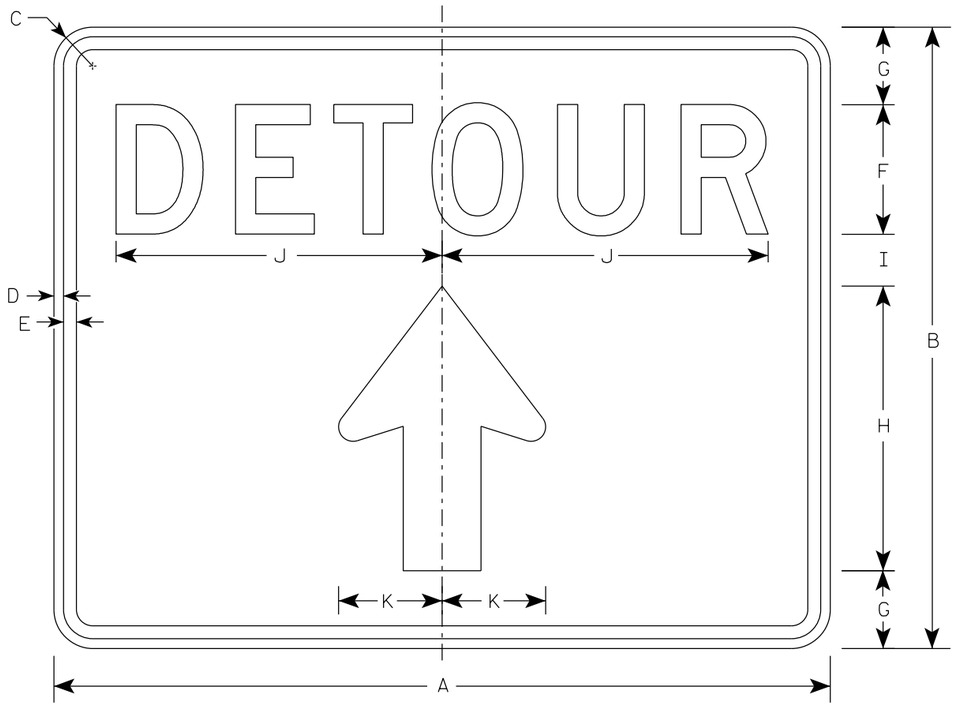
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

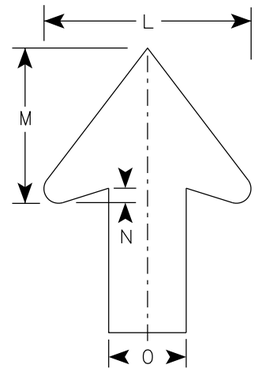
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 828 | E

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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 5 | 3 | 11 | 2 | 12 5/8 | 4 | 8 | 6 | 1/2 | 3 | | | | | | | | | | | | 5.00 |
| 2M | 30 | 24 | 1 1/2 | 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

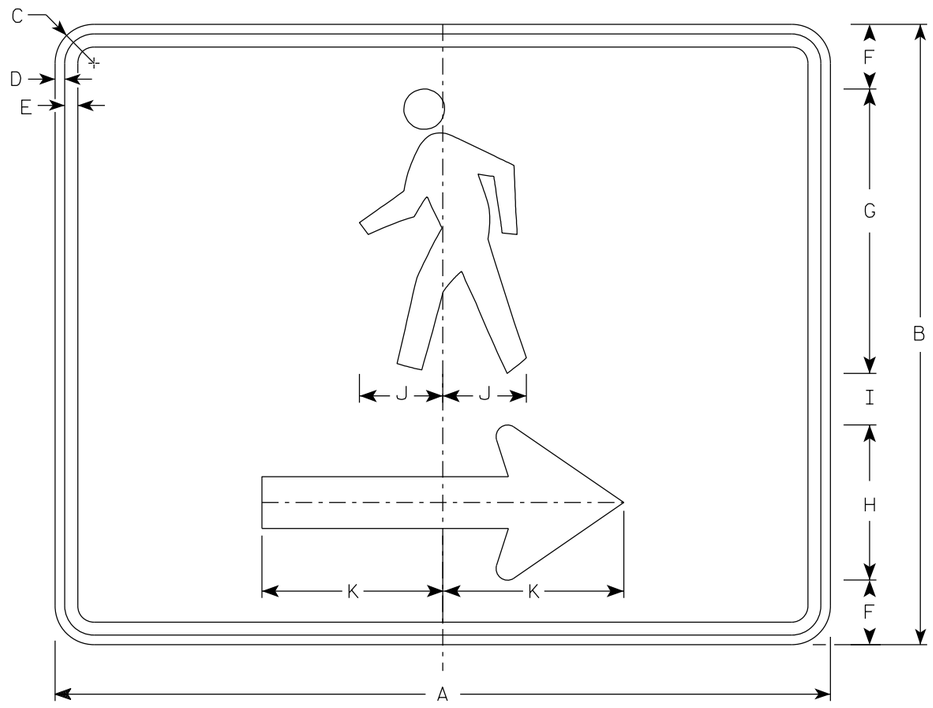
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9RA.3

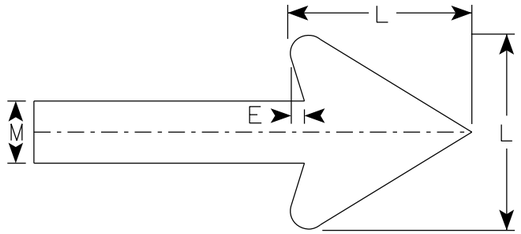
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 829 | E |
|---|---|---|---|---|---|

NOTES

1. Sign is Type II- Type F Reflective
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. M4-60L is the same as M4-60R except the arrow is reversed.




M4-60R




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 ½ | ⅜ | ½ | 2 ½ | 11 | 6 | 2 | 3 ¼ | 7 | 6 | 2 | | | | | | | | | | | | | | 5.00 |
| 2M | 30 | 24 | 1 ½ | ⅜ | ½ | 2 ½ | 11 | 6 | 2 | 3 ¼ | 7 | 6 | 2 | | | | | | | | | | | | | | 5.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

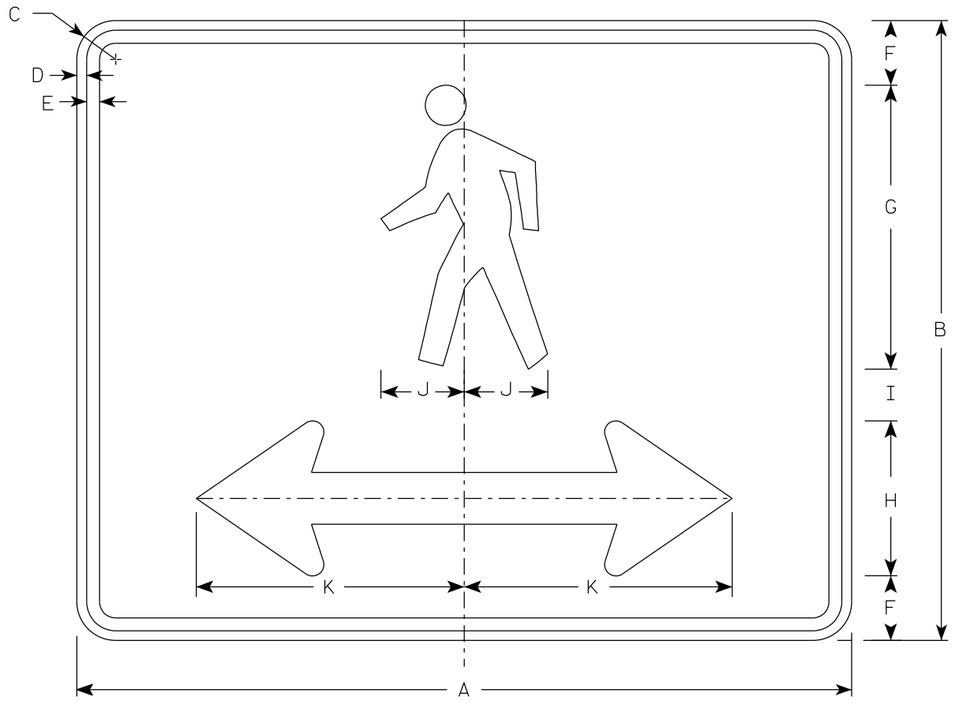
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

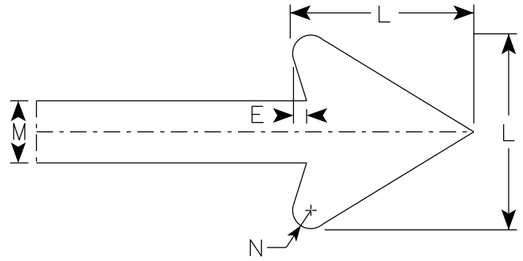
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 830 | E




M4-60D

NOTES

1. Sign is Type II- Type F Reflective
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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 2 1/2 | 11 | 6 | 2 | 3 1/4 | 10 3/8 | 6 | 2 | 3/8 | | | | | | | | | | | | | 5.00 |
| 2M | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 2 1/2 | 11 | 6 | 2 | 3 1/4 | 10 3/8 | 6 | 2 | 3/8 | | | | | | | | | | | | | 5.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

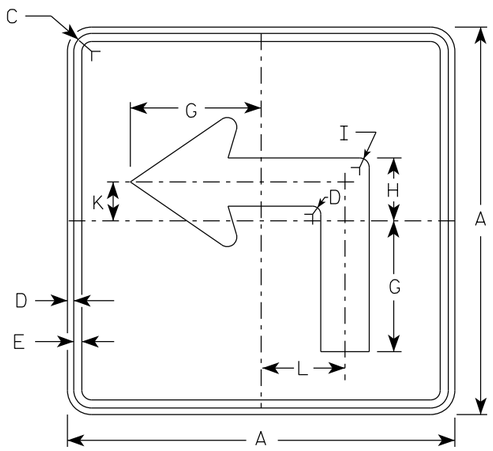
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

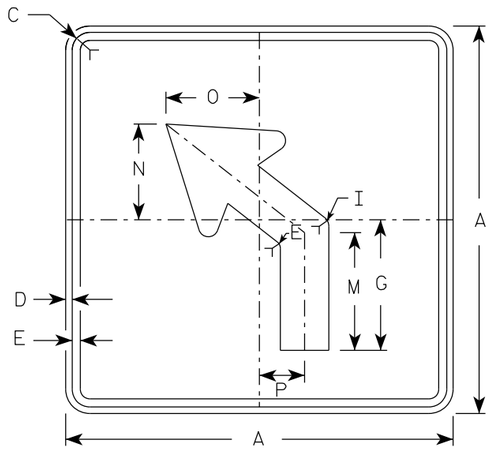
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

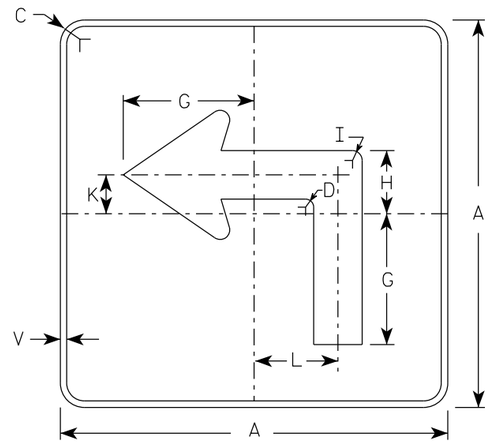
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 831 | E



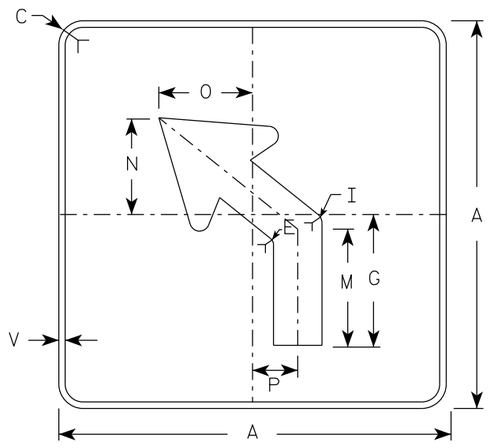

M5-1L
MM5-1L
MO5-1L
MP5-1L




M5-2L
MM5-2L
MO5-2L
MP5-2L




MB5-1L
MK5-1L
MN5-1L
MR5-1L

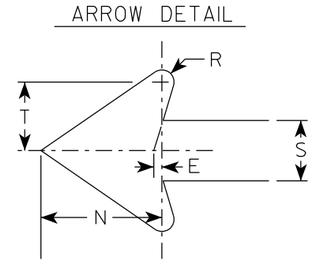



MB5-2L
MK5-2L
MN5-2L
MR5-2L

## NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. 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
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 21 | | 1 1/2 | 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 | | 1/2 | | | | | 3.06 |
| 2M | 21 | | 1 1/2 | 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 | | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 7/8 | 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 | | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 7/8 | 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 | | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 7/8 | 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 | | 1/2 | | | | | 6.25 |

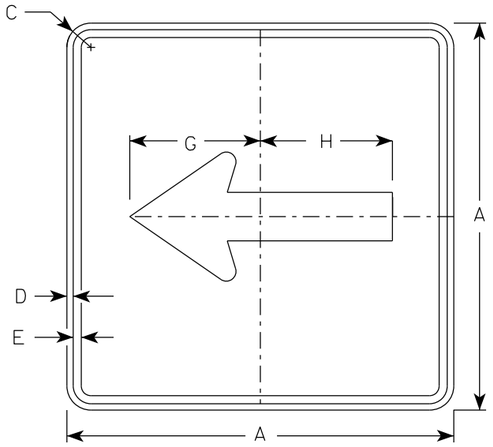
# STANDARD SIGN
# M5-1 & M5-2

*WISCONSIN DEPT OF TRANSPORTATION*

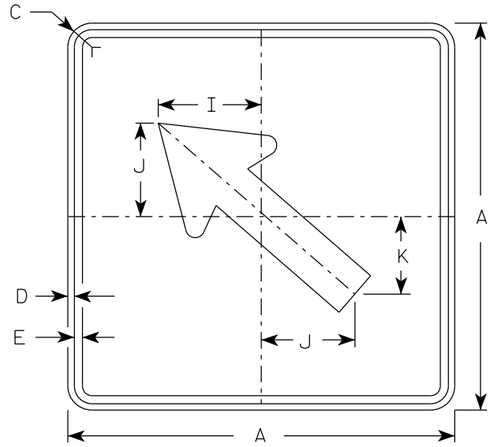
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

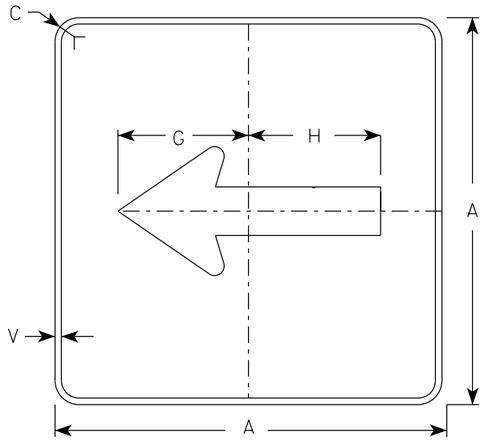
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 832 | E



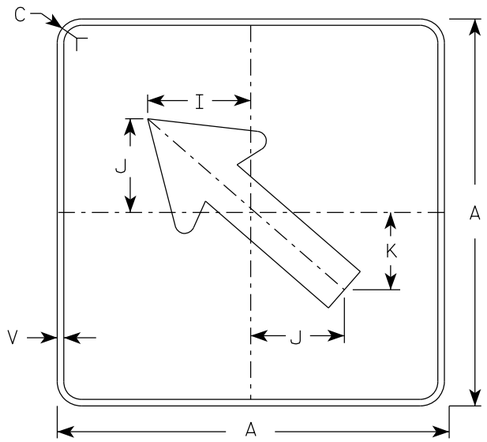

M6-1
MM6-1
MO6-1
MP6-1




M6-2
MM6-2
MO6-2
MP6-2




MB6-1
MK6-1
MN6-1
MR6-1

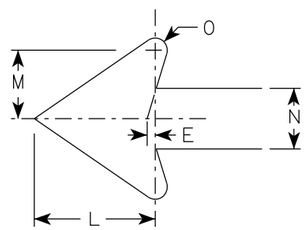



MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 21 | | 1 1/2 | 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 | | | | | | | 1/2 | | | | | 3.06 |
| 2M | 21 | | 1 1/2 | 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 | | | | | | | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 7/8 | 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 | | | | | | | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 7/8 | 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 | | | | | | | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 7/8 | 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 | | | | | | | 1/2 | | | | | 6.25 |

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

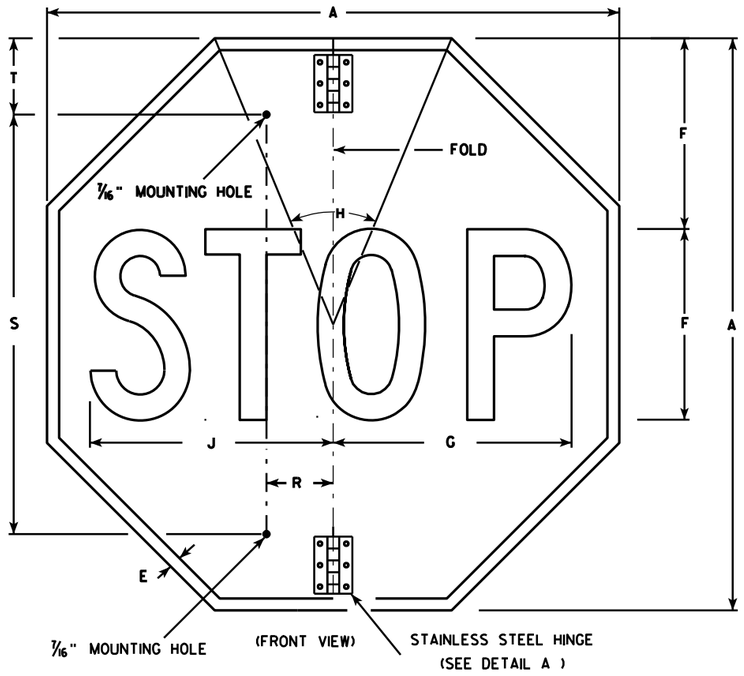
DATE 2/13/2023 PLATE NO. M6-1.16

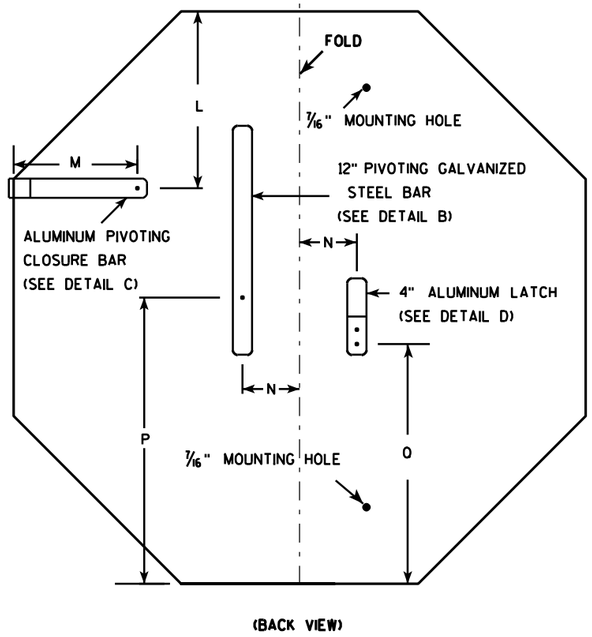
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 833 | E



7

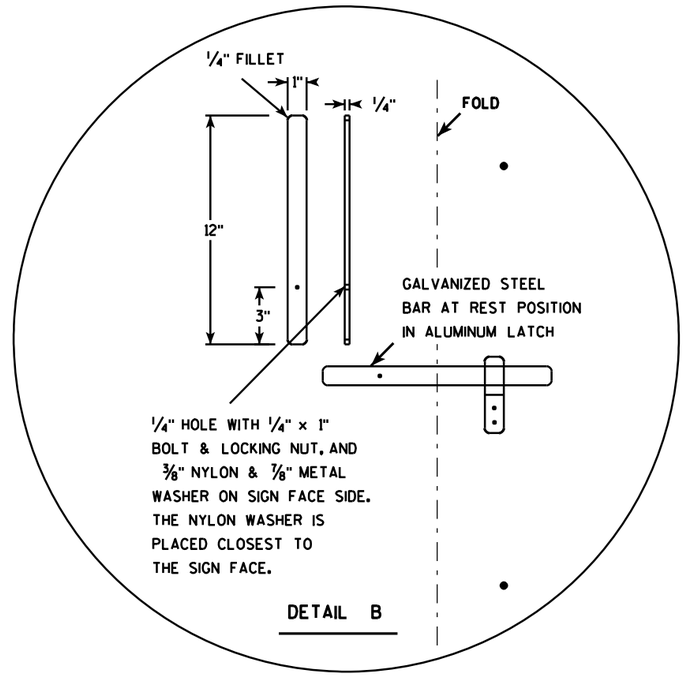

7

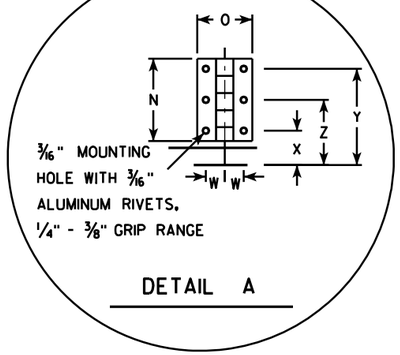


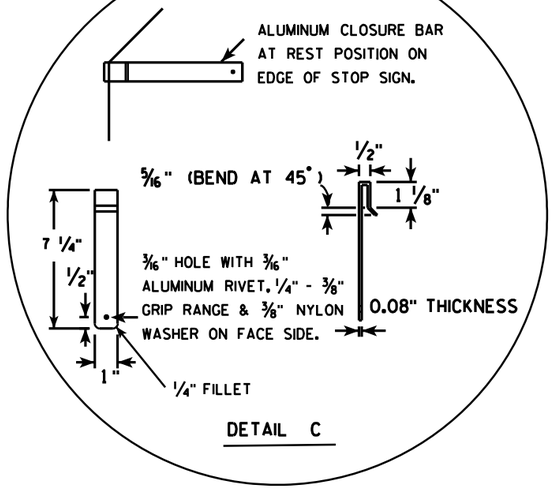



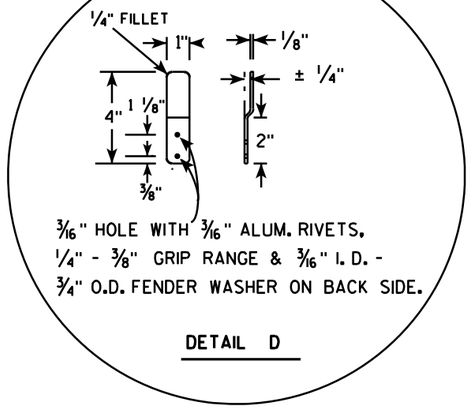

## NOTES

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
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | | | 5/8 | 10 | 12 1/2 | 45 | | 12 3/4 | | 9 1/4 | 6 1/2 | 3 | 2 | 15 | 12 3/8 | 2 1/2 | 22 | 5 | | | 11/16 | 1 1/4 | 3 1/2 | 2 3/8 | 5.18 |
| 2M | 36 | | | | 3/4 | 12 | 15 | 45 | | 15 3/8 | | 11 | 6 1/2 | 3 | 2 | 18 | 15 3/8 | 2 1/2 | 26 | 5 | | | 11/16 | 1 1/4 | 3 1/2 | 2 3/8 | 7.46 |
| 3 | 36 | | | | 3/4 | 12 | 15 | 45 | | 15 3/8 | | 11 | 6 1/2 | 3 | 2 | 18 | 15 3/8 | 2 1/2 | 26 | 5 | | | 11/16 | 1 1/4 | 3 1/2 | 2 3/8 | 7.46 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

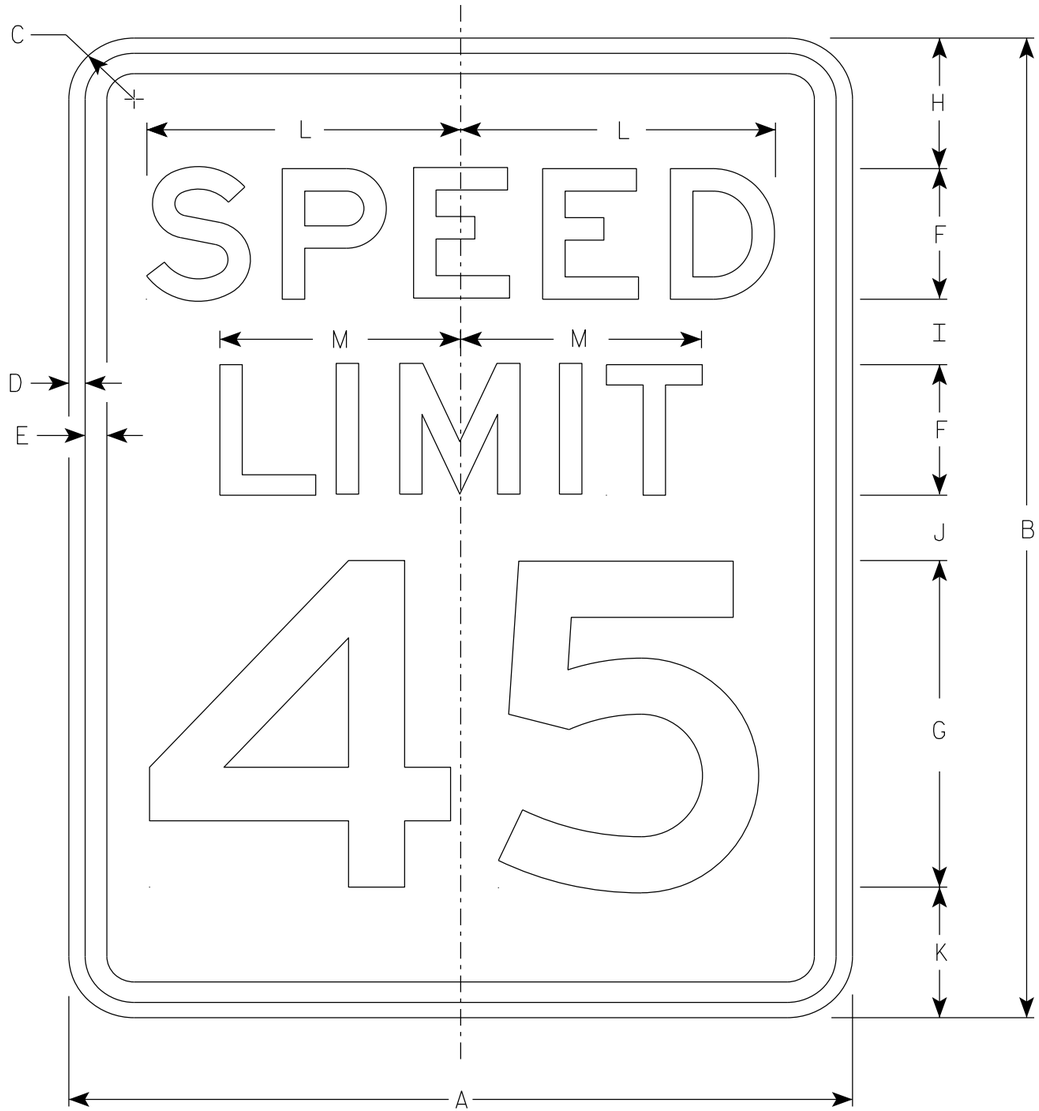
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 834 | E




R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/2 | 3/8 | 1/2 | 3 | 8 | 3 | 2 | 2 | 3 | 7 1/4 | 5 1/2 | | | | | | | | | | | | | | 3.0 |
| 2S | 24 | 30 | 1 1/2 | 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 7/8 | 1/2 | 5/8 | 5 | 12 | 5 | 2 1/2 | 2 1/2 | 4 | 12 | 9 1/4 | | | | | | | | | | | | | | 7.5 |
| 3 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 4 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 60 | 3 | 3/4 | 1 | 8 | 20 | 6 | 4 1/2 | 6 3/4 | 6 3/4 | 19 1/4 | 14 5/8 | | | | | | | | | | | | | | 20.0 |

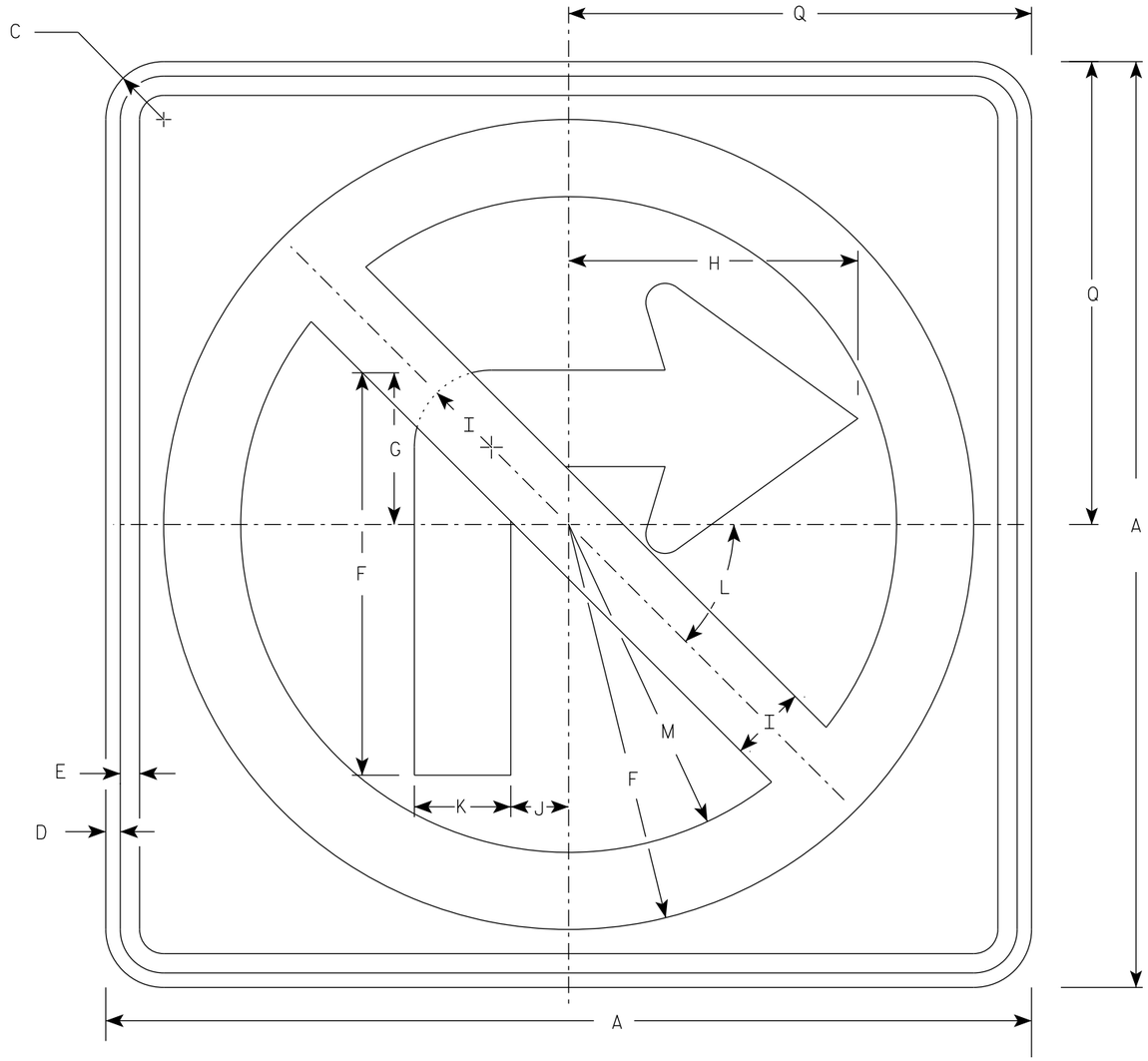
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

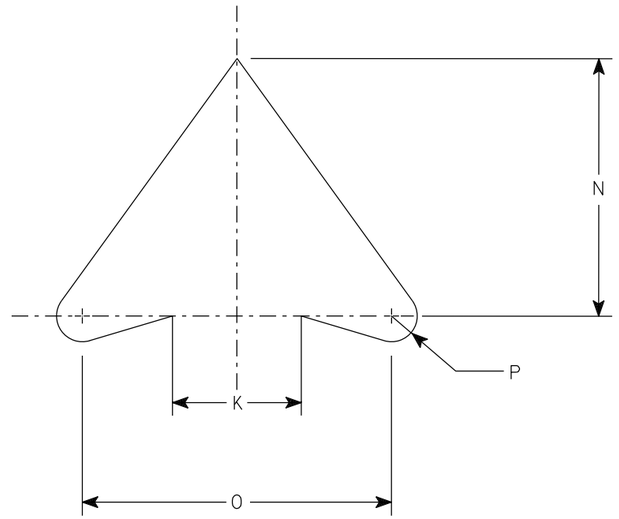
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 835 | E




R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. 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 ½ | ⅜ | ½ | 10 ½ | 4 | 7 ½ | 2 | 1 ½ | 2 ½ | 45 | 8 ½ | 5 | 6 | ½ | 12 | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 ½ | ⅜ | ½ | 10 ½ | 4 | 7 ½ | 2 | 1 ½ | 2 ½ | 45° | 8 ½ | 5 | 6 | ½ | 12 | | | | | | | | | | 4.0 |
| 2M | 36 | | 2 ¼ | ⅝ | ¾ | 15 ¾ | 6 | 11 ¼ | 3 | 2 ¼ | 3 ¾ | 45 | 12 ¾ | 7 ½ | 9 | ¾ | 18 | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 ¼ | ⅝ | ¾ | 15 ¾ | 6 | 11 ¼ | 3 | 2 ¼ | 3 ¾ | 45 | 12 ¾ | 7 ½ | 9 | ¾ | 18 | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 ¼ | ⅝ | ¾ | 15 ¾ | 6 | 11 ¼ | 3 | 2 ¼ | 3 ¾ | 45° | 12 ¾ | 7 ½ | 9 | ¾ | 18 | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 ¼ | ¾ | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | 24 | | | | | | | | | | 16.0 |

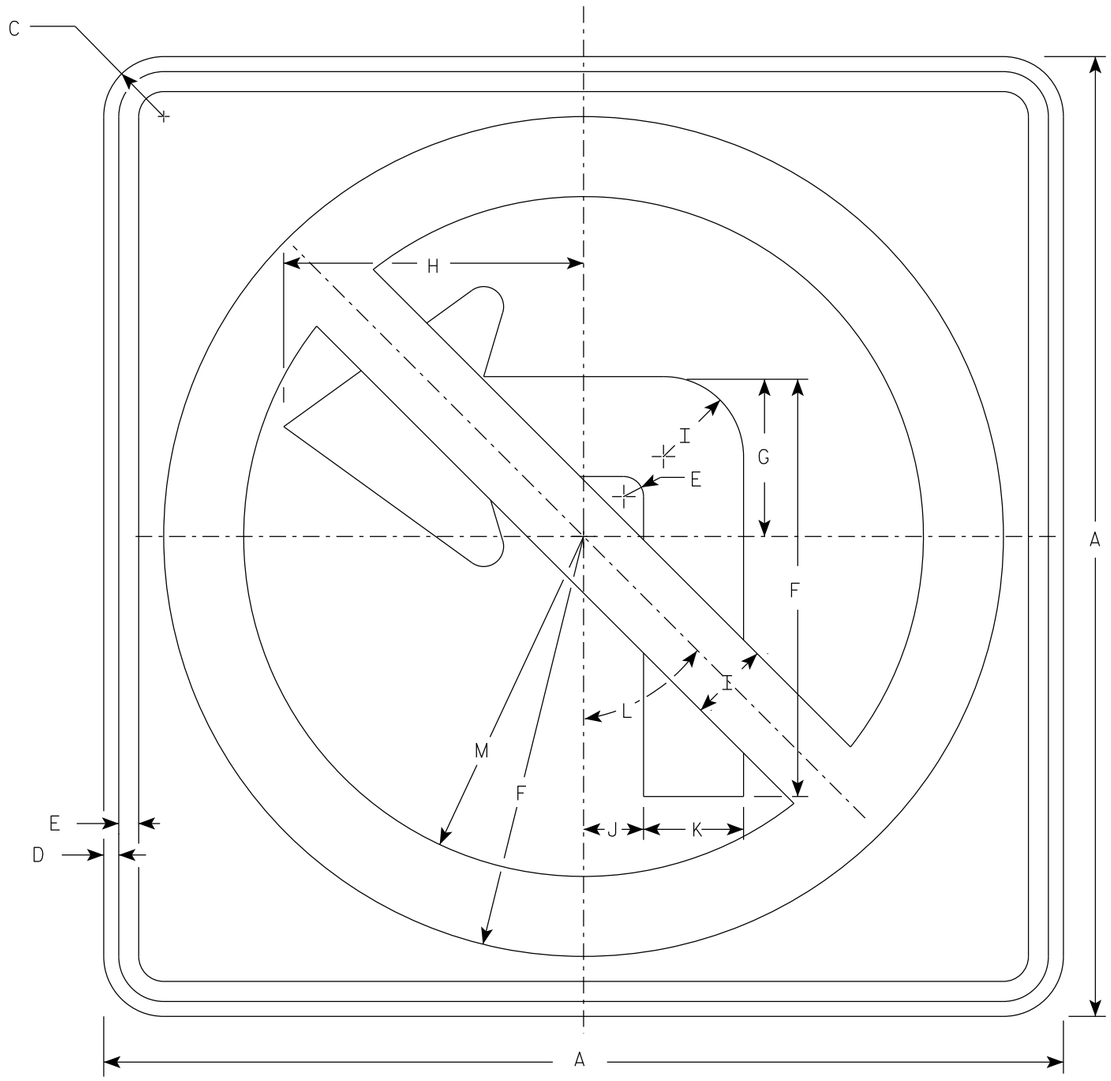
STANDARD SIGN
R3-1

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

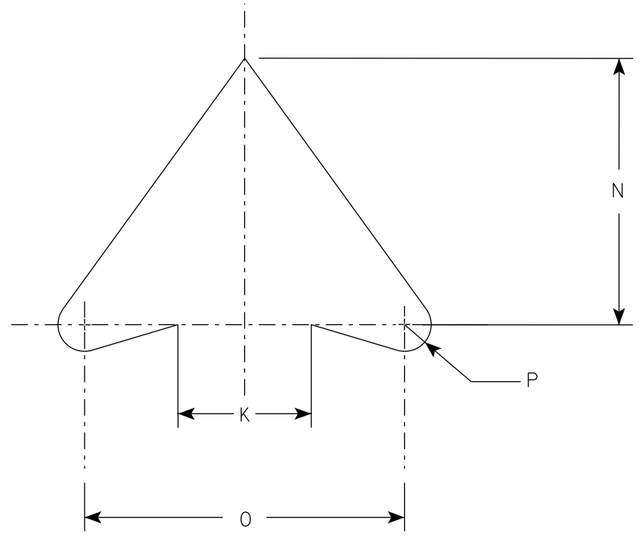
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 836 | E




R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. 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 1/2 | 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 1/2 | 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 | | 2 1/4 | 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 | | 2 1/4 | 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 | | 2 1/4 | 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

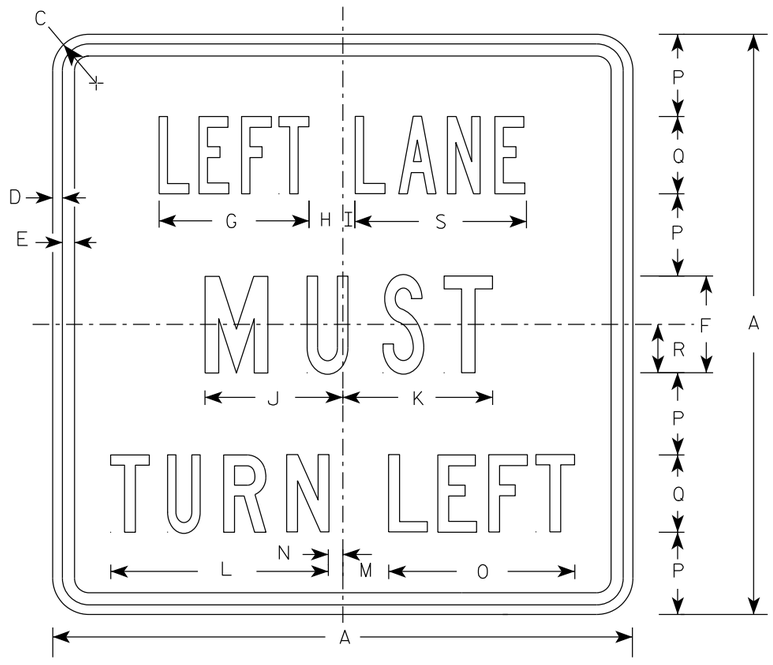
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

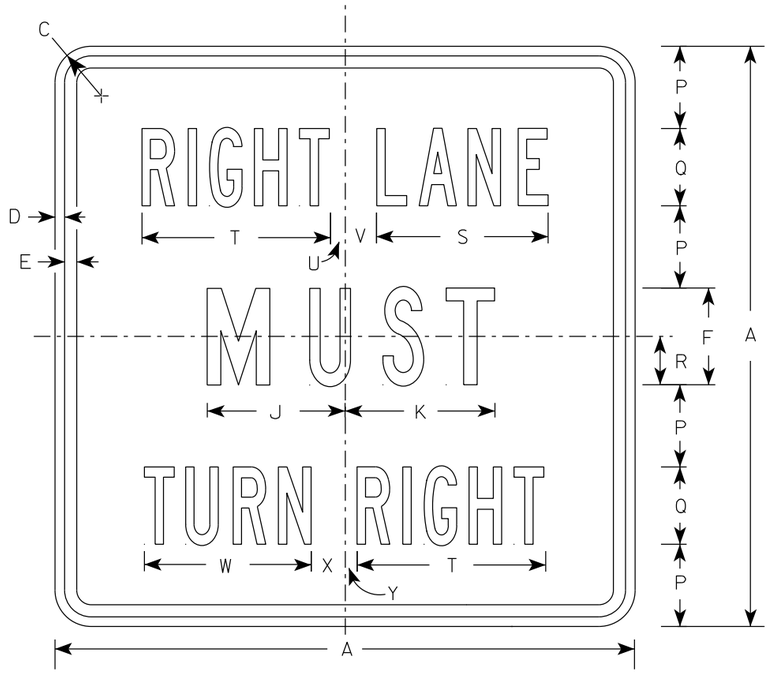
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 837 | E

NOTES

1. Sign is Type II - Type H Reflective
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.




R3-7L




R3-7R

| 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 7/8 | 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 7/8 | 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 7/8 | 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 | | 2 1/4 | 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

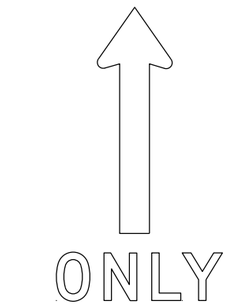
DATE 2/13/23 PLATE NO. R3-7.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 838 | E





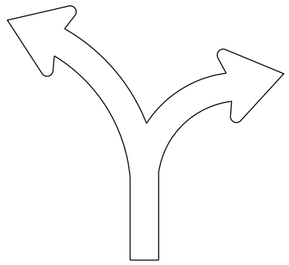

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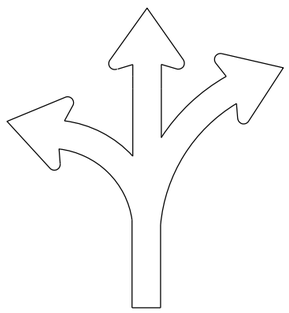


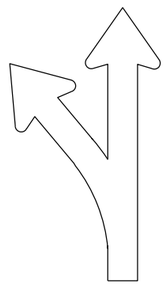
(A)

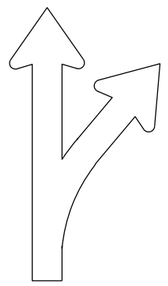


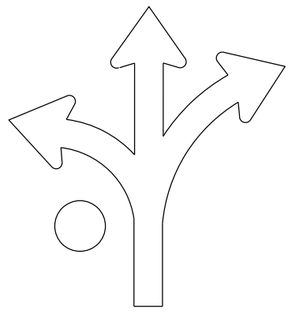
(B)

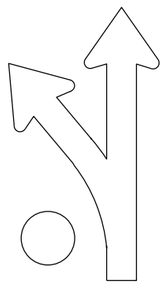

(C)

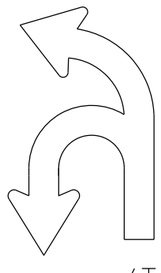

(D)

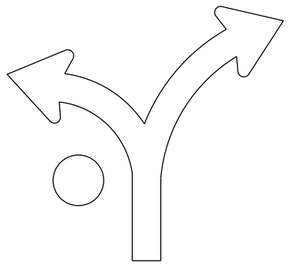

(E)

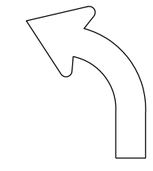

(F)


(G)

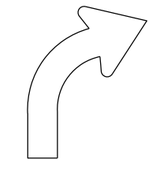

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

| | | |
|---|---|---|
| 1 | Letter = | 3.75 sq ft for Size 2 |
| | | 6.0 sq ft for Size 3 |
| | | 10.0 sq ft for Size 4 or 5 |
| 2 | Letters = | 7.5 sq ft for Size 2 |
| | | 12.0 sq ft for Size 3 |
| | | 20.0 sq ft for Size 4 or 5 |
| 3 | Letters = | 11.25 sq ft for Size 2 |
| | | 18.0 sq ft for Size 3 |
| | | 30.0 sq ft for Size 4 or 5 |
| 4 | Letters = | 15.0 sq ft for Size 2 |
| | | 24.0 sq ft for Size 3 |
| | | 40.0 sq ft for Size 4 or 5 |
| 5 | Letters = | 18.75 sq ft for Size 2 |
| | | 30.0 sq ft for Size 3 |
| | | 50.0 sq ft for Size 4 or 5 |
| 6 | Letters = | 22.5 sq ft for Size 2 |
| | | 36.0 sq ft for Size 3 |
| | | 60.0 sq ft for Size 4 or 5 |

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 839 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

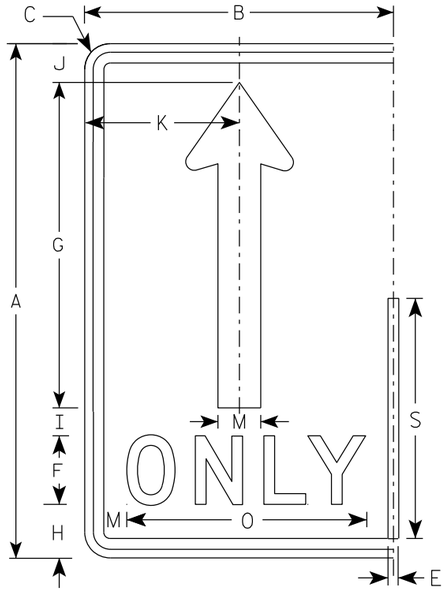
WISDOT/CADDS SHEET 42

7

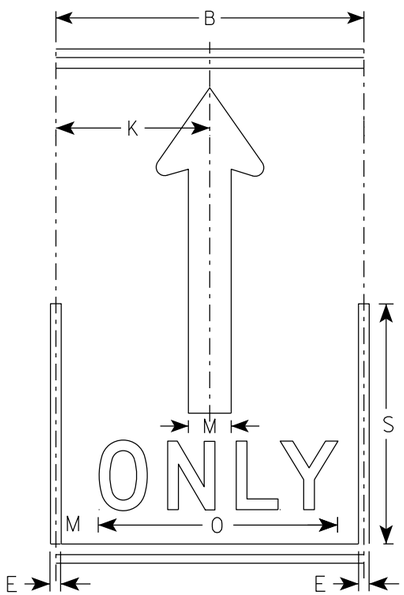
7

NOTES

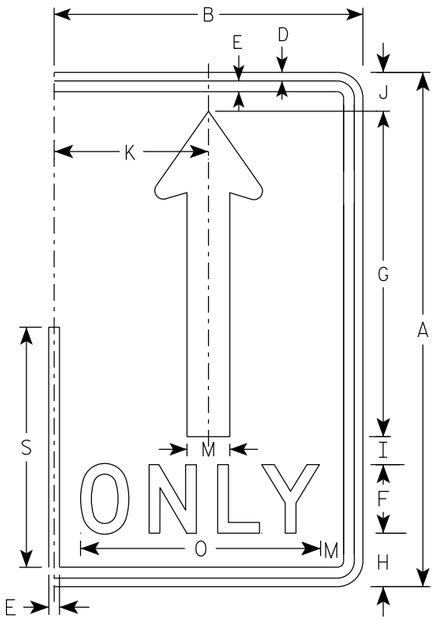
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



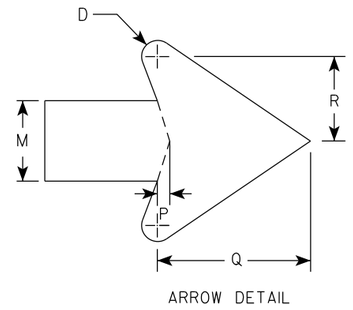

(A)




(A)




(A)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 18 | 1 1/2 | 1/2 | 5/8 | 4 | 19 | 3 1/8 | 1 5/8 | 2 1/4 | 9 | | 2 1/2 | | 14 | 3/8 | 4 3/4 | 2 5/8 | 14 | | | | | | | | 3.75 |
| 2M | 30 | 18 | 1 1/2 | 1/2 | 5/8 | 4 | 19 | 3 1/8 | 1 5/8 | 2 1/4 | 9 | | 2 1/2 | | 14 | 3/8 | 4 3/4 | 2 5/8 | 14 | | | | | | | | 3.75 |
| 3 | 36 | 24 | 1 1/2 | 1/2 | 5/8 | 5 | 22 3/4 | 3 3/4 | 1 3/4 | 2 3/4 | 12 | | 3 | | 17 5/8 | 1/2 | 5 3/4 | 3 1/8 | 16 3/4 | | | | | | | | 6.0 |
| 4 | 48 | 30 | 2 1/4 | 3/4 | 1 | 6 | 30 3/8 | 5 1/8 | 2 7/8 | 3 5/8 | 15 | | 4 | | 21 3/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | | | | | | | | 10.0 |
| 5 | 48 | 30 | 2 1/4 | 3/4 | 1 | 6 | 30 3/8 | 5 1/8 | 2 7/8 | 3 5/8 | 15 | | 4 | | 21 3/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | | | | | | | | 10.0 |

# STANDARD SIGN
## R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

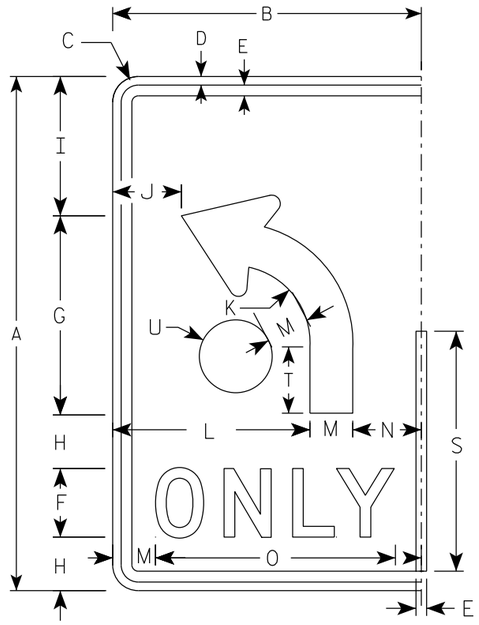
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

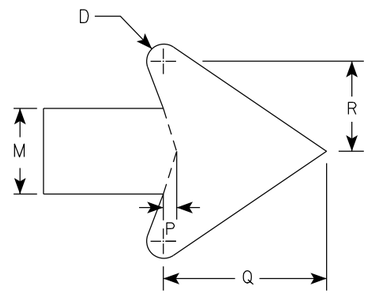
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 840 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D




(B)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 18 | 1 1/2 | 1/2 | 5/8 | 4 | 11 5/8 | 3 1/8 | 8 1/8 | 4 | 4 1/2 | 11 1/2 | 2 1/2 | 4 | 14 | 3/8 | 4 3/4 | 2 5/8 | 14 | 3 7/8 | 2 1/8 | | | | | | 3.75 |
| 2M | 30 | 18 | 1 1/2 | 1/2 | 5/8 | 4 | 11 5/8 | 3 1/8 | 8 1/8 | 4 | 4 1/2 | 11 1/2 | 2 1/2 | 4 | 14 | 3/8 | 4 3/4 | 2 5/8 | 14 | 3 7/8 | 2 1/8 | | | | | | 3.75 |
| 3 | 36 | 24 | 1 1/2 | 1/2 | 5/8 | 5 | 14 | 3 1/2 | 9 3/4 | 6 | 5 3/8 | 15 | 3 | 6 | 17 5/8 | 1/2 | 5 3/4 | 3 1/8 | 16 3/4 | 4 5/8 | 2 1/2 | | | | | | 6.0 |
| 4 | 48 | 30 | 2 1/4 | 3/4 | 1 | 6 | 18 5/8 | 5 1/8 | 13 1/8 | 6 1/8 | 7 1/4 | 18 | 4 | 8 | 21 3/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | 6 1/4 | 3 3/8 | | | | | | 10.0 |
| 5 | 48 | 30 | 2 1/4 | 3/4 | 1 | 6 | 18 5/8 | 5 1/8 | 13 1/8 | 6 1/8 | 7 1/4 | 18 | 4 | 8 | 21 3/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | 6 1/4 | 3 3/8 | | | | | | 10.0 |

STANDARD SIGN

R3-8 (B) Arrow

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

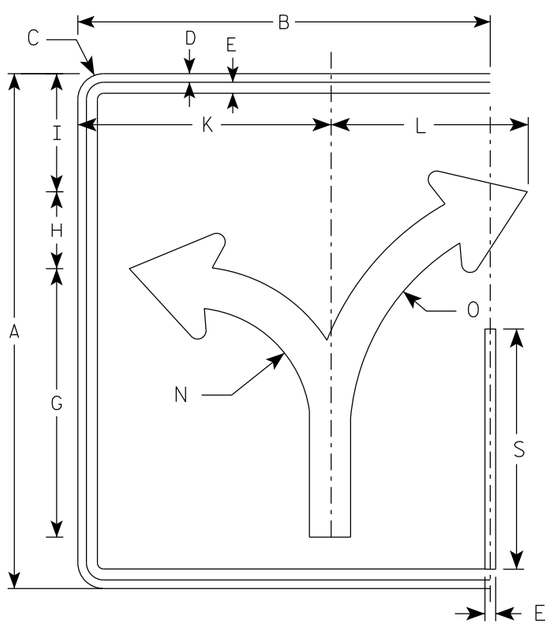
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

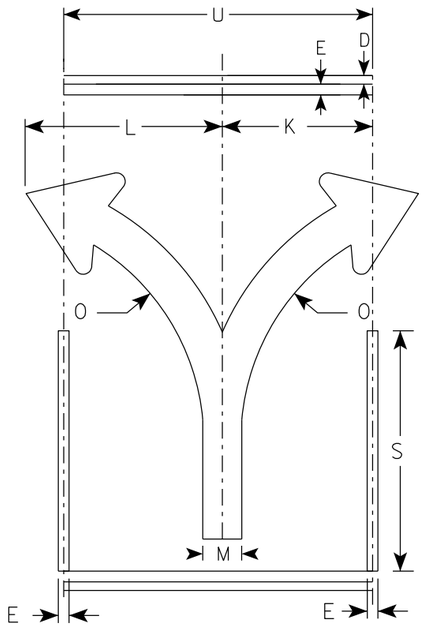
SHEET NO: 841 E

NOTES

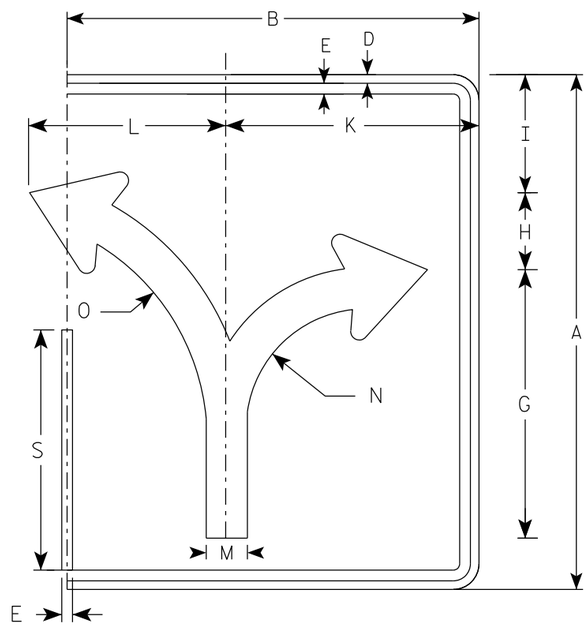
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



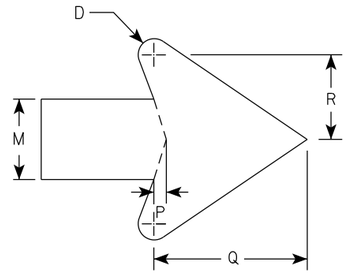

(C)




(C)




(C)




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 | ENDS Area sq. ft. | MIDDLE Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 1/2 | 1/2 | 5/8 | | 15 5/8 | 4 1/2 | 6 7/8 | | 14 3/4 | 11 1/2 | 2 3/8 | 7 | 13 1/4 | 3/8 | 4 1/2 | 2 1/2 | 14 | | 18 | | | | | | 5.0 | 3.75 |
| 2M | 30 | 24 | 1 1/2 | 1/2 | 5/8 | | 15 5/8 | 4 1/2 | 6 7/8 | | 14 3/4 | 11 1/2 | 2 3/8 | 7 | 13 1/4 | 3/8 | 4 1/2 | 2 1/2 | 14 | | 18 | | | | | | 5.0 | 3.75 |
| 3 | 36 | 30 | 1 1/2 | 1/2 | 5/8 | | 18 3/4 | 5 1/2 | 8 1/4 | | 17 1/4 | 17 1/4 | 2 7/8 | 8 3/8 | 16 | 1/2 | 5 1/2 | 3 | 16 3/4 | | 24 | | | | | | 7.5 | 6.0 |
| 4 | 48 | 36 | 2 1/4 | 3/4 | 1 | | 24 7/8 | 7 1/4 | 11 | | 23 1/8 | 18 | 3 3/4 | 11 1/8 | 21 1/4 | 5/8 | 7 1/8 | 4 | 22 3/8 | | 30 | | | | | | 12.0 | 10.0 |
| 5 | 48 | 36 | 2 1/4 | 3/4 | 1 | | 24 7/8 | 7 1/4 | 11 | | 23 1/8 | 18 | 3 3/4 | 11 1/8 | 21 1/4 | 5/8 | 7 1/8 | 4 | 22 3/8 | | 30 | | | | | | 12.0 | 10.0 |

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 842 | E

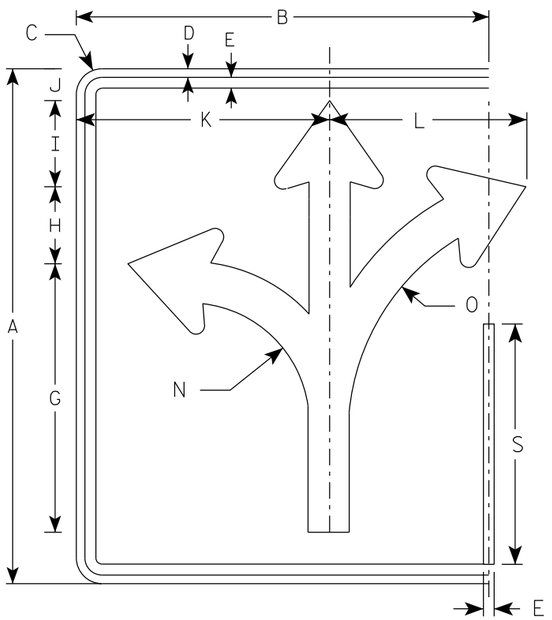


7

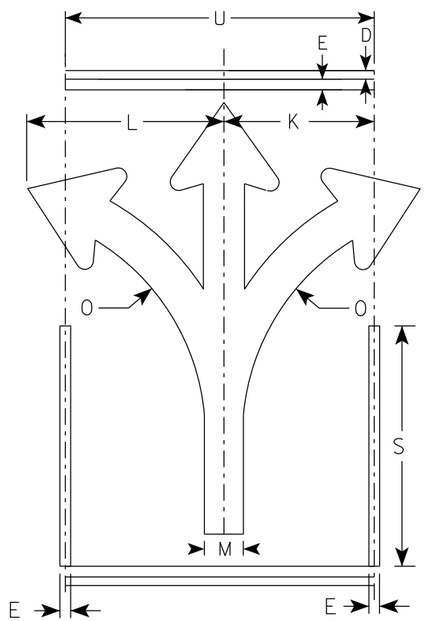
7

NOTES

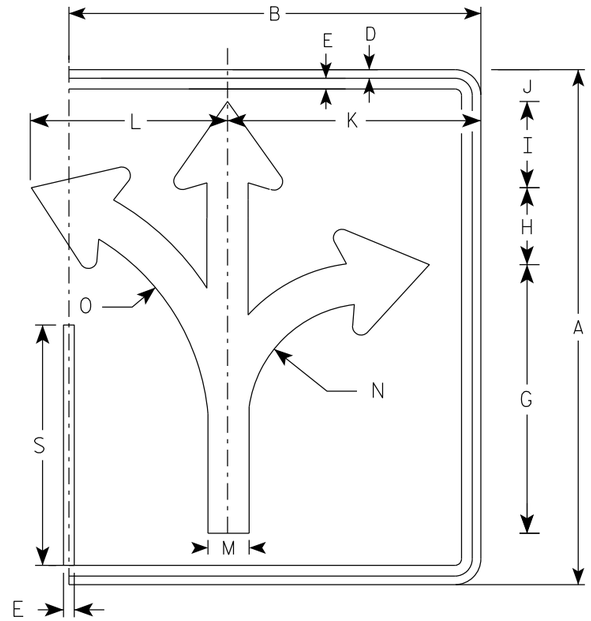
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



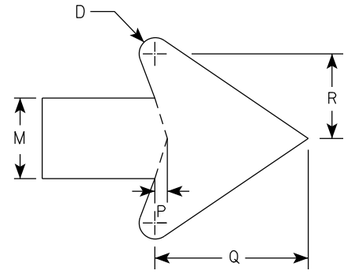

(D)




(D)




(D)




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 | ENDS Area sq. ft. | MIDDLE Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 1/2 | 1/2 | 5/8 | | 15 5/8 | 4 1/2 | 5 | 1 7/8 | 14 3/4 | 11 1/2 | 2 3/8 | 7 | 13 1/4 | 3/8 | 4 1/2 | 2 1/2 | 14 | | 18 | | | | | | 5.0 | 3.75 |
| 2M | 30 | 24 | 1 1/2 | 1/2 | 5/8 | | 15 5/8 | 4 1/2 | 5 | 1 7/8 | 14 3/4 | 11 1/2 | 2 3/8 | 7 | 13 1/4 | 3/8 | 4 1/2 | 2 1/2 | 14 | | 18 | | | | | | 5.0 | 3.75 |
| 3 | 36 | 30 | 1 1/2 | 1/2 | 5/8 | | 18 3/4 | 5 1/2 | 6 | 2 1/4 | 17 1/4 | 17 1/4 | 2 7/8 | 8 3/8 | 16 | 1/2 | 5 1/2 | 3 | 16 3/4 | | 24 | | | | | | 7.5 | 6.0 |
| 4 | 48 | 36 | 2 1/4 | 3/4 | 1 | | 24 7/8 | 7 1/4 | 7 7/8 | 3 1/8 | 23 1/8 | 18 | 3 3/4 | 11 1/8 | 21 1/4 | 5/8 | 7 1/8 | 4 | 22 3/8 | | 30 | | | | | | 12.0 | 10.0 |
| 5 | 48 | 36 | 2 1/4 | 3/4 | 1 | | 24 7/8 | 7 1/4 | 7 7/8 | 3 1/8 | 23 1/8 | 18 | 3 3/4 | 11 1/8 | 21 1/4 | 5/8 | 7 1/8 | 4 | 22 3/8 | | 30 | | | | | | 12.0 | 10.0 |

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

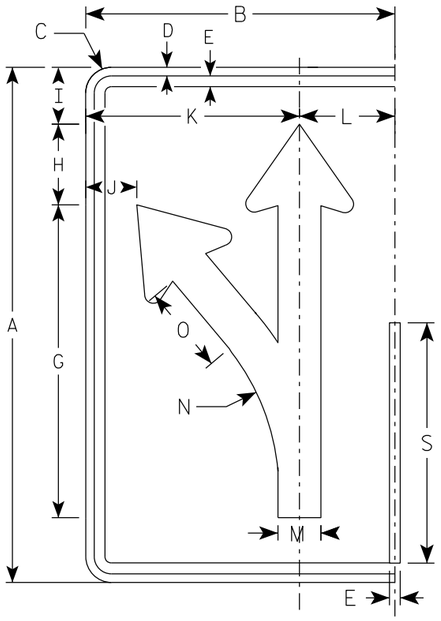
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

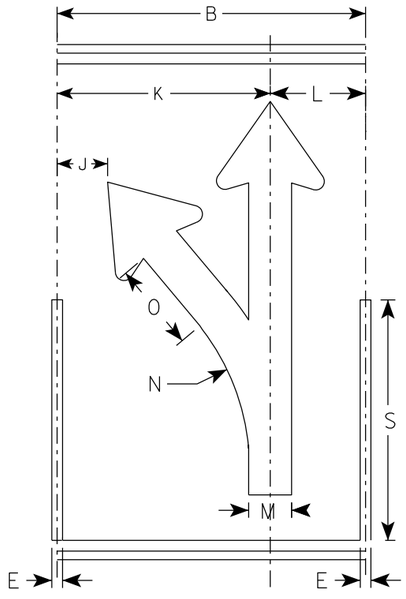
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 843 | E

NOTES

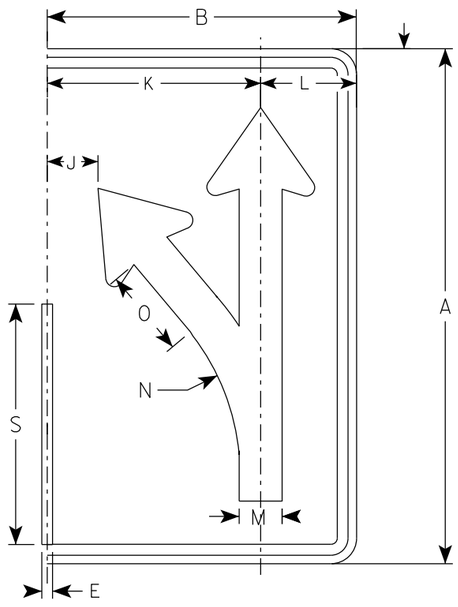
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



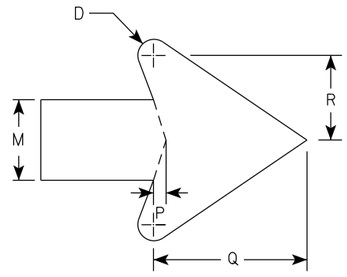

(E)




(E)




(E)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 18 | 1 1/2 | 1/2 | 5/8 | | 18 1/4 | 4 3/4 | 3 1/4 | 3 | 12 1/2 | 5 1/2 | 2 1/2 | 13 1/4 | 5 1/8 | 3/8 | 4 3/4 | 2 5/8 | 14 | | | | | | | | 3.75 |
| 2M | 30 | 18 | 1 1/2 | 1/2 | 5/8 | | 18 1/4 | 4 3/4 | 3 1/4 | 3 | 12 1/2 | 5 1/2 | 2 1/2 | 13 1/4 | 5 1/8 | 3/8 | 4 3/4 | 2 5/8 | 14 | | | | | | | | 3.75 |
| 3 | 36 | 24 | 1 1/2 | 1/2 | 5/8 | | 21 7/8 | 5 5/8 | 4 | 4 7/8 | 16 1/8 | 7 3/4 | 3 | 15 7/8 | 6 1/8 | 1/2 | 5 3/4 | 3 1/8 | 16 3/4 | | | | | | | | 6.0 |
| 4 | 48 | 30 | 2 1/4 | 3/4 | 1 | | 29 1/8 | 7 1/2 | 5 1/4 | 5 3/8 | 20 1/2 | 9 1/2 | 4 | 21 1/4 | 8 1/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | | | | | | | | 10.0 |
| 5 | 48 | 30 | 2 1/4 | 3/4 | 1 | | 29 1/8 | 7 1/2 | 5 1/4 | 5 3/8 | 20 1/2 | 9 1/2 | 4 | 21 1/4 | 8 1/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | | | | | | | | 10.0 |

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

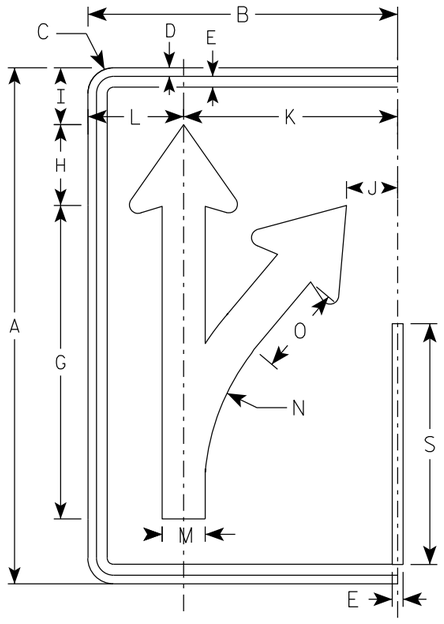
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

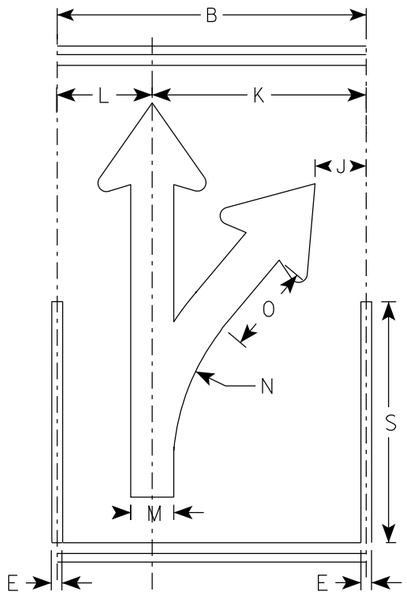
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 844 | E

NOTES

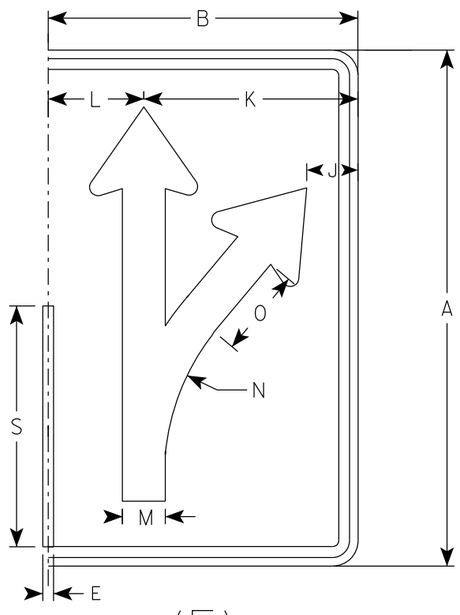
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



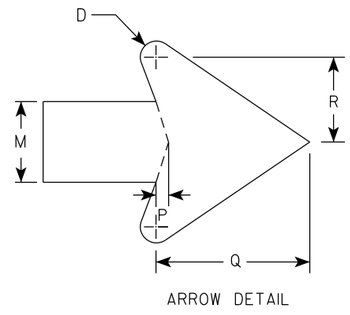

(F)




(F)




(F)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 18 | 1 1/2 | 1/2 | 5/8 | | 18 1/4 | 4 3/4 | 3 1/4 | 3 | 12 1/2 | 5 1/2 | 2 1/2 | 13 1/4 | 5 1/8 | 3/8 | 4 3/4 | 2 5/8 | 14 | | | | | | | | 3.75 |
| 2M | 30 | 18 | 1 1/2 | 1/2 | 5/8 | | 18 1/4 | 4 3/4 | 3 1/4 | 3 | 12 1/2 | 5 1/2 | 2 1/2 | 13 1/4 | 5 1/8 | 3/8 | 4 3/4 | 2 5/8 | 14 | | | | | | | | 3.75 |
| 3 | 36 | 24 | 1 1/2 | 1/2 | 5/8 | | 21 7/8 | 5 5/8 | 4 | 4 7/8 | 16 1/8 | 7 3/4 | 3 | 15 7/8 | 6 1/8 | 1/2 | 5 3/4 | 3 1/8 | 16 3/4 | | | | | | | | 6.0 |
| 4 | 48 | 30 | 2 1/4 | 3/4 | 1 | | 29 1/8 | 7 1/2 | 5 1/4 | 5 3/8 | 20 1/2 | 9 1/2 | 4 | 21 1/4 | 8 1/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | | | | | | | | 10.0 |
| 5 | 48 | 30 | 2 1/4 | 3/4 | 1 | | 29 1/8 | 7 1/2 | 5 1/4 | 5 3/8 | 20 1/2 | 9 1/2 | 4 | 21 1/4 | 8 1/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | | | | | | | | 10.0 |

STANDARD SIGN
R3-8 (F) Arrow

*WISCONSIN DEPT OF TRANSPORTATION*

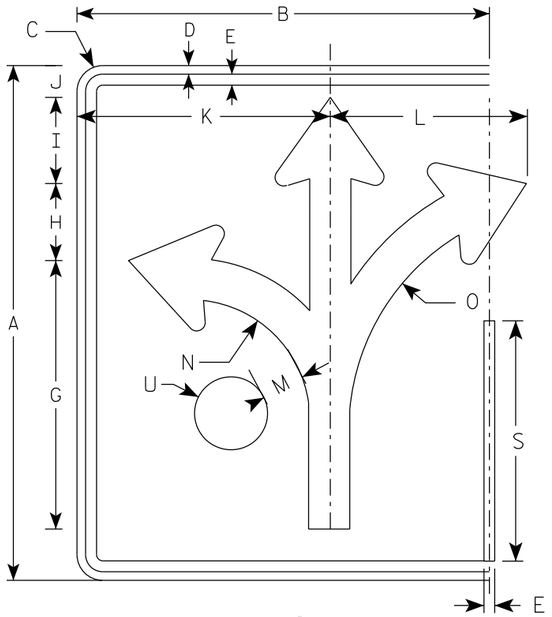
APPROVED Matthew R Rauch
*For* State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

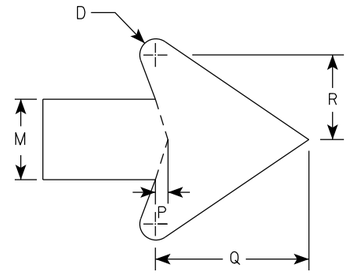
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 845 | E

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None




(G)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 1/2 | 1/2 | 5/8 | | 15 5/8 | 4 1/2 | 5 | 1 7/8 | 14 3/4 | 11 1/2 | 2 3/8 | 7 | 13 1/4 | 3/8 | 4 1/2 | 2 1/2 | 14 | | 2 1/8 | | | | | | 5.0 |
| 2M | 30 | 24 | 1 1/2 | 1/2 | 5/8 | | 15 5/8 | 4 1/2 | 5 | 1 7/8 | 14 3/4 | 11 1/2 | 2 3/8 | 7 | 13 1/4 | 3/8 | 4 1/2 | 2 1/2 | 14 | | 2 1/8 | | | | | | 5.0 |
| 3 | 36 | 30 | 1 1/2 | 1/2 | 5/8 | | 18 3/4 | 5 1/2 | 6 | 3 1/8 | 17 1/4 | 17 1/4 | 2 7/8 | 8 3/8 | 16 | 1/2 | 5 1/2 | 3 | 16 3/4 | | 2 1/2 | | | | | | 7.5 |
| 4 | 48 | 36 | 2 1/4 | 3/4 | 1 | | 24 7/8 | 7 1/4 | 7 7/8 | 3 1/8 | 23 1/8 | 18 | 3 3/4 | 11 1/8 | 21 1/4 | 5/8 | 7 1/8 | 4 | 22 3/8 | | 3 3/8 | | | | | | 12.0 |
| 5 | 48 | 36 | 2 1/4 | 3/4 | 1 | | 24 7/8 | 7 1/4 | 7 7/8 | 3 1/8 | 23 1/8 | 18 | 3 3/4 | 11 1/8 | 21 1/4 | 5/8 | 7 1/8 | 4 | 22 3/8 | | 3 3/8 | | | | | | 12.0 |

# STANDARD SIGN
# R3-8 (G) Arrow

*WISCONSIN DEPT OF TRANSPORTATION*

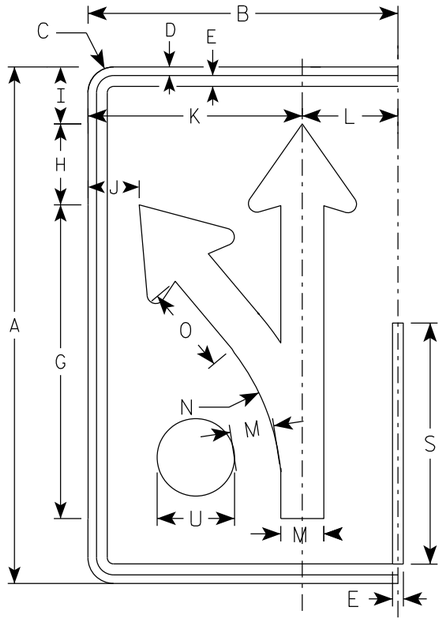
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

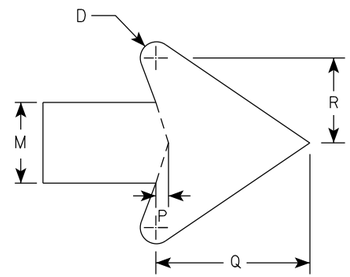
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 846 | E |
|---|---|---|---|---|---|

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None




(H)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 18 | 1 1/2 | 1/2 | 5/8 | | 18 1/4 | 4 3/4 | 3 1/4 | 3 | 12 1/2 | 5 1/2 | 2 1/2 | 13 1/4 | 5 1/8 | 3/8 | 4 3/4 | 2 5/8 | 14 | | 2 1/8 | | | | | | 3.75 |
| 2M | 30 | 18 | 1 1/2 | 1/2 | 5/8 | | 18 1/4 | 4 3/4 | 3 1/4 | 3 | 12 1/2 | 5 1/2 | 2 1/2 | 13 1/4 | 5 1/8 | 3/8 | 4 3/4 | 2 5/8 | 14 | | 2 1/8 | | | | | | 3.75 |
| 3 | 36 | 24 | 1 1/2 | 1/2 | 5/8 | | 21 7/8 | 5 5/8 | 4 | 4 7/8 | 16 1/8 | 7 3/4 | 3 | 15 7/8 | 6 1/8 | 1/2 | 5 3/4 | 3 1/8 | 16 3/4 | | 2 1/2 | | | | | | 6.0 |
| 4 | 48 | 30 | 2 1/4 | 3/4 | 1 | | 29 1/8 | 7 1/2 | 5 1/4 | 5 3/8 | 20 1/2 | 9 1/2 | 4 | 21 1/4 | 8 1/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | | 3 3/8 | | | | | | 10.0 |
| 5 | 48 | 30 | 2 1/4 | 3/4 | 1 | | 29 1/8 | 7 1/2 | 5 1/4 | 5 3/8 | 20 1/2 | 9 1/2 | 4 | 21 1/4 | 8 1/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | | 3 3/8 | | | | | | 10.0 |

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

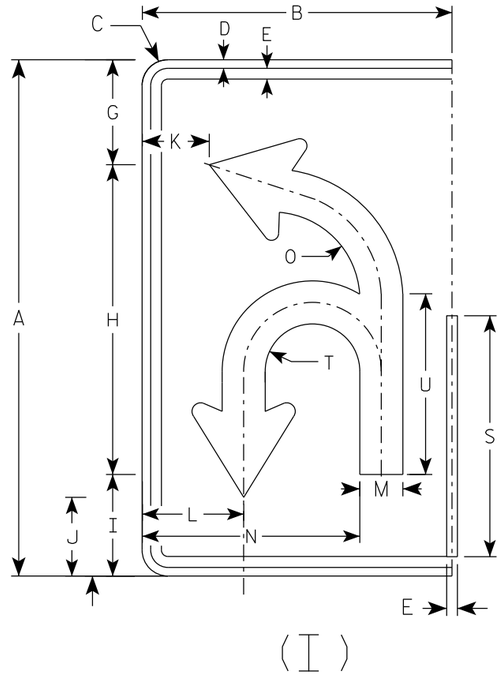
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

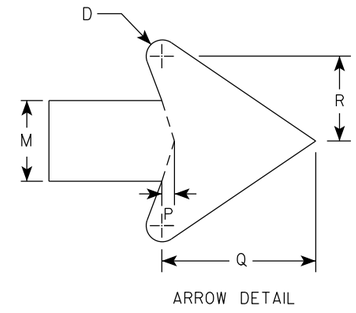
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 847 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None




(I)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 18 | 1 1/2 | 1/2 | 5/8 | | 6 1/8 | 18 | 5 7/8 | 4 5/8 | 3 7/8 | 5 7/8 | 2 1/2 | 12 5/8 | 5 1/8 | 3/8 | 4 3/4 | 2 5/8 | 14 | 2 3/4 | 10 1/2 | | | | | | 3.75 |
| 2M | 30 | 18 | 1 1/2 | 1/2 | 5/8 | | 6 1/8 | 18 | 5 7/8 | 4 5/8 | 3 7/8 | 5 7/8 | 2 1/2 | 12 5/8 | 5 1/8 | 3/8 | 4 3/4 | 2 5/8 | 14 | 2 3/4 | 10 1/2 | | | | | | 3.75 |
| 3 | 36 | 24 | 1 1/2 | 1/2 | 5/8 | | 21 7/8 | 21 5/8 | 7 1/8 | 5 1/2 | 5 7/8 | 8 1/4 | 3 | 16 3/8 | 6 1/8 | 1/2 | 5 3/4 | 3 1/8 | 16 3/4 | 3 1/4 | 12 5/8 | | | | | | 6.0 |
| 4 | 48 | 30 | 2 1/4 | 3/4 | 1 | | 29 1/8 | 28 3/4 | 9 3/8 | 7 1/4 | 6 7/8 | 10 | 4 | 20 7/8 | 8 1/8 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | 4 3/8 | 16 3/4 | | | | | | 10.0 |
| 5 | 48 | 30 | 2 1/4 | 3/4 | 1 | | 29 1/8 | 28 3/4 | 9 3/8 | 7 1/4 | 6 7/8 | 10 | 4 | 20 7/8 | 8 1/8 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | 4 3/8 | 16 3/4 | | | | | | 10.0 |

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

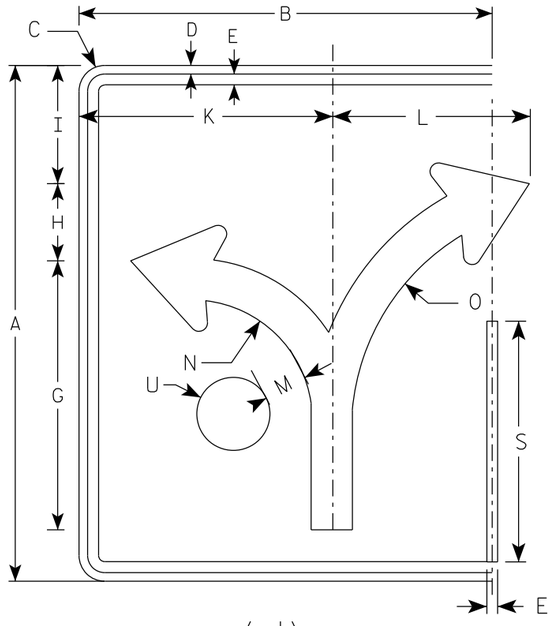
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

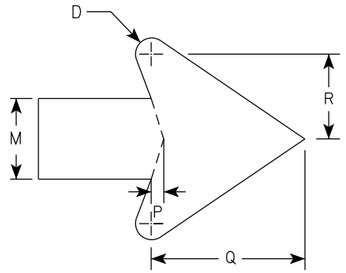
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 848 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None




(J)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 1/2 | 1/2 | 5/8 | | 15 5/8 | 4 1/2 | 6 7/8 | | 14 3/4 | 11 1/2 | 2 3/8 | 7 | 13 1/4 | 3/8 | 4 1/2 | 2 1/2 | 14 | | 2 1/8 | | | | | | 5.0 |
| 2M | 30 | 24 | 1 1/2 | 1/2 | 5/8 | | 15 5/8 | 4 1/2 | 6 7/8 | | 14 3/4 | 11 1/2 | 2 3/8 | 7 | 13 1/4 | 3/8 | 4 1/2 | 2 1/2 | 14 | | 2 1/8 | | | | | | 5.0 |
| 3 | 36 | 30 | 1 1/2 | 1/2 | 5/8 | | 18 3/4 | 5 1/2 | 8 1/4 | | 17 1/4 | 17 1/4 | 2 7/8 | 8 3/8 | 16 | 1/2 | 5 1/2 | 3 | 16 3/4 | | 2 1/2 | | | | | | 7.5 |
| 4 | 48 | 36 | 2 1/4 | 3/4 | 1 | | 24 7/8 | 7 1/4 | 11 | | 23 1/8 | 18 | 3 3/4 | 11 1/8 | 21 1/4 | 5/8 | 7 1/8 | 4 | 22 3/8 | | 3 3/8 | | | | | | 12.0 |
| 5 | 48 | 36 | 2 1/4 | 3/4 | 1 | | 24 7/8 | 7 1/4 | 11 | | 23 1/8 | 18 | 3 3/4 | 11 1/8 | 21 1/4 | 5/8 | 7 1/8 | 4 | 22 3/8 | | 3 3/8 | | | | | | 12.0 |

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

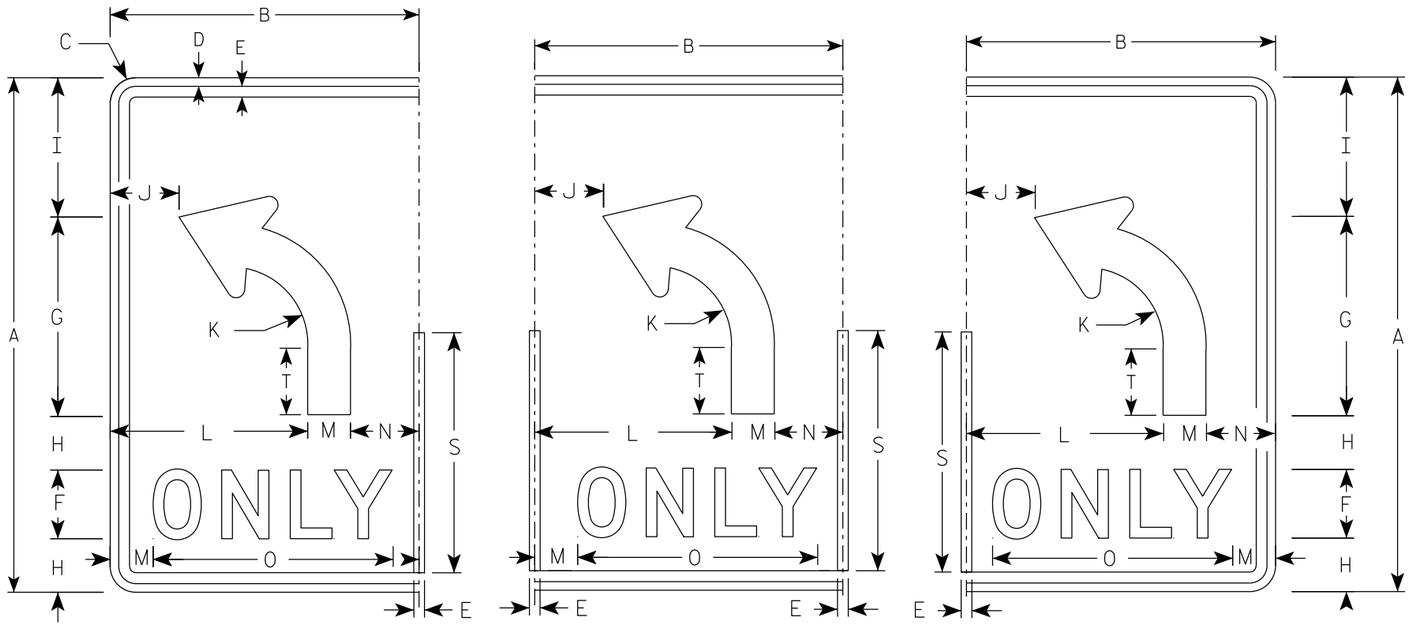
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

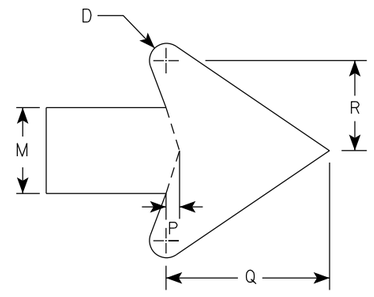
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 849 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D




(L) (L) (L)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 18 | 1 ½ | ½ | ⅝ | 4 | 11 ⅝ | 3 ⅛ | 8 ⅛ | 4 | 4 ½ | 11 ½ | 2 ½ | 4 | 14 | ⅜ | 4 ¾ | 2 ⅝ | 14 | 3 ⅞ | | | | | | | 3.75 |
| 2M | 30 | 18 | 1 ½ | ½ | ⅝ | 4 | 11 ⅝ | 3 ⅛ | 8 ⅛ | 4 | 4 ½ | 11 ½ | 2 ½ | 4 | 14 | ⅜ | 4 ¾ | 2 ⅝ | 14 | 3 ⅞ | | | | | | | 3.75 |
| 3 | 36 | 24 | 1 ½ | ½ | ⅝ | 5 | 14 | 3 ½ | 9 ¾ | 6 | 5 ⅜ | 15 | 3 | 6 | 17 ⅝ | ½ | 5 ¾ | 3 ⅛ | 16 ¾ | 4 ⅝ | | | | | | | 6.0 |
| 4 | 48 | 30 | 2 ¼ | ¾ | 1 | 6 | 18 ⅝ | 5 ⅛ | 13 ⅛ | 6 ⅛ | 7 ¼ | 18 | 4 | 8 | 21 ¾ | ⅝ | 7 ⅝ | 4 ¼ | 22 ⅜ | 6 ¼ | | | | | | | 10.0 |
| 5 | 48 | 30 | 2 ¼ | ¾ | 1 | 6 | 18 ⅝ | 5 ⅛ | 13 ⅛ | 6 ⅛ | 7 ¼ | 18 | 4 | 8 | 21 ¾ | ⅝ | 7 ⅝ | 4 ¼ | 22 ⅜ | 6 ¼ | | | | | | | 10.0 |

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

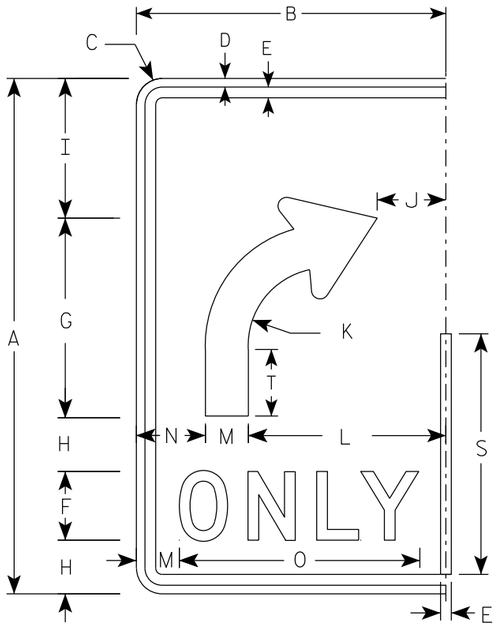
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

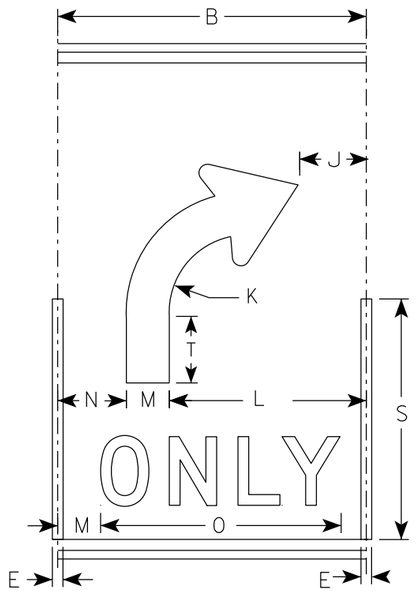
SHEET NO: 850 E

NOTES

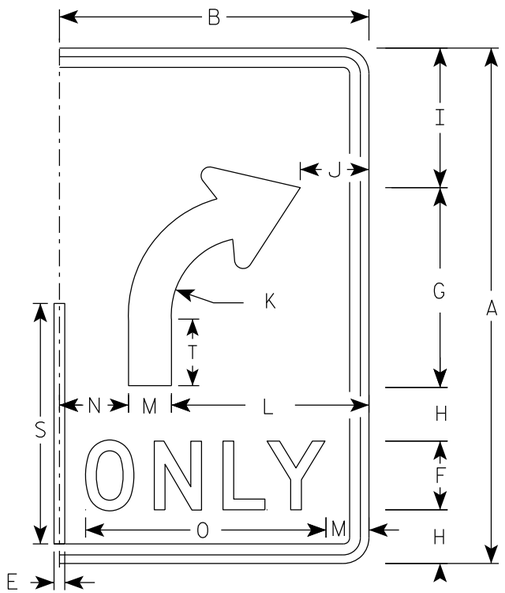
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



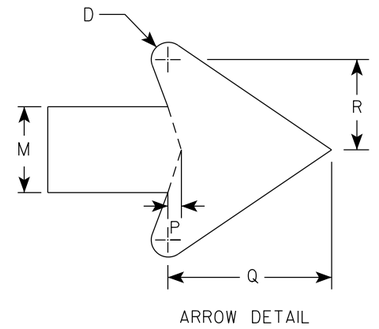

(R)




(R)




(R)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 18 | 1 1/2 | 1/2 | 5/8 | 4 | 11 5/8 | 3 1/8 | 8 1/8 | 4 | 4 1/2 | 11 1/2 | 2 1/2 | 4 | 14 | 3/8 | 4 3/4 | 2 5/8 | 14 | 3 7/8 | | | | | | | 3.75 |
| 2M | 30 | 18 | 1 1/2 | 1/2 | 5/8 | 4 | 11 5/8 | 3 1/8 | 8 1/8 | 4 | 4 1/2 | 11 1/2 | 2 1/2 | 4 | 14 | 3/8 | 4 3/4 | 2 5/8 | 14 | 3 7/8 | | | | | | | 3.75 |
| 3 | 36 | 24 | 1 1/2 | 1/2 | 5/8 | 5 | 14 | 3 1/2 | 9 3/4 | 6 | 5 3/8 | 15 | 3 | 6 | 17 5/8 | 1/2 | 5 3/4 | 3 1/8 | 16 3/4 | 4 5/8 | | | | | | | 6.0 |
| 4 | 48 | 30 | 2 1/4 | 3/4 | 1 | 6 | 18 5/8 | 5 1/8 | 13 1/8 | 6 1/8 | 7 1/4 | 18 | 4 | 8 | 21 3/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | 6 1/4 | | | | | | | 10.0 |
| 5 | 48 | 30 | 2 1/4 | 3/4 | 1 | 6 | 18 5/8 | 5 1/8 | 13 1/8 | 6 1/8 | 7 1/4 | 18 | 4 | 8 | 21 3/4 | 5/8 | 7 5/8 | 4 1/4 | 22 3/8 | 6 1/4 | | | | | | | 10.0 |

STANDARD SIGN

R3-8 (R) Arrow

*WISCONSIN DEPT OF TRANSPORTATION*

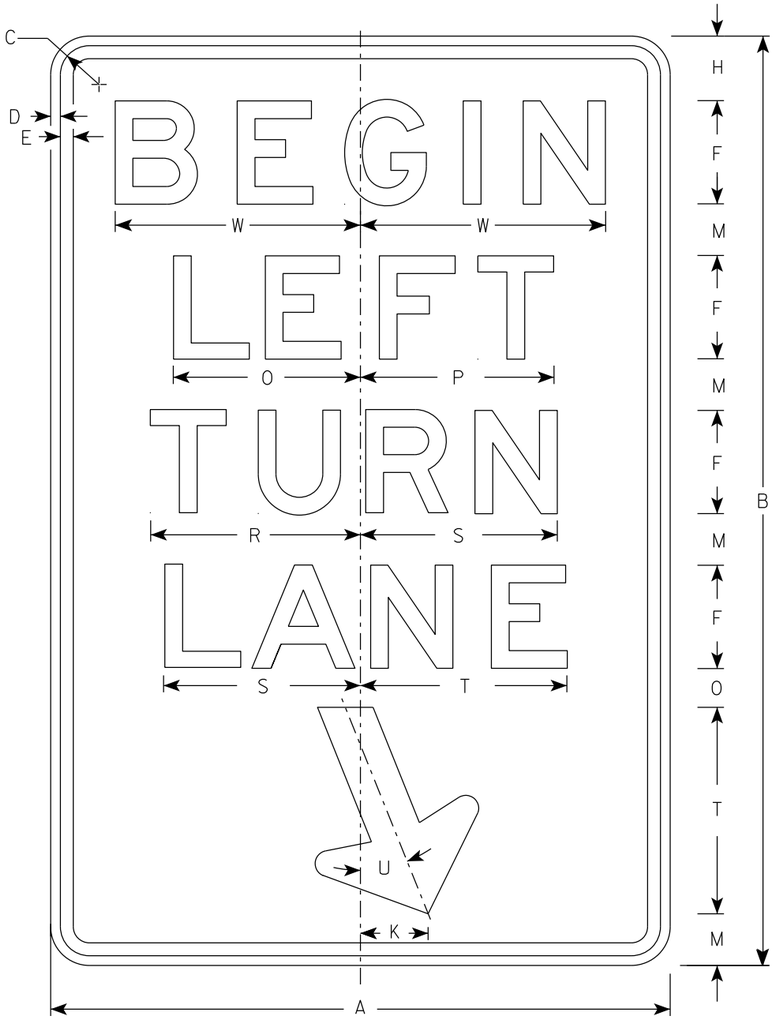
APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

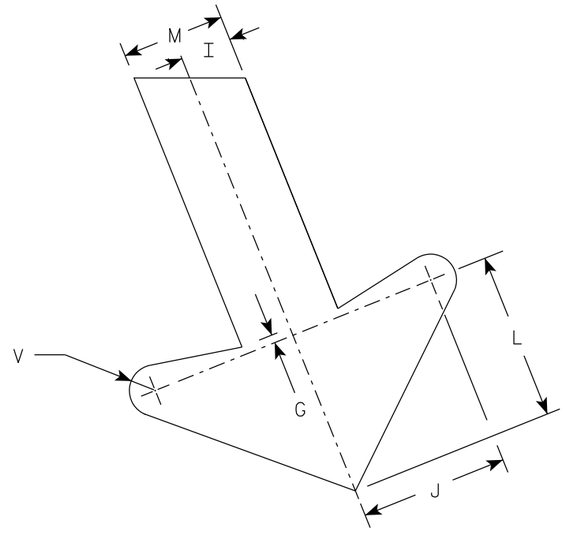
SHEET NO: 851 E




R3-20L

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 36 | 1 1/2 | 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 1/2 | 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 7/8 | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

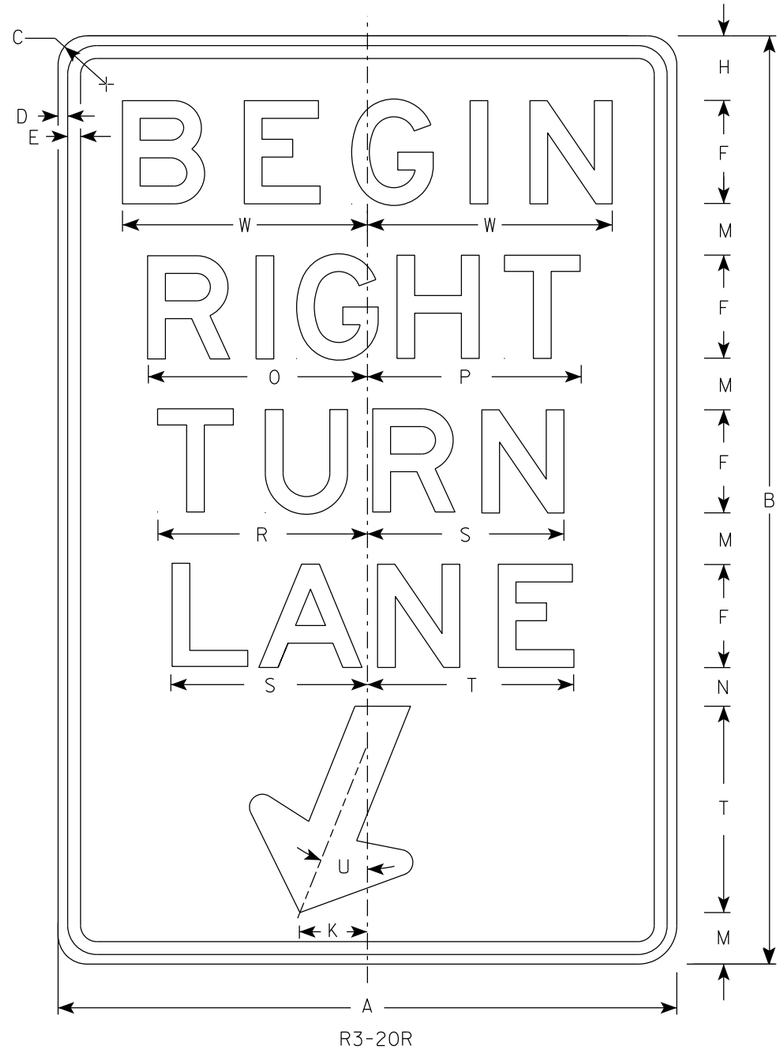
STANDARD SIGN
R3-20L

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

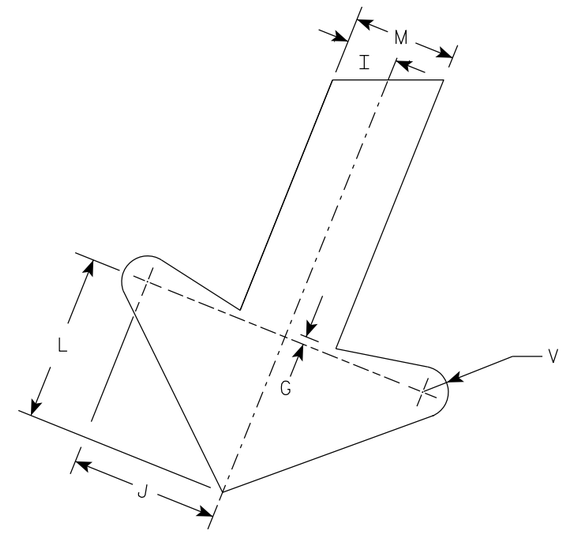
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 852 | E |
|---|---|---|---|---|---|




R3-20R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 36 | 1 1/2 | 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 1/2 | 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 7/8 | 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

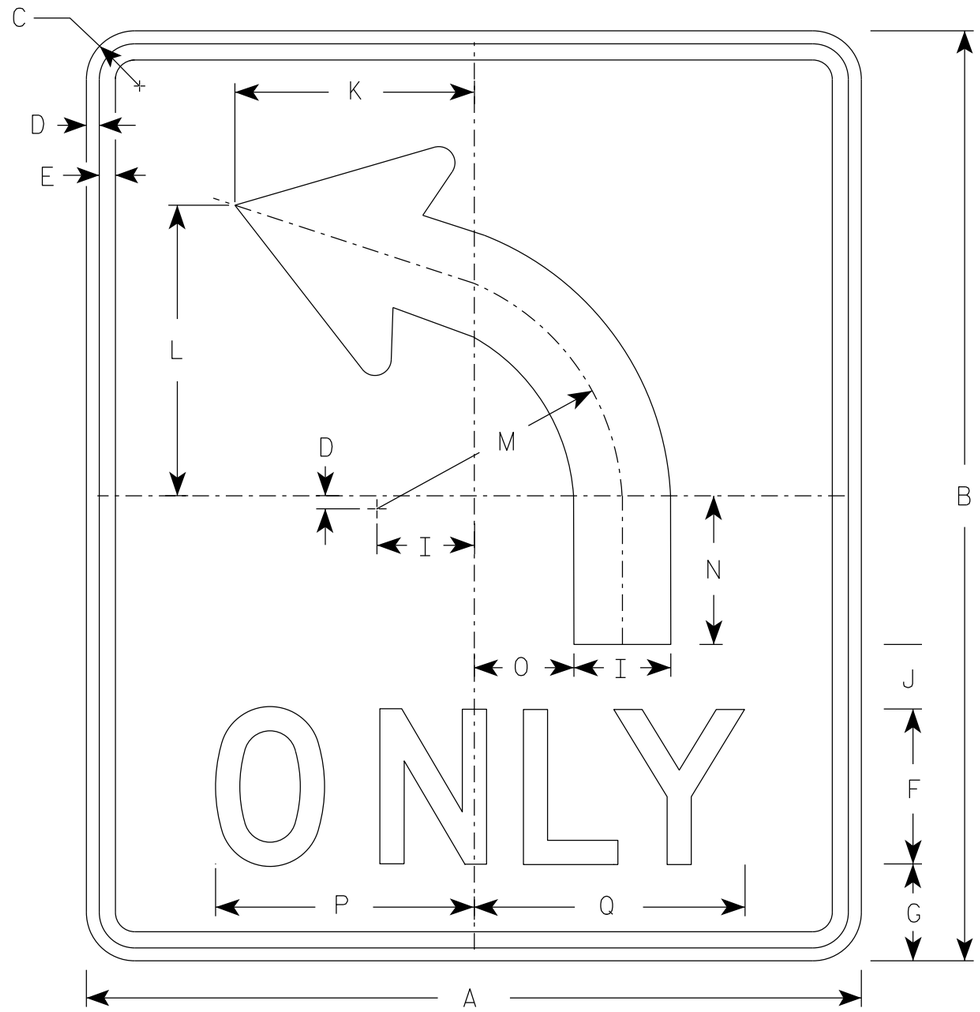
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20R.7

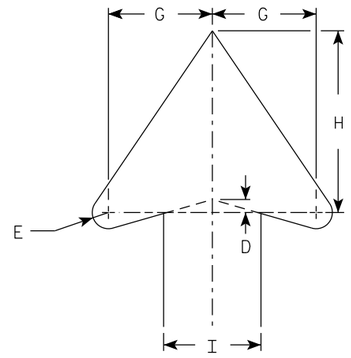
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 853 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R3-50R is the same as R3-50L except curved portion of arrow points right.




R3-50L




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 36 | 1 7/8 | 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 7/8 | 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

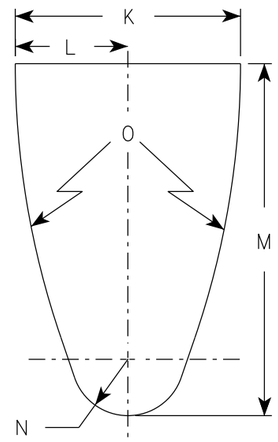
DATE 2/23/23 PLATE NO. R3-50.3

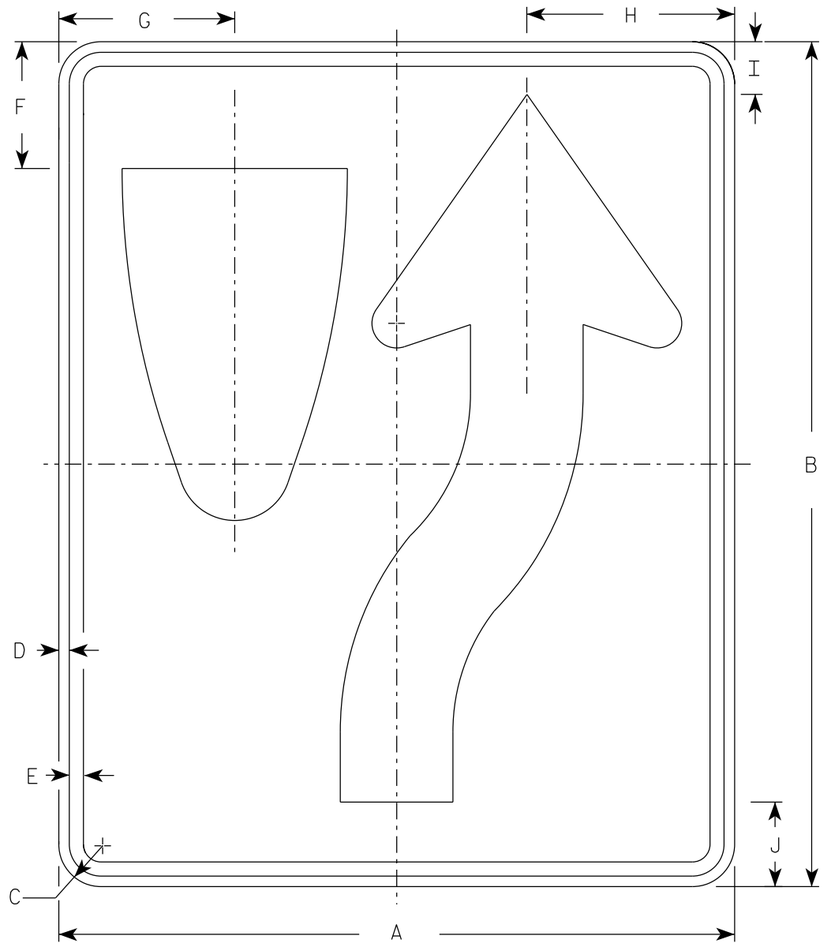
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 854 | E |
|---|---|---|---|---|---|

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

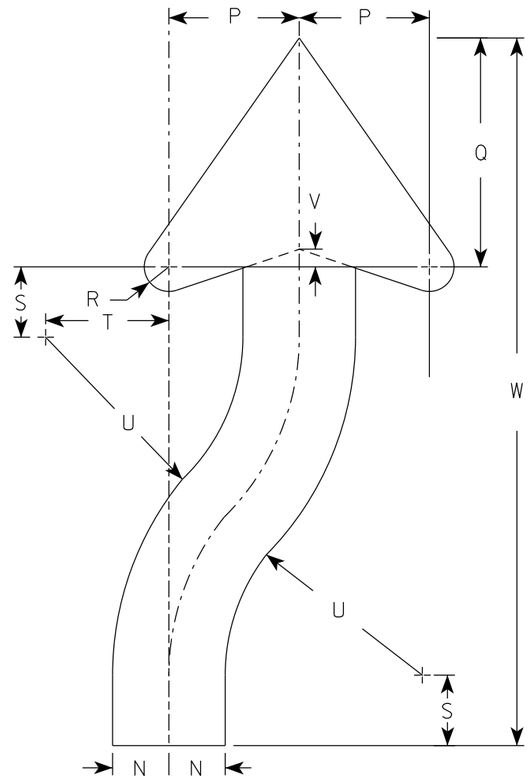
## DIVIDER DETAIL




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 1/2 | 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 1/2 | 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 1/2 | 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 7/8 | 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 7/8 | 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 | 3 | 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 |

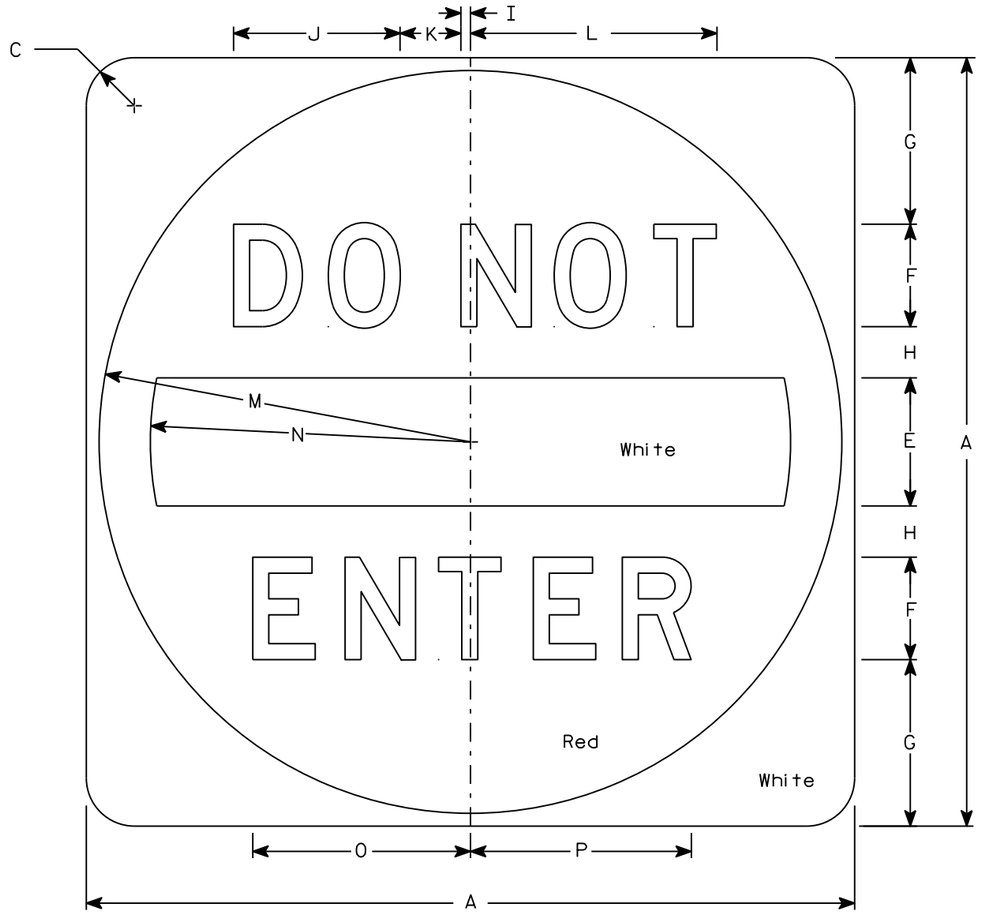
# STANDARD SIGN
# R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 855 | E |
|---|---|---|---|---|---|




R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

| 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 |

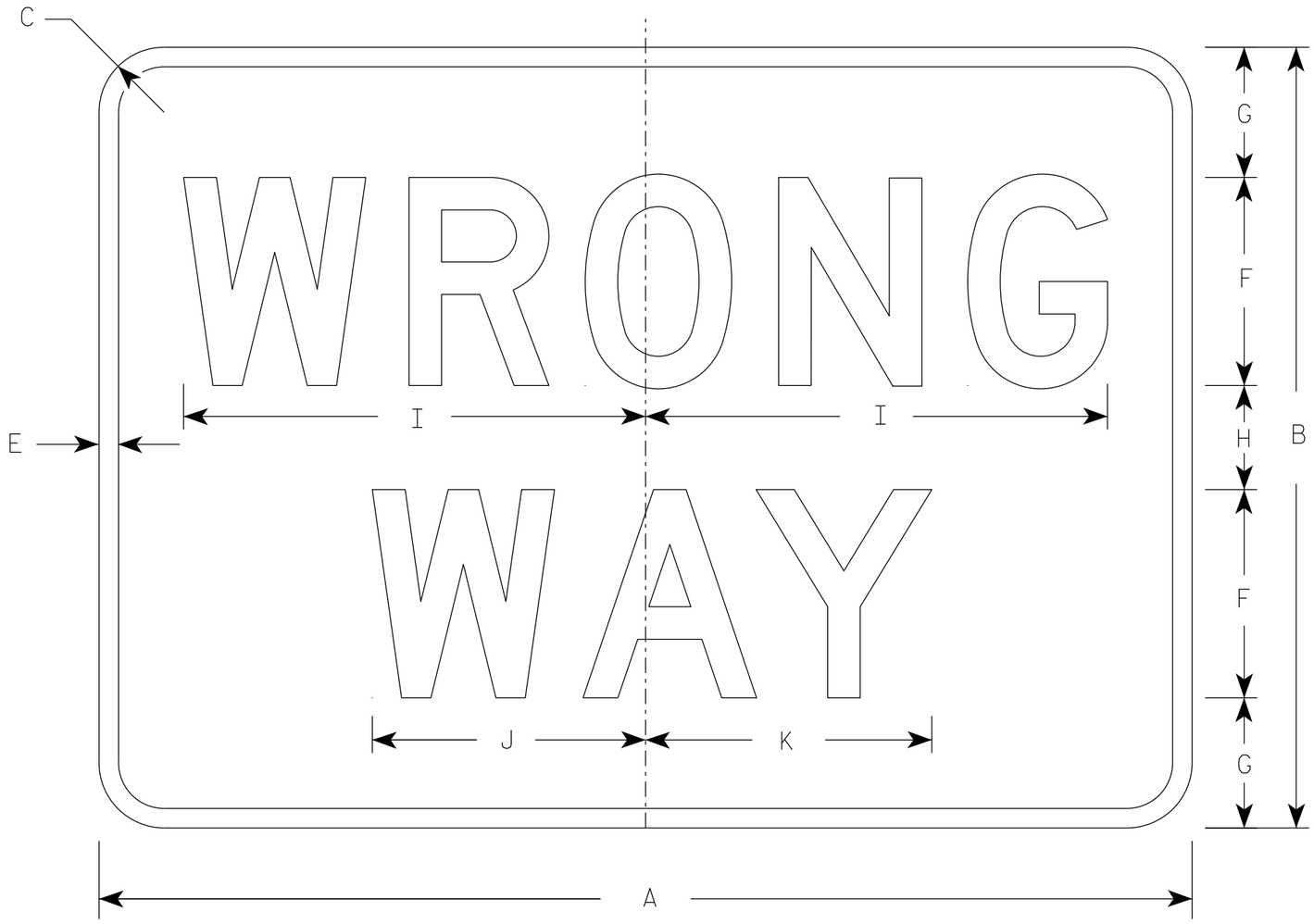
STANDARD SIGN
R5-1

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: 856 | E




R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - D

| 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 | 18 | 1 1/2 | | 1/2 | 5 | 3 | 2 | 11 | 6 1/2 | 6 7/8 | | | | | | | | | | | | | | | | 3.75 |
| 2S | 36 | 24 | 1 1/2 | | 5/8 | 6 | 4 1/2 | 3 | 13 1/4 | 7 7/8 | 8 1/4 | | | | | | | | | | | | | | | | 6.00 |
| 2M | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 3 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 4 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 5 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

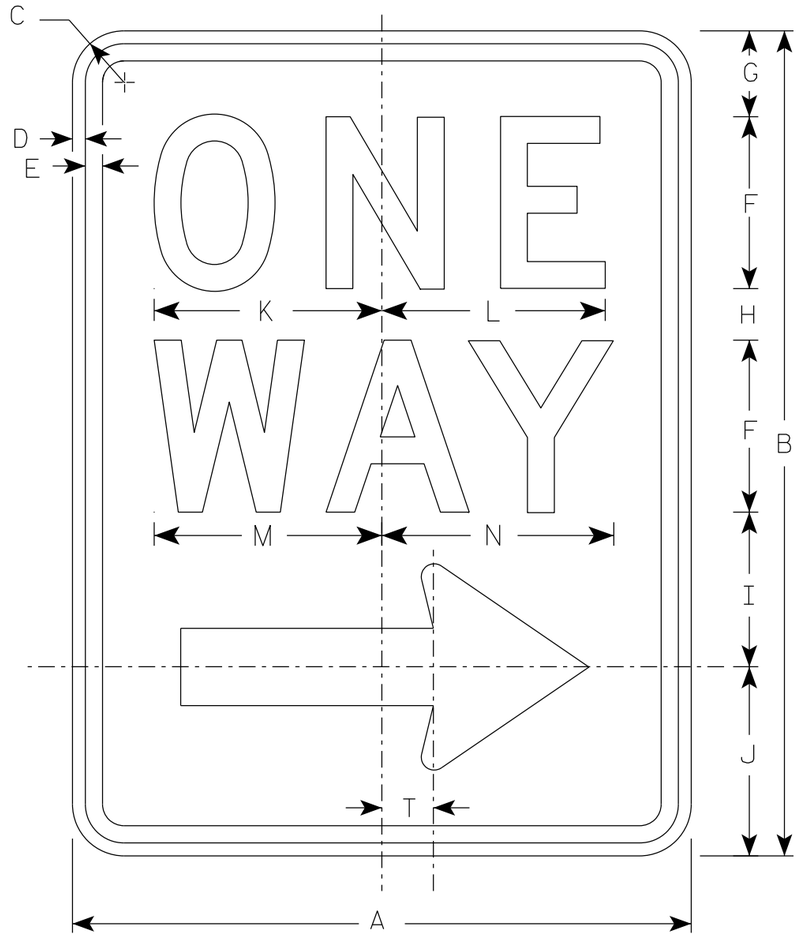
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 857 | E

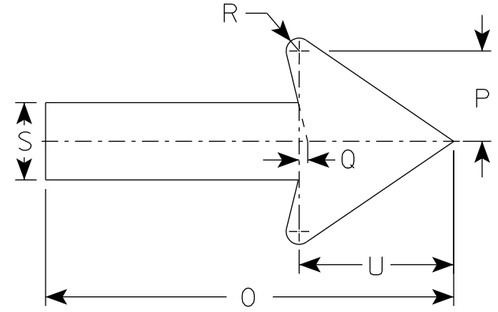
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R6-2L same as R6-2R except arrow points to the left.




R6-2R

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/2 | 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 | 1 1/2 | 1 1/2 | 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 7/8 | 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

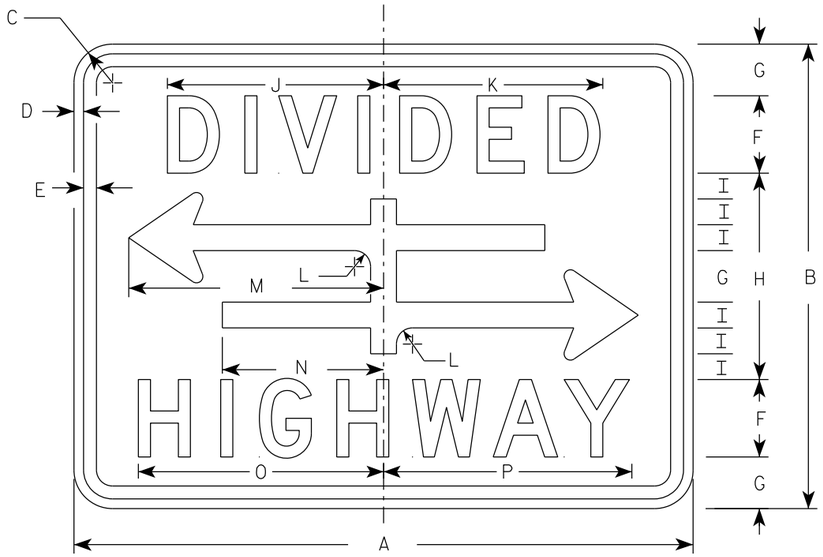
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

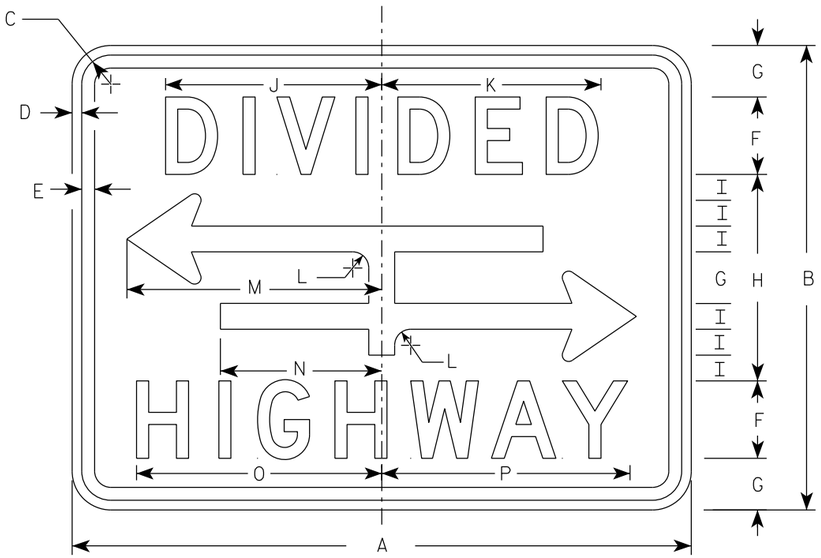
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 858 | E |
|---|---|---|---|---|---|

NOTES

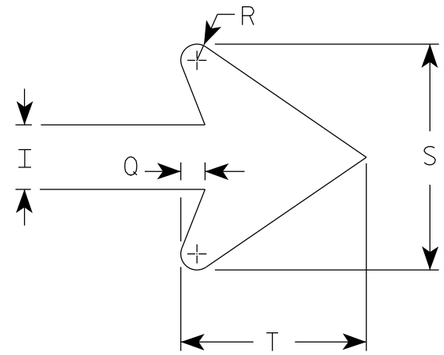
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D




R6-3




R6-3A




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 | 18 | 1 1/2 | 3/8 | 3/8 | 3 | 2 | 8 | 1 | 8 3/8 | 8 1/2 | 5/8 | 9 7/8 | 6 1/4 | 9 1/2 | 9 5/8 | 3/8 | 1/4 | 3 1/2 | 2 3/4 | | | | | | | 3.0 |
| 2S | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 4 | 2 5/8 | 10 3/4 | 1 3/8 | 10 1/2 | 10 5/8 | 7/8 | 12 1/2 | 7 7/8 | 12 1/4 | 12 3/8 | 1/2 | 3/8 | 4 5/8 | 3 5/8 | | | | | | | 5.0 |
| 2M | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 4 | 2 5/8 | 10 3/4 | 1 3/8 | 10 1/2 | 10 5/8 | 7/8 | 12 1/2 | 7 7/8 | 12 1/4 | 12 3/8 | 1/2 | 3/8 | 4 5/8 | 3 5/8 | | | | | | | 5.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-3 & R6-3A

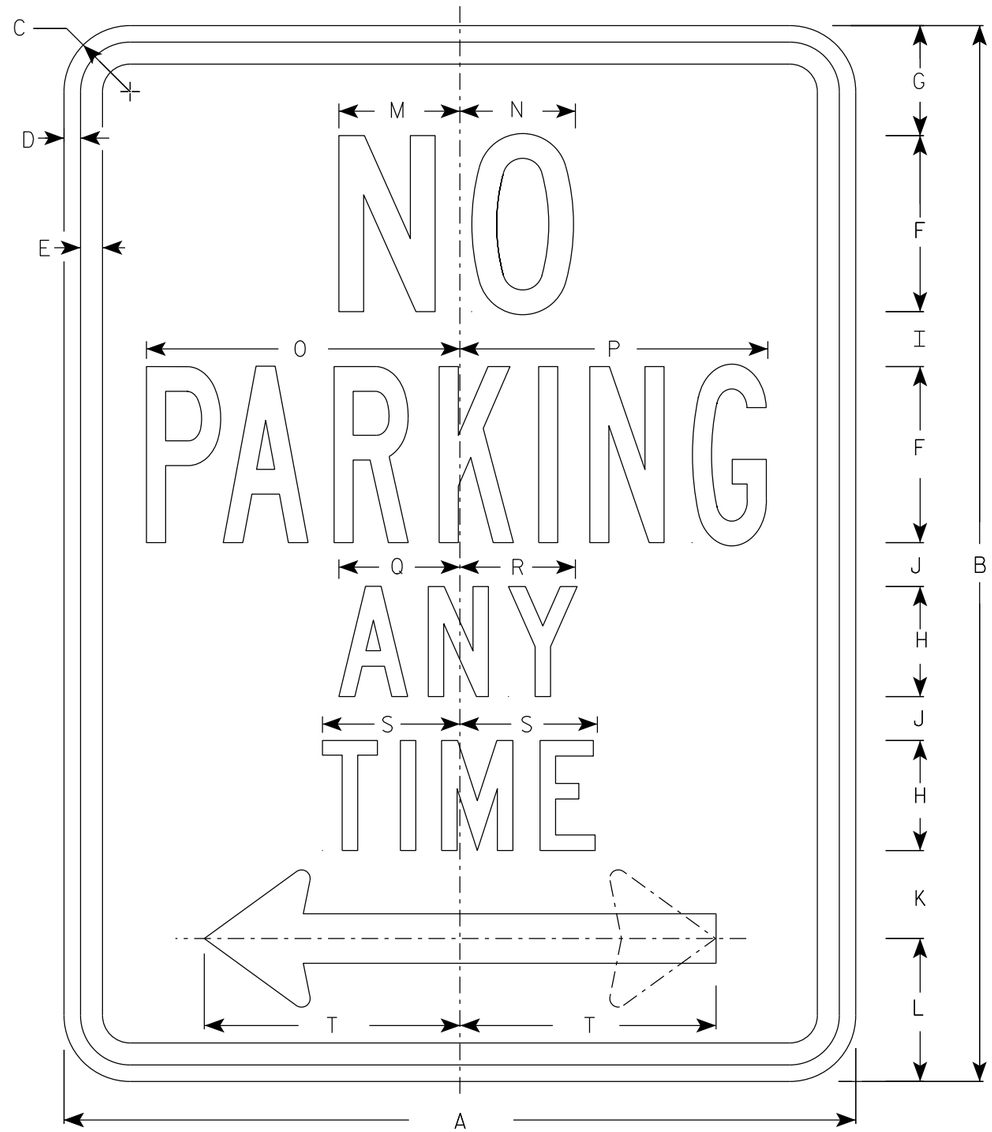
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R6-3.6

PROJECT NO:

SHEET NO: 859 E

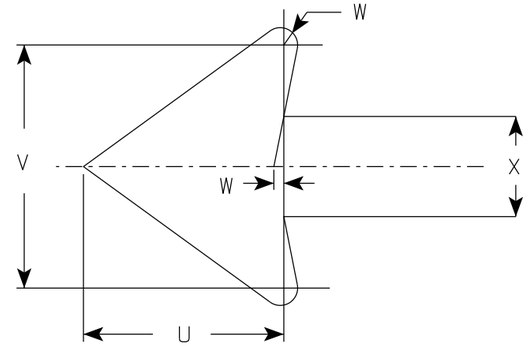



R7-1

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

## ARROW DETAIL




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12 | 18 | 1 ½ | ⅜ | ⅜ | 3 | 1 ⅞ | 2 | ⅞ | ⅝ | 1 ½ | 2 ½ | 2 | 2 | 4 ⅞ | 4 ⅞ | 2 ¼ | 2 ⅛ | 2 ½ | 3 ⅞ | 1 ½ | 1 ¾ | ⅛ | ¾ | | | 1.5 |
| 2S | 18 | 24 | 1 ½ | ⅜ | ½ | 4 | 2 ½ | 2 ½ | 1 ¼ | 1 | 2 | 3 ¼ | 2 ¾ | 2 ⅝ | 7 ⅛ | 7 | 2 ¾ | 2 ⅝ | 3 ⅛ | 5 ⅞ | 2 ¼ | 2 ⅝ | ¼ | 1 ⅛ | | | 3.0 |
| 2M | 24 | 30 | 1 ½ | ⅜ | ½ | 5 | 3 | 3 | 2 | 1 ¼ | 2 ½ | 4 | 3 ¼ | 3 ⅜ | 9 ¼ | 9 ¼ | 3 ¼ | 3 ¼ | 3 ¾ | 7 ¾ | 3 | 3 ½ | ¼ | 1 ½ | | | 5.0 |
| 3 | 24 | 30 | 1 ½ | ⅜ | ½ | 5 | 3 | 3 | 2 | 1 ¼ | 2 ½ | 4 | 3 ¼ | 3 ⅜ | 9 ¼ | 9 ¼ | 3 ¼ | 3 ¼ | 3 ¾ | 7 ¾ | 3 | 3 ½ | ¼ | 1 ½ | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

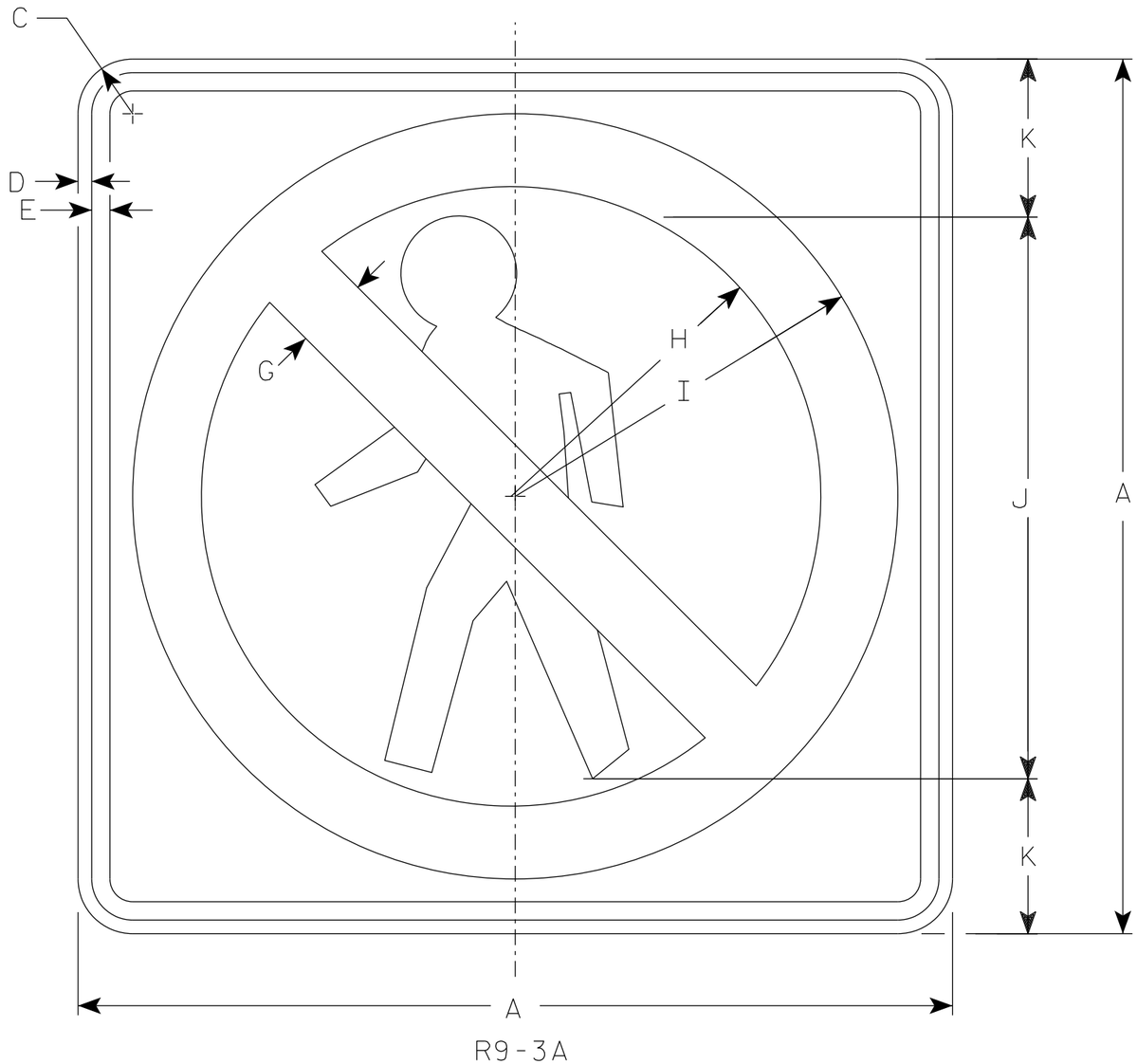
STANDARD SIGN
R7-1

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 860 | E




R9-3A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Pedestrian are non-reflective black. Circle with diagonal bar is reflective red.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | | 1 1/2 | 3/8 | 3/8 | | 1 1/2 | 6 1/4 | 7 7/8 | 12 | 3 | | | | | | | | | | | | | | | | 2.25 |
| 2S | 24 | | 1 1/2 | 3/8 | 1/2 | | 2 | 8 1/2 | 10 1/2 | 15 | 4 | | | | | | | | | | | | | | | | 4.00 |
| 2M | 24 | | 1 1/2 | 3/8 | 1/2 | | 2 | 8 1/2 | 10 1/2 | 15 | 4 | | | | | | | | | | | | | | | | 4.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

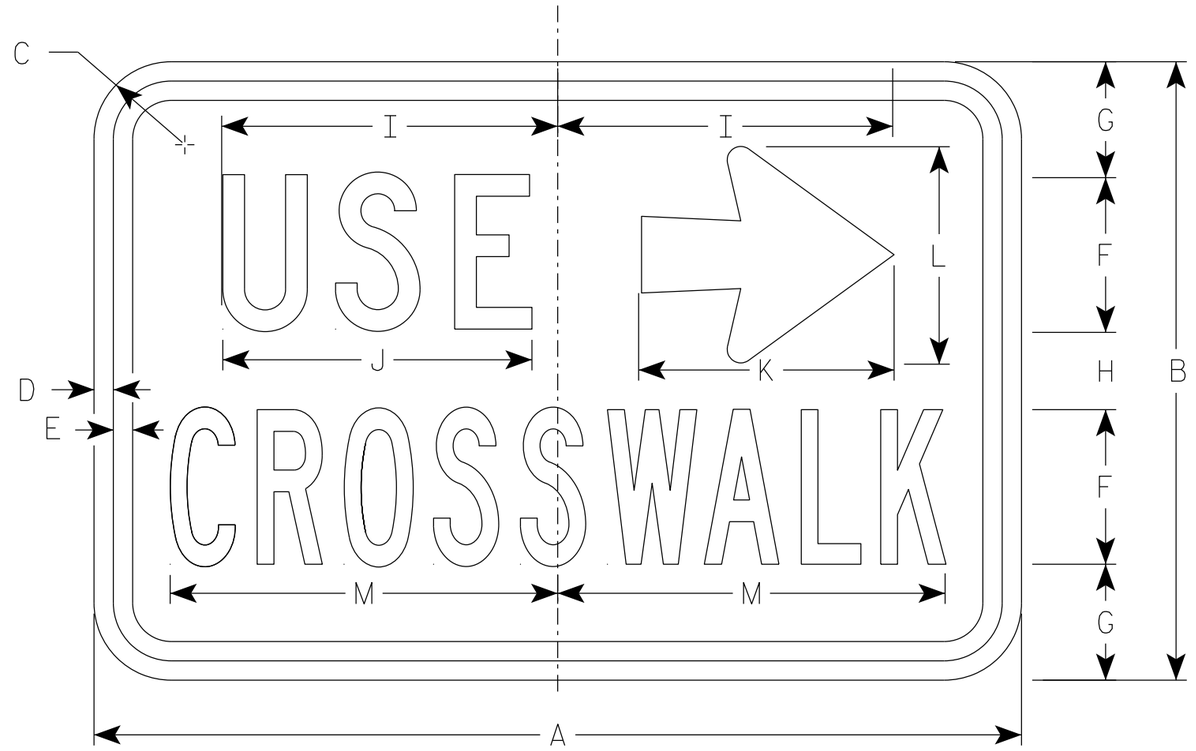
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 861 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2




R9-3B

| 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 | 18 | 12 | 1 1/2 | 3/8 | 3/8 | 3 | 2 1/4 | 1 1/2 | 6 1/2 | 6 | 5 | 4 1/4 | 7 1/2 | | | | | | | | | | | | | | 1.5 |
| 2M | 18 | 12 | 1 1/2 | 3/8 | 3/8 | 3 | 2 1/4 | 1 1/2 | 6 1/2 | 6 | 5 | 4 1/4 | 7 1/2 | | | | | | | | | | | | | | 1.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

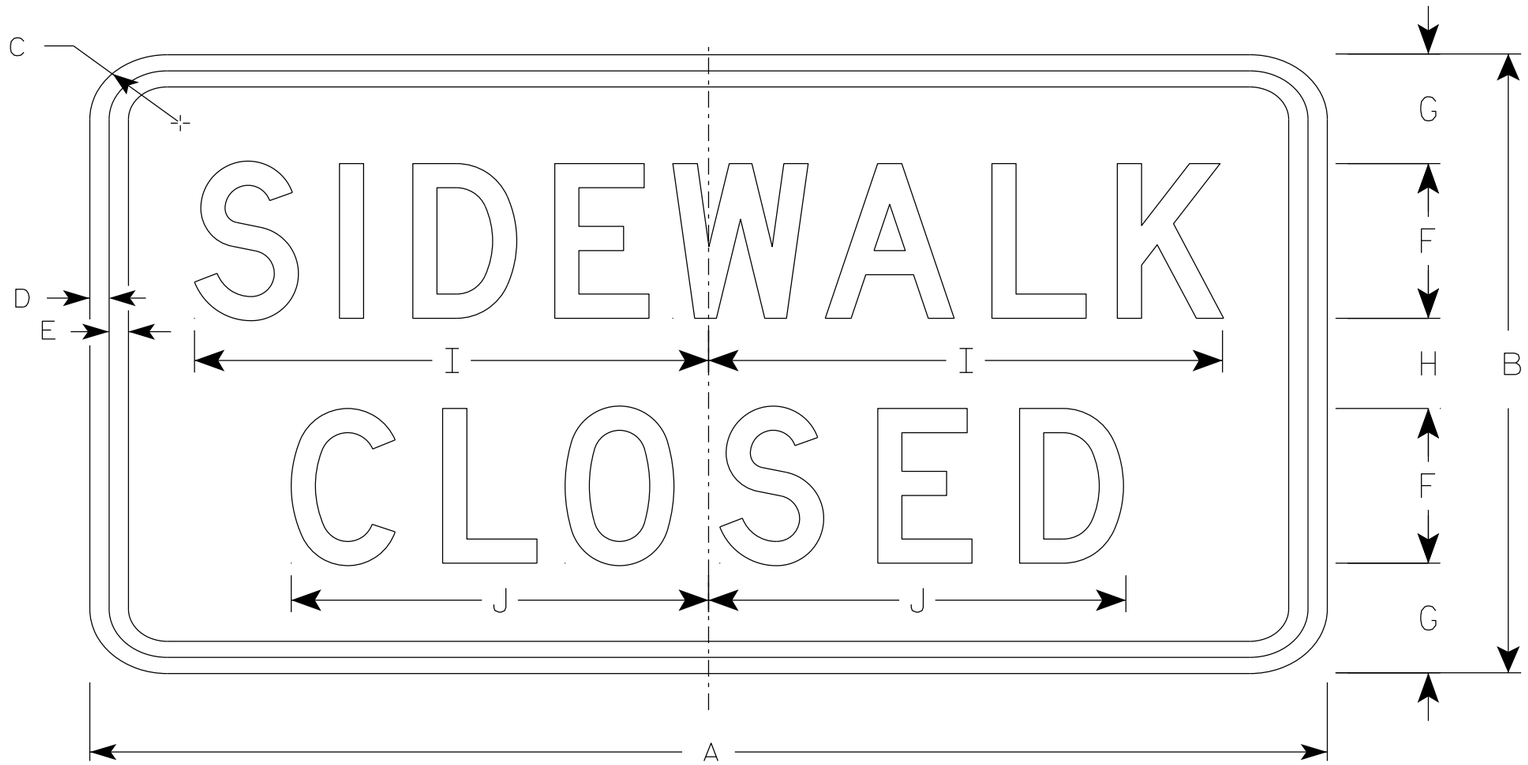
DATE 1/23/24 PLATE NO. R9-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 862 | E





7




R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 ½ | ½ | ½ | 3 | 2 ⅛ | 1 ¾ | 10 | 8 ⅛ | | | | | | | | | | | | | | | | | 2.0 |
| 2M | 24 | 12 | 1 ½ | ½ | ½ | 3 | 2 ⅛ | 1 ¾ | 10 | 8 ⅛ | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 30 | 18 | 1 ½ | ½ | ½ | 4 | 3 ½ | 3 | 12 ½ | 10 ¼ | | | | | | | | | | | | | | | | | 3.75 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

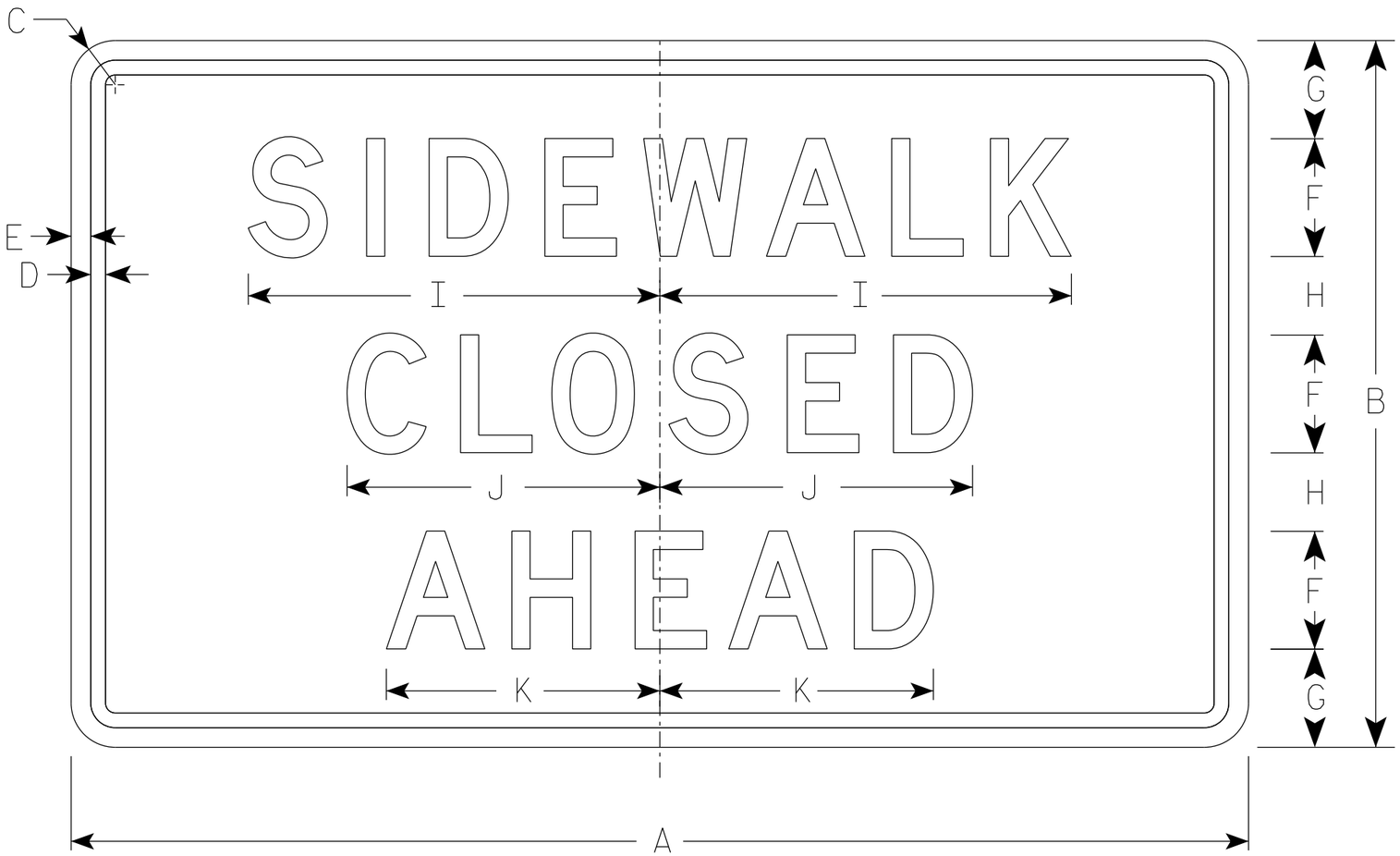
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 863 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D




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 ½ | ⅜ | ½ | 3 | 2 ½ | 2 | 10 ½ | 8 | 7 | | | | | | | | | | | | | | | | 3.75 |
| 2M | 30 | 18 | 1 ½ | ⅜ | ½ | 3 | 2 ½ | 2 | 10 ½ | 8 | 7 | | | | | | | | | | | | | | | | 3.75 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

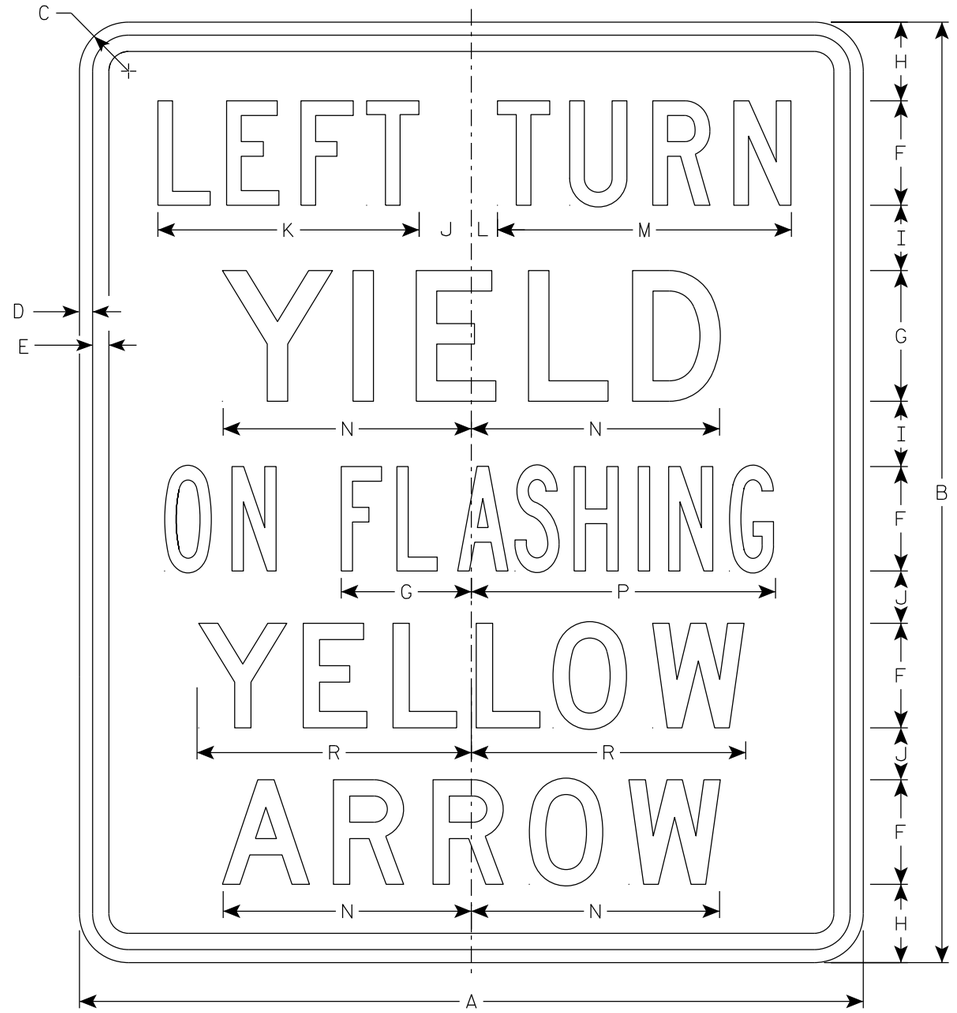
STANDARD SIGN
R9-9A

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

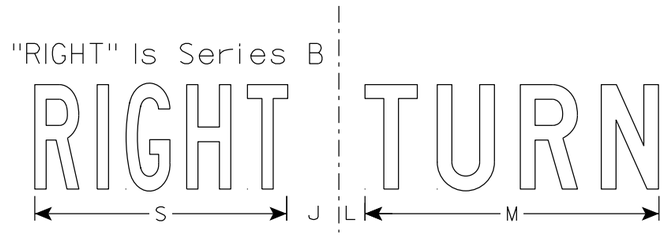
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 864 | E




R10-50L

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series C.
   Lines 2, 4 and 5 are Series D.
   Line 3 is Series B.




R10-50R

| 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 7/8 | 1/2 | 5/8 | 4 | 5 | 3 | 2 1/2 | 2 | 10 | 1 | 11 1/4 | 9 1/2 | 4 1/4 | 11 5/8 | | 10 1/2 | 9 5/8 | | | | | | | | 7.5 |
| 2M | 30 | 36 | 1 7/8 | 1/2 | 5/8 | 4 | 5 | 3 | 2 1/2 | 2 | 10 | 1 | 11 1/4 | 9 1/2 | 4 1/4 | 11 5/8 | | 10 1/2 | 9 5/8 | | | | | | | | 7.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

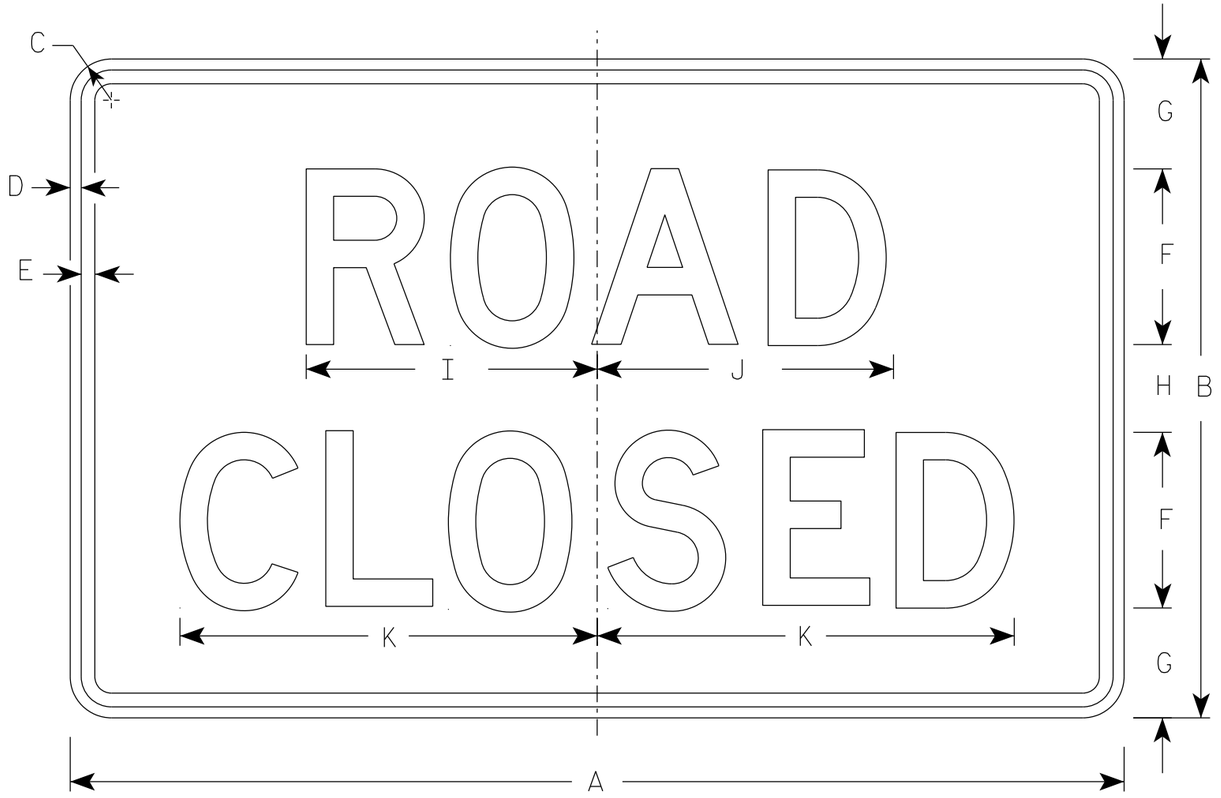
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R10-50.3

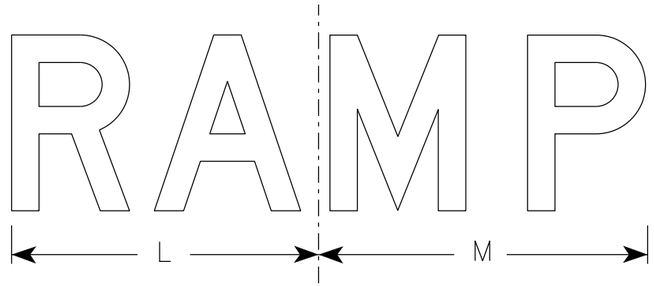
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 865 | E |
|---|---|---|---|---|---|



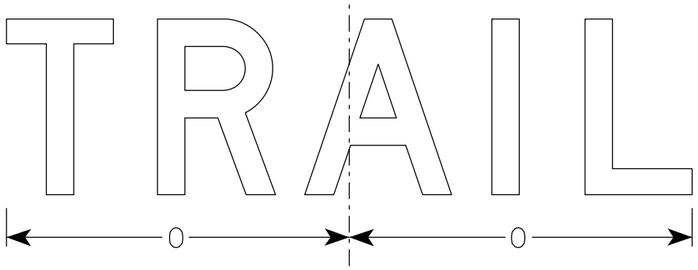

R11-2

NOTES

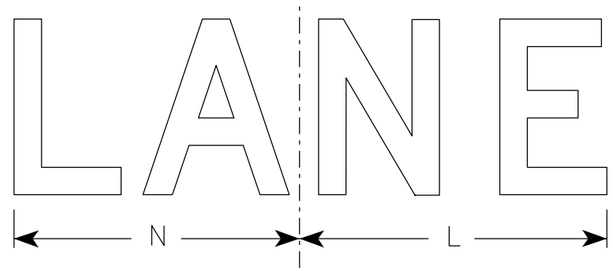
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.




R11-2R




R11-2T




R11-2L

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 7/8 | 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 7/8 | 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 7/8 | 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 7/8 | 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 7/8 | 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

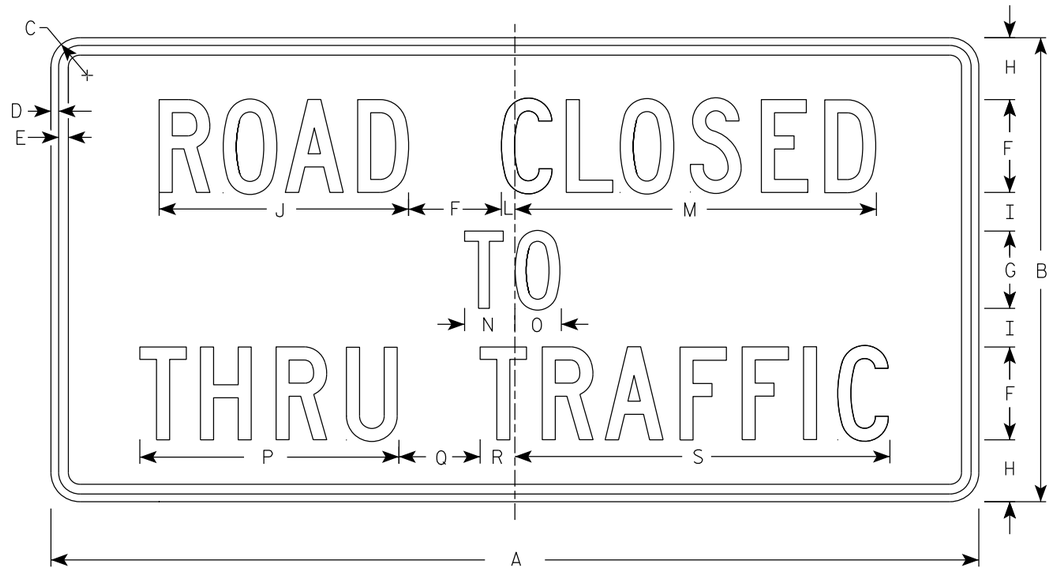
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|




FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




R11-4

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.

| 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 7/8 | 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 7/8 | 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

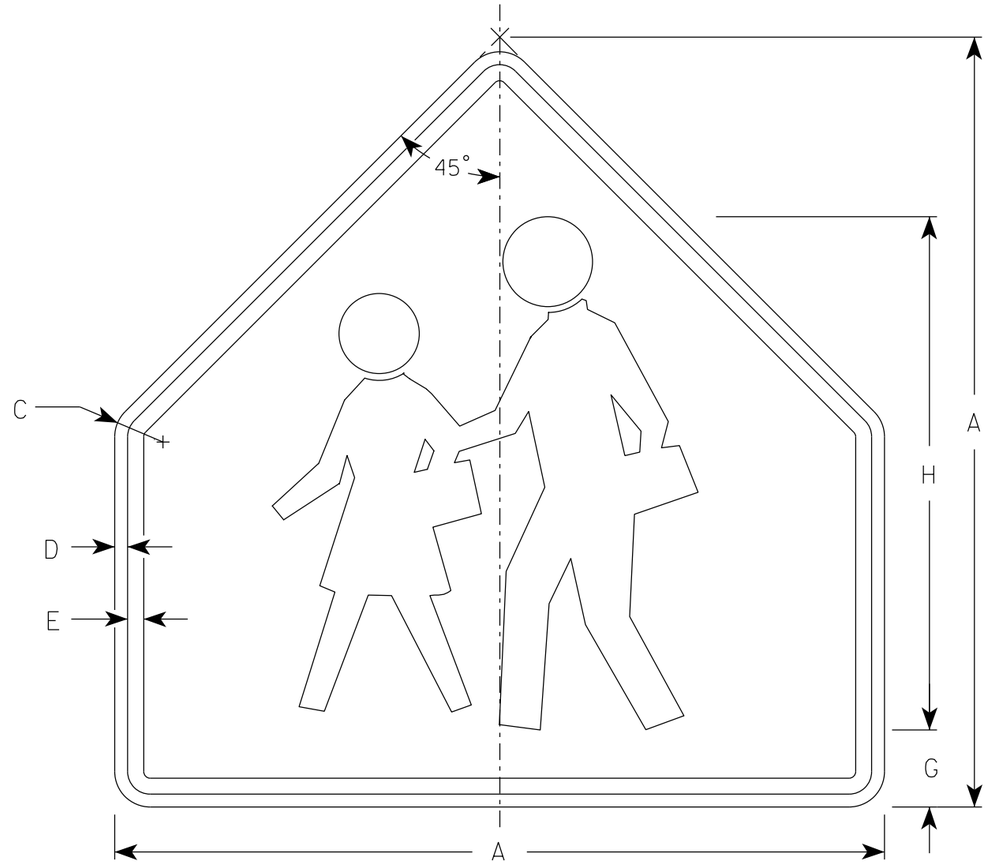
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 867 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black




S1-1

| 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 | 30 | | 1 3/8 | 1/2 | 5/8 | | 3 | 20 | | | | | | | | | | | | | | | | | | | 4.69 |
| 2S | 36 | | 1 5/8 | 5/8 | 3/4 | | 3 1/2 | 24 | | | | | | | | | | | | | | | | | | | 6.75 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | | 3 1/2 | 24 | | | | | | | | | | | | | | | | | | | 6.75 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | | 3 1/2 | 24 | | | | | | | | | | | | | | | | | | | 6.75 |
| 4 | 48 | | 1 7/8 | 3/4 | 1 | | 4 3/4 | 32 | | | | | | | | | | | | | | | | | | | 12 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

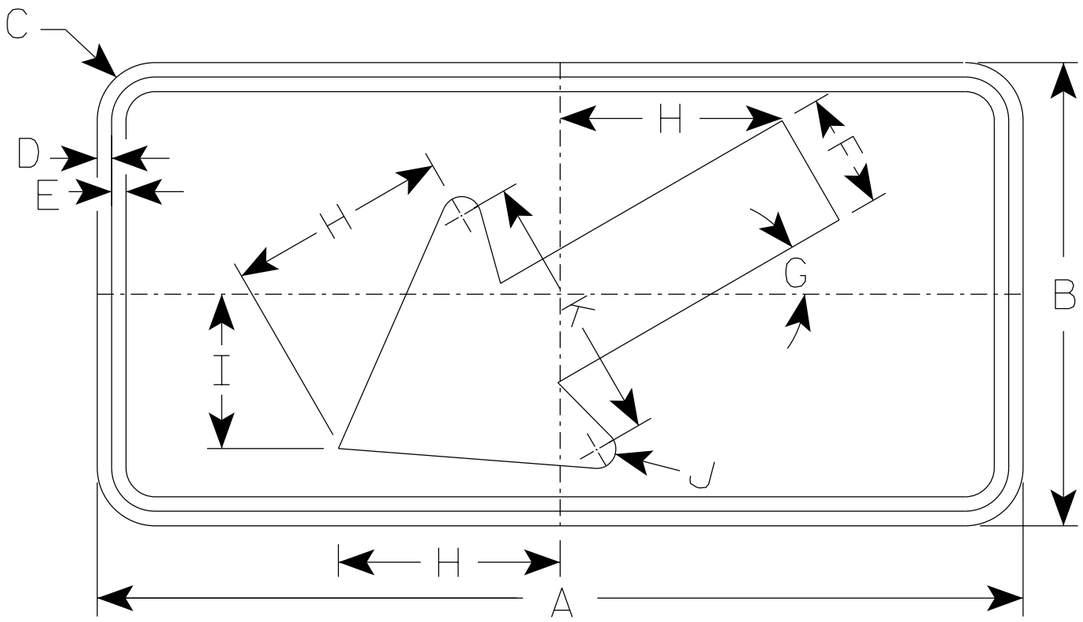
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/16/2023 PLATE NO. S1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 868 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. S16-7R is the same as S16-7L except the arrow is reversed along the vertical centerline.




S16-7L

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | 12 | 1 ½ | ⅜ | ⅜ | 3 | 30° | 5 ¾ | 4 | ½ | 7 | | | | | | | | | | | | | | | | 2.0 |
| 2S | 30 | 18 | 1 ½ | ⅜ | ½ | 4 ½ | 30° | 8 ½ | 6 | ⅝ | 10 ¼ | | | | | | | | | | | | | | | | 3.75 |
| 2M | 30 | 18 | 1 ½ | ⅜ | ½ | 4 ½ | 30° | 8 ½ | 6 | ⅝ | 10 ¼ | | | | | | | | | | | | | | | | 3.75 |
| 3 | 30 | 18 | 1 ½ | ⅜ | ½ | 4 ½ | 30° | 8 ½ | 6 | ⅝ | 10 ¼ | | | | | | | | | | | | | | | | 3.75 |
| 4 | 48 | 24 | 1 ⅞ | ½ | ⅝ | 6 | 30° | 11 ½ | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

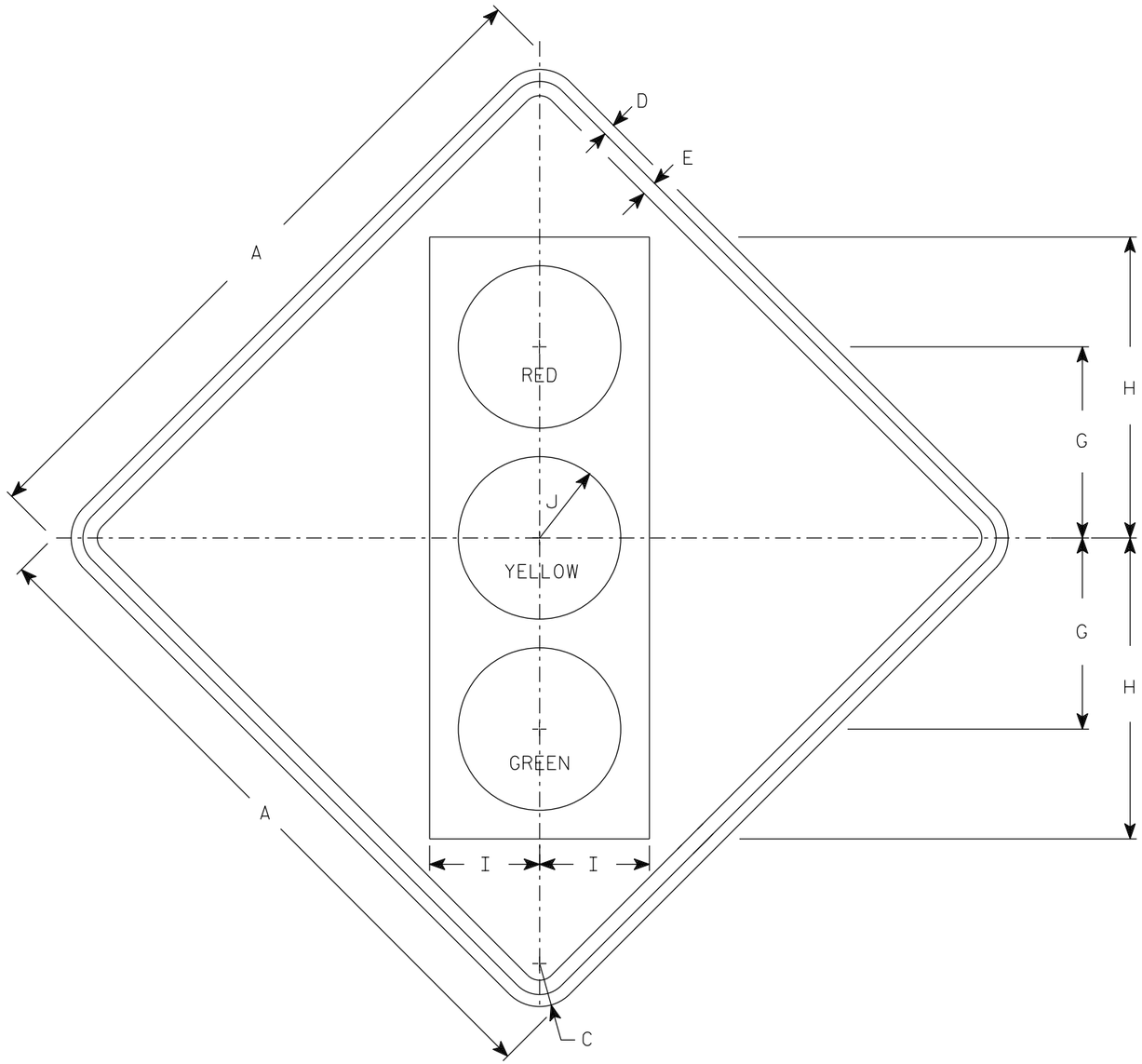
STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S16-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 869 | E




W3-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - See Note 3
3. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

| 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 7/8 | 1/2 | 5/8 | | 8 3/4 | 13 3/4 | 5 | 3 3/4 | | | | | | | | | | | | | | | | | 6.25 |
| 2S | 36 | | 2 1/4 | 5/8 | 3/4 | | 10 | 15 3/4 | 5 3/4 | 4 1/4 | | | | | | | | | | | | | | | | | 9.0 |
| 2M | 36 | | 2 1/4 | 5/8 | 3/4 | | 10 | 15 3/4 | 5 3/4 | 4 1/4 | | | | | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | | 10 | 15 3/4 | 5 3/4 | 4 1/4 | | | | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 3 | 3/4 | 1 | | 12 1/2 | 20 | 7 1/2 | 5 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | | 12 1/2 | 20 | 7 1/2 | 5 | | | | | | | | | | | | | | | | | 16.0 |

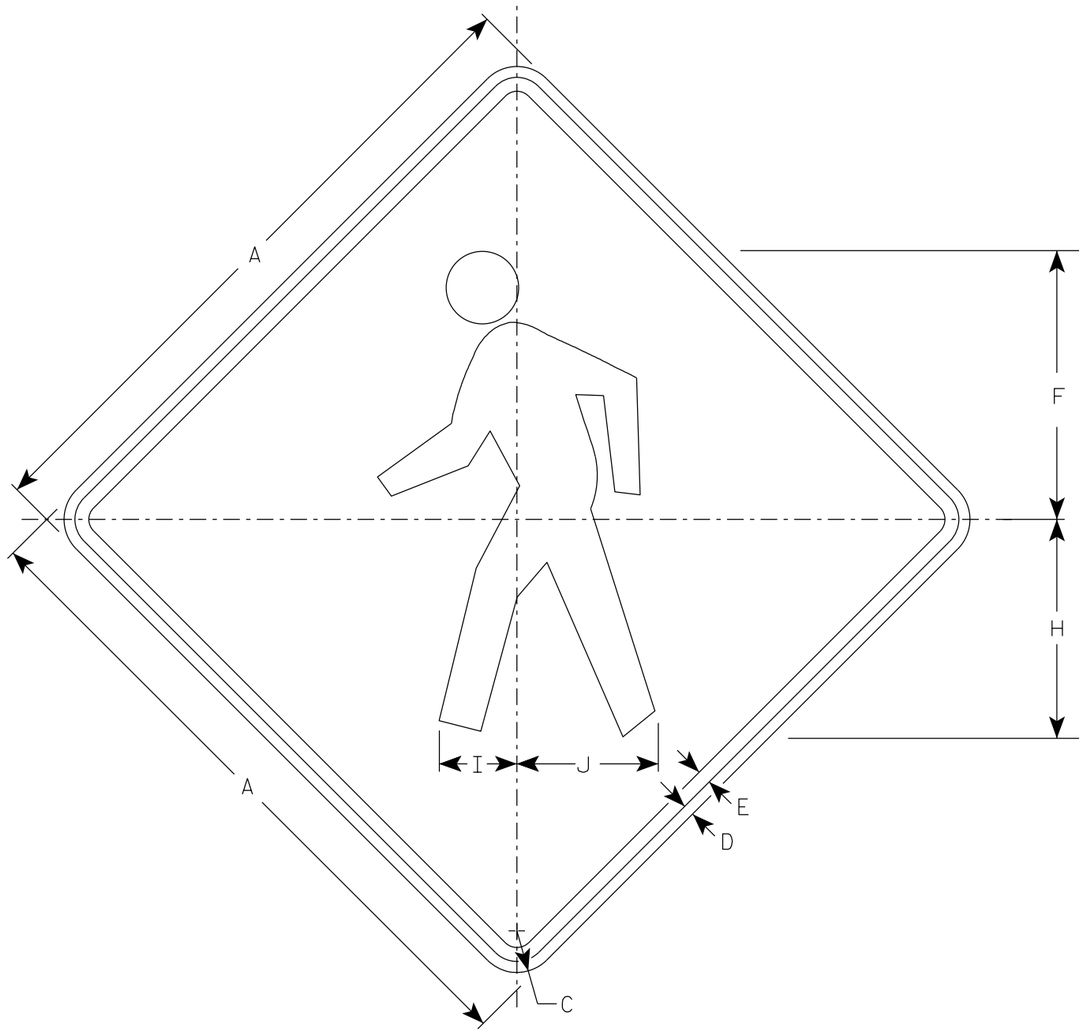
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/2023 PLATE NO. W3-3.12

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 870 | E |
|---|---|---|---|---|---|




W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/2 | 3/8 | 1/2 | 9 3/4 | | 7 7/8 | 2 7/8 | 5 1/8 | | | | | | | | | | | | | | | | | 4.0 |
| 2S | 30 | | 1 7/8 | 1/2 | 5/8 | 12 1/8 | | 9 7/8 | 3 1/2 | 6 3/8 | | | | | | | | | | | | | | | | | 6.25 |
| 2M | 36 | | 2 1/4 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

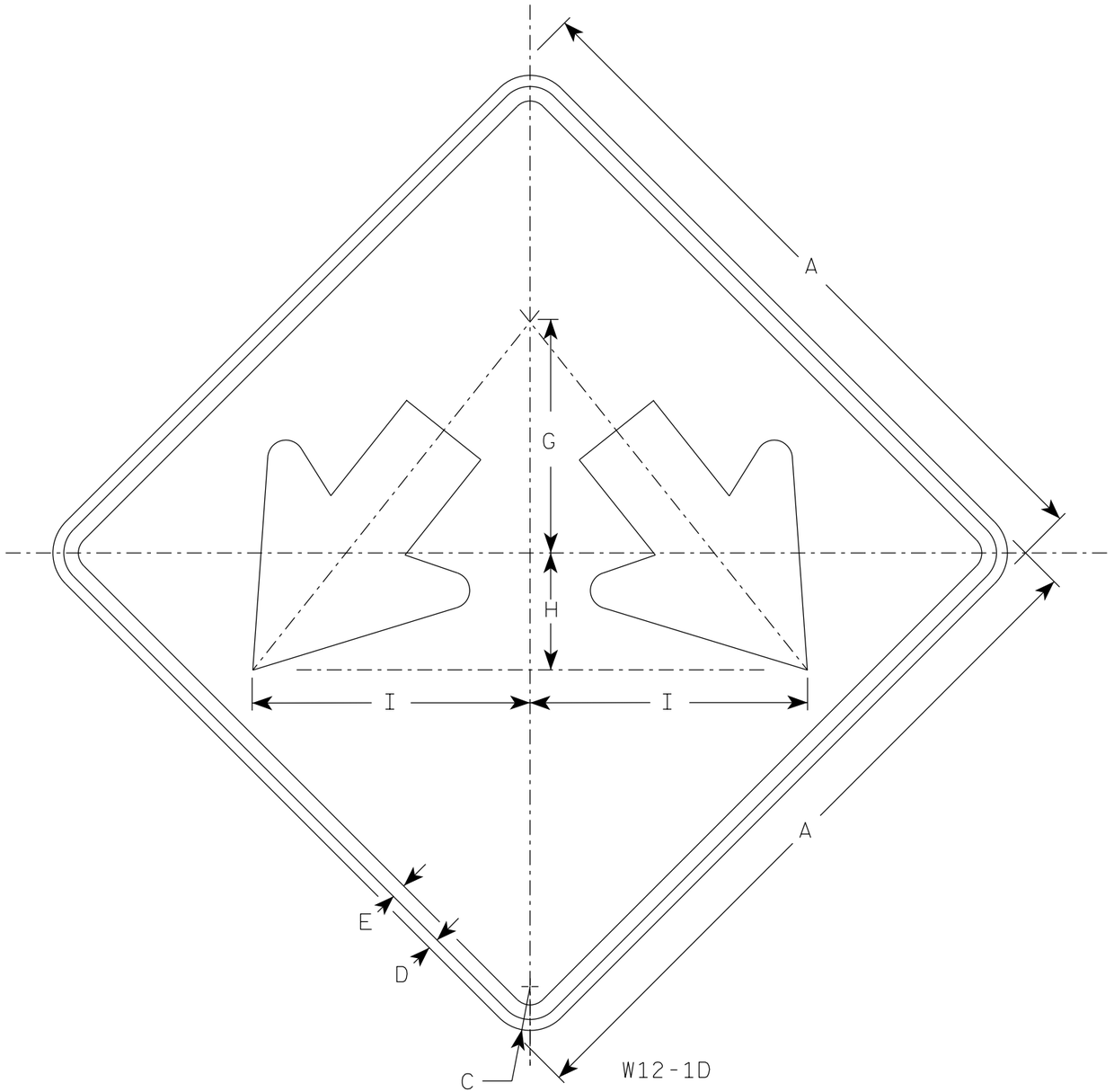
# STANDARD SIGN
# W11-2

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
For State Traffic Engineer

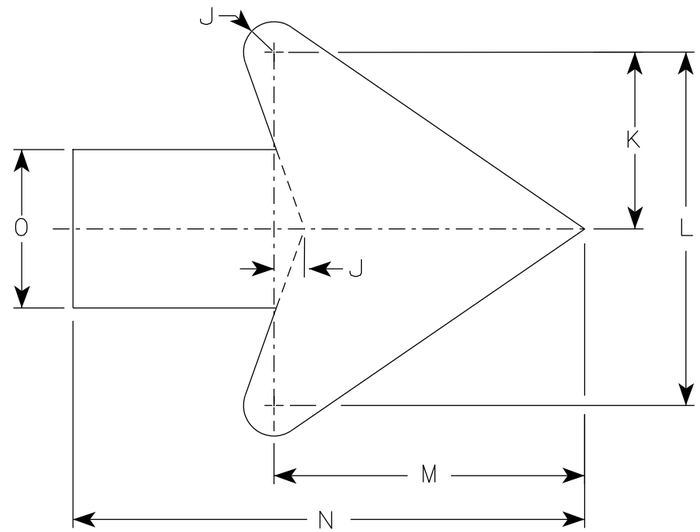
DATE 6/15/2023 PLATE NO. W11-2.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 871 E




NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Areq. sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | | 1 ½ | ½ | ⅜ | | 8 | 4 | 9 ½ | ⅜ | 3 ⅜ | 7 ¼ | 6 ⅜ | 10 ⅜ | 3 ¼ | | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 ½ | ½ | ⅜ | | 8 | 4 | 9 ½ | ⅜ | 3 ⅜ | 7 ¼ | 6 ⅜ | 10 ⅜ | 3 ¼ | | | | | | | | | | | | 4.0 |
| 3 | 30 | | 1 ⅞ | ½ | ⅝ | | 10 | 5 | 11 ⅞ | ¾ | 4 ½ | 9 | 7 ⅞ | 13 | 4 | | | | | | | | | | | | 6.25 |
| 4 | 36 | | 2 ¼ | ½ | ⅝ | | 12 | 6 | 14 ¼ | 1 | 5 ½ | 10 ⅞ | 9 ⅝ | 15 ¾ | 4 ¾ | | | | | | | | | | | | 9.0 |
| 5 | 48 | | 3 | ¾ | 1 | | 16 | 8 | 19 | 1 ¼ | 7 ¼ | 14 ½ | 12 ¾ | 21 | 6 ¼ | | | | | | | | | | | | 16.0 |

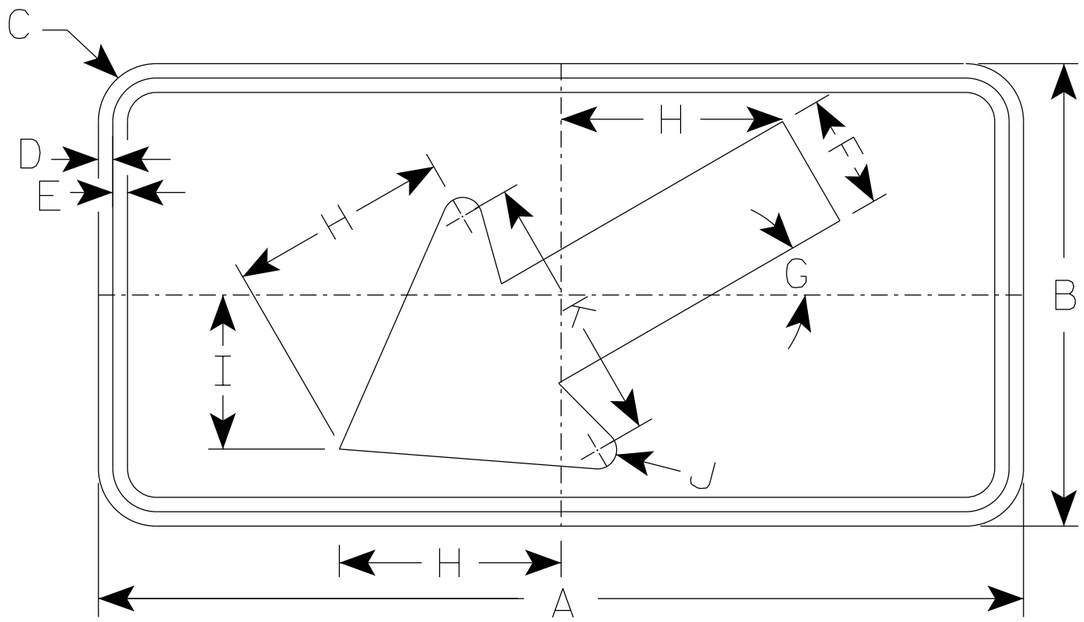
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/2023 PLATE NO. W12-1D.16

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 872 | E |
|---|---|---|---|---|---|




W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

| | SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2S | 24 | 12 | 1 ½ | ⅜ | ⅜ | 3 | 30° | 5 ¾ | 4 | ½ | 7 | | | | | | | | | | | | | | | | 2.0 |
| * | 2M | 30 | 18 | 1 ½ | ⅜ | ½ | 4 ½ | 30° | 8 ½ | 6 | ⅝ | 10 ¼ | | | | | | | | | | | | | | | | 3.75 |
| * | 3 | 30 | 18 | 1 ½ | ⅜ | ½ | 4 ½ | 30° | 8 ½ | 6 | ⅝ | 10 ¼ | | | | | | | | | | | | | | | | 3.75 |
| * | 4 | 48 | 24 | 1 ⅞ | ½ | ⅝ | 6 | 30° | 11 ½ | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

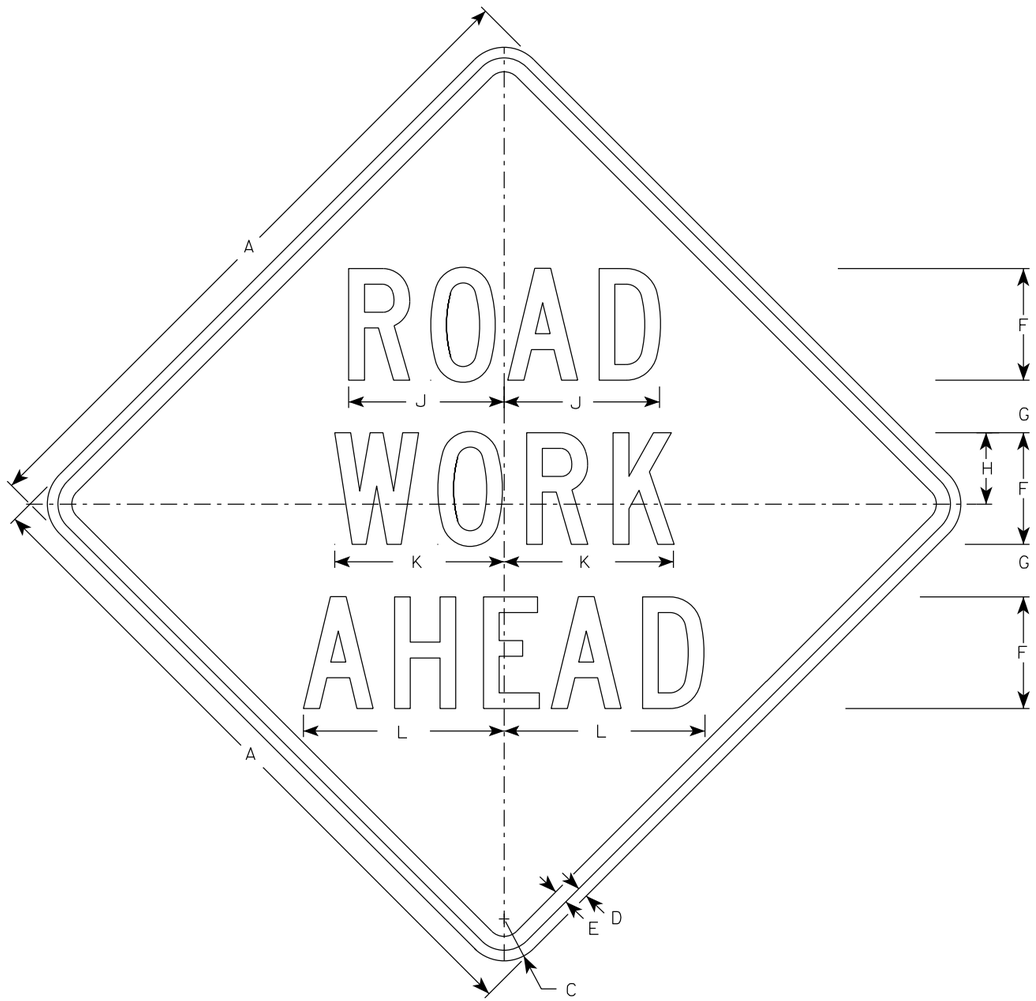
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-7.9

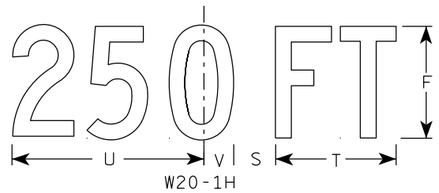
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 873 E



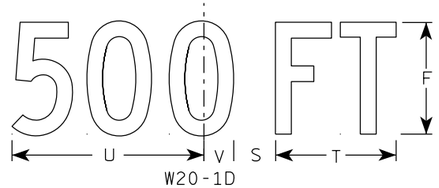

7




W20-1A



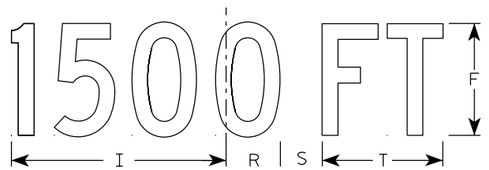

W20-1H




W20-1D



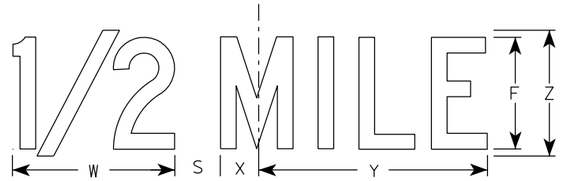

W20-1C



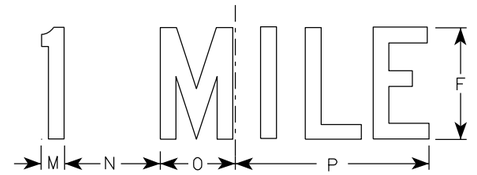

W20-1B

NOTES

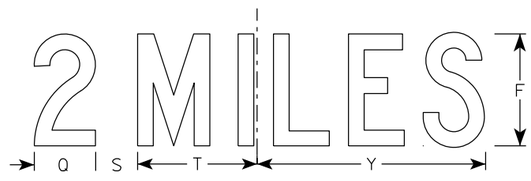
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




W20-1G




W20-1F




W20-1E

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 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 | | 3 | 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 | | 3 | 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 | | 3 | 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 | | 3 | 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 | | 3 | 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 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

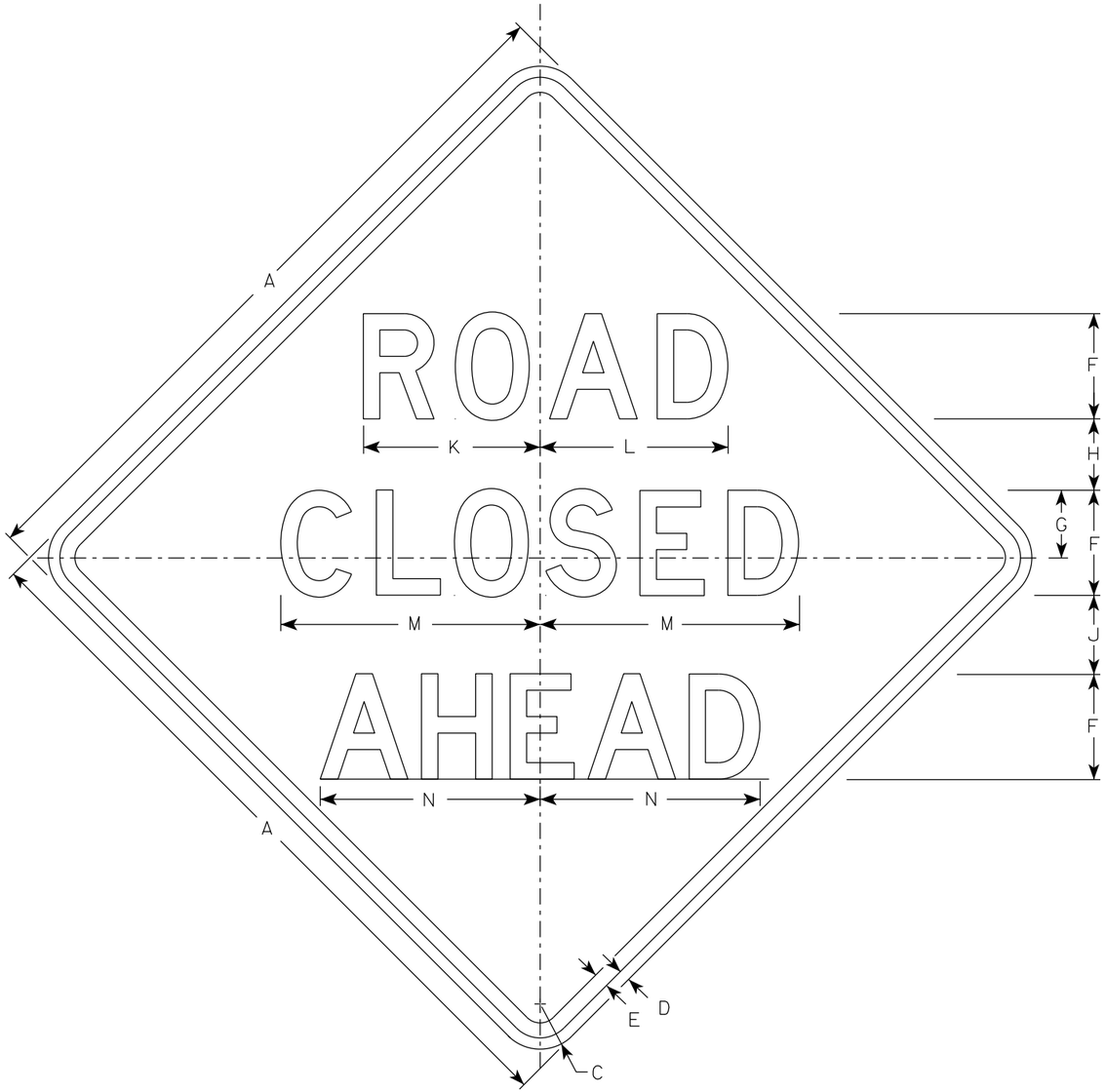
SHEET NO: 874 E

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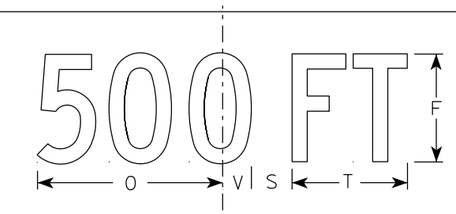
WISDOT/CADDS SHEET 42

7

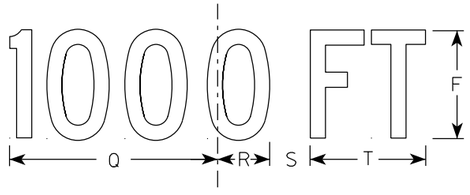
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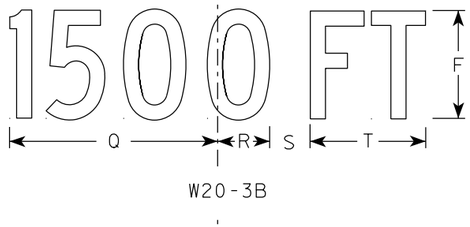

W20-3A



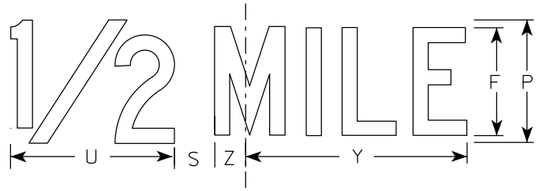

W20-3D



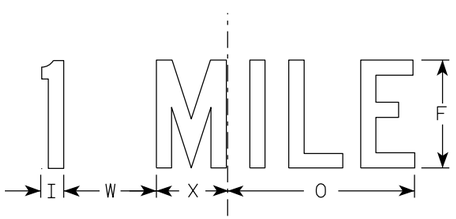

W20-3C




W20-3B




W20-3G




W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 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 | | 3 | 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 | | 3 | 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 | | 3 | 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 | | 3 | 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 | | 3 | 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

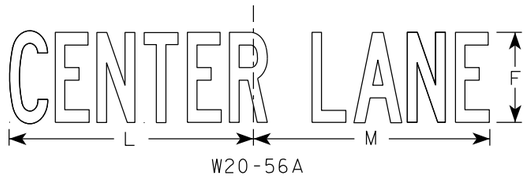
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

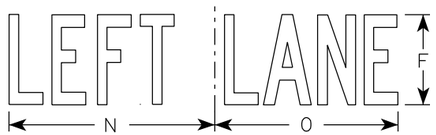
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



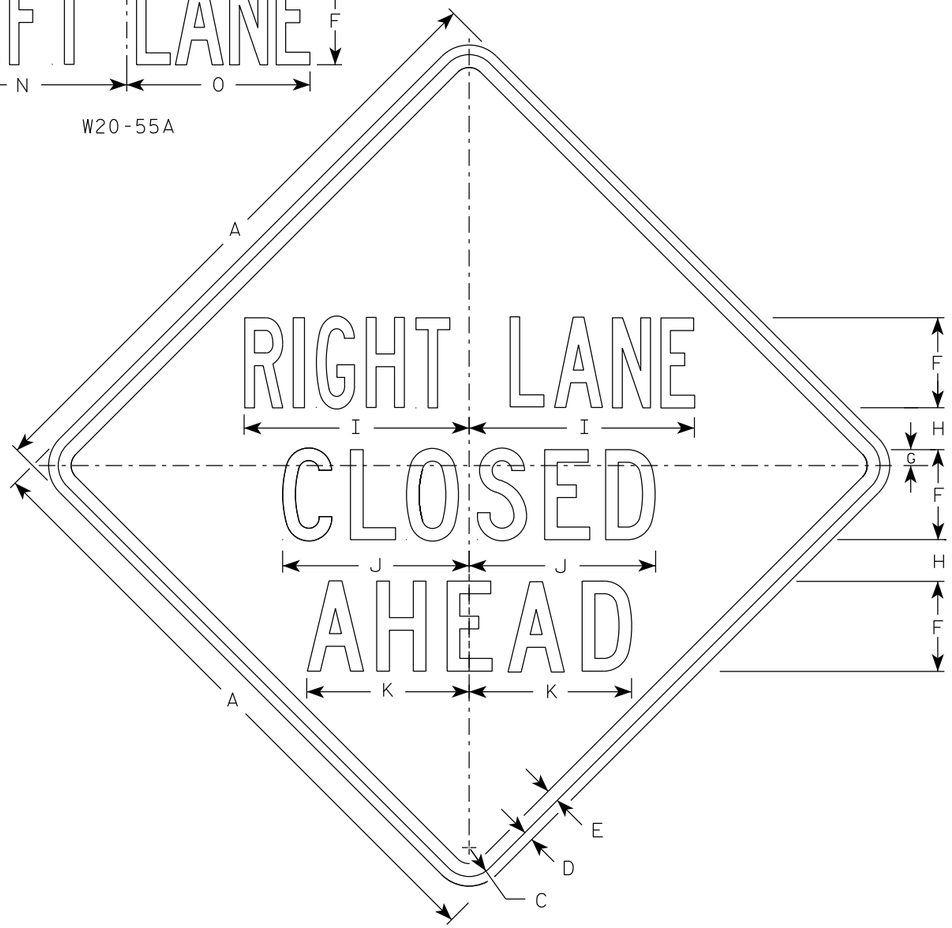
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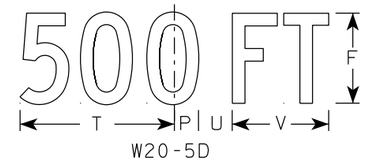

W20-56A



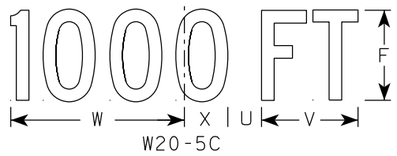

W20-55A



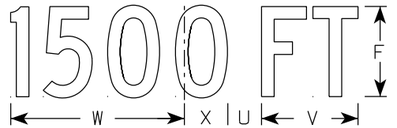

W20-5A



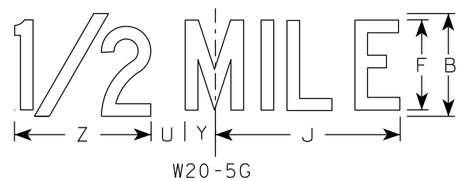

W20-5D



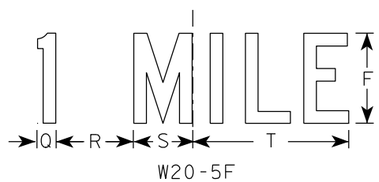

W20-5C




W20-5B




W20-5G




W20-5F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 6 | 2 1/4 | 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 | 3 | 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 | 3 | 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 | 3 | 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 | 3 | 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 | 3 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |

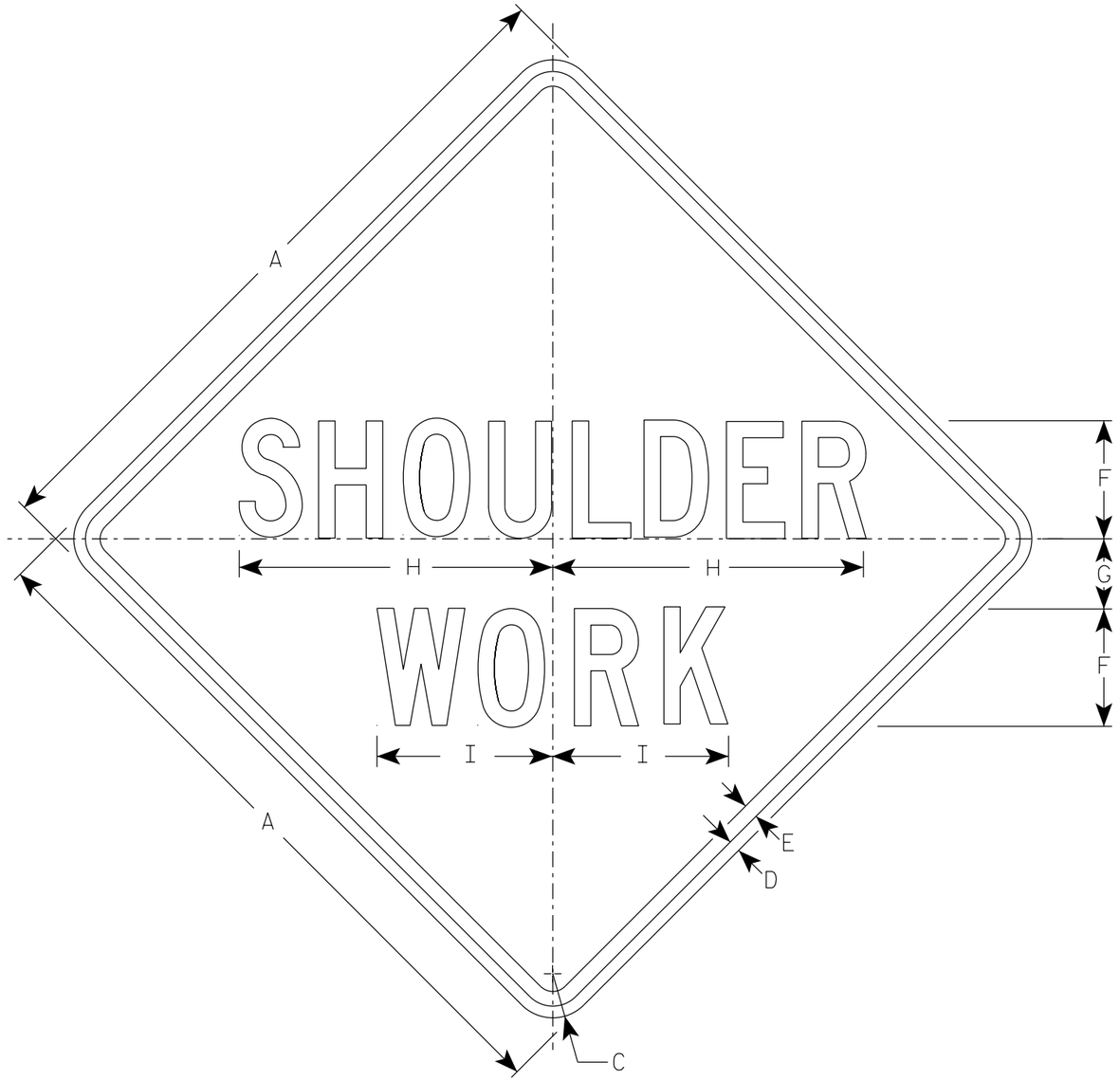
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 876 | E |
|---|---|---|---|---|---|




W21-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 6 | 3 1/2 | 16 | 9 | | | | | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |

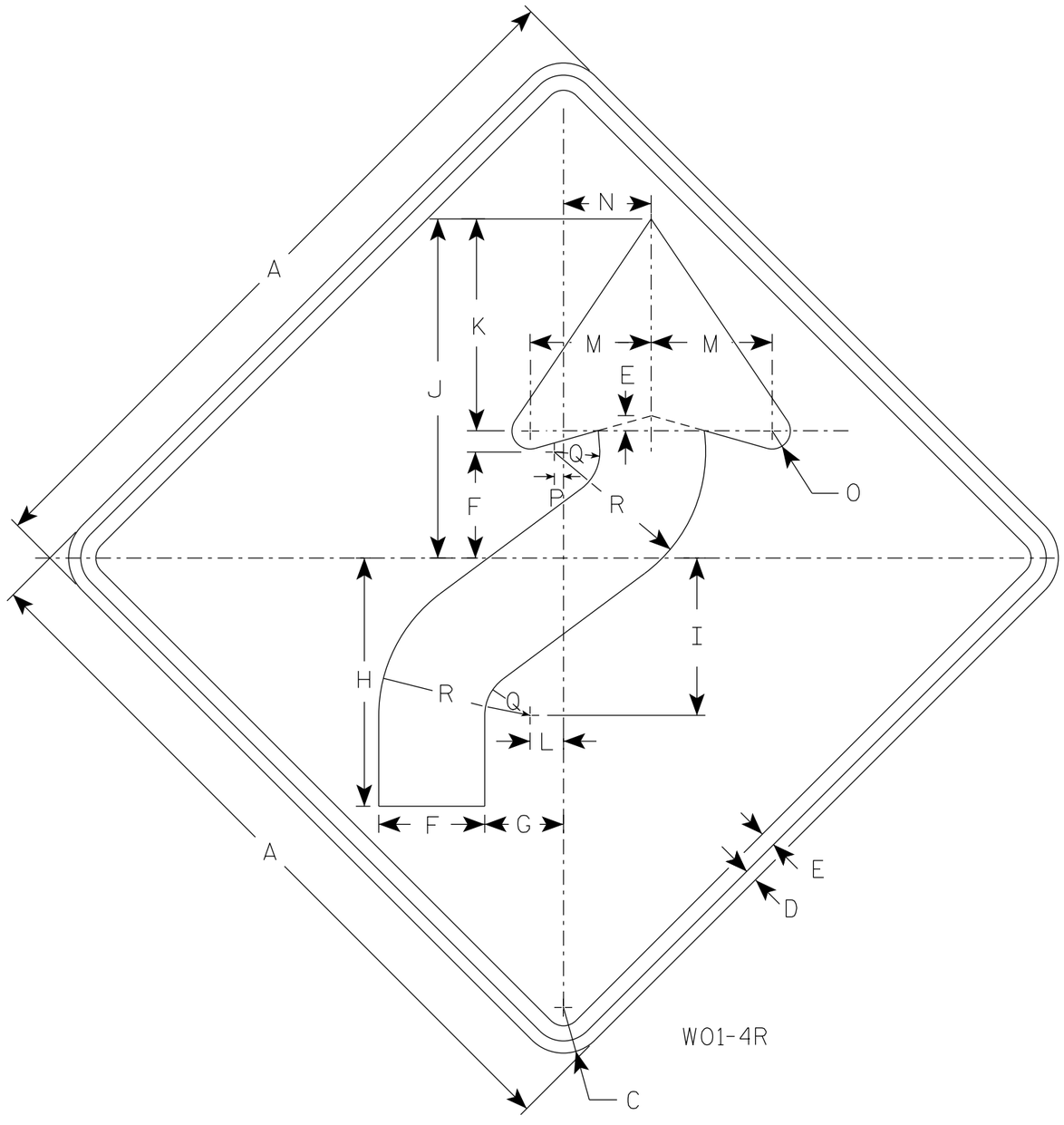
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 877 | E




WO1-4R

NOTES

1. Sign is Type II - Type F Reflective
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. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 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 | | 3 | 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 | | 3 | 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 | | 3 | 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 | | 3 | 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 | | 3 | 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 |

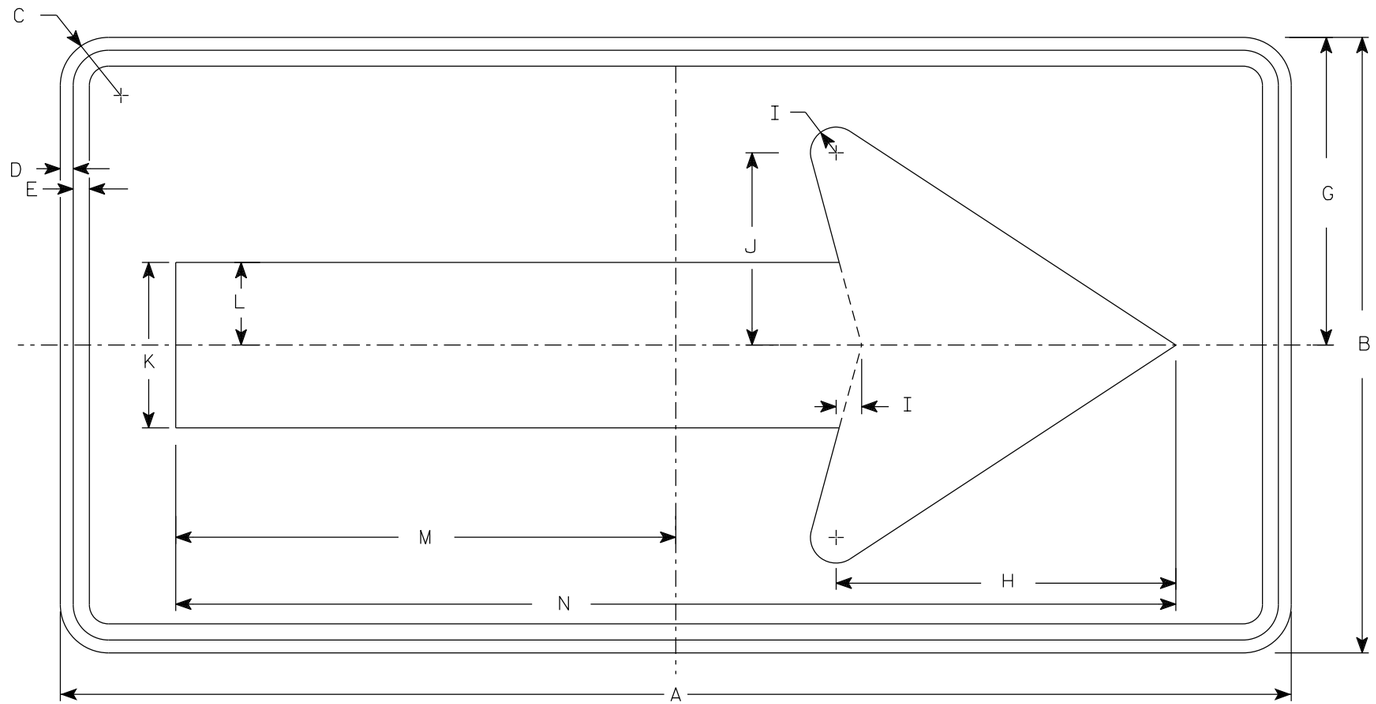
# STANDARD SIGN
# WO1-4

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*For* State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 878 | E




WO1-6

## NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 24 | 1 7/8 | 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 7/8 | 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 7/8 | 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 7/8 | 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 7/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |

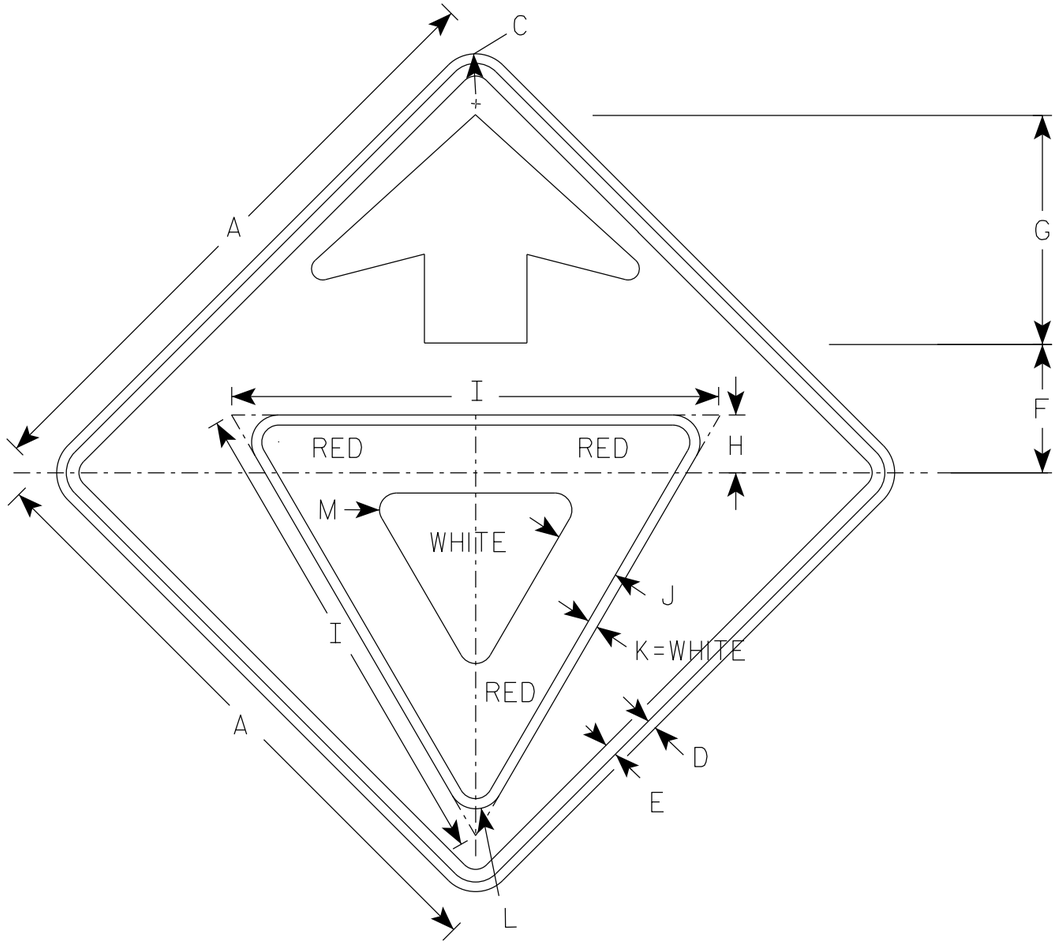
STANDARD SIGN
WO1-6

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

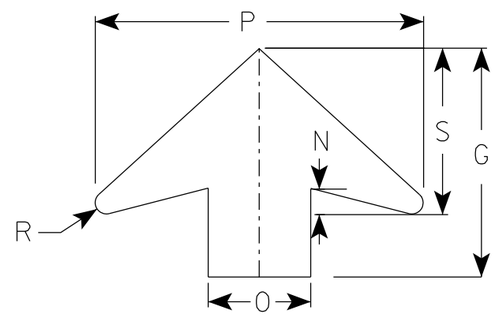
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E




W03-2

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND




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 | | 2 1/4 | 5/8 | 3/4 | 7 1/2 | 13 1/2 | 3 3/8 | 28 | 3 3/4 | 5/8 | 1 1/2 | 1 | 1 5/8 | 6 | 19 1/4 | | 5/8 | 9 3/4 | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |

STANDARD SIGN
W03-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

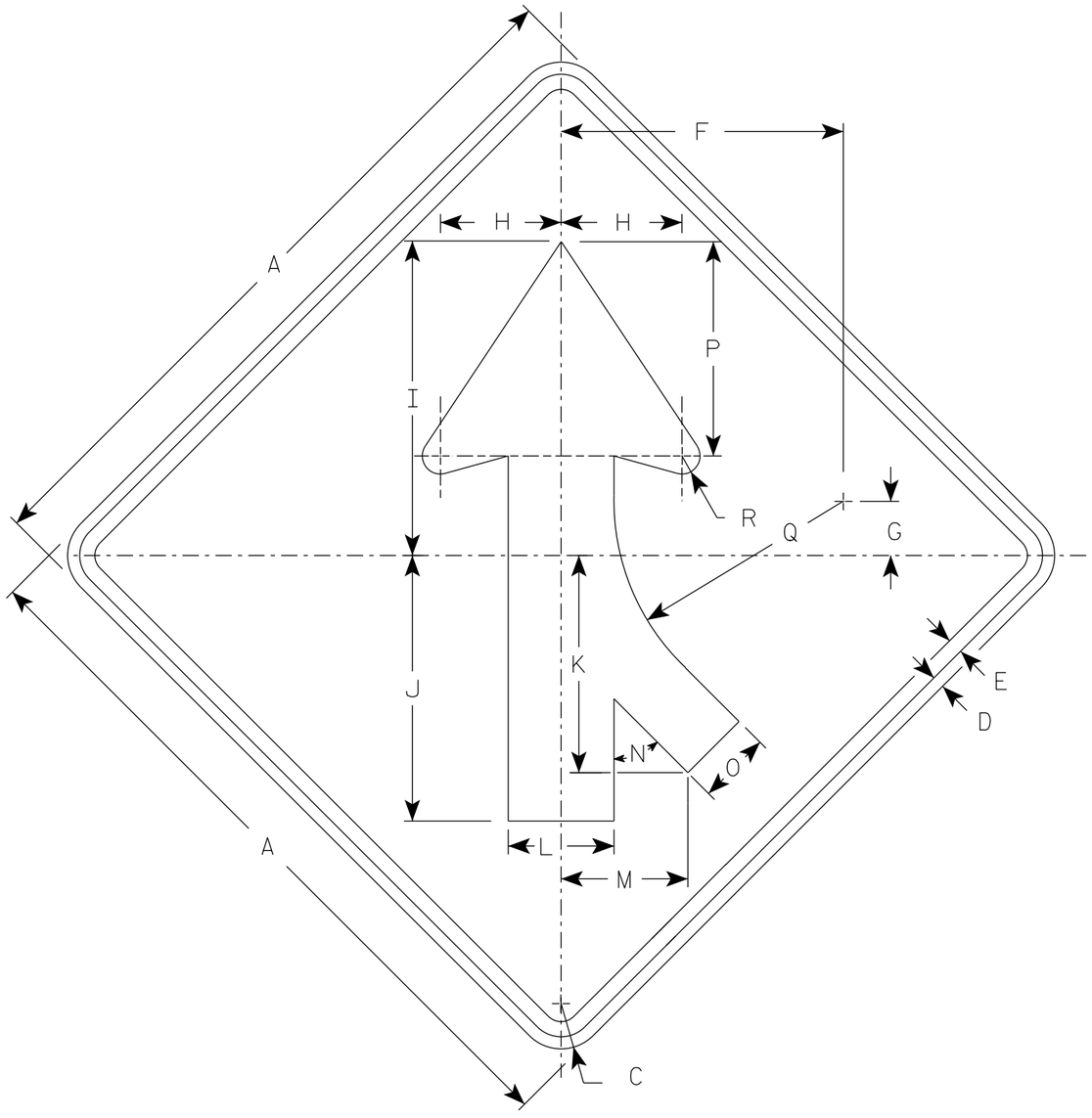
DATE 1/24/2024 PLATE NO. W03-2.2

PROJECT NO:

SHEET NO: E



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W032.DGN
PLOT DATE : 24-JAN 2024 1:55
PLOT BY : dotc4c
WISDOT/CADDS SHEET 42




W04-1R

NOTES

1. Sign is Type II - Type F Reflective
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. W04-1L is the same as W04-1R except the arrow is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 14 | 2 3/4 | 6 | 15 3/4 | 13 1/4 | 10 1/4 | 5 1/4 | 6 3/8 | 45° | 3 5/8 | 10 5/8 | 11 3/8 | 7/8 | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 18 3/4 | 3 5/8 | 8 | 20 1/2 | 17 1/2 | 14 3/8 | 7 | 8 3/8 | 45° | 4 3/4 | 14 1/4 | 15 1/4 | 1 1/4 | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 18 3/4 | 3 5/8 | 8 | 20 1/2 | 17 1/2 | 14 3/8 | 7 | 8 3/8 | 45° | 4 3/4 | 14 1/4 | 15 1/4 | 1 1/4 | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 18 3/4 | 3 5/8 | 8 | 20 1/2 | 17 1/2 | 14 3/8 | 7 | 8 3/8 | 45° | 4 3/4 | 14 1/4 | 15 1/4 | 1 1/4 | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 18 3/4 | 3 5/8 | 8 | 20 1/2 | 17 1/2 | 14 3/8 | 7 | 8 3/8 | 45° | 4 3/4 | 14 1/4 | 15 1/4 | 1 1/4 | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 18 3/4 | 3 5/8 | 8 | 20 1/2 | 17 1/2 | 14 3/8 | 7 | 8 3/8 | 45° | 4 3/4 | 14 1/4 | 15 1/4 | 1 1/4 | | | | | | | | | 16.0 |

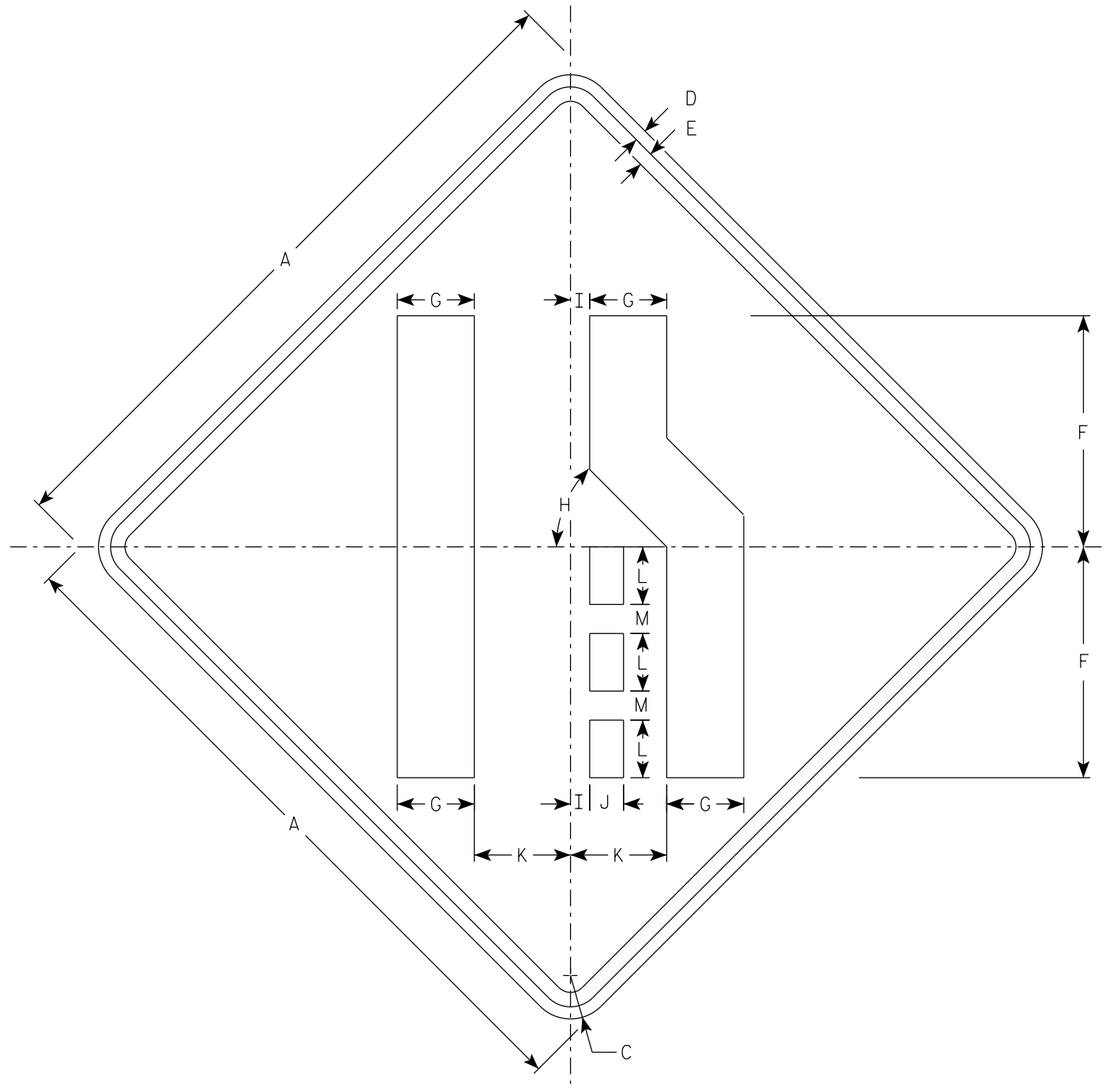
STANDARD SIGN
W04-1

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-1.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 881 | E




W04-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 12 | 4 | 45° | 1 | 1 3/4 | 5 | 3 | 1 1/2 | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 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

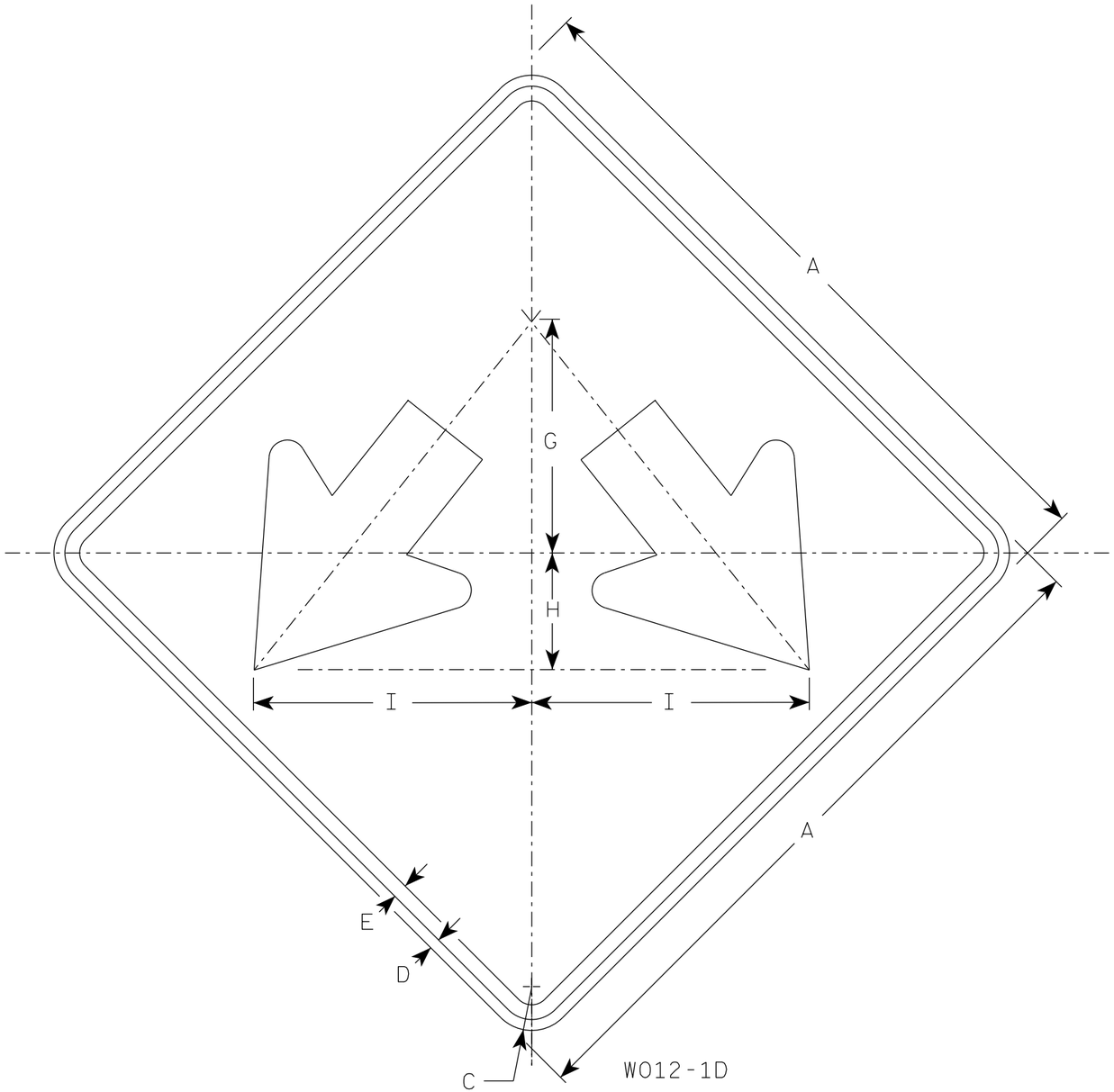
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

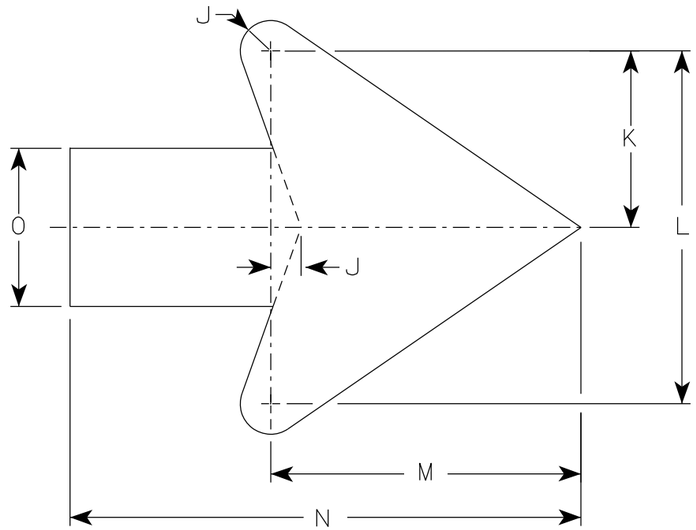
SHEET NO: 882 E




W012-1D

## NOTES

1. Sign is Type II - Type F Reflective
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 | 24 | | 1 1/2 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/2 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/2 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 3 | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 | 5 | 11 7/8 | 3/4 | 4 1/2 | 9 | 7 7/8 | 13 | 4 | | | | | | | | | | | | 6.25 |
| 4 | 36 | | 2 1/4 | 1/2 | 5/8 | | 12 | 6 | 14 1/4 | 1 | 5 1/2 | 10 7/8 | 9 5/8 | 15 3/4 | 4 3/4 | | | | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | 1/2 | 5/8 | | 12 | 6 | 14 1/4 | 1 | 5 1/2 | 10 7/8 | 9 5/8 | 15 3/4 | 4 3/4 | | | | | | | | | | | | 9.0 |

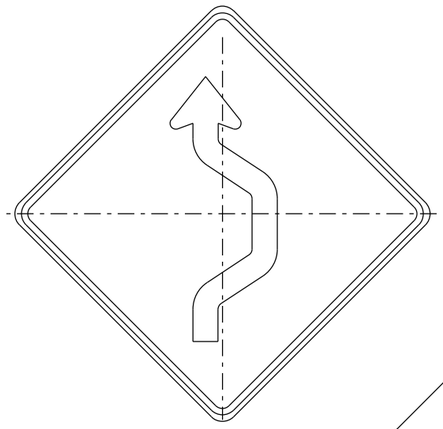
STANDARD SIGN
W012-1D

WISCONSIN DEPT OF TRANSPORTATION

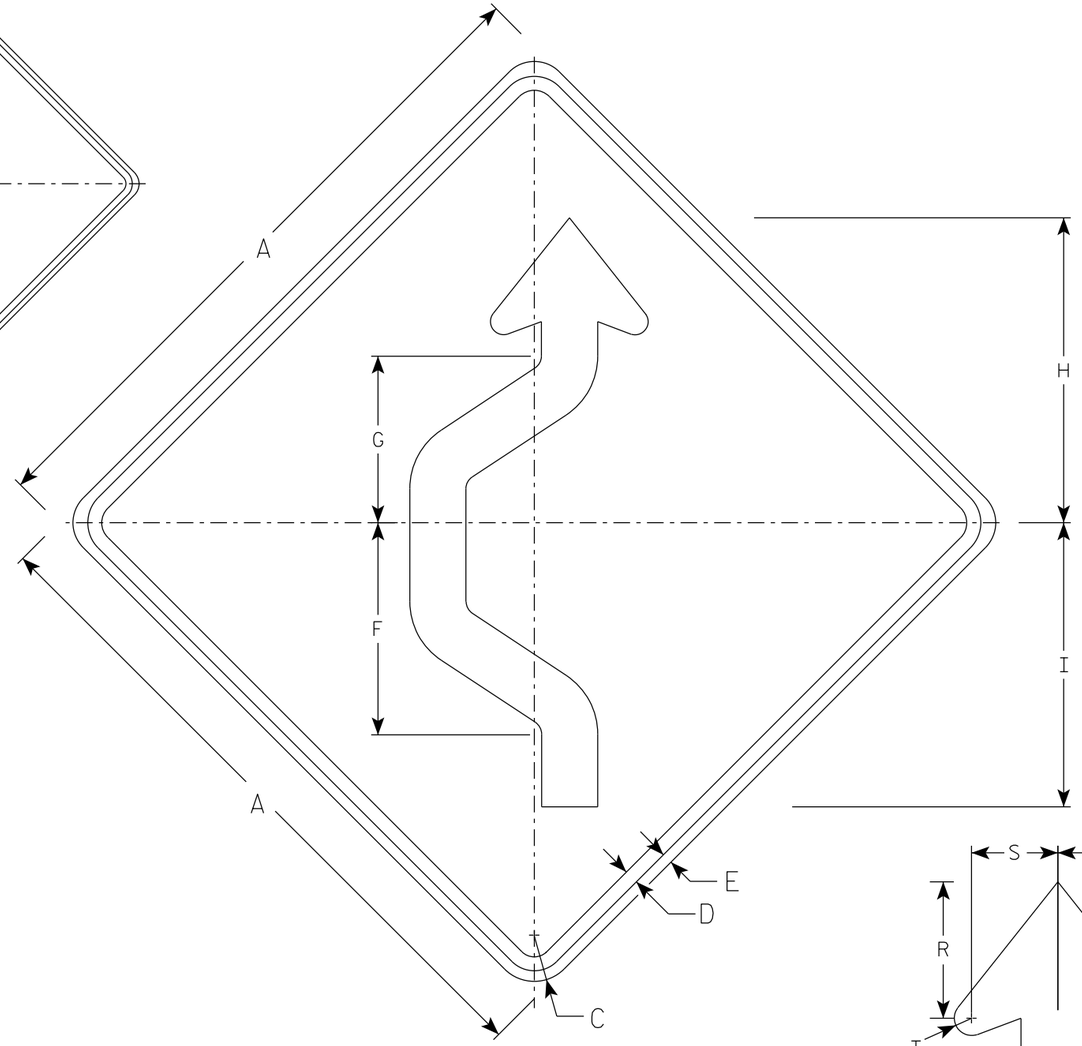
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W012-1D.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 883 | E |
|---|---|---|---|---|---|



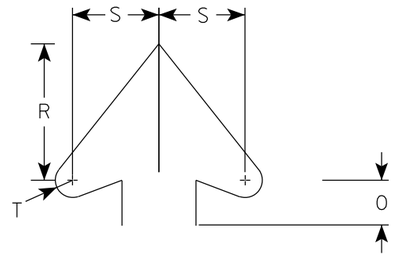
W024-1R



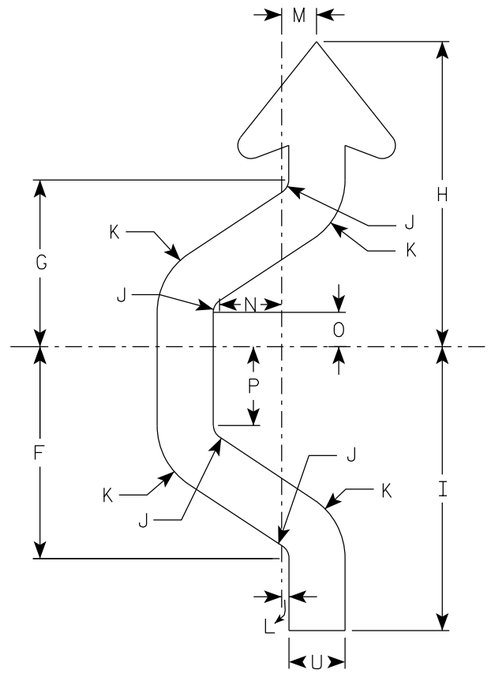

W024-1L

## NOTES

1. Sign is Type II - Type F Reflective
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. W024-1R is the same as W024-1L except reversed along the vertical centerline.




Arrowhead Detail




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 | | 2 1/4 | 5/8 | 1/2 | 11 3/8 | 8 7/8 | 16 3/8 | 15 1/4 | 3/4 | 3 3/4 | 3/8 | 2 | 3 3/8 | 1 7/8 | 4 1/4 | | 5 1/2 | 3 1/2 | 5/8 | 3 | | | | | | 9.0 |
| 2S | 48 | | 3 | 1 | 3/4 | 15 1/8 | 11 7/8 | 21 3/4 | 20 1/4 | 1 | 5 | 1/2 | 2 1/2 | 4 3/8 | 2 3/8 | 5 5/8 | | 7 3/8 | 4 3/4 | 7/8 | 4 | | | | | | 16.0 |
| 2M | 48 | | 3 | 1 | 3/4 | 15 1/8 | 11 7/8 | 21 3/4 | 20 1/4 | 1 | 5 | 1/2 | 2 1/2 | 4 3/8 | 2 3/8 | 5 5/8 | | 7 3/8 | 4 3/4 | 7/8 | 4 | | | | | | 16.0 |
| 3 | 48 | | 3 | 1 | 3/4 | 15 1/8 | 11 7/8 | 21 3/4 | 20 1/4 | 1 | 5 | 1/2 | 2 1/2 | 4 3/8 | 2 3/8 | 5 5/8 | | 7 3/8 | 4 3/4 | 7/8 | 4 | | | | | | 16.0 |
| 4 | 48 | | 3 | 1 | 3/4 | 15 1/8 | 11 7/8 | 21 3/4 | 20 1/4 | 1 | 5 | 1/2 | 2 1/2 | 4 3/8 | 2 3/8 | 5 5/8 | | 7 3/8 | 4 3/4 | 7/8 | 4 | | | | | | 16.0 |
| 5 | 48 | | 3 | 1 | 3/4 | 15 1/8 | 11 7/8 | 21 3/4 | 20 1/4 | 1 | 5 | 1/2 | 2 1/2 | 4 3/8 | 2 3/8 | 5 5/8 | | 7 3/8 | 4 3/4 | 7/8 | 4 | | | | | | 16.0 |

# STANDARD SIGN
# W024-1 L & R

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W024-1.2

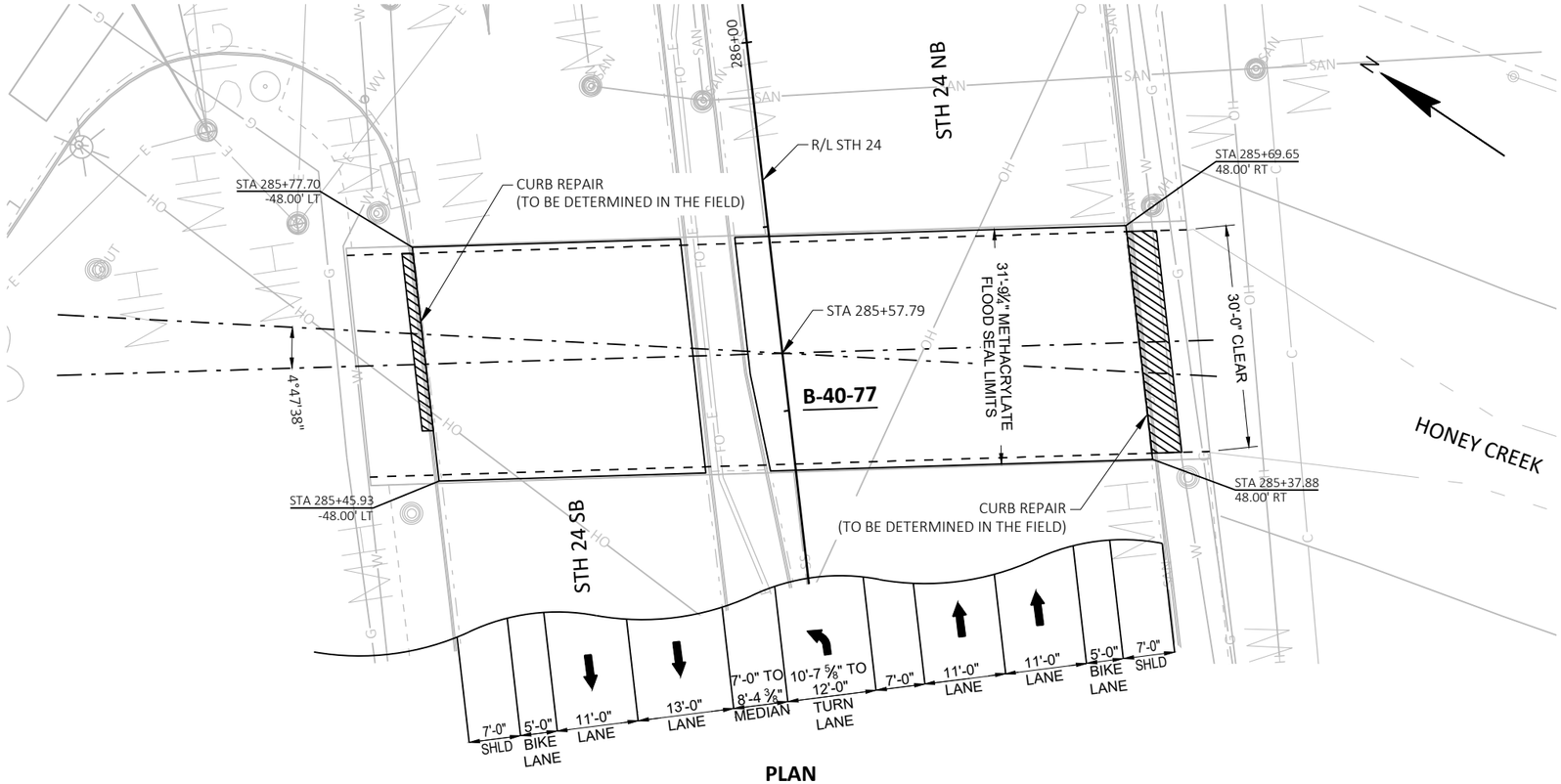
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



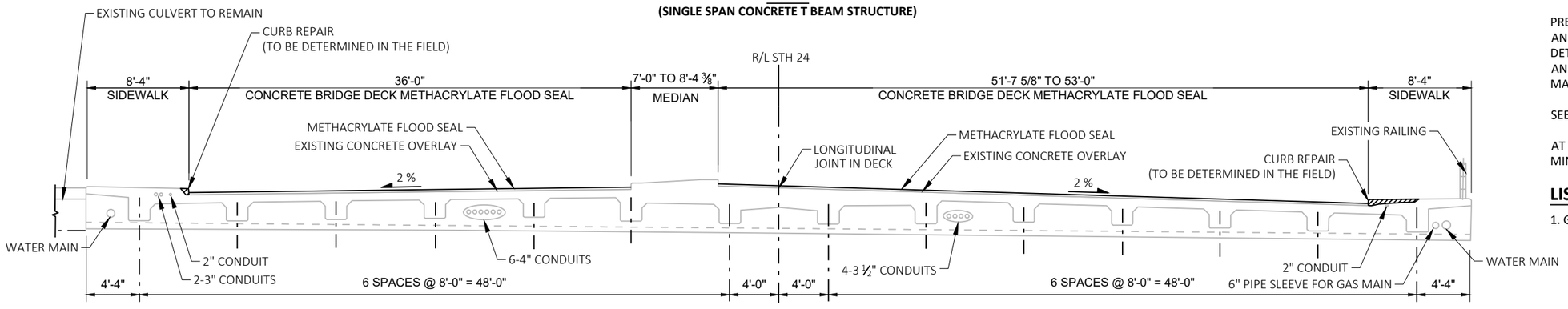
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W0241.dgn PLOT DATE : 1-FEB 2024 10:32 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER

**2120-18-70**




**PLAN**
**(SINGLE SPAN CONCRETE T BEAM STRUCTURE)**




**CROSS SECTION**
**(LOOKING NORTHEAST)**

## DESIGN DATA

**LIVE LOAD:**
DESIGN RATING: HS-20
INVENTORY RATING: HS-24
OPERATIONAL RATING: HS-40
WISCONSIN STANDARD PERMIT VEHICLE LOAD (WIS-SPV) = 240 KIPS
(RATINGS TAKEN FROM HSIS, 9/6/2023)

**MATERIAL PROPERTIES:**
CONCRETE MASONRY:
DECK REPAIR _____ f'c = 4,000 PSI

## TRAFFIC DATA

AADT = 17,030 (2024)
AADT = 19,010 (2044)
RDS = 45 MPH

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

ALL STATIONS AND ELEVATIONS ARE IN FEET.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "METHACRYLATE FLOOD SEAL".

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1/2 INCH DEEP SAW CUT.

THE CONTRACTOR MUST PROTECT THE EXISTING REINFORCEMENT STEEL THAT REMAINS DURING DEMOLITION. REPLACEMENT OF COMPONENTS DAMAGED DURING THE REMOVAL OF THE EXISTING CONCRETE WILL BE THE CONTRACTORS RESPONSIBILITY AND REPLACED AT NO ADDITIONAL COST TO THE OWNER.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2 AND CURB REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE FIELD ENGINEER. DECK PREPARATION AND CURB REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR."

SEE ROADWAY PLANS FOR TRAFFIC STAGING.

AT "CURB REPAIR" EXPOSE EXISTING REINFORCEMENT A MINIMUM OF 1" CLEAR.

## LIST OF DRAWINGS

1. GENERAL PLAN & TYPICAL SECTION

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | TOTAL |
|---|---|---|---|
| 502.3205 | PIGMENTED SURFACE SEALER RESEAL | SY | 50 |
| 502.3215 | PROTECTIVE SURFACE TREATMENT RESEAL | SY | 50 |
| 509.0301 | PREPARATION DECKS TYPE 1 | SY | 20 |
| 509.0302 | PREPARATION DECKS TYPE 2 | SY | 20 |
| 509.0310.S | SAWING PAVEMENT DECK PREPARATION AREAS | LF | 55 |
| 509.1200 | CURB REPAIR | LF | 55 |
| 509.2100.S | CONCRETE MASONRY DECK REPAIR | CY | 3 |
| SPV.0180.40 | METHACRYLATE FLOOD SEAL | SY | 313 |

ALL ITEMS ARE CATEGORY 2000

STRUCTURE DESIGN CONTACT

BRIDGE OFFICE:
AARON BONK (608) 261-0261

SE REGION PROJECT MANAGER:
AMANDA JOHANSEN (262) 521-4465

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SOUTHEAST REGION PROJECT DEVELOPMENT SECTION

ACCEPTED SDR 10/29/24
CHIEF STRUCTURES DESIGN ENGINEER DATE

**STRUCTURE B-40-77**

STH 24 (FOREST HOME AVE) OVER HONEY CREEK

| COUNTY | TOWN/CITY/VILLAGE |
|---|---|
| MILWAUKEE | GREENFIELD |

DESIGN SPEC.
REHABILITATION N/A

| DESIGNED BY | DESIGNED CK'D | DRAWN BY | PLANS CK'D |
|---|---|---|---|
| AAJ (REGION) | AAJ (REGION) | AAJ (REGION) | AAJ (REGION) |

**GENERAL PLAN & TYPICAL SECTION**

SHEET 1 OF 1
885

SCALE = NTS

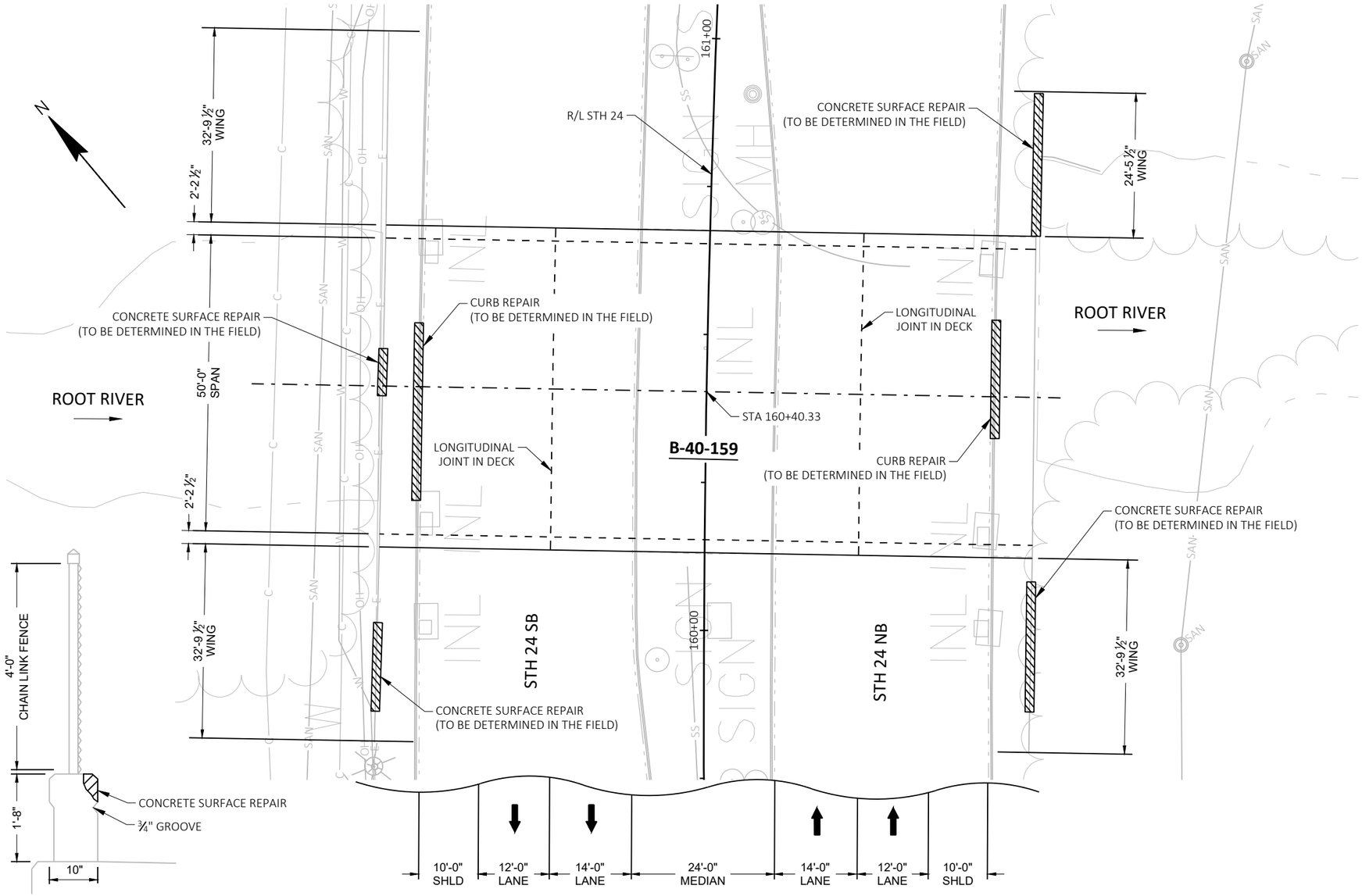
I.D. 2120-18-70 DATE: 12/01/2021

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STATE PROJECT NUMBER

**2120-18-70**



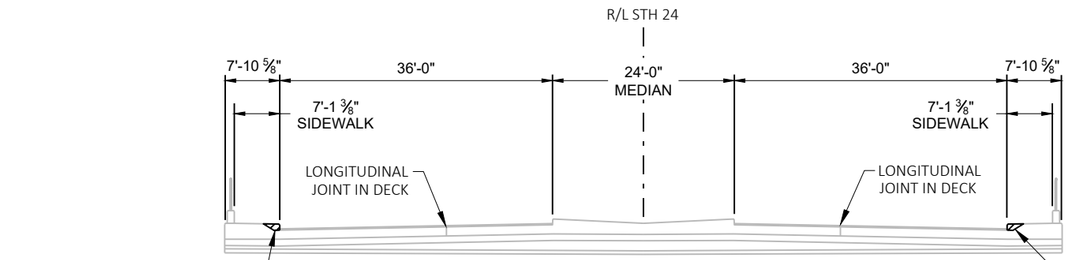

**PARAPET - SECTION**

**PLAN**
**(ONE SPAN RIGID FRAME ON STEEL PILES)**

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | TOTAL |
|---|---|---|---|
| 502.3205 | PIGMENTED SURFACE SEALER RESEAL | SY | 45 |
| 502.3215 | PROTECTIVE SURFACE TREATMENT RESEAL | SY | 45 |
| 509.0301 | PREPARATION DECKS TYPE 1 | SY | 10 |
| 509.0302 | PREPARATION DECKS TYPE 2 | SY | 10 |
| 509.0310.S | SAWING PAVEMENT DECK PREPARATION AREAS | LF | 50 |
| 509.1200 | CURB REPAIR | LF | 50 |
| 509.1500 | CONCRETE SURFACE REPAIR | SF | 50 |
| 509.2100.S | CONCRETE MASONRY DECK REPAIR | CY | 2 |

ALL ITEMS ARE CATEGORY 2010




**CROSS SECTION**
**(LOOKING NORTHEAST)**

## DESIGN DATA

**LIVE LOAD:**
DESIGN RATING: HS-20
INVENTORY RATING: HS-25
OPERATIONAL RATING: HS-42
WISCONSIN STANDARD PERMIT VEHICLE LOAD (WIS-SPV) = 250 KIPS
(RATINGS TAKEN FROM HSIS, 5/13/2024)

**MATERIAL PROPERTIES:**
CONCRETE MASONRY:
DECK REPAIR _____ f'c = 4,000 PSI

## TRAFFIC DATA

AADT = 17,030 (2024)
AADT = 19,010 (2044)
RDS = 45 MPH

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

ALL STATIONS AND ELEVATIONS ARE IN FEET.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1/2 INCH DEEP SAW CUT.

THE CONTRACTOR MUST PROTECT THE EXISTING REINFORCEMENT STEEL THAT REMAINS DURING DEMOLITION. REPLACEMENT OF COMPONENTS DAMAGED DURING THE REMOVAL OF THE EXISTING CONCRETE WILL BE THE CONTRACTORS RESPONSIBILITY AND REPLACED AT NO ADDITIONAL COST TO THE OWNER.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, CONCRETE SURFACE REPAIR AND CURB REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE FIELD ENGINEER. DECK PREPARATION AND CURB REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR."

SEE ROADWAY PLANS FOR TRAFFIC STAGING.

AT "CURB REPAIR" EXPOSE EXISTING REINFORCEMENT A MINIMUM OF 1" CLEAR.

## LIST OF DRAWINGS

1. GENERAL PLAN & TYPICAL SECTION

STRUCTURE DESIGN CONTACT

BRIDGE OFFICE:
AARON BONK (608) 261-0261

SE REGION PROJECT MANAGER:
AMANDA JOHANSEN (262) 521-4465

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SOUTHEAST REGION PROJECT
DEVELOPMENT SECTION

ACCEPTED SDR 08/23/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

**STRUCTURE B-40-159**

STH 24 (FOREST HOME AVE) OVER ROOT RIVER

| COUNTY | TOWN/CITY/VILLAGE |
|---|---|
| MILWAUKEE | GREENFIELD |

DESIGN SPEC.
REHABILITATION N/A

| DESIGNED BY AAJ (REGION) | DESIGNED CK'D AAJ (REGION) | DRAWN BY AAJ (REGION) | PLANS CK'D AAJ (REGION) |
|---|---|---|---|

**GENERAL PLAN & TYPICAL SECTION**

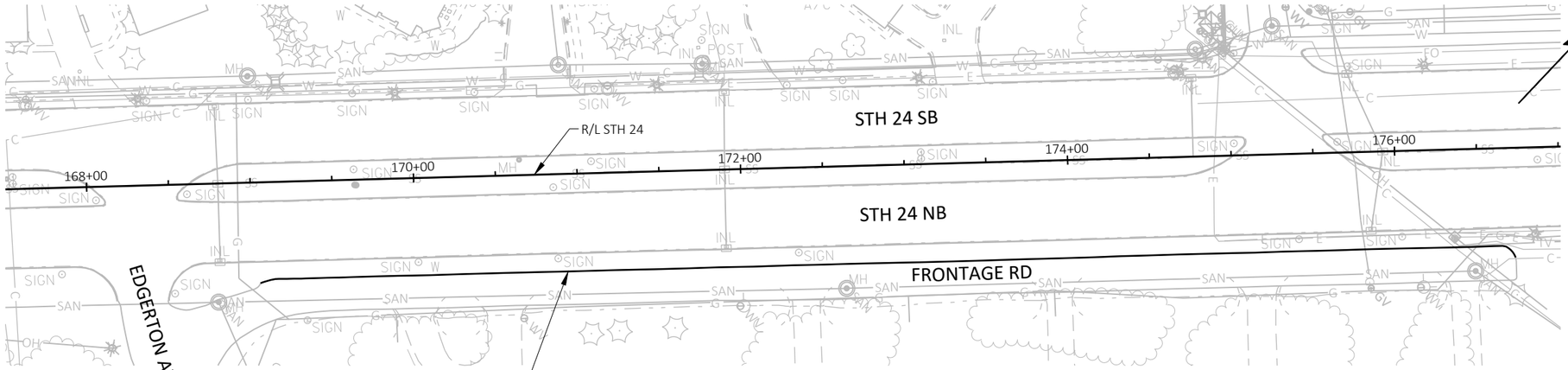
SHEET 1 OF 1
886

SCALE = NTS

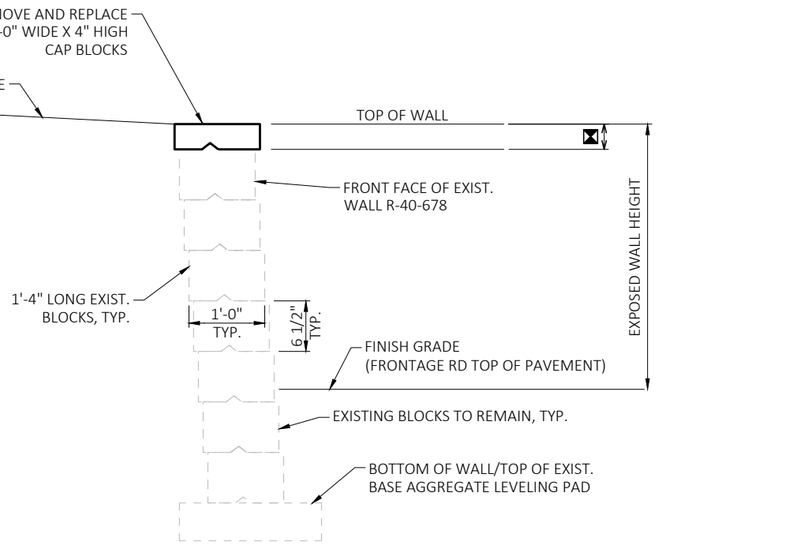
I.D. 2120-18-70 DATE: 12/01/2021

STATE PROJECT NUMBER

**2120-18-70**




**PLAN**
**(MODULAR BLOCK RETAINING WALL)**




PAY LIMIT FOR "MODULAR BLOCK WALL REPAIR"

**SECTION THRU RETAINING WALL**
**(LOOKING NORTHEAST)**

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

ALL STATIONS AND ELEVATIONS ARE IN FEET.

PROVIDE COMPLETE SHOP DRAWINGS FOR THE RETAINING IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

THE PLAN QUANTITY FOR THE ITEM "MODULAR BLOCK WALL REPAIR" IS BASED ON THE ACTUAL AREA OF REPLACEMENT BLOCKS, AS MEASURED ON THE FRONT ELEVATION OF THE WALL.

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE EXISTING WALL SYSTEM. MODULAR BLOCK SYSTEM SELECTED FOR REPLACEMENT SHALL BE DIMENSIONALLY COMPATIBLE WITH THE EXISTING WALL SYSTEM.

COLOR AND SURFACE TEXTURE OF REPLACEMENT BLOCKS SHALL MATCH THAT OF EXISTING BLOCKS TO REMAIN.

MODULAR BLOCK WALL REPAIR TO BE PERFORMED IN AREAS DESIGNATED BY THE FIELD ENGINEER.

REMOVE AND REINSTALL EXISTING BLOCKS AS NECESSARY TO FACILITATE REMOVAL AND REPLACEMENT OF DETERIORATED BLOCKS. COST INCLUDED IN THE BID ITEM "MODULAR BLOCK WALL REPAIR".

## LIST OF DRAWINGS

1. GENERAL PLAN & TYPICAL SECTION

STRUCTURE DESIGN CONTACT

BRIDGE OFFICE:
AARON BONK (608) 261-0261

SE REGION PROJECT MANAGER:
AMANDA JOHANSEN (262) 521-4465

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | TOTAL |
|---|---|---|---|
| SPV.0165.40 | MODULAR BLOCK WALL REPAIR | SF | 257 |

ALL ITEMS ARE CATEGORY 3000

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SOUTHEAST REGION PROJECT
DEVELOPMENT SECTION

ACCEPTED SDR 10/30/24
CHIEF STRUCTURES DESIGN ENGINEER DATE

**STRUCTURE R-40-678**

STH 24 (FOREST HOME AVE)/70 FT N JCT EDGERTON AVE

| COUNTY | TOWN/CITY/VILLAGE |
|---|---|
| MILWAUKEE | GREENFIELD |

DESIGN SPEC.
REHABILITATION N/A

| DESIGNED BY | DESIGNED CK'D | DRAWN BY | PLANS CK'D |
|---|---|---|---|
| AAJ (REGION) | AAJ (REGION) | AAJ (REGION) | AAJ (REGION) |

**GENERAL PLAN & TYPICAL SECTION**

SHEET 1 OF 1
887

SCALE = NTS

I.D. 2120-18-70 DATE: 12/01/2021

8

8

STAGE 1
STH 24 AT FRONTAGE ROAD - BEAM GUARD EAT AT STA 183+07 LT

| STATION | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) (UNADJUSTED) | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | FILL | CUT | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| 181+35.20 | 18135.20 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 181+50.00 | 18150.00 | 14.80 | 0.12 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 182+00.00 | 18200.00 | 50.00 | 0.28 | 1.10 | 0 | 1 | 0 | 1 | -1 |
| 182+50.00 | 18250.00 | 50.00 | 0.89 | 7.84 | 1 | 8 | 1 | 11 | -10 |
| 182+54.25 | 18254.25 | 4.25 | 0.59 | 9.67 | 0 | 1 | 1 | 13 | -12 |
| 182+79.24 | 18279.24 | 24.99 | 1.20 | 12.69 | 1 | 10 | 2 | 25 | -23 |
| 183+00.00 | 18300.00 | 20.76 | 0.17 | 10.73 | 1 | 9 | 3 | 36 | -33 |
| 183+04.22 | 18304.22 | 4.22 | 0.00 | 10.68 | 0 | 2 | 3 | 39 | -36 |
| 183+07.36 | 18307.36 | 3.14 | 0.00 | 10.30 | 0 | 1 | 3 | 40 | -37 |

STAGE 1
STH 24 AT FRONTAGE ROAD - BEAM GUARD EAT AT STA 184+82 LT

| STATION | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) (UNADJUSTED) | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | FILL | CUT | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| 184+82.35 | 18482.35 | 0.00 | 0.12 | 11.98 | 0 | 0 | 0 | 0 | 0 |
| 184+85.48 | 18485.48 | 3.13 | 0.08 | 11.34 | 0 | 1 | 0 | 1 | -1 |
| 185+00.00 | 18500.00 | 14.52 | 0.00 | 9.29 | 0 | 6 | 0 | 9 | -9 |
| 185+10.45 | 18510.45 | 10.45 | 0.00 | 9.62 | 0 | 4 | 0 | 14 | -14 |
| 185+35.43 | 18535.43 | 24.98 | 0.07 | 3.31 | 0 | 6 | 0 | 21 | -21 |
| 185+50.00 | 18550.00 | 14.57 | 0.93 | 0.00 | 0 | 1 | 0 | 23 | -23 |
| 185+79.78 | 18579.78 | 29.78 | 0.01 | 0.14 | 1 | 0 | 1 | 23 | -22 |

STAGE 1
STH 24 NB - BEAM GUARD EAT AT STA 204+37 RT

| STATION | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) (UNADJUSTED) | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | FILL | CUT | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| 202+65.01 | 20265.01 | 0.00 | 0.00 | 0.13 | 0 | 0 | 0 | 0 | 0 |
| 203+00.00 | 20300.00 | 34.99 | 0.00 | 0.22 | 0 | 0 | 0 | 0 | 0 |
| 203+50.00 | 20350.00 | 50.00 | 0.00 | 0.51 | 0 | 1 | 0 | 1 | -1 |
| 203+84.16 | 20384.16 | 34.16 | 0.00 | 0.74 | 0 | 1 | 0 | 3 | -3 |
| 204+00.00 | 20400.00 | 15.84 | 0.01 | 0.44 | 0 | 0 | 0 | 3 | -3 |
| 204+09.09 | 20409.09 | 9.09 | 0.02 | 0.15 | 0 | 0 | 0 | 3 | -3 |
| 204+34.03 | 20434.03 | 24.94 | 0.01 | 0.08 | 0 | 0 | 0 | 3 | -3 |
| 204+37.14 | 20437.14 | 3.11 | 0.00 | 0.10 | 0 | 0 | 0 | 3 | -3 |

STAGE 1
STH 24 SB - BEAM GUARD EAT AT STA 207+30 LT

| STATION | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) (UNADJUSTED) | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | FILL | CUT | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| 207+33.03 | 20733.03 | 0.00 | 0.00 | 1.49 | 0 | 0 | 0 | 0 | 0 |
| 207+36.16 | 20736.16 | 3.13 | 0.00 | 1.68 | 0 | 0 | 0 | 0 | 0 |
| 207+50.00 | 20750.00 | 13.84 | 0.00 | 1.87 | 0 | 1 | 0 | 1 | -1 |
| 207+61.15 | 20761.15 | 11.15 | 0.04 | 0.68 | 0 | 1 | 0 | 3 | -3 |
| 207+86.14 | 20786.14 | 24.99 | 0.00 | 0.45 | 0 | 1 | 0 | 4 | -4 |
| 208+00.00 | 20800.00 | 13.86 | 0.01 | 0.25 | 0 | 0 | 0 | 4 | -4 |
| 208+50.00 | 20850.00 | 50.00 | 0.10 | 0.02 | 0 | 0 | 0 | 4 | -4 |
| 209+00.00 | 20900.00 | 50.00 | 0.00 | 0.00 | 0 | 0 | 0 | 4 | -4 |
| 209+02.64 | 20902.64 | 2.64 | 0.00 | 0.00 | 0 | 0 | 0 | 4 | -4 |

STAGE 1
STH 24 NB - BEAM GUARD EAT AT STA 217+97 RT

| STATION | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) (UNADJUSTED) | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | FILL | CUT | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| 216+30.40 | 21630.40 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 216+50.00 | 21650.00 | 19.60 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 217+00.00 | 21700.00 | 50.00 | 0.18 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 217+45.60 | 21745.60 | 45.60 | 0.58 | 0.09 | 1 | 0 | 1 | 0 | 1 |
| 217+50.00 | 21750.00 | 4.40 | 0.43 | 0.15 | 0 | 0 | 1 | 0 | 1 |
| 217+69.69 | 21769.69 | 19.69 | 0.04 | 0.03 | 0 | 0 | 1 | 0 | 1 |
| 217+93.94 | 21793.94 | 24.25 | 0.01 | 0.07 | 0 | 0 | 1 | 0 | 1 |
| 217+97.01 | 21797.01 | 3.07 | 0.02 | 0.06 | 0 | 0 | 1 | 0 | 1 |

STAGE 1
STH 24 SB - BEAM GUARD EAT AT STA 222+54 LT

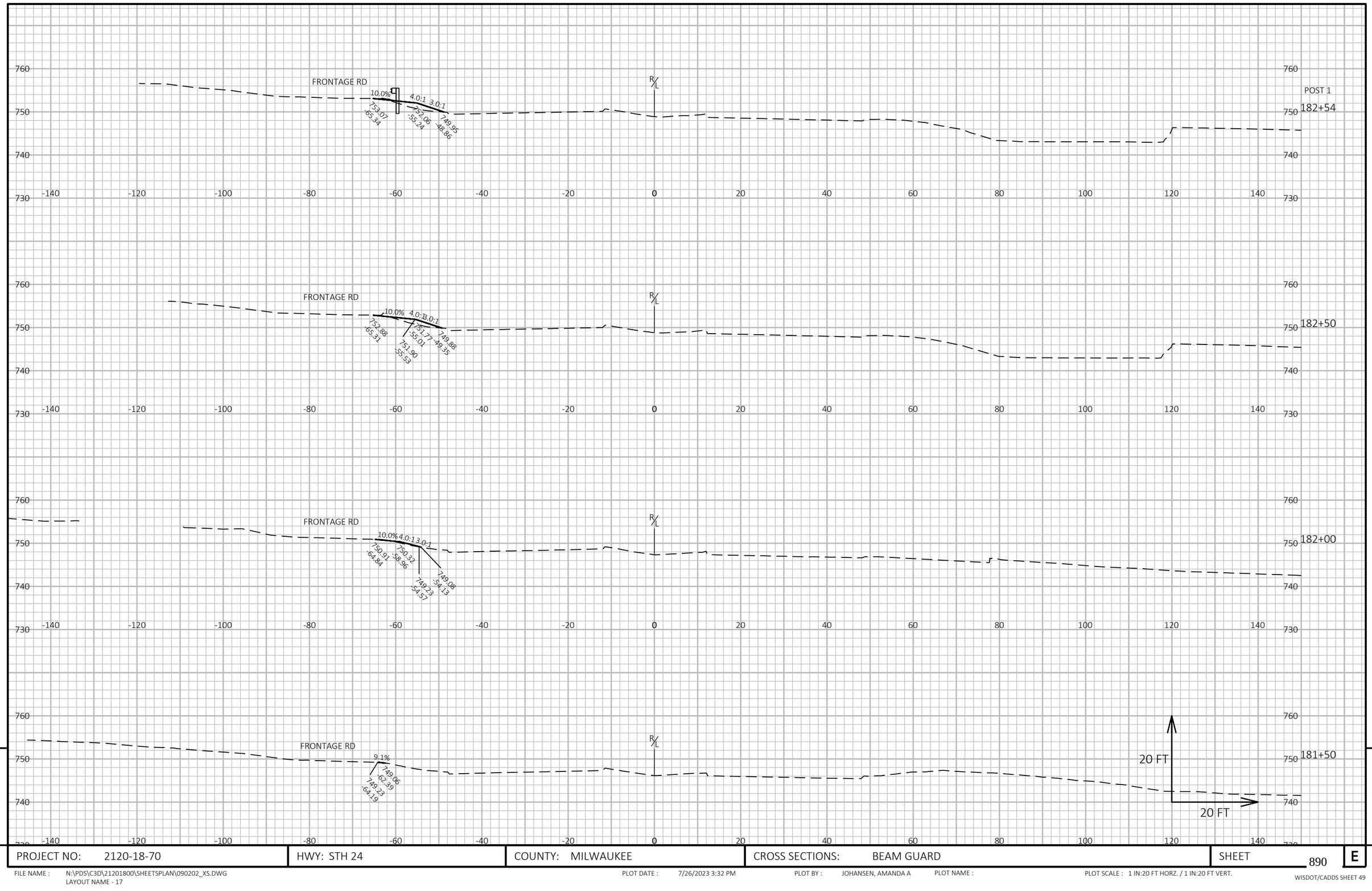
| STATION | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) (UNADJUSTED) | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | FILL | CUT | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| 222+53.53 | 22253.53 | 0.00 | 0.00 | 0.16 | 0 | 0 | 0 | 0 | 0 |
| 222+56.65 | 22256.65 | 3.12 | 0.00 | 0.18 | 0 | 0 | 0 | 0 | 0 |
| 222+81.44 | 22281.44 | 24.79 | 0.00 | 0.10 | 0 | 0 | 0 | 0 | 0 |
| 223+00.00 | 22300.00 | 18.56 | 0.56 | 0.02 | 0 | 0 | 0 | 0 | 0 |
| 223+06.32 | 22306.32 | 6.32 | 0.81 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 223+50.00 | 22350.00 | 43.68 | 0.00 | 0.01 | 1 | 0 | 1 | 0 | 1 |
| 224+00.00 | 22400.00 | 50.00 | 0.21 | 0.00 | 0 | 0 | 1 | 0 | 1 |
| 224+25.59 | 22425.59 | 25.59 | 0.02 | 0.01 | 0 | 0 | 1 | 0 | 1 |

STAGE 1
STH 24 NB - BEAM GUARD EAT AT STA 229+89 RT

| STATION | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) (UNADJUSTED) | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | FILL | CUT | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| 228+18.43 | 22818.43 | 0.00 | 0.30 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 228+50.00 | 22850.00 | 31.57 | 0.23 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 229+00.00 | 22900.00 | 50.00 | 0.08 | 0.04 | 0 | 0 | 0 | 0 | 0 |
| 229+36.15 | 22936.15 | 36.15 | 0.00 | 1.35 | 0 | 1 | 0 | 1 | -1 |
| 229+50.00 | 22950.00 | 13.85 | 0.10 | 0.01 | 0 | 0 | 0 | 1 | -1 |
| 229+60.87 | 22960.87 | 10.87 | 0.09 | 0.00 | 0 | 0 | 0 | 1 | -1 |
| 229+85.54 | 22985.54 | 24.67 | 0.00 | 0.58 | 0 | 0 | 0 | 1 | -1 |
| 229+88.64 | 22988.64 | 3.10 | 0.00 | 0.66 | 0 | 0 | 0 | 1 | -1 |

STAGE 1
STH 24 SB - BEAM GUARD EAT AT STA 235+22 LT

| STATION | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) (UNADJUSTED) | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | FILL | CUT | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| 235+21.90 | 23521.90 | 0.00 | 0.00 | 0.36 | 0 | 0 | 0 | 0 | 0 |
| 235+25.08 | 23525.08 | 3.18 | 0.00 | 0.44 | 0 | 0 | 0 | 0 | 0 |
| 235+50.34 | 23550.34 | 25.26 | 0.03 | 0.02 | 0 | 0 | 0 | 0 | 0 |
| 235+75.53 | 23575.53 | 25.19 | 0.03 | 0.71 | 0 | 0 | 0 | 0 | 0 |
| 236+00.00 | 23600.00 | 24.47 | 0.65 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 236+50.00 | 23650.00 | 50.00 | 0.05 | 0.00 | 1 | 0 | 1 | 0 | 1 |
| 236+94.60 | 23694.60 | 44.60 | 0.00 | 0.00 | 0 | 0 | 1 | 0 | 1 |

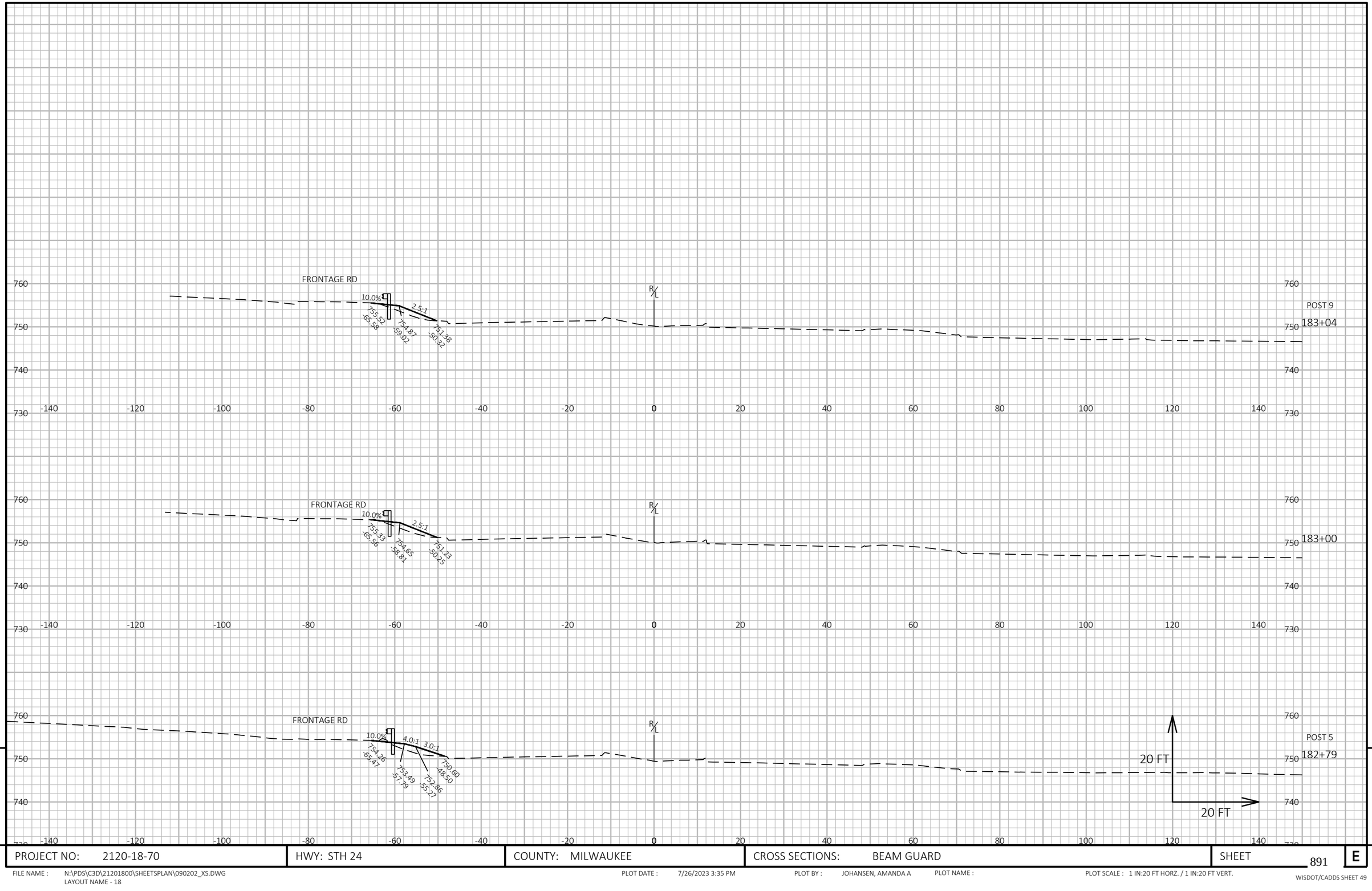



| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 890 | E |

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 17

PLOT DATE : 7/26/2023 3:32 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49




9

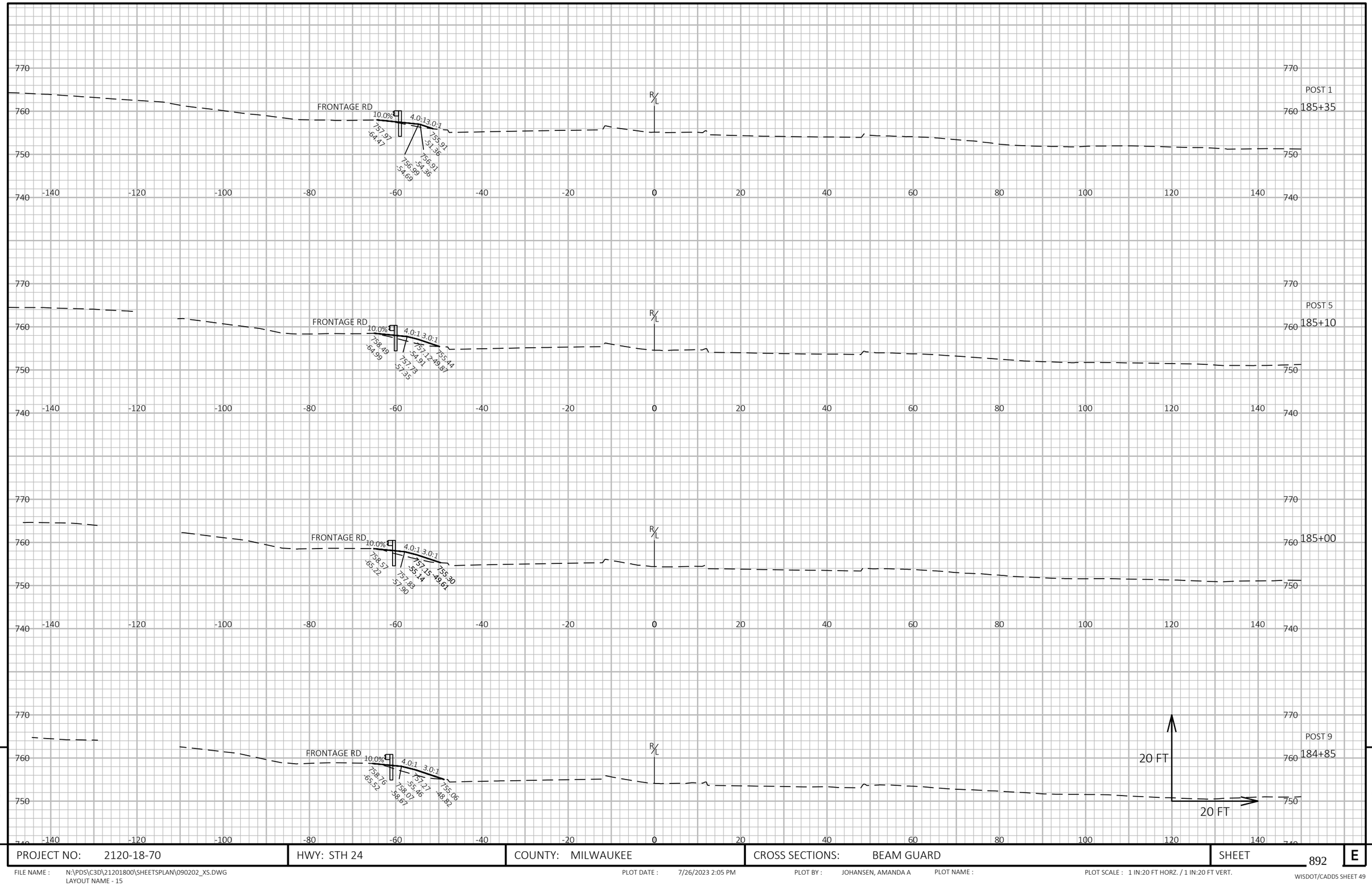
9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 891 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 18

PLOT DATE : 7/26/2023 3:35 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



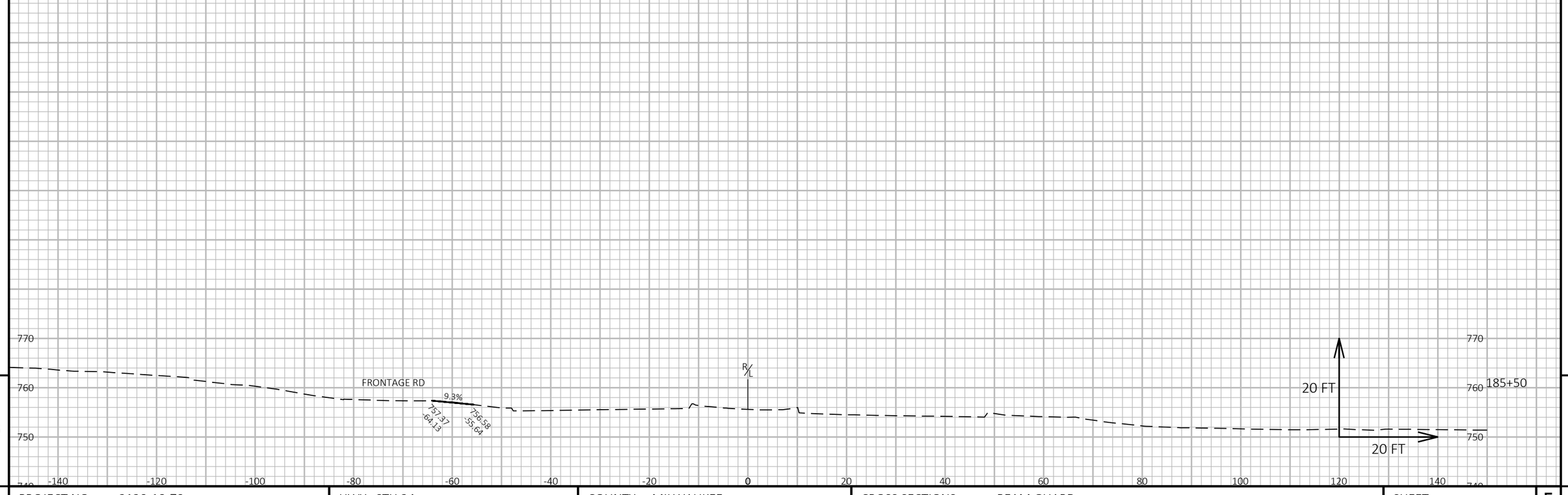

9

9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 892 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 15

PLOT DATE : 7/26/2023 2:05 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



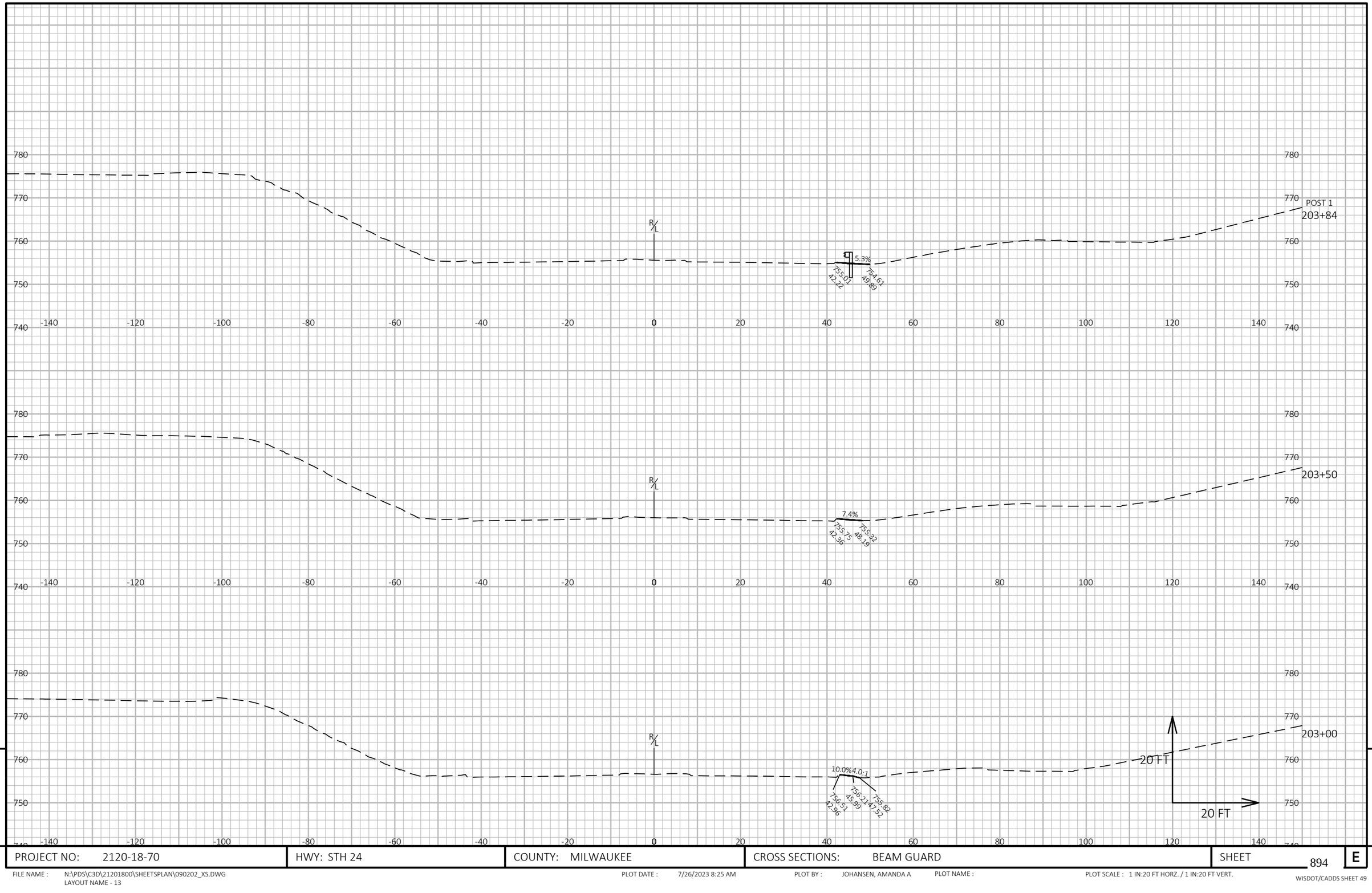

9

9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 893 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 16

PLOT DATE : 7/26/2023 2:07 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.




9

9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 894 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 13

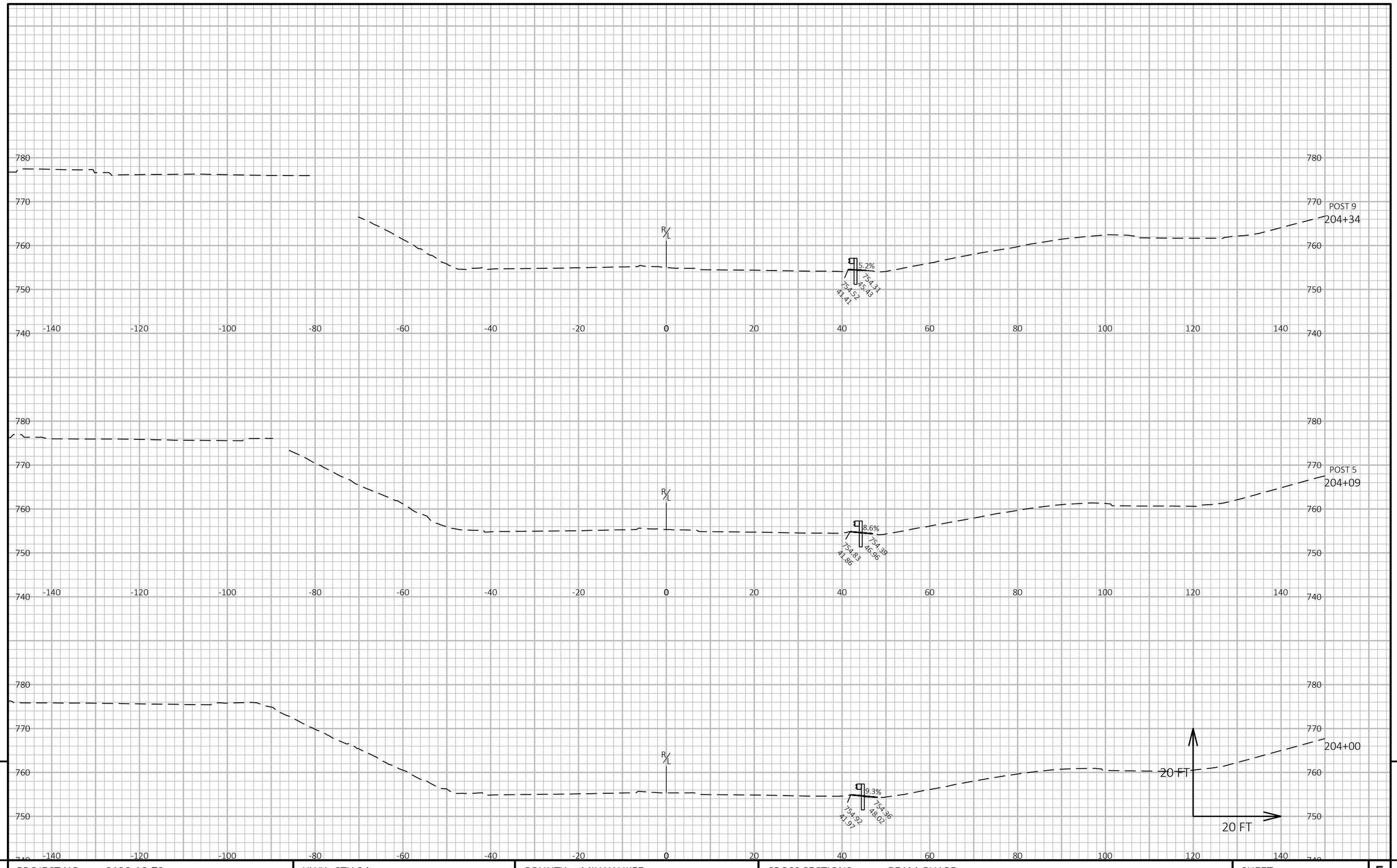
PLOT DATE : 7/26/2023 8:25 AM

PLOT BY : JOHANSEN, AMANDA A

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 895 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 14

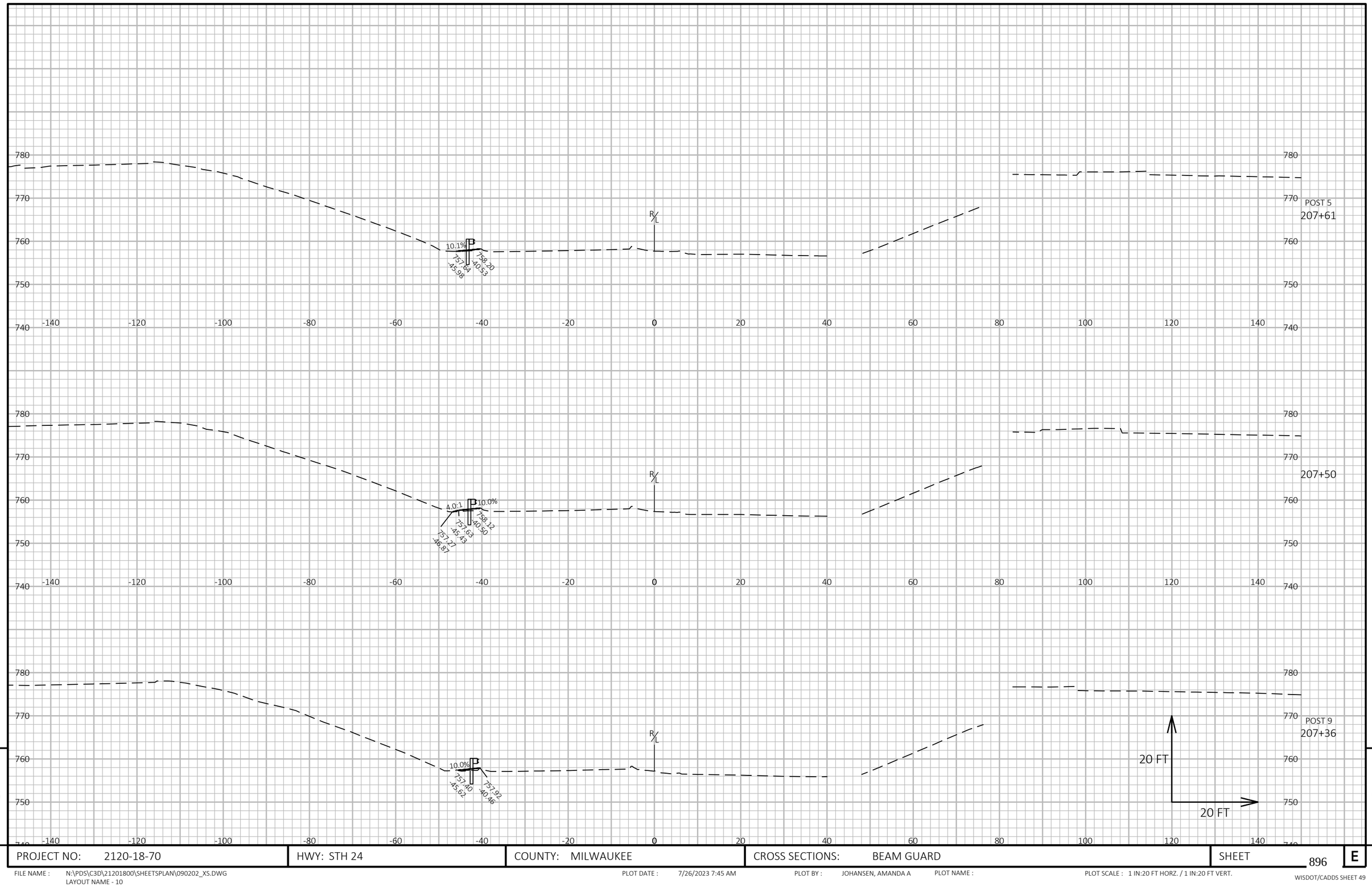
PLOT DATE : 7/26/2023 8:28 AM

PLOT BY : JOHANSEN, AMANDA A

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49




9

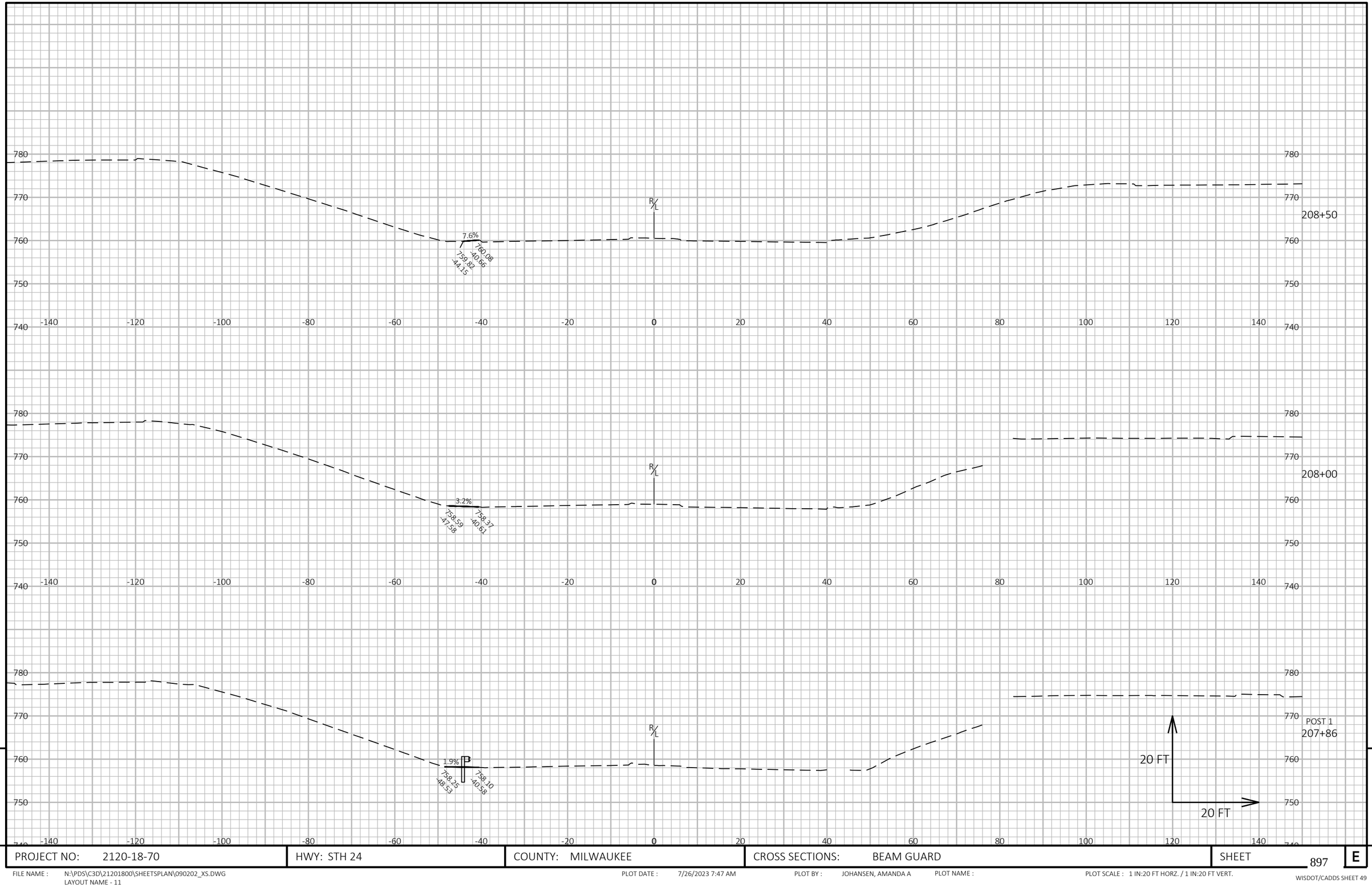
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| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 896 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/26/2023 7:45 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49




9

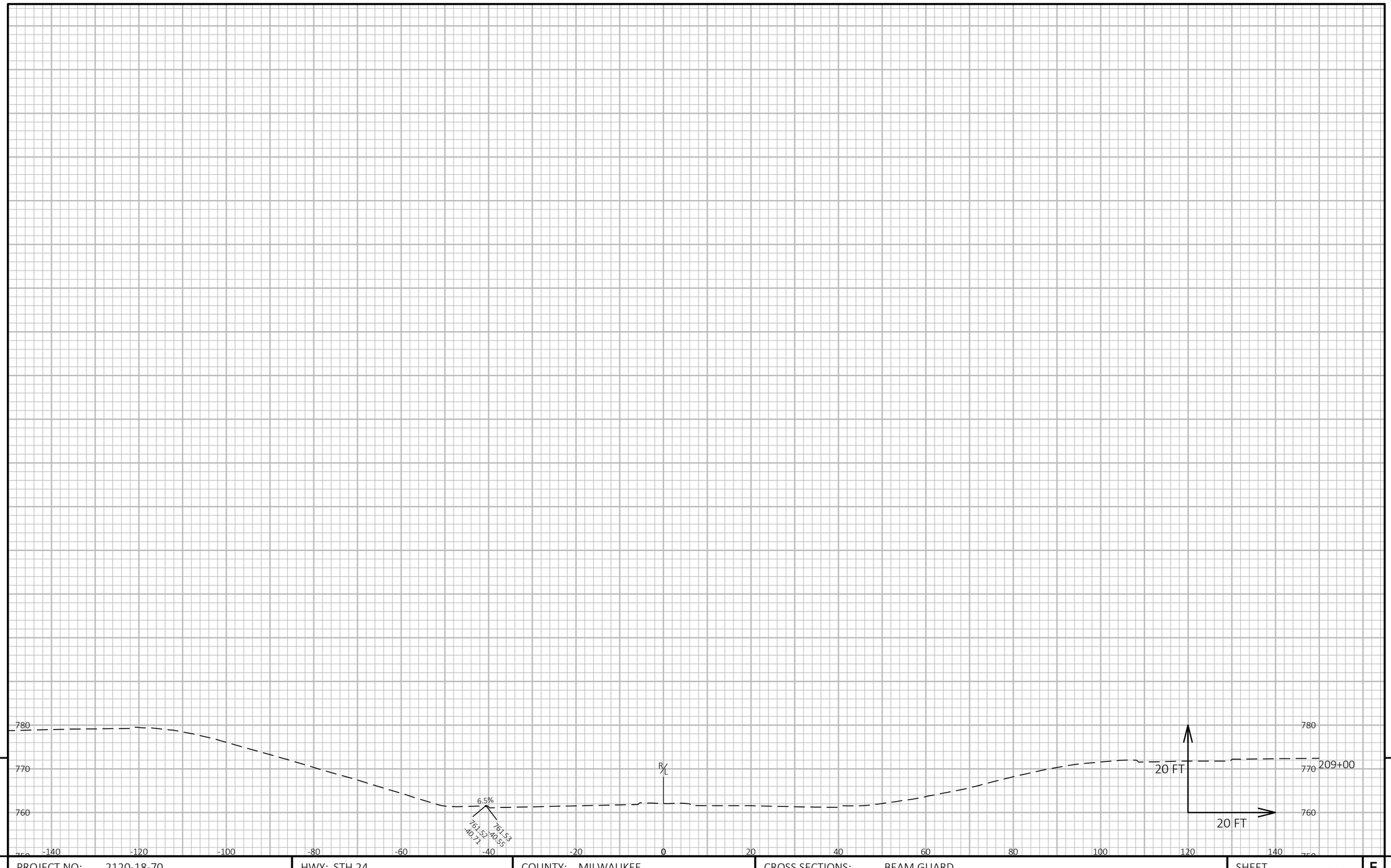
9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 897 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 11

PLOT DATE : 7/26/2023 7:47 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

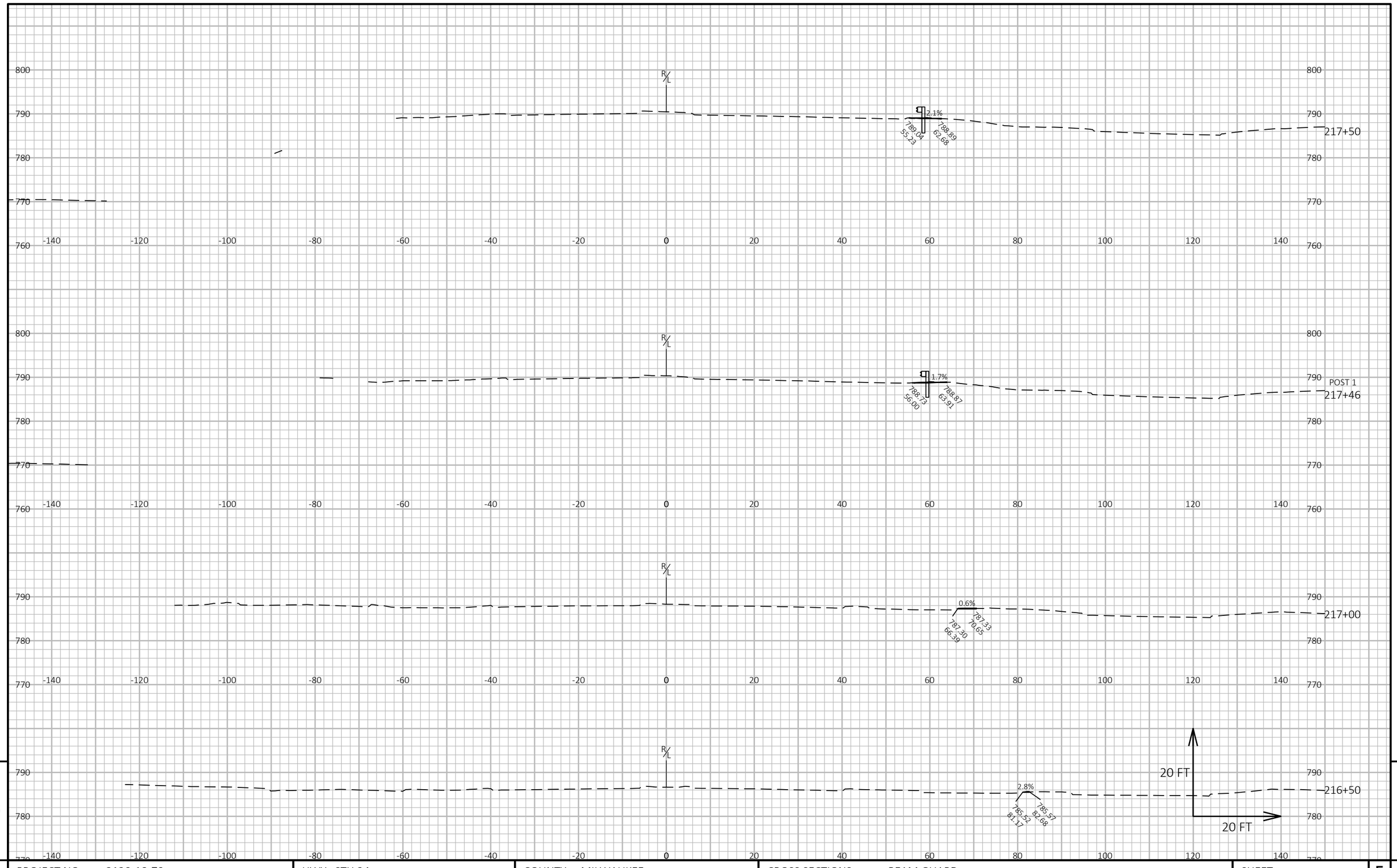
WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 898 | E |
|---|---|---|---|---|---|




9

9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 899 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 08

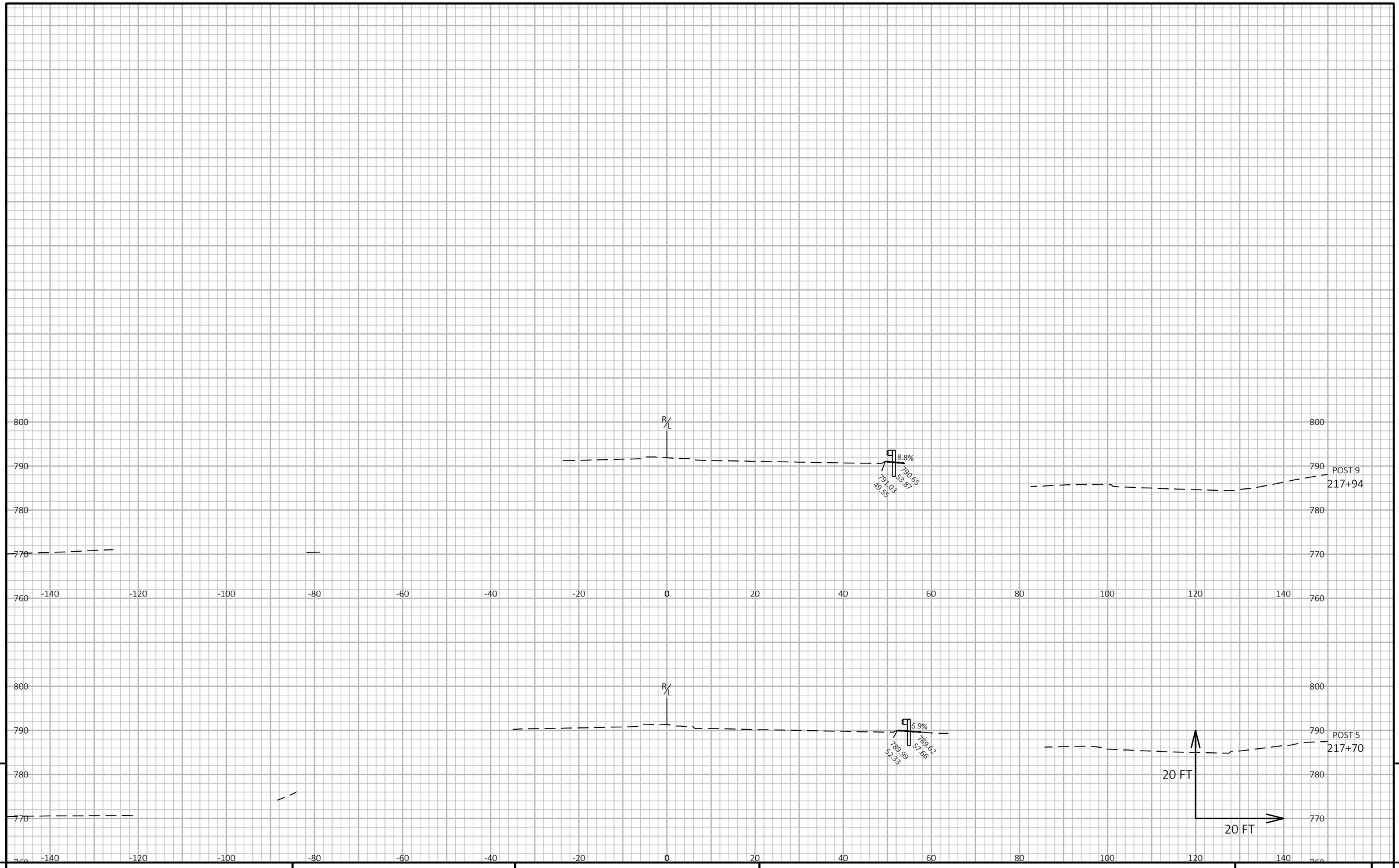
PLOT DATE : 7/25/2023 3:45 PM

PLOT BY : JOHANSEN, AMANDA A

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



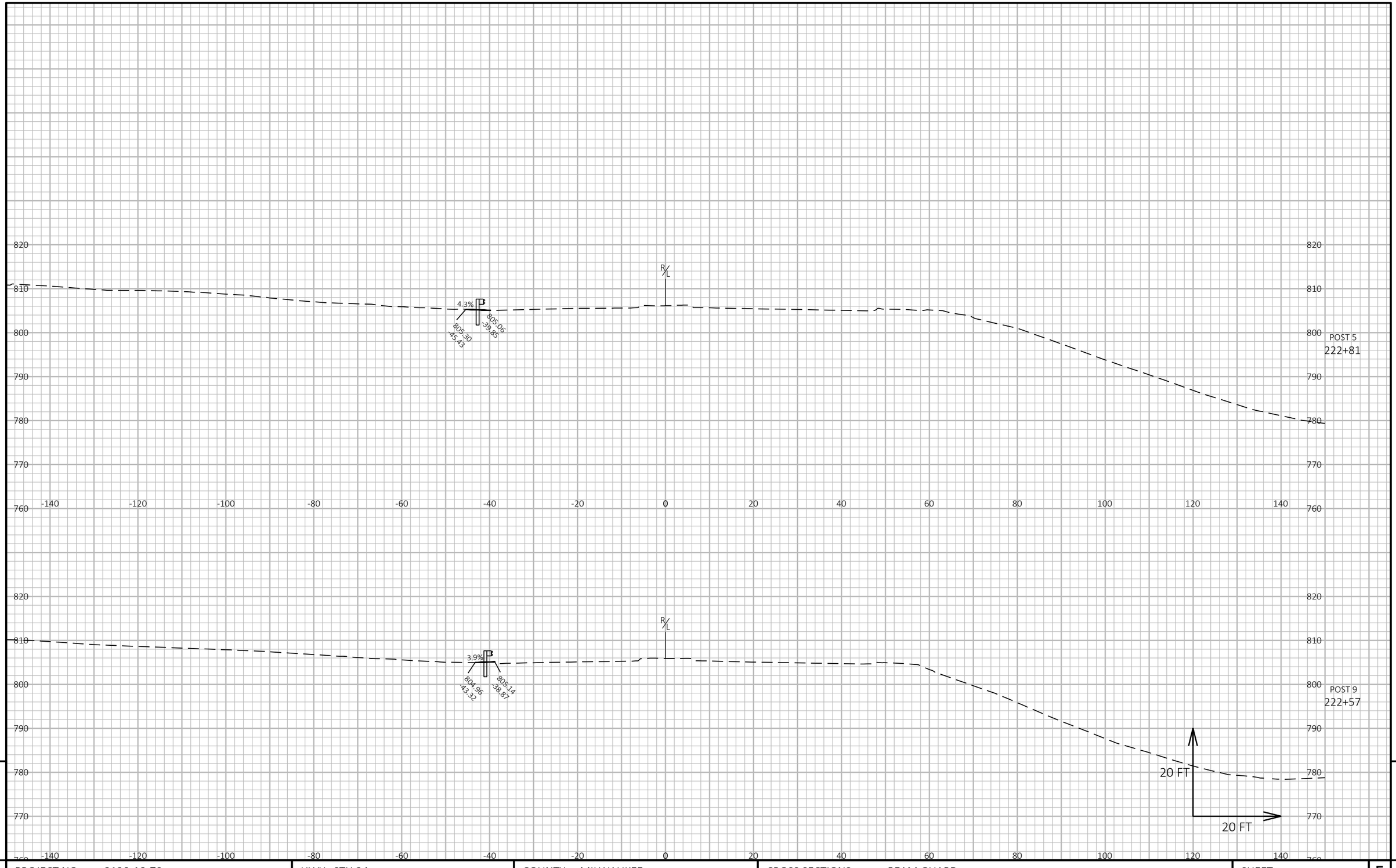

9

9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 900 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 09

PLOT DATE : 7/25/2023 3:47 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.




9

9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 901 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 05

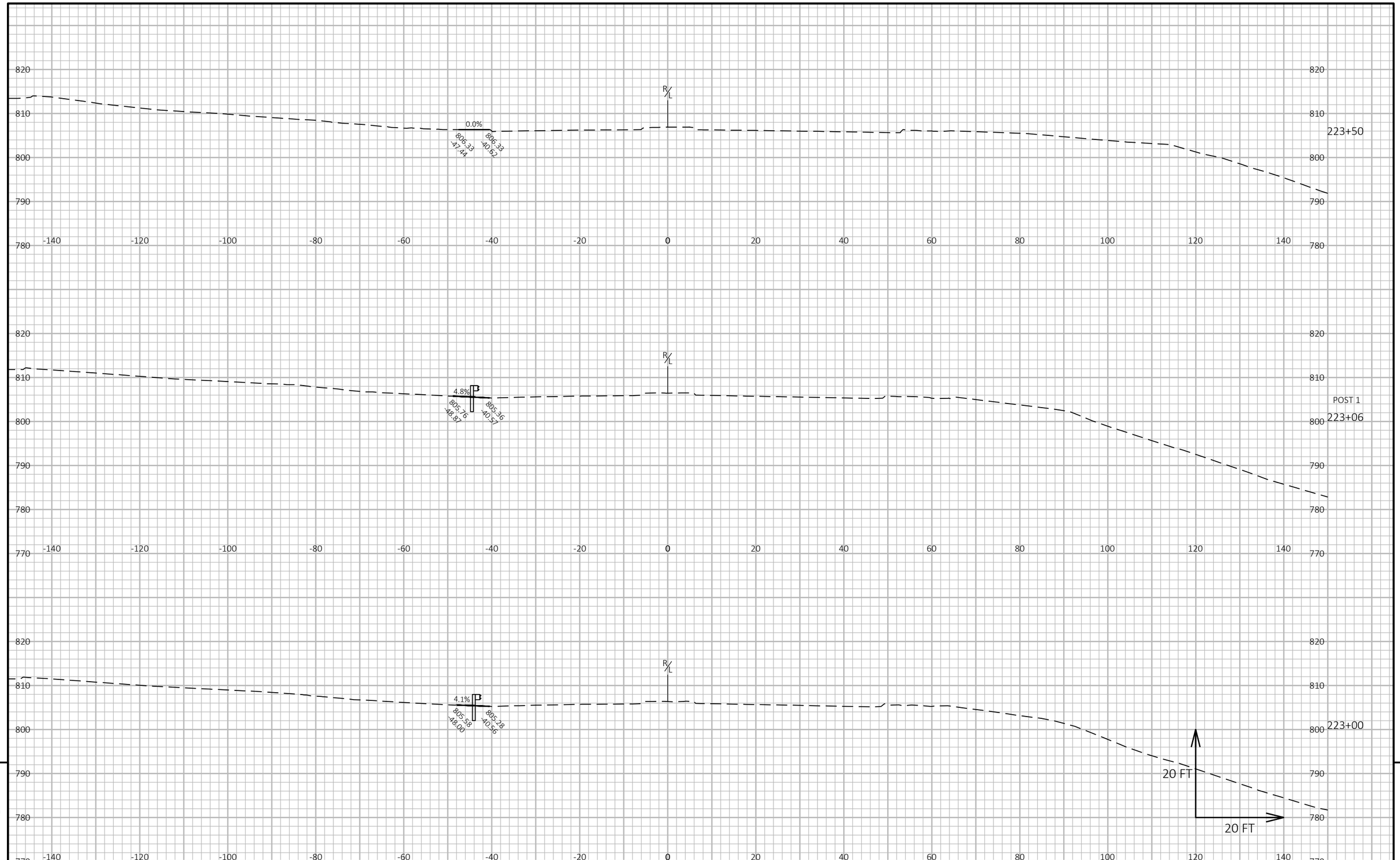
PLOT DATE : 7/25/2023 3:00 PM

PLOT BY : JOHANSEN, AMANDA A

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 902 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 06

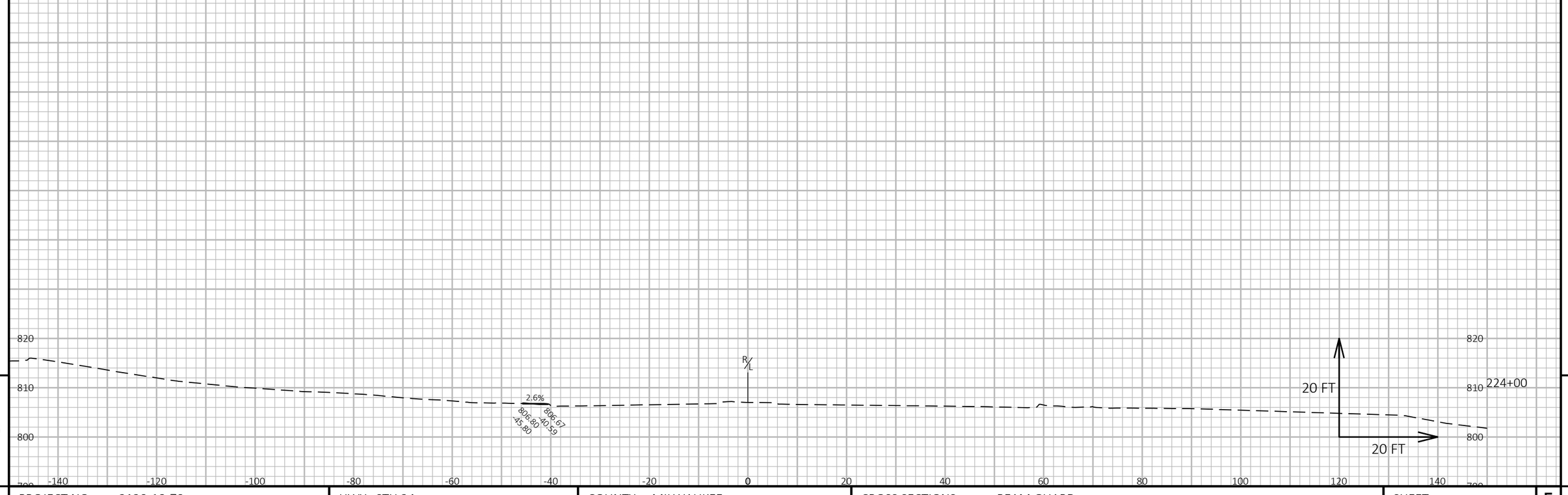
PLOT DATE : 7/25/2023 3:02 PM

PLOT BY : JOHANSEN, AMANDA A

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49




9

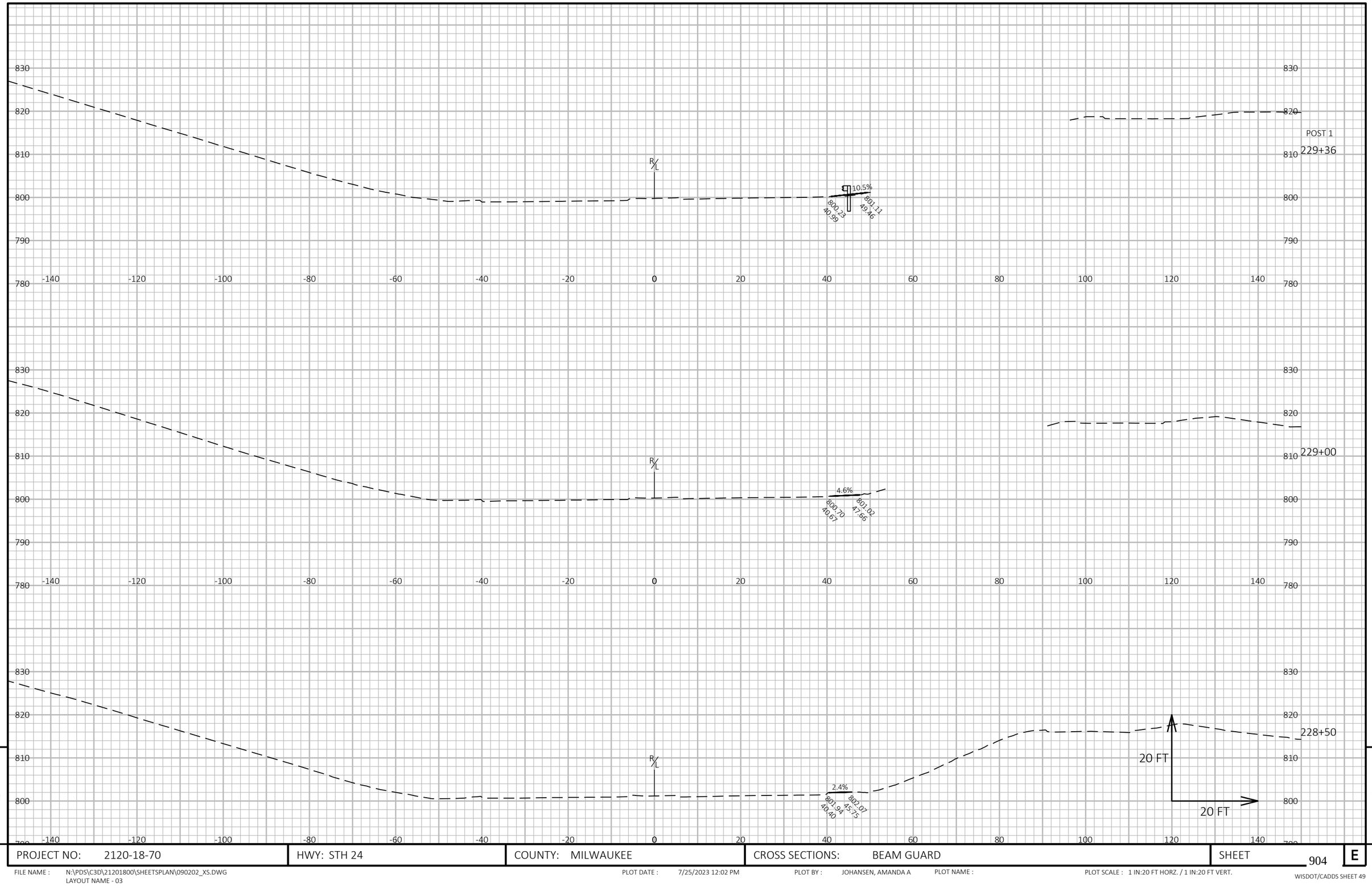
9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 903 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 07

PLOT DATE : 7/25/2023 3:10 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49




9

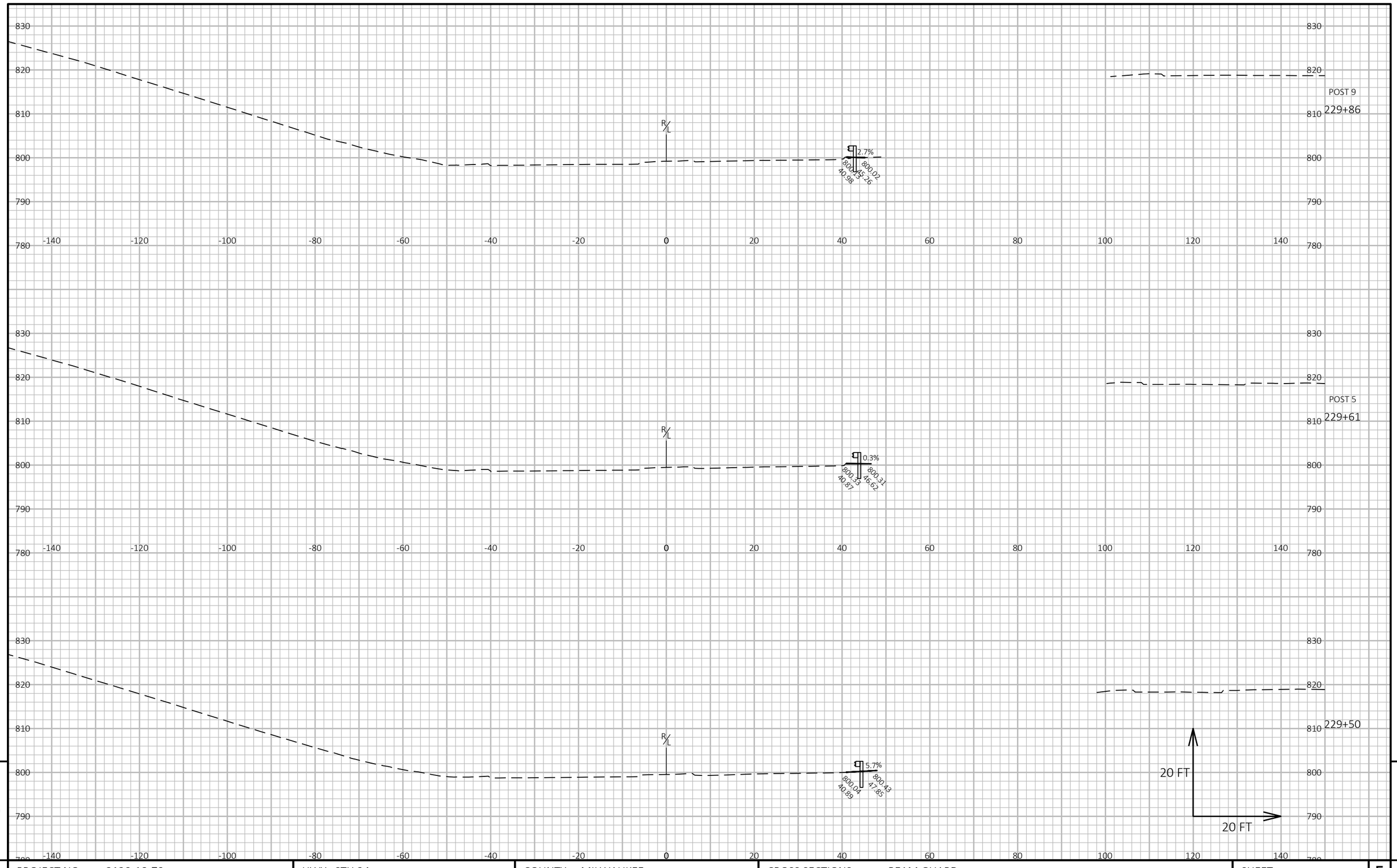
9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 904 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 03

PLOT DATE : 7/25/2023 12:02 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



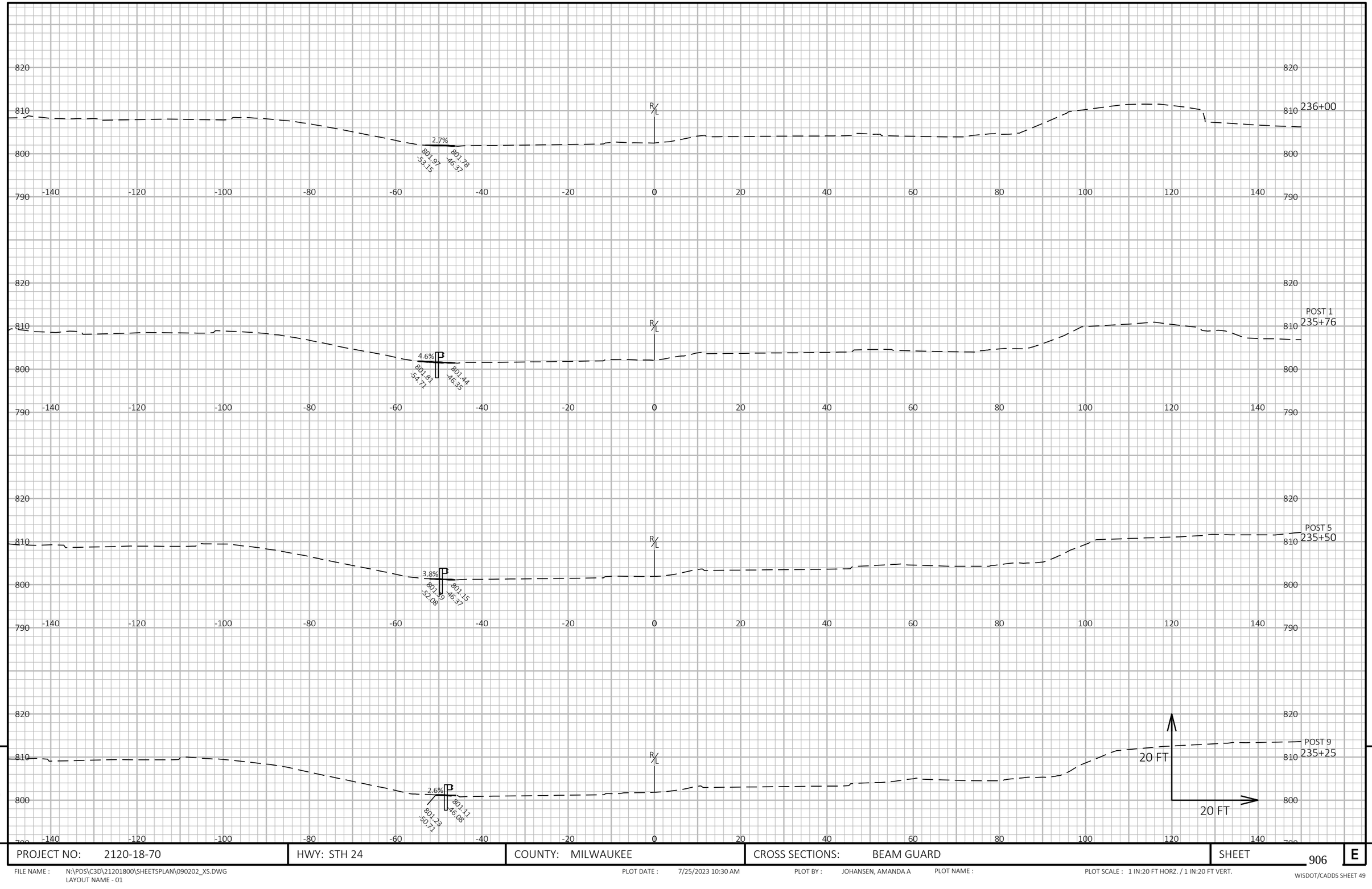

9

9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 905 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 04

PLOT DATE : 7/25/2023 12:05 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.




9

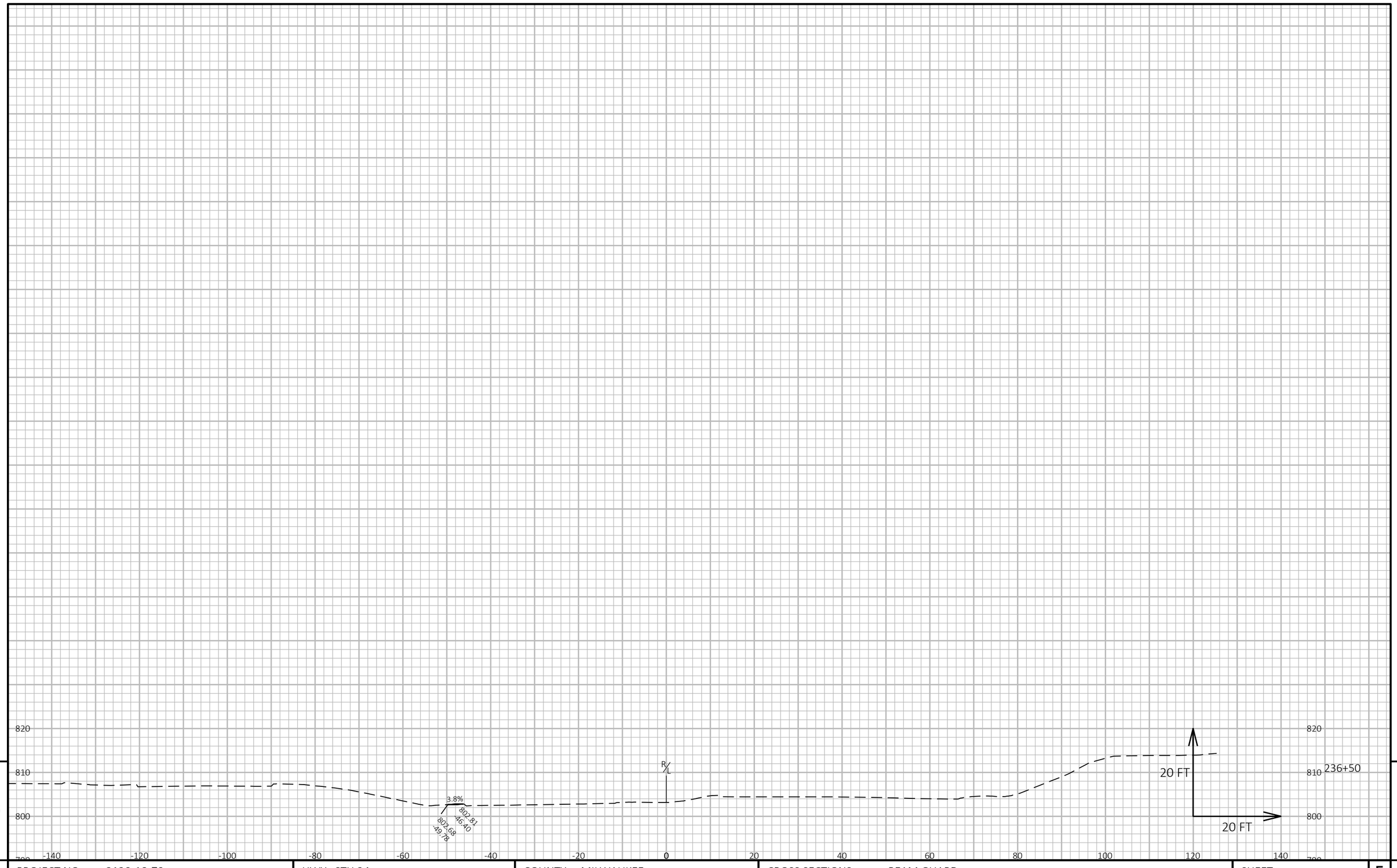
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| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 906 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\21201800\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/25/2023 10:30 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 2120-18-70 | HWY: STH 24 | COUNTY: MILWAUKEE | CROSS SECTIONS: BEAM GUARD | SHEET 907 | E |
|---|---|---|---|---|---|

*Wisconsin Department of Transportation*

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE

DECEMBER 2024

PROJECT ID: 2160-07-73

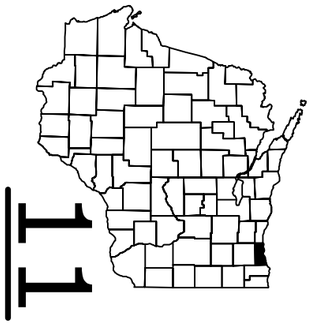
WITH: 2120-18-70

COUNTY: MILWAUKEE

ORDER OF SHEETS


| | | |
|---|---|---|
| Section No. | 1 | Title |
| Section No. | 2 | Typical Sections and Details |
| Section No. | 3 | Estimate of Quantities |
| Section No. | 3 | Miscellaneous Quantities |
| ~~Section No.~~ | ~~4~~ | ~~Right of Way Plat~~ |
| Section No. | 5 | Plan and Profile |
| Section No. | 6 | Standard Detail Drawings |
| Section No. | 7 | Sign Plates |
| Section No. | 8 | Structure Plans |
| Section No. | 9 | Computer Earthwork Data |
| Section No. | 9 | Cross Sections |


TOTAL SHEETS = 44



N

DESIGN DESIGNATION

| | | | |
|---|---|---|---|
| A.A.D.T. | (2019) | = | 26,800 |
| A.A.D.T. | (2044) | = | 33,300 |
| D.H.V. | | = | 1319 |
| D.D. | | = | 54/46 |
| T. | | = | 4.92% |
| DESIGN SPEED | | = | 40 MPH |
| ESALS | | = | 3,360,000 TO 5,720,000 |

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

**PLAN OF PROPOSED IMPROVEMENT**

# C GREENFIELD, S 76TH STREET

**BRIDGE OVER STH 24 B-40-0164**

## CTH U

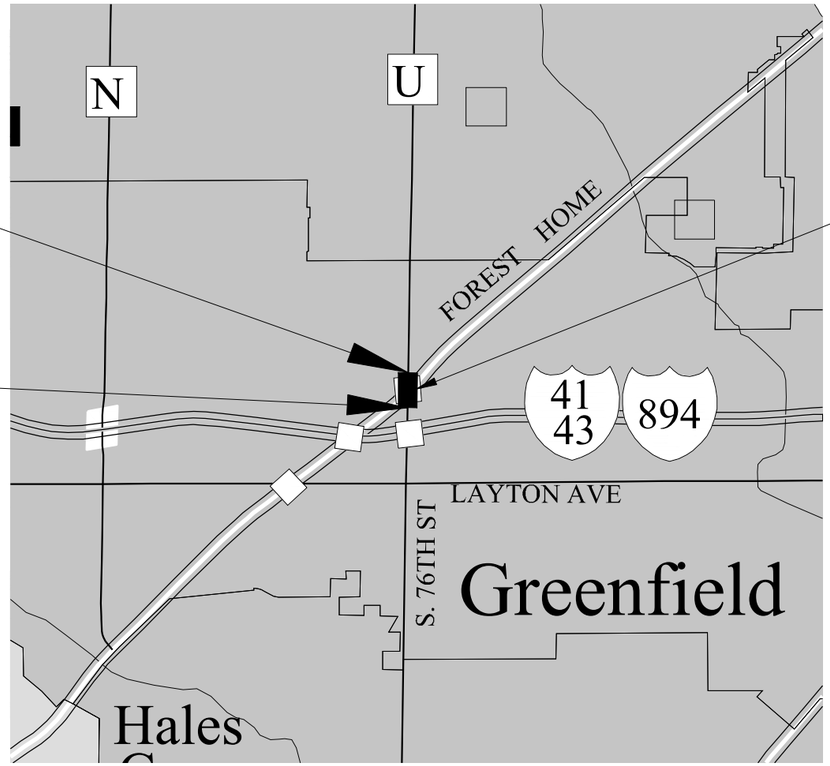
## MILWAUKEE COUNTY

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 2160-07-73 | WISC 2025101 | 1 |
| | | |
| | | |
| | | |

STATE PROJECT NUMBER

**2160-07-73**

R-21-E




END PROJECT
STA 54+71.52
N = 272437.181
E = 579545.865

T-6-N

BEGIN PROJECT
STA 50+50.00
N = 272015.725
E = 579538.402

STRUCTURE B-40-0164
STA 51+55.93 TO STA 54+05.93

LAYTON AVE

S. 76TH ST

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE =

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MILWAUKEE COUNTY, NAD83 ( 2011 ), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 ( 2012 ). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12a.

ACCEPTED FOR

*MILWAUKEE COUNTY*

Date 7/29/24 Director of Transportation Engineering
(Signature and Title of Official)

ORIGINAL PLANS PREPARED BY

kapur

WISCONSIN
NICHOLAS A. BOBINSKI
E-42700-6
BROOKFIELD, WI
PROFESSIONAL ENGINEER

DATE: 7/29/2024
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | KAPUR AND ASSOCIATES |
| Designer | KAPUR AND ASSOCIATES |
| Project Manager | MICHAEL BAIRD |
| Regional Examiner | REGIONAL EXAMINER |
| Regional Supervisor | BRIAN BOOTHBY |

APPROVED FOR THE DEPARTMENT

DATE: 7/30/2024
(Signature)

E

FILE NAME : S:\MILW_CO\CO_GOV\STRUCTURAL\230576 S. 76TH ST. BRIDGE\21600703\SHEETS\010101-TI.DWG

PLOT DATE : 7/18/2024 1:56 PM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

## GENERAL NOTES

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. EXISTING UTILITIES ARE SHOWN FROM AS-BUILT PLANS PROVIDED BY THE UTILITY. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

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

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH BACKFILL GRANULAR. BACKFILL GRANULAR MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

ALL PRIVATE EXISTING UTILITIES ARE TO BE ADJUSTED BY THE UTILITIES CONCERNED. SEWER MANHOLES, WATER MANHOLES, WATER VALVE BOXES, AND HYDRANTS WILL BE ADJUSTED AND PAID FOR AS NON-PARTICIPATING ITEMS.

THE EXACT LOCATION OF EXCAVATION BELOW SUBGRADE (EBS) WILL BE DETERMINED BY THE ENGINEER.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP OR EBS BACKFILL.

CONCRETE CURB AND GUTTER GRADES ARE TO THE FLANGE OF CURB AND GUTTER OR THE THEORETICAL FLANGE POINT OF INTEGRAL CURB AND GUTTER. DISTANCES SHOWN FOR CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.

CONTRACTOR MUST CONTACT PROJECT ENGINEER AND SEWRPC AT LEAST TWO WEEKS PRIOR TO CONDUCTING WORK NEAR ANY PUBLIC SURVEY MONUMENT

A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

STATIONING DISTANCES AND OFFSETS OF SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

## STANDARD ABBREVIATIONS

| | |
|---|---|
| AEW | APRON ENDWALL |
| AGG | AGGREGATE |
| BAD | BASE AGGREGATE DENSE |
| BM | BENCHMARK |
| BTWN | BETWEEN |
| C&G | CURB AND GUTTER |
| C/L | CENTER OR CONSTRUCTION LINE |
| CMCP | CULVERT PIPE CORRUGATED METAL |
| CONC | CONCRETE |
| CP | CULVERT PIPE |
| CPRC | CULVERT PIPE REINFORCED CONCRETE |
| CSD | CONCRETE SURFACE DRAIN |
| CY | CUBIC-YARD |
| D | DEGREE OF CURVE |
| Δ | DELTA |
| DISCH | DISCHARGE |
| FE | FIELD ENTRANCE |
| HMA | HOT MIX ASPHALT |
| INV | INVERT |
| L | LENGTH OF CURVE |
| LHF | LEFT HAND FORWARD |
| LT | LEFT |
| MIN | MINIMUM |
| M/L | MATCHLINE |
| NB | NORTHBOUND |
| NC | NORMAL CROWN |
| PAVT | PAVEMENT |
| PC | POINT OF CURVE |
| PCC | POINT OF COMPOUND CURVE |
| PE | PRIVATE ENTRANCE |
| PI | POINT OF INTERSECTION |
| PLE | PERMANENT LIMITED EASEMENT |
| PT | POINT OF TANGENT |
| R | RADIUS OF CURVE |
| R/L | REFERENCE LINE |
| R/W | RIGHT OF WAY |
| RC | REVERSE CROWN |
| RCAEW | APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE |
| REQD | REQUIRED |
| RHF | RIGHT HAND FORWARD |
| RO | RUN OFF LENGTH |
| RRSP | RAILROAD SPIKE |
| RT | RIGHT |
| SALV | SALVAGED |
| SAPBC | SALVAGED ASPHALTIC PAVEMENT BASE COURSE |
| SB | SOUTHBOUND |
| SDD | STANDARD DETAIL DRAWING |
| SE | SUPERELEVATION |
| SF | SQUARE FOOT |
| STA | STATION |
| SY | SQUARE YARD |
| T | TANGENT LENGTH |
| TLE | TEMPORARY LIMITED EASEMENT |
| VCL | VERTICAL CURVE LENGTH |
| VPC | POINT OF VERTICAL CURVE |
| VPI | POINT OF VERTICAL INTERSECTION |
| VPT | POINT OF VERTICAL TANGENT |

2

2

## UTILITY CONTACTS

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PHONE: (262) 720-8235
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WE ENERGIES – ELECTRICITY
WE ENERGIES UTILITY COORDINATOR
500 SOUTH 116TH STREET
WEST ALLIS, WI 53214
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## OTHER CONTACTS

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
ROB MERRY
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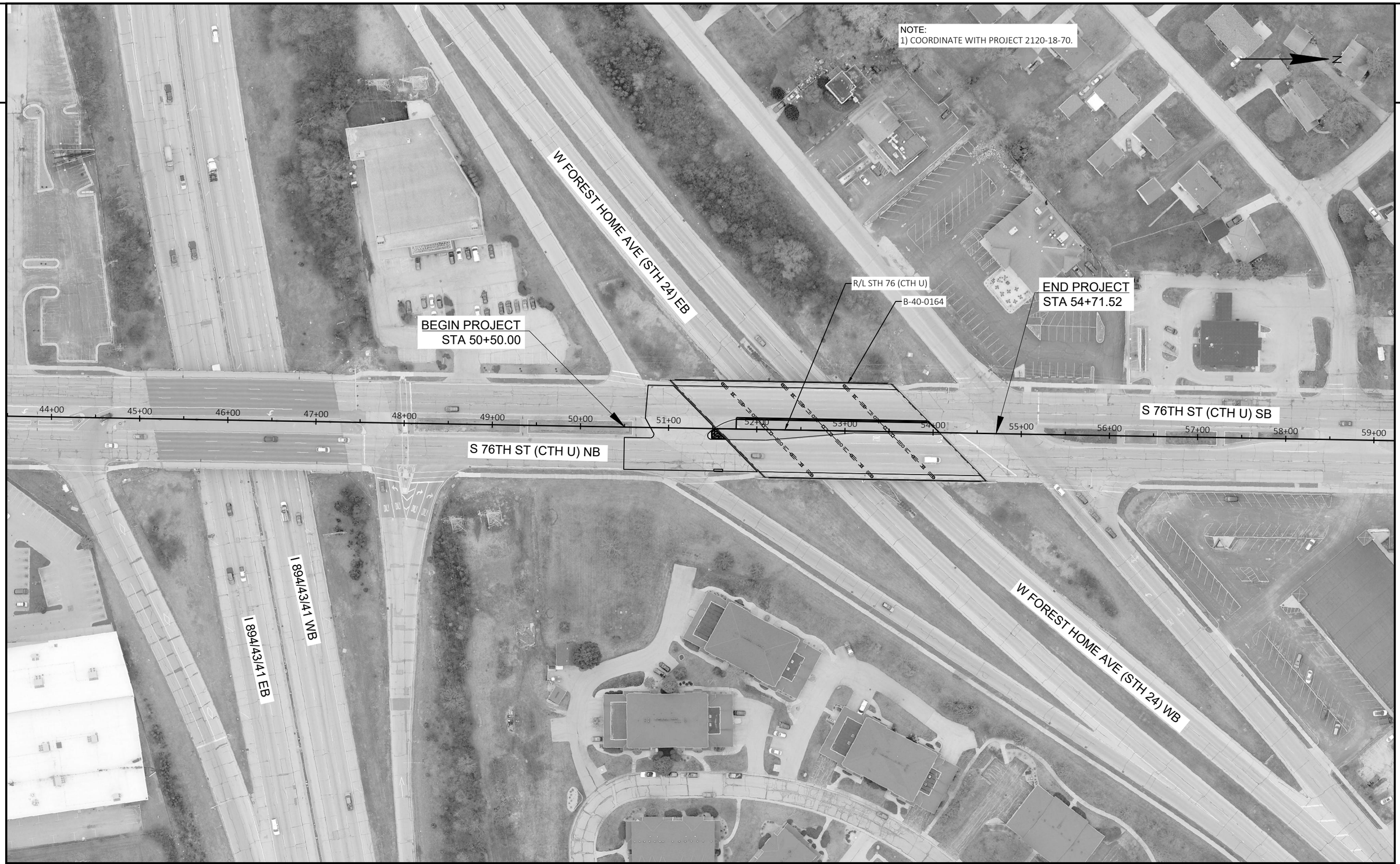
CITY OF GREENFIELD - STREET LIGHTING
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## ORDER OF SECTION 2 SHEETS


GENERAL NOTES PROJECT OVERVIEW
TYPICAL SECTIONS
PLAN DETAILS
SIGNING/MARKING PLAN
STAGING OVERVIEW
ALIGNMENT PLAN
SURVEY CONTROL PLAN


2

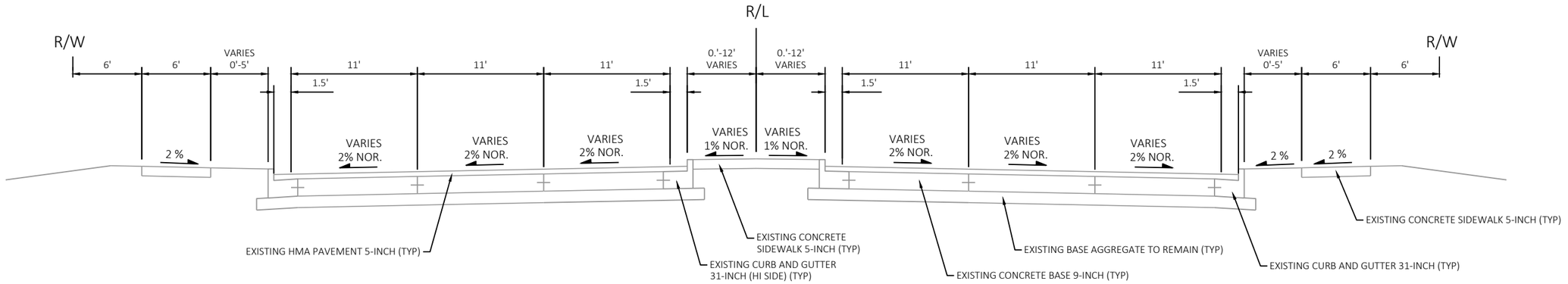
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com




| PROJECT NO: 2160-07-73 | HWY: S. 76TH STREET | COUNTY: MILWAUKEE | PROJECT OVERVIEW | SHEET 4 | E |
|---|---|---|---|---|---|

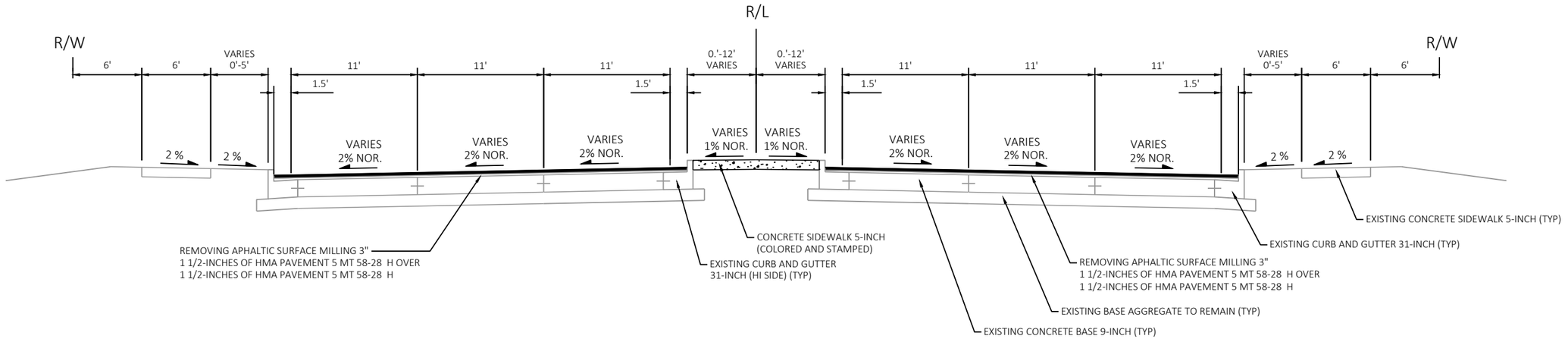
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LAYOUT NAME - 01
PLOT DATE : 7/18/2024 1:56 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2




## EXISTING TYPICAL SECTION

STA 50+50 TO STA 51+56




## PROPOSED TYPICAL SECTION

STA 50+50 TO STA 51+56

| PROJECT NO: 2160-07-73 | HWY: S. 76TH STREET | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|

NOTE:

1) COORDINATE WITH PROJECT 2120-18-70.

N

W FOREST HOME AVE (STH 24) EB

REMOVING APHALTIC SURFACE MILLING 3" AND 3" HMA PAVEMENT

BEGIN PROJECT
STA 50+50.00

R/L STH 76 (CTH U)

B-40-0164

END PROJECT
STA 54+71.52

+75.84
-48.00' LT

+73.33
-10.57' LT

S 76TH ST (CTH U) SB

S 76TH ST (CTH U) NB

49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00

+50
11.86' RT

+48.36
8.00' RT

+50
48.00' RT

CONCRETE SIDEWALK 5-INCH (COLORED AND STAMPED)

CONCRETE CURB AND GUTTER 31-INCH

ADJUSTING INLET

W FOREST HOME AVE (STH 24) WB

| PROJECT NO: 2160-07-73 | HWY: S. 76TH STREET | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 6 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MILW_CO\CO_GOV\STRUCTURAL\230576 S. 76TH ST. BRIDGE\21600703\SHEETS\021201-PD.DWG
LAYOUT NAME - 01

PLOT DATE : 7/18/2024 1:57 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

W FOREST HOME AVE (STH 24) EB

R/L STH 76 (CTH U)

B-40-0164

BEGIN PROJECT
STA 50+50.00

END PROJECT
STA 54+71.52

S 76TH ST (CTH U) SB

S 76TH ST (CTH U) NB

W FOREST HOME AVE (STH 24) WB

R100 P100 R4-7 24"X30"

R101 P101 R3-18 30"X30"

+75.74 -46.50' LT
+75 -35.50' LT
+74.26 -24.50' LT
+76.64 -13.50' LT
+60.18 -46.50' LT
+71.28 -35.50' LT
+82.39 -24.50' LT
+93.49 -13.50' LT

11'
11'
11'

50+00
51+00
52+00
53+00
54+00
55+00

+50 13.50' RT
+78.99 13.23' RT
+48.36 13.50' RT
+11.04 13.50' RT
+10.12 3.50' RT
+10.12 13.50' RT
+10.65 3.50' RT
+20.74 13.50' RT
+54.05 46.50' RT
+50 24.50' RT
+50 35.50' RT
+46.53 46.50' RT

10'
11'
11'
11'

## PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5 FT WHITE) WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH(12.5FT) (DASHED) (25 FT LINE 25 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
17. MARKING ARROW EPOXY (WHITE) (TYPE 2)

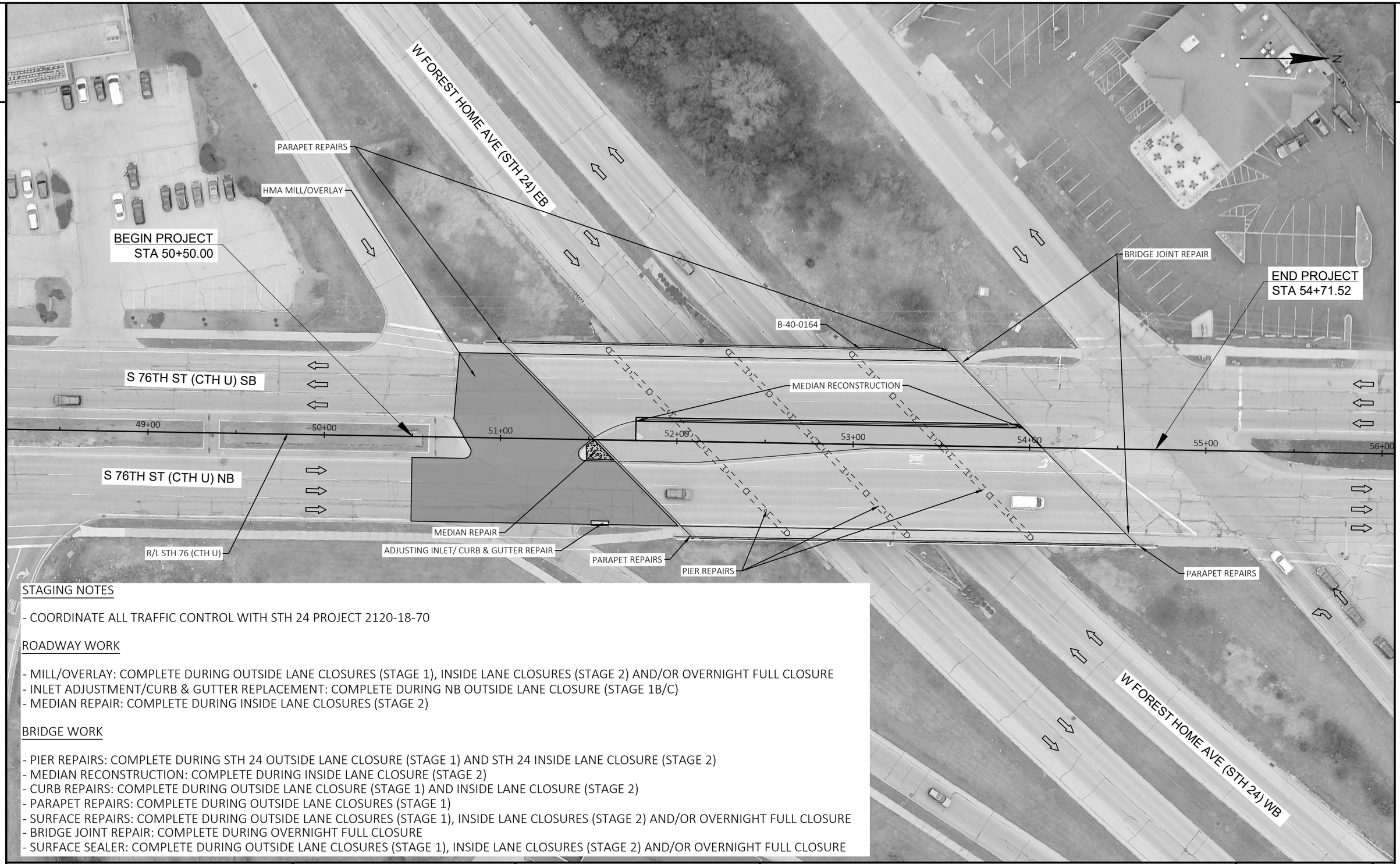
## SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (PXXX) PROPOSED SIGN

| PROJECT NO: 2160-07-73 | HWY: S. 76TH STREET | COUNTY: MILWAUKEE | SIGNING AND MARKING PLAN | SHEET 7 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MILW_CO\CO_GOV\STRUCTURAL\230576 S. 76TH ST. BRIDGE\21600703\SHEETS\023201-PS.DWG
LAYOUT NAME - 01
PLOT DATE : 7/18/2024 1:57 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




STAGING NOTES

- COORDINATE ALL TRAFFIC CONTROL WITH STH 24 PROJECT 2120-18-70

ROADWAY WORK

- MILL/OVERLAY: COMPLETE DURING OUTSIDE LANE CLOSURES (STAGE 1), INSIDE LANE CLOSURES (STAGE 2) AND/OR OVERNIGHT FULL CLOSURE
- INLET ADJUSTMENT/CURB & GUTTER REPLACEMENT: COMPLETE DURING NB OUTSIDE LANE CLOSURE (STAGE 1B/C)
- MEDIAN REPAIR: COMPLETE DURING INSIDE LANE CLOSURES (STAGE 2)

BRIDGE WORK

- PIER REPAIRS: COMPLETE DURING STH 24 OUTSIDE LANE CLOSURE (STAGE 1) AND STH 24 INSIDE LANE CLOSURE (STAGE 2)
- MEDIAN RECONSTRUCTION: COMPLETE DURING INSIDE LANE CLOSURE (STAGE 2)
- CURB REPAIRS: COMPLETE DURING OUTSIDE LANE CLOSURE (STAGE 1) AND INSIDE LANE CLOSURE (STAGE 2)
- PARAPET REPAIRS: COMPLETE DURING OUTSIDE LANE CLOSURES (STAGE 1)
- SURFACE REPAIRS: COMPLETE DURING OUTSIDE LANE CLOSURES (STAGE 1), INSIDE LANE CLOSURES (STAGE 2) AND/OR OVERNIGHT FULL CLOSURE
- BRIDGE JOINT REPAIR: COMPLETE DURING OVERNIGHT FULL CLOSURE
- SURFACE SEALER: COMPLETE DURING OUTSIDE LANE CLOSURES (STAGE 1), INSIDE LANE CLOSURES (STAGE 2) AND/OR OVERNIGHT FULL CLOSURE

| PROJECT NO: 2160-07-73 | HWY: S. 76TH STREET | COUNTY: MILWAUKEE | STAGING OVERVIEW | SHEET 8 | E |
|---|---|---|---|---|---|

2

2

## NOTES:

1) ALIGNMENT BEGIN STA 36+99.67
N = 270665.937
E = 579514.503

2) ALIGNMENT END STA 63+39.92
N = 273305.441
E = 579561.238

3) SEE SURVEY CONTROL PLAN FOR ADDITIONAL INFORMATION.

N

W FOREST HOME AVE (STH 24) EB

BEGIN PROJECT
STA 50+50.00
N = 272015.725
E = 579538.402

END PROJECT
STA 54+71.52
N = 272437.181
E = 579545.865

R/L STH 76 (CTH U)

S 76TH ST (CTH U) SB

49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00

N1°00'52"E
2640.25'

S 76TH ST (CTH U) NB

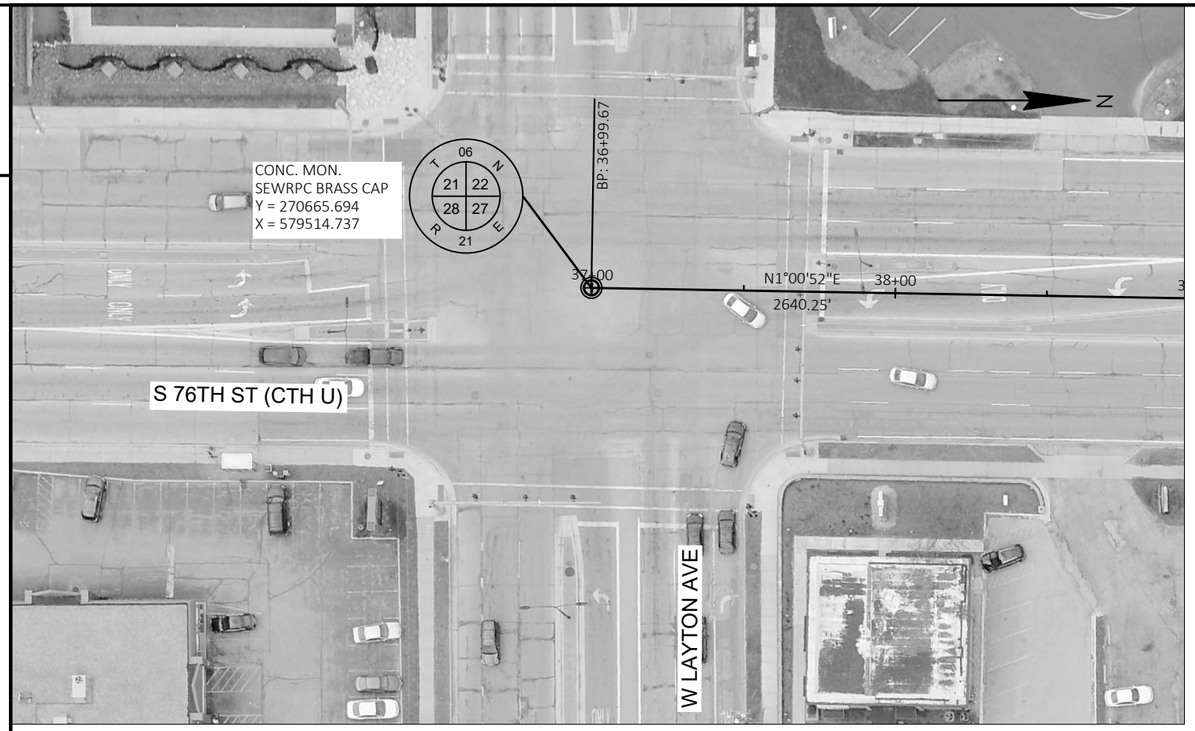
W FOREST HOME AVE (STH 24) WB

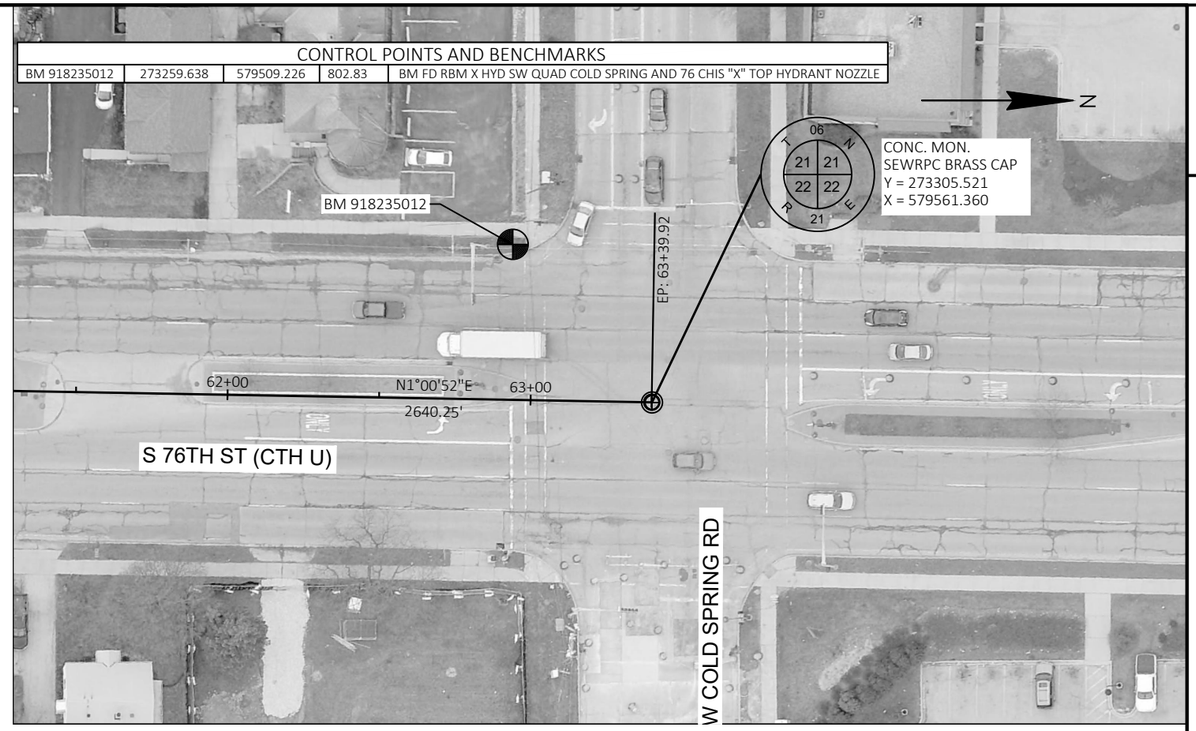
| PROJECT NO: 2160-07-73 | HWY: S. 76TH STREET | COUNTY: MILWAUKEE | ALIGNMENT PLAN | SHEET 9 | E |
|---|---|---|---|---|---|

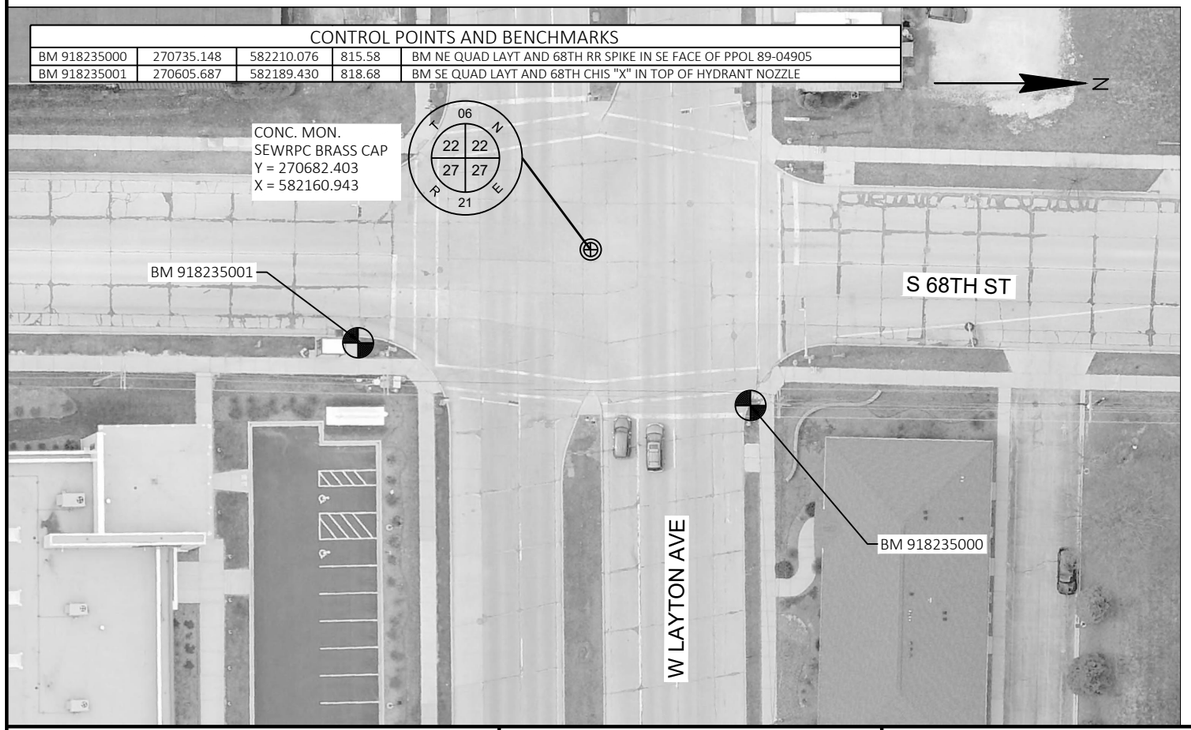
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LAYOUT NAME - 01

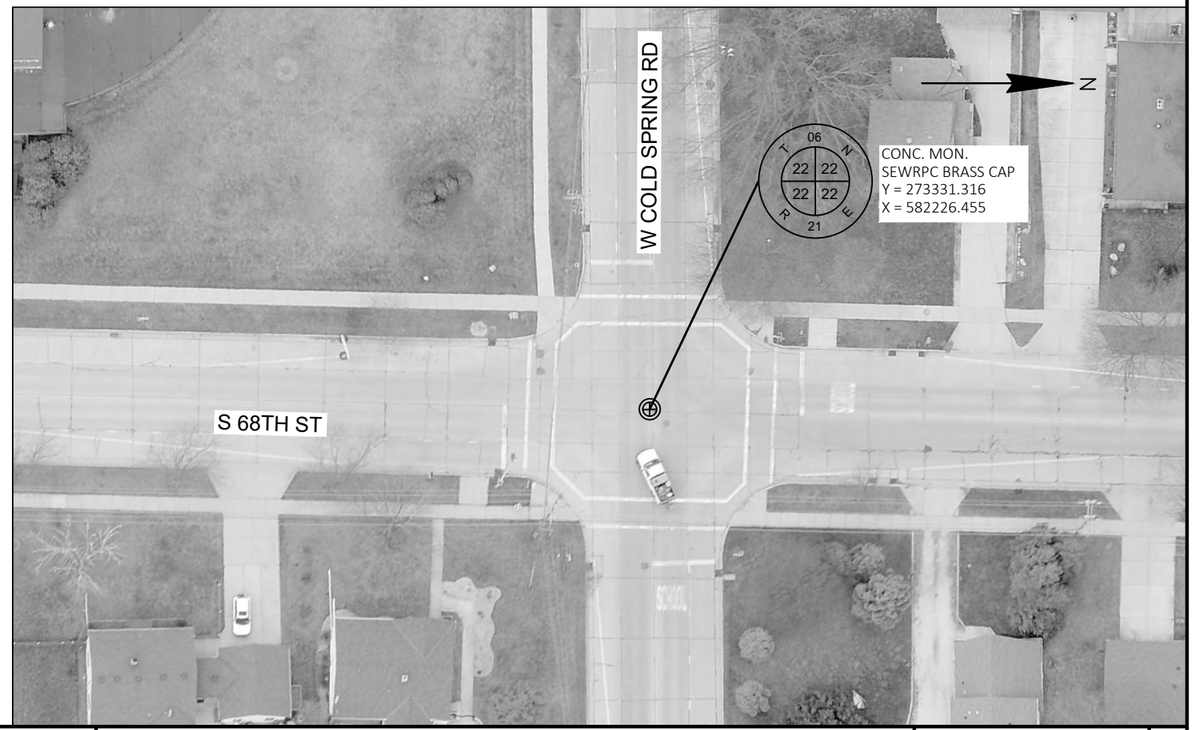
PLOT DATE : 7/18/2024 1:57 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42




| PROJECT NO: 2160-07-73 | HWY: S. 76TH STREET | COUNTY: MILWAUKEE | SURVEY CONTROL PLAN | SHEET 10 | E |
|---|---|---|---|---|---|

2160-07-73

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0010 | 204.0120 | Removing Asphaltic Surface Milling | SY | 910.000 | 910.000 |
| 0014 | 204.0150 | Removing Curb & Gutter | LF | 10.000 | 10.000 |
| 0016 | 204.0155 | Removing Concrete Sidewalk | SY | 12.000 | 12.000 |
| 0020 | 204.0175 | Removing Concrete Slope Paving | SY | 40.000 | 40.000 |
| 0060 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 6.000 | 6.000 |
| 0068 | 405.0100 | Coloring Concrete WisDOT Red | CY | 15.000 | 15.000 |
| 0070 | 405.1000 | Stamping Colored Concrete | CY | 2.000 | 2.000 |
| 0072 | 416.0610 | Drilled Tie Bars | EACH | 4.000 | 4.000 |
| 0080 | 455.0605 | Tack Coat | GAL | 127.000 | 127.000 |
| 0094 | 460.6425 | HMA Pavement 5 MT 58-28 H | TON | 163.000 | 163.000 |
| 0100 | 502.0100 | Concrete Masonry Bridges | CY | 77.000 | 77.000 |
| 0102 | 502.2000 | Compression Joint Sealer Preformed Elastomeric (width) 01. I-Inch | LF | 230.000 | 230.000 |
| 0104 | 502.3200 | Protective Surface Treatment | SY | 323.000 | 323.000 |
| 0108 | 502.3215 | Protective Surface Treatment Reseal | SY | 2,761.000 | 2,761.000 |
| 0110 | 502.4205 | Adhesive Anchors No. 5 Bar | EACH | 18.000 | 18.000 |
| 0112 | 505.0600 | Bar Steel Reinforcement HS Coated Structures | LB | 3,560.000 | 3,560.000 |
| 0114 | 509.0301 | Preparation Decks Type 1 | SY | 10.000 | 10.000 |
| 0116 | 509.0302 | Preparation Decks Type 2 | SY | 5.000 | 5.000 |
| 0118 | 509.0310.S | Sawing Pavement Deck Preparation Areas | LF | 40.000 | 40.000 |
| 0120 | 509.0500 | Cleaning Decks | SY | 324.000 | 324.000 |
| 0122 | 509.1000 | Joint Repair | SY | 6.000 | 6.000 |
| 0124 | 509.1200 | Curb Repair | LF | 3.000 | 3.000 |
| 0126 | 509.1500 | Concrete Surface Repair | SF | 346.000 | 346.000 |
| 0130 | 509.9050.S | Cleaning Parapets | LF | 544.000 | 544.000 |
| 0132 | 517.1010.S | Concrete Staining (structure) 01. B-40-0164 | SF | 1,960.000 | 1,960.000 |
| 0134 | 517.3001.S | Structure Overcoating Cleaning and Priming (structure) 01. B-40-0164 | EACH | 1.000 | 1.000 |
| 0136 | 517.4001.S | Containment and Collection of Waste Materials (structure) 01. B-40-0164 | EACH | 1.000 | 1.000 |
| 0138 | 517.6001.S | Portable Decontamination Facility | EACH | 1.000 | 1.000 |
| 0148 | 601.0331 | Concrete Curb & Gutter 31-Inch | LF | 10.000 | 10.000 |
| 0152 | 602.0410 | Concrete Sidewalk 5-Inch | SF | 103.000 | 103.000 |
| 0162 | 604.0400 | Slope Paving Concrete | SY | 40.000 | 40.000 |
| 0186 | 611.8115 | Adjusting Inlet Covers | EACH | 1.000 | 1.000 |
| 0204 | 619.1000 | Mobilization | EACH | 0.025 | 0.025 |
| 0246 | 634.0814 | Posts Tubular Steel 2x2-Inch X 14-FT | EACH | 1.000 | 1.000 |
| 0254 | 637.2210 | Signs Type II Reflective H | SF | 11.250 | 11.250 |
| 0266 | 638.2602 | Removing Signs Type II | EACH | 2.000 | 2.000 |
| 0268 | 638.3000 | Removing Small Sign Supports | EACH | 1.000 | 1.000 |
| 0314 | 643.5000 | Traffic Control | EACH | 0.025 | 0.025 |
| 0326 | 646.2025 | Marking Line Grooved Black Epoxy 6-Inch | LF | 345.000 | 345.000 |
| 0328 | 646.2040 | Marking Line Grooved Wet Ref Epoxy 6-Inch | LF | 1,791.000 | 1,791.000 |
| 0330 | 646.4040 | Marking Line Grooved Wet Ref Epoxy 10-Inch | LF | 111.000 | 111.000 |
| 0332 | 646.5020 | Marking Arrow Epoxy | EACH | 2.000 | 2.000 |
| 0490 | 690.0150 | Sawing Asphalt | LF | 74.000 | 74.000 |
| 0492 | 690.0250 | Sawing Concrete | LF | 15.000 | 15.000 |
| 0494 | 715.0502 | Incentive Strength Concrete Structures | DOL | 500.000 | 500.000 |
| 0502 | SPV.0035 | Special 41. Rapid Set Deck Repair | CY | 4.000 | 4.000 |
| 0590 | SPV.0060 | Special 60. Removing Existing Median B-40-164 | EACH | 1.000 | 1.000 |
| 0592 | SPV.0060 | Special 61. Expansion Device Modification | EACH | 1.000 | 1.000 |
| 0628 | SPV.0090 | Special 41. Strip Seal Gland Replacement | LF | 74.000 | 74.000 |

2160-07-73

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0638 | SPV.0165 | Special 41. Fiber Wrap Reinforcing Non-Structural | SF | 707.000 | 707.000 |
| 0640 | SPV.0165 | Special 42. Repainting Decorative Steel Railing | SF | 25.000 | 25.000 |

3

## REMOVING CURB AND GUTTER

| STATION | | STATION | LOCATION | 204.0150 REMOVING CONCRETE CURB & GUTTER LF |
|---|---|---|---|---|
| 51+52 | - | 51+62 | S 76TH ST (CTH U) | 10 |
| PROJECT 2160-07-73 TOTAL | | | | 10 |

## REMOVING CONCRETE SIDEWALK

| STATION | TO | STATION | OFFSET | LOCATION | 204.0155 REMOVING CONCRETE SIDEWALK SY |
|---|---|---|---|---|---|
| 51+49 | - | 51+64 | - | S 76TH ST (CTH U) | 12 |
| PROJECT 2160-07-73 TOTAL | | | | | 12 |

## CONCRETE SIDEWALK

| STATION | TO | STATION | LOCATION | 405.0100^ STAMPING COLORED CONCRETE CY | 602.0410 CONCRETE SIDEWALK 5-INCH SF |
|---|---|---|---|---|---|
| 51+49 | - | 51+64 | S 76TH ST (CTH U) | 2 | 103 |
| PROJECT 2160-07-73 TOTAL | | | | 2 | 103 |

## REMOVING ASPHALTIC SURFACE MILLING

| STATION | TO | STATION | LOCATION | 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY |
|---|---|---|---|---|
| 50+50 | - | 52+00 | S 76TH ST (CTH U) | 910 |
| PROJECT 2160-07-73 TOTAL | | | | 910 |

## AGGREGATE ITEMS

| STATION | TO | STATION | LOCATION | 305.0120 BASE AGGREGATE DENSE 1 1/4 INCH TON |
|---|---|---|---|---|
| 50+50 | - | 52+00 | S 76TH ST (CTH U) | 5 |
| UNDISTRIBUTED | | | | 1 |
| PROJECT 2160-07-73 TOTAL | | | | 6 |

## DRILLED TIE BARS

| LOCATION | 416.0610 DRILLED TIE BARS EACH |
|---|---|
| S 76TH ST (CTH U) | 4 |
| PROJECT 2160-07-73 TOTAL | 4 |

ALL ITEMS CATEGORY 1020 UNLESS OTHERWISE NOTED
^=CATEGORY 8040

## ASPHALT

| STATION | TO | STATION | OFFSET | LOCATION | 455.0605 TACK COAT GAL | 460.6425 HMA PAVEMENT 5 MT 58-28 H TON |
|---|---|---|---|---|---|---|
| 50+50 | - | 52+00 | LT | S 76TH ST (CTH U) | 127 | 163 |
| PROJECT 2160-07-73 TOTAL | | | | | 127 | 163 |

## CONCRETE CURB & GUTTER

| STATION | TO | STATION | LOCATION | 601.0331 CONCRETE CURB & GUTTER 31-INCH LF |
|---|---|---|---|---|
| 51+52 | - | 51+62 | S 76TH ST (CTH U) | 10 |
| PROJECT 2160-07-73 TOTAL | | | | 10 |

## ADJUSTING INLET COVERS

| LOCATION | ROADWAY | 611.8115 ADJUSTING INLET COVERS EACH |
|---|---|---|
| 51+57 | S 76TH ST (CTH U) | 1 |
| PROJECT 2160-07-73 TOTAL | | 1 |

## SIGNING

| ROADWAY | 634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH | 637.2210 SIGNS TYPE II REFECTIVE H SF | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH |
|---|---|---|---|---|
| S 76TH ST (CTH U) | 1 | 11.25 | 2 | 1 |
| PROJECT 2160-07-73 TOTAL | 1 | 11.25 | 2 | 1 |

ALL ITEMS CATEGORY 1020 UNLESS OTHERWISE NOTED

3

## PAVEMENT MARKING

| ROADWAY | 646.2020 MARKING LINE EPOXY 6-INCH (SOLID YELLOW) LF | 646.2020 MARKING LINE EPOXY 6-INCH (SOLID WHITE) LF | 646.2020 MARKING LINE EPOXY 6-INCH (DASHED WHITE) LF | 646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH LF | 646.4020 MARKING LINE EPOXY 10-INCH LF | 646.5020 MARKING ARROW EPOXY EACH |
|---|---|---|---|---|---|---|
| S 76TH ST (CTH U) | 509 | 592 | 345 | 345 | 111 | 2 |
| SUBTOTAL | 509 | 592 | 345 | 345 | 111 | 2 |
| PROJECT 2160-07-73 TOTAL | | 1,791 | | 345 | 111 | 2 |

## SAWCUTS

| STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF |
|---|---|---|---|
| 50+50 - 50+76 | S 76TH ST (CTH U) | 74 | -- |
| 17+49 - 22+28 | S 76TH ST (CTH U) | -- | 15 |
| PROJECT 2160-07-73 TOTAL | | 74 | 15 |

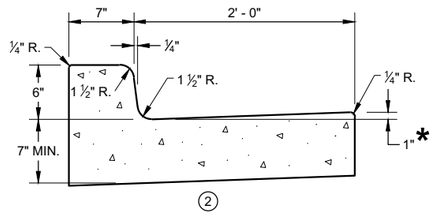
ALL ITEMS CATEGORY 1020 UNLESS OTHERWISE NOTED

# Standard Detail Drawing List

| | |
|---|---|
| 08D16-11 | CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES |
| 15C07-15C | PAVEMENT MARKING ARROWS |
| 15C08-23A | PERMANENT LONGITUDINAL PAVEMENT MARKINGS |
| 15C08-23D | PAVEMENT MARKING (TURN LANES) |
| 15C18-08B | MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE |

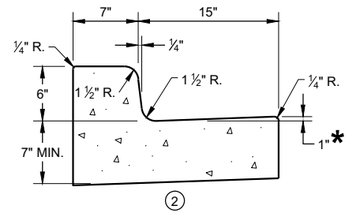
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6

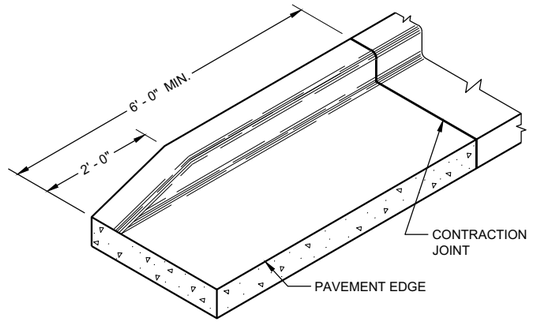



## CONCRETE CURB AND GUTTER 31" ①

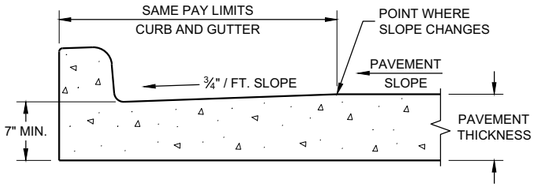
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



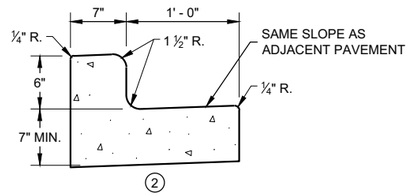

## CONCRETE CURB AND GUTTER 22" ①



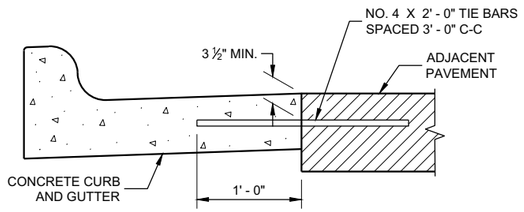

## END SECTIONCURB AND GUTTER



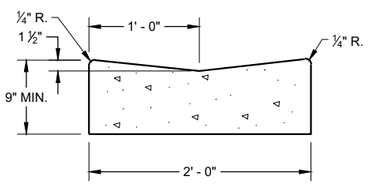

## PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



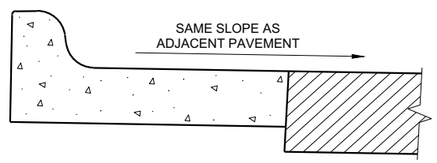

## CONCRETE CURB AND GUTTER 19" ①




## TYPICAL TIE BAR LOCATION ①




## CONCRETE GUTTER 24" ①




## HIGH SIDE SECTION ③

(TYPICAL FOR ALL CURB & GUTTER TYPES)

## GENERAL NOTES

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

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

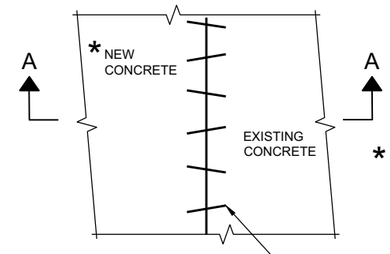
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

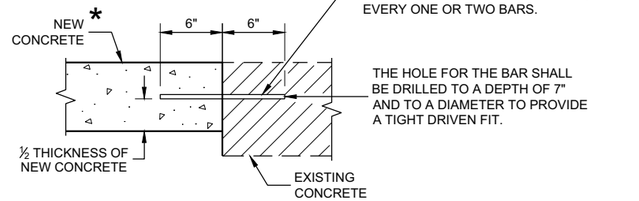
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS




## PLAN VIEW

*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.




## SECTION A - A

## PAVEMENT TIES

**CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES**

**(For Optional use in Milwaukee Co. Only)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

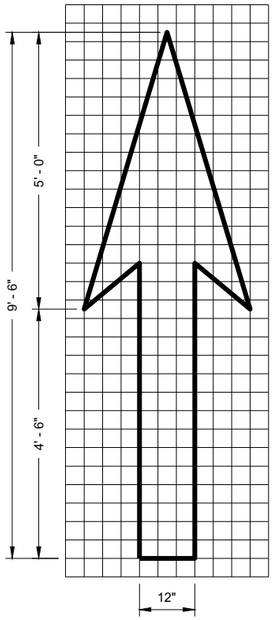



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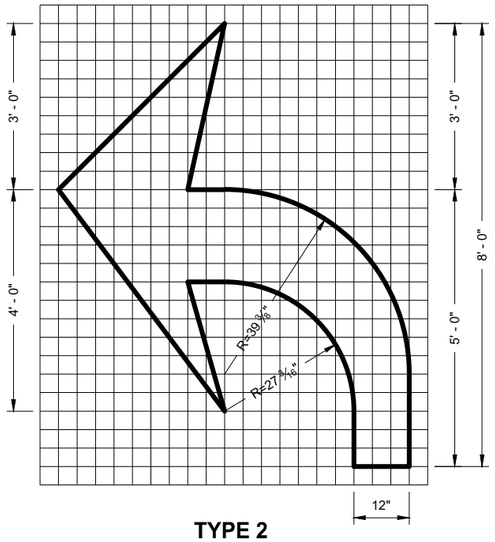

SDD 08D16 - 11

## GENERAL NOTES

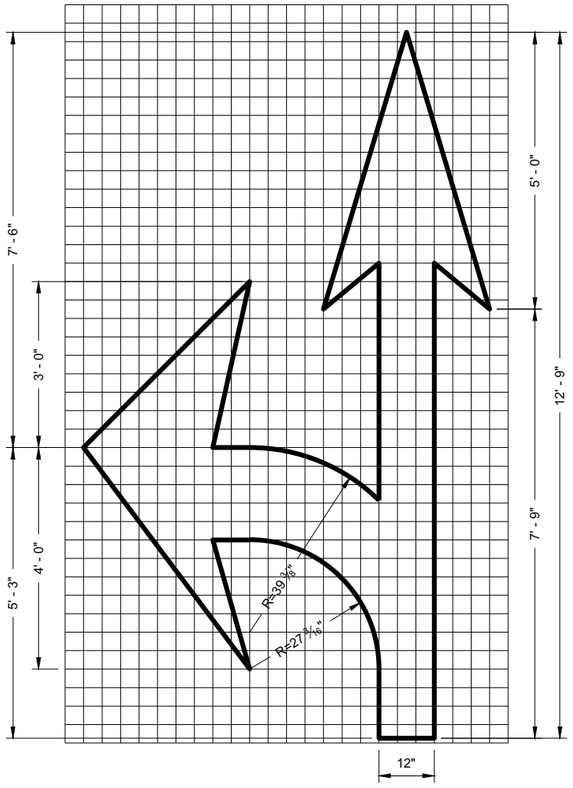
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



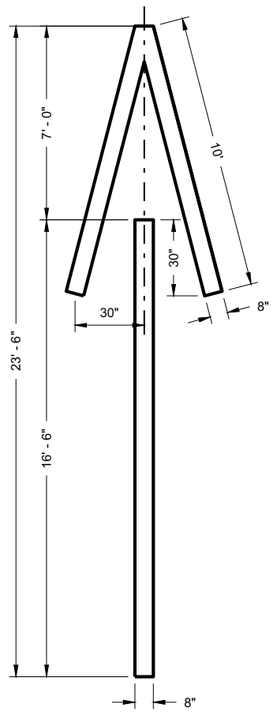

TYPE 1



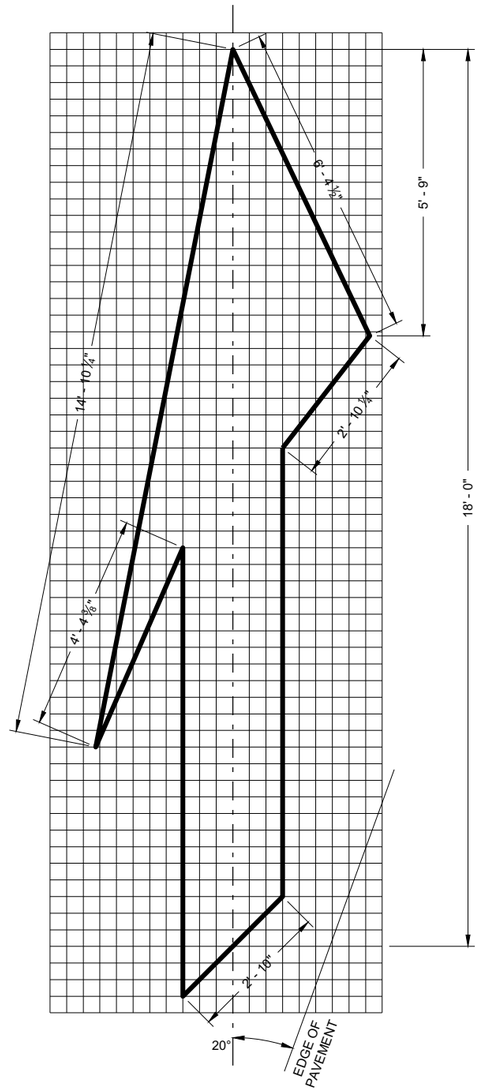

TYPE 2



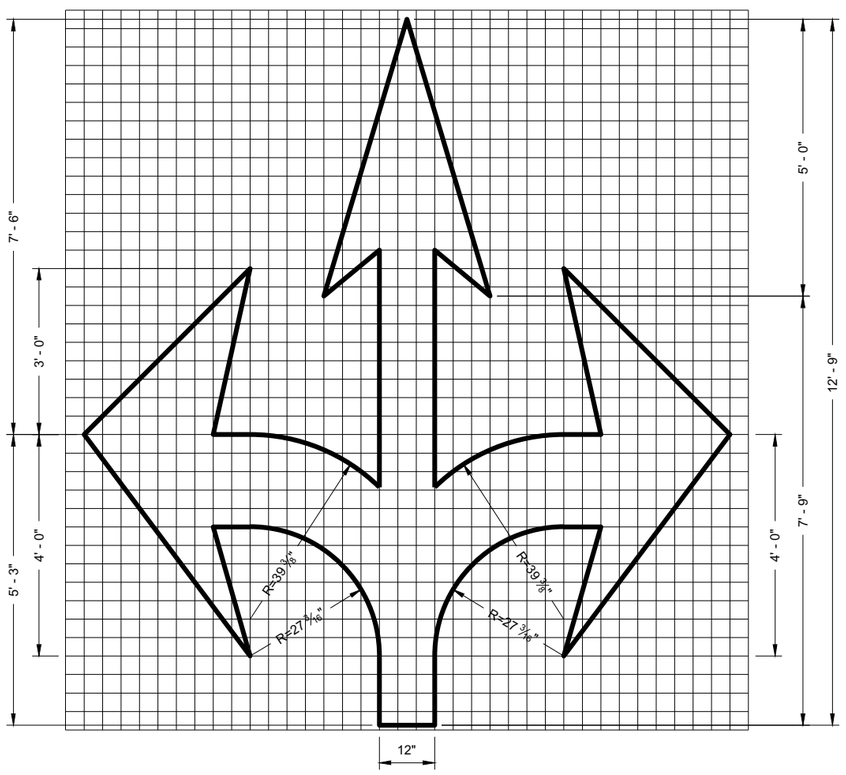

TYPE 3



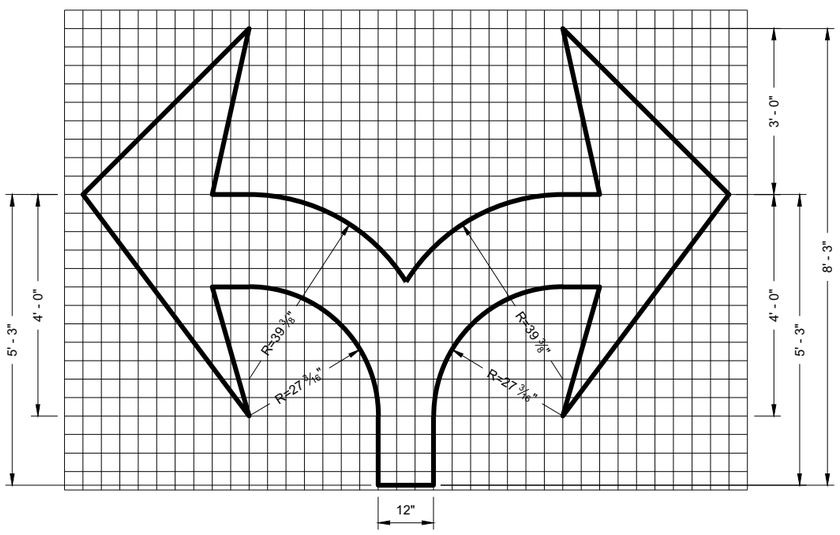

TYPE 4




TYPE 5 LANE DROP ARROW




TYPE 6




TYPE 7

# PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA



6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

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

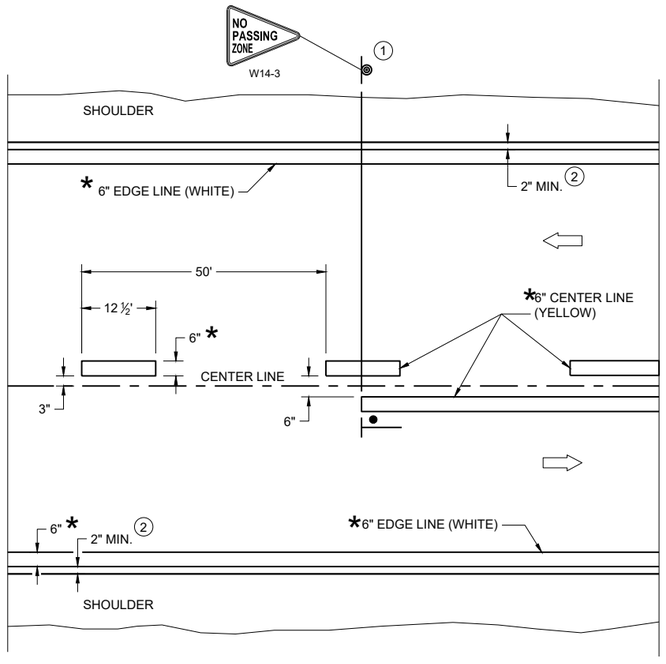
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

## LEGEND

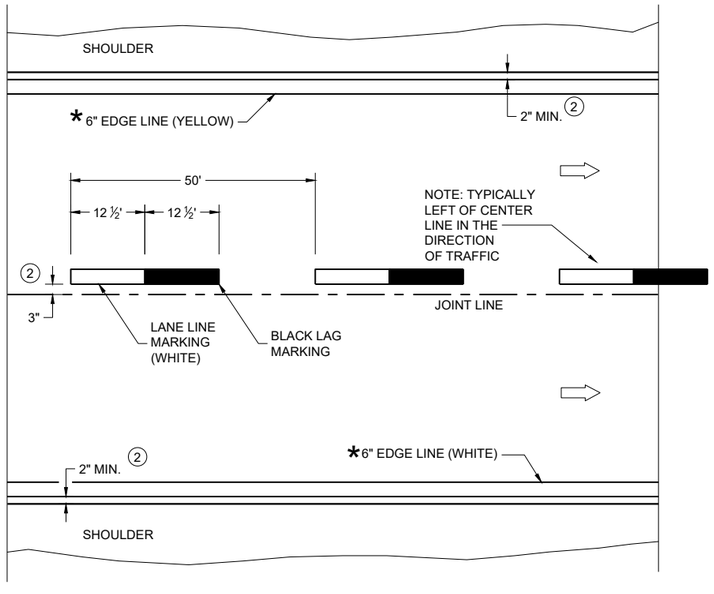
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC




TWO WAY TRAFFIC




ONE WAY TRAFFIC

**PERMANENT PAVEMENT MARKING**

6

**PERMANENT LONGITUDINAL PAVEMENT MARKINGS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

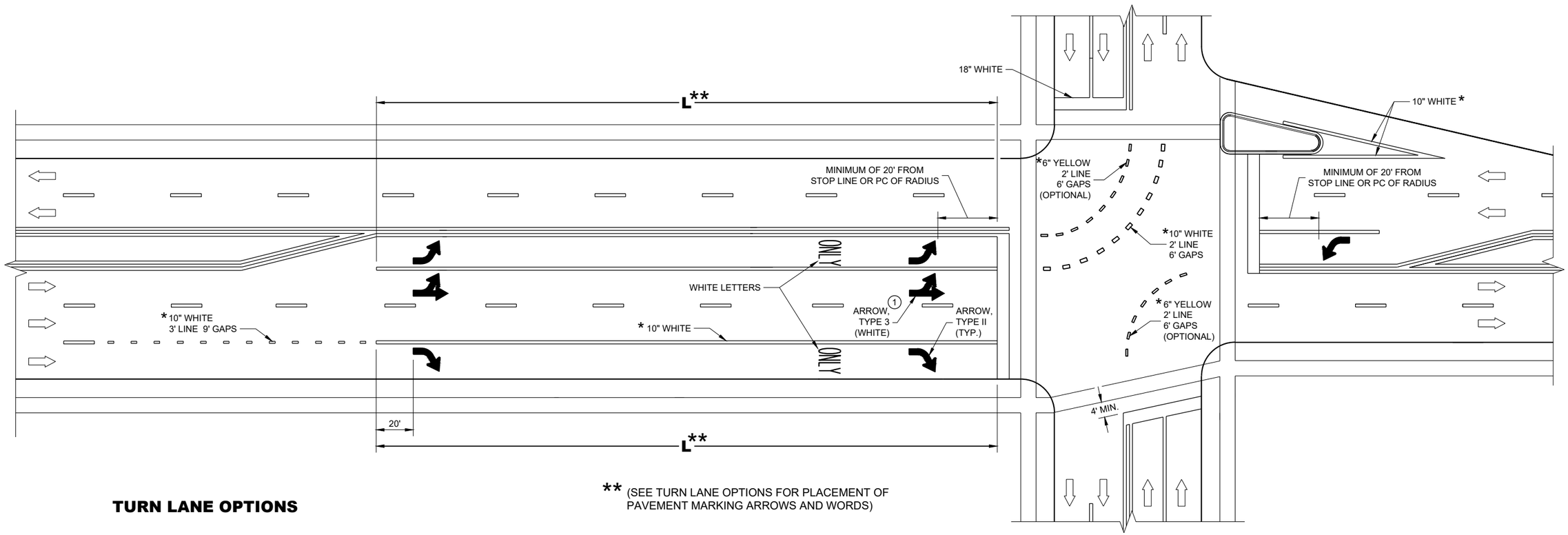
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA





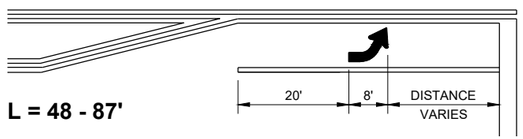
SDD 15C08-23a



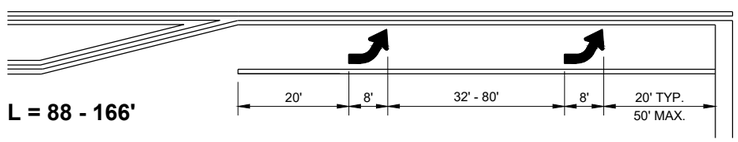

** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

## TURN LANE OPTIONS

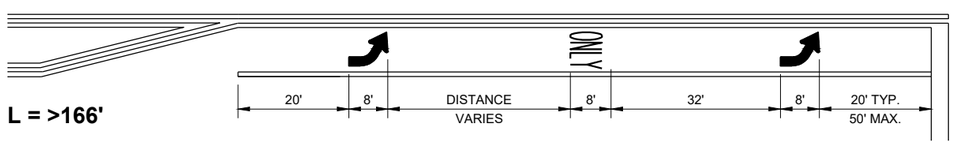
LENGTH OF TURN BAY ( **L** ) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS




**L = 48 - 87'**




**L = 88 - 166'**




**L = >166'**

## GENERAL NOTES

(1) 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

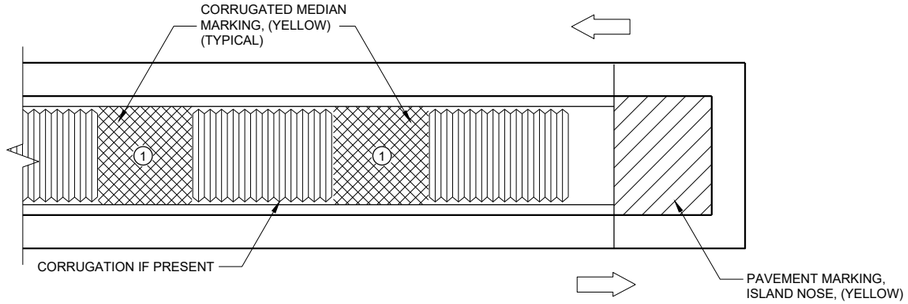
**L** = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

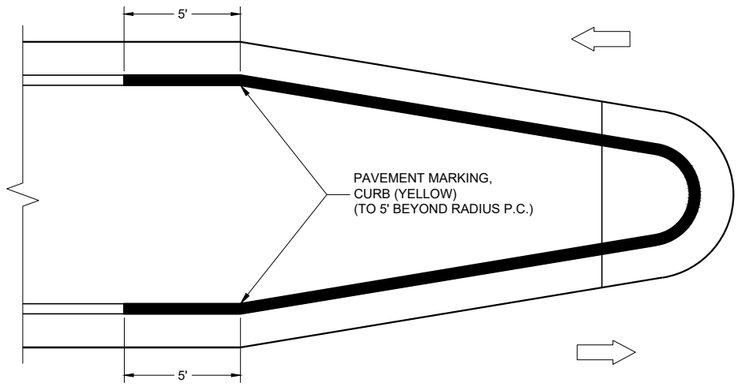
**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

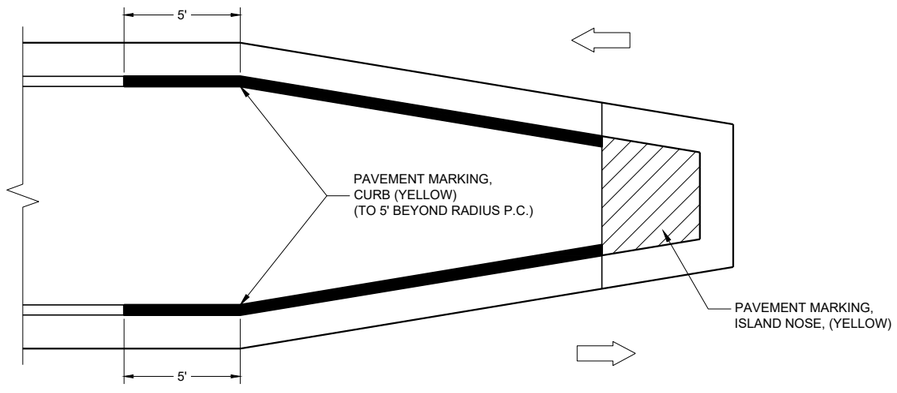

6
SDD 15C08-23d




**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 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



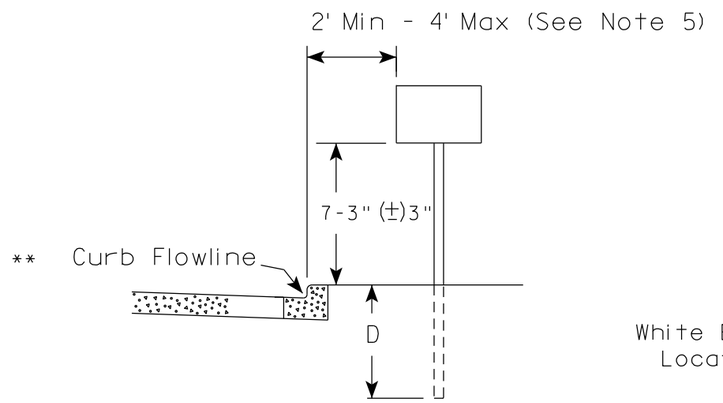
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SDD 15C18-08b

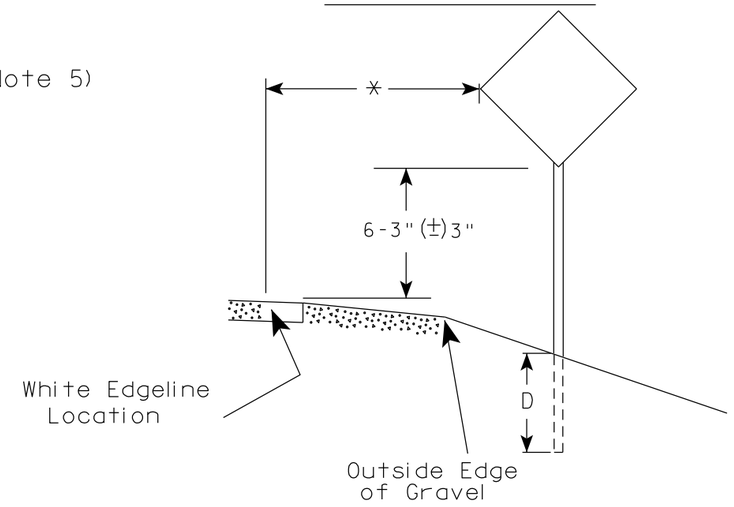
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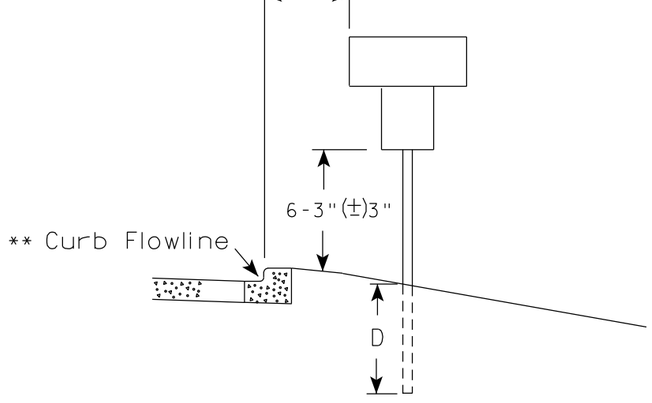
SDD 15C18-08b

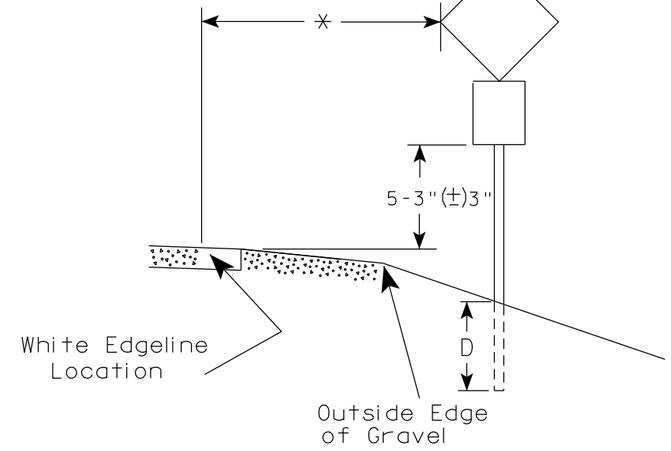
## URBAN AREA




## RURAL AREA (See Note 2)




** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

### POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

### GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

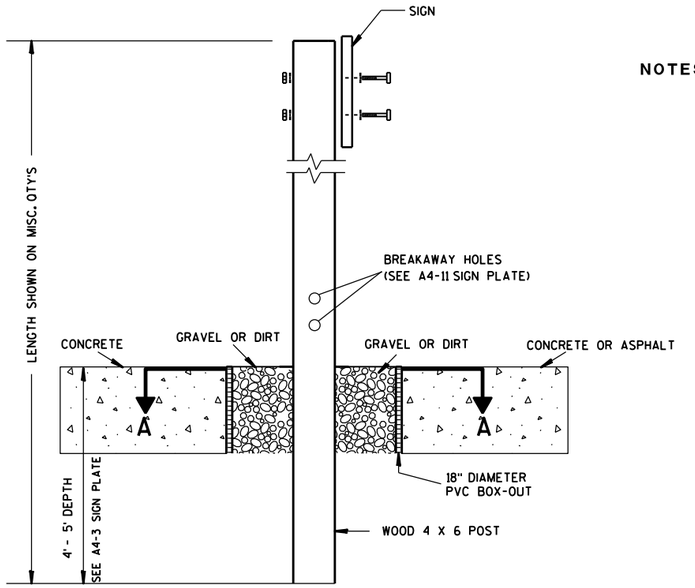
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

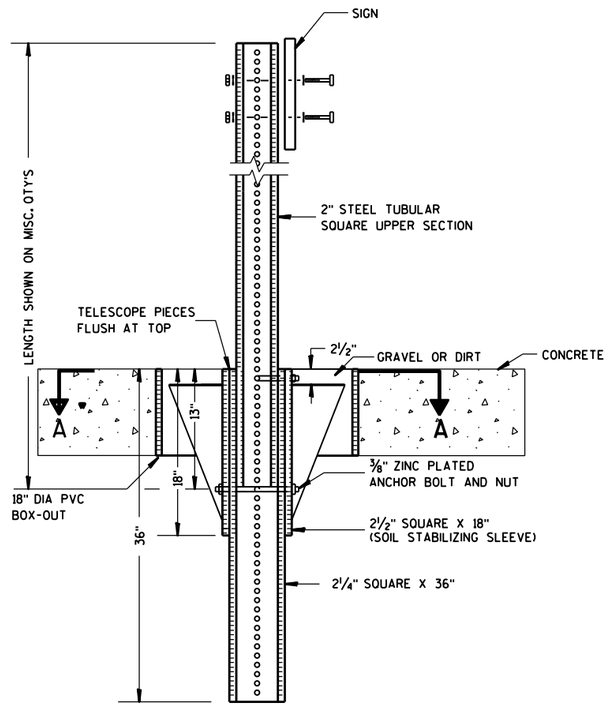
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 22 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

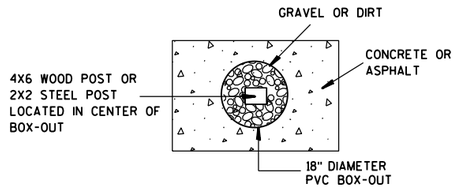
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

**DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT**




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

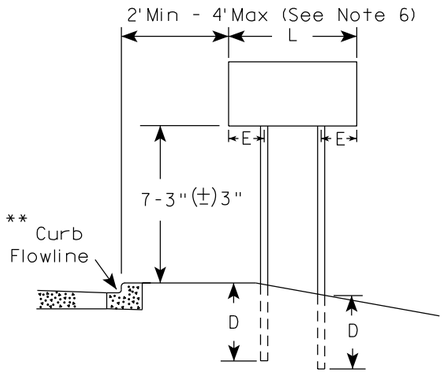
DATE 1/27/14 PLATE NO. A4-3B.1

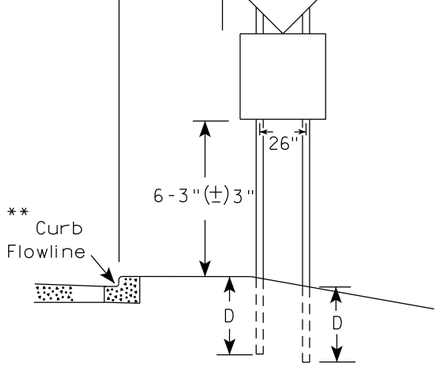


| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

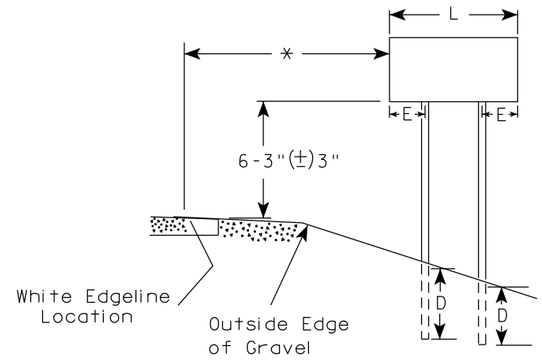
## URBAN AREA

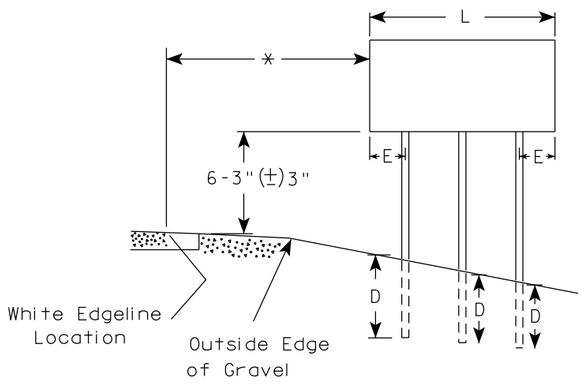


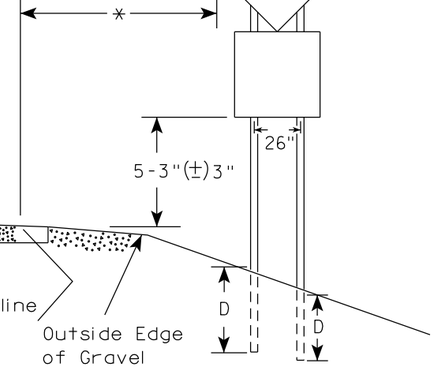




48" DIAMOND WARNING SIGN

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | | |
|---|---|---|
| | L | E |
| *** | Greater than 48" Less than 60" | 12" |
| | 60" to 108" | L/5 |

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 108" to 144" | 12" |

### GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

### POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

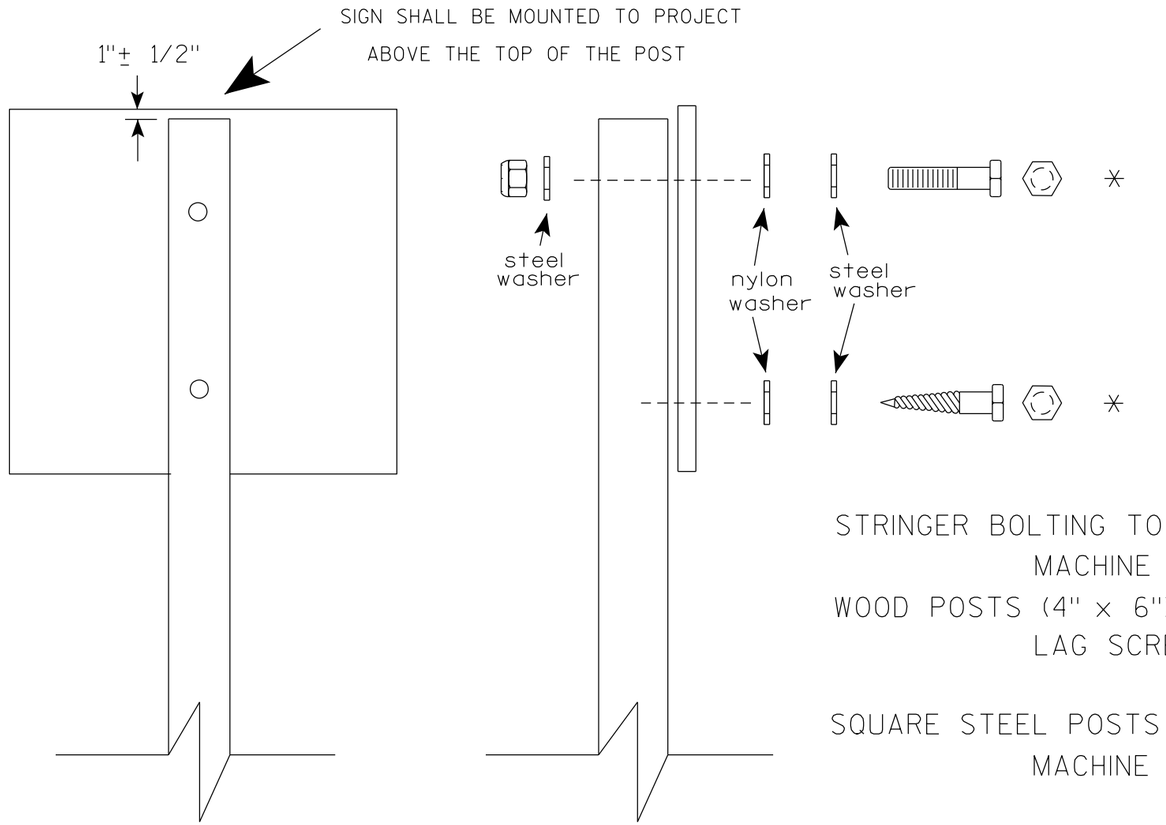
**TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS**

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 24 | E |
|---|---|---|---|---|---|




Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

# ATTACHMENT OF SIGNS TO POSTS

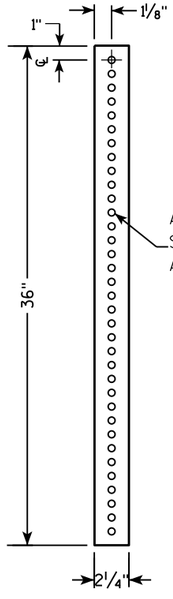
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

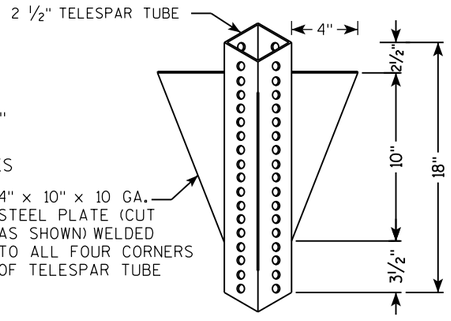
DATE 4/1/2020 PLATE NO. A4-8.9

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

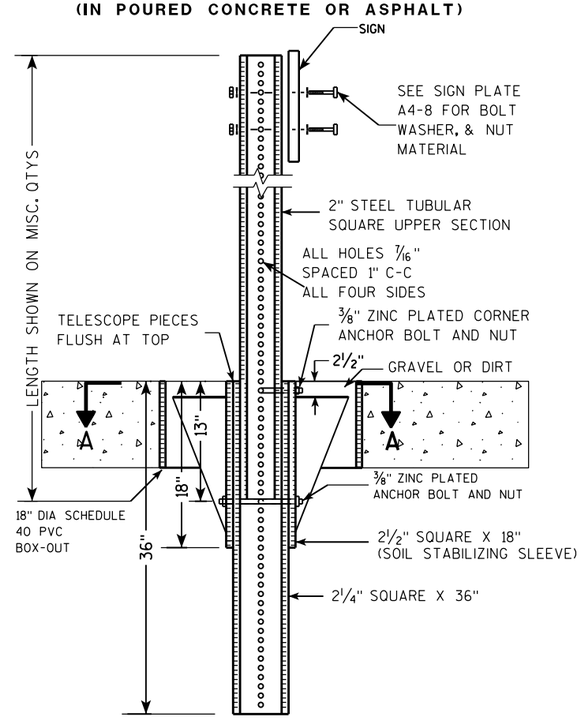
**2 ¼ " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



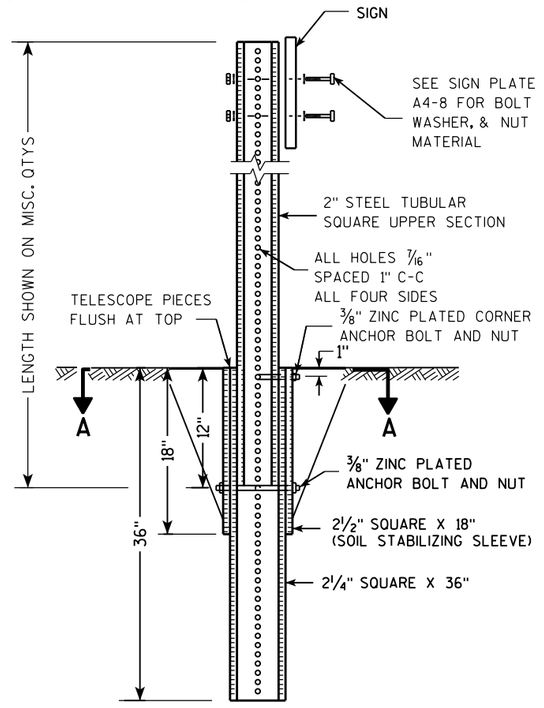

**2 ½ " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

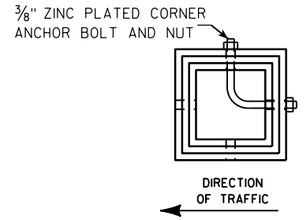



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## DETAIL OF TUBULAR STEEL SIGN POST
**(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**




**SECTION A-A**

| Area of Sign Installation (Sq. Ft.) | Number of Required Posts |
|---|---|
| 9 or less | 1 |
| Greater than 9 less than or equal to 18 | 2 |
| Greater than 18 less than or equal to 27 | 3 |

**Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).**

TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

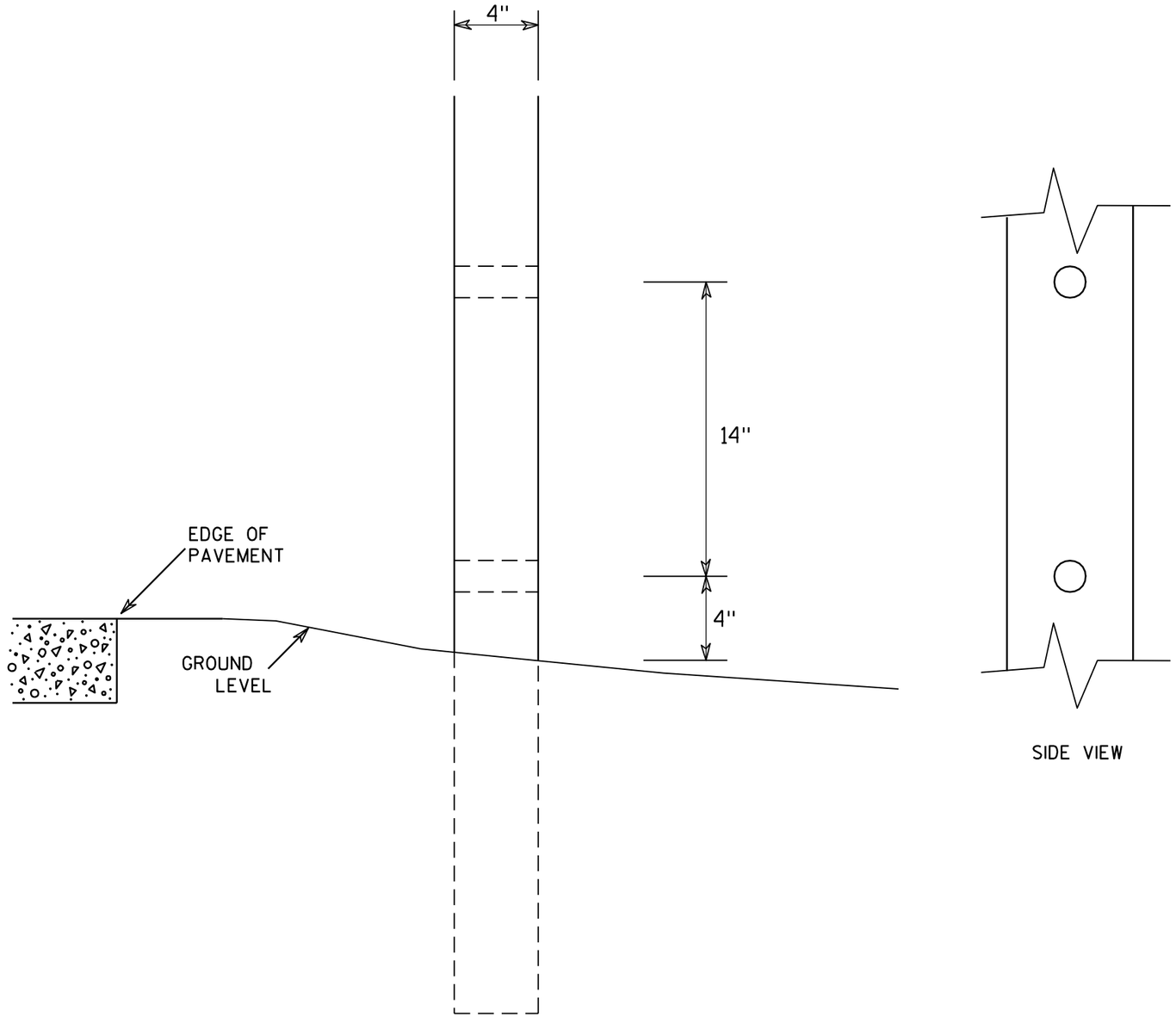
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

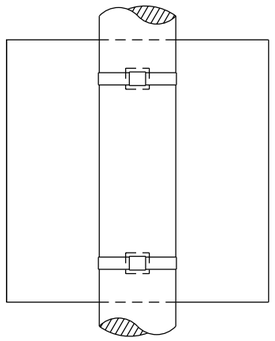
APPROVED Chester J Spang for State Traffic Engineer

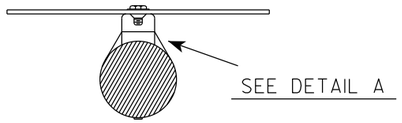
DATE 3/27/97 PLATE NO. A4-11.2

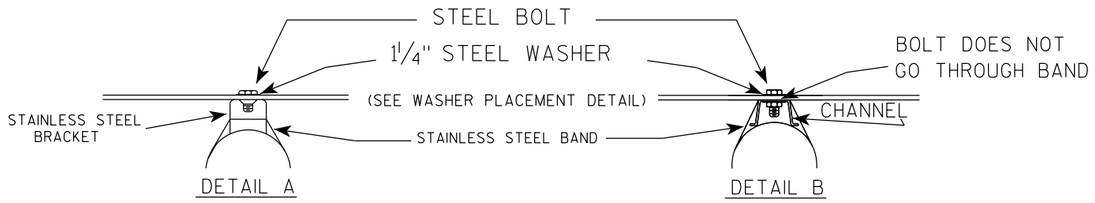
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 27 | E |
|---|---|---|---|---|---|

# BANDING

SINGLE SIGN



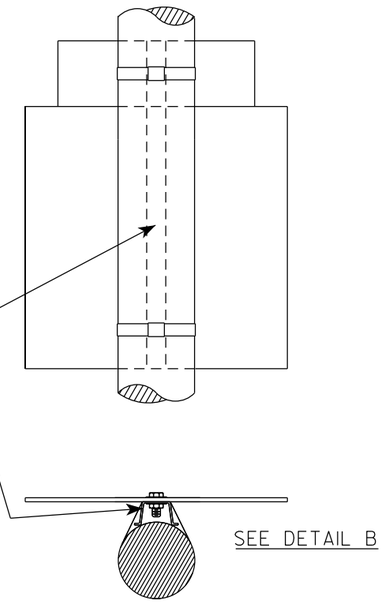


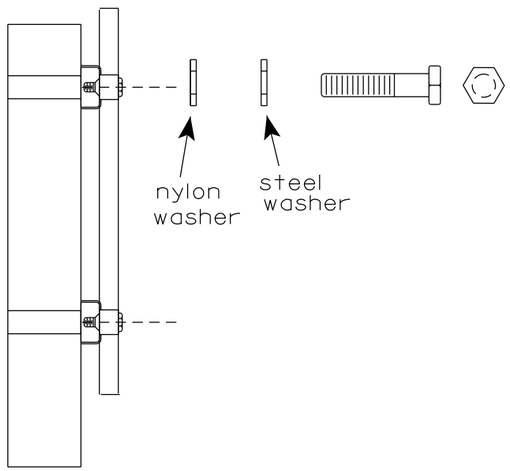

## GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY




WASHER PLACEMENT




WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

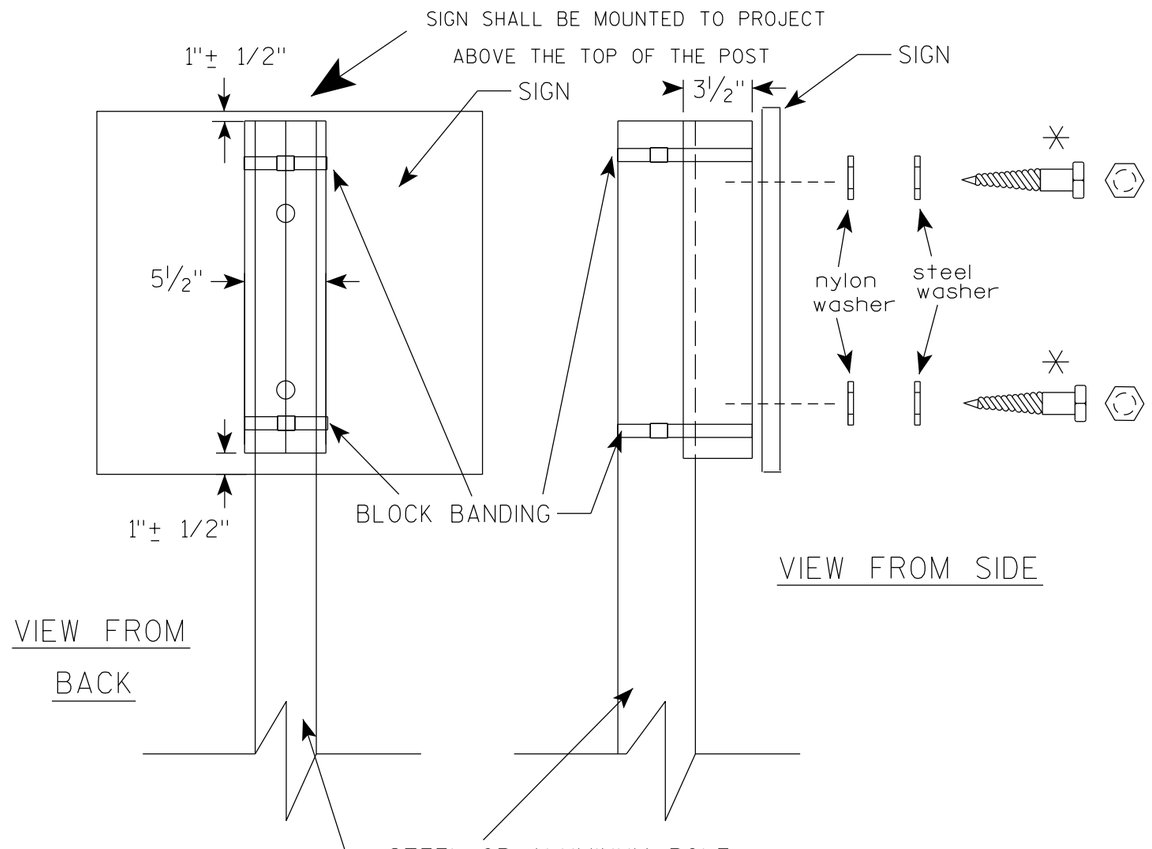
*WISCONSIN DEPT OF TRANSPORTATION*

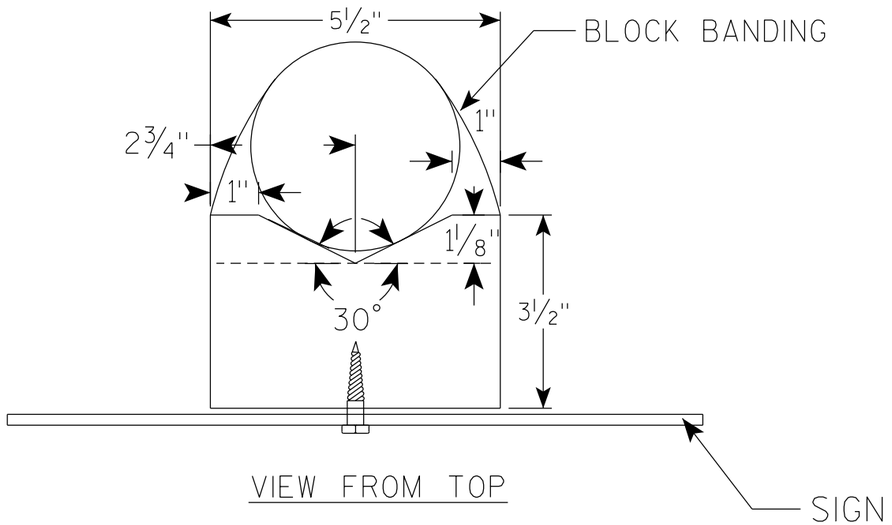
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 28 | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$




## GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

# BLOCK BANDING DETAIL ( V-BLOCK OPTION )

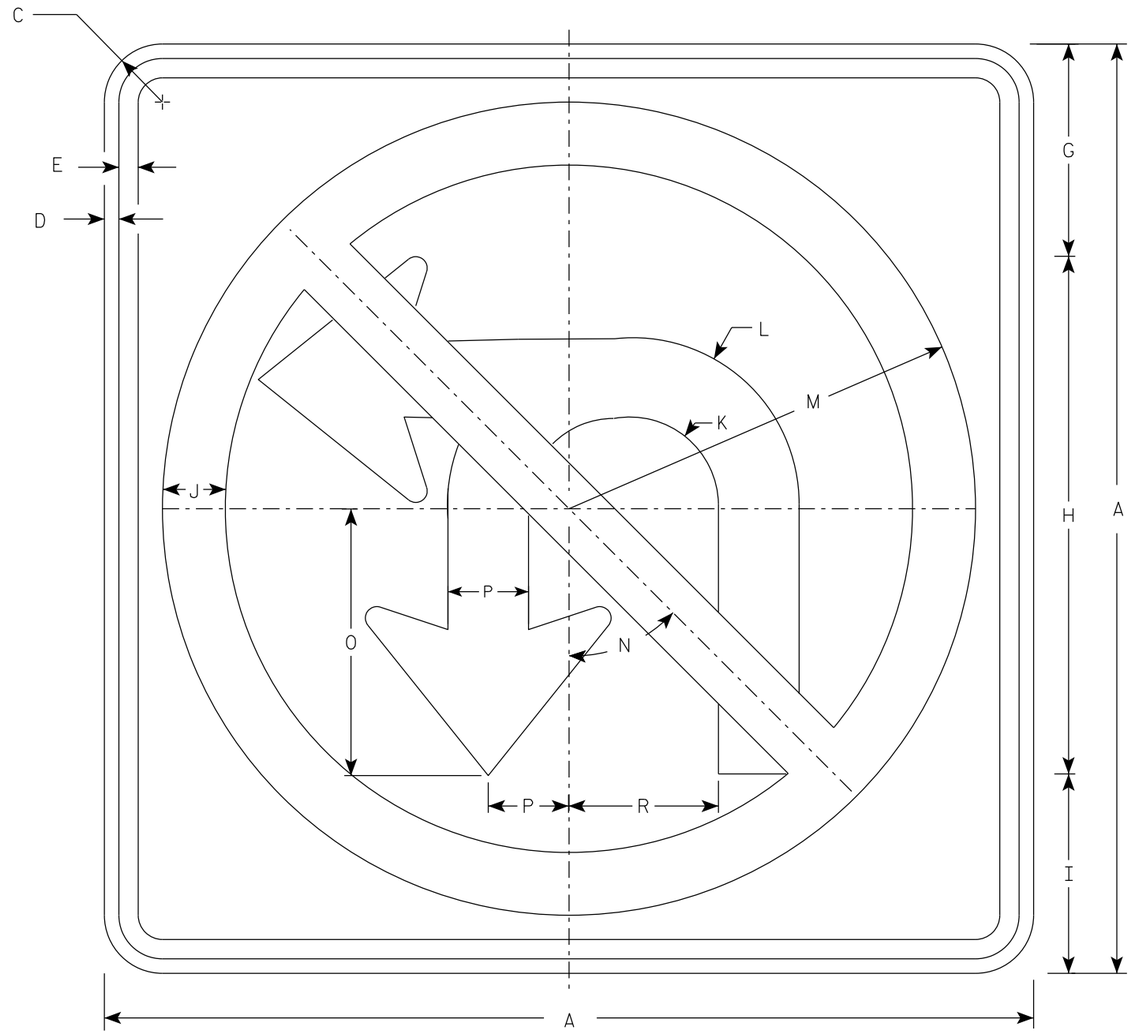
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 29 E




R3-18

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | | 1 1/2 | 3/8 | 1/2 | | 5 1/2 | 13 3/8 | 5 1/8 | 1 5/8 | 2 1/4 | 4 1/4 | 10 1/2 | 45° | 6 7/8 | 2 1/8 | | 3 7/8 | | | | | | | | | 4.0 |
| 2M | 36 | | 2 1/4 | 5/8 | 3/4 | | 8 1/4 | 20 | 7 3/4 | 2 1/2 | 3 3/8 | 6 1/2 | 15 3/4 | 45° | 10 3/8 | 3 1/8 | | 5 3/4 | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | | 8 1/4 | 20 | 7 3/4 | 2 1/2 | 3 3/8 | 6 1/2 | 15 3/4 | 45 | 10 3/8 | 3 1/8 | | 5 3/4 | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | 5/8 | 3/4 | | 8 1/4 | 20 | 7 3/4 | 2 1/2 | 3 3/8 | 6 1/2 | 15 3/4 | 45 | 10 3/8 | 3 1/8 | | 5 3/4 | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 11 | 26 3/4 | 10 1/4 | 3 1/4 | 4 5/8 | 8 5/8 | 21 | 45° | 13 3/4 | 4 1/8 | | 7 3/4 | | | | | | | | | 16.0 |

STANDARD SIGN
R3-18

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

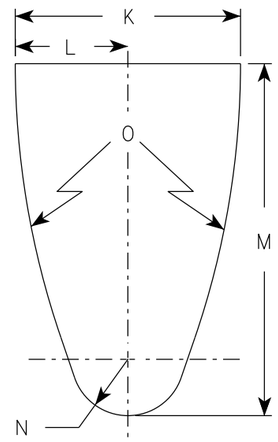
DATE 2/23/23 PLATE NO. R3-18.3

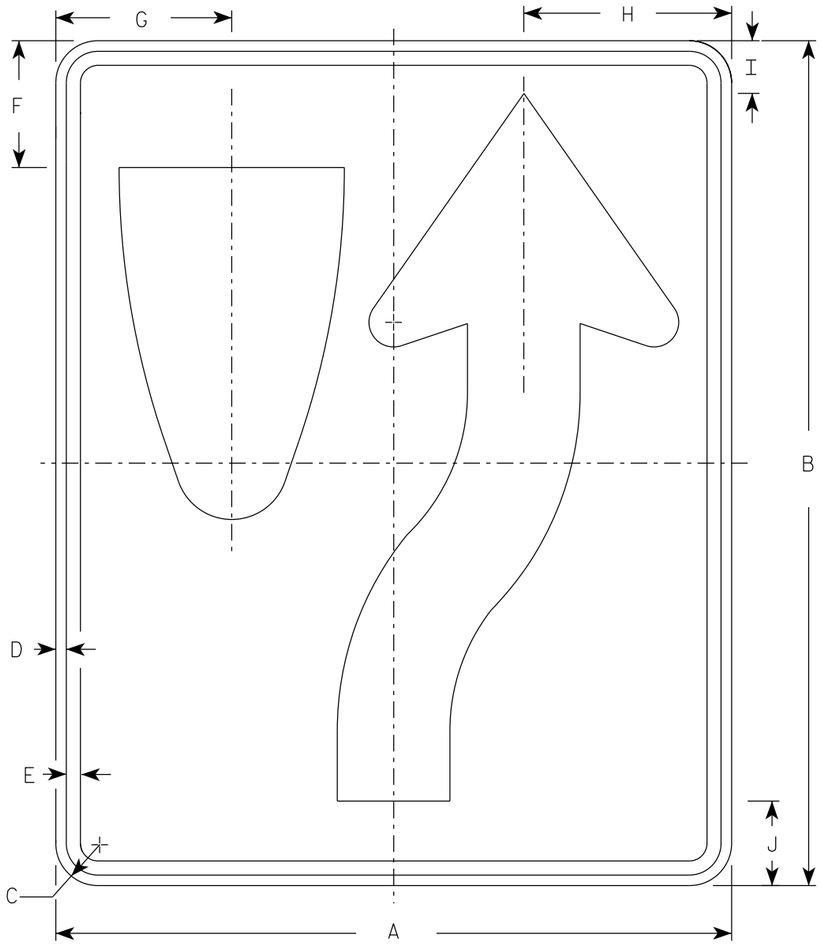
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 30 | E

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

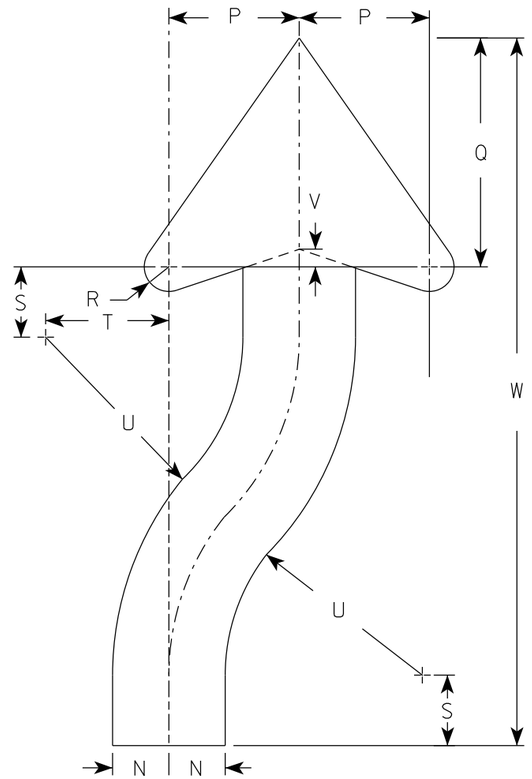
## DIVIDER DETAIL




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 1/2 | 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 1/2 | 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 1/2 | 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 7/8 | 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 7/8 | 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 | 3 | 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 8/17/23 PLATE NO. R4-7.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 31 | E |
|---|---|---|---|---|---|

STATE PROJECT NUMBER

**2160-07-73**

# PLAN

**4-SPAN CONTINUOUS STEEL GIRDERS (BRIDGE REHABILITATION)**

257'-7" BACK TO BACK OF ABUTMENTS
255'-8¼" PROTECTIVE SURFACE TREATMENT RESEAL LIMITS
230'-6" MEDIAN WORK AND OVERLAY LIMITS
SPAN 1 56'-0" | SPAN 2 68'-0" | SPAN 3 70'-0" | SPAN 4 56'-0"
3'-9½"

EXISTING WATER MAIN TO REMAIN
EXISTING MEDIAN TO REMAIN
OUTSIDE FACE OF SIDEWALK/PARAPET
MEDIAN REMOVAL AND REPLACEMENT.
45°15'57" SKEW
2'-0" OVERLAY
MILWAUKEE COUNTY FIBER OPTIC TO REMAIN
EXISTING STORM SEWER TO REMAIN, TYP.
EXISTING ELECTRICAL TO REMAIN, TYP.
EXISTING SANITARY TO REMAIN
STRIP SEAL GLAND REPLACEMENT
MODIFICATION OF STRIP SEAL AT MEDIAN REQ'D, PAID UNDER ITEM "EXPANSION DEVICE MODIFICATION"
EXISTING OVERHEAD WE ENERGIES ELECTRIC TO REMAIN
EXISTING SIGNALS TO BE REPLACED UNDER PROJECT ID 2120-18-70, TYP.
REPLACE LONGITUDINAL COMPRESSION JOINT SEALER SEE SHEET 5.
EXISTING SIGNALS TO BE REPLACED UNDER PROJECT ID 2120-18-70, TYP.
END OF DECK STA. 54+08.78
C/L BRG. N. ABUT STA. 54+05.93
C/L BRG. N. ABUT.
C/L PIER 3 STA. 53+49.93
EXISTING AT&T FIBER OPTIC TO REMAIN
EXISTING WE ENERGIES ELECTRIC TO REMAIN
STA. 52+79.55 S. 76TH ST = STA. 231+76.05 FOREST HOME AVE.
C/L PIER 1 STA. 52+11.93
C/L PIER 2 STA. 52+79.93
STA. 51+76.64
C/L BRG. S. ABUT STA. 51+55.93
C/L BRG. S. ABUT.
END OF DECK STA. 51+53.09
R/L S. 76TH STREET (CTH U)
N01° 00' 51.75" E
231+00
232+00
51+00
52+00
53+00
54+00
110'-0" OUT TO OUT
37'-0"
36'-0"
46'-0"
1'-0" PARAPET
6'-0" SDWK
11'-0" MEDIAN
12'-0" MEDIAN
2'-0" MEDIAN
1'-6" GUTTER
2'-6" GUTTER
VARIES TURN LANE
11'-0" LANE
POINTS OF MIN. VERT. CLEAR.
C/L PIER 1
C/L PIER 2
C/L PIER 3
EXISTING SLOPE PAVING
OUTSIDE FACE OF SIDEWALK/PARAPET
EXISTING SLOPE PAVING
EXISTING ELECTRIC TO REMAIN
1'-0" PARAPET, TYP.
EXISTING STORM SEWER TO REMAIN, TYP.
R/L W. FOREST HOME AVE. (STH 24)

**B-40-164**

**S. 76TH STREET (CTH U)**

**W. FOREST HOME AVE. (STH 24)**

# ELEVATION

**LOOKING WEST**

840
830
820
810
800
790

SPOT CLEAN AND OVERCOAT EXISTING STEEL GIRDERS. SEE GENERAL NOTES.
CONCRETE SURFACE REPAIRS AT PARAPET, SEE GENERAL NOTES
PROTECTIVE SURFACE TREATMENT RESEAL
SPOT PAINTING STEEL RAILING, LOCATIONS TO BE DETERMINED BY THE ENGINEER
C/L BRG. S. ABUT. & EXP JNT.
C/L PIER 1
C/L PIER 2
C/L BRG. N. ABUT. & EXP JNT.
C/L PIER 3
EXP.
FIX.
12'-0" LANE
MIN. VERT. CLR. 14'-8"
CONCRETE SURFACE REPAIRS AT ABUTMENTS AND WINGWALLS, TYP.
R/L FOREST HOME AVE. (STH 24)
FOLIAGE REMOVAL AND SLOPE PAVING REPAIR
EXISTING CONC. SLOPE PAVING (SLOPE 2:1), TYP.
CONCRETE SURFACE REPAIRS AND FIBER WRAP AT PIERS, TYP.
EXISTING TREATED TIMBER PILING, TYP.

# DESIGN DATA

**LIVE LOAD:**

DESIGN LOADING: HS20
INVENTORY RATING: HS20
OPERATING RATING: HS34
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)
(RATINGS TAKEN FROM HSIS, 11/28/23)

**MATERIAL PROPERTIES:**

CONCRETE MASONRY:
SUPERSTRUCTURE ——— $f'_c$ = 4,000 PSI
ALL OTHER ——— $f'_c$ = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 ——— $f_y$ = 60,000 PSI

# LIST OF DRAWINGS:


1. GENERAL PLANS & ELEVATION
2. GENERAL NOTES & QUANTITIES
3. TYPICAL SECTION & STAGING
4. MEDIAN REMOVAL DETAILS
5. MEDIAN DETAILS
6. REHABILITATION DETAILS
7. SLOPE PAVING REPAIR DETAILS
8. EXPANSION JOINT DETAILS (1 OF 2)
9. EXPANSION JOINT DETAILS (2 OF 2)
10. DECK REHAB AREAS (1 OF 2)
11. DECK REHAB AREAS (2 OF 2)


# LEGEND

- TAKEN FROM EXISTING STRUCTURE PLANS DATED 9-8-06
- TAKEN FROM HSIS 11-28-23
- (X) EXISTING WINGWALL NOTATION
- DIRECTION OF TRAFFIC

# TRAFFIC DATA

**FEATURE ON:**
ADT = 26,520 (2041)
R.D.S. = 40 MPH

**FEATURE UNDER:**
ADT = 19,010 (2044)
R.D.S. = 40 MPH

**STRUCTURE DESIGN CONTACTS:**


BRIDGE OFFICE: AARON BONK 608-261-0261
CONSULTANT: SHANNON CONNOLLY 414-751-7200


| NO. | DATE | REVISION | BY |
|---|---|---|---|

kapur

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 08/05/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

**STRUCTURE B-40-164**

S. 76TH ST. OVER W. FOREST HOME AVE.

| COUNTY | CITY |
|---|---|
| MILWAUKEE | GREENFIELD |

DESIGN SPEC. REHABILITATION N\A

| DESIGNED BY | DESIGNED CK'D | DRAWN BY | PLANS CK'D |
|---|---|---|---|
| SMC | MHZ | SK | SMC |

**GENERAL PLAN & ELEVATION**

SHEET 1 OF 11
32

WISCONSIN SHANNON CONNOLLY E-44309-6 MILWAUKEE, WI PROFESSIONAL ENGINEER 7/31/2024

I.D. 2160-07-03 DATE:

8 8

STATE PROJECT NUMBER

**2160-07-73**

## GENERAL NOTES

DRAWING SHALL NOT BE SCALED

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

COORDINATES ON THIS PLAN ARE REFERENCES TO THE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MILWAUKEE COUNTY, NAD 83 (2011).

ALL STATION AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETER INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

REMOVAL OF THE EXISTING MEDIAN IS TO BE PAID FOR UNDER THE ITEM "REMOVING EXISTING MEDIAN B-40-164". REMOVING OF THE EXISTING MEDIAN SHALL BE PERFORMED BY HAND POWER TOOLS OR AIR HAMMERS WEIGHING LESS THAN 80 POUNDS. HEAVIER EQUIPMENT INCLUDING BACKHOE MOUNTED HAMMERS ARE NOT PERMITTED. PERFORM MEDIAN REMOVAL IN SUCH A MANNER SO AS TO NOT DAMAGE THE STRUCTURAL SLAB UNDER THE MEDIAN. SAWCUTS REQUIRED ARE INCIDENTAL TO "REMOVING EXISTING MEDIAN B-40-164".

A MAXIMUM OF 1½-INCHES OF CONCRETE SHALL BE REMOVED FROM THE BRIDGE DECK AT THE LOCATION SHOWN UNDER THE BID ITEM "CLEANING DECKS".

PLACE NEW CONCRETE OVERLAY AS SHOWN IN THE PLANS, MATCHING THE TOP OF EXISTING DECK AT THE PERIMETER OF REMOVAL AREA AND MAINTAIN THE EXISTING DECK CROSS SLOPE. AVERAGE EXPECTED CONCRETE OVERLAY THICKNESS IS 1½ INCHES. CONCRETE IN AREA OF OVERLAY PAID FOR UNDER ITEM "RAPID SET DECK REPAIR."

PROTECTIVE SURFACE TREATMENT RESEAL SHALL BE APPLIED TO THE EXISTING DECK AND ALL EXPOSED VERTICAL AND HORIZONTAL SURFACES OF THE EXISTING SIDEWALK AND MEDIAN. SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL"

APPLY PROTECTIVE SURFACE TREATMENT TO THE NEW CONCRETE OVERLAY AND ALL EXPOSED VERTICAL AND HORIZONTAL SURFACES OF THE NEW CONCRETE MEDIAN.

THE TOP AND INSIDE FACE OF PARAPETS AND AREAS OF CONCRETE SURFACE REPAIR ON WINGWALLS SHALL BE STAINED AMS STANDARD COLOR NO. 27925.

DECORATIVE STEEL RAILING SHALL BE PAINTED AMS STANDARD COLOR BLACK NO. 27038.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS DATED 9-8-06.

AT "CURB REPAIR" REMOVE CONCRETE TO SOUND CONCRETE OR AT LEAST 1" BEHIND EXISTING REINFORCING STEEL.

REMOVE ANY/ALL LOOSE CONCRETE UNDER BID ITEM "CONCRETE SURFACE REPAIR". SURFACES SHALL BE BLAST CLEANED AND ANY EXPOSED STEEL SHALL BE BRUSHED CLEANED PRIOR TO THE CONCRETE SURFACE REPAIR BEING COMPLETED. REPAIR AREA SHALL BE VERIFIED AND APPROVED BY THE FIELD ENGINEER.

THE UTILITY AND STORM SEWER INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AND STORM SEWER AS MAY BE NECESSARY TO AVOID DAMAGE.

"PREPARATION DECKS TYPE 1" & "PREPARATION DECKS TYPE 2" AREAS ARE BASED ON THE INFRARED THERMOGRAPHY SURVEY RESULTS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION SHALL BE FILLED WITH "RAPID SET DECK REPAIR."

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER. QUANTITIES FOR THESE BID ITEMS ARE APPROXIMATE.

- CONCRETE SURFACE REPAIR
- FIBER WRAP REINFORCING NON-STRUCTURAL
- REPAINTING DECORATIVE STEEL RAILING
- CONCRETE STAINING AT SURFACE REPAIRS ON WINGWALLS
- SLOPE PAVING REMOVAL
- SLOPE PAVING CONCRETE
- STEEL GIRDER PAINTING
- CURB REPAIR

ALL CONCRETE REMOVAL NOT COVERED BY A CONCRETE OVERLAY SHALL BE DEFINED BY A 1 INCH DEEP SAWCUT.

"STRUCTURE OVERCOATING CLEANING AND PRIMING B-40-164" SHALL INCLUDE SPOT PAINTING THE GIRDERS AND DIAPHRAGMS WHERE THERE IS RUST AS DETERMINED BY THE ENGINEER. STRUCTURAL STEEL SHALL BE PAINTED AMS STANDARD COLOR NO. 24260 (GREEN, MEDIUM TONE).

REMOVE ANY FOLIAGE GROWING WITHIN THE CONCRETE SLOPE PAVING AS DETERMINED BY THE ENGINEER. DAMAGED SECTIONS ARE TO BE REPLACED. REMOVAL OF FOLIAGE INCIDENTAL TO ITEM "REMOVING CONCRETE SLOPE PAVING."

## TOTAL ESTIMATED QUANTITIES

| | BID ITEM NUMBER | BID ITEMS | UNIT | SOUTH ABUTMENT | PIER 1 | PIER 2 | PIER 3 | NORTH ABUTMENT | SUPER. | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|
| | 204.0175 | REMOVING CONCRETE SLOPE PAVING | SY | 12 | ---- | ---- | ---- | 28 | ---- | 40 |
| ⚹ | 405.0100 | COLORING CONCRETE WISDOT RED | CY | ---- | ---- | ---- | ---- | ---- | 15 | 15 |
| | 502.0100 | CONCRETE MASONRY BRIDGES | CY | ---- | ---- | ---- | ---- | 2 | 75 | 77 |
| | 502.2000 | COMPRESSION JOINT SEALER PREFORMED ELASTOMERIC 1-INCH | LF | ---- | ---- | ---- | ---- | ---- | 230 | 230 |
| | 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | ---- | ---- | ---- | ---- | ---- | 323 | 323 |
| | 502.3215 | PROTECTIVE SURFACE TREATMENT RESEAL | SY | ---- | ---- | ---- | ---- | ---- | 2,761 | 2,761 |
| | 502.4205 | ADHESIVE ANCHORS NO.5 BAR | EACH | ---- | ---- | ---- | ---- | ---- | 18 | 18 |
| | 505.0600 | BAR STEEL REINFORCEMENT HS COATED STRUCTURES | LB | ---- | ---- | ---- | ---- | 160 | 3,400 | 3,560 |
| | 509.0301 | PREPARATION DECKS TYPE 1 | SY | ---- | ---- | ---- | ---- | ---- | 10 | 10 |
| | 509.0302 | PREPARATION DECKS TYPE 2 | SY | ---- | ---- | ---- | ---- | ---- | 5 | 5 |
| | 509.0310.S | SAWING PAVEMENT DECK PREPARATION AREAS | LF | ---- | ---- | ---- | ---- | ---- | 40 | 40 |
| | 509.0500 | CLEANING DECKS | SY | ---- | ---- | ---- | ---- | ---- | 324 | 324 |
| | 509.1000 | JOINT REPAIR | SY | ---- | ---- | ---- | ---- | ---- | 6 | 6 |
| | 509.1200 | CURB REPAIR | LF | ---- | ---- | ---- | ---- | ---- | 3 | 3 |
| | 509.1500 | CONCRETE SURFACE REPAIR | SF | 30 | 12 | 59 | 13 | 30 | 202 | 346 |
| | 509.9050.S | CLEANING PARAPETS | LF | 20 | ---- | ---- | ---- | 20 | 505 | 544 |
| ⚹ | 517.1010.S.01 | CONCRETE STAINING B-40-164 | SF | 76 | ---- | ---- | ---- | 76 | 1,808 | 1,960 |
| | 517.3001.S.01 | STRUCTURE OVERCOATING CLEANING & PRIMING B-40-164 | EACH | ---- | ---- | ---- | ---- | ---- | 1 | 1 |
| | 517.4001.S.01 | CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-40-164 | EACH | ---- | ---- | ---- | ---- | ---- | 1 | 1 |
| | 517.6001.S | PORTABLE DECONTAMINATION FACILITY | EACH | ---- | ---- | ---- | ---- | ---- | 1 | 1 |
| | 604.0400 | SLOPE PAVING CONCRETE | SY | 12 | ---- | ---- | ---- | 28 | ---- | 40 |
| | SPV.0035.41 | RAPID SET DECK REPAIR | CY | ---- | ---- | ---- | ---- | ---- | 4 | 4 |
| | SPV.0060.60 | REMOVING EXISTING MEDIAN B-40-164 | EACH | ---- | ---- | ---- | ---- | ---- | 1 | 1 |
| | SPV.0060.61 | EXPANSION DEVICE MODIFICATION | EACH | ---- | ---- | ---- | ---- | ---- | 1 | 1 |
| | SPV.0090.41 | STRIP SEAL GLAND REPLACEMENT | LF | ---- | ---- | ---- | ---- | ---- | 74 | 74 |
| | SPV.0165.41 | FIBER WRAP REINFORCING NON-STRUCTURAL | SF | ---- | 94 | 443 | 170 | ---- | ---- | 707 |
| ⚹ | SPV.0165.42 | REPAINTING DECORATIVE STEEL RAILING | SF | ---- | ---- | ---- | ---- | ---- | 25 | 25 |
| | | | | | | | | | | |
| | | NON-BID ITEMS | | | | | | | | |
| | | - | - | | | | | | | - |

⚹ DENOTES CATEGORY 8030
ALL OTHER ITEMS ARE CATEGORY 2020

## BENCH MARKS

| NO. | NORTHING | EASTING | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| 918235000 | 270735.148 | 582210.076 | BM NE QUAD LAYT AND 68TH RR SPIKE IN SE FACE OF PPOL 89-04905 | 815.58 |
| 918235001 | 270605.687 | 582189.430 | BM SE QUAD LAYT AND 68TH CHIS "X" IN TOP OF HYDRANT NOZZLE | 818.68 |
| 918235012 | 273259.638 | 579509.226 | BM FD RBM X HYD SW QUAD COLD SPRING AND 76 chis "X" TOP HYDRANT NOZZLE | 802.83 |

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8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**STRUCTURE B-40-164**

DRAWN BY SK | PLANS CK'D SMC

**GENERAL NOTES & QUANTITIES**

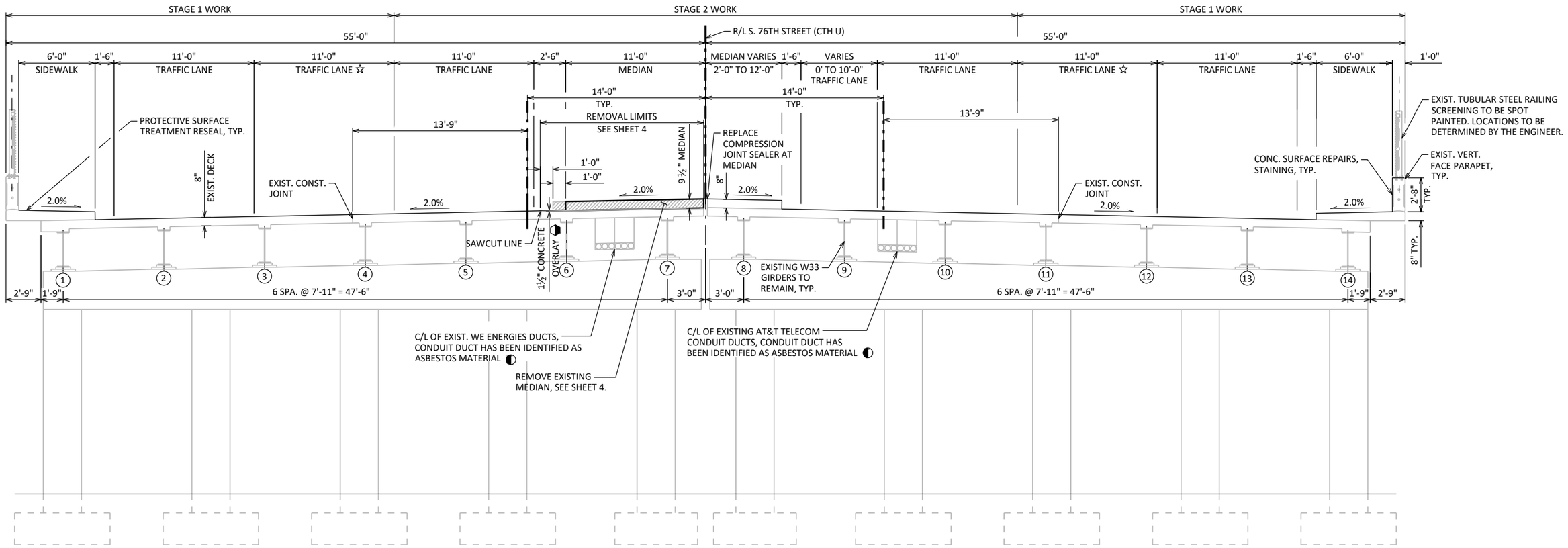
SHEET 2 OF 11

33

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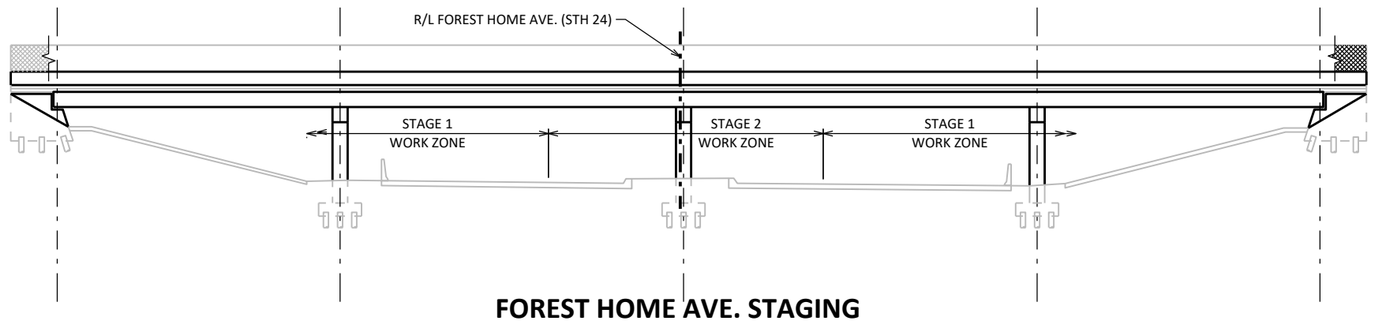
STATE PROJECT NUMBER

**2160-07-73**




## TYPICAL SECTION

(LOOKING NORTH)
EXISTING DIMENSIONS TAKEN FROM EXISTING STRUCTURE PLANS DATED 9-8-06




## FOREST HOME AVE. STAGING

(LOOKING WEST)
SEE ROADWAY PLANS FOR FULL STAGING PLANS AND DIMENSIONS

## LEGEND

☆ WORK IN THIS LANE TO OCCUR DURING SHORT TERM OVERNIGHT CLOSURES. SEE ROADWAY STAGING PLANS.

◐ NO ASBESTOS MATERIAL TO BE REMOVED. PROTECT UTILITIES AS DETAILED IN THE SPECIAL PROVISIONS IN THE AREA OF WORK.

⬭ OVERLAY TO BE FILLED WITH "RAPID SET DECK REPAIR".

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**STRUCTURE B-40-164**

DRAWN BY SK | PLANS CK'D SMC

**TYPICAL SECTION & STAGING**

SHEET 3 OF 11
34

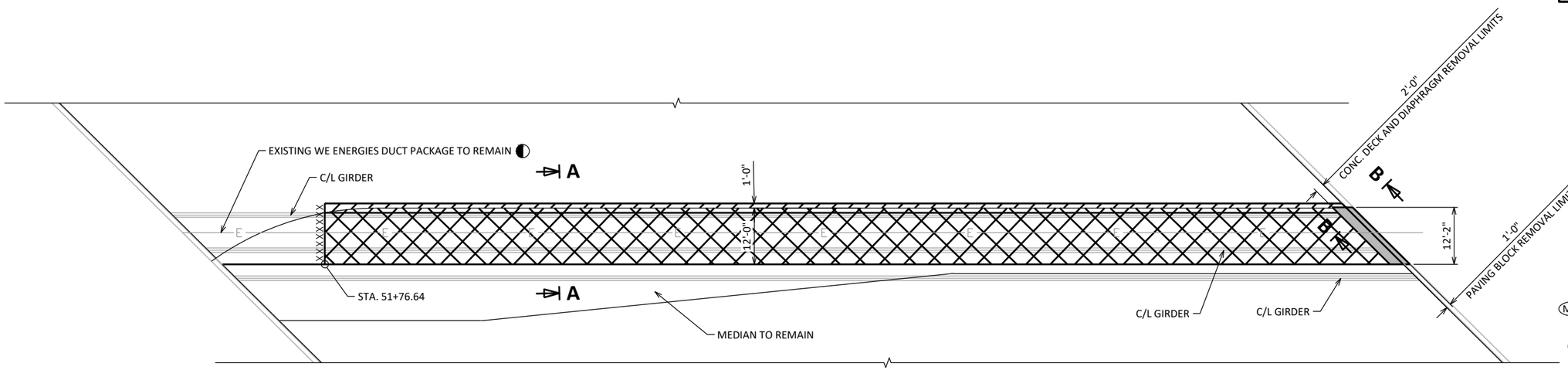
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STATE PROJECT NUMBER

**2160-07-73**

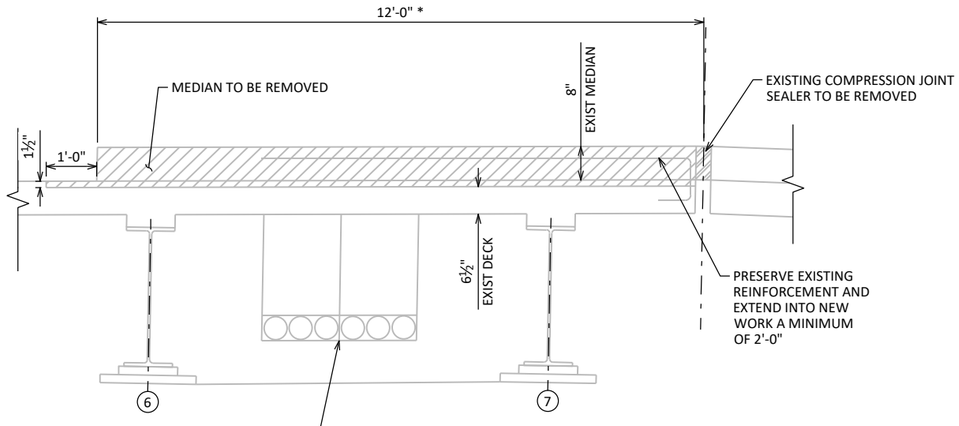



## PLAN

REMOVAL DETAILS

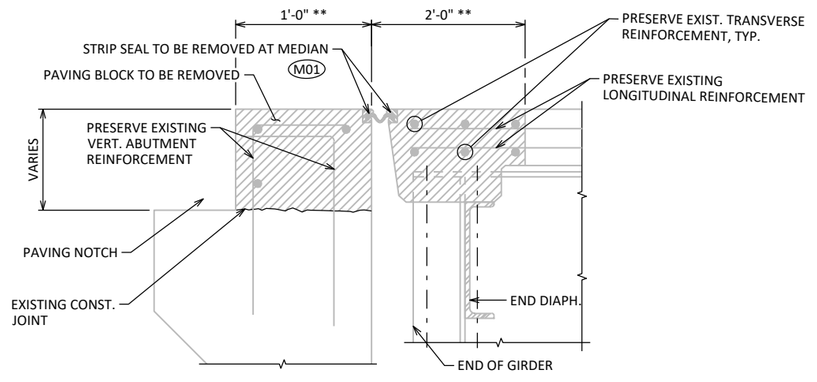
## LEGEND

- DECK CLEANING
- MEDIAN REMOVAL & DECK CLEANING
- JOINT REPAIR AT EXPANSION DEVICE MODIFICATION
- M01 — SEE SHEETS 9 & 10 FOR STRIP SEAL MODIFICATION DETAILS
- NO ASBESTOS MATERIAL TO BE REMOVED. PROTECT UTILITIES AS DETAILED IN THE SPECIAL PROVISIONS IN THE AREAS OF WORK
- XXXX — SAWCUT INCIDENTAL TO MEDIAN REMOVAL




## SECTION A-A

*DIMENSIONS SHOWN PERPENDICULAR TO REFERENCE LINE




## SECTION B-B

** DIMENSIONS SHOWN PERPENDICULAR TO ABUTMENT

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**STRUCTURE B-40-164**

DRAWN BY SK | PLANS CK'D SMC

**MEDIAN REMOVAL DETAILS**

SHEET 4 OF 11

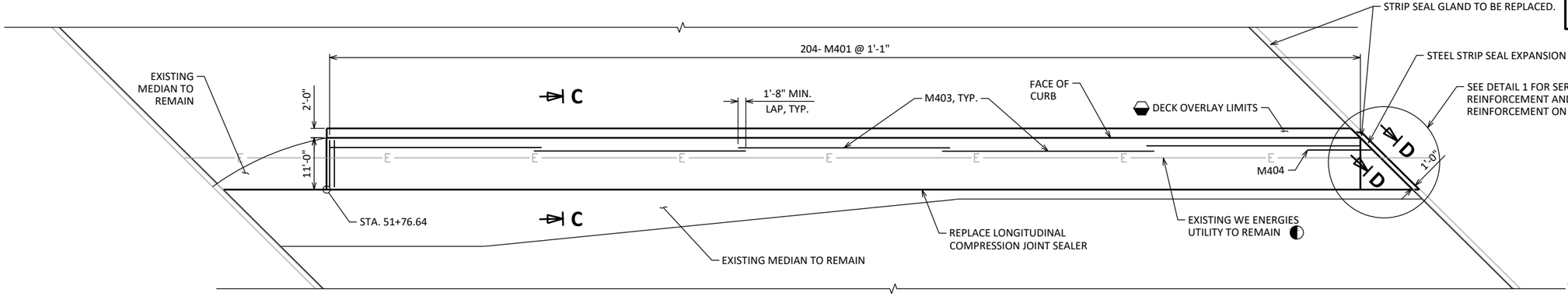
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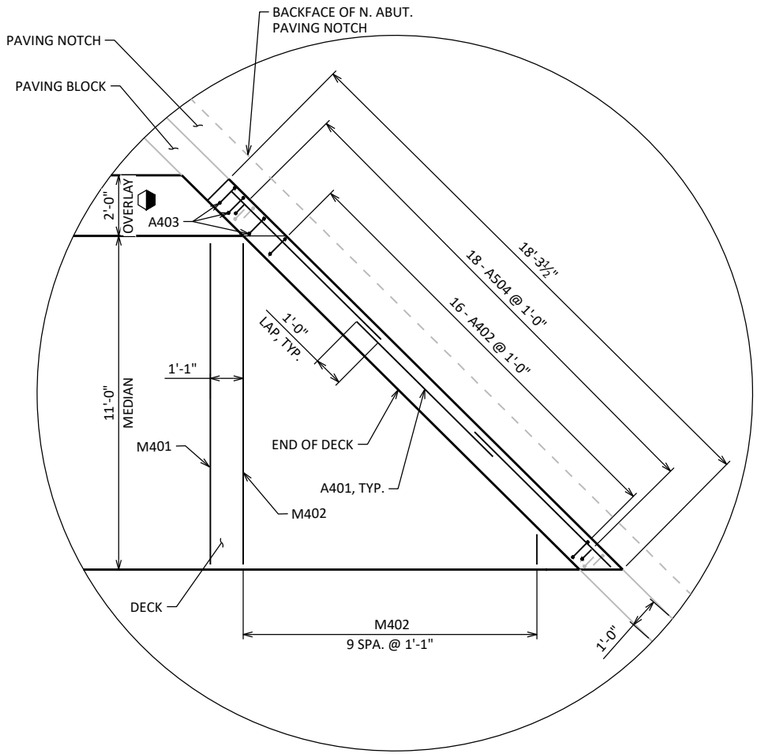
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| STATE PROJECT NUMBER |
|---|
| **2160-07-73** |




## LEGEND

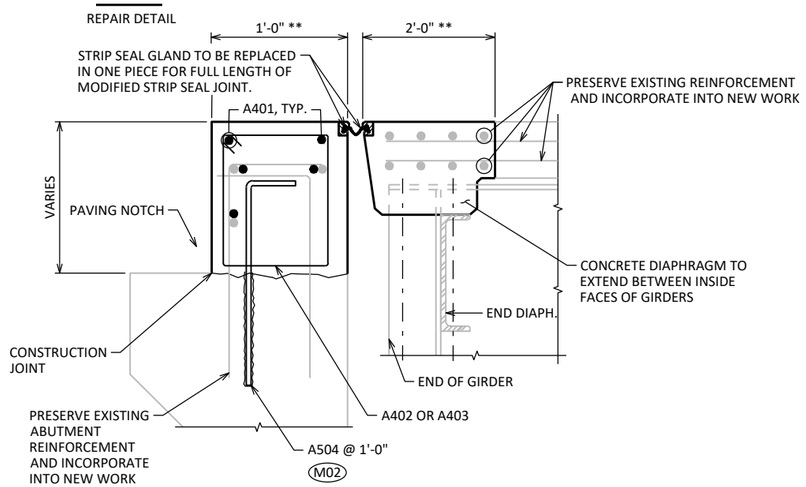
- NO ASBESTOS MATERIAL TO BE REMOVED. PROTECT UTILITIES AS DETAILED IN THE SPECIAL PROVISIONS IN THE AREAS OF WORK
- OVERLAY TO BE FILLED WITH "RAPID SET DECK REPAIR".
- (M02) ADHESIVE ANCHORS NO. 5 BAR. EMBED 1'-6" IN CONCRETE. SPACE AT 1'-0" TURN 10" LEG AS NECESSARY TO FIT.




## DETAIL 1

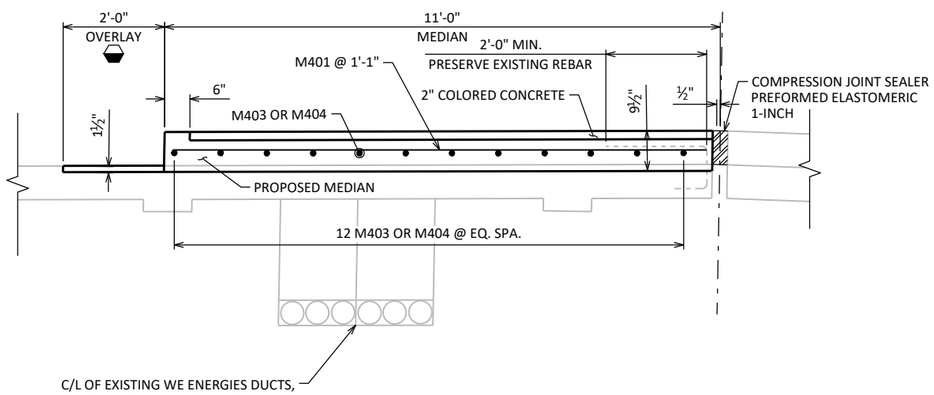
## PLAN

REPAIR DETAIL




## SECTION D-D

** DIMENSION SHOWN PERPENDICULAR TO ABUTMENT C/L

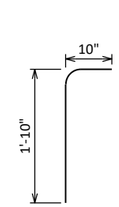



## SECTION C-C

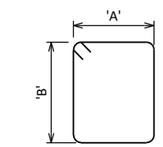
## BILL OF BARS

| BAR MARK | COAT | NO. REQ'D | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| M401 | X | 204 | 10'-8" | - | - | MEDIAN TRANSVERSE |
| M402 | X | 10 | 5'-10" | - | △ | MEDIAN TRANSVERSE |
| M403 | X | 60 | 45'-0" | - | - | MEDIAN LONG. |
| M404 | X | 12 | 13'-6" | - | - | MEDIAN LONG. |
| | | | | | | |
| A401 | X | 15 | 6'-8" | - | - | PAVING BLOCK - LONG. |
| A402 | X | 16 | 4'-0" | X | - | PAVING BLOCK STIRRUPS |
| A403 | X | 3 | 3'-2" | X | - | PAVING BLOCK STIRRUPS |
| A504 | X | 18 | 2'-7" | X | - | PAVING BLOCK VERT. |

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR SIGNIFIES THE BAR SIZE.
△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR WEIGHT CALCULATIONS, SEE BAR SERIES TABLE FOR ACTUAL LENGTHS




A504




| BAR MARK | DIM. A | DIM. B |
|---|---|---|
| A402 | 6" | 1'-3" |
| A403 | 8" | 8" |

## BENDING DIAGRAM

## BAR SERIES TABLE

| BAR MARK | NO. REQ'D | LENGTH |
|---|---|---|
| M402 | 1 OF SERIES 10 | 10'-7" TO 1'-0" |

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**STRUCTURE B-40-164**

DRAWN BY SK | PLANS CK'D SMC

**MEDIAN DETAILS**

SHEET 5 OF 11
36

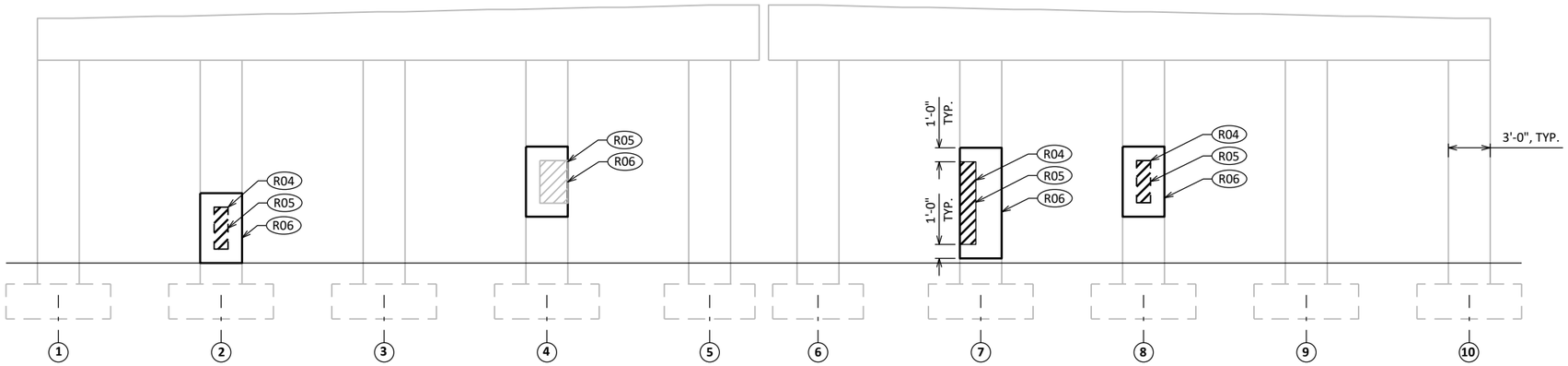
SCALE =

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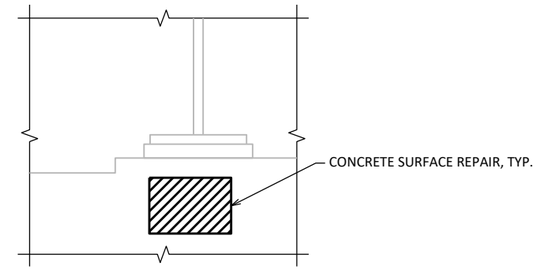
STATE PROJECT NUMBER

**2160-07-73**




## TYPICAL PIER ELEVATION

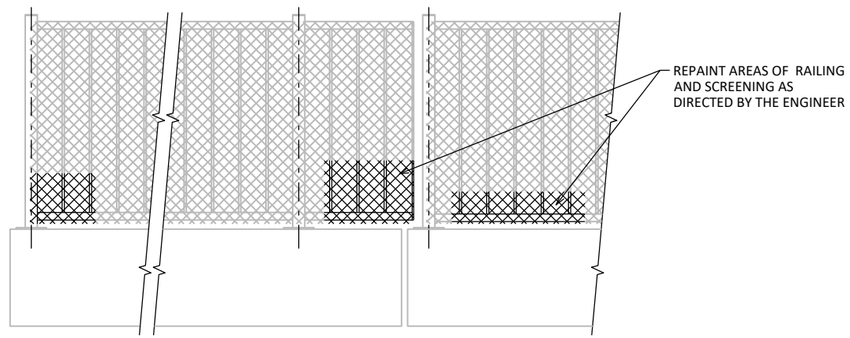
**(LOOKING NORTH)**



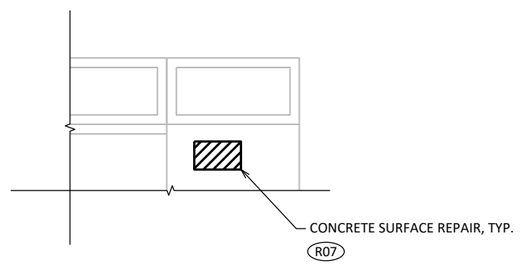

## ABUTMENT ELEVATION

| PIER | COLUMN | APPROX DIMENSION |
|---|---|---|
| PIER 1 | COLUMN 5 | 3'-0"H X 2'-0"W ON SOUTHEAST FACE |
| | COLUMN 10 | 3'-0"H X 2'-0" ON WEST FACE |
| PIER 2 | COLUMN 1 | 2'-0"H X 1'-0"W ON WEST FACE |
| | COLUMN 2 | 4'-0"H X 2'-0" ON WEST FACE |
| | COLUMN 3 | 5'-0"H X 3'-0"W ON SOUTHWEST FACE |
| | COLUMN 5 | 5'-0"H X 2'-0"W ON NORTHEAST FACE |
| | COLUMN 7 | 1'-0"H X 1'-0"W ON SOUTH FACE |
| | COLUMN 8 | 5'-0" X 2'-0"W ON WEST FACE |
| | COLUMN 9 | 2'-0"H X 1'-0" ON SOUTHEAST FACE |
| | COLUMN 10 | 3'-0"H X 3'-0"W ON EAST FACE & $\frac{1}{8}$"W X 2'-0"L WIDE CRACK ON SOUTHEAST FACE |
| PIER 3 | COLUMN 5 | 7'-0"H X 1'-0"W ON EAST FACE |
| | COLUMN 6 | 2'-0"H X 1'-0"W AT MID-HEIGHT ON EAST FACE |
| | COLUMN 8 | 3'-0"H X 1'-0"W ON SOUTH FACE |
| | COLUMN 9 | 1'-0" DIAMETER ON NORTHEAST FACE |
| | COLUMN 10 | 6" DIAMETER ON EAST FACE |

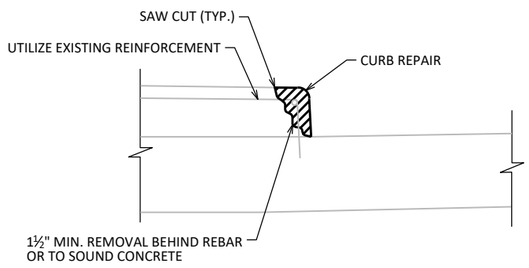
NOTE: DIMENSIONS ARE ESTIMATED BASED ON THE INSPECTION REPORT AND SITE VISIT.



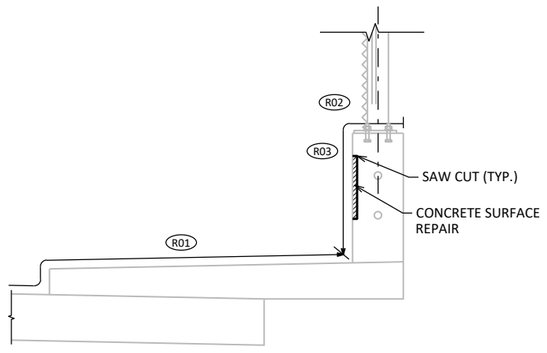

## REPAINTING DECORATIVE STEEL RAILING



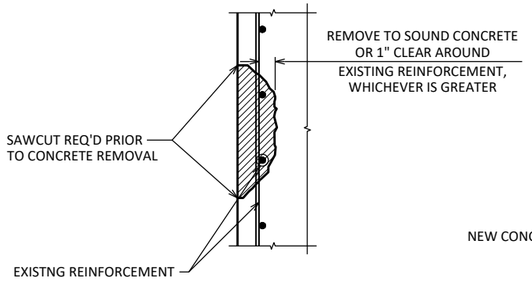

## WINGWALL ELEVATION



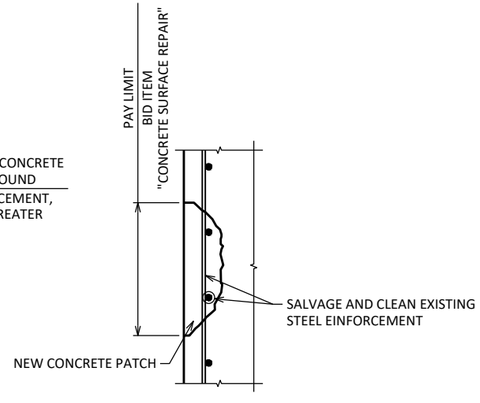

## CURB REPAIR DETAIL




## PARAPET SURFACE REPAIR




## TYPICAL CONCRETE SURFACE REMOVAL DETAIL




## TYPICAL CONCRETE SURFACE REPAIR DETAIL

## LEGEND

- R01 "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS
- R02 "CONCRETE STAINING B-40-164" LIMITS
- R03 "CLEANING PARAPET" LIMITS
- R04 EXITING DELAMINATION PATCH TO BE REPAIRED
- R05 EXISTING PATCH TO BE FIBER WRAPPED
- R06 FIBER WRAP REINFORCING, NON-STRUCTURAL
- R07 CONCRETE STAINING LIMITS WINGWALL

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**STRUCTURE B-40-164**

DRAWN BY SK | PLANS CK'D SMC

**REHABILITATION DETAILS**

SHEET 6 OF 11

37

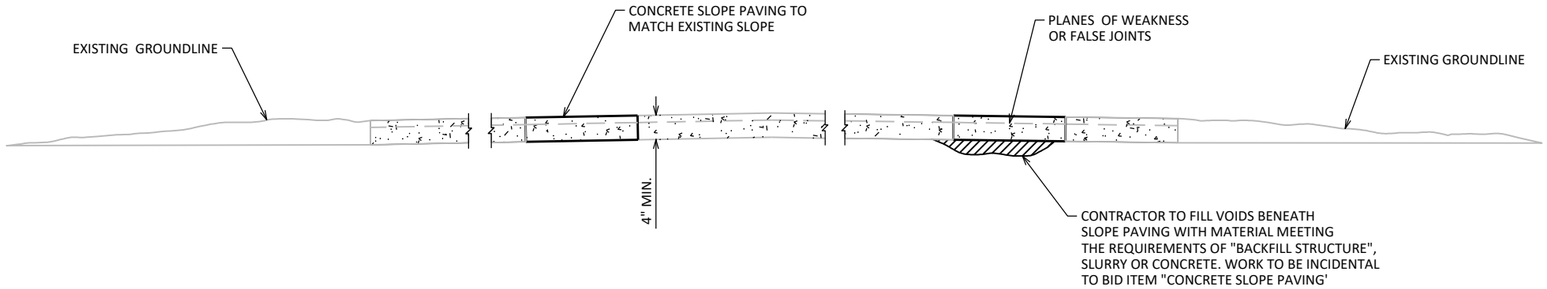
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STATE PROJECT NUMBER

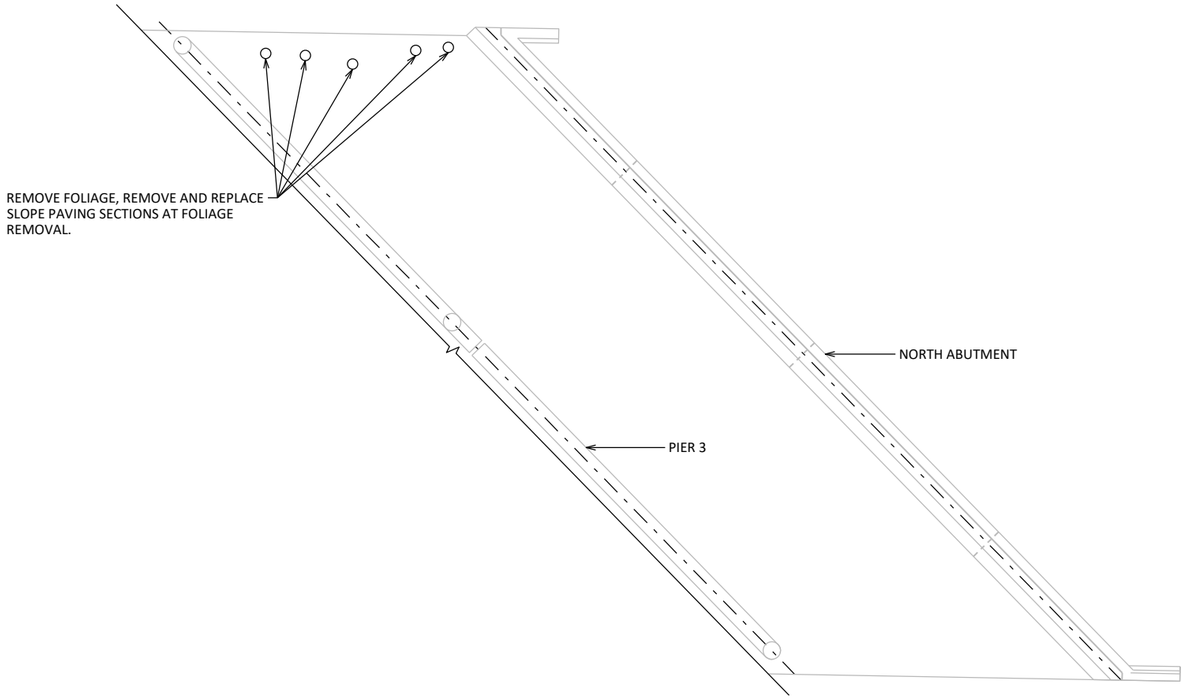
**1260-07-73**



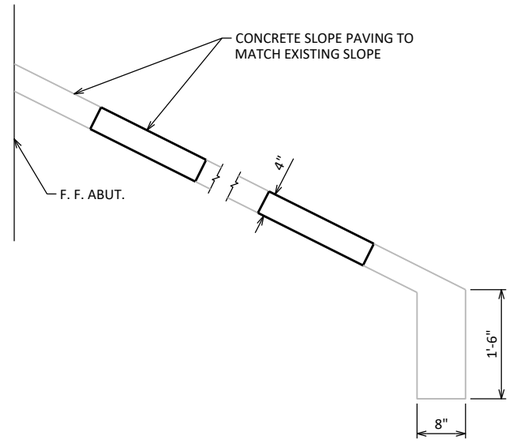

## SECTION THRU SLOPE PAVING

## LEGEND

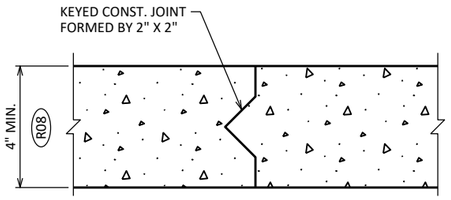
(R08) EXISTING CONSTRUCTION/CONTROL JOINT SPACING AND THICKNESS MAY VARY AT DIFFERENT LOCATIONS.




## NORTH SLOPE PAVING PLAN




## SLOPE PAVING TYPICAL SECTION




## CONSTRUCTION JOINT DETAIL

| NO. | DATE | REVISION | BY |
|---|---|---|---|
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**STRUCTURE B-40-164**

DRAWN BY SK | PLANS CK'D SMC

**SLOPE PAVING REPAIR DETAILS**

SHEET 7 OF 11

38

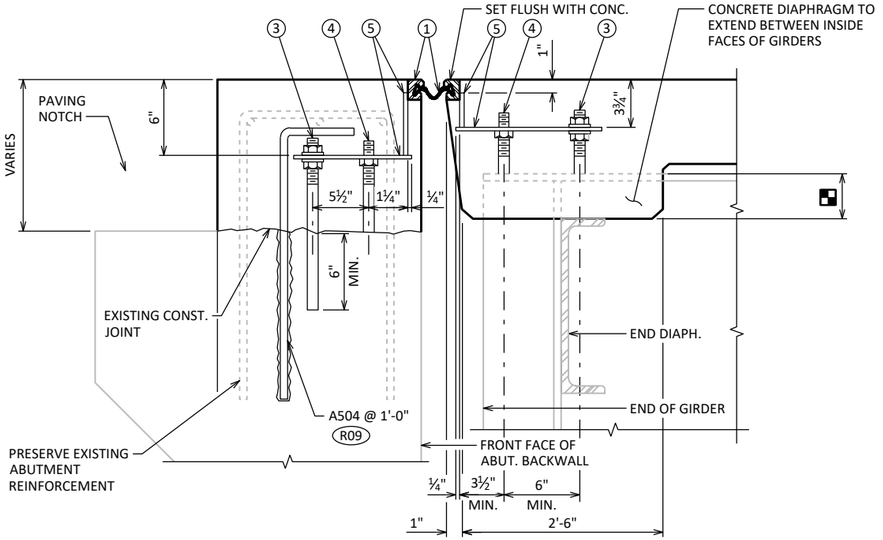
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STATE PROJECT NUMBER

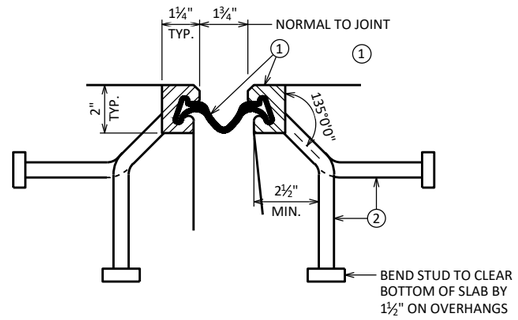
**2160-07-73**




## SECTION THRU JOINT AT ABUTMENT

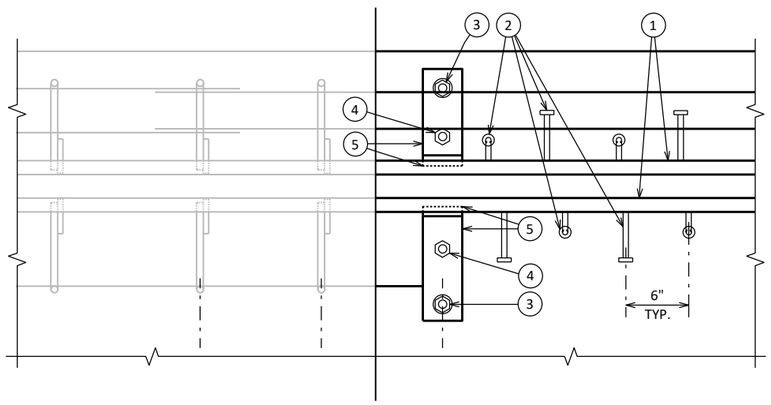
NORMAL TO C/L SUBSTRUCTURE

■ 0" BETWEEN GIRDERS 6 & 7 AND 3" MIN. BETWEEN GIRDERS 5 & 6




## SECTION THRU JOINT

AT MEDIAN




## PART PLAN

## LEGEND

(1) NEOPRENE STRIP SEAL (4-INCH) AND STEEL EXTRUSIONS.

(2) STUDS ⅝" DIA. X 6 WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(2A) ½" THICK ANCHOR PLATE WITH STRIP SEAL ANCHOR. WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.

(3) ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

(4) ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.

(5) FABRICATE SUPPORT FROM 3" X EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED , COVER WELDED AREAS WITH EPOXY-HOLE FOR NO. 4.

(7) ¾" DIA. X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS BELOW PLATE SURFACE.

(8) ¾" DIA. X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

(9) ¾" DIA. X 2¼" GALVANIZED THREADED COUPLING.

(10) 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

(11) SIDEWALK COVER PLATE FACE OF SIDEWALK WITH HOLES FOR NO. 7. GALVANIZED PLATE AFTER SLOPE-RESISTANT SURFACE IS APPLIED

(R09) ADHESIVE ANCHORS NO. 5 BAR. EMBED 1'-6" IN CONCRETE. SPACE AT 1'-0". TURN 10" LEG AS NECESSARY TO FIT.

## NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, ANCHOR PLATES SHALL BE PROVIDED 3" FROM EACH SIDE OF THE FIELD SPLICE. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS SURFACE.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

ALL MATERIAL IN THE EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID AT THE UNIT PRICE BID FOR "EXPANSION DEVICE MODIFICATION"

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**STRUCTURE B-40-164**

DRAWN BY SK | PLANS CK'D SMC

**EXPANSION JOINT DETAILS (1 OF 2)**

SHEET 8 OF 11

39

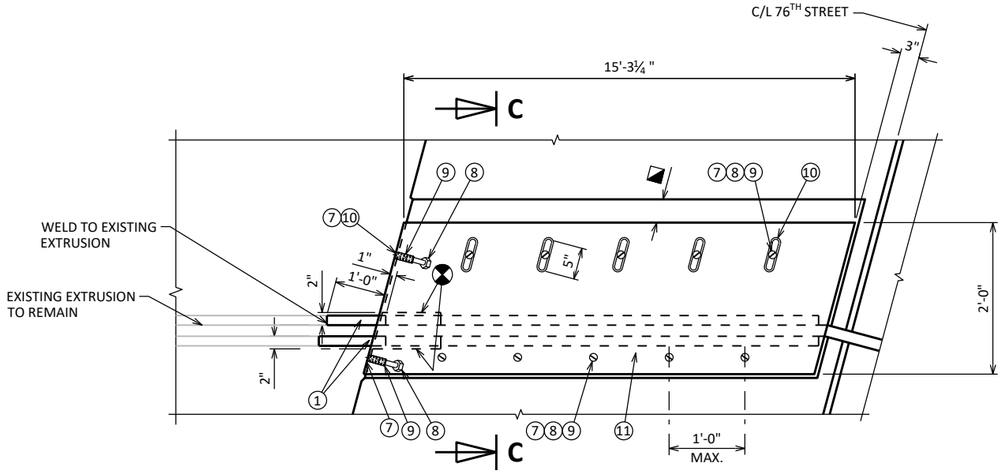
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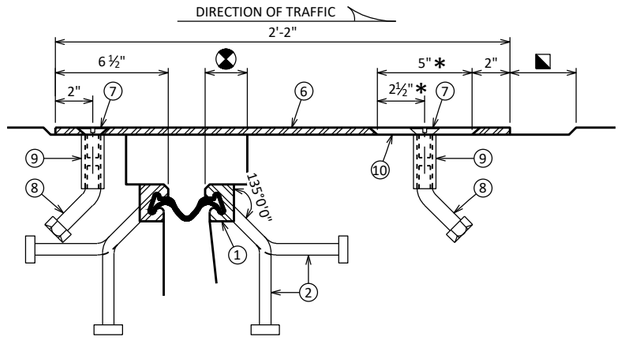
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STATE PROJECT NUMBER

**2160-07-73**



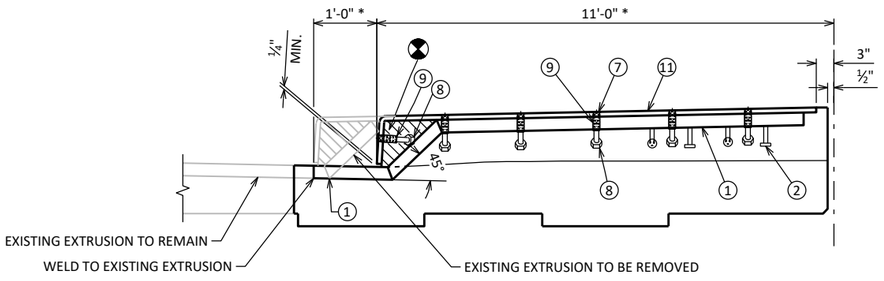

## HALF-PLAN AT MEDIAN




## SECTION C-C

BLOCKOUT CONCRETE 2" EACH SIDE OF JOINT OPENING

JOINT OPENING DIM. ALONG SKEW PLUS ½




## SECTION AT MEDIAN

*DIMENSIONS SHOWN PERPENDICULAR TO REFERENCE LINE

8

8

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**STRUCTURE B-40-164**

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**EXPANSION JOINT DETAILS (2 OF 2)**

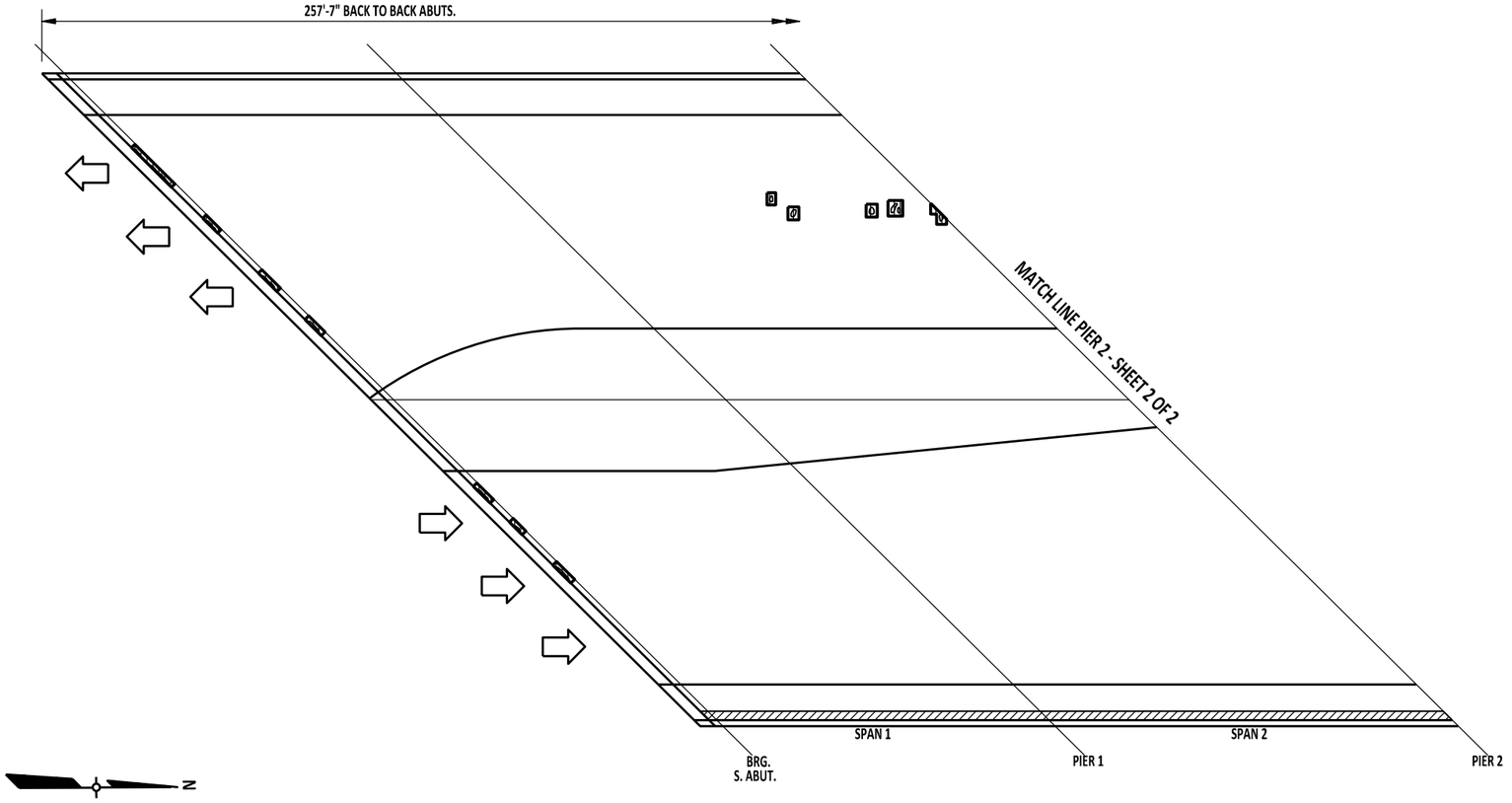
SHEET 9 OF 11

40

SCALE =

STATE PROJECT NUMBER

**2160-07-73**




**PLAN**

**PROPOSED REHABILITATION AREAS**

STRUCTURE NO. B-40-164

| REHABILITATION AREA SUMMARY | | ROADWAY | | SIDEWALKS | | MEDIAN | |
|---|---|---|---|---|---|---|---|
| ITEM | UNIT | QUANT. | % | QUANT. | % | QUANT. | % |
| TOTAL AREA | $YD^2$ | 2211.0 | | 336.7 | | 483.2 | |
| SHADE/DEBRIS | $YD^2$ | 0 | | 42.1 | | 0 | |
| PREPARATION, DECKS, TYPE 1 | $YD^2$ | 6.7 | 0.3 | 0 | 0 | 0.4 | 0.1 |
| PREPARATION, DECKS, TYPE 2 | $YD^2$ | 3.4 | 0.2 | --- | --- | --- | --- |
| FULL DEPTH DECK REPAIR | $YD^2$ | 0 | 0 | --- | --- | --- | --- |

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
PCC PATCH

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE - NO OVERLAY

INFRARED INSPECTION DATE: 8/3/23, 11:35 AM

| NO. | DATE | REVISIONS | DWN | CHK | DATE |
|---|---|---|---|---|---|

DATA COL DO/BR
ANALYSIS N/A
CADD DS
CHECKED BS
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AECOM

PROPOSED REHABILITATION AREAS FOR
S 76TH ST OVER STH 24-FOREST HOME AVE
STRUCTURE NO. B-40-164

PREPARED FOR
WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF STRUCTURES

DATE 12/4/23
PROJECT NO 60709894
FILENAME B-40-164-REHAB.DGN
SHEET NO 1 OF 2
DRAWING NO

8

## NOTES

REHABILITATION AREAS SHOWN ON THIS SHEET ARE FOR INFORMATION ONLY. THE FIELD ENGINEER WILL SOUND THE DECK AND MARK AREAS IN THE FIELD. THE ESTIMATED QUANTITIES FOR THE DECK PREPARATION AND DECK REPAIR BID ITEMS ARE ADAPTED FROM THE ABOVE INFRARED THERMOGRAPHY SURVEY RESULTS.
AREA OF DECK PREPARATION OUTSIDE OF CONCRETE MASONRY OVERLAY LIMITS TO BE FILLED WITH "RAPID SET DECK REPAIR.
AREAS OF DECK PREPARATION INSIDE OF CONCRETE MASONRY OVERLAY LIMITS TO BE FILLED WITH "CONCRETE MASONRY OVERLAY DECK".

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**STRUCTURE B-40-164**

DRAWN BY SK | PLANS CK'D SMC

**DECK REHAB AREAS (1 OF 2)**

SHEET 10 OF 11

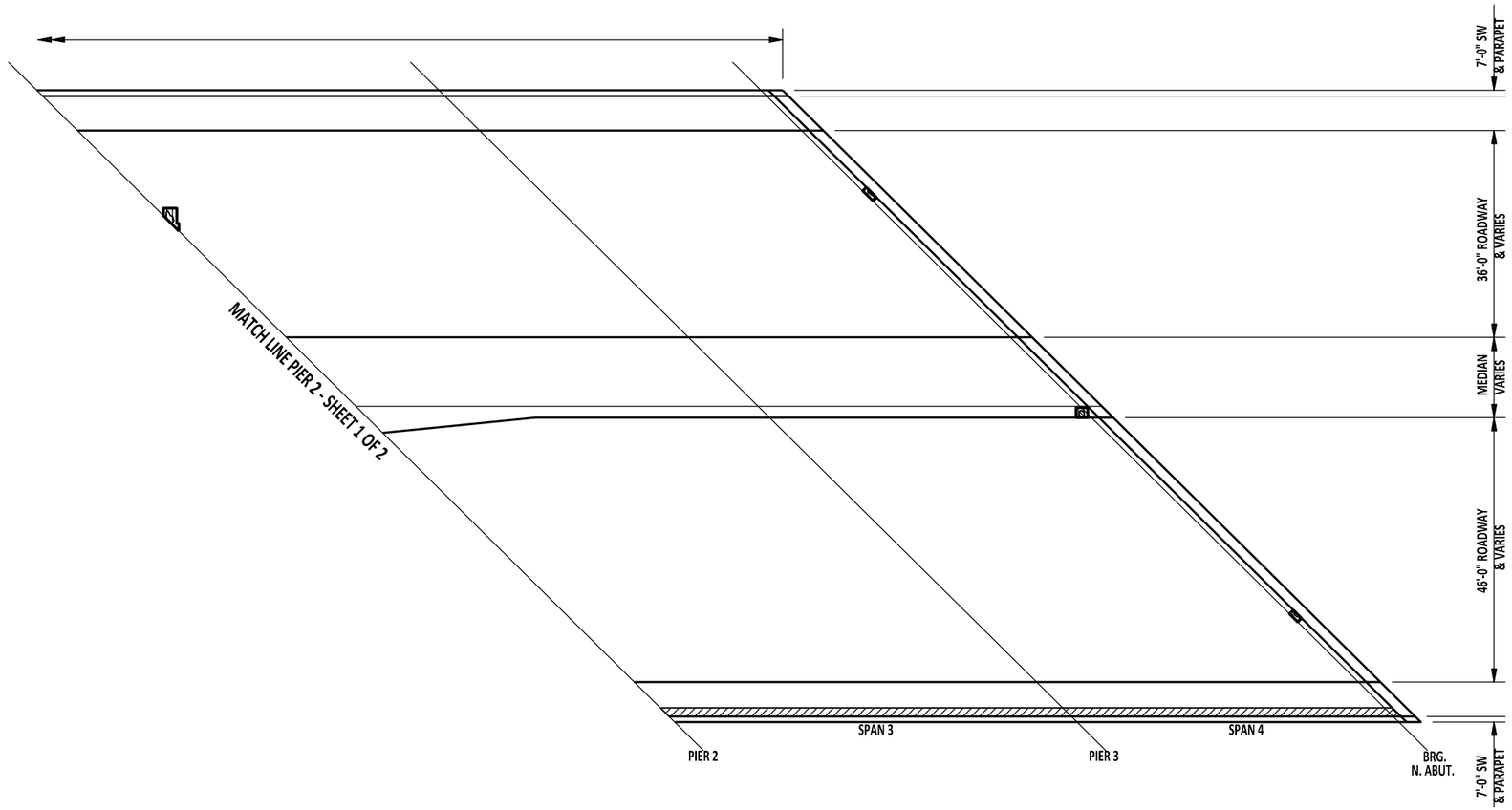
41

SCALE =

8

STATE PROJECT NUMBER

**2160-07-73**




**PLAN**

**PROPOSED REHABILITATION AREAS**

NOTE: SEE SHEET 1 OF 2 FOR REHAB QUANTITIES

STRUCTURE NO. B-40-164

| LEGEND | | | |
|---|---|---|---|
| DECK PREPARATION AREA | | DELAMINATION | |
| | | SPALL | |
| | | DEBOND | |
| SHADE/DEBRIS | | ASPHALT PATCH | |
| | | PCC PATCH | |

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE - NO OVERLAY

INFRARED INSPECTION DATE: 8/3/23, 11:35 AM

| NO | REVISIONS | CHK | DATE |
|---|---|---|---|

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ANALYSIS N/A
CADD DS
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PROPOSED REHABILITATION AREAS FOR
S 76TH ST OVER STH 24-FOREST HOME AVE
STRUCTURE NO. B-40-164

PREPARED FOR
WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF STRUCTURES

DATE 12/4/23
PROJECT NO 60709894
FILENAME B-40-164-REHAB.DGN
SHEET NO 2 OF 2
DRAWING NO

8

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| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**STRUCTURE B-40-164**

DRAWN BY SK | PLANS CK'D SMC

**DECK REHAB AREAS (2 OF 2)**

SHEET 11 OF 11

42

SCALE =

8

Notes

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