WKE

PROJECT ID: WITH: 2568-00-72

2568-00-71

COUNTY: **MILWAUKEE**

OCTOBER 2026

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 = 232



07

N

DESIGN DESIGNATION

A.A.D.T. (2024)	=	12,200
A.A.D.T. (2044)	=	N/A
D.H.V.	=	N/A
D.D.	=	N/A
T.	=	N/A
DESIGN SPEED	=	30 MPH
ESALS	=	N/A

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300'EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
MARSH AREA		STORM SEWER	SS
WOODED OR SHRUB AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C MILWAUKEE, N DR MLK JR DR

INTERSECTIONS W CENTER TO W WRIGHT

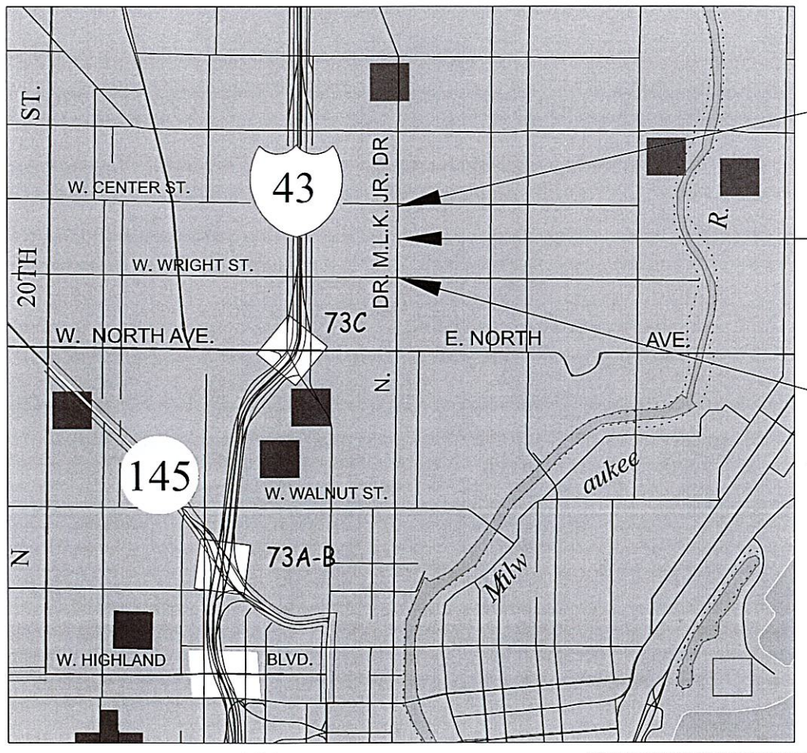
LOCAL STREET

MILWAUKEE COUNTY

STATE PROJECT NUMBER
2568-00-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2568-00-71	WISC 2027005	1

R-22-E



T-7-N

T-7-N

N. DR. MLK JR. DR
INTERSECTION WITH CENTER ST.

N. DR. MLK JR. DR
INTERSECTION WITH CLARKE ST.

N. DR. MLK JR. DR
INTERSECTION WITH WRIGHT ST.

R-22-E

LAYOUT

SCALE 0 1/2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.000 (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 THE CITY OF MILWAUKEE DATUM.

TO CONVERT ELEVATIONS TO NATIONAL GEODEDIC VERTICAL DATUM OF 1929, ADD 580.40 TO ELEVATIONS SHOWN ON THIS PLAN.

Accepted For
City of Milwaukee

4/27/26 (Date) Commissioner of Public Works

ORIGINAL PLANS PREPARED BY

WISCONSIN
KEVIN J. MUHS
46391-6
MILWAUKEE, WI
PROFESSIONAL ENGINEER

4/21/2026 (Date) City Engineer

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CITY OF MILWAUKEE
Designer	CITY OF MILWAUKEE
Project Manager	GREG HAFEMAN
District Examiner	
District Supervisor	AMY TAETSCH

APPROVED FOR DISTRICT OFFICE

DATE: 4/27/2026 (Signature)

E

FILE NAME : W:\sp\MONOTUBE PROJECTS\2568-00-01 Dr MLK Center Clarke Wright\Misc\Title Sheet.dgn

PLOT DATE : 21-APR-2026

PLOT BY : BIEGANSKI, SCOTT

PLOT NAME :

GENERAL NOTES

1. ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH 4-INCHES OF TOPSOIL, SODDED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PLACE SOD, AS DESIGNATED BY THE ENGINEER, WITHIN 5 CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.
2. ALL STATION AND OFFSET OF CURB REFERENCED IN THE PLANS ARE TO THE FACE OF THE CURB.
3. ALL ELEVATIONS ARE REFERENCED TO CITY OF MILWAUKEE DATUM.
4. IMMEDIATELY AFTER CONSTRUCTION OF ANY INLET, CONTRACTOR SHALL INSTALL THE INLET PROTECTION TO MINIMIZE SEDIMENTATION IN THE INLET AND STORM SEWER.
5. CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC), AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.
6. THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
7. EROSION CONTROL BMP'S ARE SHOWN AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NECESSARY.
8. TRAFFIC CONTROL DEVICES ARE SHOWN AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S TRAFFIC CONTROL PLAN AND BY THE ENGINEER. TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED UNTIL CONSTRUCTION IS COMPLETE OR UNTIL THE ENGINEER DETERMINES THAT THE TRAFFIC CONTROL DEVICE IS NO LONGER NECESSARY.
9. THESE PLANS SHOW UTILITY FACILITIES EXISTING AT THE TIME OF THE ORIGINAL SURVEY IN JANUARY OF 2025. CONTRACTOR IS ENCOURAGED TO CONTACT CITY OF MILWAUKEE PLANNING PERMIT SECTION AT (414) 286-2487 TO IDENTIFY ANY UTILITY FACILITIES INSTALLED AFTER THIS DATE.
10. ASPHALTIC SURFACE 4-INCH TO BE PLACED IN SINGLE LIFTS.

STANDARD ABBREVIATIONS

ASPH.	- ASPHALT
B.M.	- BENCH MARK
CTR.	- CENTER
C/L	- CENTER LINE
COMB.	- COMBINED
CONC.	- CONCRETE
C.W.	- CONCRETE WALK
COR.	- CORNER
C	- CURB
ELEV.	- ELEVATION
ENT.	- ENTRANCE
EXIST.	- EXISTING
F	- FLANGE
G	- GUTTER, OR GAS
HYD.	- HYDRANT
LT	- LEFT
MMSD	- MILWAUKEE METROPOLITAN SEWERAGE DISTRICT
NB	- NORTHBOUND
P/L	- PROPERTY LINE
PGL	- PROFILE GRADE LINE
R OR RAD.	- RADIUS
RET.	- RETAINING
RT	- RIGHT
R/W	- RIGHT OF WAY
SB	- SOUTHBOUND
TEL	- AMERITECH
TES	- TRAFFIC ENGINEERING, AND ELECTRICAL SERVICES
T/L	- TRANSIT LINE
V.T. 0R VT	- VARIABLE THICKNESS
WEP	- WISCONSIN ELECTRIC POWER

ORDER OF SECTION 2 SHEETS

General Notes
Utility Contacts
Project Overview
Construction Details
Contaminated Soil Limits
Plan Detail & Erosion Control
Curb Ramp Detail
Removals
Storm Sewer
Signing
Lighting
Traffic Signals
Comm. Underground Conduit
Pavement Marking
Traffic Control and Construction Staging
Alignment

UTILITY CONTACTS

AT&T WISCONSIN
WILL SCHROEDER
435 S. 95TH STREET
MILWAUKEE, WI 53214
PHONE: 414-379-7522
EMAIL: JB5175@ATT.COM

BLUEBIRD FIBER
ABBY BEATTIE
324 E. WISCONSIN AVENUE, SUITE 730
MILWAUKEE, WI 53202
PHONE: 262-442-9427
EMAIL: ABBY.BEATTIE@BLUEBIRDFIBER.COM

CITY OF MILWAUKEE, WATER WORKS
MWW CONTROL CENTER (24/7 CONTACT)
841 N. BROADWAY, ROOM 409
MILWAUKEE, WI 53202
PHONE: 414-286-3710

MIDWEST FIBER NETWORKS
CORY SCHMUKI
6070 N. FLINT ROAD
GLENDALE, WI 53209
PHONE: 414-459-3561
MOBILE: 414-349-2764
EMAIL: CSCHMUKI@MIDWESTFIBERNETWORKS.COM

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

WE ENERGIES - ELECTRIC
LAUREL RICE
500 S. 116TH STREET
WEST ALLIS, WI 53214
PHONE: 414-410-5218
EMAIL: LAUREL.RICE1@WE-ENERGIES.COM
WE ENERGIES ELECTRIC DISPATCH # 1-800-662-4797

WE ENERGIES - GAS
BRIAN DRESSLER
500 S. 116TH STREET
WEST ALLIS, WI 53214
PHONE: 608-219-2820
EMAIL: BRIAN.DRESSLER@WE-ENERGIES.COM
WE ENERGIES GAS DISPATCH # 1-800-261-5325

OTHER CONTACTS

CITY OF MILWAUKEE, COMMUNICATIONS
DPW COMMUNICATIONS DISPATCH
TREMEL REMBERT
1440 WEST CANAL STREET
MILWAUKEE, WI 53233
PHONE: 414-286-5970

CITY OF MILWAUKEE, CUC
CURT CAMPAGNA
1540 WEST CANAL STREET - 2ND FLOOR
MILWAUKEE, WI 53233
PHONE: 414-286-5967
EMAIL: CACAMPA@MILWAUKEE.GOV

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

CITY OF MILWAUKEE, SEWERS
ZAFAR S. YOUSUF
841 N. BROADWAY
MILWAUKEE, WI 53202
PHONE: 414-286-2467

CITY OF MILWAUKEE, STREET LIGHTING
NEAL KARWEIK
1540 WEST CANAL STREET
MILWAUKEE, WI 53233
PHONE: 414-286-5943
MOBILE: 414-708-4245
EMAIL: NKARWE@MILWAUKEE.GOV

CITY OF MILWAUKEE, TRAFFIC SIGNALS
RUDY GUTIERREZ
1540 WEST CANAL STREET
MILWAUKEE, WI 53233
PHONE: 414-286-5941
MOBILE: 414-708-5148
EMAIL: RGUTIE@MILWAUKEE.GOV

CITY OF MILWAUKEE, UTILITY COORDINATOR
MOHAMMAD ABULUGHOD
CONSTRUCTION UTILITY COORDINATOR
841 NORTH BROADWAY, RM 710
MILWAUKEE, WI 53202
PHONE: 414-708-3085
EMAIL: MABULU@MILWAUKEE.GOV

MILWAUKEE COUNTY TRANSIT SYSTEM
1942 N. 17TH STREET
MILWAUKEE, WI 53205

ARMOND SENSABAUGH
PHONE: 414-343-1728
EMAIL: ASENSABAUGH@MCTS.ORG

DAVID LOCHER
TRANSPORTATION MANAGER
PHONE: 414-343-1727
EMAIL: DLOCHER@MCTS.ORG

MILWAUKEE METRO SEWERAGE DIST. (MMSD)
JEREMY METZ
260 W. SEEBOTH STREET
MILWAUKEE, WI 53204
PHONE: 414-225-2241
MOBILE: 414-617-1429
EMAIL: JMETZ@MMSD.COM

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607

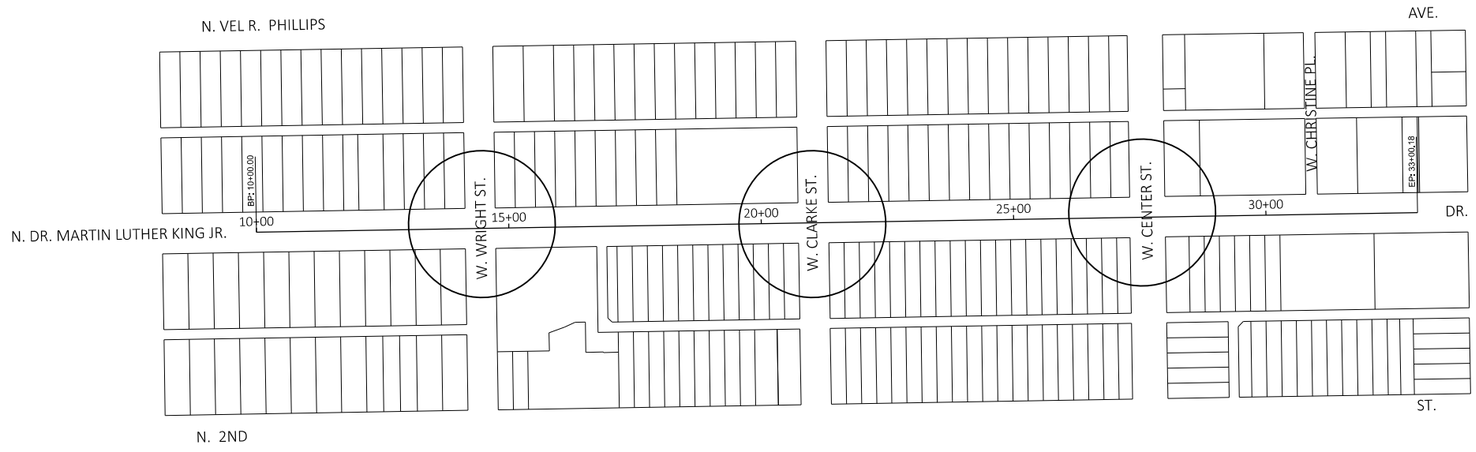
ROB MERRY
CHIEF SURVEYOR
PHONE: 262-953-4289
CELL: 920-912-1036
EMAIL: RMERRY@SEWRPC.ORG

ANDY TRAEGER
CONSTRUCTION COORDINATOR
PHONE: 262-953-4296
CELL: 262-853-8463
EMAIL: ATRAEGER@SEWRPC.ORG

WISCONSIN DEPT. OF NATURAL RESOURCES
RYAN PAPPAS
1027 W. ST. PAUL AVENUE
MILWAUKEE, WI 53233
PHONE: 414-750-7495
EMAIL: RYAN.PAPPAS@WISCONSIN.GOV

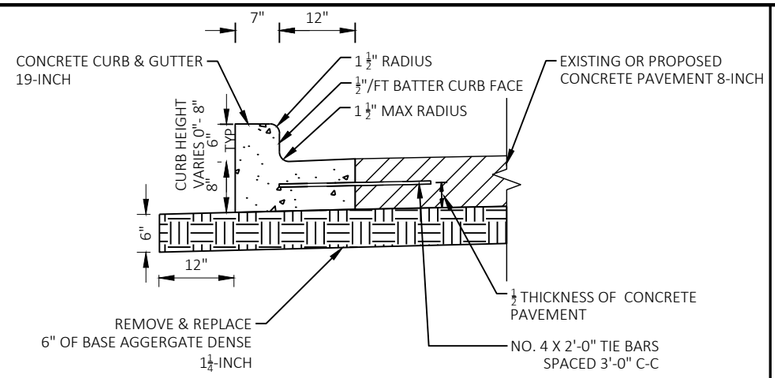
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

2

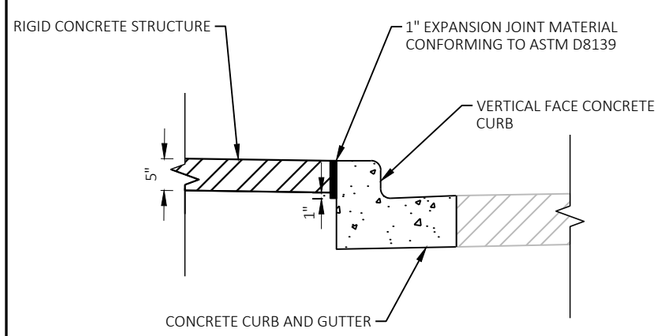


CONSTRUCTION LIMITS

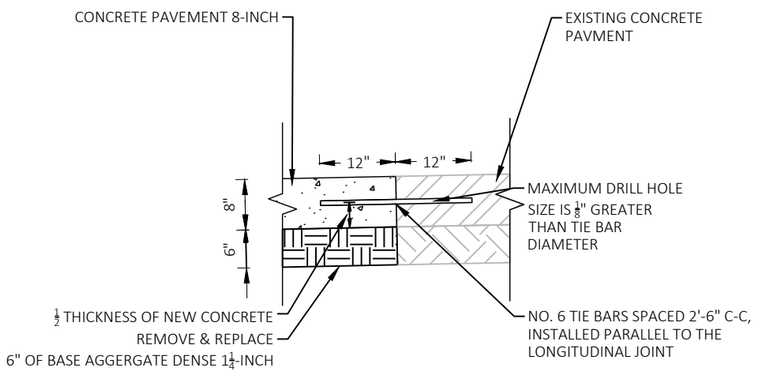
PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SHEET 4	E



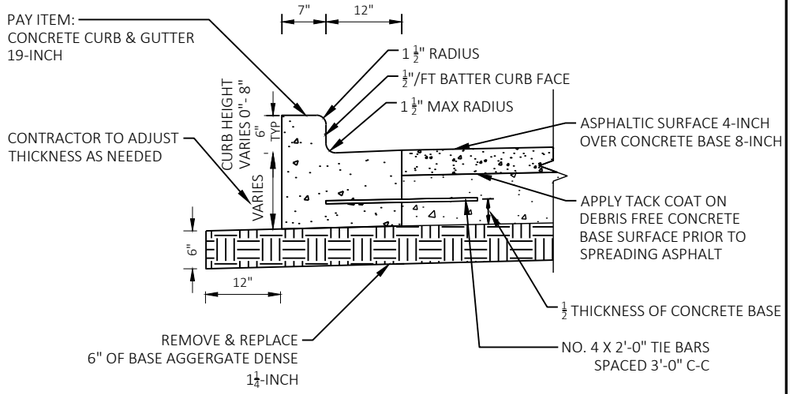
CONCRETE CURB & GUTTER 19-INCH
ADJACENT TO EXISTING OR PROPOSED CONCRETE PAVEMENT DETAIL



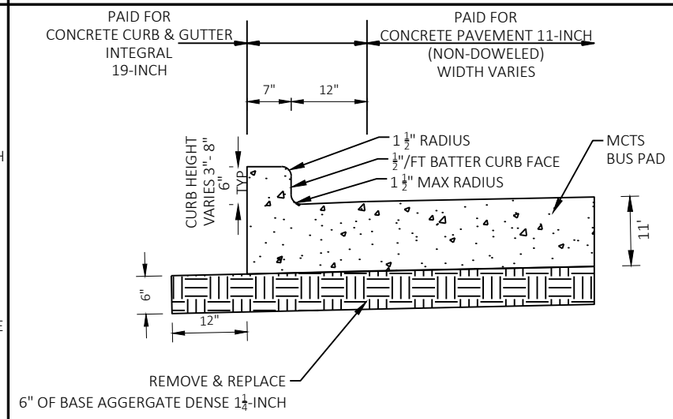
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE DETAIL



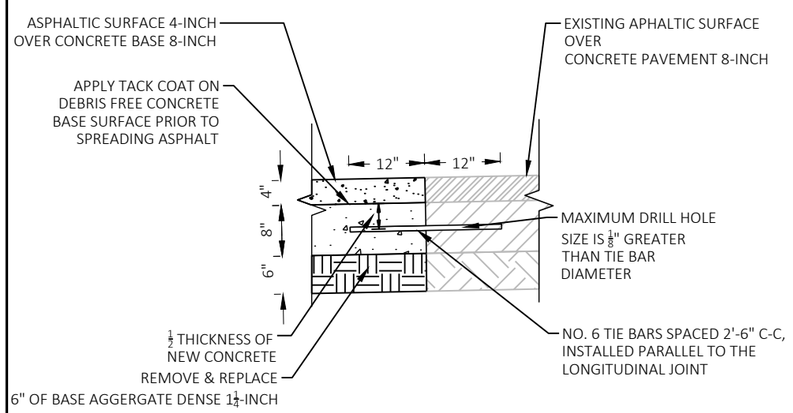
CONCRETE PAVEMENT 8-INCH
TIE BARS DRILLED INTO EXISTING PAVEMENT DETAIL



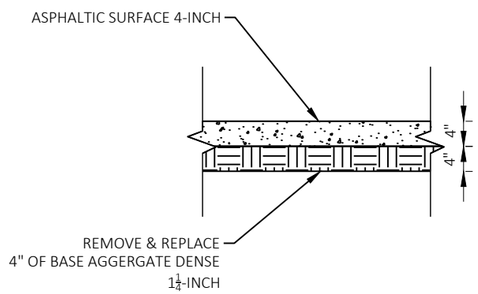
CONCRETE CURB & GUTTER 19-INCH ADJACENT TO
ASHALITIC SURFACE 4-INCH OVER CONCRETE BASE 8-INCH DETAIL



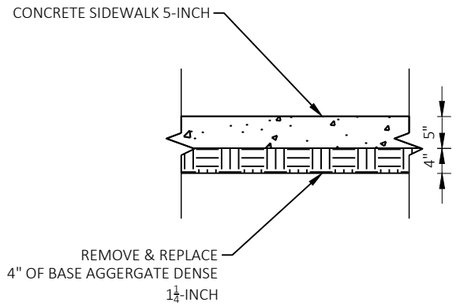
CONCRETE CURB & GUTTER INTEGRAL 19-INCH DETAIL



ASHPALTIC SURFACE 4-INCH OVER CONCRETE BASE 8-INCH
TIE BARS DRILLED INTO EXISTING PAVEMENT DETAIL

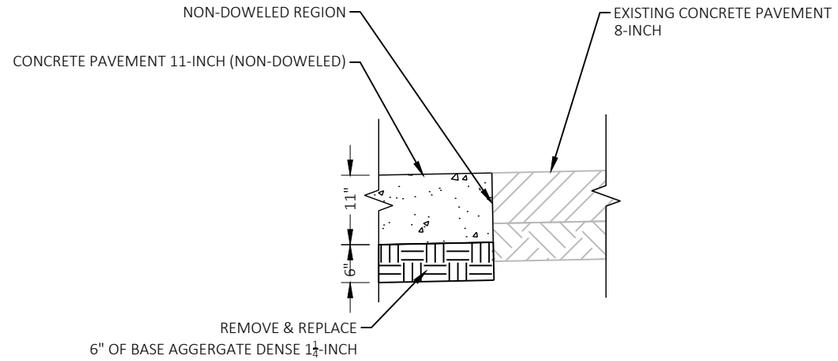


ASPHALTIC SURFACE 4-INCH

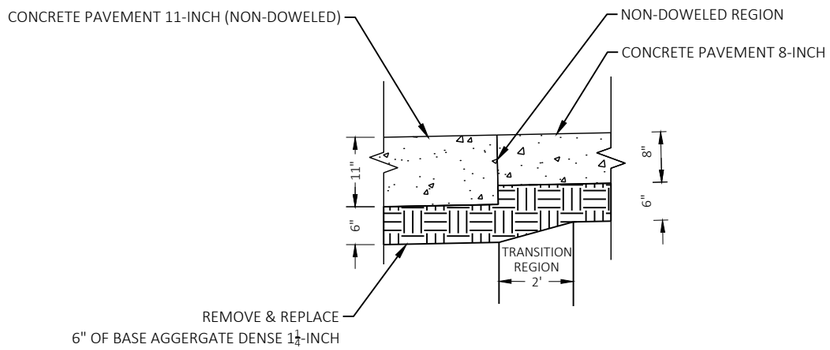


CONCRETE SIDEWALK 5-INCH DETAIL

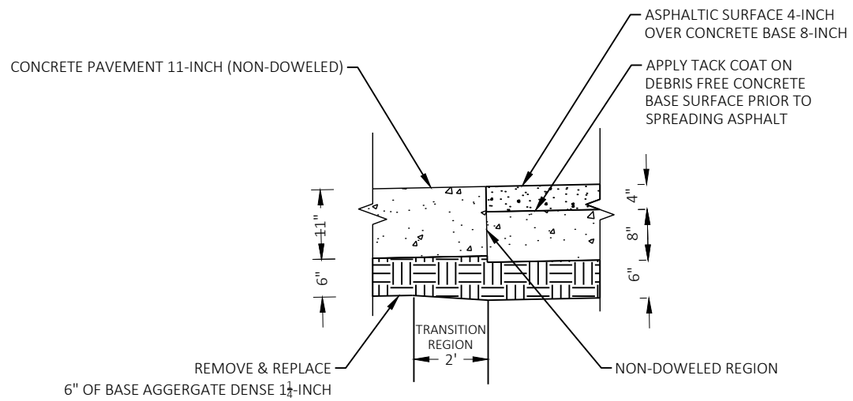
PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 5	E



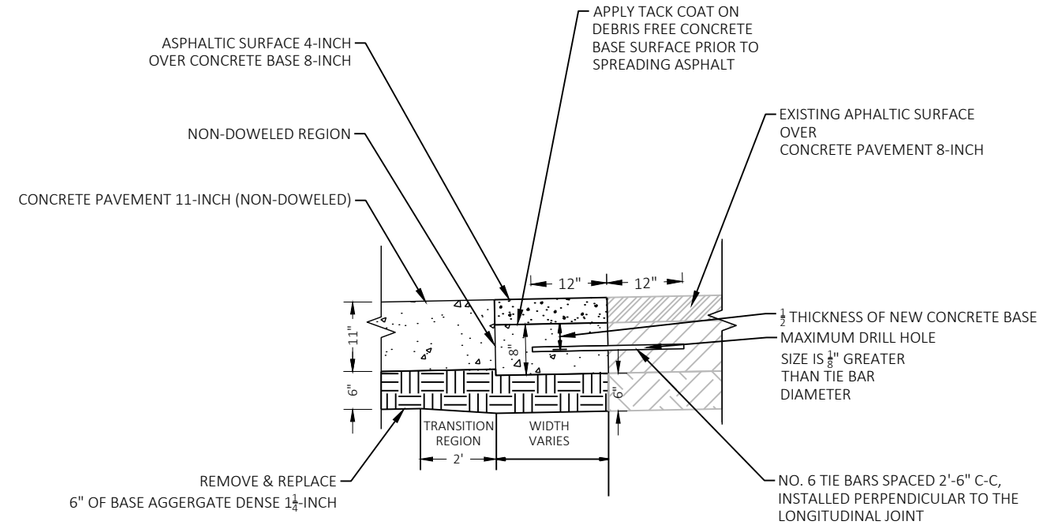
CONCRETE PAVEMENT 11-INCH (NON-DOWELED)
ADJACENT TO EXISTING CONCRETE PAVEMENT DETAIL



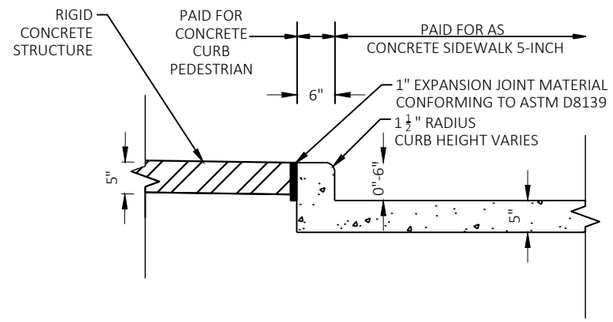
CONCRETE PAVEMENT 11-INCH (NON-DOWELED)
ADJACENT TO CONCRETE PAVEMENT 8-INCH DETAIL



CONCRETE PAVEMENT 11-INCH (NON-DOWELED)
ADJACENT TO ASPHALTIC SURFACE OVER CONCRETE BASE 8-INCH DETAIL

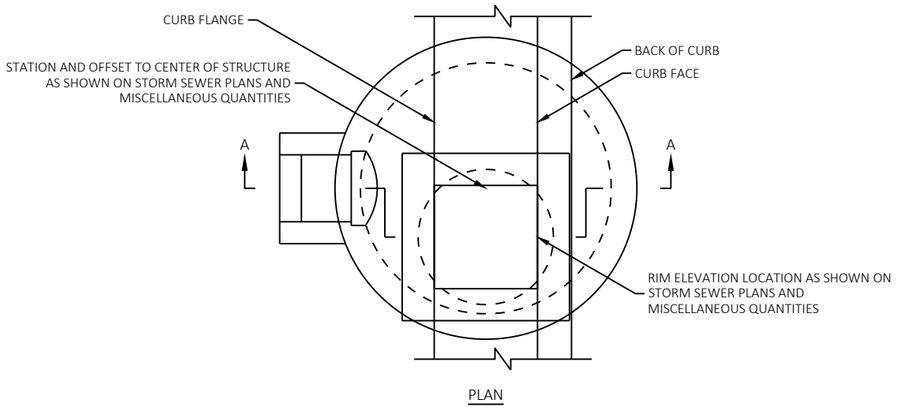


CONCRETE PAVEMENT 8-INCH BETWEEN
CONCRETE PAVEMENT 11-INCH (NON-DOWELED) & EXISTING PAVEMENT DETAIL

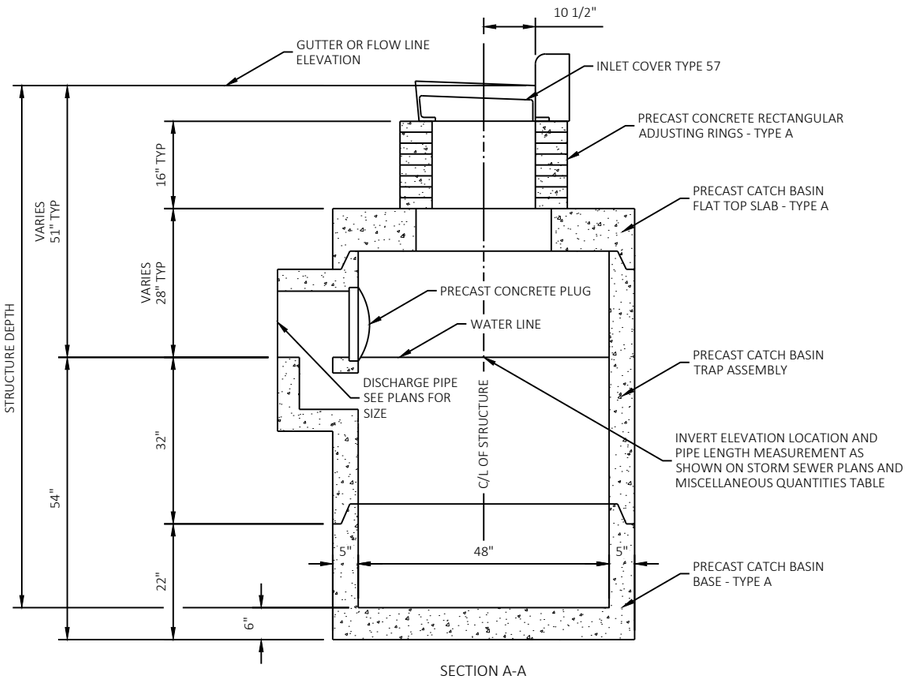


CONCRETE CURB PEDESTRIAN DETAIL (0-INCH TO 6-INCH HEIGHT)

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 6	E



PLAN

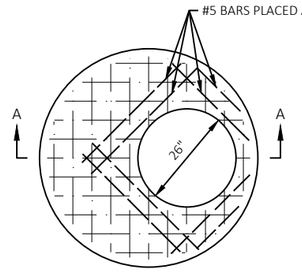


SECTION A-A

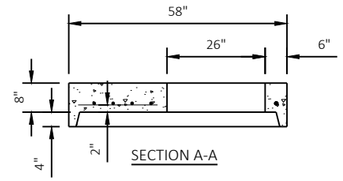
CATCH BASIN TYPE 44A

NOTES:

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



PLAN



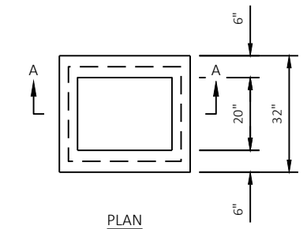
SECTION A-A

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

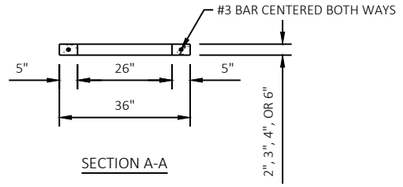
REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

TOP SLAB - TYPE A



PLAN

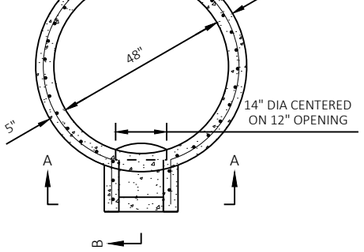


SECTION A-A

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

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

RECTANGULAR ADJUSTING RING - TYPE A



PLAN

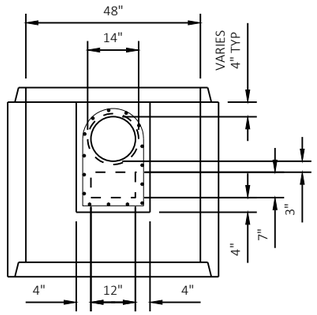
CIRCUMFERENTIAL REINFORCEMENT SHALL CONSIST OF ONE LINE OF STEEL NOT LESS THAN 0.12 SQ. IN. PER LINEAL FOOT, AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.

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

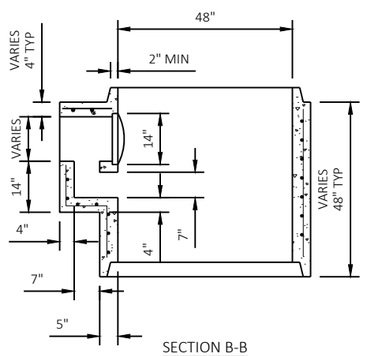
CIRCUMFERENTIAL AND TRAP ASSEMBLY REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

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

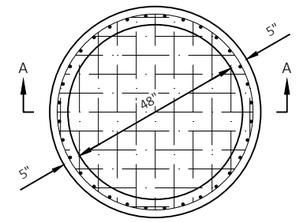


SECTION A-A

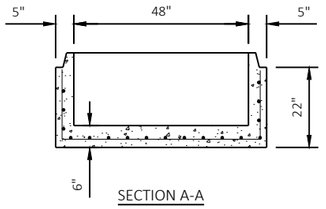


SECTION B-B

TRAP ASSEMBLY



PLAN



SECTION A-A

CIRCUMFERENTIAL REINFORCEMENT SHALL CONSIST OF ONE LINE OF STEEL NOT LESS THAN 0.12 SQ. IN. PER LINEAL FOOT, AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.

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

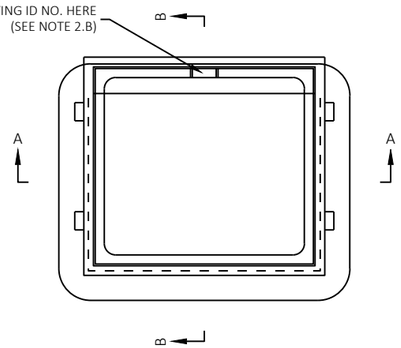
CIRCUMFERENTIAL AND BOTTOM SLAB REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

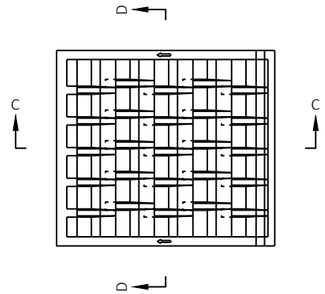
TWO HANDLING HOLES 2 1/4" IN DIAMETER SHALL BE CAST OR DRILLED IN THE WALL.

BASE - TYPE A

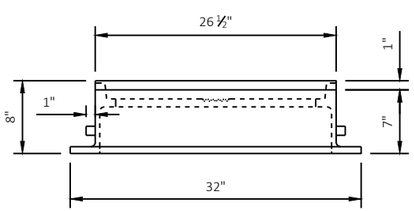
2

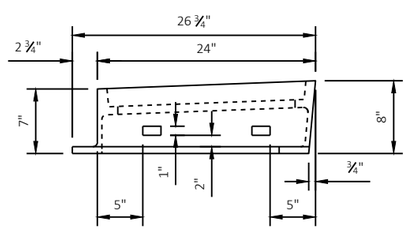


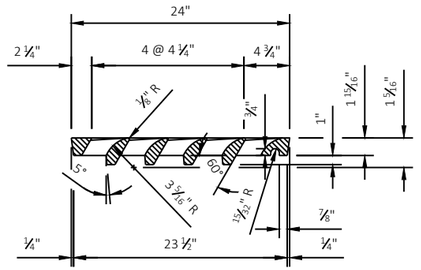
FRAME



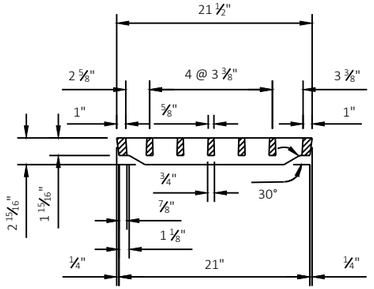
GRATE



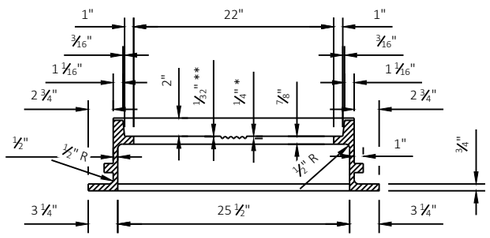




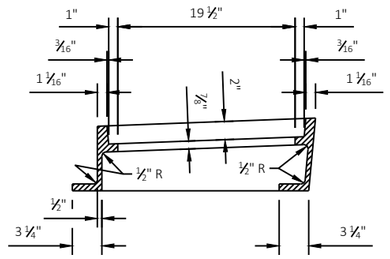
SECTION C-C



SECTION D-D



SECTION A-A



SECTION B-B

NOTES:

* DEPRESSION FOR LETTERS
** CLEARANCE FROM TOP OF LETTERS TO FACE OF SEAT

1. ALL EDGES ARE TO BE GROUND.
2. ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8" ON THE FRAME.

FRAME

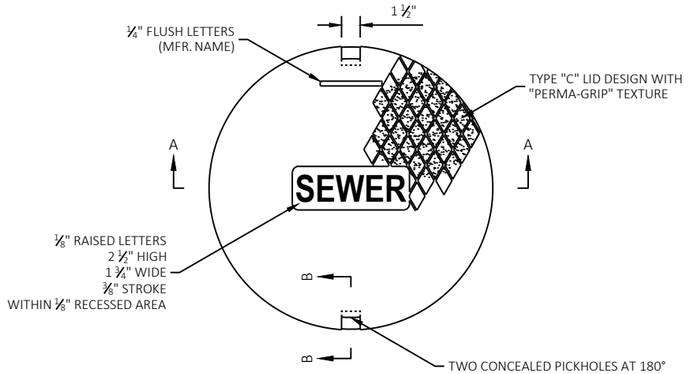
A. ON THE UPPER FACE OF THE FLANGE IN 1" HIGH LETTERS THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.
B. ON THE SEAT OF THE FRAME IN 1" HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER.

GRATE

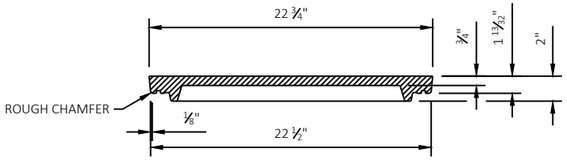
C. ON THE UPPER SIDE OF THE GRATE IN 1" HIGH LETTERS, THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, THE CASTING IDENTIFICATION NUMBER (57) AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

INLET COVER - TYPE MS 57

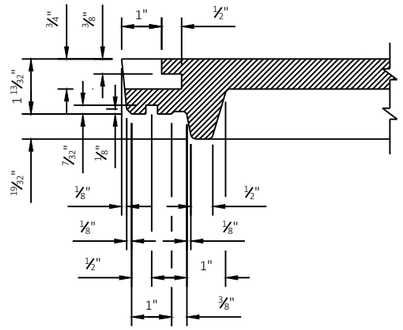
LID - 145 LBS, FRAME - 204 LBS



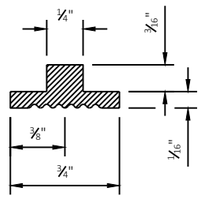
TOP VIEW

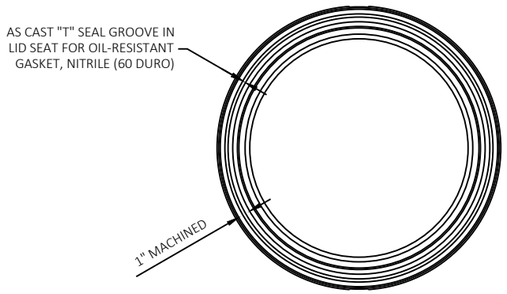


SECTION A-A

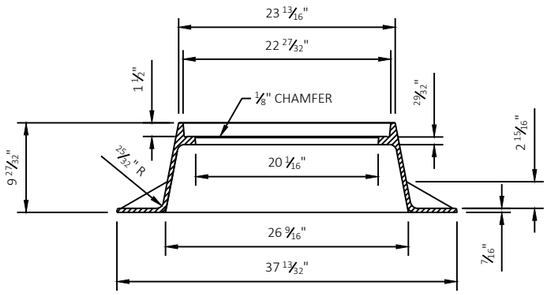


SECTION B-B





BOTTOM VIEW



MANHOLE FRAME TYPE MS 21

MANHOLE COVER - TYPE MS 58A

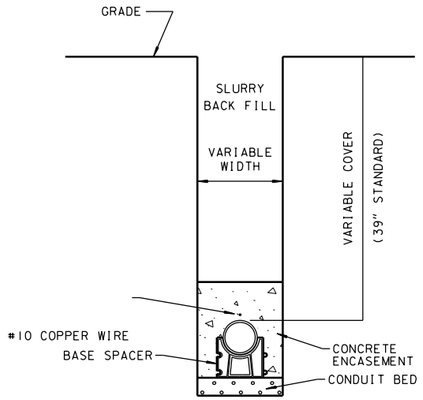
LID - 107 LBS, FRAME - 182 LBS

MANHOLE FRAME TYPE MS21 INCLUDED WITH
MANHOLE COVER TYPE 58A BID ITEM

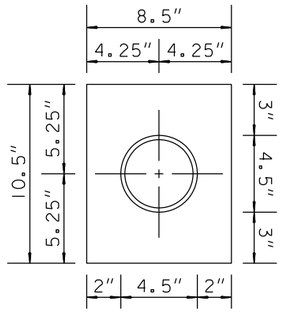
NOTES:

ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8" HAVING A DIGIT OR LETTER HEIGHT OF ONE INCH ON LOWER FACE OF LID:

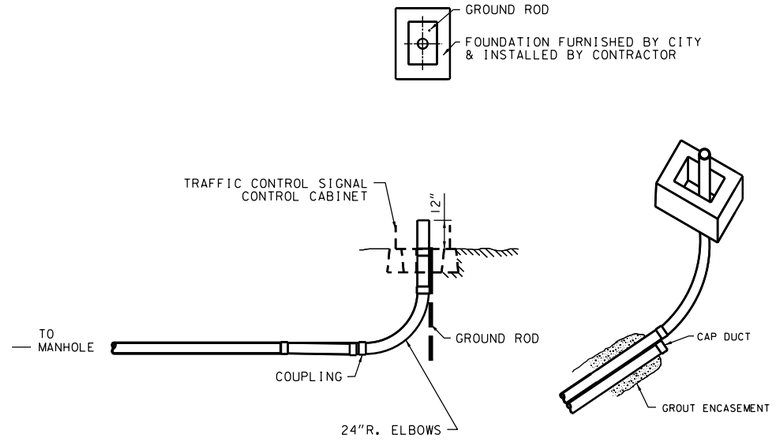
1. THE INITIALS OR MONOGRAM OF THE FOUNDRY.
2. THE CONTRACT NUMBER AND YEAR MADE.
3. THE CASTING IDENTIFICATION NUMBER.
4. THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.
   NOTE: ALL EXTERIOR EDGES SHALL BE GROUND.



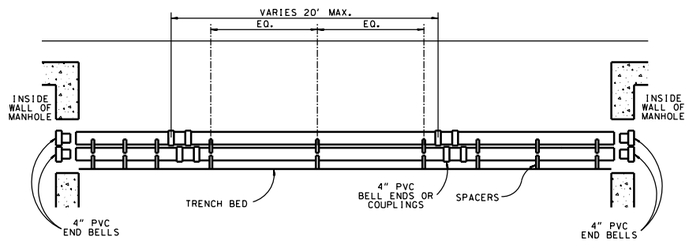
CONDUIT TRENCH CROSS SECTION



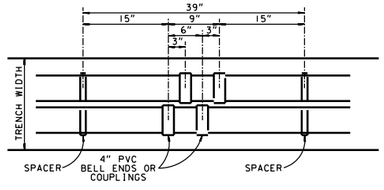
CONDUIT ENCASEMENT CROSS SECTION VIEW



TRAFFIC CONTROL CABINET DETAIL

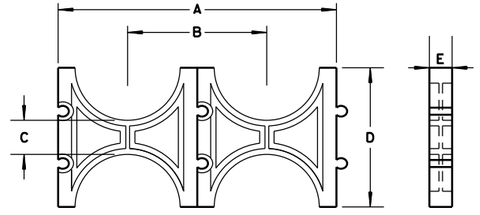


INSTALLATION VIEW



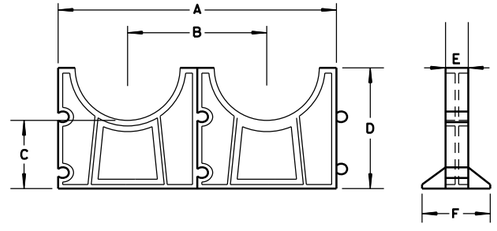
PLAN VIEW

COND.	3"	4"
A	10 1/4"	12 1/4"
B	5 1/8"	6 1/4"
C	1 1/2"	1 1/2"
D	5.13"	6.13"
E	1"	1"



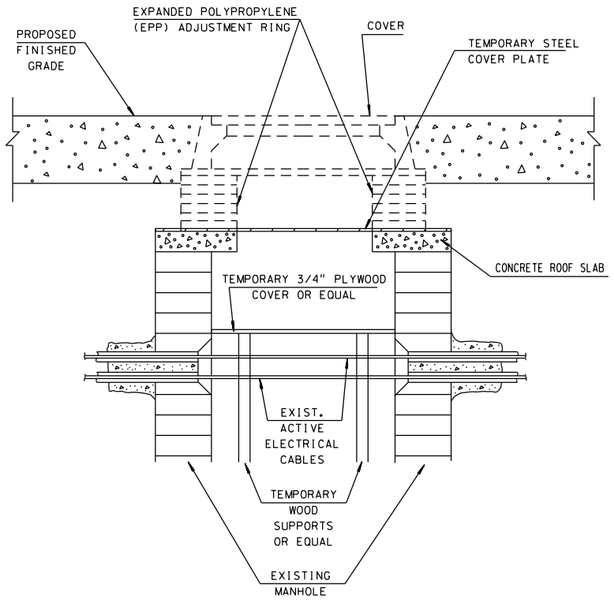
INTERMEDIATE SPACER

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

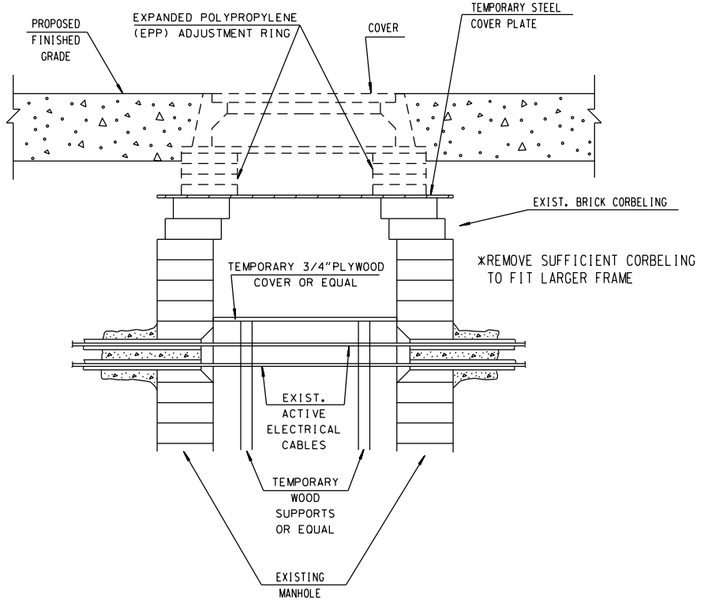


BASE SPACER

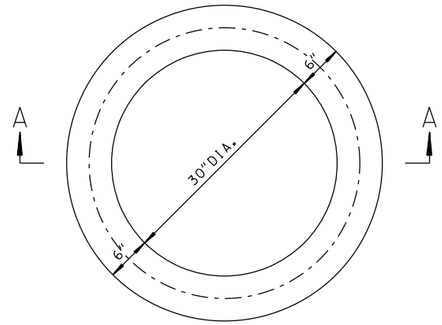
PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	COMM. UNDERGROUND CONDUIT DETAILS	NOT TO SCALE	SHEET 10	E



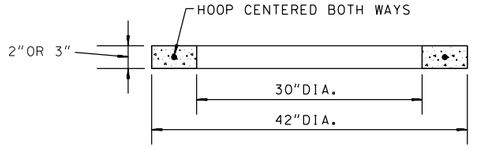
BLOCK OR PRECAST MANHOLE



BRICK ROUND MANHOLE



PLAN



SECTION A-A

THE ADJUSTING RINGS
SHALL BE 4" TO
0.25" IN HEIGHT.

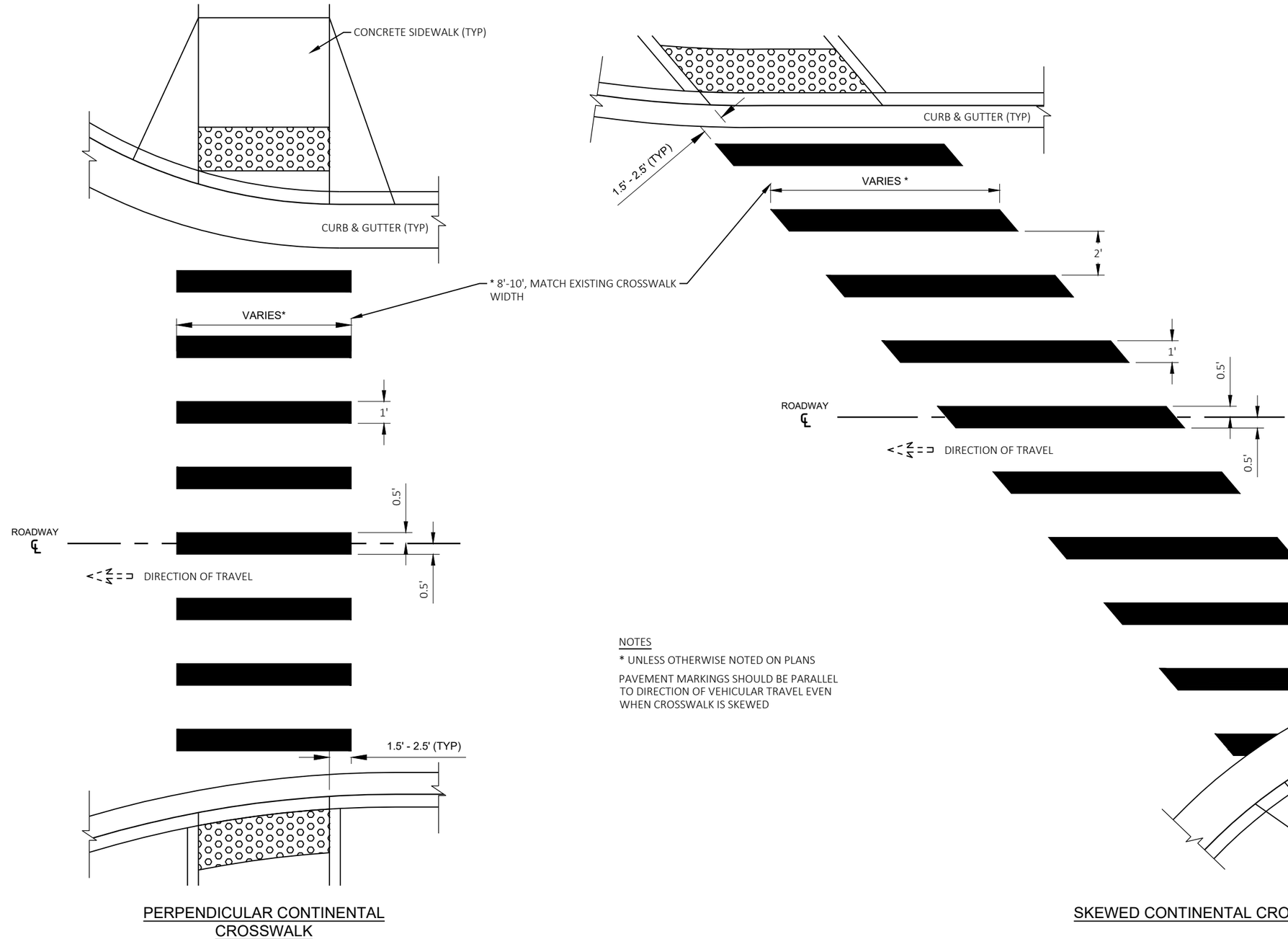
OUTSIDE DIAMETER OF ADJUSTMENT
RING SHALL MATCH OUTSIDE
DIAMETER OF MANHOLE FRAME

JOINTS BETWEEN ALL ADJUSTMENT
RINGS AND MANHOLE FRAME AND COVER
SHALL BE SEALED USING THE
ADHESIVE/SEALANT FOLLOWING
MANUFACTURER'S SPECIFICATIONS

ANGLE RINGS SHALL BE USED
FOR CROSS SLOPE AND PROFILE
MATCHING FINISHED GRADE

EPP ADJUSTING RING

2



PERPENDICULAR CONTINENTAL CROSSWALK

NOTES

* UNLESS OTHERWISE NOTED ON PLANS

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

SKEWED CONTINENTAL CROSSWALK

MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 12	E

2

322-0902-100-4
70
#2669-2671

322-0901
36.30
#2673-2679

313-2411
70.46
#2703-2707

N

EXISTING RW

AREA 1- HAZMAT SOILS
CONTAMINATION EXCAVATION 244 TONS (143.3 CY)

N DR MARTIN LUTHER KING JR DR

39+00 +50 40+00 +50 41+00 +50 42+00

AREA 1- HAZMAT SOILS- PAH CONTAMINATION
1 TO 6 FEET BELOW GROUND SURFACE
STATION 39+85 TO STATION 40+45, FROM 5 FEET RIGHT OF
REFERENCE LINE TO 75 FEET RIGHT OF CENTER LINE

W CENTER ST

#233
116.25
322-0079

#2700-2704
46.49
313-1141

#2708
32.5
313-1142

#2710-2712
27.5
313-1143

LEGEND

EXCAVATED HAZMAT SOILS

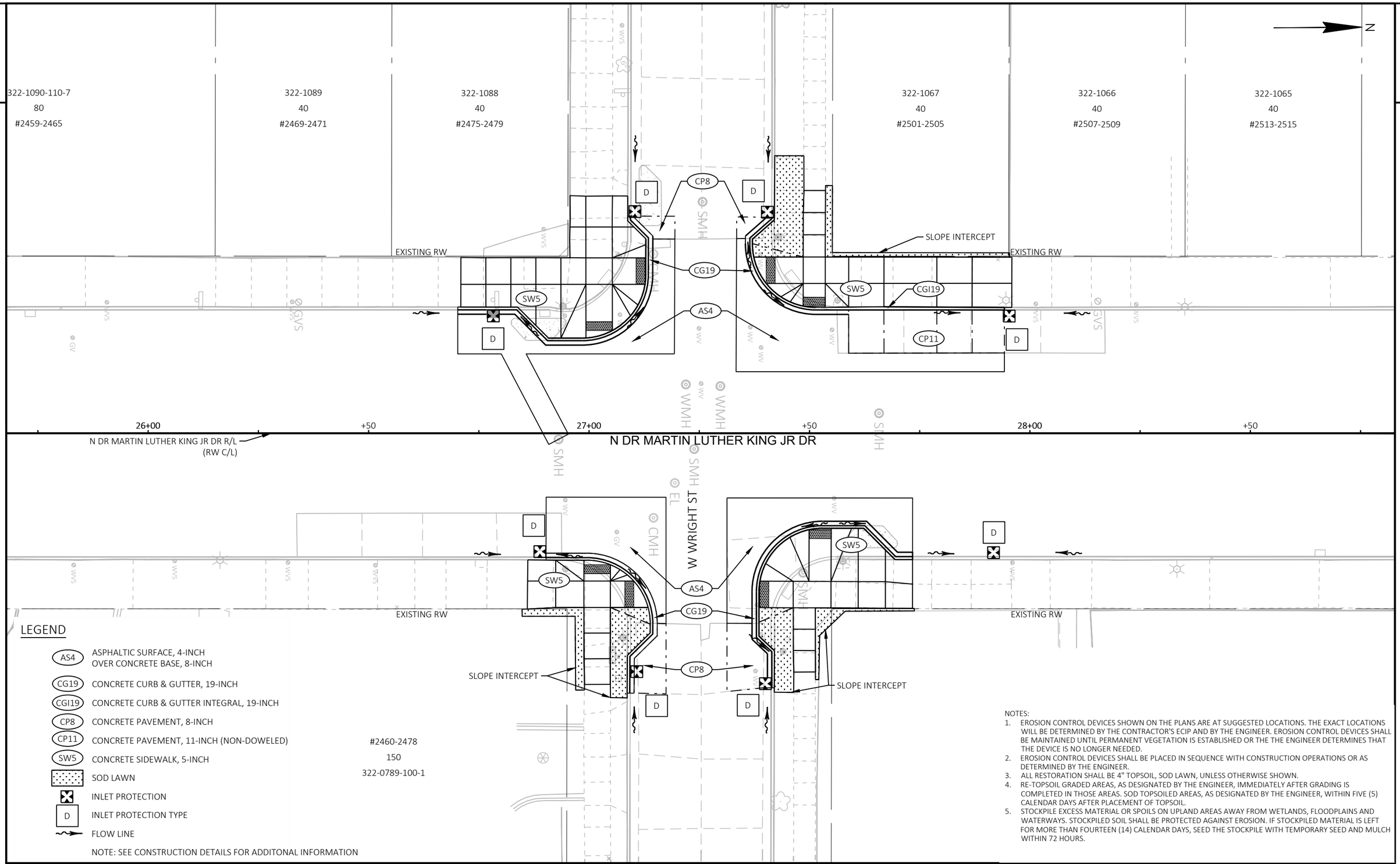
APPROXIMATE EXTENT OF HAZMAT SOILS WHICH MAY BE ENCOUNTERED DURING EXCAVATION OPERATIONS.

NOTE:

EXCAVATE TO 4 FEET DEEP, BACKFILL WITH BASE AGGREGATE DENSE 1 ¼ INCH

2

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	HAZMAT SOILS - W CENTER ST	SHEET 13	E



LEGEND

AS4	ASPHALTIC SURFACE, 4-INCH OVER CONCRETE BASE, 8-INCH
CG19	CONCRETE CURB & GUTTER, 19-INCH
CGI19	CONCRETE CURB & GUTTER INTEGRAL, 19-INCH
CP8	CONCRETE PAVEMENT, 8-INCH
CP11	CONCRETE PAVEMENT, 11-INCH (NON-DOWELED)
SW5	CONCRETE SIDEWALK, 5-INCH
	SOD LAWN
	INLET PROTECTION
D	INLET PROTECTION TYPE
	FLOW LINE

NOTE: SEE CONSTRUCTION DETAILS FOR ADDITONAL INFORMATION

NOTES:
1. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE 4" TOPSOIL, SOD LAWN, UNLESS OTHERWISE SHOWN.
4. RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED IN THOSE AREAS. SOD TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.
5. STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED AND MULCH WITHIN 72 HOURS.

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	PLAN DETAILS & EROSION CONTROL - W WRIGHT ST	SHEET 14	E

322-1381
240
#2555

322-0912-100
120
#2601-2613

OBSTRUCTION (MULCH) REMOVE & REPLACE BY OTHERS

SLOPE INTERCEPT

EXISTING RW

EXISTING RW

+50 33+00 +50 34+00 +50 35+00

N DR MARTIN LUTHER KING JR DR R/L (RW C/L)

N DR MARTIN LUTHER KING JR DR

W CLARKE ST

SLOPE INTERCEPT

SLOPE INTERCEPT

EXISTING RW

EXISTING RW

LEGEND

AS4	ASPHALTIC SURFACE, 4-INCH OVER CONCRETE BASE, 8-INCH
CG19	CONCRETE CURB & GUTTER, 19-INCH
CGI19	CONCRETE CURB & GUTTER INTEGRAL, 19-INCH
CP11	CONCRETE PAVEMENT, 11-INCH (NON-DOWELED)
SW5	CONCRETE SIDEWALK, 5-INCH
	SOD LAWN
	INLET PROTECTION
D	INLET PROTECTION TYPE
	FLOW LINE

NOTE: SEE CONSTRUCTION DETAILS FOR ADDITONAL INFORMATION

#2578
90
322-0058-100

#2628
240
322-0074-100

NOTES:
1. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE 4" TOPSOIL, SOD LAWN, UNLESS OTHERWISE SHOWN.
4. RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED IN THOSE AREAS. SOD TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.
5. STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED AND MULCH WITHIN 72 HOURS.

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	PLAN DETAILS & EROSION CONTROL - W CLARKE ST	SHEET 15	E

2

322-0902-100-4
70
#2669-2671

322-0901
36.30
#2673-2679

313-2411
70.46
#2703-2707

N

EXISTING RW

EXISTING RW

CGI19
CP11
CG19
SW5
AS4
D
C
CP8
CG31

NOTE: INSTALL INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET

39+00 +50 40+00 +50 41+00 +50 42+00

N DR MARTIN LUTHER KING JR DR R/L
(RW C/L)

N DR MARTIN LUTHER KING JR DR

W CENTER ST

SMH
MH
SWS
GVS
WW

SLOPE INTERCEPT

CLOSE DRIVEWAYS

#233
116.25
322-0079

#2700-2704
46.49
313-1141

LEGEND

AS4	ASPHALTIC SURFACE, 4-INCH OVER CONCRETE BASE, 8-INCH
CG19	CONCRETE CURB & GUTTER, 19-INCH
CGI19	CONCRETE CURB & GUTTER INTEGRAL, 19-INCH
CP8	CONCRETE PAVEMENT, 8-INCH
CP11	CONCRETE PAVEMENT, 11-INCH (NON-DOWELED)
SW5	CONCRETE SIDEWALK, 5-INCH
	INLET PROTECTION
D C	INLET PROTECTION TYPE
	FLOW LINE

NOTE: SEE CONSTRUCTION DETAILS FOR ADDITONAL INFORMATION

NOTES:
1. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE 4" TOPSOIL, SOD LAWN, UNLESS OTHERWISE SHOWN.
4. RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED IN THOSE AREAS. SOD TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.
5. STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED AND MULCH WITHIN 72 HOURS.

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	PLAN DETAILS & EROSION CONTROL - W CENTER ST	SHEET 16	E

LEGEND

XXX.XX	SIDEWALK ELEVATION	T	TRAVERSABLE FLARE (10:1 MAX)
XXX.XX(B)	BACK OF CURB ELEVATION	GN	GRADED NON-TRAVERSABLE FLARE (6:1 MAX)
XXX.XX(D)	DWF CORNER ELEVATION		DETECTABLE WARNING FIELD
XXX.XX(F)	CURB FLANGE ELEVATION	1	CURB RADIUS POINT NUMBER
XXX.XX(G)	GUTTER FLOWLINE ELEVATION	LL	LEVEL LANDING
XXX.XX(T)	TOP OF CURB ELEVATION		TRAFFIC SIGNAL HEAD
XXX.XX(E)	EXISTING ELEVATION		ACCESSIBLE PEDESTRIAN SIGNAL, (PUSH BUTTON)
HP	HIGH POINT (SUMMIT)		TRAFFIC SIGNAL STD, PEDESTAL BASE
LP	LOW POINT		STREET LIGHT LUMINAIRE
	EXISTING INLET		STREET LIGHT POLE BASE
	PROPOSED INLET		
PB	PULL BOX		
	MONOTUBE BASE		
XXX	POINT NUMBER		

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. SOLID LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. FOR ADDITIONAL INFORMATION SEE REMOVALS, PLAN DETAILS, and PAVEMENT MARKING.

322-1067

#2501-2505

N

SOUTHWEST QUADRANT OF N MLK DR & W WRIGHT ST

N DR MARTIN LUTHER KING JR DR

NORTHWEST QUADRANT OF N MLK DR & W WRIGHT ST

N DR MARTIN LUTHER KING JR DR R/L (RW/CL)

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W WRIGHT ST	SHEET 17	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\021301-CR.DWG
LAYOUT NAME - 021301-cr
PLOT DATE : 4/14/2026 1:21 PM
PLOT BY : GEHRING, DOMINIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N MLK DR & W WRIGHT ST SOUTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
101	26+70.22	26.99' LT	93.34	308742.10	604719.00
102	26+78.18	26.19' LT	93.33	308750.05	604719.87
103	26+83.18	26.99' LT	93.45	308755.06	604719.11
104	26+90.18	19.99' LT	93.53	308762.00	604726.17
105	26+98.44	19.99' LT	93.63	308770.27	604726.23
106	26+99.41	20.02' LT	93.64	308771.23	604726.21
107	27+06.06	21.92' LT	93.58	308777.90	604724.37
108	27+14.25	33.54' LT	93.45	308786.19	604712.82
109	27+14.44	35.93' LT	93.42	308786.40	604710.43
110	27+14.46	39.78' LT	93.36	308786.44	604706.58
111	27+14.48	44.75' LT	93.29	308786.50	604701.61
112	27+10.37	48.82' LT	93.13	308782.43	604697.51
113	27+10.37	49.24' LT	93.12	308782.43	604697.08
114	26+93.64	21.58' LT	93.85	308765.48	604724.61
115	26+99.31	21.60' LT	93.62	308771.15	604724.63
116	26+99.31	23.31' LT	93.65	308771.16	604722.93
117	27+05.31	23.32' LT	93.56	308777.16	604722.97
118	27+09.41	26.63' LT	93.91	308781.29	604719.68
119	27+11.10	29.10' LT	93.79	308783.00	604717.23
120	27+12.68	33.79' LT	93.43	308784.62	604712.55
121	27+12.87	39.78' LT	93.34	308784.86	604706.56
122	27+12.69	39.78' LT	93.34	308784.68	604706.56
123	27+12.89	42.78' LT	93.60	308784.90	604703.56
124	26+70.94	39.90' LT	94.23	308742.93	604706.10
125	26+70.93	33.79' LT	94.05	308742.87	604712.22
126	26+76.59	39.83' LT	94.23	308748.58	604706.22
127	26+76.60	33.79' LT	94.14	308748.54	604712.26
128	26+82.27	39.82' LT	94.16	308754.26	604706.27
129	26+82.28	33.79' LT	94.07	308754.21	604712.31
130	26+87.94	39.82' LT	94.09	308759.93	604706.32
131	26+87.95	33.79' LT	94.00	308759.89	604712.36
132	26+93.62	39.82' LT	94.03	308765.61	604706.37
133	26+93.62	33.79' LT	93.94	308765.56	604712.40
134	26+95.69	39.82' LT	94.02	308767.68	604706.39
135	26+99.29	39.78' LT	93.94	308771.28	604706.45
136	26+99.30	33.78' LT	94.00	308771.24	604712.45
137	27+05.29	39.78' LT	93.85	308777.28	604706.50
138	27+05.30	33.78' LT	93.91	308777.24	604712.50
139	26+95.69	46.78' LT	94.10	308767.73	604699.42
140	26+99.28	46.78' LT	93.96	308771.33	604699.45

N MLK DR & W WRIGHT ST SOUTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
141	27+05.26	46.78' LT	93.87	308777.30	604699.50
142	26+95.69	53.90' LT	94.14	308767.80	604692.31
143	26+99.28	53.78' LT	93.96	308771.38	604692.45
144	27+05.33	53.82' LT	93.88	308777.43	604692.46

N MLK DR & W WRIGHT ST NORTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
301	27+58.89	18.16' LT	93.57	308830.69	604728.57
302	27+66.90	18.16' LT	93.59	308838.71	604728.63
303	27+78.90	18.19' LT	93.61	308850.71	604728.70
304	27+86.90	18.22' LT	93.63	308858.71	604728.74
305	27+94.22	18.22' LT	93.64	308866.02	604728.80
306	27+40.31	49.00' LT	92.98	308812.37	604697.57
307	27+35.48	44.72' LT	93.15	308807.50	604701.81
308	27+35.47	43.03' LT	93.18	308807.48	604703.50
309	27+35.82	39.64' LT	93.26	308807.81	604706.90
310	27+38.97	32.98' LT	93.37	308810.90	604713.58
311	27+48.25	27.29' LT	93.50	308820.14	604719.35
312	27+51.47	26.96' LT	93.45	308823.35	604719.70
313	27+53.57	26.97' LT	93.43	308825.45	604719.72
314	27+58.88	26.97' LT	93.39	308830.77	604719.76
315	27+37.05	43.02' LT	93.64	308809.07	604703.53
316	27+40.20	39.97' LT	93.25	308812.19	604706.61
317	27+37.37	39.96' LT	93.22	308809.36	604706.58
318	27+40.21	33.97' LT	93.33	308812.14	604712.61
319	27+43.50	30.95' LT	93.69	308815.42	604715.65
320	27+45.62	29.79' LT	93.74	308817.53	604716.83
321	27+48.57	28.84' LT	93.46	308820.47	604717.80
322	27+53.57	28.83' LT	93.39	308825.47	604717.85
323	27+53.57	28.56' LT	93.39	308825.47	604718.12
324	27+58.88	28.61' LT	93.85	308830.78	604718.12
325	27+66.88	28.68' LT	93.79	308838.78	604718.11
326	27+78.88	28.63' LT	93.70	308850.78	604718.26
327	27+86.88	28.59' LT	93.64	308858.78	604718.37
328	27+94.21	28.55' LT	93.59	308866.10	604718.46
329	27+53.64	55.07' LT	93.94	308825.76	604691.62
330	27+48.76	55.07' LT	93.79	308820.87	604691.57
331	27+53.59	50.07' LT	93.88	308825.66	604696.62
332	27+48.61	50.07' LT	93.81	308820.68	604696.57
333	27+53.60	45.03' LT	93.83	308825.63	604701.66
334	27+48.60	45.02' LT	93.75	308820.63	604701.62
335	27+53.59	39.98' LT	93.77	308825.58	604706.71
336	27+48.59	39.97' LT	93.69	308820.58	604706.67
337	27+53.58	33.98' LT	93.71	308825.52	604712.71
338	27+48.58	33.97' LT	93.78	308820.52	604712.67
339	27+58.90	39.98' LT	94.01	308830.89	604706.75
340	27+58.89	33.98' LT	93.92	308830.83	604712.75

N MLK DR & W WRIGHT ST NORTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
341	27+66.90	39.98' LT	93.96	308838.89	604706.81
342	27+66.89	33.99' LT	93.87	308838.83	604712.81
343	27+78.90	40.01' LT	93.87	308850.89	604706.88
344	27+78.89	33.99' LT	93.78	308850.83	604712.90
345	27+86.90	39.99' LT	93.81	308858.89	604706.97
346	27+86.89	34.00' LT	93.72	308858.83	604712.96
347	27+95.92	39.92' LT	93.74	308867.90	604707.11
348	27+95.90	34.01' LT	93.71	308867.84	604713.02

RADIUS TABLE					
PT#	STATION	OFFSET	Y	X	RADIUS
11	26+98.44	35.99' LT	308,770.40	604,710.23	15'
31	27+51.47	42.96' LT	308,823.48	604,703.70	15'

2

PROJECT NO: 2568-00-71 | HWY: N. DR MLK JR DR. | COUNTY: MILWAUKEE | CURB RAMP DETAILS - W WRIGHT ST | SHEET 18 | E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\021301-CR.DWG
LAYOUT NAME - 021302-cr
PLOT DATE : 4/14/2026 1:21 PM PLOT BY : GEHRING, DOMINIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

SOUTHEAST QUADRANT OF N MLK DR & W WRIGHT ST

NORTHEAST QUADRANT OF N MLK DR & W WRIGHT ST

N DR MARTIN LUTHER KING JR DR R/L (RW/CL)

N DR MARTIN LUTHER KING JR DR

W WRIGHT ST

+50 27+00 +50 28+00

N

TYPE 2 CURB RAMP 2'X6' DWF

TYPE 3 CURB RAMP 2'X5' DWF

15' RAD

MASK ARM

SLOPE INTERCEPT

EXISTING R/W

93.16(E) 201 93.12 (G) 93.62 (T)
93.46(F)HP 202 93.44 (G)
203 93.45(F) 93.43 (G)
204 93.38(F) 93.36 (G)
93.68(T) 212 93.20 (G) 93.24 (F)
93.44(B) 213
93.45(D) 214
215 93.36(D)
93.60 (RIM)
216 93.48(T) 93.31 (G) 93.35 (F)
205 93.29(F) 93.27 (G)
217 93.44(T) 93.28 (G) 93.32 (F)
218 93.27(D)
219 93.18(D)
206 93.18(F) 93.16 (G)
220 93.16(B)
207 93.02(F) 92.98 (G)
221 93.48(T)
208 92.98(F) 92.94 (G) 93.44 (T)
209 92.89(F) 92.85 (G) 93.35 (T)
210 92.88(F)LP 92.81 (G) 93.31 (T)
211 93.02(E) 92.98 (G) 93.48 (T)
236 93.60(E)
235 93.71(E)
93.78(E) 224
93.90(E) 223
94.03(E) 222
93.75 226
93.70 228
93.84 225
93.61 227
93.61 230
93.69 231
93.77 233
229 93.52
232 93.60
234 93.68
93.42(F) 409 93.38 (G)
93.47(F) 410 93.43 (G)
93.50(F)HP 411 93.46 (G)
93.40(D) 421
93.35(F) 408
93.65(T) 420 93.31 (G)
93.51(T) 419 93.18 (G) 93.22 (F)
93.13(D) 418
93.65 (RIM)
93.16(F) 407 93.12 (G)
93.12(F) 406 93.08 (G)
93.08(F) 405 93.04 (G)
93.04(B) 417
93.04(D) 416
93.47(T) 415 92.97 (G) 93.01 (F)
92.94(F) 404 92.90 (G) 93.40 (T)
92.83(F) 403 92.79 (G) 93.29 (T)
92.74(F)LP 402 92.65 (G) 93.15 (T)
92.75(E) 401 93.66 (G) 93.16 (T)
93.61 433
93.52 432
93.54 430
93.55 428
93.58(E) 426
422 93.46(B) 423 93.46(D) 424 93.82(T) 93.44 (G) 93.48 (F)
412 93.47(F) 93.43 (G) 93.84 (T)
413 93.30(F) 93.26 (G) 93.76 (T)
414 93.24(E) 93.20 (G) 93.71 (T)
434 93.66
436 93.73
438 93.95
440 93.89
442 93.91(E)
431 93.60
435 93.65
437 94.04
439 93.98
441 93.83(E)
429 93.61
427 93.63
425 93.68(E)

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(B)	BACK OF CURB ELEVATION
XXX.XX(D)	DWF CORNER ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP	HIGH POINT (SUMMIT)
LP	LOW POINT
	EXISTING INLET
	PROPOSED INLET
PB	PULL BOX
	MONOTUBE BASE
M CABINET	TRAFFIC SIGNAL CABINET WITH METER
T	TRAVERSABLE FLARE (10:1 MAX)
GN	GRADED NON-TRAVERSABLE FLARE (6:1 MAX)
	DETECTABLE WARNING FIELD
1	CURB RADIUS POINT NUMBER
LL	LEVEL LANDING
	TRAFFIC SIGNAL HEAD
	ACCESSIBLE PEDESTRIAN SIGNAL, (PUSH BUTTON)
	TRAFFIC SIGNAL STD, PEDESTAL BASE
	STREET LIGHT LUMINAIRE
	STREET LIGHT POLE BASE
XXX	POINT NUMBER

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. SOLID LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. FOR ADDITIONAL INFORMATION SEE REMOVALS, PLAN DETAILS, and PAVEMENT MARKING.

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W WRIGHT ST	SHEET 19	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\021301-CR.DWG
LAYOUT NAME - 021303-cr

PLOT DATE : 4/14/2026 1:21 PM PLOT BY : GEHRING, DOMINIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

N MLK DR & W WRIGHT ST SOUTHEAST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
201	26+90.24	27.20' RT	93.16	308761.68	604773.36
202	26+98.85	27.21' RT	93.46	308770.29	604773.44
203	26+99.47	27.21' RT	93.45	308770.91	604773.44
204	27+05.44	28.36' RT	93.38	308776.87	604774.65
205	27+11.31	32.45' RT	93.29	308782.70	604778.78
206	27+14.93	39.11' RT	93.18	308786.27	604785.47
207	27+15.46	43.31' RT	93.02	308786.77	604789.68
208	27+15.45	45.94' RT	92.98	308786.73	604792.31
209	27+10.29	51.04' RT	92.89	308781.53	604797.36
210	27+11.00	54.11' RT	92.88	308782.22	604800.44
211	27+10.21	58.94' RT	93.02	308781.38	604805.27
212	26+92.47	28.79' RT	93.68	308763.89	604774.96
213	26+98.85	28.79' RT	93.44	308770.27	604775.02
214	26+98.85	29.83' RT	93.45	308770.26	604776.06
215	27+04.85	29.83' RT	93.36	308776.26	604776.11
216	27+07.04	30.94' RT	93.48	308778.44	604777.24
217	27+08.70	32.14' RT	93.44	308780.10	604778.45
218	27+10.14	33.52' RT	93.27	308781.52	604779.84
219	27+10.14	39.52' RT	93.18	308781.47	604785.84
220	27+13.40	39.52' RT	93.16	308784.74	604785.86
221	27+13.88	43.30' RT	93.48	308785.18	604789.65
222	26+86.01	39.89' RT	94.03	308757.34	604786.01
223	26+86.07	33.51' RT	93.90	308757.46	604779.64
224	26+86.12	28.71' RT	93.78	308757.55	604774.84
225	26+92.43	39.51' RT	93.84	308763.77	604785.69
226	26+92.44	33.51' RT	93.75	308763.82	604779.69
227	26+98.84	39.52' RT	93.61	308770.17	604785.74
228	26+98.84	33.52' RT	93.70	308770.23	604779.74
229	27+04.84	39.52' RT	93.52	308776.17	604785.79
230	27+04.84	33.52' RT	93.61	308776.23	604779.79
231	26+98.83	45.33' RT	93.69	308770.12	604791.56
232	27+04.83	45.31' RT	93.60	308776.12	604791.59
233	26+98.83	51.15' RT	93.77	308770.07	604797.38
234	27+04.83	51.13' RT	93.68	308776.07	604797.41
235	26+99.01	56.97' RT	93.71	308770.20	604803.20
236	27+04.85	56.95' RT	93.60	308776.04	604803.23

N MLK DR & W WRIGHT ST NORTHEAST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
401	27+39.53	57.75' RT	92.71	308810.71	604804.31
402	27+39.53	56.60' RT	92.74	308810.73	604803.17
403	27+40.48	50.00' RT	92.83	308811.73	604796.57
404	27+36.97	46.73' RT	92.94	308808.24	604793.27
405	27+36.97	39.55' RT	93.08	308808.30	604786.09
406	27+36.97	35.97' RT	93.12	308808.33	604782.51
407	27+37.20	33.28' RT	93.16	308808.58	604779.83
408	27+44.76	22.24' RT	93.35	308816.23	604768.85
409	27+49.59	20.33' RT	93.42	308821.08	604766.98
410	27+52.98	19.97' RT	93.47	308824.47	604766.64
411	27+54.93	19.97' RT	93.50	308826.43	604766.66
412	27+62.97	19.97' RT	93.47	308834.46	604766.73
413	27+69.97	26.98' RT	93.30	308841.40	604773.79
414	27+73.39	26.97' RT	93.24	308844.83	604773.82
415	27+38.56	42.85' RT	93.47	308809.86	604789.41
416	27+38.73	39.55' RT	93.04	308810.07	604786.11
417	27+38.55	39.55' RT	93.04	308809.89	604786.11
418	27+38.76	33.55' RT	93.13	308810.14	604780.11
419	27+40.06	29.55' RT	93.51	308811.48	604776.12
420	27+45.57	23.60' RT	93.65	308817.03	604770.21
421	27+49.92	21.88' RT	93.40	308821.40	604768.53
422	27+54.93	21.55' RT	93.46	308826.41	604768.24
423	27+54.93	21.89' RT	93.46	308826.41	604768.58
424	27+59.55	21.55' RT	93.82	308831.03	604768.28
425	27+51.37	54.13' RT	93.68	308822.58	604800.79
426	27+46.46	54.17' RT	93.58	308817.67	604800.79
427	27+51.33	49.29' RT	93.63	308822.58	604795.95
428	27+46.33	49.27' RT	93.55	308817.58	604795.89
429	27+51.32	44.45' RT	93.61	308822.62	604791.11
430	27+46.32	44.43' RT	93.54	308817.62	604791.05
431	27+51.32	39.60' RT	93.60	308822.65	604786.26
432	27+46.32	39.58' RT	93.52	308817.65	604786.20
433	27+46.31	33.58' RT	93.61	308817.69	604780.20
434	27+49.89	33.60' RT	93.66	308821.28	604780.25
435	27+54.88	39.62' RT	93.65	308826.21	604786.31
436	27+54.88	33.62' RT	93.73	308826.27	604780.31
437	27+61.05	39.64' RT	94.04	308832.38	604786.39
438	27+61.05	33.64' RT	93.95	308832.43	604780.39
439	27+67.21	39.67' RT	93.98	308838.54	604786.46
440	27+67.22	33.67' RT	93.89	308838.60	604780.46

N MLK DR & W WRIGHT ST NORTHEAST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
441	27+73.37	39.72' RT	93.83	308844.71	604786.57
442	27+73.38	34.21' RT	93.91	308844.76	604781.06

RADIUS TABLE					
PT#	STATION	OFFSET	Y	X	RADIUS
21	26+99.46	43.21' RT	308,770.77	604,789.44	15'
41	27+52.97	35.97' RT	308,824.33	604,782.64	15'

2

PROJECT NO: 2568-00-71 | HWY: N. DR MLK JR DR. | COUNTY: MILWAUKEE | CURB RAMP DETAILS - W WRIGHT ST | SHEET 20 | E

LEGEND

XXX.XX	SIDEWALK ELEVATION	T	TRAVERSABLE FLARE (10:1 MAX)
XXX.XX(B)	BACK OF CURB ELEVATION		DETECTABLE WARNING FIELD
XXX.XX(D)	DWF CORNER ELEVATION	1	CURB RADIUS POINT NUMBER
XXX.XX(F)	CURB FLANGE ELEVATION	LL	LEVEL LANDING
XXX.XX(G)	GUTTER FLOWLINE ELEVATION		TRAFFIC SIGNAL HEAD
XXX.XX(T)	TOP OF CURB ELEVATION		ACCESSIBLE PEDESTRIAN SIGNAL, (PUSH BUTTON)
XXX.XX(E)	EXISTING ELEVATION		TRAFFIC SIGNAL STD, PEDESTAL BASE
HP	HIGH POINT (SUMMIT)		STREET LIGHT LUMINAIRE
LP	LOW POINT		STREET LIGHT POLE BASE
	EXISTING INLET	XXX	POINT NUMBER
	PROPOSED INLET		
PB	PULL BOX		
	MONOTUBE BASE		

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. SOLID LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. FOR ADDITIONAL INFORMATION SEE REMOVALS, PLAN DETAILS, and PAVEMENT MARKING.

N

SOUTHWEST QUADRANT OF N MLK DR & W CLARKE ST

NORTHWEST QUADRANT OF N MLK DR & W CLARKE ST

N DR MARTIN LUTHER KING JR DR R/L (RW/CL)

N DR MARTIN LUTHER KING JR DR

W CLARKE ST

EXISTING R/W

EXISTING R/W

TYPE 2 CURB RAMP

TYPE 2 CURB RAMP

TYPE 3 CURB RAMP

TYPE 3 CURB RAMP

SLOPE INTERCEPT

MASK ARM

MASK ARM

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W CLARKE ST	SHEET 21 E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\021301-CR.DWG
LAYOUT NAME - 0210305-cr
PLOT DATE : 4/14/2026 1:22 PM PLOT BY : GEHRING, DOMINIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

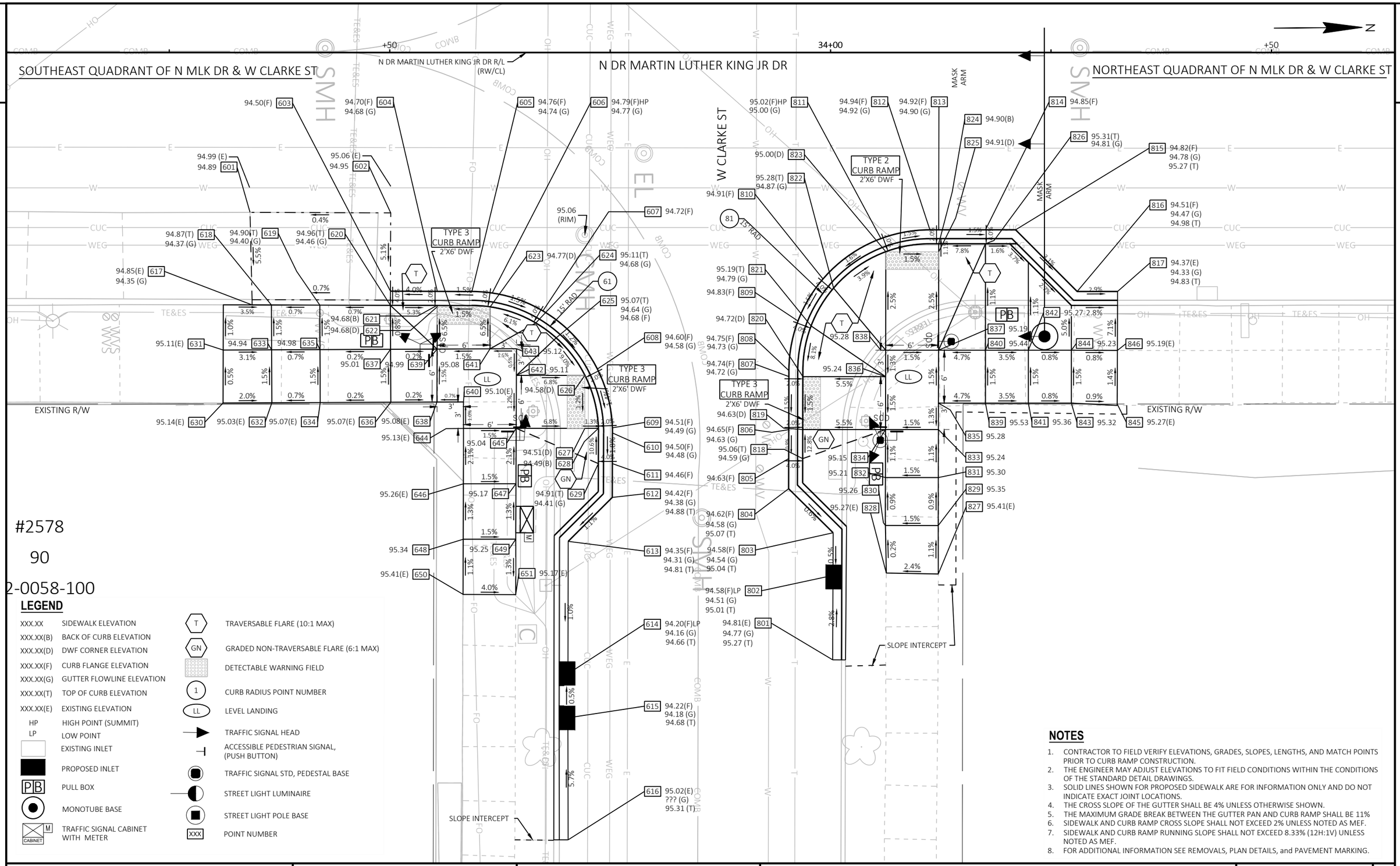
N MLK DR & W CLARKE ST SOUTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
501	33+35.61	27.17' LT	94.42	309407.47	604724.30
502	33+39.97	27.17' LT	94.55	309411.84	604724.34
503	33+47.12	20.02' LT	94.85	309418.92	604731.55
504	33+56.26	20.01' LT	95.01	309428.06	604731.63
505	33+59.36	20.01' LT	94.98	309431.16	604731.66
506	33+62.58	20.34' LT	94.94	309434.38	604731.36
507	33+72.73	27.21' LT	94.76	309444.59	604724.56
508	33+75.22	33.85' LT	94.66	309447.13	604717.95
509	33+75.36	35.93' LT	94.64	309447.30	604715.87
510	33+75.38	40.05' LT	94.60	309447.35	604711.75
511	33+75.41	45.48' LT	94.57	309447.42	604706.33
512	33+75.39	49.36' LT	94.57	309447.43	604702.45
513	33+70.21	54.65' LT	94.51	309442.29	604697.11
514	33+71.05	59.65' LT	94.54	309443.18	604692.12
515	33+70.28	69.33' LT	94.87	309442.48	604682.43
516	33+50.95	21.60' LT	95.28	309422.77	604730.00
517	33+56.26	21.85' LT	94.97	309428.08	604729.79
518	33+56.26	21.60' LT	94.97	309428.08	604730.05
519	33+62.26	21.89' LT	94.90	309434.08	604729.80
520	33+67.96	24.44' LT	95.21	309439.80	604727.30
521	33+71.41	28.08' LT	95.14	309443.27	604723.68
522	33+73.65	34.06' LT	94.65	309445.57	604717.73
523	33+73.80	40.06' LT	94.58	309445.77	604711.73
524	33+73.64	40.06' LT	94.58	309445.61	604711.73
525	33+73.83	45.48' LT	95.03	309445.84	604706.30
526	33+35.31	40.07' LT	95.07	309407.28	604711.40
527	33+35.45	34.69' LT	95.04	309407.37	604716.78
528	33+40.57	40.07' LT	95.18	309412.53	604711.44
529	33+40.65	34.03' LT	95.09	309412.57	604717.49
530	33+45.73	40.07' LT	95.35	309417.70	604711.48
531	33+45.77	34.03' LT	95.26	309417.69	604717.52
532	33+50.85	40.07' LT	95.44	309422.82	604711.53
533	33+50.89	34.04' LT	95.35	309422.81	604717.56
534	33+56.15	40.05' LT	95.22	309428.12	604711.59
535	33+56.19	34.04' LT	95.26	309428.11	604717.60
536	33+59.15	40.05' LT	95.18	309431.12	604711.62
537	33+62.19	34.05' LT	95.19	309434.11	604717.64
538	33+65.15	40.05' LT	95.09	309437.12	604711.67
539	33+65.18	34.05' LT	95.15	309437.10	604717.67
540	33+59.12	46.60' LT	95.20	309431.14	604705.06

N MLK DR & W CLARKE ST SOUTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
541	33+65.12	46.61' LT	95.11	309437.15	604705.11
542	33+59.08	53.16' LT	95.22	309431.15	604698.51
543	33+65.09	53.17' LT	95.13	309437.17	604698.55
544	33+59.04	59.72' LT	95.24	309431.17	604691.95
545	33+65.06	59.73' LT	95.15	309437.19	604691.99
546	33+59.00	66.28' LT	95.41	309431.19	604685.39
547	33+65.04	66.28' LT	95.32	309437.22	604685.43
548	33+58.96	72.83' LT	95.58	309431.20	604678.83
549	33+65.13	72.80' LT	95.45	309437.37	604678.91

N MLK DR & W CLARKE ST NORTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
701	34+21.60	18.13' LT	95.13	309493.39	604734.05
702	34+28.00	18.13' LT	95.07	309499.79	604734.10
703	34+00.30	75.59' LT	94.89	309472.56	604676.42
704	33+99.49	63.87' LT	94.60	309471.66	604688.13
705	34+00.30	59.85' LT	94.58	309472.43	604692.16
706	33+95.49	55.05' LT	94.63	309467.58	604696.92
707	33+95.48	46.92' LT	94.65	309467.50	604705.05
708	33+95.47	43.13' LT	94.69	309467.46	604708.84
709	33+95.61	41.02' LT	94.71	309467.58	604710.95
710	33+98.11	34.29' LT	94.80	309470.03	604717.70
711	34+01.67	30.45' LT	94.86	309473.56	604721.57
712	34+08.94	27.30' LT	94.96	309480.80	604724.78
713	34+11.37	27.10' LT	94.94	309483.23	604725.00
714	34+15.19	27.07' LT	94.90	309487.05	604725.05
715	34+21.59	27.04' LT	94.68	309493.45	604725.15
716	33+97.06	46.91' LT	95.09	309469.08	604705.06
717	33+97.17	41.22' LT	94.70	309469.15	604710.76
718	33+99.42	41.21' LT	94.73	309471.40	604710.79
719	33+99.40	35.21' LT	94.79	309471.33	604716.79
720	34+02.64	31.70' LT	95.23	309474.54	604720.33
721	34+04.66	30.39' LT	95.25	309476.54	604721.65
722	34+09.19	28.86' LT	94.94	309481.07	604723.22
723	34+15.19	28.84' LT	94.88	309487.07	604723.29
724	34+15.19	28.66' LT	94.88	309487.06	604723.47
725	34+21.59	28.62' LT	95.14	309493.46	604723.56
726	34+27.99	28.58' LT	95.00	309499.86	604723.65
727	34+15.25	75.61' LT	95.78	309487.51	604676.52
728	34+12.39	75.60' LT	95.72	309484.65	604676.50
729	34+06.39	75.60' LT	95.45	309478.65	604676.46
730	34+15.23	64.09' LT	95.52	309487.40	604688.04
731	34+12.34	64.09' LT	95.37	309484.51	604688.02
732	34+06.34	64.10' LT	95.28	309478.51	604687.95
733	34+15.22	58.35' LT	95.42	309487.34	604693.78
734	34+12.32	58.36' LT	95.40	309484.43	604693.75
735	34+06.32	58.37' LT	95.31	309478.43	604693.69
736	34+15.21	52.62' LT	95.40	309487.28	604699.51
737	34+12.29	52.62' LT	95.37	309484.36	604699.48
738	34+06.29	52.63' LT	95.28	309478.36	604699.42
739	34+15.20	46.88' LT	95.36	309487.22	604705.25
740	34+12.27	46.89' LT	95.34	309484.29	604705.22

N MLK DR & W CLARKE ST NORTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
741	34+06.27	46.90' LT	95.25	309478.29	604705.16
742	34+06.25	41.74' LT	95.25	309478.23	604710.31
743	34+12.24	41.16' LT	95.32	309484.22	604710.95
744	34+07.24	41.18' LT	95.26	309479.22	604710.88
745	34+15.18	40.15' LT	95.36	309487.15	604711.98
746	34+12.24	40.16' LT	95.33	309484.21	604711.95
747	34+09.22	35.17' LT	95.35	309481.15	604716.91
748	34+07.22	35.18' LT	95.32	309479.15	604716.88
749	34+15.22	35.15' LT	95.29	309487.14	604716.98
750	34+16.20	34.14' LT	95.27	309488.12	604718.00
751	34+21.60	40.01' LT	95.40	309493.56	604712.17
752	34+21.59	34.12' LT	95.31	309493.51	604718.06
753	34+29.60	39.89' LT	95.20	309501.56	604712.35
754	34+29.59	34.08' LT	95.11	309501.51	604718.16
755	34+40.01	39.89' LT	95.28	309511.98	604712.44
756	34+40.06	34.04' LT	95.14	309511.98	604718.29

RADIUS TABLE					
PT#	STATION	OFFSET	Y	X	RADIUS
51	33+59.36	36.01' LT	309,431.30	604,715.66	15'
71	34+11.47	43.10' LT	309,483.46	604,709.00	15'



LEGEND

XXX.XX	SIDEWALK ELEVATION	T	TRAVERSABLE FLARE (10:1 MAX)
XXX.XX(B)	BACK OF CURB ELEVATION	GN	GRADED NON-TRAVERSABLE FLARE (6:1 MAX)
XXX.XX(D)	DWF CORNER ELEVATION		DETECTABLE WARNING FIELD
XXX.XX(F)	CURB FLANGE ELEVATION	1	CURB RADIUS POINT NUMBER
XXX.XX(G)	GUTTER FLOWLINE ELEVATION	LL	LEVEL LANDING
XXX.XX(T)	TOP OF CURB ELEVATION		TRAFFIC SIGNAL HEAD
XXX.XX(E)	EXISTING ELEVATION		ACCESSIBLE PEDESTRIAN SIGNAL, (PUSH BUTTON)
HP	HIGH POINT (SUMMIT)		TRAFFIC SIGNAL STD, PEDESTAL BASE
LP	LOW POINT		STREET LIGHT LUMINAIRE
	EXISTING INLET		STREET LIGHT POLE BASE
	PROPOSED INLET	XXX	POINT NUMBER
PB	PULL BOX		
	MONOTUBE BASE		
M CABINET	TRAFFIC SIGNAL CABINET WITH METER		

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. SOLID LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. FOR ADDITIONAL INFORMATION SEE REMOVALS, PLAN DETAILS, and PAVEMENT MARKING.

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W CLARKE ST	SHEET 23	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\021301-CR.DWG
LAYOUT NAME - 021307-cr
PLOT DATE : 4/14/2026 1:22 PM PLOT BY : GEHRING, DOMINIC PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

N MLK DR & W CLARKE ST SOUTHEAST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
601	33+34.16	18.12' RT	94.89	309405.65	604769.58
602	33+50.12	18.18' RT	94.95	309421.61	604769.77
603	33+50.08	27.06' RT	94.50	309421.50	604778.65
604	33+55.40	27.08' RT	94.70	309426.82	604778.72
605	33+59.33	27.10' RT	94.76	309430.74	604778.77
606	33+61.63	27.28' RT	94.79	309433.04	604778.96
607	33+67.37	29.31' RT	94.72	309438.77	604781.04
608	33+73.54	35.89' RT	94.60	309444.89	604787.68
609	33+75.25	42.55' RT	94.51	309446.54	604794.35
610	33+75.26	43.14' RT	94.50	309446.54	604794.93
611	33+75.25	46.61' RT	94.46	309446.51	604798.40
612	33+75.24	50.44' RT	94.42	309446.47	604802.23
613	33+70.24	55.43' RT	94.35	309441.42	604807.18
614	33+70.22	70.43' RT	94.20	309441.28	604822.18
615	33+70.21	75.43' RT	94.22	309441.23	604827.18
616	33+70.24	89.26' RT	95.02	309441.14	604841.02
617	33+34.40	28.61' RT	94.85	309405.80	604780.08
618	33+36.59	28.62' RT	94.87	309407.99	604780.10
619	33+42.08	28.64' RT	94.90	309413.48	604780.17
620	33+50.08	28.65' RT	94.96	309421.48	604780.24
621	33+55.39	28.66' RT	94.68	309426.79	604780.29
622	33+55.39	28.82' RT	94.68	309426.80	604780.46
623	33+61.39	28.84' RT	94.77	309432.79	604780.52
624	33+66.57	30.67' RT	95.11	309437.96	604782.40
625	33+68.88	32.36' RT	95.07	309440.25	604784.10
626	33+72.13	36.61' RT	94.58	309443.47	604788.38
627	33+72.14	42.61' RT	94.51	309443.42	604794.38
628	33+73.67	42.60' RT	94.49	309444.96	604794.39
629	33+73.67	46.60' RT	94.91	309444.92	604798.39
630	33+31.12	39.72' RT	95.14	309402.43	604791.15
631	33+31.12	33.73' RT	95.11	309402.48	604785.16
632	33+36.64	39.71' RT	95.03	309407.95	604791.19
633	33+36.61	33.71' RT	94.94	309407.98	604785.19
634	33+42.12	39.68' RT	95.07	309413.44	604791.21
635	33+42.10	33.68' RT	94.98	309413.46	604785.21
636	33+50.12	39.65' RT	95.07	309421.44	604791.24
637	33+50.10	33.65' RT	95.01	309421.46	604785.24
638	33+55.37	39.63' RT	95.08	309426.68	604791.26
639	33+55.38	33.63' RT	94.99	309426.74	604785.26
640	33+58.37	39.61' RT	95.10	309429.68	604791.27

N MLK DR & W CLARKE ST SOUTHEAST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
641	33+61.38	33.60' RT	95.08	309432.74	604785.28
642	33+64.37	36.61' RT	95.11	309435.71	604788.32
643	33+64.38	33.59' RT	95.12	309435.74	604785.29
644	33+58.37	42.62' RT	95.13	309429.65	604794.28
645	33+64.35	42.61' RT	95.04	309435.64	604794.32
646	33+58.36	48.90' RT	95.26	309429.60	604800.56
647	33+64.32	48.89' RT	95.17	309435.56	604800.60
648	33+58.34	55.18' RT	95.34	309429.53	604806.84
649	33+64.30	55.17' RT	95.25	309435.48	604806.88
650	33+58.33	61.43' RT	95.41	309429.46	604813.09
651	33+64.29	61.46' RT	95.17	309435.42	604813.17

N MLK DR & W CLARKE ST NORTHEAST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
801	34+00.24	68.86' RT	94.81	309471.31	604820.86
802	33+99.47	59.46' RT	94.58	309470.61	604811.45
803	34+00.29	54.45' RT	94.58	309471.48	604806.46
804	33+95.25	49.46' RT	94.62	309466.48	604801.42
805	33+95.25	46.04' RT	94.63	309466.51	604798.00
806	33+95.26	42.76' RT	94.65	309466.55	604794.72
807	33+95.27	36.74' RT	94.74	309466.61	604788.71
808	33+95.28	36.07' RT	94.75	309466.62	604788.03
809	33+96.31	30.44' RT	94.83	309467.70	604782.41
810	33+99.14	25.68' RT	94.91	309470.57	604777.67
811	34+05.72	21.10' RT	95.02	309477.18	604773.15
812	34+11.27	20.10' RT	94.94	309482.74	604772.20
813	34+12.27	20.10' RT	94.92	309483.74	604772.21
814	34+17.57	20.10' RT	94.85	309489.04	604772.25
815	34+20.98	20.10' RT	94.82	309492.45	604772.27
816	34+27.97	27.10' RT	94.51	309499.38	604779.33
817	34+32.55	27.09' RT	94.37	309503.96	604779.36
818	33+96.84	46.04' RT	95.06	309468.09	604798.02
819	33+96.84	42.75' RT	94.63	309468.13	604794.72
820	33+96.86	36.75' RT	94.72	309468.19	604788.72
821	33+97.79	31.00' RT	95.19	309469.17	604782.98
822	34+00.34	26.71' RT	95.28	309471.76	604778.71
823	34+06.27	22.59' RT	95.00	309477.72	604774.64
824	34+12.27	21.69' RT	94.90	309483.73	604773.79
825	34+12.27	22.60' RT	94.91	309483.72	604774.70
826	34+17.57	21.68' RT	95.31	309489.03	604773.83
827	34+12.22	59.12' RT	95.41	309483.37	604811.22
828	34+06.32	59.02' RT	95.27	309477.47	604811.08
829	34+12.21	53.63' RT	95.35	309483.41	604805.73
830	34+06.22	53.63' RT	95.26	309477.42	604805.68
831	34+12.22	48.19' RT	95.30	309483.46	604800.29
832	34+06.22	48.19' RT	95.21	309477.46	604800.24
833	34+12.23	42.75' RT	95.24	309483.52	604794.85
834	34+06.23	42.75' RT	95.15	309477.52	604794.80
835	34+12.24	39.75' RT	95.28	309483.55	604791.85
836	34+06.24	36.75' RT	95.24	309477.58	604788.80
837	34+12.25	33.75' RT	95.19	309483.61	604785.85
838	34+06.25	33.75' RT	95.28	309477.61	604785.80
839	34+17.57	39.75' RT	95.53	309488.88	604791.89
840	34+17.57	33.75' RT	95.44	309488.93	604785.89

N MLK DR & W CLARKE ST NORTHEAST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
841	34+22.44	39.75' RT	95.36	309493.75	604791.93
842	34+22.44	33.75' RT	95.27	309493.79	604785.93
843	34+27.31	39.75' RT	95.32	309498.62	604791.97
844	34+27.31	33.75' RT	95.23	309498.66	604785.97
845	34+32.51	39.85' RT	95.27	309503.82	604792.12
846	34+32.53	33.78' RT	95.19	309503.89	604786.05

RADIUS TABLE					
PT#	STATION	OFFSET	Y	X	RADIUS
61	33+59.26	43.10' RT	309,430.54	604,794.76	15'
81	34+11.28	36.10' RT	309,482.62	604,788.20	15'

LEGEND

XXX.XX	SIDEWALK ELEVATION	T	TRAVERSABLE FLARE (10:1 MAX)
XXX.XX(B)	BACK OF CURB ELEVATION		DETECTABLE WARNING FIELD
XXX.XX(D)	DWF CORNER ELEVATION		
XXX.XX(F)	CURB FLANGE ELEVATION	1	CURB RADIUS POINT NUMBER
XXX.XX(G)	GUTTER FLOWLINE ELEVATION	LL	LEVEL LANDING
XXX.XX(T)	TOP OF CURB ELEVATION		TRAFFIC SIGNAL HEAD
XXX.XX(E)	EXISTING ELEVATION		ACCESSIBLE PEDESTRIAN SIGNAL, (PUSH BUTTON)
HP	HIGH POINT (SUMMIT)		TRAFFIC SIGNAL STD, PEDESTAL BASE
LP	LOW POINT		CONFIRMATION LIGHT EVP DESIGNATOR EVP DETECTOR HEAD
	EXISTING INLET		STREET LIGHT LUMINAIRE
	PROPOSED INLET		STREET LIGHT POLE BASE
PB	PULL BOX	XXX	POINT NUMBER
	MONOTUBE BASE		
MEF	MAXIMUM EXTENT FEASIBLE		

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. SOLID LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. FOR ADDITIONAL INFORMATION SEE REMOVALS, PLAN DETAILS, and PAVEMENT MARKING.

N

96.71(E) 946 — 947 96.51(E) — 924 96.43(E) 95.93 (G) — 901 96.56(E) 96.60 (E) — 96.78 944 — 945 96.69 — 96.87 942 — 943 96.78 — 923 96.74(T) 96.32 (G) — 902 96.59 96.64 (E) — 914 96.36(F) — 96.91(E) 939 96.83 — 941 — 922 96.50(D) — 96.60 (RIM) — MEF — 940 96.84 — TYPE 3 CURB RAMP 2'X6' DWF — 913 96.52(F) 96.50 (G) — 96.77(E) 925 — 96.86 927 — 96.90 929 — 96.93 931 — 96.89(E) 933 — 96.92(E) 935 — 937 96.90 — EXISTING R/W — 921 96.56(D) — 912 96.58(F) 96.56 (G) — 938 96.92 — 96.65(E) 926 — 96.77 928 — 96.81 930 — 96.84 932 — 96.80 934 — 936 96.87 — 920 96.84(T) 96.57 (G) — 15' RAD — 91 — 911 96.59(F) — 96.18(E) 903 96.18 (G) 96.59 (T) — 96.78(T) 915 96.45 (G) — 919 96.91(T)HP 96.70 (G) — 96.21(F) 904 96.19 (G) 96.65 (T) — 96.53(D) 916 — 2'X6' DWF TYPE 3 CURB RAMP — 918 96.60(D) — 96.44(F) 905 96.40 (G) 96.72 (T) — 96.52(B) 917 — MASK ARM — 96.49(F) 906 — 96.55(F) 907 96.51 (G) — 908 96.56(F) 96.52 (G) — 909 96.62(F) 96.58 (G) — 910 96.66(F)

W CENTER ST

SOUTHWEST QUADRANT OF N MLK DR & W CENTER ST

40+00 — +50 N DR MARTIN LUTHER KING JR DR — 41+00

N DR MARTIN LUTHER KING JR DR R/L (RW/CL)

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W CENTER ST	SHEET 25	E

N MLK DR & W CENTER ST SOUTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
901	40+34.76	64.40' LT	96.56	310106.91	604692.83
902	40+34.79	51.17' LT	96.59	310106.83	604706.06
903	39+89.09	27.01' LT	96.18	310060.93	604729.84
904	39+90.29	27.01' LT	96.21	310062.13	604729.85
905	39+97.29	20.01' LT	96.44	310069.07	604736.91
906	40+00.71	20.01' LT	96.49	310072.49	604736.94
907	40+06.00	20.01' LT	96.55	310077.78	604736.98
908	40+06.83	20.01' LT	96.56	310078.61	604736.99
909	40+12.57	21.07' LT	96.62	310084.36	604735.97
910	40+17.40	23.99' LT	96.66	310089.21	604733.09
911	40+22.83	35.95' LT	96.59	310094.75	604721.18
912	40+22.85	39.94' LT	96.58	310094.79	604717.19
913	40+22.87	45.94' LT	96.52	310094.87	604711.19
914	40+22.89	51.24' LT	96.36	310094.93	604705.89
915	40+00.71	21.59' LT	96.78	310072.50	604735.36
916	40+06.00	22.56' LT	96.53	310077.80	604734.43
917	40+06.00	21.59' LT	96.52	310077.79	604735.40
918	40+12.00	22.55' LT	96.60	310083.80	604734.49
919	40+16.35	25.18' LT	96.91	310088.18	604731.89
920	40+21.25	35.95' LT	96.84	310093.16	604721.16
921	40+21.25	39.95' LT	96.56	310093.20	604717.17
922	40+21.25	45.95' LT	96.50	310093.24	604711.17
923	40+21.25	51.25' LT	96.74	310093.28	604705.87
924	40+21.23	64.60' LT	96.43	310093.38	604692.51
925	39+84.78	39.95' LT	96.77	310056.72	604716.87
926	39+84.82	33.95' LT	96.65	310056.72	604722.87
927	39+90.16	39.95' LT	96.86	310062.10	604716.91
928	39+90.14	33.95' LT	96.77	310062.04	604722.91
929	39+95.45	39.95' LT	96.90	310067.39	604716.96
930	39+95.44	33.95' LT	96.81	310067.33	604722.96
931	40+00.74	39.95' LT	96.93	310072.69	604717.00
932	40+00.73	33.95' LT	96.84	310072.63	604723.00
933	40+06.03	39.95' LT	96.89	310077.98	604717.04
934	40+06.02	33.95' LT	96.80	310077.92	604723.04
935	40+12.03	39.95' LT	96.92	310083.98	604717.09
936	40+12.02	33.95' LT	96.87	310083.92	604723.09
937	40+16.53	39.95' LT	96.90	310088.48	604717.13
938	40+16.52	33.95' LT	96.92	310088.42	604723.13
939	40+12.05	45.95' LT	96.91	310084.04	604711.09
940	40+16.55	45.95' LT	96.84	310088.54	604711.13

N MLK DR & W CENTER ST SOUTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
941	40+18.05	47.64' LT	96.83	310090.06	604709.45
942	40+12.06	51.25' LT	96.87	310084.09	604705.80
943	40+18.06	51.25' LT	96.78	310090.09	604705.84
944	40+12.07	58.30' LT	96.78	310084.17	604698.74
945	40+18.07	58.30' LT	96.69	310090.16	604698.79
946	40+12.08	65.42' LT	96.71	310084.24	604691.62
947	40+18.08	65.36' LT	96.51	310090.24	604691.73

RADIUS TABLE					
PT#	STATION	OFFSET	Y	X	RADIUS
91	40+06.83	36.01' LT	310,078.75	604,720.99	15'

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(B)	BACK OF CURB ELEVATION
XXX.XX(D)	DWF CORNER ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP	HIGH POINT (SUMMIT)
LP	LOW POINT
	EXISTING INLET
	PROPOSED INLET
PB	PULL BOX
	MONOTUBE BASE
M CABINET	TRAFFIC SIGNAL CABINET WITH METER
MEF	MAXIMUM EXTENT FEASIBLE
T	TRAVERSABLE FLARE (10:1 MAX)
N	NON-TRAVERSABLE FLARE (6:1 MAX)
	DETECTABLE WARNING FIELD
1	CURB RADIUS POINT NUMBER
LL	LEVEL LANDING
	TRAFFIC SIGNAL HEAD
	ACCESSIBLE PEDESTRIAN SIGNAL, (PUSH BUTTON)
	TRAFFIC SIGNAL STD, PEDESTAL BASE
	CONFIRMATION LIGHT EVP DESIGNATOR EVP DETECTOR HEAD
	STREET LIGHT LUMINAIRE
	STREET LIGHT POLE BASE
XXX	POINT NUMBER

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. SOLID LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. FOR ADDITIONAL INFORMATION SEE REMOVALS, PLAN DETAILS, and PAVEMENT MARKING.

313-2411

70.46

#2703-2707

N

EXISTING R/W

N DR MARTIN LUTHER KING JR DR

W CENTER ST

96.39(E) 1106
96.35 (G)
96.74(T) 1117
96.41 (G)
96.45 (F)
96.80(T) 1118
96.47 (G)
96.51 (F)
MASK
ARM
96.57(F) 1107
96.55 (G)
96.58(D) 1119
96.57(B) 1120
2'X5' DWF
96.59(F) 1108
96.63(D) 1121
TYPE 3
CURB RAMP
96.65(F) 1109
96.63 (G)
96.90(T) 1122
96.64 (G)
96.96 1145
96.68(F) 1110
15' RAD
111
97.01 1144
96.96(T) 1123
96.70 (G)
96.74(F) 1111
96.74(D) 1124
96.76(F) 1112
96.74 (G)
96.81(F) 1113
96.79 (G)
96.82(F)HP 1114
96.80 (G)
96.69(F) 1115
1116 96.70(E)
1134 96.82(E)
1133 96.94(E)
1135 96.95(E)
1136 96.87
1137 96.95(E)
1138 96.88
1139 96.89
1141 96.89
1140 96.96
1146 97.09(E)
1148 97.19
1142 97.00
1143 96.94
1149 97.10
1147 97.07
1125 96.80(D)
1126 96.80(B)
2'X6' DWF
TYPE 3
CURB RAMP
1127 97.02(T)
96.65 (G)
1128 96.95(T)
96.50 (G)
1129 96.77(T)
96.30 (G)
1130 96.84(T)
96.17 (G)
1131 96.79(T)
96.01 (G) (LP)
1132 96.60(E)
96.11 (G)
1150 97.12
1152 96.92(E)
1154 97.01(E)
1156 97.11(E)
1158 97.12(E)
1151 97.03
1153 96.83
1155 96.92
1157 97.02
1159 96.88(E)
CURB HEIGHT
VARIES 1.8%
1101 96.75
96.75 (E)
1102 96.68
96.70 (E)
1103 96.65
96.80 (E)
1104 96.63
96.73 (E)
1105 96.59(E)
96.72 (E)

NORTHWEST QUADRANT OF N MLK DR & W CENTER ST

40+00 +50 41+00

N DR MARTIN LUTHER KING JR DR R/L (RW/CL)

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W CENTER ST	SHEET 27	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\021301-CR.DWG
LAYOUT NAME - 021311-cr
PLOT DATE : 4/14/2026 1:23 PM
PLOT BY : GEHRING, DOMINIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

N MLK DR & W CENTER ST NORTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
1101	40+92.64	18.06' LT	96.75	310164.40	604739.65
1102	41+00.64	18.07' LT	96.68	310172.40	604739.70
1103	41+12.64	18.09' LT	96.65	310184.40	604739.78
1104	41+20.64	18.10' LT	96.63	310192.40	604739.83
1105	41+32.41	18.19' LT	96.59	310204.17	604739.84
1106	40+70.37	57.12' LT	96.39	310142.45	604700.41
1107	40+70.32	43.10' LT	96.57	310142.29	604714.42
1108	40+70.36	42.01' LT	96.59	310142.32	604715.51
1109	40+71.70	36.54' LT	96.65	310143.62	604720.99
1110	40+73.57	33.38' LT	96.68	310145.46	604724.17
1111	40+78.30	29.20' LT	96.74	310150.15	604728.38
1112	40+81.11	27.92' LT	96.76	310152.95	604729.69
1113	40+86.24	27.05' LT	96.81	310158.07	604730.60
1114	40+87.62	27.05' LT	96.82	310159.46	604730.61
1115	40+92.62	27.06' LT	96.69	310164.46	604730.65
1116	40+72.05	57.11' LT	96.70	310144.14	604700.43
1117	40+72.00	52.09' LT	96.74	310144.04	604705.45
1118	40+71.95	47.14' LT	96.80	310143.95	604710.40
1119	40+73.16	42.19' LT	96.58	310145.12	604715.36
1120	40+71.94	42.17' LT	96.57	310143.91	604715.36
1121	40+73.15	37.19' LT	96.63	310145.07	604720.36
1122	40+74.79	34.39' LT	96.90	310146.69	604723.16
1123	40+79.09	30.57' LT	96.96	310150.96	604727.02
1124	40+81.62	29.42' LT	96.74	310153.48	604728.20
1125	40+87.62	29.41' LT	96.80	310159.48	604728.26
1126	40+87.62	28.63' LT	96.80	310159.47	604729.03
1127	40+92.62	28.64' LT	97.02	310164.47	604729.06
1128	41+00.62	28.65' LT	96.95	310172.47	604729.12
1129	41+12.62	28.67' LT	96.77	310184.47	604729.19
1130	41+20.62	28.69' LT	96.84	310192.47	604729.25
1131	41+26.51	28.70' LT	96.79	310198.35	604729.29
1132	41+32.48	28.71' LT	96.60	310204.33	604729.33
1133	40+81.63	56.93' LT	96.94	310153.71	604700.68
1134	40+76.67	57.03' LT	96.82	310148.76	604700.55
1135	40+81.66	52.07' LT	96.95	310153.71	604705.55
1136	40+76.66	52.08' LT	96.87	310148.71	604705.49
1137	40+81.65	47.12' LT	96.95	310153.66	604710.50
1138	40+76.65	47.13' LT	96.88	310148.66	604710.44
1139	40+76.64	42.68' LT	96.89	310148.61	604714.89
1140	40+81.64	42.17' LT	96.96	310153.60	604715.45

N MLK DR & W CENTER ST NORTHWEST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
1141	40+77.14	42.18' LT	96.89	310149.11	604715.40
1142	40+81.64	39.89' LT	97.00	310153.58	604717.73
1143	40+77.13	37.18' LT	96.94	310149.05	604720.40
1144	40+81.63	33.89' LT	97.01	310153.52	604723.73
1145	40+77.13	33.89' LT	96.96	310149.02	604723.68
1146	40+87.64	39.88' LT	97.09	310159.58	604717.79
1147	40+87.63	33.88' LT	97.07	310159.52	604723.79
1148	40+92.64	39.87' LT	97.19	310164.58	604717.84
1149	40+92.63	33.87' LT	97.10	310164.52	604723.84
1150	41+00.64	39.85' LT	97.12	310172.58	604717.92
1151	41+00.63	33.85' LT	97.03	310172.52	604723.92
1152	41+12.64	39.83' LT	96.92	310184.58	604718.04
1153	41+12.63	33.83' LT	96.83	310184.52	604724.04
1154	41+20.64	39.82' LT	97.01	310192.58	604718.11
1155	41+20.63	33.82' LT	96.92	310192.52	604724.11
1156	41+26.52	39.81' LT	97.11	310198.46	604718.17
1157	41+26.51	33.84' LT	97.02	310198.41	604724.14
1158	41+32.92	39.80' LT	97.12	310204.86	604718.24
1159	41+32.91	33.86' LT	96.88	310204.80	604724.17

RADIUS TABLE					
PT#	STATION	OFFSET	Y	X	RADIUS
111	40+86.32	43.05' LT	310,158.29	604,714.61	15'

SOUTHEAST QUADRANT OF N MLK DR & W CENTER ST

N DR MARTIN LUTHER KING JR DR

NORTHEAST QUADRANT OF N MLK DR & W CENTER ST

40+00 +50 41+00

N DR MARTIN LUTHER KING JR DR R/L (RW/CL)

W CENTER ST

EXISTING R/W

SLOPE INTERCEPT

TYPE 3 CURB RAMP

MASK ARM

2'X6' DWF

15' RAD

96.53 (E) 96.45(E) 1001 96.59 (E) 96.45 1002 96.66 (E) 96.49 1003 96.68 (E) 96.55 1004 96.75 (E) 96.59 1005

96.56(E) 1020 96.14 (G) 96.62(T) 1021 96.20 (G) 96.66(T) 1022 96.24 (G) 96.72(T) 1023 96.30 (G) 96.37(F) 1006 96.75(T) 1024 96.34 (G) 96.54(F) 1007 96.52 (G)

96.70(E) 1035 96.69 1037 96.73 1039 96.77 1041 96.83 1043 96.80 1045 96.88 1047 96.87 1048

96.81(E) 1034 97.15 (E) 96.78 1036 96.87 (E) 96.82 1038 96.86 (E) 96.86 1040 96.90 (E) 96.92 1042 96.98 (E) 96.89 1044 96.99 (E) 96.95 1046 97.07 (E) 96.88 1050 96.81 1051 97.10 (E) 97.04 1052 96.97 1053 97.25 (E) 97.23 1054 97.55 (E) 97.46 1055 97.71 (E) 97.65(E) 1056

96.63(F) 96.61 (G) 1008 96.61(D) 1027 96.52(B) 1025 96.53(D) 1026 96.90 (RIM) 96.69(F) 1009 96.90(T) 96.65 (G) 1028 96.74(F)HP 1010 96.72(F) 1011 96.95(T) 96.70 (G) 1049 96.93(T) 96.68 (G) 1029 96.70(F) 96.68 (G) 1012 96.70(D) 1030 96.67(F) 96.65 (G) 1013 96.87 (E) 96.94 (RIM) 96.65(F) 96.63 (G) 1014 96.63(B) 1031 96.64(D) 1032 96.61(F) 1015 96.90(T) 96.57 (G) 1033 96.58(F)LP 96.50 (G) 96.92 (T) 1016 96.76(E) 96.68 (G) 97.10 (T) 1017 97.19 (E) 96.99(E) 96.91 (G) 97.33 (T) 1018 97.13(E) 97.05 (G) 97.47 (T) 1019

96.72(F) 96.70 (G) 1209 96.76(F) 1208 96.81(F) 1207 96.84(F)HP 96.82 (G) 1206 96.79(F) 96.77 (G) 1205 96.78(F) 96.76 (G) 1204 96.71(F)LP 96.65 (G) 1203 96.71(F) 1202 96.84(E) 1201 96.76 (G) 97.26 (T) 97.44(E) 1227

97.22(T) 96.72 (G) 1221 97.27(T) 96.77 (G) 1220 96.82(D) 1219 96.76(D) 1218 97.17(T) 96.67 (G) 1217 97.20(T) 96.70 (G) 1216 97.23(T) 96.73 (G) 1215 97.29 1229

96.70(D) 1222 96.64(D) 1223 96.62(B) 1224 96.64(F) 96.62 (G) 1210 96.61(F) 96.57 (G) 1211 96.61(F) 96.56 (G) 96.99 (T) 1212 96.88(T) 1225 96.35(F) 96.31 (G) 96.81 (T) 1213 96.32(E) 96.28 (G) 96.75 (T) 1214 97.08 1241 97.05 1243 97.02 1245 96.96(E) 1247 97.14 1238 97.16 1239 97.19 1237 97.17(E) 1240 97.14(E) 1242 97.11 1244 97.12(E) 1246 97.19(E) 1236 97.21(E) 1234 97.13 1235 97.14 1248 97.31 1232 97.35 1230 97.38 1228 97.58(E) 1226

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(B)	BACK OF CURB ELEVATION
XXX.XX(D)	DWF CORNER ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP	HIGH POINT (SUMMIT)
LP	LOW POINT
	EXISTING INLET
	PROPOSED INLET
PB	PULL BOX
	MONOTUBE BASE
XXX	POINT NUMBER
T	TRAVERSABLE FLARE (10:1 MAX)
	DETECTABLE WARNING FIELD
1	CURB RADIUS POINT NUMBER
LL	LEVEL LANDING
	TRAFFIC SIGNAL HEAD
	ACCESSIBLE PEDESTRIAN SIGNAL, (PUSH BUTTON)
	TRAFFIC SIGNAL STD, PEDESTAL BASE
D	CONFIRMATION LIGHT EVP DESIGNATOR EVP DETECTOR HEAD
	STREET LIGHT LUMINAIRE
	STREET LIGHT POLE BASE

#2700-2704

46.49

313-1141

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. SOLID LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. FOR ADDITIONAL INFORMATION SEE REMOVALS, PLAN DETAILS, and PAVEMENT MARKING.

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W CENTER ST	SHEET 29	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\021301-CR.DWG
LAYOUT NAME - 021313-cr
PLOT DATE : 4/14/2026 1:24 PM PLOT BY : GEHRING, DOMINIC PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

N MLK DR & W CENTER ST SOUTHEAST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
1001	39+62.66	18.14' RT	96.45	310034.13	604774.77
1002	39+73.66	18.13' RT	96.45	310045.12	604774.86
1003	39+81.66	18.13' RT	96.49	310053.12	604774.92
1004	39+93.66	18.12' RT	96.55	310065.12	604775.01
1005	40+01.66	18.12' RT	96.59	310073.12	604775.08
1006	40+01.66	26.94' RT	96.37	310073.05	604783.89
1007	40+07.53	26.90' RT	96.54	310078.92	604783.91
1008	40+14.31	28.44' RT	96.63	310085.70	604785.50
1009	40+17.69	30.60' RT	96.69	310089.06	604787.68
1010	40+19.83	32.74' RT	96.74	310091.18	604789.85
1011	40+21.90	35.99' RT	96.72	310093.22	604793.11
1012	40+23.08	39.38' RT	96.70	310094.37	604796.51
1013	40+23.47	42.83' RT	96.67	310094.73	604799.97
1014	40+23.48	45.75' RT	96.65	310094.72	604802.89
1015	40+23.51	51.70' RT	96.61	310094.70	604808.83
1016	40+24.35	55.77' RT	96.58	310095.50	604812.91
1017	40+24.50	69.68' RT	96.76	310095.54	604826.82
1018	40+24.47	84.16' RT	96.99	310095.40	604841.30
1019	40+24.51	91.64' RT	97.13	310095.37	604848.78
1020	39+62.63	28.66' RT	96.56	310034.01	604785.29
1021	39+73.66	28.64' RT	96.62	310045.04	604785.36
1022	39+81.66	28.60' RT	96.66	310053.04	604785.39
1023	39+93.66	28.55' RT	96.72	310065.04	604785.44
1024	40+01.66	28.51' RT	96.75	310073.04	604785.47
1025	40+07.66	28.49' RT	96.52	310079.04	604785.49
1026	40+07.66	29.87' RT	96.53	310079.03	604786.87
1027	40+13.66	29.88' RT	96.61	310085.03	604786.94
1028	40+16.65	31.79' RT	96.90	310088.01	604788.87
1029	40+20.50	36.73' RT	96.93	310091.81	604793.84
1030	40+21.53	39.73' RT	96.70	310092.82	604796.85
1031	40+21.90	45.73' RT	96.63	310093.14	604802.85
1032	40+21.53	45.73' RT	96.64	310092.77	604802.85
1033	40+21.93	51.73' RT	96.90	310093.12	604808.85
1034	39+62.16	39.78' RT	96.81	310033.45	604796.41
1035	39+62.16	33.78' RT	96.70	310033.50	604790.41
1036	39+73.64	39.76' RT	96.78	310044.93	604796.48
1037	39+73.65	33.76' RT	96.69	310044.99	604790.48
1038	39+81.64	39.74' RT	96.82	310052.93	604796.53
1039	39+81.65	33.74' RT	96.73	310052.99	604790.53
1040	39+93.64	39.72' RT	96.86	310064.93	604796.61

N MLK DR & W CENTER ST SOUTHEAST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
1041	39+93.65	33.72' RT	96.77	310064.99	604790.61
1042	40+01.64	39.70' RT	96.92	310072.93	604796.66
1043	40+01.65	33.70' RT	96.83	310072.99	604790.66
1044	40+07.64	39.71' RT	96.89	310078.93	604796.71
1045	40+07.65	33.69' RT	96.80	310078.99	604790.69
1046	40+13.64	39.72' RT	96.95	310084.93	604796.77
1047	40+13.65	33.68' RT	96.88	310084.99	604790.73
1048	40+18.64	39.73' RT	96.87	310089.93	604796.82
1049	40+18.62	33.76' RT	96.95	310089.95	604790.85
1050	40+13.63	45.73' RT	96.88	310084.87	604802.78
1051	40+18.63	45.73' RT	96.81	310089.87	604802.83
1052	40+13.62	51.73' RT	97.04	310084.81	604808.78
1053	40+18.62	51.73' RT	96.97	310089.81	604808.83
1054	40+13.59	69.68' RT	97.23	310084.64	604826.74
1055	40+13.57	84.16' RT	97.46	310084.50	604841.21
1056	40+13.57	91.57' RT	97.65	310084.43	604848.62

N MLK DR & W CENTER ST NORTHEAST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
1201	40+68.57	70.17' RT	96.84	310139.61	604827.68
1202	40+69.62	52.11' RT	96.71	310140.80	604809.63
1203	40+68.91	48.78' RT	96.71	310140.12	604806.28
1204	40+69.64	45.71' RT	96.78	310140.87	604803.22
1205	40+69.64	44.30' RT	96.79	310140.89	604801.82
1206	40+69.65	39.68' RT	96.84	310140.94	604797.19
1207	40+69.84	33.45' RT	96.81	310141.18	604790.96
1208	40+73.09	25.95' RT	96.76	310144.50	604783.49
1209	40+79.11	21.26' RT	96.72	310150.54	604778.85
1210	40+85.76	19.86' RT	96.64	310157.21	604777.50
1211	40+90.60	19.86' RT	96.61	310162.05	604777.55
1212	40+92.29	19.87' RT	96.61	310163.74	604777.57
1213	40+99.27	26.88' RT	96.35	310170.67	604784.64
1214	41+00.27	26.88' RT	96.32	310171.67	604784.65
1215	40+71.17	64.99' RT	97.23	310142.25	604822.52
1216	40+71.19	58.56' RT	97.20	310142.32	604816.08
1217	40+71.21	52.12' RT	97.17	310142.39	604809.65
1218	40+71.23	45.69' RT	96.76	310142.46	604803.21
1219	40+71.23	39.69' RT	96.82	310142.52	604797.21
1220	40+71.40	33.69' RT	97.27	310142.74	604791.21
1221	40+74.34	26.93' RT	97.22	310145.73	604784.48
1222	40+79.75	22.70' RT	96.70	310151.18	604780.30
1223	40+85.75	22.72' RT	96.64	310157.18	604780.36
1224	40+85.76	21.44' RT	96.62	310157.19	604779.09
1225	40+90.60	21.45' RT	96.88	310162.04	604779.13
1226	40+81.35	71.51' RT	97.58	310152.37	604829.12
1227	40+74.63	71.39' RT	97.44	310145.66	604828.94
1228	40+81.37	65.00' RT	97.38	310152.45	604822.61
1229	40+74.66	64.99' RT	97.29	310145.74	604822.55
1230	40+81.38	58.57' RT	97.35	310152.51	604816.18
1231	40+74.67	58.56' RT	97.25	310145.80	604816.11
1232	40+81.40	52.13' RT	97.31	310152.59	604809.74
1233	40+74.67	52.12' RT	97.21	310145.86	604809.68
1234	40+81.41	45.70' RT	97.21	310152.65	604803.31
1235	40+76.41	45.69' RT	97.13	310147.65	604803.26
1236	40+81.51	39.70' RT	97.19	310152.80	604797.31
1237	40+76.45	39.69' RT	97.19	310147.73	604797.26
1238	40+79.73	33.69' RT	97.14	310151.06	604791.29
1239	40+76.48	33.69' RT	97.16	310147.82	604791.26
1240	40+85.71	39.70' RT	97.17	310157.00	604797.35

N MLK DR & W CENTER ST NORTHEAST QUADRANT					
PT#	STATION	OFFSET	ELEVATION	Y	X
1241	40+85.73	33.70' RT	97.08	310157.06	604791.35
1242	40+91.59	39.71' RT	97.14	310162.87	604797.40
1243	40+91.60	33.71' RT	97.05	310162.94	604791.40
1244	40+97.85	39.71' RT	97.11	310169.13	604797.46
1245	40+97.86	33.71' RT	97.02	310169.20	604791.46
1246	41+04.02	39.72' RT	97.12	310175.31	604797.51
1247	41+04.13	33.72' RT	96.96	310175.46	604791.52
1248	40+74.68	47.83' RT	97.14	310145.90	604805.39

RADIUS TABLE					
PT#	STATION	OFFSET	Y	X	RADIUS
101	40+07.47	42.90' RT	310,078.73	604,799.91	15'
121	40+85.66	35.86' RT	310,156.97	604,793.50	15'

2

2

322-1090-110-7
80
#2459-2465

322-1089
40
#2469-2471

322-1088
40
#2475-2479

322-1067
40
#2501-2505

322-1066
40
#2507-2509

322-1065
40
#2513-2515

N

+95.69
53.9' LT

UNDERLYING PAVEMENT TO REMAIN

+19.49
49.2' LT

+48.74
62.4' LT

+53.64
55.1' LT

+33.49
49.1' LT

SLOPE INTERCEPT

+95.92
39.9' LT

+70.94
39.9' LT

EXISTING RW

EXISTING RW

CAUTION

CAUTION

+70.22
18.0' LT

+80.08
18.0' LT

+85.73
18.0' LT

+19.38
18.0' LT

+33.36
14.0' LT

+94.22
14.0' LT

W WRIGHT ST

+90.87
2.5' RT

+95.30
0.2' RT

26+00

27+00

28+00

+50

+50

+50

N DR MARTIN LUTHER KING DR R/L
(RW C/L)

N DR MARTIN LUTHER KING JR DR

+90.28
14.5' RT

+17.46
14.5' RT

+31.29
14.7' RT

+73.40
14.7' RT

CAUTION

EXISTING RW

EXISTING RW

+86.01
39.9' RT

+99.01
57.0' RT

+51.37
54.1' RT

SLOPE INTERCEPT

SLOPE INTERCEPT

+17.46
59.1' RT

+31.28
58.6' RT

#2460-2478
150
322-0789-100-1

#224
199.92
322-1241-110-7

LEGEND

- REMOVING CONCRETE SIDEWALK, 5-INCH
- REMOVING CONCRETE SIDEWALK, 7-INCH
- REMOVING CONCRETE PAVEMENT, VARIABLE THICKNESS ASPHALT OVER CONCRETE BASE, 8-INCH
- SAWING CONCRETE, (SAW FULL DEPTH AT PAVEMENT JOINTS)

NOTE: CITY PAVEMENT MATERIAL RECORDS MAY VARY WITH ACTUAL PAVEMENT MATERIAL

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	REMOVALS - W WRIGHT ST	SHEET 31	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\021101-RM.DWG
LAYOUT NAME - 021101-rm

PLOT DATE : 8/20/2026 7:46 AM PLOT BY : GEHRING, DOMINIC PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

322-1381
240
#2555

322-0912-100
120
#2601-2613

+58.96
72.8' LT

+77.52
69.3' LT

+92.53
75.6' LT

OBSTRUCTION
(MULCH)
REMOVE & REPLACE
BY OTHERS

+77.48
60.6' LT

+92.50
60.5' LT

SLOPE INTERCEPT

+35.31
40.0' LT

+77.42
47.0' LT

+92.48
47.0' LT

+40.02
39.9' LT

EXISTING RW

EXISTING RW

CAUTION

CAUTION

W CLARKE ST

+35.60
14.0' LT

+77.26
14.0' LT

+92.41
13.7' LT

+28.01
13.7' LT

+50 33+00 +50 34+00 +50 35+00

N DR MARTIN LUTHER KING DR R/L
(RW C/L)

N DR MARTIN LUTHER KING JR DR

+34.17
15.1' RT

+78.82
15.3' RT

+93.32
14.8' RT

+32.54
14.8' RT

CAUTION

CAUTION

+78.75
46.2' RT

+93.25
46.3' RT

EXISTING RW

EXISTING RW

+31.11
39.7' RT

#2564
30
322-0056

#2578
90
322-0058-100

+58.32
61.4' RT

+12.22
59.1' RT

#2628
240
322-0074-100

SLOPE INTERCEPT

SLOPE INTERCEPT

+78.70
68.8' RT

+78.58
89.3' RT

LEGEND

REMOVING CONCRETE SIDEWALK, 5-INCH

REMOVING CONCRETE PAVEMENT,
VARIABLE ASPHALT OVER CONCRETE BASE, 8-INCH

SAWING CONCRETE, (SAW FULL DEPTH AT PAVEMENT JOINTS)

NOTE: CITY PAVEMENT MATERIAL RECORDS MAY VARY WITH ACTUAL PAVEMENT MATERIAL

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	REMOVALS - W CLARKE ST	SHEET 32	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\021101-RM.DWG
LAYOUT NAME - 021102-rm

PLOT DATE : 8/20/2026 7:46 AM PLOT BY : GEHRING, DOMINIC PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

322-0902-100-4
70
#2669-2671

322-0901
36.30
#2673-2679

313-2411
70.46
#2703-2707

N

+11.76
65.4' LT

+36.87
64.4' LT

+57.87
57.2' LT

+81.63
56.9' LT

+84.78
39.9' LT

+32.92
39.8' LT

EXISTING RW

EXISTING RW

CAUTION

CAUTION

+89.09
14.2' LT

+36.57
14.2' LT

+57.73
14.4' LT

+06.89
14.3' LT

+14.88
14.3' LT

+32.41
14.3' LT

W CENTER ST

39+00 +50 40+00 +50 41+00 +50 42+00

N DR MARTIN LUTHER KING DR R/L
(RW C/L)

N DR MARTIN LUTHER KING JR DR

+91.40
1.7' LT

+94.56
2.1' RT

+62.62
14.6' RT

+34.95
14.6' RT

+58.34
14.6' RT

+00.20
14.7' RT

+35.06
43.8' RT

+58.22
44.3' RT

EXISTING RW

EXISTING RW

+62.15
40.8' RT

+12.14
40.7' RT

+04.02
39.9' RT

REMOVE
ASPHALTIC
SURFACE

CLOSE
DRIVEWAYS

+35.09
55.8' RT

+58.19
55.8' RT

CAUTION

+35.19
69.9' RT

+58.20
69.9' RT

+81.35
71.5' RT

+12.15
91.6' RT

+24.51
91.9' RT

#233
116.25
322-0079

#2700-2704
46.49
313-1141

#2708
32.5
313-1142

#2710-2712
27.5
313-1143

LEGEND

- REMOVING CONCRETE SIDEWALK, 5-INCH
- REMOVING CONCRETE PAVEMENT, VARIABLE THICKNESS ASPHALT OVER CONCRETE BASE 8-INCH
- XXXXX SAWING ASPHALT
- YYYYY SAWING CONCRETE, (SAW FULL DEPTH AT PAVEMENT JOINTS)

NOTE: CITY PAVEMENT MATERIAL RECORDS MAY VARY WITH ACTUAL PAVEMENT MATERIAL

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	REMOVALS - W CENTER ST	SHEET 33	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\021101-RM.DWG
LAYOUT NAME - 021103-rm
PLOT DATE : 8/20/2026 7:46 AM
PLOT BY : GEHRING, DOMINIC
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING CATCH BASINS
- ABANDONING CATCH BASINS
- REMOVING STORM SEWER 8-INCH
- ABANDONING SEWER

W. CENTER ST

N. DR. MARTIN LUTHER KING JR. DR.

N

40+00

41+00

42+00

2

PROJECT NO: 2568-00-71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STORM SEWER REMOVAL - WEST CENTER STREET	SHEET 34	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\REV 71-022501-SS-RM.DWG
LAYOUT NAME - 03

PLOT DATE : 4/16/2026 4:06 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

LEGEND

ABANDONING CATCH BASINS
ABANDONING SEWER

W. CLARKE ST.

N. DR. MARTIN LUTHER KING JR. DR.

N

33+00

34+00

35+00

PROJECT NO: 2568-00-71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STORM SEWER REMOVAL - WEST CLARKE STREET	SHEET 35	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\REV 71-022501-SS-RM.DWG
LAYOUT NAME - 04

PLOT DATE : 4/16/2026 4:06 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

LEGEND

ABANDONING CATCH BASINS
ABANDONING SEWER

N

26+00
27+00
28+00

N. DR. MARTIN LUTHER KING JR. DR.

W. WRIGHT ST.

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR. DR.	COUNTY: MILWAUKEE	STORM SEWER REMOVAL - WEST WRIGHT STREET	SHEET 36	E

2

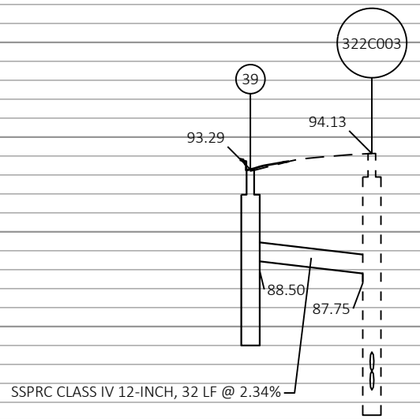
WEST WRIGHT STREET

STA 26+78.2, 27.0' LT
CATCH BASIN 44A - MS-57 (39)

STA 26+93.1, 1.4' RT
MANHOLE COVER - MS-58A 322C003

DR. MARTIN LUTHER KING JR. DRIVE

25+00 26+00 27+00 28+00 29+00 30+00



105 100 95 90 85 80 75

PROJECT NO: 2568-00-71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STORM SEWER - WEST WRIGHT STREET	SHEET 37	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\71-022501-SS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/16/2026 3:44 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1" = 40'

2

STA 33+69.9, 57.7' LT
CATCH BASIN 44A - MS-57
42

322B008
STA 33+85.2, 50.9' LT
MANHOLE COVER - MS-58A

41
STA 34+00.4, 64.0' LT
CATCH BASIN 44A - MS-57

W. CLARKE STREET

DR. MARTIN LUTHER KING JR. DRIVE

N

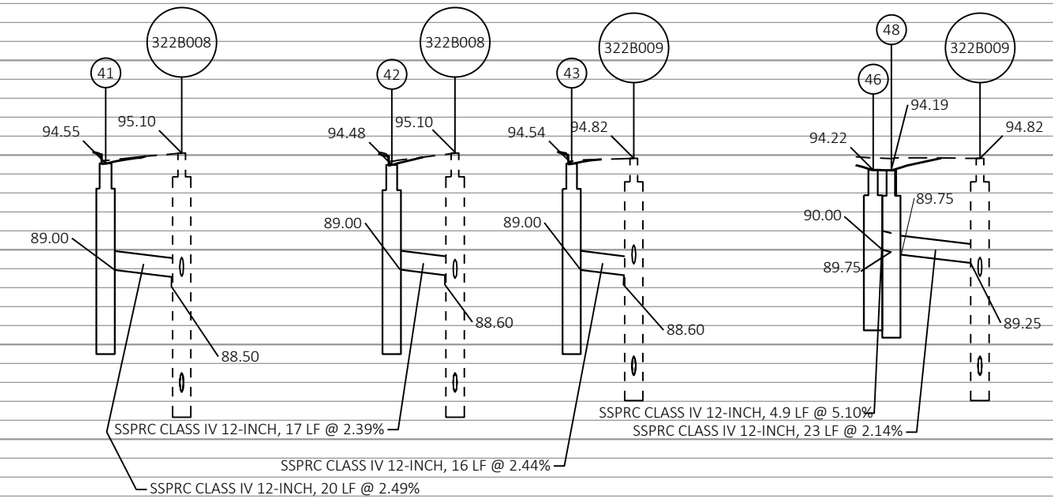
31+00 32+00 33+00 34+00 35+00 36+00 37+00

322B009
STA 33+85.4, 52.7' RT
MANHOLE COVER - MS-58A

STA 33+70.1, 70.4' RT
CATCH BASIN 44A - MS-57
48

43
STA 34+00.4, 59.3' RT
CATCH BASIN 44A - MS-57

STA 33+70.2, 75.3' RT
CATCH BASIN 44A - MS-57
46



105 100 95 90 85 80 75 70

PROJECT NO: 2568-00-71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STORM SEWER - WEST CLARKE STREET	SHEET 38	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\71-022501-SS.DWG
LAYOUT NAME - 02
PLOT DATE : 8/24/2026 9:11 AM
PLOT BY : AWAD, MINA
PLOT NAME :
PLOT SCALE : 1" = 40'
WISDOT/CADDS SHEET 41

2

N

38+00 39+00 40+00 41+00 42+00 43+00 44+00

STA 40+93.0, 0.2' RT
MANHOLE COVER - MS-58A
313C012

40 STA 41+26.3, 27.1' LT
CATCH BASIN 44A - MS-57

STA 40+46.6, 52.0' RT
MANHOLE COVER - MS-58A
313C011

STA 40+23.4, 55.8' RT
CATCH BASIN 44A - MS-57
45

DR. MARTIN LUTHER KING JR. DRIVE

WEST CENTER STREET

44 STA 40+69.8, 49.0' RT
CATCH BASIN 44A - MS-57

105 100 95 90 85 80 75

313C012
40
96.09
97.22
91.60
90.50
SSPRC CLASS IV 12-INCH, 43 LF @ 2.56%

313C011
44
96.69
97.08
91.50
90.75
SSPRC CLASS IV 12-INCH, 23 LF @ 3.22%

313C011
45
96.58
97.08
90.50
89.75
SSPRC CLASS IV 12-INCH, 24 LF @ 3.19%

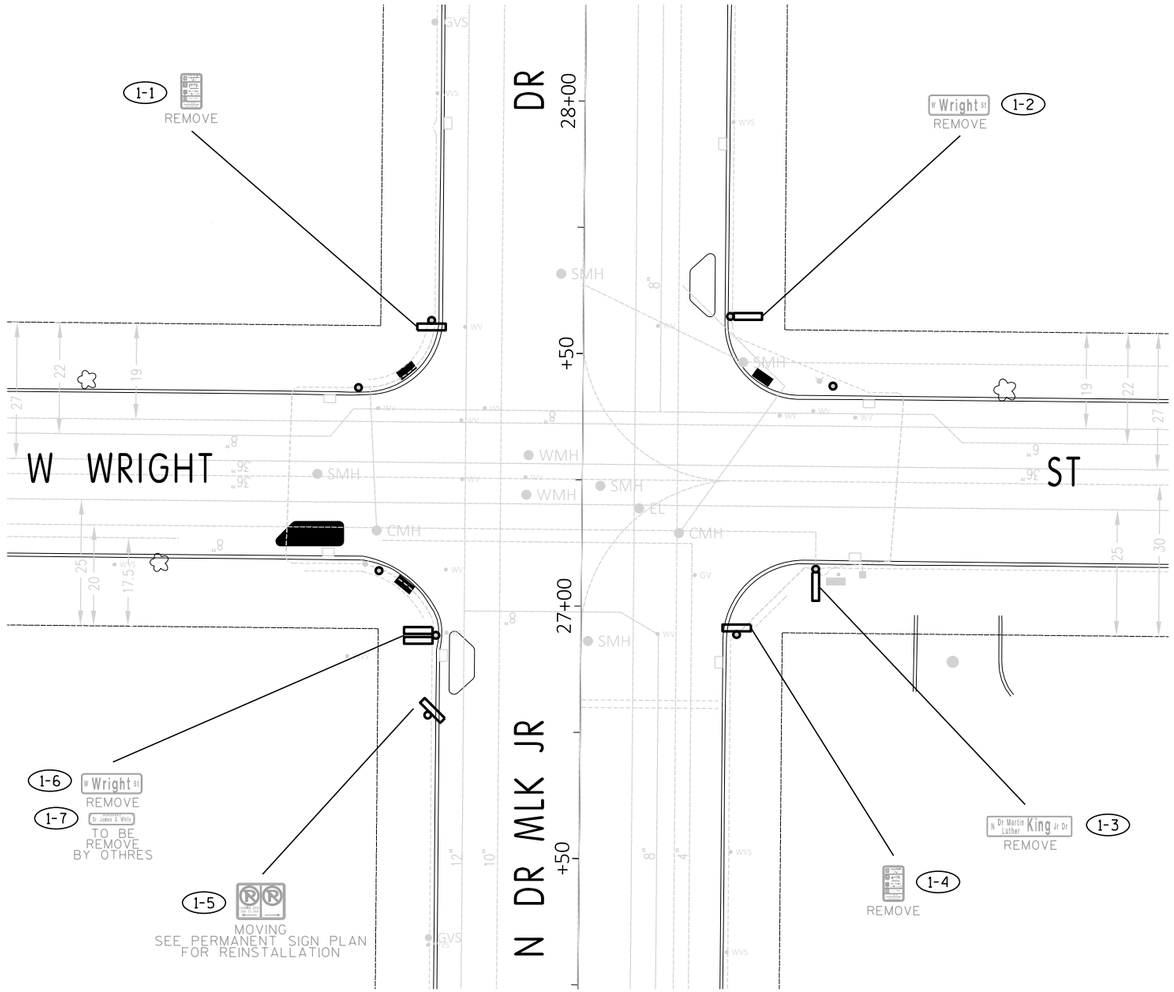
70

PROJECT NO: 2568-00-71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STORM SEWER - WEST CENTER STREET	SHEET 39	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\71-022501-SS.DWG
LAYOUT NAME - 03
PLOT DATE : 4/16/2026 3:45 PM
PLOT BY : AWAD, MINA
PLOT NAME :
PLOT SCALE : 1" = 40'
WISDOT/CADDS SHEET 41

2

N



SHEET 1 OF 3

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR	COUNTY: MILWAUKEE	SIGN REMOVAL PLAN – W. WRIGHT ST.	SCALE FEET 0 30	SHEET 40	E

2

N

2-4 END SCHOOL ZONE
MOVING
SEE PERMANENT SIGN PLAN FOR REINSTALLATION

2-5 R2-1
MOVING
SEE PERMANENT SIGN PLAN FOR REINSTALLATION

2-6
REMOVE

2-3
REMOVE

2-7 W Clarke ST
REMOVE

2-2 PUSH BUTTON FOR WALK SIGNAL
REMOVE

2-8 PUSH BUTTON FOR WALK SIGNAL
REMOVE

2-1 N Dr Martin Luther King Jr DR
REMOVE

DR

35+00

+50

34+00

W CLARKE ST

N DR MLK JR

+50

33+00

+50

2-17 PUSH BUTTON FOR WALK SIGNAL
REMOVE

2-16
REMOVE

2-15 W Clarke ST
REMOVE

2-9 N Dr Martin Luther King Jr DR
REMOVE

2-10 PUSH BUTTON FOR WALK SIGNAL
REMOVE

2-11
REMOVE

2-13
MOVING
SEE PERMANENT SIGN PLAN FOR REINSTALLATION

2-14 AHEAD
MOVING
SEE PERMANENT SIGN PLAN FOR REINSTALLATION

2-12 R2-1
MOVING
SEE PERMANENT SIGN PLAN FOR REINSTALLATION

SHEET 2 OF 3

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR	COUNTY: MILWAUKEE	SIGN REMOVAL PLAN – W. CLARKE ST.	SCALE FEET 0 30	SHEET 41	E

2

N

W CENTER ST

N DR MLK JR DR

3-1 MOVING
SEE PERMANENT SIGN PLAN
FOR REINSTALLATION

3-2 N Center St REMOVE

3-3 MOVING
SEE PERMANENT SIGN PLAN
FOR REINSTALLATION

3-4 N Dr Martin Luther King Jr Dr REMOVE

3-5 MOVING
SEE PERMANENT SIGN PLAN
FOR REINSTALLATION

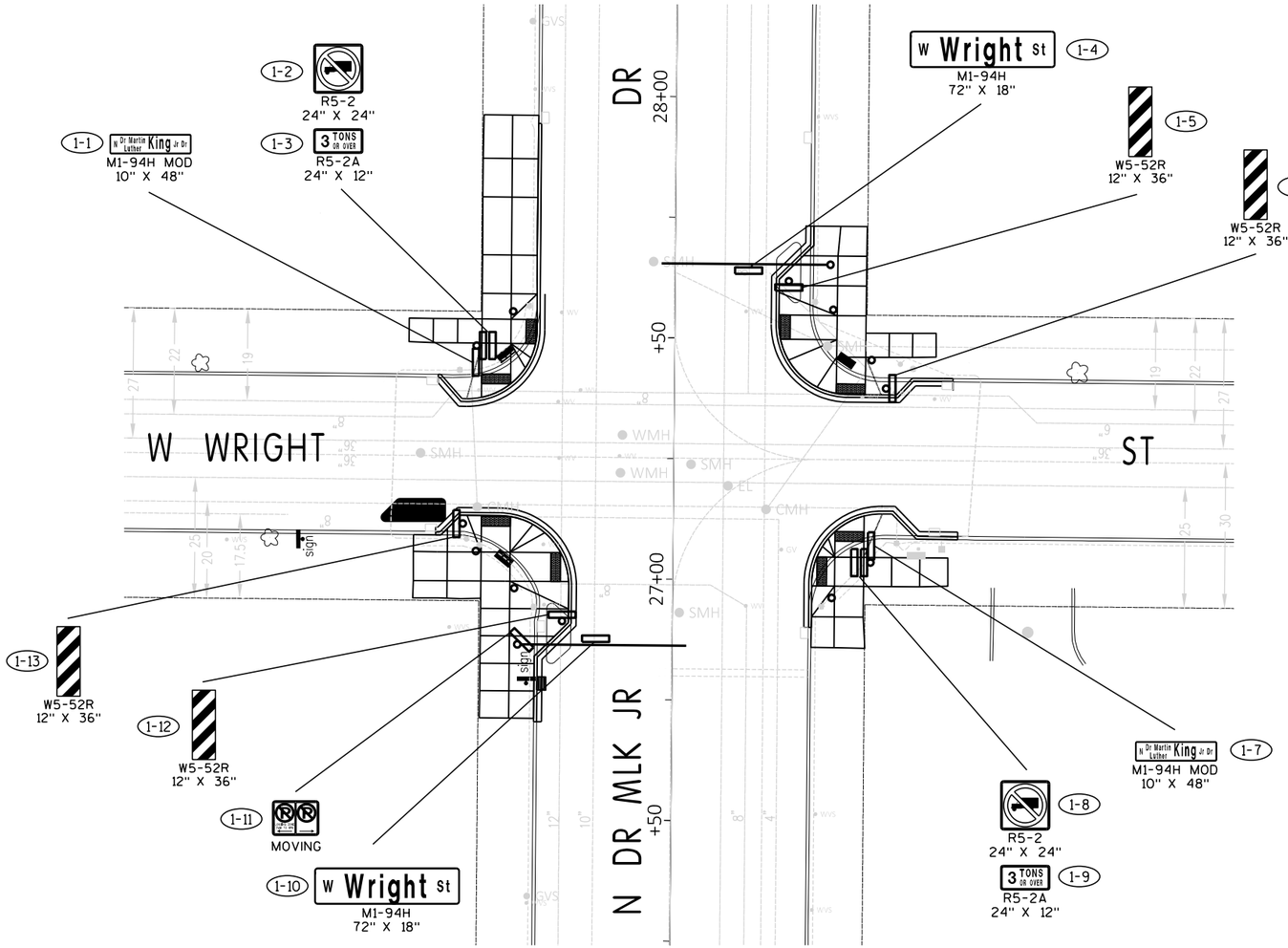
3-6 MOVING
SEE PERMANENT SIGN PLAN
FOR REINSTALLATION

SHEET 3 OF 3

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR	COUNTY: MILWAUKEE	SIGN REMOVAL PLAN – W. CENTER ST.	SCALE FEET 0 30	SHEET 42	E

2

N



SHEET 1 OF 3

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR	COUNTY: MILWAUKEE	PERMANENT SIGN PLAN – W. WRIGHT ST.	SCALE FEET 0 30	SHEET 43	E

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

2

N

2-2 END SCHOOL ZONE
MOVING

2-3
MOVING

2-1 W Dr Martin Luther King Jr Dr
M1-94H MOD
10" X 48"

DR

35+00

+50

34+00

W Clarke St 2-4
M1-94H
72" X 18"

2-5
W5-52R
12" X 36"

2-6
W5-52R
12" X 36"

Sign

W CLARKE

ST

2-13
W5-52R
12" X 36"

2-12
W5-52R
12" X 36"

2-11 W Clarke St
M1-94H
72" X 18"

N DR MLK JR

+50

33+00

+50

2-7 W Dr Martin Luther King Jr Dr
M1-94H MOD
10" X 48"

2-9
MOVING

2-10 AHEAD
MOVING

2-8
MOVING

SHEET 2 OF 3

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR	COUNTY: MILWAUKEE	PERMANENT SIGN PLAN – W. CLARKE ST.	SCALE FEET 0 30	SHEET 44	E

2

N

3-3
MOVING

3-2
NO PARKING BUS STOP
R7-7D
18" X 24"

3-1
N Dr Martin Luther King Jr Dr
M1-94H
96" X 18"

W CENTER +400

+50

42+00

+50

DR

41+00

3-4
W Center St
M1-94H
72" X 18"

3-5
W5-52R
12" X 36"

3-6
MOVING

70+00

ST

+100

3-12
NO PARKING BUS STOP
R7-7L
18" X 24"

3-11
W5-52R
12" X 36"

3-10
W Center St
M1-94H
72" X 18"

3-9
MOVING

N DR MLK JR

40+00

+50

sign

3-7
N Dr Martin Luther King Jr Dr
M1-94H
96" X 18"

3-8
MOVING

SHEET 3 OF 3

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR	COUNTY: MILWAUKEE	PERMANENT SIGN PLAN – W. CENTER ST.	SCALE FEET 0 30	SHEET 45	E

2

STREET LIGHTING GENERAL NOTES:

34 ALL WIRE CONNECTIONS REQUIRE ANTI-OXIDANT TO BE APPLIED TO THE CONNECTIONS

35 REQUIRED MINIMUM CLEARANCES FOR THE INSTALLATION OF NEW LIGHT POLES FROM THE FOLLOWING:
1.) TREE TRUNK 15 FT. CLEAR, 2.) DRIVEWAY CURB END FLARE 6 FT. CLEAR, 3.) FIRE HYDRANT 5 FT. CLEAR,
4.) CATCH BASIN CENTER LINE TO NEAREST EDGE OF POLE 4 FT. CLEAR,
5.) GAS, WATER, AND COMMUNICATION LINES 3 FT. CLEAR,
A POLE CAN BE PLACE AT THE END RADIUS AT CORNERS, BUT NEVER IN THE RADIUS IN A CORNER,
UNLESS NOTED OTHERWISE, OR APPROVED BY THE STREET LIGHTING ENGINEER.

36 ALL HARDWARE NUT AND BOLT CONNECTIONS REQUIRE ANTISEIZE TO BE APPLIED TO THEM

37 COORDINATE NEW CONDUIT CONNECTIONS WITH EXISTING CONDUIT, DUCT PACKAGES,
AND PULL BOXES/ VAULTS/ MANHOLES WITH CITY OF MILWAUKEE STREET LIGHTING. THE CITY
REQUIRES THREE WORKING DAYS ADVANCED NOTICE. CONTACT ELECTRICAL SUPERVISOR
STREET LIGHTING - NEAL KARWEIK (OFFICE 414-286-5943 (CELL) 414-708-4245
STREET LIGHTING - STEVEN RHODA (OFFICE) 414-286-5942 (CELL) 414-708-4251
STREET LIGHTING - DISPATCHER @ 414-286-5944
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

38 IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES / VAULTS, CONDUIT
AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH
CONCRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE
ELECTRICAL SHOP SUPERVISORS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK.
STREET LIGHTING - NEAL KARWEIK (OFFICE) 414-286-5943 (CELL) 414-708-4245
STREET LIGHTING - STEVEN RHODA (OFFICE) 414-286-5942 (CELL) 414-708-4251
STREET LIGHTING - DISPATCHER @ 414-286-5944
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

39 CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS FOR ALL WORK BEING DONE DETAILING THE FINAL PLACEMENT OF
CONDUIT, CABLING, EQUIPMENT, AND GEOMETRIC MODIFICATIONS UNDER THE CONTRACT. PROVIDE (.PDF FORMAT)
COPY CONFORMING TO CMM 1-65.14, OR RECORD ALL CHANGES IN RED INK ONLY ON THE AS-LET (DESIGN)
PAPER DRAWINGS. THE CITY OF MILWAUKEE DPW ENGINEER WILL REJECT AS-BUILTS WITH INCOMPLETE OR
INCORRECT CONTENT OR NOT CONFORMING TO CMM STANDARDS.

40 CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF CONCRETE POLES, BASES, AND ABANDON CONDUIT AND WIRING.

41 CONTRACTOR SHALL DISPOSE OF REMOVED EXISTING LAMPS IN ACCORDANCE WITH
THE SPECIAL PROVISIONS., UNLESS NOTED OTHERWISE.

42 ONLY WHEN THE CITY OF MILWAUKEE IS FURNISHING MATERIALS FOR A PROJECT THE CONTRACTOR IS
RESPONSIBLE TO CONTACT THE STREET LIGHTING SHOP YARD CONTACT PERSON
FOUR (4) WORKING DAYS BEFORE, AND WILL NEED TO PROVIDE THE EXACT QUANTITY OF MATERIALS NEEDED.
THE ADVANCE NOTICE WILL ALLOW THE SHOP TO GATHER THE REQUEST ITEMS FOR THE CONTRACTOR
TO PICK UP AND SIGN FOR TAKING POSSESSION OF THE MATERIALS.

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

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

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

STREET LIGHTING GENERAL NOTES:

AS-BUILT GUIDELINES:

2

PROVIDE AS-BUILT DRAWINGS DETAILING THE FINAL PLACEMENT OF CONDUIT, CABLING, EQUIPMENT, AND
GEOMETRIC MODIFICATIONS UNDER THE CONTRACT. PROVIDE PDF COPY CONFORMING TO
CMM 1-65.14, OR RECORD ALL CHANGES IN RED INK ONLY ON THE AS-LET (DESIGN) PAPER DRAWINGS.
THE ENGINEER WILL REJECT AS-BUILTS WITH INCOMPLETE OR INCORRECT CONTENT OR NOT CONFORMING
TO CMM STANDARDS.

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

IF THERE IS A STRUCTURE DRAWING, INCLUDE ALL STRUCTURES DRAWING SHEETS. IT IS THE RESPONSIBILITY OF THE
CONTRACTOR TO INSERT ANY ADDENDUM OR REPLACEMENT DRAWING SHEETS. TO DO THIS, RENUMBER THEM
SIMILARLY TO THE ORIGINAL DRAWING SHEET.
FOR EXAMPLE:
REVISED SHEET 5 WOULD REPLACE SHEET 5. HOWEVER, ALL THE ORIGINAL SHEETS SHALL REMAIN IN THE
AS-BUILT. IF THE SHEET HAS BEEN REPLACED CROSS IT OUT WITH AN X AND INDICATE THE NUMBER OF
ITS REPLACEMENT SHEET. IF ADDITIONAL SHEETS WERE ADDED, INSERT THEM IN THE ORIGINAL LOCATION
AND LABEL THEM WITH THE PREVIOUS SHEET NUMBER FOLLOWED BY AN "A", "B", "C", ETC.

NOTE THE SHEET CHANGES ON THE TITLE SHEET UNDER THE ORDER OF SHEETS.

THE TITLE SHEET OF THE AS-BUILT DRAWING SHOULD INCLUDE THE FOLLOWING INFORMATION:
AS-BUILT DRAWING
SUPERVISOR:
PROJECT MANAGER:
CONTRACTOR LEADER:
CONTRACTOR COMAPNY:
WORK STARTED:
WORK COMPLETED:

LINE OUT OR CROSS OUT ALL CHANGED INFORMATION AND WRITE-IN THE CORRECTED INFORMATION ABOVE THE ORIGINAL
OR CLOSE TO IT WHEREVER POSSIBLE. USE BLANK SPACES ON THE DRAWING SO NOTES ARE NOT SUPERIMPOSED.
DRAWINGS WITH EXCESSIVE DETAIL MAY REQUIRE AN ALTERNATE APPROACH. NUMBERED CHANGES OR ADDITIONS MAY
BE SHOWN ON SUPPLEMENTAL NON-DRAWING SHEETS.

- LOCATE AND CLEARLY LABEL ALL CONDUIT RUNS, FITTINGS, SPLICE VAULTS, PULL BOXES, METER PEDESTALS, CONCRETE BASES, TRANSFORMERS, POLES AND OTHER APPURTENANCES IN TWO DIRECTIONS. SWING TIES SHOULD BE MADE FROM THE OBJECTS THAT ARE PERMANENT IN NATURE AND VISIBLE ON THE FINISHED SURFACE.
- STREET NAMES SHALL BE ON ALL SHEETS.
- SHOW ALL SIZES AND MATERIAL TYPES OF PIPES AND CONDUITS, IF CHANGED OR MODIFIED FROM ORIGINAL DESIGN.
- ALL HORIZONTAL DISTANCES SHALL BE SHOWN TO THE NEAREST TENTH OF A FOOT (I.E., 205.3').
  ALL VERTICAL DISTANCES SHALL BE TO THE NEAREST INCH (I.E., 24")
- SHOW LOCATION AND ELEVATIONS ON CONDUIT AND FITTINGS WHERE CHANGES OR DEFLECTIONS IN DIRECTION OCCUR.
- SPECIAL DETAIL DRAWINGS MAY BE REQUIRED WHERE INSTALLATIONS ARE NOT SHOWN ON APPROVED CONSTRUCTION DRAWINGS FOR WHATEVER REASON OR WHERE REQUIRED FOR CLARITY.
- TYPICAL SERVICE INSTALLATION DETAILS WITH DEVIATIONS FROM ORIGINAL PLANS OR STANDARD DETAILS SHALL BE NOTED ON AS-BUILT DRAWINGS.
- NO ARBITRARY MARK-UPS WILL BE PERMITTED.

IF THERE ARE NO CORRECTIONS OR ADDITIONS TO THE AS-LET PLAN(S) PUT "NO CHANGE" ON THE SHEET WITH
ALL OTHER REQUIRED AS-BUILT INFORMATION.

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

BY EMAIL SEND TO:
CITY OF MILWAUKEE
INFRASTRUCTURE SERVICES DIVISION
TRANSPORTATION SECTION - CONSTRUCTION
CHIEF CONSTRUCTION ENGINEER
PAUL KELTNERI
PKELTN@MILWAUKEE.GOV

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: lhickm REVISION DATE: 28-APR-2026 13:16
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: AUG.17-2025

PROJECT NO. 2568-00-71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 46	E

2

NON-LED LUMINAIRE DESCRIPTION BREAKDOWN

1 S 2 V

- (C)=FULL CUT OFF, (V)=VERTICAL BURN
- (1)=TYPE 1 REFRACTOR, (2)=TYPE 2 REFRACTOR, (3)=TYPE 3 REFRACTOR, (5)=TYPE 5 REFRACTOR (6)=TYPE 6 REFRACTOR, (8)=TYPE 8 REFRACTOR
- (S)=HIGH PRESSURE SODIUM, (M)=MERCURY VAPOR, (H)=METAL HALIDE, (RS)=HIGH PRESSURE SODIUM RETROFIT, (LS) LOW PRESSURE SODIUM
- (0)=70W, (1)=100W, (2)=150W, (2)=175W ONLY WITH (M), (3)=250W, (3)=215W ONLY WITH (RS) (4)=400W, (4)=360W ONLY WITH (RS) (5)=200W

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

S 2 LED 3

- (1)=TYPE 1 REFRACTOR, (2)=TYPE 2 REFRACTOR, (3)=TYPE 3 REFRACTOR, (5)=TYPE 5 REFRACTOR (6)=TYPE 6 REFRACTOR, (8)=TYPE 8 REFRACTOR
- (LED)=LIGHT EMITTING DIODE
- (0)=36W, (1)=45W, (2)=54W, (3)=80W
- (S)=SCREW IN LAMP

LED LUMINAIRE DESCRIPTION BREAKDOWN (COBRA STYLE FIXTURE)

2 LED 3

- (1)=TYPE 1 REFRACTOR, (2)=TYPE 2 REFRACTOR, (3)=TYPE 3 REFRACTOR, (5)=TYPE 5 REFRACTOR (6)=TYPE 6 REFRACTOR, (8)=TYPE 8 REFRACTOR
- (LED)=LIGHT EMITTING DIODE
- (0)=36W, (1)=50W, (2)=90W, (3)=135W

LIGHTING CABLE & CIRCUIT IDENTIFICATION

3#2/1#8XL P,CIR.N.S.#7 MULTI.-B

- CIRCUIT
- LIGHTING CONTROL CABINET
- INSULATION: LTP = LOW THERMAL PLASTIC OR XLP = CROSS LINKED POLYETHYLENE
- GROUNDING CONDUCTOR SIZE AWG
- NUMBER OF GROUNDING CONDUCTORS
- SEPARATOR BETWEEN NON-GROUNDING AND GROUNDING CONDUCTORS
- NON-GROUNDING CONDUCTOR SIZE AWG
- NUMBER OF NON-GROUNDING CONDUCTORS

LIGHTING UNIT IDENTIFICATION

STATION - OFFSET

#1942 - 30-AL-BD(T)-S6-_2LED2, R

- LUMINAIRE OR LUMINAIRES HOT WIRE - R RED, - B BLACK
- LUMINAIRE LIGHT DISTRIBUTION (OPTICS)
- LUMINAIRE TYPE SOURCE
- LUMINAIRE WATTAGE EQUIVALENT 0-70W, 1-100W, 2-150W, 3-250W
- S - SCREW IN LED LAMP
- LUMINAIRE ARM LENGTH
- NUMBER LUMINAIRE ARM S - SINGLE OR D - DOUBLE
- (T) - TRANSFORMER BASE BREAKAWAY (OPTION)
- POLE INSTALLATION: BOLT DOWN -BD OR DIRECT BURY -DB
- POLE TYPE
- POLE HEIGHT
- PLAQUE (POLE ADDRESS)

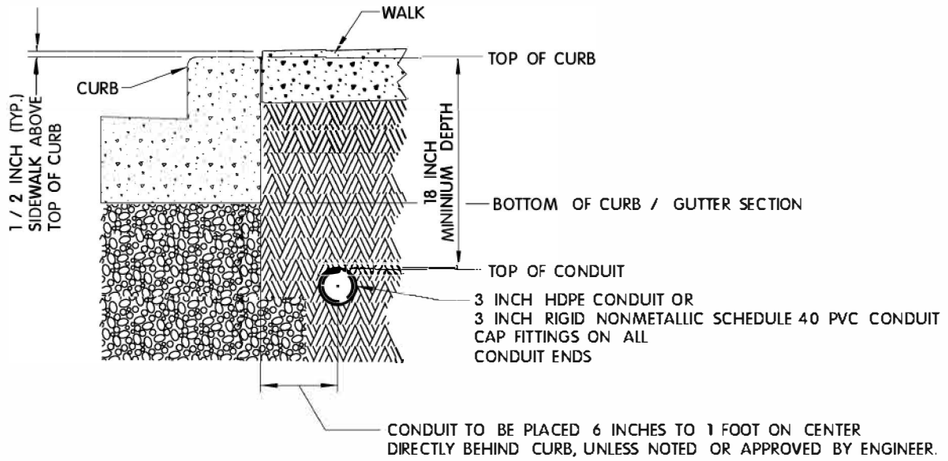
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION

REVISION BY: $$...PLOTUSER...$$ REVISION DATE: PLOTDATE
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: JAN 19-2024

PROJECT NO. 2568-00-71	HWY: N. DR.MLK JR.DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 47	E

PLOT DATE : $$. plotlingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

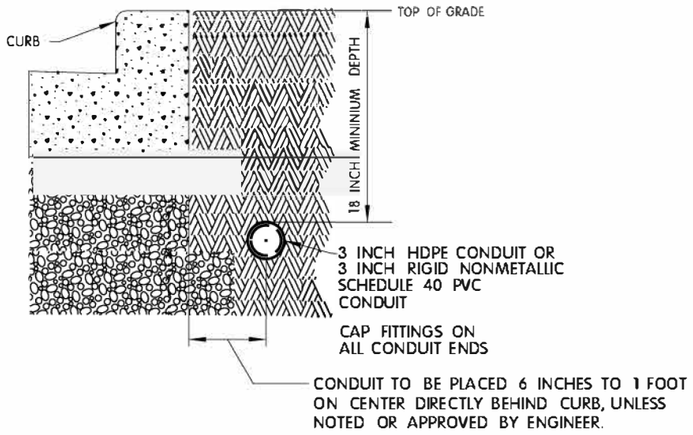
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.



100 DETAIL "A" — NOT TO SCALE

TYPICAL CONDUIT INSTALLATION
BEHIND CURB UNDER WALK

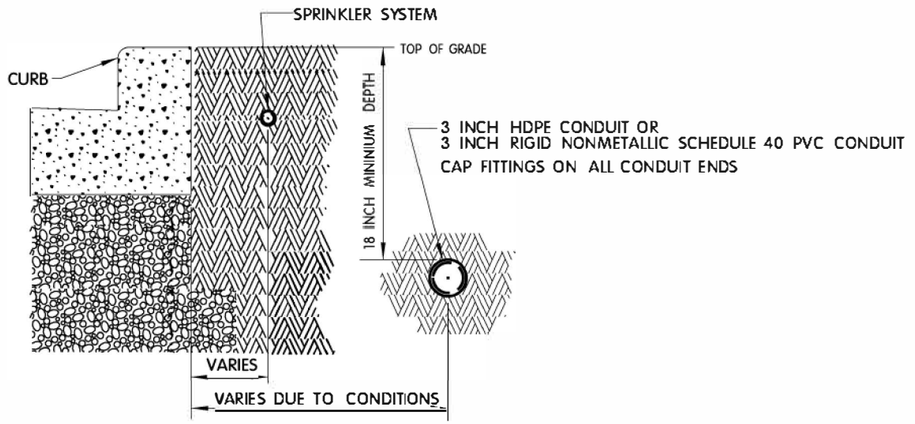
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.



100 DETAIL "B" — NOT TO SCALE

TYPICAL CONDUIT INSTALLATION
BEHIND CURB IN GRASS AREA

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



100 DETAIL "C" — NOT TO SCALE

TYPICAL CONDUIT INSTALLATION WITH
OTHER UTILITIES BEHIND CURB

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

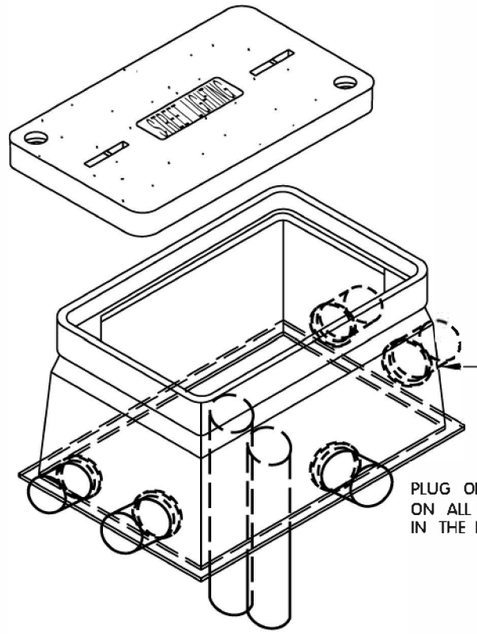
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: HICKMAN — REVISION DATE: 12-DEC-2022 09:38
APPROVED REVISION BY: R.BERTRAN — APPROVED REVISION DATE: DEC.12-2022

PROJECT NO. 2568-00-71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 48	E

PLOT DATE : 12-DEC-2022 09:38 PLOT BY : HICKMAN PLOT NAME : PLOT SCALE :1:40

WISDOTCADDS SHEET 42

2

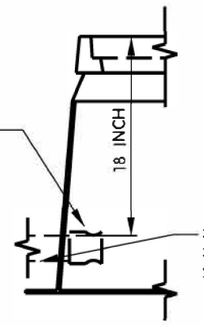


HEAVY DUTY COVER
W/ STREETLIGHTING LOGO
& W / 2 PENTA BOLTS
COLOR: GRAY
TIER 15 RATING (MINIMUM)

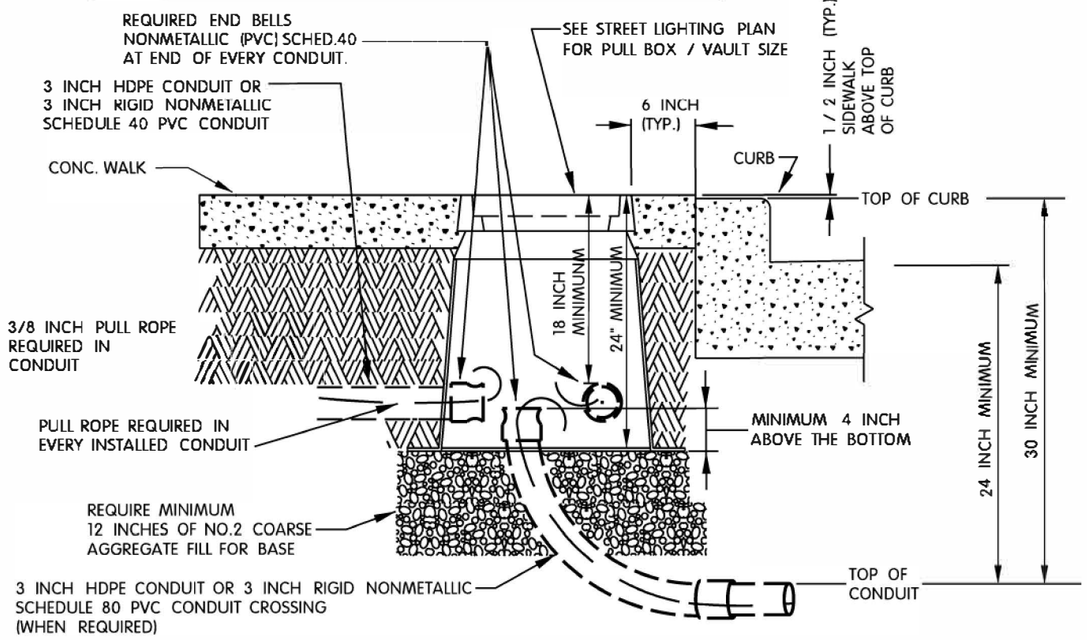
PULL BOX / VAULT
FLARED WALL
BOX W / NO BASE
COLOR: GRAY
TIER 15 RATING (MINIMUM)
(VARIOUS SIZES)

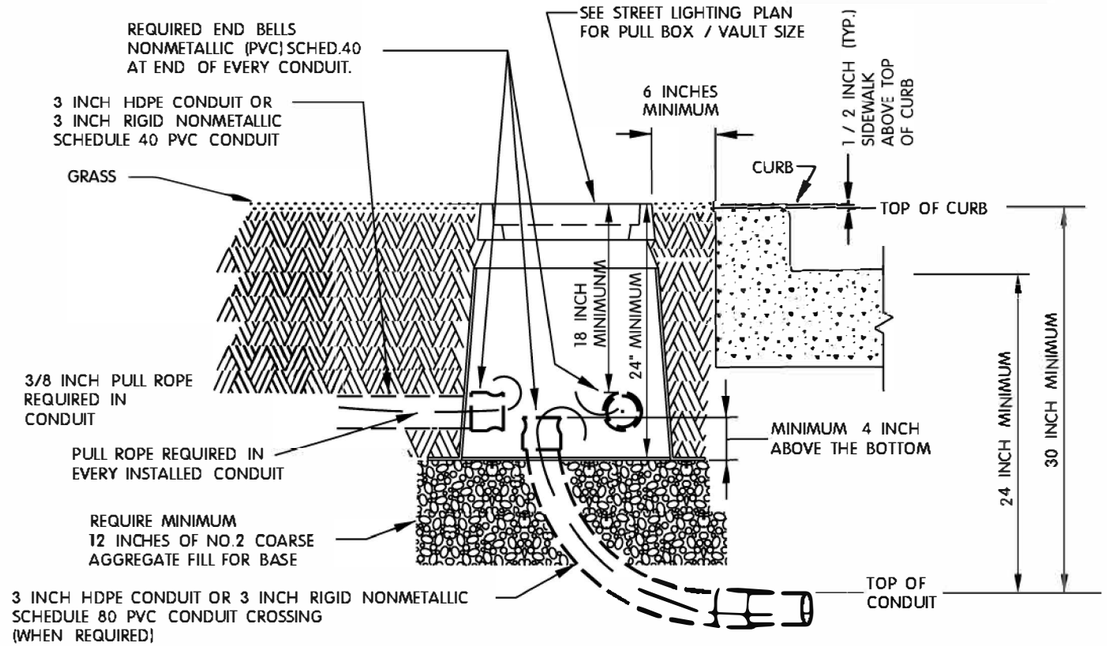
REQUIRED END BELLS
NONMETALLIC (PVC) SCHED.40
AT END OF EVERY CONDUIT.

PLUG OR CAP FITTINGS
ON ALL UNUSED CONDUITS
IN THE ENCLOSURE



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





112

DETAIL

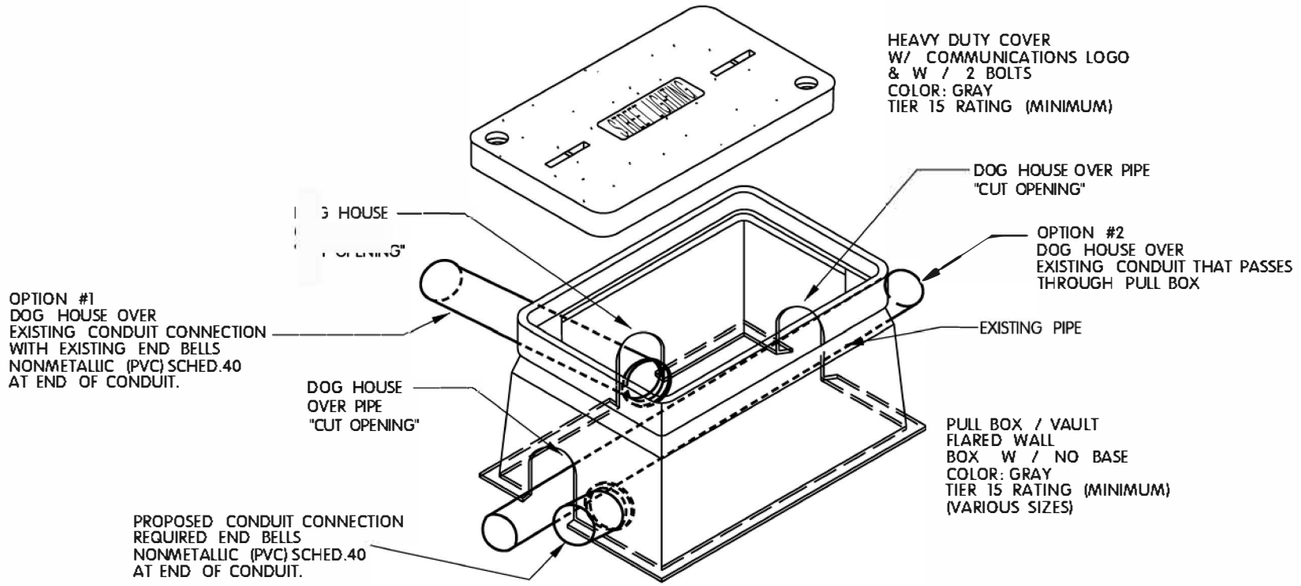
NOT TO SCALE

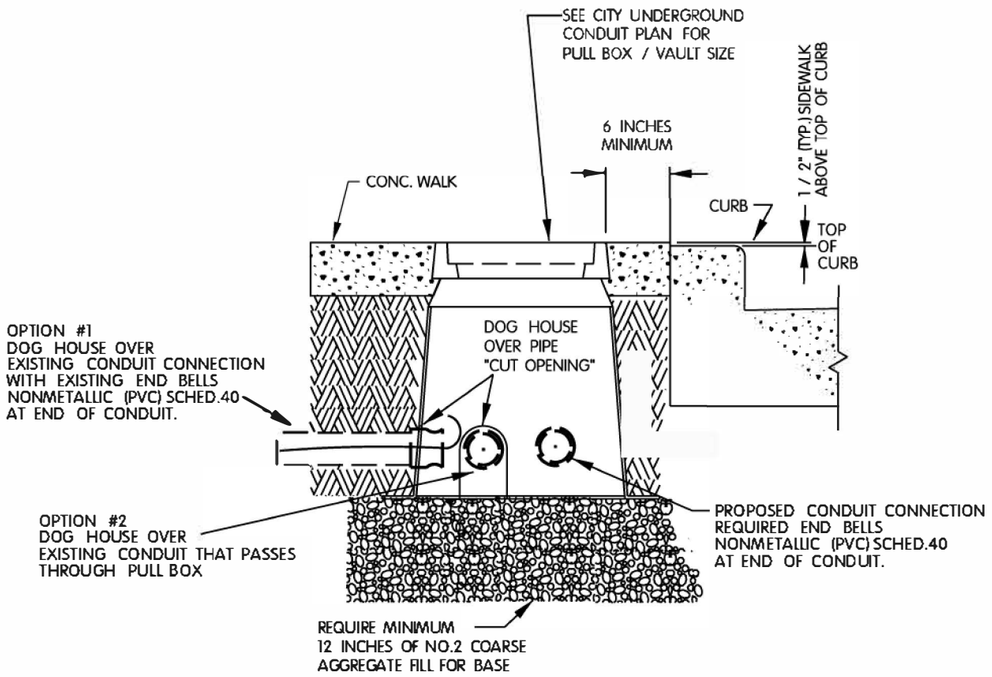
TYPICAL PULL BOX / VAULT INSTALLATION
IN EITHER PAVEMENT OR GRASS AREAS

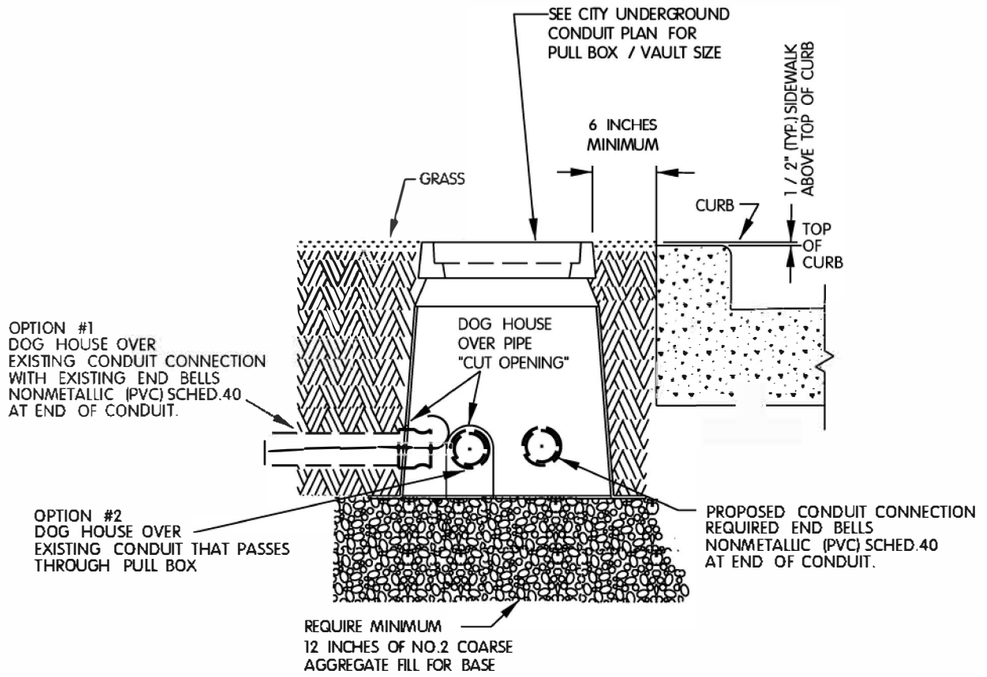
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: HICKMAN — REVISION DATE: 12-DEC-2022 09:42
APPROVED REVISION BY: R.BERTRAN — APPROVED REVISION DATE: DEC.12-2022

2







113

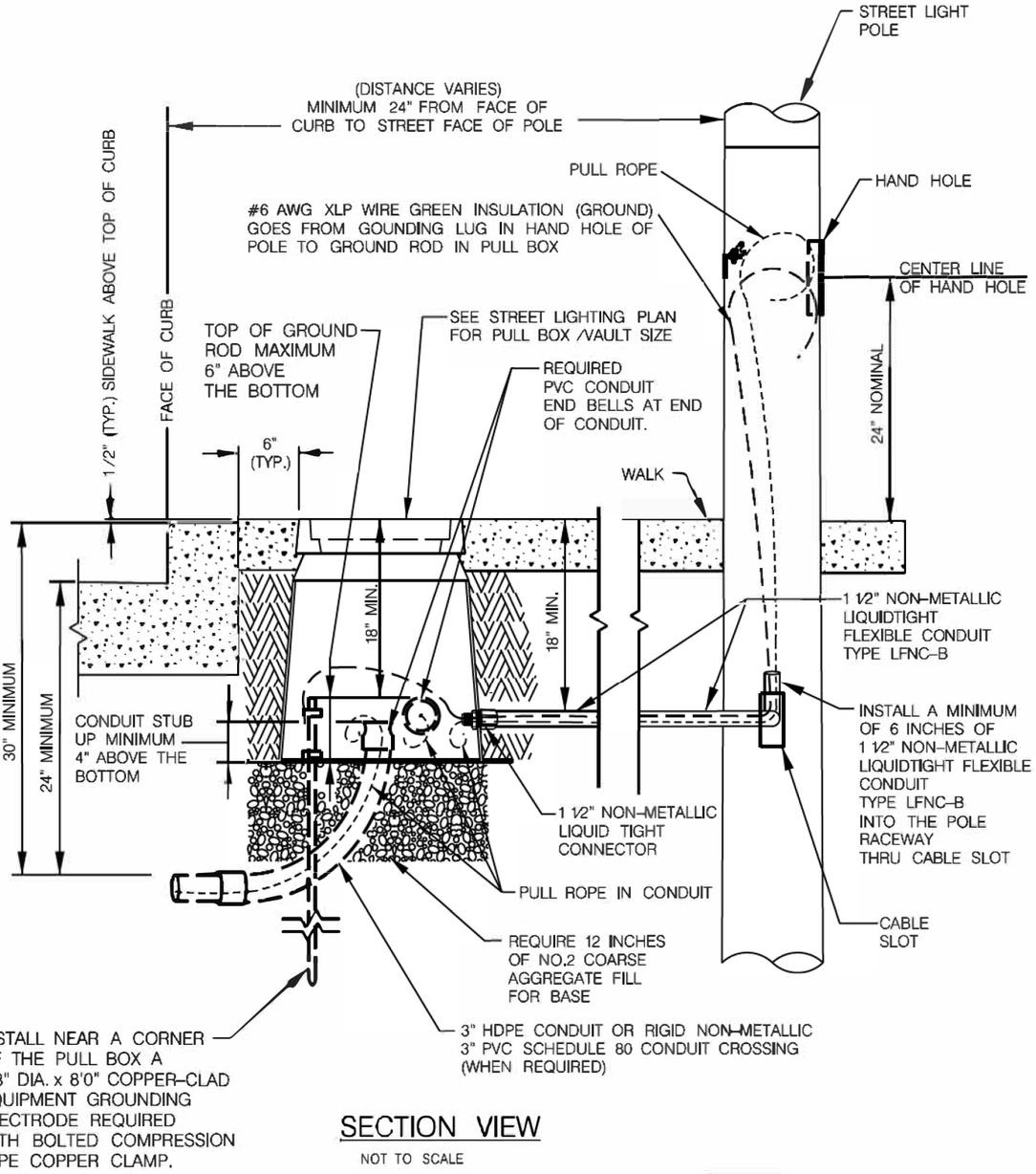
DETAIL FOR TYPES OF DOG HOUSING OVER EXISTING CONDUIT — NOT TO SCALE

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

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

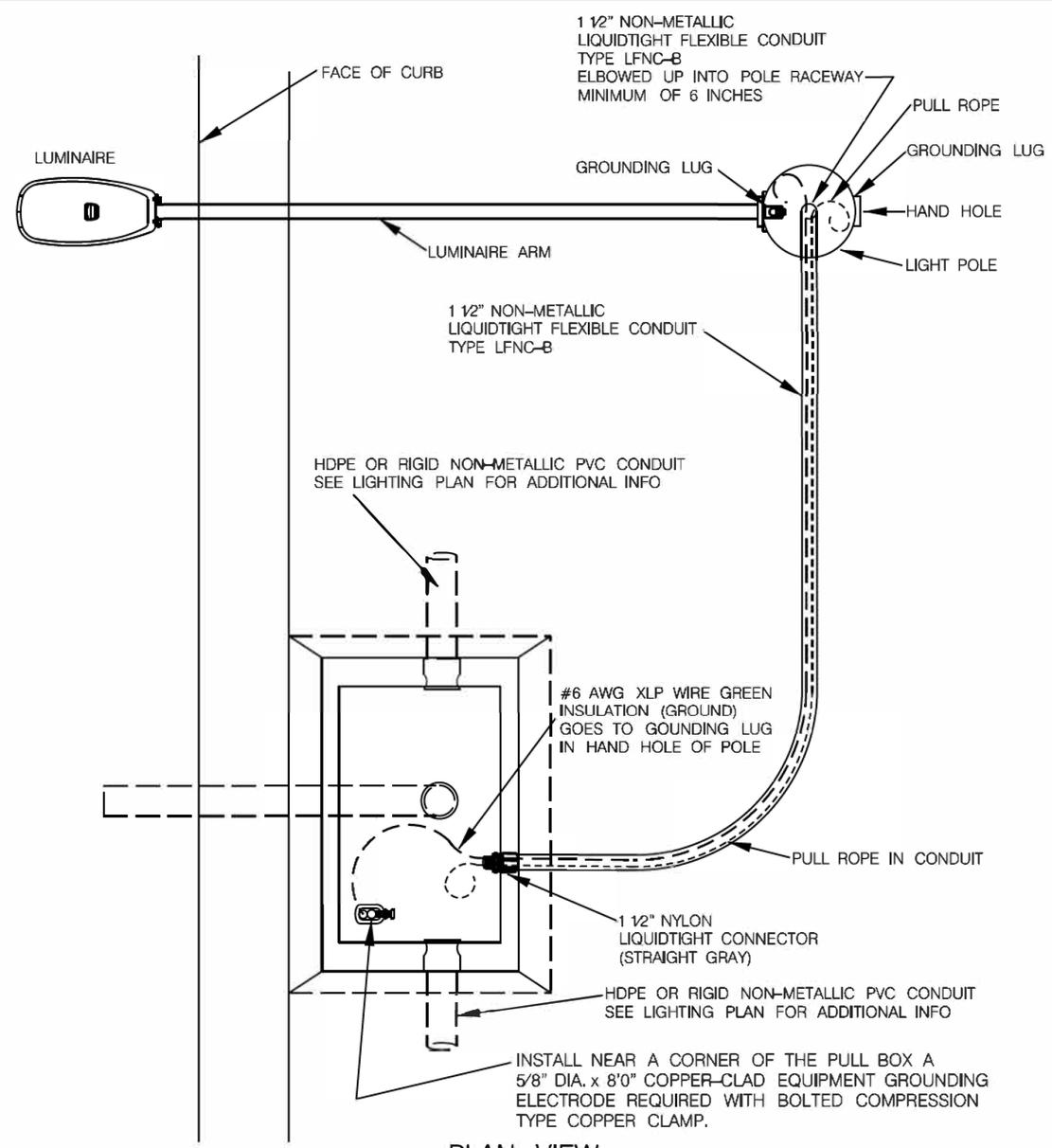
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: HICKMAN — REVISION DATE: 3-MAR-2023 11:43
APPROVED REVISION BY: — APPROVED REVISION DATE: MAR.03-2023

PROJECT NO. 2568-00-71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 50	E



SECTION VIEW

NOT TO SCALE



PLAN VIEW

NOT TO SCALE

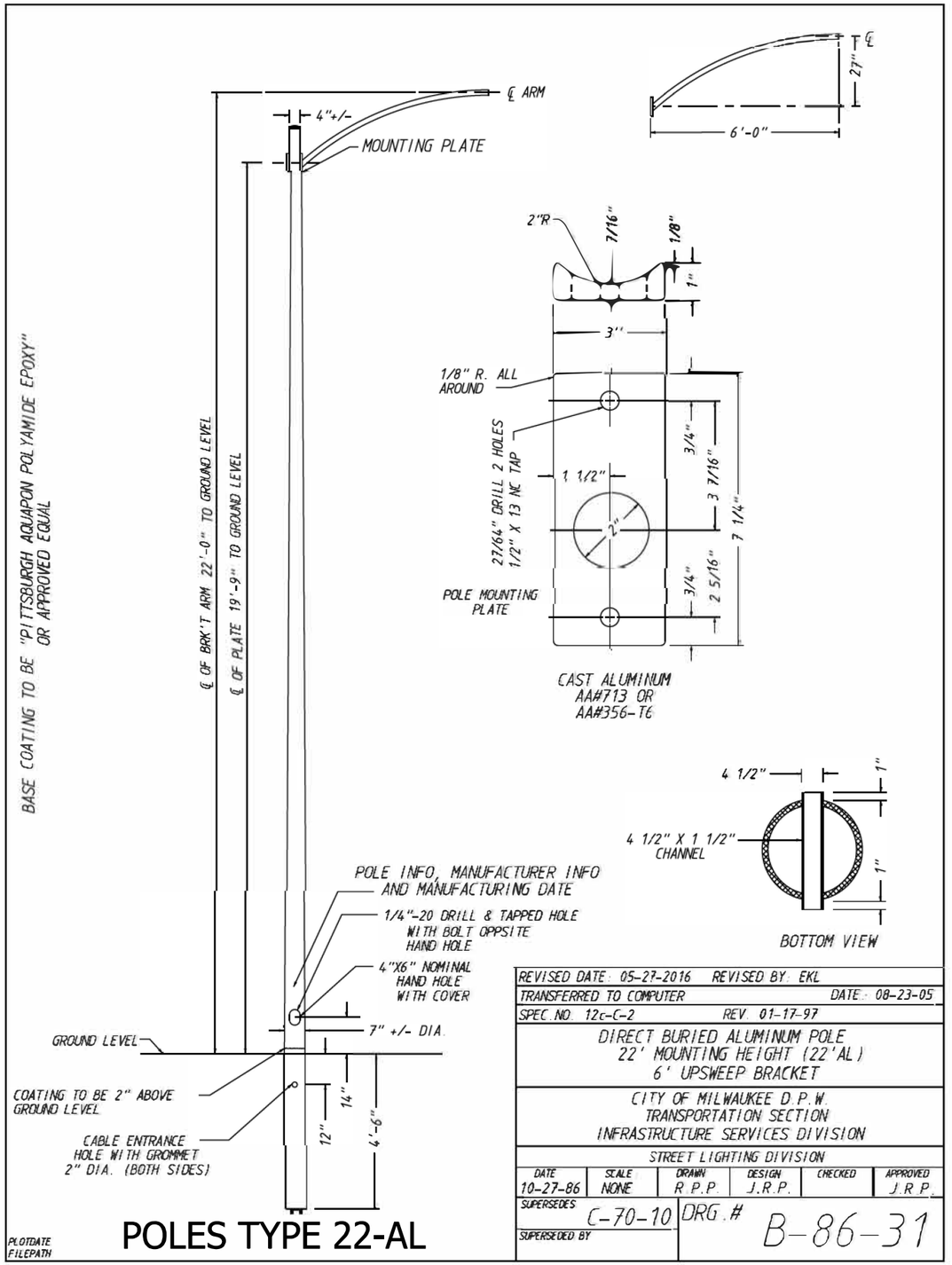
108

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) 286-6944 FOR THE APPROPRIATE SHOP SUPERVISOR.

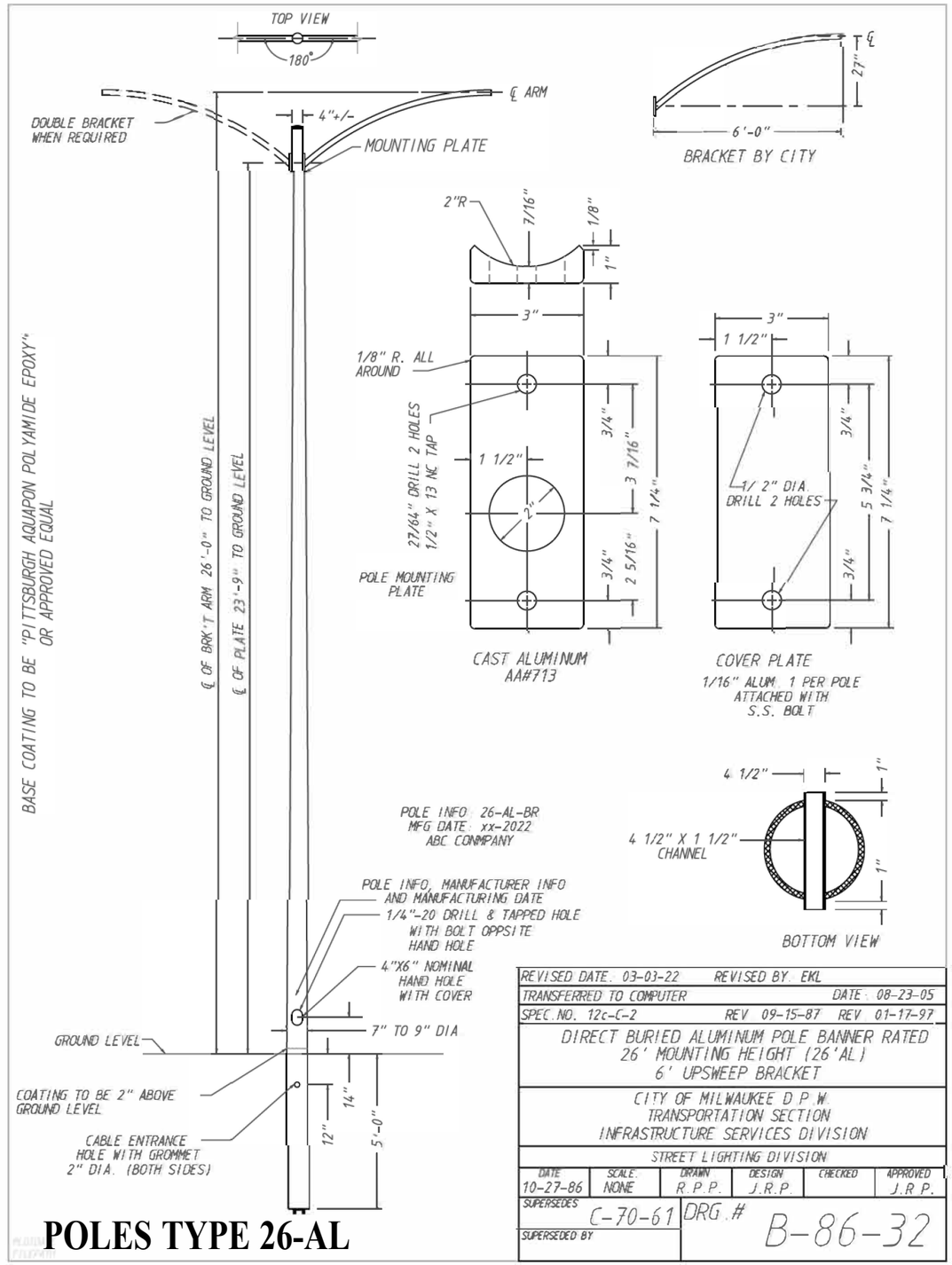
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: [illegible] REVISION DATE: 17-MAR-2023 06:25
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR.17-2023



REVISED DATE: 05-27-2016	REVISED BY: EKL				
TRANSFERRED TO COMPUTER	DATE: 08-23-05				
SPEC. NO. 12c-C-2	REV. 01-17-97				
DIRECT BURIED ALUMINUM POLE 22' MOUNTING HEIGHT (22'AL) 6' UPSWEEP BRACKET					
CITY OF MILWAUKEE D.P.W. TRANSPORTATION SECTION INFRASTRUCTURE SERVICES DIVISION					
STREET LIGHTING DIVISION					
DATE: 10-27-86	SCALE: NONE	DRAWN: R.P.P.	DESIGN: J.R.P.	CHECKED:	APPROVED: J.R.P.
SUPERSEDES: C-70-10		DRG.#: B-86-31			
SUPERSEDED BY:					

PLOTDATE
FILEPATH

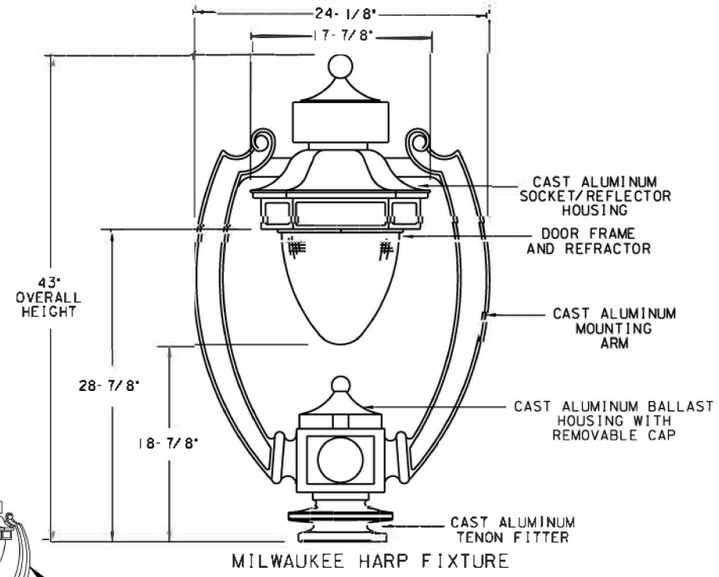
POLES TYPE 22-AL



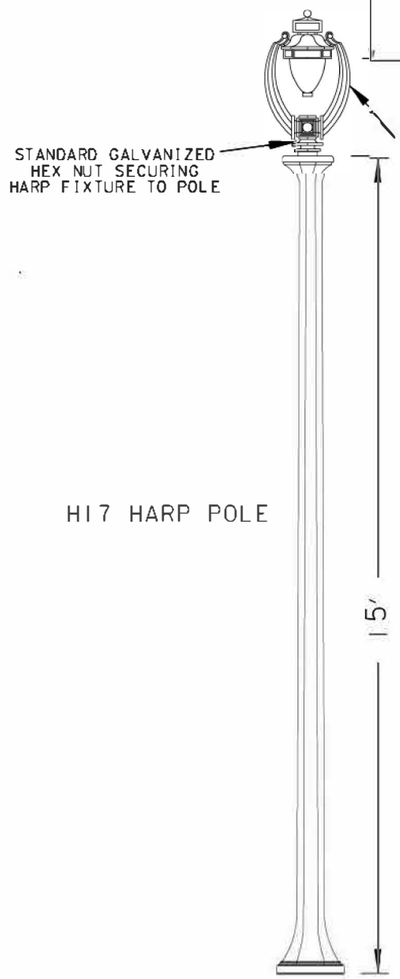
REVISED DATE: 03-03-22	REVISED BY: EKL				
TRANSFERRED TO COMPUTER	DATE: 08-23-05				
SPEC. NO. 12c-C-2	REV. 09-15-87 REV. 01-17-97				
DIRECT BURIED ALUMINUM POLE BANNER RATED 26' MOUNTING HEIGHT (26'AL) 6' UPSWEEP BRACKET					
CITY OF MILWAUKEE D.P.W. TRANSPORTATION SECTION INFRASTRUCTURE SERVICES DIVISION					
STREET LIGHTING DIVISION					
DATE: 10-27-86	SCALE: NONE	DRAWN: R.P.P.	DESIGN: J.R.P.	CHECKED:	APPROVED: J.R.P.
SUPERSEDES: C-70-61		DRG.#: B-86-32			
SUPERSEDED BY:					

POLES TYPE 26-AL

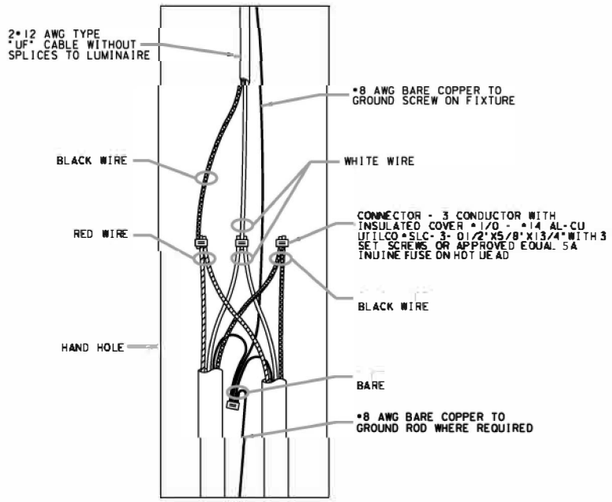
2



MILWAUKEE HARP FIXTURE

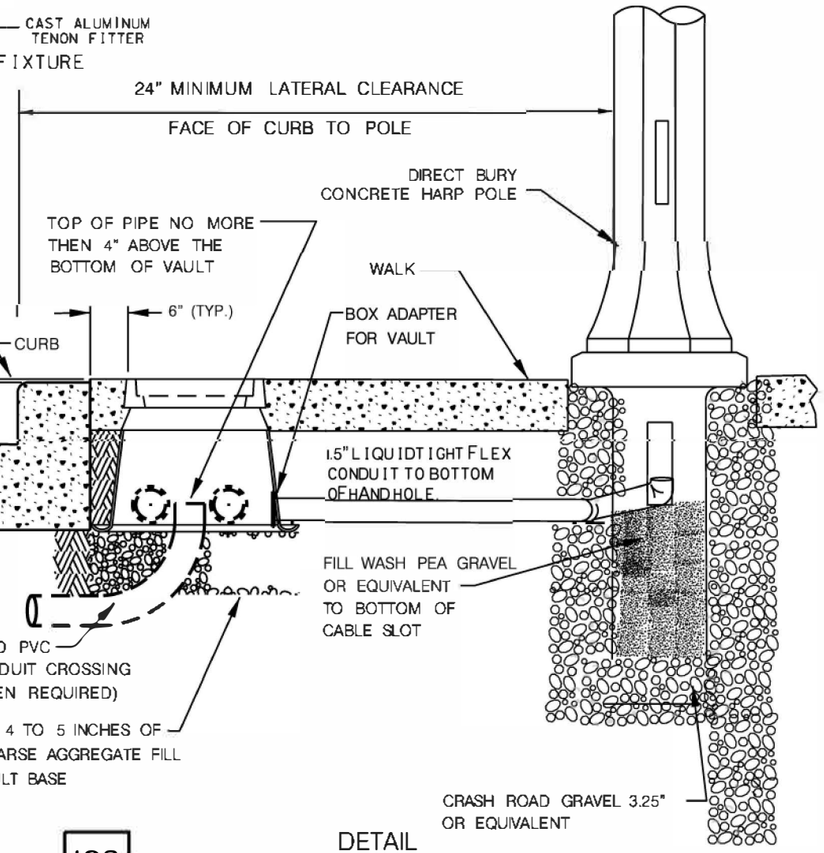


HI7 HARP POLE



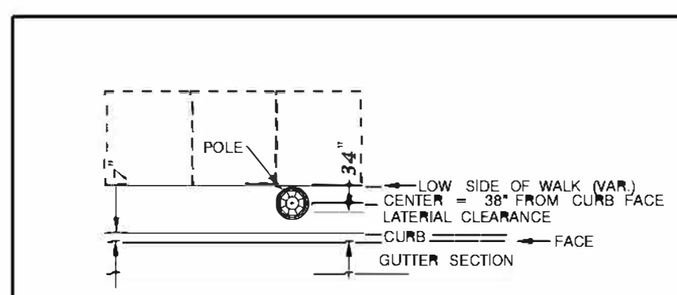
DETAIL

CTYPICAL
CONNECTION OF
EXISTING
PEDESTRIAN UNIT



123 DETAIL

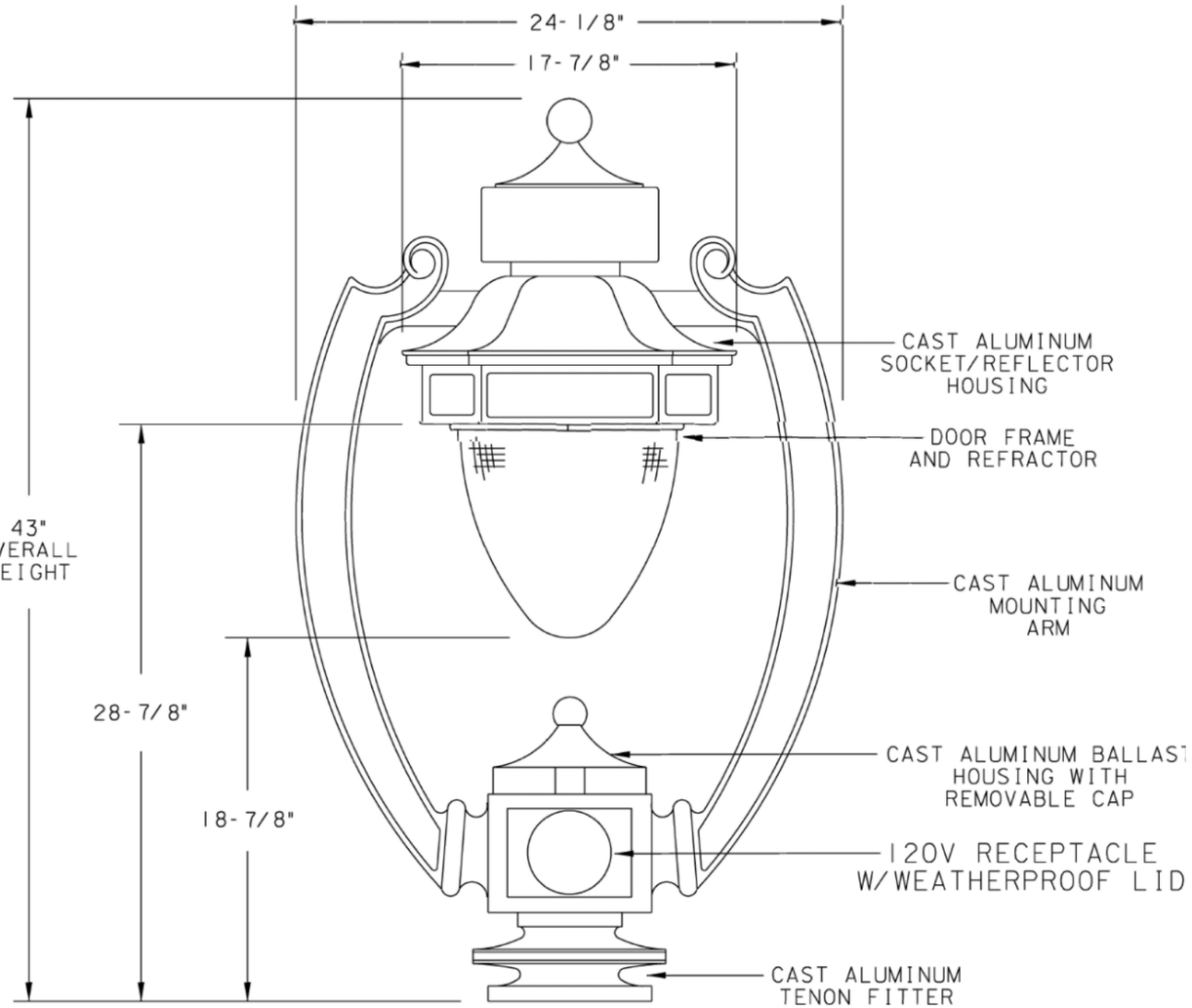
TYPICAL CONDUIT INSTALLATION
FROM VAULT TO CONCRETE HARP POLE



15' PEDESTRIAL UNIT INSTALLATION DETAIL

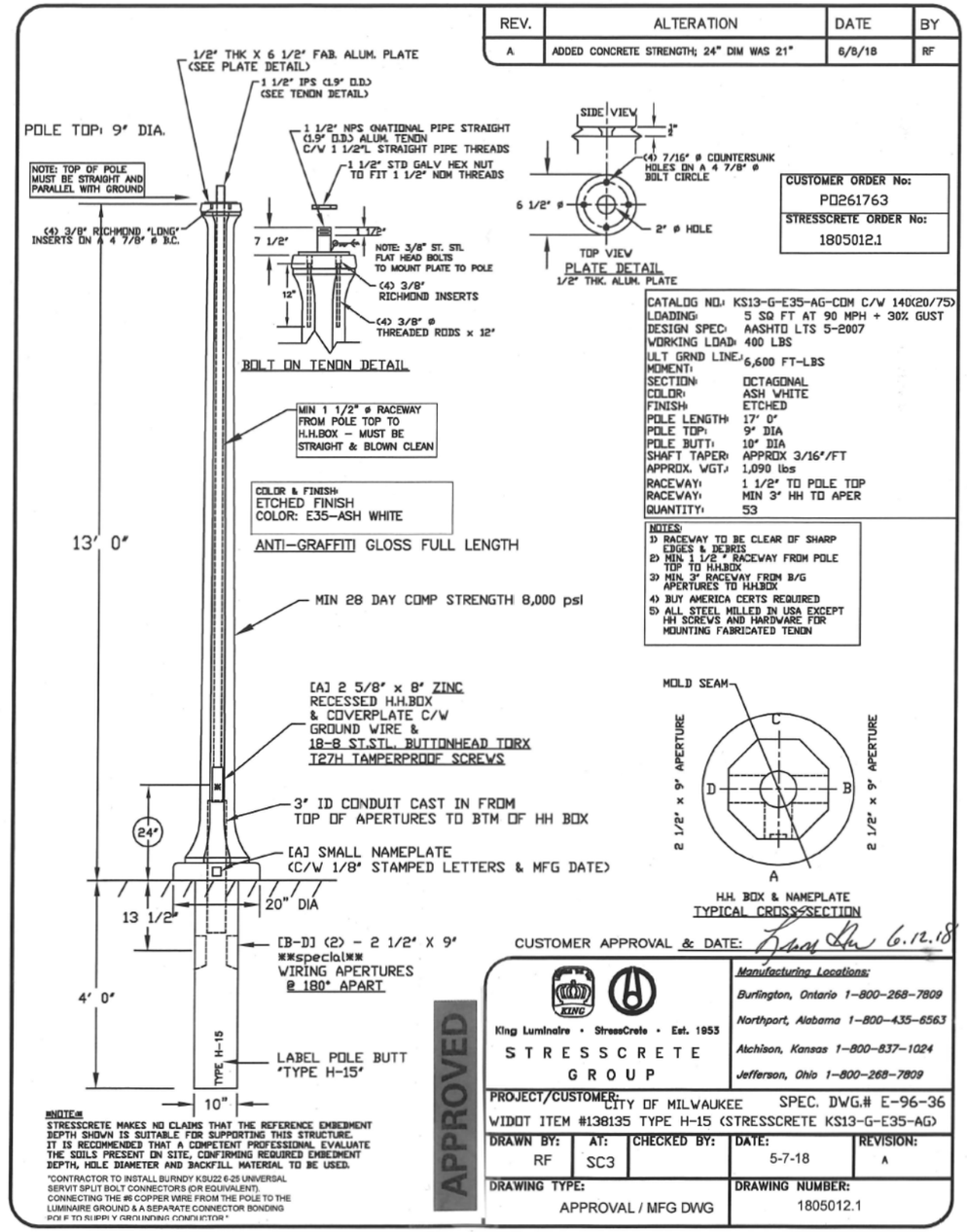
18" DIA BASE FLANGE
8 " DIA. POLE

PROJECT NO: 2568-00-71	HWY: N. DR. MLK JR. DR..	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 53	E



MILWAUKEE HARP FIXTURE

REV.	ALTERATION	DATE	BY
A	ADDED CONCRETE STRENGTH; 24" DIM WAS 21"	6/8/18	RF



CUSTOMER ORDER No:	PO261763
STRESSCRETE ORDER No:	1805012.1

CATALOG NO:	KS13-G-E35-AG-COM C/W 140(20/75)
LOADING:	5 SQ FT AT 90 MPH + 30% GUST
DESIGN SPEC:	AASHTO LTS 5-2007
WORKING LOAD:	400 LBS
ULT GRND LINE MOMENT:	6,600 FT-LBS
SECTION:	OCTAGONAL
COLOR:	ASH WHITE
FINISH:	ETCHED
POLE LENGTH:	17' 0"
POLE TOP:	9" DIA
POLE BUTT:	10" DIA
SHAFT TAPER:	APPROX 3/16"/FT
APPROX. WGT.:	1,090 lbs
RACEWAY:	1 1/2" TO POLE TOP
RACEWAY:	MIN 3" HH TO APER
QUANTITY:	53

NOTES:
1) RACEWAY TO BE CLEAR OF SHARP EDGES & DEBRIS
2) MIN. 1 1/2 " RACEWAY FROM POLE TOP TO H.H.BOX
3) MIN. 3" RACEWAY FROM B/G APERTURES TO H.H.BOX
4) BUY AMERICA CERTS REQUIRED
5) ALL STEEL MILLED IN USA EXCEPT HH SCREWS AND HARDWARE FOR MOUNTING FABRICATED TENON

CUSTOMER APPROVAL & DATE: 6.12.18

**NOTE:
STRESSCRETE MAKES NO CLAIMS THAT THE REFERENCE EMBEDMENT DEPTH SHOWN IS SUITABLE FOR SUPPORTING THIS STRUCTURE. IT IS RECOMMENDED THAT A COMPETENT PROFESSIONAL EVALUATE THE SOILS PRESENT ON SITE, CONFIRMING REQUIRED EMBEDMENT DEPTH, HOLE DIAMETER AND BACKFILL MATERIAL TO BE USED.

"CONTRACTOR TO INSTALL BURNDY KSU22 6-25 UNIVERSAL SERVIT SPLIT BOLT CONNECTORS (OR EQUIVALENT). CONNECTING THE #6 COPPER WIRE FROM THE POLE TO THE LUMINAIRE GROUND & A SEPARATE CONNECTOR BONDING POLE TO SUPPLY GROUNDING CONDUCTOR."

APPROVED

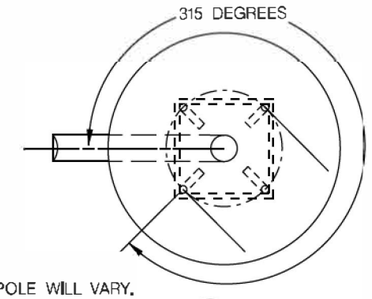
King Luminaire • StressCrete • Est. 1953
STRESSCRETE GROUP

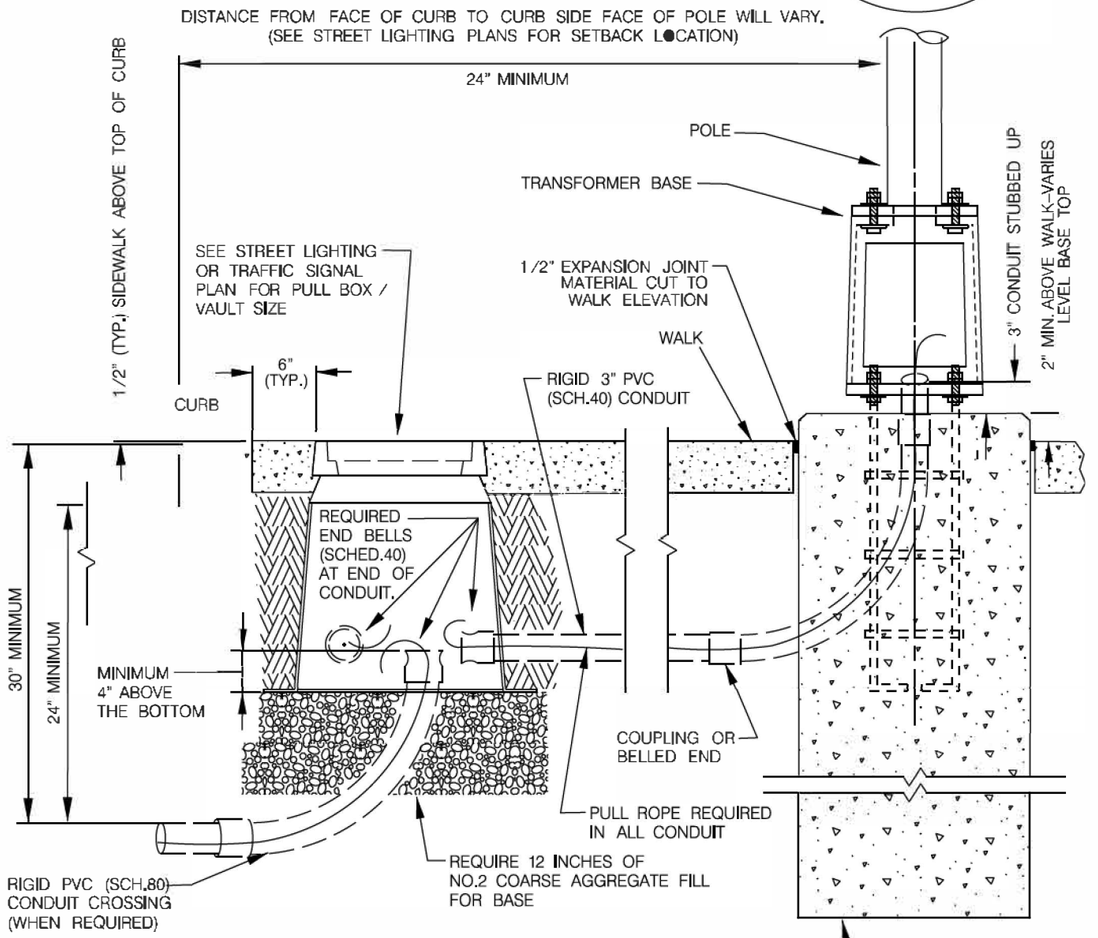
Manufacturing Locations:
Burlington, Ontario 1-800-268-7809
Northport, Alabama 1-800-435-6563
Atchison, Kansas 1-800-837-1024
Jefferson, Ohio 1-800-268-7809

PROJECT/CUSTOMER: CITY OF MILWAUKEE				SPEC. DWG.# E-96-36
WIDOT ITEM #138135 TYPE H-15 (STRESSCRETE KS13-G-E35-AG)				
DRAWN BY: RF	AT: SC3	CHECKED BY:	DATE: 5-7-18	REVISION: A
DRAWING TYPE: APPROVAL / MFG DWG			DRAWING NUMBER: 1805012.1	

2

BOLT CIRCLE
TOP VIEW

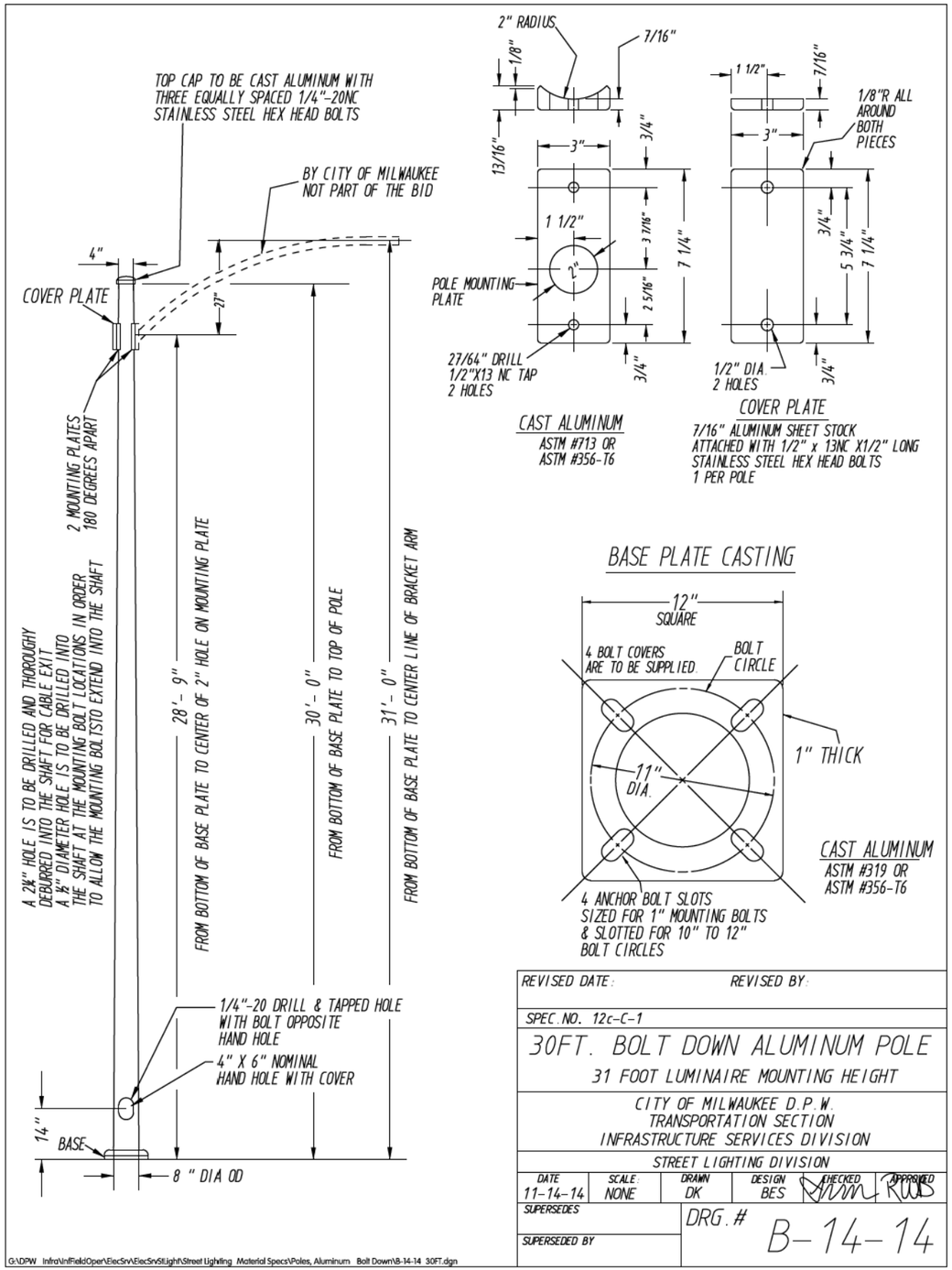




124 DETAIL

TYPICAL CONDUIT INSTALLATION
FROM PULL BOX / VAULT
TO CONCRETE BASE

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



REVISED DATE:	REVISED BY:
SPEC.NO. 12c-C-1	

30FT. BOLT DOWN ALUMINUM POLE

31 FOOT LUMINAIRE MOUNTING HEIGHT

CITY OF MILWAUKEE D.P.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

STREET LIGHTING DIVISION

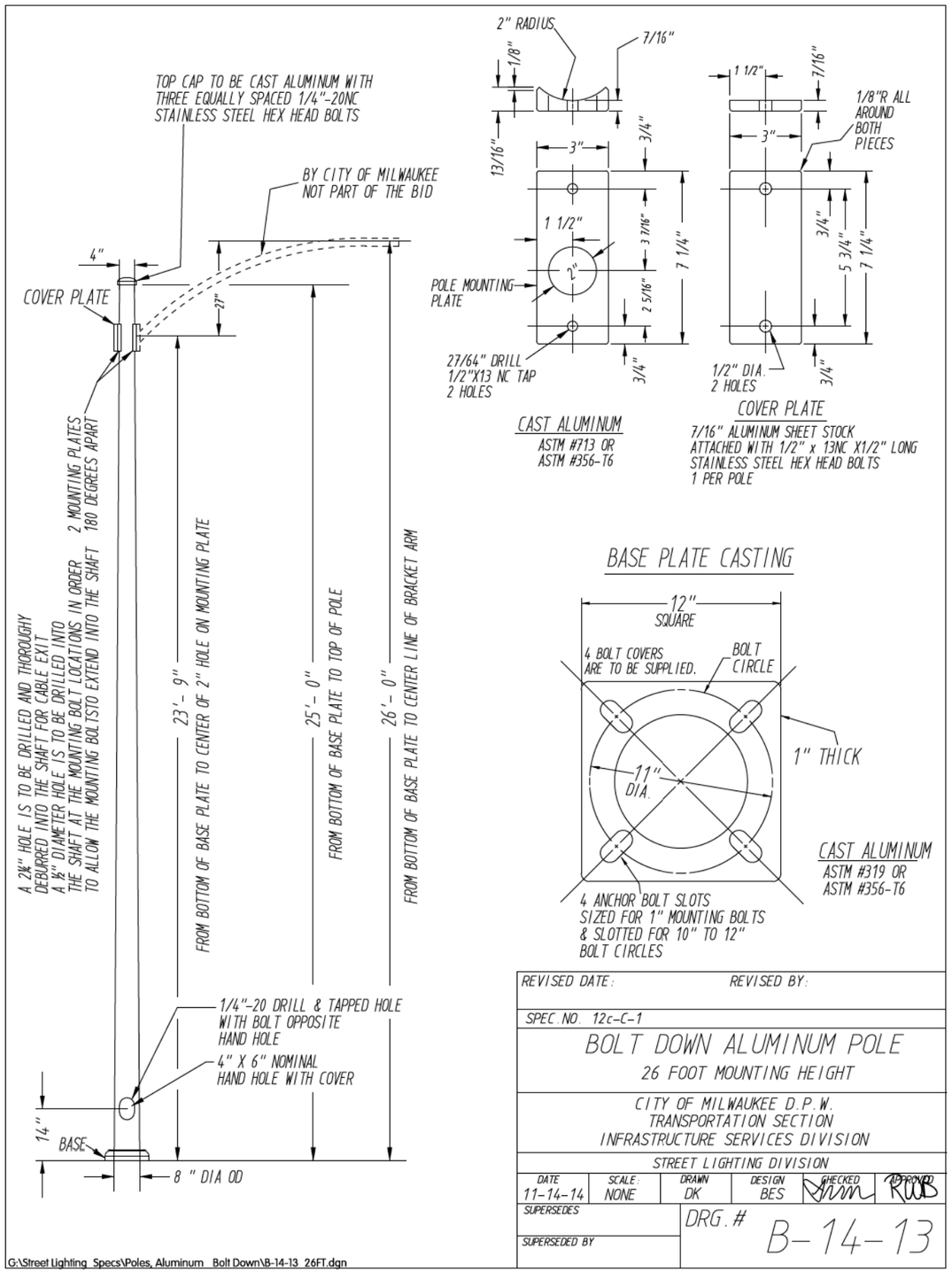
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SUPERSEDES

SUPERSEDED BY

DRG.# B-14-14

G:\DPW Infra\InfFieldOper\ElecSrv\ElecSrvStLight\Street Lighting Material Specs\Poles, Aluminum Bolt Down\B-14-14 30FT.dgn



REVISED DATE:	REVISED BY:
SPEC.NO. 12c-C-1	

BOLT DOWN ALUMINUM POLE

26 FOOT MOUNTING HEIGHT

CITY OF MILWAUKEE D.P.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

STREET LIGHTING DIVISION

DATE	SCALE:	DRAWN	DESIGN	CHECKED	APPROVED
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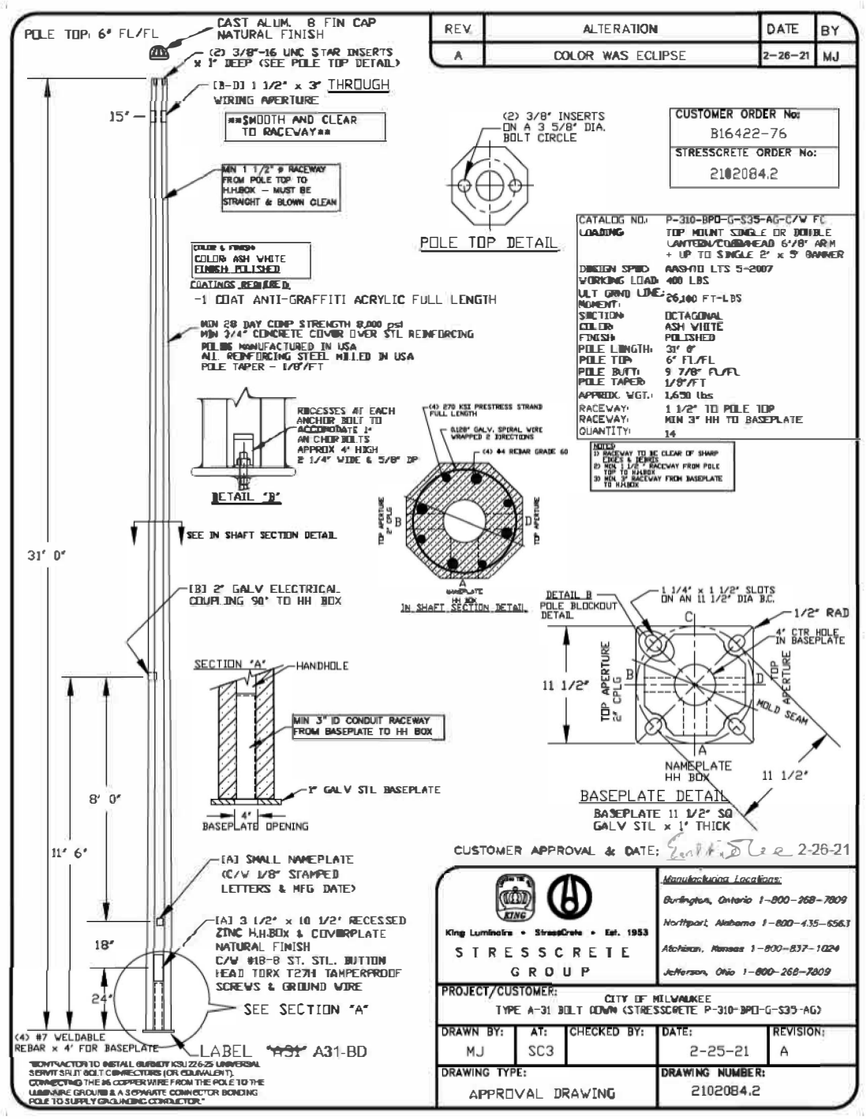
SUPERSEDES

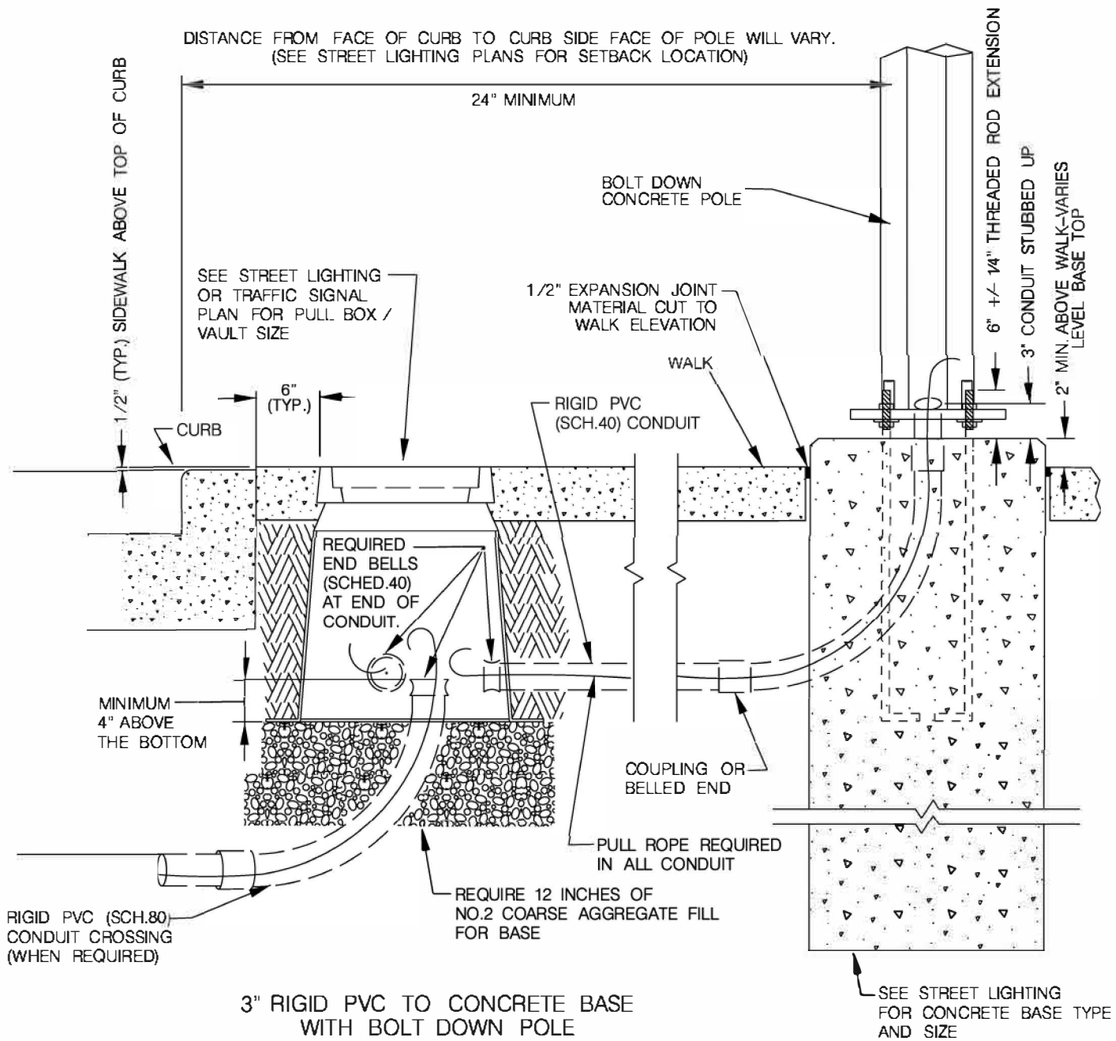
SUPERSEDED BY

DRG.# B-14-13

G:\Street Lighting Specs\Poles, Aluminum Bolt Down\B-14-13 26FT.dgn

2





3" RIGID PVC TO CONCRETE BASE WITH BOLT DOWN POLE

125 DETAIL

TYPICAL CONDUIT INSTALLATION FROM PULL BOX / VAULT TO CONCRETE BASE WITH BOLT DOWN CONCRETE POLE

2

REV.	ALTERATION	DATE	BY
A	ADDED 6'/8' ARM LENGTHS TO LOADING	6/8/18	RF

POLE TOP: 5 3/8" FL/FL

CAST ALUM. 4 FIN CAP

(2) 3/8"-16 UNC STAR INSERTS x 1" DEEP (SEE POLE TOP DETAIL)

[B-D] 1 1/2" x 3" THROUGH WIRING APERTURE

SMOOTH AND CLEAR TO RACEWAY

15'

MIN 1 1/2" ø RACEWAY FROM POLE TOP TO H.H.BOX - MUST BE STRAIGHT & BLOWN CLEAN

COLOR & FINISH: S35 ASH WHITE WHITE-0-00-LS

COATINGS REQUIRED: -1 COAT ANTI-GRAFFITI ACRYLIC FULL LENGTH

MIN 28 DAY COMP STRENGTH 8,000 psi
MIN 3/4" CONCRETE COVER OVER STL REINFORCING
POLES MANUFACTURED IN USA
ALL REINFORCING STEEL MILLED IN USA
POLE TAPER - 1/8"/FT

26' 0"

(2) 3/8" INSERTS ON A 3 5/8" DIA. BOLT CIRCLE

POLE TOP DETAIL

CUSTOMER ORDER No: PO261763

STRESSCRETE ORDER No: 1805012.2

CATALOG NO:	P-250-BPD-G-S35-AG-COM-C/W FC
LOADING:	TOP MOUNT SINGLE OR DOUBLE LANTERN/COBRAHEAD 6'/8' ARM + UP TO SINGLE 2' x 5' BANNER
DESIGN SPEC:	AASHTO LTS 5-2007
WORKING LOAD:	400 LBS
ULT GRND LINE MOMENT:	21,600 FT-LBS
SECTION:	OCTAGONAL
COLOR:	ASH WHITE
FINISH:	POLISHED
POLE LENGTH:	26' 0"
POLE TOP:	5 3/8" FL/FL
POLE BUTT:	8 5/8" FL/FL
POLE TAPER:	1/8"/FT
APPROX. WGT.:	1,200 lbs
RACEWAY:	1 1/2" TO POLE TOP
RACEWAY:	MIN 3" HH TO BASEPLATE
QUANTITY:	23

NOTES:
1) RACEWAY TO BE CLEAR OF SHARP EDGES & DEBRIS
2) MIN. 1 1/2" RACEWAY FROM POLE TOP TO H.H.BOX
3) MIN. 3" RACEWAY FROM B/G APERTURES TO H.H.BOX
4) BUY AMERICA CERTS REQUIRED
5) ALL STEEL MILLED IN USA EXCEPT HH SCREWS AND HEX BOLTS FOR CAP

SECTION "A"

HANDHOLE

MIN 3" ID CONDUIT RACEWAY FROM BASEPLATE TO HH BOX

1" GALV STL BASEPLATE

4" BASEPLATE OPENING

1 1/4" x 1 1/2" SLOTS ON AN 11 1/2" DIA B.C.

1/2" RAD

4" CTR HOLE IN BASEPLATE

11 1/2"

NAMEPLATE TOP APERTURE HANDHOLE BOX

TOP APERTURE

COLD SEAM

11 1/2"

BASEPLATE DETAIL

BASEPLATE 11 1/2" SQ GALV STL x 3/4" THICK

[B] SMALL NAMEPLATE (C/W 1/8" STAMPED LETTERS & MFG DATE)

[B] 3 1/2" x 10 1/2" RECESSED ZINC H.H.BOX & COVERPLATE C/W #18-8 ST. STL. BUTTON HEAD TORX T27H TAMPERPROOF SCREWS & GROUND WIRE

RECESS IN MOLD TO ALLOW FOR WIDER COVERPLATE

18"

24"

SEE SECTION "A"

(4) #7 WELDABLE REBAR x 4' FOR BASEPLATE

LABEL "A26"

"CONTRACTOR TO INSTALL BURNDY KSU22 6-25 UNIVERSAL SERVIT SPLIT BOLT CONNECTORS (OR EQUIVALENT). CONNECTING THE #6 COPPER WIRE FROM THE POLE TO THE LUMINAIRE GROUND & A SEPARATE CONNECTOR BONDING POLE TO SUPPLY GROUNDING CONDUCTOR."

CUSTOMER APPROVAL & DATE: 6.12.18

APPROVED

King Luminaire • StressCrete • Est. 1953

STRESSCRETE GROUP

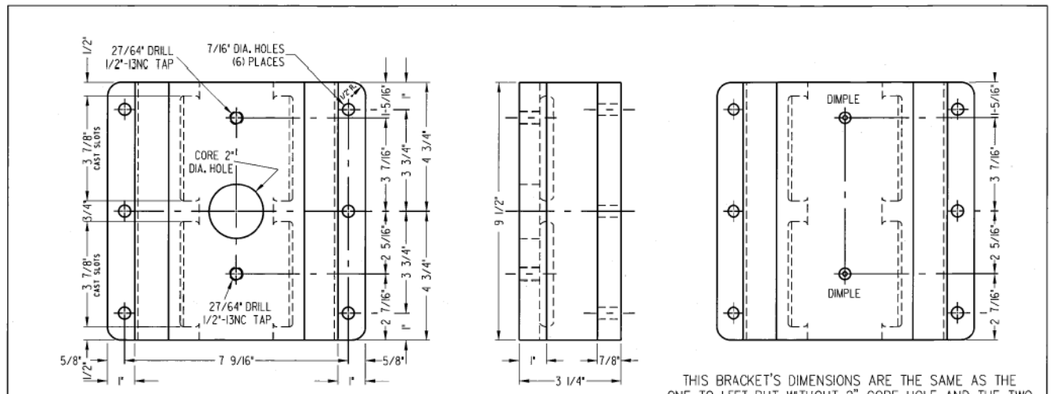
Manufacturing Locations:
Burlington, Ontario 1-800-268-7809
Northport, Alabama 1-800-435-6563
Atchison, Kansas 1-800-837-1024
Jefferson, Ohio 1-800-268-7809

PROJECT/CUSTOMER: CITY OF MILWAUKEE-WISCONSIN AVE
WIDOT ITEM #138136 - SPEC. DWG.# E-92-66
TYPE A-26 BOLT DOWN (STRESSCRETE P-260-BPD-G-S35-AG-COM)

DRAWN BY:	AT:	CHECKED BY:	DATE:	REVISION:
RF	SC3		5-7-18	A

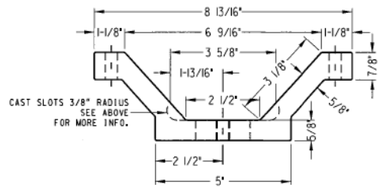
DRAWING TYPE: APPROVAL DRAWING

DRAWING NUMBER: 1805012.2



1/8" RAD. ALL AROUND EXCEPT WHERE NOTED

THIS BRACKET'S DIMENSIONS ARE THE SAME AS THE ONE TO LEFT BUT WITHOUT 2" CORE HOLE AND THE TWO TAP HOLES



NOTE:
BRACKET SHALL BE CAST FROM ASTM #319 OR 356 T6 ALUMINUM ALLOY

COMM.CODE ES #1210-120 FOR GREEN CLAMP
COMM.CODE ES #1210-121 FOR BLACK CLAMP

CITY OF MILWAUKEE D.P.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
STREET LIGHTING

J.O.# W.O.

LANTERN ARM BRACKET FOR 21 FT. & 26 FT. CONCRETE POLES

REVISIONS/REMARKS	DRAWN BY	DESIGNED BY	APPROVED BY	SURVEYED BY
D-92-7	DJM	RKS		KJD
D-92-8	DATE DRAWN 2/26/14	DATE DESIGNED 2/26/14	DATE BOARD 2/26/14	DATE SURVEYED 2/26/14
SCALE: NTS	DRAWN BY: DJK	REVISED DATE: 1-8-16	DRG.# C-14-4	SHEET 1 OF 1

09-JAN-2016 07:35

11x17

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED 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 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT 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.

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.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).~~

~~THE EQUIPMENT GROUNDING CONDUCTOR SHALL 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.~~

~~EXOTHERMIC WELD TO EQUIPMENT GROUNDING CONDUCTOR~~

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

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

ANCHOR RODS SHALL BE INSTALLED WITH ADJUSTMENTS OF LESS THAN 1/40 FROM VERTICAL. ANTISIEZE ON THREADS AND BOLTS PRIOR TO POLE PLACEMENT.

~~5/8" DIA. X 8'-0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED.~~

(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 BY THE ENGINEER.

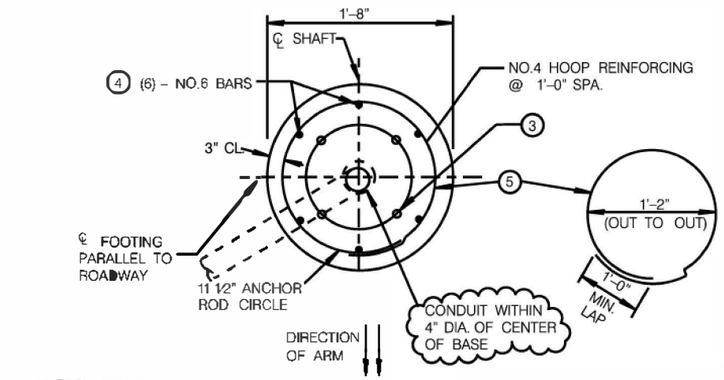
(2) (4) 6" +/- 1/4" ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

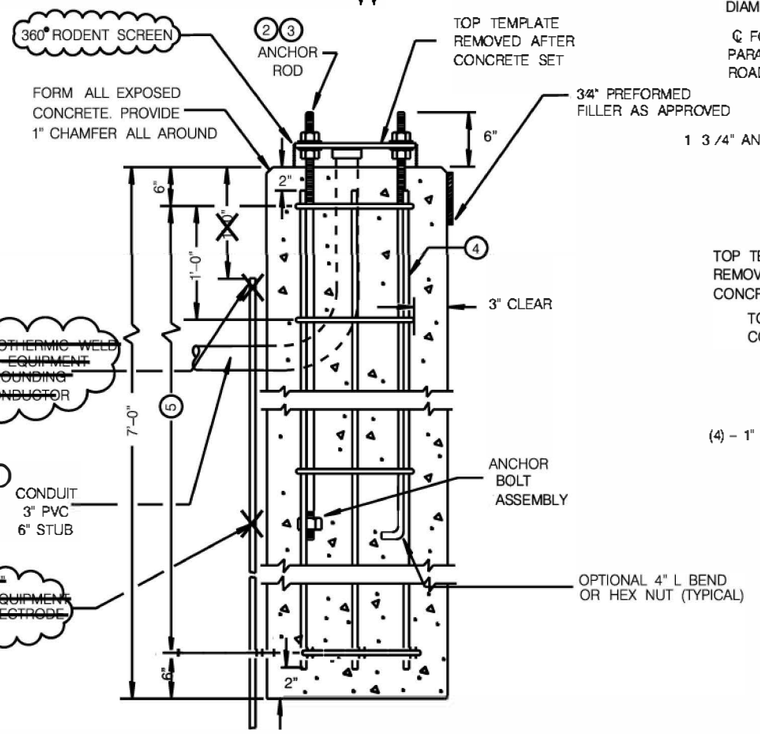
(3) (4) 1" DIA. x 5'-0" ANCHOR RODS.

(4) (4) NO. 6 x 6'-8" BAR STEEL REINFORCEMENT.

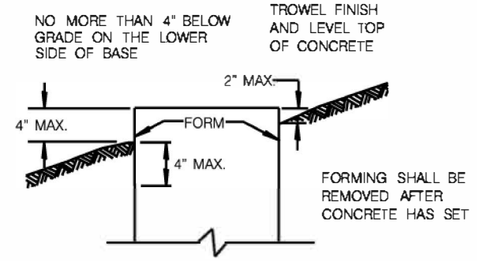
(5) (7) NO. 4 x 5'-1" BAR STEEL REINFORCEMENT @ 1'-0 c-c.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.

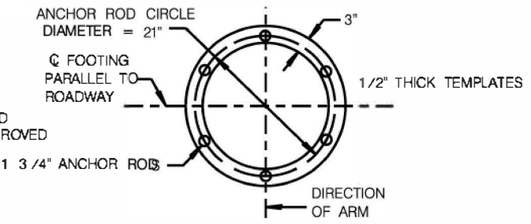




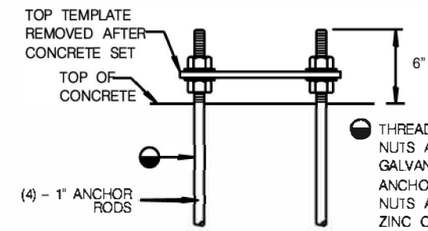
CONCRETE BASE TYPE 2 MODIFIED



FORMING DETAIL



TOP TEMPLATES



THREAD TOP 6" OF ANCHOR ROD FOR (2) NUTS AND (2) WASHERS AND GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR RODS (AASHTO M111) AND HOT-DIP NUTS AND WASHERS (AASHTO M232). USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 2 MODIFIED

ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	.57
LBS. OF HOOP BAR STEEL	23
LBS. OF VERTICAL BAR STEEL	60

CONCRETE BASE TYPE 2 MODIFIED

CITY OF MILWAUKEE

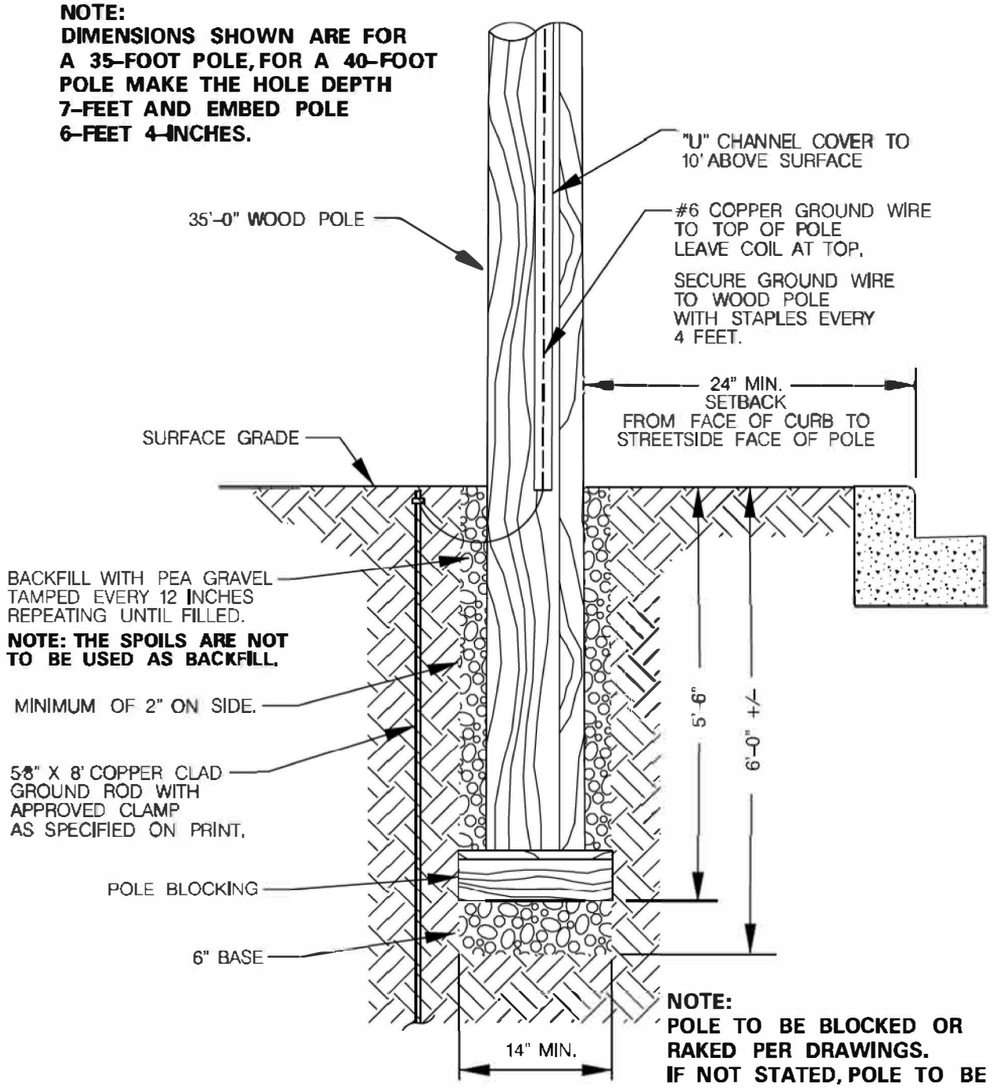
DEPARTMENT OF PUBLIC WORKS

REVISED 9/22/17 DATE — 25" & 31" CONCRETE BOLT DOWN REVISION

REVISED DATE — REVISION

PROJECT NO: 2568-00-71	HWY: N.DR.MLK JR.DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 59 E

NOTE:
DIMENSIONS SHOWN ARE FOR A 35-FOOT POLE, FOR A 40-FOOT POLE MAKE THE HOLE DEPTH 7-FEET AND EMBED POLE 6-FEET 4-INCHES.



NOTE:
POLE TO BE BLOCKED OR RAKED PER DRAWINGS.
IF NOT STATED, POLE TO BE PERPENDICULAR WITH GROUND

130A DETAIL — NOT TO SCALE

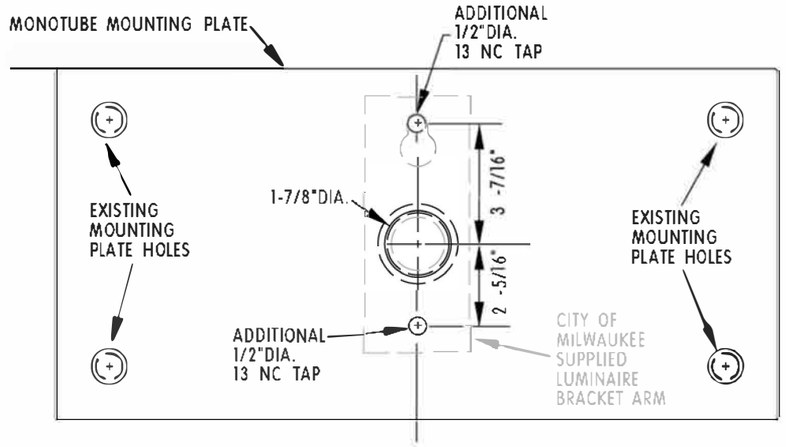
TYPICAL 35 FT.WOOD POLE INSTALLATION

SEE NOTE FOR 40 FOOT POLE

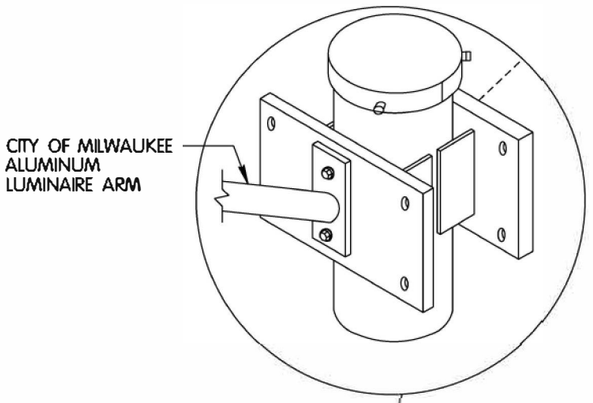
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

12-FEB-2022 15:26

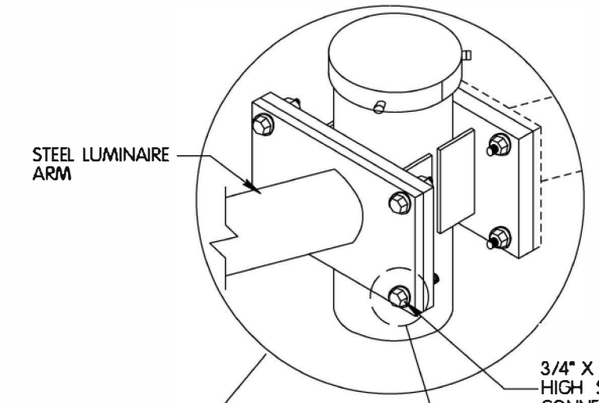
2



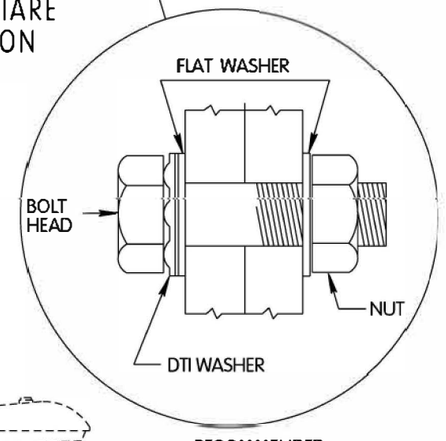
ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE
NOT TO SCALE



ALUMINUM LUMINIARE
ARM OPTION



STEEL LUMINIARE
ARM OPTION



RECOMMENDED
BOLT ASSEMBLY
DETAIL

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

15' MAXIMUM

EITHER AN ALUMINUM SINGLE
OR STEEL SINGLE
MEMBER LUMINAIRE ARM

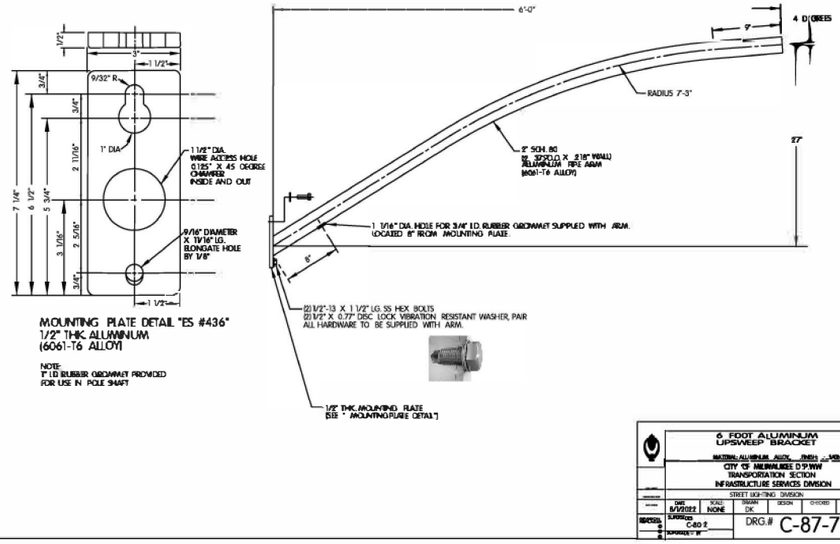
FIXED ARM ATTACHMENT
(CITY STANDARD AT 28'– 9")

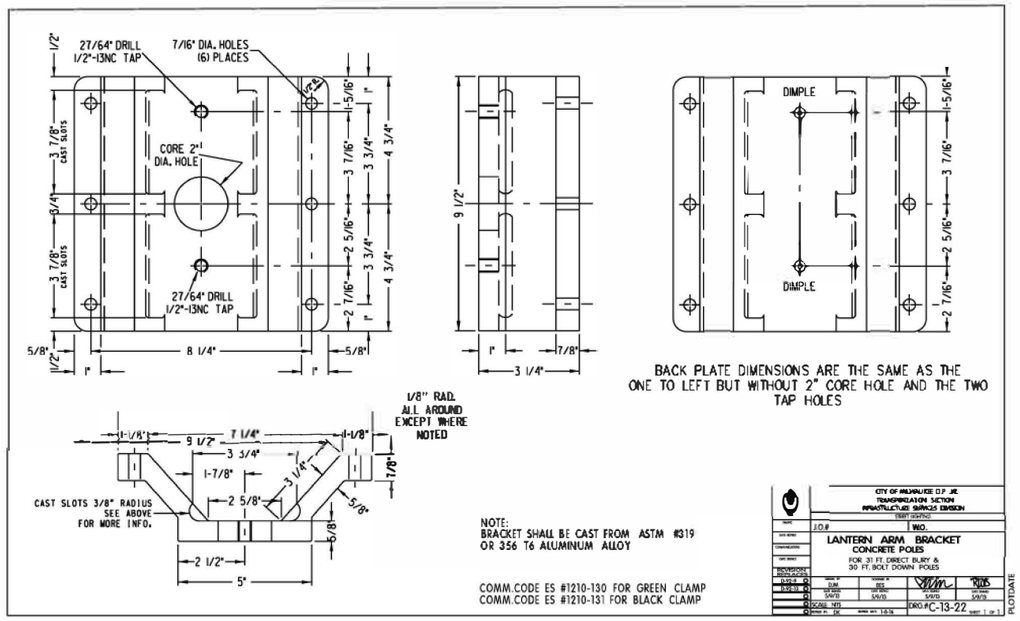
140 DETAIL — NOT TO SCALE

ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE FOR
POLES: TYPE 10
TYPE 13 SPECIAL
TYPE 13

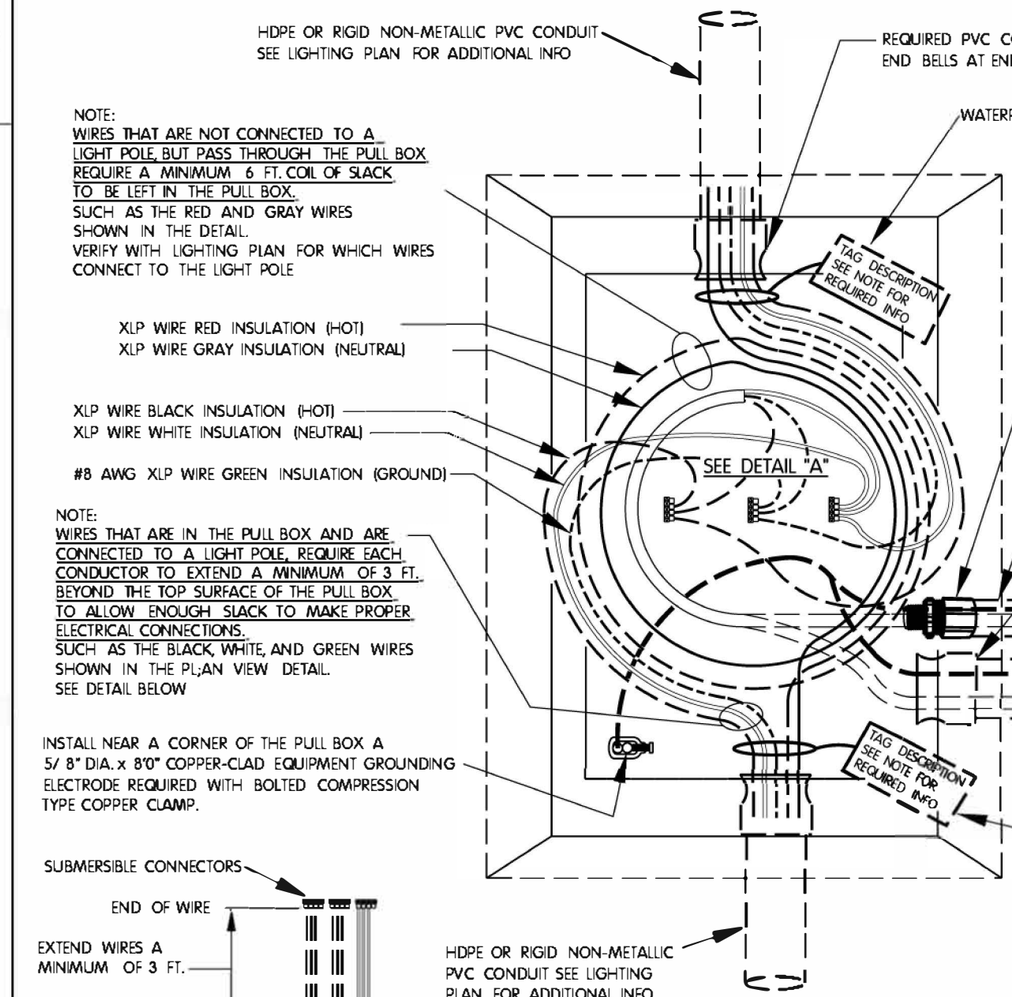
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: $$...PLOTUSER...$$ REVISION DATE: PLOTDATE
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR 03 2023

2


1/2"
3"
1 1/2"
3/4"
9/32" R.
1" DIA.
1 1/2" DIA. WIRE ACCESS HOLE 0.125" X 45 DEGREE CHAMFERED INSIDE AND OUT
9/16" DIAMETER X 13/16" LG. ELONGATE HOLE 8Y 1/8"
7 1/4"
6 1/2"
5 3/4"
3 7/16"
2 5/16"
MOUNTING PLATE DETAIL "ES #436"
1/2" THK. ALUMINUM
(6061)-T6 ALLOY)
NOTE:
1" I.D. RUBBER GROMMET PROVIDED FOR USE IN POLE SHAFT
6'-0"
7"
4 DEGREES
RADIUS 7'-3"
27"
8" SCH. 80
(O. 322(I.D. X .218" WALL)
ALUMINUM PIPE ARM
(6061-T6 ALLOY)
1 1/16" DIA. HOLE FOR 3/4" I.D. RUBBER GROMMET SUPPLIED WITH ARM.
LOCATED 8" FROM MOUNTING PLATE.
8"
(2) 1/2"-13 X 1 1/2" LG. SS HEX BOLTS
(2) 1/2" X 0.77" DSC. LOCK VIBRATION RESISTANT WASHER, PAIR
ALL HARDWARE TO BE SUPPLIED WITH ARM.
1/2" THK. MOUNTING PLATE
(SEE " MOUNTING PLATE DETAIL")
6 FOOT ALUMINUM
UPSWEEP BRACKET
MATERIAL: ALUMINUM ALLOY, 6061-T6 ASTM
CITY OF MILWAUKEE D.P.W.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
STREET LIGHTING DIVISION
DATE 8/1/2022
SCALE: NONE
DRAWN: DK
DESIGN
CHECKED
APPROVED
SURVEY C-60 #
CONTRACT #
DRG.# C-87-76


1/2"
27/64" DRILL
1/2"-13NC TAP
7/16" DIA. HOLES
(6) PLACES
CORE 2" DIA. HOLE
27/64" DRILL
1/2"-13NC TAP
3 7/8" CAST SLOTS
3/4"
5/16"
1"
3 7/16"
3 3/4"
4 3/4"
2 5/16"
2 7/16"
5/8"
1/2"
8 1/4"
9 1/2"
3 1/4"
7/8"
DIMPLE
DIMPLE
BACK PLATE DIMENSIONS ARE THE SAME AS THE ONE TO LEFT BUT WITHOUT 2" CORE HOLE AND THE TWO TAP HOLES
1/8" RAD. ALL AROUND EXCEPT WHERE NOTED
1-1/8"
9 1/2"
7 1/4"
3 3/4"
1-7/8"
2 5/8"
1/8"
CAST SLOTS 3/8" RADIUS SEE ABOVE FOR MORE INFO.
2 1/2"
5"
NOTE:
BRACKET SHALL BE CAST FROM ASTM #319 OR 356 T6 ALUMINUM ALLOY
COMM.CODE ES #1210-130 FOR GREEN CLAMP
COMM.CODE ES #1210-131 FOR BLACK CLAMP
CITY OF MILWAUKEE D.P.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
J.O.#
W.O.
LANTERN ARM BRACKET
CONCRETE POLES
FOR 31 FT. DIRECT BURY &
30 FT. BOLT DOWN POLES
DRAWN BY: DJM
DESIGNED BY: JES
CHECKED BY: SWD
APPROVED BY: SWD
SCALE: NTS
DRG.# C-13-22
PLOTDATE

2



PLAN VIEW

NOT TO SCALE

USE WHEN CONNECTING TO DIRECT BURIED POLE

USE 1 1/2 INCH NYLON LIQUIDTIGHT CONNECTOR (STRAIGHT GRAY)
WHEN CONNECTING 1 1/2 INCH NONMETALLIC LIQUIDTIGHT FLEXIBLE CONDUIT TO A PULL BOX.

USE 1 1/2 INCH NONMETALLIC LIQUIDTIGHT FLEXIBLE CONDUIT TYPE LFNC-B WHEN CONNECTING TO A DIRECT BURIED POLE.

USE WHEN CONNECTING TO CONCRETE LIGHT BASE

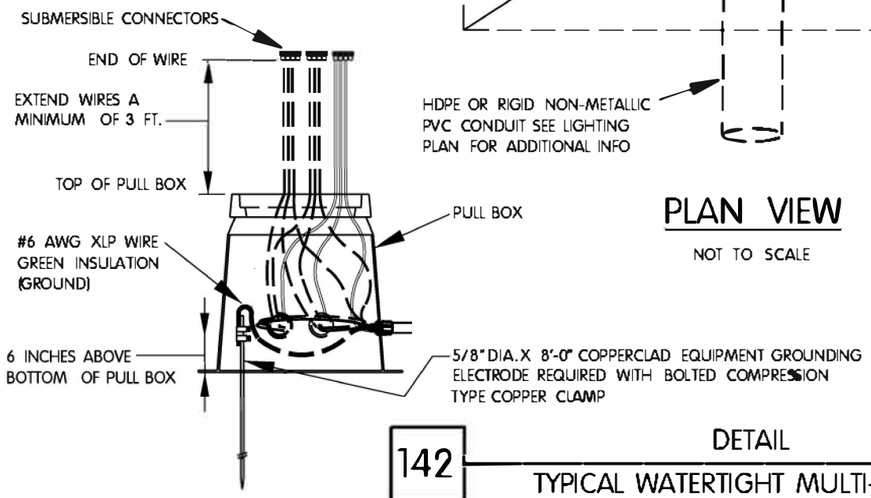
USE PVC CONDUIT END BELLS WHEN CONECTING RIGID NONMETALLIC CONDUIT TO A PULL BOX.

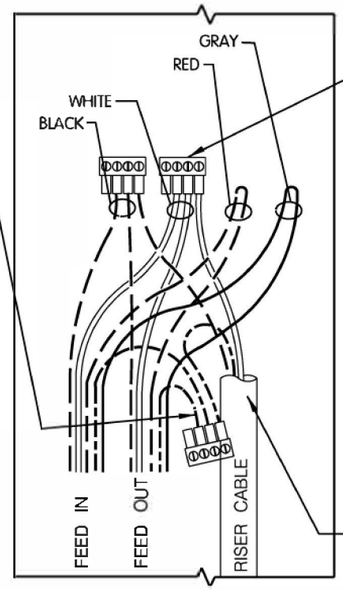
USE RIGID NONMETALLIC CONDUIT SCHEDULE 40 TO CONNECT TO CONCRETE LIGHT BASE.

#6 AWG XLP WIRE GREEN INSULATION (GROUND) GOES TO GOUNDING LUG IN HAND HOLE OF POLE

RISER CABLE
2#12 AWG "UF" TYPE WITH GROUND
NOTE - ONE RISER CABLE RUN PER LUMINIAIRE ON POLE

WATERPROOF CABLE TAG





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 CABLE WITHOUT SPLICES TO HAND HOLE ON POLE (PER LUMINAIRE)

DETAIL "A"

CONNECTIONS WITHIN PULL BOX
NOT TO SCALE

REQUIRED WATERPROOF TAGGING:

WHEN THERE IS MORE THAN ONE CIRCUIT, BUNDLE THE CIRCUIT CONDUCTORS WITH NYLON CABLE TIES OR ENGINEER APPROVED ELECTRICAL TAPE AT ACCESS POINTS.

AT EACH PULL BOX, IDENTIFY THE LINE SIDE OF EACH CIRCUIT WITH AN ATTACHED TAG USING A FADE-RESISTANT WATERPROOF BLACK MARKER PEN AND PROVIDE THE FOLLOWING INFO:

CIRCUIT ID: (CIR.WD-E)
LINE SIDE COMING FROM UNIT 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.

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 WATERTIGHT MULTI-PORT CONNECTIONS

SPLICING CONDUCTORS WITHIN THE PULL BOX

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: HICKMAN REVISION DATE: 3-MAR-2023 15:12
APPROVED REVISION BY: APPROVED REVISION DATE: MAR 03-2023
E.BERTRAN

PROJECT NO. 2568-00-71	HWY: N. DR MLK JR DR	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 63	E

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 3 AMP 250 VOLT FUSES, FROM THE RECOMMENDED FUSE LIST FROM THE IN-LINE FUSE HOLDER MANUFACTURER.

USE WATERPROOF AND TEAR RESISTANT CABLE TAGS/LABELS AT EACH PULL BOX, TO IDENTIFY THE LINE SIDE OF EACH CIRCUIT USING A FADE-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.

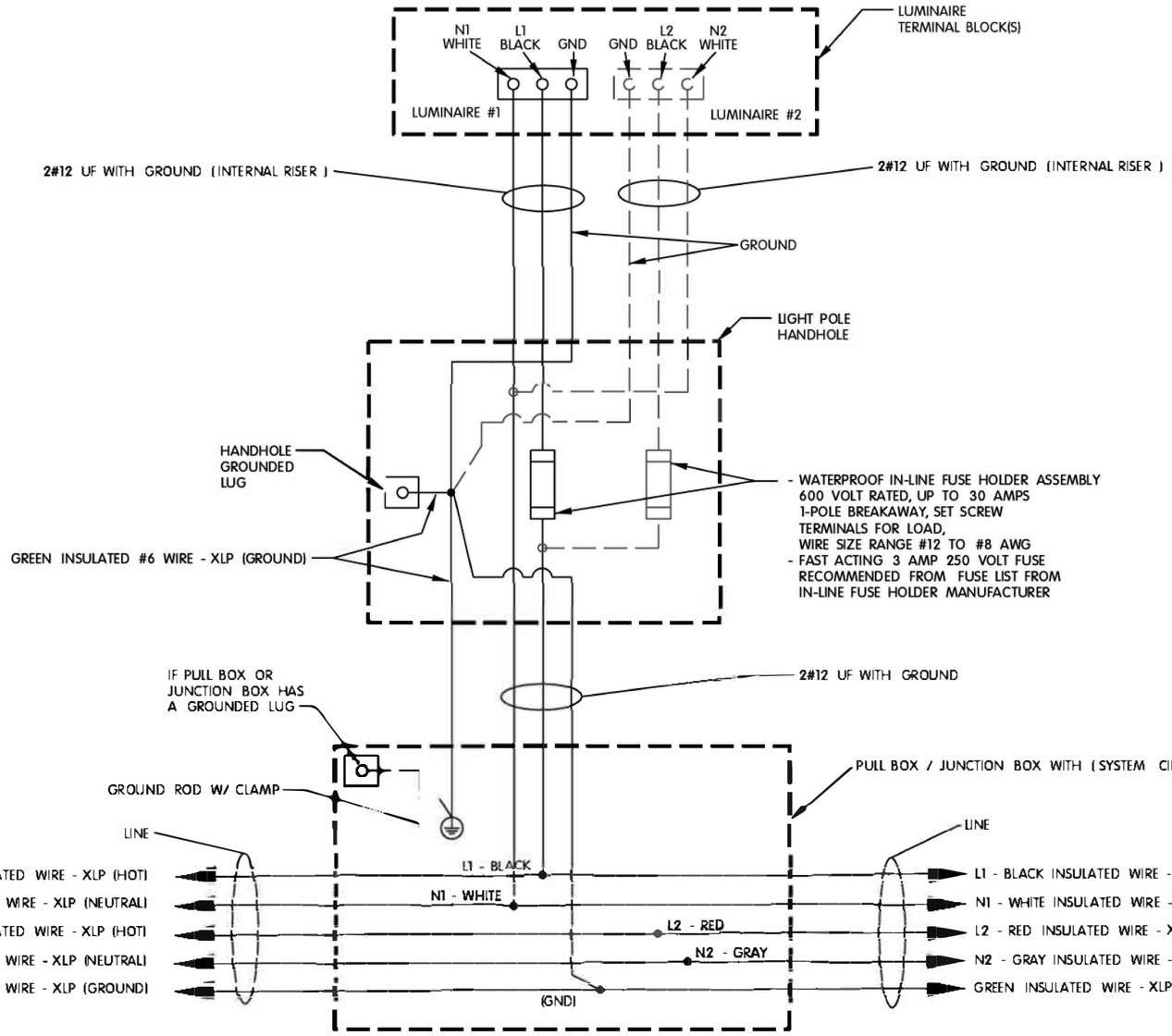
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

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

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

LEGEND

BLACK & RED	UNGROUNDED SYSTEM CIRCUIT CONDUCTORS (L1 & L2)
WHITE & GRAY (N)	GROUNDED SYSTEM CIRCUIT CONDUCTORS (N1 & N2)
GREEN (GND)	EQUIPMENT GROUNDING CONDUCTOR
	HANDHOLE GROUNDED LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	TERMINAL
	SPLICE
	CONDUCTOR
	GROUND ROD



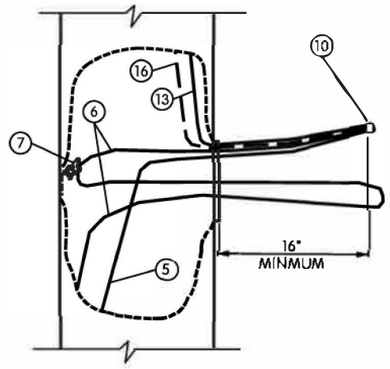
TYPICAL WIRING DIAGRAM
TWO SEPARATE NEUTRALS SYSTEM
240 / 480VAC 4 WIRE

145 ELECTRICAL DETAILS STRUCTURE MOUNT
LIGHT POLES SEPARATED NEUTRALS SYSTEM — NOT TO SCALE

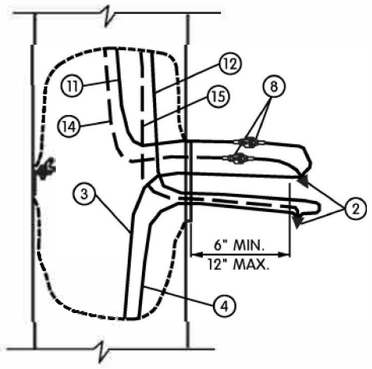
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: HICKMAN REVISION DATE: 24-FEB-2023 09:30
APPROVED REVISION DATE: FEB 24-2023

PROJECT NO. 2568-00-71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 64	E

2

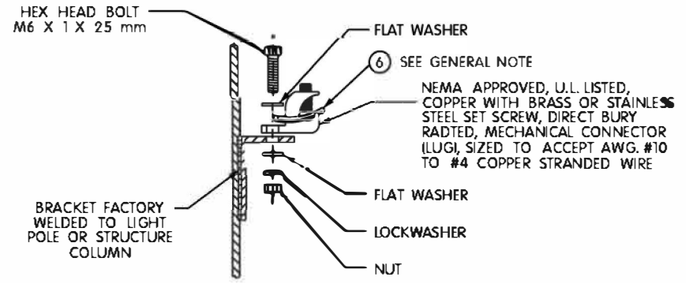


EQUIPMENT GROUNDING
CONDUCTOR SLACK



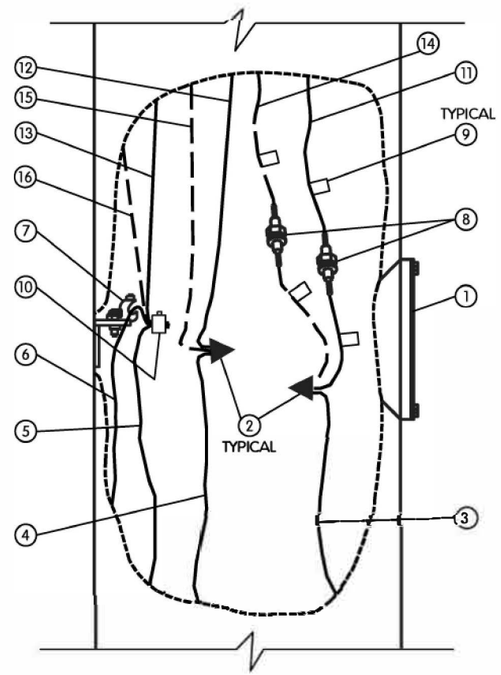
UNGROUNDED CONDUCTOR SLACK
(AND GROUNDED NEUTRAL SLACK
IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



HANDHOLE GROUNDING LUG

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



CUTAWAY HANDHOLE DETAIL

SEPARATED NEUTRAL SYSTEMS
SINGLE PHASE

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

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



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

WATERPROOF IN-LINE FUSE HOLDER ASSEMBLY

CONDUCTOR COLOR CODES

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

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

GENERAL NOTES

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

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

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

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

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

146 ELECTRICAL HANDHOLE WIRING DETAIL — NOT TO SCALE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION DATE: 24-FEB-2023 09:39
APPROVED REVISION DATE: FEB 24-2023

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
4 EA	40' WOOD POLES, CLASS 4
525 LF	3#6 AL TRIP.EX
110 LF	3#12UF-B
5 EA	6' WP ARM, LED COBRA
4 EA	RISER

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

N

W. WRIGHT ST.

EXISTING DIRECT BURY 3#8/1#8LTP CIR.T2N-E TO REMAIN IN SERVICE

#318Ⓡ 26' DIRECT BURY ALUMINUM 6' MITCHELL ARM 250W HPS COBRA TO REMAIN IN SERVICE

NOTE 1 (CIR.T4C-A) Ⓑ #2459 26' DIRECT BURY TYPE P 6' MITCHELL ARM 250W HPS COBRA TO REMAIN FOR TEMP LIGHTING STA.26+35.5;32.5'LT

240/480V DIRECT BURY 3#8/1#8LTP 2' BACK OF CURB TO REMAIN IN SERVICE

DISCONTINUE 3#8/1#8LTP CIR.T4CA Ⓑ

#303 40' WOOD POLE 6' ARM, 3LED2 LUM. STA.27+07.0;29.0'LT

NOTE 3 (CIR.T4C-A) 3#12UF-B CIR.T4C-A

#302 26' DIRECT BURY CONC. 6' ARM, HPS COBRA LUM. TO BE REMOVED STA.27+43.5;48.5'LT

#2501Ⓡ 40' WOOD POLE 6' ARM, 3LED2 COBRA LUM. STA.28+54.0;41.0'LT

REMOVE EXISTING AERIAL CABLE AFTER TEMP LIGHTING IN SERVICE

#2481 REMOVE COMPLETELY DIRECT BURY 26' TYPE P POLE 6' CAPPED ARM 250W HPS COBRA STA.26+92.5;33.0'LT

DISCONTINUE 3#8/1#8LTP CIR.T4CA

3#6AL TRIPLEX CIR.T4C-A

#2505Ⓑ EXISTING TO REMAIN FOR TEMP. LIGHTING HEADSPLICE LUM. STA.27+92.5;33.5'LT

3#6AL TRIPLEX CIR.T4C-A

Ⓡ NOTE 1 (CIR.T4C-A) #2509 26' RED TYPE P DIRECT BURY CONC. TENON CAP HPS MILWAUKEE LANTERN & ARM 4"X4"X36" WIRING PED TO REMAIN IN SERTVICE STA.28+32.5;33.5'LT

CONC. BUS PAD

DISCONTINUE 3#8/1#8LTP CIR.T4CA

REMOVE EXISTING AERIAL CABLE AFTER TEMP LIGHTING IN SERVICE

CAUTION 3#8/1#8LTP IN 2.5" CONDUIT TO REMAIN IN SERVICE

N. DR. MLK JR. DR.

EXISTING AERIAL CABLE TO REMAIN

3#6AL TRIPLEX CIR.T4C-A

NOTE 3 (CIR.T4C-A) 3#6 AL TRIPLEX CIR.T4C-A

DISCONTINUE 3#8/1#8LTP CIR.T4CA

REMOVE EXISTING AERIAL CABLE AFTER TEMP LIGHTING IN SERVICE

NOTE 3 (CIR.T4C-A) 3#6 AL TRIPLEX CIR.T4C-A

DISCONTINUE 3#8/1#8LTP CIR.T4CA

3#6 AL TRIPLEX CIR.T4C-A

CAUTION 3#8/1#8LTP IN 2" CONDUIT TO REMAIN IN SERVICE

CAUTION 240/480V TO BE REUSED

NOTE 1 (CIR.T4C-A) Ⓑ #2468 26' DIRECT BURY TYPE P 6' MITCHELL ARM 250W HPS COBRA TO REMAIN IN SERVICE ACCESS UG CIRCUITRY VIA WIRING PEDESTAL STA.26+14.0;25.5'RT

#2502 26' DIRECT BURY CONC. TENON CAP MILWAUKEE LANTERN 4"X4"X36" WIRING PED. TO BE REMOVED Ⓑ STA.37+55.5;25.5'RT

#2508 H17 CONC. LIGHT POLE HPS HARP FIXTURE TO BE REMOVED STA.28+33.5;25.5'RT

Ⓡ NOTE 1 (CIR.T4C-A) #2520 26' RED TYPE P DIRECT BURY CONC. TENON CAP HPS MILWAUKEE LANTERN & ARM 4"X4"X36" WIRING PED TO REMAIN IN SERTVICE STA.29+9.0;25.5'LT

#2502 40' WOOD POLE 6' ARM, 3LED2 COBRA LUM. STA.27+52.0;42.0'RT

#2484Ⓡ 40' WOOD POLE 2EA.-6' ARM 3LED2 COBRA LUM. ORIENTED AS SHOWN STA.26+98.0;40.5'RT

REMOVE EXISTING AERIAL CABLE AFTER TEMP LIGHTING IN SERVICE

#237 26' DIRECT ALUMINUM 6' ARM, HPS COBRA LUM 4"X4"X36" WIRING PED. REMOVE COMPLETELY STA.27+05.0;25.5'RT

135' 3#12UF-B CIR.T4C-A

DISCONTINUE 3#8/1#8LTP CIR.T4CA

HEADSPLICE UF-B TO LUMINAIRE

EXIST. AERIAL SIGNAL SERVICE

#219Ⓑ 26' DIRECT BURY ALUMINUM 6' MITCHELL ARM 250W HPS COBRA TO REMAIN IN SERVICE STA.27+05.0;169.0'RT

W. WRIGHT ST.

SUBSTATION T4C PAD MOUNT ENCLOSURE IS LOCATED IN SOUTH TERRACE OF W. WRIGHT ST. INTERSECTION OF N. VEL R PHILLIPS

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

CAUTION

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

NOTES:

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

SCALE, FEET 0 40

PROJECT NO: 2568–00–71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	TEMPORARY LIGHTING PLAN	SHEET 66 E

2

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
5 EA	40' WOOD POLES, CLASS 4
300 LF	3#6 AL TRIPLEX
200 LF	3#12UF-B
5 EA	6'WP ARM, LED COBRA
2 EA	RISER

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

N

240/480V EXISTING DIRECT BURY 2#8/1#8LTP CIR.T2N-C TO BE DISCONTINUED

#2609 30' DIRECT BURY CONC. TYPE P TENON CAPPED MILWAUKEE LANTERN TO REMAIN FOR TEMP. LIGHTING STA.34+93.5;33.5'LT

REMOVE EXISTING AERIAL CABLE

#2605 EXISTING H17 CONC. MILWAUKEE HARP REMOVE COMPLETELY

N. DR. MLK JR. DR.

35+00

+50

34+00

+50

33+00

+50

CONC BUS PAD

#2610 EXISTING H17 CONC. MOGUL BASE MILWAUKEE HARP S1LED4 45W SCREW-IN LED BULB 3#12UF INTERNAL RISER TO REMAIN STA.34+94.5;26.5'RT

3#12UF CIR.T2N-D

REMOVE EXISTING AERIAL CABLE

130A Ⓡ #2602 40' WOOD POLE 2EA.-6' ARM, 3LED2 COBRA LUM. ORIENTED AS SHOWN STA.34+13.0;40.50'RT

130A #302 40' WOOD POLE 2EA.-6' ARM, 2LED2 COBRA LUMS ORIENTATE AS SHOWN STA.34+2.5;55.5'LT

#304 26' DIRECT BURY AL 6' ARM, 2LED2 COBRA REMOVE COMPLETELY STA.34+2.5;68.0'LT

DISCONTINUE 3#8/1#8LTP CIR.T2N-D

NOTE 3 (CIR.T2N-D) 3#6AL TRIPLEX CIR.T2N-D

240/480V DIRECT BURY 3#8/1#8LTP CIR.T2N-D TO REMAIN FOR REUSE

NOTE 3 (CIR.T2N-D) 3#6AL TRIPLEX CIR.T2N-D

#322 40' WOOD POLE 6' ARM, 2LED2 COBRA STA.34+2.5;124.5'LT 130A

3#6AL TRIPLEX CIR.T2N-D

31' CONC. UD POLE TO BE REMOVED STA.34+14.5;25.5'RT

NOTE 3 (CIR.T2N-D) 3#12UF CIR.T2N-D

NOTE 3 (CIR.T2N-D) 3#12UF CIR.T2N-D

130A #220 40' WOOD POLE 6' ARM, 3LED2 COBRA LUM. STA.34+0.0;144.0'RT

W. CLARKE ST.

W. CLARKE ST.

3#6AL TRIPLEX CIR.T2N-D

45' WEPCO

REMOVE EXISTING AERIAL CABLE

REMOVE EXISTING AERIAL CABLE

DISCONTINUE 3#8/1#8LTP CIR.T2N-D

NOTE 1 (CIR.T2N-D) #323 26' DIRECT BURY AL 6' ARM 2LED2 COBRA LUM 4"X4"X36" WIRING PED TO REMAIN IN SERVICE STA.33+67.5;222.0'LT

130A 40' WOOD POLE STA.33+67.5;191.0'LT

DIRECT BURY 3#8/1#8LTP CIR.T2N-D DISCONNECTED BY BES CONTRACTOR TO LOCATE AND COIL WITH SUFFICIENT ALLOWANCE FOR INLINE SPLICING TO INTERSECTION LIGHTING CIRCUITRY STA.33+67.5;191.0'LT

DISCONTINUE 3#8/1#8LTP CIR.T2N-D

#2579 31' CONC. UD POLE TENON CAP MILWAUKEE LANTERN TO REMAIN FOR TEMP LIGHTING REMOVE 4"X4"X36"WIRING PED STA.33+47.5;33.5'LT

DISCONTINUE 3#8/1#8LTP CIR.T2N-D

#235 EXISTING WEPCO WOOD POLE 6' WOOD POLE ARM HPS COBRA LUM. TO REMAIN FOR TEMP LIGHTING STA.33+67.0;45.5'RT

EXISTING WEPCO WOOD POLE REMOVE THE FOLLOW MATERIALS: 6' WOOD POLE ARM 2LED2 COBRA LUM. SECONDARY RISER WITH COVER 4"X4"X36" WIRING PEDESTAL STA.33+67.0;183.5'RT

EXISTING AERIAL TRIPLEX LIGHTING CABLE TO REMAIN FOR TEMP LIGHTING

#2576 H17 CONCRETE PEDESTRIAN POLE MILWAUKEE HARP REMOVE COMPLETELY STA.34+94.5;26.5'RT

NOTE 1 (CIR.T2N-D) 31' CONC. UD POLE TO REMAIN FOR TEMP LIGHTING STA.32+71.5;26.5'RT

3#8/1#8LTP CIR.T2N-D TO REMAIN IN SERVICE

DISCONTINUE 3#8/1#8LTP CIR.T2N-D

REMOVE EXISTING AERIAL CABLE

#2567 H17 CONCRETE PEDESTRIAN POLE MILWAUKEE HARP REMOVE COMPLETELY STA.32+66.5;35.5'LT

N. DR. MLK JR. DR.

240/480V TO BE REUSED

SUBSTATION T2N PAD MOUNT ENCLOSURE IS LOCATED IN WEST TERRACE OF N. 7TH STREET APPROXIMATELY 100' EXTENDED NORTH CURB LINE OF W. CENTER STREET.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

CAUTION

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

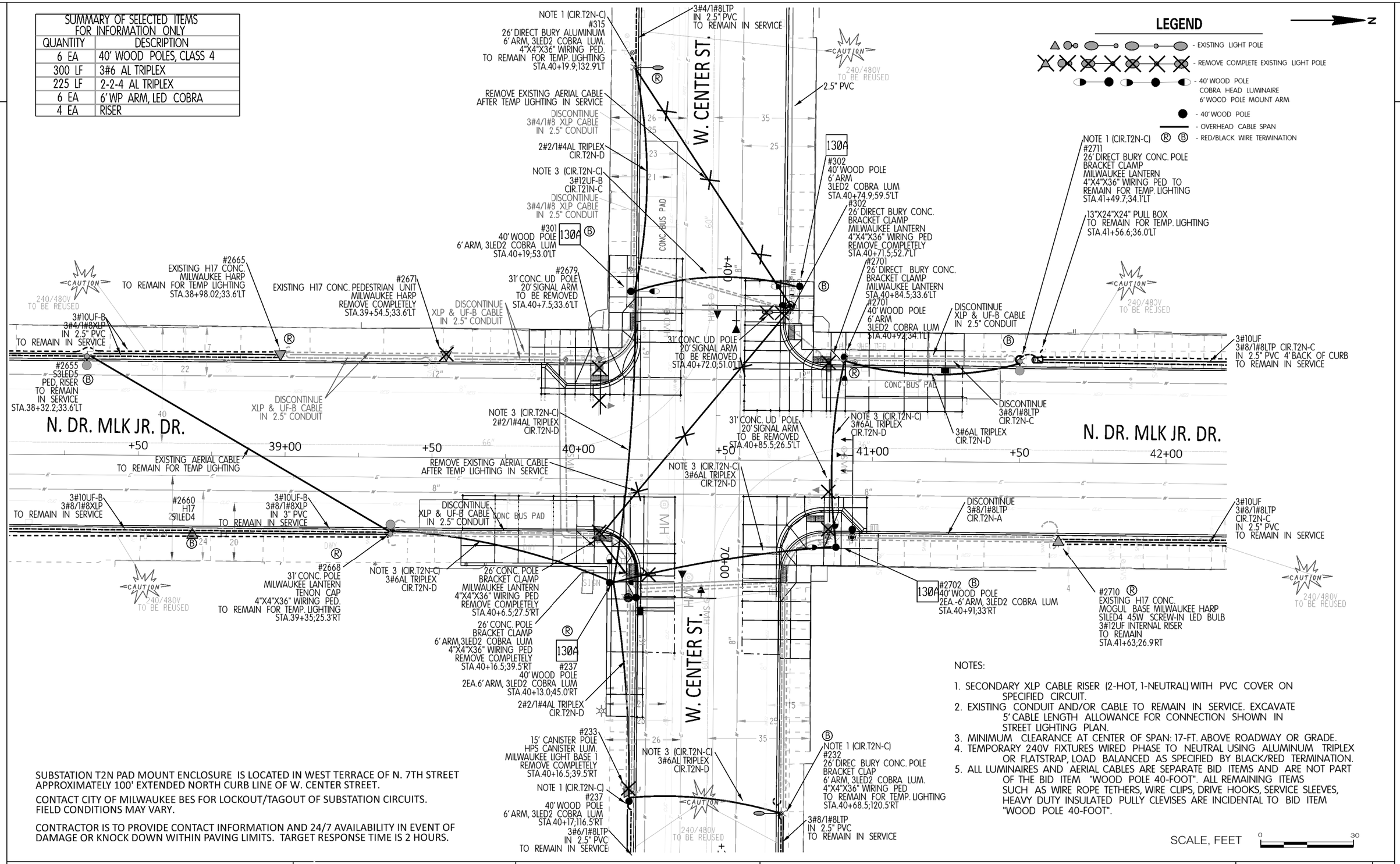
NOTES:

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

SCALE, FEET 0 30

PROJECT NO: 2568–00–71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	TEMPORARY LIGHTING PLAN	SHEET 67	E

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
6 EA	40' WOOD POLES, CLASS 4
300 LF	3#6 AL TRIPLEX
225 LF	2-2-4 AL TRIPLEX
6 EA	6' WP ARM, LED COBRA
4 EA	RISER



SUBSTATION T2N PAD MOUNT ENCLOSURE IS LOCATED IN WEST TERRACE OF N. 7TH STREET APPROXIMATELY 100' EXTENDED NORTH CURB LINE OF W. CENTER STREET.

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

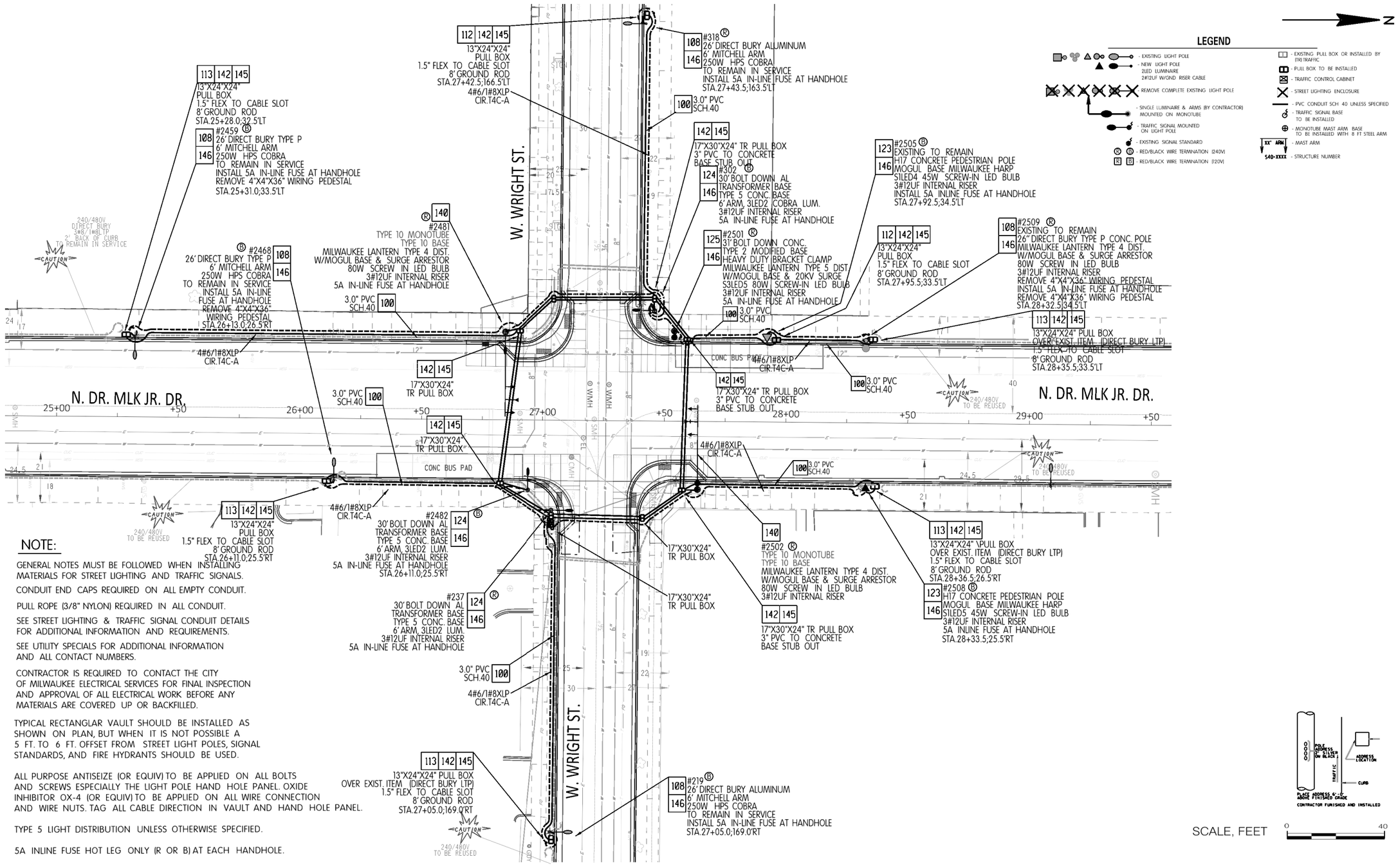
NOTES:

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

SCALE, FEET 0 30

PROJECT NO: 2568–00–71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	TEMPORARY LIGHTING PLAN	SHEET 68	E

2



PROJECT NO: 2568–00–71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 69 E

NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

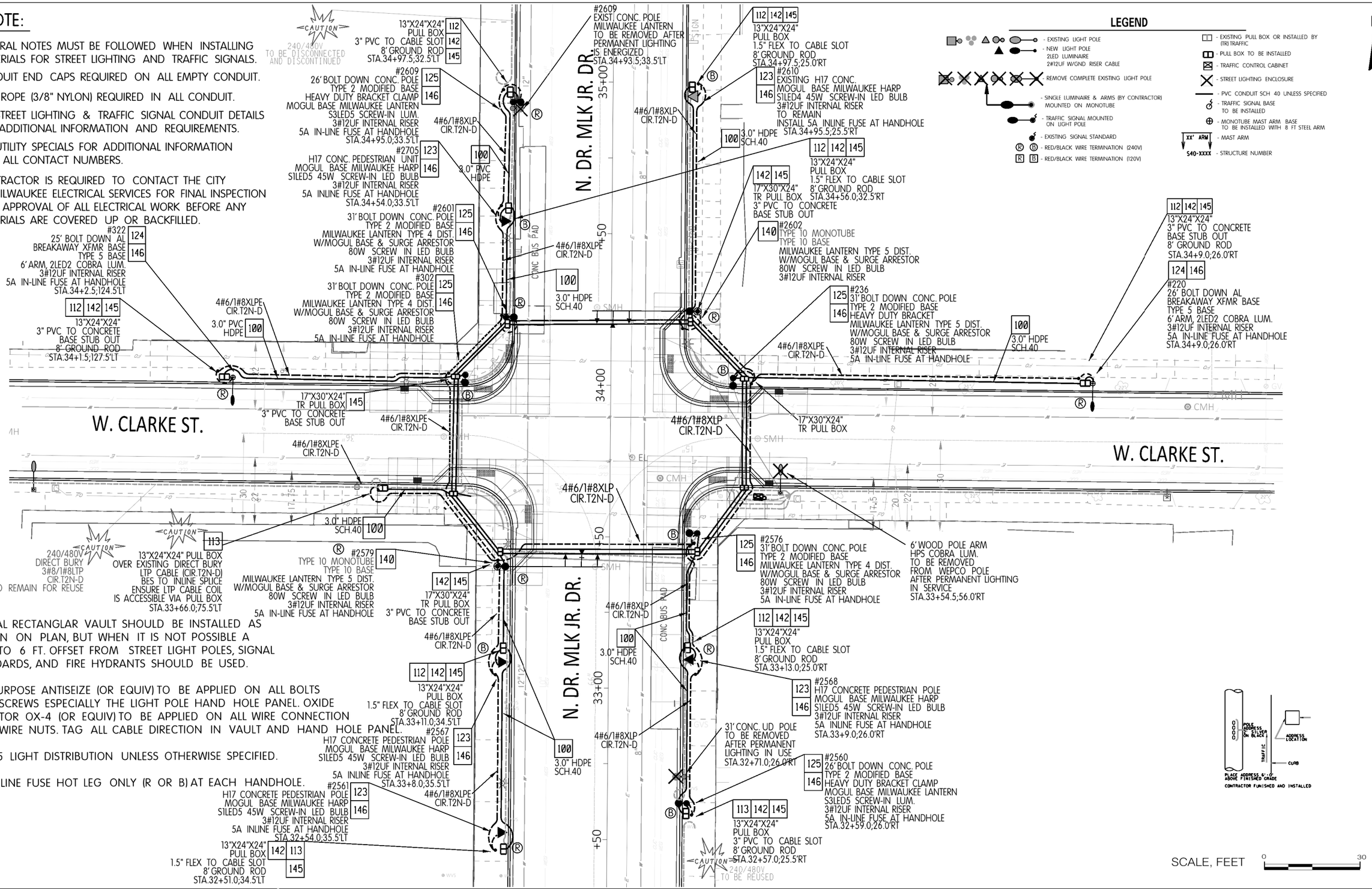
CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

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

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

TYPE 5 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

5A INLINE FUSE HOT LEG ONLY (R OR B) AT EACH HANDHOLE.



PROJECT NO: 2568–00–71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 70	E

2

LEGEND

- EXISTING LIGHT POLE
- NEW LIGHT POLE 2LED LUMINAIRE 2#12UF W/GND RISER CABLE
- REMOVE COMPLETE EXISTING LIGHT POLE
- SINGLE LUMINAIRE & ARMS (BY CONTRACTOR) MOUNTED ON MONOTUBE
- TRAFFIC SIGNAL MOUNTED ON LIGHT POLE
- EXISTING SIGNAL STANDARD
- (R) (B) RED/BLACK WIRE TERMINATION (240V)
- [R] [B] RED/BLACK WIRE TERMINATION (120V)
- EXISTING PULL BOX OR INSTALLED BY (TR) TRAFFIC
- PULL BOX TO BE INSTALLED
- TRAFFIC CONTROL CABINET
- STREET LIGHTING ENCLOSURE
- PVC CONDUIT SCH 40 UNLESS SPECIFIED
- TRAFFIC SIGNAL BASE TO BE INSTALLED
- MONOTUBE MAST ARM BASE TO BE INSTALLED WITH 8 FT STEEL ARM
- XX' ARM - MAST ARM
- S40-XXXX - STRUCTURE NUMBER

N

#315 25' BOLT DOWN AL POLE BREAKAWAY T-BASE TYPE 5 CONC. BASE 6' UPSWEEP ARM, 3LED2 COBRA LUM. 3#12UF INTERNAL RISER 5A IN-LINE FUSE AT HANDHOLE STA.40+20.6;135.0'LT
124 146
113 142 145 13"X24"X24" PULL BOX OVER EXIST. ITEM (LTP CABLE) 3" PVC TO BASE STUB-OUT 8' GROUND ROD STA.40+19.6;130.5'LT
100 3.0" HDPE SCH.40
4#2/1#8XLP CIR.T2N-C

REMOVE/REPLACE EXISTING PULL BOX STA.40+19.6;130.5'LT
EXIST.26' AL POLE 6' ARM, COBRA LUM. TO BE REMOVED AFTER PERMANENT LIGHTING IS ENERGIZED STA.40+19.9;132.9'LT

CAUTION 240/480V 3#4/1#8LTP IN 2.5" PVC TO REMAIN IN SERVICE
EXIST. 2.5" PVC AT BACK OF CURB
113 13"X24"X24" PULL BOX OVER EXIST. ITEM (2.5" PVC CONDUIT) STA.40+74.9;59.5'LT
142 145 17"X30"X24" TR PULL BOX

W. CENTER ST.

140 #302 TYPE 10 MONOTUBE TYPE 10 BASE MILWAUKEE LANTERN TYPE 5 DIST. W/MOGUL BASE & SURGE ARRESTOR 80W SCREW IN LED BULB 3#12UF INTERNAL RISER

108 146 #2711 26' DIRECT BURY CONC. POLE MILWAUKEE LANTERN TYPE 5 DIST. W/MOGUL BASE & SURGE ARRESTOR 80W SCREW IN LED BULB 3#12UF INTERNAL RISER ALL TO REMAIN INSTALL 5A IN-LINE FUSE AT HANDHOLE STA.41+50.0;34.0'LT

#2665 EXISTING H17 CONC. MOGUL BASE MILWAUKEE HARP S1LED4 45W SCREW-IN LED BULB 3#12UF INTERNAL RISER TO REMAIN INSTALL 5A INLINE FUSE AT HANDHOLE STA.38+97.0;34.0'LT
123 146
113 142 145 13"X24"X24" PULL BOX 1.5" FLEX TO CABLE SLOT 8' GROUND ROD STA.38+94.0;33.0'LT

3#10UF-B 3#4/1#8XLP IN 2.5" PVC TO REMAIN IN SERVICE

#2655 EXIST. 26' CONC. 3LED4 LANTERN 4"X4"X36" WIRING PED. ALL TO REMAIN SECONDARY RISER TO TBE REMOVED BY BES

REMOVE EXISTING AERIAL CABLE AFTER PERMANENT LIGHTING IN SERVICE

#2671 H17 CONC. PEDESTRIAN POLE MOGUL BASE MILWAUKEE HARP S1LED4 45W SCREW-IN LED BULB 3#12UF INTERNAL RISER 5A INLINE FUSE STA.33+47.0;34.0'LT
123 146
112 13"X24"X24" PULL BOX 1.5" FLEX TO CABLE SLOT 8' GROUND ROD STA.33+45.0;33.0'LT
142 145
125 #301 31' BOLT DOWN CONC. POLE TYPE 2 MODIFIED BASE MILWAUKEE LANTERN TYPE 5 DIST. W/MOGUL BASE & SURGE ARRESTOR 80W SCREW IN LED BULB 3#12UF INTERNAL RISER 5A IN-LINE FUSE AT HANDHOLE
146

3#10UF OUTLET
4#2/1#8XLP CIR.T2N-C
3" HDPE PB(TR) TO PB(SL) +400'

125 146 #2701 31' BOLT DOWN CONC. POLE TYPE 2 MODIFIED BASE MILWAUKEE LANTERN TYPE 5 DIST. W/MOGUL BASE & SURGE ARRESTOR 80W SCREW-IN LED BULB 3#12UF INTERNAL RISER 5A IN-LINE FUSE AT HANDHOLE

113 13"X24"X24" PULL BOX OVER EXIST. ITEM (LTP CABLE) 1.5" FLEX TO CABLE SLOT 8' GRND ROD STA.41+56.5;36.0'LT REMOVE/REPLACE EXISTING PULL BOX STA.41+56.5;36.0'LT

CAUTION 240/480V TO BE REUSED

3#10UF 3#8/1#8LTP CIR.T2N-C IN 2.5" PVC 4' BACK OF CURB TO REMAIN IN SERVICE

240/480V LTP CABLE TO BE DISCONTINUED

#2679 TYPE 10 MONOTUBE TYPE 10 BASE HISTORIC MILWAUKEE LANTERN W/MOGUL BASE & SURGE ARRESTOR TYPE 4 REFRACTION 80W SCREW-IN LED BULB 3#12UF INTERNAL RISER
140
100 3.0" HDPE SCH.40

CONC. BUS PAD

142 145 17"X30"X24" TR PULL BOX

N. DR. MLK JR. DR.

+50 39+00 +50 40+00 +50 41+00 +50 42+00 +50

26' CONC. DIRECT BURY TO BE REMOVED STA.39+35;25.3'RT

3#10UF-B 3#8/1#8XLP TO REMAIN IN SERVICE

113 142 145 13"X24"X24" PULL BOX OVER EXIST. ITEM (LTP DIRECT BURY) 3" PVC TO BASE STUB-OUT 8' GROUND ROD STA.39+33.5;25.5'RT

CAUTION 240/480V TO BE REUSED

#2668 26' BOLT DOWN CONC. POLE TYPE 2 MODIFIED BASE MILWAUKEE LANTERN TYPE 5 DIST. W/MOGUL BASE & SURGE ARRESTOR 80W SCREW IN LED BULB 3#12UF INTERNAL RISER 5A IN-LINE FUSE AT HANDHOLE STA.39+33.5;25.5'RT
125 146

#2678 31' BOLT DOWN CONC. POLE TYPE 2 MODIFIED BASE MILWAUKEE LANTERN TYPE 5 DIST. W/MOGUL BASE & SURGE ARRESTOR 80W SCREW IN LED BULB 3#12UF INTERNAL RISER 5A IN-LINE FUSE AT HANDHOLE
125 146
142 145 17"X30"X24" TR PULL BOX
140 #237 TYPE 10 MONOTUBE TYPE 10 BASE HISTORIC MILWAUKEE LANTERN W/MOGUL BASE & SURGE ARRESTOR TYPE 5 REFRACTION 80W SCREW-IN LED BULB 3#12UF INTERNAL RISER

3.0" HDPE SCH.40 100

123 146 #233 H17 CONCRETE PEDESTRIAN POLE MOGUL BASE MILWAUKEE HARP S1LED4 45W SCREW-IN LED BULB 3#12UF INTERNAL RISER 5A INLINE FUSE AT HANDHOLE STA.40+18.3;110.0'RT

113 142 145 13"X24"X24" PULL BOX OVER EXIST. ITEM (2.5" PVC) 1.5" FLEX TO CABLE SLOT 8' GROUND ROD STA.40+19.5;114.0'RT

CAUTION 3#6/1#8LTP IN 2.5" PVC

CAUTION 3#8/1#8LTP IN 2.5" PVC

+100

4#2/1#8XLPE CIR.T2N-C

3#10UF OUTLET

125 146 #238 31' BOLT DOWN CONC. POLE TYPE 2 MODIFIED BASE MILWAUKEE LANTERN TYPE 5 DIST. W/MOGUL BASE & SURGE ARRESTOR 80W SCREW IN LED BULB 3#12UF INTERNAL RISER 5A IN-LINE FUSE AT HANDHOLE

142 145 17"X30"X24" TR PULL BOX 3" PVC TO CONCRETE BASE STUB OUT

100 3.0" HDPE SCH.40

26' CONC. DIRECT BURY TO BE REMOVED AFTER PERMANENT LIGHTING IN OPERATION STA.40+68.5;120.5'RT

125 146 #226 25' BOLT DOWN AL POLE BREAKAWAY XFMR BASE TYPE 5 CONC. BASE 6' UPSWEEP ARM 3LED2 COBRA LUM. 3#12UF INTERNAL RISER 5A IN-LINE FUSE AT HANDHOLE STA.40+69;132.0'RT

113 142 145 13"X24"X24" PULL BOX OVER EXIST. ITEM (2.5" PVC CONDUIT) 3" PVC TO BASE STUB-OUT 8' GROUND ROD STA.40+69;135.0'RT

140 #2702 TYPE 10 MONOTUBE TYPE 10 BASE HISTORIC MILWAUKEE LANTERN W/MOGUL BASE & SURGE ARRESTOR TYPE 5 REFRACTION 80W SCREW IN LED LAMP 3#12UF INTERNAL RISER 5A INL-LINE FUSE AT HANDHOLE

142 145 17"X30"X24" TR PULL BOX 3" PVC TO CONCRETE BASE STUB OUT

123 146 #2710 EXISTING H17 CONC. MOGUL BASE MILWAUKEE HARP S1LED5 45W SCREW-IN LED BULB 3#12UF INTERNAL RISER ALL TO REMAIN IN SERVICE INSTALL 5A INLINE FUSE AT HANDHOLE STA.41+63.0;27.0'RT

113 142 145 13"X24"X24" PULL BOX OVER EXIST. ITEM (LTP CABLE) 1.5" FLEX TO CABLE SLOT 8' GRND ROD STA.41+65.0;27.0'RT

CAUTION 240/480V TO BE REUSED

3#10UF 3#8/1#8LTP CIR.T2N-C IN 2.5" PVC TO REMAIN IN SERVICE

CONCRETE COLLAR

CURB

PLATE THICKNESS, 5/16" MINIMUM GRADE STEEL CONTRACTOR FURNISHED AND INSTALLED

SCALE, FEET 0 30

NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

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

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

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

TYPE 5 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

5A INLINE FUSE HOT LEG ONLY (R OR B) AT EACH HANDHOLE.

PROJECT NO: 2568–00–71	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 71	E

TRAFFIC SIGNAL GENERAL NOTES:

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

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

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

4 ALL CHANGES OR ANY DEVIATIONS FROM PLANS MUST BE APPROVED BY TRAFFIC ENGINEERING.

5 DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THESE DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

7 LOCATIONS OF THE HDPE AND NONMETALLIC PVC CONDUITS ARE IDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. HOWEVER, INSTALLATION MAY REQUIRE INTEGRATION WITH EXISTING FIELD CONDITIONS. UNDER THE APPROVAL OF THE CITY OF MILWAUKEE DPW TRAFFIC, APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RED TO ILLUSTRATE AS BUILT CONDITIONS.

8 CONDUIT INSTALLED BEHIND CURB AND UNDER DRIVEWAYS SHALL BE INSTALLED AT A DISTANCE OF MINIMUM OF 6 INCHES AWAY FROM THE BACK OF CURB TO THE CENTER LINE OF CONDUIT, AND MINIMUM 24 INCHES DOWN MEASURED FROM THE TOP OF CURB OR FINISHED GRADE TO THE TOP OF CONDUIT.

9 DEPTH OF CONDUIT INSTALLED BELOW STREETS, HIGHWAYS, AND ALLEYS SHALL BE 24-INCHES MINIMUM AND 36-INCHES MAXIMUM. (MEASURED FROM FINISHED FLANGE LINE) IF THE CONTRACTOR DOES ANY DEVIATION FROM THE TRAFFIC DESIGN WITHOUT THE TRAFFIC ENGINEERS SIGNED APPROVAL.

10 CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION.

11 WHEN THERE IS MORE THAN ONE CONDUIT TO BE INSTALLED, PLACE ALL CONDUITS IN THE SAME TRENCH, OR BORE MULTIPLE CONDUITS TOGETHER AT THE SAME TIME.

12 CONDUIT INSTALLATION THAT REQUIRE TRENCHING SHALL NOT BE BACKFILLED PRIOR TO INSPECTION ON THE CONDUIT.

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

14 BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

15 ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.

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

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

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

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

20 UNLESS THE CONDUIT IS DESIGNED AND SHOWN WITH BENDS ON THE PLANS, ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO CONCRETE BASE, AND PULL BOX TO ENCLOSURE. OTHERWISE IT MUST BE APPROVED BY THE TRAFFIC ENGINEER.

TRAFFIC SIGNAL GENERAL NOTES:

2

21 MINIMUM CONDUIT CLEARANCES FOR CONDUIT CROSSINGS AND PULL BOXES FROM THE FOLLOWING:
FIRE HYDRANTS: 6-FT TREE TRUNKS: 10-FT END OF DRIVEWAY FLARES: 6-FT
UNLESS NOTED OTHERWISE, OR APPROVED BY THE TRAFFIC ENGINEER.

22 HAND DIGGING MAY BE REQUIRED FOR LOCATIONS ADJACENT TO EXISTING GAS AND POWER LINES. HAND EXCAVATION SHOULD BE ANTICIPATED AND WILL BE CONSIDERED INCIDENTAL TO THE BID ITEM BEING INSTALLED. COORDINATE ALL WORK NEAR GAS LINES WITH WE ENERGIES.

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

24 ALL HDPE OR NONMETALLIC PVC CONDUITS THAT CONNECT TO PULL BOXES REQUIRE A PVC END BELL CONNECTOR INSIDE THE PULL BOX

25 PROVIDE REMOVABLE SEALANT SUCH AS DUCT SEAL IN THE CONDUITS AT THE CABINETS, PULL BOXES AND JUNCTION BOXES TO AVOID CONDENSATION CAUSED BY AIRFLOW THROUGH THE CONDUITS DUE TO TEMPERATURE DIFFERENCE. THIS WORK SHALL BE INCIDENTAL TO ASSOCIATED CONDUIT PAY ITEM.

26 PROVIDE 3 INCH PVC SCHEDULE 40 CONDUIT ELBOWS IN ALL GROUND MOUNTED CONCRETE LIGHT BASES FOR CABLE IN DUCT TYPE INSTALLATION. THIS WORK IS INCIDENTAL TO CONCRETE BASES PAY ITEMS.

27 AT EACH SIGNAL STANDARD BASE PROVIDE 2 INCH PVC SCHEDULE 40 CONDUIT FROM PULL BOX TO SIGNAL STANDARD BASE. INSTALLATION OF PULL BOX AND CONDUIT ARE INCIDENTAL TO SIGNAL STANDARD BASE INSTALLATION WORK.

28 UNDERGROUND WIRE & CONDUIT SHOWN ON PLANS TO BE ABANDONED IN PLACE UNLESS DIRECTED BY THE ENGINEER. CONTRACTOR MAY CHOOSE TO REMOVE CONDUCTOR AT THEIR OWN EXPENSE.

29 LIGHT POLES INSTALLED BEHIND THE CURB NEED TO BE SET 30 INCHES BACK FROM FACE OF CURB TO CENTER OF POLE, SO TO MEET THE MINIMUM DISTANCE OF 24 INCHES FROM THE CURB FACE TO THE CURB SIDE FACE OF THE POLE.

30 ON ALL NEW STREET LIGHT POLES A PLAQUE WITH THE POLE NUMBER AS SHOWN ON THE PLANS SHALL BE AFFIXED ONTO THE POLE SHAFT AS PART OF POLE INSTALLATION.

31 ALL WIRE CONNECTIONS REQUIRE ANTI-OXIDANT TO BE APPLIED TO THE CONNECTIONS

32 ALL HARDWARE NUT AND BOLT CONNECTIONS REQUIRE ANTI SEIZE TO BE APPLIED TO THEM

33 COORDINATE NEW CONDUIT CONNECTIONS WITH EXISTING CONDUIT, DUCT PACKAGES, AND PULL BOXES/ VAULTS/ MANHOLES WITH CITY OF MILWAUKEE TRAFFIC. THE CITY REQUIRES THREE WORKING DAYS ADVANCED NOTICE. CONTACT ELECTRICAL SUPERVISOR
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

34 IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES / VAULTS, CONDUIT AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH CONCRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SHOP SUPERVISORS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK.
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

35 CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS FOR ALL WORK BEING DONE DETAILING THE FINAL PLACEMENT OF CONDUIT, CABLING, EQUIPMENT, AND GEOMETRIC MODIFICATIONS UNDER THE CONTRACT. PROVIDE (.PDF FORMAT) COPY CONFORMING TO CMM 1-65.14, OR RECORD ALL CHANGES IN RED INK ONLY ON THE AS-LET (DESIGN) PAPER DRAWINGS. THE CITY OF MILWAUKEE DPW ENGINEER WILL REJECT AS-BUILTS WITH INCOMPLETE OR INCORRECT CONTENT OR NOT CONFORMING TO CMM STANDARDS.

TRAFFIC SIGNAL GENERAL NOTES:

AS-BUILT GUIDELINES:

PROVIDE AS-BUILT DRAWINGS DETAILING THE FINAL PLACEMENT OF CONDUIT, CABLING, EQUIPMENT, AND GEOMETRIC MODIFICATIONS UNDER THE CONTRACT. PROVIDE PDF COPY CONFORMING TO CMM 1-65.14, OR RECORD ALL CHANGES IN RED INK ONLY ON THE AS-LET (DESIGN) PAPER DRAWINGS. THE ENGINEER WILL REJECT AS-BUILTS WITH INCOMPLETE OR INCORRECT CONTENT OR NOT CONFORMING TO CMM STANDARDS.

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

IF THERE IS A STRUCTURE DRAWING, INCLUDE ALL STRUCTURES DRAWING SHEETS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSERT ANY ADDENDUM OR REPLACEMENT DRAWING SHEETS. TO DO THIS, RENUMBER THEM SIMILARLY TO THE ORIGINAL DRAWING SHEET.
  FOR EXAMPLE:
  REVISED SHEET 5 WOULD REPLACE SHEET 5. HOWEVER, ALL THE ORIGINAL SHEETS SHALL REMAIN IN THE AS-BUILT. IF THE SHEET HAS BEEN REPLACED CROSS IT OUT WITH AN X AND INDICATE THE NUMBER OF ITS REPLACEMENT SHEET. IF ADDITIONAL SHEETS WERE ADDED, INSERT THEM IN THE ORIGINAL LOCATION AND LABEL THEM WITH THE PREVIOUS SHEET NUMBER FOLLOWED BY AN "A", "B", "C", ETC.

NOTE THE SHEET CHANGES ON THE TITLE SHEET UNDER THE ORDER OF SHEETS.

THE TITLE SHEET OF THE AS-BUILT DRAWING SHOULD INCLUDE THE FOLLOWING INFORMATION:
  AS-BUILT DRAWING
  SUPERVISOR:
  PROJECT MANAGER:
  CONTRACTOR LEADER:
  CONTRACTOR COMAPNY:
  WORK STARTED:
  WORK COMPLETED:

LINE OUT OR CROSS OUT ALL CHANGED INFORMATION AND WRITE-IN THE CORRECTED INFORMATION ABOVE THE ORIGINAL OR CLOSE TO IT WHEREVER POSSIBLE. USE BLANK SPACES ON THE DRAWING SO NOTES ARE NOT SUPERIMPOSED. DRAWINGS WITH EXCESSIVE DETAIL MAY REQUIRE AN ALTERNATE APPROACH. NUMBERED CHANGES OR ADDITIONS MAY BE SHOWN ON SUPPLEMENTAL NON-DRAWING SHEETS.

- LOCATE AND CLEARLY LABEL ALL CONDUIT RUNS, FITTINGS, SPLICE VAULTS, PULL BOXES, METER PEDESTALS CONCRETE BASES, TRANSFORMERS, POLES AND OTHER APPURTENANCES IN TWO DIRECTIONS. SWING TIES SHOULD BE MADE FROM THE OBJECTS THAT ARE PERMANENT IN NATURE AND VISIBLE ON THE FINISHED SURFACE.

- STREET NAMES SHALL BE ON ALL SHEETS.

- SHOW ALL SIZES AND MATERIAL TYPES OF PIPES AND CONDUITS, IF CHANGED OR MODIFIED FROM ORIGINAL DESIGN.

- ALL HORIZONTAL DISTANCES SHALL BE SHOWN TO THE NEAREST TENTH OF A FOOT (I.E., 205.3').
  ALL VERTICAL DISTANCES SHALL BE TO THE NEAREST INCH (I.E., 24")

- SHOW LOCATION AND ELEVATIONS ON CONDUIT AND FITTINGS WHERE CHANGES OR DEFLECTIONS IN DIRECTION OCCUR.

- SPECIAL DETAIL DRAWINGS MAY BE REQUIRED WHERE INSTALLATIONS ARE NOT SHOWN ON APPROVED CONSTRUCTION DRAWINGS FOR WHATEVER REASON OR WHERE REQUIRED FOR CLARITY.

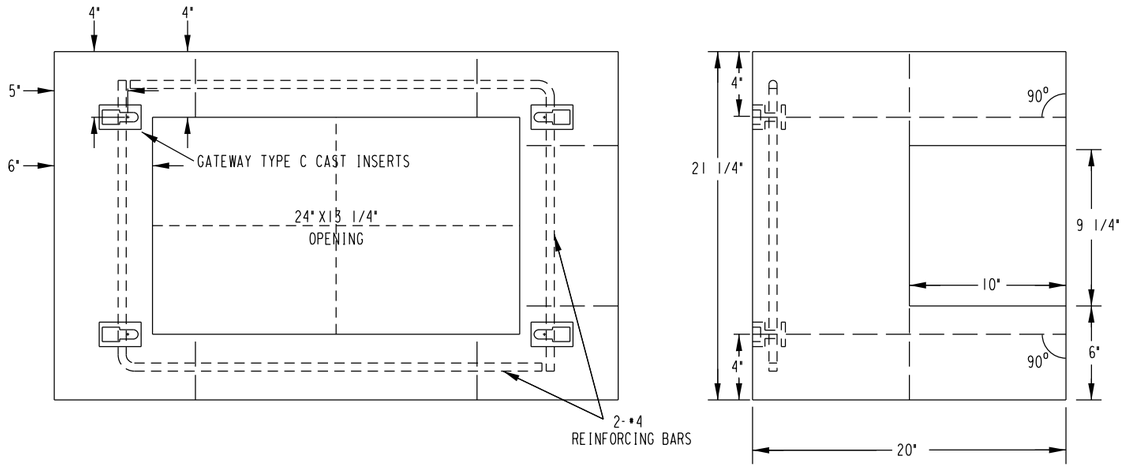
- TYPICAL SERVICE INSTALLATION DETAILS WITH DEVIATIONS FROM ORIGINAL PLANS OR STANDARD DETAILS SHALL BE NOTED ON AS-BUILT DRAWINGS.

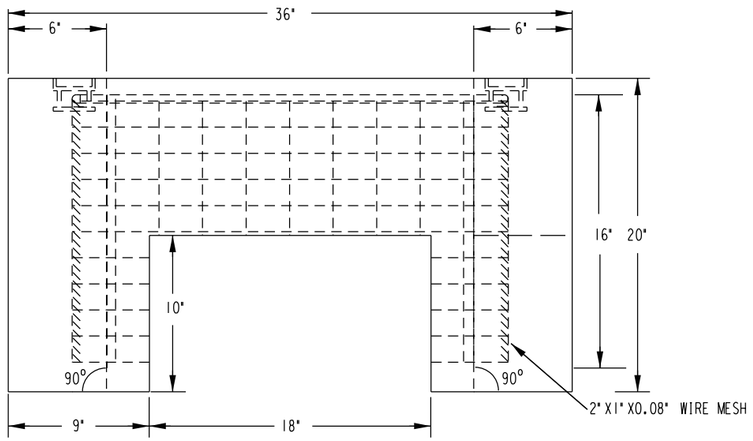
- NO ARBITRARY MARK-UPS WILL BE PERMITTED.

IF THERE ARE NO CORRECTIONS OR ADDITIONS TO THE AS-LET PLAN(S) PUT "NO CHANGE" ON THE SHEET WITH ALL OTHER REQUIRED AS-BUILT INFORMATION.

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

BY EMAIL SEND TO:
CITY OF MILWAUKEE
INFRASTRUCTURE SERVICES DIVISION
TRANSPORTATION SECTION - CONSTRUCTION
CHIEF CONSTRUCTION ENGINEER
PAUL KELTNER
PKELTN@MILWAUKEE.GOV





NOT TO SCALE

6 BAG MIX #1 STONE

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

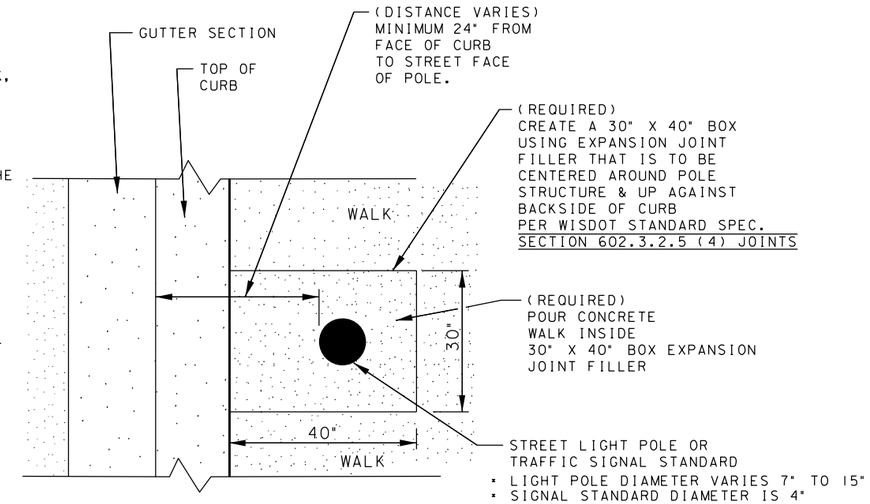
125 DETAIL

TYPICAL TRAFFIC CONTROL CABINET CONRETE FOUNDATION

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

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

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



122 DETAIL VERSION #1

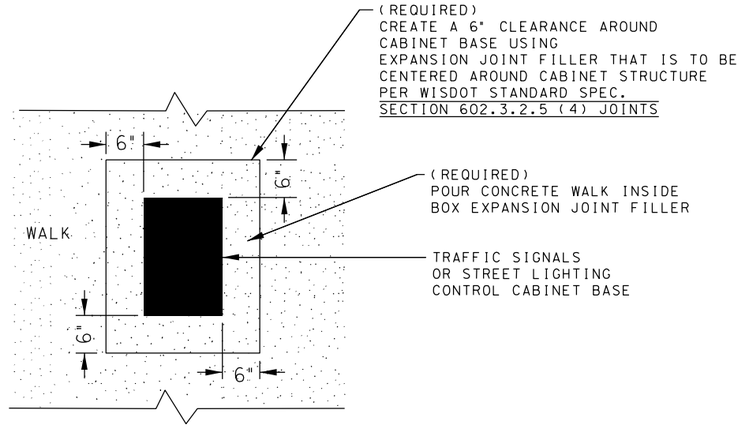
TYPICAL BOX EXPANSION JOINT FILLER AROUND TRAFFIC SIGNAL OR STREET LIGHTING CONTROL FACILITIES

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

NOT TO SCALE

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

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

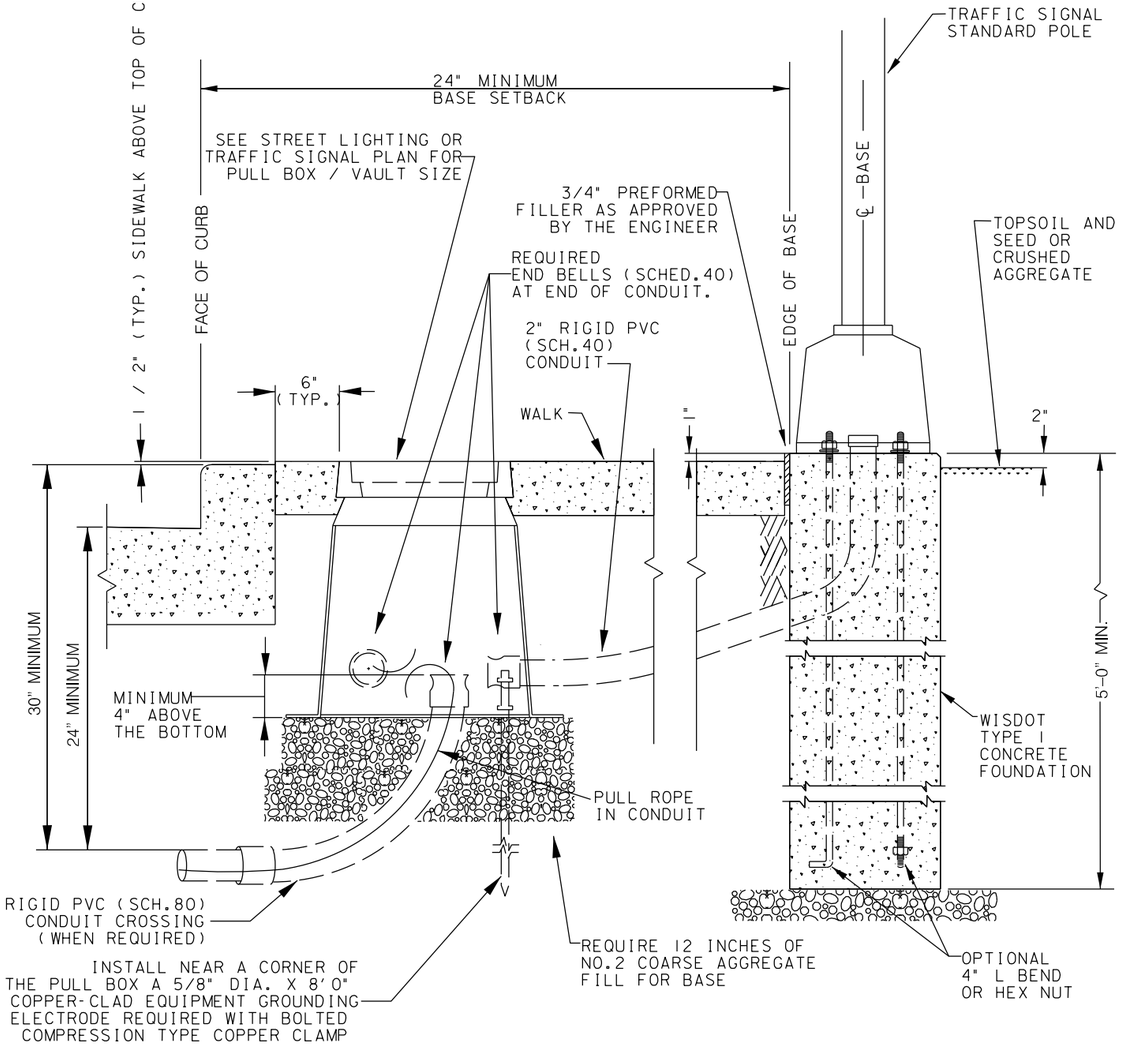


122 DETAIL VERSION #2

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

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

NOT TO SCALE

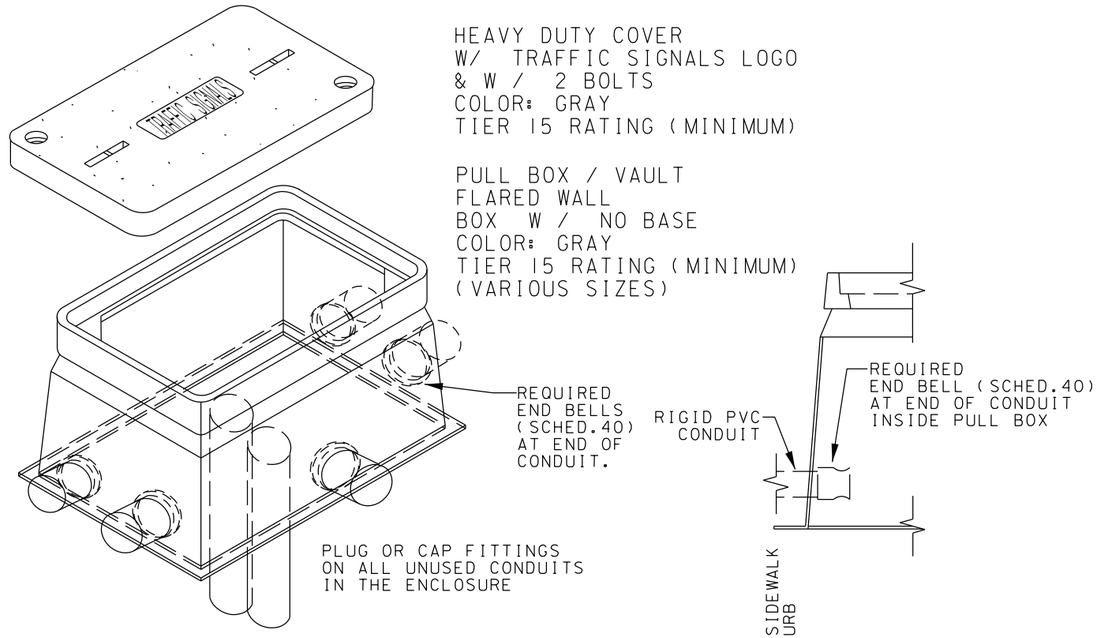


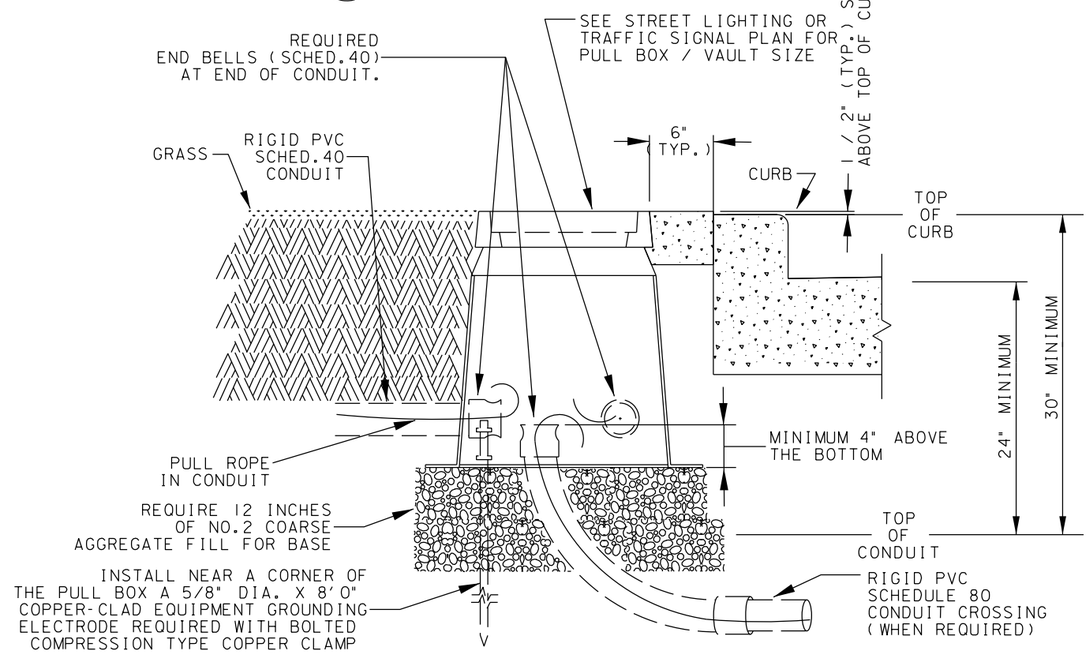
109 DETAIL

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

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

NOT TO SCALE





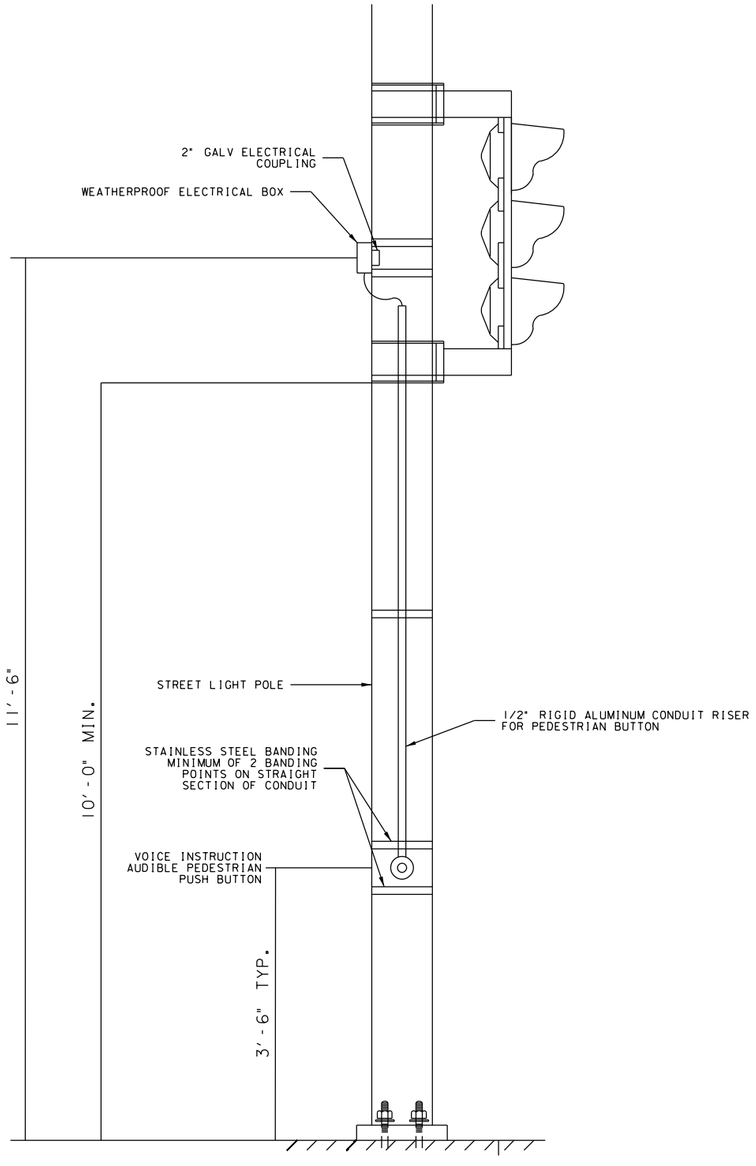
112 DETAIL

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

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

NOT TO SCALE

2



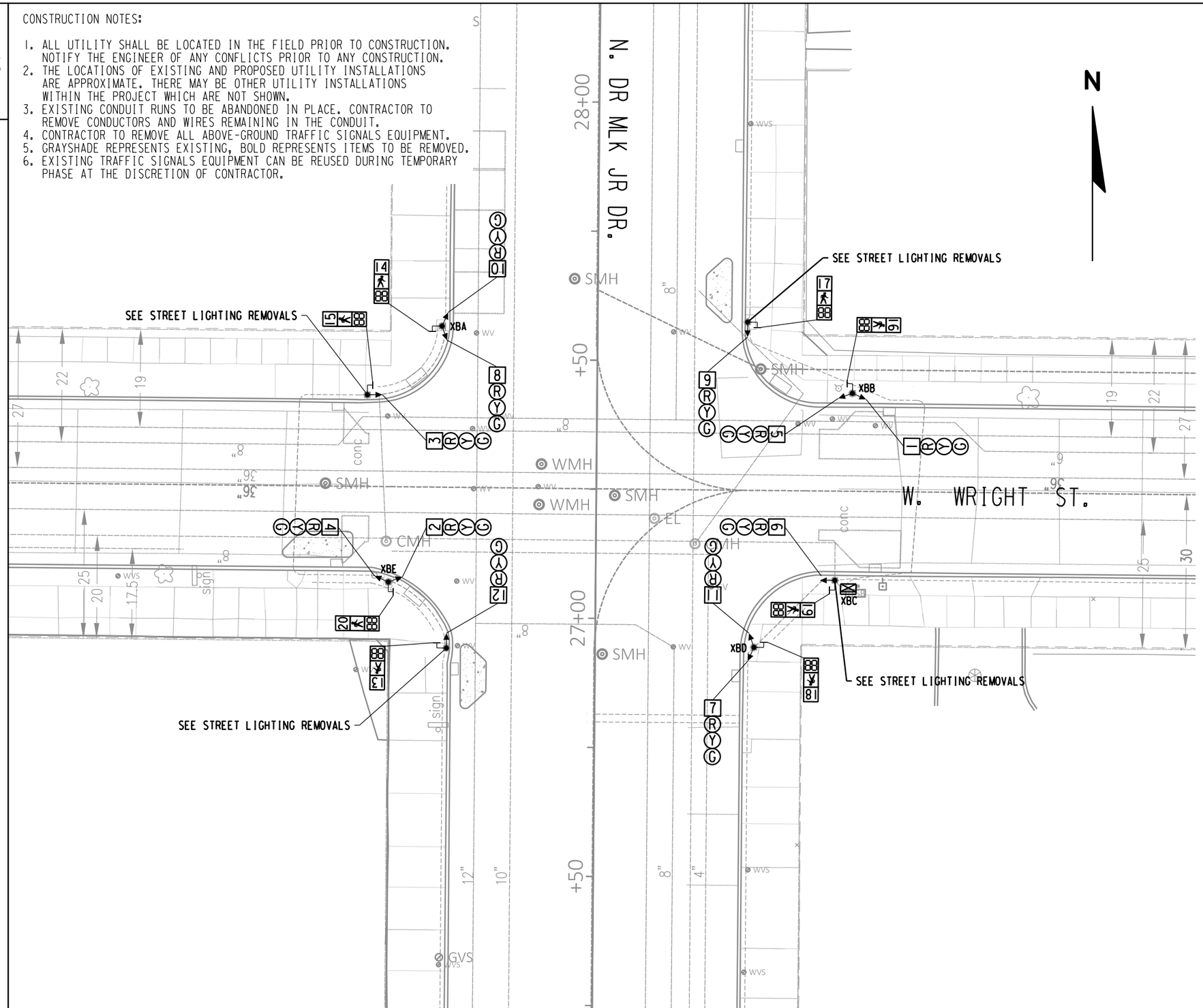
ELECTRICAL RISER

NOT TO SCALE

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL DETAILS	SHEET 76	E

CONSTRUCTION NOTES:

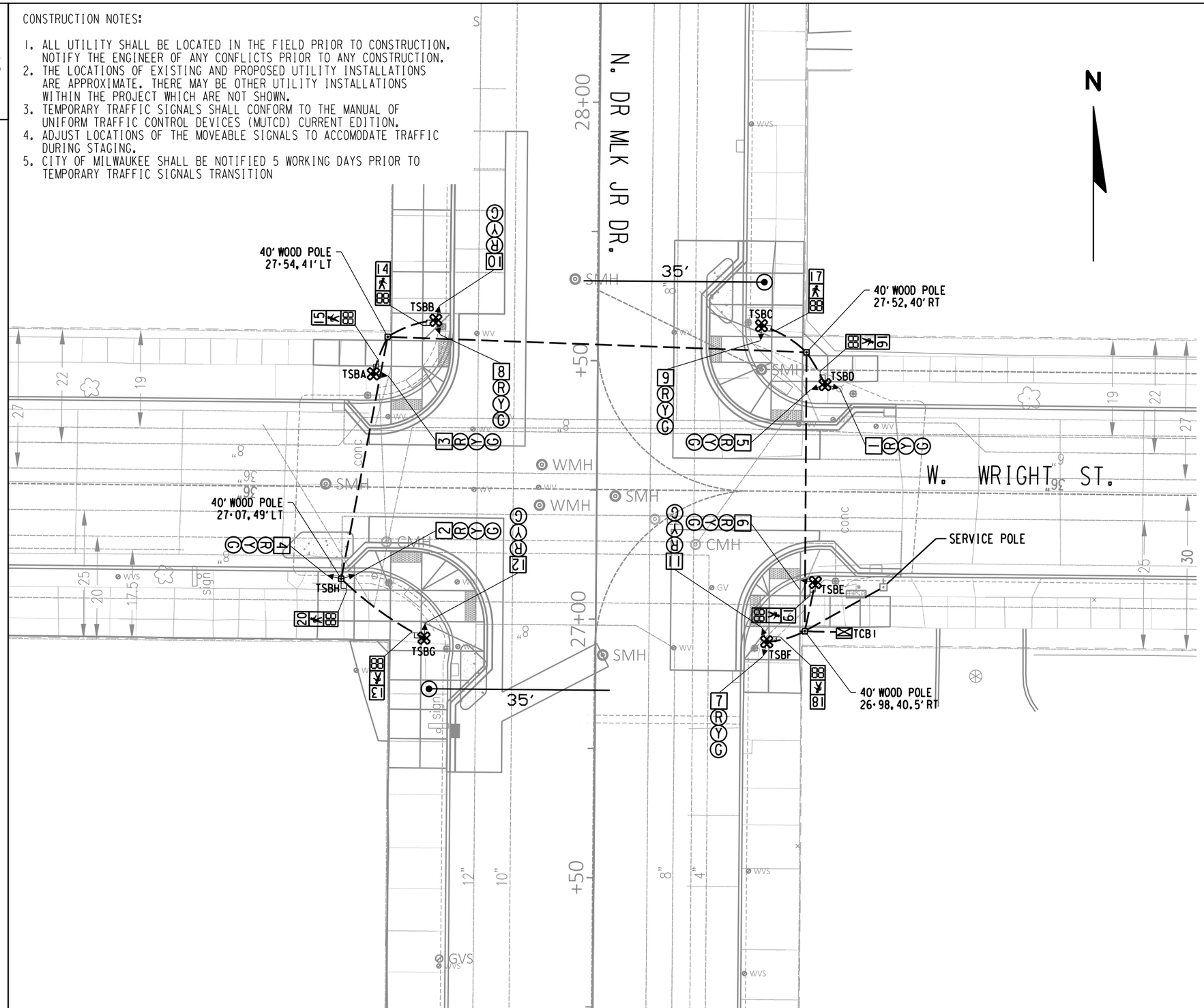
1. ALL UTILITY SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS AND WIRES REMAINING IN THE CONDUIT.
4. CONTRACTOR TO REMOVE ALL ABOVE-GROUND TRAFFIC SIGNALS EQUIPMENT.
5. GRAYSHADE REPRESENTS EXISTING, BOLD REPRESENTS ITEMS TO BE REMOVED.
6. EXISTING TRAFFIC SIGNALS EQUIPMENT CAN BE REUSED DURING TEMPORARY PHASE AT THE DISCRETION OF CONTRACTOR.



PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SCALE FEET 0 20	SHEET 77	E

CONSTRUCTION NOTES:

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



LEGEND

- TEMPORARY CONTROL CABINET
- (XX) PROPOSED MONOTUBE BASE, POLE, ARM
- 40' CLASS 4 WOOD POLE
- MOVEABLE SIGNAL STANDARD
- OVERHEAD TRAFFIC CABLE
- SIGNAL HEAD, POLE MOUNTED
- ⓇⓎⒼ RED, YELLOW, GREEN CIRCULAR INDICATORS
- XX SIGNAL HEAD NUMBER
- WALK/DON'T WALK INDICATOR 12" WITH COUNTDOWN TIMER 12"

TEMPORARY TRAFFIC CONTROL SIGNAL
N. MLK JR DR. & W. WRIGHT ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

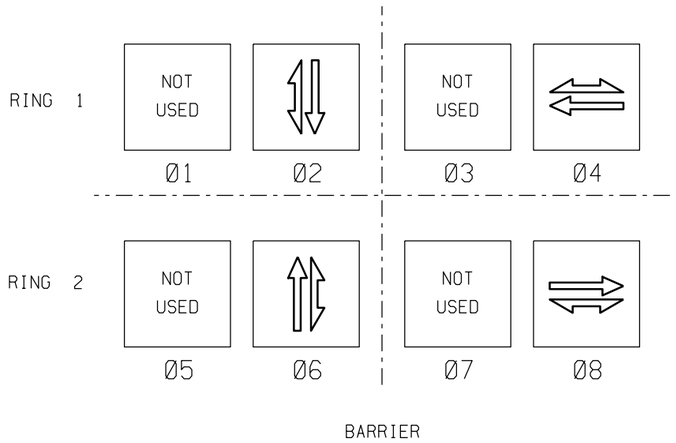
REGIONAL CONTACT: SCOTT REINBACHER
DESIGNED BY: JOZ
REVISED BY:

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL TEMPORARY PLAN	SCALE FEET 0 20	SHEET 78 E

FILE NAME: W:\BTE\SIGNALS\PAVING AND DESIGN\STATE PROJECTS-LFA\PRELIMINARY ENGINEERING\2568-00-01 DR MLK DR - CENTER, CLARKE, WRIGHT\2568-00-71 TEMP SIGNALS.DGN PLOT DATE : 27-APR-2026 08:21 PLOT BY : JAORTIZ PLOT SCALE : 1:20 WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø2	10.11.12	R
Ø4	1.2.3	R
Ø6	7.8.9	R
Ø8	4.5.6	R
Ø2P	13.14	
Ø4P	15.16	
Ø6P	17.18	
Ø8P	19.20	

SEQUENCE OF OPERATION





CONTROLLER LOGIC

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

GENERAL NOTES:

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

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

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

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

N. MLK JR DR. & W. WRIGHT ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO:	CABINET TYPE: TEMP
	CONTROLLER TYPE: ECONOLITE
DATE: 7/2025	PAGE NO. 2 OF 2

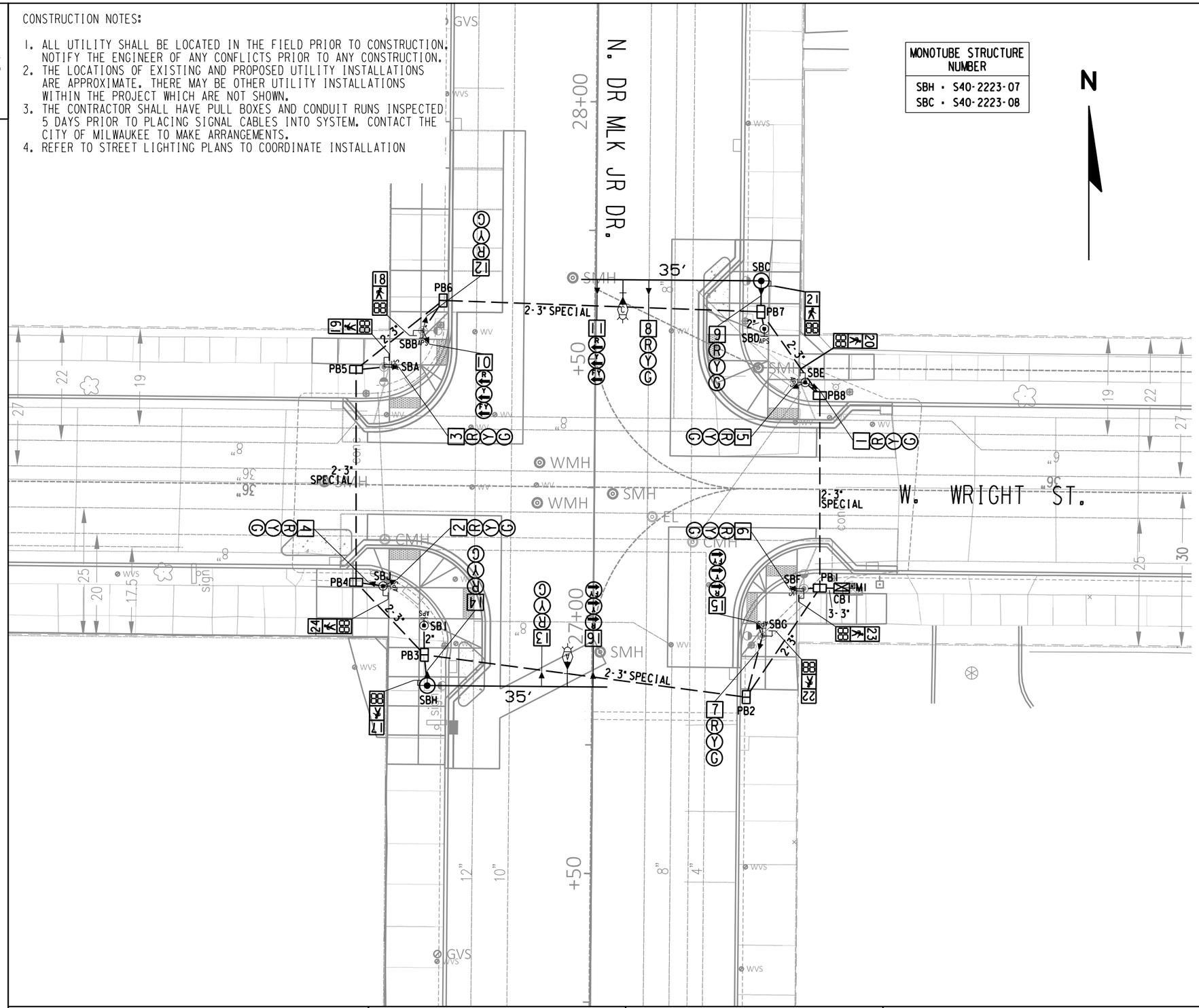
PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TEMPORARY SEQUENCE OF OPERATIONS	SHEET 79	E

CONSTRUCTION NOTES:

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

MONOTUBE STRUCTURE NUMBER
SBH - S40-2223-07
SBC - S40-2223-08

N



LEGEND

- CABINET
- (XX) MONOTUBE BASE, POLE, 15'-45' ARM
- CONCRETE POLYMER PULL BOX 17"X30"X24"
- NONMETALLIC CONDUIT 3", UNLESS OTHERWISE NOTED
- TRAFFIC SIGNAL HEAD
- TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- STREET LIGHT POLE, BASE
- STREET LIGHT LUMINAIRE
- METER PEDESTAL
- APS ACCESSIBLE PEDESTRIAN SIGNAL, PUSH BUTTON
- XX SIGNAL HEAD NUMBER
- R Y G RED, YELLOW, GREEN CIRCULAR INDICATORS
- RED ARROWS
- YELLOW ARROWS
- GREEN ARROWS
- WALK/DON'T WALK INDICATOR 12" WITH COUNTDOWN TIMER 12"
- CONFIRMATION LIGHT
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

TRAFFIC CONTROL SIGNAL
N. MLK JR. DR. & W. WRIGHT ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

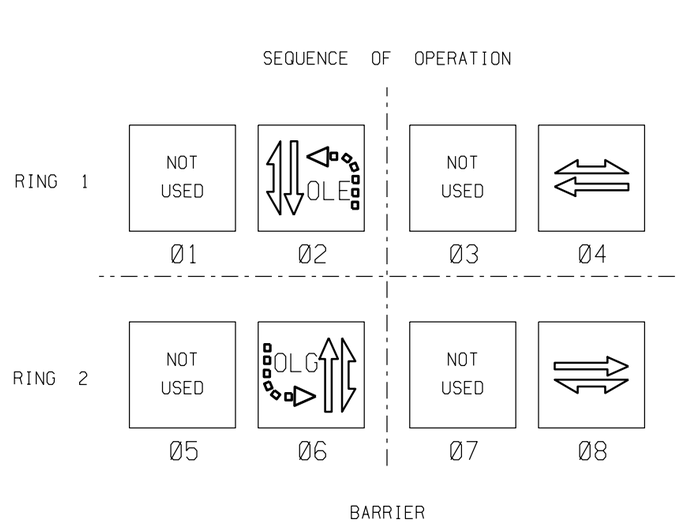
REGIONAL CONTACT: SCOTT REINBACHER
DESIGNED BY: JOZ
REVISED BY:

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SCALE FEET 0 20	SHEET 80 E

FILE NAME: W:\BTE\SIGNALS\PAVING AND DESIGN\STATE PROJECTS-LFA\PRELIMINARY ENGINEERING\2568-00-01 DR MLK DR - CENTER, CLARKE, WRIGHT\2568-00-71 SIGNALS.DGN PLOT DATE : 21-APR-2026 13:37 PLOT BY : JAORTIZ PLOT SCALE : 1:20 WISDOT/CADDS SHEET 42

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

SEQUENCE OF OPERATION





CONTROLLER LOGIC

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

OVERLAPS

O.L.	"E"	=	NB	FYA
O.L.	"G"	=	SB	FYA

GENERAL NOTES:

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

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

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL
	A/C
MOVEMENT	↓ ↑
PHASE	2·6

N. MLK JR. DR. & W. WRIGHT ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO:	CABINET TYPE: TS2
	CONTROLLER TYPE: ECONOLITE
DATE: 1/2026	PAGE NO. 2 OF 2

PROJECT ID:	2568-00-71
INTERSECTION:	N. MLK JR DR. & W. WRIGHT ST.

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

DATE: 4/27/2026

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

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP

FROM	TO
CB1	SBF
SBF	SBG
SBG	SBH
SBH	SBI
SBI	SBJ
SBJ	SBA
SBA	SBB
SBB	SBC
SBC	SBD
SBD	SBE
SBE	CB1

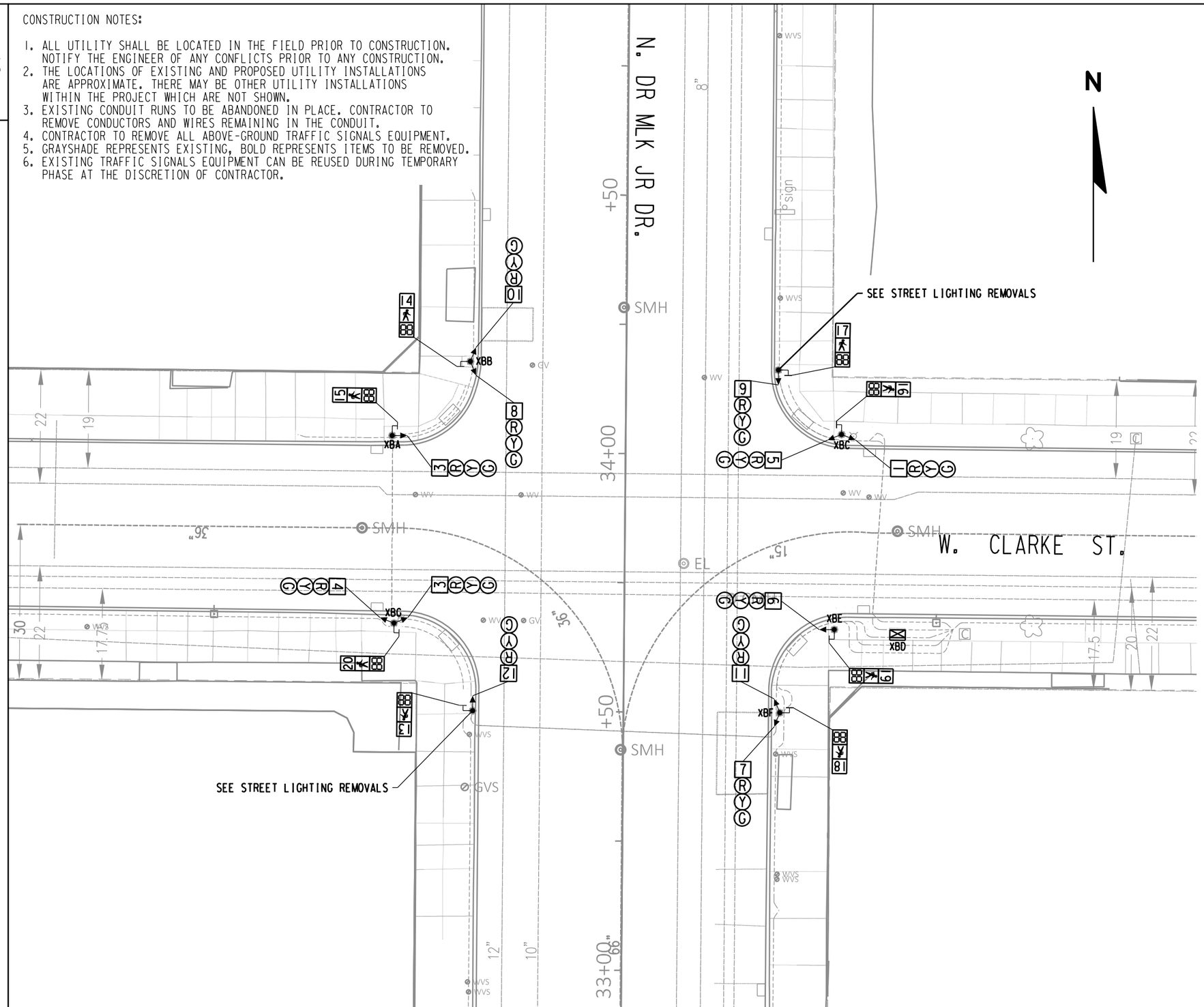
EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION

FROM	TO
CB1	SBC
SBC	HEAD A
CB1	SBH
SBH	HEAD C

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS. TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
4. SPV.0090.240 IS WIRED FROM CONTROLLER CABINET TO METER PEDESTAL

CONSTRUCTION NOTES:

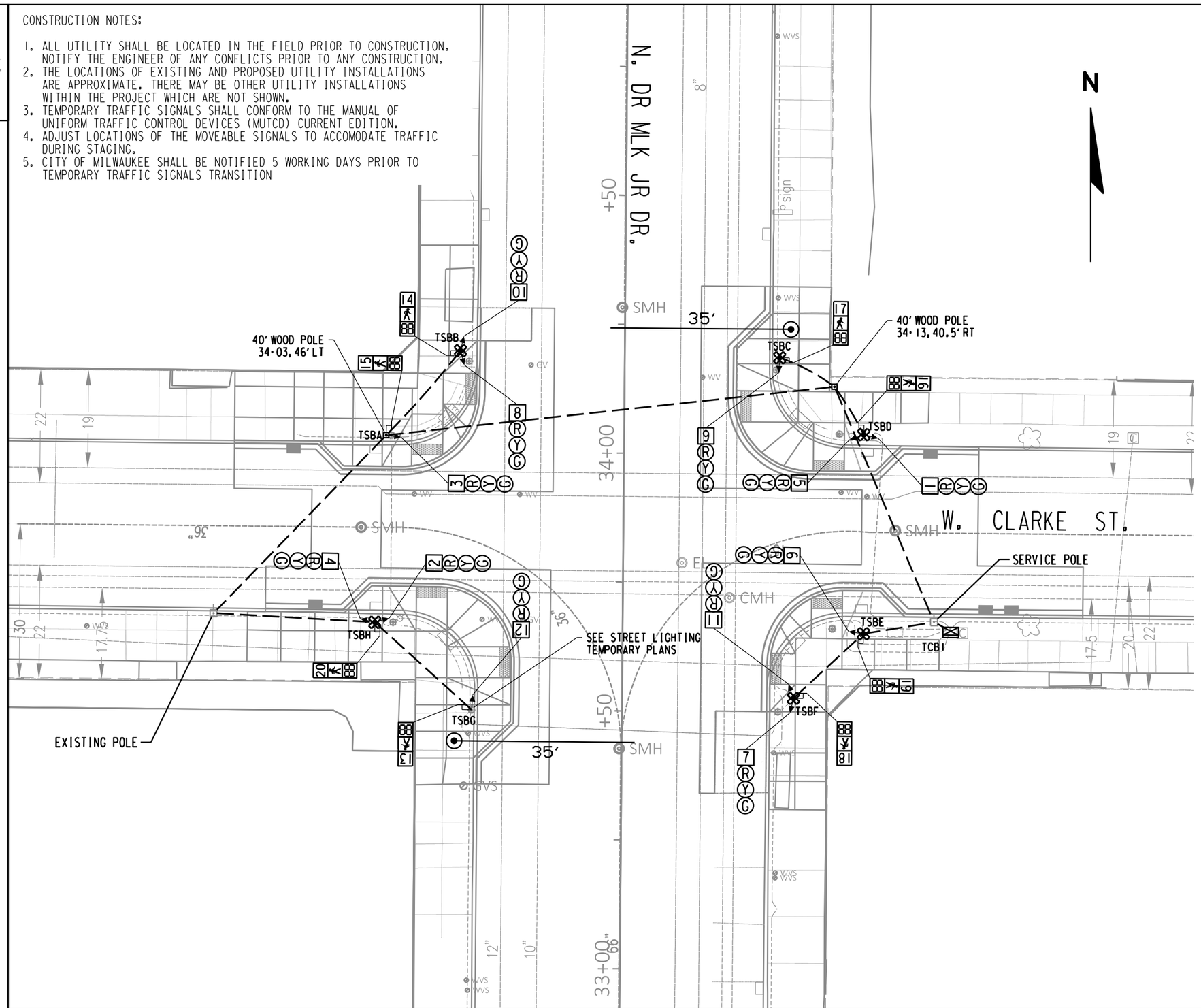
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2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS AND WIRES REMAINING IN THE CONDUIT.
4. CONTRACTOR TO REMOVE ALL ABOVE-GROUND TRAFFIC SIGNALS EQUIPMENT.
5. GRAYSHADE REPRESENTS EXISTING, BOLD REPRESENTS ITEMS TO BE REMOVED.
6. EXISTING TRAFFIC SIGNALS EQUIPMENT CAN BE REUSED DURING TEMPORARY PHASE AT THE DISCRETION OF CONTRACTOR.



PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SCALE FEET 0 20	SHEET 83	E

CONSTRUCTION NOTES:

1. ALL UTILITY SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
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3. TEMPORARY TRAFFIC SIGNALS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CURRENT EDITION.
4. ADJUST LOCATIONS OF THE MOVEABLE SIGNALS TO ACCOMODATE TRAFFIC DURING STAGING.
5. CITY OF MILWAUKEE SHALL BE NOTIFIED 5 WORKING DAYS PRIOR TO TEMPORARY TRAFFIC SIGNALS TRANSITION



LEGEND

- TEMPORARY CONTROL CABINET
- (XX) PROPOSED MONOTUBE BASE, POLE, ARM
- 40' CLASS 4 WOOD POLE
- MOVEABLE SIGNAL STANDARD
- OVERHEAD TRAFFIC CABLE
- SIGNAL HEAD, POLE MOUNTED
- ⓇⓎⒼ RED, YELLOW, GREEN CIRCULAR INDICATORS
- XX SIGNAL HEAD NUMBER
- WALK/DON'T WALK INDICATOR 12" WITH COUNTDOWN TIMER 12"

TEMPORARY TRAFFIC CONTROL SIGNAL
N. MLK JR DR. & W. CLARKE ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

REGIONAL CONTACT: SCOTT REINBACHER
DESIGNED BY: JOZ
REVISED BY:

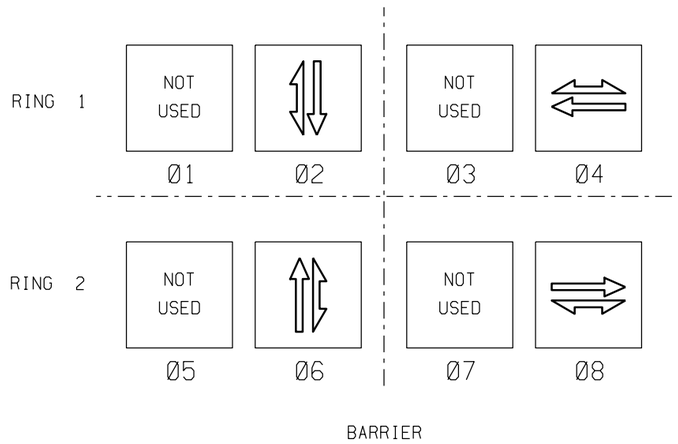
PAGE 1 OF 2

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL TEMPORARY PLAN	SCALE FEET 0 20	SHEET 84 E

FILE NAME: W:\BTE\SIGNALS\PAVING AND DESIGN\STATE PROJECTS-LFA\PRELIMINARY ENGINEERING\2568-00-01 DR MLK DR - CENTER, CLARKE, WRIGHT\2568-00-71 TEMP SIGNALS.DGN PLOT DATE : 27-APR-2026 08:20 PLOT BY : JAORTIZ PLOT SCALE : 1:20 WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø2	10.11.12	R
Ø4	1.2.3	R
Ø6	7.8.9	R
Ø8	4.5.6	R
Ø2P	13.14	
Ø4P	15.16	
Ø6P	17.18	
Ø8P	19.20	

SEQUENCE OF OPERATION





CONTROLLER LOGIC

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

GENERAL NOTES:

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

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

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

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

N. MLK JR DR. & W. CLARKE ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO:	CABINET TYPE: TEMP
	CONTROLLER TYPE: ECONOLITE
DATE: 7/2025	PAGE NO. 2 OF 2

CONSTRUCTION NOTES:

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3. THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 5 DAYS PRIOR TO PLACING SIGNAL CABLES INTO SYSTEM. CONTACT THE CITY OF MILWAUKEE TO MAKE ARRANGEMENTS.
4. REFER TO STREET LIGHTING PLANS TO COORDINATE INSTALLATION

MONOTUBE STRUCTURE NUMBER
SBH - S40-2222-03
SBC - S40-2222-07

N

N. DR MLK JR DR.

W. CLARKE ST.

LEGEND

- CABINET
- (XX) MONOTUBE BASE, POLE, 15'-45' ARM
- CONCRETE POLYMER PULL BOX 17"X30"X24"
- NONMETALLIC CONDUIT 3", UNLESS OTHERWISE NOTED
- TRAFFIC SIGNAL HEAD
- TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- STREET LIGHT POLE, BASE
- STREET LIGHT LUMINAIRE
- M METER PEDESTAL
- APS ACCESSIBLE PEDESTRIAN SIGNAL, PUSH BUTTON
- XX SIGNAL HEAD NUMBER
- R Y G RED, YELLOW, GREEN CIRCULAR INDICATORS
- RED ARROWS
- YELLOW ARROWS
- GREEN ARROWS
- WALK/DON'T WALK INDICATOR 12" WITH COUNTDOWN TIMER 12"
- CONFIRMATION LIGHT
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

TRAFFIC CONTROL SIGNAL
N. MLK JR. DR. & W. CLARKE ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

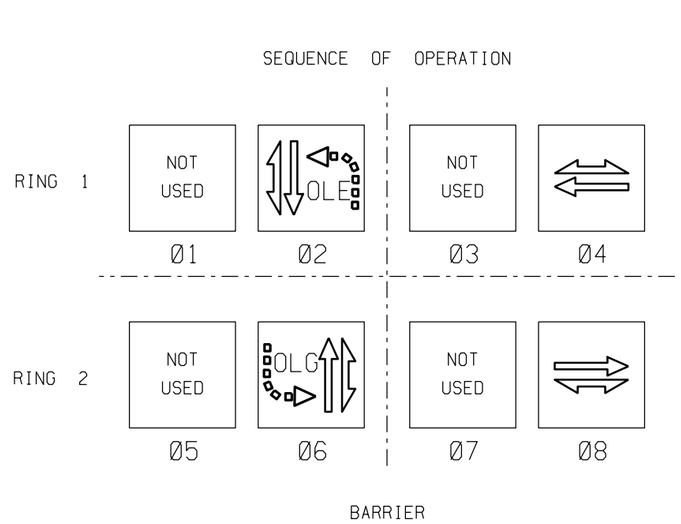
REGIONAL CONTACT: SCOTT REINBACHER
DESIGNED BY: JOZ
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SCALE FEET 0 20	SHEET 86 E

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

SEQUENCE OF OPERATION





CONTROLLER LOGIC

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

OVERLAPS

O.L.	"E"	=	NB	FYA
O.L.	"G"	=	SB	FYA

GENERAL NOTES:

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

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

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL
	A/C
MOVEMENT	↓ ↑
PHASE	2·6

N. MLK JR. DR. & W. CLARKE ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO:	CABINET TYPE: TS2
	CONTROLLER TYPE: ECONOLITE
DATE: 1/2026	PAGE NO. 2 OF 2

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	SEQUENCE OF OPERATIONS	SHEET 87	E

PROJECT ID:	2568-00-71
INTERSECTION:	N. MLK JR DR. & W. CLARKE ST.

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

DATE: 4/17/2026

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

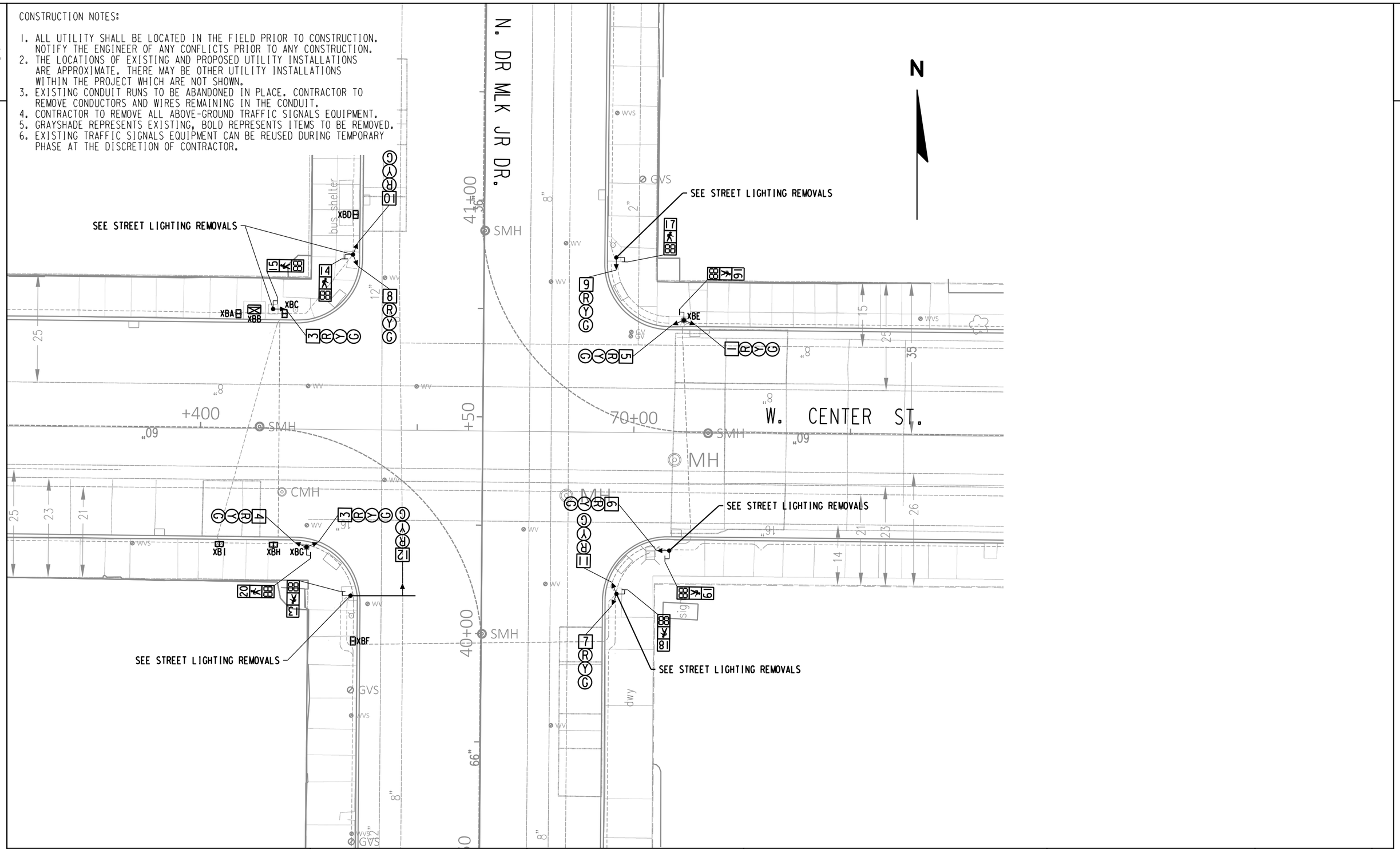
EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SBF
SBF	SBG
SBG	SBH
SBH	SBI
SBI	SBJ
SBJ	SBA
SBA	SBB
SBB	SBC
SBC	SBD
SBD	SBE
SBE	CB1

EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION	
FROM	TO
CB1	SBC
SBC	HEAD A
CB1	SBH
SBH	HEAD C

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS. TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
4. SPV.0090.240 IS WIRED FROM CONTROLLER CABINET TO METER PEDESTAL

CONSTRUCTION NOTES:

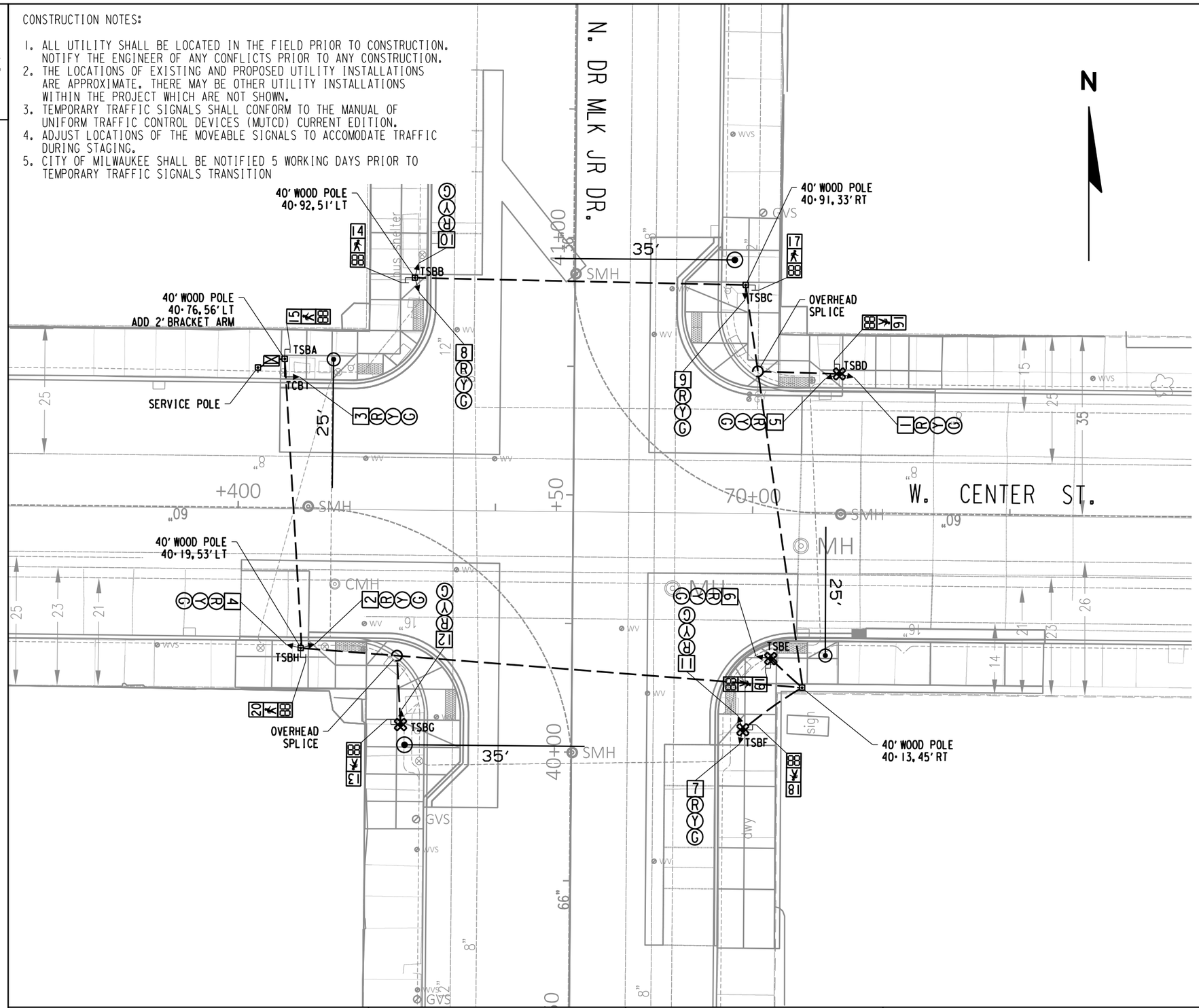
1. ALL UTILITY SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS AND WIRES REMAINING IN THE CONDUIT.
4. CONTRACTOR TO REMOVE ALL ABOVE-GROUND TRAFFIC SIGNALS EQUIPMENT.
5. GRAYSHADE REPRESENTS EXISTING, BOLD REPRESENTS ITEMS TO BE REMOVED.
6. EXISTING TRAFFIC SIGNALS EQUIPMENT CAN BE REUSED DURING TEMPORARY PHASE AT THE DISCRETION OF CONTRACTOR.



PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SCALE FEET 0 20	SHEET 89	E

CONSTRUCTION NOTES:

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



LEGEND

- TEMPORARY CONTROL CABINET
- (XX) PROPOSED MONOTUBE BASE, POLE, ARM
- 40' CLASS 4 WOOD POLE
- MOVEABLE SIGNAL STANDARD
- OVERHEAD TRAFFIC CABLE
- SIGNAL HEAD, POLE MOUNTED
- RED, YELLOW, GREEN CIRCULAR INDICATORS
- XX SIGNAL HEAD NUMBER
- WALK/DON'T WALK INDICATOR 12" WITH COUNTDOWN TIMER 12"

TEMPORARY TRAFFIC CONTROL SIGNAL
N. MLK JR DR. & W. CENTER ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

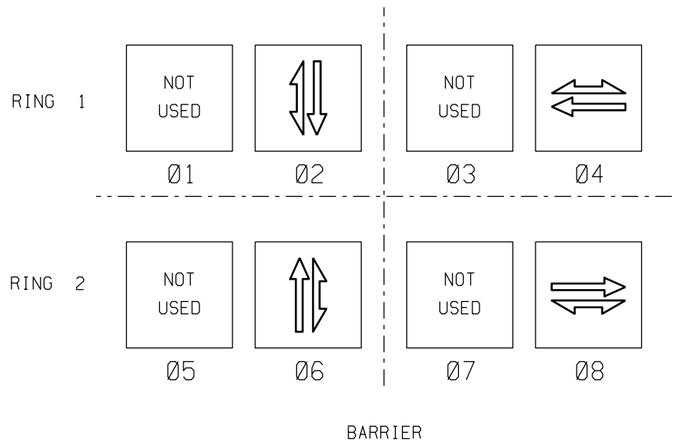
REGIONAL CONTACT: SCOTT REINBACHER
DESIGNED BY: JOZ
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL TEMPORARY PLAN	SCALE FEET 0 20	SHEET 90	E

	HEAD NUMBERS	FLASH
Ø2	10.11.12	R
Ø4	1.2.3	R
Ø6	7.8.9	R
Ø8	4.5.6	R
Ø2P	13.14	
Ø4P	15.16	
Ø6P	17.18	
Ø8P	19.20	

SEQUENCE OF OPERATION





CONTROLLER LOGIC

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

GENERAL NOTES:

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

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

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

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

N. MLK JR DR. & W. CENTER ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

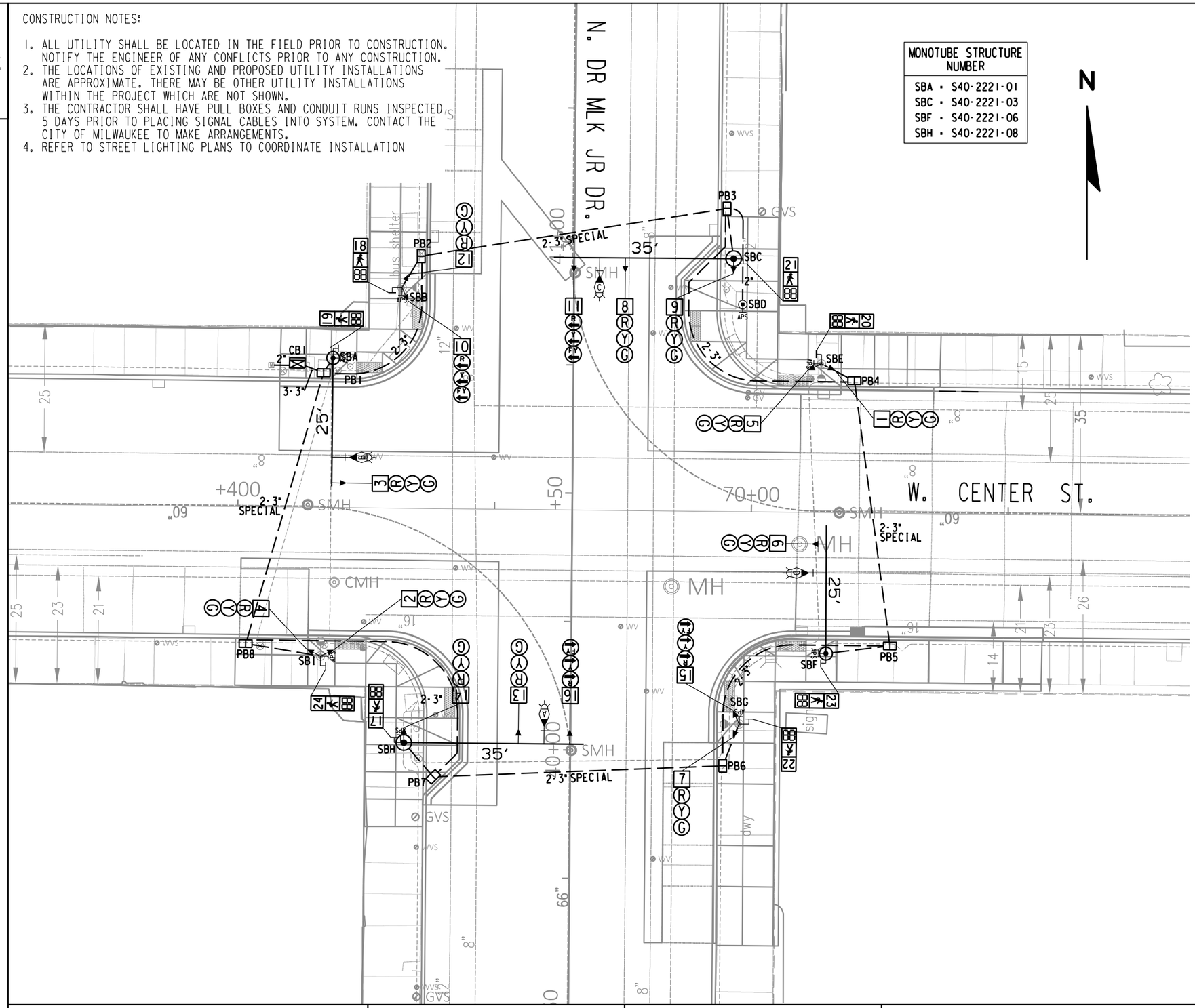
SIGNAL NO:	CABINET TYPE: TEMP
	CONTROLLER TYPE: ECONOLITE
DATE: 7/2025	PAGE NO. 2 OF 2

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TEMPORARY SEQUENCE OF OPERATIONS	SHEET 91	E

CONSTRUCTION NOTES:

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

MONOTUBE STRUCTURE NUMBER
SBA - S40-2221-01
SBC - S40-2221-03
SBF - S40-2221-06
SBH - S40-2221-08



LEGEND

- CABINET
- (XX) MONOTUBE BASE, POLE, 15'-45' ARM
- CONCRETE POLYMER PULL BOX 17"X30"X24"
- NONMETALLIC CONDUIT 3", UNLESS OTHERWISE NOTED
- TRAFFIC SIGNAL HEAD
- TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- STREET LIGHT POLE, BASE
- STREET LIGHT LUMINAIRE
- M METER PEDESTAL
- APS ACCESSIBLE PEDESTRIAN SIGNAL, PUSH BUTTON
- XX SIGNAL HEAD NUMBER
- R Y G RED, YELLOW, GREEN CIRCULAR INDICATORS
- RED ARROWS
- YELLOW ARROWS
- GREEN ARROWS
- WALK/DON'T WALK INDICATOR 12" WITH COUNTDOWN TIMER 12"
- CONFIRMATION LIGHT
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

TRAFFIC CONTROL SIGNAL
N. MLK JR. DR. & W. CENTER ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

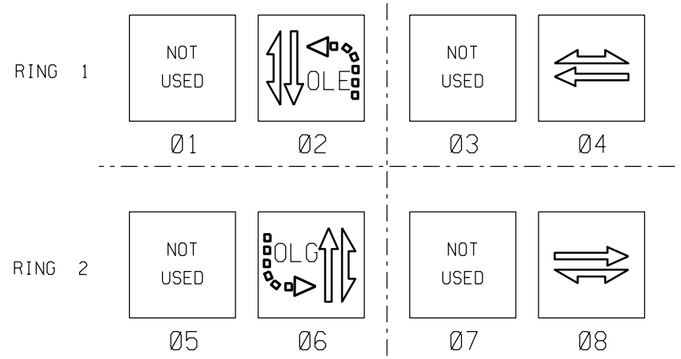
REGIONAL CONTACT: SCOTT REINBACHER
DESIGNED BY: JOZ
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SCALE FEET 0 20	SHEET 92	E

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

SEQUENCE OF OPERATION





CONTROLLER LOGIC

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

OVERLAPS

O.L.	"E"	=	NB	FYA
O.L.	"G"	=	SB	FYA

GENERAL NOTES:

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

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

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL	CHANNEL
	A/C	B/D
MOVEMENT	↓↑	←→
PHASE	2-6	4-8

N. MLK JR. DR. & W. CENTER ST.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO:	CABINET TYPE: TS2
	CONTROLLER TYPE: ECONOLITE
DATE: 1/2026	PAGE NO. 2 OF 2

PROJECT ID:	2568-00-71
INTERSECTION:	N. MLK JR DR. & W. CENTER ST.

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

DATE: 4/27/2026

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

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP

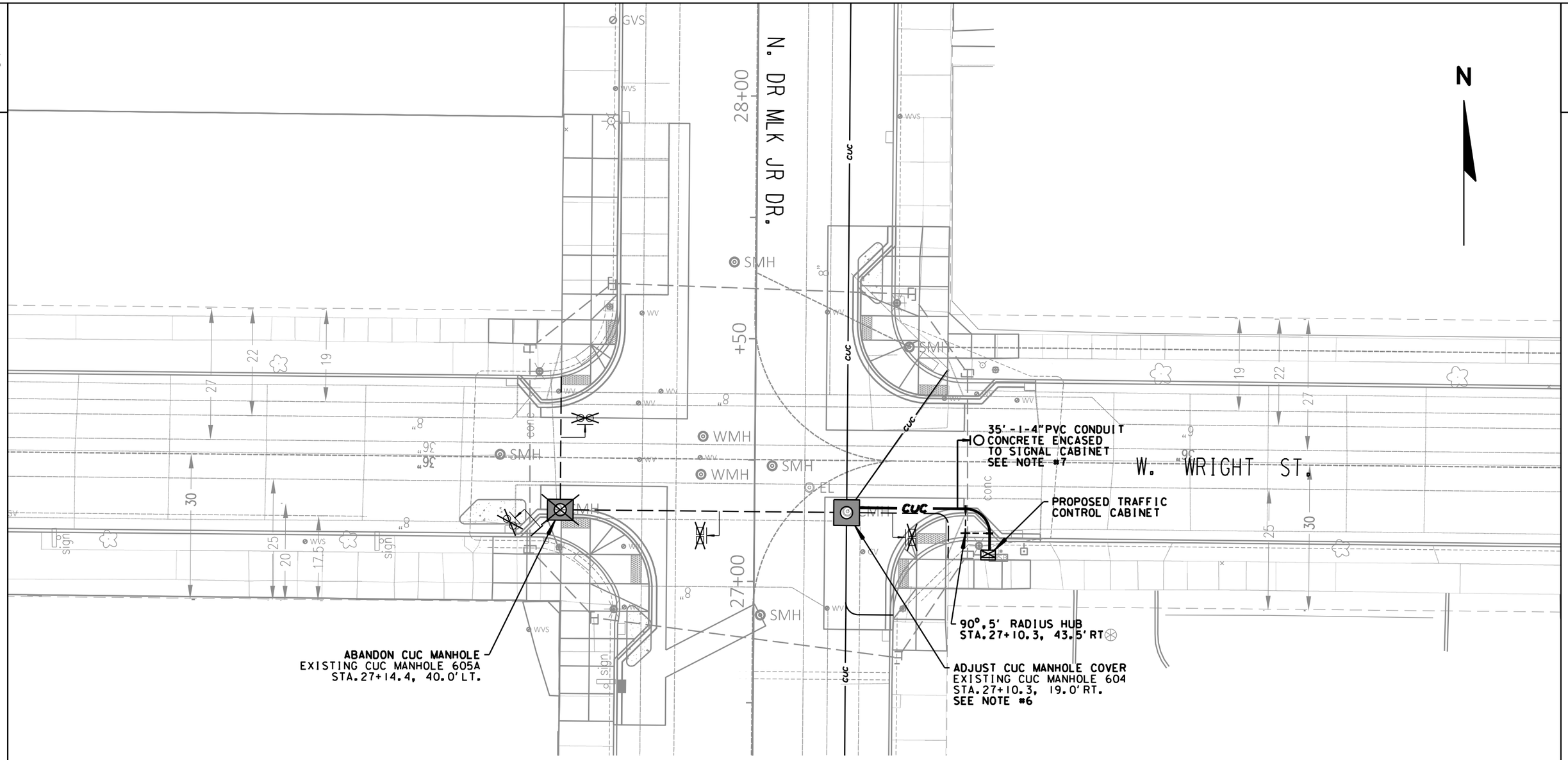
FROM	TO
CB1	SBA
SBA	SBB
SBB	SBC
SBC	SBD
SBD	SBE
SBE	SBF
SBF	SBG
SBG	SBH
SBH	SBI
SBI	CB1

EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION

FROM	TO
CB1	SBA
SBA	HEAD B
CB1	SBC
SBC	HEAD C
CB1	SBF
SBF	HEAD D
CB1	SBH
SBH	HEAD A

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS. TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
4. SPV.0090.240 IS WIRED FROM CONTROLLER CABINET TO METER PEDESTAL

2



NOTES:

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

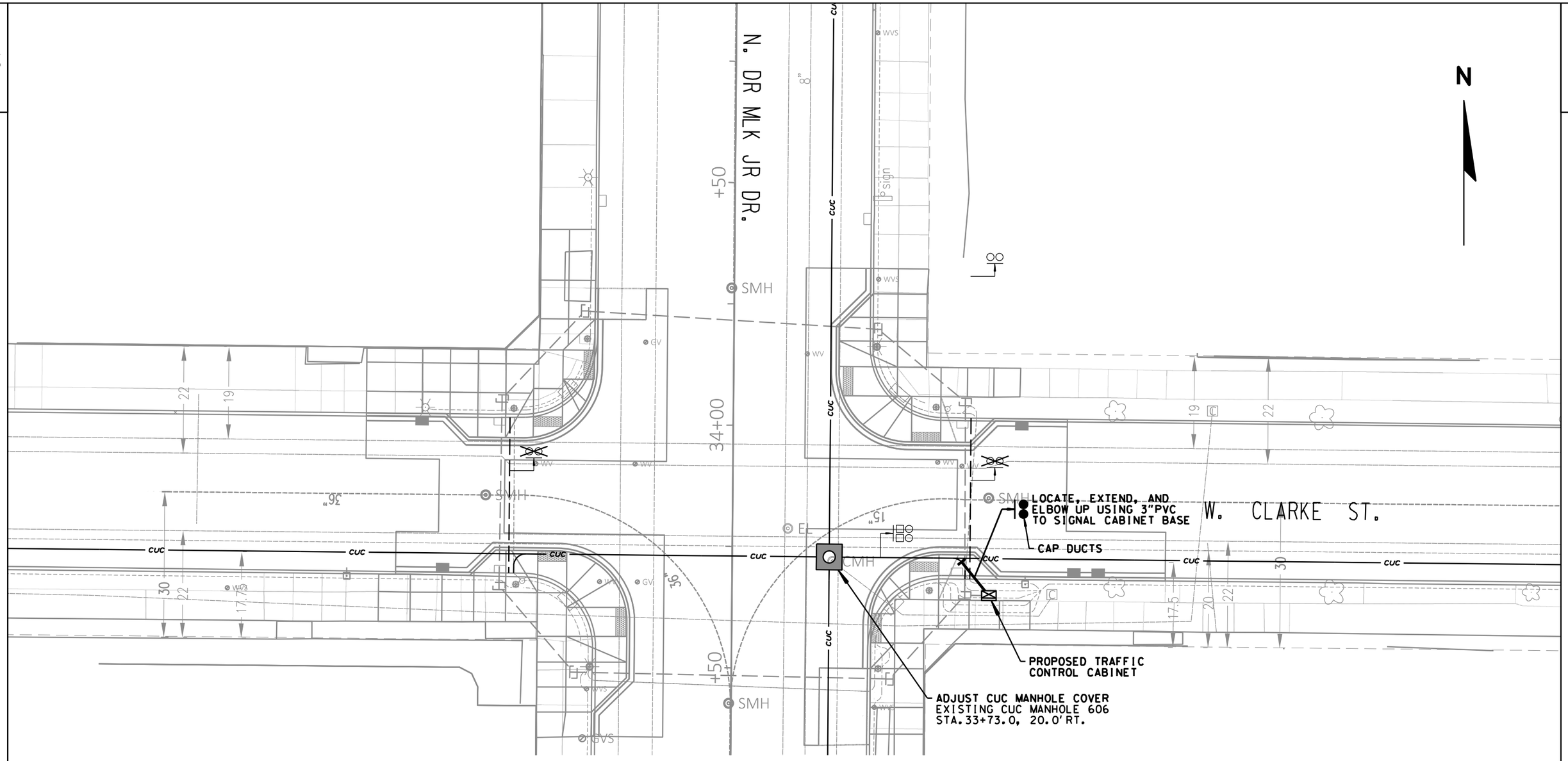
LEGEND

⊡ / ◎	EXISTING CUC MANHOLE
— CUC —	PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT
—— CUC ——	EXISTING CONDUIT
— — — —	CONDUIT TO BE ABANDONED

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	COMM. UNDERGROUND CONDUIT PLAN	SCALE FEET 0 20	SHEET 95	E

FILE NAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2025\2568-00-01 - DR MLK DR - CENTER, CLARKE, WRIGHT\2568-00-71 - COMMUNICATIONS.DGN
PLOT DATE : 28-APR-2026 06:19
PLOT BY : JAORTIZ
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 42

2



NOTES:

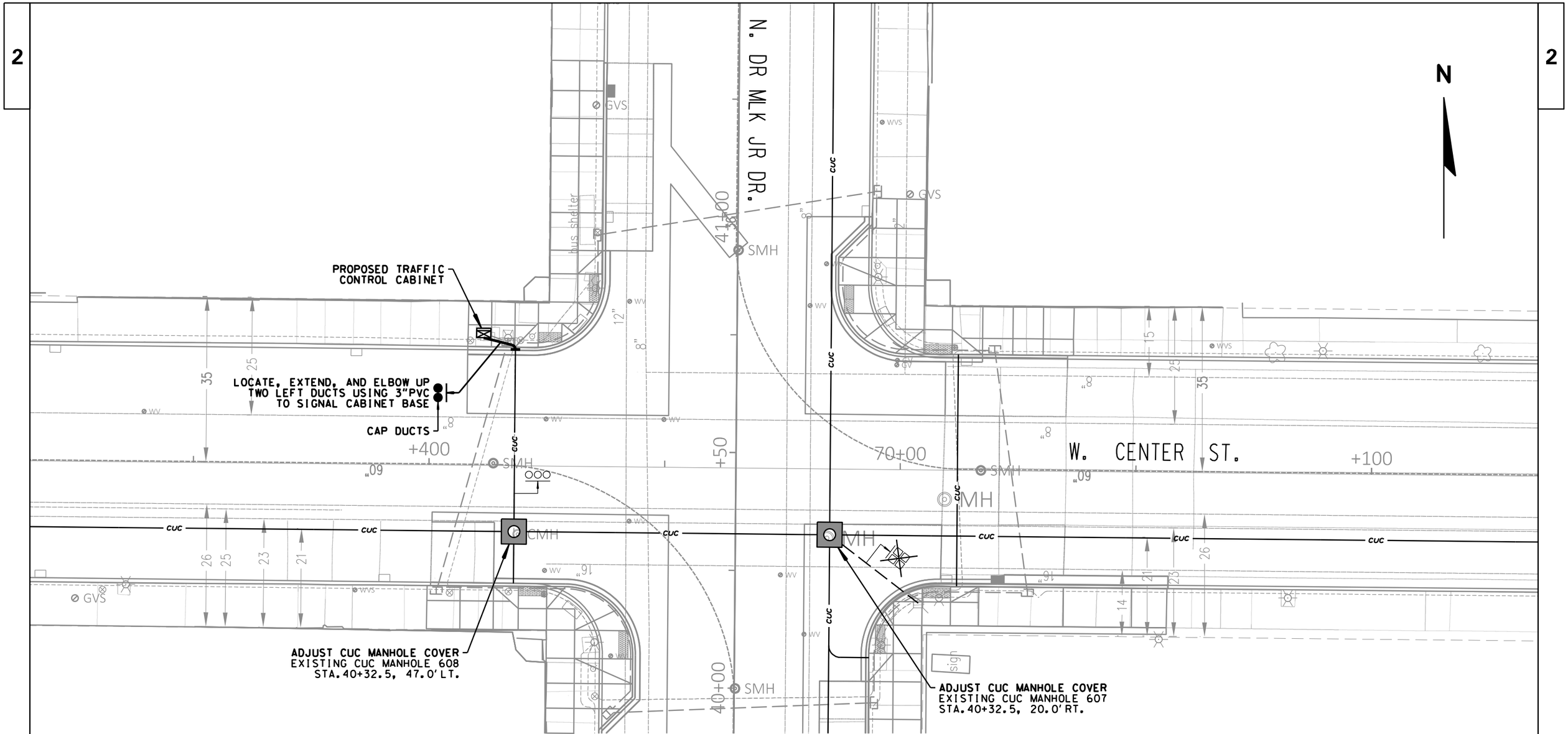
1) CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED IN AND PAID FOR UNDER THE BID ITEM 650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS
2) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER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

LEGEND

▣ / ◎	EXISTING CUC MANHOLE
— CUC —	PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT
— cuc —	EXISTING CONDUIT
— — — —	CONDUIT TO BE ABANDONED

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	COMM. UNDERGROUND CONDUIT PLAN	SCALE FEET 0 20	SHEET 96	E

FILE NAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2025\2568-00-01 - DR MLK DR - CENTER, CLARKE, WRIGHT\2568-00-71 - COMMUNICATIONS.DGN
PLOT DATE = 28-APR-2026 06:14
PLOT BY = JAORTIZ
PLOT SCALE = 1:20
WISDOT/CADDS SHEET 42



NOTES:

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

LEGEND

- EXISTING CUC MANHOLE
- CUC — PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT
- CUC — EXISTING CONDUIT
- — — — CONDUIT TO BE ABANDONED

PROJECT NO: 2568-00-71	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	COMM. UNDERGROUND CONDUIT PLAN	SCALE FEET 0 20	SHEET 97	E

FILE NAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2025\2568-00-01 - DR MLK DR - CENTER, CLARKE, WRIGHT\2568-00-71 - COMMUNICATIONS.DGN
PLOT DATE = 28-APR-2026 06:18
PLOT BY = JAORTIZ
PLOT SCALE = 1:20
WISDOT/CADDS SHEET 42

LEGEND

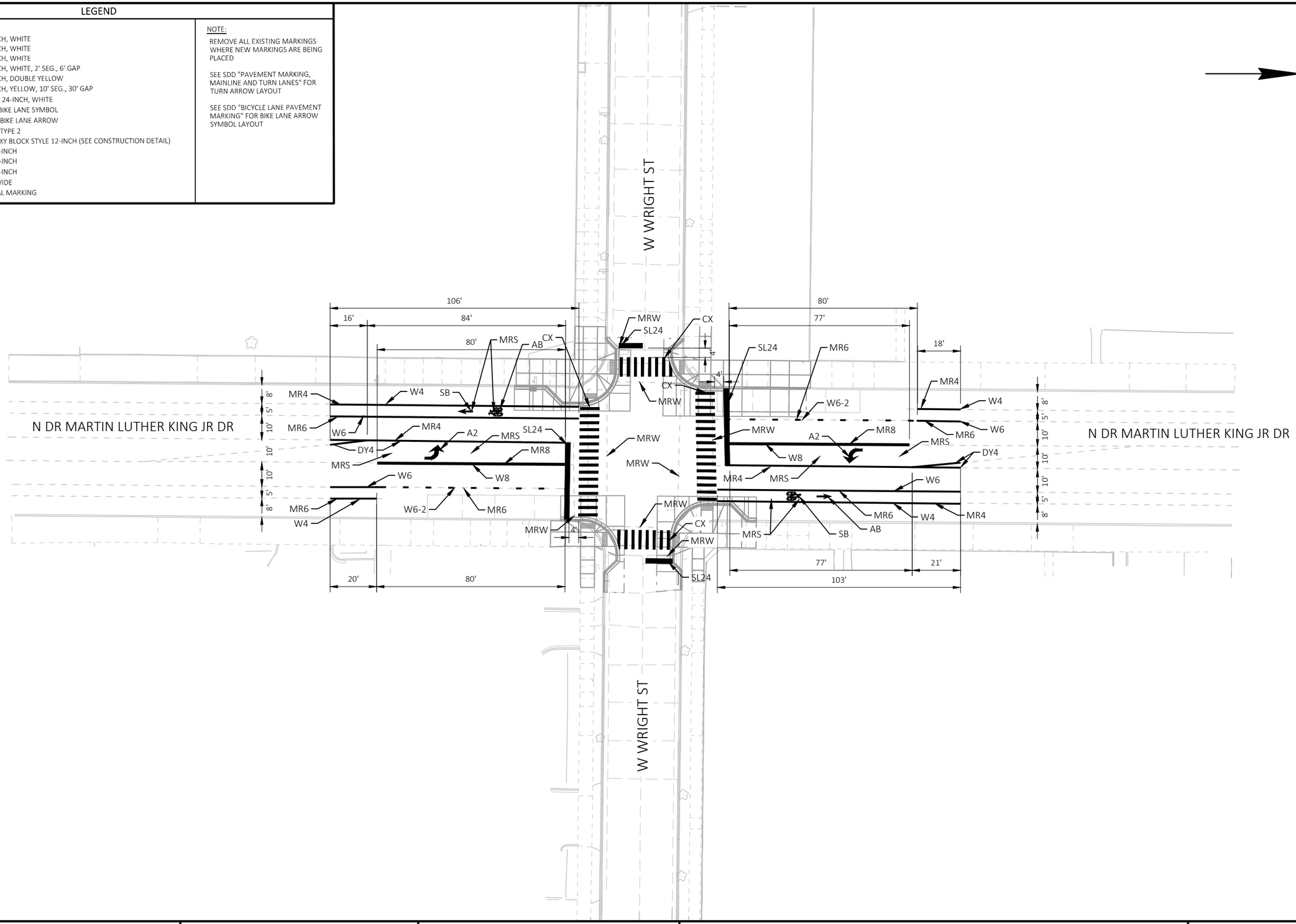
LABEL	DESCRIPTION
W4	MARKING LINE EPOXY 4-INCH, WHITE
W6	MARKING LINE EPOXY 6-INCH, WHITE
W8	MARKING LINE EPOXY 8-INCH, WHITE
W6-2	MARKING LINE EPOXY 6-INCH, WHITE, 2' SEG., 6' GAP
DY4	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
Y4-10	MARKING LINE EPOXY 4-INCH, YELLOW, 10' SEG., 30' GAP
SL24	MARKING STOP LINE EPOXY 24-INCH, WHITE
SB	MARKING SYMBOL EPOXY, BIKE LANE SYMBOL
AB	MARKING ARROWS EPOXY, BIKE LANE ARROW
A2	MARKING ARROWS EPOXY, TYPE 2
CX	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (SEE CONSTRUCTION DETAIL)
MR4	MARKING REMOVAL LINE 4-INCH
MR6	MARKING REMOVAL LINE 6-INCH
MR8	MARKING REMOVAL LINE 8-INCH
MRW	MARKING REMOVAL LINE WIDE
MRS	MARKING REMOVAL SPECIAL MARKING

NOTE:

REMOVE ALL EXISTING MARKINGS WHERE NEW MARKINGS ARE BEING PLACED

SEE SDD "PAVEMENT MARKING, MAINLINE AND TURN LANES" FOR TURN ARROW LAYOUT

SEE SDD "BICYCLE LANE PAVEMENT MARKING" FOR BIKE LANE ARROW SYMBOL LAYOUT



PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	PAVEMENT MARKING - W WRIGHT ST	SHEET 98	E

FILE NAME : Y:\56XX\5655_DS23.MLKDR.MIL.CTR.CLRK.WRGHT\CADDS\25680071\SHEETS\024501-PM.DWG
LAYOUT NAME - 024501

PLOT DATE : 8/20/2026 9:45 AM PLOT BY : SAM FLINT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

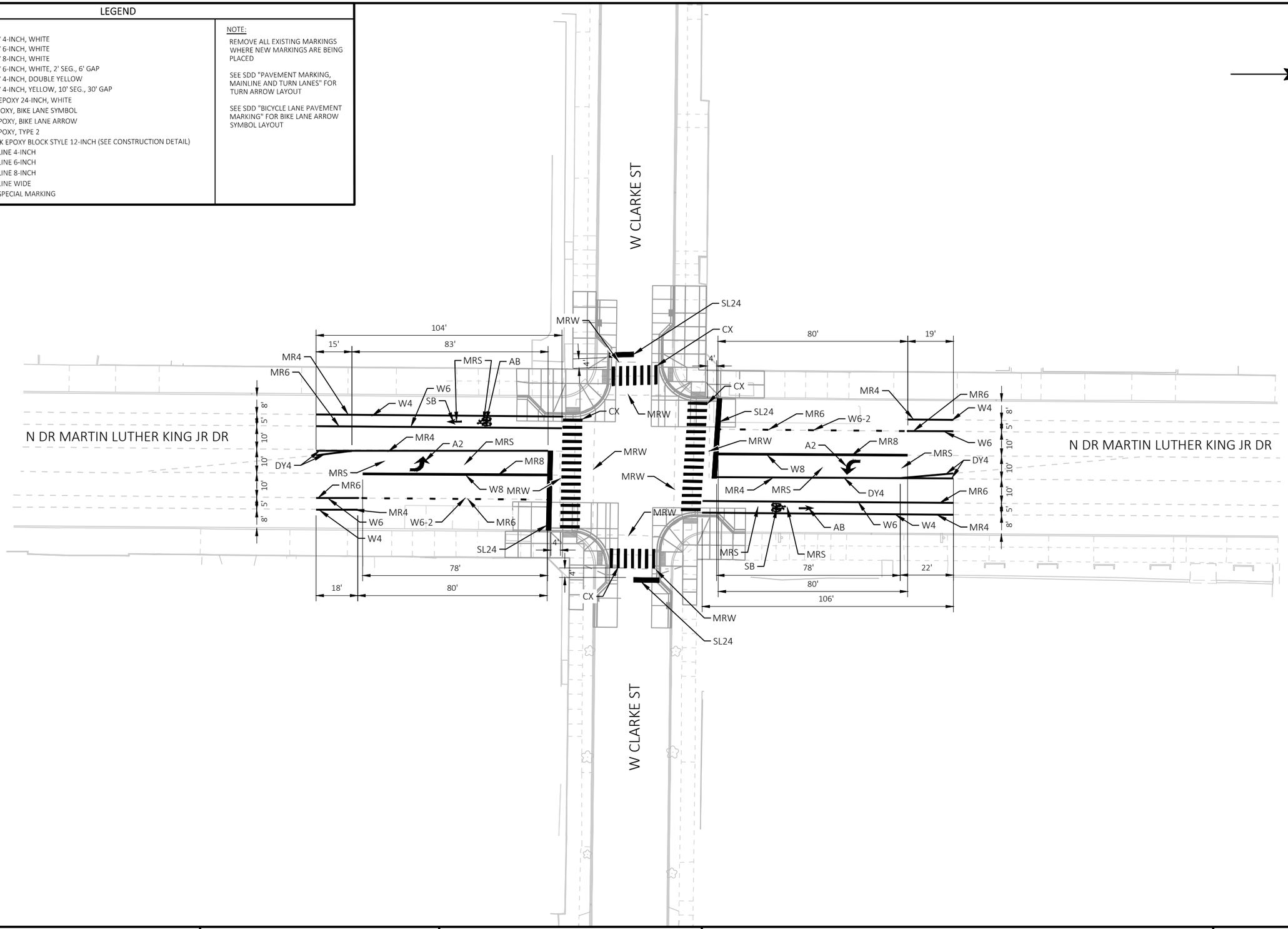
LABEL	DESCRIPTION
W4	MARKING LINE EPOXY 4-INCH, WHITE
W6	MARKING LINE EPOXY 6-INCH, WHITE
W8	MARKING LINE EPOXY 8-INCH, WHITE
W6-2	MARKING LINE EPOXY 6-INCH, WHITE, 2' SEG., 6' GAP
DY4	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
Y4-10	MARKING LINE EPOXY 4-INCH, YELLOW, 10' SEG., 30' GAP
SL24	MARKING STOP LINE EPOXY 24-INCH, WHITE
SB	MARKING SYMBOL EPOXY, BIKE LANE SYMBOL
AB	MARKING ARROWS EPOXY, BIKE LANE ARROW
A2	MARKING ARROWS EPOXY, TYPE 2
CX	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (SEE CONSTRUCTION DETAIL)
MR4	MARKING REMOVAL LINE 4-INCH
MR6	MARKING REMOVAL LINE 6-INCH
MR8	MARKING REMOVAL LINE 8-INCH
MRW	MARKING REMOVAL LINE WIDE
MRS	MARKING REMOVAL SPECIAL MARKING

NOTE:

REMOVE ALL EXISTING MARKINGS WHERE NEW MARKINGS ARE BEING PLACED

SEE SDD "PAVEMENT MARKING, MAINLINE AND TURN LANES" FOR TURN ARROW LAYOUT

SEE SDD "BICYCLE LANE PAVEMENT MARKING" FOR BIKE LANE ARROW SYMBOL LAYOUT



PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	PAVEMENT MARKING - W CLARKE ST	SHEET 99	E

LEGEND

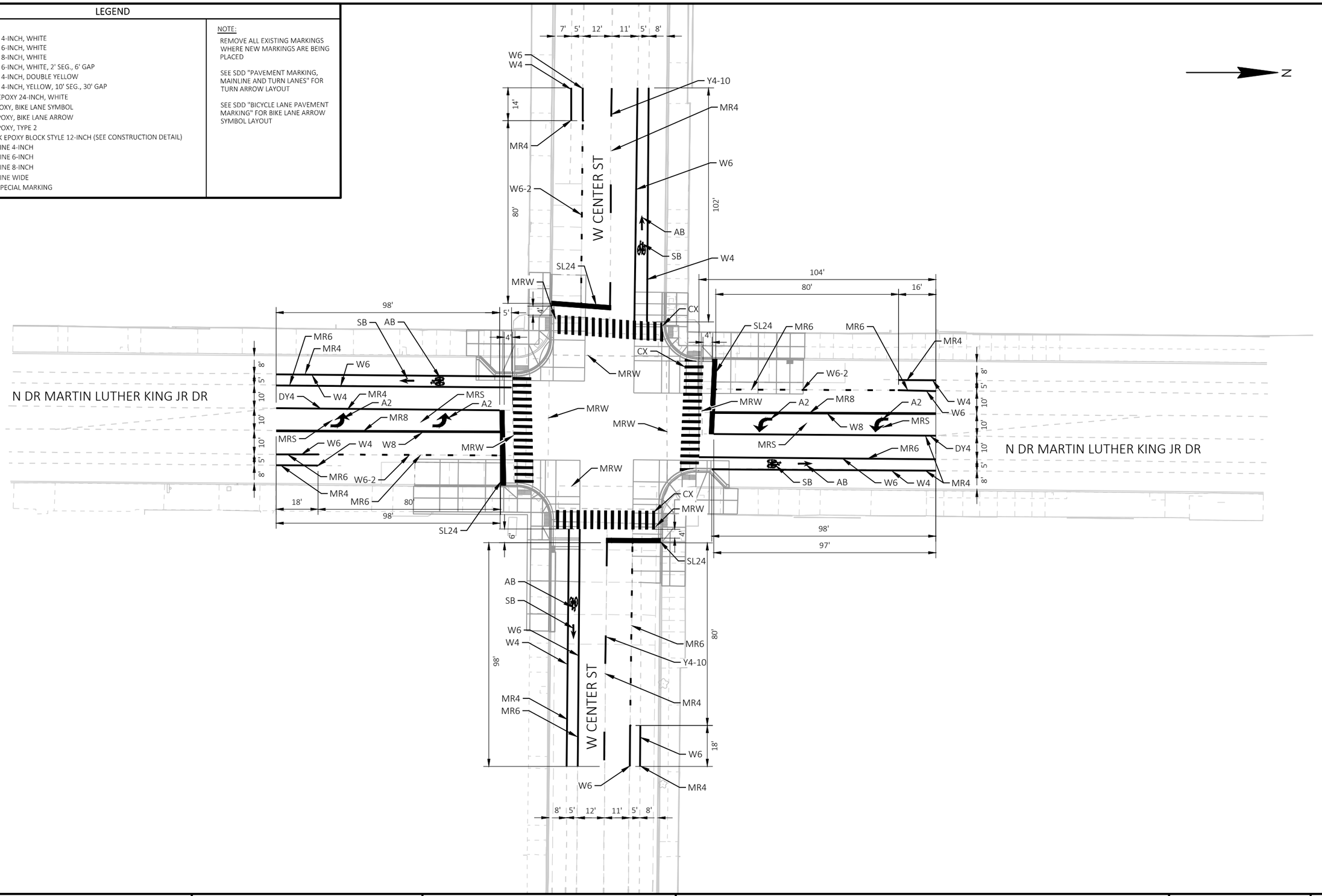
LABEL	DESCRIPTION
W4	MARKING LINE EPOXY 4-INCH, WHITE
W6	MARKING LINE EPOXY 6-INCH, WHITE
W8	MARKING LINE EPOXY 8-INCH, WHITE
W6-2	MARKING LINE EPOXY 6-INCH, WHITE, 2' SEG., 6' GAP
DY4	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
Y4-10	MARKING LINE EPOXY 4-INCH, YELLOW, 10' SEG., 30' GAP
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SB	MARKING SYMBOL EPOXY, BIKE LANE SYMBOL
AB	MARKING ARROWS EPOXY, BIKE LANE ARROW
A2	MARKING ARROWS EPOXY, TYPE 2
CX	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (SEE CONSTRUCTION DETAIL)
MR4	MARKING REMOVAL LINE 4-INCH
MR6	MARKING REMOVAL LINE 6-INCH
MR8	MARKING REMOVAL LINE 8-INCH
MRW	MARKING REMOVAL LINE WIDE
MRS	MARKING REMOVAL SPECIAL MARKING

NOTE:

REMOVE ALL EXISTING MARKINGS WHERE NEW MARKINGS ARE BEING PLACED

SEE SDD "PAVEMENT MARKING, MAINLINE AND TURN LANES" FOR TURN ARROW LAYOUT

SEE SDD "BICYCLE LANE PAVEMENT MARKING" FOR BIKE LANE ARROW SYMBOL LAYOUT



PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	PAVEMENT MARKING - W CENTER ST	SHEET 100	E

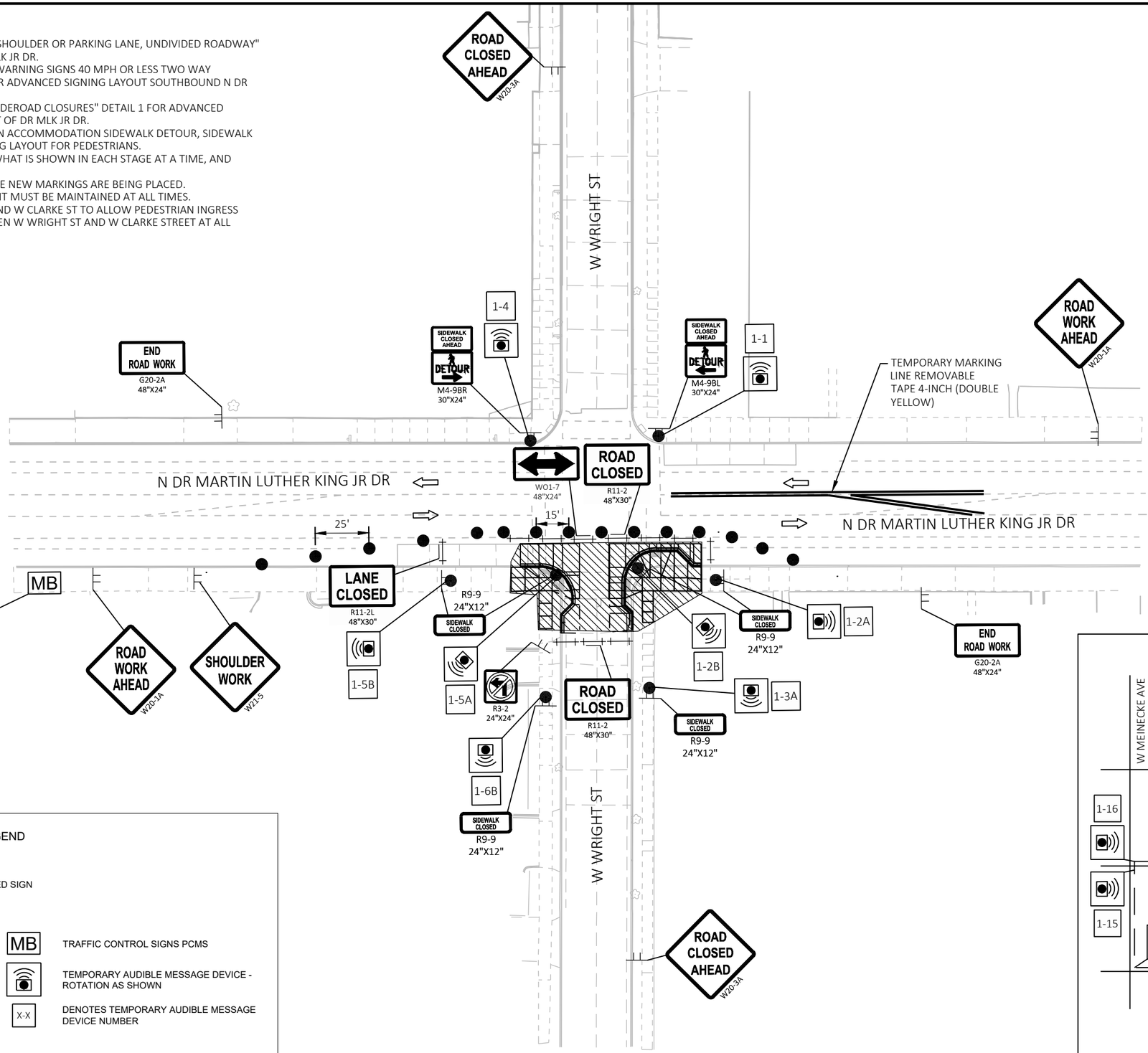
FILE NAME : Y:\56XX\5655_DS23.MLKDR.MIL.CTR.CLRK.WRGHT\CADDS\25680071\SHEETS\024501-PM.DWG
LAYOUT NAME - 024503

PLOT DATE : 8/20/2026 9:46 AM PLOT BY : SAM FLINT PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC CONTROL NOTES

- SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR LAYOUT ON NORTHBOUND N DR MLK JR DR.
- SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING LAYOUT SOUTHBOUND N DR MLK JR DR.
- SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 1 FOR ADVANCED SIGNING LAYOUT ON W WRIGHT ST EAST OF DR MLK JR DR.
- SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES" FOR ADVANCED SIGNING LAYOUT FOR PEDESTRIANS.
- THE CONTRACTOR SHALL ONLY CLOSE WHAT IS SHOWN IN EACH STAGE AT A TIME, AND MAINTAIN PEDESTRIAN ACCESS.
- REMOVE ALL EXISTING MARKINGS WHERE NEW MARKINGS ARE BEING PLACED.
- KFC DRIVE THROUGH ENTRANCE AND EXIT MUST BE MAINTAINED AT ALL TIMES.
- COORDINATE WORK AT W WRIGHT ST AND W CLARKE ST TO ALLOW PEDESTRIAN INGRESS AND EGRESS TO N DR MLK JR DR BETWEEN W WRIGHT ST AND W CLARKE STREET AT ALL TIMES. SEE SPECIAL PROVISIONS.



TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON WEST SIDE OF SOUTHBOUND DR MLK JR DR FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

MB

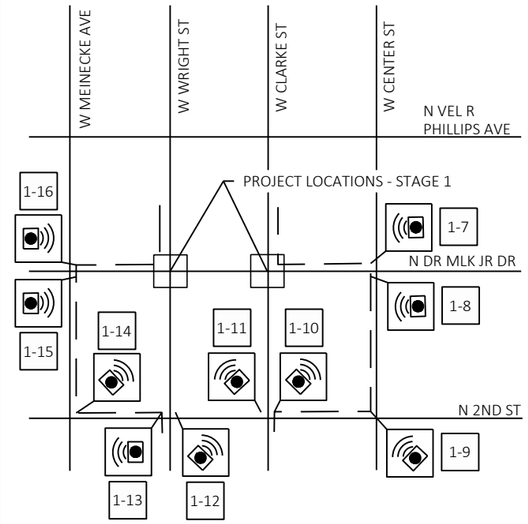
TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PEDESTRIAN DETOUR ROUTE
- MB — TRAFFIC CONTROL SIGNS PCMS
- TEMPORARY AUDIBLE MESSAGE DEVICE - ROTATION AS SHOWN
- X-X — DENOTES TEMPORARY AUDIBLE MESSAGE DEVICE NUMBER

PEDESTRIAN DETOUR ROUTE



PROJECT NO: 2568-00-71	HWY: N DR MLK JR DR	COUNTY: MILWAUKEE	TRAFFIC CONTROL - W WRIGHT ST - STAGE 1	SHEET 101	E

FILE NAME : Y:\56XX\5655_DS23.MLKDR.MIL.CTR.CLRK.WRGHT\CADDS\25680071\SHEETS\025101-TC.DWG
LAYOUT NAME - 025101

PLOT DATE : 4/21/2026 3:57 PM PLOT BY : SAM FLINT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

DETOUR: N DR MLK JR DR & W WRIGHT STREET, STAGE 1 - NE & SE CURB RAMPS CLOSED

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE	
1-1	N DR MLK JR DR & W WRIGHT ST	NW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND WRIGHT STREET. THE NORTHEAST AND SOUTHEAST SIDEWALKS ARE CLOSED TO PEDESTRIANS. EASTBOUND PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE NORTH ON THE DETOUR ROUTE TO CLARKE STREET. WESTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.	
1-2A	N DR MLK JR DR & W WRIGHT ST	NE, N-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE NORTH ON THE DETOUR ROUTE TO CLARKE STREET.	*USE DURING NORTHEAST QUADRANT CONSTRUCTION
1-2B	N DR MLK JR DR & W WRIGHT ST	NE, NE-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET. THE WESTBOUND AND SOUTHBOUND CROSSWALKS ARE CLOSED TO PEDESTRIANS. SOUTH AND WESTBOUND PEDESTRIANS, PLEASE TURN AROUND AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET.	*USE DURING SOUTHEAST QUADRANT CONSTRUCTION
1-3A	N DR MLK JR DR & W WRIGHT ST	NE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET.	*USE DURING NORTHEAST QUADRANT CONSTRUCTION
1-4	N DR MLK JR DR & W WRIGHT ST	SW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND WRIGHT STREET. THE NORTHEAST AND SOUTHEAST SIDEWALKS ARE CLOSED TO PEDESTRIANS. EASTBOUND PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO MEINECKE STREET. WESTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.	*USE DURING SOUTHEAST QUADRANT CONSTRUCTION
1-5A	N DR MLK JR DR & W WRIGHT ST	SE, SE-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET. THE WESTBOUND AND NORTHBOUND CROSSWALKS ARE CLOSED TO PEDESTRIANS. NORTH AND WESTBOUND PEDESTRIANS, PLEASE CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET.	
1-5B	N DR MLK JR DR & W WRIGHT ST	SE, S-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE SOUTH ON THE DETOUR ROUTE TO MEINECKE STREET.	*USE DURING SOUTHEAST QUADRANT CONSTRUCTION
1-6B	N DR MLK JR DR & W WRIGHT ST	SE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET.	*USE DURING SOUTHEAST QUADRANT CONSTRUCTION
1-7	N DR MLK JR DR & W CENTER ST	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE SOUTHBOUND TO CLARKE STREET.	
1-8	N DR MLK JR DR & W CENTER ST	SE	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE EAST CROSSWALK IS CLOSED TO PEDESTRIANS AT WRIGHT STREET. PLEASE CROSS DR. MARTIN LUTHER KING JR. DRIVE TO THE WEST TO CONTINUE SOUTHBOUND. NORTHBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.	
1-9	N 2ND ST & W CENTER ST	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF 2ND STREET AND CENTER STREET. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO CLARKE STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WEST ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JUNIOR DRIVE.	
1-10	N 2ND ST & W CLARKE ST	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF 2ND STREET AND CLARKE STREET. THE SIDEWALK AND CROSSWALK AT DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET ARE CLOSED TO PEDESTRIANS. NORTH AND WESTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET. SOUTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE SOUTH ON THE DETOUR ROUTE TO MEINECKE AVENUE. EASTBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.	
1-11	N 2ND ST & W CLARKE ST	SW	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF 2ND STREET AND CLARKE STREET. THE SIDEWALK AND CROSSWALK AT WRIGHT STREET AND DR. MARTIN LUTHER KING DRIVE ARE CLOSED TO PEDESTRIANS. NORTH AND WESTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET.	
1-12	N 2ND ST & W WRIGHT ST	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF 2ND STREET AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AT WRIGHT STREET AND DR. MARTIN LUTHER KING DRIVE ARE CLOSED TO PEDESTRIANS. SOUTH AND WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO MEINECKE AVENUE.	

CONTINUED ON NEXT PAGE

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN: CONTINUED

DETOUR: N DR MLK JR DR & W WRIGHT STREET, STAGE 1 - NE & SE CURB RAMPS CLOSED

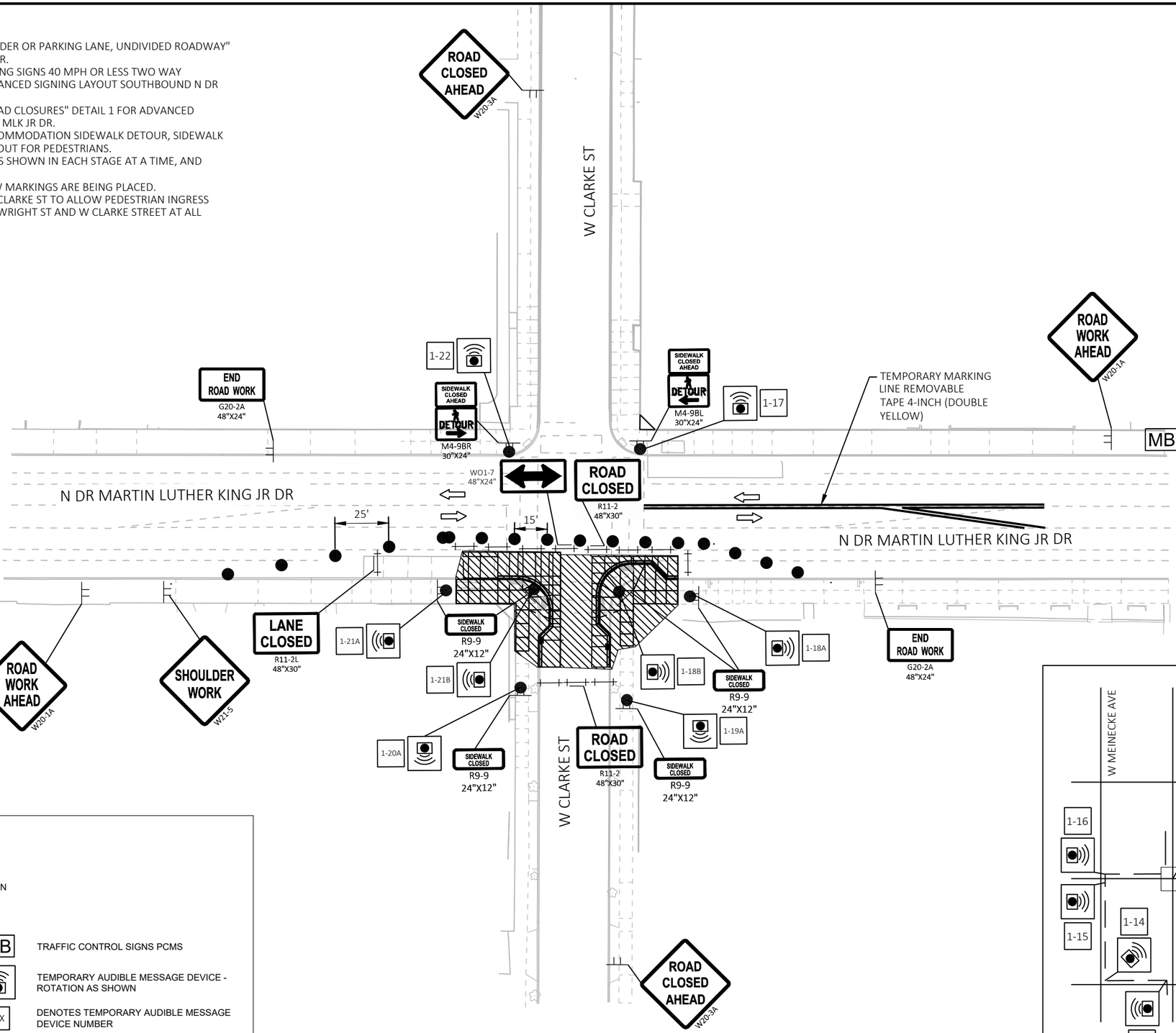
TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE
1-13	N 2ND ST & W WRIGHT ST	SW	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF WRIGHT STREET 2ND STREET. THE SIDEWALK AND CROSSWALK AT WRIGHT STREET AND DR. MARTIN LUTHER KING DRIVE ARE CLOSED TO PEDESTRIANS. SOUTH AND WESTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE SOUTH ON THE DETOUR ROUTE TO MEINECKE AVENUE. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET. EASTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
1-14	N 2ND ST & W MEINECKE AVE	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF MEINECKE AVENUE AND 2ND STREET. SOUTH AND WESTBOUND PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE WESTBOUND ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JUNIOR DRIVE. EASTBOUND PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE NORTH ON THE DETOUR ROUTE TO WRIGHT STREET.
1-15	W DR MLK JR DR & W MEINECKE AVE	NE	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND MEINECKE AVENUE. THE EAST CROSSWALK IS CLOSED TO PEDESTRIANS AT WRIGHT STREET. PLEASE CROSS DR. MARTIN LUTHER KING JR. DRIVE TO THE WEST TO CONTINUE NORTHBOUND. SOUTHBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
1-16	W DR MLK JR DR & W MEINECKE AVE	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF MEINECKE AVENUE AND DR. MARTIN LUTHER KING JUNIOR DRIVE. THE SIDEWALK AND CROSSWALK AT DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND WRIGHT STREET ARE CLOSED TO PEDESTRIANS. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE NORTHBOUND ON THE DETOUR ROUTE TO WRIGHT STREET. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE EASTBOUND ON THE DETOUR ROUTE TO 2ND STREET.

2

2

TRAFFIC CONTROL NOTES

- SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR LAYOUT ON NORTHBOUND N DR MLK JR DR.
- SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING LAYOUT SOUTHBOUND N DR MLK JR DR.
- SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 1 FOR ADVANCED SIGNING LAYOUT ON W CLARKE ST EAST OF DR MLK JR DR.
- SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES" FOR ADVANCED SIGNING LAYOUT FOR PEDESTRIANS.
- THE CONTRACTOR SHALL ONLY CLOSE WHAT IS SHOWN IN EACH STAGE AT A TIME, AND MAINTAIN PEDESTRIAN ACCESS.
- REMOVE ALL EXISTING MARKINGS WHERE NEW MARKINGS ARE BEING PLACED.
- COORDINATE WORK AT W WRIGHT ST AND W CLARKE ST TO ALLOW PEDESTRIAN INGRESS AND EGRESS TO N DR MLK JR DR BETWEEN W WRIGHT ST AND W CLARKE STREET AT ALL TIMES. SEE SPECIAL PROVISIONS.



PROJECT NO: 2568-00-71	HWY: N DR MLK JR DR	COUNTY: MILWAUKEE	TRAFFIC CONTROL - W CLARKE ST - STAGE 1	SHEET 104	E

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

DETOUR: N DR MLK JR DR & W CLARKE STREET, STAGE 1 - NE & SE CURB RAMPS CLOSED

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE
1-7	N DR MLK JR DR & W CENTER ST	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE SOUTHBOUND TO CLARKE STREET.
1-8	N DR MLK JR DR & W CENTER ST	SE	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE EAST CROSSWALK IS CLOSED TO PEDESTRIANS AT WRIGHT STREET. PLEASE CROSS DR. MARTIN LUTHER KING JR. DRIVE TO THE WEST TO CONTINUE SOUTHBOUND. NORTHBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
1-9	N 2ND ST & W CENTER ST	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF 2ND STREET AND CENTER STREET. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO CLARKE STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WEST ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR. DRIVE.
1-10	N 2ND ST & W CLARKE ST	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF 2ND STREET AND CLARKE STREET. THE SIDEWALK AND CROSSWALK AT DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET ARE CLOSED TO PEDESTRIANS. NORTH AND WESTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET. SOUTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE SOUTH ON THE DETOUR ROUTE TO MEINECKE AVENUE. EASTBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.
1-11	N 2ND ST & W CLARKE ST	SW	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF 2ND STREET AND CLARKE STREET. THE SIDEWALK AND CROSSWALK AT WRIGHT STREET AND DR. MARTIN LUTHER KING DRIVE ARE CLOSED TO PEDESTRIANS. NORTH AND WESTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET.
1-12	N 2ND ST & W WRIGHT ST	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF 2ND STREET AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AT WRIGHT STREET AND DR. MARTIN LUTHER KING DRIVE ARE CLOSED TO PEDESTRIANS. SOUTH AND WESTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE SOUTH ON THE DETOUR ROUTE TO MEINECKE AVENUE.
1-13	N 2ND ST & W WRIGHT ST	SW	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF WRIGHT STREET 2ND STREET. THE SIDEWALK AND CROSSWALK AT WRIGHT STREET AND DR. MARTIN LUTHER KING DRIVE ARE CLOSED TO PEDESTRIANS. SOUTH AND WESTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE SOUTH ON THE DETOUR ROUTE TO MEINECKE AVENUE. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET. EASTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
1-14	N 2ND ST & W MEINECKE AVE	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF MEINECKE AVENUE AND 2ND STREET. SOUTH AND WESTBOUND PEDESTRIANS, PLEASE CONTINUE WESTBOUND ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JUNIOR DRIVE. EASTBOUND PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE NORTH ON THE DETOUR ROUTE TO WRIGHT STREET.
1-15	W DR MLK JR DR & W MEINECKE AVE	NE	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND MEINECKE AVENUE. THE EAST CROSSWALK IS CLOSED TO PEDESTRIANS AT WRIGHT STREET. PLEASE CROSS DR. MARTIN LUTHER KING JR. DRIVE TO THE WEST TO CONTINUE NORTHBOUND. SOUTHBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
1-16	W DR MLK JR DR & W MEINECKE AVE	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF MEINECKE AVENUE AND DR. MARTIN LUTHER KING JUNIOR DRIVE. THE SIDEWALK AND CROSSWALK AT DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND WRIGHT STREET ARE CLOSED TO PEDESTRIANS. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE NORTHBOUND ON THE DETOUR ROUTE TO WRIGHT STREET. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE EASTBOUND ON THE DETOUR ROUTE TO 2ND STREET.
1-17	N DR MLK JR DR & W CLARKE ST	NW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE NORTHEAST AND SOUTHEAST SIDEWALKS ARE CLOSED TO PEDESTRIANS. EASTBOUND PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET. WESTBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.
1-18A	N DR MLK JR DR & W CLARKE ST	NE, N-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET.
1-18B	N DR MLK JR DR & W CLARKE ST	NE, NE-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CLARKE STREET. THE WESTBOUND AND SOUTHBOUND CROSSWALKS ARE CLOSED TO PEDESTRIANS. SOUTH AND WESTBOUND PEDESTRIANS, PLEASE CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET.

*USE DURING NORTHEAST QUADRANT CONSTRUCTION

*USE DURING SOUTHEAST QUADRANT CONSTRUCTION

CONTINUED ON NEXT PAGE

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN: CONTINUED

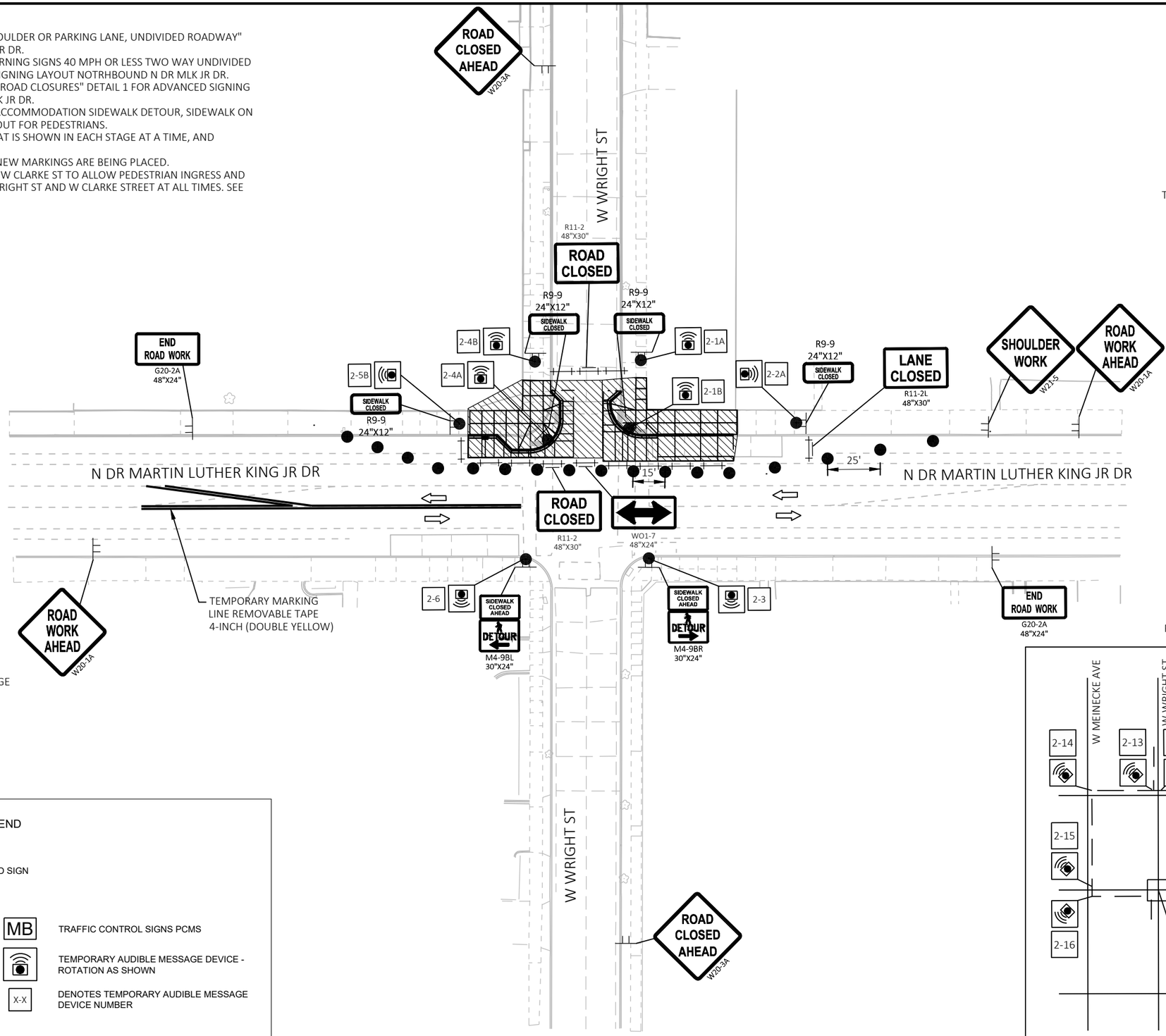
DETOUR: N DR MLK JR DR & W CLARKE STREET, STAGE 1 - NE & SE CURB RAMPS CLOSED

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE	
1-19A	N DR MLK JR DR & W CLARKE ST	NE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET.	*USE DURING NORTHEAST QUADRANT CONSTRUCTION
1-20A	N DR MLK JR DR & W CLARKE ST	SE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET.	*USE DURING SOUTHEAST QUADRANT CONSTRUCTION
1-21A	N DR MLK JR DR & W CLARKE ST	SE, S-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE SOUTH ON THE DETOUR ROUTE TO MEINECKE AVENUE.	*USE DURING SOUTHEAST QUADRANT CONSTRUCTION
1-21B	N DR MLK JR DR & W CLARKE ST	SE, SE-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CLARKE STREET. THE WESTBOUND AND NORTHBOUND CROSSWALKS ARE CLOSED TO PEDESTRIANS. NORTH AND WESTBOUND PEDESTRIANS, PLEASE CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET.	*USE DURING NORTHEAST QUADRANT CONSTRUCTION
1-22	N DR MLK JR DR & W CLARKE ST	SW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE NORTHEAST AND SOUTHEAST SIDEWALKS ARE CLOSED TO PEDESTRIANS. PLEASE TURN RIGHT AND CONTINUE SOUTH TO ON THE DETOUR ROUTE TO MEINECKE AVENUE. WESTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.	

2

TRAFFIC CONTROL NOTES

- SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR LAYOUT ON SOUTHBOUND N DR MLK JR DR.
- SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING LAYOUT NOTRHBOUND N DR MLK JR DR.
- SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 1 FOR ADVANCED SIGNING LAYOUT ON W WRIGHT ST WEST OF DR MLK JR DR.
- SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES" FOR ADVANCED SIGNING LAYOUT FOR PEDESTRIANS.
- THE CONTRACTOR SHALL ONLY CLOSE WHAT IS SHOWN IN EACH STAGE AT A TIME, AND MAINTAIN PEDESTRIAN ACCESS.
- REMOVE ALL EXISTING MARKINGS WHERE NEW MARKINGS ARE BEING PLACED.
- COORDINATE WORK AT W WRIGHT ST AND W CLARKE ST TO ALLOW PEDESTRIAN INGRESS AND EGRESS TO N DR MLK JR DR BETWEEN W WRIGHT ST AND W CLARKE STREET AT ALL TIMES. SEE SPECIAL PROVISIONS.



TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON WEST SIDE OF SOUTHBOUND DR MLK JR DR FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

MB

MB

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON EAST SIDE OF NORTHBOUND DR MLK JR DR FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

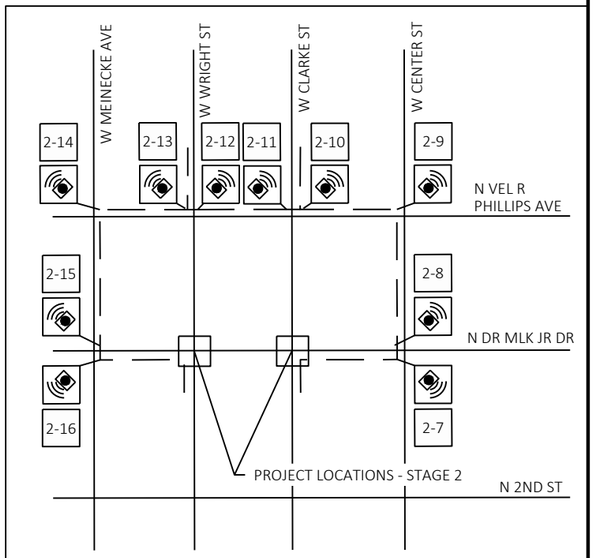
TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PEDESTRIAN DETOUR ROUTE
- MB — TRAFFIC CONTROL SIGNS PCMS
- TEMPORARY AUDIBLE MESSAGE DEVICE - ROTATION AS SHOWN
- X-X — DENOTES TEMPORARY AUDIBLE MESSAGE DEVICE NUMBER

PEDESTRIAN DETOUR ROUTE



PROJECT NO: 2568-00-71	HWY: N DR MLK JR DR	COUNTY: MILWAUKEE	TRAFFIC CONTROL - W WRIGHT ST - STAGE 2	SHEET 107	E

FILE NAME : Y:\56XX\5655_DS23.MLKDR.MIL.CTR.CLRK.WRGHT\CADDS\25680071\SHEETS\025102-TC.DWG
LAYOUT NAME - 025101

PLOT DATE : 4/21/2026 3:59 PM PLOT BY : SAM FLINT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

DETOUR: N DR MLK JR DR & W WRIGHT STREET, STAGE 2 - NW & SW CURB RAMPS CLOSED

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE	
2-1A	N DR MLK JR DR & W WRIGHT ST	NW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R. PHILLIPS AVENUE.	*USE DURING NORTHWEST QUADRANT CONSTRUCTION
2-1B	N DR MLK JR DR & W WRIGHT ST	NW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. SOUTH AND EASTBOUND PEDESTRIANS, PLEASE CONTINUE WEST ON THE DETOUR ROUTE ALONG WRIGHT STREET TO VEL R. PHILLIPS AVENUE.	*USE DURING SOUTHWEST QUADRANT CONSTRUCTION
2-2A	N DR MLK JR DR & W WRIGHT ST	NW, N-FACING	ATTENTION SOUTHBOUND PEDESTRIANS. YOU ARE APPROACHING THE NORTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE NORTHBOUND ON THE DETOUR ROUTE TO CLARKE STREET.	*USE DURING NORTHWEST QUADRANT CONSTRUCTION
2-3	N DR MLK JR DR & W WRIGHT ST	NE, E-FACING	ATTENTION WESTBOUND PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET. THE CROSSWALK AND SIDEWALK ON THE WEST SIDE OF DR. MARTIN LUTHER KING JR. DRIVE ARE CLOSED TO PEDESTRIANS. PLEASE TURN LEFT AND CONTINUE SOUTHBOUND ON THE DETOUR ROUTE TO MEINECKE AVENUE.	
2-4A	N DR MLK JR DR & W WRIGHT ST	SW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. NORTH AND EASTBOUND PEDESTRIANS, PLEASE CONTINUE WEST ON THE DETOUR ROUTE ALONG WRIGHT STREET TO VEL R. PHILLIPS AVENUE.	*USE DURING NORTHWEST QUADRANT CONSTRUCTION
2-4B	N DR MLK JR DR & W WRIGHT ST	SW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R. PHILLIPS AVENUE.	*USE DURING SOUTHWEST QUADRANT CONSTRUCTION
2-5B	N DR MLK JR DR & W WRIGHT ST	SW, S-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE SOUTH ON THE DETOUR ROUTE TO MEINECKE AVENUE.	*USE DURING SOUTHWEST QUADRANT CONSTRUCTION
2-6	N DR MLK JR DR & W WRIGHT ST	SE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET. THE SIDEWALK ON THE WEST SIDE OF THE INTERSECTION IS CLOSED TO PEDESTRIANS. WESTBOUND PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO MEINECKE AVENUE. EASTBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.	
2-7	N DR MLK JR DR & W CENTER ST	SE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO CLARKE STREET. NORTHBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.	
2-8	N DR MLK JR DR & W CENTER ST	SW	ATTENTION SOUTHBOUND PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE WEST SIDE SIDEWALK AND CROSSWALK AT DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET ARE CLOSED TO PEDESTRIANS. PLEASE CROSS DR. MARTIN LUTHER KING JR. DRIVE TO THE EAST TO CONTINUE SOUTHBOUND.	
2-9	N VEL R PHILLIPS AVE & W CENTER ST	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF VEL R PHILLIPS AVENUE AND CENTER STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO CLARKE STREET. NORTH AND EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE EAST ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR. DRIVE.	
2-10	N VEL R PHILLIPS AVE & W CLARKE ST	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF VEL R PHILLIPS AVENUE AND CLARKE STREET. THE SIDEWALK AND CROSSWALK AT DR. MARTIN LUTHER KING JR. DRIVE AND WRIGHT STREET ARE CLOSED TO PEDESTRIANS. WESTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE. EASTBOUND AND NORTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTHBOUND ON THE DETOUR ROUTE TO CENTER STREET.	
2-11	N VEL R PHILLIPS AVE & W CLARKE ST	SW	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF VEL R PHILLIPS AND CLARKE STREET. THE CROSSWALK AT DR. MARTIN LUTHER KING JR. DRIVE IS CLOSED TO PEDESTRIANS. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO CENTER STREET. SOUTH AND EASTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE SOUTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO MEINECKE AVENUE.	

CONTINUED ON NEXT PAGE

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN: CONTINUED

DETOUR: N DR MLK JR DR & W WRIGHT STREET, STAGE 2 - NW & SW CURB RAMPS CLOSED

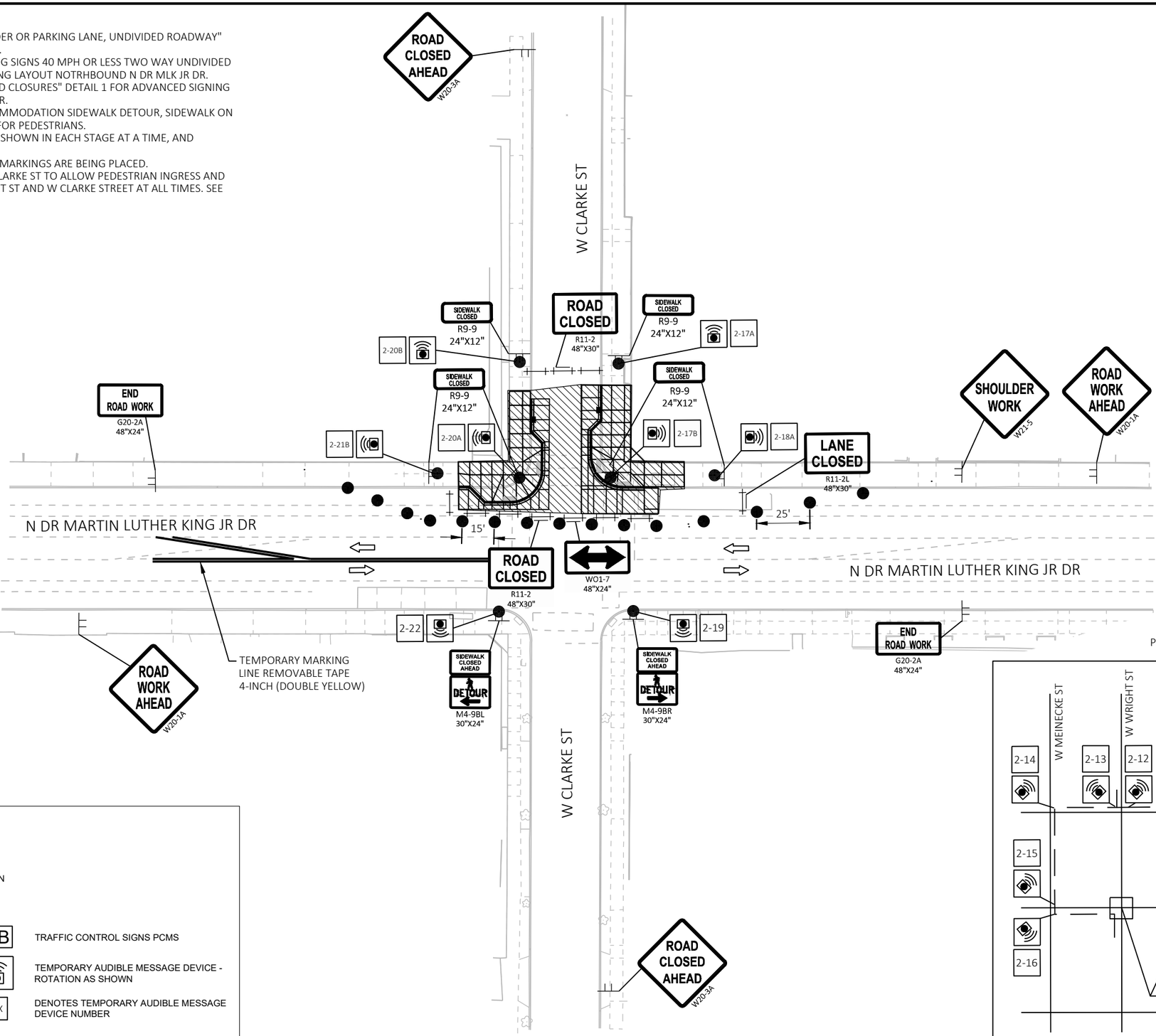
TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE
2-12	N VEL R PHILLIPS AVE & W WRIGHT ST	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF VEL R PHILLIPS AVENUE AND WRIGHT STREET. THE CROSSWALK AT DR. MARTIN LUTHER KING JR. DRIVE IS CLOSED TO PEDESTRIANS. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO CENTER STREET. SOUTH AND EASTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE SOUTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO MEINECKE AVENUE.
2-13	N VEL R PHILLIPS AVE & W MEINECKE AVE	SW	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF VEL R PHILLIPS AND WRIGHT STREET. THE CROSSWALK AND SIDEWALK AT DR. MARTIN LUTHER KING JR. DRIVE ARE CLOSED TO PEDESTRIANS. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO CENTER STREET. SOUTH AND EASTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE SOUTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO MEINECKE AVENUE.
2-14	N VEL R. PHILLIPS AVE & W MEINECKE AVE	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND MEINECKE AVENUE. SOUTH AND EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE EAST ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR. DRIVE. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE NORTH ON VEL R. PHILLIPS AVENUE TO WRIGHT STREET.
2-15	N DR MLK JR DR & W MEINECKE AVE	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND MEINECKE AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE CROSS DR. MARTIN LUTHER KING JR. DRIVE AND CONTINUE NORTHBOUND ON THE DETOUR ROUTE TO WRIGHT STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS AVENUE. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CROSS DR. MARTIN LUTHER KING JR. DRIVE TO THE EAST TO CONTINUE NORTH. SOUTHBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
2-16	N DR MLK JR DR & W MEINECKE AVE	NE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND MEINECKE AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE NORTH ON THE DETOUR ROUTE TO WRIGHT STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS AVENUE.

2

2

TRAFFIC CONTROL NOTES

- SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR LAYOUT ON SOUTHBOUND N DR MLK JR DR.
- SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING LAYOUT NOTRHBOUND N DR MLK JR DR.
- SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 1 FOR ADVANCED SIGNING LAYOUT ON W CLARKE ST WEST OF DR MLK JR DR.
- SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES" FOR ADVANCED SIGNING LAYOUT FOR PEDESTRIANS.
- THE CONTRACTOR SHALL ONLY CLOSE WHAT IS SHOWN IN EACH STAGE AT A TIME, AND MAINTAIN PEDESTRIAN ACCESS.
- REMOVE ALL EXISTING MARKINGS WHERE NEW MARKINGS ARE BEING PLACED.
- COORDINATE WORK AT W WRIGHT ST AND W CLARKE ST TO ALLOW PEDESTRIAN INGRESS AND EGRESS TO N DR MLK JR DR BETWEEN W WRIGHT ST AND W CLARKE STREET AT ALL TIMES. SEE SPECIAL PROVISIONS.



TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON WEST SIDE OF SOUTHBOUND DR MLK JR DR FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

MB

TRAFFIC CONTROL SIGNS PCMS MESSAGE

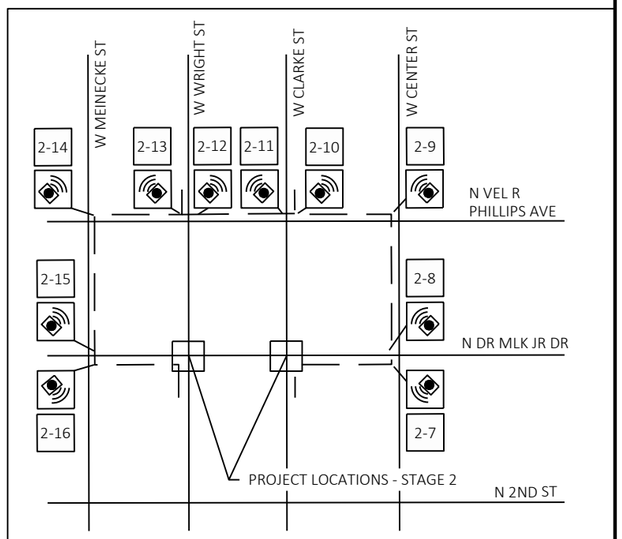
PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

MB

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON EAST SIDE OF NORTHBOUND DR MLK JR DR FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PEDESTRIAN DETOUR ROUTE
- MB — TRAFFIC CONTROL SIGNS PCMS
- TEMPORARY AUDIBLE MESSAGE DEVICE - ROTATION AS SHOWN
- X-X — DENOTES TEMPORARY AUDIBLE MESSAGE DEVICE NUMBER



PROJECT NO: 2568-00-71	HWY: N DR MLK JR DR	COUNTY: MILWAUKEE	TRAFFIC CONTROL - W CLARKE ST - STAGE 2	SHEET 110	E

FILE NAME : Y:\56XX\5655_DS23.MLKDR.MIL.CTR.CLRK.WRGHT\CADDS\25680071\SHEETS\025102-TC.DWG
LAYOUT NAME - 025104

PLOT DATE : 4/21/2026 4:00 PM PLOT BY : SAM FLINT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

DETOUR: N DR MLK JR DR & W CLARKE STREET, STAGE 2 - NW & SW CURB RAMPS CLOSED

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE	
2-7	N DR MLK JR DR & W CENTER ST	SE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO CLARKE STREET. NORTHBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.	
2-8	N DR MLK JR DR & W CENTER ST	SW	ATTENTION SOUTHBOUND PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET. THE WEST SIDE SIDEWALK AND CROSSWALK AT DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND WRIGHT STREET ARE CLOSED TO PEDESTRIANS. PLEASE CROSS DOCTOR MARTIN LUTHER KING JUNIOR DRIVE TO THE EAST TO CONTINUE SOUTHBOUND.	
2-9	N VEL R PHILLIPS AVE & W CENTER ST	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF VEL R PHILLIPS AVENUE AND CENTER STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO CLARKE STREET. NORTH AND EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE EAST ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR. DRIVE.	
2-10	N VEL R PHILLIPS AVE & W CLARKE ST	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF VEL R PHILLIPS AVENUE AND WRIGHT STREET. THE SIDEWALK AND CROSSWALK AT DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND WRIGHT STREET ARE CLOSED TO PEDESTRIANS. WESTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE. EASTBOUND AND NORTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTHBOUND ON THE DETOUR ROUTE TO CLARKE STREET.	
2-11	N VEL R PHILLIPS AVE & W CLARKE ST	SW	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF VEL R PHILLIPS AND CLARKE STREET. THE CROSSWALK AT DR. MARTIN LUTHER KING JR. DRIVE IS CLOSED TO PEDESTRIANS. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO CENTER STREET. SOUTH AND EASTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE SOUTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO MEINECKE AVENUE.	
2-12	N VEL R PHILLIPS AVE & W WRIGHT ST	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF VEL R PHILLIPS AND WRIGHT STREET. THE CROSSWALK AT DR. MARTIN LUTHER KING JR. DRIVE IS CLOSED TO PEDESTRIANS. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO CENTER STREET. SOUTH AND EASTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE SOUTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO MEINECKE AVENUE.	
2-13	N VEL R PHILLIPS AVE & W MEINECKE AVE	SW	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF VEL R PHILLIPS AND WRIGHT STREET. THE CROSSWALK AND SIDEWALK AT DR. MARTIN LUTHER KING JR. DRIVE ARE CLOSED TO PEDESTRIANS. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE NORTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO CENTER STREET. SOUTH AND EASTBOUND DETOUR PEDESTRIANS, PLEASE CONTINUE SOUTH ON VEL R. PHILLIPS AVENUE ALONG THE DETOUR ROUTE TO MEINECKE AVENUE.	
2-14	N VEL R. PHILLIPS AVE & W MEINECKE AVE	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND MEINECKE AVENUE. SOUTH AND EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE EAST ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR. DRIVE. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE NORTH ON VEL R. PHILLIPS AVENUE TO WRIGHT STREET.	
2-15	N DR MLK JR DR & W MEINECKE AVE	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND MEINECKE AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE CROSS DR. MARTIN LUTHER KING JR. DRIVE AND CONTINUE NORTHBOUND ON THE DETOUR ROUTE TO WRIGHT STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS AVENUE. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CROSS DR. MARTIN LUTHER KING JR. DRIVE TO THE EAST TO CONTINUE NORTH. SOUTHBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.	
2-16	N DR MLK JR DR & W MEINECKE AVE	NE	ATTENTION DETOUR PEDESTRIANS. YOU ARE APPROACHING THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND MEINECKE AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE NORTH ON THE DETOUR ROUTE TO WRIGHT STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS AVENUE.	
2-17A	N DR MLK JR DR & W CLARKE ST	NW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DR. MARTIN LUHTER KING JR. DRIVE AND CLARKE STREET. THE CROSSWALK AND SIDEWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE WEST ON CLARKE STREET ON THE DETOUR ROUTE TO VEL R. PHILLIPS AVENUE.	*USE DURING NORTHWEST QUADRANT CONSTRUCTION
2-17B	N DR MLK JR DR & W CLARKE ST	NW, N-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE CROSSWALK IS CLOSED TO PEDESTRIANS. SOUTHBOUND PEDESTRIANS, PLEASE CONTINUE WEST ALONG CLARKE STREET ON THE DETOUR ROUTE TO VEL R. PHILLIPS AVENUE. EASTBOUND PEDESTRIANS, PLEASE HEAD NORTH AND CROSS DR. MARTIN LUTHER KING JR. DRIVE TO THE EAST SIDE AT ITS INTERSECTION WITH CENTER STREET.	*USE DURING SOUTHWEST QUADRANT CONSTRUCTION
2-18A	N DR MLK JR DR & W CLARKE ST	NW, N-FACING	ATTENTION SOUTHBOUND PEDESTRIANS. YOU ARE APPROACHING THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CROSS DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AT ITS INTERSECTION WITH CENTER STREET TO CONTINUE SOUTHBOUND.	*USE DURING NORTHWEST QUADRANT CONSTRUCTION

CONTINUED ON NEXT PAGE

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN: CONTINUED

DETOUR: N DR MLK JR DR & W CLARKE STREET, STAGE 2 - NW & SW CURB RAMPS CLOSED

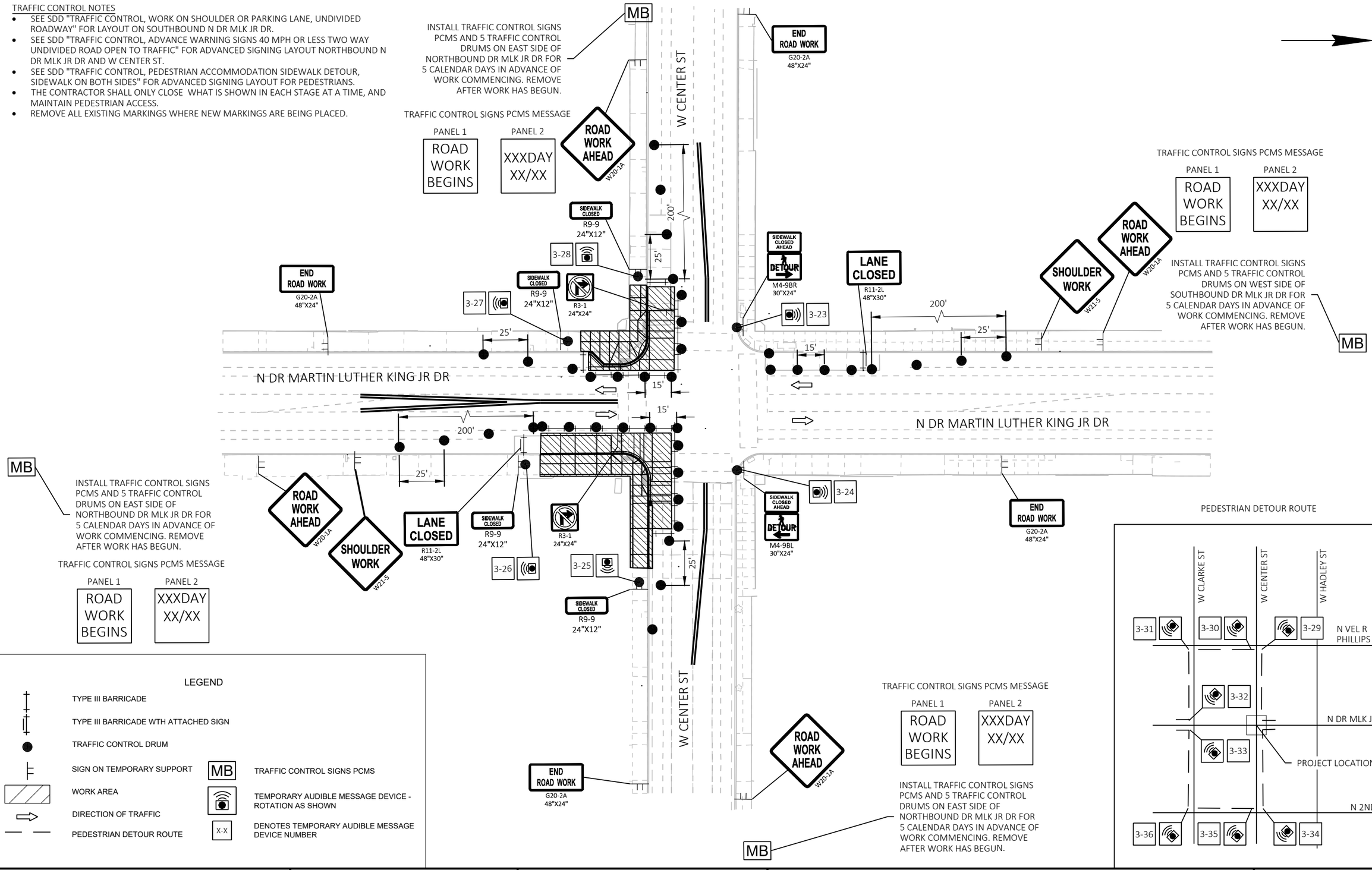
TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE	
2-19	N DR MLK JR DR & W CLARKE ST	NE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE SIDEWALK ON THE WEST SIDE OF THE INTERSECTION IS CLOSED TO PEDESTRIANS. WESTBOUND PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET. EASTBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.	
2-20A	N DR MLK JR DR & W CLARKE ST	SW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE CROSSWALK IS CLOSED TO PEDESTRIANS. NORTH AND EASTBOUND PEDESTRIANS, PLEASE CONTINUE WEST ALONG CLARKE STREET ON THE DETOUR ROUTE TO VEL R. PHILLIPS AVENUE.	*USE DURING SOUTHWEST QUADRANT CONSTRUCTION
2-20B	N DR MLK JR DR & W CLARKE ST	SW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE SIDEWALK ON THE WEST SIDE OF THE INTERSECTION IS CLOSED TO PEDESTRIANS. WESTBOUND PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO WRIGHT STREET. EASTBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.	*USE DURING NORTHWEST QUADRANT CONSTRUCTION
2-21B	N DR MLK JR DR & W CLARKE ST	SE	ATTENTION NORTHBOUND PEDESTRIANS. YOU ARE APPROACHING THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE SOUTH ON THE DETOUR ROUTE TO WRIGHT STREET.	*USE DURING SOUTHWEST QUADRANT CONSTRUCTION
2-22	N DR MLK JR DR & W CLARKE ST	SW	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CLARKE STREET. THE SIDEWALK ON THE WEST SIDE OF THE INTERSECTION IS CLOSED TO PEDESTRIANS. WESTBOUND PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET.	*USE DURING NORTHWEST QUADRANT CONSTRUCTION

2

2

TRAFFIC CONTROL NOTES

- SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR LAYOUT ON SOUTHBOUND N DR MLK JR DR.
- SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING LAYOUT NORTHBOUND N DR MLK JR DR AND W CENTER ST.
- SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES" FOR ADVANCED SIGNING LAYOUT FOR PEDESTRIANS.
- THE CONTRACTOR SHALL ONLY CLOSE WHAT IS SHOWN IN EACH STAGE AT A TIME, AND MAINTAIN PEDESTRIAN ACCESS.
- REMOVE ALL EXISTING MARKINGS WHERE NEW MARKINGS ARE BEING PLACED.



PROJECT NO: 2568-00-71	HWY: N DR MLK JR DR	COUNTY: MILWAUKEE	TRAFFIC CONTROL - W CENTER ST - STAGE 3	SHEET 113	E

FILE NAME : Y:\56XX\5655_DS23.MLKDR.MIL.CTR.CLRK.WRGHT\CADDS\25680071\SHEETS\025102-TC.DWG
LAYOUT NAME - 025107
PLOT DATE : 4/21/2026 4:00 PM
PLOT BY : SAM FLINT
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

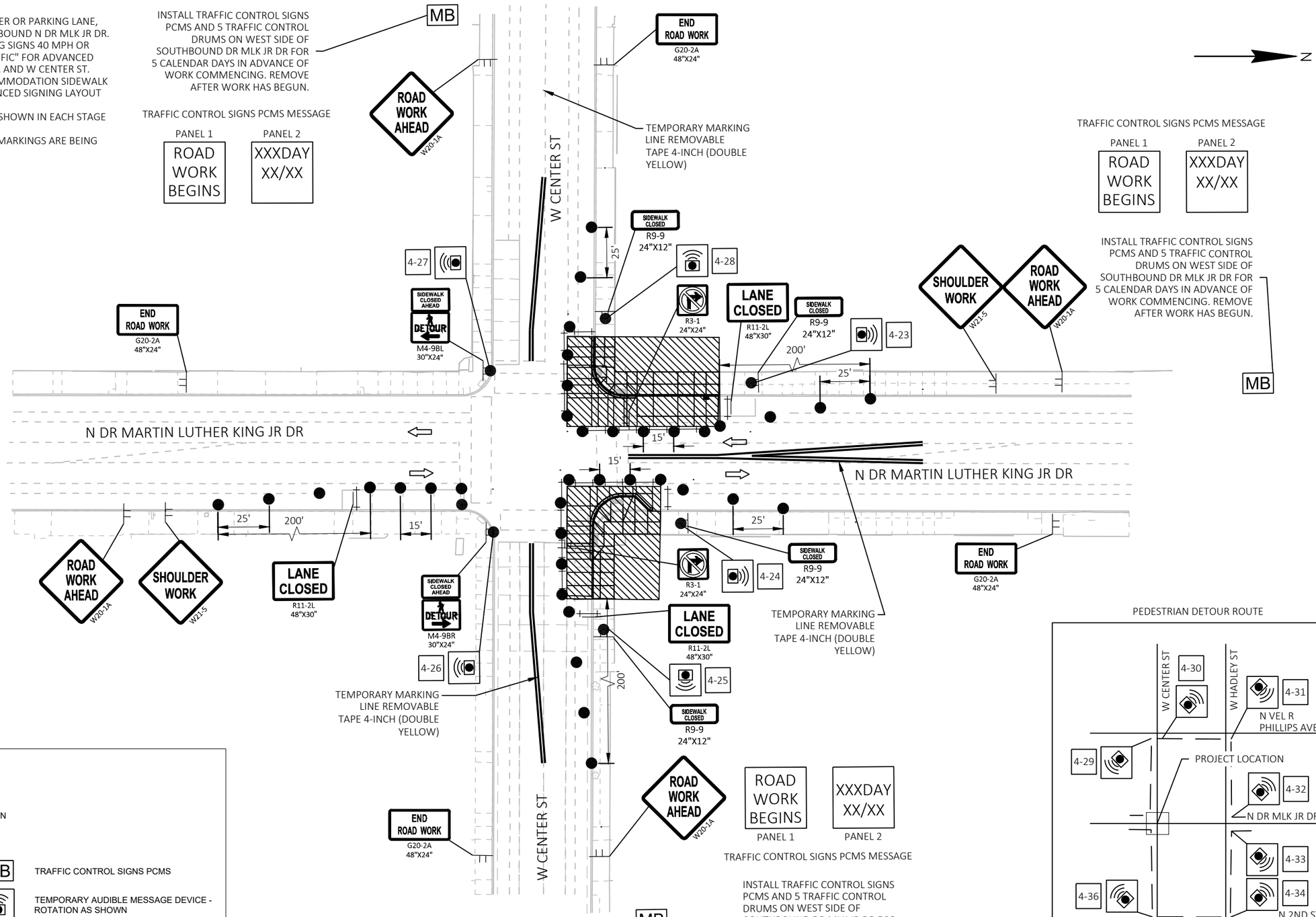
DETOUR: N DR MLK JR DR & W CENTER STREET, STAGE 3 - NW & SW CURB RAMPS CLOSED

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE
3-23	N DR MLK JR DR & W CENTER ST	NW, N-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. SOUTHBOUND PEDESTRIANS, PLEASE CONTINUE WEST ON CENTER STREET ALONG THE DETOUR ROUTE TO VEL R PHILLIPS AVENUE. NORTHBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.
3-24	N DR MLK JR DR & W CENTER ST	NE, N-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. SOUTHBOUND PEDESTRIANS, PLEASE CONTINUE EAST ON CLARKE STREET ALONG THE DETOUR ROUTE TO 2ND STREET. NORTHBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.
3-25	N DR MLK JR DR & W CENTER ST	SE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE CROSSWALK AND SIDEWALK AHEAD ARE CLOSED TO PEDESTRIANS. WESTBOUND PEDESTRIANS, PLEASE TURN AROUND AND CROSS CENTER STREET TO THE NORTH AT ITS INTERSECTION WITH 2ND STREET TO CONTINUE NORTHBOUND.
3-26	N DR MLK JR DR & W CENTER ST	SE, S-FACING	ATTENTION NORTHBOUND PEDESTRIANS. YOU ARE APPROACHING THE SOUTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE ON THE DETOUR ROUTE TO CLARKE STREET.
3-27	N DR MLK JR DR & W CENTER ST	SW, S-FACING	ATTENTION NORTHBOUND PEDESTRIANS. YOU ARE APPROACHING THE SOUTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE SDIEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE ON THE DETOUR ROUTE TO CLARKE STREET.
3-28	N DR MLK JR DR & W CENTER ST	SW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE CROSSWALK AND SIDEWALK AHEAD ARE CLOSED TO PEDESTRIANS. EASTBOUND PEDESTRIANS, PLEASE TURN AROUND AND CROSS CENTER STREET TO THE NORTH AT ITS INTERSECTION WITH VEL R. PHILLIPS TO CONTINUE NORTHBOUND.
3-29	N VEL R. PHILLIPS AVE & W CENTER ST	NE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF VEL R. PHILLIPS AVENUE AND CENTER STREET. SOUTHBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WEST ON THE DETOUR ROUTE TO CLARKE STREET. NORTHBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE EAST ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR.DRIVE.
3-30	N VEL R. PHILLIPS AVE & W CENTER ST	SE	ATTENTION EASTBOUND PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF VEL R. PHILLIPS AVENUE AND CENTER STREET. THE SIDEWALK AND CROSSWALK AT DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET ARE CLOSED TO PEDESTRIANS. PLEASE CROSS CENTER STREET TO THE NORTH TO CONTINUE EASTBOUND.
3-31	N VEL R PHILLIPS AVE & W CLARKE ST	SE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF VEL R PHILLIPS AVENUE AND CLARKE STREET. SOUTHBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR. DRIVE. NORTHBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET.
3-32	N DR MLK JR DR & W CLARKE ST	SW	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CLARKE STREET. THE SIDEWALK AND CROSSWALK IS CLOSED AT THE INTERSECTION OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. NORTHBOUND PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R. PHILLIPS AVENUE. SOUTHBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.
3-33	N DR MLK JR DR & W CLARKE ST	SE	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CLARKE STREET. THE SIDEWALK AND CROSSWALK IS CLOSED AT THE INTERSECTION OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. NORTHBOUND PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET. SOUTHBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.
3-34	N 2ND ST & W CENTER ST	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF 2ND STREET AND CENTER STREET. NORTHBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WEST ON THE DETOUR ROUTE TO DOCTOR MARTIN LUTHER KING JUNIOR DRIVE. SOUTHBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO CLARKE STREET.
3-35	N 2ND ST & W CENTER ST	SW	ATTENTION WESTBOUND PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET. THE SIDEWALK AND CROSSWALK AT DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET ARE CLOSED TO PEDESTRIANS. PLEASE CROSS CENTER STREET TO THE NORTH TO CONTINUE WESTBOUND.
3-36	N 2ND ST & W CLARKE ST	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF 2ND STREET AND CLARKE STREET. NORTHBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE NORTH ON THE DETOUR ROUTE TO CENTER STREET. SOUTHBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE WEST ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR. DRIVE.

2

TRAFFIC CONTROL NOTES

- SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR LAYOUT ON NORTHBOUND N DR MLK JR DR.
- SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING LAYOUT SOUTHBOUND N DR MLK JR DR AND W CENTER ST.
- SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES" FOR ADVANCED SIGNING LAYOUT FOR PEDESTRIANS.
- THE CONTRACTOR SHALL ONLY CLOSE WHAT IS SHOWN IN EACH STAGE AT A TIME, AND MAINTAIN PEDESTRIAN ACCESS.
- REMOVE ALL EXISTING MARKINGS WHERE NEW MARKINGS ARE BEING PLACED.



PROJECT NO: 2568-00-71	HWY: N DR MLK JR DR	COUNTY: MILWAUKEE	TRAFFIC CONTROL - W CENTER ST - STAGE 4	SHEET 115	E

2

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

DETOUR: N DR MLK JR DR & W CENTER STREET, STAGE 4 - NE & SE CURB RAMPS CLOSED

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE
4-23	N DR MLK JR DR & W CENTER ST	NW, N-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE NORTH ON THE DETOUR ROUTE TO HADLEY STREET.
4-24	N DR MLK JR DR & W CENTER ST	NE, N-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE NORTH ON THE DETOUR ROUTE TO HADLEY STREET.
4-25	N DR MLK JR DR & W CENTER ST	NE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET.
4-26	N DR MLK JR DR & W CENTER ST	SE, S-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE CROSSWALK AHEAD IS CLOSED TO PEDESTRIANS. NORTHBOUND PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET. SOUTHBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.
4-27	N DR MLK JR DR & W CENTER ST	SW, S-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET. THE CROSSWALK AHEAD IS CLOSED TO PEDESTRIANS. NORTHBOUND PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R. PHILLIPS AVENUE. SOUTHBOUND PEDESTRIANS, DETOUR CONCLUDES HERE.
4-28	N DR MLK JR DR & W CENTER ST	NW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE WEST ON THE DETOUR TO VEL R PHILLIPS AVENUE.
4-29	N VEL R PHILLIPS AVE & W CENTER ST	SE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF VEL R. PHILLIPS AVENUE AND CENTER STREET. NORTHBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE NORTH ON THE DETOUR ROUTE TO HADLEY STREET. SOUTHBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE EAST ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR. DRIVE.
4-30	N VEL R PHILLIPS AVE & W CENTER ST	NE	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF VEL R. PHILLIPS AVENUE AND CENTER STREET. THE SIDEWALK AND CROSSWALK AT DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET ARE CLOSED TO PEDESTRIANS. PLEASE CROSS CENTER STREET TO THE SOUTH TO CONTINUE EASTBOUND. WESTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
4-31	N VEL R. PHILLIPS & W HADLEY ST	NE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF VEL R. PHILLIPS AVENUE AND HADLEY STREET. NORTHBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE EAST ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR. DRIVE. SOUTHBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO CENTER STREET.
4-32	N DR MLK JR DR & W HADLEY ST	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DR. MARTIN LUTHER KING JUNIOR DRIVE AND HADLEY STREET. THE CROSSWALK AND SIDEWALK AT DR. MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET ARE CLOSED TO PEDESTRIANS. SOUTH AND WESTBOUND DETOUR PEDESTRIANS, PLEASE HEAD WEST ON THE DETOUR ROUTE TO VEL R. PHILLIPS AVENUE. NORTHBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
4-33	N DR MLK JR DR & W HADLEY ST	NE	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DR. MARTIN LUTHER KING JR. DRIVE AND HADLEY STREET. THE SIDEWALK AND CROSSWALK AT DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND CENTER STREET ARE CLOSED TO PEDESTRIANS. SOUTHBOUND PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE EASTBOUND ON THE DETOUR ROUTE TO 2ND STREET. NORTHBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
4-34	N 2ND ST & HADLEY ST	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF 2ND STREET AND HADLEY STREET. SOUTH AND EASTBOUND PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE SOUTHBOUND ON THE DETOUR ROUTE TO CENTER STREET. NORTHBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WESTBOUND ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR. DRIVE.
4-35	N 2ND ST & W CENTER ST	NW	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF 2ND STREET AND CENTER STREET. THE SIDEWALK AND CROSSWALK AT DR. MARTIN LUTHER KING JR. DRIVE AND CENTER STREET ARE CLOSED TO PEDESTRIANS. PLEASE CROSS CENTER STREET TO THE SOUTH TO CONTINUE WESTBOUND. EASTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
4-36	N 2ND ST & W CENTER ST	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF 2ND STREET AND CENTER STREET. SOUTHBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE WEST ON THE DETOUR ROUTE TO DR. MARTIN LUTHER KING JR. DRIVE. NORTHBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE NORTH ON THE DETOUR ROUTE TO HADLEY STREET.

2

2

SECTION MONUMENT 07220880
CONCRETE MONUMENT WITH BRASS CAP
TOWNSHIP 7 NORTH, RANGE 22 EAST
MILWAUKEE COUNTY, WISCONSIN
(Y) NORTH: 307,481.49
(X) EAST : 603,766.36

W NORTH AVE R/L
(QUARTER SECTION LINE)

N MLK DR - W WRIGHT ST BENCHMARKS & CONTROL POINTS						
PT #	STATION	OFFSET	ELEVATION	Y	X	DESCRIPTION
61	27+45.08	46.30' RT	95.50	308816.36	604792.91	HYD @ NE CORNER OF W WRIGHT ST & N MLK DR (NW BOLT)
99	27+05.89	52.27' RT	93.70	308777.12	604798.55	CITY STD BM 70-01
110	26+56.43	39.43' RT	94.13	308727.77	604785.31	CHISEL X
111	25+79.99	28.69' LT	94.58	308651.89	604716.57	CHISEL X
112	27+42.00	164.45' LT	94.62	308815.02	604582.14	CHISEL X
113	28+41.24	28.43' RT	93.82	308912.66	604775.83	CHISEL X
114	27+92.78	39.40' LT	93.74	308864.77	604707.61	CHISEL X
115	27+04.54	96.45' RT	93.86	308775.40	604842.72	CHISEL X
116	27+41.48	163.52' RT	93.66	308811.79	604910.10	CHISEL X
117	27+09.18	114.05' LT	94.30	308781.78	604632.27	CHISEL X

SECTION MONUMENT 07220690
CONCRETE MONUMENT WITH BRASS CAP
TOWNSHIP 7 NORTH, RANGE 22 EAST
MILWAUKEE COUNTY, WISCONSIN
(Y) NORTH: 310,128.19
(X) EAST : 603,792.25

W CENTER ST R/L
(QUARTER SECTION LINE)

N

2

W NORTH AVE

W MEINECKE AVE

W WRIGHT ST

W CLARKE ST

W CENTER ST

STA 14+00 =
STA 59+69.23
(Y) North: 307,471.71
(X) East: 604,735.54

STA 40+46.73 =
STA 69+65.13
(Y) North: 310,118.34
(X) East: 604,757.33

55+00 | 60+00 | 65+00 | 70+00

15+00 | 20+00 | N00°28'18"E 3581.80' | 25+00 | 30+00 | 35+00 | 40+00

N DR MARTIN LUTHER KING JR DR

N DR MARTIN LUTHER KING JR DR R/L
(RW C/L)

2653.91' S89°25'18"E

2642.61' S89°24'56"E

65+00 | 75+00

N MLK DR - W CLARKE ST CONTROL POINTS						
PT #	STATION	OFFSET	ELEVATION	Y	X	DESCRIPTION
120	34+85.81	28.39' RT	95.10	309557.21	604781.10	CHISEL X
121	35+38.07	28.45' LT	95.43	309609.93	604724.69	CHISEL X
122	34+01.69	114.94' LT	95.62	309474.27	604637.08	CHISEL X
123	32+64.69	28.43' RT	94.79	309336.10	604779.31	CHISEL X
124	33+69.45	185.72' LT	97.00	309442.61	604566.04	CHISEL X
125	32+23.56	28.59' LT	94.45	309295.44	604721.96	CHISEL X
126	33+68.59	185.86' RT	95.86	309438.70	604937.60	CHISEL X
127	34+01.13	214.48' RT	96.07	309471.00	604966.48	CHISEL X

N MLK DR - W CENTER ST BENCHMARKS & CONTROL POINTS						
PT #	STATION	OFFSET	ELEVATION	Y	X	DESCRIPTION
70	40+74.72	43.68' LT	98.71	310146.69	604713.87	HYD @ NW CORNER OF W CENTER ST & N MLK DR (NW BOLT)
71	40+90.48	29.34' RT	97.90	310161.85	604787.03	HYD @ NE CORNER OF W CENTER ST & N MLK DR (NW BOLT)
130	38+84.98	28.32' RT	96.28	309956.37	604784.32	CHISEL X
131	39+15.31	28.47' LT	96.37	309987.17	604727.78	CHISEL X
132	40+72.27	185.39' LT	96.88	310145.41	604572.15	CHISEL X
133	40+22.16	100.93' RT	97.61	310092.94	604858.05	CHISEL X

SECTION MONUMENT 07220870
CONCRETE MONUMENT WITH BRASS CAP
TOWNSHIP 7 NORTH, RANGE 22 EAST
MILWAUKEE COUNTY, WISCONSIN
(Y) NORTH: 307,454.70
(X) EAST : 606,420.13

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 THE CITY OF MILWAUKEE VERTICAL DATUM TO CONVERT ELEVATIONS SHOWN ON THIS PLAN TO NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD88) ADD 580.40' TO ELEVATIONS SHOWN ON THIS PLAN.

SECTION MONUMENT 07220700
CONCRETE MONUMENT WITH BRASS CAP
TOWNSHIP 7 NORTH, RANGE 22 EAST
MILWAUKEE COUNTY, WISCONSIN
(Y) NORTH: 310,101.23
(X) EAST : 606,434.72

LEGEND
▷ # CONTROL POINT
BM # BENCHMARK

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	ALIGNMENT DIAGRAM - CONTROL POINTS & BENCHMARKS	SHEET 117	E

FILE NAME : W:\PWE\C3D PROJECTS\25680071_MLK_WRIGHT_CLARKE_CENTER\SHEETS\027201-AD.DWG
LAYOUT NAME - 027201-ad
PLOT DATE : 4/15/2026 9:33 AM
PLOT BY : GEHRING, DOMINIC
PLOT NAME :
1 IN:200 FT

2568-00-71

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	1,667.000	1,667.000
0004	204.0155	Removing Concrete Sidewalk	SY	795.000	795.000
0006	204.0195	Removing Concrete Bases	EACH	15.000	15.000
0008	204.0215	Removing Catch Basins	EACH	1.000	1.000
0010	204.0245	Removing Storm Sewer (size) 01. 8-Inch	LF	23.000	23.000
0012	204.0250	Abandoning Manholes	EACH	1.000	1.000
0014	204.0255	Abandoning Catch Basins	EACH	7.000	7.000
0016	204.0291.S	Abandoning Sewer	CY	7.000	7.000
0018	204.9060.S	Removing (item description) 01. Poles	EACH	21.000	21.000
0020	204.9090.S	Removing (item description) 01. Aerial Cable	LF	3,000.000	3,000.000
0022	205.0100	Excavation Common	CY	416.000	416.000
0024	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	244.000	244.000
0026	213.0100	Finishing Roadway (project) 01. 2568-00-71	EACH	1.000	1.000
0030	305.0110	Base Aggregate Dense 3/4-Inch	TON	263.000	263.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	760.000	760.000
0034	320.0145	Concrete Base 8-Inch	SY	994.000	994.000
0036	415.0080	Concrete Pavement 8-Inch	SY	113.000	113.000
0038	415.0110	Concrete Pavement 11-Inch	SY	174.000	174.000
0040	416.0610	Drilled Tie Bars	EACH	739.000	739.000
0042	416.0620	Drilled Dowel Bars	EACH	228.000	228.000
0044	455.0605	Tack Coat	GAL	70.000	70.000
0046	465.0105	Asphaltic Surface	TON	217.000	217.000
0048	601.0319	Concrete Curb & Gutter 19-Inch	LF	733.000	733.000
0050	601.0331	Concrete Curb & Gutter 31-Inch	LF	35.000	35.000
0052	601.0600	Concrete Curb Pedestrian	LF	6.000	6.000
0054	602.0410	Concrete Sidewalk 5-Inch	SF	9,270.000	9,270.000
0056	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	276.000	276.000
0058	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	203.000	203.000
0060	619.1000	Mobilization	EACH	0.750	0.750
0062	624.0100	Water	MGAL	16.000	16.000
0064	625.0100	Topsoil	SY	110.000	110.000
0066	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0068	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0070	628.7015	Inlet Protection Type C	EACH	2.000	2.000
0072	628.7020	Inlet Protection Type D	EACH	23.000	23.000
0074	631.0300	Sod Water	MGAL	2.600	2.600
0076	631.1000	Sod Lawn	SY	110.000	110.000
0080	637.2220	Signs Type II Reflective SH	SF	139.200	139.200
0082	638.2102	Moving Signs Type II	EACH	10.000	10.000
0084	638.2602	Removing Signs Type II	EACH	19.000	19.000
0086	638.3000	Removing Small Sign Supports	EACH	1.000	1.000
0088	642.5201	Field Office Type C	EACH	0.750	0.750
0090	643.0300	Traffic Control Drums	DAY	5,400.000	5,400.000
0092	643.0420	Traffic Control Barricades Type III	DAY	2,360.000	2,360.000
0094	643.0705	Traffic Control Warning Lights Type A	DAY	4,710.000	4,710.000
0096	643.0900	Traffic Control Signs	DAY	4,780.000	4,780.000
0098	643.1050	Traffic Control Signs PCMS	DAY	80.000	80.000
0100	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	3,570.000	3,570.000
0102	643.5000	Traffic Control	EACH	0.750	0.750

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Line	Item	Item Description	Unit	Total	Qty
0104	644.1900.S	Temporary Audible Message Devices	DAY	1,960.000	1,960.000
0106	646.1020	Marking Line Epoxy 4-Inch	LF	1,680.000	1,680.000
0108	646.2020	Marking Line Epoxy 6-Inch	LF	1,140.000	1,140.000
0110	646.3020	Marking Line Epoxy 8-Inch	LF	520.000	520.000
0112	646.5020	Marking Arrow Epoxy	EACH	16.000	16.000
0114	646.5220	Marking Symbol Epoxy	EACH	8.000	8.000
0116	646.9000	Marking Removal Line 4-Inch	LF	2,090.000	2,090.000
0118	646.9002	Marking Removal Line 6-Inch	LF	1,700.000	1,700.000
0120	646.9100	Marking Removal Line 8-Inch	LF	550.000	550.000
0122	646.9200	Marking Removal Line Wide	LF	290.000	290.000
0124	646.9300	Marking Removal Special Marking	EACH	24.000	24.000
0126	650.4000	Construction Staking Storm Sewer	EACH	9.000	9.000
0128	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,021.000	1,021.000
0130	650.8501	Construction Staking Electrical Installations (project) 01. 2568-00-71	EACH	1.000	1.000
0134	650.9000	Construction Staking Curb Ramps	EACH	24.000	24.000
0136	650.9500	Construction Staking Sidewalk (project) 01. 2568-00-71	EACH	1.000	1.000
0140	650.9911	Construction Staking Supplemental Control (project) 01. 2568-00-71	EACH	1.000	1.000
0144	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	65.000	65.000
0148	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,520.000	1,520.000
0150	652.0615	Conduit Special 3-Inch	LF	1,325.000	1,325.000
0152	653.0905	Removing Pull Boxes	EACH	7.000	7.000
0154	654.0101	Concrete Bases Type 1	EACH	9.000	9.000
0156	654.0110	Concrete Bases Type 10	EACH	2.000	2.000
0158	654.0120	Concrete Bases Type 10-Special	EACH	6.000	6.000
0160	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,680.000	1,680.000
0162	655.0240	Cable Traffic Signal 7-14 AWG	LF	510.000	510.000
0164	655.0270	Cable Traffic Signal 15-14 AWG	LF	2,080.000	2,080.000
0166	655.0280	Cable Traffic Signal 19-14 AWG	LF	650.000	650.000
0168	655.0305	Cable Type UF 2-12 AWG Grounded	LF	3,135.000	3,135.000
0170	655.0320	Cable Type UF 2-10 AWG Grounded	LF	500.000	500.000
0172	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,505.000	1,505.000
0174	655.0900	Traffic Signal EVP Detector Cable	LF	1,235.000	1,235.000
0176	657.0100	Pedestal Bases	EACH	9.000	9.000
0178	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	7.000	7.000
0180	657.0350	Poles Type 10	EACH	2.000	2.000
0182	657.0352	Poles Type 10-Special	EACH	6.000	6.000
0184	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	5.000	5.000
0186	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	4.000	4.000
0188	657.0525	Monotube Arms 25-FT	EACH	2.000	2.000
0190	657.0536	Monotube Arms 35-FT-Special	EACH	6.000	6.000
0192	658.0173	Traffic Signal Face 3S 12-Inch	EACH	48.000	48.000
0196	658.0412	Pedestrian Signal Face 12-Inch	EACH	24.000	24.000
0198	658.5070	Signal Mounting Hardware (location) 01. MLK & Wright	EACH	1.000	1.000
0200	658.5070	Signal Mounting Hardware (location) 02. MLK & Clarke	EACH	1.000	1.000
0202	658.5070	Signal Mounting Hardware (location) 03. MLK & Center	EACH	1.000	1.000
0206	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	75.000	75.000
0208	661.0201	Temporary Traffic Signals for Intersections (location) 01. MLK & Wright	EACH	1.000	1.000
0210	661.0201	Temporary Traffic Signals for Intersections (location) 02. MLK & Clarke	EACH	1.000	1.000
0212	661.0201	Temporary Traffic Signals for Intersections (location) 03. MLK & Center	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0216	690.0150	Sawing Asphalt	LF	102.000	102.000
0218	690.0250	Sawing Concrete	LF	1,717.000	1,717.000
0220	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0222	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	700.000	700.000
0224	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,800.000	1,800.000
0226	SPV.0060	Special 001. Utility Line Opening	EACH	11.000	11.000
0228	SPV.0060	Special 002. Adjusting Water Valve Boxes	EACH	30.000	30.000
0230	SPV.0060	Special 102. Inlet Covers Type MS 57	EACH	9.000	9.000
0232	SPV.0060	Special 103. Manhole Covers Type MS 58-A	EACH	5.000	5.000
0234	SPV.0060	Special 110. Catch Basin Type 44A	EACH	9.000	9.000
0236	SPV.0060	Special 201. Install City Precast Controller Base	EACH	3.000	3.000
0238	SPV.0060	Special 205. ATC Controller and Cabinet Installed	EACH	3.000	3.000
0240	SPV.0060	Special 212. Fiber Optic Patch Panel	EACH	3.000	3.000
0242	SPV.0060	Special 213. Ethernet Switch	EACH	3.000	3.000
0244	SPV.0060	Special 215. Electrical Service Pedestal	EACH	2.000	2.000
0246	SPV.0060	Special 218. EVP 1 Direction Detector	EACH	8.000	8.000
0248	SPV.0060	Special 221. EVP Phase Selector Card 4 Channel	EACH	3.000	3.000
0250	SPV.0060	Special 223. EVP Confirmation Light	EACH	8.000	8.000
0254	SPV.0060	Special 228. Electrical Riser	EACH	12.000	12.000
0256	SPV.0060	Special 243. Removing Traffic Signals (MLK & Wright)	EACH	1.000	1.000
0258	SPV.0060	Special 244. Removing Traffic Signals (MLK & Clarke)	EACH	1.000	1.000
0260	SPV.0060	Special 245. Removing Traffic Signals (MLK & Center)	EACH	1.000	1.000
0264	SPV.0060	Special 267. Pedestrian Countdown Signal Face 12-Inch	EACH	24.000	24.000
0266	SPV.0060	Special 268. Voice Instruction Audible Push Button	EACH	24.000	24.000
0268	SPV.0060	Special 269. Voice Instruction Audible Control Unit	EACH	3.000	3.000
0270	SPV.0060	Special 280. Round Aluminum Sign Post System in Soft Surface 7-FT	EACH	1.000	1.000
0272	SPV.0060	Special 284. Round Aluminum Sign Post System in Concrete Surface 7-FT	EACH	9.000	9.000
0274	SPV.0060	Special 285. Round Aluminum Sign Post System in Concrete Surface 10-FT	EACH	1.000	1.000
0276	SPV.0060	Special 288. Sign Mounting Hardware on Existing Pole	EACH	6.000	6.000
0278	SPV.0060	Special 290. Street Name Sign Mounting Hardware on Existing Pole	EACH	4.000	4.000
0280	SPV.0060	Special 291. Street Name Sign Mounting Hardware on Mast Arm	EACH	8.000	8.000
0282	SPV.0060	Special 292. Sign Mounting Hardware on Round Aluminum Sign Post	EACH	11.000	11.000
0284	SPV.0060	Special 302. Pull Boxes 13-Inch x 24-Inch x 24-Inch	EACH	25.000	25.000
0286	SPV.0060	Special 303. Pull Boxes 17-Inch x 30-Inch x 24-Inch	EACH	24.000	24.000
0288	SPV.0060	Special 320. Poles Type 25-AL-BD Aluminum	EACH	4.000	4.000
0292	SPV.0060	Special 322. Poles Type 30-AL-BD Aluminum	EACH	3.000	3.000
0296	SPV.0060	Special 324. Poles Wood 40-FT	EACH	15.000	15.000
0298	SPV.0060	Special 334. Inline 5A Fast Acting Fuse with Holder	EACH	43.000	43.000
0300	SPV.0060	Special 339. Primary or Secondary Riser	EACH	8.000	8.000
0302	SPV.0060	Special 342. Submersible Multitap 3-Port Pre-Insulated Connector	EACH	136.000	136.000
0304	SPV.0060	Special 343. Submersible Multitap 4-Port Pre-Insulated Connector	EACH	38.000	38.000
0306	SPV.0060	Special 345. Luminaire Arms Single Member 6-FT	EACH	7.000	7.000
0308	SPV.0060	Special 346. Luminaire Arms Single Member 6-FT WP Mount	EACH	19.000	19.000
0310	SPV.0060	Special 353. Equipment Grounding Electrode	EACH	25.000	25.000
0312	SPV.0060	Special 355. Install A21-A26 City Furnished Mounting Clamp Single Bracket	EACH	3.000	3.000
0314	SPV.0060	Special 357. Install A31 City Furnished Mounting Clamp Single Bracket	EACH	9.000	9.000
0316	SPV.0060	Special 376. Luminaire Utility 3LED2	EACH	20.000	20.000
0322	SPV.0060	Special 425. Installing Conduit into Existing Manhole	EACH	1.000	1.000
0324	SPV.0060	Special 430. Adjusting CUC Manhole Cover Using EPP System	EACH	4.000	4.000

2568-00-71

Line	Item	Item Description	Unit	Total	Qty
0326	SPV.0060	Special 801. Poles Type H17	EACH	6.000	6.000
0330	SPV.0060	Special 818. Poles Type A26-BD	EACH	2.000	2.000
0332	SPV.0060	Special 819. Poles Type A31-BD	EACH	9.000	9.000
0334	SPV.0060	Special 820. Concrete Base Type 5 Modified	EACH	7.000	7.000
0336	SPV.0060	Special 821. Concrete Base Type 2 Modified	EACH	14.000	14.000
0338	SPV.0060	Special 865. Luminaire Historic Milwaukee Harp LED 1	EACH	6.000	6.000
0340	SPV.0060	Special 867. Luminaire Historic Milwaukee Lantern LED 3	EACH	19.000	19.000
0342	SPV.0090	Special 010. Concrete Curb & Gutter Integral 19-Inch	LF	162.000	162.000
0344	SPV.0090	Special 240. Electrical Cable 3#4/1#8 XLP	LF	50.000	50.000
0346	SPV.0090	Special 302. Electrical Cable Type 3#6 AL	LF	1,050.000	1,050.000
0348	SPV.0090	Special 304. Electrical Cable Type 2#2/1#4 AL	LF	225.000	225.000
0350	SPV.0090	Special 319. Liquidtight Flexible Nonmetallic Conduit 1 1/2-Inch	LF	500.000	500.000
0352	SPV.0090	Special 322. Electrical Cable Type 4#6/1#8 XLP	LF	1,900.000	1,900.000
0354	SPV.0090	Special 324. Electrical Cable Type 4#2/1#8 XLP	LF	900.000	900.000
0356	SPV.0090	Special 325. Conduit 3-Inch HDPE Schedule 40	LF	2,800.000	2,800.000
0358	SPV.0090	Special 401. 1-Duct Conduit, Cement Encased, 4-Inch Rigid Nonmetallic Conduit DB-60	LF	35.000	35.000
0360	SPV.0090	Special 705. Marking Crosswalk Epoxy Block Style 12-Inch	LF	1,150.000	1,150.000
0362	SPV.0090	Special 706. Marking Stop Line Epoxy 24-Inch	LF	300.000	300.000

3

REMOVAL ITEMS

CATEGORY 0010

LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0155 REMOVING CONCRETE SIDEWALK SY
N DR MLK JR DR & WRIGHT	403	228
N DR MLK JR DR & CLARKE	529	269
N DR MLK JR DR & CENTER	735	298
PROJECT TOTAL	1,667	795

EXCAVATION COMMON

CATEGORY 0010

LOCATION	205.0100 EXCAVATION COMMON CY
N DR MLK JR DR & WRIGHT	93
N DR MLK JR DR & CLARKE	119
N DR MLK JR DR & CENTER	204
PROJECT TOTAL	416

CONTAMINATED SOILS

CATEGORY 0010

ITEM NO.				205.0501.S EXCAVATION, HAULING AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL
LOCATION	STATION	TO	STATION	TON
N DR MLK JR DR & CENTER	39+75		40+45	244
PROJECT TOTAL				244

3

FINISHING ROADWAY

CATEGORY 0010

LOCATION	213.0100 FINISHING ROADWAY (PROJECT) (01. 2568-00-71) EACH
2568-00-71	1
PROJECT TOTAL	1

BASE AGGREGATE

CATEGOR Y 0010

LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
N DR MLK JR DR & WRIGHT	77	110
N DR MLK JR DR & CLARKE	93	150
N DR MLK JR DR & CENTER	93	500
PROJECT TOTAL	263	760

CONCRETE PAVEMENT

CATEGORY 0010

LOCATION	320.0145 CONCRETE BASE 8-INCH SY	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0110 CONCRETE PAVEMENT 11-INCH SY
N DR MLK JR DR & WRIGHT	219	35	35
N DR MLK JR DR & CLARKE	349	--	23
N DR MLK JR DR & CENTER	426	78	116
PROJECT TOTAL	994	113	174

DRILLED BAR ITEMS

CATEGORY 0010

LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
N DR MLK JR DR & WRIGHT	208	74
N DR MLK JR DR & CLARKE	256	69
N DR MLK JR DR & CENTER	275	85
PROJECT TOTAL	739	228

ASPHALTIC ITEMS

CATEGORY 0010

LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON
N DR MLK JR DR & WRIGHT	16	49
N DR MLK JR DR & CLARKE	25	79
N DR MLK JR DR & CENTER	29	89
PROJECT TOTAL	70	217

3

CONCRETE CURB & GUTTER

CATEGORY 0010

LOCATION	601.0319 CONCRETE CURB & GUTTER 19-INCH LF	601.0331 CONCRETE CURB & GUTTER 31-INCH LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	SPV.0090.010 CONCRETE CURB & GUTTER INTEGRAL 19-INCH LF
N DR MLK JR DR & WRIGHT	219	--	--	96	35
N DR MLK JR DR & CLARKE	324	--	--	96	22
N DR MLK JR DR & CENTER	190	35	6	84	105
PROJECT TOTAL	733	35	6	276	162

CONCRETE SIDEWALK

CATEGORY 0010

LOCATION	602.041 CONCRETE SIDEWALK 5-INCH SF
N DR MLK JR DR & WRIGHT	2,540
N DR MLK JR DR & CLARKE	3,260
N DR MLK JR DR & CENTER	3,470
PROJECT TOTAL	9,270

3

WATER FOR DUST CONTROL

CATEGORY 0010

LOCATION	624.0100 WATER MGAL
N DR MLK JR DR & WRIGHT	3
N DR MLK JR DR & CLARKE	4
N DR MLK JR DR & CENTER	9
PROJECT TOTAL	16

RESTORATION ITEMS

CATEGORY 0010

LOCATION	625.0100 TOPSOIL SY	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
N DR MLK JR DR & WRIGHT	60	1.3	60
N DR MLK JR DR & CLARKE	50	1.3	50
N DR MLK JR DR & CENTER	--	--	--
PROJECT TOTAL	110	2.6	110

INLET PROTECTION

CATEGORY 0010

LOCATION	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
N DR MLK JR DR & WRIGHT	-	8
N DR MLK JR DR & CLARKE	-	9
N DR MLK JR DR & CENTER	2	6
PROJECT TOTAL	2	23

MOBILIZATION

CATEGORY 0010

LOCATION	619.1000 MOBILIZATION EACH
2568-00-71	0.75
PROJECT TOTAL	0.75

MOBILIZATIONS EROSION CONTROL

CATEGORY 0010

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
2568-00-71	3	3
PROJECT TOTAL	3	3

FIELD OFFICE

CATEGORY 0010

LOCATION	642.5201 FIELD OFFICE TYPE C EACH
2568-00-71	0.75
PROJECT TOTAL	0.75

3

CONSTRUCTION STAKING

CATEGORY 0010

LOCATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB AND GUTTER LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
N DR MLK JR DR & WRIGHT	292	8
N DR MLK JR DR & CLARKE	361	8
N DR MLK JR DR & CENTER	368	8
PROJECT TOTAL	1,021	24

CONSTRUCTION STAKING (PROJECT)

CATEGORY 0010

LOCATION	650.8501 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01. 2568-00-71 EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (PROJECT) 01. 2568-00-71 EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 2568-00-71 EACH
2568-00-71	1	1	1
PROJECT TOTAL	1	1	1

3

SAWING

CATEGORY 0010

LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
N DR MLK JR DR & WRIGHT	--	487
N DR MLK JR DR & CLARKE	--	559
N DR MLK JR DR & CENTER	102	671
PROJECT TOTAL	102	1,717

UTILITY LINE OPENING

CATEGORY 0010

LOCATION	SPV.0060.001 UTILITY LINE OPENING EACH
N DR MLK JR DR & WRIGHT	4
N DR MLK JR DR & CLARKE	3
N DR MLK JR DR & CENTER	4
PROJECT TOTAL	11

WATER VALVE BOXES

CATEGORY 0020

LOCATION	SPV.0060.002 ADJUSTING WATER VALVE BOXES EACH
2568-00-71	30
TOTAL	30

TRAFFIC CONTROL ITEMS

CATEGORY 0010

STAGE	STAGE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES EACH	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY
STAGE 1	28	68	1450	23	650	46	1290	55	1540	4	20	20	560
STAGE 2	32	68	1640	24	770	48	1540	53	1700	4	20	20	640
STAGE 3	20	66	1020	20	400	40	800	32	640	4	20	16	320
STAGE 4	27	64	1290	20	540	40	1080	33	900	4	20	16	440
TOTAL			5,400		2,360		4,710		4,780		80		1,960

TEMPORARY PAVEMENT MARKINGS

CATEGORY 0010

STAGE	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH DOUBLE YELLOW LF
STAGE 1	920
STAGE 2	945
STAGE 3	850
STAGE 4	855
PROJECT TOTAL	3,570

TRAFFIC CONTROL

CATEGORY 0010

LOCATION	643.5000 TRAFFIC CONTROL EACH
	0.75
TOTAL	0.75

3

LONG LINE PAVEMENT MARKING ITEMS

CATEGORY 0010

LOCATION	646.1020 MARKING LINE EPOXY 4-INCH SOLID WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH 10-FT LINE 30-FT SKIP YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH SOLID DOUBLE YELLOW LF	646.2020 MARKING LINE EPOXY 6-INCH 2' LINE 6' SKIP WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH SOLID WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH SOLID WHITE LF
N DR MLK JR DR & W WRIGHT ST	250	--	220	40	250	160
N DR MLK JR DR & W CLARKE ST	250	--	240	40	250	160
N DR MLK JR DR & W CENTER ST	480	40	200	80	480	200
SUBTOTAL	980	40	660	160	980	520
PROJECT TOTAL		1,680		1,140		520

MISCELLANEOUS PAVEMENT MARKING ITEMS

CATEGORY 0010

LOCATION	646.5020 MARKING ARROW EPOXY BIKE LANE ARROW EACH	646.5020 MARKING ARROW EPOXY TYPE 2 EACH	646.5220 MARKING SYMBOL EPOXY BIKE LANE SYMBOL EACH
N DR MLK JR DR & W WRIGHT ST	2	2	2
N DR MLK JR DR & W CLARKE ST	2	2	2
N DR MLK JR DR & W CENTER ST	4	4	4
SUBTOTAL	8	8	8
PROJECT TOTAL	16		8

REMOVING PAVEMENT MARKING ITEMS

CATEGORY 0010

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
N DR MLK JR DR & W WRIGHT ST	480	450	170	90	8
N DR MLK JR DR & W CLARKE ST	500	420	170	90	8
N DR MLK JR DR & W CENTER ST	1,110	830	210	110	8
PROJECT TOTAL	2,090	1,700	550	290	24

MISCELLANEOUS PAVEMENT MARKING ITEMS

CATEGORY 0010

LOCATION	SPV.0090.705 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH LF	SPV.0090.706 MARKING STOP LINE EPOXY 24-INCH LF
N DR MLK JR DR & W WRIGHT ST	390	90
N DR MLK JR DR & W CLARKE ST	370	90
N DR MLK JR DR & W CENTER ST	390	120
PROJECT TOTAL	1,150	300

INTERSECTION OF N. DR. MARTIN LUTHER KING JR. DRIVE WITH W. WRIGHT STREET, W. CLARKE STREET, AND W. CENTER STREET

EXISTING AND PROPOSED SEWER STRUCTURES								SEWER PIPES							
STRUCTURE NUMBER	STRUCTURE TYPE	STATION	CENTERLINE OFFSET	COVER ELEV.	DEPTH[a] (FT)	FRAME & LID	STRUCTURE REMARKS	FROM STRUCTURE	TO STRUCTURE	INVERTS INLET	INVERTS OUTLET	SLOPE (FT/FT)	PLAN LENGTH (FT)	PIPE SIZE (IN)	PIPE MATERIAL	PIPE REMARKS
39	CATCH BASIN - 44A	26+78.2	27.0' LT	93.29	8.77	MS 57	NEW STRUCTURE	39	322C003	88.50	87.75	0.02344	32.0	12	CL IV RCP	Protect & Support 10" Dia. Gas
322C003	EXISTING MANHOLE	26+93.1	1.4' RT	94.13		MS 58-A	NEW FRAME & LID ONLY									
40	CATCH BASIN - 44A	41+26.3	27.1' LT	96.09	8.47	MS 57	NEW STRUCTURE	40	313C012	91.60	90.50	0.02558	43.0	12	CL IV RCP	Protect & Support 8" Dia. Gas
313C012	EXISTING MANHOLE	40+93.0	0.2' RT	97.22		MS 58-A	NEW FRAME & LID ONLY									
41	CATCH BASIN - 44A	34+00.4	64.0' LT	94.55	9.53	MS 57	NEW STRUCTURE	41	322B008	89.00	88.50	0.02488	20.1	12	CL IV RCP	Protect Telephone Line, Water Main
322B008	EXISTING MANHOLE	33+85.2	50.9' LT	95.10		MS 58-A	NEW FRAME & LID ONLY									
42	CATCH BASIN - 44A	33+69.9	57.7' LT	94.48	9.46	MS 57	NEW STRUCTURE	42	322B008	89.00	88.60	0.02395	16.7	12	CL IV RCP	Protect & Support CUC, Electric, Gas
43	CATCH BASIN - 44A	34+00.4	59.3' LT	94.54	9.52	MS 57	NEW STRUCTURE	43	322B009	89.00	88.60	0.02439	16.4	12	CL IV RCP	Protect Telephone Line, Water Main
322B009	EXISTING MANHOLE	33+85.4	52.7' RT	94.82		MS 58-A	NEW FRAME & LID ONLY									
44	CATCH BASIN - 44A	40+69.8	49.0' RT	96.69	9.17	MS 57	NEW STRUCTURE	44	313C011	91.50	90.75	0.03219	23.3	12	CL IV RCP	Protect & Support 8" Dia. Gas & 8" Dia. Water Main
313C011	EXISTING MANHOLE	40+46.6	52.0' RT	97.08		MS 58-A	NEW FRAME & LID ONLY									
45	CATCH BASIN - 44A	40+23.4	55.8' RT	96.58	10.06	MS 57	NEW STRUCTURE	45	313C011	90.50	89.75	0.03191	23.5	12	CL IV RCP	Protect & Support CUC, Electric, 16" Dia. Water Main
46	CATCH BASIN - 44A	33+70.2	75.3' RT	94.22	8.20	MS 57	NEW STRUCTURE	46	48	90	89.75	0.05102	4.9	12	CL IV RCP	
48	CATCH BASIN - 44A	33+70.1	70.4' RT	94.19	8.42	MS 57	SALVAGE COVER	48	322B009	89.75	89.25	0.02137	23.4	12	CL IV RCP	Protect & Support CUC, Electric, Gas

3 3

608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	650.4000 CONSTRUCTION STAKING STORM SEWER	SPV.0060.102 INLET COVERS TYPE MS 57	SPV.0060.103 MANHOLE COVERS TYPE MS 58-A	SPV.0060.110 CATCH BASIN TYPE 44A
LF	EACH	EACH	EACH	EACH
203	9	9	5	9

[A] DEPTH = COVER ELEVATION - LOWEST PIPE INVERT ELEVATION + SUMP(FOR TYPE 44A & 44B CATCH BASINS)

DRAINAGE REMOVALS AND ABANDONMENT

STATION	OFFSET	204.0215 REMOVING CATCH BASINS EACH
40+69.7	48.8' RT	1
	TOTAL	1

STATION	OFFSET	204.0255 ABANDONING CATCH BASINS EACH
26+89.9	27.2' LT	1
33+69.8	47.9' LT	1
33+70.1	46.2' RT	1
34+00.4	48.3' LT	1
34+00.6	47.2' RT	1
40+23.4	44.7' RT	1
40+99.8	27.3' LT	1
	TOTAL	7

STATION	OFFSET	TO	STATION	OFFSET	204.0245.01 REMOVING STORM SEWER 8-INCH EACH	204.0291.S ABANDONING SEWER EACH
26+89.9	27.2' LT		26+93.1	1.4' RT	-	1
33+69.8	47.9' LT		33+85.2	50.9' LT	-	1
33+70.1	46.2' RT		33+85.4	52.8' RT	-	1
34+00.4	48.3' LT		33+85.2	50.9' LT	-	1
34+00.6	47.2' RT		33+85.4	52.8' RT	-	1
40+23.4	44.7' RT		40+46.6	52.0' RT	-	1
40+69.7	48.8' RT		40+46.6	52.0' RT	23	-
40+99.8	27.3' LT		40+93.3	0.2' RT	-	1
		TOTAL			23	7

ALL ITEMS CATEGORY 0010

REMOVING SIGNS

CATEGORY 0010

ITEM NO.		638.2602 REMOVING SIGNS TYPE II	638.3000 REMOVING SMALL SIGN SUPPORTS	
SIGN NO.	DESCRIPTION	EACH	EACH	REMARKS
1-1	PUSH BUTTON TO CROSS SIGNAL	1	-	ON TRAFFIC SIGNAL POLE
1-2	W WRIGHT ST	1	-	ON CONCRETE LIGHT POLE
1-3	N DR MLK JR DR	1	-	ON CONCRETE LIGHT POLE
1-4	PUSH BUTTON TO CROSS SIGNAL	1	-	ON TRAFFIC SIGNAL POLE
1-5	(NO PARKING SYMBOL) LOADING ZONE 7AM-9PM, NO PARKING SYMBOL	-	1	MOVING - SEE PERMANENT SIGN PLAN FOR REINSTALLATION
1-6	W WRIGHT ST	1	-	ON CONCRETE LIGHT POLE
1-7	HONORARY DR. JAMES G. WHITE	-	-	TO BE REMOVED BY OTHERS
2-1	N DR MLK JR DR	1	-	ON TRAFFIC SIGNAL POLE
2-2	PUSH BUTTON FOR WALK SIGNAL	1	-	ON POLE WITH 2-1
2-3	PEDESTRIAN PUSH BUTTON INSTRUCTIONS PLACARD	1	-	ON TRAFFIC SIGNAL POLE
2-4	END SCHOOL ZONE	-	-	MOVING - SEE PERMANENT SIGN PLAN FOR REINSTALLATION
2-5	(NO PARKING SYMBOL) BUS STOP , 2 HOUR PARKING 7AM-7PM EXCEPT SUNDAY	-	-	MOVING - SEE PERMANENT SIGN PLAN FOR REINSTALLATION
2-6	PEDESTRIAN PUSH BUTTON INSTRUCTIONS PLACARD	1	-	ON CONCRETE LIGHT POLE
2-7	W CLARKE ST	1	-	ON POLE WITH 2-4
2-8	PUSH BUTTON FOR WALK SIGNAL	1	-	ON TRAFFIC SIGNAL POLE
2-9	N DR MLK JR DR	1	-	ON TRAFFIC SIGNAL POLE
2-10	PUSH BUTTON FOR WALK SIGNAL	1	-	ON POLE WITH 2-7
2-11	PEDESTRIAN PUSH BUTTON INSTRUCTIONS PLACARD	1	-	ON TRAFFIC SIGNAL POLE
2-12	(NO PARKING SYMBOL) BUS STOP	-	-	MOVING - SEE PERMANENT SIGN PLAN FOR REINSTALLATION
2-13	(SCHOOL ZONE SYMBOL)	-	-	MOVING - SEE PERMANENT SIGN PLAN FOR REINSTALLATION
2-14	AHEAD	-	-	MOVING - SEE PERMANENT SIGN PLAN FOR REINSTALLATION
2-15	W CLARKE ST	1	-	ON POLE WITH 2-10
2-16	PEDESTRIAN PUSH BUTTON INSTRUCTIONS PLACARD	1	-	ON CONCRETE LIGHT POLE
2-17	PUSH BUTTON FOR WALK SIGNAL	1	-	ON TRAFFIC SIGNAL POLE
3-1	(NO PARKING SYMBOL) BUS STOP , 2 HOUR PARKING 7AM-7PM EXCEPT SUNDAY	-	-	MOVING - SEE PERMANENT SIGN PLAN FOR REINSTALLATION
3-2	W CENTER ST	1	-	ON CONCRETE LIGHT POLE
3-3	(NO PARKING SYMBOL) BUS STOP	-	-	MOVING - SEE PERMANENT SIGN PLAN FOR REINSTALLATION
3-4	N DR MLK JR DR	1	-	ON CONCRETE LIGHT POLE
3-5	(NO PARKING SYMBOL) BUS STOP	-	-	MOVING - SEE PERMANENT SIGN PLAN FOR REINSTALLATION
3-6	2 HOUR PARKING 7AM-7PM EXCEPT SUNDAY	-	-	MOVING - SEE PERMANENT SIGN PLAN FOR REINSTALLATION
	PROJECT TOTALS	19	1	

SIGN INSTALLATION

CATEGORY 0010

SIGN NO.	SIGN CODE	MESSAGE	SIZE INCHES	X	INCHES	637.2220 SIGNS TYPE II REFLECTIVE SH SF	638.2102 MOVING SIGNS TYPE II SF	SPV.0060.280 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT SF	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH	SPV.0060.285 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE EACH	SPV.0060.290 STREET NAME SIGN MOUNTING HARDWARE ON EXISTING POLE EACH	SPV.0060.291 STREET NAME SIGN MOUNTING HARDWARE ON MAST ARM EACH	SPV.0060.292 SIGN MOUNTING HARDWARE ON ROUND ALUMINUM SIGN POST EACH	REMARKS
1-1	M1-94H MOD	N DR MLK JR DR	48	X	10	3.3	-	-	-	-	-	1	-	-	ATTACH TO LIGHT POLE
1-2	R5-2	(NO TRUCKS SYMBOL)	24	X	24	4	-	-	-	-	1	-	-	-	ON POLE WITH 1-1
1-3	R5-2A	3 TONS OR OVER	24	X	12	2	-	-	-	-	1	-	-	-	ON POLE WITH 1-1
1-4	M1-94H	W WRIGHT ST	72	X	18	9	-	-	-	-	-	-	1	-	-
1-5	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	3	-	-	1	-	-	-	-	1	-
1-6	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	3	-	-	1	-	-	-	-	1	-
1-7	M1-94H MOD	N DR MLK JR DR	48	X	10	3.3	-	-	-	-	-	1	-	-	ATTACH TO LIGHT POLE
1-8	R5-2	(NO TRUCKS SYMBOL)	24	X	24	4	-	-	-	-	1	-	-	-	ON POLE WITH 1-7
1-9	R5-2A	3 TONS OR OVER	24	X	12	2	-	-	-	-	1	-	-	-	ON POLE WITH 1-7
1-10	M1-94H	W WRIGHT ST	72	X	18	9	-	-	-	-	-	-	1	-	-
1-11	-	(NO PARK! NG SYMBOL) LOAD I NG ZONE 7 AM-9PM, (NO PARKING SYMBOL)	-	X	-	-	1	-	-	-	-	-	-	-	MOVING - REINSTALL ON MAST ARM POLE
1-12	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	3	-	-	1	-	-	-	-	1	-
1-13	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	3	-	-	1	-	-	-	-	1	-
2-1	M1-94H MOD	N DR MLK JR DR	48	X	10	3.3	-	-	-	-	-	1	-	-	ATTACH TO LIGHT POLE
2-2	-	END SCHOOL ZONE	-	X	-	-	1	-	-	-	-	-	-	-	MOVING - REINSTALL ON CONCRETE POLE
2-3	-	(NO PARKING SYMBOL) BUS STOP. 2 HOUR PARKING 7AM-7PM EXCEPT SUNDAY	-	X	-	-	1	-	-	-	-	-	-	-	MOVING - REINSTALL ON CONCRETE POLE
2-4	M1-94H	W CLARKE ST	72	X	18	9	-	-	-	-	-	-	1	-	-
2-5	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	3	-	-	1	-	-	-	-	1	-
2-6	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	3	-	1	-	-	-	-	-	1	-
2-7	M1-94H MOD	N DR MLK JR DR	48	X	10	3.3	-	-	-	-	-	1	-	-	ATTACH TO LIGHT POLE
2-8	-	(NO PARKING SYMBOL) BUS STOP	-	X	-	-	1	-	-	-	-	-	-	-	MOVING - REINSTALL ON CONCRETE POLE
2-9	-	(SCHOOL ZONE SYMBOL)	-	X	-	-	1	-	-	-	-	-	-	-	MOVING - REINSTALL ON PEDESTRIAN POLE
2-10	-	AHEAD	-	X	-	-	1	-	-	-	-	-	-	-	MOVING - REINSTALL ON PEDESTRIAN POLE
2-11	R7-1	W CLARKE ST	72	X	18	9	-	-	-	-	-	-	1	-	-
2-12	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	3	-	-	1	-	-	-	-	1	-
2-13	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	3	-	-	1	-	-	-	-	1	-
3-1	M1-94H	N DR MLK JR DR	96	X	18	12	-	-	-	-	-	-	1	-	-
3-2	R7-7D	NO PARKING BUS STOP	18	X	24	3	-	-	-	-	1	-	-	-	ATTACH TO LIGHT POLE
3-3	-	(NO PARKING SYMBOL) BUS STOP, 2 HOUR PARKING 7AM-7PM EXCEPT SUNDAY	-	X	-	-	1	-	-	1	-	-	-	1	MOVING - ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE
3-4	M1-94H	W CENTER ST	72	X	18	9	-	-	-	-	-	-	1	-	-
3-5	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	3	-	-	1	-	-	-	-	1	-
3-6	-	(NO PARKING SYMBOL) BUS STOP	-	X	-	-	1	-	-	-	-	-	-	-	MOVING - REINSTALL ON CONCRETE POLE
3-7	M1-94H	N DR MLK JR DR	96	X	18	12	-	-	-	-	-	-	1	-	-
3-8	-	(NO PARKING SYMBOL) BUS STOP	-	X	-	-	1	-	-	-	-	-	-	-	MOVING - REINSTALL ON CONCRETE POLE
3-9	-	2 HOUR PARKING 7AM-7PM EXCEPT SUNDAY	-	X	-	-	1	-	-	-		-		-	MOVING - REINSTALL ON PEDESTRIAN POLE
3-10	M1-94H	W CENTER ST	72	X	18	9	-	-	-	-	-	-	1	-	-
3-11	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	3	-	-	1	-	-	-	-	1	-
3-12	R7-7L	NO PARKING BUS STOP	18	X	24	3	-	-	-	-	1	-	-	-	ATTACH TO CONCRETE LIGHT POLE
		PROJECT TOTALS				139.2	10	1	9	1	6	4	8	11	

3

COMMUNICATION UNDERGROUND CONDUIT (CUC) MISCELLANEOUS QUANTITIES

CATEGORY 0010

LOCATION	STATION	OFFSET	TO	STATION	OFFSET	204.0250 ABANDONING MANHOLES EACH	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	SPV.0060.425 INSTALLING CONDUIT INTO EXISTING MANHOLE EACH	SPV.0060.430 ADJUSTING CUC MANHOLE COVER USING EPP SYSTEM EACH	SPV.0090.401 1-DUCT CONDUIT CEMENT ENCASED 4-INCH RIGID NONMETALLIC CONDUIT DB-60 LF
MANHOLE 604	27+10.3'	19.0' RT		-	-	-	-	-	1	-
MANHOLE 600 TO TRAFFIC CABINET	27+10.3'	19.0' RT	-	27+06'	48' RT	-	-	1	-	35
MANHOLE 605A	27+14.4'	40' LT		-	-	1	-	-	-	-
MANHOLE 606	33+73'	20' RT		-	-	-	-	-	1	-
CUC LATERAL TO TRAFFIC CABINET	33+72.2'	47.3' RT	-	33+65.5'	53' RT	-	20	-	-	-
MANHOLE 607	40+32.5'	20' RT		-	-	-	-	-	1	-
MANHOLE 608	40+32.5'	47' LT		-	-	-	-	-	1	-
CUC LATERAL TO TRAFFIC CABINET	40+71.5'	47' LT		40+75'	54' LT	-	20	-	-	-
					PROJECT TOTAL	1	40	1	4	35

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ALL ITEMS IN THIS SHEET ARE CATEGORY 0010

STREET LIGHTING ITEMS

LOCATION	SPV.0060.302 PULL BOXES 13-INCH x 24-INCH x 24-INCH EACH	SPV.0060.320 POLES TYPE 25-AL-BD ALUMINUM EACH	SPV.0060.322 POLES TYPE 30-AL-BD ALUMINUM EACH	SPV.0060.801 POLES TYPE H17 EACH	SPV.0060.818 POLES TYPE A26-BD EACH	SPV.0060.819 POLES TYPE A31-BD EACH	SPV.0060.820 CONCRETE BASE TYPE 5 MODIFIED EACH	SPV.0060.821 CONCRETE BASE TYPE 2 MODIFIED EACH
W. WRIGHT STREET	7	--	3	1	--	1	3	3
W. CLARKE STREET	10	2	--	4	1	4	2	6
W. CENTER STREET	8	2	--	1	1	4	2	5
PROJECT TOTAL	25	4	3	6	2	9	7	14

LOCATION	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	SPV.0060.339 PRIMARY OR SECONDARY RISER EA	SPV.0060.345 LUMINAIRE ARMS SINGLE MEMBER 6-FT EACH	SPV.0060.353 EQUIPMENT GROUNDING ELECTRODE EACH	SPV.0060.355 INSTALL A21-A26 CITY FURNISHED MOUNTING CLAMP SINGLE BRACKET EACH	SPV.0060.357 INSTALL A31 CITY FURNISHED MOUNTING CLAMP SINGLE BRACKET EACH	SPV.0060.376 LUMINAIRE UTILITY 3LED2 EACH	SPV.0060.865 LUMINAIRE HISTORIC MILWAUKEE HARP LED1 EACH	SPV.0060.867 LUMINAIRE HISTORIC MILWAUKEE LANTERN LED 3 EACH
W. WRIGHT STREET	3	3	3	7	--	1	9	1	2
W. CLARKE STREET	2	2	2	10	2	4	7	4	8
W. CENTER STREET	2	3	2	8	1	4	4	1	9
PROJECT TOTAL	7	8	7	25	3	9	20	6	19

LOCATION	204.9060.S.01 REMOVING POLES EACH	653.0905* REMOVING PULL BOXES EACH	SPV.0060.324 POLES WOOD 40-FT EACH	SPV.0060.346 LUMINAIRE ARMS SINGLE MEMBER 6-FT WP MOUNT EACH	SPV.0060.334 INLINE 5A FAST ACTING FUSE WITH HOLDER EACH	SPV.0090.302 ELECTRICAL CABLE TYPE 3#6 AL LF	SPV.0090.304 ELECTRICAL CABLE TYPE 2#2/1#4 AL LF	SPV.0090.322 ELECTRICAL CABLE TYPE 4#6/1#8 XLP LF	SPV.0090.324 ELECTRICAL CABLE TYPE 4#2/1#8 XLP LF
W. WRIGHT STREET	4	-	4	7	12	525	--	1000	--
W. CLARKE STREET	7	-	5	5	17	300	--	900	--
W. CENTER STREET	10	1	6	7	14	225	225	--	900
PROJECT TOTAL	21	1	15	19	43	1,050	225	1,900	900

LOCATION	204.9090.S.01 REMOVING AERIAL CABLE LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	655.0305* CABLE TYPE UF 2-12 AWG GROUNDED LF	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF	659.5000.S* LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH	SPV.0060.342 SUBMERSIBLE MULTITAP 3-PORT PRE-INSULATED CONNECTOR EACH	SPV.0060.343 SUBMERSIBLE MULTITAP 4-PORT PRE-INSULATED CONNECTOR EACH	SPV.0090.319 LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT 1 1/2- INCH LF	SPV.0090.325 CONDUIT 3-INCH HDPE SCHEDULE 40 LF
W. WRIGHT STREET	1200	120	550	-	5	38	10	200	1000
W. CLARKE STREET	1050	50	800	-	5	54	16	225	600
W. CENTER STREET	750	250	550	500	5	44	12	75	1200
PROJECT TOTAL	3,000	420	1,900	500	15	136	38	500	2,800

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

TRAFFIC SIGNALS REMOVALS

LOCATION NUMBER	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
XBA	27+56', 40' L	1
XBB	27+44', 49' R	1
XBC	27+06', 49' R	1
XBD	26+95', 31' R	1
XBE	27+07', 40' L	1
	SUBTOTAL	5

TRAFFIC SIGNAL REMOVALS

LOCATION	SPV.0060.243 REMOVING TRAFFIC SIGNALS (MLK & WRIGHT) EACH
MLK AT WRIGHT	1
TOTAL	1

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W WRIGHT ST

TRAFFIC SIGNALS CABLE & WIRE

FROM	TO	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG LF	655.0305 CABLE UF 2-12 AWG GROUNDED LF	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF	SPV.0090.240 ELECTRICAL CABLE 3#4/1#8 XLP LF
CB1	SBA	-	180	-	-	-	-
CB1	SBB	-	155	-	-	-	-
CB1	SBC	-	-	80	120	120	-
CB1	SBD	70	-	-	-	-	-
CB1	SBE	-	55	-	-	-	-
CB1	SBF	-	30	-	-	-	-
CB1	SBG	-	60	-	-	-	-
CB1	SBH	-	-	105	145	145	-
CB1	SBI	105	-	-	-	-	-
CB1	SBJ	-	130	-	-	-	-
CB1	M1	-	-	-	-	-	15
	SUBTOTAL	175	610	185	265	265	15

TRAFFIC SIGNAL POLES

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.0352 POLES TYPE 10-SPECIAL EACH	657.0405 TRAFFIC SIGNALS STANDARD ALUMINUM 3.5-FT EACH	657.0420 TRAFFIC SIGNALS STANDARD ALUMINUM 13-FT EACH	657.0536 MONOTUBE ARMS 35-FT-SPECIAL EACH	SPV.0060.218 EVP 1 DIRECTION DETECTOR EACH	SPV.0060.223 EVP CONFIRMATION LIGHT EACH	SPV.0060.228 ELECTRICAL RISER EACH	SPV.0060.268 VOICE INSTRUCTION AUDIBLE PUSH BUTTON EACH
SBA	-	-	-	-	-	-	-	1	1
SBB	-	-	-	-	-	-	-	1	1
SBC	-	1	-	-	1	1	1	-	-
SBD	1	-	1	-	-	-	-	-	1
SBE	1	-	-	1	-	-	-	-	1
SBF	-	-	-	-	-	-	-	1	1
SBG	-	-	-	-	-	-	-	1	1
SBH	-	1	-	-	1	1	1	-	-
SBI	1	-	1	-	-	-	-	-	1
SBJ	1	-	-	1	-	-	-	-	1
SUBTOTAL	4	2	2	2	2	2	2	4	8

3

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W WRIGHT ST

3

TRAFFIC SIGNALS CONDUIT

LOCATION	TO	LOCATION	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	PB1	-	15	-
PB1	TO	SBF	-	5	-
PB1	TO	PB2	-	50	-
PB2	TO	SBG	-	15	-
PB2	TO	PB3	-	-	130
PB3	TO	SBH	-	10	-
PB3	TO	SBI	10	-	-
PB3	TO	PB4	-	40	-
PB4	TO	SBJ	-	10	-
PB4	TO	PB5	-	-	90
PB5	TO	SBA	-	5	-
PB5	TO	PB6	-	45	-
PB5	TO	SBB	-	10	-
PB6	TO	PB7	-	-	130
PB7	TO	SBC	-	5	-
PB7	TO	SBD	5	-	-
PB7	TO	PB8	-	40	-
PB8	TO	SBE	-	5	-
PB8	TO	PB1	-	-	80
		SUBTOTAL	15	255	430

TRAFFIC SIGNALS MOUNTING HARDWARE

LOCATION	658.5070.01 SIGNAL MOUNTING HARDWARE MLK & WRIGHT EACH
MLK AT WRIGHT	1
SUBTOTAL	1

TRAFFIC SIGNALS SERVICE HARDWARE

LOCATION	SPV.0060.215 ELECTRICAL SERVICE PEDESTAL EACH
27+06', 50' R	1
SUBTOTAL	1

TRAFFIC SIGNALS CABLE & WIRE

LOCATION	TO	LOCATION	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CB1	TO	SBF	10
SBF	TO	SBG	35
SBG	TO	SBH	80
SBH	TO	SBI	15
SBI	TO	SBJ	40
SBJ	TO	SBA	55
SBA	TO	SBB	40
SBB	TO	SBC	75
SBC	TO	SBD	15
SBD	TO	SBE	35
SBE	TO	CB1	50
		SUBTOTAL	450

TRAFFIC SIGNALS CABINET EQUIPMENT

SIGNAL BASE NUMBER	LOCATION	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED EACH	SPV.0060.212 FIBER OPTIC PATCH PANEL EACH	SPV.0060.213 ETHERNET SWITCH EACH	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL EACH	SPV.0060.269 VOICE INSTRUCTION AUDIBLE CONTROL UNIT EACH
CB1	27+06', 48' R	1	1	1	1	1
	SUBTOTAL	1	1	1	1	1

TRAFFIC SIGNAL CONCRETE BASES

SIGNAL BASE NUMBER	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE EACH
CB1	27+06', 48' R	-	-	1
SBC	26+86', 32 L	-	1	-
SBD	26+98', 33' L	1	-	-
SBE	27+05.5', 41' L	1	-	-
SBH	26+86', 32 L	-	1	-
SBI	26+98', 33' L	1	-	-
SBJ	27+46', 41' R	1	-	-
	SUBTOTAL	4	2	1

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W WRIGHT ST

3

TRAFFIC SIGNAL FACES

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
1	SBE	1	-	-
2	SBJ	1	-	-
3	SBA	1	-	-
4	SBJ	1	-	-
5	SBE	1	-	-
6	SBF	1	-	-
7	SBG	1	-	-
8	SBC	1	-	-
9	SBC	1	-	-
10	SBB	1	-	-
11	SBC	1	-	-
12	SBB	1	-	-
13	SBH	1	-	-
14	SBH	1	-	-
15	SBG	1	-	-
16	SBH	1	-	-
17	SBH	-	1	1
18	SBB	-	1	1
19	SBA	-	1	1
20	SBE	-	1	1
21	SBC	-	1	1
22	SBG	-	1	1
23	SBF	-	1	1
24	SBJ	-	1	1
	SUBTOTAL	16	8	8

TRAFFIC SIGNALS CABLE & WIRE

FROM	TO	SIGNAL HEAD NUMBER	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF
SBA	TO	3	10
SBA	TO	19	10
SBA	TO	APS	15
SBB	TO	10	10
SBB	TO	12	10
SBB	TO	18	10
SBB	TO	APS	15
SBC	TO	8	45
SBC	TO	9	20
SBC	TO	11	55
SBC	TO	21	10
SBD	TO	APS	5
SBE	TO	1	20
SBE	TO	5	20
SBE	TO	20	10
SBE	TO	APS	5
SBF	TO	6	10
SBF	TO	23	10
SBF	TO	APS	15
SBG	TO	7	10
SBG	TO	15	10
SBG	TO	22	10
SBG	TO	APS	15
SBH	TO	13	45
SBH	TO	14	20
SBH	TO	16	55
SBH	TO	17	10
SBI	TO	APS	5
SBJ	TO	2	20
SBJ	TO	4	20
SBJ	TO	24	10
SBJ	TO	APS	5
		SUBTOTAL	540

TRAFFIC SIGNALS PULL BOXES

PULL BOX NUMBER	LOCATION	SPV.0060.303 PULL BOXES 17-INCH X 30-INCH X 24-INCH EACH
PB1	27+06', 44' R	1
PB2	26+86', 30' R	1
PB3	26+92', 33' L	1
PB4	27+06', 46' L	1
PB5	27+48', 46.5' L	1
PB6	27+61', 30' L	1
PB7	27+59', 32' R	1
PB8	27+43', 44' R	1
	SUBTOTAL	8

TRAFFIC SIGNALS REMOVALS

659.5000.S
LAMP, BALLAST, LED, SWITCH
DISPOSAL BY CONTRACTOR

LOCATION	EACH
PEDESTRIAL SIGNAL	8
TRAFFIC SIGNAL 3-SECTION	12
SUBTOTAL	20

TEMPORARY TRAFFIC SIGNALS

661.0201.01
TEMPORARY
TRAFFIC SIGNALS
FOR INTERSECTIONS
MLK & WRIGHT

LOCATION	EACH
MLK AT WRIGHT	1
SUBTOTAL	1

3

TRAFFIC SIGNALS REMOVALS

LOCATION NUMBER	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
XBA	34+03', 45' L	1
XBB	34+18', 30' L	1
XBC	34+04', 42' R	1
XBD	33+65.5', 53' R	1
XBE	33+66', 41' R	1
XBF	33+50', 30' R	1
XBG	33+67', 43.5' L	1
	SUBTOTAL	7

TRAFFIC SIGNAL REMOVALS

LOCATION	SPV.0060.244 REMOVING TRAFFIC SIGNALS (MLK & CLARKE) EACH
MLK AT CLARKE	1
TOTAL	1

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W CLARKE ST

TRAFFIC SIGNALS CABLE & WIRE

FROM	TO	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG LF	655.0305 CABLE UF 2-12 AWG GROUNDED LF	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF	SPV.0090.240 ELECTRICAL CABLE 3#4/1#8 XLP LF
CB1	SBA	-	190	-	-	-	-
CB1	SBB	-	165	-	-	-	-
CB1	SBC	-	-	90	130	130	-
CB1	SBD	90	-	-	-	-	-
CB1	SBE	-	65	-	-	-	-
CB1	SBF	-	30	-	-	-	-
CB1	SBG	-	55	-	-	-	-
CB1	SBH	-	-	110	150	150	-
CB1	SBI	110	-	-	-	-	-
CB1	SBJ	-	135	-	-	-	-
CB1	M1	-	-	-	-	-	15
	SUBTOTAL	200	640	200	280	280	15

TRAFFIC SIGNAL POLES

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.0352 POLES TYPE 10-SPECIAL EACH	657.0405 TRAFFIC SIGNALS STANDARD ALUMINUM 3.5-FT EACH	657.0420 TRAFFIC SIGNALS STANDARD ALUMINUM 13-FT EACH	657.0536 MONOTUBE ARMS 35-FT-SPECIAL EACH	SPV.0060.218 EVP 1 DIRECTION DETECTOR EACH	SPV.0060.223 EVP CONFIRMATION LIGHT EACH	SPV.0060.228 ELECTRICAL RISER EACH	SPV.0060.268 VOICE INSTRUCTION AUDIBLE PUSH BUTTON EACH
SBA	-	-	-	-	-	-	-	1	1
SBB	-	-	-	-	-	-	-	1	1
SBC	-	1	-	-	1	1	1	-	-
SBD	1	-	1	-	-	-	-	-	1
SBE	-	-	-	-	-	-	-	1	1
SBF	1	-	-	1	-	-	-	-	1
SBG	-	-	-	-	-	-	-	1	1
SBH	-	1	-	-	1	1	1	-	-
SBI	1	-	1	-	-	-	-	-	1
SBJ	1	-	-	1	-	-	-	-	1
SUBTOTAL	4	2	2	2	2	2	2	4	8

3

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W CLARKE ST

3

TRAFFIC SIGNALS CONDUIT

LOCATION	TO	LOCATION	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	PB1	-	15	-
PB1	TO	SBF	-	5	-
PB1	TO	PB2	-	50	-
PB2	TO	SBG	-	5	-
PB2	TO	PB3	-	-	130
PB3	TO	SBH	-	5	-
PB3	TO	SBI	10	-	-
PB3	TO	PB4	-	50	-
PB4	TO	SBJ	-	10	-
PB4	TO	PB5	-	-	80
PB5	TO	SBA	-	5	-
PB5	TO	PB6	-	50	-
PB6	TO	SBB	-	10	-
PB6	TO	PB7	-	-	130
PB7	TO	SBC	-	5	-
PB7	TO	SBD	10	-	-
PB7	TO	PB8	-	50	-
PB8	TO	SBE	-	5	-
PB8	TO	PB1	-	-	85
		SUBTOTAL	20	265	425

TRAFFIC SIGNALS MOUNTING HARDWARE

LOCATION	658.5070.02 SIGNAL MOUNTING HARDWARE MLK & CLARKE EACH
MLK AT CLARKE	1
SUBTOTAL	1

TRAFFIC SIGNALS SERVICE HARDWARE

LOCATION	SPV.0060.215 ELECTRICAL SERVICE PEDESTAL EACH
33+65.5', 55' R	1
SUBTOTAL	1

TRAFFIC SIGNALS CABLE & WIRE

FROM	TO	SIGNAL HEAD NUMBER	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF
SBA	TO	3	10
SBA	TO	19	10
SBA	TO	APS	15
SBB	TO	10	10
SBB	TO	12	10
SBB	TO	18	10
SBB	TO	APS	15
SBC	TO	8	45
SBC	TO	9	20
SBC	TO	11	55
SBC	TO	21	10
SBD	TO	APS	5
SBE	TO	1	20
SBE	TO	5	20
SBE	TO	20	10
SBE	TO	APS	5
SBF	TO	6	10
SBF	TO	23	10
SBF	TO	APS	15
SBG	TO	7	10
SBG	TO	15	10
SBG	TO	22	10
SBG	TO	APS	15
SBH	TO	13	45
SBH	TO	14	20
SBH	TO	16	55
SBH	TO	17	10
SBI	TO	APS	5
SBJ	TO	2	20
SBJ	TO	4	20
SBJ	TO	24	20
SBJ	TO	APS	5
		SUBTOTAL	550

TRAFFIC SIGNALS CABINET EQUIPMENT

SIGNAL BASE NUMBER	LOCATION	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED EACH	SPV.0060.212 FIBER OPTIC PATCH PANEL EACH	SPV.0060.213 ETHERNET SWITCH EACH	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL EACH	SPV.0060.269 VOICE INSTRUCTION AUDIBLE CONTROL UNIT EACH
CB1	33+65.5', 53' R	1	1	1	1	1
	SUBTOTAL	1	1	1	1	1

TRAFFIC SIGNAL CONCRETE BASES

SIGNAL BASE NUMBER	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE EACH
CB1	33+65.5', 53' R	-	-	1
SBC	34+24', 32' R	-	1	-
SBD	34+14', 33' R	1	-	-
SBF	33+65', 44 R	1	-	-
SBH	33+46', 32.5 L	-	1	-
SBI	33+55', 33' L	1	-	-
SBJ	33+65.5', 41.5' L	1	-	-
	SUBTOTAL	4	2	1

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W CLARKE ST

3

TRAFFIC SIGNAL FACES

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
1	SBE	1	-	-
2	SBJ	1	-	-
3	SBA	1	-	-
4	SBJ	1	-	-
5	SBE	1	-	-
6	SBF	1	-	-
7	SBG	1	-	-
8	SBC	1	-	-
9	SBC	1	-	-
10	SBB	1	-	-
11	SBC	1	-	-
12	SBB	1	-	-
13	SBH	1	-	-
14	SBH	1	-	-
15	SBG	1	-	-
16	SBH	1	-	-
17	SBH	-	1	1
18	SBB	-	1	1
19	SBA	-	1	1
20	SBE	-	1	1
21	SBC	-	1	1
22	SBG	-	1	1
23	SBF	-	1	1
24	SBJ	-	1	1
	SUBTOTAL	16	8	8

LOCATION	TO	LOCATION	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CB1	TO	SBF	10
SBF	TO	SBG	35
SBG	TO	SBH	80
SBH	TO	SBI	15
SBI	TO	SBJ	40
SBJ	TO	SBA	50
SBA	TO	SBB	40
SBB	TO	SBC	75
SBC	TO	SBD	15
SBD	TO	SBE	35
SBE	TO	CB1	50
		SUBTOTAL	445

TRAFFIC SIGNALS REMOVALS

LOCATION	659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
PEDESTRIAL SIGNAL	8
TRAFFIC SIGNAL 3-SECTION	12
SUBTOTAL	20

3

TRAFFIC SIGNALS PULL BOXES

PULL BOX NUMBER	LOCATION	SPV.0060.303 PULL BOXES 17-INCH X 30-INCH X 24-INCH EACH
PB1	33+65', 48' R	1
PB2	33+48', 32.5' R	1
PB3	33+49', 32.5' L	1
PB4	33+66', 48' L	1
PB5	34+05', 48' L	1
PB6	34+23', 31' L	1
PB7	34+20', 30' R	1
PB8	34+05', 48' R	1
	SUBTOTAL	8

TEMPORARY TRAFFIC SIGNALS

LOCATION	661.0201.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS MLK & CLARKE EACH
MLK AT CLARKE	1
SUBTOTAL	1

3

TRAFFIC SIGNALS REMOVALS

LOCATION NUMBER	LOCATION	204.0195 REMOVING CONCRETE BASES EACH	653.0905 REMOVING PULL BOXES EACH
XBA	40+73', 57' L	-	1
XBB	40+74', 52' L	1	-
XBC	40+73', 46' L	-	1
XBD	40+96', 30' L	-	1
XBE	40+73', 46' R	1	-
XBF	39+98', 30' L	-	1
XBG	40+20', 40' L	1	-
XBH	40+20', 48' L	-	1
XBI	40+20', 62.5' L	-	1
	SUBTOTAL	3	6

TRAFFIC SIGNAL REMOVALS

LOCATION	SPV.0060.245 REMOVING TRAFFIC SIGNALS (MLK & CENTER) EACH
MLK AT CENTER	1
TOTAL	1

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W CENTER ST

TRAFFIC SIGNALS CABLE & WIRE

FROM	TO	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG LF	655.0305 CABLE UF 2-12 AWG GROUNDED LF	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF	SPV.0090.240 ELECTRICAL CABLE 3#4/1#8 XLP LF
CB1	SBA	-	15	-	55	55	-
CB1	SBB	-	75	-	-	-	-
CB1	SBC	-	-	120	160	160	-
CB1	SBD	135	-	-	-	-	-
CB1	SBE	-	185	-	-	-	-
CB1	SBF	-	240	-	280	280	-
CB1	SBG	-	210	-	-	-	-
CB1	SBH	-	-	145	195	195	-
CB1	SBI	-	105	-	-	-	-
CB1	M1	-	-	-	-	-	20
	SUBTOTAL	135	830	265	690	690	20

TRAFFIC SIGNAL POLES

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.0350 POLES TYPE 10 EACH	657.0352 POLES TYPE 10-SPECIAL EACH	657.0405 TRAFFIC SIGNALS STANDARD ALUMINUM 3.5-FT EACH	657.0525 MONOTUBE ARMS 25-FT EACH	657.0536 MONOTUBE ARMS 35-FT-SPECIAL EACH	SPV.0060.218 EVP 1 DIRECTION DETECTOR EACH	SPV.0060.223 EVP CONFIRMATION LIGHT EACH	SPV.0060.228 ELECTRICAL RISER EACH	SPV.0060.268 VOICE INSTRUCTION AUDIBLE PUSH BUTTON EACH
SBA	-	1	-	-	1	-	1	1	-	1
SBB	-	-	-	-	-	-	-	-	1	1
SBC	-	-	1	-	-	1	1	1	-	-
SBD	1	-	-	1	-	-	-	-	-	1
SBE	-	-	-	-	-	-	-	-	1	1
SBF	-	1	-	-	1	-	1	1	-	1
SBG	-	-	-	-	-	-	-	-	1	1
SBH	-	-	1	-	-	1	1	1	-	1
SBI	-	-	-	-	-	-	-	-	1	1
SUBTOTAL	1	2	2	1	2	2	4	4	4	8

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W CENTER ST

3

TRAFFIC SIGNALS CONDUIT

LOCATION	TO	LOCATION	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	M1	10	-	-
CB1	TO	PB1		30	
PB1	TO	SBA	-	5	-
PB1	TO	PB2	-	70	-
PB2	TO	SBB	-	10	-
PB2	TO	PB3	-	-	125
PB3	TO	SBC	-	10	-
PB3	TO	SBD	20	-	-
PB3	TO	PB4	-	125	-
PB4	TO	SBE	-	10	-
PB4	TO	PB5	-	-	110
PB5	TO	SBF	-	15	-
PB5	TO	PB6	-	100	-
PB6	TO	SBG	-	10	-
PB6	TO	PB7	-	-	120
PB7	TO	SBH	-	10	-
PB7	TO	PB8	-	130	-
PB8	TO	SBI	-	15	-
PB8	TO	PB1	-	-	115
		SUBTOTAL	30	540	470

TRAFFIC SIGNALS MOUNTING HARDWARE

LOCATION	658.5070.03 SIGNAL MOUNTING HARDWARE MLK & CENTER EACH
MLK AT CENTER	1
SUBTOTAL	1

TRAFFIC SIGNALS CABLE & WIRE

FROM	TO	SIGNAL HEAD NUMBER	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF
SBA	TO	3	40
SBA	TO	19	10
SBA	TO	APS	5
SBB	TO	10	10
SBB	TO	12	10
SBB	TO	18	10
SBB	TO	APS	15
SBC	TO	8	45
SBC	TO	9	20
SBC	TO	11	55
SBC	TO	21	20
SBD	TO	APS	5
SBE	TO	1	10
SBE	TO	5	10
SBE	TO	20	10
SBE	TO	APS	15
SBF	TO	6	40
SBF	TO	23	20
SBF	TO	APS	5
SBG	TO	7	10
SBG	TO	15	10
SBG	TO	22	10
SBG	TO	APS	15
SBH	TO	13	45
SBH	TO	14	20
SBH	TO	16	55
SBH	TO	17	20
SBH	TO	APS	5
SBI	TO	2	10
SBI	TO	4	10
SBI	TO	24	10
SBI	TO	APS	15
		SUBTOTAL	590

TRAFFIC SIGNALS CABINET EQUIPMENT

SIGNAL BASE NUMBER	LOCATION	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED EACH	SPV.0060.212 FIBER OPTIC PATCH PANEL EACH	SPV.0060.213 ETHERNET SWITCH EACH	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL EACH	SPV.0060.269 VOICE INSTRUCTION AUDIBLE CONTROL UNIT EACH
CB1	40+75', 54' L	1	1	1	1	1
	SUBTOTAL	1	1	1	1	1

TRAFFIC SIGNAL CONCRETE BASES

SIGNAL BASE NUMBER	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE EACH
CB1	40+75', 54' L	-	-	-	1
SBA	40+76', 47' L	-	1	-	-
SBC	40+96', 31' R	-	-	1	-
SBD	40+07', 33' R	1	-	-	-
SBF	40+19', 50' R	-	1	-	-
SBH	40+01', 32' L	-	-	1	-
	SUBTOTAL	1	2	2	1

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W CENTER ST

TRAFFIC SIGNAL FACES

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
1	SBE	1	-	-
2	SBI	1	-	-
3	SBA	1	-	-
4	SBI	1	-	-
5	SBE	1	-	-
6	SBF	1	-	-
7	SBG	1	-	-
8	SBC	1	-	-
9	SBC	1	-	-
10	SBB	1	-	-
11	SBC	1	-	-
12	SBB	1	-	-
13	SBH	1	-	-
14	SBH	1	-	-
15	SBG	1	-	-
16	SBH	1	-	-
17	SBH	-	1	1
18	SBB	-	1	1
19	SBA	-	1	1
20	SBE	-	1	1
21	SBC	-	1	1
22	SBG	-	1	1
23	SBF	-	1	1
24	SBI	-	1	1
	SUBTOTAL	16	8	8

TRAFFIC SIGNALS CABLE & WIRE

LOCATION	TO	LOCATION	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CB1	TO	SBA	15
SBA	TO	SBB	45
SBB	TO	SBC	80
SBC	TO	SBD	30
SBD	TO	SBE	90
SBE	TO	SBF	75
SBF	TO	SBG	75
SBG	TO	SBH	75
SBH	TO	SBI	45
SBI	TO	CB1	80
		SUBTOTAL	610

TRAFFIC SIGNALS REMOVALS

LOCATION	659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
PEDESTRIAL SIGNAL	8
TRAFFIC SIGNAL 3-SECTION	12
SUBTOTAL	20

TRAFFIC SIGNALS PULL BOXES

PULL BOX NUMBER	LOCATION	SPV.0060.303 PULL BOXES 17-INCH X 30-INCH X 24-INCH EACH
PB1	40+73', 49' L	1
PB2	40+96', 30' L	1
PB3	41+06', 30' R	1
PB4	40+72.5', 55' R	1
PB5	40+20.5', 62' R	1
PB6	39+97', 30' R	1
PB7	39+95', 27' L	1
PB8	40+20', 63' L	1
	SUBTOTAL	8

TEMPORARY TRAFFIC SIGNALS

LOCATION	661.0201.03 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS MLK & CENTER EACH
MLK AT CENTER	1
SUBTOTAL	1

ALL ITEMS IN THIS SHEET ARE CATEGORY 0010

TRAFFIC SIGNALS TOTALS

204.0195 REMOVING CONCRETE BASES	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	652.0615 CONDUIT SPECIAL 3-INCH	653.0905* REMOVING PULL BOXES	654.0101 CONCRETE BASES TYPE 1	654.0110 CONCRETE BASES TYPE 10	654.0120 CONCRETE BASES TYPE 10 SPECIAL	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG
EACH	LF	LF	LF	EACH	EACH	EACH	EACH	LF	LF
15	65	1060	1325	6	9	2	6	1680	510

655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG	655.0305* CABLE TYPE UF 2-12 AWG GROUNDED	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE	657.0100 PEDESTAL BASES	657.0350 POLES TYPE 10	657.0352 POLES TYPE 10-SPECIAL	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT
LF	LF	LF	LF	LF	EACH	EACH	EACH	EACH
2080	650	1235	1505	1235	9	2	6	5

657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT	657.0525 MONOTUBE ARMS 25-FT	657.0536 MONOTUBE ARMS 35-FT-SPECIAL	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH	659.5000.S* LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR	658.5070.01 SIGNAL MOUNTING HARDWARE MLK & WRIGHT	658.5070.02 SIGNAL MOUNTING HARDWARE MLK & CLARKE	658.5070.03 SIGNAL MOUNTING HARDWARE MLK & CENTER	661.0201.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS MLK & WRIGHT
EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
4	2	6	48	24	60	1	1	1	1

661.0201.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS MLK & CLARKE	661.0201.03 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS MLK & CENTER	SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED	SPV.0060.212 FIBER OPTIC PATCH PANEL	SPV.0060.213 ETHERNET SWITCH	SPV.0060.215 ELECTRICAL SERVICE PEDESTAL	SPV.0060.218 EVP 1 DIRECTION DETECTOR	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL
EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
1	1	3	3	3	3	2	8	3

SPV.0060.223 EVP CONFIRMATION LIGHT	SPV.0060.228 ELECTRICAL RISER	SPV.0060.243 REMOVING TRAFFIC SIGNALS (MLK & WRIGHT)	SPV.0060.244 REMOVING TRAFFIC SIGNALS (MLK & CLARKE)	SPV.0060.245 REMOVING TRAFFIC SIGNALS (MLK & CENTER)	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH	SPV.0060.268 VOICE INSTRUCTION AUDIBLE PUSH BUTTON	SPV.0060.269 VOICE INSTRUCTION AUDIBLE CONTROL UNIT	SPV.0060.303 PULL BOXES 17-INCH X 30-INCH X 24-INCH	SPV.0090.240 ELECTRICAL CABLE 3 #4/1#8 XLP
EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LF
8	12	1	1	1	24	24	3	24	50

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

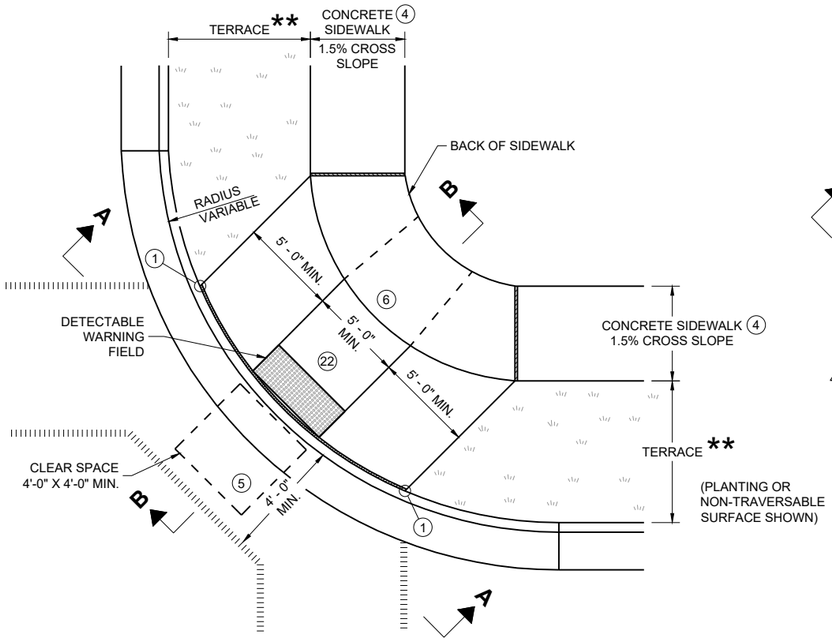
PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	MISCELLANEOUS QUANTITIES	SHEET: 141	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

Standard Detail Drawing List

08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D16-11	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C11-11	CONCRETE BASE TYPE 10
09C12-10A	CONCRETE BASE TYPE 13
09C12-10B	CONCRETE BASE TYPE 13
09C15-03	CONCRETE BASE TYPE 10 SPECIAL
09E06-06	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E08-10A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-10E	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-10F	TYPE 10 SPECIAL POLE 35' MONOTUBE ARM
09E08-10K	GENERAL NOTES, HARDWARE DETAILS FOR TYPE 9, 10, 9/10 SPECIAL,12 & 13 POLES W/ MONOTUBE ARMS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
10A18-05A	LUMINAIRE ARMS, SINGLE MEMBER 6-INCH CLAMP
13C15-08A	CONCRETE BASE
13C15-08B	CONCRETE BASE
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C07-16E	PAVEMENT MARKING FOR BIKE LANES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C29-08A	BICYCLE LANE MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D28-05	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

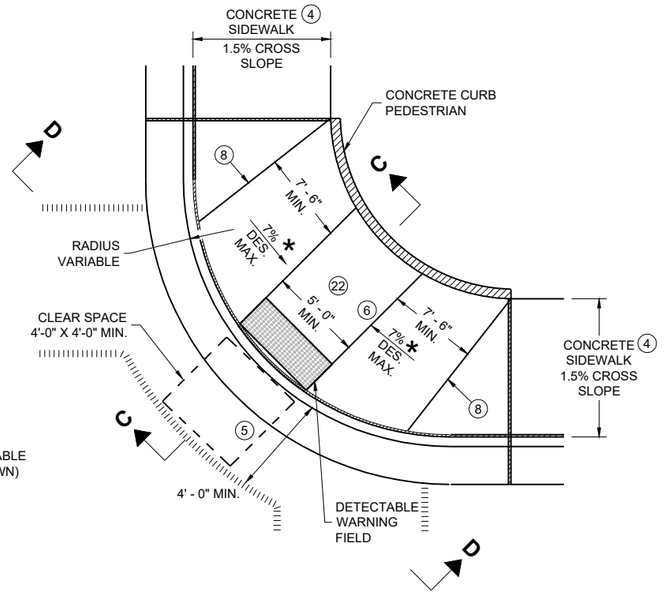
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PLAN VIEW

CURB RAMP TYPE 1

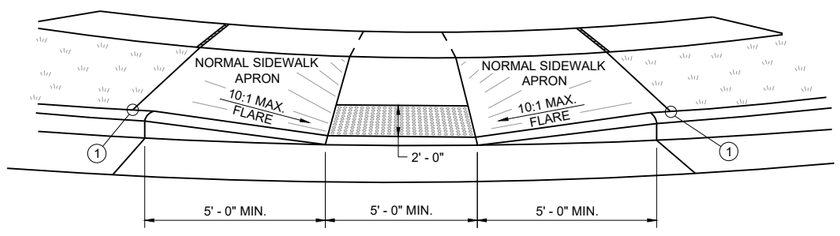
(CENTER OF CORNER RADIUS)



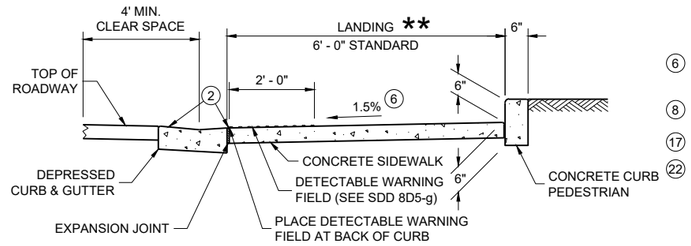
PLAN VIEW

CURB RAMP TYPE 1 - A

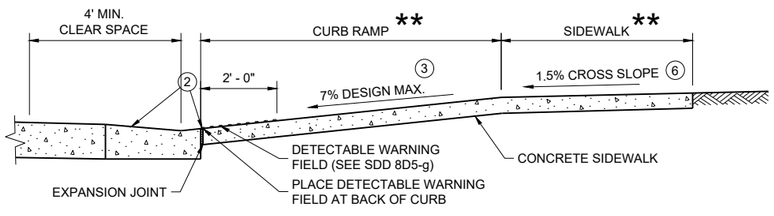
(NO TERRACE)



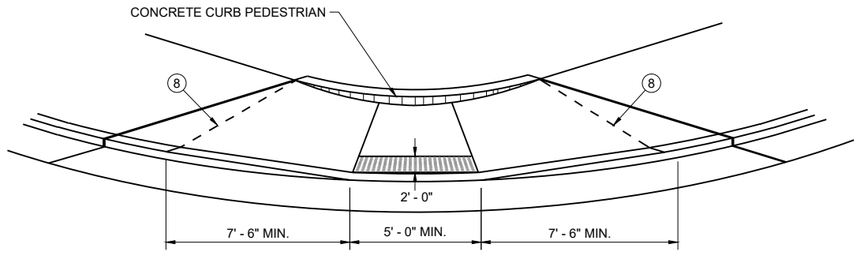
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF CURB 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 CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

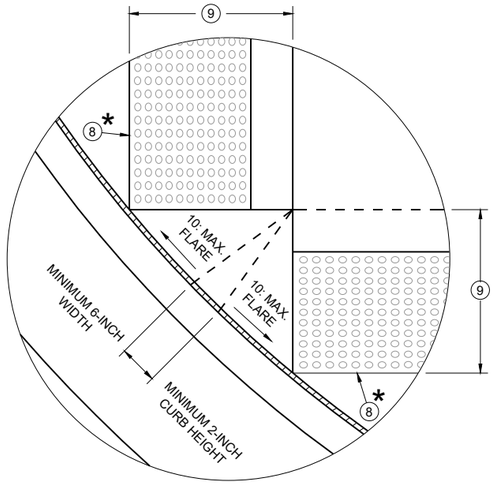
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

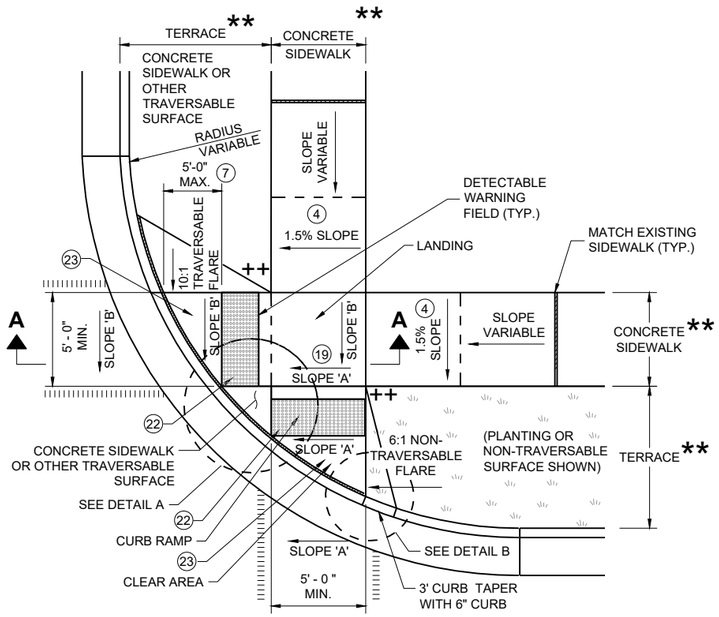
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



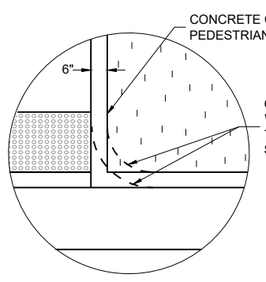
DETAIL A



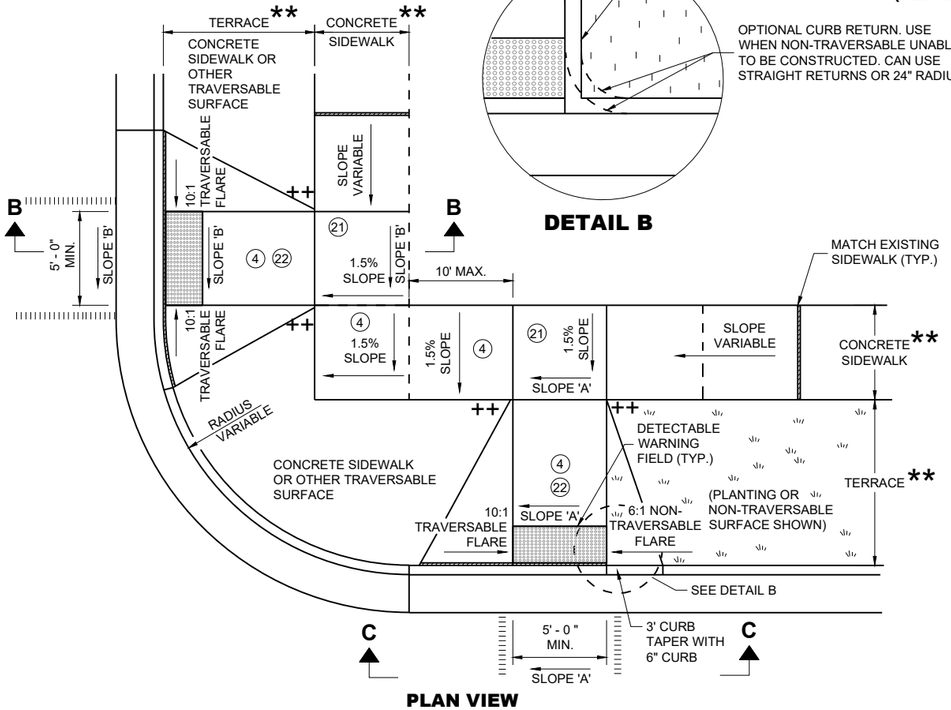
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

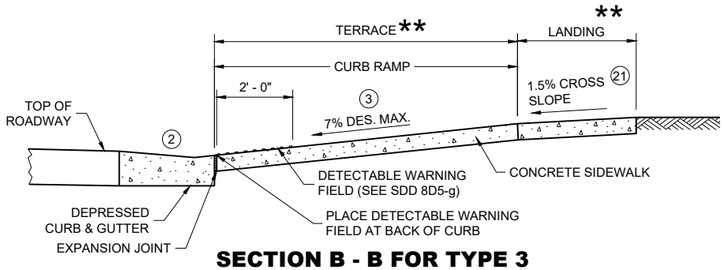
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

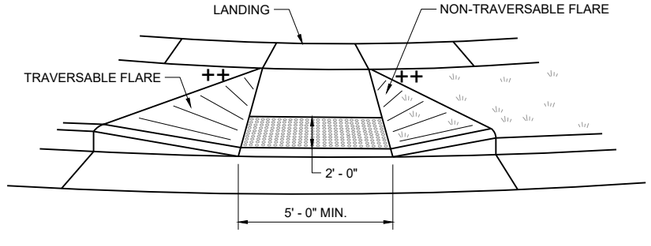
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

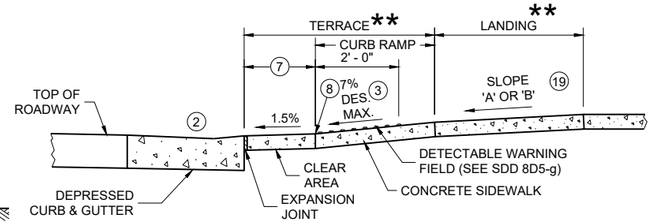
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

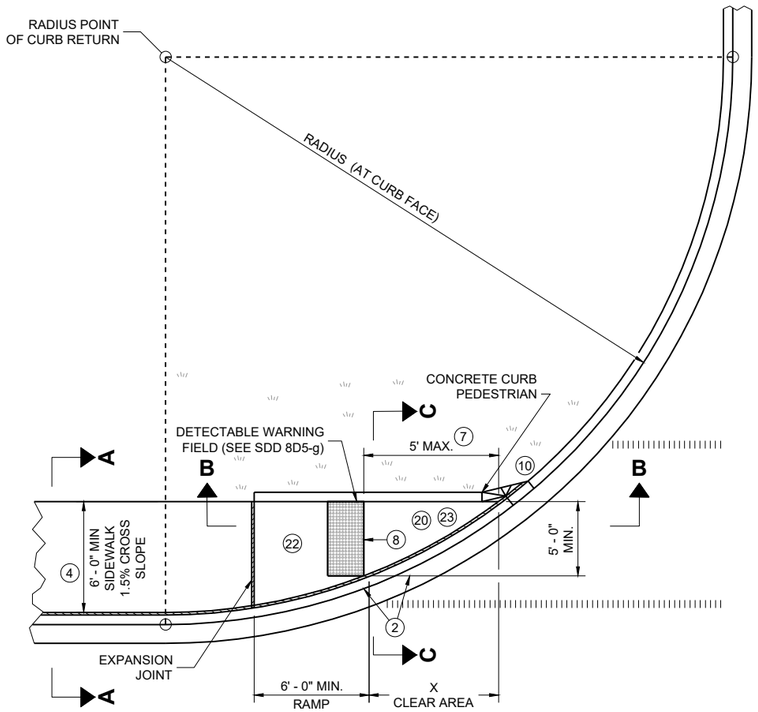
LEGEND

▨	½" EXPANSION JOINT SIDEWALK
- - - -	CONTRACTION JOINT SIDEWALK
ıllıllıllıllı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 2 AND 3

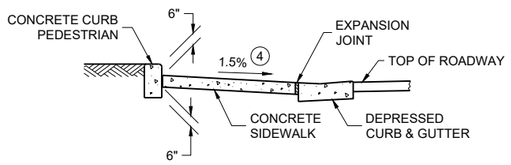
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-22b

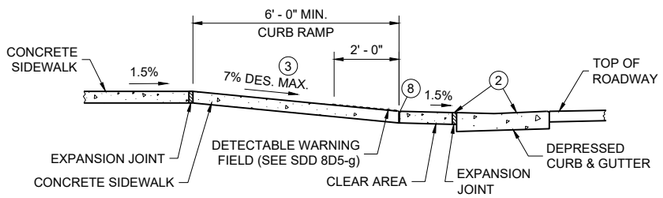


PLAN VIEW

CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



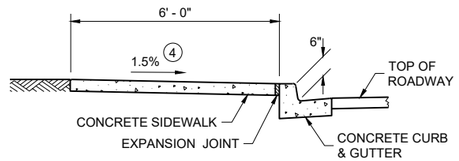
SECTION B - B FOR TYPE 4A AND TYPE 4A1

LEGEND

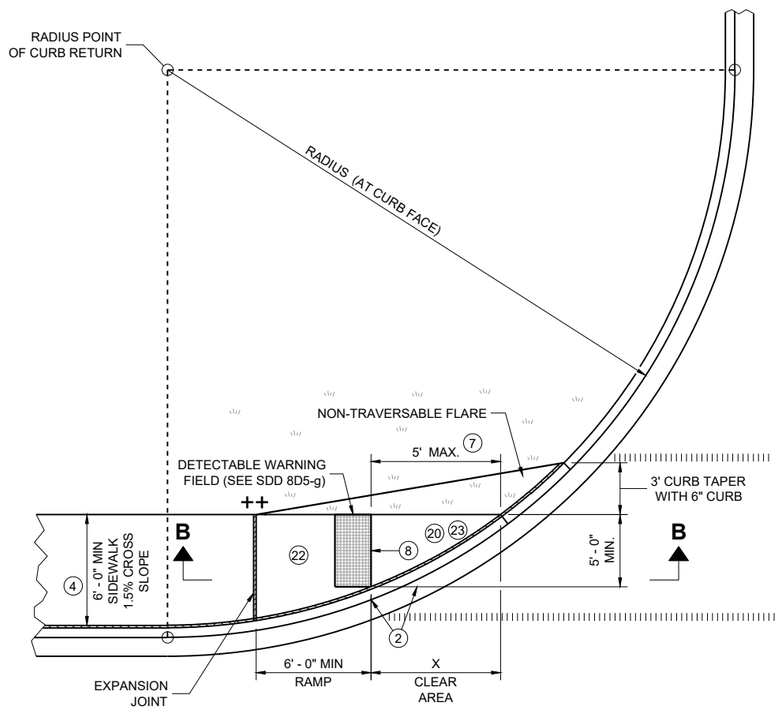
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW

CURB RAMP TYPE 4A1

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

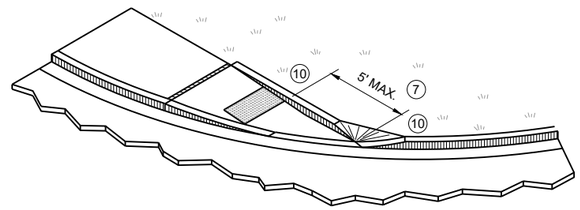
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

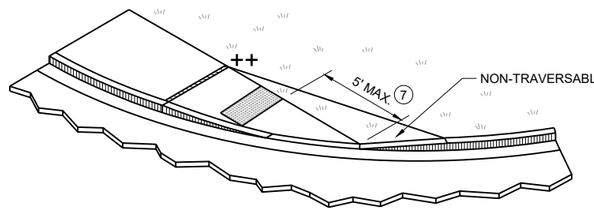
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



ISOMETRIC VIEW FOR TYPE 4A



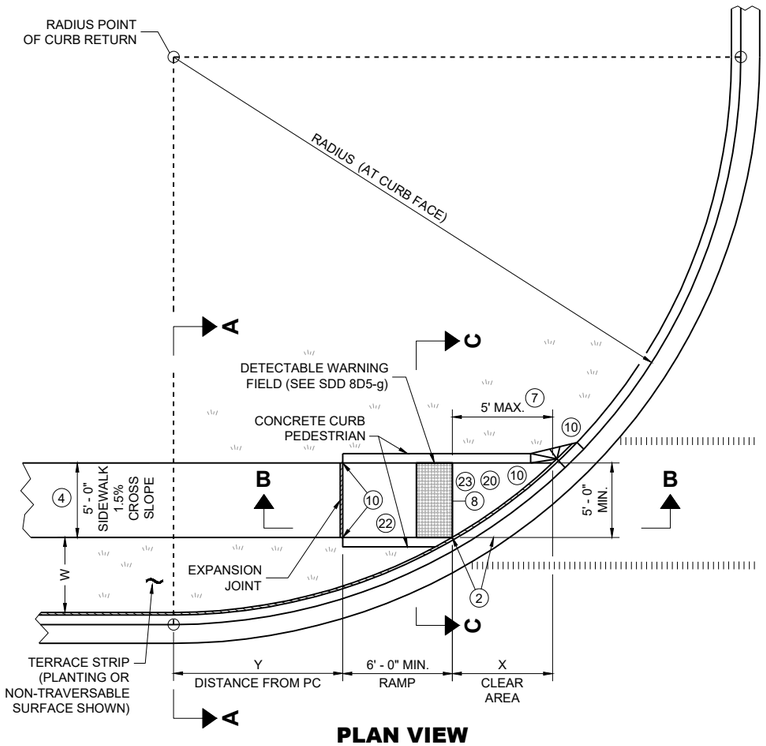
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

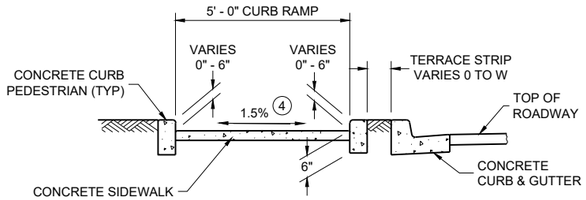
SDD 08D05-22c



PLAN VIEW
CURB RAMP TYPE 4B

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

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)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

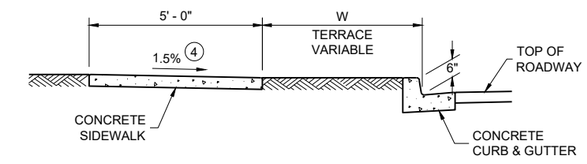
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

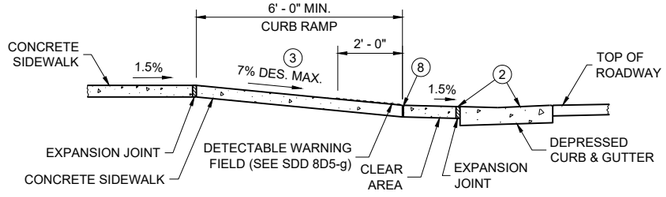
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

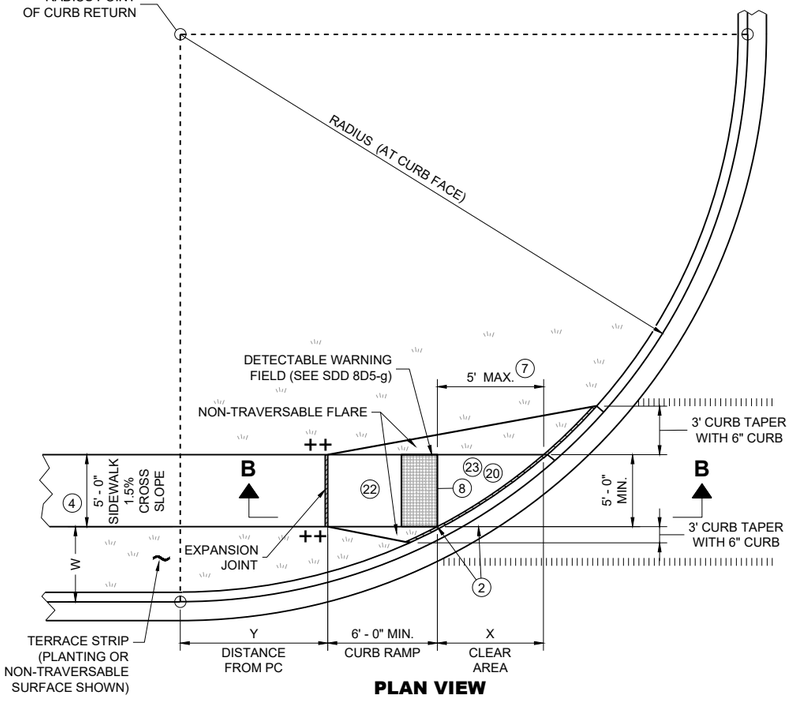
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



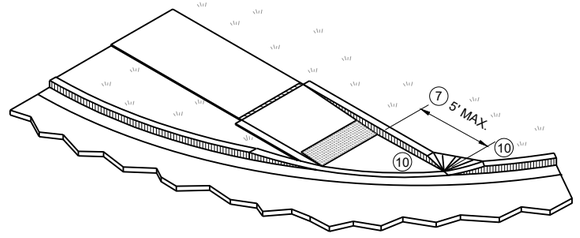
SECTION A - A FOR TYPE 4B



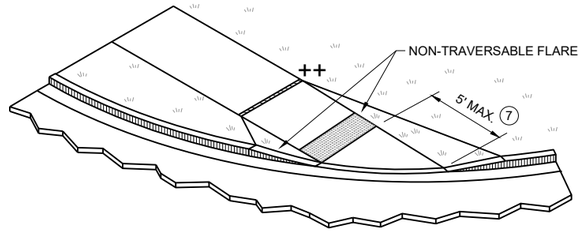
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



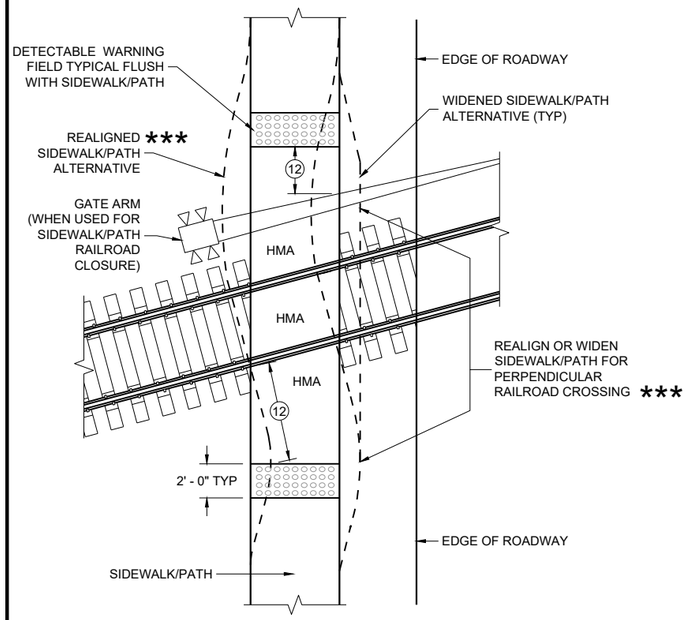
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

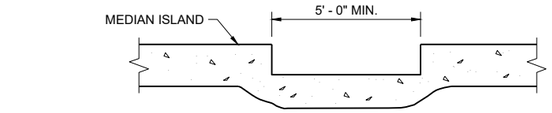
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SDD 08D05-22d

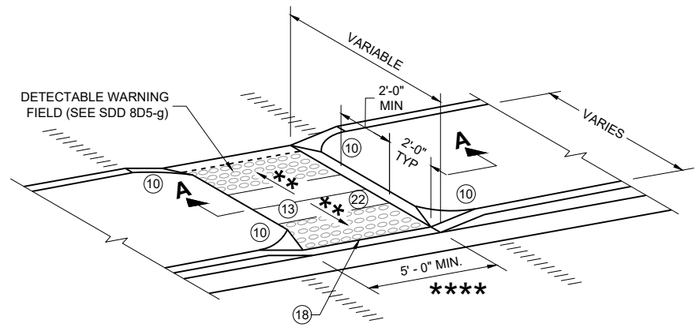


CURB RAMP TYPE 8

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 CURB 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 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(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.

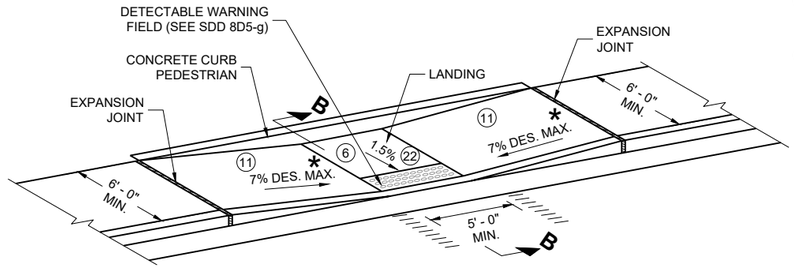
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

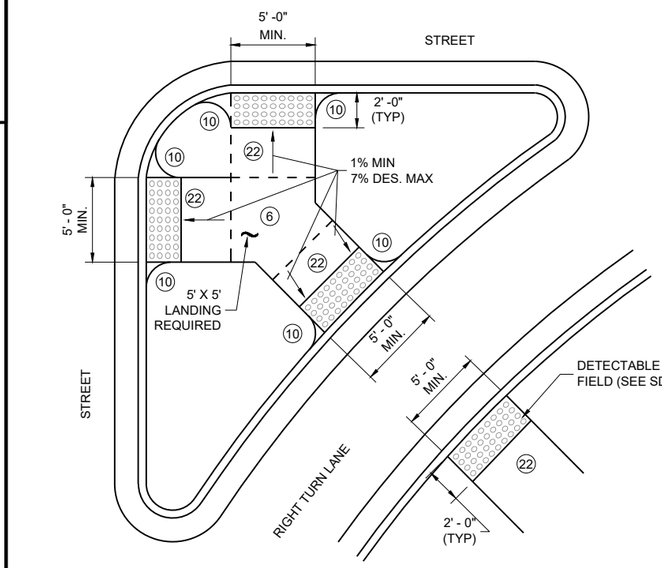
(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



CURB RAMP TYPE 7A

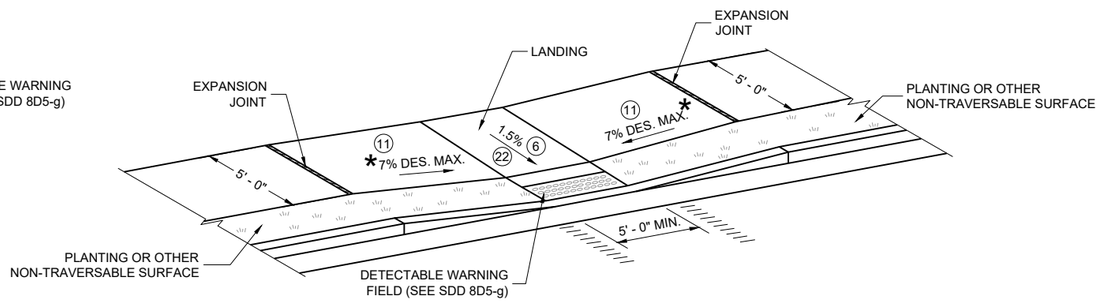
FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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

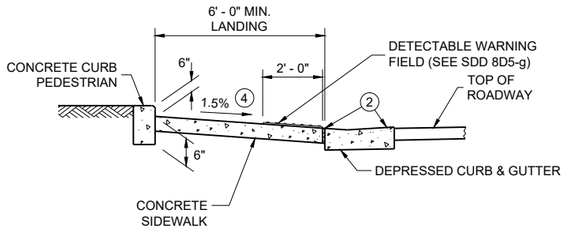


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** 1% MINIMUM (PROVIDE DRAINAGE)
- *** DETAILS TO BE DETERMINED BY ENGINEER
- **** FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

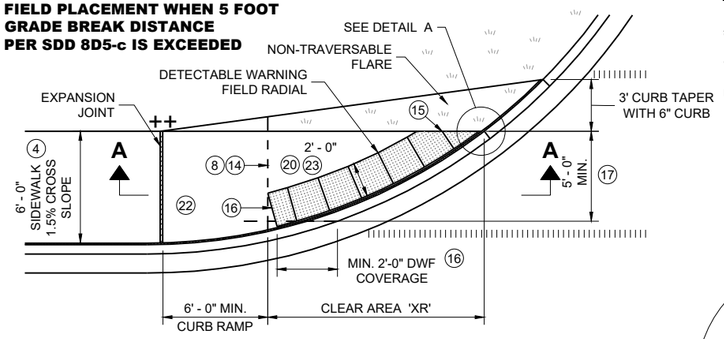


SECTION B - B FOR TYPE 7A

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

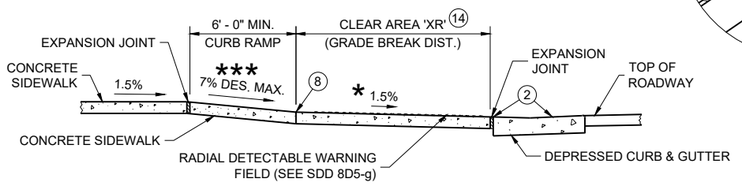
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW

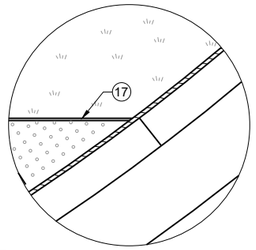
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(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 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

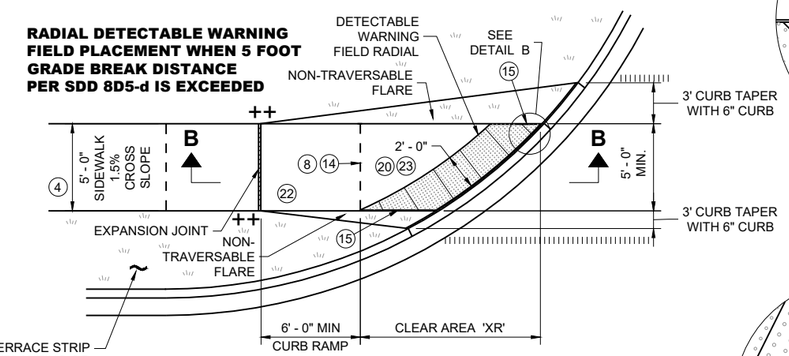
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

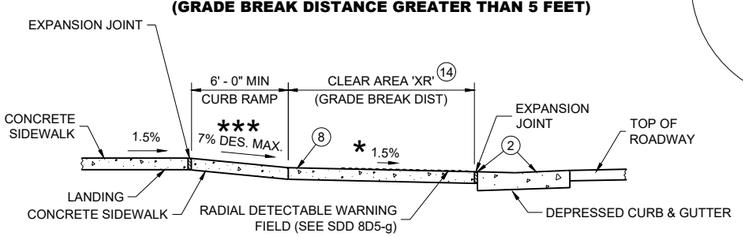
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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

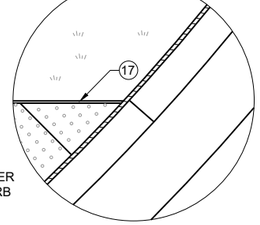


PLAN VIEW

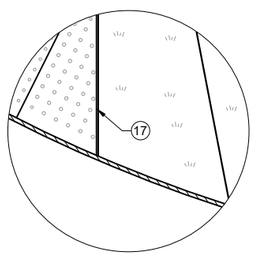
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

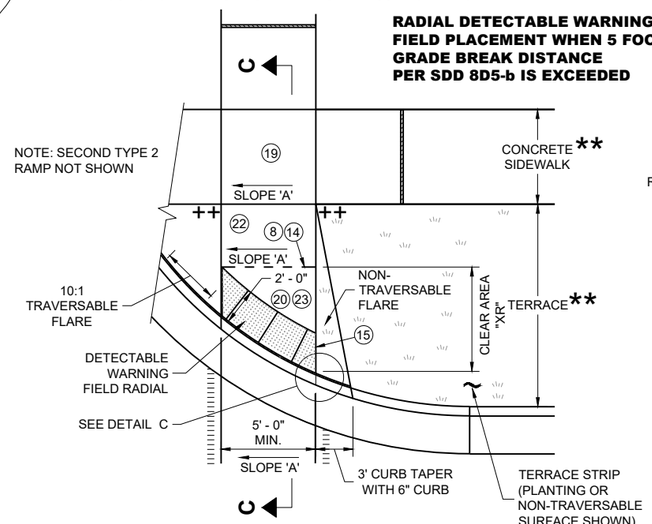


DETAIL B



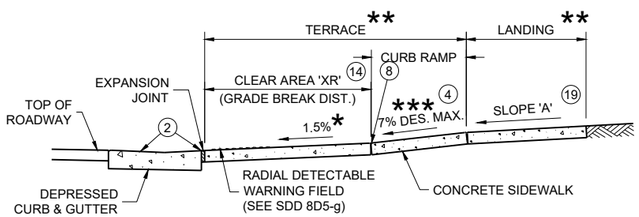
DETAIL C

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)



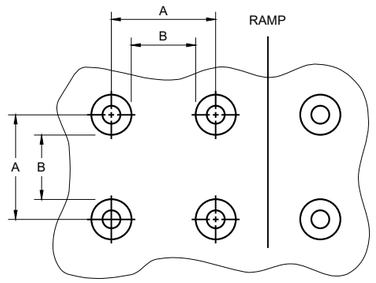
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

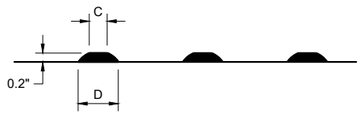
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

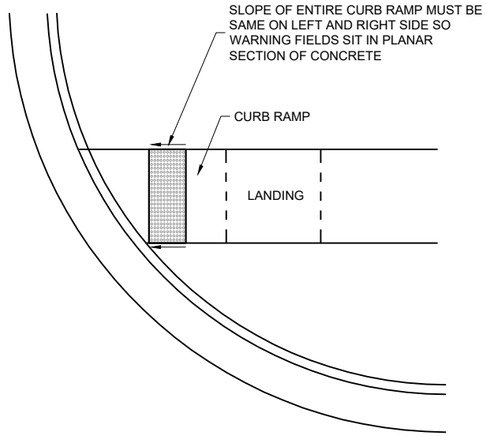
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



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.

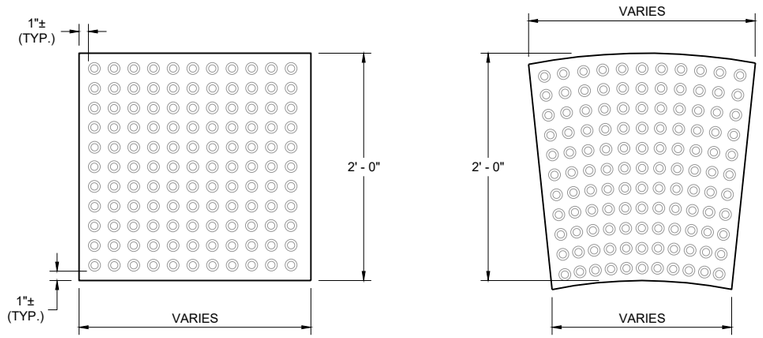
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

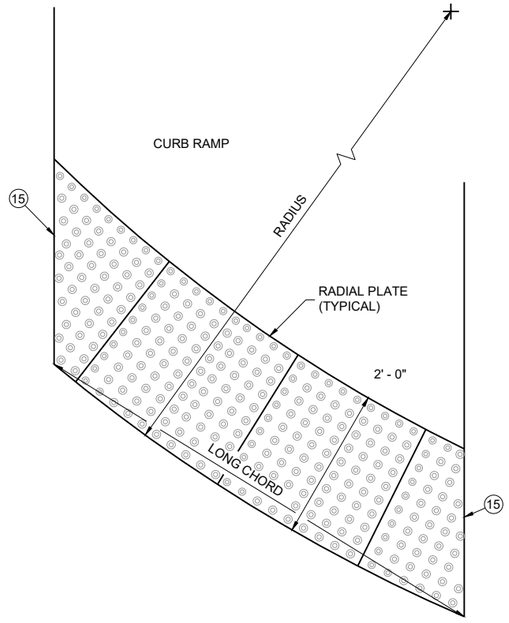
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



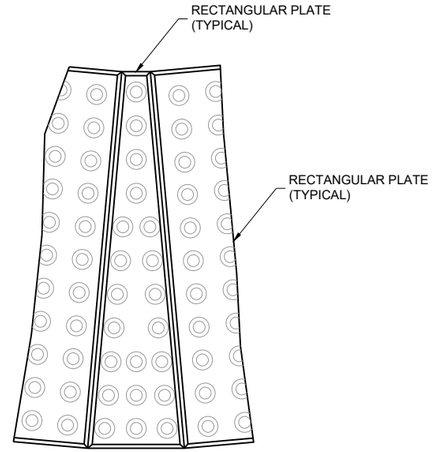
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

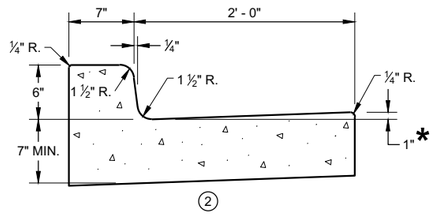
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>

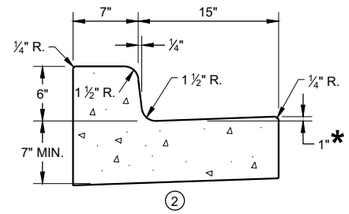
FHWA

6
SDD 08D05-22g

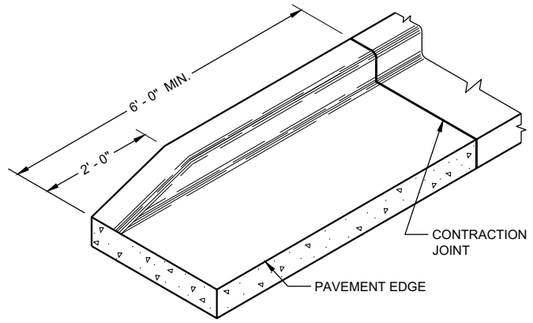


CONCRETE CURB AND GUTTER 31" ①

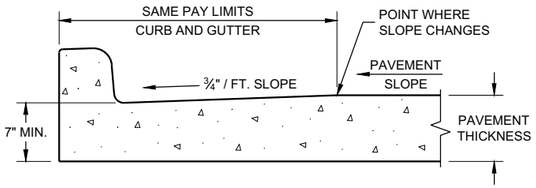
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



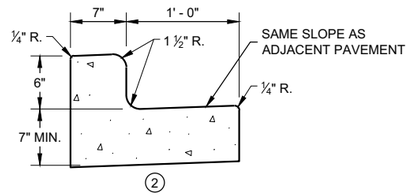
CONCRETE CURB AND GUTTER 22" ①



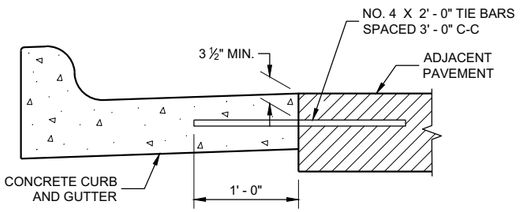
END SECTIONCURB AND GUTTER



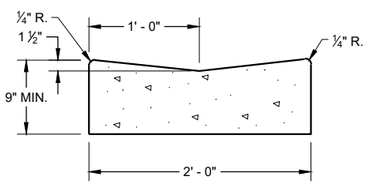
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



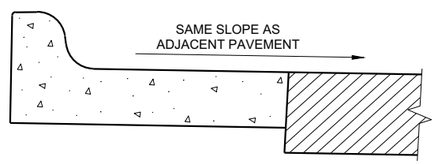
CONCRETE CURB AND GUTTER 19" ①



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.

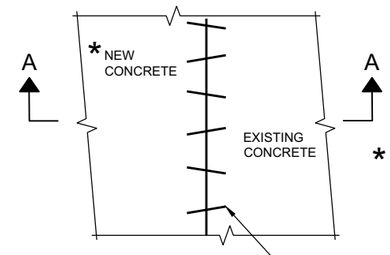
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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".

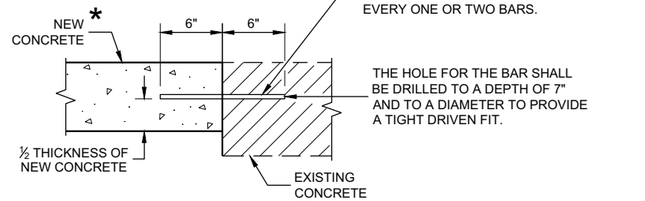
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.

PLAN VIEW



SECTION A - A

PAVEMENT TIES

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional use in Milwaukee Co. Only)

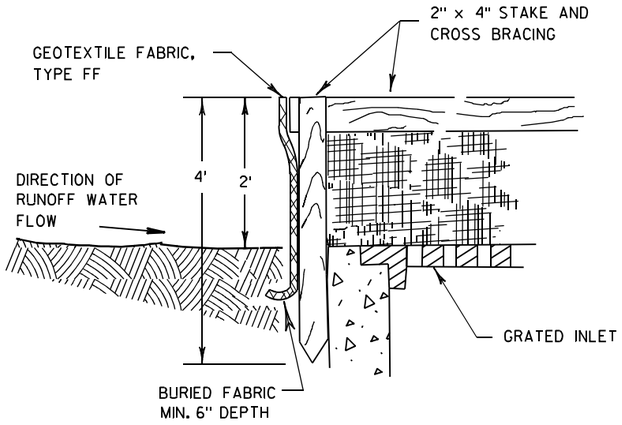
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

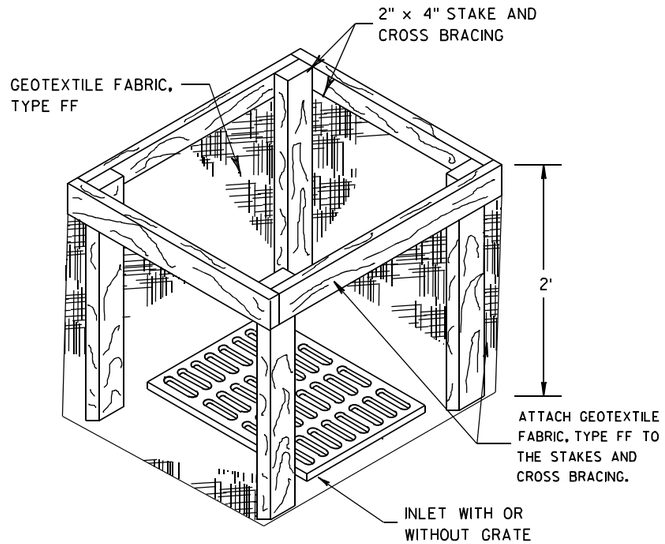
APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

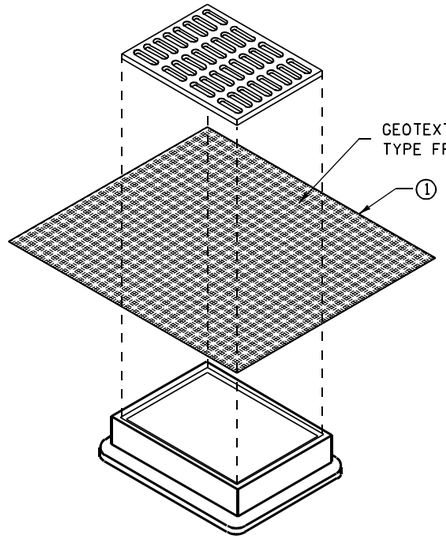
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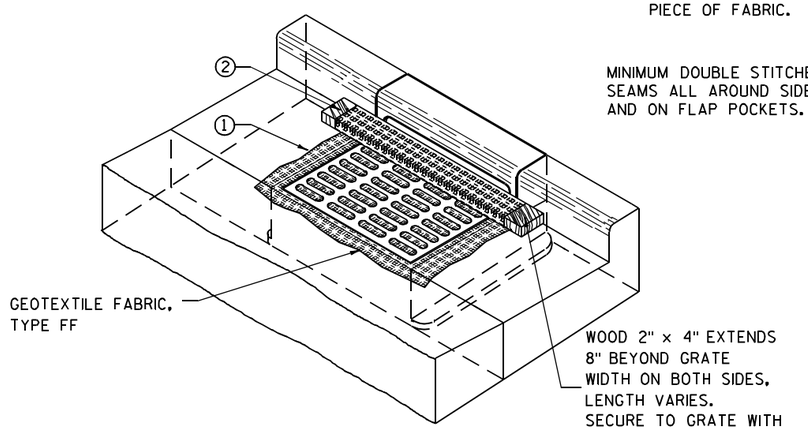


INLET PROTECTION, TYPE A

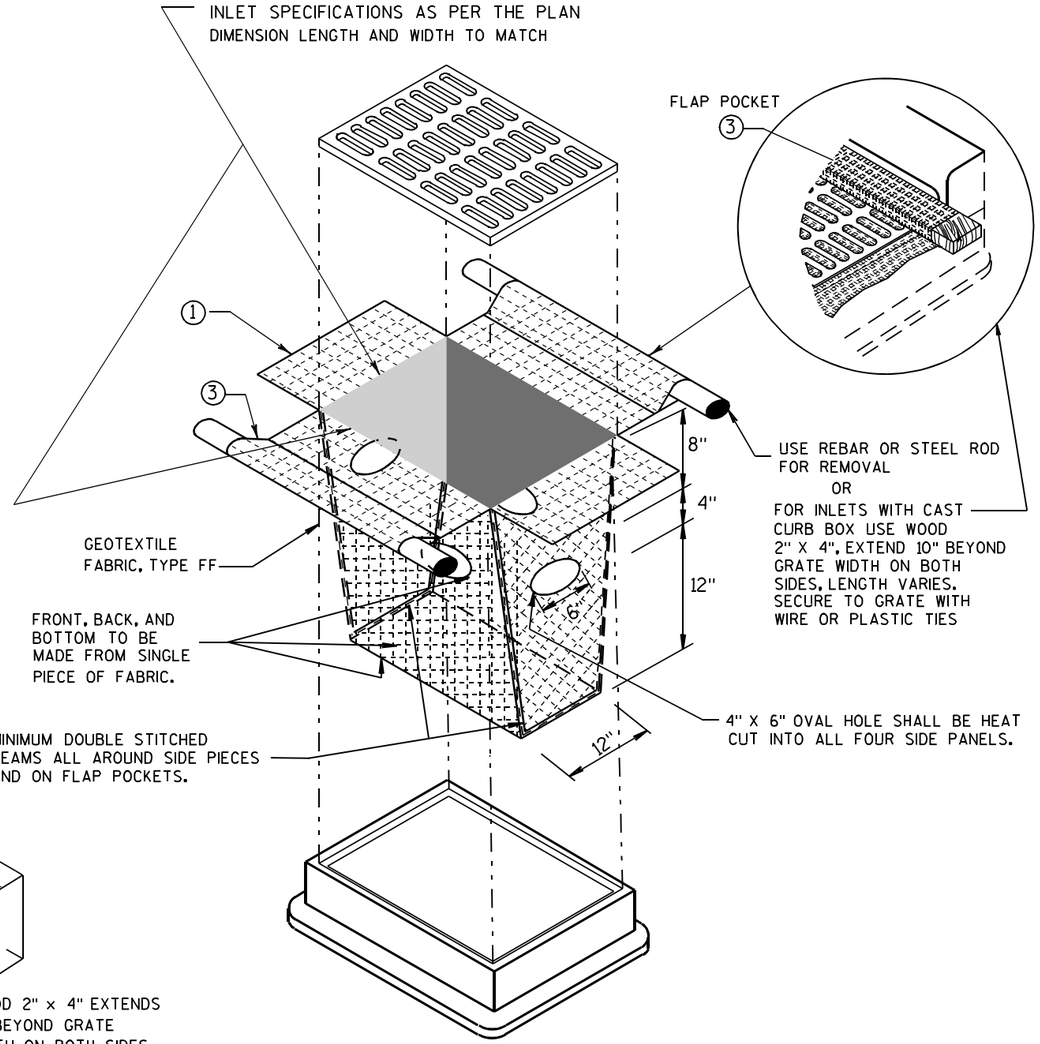


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

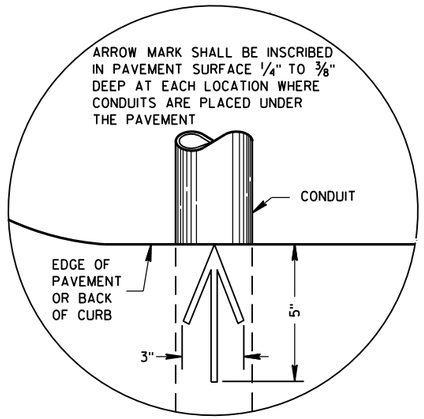
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

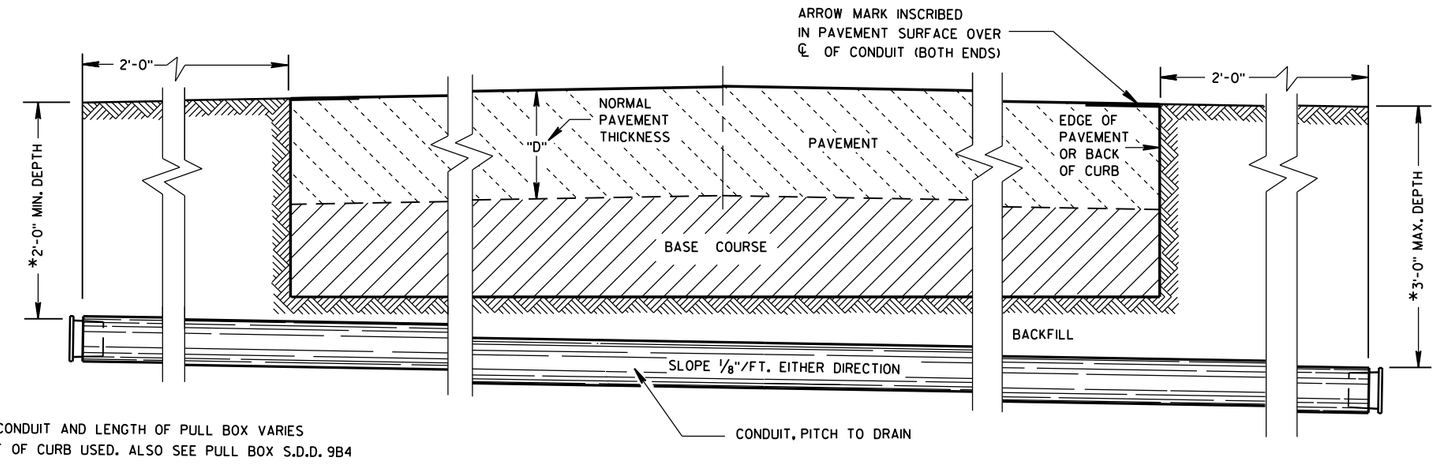
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S.D.D. 8 E 10-2



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

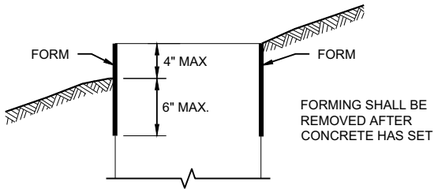
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 B 2-10

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

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

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

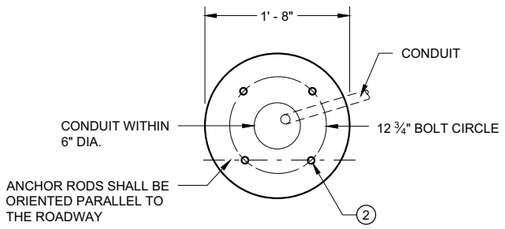
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

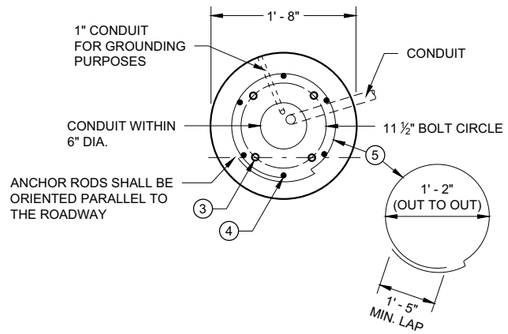
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

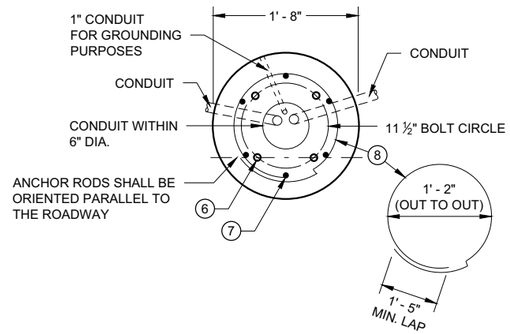
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

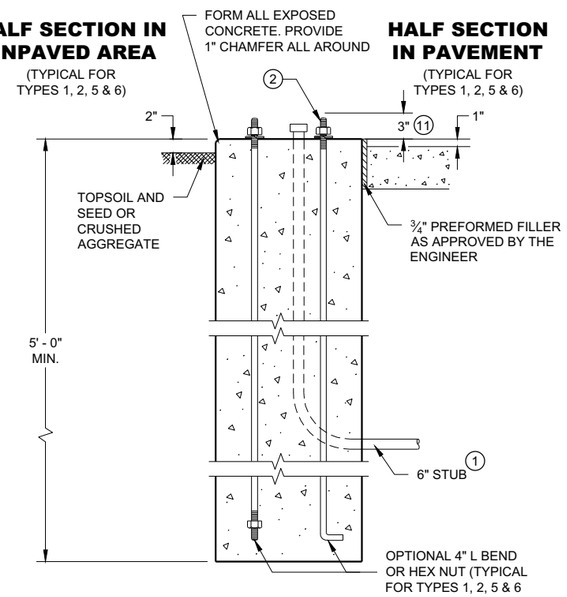
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

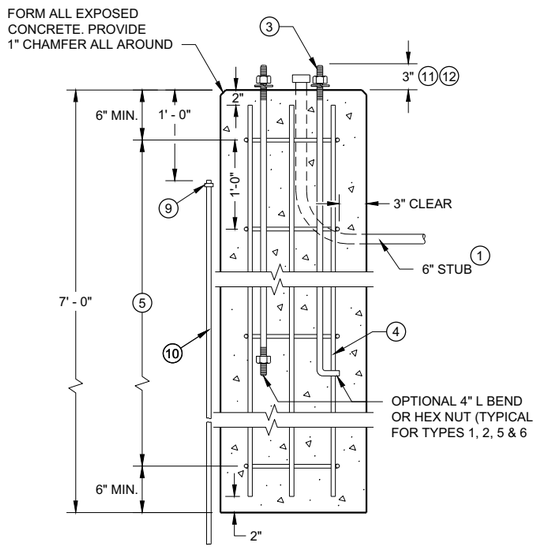
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

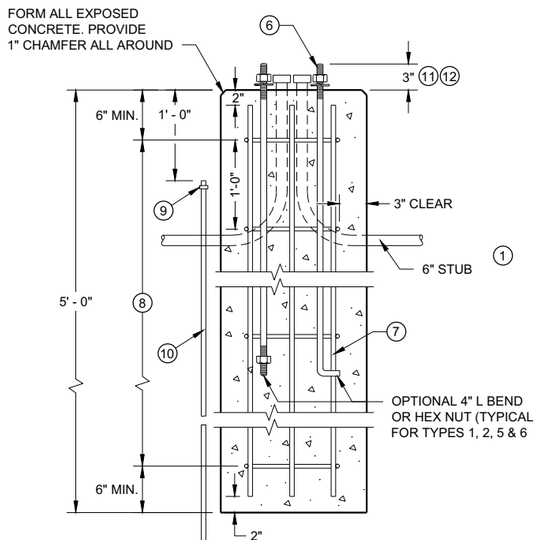
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09C02 - 09

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.

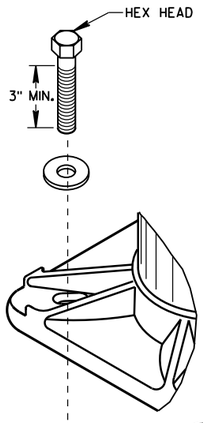
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

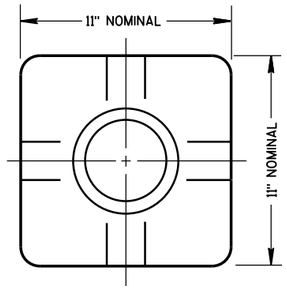
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

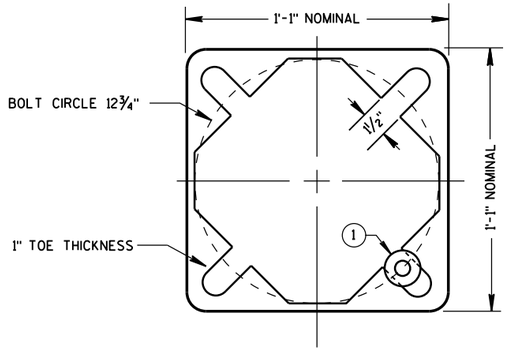
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

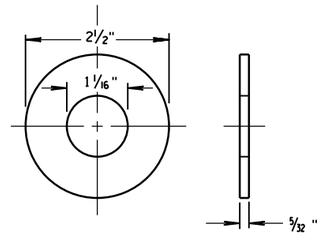




TOP VIEW
(PEDESTAL BASE)

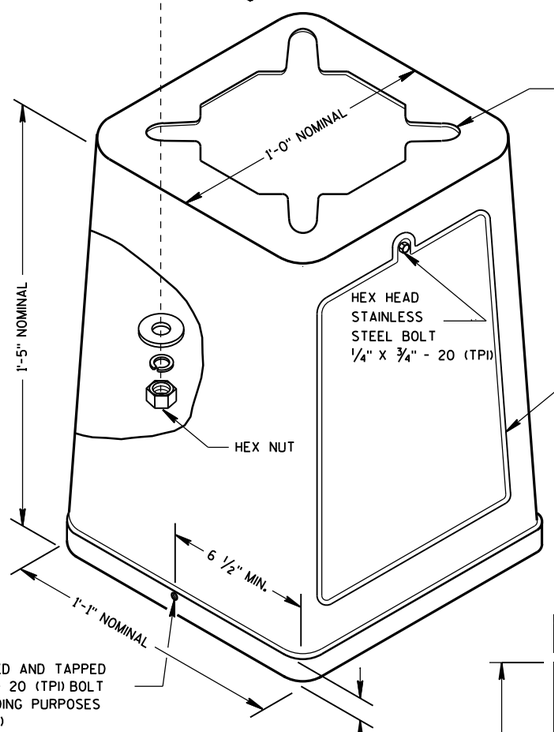


BOTTOM VIEW
(PEDESTAL BASE)

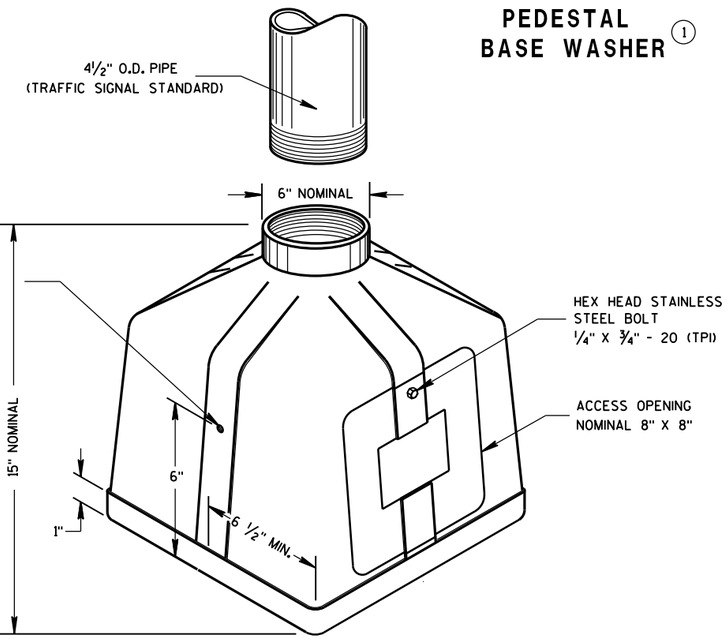


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

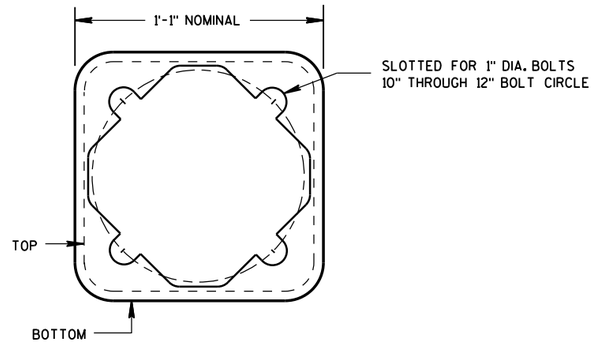


ISOMETRIC VIEW

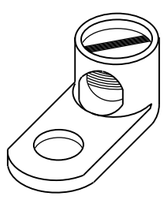


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

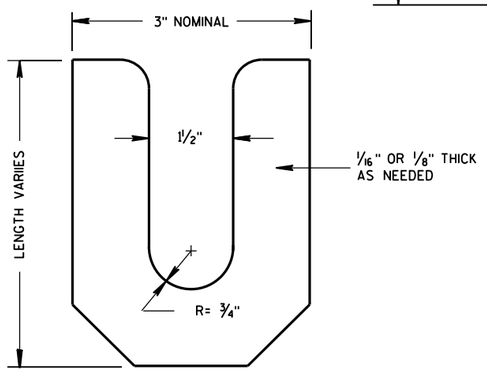


TYPICAL MECHANICAL CONNECTOR LUG

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

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.

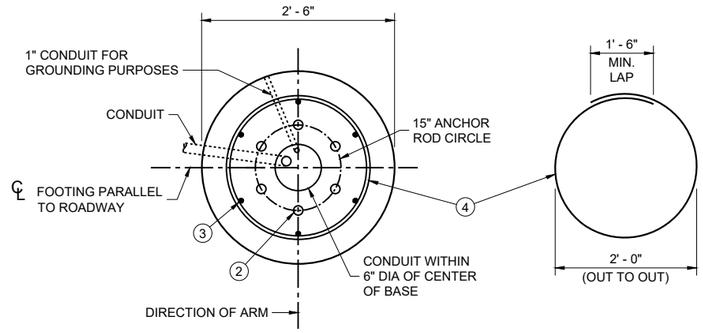
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

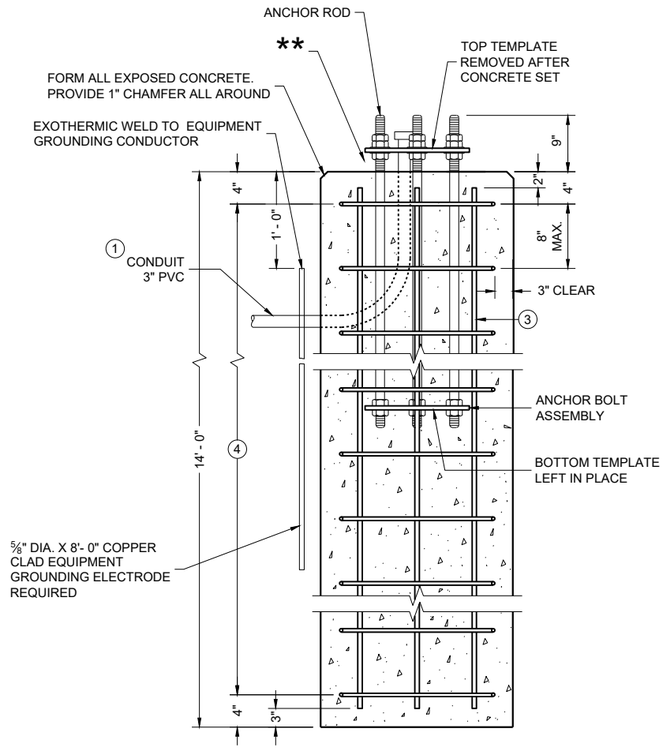
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

(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 WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.

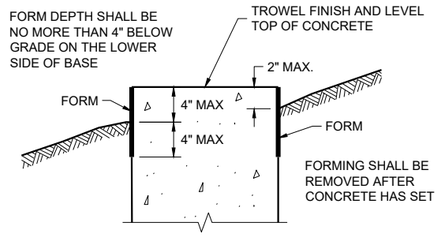
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



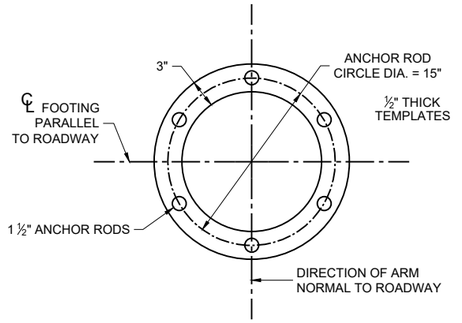


CONCRETE BASE, TYPE 10 SPECIAL OVER HEIGHT (FOR OVER HEIGHT TYPE 9 & OVER HEIGHT TYPE 10 SPECIAL POLES ONLY)

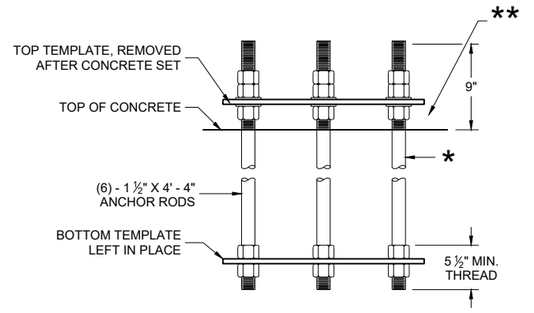
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



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.

** RODENT PROTECTION REQUIRED

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTURES PROGRAM LEADER
FHWA

6
SDD 09C11-11

GENERAL NOTES

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

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

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

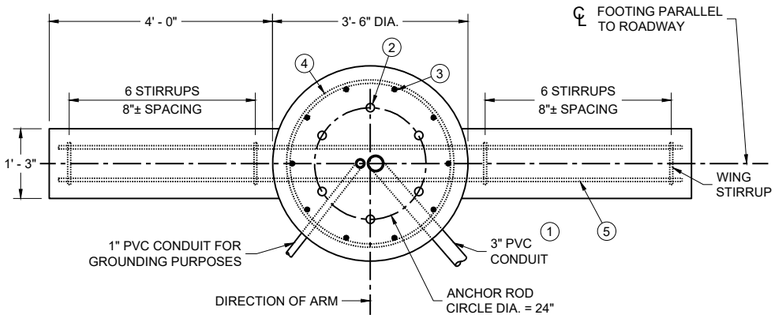
(3) (10) NO. 6 X 14' - 1" BAR STEEL VERTICAL REINFORCEMENT.

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

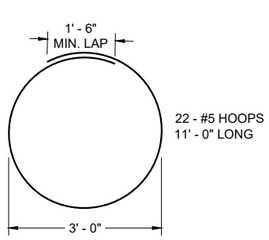
(5) (10) NO. 5 X 11' - 0" BAR STEEL HORIZONTAL REINFORCEMENT

CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE 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.

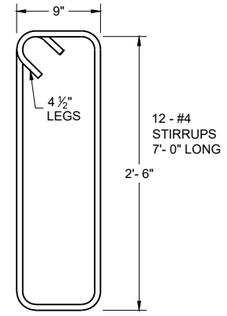
** RODENT PROTECTION REQUIRED



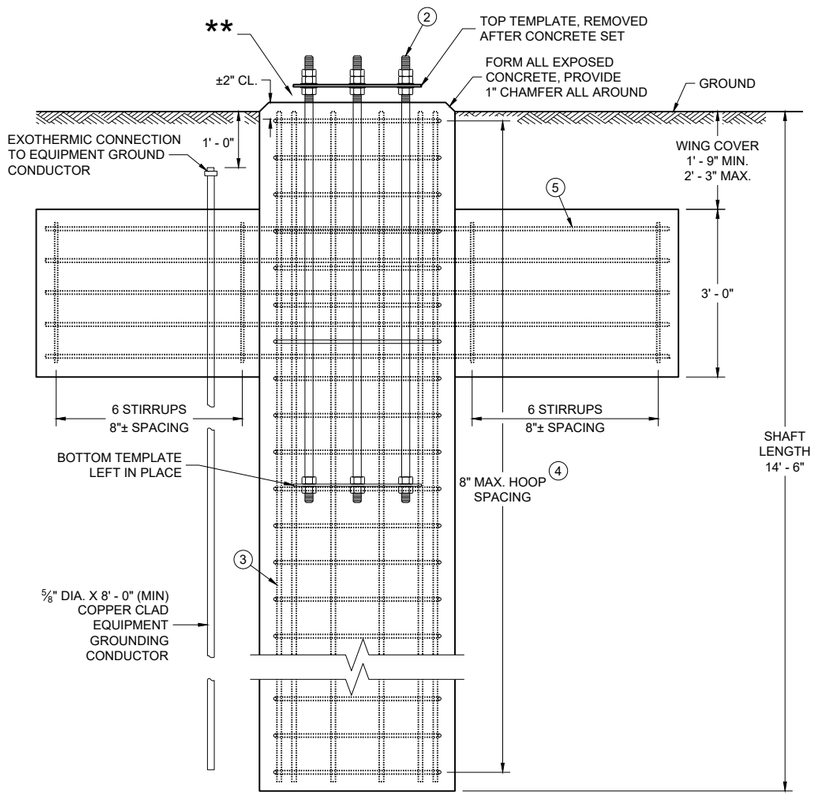
PLAN VIEW



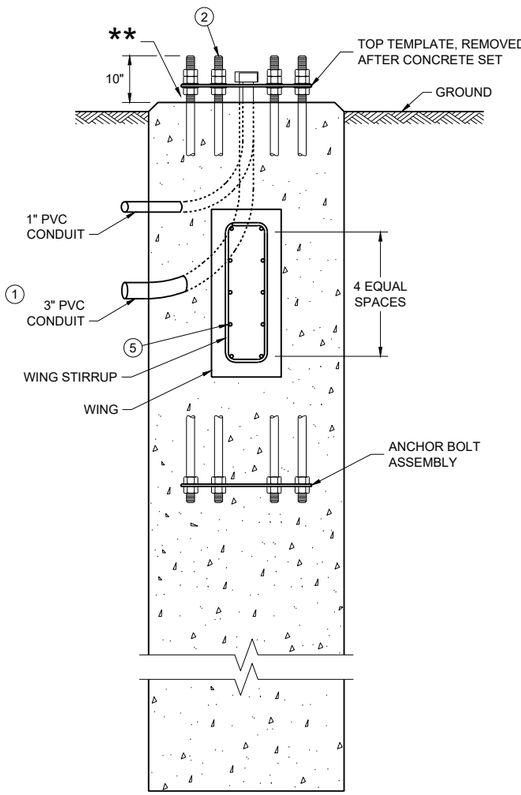
HOOP DETAIL



WING STIRRUP DETAIL



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



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

CONCRETE BASE, TYPE 13

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

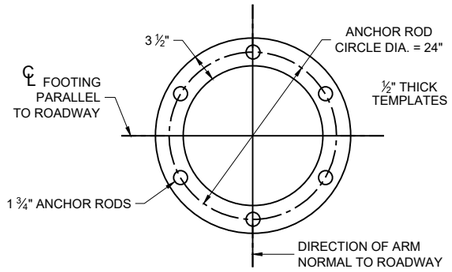
CONCRETE = 6.3 CUBIC YARD
H.S. REINFORCEMENT = 635 LBS.

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

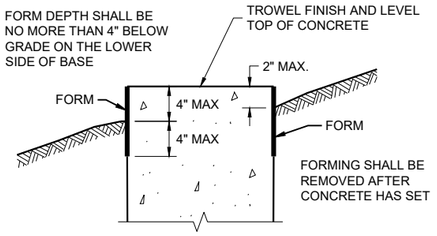
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

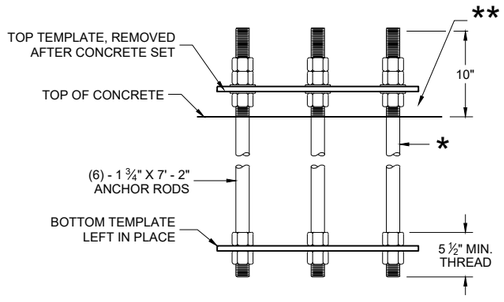
6
SDD 09C12-10a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

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

** RODENT PROTECTION REQUIRED

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

6

SDD 09C12-10b

GENERAL NOTES

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

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

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

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

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

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

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

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

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

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

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

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

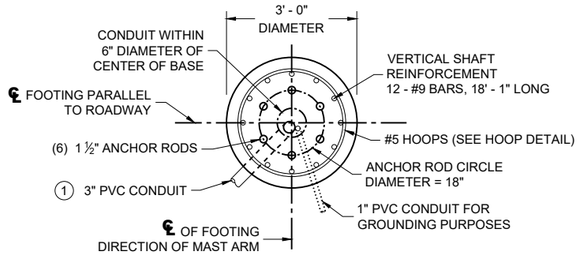
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

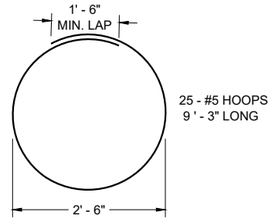
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

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

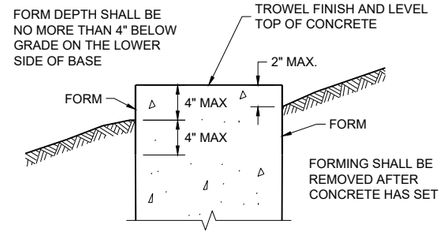
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55.....fy = 55,000 p.s.i.
(IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



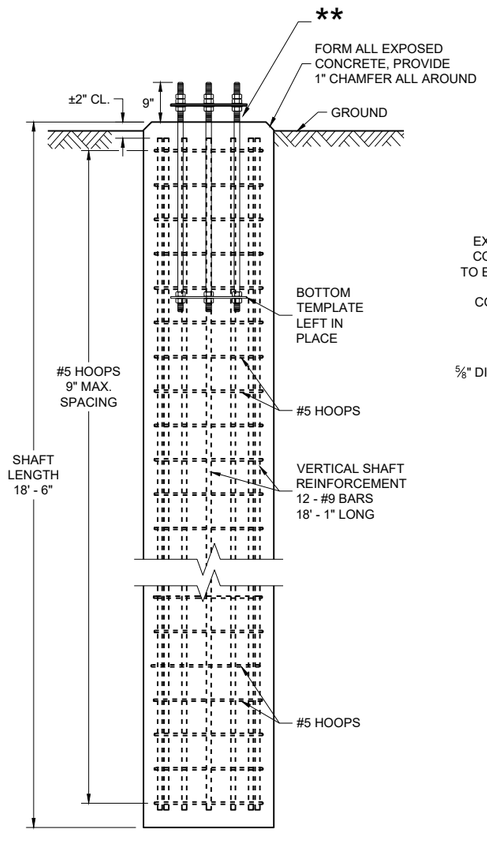
PLAN VIEW



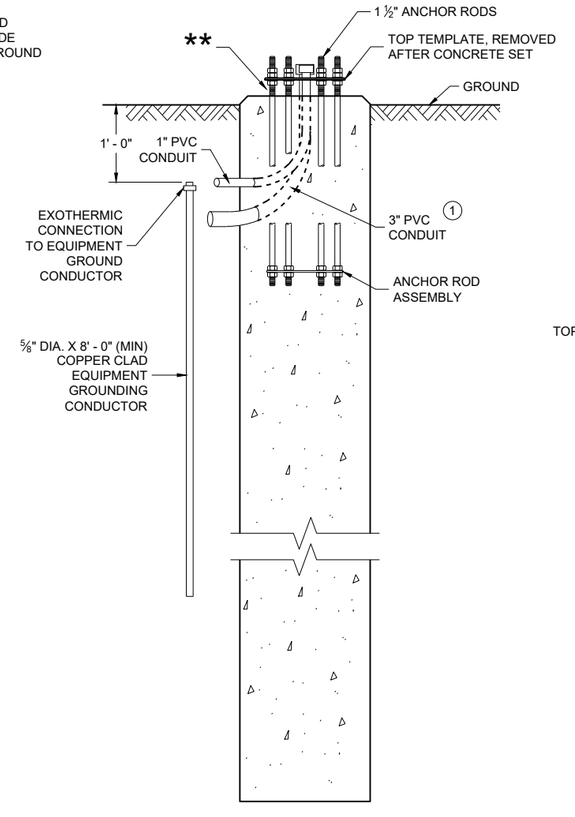
HOOP DETAIL



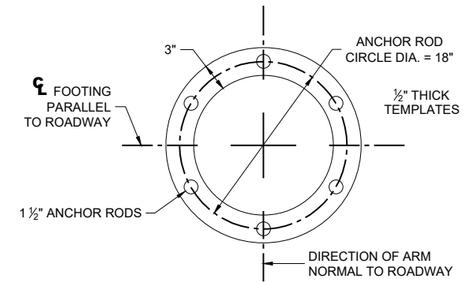
FORMING DETAIL



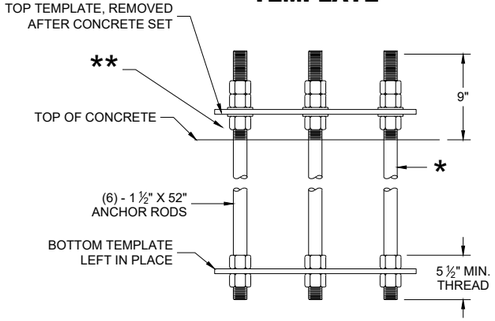
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



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.

** RODENT PROTECTION REQUIRED

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

CONCRETE = 4.8 CUBIC YARD
H.S. REINFORCEMENT = 979 LBS.

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

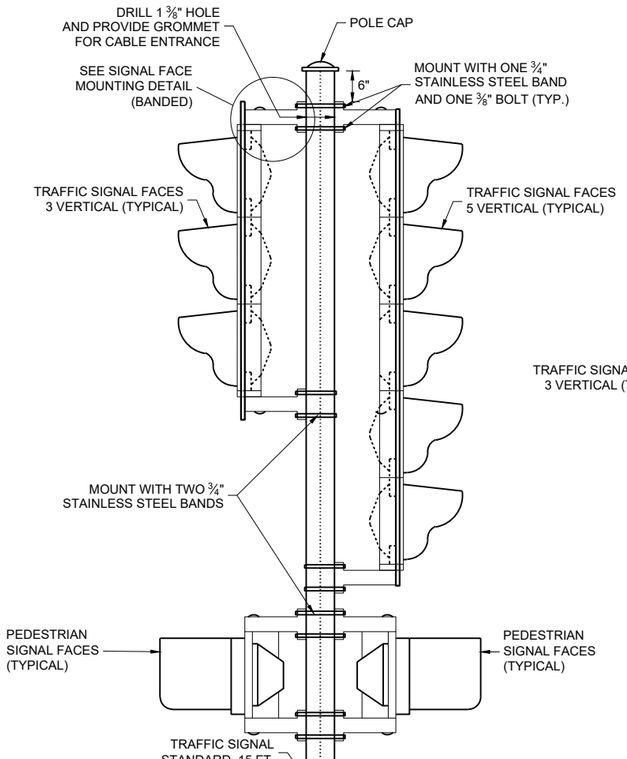
CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

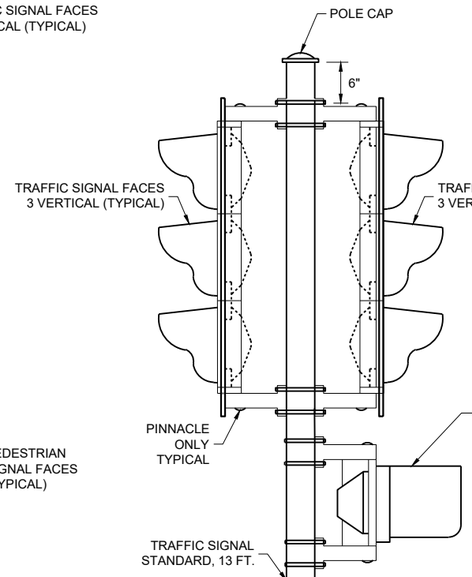
APPROVED
November 2025 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTURES PROGRAM LEADER

FHWA

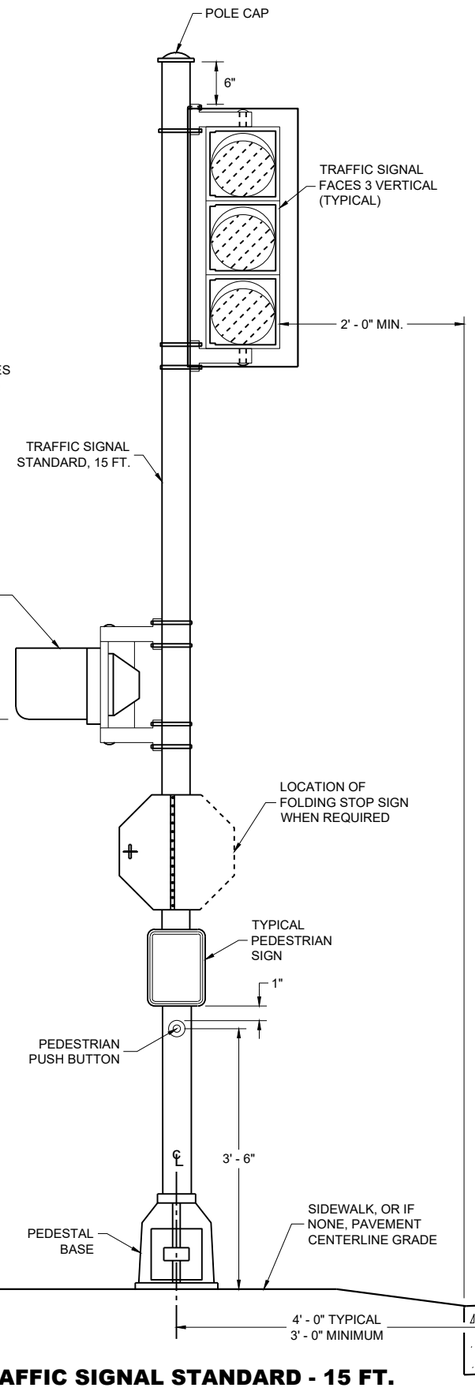
6
SDD 09C15-03



TRAFFIC SIGNAL
STANDARD - 15 FT.



TRAFFIC SIGNAL
STANDARD - 13 FT.



TRAFFIC SIGNAL STANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

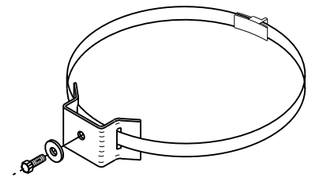
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

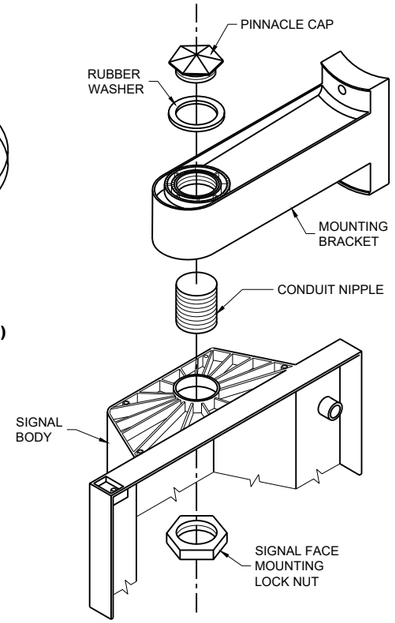
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

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)

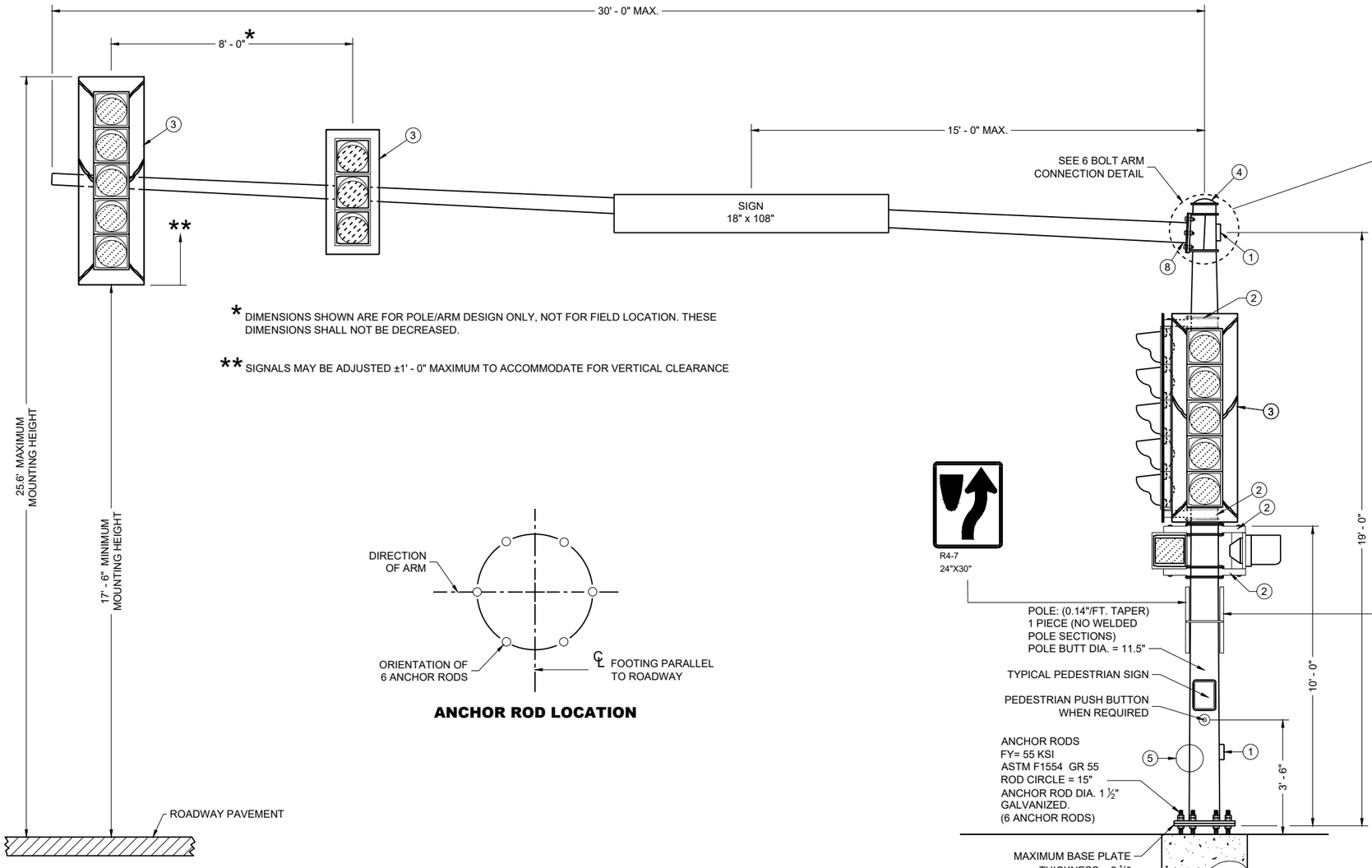
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

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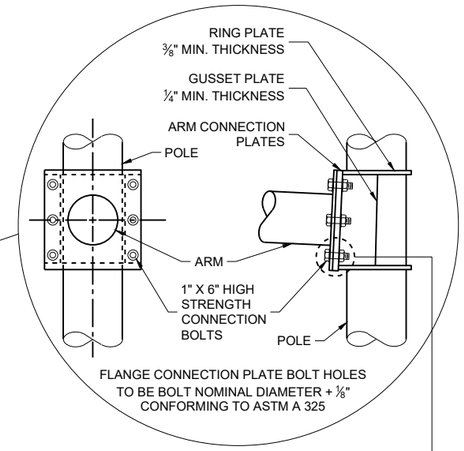
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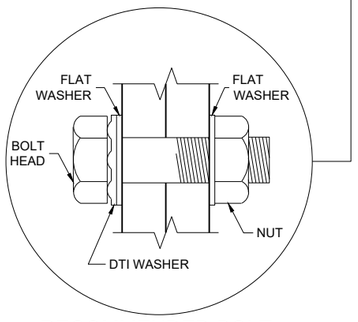
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

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

ANCHOR ROD LOCATION



6 BOLT ARM CONNECTION DETAIL

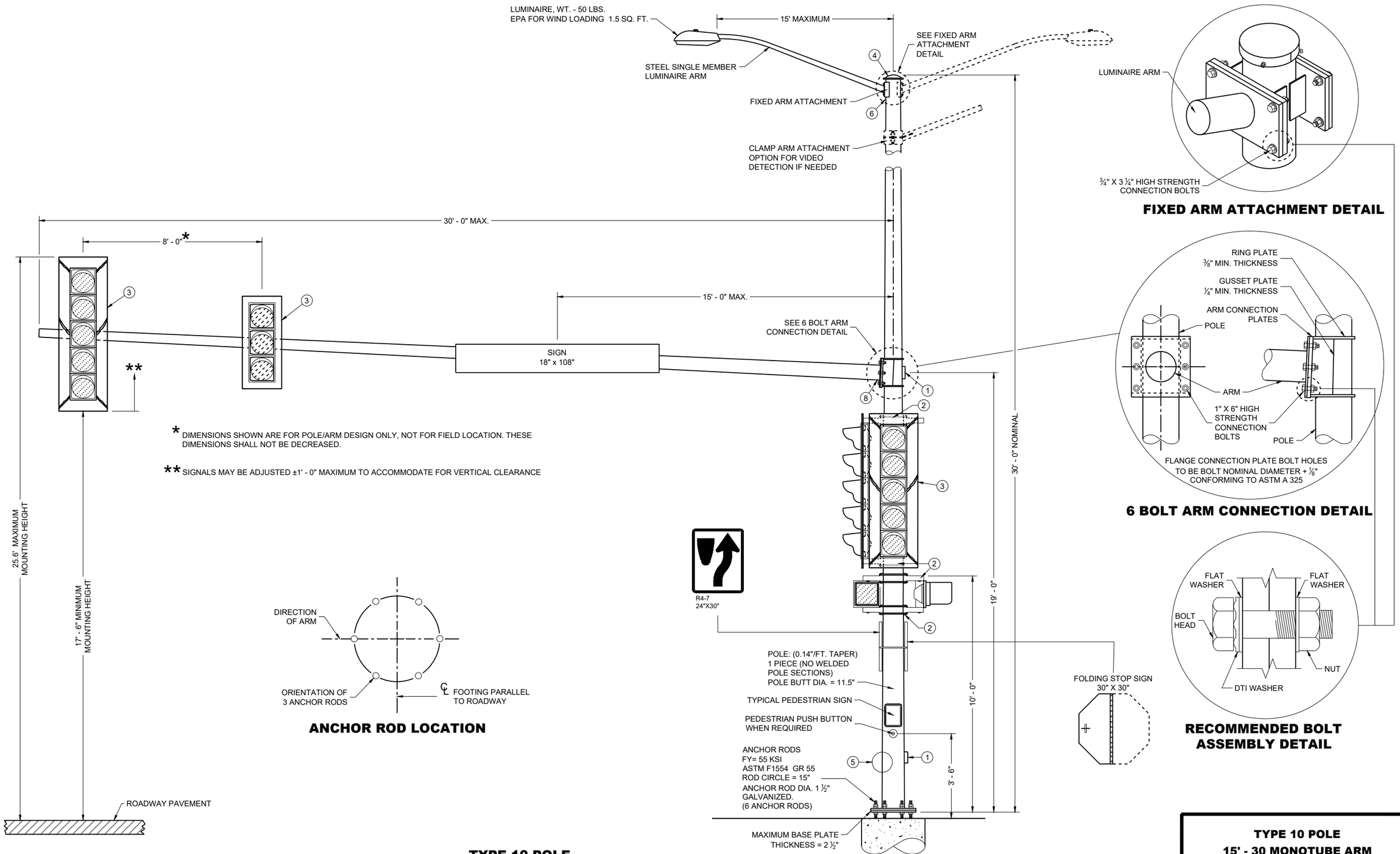


RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 9 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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ANCHOR ROD LOCATION

FIXED ARM ATTACHMENT DETAIL

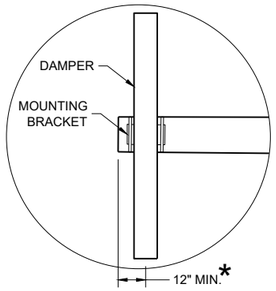
6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

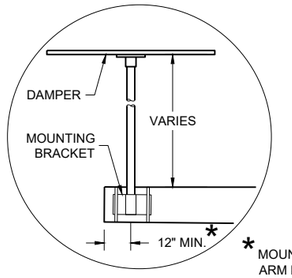
TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 POLE
15' - 30 MONOTUBE ARM

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DEPARTMENT OF TRANSPORTATION

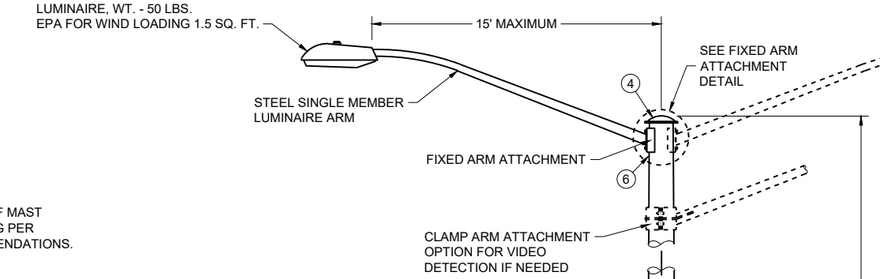


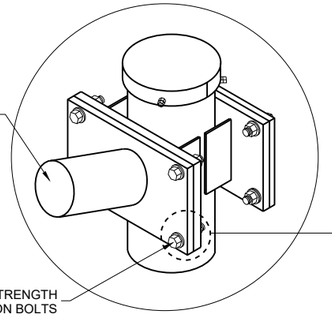
DUMBBELL VIBRATION DAMPER



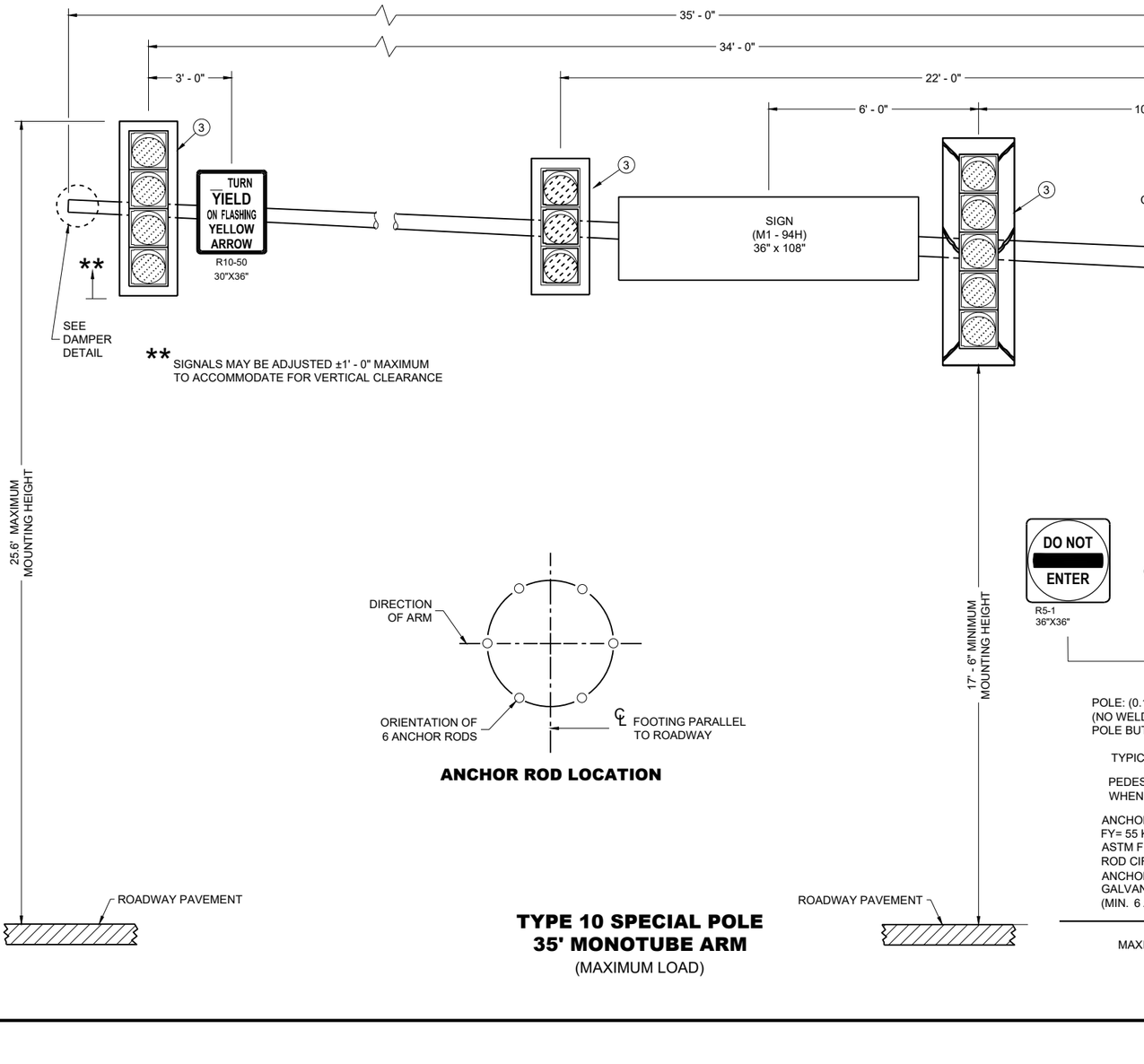
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



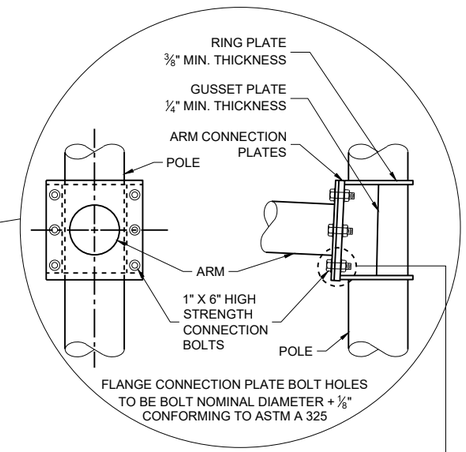


FIXED ARM ATTACHMENT DETAIL

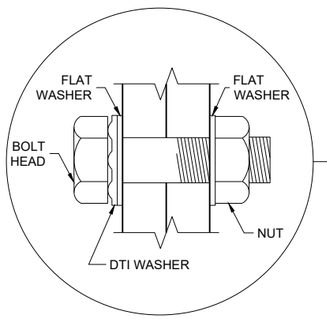


TYPE 10 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)

ANCHOR ROD LOCATION



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 09E08-10f

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.

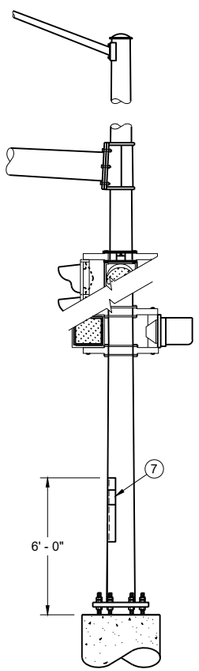
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

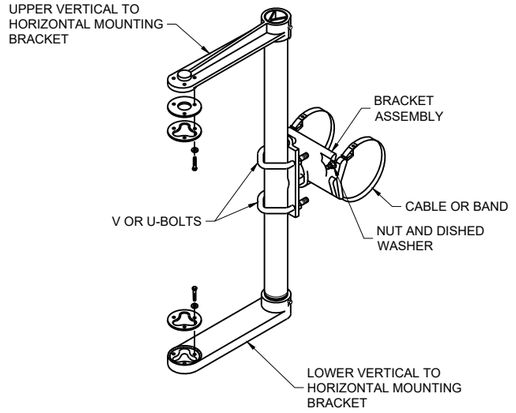
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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.

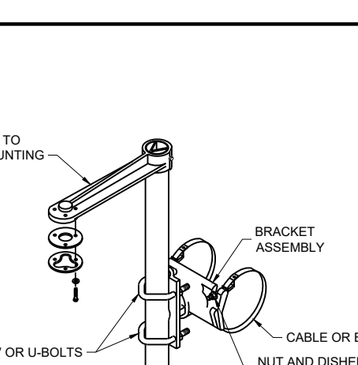


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



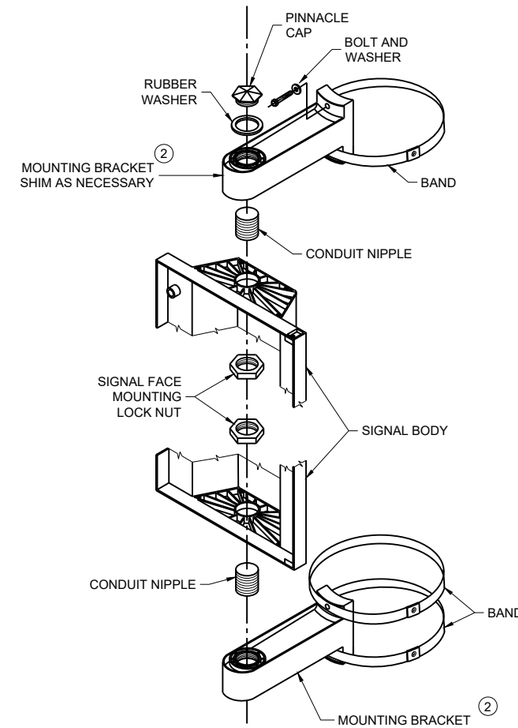
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

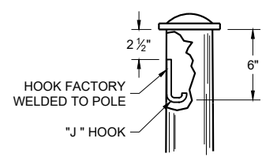


TYPICAL GROUNDING (5) CONNECTIONS

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
February 2026
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

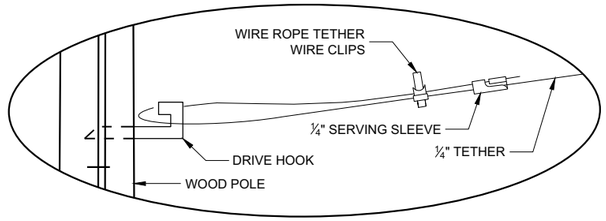
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SDD 09E08-10k

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

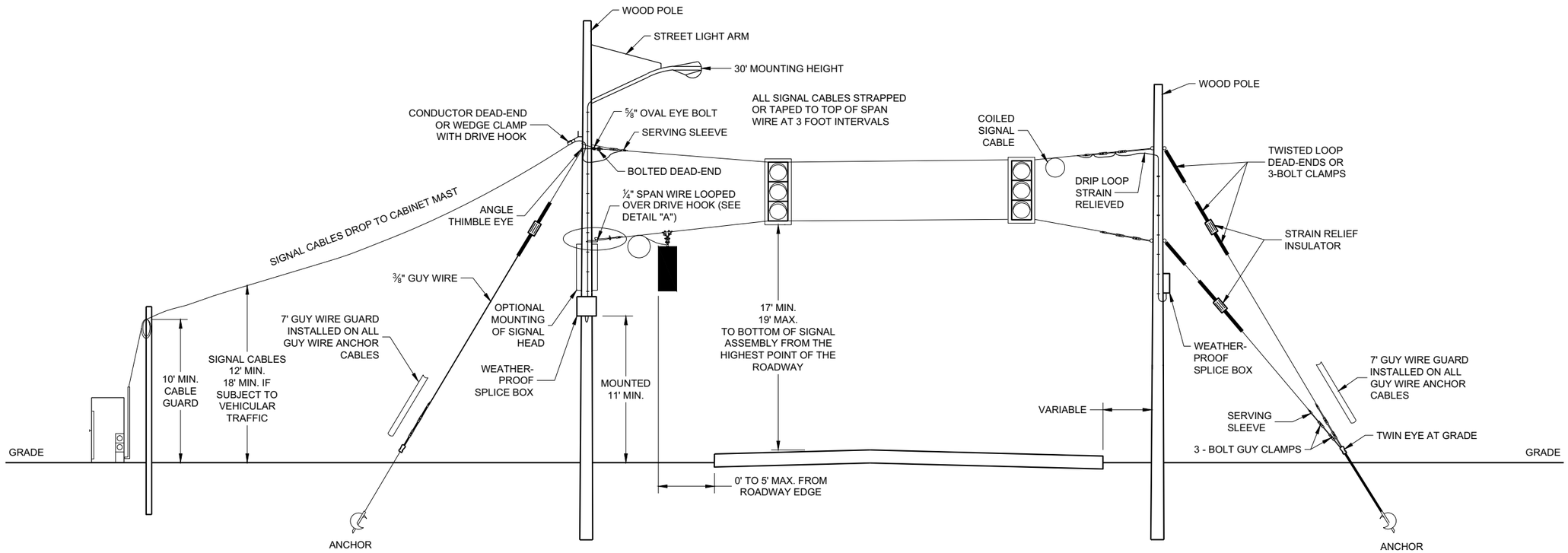


DETAIL "A"

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

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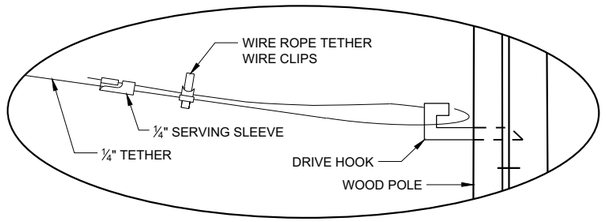
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MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



DETAIL "A"

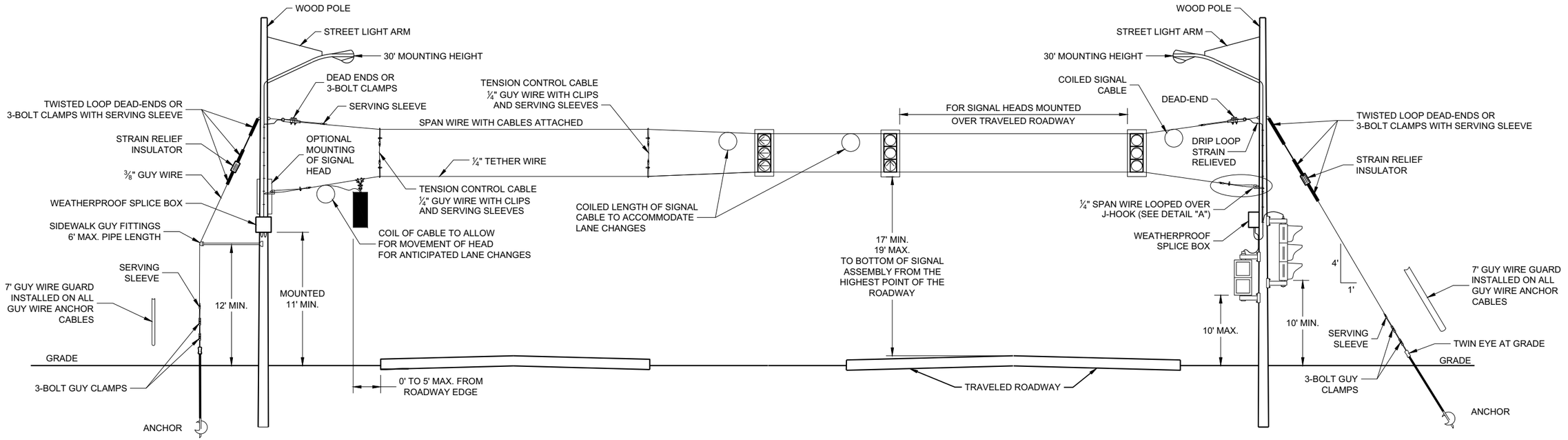
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   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
   - A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

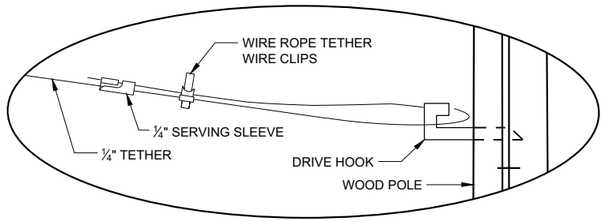
APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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SDD09G01 - 04b

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

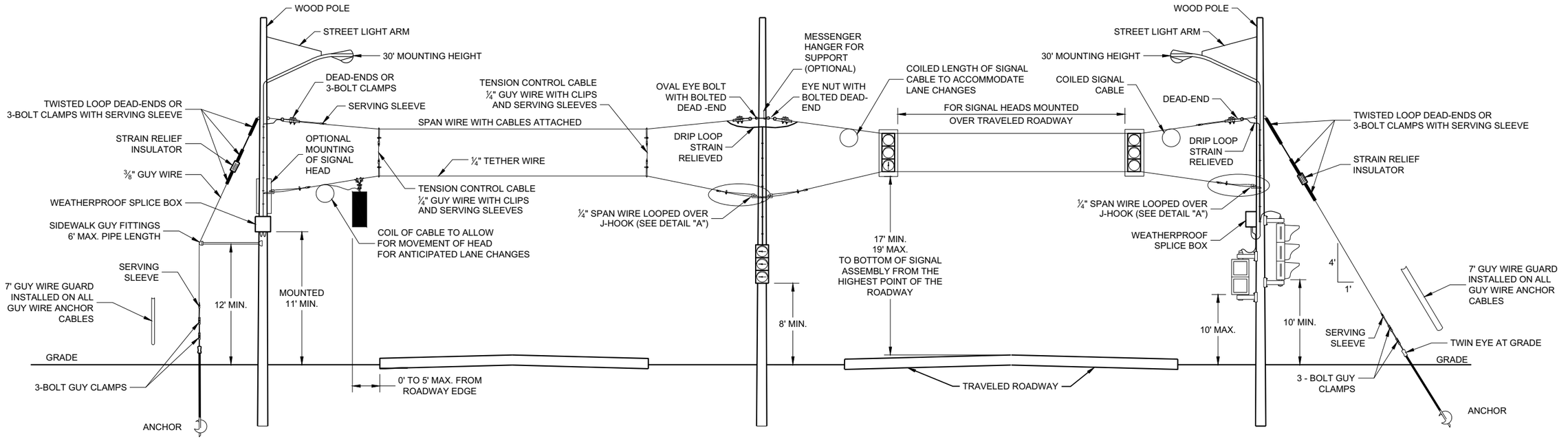


DETAIL "A"

GENERAL NOTES

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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

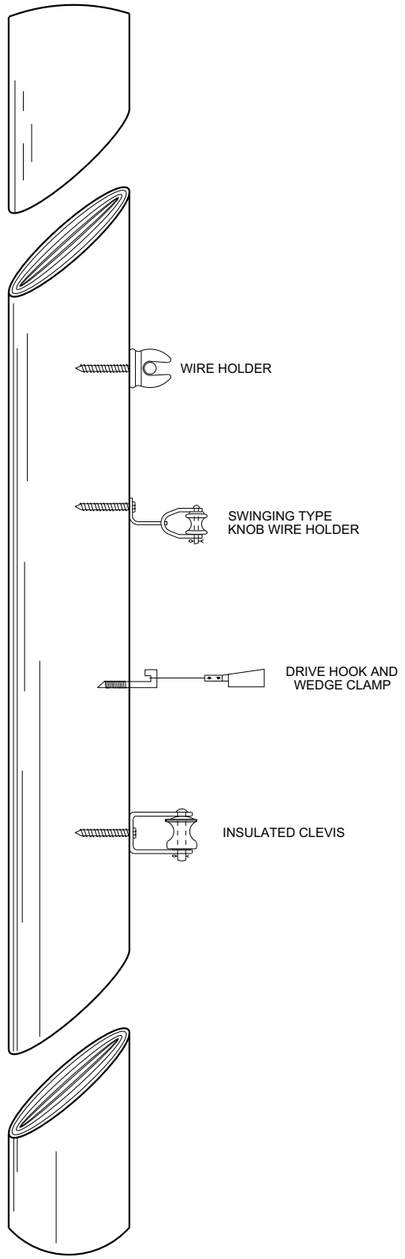
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

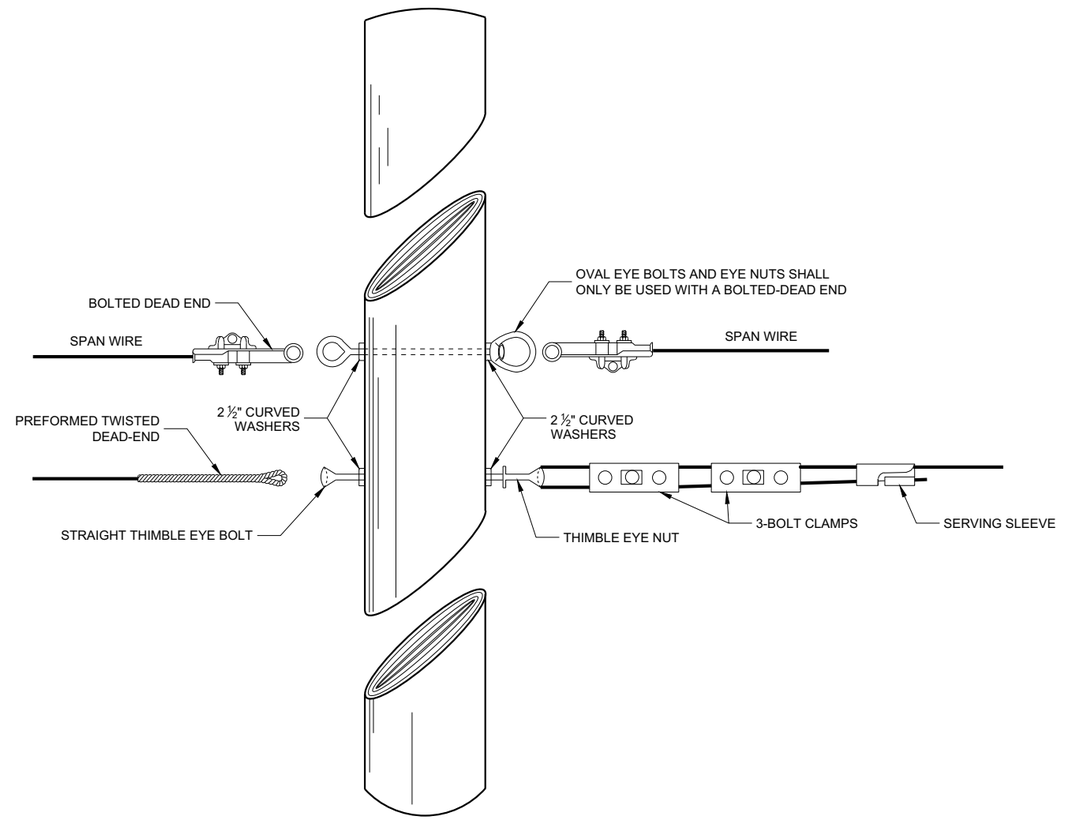
APPROVED
June 2015
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/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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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

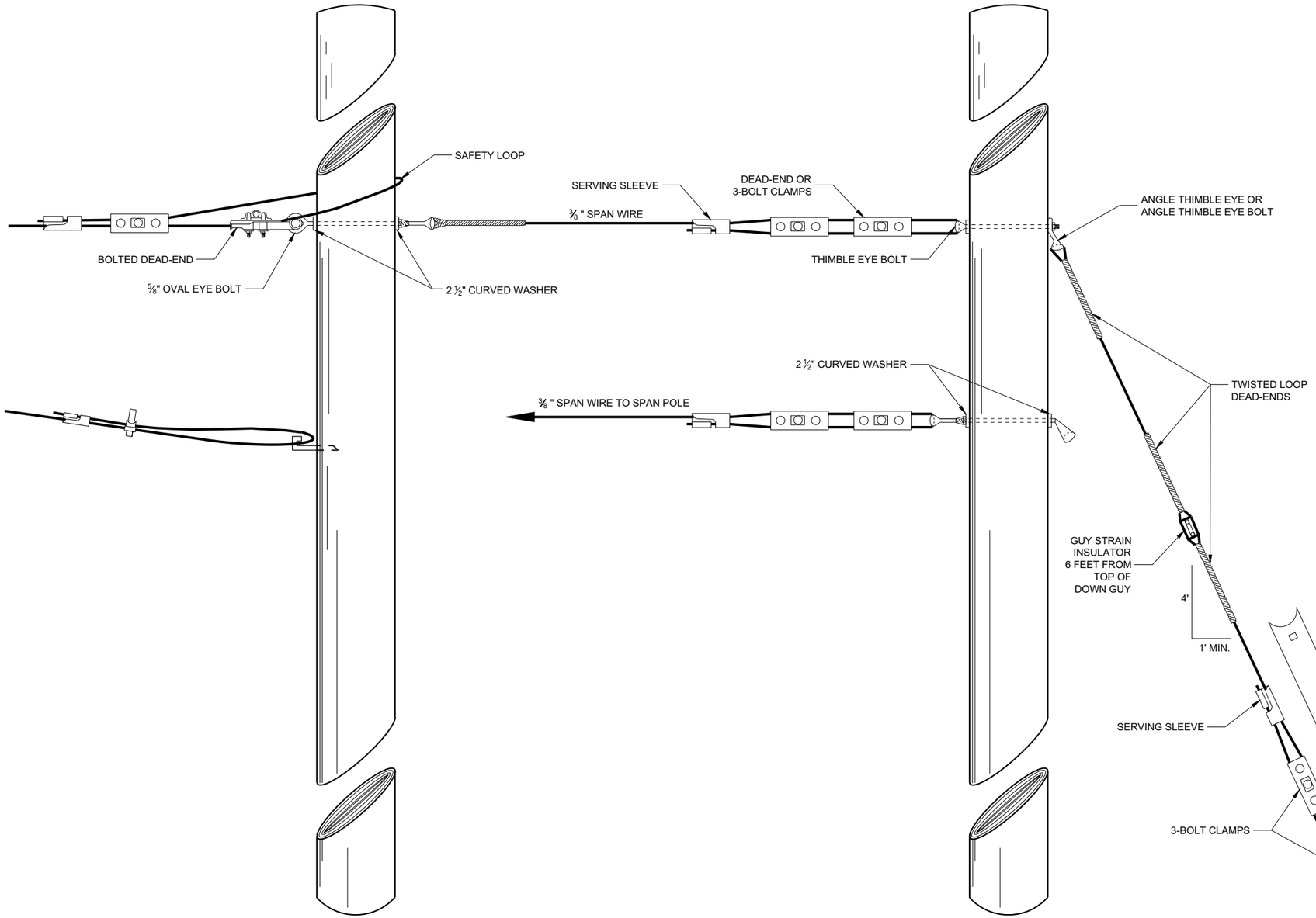
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SDD 09G01 - 4d

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

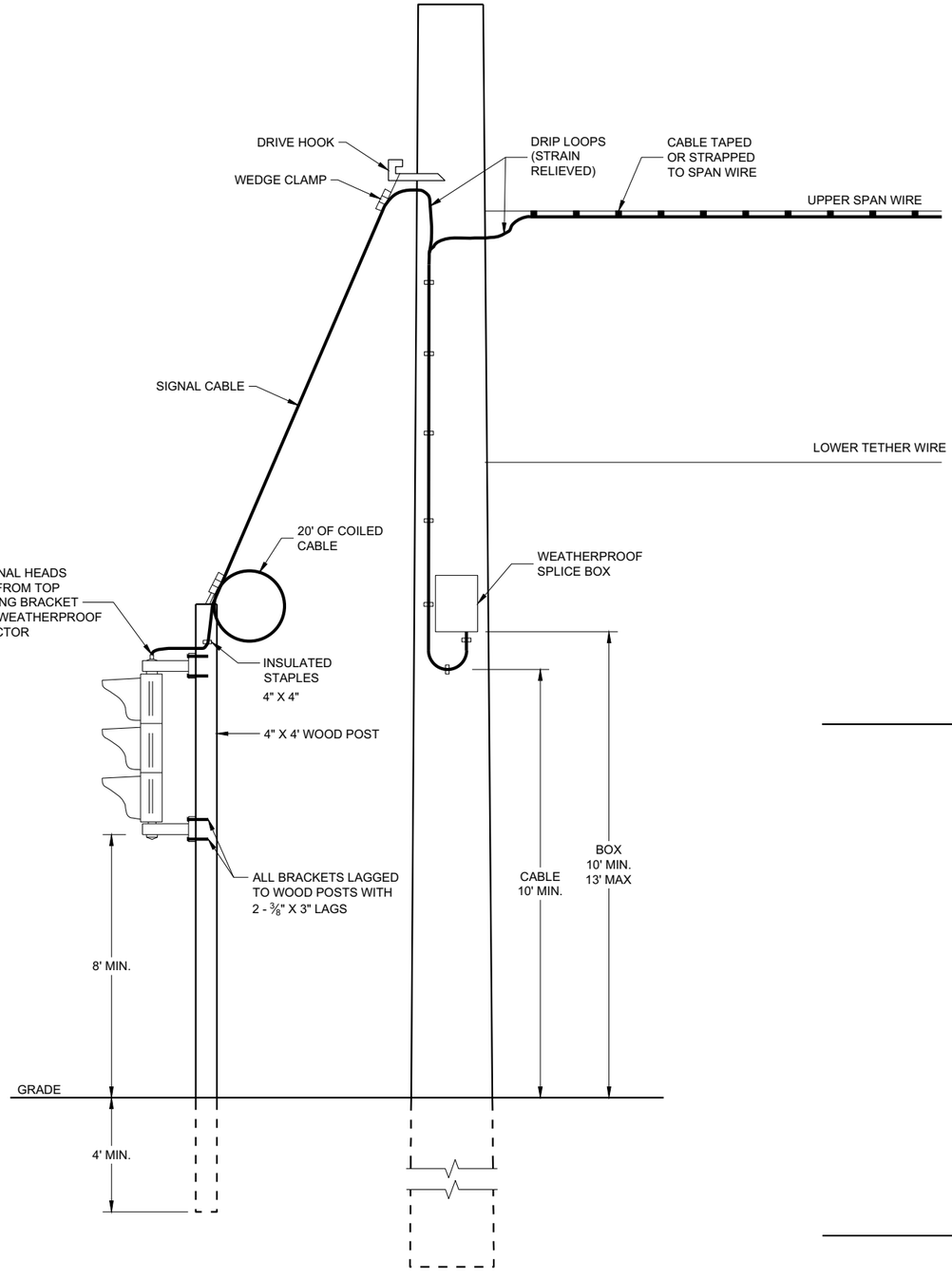
SPAN WIRE TEMPORARY TRAFFIC SIGNAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2015 DATE	/S/ Ahmet Demerbilek ROADWAY STANDARDS DEVE ENGINEER
FHWA	168

6

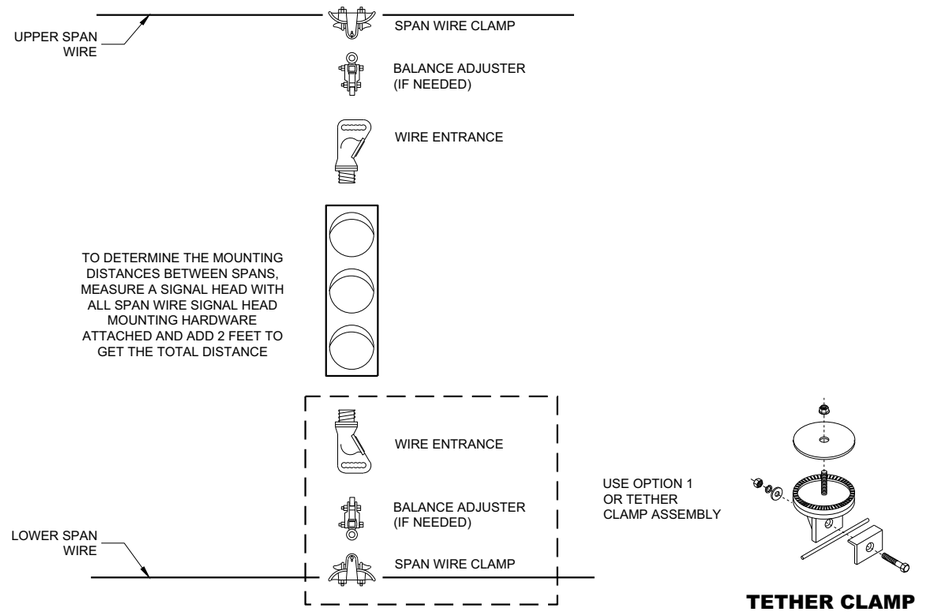
SDD 09G01 - 4e

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SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

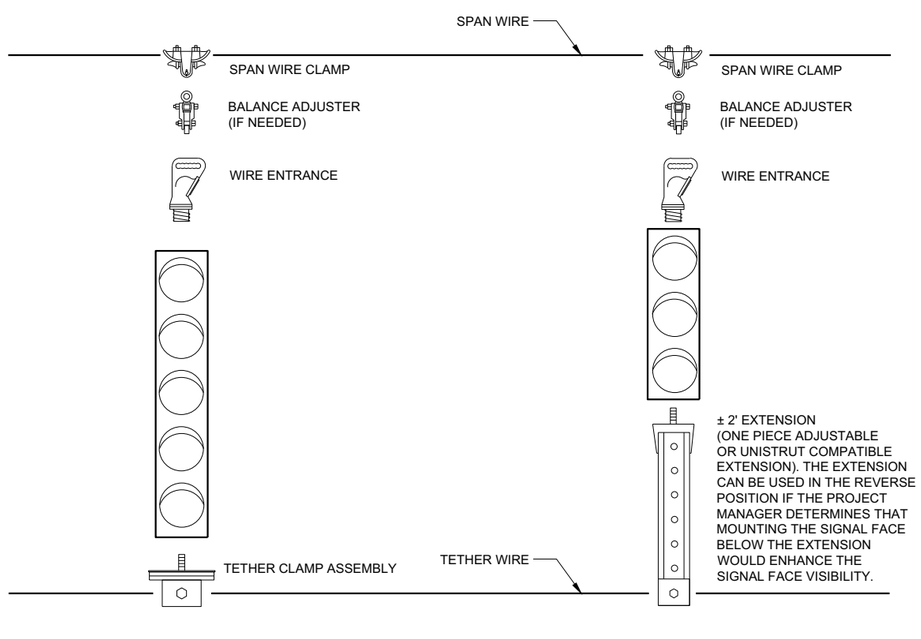


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

TETHER CLAMP ASSEMBLY OPTION

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

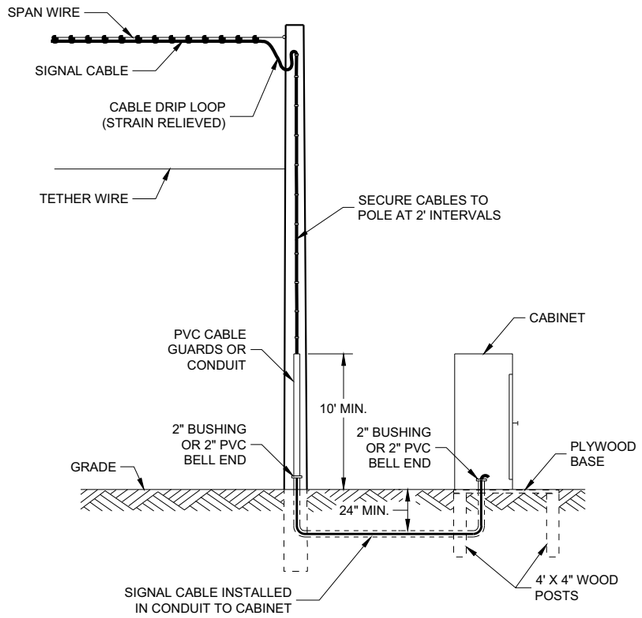
APPROVED
June 2015
DATE

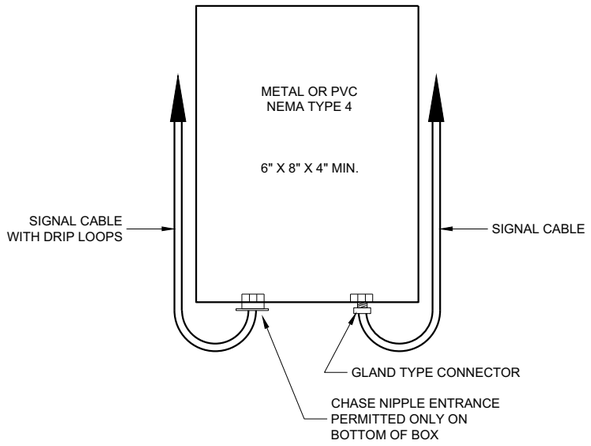
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA

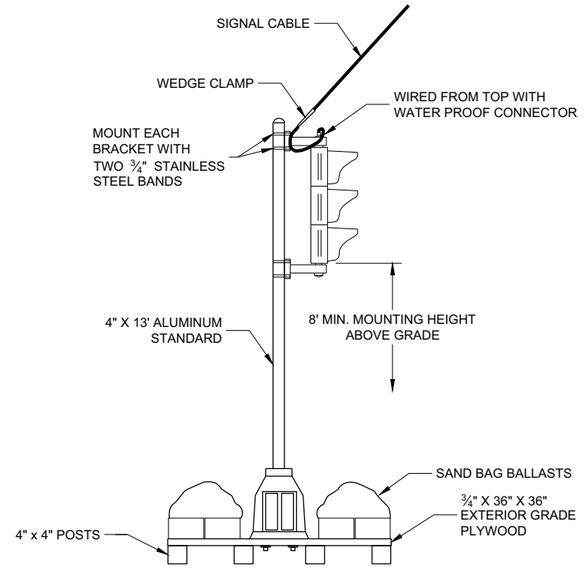
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SDD 09G01 - 4f

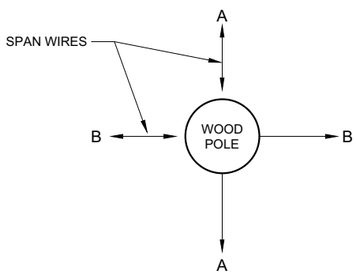




SPLICE BOX

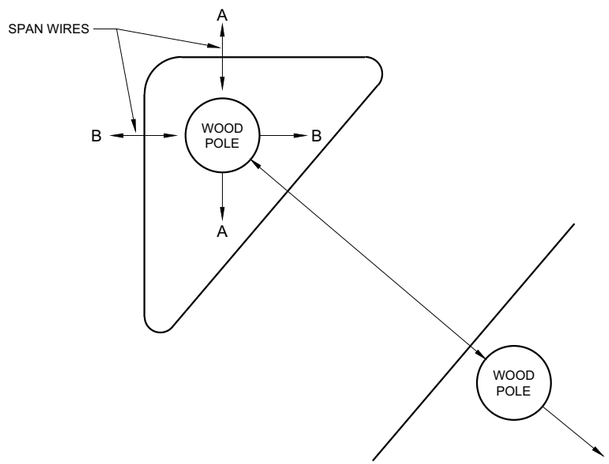


TYPICAL SKID TYPE TEMPORARY

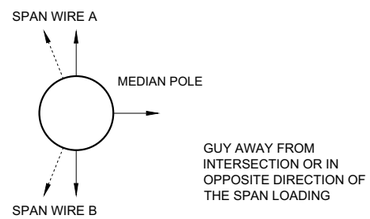


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

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

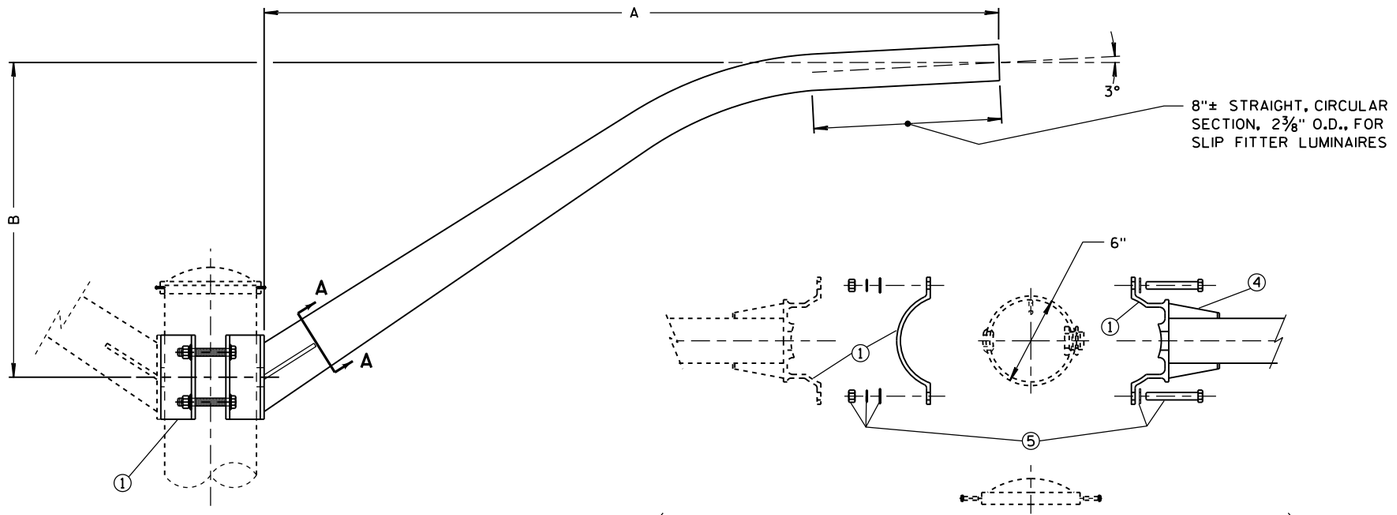
APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA

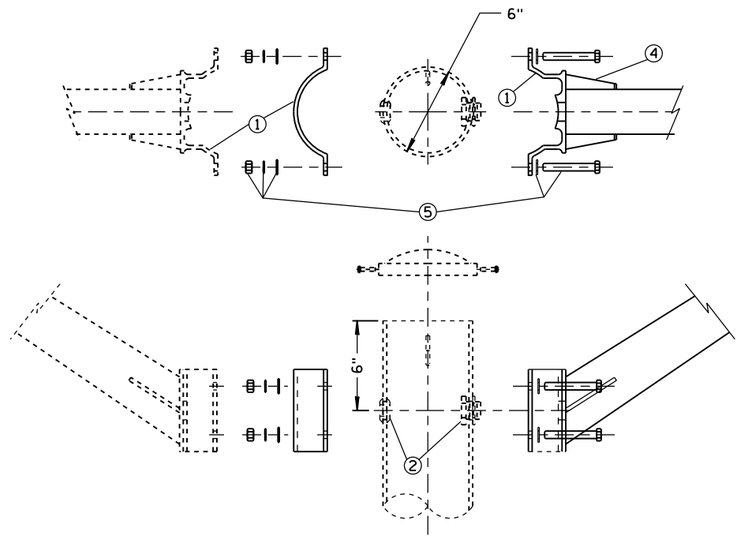
6

SDD 09G01 - 4g



LUMINAIRE ARMS, SINGLE MEMBER, 6-INCH CLAMP - FOR POLES, TYPE 7, A OR E

VARIOUS LENGTHS (SEE TABLE)



CLAMP ASSEMBLY

SINGLE MEMBER CLAMP SHOWN

TYPE	DIM. A NOMINAL ARM LENGTH (FT)	DIM. B APPROX. RISE (FT)
SINGLE MEMBER	4.0	2.0
SINGLE MEMBER	8.0	3.0
SINGLE MEMBER	10.0	3.0
SINGLE MEMBER	15.0	3.0

GENERAL NOTES

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

ARMS AND CLAMP EXTRUSIONS SHALL BE CONSTRUCTED OF NATURAL FINISH 6063-T6 ALUMINUM.

HEAT TREATMENT OF WELDS IN STRUCTURAL AREAS IS REQUIRED.

ALL THREADED FASTENER COMPONENTS SHALL BE STAINLESS STEEL. NUTS SHALL BE HEX NUTS. BOLTS SHALL BE HEX HEAD. ALL THREADED SURFACES SHALL BE COATED WITH ANTI-SEIZE COMPOUND PRIOR TO INSTALLATION.

LUMINAIRE LOADING FOR DESIGN CALCULATION SHALL BE 50 LBS. IN WEIGHT AND 1.5 SQ. FT. FOR E.P.A..

① CLAMPS SHALL BE EXTRUDED ALUMINUM.

② RACE WAY: 1 3/8" FIELD DRILLED HOLE WITH 1" CHASE NIPPLE AND NUT (OR NEOPRENE GROMMET) PER EACH REQUIRED LUMINAIRE ARM. PROVIDE 1 1/2" HOLE IN CLAMP EXTRUSION TO CONTINUE RACEWAY.

③ STIFFENER

④ GUSSETS REQUIRED.

⑤ CLAMP BOLT ASSEMBLY (BOLT - 1/2"-13 UNC, 2 EACH - FLAT WASHER, LOCK WASHER, NUT) - 4 EACH PER CLAMP.

6

6

S.D.D. 10 A 18-5a

S.D.D. 10 A 18-5a

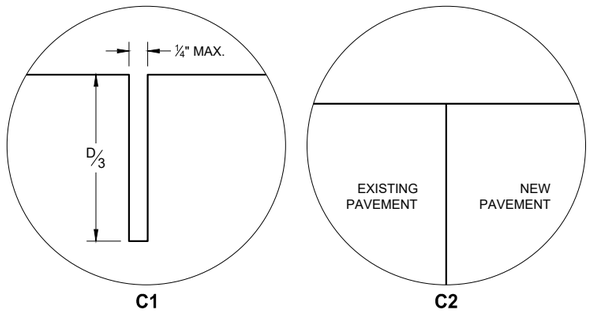
LUMINAIRE ARMS, SINGLE MEMBER 6-INCH CLAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

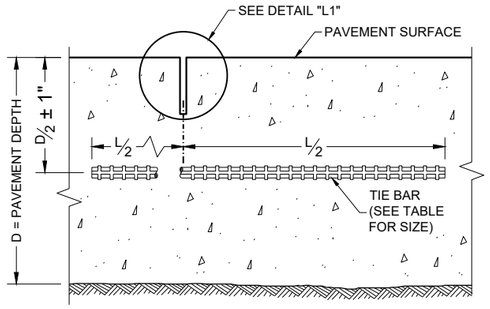
APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

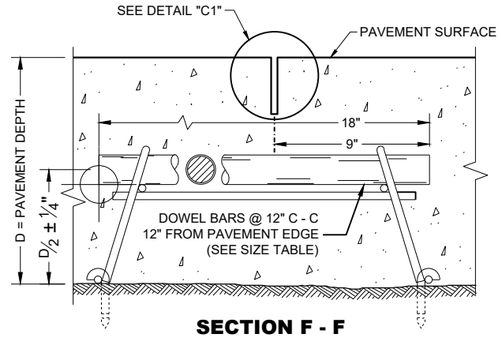
FHWA



TRANSVERSE JOINTS



SECTION C - C
SAWED JOINT



SECTION F - F
CONTRACTION JOINT

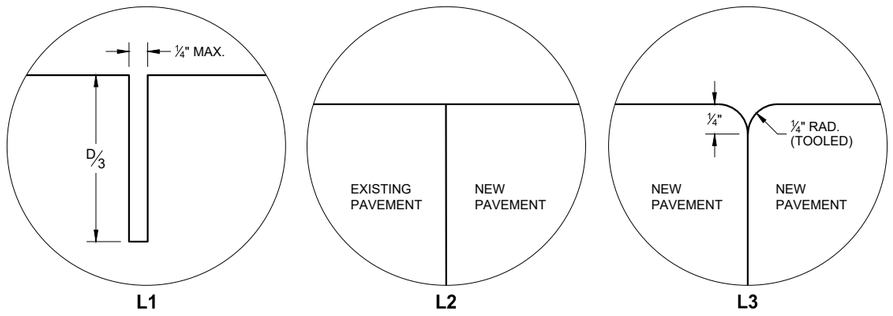
GENERAL NOTES

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

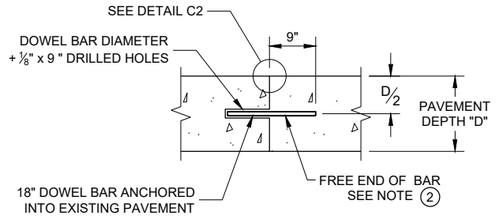
PROVIDE A MIMIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

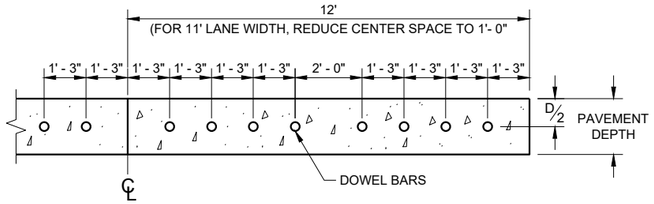
(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



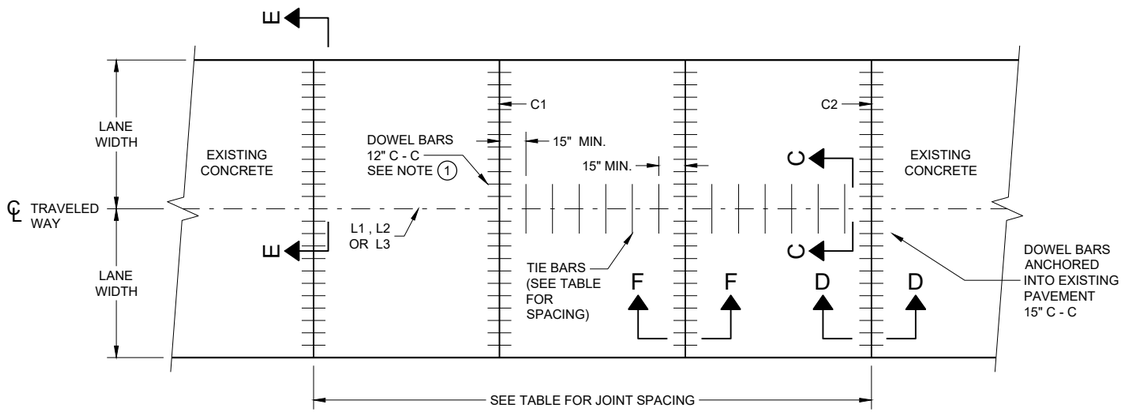
LONGITUDINAL JOINTS



SECTION D - D



SECTION E - E
SPACING OF DOWEL BARS
ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW
CONCRETE BASE
CONTRACTION JOINT LOCATIONS

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	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'

CONCRETE BASE

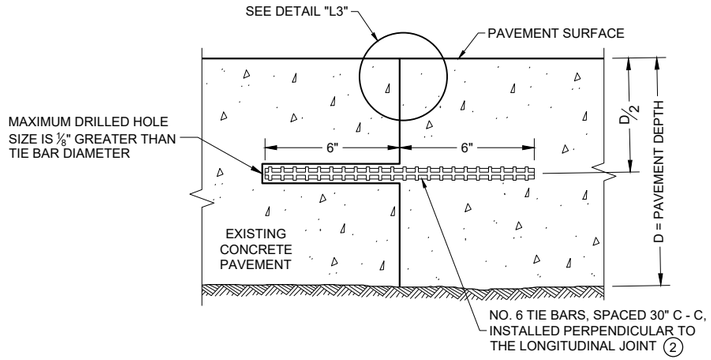
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C15 - 08a
SDD 13C15 - 08a

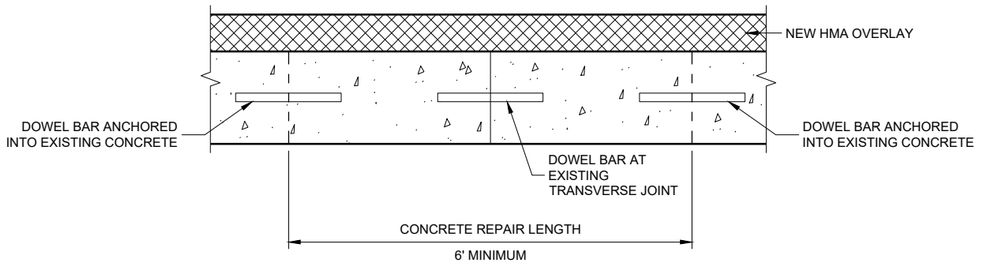
GENERAL NOTES

1. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.
2. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
3. PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

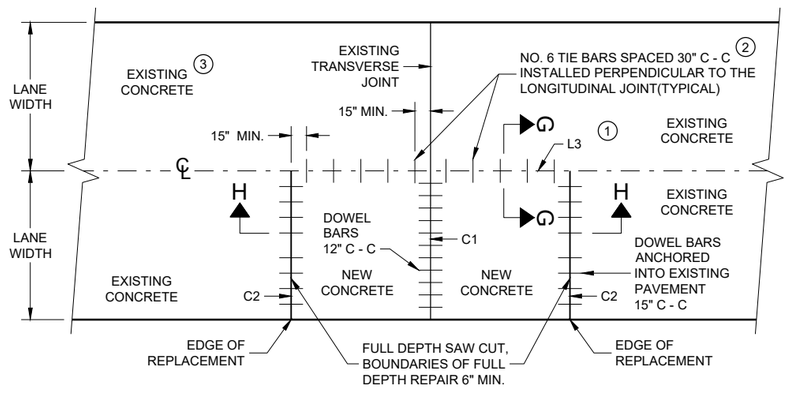


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H - H



PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR

6

SDD 13C15 - 08b

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

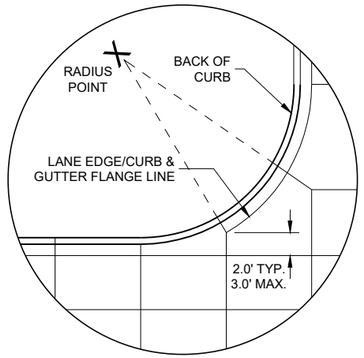
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

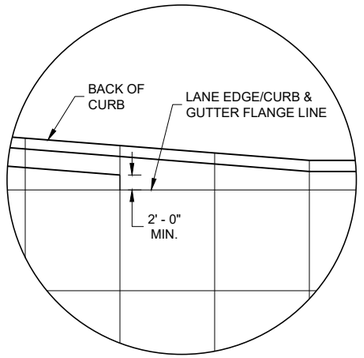
FHWA

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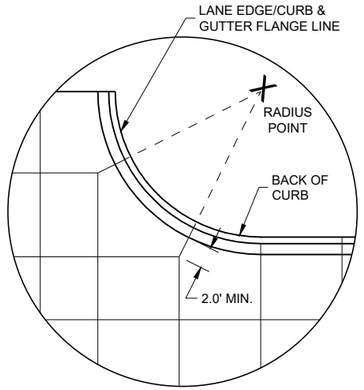
SDD 13C15 - 08b



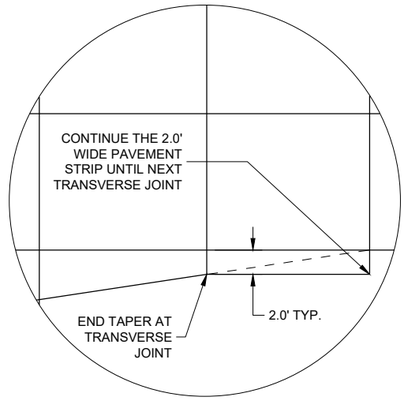
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

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

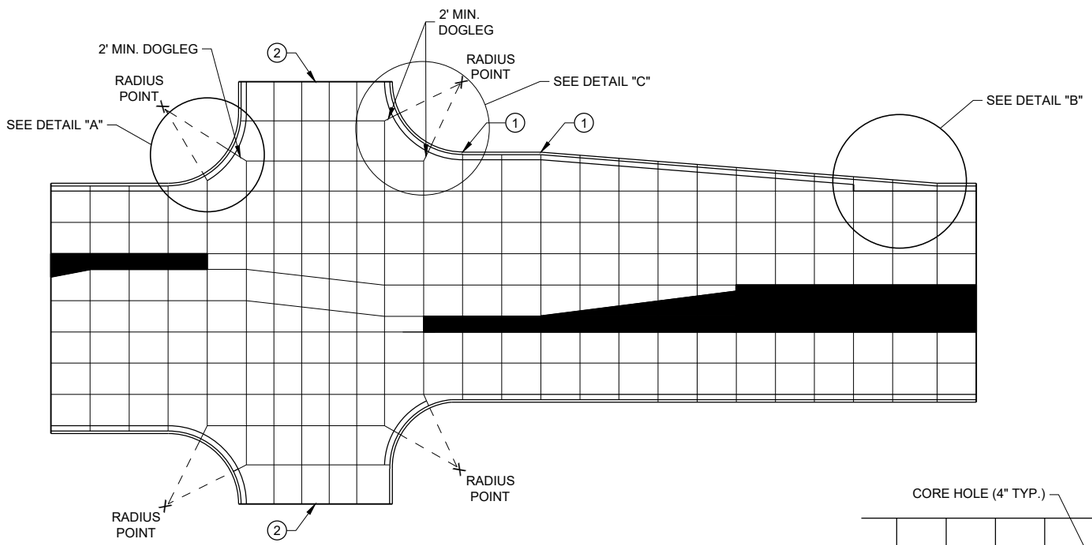
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

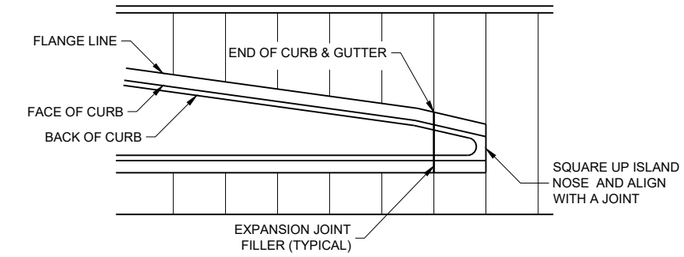
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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



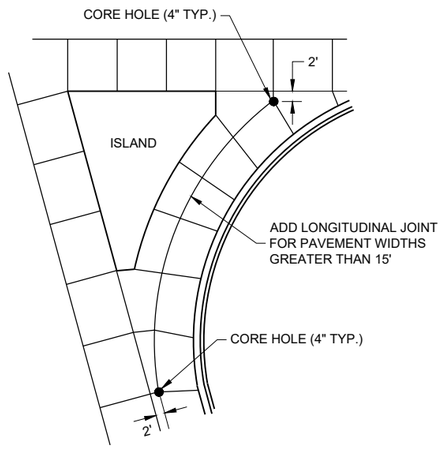
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

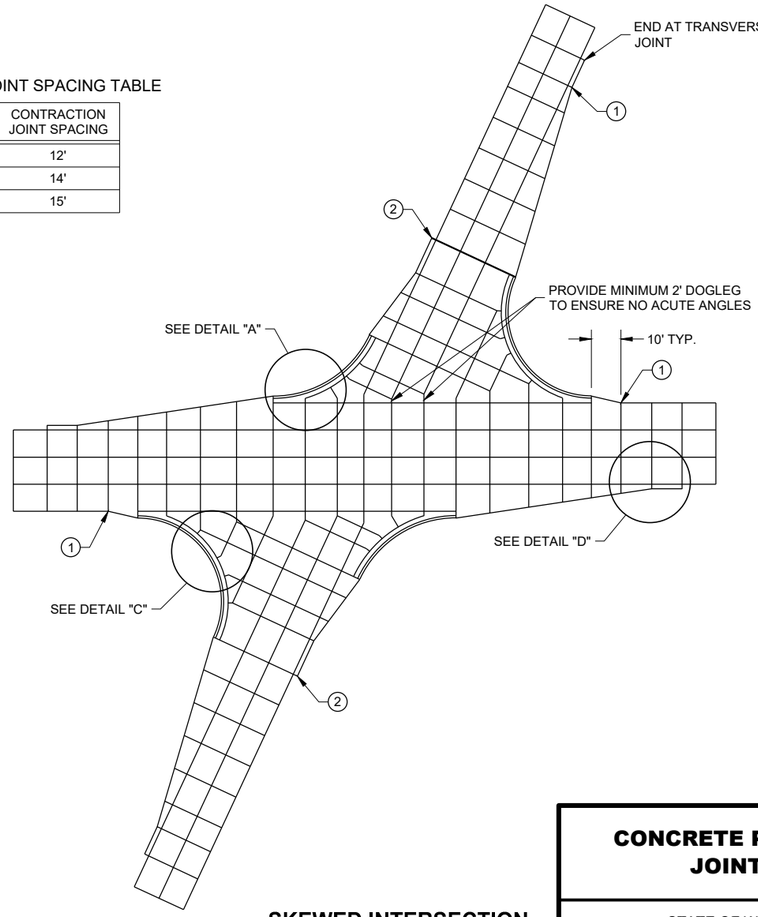
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

6

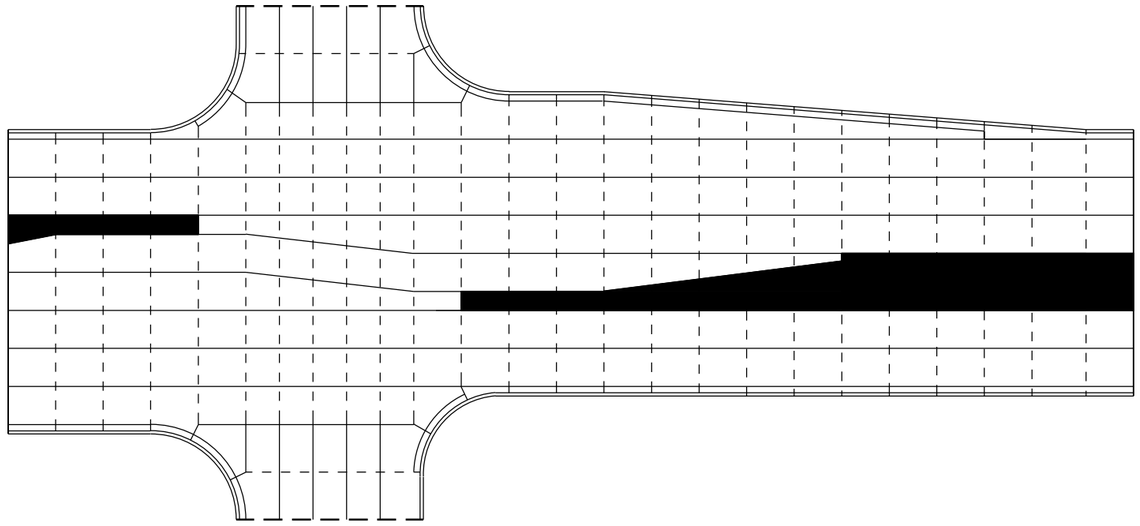
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

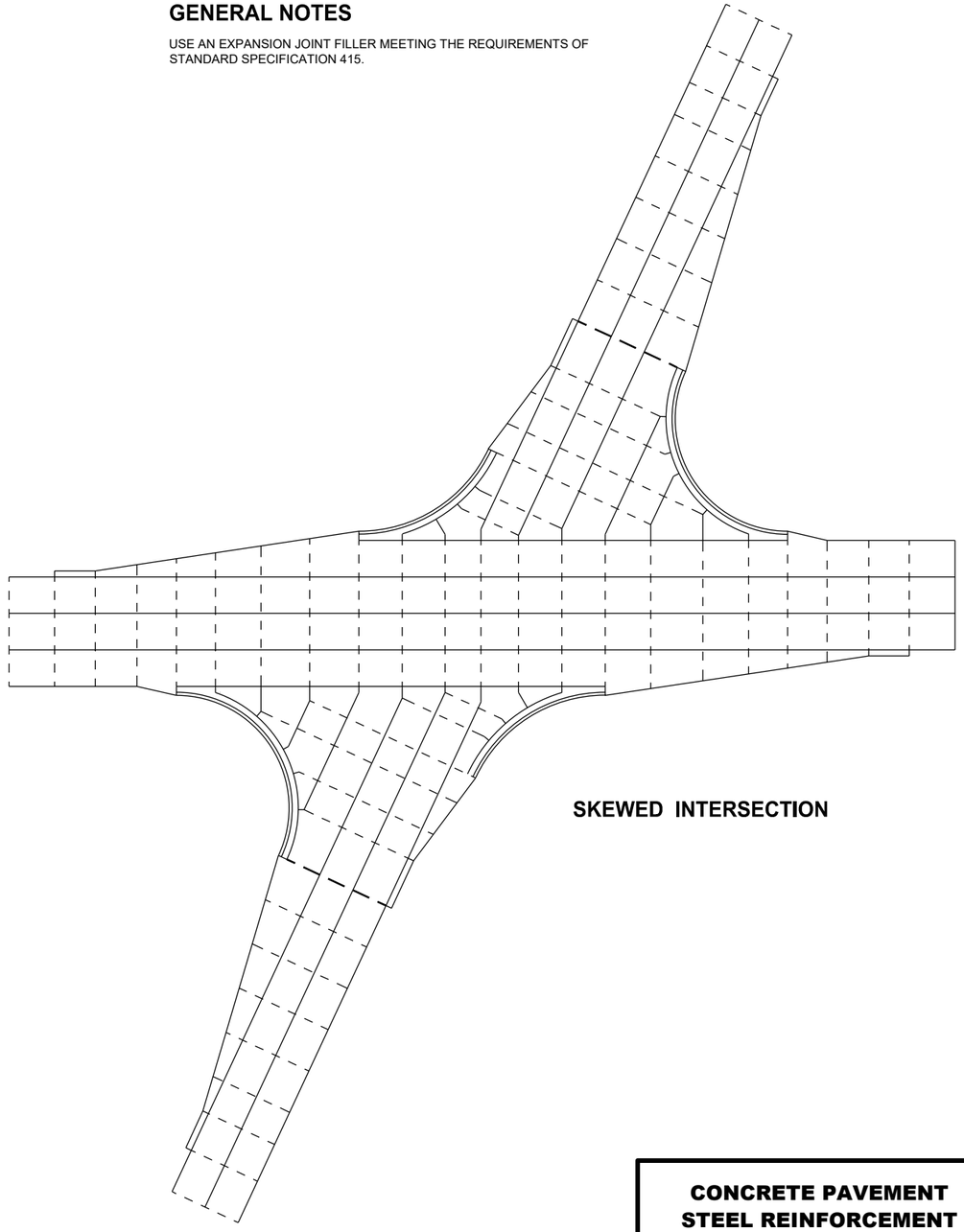
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

6

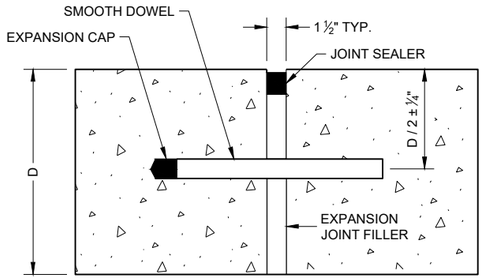
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

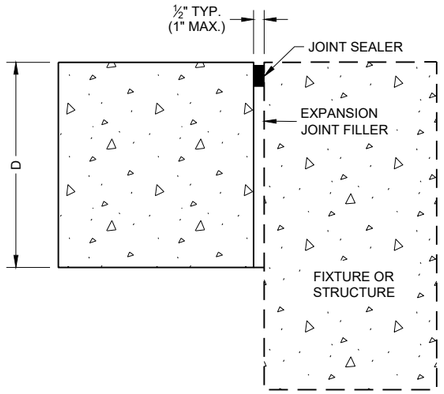
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

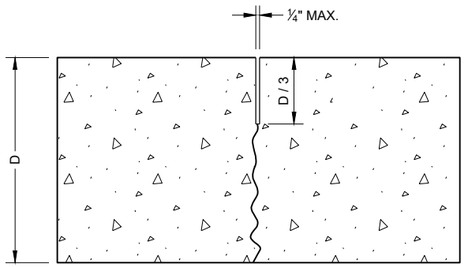
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

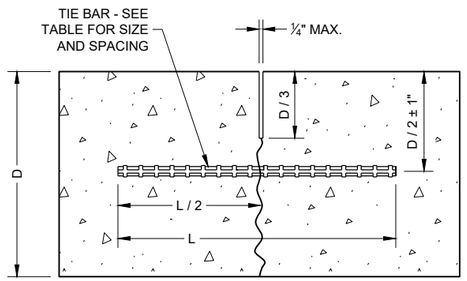
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

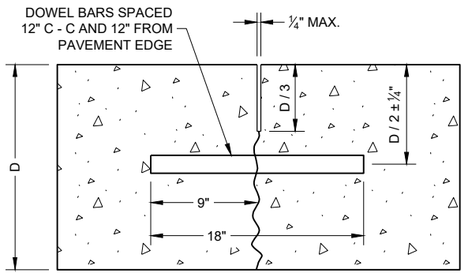
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

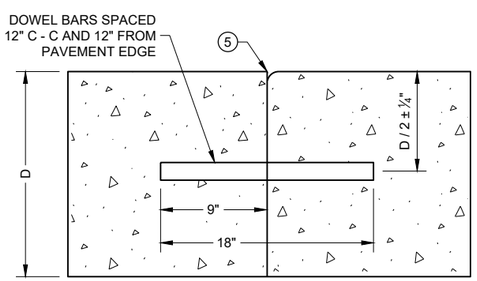


TIED LONGITUDINAL

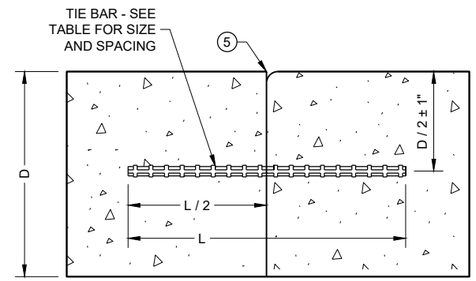


DOWELED TRANSVERSE

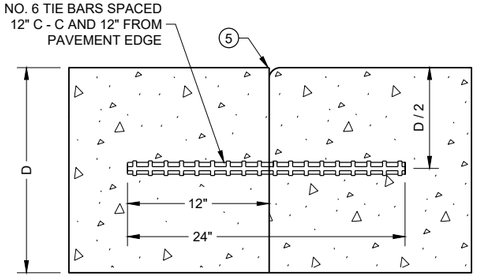
CONTRACTION JOINTS (2)



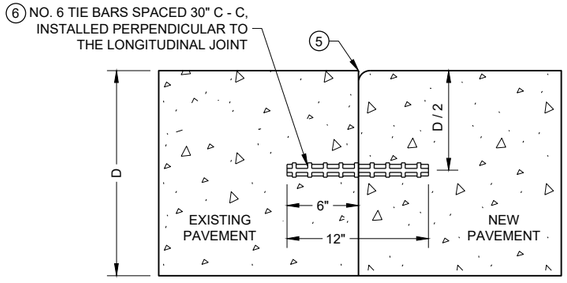
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



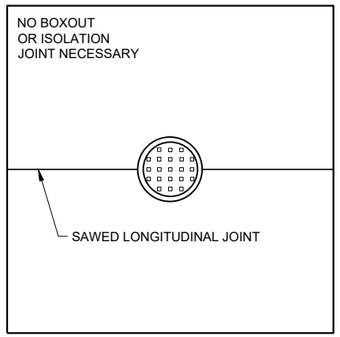
TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



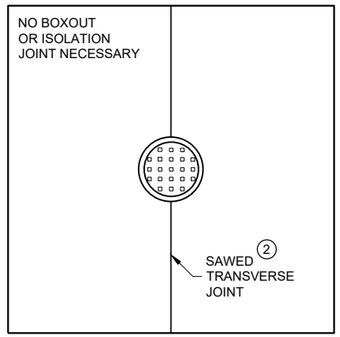
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

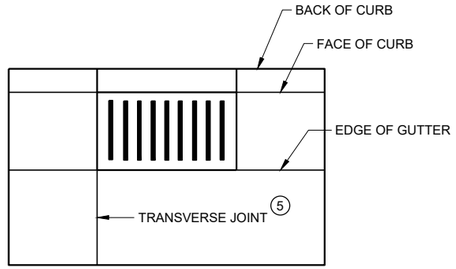
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



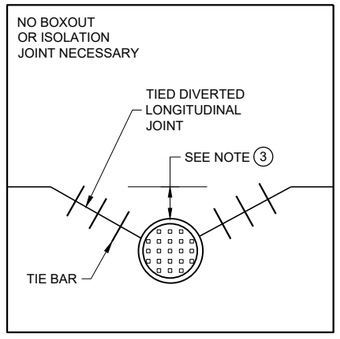
MANHOLE WITH TRANSVERSE JOINT



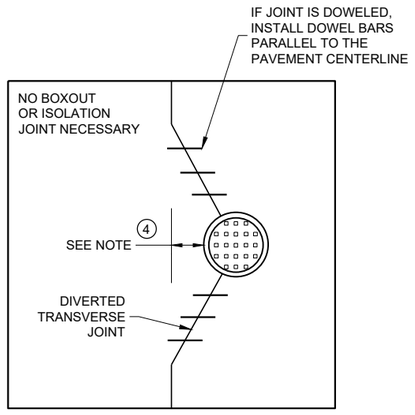
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

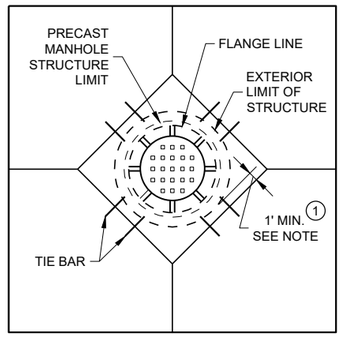
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

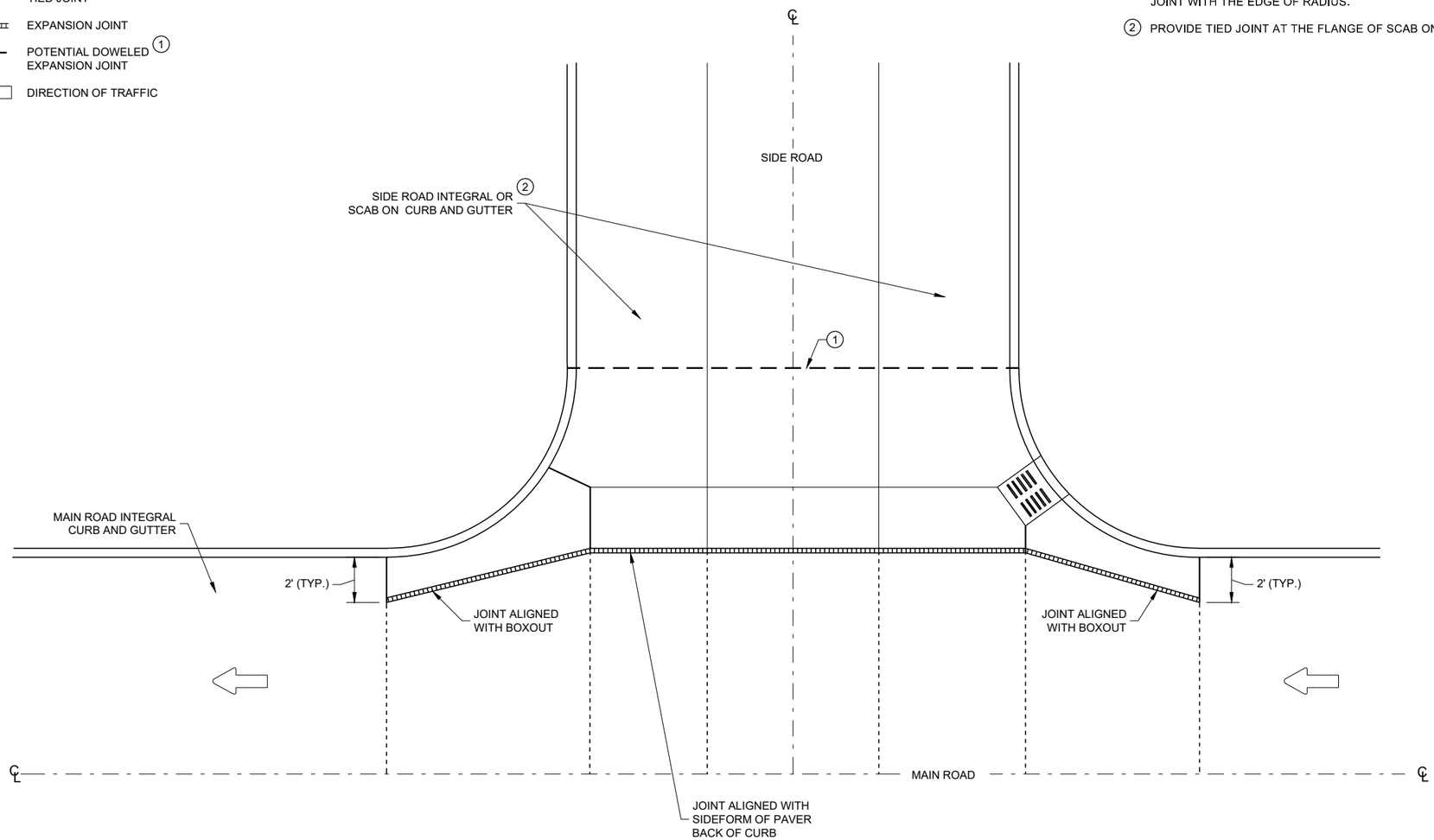
FHWA

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SDD13C18 - 08d
SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

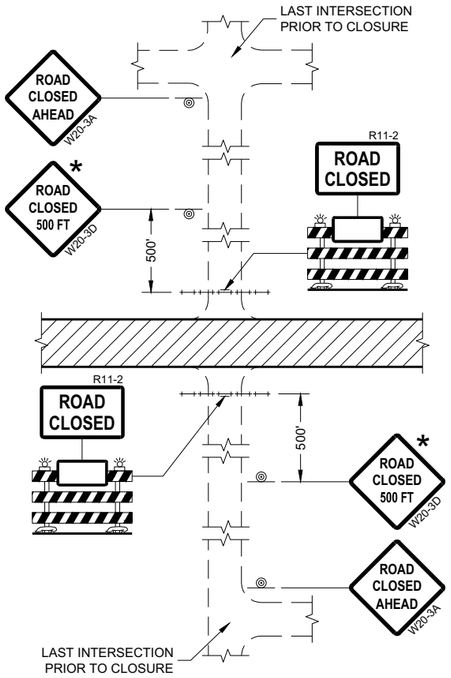
FHWA

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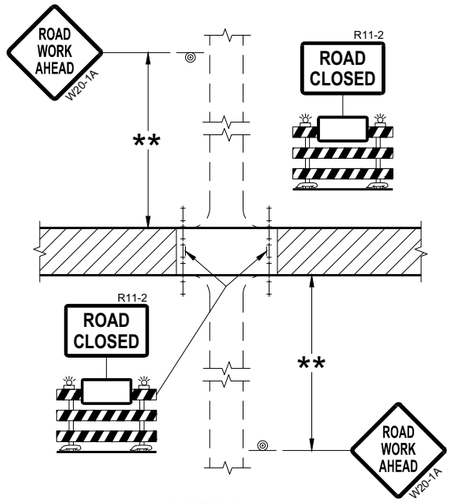
SDD 13C18 - 08f

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SDD 13C18 - 08f



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.

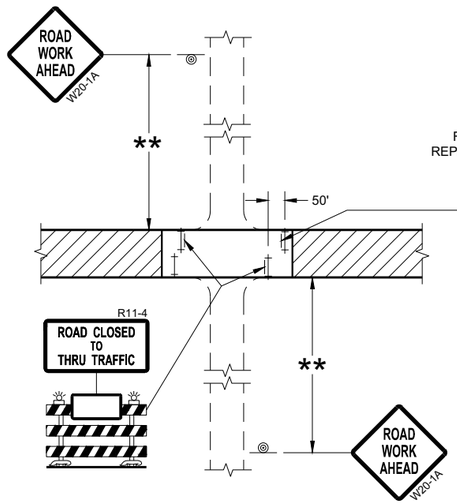
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

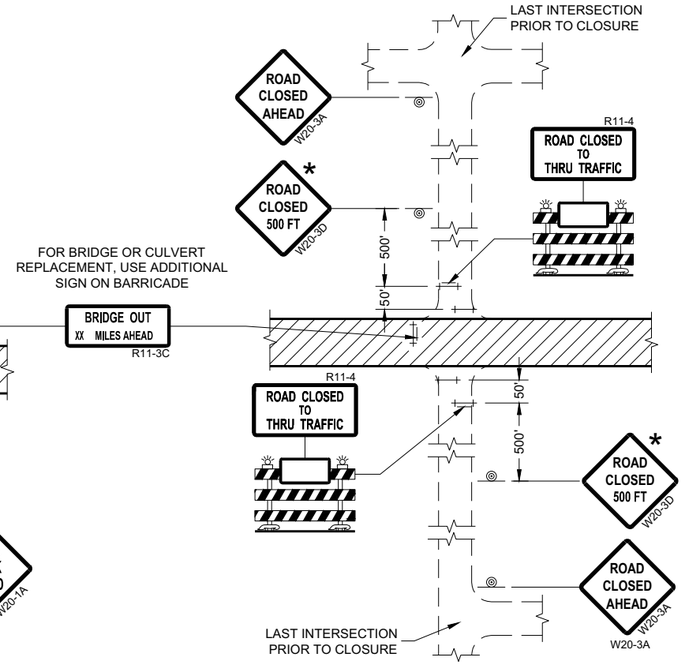
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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 ENGINEE

FHWA

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SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

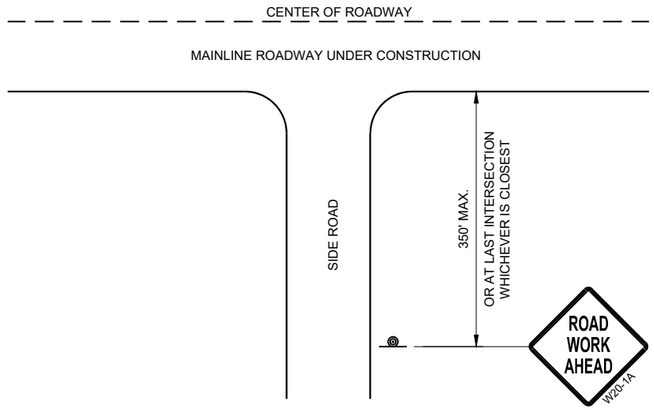
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

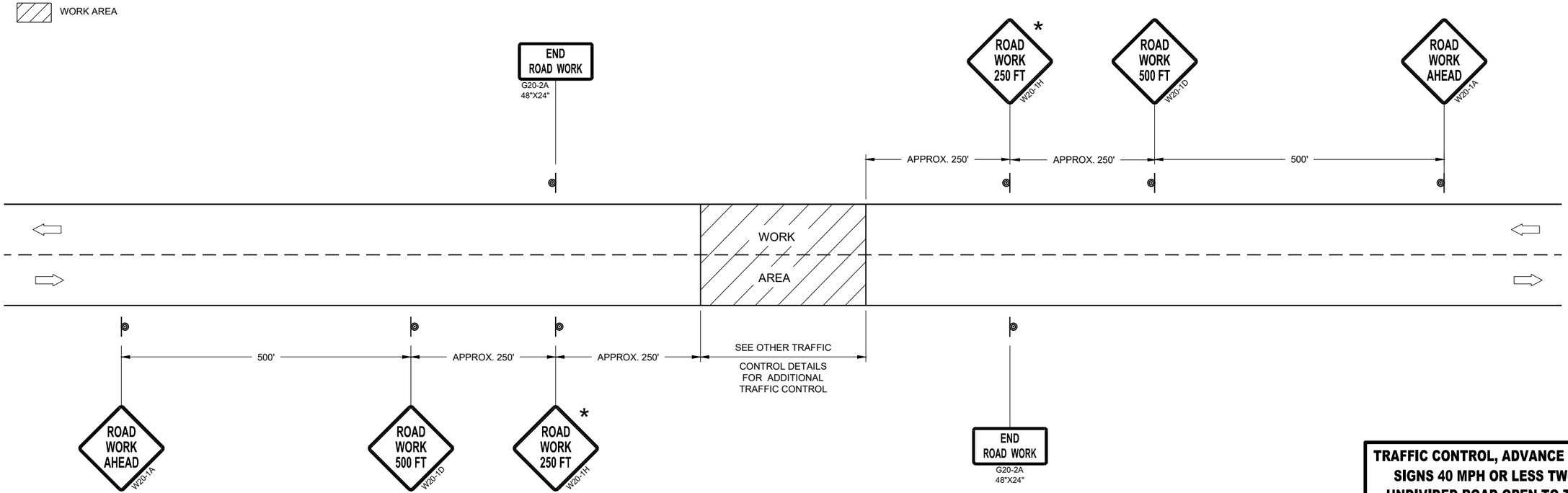
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

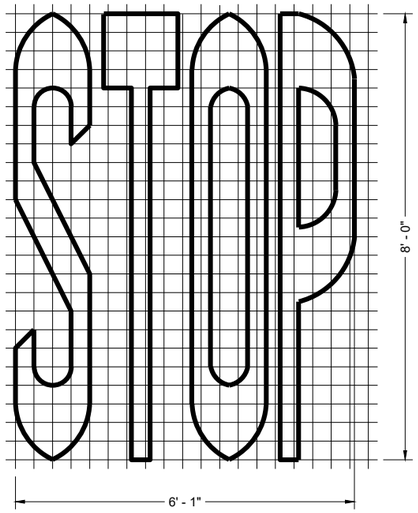
APPROVED
July 2018
DATE

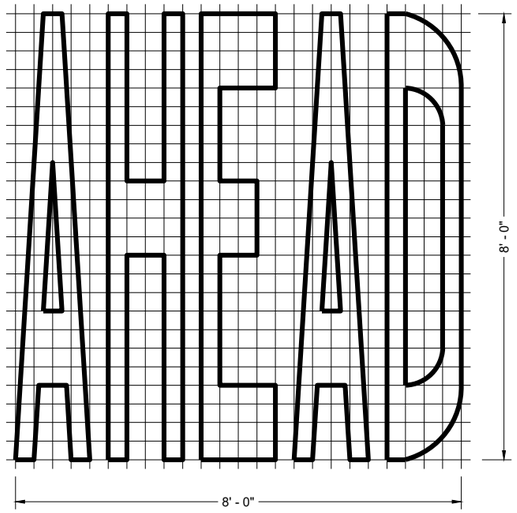
/S/ Andrew Heidtke
WORK ZONE ENGINEE

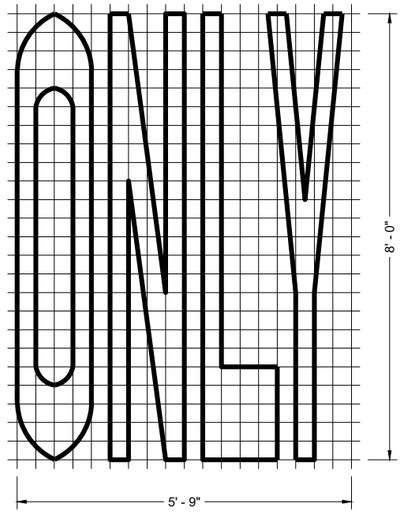
FHWA

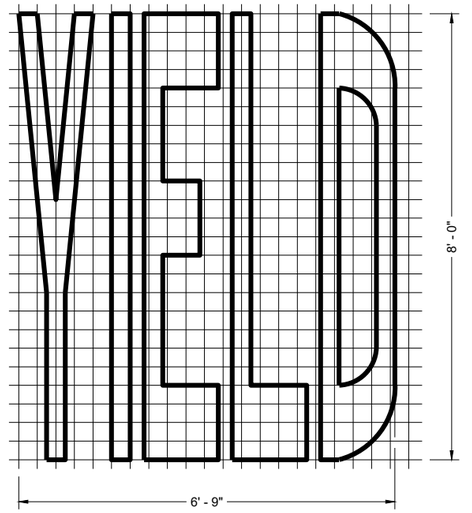
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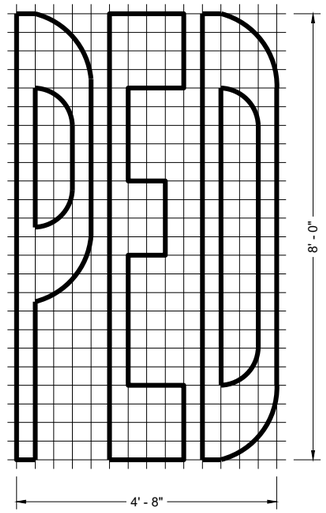
SDD 15C05 - 05

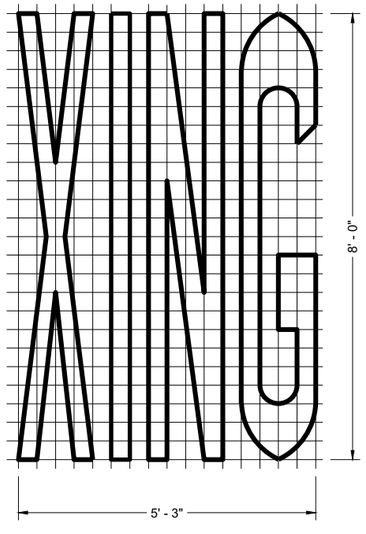


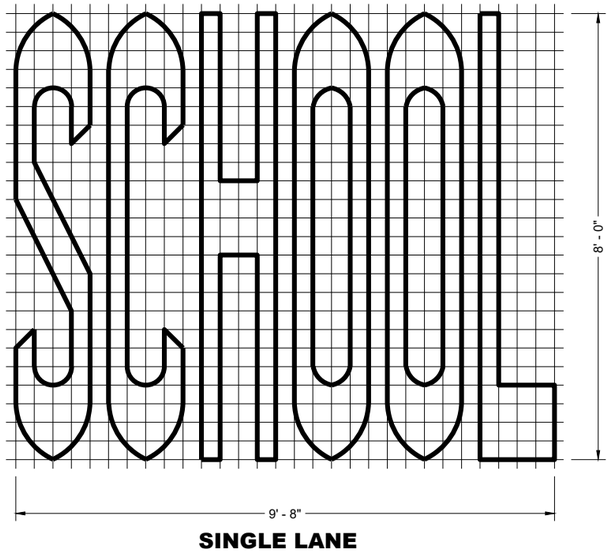




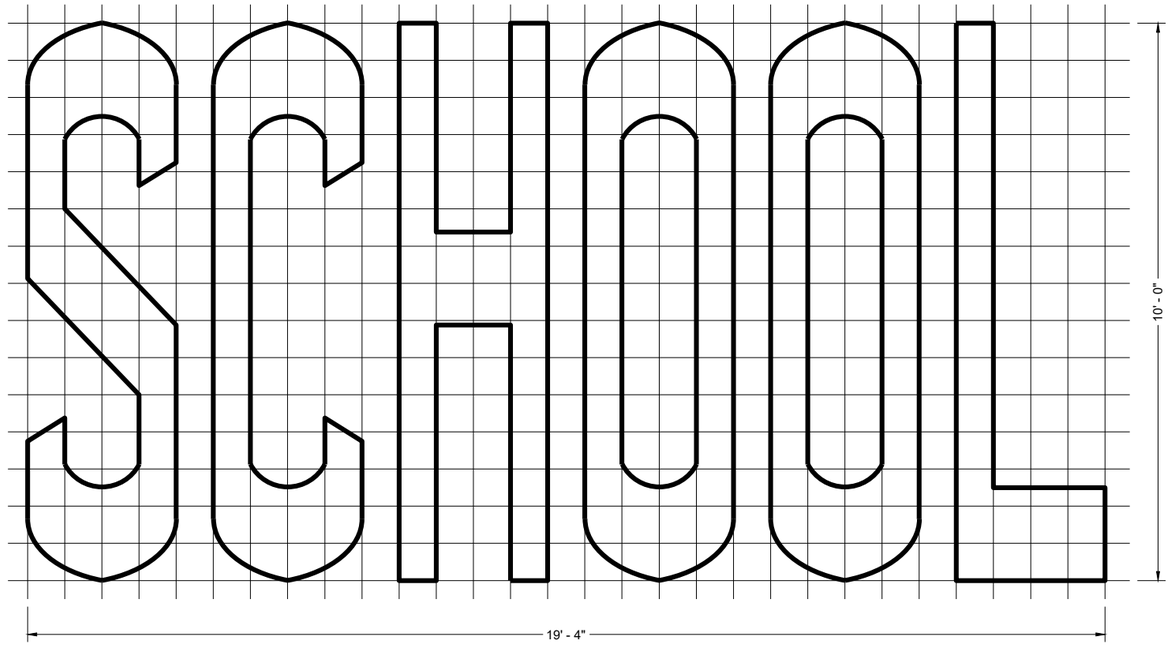








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

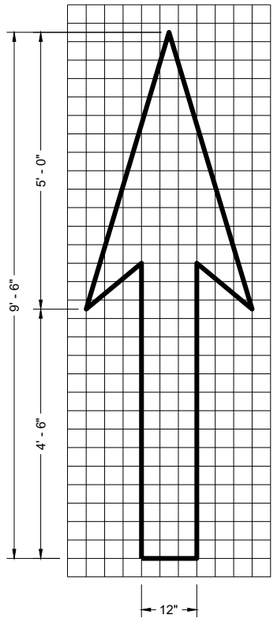
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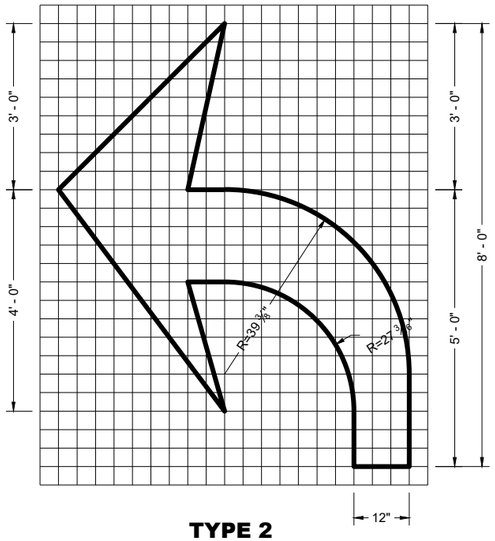
SDD 15C07-16b

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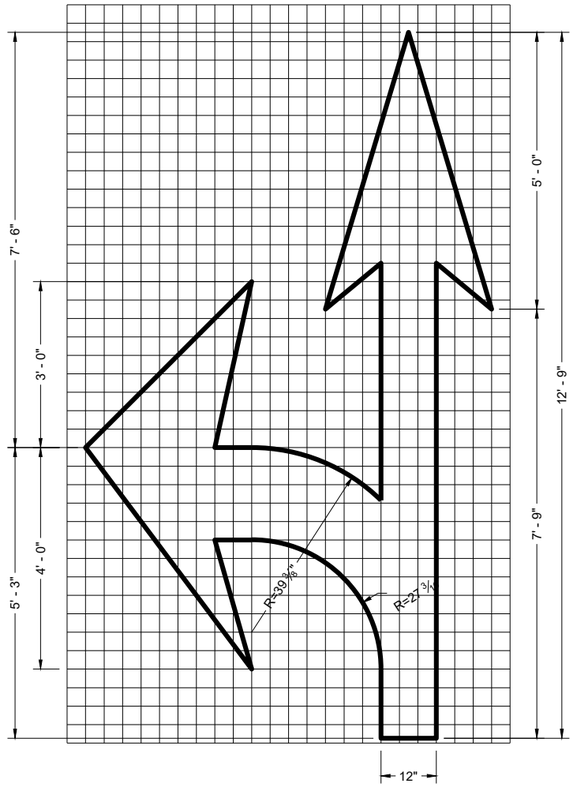
SDD 15C07-16b



TYPE 1



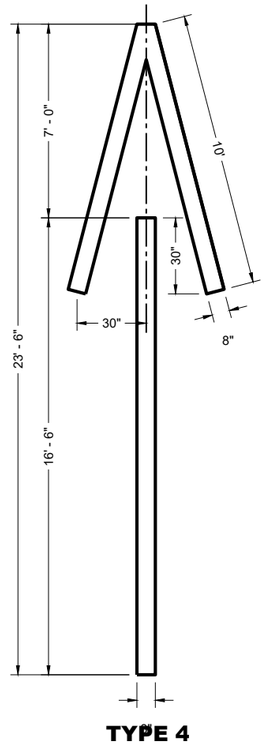
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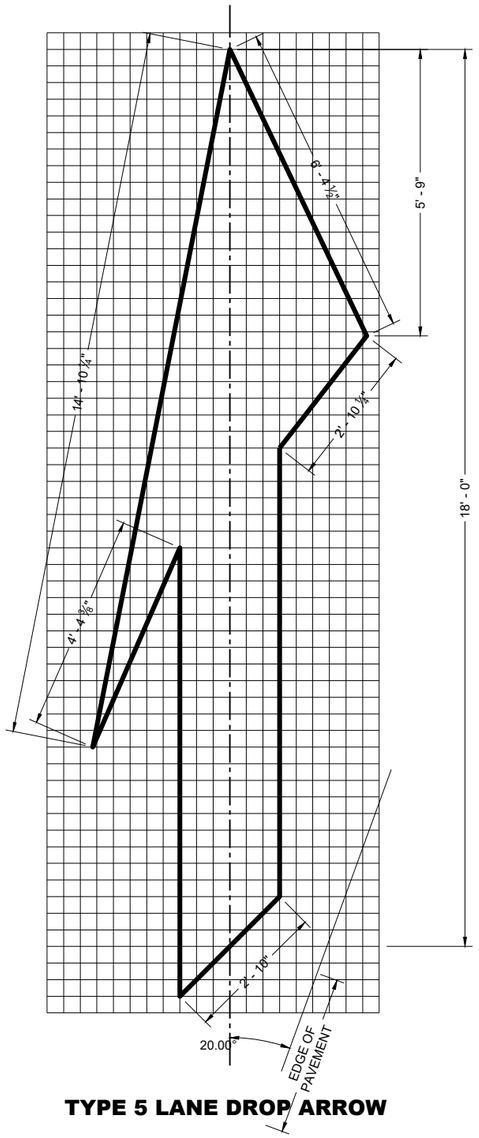
TYPE 3

GENERAL NOTES

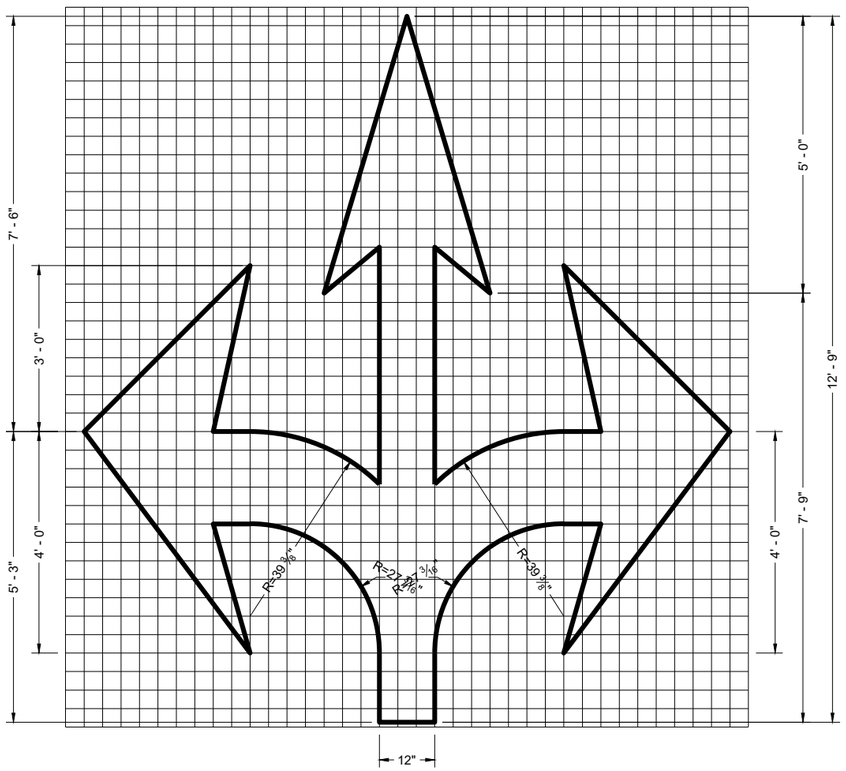
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



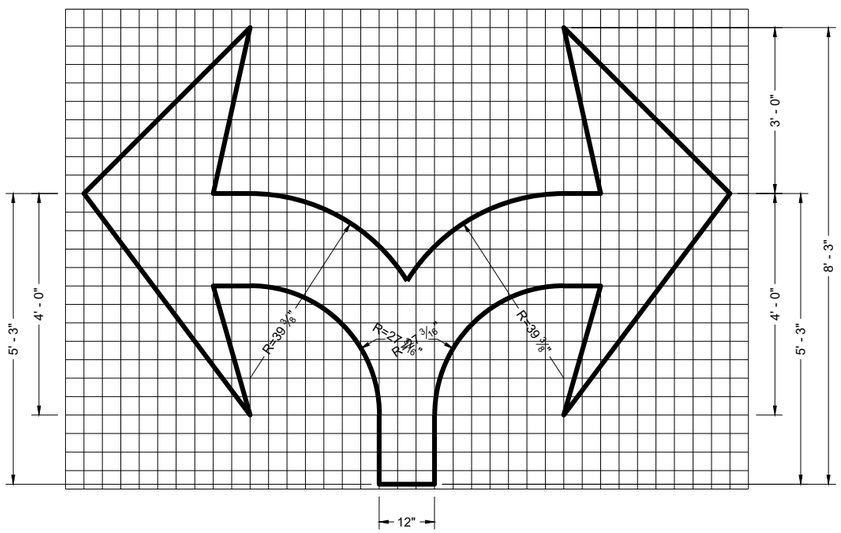
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

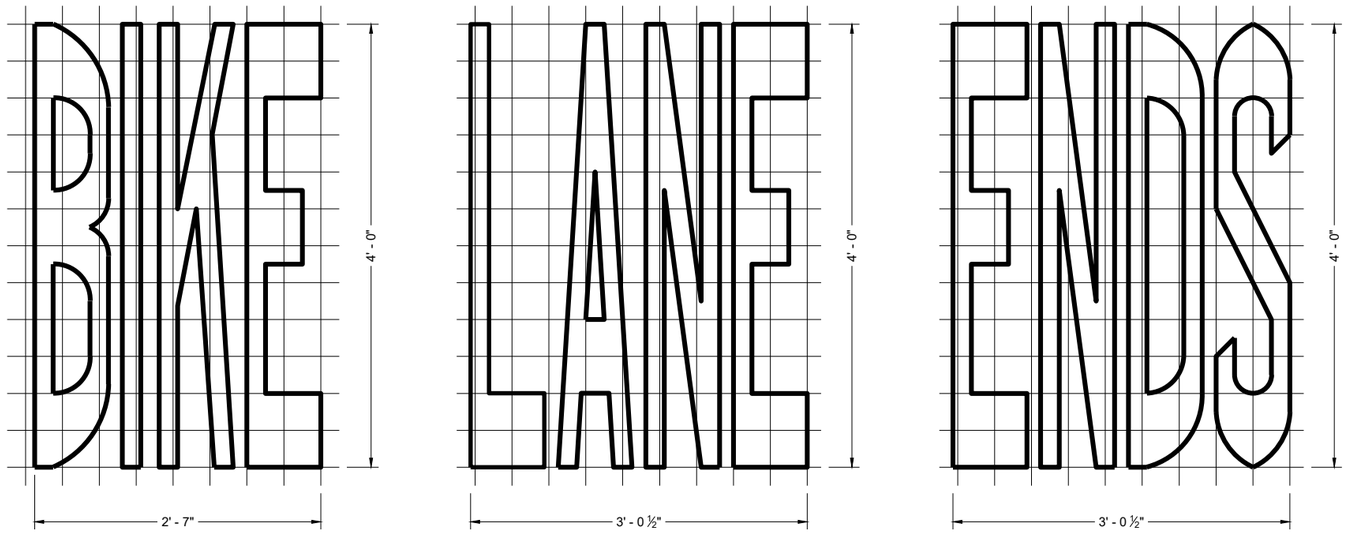
APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C07-16c

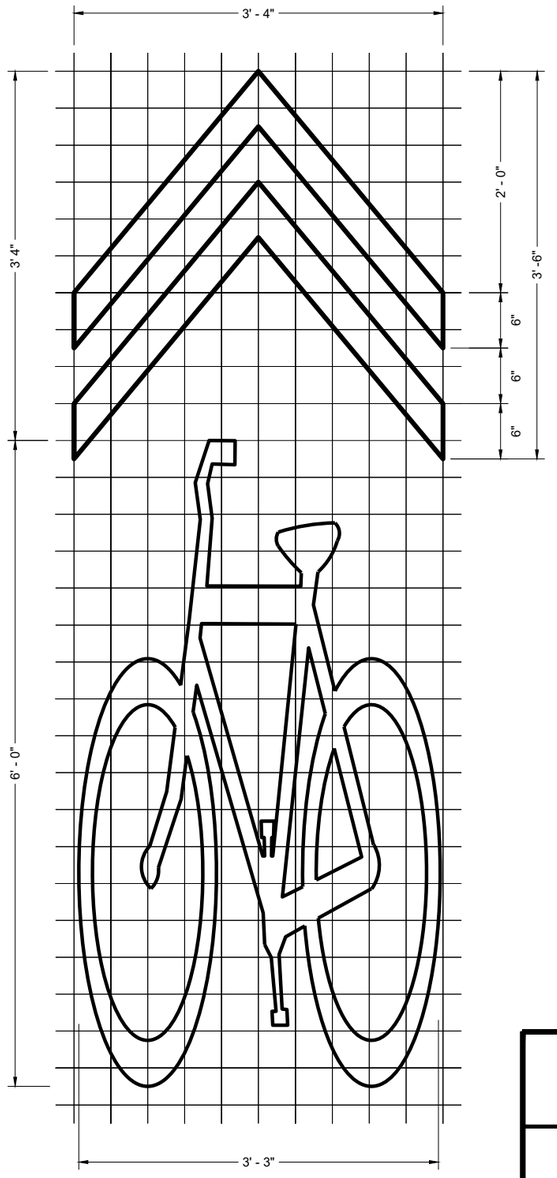
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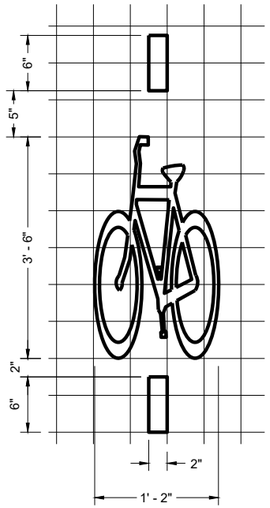
BIKE LANE WORDS

GENERAL NOTES

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



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

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SDD 15C07-16e

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.

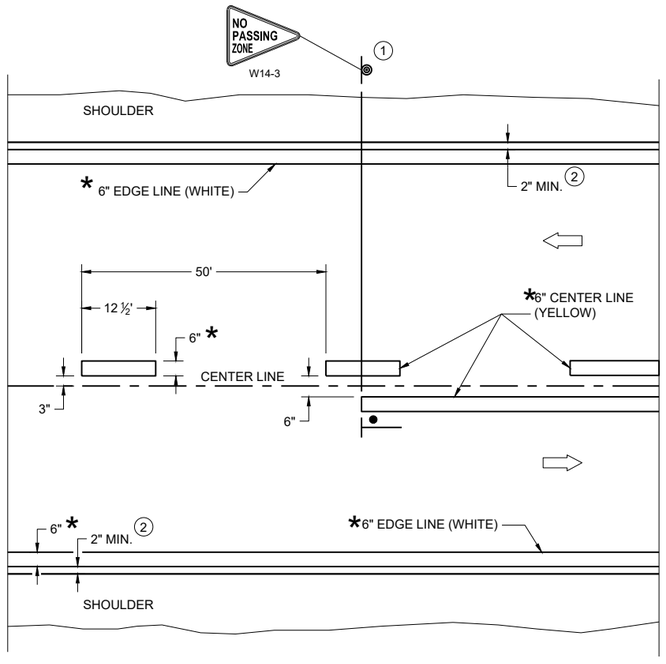
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

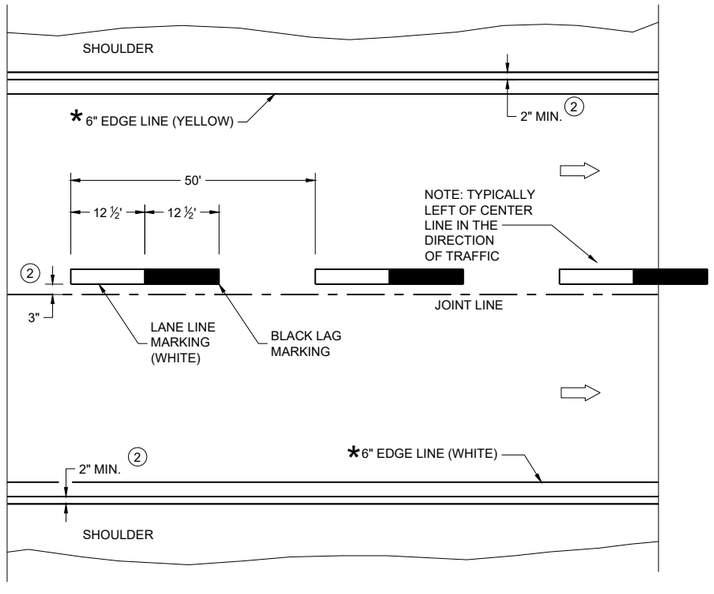
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC

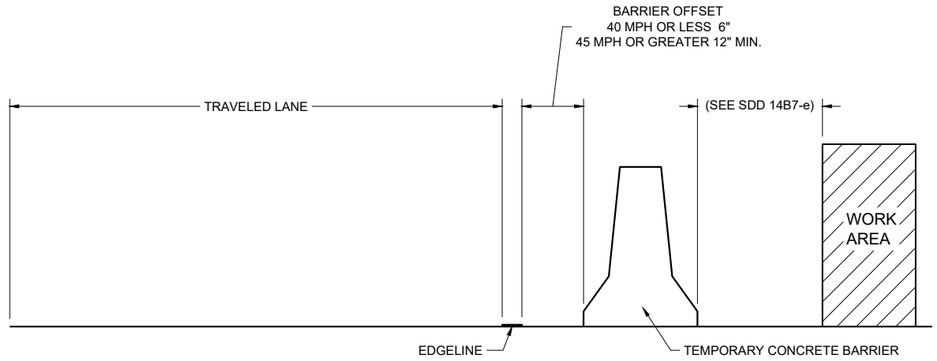


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	

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SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

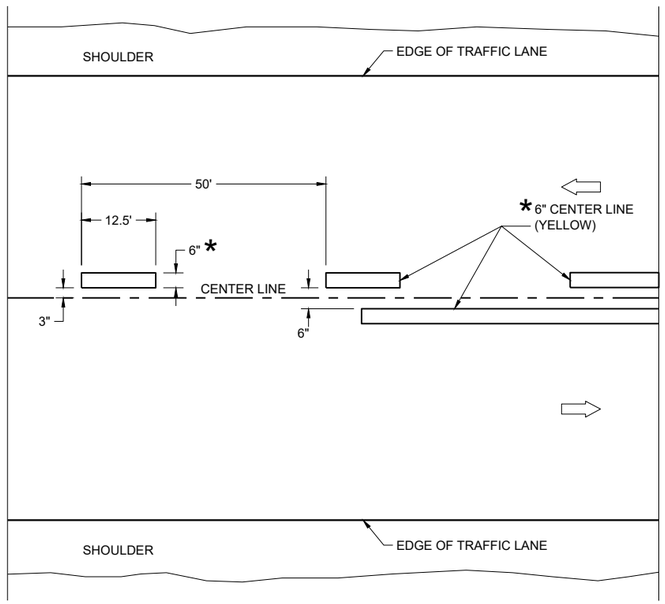
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

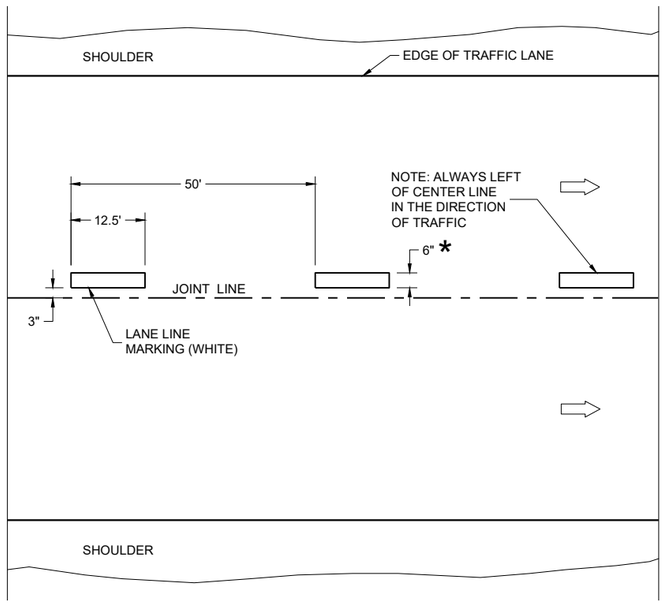
LEGEND

DIRECTION OF TRAFFIC

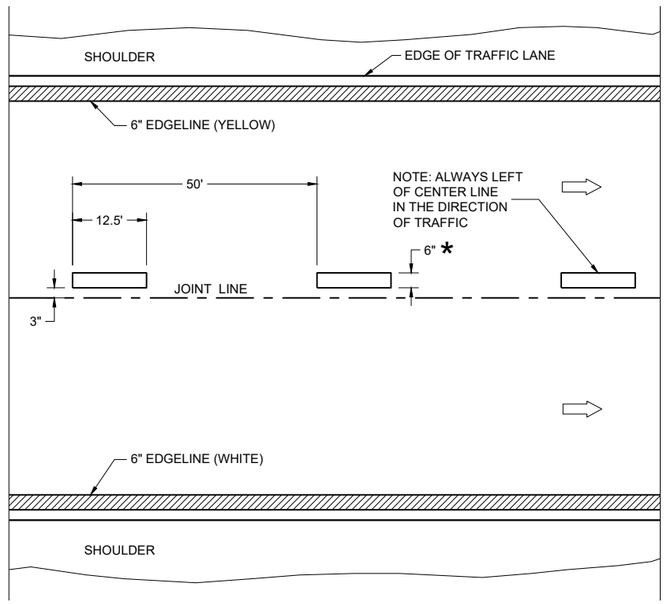
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C08-24b

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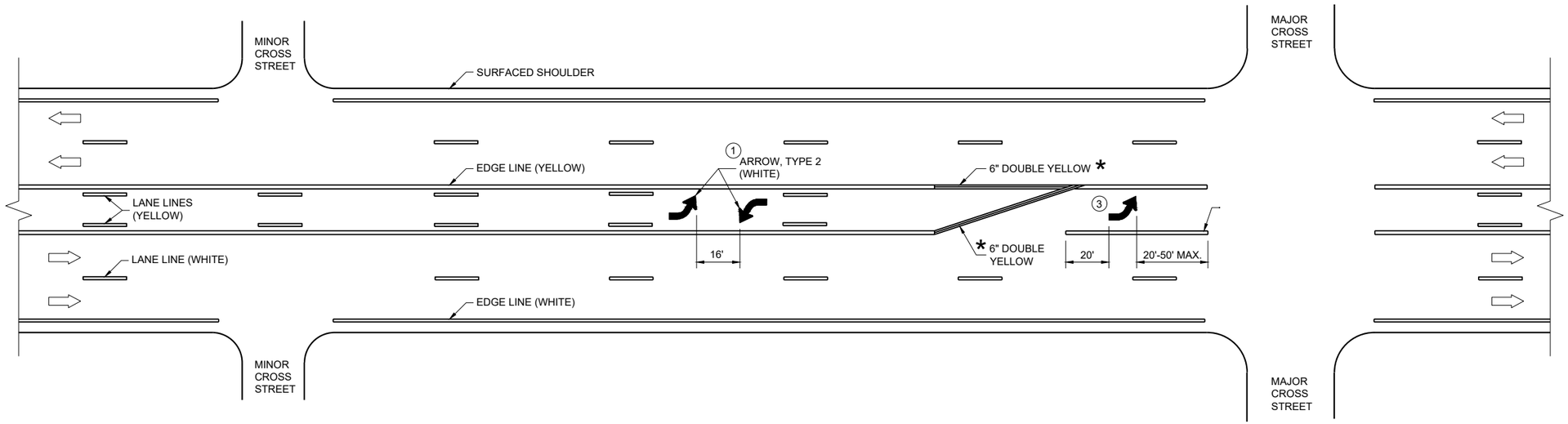
SDD 15C08-24b

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



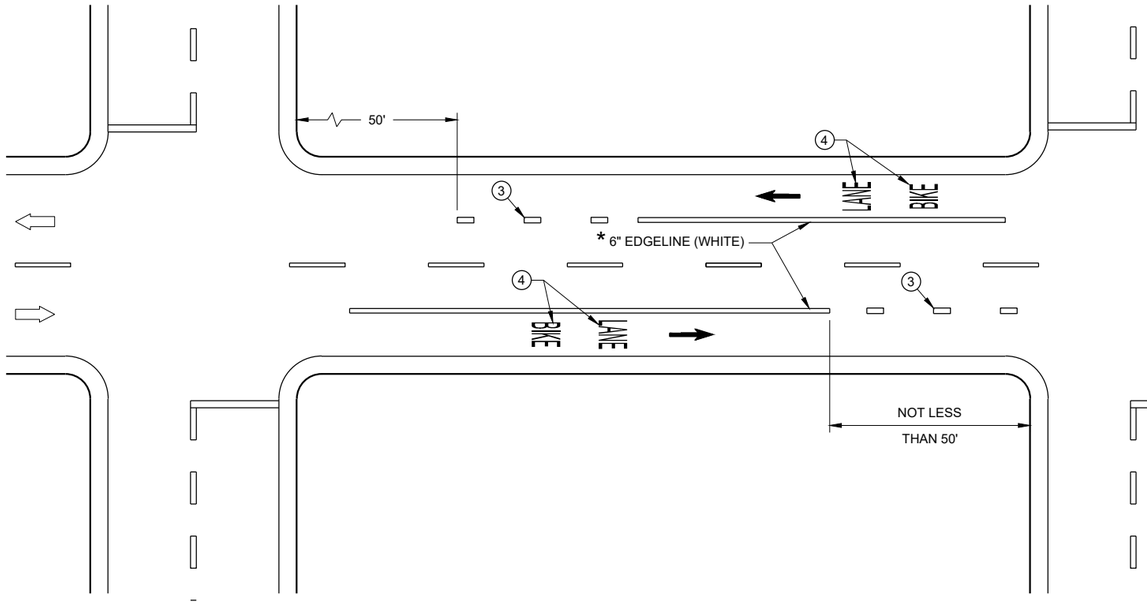
TWO WAY LEFT TURN LANE

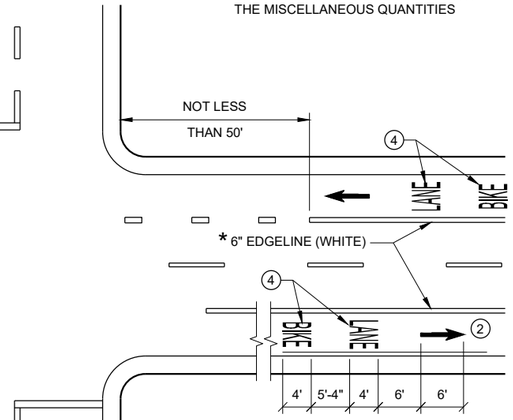
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-24c



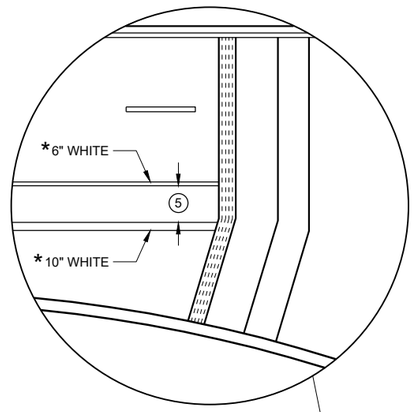


GENERAL NOTES

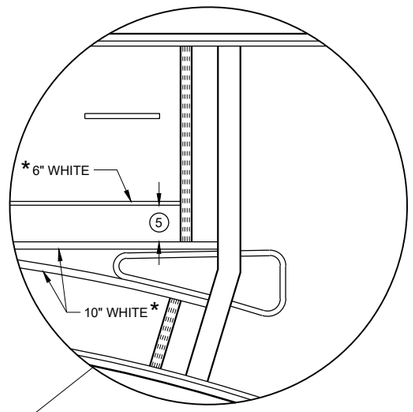
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

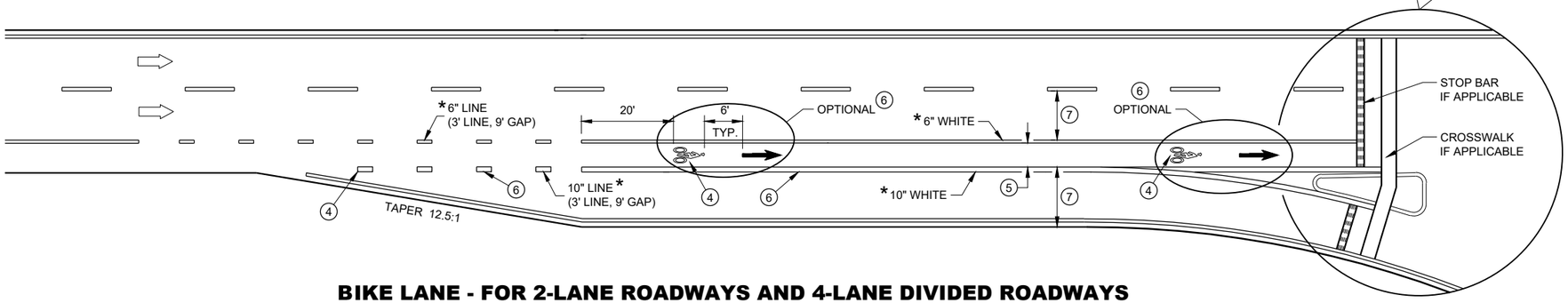
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER
FHWA

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SDD 15C29-08a

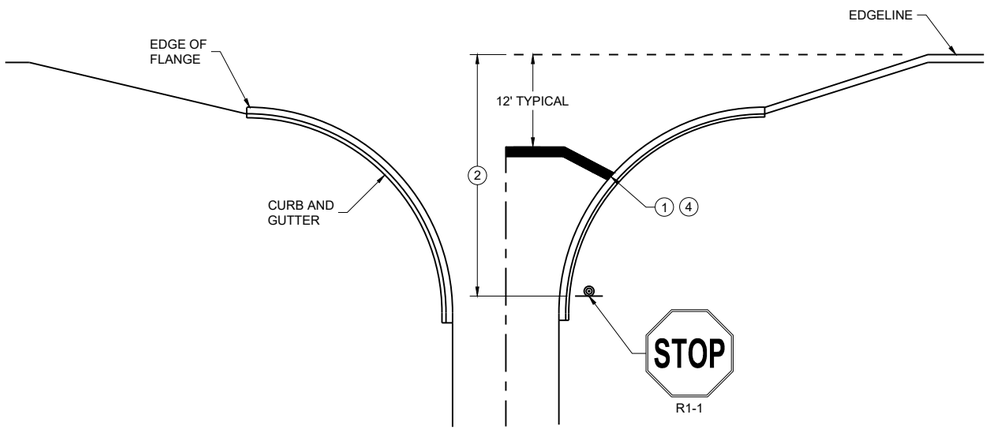
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SDD 15C29-08a

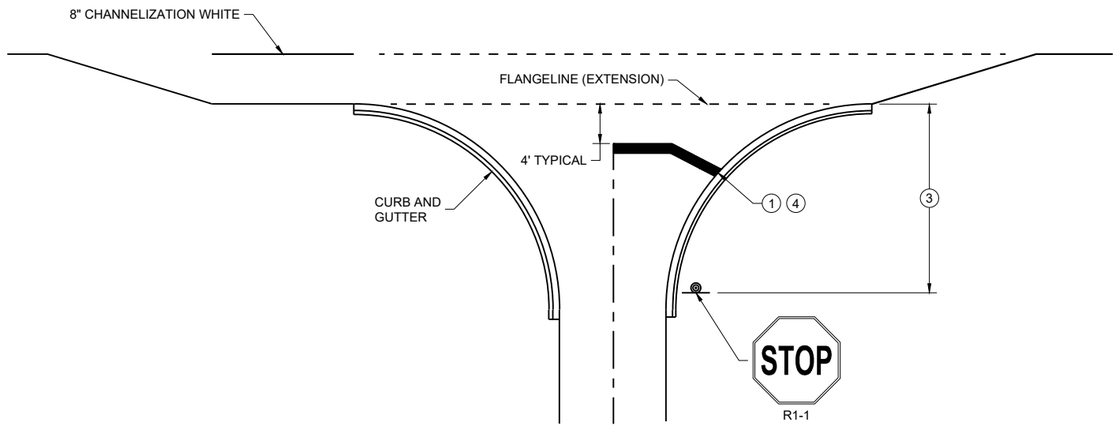
GENERAL NOTES

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

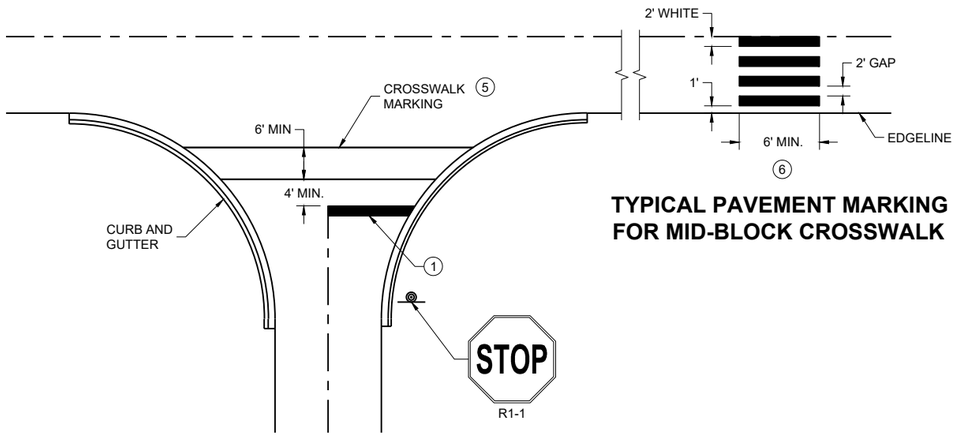
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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

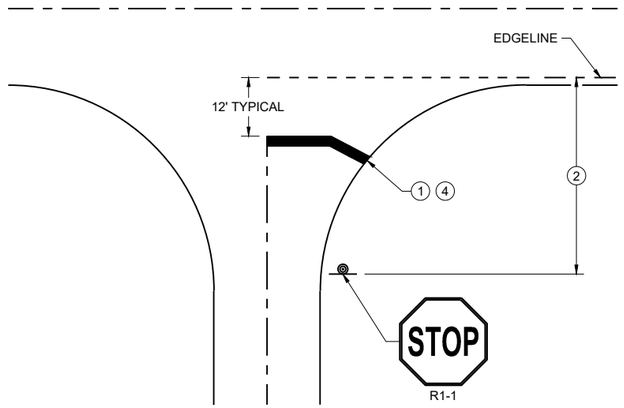


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

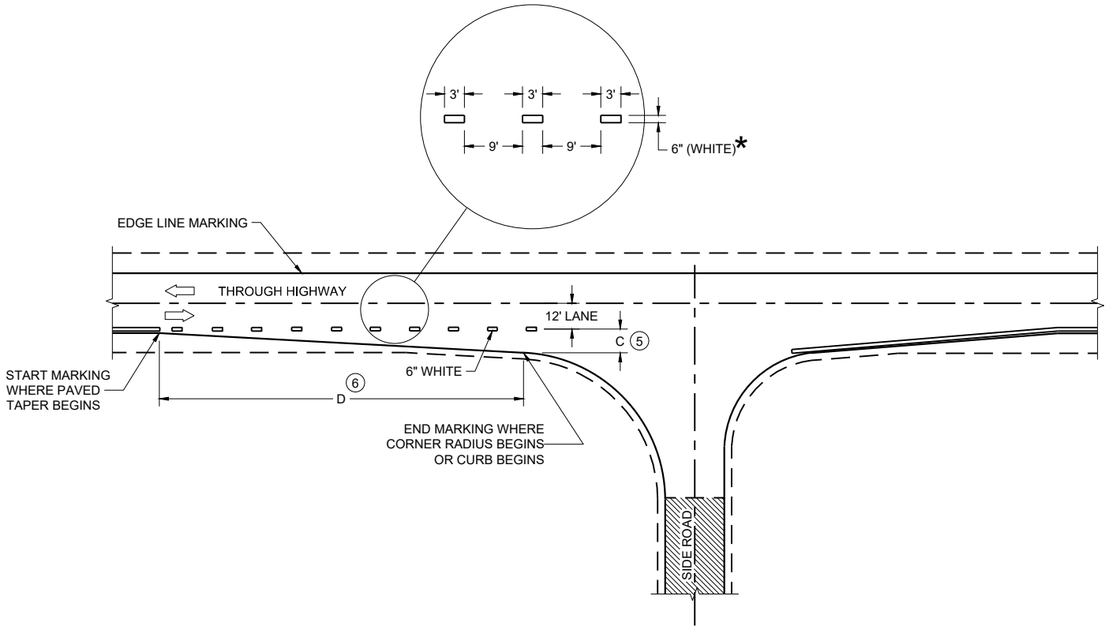
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

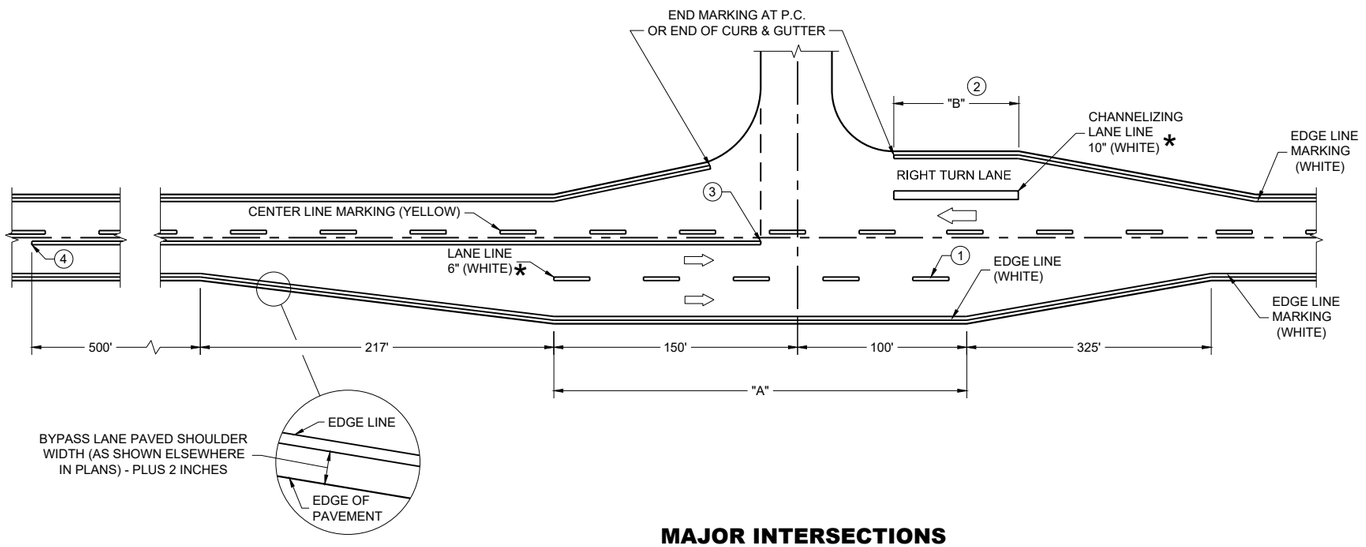
FHWA

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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

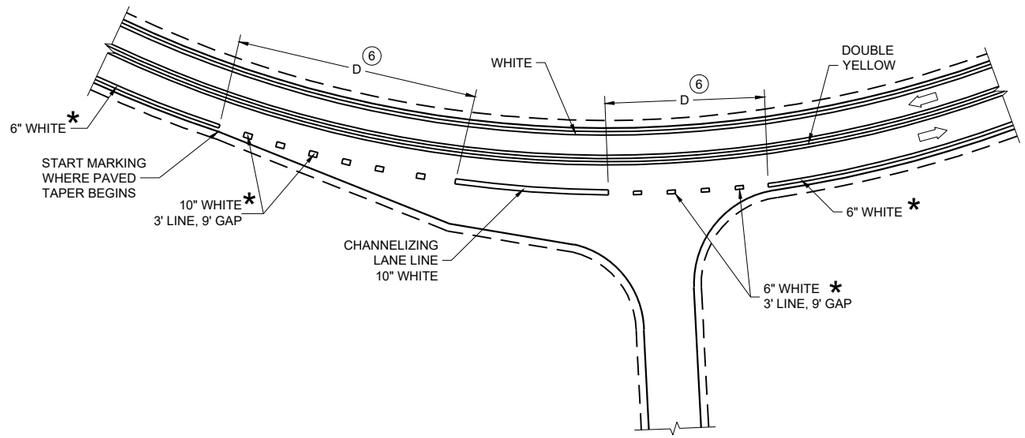
GENERAL NOTES

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
- 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.

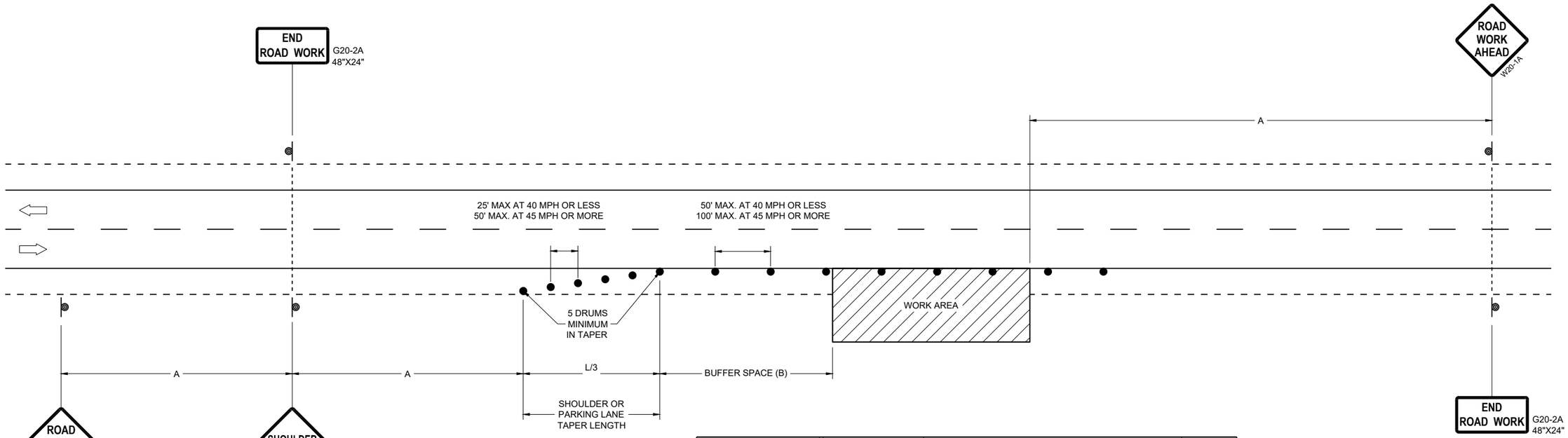
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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	155
30	200'	15	20	25	30	35	40	200
35	350'	20	27	34	40	47	54	250
40	350'	26	35	44	53	62	70	305
45	500'	45	59	74	89	104	119	360
50	500'	50	66	83	99	116	132	425
55	500'	54	73	91	109	127	145	495

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

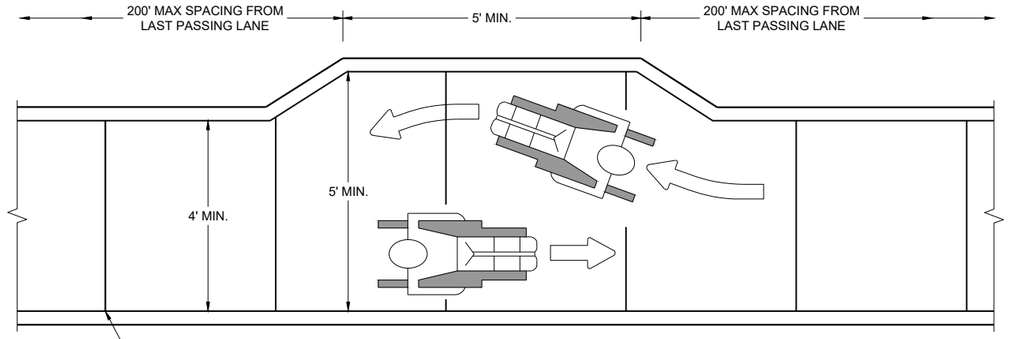
FHWA

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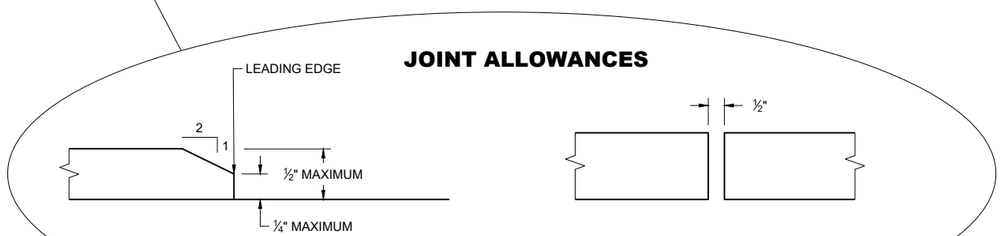
SDD 15D28-05

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SDD 15D28-05



NARROW SIDEWALK PASSING DETAIL



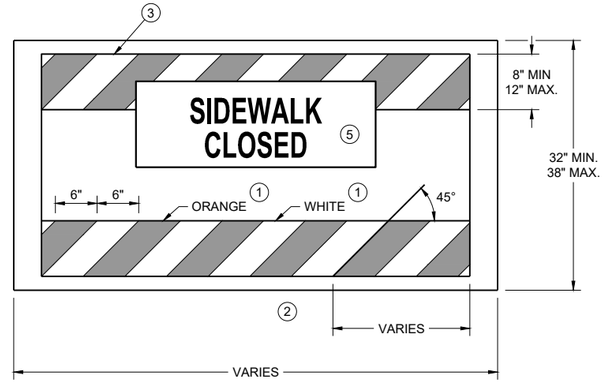
MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

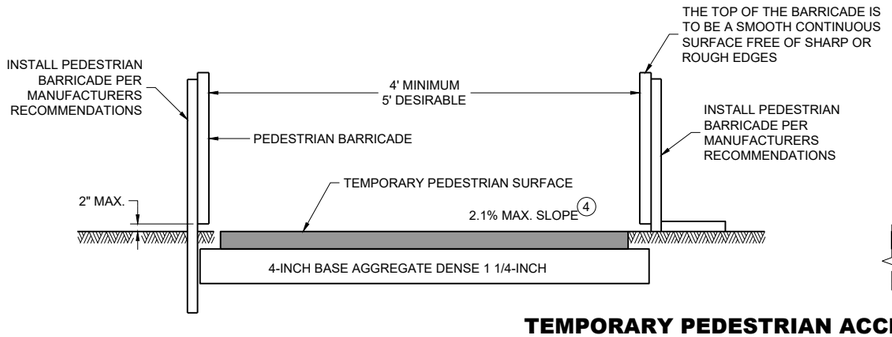
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

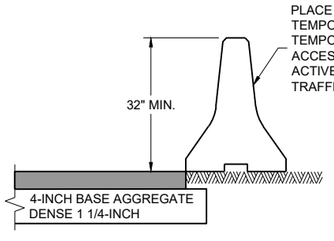
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

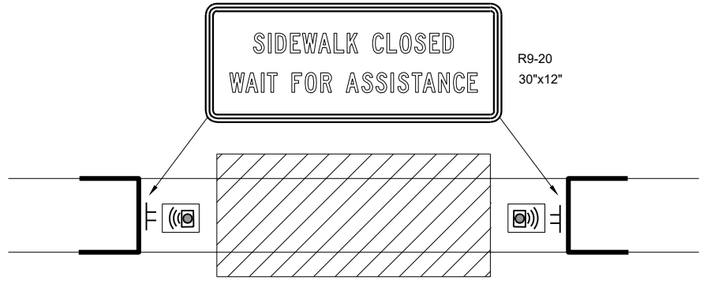


TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS





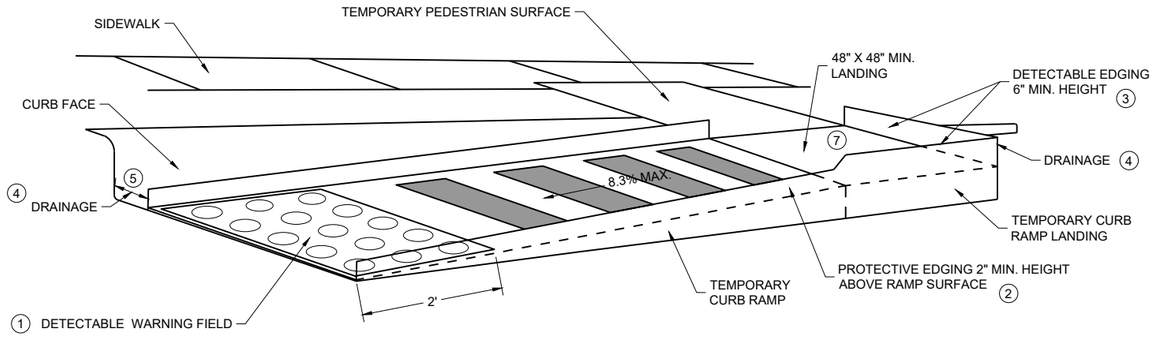
TEMPORARY PEDESTRIAN FLAGGING

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW

GENERAL NOTES

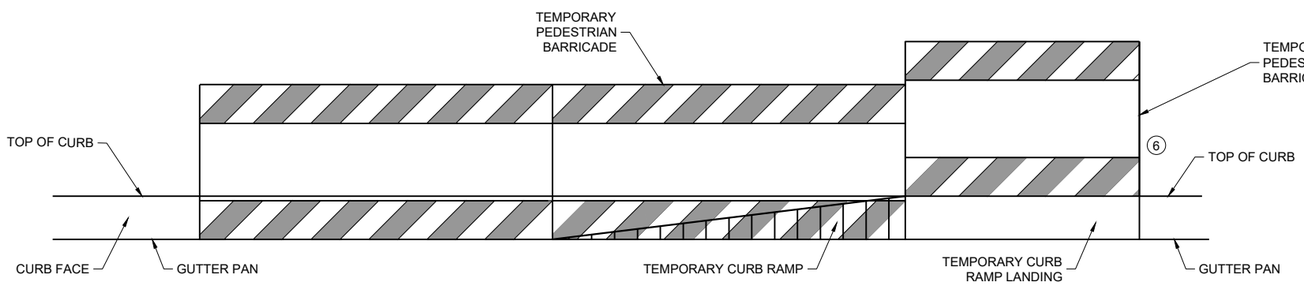
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

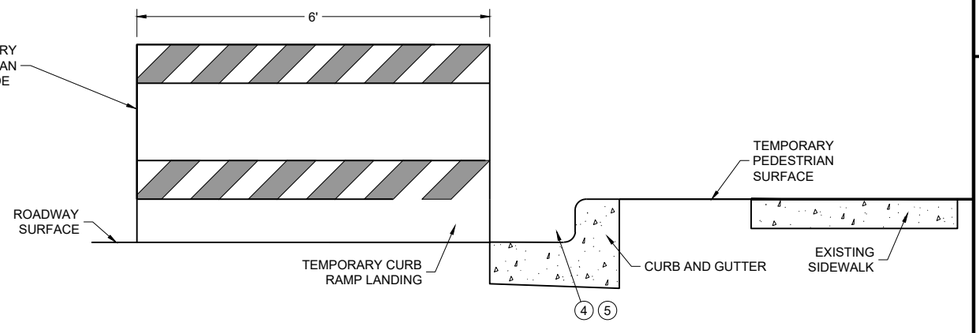
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

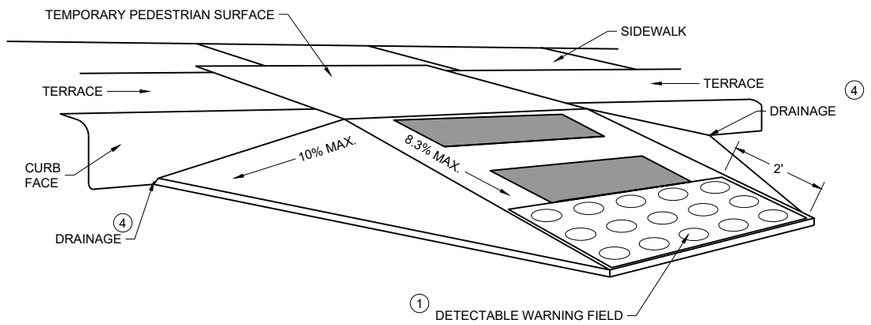
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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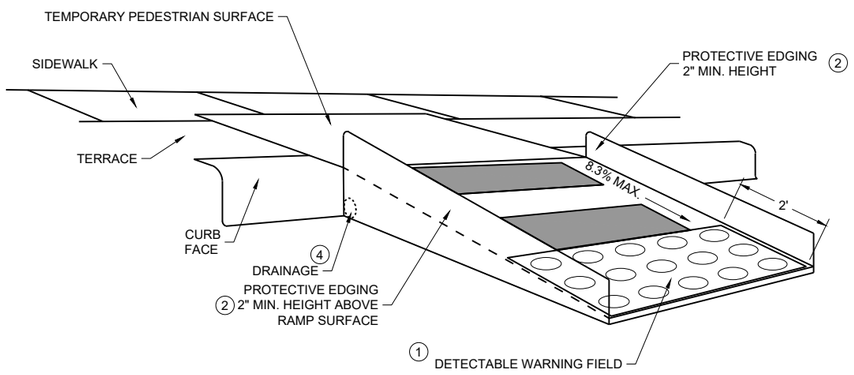
SDD 15D30-12b

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SDD 15D30-12b



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 1:48 (2.1%) 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

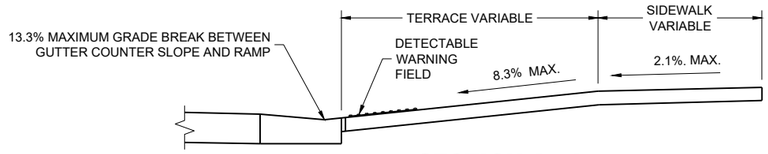
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

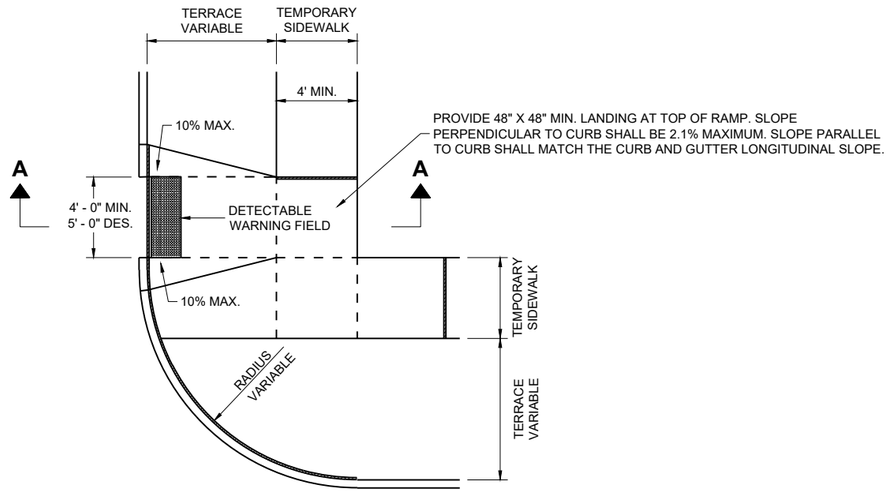
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



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

6

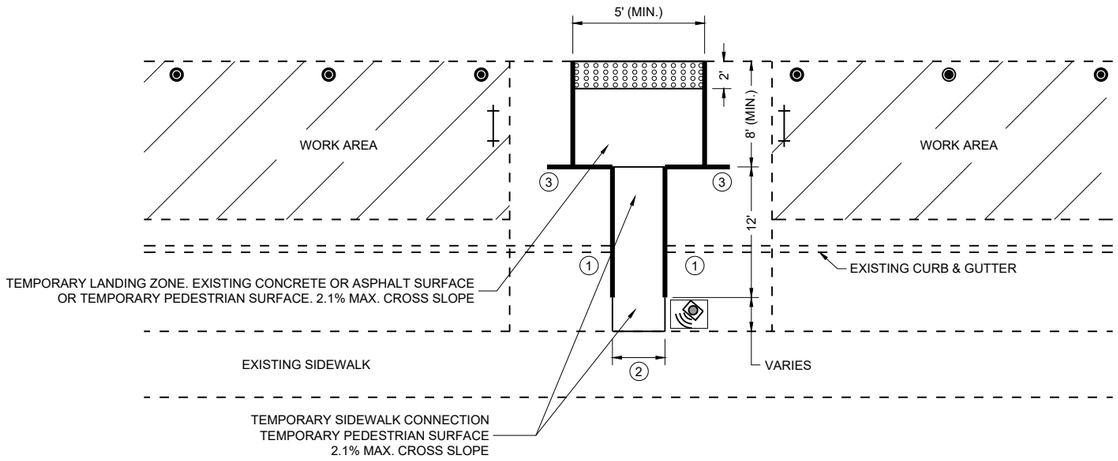
SDD 15D30-12d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

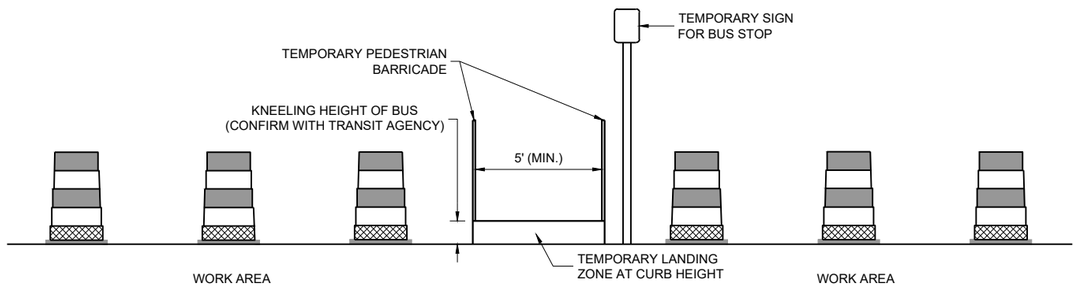
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12d



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 1:48 (2.1%) 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

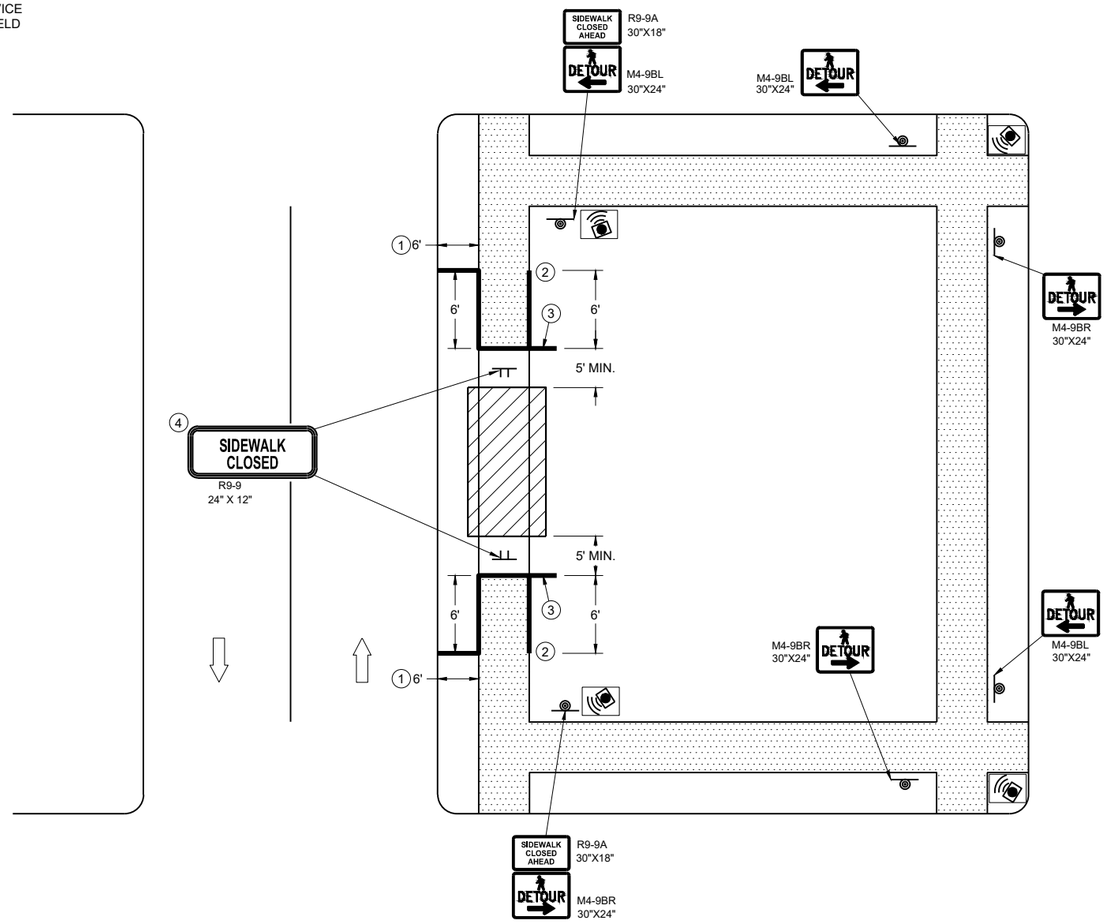
SDD 15D30-12e

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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

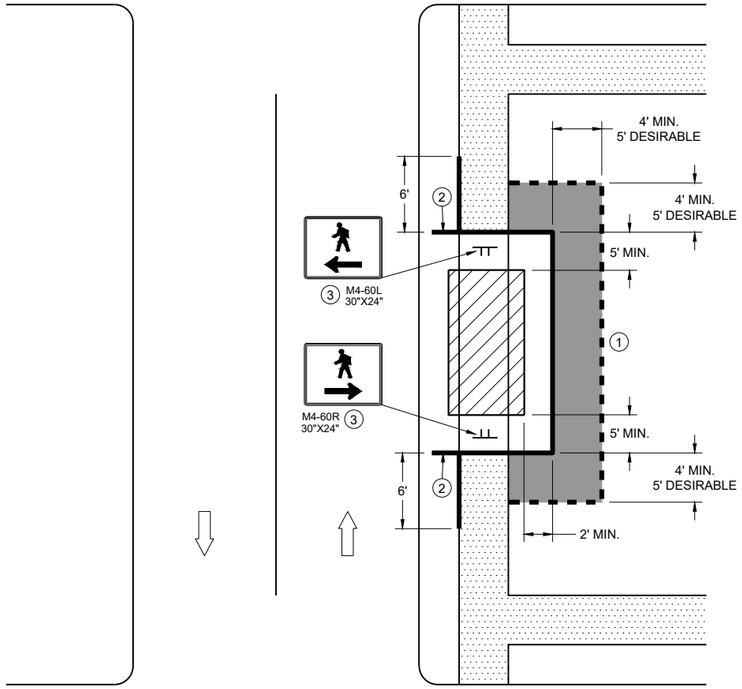
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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 BYPASS
SINGLE SIDE

6

SDD 15D30-12g

6

SDD 15D30-12g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

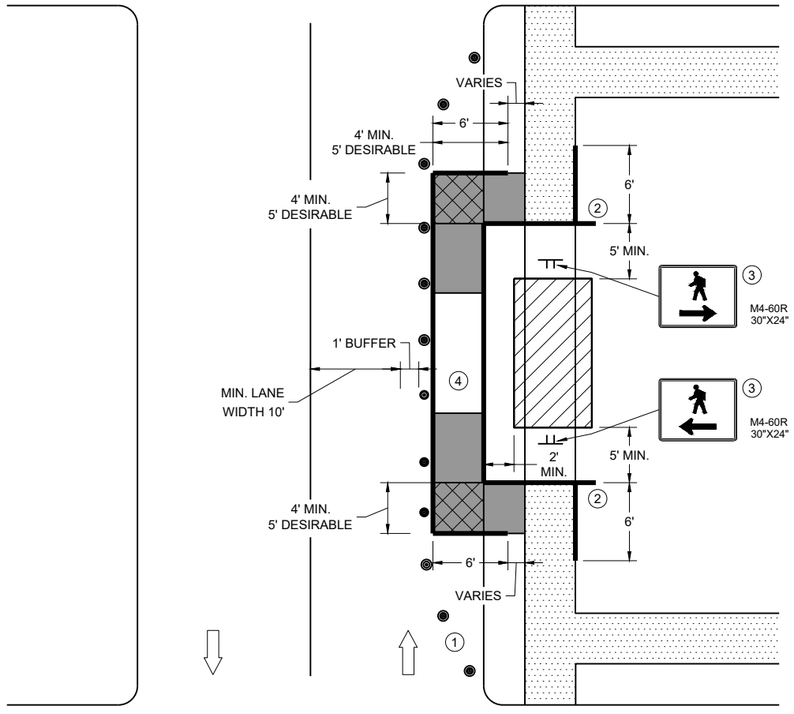
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(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 SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

6

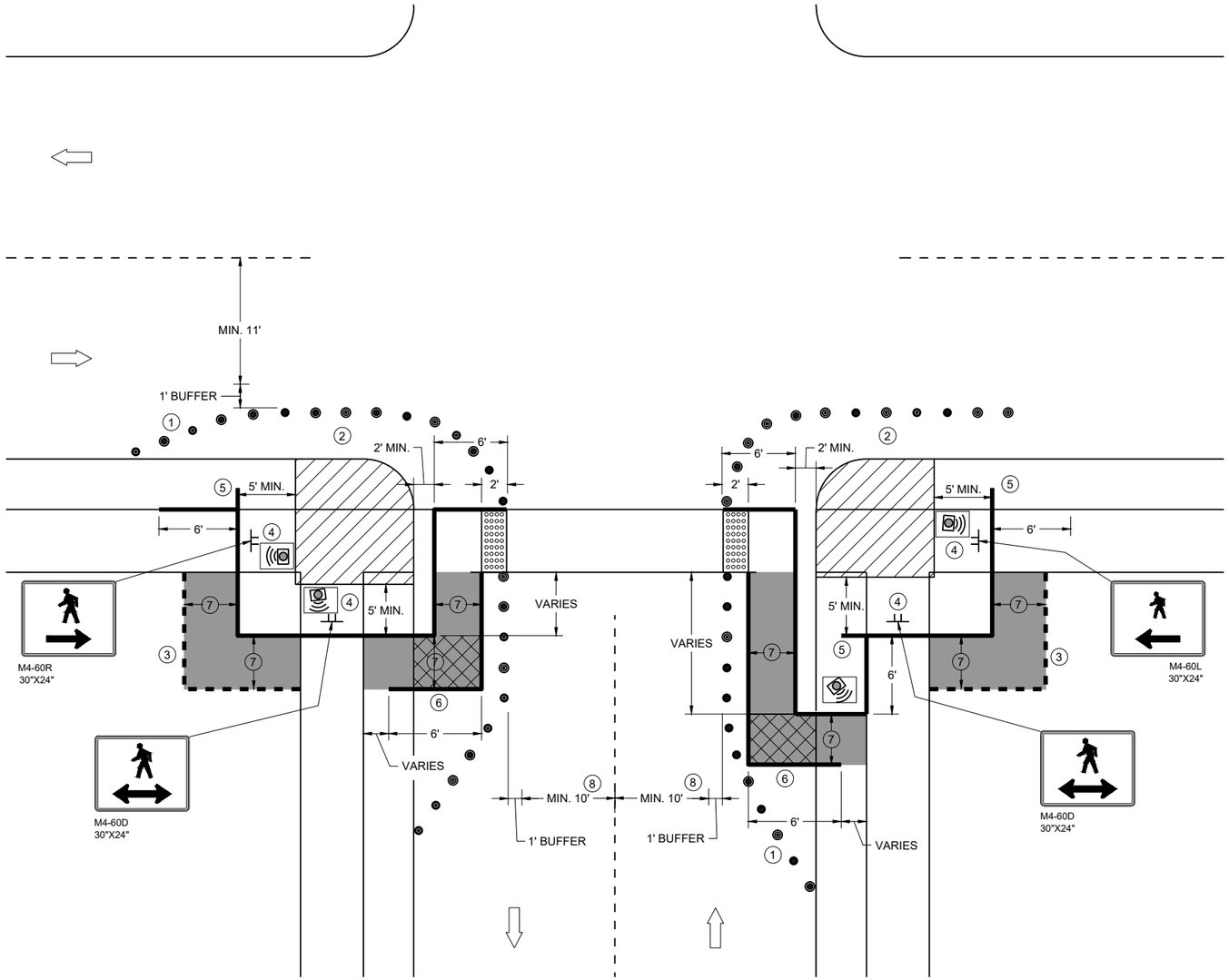
SDD 15D30-12h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12h



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.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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.

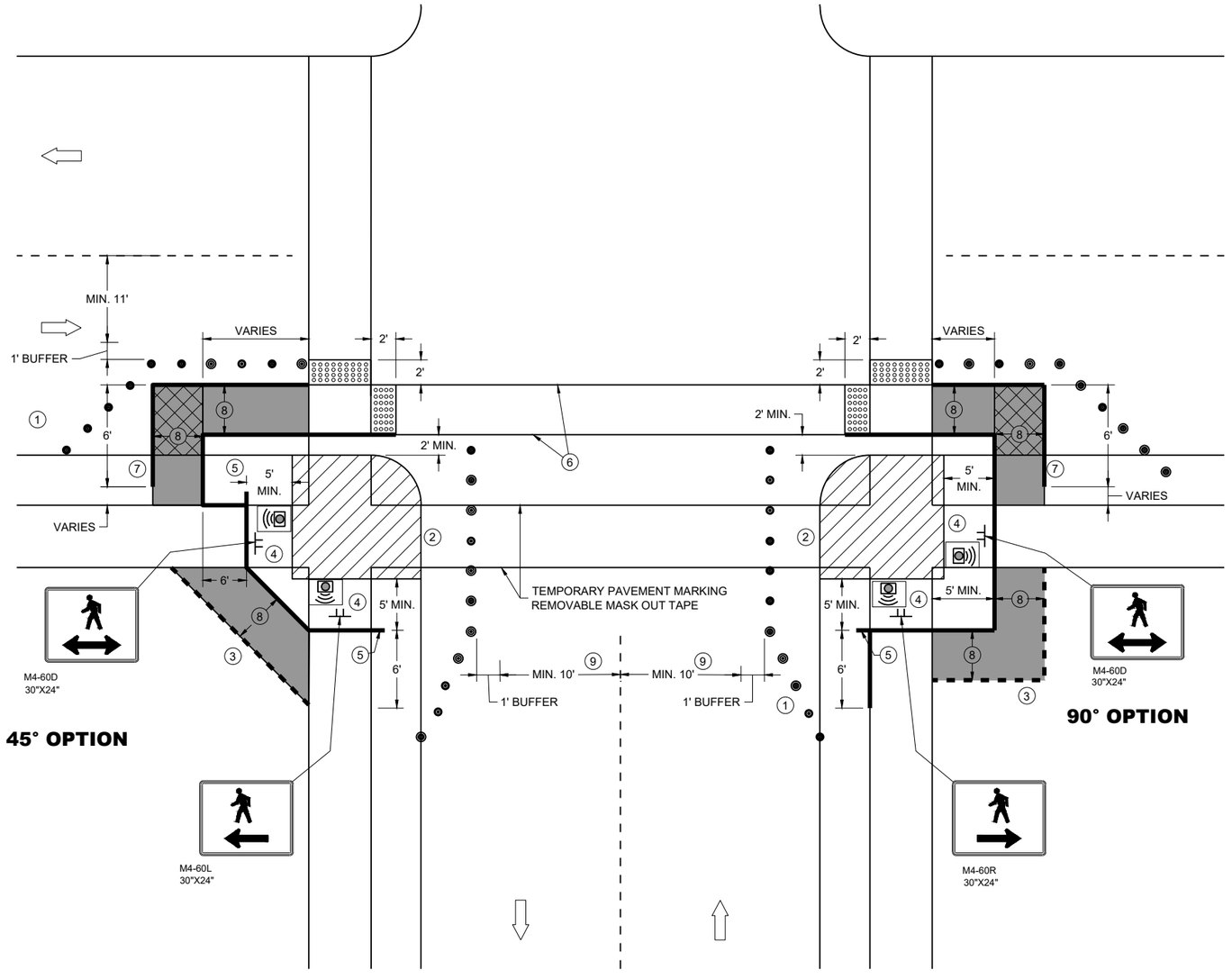
LEGEND

- 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12i



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.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12j

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

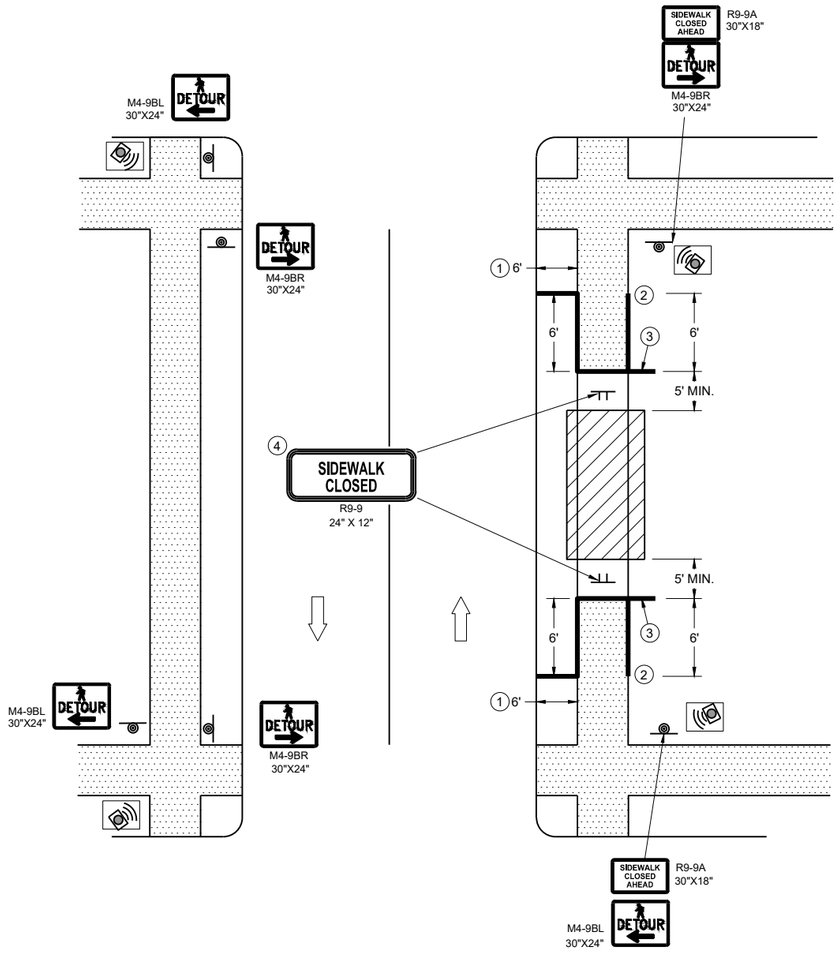
UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC

TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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.

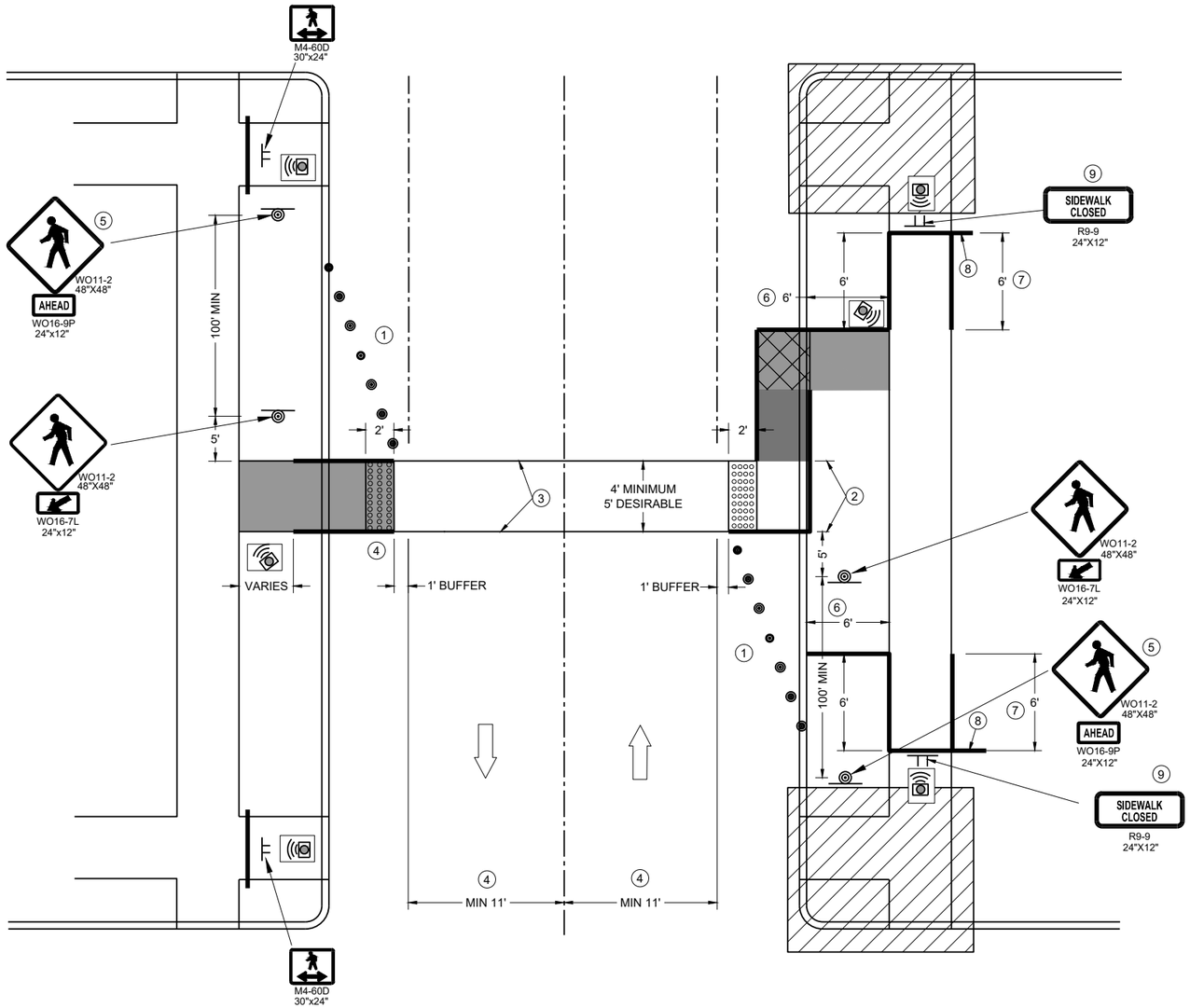
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN 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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

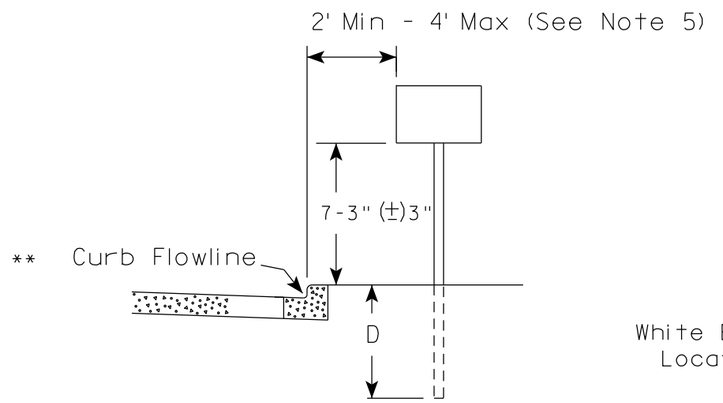
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

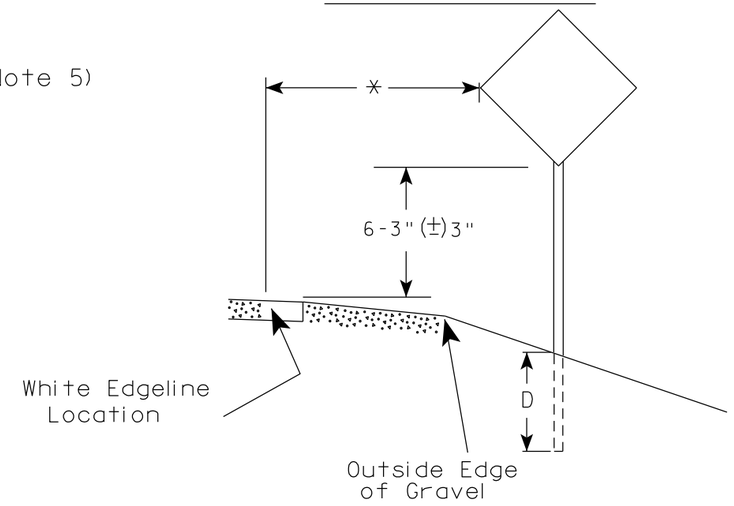
FHWA

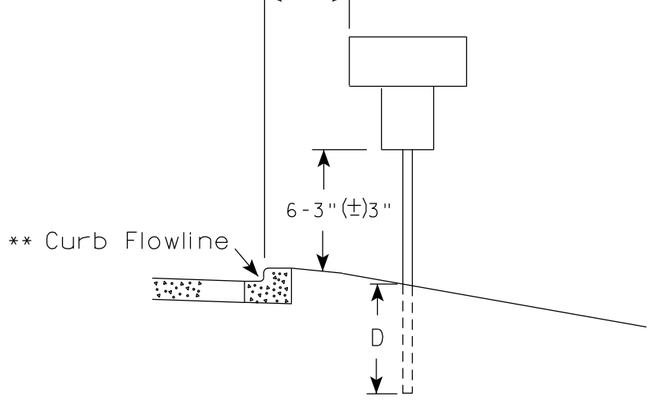
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SDD 15D30-12I

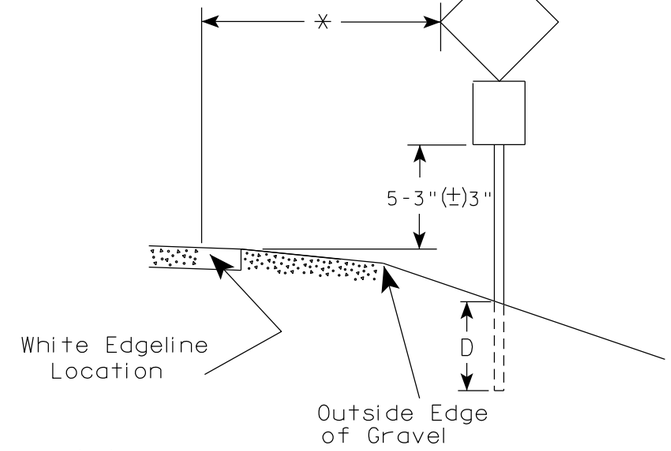
URBAN AREA



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.

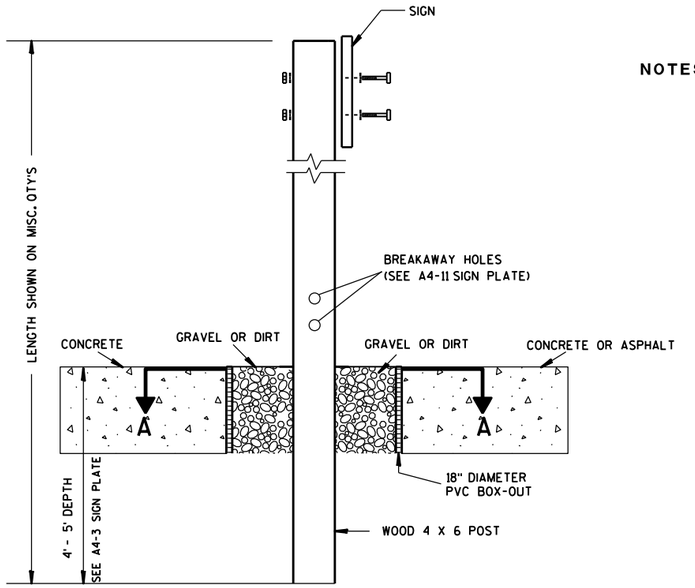
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

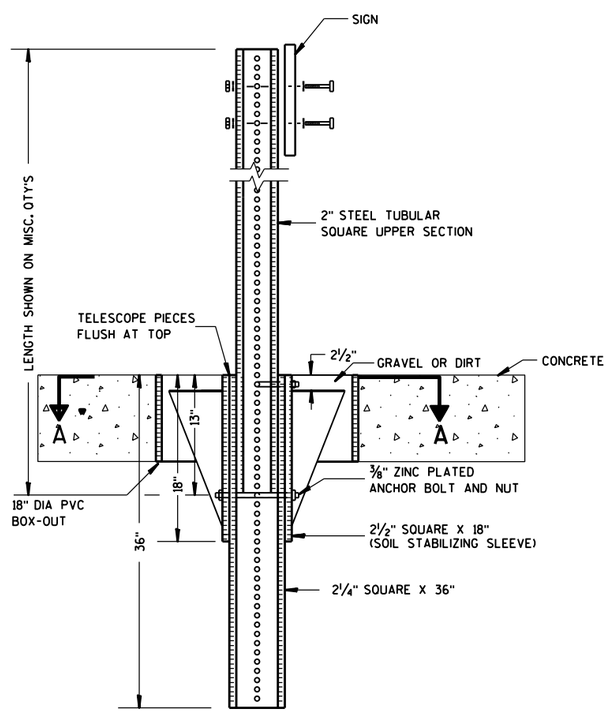
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 203	E



ELEVATION VIEW

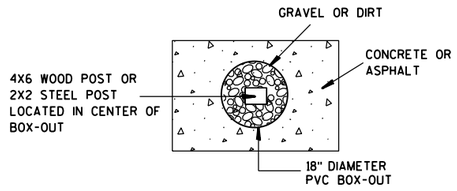
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

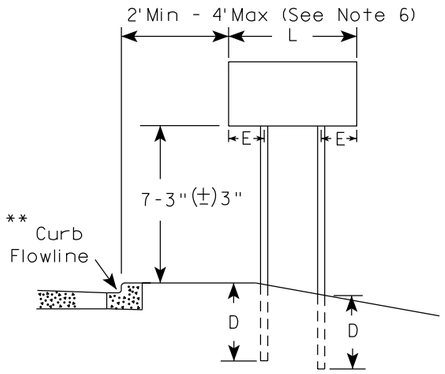
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

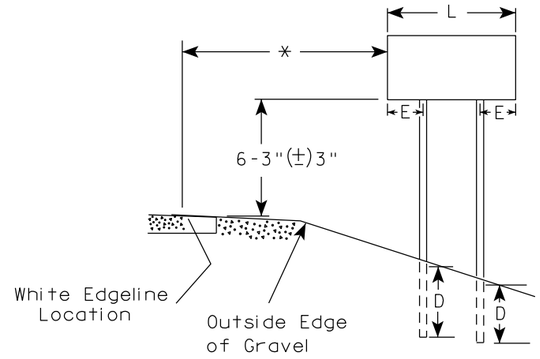
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

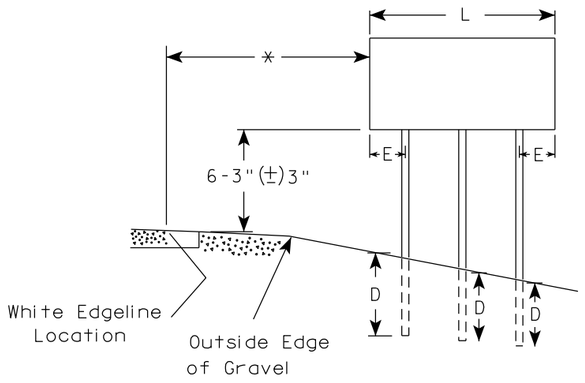
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

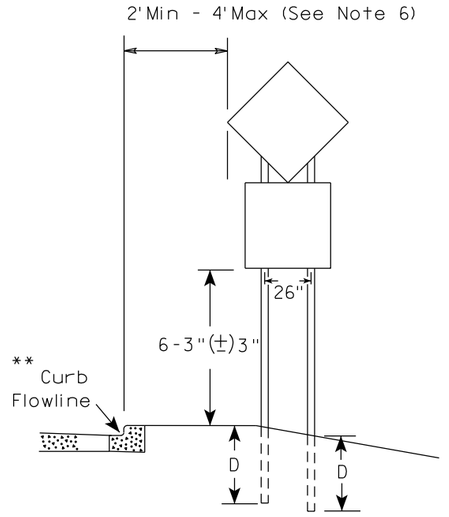
URBAN AREA



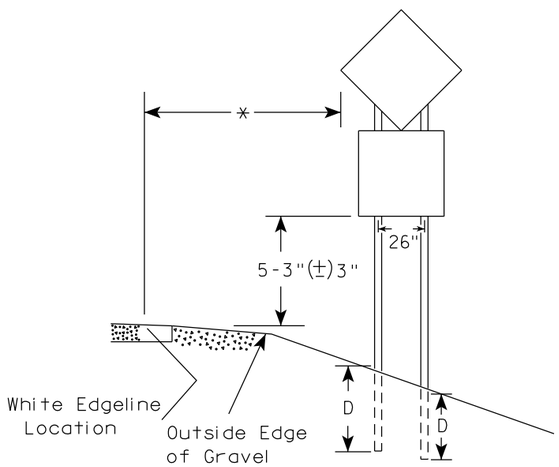
RURAL AREA (See Note 3)







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'

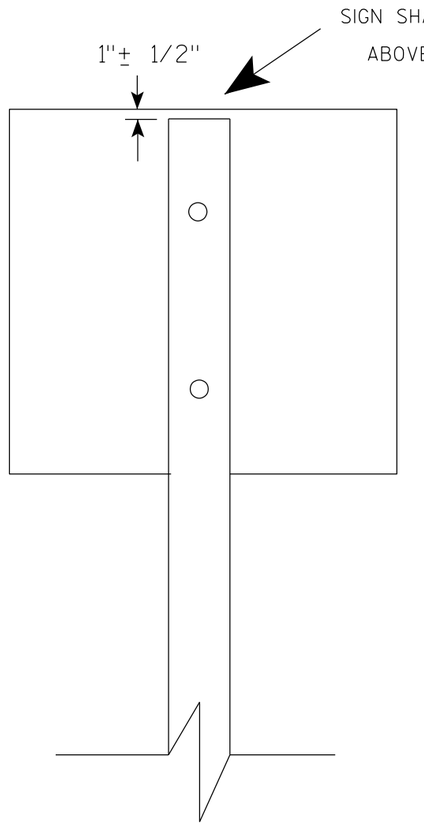
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

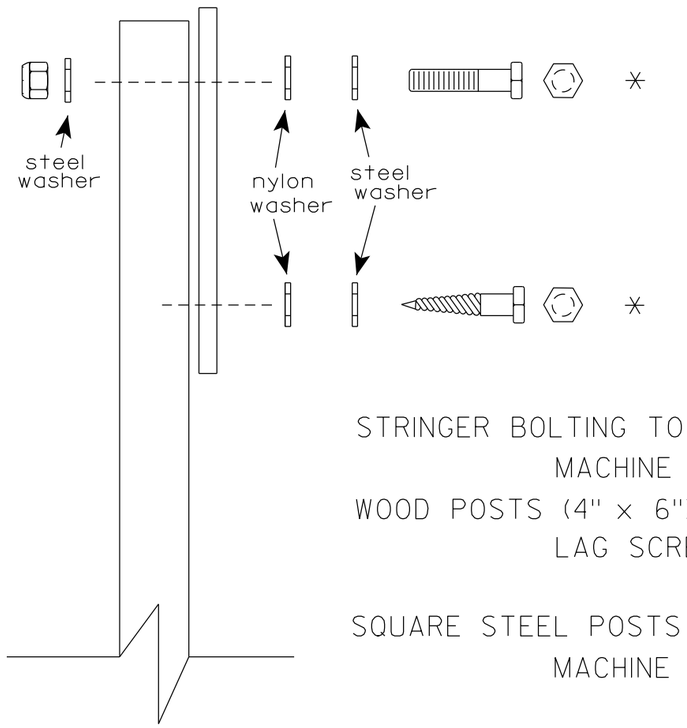
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 205	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

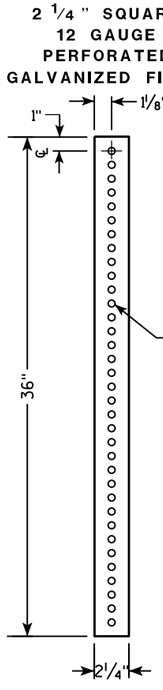
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

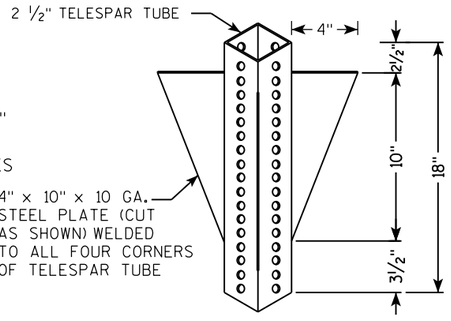
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

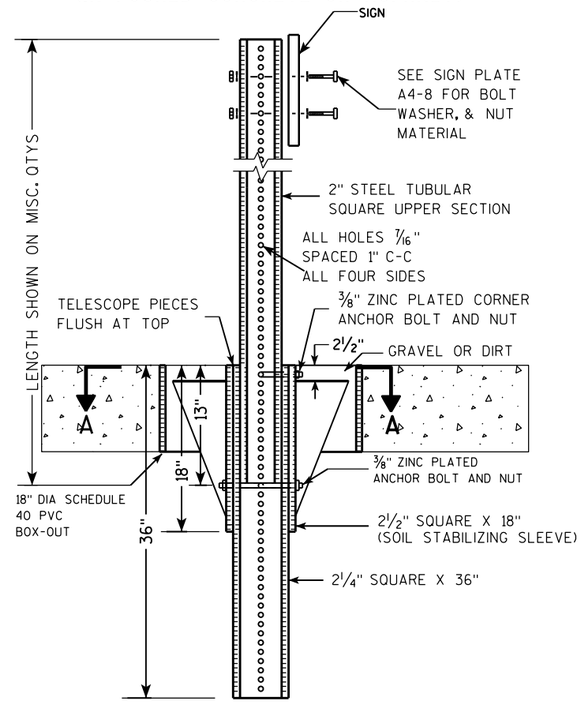
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



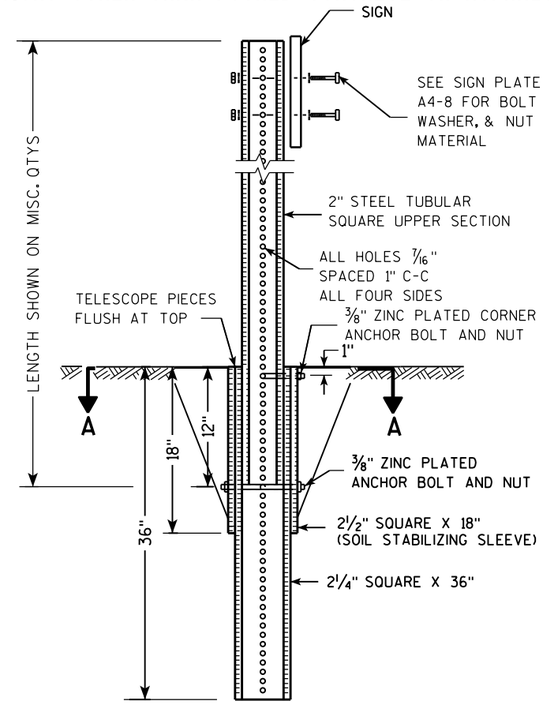
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

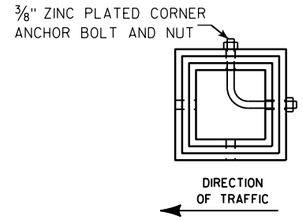


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

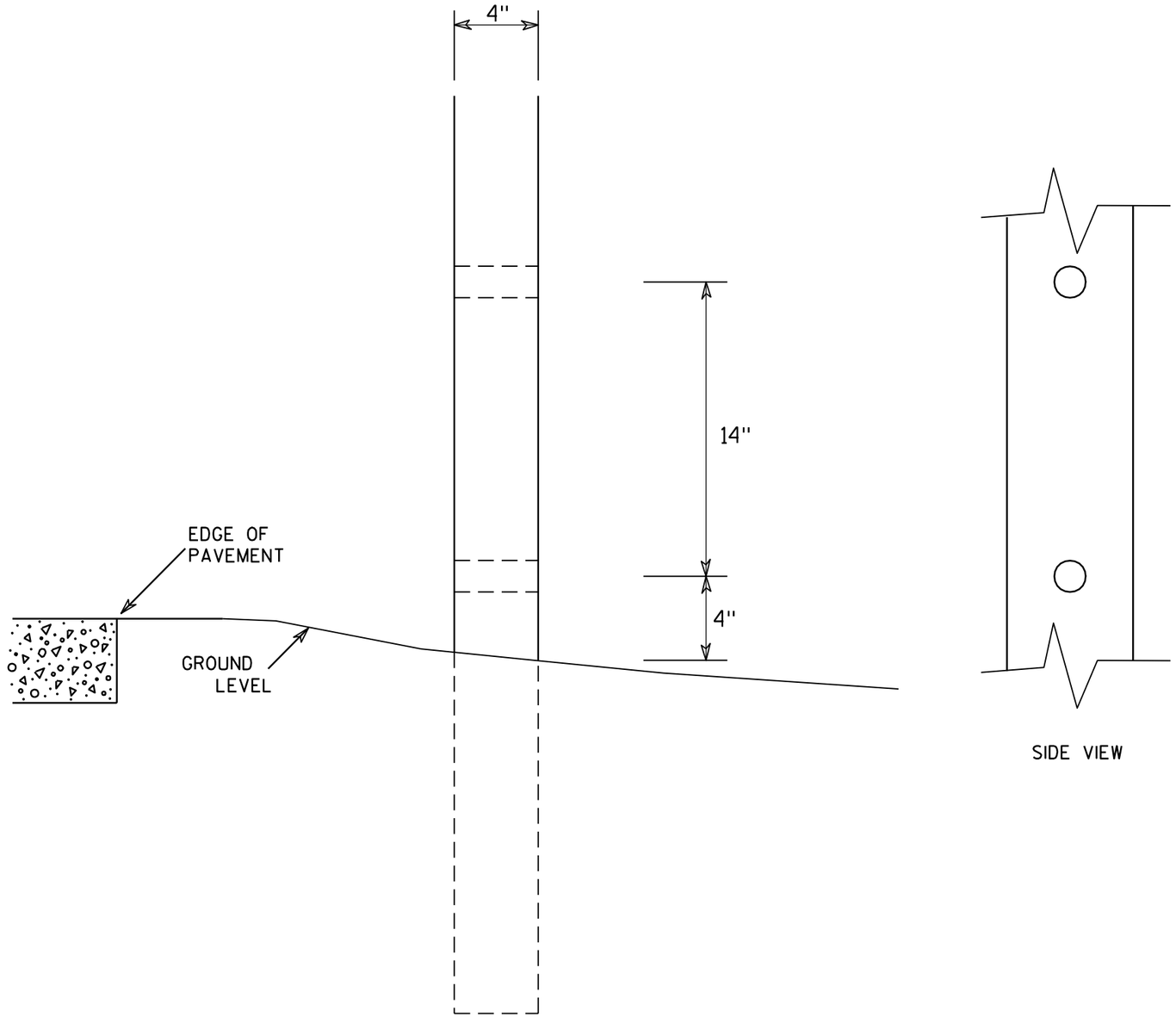
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 207 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

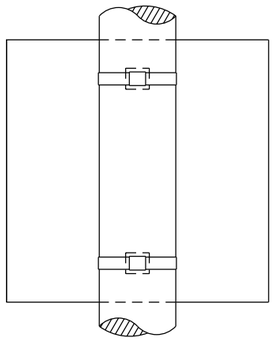
APPROVED Chester J Spang for State Traffic Engineer

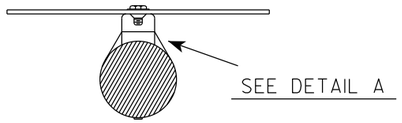
DATE 3/27/97 PLATE NO. A4-11.2

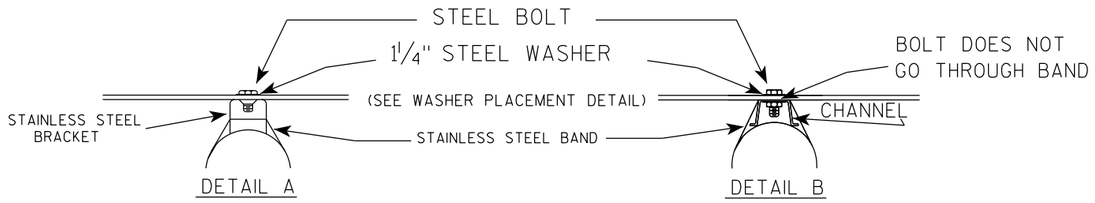
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 208	E

BANDING

SINGLE SIGN



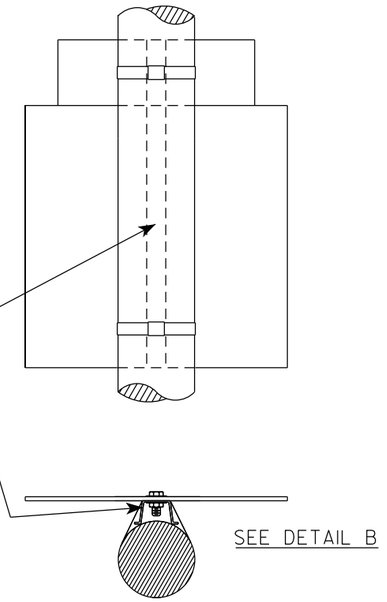




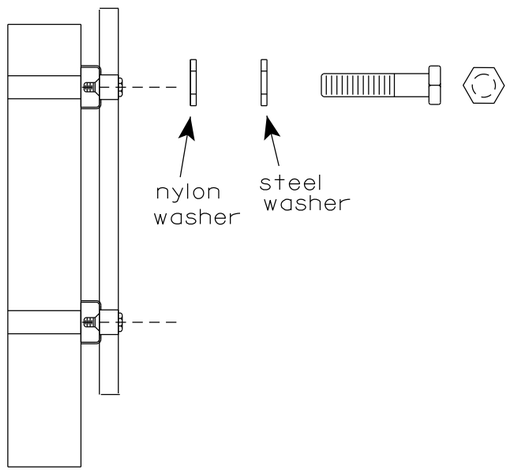
GENERAL NOTES

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

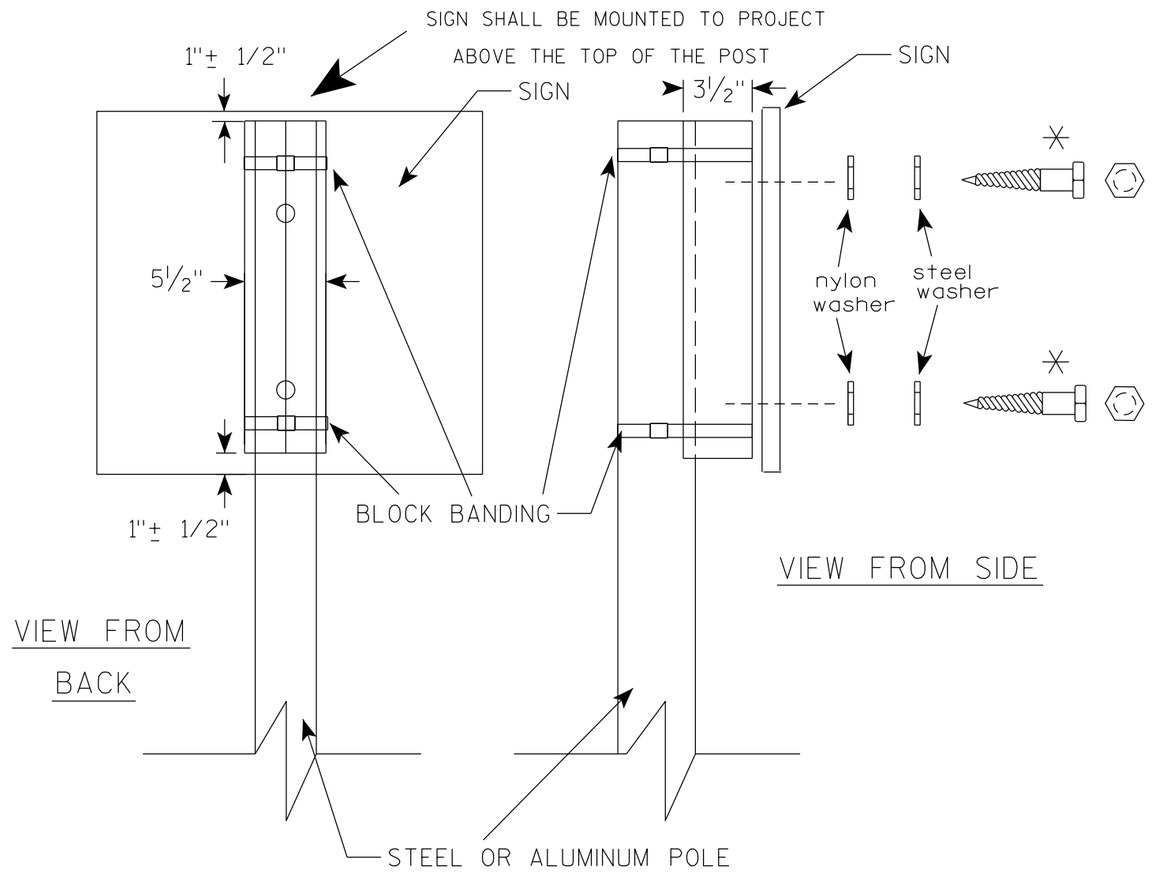
DATE 6/10/19 PLATE NO. A5-9.4

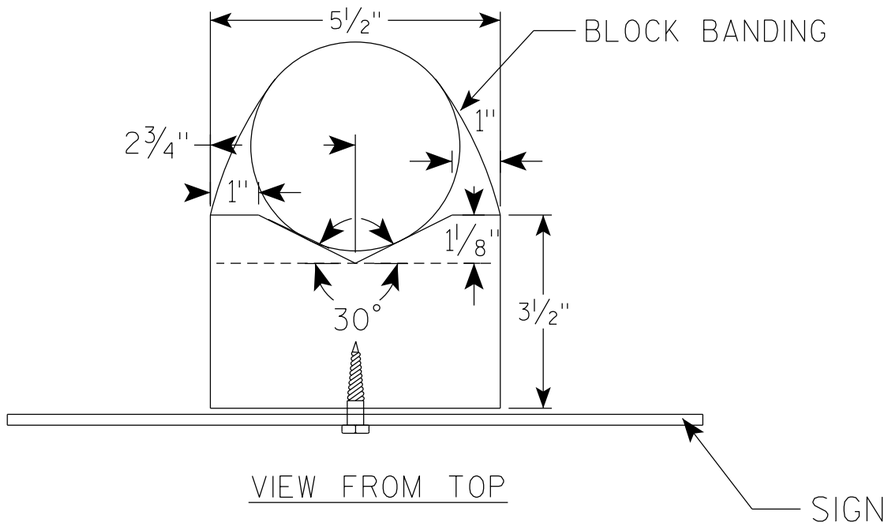
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 209	E

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)

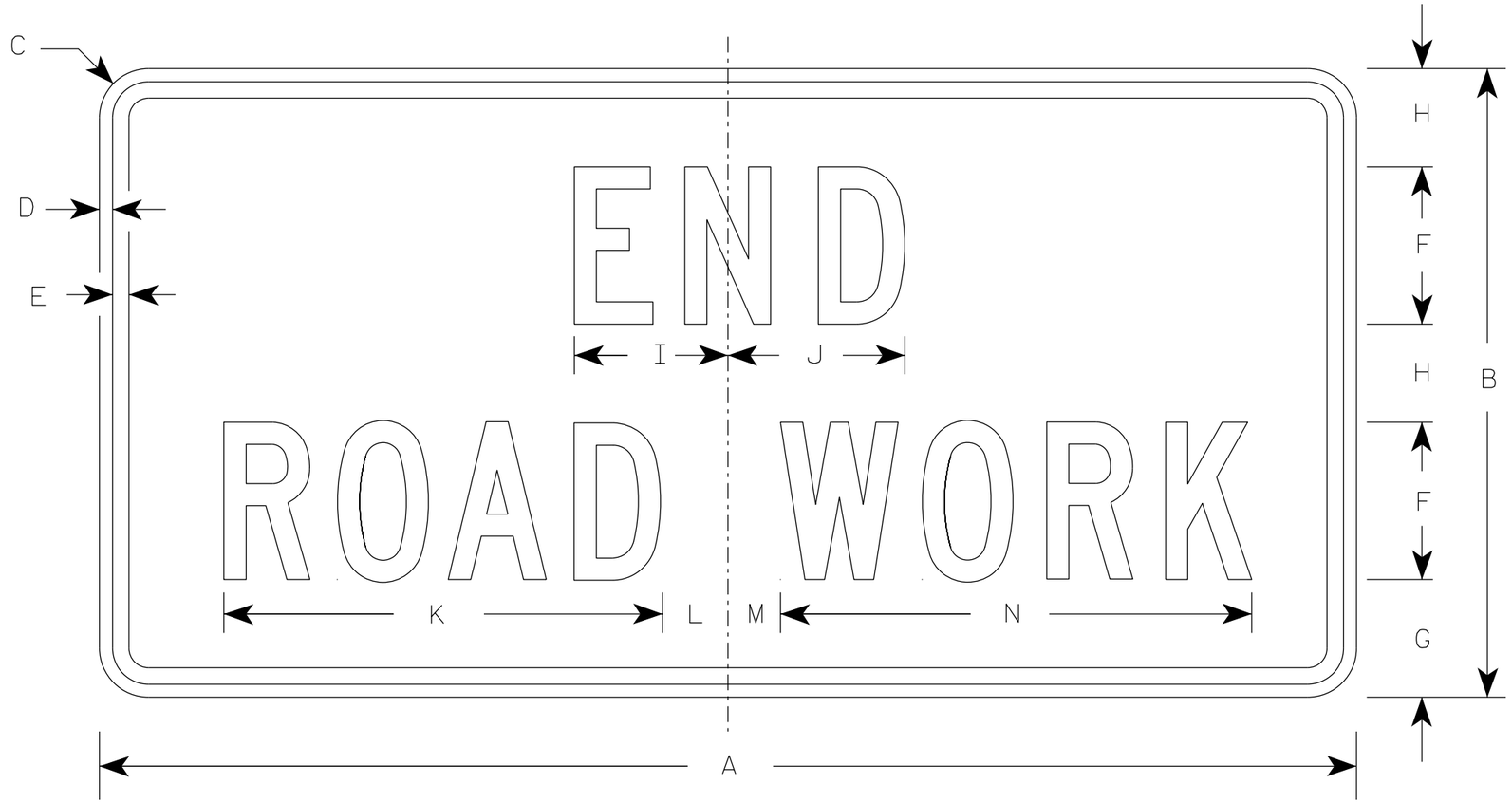
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 210 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

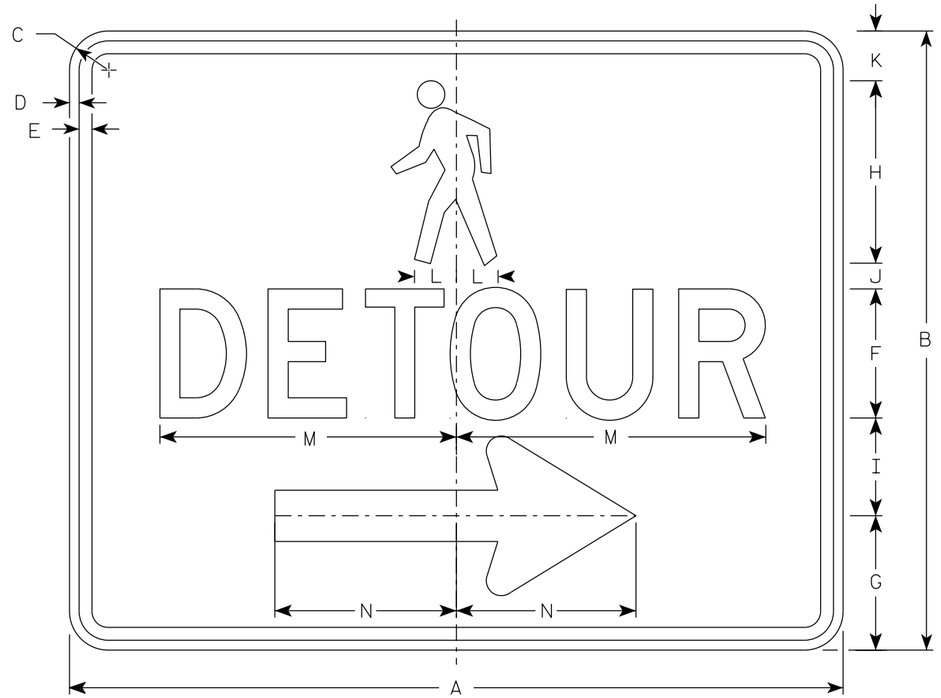
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

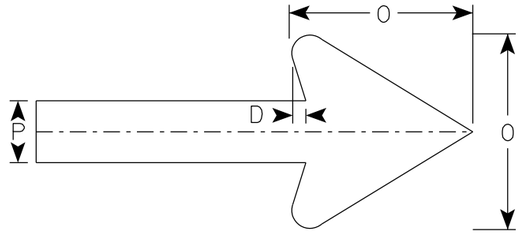
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G202A.dgn PLOT DATE : 26-JAN 2023 8:27 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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																											

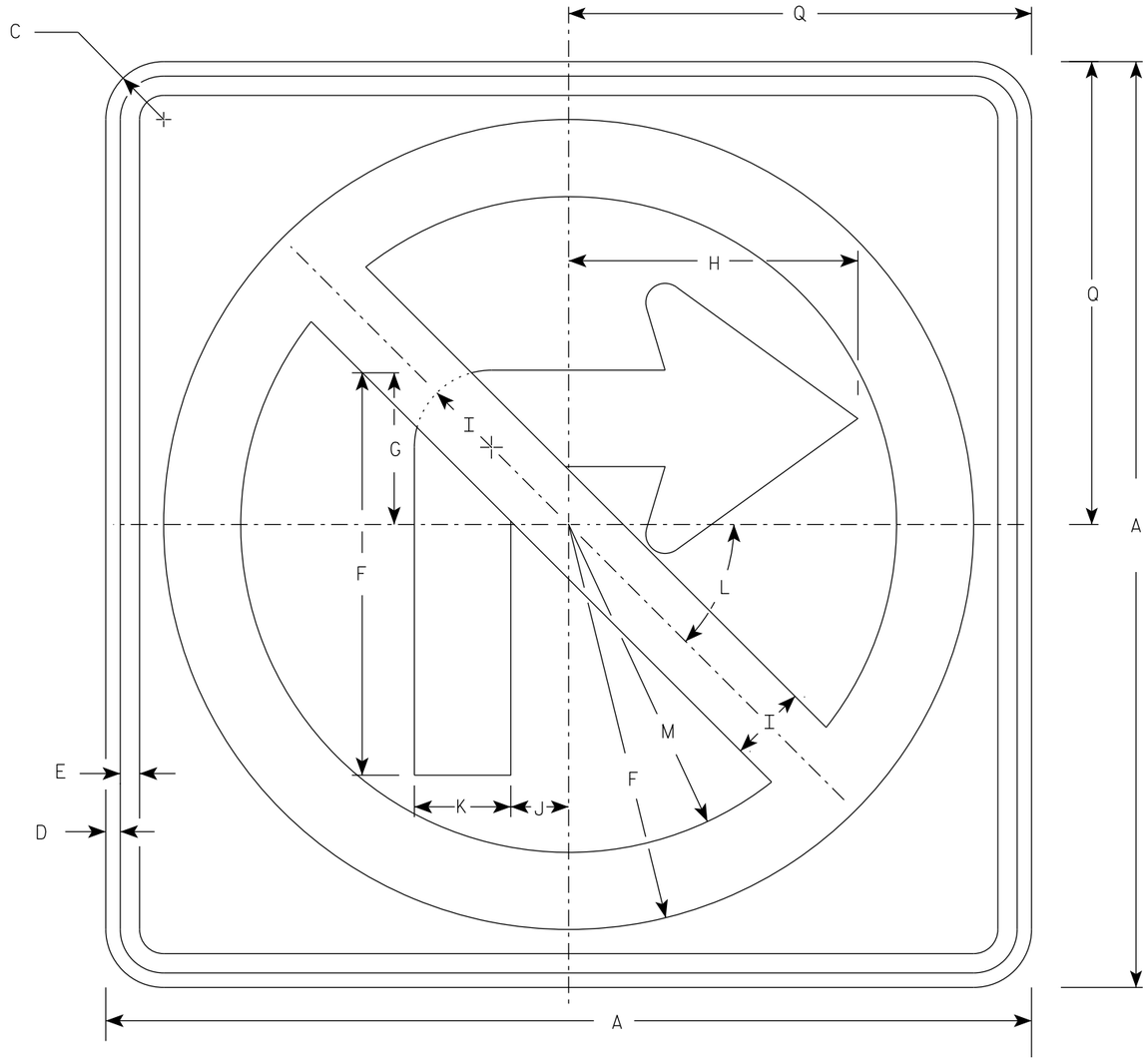
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

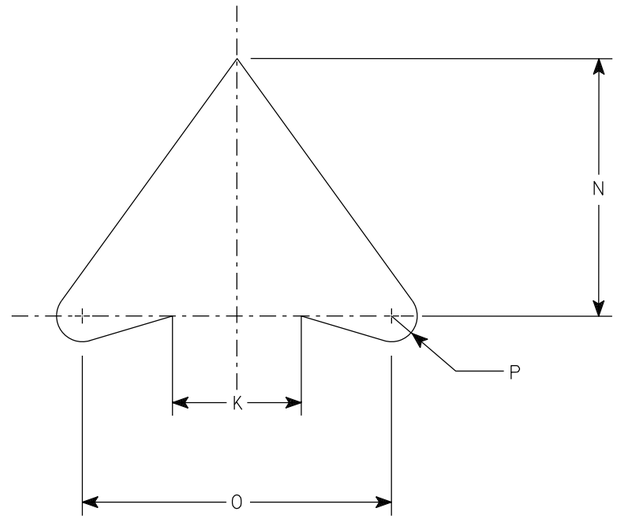
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 212 | E



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 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	12										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	12										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	18										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	18										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	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

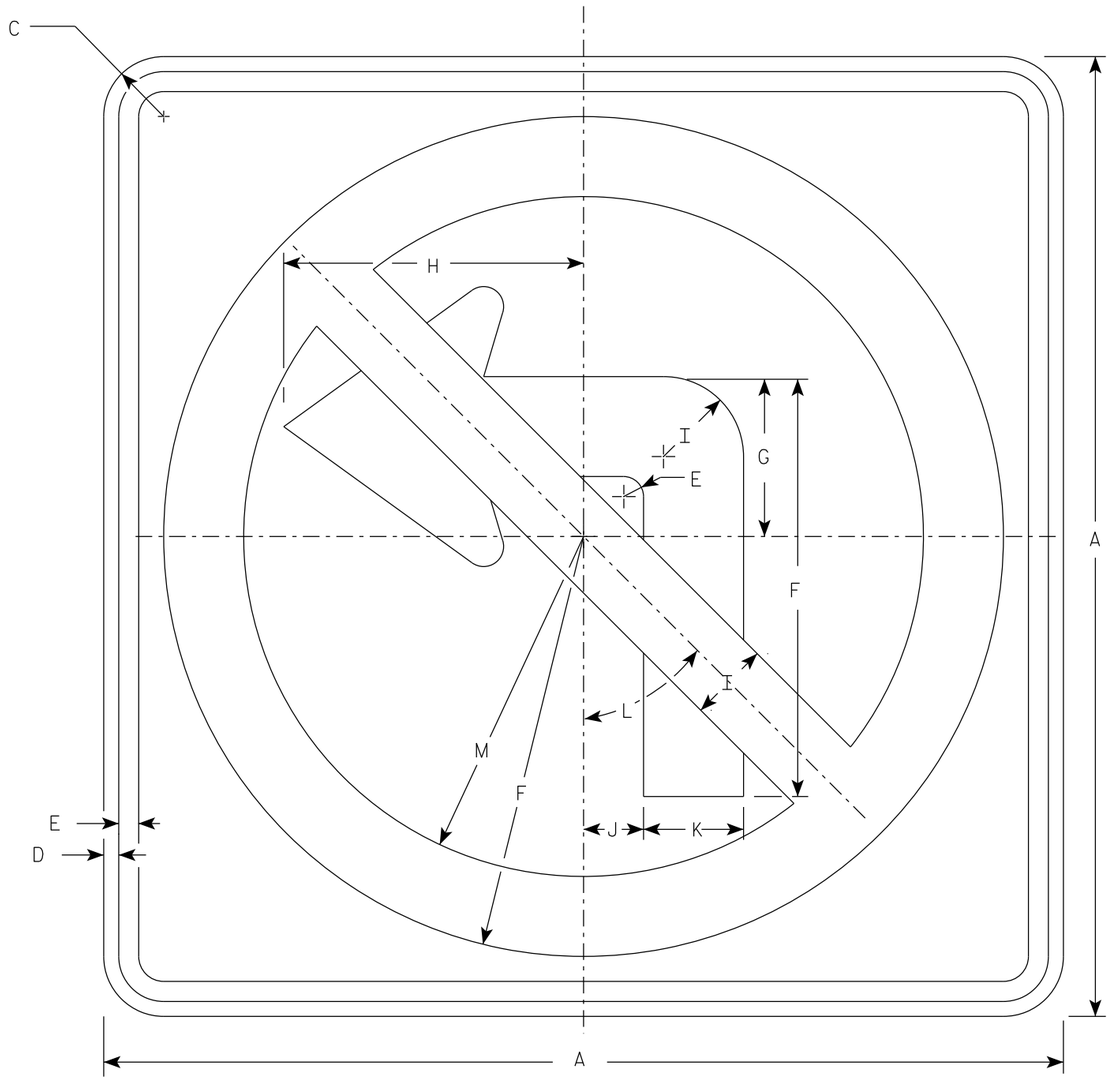
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

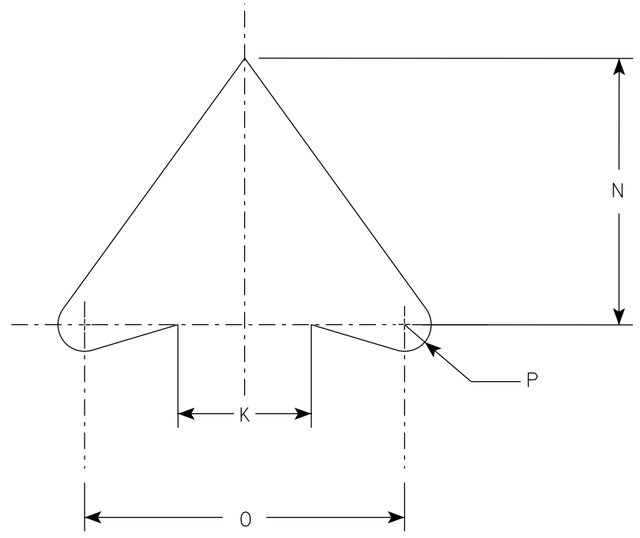
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213 | E



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 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											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											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											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											9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

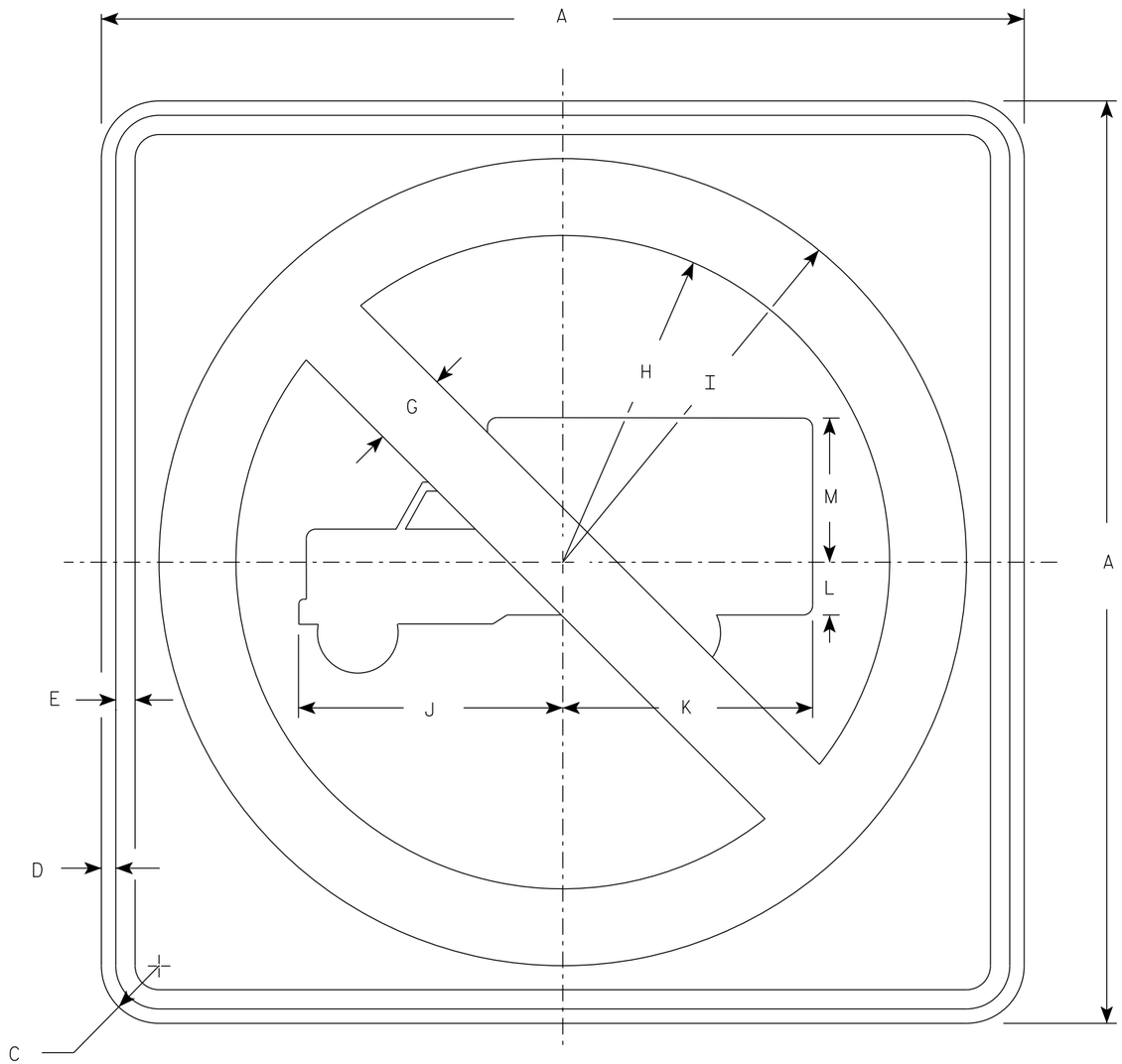
STANDARD SIGN
R3-2

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: 214 | E



R5-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See Note 3
3. Circle & Diagonal - Red
   Truck Symbol & Border - 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																											
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 7/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		2 1/4	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

STANDARD SIGN
R5-2

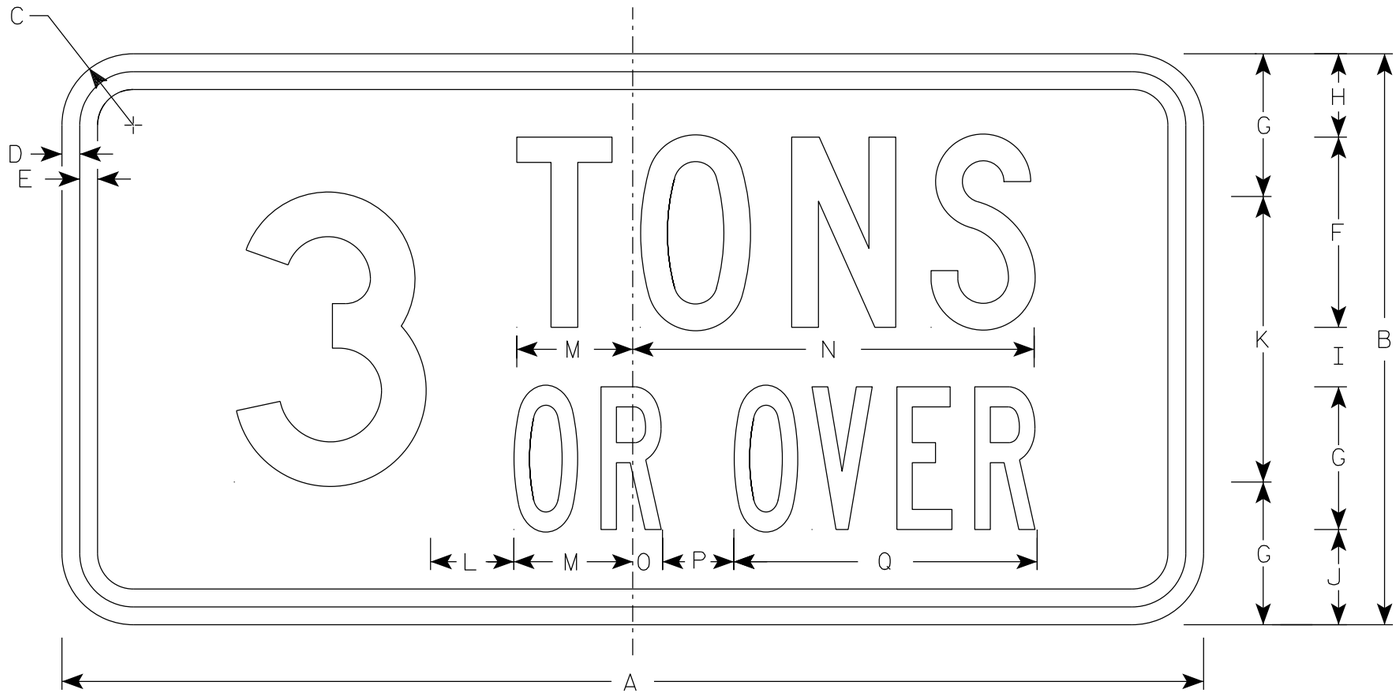
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-2.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E

7



R5-2A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - See note 4
4. Line 1 is Series "C"
   Line 2 is Series "B"
   Numeral is Series "D"
5. Substitute appropriate numerals.

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	4	3	1 3/4	1 1/4	2	6	1 3/4	2 1/2	8 1/2	5/8	1 1/2	6 3/8										2.0
2M	24	12	1 1/2	3/8	3/8	4	3	1 3/4	1 1/4	2	6	1 3/4	2 1/2	8 1/2	5/8	1 1/2	6 3/8										2.0
3	30	15	1 1/2	3/8	1/2	5	4	2 1/8	1 3/8	2 1/2	7	2 1/4	3 1/8	10 1/2	1	2 3/8	8 1/2										2.25
4	36	18	1 1/2	3/8	1/2	6	5	2 5/8	1 3/8	3	9	2 1/2	3 3/4	12 5/8	1 3/8	3 1/8	10 1/2										4.5
5	48	24	1 7/8	3/8	5/8	8	6	3 1/2	2 1/2	4	12	3 1/2	4 7/8	16 7/8	1 1/4	3	12 3/4										8.0

STANDARD SIGN
R5-2A

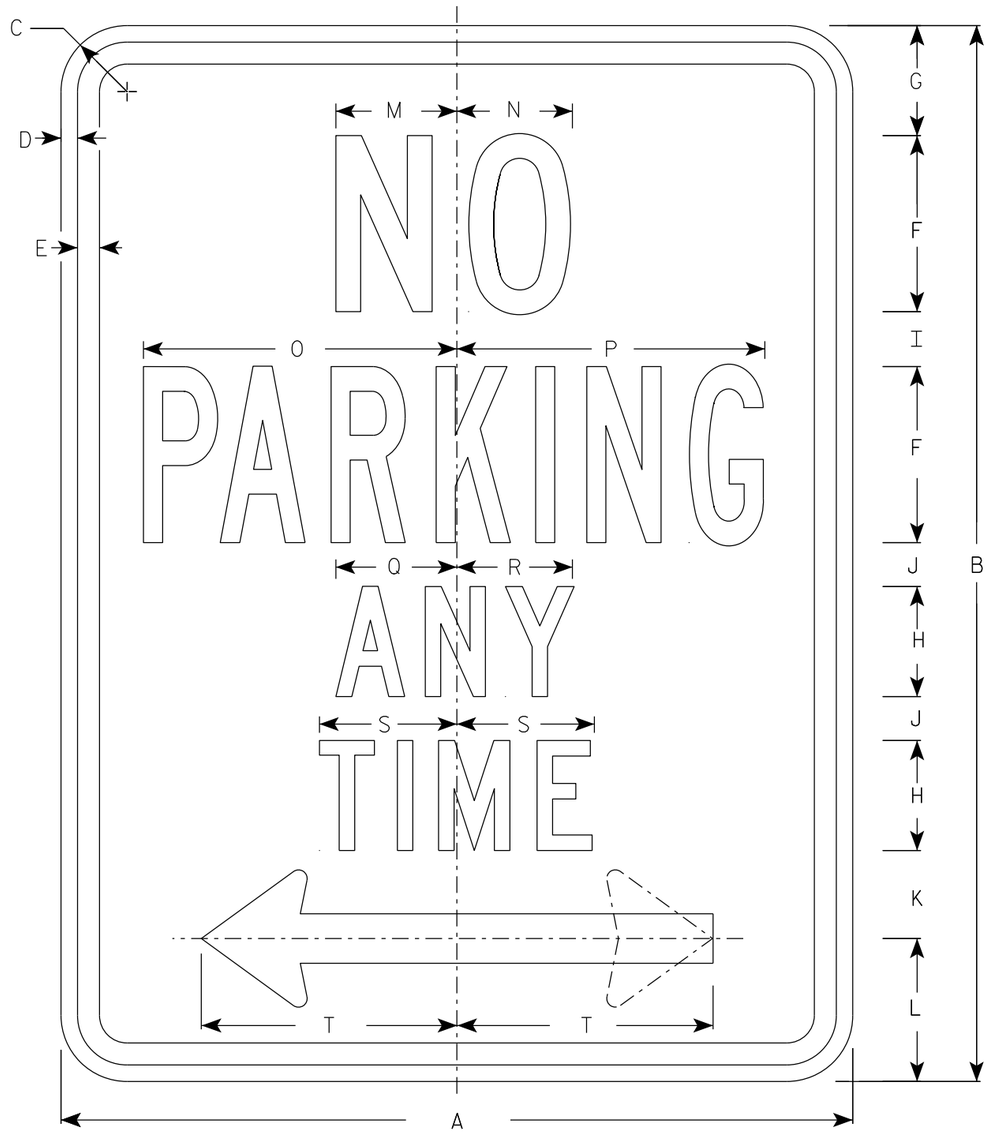
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-2A.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 216 | E

7

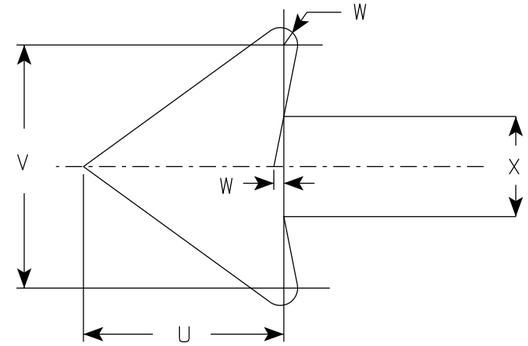


R7-1

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: 217 | E

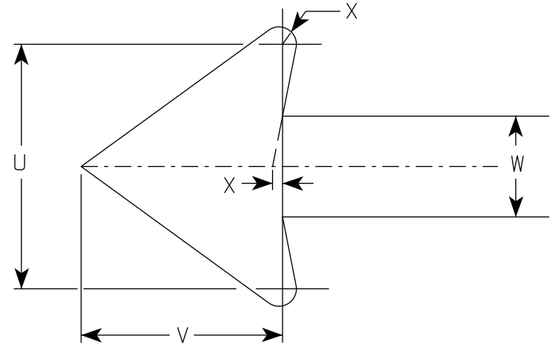


R7-7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. R7-7D (double arrow)
   R7-7R (right arrow)
   R7-7L (left arrow)
5. Lines 1, 3 and 4 are Series C.
   Line 2 is Series 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	12	18	1 ½	⅜	⅜	3	2	1 ⅞	⅞	⅝	1 ½	2 ½	2	2	4 ⅞	4 ⅞	2	2 ¾	2 ⅝	3 ⅞	1 ¾	1 ½	¾	⅛			1.50
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 ½	3 ⅜	3 ⅜	5 ⅞	2 ⅝	2 ¼	1 ⅛	¼			3.00
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	4 ⅛	4	7 ¾	3 ½	3	1 ½	¼			5.00
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	4 ⅛	4	7 ¾	3 ½	3	1 ½	¼			5.00
4																											
5																											

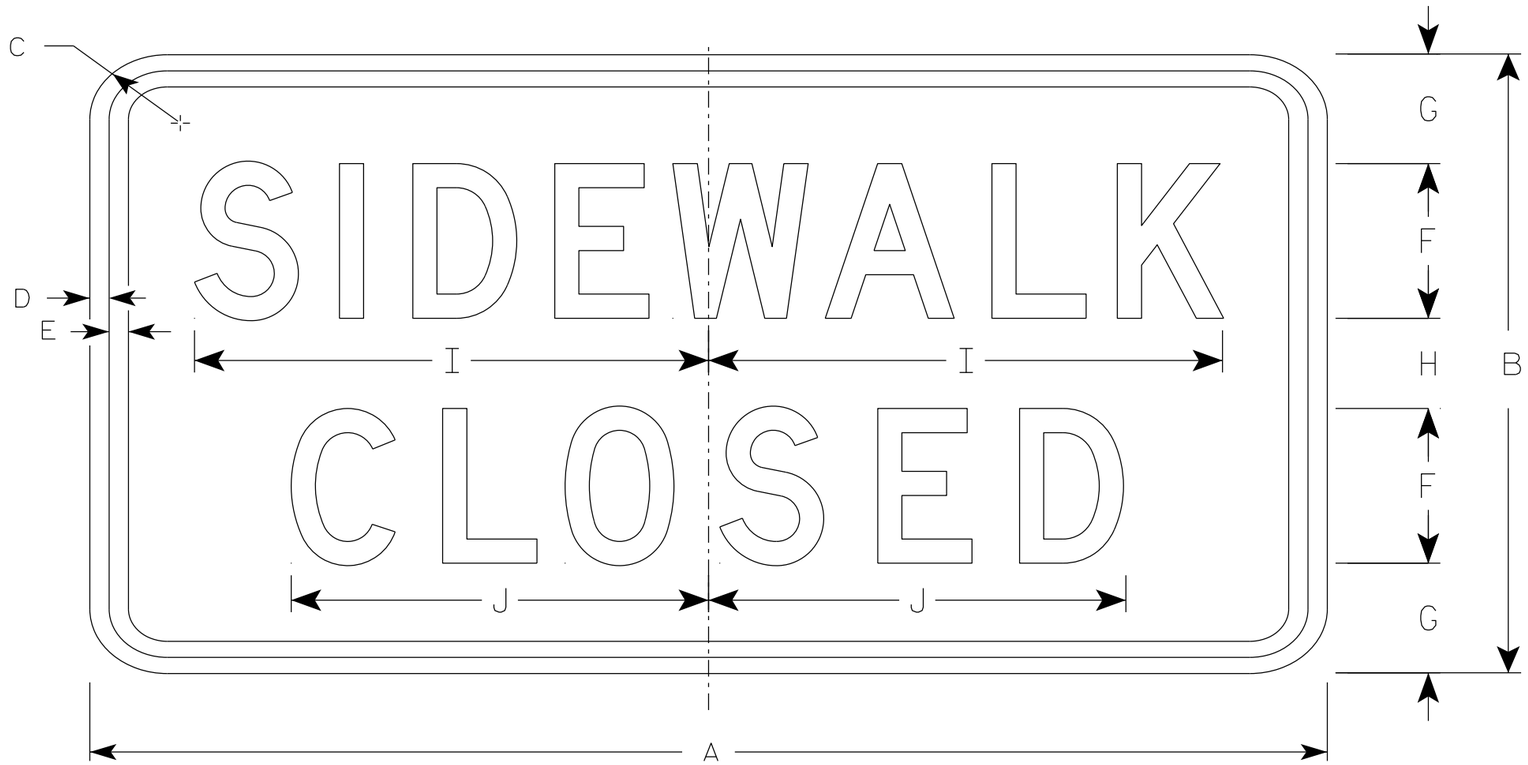
STANDARD SIGN
R7-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 218	E



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

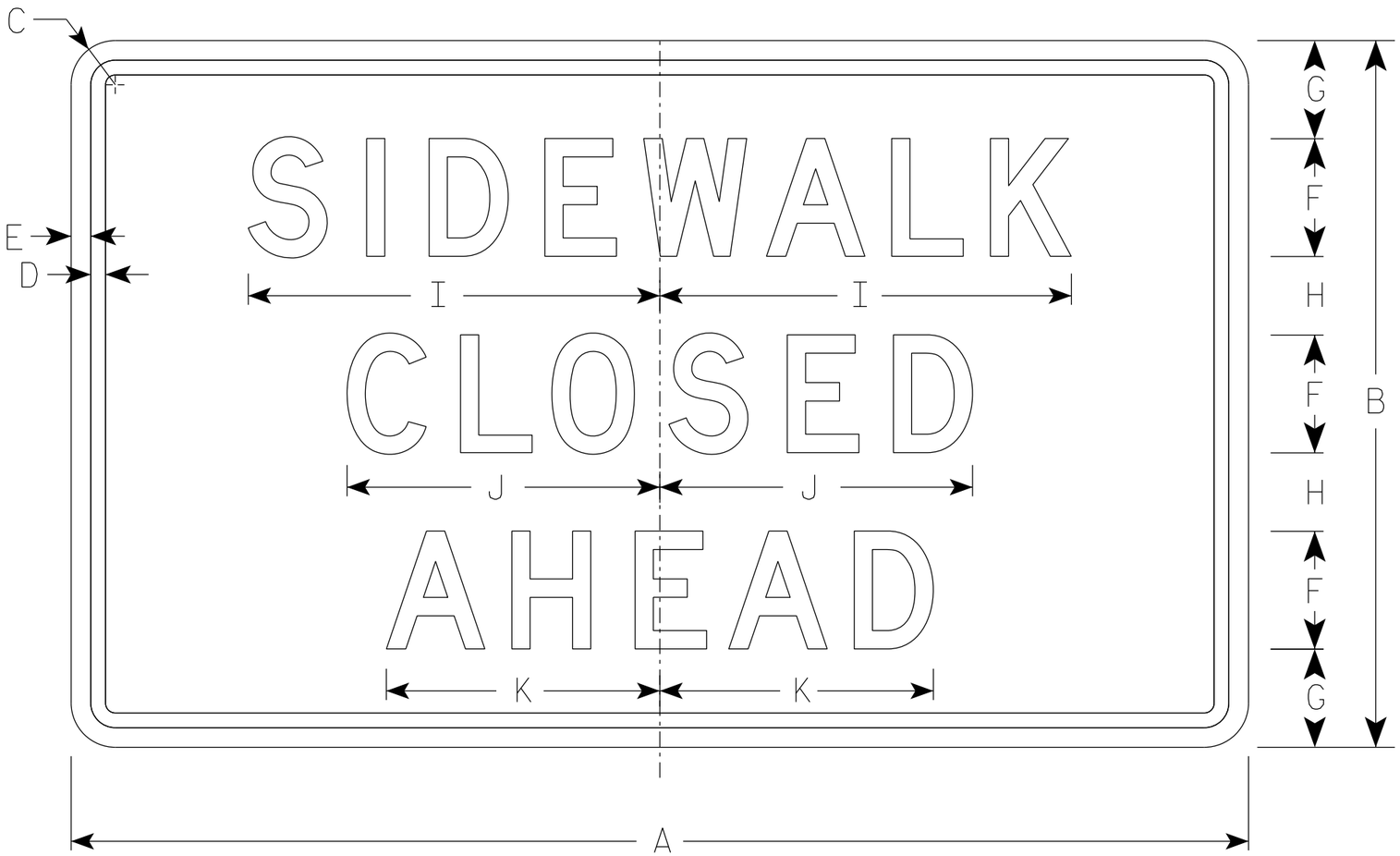
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 219 | 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																											

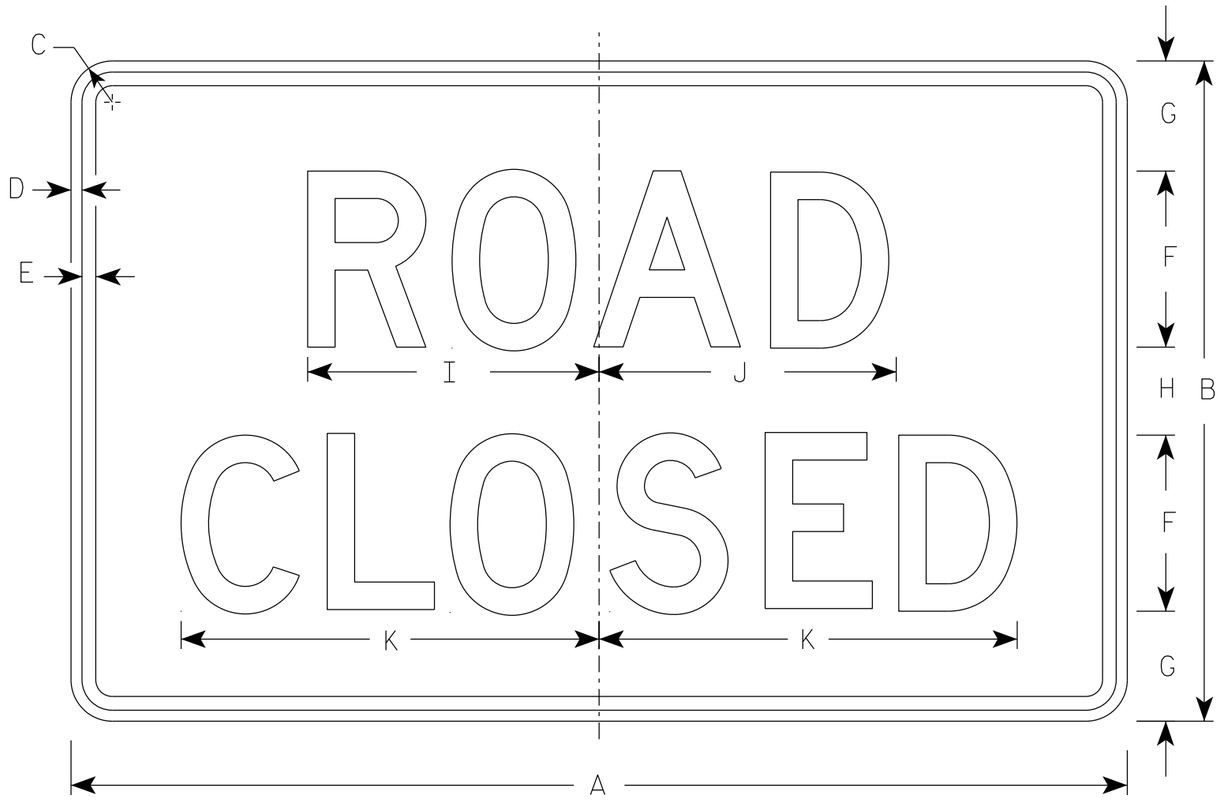
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

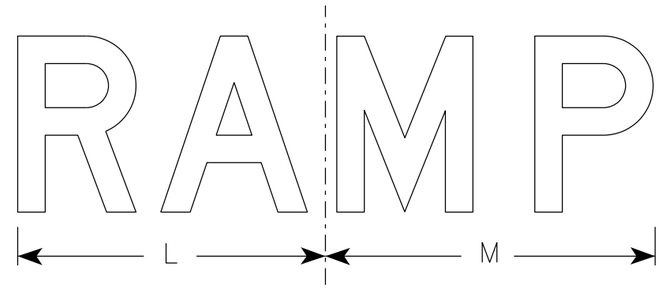
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 220 | E



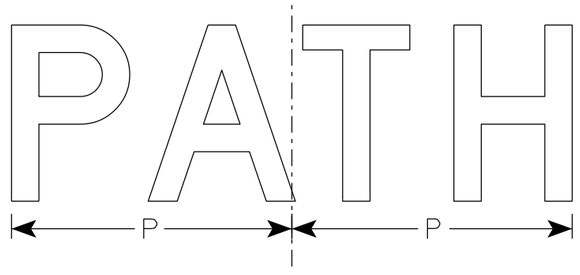
R11-2

NOTES

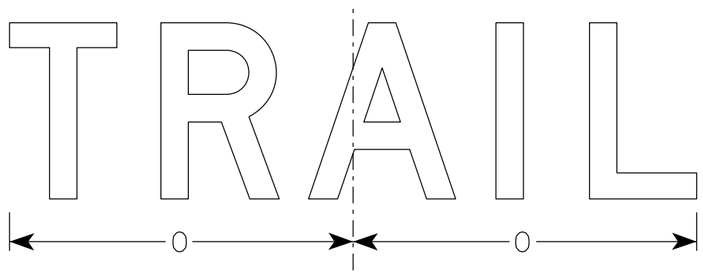
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



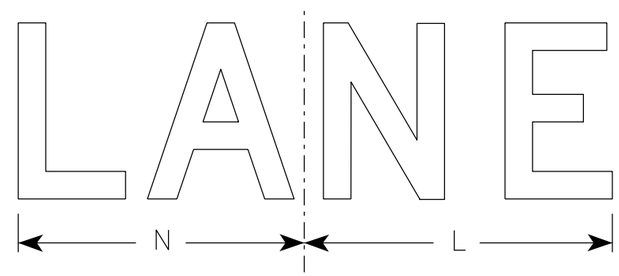
R11-2R



R11-2C



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	12 3/4											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	12 3/4											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	12 3/4											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	12 3/4											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	12 3/4											10.0

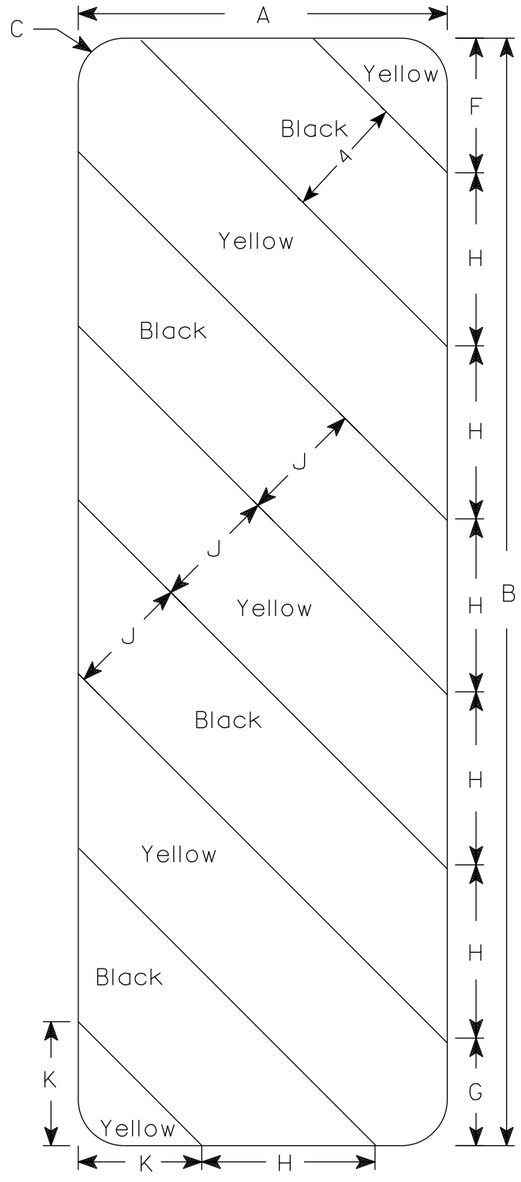
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

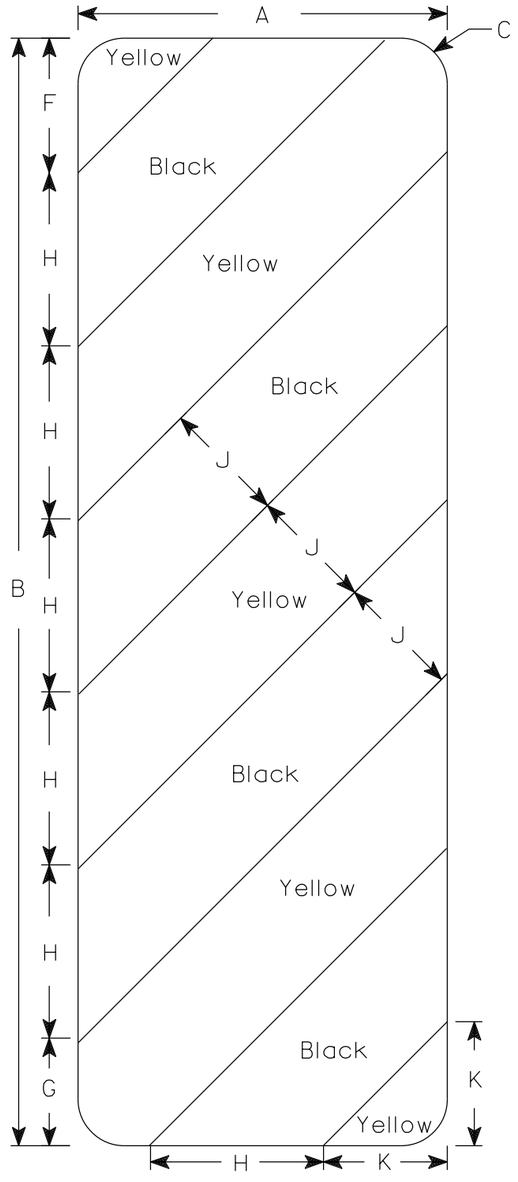
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/3/26 PLATE NO. R11-2.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

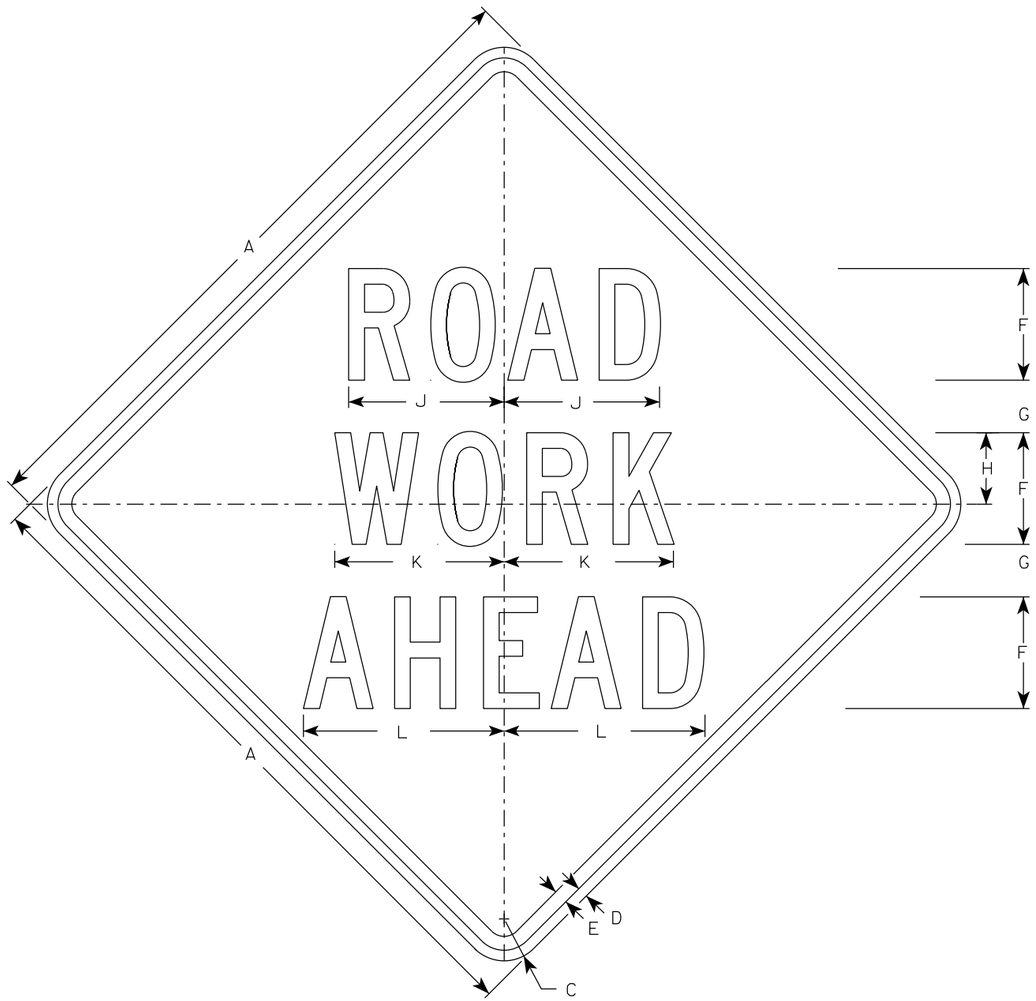
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/4/2024 PLATE NO. W5-52.10

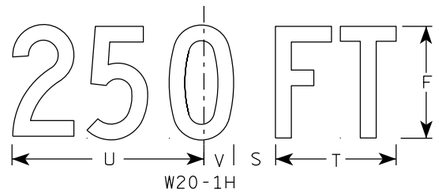
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 222 E

7

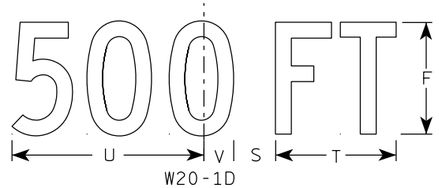
7



W20-1A



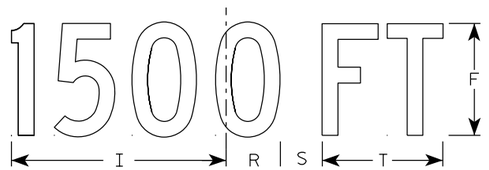
W20-1H



W20-1D



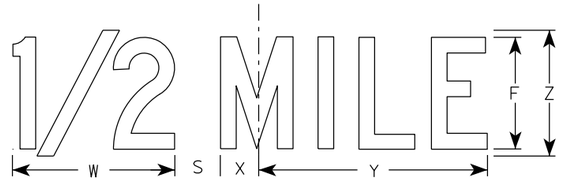
W20-1C



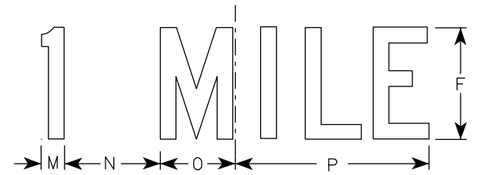
W20-1B

NOTES

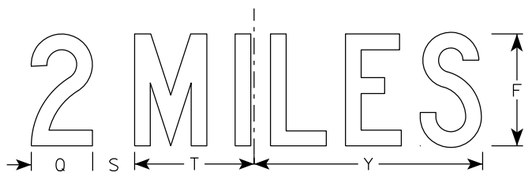
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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

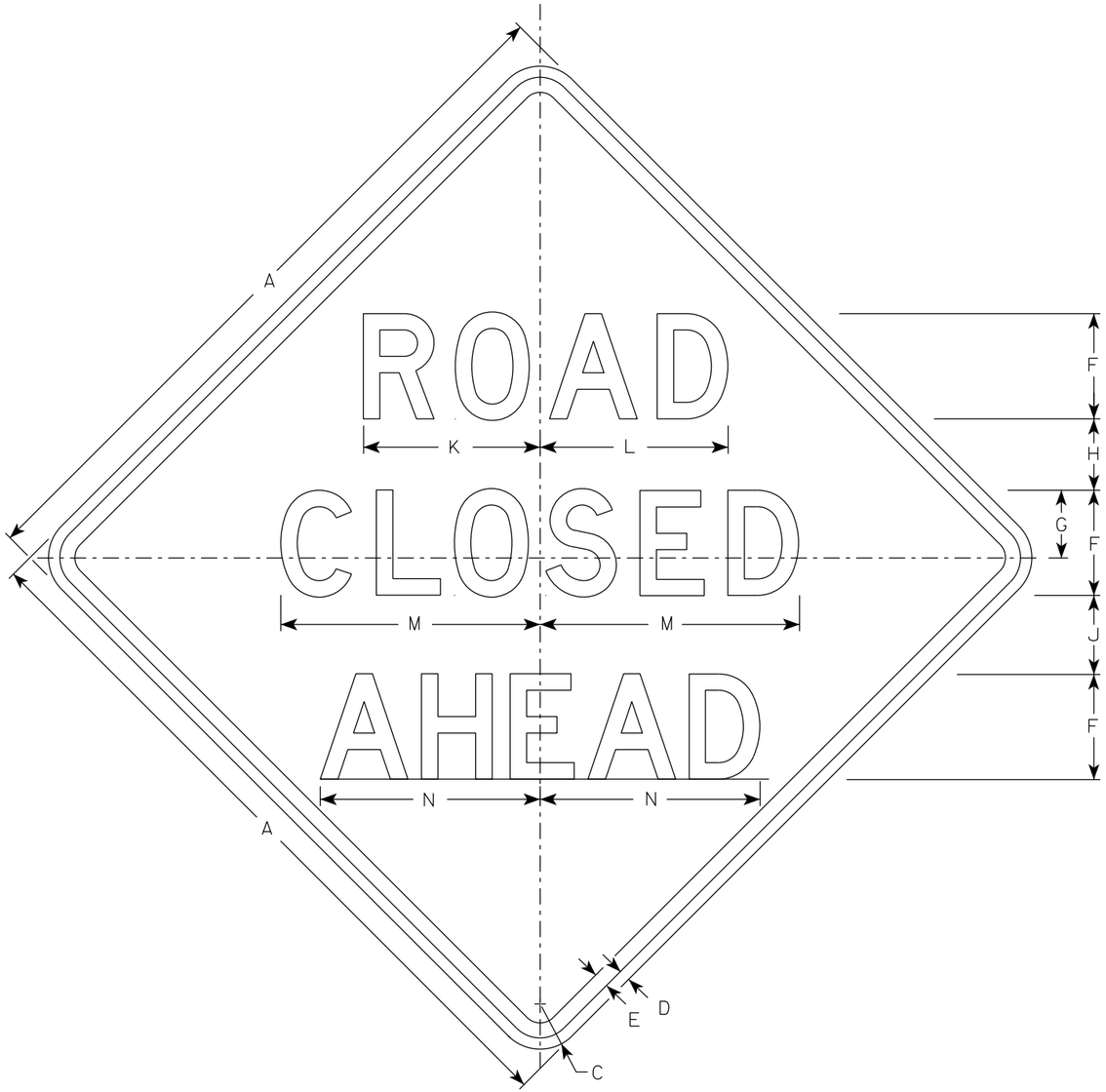
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

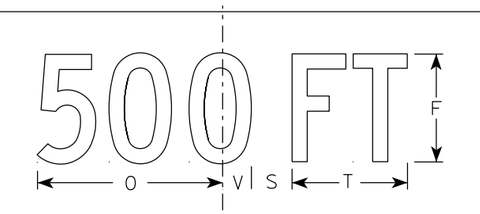
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

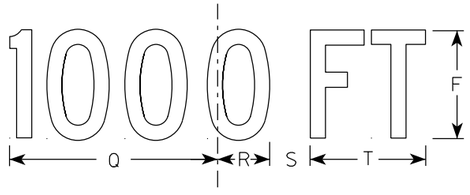
SHEET NO: 223 E



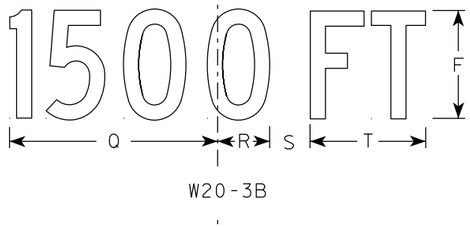
W20-3A



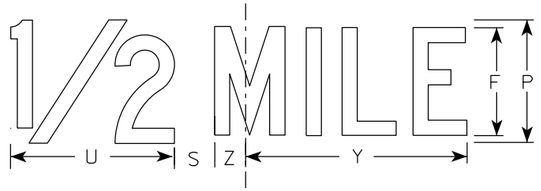
W20-3D



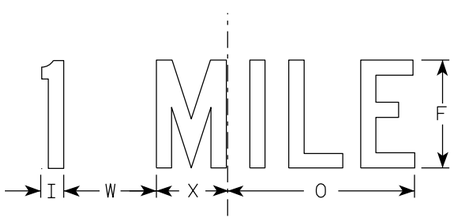
W20-3C



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

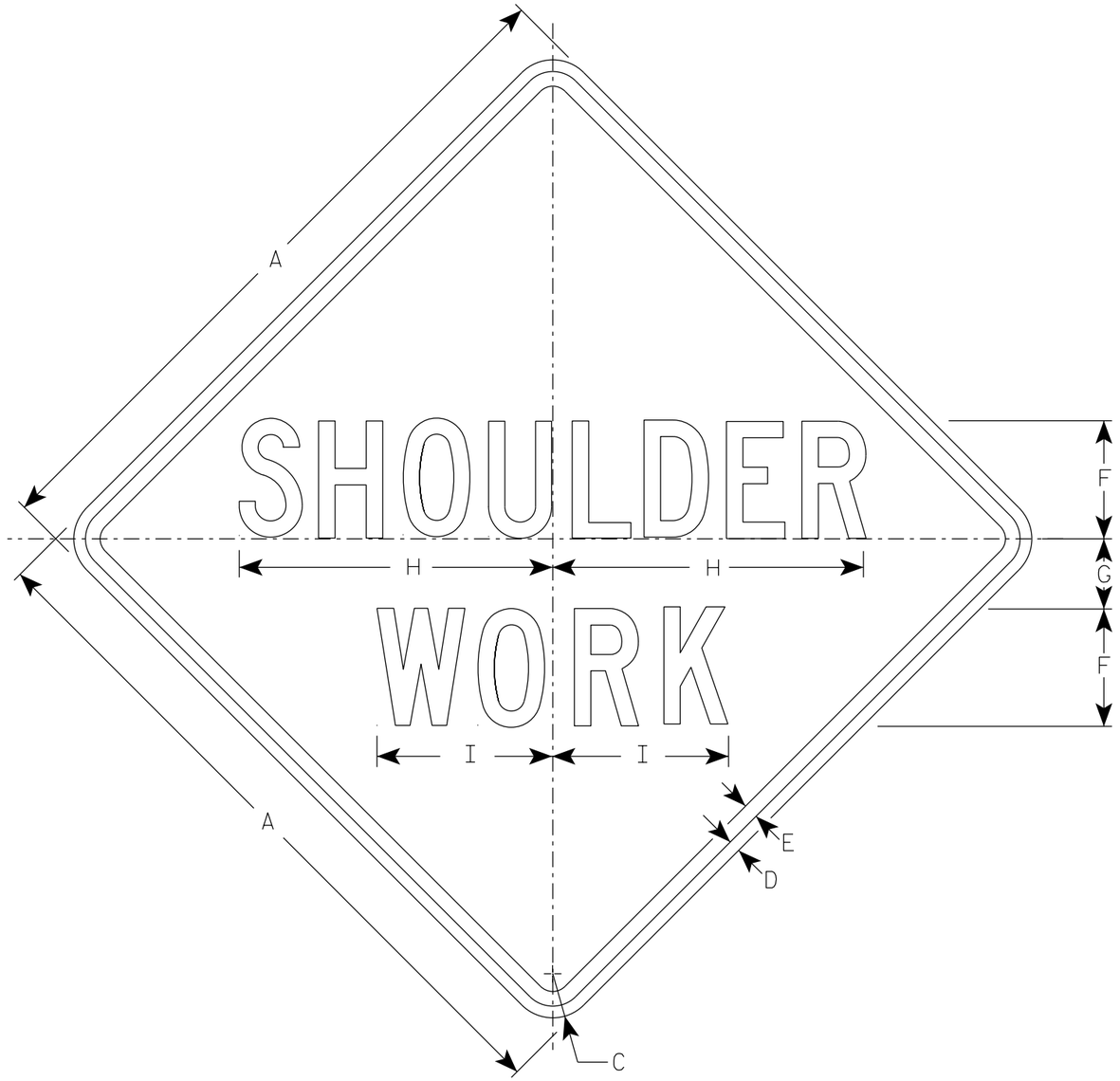
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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

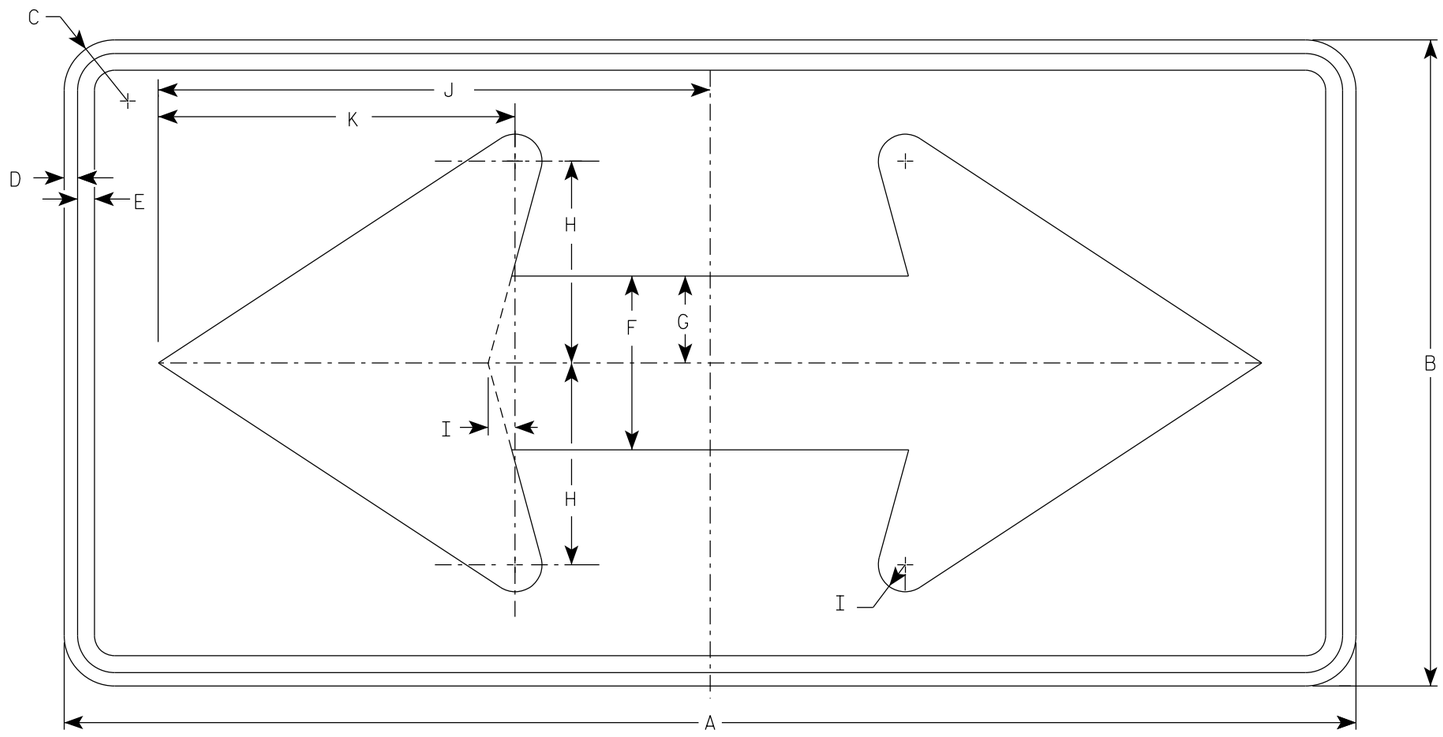
STANDARD SIGN
W21-5

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: 225 | E



W01-7

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	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

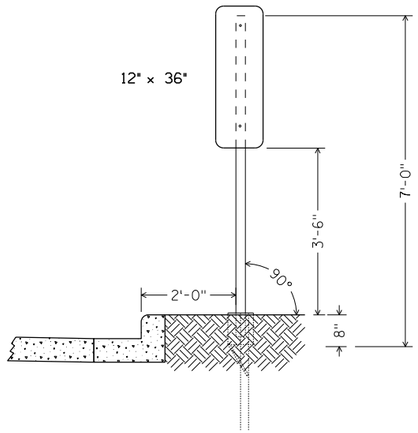
STANDARD SIGN
W01-7

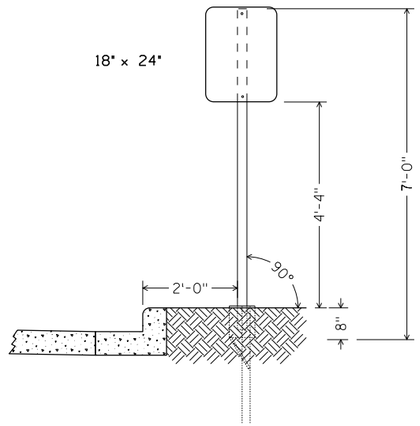
WISCONSIN DEPT OF TRANSPORTATION

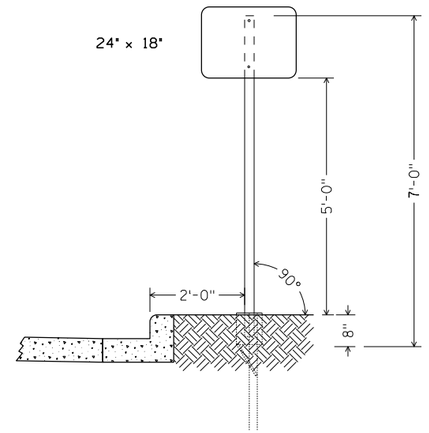
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-7.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 226 | E







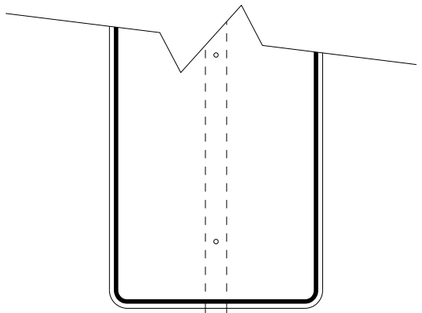
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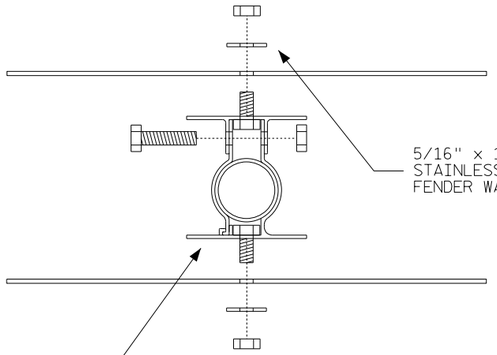
7

PROJECT NO: 2568-00-71	HWY: N DR MARTIN LUTHER KING JR DR	COUNTY: MILWAUKEE	7'-0" PIPE ASSEMBLIES	SHEET 227	E

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

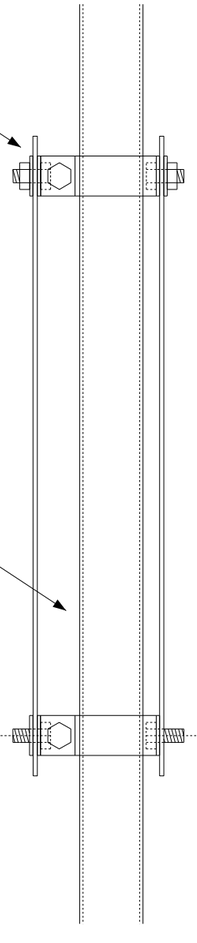
ROUND ALUMINUM SIGN POST SYSTEM FOR SOFT SURFACE INSTALLATION



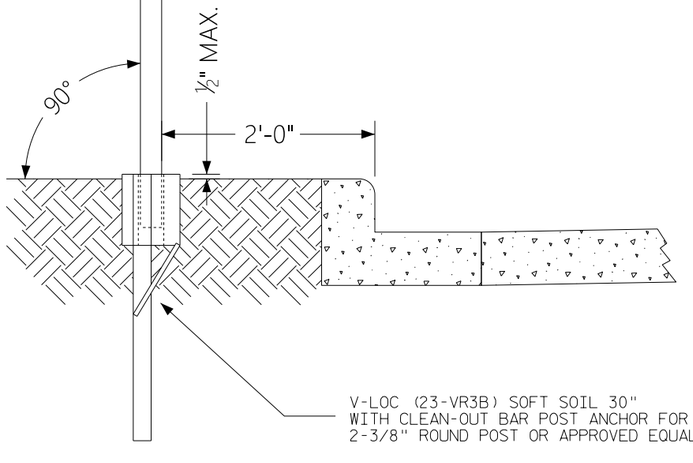


2-3/8" ROUND CENTER MOUNT
SIGN BRACKET (DOUBLE SIDED)
EXTRUDED ALUMINUM WITH
ZINC PLATED HARDWARE

NOTE:
USE SINGLE SIDED SIGN BRACKET
WHEN MOUNTING ONLY ONE SIGN

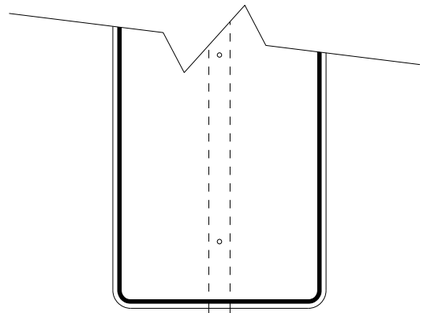


ALUMINUM POST - 2" SCHEDULE 40 PIPE
6061-T6 ALUMINUM, EXTRUDED



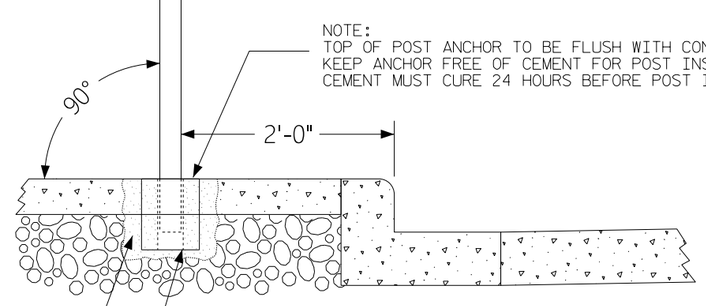
V-LOC (23-VR3B) SOFT SOIL 30"
WITH CLEAN-OUT BAR POST ANCHOR FOR
2-3/8" ROUND POST OR APPROVED EQUAL

ROUND ALUMINUM SIGN POST SYSTEM FOR CONCRETE INSTALLATION



ALUMINUM POST - 2" SCHEDULE 40 PIPE
6061-T6 ALUMINUM, EXTRUDED

NOTE:
TOP OF POST ANCHOR TO BE FLUSH WITH CONCRETE
KEEP ANCHOR FREE OF CEMENT FOR POST INSTALLATION
CEMENT MUST CURE 24 HOURS BEFORE POST INSTALLATION



8" V-LOC POST ANCHOR FOR 2-3/8"
ROUND POST OR APPROVED EQUAL

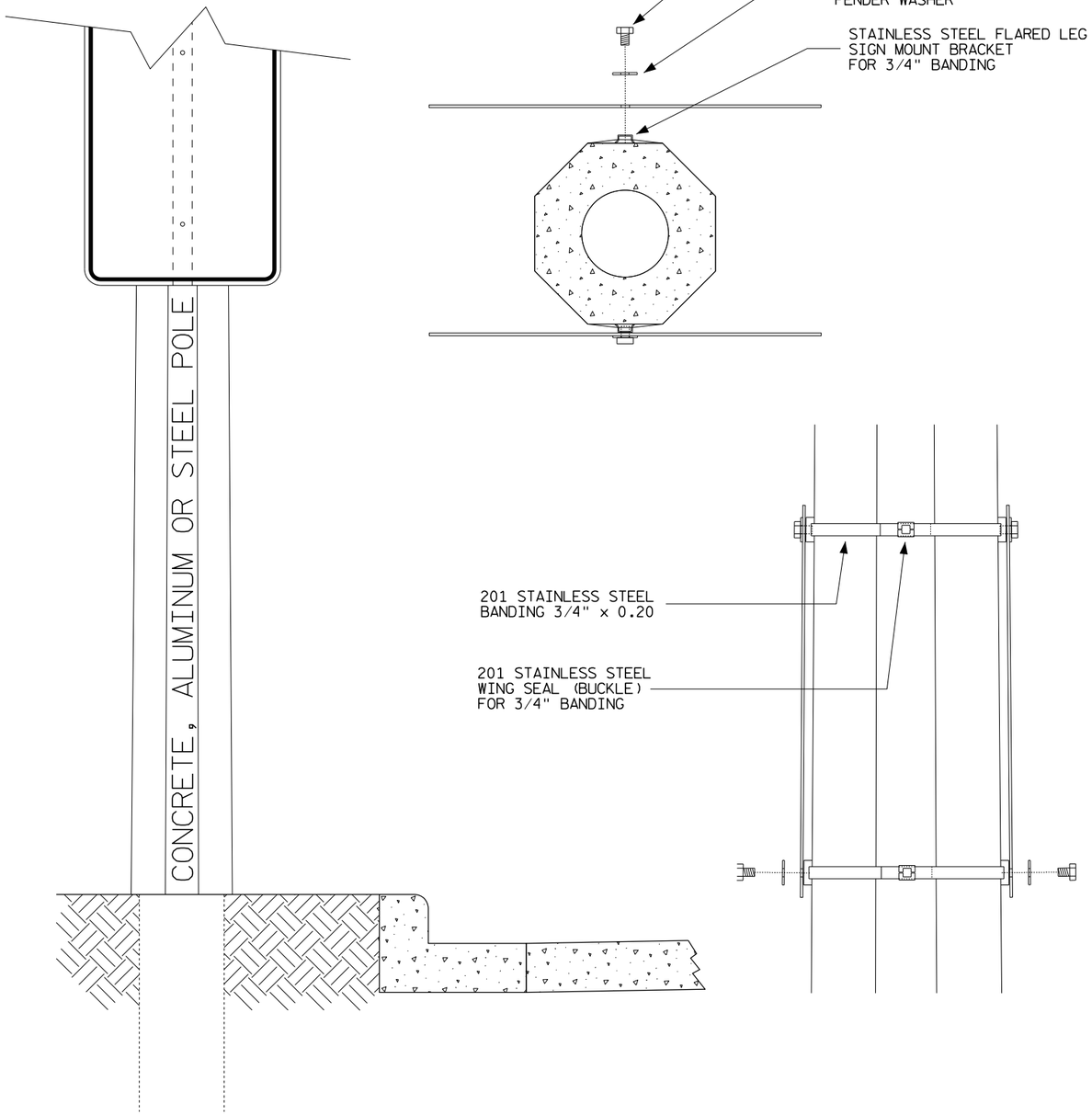
SUPER FLOW-ROCK ANCHORING CEMENT FOR SETTING
OF CONCRETE POST ANCHOR OR APPROVED EQUAL

7

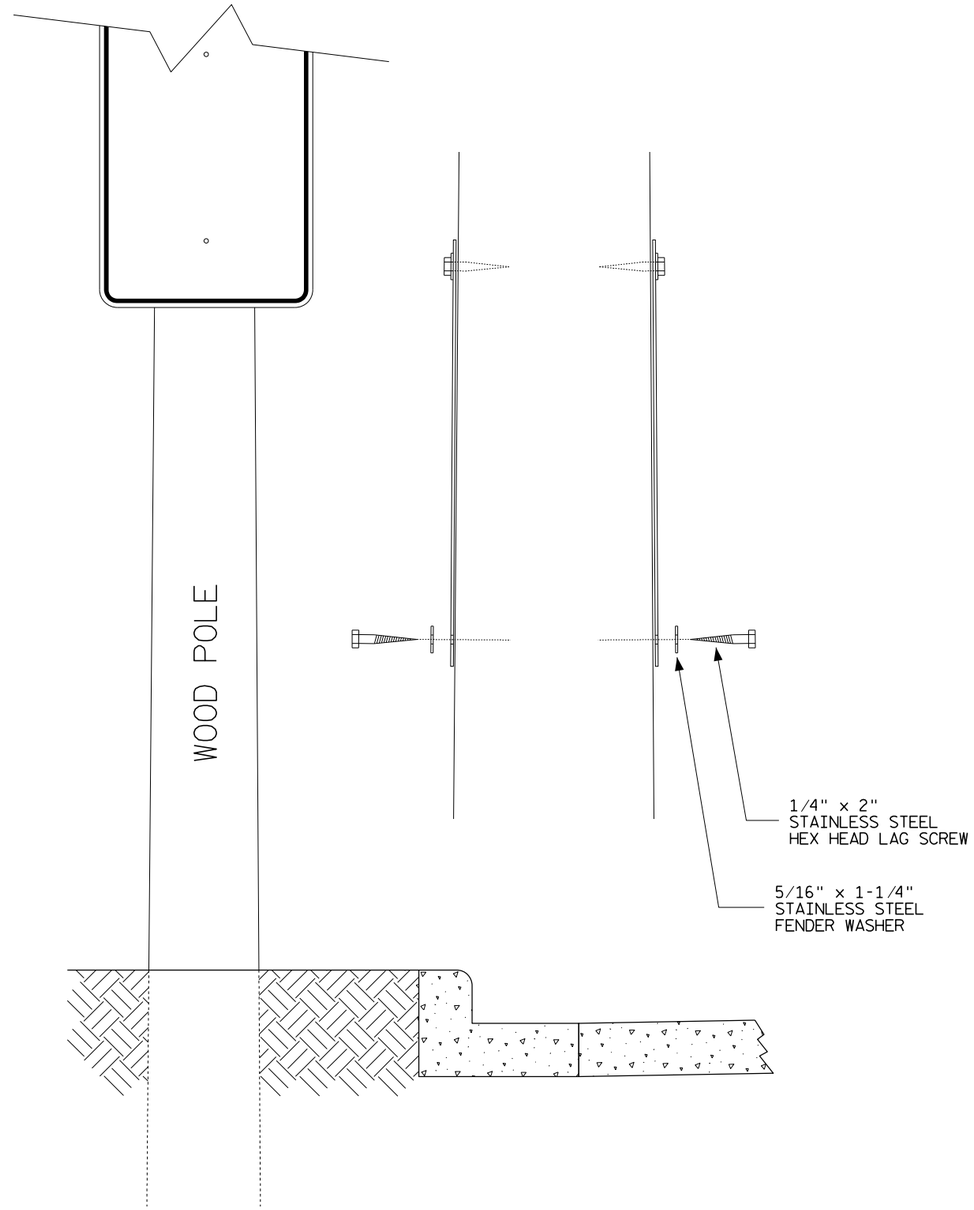
7

PROJECT NO: 2568-00-71	HWY: N DR MARTIN LUTHER KING JR DR	COUNTY: MILWAUKEE	SIGN SYSTEM INSTALLATION – POST & PURCHASED ITEMS	SHEET 228	E

EXISTING CONCRETE, ALUMINUM OR STEEL POLE SIGN SYSTEM INSTALLATION



EXISTING WOOD POLE SIGN SYSTEM INSTALLATION



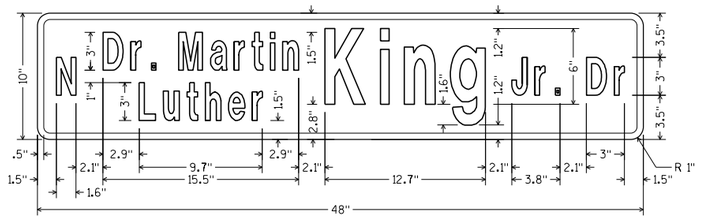
7

7

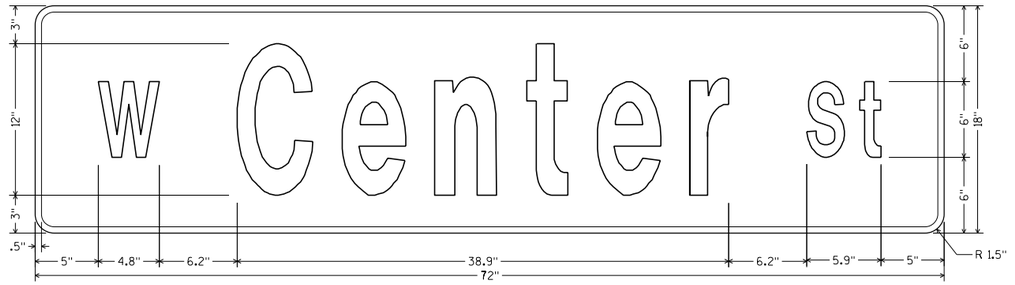
PROJECT NO: 2568-00-71	HWY: N DR MARTIN LUTHER KING JR DR	COUNTY: MILWAUKEE	SIGN SYSTEM INSTALLATION – EXISTING POLE	SHEET 229	E

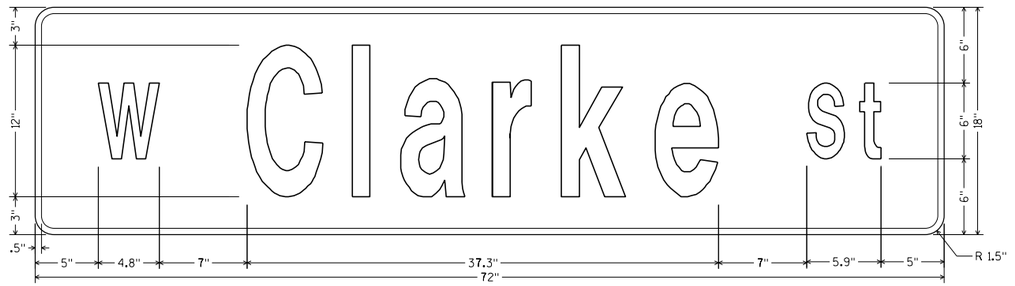
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

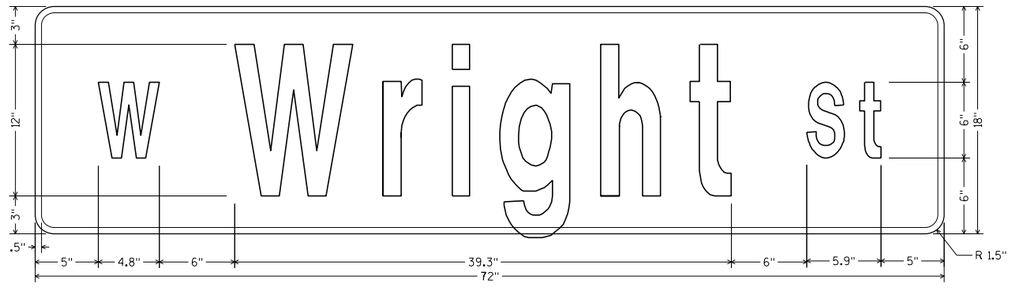
Message Series - B



Message Series - C





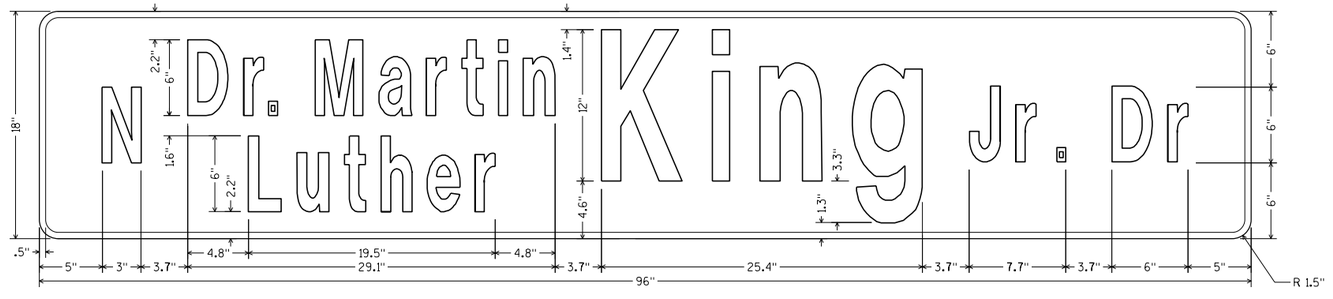


NOTES - SIGN SUBSTRATE

1. All material to be alodized aluminum
2. All blanks to be .100" thickness
3. All blanks shall be panel flat tension/strecher level qulality
4. All blank edges shall be true, smooth and free from burrs

NOTES - SIGN SHEETING

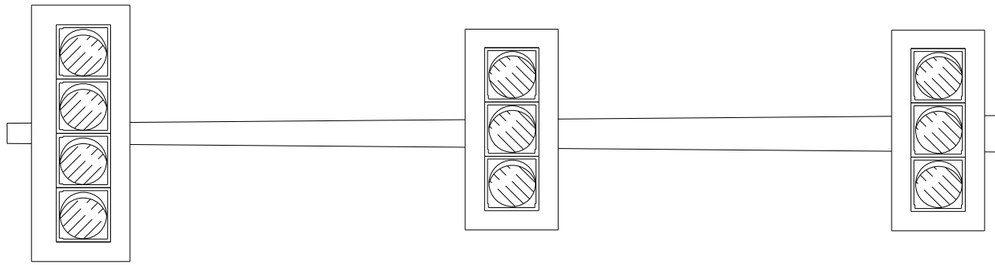
1. All signs type SH (full cubed prismatic sheeting)
2. Sheeting: 3M Diamond Grade™ DG³ type XI 4090
3. Color:
   - Background - Green
   - Message - White
4. Sheeting applied to one side of substrate

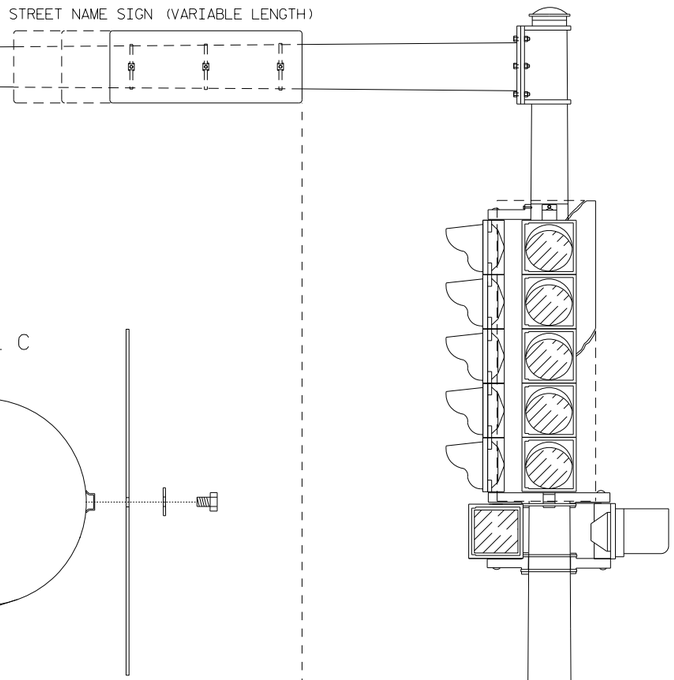


7

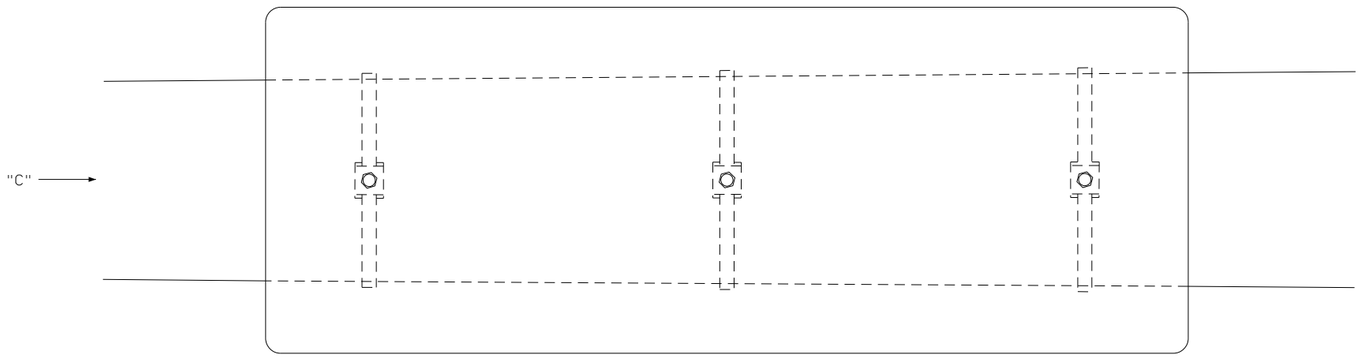
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PROJECT NO: 2568-00-71	HWY: N DR MARTIN LUTHER KING JR DR	COUNTY: MILWAUKEE	SIGN DETAILS	SHEET 230	E

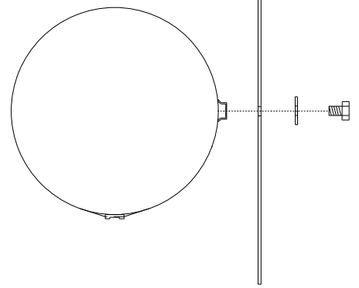




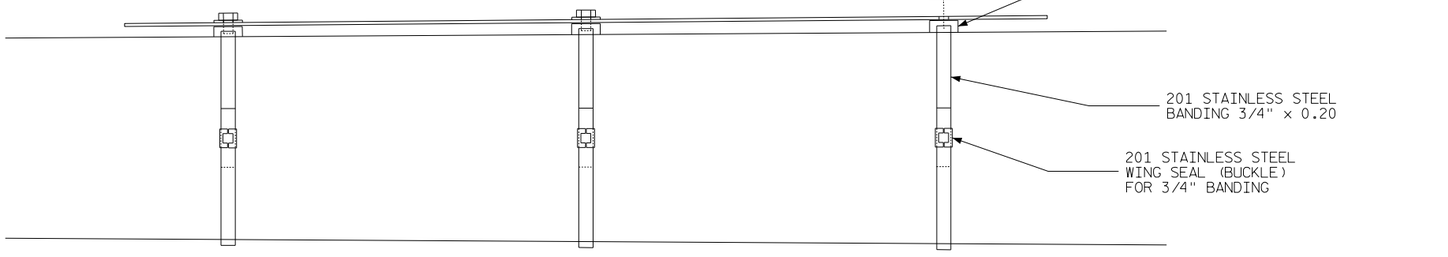
DETAIL A

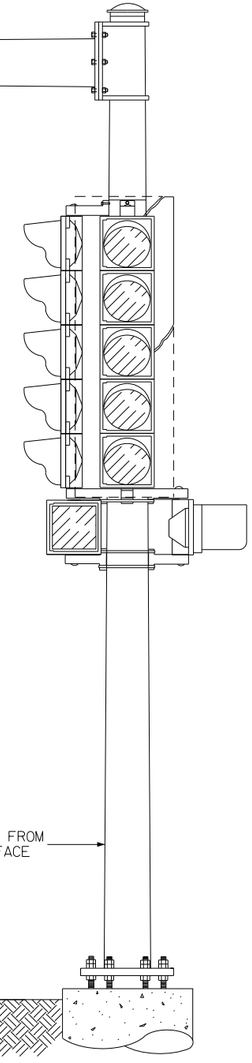


DETAIL C



DETAIL B





7

7

PROJECT NO: 2568-00-71	HWY: DR MARTIN LUTHER KING JR DR	COUNTY: MILWAUKEE	STREET NAME SIGN INSTALLATION ON MAST ARM	SHEET 231	E

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

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE

PROJECT ID: 2568-00-72 WITH: 2568-00-71

COUNTY: MILWAUKEE

OCTOBER 2026

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 = 166



07

N

DESIGN DESIGNATION

A.A.D.T. (2024)	=	10,300
A.A.D.T. (2044)	=	N/A
D.H.V.	=	N/A
D.D.	=	N/A
T.	=	N/A
DESIGN SPEED	=	30 MPH
ESALS	=	N/A

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

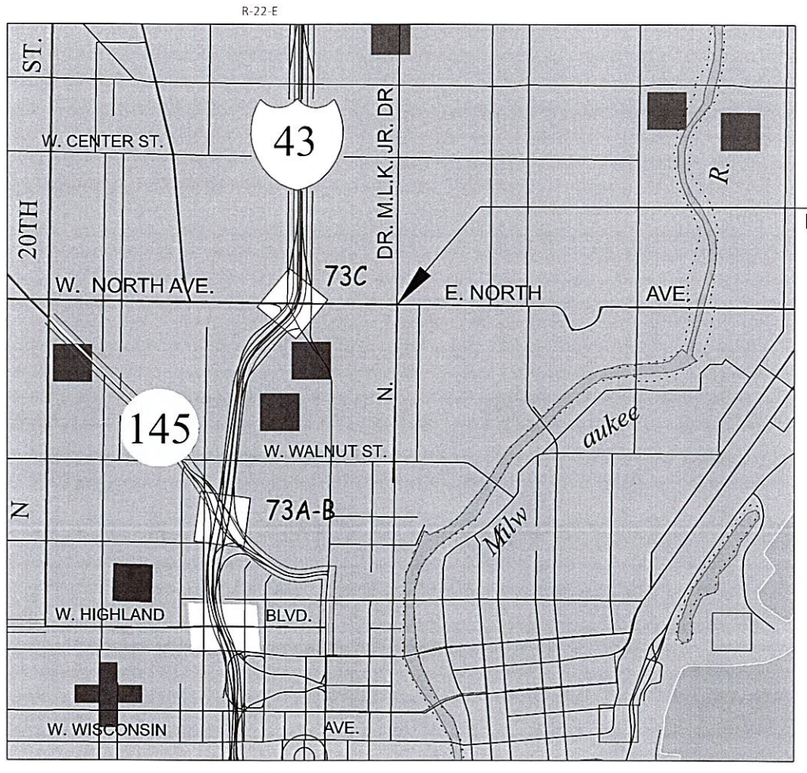
C MILWAUKEE, N DR MLK JR DR

INTERSECTION WITH NORTH AVE

LOCAL STREET
MILWAUKEE COUNTY

STATE PROJECT NUMBER
2568-00-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2568-00-72	WISC 2027006	1



N. DR. MLK JR. DR.
INTERSECTION WITH NORTH AVE.

LAYOUT

SCALE 0 1/2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.000 (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 THE CITY OF MILWAUKEE DATUM.

TO CONVERT ELEVATIONS TO NATIONAL GEODEDIC VERTICAL DATUM OF 1929, ADD 580.40 TO ELEVATIONS SHOWN ON THIS PLAN.

Accepted For
City of Milwaukee

4/21/26 (Date) Commissioner of Public Works

ORIGINAL PLANS PREPARED BY

WISCONSIN
KEVIN J. MUHS
46391-6
MILWAUKEE, WI
PROFESSIONAL ENGINEER

4/21/2026 (Date) City Engineer

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CITY OF MILWAUKEE
Designer	CITY OF MILWAUKEE
Project Manager	GREG HAFEMAN
District Examiner	
District Supervisor	AMY TAETSCH

APPROVED FOR DISTRICT OFFICE

DATE: 4/27/2026 (Signature)

E

FILE NAME : W:\sp\MONOTUBE PROJECTS\2568-00-02 Dr MLK North\Misc\Title Sheet.dgn

PLOT DATE : 21-APR-2026

PLOT BY : BIEGANSKI, SCOTT

PLOT NAME :

GENERAL NOTES

1. ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH 4-INCHES OF TOPSOIL, SODDED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PLACE SOD, AS DESIGNATED BY THE ENGINEER, WITHIN 5 CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.
2. ALL STATION AND OFFSET OF CURB REFERENCED IN THE PLANS ARE TO THE FACE OF THE CURB.
3. ALL ELEVATIONS ARE REFERENCED TO CITY OF MILWAUKEE DATUM.
4. IMMEDIATELY AFTER CONSTRUCTION OF ANY INLET, CONTRACTOR SHALL INSTALL THE INLET PROTECTION TO MINIMIZE SEDIMENTATION IN THE INLET AND STORM SEWER.
5. CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC), AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.
6. THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
7. EROSION CONTROL BMP'S ARE SHOWN AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NECESSARY.
8. TRAFFIC CONTROL DEVICES ARE SHOWN AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S TRAFFIC CONTROL PLAN AND BY THE ENGINEER. TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED UNTIL CONSTRUCTION IS COMPLETE OR UNTIL THE ENGINEER DETERMINES THAT THE TRAFFIC CONTROL DEVICE IS NO LONGER NECESSARY.
9. THESE PLANS SHOW UTILITY FACILITIES EXISTING AT THE TIME OF THE ORIGINAL SURVEY IN JANUARY OF 2025. CONTRACTOR IS ENCOURAGED TO CONTACT CITY OF MILWAUKEE PLANNING PERMIT SECTION AT (414) 286-2487 TO IDENTIFY ANY UTILITY FACILITIES INSTALLED AFTER THIS DATE.
10. ASPHALTIC SURFACE 4-INCH TO BE PLACED IN SINGLE LIFTS.

STANDARD ABBREVIATIONS

ASPH.	- ASPHALT
B.M.	- BENCH MARK
CTR.	- CENTER
C/L	- CENTER LINE
COMB.	- COMBINED
CONC.	- CONCRETE
C.W.	- CONCRETE WALK
COR.	- CORNER
C	- CURB
ELEV.	- ELEVATION
ENT.	- ENTRANCE
EXIST.	- EXISTING
F	- FLANGE
G	- GUTTER, OR GAS
HYD.	- HYDRANT
LT	- LEFT
MMSD	- MILWAUKEE METROPOLITAN SEWERAGE DISTRICT
NB	- NORTHBOUND
P/L	- PROPERTY LINE
PGL	- PROFILE GRADE LINE
R OR RAD.	- RADIUS
RET.	- RETAINING
RT	- RIGHT
R/W	- RIGHT OF WAY
SB	- SOUTHBOUND
TEL	- AMERITECH
TES	- TRAFFIC ENGINEERING, AND ELECTRICAL SERVICES
T/L	- TRANSIT LINE
V.T. 0R VT	- VARIABLE THICKNESS
WEP	- WISCONSIN ELECTRIC POWER

ORDER OF SECTION 2 SHEETS

General Notes
Utility Contacts
Project Overview
Construction Details
Contaminated Soil Limits
Plan Detail & Erosion Control
Curb Ramp Detail
Removals
Storm Sewer
Signing
Lighting
Traffic Signals
Comm. Underground Conduit
Pavement Marking
Traffic Control and Construction Staging
Alignment

UTILITY CONTACTS

AT&T WISCONSIN
KIM CLOWES
435 S. 95TH STREET
MILWAUKEE, WI 53214
PHONE: 608-322-4452
EMAIL: JB5175@ATT.COM

BLUEBIRD FIBER
ABBY BEATTIE
324 E. WISCONSIN AVENUE, SUITE 730
MILWAUKEE, WI 53202
PHONE: 262-442-9427
EMAIL: ABBY.BEATTIE@BLUEBIRDFIBER.COM

CITY OF MILWAUKEE, WATER WORKS
MWW CONTROL CENTER (24/7 CONTACT)
841 N. BROADWAY, ROOM 409
MILWAUKEE, WI 53202
PHONE: 414-286-3710

MIDWEST FIBER NETWORKS
CORY SCHMUKI
6070 N. FLINT ROAD
GLENDALE, WI 53209
PHONE: 414-459-3561
MOBILE: 414-349-2764
EMAIL: CSCHMUKI@MIDWESTFIBERNETWORKS.COM

WE ENERGIES - ELECTRIC
BRIAN DRESSLER
500 S. 116TH STREET
WEST ALLIS, WI 53214
PHONE: 608-219-2820
EMAIL: BRIAN.DRESSLER@WE-ENERGIES.COM
WE ENERGIES ELECTRIC DISPATCH # 1-800-662-4797

WE ENERGIES - GAS
BRIAN DRESSLER
500 S. 116TH STREET
WEST ALLIS, WI 53214
PHONE: 608-219-2820
EMAIL: BRIAN.DRESSLER@WE-ENERGIES.COM
WE ENERGIES GAS DISPATCH # 1-800-261-5325

OTHER CONTACTS

CITY OF MILWAUKEE, COMMUNICATIONS
DPW COMMUNICATIONS DISPATCH
TREMEL REMBERT
1440 WEST CANAL STREET
MILWAUKEE, WI 53233
PHONE: 414-286-5970

CITY OF MILWAUKEE, CUC
CURT CAMPAGNA
1540 WEST CANAL STREET - 2ND FLOOR
MILWAUKEE, WI 53233
PHONE: 414-286-5967
EMAIL: CACAMPA@MILWAUKEE.GOV

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

CITY OF MILWAUKEE, SEWERS
ZAFAR S. YOUSUF
841 N. BROADWAY
MILWAUKEE, WI 53202
PHONE: 414-286-2467

CITY OF MILWAUKEE, STREET LIGHTING
NEAL KARWEIK
1540 WEST CANAL STREET
MILWAUKEE, WI 53233
PHONE: 414-286-5943
MOBILE: 414-708-4245
EMAIL: NKARWE@MILWAUKEE.GOV

CITY OF MILWAUKEE, TRAFFIC SIGNALS
RUDY GUTIERREZ
1540 WEST CANAL STREET
MILWAUKEE, WI 53233
PHONE: 414-286-5941
MOBILE: 414-708-5148
EMAIL: RGUTIE@MILWAUKEE.GOV

CITY OF MILWAUKEE, UTILITY COORDINATOR
MOHAMMAD ABULUGHOD
CONSTRUCTION UTILITY COORDINATOR
841 NORTH BROADWAY, RM 710
MILWAUKEE, WI 53202
PHONE: 414-708-3085
EMAIL: MABULU@MILWAUKEE.GOV

MILWAUKEE COUNTY TRANSIT SYSTEM
1942 N. 17TH STREET
MILWAUKEE, WI 53205

ARMOND SENSABAUGH
PHONE: 414-343-1728
EMAIL: ASENSABAUGH@MCTS.ORG

DAVID LOCHER
TRANSPORTATION MANAGER
PHONE: 414-343-1727
EMAIL: DLOCHER@MCTS.ORG

MILWAUKEE METRO SEWERAGE DIST. (MMSD)
JEREMY METZ
260 W. SEEBOTH STREET
MILWAUKEE, WI 53204
PHONE: 414-225-2241
MOBILE: 414-617-1429
EMAIL: JMETZ@MMSD.COM

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607

ROB MERRY
CHIEF SURVEYOR
PHONE: 262-953-4289
CELL: 920-912-1036
EMAIL: RMERRY@SEWRPC.ORG

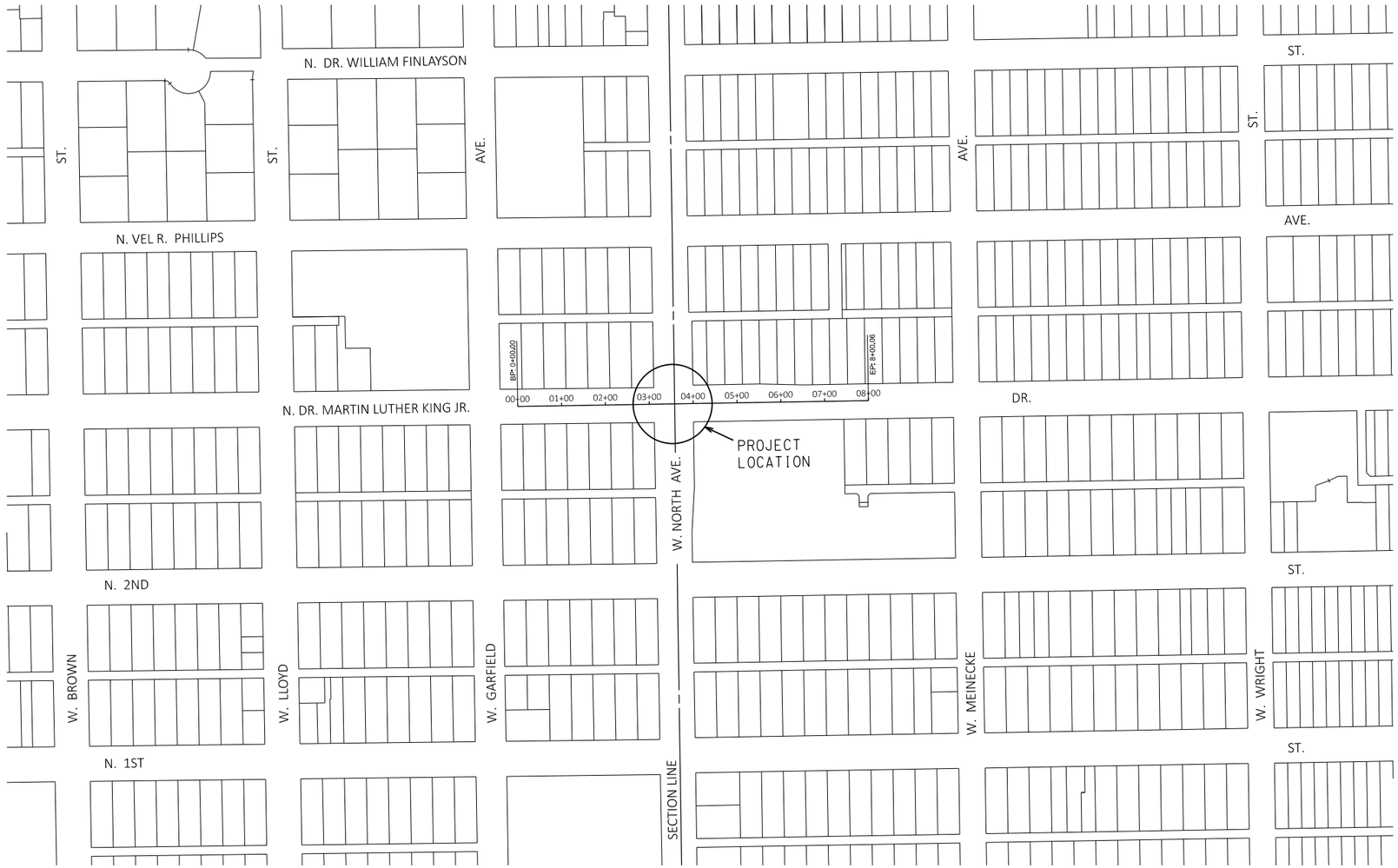
ANDY TRAEGER
CONSTRUCTION COORDINATOR
PHONE: 262-953-4296
CELL: 262-853-8463
EMAIL: ATRAEGER@SEWRPC.ORG

WISCONSIN DEPT. OF NATURAL RESOURCES
RYAN PAPPAS
1027 W. ST. PAUL AVENUE
MILWAUKEE, WI 53233
PHONE: 414-750-7495
EMAIL: RYAN.PAPPAS@WISCONSIN.GOV

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

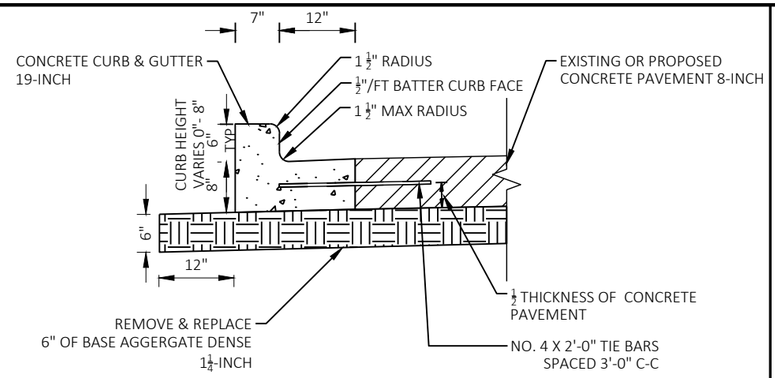
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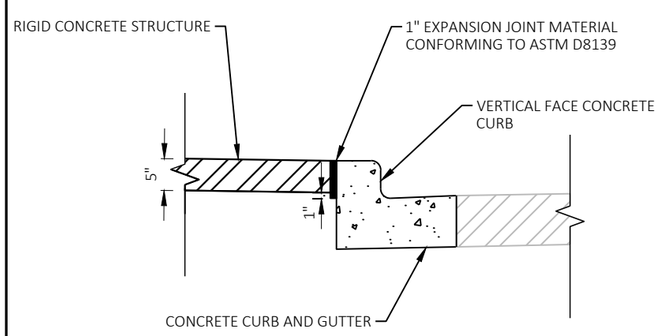


PROJECT NO: 2568-00-72	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SHEET 4	E

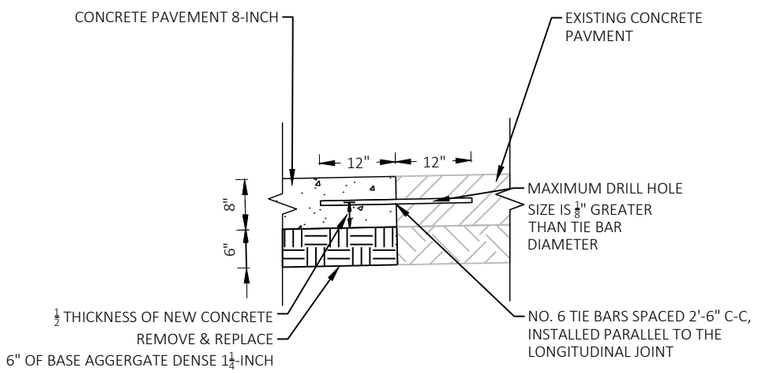
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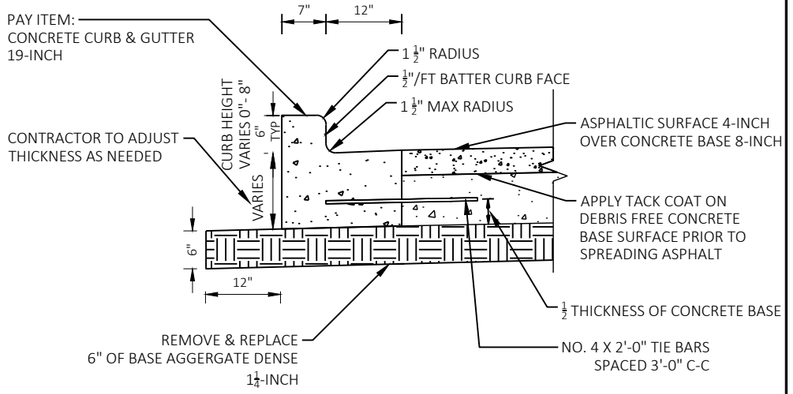
CONCRETE CURB & GUTTER 19-INCH
ADJACENT TO EXISTING OR PROPOSED CONCRETE PAVEMENT DETAIL



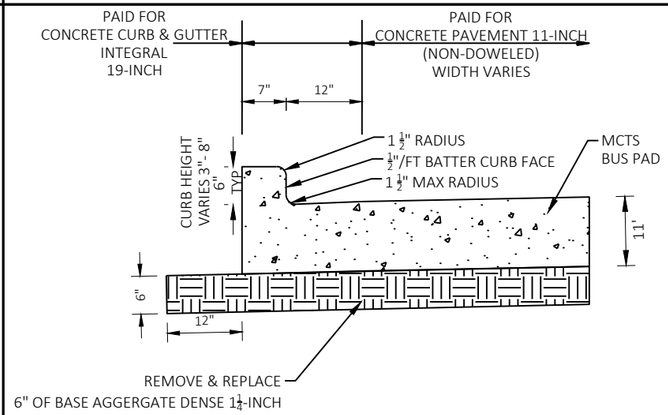
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE DETAIL



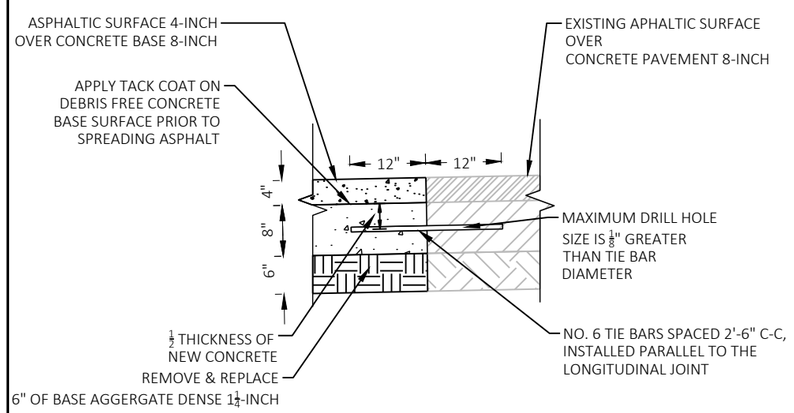
CONCRETE PAVEMENT 8-INCH
TIE BARS DRILLED INTO EXISTING PAVEMENT DETAIL



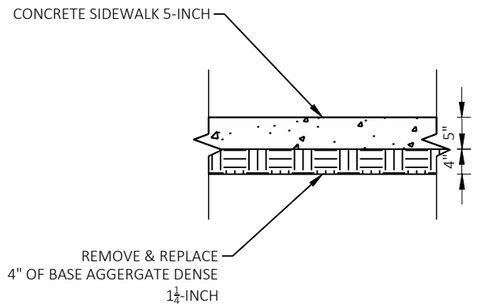
CONCRETE CURB & GUTTER 19-INCH ADJACENT TO
ASHALITIC SURFACE 4-INCH OVER CONCRETE BASE 8-INCH DETAIL



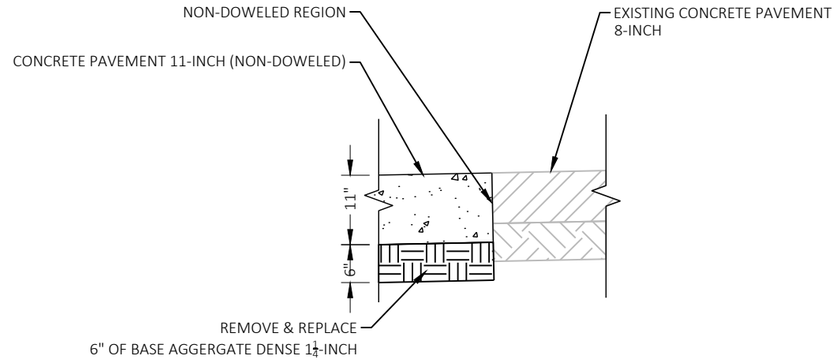
CONCRETE CURB & GUTTER INTEGRAL 19-INCH DETAIL



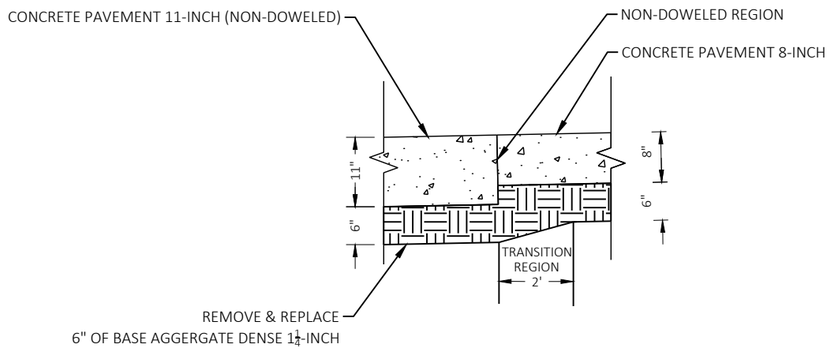
ASHPALTIC SURFACE 4-INCH OVER CONCRETE BASE 8-INCH
TIE BARS DRILLED INTO EXISTING PAVEMENT DETAIL



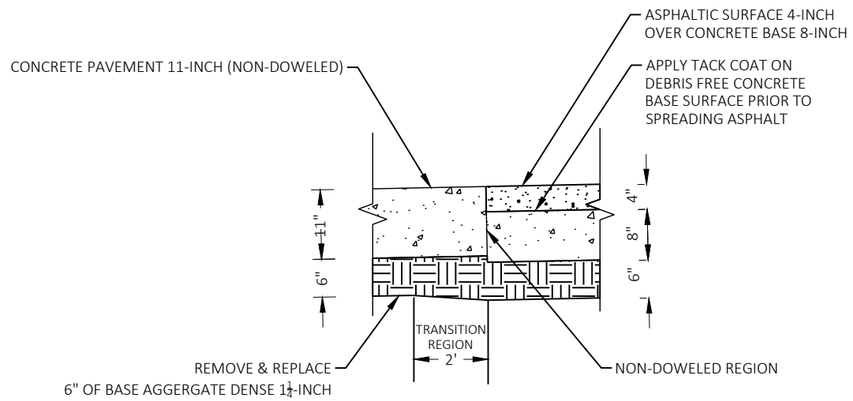
CONCRETE SIDEWALK 5-INCH DETAIL



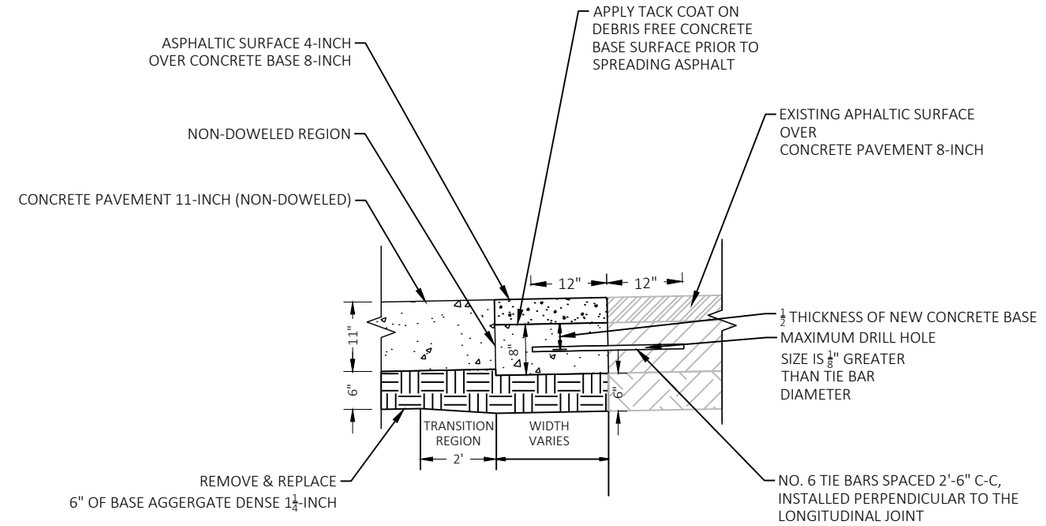
CONCRETE PAVEMENT 11-INCH (NON-DOWELED)
ADJACENT TO EXISTING CONCRETE PAVEMENT DETAIL



CONCRETE PAVEMENT 11-INCH (NON-DOWELED)
ADJACENT TO CONCRETE PAVEMENT 8-INCH DETAIL



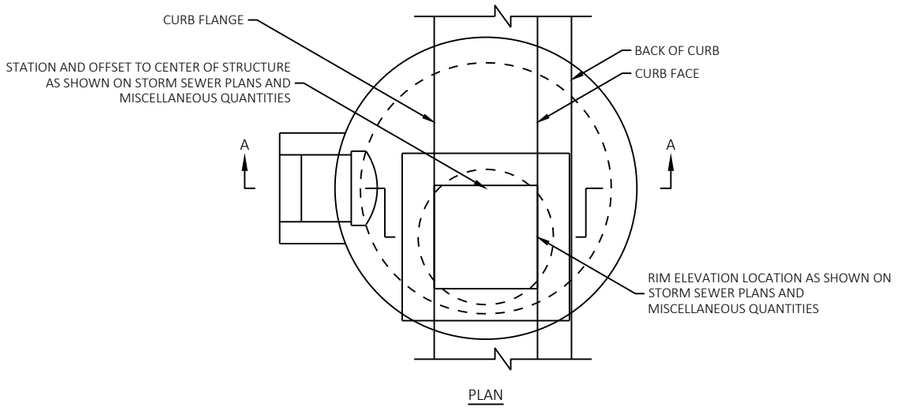
CONCRETE PAVEMENT 11-INCH (NON-DOWELED)
ADJACENT TO ASPHALTIC SURFACE OVER CONCRETE BASE 8-INCH DETAIL



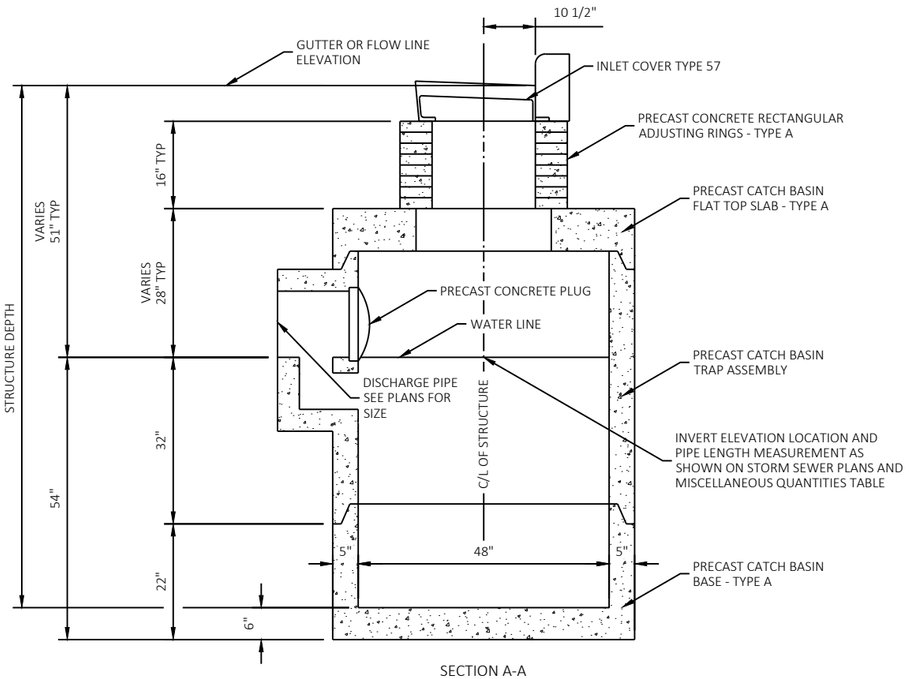
CONCRETE PAVEMENT 8-INCH BETWEEN
CONCRETE PAVEMENT 11-INCH (NON-DOWELED) & EXISTING PAVEMENT DETAIL

2

PROJECT NO: 2568-00-71	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 6	E



PLAN

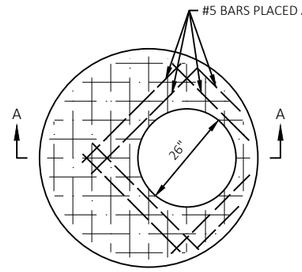


SECTION A-A

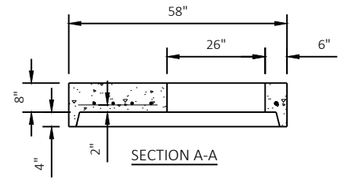
CATCH BASIN TYPE 44A

NOTES:

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



PLAN



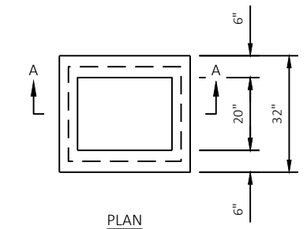
SECTION A-A

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

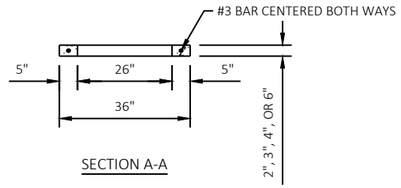
REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

TOP SLAB - TYPE A



PLAN

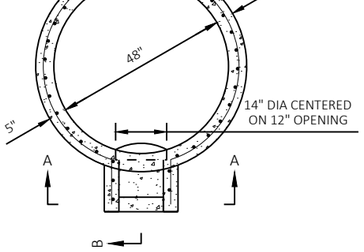


SECTION A-A

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

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

RECTANGULAR ADJUSTING RING - TYPE A



PLAN

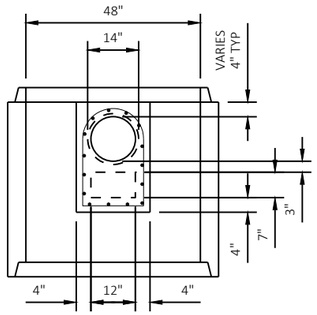
CIRCUMFERENTIAL REINFORCEMENT SHALL CONSIST OF ONE LINE OF STEEL NOT LESS THAN 0.12 SQ. IN. PER LINEAL FOOT, AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.

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

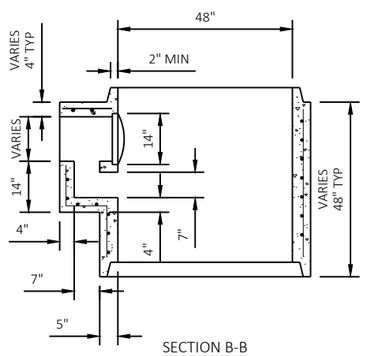
CIRCUMFERENTIAL AND TRAP ASSEMBLY REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

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

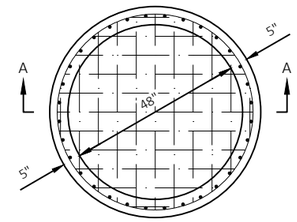


SECTION A-A

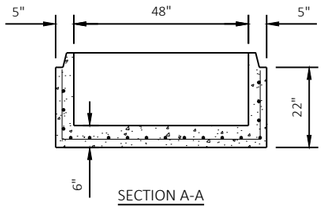


SECTION B-B

TRAP ASSEMBLY



PLAN



SECTION A-A

CIRCUMFERENTIAL REINFORCEMENT SHALL CONSIST OF ONE LINE OF STEEL NOT LESS THAN 0.12 SQ. IN. PER LINEAL FOOT, AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.

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

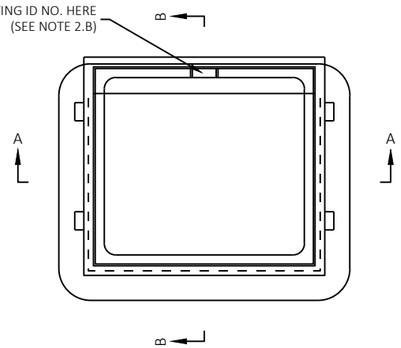
CIRCUMFERENTIAL AND BOTTOM SLAB REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

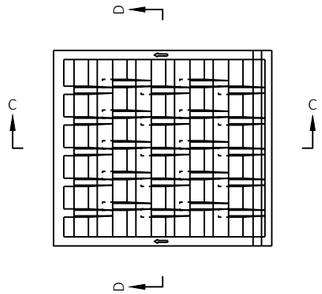
TWO HANDLING HOLES 2 1/4" IN DIAMETER SHALL BE CAST OR DRILLED IN THE WALL.

BASE - TYPE A

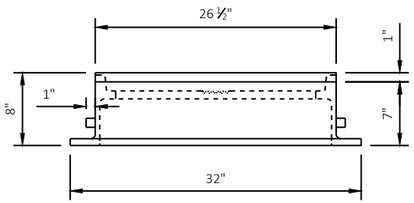
2

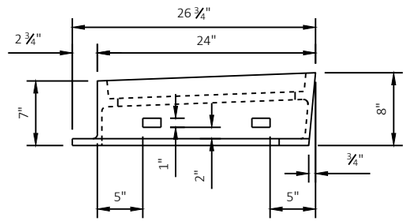


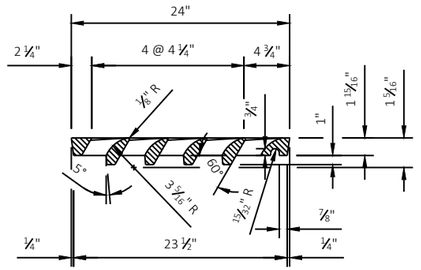
FRAME



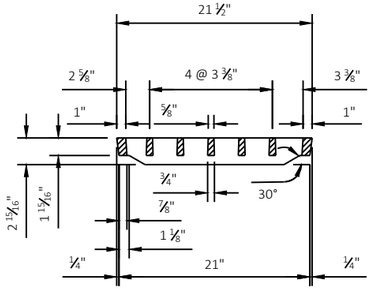
GRATE



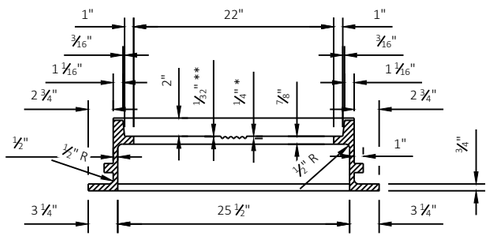




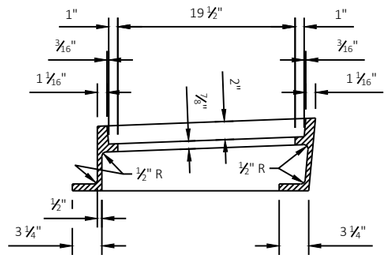
SECTION C-C



SECTION D-D



SECTION A-A



SECTION B-B

INLET COVER - TYPE MS 57

LID - 145 LBS, FRAME - 204 LBS

NOTES:

* DEPRESSION FOR LETTERS
** CLEARANCE FROM TOP OF LETTERS TO FACE OF SEAT

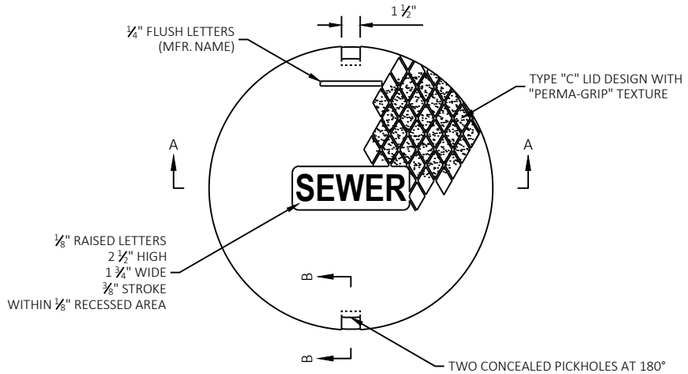
1. ALL EDGES ARE TO BE GROUND.
2. ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8" ON THE FRAME.

FRAME

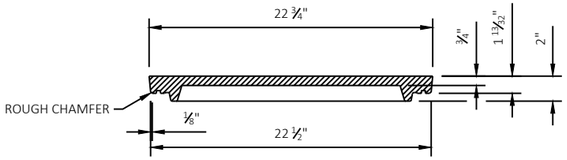
A. ON THE UPPER FACE OF THE FLANGE IN 1" HIGH LETTERS THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.
B. ON THE SEAT OF THE FRAME IN 1" HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER.

GRATE

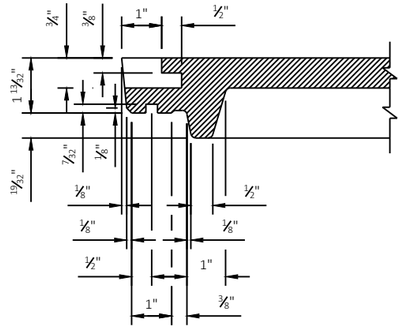
C. ON THE UPPER SIDE OF THE GRATE IN 1" HIGH LETTERS, THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, THE CASTING IDENTIFICATION NUMBER (57) AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.



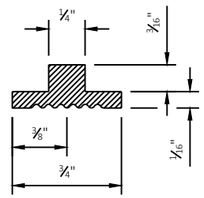
TOP VIEW

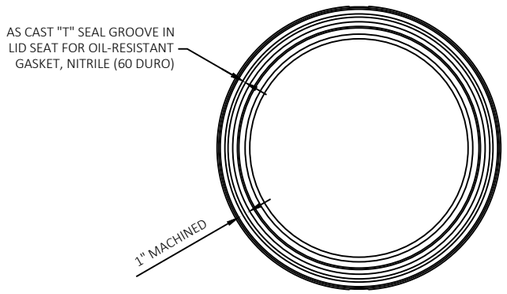


SECTION A-A

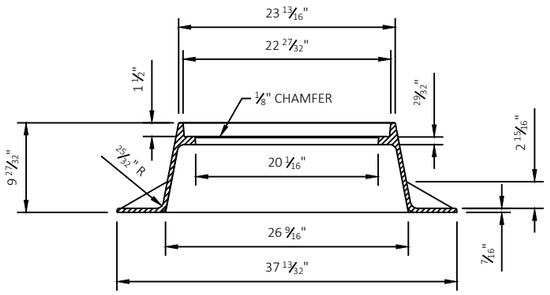


SECTION B-B





BOTTOM VIEW



MANHOLE FRAME TYPE MS 21

MANHOLE COVER - TYPE MS 58A

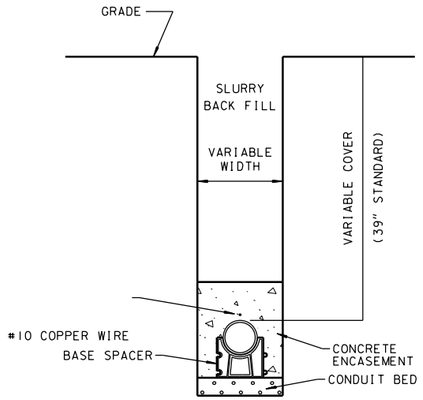
LID - 107 LBS, FRAME - 182 LBS

MANHOLE FRAME TYPE MS21 INCLUDED WITH
MANHOLE COVER TYPE 58A BID ITEM

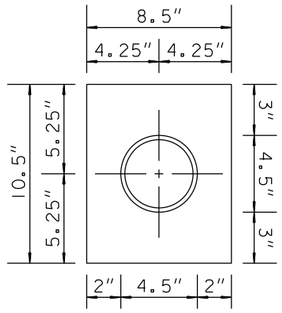
NOTES:

ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8" HAVING A DIGIT OR LETTER HEIGHT OF ONE INCH ON LOWER FACE OF LID:

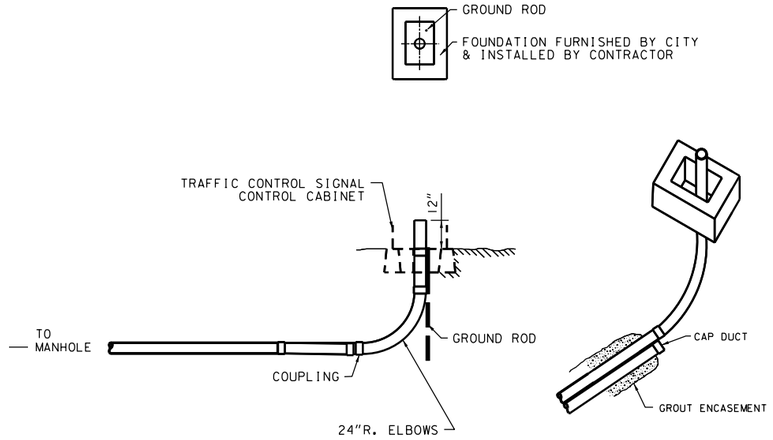
1. THE INITIALS OR MONOGRAM OF THE FOUNDRY.
2. THE CONTRACT NUMBER AND YEAR MADE.
3. THE CASTING IDENTIFICATION NUMBER.
4. THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.
   NOTE: ALL EXTERIOR EDGES SHALL BE GROUND.



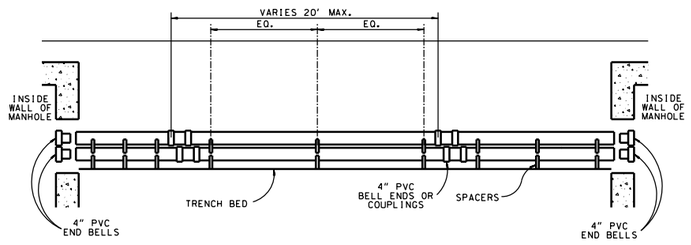
CONDUIT TRENCH CROSS SECTION



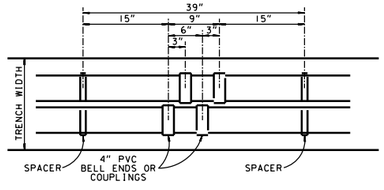
CONDUIT ENCASEMENT CROSS SECTION VIEW



TRAFFIC CONTROL CABINET DETAIL

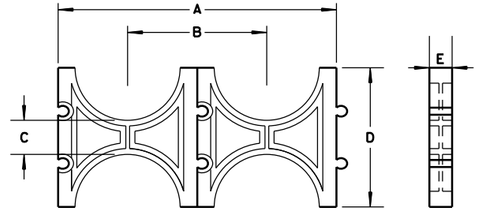


INSTALLATION VIEW



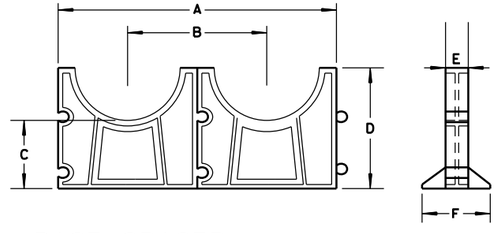
PLAN VIEW

COND.	3"	4"
A	10 1/4"	12 1/4"
B	5 1/8"	6 1/4"
C	1 1/2"	1 1/2"
D	5.13"	6.13"
E	1"	1"



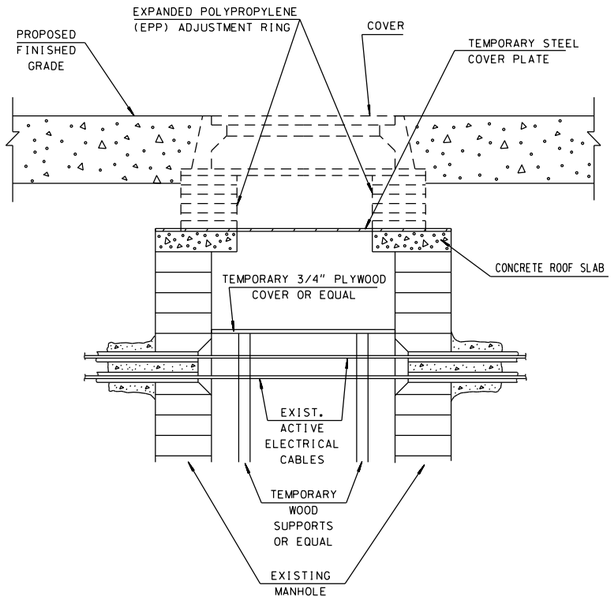
INTERMEDIATE SPACER

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

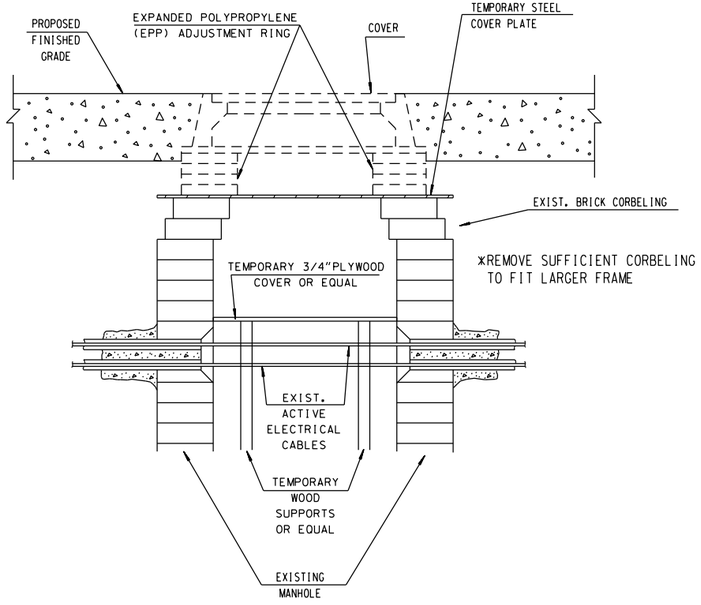


BASE SPACER

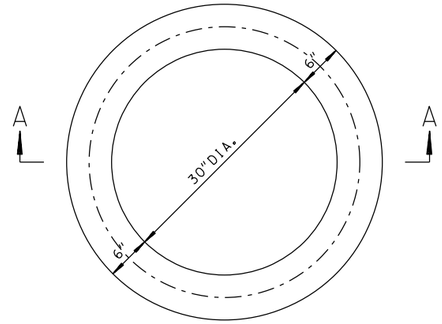
PROJECT NO: 2568-00-72	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	COMM. UNDERGROUND CONDUIT DETAILS	NOT TO SCALE	SHEET 10	E



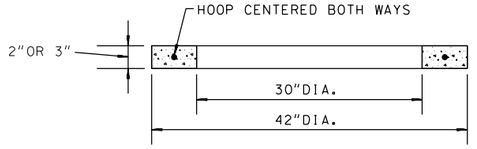
BLOCK OR PRECAST MANHOLE



BRICK ROUND MANHOLE



PLAN



SECTION A-A

THE ADJUSTING RINGS
SHALL BE 4" TO
0.25" IN HEIGHT.

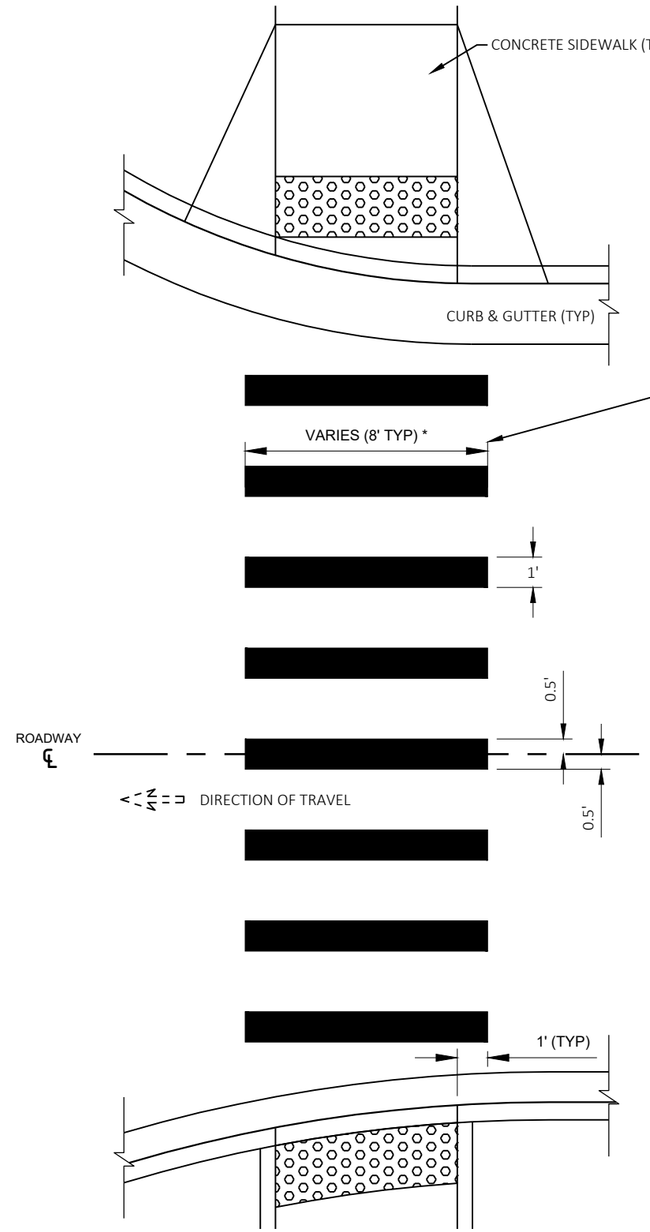
OUTSIDE DIAMETER OF ADJUSTMENT
RING SHALL MATCH OUTSIDE
DIAMETER OF MANHOLE FRAME

JOINTS BETWEEN ALL ADJUSTMENT
RINGS AND MANHOLE FRAME AND COVER
SHALL BE SEALED USING THE
ADHESIVE/SEALANT FOLLOWING
MANUFACTURER'S SPECIFICATIONS

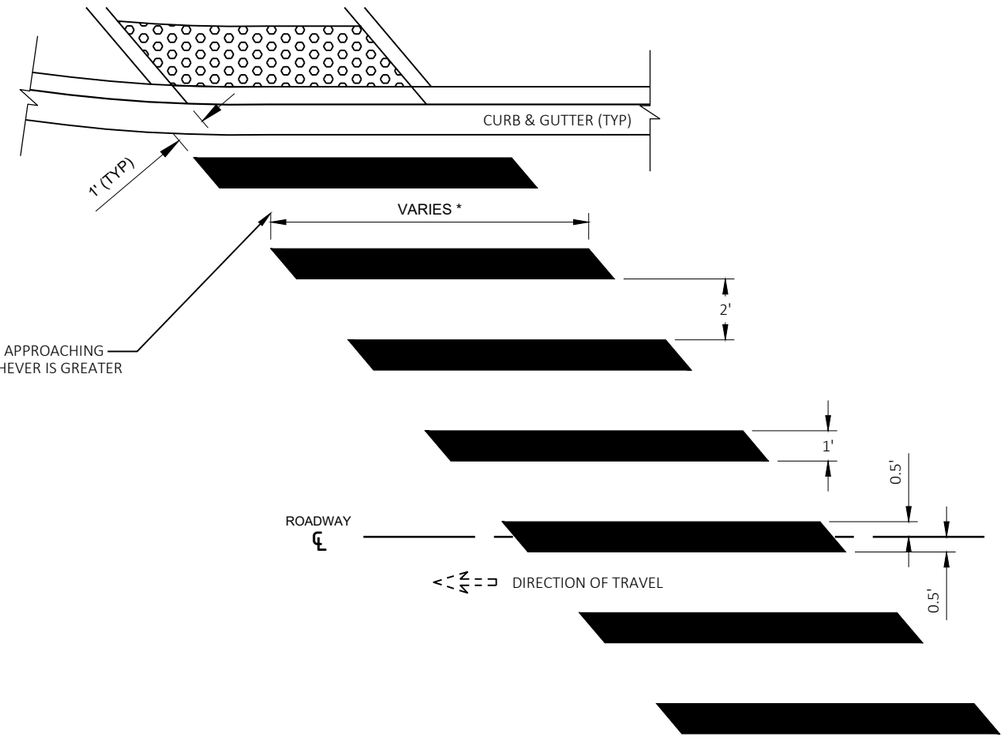
ANGLE RINGS SHALL BE USED
FOR CROSS SLOPE AND PROFILE
MATCHING FINISHED GRADE

EPP ADJUSTING RING

2



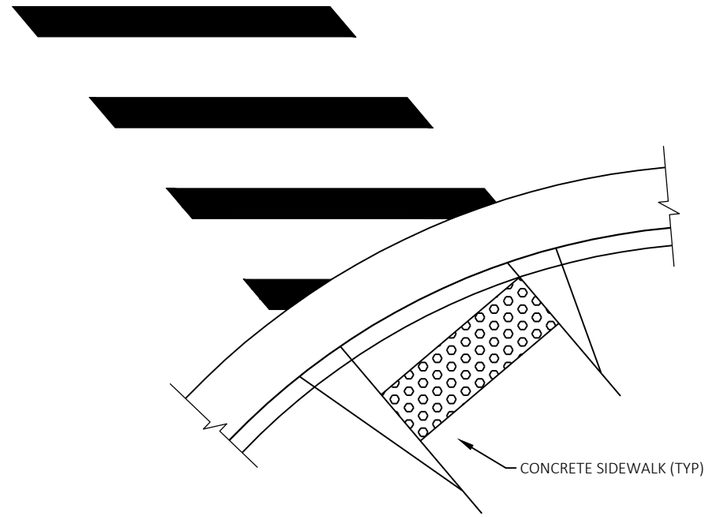
PERPENDICULAR CONTINENTAL CROSSWALK



NOTES

* UNLESS OTHERWISE NOTED ON PLANS

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



SKEWED CONTINENTAL CROSSWALK

MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH

PROJECT NO: 2568-00-72	HWY: N DR MLK JR DR	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 12	E

FILE NAME : Y:\56XX\5656_DS23.MLKDR.MIL.NRTH.WALNT.INT\CADDS\25680072\SHEETS\021001-CD.DWG
LAYOUT NAME - 02
PLOT DATE : 8/20/2026 9:31 AM
PLOT BY : SAM FLINT
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

AREA 1- HAZMAT SOILS
CONTAMINATION EXCAVATION 235.5 TONS (138.5 CY)

AREA 1- HAZMAT SOILS- PAH CONTAMINATION
1 TO 4 FEET BELOW GROUND SURFACE
STATION 14+00 TO STATION 15+00,
FROM REFERENCE LINE TO 150 FEET LEFT OF CENTER LINE

353-0210-100
125
#2235

353-0208-000
50
#2235

353-0207-000
50
#2241 N. DR. MLK JR. DR.

322-1224-112
473
#2323 N. DR. MLK JR. DR.

W NORTH AVE

N DR MARTIN LUTHER KING JR DR

12+00 +50 13+00 +50 14+00 +50 15+00 +50 16+00

#2220 N. DR. MLK JR. DR.
200
353-0190-111

#2312 N. DR. MLK JR. DR.
343.17
322-0251-100

NOTE:

EXCAVATE TO 4 FEET DEEP, BACKFILL WITH BASE AGGREGATE DENSE 1 ¼ INCH

LEGEND

EXCAVATED HAZMAT SOILS

APPROXIMATE EXTENT OF HAZMAT SOILS WHICH MAY BE ENCOUNTERED DURING EXCAVATION OPERATIONS.

PROJECT NO: 2568-00-72	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	HAZMAT SOILS - W NORTH AVE	SHEET 13	E

FILE NAME : W:\PWE\C3D PROJECTS\25680072_MLK_NORTH\SHEETS\021201-CONTAMINATED SOILS REV MLK2.DWG
LAYOUT NAME - 021201 pd

PLOT DATE : 4/24/2026 4:30 PM PLOT BY : BIEGANSKI, SCOTT PLOT NAME : PLOT SCALE : 1IN:30 FT

WISDOT/CADDS SHEET 42

2

353-0208-000
50
#2235

353-0207-000
50
#2241 N. DR. MLK JR. DR.

322-1224-112
473
#2323 N. DR. MLK JR. DR.

N

CGI19
CP11
D
SW5
AS4
CG19
EXISTING RW
C
NOTE: INSTALL INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET
W NORTH AVE
N DR MLK JR DR R/L (RW C/L)
+50
13+00
14+00
15+00
N DR MARTIN LUTHER KING JR DR
CMH
SMH
MH
GMH
CP8
CAP
#2220 N. DR. MLK JR. DR.
200
353-0190-111

LEGEND

- AS4 — ASPHALTIC SURFACE, 4-INCH OVER CONCRETE BASE, 8-INCH
- CG19 — CONCRETE CURB & GUTTER, 19-INCH
- CGI19 — CONCRETE CURB & GUTTER INTEGRAL, 19-INCH
- CP8 — CONCRETE PAVEMENT, 8-INCH
- CP11 — CONCRETE PAVEMENT, 11-INCH (NON-DOWELED)
- SW5 — CONCRETE SIDEWALK, 5-INCH
- INLET PROTECTION
- D C — INLET PROTECTION TYPE
- FLOW LINE

NOTE: SEE CONSTRUCTION DETAILS FOR ADDITONAL INFORMATION

NOTES:

1. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE 4" TOPSOIL, SOD LAWN, OTHERWISE SHOWN.
4. RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED IN THOSE AREAS. SOD TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.
5. STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED AND MULCH WITHIN 72 HOURS.

PROJECT NO: 2568-00-72	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	PLAN DETAILS & EROSION CONTROL - W NORTH AVE	SHEET 14	E

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. SOLID LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. FOR ADDITIONAL INFORMATION SEE REMOVALS, PAVEMENT MARKING, AND PLAN DETAILS.

50

#2241 N. DR. MLK JR. DR.

LEGEND

XXX.XX	SIDEWALK ELEVATION	T	TRAVERSABLE FLARE (10:1 MAX)
XXX.XX(B)	BACK OF CURB ELEVATION		DETECTABLE WARNING FIELD
XXX.XX(D)	DWF CORNER ELEVATION	1	CURB RADIUS POINT NUMBER
XXX.XX(F)	CURB FLANGE ELEVATION	LL	LEVEL LANDING
XXX.XX(G)	GUTTER FLOWLINE ELEVATION		TRAFFIC SIGNAL HEAD
XXX.XX(T)	TOP OF CURB ELEVATION		ACCESSIBLE PEDESTRIAN SIGNAL, (PUSH BUTTON)
XXX.XX(E)	EXISTING ELEVATION		TRAFFIC SIGNAL STD, PEDESTAL BASE
HP	HIGH POINT (SUMMIT)		CONFIRMATION LIGHT
LP	LOW POINT		EVP DESIGNATOR
	EXISTING INLET		EVP DETECTOR HEAD
	PROPOSED INLET	PB	STREET LIGHT LUMINAIRE
PB	PULL BOX		STREET LIGHT POLE BASE
	MONOTUBE BASE	XXX	POINT NUMBER

N DR MLK JR DR & W NORTH AVE SOUTHWEST QUADRANT

N DR MARTIN LUTHER KING JR DR

N DR MLK JR DR (RW C/L)

N DR MLK JR DR & W NORTH AVE NORTHWEST QUADRANT

W NORTH AVE

EXISTING R/W

EXISTING R/W

TYPE 2 CURB RAMP

2'X6' DWF

18' RAD

MASK ARM

PROJECT NO: 2568-00-72	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W NORTH AVE	SHEET 15 E

FILE NAME : W:\PWE\C3D PROJECTS\25680072_MLK_NORTH\SHEETS\021301-CR.DWG
LAYOUT NAME - 021301-cr
PLOT DATE : 4/15/2026 7:44 AM
PLOT BY : GEHRING, DOMINIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

N DR MLK JR DR & W NORTH AVE SOUTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
101	13+79.22	49.79' LT	108.07	307451.33	604685.58
102	13+79.22	57.79' LT	108.12	307451.40	604677.58
103	13+79.22	69.79' LT	108.20	307451.50	604665.58
104	13+79.22	77.79' LT	108.25	307451.56	604657.59
105	13+36.42	28.36' LT	106.99	307408.36	604706.66
106	13+39.59	28.33' LT	107.08	307411.53	604706.72
107	13+45.24	22.56' LT	107.33	307417.13	604712.52
108	13+51.10	22.51' LT	107.50	307422.99	604712.63
109	13+54.58	22.80' LT	107.61	307426.47	604712.37
110	13+61.14	25.26' LT	107.72	307433.05	604709.96
111	13+65.18	28.56' LT	107.79	307437.13	604706.69
112	13+67.83	32.18' LT	107.84	307439.80	604703.09
113	13+69.72	36.91' LT	107.79	307441.72	604698.38
114	13+70.28	41.54' LT	107.73	307442.33	604693.75
115	13+70.28	43.29' LT	107.71	307442.34	604692.00
116	13+70.90	48.09' LT	107.63	307443.01	604687.21
117	13+70.27	49.79' LT	107.63	307442.38	604685.50
118	13+48.67	24.12' LT	107.81	307420.57	604711.00
119	13+54.30	24.36' LT	107.59	307426.21	604710.81
120	13+54.31	26.65' LT	107.61	307426.24	604708.51
121	13+60.31	26.62' LT	107.70	307432.24	604708.59
122	13+64.03	29.64' LT	108.08	307435.98	604705.60
123	13+66.50	33.04' LT	108.13	307438.48	604702.22
124	13+68.18	37.29' LT	107.78	307440.19	604697.98
125	13+68.21	43.29' LT	107.70	307440.27	604691.98
126	13+68.69	43.29' LT	107.69	307440.76	604691.99
127	13+68.68	49.79' LT	108.16	307440.80	604685.49
128	13+68.67	57.79' LT	108.14	307440.85	604677.49
129	13+68.64	69.79' LT	108.17	307440.92	604665.49
130	13+68.63	77.79' LT	108.16	307440.97	604657.49
131	13+36.45	40.47' LT	107.80	307408.49	604694.55
132	13+36.48	34.81' LT	107.63	307408.47	604700.21
133	13+42.47	40.44' LT	107.92	307414.51	604694.63
134	13+42.47	34.44' LT	107.83	307414.46	604700.63
135	13+48.54	40.41' LT	108.04	307420.58	604694.71
136	13+48.59	34.40' LT	107.96	307420.58	604700.71
137	13+54.39	40.37' LT	108.19	307426.43	604694.79
138	13+54.36	34.37' LT	108.10	307426.35	604700.79
139	13+60.36	34.34' LT	108.19	307432.35	604700.88
140	13+61.41	34.33' LT	108.24	307433.40	604700.89

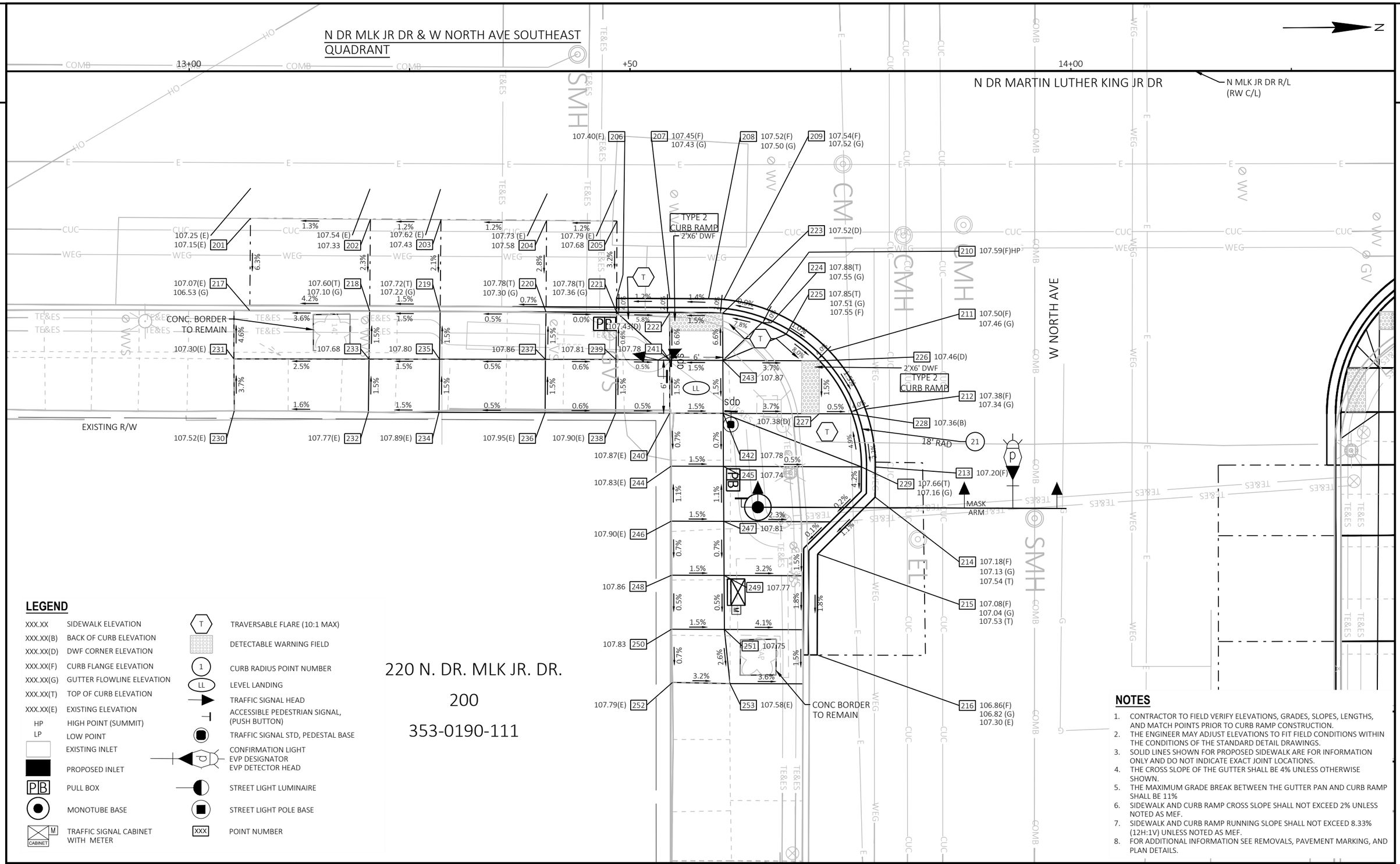
N DR MLK JR DR & W NORTH AVE SOUTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
141	13+61.41	37.33' LT	108.21	307433.42	604697.89
142	13+54.35	43.37' LT	108.23	307426.41	604691.79
143	13+61.40	43.33' LT	108.13	307433.46	604691.89
144	13+54.23	49.87' LT	108.38	307426.35	604685.30
145	13+61.39	49.83' LT	108.27	307433.50	604685.39
146	13+54.61	57.79' LT	108.35	307426.79	604677.38
147	13+61.38	57.79' LT	108.25	307433.56	604677.43
148	13+54.54	69.79' LT	108.38	307426.82	604665.38
149	13+61.36	69.79' LT	108.28	307433.64	604665.43
150	13+54.51	77.79' LT	108.37	307426.85	604657.38
151	13+61.35	77.79' LT	108.27	307433.69	604657.43
152	13+61.34	83.58' LT	108.36	307433.73	604651.65
153	13+68.69	83.49' LT	108.19	307441.08	604651.79
154	13+54.55	86.22' LT	108.51	307426.96	604648.95
155	13+61.33	86.25' LT	108.37	307433.75	604648.98

N DR MLK JR DR & W NORTH AVE NORTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
301	14+48.80	22.36' LT	107.78	307520.69	604713.58
302	14+55.33	22.37' LT	107.72	307527.21	604713.62
304	14+25.98	64.99' LT	107.47	307498.21	604670.77
305	14+26.27	59.58' LT	107.49	307498.47	604676.18
306	14+20.39	53.62' LT	107.57	307492.53	604682.09
307	14+20.41	50.21' LT	107.59	307492.53	604685.49
308	14+21.66	43.58' LT	107.72	307493.72	604692.14
309	14+25.85	37.05' LT	107.84	307497.86	604698.71
310	14+32.63	32.61' LT	107.70	307504.60	604703.20
311	14+36.16	31.63' LT	107.63	307508.12	604704.20
312	14+39.40	31.35' LT	107.59	307511.36	604704.51
313	14+42.43	31.35' LT	107.54	307514.39	604704.54
314	14+48.78	31.35' LT	107.36	307520.74	604704.59
315	14+22.00	50.22' LT	107.88	307494.11	604685.50
316	14+26.96	44.16' LT	107.71	307499.03	604691.61
317	14+23.14	44.14' LT	107.68	307495.21	604691.59
318	14+26.98	38.16' LT	107.80	307499.00	604697.61
319	14+29.60	35.97' LT	107.98	307501.59	604699.82
320	14+33.19	34.09' LT	107.91	307505.18	604701.73
321	14+36.43	33.19' LT	107.61	307508.40	604702.65
322	14+42.43	33.18' LT	107.52	307514.40	604702.71
323	14+42.43	32.93' LT	107.52	307514.40	604702.95

N DR MLK JR DR & W NORTH AVE NORTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
324	14+48.78	32.93' LT	107.70	307520.76	604703.01
325	14+55.31	32.93' LT	107.71	307527.28	604703.07
326	14+30.13	73.91' LT	108.12	307502.44	604661.88
327	14+42.48	67.14' LT	108.28	307514.74	604668.75
328	14+36.49	67.30' LT	108.24	307508.75	604668.54
329	14+36.45	65.50' LT	108.25	307508.69	604670.34
330	14+30.18	65.51' LT	108.11	307502.42	604670.28
331	14+42.48	61.52' LT	108.24	307514.69	604674.37
332	14+36.48	61.50' LT	108.15	307508.69	604674.34
333	14+42.47	55.91' LT	108.15	307514.64	604679.98
334	14+36.47	55.89' LT	108.06	307508.64	604679.95
335	14+42.46	50.29' LT	108.05	307514.58	604685.60
336	14+36.46	50.27' LT	107.96	307508.58	604685.57
337	14+42.45	44.21' LT	107.97	307514.52	604691.68
338	14+36.45	44.19' LT	107.88	307508.52	604691.65
339	14+42.44	38.21' LT	107.88	307514.46	604697.68
340	14+36.44	38.19' LT	107.97	307508.46	604697.65
341	14+48.74	44.23' LT	107.87	307520.81	604691.71
342	14+48.76	38.23' LT	107.78	307520.78	604697.71
343	14+55.19	44.26' LT	107.78	307527.26	604691.74
344	14+55.25	38.34' LT	107.74	307527.27	604697.66

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
11	13+51.28	41.51' LT	307,423.33	604,693.63	18'
31	14+39.41	50.35' LT	307,511.53	604,685.51	18'

N DR MLK JR DR & W NORTH AVE SOUTHEAST QUADRANT



LEGEND

XXX.XX	SIDEWALK ELEVATION	T	TRAVERSABLE FLARE (10:1 MAX)
XXX.XX(B)	BACK OF CURB ELEVATION		DETECTABLE WARNING FIELD
XXX.XX(D)	DWF CORNER ELEVATION	1	CURB RADIUS POINT NUMBER
XXX.XX(F)	CURB FLANGE ELEVATION	LL	LEVEL LANDING
XXX.XX(G)	GUTTER FLOWLINE ELEVATION		TRAFFIC SIGNAL HEAD
XXX.XX(T)	TOP OF CURB ELEVATION		ACCESSIBLE PEDESTRIAN SIGNAL, (PUSH BUTTON)
XXX.XX(E)	EXISTING ELEVATION		TRAFFIC SIGNAL STD, PEDESTAL BASE
HP	HIGH POINT (SUMMIT)		CONFIRMATION LIGHT EVP DESIGNATOR EVP DETECTOR HEAD
LP	LOW POINT		STREET LIGHT LUMINAIRE
	EXISTING INLET		STREET LIGHT POLE BASE
	PROPOSED INLET	XXX	POINT NUMBER
PB	PULL BOX		
	MONOTUBE BASE		
M CABINET	TRAFFIC SIGNAL CABINET WITH METER		

220 N. DR. MLK JR. DR.

200

353-0190-111

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. SOLID LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. FOR ADDITIONAL INFORMATION SEE REMOVALS, PAVEMENT MARKING, AND PLAN DETAILS.

PROJECT NO: 2568-00-72	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W NORTH AVE	SHEET 17	E

N DR MLK JR DR & W NORTH AVE SOUTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
201	13+06.95	16.67' RT	107.15	307378.52	604751.44
202	13+20.55	16.77' RT	107.33	307392.12	604751.66
203	13+28.55	16.83' RT	107.43	307400.12	604751.78
204	13+40.53	16.93' RT	107.58	307412.10	604751.98
205	13+48.52	16.99' RT	107.68	307420.09	604752.10
206	13+48.47	25.76' RT	107.40	307419.97	604760.87
207	13+54.49	25.79' RT	107.45	307425.98	604760.95
208	13+58.89	25.81' RT	107.52	307430.39	604761.01
209	13+60.64	25.90' RT	107.54	307432.13	604761.11
210	13+65.51	27.03' RT	107.59	307436.99	604762.29
211	13+72.59	31.74' RT	107.50	307444.03	604767.05
212	13+76.66	38.33' RT	107.38	307448.05	604773.68
213	13+77.80	44.89' RT	107.20	307449.14	604780.25
214	13+77.79	48.31' RT	107.18	307449.09	604783.66
215	13+71.26	54.77' RT	107.08	307442.52	604790.07
216	13+71.21	66.21' RT	106.86	307442.37	604801.51
217	13+06.85	27.13' RT	107.07	307378.33	604761.90
218	13+20.46	27.21' RT	107.60	307391.95	604762.09
219	13+28.46	27.25' RT	107.72	307399.95	604762.20
220	13+40.46	27.31' RT	107.78	307411.95	604762.36
221	13+48.47	27.35' RT	107.78	307419.95	604762.46
222	13+54.48	27.45' RT	107.43	307425.96	604762.61
223	13+60.48	27.48' RT	107.52	307431.96	604762.69
224	13+64.95	28.52' RT	107.88	307436.42	604763.76
225	13+67.69	29.83' RT	107.85	307439.15	604765.11
226	13+71.47	32.85' RT	107.46	307442.90	604768.16
227	13+71.44	38.85' RT	107.38	307442.82	604774.16
228	13+75.17	38.87' RT	107.36	307446.56	604774.20
229	13+76.22	44.89' RT	107.66	307447.55	604780.23
230	13+05.11	38.50' RT	107.52	307376.50	604773.26
231	13+05.06	32.62' RT	107.30	307376.50	604767.37
232	13+20.32	38.65' RT	107.77	307391.71	604773.53
233	13+20.39	32.64' RT	107.68	307391.83	604767.52
234	13+28.32	38.68' RT	107.89	307399.71	604773.63
235	13+28.39	32.65' RT	107.80	307399.83	604767.60
236	13+40.36	38.73' RT	107.95	307411.75	604773.77
237	13+40.39	32.68' RT	107.86	307411.83	604767.72
238	13+48.36	38.76' RT	107.90	307419.75	604773.87
239	13+48.39	32.69' RT	107.81	307419.83	604767.80
240	13+54.49	38.78' RT	107.87	307425.87	604773.94

N DR MLK JR DR & W NORTH AVE SOUTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
241	13+54.48	32.78' RT	107.78	307425.92	604767.94
242	13+60.55	38.81' RT	107.78	307431.93	604774.02
243	13+60.51	32.81' RT	107.87	307431.95	604768.02
244	13+54.64	44.79' RT	107.83	307425.97	604779.96
245	13+60.58	44.82' RT	107.74	307431.92	604780.03
246	13+54.66	51.03' RT	107.90	307425.95	604786.20
247	13+60.62	51.06' RT	107.81	307431.90	604786.27
248	13+54.70	57.16' RT	107.86	307425.93	604792.32
249	13+60.65	57.18' RT	107.77	307431.89	604792.40
250	13+54.68	63.28' RT	107.83	307425.87	604798.45
251	13+60.69	63.31' RT	107.75	307431.87	604798.52
252	13+54.80	69.32' RT	107.79	307425.93	604804.48
253	13+61.32	69.46' RT	107.58	307432.45	604804.67

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
21	13+58.80	44.81' RT	307,430.14	604,780.01	18'

N DR MLK JR DR & W NORTH AVE NORTHEAST QUADRANT

N

14+00 | +50 | 15+00

N DR MARTIN LUTHER KING JR DR

N DR MLK JR DR R/L
(RW C/L)

W NORTH AVE

MASK ARM

18' RAD

TYPE 2 CURB RAMP

2'X6' DWF

TYPE 2 CURB RAMP

2'X6' DWF

SOD

CONC. BORDER TO REMAIN

EXISTING R/W

| | | |

N DR MLK JR DR & W NORTH AVE NORTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
401	14+16.71	82.16' RT	106.95	307487.74	604817.84
402	14+16.71	72.69' RT	107.09	307487.81	604808.37
403	14+16.71	64.69' RT	107.20	307487.88	604800.37
404	14+16.70	52.69' RT	107.37	307487.97	604788.37
405	14+16.70	44.69' RT	107.48	307488.03	604780.37
406	14+29.01	44.69' RT	107.07	307500.35	604780.46
407	14+29.01	41.69' RT	107.21	307500.37	604777.46
408	14+29.01	38.69' RT	107.35	307500.40	604774.46
409	14+29.87	33.22' RT	107.41	307501.30	604769.00
410	14+30.99	30.43' RT	107.47	307502.44	604766.22
411	14+33.80	26.25' RT	107.54	307505.29	604762.07
412	14+40.38	21.46' RT	107.59	307511.90	604757.33
413	14+43.23	20.47' RT	107.53	307514.76	604756.37
414	14+48.00	19.86' RT	107.40	307519.54	604755.79
415	14+51.42	19.86' RT	107.36	307522.96	604755.82
416	14+58.21	26.76' RT	106.82	307529.69	604762.77
417	14+73.59	26.74' RT	106.52	307545.08	604762.88
418	14+30.58	82.12' RT	106.98	307501.60	604817.91
419	14+30.61	72.69' RT	107.38	307501.71	604808.48
420	14+30.61	64.69' RT	107.34	307501.78	604800.48
421	14+30.62	52.69' RT	107.30	307501.89	604788.48
422	14+30.59	44.69' RT	107.42	307501.93	604780.48
423	14+30.60	41.69' RT	107.50	307501.96	604777.48
424	14+30.01	38.69' RT	107.33	307501.40	604774.47
425	14+31.41	38.68' RT	107.34	307502.79	604774.48
426	14+31.38	33.69' RT	107.39	307502.81	604769.48
427	14+32.42	31.11' RT	107.61	307503.86	604766.92
428	14+33.47	29.28' RT	107.66	307504.93	604765.09
429	14+34.99	27.30' RT	107.50	307506.46	604763.13
430	14+40.99	27.34' RT	107.60	307512.46	604763.22
431	14+41.01	22.91' RT	107.55	307512.53	604758.79
432	14+43.61	22.01' RT	107.82	307515.14	604757.91
433	14+40.63	83.95' RT	107.37	307511.64	604819.82
434	14+34.65	83.92' RT	107.13	307505.66	604819.74
435	14+40.64	78.34' RT	107.49	307511.70	604814.21
436	14+34.68	78.32' RT	107.40	307505.74	604814.14
437	14+40.72	72.64' RT	107.53	307511.82	604808.51
438	14+34.72	72.67' RT	107.44	307505.82	604808.49
439	14+40.74	64.64' RT	107.46	307511.91	604800.51
440	14+34.77	64.67' RT	107.37	307505.94	604800.49

N DR MLK JR DR & W NORTH AVE NORTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
441	14+40.79	52.64' RT	107.43	307512.06	604788.51
442	14+34.84	52.67' RT	107.34	307506.11	604788.49
443	14+40.87	44.64' RT	107.48	307512.21	604780.51
444	14+34.88	44.67' RT	107.39	307506.22	604780.49
445	14+40.91	38.65' RT	107.66	307512.30	604774.53
446	14+34.92	38.67' RT	107.59	307506.31	604774.50
447	14+40.94	33.67' RT	107.72	307512.37	604769.55
448	14+34.95	33.68' RT	107.64	307506.37	604769.51
449	14+46.11	38.62' RT	107.61	307517.49	604774.54
450	14+46.14	33.67' RT	107.54	307517.57	604769.58
451	14+51.49	38.61' RT	107.55	307522.87	604774.57
452	14+51.52	33.66' RT	107.48	307522.94	604769.62
453	14+56.86	38.59' RT	107.46	307528.25	604774.60
454	14+56.90	33.65' RT	107.38	307528.32	604769.66
455	14+62.24	38.57' RT	107.36	307533.63	604774.62
456	14+62.27	33.64' RT	107.29	307533.70	604769.69
457	14+67.62	38.56' RT	107.33	307539.00	604774.65
458	14+67.65	33.63' RT	107.25	307539.07	604769.73
459	14+72.99	38.54' RT	107.43	307544.38	604774.67
460	14+72.99	33.63' RT	107.35	307544.41	604769.77
461	14+78.25	38.55' RT	107.34	307549.63	604774.73
462	14+78.28	33.62' RT	107.29	307549.70	604769.80

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
41	14+48.01	38.86' RT	307,519.40	604,774.79	18'

2

353-0208-000
50
#2235

353-0207-000
50
#2241 N. DR. MLK JR. DR.

322-1224-112
473
#2323 N. DR. MLK JR. DR.

N

W NORTH AVE

EXISTING RW

+54.52
86.2' LT

+83.20
77.8' LT

+36.29
14.6' LT

+83.32
14.4' LT

+12.32
73.8' LT

+42.48
67.1' LT

+12.50
19.0' LT

+55.33
19.0' LT

CAUTION

+50 13+00 +50 14+00 +50 15+00 +50

N DR MLK JR DR R/L
(RW C/L)

N DR MARTIN LUTHER JR DR

+06.98
13.3' RT

+82.71
13.7' RT

+05.11
38.5' RT

+54.80
69.3' RT

+83.49
66.3' RT

+16.68
14.0' RT

+73.59
13.9' RT

+78.25
38.5' RT

+16.71
82.2' RT

+40.63
84.0' RT

CONC. BORDER TO REMAIN

#2220 N. DR. MLK JR. DR.
200
353-0190-111

#2312 N. DR. MLK JR. DR.
343.17
322-0251-100

LEGEND

REMOVING CONCRETE SIDEWALK, 5-INCH

REMOVING CONCRETE PAVEMENT,
VARIABLE THICKNESS ASPHALT OVER CONCRETE, BASE 8-INCH

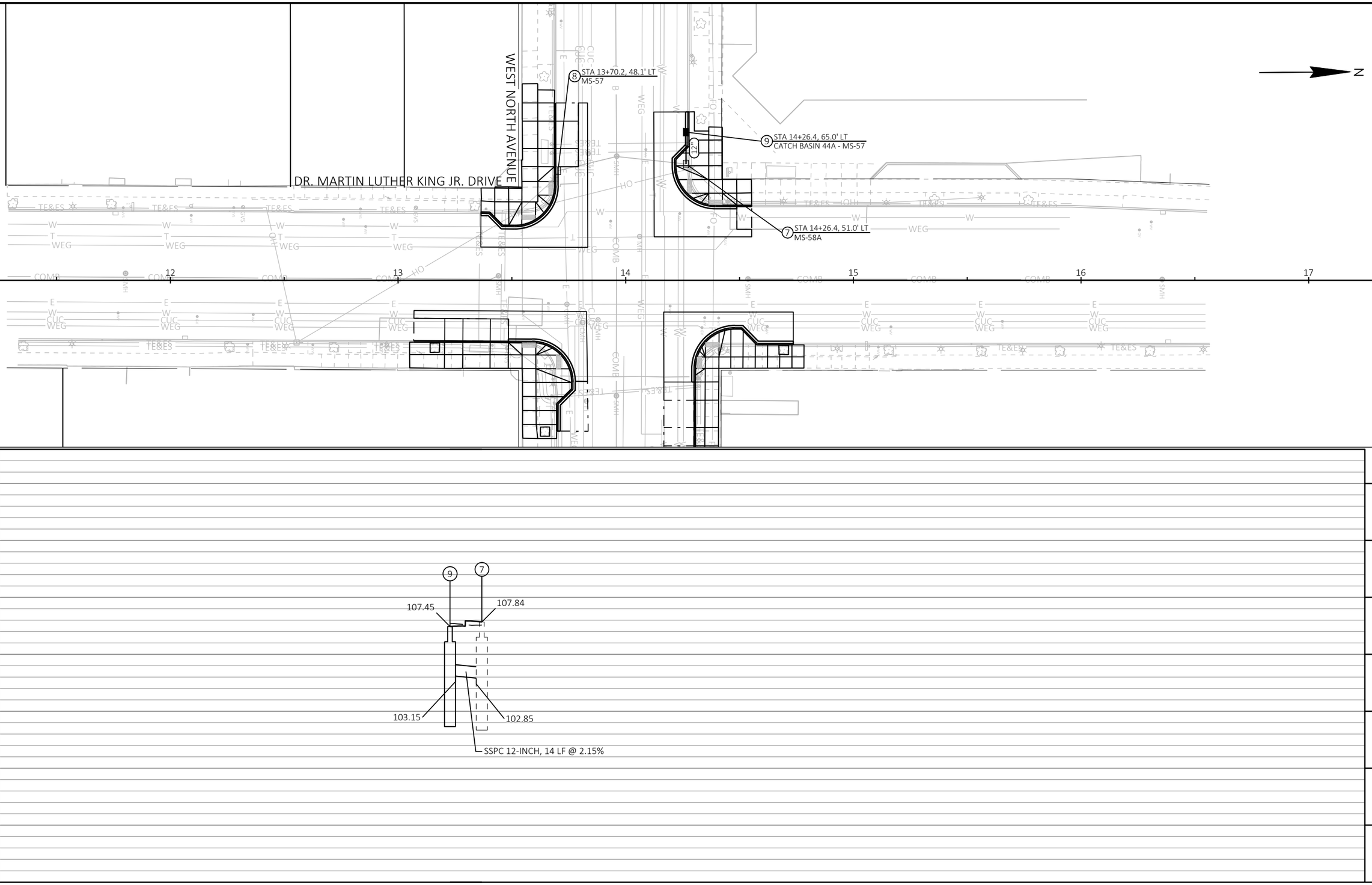
SAWING CONCRETE, (SAW FULL DEPTH AT PAVEMENT JOINTS)

NOTES: CITY PAVEMENT MATERIAL RECORDS MAY VARY WITH ACTUAL PAVEMENT MATERIAL

PROJECT NO: 2568-00-72	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	REMOVALS - W NORTH AVE	SHEET 21	E

FILE NAME : W:\PWE\C3D PROJECTS\25680072_MLK_NORTH\SHEETS\021101-RM.DWG
LAYOUT NAME - 021101-rm

PLOT DATE : 8/20/2026 9:42 AM PLOT BY : GEHRING, DOMINIC PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 2568-00-72	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STORM SEWER - WEST NORTH AVENUE	SHEET 22	E

FILE NAME : W:\PWE\C3D PROJECTS\25680072_MLK_NORTH\SHEETS\72-022501-SS.DWG
LAYOUT NAME - 01
PLOT DATE : 4/16/2026 3:24 PM
PLOT BY : AWAD, MINA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

N

1-1 N Dr Martin Luther King Jr Dr
REMOVE

1-2 LEFT LANE MUST TURN LEFT
REMOVE

1-3 TO INTERSTATE 43
REMOVE

1-4 R2-1
MOVING
SEE PERMANENT SIGN PLAN FOR NEW LOCATION

1-5 N North
REMOVE

1-6 N Dr Martin Luther King Jr Dr
REMOVE

1-7 TO INTERSTATE 43
REMOVE

1-8 R3-5
MOVING
SEE PERMANENT SIGN PLAN FOR NEW LOCATION

1-9 R1-1
MOVING
SEE PERMANENT SIGN PLAN FOR NEW LOCATION

W NORTH AV

N DR MLK JR

DR

bus shelter

sign

planter

SHEET 1 OF 1

PROJECT NO: 2568-00-72	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	SIGN REMOVAL PLAN	SCALE FEET 0 30	SHEET 23	E

2

N

1-1 N Dr Martin Luther King Jr Dr
M1-94H
96" X 18"

1-2
W5-52R
12" X 36"

1-3
MOVING

W NORTH

DR

1-4 W North Av
M1-94H
72" X 18"

1-5
W5-52R
12" X 36"

1-6 TO INTERSTATE 43
J23-1
24" X 57"

N DR MLK JR

AV

1-7 N Dr Martin Luther King Jr Dr
M1-94H
96" X 18"

1-8
W5-52R
12" X 36"

1-9 W North Av
M1-94H
72" X 18"

1-10
MOVING

1-11
W5-52R
12" X 36"

1-12 TO INTERSTATE 43
J23-1
24" X 57"

1-13
MOVING

SHEET 1 OF 1

PROJECT NO: 2568-00-72	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	PERMANENT SIGN PLAN	SCALE FEET 0 30	SHEET 24	E

2

STREET LIGHTING GENERAL NOTES:

34 ALL WIRE CONNECTIONS REQUIRE ANTI-OXIDANT TO BE APPLIED TO THE CONNECTIONS

35 REQUIRED MINIMUM CLEARANCES FOR THE INSTALLATION OF NEW LIGHT POLES FROM THE FOLLOWING:
1.) TREE TRUNK 15 FT. CLEAR, 2.) DRIVEWAY CURB END FLARE 6 FT. CLEAR, 3.) FIRE HYDRANT 5 FT. CLEAR,
4.) CATCH BASIN CENTER LINE TO NEAREST EDGE OF POLE 4 FT. CLEAR,
5.) GAS, WATER, AND COMMUNICATION LINES 3 FT. CLEAR,
A POLE CAN BE PLACE AT THE END RADIUS AT CORNERS, BUT NEVER IN THE RADIUS IN A CORNER,
UNLESS NOTED OTHERWISE, OR APPROVED BY THE STREET LIGHTING ENGINEER.

36 ALL HARDWARE NUT AND BOLT CONNECTIONS REQUIRE ANTISEIZE TO BE APPLIED TO THEM

37 COORDINATE NEW CONDUIT CONNECTIONS WITH EXISTING CONDUIT, DUCT PACKAGES,
AND PULL BOXES/ VAULTS/ MANHOLES WITH CITY OF MILWAUKEE STREET LIGHTING. THE CITY
REQUIRES THREE WORKING DAYS ADVANCED NOTICE. CONTACT ELECTRICAL SUPERVISOR
STREET LIGHTING - NEAL KARWEIK (OFFICE 414-286-5943 (CELL) 414-708-4245
STREET LIGHTING - STEVEN RHODA (OFFICE) 414-286-5942 (CELL) 414-708-4251
STREET LIGHTING - DISPATCHER @ 414-286-5944
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

38 IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES / VAULTS, CONDUIT
AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH
CONCRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE
ELECTRICAL SHOP SUPERVISORS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK.
STREET LIGHTING - NEAL KARWEIK (OFFICE) 414-286-5943 (CELL) 414-708-4245
STREET LIGHTING - STEVEN RHODA (OFFICE) 414-286-5942 (CELL) 414-708-4251
STREET LIGHTING - DISPATCHER @ 414-286-5944
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

39 CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS FOR ALL WORK BEING DONE DETAILING THE FINAL PLACEMENT OF
CONDUIT, CABLING, EQUIPMENT, AND GEOMETRIC MODIFICATIONS UNDER THE CONTRACT. PROVIDE (.PDF FORMAT)
COPY CONFORMING TO CMM 1-65.14, OR RECORD ALL CHANGES IN RED INK ONLY ON THE AS-LET (DESIGN)
PAPER DRAWINGS. THE CITY OF MILWAUKEE DPW ENGINEER WILL REJECT AS-BUILTS WITH INCOMPLETE OR
INCORRECT CONTENT OR NOT CONFORMING TO CMM STANDARDS.

40 CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF CONCRETE POLES, BASES, AND ABANDON CONDUIT AND WIRING.

41 CONTRACTOR SHALL DISPOSE OF REMOVED EXISTING LAMPS IN ACCORDANCE WITH
THE SPECIAL PROVISIONS., UNLESS NOTED OTHERWISE.

42 ONLY WHEN THE CITY OF MILWAUKEE IS FURNISHING MATERIALS FOR A PROJECT THE CONTRACTOR IS
RESPONSIBLE TO CONTACT THE STREET LIGHTING SHOP YARD CONTACT PERSON
FOUR (4) WORKING DAYS BEFORE, AND WILL NEED TO PROVIDE THE EXACT QUANTITY OF MATERIALS NEEDED.
THE ADVANCE NOTICE WILL ALLOW THE SHOP TO GATHER THE REQUEST ITEMS FOR THE CONTRACTOR
TO PICK UP AND SIGN FOR TAKING POSSESSION OF THE MATERIALS.

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

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

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

STREET LIGHTING GENERAL NOTES:

AS-BUILT GUIDELINES:

2

PROVIDE AS-BUILT DRAWINGS DETAILING THE FINAL PLACEMENT OF CONDUIT, CABLING, EQUIPMENT, AND
GEOMETRIC MODIFICATIONS UNDER THE CONTRACT. PROVIDE PDF COPY CONFORMING TO
CMM 1-65.14, OR RECORD ALL CHANGES IN RED INK ONLY ON THE AS-LET (DESIGN) PAPER DRAWINGS.
THE ENGINEER WILL REJECT AS-BUILTS WITH INCOMPLETE OR INCORRECT CONTENT OR NOT CONFORMING
TO CMM STANDARDS.

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

IF THERE IS A STRUCTURE DRAWING, INCLUDE ALL STRUCTURES DRAWING SHEETS. IT IS THE RESPONSIBILITY OF THE
CONTRACTOR TO INSERT ANY ADDENDUM OR REPLACEMENT DRAWING SHEETS. TO DO THIS, RENUMBER THEM
SIMILARLY TO THE ORIGINAL DRAWING SHEET.
FOR EXAMPLE:
REVISED SHEET 5 WOULD REPLACE SHEET 5. HOWEVER, ALL THE ORIGINAL SHEETS SHALL REMAIN IN THE
AS-BUILT. IF THE SHEET HAS BEEN REPLACED CROSS IT OUT WITH AN X AND INDICATE THE NUMBER OF
ITS REPLACEMENT SHEET. IF ADDITIONAL SHEETS WERE ADDED, INSERT THEM IN THE ORIGINAL LOCATION
AND LABEL THEM WITH THE PREVIOUS SHEET NUMBER FOLLOWED BY AN "A", "B", "C", ETC.

NOTE THE SHEET CHANGES ON THE TITLE SHEET UNDER THE ORDER OF SHEETS.

THE TITLE SHEET OF THE AS-BUILT DRAWING SHOULD INCLUDE THE FOLLOWING INFORMATION:
AS-BUILT DRAWING
SUPERVISOR:
PROJECT MANAGER:
CONTRACTOR LEADER:
CONTRACTOR COMAPNY:
WORK STARTED:
WORK COMPLETED:

LINE OUT OR CROSS OUT ALL CHANGED INFORMATION AND WRITE-IN THE CORRECTED INFORMATION ABOVE THE ORIGINAL
OR CLOSE TO IT WHEREVER POSSIBLE. USE BLANK SPACES ON THE DRAWING SO NOTES ARE NOT SUPERIMPOSED.
DRAWINGS WITH EXCESSIVE DETAIL MAY REQUIRE AN ALTERNATE APPROACH. NUMBERED CHANGES OR ADDITIONS MAY
BE SHOWN ON SUPPLEMENTAL NON-DRAWING SHEETS.

- LOCATE AND CLEARLY LABEL ALL CONDUIT RUNS, FITTINGS, SPLICE VAULTS, PULL BOXES, METER PEDESTALS, CONCRETE BASES, TRANSFORMERS, POLES AND OTHER APPURTENANCES IN TWO DIRECTIONS. SWING TIES SHOULD BE MADE FROM THE OBJECTS THAT ARE PERMANENT IN NATURE AND VISIBLE ON THE FINISHED SURFACE.
- STREET NAMES SHALL BE ON ALL SHEETS.
- SHOW ALL SIZES AND MATERIAL TYPES OF PIPES AND CONDUITS, IF CHANGED OR MODIFIED FROM ORIGINAL DESIGN.
- ALL HORIZONTAL DISTANCES SHALL BE SHOWN TO THE NEAREST TENTH OF A FOOT (I.E., 205.3'). ALL VERTICAL DISTANCES SHALL BE TO THE NEAREST INCH (I.E., 24")
- SHOW LOCATION AND ELEVATIONS ON CONDUIT AND FITTINGS WHERE CHANGES OR DEFLECTIONS IN DIRECTION OCCUR.
- SPECIAL DETAIL DRAWINGS MAY BE REQUIRED WHERE INSTALLATIONS ARE NOT SHOWN ON APPROVED CONSTRUCTION DRAWINGS FOR WHATEVER REASON OR WHERE REQUIRED FOR CLARITY.
- TYPICAL SERVICE INSTALLATION DETAILS WITH DEVIATIONS FROM ORIGINAL PLANS OR STANDARD DETAILS SHALL BE NOTED ON AS-BUILT DRAWINGS.
- NO ARBITRARY MARK-UPS WILL BE PERMITTED.

IF THERE ARE NO CORRECTIONS OR ADDITIONS TO THE AS-LET PLAN(S) PUT "NO CHANGE" ON THE SHEET WITH
ALL OTHER REQUIRED AS-BUILT INFORMATION.

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

BY EMAIL SEND TO:
CITY OF MILWAUKEE
INFRASTRUCTURE SERVICES DIVISION
TRANSPORTATION SECTION - CONSTRUCTION
CHIEF CONSTRUCTION ENGINEER
PAUL KELTNERI
PKELTN@MILWAUKEE.GOV

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: lhickm REVISION DATE: 28-APR-2026 13:14
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: AUG.17-2025

PROJECT NO. 2568-00-72	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 25	E

2

NON-LED LUMINAIRE DESCRIPTION BREAKDOWN

1 S 2 V

- (C)=FULL CUT OFF, (V)=VERTICAL BURN
- (1)=TYPE 1 REFRACTOR, (2)=TYPE 2 REFRACTOR, (3)=TYPE 3 REFRACTOR, (5)=TYPE 5 REFRACTOR (6)=TYPE 6 REFRACTOR, (8)=TYPE 8 REFRACTOR
- (S)=HIGH PRESSURE SODIUM, (M)=MERCURY VAPOR, (H)=METAL HALIDE, (RS)=HIGH PRESSURE SODIUM RETROFIT, (LS) LOW PRESSURE SODIUM
- (0)=70W, (1)=100W, (2)=150W, (2)=175W ONLY WITH (M), (3)=250W, (3)=215W ONLY WITH (RS) (4)=400W, (4)=360W ONLY WITH (RS) (5)=200W

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

S 2 LED 3

- (1)=TYPE 1 REFRACTOR, (2)=TYPE 2 REFRACTOR, (3)=TYPE 3 REFRACTOR, (5)=TYPE 5 REFRACTOR (6)=TYPE 6 REFRACTOR, (8)=TYPE 8 REFRACTOR
- (LED)=LIGHT EMITTING DIODE
- (0)=36W, (1)=45W, (2)=54W, (3)=80W
- (S)=SCREW IN LAMP

LED LUMINAIRE DESCRIPTION BREAKDOWN (COBRA STYLE FIXTURE)

2 LED 3

- (1)=TYPE 1 REFRACTOR, (2)=TYPE 2 REFRACTOR, (3)=TYPE 3 REFRACTOR, (5)=TYPE 5 REFRACTOR (6)=TYPE 6 REFRACTOR, (8)=TYPE 8 REFRACTOR
- (LED)=LIGHT EMITTING DIODE
- (0)=36W, (1)=50W, (2)=90W, (3)=135W

LIGHTING CABLE & CIRCUIT IDENTIFICATION

3#2/1#8XL P,CIR.N.S.#7 MULTI.-B

- CIRCUIT
- LIGHTING CONTROL CABINET
- INSULATION: LTP = LOW THERMAL PLASTIC OR XLP = CROSS LINKED POLYETHYLENE
- GROUNDING CONDUCTOR SIZE AWG
- NUMBER OF GROUNDING CONDUCTORS
- SEPARATOR BETWEEN NON-GROUNDING AND GROUNDING CONDUCTORS
- NON-GROUNDING CONDUCTOR SIZE AWG
- NUMBER OF NON-GROUNDING CONDUCTORS

LIGHTING UNIT IDENTIFICATION

STATION - OFFSET

#1942 - 30-AL-BD(T)-S6-_2LED2, R

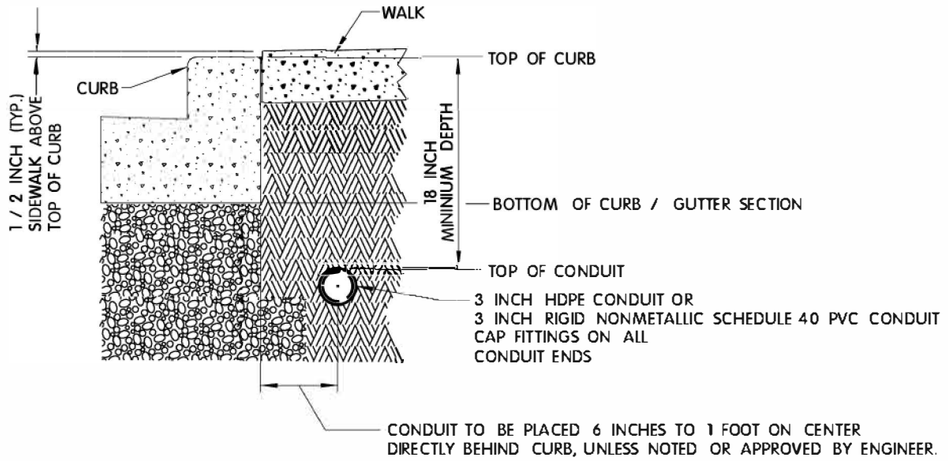
- LUMINAIRE OR LUMINAIRES HOT WIRE - R RED, - B BLACK
- LUMINAIRE LIGHT DISTRIBUTION (OPTICS)
- LUMINAIRE TYPE SOURCE
- LUMINAIRE WATTAGE EQUIVALENT 0-70W, 1-100W, 2-150W, 3-250W
- S - SCREW IN LED LAMP
- LUMINAIRE ARM LENGTH
- NUMBER LUMINAIRE ARM S - SINGLE OR D - DOUBLE
- (T) - TRANSFORMER BASE BREAKAWAY (OPTION)
- POLE INSTALLATION: BOLT DOWN -BD OR DIRECT BURY -DB
- POLE TYPE
- POLE HEIGHT
- PLAQUE (POLE ADDRESS)

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION

REVISION BY: $$...PLOTUSER...$$ REVISION DATE: PLOTDATE
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: JAN 19-2024

PROJECT NO. 2568-00-72	HWY: N. DR.MLK JR.DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 26	E

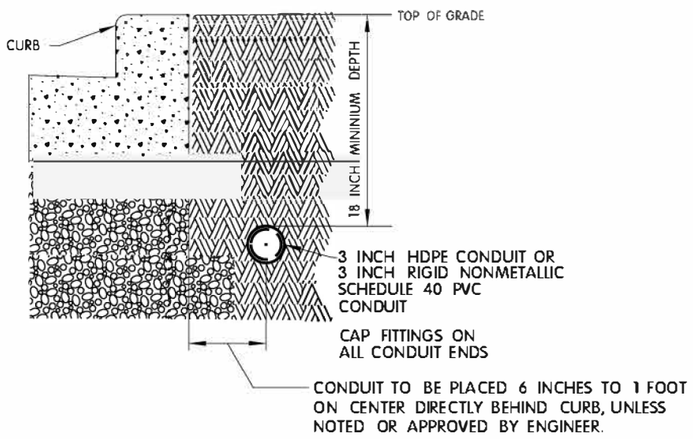
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.



100 DETAIL "A" — NOT TO SCALE

TYPICAL CONDUIT INSTALLATION
BEHIND CURB UNDER WALK

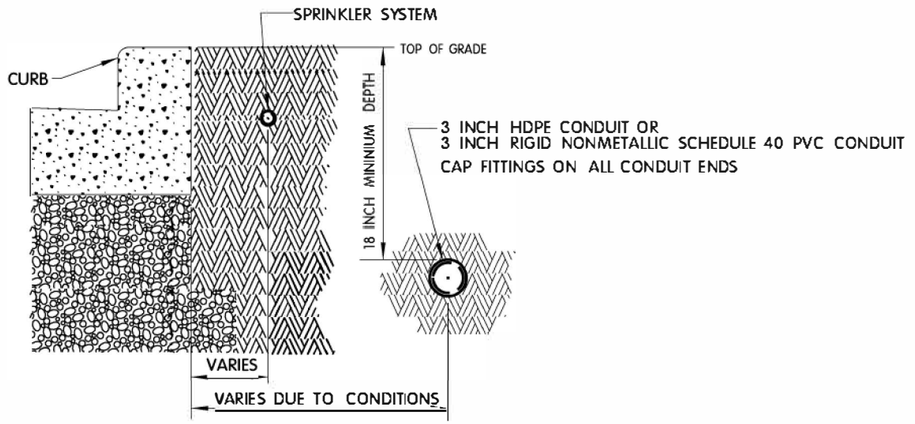
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.



100 DETAIL "B" — NOT TO SCALE

TYPICAL CONDUIT INSTALLATION
BEHIND CURB IN GRASS AREA

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



100 DETAIL "C" — NOT TO SCALE

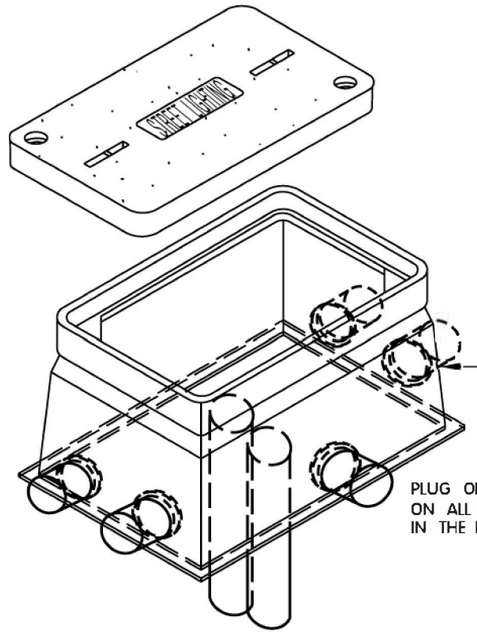
TYPICAL CONDUIT INSTALLATION WITH
OTHER UTILITIES BEHIND CURB

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: HICKMAN — REVISION DATE: 12-DEC-2022 09:38
APPROVED REVISION BY: R.BERTRAN — APPROVED REVISION DATE: DEC.12-2022

PROJECT NO. 2568-00-72	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 27	E

2

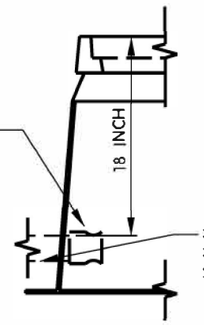


HEAVY DUTY COVER
W/ STREETLIGHTING LOGO
& W / 2 PENTA BOLTS
COLOR: GRAY
TIER 15 RATING (MINIMUM)

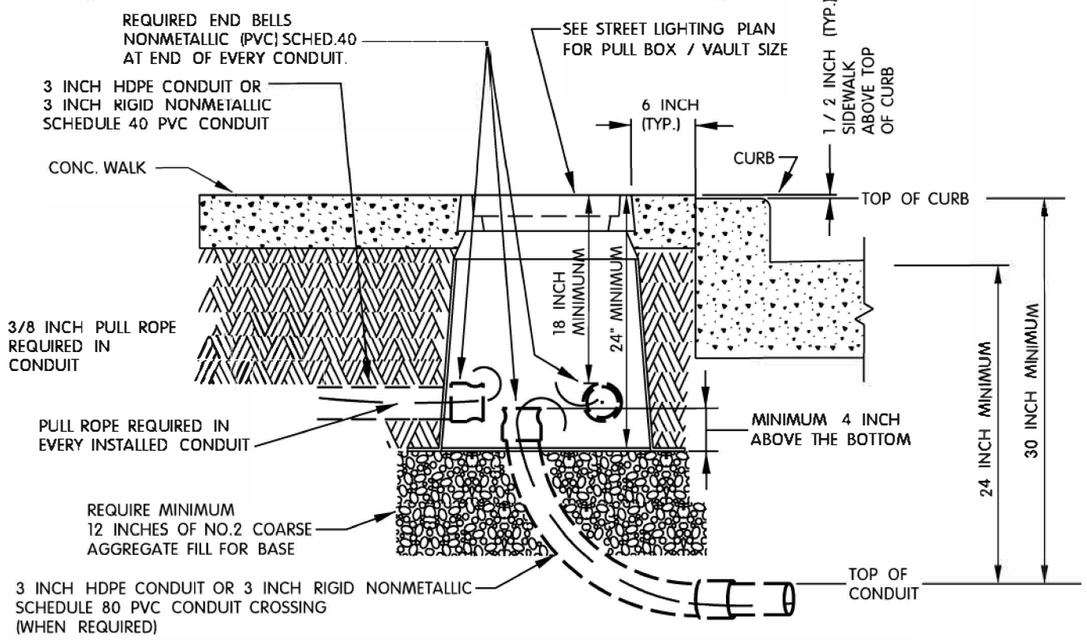
PULL BOX / VAULT
FLARED WALL
BOX W / NO BASE
COLOR: GRAY
TIER 15 RATING (MINIMUM)
(VARIOUS SIZES)

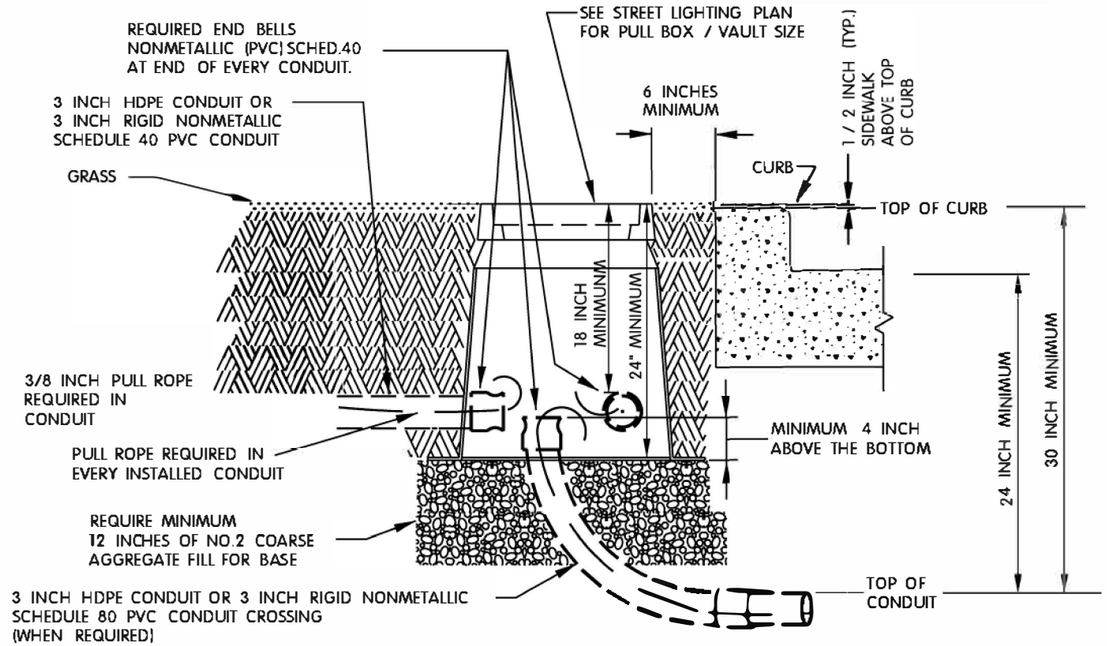
REQUIRED END BELLS
NONMETALLIC (PVC) SCHED.40
AT END OF EVERY CONDUIT.

PLUG OR CAP FITTINGS
ON ALL UNUSED CONDUITS
IN THE ENCLOSURE



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





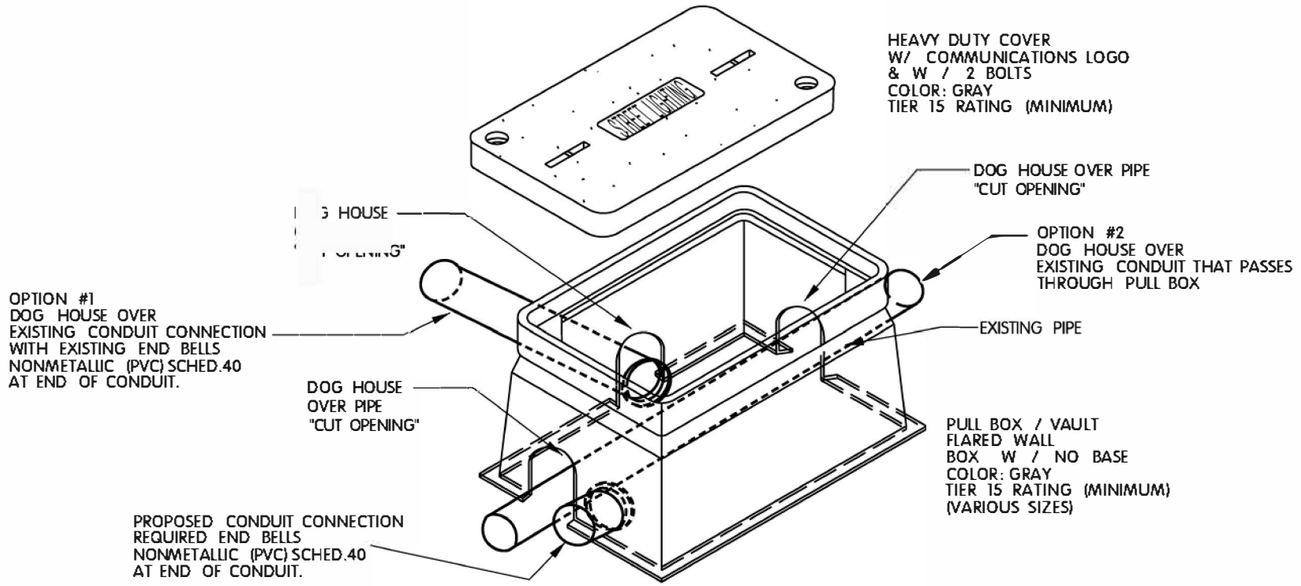
112 DETAIL — NOT TO SCALE

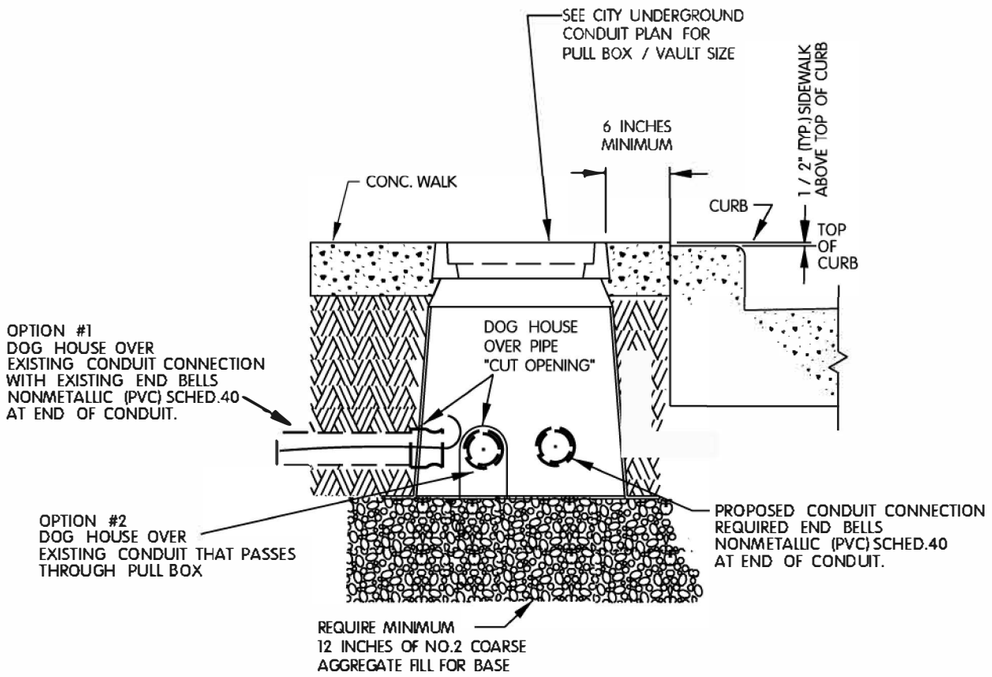
TYPICAL PULL BOX / VAULT INSTALLATION
IN EITHER PAVEMENT OR GRASS AREAS

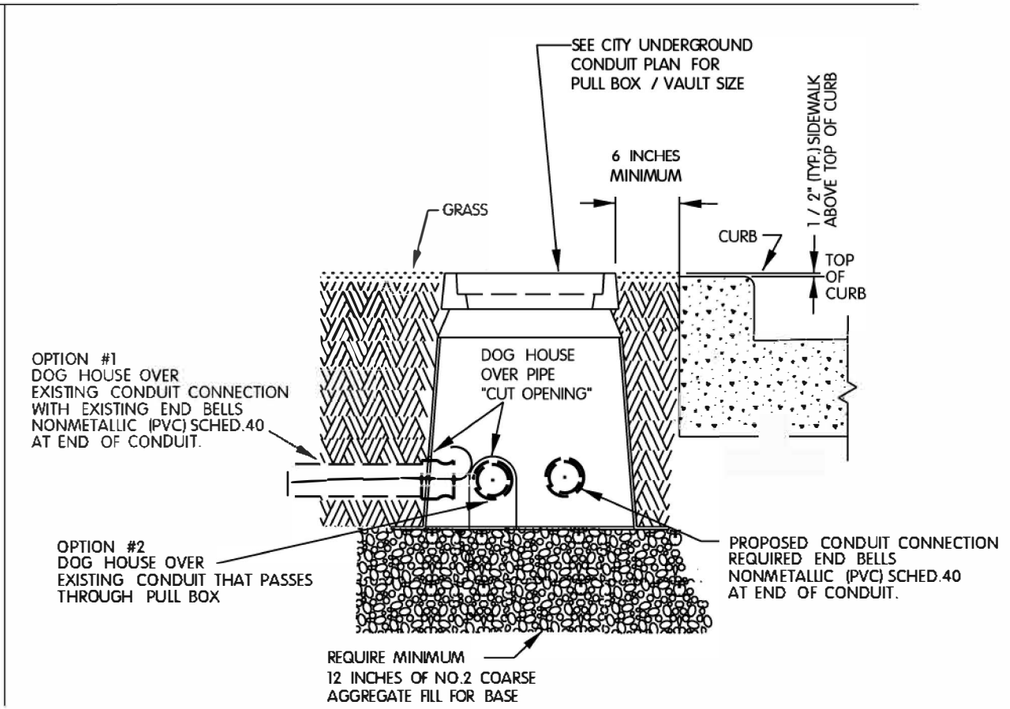
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: HICKMAN — REVISION DATE: 12-DEC-2022 09:42
APPROVED REVISION BY: R.BERTRAN — APPROVED REVISION DATE: DEC.12-2022

2







113

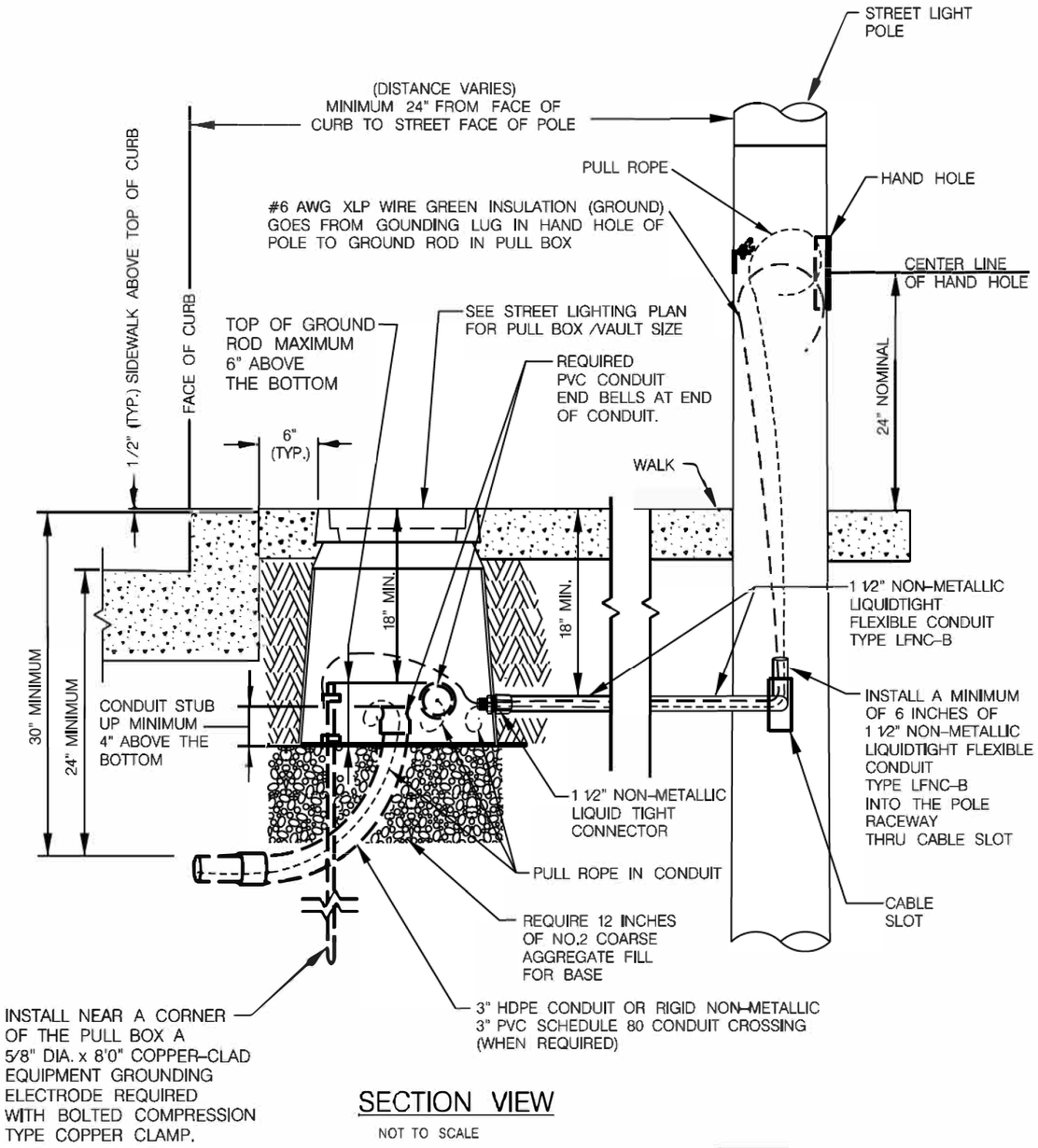
DETAIL FOR TYPES OF DOG HOUSING OVER EXISTING CONDUIT — NOT TO SCALE

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

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

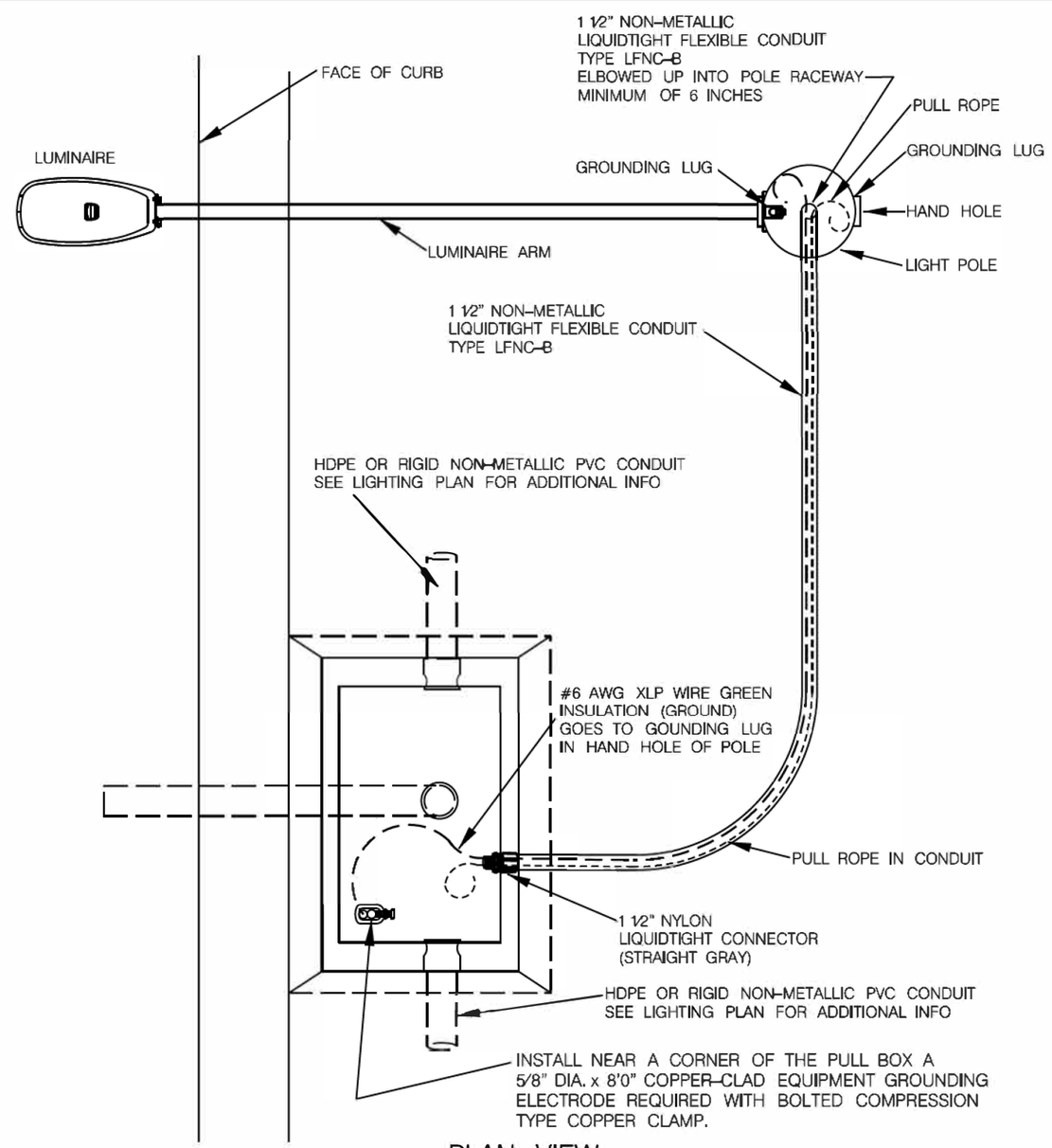
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: HICKMAN — REVISION DATE: 3-MAR-2023 11:43
APPROVED REVISION BY: — APPROVED REVISION DATE: MAR.08-2023

PROJECT NO. 2568-00-72	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 29	E



SECTION VIEW

NOT TO SCALE



PLAN VIEW

NOT TO SCALE

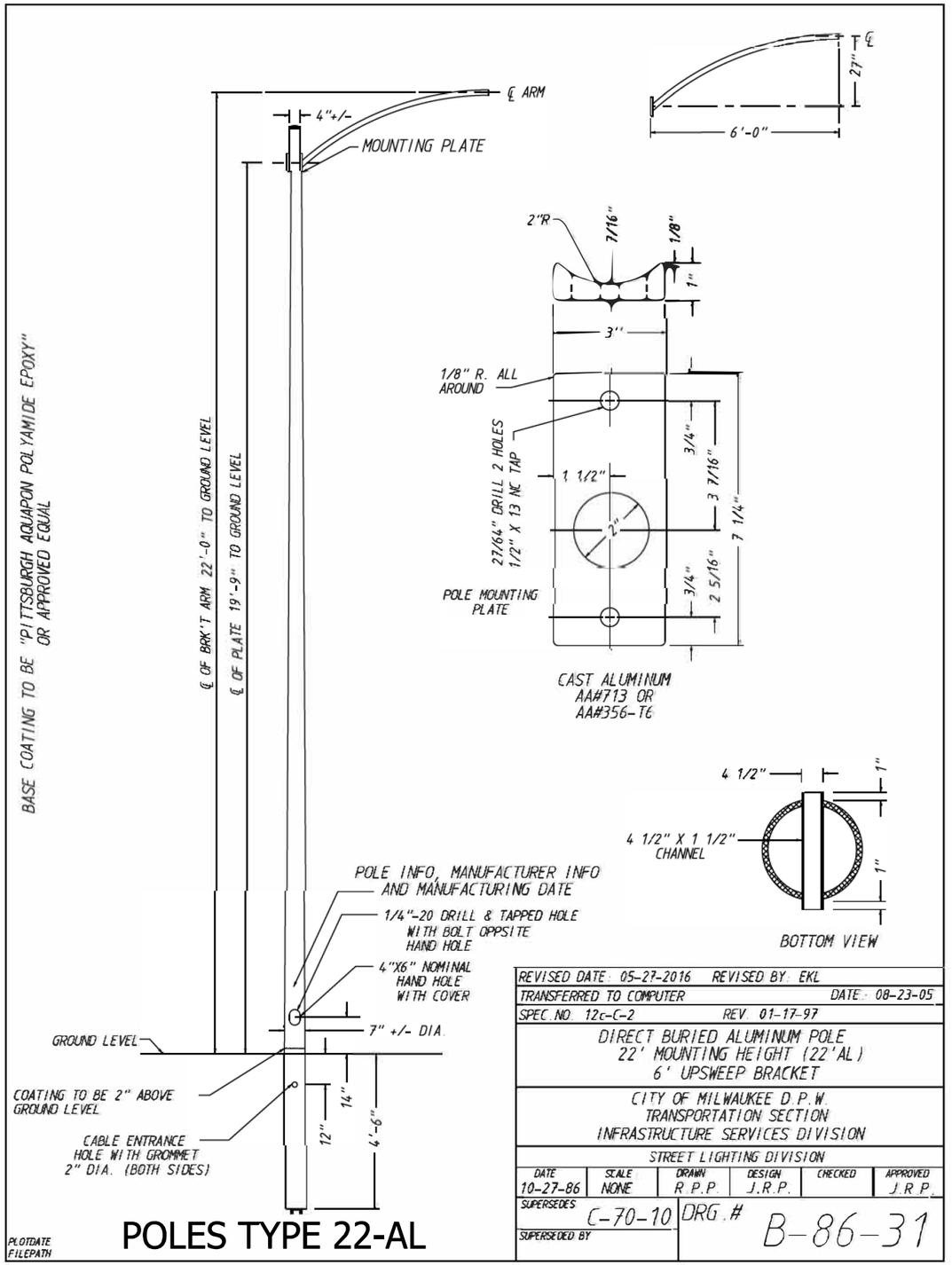
108

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) 286-6944 FOR THE APPROPRIATE SHOP SUPERVISOR.

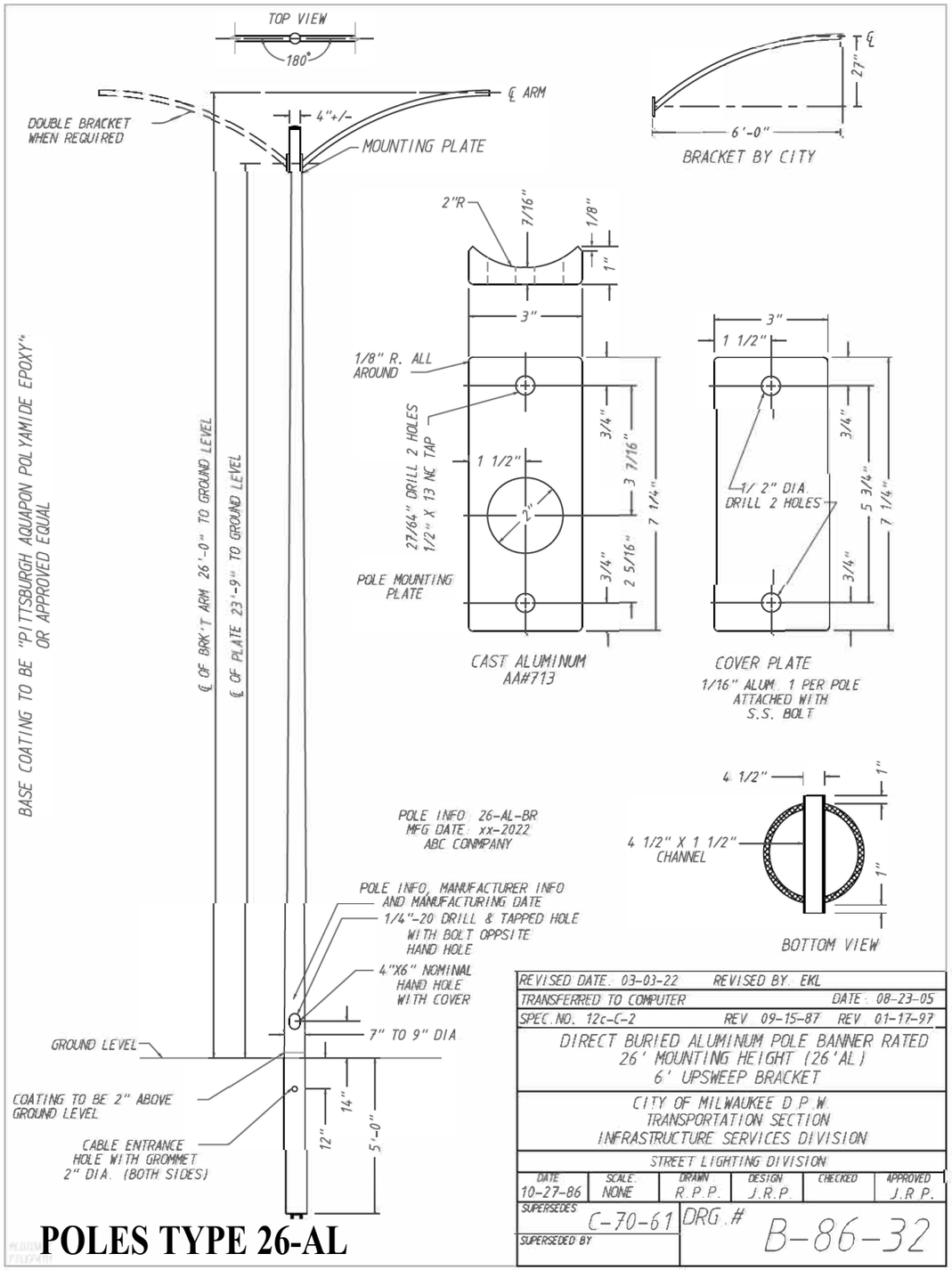
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: [illegible] REVISION DATE: 17-MAR-2023 06:25
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR.17-2023



POLES TYPE 22-AL

REVISED DATE: 05-27-2016	REVISED BY: EKL				
TRANSFERRED TO COMPUTER				DATE: 08-23-05	
SPEC. NO. 12c-C-2		REV. 01-17-97			
DIRECT BURIED ALUMINUM POLE 22' MOUNTING HEIGHT (22'AL) 6' UPSWEEP BRACKET					
CITY OF MILWAUKEE D.P.W. TRANSPORTATION SECTION INFRASTRUCTURE SERVICES DIVISION					
STREET LIGHTING DIVISION					
DATE: 10-27-86	SCALE: NONE	DRAWN: R.P.P.	DESIGN: J.R.P.	CHECKED:	APPROVED: J.R.P.
SUPERSEDES: C-70-10		DRG.# B-86-31			
SUPERSEDED BY:					

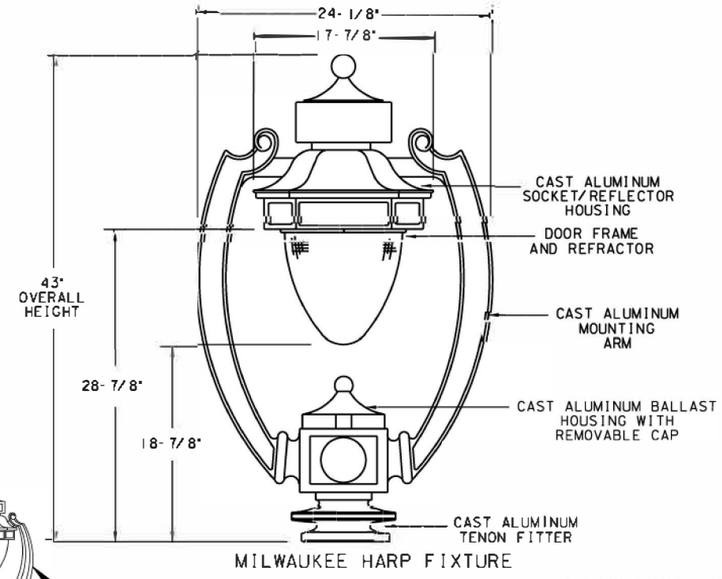
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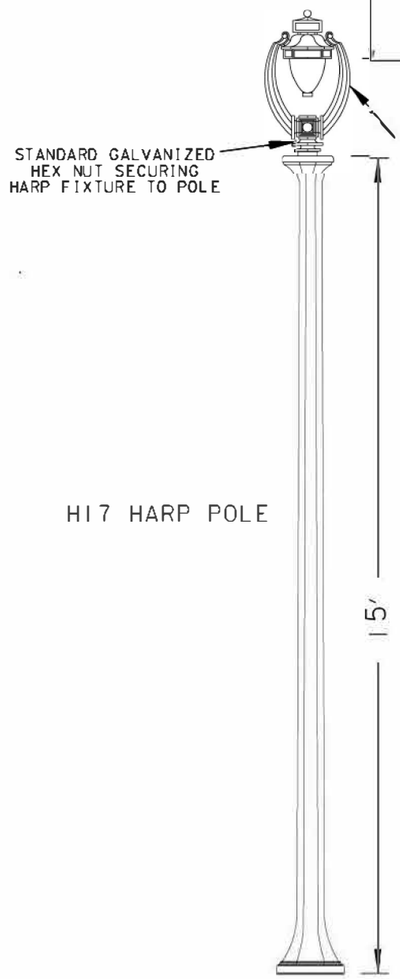
POLES TYPE 26-AL

REVISED DATE: 03-03-22	REVISED BY: EKL				
TRANSFERRED TO COMPUTER				DATE: 08-23-05	
SPEC. NO. 12c-C-2		REV. 09-15-87	REV. 01-17-97		
DIRECT BURIED ALUMINUM POLE BANNER RATED 26' MOUNTING HEIGHT (26'AL) 6' UPSWEEP BRACKET					
CITY OF MILWAUKEE D.P.W. TRANSPORTATION SECTION INFRASTRUCTURE SERVICES DIVISION					
STREET LIGHTING DIVISION					
DATE: 10-27-86	SCALE: NONE	DRAWN: R.P.P.	DESIGN: J.R.P.	CHECKED:	APPROVED: J.R.P.
SUPERSEDES: C-70-61		DRG.# B-86-32			
SUPERSEDED BY:					

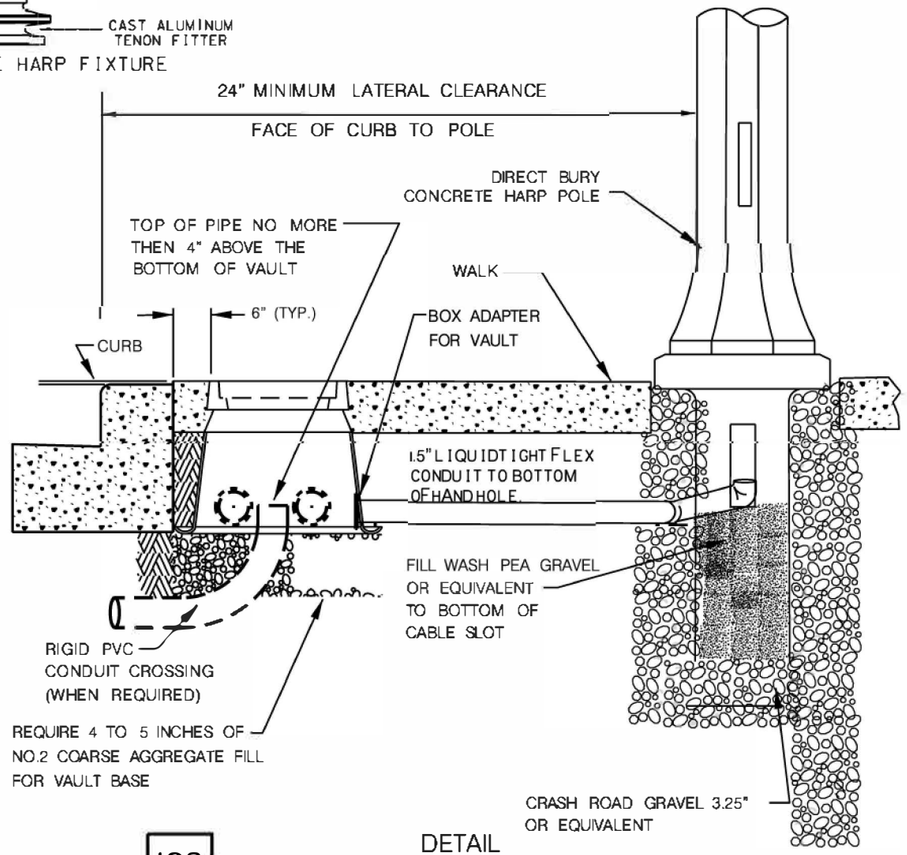
PROJECT NO. 2568-00-72	HWY: N. DR. MT.K JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 31	E



MILWAUKEE HARP FIXTURE

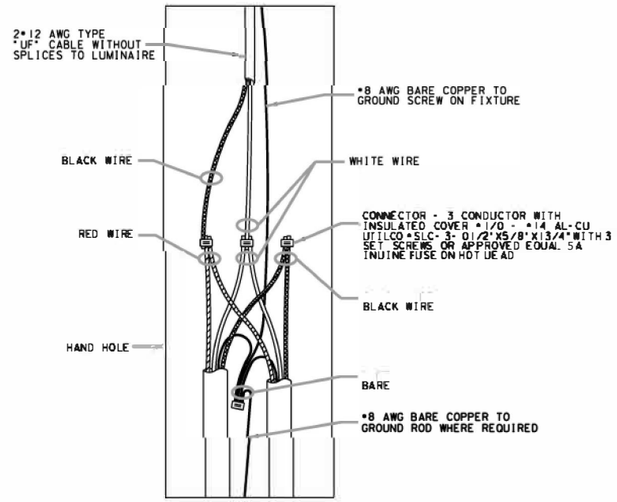


HI7 HARP POLE



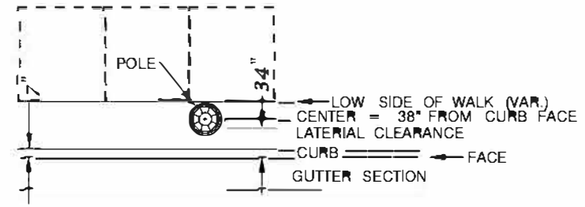
123 DETAIL

TYPICAL CONDUIT INSTALLATION
FROM VAULT TO CONCRETE HARP POLE



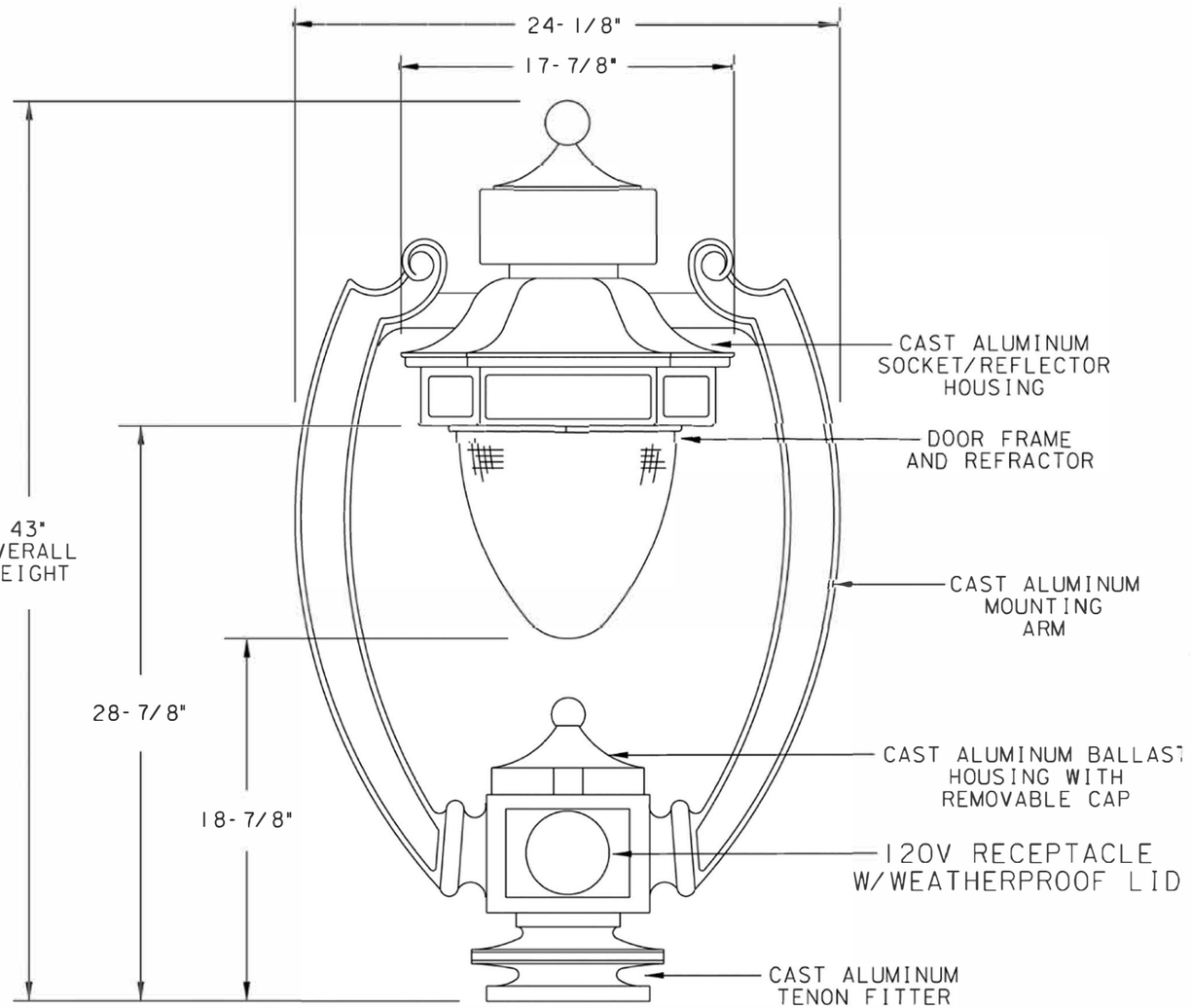
DETAIL

CTYPICAL
CONNECTION OF
EXISTING
PEDESTRIAN UNIT



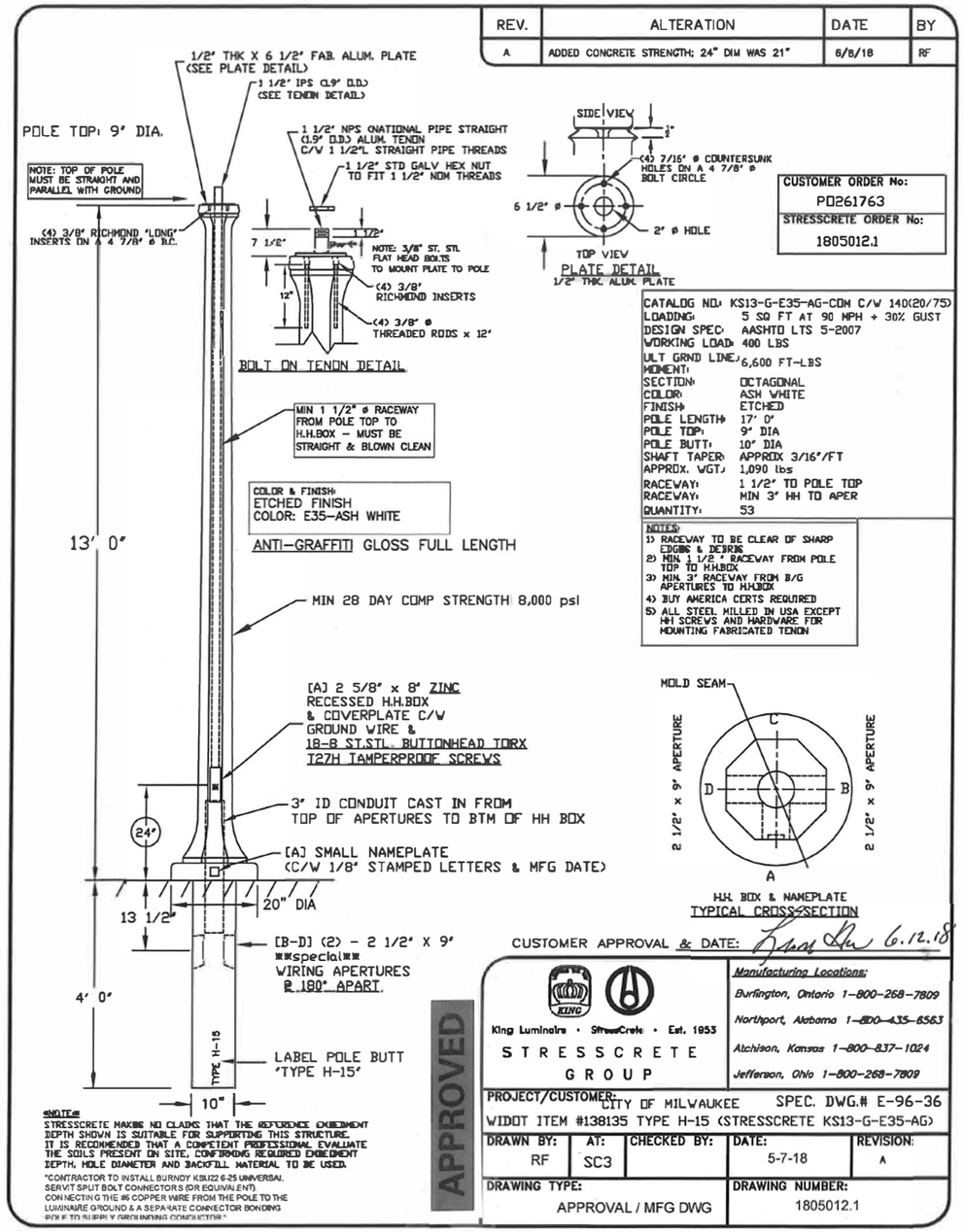
15' PEDESTRIAL UNIT INSTALLATION DETAIL

18" DIA BASE FLANGE
8 " DIA. POLE



MILWAUKEE HARP FIXTURE

REV.	ALTERATION	DATE	BY
A	ADDED CONCRETE STRENGTH; 24" DIM WAS 21"	6/8/18	RF



CUSTOMER ORDER No: PO261763
STRESSCRETE ORDER No: 1805012.1

CATALOG NO:	KS13-G-E35-AG-COM C/W 140(20/75)
LOADING:	5 SQ FT AT 90 MPH + 30% GUST
DESIGN SPEC:	AASHTO LTS 5-2007
WORKING LOAD:	400 LBS
ULT GRND LINE MOMENT:	6,600 FT-LBS
SECTION:	OCTAGONAL
COLOR:	ASH WHITE
FINISH:	ETCHED
POLE LENGTH:	17' 0"
POLE TOP:	9" DIA
POLE BUTT:	10" DIA
SHAFT TAPER:	APPROX 3/16"/FT
APPROX. WGT.:	1,090 lbs
RACEWAY:	1 1/2" TO POLE TOP
RACEWAY:	MIN 3" HH TO APER
QUANTITY:	53

NOTES:
1) RACEWAY TO BE CLEAR OF SHARP EDGES & DEBRIS
2) MIN 1 1/2 " RACEWAY FROM POLE TOP TO H.H.BOX
3) MIN. 3" RACEWAY FROM B/G APERTURES TO H.H.BOX
4) BUY AMERICA CERTS REQUIRED
5) ALL STEEL MILLED IN USA EXCEPT HH SCREWS AND HARDWARE FOR MOUNTING FABRICATED TENON

CUSTOMER APPROVAL & DATE: 6.12.18

APPROVED

King Luminaire • StressCrete • Est. 1953
STRESSCRETE GROUP

Manufacturing Locations:
Burlington, Ontario 1-800-268-7809
Northport, Alabama 1-800-435-6563
Atchison, Kansas 1-800-837-1024
Jefferson, Ohio 1-800-268-7809

PROJECT/CUSTOMER: CITY OF MILWAUKEE SPEC. DWG.# E-96-36
WIDOT ITEM #138135 TYPE H-15 (STRESSCRETE KS13-G-E35-AG)

DRAWN BY:	AT:	CHECKED BY:	DATE:	REVISION:
RF	SC3		5-7-18	A

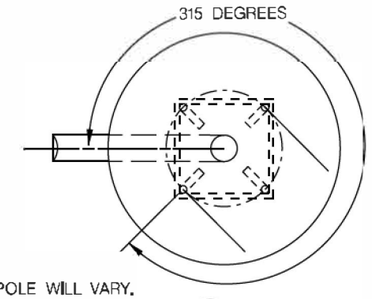
DRAWING TYPE: APPROVAL / MFG DWG
DRAWING NUMBER: 1805012.1

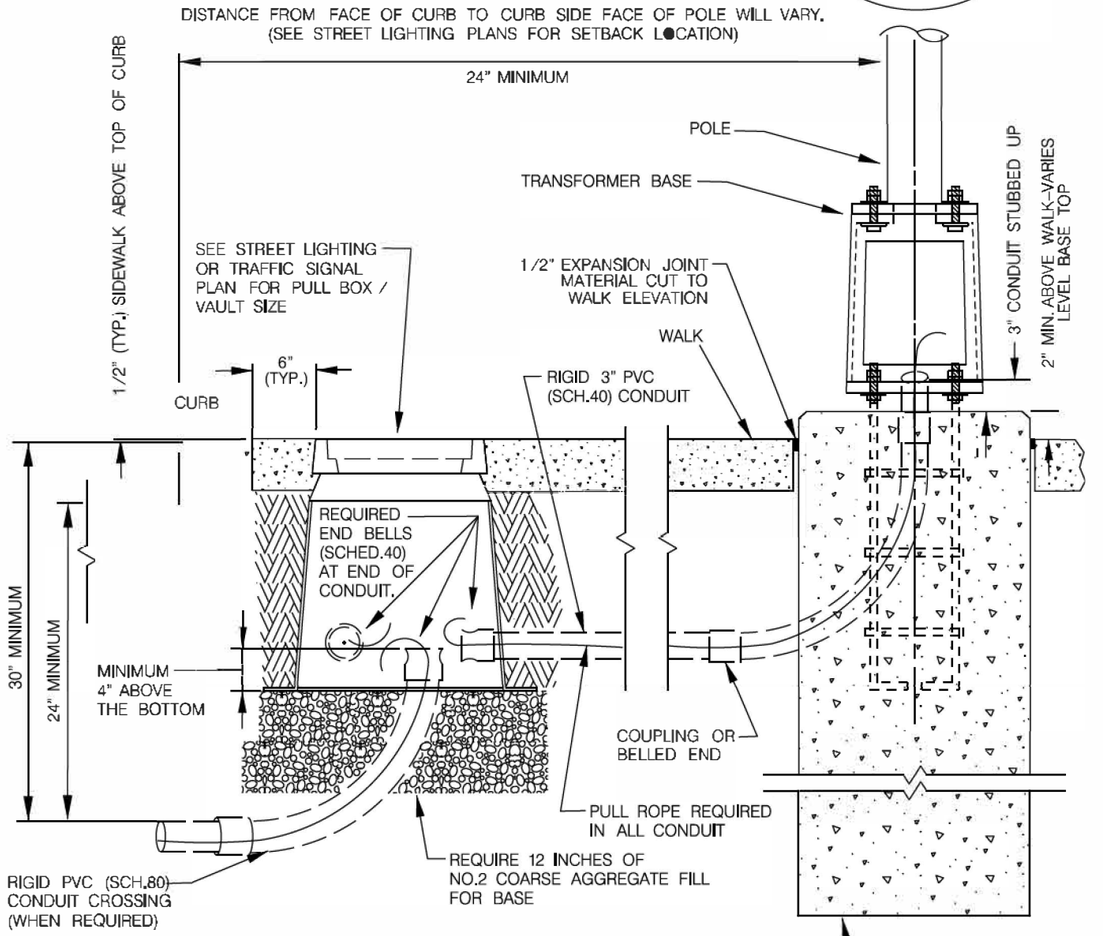
NOTE
STRESSCRETE MAKES NO CLAIMS THAT THE REFERENCE EMBEDMENT DEPTH SHOWN IS SUITABLE FOR SUPPORTING THIS STRUCTURE. IT IS RECOMMENDED THAT A COMPETENT PROFESSIONAL EVALUATE THE SOILS PRESENT ON SITE, CONFIRMING REQUIRED EMBEDMENT DEPTH, HOLE DIAMETER AND BACKFILL MATERIAL TO BE USED.

"CONTRACTOR TO INSTALL BURNDY KSU22 6-25 UNIVERSAL SERVIT SPLIT BOLT CONNECTORS (OR EQUIVALENT). CONNECTING THE #6 COPPER WIRE FROM THE POLE TO THE LUMINAIRE GROUND & A SEPARATE CONNECTOR BONDING WIRE TO SUPPLY GROUNDING CONNECTOR."

2

BOLT CIRCLE
TOP VIEW

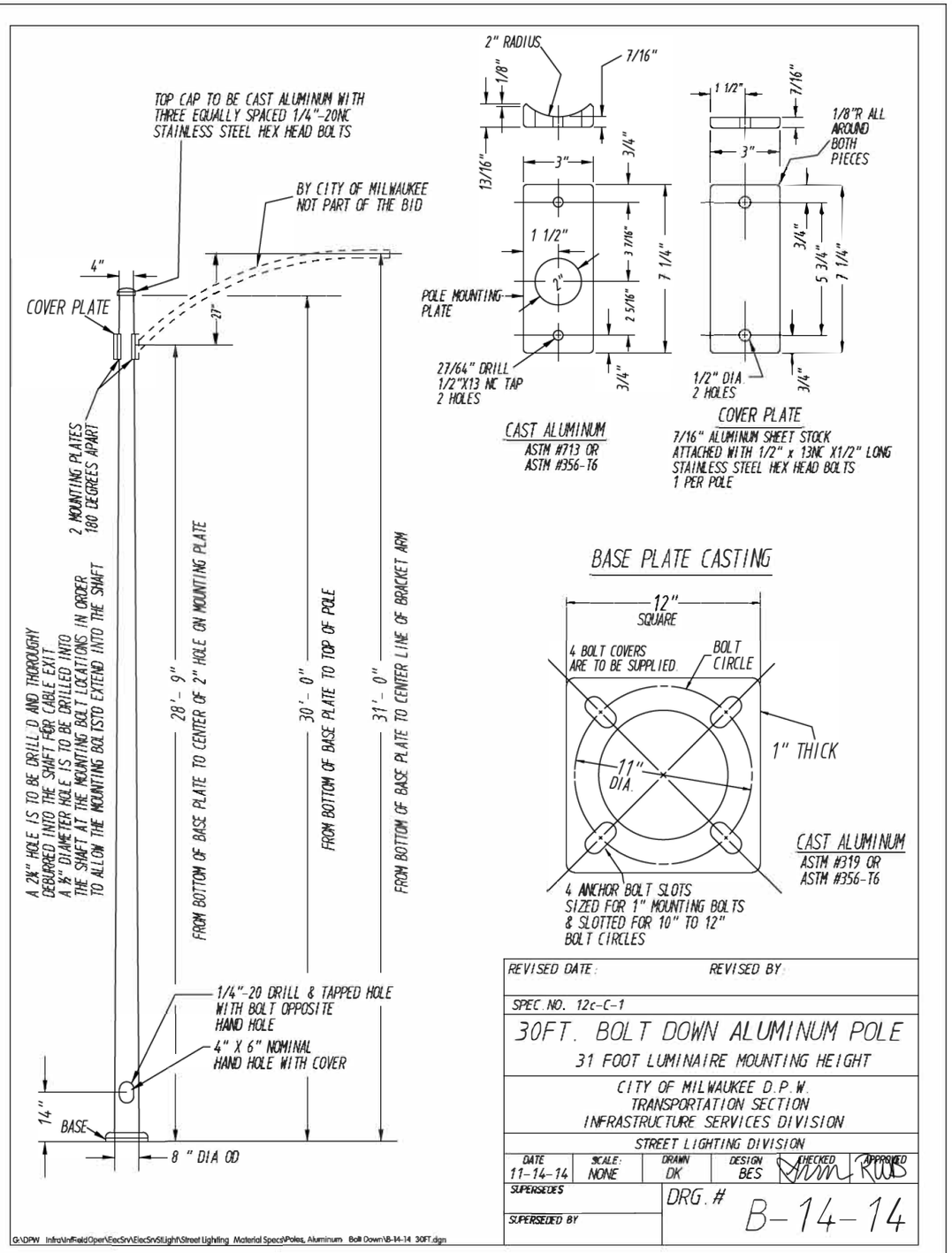




124 DETAIL

TYPICAL CONDUIT INSTALLATION
FROM PULL BOX / VAULT
TO CONCRETE BASE

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



REVISED DATE:	REVISED BY:

SPEC. NO. 12c-C-1

30FT. BOLT DOWN ALUMINUM POLE

31 FOOT LUMINAIRE MOUNTING HEIGHT

CITY OF MILWAUKEE D.P.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

STREET LIGHTING DIVISION

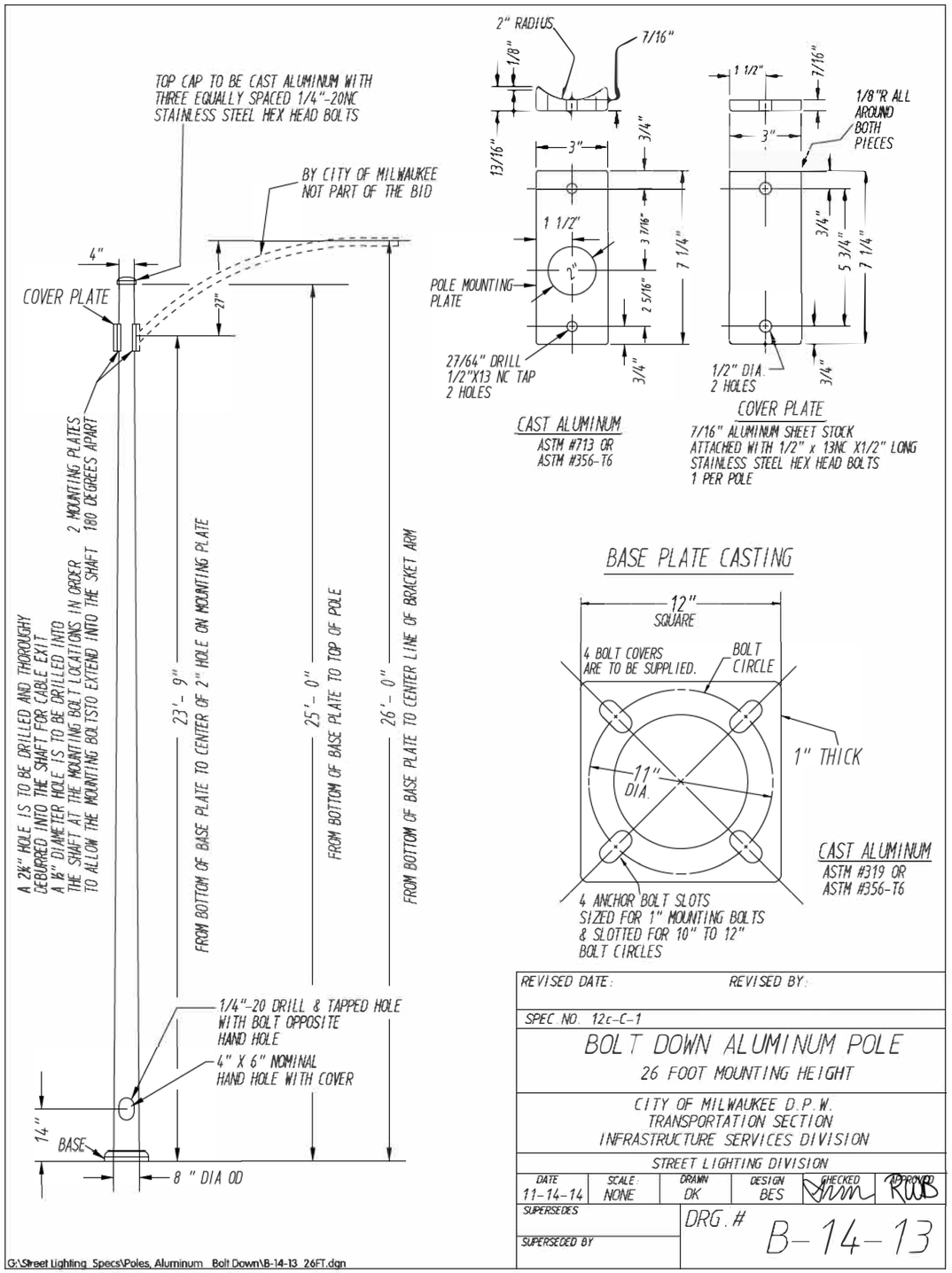
DATE	SCALE:	DRAWN	DESIGN	CHECKED	APPROVED
11-14-14	NONE	DK	BES	[illegible]	RWB

SUPERSEDES

SUPERSEDED BY

DRG. # B-14-14

G:\DPW Infra\InField Oper\ElecSrv\ElecSrv\St Light\Street Lighting Material Specs\Poles, Aluminum Bolt Down\B-14-14 30FT.dgn



REVISED DATE:	REVISED BY:

SPEC. NO. 12c-C-1

BOLT DOWN ALUMINUM POLE

26 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

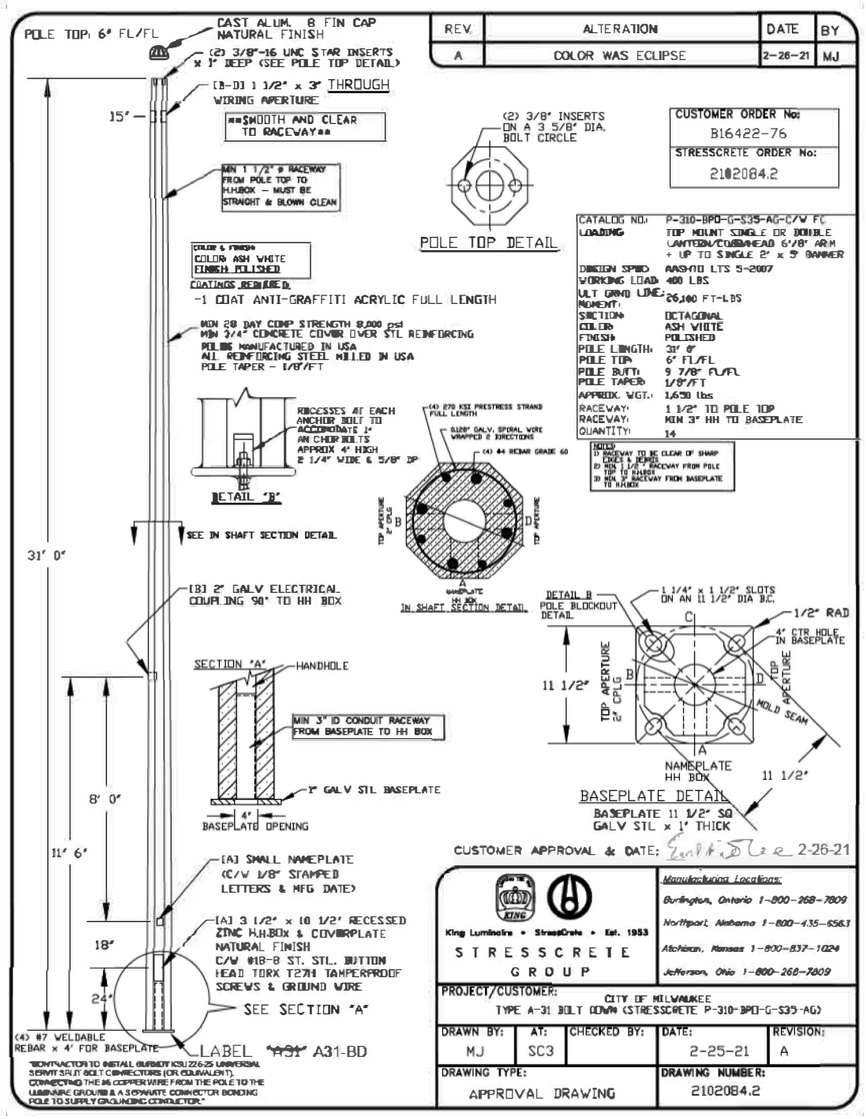
SUPERSEDES

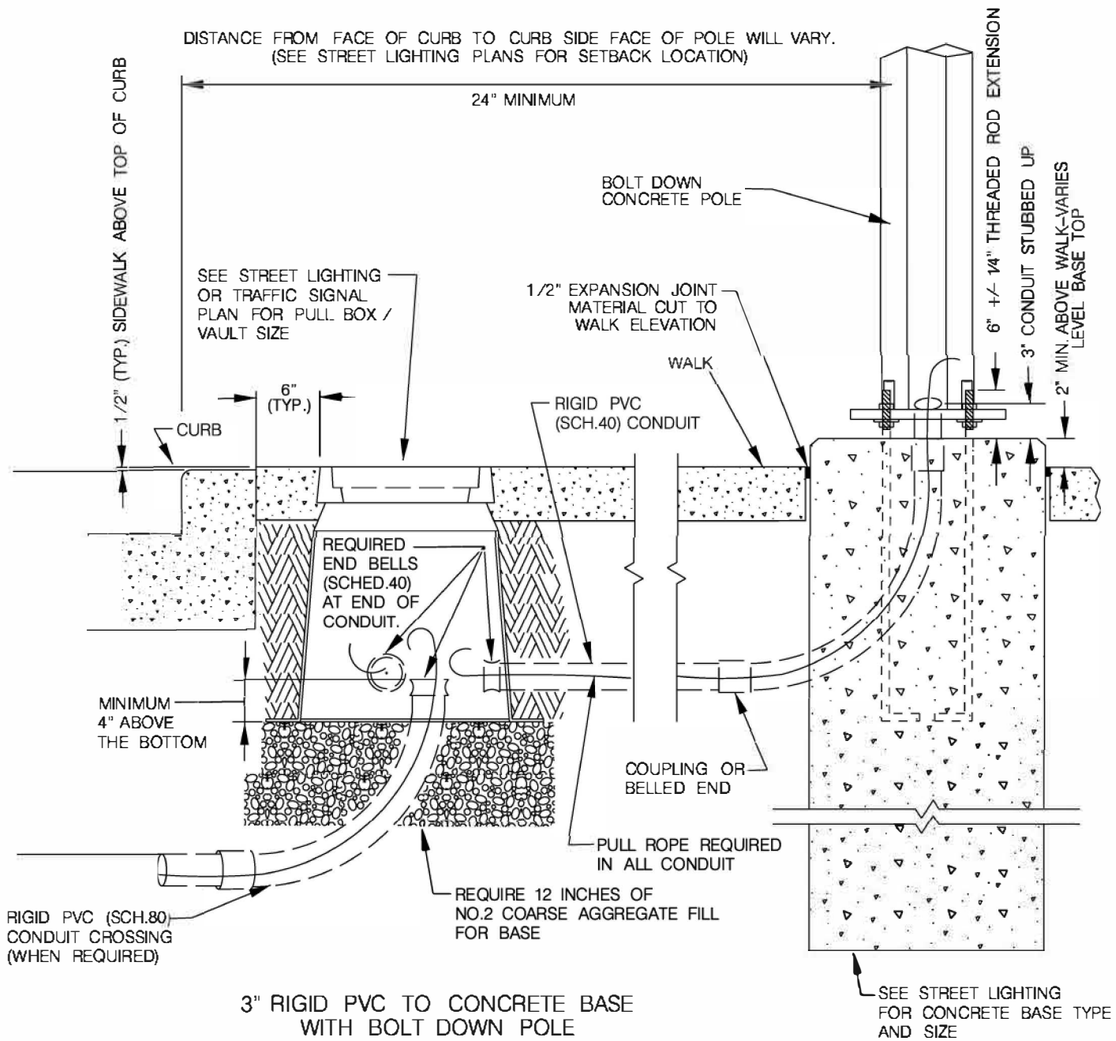
SUPERSEDED BY

DRG. # B-14-13

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2

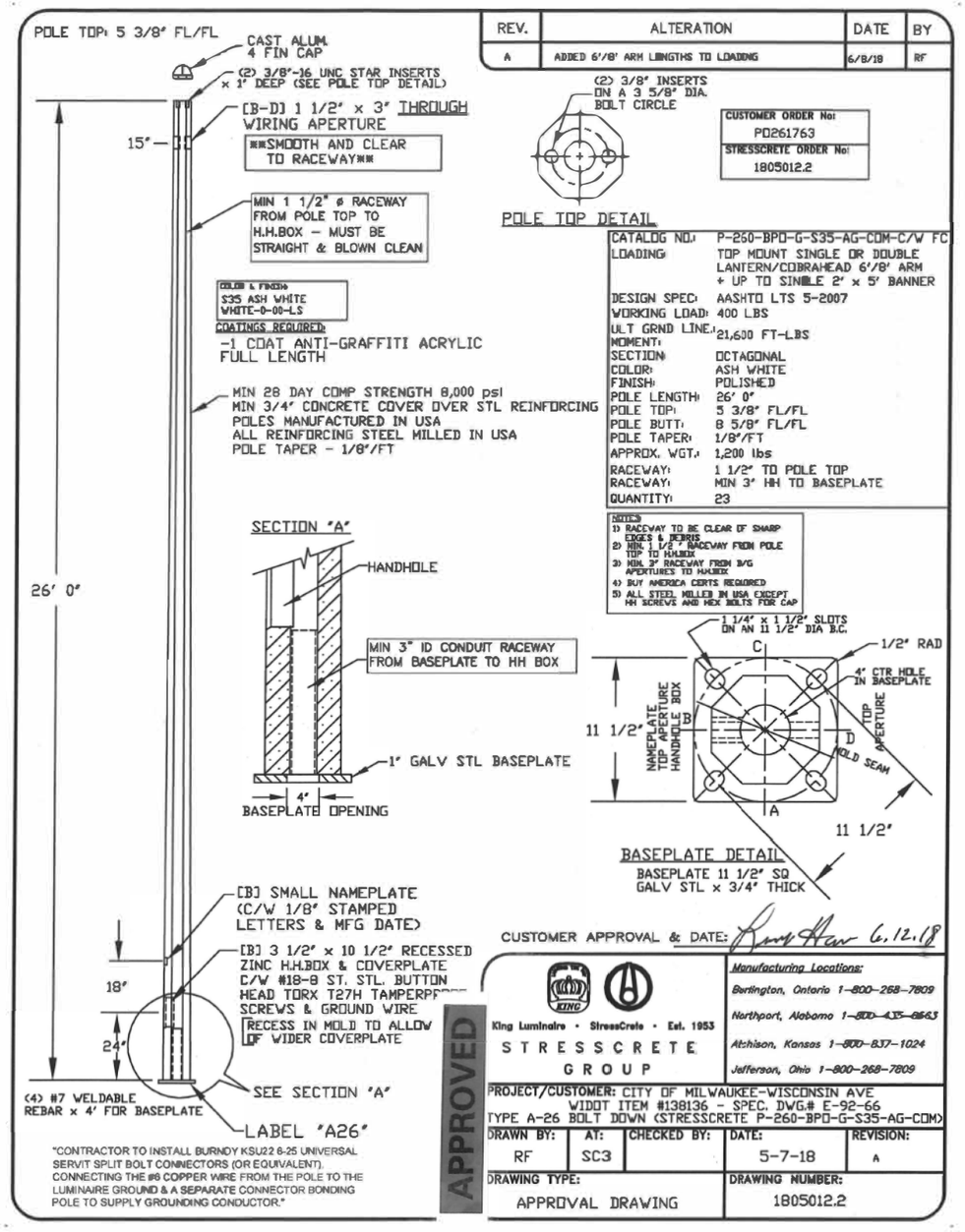




3" RIGID PVC TO CONCRETE BASE WITH BOLT DOWN POLE

125 DETAIL

TYPICAL CONDUIT INSTALLATION FROM PULL BOX / VAULT TO CONCRETE BASE WITH BOLT DOWN CONCRETE POLE



REV.	ALTERATION	DATE	BY
A	ADDED 6'/8' ARM LENGTHS TO LOADING	6/8/18	RF

CUSTOMER ORDER No: PO261763
STRESSCRETE ORDER No: 1805012.2

CATALOG NO:	P-260-BPD-G-S35-AG-COM-C/W FC
LOADING:	TOP MOUNT SINGLE OR DOUBLE LANTERN/COBRAHEAD 6'/8' ARM + UP TO SINGLE 2' x 5' BANNER
DESIGN SPEC:	AASHTO LTS 5-2007
WORKING LOAD:	400 LBS
ULT GRND LINE MOMENT:	21,600 FT-LBS
SECTION:	OCTAGONAL
COLOR:	ASH WHITE
FINISH:	POLISHED
POLE LENGTH:	26' 0"
POLE TOP:	5 3/8" FL/FL
POLE BUTT:	8 5/8" FL/FL
POLE TAPER:	1/8"/FT
APPROX. WGT.:	1,200 lbs
RACEWAY:	1 1/2" TO POLE TOP
RACEWAY:	MIN 3" HH TO BASEPLATE
QUANTITY:	23

NOTES:
1) RACEWAY TO BE CLEAR OF SHARP EDGES & DEBRIS
2) MIN. 1 1/2" RACEWAY FROM POLE TOP TO HANDHOLE
3) MIN. 3" RACEWAY FROM B/G APERTURES TO HANDHOLE
4) BUY AMERICA CERTS REQUIRED
5) ALL STEEL MILLED IN USA EXCEPT HH SCREWS AND HEX BOLTS FOR CAP

CUSTOMER APPROVAL & DATE: 6.12.18

King Luminaire • StressCrete • Est. 1953
STRESSCRETE GROUP

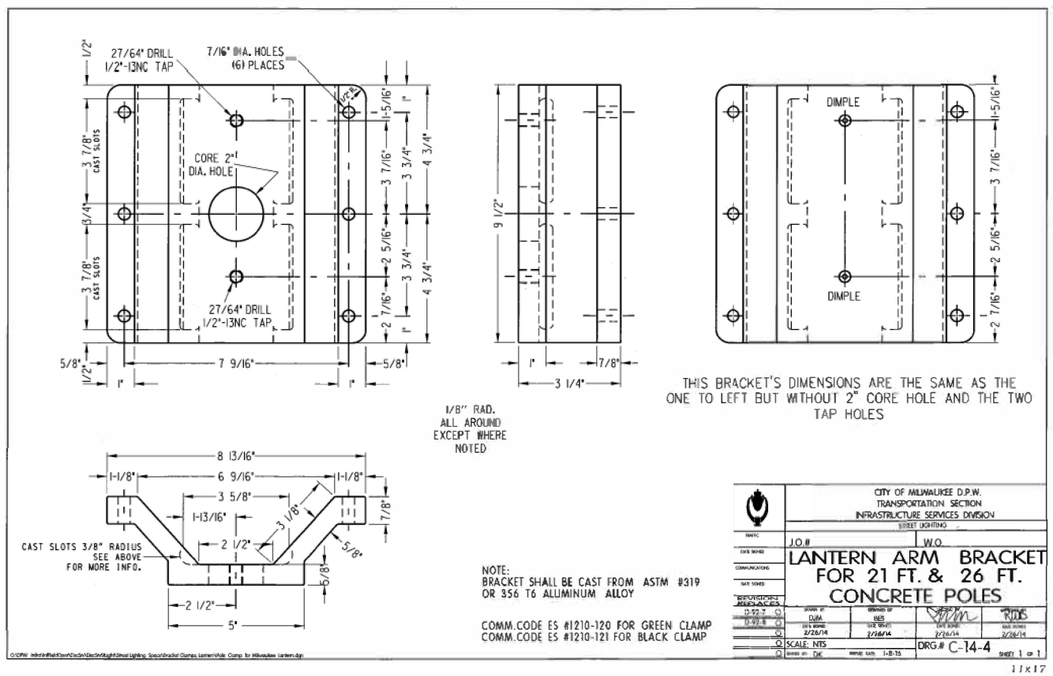
Manufacturing Locations:
Burlington, Ontario 1-800-268-7809
Northport, Alabama 1-800-435-8563
Atchison, Kansas 1-800-837-1024
Jefferson, Ohio 1-800-268-7809

APPROVED

PROJECT/CUSTOMER: CITY OF MILWAUKEE-WISCONSIN AVE
WIDOT ITEM #138136 - SPEC. DWG.# E-92-66
TYPE A-26 BOLT DOWN (STRESSCRETE P-260-BPD-G-S35-AG-COM)

DRAWN BY:	AT:	CHECKED BY:	DATE:	REVISION:
RF	SC3		5-7-18	A

DRAWING TYPE: APPROVAL DRAWING
DRAWING NUMBER: 1805012.2



THIS BRACKET'S DIMENSIONS ARE THE SAME AS THE ONE TO LEFT BUT WITHOUT 2" CORE HOLE AND THE TWO TAP HOLES

CITY OF MILWAUKEE D.P.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
STREET LIGHTING

J.O.# W.O.

LANTERN ARM BRACKET FOR 21 FT. & 26 FT. CONCRETE POLES

	DRAWN BY	DESIGNED BY		
D-92-7	DJM	MAS		
D-92-8	DATE DRAWN 2/26/14	DATE DESIGNED 2/26/14	DATE SIGNED 3/26/14	BASE ISSUED

SCALE: NTS DRG.# C-14-4 SHEET 1 OF 1

09-JAN-2016 07:35

11x17

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED 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 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT 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.

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.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).~~

~~THE EQUIPMENT GROUNDING CONDUCTOR SHALL 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.~~

~~EXOTHERMIC WELD TO EQUIPMENT GROUNDING CONDUCTOR~~

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

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

ANCHOR RODS SHALL BE INSTALLED WITH ADJUSTMENTS OF LESS THAN 1/40 FROM VERTICAL. ANTISIEZE ON THREADS AND BOLTS PRIOR TO POLE PLACEMENT.

~~5/8" DIA. X 8'-0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED.~~

(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 BY THE ENGINEER.

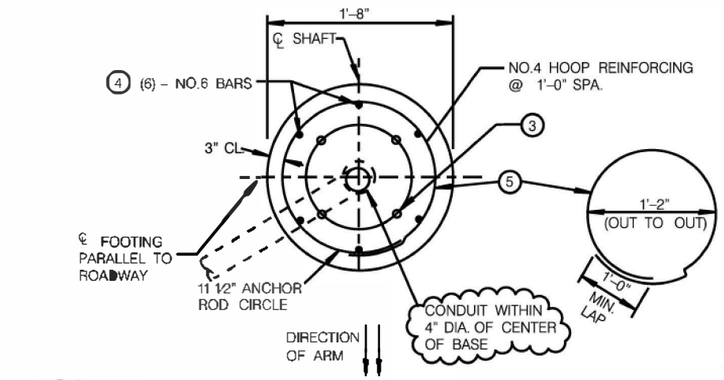
(2) (4) 6" +/- 1/4" ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

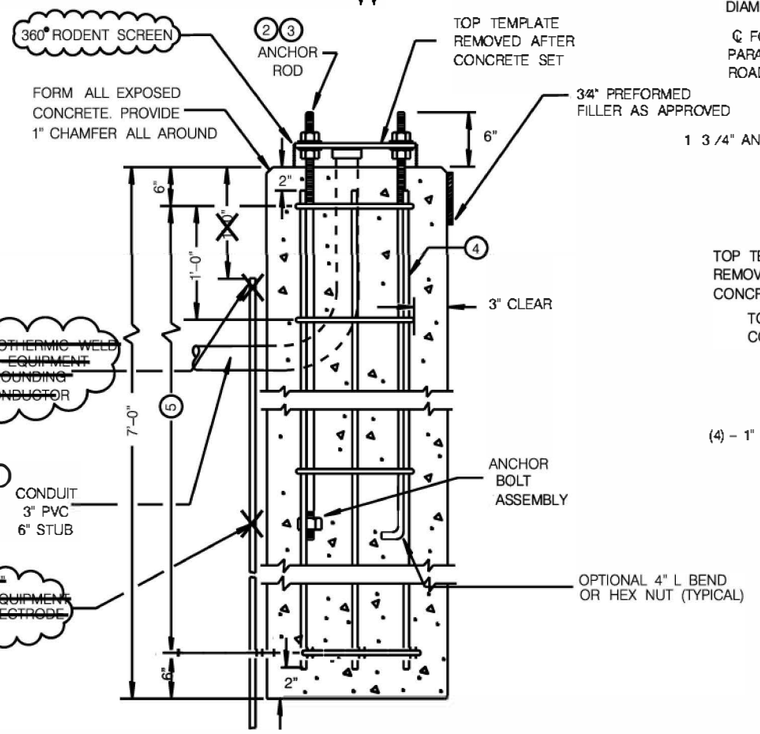
(3) (4) 1" DIA. x 5'-0" ANCHOR RODS.

(4) (4) NO. 6 x 6'-8" BAR STEEL REINFORCEMENT.

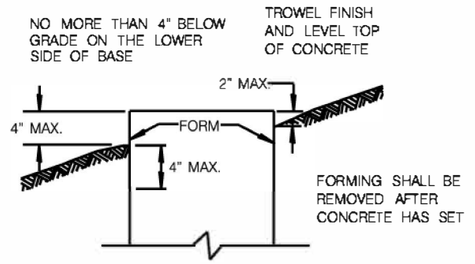
(5) (7) NO. 4 x 5'-1" BAR STEEL REINFORCEMENT @ 1'-0 c-c.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.

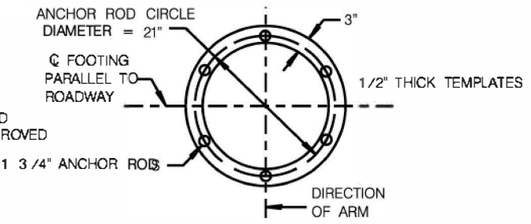




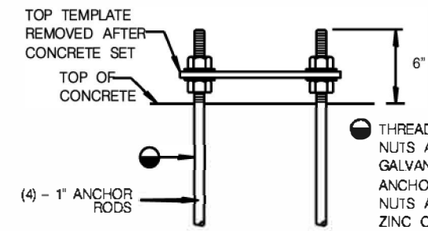
CONCRETE BASE TYPE 2 MODIFIED



FORMING DETAIL



TOP TEMPLATES



THREAD TOP 6" OF ANCHOR ROD FOR (2) NUTS AND (2) WASHERS AND GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR RODS (AASHTO M111) AND HOT-DIP NUTS AND WASHERS (AASHTO M232). USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 2 MODIFIED

ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	.57
LBS. OF HOOP BAR STEEL	23
LBS. OF VERTICAL BAR STEEL	60

CONCRETE BASE TYPE 2 MODIFIED

CITY OF MILWAUKEE

DEPARTMENT OF PUBLIC WORKS

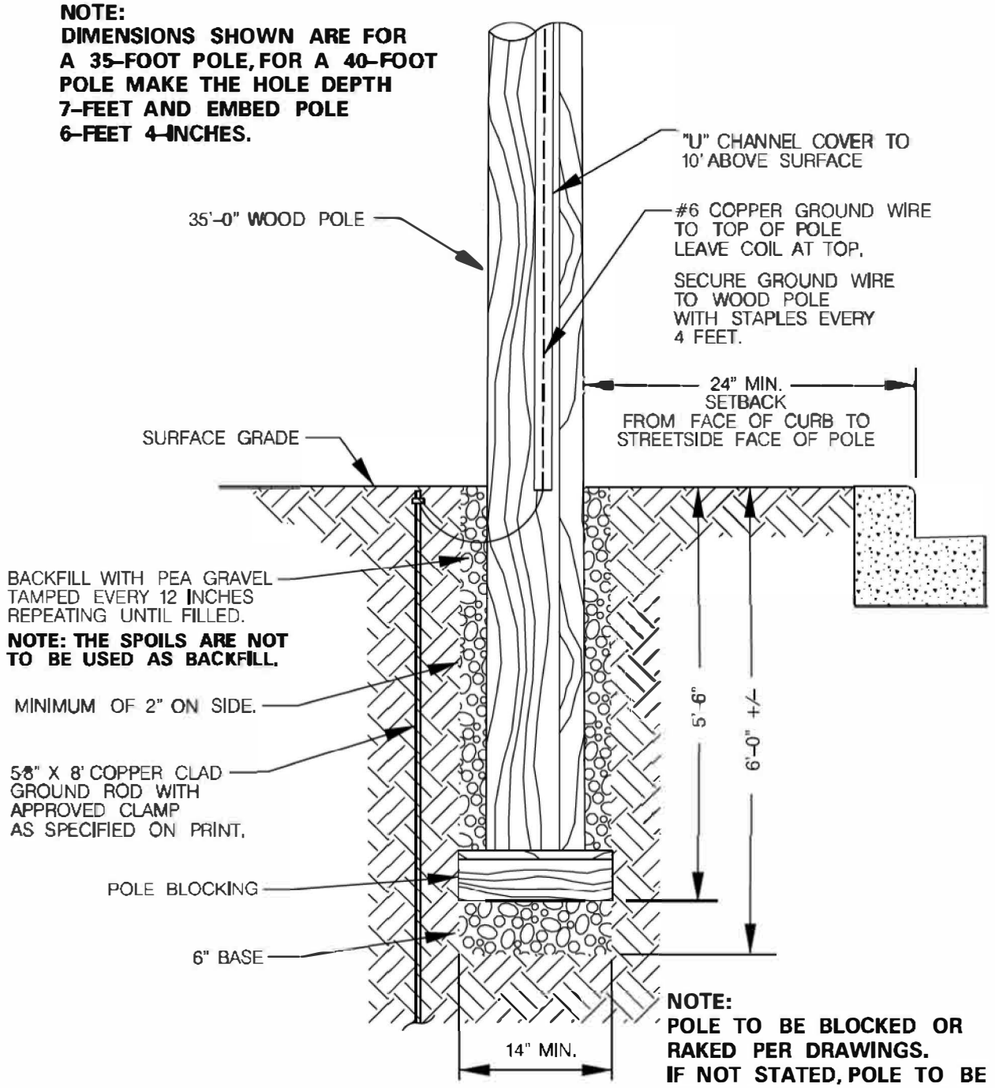
REVISED 9/22/17 DATE — 25' & 31' CONCRETE BOLT DOWN REVISION

REVISED DATE — REVISION

PROJECT NO: 2568-00-72	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 38 E

2

NOTE:
DIMENSIONS SHOWN ARE FOR A 35-FOOT POLE, FOR A 40-FOOT POLE MAKE THE HOLE DEPTH 7-FEET AND EMBED POLE 6-FEET 4-INCHES.



NOTE:
POLE TO BE BLOCKED OR RAKED PER DRAWINGS.
IF NOT STATED, POLE TO BE PERPENDICULAR WITH GROUND

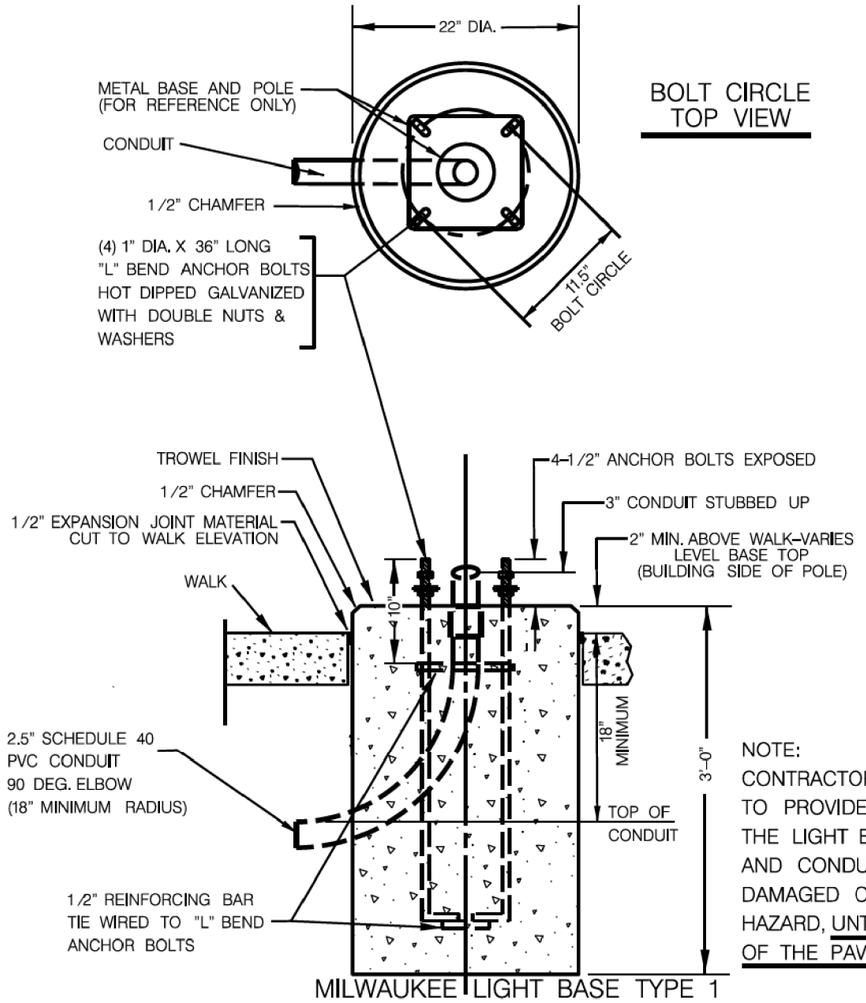
130A DETAIL — NOT TO SCALE

TYPICAL 35 FT.WOOD POLE INSTALLATION

SEE NOTE FOR 40 FOOT POLE

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

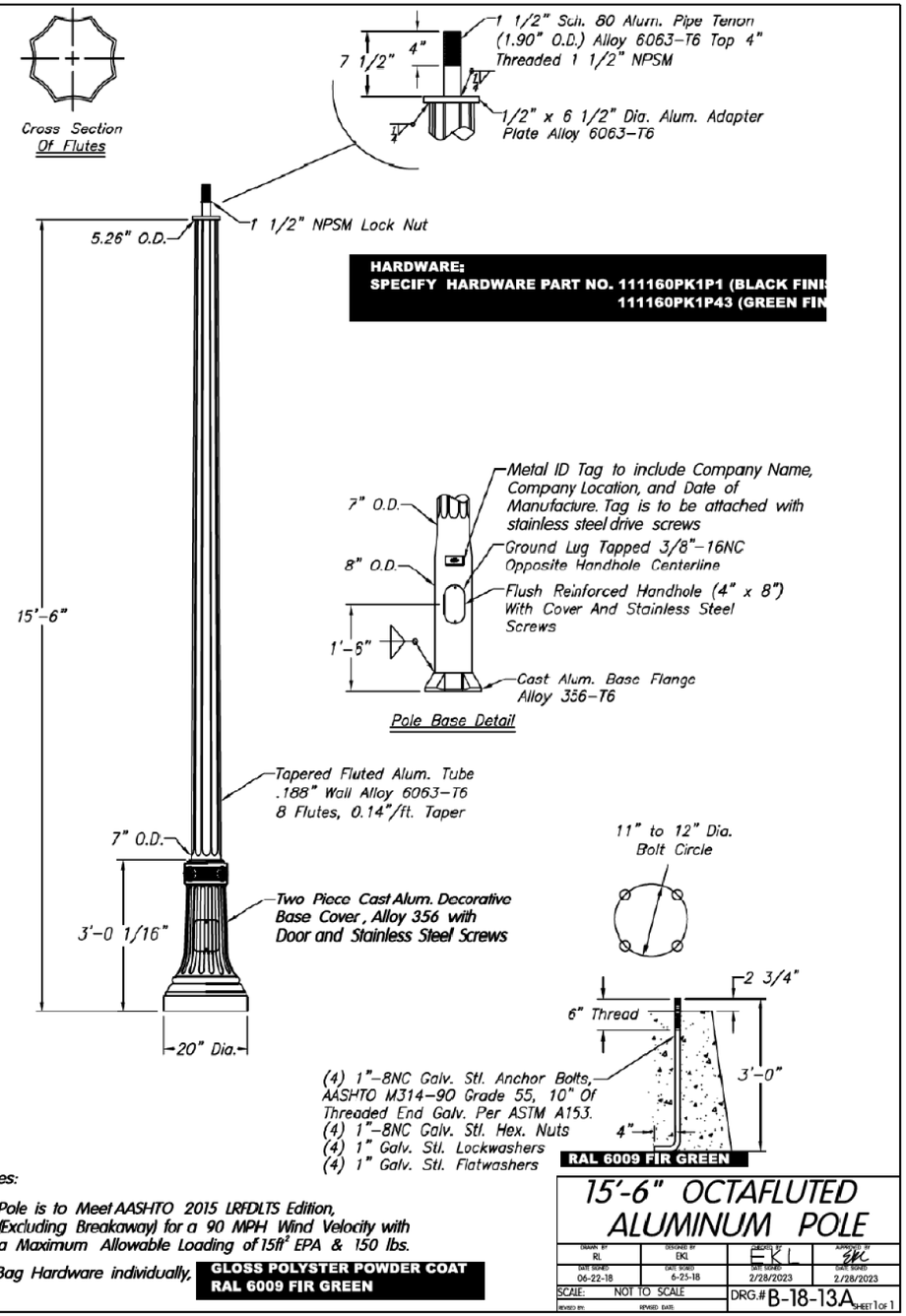
12-FEB-2022 15:26



NOTE:
CONTRACTOR IS RESPONSIBLE TO PROVIDE PROTECTION FOR THE LIGHT BASE ANCHOR BOLTS, AND CONDUIT FROM BEING DAMAGED OR BECOMING A TRIP HAZARD, UNTIL THE COMPLETION OF THE PAVING PROJECT.

136 DETAIL
TYPICAL OCTOFLUTE POLE & BASE

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



Notes:

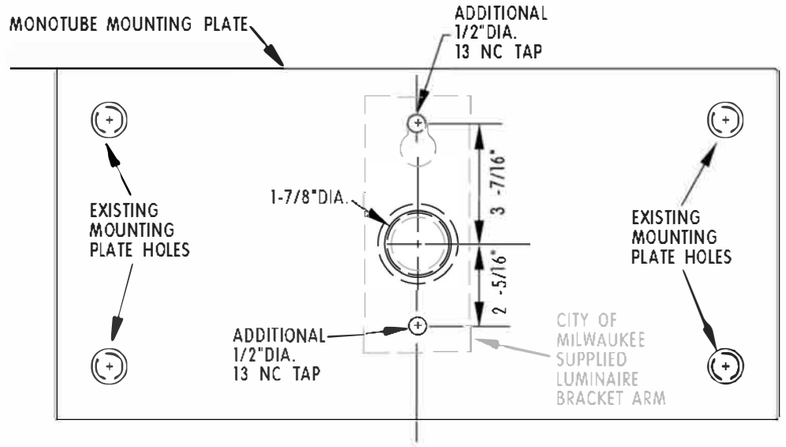
1.) Pole is to Meet AASHTO 2015 LRFDLTS Edition, (Excluding Breakaway) for a 90 MPH Wind Velocity with a Maximum Allowable Loading of 15ft² EPA & 150 lbs.

2.) Bag Hardware individually, **GLOSS POLYSTER POWDER COAT RAL 6009 FIR GREEN**

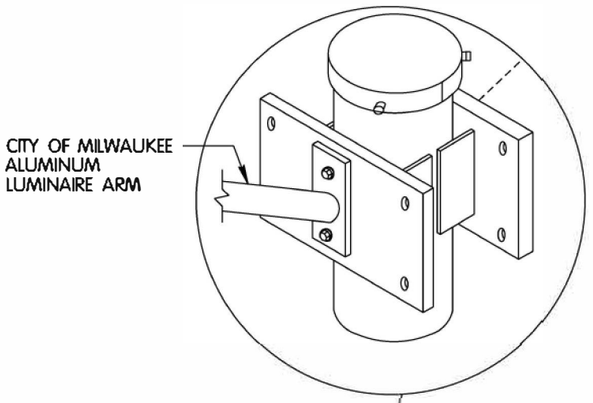
15'-6" OCTAFLUTED ALUMINUM POLE

DRAWN BY	DESIGNED BY	CHECKED BY	APPROVED BY
RL	EKL	EKL	EKL
DATE SIGNED 06-22-18	DATE SIGNED 6-25-18	DATE SIGNED 2/28/2023	DATE SIGNED 2/28/2023

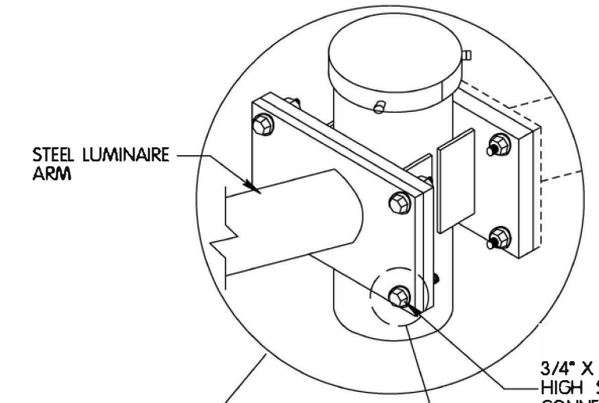
SCALE: NOT TO SCALE — DRG.# B-18-13A SHEET 1 OF 1



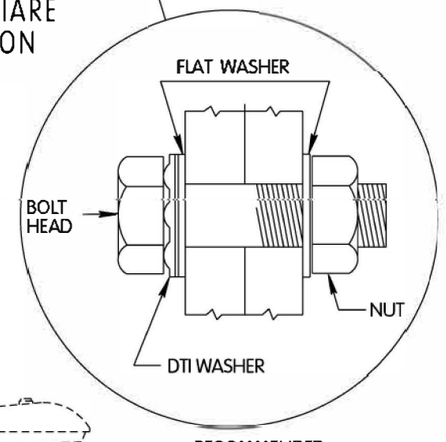
ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE
NOT TO SCALE



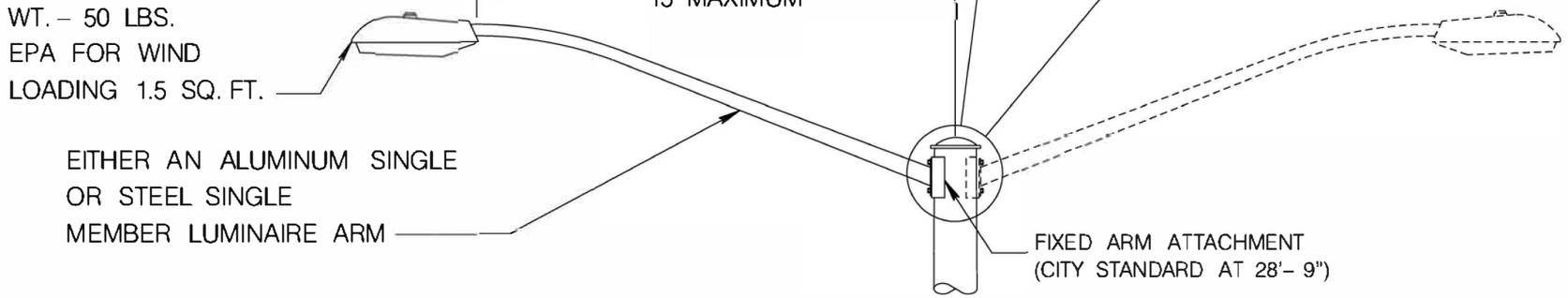
ALUMINUM LUMINIARE
ARM OPTION



STEEL LUMINIARE
ARM OPTION



RECOMMENDED
BOLT ASSEMBLY
DETAIL

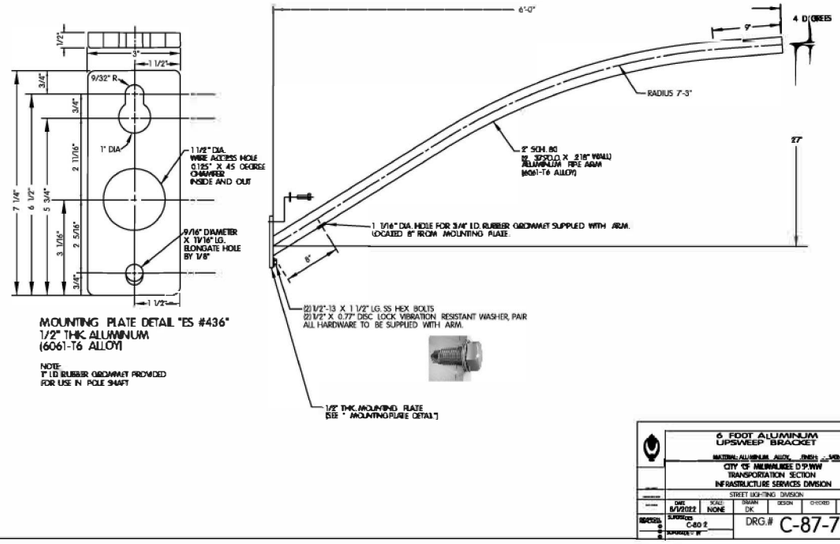


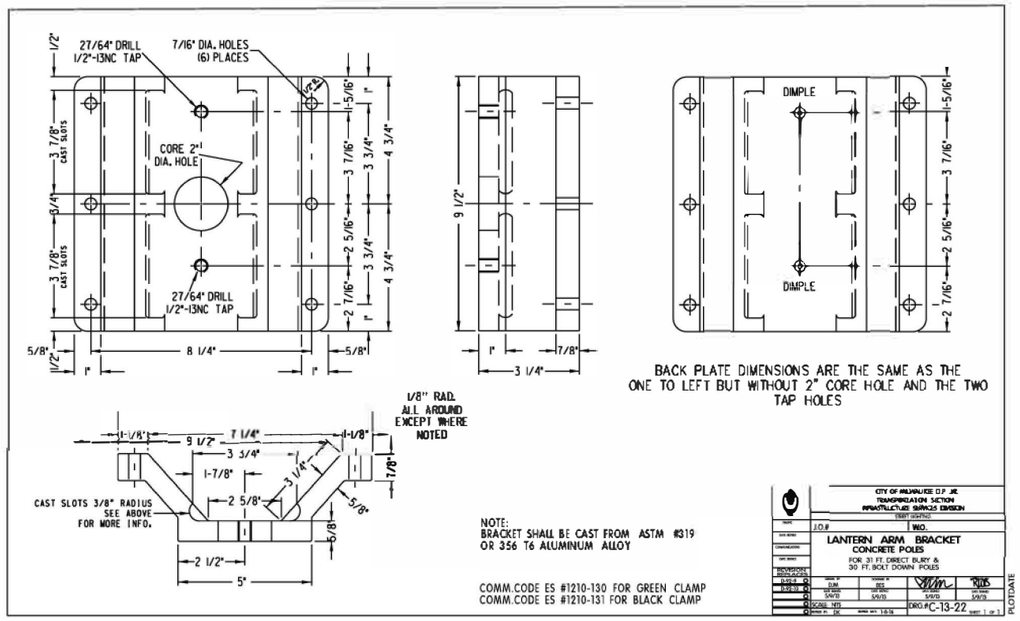
140 DETAIL — NOT TO SCALE

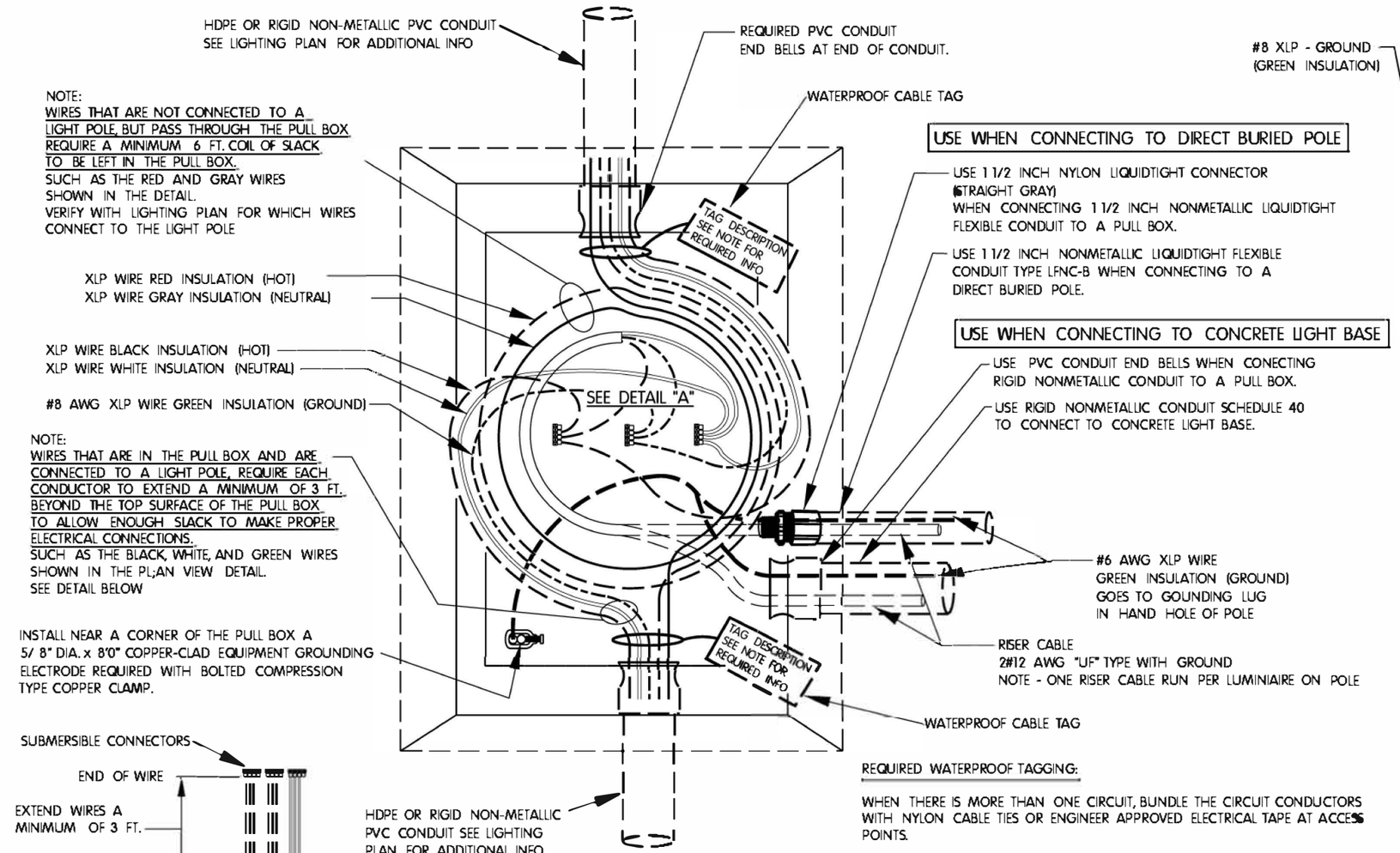
ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE FOR
POLES: TYPE 10
TYPE 13 SPECIAL
TYPE 13

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: $$...PLOTUSER...$$ REVISION DATE: PLOTDATE
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR.03.2023

2

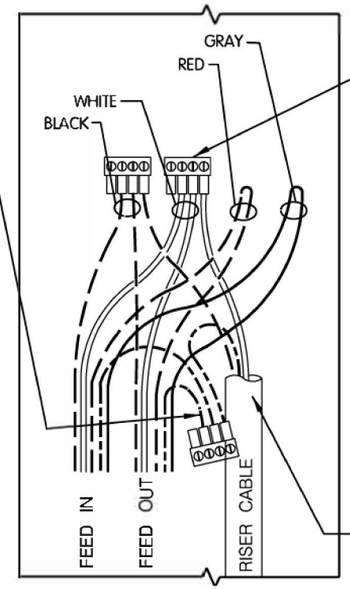

1/2"
3"
1 1/2"
3/4"
9/32" R.
1" DIA.
1 1/2" DIA. WIRE ACCESS HOLE 0.125" X 45 DEGREE CHAMFERED INSIDE AND OUT
9/16" DIAMETER X 13/16" LG. ELONGATE HOLE BY 1/8"
7 1/4"
6 1/2"
5 3/4"
3 7/16"
2 5/16"
3/4"
1 1/2"
MOUNTING PLATE DETAIL "ES #436"
1/2" THK. ALUMINUM
(6061)-T6 ALLOY)
NOTE:
1" I.D. RUBBER GROMMET PROVIDED FOR USE IN POLE SHAFT
6'-0"
7"
4 DEGREES
RADIUS 7'-3"
27"
8" SCH. 80
(O. 322(I.D. X .218" WALL)
ALUMINUM PIPE ARM
(6061-T6 ALLOY)
1 1/16" DIA. HOLE FOR 3/4" I.D. RUBBER GROMMET SUPPLIED WITH ARM.
LOCATED 8" FROM MOUNTING PLATE.
8"
(2) 1/2"-13 X 1 1/2" LG. SS HEX. BOLTS
(2) 1/2" X 0.77" DSC. LOCK VIBRATION RESISTANT WASHER, PAIR
ALL HARDWARE TO BE SUPPLIED WITH ARM.
1/2" THK. MOUNTING PLATE
(SEE " MOUNTING PLATE DETAIL")
6 FOOT ALUMINUM
UPSWEEP BRACKET
MATERIAL: ALUMINUM ALLOY, 6061-T6 ASTM
CITY OF MILWAUKEE D.P.W.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
STREET LIGHTING DIVISION
DATE 8/1/2022
SCALE NONE
DRAWN DK
DESIGN
CHECKED
APPROVED
SURVEY C-60 #
CONTRACT #
DRG.# C-87-76


1/2"
27/64" DRILL
1/2"-13NC TAP
7/16" DIA. HOLES
(6) PLACES
CORE 2" DIA. HOLE
27/64" DRILL
1/2"-13NC TAP
3 7/8" CAST SLOTS
3/4"
3 7/8" CAST SLOTS
5/16"
1"
3 7/16"
3 3/4"
4 3/4"
2 5/16"
2 7/16"
5/8"
1/2"
1"
8 1/4"
9 1/2"
1"
7/8"
3 1/4"
DIMPLE
DIMPLE
1-5/16"
3 7/16"
2 5/16"
2 7/16"
BACK PLATE DIMENSIONS ARE THE SAME AS THE ONE TO LEFT BUT WITHOUT 2" CORE HOLE AND THE TWO TAP HOLES
1/8" RAD. ALL AROUND EXCEPT WHERE NOTED
1-1/8"
9 1/2"
7 1/4"
3 3/4"
1-7/8"
3 1/4"
2 5/8"
1-1/8"
1 7/8"
5/8"
5/8"
CAST SLOTS 3/8" RADIUS SEE ABOVE FOR MORE INFO.
2 1/2"
5"
NOTE:
BRACKET SHALL BE CAST FROM ASTM #319
OR 356 T6 ALUMINUM ALLOY
COMM.CODE ES #1210-130 FOR GREEN CLAMP
COMM.CODE ES #1210-131 FOR BLACK CLAMP
CITY OF MILWAUKEE D.P.W.
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DRAFT 05/19/22
J.O.# W.O.
LANTERN ARM BRACKET
CONCRETE POLES
FOR 31 FT. DIRECT BURY &
30 FT. BOLT DOWN POLES
DRAWN BY DJM
DESIGNED BY JES
CHECKED BY MWL
APPROVED BY TOS
5/9/22
5/9/22
5/9/22
5/9/22
SCALE: NTS
DRG.# C-13-22
SHEET 1 OF 1
PLOTDATE



PLAN VIEW

NOT TO SCALE



DETAIL "A"

CONNECTIONS WITHIN PULL BOX
NOT TO SCALE

REQUIRED WATERPROOF TAGGING:

WHEN THERE IS MORE THAN ONE CIRCUIT, BUNDLE THE CIRCUIT CONDUCTORS WITH NYLON CABLE TIES OR ENGINEER APPROVED ELECTRICAL TAPE AT ACCESS POINTS.

AT EACH PULL BOX, IDENTIFY THE LINE SIDE OF EACH CIRCUIT WITH AN ATTACHED TAG USING A FADE-RESISTANT WATERPROOF BLACK MARKER PEN AND PROVIDE THE FOLLOWING INFO:

CIRCUIT ID: (CIR.WD-E)
LINE SIDE COMING FROM UNIT 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.

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 WATERTIGHT MULTI-PORT CONNECTIONS

SPLICING CONDUCTORS WITHIN THE PULL BOX

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: HICKMAN REVISION DATE: 3-MAR-2023 15:12
APPROVED REVISION BY: APPROVED REVISION DATE: MAR 03-2023
E.BERTRAN

PROJECT NO. 2568-00-72	HWY: N. DR MLK JR DR	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 43	E

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 3 AMP 250 VOLT FUSES, FROM THE RECOMMENDED FUSE LIST FROM THE IN-LINE FUSE HOLDER MANUFACTURER.

USE WATERPROOF AND TEAR RESISTANT CABLE TAGS/LABELS AT EACH PULL BOX, TO IDENTIFY THE LINE SIDE OF EACH CIRCUIT USING A FADE-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.

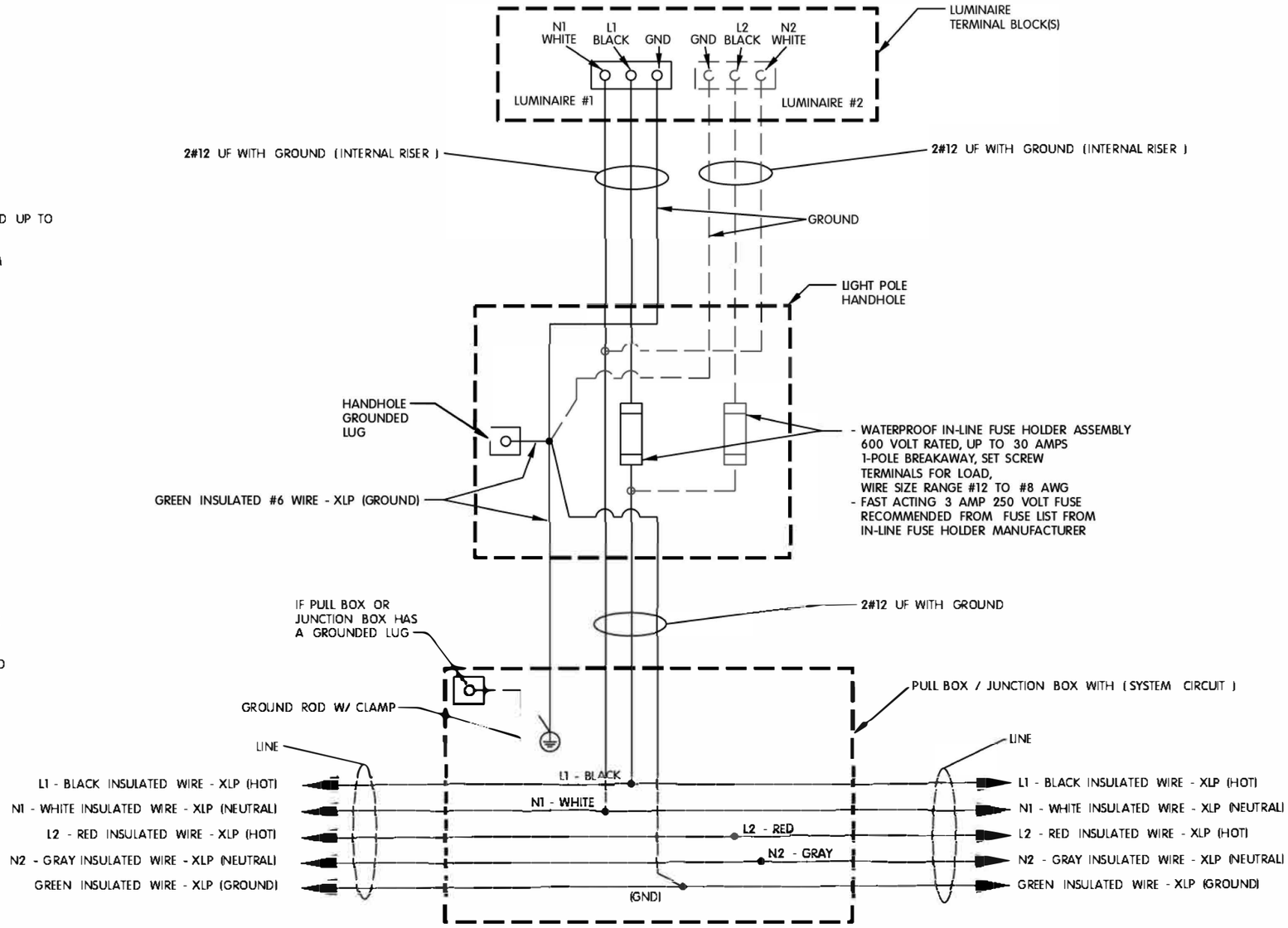
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

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

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

LEGEND

BLACK & RED	UNGROUNDED SYSTEM CIRCUIT CONDUCTORS (L1 & L2)
WHITE & GRAY (N)	GROUNDED SYSTEM CIRCUIT CONDUCTORS (N1 & N2)
GREEN (GND)	EQUIPMENT GROUNDING CONDUCTOR
	HANDHOLE GROUNDED LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	TERMINAL
	SPLICE
	CONDUCTOR
	GROUND ROD



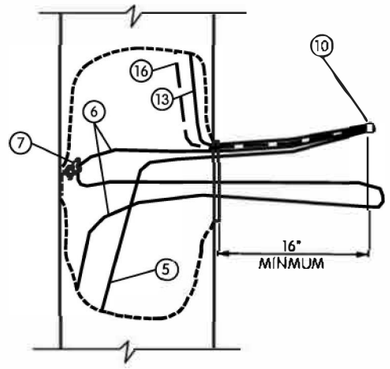
TYPICAL WIRING DIAGRAM
TWO SEPARATE NEUTRALS SYSTEM
240 / 480VAC 4 WIRE

145 ELECTRICAL DETAILS STRUCTURE MOUNT
LIGHT POLES SEPARATED NEUTRALS SYSTEM — NOT TO SCALE

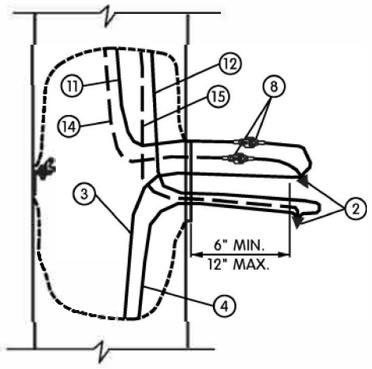
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: HICKMAN REVISION DATE: 24-FEB-2023 09:30
APPROVED REVISION DATE: FEB 24-2023

PROJECT NO. 2568-00-72	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING DETAILS	SHEET 44	E

2

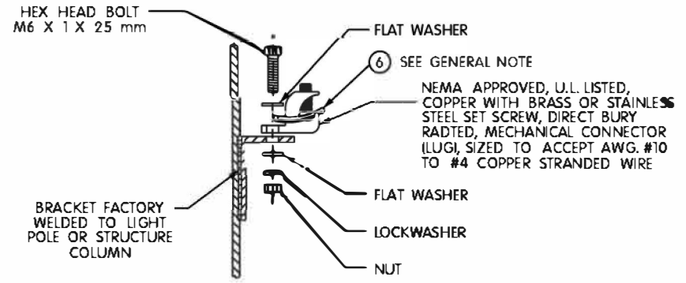


EQUIPMENT GROUNDING
CONDUCTOR SLACK



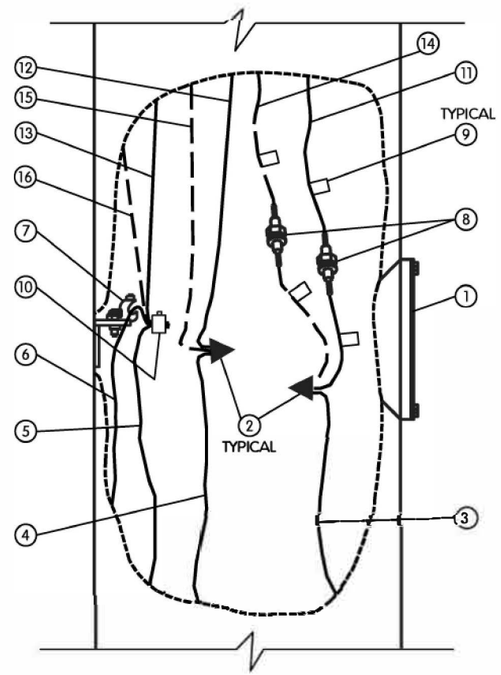
UNGROUNDED CONDUCTOR SLACK
(AND GROUNDED NEUTRAL SLACK
IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



HANDHOLE GROUNDING LUG

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



CUTAWAY HANDHOLE DETAIL

SEPARATED NEUTRAL SYSTEMS
SINGLE PHASE

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

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



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

WATERPROOF IN-LINE FUSE HOLDER ASSEMBLY

CONDUCTOR COLOR CODES

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

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

GENERAL NOTES

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

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

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

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

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

146 ELECTRICAL HANDHOLE WIRING DETAIL — NOT TO SCALE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION DATE: 24-FEB-2023 09:39
APPROVED REVISION DATE: FEB 24-2023

2

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
5 EA	40' WOOD POLES, CLASS 4
200 LF	3#6 AL TRIPLEX
350 LF	2#2/1#4 AL TRIPLEX
8 EA	6' WP ARM, LED COBRA
5 EA	RISER

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

3#8/1#8LTP CIR.T4C-C

Ⓡ #311 H17 CONCRETE PEDESTRIAN POLE MILWAUKEE HARP TO REMAIN IN SERVICE

#306 H17 CONCRETE PEDESTRIAN POLE MILWAUKEE HARP REMOVE COMPLETELY STA.14+28.5;100.0'LT

W. NORTH AVE.

#314 26' CONC. DIRECT BURY BRACKET CLAMP MILWAUKEE LANTERN 4"X4"X36" WIRING PED. TO REMAIN FOR TEMP LIGHTING STA.14+29.0;144.0'LT

#314 5G SMALL CELL GREY ROUND USE 30' HIGH MOUNTING PLATE FOR ISOLATOR ATTACH POINIT STA.14+29.0;141.0'LT

130A #301 40' WOOD POLE 2EA.-6' ARMS, 3LED2 COBRA ORIENTED AS SHOWN STA.13+67.5;49.0'LT

REMOVE EXISTING AERIAL CABLE AFTER TEMP LIGHTING IN SERVICE

#2303 31' CONC. DIRECT BURY BRACKET CLAMP 6' ARM, 3LED2 COBRA TO BE REMOVED

NOTE 3 (CIR.T4C-A) 3#12UF-B CIR.T4C-H

130A #302 40' WOOD POLE 2EA. 6' ARM, 3LED2 COBRA ORIENTED AS SHOWN STA.14+31.0;48.0'LT

LIGHT POLE 20' SIGNAL ARM TO BE REMOVED

NOTE 3 (CIR.T4C-B) 2#2/1#4AL TRIPLEX CIR.T4C-B

#2235 15' SC AL LIGHT POLE 3 LUM. CONC. BASE TO BE REMOVED STA.12+76.5;34.5'LT

#2237 15' SC AL LIGHT POLE NO LUM. CONC. BASE TO BE REMOVED STA.13+15.5;35.5'LT

#2237 DIRECT BURY 31' AT31R STUB ARM BOX LIGHT FIXTURE REMOVE COMPLETELY

#2303 31' CONC. LIGHT POLE BOX LUM. CUT-OFF ARM TO BE REMOVED

#2305 14'AL-HARP LIGHT UNIT CONCRETE BASE TO BE REMOVED STA.14+75.0;37.5'LT

Ⓡ NOTE 3(CIR.T4C-B) #2313 22' BLACK ALUMINUM BOLT DOWN POLE SQUARE CONC. BASE OFFSET 4"X4"X36" PED CUT OFF ARM BOX LUMINAIRE BES TO TERMINATE RISER IN EXIST. OFFSET PEDESTAL STA.15+12.5;38.5'LT

CAUTION 240/480V TO BE REUSED

CONC BUS PAD

DISCONTINUE 3#8/1#8LTP CIR.T4C-H

N. DR. MLK JR. DR.

REMOVE EXISTING AERIAL CABLE AFTER TEMP LIGHTING IN SERVICE

LIGHT POLE 20' SIGNAL ARM TO BE REMOVED

#2300 LIGHT POLE 20' SIGNAL ARM TO BE REMOVED

NOTE 3 (CIR.T4C-B) 2#2/1#4AL TRIPLEX CIR.T4C-B

REMOVE EXISTING AERIAL CABLE AFTER TEMP LIGHTING IN SERVICE

12+00 +50 13+00 +50 14+00 +50 15+00 +50

Ⓡ #2240 31' CONC. LIGHT POLE TO BE REMOVED

31' CONC. LIGHT POLE TO BE REMOVED

#2304 14' AL-2 LUM. CANISTER POLE CONCRETE BASE 3#12UF INTERNAL RISER TO BE REMOVED STA.14+95.0;24.5'RT

EXIST. 35' WP

LIGHT POLE 20' SIGNAL ARM TO BE REMOVED

Ⓑ #2316 14' AL-2 LUM. CANISTER POLE CONCRETE BASE 3#12UF INTERNAL RISER TO REMAIN IN SERVICE STA.15+35.5;24.5'RT

Ⓡ NOTE 1 (CIR.T4C-B) #2230 15'SC PEDESTRIAN POLE 3 HPS GLOBES 3#12UF INTERNAL RISER TO REMAIN IN SERVICE STA.12+48.0;24.0'RT

#2240 15' SC AL LIGHT POLE 3 LUM. CONC. BASE TO BE REMOVED STA.12+86.0;24.0'RT

2#2/1#4AL TRIPLEX CIR.T4C-B

Ⓡ #2240 35' WOOD POLE 6' ARM, 3LED2 COBRA LUM. STA.13+27.5;26.5'RT

Ⓑ #239 35' WOOD POLE 6' ARM, 3LED2 COBRA LUM. CROSS ARM STA.13+63.0;43.5'RT 3#6AL TRIPLEX CIR.T4C-B

130A #238 40' WOOD POLE 2EA. 6' ARM, 3LED2 COBRA ORIENTED AS SHOWN STA.13+27.5;26.5'RT

PLANTER

NOTE 3 (CIR.T4C-B) 2#2/1#4AL TRIPLEX CIR.T4C-B

#235 H17 CONCRETE PEDESTRIAN POLE HPS MILWAUKEE HARP REMOVE COMPLETELY STA.12+86.0;24.0'RT

EXISTING 3#6/1#8LTP CIR.T4C-B

W. NORTH AVE.

CAUTION 240/480V TO BE REUSED

NOTE 1 (CIR.T4C-B) #234 14' AL-2 LUM. CANISTER POLE CONCRETE BASE 3#12UF INTERNAL RISER 4"X4"X36" OFFSET PEDESTAL TO REMAIN FOR TEMP. LIGHTING STA.14+29.0;102.0'RT

CAUTION 240/480V TO BE REUSED

NOTE 1 (CIR.T4C-B) #227 26' DIREC BURY CONC. BRACKET CLAM CUT OFF ARM, BOX LUM. 3#12UF INTERNAL RISER TO REMAIN IN SERVICE

SUBSTATION T4C PAD MOUNT ENCLOSURE IS LOCATED IN SOUTH TERRACE OF W. WIGHT ST. INTERSECTION OF N. VEL R PHILLIPS

CONTACT CITY OF MILWAUKEE BES FOR LOCKOUT/TAGOUT OF SUBSTATION CIRCUITS. FIELD CONDITIONS MAY VARY.

CONTRACTOR IS TO PROVIDE CONTACT INFORMATION AND 24/7 AVAILABILITY IN EVENT OF DAMAGE OR KNOCK DOWN WITHIN PAVING LIMITS. TARGET RESPONSE TIME IS 2 HOURS.

CAUTION

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

NOTES:

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

PROJECT NO: 2568–00–72	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	TEMPORARY LIGHTING PLAN	SHEET 46	E

NOTE:

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

CONDUIT END CAPS REQUIRED ON ALL EMPTY CONDUIT.

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

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

SEE UTILITY SPECIALS FOR ADDITIONAL INFORMATION AND ALL CONTACT NUMBERS.

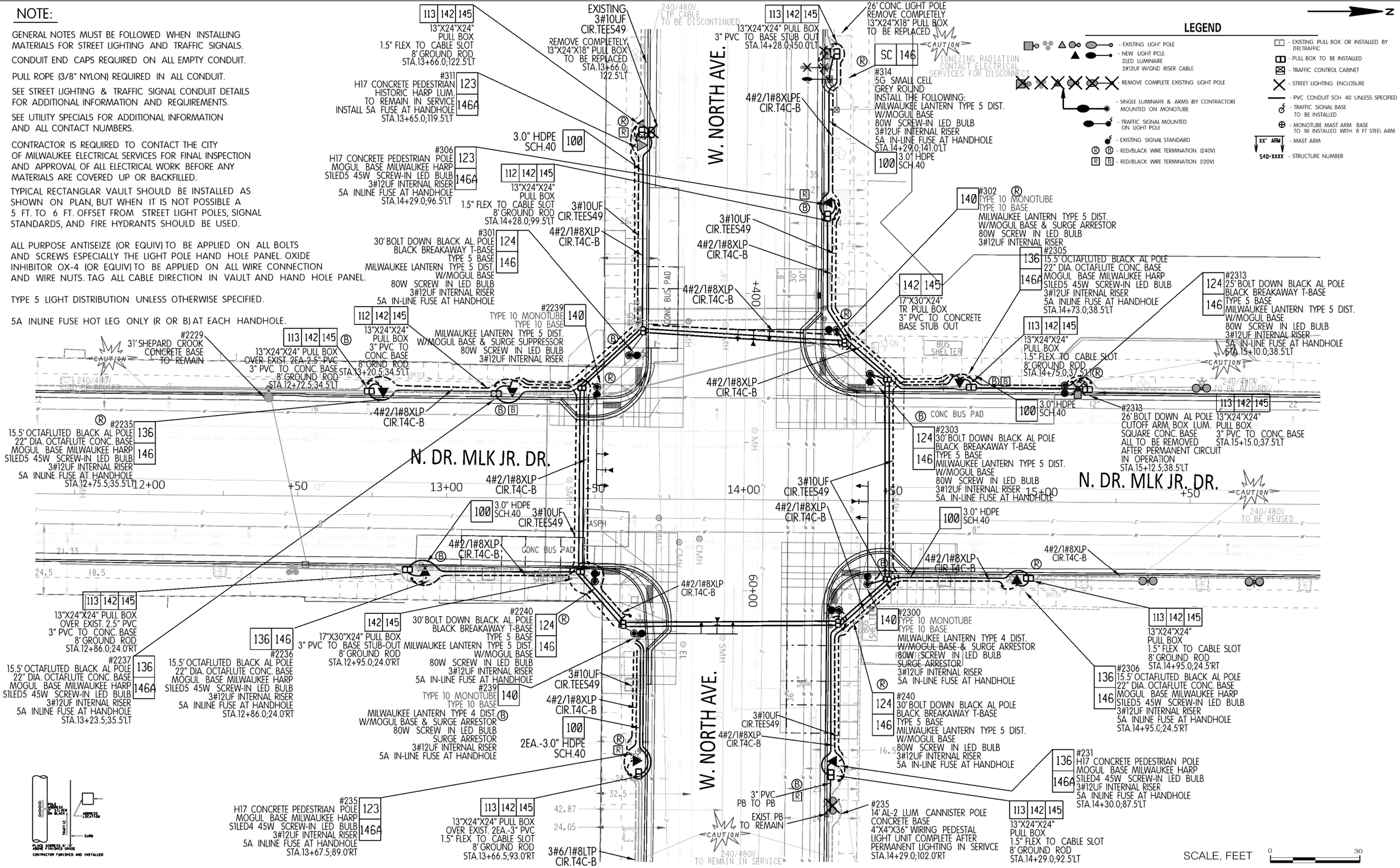
CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SERVICES FOR FINAL INSPECTION AND APPROVAL OF ALL ELECTRICAL WORK BEFORE ANY MATERIALS ARE COVERED UP OR BACKFILLED.

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

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

TYPE 5 LIGHT DISTRIBUTION UNLESS OTHERWISE SPECIFIED.

5A INLINE FUSE HOT LEG ONLY (R OR B) AT EACH HANDHOLE.



PROJECT NO: 2568–00–72	HWY: N. DR. MLK JR. DR.	COUNTY: MILWAUKEE	STREET LIGHTING PLAN	SHEET 47	E

TRAFFIC SIGNAL GENERAL NOTES:

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

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

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

4 ALL CHANGES OR ANY DEVIATIONS FROM PLANS MUST BE APPROVED BY TRAFFIC ENGINEERING.

5 DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THESE DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

7 LOCATIONS OF THE HDPE AND NONMETALLIC PVC CONDUITS ARE IDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. HOWEVER, INSTALLATION MAY REQUIRE INTEGRATION WITH EXISTING FIELD CONDITIONS. UNDER THE APPROVAL OF THE CITY OF MILWAUKEE DPW TRAFFIC, APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RED TO ILLUSTRATE AS BUILT CONDITIONS.

8 CONDUIT INSTALLED BEHIND CURB AND UNDER DRIVEWAYS SHALL BE INSTALLED AT A DISTANCE OF MINIMUM OF 6 INCHES AWAY FROM THE BACK OF CURB TO THE CENTER LINE OF CONDUIT, AND MINIMUM 24 INCHES DOWN MEASURED FROM THE TOP OF CURB OR FINISHED GRADE TO THE TOP OF CONDUIT.

9 DEPTH OF CONDUIT INSTALLED BELOW STREETS, HIGHWAYS, AND ALLEYS SHALL BE 24-INCHES MINIMUM AND 36-INCHES MAXIMUM. (MEASURED FROM FINISHED FLANGE LINE) IF THE CONTRACTOR DOES ANY DEVIATION FROM THE TRAFFIC DESIGN WITHOUT THE TRAFFIC ENGINEERS SIGNED APPROVAL.

10 CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION.

11 WHEN THERE IS MORE THAN ONE CONDUIT TO BE INSTALLED, PLACE ALL CONDUITS IN THE SAME TRENCH, OR BORE MULTIPLE CONDUITS TOGETHER AT THE SAME TIME.

12 CONDUIT INSTALLATION THAT REQUIRE TRENCHING SHALL NOT BE BACKFILLED PRIOR TO INSPECTION ON THE CONDUIT.

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

14 BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

15 ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.

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

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

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

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

20 UNLESS THE CONDUIT IS DESIGNED AND SHOWN WITH BENDS ON THE PLANS, ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO CONCRETE BASE, AND PULL BOX TO ENCLOSURE. OTHERWISE IT MUST BE APPROVED BY THE TRAFFIC ENGINEER.

TRAFFIC SIGNAL GENERAL NOTES:

2

21 MINIMUM CONDUIT CLEARANCES FOR CONDUIT CROSSINGS AND PULL BOXES FROM THE FOLLOWING:
FIRE HYDRANTS: 6-FT TREE TRUNKS: 10-FT END OF DRIVEWAY FLARES: 6-FT
UNLESS NOTED OTHERWISE, OR APPROVED BY THE TRAFFIC ENGINEER.

22 HAND DIGGING MAY BE REQUIRED FOR LOCATIONS ADJACENT TO EXISTING GAS AND POWER LINES. HAND EXCAVATION SHOULD BE ANTICIPATED AND WILL BE CONSIDERED INCIDENTAL TO THE BID ITEM BEING INSTALLED. COORDINATE ALL WORK NEAR GAS LINES WITH WE ENERGIES.

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

24 ALL HDPE OR NONMETALLIC PVC CONDUITS THAT CONNECT TO PULL BOXES REQUIRE A PVC END BELL CONNECTOR INSIDE THE PULL BOX

25 PROVIDE REMOVABLE SEALANT SUCH AS DUCT SEAL IN THE CONDUITS AT THE CABINETS, PULL BOXES AND JUNCTION BOXES TO AVOID CONDENSATION CAUSED BY AIRFLOW THROUGH THE CONDUITS DUE TO TEMPERATURE DIFFERENCE. THIS WORK SHALL BE INCIDENTAL TO ASSOCIATED CONDUIT PAY ITEM.

26 PROVIDE 3 INCH PVC SCHEDULE 40 CONDUIT ELBOWS IN ALL GROUND MOUNTED CONCRETE LIGHT BASES FOR CABLE IN DUCT TYPE INSTALLATION. THIS WORK IS INCIDENTAL TO CONCRETE BASES PAY ITEMS.

27 AT EACH SIGNAL STANDARD BASE PROVIDE 2 INCH PVC SCHEDULE 40 CONDUIT FROM PULL BOX TO SIGNAL STANDARD BASE. INSTALLATION OF PULL BOX AND CONDUIT ARE INCIDENTAL TO SIGNAL STANDARD BASE INSTALLATION WORK.

28 UNDERGROUND WIRE & CONDUIT SHOWN ON PLANS TO BE ABANDONED IN PLACE UNLESS DIRECTED BY THE ENGINEER. CONTRACTOR MAY CHOOSE TO REMOVE CONDUCTOR AT THEIR OWN EXPENSE.

29 LIGHT POLES INSTALLED BEHIND THE CURB NEED TO BE SET 30 INCHES BACK FROM FACE OF CURB TO CENTER OF POLE, SO TO MEET THE MINIMUM DISTANCE OF 24 INCHES FROM THE CURB FACE TO THE CURB SIDE FACE OF THE POLE.

30 ON ALL NEW STREET LIGHT POLES A PLAQUE WITH THE POLE NUMBER AS SHOWN ON THE PLANS SHALL BE AFFIXED ONTO THE POLE SHAFT AS PART OF POLE INSTALLATION.

31 ALL WIRE CONNECTIONS REQUIRE ANTI-OXIDANT TO BE APPLIED TO THE CONNECTIONS

32 ALL HARDWARE NUT AND BOLT CONNECTIONS REQUIRE ANTI SEIZE TO BE APPLIED TO THEM

33 COORDINATE NEW CONDUIT CONNECTIONS WITH EXISTING CONDUIT, DUCT PACKAGES, AND PULL BOXES/ VAULTS/ MANHOLES WITH CITY OF MILWAUKEE TRAFFIC. THE CITY REQUIRES THREE WORKING DAYS ADVANCED NOTICE. CONTACT ELECTRICAL SUPERVISOR
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

34 IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES / VAULTS, CONDUIT AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH CONCRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SHOP SUPERVISORS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK.
TRAFFIC SIGNALS - RUDY GUTIERREZ (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

35 CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS FOR ALL WORK BEING DONE DETAILING THE FINAL PLACEMENT OF CONDUIT, CABLING, EQUIPMENT, AND GEOMETRIC MODIFICATIONS UNDER THE CONTRACT. PROVIDE (.PDF FORMAT) COPY CONFORMING TO CMM 1-65.14, OR RECORD ALL CHANGES IN RED INK ONLY ON THE AS-LET (DESIGN) PAPER DRAWINGS. THE CITY OF MILWAUKEE DPW ENGINEER WILL REJECT AS-BUILTS WITH INCOMPLETE OR INCORRECT CONTENT OR NOT CONFORMING TO CMM STANDARDS.

TRAFFIC SIGNAL GENERAL NOTES:

AS-BUILT GUIDELINES:

PROVIDE AS-BUILT DRAWINGS DETAILING THE FINAL PLACEMENT OF CONDUIT, CABLING, EQUIPMENT, AND GEOMETRIC MODIFICATIONS UNDER THE CONTRACT. PROVIDE PDF COPY CONFORMING TO CMM 1-65.14, OR RECORD ALL CHANGES IN RED INK ONLY ON THE AS-LET (DESIGN) PAPER DRAWINGS. THE ENGINEER WILL REJECT AS-BUILTS WITH INCOMPLETE OR INCORRECT CONTENT OR NOT CONFORMING TO CMM STANDARDS.

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

IF THERE IS A STRUCTURE DRAWING, INCLUDE ALL STRUCTURES DRAWING SHEETS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSERT ANY ADDENDUM OR REPLACEMENT DRAWING SHEETS. TO DO THIS, RENUMBER THEM SIMILARLY TO THE ORIGINAL DRAWING SHEET.
  FOR EXAMPLE:
  REVISED SHEET 5 WOULD REPLACE SHEET 5. HOWEVER, ALL THE ORIGINAL SHEETS SHALL REMAIN IN THE AS-BUILT. IF THE SHEET HAS BEEN REPLACED CROSS IT OUT WITH AN X AND INDICATE THE NUMBER OF ITS REPLACEMENT SHEET. IF ADDITIONAL SHEETS WERE ADDED, INSERT THEM IN THE ORIGINAL LOCATION AND LABEL THEM WITH THE PREVIOUS SHEET NUMBER FOLLOWED BY AN "A", "B", "C", ETC.

NOTE THE SHEET CHANGES ON THE TITLE SHEET UNDER THE ORDER OF SHEETS.

THE TITLE SHEET OF THE AS-BUILT DRAWING SHOULD INCLUDE THE FOLLOWING INFORMATION:
  AS-BUILT DRAWING
  SUPERVISOR:
  PROJECT MANAGER:
  CONTRACTOR LEADER:
  CONTRACTOR COMAPNY:
  WORK STARTED:
  WORK COMPLETED:

LINE OUT OR CROSS OUT ALL CHANGED INFORMATION AND WRITE-IN THE CORRECTED INFORMATION ABOVE THE ORIGINAL OR CLOSE TO IT WHEREVER POSSIBLE. USE BLANK SPACES ON THE DRAWING SO NOTES ARE NOT SUPERIMPOSED. DRAWINGS WITH EXCESSIVE DETAIL MAY REQUIRE AN ALTERNATE APPROACH. NUMBERED CHANGES OR ADDITIONS MAY BE SHOWN ON SUPPLEMENTAL NON-DRAWING SHEETS.

- LOCATE AND CLEARLY LABEL ALL CONDUIT RUNS, FITTINGS, SPLICE VAULTS, PULL BOXES, METER PEDESTALS CONCRETE BASES, TRANSFORMERS, POLES AND OTHER APPURTENANCES IN TWO DIRECTIONS. SWING TIES SHOULD BE MADE FROM THE OBJECTS THAT ARE PERMANENT IN NATURE AND VISIBLE ON THE FINISHED SURFACE.

- STREET NAMES SHALL BE ON ALL SHEETS.

- SHOW ALL SIZES AND MATERIAL TYPES OF PIPES AND CONDUITS, IF CHANGED OR MODIFIED FROM ORIGINAL DESIGN.

- ALL HORIZONTAL DISTANCES SHALL BE SHOWN TO THE NEAREST TENTH OF A FOOT (I.E., 205.3').
  ALL VERTICAL DISTANCES SHALL BE TO THE NEAREST INCH (I.E., 24")

- SHOW LOCATION AND ELEVATIONS ON CONDUIT AND FITTINGS WHERE CHANGES OR DEFLECTIONS IN DIRECTION OCCUR.

- SPECIAL DETAIL DRAWINGS MAY BE REQUIRED WHERE INSTALLATIONS ARE NOT SHOWN ON APPROVED CONSTRUCTION DRAWINGS FOR WHATEVER REASON OR WHERE REQUIRED FOR CLARITY.

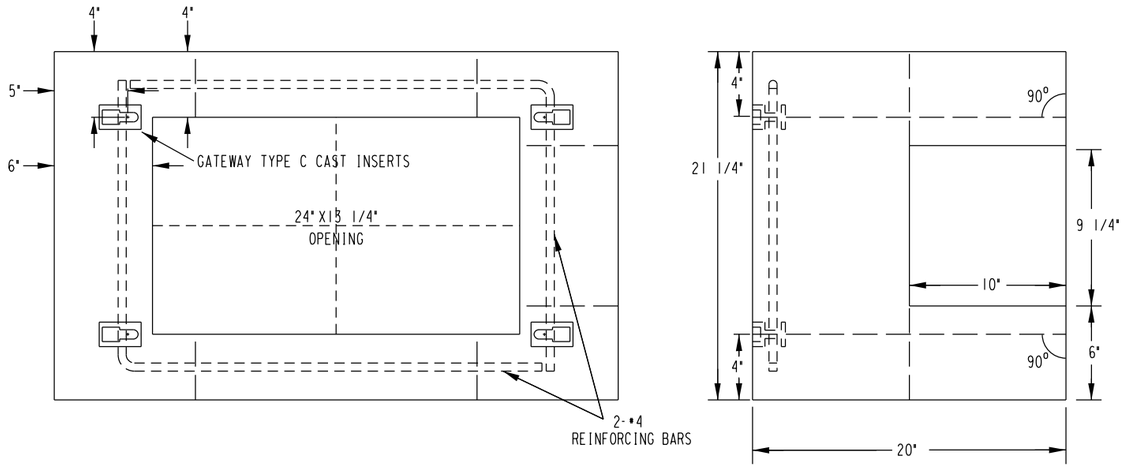
- TYPICAL SERVICE INSTALLATION DETAILS WITH DEVIATIONS FROM ORIGINAL PLANS OR STANDARD DETAILS SHALL BE NOTED ON AS-BUILT DRAWINGS.

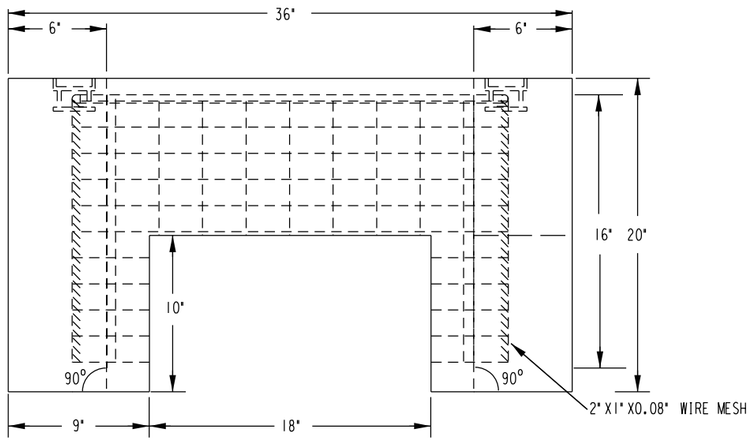
- NO ARBITRARY MARK-UPS WILL BE PERMITTED.

IF THERE ARE NO CORRECTIONS OR ADDITIONS TO THE AS-LET PLAN(S) PUT "NO CHANGE" ON THE SHEET WITH ALL OTHER REQUIRED AS-BUILT INFORMATION.

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

BY EMAIL SEND TO:
CITY OF MILWAUKEE
INFRASTRUCTURE SERVICES DIVISION
TRANSPORTATION SECTION - CONSTRUCTION
CHIEF CONSTRUCTION ENGINEER
PAUL KELTNER
PKELTN@MILWAUKEE.GOV





NOT TO SCALE

6 BAG MIX #1 STONE

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

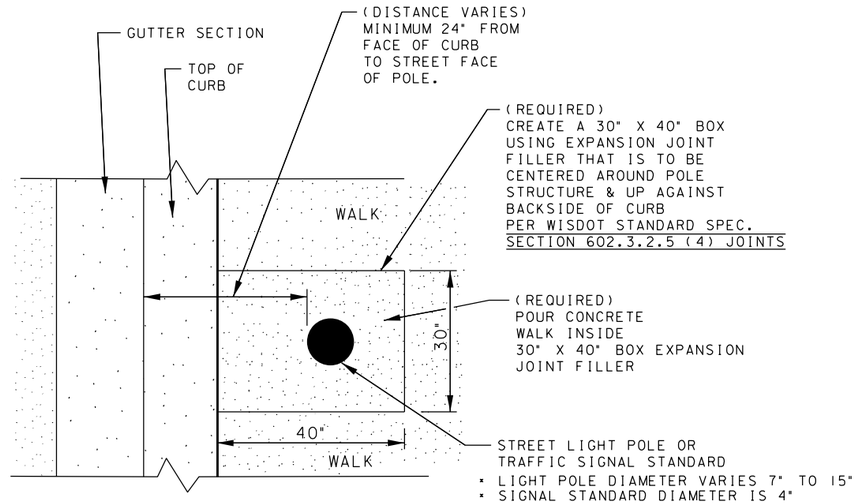
125 DETAIL

TYPICAL TRAFFIC CONTROL CABINET CONRETE FOUNDATION

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

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

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



122 DETAIL VERSION #1

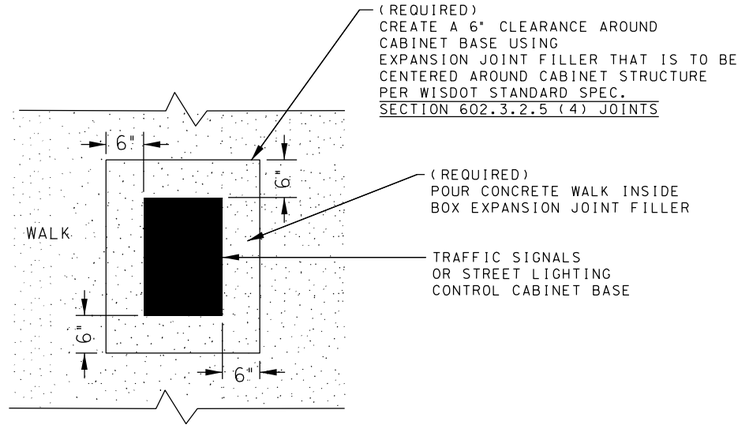
TYPICAL BOX EXPANSION JOINT FILLER AROUND TRAFFIC SIGNAL OR STREET LIGHTING CONTROL FACILITIES

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

NOT TO SCALE

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

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

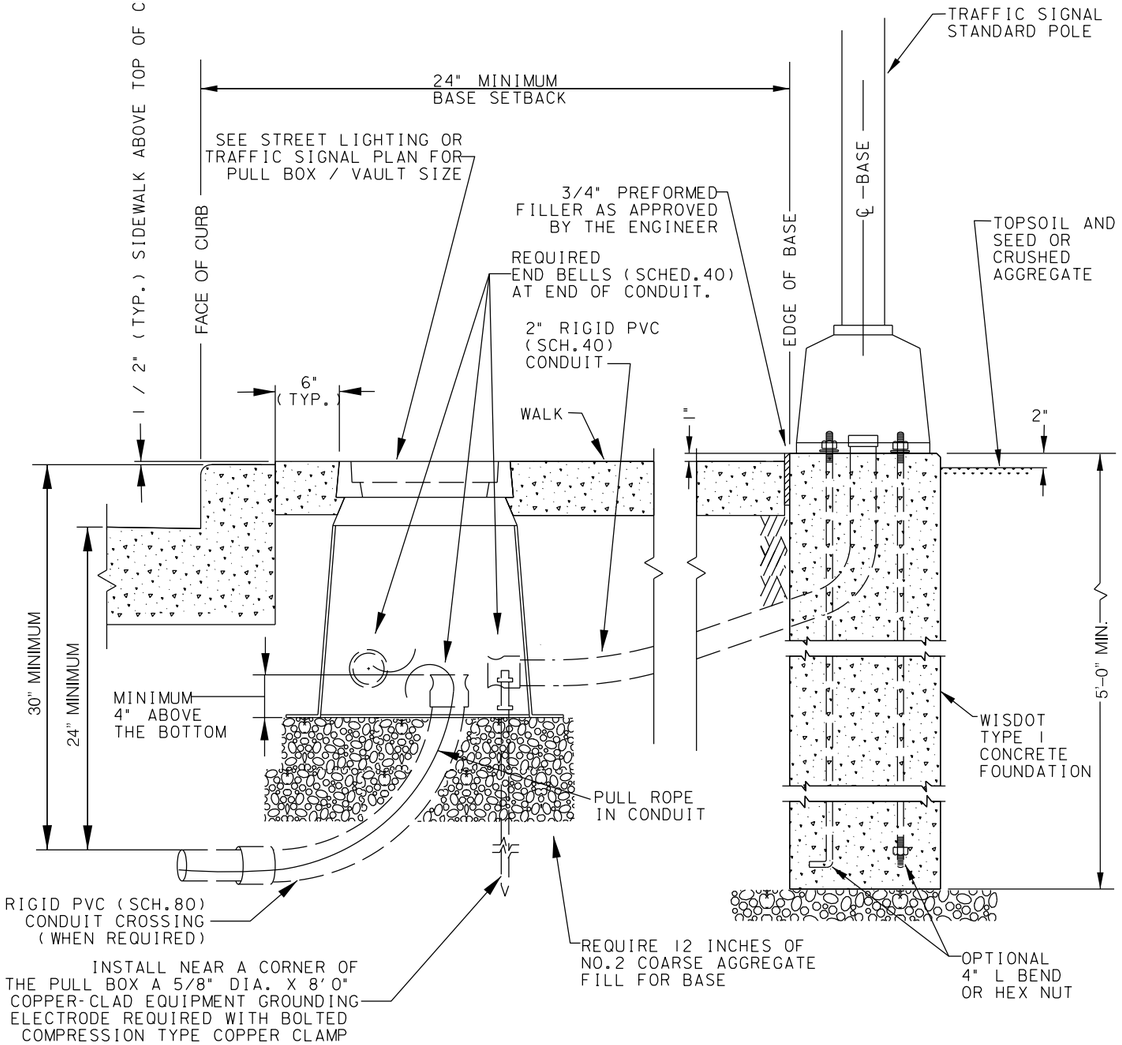


122 DETAIL VERSION #2

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

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

NOT TO SCALE

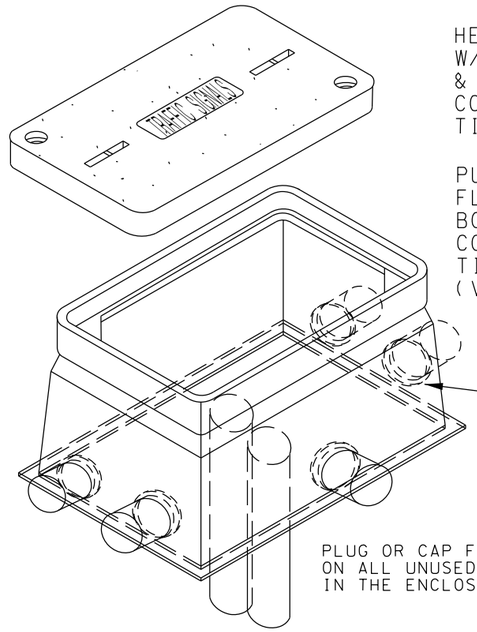


109 DETAIL

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

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

NOT TO SCALE

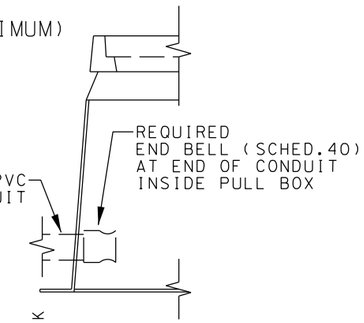


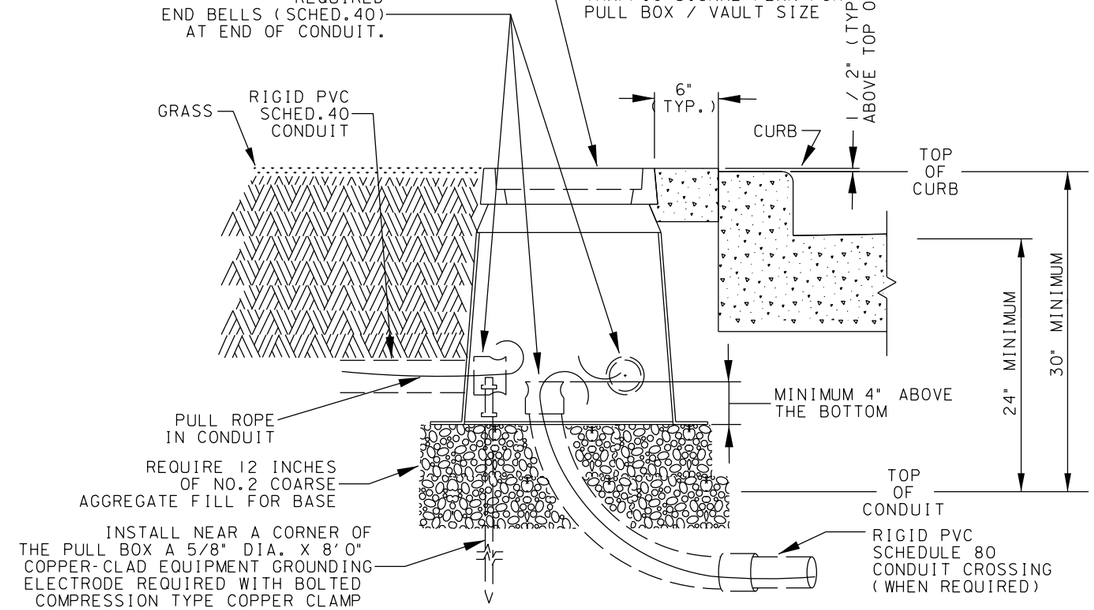
HEAVY DUTY COVER
W/ TRAFFIC SIGNALS LOGO
& W / 2 BOLTS
COLOR: GRAY
TIER 15 RATING (MINIMUM)

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

REQUIRED
END BELLS (SCHED.40)
AT END OF
CONDUIT.

PLUG OR CAP FITTINGS
ON ALL UNUSED CONDUITS
IN THE ENCLOSURE





112 DETAIL

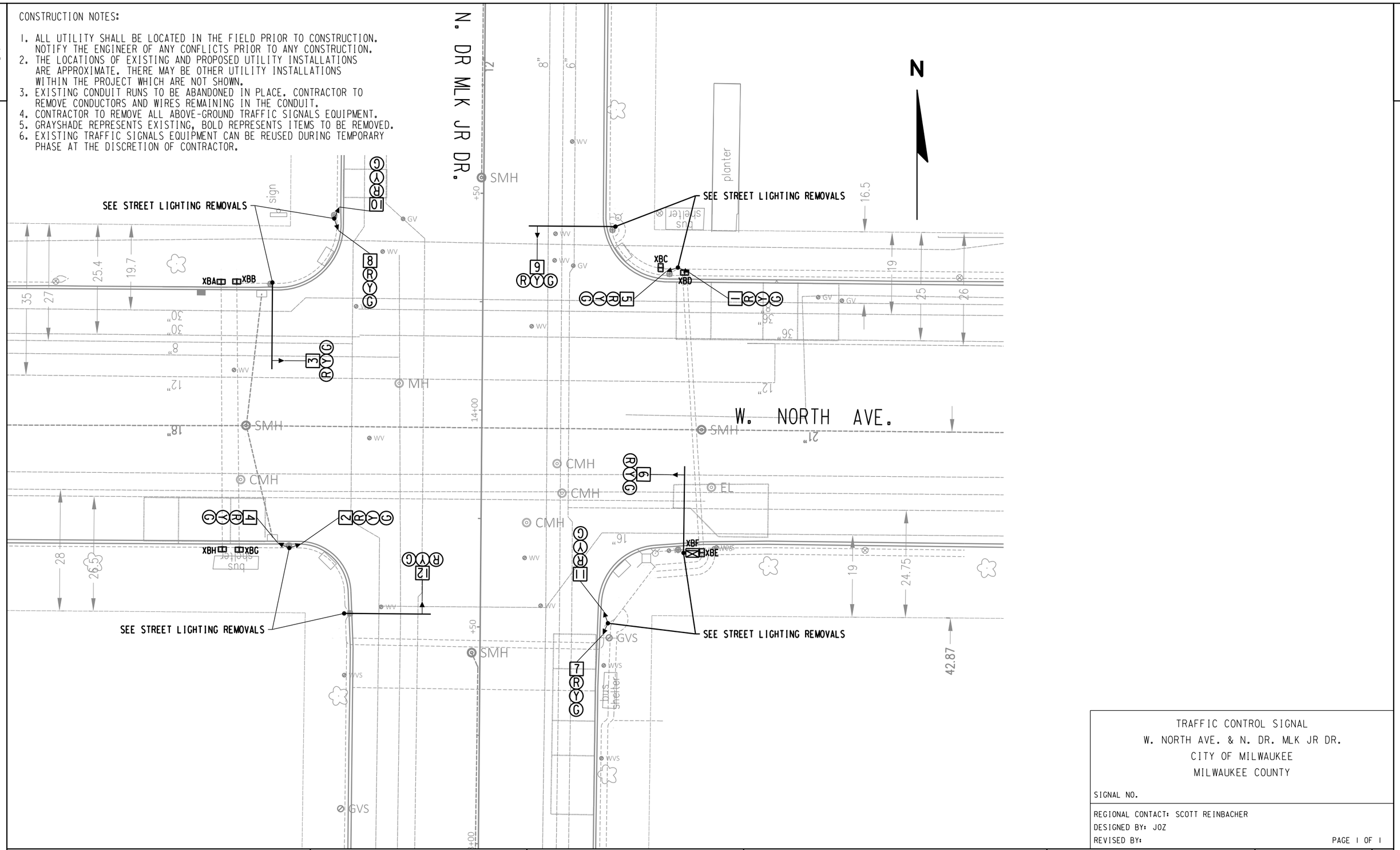
TYPICAL PULL BOX / VAULT INSTALLATION IN EITHER PAVEMENT OR GRASS AREAS

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

NOT TO SCALE

CONSTRUCTION NOTES:

1. ALL UTILITY SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS AND WIRES REMAINING IN THE CONDUIT.
4. CONTRACTOR TO REMOVE ALL ABOVE-GROUND TRAFFIC SIGNALS EQUIPMENT.
5. GRAYSHADE REPRESENTS EXISTING, BOLD REPRESENTS ITEMS TO BE REMOVED.
6. EXISTING TRAFFIC SIGNALS EQUIPMENT CAN BE REUSED DURING TEMPORARY PHASE AT THE DISCRETION OF CONTRACTOR.



TRAFFIC CONTROL SIGNAL
W. NORTH AVE. & N. DR. MLK JR DR.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

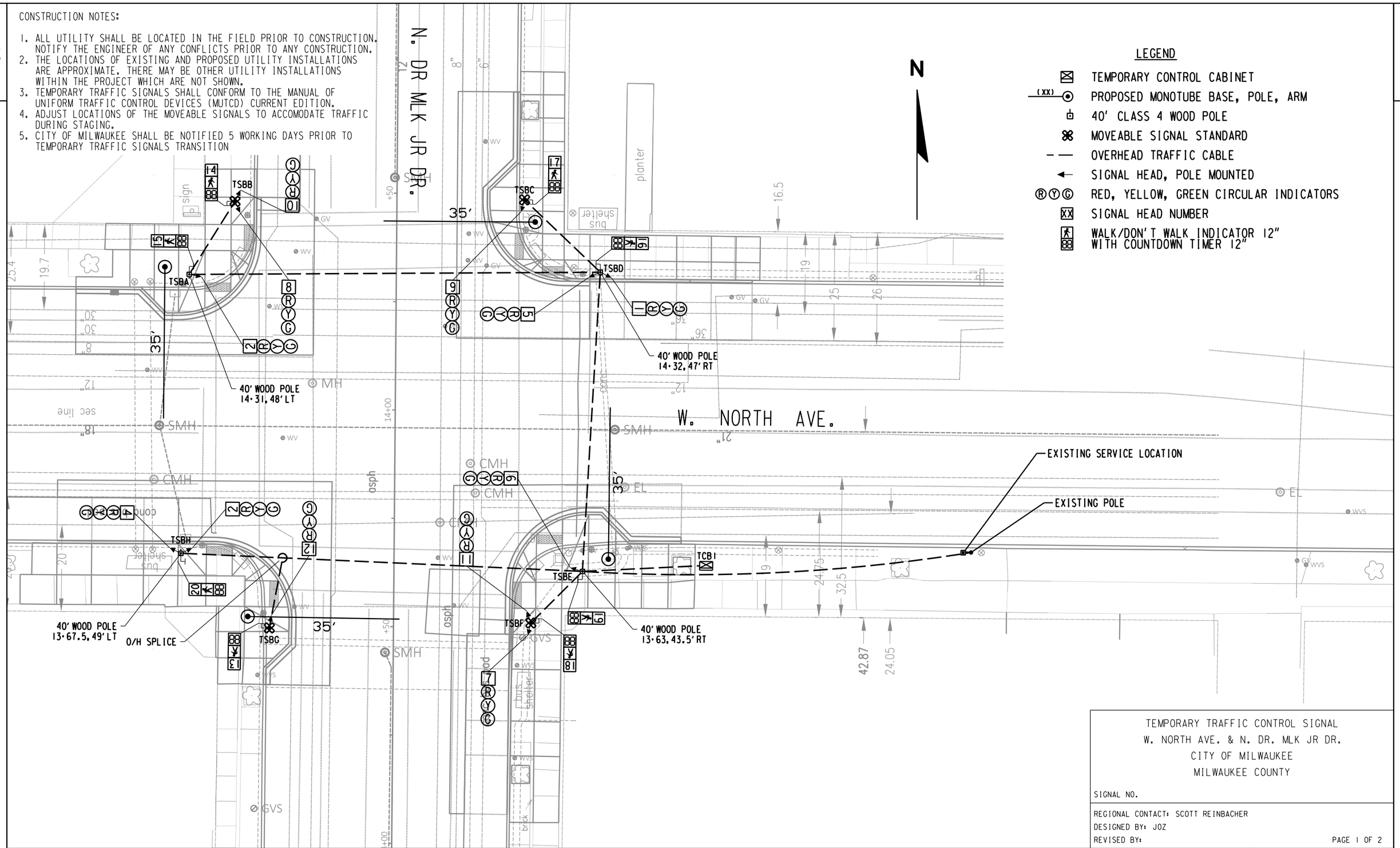
REGIONAL CONTACT: SCOTT REINBACHER
DESIGNED BY: JOZ
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2568-00-72	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SCALE FEET 0 20	SHEET 52 E

CONSTRUCTION NOTES:

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



TEMPORARY TRAFFIC CONTROL SIGNAL
W. NORTH AVE. & N. DR. MLK JR DR.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

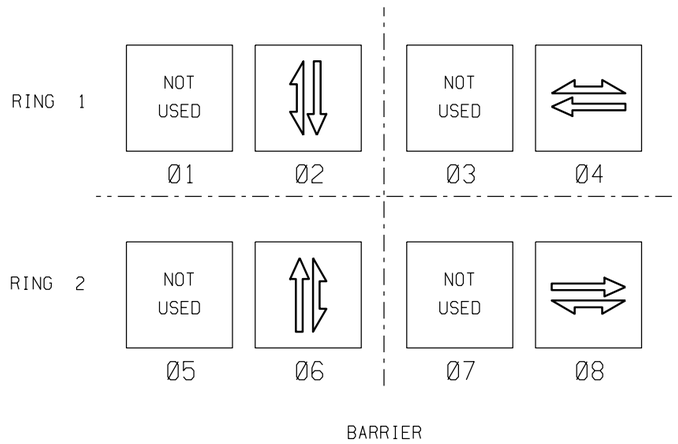
REGIONAL CONTACT: SCOTT REINBACHER
DESIGNED BY: JOZ
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 2568-00-72	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL TEMPORARY PLAN	SCALE FEET 0 20	SHEET 53	E

	HEAD NUMBERS	FLASH
Ø2	10.11.12	R
Ø4	1.2.3	R
Ø6	7.8.9	R
Ø8	4.5.6	R
Ø2P	13.14	
Ø4P	15.16	
Ø6P	17.18	
Ø8P	19.20	

SEQUENCE OF OPERATION





CONTROLLER LOGIC

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

GENERAL NOTES:

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

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

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

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

W. NORTH AVE. & N. DR. MLK JR DR.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

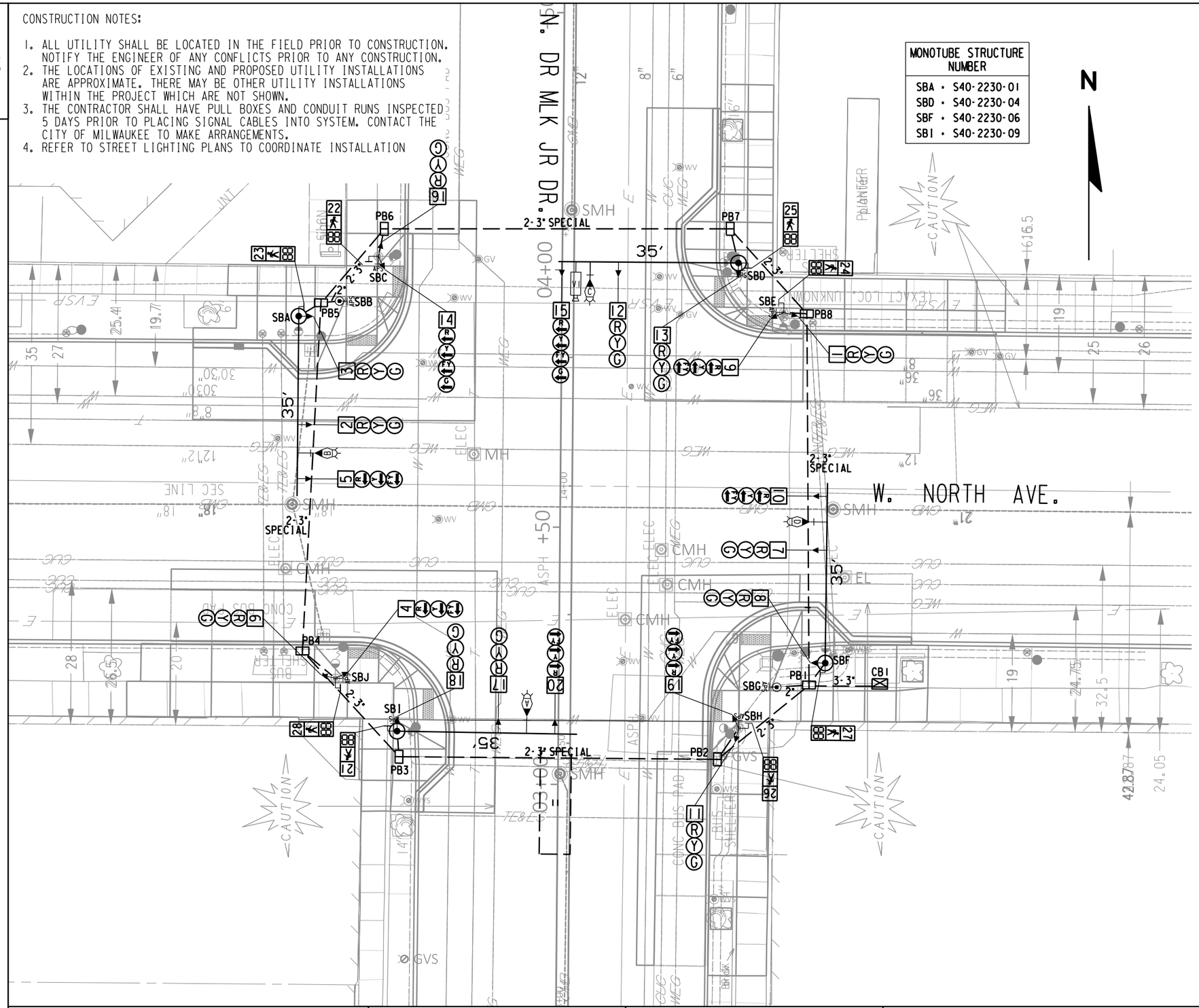
SIGNAL NO:	CABINET TYPE: TEMP
	CONTROLLER TYPE: ECONOLITE
DATE: 7/2025	PAGE NO. 2 OF 2

FILE NAME: W:\BTE\SIGNALS\PAVING AND DESIGN\STATE PROJECTS-LFA\PRELIMINARY ENGINEERING\2568-00-02 DR MLK DR - NORTH\2568-00-72 TEMP SIGNALS.DGN PLOT DATE: 17-APR-2026 14:55 PLOT BY: JAORTIZ PLOT SCALE: 1:20 WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

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

MONOTUBE STRUCTURE NUMBER
SBA - S40-2230-01
SBD - S40-2230-04
SBF - S40-2230-06
SBI - S40-2230-09



LEGEND

- CABINET
- (XX) MONOTUBE BASE, POLE, 15'-45' ARM
- CONCRETE POLYMER PULL BOX 17"X30"X24"
- NONMETALLIC CONDUIT 3", UNLESS OTHERWISE NOTED
- TRAFFIC SIGNAL HEAD
- TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- STREET LIGHT POLE, BASE
- STREET LIGHT LUMINAIRE
- M METER PEDESTAL
- APS ACCESSIBLE PEDESTRIAN SIGNAL, PUSH BUTTON
- XX SIGNAL HEAD NUMBER
- R Y G RED, YELLOW, GREEN CIRCULAR INDICATORS
- RED ARROWS
- YELLOW ARROWS
- GREEN ARROWS
- WALK/DON'T WALK INDICATOR 12" WITH COUNTDOWN TIMER 12"
- CONFIRMATION LIGHT
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- VIDEO DETECTION UNIT
- XX VIDEO DETECTION ZONE

TRAFFIC CONTROL SIGNAL
W. NORTH AVE. & N. DR. MLK JR DR.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

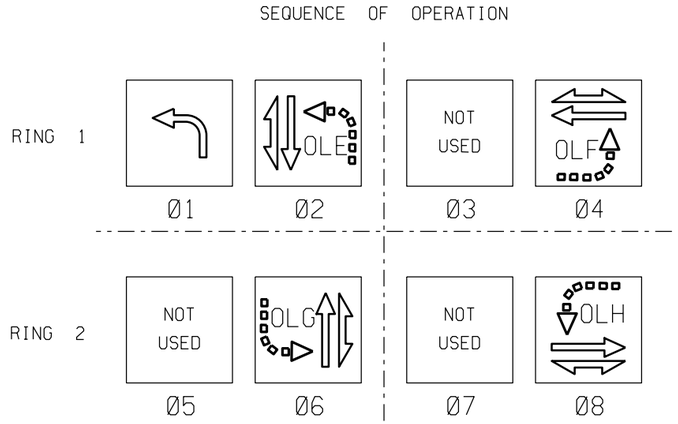
REGIONAL CONTACT: SCOTT REINBACHER
DESIGNED BY: JOZ
REVISED BY:

PROJECT NO: 2568-00-72	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SCALE FEET 0 20	SHEET 55	E

FILE NAME: W:\BTE\SIGNALS\PAVING AND DESIGN\STATE PROJECTS-LFA\PRELIMINARY ENGINEERING\2568-00-02 DR MLK DR - NORTH\2568-00-72 SIGNALS.DGN
PLOT DATE : 17-APR-2026 08:13
PLOT BY : JAORTIZ
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 42

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

SEQUENCE OF OPERATION





CONTROLLER LOGIC

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

OVERLAPS

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

GENERAL NOTES:

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

DETECTOR LOGIC

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

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

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL	CHANNEL
	A/C	B/D
MOVEMENT	↓↑	← →
PHASE	2-6	4-8

W. NORTH AVE. & N. DR. MLK JR DR.
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO:	CABINET TYPE: TS2
	CONTROLLER TYPE: ECONOLITE
DATE: 1/2026	PAGE NO. 2 OF 2

PROJECT NO: 2568-00-72	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	SEQUENCE OF OPERATIONS	SHEET 56	E

PROJECT ID: 2568-00-72

INTERSECTION: N. MLK JR DR. & W. NORTH AVE.

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

DATE: 4/27/2026

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

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SBF
SBF	SBG
SBG	SBH
SBH	SBI
SBI	SBJ
SBJ	SBA
SBA	SBB
SBB	SBC
SBC	SBD
SBD	SBE
SBE	CB1

EMERGENCY VEHICLE PREEMPTION AND UF 2-12 CONFIRMATION	
FROM	TO
CB1	SBF
SBF	HEAD D
CB1	SBH
SBH	HEAD A
CB1	SBB
SBB	HEAD B
CB1	SBD
SBD	HEAD C

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS. TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
4. SPV.0090.240 IS WIRED FROM CONTROLLER CABINET TO METER PEDESTAL

N. DR MLK JR DR.

W. NORTH AVE.

N

EXISTING CUC MANHOLE 603
STA. 13+86.0, 15.5' RT.

EXISTING CUC MANHOLE 602
STA. 13+81.5, 54.5' RT.

ADJUST CUC MANHOLE COVER
EXISTING CUC MANHOLE 600
STA. 13+79.5, 18.5' RT.
SEE NOTE #6

PROPOSED TRAFFIC
CONTROL CABINET

62.5°, 5' RADIUS HUB
STA. 13+74, 48' RT

ADJUST CUC MANHOLE COVER
EXISTING CUC MANHOLE 601
STA. 13+81.0, 55.3' LT.

48'-1-4" PVC CONDUIT
CONCRETE ENCASED
TO SIGNAL CABINET
SEE NOTE #7

NOTES:

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

LEGEND

- EXISTING CUC MANHOLE
- CUC — PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT
- CUC — EXISTING CONDUIT
- — — — CONDUIT TO BE ABANDONED

PROJECT NO: 2568-00-72	HWY: N. MLK JR DR.	COUNTY: MILWAUKEE	COMM. UNDERGROUND CONDUIT PLAN	SCALE FEET 0 20	SHEET 58	E

LEGEND

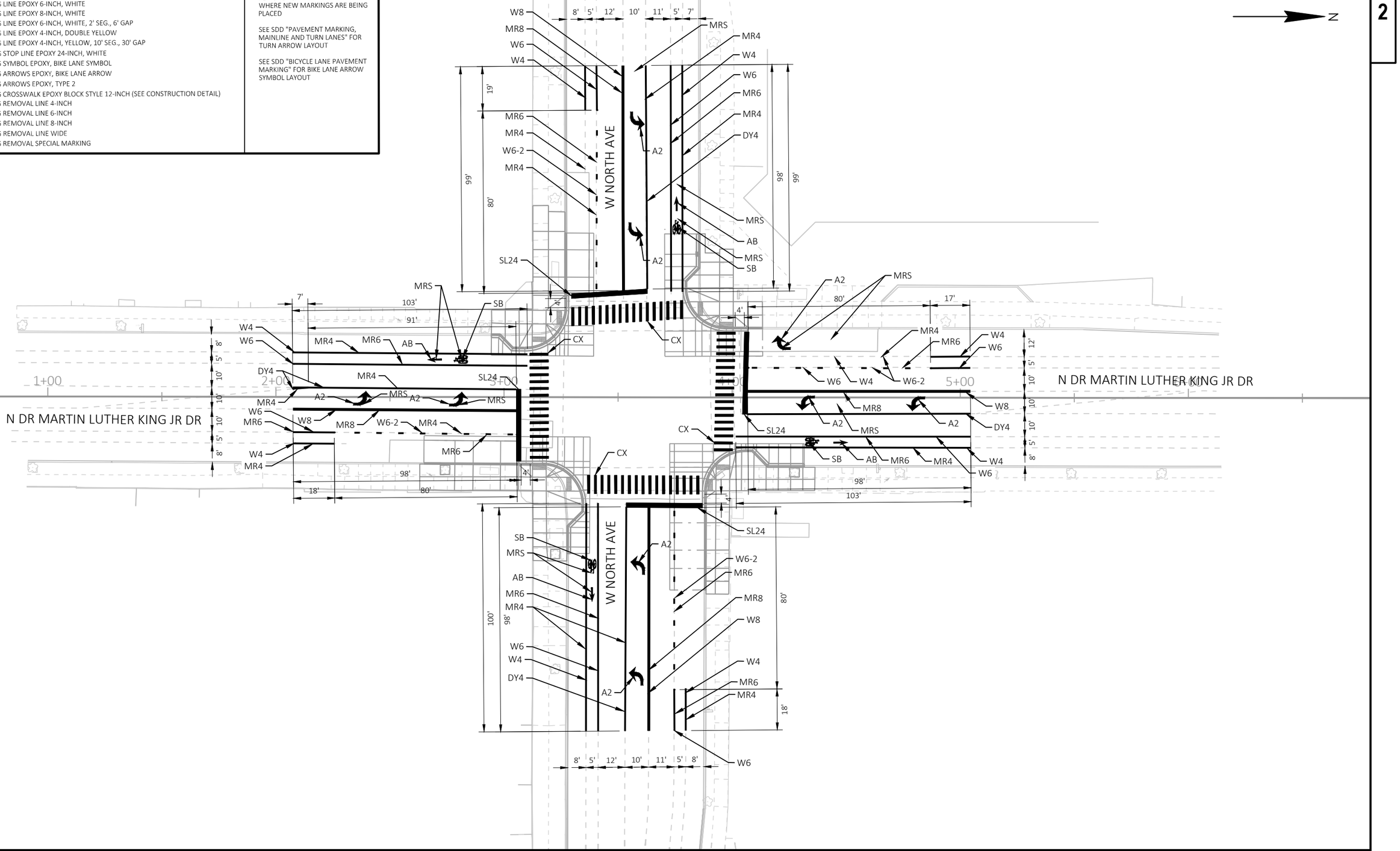
LABEL	DESCRIPTION
W4	MARKING LINE EPOXY 4-INCH, WHITE
W6	MARKING LINE EPOXY 6-INCH, WHITE
W8	MARKING LINE EPOXY 8-INCH, WHITE
W6-2	MARKING LINE EPOXY 6-INCH, WHITE, 2' SEG., 6' GAP
DY4	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
Y4-10	MARKING LINE EPOXY 4-INCH, YELLOW, 10' SEG., 30' GAP
SL24	MARKING STOP LINE EPOXY 24-INCH, WHITE
SB	MARKING SYMBOL EPOXY, BIKE LANE SYMBOL
AB	MARKING ARROWS EPOXY, BIKE LANE ARROW
A2	MARKING ARROWS EPOXY, TYPE 2
CX	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (SEE CONSTRUCTION DETAIL)
MR4	MARKING REMOVAL LINE 4-INCH
MR6	MARKING REMOVAL LINE 6-INCH
MR8	MARKING REMOVAL LINE 8-INCH
MRW	MARKING REMOVAL LINE WIDE
MRS	MARKING REMOVAL SPECIAL MARKING

NOTE:

REMOVE ALL EXISTING MARKINGS WHERE NEW MARKINGS ARE BEING PLACED

SEE SDD "PAVEMENT MARKING, MAINLINE AND TURN LANES" FOR TURN ARROW LAYOUT

SEE SDD "BICYCLE LANE PAVEMENT MARKING" FOR BIKE LANE ARROW SYMBOL LAYOUT



PROJECT NO: 2568-00-72	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	PAVEMENT MARKING - W NORTH AVE	SHEET 59	E

FILE NAME : Y:\56XX\5656_DS23.MLKDR.MIL.NRTH.WALNT.INT\CADDS\25680072\SHEETS\024501-PM.DWG
LAYOUT NAME - 024501

PLOT DATE : 8/21/2026 12:10 PM PLOT BY : SAM FLINT PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC CONTROL NOTES

- SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR LAYOUT ON W NORTH AVE AND NORTHBOUND N DR MLK JR DR
- SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING LAYOUT ON N DR MLK JR DR NORTH OF W NORTH AVE.
- SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES" FOR ADVANCED SIGNING LAYOUT FOR PEDESTRIANS
- THE CONTRACTOR SHALL ONLY CLOSE ONE HALF OF THE INTERSECTION AT A TIME, AND MAINTAIN PEDESTRIAN ACCESS
- NORTHBOUND OR SOUTHBOUND TURN LANES MAY NEED TO BE CLOSED TO MAINTAIN NORTHBOUND OR SOUTHBOUND LANES.
- REMOVE ALL EXISTING MARKINGS WHERE NEW MARKINGS ARE BEING PLACED.

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON WEST SIDE OF SOUTHBOUND DR MLK JR DR FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

MB

TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

N

N DR MARTIN LUTHER KING JR DR

5+00

4+00

3+00

END ROAD WORK
G20-2A
48"X24"

SIDEWALK CLOSED
R9-9
24"X12"

1-1

1-2

1-3

SIDEWALK CLOSED AHEAD
DETOUR
M4-9BL
30"X24"

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

SHOULDER WORK
W21-5

ROAD WORK AHEAD
W20-1A

15'

25'

W NORTH AVE

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON SOUTH SIDE OF EASTBOUND NORTH AVENUE FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

MB

TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

ROAD WORK AHEAD
W20-1A

SHOULDER WORK
W21-5

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED AHEAD
DETOUR
M4-9BR
30"X24"

1-4

END ROAD WORK
G20-2A
48"X24"

1-5

SIDEWALK CLOSED
R9-9
24"X12"

1-6

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON NORTHBOUND DR MLK JR DR FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

MB

TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

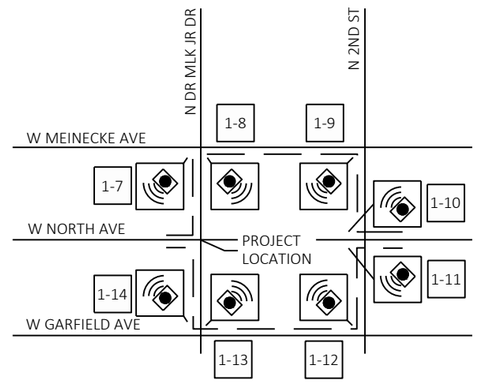
INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON NORTH SIDE OF WESTBOUND NORTH AVENUE FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

MB

TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

PEDESTRIAN DETOUR ROUTE



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PEDESTRIAN DETOUR ROUTE
- MB — TRAFFIC CONTROL SIGNS PCMS
- TEMPORARY AUDIBLE MESSAGE DEVICE - ROTATION AS SHOWN
- X-X — DENOTES TEMPORARY AUDIBLE MESSAGE DEVICE NUMBER

PROJECT NO: 2568-00-72	HWY: N DR MLK JR DR	COUNTY: MILWAUKEE	TRAFFIC CONTROL - W NORTH AVE - STAGE 1	SHEET 60	E

FILE NAME : Y:\56XX\5656_DS23.MLKDR.MIL.NRTH.WALNT.INT\CADDS\25680072\SHEETS\025101-TC.DWG
LAYOUT NAME - 025101
PLOT DATE : 4/27/2026 4:32 PM
PLOT BY : SAM FLINT
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

DETOUR: N DR MLK JR DR & W NORTH AVE, STAGE 1 - NE & SE CURB RAMPS CLOSED

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE
1-1	N DR MLK JR DR & W NORTH AVE	NW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK ON THE EAST SIDE OF THE INTERSECTION ARE CLOSED TO PEDESTRIANS. EASTBOUND DETOUR PEDESTRIANS,PLEASE TURN LEFT AND CONTINUE NORTH ON THE DETOUR ROUTE TO MEINECKE AVENUE. WESTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
1-2	N DR MLK JR DR & W NORTH AVE	NE, N-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. SOUTHBOUND AND EASTBOUND PEDESTRIANS, PLEASE TURN AROUND AND CONTINUE NORTH ON THE DETOUR ROUTE TO MEINECKE AVENUE.
1-3	N DR MLK JR DR & W NORTH AVE	NE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET.
1-4	N DR MLK JR DR & W NORTH AVE	SW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK ON THE EAST SIDE OF THE INTERSECTION ARE CLOSED TO PEDESTRIANS. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO GARFIELD AVENUE. WESTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
1-5	N DR MLK JR DR & W NORTH AVE	SE, S-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. NORTHBOUND AND EASTBOUND PEDESTRIANS, PLEASE TURN AROUND AND CONTINUE SOUTH ON THE DETOUR ROUTE TO GARFIELD AVENUE.
1-6	N DR MLK JR DR & W NORTH AVE	SE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET.
1-7	N DR MLK JR DR & W MEINECKE AVE	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND MEINECKE AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO NORTH AVENUE.
1-8	N DR MLK JR DR & W MEINECKE AVE	SE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND MEINECKE AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET. SOUTHBOUND DETOUR PEDESTRIANS, PLEASE CROSS DOCTOR MARTIN LUTHER KING JUNIOR DRIVE TO THE WEST TO CONTINUE SOUTHBOUND.
1-9	N 2ND ST & MEINECKE AVE	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF 2ND STREET AND MEINECKE AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO NORTH AVENUE. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WEST ON THE DETOUR ROUTE TO DOCTOR MARTIN LUTHER KING JUNIOR DRIVE.
1-10	N 2ND ST & W NORTH AVE	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF 2ND STREET AND NORTH AVENUE. WESTBOUND DETOUR PEDESTRIANS, PLEASE HEAD NORTHBOUND ON THE DETOUR ROUTE TO MEINECKE AVENUE. EASTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
1-11	N 2ND ST & W NORTH AVE	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF 2ND STREET AND NORTH AVENUE. WESTBOUND DETOUR PEDESTRIANS, PLEASE HEAD SOUTHBOUND ON THE DETOUR ROUTE TO GARFIELD AVENUE. EASTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
1-12	N 2ND ST & GARFIELD AVE	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF 2ND STREET AND GARFIELD AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE NORTH ON THE DETOUR ROUTE TO NORTH AVENUE. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE WEST ON THE DETOUR ROUTE TO DOCTOR MARTIN LUTHER KING JUNIOR DRIVE.
1-13	N DR MLK JR DR & W GARFIELD AVE	NE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND GARFIELD AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CROSS DOCTOR MARTIN LUTHER KING JUNIOR DRIVE TO THE WEST TO CONTINUE NORTHBOUND.
1-14	N DR MLK JR DR & W GARFIELD AVE	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND GARFIELD AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE EAST ON THE DETOUR ROUTE TO 2ND STREET. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE NORTH ON THE DETOUR ROUTE TO NORTH AVENUE.

2

TRAFFIC CONTROL NOTES

- SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR LAYOUT ON W NORTH AVE AND SOUTHBOUND N DR MLK JR DR
- SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING LAYOUT ON N DR MLK JR DR SOUTH OF W NORTH AVE.
- SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES" FOR ADVANCED SIGNING LAYOUT FOR PEDESTRIANS
- THE CONTRACTOR SHALL ONLY CLOSE ONE HALF OF THE INTERSECTION AT A TIME, AND MAINTAIN PEDESTRIAN ACCESS
- NORTHBOUND OR SOUTHBOUND TURN LANES MAY NEED TO BE CLOSED TO MAINTAIN NORTHBOUND OR SOUTHBOUND LANES.
- REMOVE ALL EXISTING MARKINGS WHERE NEW MARKING ARE BEING PLACED.

TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON WEST SIDE OF SOUTHBOUND DR MLK JR DR FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

MB

ROAD WORK AHEAD W20-1A

SHOULDER WORK W21-5

LANE CLOSED R11-2L 48"X30"

SIDEWALK CLOSED R9-9 24"X12"

2-1 2-2 2-3 2-4 2-5 2-6

END ROAD WORK G20-2A 48"X24"

SIDEWALK CLOSED AHEAD DETOUR M4-9BL 30"X24" M4-9BR 30"X24"

N DR MARTIN LUTHER KING JR DR

W NORTH AVE

25'

15'

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON SOUTH SIDE OF EASTBOUND NORTH AVENUE FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON NORTH SIDE OF WESTBOUND NORTH AVENUE FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

PEDESTRIAN DETOUR ROUTE

N VEL R. PHILLIPS AVE

N DR MLK JR DR

W MEINECKE AVE

W NORTH AVE

W GARFIELD AVE

PROJECT LOCATION

2-7 2-8 2-9 2-10 2-11 2-12 2-13 2-14

TRAFFIC CONTROL SIGNS PCMS MESSAGE

PANEL 1	PANEL 2
ROAD WORK BEGINS	XXXDAY XX/XX

INSTALL TRAFFIC CONTROL SIGNS PCMS AND 5 TRAFFIC CONTROL DRUMS ON EAST SIDE OF NORTHBOUND DR MLK JR DR FOR 5 CALENDAR DAYS IN ADVANCE OF WORK COMMENCING. REMOVE AFTER WORK HAS BEGUN.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PEDESTRIAN DETOUR ROUTE
- MB — TRAFFIC CONTROL SIGNS PCMS
- TEMPORARY AUDIBLE MESSAGE DEVICE - ROTATION AS SHOWN
- X-X — DENOTES TEMPORARY AUDIBLE MESSAGE DEVICE NUMBER

N

PROJECT NO: 2568-00-72	HWY: N DR MLK JR DR	COUNTY: MILWAUKEE	TRAFFIC CONTROL - W NORTH AVE - STAGE 2	SHEET 62	E

FILE NAME : Y:\56XX\5656_DS23.MLKDR.MIL.NRTH.WALNT.INT\CADDS\25680072\SHEETS\025102-TC.DWG
LAYOUT NAME - 025101

PLOT DATE : 4/27/2026 4:54 PM PLOT BY : SAM FLINT PLOT NAME : PLOT SCALE : 1 IN:50 FT

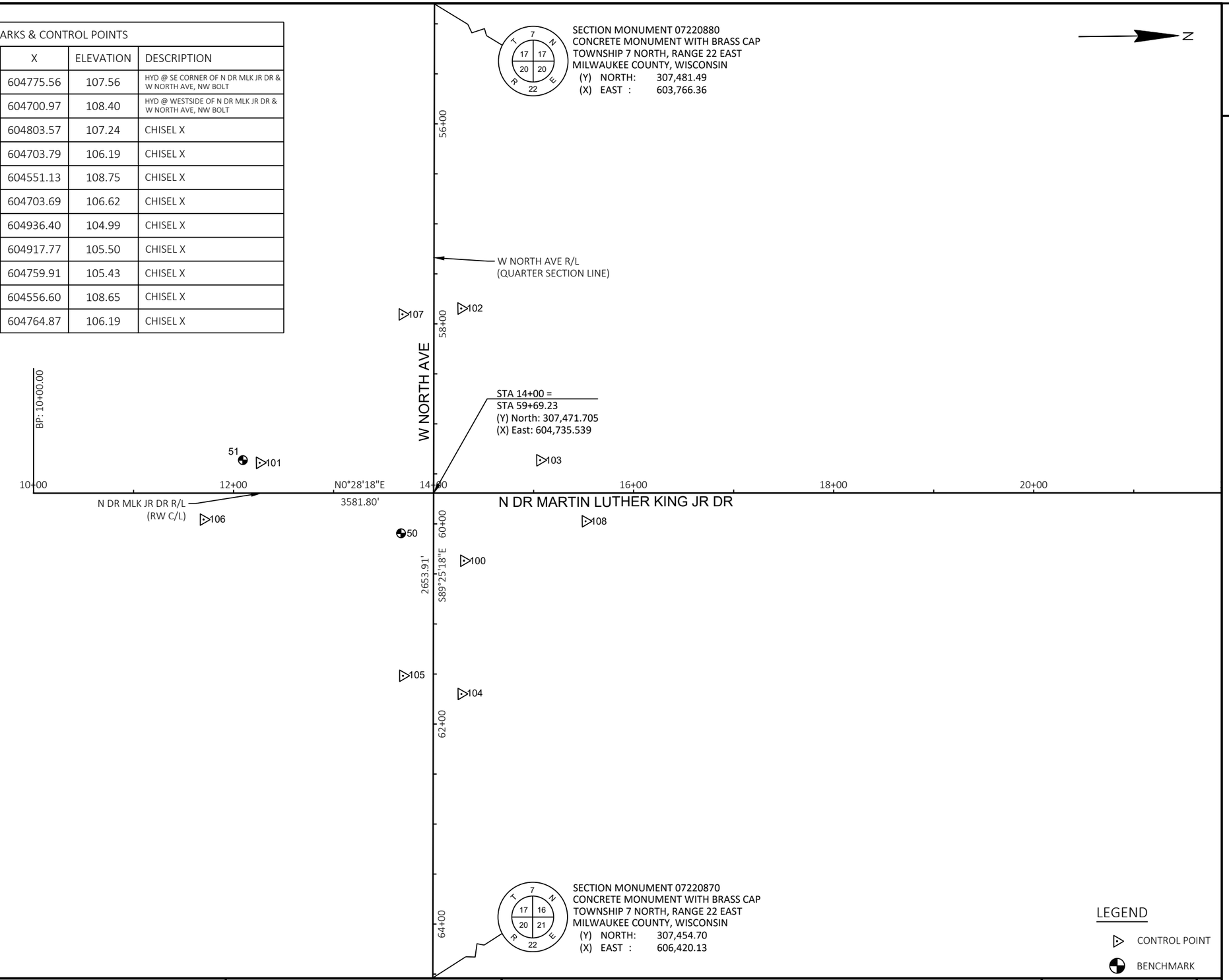
WISDOT/CADDS SHEET 42

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

DETOUR: N DR MLK JR DR & W NORTH AVE, STAGE 2 - NW & SW CURB RAMPS CLOSED

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE
2-1	N DR MLK JR DR & W NORTH AVE	NW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS STREET.
2-2	N DR MLK JR DR & W NORTH AVE	NW, N-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. SOUTHBOUND AND EASTBOUND PEDESTRIANS, PLEASE TURN AROUND AND CONTINUE NORTH ON THE DETOUR ROUTE TO MEINECKE AVENUE.
2-3	N DR MLK JR DR & W NORTH AVE	NE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK ON THE WEST SIDE OF THE INTERSECTION ARE CLOSED TO PEDESTRIANS. WESTBOUND DETOUR PEDESTRIANS,PLEASE TURN RIGHT AND CONTINUE NORTH ON THE DETOUR ROUTE TO MEINECKE AVENUE. EASTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
2-4	N DR MLK JR DR & W NORTH AVE	SW, W-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. PLEASE TURN AROUND AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS STREET.
2-5	N DR MLK JR DR & W NORTH AVE	SW, S-FACING	ATTENTION PEDESTRIANS. YOU ARE APPROACHING THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK AHEAD ARE CLOSED TO PEDESTRIANS. NORTHBOUND AND EASTBOUND PEDESTRIANS, PLEASE TURN AROUND AND CONTINUE SOUTH ON THE DETOUR ROUTE TO GARFIELD AVENUE.
2-6	N DR MLK JR DR & W NORTH AVE	SE, E-FACING	ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND NORTH AVENUE. THE SIDEWALK AND CROSSWALK ON THE WEST SIDE OF THE INTERSECTION ARE CLOSED TO PEDESTRIANS. WESTBOUND DETOUR PEDESTRIANS,PLEASE TURN LEFT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO GARFIELD AVENUE. EASTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
2-7	N DR MLK JR DR & W MEINECKE AVE	SE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND MEINECKE AVENUE. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO NORTH AVENUE.
2-8	N DR MLK JR DR & W MEINECKE AVE	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND MEINECKE AVENUE. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS AVE. SOUTHBOUND DETOUR PEDESTRIANS, PLEASE CROSS DOCTOR MARTIN LUTHER KING JUNIOR DRIVE TO THE EAST TO CONTINUE SOUTHBOUND.
2-9	N VEL R PHILLIPS AVE & MEINECKE AVE	SE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF VEL R PHILLIPS AVENUE AND MEINECKE AVENUE. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE SOUTH ON THE DETOUR ROUTE TO NORTH AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE EAST ON THE DETOUR ROUTE TO DOCTOR MARTIN LUTHER KING JUNIOR DRIVE.
2-10	N VEL R PHILLIPS AVE & W NORTH AVE	NE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF VEL R PHILLIPS AVENUE AND NORTH AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE HEAD NORTHBOUND ON THE DETOUR ROUTE TO MEINECKE AVENUE. WESTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
2-11	N VEL R PHILLIPS AVE & W NORTH AVE	SE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF VEL R PHILLIPS AVENUE AND NORTH AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE HEAD SOUTHBOUND ON THE DETOUR ROUTE TO GARFIELD AVENUE. WESTBOUND DETOUR PEDESTRIANS, DETOUR CONCLUDES HERE.
2-12	N 2ND ST & GARFIELD AVE	NE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF VEL R PHILLIPS AVENUE AND GARFIELD AVENUE. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE NORTH ON THE DETOUR ROUTE TO NORTH AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE EAST ON THE DETOUR ROUTE TO DOCTOR MARTIN LUTHER KING JUNIOR DRIVE.
2-13	N DR MLK JR DR & W GARFIELD AVE	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND GARFIELD AVENUE. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS AVENUE. NORTHBOUND DETOUR PEDESTRIANS, PLEASE CROSS DOCTOR MARTIN LUTHER KING JUNIOR DRIVE TO THE EAST TO CONTINUE NORTHBOUND.
2-14	N DR MLK JR DR & W GARFIELD AVE	NE	ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF DOCTOR MARTIN LUTHER KING JUNIOR DRIVE AND GARFIELD AVENUE. WESTBOUND DETOUR PEDESTRIANS, PLEASE TURN RIGHT AND CONTINUE WEST ON THE DETOUR ROUTE TO VEL R PHILLIPS AVENUE. EASTBOUND DETOUR PEDESTRIANS, PLEASE TURN LEFT AND CONTINUE NORTH ON THE DETOUR ROUTE TO NORTH AVENUE.

N MLK DR - W NORTH AVE BENCHMARKS & CONTROL POINTS						
POINT NUMBER	STATION	OFFSET	Y	X	ELEVATION	DESCRIPTION
50	13+67.37	40.29' RT	307438.74	604775.56	107.56	HYD @ SE CORNER OF N DR MLK JR DR & W NORTH AVE, NW BOLT
51	12+09.18	33.00' LT	307281.16	604700.97	108.40	HYD @ WESTSIDE OF N DR MLK JR DR & W NORTH AVE, NW BOLT
100	14+30.34	67.78' RT	307501.48	604803.57	107.24	CHISEL X
101	12+26.03	30.32' LT	307297.99	604703.79	106.19	CHISEL X
102	14+27.53	184.65' LT	307500.75	604551.13	108.75	CHISEL X
103	15+06.37	32.73' LT	307578.34	604703.69	106.62	CHISEL X
104	14+27.95	200.64' RT	307498.00	604936.40	104.99	CHISEL X
105	13+69.44	182.49' RT	307439.64	604917.77	105.50	CHISEL X
106	11+70.02	26.26' RT	307241.51	604759.91	105.43	CHISEL X
107	13+68.68	178.69' LT	307441.86	604556.60	108.65	CHISEL X
108	15+51.85	28.08' RT	307623.32	604764.87	106.19	CHISEL X



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 THE CITY OF MILWAUKEE VERTICAL DATUM TO CONVERT ELEVATIONS SHOWN ON THIS PLAN TO NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD88) ADD 580.40' TO ELEVATIONS SHOWN ON THIS PLAN.

PROJECT NO: 2568-00-72	HWY: N. DR MLK JR DR.	COUNTY: MILWAUKEE	ALIGNMENT DIAGRAM - CONTROL POINTS & BENCHMARKS - W NORTH AVE	SHEET 64	E

2568-00-72

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	667.000	667.000
0004	204.0155	Removing Concrete Sidewalk	SY	398.000	398.000
0006	204.0195	Removing Concrete Bases	EACH	7.000	7.000
0018	204.9060.S	Removing (item description) 01. Poles	EACH	15.000	15.000
0020	204.9090.S	Removing (item description) 01. Aerial Cable	LF	900.000	900.000
0022	205.0100	Excavation Common	CY	224.000	224.000
0024	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	235.500	235.500
0028	213.0100	Finishing Roadway (project) 02. 2568-00-72	EACH	1.000	1.000
0030	305.0110	Base Aggregate Dense 3/4-Inch	TON	106.000	106.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	477.000	477.000
0034	320.0145	Concrete Base 8-Inch	SY	402.000	402.000
0036	415.0080	Concrete Pavement 8-Inch	SY	25.000	25.000
0038	415.0110	Concrete Pavement 11-Inch	SY	145.000	145.000
0040	416.0610	Drilled Tie Bars	EACH	276.000	276.000
0042	416.0620	Drilled Dowel Bars	EACH	91.000	91.000
0044	455.0605	Tack Coat	GAL	29.000	29.000
0046	465.0105	Asphaltic Surface	TON	93.000	93.000
0048	601.0319	Concrete Curb & Gutter 19-Inch	LF	250.000	250.000
0054	602.0410	Concrete Sidewalk 5-Inch	SF	4,110.000	4,110.000
0056	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	96.000	96.000
0058	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	14.000	14.000
0060	619.1000	Mobilization	EACH	0.250	0.250
0062	624.0100	Water	MGAL	9.000	9.000
0066	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0068	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0070	628.7015	Inlet Protection Type C	EACH	6.000	6.000
0072	628.7020	Inlet Protection Type D	EACH	2.000	2.000
0078	637.2210	Signs Type II Reflective H	SF	19.000	19.000
0080	637.2220	Signs Type II Reflective SH	SF	54.000	54.000
0082	638.2102	Moving Signs Type II	EACH	3.000	3.000
0084	638.2602	Removing Signs Type II	EACH	6.000	6.000
0088	642.5201	Field Office Type C	EACH	0.250	0.250
0090	643.0300	Traffic Control Drums	DAY	4,240.000	4,240.000
0092	643.0420	Traffic Control Barricades Type III	DAY	328.000	328.000
0094	643.0705	Traffic Control Warning Lights Type A	DAY	656.000	656.000
0096	643.0900	Traffic Control Signs	DAY	2,260.000	2,260.000
0098	643.1050	Traffic Control Signs PCMS	DAY	40.000	40.000
0100	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	900.000	900.000
0102	643.5000	Traffic Control	EACH	0.250	0.250
0104	644.1900.S	Temporary Audible Message Devices	DAY	840.000	840.000
0106	646.1020	Marking Line Epoxy 4-Inch	LF	1,280.000	1,280.000
0108	646.2020	Marking Line Epoxy 6-Inch	LF	550.000	550.000
0110	646.3020	Marking Line Epoxy 8-Inch	LF	395.000	395.000
0112	646.5020	Marking Arrow Epoxy	EACH	14.000	14.000
0114	646.5220	Marking Symbol Epoxy	EACH	4.000	4.000
0116	646.9000	Marking Removal Line 4-Inch	LF	990.000	990.000
0118	646.9002	Marking Removal Line 6-Inch	LF	930.000	930.000
0120	646.9100	Marking Removal Line 8-Inch	LF	410.000	410.000
0122	646.9200	Marking Removal Line Wide	LF	130.000	130.000

2568-00-72

Line	Item	Item Description	Unit	Total	Qty
0124	646.9300	Marking Removal Special Marking	EACH	17.000	17.000
0126	650.4000	Construction Staking Storm Sewer	EACH	1.000	1.000
0128	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	357.000	357.000
0132	650.8501	Construction Staking Electrical Installations (project) 02. 2568-00-72	EACH	1.000	1.000
0134	650.9000	Construction Staking Curb Ramps	EACH	8.000	8.000
0138	650.9500	Construction Staking Sidewalk (project) 02. 2568-00-72	EACH	1.000	1.000
0142	650.9911	Construction Staking Supplemental Control (project) 02. 2568-00-72	EACH	1.000	1.000
0144	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	10.000	10.000
0146	652.0230	Conduit Rigid Nonmetallic Schedule 40 2 1/2-Inch	LF	150.000	150.000
0148	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	460.000	460.000
0150	652.0615	Conduit Special 3-Inch	LF	555.000	555.000
0152	653.0905	Removing Pull Boxes	EACH	9.000	9.000
0154	654.0101	Concrete Bases Type 1	EACH	2.000	2.000
0158	654.0120	Concrete Bases Type 10-Special	EACH	4.000	4.000
0160	655.0230	Cable Traffic Signal 5-14 AWG	LF	790.000	790.000
0162	655.0240	Cable Traffic Signal 7-14 AWG	LF	105.000	105.000
0164	655.0270	Cable Traffic Signal 15-14 AWG	LF	475.000	475.000
0166	655.0280	Cable Traffic Signal 19-14 AWG	LF	455.000	455.000
0168	655.0305	Cable Type UF 2-12 AWG Grounded	LF	1,130.000	1,130.000
0170	655.0320	Cable Type UF 2-10 AWG Grounded	LF	650.000	650.000
0172	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	535.000	535.000
0174	655.0900	Traffic Signal EVP Detector Cable	LF	630.000	630.000
0176	657.0100	Pedestal Bases	EACH	2.000	2.000
0182	657.0352	Poles Type 10-Special	EACH	4.000	4.000
0184	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	2.000	2.000
0190	657.0536	Monotube Arms 35-FT-Special	EACH	4.000	4.000
0192	658.0173	Traffic Signal Face 3S 12-Inch	EACH	18.000	18.000
0194	658.0174	Traffic Signal Face 4S 12-Inch	EACH	2.000	2.000
0196	658.0412	Pedestrian Signal Face 12-Inch	EACH	8.000	8.000
0204	658.5070	Signal Mounting Hardware (location) 04. MLK & North	EACH	1.000	1.000
0206	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	35.000	35.000
0214	661.0201	Temporary Traffic Signals for Intersections (location) 04. MLK & North	EACH	1.000	1.000
0218	690.0250	Sawing Concrete	LF	630.000	630.000
0220	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0222	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	700.000	700.000
0224	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,800.000	1,800.000
0226	SPV.0060	Special 001. Utility Line Opening	EACH	4.000	4.000
0228	SPV.0060	Special 002. Adjusting Water Valve Boxes	EACH	10.000	10.000
0230	SPV.0060	Special 102. Inlet Covers Type MS 57	EACH	2.000	2.000
0232	SPV.0060	Special 103. Manhole Covers Type MS 58-A	EACH	1.000	1.000
0234	SPV.0060	Special 110. Catch Basin Type 44A	EACH	1.000	1.000
0236	SPV.0060	Special 201. Install City Precast Controller Base	EACH	1.000	1.000
0238	SPV.0060	Special 205. ATC Controller and Cabinet Installed	EACH	1.000	1.000
0240	SPV.0060	Special 212. Fiber Optic Patch Panel	EACH	1.000	1.000
0242	SPV.0060	Special 213. Ethernet Switch	EACH	1.000	1.000
0246	SPV.0060	Special 218. EVP 1 Direction Detector	EACH	4.000	4.000
0248	SPV.0060	Special 221. EVP Phase Selector Card 4 Channel	EACH	1.000	1.000
0250	SPV.0060	Special 223. EVP Confirmation Light	EACH	4.000	4.000
0252	SPV.0060	Special 224. Vehicular Video Detection System 1-Camera	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0262	SPV.0060	Special 246. Removing Traffic Signals (MLK & North)	EACH	1.000	1.000
0264	SPV.0060	Special 267. Pedestrian Countdown Signal Face 12-Inch	EACH	8.000	8.000
0266	SPV.0060	Special 268. Voice Instruction Audible Push Button	EACH	8.000	8.000
0268	SPV.0060	Special 269. Voice Instruction Audible Control Unit	EACH	1.000	1.000
0272	SPV.0060	Special 284. Round Aluminum Sign Post System in Concrete Surface 7-FT	EACH	4.000	4.000
0276	SPV.0060	Special 288. Sign Mounting Hardware on Existing Pole	EACH	2.000	2.000
0280	SPV.0060	Special 291. Street Name Sign Mounting Hardware on Mast Arm	EACH	4.000	4.000
0282	SPV.0060	Special 292. Sign Mounting Hardware on Round Aluminum Sign Post	EACH	4.000	4.000
0284	SPV.0060	Special 302. Pull Boxes 13-Inch x 24-Inch x 24-Inch	EACH	11.000	11.000
0286	SPV.0060	Special 303. Pull Boxes 17-Inch x 30-Inch x 24-Inch	EACH	8.000	8.000
0290	SPV.0060	Special 321. Poles Type 25-AL-BD Black	EACH	1.000	1.000
0294	SPV.0060	Special 323. Poles Type 30-AL-BD Black	EACH	4.000	4.000
0296	SPV.0060	Special 324. Poles Wood 40-FT	EACH	5.000	5.000
0298	SPV.0060	Special 334. Inline 5A Fast Acting Fuse with Holder	EACH	17.000	17.000
0300	SPV.0060	Special 339. Primary or Secondary Riser	EACH	5.000	5.000
0302	SPV.0060	Special 342. Submersible Multitap 3-Port Pre-Insulated Connector	EACH	51.000	51.000
0304	SPV.0060	Special 343. Submersible Multitap 4-Port Pre-Insulated Connector	EACH	17.000	17.000
0308	SPV.0060	Special 346. Luminaire Arms Single Member 6-FT WP Mount	EACH	8.000	8.000
0310	SPV.0060	Special 353. Equipment Grounding Electrode	EACH	21.000	21.000
0316	SPV.0060	Special 376. Luminaire Utility 3LED2	EACH	8.000	8.000
0318	SPV.0060	Special 390. Milwaukee Light Base Type 1	EACH	5.000	5.000
0320	SPV.0060	Special 399. Transformer Bases Breakaway 11 1/2-Inch Bolt Circle Black	EACH	5.000	5.000
0322	SPV.0060	Special 425. Installing Conduit into Existing Manhole	EACH	1.000	1.000
0324	SPV.0060	Special 430. Adjusting CUC Manhole Cover Using EPP System	EACH	2.000	2.000
0326	SPV.0060	Special 801. Poles Type H17	EACH	3.000	3.000
0328	SPV.0060	Special 804. Poles Type 15-OCT	EACH	5.000	5.000
0334	SPV.0060	Special 820. Concrete Base Type 5 Modified	EACH	5.000	5.000
0338	SPV.0060	Special 865. Luminaire Historic Milwaukee Harp LED 1	EACH	8.000	8.000
0340	SPV.0060	Special 867. Luminaire Historic Milwaukee Lantern LED 3	EACH	9.000	9.000
0342	SPV.0090	Special 010. Concrete Curb & Gutter Integral 19-Inch	LF	117.000	117.000
0344	SPV.0090	Special 240. Electrical Cable 3#4/1#8 XLP	LF	85.000	85.000
0346	SPV.0090	Special 302. Electrical Cable Type 3#6 AL	LF	200.000	200.000
0348	SPV.0090	Special 304. Electrical Cable Type 2#2/1#4 AL	LF	350.000	350.000
0350	SPV.0090	Special 319. Liquidtight Flexible Nonmetallic Conduit 1 1/2-Inch	LF	200.000	200.000
0354	SPV.0090	Special 324. Electrical Cable Type 4#2/1#8 XLP	LF	1,050.000	1,050.000
0356	SPV.0090	Special 325. Conduit 3-Inch HDPE Schedule 40	LF	800.000	800.000
0358	SPV.0090	Special 401. 1-Duct Conduit, Cement Encased, 4-Inch Rigid Nonmetallic Conduit DB-60	LF	48.000	48.000
0360	SPV.0090	Special 705. Marking Crosswalk Epoxy Block Style 12-Inch	LF	550.000	550.000
0362	SPV.0090	Special 706. Marking Stop Line Epoxy 24-Inch	LF	135.000	135.000

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REMOVAL ITEMS

CATEGORY 0010

LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0155 REMOVING CONCRETE SIDEWALK SY
N DR MLK JR DR & NORTH	667	398
PROJECT TOTAL	667	398

EXCAVATION COMMON

CATEGORY 0010

LOCATION	205.0100 EXCAVATION COMMON CY
N DR MLK JR DR & NORTH	224
PROJECT TOTAL	224

CONTAMINATED SOILS

CATEGORY 0010

ITEM NO.				205.0501.S EXCAVATION, HAULING AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL
LOCATION	STATION	TO	STATION	TON
N DR MLK JR DR & NORTH	14+00		15+00	235.5
PROJECT TOTAL				235.5

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FINISHING ROADWAY

CATEGORY 0010

LOCATION	213.0100 FINISHING ROADWAY (PROJECT) (02. 2568-00-72) EACH
2568-00-71	1
PROJECT TOTAL	1

BASE AGGREGATE

CATEGORY 0010

LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
N DR MLK JR DR & NORTH	106	477
PROJECT TOTAL	106	477

CONCRETE PAVEMENT

CATEGORY 0010

LOCATION	320.0145 CONCRETE BASE 8-INCH SY	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0110 CONCRETE PAVEMENT 11-INCH SY
N DR MLK JR DR & NORTH	402	25	145
PROJECT TOTAL	402	25	145

DRILLED BAR ITEMS

CATEGORY 0010

LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
N DR MLK JR DR & NORTH	276	91
PROJECT TOTAL	276	91

ASPHALTIC ITEMS

CATEGORY 0010

LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON
N DR MLK JR DR & NORTH	29	93
PROJECT TOTAL	29	93

CONCRETE CURB & GUTTER

CATEGORY 0010

LOCATION	601.0319 CONCRETE CURB & GUTTER 19-INCH LF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	SPV.0090.010 CONCRETE CURB & GUTTER INTEGRAL 19-INCH EACH
N DR MLK JR DR & NORTH	250	96	117
PROJECT TOTAL	250	96	117

3

CONCRETE SIDEWALK

CATEGORY 0010

LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF
N DR MLK JR DR & NORTH	4110
PROJECT TOTAL	4,110

MOBILIZATION

CATEGORY 0010

LOCATION	619.1000 MOBILIZATION EACH
N DR MLK JR DR & NORTH	0.25
PROJECT TOTAL	0.25

MOBILIZATIONS EROSION CONTROL

CATEGORY 0010

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
N DR MLK JR DR & NORTH	1	1
PROJECT TOTAL	1	1

INLET PROTECTION

CATEGORY 0010

LOCATION	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
N DR MLK JR DR & NORTH	6	2
PROJECT TOTAL	6	2

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FIELD OFFICE

CATEGORY 0010

LOCATION	642.5201 FIELD OFFICE TYPE C EACH
N DR MLK JR DR & NORTH	0.25
PROJECT TOTAL	0.25

WATER FOR DUST CONTROL

CATEGORY 0010

LOCATION	624.0100 WATER MGAL
N DR MLK JR DR & NORTH	9
PROJECT TOTAL	9

CONSTRUCTION STAKING

CATEGORY 0010

LOCATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB AND GUTTER LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
N DR MLK JR DR & NORTH	357	8
PROJECT TOTAL	357	8

CONSTRUCTION STAKING (PROJECT)

CATEGORY 0010

LOCATION	650.8501 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 02. 2568-00-72 EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (PROJECT) 02. 2568-00-72 EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 02. 2568-00-72 EACH
2568-00-72	1	1	1
PROJECT TOTAL	1	1	1

SAWING

CATEGORY 0010

LOCATION	690.0250 SAWING CONCRETE LF
N DR MLK JR DR & NORTH	630
PROJECT TOTAL	630

UTILITY LINE OPENING

CATEGORY 0010

LOCATION	SPV.0060.001 UTILITY LINE OPENING EACH
N DR MLK JR DR & NORTH	4
PROJECT TOTAL	4

WATER VALVE BOXES

CATEGORY 0020

LOCATION	SPV.0060.002 ADJUSTING WATER VALVE BOXES EACH
2568-00-71	10
TOTAL	10

LOCATION: INTERSECTION OF N. DR. MARTIN LUTHER KING JR. DRIVE WITH W. NORTH AVENUE

EXISTING AND PROPOSED SEWER STRUCTURES								SEWER PIPES							
STRUCTURE NUMBER	STRUCTURE TYPE	STATION	CENTERLINE OFFSET	COVER ELEV.	DEPTH[a] (FT)	FRAME & LID	STRUCTURE REMARKS	FROM STRUCTURE	TO STRUCTURE	INVERTS		SLOPE (FT/FT)	PLAN LENGTH (FT)	PIPE SIZE (IN)	PIPE MATERIAL	PIPE REMARKS
										INLET	OUTLET					
9	CATCH BASIN - 44A	14+26.4	65.0' LT	107.45	8.28	MS 57	NEW STRUCTURE	9	7	103.15	102.85	0.02143	14.0	12	CL IV RCP	
8	EXISTING CATCH BASIN	13+70.2	48.1' LT	107.58		MS 57	NEW FRAME & LID ONLY									
7	EXISTING CATCH BASIN	14+26.4	51.0' LT	107.84		MS 58-A	NEW FRAME & LID ONLY									

608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	650.4000 CONSTRUCTION STAKING STORM SEWER	SPV.0060.102 INLET COVERS TYPE MS 57	SPV.0060.103 MANHOLE COVERS TYPE MS 58-A	SPV.0060.110 CATCH BASIN TYPE 44A
LF	EACH	EACH	EACH	EACH
14	1	2	1	1

[A] DEPTH = COVER ELEVATION - LOWEST PIPE INVERT ELEVATION + SUMP(FOR TYPE 44A & 44B CATCH BASINS)

ALL ITEMS CATEGORY 0010

TRAFFIC CONTROL ITEMS

CATEGORY 0010

STAGE	STAGE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES EACH	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY
STAGE 1	28	92	2,120	6	168	12	336	38	1,070	4	20	14	392
STAGE 2	32	83	2,120	5	160	10	320	37	1,190	4	20	14	448
TOTAL			4,240		328		656		2,260		40		840

TEMPORARY PAVEMENT MARKINGS

CATEGORY 0010

STAGE	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH DOUBLE YELLOW LF
STAGE 1	220
STAGE 2	680
PROJECT TOTAL	900

TRAFFIC CONTROL

CATEGORY 0010

LOCATION	643.5000 TRAFFIC CONTROL EACH
	0.25
TOTAL	0.25

3

LONG LINE PAVEMENT MARKING ITEMS

CATEGORY 0010

LOCATION	646.1020 MARKING LINE EPOXY 4-INCH SOLID WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH SOLID DOUBLE YELLOW LF	646.2020 MARKING LINE EPOXY 6-INCH 2' LINE 6' SKIP WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH SOLID WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH SOLID WHITE LF
N DR MLK JR DR & W NORTH AVE	480	800	72	478	395
PROJECT TOTAL	1,280		550		395

MISCELLANEOUS PAVEMENT MARKING ITEMS

CATEGORY 0010

LOCATION	646.5020 MARKING ARROW EPOXY BIKE LANE ARROW EACH	646.5020 MARKING ARROW EPOXY TYPE 2 EACH	646.5220 MARKING SYMBOL EPOXY BIKE LANE SYMBOL EACH
N DR MLK JR DR & W NORTH AVE	4	10	4
PROJECT TOTAL	14		4

3

REMOVING PAVEMENT MARKING ITEMS

CATEGORY 0010

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 LF
N DR MLK JR DR & W NORTH AVE	990	930	410	130	17
PROJECT TOTAL	990	930	410	130	17

MISCELLANEOUS PAVEMENT MARKING ITEMS

CATEGORY 0010

LOCATION	SPV.0090.705 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH LF	SPV.0090.706 MARKING STOP LINE EPOXY 24-INCH LF
N DR MLK JR DR & W NORTH AVE	550	135
PROJECT TOTAL	550	135

3

COMMUNICATION UNDERGROUND CONDUIT (CUC) MISCELLANEOUS QUANTITIES

CATEGORY 0010

LOCATION	STATION	OFFSET	TO	STATION	OFFSET	SPV.0060.425 INSTALLING CONDUIT INTO EXISTING MANHOLE EACH	SPV.0060.430 ADJUSTING CUC MANHOLE COVER USING EPP SYSTEM EACH	SPV.0090.401 1-DUCT CONDUIT, CEMENT ENCASED, 4-INCH RIGID NONMETALLIC CONDUIT DB-60 LF
MANHOLE 600	13+79.5'	18.5' RT		-	-	-	1	-
MANHOLE 600 TO TRAFFIC CABINET	13+79.5'	18.5' RT	-	13+62'	61' RT	1	-	48
MANHOLE 601	13+81'	55.3' LT		-	-	-	1	-
					PROJECT TOTAL	1	2	48

3

REMOVING SIGNS

CATEGORY 0010

638.2602
REMOVING SIGNS
TYPE II

SIGN NO.	DESCRIPTION	EACH	REMARKS
1-1	N DR MLK JR DR	1	ON CONCRETE LIGHT POLE
1-2	LEFT LANE MUST TURN LEFT	1	ON ALUMINUM LIGHT POLE
1-3	WISDOT INTERSTATE 43 ROUTE PANEL	1	ON POLE WITH 1-2
1-4	(NO PARKING SYMBOL), 2 HOUR PARKING 7AM-7PM EXCEPT SUNDAY	-	MOVING - SEE PERMANENT SIGN PLAN FOR NEW LOCATION
1-5	W NORTH AVE	1	ON CONCRETE LIGHT POLE
1-6	N DR MLK JR DR	1	ON CONCRETE LIGHT POLE
1-7	WISDOT INTERSTATE 43 ROUTE PANEL	1	ON POLE WITH 1-5
1-8	3 HOUR PARKING 7AM-7PM EXCEPT SUNDAY	-	MOVING - SEE PERMANENT SIGN PLAN FOR NEW LOCATION
1-9	(NO PARKING SYMBOL) BUS STOP	-	MOVING - SEE PERMANENT SIGN PLAN FOR NEW LOCATION
	PROJECT TOTALS	6	

3

CATEGORY 0010

SIGN INSTALLATION

SIGN NO.	SIGN CODE	MESSAGE	SIZE INCHES	X	SIZE INCHES	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	638.2102 MOVING SIGNS TYPE II EACH	SPV.0060.284 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH	SPV.0060.288 SIGN MOUNTING HARDWARE ON EXISTING POLE EACH	SPV.0060.291 STREET NAME SIGN MOUNTING HARDWARE ON MAST ARM EACH	SPV.0060.292 SIGN MOUNTING HARDWARE ON ROUND ALUMINUM SIGN POST EACH	REMARKS
1-1	M1-94H	N DR MLK JR DR	96	X	18	-	12	-	-	-	1	-	-
1-2	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	-	3	-	1	-	-	1	-
1-3	-	(NO PARK! NG SYMBOL) 2 HOUR PARKING 7AM-7PM EXCEPT SUNDAY	-	X	-	-	-	1	-	-	-	-	MOVING - REINSTALL ON NEW POST
1-4	M1-94H	W NORTH AVE	72	X	18	-	9	-	-	-	1	-	-
1-5	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	-	3	-	1	-	-	1	-
1-6	J23-1	DIRECTIONAL ASSEMBLY (WISDOT INTERSTATE 43 ROUTE PANEL) TO I43	24	X	57	9.5	-	-	-	1	-	-	ATTACH TO MAST ARM POLE
1-7	M1-94H	N DR MLK JR DR	96	X	18	-	12	-	-	-	1	-	-
1-8	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	-	3	-	1	-	-	1	-
1-9	M1-94H	W NORTH AVE	72	X	18	-	9	-	-	-	1	-	-
1-10	-	(NO PARKING 3 HOUR PARKING 7AM-7PM EXCEPT SUNDAY	-	X	-	-	-	1	-	-	-	-	MOVING - REINSTALL ON LIGHT POLE
1-11	W5-52R	OBJECT MARKER - RIGHT MOUNT	12	X	36	-	3	-	1	-	-	1	-
1-12	J23-1	DIRECTIONAL ASSEMBLY (WISDOT INTERSTATE 43 ROUTE PANEL) TO I43	24	X	57	9.5	-	-	-	1	-	-	ATTACH TO MAST ARM POLE
1-13	-	(NO PARKING SYMBOL) BUS STOP	-	X	-	-	-	1	-	-	-	-	MOVING - REINSTALL ON LIGHT POLE
		PROJECT TOTALS				19	54	3	4	2	4	4	

ALL ITEMS IN THIS SHEET ARE CATEGORY 0010

STREET LIGHTING ITEMS

LOCATION	653.0905* REMOVING PULL BOXES EACH	SPV.0060.302 PULL BOXES 13-INCH x 24-INCH x 24-INCH EACH	SPV.0060.321 POLES TYPE 25-AL-BD BLACK EACH	SPV.0060.323 POLES TYPE 30-AL-BD BLACK EACH	SPV.0060.399 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK EACH	SPV.0060.390 MILWAUKEE LIGHT BASE TYPE 1 EACH	SPV.0060.804 POLES TYPE 15-OCT EACH	SPV.0060.820 CONCRETE BASE TYPE 5 MODIFIED EACH
N DR MLK JR DR & NORTH	2	11	1	4	5	5	5	5
PROJECT TOTAL	2	11	1	4	5	5	5	5

LOCATION	SPV.0060.334 INLINE 5A FAST ACTING FUSE WITH HOLDER EACH	SPV.0060.342 SUBMERSIBLE MULTITAP 3-PORT PRE-INSULATED CONNECTOR LF	SPV.0060.343 SUBMERSIBLE MULTITAP 4-PORT PRE-INSULATED CONNECTOR LF	SPV.0060.353 EQUIPMENT GROUNDING ELECTRODE EACH	SPV.0060.376 LUMINAIRE UTILITY 3LED2 EACH	SPV.0060.801 POLES TYPE H17 EACH	SPV.0060.865 LUMINAIRE HISTORIC MILWAUKEE HARP LED 1 EACH	SPV.0060.867 LUMINAIRE HISTORIC MILWAUKEE LANTERN LED 3 EACH
N DR MLK JR DR & NORTH	17	51	17	21	8	3	8	9
PROJECT TOTAL	17	51	17	21	8	3	8	9

LOCATION	659.5000.S * LAMP, BALLAST, LED SWITCH DISPOSAL BY CONTRACTOR EACH	204.9060.S.01 REMOVING POLES EACH	SPV.0060.324 POLES WOOD 40-FT EACH	SPV.0060.346 LUMINAIRE ARMS SINGLE MEMBER 6-FT WP MOUNT EACH	SPV.0060.339 PRIMARY OR SECONDARY RISER EACH	SPV.0090.302 ELECTRICAL CABLE TYPE 3#6 AL LF	SPV.0090.304 ELECTRICAL CABLE TYPE 2#2/1#4 AL LF	SPV.0090.324 ELECTRICAL CABLE TYPE 4#2/1#8 XLP LF
N DR MLK JR DR & NORTH	15	15	5	8	5	200	350	1050
PROJECT TOTAL	15	15	5	8	5	200	350	1,050

LOCATION	204.0195* REMOVING CONCRETE BASES EACH	204.9090.S.01 REMOVING AERIAL CABLE LF	652.0230 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 1/2-INCH LF	652.0235 * CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	655.0305 * CABLE TYPE UF 2-12 AWG GROUNDED LF	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF	SPV.0090.319 LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT 1 1/2-INCH LF	SPV.0090.325 CONDUIT 3-INCH HDPE SCHEDULE 40 LF
N DR MLK JR DR & NORTH	6	900	150	175	500	650	200	800
PROJECT TOTAL	6	900	150	175	500	650	200	800

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ALL ITEMS IN THIS SHEET ARE CATEGORY 0010

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W NORTH AVE

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TRAFFIC SIGNALS REMOVALS

LOCATION NUMBER	LOCATION	204.0195* REMOVING CONCRETE BASES EACH	653.0905* REMOVING PULL BOXES EACH
XBA	14+29', 60' L	-	1
XBB	14+29', 57' L	-	1
XBC	14+33', 41' R	-	1
XBD	14+31', 47' R	-	1
XBE	14+31', 47' R	-	1
XBF	13+67', 49' R	1	-
XBG	13+67', 56' L	-	1
XBH	13+67', 60' L	-	1
	TOTAL	1	7

TRAFFIC SIGNALS REMOVALS

LOCATION	659.5000.S* LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
PEDESTRIAL SIGNAL	8
TRAFFIC SIGNAL 3-SECTION	12
TOTAL	20

TRAFFIC SIGNAL REMOVALS

LOCATION	SPV.0060.246 REMOVING TRAFFIC SIGNALS (MLK & NORTH) EACH
MLK AT NORTH	1
TOTAL	1

TRAFFIC SIGNALS DETECTION SYSTEM

	SPV.0060.224 VEHICULAR VIDEO DETECTION SYSTEM 1 CAMERA EACH
TOTAL	1

TEMPORARY TRAFFIC SIGNALS

LOCATION	661.0201.04 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS MLK & NORTH EACH
MLK AT NORTH	1
TOTAL	1

TRAFFIC SIGNALS MOUNTING HARDWARE

LOCATION	658.5070.04 SIGNAL MOUNTING HARDWARE MLK & NORTH EACH
MLK AT NORTH	1
TOTAL	1

TRAFFIC SIGNALS CABLE & WIRE

LOCATION	TO	LOCATION	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CB1	TO	SBF	20
SBF	TO	SBG	15
SBG	TO	SBH	40
SBH	TO	SBI	80
SBI	TO	SBJ	35
SBJ	TO	SBA	80
SBA	TO	SBB	15
SBB	TO	SBC	30
SBC	TO	SBD	85
SBD	TO	SBE	40
SBE	TO	CB1	95
	TOTAL	845	535

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNALS CABINET EQUIPMENT

SIGNAL BASE NUMBER	LOCATION	SPV.0060.205 ATC CONTROLLER AND CABINET INSTALLED EACH	SPV.0060.212 FIBER OPTIC PATCH PANEL EACH	SPV.0060.213 ETHERNET SWITCH EACH	SPV.0060.221 EVP PHASE SELECTOR CARD 4 CHANNEL EACH	SPV.0060.269 VOICE INSTRUCTION AUDIBLE CONTROL UNIT EACH
CB1	13+62', 61' R	1	1	1	1	1
	TOTAL	1	1	1	1	1

TRAFFIC SIGNALS PULL BOXES

PULL BOX NUMBER	LOCATION	SPV.0060.303 PULL BOXES 17-INCH X 30-INCH X 24-INCH EACH
PB1	13+61.5', 46.5' R	1
PB2	13+47', 29' R	1
PB3	13+47', 33' L	1
PB4	13+65.5', 48.5' L	1
PB5	14+35', 49' L	1
PB6	14+50', 37' L	1
PB7	14+50', 30' R	1
PB8	14+34', 45' R	1
	TOTAL	8

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W NORTH AVE

ALL ITEMS IN THIS SHEET ARE CATEGORY 0010

TRAFFIC SIGNAL CONCRETE BASES

SIGNAL BASE NUMBER	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	SPV.0060.201 INSTALL CITY PRECAST CONTROLLER BASE EACH
CB1	13+62', 61' R	-	-	1
SBF	13+66', 49.5' R	-	1	-
SBG	13+61', 40' R	1	-	-
SBI	13+52', 33.5' L	-	1	-
SBA	14+33', 53.5' L	-	1	-
SBB	14+20.5', 45.5' L	1	-	-
SBD	14+28.5', 32' R	-	1	-
	TOTAL	2	4	1

TRAFFIC SIGNAL POLES

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.0352 POLES TYPE 10-SPECIAL EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0536 MONOTUBE ARMS 35-FT-SPECIAL EACH	SPV.0060.218 EVP 1 DIRECTION DETECTOR EACH	SPV.0060.223 EVP CONFIRMATION LIGHT EACH	SPV.0060.268 VOICE INSTRUCTION AUDIBLE PUSH BUTTON EACH
SBF	-	1	-	1	1	1	-
SBG	1	-	1	-	-	-	1
SBH	-	-	-	-	-	-	1
SBI	-	1	-	1	1	1	1
SBJ	-	-	-	-	-	-	1
SBA	-	1	-	1	1	1	-
SBB	1	-	1	-	-	-	1
SBC	-	-	-	-	-	-	1
SBD	-	1	-	1	1	1	1
SBE	-	-	-	-	-	-	1
TOTAL	2	4	2	4	4	4	8

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL FACES

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	SPV.0060.267 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
1	SBE	1	-	-	-
2	SBA	1	-	-	-
3	SBA	1	-	-	-
4	SBJ	1	-	-	-
5	SBA	1	-	-	-
6	SBJ	1	-	-	-
7	SBF	1	-	-	-
8	SBF	1	-	-	-
9	SBE	1	-	-	-
10	SBF	1	-	-	-
11	SBH	1	-	-	-
12	SBD	1	-	-	-
13	SBD	1	-	-	-
14	SBC	-	1	-	-
15	SBD	-	1	-	-
16	SBC	1	-	-	-
17	SBI	1	-	-	-
18	SBI	1	-	-	-
19	SBH	1	-	-	-
20	SBI	1	-	-	-
21	SBI	-	-	1	1
22	SBC	-	-	1	1
23	SBA	-	-	1	1
24	SBE	-	-	1	1
25	SBD	-	-	1	1
26	SBH	-	-	1	1
27	SBF	-	-	1	1
28	SBJ	-	-	1	1
TOTAL		18	2	8	8

3

ALL ITEMS IN THIS SHEET ARE CATEGORY 0010

TRAFFIC SIGNALS QUANTITIES - N MLK JR DR & W NORTH AVE

3

TRAFFIC SIGNALS CABLE & WIRE

FROM	TO	655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG LF	655.0305* CABLE UF 2-12 AWG GROUNDED LF	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF	SPV.0090.240 ELECTRICAL CABLE 3#4/1#8 XLP LF
CB1	SBA	-	-	-	195	245	245	-
SBA	SBB	25	-	-	-	-	-	-
CB1	SBC	-	-	190	-	-	-	-
CB1	SBD	-	-	-	125	170	170	-
CB1	SBE	-	-	100	-	-	-	-
CB1	SBF	-	-	-	25	70	70	-
CB1	SBG	-	25	-	-	-	-	-
CB1	SBH	-	-	50	-	-	-	-
CB1	SBI	-	-	-	110	145	145	-
CB1	SBJ	-	-	135	-	-	-	-
CB1	M1	-	-	-	-	-	-	85
	TOTAL	25	25	475	455	630	630	85

TRAFFIC SIGNALS CONDUIT

LOCATION	TO	LOCATION	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CB1	TO	PB1	-	45	-
PB1	TO	SBF	-	5	-
PB1	TO	SBG	5	-	-
PB1	TO	PB2	-	50	-
PB2	TO	SBH	-	10	-
PB2	TO	PB3	-	-	125
PB3	TO	SBI	-	5	-
PB3	TO	PB4	-	50	-
PB4	TO	SBJ	-	5	-
PB4	TO	PB5	-	-	140
PB5	TO	SBA	-	5	-
PB5	TO	SBB	5	-	-
PB5	TO	PB6	-	40	-
PB6	TO	SBC	-	5	-
PB6	TO	PB7	-	-	140
PB7	TO	SBD	-	10	-
PB7	TO	PB8	-	50	-
PB8	TO	SBE	-	5	-
PB8	TO	PB1	-	-	150
		TOTAL	10	285	555

3

TRAFFIC SIGNALS CABLE & WIRE

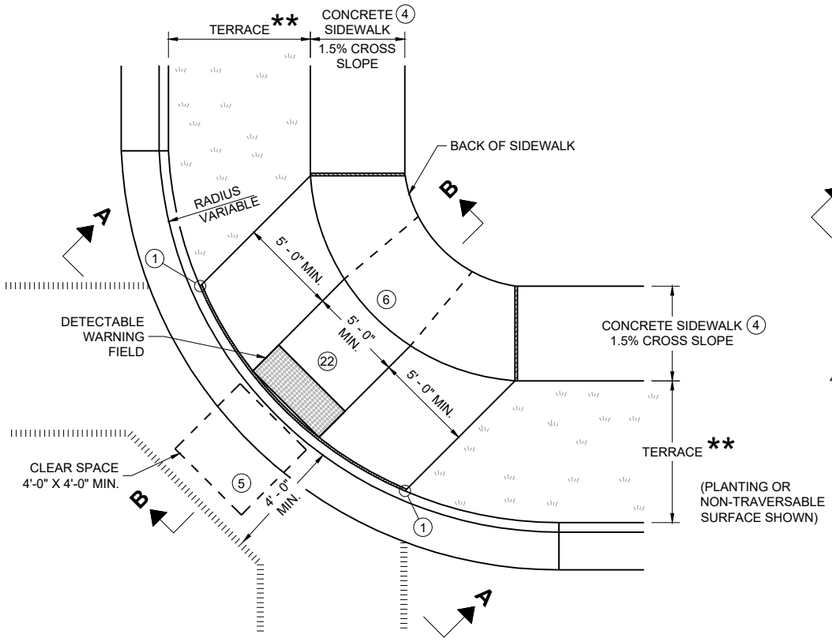
FROM	TO	SIGNAL HEAD NUMBER	655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG LF
SBA	TO	2	50	-
SBA	TO	3	20	-
SBA	TO	5	55	-
SBA	TO	23	20	-
SBB	TO	APS	5	-
SBC	TO	14	-	20
SBC	TO	16	20	-
SBC	TO	22	20	-
SBD	TO	12	50	-
SBD	TO	13	20	-
SBD	TO	15	-	60
SBD	TO	25	20	-
SBD	TO	APS	5	-
SBE	TO	1	20	-
SBE	TO	9	20	-
SBE	TO	24	20	-
SBF	TO	7	50	-
SBF	TO	8	20	-
SBF	TO	10	60	-
SBF	TO	27	20	-
SBG	TO	APS	5	-
SBH	TO	11	20	-
SBH	TO	19	20	-
SBH	TO	26	20	-
SBH	TO	APS	5	-
SBI	TO	17	45	-
SBI	TO	18	20	-
SBI	TO	20	55	-
SBI	TO	21	20	-
SBJ	TO	4	20	-
SBJ	TO	6	20	-
SBJ	TO	28	20	-
		TOTAL	765	80

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

Standard Detail Drawing List

08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D16-11	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C15-03	CONCRETE BASE TYPE 10 SPECIAL
09E06-06	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E08-10F	TYPE 10 SPECIAL POLE 35' MONOTUBE ARM
09E08-10K	GENERAL NOTES, HARDWARE DETAILS FOR TYPE 9, 10, 9/10 SPECIAL,12 & 13 POLES W/ MONOTUBE ARMS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
10A08-03	ELECTRICAL DETAILS STRUCTURE MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
10A09-03	ELECTRICAL DETAILS STRUCTURE MOUNT LIGHT POLES GROUNDED NEUTRAL SYSTEMS
10A10-03	ELECTRICAL DETAILS STRUCTURE MOUNT LIGHT POLES PHASE-TO-PHASE SYSTEMS
10A18-05A	LUMINAIRE ARMS, SINGLE MEMBER 6-INCH CLAMP
13C15-08A	CONCRETE BASE
13C15-08B	CONCRETE BASE
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C07-16E	PAVEMENT MARKING FOR BIKE LANES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C29-08A	BICYCLE LANE MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D28-05	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

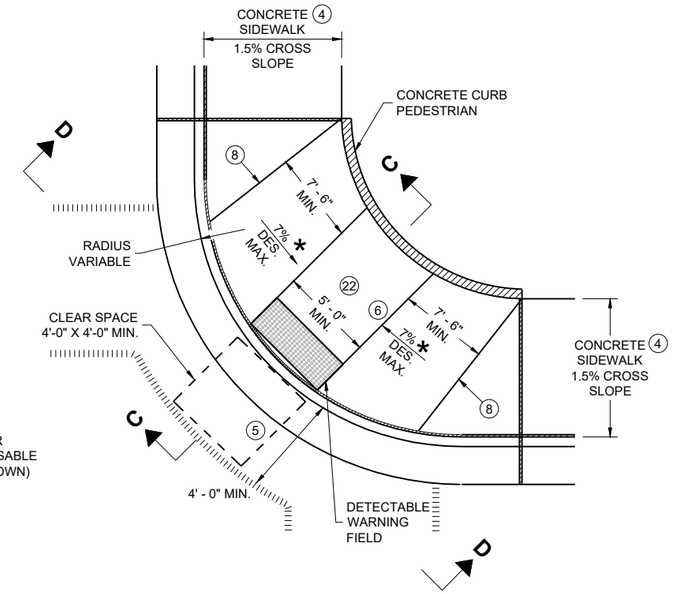
6



PLAN VIEW

CURB RAMP TYPE 1

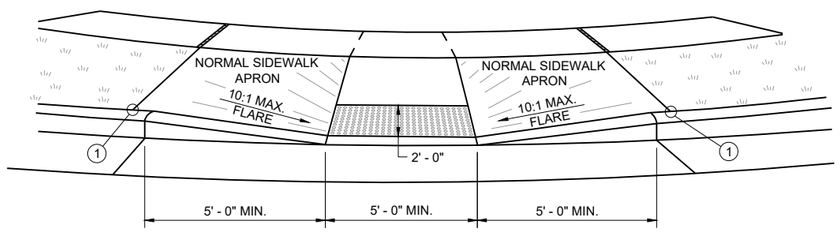
(CENTER OF CORNER RADIUS)



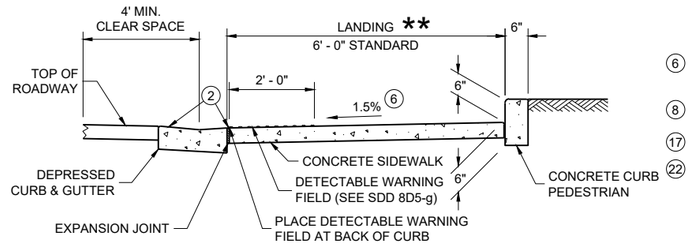
PLAN VIEW

CURB RAMP TYPE 1 - A

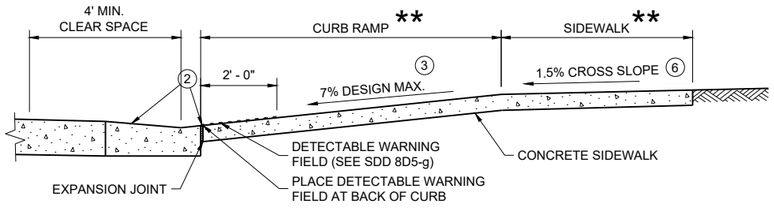
(NO TERRACE)



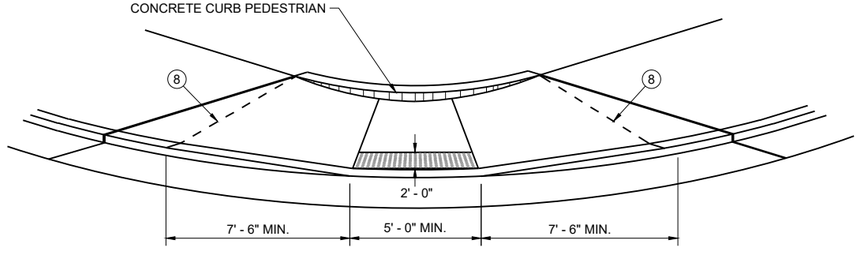
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF CURB 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 CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

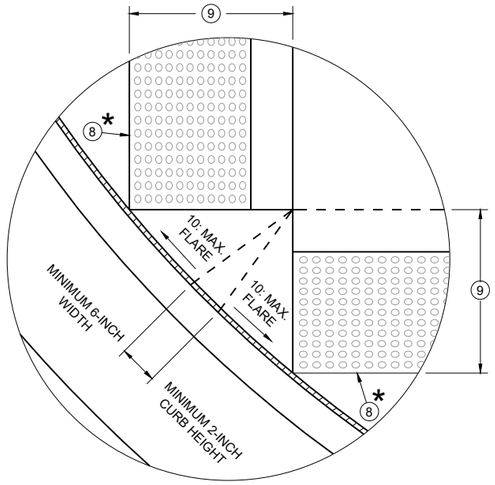
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

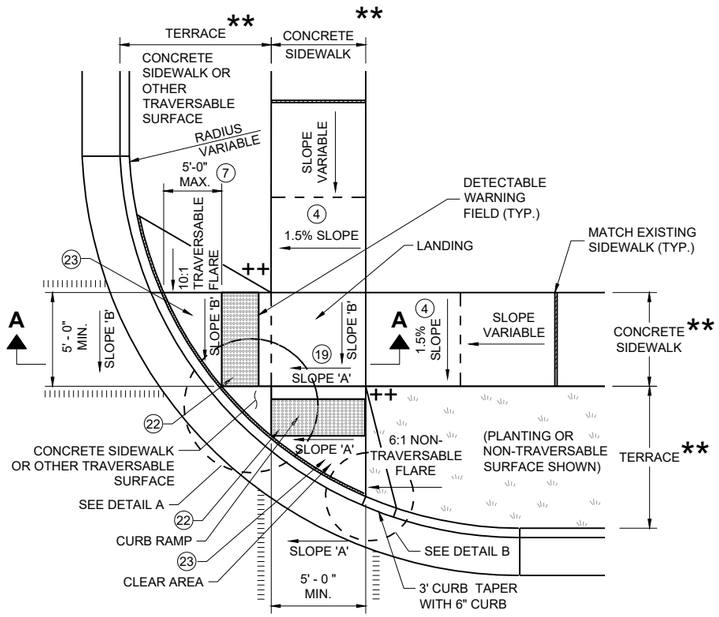
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



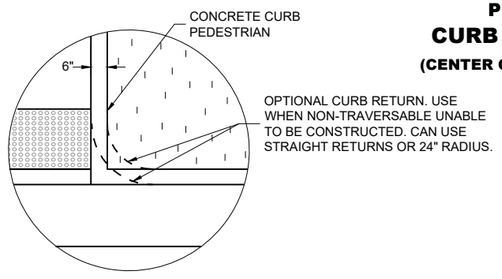
DETAIL A



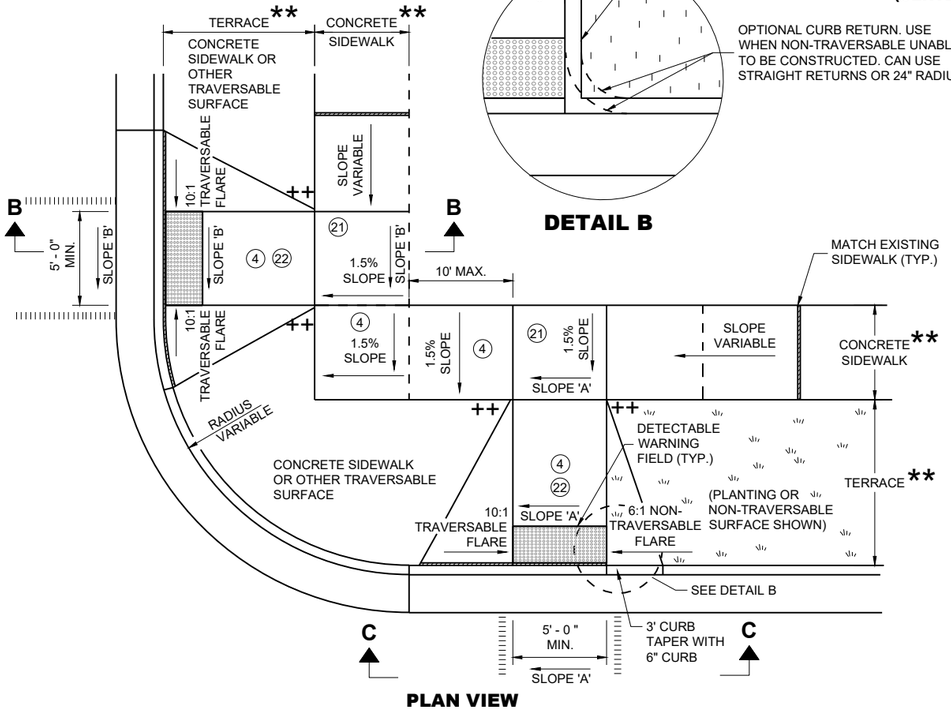
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

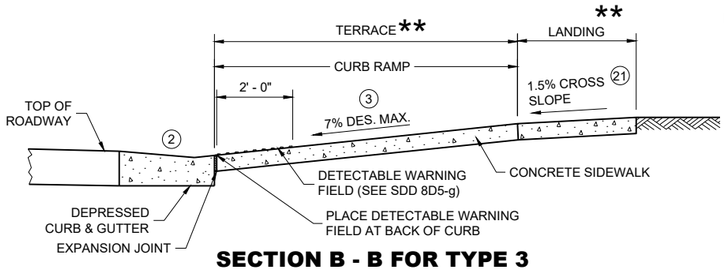
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

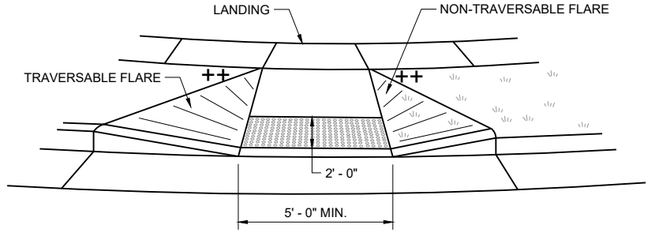
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

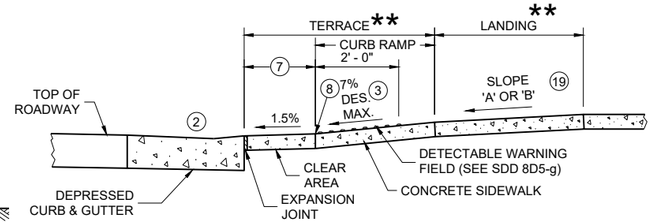
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

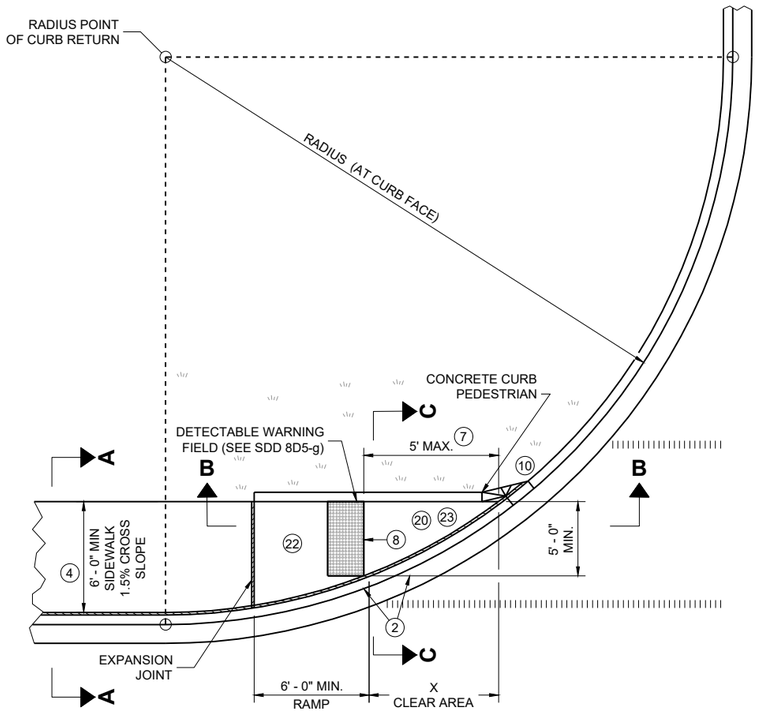
LEGEND

▨	½" EXPANSION JOINT SIDEWALK
- - - -	CONTRACTION JOINT SIDEWALK
ıllıllıllıllıl	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 2 AND 3

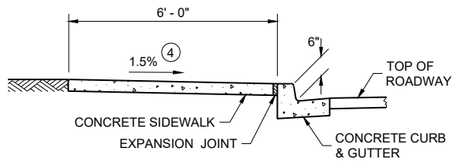
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6
SDD 08D05-22b

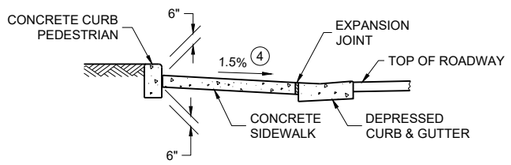


PLAN VIEW

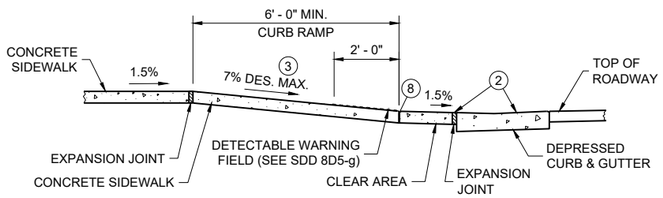
CURB RAMP TYPE 4A



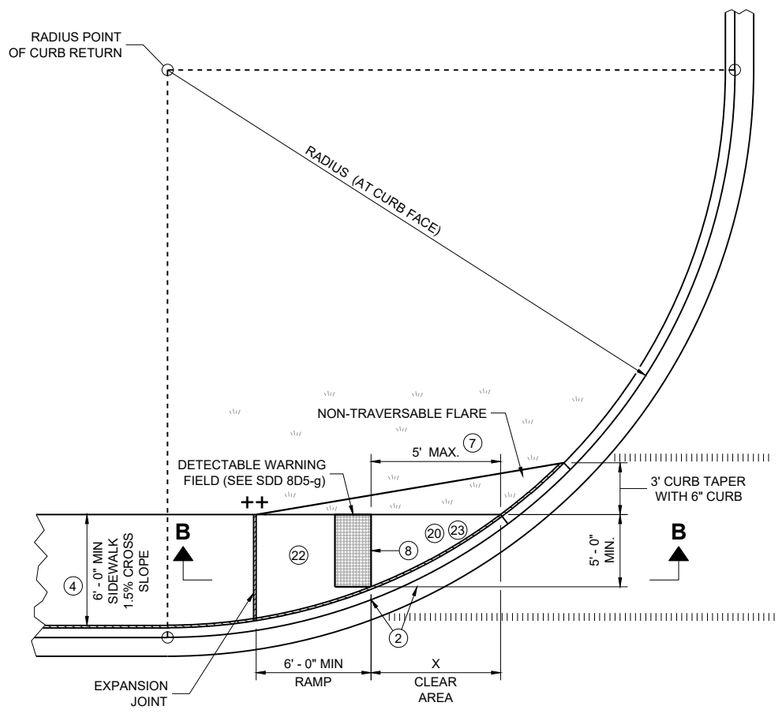
SECTION A - A FOR TYPE 4A



SECTION C - C FOR TYPE 4A



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



PLAN VIEW

CURB RAMP TYPE 4A1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

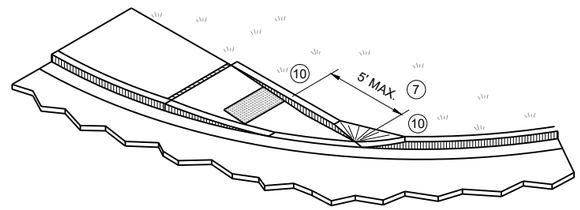
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

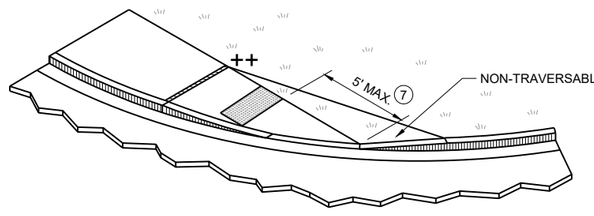
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



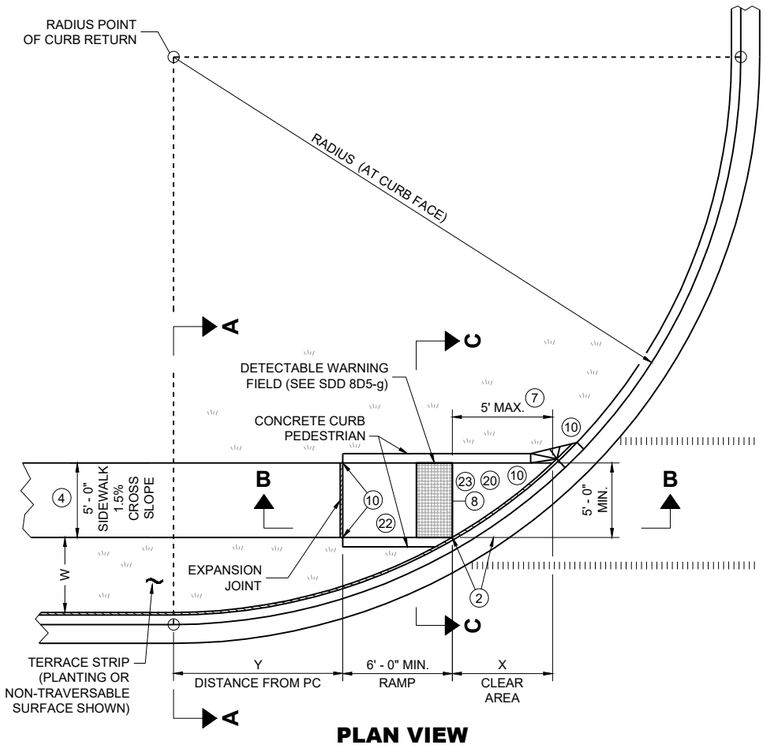
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

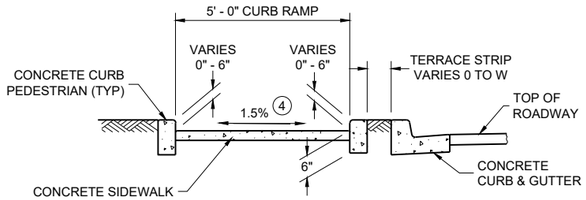
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

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)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

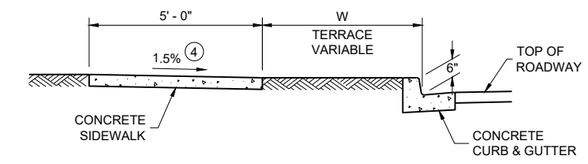
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

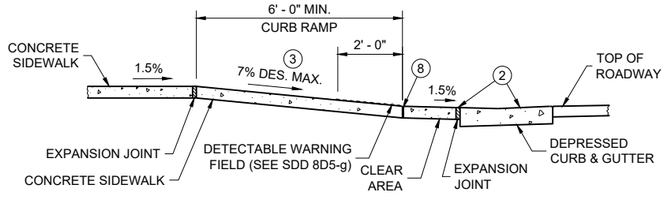
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

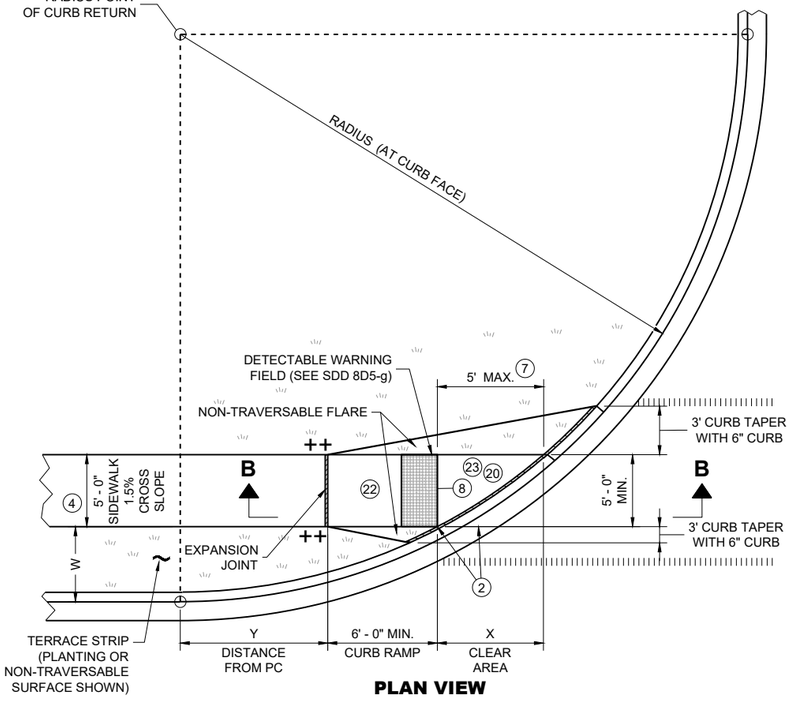
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



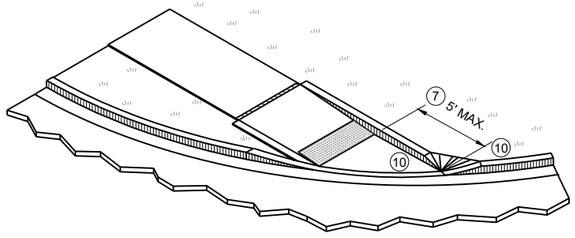
SECTION A - A FOR TYPE 4B



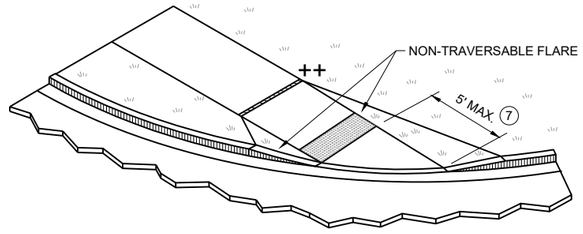
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



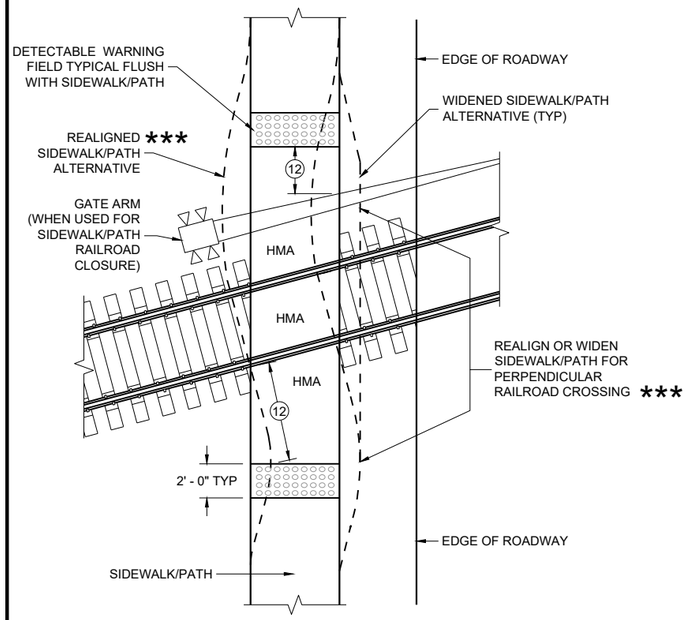
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

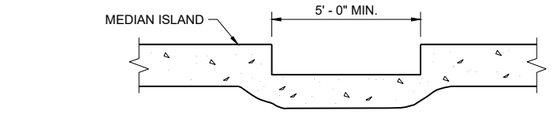
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SDD 08D05-22d

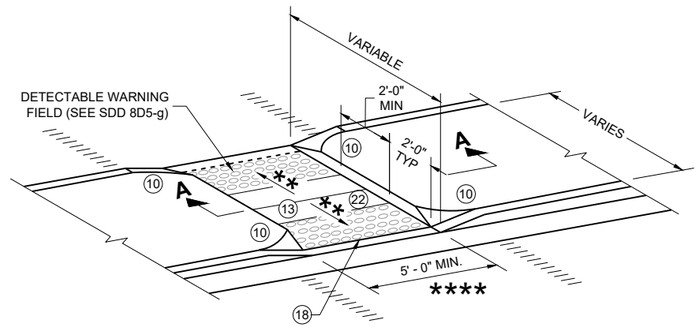


CURB RAMP TYPE 8

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 CURB 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 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(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.

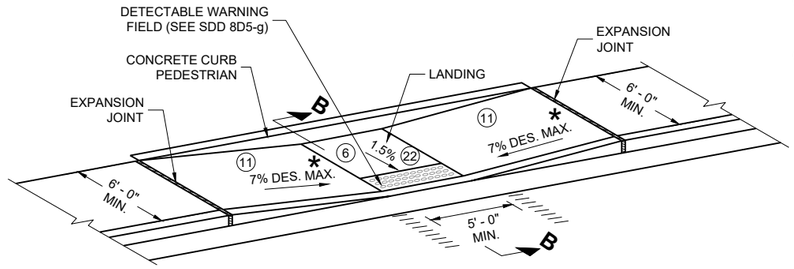
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

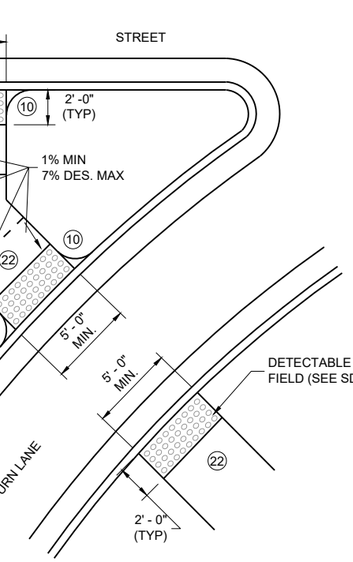
(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



CURB RAMP TYPE 7A

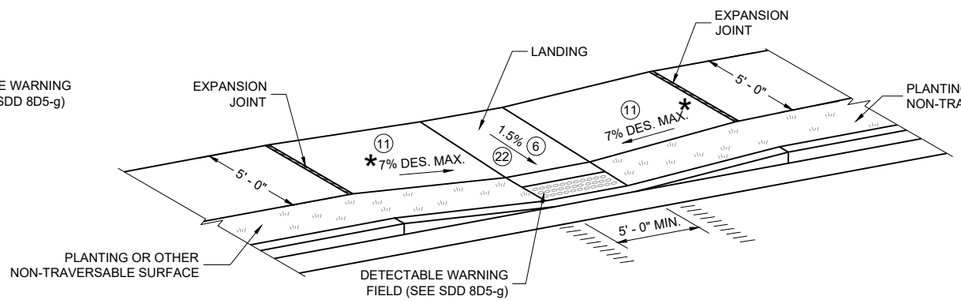
FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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

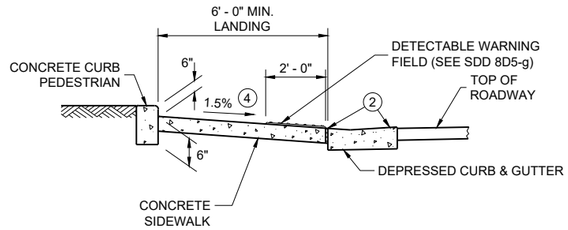


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** 1% MINIMUM (PROVIDE DRAINAGE)
- *** DETAILS TO BE DETERMINED BY ENGINEER
- **** FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

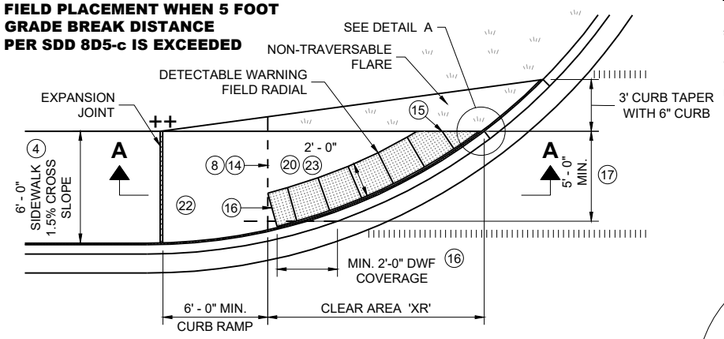


SECTION B - B FOR TYPE 7A

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

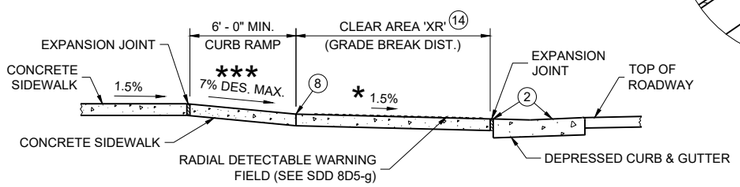
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RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

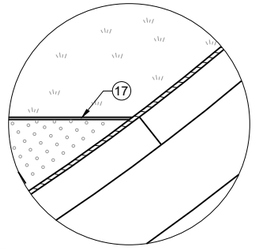
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



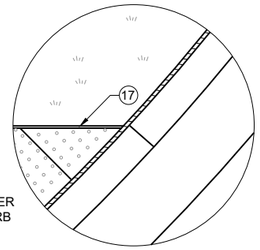
SECTION A - A FOR TYPE 4A1

LEGEND

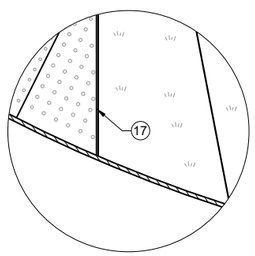
═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

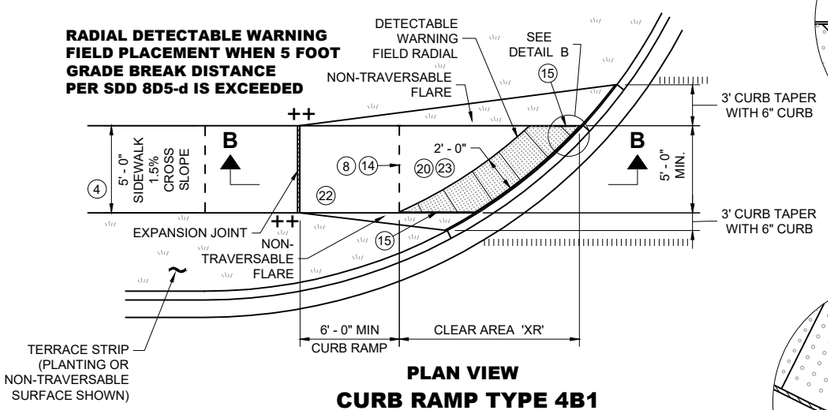


DETAIL B



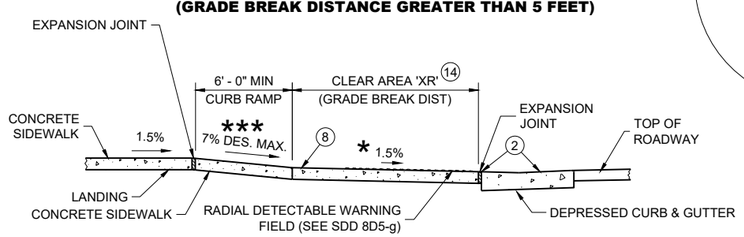
DETAIL C

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



PLAN VIEW

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



SECTION B - B FOR TYPE 4B1

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(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 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

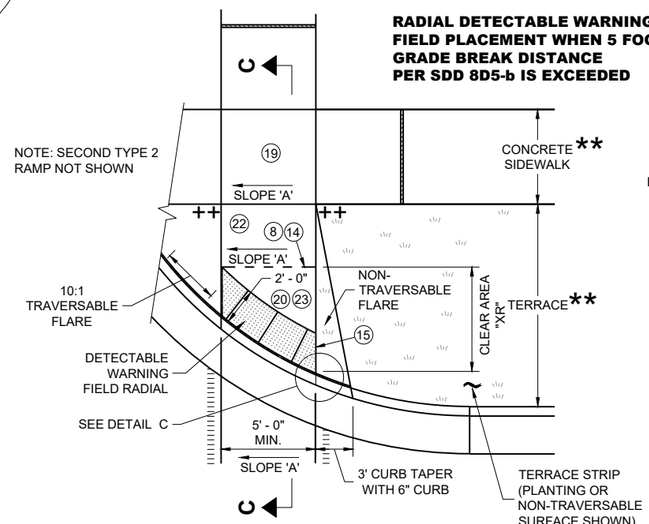
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

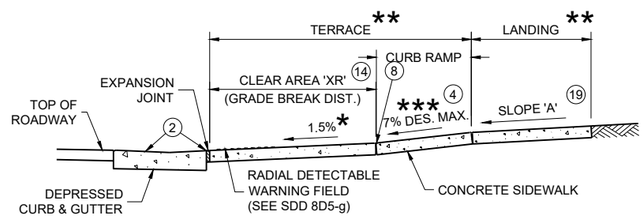
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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

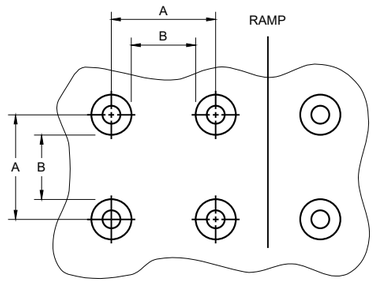
CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

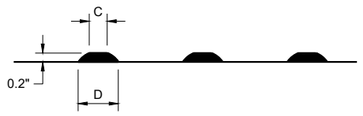
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SDD 08D05-22f

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

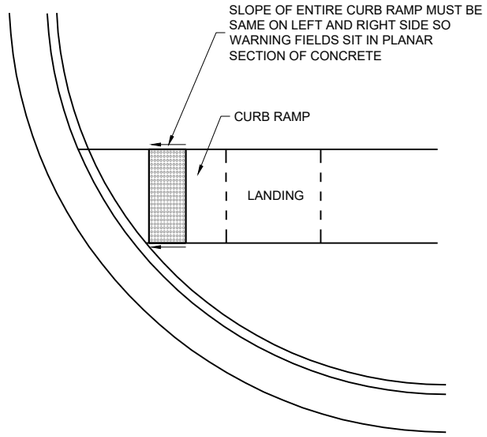
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

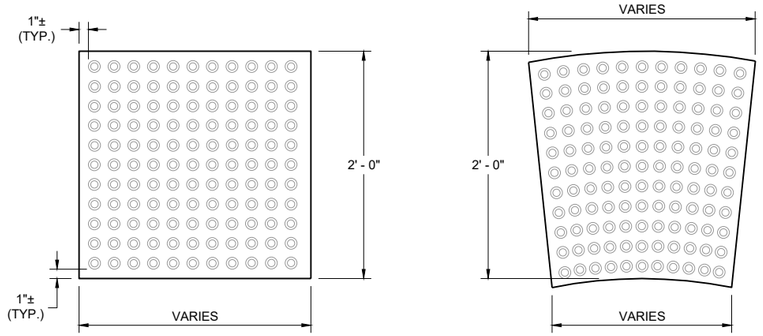
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

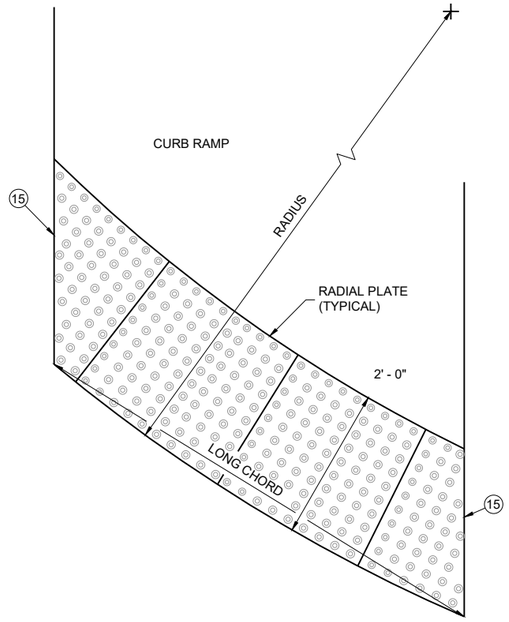
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



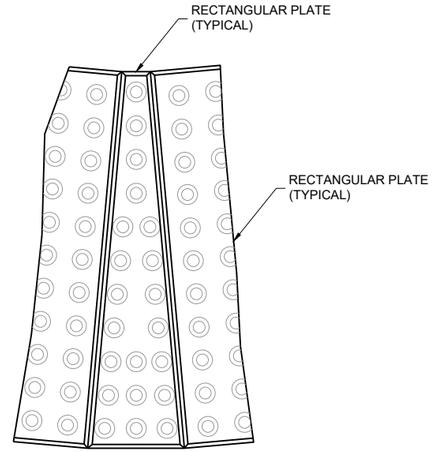
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

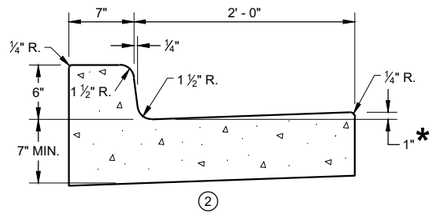
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>

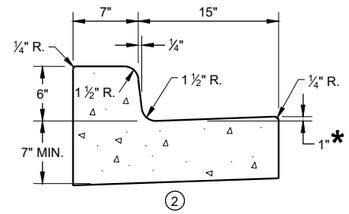
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SDD 08D05-22g

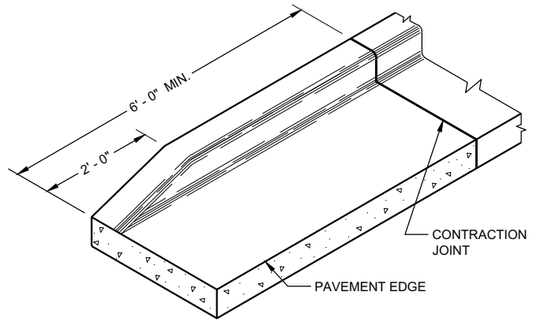


CONCRETE CURB AND GUTTER 31" ①

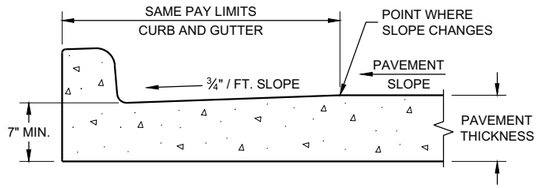
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



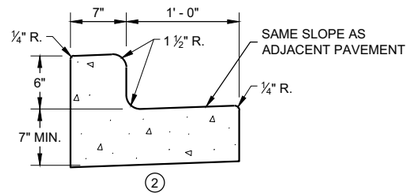
CONCRETE CURB AND GUTTER 22" ①



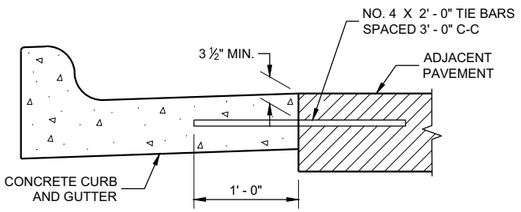
END SECTIONCURB AND GUTTER



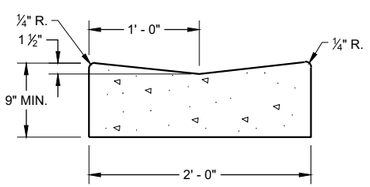
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



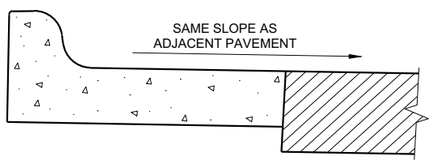
CONCRETE CURB AND GUTTER 19" ①



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.

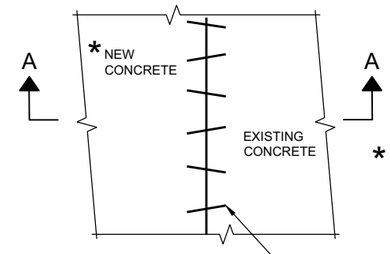
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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".

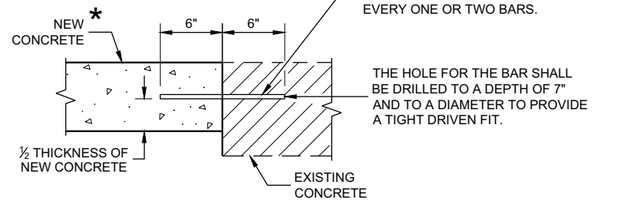
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.

PLAN VIEW



SECTION A - A

PAVEMENT TIES

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

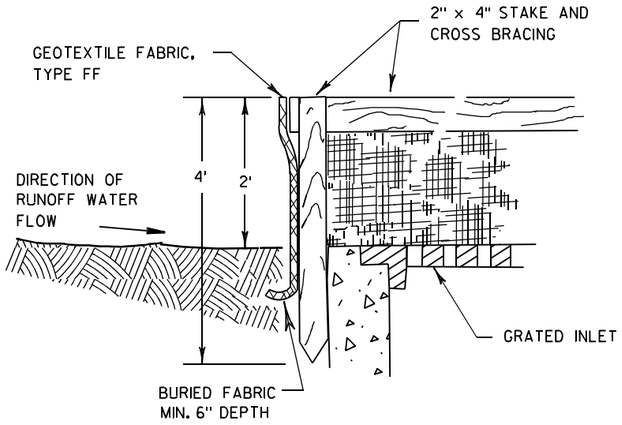
(For Optional use in Milwaukee Co. Only)

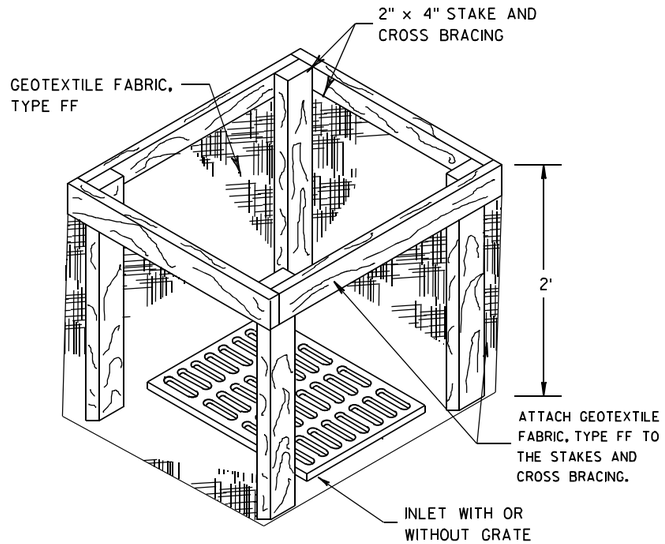
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

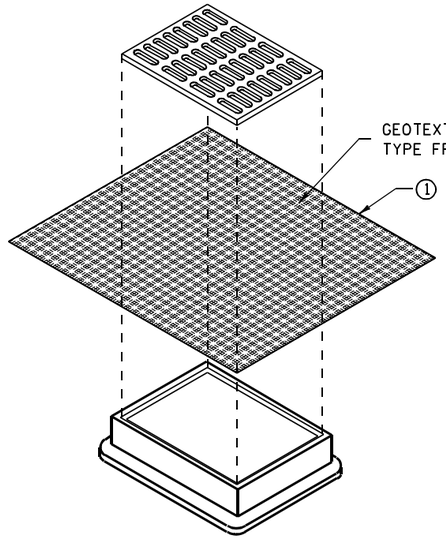
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SDD 08D16 - 11



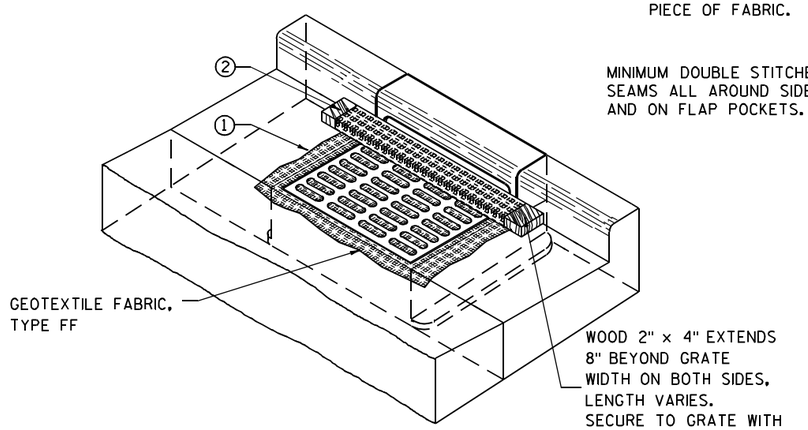


INLET PROTECTION, TYPE A

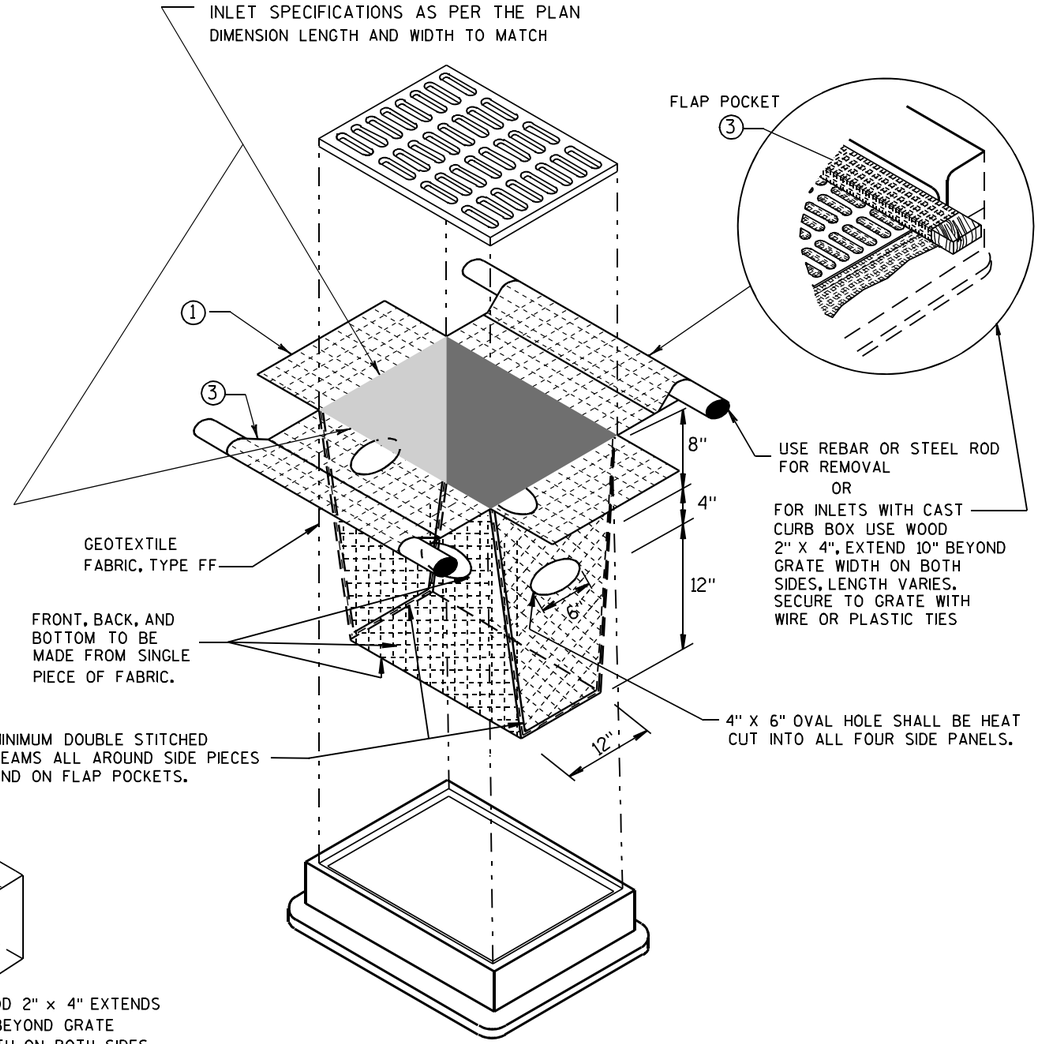


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

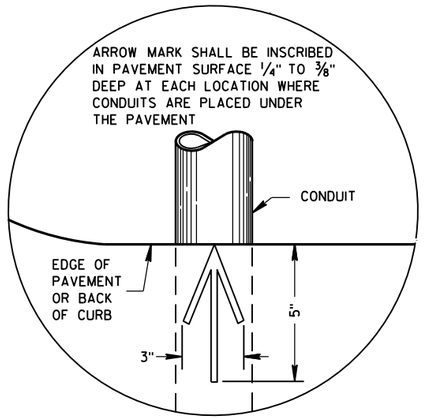
FHWA

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S.D.D. 8 E 10-2

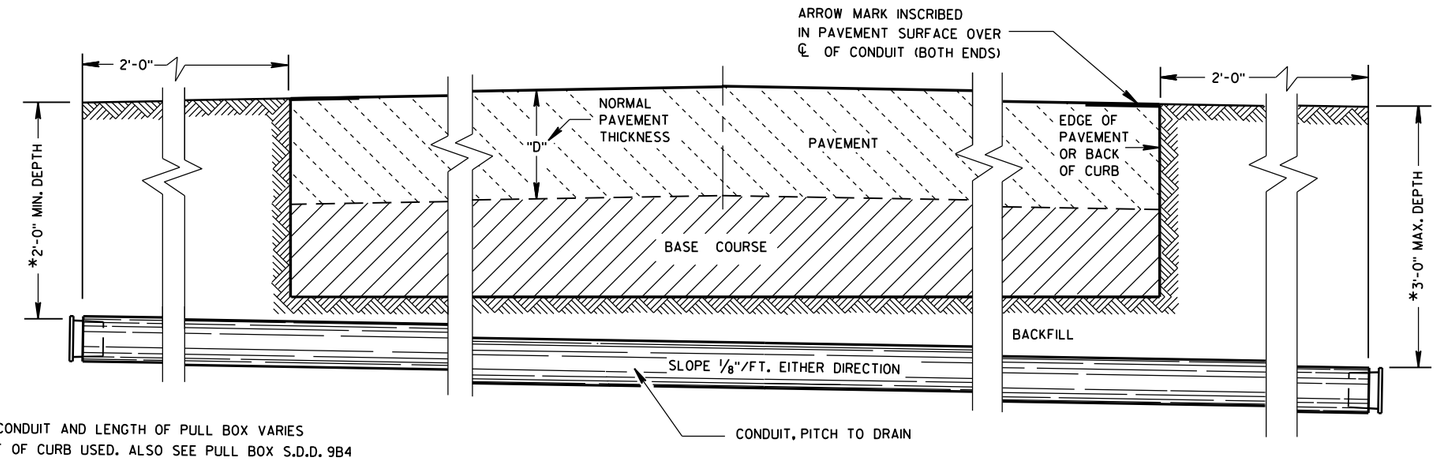
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S.D.D. 8 E 10-2



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

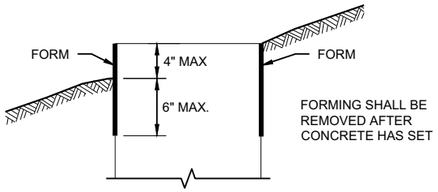
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 B 2-10

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

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

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

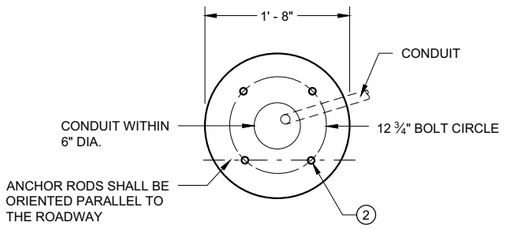
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

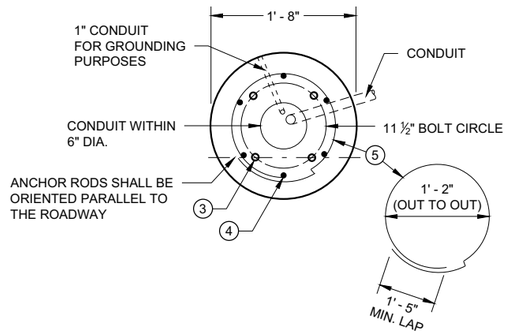
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

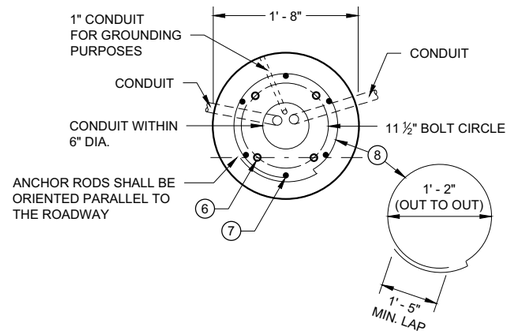
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

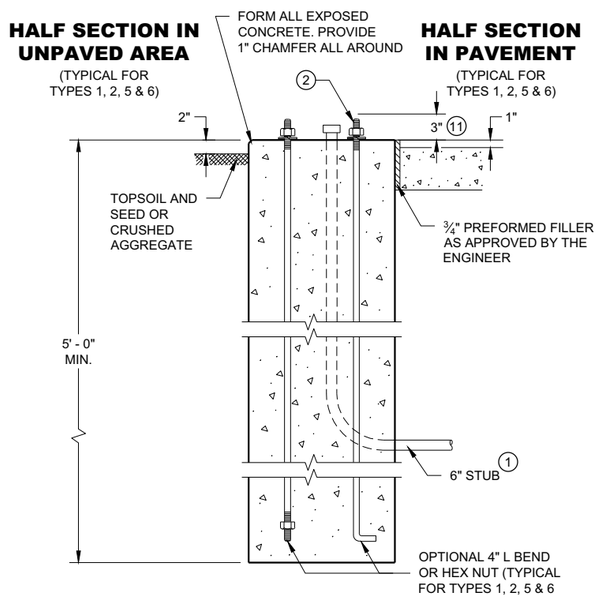
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

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

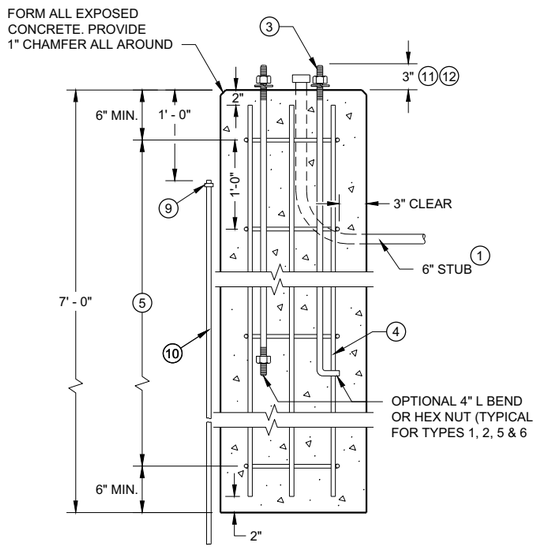




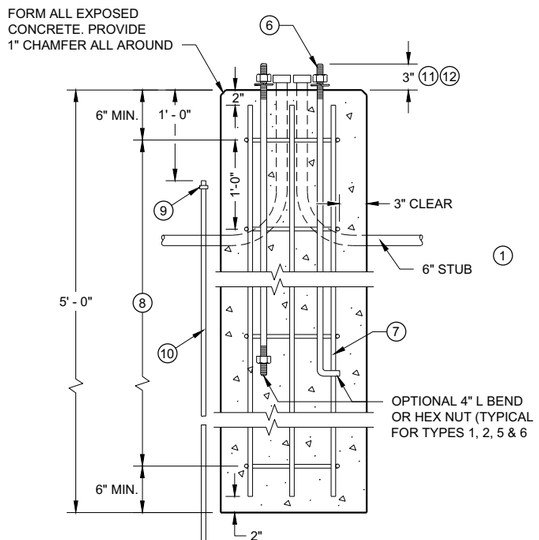




TYPE 1



TYPE 2



TYPE 5 & 6

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.

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

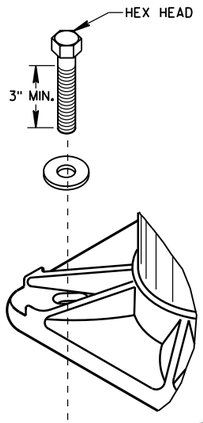
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

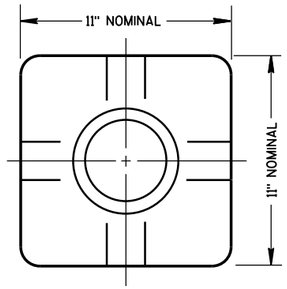
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

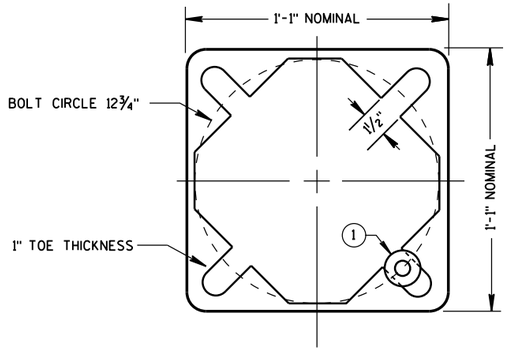
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

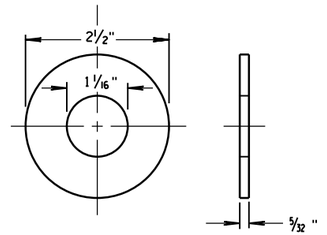




TOP VIEW
(PEDESTAL BASE)

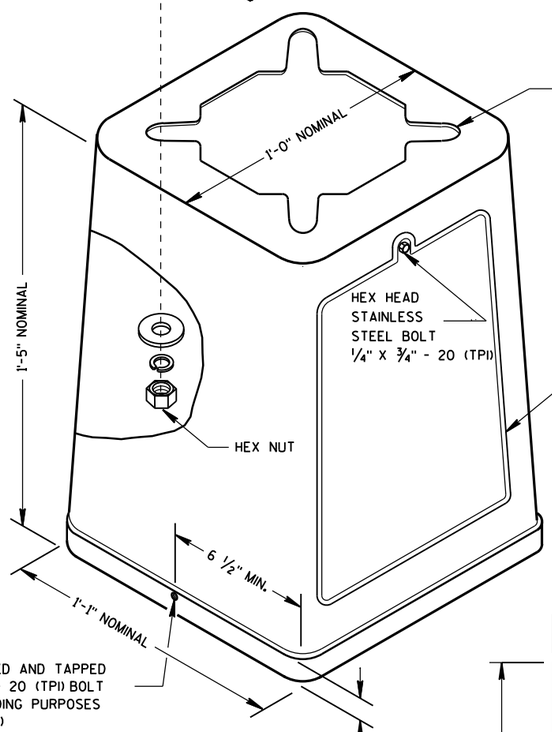


BOTTOM VIEW
(PEDESTAL BASE)

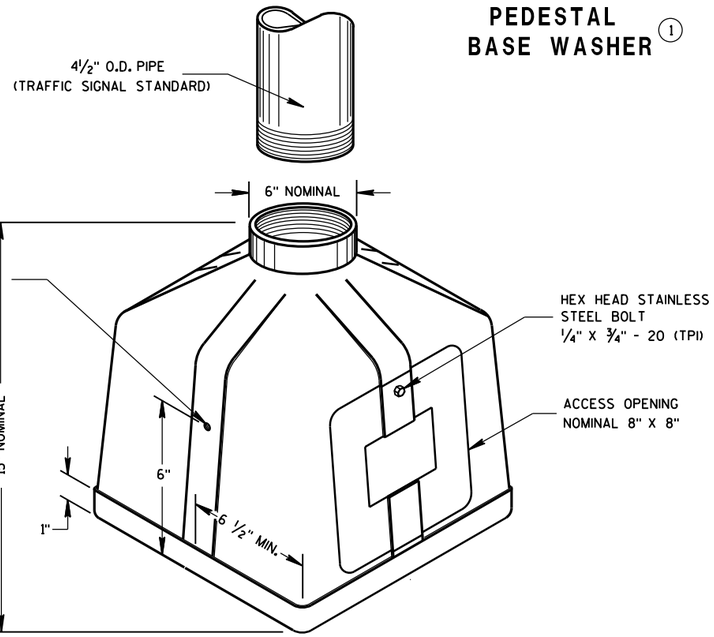


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

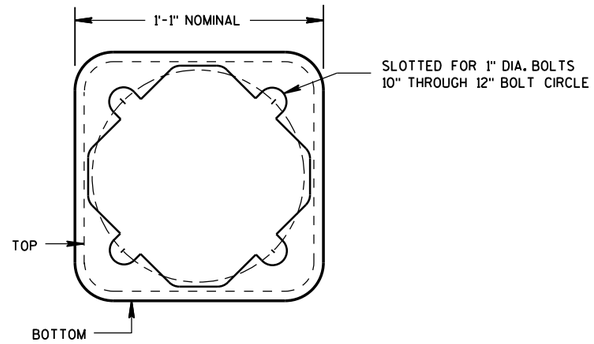
PEDESTAL BASE WASHER (1)



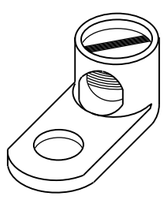
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE

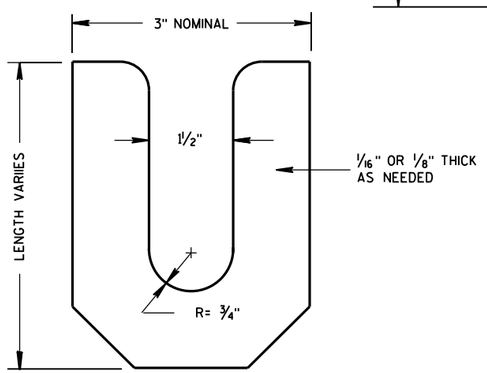


BOTTOM VIEW
(TRANSFORMER BASE)



TYPICAL MECHANICAL CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 3-4

6

S.D.D. 9 C 3-4

GENERAL NOTES

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

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

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

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

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

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

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

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

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

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

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

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

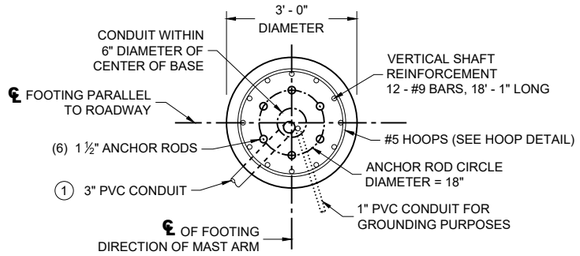
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

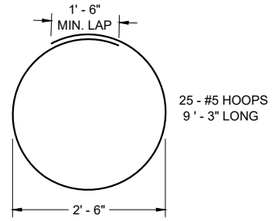
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

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

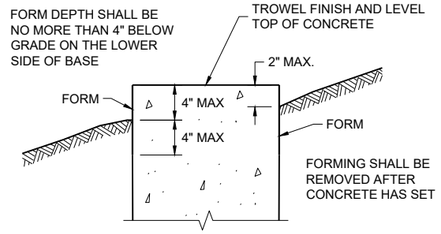
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55.....fy = 55,000 p.s.i.
(IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



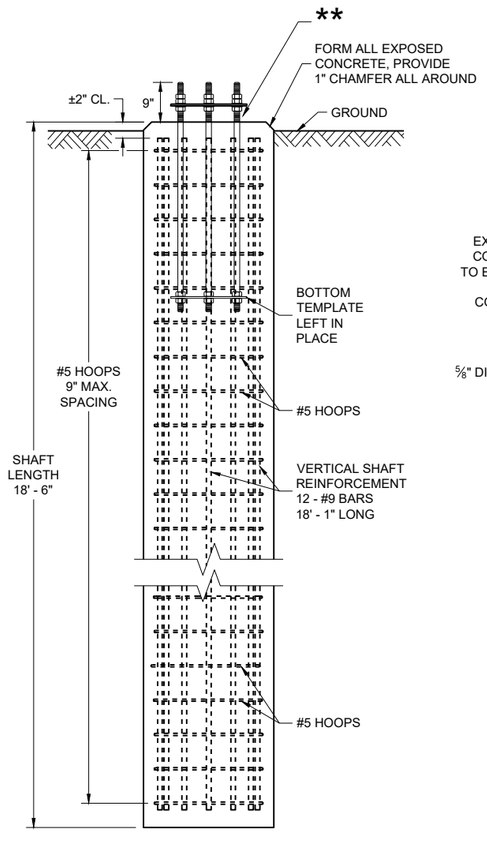
PLAN VIEW



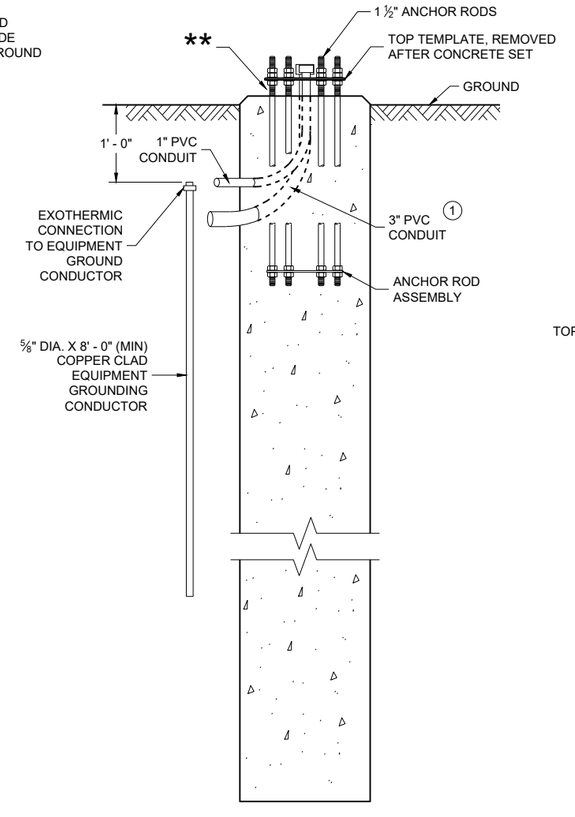
HOOP DETAIL



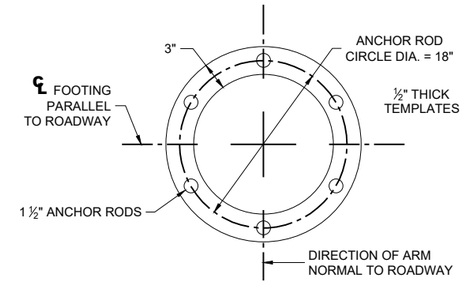
FORMING DETAIL



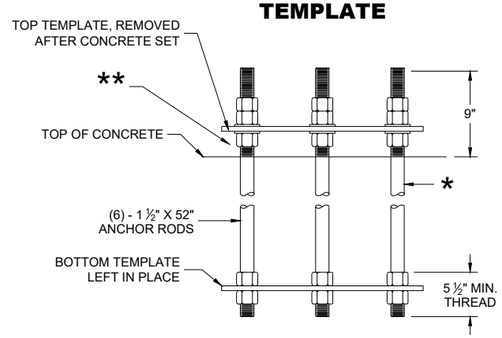
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



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.

** RODENT PROTECTION REQUIRED

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

CONCRETE = 4.8 CUBIC YARD
H.S. REINFORCEMENT = 979 LBS.

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

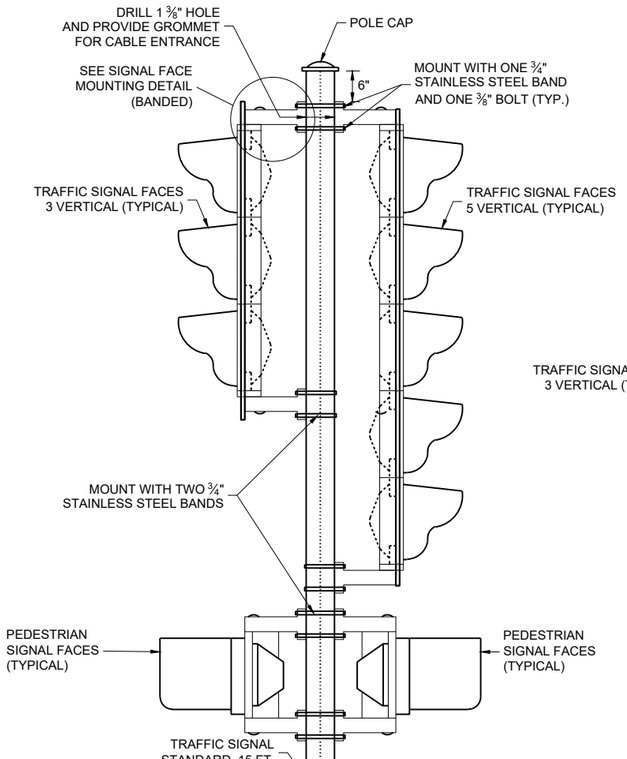
CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
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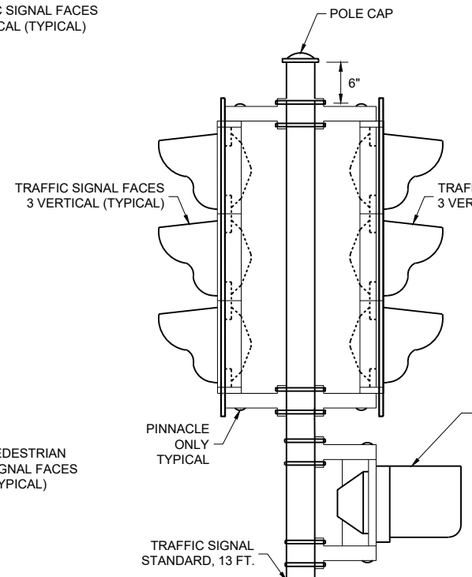
APPROVED
November 2025 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTURES PROGRAM LEADER

FHWA

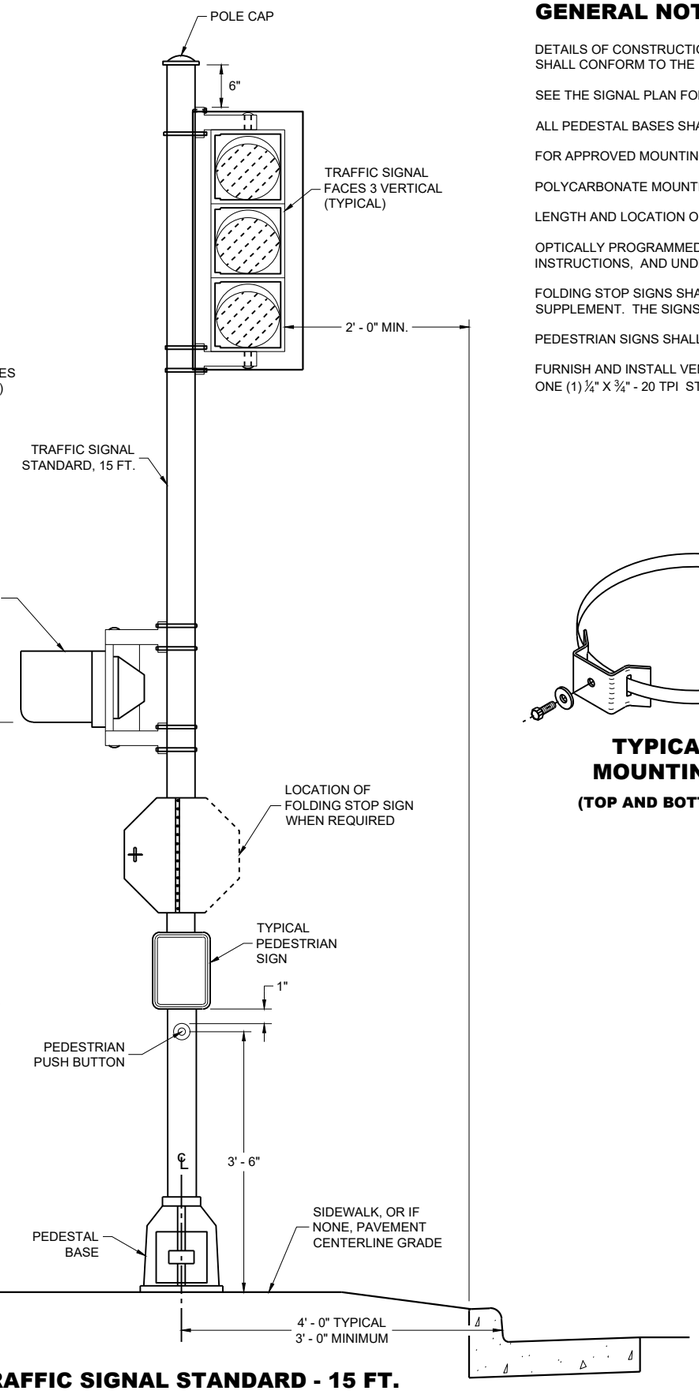
6
SDD 09C15-03



TRAFFIC SIGNAL
STANDARD - 15 FT.



TRAFFIC SIGNAL
STANDARD - 13 FT.



TRAFFIC SIGNAL STANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

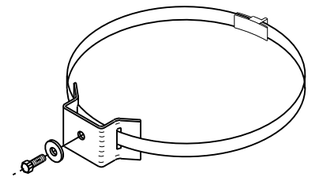
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

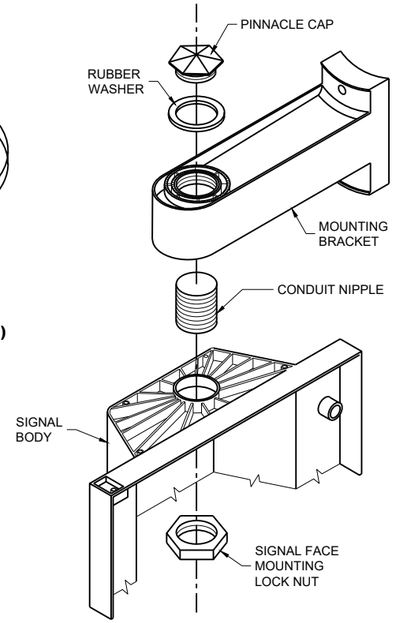
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

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)



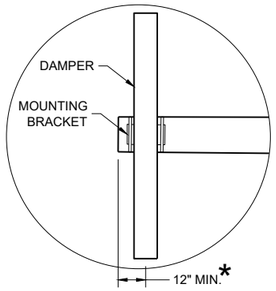
SIGNAL FACE MOUNTING DETAIL (BANDED)

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

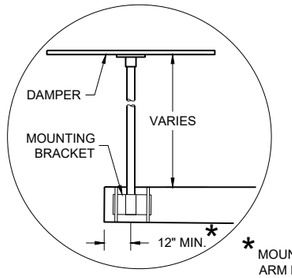
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

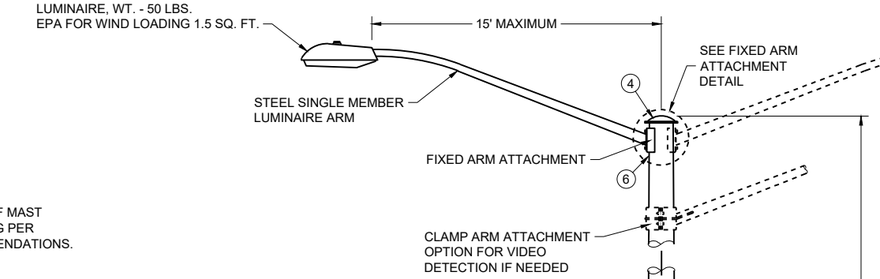


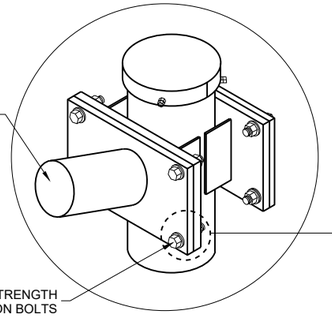
DUMBBELL VIBRATION DAMPER



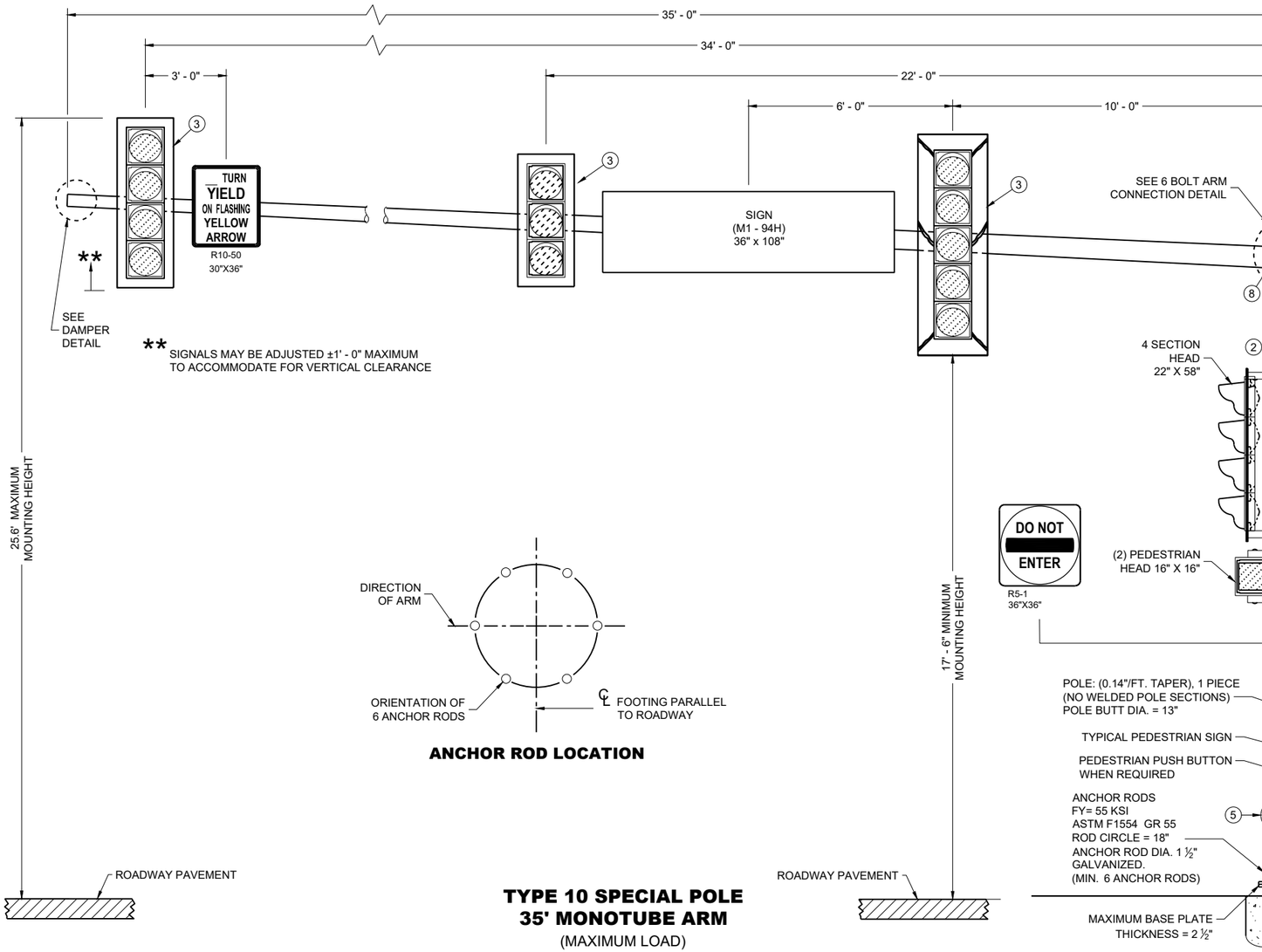
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



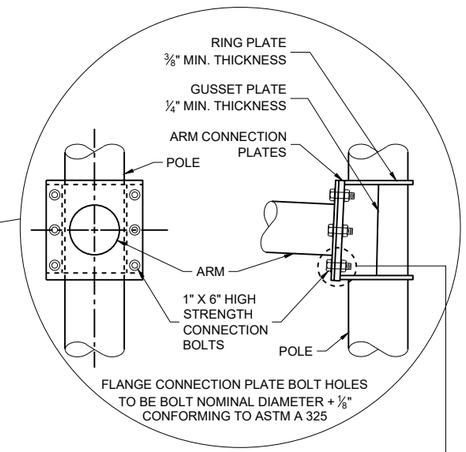


FIXED ARM ATTACHMENT DETAIL

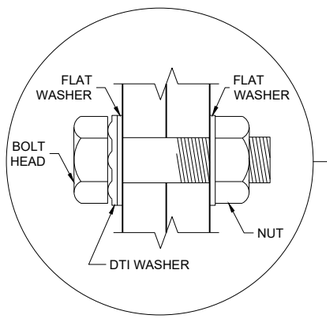


TYPE 10 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)

ANCHOR ROD LOCATION



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

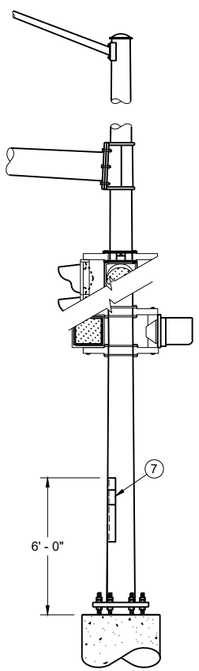
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

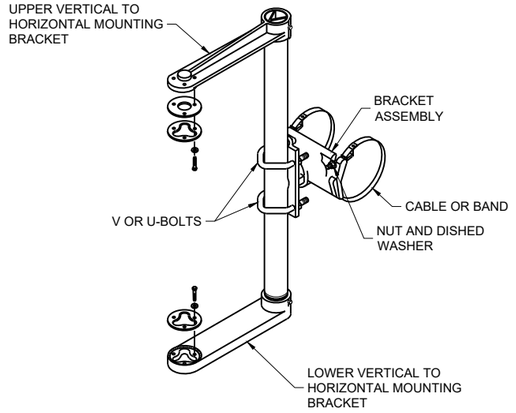
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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

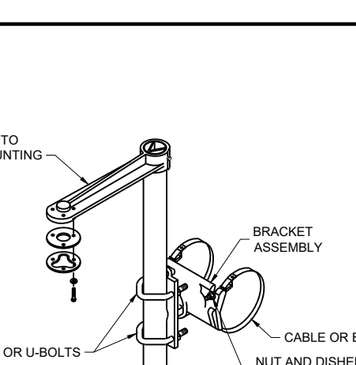
(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.



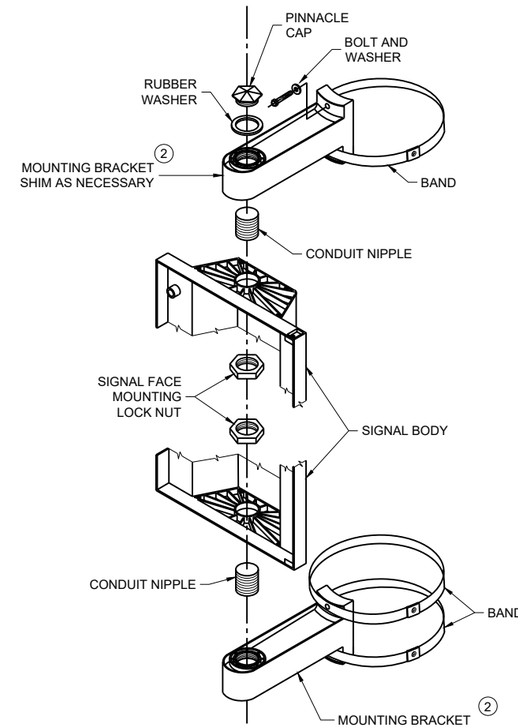
STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



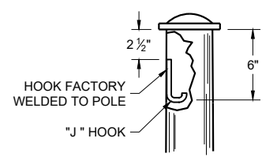
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM
(MOUNT PER MANFACTURER'S RECOMMENDATION)



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
February 2026
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

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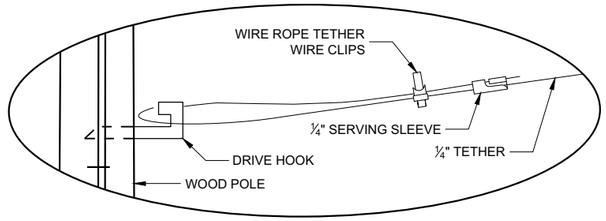
6

SDD 09E08-10k

6

SDD 09E08-10k

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

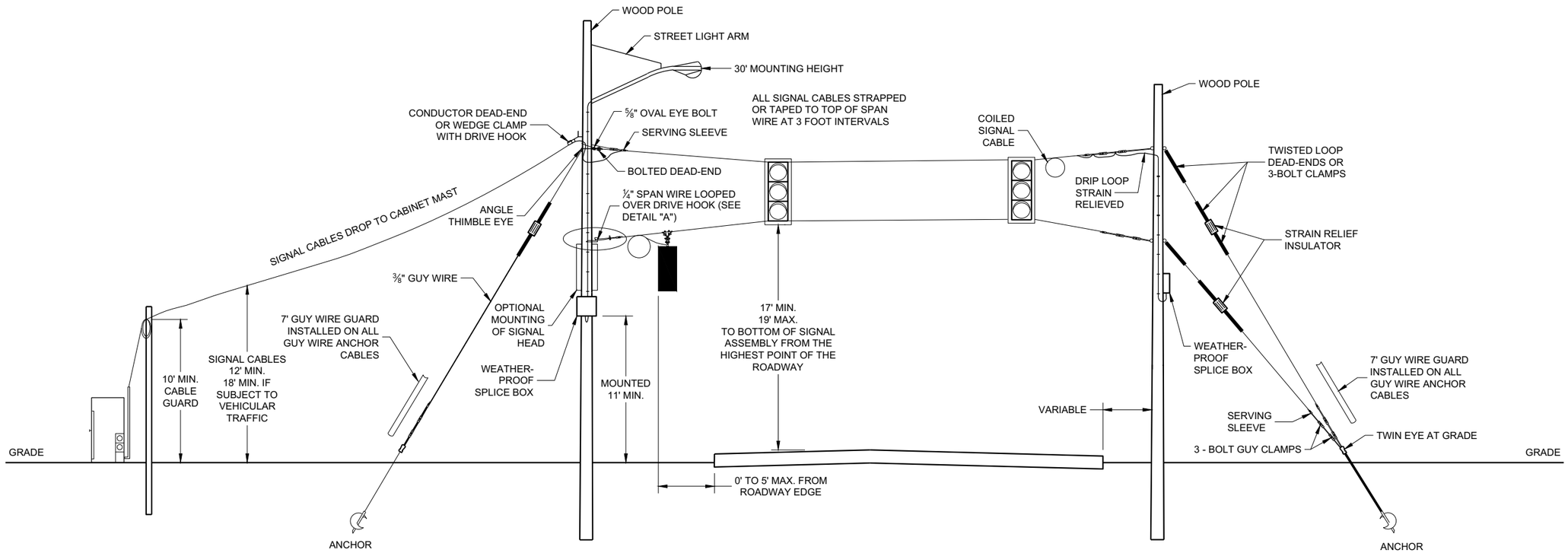


DETAIL "A"

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

FHWA

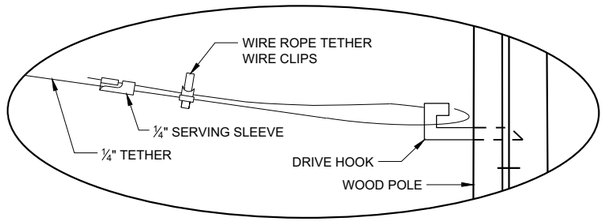
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SDD09G01 - 04a

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SDD09G01 - 04a

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

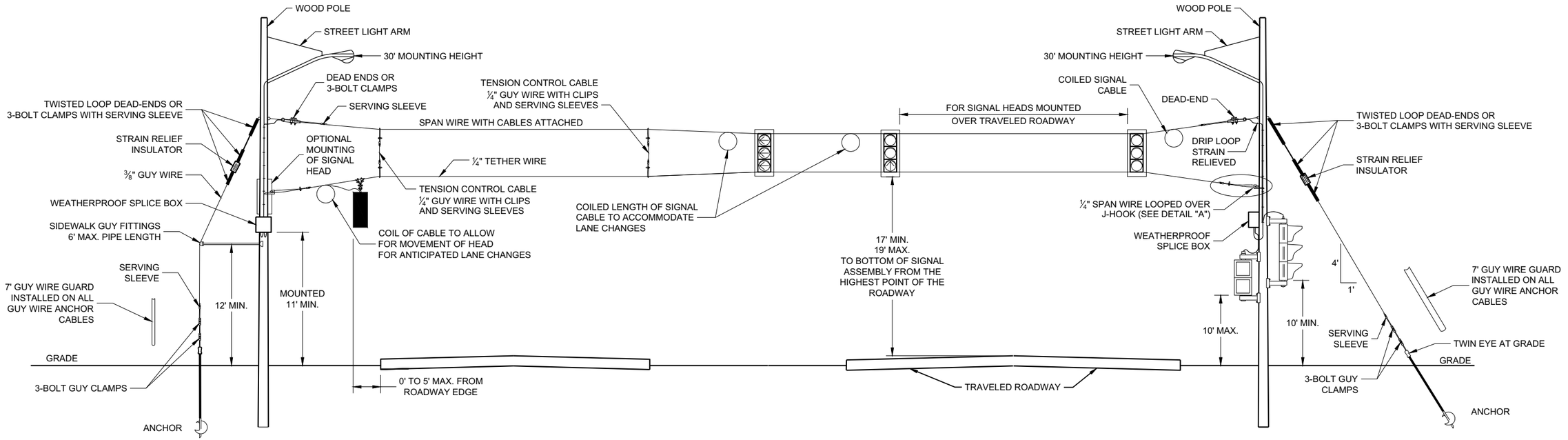


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   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   - A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

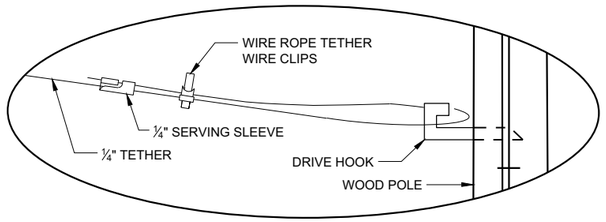
APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

SDD09G01 - 04b

SDD09G01 - 04b

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

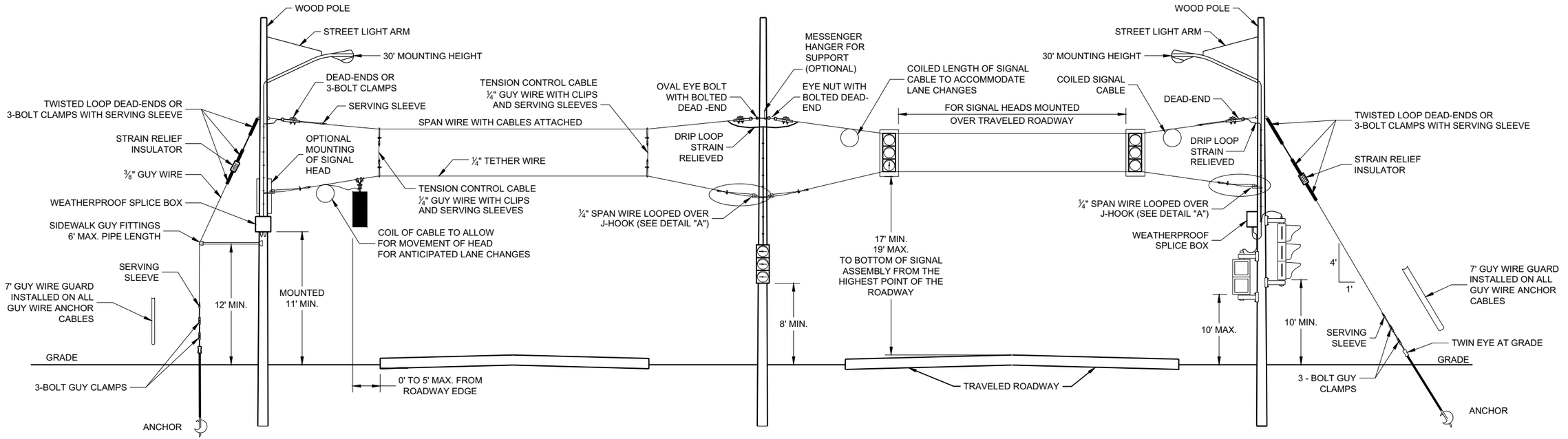


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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

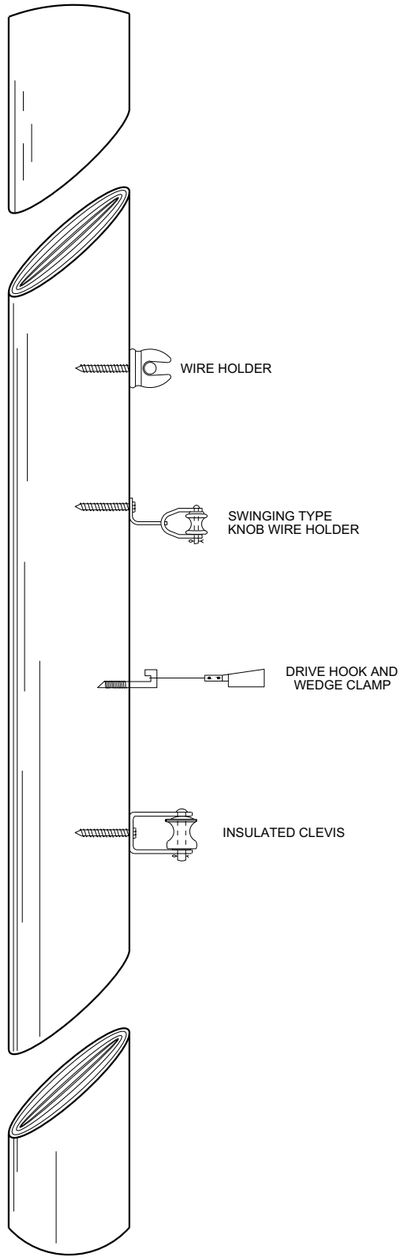
APPROVED
June 2015
DATE

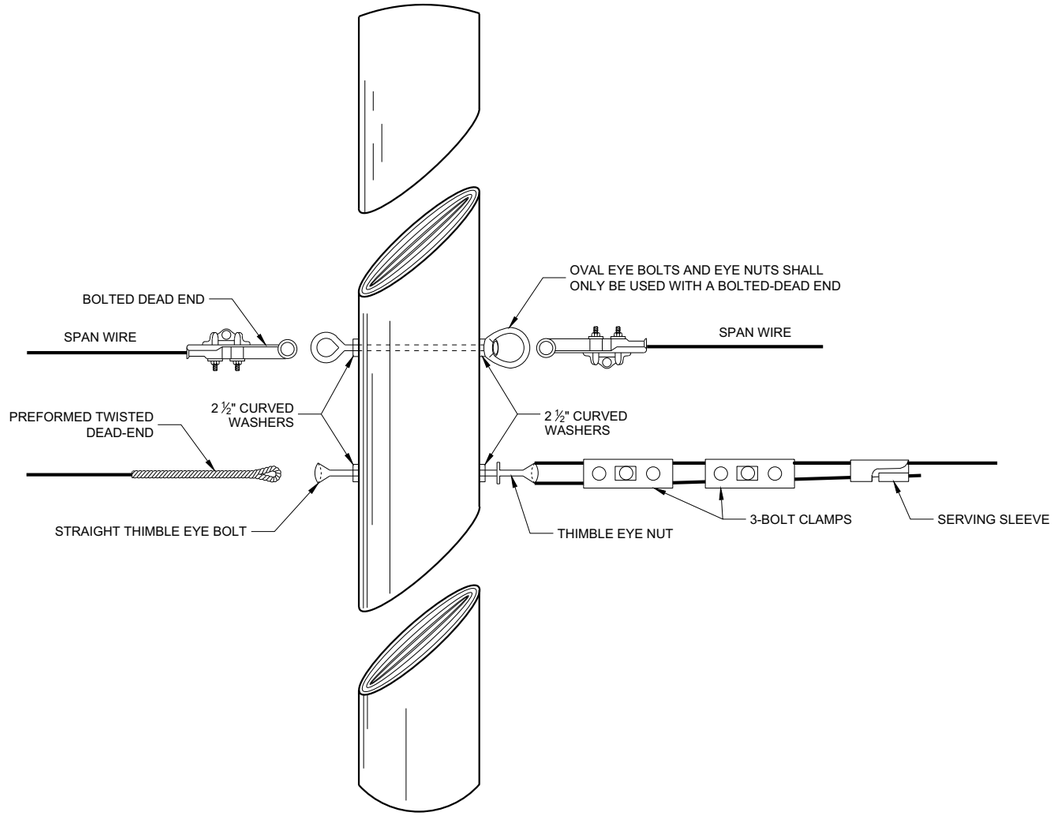
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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SDD 09G01 - 4d

SDD 09G01 - 4d

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

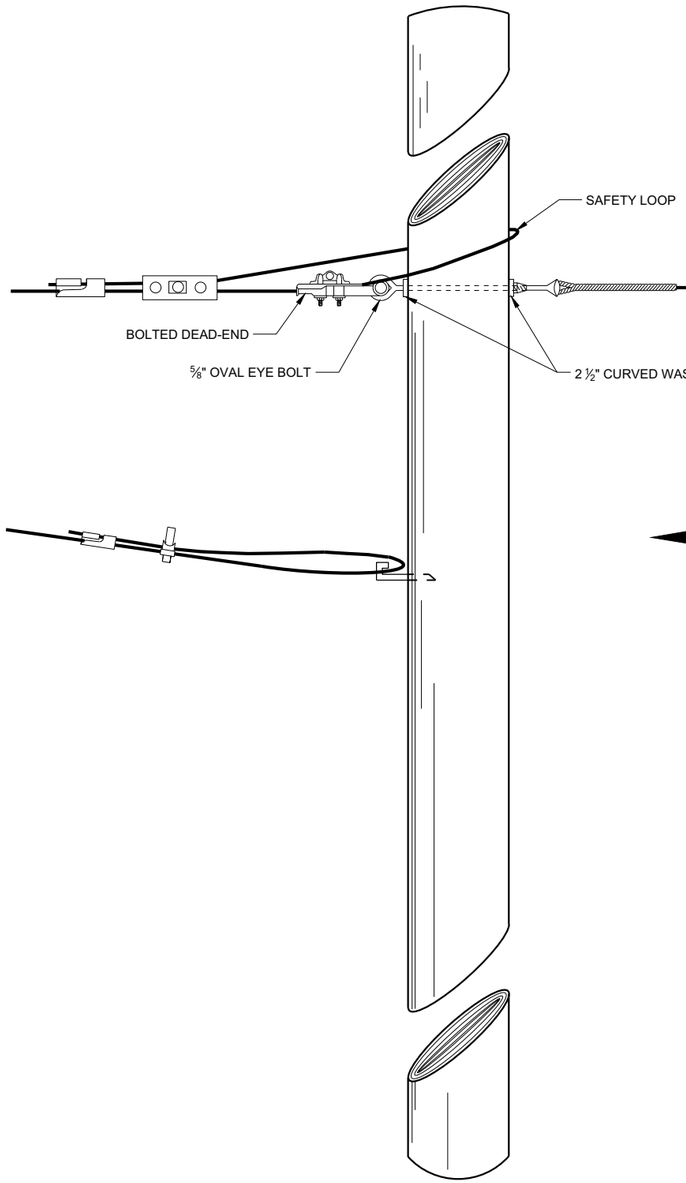
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

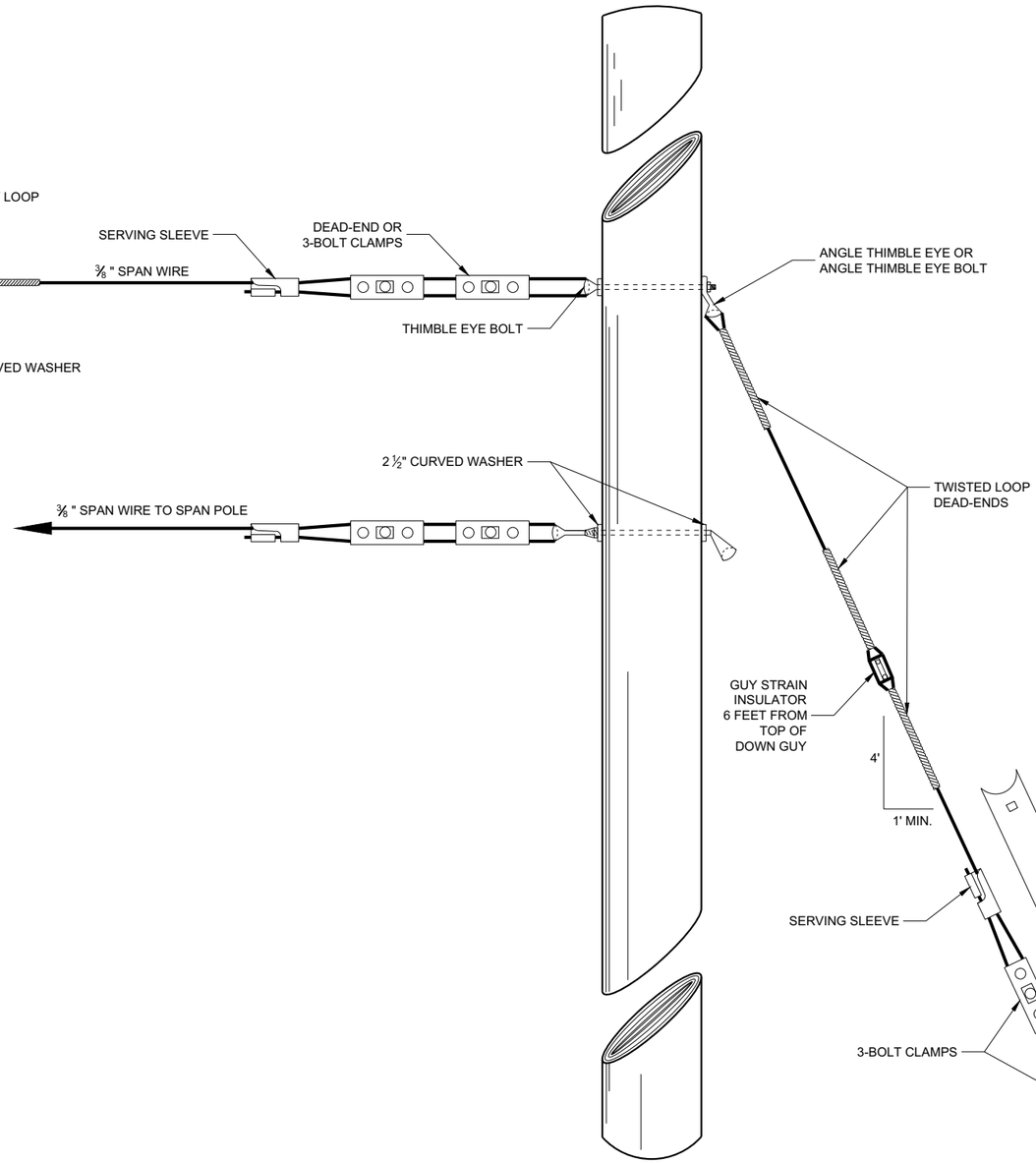
FHWA

GENERAL NOTES

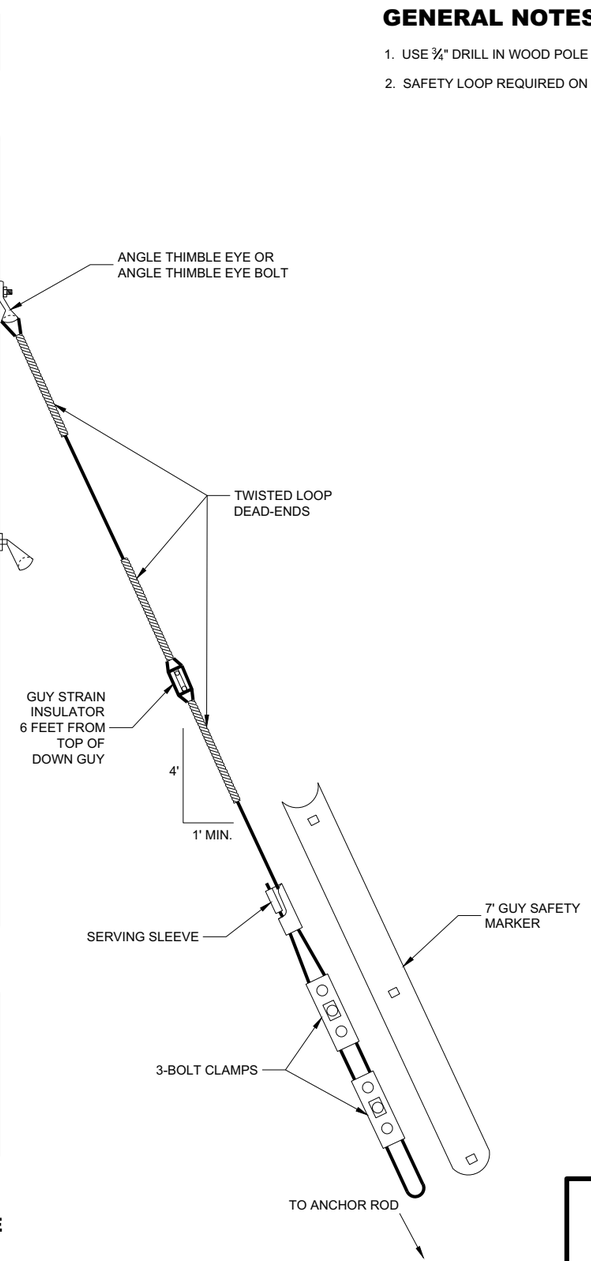
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

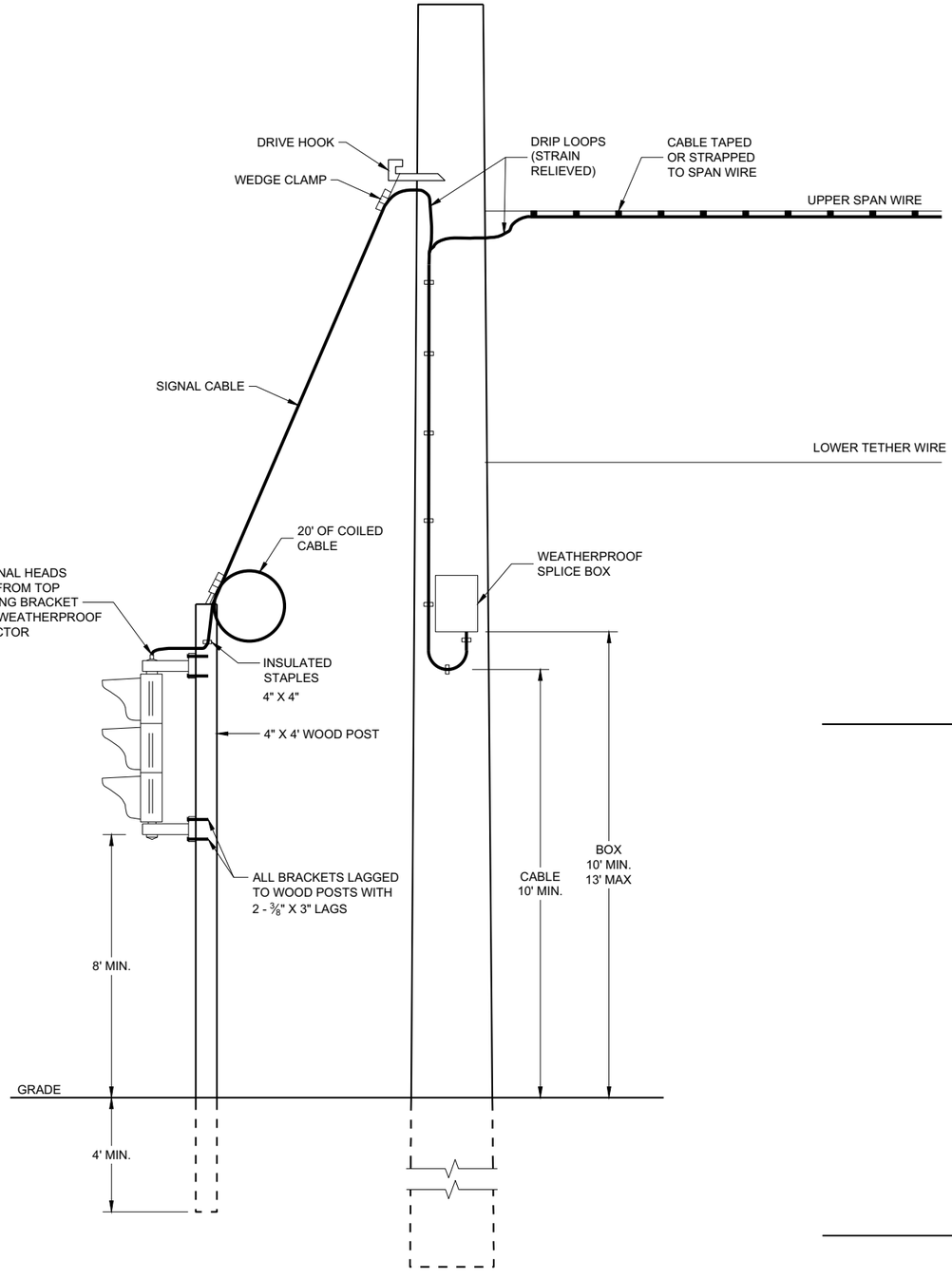
APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER
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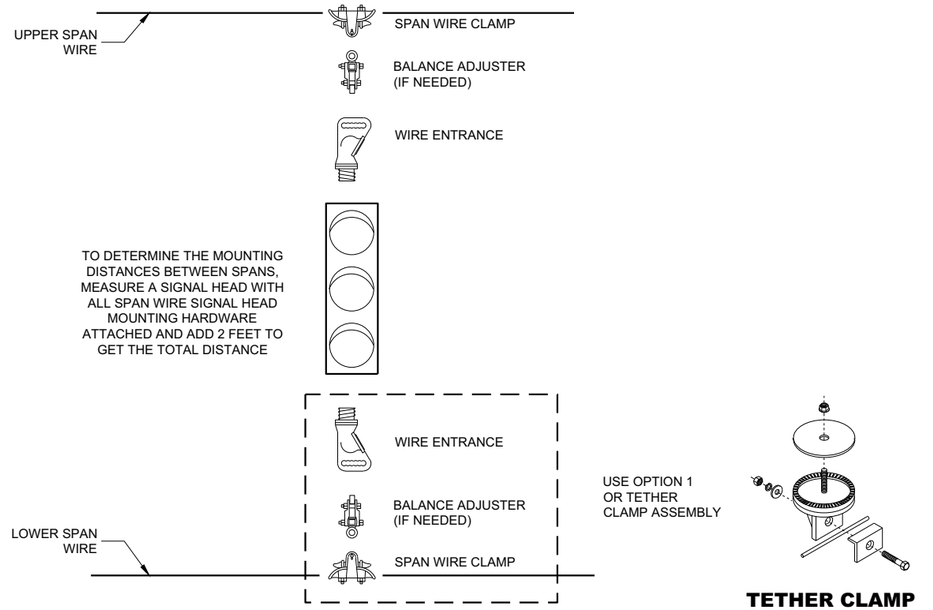
SDD 09G01 - 4e

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SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

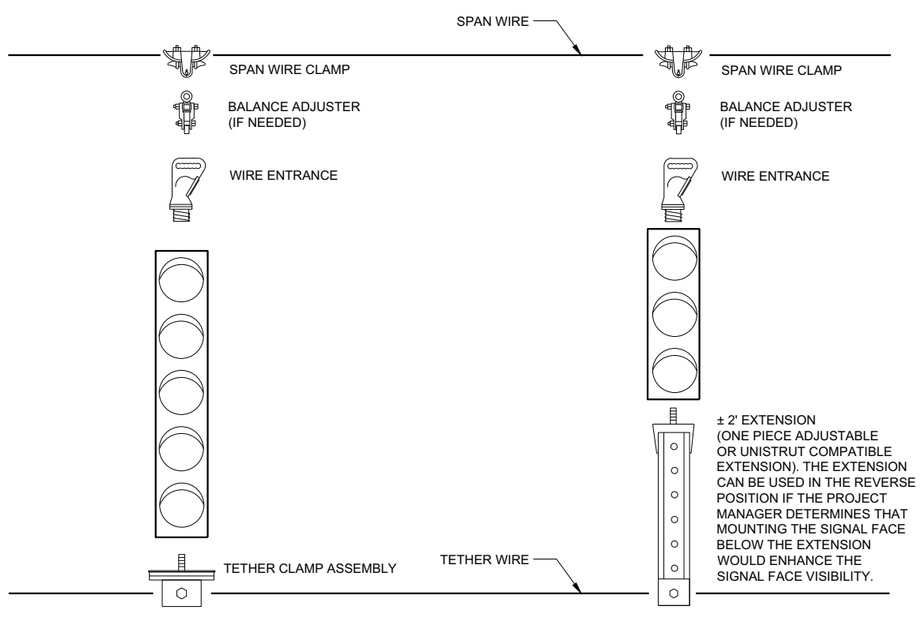


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

TETHER CLAMP ASSEMBLY OPTION

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

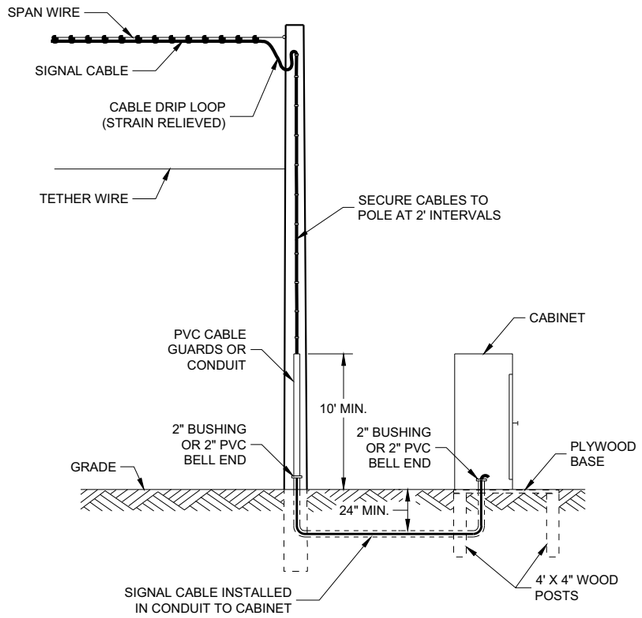
APPROVED
June 2015
DATE

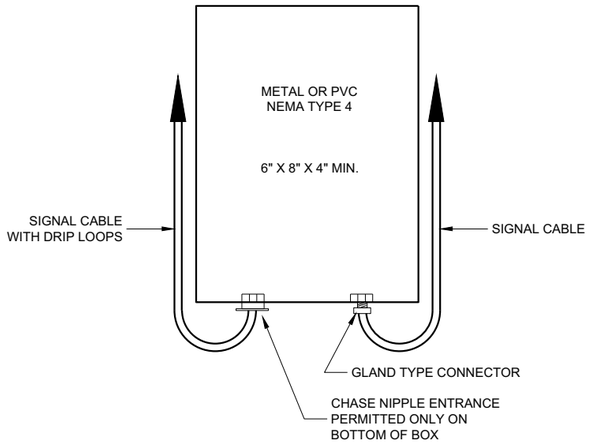
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

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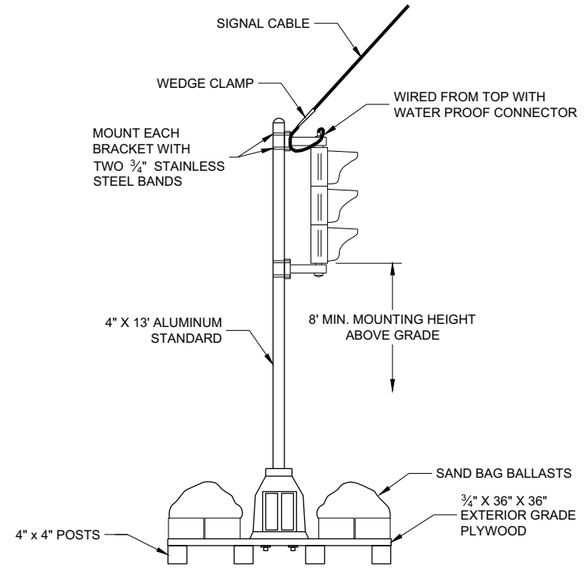
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SDD 09G01 - 4f

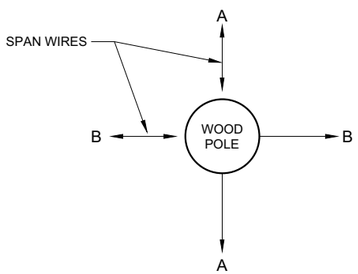




SPLICE BOX

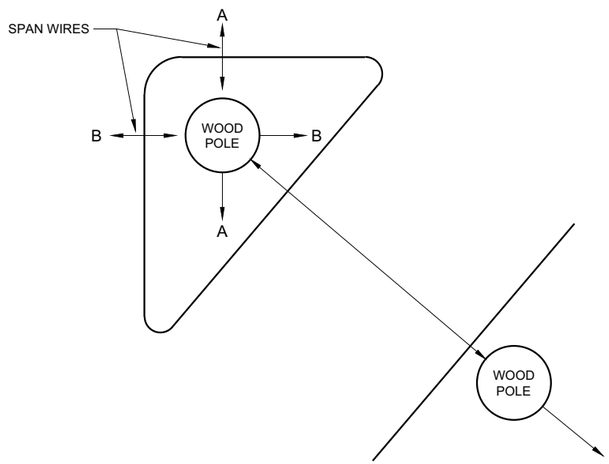


TYPICAL SKID TYPE TEMPORARY

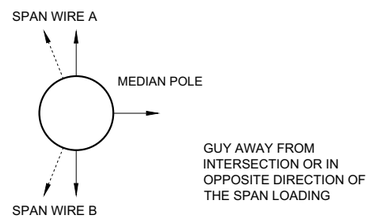


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

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

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

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SDD 09G01 - 4g

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING, SDD10A01.

USE TIME DELAY FUSE PER LUMINAIRE MANUFACTURER RECOMMENDATION.

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

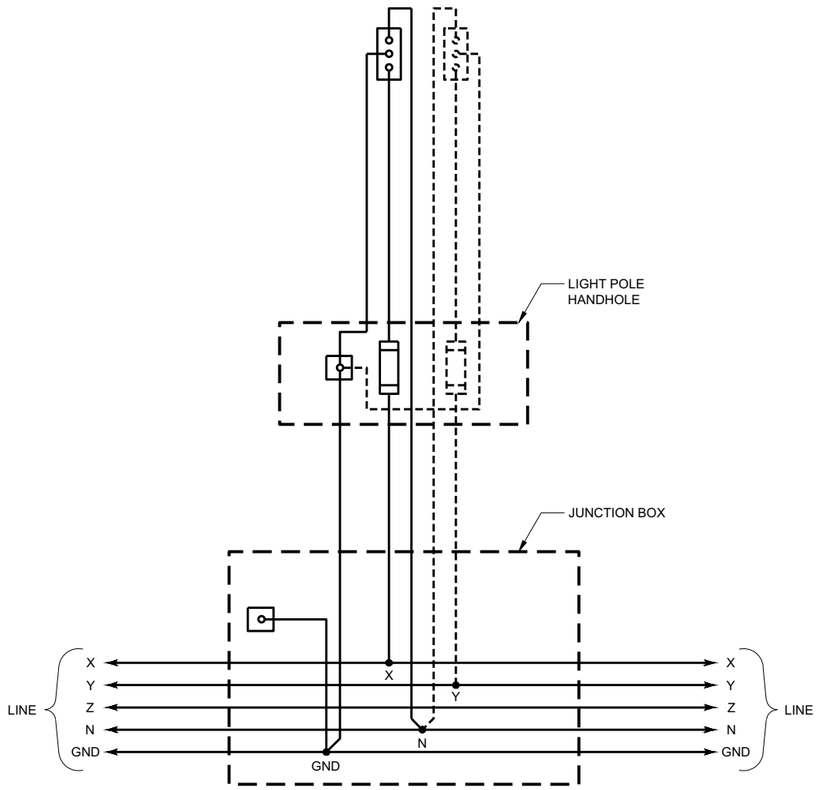
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

WIRE SIZE FROM THE JUNCTION BOX TO THE POLE HANDHOLE SHALL EQUAL THE SIZE OF THE POLE WIRE.

THE INTENT OF JUNCTION BOX SPLICES AS SHOWN IN THIS DETAIL IS FOR LIGHTING SYSTEMS WITH HEAVY LINE WIRE TOO LARGE TO PULL THROUGH THE CONDUIT INTO THE POLE HANDHOLE, DUE TO CONDUIT FILL REQUIREMENTS OF N.E.C. AND / OR THE STIFFNESS OF THE WIRE COMPARED TO THE NUMBER OF BENDS IN THE CONDUIT. IN CASES WHERE LINE WIRE IS LIGHTER, SUCH AS SMALL ER SYSTEMS OR TOWARD THE FURTHEST END OF A LARGER SYSTEM PULL THE LINE WIRE INTO THE POLE HANDHOLE FOR SPLICING.

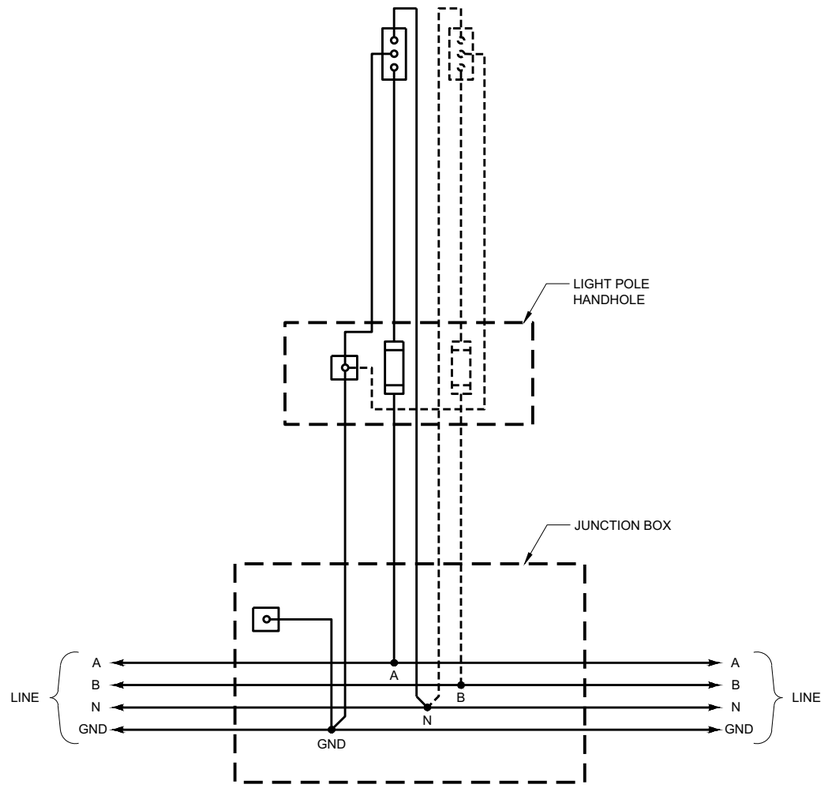
LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
ϕ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM

ISOLATED NEUTRAL SYSTEM
3 - ϕ 208Y / 120VAC OR 480Y / 277VAC 4 WIRE



TYPICAL WIRING DIAGRAM

ISOLATED NEUTRAL SYSTEM
1 - ϕ 120 / 240VAC OR 240 / 480VAC 3 WIRE

ELECTRICAL DETAILS
STRUCTURE MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 10A08 - 03

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING, SDD10A01.

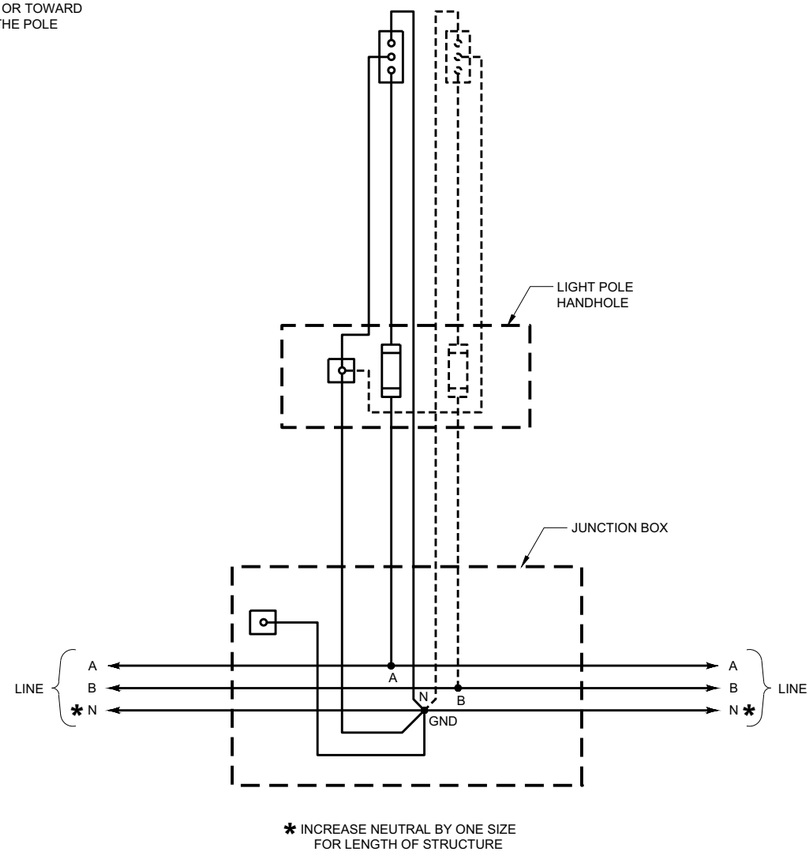
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✱ INCREASE NEUTRAL BY ONE SIZE FOR LENGTH OF STRUCTURE

TYPICAL WIRING DIAGRAM

GROUNDED NEUTRAL SYSTEM
1 - ϕ 240 / 480VAC 3 WIRE OR 480VAC 2 WIRE

LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
ϕ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD

ELECTRICAL DETAILS
STRUCTURE MOUNT LIGHT POLES
GROUNDED NEUTRAL SYSTEMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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SDD 10A09 - 03

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SDD 10A09 - 03

GENERAL NOTES

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

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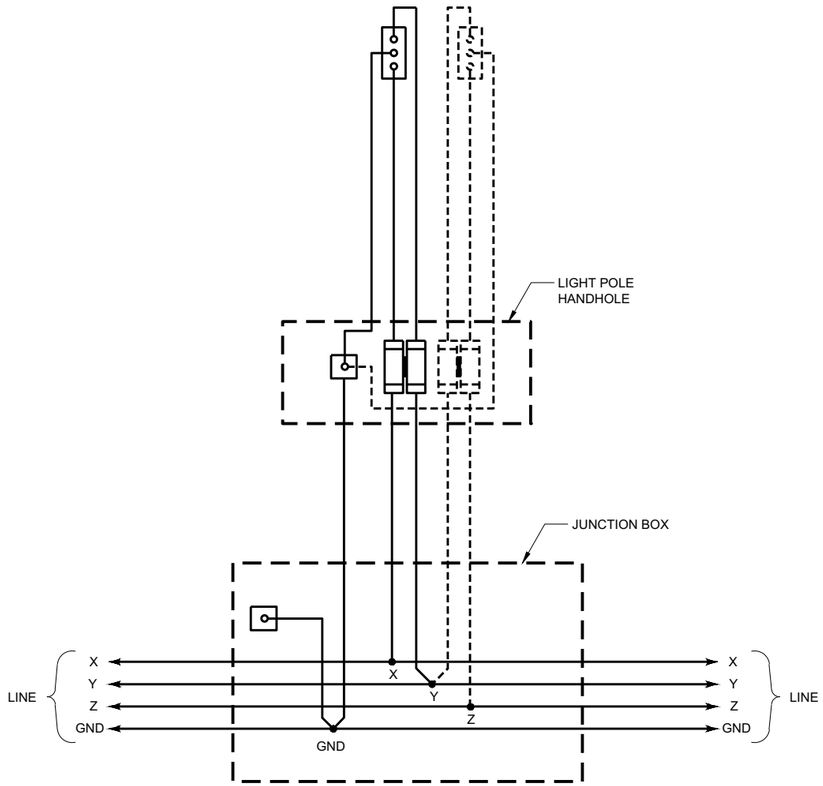
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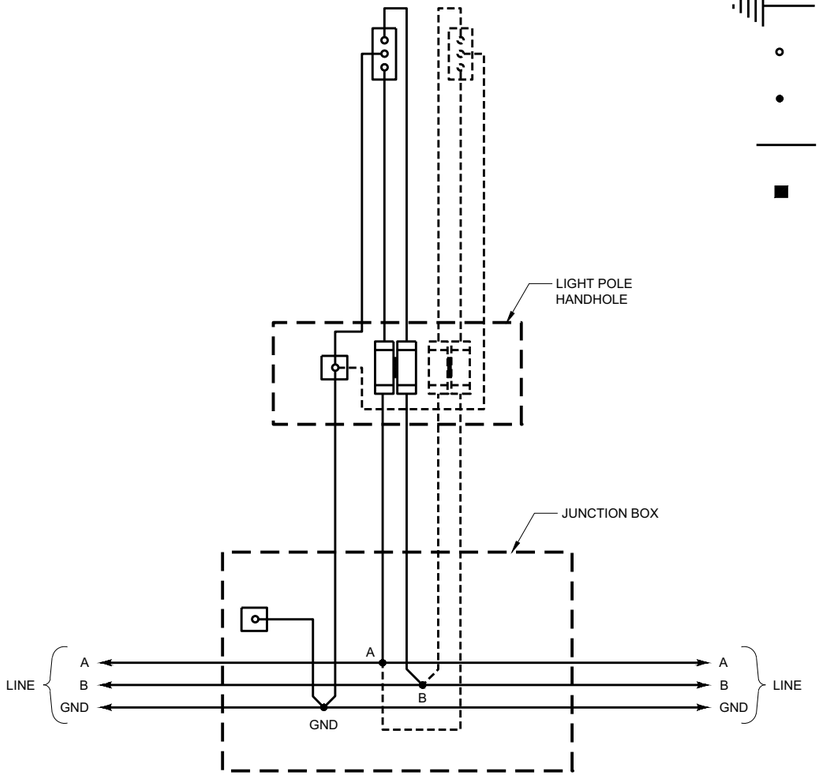
LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
ϕ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	TWO-POLE (2P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM

PHASE - TO - PHASE DELTA SYSTEM
3 - ϕ 480VAC 3 WIRE



TYPICAL WIRING DIAGRAM

UNGROUNDED SYSTEM
1 - ϕ 120 - 120VAC 2 WIRE

ELECTRICAL DETAILS
STRUCTURE MOUNT LIGHT POLES
PHASE TO PHASE SYSTEMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

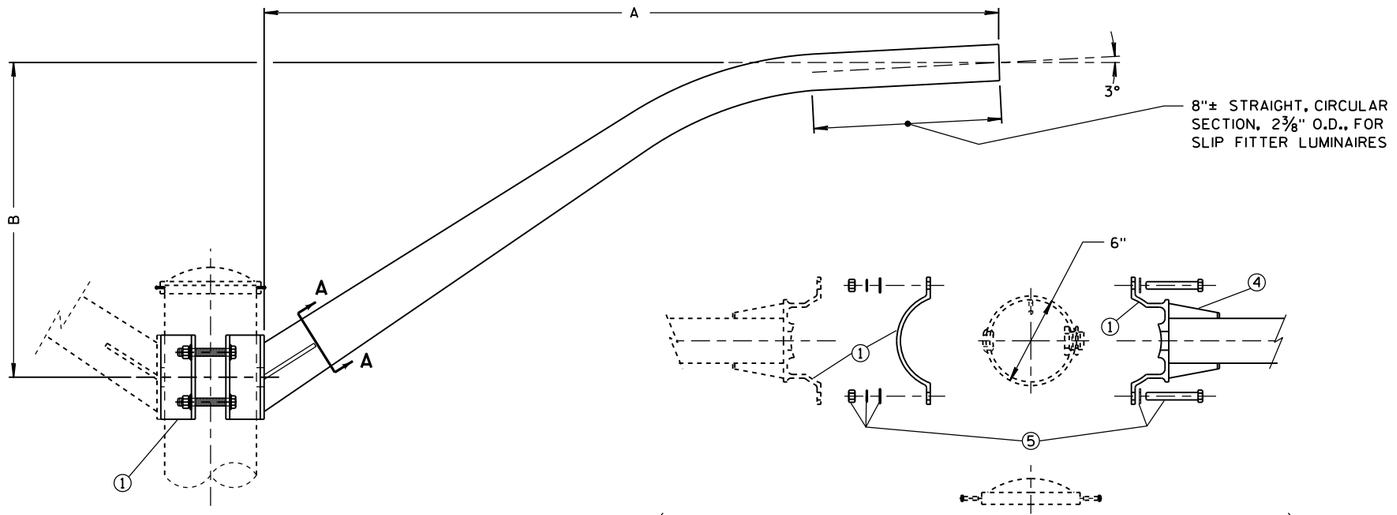
FHWA

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SDD 10A10 - 03

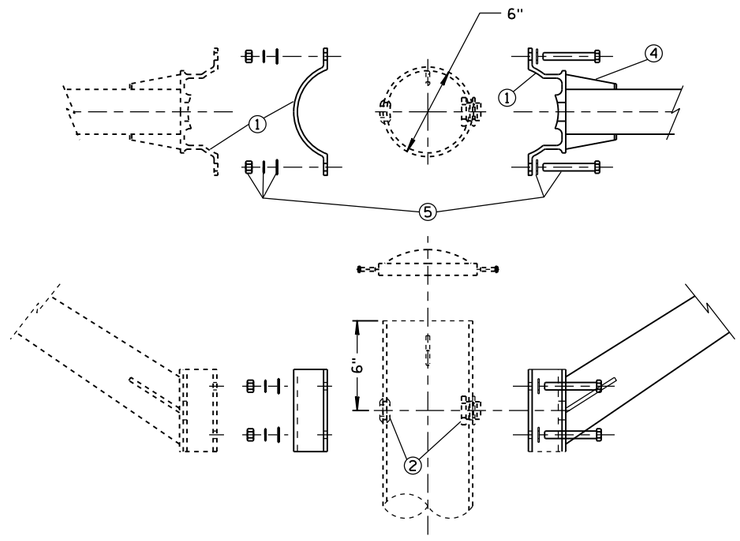
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SDD 10A10 - 03



LUMINAIRE ARMS, SINGLE MEMBER, 6-INCH CLAMP - FOR POLES, TYPE 7, A OR E

VARIOUS LENGTHS (SEE TABLE)



CLAMP ASSEMBLY

SINGLE MEMBER CLAMP SHOWN

TYPE	DIM. A NOMINAL ARM LENGTH (FT)	DIM. B APPROX. RISE (FT)
SINGLE MEMBER	4.0	2.0
SINGLE MEMBER	8.0	3.0
SINGLE MEMBER	10.0	3.0
SINGLE MEMBER	15.0	3.0

GENERAL NOTES

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

ARMS AND CLAMP EXTRUSIONS SHALL BE CONSTRUCTED OF NATURAL FINISH 6063-T6 ALUMINUM.

HEAT TREATMENT OF WELDS IN STRUCTURAL AREAS IS REQUIRED.

ALL THREADED FASTENER COMPONENTS SHALL BE STAINLESS STEEL. NUTS SHALL BE HEX NUTS. BOLTS SHALL BE HEX HEAD. ALL THREADED SURFACES SHALL BE COATED WITH ANTI-SEIZE COMPOUND PRIOR TO INSTALLATION.

LUMINAIRE LOADING FOR DESIGN CALCULATION SHALL BE 50 LBS. IN WEIGHT AND 1.5 SQ. FT. FOR E.P.A..

① CLAMPS SHALL BE EXTRUDED ALUMINUM.

② RACE WAY: 1 3/8" FIELD DRILLED HOLE WITH 1" CHASE NIPPLE AND NUT (OR NEOPRENE GROMMET) PER EACH REQUIRED LUMINAIRE ARM. PROVIDE 1 1/2" HOLE IN CLAMP EXTRUSION TO CONTINUE RACEWAY.

③ STIFFENER

④ GUSSETS REQUIRED.

⑤ CLAMP BOLT ASSEMBLY (BOLT - 1/2"-13 UNC, 2 EACH - FLAT WASHER, LOCK WASHER, NUT) - 4 EACH PER CLAMP.

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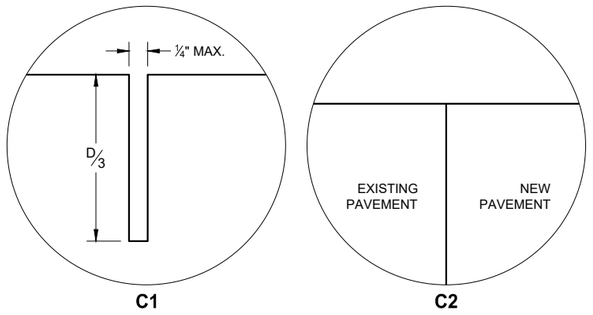
S.D.D. 10 A 18-5a

S.D.D. 10 A 18-5a

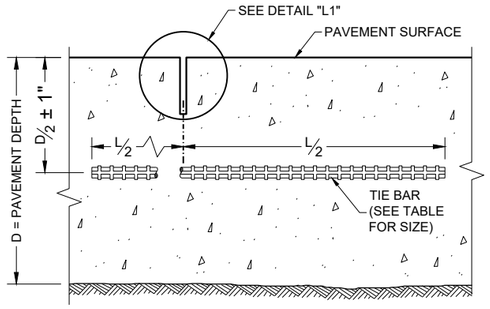
LUMINAIRE ARMS, SINGLE MEMBER 6-INCH CLAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

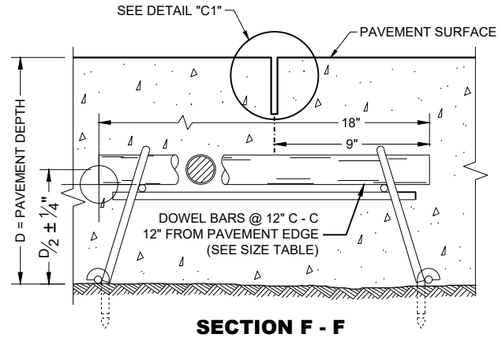
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA



TRANSVERSE JOINTS



SECTION C - C
SAWED JOINT



SECTION F - F
CONTRACTION JOINT

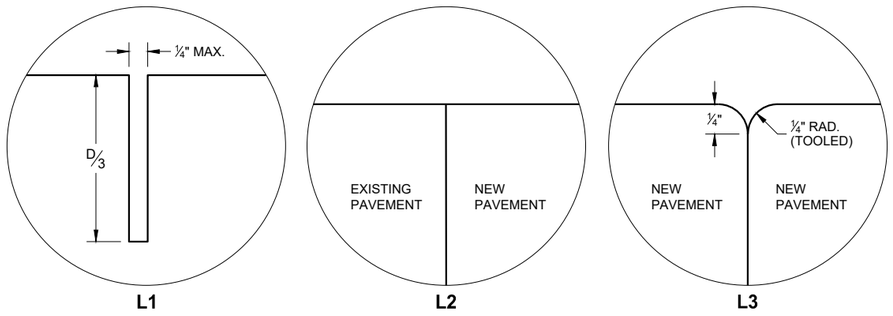
GENERAL NOTES

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

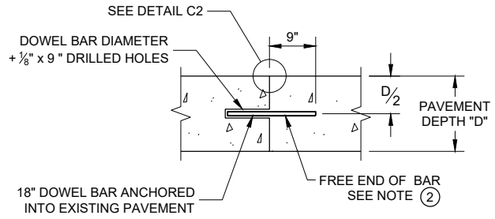
PROVIDE A MIMIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

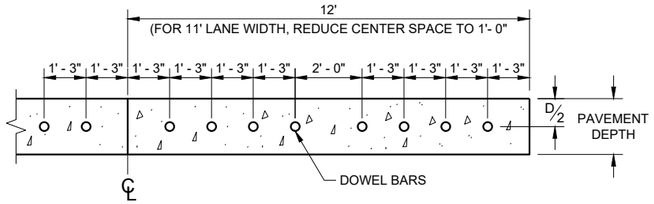
(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



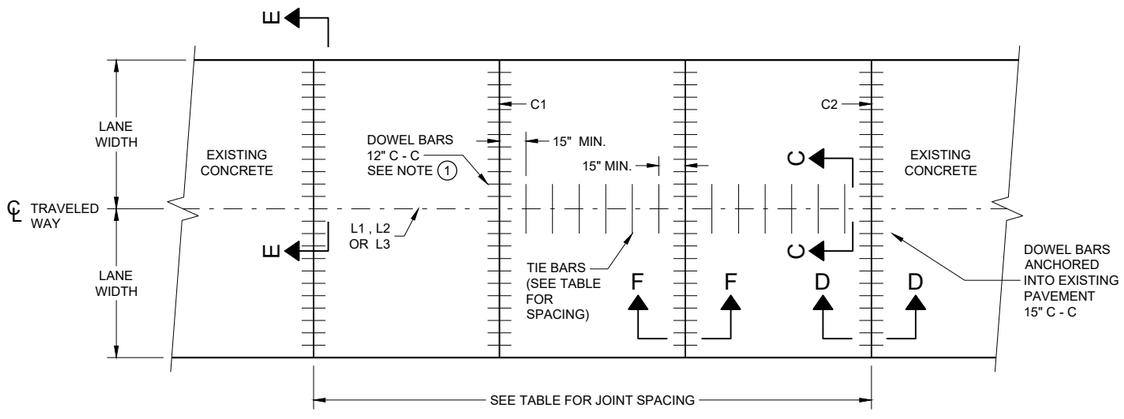
LONGITUDINAL JOINTS



SECTION D - D



SECTION E - E
SPACING OF DOWEL BARS
ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW
CONCRETE BASE
CONTRACTION JOINT LOCATIONS

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	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'

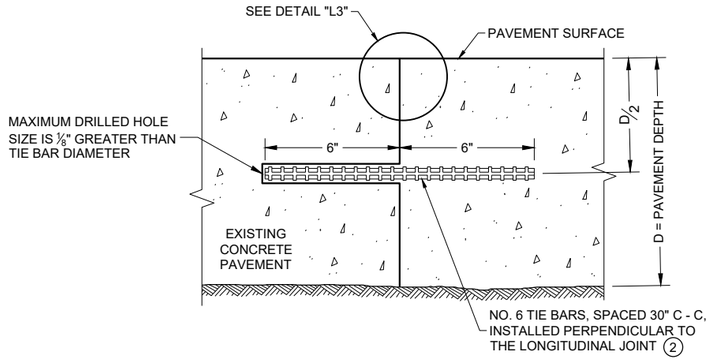
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SDD 13C15 - 08a

CONCRETE BASE

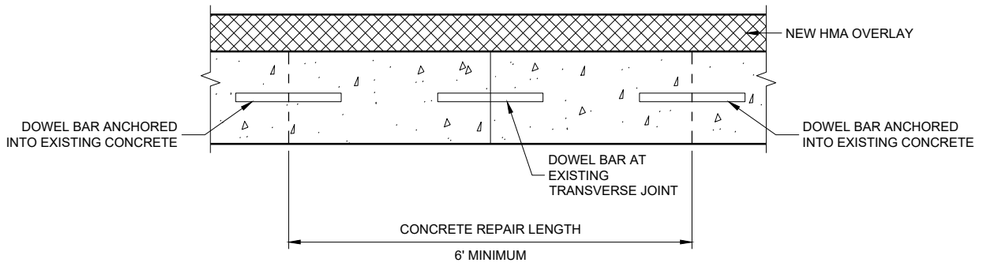
GENERAL NOTES

1. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.
2. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
3. PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

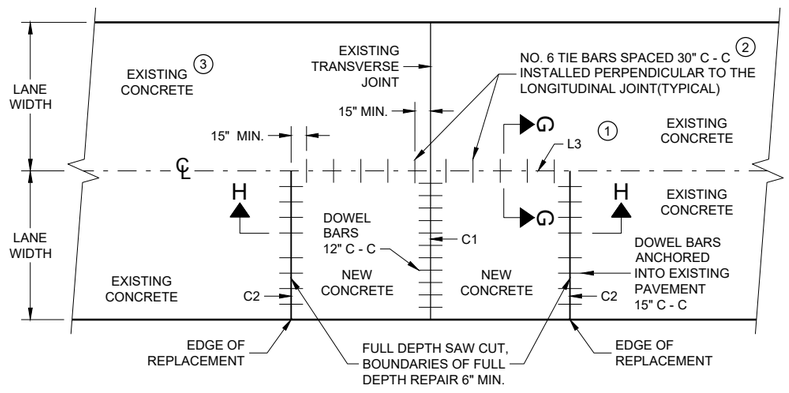


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H - H



PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR

6

SDD 13C15 - 08b

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

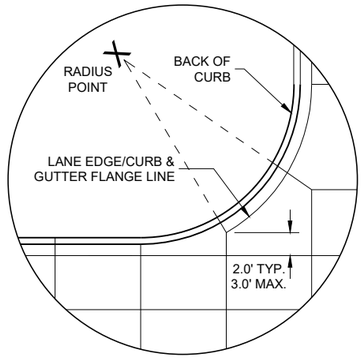
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

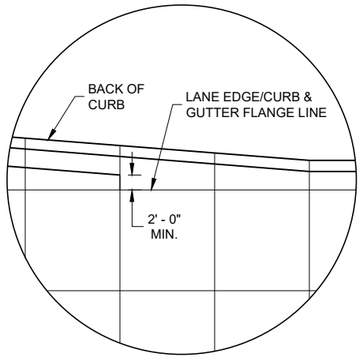
FHWA

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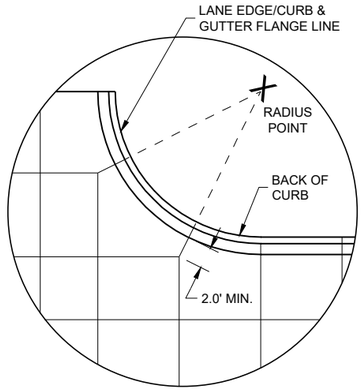
SDD 13C15 - 08b



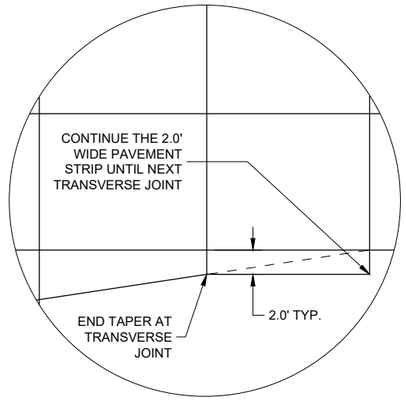
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

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

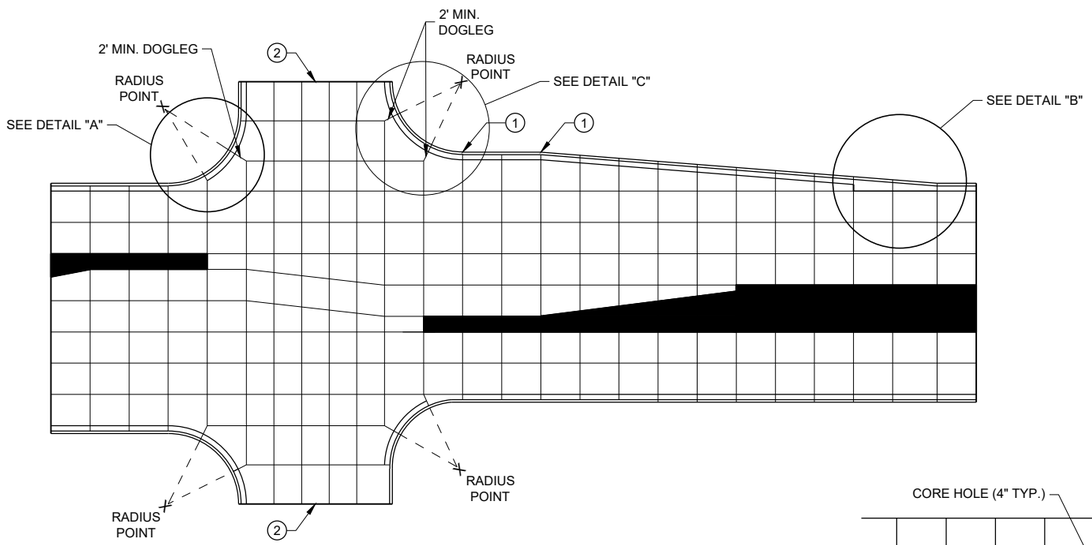
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

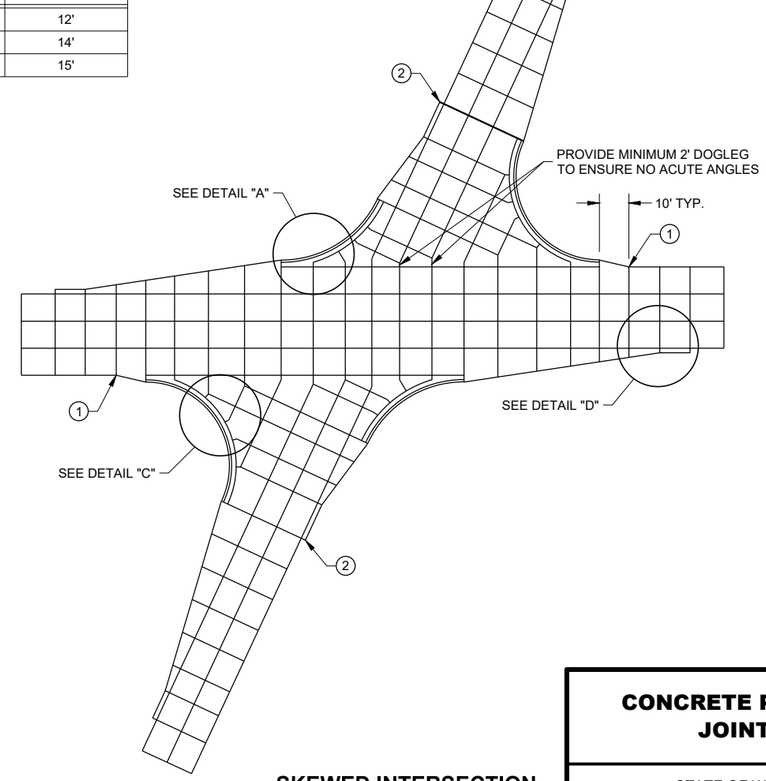
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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



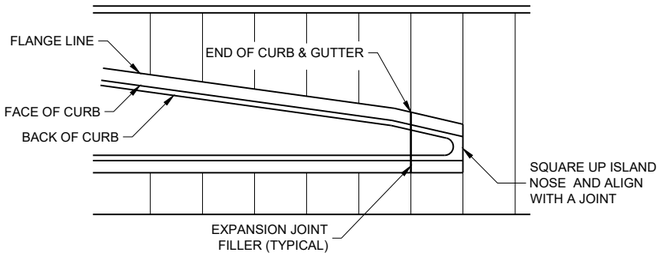
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

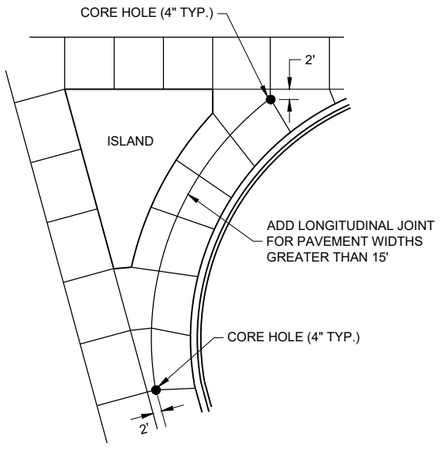
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

6

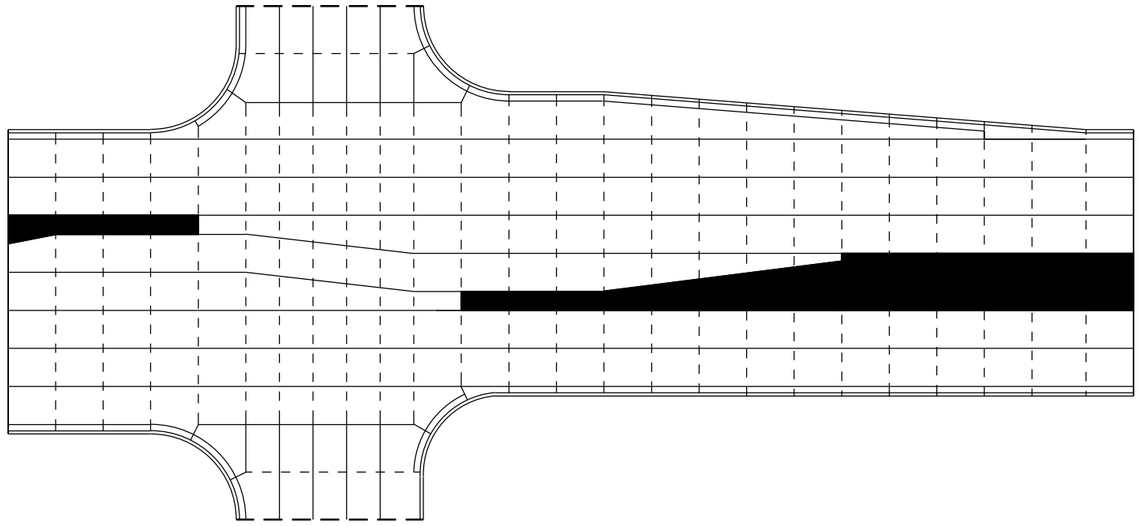
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

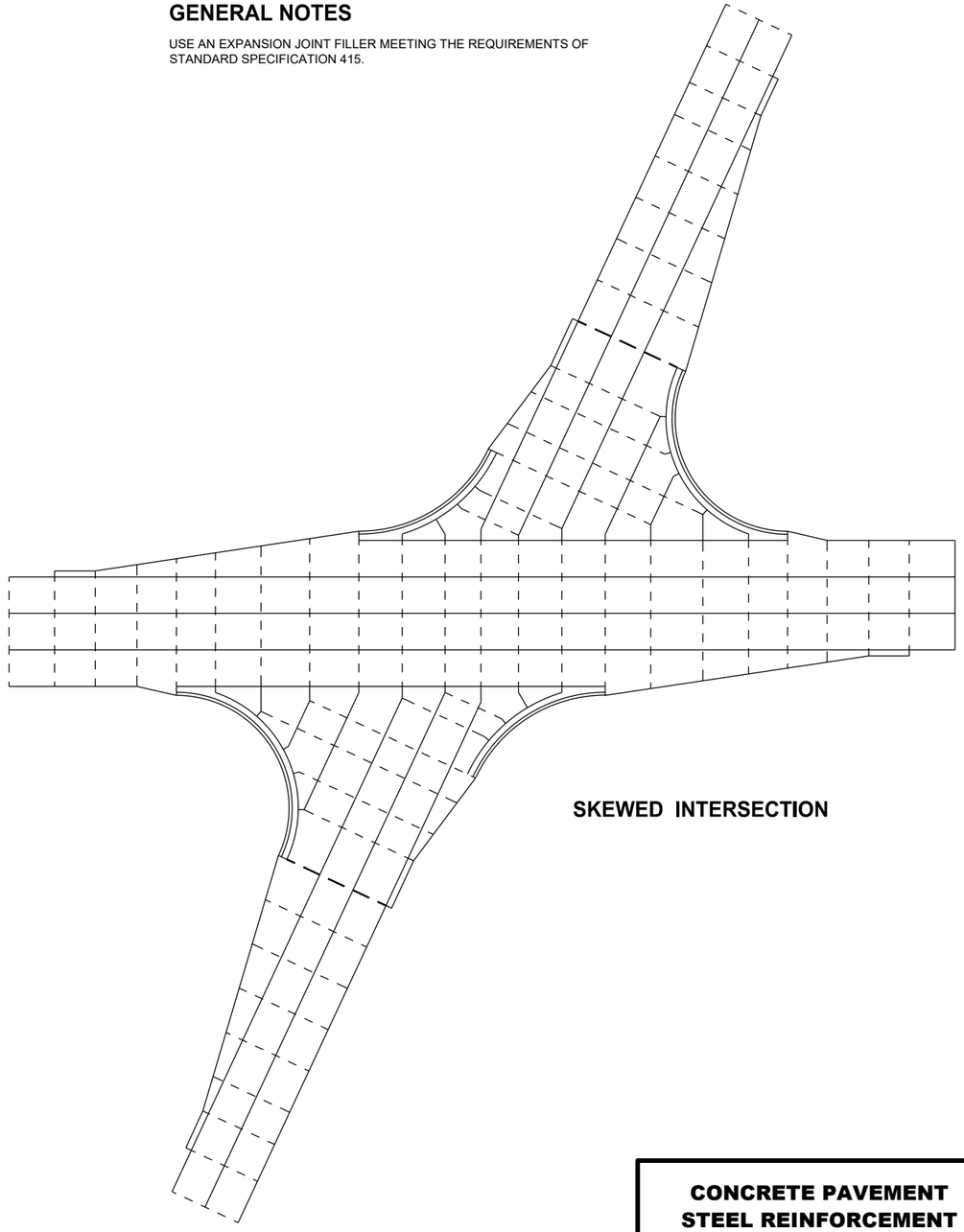
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

6

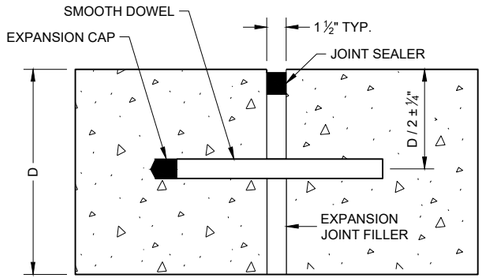
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

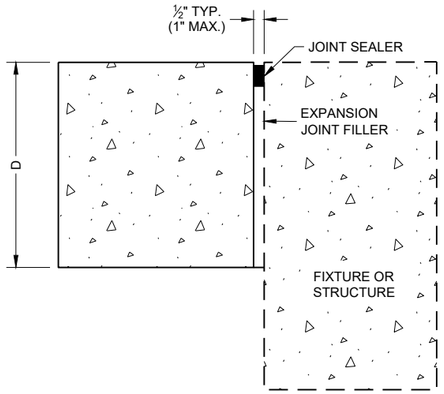
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

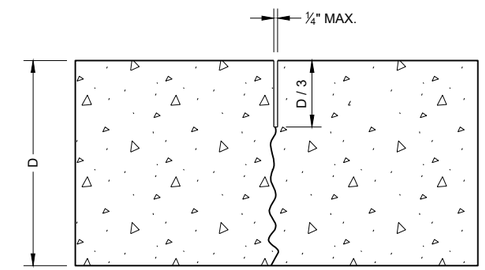
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

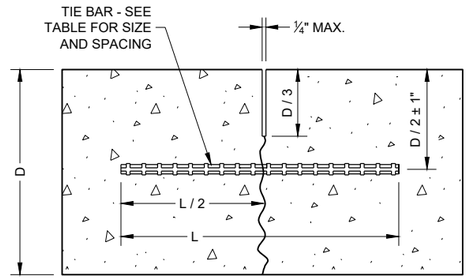
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

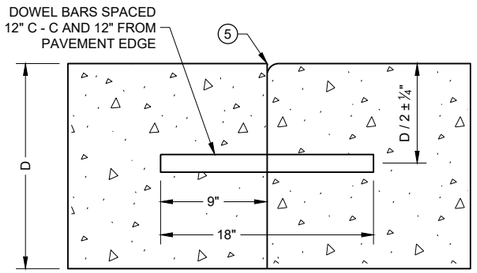
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



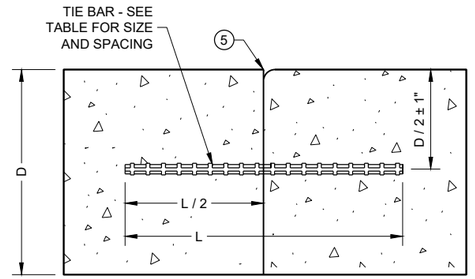
UNDOWELED TRANSVERSE



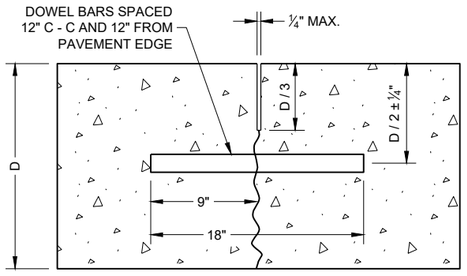
TIED LONGITUDINAL



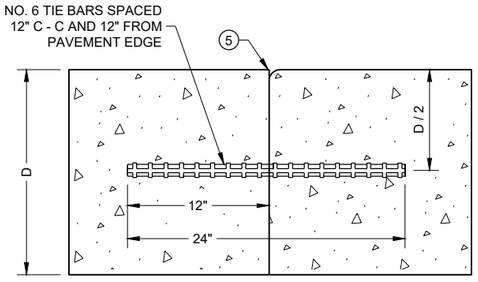
DOWELED TRANSVERSE (3)



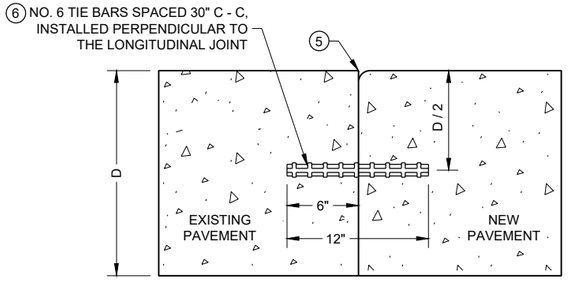
TIED LONGITUDINAL



DOWELED TRANSVERSE



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

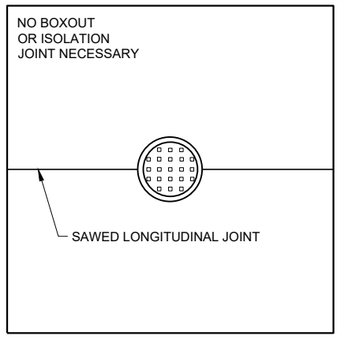


TIED LONGITUDINAL TO EXISTING

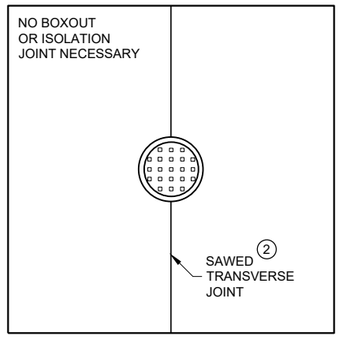
CONTRACTION JOINTS (2)

CONSTRUCTION JOINTS (4)

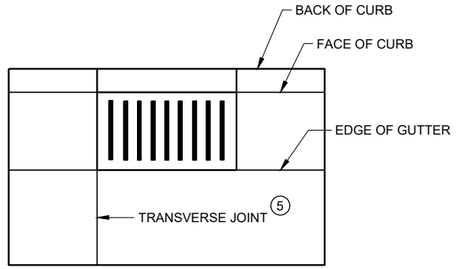
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



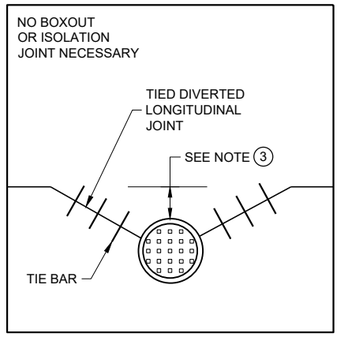
MANHOLE WITH TRANSVERSE JOINT



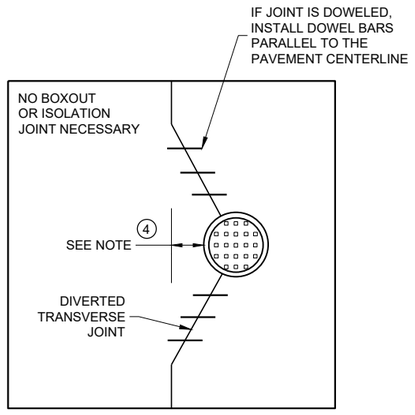
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

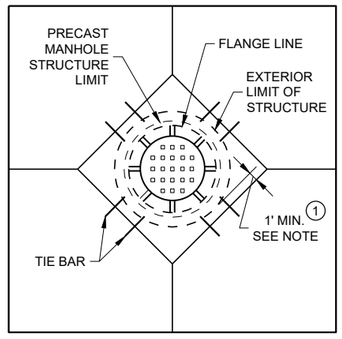
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

FHWA

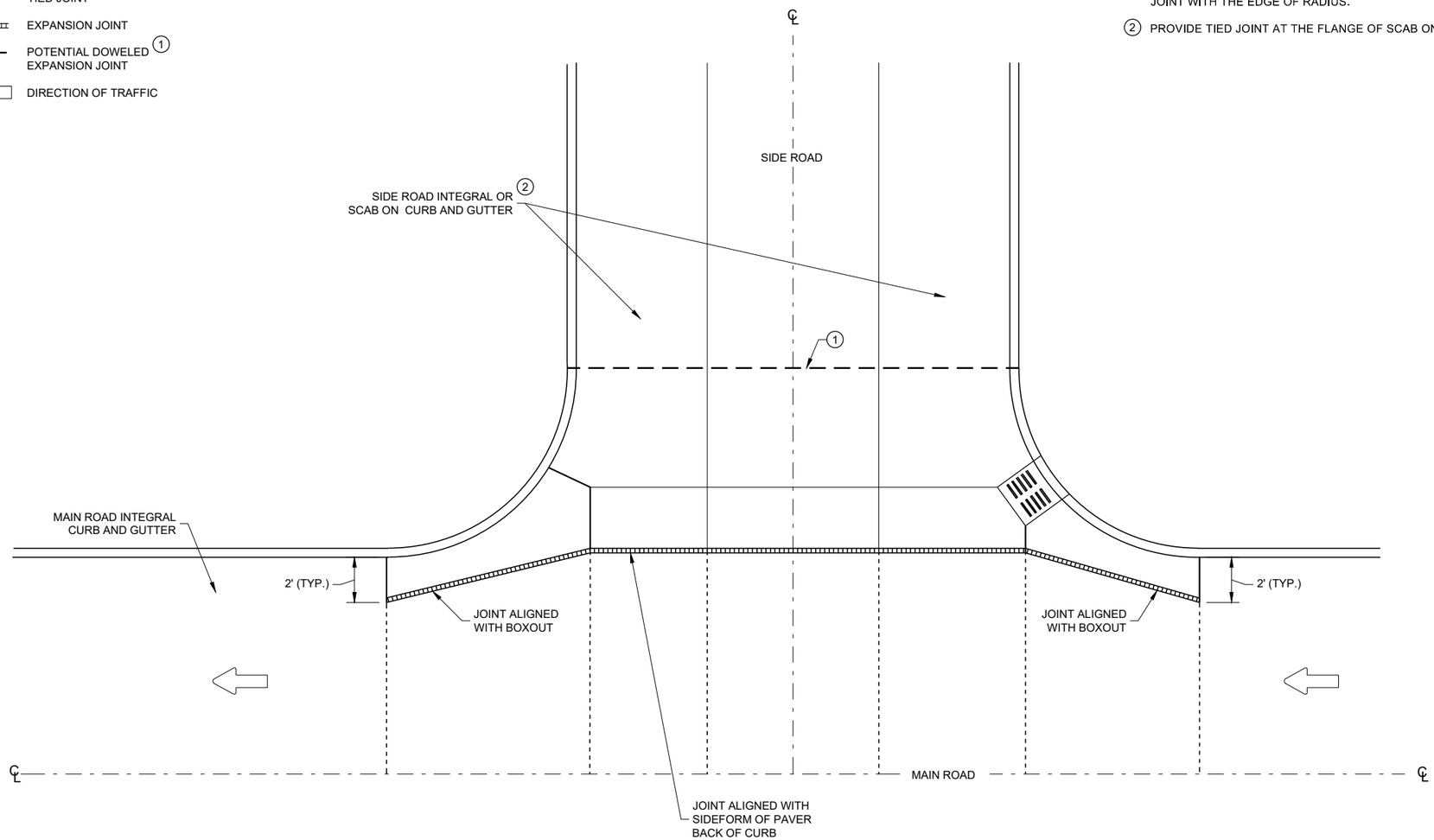
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SDD13C18 - 08d

SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

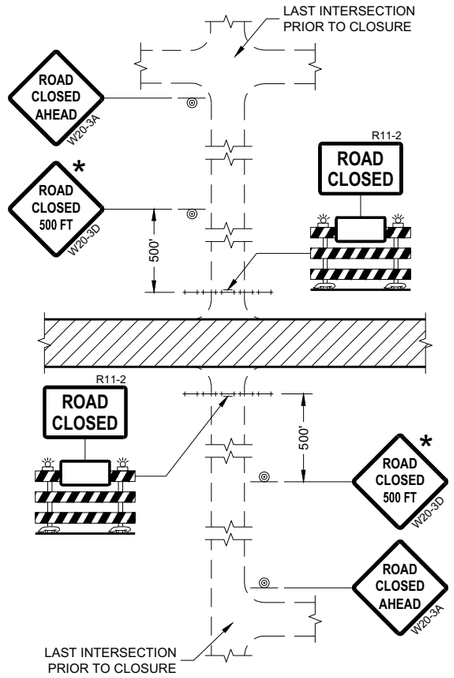
FHWA

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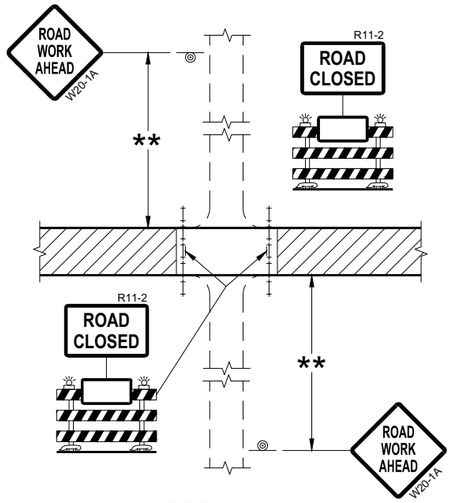
SDD 13C18 - 08f

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SDD 13C18 - 08f



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.

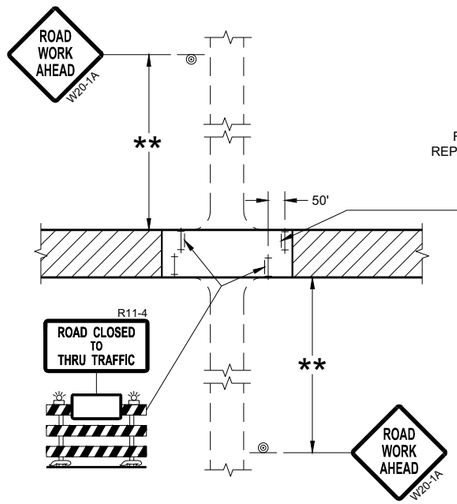
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

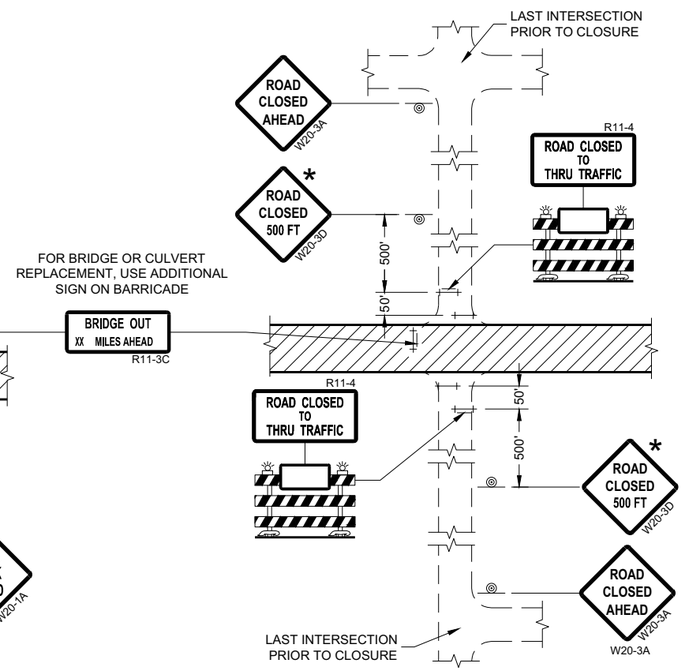
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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 ENGINEE

FHWA

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SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

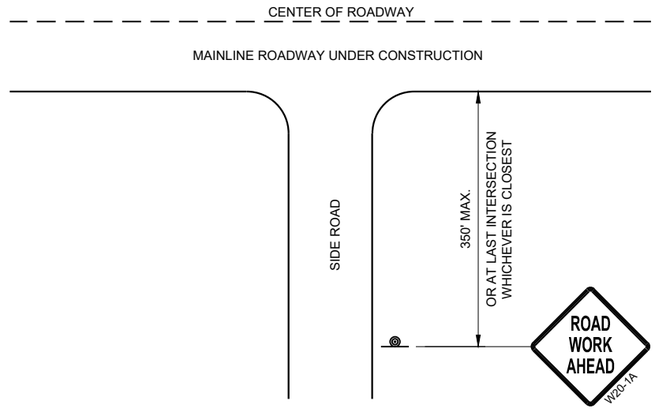
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

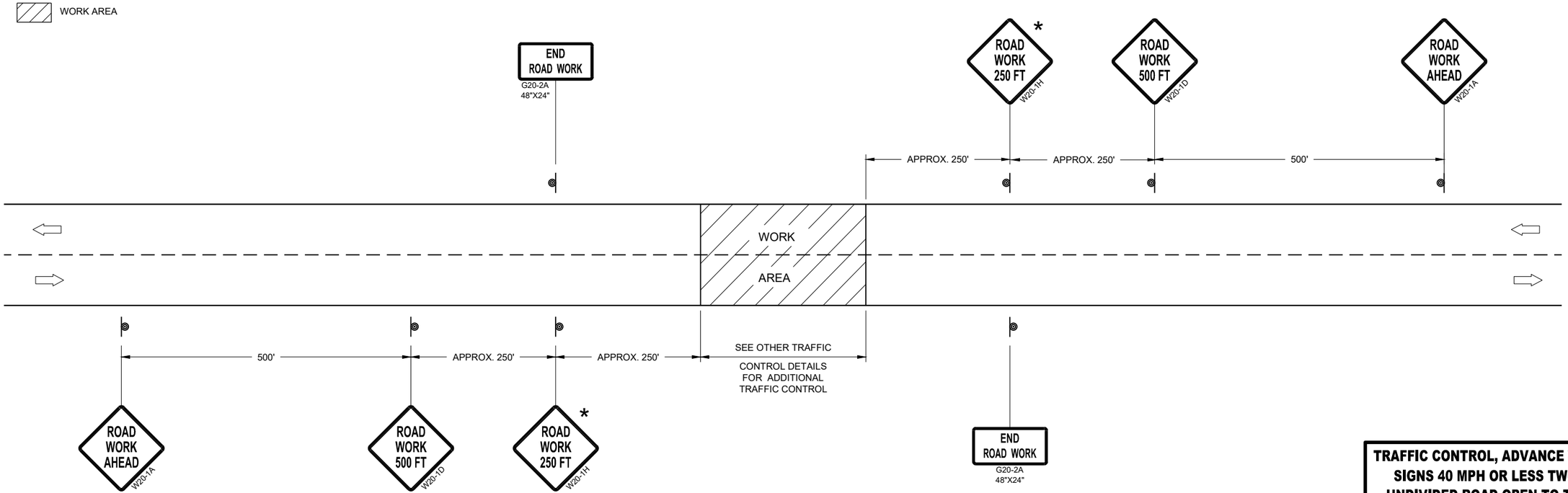
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

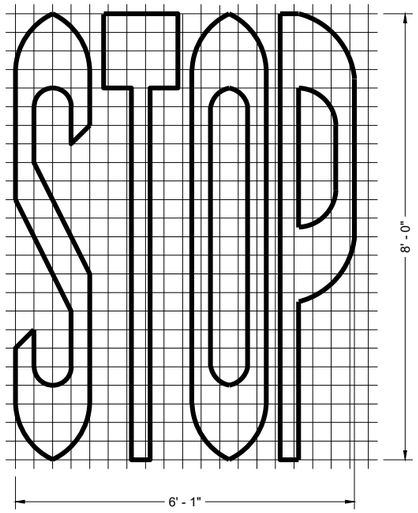
APPROVED
July 2018
DATE

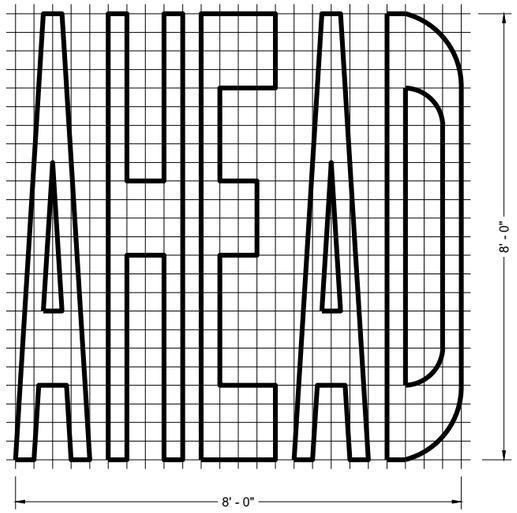
/S/ Andrew Heidtke
WORK ZONE ENGINEE

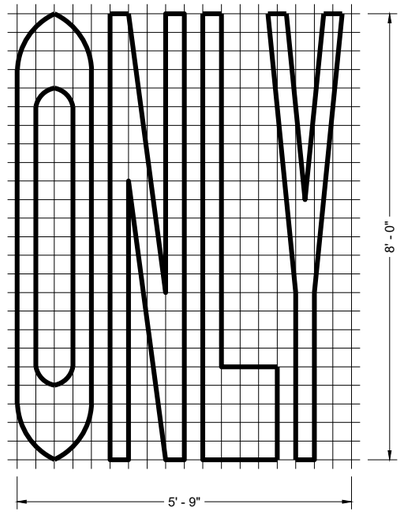
FHWA

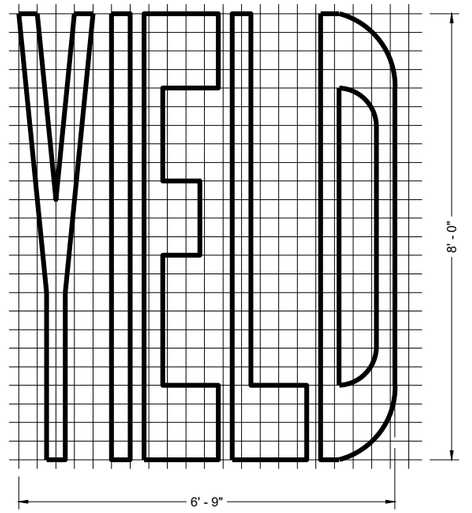
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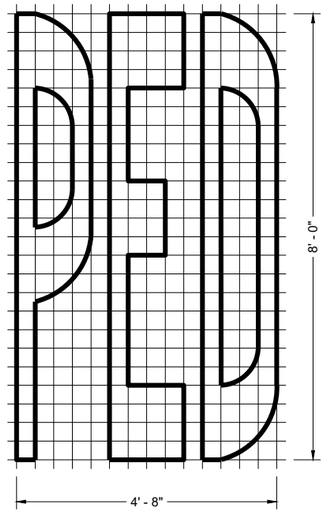
SDD 15C05 - 05

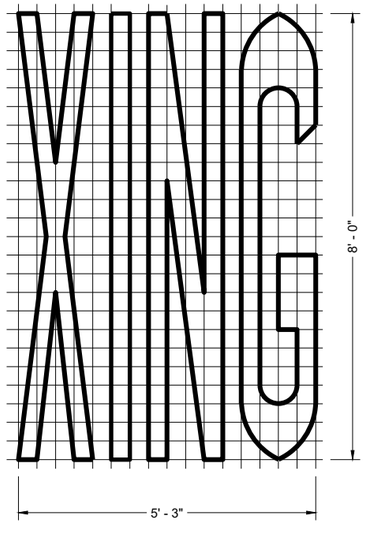


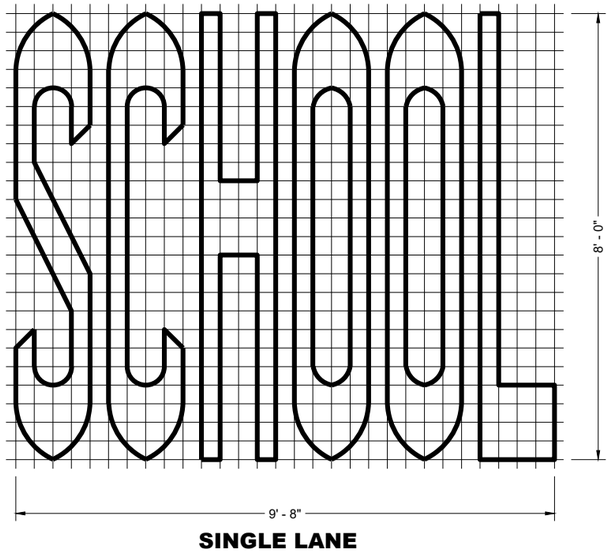




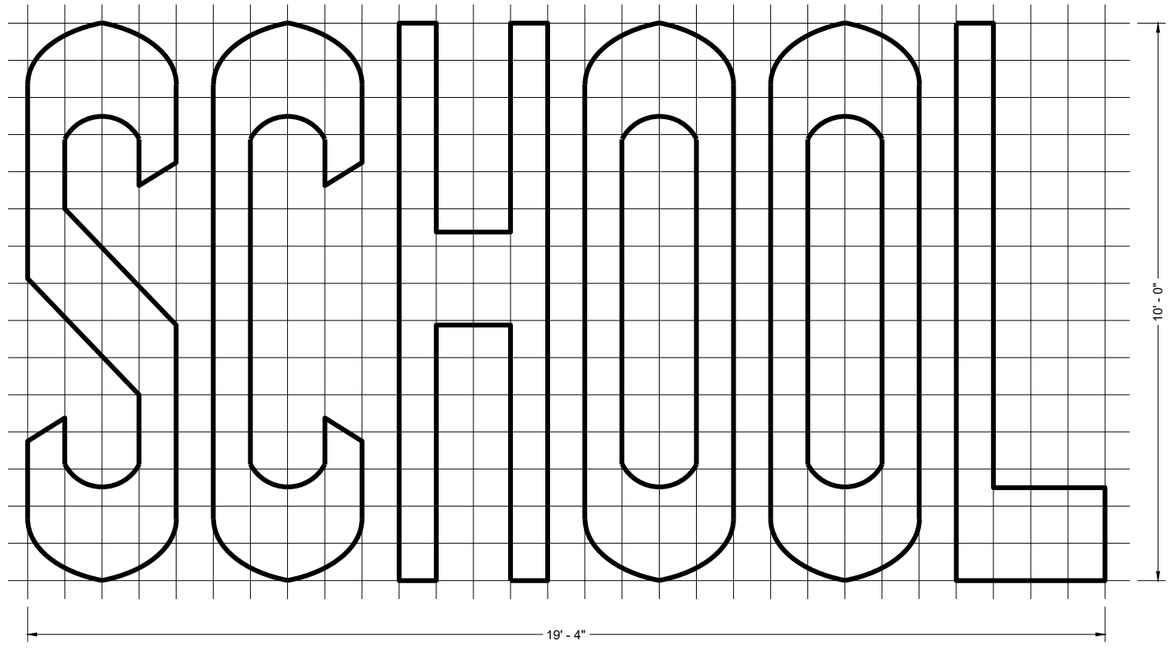








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

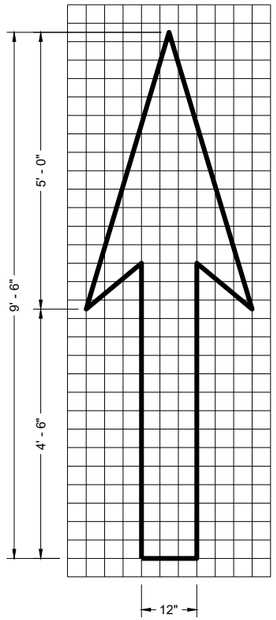
FHWA

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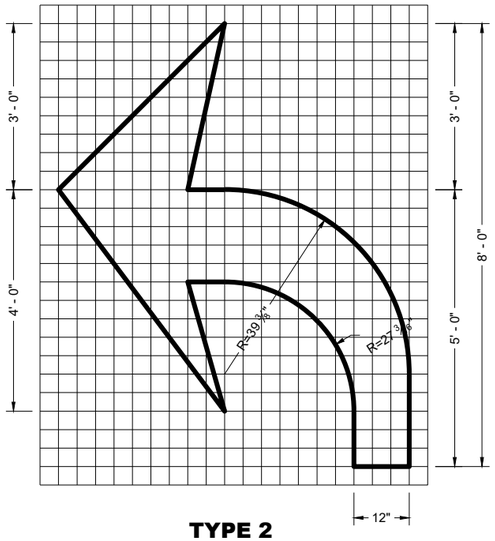
SDD 15C07-16b

GENERAL NOTES

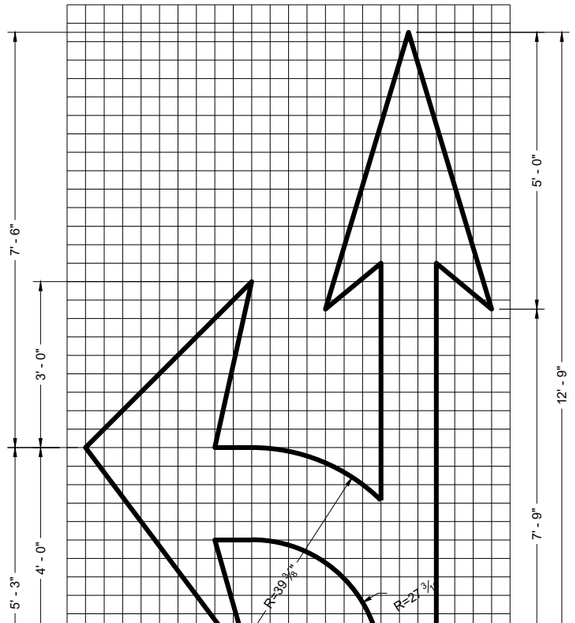
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



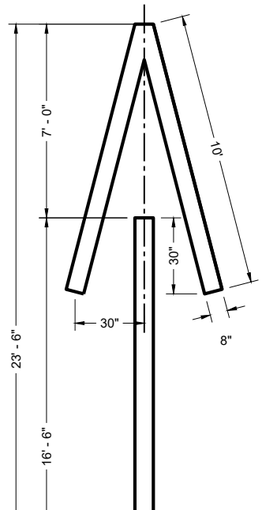
TYPE 1



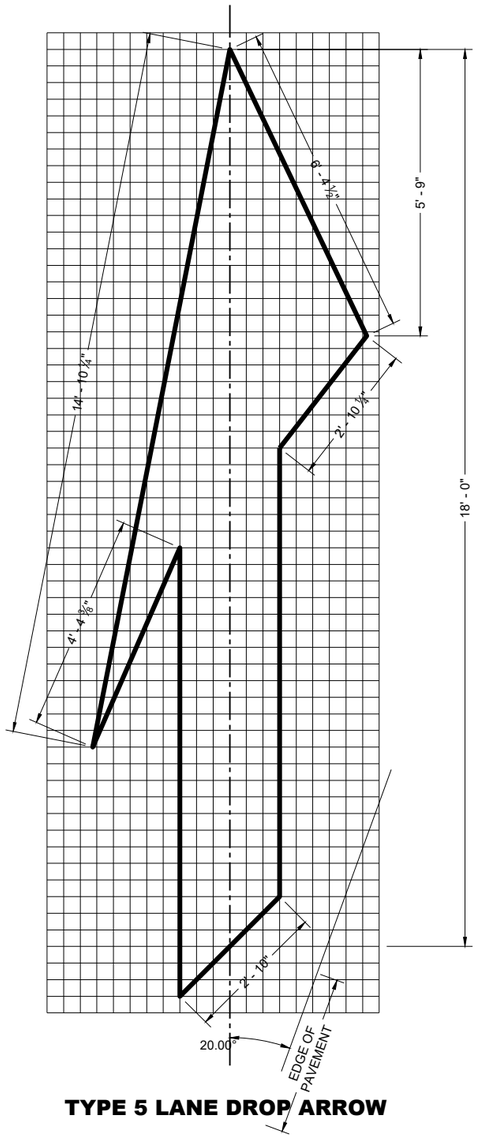
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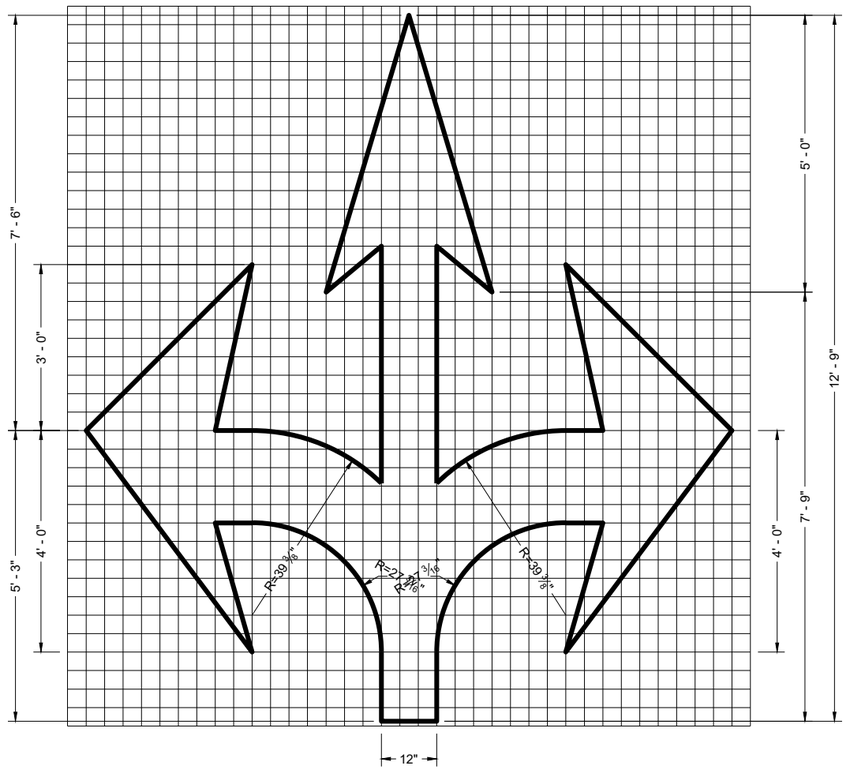
TYPE 3



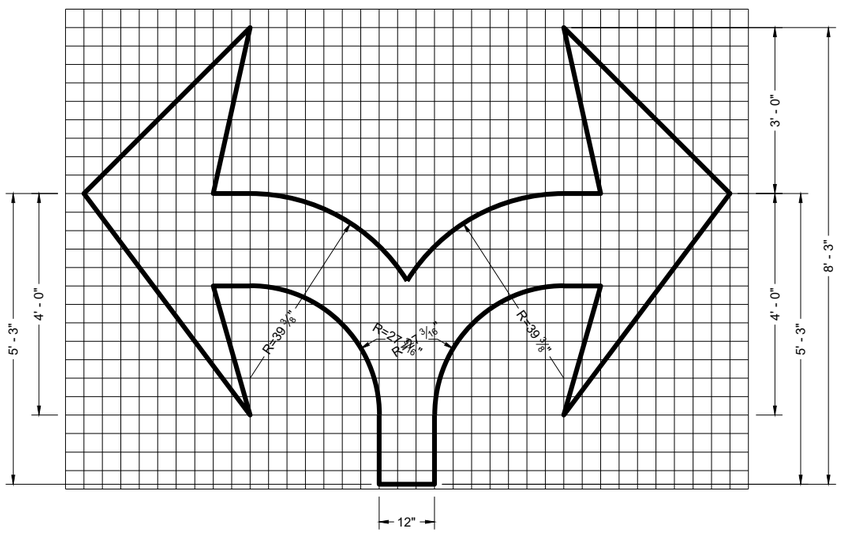
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

6

SDD 15C07-16c

PAVEMENT MARKING ARROWS

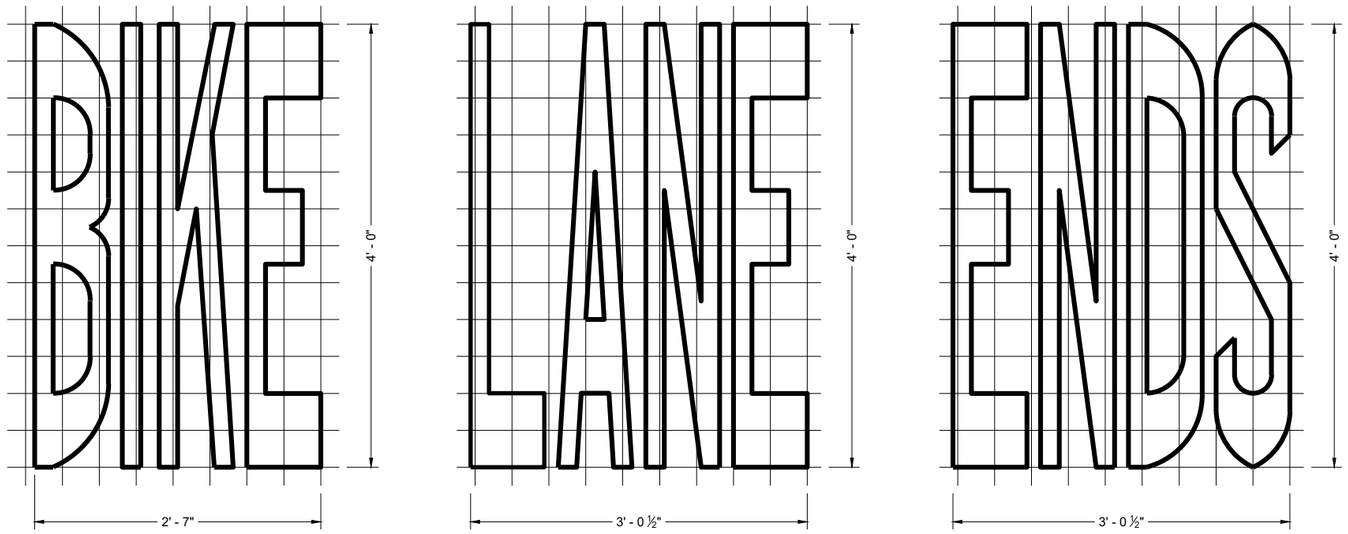
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

6

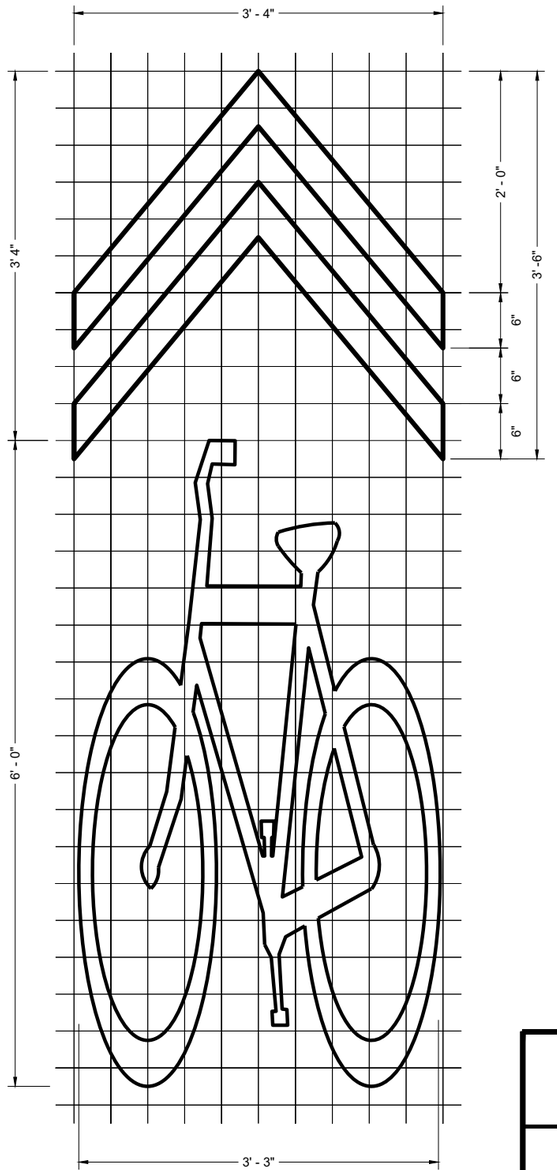
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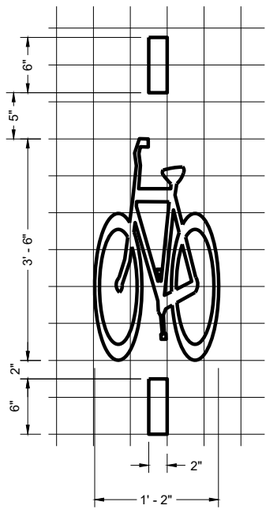
BIKE LANE WORDS

GENERAL NOTES

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



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07-16e

6

SDD 15C07-16e

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

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

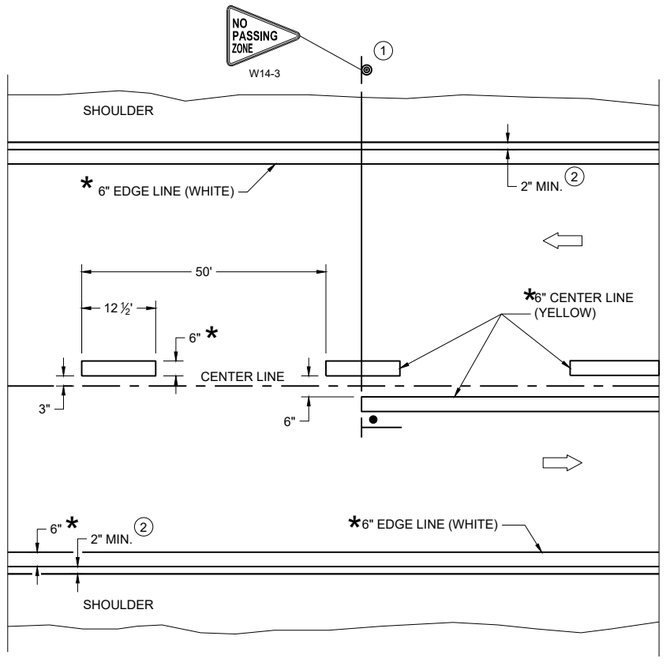
LEGEND

"T" MARKING

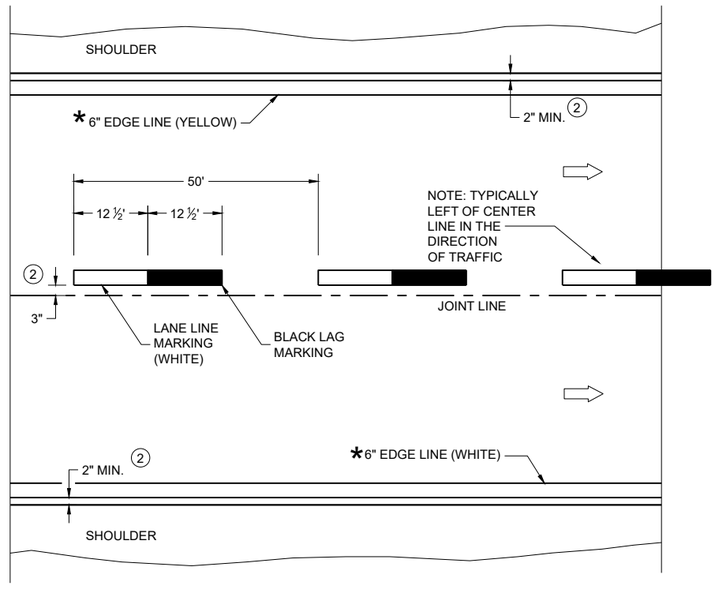
SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-24a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

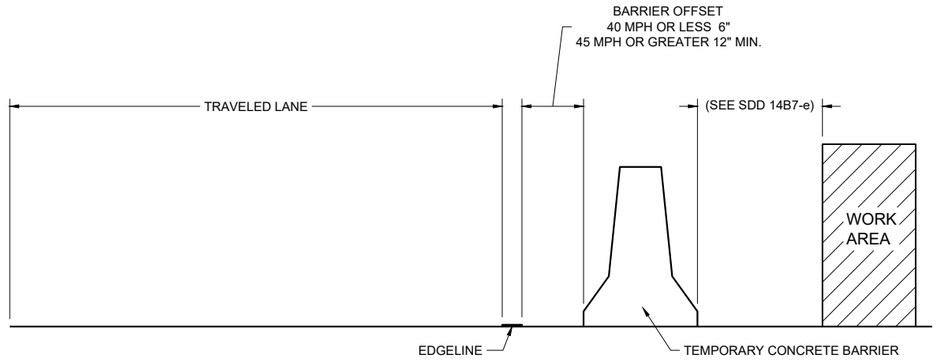
APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

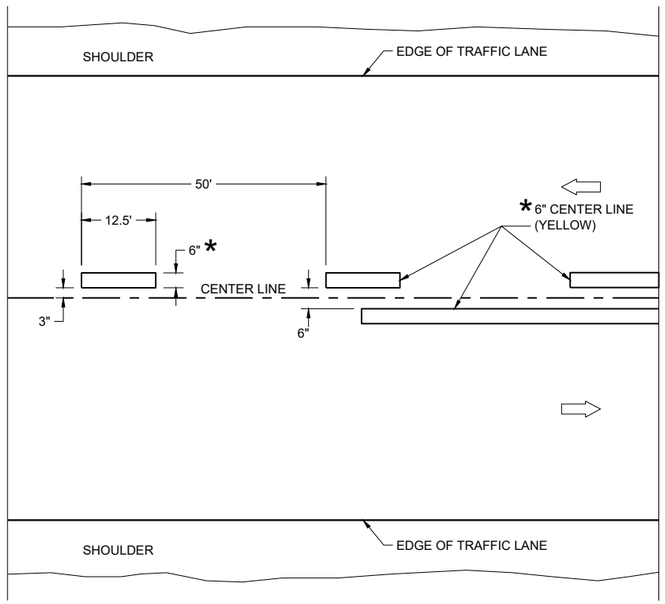
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

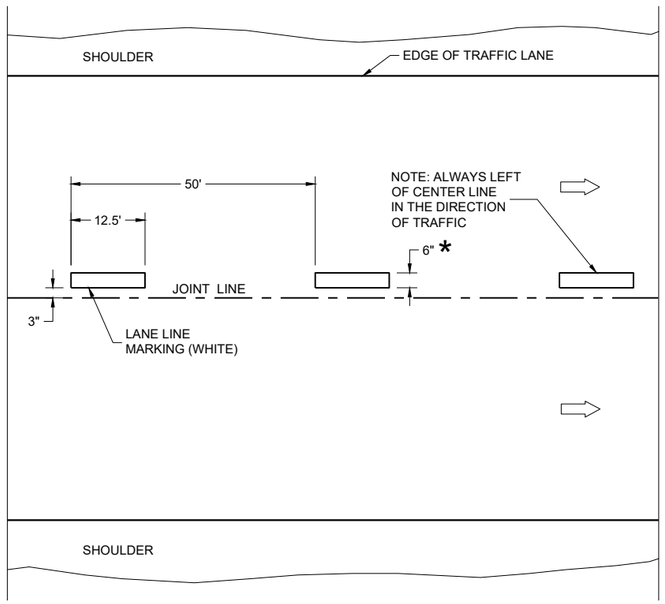
LEGEND

⇨ DIRECTION OF TRAFFIC

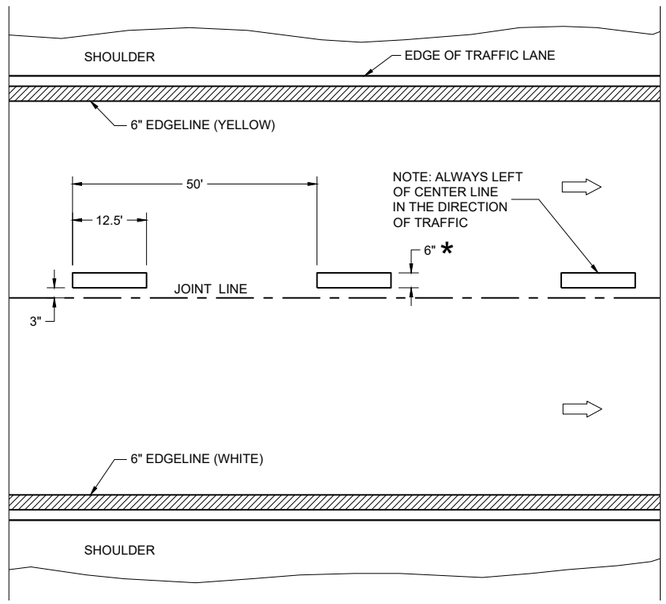
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6

SDD 15C08-24b

6

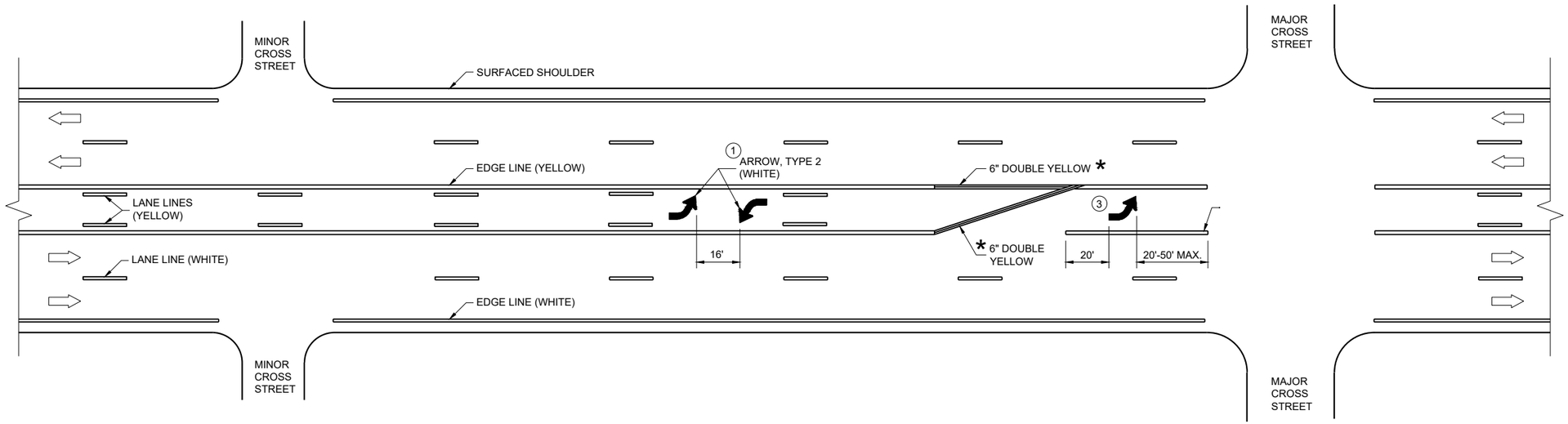
SDD 15C08-24b

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



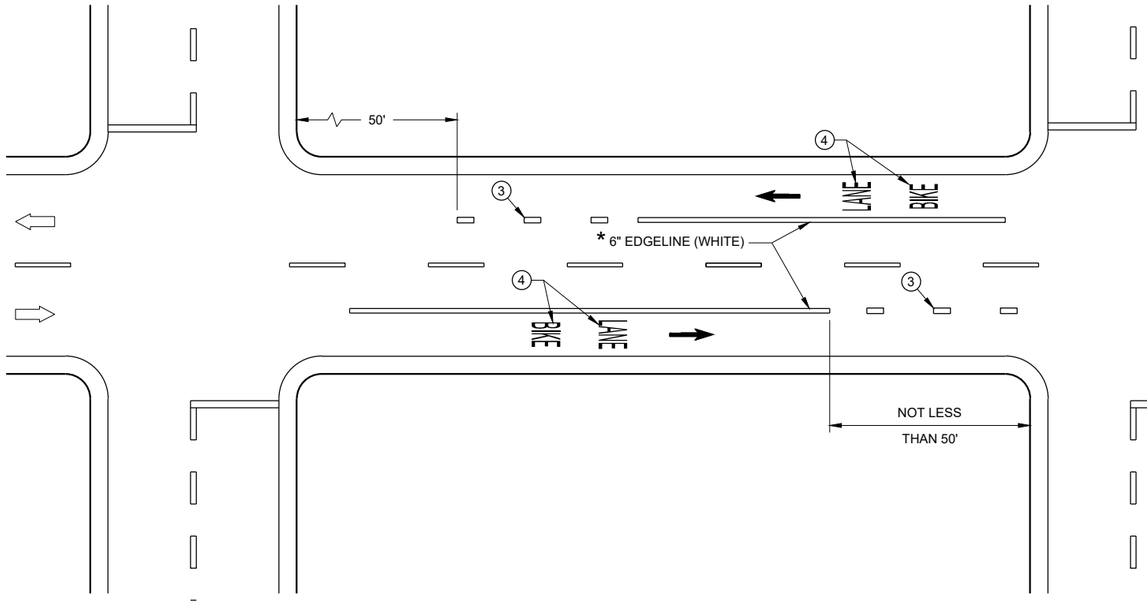
TWO WAY LEFT TURN LANE

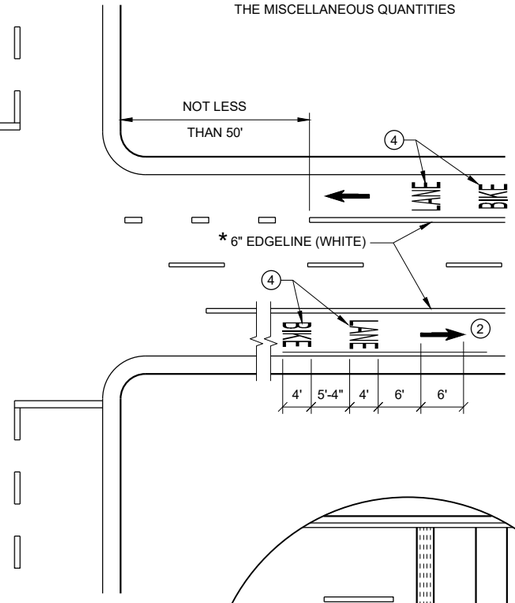
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PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15C08-24c



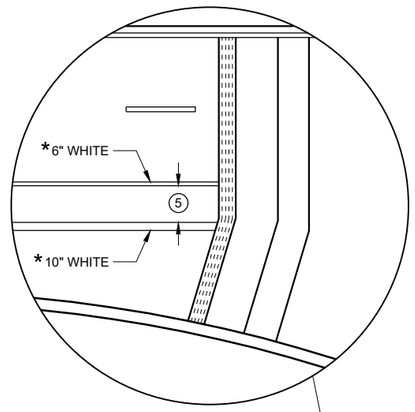


GENERAL NOTES

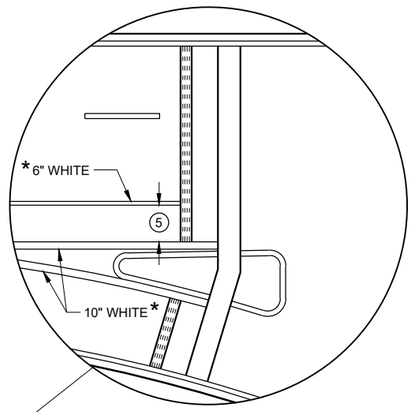
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

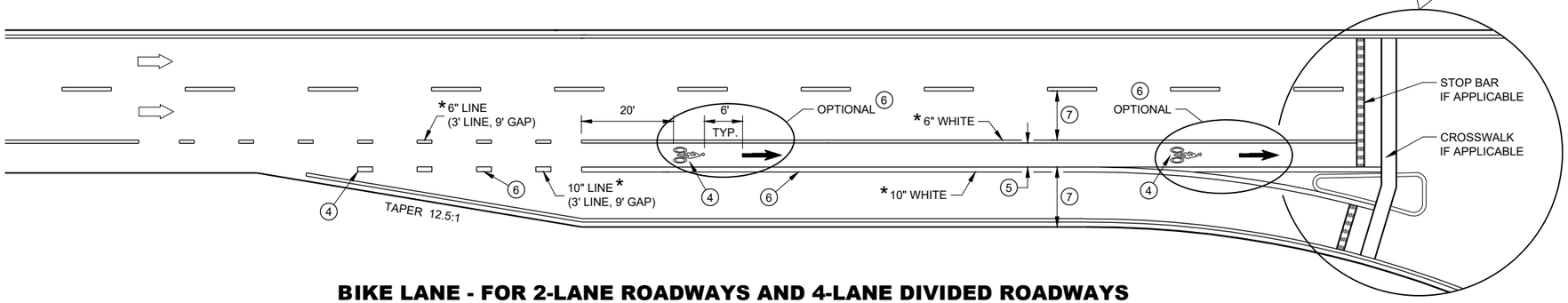
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS (4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER
FHWA

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SDD 15C29-08a

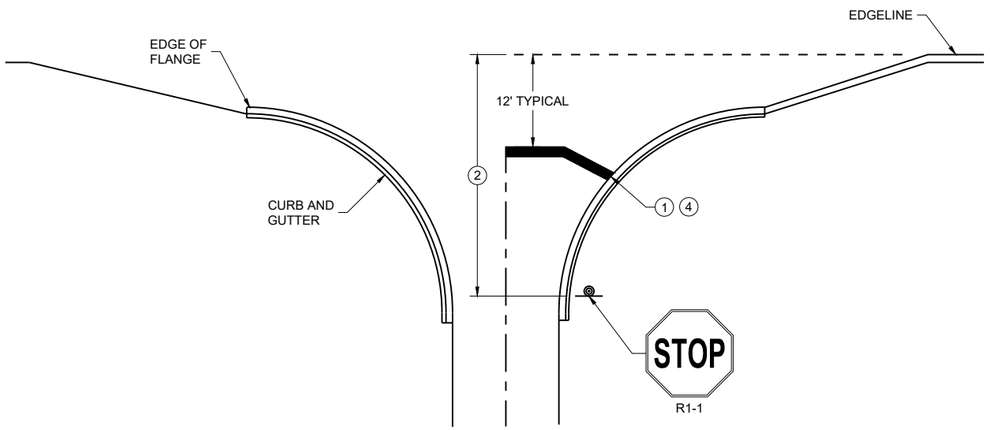
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SDD 15C29-08a

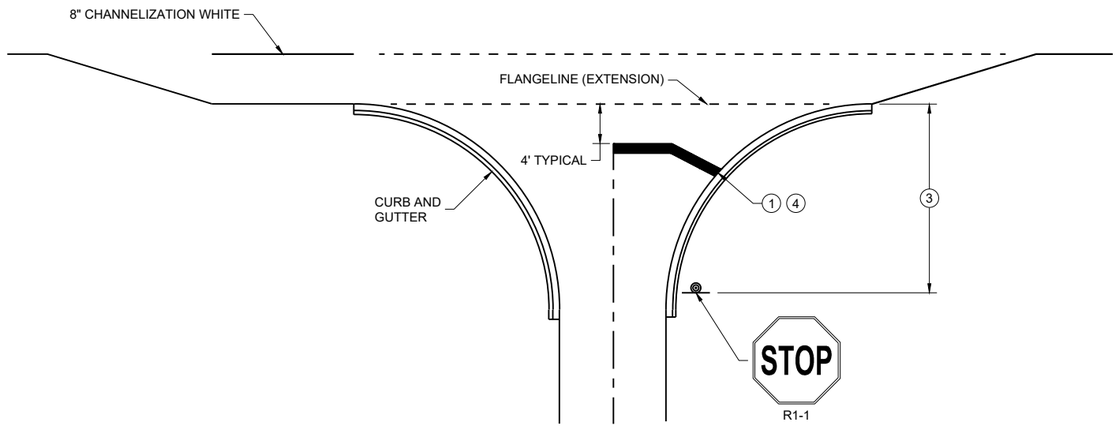
GENERAL NOTES

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

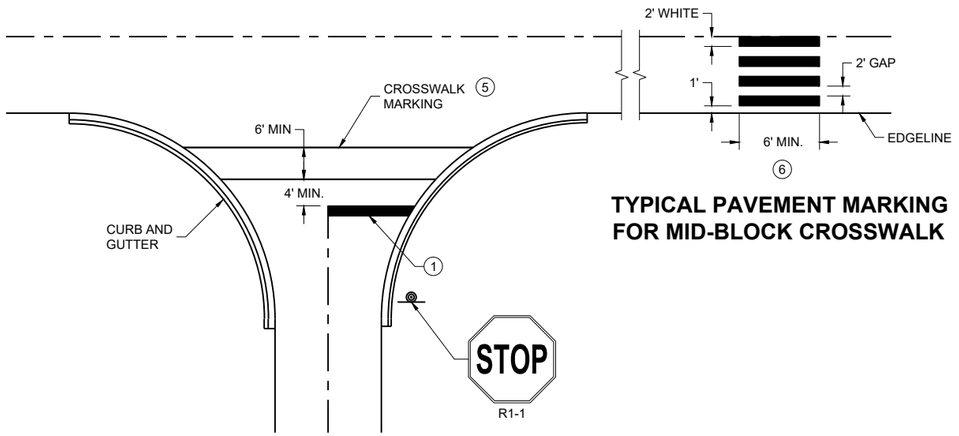
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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

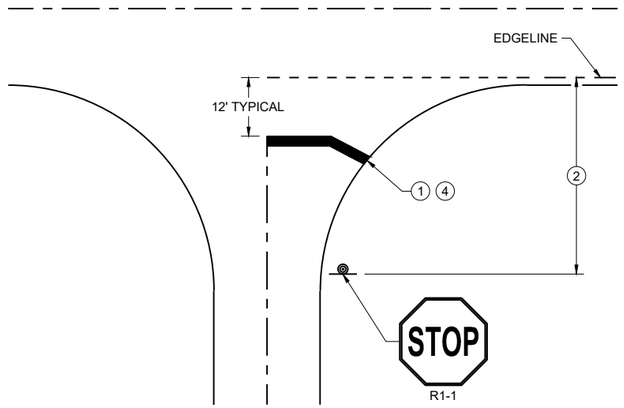


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

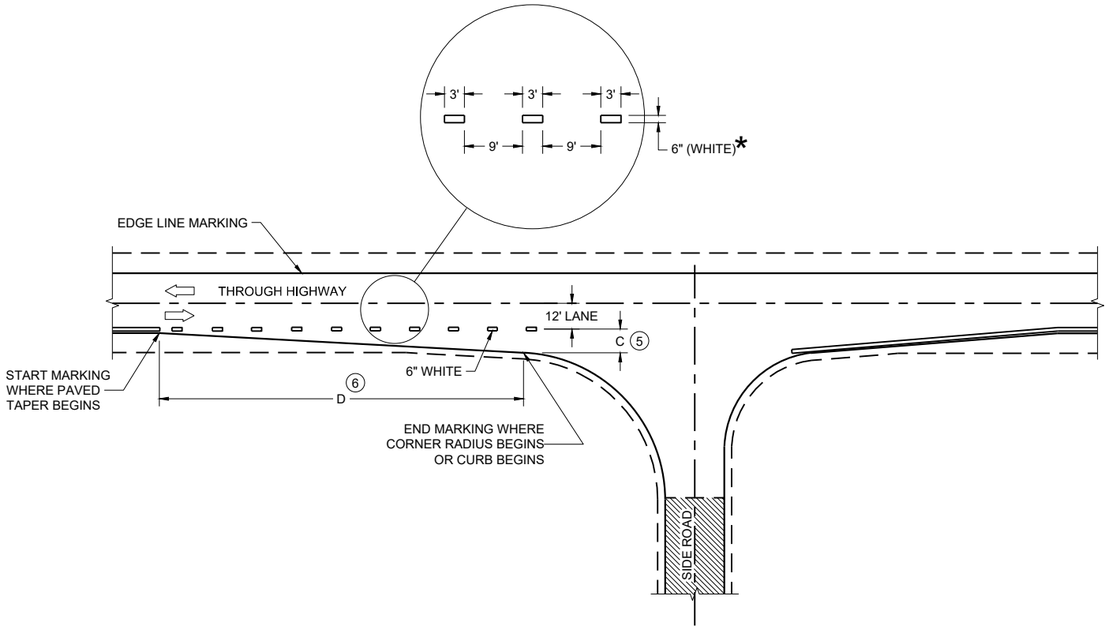
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

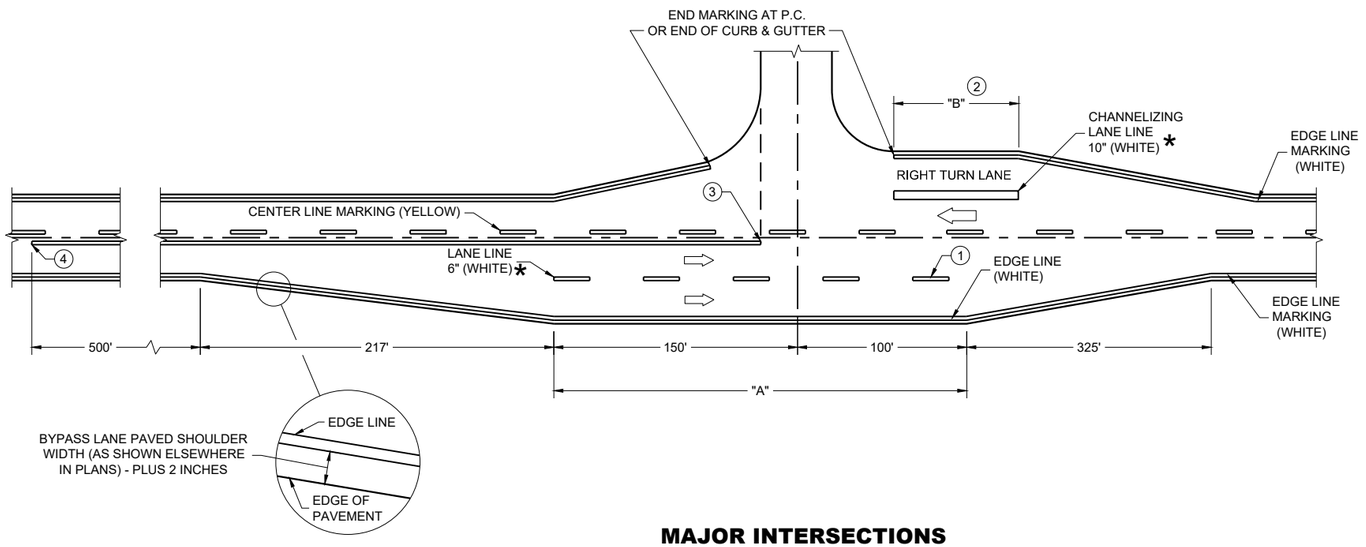
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

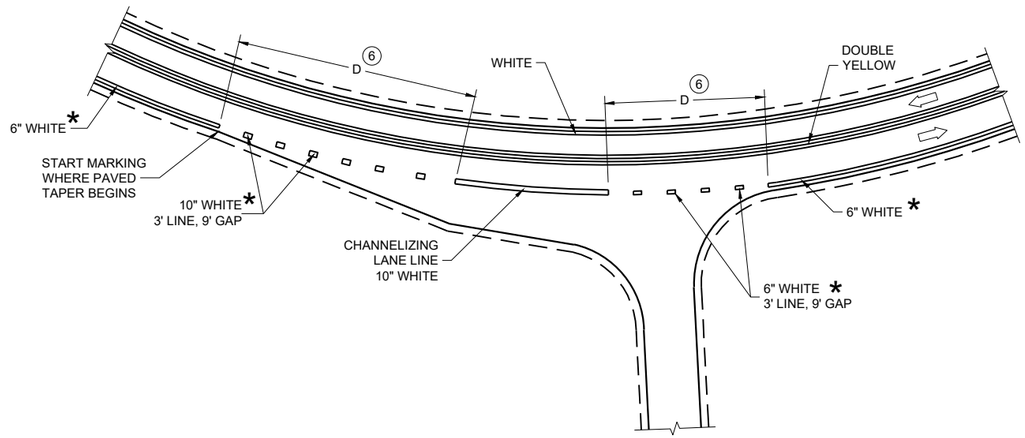
GENERAL NOTES

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
- 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.

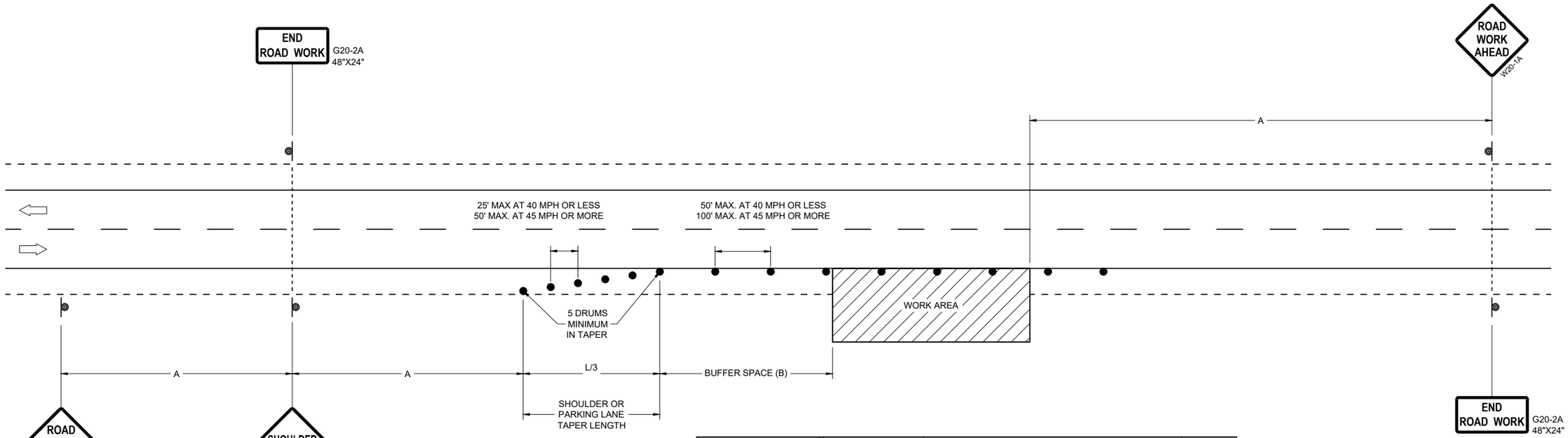
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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	155
30	200'	15	20	25	30	35	40	200
35	350'	20	27	34	40	47	54	250
40	350'	26	35	44	53	62	70	305
45	500'	45	59	74	89	104	119	360
50	500'	50	66	83	99	116	132	425
55	500'	54	73	91	109	127	145	495

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

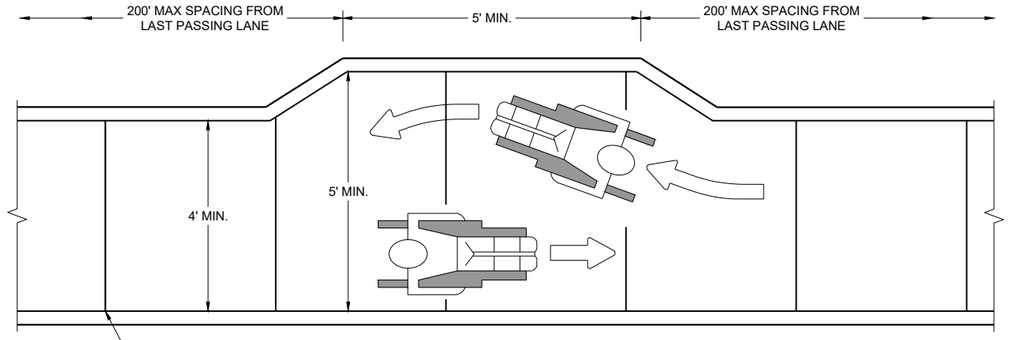
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

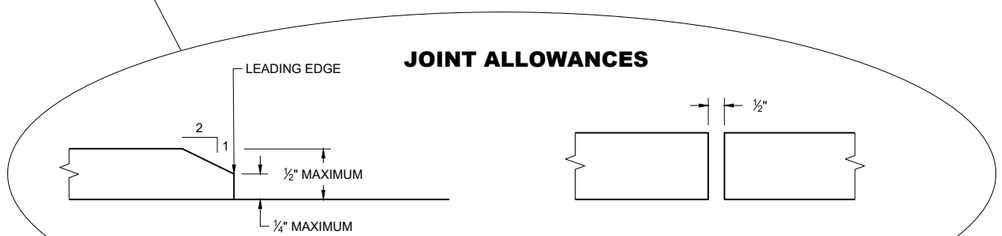
/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6
SDD 15D28-05



NARROW SIDEWALK PASSING DETAIL



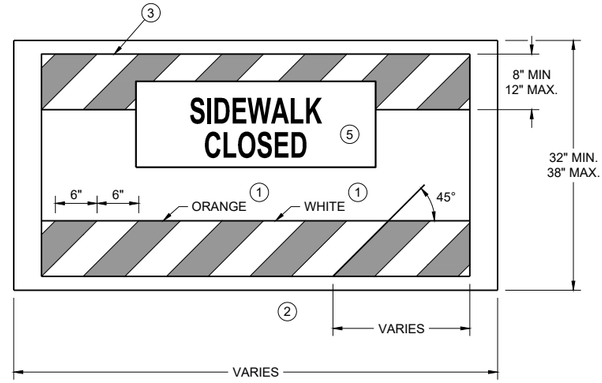
MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

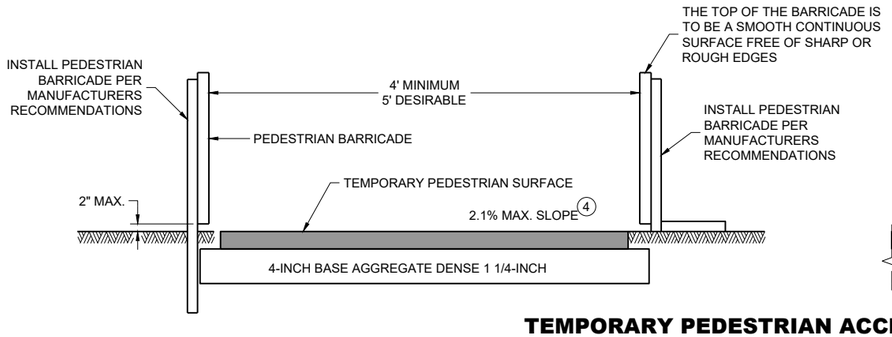
GENERAL NOTES

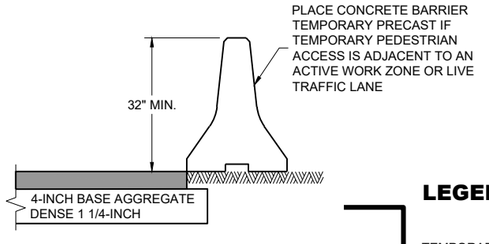
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

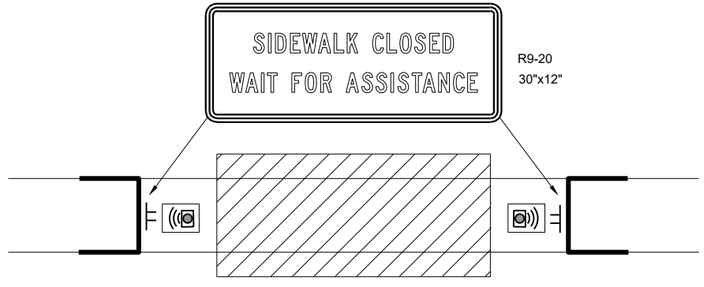


TEMPORARY PEDESTRIAN BARRICADE *





TEMPORARY PEDESTRIAN ACCESS



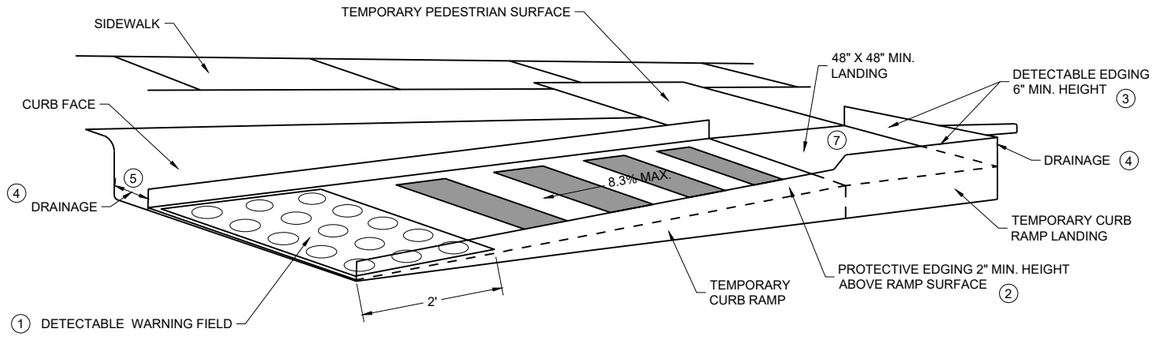
TEMPORARY PEDESTRIAN FLAGGING

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW

GENERAL NOTES

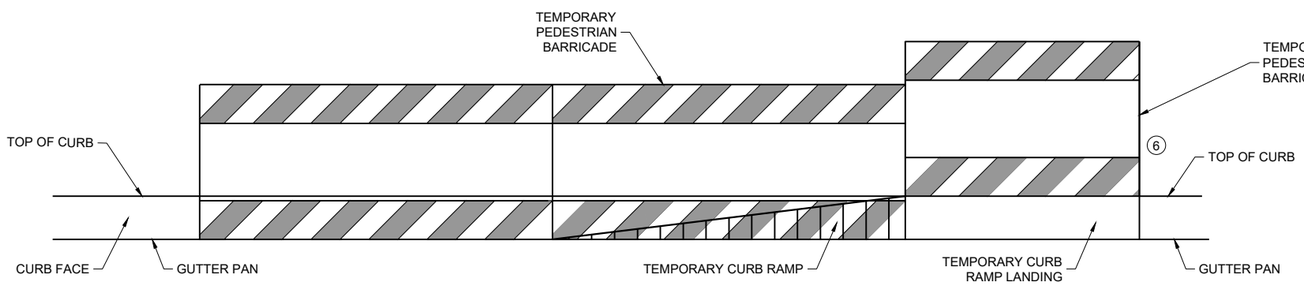
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

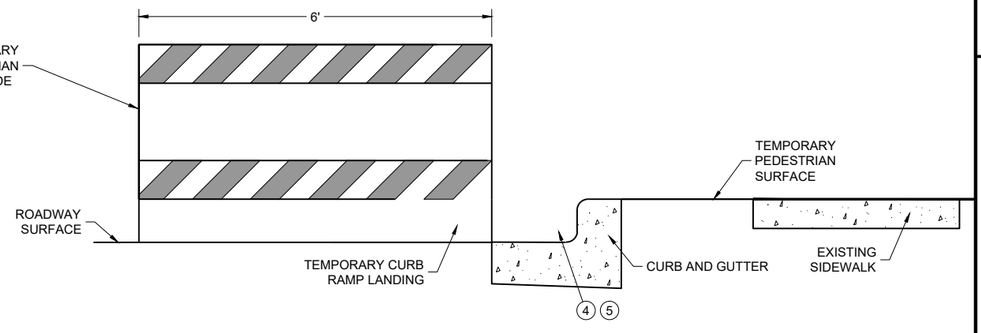
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

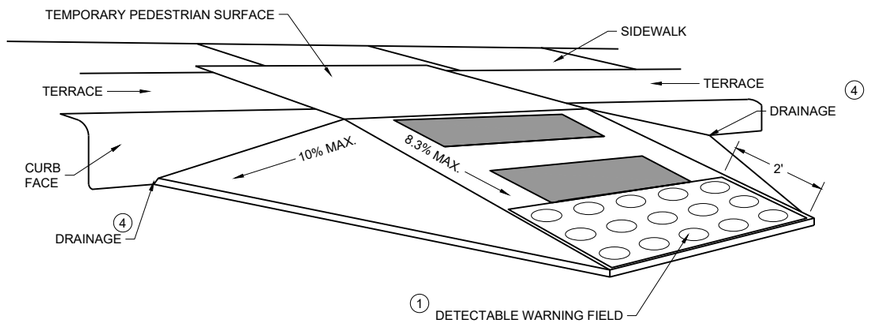
SDD 15D30-12b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

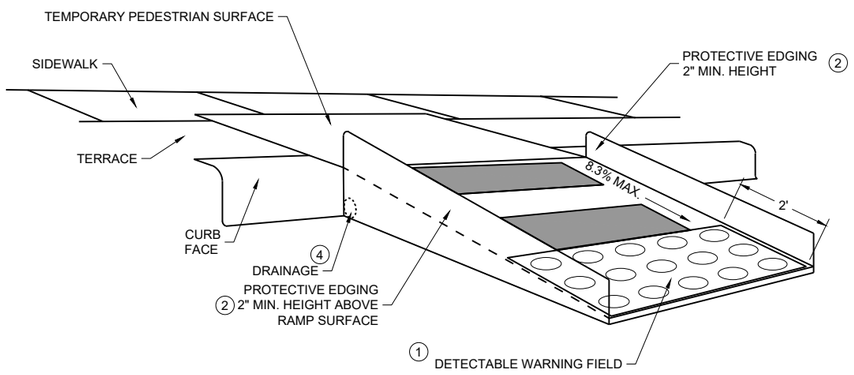
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30-12b



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 1:48 (2.1%) 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

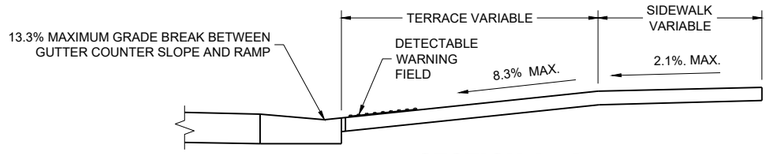
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

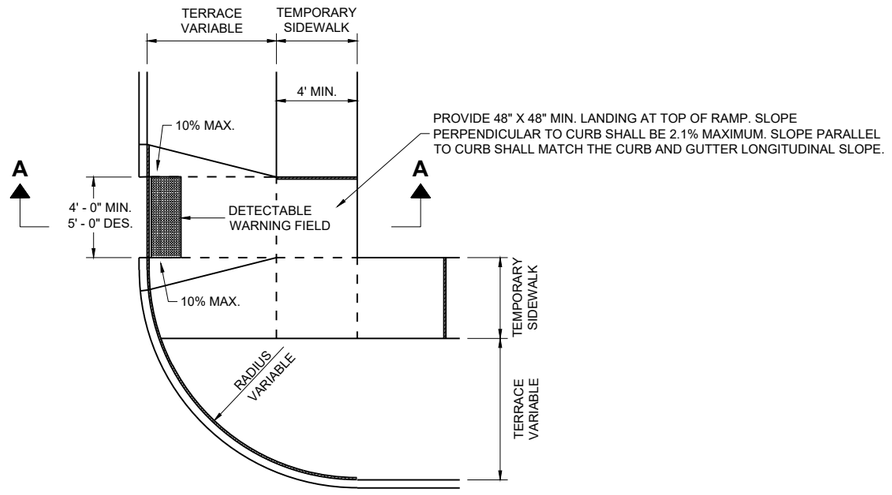
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



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

6

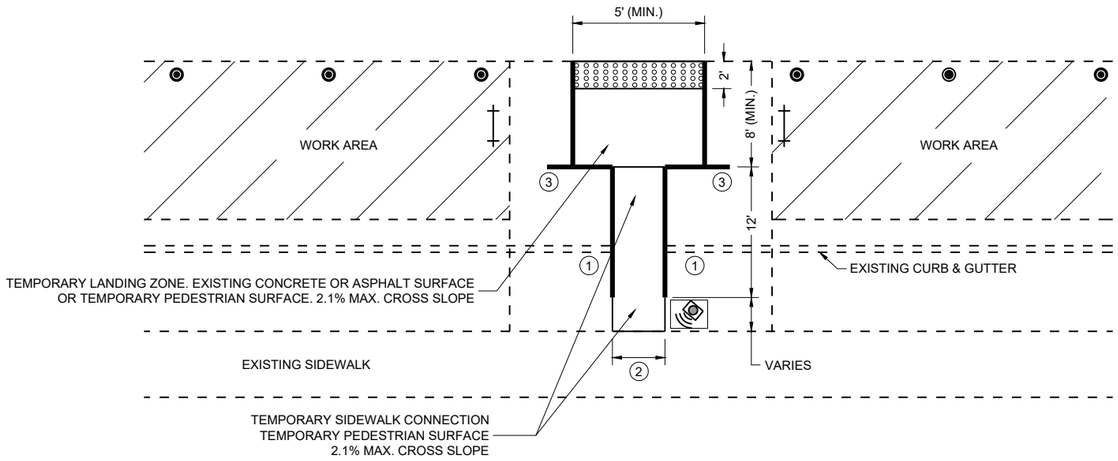
SDD 15D30-12d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

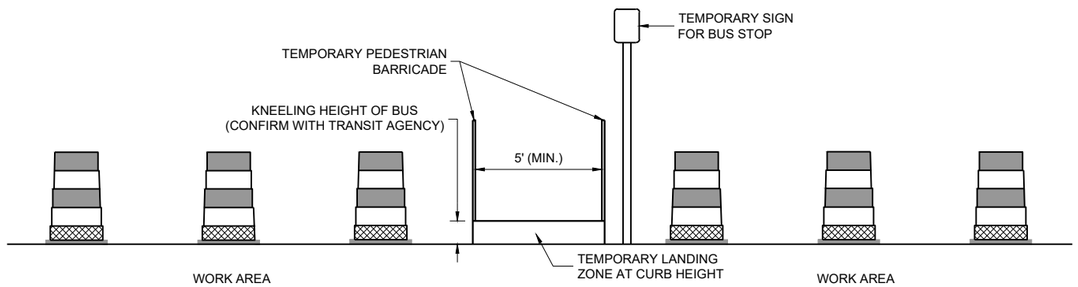
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30-12d



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 1:48 (2.1%) 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

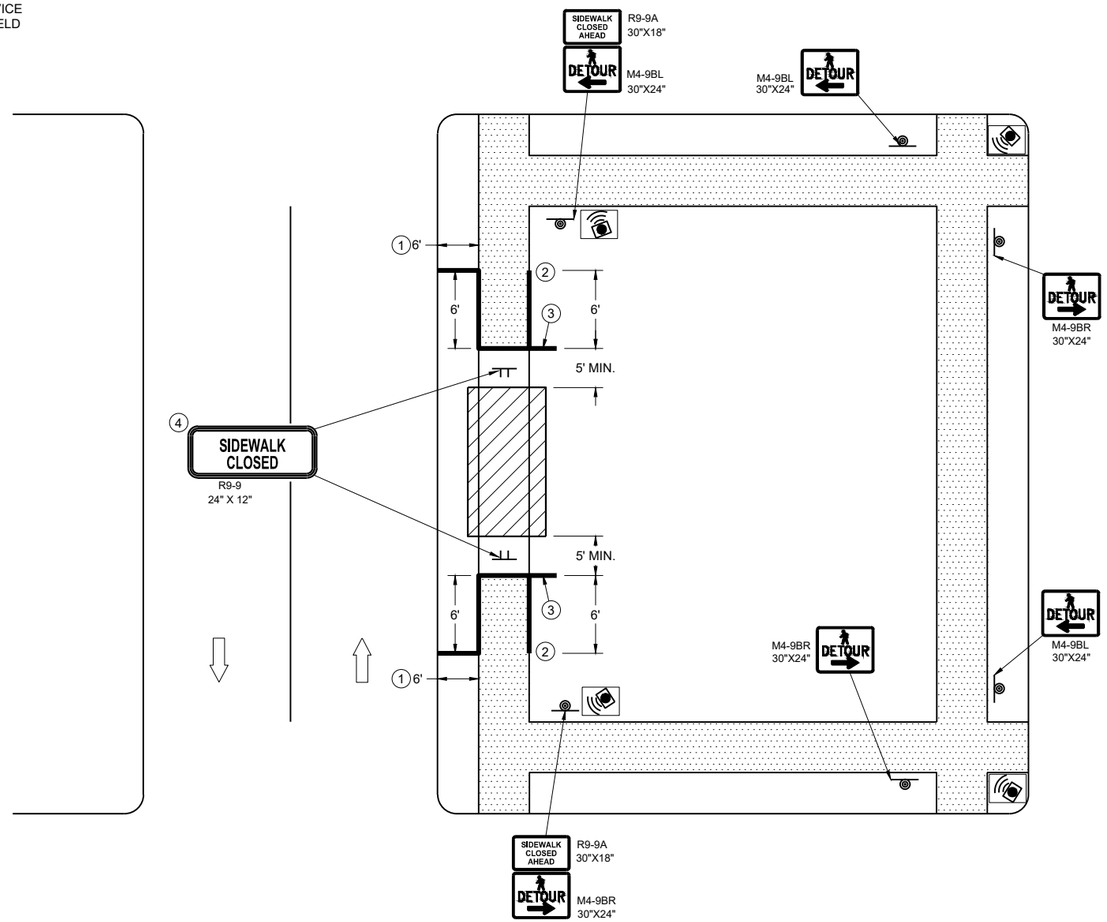
SDD 15D30-12e

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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

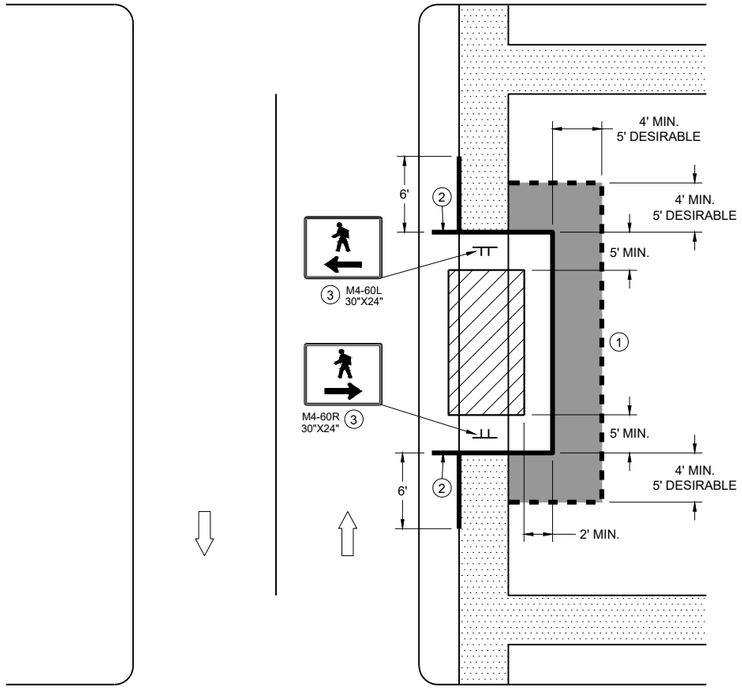
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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 BYPASS
SINGLE SIDE

6

SDD 15D30-12g

6

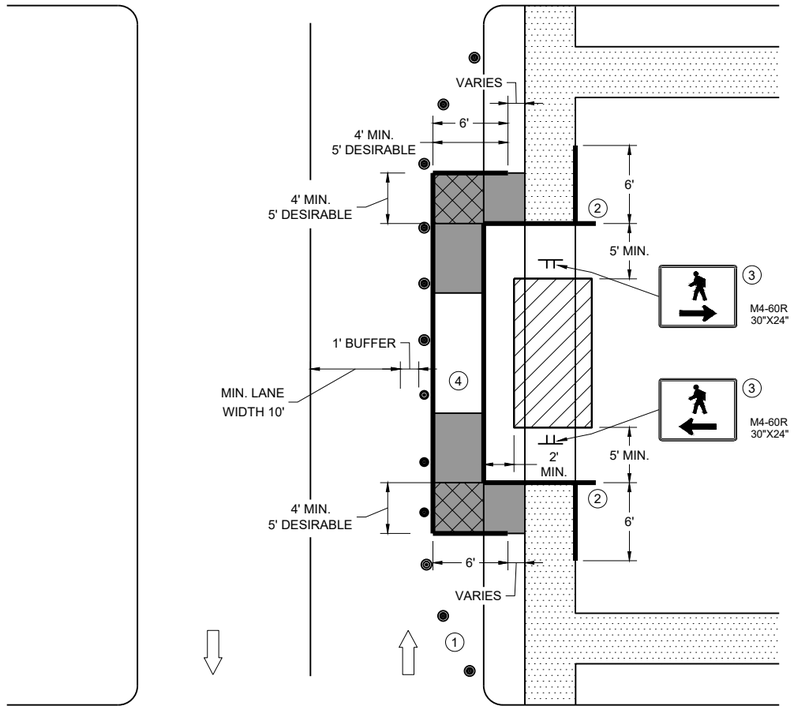
SDD 15D30-12g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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 BYPASS, SINGLE SIDE

GENERAL NOTES

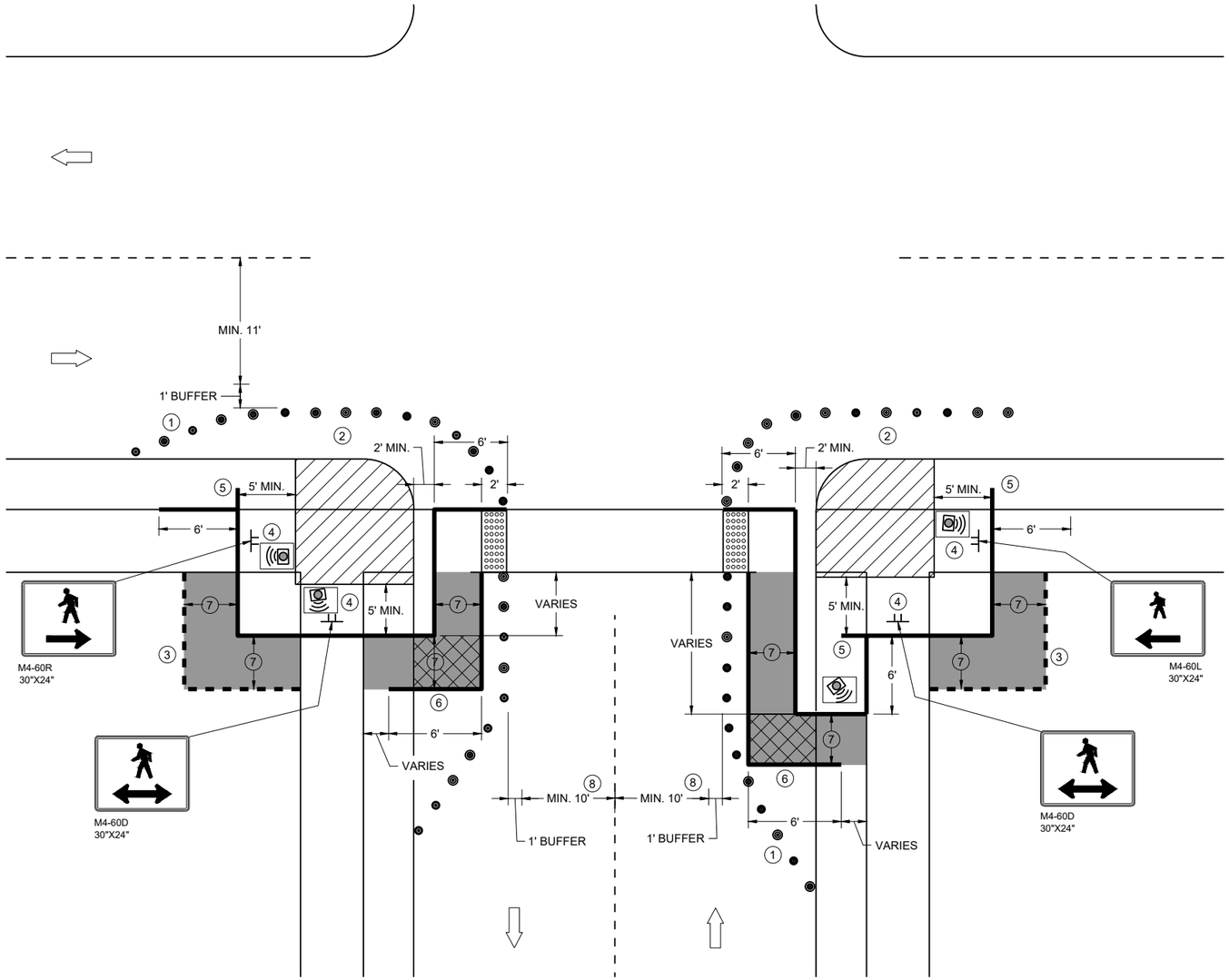
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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 SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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.

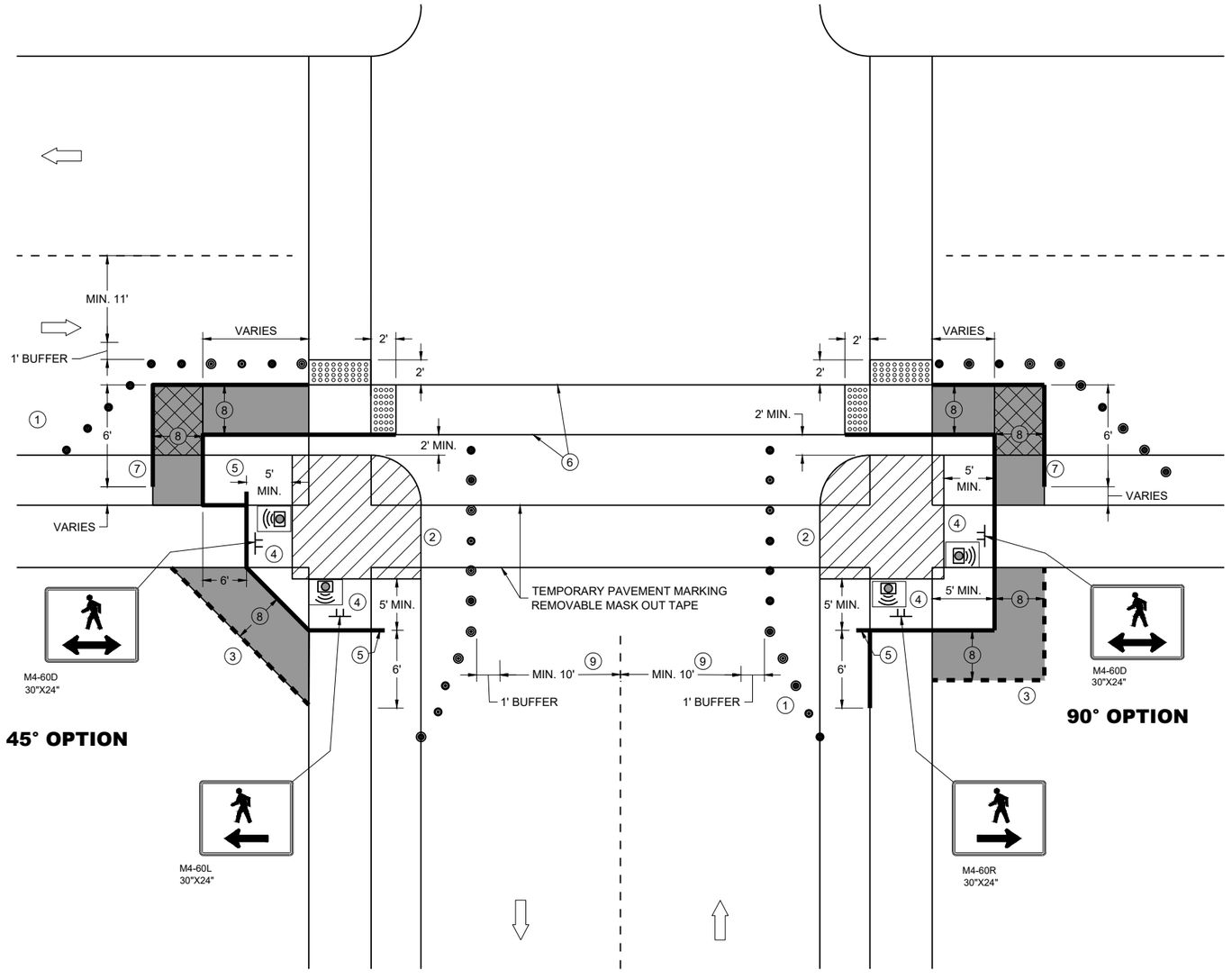
LEGEND

- 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12i



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.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

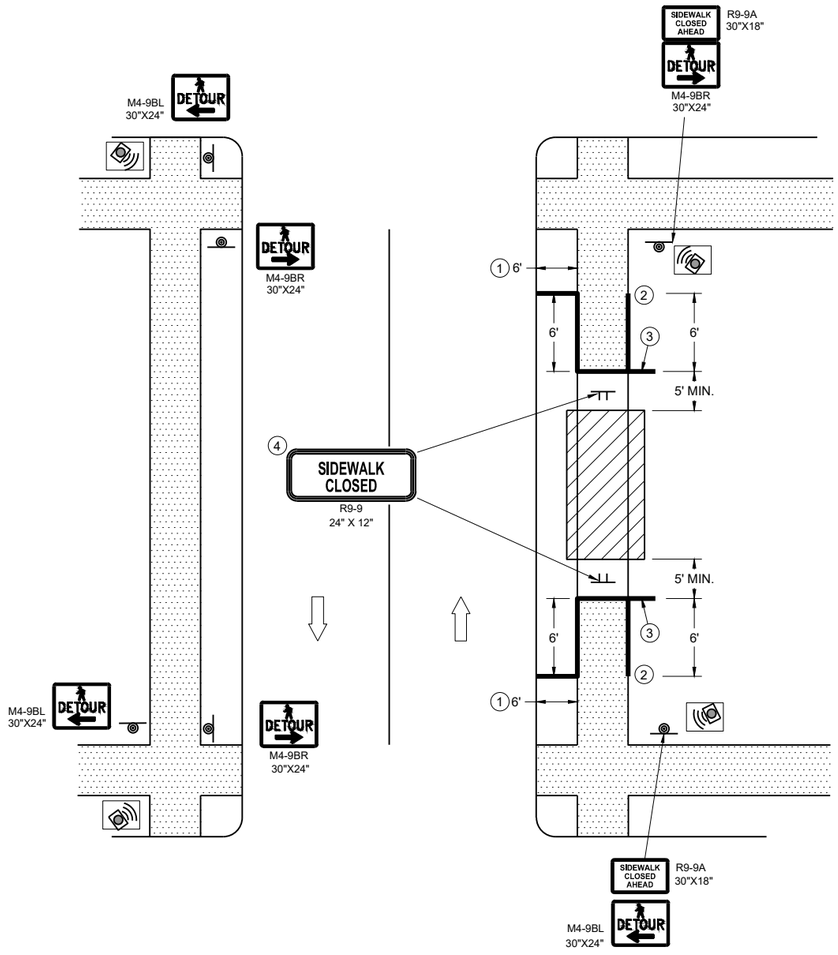
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

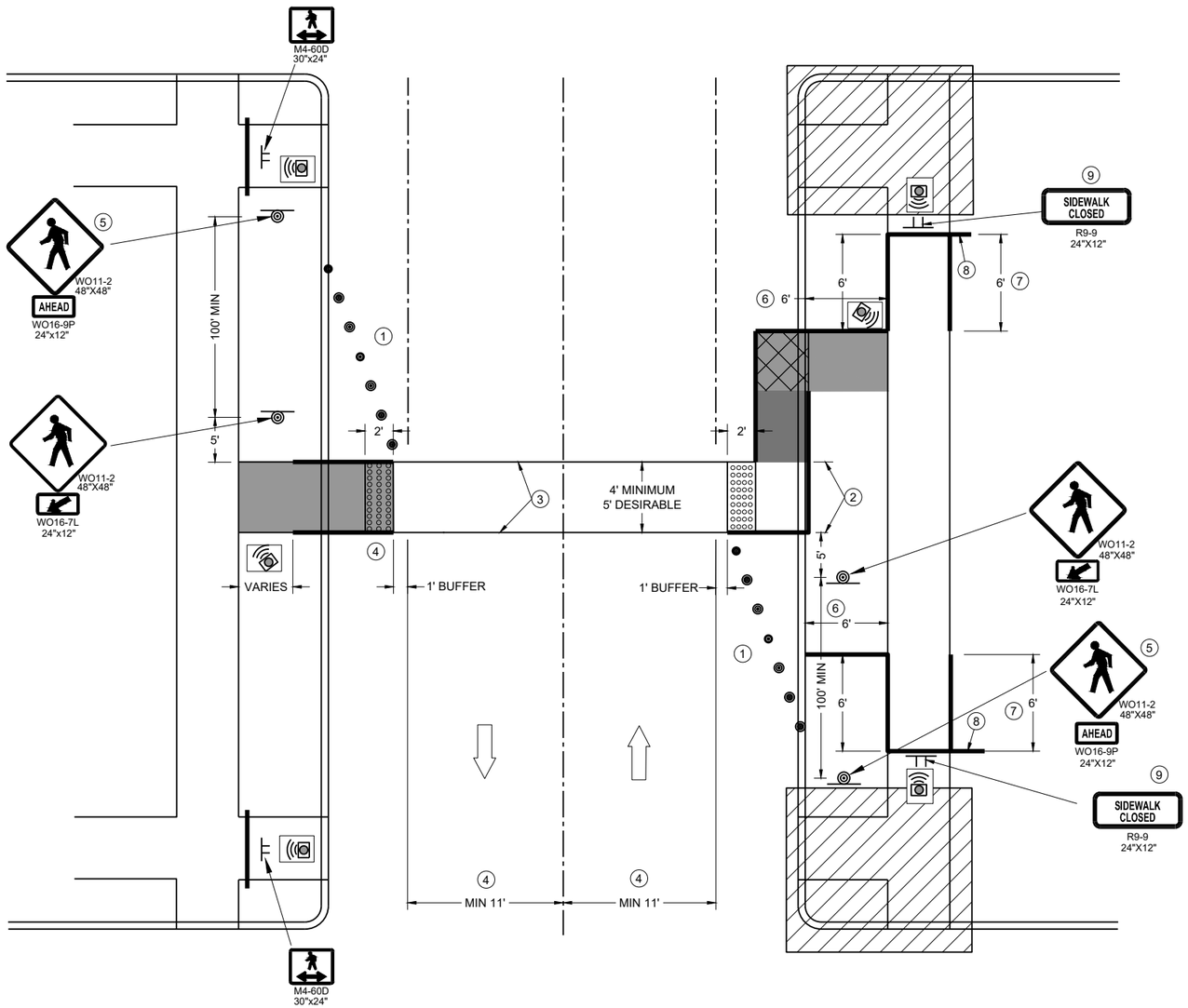
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

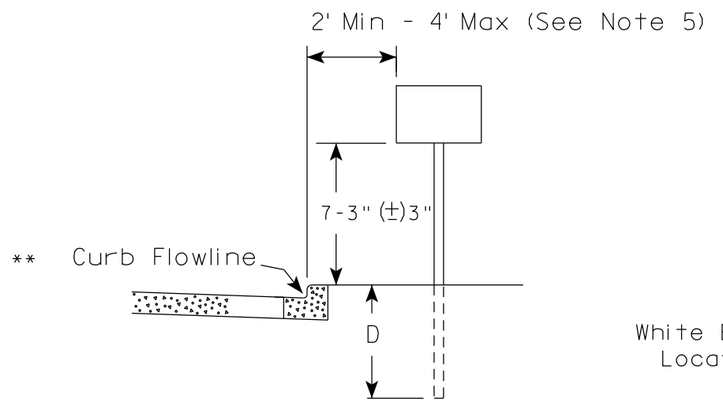
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

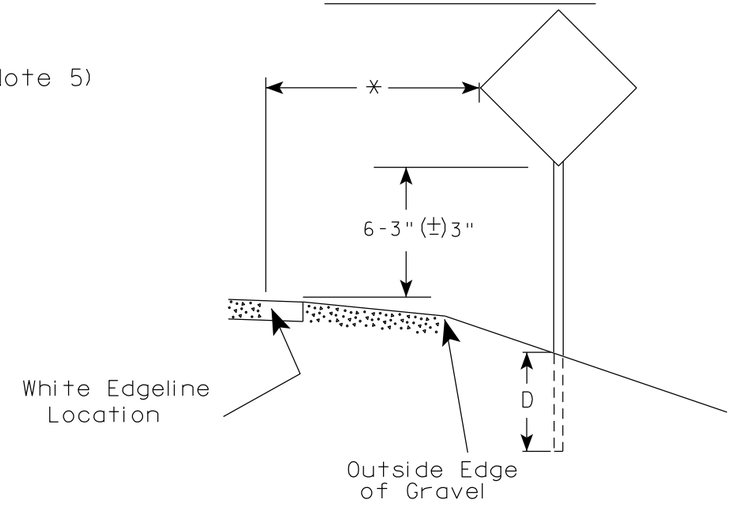
FHWA

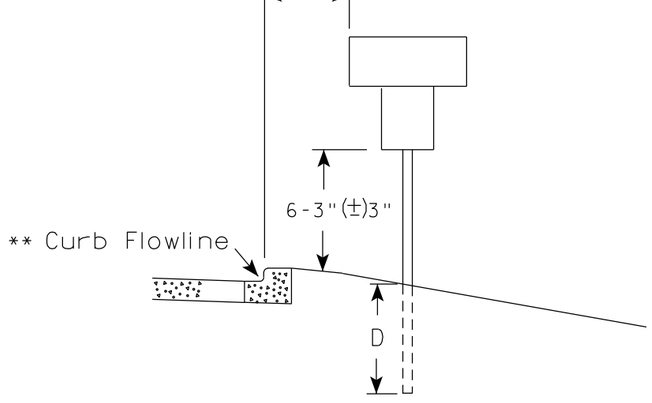
6
SDD 15D30-12I

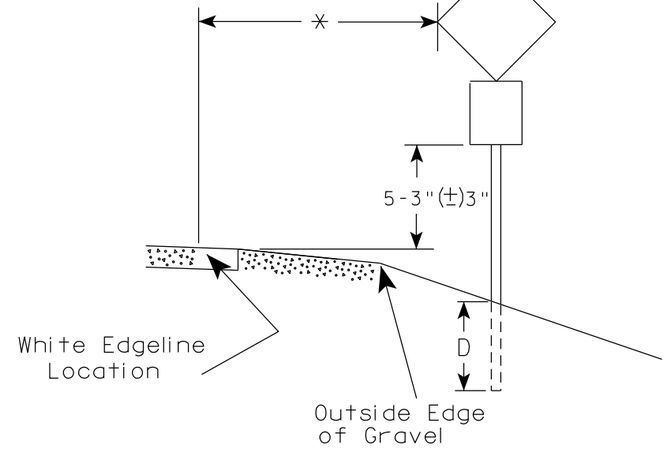
URBAN AREA



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.

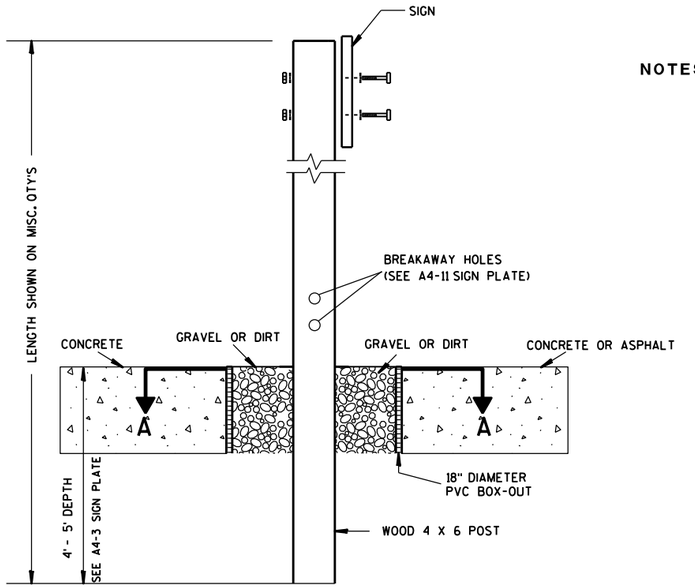
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

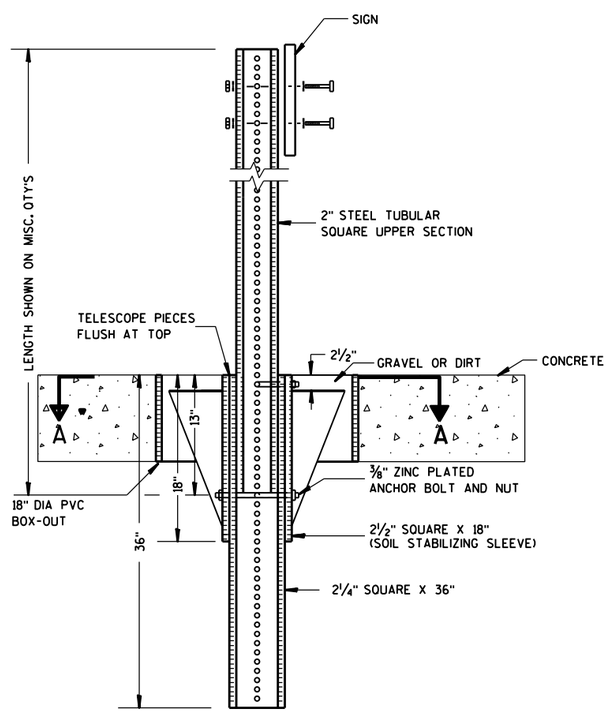
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 139	E



ELEVATION VIEW

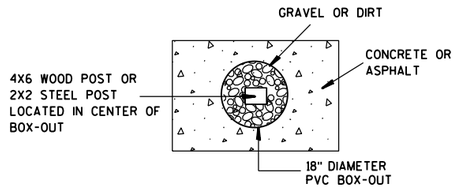
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

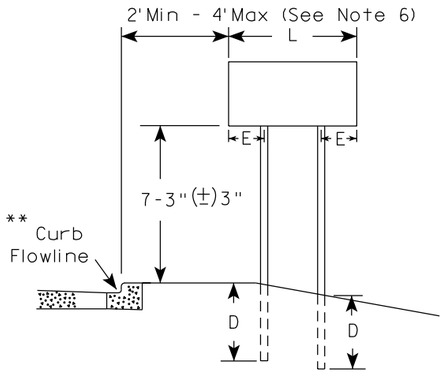
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

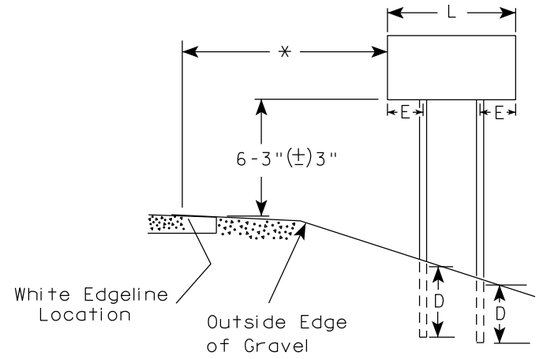
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

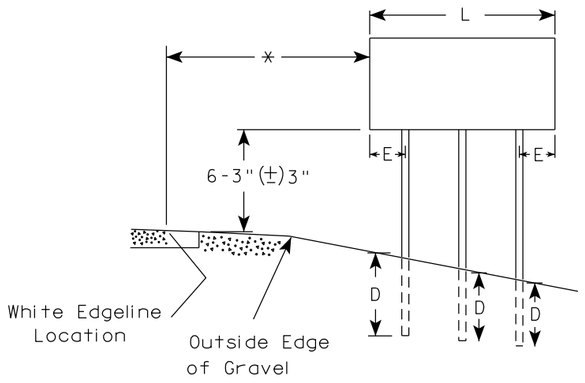
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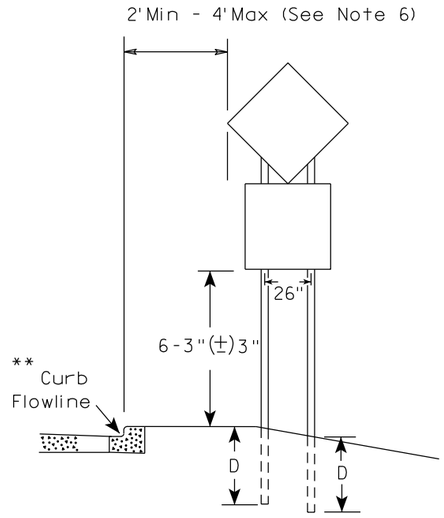
URBAN AREA



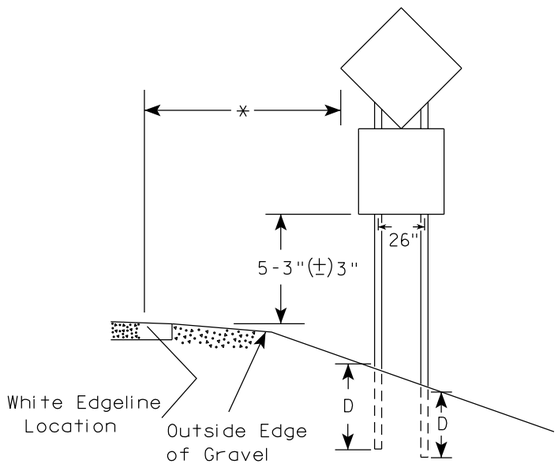
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 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'

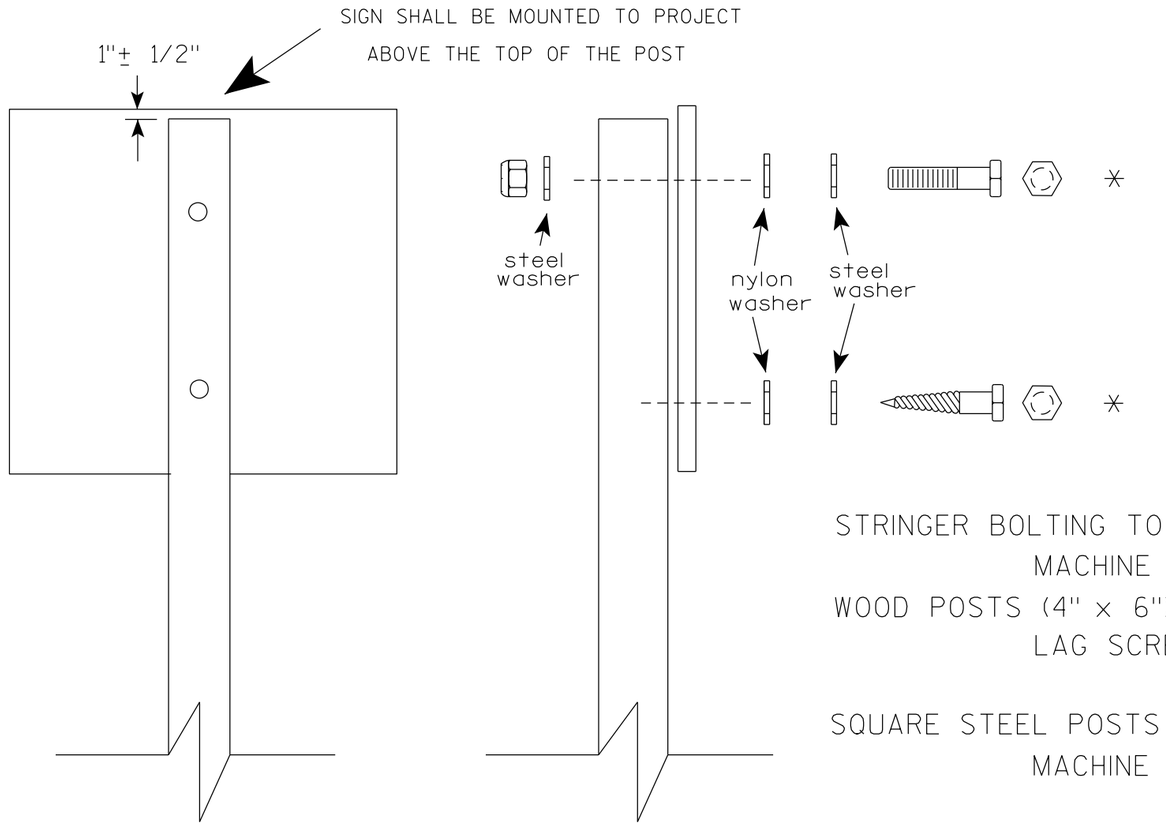
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 141	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

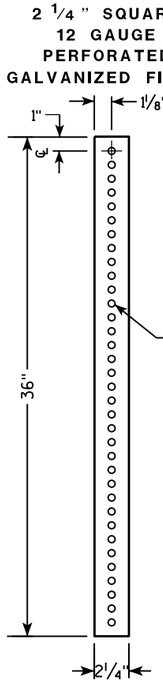
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

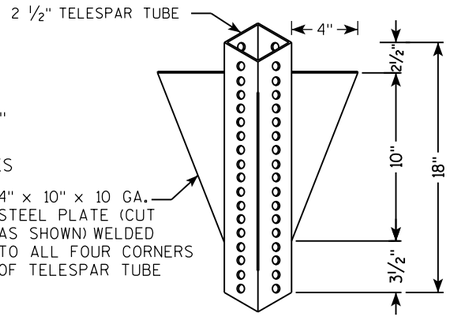
SHEET NO: 142 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

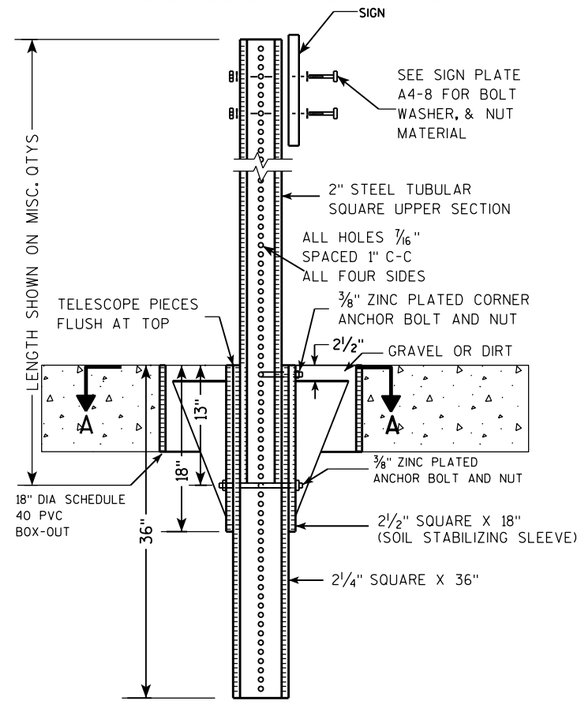
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



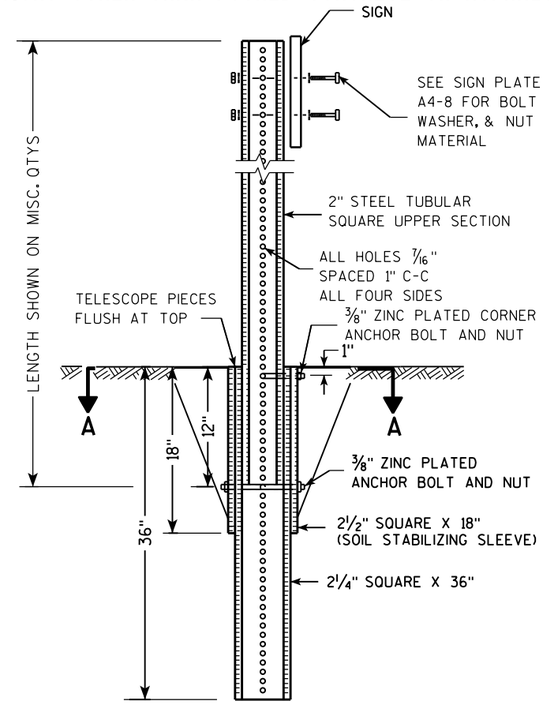
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

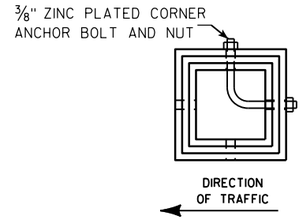


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

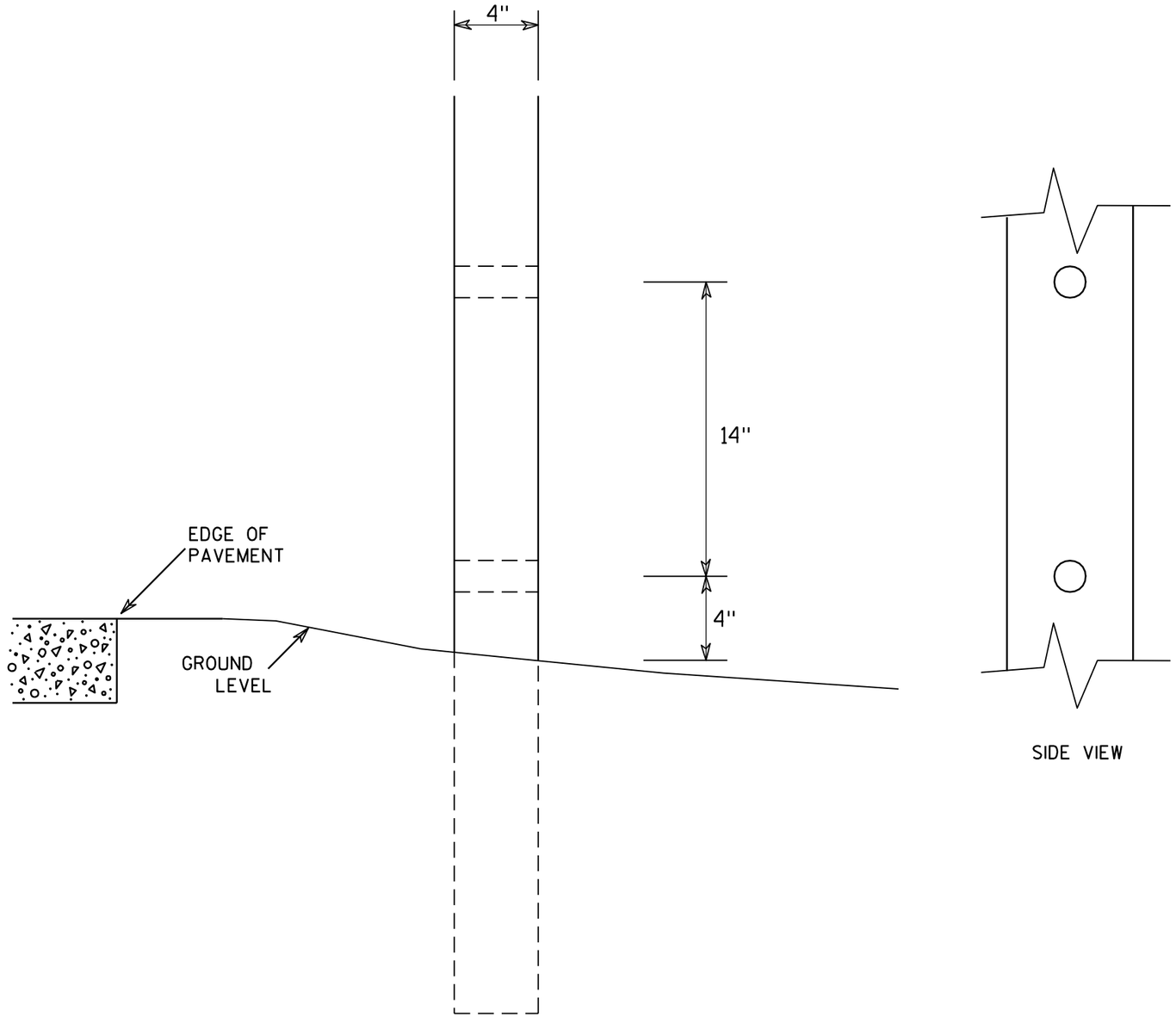
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

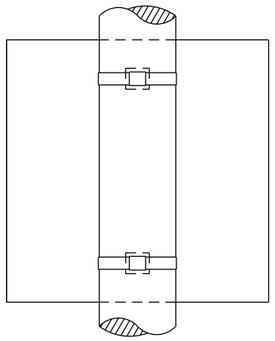
APPROVED Chester J Spang for State Traffic Engineer

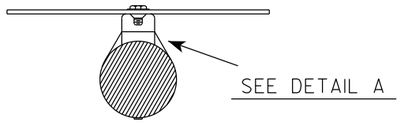
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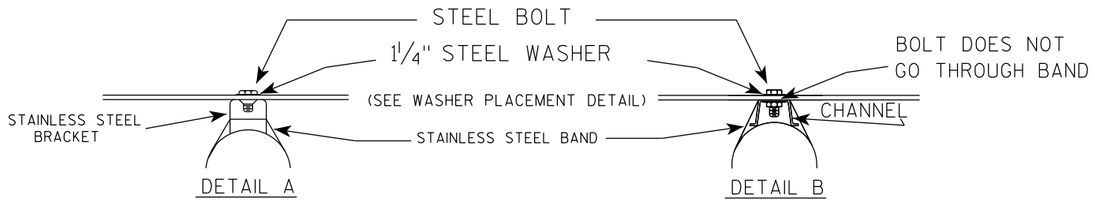
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 144	E

BANDING

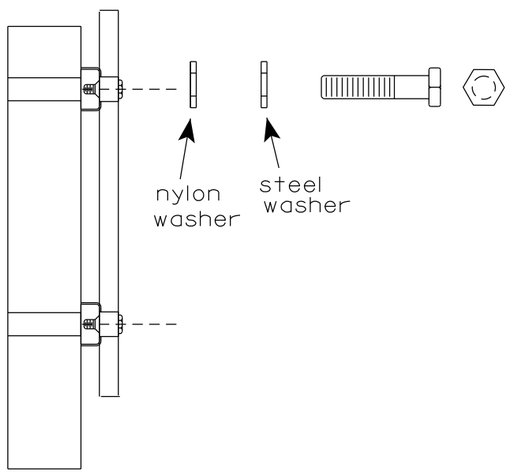
SINGLE SIGN







WASHER PLACEMENT

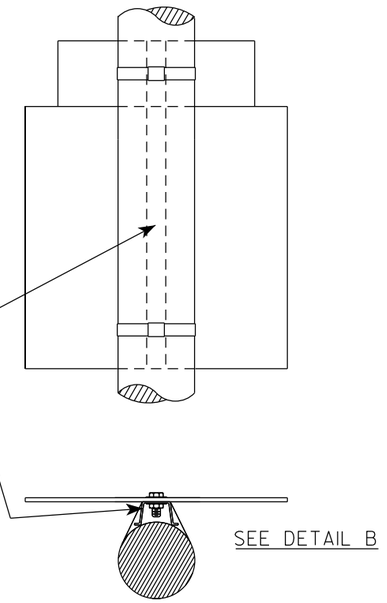


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

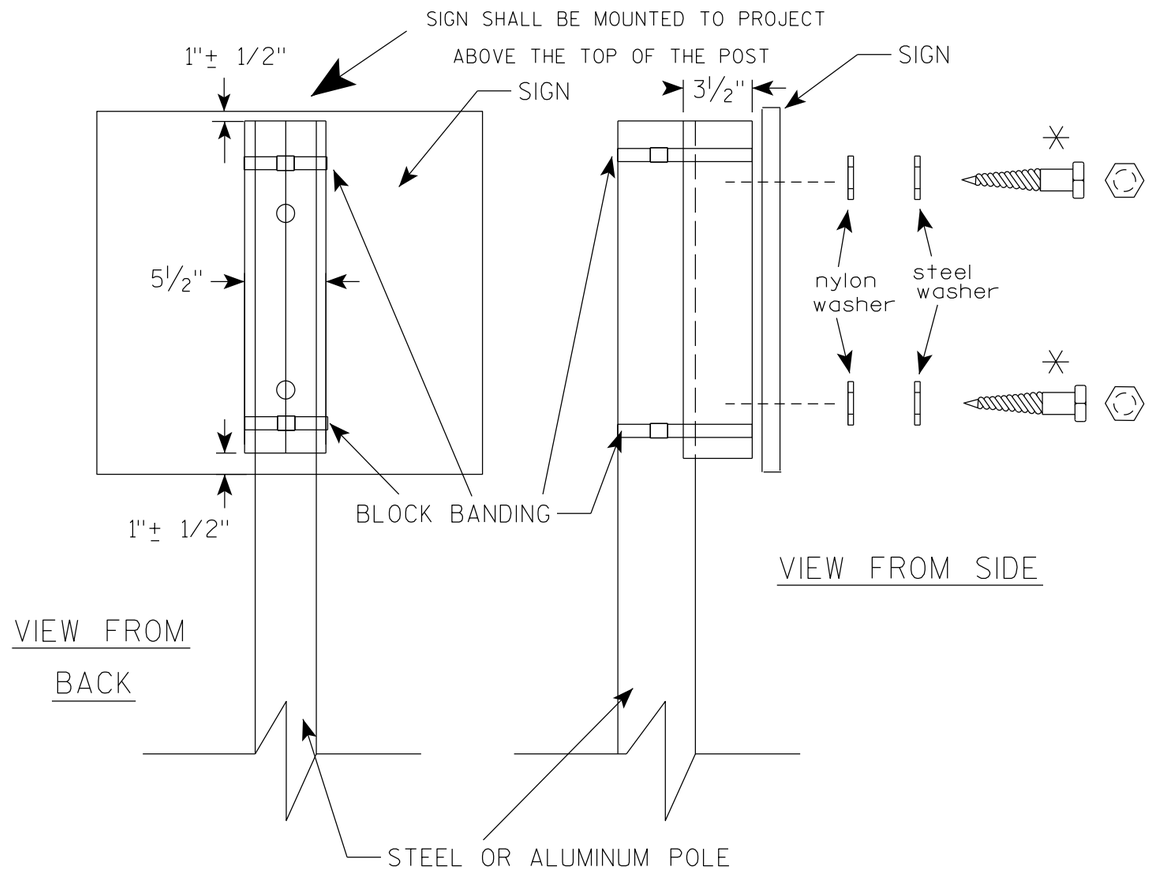
DATE 6/10/19 PLATE NO. A5-9.4

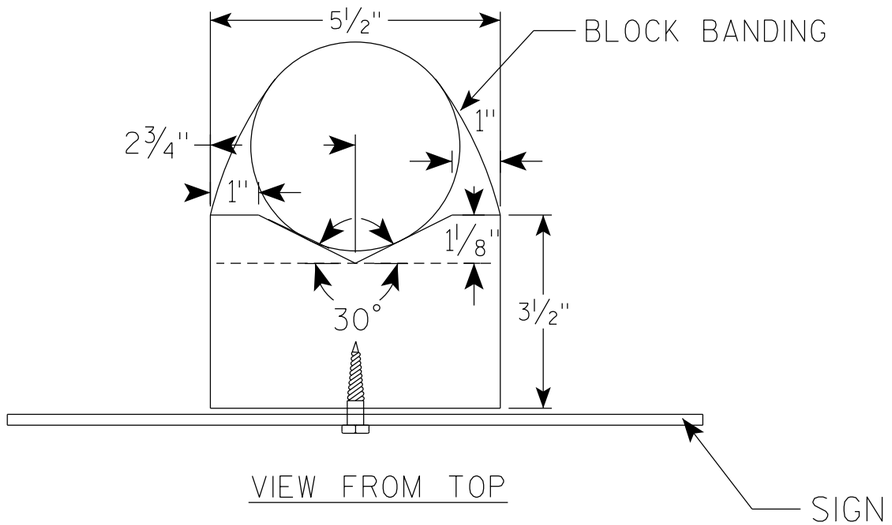
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 145	E

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)

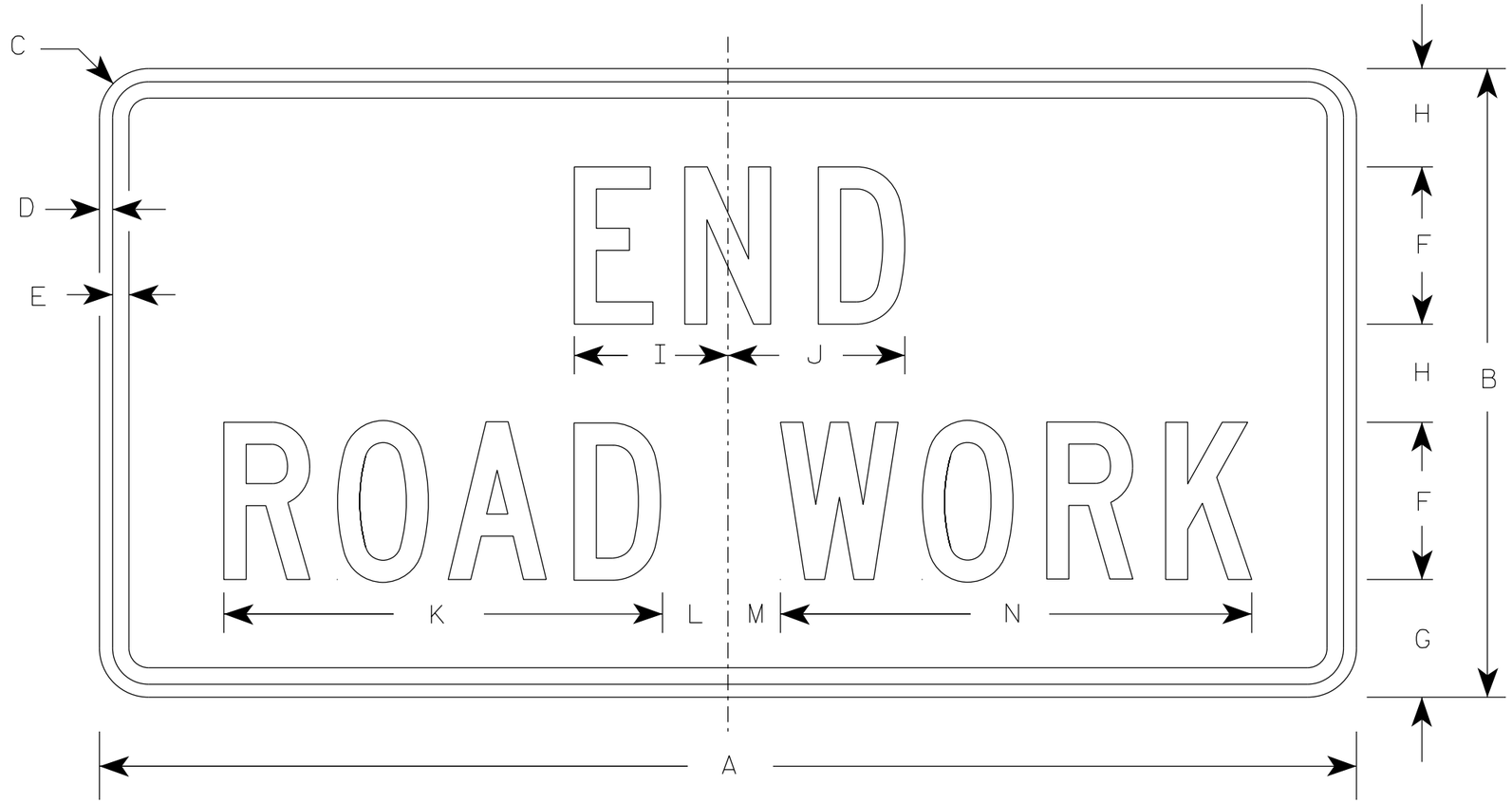
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 146 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

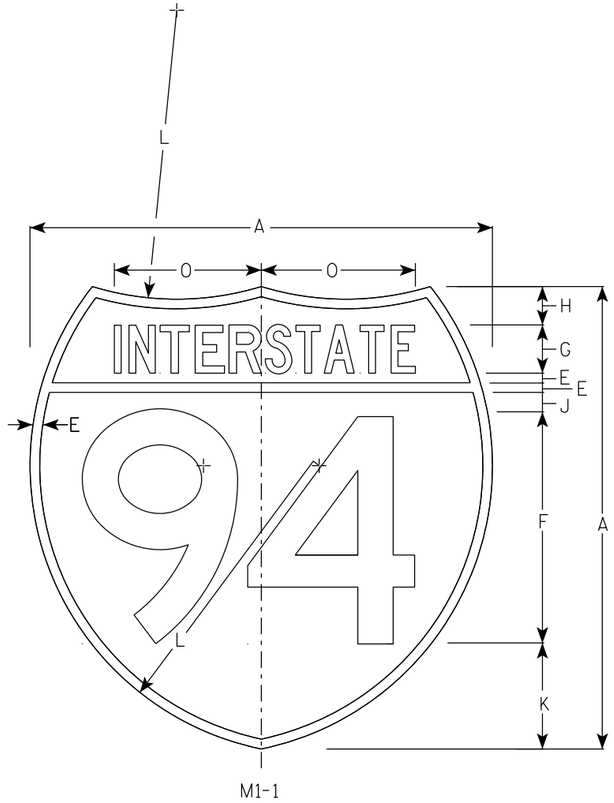
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

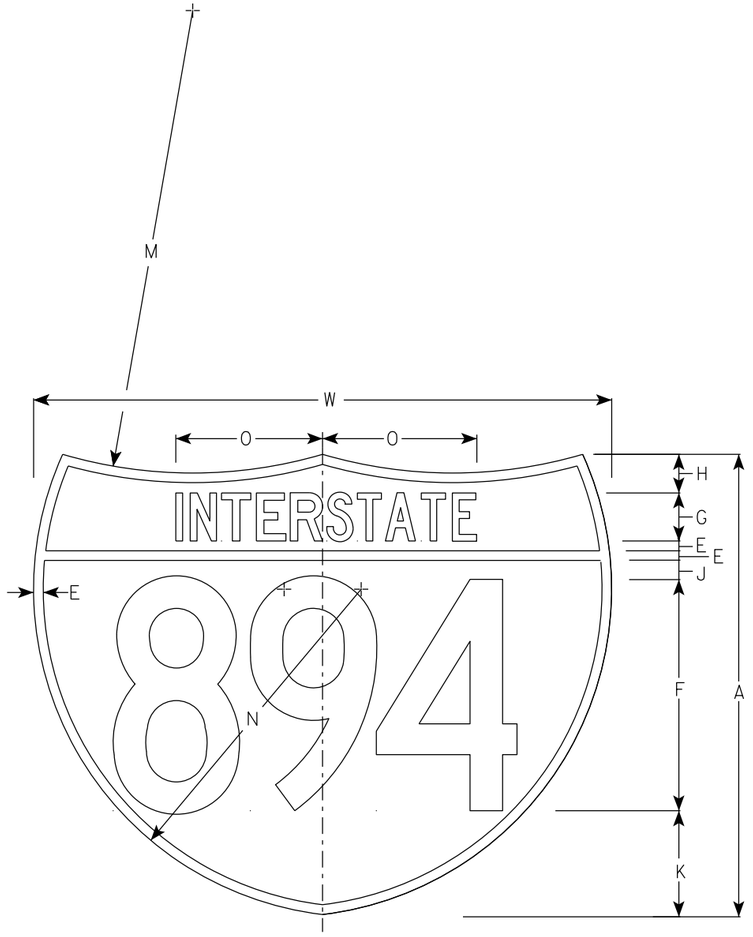
DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G202A.dgn PLOT DATE : 26-JAN 2023 8:27 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M1-1



M1-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Top Red - Bottom Blue
   Message - White
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - 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	M1-1 Area sq. ft.	M1-1A Area sq. ft.
1																											
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
2M	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79

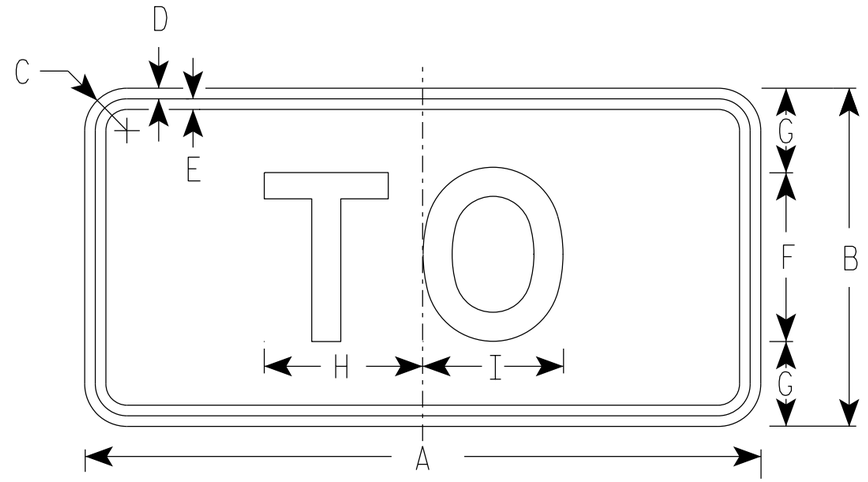
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

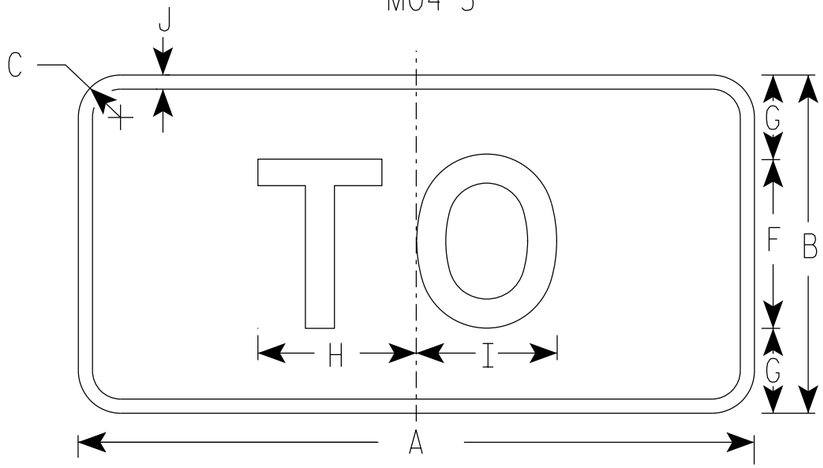
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/7/2022 PLATE NO. M1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 148 | E



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black
   MB4-5 Background - Blue
   Message - White
   MK4-5 Background - Green
   Message - White
   MM4-5 Background - White
   Message - Green
   MN4-5 Background - Brown
   Message - White
   MP4-5 Background - White
   Message - Blue
   M04-5 Background - Orange Type F Reflective
   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																											
2S	24	12	1 1/2	3/8	3/8	6	3	5 3/8	5 1/4	1/2																	2.00
2M	24	12	1 1/2	3/8	3/8	6	3	5 3/8	5 1/4	1/2																	2.00
3	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5

STANDARD SIGN
M4-5

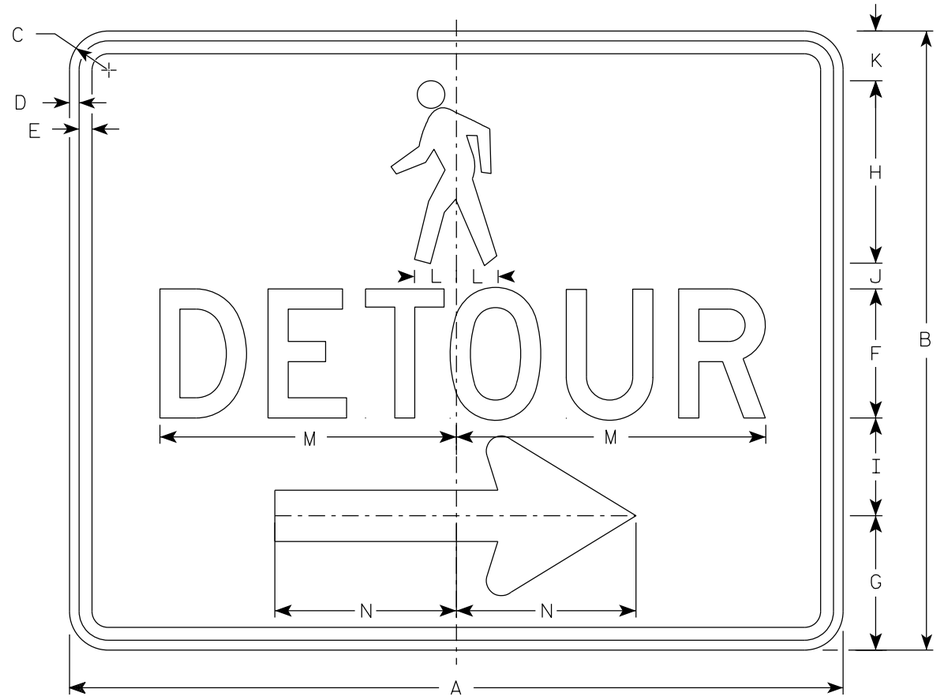
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M4-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 149 E

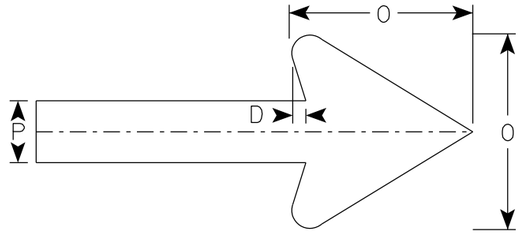
7



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																											

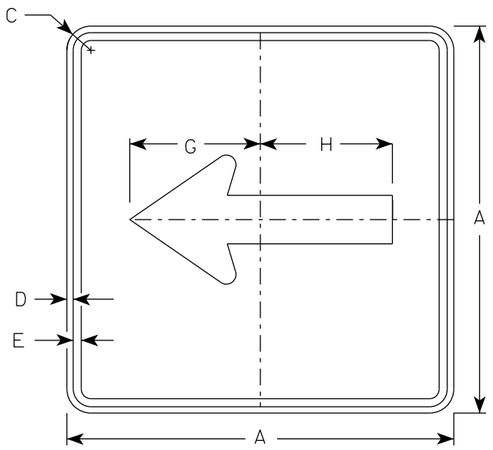
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

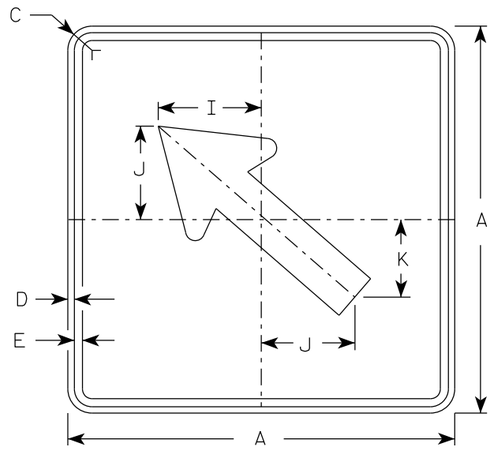
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

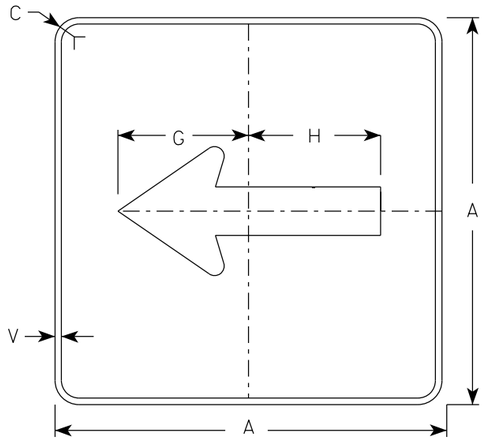
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 150 | E



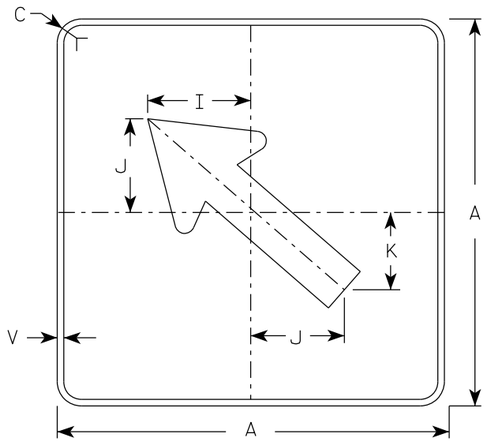
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

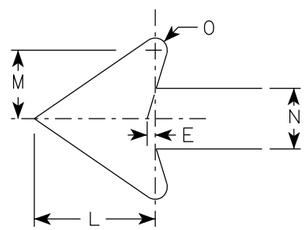


MB6-2
MK6-2
MN6-2
MR6-2

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

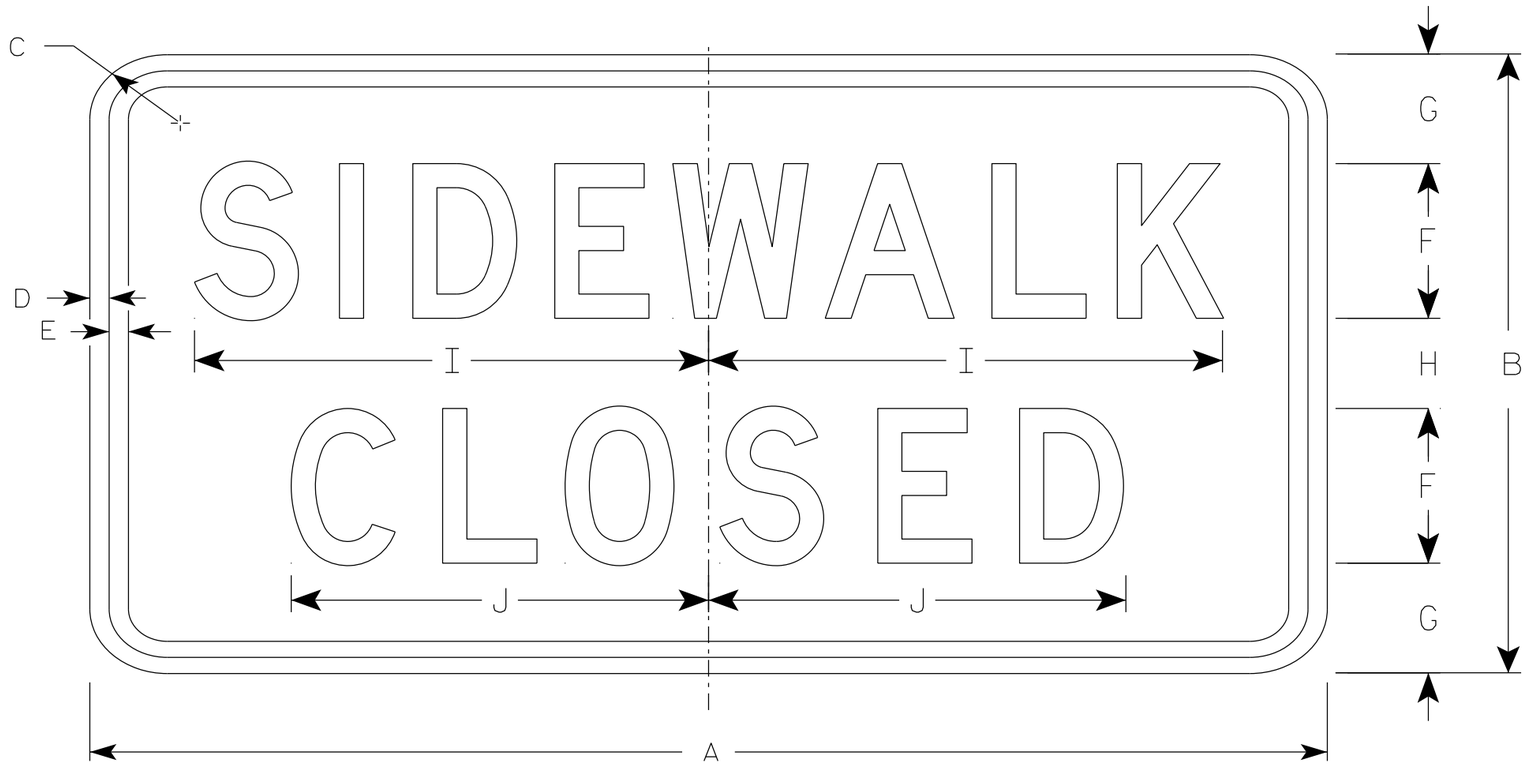
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 151 | E

7

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

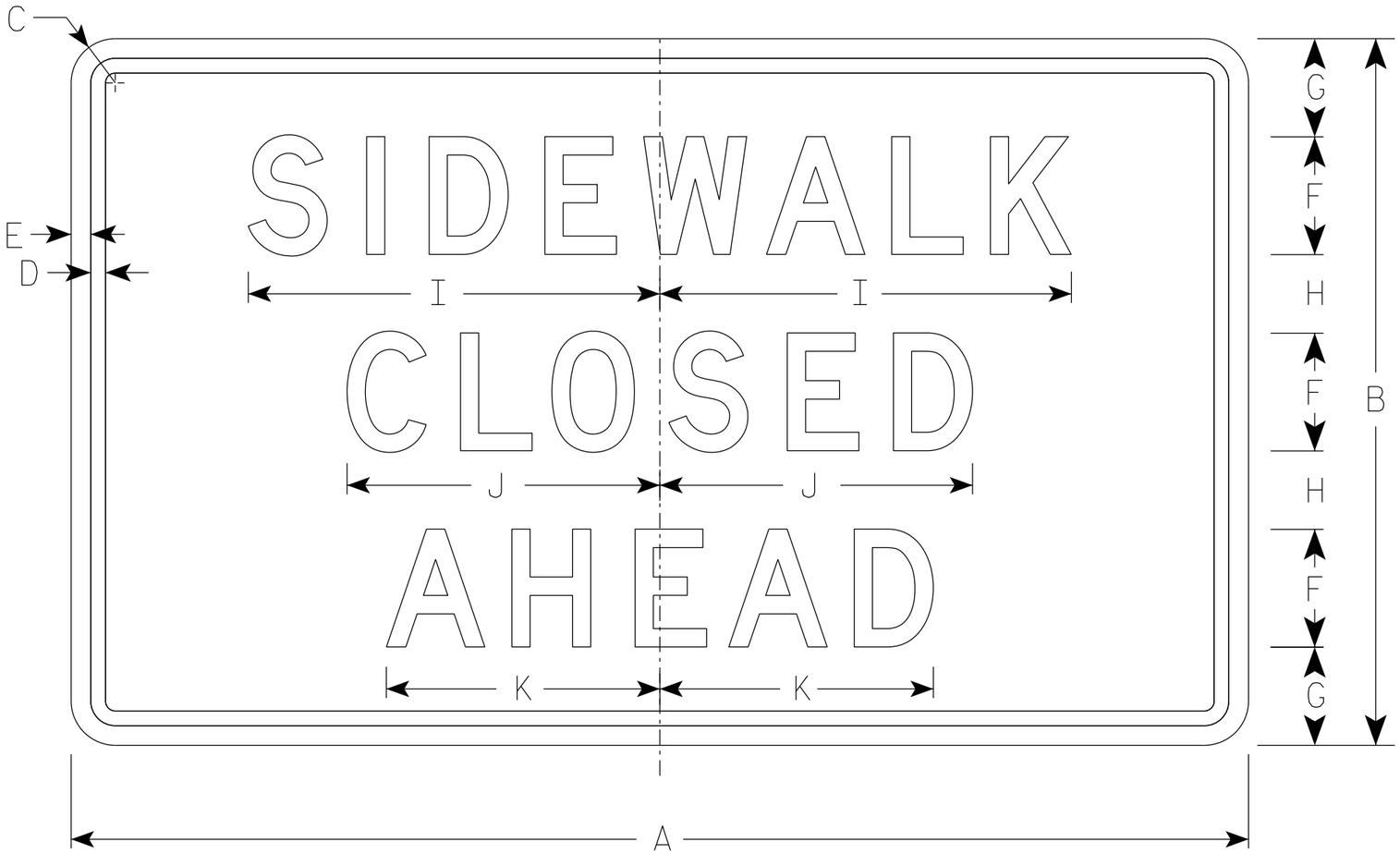
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 152 | 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																											

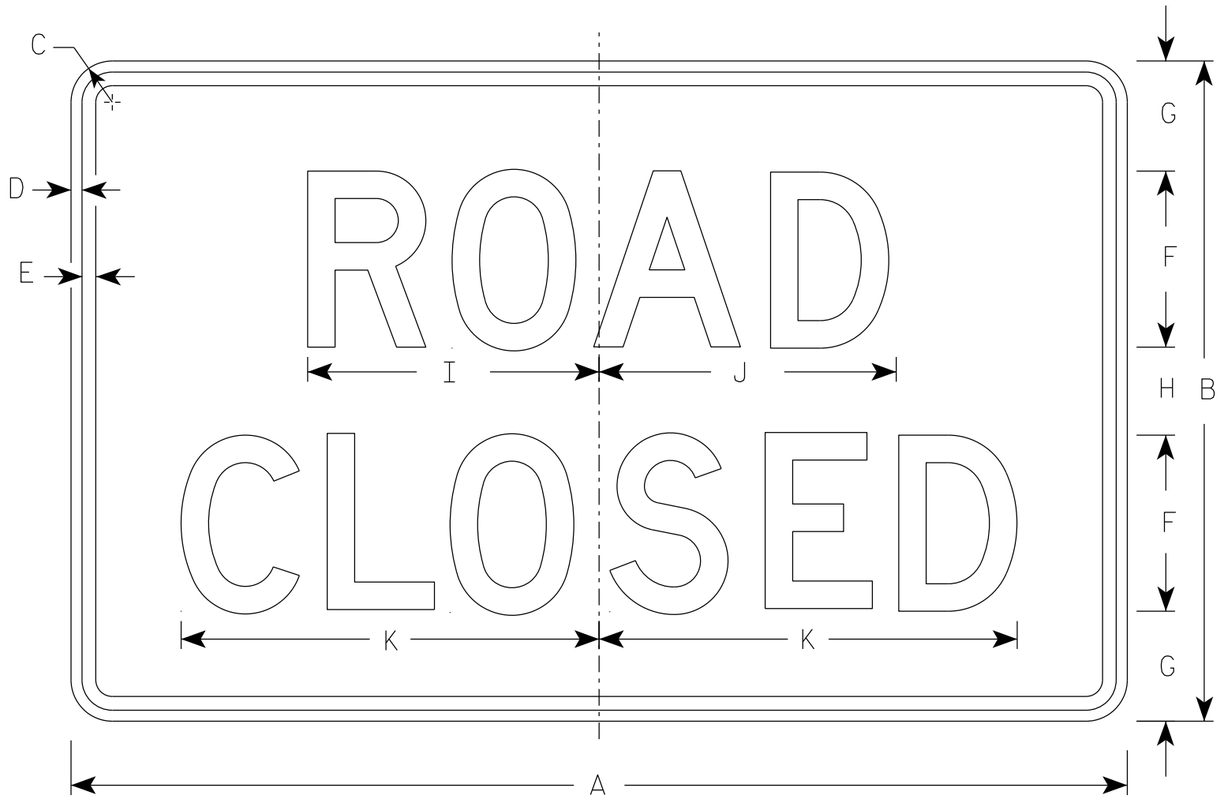
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

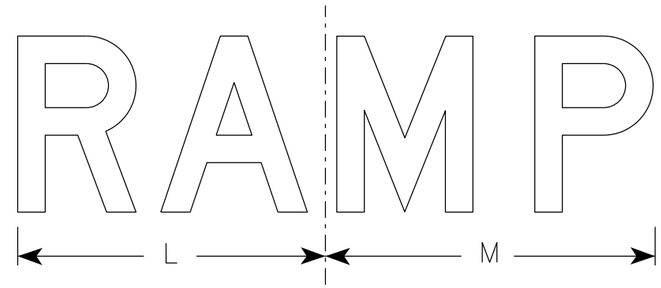
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 153 | E



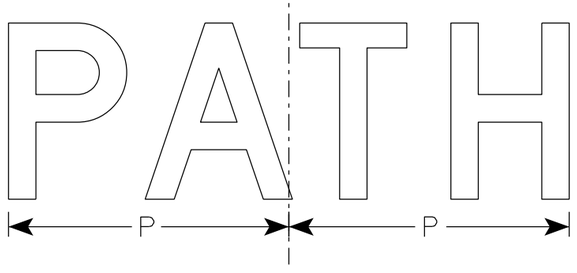
R11-2

NOTES

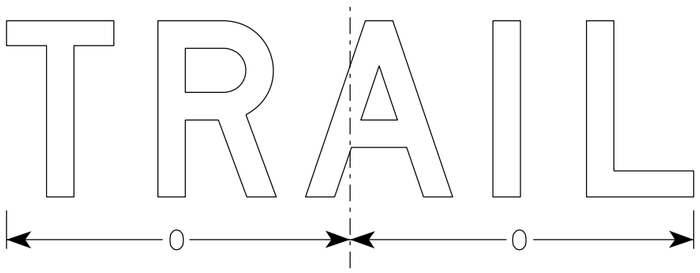
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



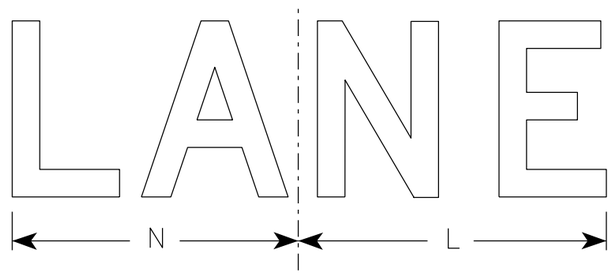
R11-2R



R11-2C



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	12 3/4											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	12 3/4											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	12 3/4											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	12 3/4											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	12 3/4											10.0

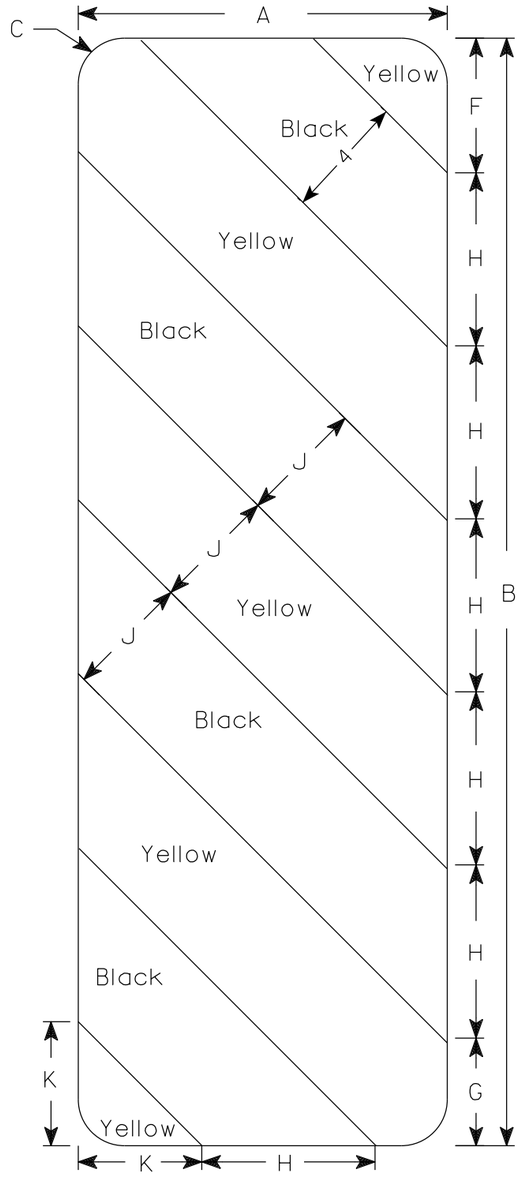
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

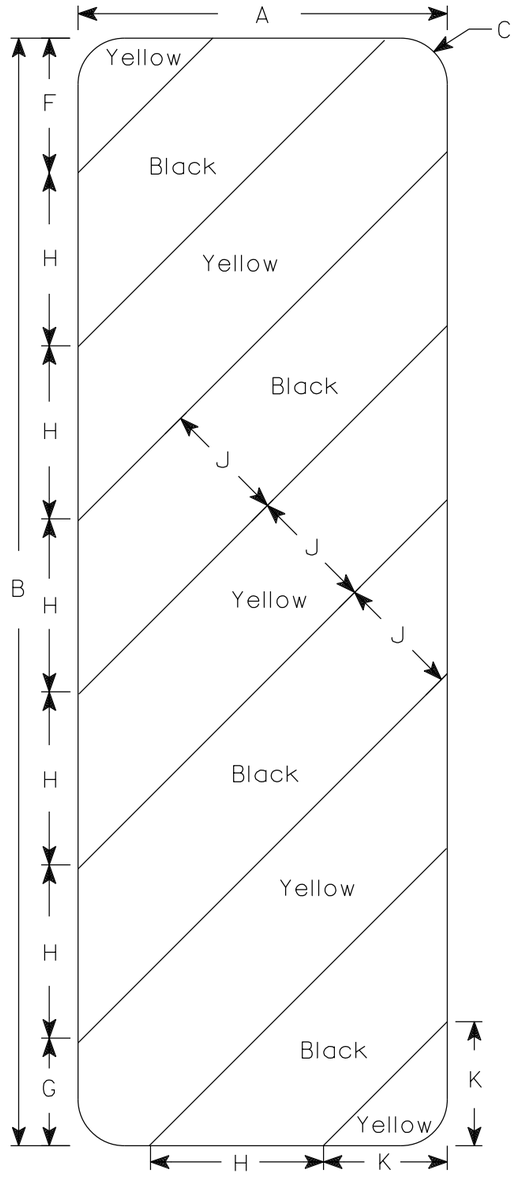
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/3/26 PLATE NO. R11-2.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

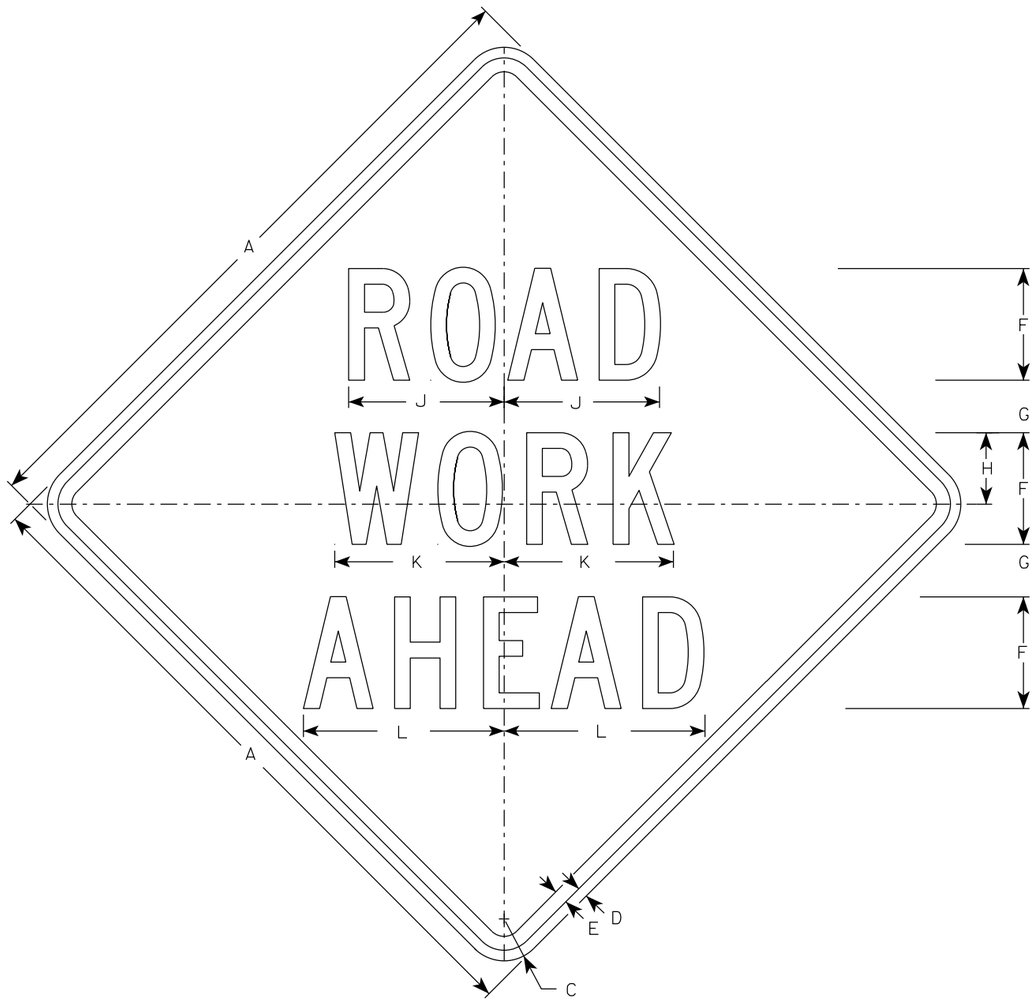
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

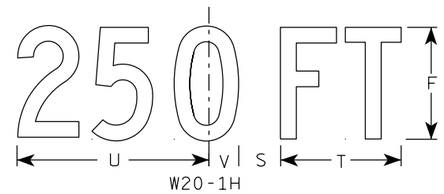
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/4/2024 PLATE NO. W5-52.10

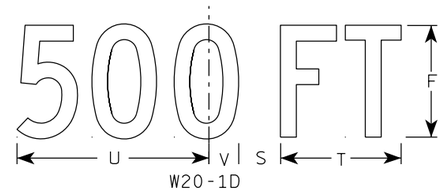
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 155 E



W20-1A



W20-1H



W20-1D



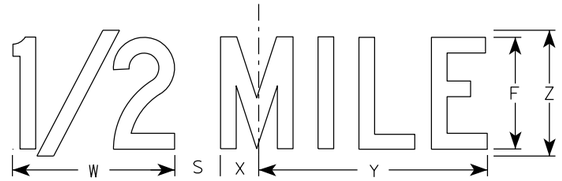
W20-1C



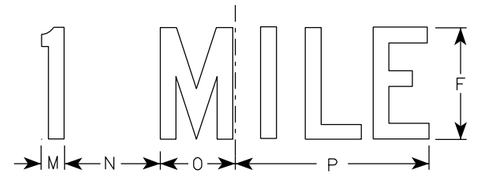
W20-1B

NOTES

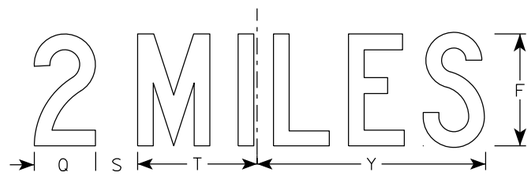
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		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:

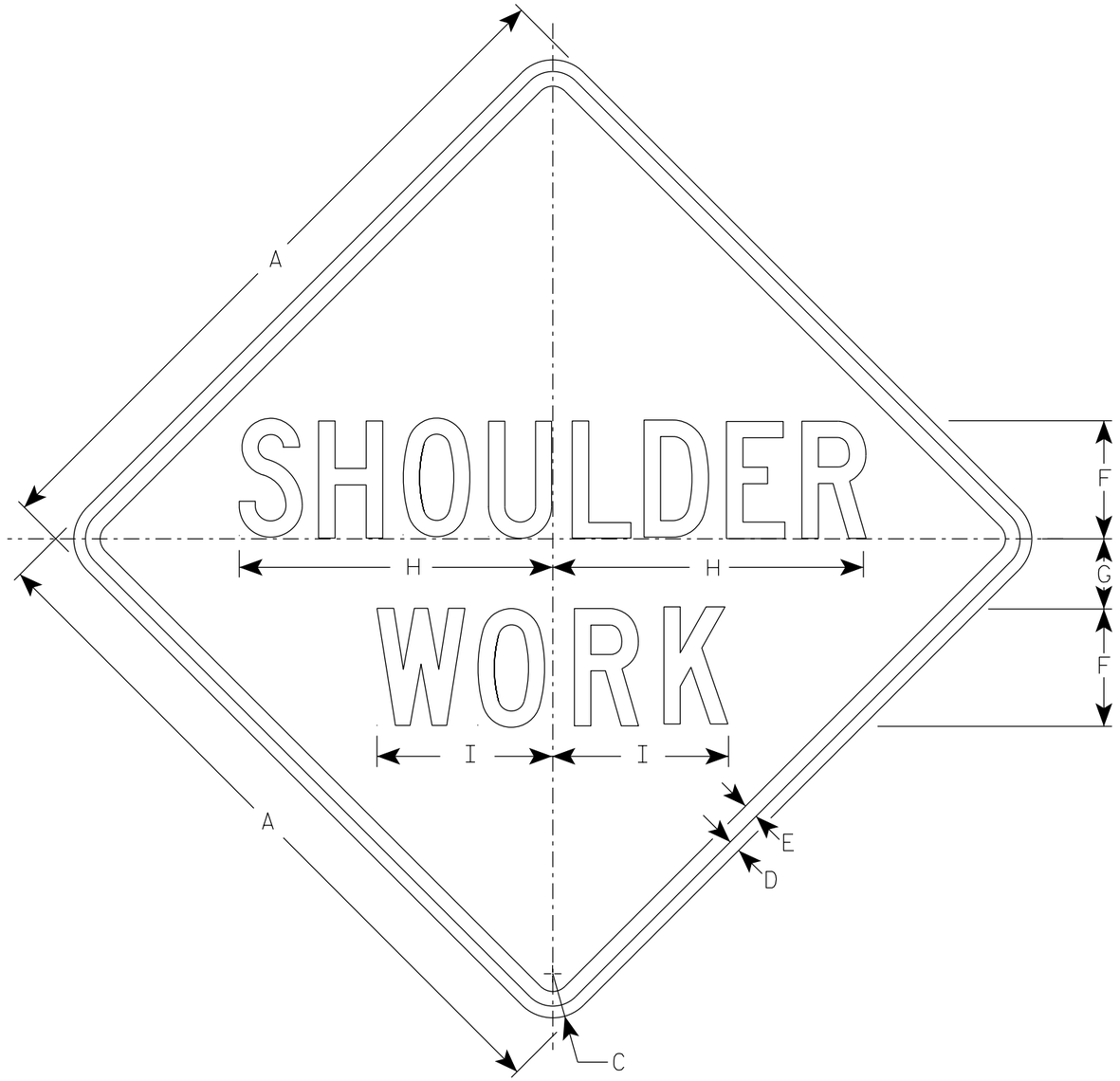
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



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

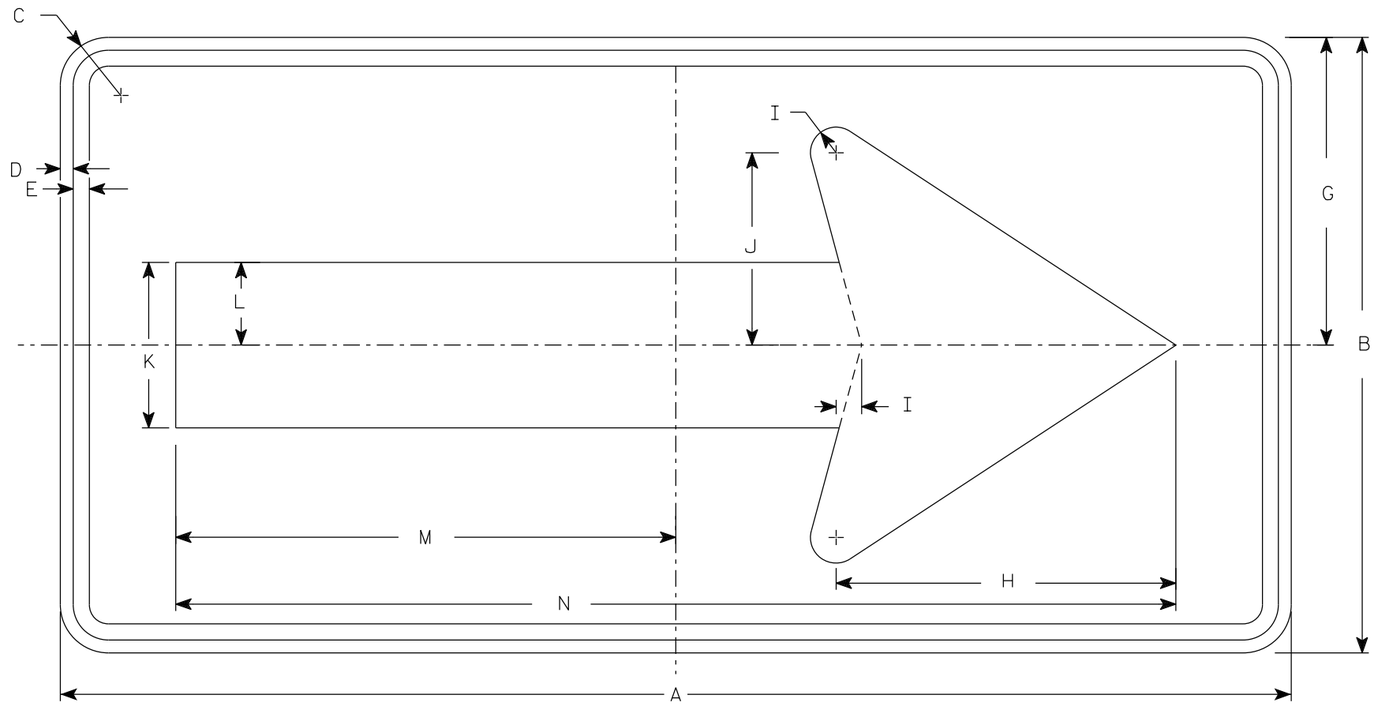
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 157 | E

7



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

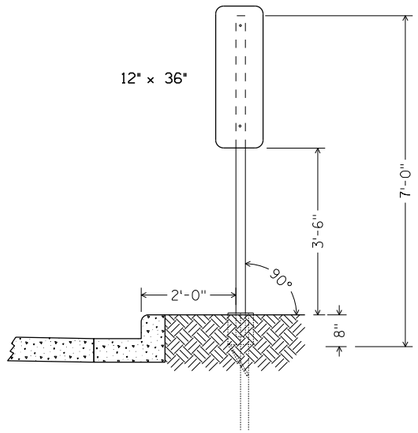
STANDARD SIGN
WO1-6

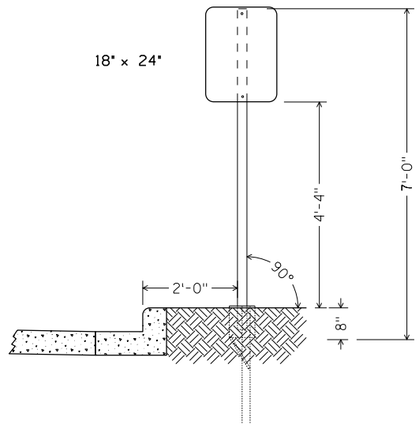
WISCONSIN DEPT OF TRANSPORTATION

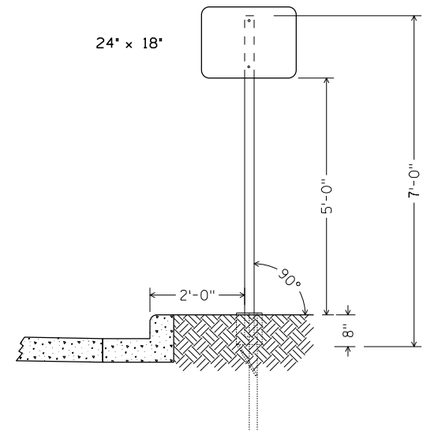
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E







7

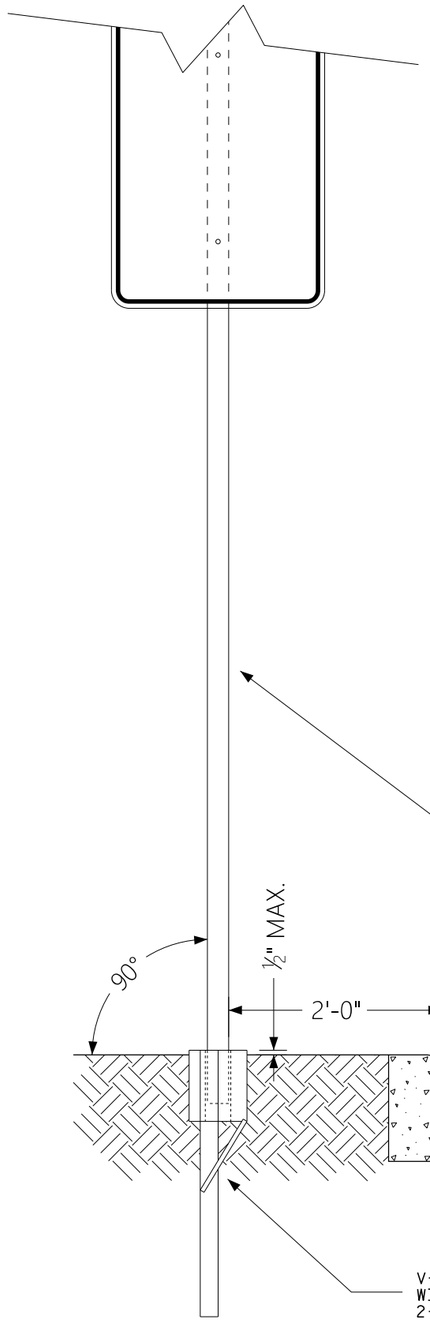
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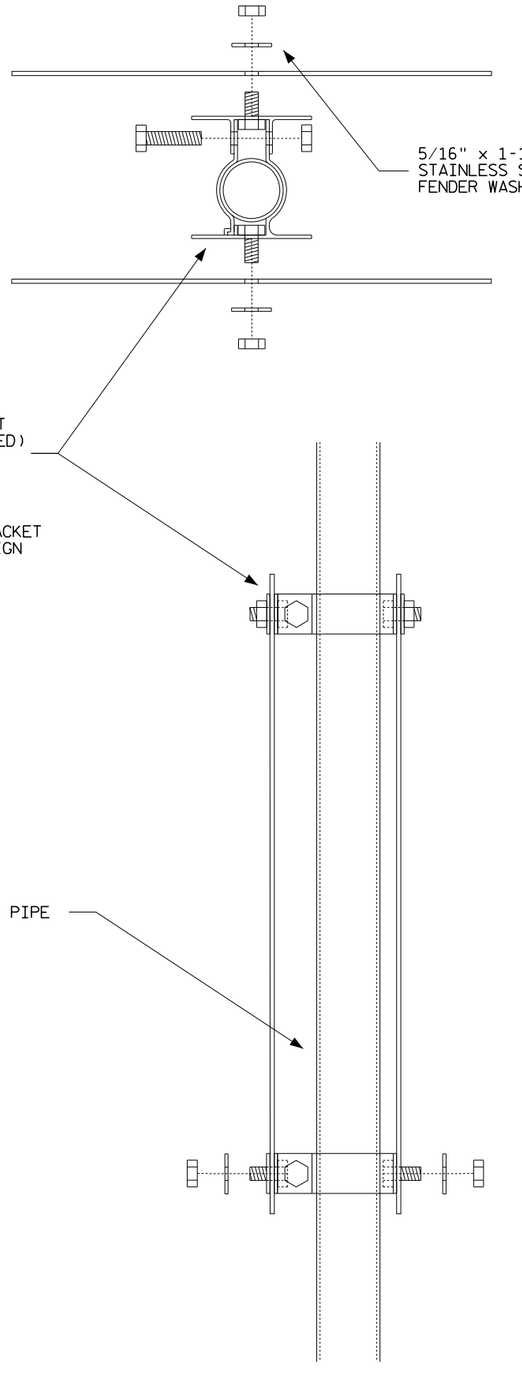
PROJECT NO: 2568-00-72	HWY: N DR MARTIN LUTHER KING JR DR	COUNTY: MILWAUKEE	7'-0" PIPE ASSEMBLIES	SHEET 159	E

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

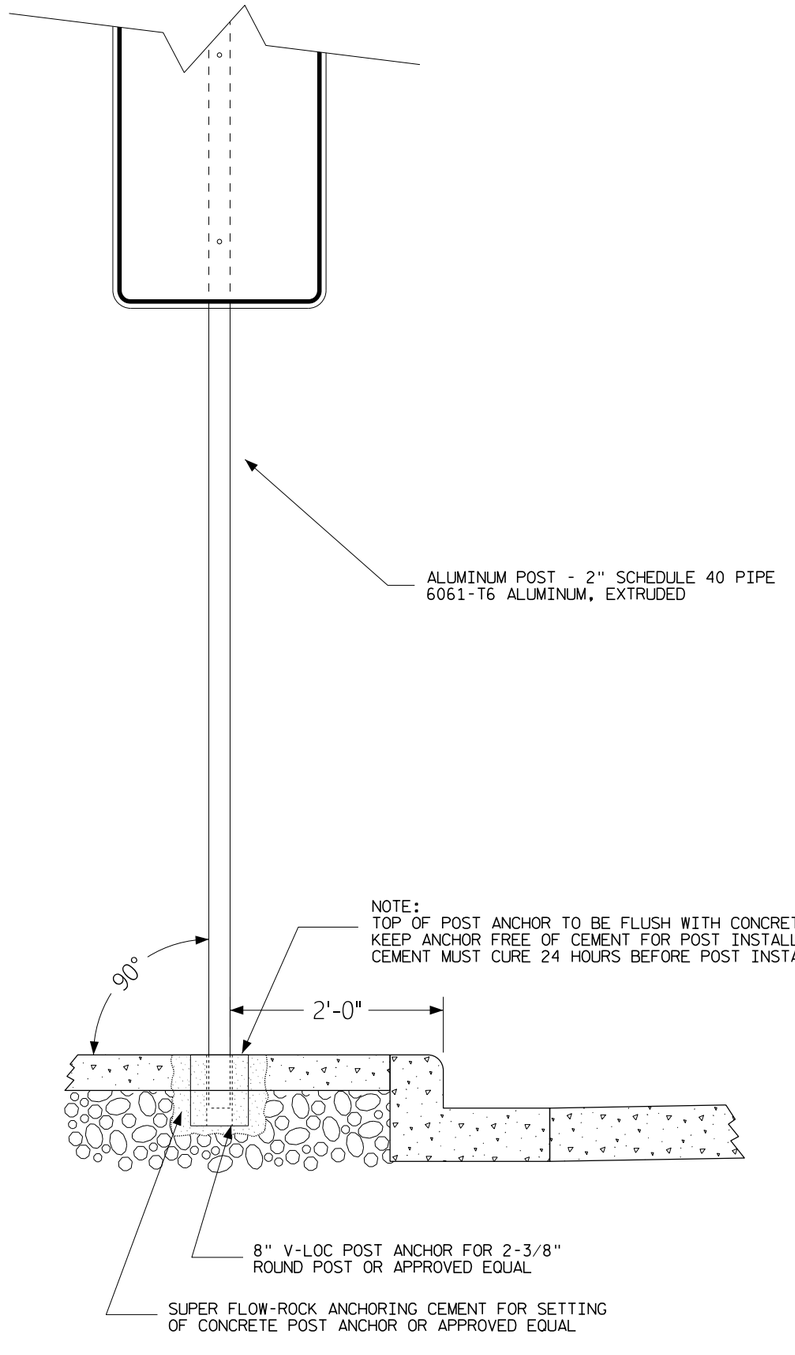
WISDOT/CADDS SHEET 42

ROUND ALUMINUM SIGN POST SYSTEM FOR SOFT SURFACE INSTALLATION





ROUND ALUMINUM SIGN POST SYSTEM FOR CONCRETE INSTALLATION

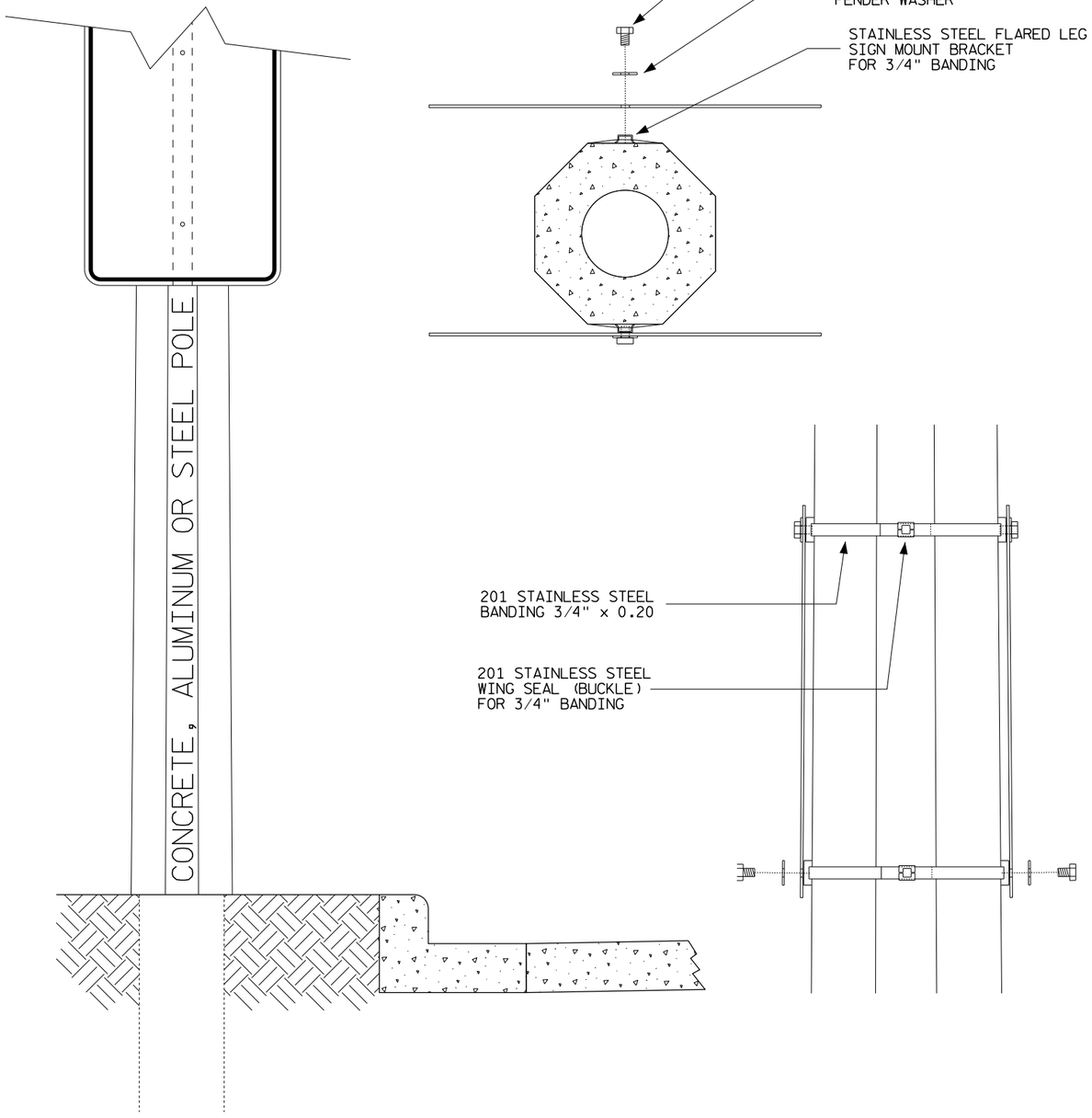


7

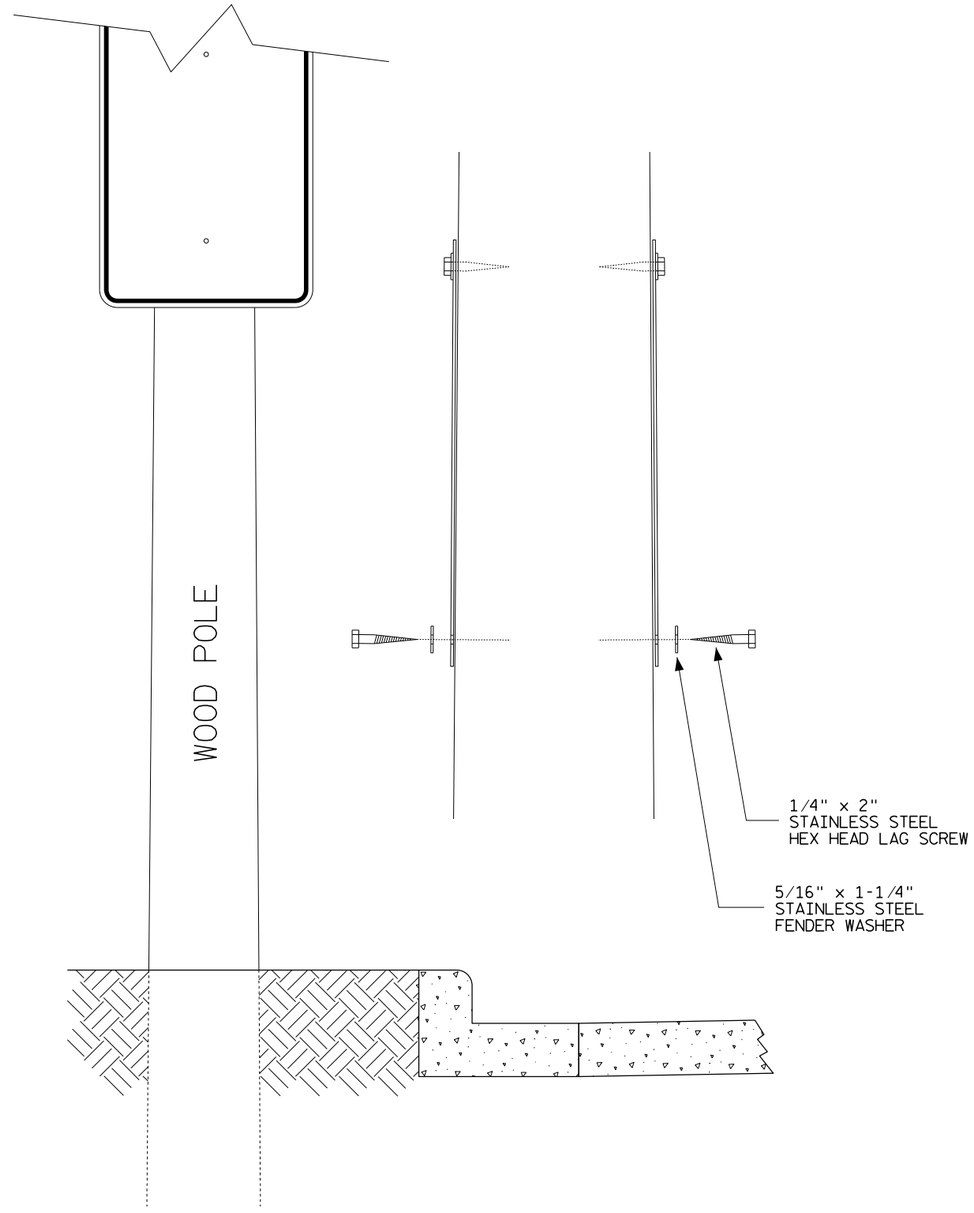
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PROJECT NO: 2568-00-72	HWY: N DR MARTIN LUTHER KING JR DR	COUNTY: MILWAUKEE	SIGN SYSTEM INSTALLATION – POST & PURCHASED ITEMS	SHEET 160	E

EXISTING CONCRETE, ALUMINUM OR STEEL POLE SIGN SYSTEM INSTALLATION



EXISTING WOOD POLE SIGN SYSTEM INSTALLATION

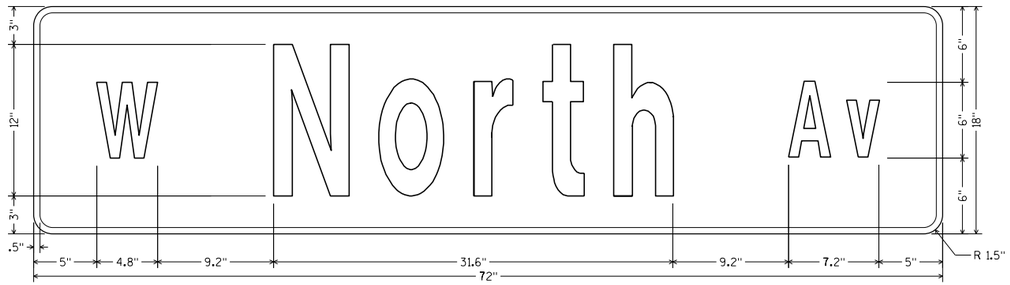


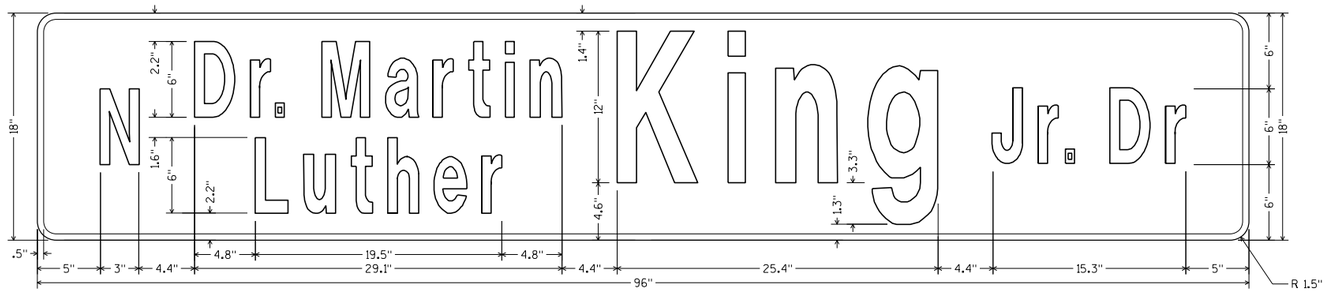
7

7

PROJECT NO: 2568-00-72	HWY: N DR MARTIN LUTHER KING JR DR	COUNTY: MILWAUKEE	SIGN SYSTEM INSTALLATION – EXISTING POLE	SHEET 161	E

Message Series - C





7

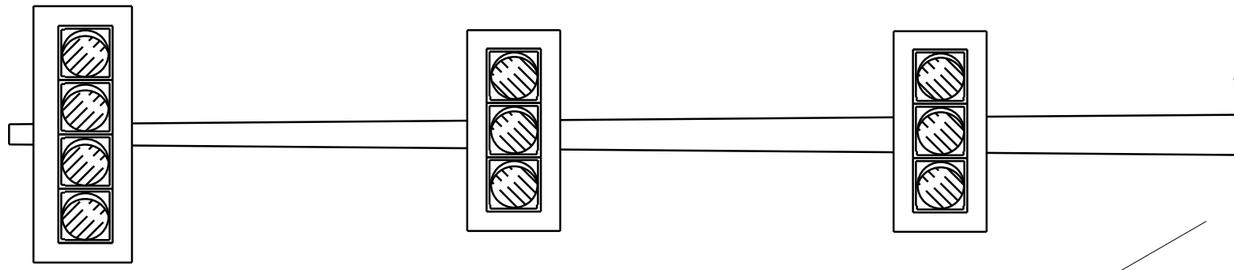
7

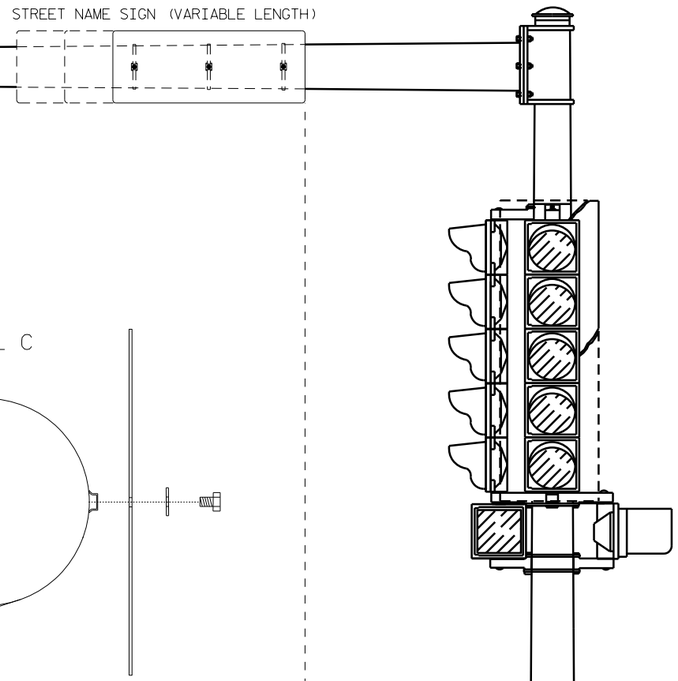
NOTES - SIGN SUBSTRATE

1. All material to be alodized aluminum
2. All blanks to be .100" thickness
3. All blanks shall be panel flat tension/strecher level qulality
4. All blank edges shall be true, smooth and free from burrs

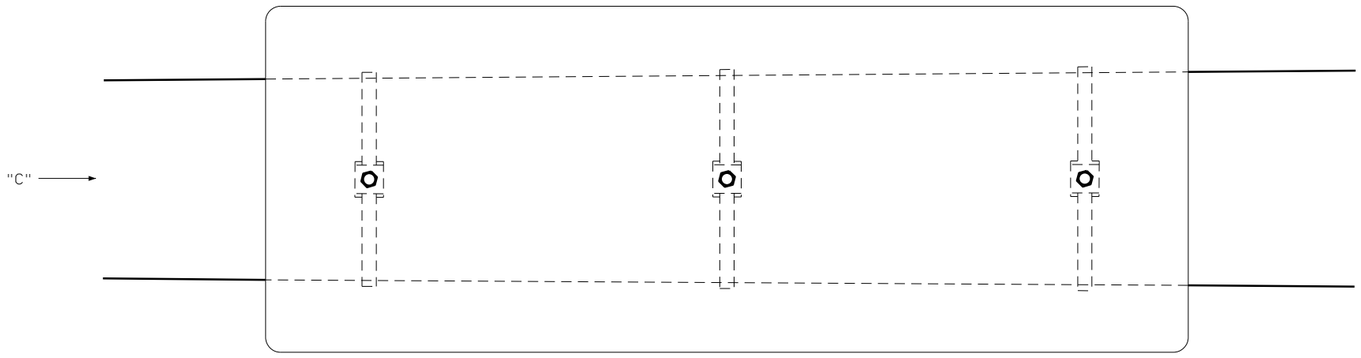
NOTES - SIGN SHEETING

1. All signs type SH (full cubed prismatic sheeting)
2. Sheeting: 3M Diamond Grade™ DG³ type XI 4090
3. Color:
   Background - Green
   Message - White
4. Sheeting applied to one side of substrate

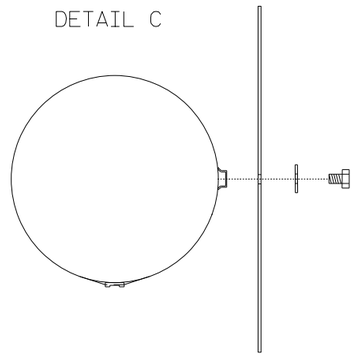


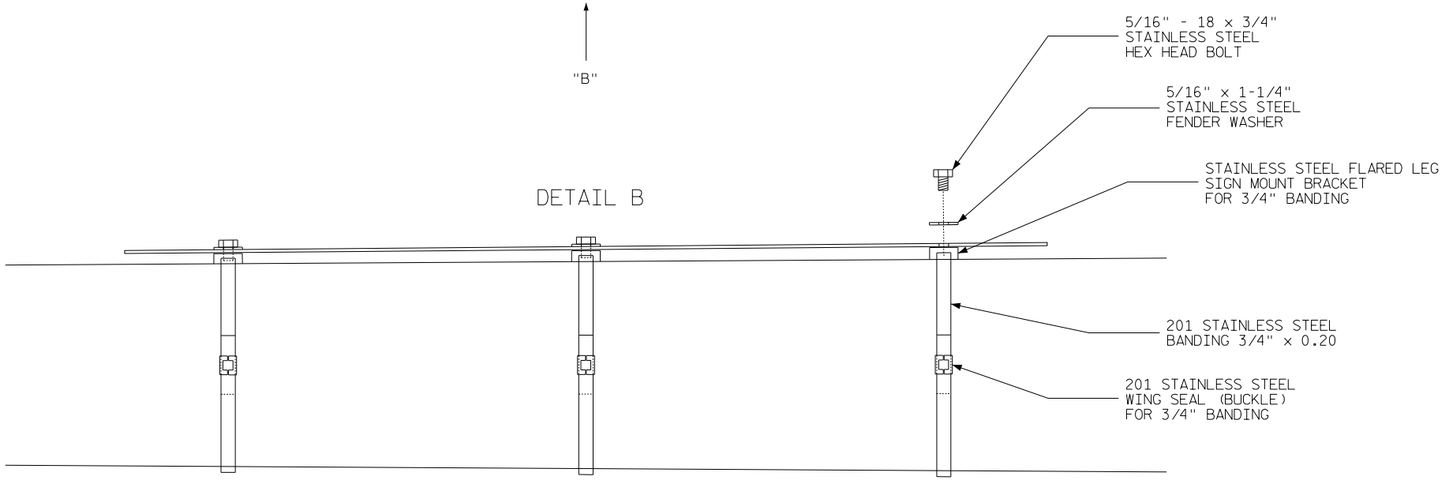


DETAIL A



DETAIL C





7

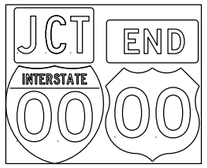
7

PROJECT NO: 2568-00-72	HWY: DR MARTIN LUTHER KING JR DR	COUNTY: MILWAUKEE	STREET NAME SIGN INSTALLATION ON MAST ARM	SHEET 163	E

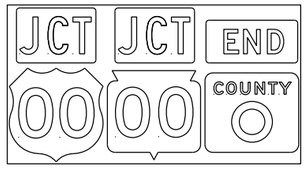
TYPICAL ASSEMBLIES



J1-1



J1-2



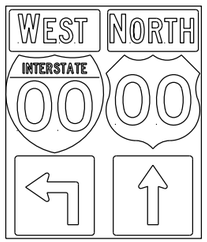
J1-3



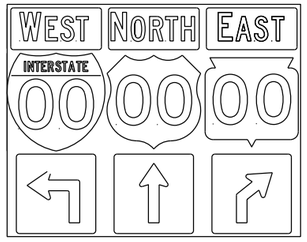
JR1-1



J2-1



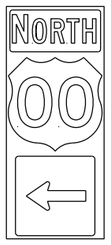
J2-2



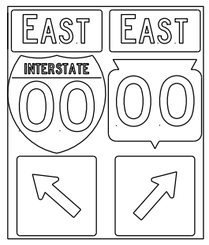
J2-3



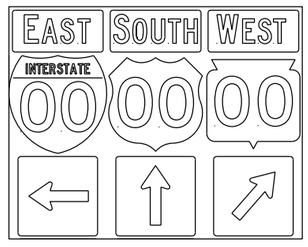
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



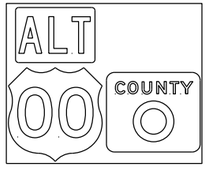
J3-2



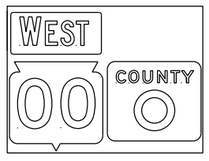
J3-3



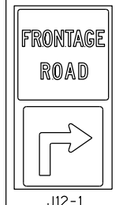
J4-1



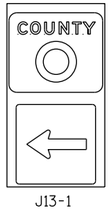
J4-2



J4-2



J12-1



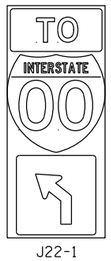
J13-1



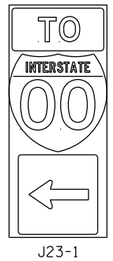
J32-1



J33-1



J22-1



J23-1



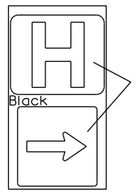
JR13-1



JR23-1



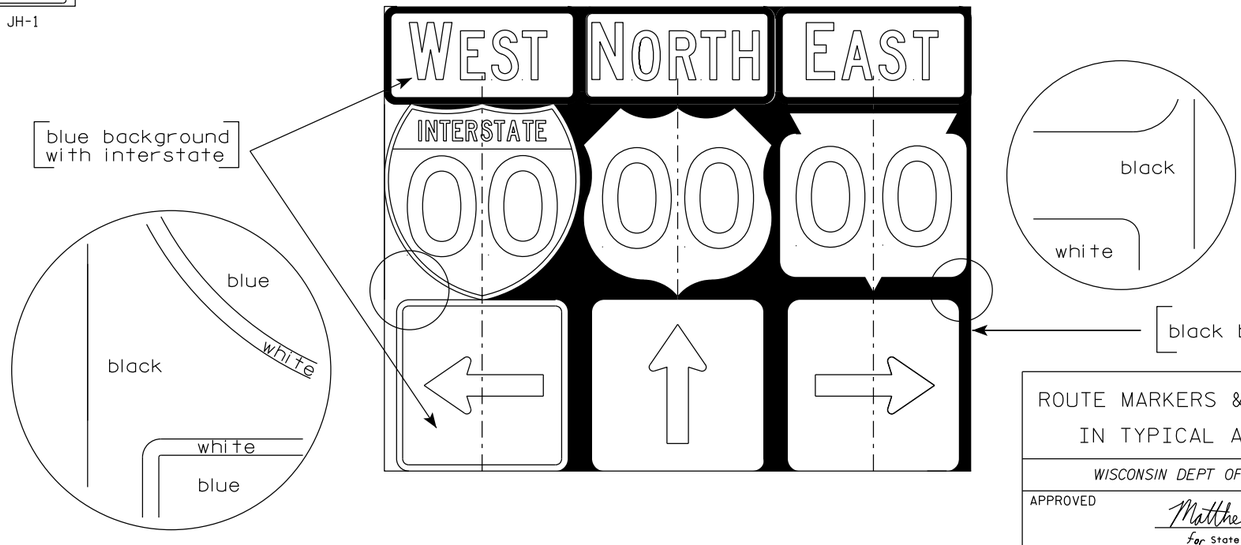
JR99-1



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

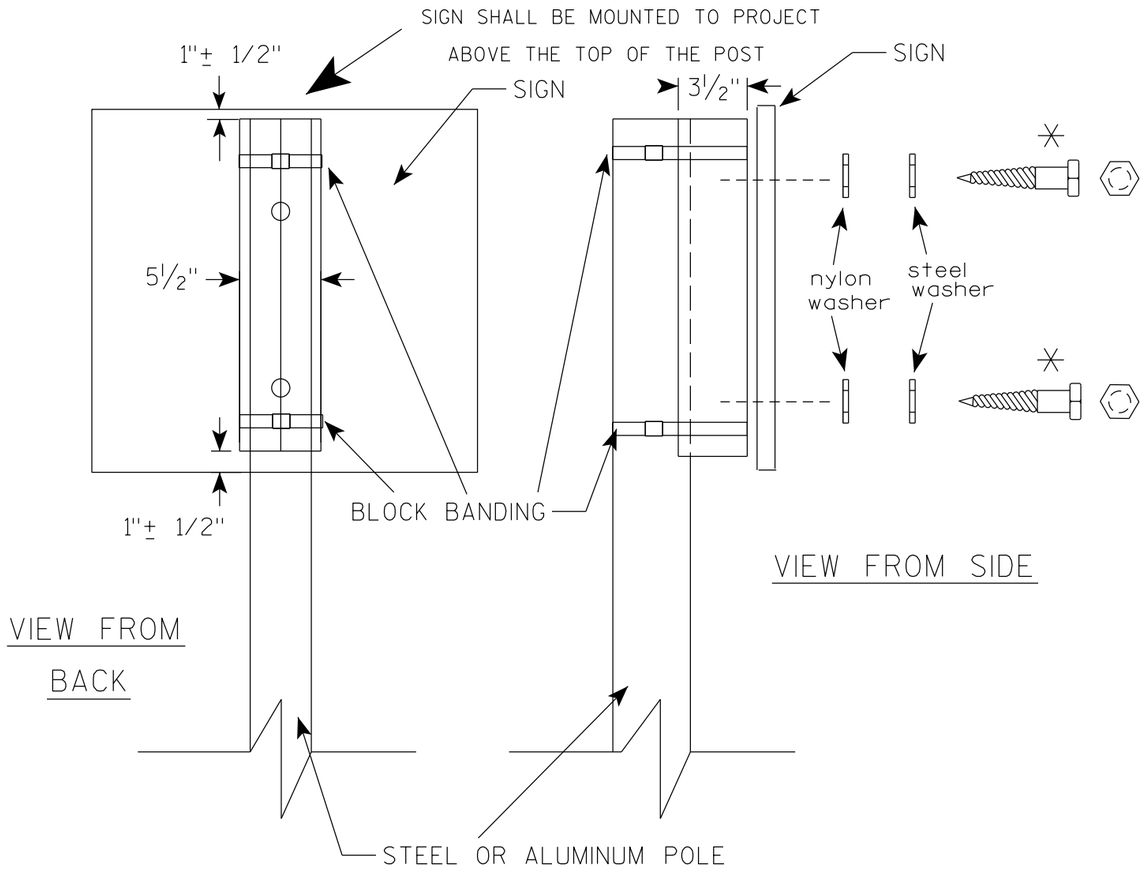
WISCONSIN DEPT OF TRANSPORTATION

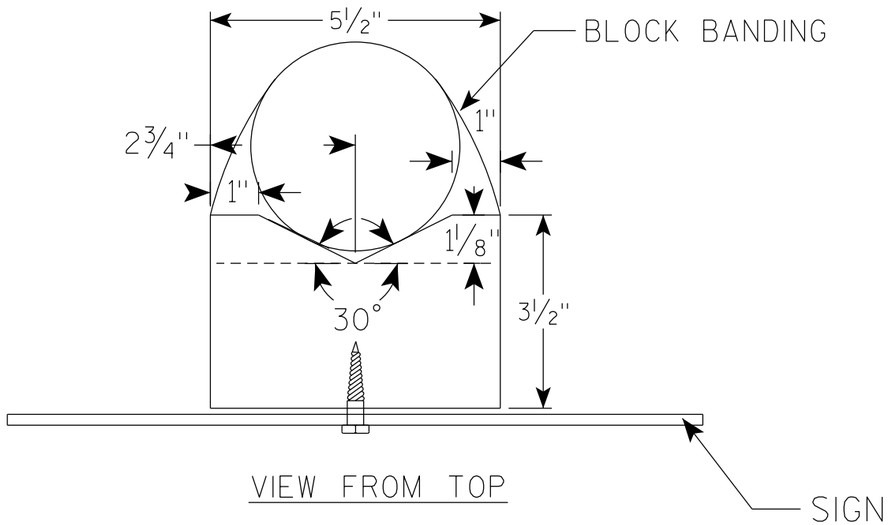
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

PROJECT NO:

SHEET NO: 164 E





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: 165 E

Wisconsin Department of Transportation

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