WKE | OCTOBER 2024

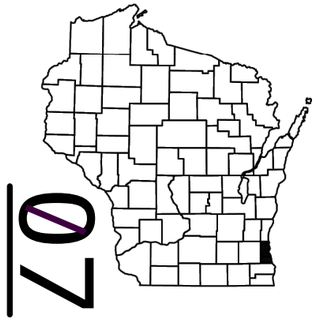
PROJECT ID: 2225-13-70

COUNTY: MILWAUKEE

ORDER OF SHEETS

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

TOTAL SHEETS = 512



N

DESIGN DESIGNATION

A.A.D.T.	(2025)	=	14,620
A.A.D.T.	(2045)	=	14,620
D.H.V.		=	2,071
D.D.		=	56/44
T.		=	1.3%
DESIGN SPEED		=	35 MPH
ESALS		=	350,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (955.36)
- 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

V SHOREWOOD, N LAKE DR

EDGEWOOD AVE TO KENSINGTON BLVD

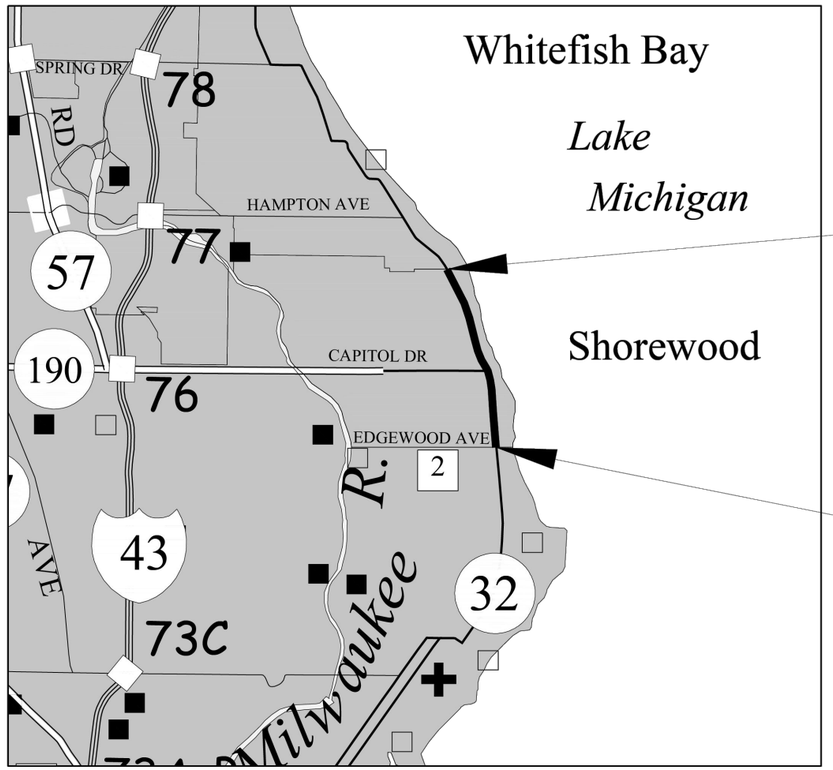
STH 32

MILWAUKEE COUNTY

STATE PROJECT NUMBER
2225-13-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2225-13-70	———	———

R-22-E



END PROJECT
STA 92+57.00
Y=321,548.653
X=614,042.026

BEGIN PROJECT
STA 26+40.00
Y=315,268.725
X=615,785.822

T-7-N

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.253 MI

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

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

ORIGINAL PLANS PREPARED BY

kapur

WISCONSIN
AARON J. BUBB
E-36994
FOX POINT, WI
PROFESSIONAL ENGINEER

DATE: 7/23/24 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KAPUR & ASSOCIATES
Designer	KAPUR & ASSOCIATES
Project Manager	DEBRA TARNOW
Regional Examiner	
Regional Supervisor	JOSHUA LEVEQUE

APPROVED FOR THE DEPARTMENT

DATE: 07/23/2024 (Signature)

E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\010101-TI.DWG PLOT DATE : 8/20/2024 9:10 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

GENERAL NOTES

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

PRIVATE SPRINKLER SYSTEMS EXIST IN THE PROJECT AREA. CONSULT THE ENGINEER PRIOR TO DISTURBING ANY PRIVATE SPRINKLERS.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. EXISTING UTILITIES ARE SHOWN FROM FIELD LOCATES AND FROM AS-BUILT PLANS PROVIDED BY THE UTILITY. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

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

ALL PRIVATE EXISTING UTILITIES ARE TO BE ADJUSTED BY THE UTILITIES CONCERNED. SEE WATEMAIN PLAN FOR ADJUSTMENT OR REMOVAL OF WATER UTILITY ITEMS.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH BACKFILL GRANULAR.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

INLET PROTECTION IS REQUIRED AT ALL INLETS AND CATCH BASINS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH 6-INCH TYPICAL DEPTH.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND ENGINEER IN THE FIELD.

THE EXACT LOCATION OF EXCAVATION BELOW SUBGRADE (EBS) WILL BE DETERMINED BY THE ENGINEER.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP OR EBS BACKFILL.

CONCRETE CURB AND GUTTER GRADES ARE TO THE FLANGE OF CURB AND GUTTER OR THE THEORETICAL FLANGE POINT OF INTEGRAL CURB AND GUTTER. DISTANCES SHOWN FOR CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.

THE EXACT LOCATION OF DRIVEWAYS IS TO BE DETERMINED BY THE ENGINEER AND REPLACED IN KIND UNLESS NOTED OTHERWISE.

CONTRACTOR SHALL CONTACT PROJECT ENGINEER AND SEWRPC AT LEAST TWO WEEKS PRIOR TO CONDUCTING WORK NEAR ANY PUBLIC SURVEY MONUMENT.

A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

LOCATIONS OF SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM "TRAFFIC CONTROL COVERING SIGNS TYPE II".

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

STANDARD ABBREVIATIONS

AEW	APRON ENDWALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
BTWN	BETWEEN
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
FE	FIELD ENTRANCE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RRSP	RAILROAD SPIKE
RT	RIGHT
SALV	SALVAGED
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COURSE
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SE	SUPERELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT

2

2

UTILITY CONTACTS

AT&T WISCONSIN - COMMUNICATION LINE
JAY BULANEK
2005 PEWAUKEE ROAD
WAUKESHA, WI 53188-2443
PHONE: (262) 896-7669
EMAIL: JB5175@ATT.COM

MILWAUKEE, CITY OF - SEWER
ZAFAR YOUSUF
841 N BROADWAY, 8TH FLOOR
MILWAUKEE, WI 53202
PHONE: (414) 286-2467
EMAIL: ZYOUSU@MILWAUKEE.GOV

MILWAUKEE, CITY OF - WATER
JOSHUA IWEN
841 N BROADWAY, 4TH FLOOR
MILWAUKEE, WI 53202
PHONE: (414) 286-3640
EMAIL: JIWEN@MILWAUKEE.GOV

SHOREWOOD, VILLAGE OF - SEWER
DAVE KUNZE
UTILITY FOREMAN
3801 NORTH MORRIS BOULEVARD
SHOREWOOD, WI 53211
PHONE: (414) 847-2657
EMAIL: DKUNZE@SHOREWOODWI.GOV

SHOREWOOD, VILLAGE OF - WATER
DAVE KUNZE
UTILITY FOREMAN
3801 NORTH MORRIS BOULEVARD
SHOREWOOD, WI 53211
PHONE: (414) 847-2657
EMAIL: DKUNZE@SHOREWOODWI.GOV

SPECTRUM - COMMUNICATION LINE
BEAU ABUYA
1320 NORTH DR. MARTIN LUTHER KING JR. DRIVE
MILWAUKEE, WI 53212
PHONE: (414) 758-9241
EMAIL: BEAU.ABUYA@CHARTER.COM

WE ENERGIES - ELECTRIC
JAKE CHRISTENSEN
500 SOUTH 116TH STREET
WEST ALLIS, WI 53214
PHONE: (262) 502-6819
EMAIL: JACOB.CHRISTENSEN@WE-ENERGIES.COM

WE ENERGIES - ELECTRIC EMERGENCY
PHONE: (800) 662-4797

WE ENERGIES - GAS
STEVE SCHECHER
500 SOUTH 116TH STREET
WEST ALLIS, WI 53214
PHONE: (414) 550-7102
EMAIL: STEVE.SCHECHER@WE-ENERGIES.COM

WE ENERGIES - GAS EMERGENCY
PHONE: (800) 261-5325

STATE AGENCIES

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

WISDOT - PROJECT MANAGER
DEBRA TARNOW
141 NW BARSTOW STREET
WAUKESHA, WI 53188
PHONE: (262) 548-6766
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WISDOT - UTILITY ENGINEER
ZACHARY BLAIR
141 NW BARSTOW STREET
WAUKESHA, WI 53187
PHONE: (262) 521-5455
EMAIL: ZACHARY.BLAIR@DOT.WI.GOV

OTHER CONTACTS

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AARON BUBB
7711 N. PORT WASHINGTON ROAD
MILWAUKEE, WI 53217
PHONE: (414) 751-7230
EMAIL: ABUBB@KAPURINC.COM

MILWAUKEE, CITY OF
KEVIN MUHS
841 NORTH BROADWAY ROOM 701
MILWAUKEE, WI 53202
PHONE: (414) 286-2400
EMAIL: KMUHS@MILWAUKEE.GOV

MILWAUKEE, CITY OF - LIGHTING
NEAL KARWEICK
841 N BROADWAY, 9TH FLOOR
MILWAUKEE, WI 53202
PHONE: (414) 286-5943

MILWAUKEE, CITY OF - TRAFFIC SIGNALS
JOSEPH BLAKEMAN
841 NORTH BROADWAY ROOM 920
MILWAUKEE, WI 53202
PHONE: (414) 286-8070
EMAIL: JOSEPH.BLAKEMAN@MILWAUKEE.GOV

MILWAUKEE COUNTY TRANSIT SYSTEM
DAVID LOCHER
1942 N. 17TH STREET
MILWAUKEE, WI 53205
PHONE: (414) 343-1727
EMAIL: DLOCHER@MCTS.ORG

NORTH SHORE FIRE RESCUE
ROBERT WHITAKER
4401 W. RIVER LANE
BROWN DEER, WI 53223
PHONE: (414) 357-0113
EMAIL: RWHITAKER@NSFIRE.ORG

SHOREWOOD POLICE DEPARTMENT
HEATHER WURTH
4057 N. WILSON DRIVE
SHOREWOOD, WI 53211
PHONE: (414) 847-2610
EMAIL: HWURTH@SHOREWOODWI.GOV

SHOREWOOD, VILLAGE OF
LEEANN BUTSCHLICK
DIRECTOR OF PUBLIC WORKS
3801 NORTH MORRIS BOULEVARD
SHOREWOOD, WI 53211
PHONE: (414) 847-2650
EMAIL: LBUTSCHLICK@VILLAGEOFSHOREWOOD.ORG

SHOREWOOD, VILLAGE OF - LIGHTING AND TRAFFIC SIGNALS
DAN HEYEN
PUBLIC WORKS SUPERINTENDENT
3801 NORTH MORRIS BOULEVARD
SHOREWOOD, WI 53211
PHONE: (414) 847-2650
EMAIL: DHEYEN@SHOREWOODWI.GOV

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

OTHER CONTACTS

WHITEFISH BAY, VILLAGE OF
MATT COLLINS
155 W. FAIRMOUNT AVENUE
WHITEFISH BAY, WI 53217
PHONE: (414) 962-6690 EXT. 114
EMAIL: M.COLLINS@WFBVILLAGE.GOV

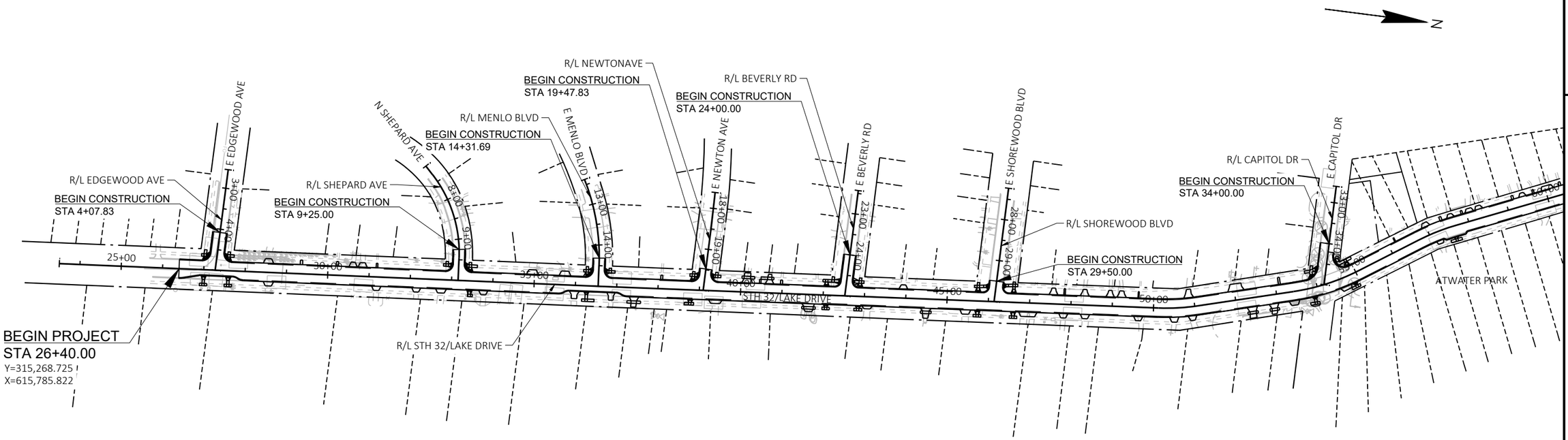
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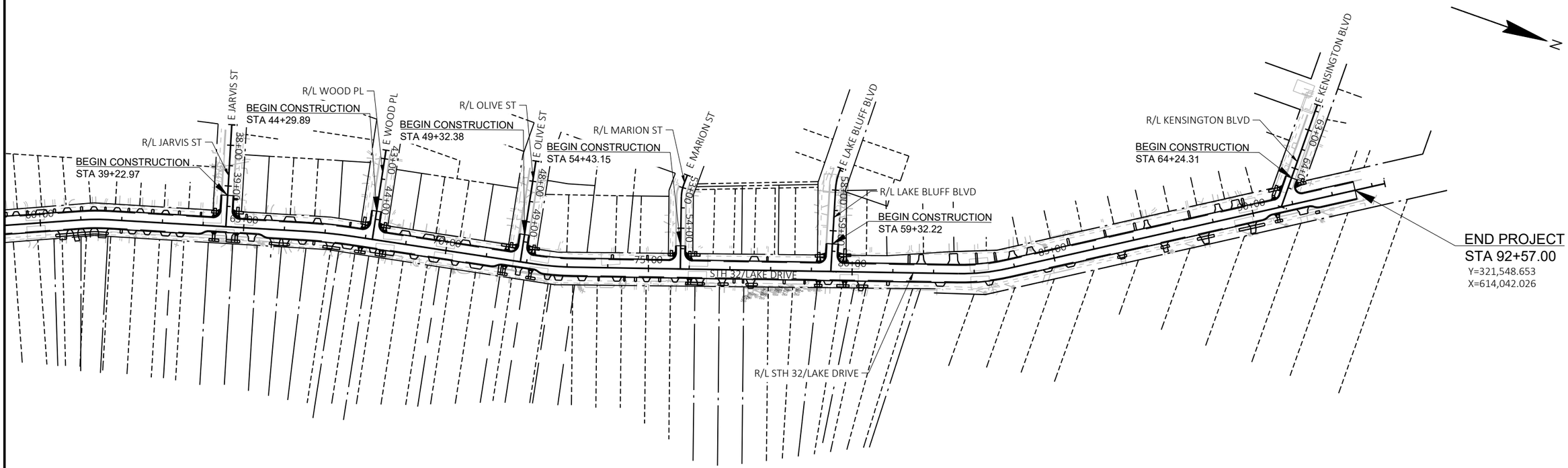
GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLANS
PLAN DETAILS
CURB RAMP DETAILS
PAVING GRADES
EROSION CONTROL
COMBINED SEWER PLAN
STORM SEWER PLAN
WATERMAIN PLAN
SIGNING PLAN
RECTANGULAR RAPID FLASHING BEACONS
LIGHTING PLAN
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING PLAN
CONSTRUCTION STAGING PLAN
DETOUR PLAN
PEDESTRIAN DETOUR PLAN
TRAFFIC CONTROL PLAN
ALIGNMENT PLAN

2

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

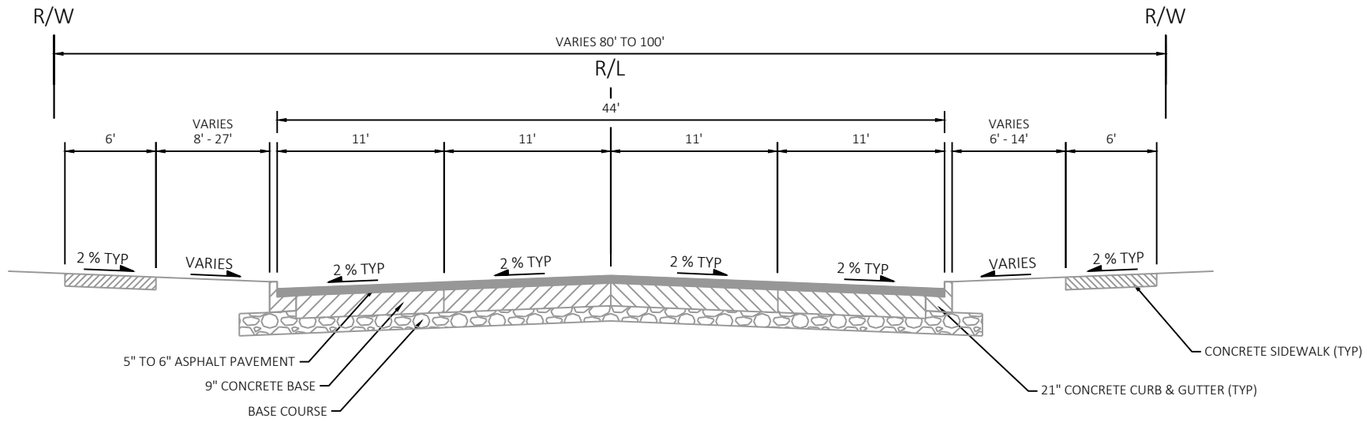
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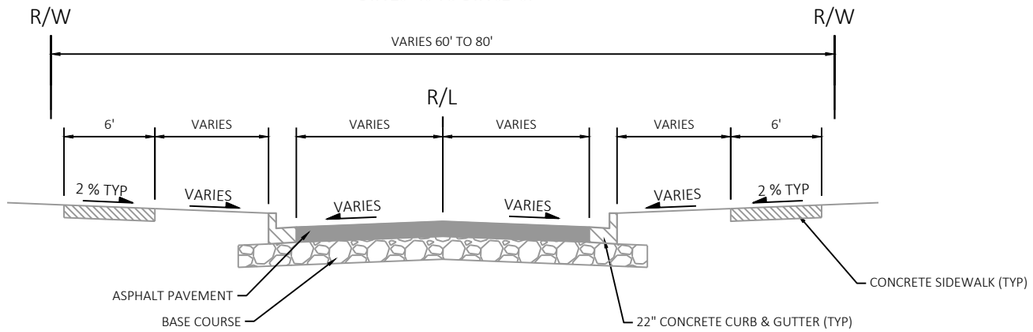
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PLOT DATE : 7/31/2024 1:22 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 42



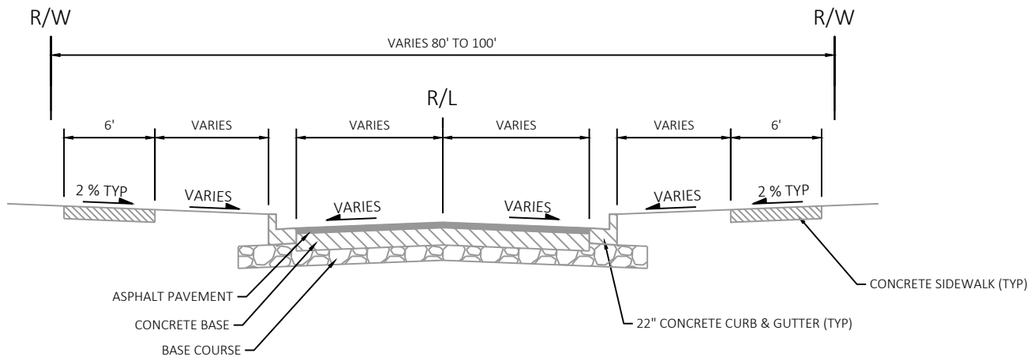
EXISTING TYPICAL SECTION

STH 32/LAKE DRIVE
STA 26+40 TO STA 92+57



EXISTING TYPICAL SECTION

E EDGEWOOD AVE - STA 4+07+83 TO STA 4+79.40
N SHEPARD AVE - STA 9+25.00 TO STA 9+80.00
E JARVIS ST - STA 39+22.97 TO STA 39+80.00
E WOOD PL- STA 44+29.89 TO STA 44+80.00
E OLIVE ST - STA 49+32.38 TO STA 49+80.00
E MARION ST - STA 54+43.15 TO STA 54+80.00
E LAKE BLUFF BLVD - STA 59+32.22 TO STA 59+79.98
E KENSINGTON BLVD - STA 64+24.31 TO STA 64+73.36



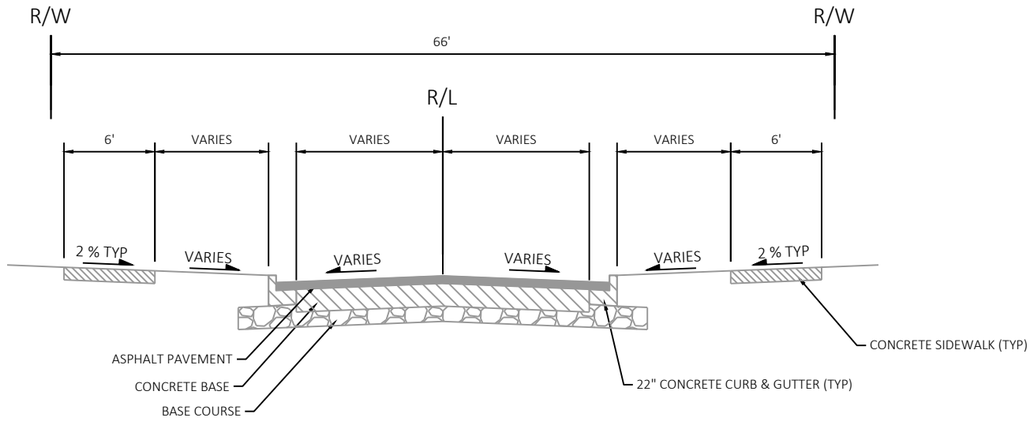
EXISTING TYPICAL SECTION

E BEVERLY RD - STA 24+00.00 TO STA 24+79.92
E SHOREWOOD BLVD - STA 29+50.00 TO STA 29+79.92

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	EXISTING TYPICAL SECTION	SHEET 5	E

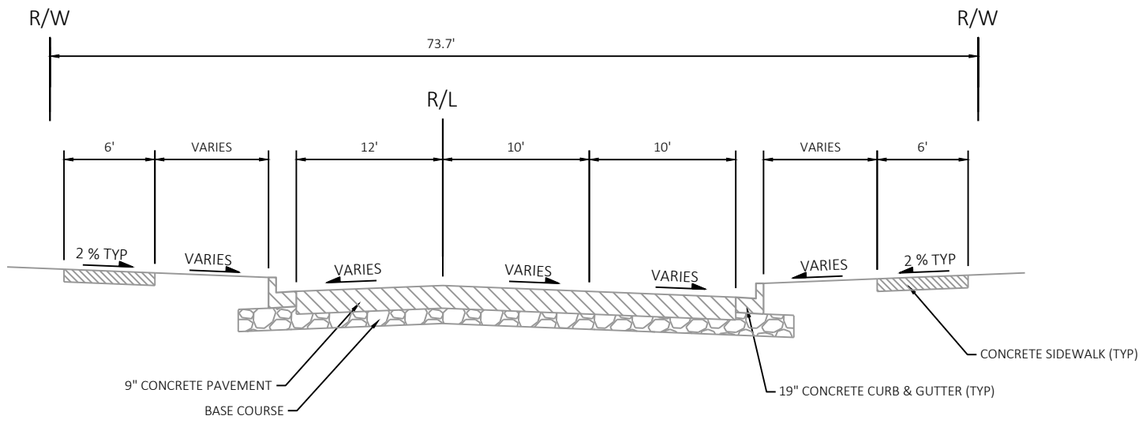
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PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION

E MENLO BLVD - STA 14+31.63 TO STA 14+79.98
E NEWTON AVE - STA 19+47.83 TO STA 19+79.92

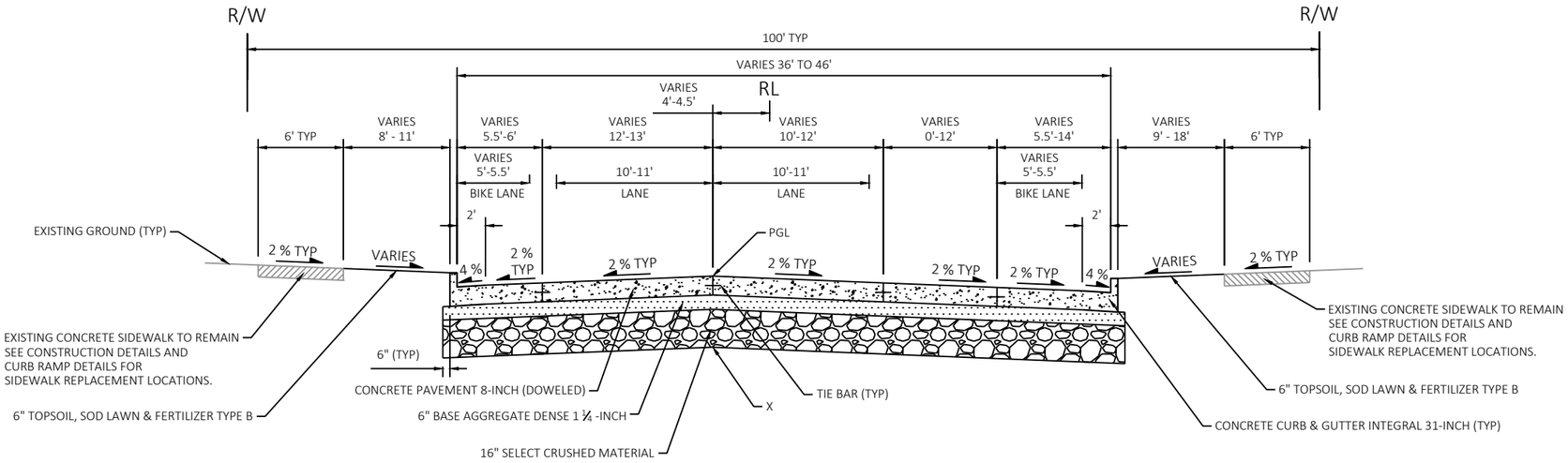


EXISTING TYPICAL SECTION

E CAPITOL DR - STA 34+00.00 TO STA 34+75.79

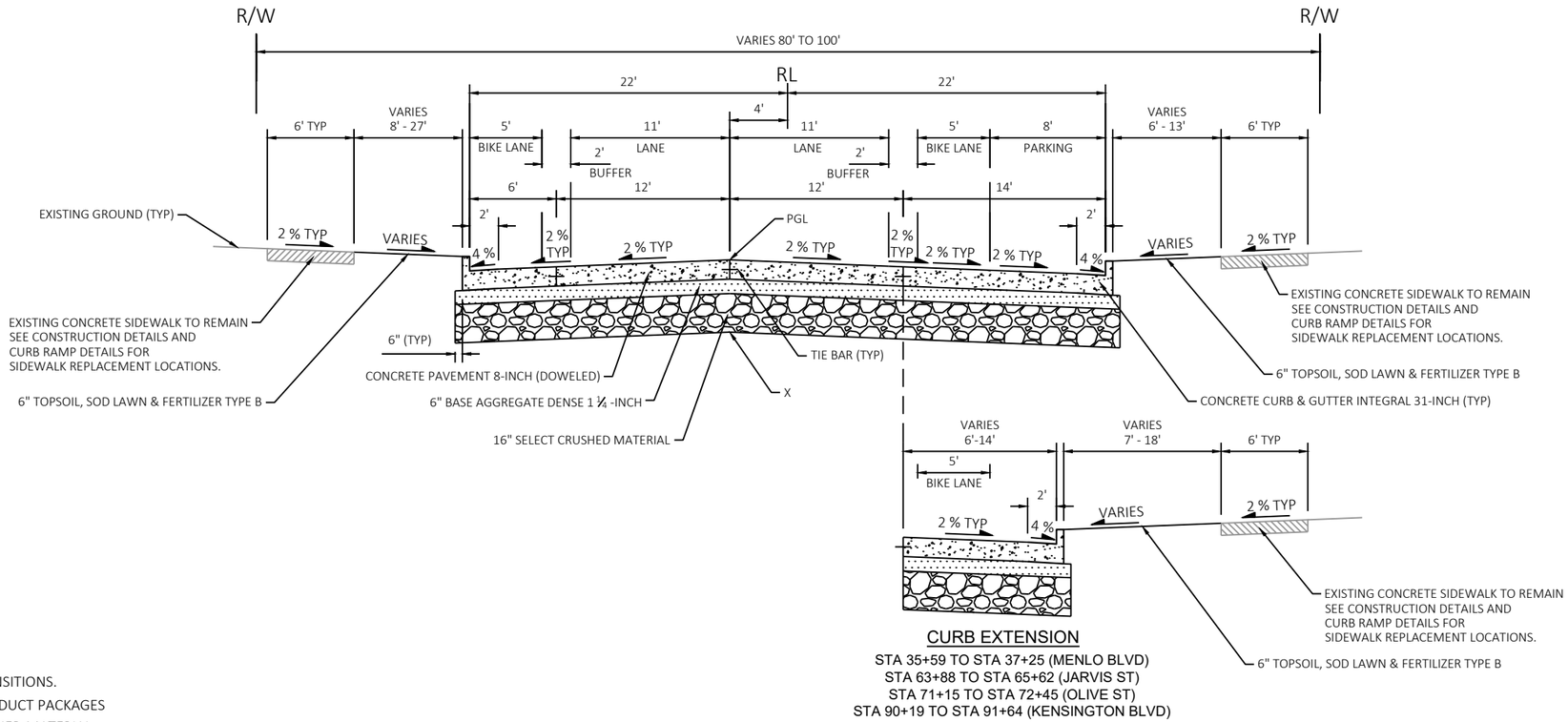
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PLOT DATE : 7/31/2024 1:22 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



PROPOSED TYPICAL SECTION

STH 32/LAKE DRIVE
STA 26+40 TO STA 27+96



CURB EXTENSION

STA 35+59 TO STA 37+25 (MENLO BLVD)
STA 63+88 TO STA 65+62 (JARVIS ST)
STA 71+15 TO STA 72+45 (OLIVE ST)
STA 90+19 TO STA 91+64 (KENSINGTON BLVD)

NOTES:

1) REFER TO PAVING GRADES FOR CROSS SLOPE TRANSITIONS.
2) EXISTING AND PROPOSED WE ENERGIES ELECTRIC DUCT PACKAGES WILL BE LOCATED IN THE PROPOSED SELECT CRUSHED MATERIAL. SEE UTILITY ARTICLE OF SPECIAL PROVISIONS FOR MORE INFORMATION.

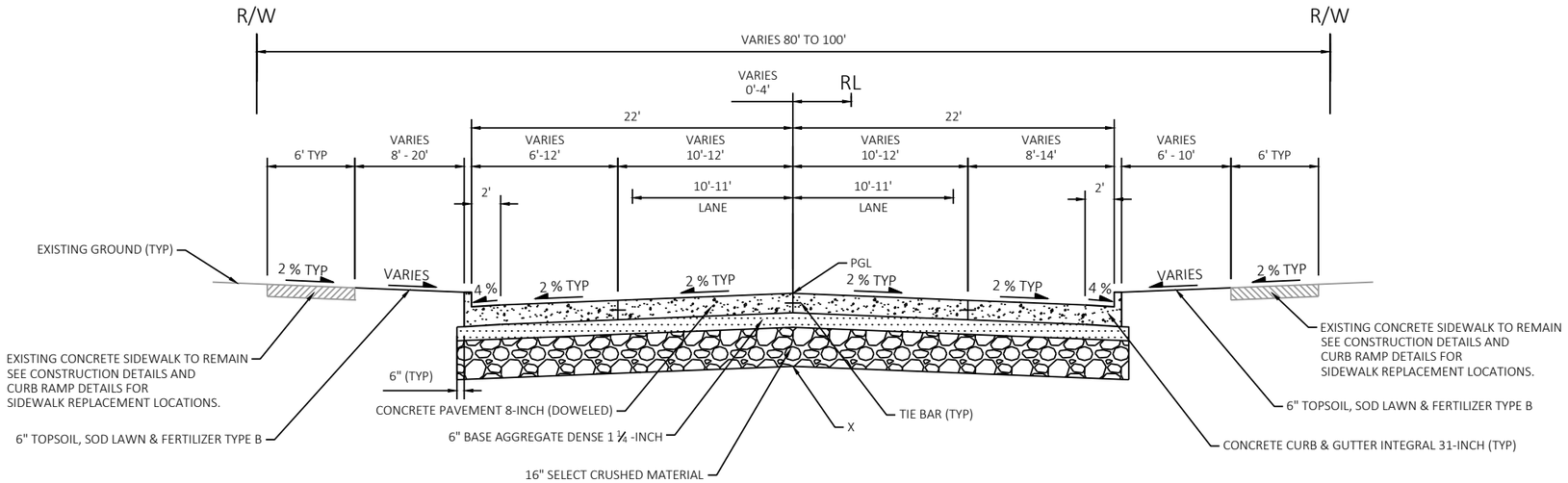
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PGL = POINT REFERENCED ON PROFILE
X = POINT REFERENCED ON CROSS SECTIONS

PROPOSED TYPICAL SECTION

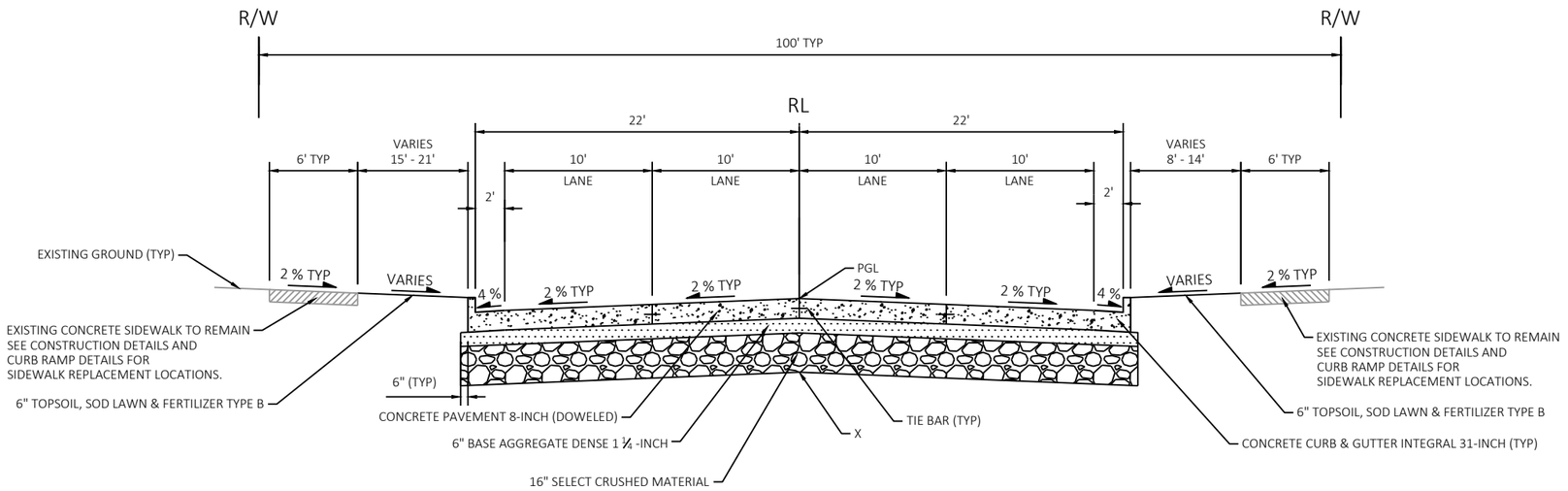
STH 32/LAKE DRIVE
STA 27+96 TO STA 43+66
STA 61+14 TO STA 91+57

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PROPOSED TYPICAL SECTION	SHEET 7	E



PROPOSED TYPICAL SECTION

STH 32/LAKE DRIVE
STA 43+66 TO STA 46+13
STA 59+50 TO STA 61+14
STA 91+57 TO STA 92+57



PROPOSED TYPICAL SECTION

STH 32/LAKE DRIVE
STA 46+13 TO STA 54+63

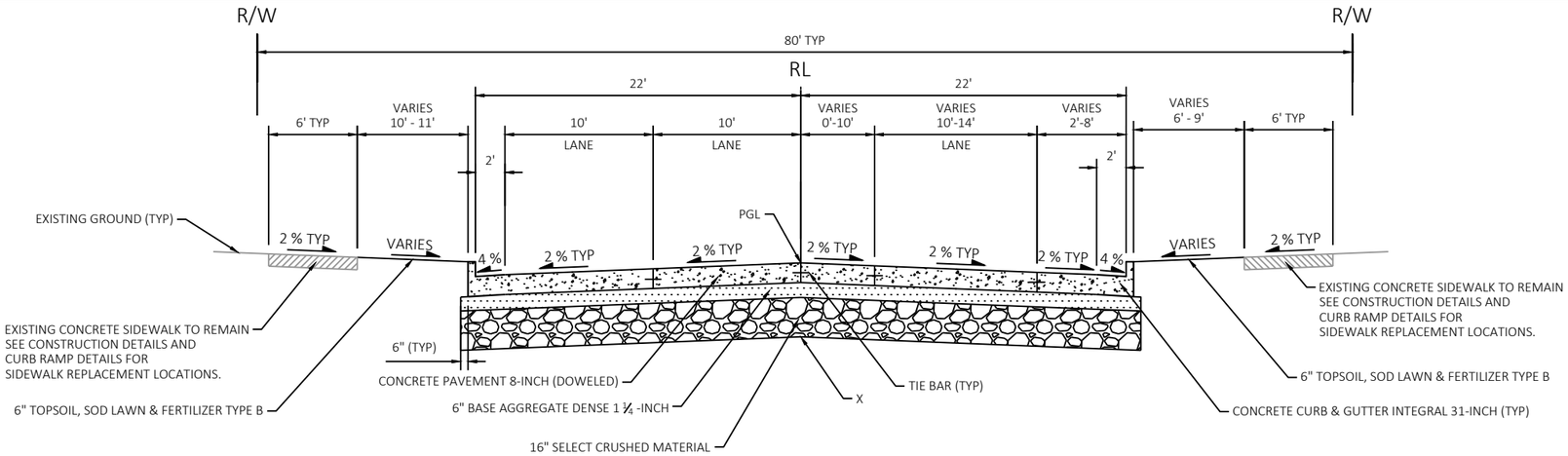
NOTES:

1) REFER TO PAVING GRADES FOR CROSS SLOPE TRANSITIONS.
2) EXISTING AND PROPOSED WE ENERGIES ELECTRIC DUCT PACKAGES WILL BE LOCATED IN THE PROPOSED SELECT CRUSHED MATERIAL. SEE UTILITY ARTICLE OF SPECIAL PROVISIONS FOR MORE INFORMATION.

LEGEND

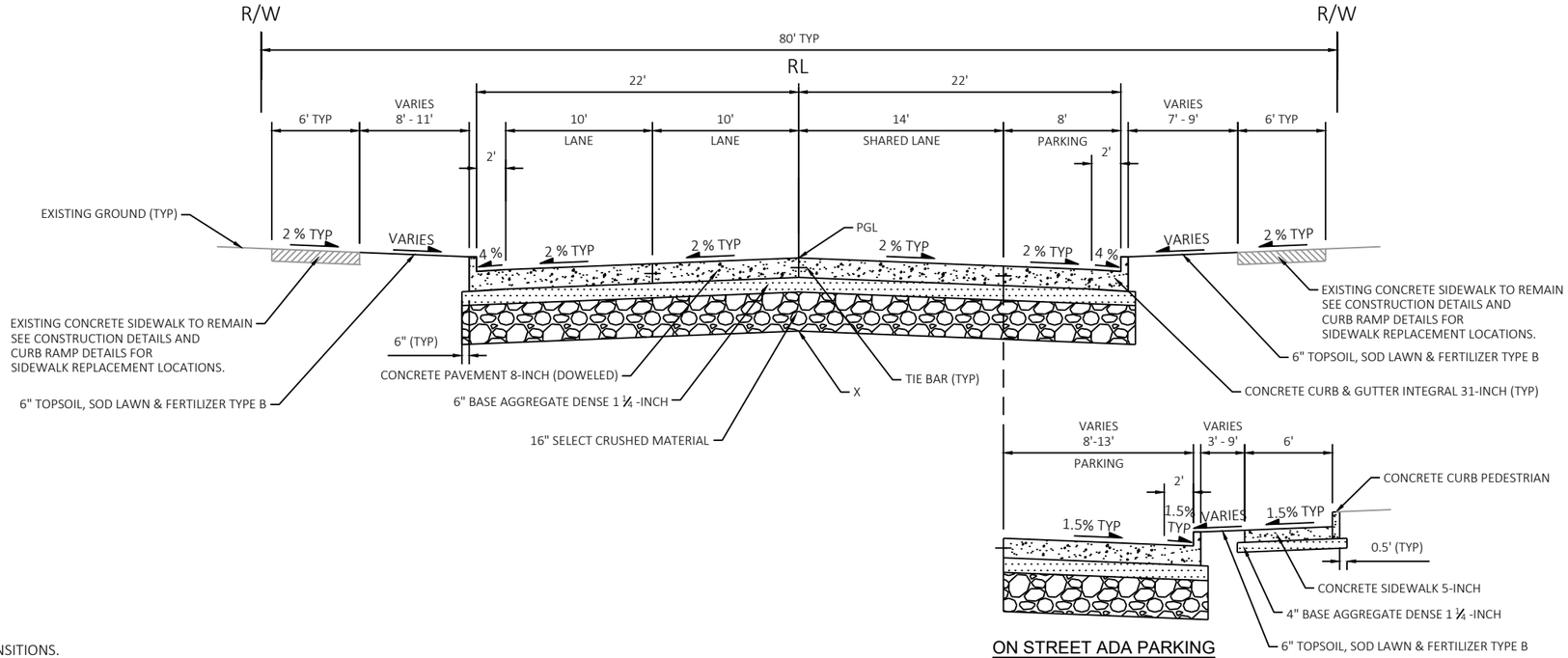
PGL = POINT REFERENCED ON PROFILE
X = POINT REFERENCED ON CROSS SECTIONS

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PROPOSED TYPICAL SECTION	SHEET 8	E



PROPOSED TYPICAL SECTION

STH 32/LAKE DRIVE
STA 54+63 TO STA 55+93



ON STREET ADA PARKING

STA 57+30 TO STA 57+91

PROPOSED TYPICAL SECTION

STH 32/LAKE DRIVE
STA 55+93 TO STA 59+50

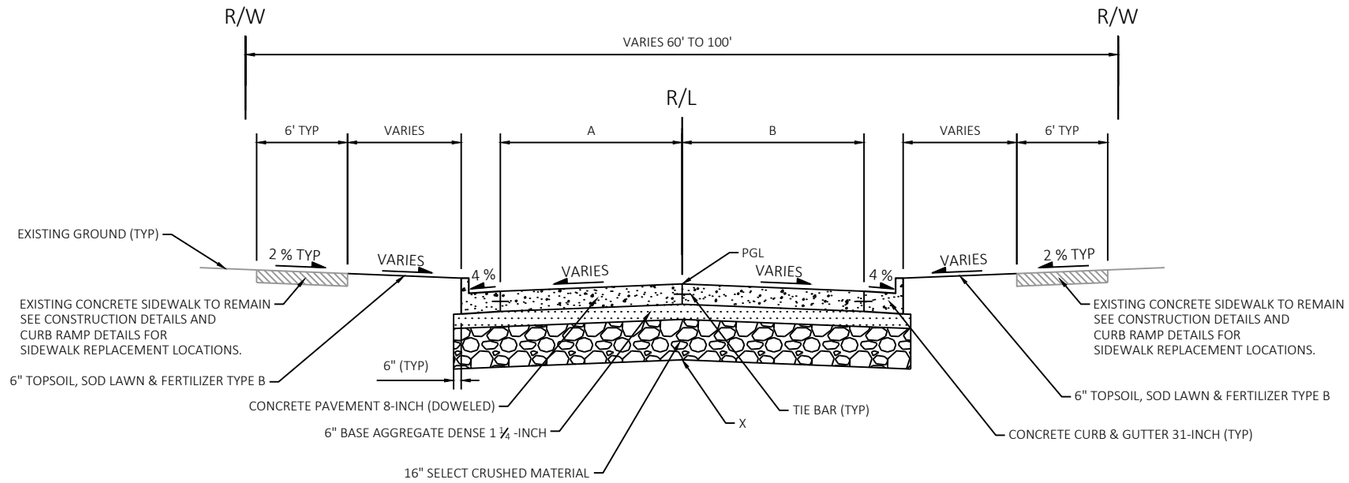
NOTES:

1) REFER TO PAVING GRADES FOR CROSS SLOPE TRANSITIONS.
2) EXISTING AND PROPOSED WE ENERGIES ELECTRIC DUCT PACKAGES WILL BE LOCATED IN THE PROPOSED SELECT CRUSHED MATERIAL. SEE UTILITY ARTICLE OF SPECIAL PROVISIONS FOR MORE INFORMATION.

LEGEND

PGL = POINT REFERENCED ON PROFILE
X = POINT REFERENCED ON CROSS SECTIONS

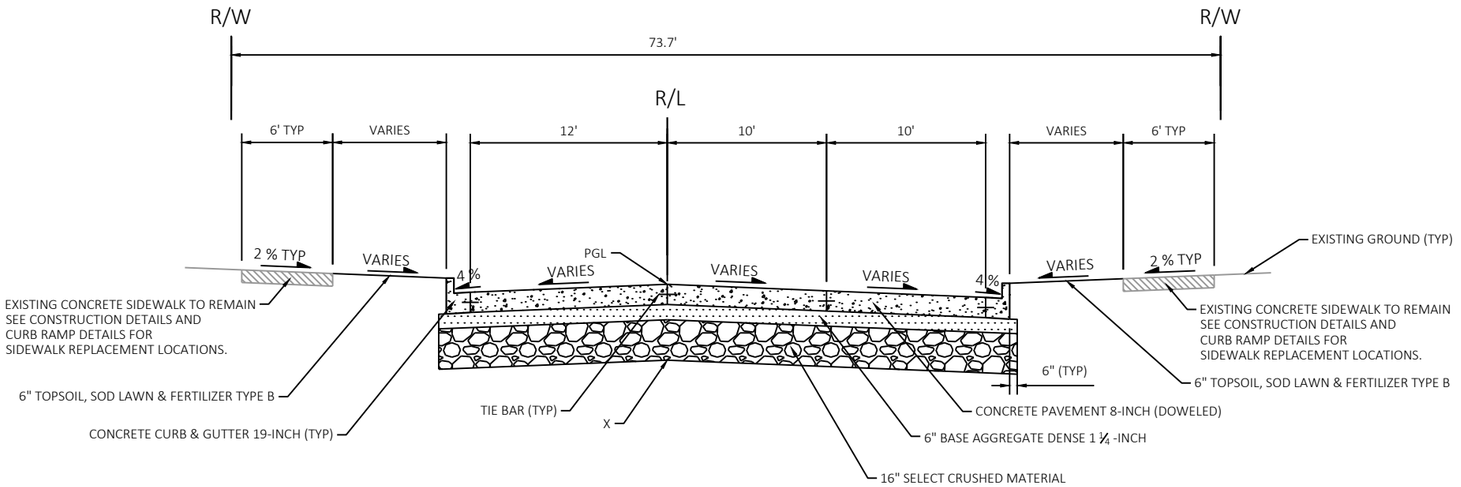
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PROPOSED TYPICAL SECTION	SHEET 9	E



SIDE ROAD	"A" DIM	"B" DIM
E EDGEWOOD AVE	15.5'	15.5'
N SHEPARD AVE	13'	13'
E MENLO BLVD	13'	13'
E NEWTON AVE	13'	13'
E BEVERLY RD	13'	13'
E SHOREWOOD BLVD	15.5'	15.5'
E JARVIS ST	14'	13'
E WOOD PL	10'	10'
E OLIVE ST	10'	10'
E MARION ST	10'	10'
E LAKE BLUFF BLVD	13'	13'
E KENSINGTON BLVD	13'	13'

PROPOSED TYPICAL SECTION

E EDGEWOOD AVE - STA 4+07+83 TO STA 4+79.40
N SHEPARD AVE - STA 9+25.00 TO STA 9+80.00
E MENLO BLVD - STA 14+31.63 TO STA 14+79.98
E NEWTON AVE - STA 19+47.83 TO STA 19+79.92
E BEVERLY RD - STA 24+00.00 TO STA 24+79.92
E SHOREWOOD BLVD - STA 29+50.00 TO STA 29+79.92
E JARVIS ST - STA 39+22.97 TO STA 39+80.00
E WOOD PL- STA 44+29.89 TO STA 44+80.00
E OLIVE ST - STA 49+32.38 TO STA 49+80.00
E MARION ST - STA 54+43.15 TO STA 54+80.00
E LAKE BLUFF BLVD - STA 59+32.22 TO STA 59+79.98
E KENSINGTON BLVD - STA 64+24.31 TO STA 64+73.36



PROPOSED TYPICAL SECTION

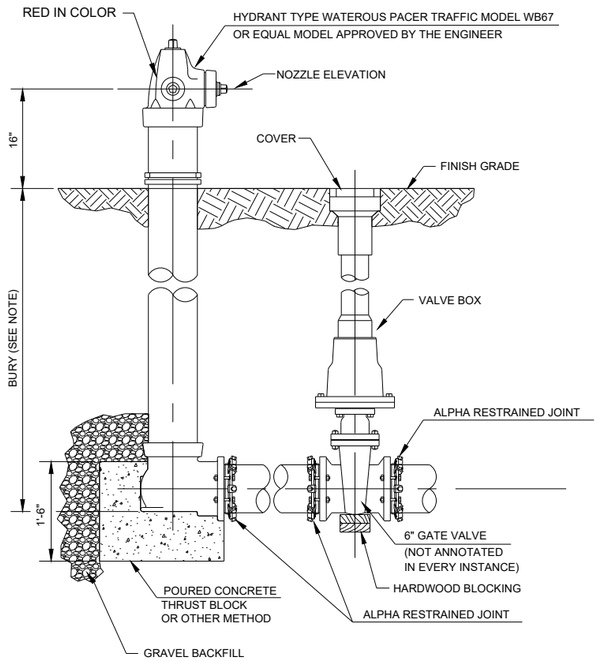
E CAPITOL DR - STA 34+00.00 TO STA 34+75.79

NOTES:

1) REFER TO PAVING GRADES FOR CROSS SLOPE TRANSITIONS.
2) EXISTING AND PROPOSED WE ENERGIES ELECTRIC DUCT PACKAGES WILL BE LOCATED IN THE PROPOSED SELECT CRUSHED MATERIAL. SEE UTILITY ARTICLE OF SPECIAL PROVISIONS FOR MORE INFORMATION.

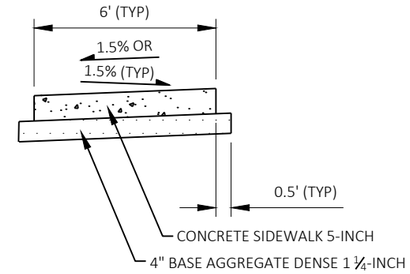
LEGEND

PGL = POINT REFERENCED ON PROFILE
X = POINT REFERENCED ON CROSS SECTIONS



HYDRANT DETAIL

NOTE:
BURY IS THE DISTANCE FROM FINISH GRADE TO BOTTOM OF CONNECTING PIPE.

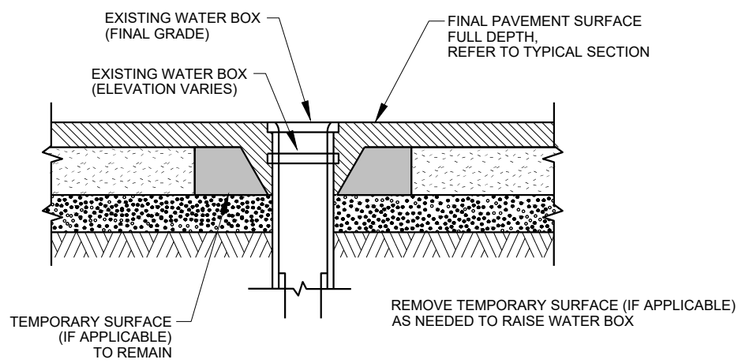


SIDEWALK REPLACEMENT AT CURB RAMPS
SEE CURB RAMP DETAILS FOR LOCATIONS

RUNOFF COEFFICIENT TABLE

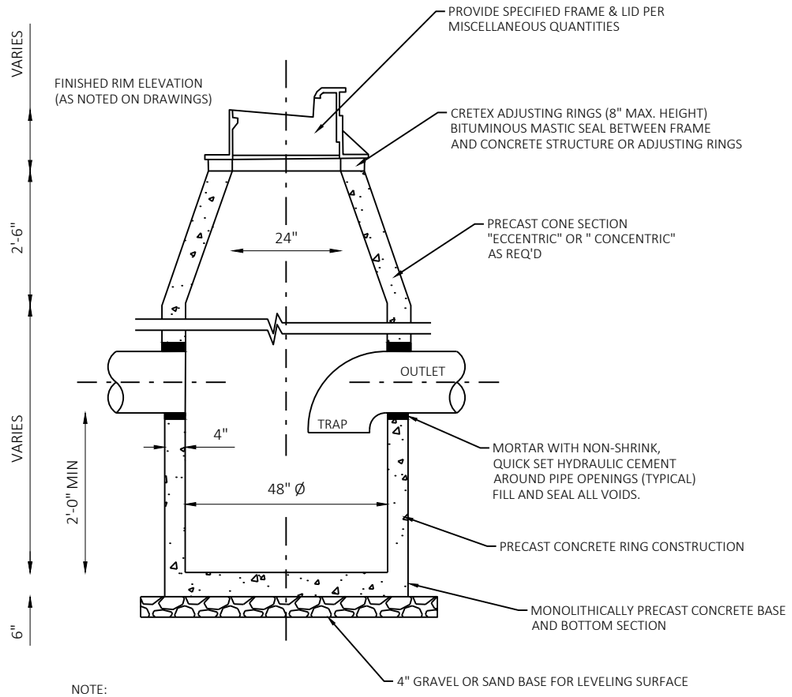
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP- TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE- TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 14.59 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 11.12 ACRES



PRIOR TO PAVING FULL DEPTH

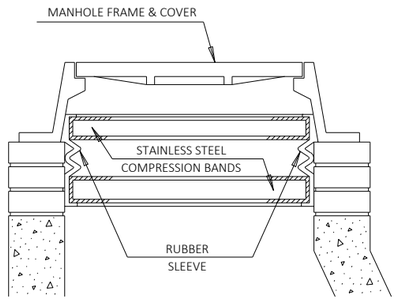
ADJUSTING CITY OF MILWAUKEE WATER BOXES



NOTE:

1) SHALLOW DEPTHS MAY REQUIRE THE USE OF "FLAT SLAB TOP" IN LIEU OF CONE SECTION.

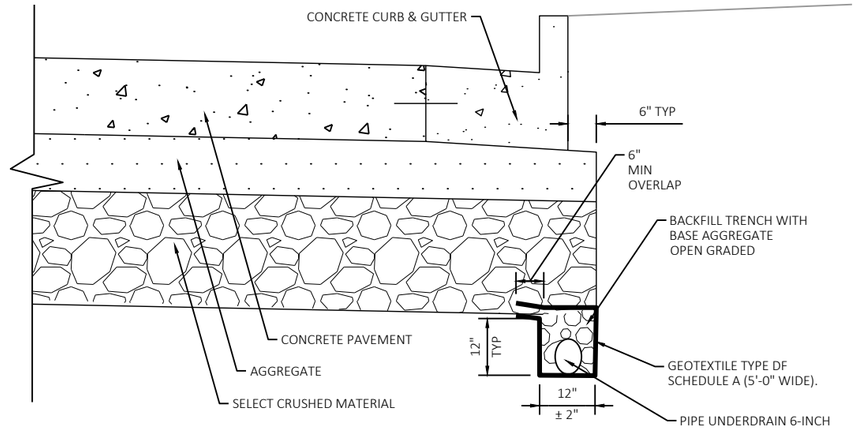
COMBINED SEWER CATCH BASINS DETAIL



INTERNAL SANITARY MANHOLE SEAL

NOTES

1) INSTALL UNDERDRAIN 50 FEET UPSTREAM OF INLET AT LOWPOINTS: INLETS 101, 103, 111, 113, 115, 211, 213, 215, 217, 231, 233, 235, 237, 291, 293, 371, 373, 375, 377, 391, 393, 395, 397, 399, 401, 415, 417, 419, 411, 413, 501 AND 503.



PIPE UNDERDRAIN TRENCH DETAIL

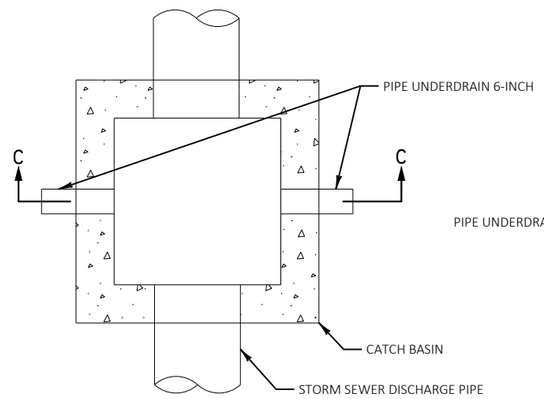
PLACE AT LOW POINTS

NOTES

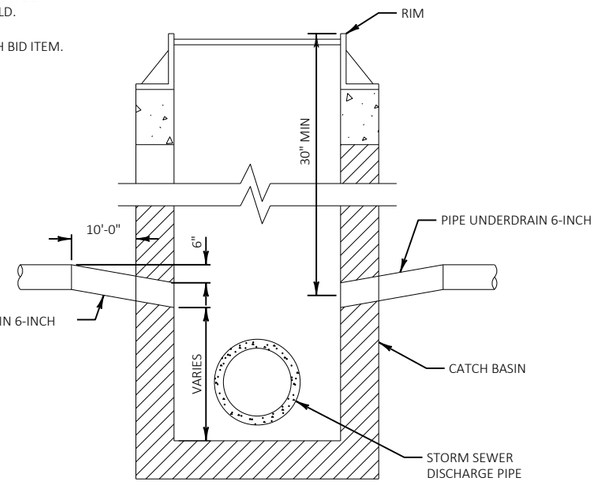
1) PROVIDE 6-INCH DIAMETER OPENINGS AS NEEDED FOR PIPE UNDERDRAIN A MINIMUM OF 30-INCH BELOW THE RIM ELEVATION.

2) WHEN CATCH BASIN IS SHALLOW, PIPE UNDERDRAIN 6-INCH MAY BE PLACED AT A DEPTH TO PROVIDE POSITIVE DRAINAGE. TO BE COORDINATED WITH ENGINEER IN FIELD.

3) CONNECTION TO CATCH BASIN IS INCIDENTAL TO THE PIPE UNDERDRAIN 6-INCH BID ITEM.

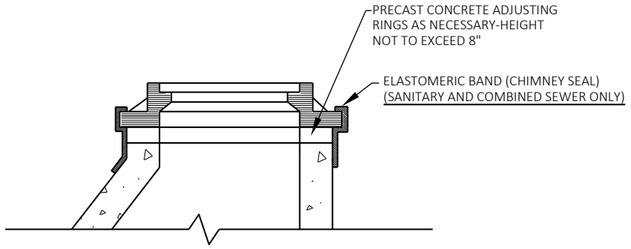


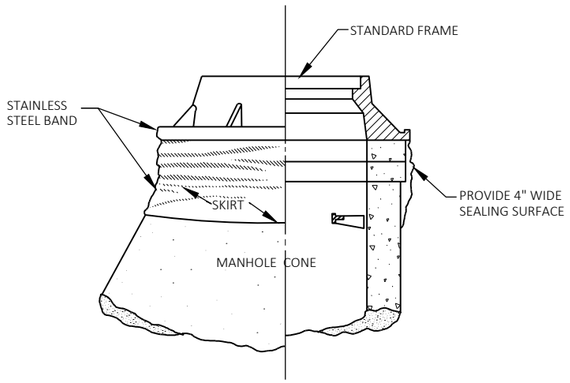
PLAN VIEW



SECTION C-C

UNDERDRAIN OUTFALL AT CATCH BASIN



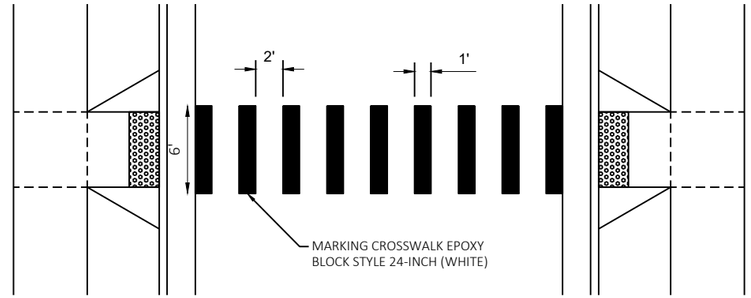


1) CHIMNEY SEALS SHALL BE INSTALLED ON ALL SANITARY SEWERAGE SYSTEM MANHOLES.

2) CRETEX OR NPC FLEXRIB EXTERNAL OR INTERNAL SEALS ARE RECOMMENDED; ALL OTHER PRODUCTS OR OTHER DESIGN SOLUTIONS SHALL REQUIRE THE APPROVAL OF THE ENGINEER.

3) CHIMNEY SEALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

ADJUSTING COMBINED SEWER MANHOLE



BLOCK STYLE CROSSWALK PAVEMENT MARKING DETAIL

SEE PAVEMENT MARKING PLAN FOR LOCATIONS AND MARKING TYPES

NOTES

1) CONTRACTOR TO PUMP WATER FROM EXCAVATION TO SEDIMENT BAG INSIDE BASIN PRIOR TO DISCHARGING TO THE WATERWAY. SEDIMENT BAG TO BE PLACED IN AN UPLAND VEGETATED AREA OR EQUIVALENT LOCATION APPROVED BY THE ENGINEER.

2) BASIN TO BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS TO BE DISPOSED BY THE CONTRACTOR OFF OF THE PROJECT SITE.

3) TEMPORARY SETTLING BASIN AND SEDIMENT BAG TO BE PAID FOR AS EROSION BALES AND GEOTEXTILE TYPE HR.

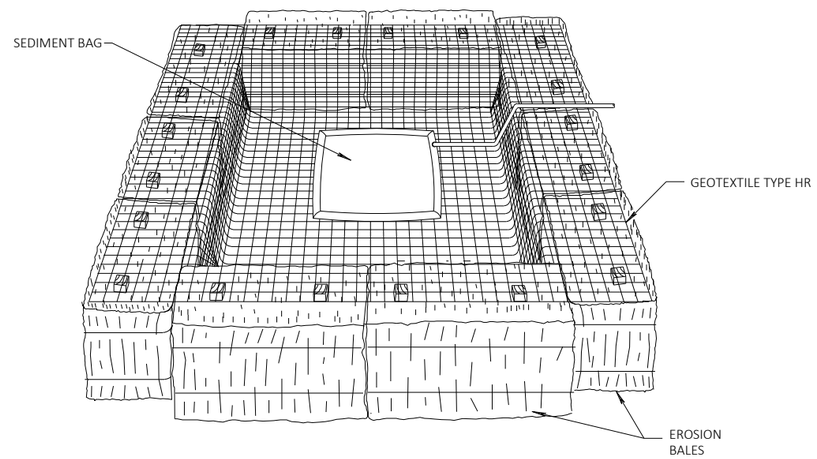
STORAGE VOLUME (C.F.) = 16 X GPM (PUMP RATE)

EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.

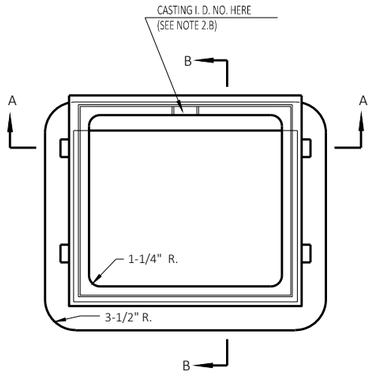
$\frac{800\ C.F.}{1.5\ FT.}$ = 533 S.F.

USE A 20 FT. X 27 FT. BASIN

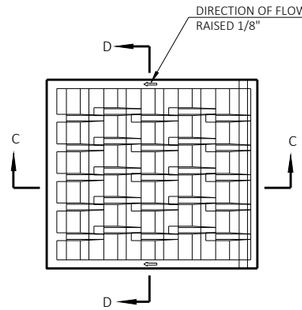


TEMPORARY SETTLING BASIN

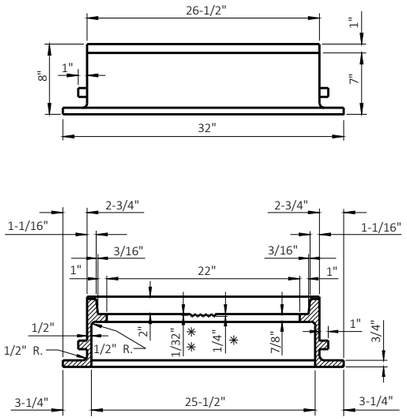
(SIZE TO BE DETERMINED IN FIELD)



FRAME



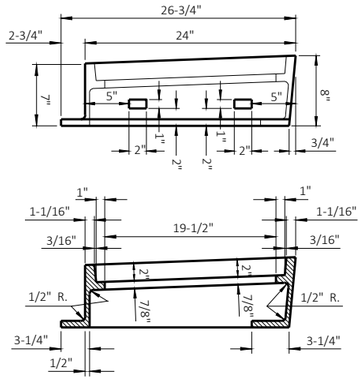
GRATE



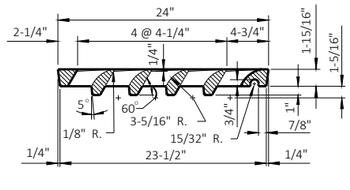
SECTION A-A

✳ DEPRESSION FOR LETTERS

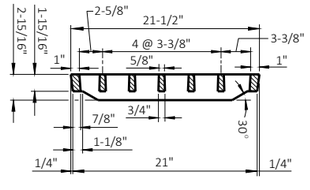
✳ ✳ CLEARANCE FROM TOP OF LETTERS TO FACE OF SEAT



SECTION B-B



SECTION C-C



SECTION D-D

INLET COVER TYPE MS 57

LID-145 LBS., FRAME-204 LBS.

GENERAL NOTES

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-inch

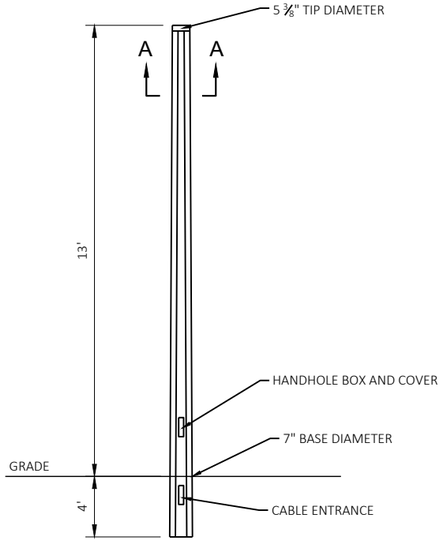
ON THE FRAME

a) ON THE UPPER FACE OF THE FLANGE IN 1-INCH HIGH LETTERS THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

b) ON THE SEAT OF THE FRAME IN 1-INCH HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER (51).

ON THE GRATE

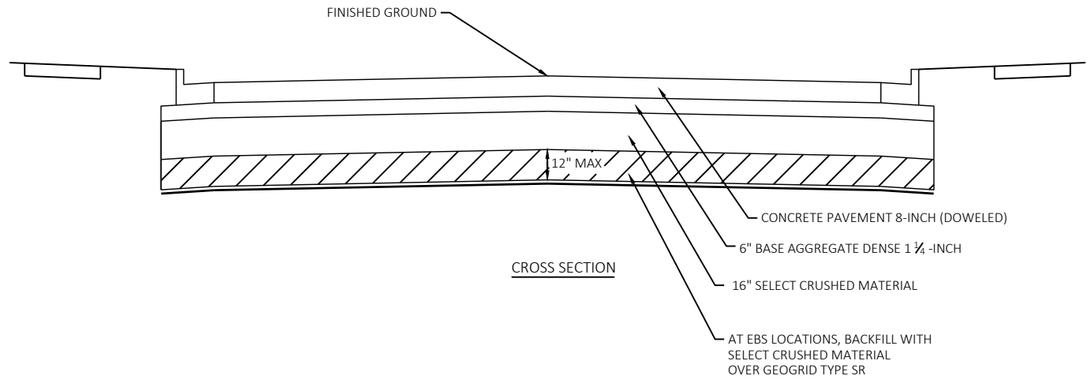
c) ON THE UPPER SIDE OF THE GRATE IN 1-INCH HIGH LETTERS, THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, THE CASTING IDENTIFICATION NUMBER (57) AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.



SECTION A-A
NTS

DECORATIVE LIGHT POLE DETAIL
NTS

NOTE:
EBS AND GEOGRID LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

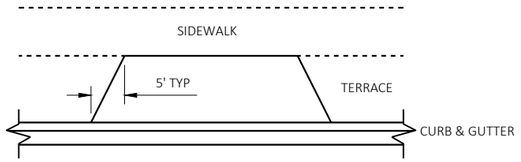


CROSS SECTION

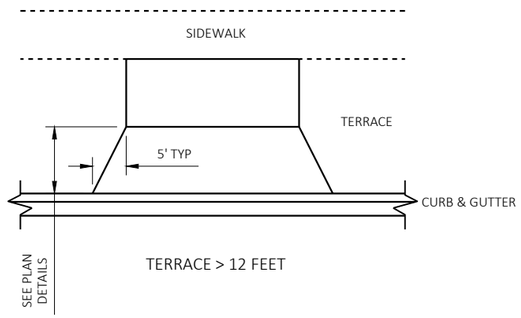
EXCAVATION BELOW SUBGRADE (EBS)

NOTE:

1) SEE STANDARD DETAIL DRAWING: "DRIVEWAY AND SIDEWALK RAMPS TYPE Z" FOR ADDITIONAL INFORMATION.



TERRACE ≤ 12 FEET



TERRACE > 12 FEET

DRIVEWAY APRON DETAIL
NTS



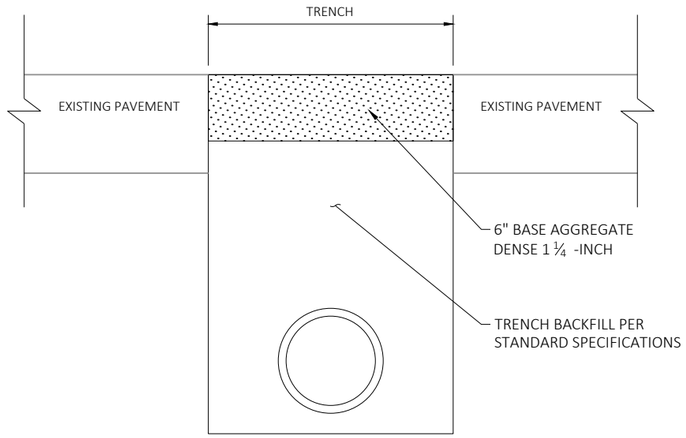
NOTES

1) SEE DETOUR PLAN FOR FIXED MESSAGE SIGN LOCATIONS.
2) SIGNS SHALL HAVE BLACK NON-REFLECTIVE MESSAGE ON ORANGE FLUORESCENT REFLECTIVE BACKGROUND. SHEETING AND BASE MATERIAL PER SPEC 637 & 643. REFERENCE: "WISDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," LATEST EDITION.
3) SIGNS SHALL HAVE 6" CAPITAL LETTERS, SERIES "C".
4) SIGNS SHALL HAVE A 1" BLACK BORDER WITH 3" CORNER RADIUS.
5) CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.
6) AFTER SIGNS HAVE BEEN LOCATED IN THE FIELD BUT PRIOR TO INSTALLATION, THE ENGINEER SHALL VERIFY EACH SIGN LOCATION.
7) SIGNS SHALL BE MOUNTED ON 4"X6" WOODEN POST SUPPORTS, WITH 2 HOLES PER STATE PLATE A4-11. THE NUMBER OF POSTS REQUIRED IS SHOWN.

FIXED MESSAGE SIGN DETAIL

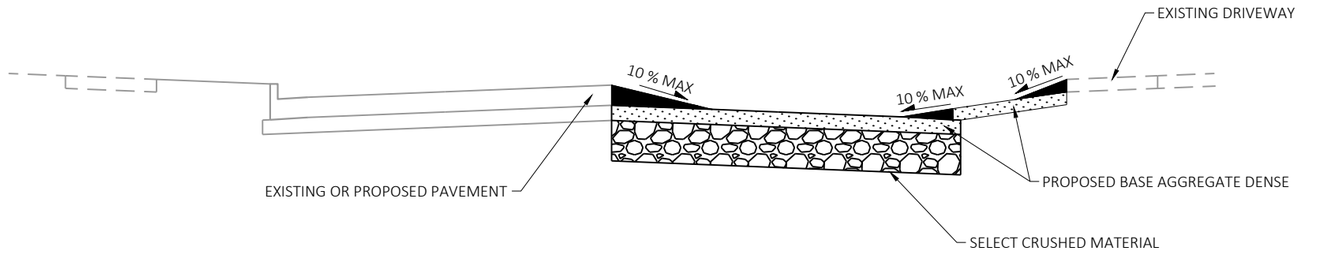
NOTE:

INSTALL ALL WATERMAIN, COMBINED SEWER, AND STORM SEWER LATERALS ACROSS SOUTHBOUND ROADWAY IN STAGE 1.



SECTION A-A

LATERAL TRENCH RESTORATION

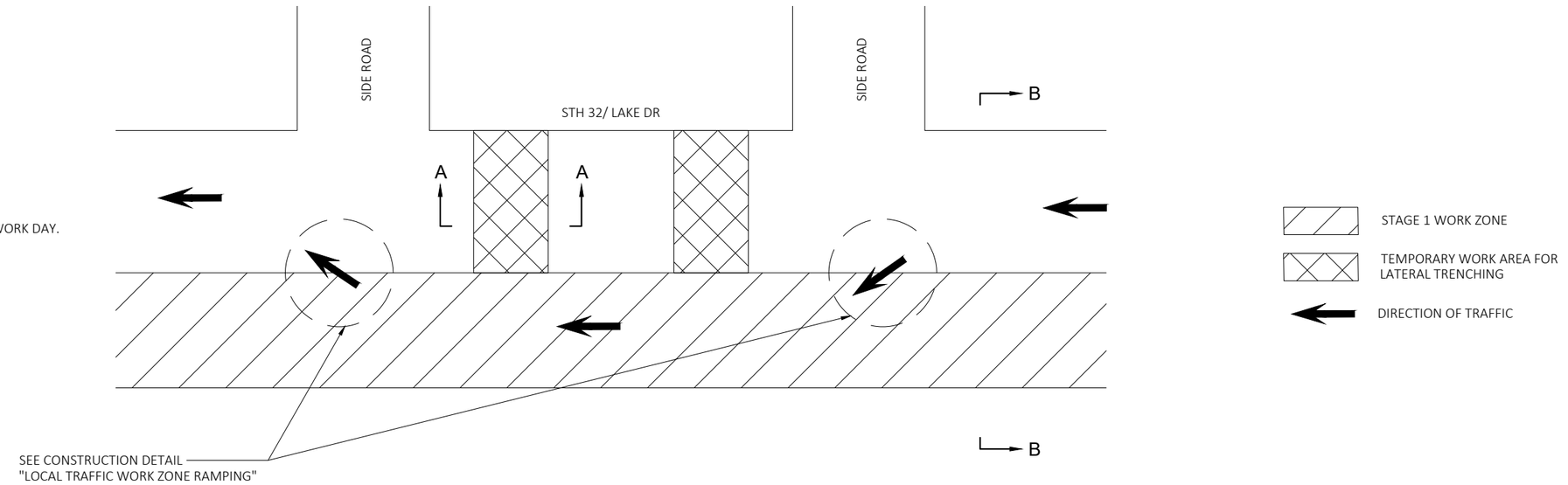


SECTION B-B

LOCAL TRAFFIC WORK ZONE RAMPING

NOTES:

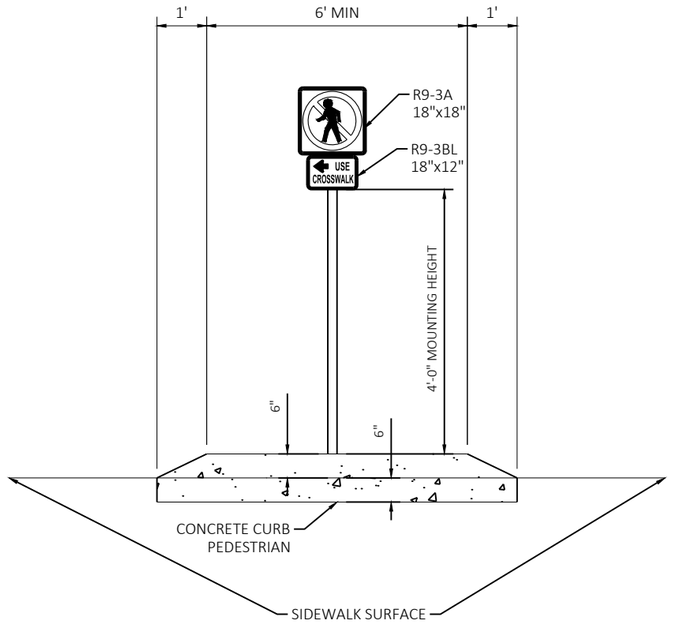
1. LATERAL WORK SHALL PROGRESS ONE BLOCK AT A TIME.
2. RESTORE TRAFFIC TO STAGE 1 CONFIGURATION AT END OF WORK DAY.
3. FLAG TRAFFIC THROUGH WORK ZONE AS NEEDED.
4. SEE SPECIAL PROVISIONS



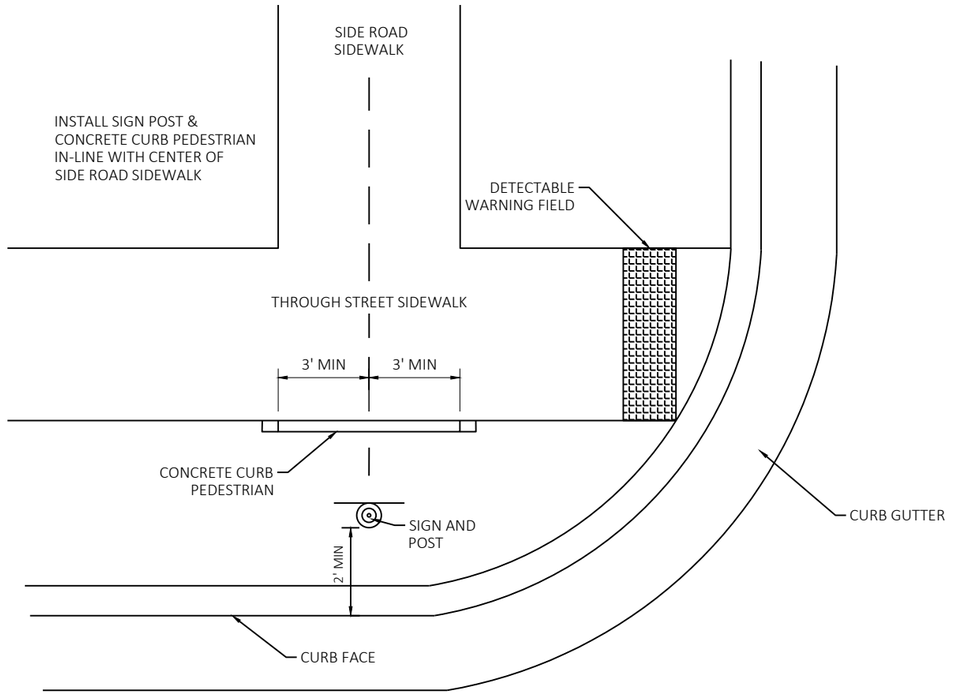
LOCAL TRAFFIC CONFIGURATION FOR LATERAL TRENCHING

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 16	E

2

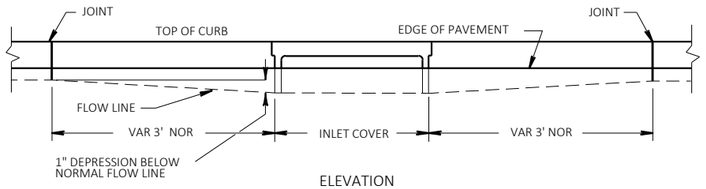


CONCRETE CURB PEDESTRIAN DETAIL
CURB ELEVATION VIEW

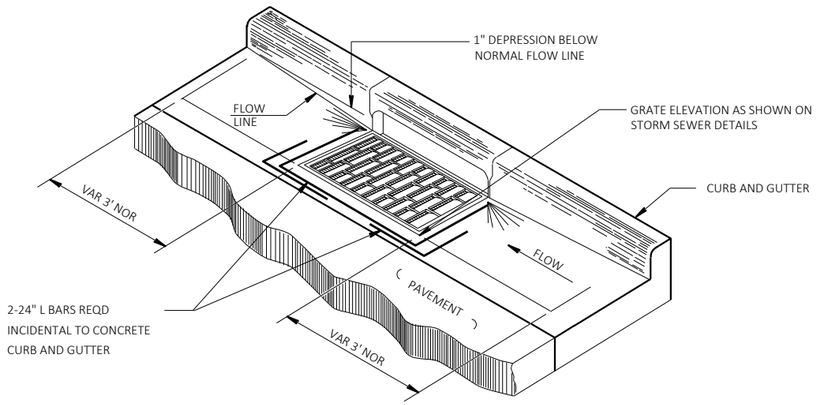


CURB AND SIGN LOCATION DETAIL

PEDESTRIAN BARRIER DETAIL
NOT TO SCALE



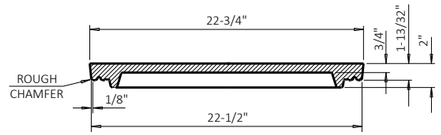
ELEVATION



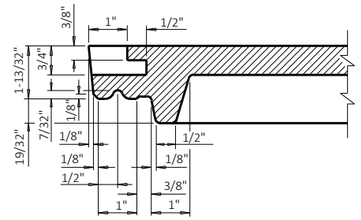
DEPRESSED GUTTER AT INLETS

SEE STORM SEWER MISCELLANEOUS QUANTITIES AND PLANS FOR LOCATIONS

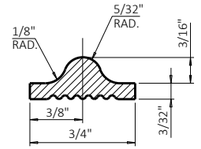
STRUCTURES: 373, 375 AND 501



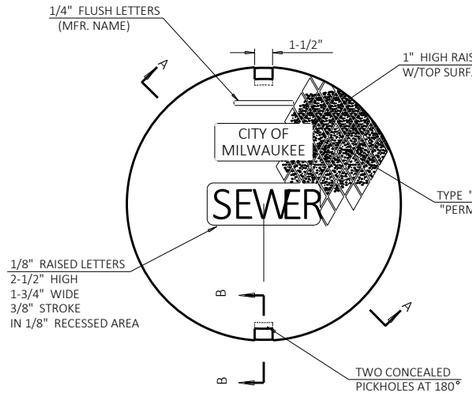
SECTION A-A



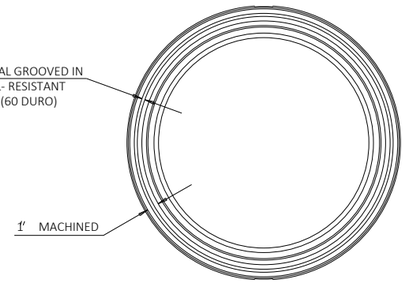
SECTION B-B



"T" GASKET DETAIL



TOP VIEW



BOTTOM VIEW

MANHOLE COVER TYPE MS 58A

LID - 107 LBS.

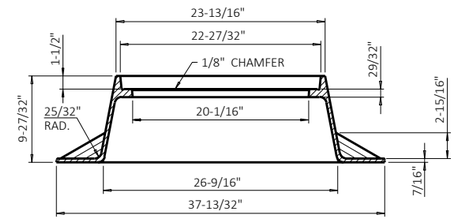
NOTE:

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

1. THE INITIALS OR MONOGRAM OF THE FOUNDRY.
2. THE CONTRACT NUMBER AND YEAR MADE.
3. THE CASTING IDENTIFICATION NUMBER.
4. THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

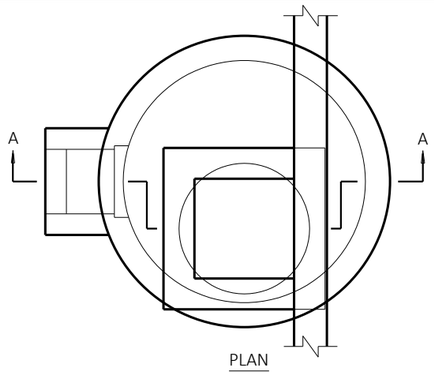
NOTE: ALL EXTERIOR EDGES SHALL BE GROUND.

MANHOLE FRAME TYPE MS21 IS INCIDENTAL TO THE BID ITEM MANHOLE COVER TYPE 58A.

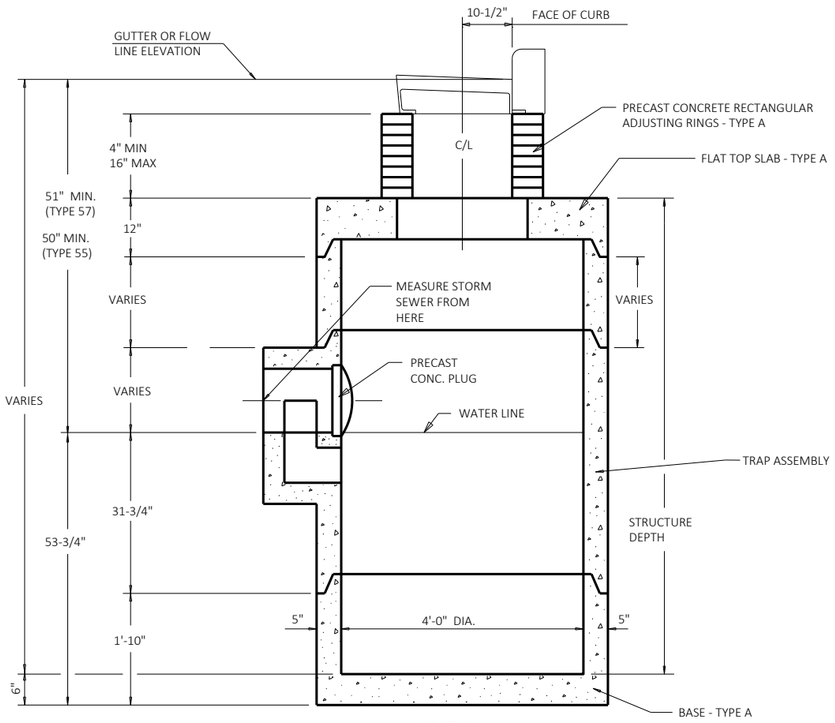


MANHOLE FRAME - TYPE MS21

FRAME - 182 LBS.



PLAN

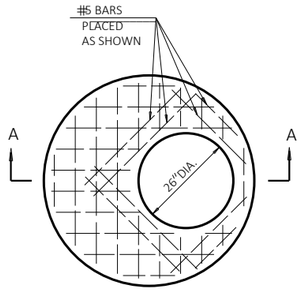


SECTION A-A

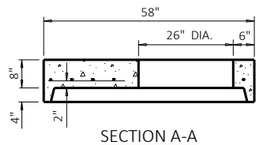
CATCH BASIN TYPE 44A

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



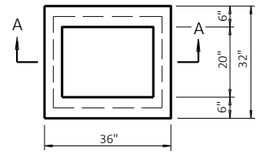
SECTION A-A

TOP SLAB - TYPE A

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

REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

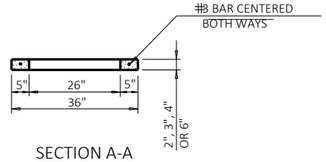
THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE SHALL BE 3300 P.S.I.



PLAN

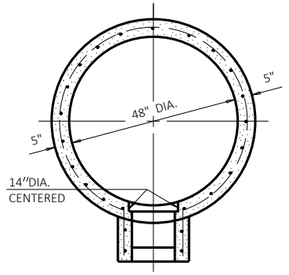
THE ADJUSTING RINGS SHALL BE 2", 3", 4" OR 6" IN HEIGHT.

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



SECTION A-A

RECTANGULAR ADJUSTING RING - TYPE A



SECTION A-A

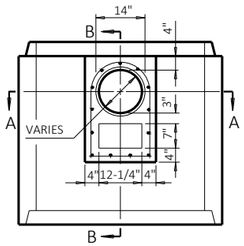
CIRCUMFERENTIAL REINFORCEMENT SHALL CONSIST OF ONE LINE OF STEEL NOT LESS THAN 0.12 SQ. IN. PER LINEAL FOOT, AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.

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.

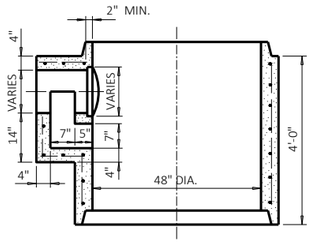
CIRCUMFERENTIAL AND TRAP ASSEMBLY REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

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

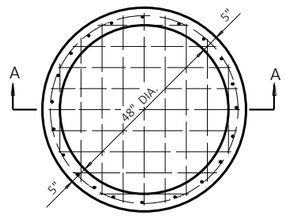


PLAN

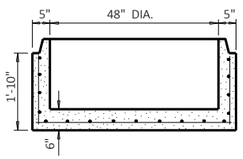


SECTION B-B

TRAP ASSEMBLY



PLAN



SECTION A-A

BASE - TYPE 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.

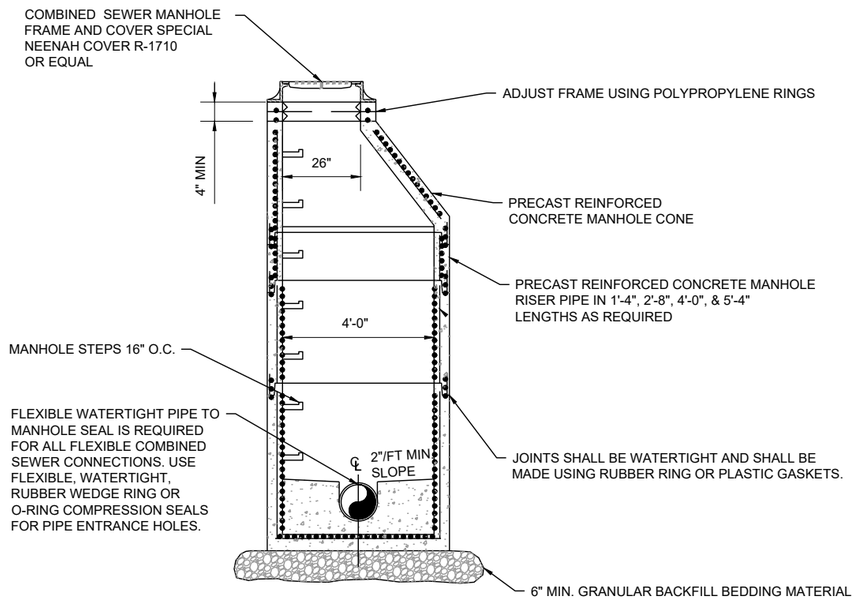
CIRCUMFERENTIAL AND BOTTOM SLAB REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

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

NOTE

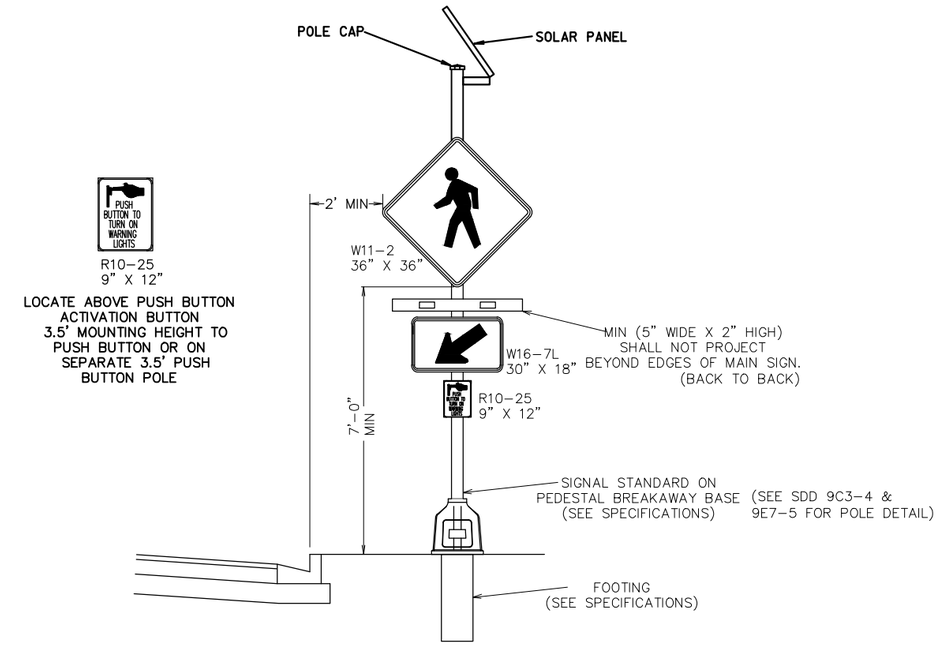
1) SEE STANDARD SPECIFICATIONS FOR SEWER & WATER CONSTRUCTION IN WISCONSIN, FILE NO. 12 FOR PRECAST MANHOLE AND FILE NO. 13 FOR MANHOLE INVERTS, INCLUDING INVERTS OF LATERAL SEWERS THAT CONNECT DIRECTLY TO MANHOLES.



COMBINED SEWER MANHOLE 4-FT SPECIAL DETAIL

NTS

2



R10-25
9" X 12"

LOCATE ABOVE PUSH BUTTON ACTIVATION BUTTON
3.5' MOUNTING HEIGHT TO PUSH BUTTON OR ON SEPARATE 3.5' PUSH BUTTON POLE

RAPID RECTANGULAR
FLASHING BEACON
URBAN LOCATION

FIGURE 1

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN SIGNS FOR RRFB INSTALLATION	SHEET 21 E

2

REMOVAL PLAN LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE
- REMOVING CURB & GUTTER
- REMOVING CATCH BASINS
- REMOVING MANHOLES
- —RM— REMOVING COMBINED SEWER AND STORM SEWER PIPE (PAID FOR AS REMOVING STORM SEWER)
- —AB— ABANDONING COMBINED SEWER AND STORM SEWER PIPE
- - – – - SLOPE INTERCEPT

NOTES:

1) FOR LIGHTING REMOVALS REFER TO LIGHTING PLANS.

2) FOR TRAFFIC SIGNAL REMOVALS REFER TO TRAFFIC SIGNAL PLANS.

3) FOR SIGN REMOVALS REFER TO SIGNING PLANS.

4) FOR WATER MAIN REMOVALS REFER TO WATER MAIN PLANS.

5) NO TREES WILL BE REMOVED.

2

N

MATCHLINE STA 31+50.00

2

BEGIN CONSTRUCTION
STA 4+07.83

R/L EDGEWOOD AVE

E EDGEWOOD AVE

4+00

EXISTING R/W

EXISTING R/W

TREE PREVIOUSLY REMOVED BY VILLAGE

26+00

27+00

28+00

29+00

30+00

31+00

STH 32/LAKE DRIVE

YYYYY

YYYYY

R/L STH 32/LAKE DRIVE

EXISTING R/W

BEGIN PROJECT
STA 26+40.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 23	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021151-RM.DWG
LAYOUT NAME - RM1

PLOT DATE : 7/31/2024 1:25 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 37+50.00

MATCHLINE STA 31+50.00

N

BEGIN CONSTRUCTION
STA 9+25.00

R/L SHEPARD AVE

BEGIN CONSTRUCTION
STA 14+31.69

R/L MENLO BLVD

TREE PREVIOUSLY REMOVED BY VILLAGE

TREE PREVIOUSLY REMOVED BY VILLAGE

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

N SHEPARD AVE

E MENLO BLVD

9+00

14+00

32+00

33+00

34+00

35+00

36+00

37+00

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 24	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021151-RM.DWG
LAYOUT NAME - RM2

PLOT DATE : 7/31/2024 1:25 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

BEGIN CONSTRUCTION
STA 19+47.83

R/L NEWTON AVE

EXISTING R/W

19+00

E NEWTON AVE

BEGIN CONSTRUCTION
STA 24+00.00

R/L BEVERLY RD

EXISTING R/W

24+00

E BEVERLY RD

N

MATCHLINE STA 43+50.00

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

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

EXISTING R/W

MATCHLINE STA 37+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 25	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021151-RM.DWG
LAYOUT NAME - RM3

PLOT DATE : 7/31/2024 1:25 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE STA 49+50.00

MATCHLINE STA 43+50.00

BEGIN CONSTRUCTION
STA 29+50.00

R/L SHOREWOOD BLVD

E SHOREWOOD BLVD

29+00

TREE PREVIOUSLY REMOVED BY VILLAGE

TREE PREVIOUSLY REMOVED BY VILLAGE

EXISTING R/W

EXISTING R/W

44+00

45+00

46+00

47+00

48+00

49+00

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

TREE PREVIOUSLY REMOVED BY VILLAGE

EXISTING R/W

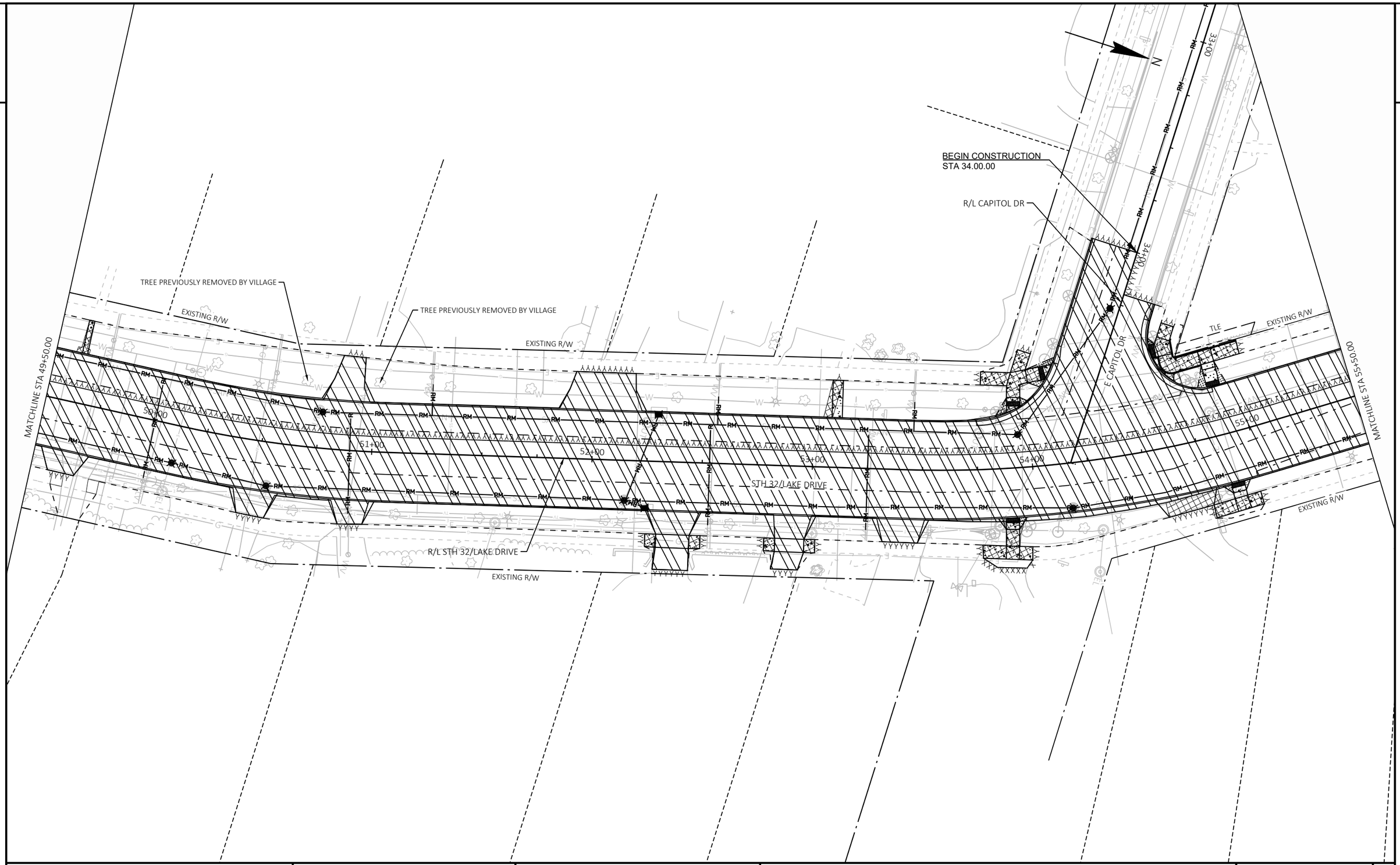
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 26	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021151-RM.DWG
LAYOUT NAME - RM4

PLOT DATE : 7/31/2024 1:25 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 27	E

2

2

TREE PREVIOUSLY REMOVED BY VILLAGE

EXISTING R/W

TREE PREVIOUSLY REMOVED BY VILLAGE

RM

54+00

55+00

56+00

57+00

58+00

59+00

60+00

61+00

STH 32/LAKE DRIVE

YYYY

EXISTING R/W

TREE PREVIOUSLY REMOVED BY VILLAGE

TREE PREVIOUSLY REMOVED BY VILLAGE

R/L STH 32/LAKE DRIVE

TREE PREVIOUSLY REMOVED BY VILLAGE

EXISTING R/W

TLE

TLE

TREE PREVIOUSLY REMOVED BY VILLAGE

MATCHLINE STA 55+50.00

MATCHLINE STA 61+50.00

N

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 28	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021151-RM.DWG
LAYOUT NAME - RM6

PLOT DATE : 7/31/2024 1:25 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

BEGIN CONSTRUCTION
STA 39+22.97

R/L JARVIS ST

TREE PREVIOUSLY REMOVED BY VILLAGE

ABANDONING MANHOLE

ABANDONING MANHOLE

R/L STH 32/LAKE DRIVE

EXISTING R/W

EXISTING R/W

E JARVIS ST

39+00

TLE

TLE

62+00

63+00

64+00

65+00

66+00

67+00

STH 32/LAKE DRIVE

MATCHLINE STA 67+50.00

EXISTING R/W

TLE

TLE

TLE

TLE

TREE PREVIOUSLY REMOVED BY VILLAGE

MATCHLINE STA 61+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 29	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021151-RM.DWG
LAYOUT NAME - RM7

PLOT DATE : 7/31/2024 1:25 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 73+50.00

MATCHLINE STA 67+50.00

N

BEGIN CONSTRUCTION
STA 44+29.89

R/L WOOD PL

ABANDONING MANHOLE

E WOOD PL

44+00

TLE

EXISTING R/W

AB

RM

68+00

69+00

STH 32/LAKE DRIVE

70+00

71+00

72+00

73+00

R/L STH 32/LAKE DRIVE

TREE PREVIOUSLY REMOVED BY VILLAGE

BEGIN CONSTRUCTION
STA 49+32.38

R/L OLIVE ST

E OLIVE ST

49+00

HB

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 30	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021151-RM.DWG
LAYOUT NAME - RM8

PLOT DATE : 7/31/2024 1:25 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE STA 78+75.00

BEGIN CONSTRUCTION
STA 54+43.15

R/L MARION ST

MARION ST

54+00

TREE PREVIOUSLY REMOVED BY VILLAGE

R/L STH 32/LAKE DRIVE

TLE

TLE

EXISTING R/W

EXISTING R/W

STH 32/LAKE DRIVE

74+00

75+00

76+00

77+00

78+00

EXISTING R/W

EXISTING R/W

TLE

TLE

TLE

TREE PREVIOUSLY REMOVED BY VILLAGE

TREE PREVIOUSLY REMOVED BY VILLAGE

MATCHLINE STA 73+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 31	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021151-RM.DWG
LAYOUT NAME - RM9

PLOT DATE : 7/31/2024 1:25 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

BEGIN CONSTRUCTION
STA 59+32.22

R/L LAKE BLUFF BLVD

CAUTION

EXISTING WATER MAIN LOCATED
BELOW STORM SEWER STRUCTURE

TREE PREVIOUSLY REMOVED BY VILLAGE

TREE PREVIOUSLY REMOVED BY VILLAGE

EXISTING R/W

EXISTING R/W

E LAKE BLUFF BLVD

TLE

TLE

TLE

59+00

79+00

80+00

81+00

82+00

83+00

84+00

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

EXISTING R/W

EXISTING R/W

EXISTING R/W

MATCHLINE STA 84+25.00

MATCHLINE STA 78+75.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 32	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021151-RM.DWG
LAYOUT NAME - RM10

PLOT DATE : 7/31/2024 1:25 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 90+25.00

EXISTING R/W

85+00 86+00 87+00 88+00 89+00 90+00

STH 32/LAKE DRIVE

EXISTING R/W

R/L STH 32/LAKE DRIVE

MATCHLINE STA 84+25.00

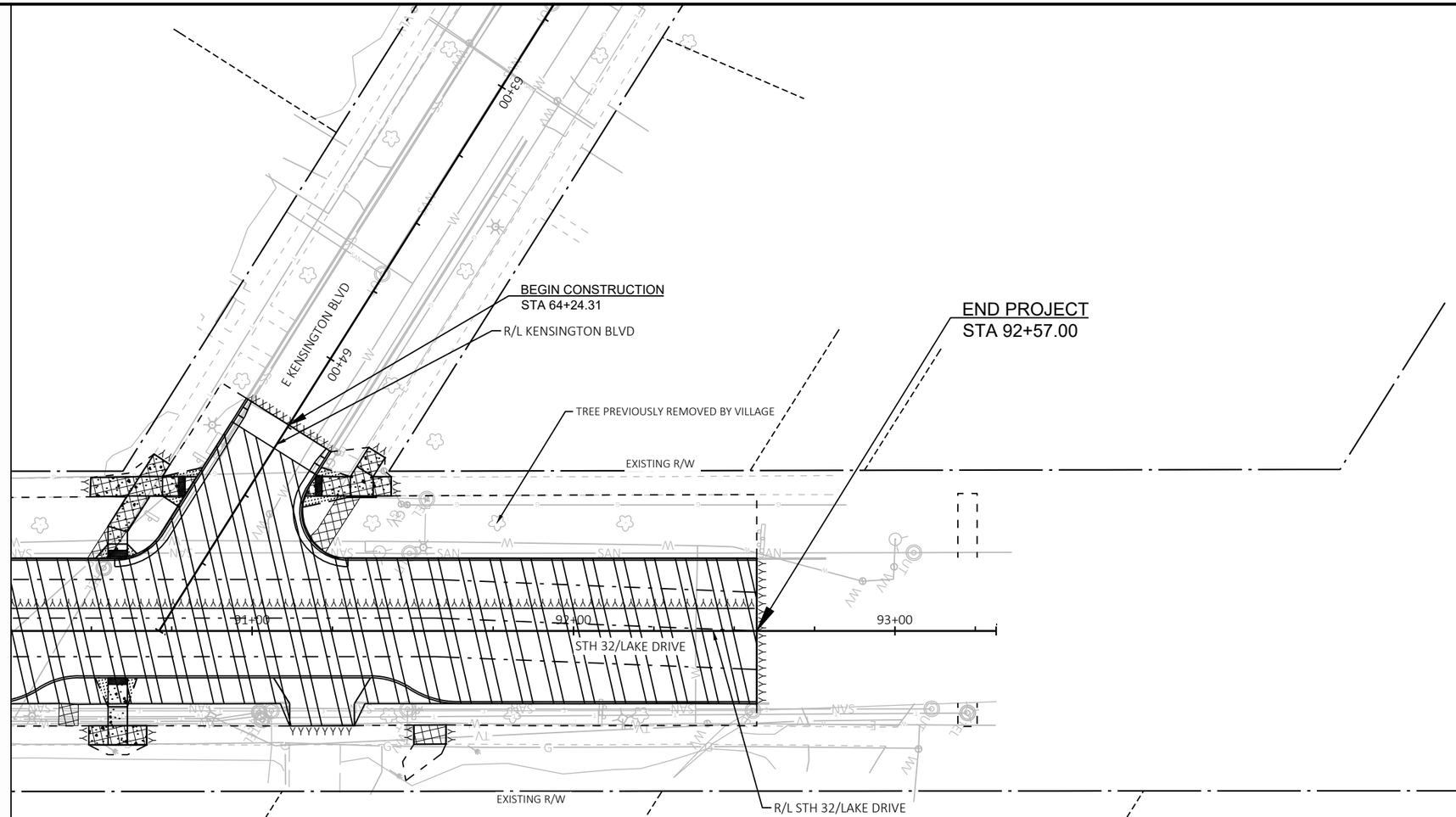
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 33	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021151-RM.DWG
LAYOUT NAME - RM11

PLOT DATE : 7/31/2024 1:26 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 34	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021151-RM.DWG
LAYOUT NAME - RM12

PLOT DATE : 7/31/2024 1:26 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- CG09 CONCRETE CURB AND GUTTER 31-INCH
- CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
- CG45 CONCRETE CURB AND GUTTER 19-INCH
- CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
- CM14 CONCRETE SIDEWALK 5-INCH
- CP15 CONCRETE PAVEMENT 8-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.

N

MATCHLINE STA 31+50.00

BEGIN CONSTRUCTION
STA 4+07.83

BEGIN PROJECT
STA 26+40.00

R/L EDGEWOOD AVE

E EDGEWOOD AVE

R/L STH 32/LAKE DRIVE

STH 32/LAKE DRIVE

EXISTING R/W

4+00

26+00

27+00

28+00

29+00

30+00

31+00

CGTR
CG09
CP15
CM14
CG44
DR01

15.5'
15.5'
5.5'
10'
13'
3.5'
12'
5.5'
5.6'
5.2'
3.6'
6'
12'
12'
12'
14'

STA 4+54.56
-17.50

STA 4+60.11
17.50

STA 26+93.45
-43.00
R=22'

STA 27+68.65
-42.00
R=20'

STA 27+55.00
-16.00

STA 27+68.65
-22.00

STA 26+97.01
-17.50

STA 26+93.45
-23.00

28+43.17
28+68.03

29+38.31
29+32.74

30+70.65
30+50.67
30+25.22
30+20.01
30+72.56
30+94.58
31+16.63
31+20.21

STA 26+43.50
-4.00
R=27'

STA 26+88.13
5.50

STA 26+95.81
-4.50

STA 27+54.20
-4.00

STA 27+69.14
14.00

STA 27+96.31
-4.96
R=27'

STA 27+96.27
22.00

28+44.86
28+69.72

31+07.38
31+29.88

STA 26+43.50
23.00

STA 26+45.63
17.50

STA 26+88.94
14.45

STA 26+48.80
22.48

STA 26+94.90
5.50

STA 26+93.45
14.00

STA 27+52.98
8.00

STA 26+93.45
37.00
R=23'

STA 27+69.14
37.00
R=23'

STA 27+81.62
17.68

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 35	E

2

LEGEND

CG09 CONCRETE CURB AND GUTTER 31-INCH
CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
CG45 CONCRETE CURB AND GUTTER 19-INCH
CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
CM14 CONCRETE SIDEWALK 5-INCH
CP15 CONCRETE PAVEMENT 8-INCH
DR01 CONCRETE DRIVEWAY 6-INCH
DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.

N

MATCHLINE STA 37+50.00

MATCHLINE STA 31+50.00

9+00 14+00

BEGIN CONSTRUCTION
STA 9+25.00

R/L SHEPARD AVE

STA 9+60.00
15.00

STA 9+60.00
-15.00

STA 32+82.83
-40.00
R=18'

STA 32+82.83
-22.00

STA 33+48.83
-40.00
R=18'

STA 33+48.83
-22.00

13' 13'

N SHEPARD AVE

EXISTING R/W

BEGIN CONSTRUCTION
STA 14+31.69

R/L MENLO BLVD

STA 14+59.99
15.00

STA 14+60.00
-15.00

STA 36+22.05
-40.00
R=18'

STA 36+88.16
-40.00
R=18'

STA 36+22.07
-22.00

STA 36+88.13
-22.00

E MENLO BLVD

EXISTING R/W

34+81.10 35+09.17 35+59.72 35+87.69

STA 35+58.97
-5.06
R=27'

STA 35+86.10
14.00

STA 36+98.22
14.00

STA 37+25.39
-5.08
R=27'

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

12' 12' 14'

STH 32/LAKE DRIVE

9'

32+04.61 32+26.33 32+62.34 32+88.41 33+66.99 33+88.79

R/L STH 32/LAKE DRIVE

STA 35+58.97
22.00

35+86.10 36+09.55 36+96.50

STA 35+73.62
17.68

STA 35+86.08
36.94
R=23'

STA 35+91.10
22.58

STA 35+91.10
32.15

STA 36+04.55
22.58

STA 36+04.55
32.22

STA 36+80.97
22.54

STA 36+80.97
32.29

STA 36+92.50
22.56

STA 36+92.50
32.17

STA 36+98.26
36.92
R=23'

STA 37+10.70
17.68

36+76.97

STA 37+25.35
22.00

37+31.08

STA 37+26.10
37.70

STA 37+35.39
46.91

STA 37+47.73
46.87

EXISTING R/W

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 36	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD2

PLOT DATE : 8/1/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CG09 CONCRETE CURB AND GUTTER 31-INCH
- CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
- CG45 CONCRETE CURB AND GUTTER 19-INCH
- CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
- CM14 CONCRETE SIDEWALK 5-INCH
- CP15 CONCRETE PAVEMENT 8-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.

N

MATCHLINE STA 43+50.00

BEGIN CONSTRUCTION
STA 19+47.83

BEGIN CONSTRUCTION
STA 24+00.00

19+00 E NEWTON AVE

24+00 E BEVERLY RD

R/L NEWTON AVE

R/L BEVERLY RD

R/L STH 32/LAKE DRIVE

STH 32/LAKE DRIVE

EXISTING R/W

STA 19+62.77
15.00

STA 38+79.75
-40.00
R=18'

STA 38+79.75
-22.00

STA 19+56.92
-15.00

STA 39+46.01
-40.00
R=18'

STA 39+46.01
-20.00

STA 40+23.30
-46.27

STA 40+08.42
-46.52

STA 40+02.26
-38.38

STA 40+33.07
-38.25

STA 40+48.38
-38.16

STA 40+66.36
-45.21

STA 40+74.23
-45.09

STA 40+79.31
-38.19

STA 24+66.44
15.00

STA 42+26.40
-36.00
R=14'

STA 42+26.40
-22.00

STA 24+61.27
-15.00

STA 42+84.63
-36.00
R=14'

STA 42+84.63
-22.00

STA 41+49.27
35.27

STA 41+57.59
41.38

STA 41+73.84
41.40

STA 41+81.91
35.24

38+05.84
38+10.56
40+02.16
40+27.97
40+44.78
40+48.41
40+59.26
40+79.22
40+95.76
41+00.80
37+54.14
39+23.68
39+55.81
41+49.28
41+79.92
42+94.52
43+19.61

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

13' 13' 4.7' 3.6' 5' 3' 6.9' 12' 12' 14' 5.9' 1.9'

CM14 CG09 CG44 CGTR CP15 DR01 DR03

STA 37+59.16
37.78

MATCHLINE STA 37+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 37	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD3

PLOT DATE : 8/1/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CG09 CONCRETE CURB AND GUTTER 31-INCH
- CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
- CG45 CONCRETE CURB AND GUTTER 19-INCH
- CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
- CM14 CONCRETE SIDEWALK 5-INCH
- CP15 CONCRETE PAVEMENT 8-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.

N

MATCHLINE STA 49+50.00

BEGIN CONSTRUCTION
STA 29+50.00

R/L SHOREWOOD BLVD

E SHOREWOOD BLVD

29+00

EXISTING R/W

STA 43+66.14
-16.00

43+82.79

44+03.91

STA 44+07.08
-4.00
PGL

44+00

STA 44+48.03
8.00

44+36.47

44+62.48

STA 44+62.48
35.17

STA 44+36.47
34.96

STA 44+55.16
46.66

STA 44+43.31
46.66

STA 45+85.47
-36.00
R=14'

STA 29+65.21
17.50

CGTR

CM14

CP15

CG44

CG09

15.5'

STA 45+85.47
-22.00

STA 46+12.61
-10.00

45+00

STA 45+71.40
0.00
PGL

STA 45+30.19
10.00

45+31.98

45+58.42

STA 29+61.06
-17.50

STA 46+48.72
-36.00
R=14'

STA 46+48.72
-22.00

46+00

R/L STH 32/LAKE DRIVE

46+74.33

47+18.34

STA 47+61.57
-38.42

STA 47+62.69
-32.00

STA 47+52.73
-38.45

STA 47+51.11
-32.00

47+46.11

47+67.69

3.4'

47+82.16

47+85.60

47+00

EXISTING R/W

47+71.49

47+93.32

STA 48+37.27
-38.11

STA 48+38.55
-32.00

STA 48+28.32
-38.15

STA 48+26.71
-32.00

48+21.71

48+43.55

48+00

STH 32/LAKE DRIVE

48+23.56

48+46.11

48+83.87

STA 49+26.94
-37.91

STA 49+16.85
-38.04

STA 49+15.52
-32.00

STA 48+99.41
-32.00

STA 48+98.11
-38.26

STA 48+90.22
-38.12

STA 48+88.87
-32.00

STA 49+28.09
-32.00

49+04.41

49+10.52

49+33.09

49+00

6'
12'
12'
14'
5.8'
11'
11'
12'
10'
10'
12'

MATCHLINE STA 43+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 38	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD4

PLOT DATE : 8/1/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

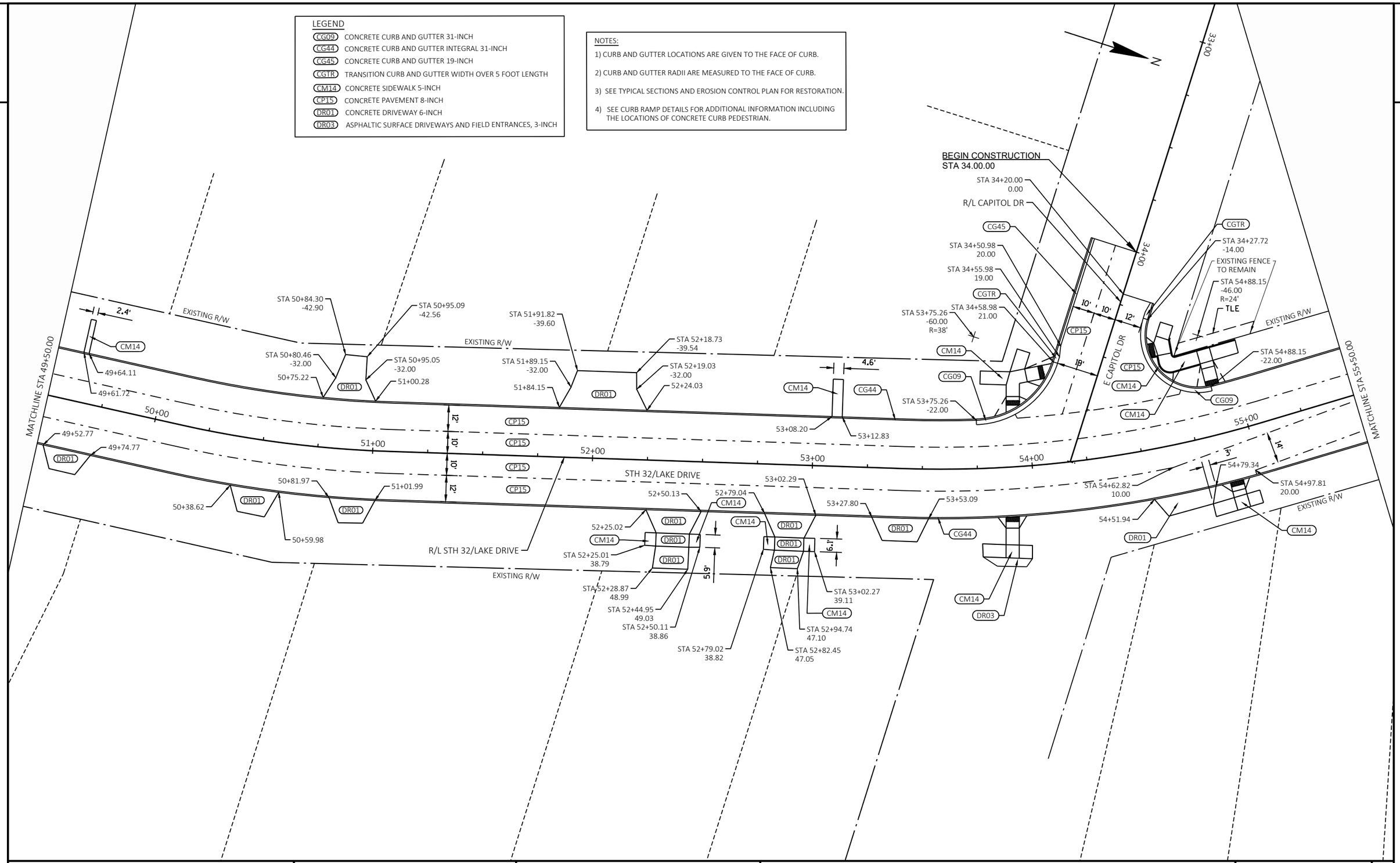
2

LEGEND

- CG09 CONCRETE CURB AND GUTTER 31-INCH
- CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
- CG45 CONCRETE CURB AND GUTTER 19-INCH
- CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
- CM14 CONCRETE SIDEWALK 5-INCH
- CP15 CONCRETE PAVEMENT 8-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 39	E

LEGEND

- CG09 CONCRETE CURB AND GUTTER 31-INCH
- CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
- CG45 CONCRETE CURB AND GUTTER 19-INCH
- CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
- CM14 CONCRETE SIDEWALK 5-INCH
- CP15 CONCRETE PAVEMENT 8-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.

N

INSTALL DRIVEWAY CURB.
FUTURE DRIVEWAY APRON BY OTHERS.

EXISTING R/W

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

56+00 57+00 58+00 59+00 60+00 61+00

STA 55+60.46 2.00
STA 55+93.24 14.00
STA 56+71.57 14.00
56+89.34
56+17.50
56+20.02
57+09.20
57+10.41
57+28.22
57+35.68
57+40.41
57+52.08
57+58.06
57+63.35
57+70.41
57+87.65
57+91.63
57+97.47
58+22.28
58+18.99
58+42.15
STA 57+29.52 22.00
STA 57+90.60 22.00
STA 57+85.60 27.00
STA 57+73.76 37.67
STA 57+45.06 37.25
STA 57+34.83 27.00
59+15.35
59+20.25
59+32.85
59+51.49
59+67.96
59+71.89
59+89.90
60+20.71
60+34.29
60+39.24
60+57.16
60+79.20
61+00.79
61+05.61
61+23.37
61+41.22
STA 59+50.41 -10.00
STA 59+78.84 0.00 PGL
STA 59+79.06 12.00
STA 60+82.73 -3.68 PGL
STA 60+83.93 8.29
60+74.17
60+40.46
60+67.16
60+92.84
61+03.40
61+26.43
61+38.36
STA 61+14.32 -16.00
STA 60+35.44 36.90
STA 60+44.89 44.98
STA 60+60.95 45.03
STA 60+82.16 50.85
61+08.53
61+21.46
STA 61+32.52 35.88
STA 61+42.79 44.32
STA 60+93.23 50.73
EXISTING TREES TO REMAIN
TLE

MATCHLINE STA 55+50.00
MATCHLINE STA 61+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 40	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD6
PLOT DATE : 8/1/2024 7:32 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- CG09 CONCRETE CURB AND GUTTER 31-INCH
- CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
- CG45 CONCRETE CURB AND GUTTER 19-INCH
- CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
- CM14 CONCRETE SIDEWALK 5-INCH
- CP15 CONCRETE PAVEMENT 8-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.

N

BEGIN CONSTRUCTION
STA 39+22.97

R/L JARVIS ST

39+00

E JARVIS ST

R/L STH 32/LAKE DRIVE

STH 32/LAKE DRIVE

EXISTING R/W

EXISTING TREE TO REMAIN

FUTURE DRIVEWAY WIDENING BY OTHERS.

TLE

MATCHLINE STA 61+50.00

MATCHLINE STA 67+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 41	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD7

PLOT DATE : 8/1/2024 7:32 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

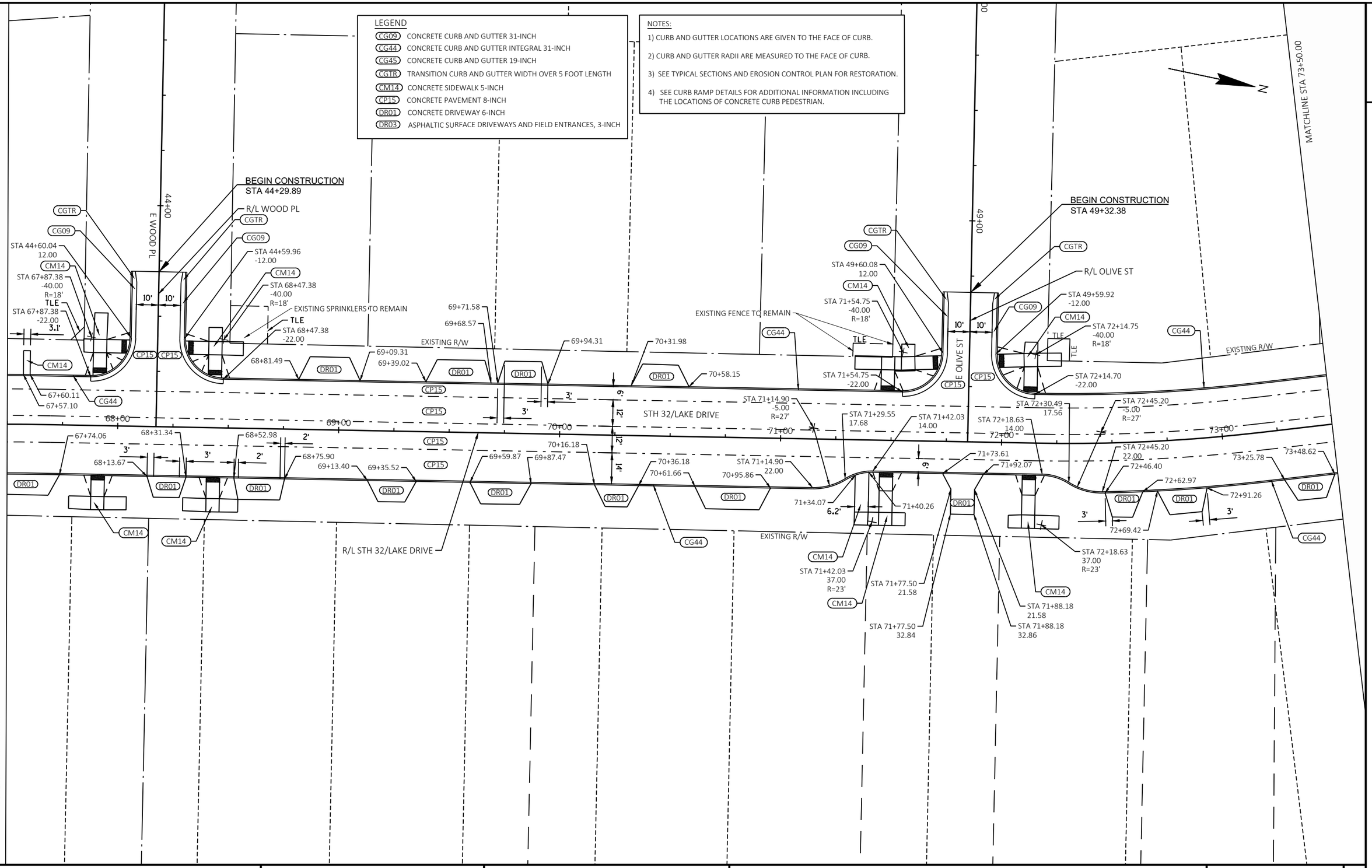
WISDOT/CADDS SHEET 42

LEGEND

- CG09 CONCRETE CURB AND GUTTER 31-INCH
- CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
- CG45 CONCRETE CURB AND GUTTER 19-INCH
- CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
- CM14 CONCRETE SIDEWALK 5-INCH
- CP15 CONCRETE PAVEMENT 8-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 42	E

2

LEGEND

- CG09 CONCRETE CURB AND GUTTER 31-INCH
- CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
- CG45 CONCRETE CURB AND GUTTER 19-INCH
- CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
- CM14 CONCRETE SIDEWALK 5-INCH
- CP15 CONCRETE PAVEMENT 8-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.

N

MATCHLINE STA 78+75.00

BEGIN CONSTRUCTION
STA 54+43.15

54+00

E MARION ST

R/L MARION ST

R/L STH 32/LAKE DRIVE

STH 32/LAKE DRIVE

74+00 75+00 76+00 77+00 78+00

CGTR
STA 54+59.93
12.00

CM14
STA 75+48.14
-40.00
R=18'

EXISTING BUSH TO REMAIN

3.9'

TLE

STA 75+48.14
-22.00

CGTR

STA 54+60.07
-12.00

CM14

STA 76+08.14
-40.00
R=18'

TLE

STA 76+08.14
-22.00

10' 10'

CM14 5.1' EXISTING R/W

CG44 CM14

74+08.57 74+13.65 74+95.26 74+99.13

CP15 CG09 CP15 CG09

6'
12'
12'
14'

77+71.71 3.3' EXISTING R/W

77+47.34 DR01 CM14

77+89.71 77+93.06

CP15 CP15

CG44

73+76.50
73+79.55
74+11.39
74+34.19
74+39.74
74+43.22
74+66.01
74+71.33
74+85.72
75+05.44
75+25.57
75+30.43
75+56.17
75+75.01
76+15.90
76+37.82
76+71.49
76+91.22
77+08.19
77+31.07
77+34.16
77+39.97
77+12.87
STA 77+40.09
38.01
77+62.87
78+31.12
78+36.20

CM14 DR01

3.1' EXISTING R/W

3.5'

5.3' EXISTING R/W

4.9'

STA 75+92.31
38.16

TLE

5.3'

STA 76+37.82
38.19

4.7'

3.1'

5.9'

STA 77+68.00
37.96

STA 77+57.77
44.12

5.1'

STA 76+20.91
40.45

STA 76+32.83
40.43

STA 76+71.53
38.46

STA 76+96.26
38.34

STA 77+45.11
44.38

SALVAGE AND RELAY
BRICK PAVER DRIVEWAY

EXISTING FENCE AND
SHRUBS TO REMAIN

EXISTING PILLARS AND
FENCE TO REMAIN

BRICK WALL, GATE, AND
WOOD FENCE TO REMAIN

DO NOT DISTURB EXISTING
SPRINKLER HEAD

STA 76+86.73
40.36

STA 76+76.85
40.41

MATCHLINE STA 73+50.00

2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 43	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD9

PLOT DATE : 8/1/2024 7:32 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CG09 CONCRETE CURB AND GUTTER 31-INCH
- CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
- CG45 CONCRETE CURB AND GUTTER 19-INCH
- CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
- CM14 CONCRETE SIDEWALK 5-INCH
- CP15 CONCRETE PAVEMENT 8-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.

N

MATCHLINE STA 84+25.00

MATCHLINE STA 78+75.00

BEGIN CONSTRUCTION
STA 59+32.22

59+00

R/L LAKE BLUFF BLVD

E LAKE BLUFF BLVD

STA 59+61.34
15.00

STA 59+58.59
-15.00

STA 79+16.19
-40.00
R=18'

STA 79+82.24
-40.00
R=18'

STA 79+82.24
-22.00

STA 79+16.19
-22.00

13' 13'

TLE

EXISTING R/W

4.6'

STA 81+63.78
-45.10

STA 81+62.46
-32.00

STA 81+73.84
-45.52

STA 81+75.71
-32.00

81+80.71

81+57.46

81+41.47

81+36.91

STA 82+38.09
-48.49

STA 82+38.77
-32.00

STA 82+57.73
-49.22

STA 82+58.58
-32.00

82+33.77

82+63.73

4'

4.1'

STA 84+07.39
-39.31

STA 84+07.79
-32.00

STA 83+95.87
-39.51

STA 83+94.16
-32.00

83+89.16

84+12.79

83+06.15

83+10.56

83+55.51

83+59.93

79+00 80+00 81+00 82+00 83+00 84+00

6'

12'

12'

14'

78+82.15

78+85.17

79+52.53

79+30.02

80+12.23

80+34.09

80+85.35

80+91.79

82+03.57

82+29.74

83+24.46

83+44.21

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

3'

5.5'

6.4'

EXISTING SHRUBS
AND LANDSCAPING
TO REMAIN

STA 80+12.21
37.38

STA 80+16.48
45.84

STA 80+26.31
45.87

STA 80+39.07
37.45

TLE

EXISTING R/W

CG09 CGTR CM14 CG44 CP15 DR01

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 44	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - PD10

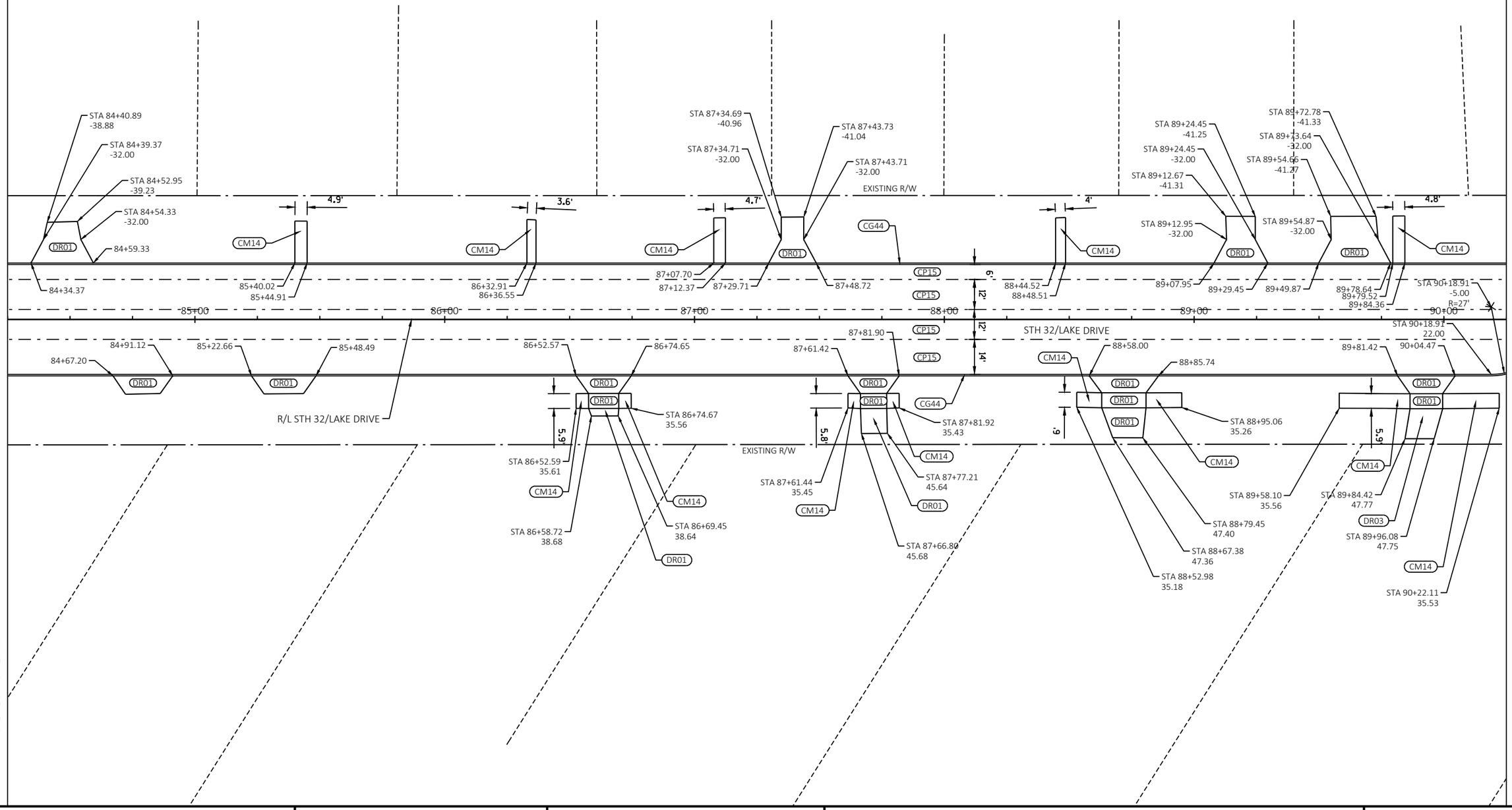
PLOT DATE : 8/1/2024 7:32 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- CG09 CONCRETE CURB AND GUTTER 31-INCH
- CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
- CG45 CONCRETE CURB AND GUTTER 19-INCH
- CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
- CM14 CONCRETE SIDEWALK 5-INCH
- CP15 CONCRETE PAVEMENT 8-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 45	E

2

LEGEND

- CG09 CONCRETE CURB AND GUTTER 31-INCH
- CG44 CONCRETE CURB AND GUTTER INTEGRAL 31-INCH
- CG45 CONCRETE CURB AND GUTTER 19-INCH
- CGTR TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
- CM14 CONCRETE SIDEWALK 5-INCH
- CP15 CONCRETE PAVEMENT 8-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FACE OF CURB.
2) CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.
3) SEE TYPICAL SECTIONS AND EROSION CONTROL PLAN FOR RESTORATION.
4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.

N

63+00

E KENSINGTON BLVD

64+00

BEGIN CONSTRUCTION
STA 64+24.31

R/L KENSINGTON BLVD

CG09 CGTR

STA 64+73.51
15.00

CGTR

STA 64+37.37
-15.00

CM14

STA 90+57.28
-40.00
R=18'

13' 13'

STA 91+29.85
-37.00
R=15'

CP15 CP15 CM14

STA 90+57.28
-22.00

STA 91+57.00
-16.00

STA 91+29.85
-22.00

STA 91+57.00
-4.00
PGL

CG44 CG09 CG44

EXISTING R/W

STA 92+57.00
-12.00

REDUCE CURB HEIGHT TO MATCH EXISTING
AND PROVIDE POSITIVE TERRACE DRAINAGE

END PROJECT
STA 92+57.00

6' 12' 12' 12' 10' 12' 12' 10'

CP15 CP15 CP15 CP15

STA 90+33.56
17.68

STH 32/LAKE DRIVE

91+00 92+00 93+00

STA 91+63.97
-5.00
R=27'

STA 90+46.04
14.00

91+36.84

91+06.70

DR01

6' 6'

STA 91+11.70
22.58

STA 91+11.70
29.56

CM14

CG44

STA 91+63.97
22.00

STA 91+56.98
8.00

STA 92+57.00
12.00

STA 91+36.84
14.58

EXISTING R/W

STA 90+46.04
37.00
R=23'

STA 91+60.33
35.21

REDUCE CURB HEIGHT TO MATCH EXISTING
AND PROVIDE POSITIVE TERRACE DRAINAGE

CM14

R/L STH 32/LAKE DRIVE

STA 91+31.84
22.58

STA 91+31.84
29.46

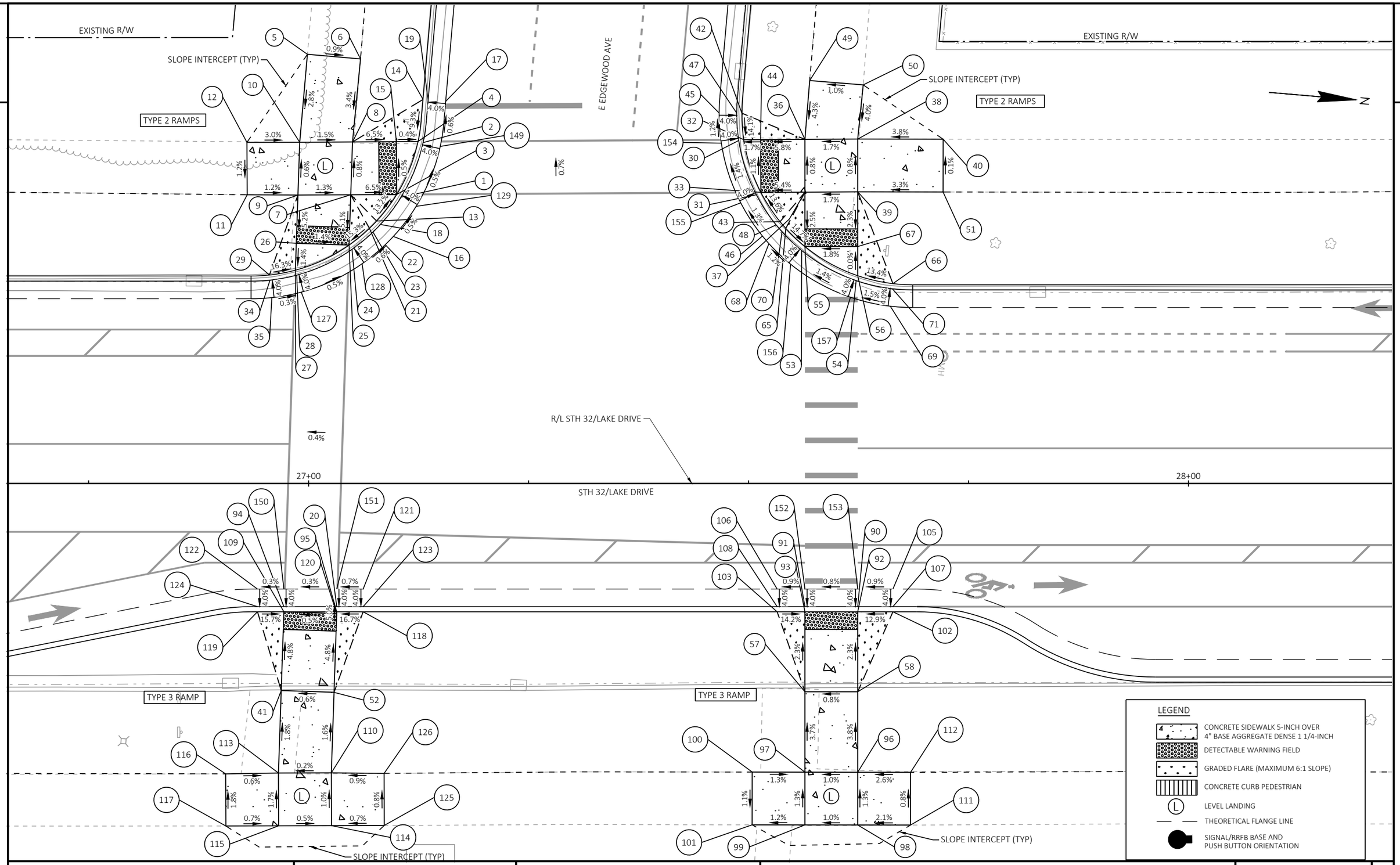
STA 91+36.84
37.00
R=23'

STA 91+50.33
35.27

STA 91+49.32
17.68

MATCHLINE STA 90+25.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 46	E



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 47	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (1)

PLOT DATE : 7/31/2024 1:29 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT

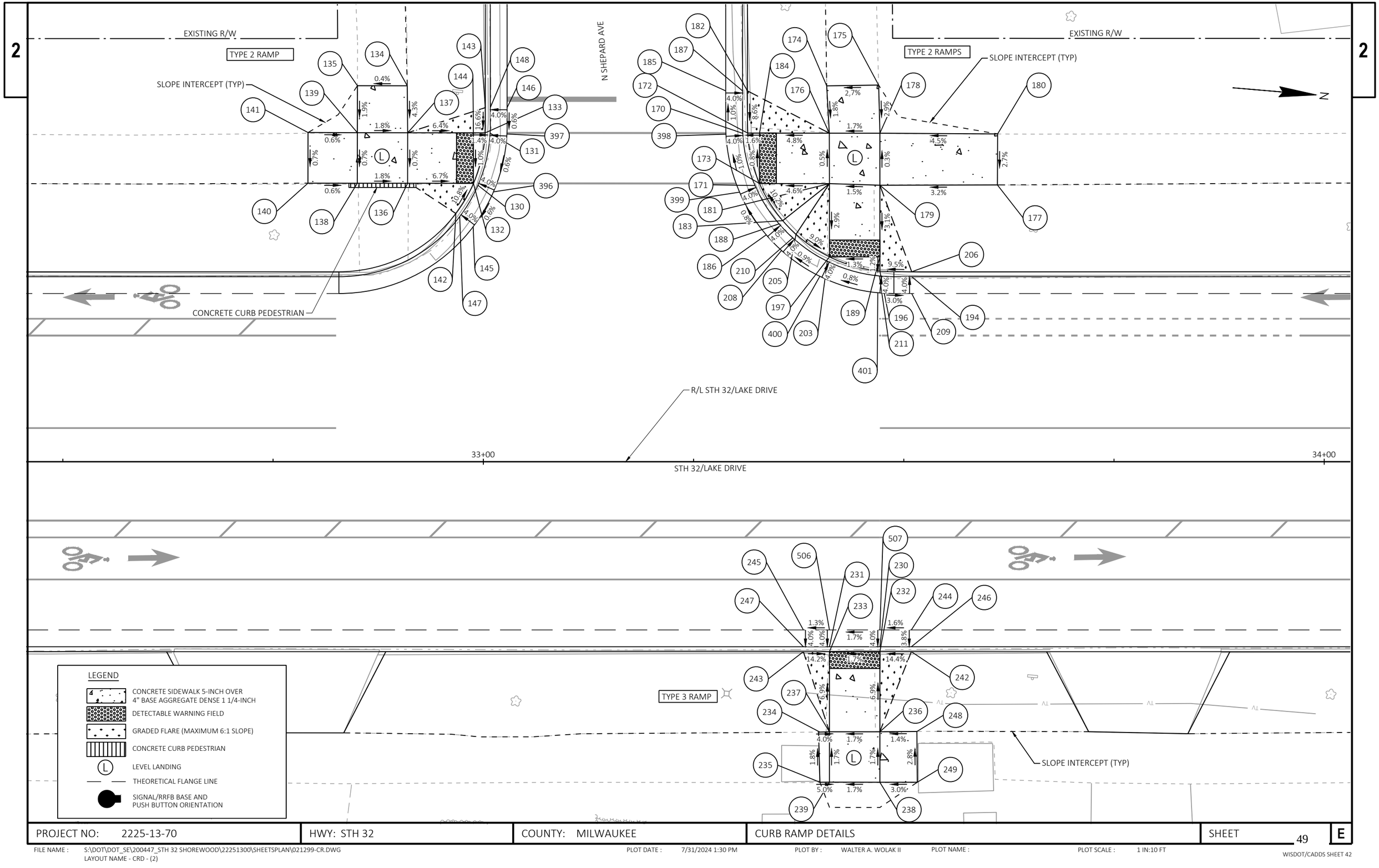
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STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1	27+10.50	32.54 LT	315336.141	615747.286	681.21
2	27+13.00	38.74 LT	315338.086	615740.899	681.17
3	27+10.01	32.85 LT	315335.619	615747.025	681.23
4	27+12.43	38.86 LT	315337.507	615740.824	681.19
5	26+99.86	48.78 LT	315324.133	615732.033	681.89
6	27+05.90	48.26 LT	315330.193	615732.032	681.84
7	27+04.79	32.82 LT	315330.423	615747.507	681.57
8	27+04.99	38.82 LT	315330.103	615741.511	681.52
9	26+98.78	32.79 LT	315324.444	615748.062	681.65
10	26+98.99	38.79 LT	315324.124	615742.066	681.61
11	26+93.03	32.81 LT	315318.705	615748.533	681.72
12	26+92.99	38.78 LT	315318.154	615742.594	681.79
13	27+07.73	29.84 LT	315333.610	615750.225	681.73
14	27+13.00	43.65 LT	315337.667	615736.001	681.64
15	27+09.97	38.85 LT	315335.065	615741.051	681.20
16	27+09.63	28.08 LT	315335.654	615751.805	681.31
17	27+15.58	43.43 LT	315340.250	615736.002	681.22
18	27+08.16	29.44 LT	315334.071	615750.581	681.23
19	27+13.58	43.60 LT	315338.250	615736.001	681.14
20	27+03.20	14.00 RT	315332.897	615794.288	681.19
21	27+06.91	29.00 LT	315332.870	615751.124	681.74
22	27+08.70	27.14 LT	315334.816	615752.824	681.32
23	27+07.32	28.58 LT	315333.310	615751.508	681.24
24	27+04.93	26.62 LT	315331.103	615753.671	681.26
25	27+04.60	27.10 LT	315330.728	615753.224	681.28
26	26+98.60	27.30 LT	315324.736	615753.543	681.36
27	26+98.50	24.25 LT	315324.899	615756.591	681.32
28	26+98.65	23.69 LT	315325.098	615757.139	681.30
29	26+95.55	23.70 LT	315322.009	615757.397	681.81

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
30	27+48.88	38.99 LT	315373.815	615737.540	681.35
31	27+50.89	32.82 LT	315376.347	615743.512	681.45
32	27+49.46	39.07 LT	315374.382	615737.403	681.37
33	27+51.40	33.09 LT	315376.840	615743.195	681.47
34	26+95.61	23.12 LT	315322.122	615757.969	681.31
35	26+95.83	21.13 LT	315322.509	615759.932	681.39
36	27+56.41	39.11 LT	315381.303	615736.761	681.69
37	27+56.41	33.11 LT	315381.823	615742.738	681.74
38	27+62.41	39.15 LT	315387.277	615736.206	681.79
39	27+62.41	33.15 LT	315387.797	615742.184	681.84
40	27+72.12	39.14 LT	315396.952	615735.375	682.16
41	26+96.89	23.54 RT	315327.443	615804.335	681.62
42	27+49.24	42.10 LT	315373.900	615734.411	681.81
43	27+53.58	29.76 LT	315379.300	615746.327	682.01
44	27+51.37	39.08 LT	315376.286	615737.228	681.40
45	27+46.65	42.11 LT	315371.325	615734.622	681.39
46	27+51.58	28.13 LT	315377.444	615748.124	681.59
47	27+48.65	42.10 LT	315373.318	615734.459	681.31
48	27+53.13	29.39 LT	315378.881	615746.733	681.51
49	27+56.95	45.80 LT	315381.261	615730.055	681.98
50	27+63.03	45.31 LT	315387.364	615730.017	682.04
51	27+72.11	33.14 LT	315397.461	615741.353	682.16
52	27+02.89	23.74 RT	315333.435	615804.016	681.65
53	27+56.04	26.48 LT	315382.032	615749.379	681.57
54	27+62.22	23.06 LT	315388.485	615752.246	681.68
55	27+56.41	26.93 LT	315382.359	615748.897	681.59
56	27+62.41	23.62 LT	315388.624	615751.680	681.70
57	27+56.41	23.67 RT	315386.748	615799.311	681.74
58	27+62.41	23.67 RT	315392.725	615798.791	681.79

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
65	27+54.23	29.00 LT	315380.013	615747.027	682.03
66	27+66.41	22.71 LT	315392.687	615752.231	682.25
67	27+62.41	26.93 LT	315388.336	615748.376	681.70
68	27+52.31	27.27 LT	315378.252	615748.917	681.61
69	27+66.11	20.15 LT	315392.612	615754.813	681.83
70	27+53.80	28.61 LT	315379.615	615747.454	681.53
71	27+66.34	22.13 LT	315392.670	615752.814	681.75
90	27+62.41	14.00 RT	315391.886	615789.153	681.56
91	27+56.41	14.00 RT	315385.909	615789.674	681.51
92	27+62.41	14.58 RT	315391.937	615789.734	681.58
93	27+56.41	14.58 RT	315385.960	615790.255	681.53
94	26+97.19	14.00 RT	315326.916	615794.809	681.17
95	27+03.20	14.58 RT	315332.947	615794.870	681.21
96	27+62.41	32.82 RT	315393.518	615807.902	682.14
97	27+56.41	32.81 RT	315387.540	615808.414	682.08
98	27+62.41	38.82 RT	315394.039	615813.879	682.22
99	27+56.41	38.81 RT	315388.061	615814.392	682.16
100	27+50.42	32.80 RT	315381.570	615808.926	682.16
101	27+50.41	38.80 RT	315382.083	615814.904	682.09
102	27+66.41	14.58 RT	315395.922	615789.387	682.09
103	27+53.25	14.58 RT	315382.812	615790.529	681.98
105	27+66.41	12.00 RT	315395.698	615786.814	681.67
106	27+53.25	12.00 RT	315382.588	615787.955	681.56
107	27+66.41	14.00 RT	315395.871	615788.806	681.59
108	27+53.25	14.00 RT	315382.762	615789.947	681.48
109	26+97.19	14.58 RT	315326.967	615795.390	681.19
110	27+02.58	32.89 RT	315333.922	615813.162	681.79
111	27+68.41	38.83 RT	315400.017	615813.367	682.34
112	27+68.42	32.83 RT	315399.504	615807.389	682.29

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
113	26+96.58	32.91 RT	315327.943	615813.703	681.78
114	27+02.60	38.89 RT	315334.463	615819.137	681.85
115	26+96.60	38.91 RT	315328.484	615819.679	681.88
116	26+90.58	33.00 RT	315321.973	615814.316	681.82
117	26+90.60	38.93 RT	315322.508	615820.220	681.93
118	27+06.20	14.58 RT	315335.936	615794.609	681.71
119	26+94.19	14.58 RT	315323.978	615795.650	681.66
120	27+03.19	14.78 RT	315332.958	615795.071	681.22
121	27+06.20	12.00 RT	315335.712	615792.036	681.29
122	26+94.19	12.00 RT	315323.754	615793.077	681.24
123	27+06.20	14.00 RT	315335.885	615794.028	681.21
124	26+94.19	14.00 RT	315323.927	615795.069	681.16
125	27+08.60	38.87 RT	315340.439	615818.596	681.89
126	27+08.58	32.95 RT	315339.905	615812.699	681.85
127	26+99.17	21.75 LT	315325.783	615759.018	681.38
128	27+06.08	24.98 LT	315332.388	615755.203	681.34
129	27+12.21	31.50 LT	315337.927	615748.178	681.29
149	27+14.95	38.31 LT	315340.069	615741.154	681.25
150	26+97.19	12.00 RT	315326.742	615792.817	681.25
151	27+03.20	12.00 RT	315332.723	615792.296	681.27
152	27+56.41	12.00 RT	315385.736	615787.684	681.59
153	27+62.41	12.00 RT	315391.713	615787.161	681.64
154	27+46.90	38.68 LT	315371.872	615738.012	681.43
155	27+49.11	31.90 LT	315374.657	615744.581	681.53
156	27+54.78	24.93 LT	315380.910	615751.035	681.65
157	27+61.58	21.17 LT	315388.008	615754.189	681.76



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 49	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (2)

PLOT DATE : 7/31/2024 1:30 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT

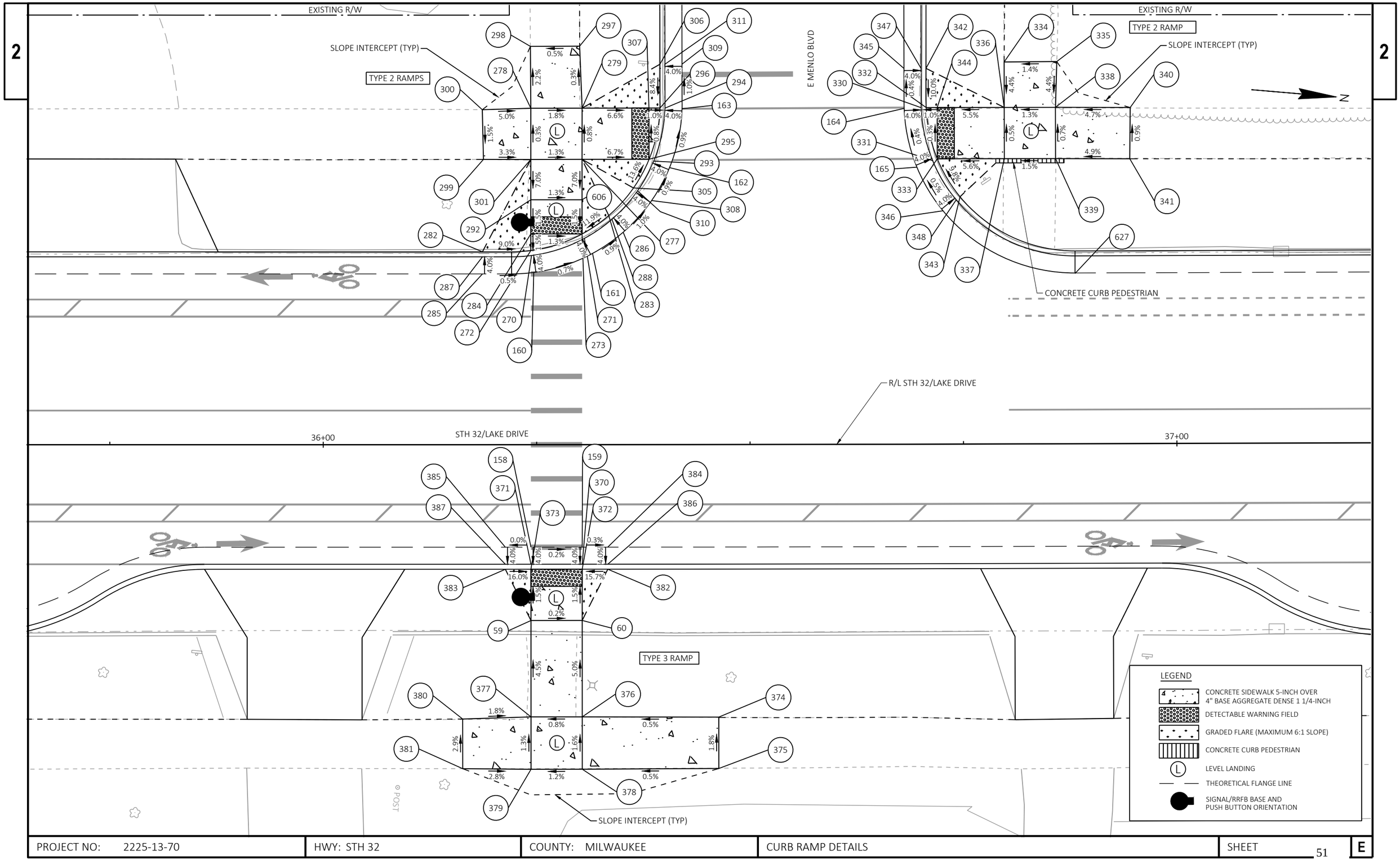
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STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
130	32+99.35	32.87 LT	315922.745	615695.887	689.27
131	33+00.80	39.07 LT	315923.648	615689.586	689.31
132	32+98.82	33.11 LT	315922.191	615695.704	689.29
133	33+00.22	39.10 LT	315923.065	615689.606	689.33
134	32+90.95	44.70 LT	315913.350	615684.838	690.09
135	32+85.03	44.71 LT	315907.451	615685.339	690.07
136	32+91.00	33.11 LT	315914.397	615696.379	689.81
137	32+91.01	39.11 LT	315913.885	615690.397	689.85
138	32+85.02	33.11 LT	315908.440	615696.900	689.92
139	32+85.02	39.13 LT	315907.920	615690.900	689.96
140	32+79.15	33.12 LT	315902.591	615697.396	689.96
141	32+79.15	39.14 LT	315902.076	615691.398	690.00
142	32+96.73	29.52 LT	315920.425	615699.460	689.74
143	33+00.24	42.10 LT	315922.825	615686.616	689.83
144	32+98.82	39.11 LT	315921.676	615689.726	689.35
145	32+98.80	27.96 LT	315922.615	615700.830	689.32
146	33+02.83	42.10 LT	315925.401	615686.392	689.41
147	32+97.20	29.17 LT	315920.919	615699.769	689.24
148	33+00.83	42.10 LT	315923.409	615686.565	689.33
170	33+30.85	39.05 LT	315953.586	615687.008	689.88

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
171	33+32.31	32.84 LT	315955.578	615693.062	689.95
172	33+31.43	39.08 LT	315954.164	615686.927	689.90
173	33+32.84	33.08 LT	315956.091	615692.783	689.97
174	33+40.84	44.69 LT	315963.046	615680.518	690.42
175	33+47.01	44.79 LT	315969.190	615679.887	690.59
176	33+41.15	39.07 LT	315963.844	615686.093	690.32
177	33+61.13	32.91 LT	315984.289	615690.498	690.89
178	33+47.16	39.06 LT	315969.835	615685.577	690.42
179	33+47.16	32.88 LT	315970.372	615691.741	690.44
180	33+61.16	38.97 LT	315983.789	615684.453	691.05
181	33+41.16	33.07 LT	315964.378	615692.069	690.35
182	33+31.41	44.09 LT	315953.705	615681.936	690.33
183	33+35.61	28.66 LT	315959.227	615696.944	690.50
184	33+32.85	39.08 LT	315955.576	615686.806	689.92
185	33+28.83	44.09 LT	315951.131	615682.160	689.91
186	33+33.65	26.98 LT	315957.419	615698.790	690.08
187	33+30.83	44.09 LT	315953.124	615681.986	689.83
188	33+35.17	28.28 LT	315958.819	615697.361	690.00
189	33+47.16	24.36 LT	315971.110	615700.224	690.18
194	33+50.94	22.00 LT	315975.082	615702.247	690.02

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
196	33+47.16	22.66 LT	315971.257	615701.915	690.16
197	33+41.16	24.36 LT	315965.133	615700.745	690.10
203	33+40.91	23.84 LT	315964.922	615701.289	690.08
205	33+37.19	27.04 LT	315960.939	615698.416	690.53
206	33+50.94	22.58 LT	315975.032	615701.666	690.52
208	33+35.46	25.12 LT	315959.386	615700.480	690.11
209	33+50.94	20.00 LT	315975.256	615704.240	690.10
210	33+36.80	26.61 LT	315960.589	615698.882	690.03
211	33+47.11	22.08 LT	315971.252	615702.498	690.14
230	33+47.16	22.00 RT	315975.131	615746.409	689.82
231	33+41.16	22.00 RT	315969.153	615746.930	689.72
232	33+47.16	22.58 RT	315975.181	615746.990	689.84
233	33+41.16	22.58 RT	315969.204	615747.511	689.74
234	33+39.98	32.12 RT	315968.858	615757.115	690.44
235	33+40.03	38.11 RT	315969.424	615763.076	690.55
236	33+47.15	32.11 RT	315976.000	615756.480	690.49
237	33+41.15	32.11 RT	315970.020	615757.000	690.39
238	33+47.15	38.11 RT	315976.520	615762.460	690.59
239	33+41.15	38.11 RT	315970.540	615762.980	690.49
242	33+50.90	22.58 RT	315978.906	615746.666	690.38

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
243	33+38.06	22.58 RT	315966.113	615747.780	690.18
244	33+50.90	20.00 RT	315978.682	615744.093	689.96
245	33+38.06	20.00 RT	315965.889	615745.206	689.76
246	33+50.90	22.00 RT	315978.856	615746.085	689.88
247	33+38.06	22.00 RT	315966.062	615747.199	689.68
248	33+51.56	32.07 RT	315980.389	615756.060	690.56
249	33+51.61	38.11 RT	315980.961	615762.069	690.73
396	33+01.19	32.08 LT	315924.644	615696.517	689.35
397	33+02.80	38.97 LT	315925.648	615689.515	689.39
398	33+28.85	38.94 LT	315951.606	615687.287	689.96
399	33+30.47	32.05 LT	315953.819	615694.013	690.03
400	33+40.02	22.04 LT	315964.197	615703.153	690.16
401	33+46.92	20.09 LT	315971.235	615704.498	690.22
506	33+41.16	20.00 RT	315968.980	615744.937	689.80
507	33+47.16	20.00 RT	315974.957	615744.417	689.90



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 51	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (3)

PLOT DATE : 7/31/2024 1:30 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT

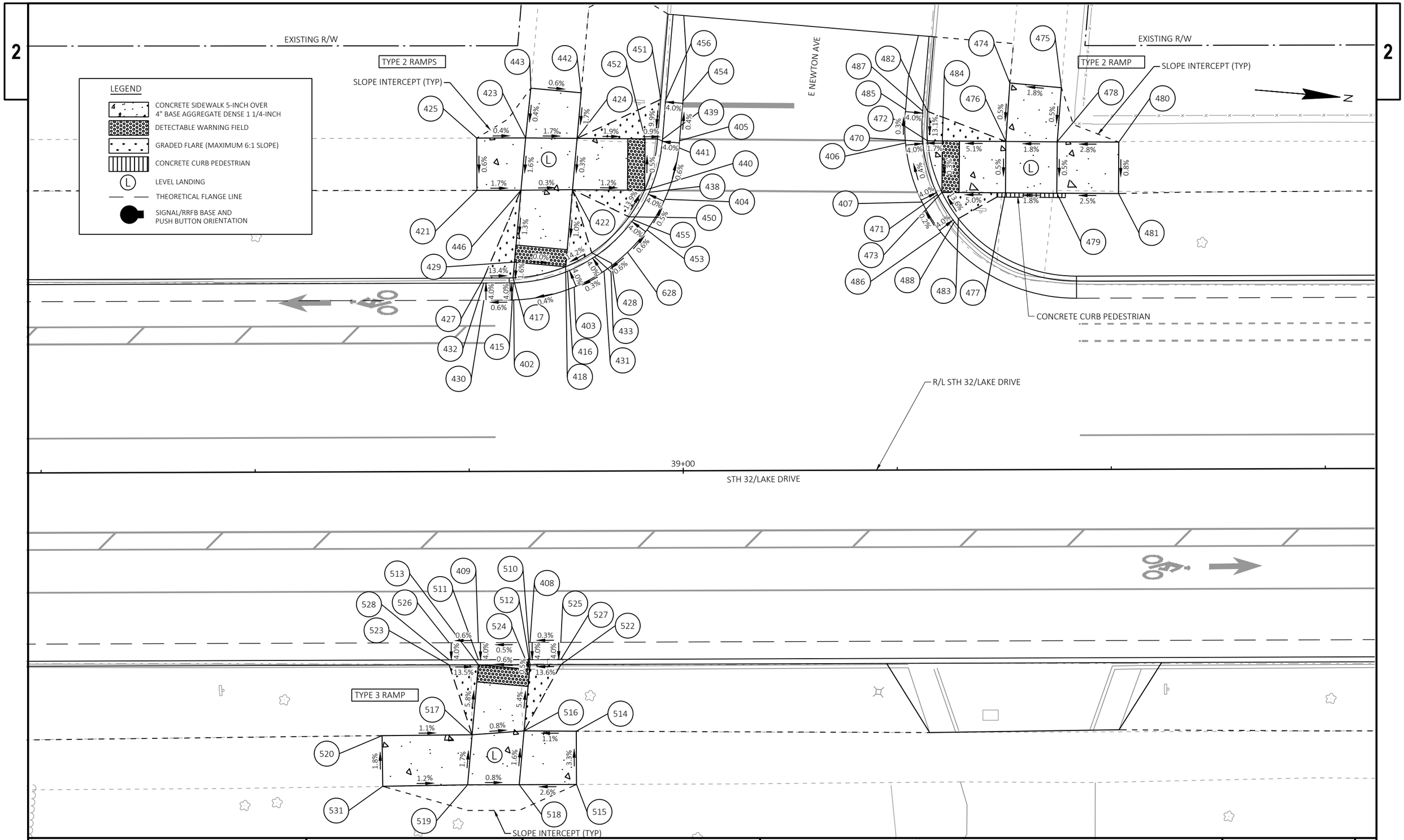
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STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
59	36+24.33	20.58 RT	316251.137	615720.959	691.89
60	36+30.32	20.58 RT	316257.114	615720.436	691.88
158	36+24.33	12.00 RT	316250.389	615712.408	691.86
159	36+30.33	12.00 RT	316256.366	615711.885	691.85
160	36+24.67	20.17 LT	316247.927	615680.328	691.99
161	36+31.56	22.40 LT	316254.592	615677.508	691.94
162	36+40.59	32.44 LT	316262.698	615666.721	691.81
163	36+42.07	39.33 LT	316263.564	615659.727	691.75
164	36+68.14	39.33 LT	316289.486	615657.427	691.65
165	36+69.62	32.44 LT	316291.571	615664.160	691.68
270	36+24.41	22.16 LT	316247.493	615678.376	691.91
271	36+30.61	24.16 LT	316253.492	615675.837	691.86
272	36+24.33	22.73 LT	316247.367	615677.806	691.93
273	36+30.34	24.68 LT	316253.175	615675.347	691.88
277	36+30.34	33.41 LT	316252.415	615666.650	692.27
278	36+24.33	39.40 LT	316245.917	615661.203	692.33
279	36+30.35	39.41 LT	316251.906	615660.672	692.22
282	36+18.65	22.58 LT	316241.730	615678.448	692.44
283	36+33.46	26.83 LT	316256.096	615672.929	692.33
284	36+24.33	24.68 LT	316247.198	615675.870	691.96

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
285	36+18.65	20.00 LT	316241.954	615681.022	692.02
286	36+35.15	24.88 LT	316257.950	615674.727	691.90
287	36+18.65	22.00 LT	316241.781	615679.030	691.94
288	36+33.84	26.39 LT	316256.515	615673.335	691.82
292	36+24.33	28.68 LT	316246.850	615671.885	692.02
293	36+38.74	33.19 LT	316260.787	615666.129	691.73
294	36+40.07	39.40 LT	316261.567	615659.835	691.67
295	36+38.19	33.41 LT	316260.230	615665.957	691.75
296	36+39.48	39.42 LT	316260.985	615659.866	691.69
297	36+30.07	46.66 LT	316250.988	615653.474	692.20
298	36+24.28	46.64 LT	316245.239	615653.997	692.17
299	36+18.77	33.41 LT	316240.909	615667.656	692.53
300	36+18.63	39.23 LT	316240.268	615661.871	692.62
301	36+24.33	33.39 LT	316246.439	615667.185	692.35
305	36+36.37	30.06 LT	316258.706	615669.461	692.27
306	36+39.49	44.54 LT	316260.542	615654.757	692.12
307	36+38.19	39.41 LT	316259.700	615659.980	691.70
308	36+38.49	28.58 LT	316260.947	615670.746	691.85
309	36+42.08	44.54 LT	316263.115	615654.532	691.70
310	36+36.85	29.72 LT	316259.211	615669.752	691.77

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
311	36+40.07	44.54 LT	316261.123	615654.708	691.62
330	36+70.14	39.40 LT	316291.471	615657.182	691.57
331	36+71.47	33.19 LT	316293.347	615663.241	691.60
332	36+70.72	39.41 LT	316292.050	615657.111	691.59
333	36+72.01	33.41 LT	316293.865	615662.973	691.62
334	36+79.88	44.73 LT	316300.679	615651.000	692.26
335	36+86.06	44.76 LT	316306.824	615650.420	692.35
336	36+79.88	39.41 LT	316301.154	615656.303	692.03
337	36+79.87	33.41 LT	316301.686	615662.279	692.06
338	36+85.90	39.40 LT	316307.140	615655.769	692.11
339	36+85.88	33.40 LT	316307.662	615661.749	692.15
340	36+94.66	39.35 LT	316315.854	615655.034	692.53
341	36+94.59	33.35 LT	316316.327	615661.018	692.58
342	36+70.72	44.00 LT	316291.635	615652.543	692.05
343	36+74.67	28.96 LT	316296.903	615667.169	692.13
344	36+72.02	39.41 LT	316293.335	615656.997	691.60
345	36+68.13	44.00 LT	316289.061	615652.771	691.63
346	36+72.67	27.33 LT	316295.059	615668.978	691.71
347	36+70.13	44.00 LT	316291.054	615652.594	691.55
348	36+74.21	28.59 LT	316296.486	615667.577	691.63

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
370	36+30.33	14.00 RT	316256.541	615713.877	691.77
371	36+24.33	14.00 RT	316250.564	615714.400	691.78
372	36+30.33	14.58 RT	316256.592	615714.458	691.79
373	36+24.33	14.58 RT	316250.611	615714.982	691.80
374	36+46.30	31.91 RT	316274.038	615730.319	692.52
375	36+46.29	37.93 RT	316274.562	615736.315	692.63
376	36+30.32	31.87 RT	316258.097	615731.683	692.44
377	36+24.33	31.87 RT	316252.119	615732.206	692.39
378	36+30.32	38.00 RT	316258.630	615737.786	692.54
379	36+24.33	38.00 RT	316252.653	615738.309	692.47
380	36+16.34	32.12 RT	316244.171	615733.145	692.53
381	36+16.34	37.93 RT	316244.677	615738.939	692.70
382	36+33.32	14.58 RT	316259.580	615714.196	692.26
383	36+21.33	14.58 RT	316247.625	615715.242	692.28
384	36+33.32	12.00 RT	316259.354	615711.623	691.84
385	36+21.33	12.00 RT	316247.401	615712.669	691.86
386	36+33.32	14.00 RT	316259.529	615713.615	691.76
387	36+21.33	14.00 RT	316247.574	615714.661	691.78
606	36+30.34	28.68 LT	316252.827	615671.363	691.94
627	36+88.13	19.94 LT	316311.107	615674.956	691.80



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 53	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (4)

PLOT DATE : 7/31/2024 1:30 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT

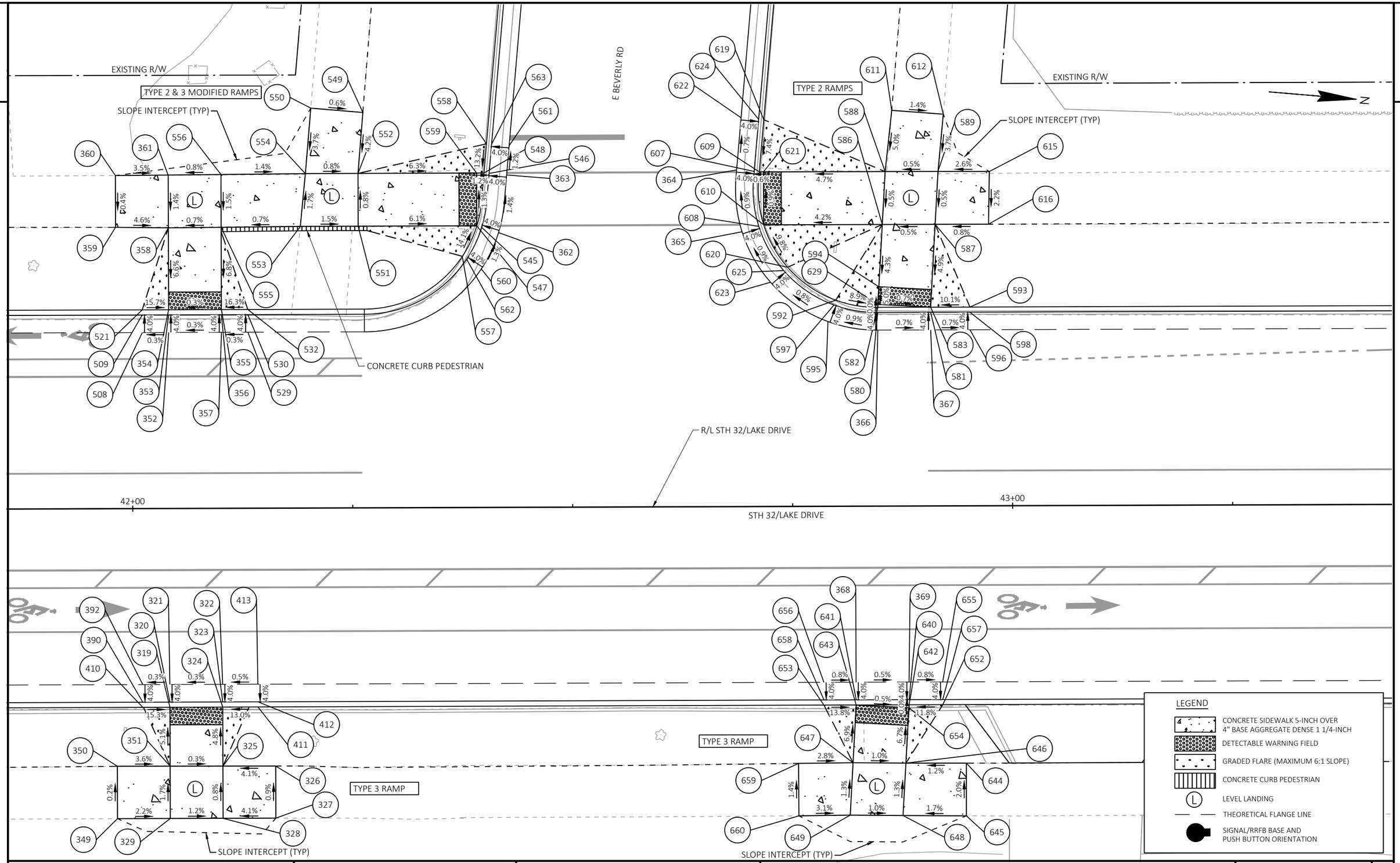
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STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
402	38+80.27	20.01 LT	316502.456	615657.585	692.47
403	38+87.33	21.49 LT	316509.351	615655.473	692.50
404	38+97.95	31.72 LT	316519.012	615644.331	692.49
405	38+99.70	38.54 LT	316520.136	615637.375	692.45
406	39+26.09	38.20 LT	316546.449	615635.337	692.43
407	39+28.00	31.29 LT	316548.978	615642.047	692.46
408	38+82.03	20.00 RT	316507.814	615697.272	692.16
409	38+76.00	20.00 RT	316501.805	615697.816	692.13
415	38+80.21	22.01 LT	316502.219	615655.599	692.39
416	38+86.57	23.34 LT	316508.425	615653.698	692.42
417	38+80.20	22.59 LT	316502.152	615655.019	692.41
418	38+86.35	23.88 LT	316508.156	615653.180	692.44
421	38+76.01	32.83 LT	316497.057	615645.198	692.64
422	38+87.17	32.87 LT	316508.170	615644.150	692.53
423	38+81.72	38.93 LT	316502.193	615638.604	692.65
424	38+87.73	38.88 LT	316508.180	615638.120	692.55
425	38+76.01	38.94 LT	316496.509	615639.113	692.68
427	38+76.78	22.58 LT	316498.748	615655.333	692.87
428	38+89.40	25.50 LT	316511.050	615651.293	692.93
429	38+80.37	24.44 LT	316502.156	615653.165	692.44

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
430	38+76.78	20.00 LT	316498.980	615657.906	692.45
431	38+90.83	23.35 LT	316512.669	615653.306	692.51
432	38+76.78	22.00 LT	316498.800	615655.914	692.37
433	38+89.72	25.01 LT	316511.416	615651.747	692.43
438	38+96.13	32.54 LT	316517.125	615643.670	692.41
439	38+97.71	38.72 LT	316518.136	615637.379	692.37
440	38+95.60	32.79 LT	316516.574	615643.477	692.43
441	38+97.13	38.77 LT	316517.552	615637.380	692.39
442	38+88.22	44.19 LT	316508.198	615632.779	692.64
443	38+82.35	44.74 LT	316502.301	615632.763	692.68
446	38+81.15	32.83 LT	316502.176	615644.739	692.55
450	38+93.78	29.68 LT	316515.037	615646.738	692.93
451	38+97.53	43.40 LT	316517.542	615632.737	692.85
452	38+95.67	38.78 LT	316516.098	615637.497	692.40
453	38+95.86	28.15 LT	316517.247	615648.075	692.51
454	39+00.11	43.17 LT	316520.127	615632.732	692.43
455	38+94.25	29.33 LT	316515.536	615647.040	692.43
456	38+98.12	43.34 LT	316518.127	615632.736	692.35
470	39+28.08	38.38 LT	316548.417	615634.978	692.35
471	39+29.80	32.16 LT	316550.693	615641.017	692.38

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
472	39+28.66	38.43 LT	316548.991	615634.874	692.39
473	39+30.33	32.42 LT	316551.193	615640.717	692.40
474	39+38.30	45.17 LT	316557.986	615627.302	692.84
475	39+44.33	44.59 LT	316564.038	615627.331	692.94
476	39+37.81	38.34 LT	316558.110	615634.140	692.80
477	39+37.75	32.35 LT	316558.590	615640.120	692.77
478	39+43.81	38.29 LT	316564.090	615633.650	692.91
479	39+43.75	32.28 LT	316564.570	615639.640	692.88
480	39+51.00	38.21 LT	316571.259	615633.081	693.11
481	39+50.95	32.22 LT	316571.752	615639.059	693.06
482	39+28.69	41.88 LT	316548.708	615631.439	692.84
483	39+32.23	29.34 LT	316553.365	615643.606	692.89
484	39+30.39	38.41 LT	316550.717	615634.744	692.42
485	39+26.12	42.11 LT	316546.125	615631.444	692.42
486	39+30.19	27.76 LT	316551.472	615645.364	692.47
487	39+28.11	41.93 LT	316548.125	615631.440	692.34
488	39+31.77	28.99 LT	316552.937	615644.003	692.39
510	38+82.03	22.00 RT	316507.994	615699.264	692.08
511	38+76.00	22.00 RT	316501.985	615699.805	692.05
512	38+82.03	22.58 RT	316508.047	615699.843	692.10

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
513	38+76.00	22.58 RT	316502.038	615700.387	692.07
514	38+87.41	30.38 RT	316514.102	615707.122	692.56
515	38+87.41	36.60 RT	316514.664	615713.321	692.77
516	38+81.31	30.33 RT	316508.020	615707.625	692.49
517	38+75.24	30.76 RT	316502.017	615708.600	692.54
518	38+80.73	36.61 RT	316508.010	615713.932	692.59
519	38+74.70	36.60 RT	316502.000	615714.460	692.64
520	38+64.72	30.82 RT	316491.547	615709.606	692.66
522	38+85.64	22.58 RT	316511.637	615699.518	692.59
523	38+72.58	22.58 RT	316498.635	615700.694	692.53
524	38+81.98	23.14 RT	316508.038	615700.401	692.10
525	38+85.64	20.00 RT	316511.403	615696.949	692.17
526	38+72.58	20.00 RT	316498.402	615698.122	692.11
527	38+85.64	22.00 RT	316511.584	615698.938	692.09
528	38+72.58	22.00 RT	316498.582	615700.113	692.03
531	38+64.78	36.74 RT	316492.136	615715.495	692.77
628	38+93.58	25.55 LT	316515.210	615650.865	692.53



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 55	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (5)

PLOT DATE : 7/31/2024 1:31 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

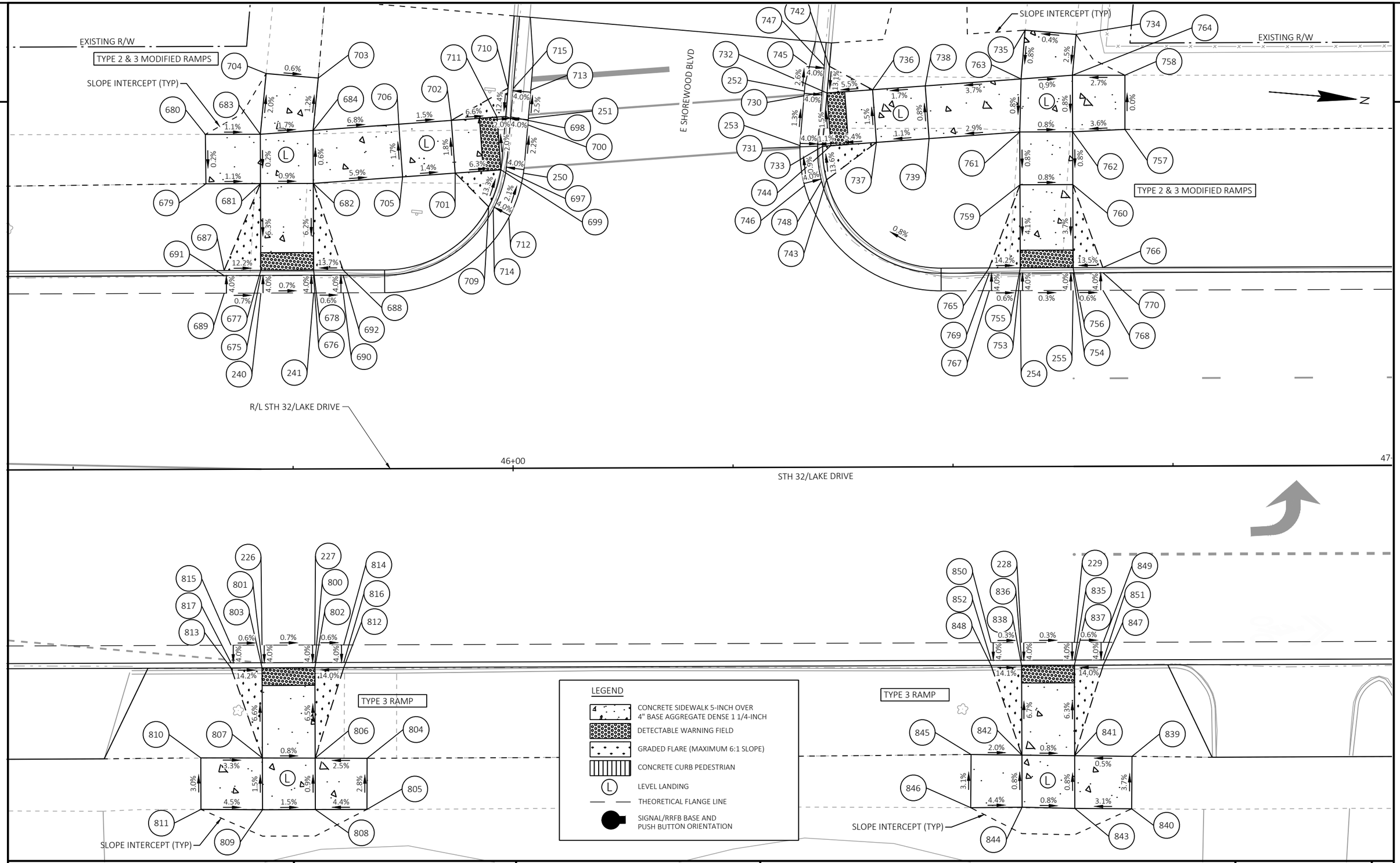
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STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
319	42+04.15	22.58 RT	316828.856	615670.835	692.97
320	42+04.15	22.00 RT	316828.804	615670.254	692.95
321	42+04.15	20.00 RT	316828.624	615668.262	693.03
322	42+10.15	20.00 RT	316834.599	615667.721	693.05
323	42+10.15	22.00 RT	316834.779	615669.713	692.97
324	42+10.15	22.58 RT	316834.832	615670.294	692.97
325	42+10.15	29.29 RT	316835.436	615676.974	693.29
326	42+16.15	29.30 RT	316841.412	615676.443	693.54
327	42+16.15	35.22 RT	316841.946	615682.342	693.59
328	42+10.15	35.22 RT	316835.970	615682.881	693.34
329	42+04.15	35.22 RT	316829.994	615683.420	693.41
349	41+98.15	35.22 RT	316824.019	615683.959	693.54
350	41+98.15	29.27 RT	316823.483	615678.036	693.53
351	42+04.15	29.28 RT	316829.459	615677.505	693.31
352	42+04.15	20.00 LT	316825.021	615628.424	693.19
353	42+04.15	22.00 LT	316824.841	615626.432	693.11
354	42+04.15	22.58 LT	316824.789	615625.851	693.13
355	42+10.15	22.58 LT	316830.764	615625.311	693.15
356	42+10.15	22.00 LT	316830.817	615625.892	693.13
357	42+10.15	20.00 LT	316830.997	615627.884	693.21
358	42+04.15	31.89 LT	316823.951	615616.585	693.74
359	41+98.15	31.97 LT	316817.968	615617.045	694.02
360	41+98.15	37.85 LT	316817.439	615611.190	694.04
361	42+04.15	37.86 LT	316823.413	615610.636	693.82
362	42+41.67	31.23 LT	316861.373	615613.862	692.98
363	42+42.62	37.77 LT	316861.729	615607.262	692.89
364	42+68.76	38.25 LT	316887.725	615604.428	692.82
365	42+69.35	31.23 LT	316888.946	615611.368	692.88
366	42+84.75	20.00 LT	316905.288	615621.166	693.05

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
367	42+90.76	20.00 LT	316911.274	615620.625	693.01
368	42+82.14	20.00 RT	316906.298	615661.238	692.90
369	42+88.16	20.00 RT	316912.289	615660.697	692.87
390	42+01.07	22.00 RT	316825.737	615670.531	692.94
392	42+01.07	20.00 RT	316825.557	615668.539	693.02
410	42+01.07	22.58 RT	316825.790	615671.112	693.44
411	42+14.15	22.58 RT	316838.816	615669.934	693.49
412	42+14.15	22.00 RT	316838.763	615669.353	692.99
413	42+14.15	20.00 RT	316838.583	615667.361	693.07
508	42+01.15	20.00 LT	316822.034	615628.694	693.18
509	42+01.15	22.00 LT	316821.854	615626.703	693.10
521	42+01.15	22.58 LT	316821.801	615626.122	693.60
529	42+13.15	20.00 LT	316833.985	615627.614	693.22
530	42+13.15	22.00 LT	316833.805	615625.622	693.14
532	42+13.15	22.58 LT	316833.752	615625.041	693.64
545	42+39.76	31.83 LT	316859.418	615613.440	692.90
546	42+40.62	37.95 LT	316859.729	615607.264	692.81
547	42+39.20	32.00 LT	316858.848	615613.317	692.92
548	42+40.04	38.00 LT	316859.146	615607.265	692.83
549	42+26.30	44.92 LT	316844.837	615601.609	693.98
550	42+20.39	45.43 LT	316838.900	615601.635	694.02
551	42+25.73	31.99 LT	316845.430	615614.540	693.74
552	42+25.73	38.00 LT	316844.889	615608.554	693.69
553	42+19.15	31.99 LT	316838.880	615615.130	693.84
554	42+19.75	37.99 LT	316838.934	615609.100	693.74
555	42+10.15	31.93 LT	316829.923	615616.005	693.78
556	42+10.15	37.93 LT	316829.383	615610.029	693.87
557	42+37.55	28.54 LT	316857.514	615616.908	693.46
558	42+40.34	41.32 LT	316859.141	615603.934	693.27

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
559	42+39.20	38.00 LT	316858.308	615607.341	692.84
560	42+39.70	27.11 LT	316859.782	615618.144	693.04
561	42+42.91	41.09 LT	316861.725	615603.931	692.85
562	42+38.03	28.22 LT	316858.026	615617.187	692.96
563	42+40.92	41.27 LT	316859.725	615603.933	692.77
580	42+84.75	22.00 LT	316905.108	615619.174	692.97
581	42+90.76	22.00 LT	316911.093	615618.633	692.93
582	42+84.75	22.58 LT	316905.055	615618.593	692.99
583	42+90.76	22.58 LT	316911.041	615618.052	692.95
586	42+85.29	32.00 LT	316904.750	615609.170	693.38
587	42+91.30	31.99 LT	316910.733	615608.631	693.41
588	42+85.64	38.00 LT	316904.554	615603.159	693.41
589	42+91.64	38.01 LT	316910.530	615602.610	693.44
592	42+79.98	23.41 LT	316900.231	615618.196	693.42
593	42+95.22	22.58 LT	316915.487	615617.650	693.40
594	42+84.88	24.93 LT	316904.979	615616.249	693.09
595	42+79.08	20.99 LT	316899.558	615620.690	693.00
596	42+95.22	20.00 LT	316915.720	615620.223	692.98
597	42+79.78	22.87 LT	316900.079	615618.759	692.92
598	42+95.22	22.00 LT	316915.540	615618.231	692.90
607	42+70.75	38.07 LT	316889.725	615604.426	692.74
608	42+71.26	31.83 LT	316890.793	615610.603	692.80
609	42+71.34	38.02 LT	316890.309	615604.427	692.76
610	42+71.82	32.00 LT	316891.332	615610.379	692.82
611	42+86.41	44.96 LT	316904.697	615596.157	693.76
612	42+92.27	44.51 LT	316910.573	615596.077	693.68
615	42+97.48	37.98 LT	316916.351	615602.115	693.59
616	42+97.37	31.99 LT	316916.778	615608.090	693.46
619	42+71.86	43.94 LT	316890.301	615598.479	693.20

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
620	42+74.52	27.18 LT	316894.456	615614.941	693.36
621	42+71.82	38.02 LT	316890.787	615604.382	692.76
622	42+69.29	44.17 LT	316887.718	615598.482	692.78
623	42+72.57	25.48 LT	316892.671	615616.809	692.94
624	42+71.28	44.00 LT	316889.718	615598.480	692.70
625	42+74.09	26.80 LT	316894.063	615615.352	692.86
629	42+84.77	22.93 LT	316905.044	615618.248	692.99
640	42+88.16	22.00 RT	316912.469	615662.688	692.79
641	42+82.14	22.00 RT	316906.478	615663.230	692.82
642	42+88.16	22.58 RT	316912.521	615663.270	692.81
643	42+82.14	22.58 RT	316906.531	615663.811	692.84
644	42+94.64	29.24 RT	316919.579	615669.310	693.32
645	42+94.62	35.22 RT	316920.098	615675.273	693.44
646	42+87.77	29.21 RT	316912.735	615669.906	693.23
647	42+81.77	29.15 RT	316906.745	615670.383	693.29
648	42+87.43	35.17 RT	316912.928	615675.868	693.31
649	42+81.42	35.10 RT	316906.940	615676.342	693.37
652	42+91.98	22.58 RT	316916.331	615662.925	693.26
653	42+78.49	22.58 RT	316902.891	615664.140	693.35
654	42+88.14	22.93 RT	316912.532	615663.615	692.81
655	42+91.98	20.00 RT	316916.099	615660.352	692.84
656	42+78.49	20.00 RT	316902.659	615661.567	692.93
657	42+91.98	22.00 RT	316916.279	615662.344	692.76
658	42+78.49	22.00 RT	316902.839	615663.559	692.85
659	42+75.57	29.20 RT	316900.580	615670.997	693.47
660	42+75.59	35.16 RT	316901.136	615676.927	693.55



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 57	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (6)
PLOT DATE : 7/31/2024 1:31 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

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STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
226	45+71.40	20.00 RT	317194.378	615635.189	690.78
227	45+77.40	20.00 RT	317200.354	615634.649	690.74
228	46+57.72	20.00 RT	317280.346	615627.416	690.37
229	46+63.72	20.00 RT	317286.322	615626.875	690.35
240	45+71.40	20.00 LT	317190.776	615595.352	690.78
241	45+77.40	20.00 LT	317196.752	615594.811	690.74
250	46+01.28	33.53 LT	317219.317	615579.190	690.34
251	46+01.87	39.75 LT	317219.342	615572.937	690.20
252	46+33.26	42.74 LT	317250.332	615567.132	690.07
253	46+32.73	36.55 LT	317250.366	615573.343	690.15
254	46+57.71	20.00 LT	317276.739	615587.579	690.37
255	46+63.71	20.00 LT	317282.715	615587.038	690.35
675	45+71.40	22.00 LT	317190.596	615593.360	690.70
676	45+77.40	22.00 LT	317196.571	615592.819	690.66
677	45+71.40	22.58 LT	317190.543	615592.779	690.72
678	45+77.40	22.58 LT	317196.519	615592.239	690.68
679	45+65.20	32.44 LT	317183.484	615583.516	691.41
680	45+65.16	38.06 LT	317182.932	615577.932	691.43
681	45+71.40	32.45 LT	317189.655	615582.956	691.34
682	45+77.40	32.45 LT	317195.631	615582.416	691.29
683	45+71.40	38.04 LT	317189.151	615577.381	691.36
684	45+77.40	38.46 LT	317195.085	615576.427	691.25
687	45+67.24	22.58 LT	317186.396	615593.154	691.23
688	45+80.76	22.58 LT	317199.861	615591.936	691.14
689	45+67.24	20.00 LT	317186.629	615595.725	690.81
690	45+80.76	20.00 LT	317200.094	615594.509	690.72
691	45+67.24	22.00 LT	317186.449	615593.735	690.73
692	45+80.76	22.00 LT	317199.914	615592.517	690.64
697	45+99.30	33.84 LT	317217.321	615579.060	690.26

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
698	45+99.88	39.93 LT	317217.342	615572.941	690.12
699	45+98.73	33.93 LT	317216.739	615579.022	690.28
700	45+99.30	39.98 LT	317216.759	615572.942	690.14
701	45+93.53	33.56 LT	317211.597	615579.849	690.61
702	45+93.12	39.55 LT	317210.644	615573.925	690.50
703	45+78.00	44.42 LT	317195.155	615570.440	691.18
704	45+72.08	44.94 LT	317189.212	615570.450	691.22
705	45+87.55	33.15 LT	317205.681	615580.800	690.69
706	45+87.14	39.14 LT	317204.728	615574.876	690.59
709	45+97.33	29.71 LT	317215.723	615583.341	690.87
710	45+99.58	43.20 LT	317216.753	615569.707	690.54
711	45+98.31	39.91 LT	317215.787	615573.098	690.16
712	45+99.61	28.51 LT	317218.105	615584.341	690.45
713	46+02.15	42.97 LT	317219.337	615569.702	690.12
714	45+97.84	29.44 LT	317216.261	615583.567	690.37
715	46+00.16	43.15 LT	317217.337	615569.706	690.04
730	46+35.25	42.57 LT	317252.332	615567.129	689.99
731	46+34.73	36.48 LT	317252.363	615573.232	690.07
732	46+35.83	42.51 LT	317252.916	615567.128	690.01
733	46+35.31	36.46 LT	317252.946	615573.200	690.09
734	46+64.14	49.08 LT	317280.525	615558.037	690.86
735	46+58.36	49.58 LT	317274.721	615558.059	690.84
736	46+41.00	42.87 LT	317258.035	615566.304	690.29
737	46+41.42	36.89 LT	317258.988	615572.227	690.38
738	46+46.99	43.29 LT	317263.959	615565.352	690.39
739	46+47.40	37.30 LT	317264.912	615571.274	690.44
742	46+36.10	45.56 LT	317252.910	615564.072	690.41
743	46+35.73	32.65 LT	317253.705	615576.961	690.61
744	46+36.24	36.53 LT	317253.868	615573.051	690.10

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
745	46+33.52	45.78 LT	317250.327	615564.081	689.99
746	46+33.23	32.00 LT	317251.271	615577.829	690.19
747	46+35.52	45.61 LT	317252.327	615564.073	689.91
748	46+35.16	32.50 LT	317253.155	615577.157	690.11
753	46+57.71	22.00 LT	317276.559	615585.587	690.29
754	46+63.71	22.00 LT	317282.535	615585.046	690.27
755	46+57.71	22.58 LT	317276.507	615585.006	690.31
756	46+63.71	22.58 LT	317282.482	615584.465	690.29
757	46+69.66	38.27 LT	317286.996	615568.308	690.91
758	46+69.69	44.43 LT	317286.463	615562.172	690.90
759	46+57.71	32.02 LT	317275.657	615575.607	690.69
760	46+63.72	32.02 LT	317281.637	615575.066	690.64
761	46+57.71	38.02 LT	317275.117	615569.632	690.74
762	46+63.72	38.02 LT	317281.097	615569.091	690.69
763	46+57.88	44.04 LT	317274.742	615563.618	690.79
764	46+63.72	44.45 LT	317280.518	615562.689	690.74
765	46+54.19	22.58 LT	317272.997	615585.323	690.81
766	46+67.10	22.58 LT	317285.859	615584.160	690.75
767	46+54.19	20.00 LT	317273.229	615587.895	690.39
768	46+67.10	20.00 LT	317286.092	615586.733	690.33
769	46+54.19	22.00 LT	317273.049	615585.904	690.31
770	46+67.10	22.00 LT	317285.912	615584.741	690.25
800	45+77.40	22.00 RT	317200.534	615636.641	690.66
801	45+71.40	22.00 RT	317194.558	615637.181	690.70
802	45+77.40	22.58 RT	317200.586	615637.222	690.68
803	45+71.40	22.58 RT	317194.611	615637.762	690.72
804	45+83.30	32.90 RT	317207.394	615646.964	691.49
805	45+83.26	38.70 RT	317207.877	615652.744	691.65
806	45+77.40	32.86 RT	317201.512	615647.456	691.34

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
807	45+71.40	32.82 RT	317195.533	615647.957	691.39
808	45+77.40	38.70 RT	317202.038	615653.273	691.39
809	45+71.40	38.70 RT	317196.062	615653.813	691.48
810	45+64.40	32.78 RT	317188.558	615648.552	691.62
811	45+64.40	38.64 RT	317189.085	615654.381	691.80
812	45+80.69	22.58 RT	317203.860	615636.926	691.14
813	45+67.87	22.58 RT	317191.099	615638.080	691.22
814	45+80.69	20.00 RT	317203.627	615634.353	690.72
815	45+67.87	20.00 RT	317190.866	615635.507	690.80
816	45+80.69	22.00 RT	317203.807	615636.345	690.64
817	45+67.87	22.00 RT	317191.046	615637.499	690.72
835	46+63.72	22.00 RT	317286.502	615628.867	690.27
836	46+57.72	22.00 RT	317280.526	615629.408	690.29
837	46+63.72	22.58 RT	317286.555	615629.448	690.29
838	46+57.72	22.58 RT	317280.579	615629.989	690.31
839	46+70.23	32.97 RT	317293.975	615639.202	690.97
840	46+70.17	38.93 RT	317294.449	615645.145	691.20
841	46+63.71	32.87 RT	317287.473	615639.694	690.94
842	46+57.72	32.78 RT	317281.497	615640.145	690.99
843	46+63.72	38.86 RT	317288.019	615645.660	690.99
844	46+57.72	38.70 RT	317282.030	615646.040	691.04
845	46+51.94	32.70 RT	317275.734	615640.581	691.11
846	46+51.88	38.74 RT	317276.215	615646.601	691.30
847	46+67.01	22.58 RT	317289.829	615629.152	690.75
848	46+54.25	22.58 RT	317277.124	615630.301	690.80
849	46+67.01	20.00 RT	317289.596	615626.579	690.33
850	46+54.25	20.00 RT	317276.891	615627.728	690.38
851	46+67.01	22.00 RT	317289.776	615628.571	690.25
852	46+54.25	22.00 RT	317277.072	615629.720	690.30

2

LEGEND

- CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
- DETECTABLE WARNING FIELD
- GRADED FLARE (MAXIMUM 6:1 SLOPE)
- CONCRETE CURB PEDESTRIAN
- LEVEL LANDING
- THEORETICAL FLANGE LINE
- SIGNAL/RRFB BASE AND PUSH BUTTON ORIENTATION

TYPE 2 MODIFIED RAMPS

SLOPE INTERCEPT (TYP)

EXISTING R/W

E CAPITOL DR

TYPE 2 & 3 MODIFIED RAMPS

SLOPE INTERCEPT (TYP)

EXISTING R/W

CONCRETE CURB PEDESTRIAN

TLE

R/L STH 32/LAKE DRIVE

STH 32/LAKE DRIVE

54+00

55+00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 59	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (7)

PLOT DATE : 7/31/2024 1:31 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
258	53+90.55	22.55 LT	317988.474	615457.509	687.36
259	53+97.52	25.58 LT	317993.518	615452.228	687.25
260	54+11.83	37.48 LT	318001.241	615436.042	686.89
261	54+16.25	44.29 LT	318002.188	615428.172	686.73
262	54+59.57	47.35 LT	318036.036	615407.741	686.34
263	54+60.34	40.68 LT	318039.898	615413.225	686.46
264	54+85.57	20.11 LT	318070.791	615418.833	686.43
265	54+92.10	20.00 LT	318076.142	615415.570	686.33
414	54+80.94	20.89 LT	318066.604	615420.514	686.49
419	54+81.47	22.82 LT	318066.023	615418.600	686.41
420	54+81.63	23.39 LT	318065.853	615418.042	686.91
426	54+85.82	33.19 LT	318064.049	615407.626	686.87
434	54+85.64	39.19 LT	318060.729	615402.628	686.93
435	54+74.75	38.81 LT	318052.344	615408.198	686.65
601	54+65.25	41.25 LT	318043.548	615410.504	686.52
613	54+92.20	30.65 LT	318070.461	615406.559	686.75
614	54+85.82	30.69 LT	318065.376	615409.744	686.83
870	53+89.84	24.43 LT	317987.161	615456.002	687.28
871	53+96.48	27.32 LT	317991.954	615450.985	687.17
872	53+89.64	24.98 LT	317986.778	615455.561	687.30

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
873	53+96.18	27.83 LT	317991.497	615450.622	687.19
874	53+77.63	38.39 LT	317971.522	615446.969	688.00
875	53+78.05	44.33 LT	317969.858	615441.250	688.06
876	53+90.10	32.14 LT	317984.591	615448.732	687.35
877	53+96.49	31.73 LT	317990.304	615446.899	687.25
878	53+90.46	37.44 LT	317982.971	615443.672	687.49
879	53+96.97	37.71 LT	317988.476	615441.188	687.39
881	54+00.15	44.11 LT	317988.759	615434.162	687.29
882	53+83.97	23.45 LT	317982.289	615458.917	687.83
883	53+99.85	30.03 LT	317993.868	615447.275	687.58
884	53+89.85	28.24 LT	317985.783	615452.452	687.30
885	53+84.53	20.92 LT	317983.676	615461.096	687.41
886	54+01.43	27.93 LT	317996.055	615448.651	687.16
887	53+84.10	22.88 LT	317982.602	615459.409	687.33
888	54+00.21	29.56 LT	317994.362	615447.586	687.08
893	54+10.08	38.66 LT	317999.289	615435.607	686.81
894	54+14.27	45.14 LT	318000.188	615428.131	686.65
895	54+09.57	39.00 LT	317998.719	615435.481	686.83
896	54+13.69	45.39 LT	317999.605	615428.119	686.67
897	54+03.37	51.12 LT	317988.760	615426.566	687.37

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
898	53+97.17	53.41 LT	317982.741	615426.566	687.47
899	54+00.91	38.15 LT	317991.682	615439.402	687.35
901	53+92.73	43.26 LT	317982.787	615437.489	687.39
905	54+06.69	35.72 LT	317997.567	615439.556	687.40
906	54+15.17	48.43 LT	317999.601	615424.793	687.09
907	54+08.93	44.98 LT	317995.799	615430.239	686.74
908	54+08.74	33.98 LT	318000.009	615440.399	686.98
909	54+17.78	47.38 LT	318002.184	615424.781	686.67
910	54+07.15	35.33 LT	317998.118	615439.747	686.90
911	54+15.76	48.19 LT	318000.184	615424.790	686.59
930	54+61.77	47.30 LT	318037.806	615406.810	686.26
931	54+62.45	41.14 LT	318041.371	615411.871	686.38
932	54+62.41	47.28 LT	318038.322	615406.538	686.28
933	54+63.07	41.27 LT	318041.801	615411.477	686.40
934	54+65.80	47.24 LT	318041.008	615405.051	686.44
935	54+71.36	55.89 LT	318040.994	615395.068	686.51
936	54+77.04	52.89 LT	318046.887	615395.049	686.60
937	54+66.55	41.24 LT	318044.596	615409.919	686.53
938	54+73.35	47.09 LT	318047.005	615401.729	686.56
939	54+73.08	41.12 LT	318049.838	615406.999	686.63

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
942	54+62.78	50.55 LT	318036.999	615403.527	686.68
944	54+63.11	47.27 LT	318038.877	615406.231	686.29
945	54+59.95	50.98 LT	318034.567	615404.398	686.26
947	54+62.14	50.65 LT	318036.450	615403.724	686.18
953	54+85.76	22.10 LT	318069.888	615417.048	686.35
954	54+92.10	22.00 LT	318075.059	615413.888	686.25
955	54+85.82	22.68 LT	318069.624	615416.528	686.37
956	54+92.10	22.58 LT	318074.744	615413.398	686.27
959	54+72.13	32.67 LT	318053.378	615414.714	686.59
960	55+05.09	33.45 LT	318078.983	615397.560	686.65
962	54+67.62	50.12 LT	318041.004	615401.734	686.46
963	55+05.33	39.33 LT	318075.862	615392.576	686.76
964	54+92.15	39.31 LT	318065.729	615399.307	686.88
966	54+95.24	22.58 LT	318077.261	615411.766	686.70
967	54+92.24	33.31 LT	318069.049	615404.305	686.80
969	54+95.24	20.00 LT	318078.673	615413.930	686.28
971	54+95.24	22.00 LT	318077.580	615412.255	686.20

2

R/L STH 32/LAKE DRIVE

54+00

55+00

STH 32/LAKE DRIVE

E CAPITOL DR

TYPE 3 RAMP

TYPE 3 RAMP

EXISTING R/W

SLOPE INTERCEPT (TYP)

LEGEND

- CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
- DETECTABLE WARNING FIELD
- GRADED FLARE (MAXIMUM 6:1 SLOPE)
- CONCRETE CURB PEDESTRIAN
- (L) LEVEL LANDING
- THEORETICAL FLANGE LINE
- SIGNAL/RRFB BASE AND PUSH BUTTON ORIENTATION

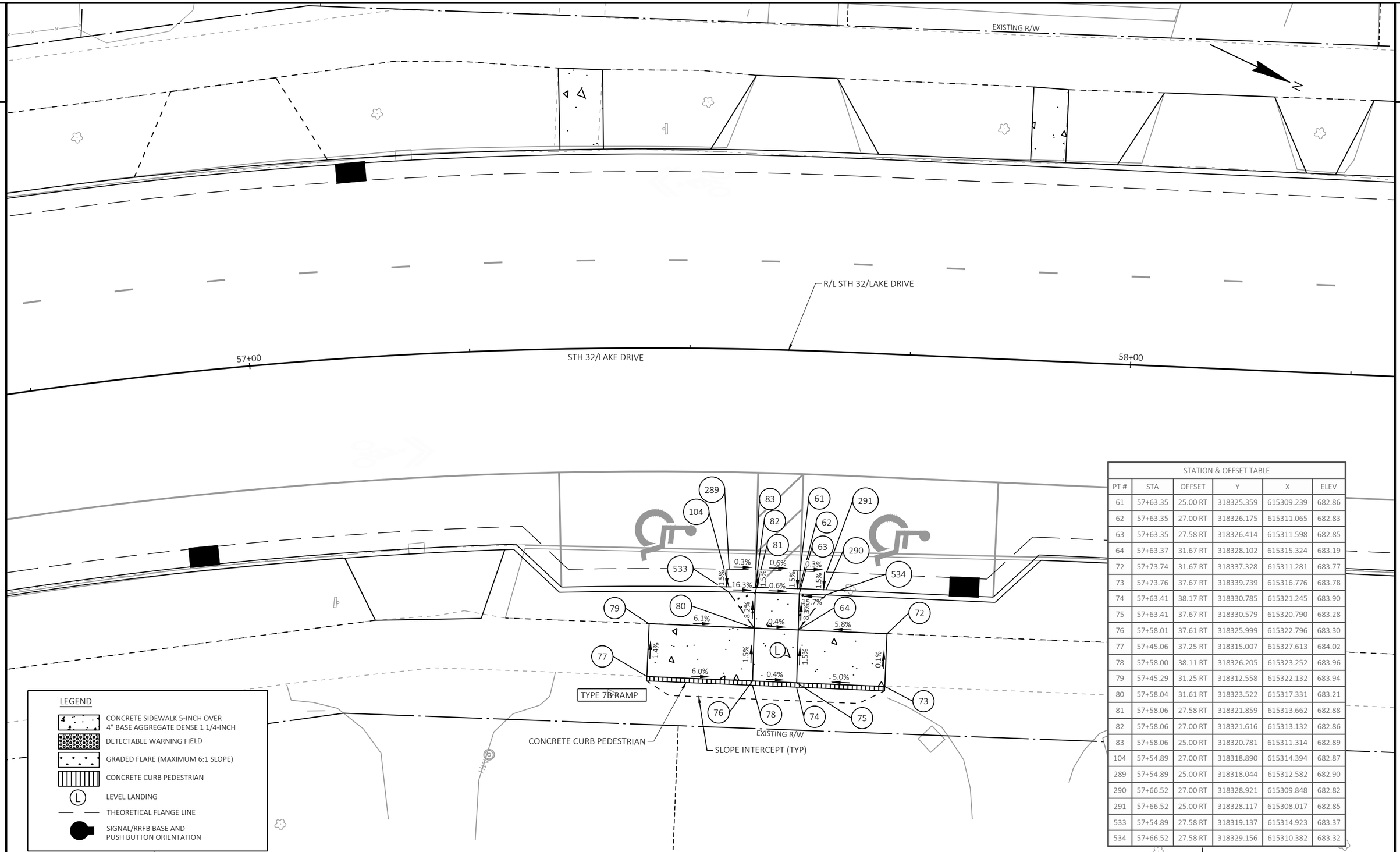
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 61	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (8)

PLOT DATE : 7/31/2024 1:32 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
256	53+86.85	20.00 RT	318000.385	615498.521	687.51
257	53+92.61	20.00 RT	318005.959	615496.350	687.48
266	54+85.82	20.00 RT	318092.281	615452.703	686.53
267	54+91.56	20.00 RT	318097.324	615449.505	686.44
602	53+86.59	27.58 RT	318002.833	615505.696	687.53
603	53+92.27	27.94 RT	318008.547	615503.866	687.49
604	53+82.06	44.66 RT	318004.323	615523.387	688.30
605	53+94.33	45.70 RT	318017.153	615519.559	688.16
617	54+91.52	26.85 RT	318100.987	615455.299	686.68
1000	53+92.61	22.00 RT	318006.695	615498.211	687.40
1001	53+86.85	22.00 RT	318001.100	615500.389	687.43
1002	53+92.61	22.58 RT	318006.910	615498.754	687.42
1003	53+86.85	22.58 RT	318001.308	615500.934	687.45
1004	53+97.37	36.24 RT	318016.669	615509.556	688.12
1005	53+96.95	42.25 RT	318018.507	615515.298	688.19
1006	53+91.79	35.64 RT	318010.901	615511.218	688.01
1007	53+86.20	35.13 RT	318005.139	615512.897	688.04
1008	53+91.43	41.62 RT	318012.727	615516.920	688.10
1009	53+85.90	41.03 RT	318006.942	615518.528	688.13
1010	53+76.27	34.23 RT	317994.881	615515.736	688.37
1011	53+76.27	40.20 RT	317996.900	615521.360	688.45
1012	53+95.87	22.58 RT	318010.074	615497.490	687.88
1013	53+83.38	22.58 RT	317997.921	615502.217	687.95
1014	53+92.59	22.95 RT	318007.026	615499.102	687.42

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1015	53+95.87	20.00 RT	318009.108	615495.094	687.46
1016	53+83.38	20.00 RT	317997.014	615499.798	687.53
1017	53+95.87	22.00 RT	318009.856	615496.949	687.38
1018	53+83.38	22.00 RT	317997.717	615501.670	687.45
1035	54+91.56	22.00 RT	318098.404	615451.188	686.36
1036	54+85.82	22.00 RT	318093.343	615454.398	686.45
1037	54+91.56	22.58 RT	318098.720	615451.679	686.38
1038	54+85.82	22.58 RT	318093.652	615454.893	686.47
1039	54+97.29	29.22 RT	318107.377	615453.964	686.81
1040	54+97.38	35.22 RT	318110.755	615458.922	686.91
1041	54+91.49	29.35 RT	318102.313	615457.416	686.71
1042	54+85.82	29.55 RT	318097.352	615460.799	686.80
1043	54+91.65	35.35 RT	318105.690	615462.373	686.81
1044	54+86.03	35.54 RT	318100.728	615465.754	686.90
1045	54+76.47	30.03 RT	318089.168	615466.379	687.06
1046	54+76.47	36.03 RT	318092.261	615471.520	687.18
1047	54+94.44	22.58 RT	318101.238	615450.049	686.80
1048	54+81.99	22.59 RT	318090.258	615457.009	687.01
1049	54+85.82	26.82 RT	318095.902	615458.484	686.76
1050	54+94.44	20.00 RT	318099.830	615447.883	686.38
1051	54+81.99	20.00 RT	318088.900	615454.803	686.59
1052	54+94.44	22.00 RT	318100.921	615449.562	686.30
1053	54+81.98	22.01 RT	318089.948	615456.514	686.51



STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
61	57+63.35	25.00 RT	318325.359	615309.239	682.86
62	57+63.35	27.00 RT	318326.175	615311.065	682.83
63	57+63.35	27.58 RT	318326.414	615311.598	682.85
64	57+63.37	31.67 RT	318328.102	615315.324	683.19
72	57+73.74	31.67 RT	318337.328	615311.281	683.77
73	57+73.76	37.67 RT	318339.739	615316.776	683.78
74	57+63.41	38.17 RT	318330.785	615321.245	683.90
75	57+63.41	37.67 RT	318330.579	615320.790	683.28
76	57+58.01	37.61 RT	318325.999	615322.796	683.30
77	57+45.06	37.25 RT	318315.007	615327.613	684.02
78	57+58.00	38.11 RT	318326.205	615323.252	683.96
79	57+45.29	31.25 RT	318312.558	615322.132	683.94
80	57+58.04	31.61 RT	318323.522	615317.331	683.21
81	57+58.06	27.58 RT	318321.859	615313.662	682.88
82	57+58.06	27.00 RT	318321.616	615313.132	682.86
83	57+58.06	25.00 RT	318320.781	615311.314	682.89
104	57+54.89	27.00 RT	318318.890	615314.394	682.87
289	57+54.89	25.00 RT	318318.044	615312.582	682.90
290	57+66.52	27.00 RT	318328.921	615309.848	682.82
291	57+66.52	25.00 RT	318328.117	615308.017	682.85
533	57+54.89	27.58 RT	318319.137	615314.923	683.37
534	57+66.52	27.58 RT	318329.156	615310.382	683.32

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 63	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (9)
PLOT DATE : 7/31/2024 1:32 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########

TYPE 2 RAMPS

SLOPE INTERCEPT (TYP)

EXISTING R/W

E JARVIS ST

TILE

TYPE 2 RAMPS

SLOPE INTERCEPT (TYP)

EXISTING R/W

R/L STH 32/LAKE DRIVE

64+00

STH 32/LAKE DRIVE

65+00

TYPE 3 RAMP

CONCRETE DRIVEWAY 6-INCH

TYPE 3 RAMP

SLOPE INTERCEPT (TYP)

EXISTING R/W

SLOPE INTERCEPT (TYP)

EXISTING R/W

LEGEND

- CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
- DETECTABLE WARNING FIELD
- GRADED FLARE (MAXIMUM 6:1 SLOPE)
- CONCRETE CURB PEDESTRIAN
- LEVEL LANDING
- THEORETICAL FLANGE LINE
- SIGNAL/RRFB BASE AND PUSH BUTTON ORIENTATION

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 64	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (10)

PLOT DATE : 7/31/2024 1:32 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

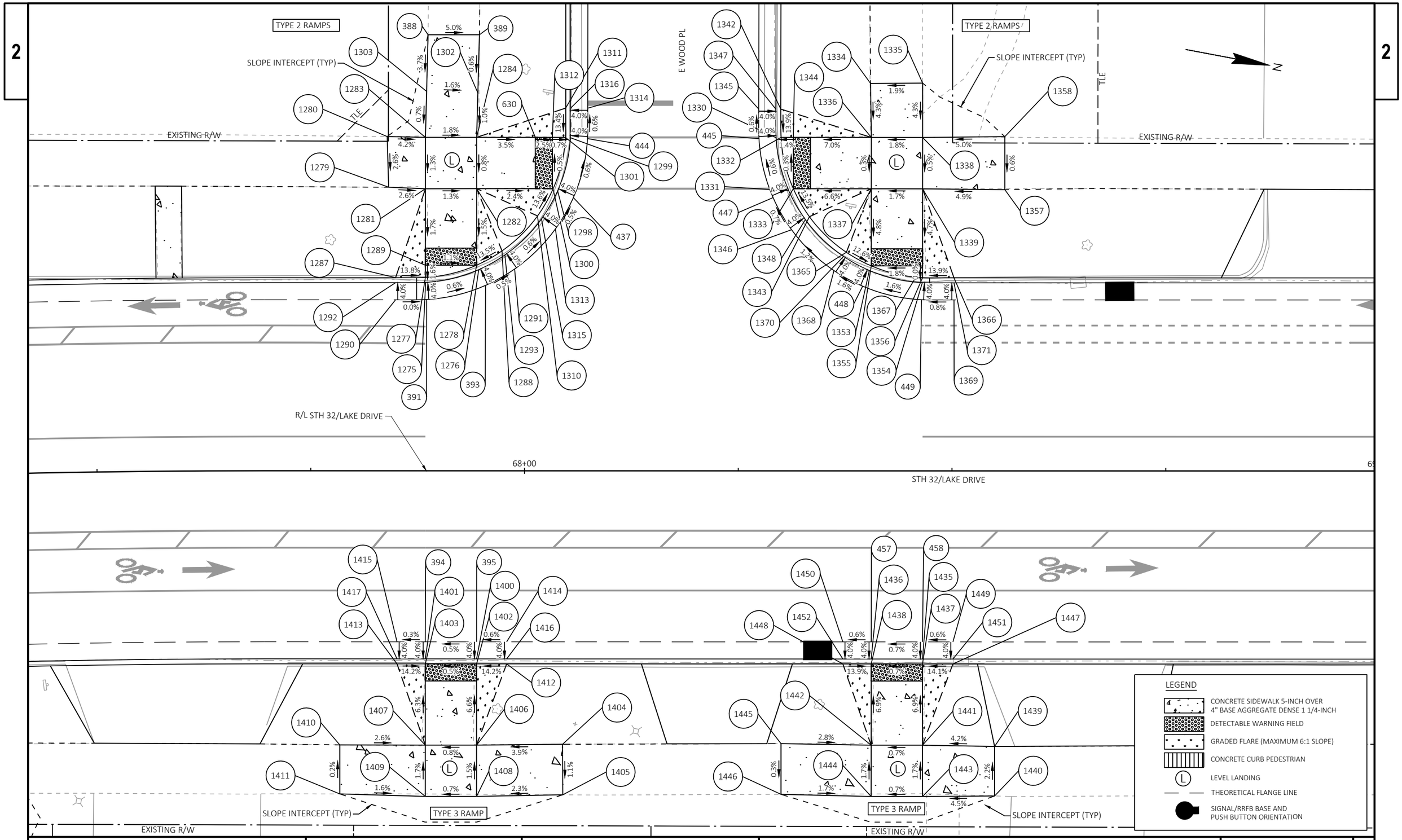
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STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
84	64+24.61	19.58 RT	318939.728	615076.749	681.16
85	64+30.61	19.58 RT	318945.494	615075.089	681.15
86	64+80.16	19.58 RT	318993.109	615061.384	681.22
87	64+86.16	19.58 RT	318998.875	615059.725	681.24
166	64+86.16	12.00 RT	318996.777	615052.437	681.22
167	64+80.16	12.00 RT	318991.012	615054.097	681.20
168	64+30.61	12.00 RT	318943.396	615067.802	681.13
169	64+24.61	12.00 RT	318937.630	615069.462	681.14
190	64+24.98	20.21 LT	318929.078	615038.408	681.12
191	64+31.87	22.54 LT	318935.053	615034.257	681.06
192	64+39.89	30.84 LT	318940.464	615024.062	680.97
193	64+41.99	37.80 LT	318940.555	615016.797	680.91
195	64+69.14	38.91 LT	318966.341	615008.223	680.94
198	64+70.75	32.06 LT	318969.784	615014.355	681.01
199	64+78.83	22.84 LT	318980.098	615020.980	681.13
200	64+85.72	20.29 LT	318987.426	615021.529	681.21
436	64+71.95	31.56 RT	318988.534	615075.169	681.98
618	64+30.61	27.30 LT	318932.526	615030.037	681.08
626	64+80.16	29.06 LT	318979.654	615014.639	681.13
1075	64+24.69	22.19 LT	318928.255	615036.586	681.06
1076	64+30.89	24.29 LT	318933.632	615032.849	681.01
1077	64+24.61	22.76 LT	318928.014	615036.054	681.08
1078	64+30.61	24.80 LT	318933.218	615032.439	681.03
1079	64+19.60	31.66 LT	318920.743	615028.887	681.71
1080	64+19.61	37.63 LT	318919.097	615023.148	681.60
1081	64+24.61	31.66 LT	318925.553	615027.501	681.46
1083	64+24.61	37.64 LT	318923.899	615021.756	681.44
1084	64+30.58	37.82 LT	318929.586	615019.934	681.34
1086	64+30.61	31.82 LT	318931.276	615025.693	681.39
1087	64+20.96	22.58 LT	318924.559	615037.237	681.57

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1088	64+33.36	26.70 LT	318935.333	615029.846	681.45
1089	64+24.61	24.80 LT	318927.452	615034.099	681.11
1090	64+20.96	20.00 LT	318925.273	615039.719	681.15
1091	64+35.03	24.73 LT	318937.482	615031.280	681.03
1092	64+20.96	22.00 LT	318924.720	615037.797	681.07
1093	64+33.74	26.26 LT	318935.818	615030.170	680.95
1094	64+24.61	27.30 LT	318926.760	615031.696	681.16
1098	64+38.11	31.76 LT	318938.502	615023.674	680.89
1099	64+40.00	38.02 LT	318938.584	615017.136	680.83
1100	64+37.59	32.03 LT	318937.930	615023.561	680.91
1101	64+39.42	38.08 LT	318938.009	615017.235	680.85
1102	64+30.63	43.28 LT	318928.125	615014.672	681.38
1103	64+24.75	43.42 LT	318922.431	615016.167	681.61
1110	64+35.52	28.88 LT	318936.803	615027.157	681.43
1111	64+39.52	41.70 LT	318937.109	615013.735	681.30
1112	64+37.41	38.03 LT	318936.097	615017.843	680.87
1113	64+37.50	27.23 LT	318939.170	615028.191	681.01
1114	64+42.11	41.70 LT	318939.590	615013.017	680.88
1115	64+35.97	28.51 LT	318937.337	615027.390	680.93
1116	64+40.11	41.70 LT	318937.669	615013.573	680.80
1130	64+71.72	39.05 LT	318968.780	615007.374	680.85
1131	64+72.59	32.86 LT	318971.329	615013.085	680.93
1132	64+71.14	39.02 LT	318968.230	615007.566	680.86
1133	64+73.12	33.09 LT	318971.779	615012.714	680.95
1134	64+80.41	49.25 LT	318974.309	614995.168	681.75
1135	64+86.18	49.24 LT	318979.863	614993.580	681.70
1136	64+79.99	39.30 LT	318976.663	615004.849	681.35
1137	64+80.16	33.28 LT	318978.490	615010.580	681.42
1142	64+71.69	42.42 LT	318967.821	615004.147	681.33
1143	64+75.01	29.78 LT	318974.506	615015.373	681.47

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1144	64+72.94	39.09 LT	318969.948	615007.000	680.87
1145	64+69.11	42.41 LT	318965.339	615004.866	680.91
1146	64+72.92	28.26 LT	318972.915	615017.409	681.05
1147	64+71.11	42.41 LT	318967.261	615004.310	680.83
1148	64+74.54	29.44 LT	318974.147	615015.833	680.97
1153	64+79.86	24.56 LT	318980.611	615019.047	681.05
1154	64+86.06	22.26 LT	318987.206	615019.541	681.13
1155	64+80.16	25.06 LT	318980.761	615018.483	681.07
1156	64+86.16	22.84 LT	318987.142	615018.961	681.15
1157	64+97.16	33.50 LT	318994.762	615005.666	681.78
1158	64+97.16	39.45 LT	318993.116	614999.948	681.90
1160	64+86.15	33.30 LT	318984.240	615008.910	681.51
1162	64+86.16	39.48 LT	318982.538	615002.966	681.45
1165	64+77.51	27.00 LT	318977.681	615017.346	681.52
1166	64+89.91	22.58 LT	318990.818	615018.165	681.66
1167	64+86.16	25.06 LT	318986.527	615016.824	681.17
1168	64+75.79	25.08 LT	318976.561	615019.674	681.10
1169	64+89.91	20.00 LT	318991.532	615020.648	681.24
1170	64+77.13	26.57 LT	318977.428	615017.871	681.02
1171	64+89.91	22.00 LT	318990.979	615018.726	681.16
1172	64+86.16	29.06 LT	318985.420	615012.980	681.23
1200	64+30.61	14.00 RT	318943.949	615069.724	681.05
1201	64+24.61	14.00 RT	318938.183	615071.384	681.06
1202	64+30.61	14.58 RT	318944.111	615070.285	681.07
1203	64+24.61	14.58 RT	318938.345	615071.944	681.08
1204	64+40.69	31.55 RT	318958.488	615083.802	681.89
1205	64+40.82	37.37 RT	318960.220	615089.357	681.97
1206	64+30.61	31.63 RT	318948.825	615086.663	681.84
1207	64+24.61	31.76 RT	318943.097	615088.455	681.81
1208	64+30.61	37.30 RT	318950.394	615092.115	681.93

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1209	64+24.61	37.30 RT	318944.628	615093.775	681.90
1210	64+16.67	31.62 RT	318935.423	615090.509	681.85
1211	64+16.56	37.40 RT	318936.919	615096.100	681.85
1212	64+34.00	14.58 RT	318947.372	615069.346	681.55
1213	64+21.15	14.58 RT	318935.021	615072.901	681.57
1214	64+34.00	12.00 RT	318946.657	615066.863	681.13
1215	64+21.15	12.00 RT	318934.306	615070.418	681.15
1216	64+34.00	14.00 RT	318947.210	615068.785	681.05
1217	64+21.15	14.00 RT	318934.860	615072.340	681.07
1235	64+86.16	14.00 RT	318997.331	615054.359	681.14
1236	64+80.16	14.00 RT	318991.565	615056.019	681.12
1237	64+86.16	14.58 RT	318997.492	615054.920	681.16
1238	64+80.16	14.58 RT	318991.726	615056.579	681.14
1239	64+92.16	31.61 RT	319007.966	615069.619	682.04
1240	64+92.16	37.61 RT	319009.626	615075.384	682.20
1241	64+86.16	31.58 RT	319002.194	615071.256	681.97
1242	64+80.16	31.58 RT	318996.428	615072.916	681.93
1243	64+86.16	37.58 RT	319003.854	615077.022	682.06
1244	64+80.16	37.58 RT	318998.088	615078.682	682.03
1245	64+58.99	31.56 RT	318976.076	615078.746	682.03
1246	64+59.00	37.37 RT	318977.697	615084.326	682.06
1247	64+89.66	14.58 RT	319000.860	615053.950	681.66
1248	64+76.95	14.58 RT	318988.642	615057.467	681.61
1249	64+89.66	12.00 RT	319000.145	615051.468	681.24
1250	64+76.95	12.00 RT	318987.927	615054.985	681.19
1251	64+89.66	14.00 RT	319000.699	615053.390	681.16
1252	64+76.95	14.00 RT	318988.480	615056.906	681.11
1253	64+71.89	37.50 RT	318990.117	615080.888	682.06



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 66	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (11)
PLOT DATE : 7/31/2024 1:33 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

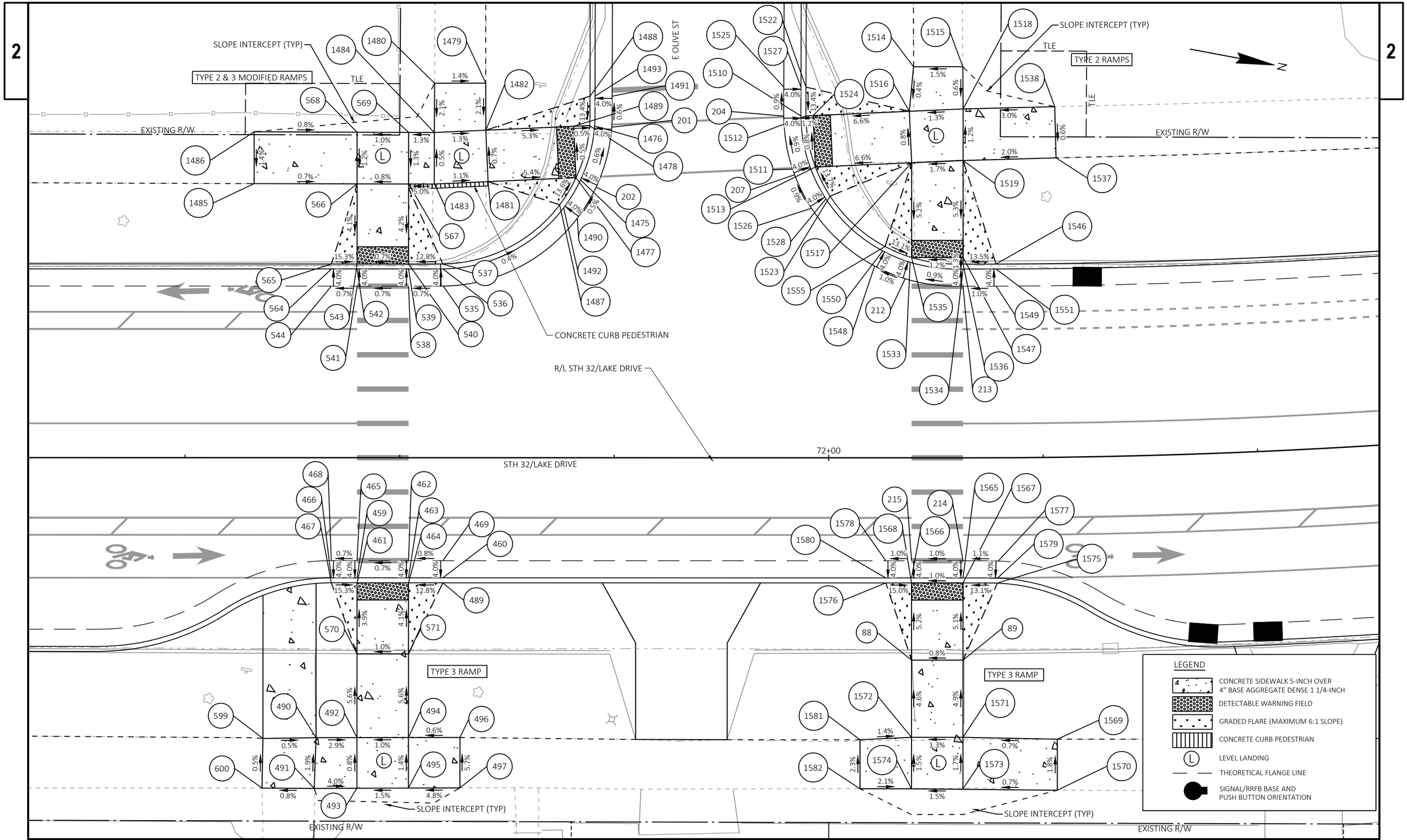
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STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
388	67+88.71	51.00 LT	319276.372	614914.085	683.04
389	67+94.71	51.00 LT	319282.272	614912.957	682.74
391	67+88.55	20.03 LT	319282.033	614944.529	682.56
393	67+95.44	21.70 LT	319288.489	614941.603	682.52
394	67+88.40	20.00 RT	319289.403	614983.880	682.65
395	67+94.40	20.00 RT	319295.296	614982.753	682.68
437	68+05.69	31.96 LT	319296.631	614929.595	682.44
444	68+07.35	38.85 LT	319296.962	614922.517	682.40
445	68+27.41	38.85 LT	319316.671	614918.749	682.57
447	68+29.07	31.96 LT	319319.589	614925.206	682.61
448	68+39.54	21.60 LT	319331.821	614933.416	682.78
449	68+46.43	20.02 LT	319338.885	614933.672	682.89
457	68+40.55	20.00 RT	319340.628	614974.086	682.94
458	68+46.55	20.00 RT	319346.521	614972.960	682.98
1275	67+88.43	22.03 LT	319281.543	614942.590	682.48
1276	67+94.63	23.53 LT	319287.353	614939.957	682.44
1277	67+88.40	22.61 LT	319281.400	614942.025	682.50
1278	67+94.40	24.06 LT	319287.022	614939.476	682.46
1279	67+84.10	33.17 LT	319275.201	614932.467	682.79
1280	67+83.92	39.09 LT	319273.911	614926.681	682.94
1281	67+88.39	32.98 LT	319279.450	614931.840	682.67
1282	67+94.39	33.00 LT	319285.340	614930.700	682.59
1283	67+88.39	38.99 LT	319278.320	614925.940	682.75
1284	67+94.39	38.99 LT	319284.210	614924.810	682.64
1287	67+84.91	22.58 LT	319277.985	614942.708	682.98
1288	67+97.36	25.73 LT	319289.617	614937.284	682.92
1289	67+88.40	24.04 LT	319281.132	614940.619	682.52
1290	67+84.91	20.00 LT	319278.470	614945.246	682.56

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1291	67+98.84	23.61 LT	319291.469	614939.086	682.50
1292	67+84.91	22.00 LT	319278.094	614943.281	682.48
1293	67+97.69	25.25 LT	319290.035	614937.691	682.42
1298	68+03.86	32.77 LT	319294.682	614929.149	682.36
1299	68+05.35	38.97 LT	319294.979	614922.779	682.32
1300	68+03.33	33.00 LT	319294.113	614929.019	682.38
1301	68+04.77	39.00 LT	319294.401	614922.856	682.34
1302	67+94.53	44.20 LT	319283.369	614919.675	682.69
1303	67+88.54	44.38 LT	319277.448	614920.620	682.79
1310	68+01.51	29.81 LT	319292.923	614932.491	682.88
1311	68+04.80	42.42 LT	319293.790	614919.490	682.80
1312	68+03.25	39.00 LT	319292.910	614923.141	682.35
1313	68+03.60	28.30 LT	319295.265	614933.581	682.46
1314	68+07.38	42.42 LT	319296.328	614919.009	682.38
1315	68+01.98	29.47 LT	319293.452	614932.737	682.38
1316	68+05.38	42.42 LT	319294.363	614919.381	682.30
1330	68+29.41	38.97 LT	319318.610	614918.261	682.49
1331	68+30.90	32.77 LT	319321.236	614924.072	682.53
1332	68+29.99	39.00 LT	319319.176	614918.119	682.51
1333	68+31.43	33.00 LT	319321.717	614923.742	682.55
1334	68+40.46	45.32 LT	319328.273	614909.943	683.44
1335	68+46.55	45.36 LT	319334.252	614908.767	683.56
1336	68+40.55	39.00 LT	319329.552	614916.135	683.17
1337	68+40.55	33.00 LT	319330.675	614922.029	683.15
1338	68+46.56	38.99 LT	319335.450	614915.020	683.28
1339	68+46.55	32.99 LT	319336.570	614920.911	683.25
1342	68+29.97	42.31 LT	319318.529	614914.871	682.97
1343	68+33.31	29.73 LT	319324.180	614926.601	683.06

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1344	68+31.43	39.00 LT	319320.590	614917.849	682.53
1345	68+27.38	42.32 LT	319315.991	614915.353	682.55
1346	68+31.23	28.21 LT	319322.417	614928.489	682.64
1347	68+29.38	42.31 LT	319317.956	614914.980	682.47
1348	68+32.84	29.39 LT	319323.782	614927.027	682.56
1353	68+40.32	23.44 LT	319332.246	614931.461	682.70
1354	68+46.52	22.02 LT	319338.603	614931.692	682.81
1355	68+40.55	23.98 LT	319332.370	614930.891	682.72
1356	68+46.55	22.60 LT	319338.521	614931.114	682.83
1357	68+56.18	32.90 LT	319346.041	614919.198	683.73
1358	68+56.17	39.10 LT	319344.874	614913.108	683.76
1365	68+37.63	25.57 LT	319329.205	614929.879	683.14
1366	68+50.23	22.58 LT	319342.135	614930.444	683.34
1367	68+46.55	23.98 LT	319338.263	614929.764	682.83
1368	68+36.19	23.42 LT	319328.187	614932.253	682.72
1369	68+50.23	20.00 LT	319342.620	614932.981	682.92
1370	68+37.31	25.08 LT	319328.975	614930.415	682.64
1371	68+50.23	22.00 LT	319342.244	614931.016	682.84
1400	67+94.40	22.00 RT	319295.671	614984.718	682.60
1401	67+88.40	22.00 RT	319289.778	614985.844	682.57
1402	67+94.40	22.58 RT	319295.781	614985.290	682.62
1403	67+88.40	22.58 RT	319289.888	614986.417	682.59
1404	68+04.46	31.98 RT	319307.427	614992.630	683.64
1405	68+04.49	37.89 RT	319308.564	614998.432	683.57
1406	67+94.40	32.08 RT	319297.563	614994.622	683.24
1407	67+88.40	32.08 RT	319291.670	614995.748	683.19
1408	67+94.40	38.08 RT	319298.692	615000.515	683.33
1409	67+88.40	38.08 RT	319292.798	615001.641	683.29

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1410	67+78.40	32.06 RT	319281.845	614997.604	683.45
1411	67+78.40	37.79 RT	319282.922	615003.233	683.46
1412	67+97.91	22.58 RT	319299.235	614984.630	683.12
1413	67+85.09	22.58 RT	319286.637	614987.039	683.06
1414	67+97.91	20.00 RT	319298.750	614982.093	682.70
1415	67+85.09	20.00 RT	319286.152	614984.501	682.64
1416	67+97.91	22.00 RT	319299.126	614984.057	682.62
1417	67+85.09	22.00 RT	319286.527	614986.466	682.56
1435	68+46.55	22.00 RT	319346.897	614974.924	682.90
1436	68+40.55	22.00 RT	319341.003	614976.051	682.86
1437	68+46.55	22.58 RT	319347.006	614975.497	682.92
1438	68+40.55	22.58 RT	319341.113	614976.624	682.88
1439	68+54.98	32.23 RT	319357.100	614983.387	683.94
1440	68+54.98	38.02 RT	319358.187	614989.071	684.06
1441	68+46.55	32.08 RT	319348.790	614984.828	683.58
1442	68+40.55	32.08 RT	319342.897	614985.955	683.54
1443	68+46.55	38.08 RT	319349.917	614990.721	683.68
1444	68+40.55	38.08 RT	319344.024	614991.848	683.64
1445	68+30.00	31.90 RT	319332.500	614987.757	683.84
1446	68+30.00	37.83 RT	319333.617	614993.579	683.82
1447	68+50.11	22.58 RT	319350.502	614974.829	683.42
1448	68+37.24	22.58 RT	319337.859	614977.246	683.34
1449	68+50.11	20.00 RT	319350.017	614972.296	683.00
1450	68+37.24	20.00 RT	319337.374	614974.708	682.92
1451	68+50.11	22.00 RT	319350.392	614974.256	682.92
1452	68+37.24	22.00 RT	319337.749	614976.673	682.84



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 68	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (12)
PLOT DATE : 7/31/2024 1:33 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

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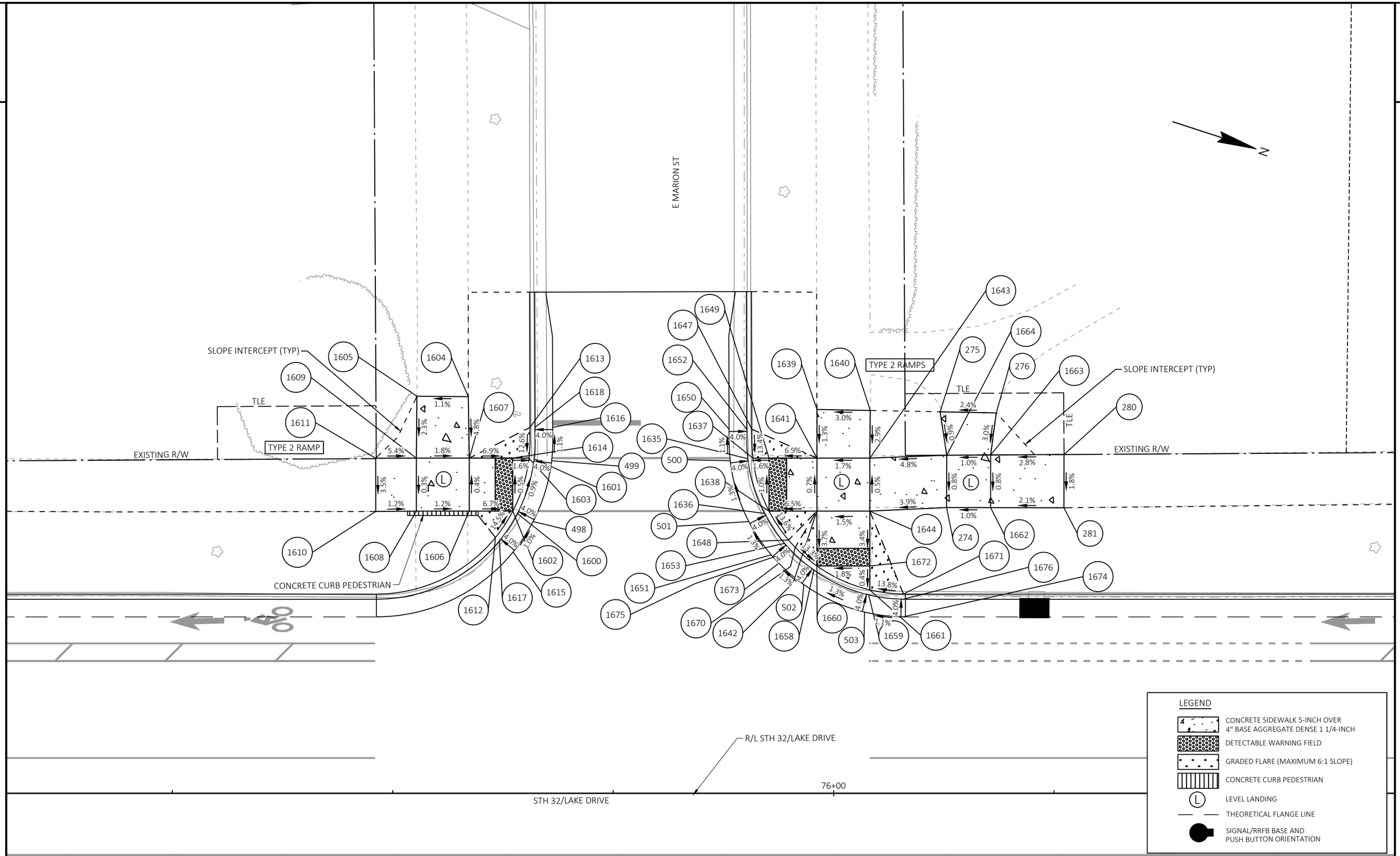
STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
88	72+09.66	23.58 RT	319703.843	614908.293	686.00
89	72+15.66	23.58 RT	319709.737	614907.166	686.05
201	71+74.70	38.53 LT	319657.840	614853.849	684.80
202	71+72.88	31.55 LT	319657.365	614861.045	684.84
204	71+94.75	39.83 LT	319677.295	614848.807	685.20
207	71+96.03	32.99 LT	319679.827	614855.286	685.26
212	72+08.90	20.88 LT	319694.752	614864.765	685.43
213	72+15.66	20.00 LT	319701.548	614864.358	685.49
214	72+15.66	12.00 RT	319707.562	614895.789	685.65
215	72+09.66	12.00 RT	319701.669	614896.915	685.59
459	71+45.03	14.00 RT	319638.566	614911.016	684.96
460	71+55.03	14.00 RT	319648.388	614909.138	685.03
461	71+45.03	14.58 RT	319638.675	614911.589	684.98
462	71+51.03	12.00 RT	319644.083	614907.925	685.08
463	71+51.03	14.00 RT	319644.459	614909.889	685.00
464	71+51.03	14.58 RT	319644.569	614910.462	685.02
465	71+45.03	12.00 RT	319638.190	614909.052	685.04
466	71+42.03	14.00 RT	319635.619	614911.579	684.94
467	71+42.03	14.58 RT	319635.729	614912.152	685.44
468	71+42.03	12.00 RT	319635.244	614909.615	685.02
469	71+55.03	12.00 RT	319648.012	614907.174	685.11
489	71+55.03	14.58 RT	319648.497	614909.711	685.53
490	71+40.26	32.64 RT	319637.380	614930.220	685.99
491	71+40.07	38.55 RT	319638.298	614936.063	686.10
492	71+45.03	32.63 RT	319642.065	614929.317	685.85
493	71+45.03	38.53 RT	319643.172	614935.110	685.90
494	71+51.03	32.62 RT	319647.956	614928.181	685.91
495	71+51.03	38.51 RT	319649.061	614933.959	685.99
496	71+57.03	32.61 RT	319653.848	614927.045	685.95
497	71+57.03	38.48 RT	319654.949	614932.808	686.28

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
535	71+55.07	20.00 LT	319642.043	614875.733	684.95
536	71+55.04	22.00 LT	319641.636	614873.774	684.87
537	71+55.03	22.58 LT	319641.518	614873.206	685.37
538	71+51.03	20.00 LT	319638.074	614876.494	684.92
539	71+51.03	22.00 LT	319637.699	614874.530	684.84
540	71+51.03	22.58 LT	319637.589	614873.957	684.86
541	71+45.03	20.00 LT	319632.181	614877.621	684.88
542	71+45.03	22.00 LT	319631.805	614875.656	684.80
543	71+45.03	22.58 LT	319631.696	614875.083	684.82
544	71+42.03	20.00 LT	319629.234	614878.184	684.86
564	71+42.03	22.00 LT	319628.859	614876.220	684.78
565	71+42.03	22.58 LT	319628.749	614875.647	685.28
566	71+45.03	31.92 LT	319629.943	614865.913	685.20
567	71+51.03	31.91 LT	319635.838	614864.798	685.25
568	71+45.03	37.94 LT	319628.811	614859.996	685.27
569	71+51.03	37.92 LT	319634.709	614858.892	685.33
570	71+45.03	22.87 RT	319640.231	614919.728	685.30
571	71+51.03	22.86 RT	319646.123	614918.592	685.36
599	71+34.07	32.73 RT	319631.318	614931.469	686.02
600	71+33.97	38.51 RT	319632.300	614937.170	686.05
1475	71+71.07	32.40 LT	319655.426	614860.555	684.76
1476	71+72.70	38.68 LT	319655.854	614854.079	684.72
1477	71+70.54	32.64 LT	319654.861	614860.412	684.78
1478	71+72.12	38.72 LT	319655.274	614854.146	684.74
1479	71+60.01	43.67 LT	319642.452	614851.559	685.41
1480	71+54.06	43.65 LT	319636.609	614852.692	685.49
1481	71+60.30	32.18 LT	319644.886	614862.788	685.33
1482	71+60.03	38.18 LT	319643.497	614856.951	685.29
1483	71+54.05	31.90 LT	319638.800	614864.240	685.40
1484	71+54.03	37.91 LT	319637.658	614858.340	685.37

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1485	71+33.03	31.94 LT	319618.152	614868.144	685.28
1486	71+33.03	37.99 LT	319617.016	614862.204	685.37
1487	71+68.64	29.49 LT	319653.586	614863.870	685.28
1488	71+72.18	42.15 LT	319654.681	614850.764	685.20
1489	71+70.27	38.64 LT	319653.470	614854.574	684.75
1490	71+70.70	27.93 LT	319655.903	614865.013	684.86
1491	71+74.76	42.15 LT	319657.220	614850.285	684.78
1492	71+69.11	29.14 LT	319654.110	614864.127	684.78
1493	71+72.76	42.15 LT	319655.254	614850.656	684.70
1510	71+96.75	39.85 LT	319679.256	614848.414	685.12
1511	71+97.90	33.69 LT	319681.534	614854.246	685.18
1512	71+97.34	39.85 LT	319679.828	614848.300	685.14
1513	71+98.44	33.90 LT	319682.032	614853.943	685.20
1514	72+09.88	45.59 LT	319691.071	614840.311	685.91
1515	72+15.62	45.60 LT	319696.707	614839.222	686.00
1516	72+09.39	40.39 LT	319691.565	614845.505	685.89
1517	72+09.66	34.40 LT	319692.955	614851.341	685.94
1518	72+15.66	40.67 LT	319697.670	614844.051	685.97
1519	72+15.66	34.66 LT	319698.800	614849.959	686.04
1522	71+97.34	43.21 LT	319679.204	614844.998	685.59
1523	72+00.16	30.50 LT	319684.355	614856.957	685.72
1524	71+98.17	39.89 LT	319680.642	614848.106	685.15
1525	71+94.76	43.22 LT	319676.665	614845.477	685.17
1526	71+97.99	29.09 LT	319682.494	614858.748	685.30
1527	71+96.76	43.21 LT	319678.631	614845.106	685.09
1528	71+99.67	30.18 LT	319683.935	614857.361	685.22
1533	72+09.49	22.79 LT	319694.968	614862.776	685.35
1534	72+15.66	22.00 LT	319701.176	614862.393	685.41
1535	72+09.66	23.35 LT	319695.030	614862.196	685.37
1536	72+15.66	22.58 LT	319701.067	614861.819	685.43

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1537	72+26.96	34.91 LT	319709.378	614847.621	686.26
1538	72+26.88	40.87 LT	319708.113	614841.794	686.30
1546	72+19.58	22.58 LT	319704.841	614861.094	685.95
1547	72+15.66	23.35 LT	319700.924	614861.070	685.44
1548	72+05.35	22.35 LT	319690.987	614863.985	685.39
1549	72+19.58	20.00 LT	319705.335	614863.630	685.53
1550	72+06.29	24.12 LT	319691.579	614862.075	685.31
1551	72+19.58	22.00 LT	319704.953	614861.667	685.45
1555	72+06.57	24.63 LT	319691.752	614861.518	685.81
1565	72+15.66	14.00 RT	319707.937	614897.753	685.57
1566	72+09.66	14.00 RT	319702.044	614898.880	685.51
1567	72+15.66	14.58 RT	319708.047	614898.326	685.59
1568	72+09.66	14.58 RT	319702.151	614899.453	685.53
1569	72+26.25	32.86 RT	319722.271	614914.151	686.56
1570	72+26.18	38.81 RT	319723.388	614919.993	686.67
1571	72+15.66	32.58 RT	319711.427	614916.006	686.49
1572	72+09.66	32.58 RT	319705.534	614917.133	686.41
1573	72+15.66	38.58 RT	319712.553	614921.899	686.59
1574	72+09.66	38.58 RT	319706.660	614923.026	686.50
1575	72+19.61	14.61 RT	319711.979	614897.593	686.11
1576	72+06.66	14.58 RT	319699.207	614900.016	685.98
1577	72+19.72	12.03 RT	319711.602	614895.037	685.69
1578	72+06.66	12.00 RT	319698.722	614897.479	685.56
1579	72+19.63	14.02 RT	319711.894	614897.016	685.61
1580	72+06.66	14.00 RT	319699.097	614899.443	685.48
1581	72+03.66	32.87 RT	319699.693	614918.537	686.50
1582	72+03.66	38.58 RT	319700.767	614924.153	686.63

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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 70	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (13)

PLOT DATE : 7/31/2024 1:33 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########

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STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
274	76+12.81	32.39 LT	320073.561	614733.929	690.19
275	76+12.07	43.25 LT	320069.416	614723.864	690.29
276	76+18.44	43.13 LT	320075.498	614721.959	690.44
280	76+26.13	38.41 LT	320084.284	614723.999	690.52
281	76+26.12	32.37 LT	320086.189	614729.730	690.41
498	75+65.91	30.81 LT	320029.581	614750.305	689.27
499	75+68.01	37.70 LT	320029.390	614743.104	689.21
500	75+88.27	37.71 LT	320048.605	614736.669	689.38
501	75+90.38	30.81 LT	320052.789	614742.544	689.47
502	75+96.61	23.66 LT	320060.969	614747.351	689.59
503	76+03.50	20.55 LT	320068.491	614748.118	689.69
1600	75+64.13	31.73 LT	320027.605	614749.997	689.19
1601	75+66.02	37.93 LT	320027.433	614743.516	689.13
1602	75+63.61	32.00 LT	320027.028	614749.904	689.21
1603	75+65.44	38.00 LT	320026.862	614743.637	689.15
1604	75+58.57	44.97 LT	320018.132	614739.207	689.85
1605	75+52.73	45.02 LT	320012.583	614741.010	689.79
1606	75+58.68	32.00 LT	320022.350	614751.470	689.54
1607	75+58.68	38.00 LT	320020.450	614745.780	689.52
1608	75+52.69	31.99 LT	320016.670	614753.380	689.61
1609	75+52.68	37.99 LT	320014.760	614747.690	689.63
1610	75+48.07	31.95 LT	320012.304	614754.882	689.67
1611	75+48.06	38.00 LT	320010.380	614749.153	689.88
1612	75+61.64	28.99 LT	320026.112	614753.384	689.73
1613	75+65.55	41.48 LT	320025.864	614740.300	689.59
1614	75+63.61	38.00 LT	320025.126	614744.217	689.18
1615	75+63.64	27.36 LT	320028.528	614754.297	689.31
1616	75+68.14	41.49 LT	320028.312	614739.474	689.17
1617	75+62.09	28.63 LT	320026.658	614753.590	689.23
1618	75+66.14	41.48 LT	320026.416	614740.113	689.09
1635	75+90.26	37.94 LT	320050.416	614735.821	689.30

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1636	75+92.15	31.73 LT	320054.182	614741.110	689.39
1637	75+90.84	38.01 LT	320050.945	614735.574	689.32
1638	75+92.67	32.00 LT	320054.588	614740.692	689.41
1639	75+98.11	43.52 LT	320056.089	614728.039	689.80
1640	76+04.15	43.41 LT	320061.857	614726.232	689.98
1641	75+98.11	38.00 LT	320057.840	614733.280	689.72
1642	75+98.10	32.00 LT	320059.740	614738.970	689.76
1643	76+04.11	37.99 LT	320063.530	614731.380	689.82
1644	76+04.10	31.99 LT	320065.430	614737.070	689.85
1647	75+90.72	41.28 LT	320049.795	614732.508	689.76
1648	75+94.88	28.71 LT	320057.722	614743.107	689.95
1649	75+92.67	38.01 LT	320052.682	614734.995	689.35
1650	75+88.14	41.27 LT	320047.347	614733.334	689.34
1651	75+92.91	27.04 LT	320056.387	614745.319	689.53
1652	75+90.14	41.28 LT	320049.243	614732.694	689.26
1653	75+94.43	28.34 LT	320057.421	614743.607	689.45
1658	75+97.76	25.29 LT	320061.545	614745.436	689.51
1659	76+03.97	22.49 LT	320068.314	614746.126	689.61
1660	75+98.10	25.77 LT	320061.712	614744.877	689.53
1661	76+04.10	23.06 LT	320068.262	614745.544	689.63
1662	76+17.80	32.38 LT	320078.297	614732.354	690.24
1663	76+17.81	38.36 LT	320076.411	614726.681	690.29
1664	76+12.82	38.33 LT	320071.688	614728.295	690.24
1670	75+95.64	27.88 LT	320058.710	614743.661	689.96
1671	76+07.92	22.58 LT	320072.030	614744.784	690.16
1672	76+04.11	25.77 LT	320067.414	614742.972	689.64
1673	75+93.78	26.08 LT	320057.522	614745.955	689.54
1674	76+07.88	20.00 LT	320072.818	614747.244	689.74
1675	75+95.22	27.47 LT	320058.441	614744.178	689.46
1676	76+07.91	22.00 LT	320072.208	614745.339	689.66

2

2

R/L STH 32/LAKE DRIVE

STH 32/LAKE DRIVE

76+00

N

1691 504 505 1690 1704 1705 1692 1707 1693 1706 1702 1703

0.9% 4.0% 4.0% 1.0% 3.0% 1.4% 4.0%

14.2% 1.3% 14.0%

TYPE 3 RAMP

1697 1696 1694 1700 631 8.3% 8.3%

268 269

0.7% 5.0% 1.3% 2.3% 1.1%

0.3% 1.2% 1.3% L 1.5% 1.5% 1.5% 0.8% 3.3%

1710 1709

1.4% 4.7% 1.5% 2.3% 1.1% 2.3%

1701

1699 1698 1695

EXISTING R/W

TLE

SLOPE INTERCEPT (TYP)

1708

CONCRETE DRIVEWAY 6-INCH

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
268	76+32.82	32.43 RT	320113.098	614789.062	690.81
269	76+37.82	32.86 RT	320117.977	614787.885	690.97
504	75+98.10	20.00 RT	320076.230	614788.283	689.47
505	76+04.10	20.00 RT	320081.920	614786.380	689.53
631	75+91.76	32.14 RT	320074.066	614801.808	690.33
1690	76+04.10	22.00 RT	320082.555	614788.276	689.47
1691	75+98.10	22.00 RT	320076.864	614790.180	689.39
1692	76+04.10	22.58 RT	320082.740	614788.830	689.49
1693	75+98.10	22.58 RT	320077.050	614790.733	689.41
1694	76+20.90	32.45 RT	320101.798	614792.858	690.67
1695	76+20.90	38.45 RT	320103.709	614798.546	690.76
1696	76+04.10	32.08 RT	320085.753	614797.839	690.28
1697	75+98.10	32.08 RT	320080.063	614799.742	690.20
1698	76+04.09	38.09 RT	320087.651	614803.533	690.37
1699	75+98.10	38.08 RT	320081.966	614805.432	690.28
1700	75+96.12	32.10 RT	320078.186	614800.389	690.30
1701	75+96.17	38.11 RT	320080.144	614806.068	690.37
1702	76+07.74	22.58 RT	320086.187	614787.677	690.00
1703	75+94.93	22.58 RT	320074.041	614791.739	689.86
1704	76+07.74	20.00 RT	320085.368	614785.227	689.58
1705	75+94.93	20.00 RT	320073.222	614789.289	689.44
1706	76+07.74	22.00 RT	320086.002	614787.123	689.50
1707	75+94.93	22.00 RT	320073.856	614791.186	689.36
1708	76+32.83	38.43 RT	320115.009	614794.750	690.90
1709	76+37.82	38.19 RT	320119.673	614792.933	691.01
1710	75+91.76	38.15 RT	320075.974	614807.510	690.31

LEGEND

- CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
- DETECTABLE WARNING FIELD
- GRADED FLARE (MAXIMUM 6:1 SLOPE)
- CONCRETE CURB PEDESTRIAN
- L LEVEL LANDING
- THEORETICAL FLANGE LINE
- SIGNAL/RRFB BASE AND PUSH BUTTON ORIENTATION

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 72	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (14)
PLOT DATE : 7/31/2024 1:34 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

2

LEGEND

- CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
- DETECTABLE WARNING FIELD
- GRADED FLARE (MAXIMUM 6:1 SLOPE)
- CONCRETE CURB PEDESTRIAN
- LEVEL LANDING
- THEORETICAL FLANGE LINE
- SIGNAL/RRFB BASE AND PUSH BUTTON ORIENTATION

E LAKE BLUFF BLVD

TYPE 2 RAMPS

TYPE 2 RAMPS

SLOPE INTERCEPT (TYP)

SLOPE INTERCEPT (TYP)

TLE

TLE

TLE

EXISTING R/W

EXISTING R/W

R/L STH 32/LAKE DRIVE

79+00

80+00

STH 32/LAKE DRIVE

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 73	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (15)

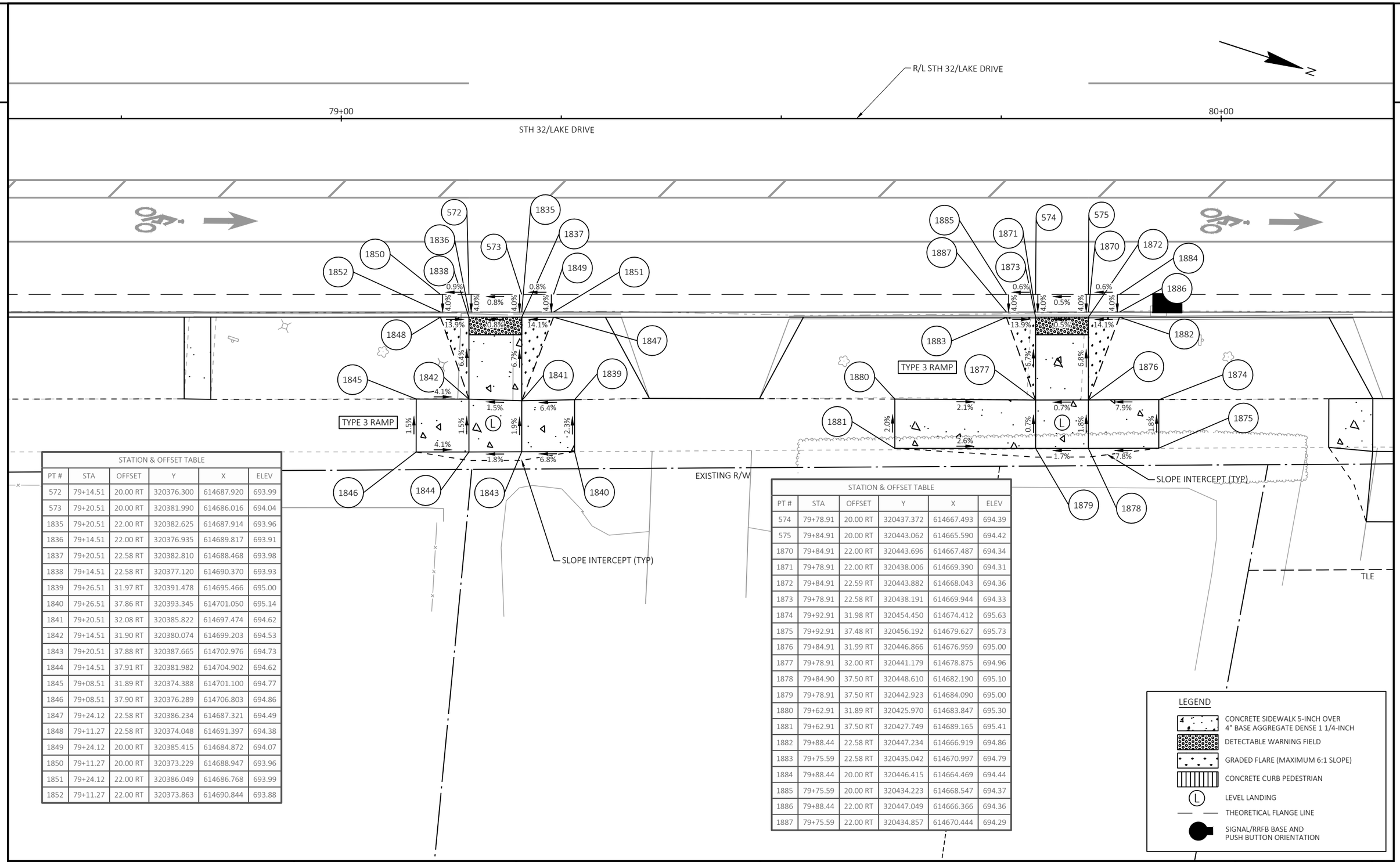
PLOT DATE : 7/31/2024 1:34 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
576	79+14.50	20.00 LT	320363.606	614649.987	693.67
577	79+21.15	20.63 LT	320369.712	614647.285	693.66
578	79+35.50	34.80 LT	320378.823	614629.296	693.56
579	79+36.26	41.38 LT	320377.459	614622.809	693.53
1725	79+14.51	22.00 LT	320362.977	614648.089	693.61
1726	79+20.65	22.56 LT	320368.627	614645.605	693.58
1727	79+14.51	22.58 LT	320362.793	614647.536	693.63
1728	79+20.51	23.13 LT	320368.310	614645.115	693.60
1729	79+08.87	34.85 LT	320353.559	614637.690	694.27
1730	79+08.77	40.74 LT	320351.592	614632.139	694.35
1731	79+14.51	35.03 LT	320358.840	614635.730	694.34
1732	79+20.51	35.03 LT	320364.540	614633.830	694.31
1733	79+14.51	40.82 LT	320357.005	614630.240	694.44
1734	79+20.35	41.03 LT	320362.485	614628.193	694.34
1737	79+11.13	22.58 LT	320359.583	614648.608	694.06
1738	79+23.70	24.29 LT	320370.970	614643.003	694.07
1739	79+14.51	23.13 LT	320362.620	614647.020	693.64
1740	79+11.12	20.00 LT	320360.402	614651.060	693.64
1741	79+24.82	21.96 LT	320372.766	614644.860	693.65
1742	79+11.12	22.00 LT	320359.768	614649.163	693.56
1743	79+23.95	23.76 LT	320371.375	614643.422	693.57
1748	79+33.56	35.31 LT	320376.827	614629.421	693.48
1749	79+34.26	41.46 LT	320375.537	614623.364	693.45
1750	79+33.00	35.46 LT	320376.245	614629.457	693.50
1751	79+33.68	41.49 LT	320374.977	614623.526	693.47
1752	79+20.50	45.93 LT	320361.063	614623.492	694.19
1753	79+14.76	46.10 LT	320355.568	614625.155	694.34
1760	79+31.69	32.06 LT	320376.078	614633.102	694.00
1761	79+33.82	44.96 LT	320374.011	614620.184	693.94
1762	79+32.79	41.46 LT	320374.145	614623.837	693.48
1763	79+33.99	30.88 LT	320378.633	614633.490	693.58
1764	79+36.41	44.86 LT	320376.493	614619.467	693.52
1765	79+32.21	31.79 LT	320376.655	614633.190	693.50
1766	79+34.41	44.94 LT	320374.572	614620.022	693.44

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
584	79+62.34	42.68 LT	320401.776	614613.303	693.69
585	79+62.63	36.07 LT	320404.152	614619.477	693.75
590	79+78.42	20.37 LT	320424.101	614629.364	694.03
591	79+84.91	20.00 LT	320430.374	614627.656	694.10
1780	79+64.34	42.60 LT	320403.697	614612.748	693.61
1781	79+64.59	36.47 LT	320405.887	614618.483	693.67
1782	79+64.92	42.58 LT	320404.258	614612.586	693.63
1783	79+65.17	36.58 LT	320406.393	614618.193	693.69
1784	79+78.74	56.26 LT	320413.022	614595.224	694.28
1785	79+84.89	56.27 LT	320418.849	614593.265	694.29
1786	79+78.70	43.06 LT	320417.170	614607.760	694.35
1787	79+78.90	37.06 LT	320419.270	614613.380	694.39
1788	79+84.90	43.27 LT	320422.990	614605.590	694.40
1789	79+84.91	37.23 LT	320424.910	614611.317	694.43
1792	79+65.10	47.02 LT	320403.023	614608.314	694.07
1793	79+67.40	30.88 LT	320410.324	614622.888	694.31
1795	79+62.52	47.15 LT	320400.534	614609.005	693.65
1796	79+65.18	29.56 LT	320408.638	614624.845	693.81
1797	79+64.52	47.05 LT	320402.462	614608.471	693.57
1798	79+66.89	30.60 LT	320409.924	614623.314	693.73
1803	79+78.80	22.33 LT	320423.841	614627.381	693.95
1804	79+84.91	22.00 LT	320429.740	614625.759	694.02
1805	79+78.91	22.91 LT	320423.766	614626.803	693.96
1806	79+84.91	22.58 LT	320429.555	614625.206	694.04
1807	79+96.02	37.97 LT	320435.219	614607.090	694.73
1808	79+95.72	43.83 LT	320433.072	614601.627	694.62
1815	79+75.74	23.84 LT	320420.458	614626.919	694.39
1816	79+88.58	22.58 LT	320433.041	614624.040	694.54
1817	79+84.91	22.91 LT	320429.452	614624.900	694.04
1818	79+74.77	21.45 LT	320420.303	614629.498	693.97
1819	79+88.58	20.00 LT	320433.861	614626.490	694.12
1820	79+75.52	23.30 LT	320420.423	614627.501	693.89
1821	79+88.58	22.00 LT	320433.226	614624.593	694.04

2



STATION & OFFSET TABLE

PT #	STA	OFFSET	Y	X	ELEV
572	79+14.51	20.00 RT	320376.300	614687.920	693.99
573	79+20.51	20.00 RT	320381.990	614686.016	694.04
1835	79+20.51	22.00 RT	320382.625	614687.914	693.96
1836	79+14.51	22.00 RT	320376.935	614689.817	693.91
1837	79+20.51	22.58 RT	320382.810	614688.468	693.98
1838	79+14.51	22.58 RT	320377.120	614690.370	693.93
1839	79+26.51	31.97 RT	320391.478	614695.466	695.00
1840	79+26.51	37.86 RT	320393.345	614701.050	695.14
1841	79+20.51	32.08 RT	320385.822	614697.474	694.62
1842	79+14.51	31.90 RT	320380.074	614699.203	694.53
1843	79+20.51	37.88 RT	320387.665	614702.976	694.73
1844	79+14.51	37.91 RT	320381.982	614704.902	694.62
1845	79+08.51	31.89 RT	320374.388	614701.100	694.77
1846	79+08.51	37.90 RT	320376.289	614706.803	694.86
1847	79+24.12	22.58 RT	320386.234	614687.321	694.49
1848	79+11.27	22.58 RT	320374.048	614691.397	694.38
1849	79+24.12	20.00 RT	320385.415	614684.872	694.07
1850	79+11.27	20.00 RT	320373.229	614688.947	693.96
1851	79+24.12	22.00 RT	320386.049	614686.768	693.99
1852	79+11.27	22.00 RT	320373.863	614690.844	693.88

STATION & OFFSET TABLE

PT #	STA	OFFSET	Y	X	ELEV
574	79+78.91	20.00 RT	320437.372	614667.493	694.39
575	79+84.91	20.00 RT	320443.062	614665.590	694.42
1870	79+84.91	22.00 RT	320443.696	614667.487	694.34
1871	79+78.91	22.00 RT	320438.006	614669.390	694.31
1872	79+84.91	22.59 RT	320443.882	614668.043	694.36
1873	79+78.91	22.58 RT	320438.191	614669.944	694.33
1874	79+92.91	31.98 RT	320454.450	614674.412	695.63
1875	79+92.91	37.48 RT	320456.192	614679.627	695.73
1876	79+84.91	31.99 RT	320446.866	614676.959	695.00
1877	79+78.91	32.00 RT	320441.179	614678.875	694.96
1878	79+84.90	37.50 RT	320448.610	614682.190	695.10
1879	79+78.91	37.50 RT	320442.923	614684.090	695.00
1880	79+62.91	31.89 RT	320425.970	614683.847	695.30
1881	79+62.91	37.50 RT	320427.749	614689.165	695.41
1882	79+88.44	22.58 RT	320447.234	614666.919	694.86
1883	79+75.59	22.58 RT	320435.042	614670.997	694.79
1884	79+88.44	20.00 RT	320446.415	614664.469	694.44
1885	79+75.59	20.00 RT	320434.223	614668.547	694.37
1886	79+88.44	22.00 RT	320447.049	614666.366	694.36
1887	79+75.59	22.00 RT	320434.857	614670.444	694.29

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 75	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (16)
PLOT DATE : 7/31/2024 1:34 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

2

SLOPE INTERCEPT (TYP)

TYPE 2 & 3 MODIFIED RAMPS

EXISTING R/W

E KENSINGTON BLVD

SLOPE INTERCEPT (TYP)

EXISTING R/W

TYPE 4B1 RAMP

CONCRETE CURB PEDESTRIAN

R/L STH 32/LAKE DRIVE

91+00

STH 32/LAKE DRIVE

N

LEGEND

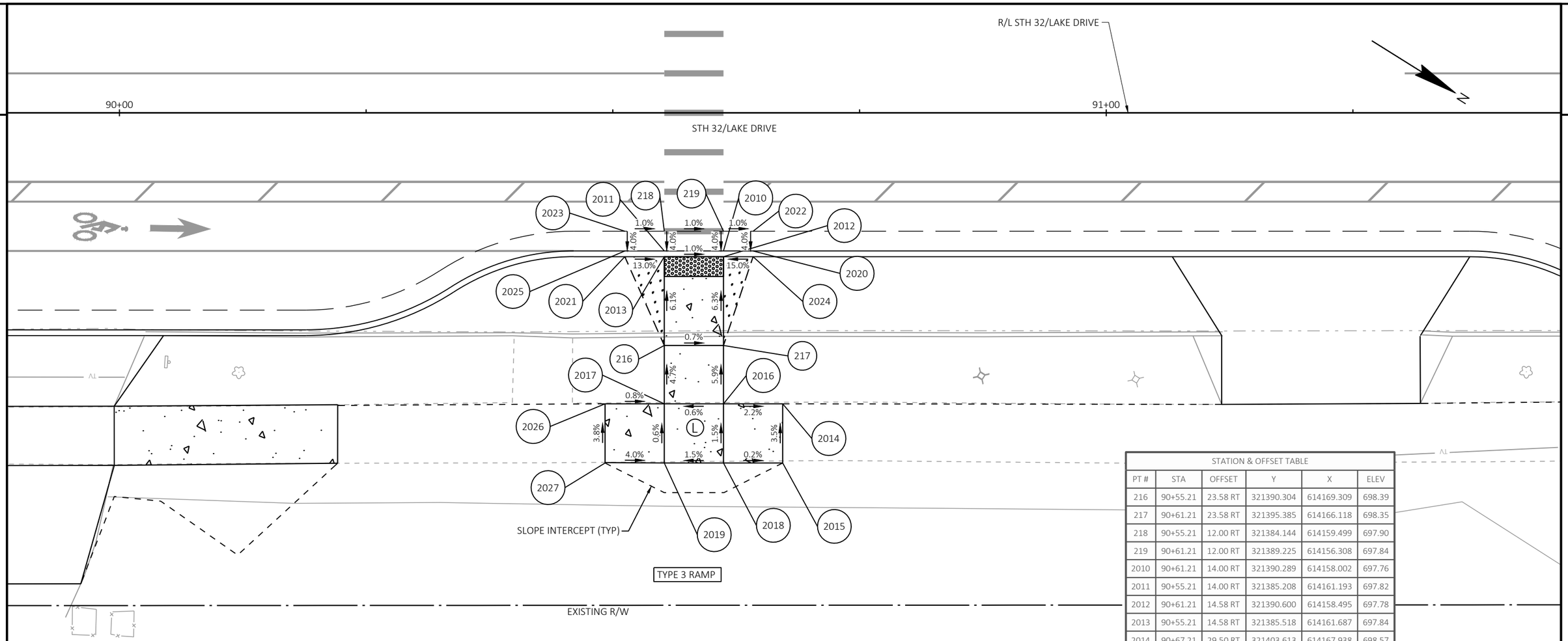
- CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
- DETECTABLE WARNING FIELD
- GRADED FLARE (MAXIMUM 6:1 SLOPE)
- CONCRETE CURB PEDESTRIAN
- LEVEL LANDING
- THEORETICAL FLANGE LINE
- SIGNAL/RRFB BASE AND PUSH BUTTON ORIENTATION

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 76	E

2

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
220	90+55.21	20.00 LT	321367.127	614132.399	697.93
221	90+61.79	20.52 LT	321372.427	614128.460	697.82
222	90+81.31	40.62 LT	321378.261	614101.055	697.40
223	90+85.09	46.62 LT	321378.271	614093.964	697.34
224	91+13.90	42.90 LT	321404.655	614081.797	697.10
225	91+17.55	49.38 LT	321404.299	614074.368	697.07
1910	90+79.12	42.00 LT	321375.677	614101.052	697.34
1911	90+83.40	47.69 LT	321376.271	614093.961	697.26
1912	90+79.62	41.69 LT	321376.261	614101.053	697.32
1913	90+82.90	48.00 LT	321375.688	614093.960	697.28
1914	90+69.51	55.02 LT	321360.614	614095.138	698.14
1915	90+49.84	47.70 LT	321347.849	614111.792	698.47
1916	90+72.13	42.00 LT	321369.756	614104.770	697.80
1917	90+72.12	48.00 LT	321366.557	614099.689	697.76
1918	90+68.32	42.00 LT	321366.527	614106.798	697.87
1919	90+65.02	48.00 LT	321360.543	614103.470	697.89
1920	90+61.22	42.01 LT	321360.508	614110.565	697.99
1921	90+49.64	41.73 LT	321350.853	614116.961	698.55
1922	90+77.06	38.73 LT	321375.670	614104.917	697.85
1923	90+84.70	50.85 LT	321375.692	614090.594	697.73
1924	90+79.12	48.00 LT	321372.486	614095.970	697.30
1925	90+79.25	37.35 LT	321378.254	614104.921	697.43
1926	90+86.88	49.47 LT	321378.275	614090.598	697.31
1927	90+77.55	38.42 LT	321376.255	614104.918	697.35
1928	90+85.19	50.54 LT	321376.276	614090.595	697.23
1929	90+74.43	51.77 LT	321366.509	614095.276	697.96
1937	90+55.21	22.00 LT	321366.063	614130.705	697.85
1938	90+61.34	22.47 LT	321371.008	614127.050	697.74
1939	90+55.21	22.58 LT	321365.753	614130.211	697.87
1940	90+61.21	23.03 LT	321370.594	614126.640	697.76
1942	90+61.21	30.80 LT	321366.462	614120.059	698.07

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1943	90+55.21	27.04 LT	321363.380	614126.433	698.11
1944	90+61.21	27.04 LT	321368.462	614123.243	698.01
1945	90+55.21	32.55 LT	321360.454	614121.773	698.16
1949	90+51.34	22.58 LT	321362.478	614132.268	698.40
1950	90+64.22	24.03 LT	321372.614	614124.199	698.17
1951	90+55.21	23.03 LT	321365.514	614129.830	697.87
1952	90+51.34	20.00 LT	321363.851	614134.456	697.98
1953	90+65.25	21.66 LT	321374.746	614125.658	697.75
1954	90+51.34	22.00 LT	321362.788	614132.762	697.90
1955	90+64.45	23.49 LT	321373.095	614124.528	697.67
1975	91+19.24	48.31 LT	321406.299	614074.371	696.99
1976	91+15.78	42.20 LT	321406.612	614081.387	697.02
1977	91+19.74	48.00 LT	321406.883	614074.371	697.01
1978	91+16.33	42.00 LT	321407.183	614081.265	697.04
1979	91+36.26	57.09 LT	321416.036	614057.885	697.41
1981	91+30.58	48.00 LT	321416.064	614068.606	697.53
1982	91+30.57	42.00 LT	321419.251	614073.690	697.57
1983	91+37.65	48.00 LT	321422.056	614064.843	697.64
1984	91+37.65	42.00 LT	321425.247	614069.925	697.61
1987	91+21.55	50.87 LT	321406.888	614070.979	697.47
1988	91+15.50	38.43 LT	321408.386	614084.733	697.54
1989	91+19.74	42.00 LT	321410.073	614079.453	697.09
1990	91+19.36	52.25 LT	321404.305	614070.975	697.05
1991	91+12.93	38.68 LT	321406.073	614085.884	697.12
1992	91+21.05	51.18 LT	321406.304	614070.978	696.97
1993	91+14.92	38.48 LT	321407.864	614084.993	697.04
1994	91+41.36	53.90 LT	321422.056	614057.878	697.56
1995	91+43.28	48.00 LT	321426.819	614061.854	697.70
1996	91+43.26	42.00 LT	321429.991	614066.946	697.66
1997	91+32.56	51.18 LT	321416.054	614064.859	697.59



STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
216	90+55.21	23.58 RT	321390.304	614169.309	698.39
217	90+61.21	23.58 RT	321395.385	614166.118	698.35
218	90+55.21	12.00 RT	321384.144	614159.499	697.90
219	90+61.21	12.00 RT	321389.225	614156.308	697.84
2010	90+61.21	14.00 RT	321390.289	614158.002	697.76
2011	90+55.21	14.00 RT	321385.208	614161.193	697.82
2012	90+61.21	14.58 RT	321390.600	614158.495	697.78
2013	90+55.21	14.58 RT	321385.518	614161.687	697.84
2014	90+67.21	29.50 RT	321403.613	614167.938	698.57
2015	90+67.21	35.50 RT	321406.804	614173.019	698.78
2016	90+61.21	29.50 RT	321398.532	614171.128	698.70
2017	90+55.21	29.50 RT	321393.450	614174.319	698.67
2018	90+61.21	35.50 RT	321401.722	614176.210	698.79
2019	90+55.21	35.50 RT	321396.641	614179.400	698.70
2020	90+64.21	14.00 RT	321392.829	614156.406	697.73
2021	90+51.21	14.58 RT	321382.130	614163.814	698.36
2022	90+64.21	12.00 RT	321391.766	614154.713	697.81
2023	90+51.21	12.00 RT	321380.756	614161.626	697.94
2024	90+64.21	14.58 RT	321393.140	614156.901	698.23
2025	90+51.21	14.00 RT	321381.820	614163.320	697.86
2026	90+49.21	29.50 RT	321388.369	614177.510	698.72
2027	90+49.21	35.50 RT	321391.560	614182.591	698.94

LEGEND

- CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
- DETECTABLE WARNING FIELD
- GRADED FLARE (MAXIMUM 6:1 SLOPE)
- CONCRETE CURB PEDESTRIAN
- LEVEL LANDING
- THEORETICAL FLANGE LINE
- SIGNAL/RRFB BASE AND PUSH BUTTON ORIENTATION

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 78	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021299-CR.DWG
LAYOUT NAME - CRD - (18)
PLOT DATE : 7/31/2024 1:35 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

STH 32 CROSS SLOPES		
STA	SB PAVEMENT	NB PAVEMENT
26+40.00	-2.00%	-2.00%
26+90.00	-1.00%	-2.00%
27+70.00	-1.00%	-2.00%
28+20.00	-2.00%	-2.00%
31+50.00	-2.00%	-2.00%

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.

3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.

N

MATCHLINE STA 31+50.00

2

BEGIN CONSTRUCTION
STA 4+07.83

BEGIN PROJECT
STA 26+40.00

R/L EDGEWOOD AVE

E EDGEWOOD AVE

EXISTING R/W

EXISTING R/W

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

EXISTING R/W

15.5'

15.5'

5.5'

13'

10'

11.5'

3.5'

6'

12'

12'

14'

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 79	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021221-PG.DWG
LAYOUT NAME - PG1

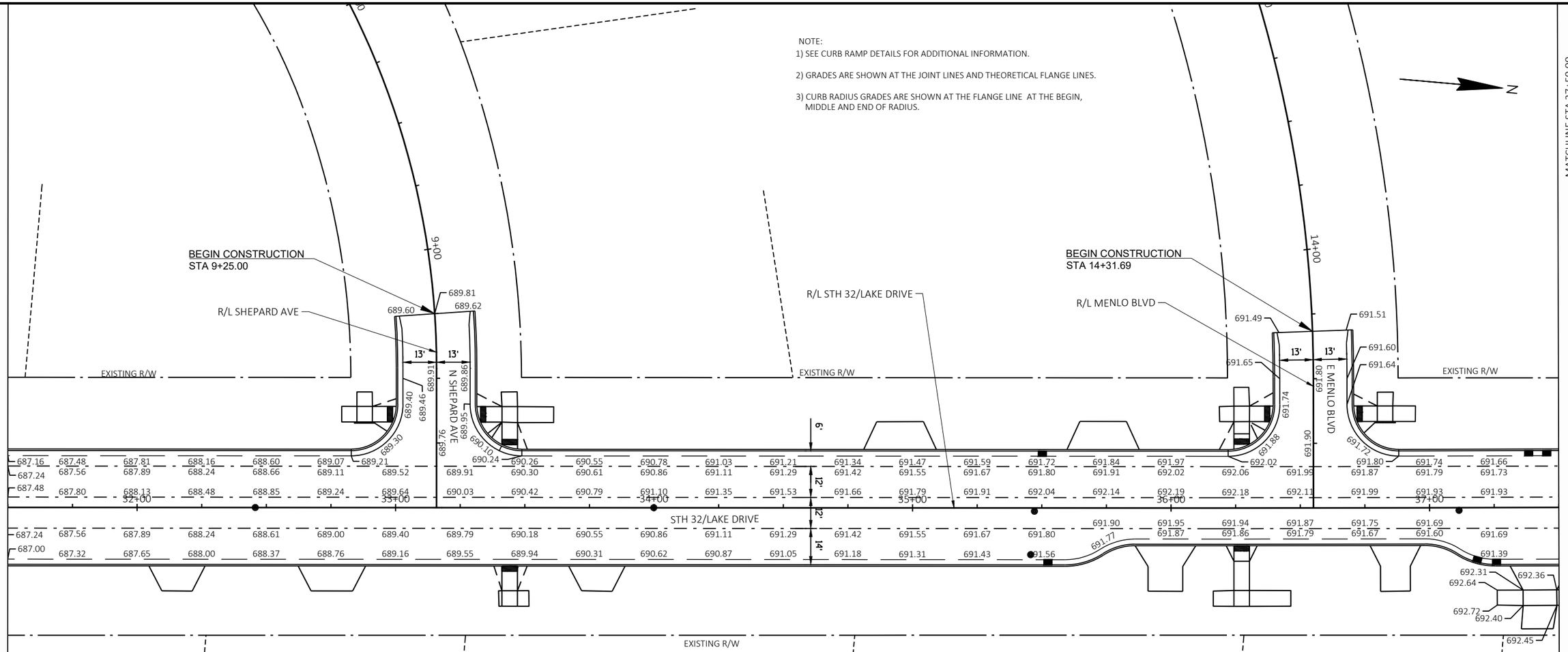
PLOT DATE : 7/31/2024 1:36 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.

3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.



STH 32 CROSS SLOPES			
STA	SB PAVEMENT	NB DRIVING LANE	NB BIKE/PARKING LANE
31+50.00	-2.00%	-2.00%	-2.00%
32+30.00	-2.00%	-2.00%	-2.00%
32+80.00	-1.00%	-2.00%	-2.00%
33+50.00	-1.00%	-2.00%	-2.00%
34+00.00	-2.00%	-2.00%	-2.00%
35+70.00	-2.00%	-2.00%	-2.00%
36+20.00	-1.00%	-2.00%	-2.00%
36+75.00	-1.00%	-2.00%	-2.00%
36+90.00	-1.00%	-2.00%	-2.15%
37+25.00	-1.70%	-2.00%	-2.50%
37+40.00	-2.00%	-2.00%	-2.35%
37+50.00	-2.00%	-2.00%	-2.25%

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 80	E

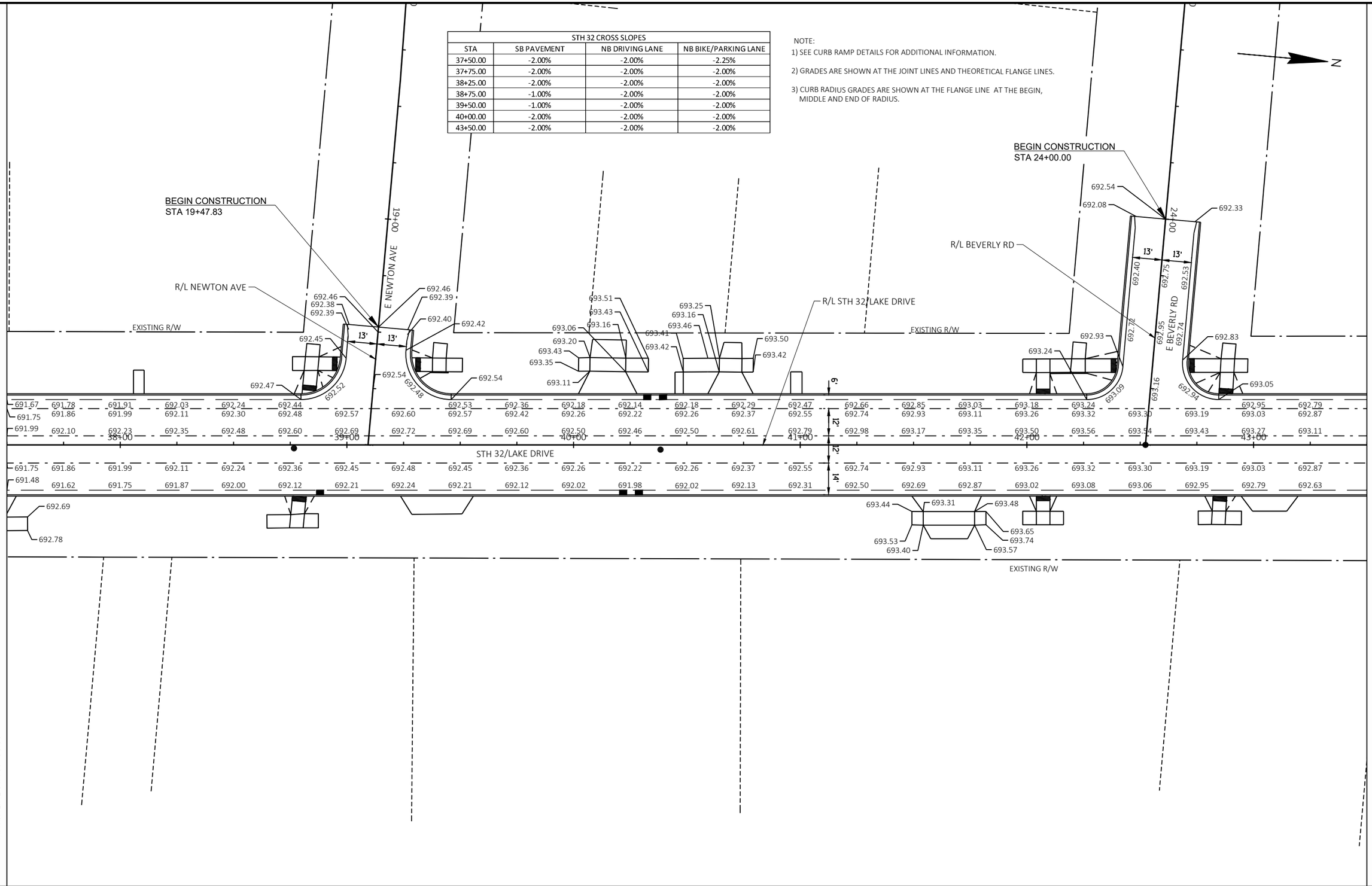
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021221-PG.DWG
LAYOUT NAME - PG2
PLOT DATE : 7/31/2024 1:36 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

STH 32 CROSS SLOPES			
STA	SB PAVEMENT	NB DRIVING LANE	NB BIKE/PARKING LANE
37+50.00	-2.00%	-2.00%	-2.25%
37+75.00	-2.00%	-2.00%	-2.00%
38+25.00	-2.00%	-2.00%	-2.00%
38+75.00	-1.00%	-2.00%	-2.00%
39+50.00	-1.00%	-2.00%	-2.00%
40+00.00	-2.00%	-2.00%	-2.00%
43+50.00	-2.00%	-2.00%	-2.00%

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.

3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 81	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021221-PG.DWG
LAYOUT NAME - PG3
PLOT DATE : 7/31/2024 1:36 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.

3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.

STH 32 CROSS SLOPES		
STA	SB PAVEMENT	NB PAVEMENT
43+50.00	-2.00%	-2.00%
49+50.00	-2.00%	-2.00%

N

MATCHLINE STA 49+50.00

BEGIN CONSTRUCTION
STA 29+50.00

R/L SHOREWOOD BLVD

E SHOREWOOD BLVD

29+00

EXISTING R/W

15.5'

15.5'

689.93
690.27
689.91
690.31
690.14
690.53
690.41
690.69
690.49
690.27

692.48
692.42
692.58
692.51
692.32
692.30
692.41
692.39

7'
11'
12'
14'

692.62 692.46 692.30 692.12 691.91 691.68 691.43 691.17 690.95 690.76 690.40 690.30 690.20 690.10 690.00 689.90 689.80 689.70 689.60 689.50 689.40 689.30
692.70 692.55 692.39 692.22 692.03 691.81 691.58 691.33 691.12 690.94 690.81 690.70 690.60 690.50 690.40 690.30 690.20 690.10 690.00 689.90 689.80 689.70 689.60 689.50 689.40
692.94 692.78 692.62 692.44 692.25 692.03 691.80 691.55 691.34 691.16 691.01 690.90 690.80 690.70 690.60 690.50 690.40 690.30 690.20 690.10 690.00 689.90 689.80 689.70 689.60
692.21
692.70 692.54 692.38 692.21 692.03 691.81 691.58 691.33 691.12 690.96 690.81 690.70 690.60 690.50 690.40 690.30 690.20 690.10 690.00 689.90 689.80 689.70 689.60 689.50 689.40
692.46 692.30 692.14 691.97 691.79 691.59 691.36 691.13 690.92 690.76 690.61 690.50 690.40 690.30 690.20 690.10 690.00 689.90 689.80 689.70 689.60 689.50 689.40 689.30 689.20

44+00
45+00
46+00
47+00
48+00
49+00

12'
10'
10'
12'

689.20

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

EXISTING R/W

MATCHLINE STA 43+50.00

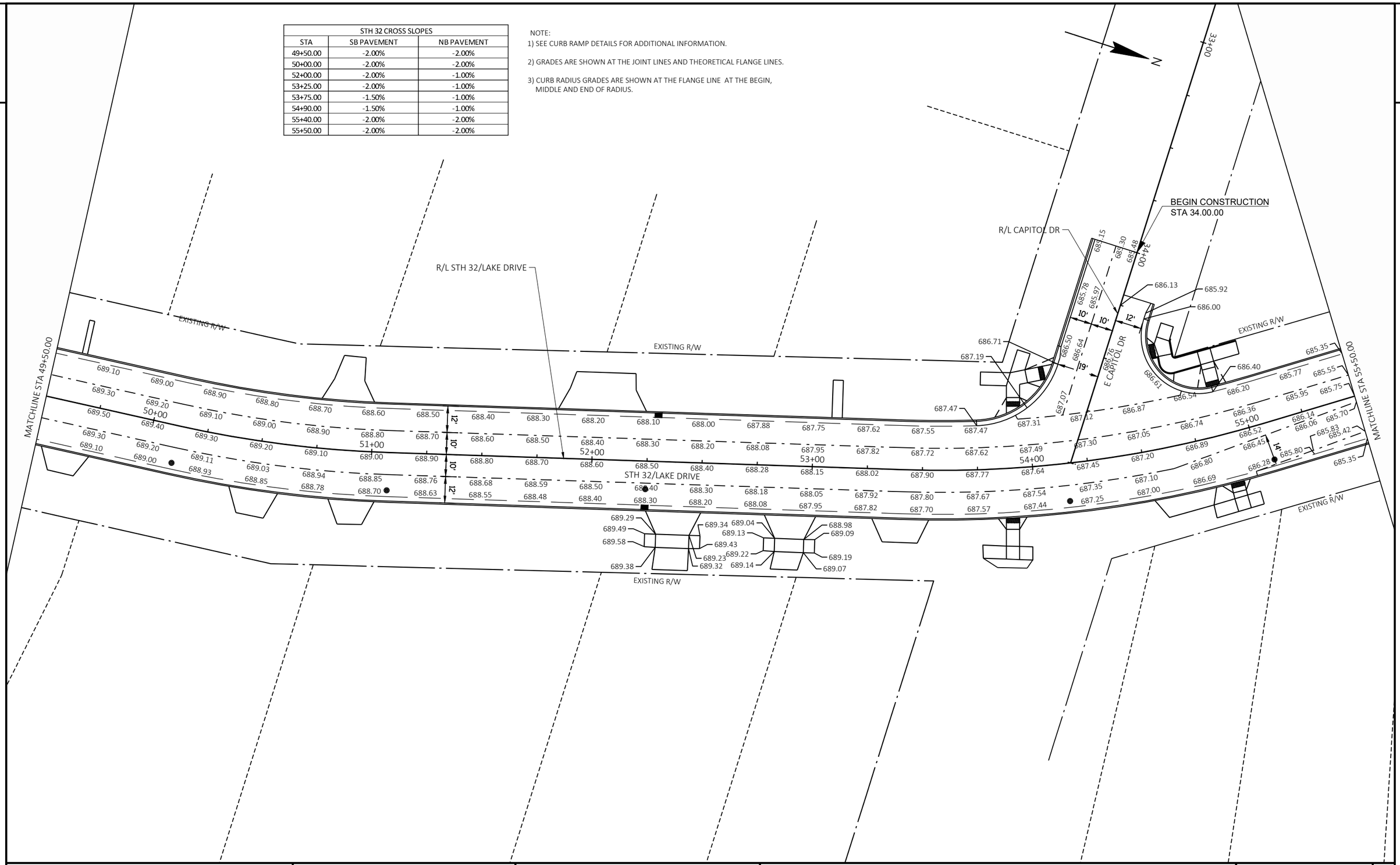
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 82	E

STH 32 CROSS SLOPES		
STA	SB PAVEMENT	NB PAVEMENT
49+50.00	-2.00%	-2.00%
50+00.00	-2.00%	-2.00%
52+00.00	-2.00%	-1.00%
53+25.00	-2.00%	-1.00%
53+75.00	-1.50%	-1.00%
54+90.00	-1.50%	-1.00%
55+40.00	-2.00%	-2.00%
55+50.00	-2.00%	-2.00%

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.

3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.



STA	SB PAVEMENT	NB DRIVING LANE	NB BIKE/PARKING LANE
55+50.00	-2.00%	-2.00%	-2.00%
57+05.00	-2.00%	-2.00%	-2.00%
57+30.00	-2.00%	-2.00%	-1.50%
57+90.00	-2.00%	-2.00%	-1.50%
58+15.00	-2.00%	-2.00%	-2.00%
61+50.00	-2.00%	-2.00%	-2.00%

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.

3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.

N

EXISTING R/W

EXISTING R/W

R/L STH 32/LAKE DRIVE

DEPRESSED GUTTER REQUIRED, SEE CONSTRUCTION DETAIL

MATCHLINE STA 61+50.00

MATCHLINE STA 55+50.00

STH 32/LAKE DRIVE

12'

10'

14'

8'

684.97 684.59 684.21 683.84 683.54 683.29 683.11 682.97 682.85 682.72 682.60 682.47 682.35 682.22 682.10 681.97 681.85 681.74 681.63 681.52 681.45 681.44 681.56

685.17 684.79 56+00 684.41 684.04 683.74 683.49 683.31 683.17 683.05 682.92 57+00 682.80 682.67 682.55 682.42 682.30 682.17 682.03 681.90 681.78 681.65 681.57 681.53 681.47

685.37 684.99 684.61 684.24 683.94 683.69 683.51 683.37 683.25 683.12 683.00 682.87 682.75 58+00 682.62 682.50 682.37 682.25 682.12 60+00 682.00 681.87 681.79 681.76 61+00 681.79 681.64

685.07 684.71 684.33 683.96 683.66 683.41 683.23 683.09 682.97 682.84 682.72 682.59 682.47 682.34 682.22 682.09 681.97 681.88 681.76 681.63 681.55 681.52 681.55 681.64

684.97 684.59 684.21 683.84 683.54 683.29 683.13 682.93 682.80 682.74 682.60 682.47 682.35 682.22 682.10 681.97 681.85 681.71 681.57 681.42 681.32 681.28 681.31 681.40

682.23 682.15 682.07 682.04

682.65

682.74

682.32 682.16 682.13

682.24

681.99

682.09

682.38

682.46

682.07

682.17

682.02

682.11

DEPRESSED GUTTER REQUIRED, SEE CONSTRUCTION DETAIL

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 84	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021221-PG.DWG
LAYOUT NAME - PG6

PLOT DATE : 7/31/2024 1:37 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

STH 32 CROSS SLOPES		
STA	SB PAVEMENT	NB PAVEMENT
61+50.00	-2.00%	-2.00%
62+70.00	-2.00%	-2.00%
63+20.00	-2.00%	-1.67%
64+20.00	-1.00%	-1.00%
64+90.00	-1.00%	-1.00%
65+40.00	-2.00%	-1.00%
67+50.00	-2.00%	-1.00%

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.
3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.

N

BEGIN CONSTRUCTION
STA 39+22.97

R/L JARVIS ST

R/L STH 32/LAKE DRIVE

E JARVIS ST

39+00

EXISTING R/W

STH 32/LAKE DRIVE

MATCHLINE STA 61+50.00

MATCHLINE STA 67+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 85	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021221-PG.DWG
LAYOUT NAME - PG7
PLOT DATE : 7/31/2024 1:37 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

STH 32 CROSS SLOPES		
STA	SB PAVEMENT	NB PAVEMENT
67+50.00	-2.00%	-1.00%
72+20.00	-2.00%	-1.00%
72+70.00	-2.00%	-2.00%
73+50.00	-2.00%	-2.00%

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.

3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.

N

MATCHLINE STA 73+50.00

MATCHLINE STA 67+50.00

44+00

49+00

E WOOD PL

E OLIVE ST

BEGIN CONSTRUCTION
STA 44+29.89

BEGIN CONSTRUCTION
STA 49+32.38

R/L WOOD PL

R/L OLIVE ST

R/L STH 32/LAKE DRIVE

EXISTING R/W

STH 32/LAKE DRIVE

DEPRESSED GUTTER REQUIRED,
SEE CONSTRUCTION DETAIL

| | | |

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.

3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.

STH 32 CROSS SLOPES			
STA	SB PAVEMENT	NB DRIVING LANE	NB BIKE/PARKING LANE
73+50.00	-2.00%	-2.00%	-2.00%
78+75.00	-2.00%	+1.50%	-2.00%

MATCHLINE STA 78+75.00

MATCHLINE STA 73+50.00

54+00

BEGIN CONSTRUCTION
STA 54+43.15

E MARION ST

R/L MARION ST

R/L STH 32/LAKE DRIVE

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

10'

10'

6'

12'

12'

14'

689.04 689.10 689.19 689.33 689.09 689.27 689.23 689.14 689.23 689.35 689.55 689.39 689.74 693.27

687.22 687.49 687.76 688.03 688.30 688.57 688.84 689.19 689.46 689.93 690.23 690.54 690.87 691.22 691.56 691.91 692.25 692.60 692.94
687.30 687.57 687.84 688.11 688.38 688.65 688.92 689.19 689.46 689.73 690.01 690.31 690.62 690.95 691.30 691.64 691.99 692.33 692.68 693.02 693.35
687.54 687.81 688.08 688.35 688.62 688.89 689.16 689.43 689.70 689.97 690.25 690.55 690.86 691.19 691.54 691.88 692.23 692.57 692.92 693.26 693.59
74+00 75+00 76+00 77+00 78+00

STH 32/LAKE DRIVE

687.30 687.57 687.84 688.11 688.38 688.65 688.92 689.19 689.46 689.73 690.01 690.31 690.62 690.95 691.36 691.76 692.17 692.57 692.98 693.38 693.77
687.06 687.33 687.60 687.87 688.14 688.41 688.68 688.95 689.22 689.49 689.77 690.07 690.38 690.71 691.12 691.52 691.93 692.33 692.74 693.14 693.53

690.97 691.34 691.46 692.38 692.56
691.35 691.83 692.55 692.88
691.44
691.05 691.43 693.06
690.80 691.92 692.63 692.65
690.89 691.56 692.47

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 87	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021221-PG.DWG
LAYOUT NAME - PG9

PLOT DATE : 7/31/2024 1:37 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

STH 32 CROSS SLOPES			
STA	SB PAVEMENT	NB DRIVING LANE	NB BIKE/PARKING LANE
78+75.00	-2.00%	+1.50%	-2.00%
79+00.00	-2.00%	+2.00%	-2.00%
81+50.00	-2.00%	+2.00%	-2.00%
82+00.00	-2.00%	+2.00%	+2.00%
82+25.00	-2.00%	+2.00%	+2.00%
83+00.00	-2.00%	+2.00%	-2.00%
84+25.00	-2.00%	-0.50%	-2.00%

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.

3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.

N

MATCHLINE STA 84+25.00

MATCHLINE STA 78+75.00

59+00

BEGIN CONSTRUCTION
STA 59+32.22

R/L LAKE BLUFF BLVD

R/L STH 32/LAKE DRIVE

E LAKE BLUFF BLVD

13' 13'

693.67 693.41 693.48 693.63 693.71 693.61 693.49 693.46 693.54 693.69 693.89 693.84 694.09 694.13

EXISTING R/W

6"

12'

12'

14'

STH 32/LAKE DRIVE

693.54	693.62	693.84	694.00	694.18	694.26	694.38	694.30	694.43	694.51	694.63	694.55	694.68	694.76	694.90	694.82	694.99	695.07	695.26	695.18	695.40	695.48	695.72	695.64	695.91	695.99	696.29	696.21	696.52	696.60	696.83	696.91	697.14	697.22	697.45	697.53	697.73	697.81	698.07	698.31
693.86	694.08	694.24	694.37	694.50	694.62	694.75	694.87	695.00	695.14	695.31	695.50	695.72	695.96	696.23	696.53	696.84	697.15	697.46	697.77	698.05	698.25																	
79+00				80+00								81+00				82+00				83+00																84+00		
694.10	694.32	694.48	694.61	694.74	694.86	694.99	695.11	695.24	695.38	695.55	695.74	695.96	696.20	696.47	696.77	697.08	697.33	697.58	697.83	697.59	697.81	698.01																
693.86	694.08	694.24	694.37	694.50	694.62	694.75	694.87	695.00	695.14	695.31	695.74	696.20	696.44	696.55	696.69	696.84	697.09	697.34																				

695.52 695.52 695.98 695.73 696.06 695.91 695.61 695.61

EXISTING R/W EXISTING R/W EXISTING R/W EXISTING R/W

697.99

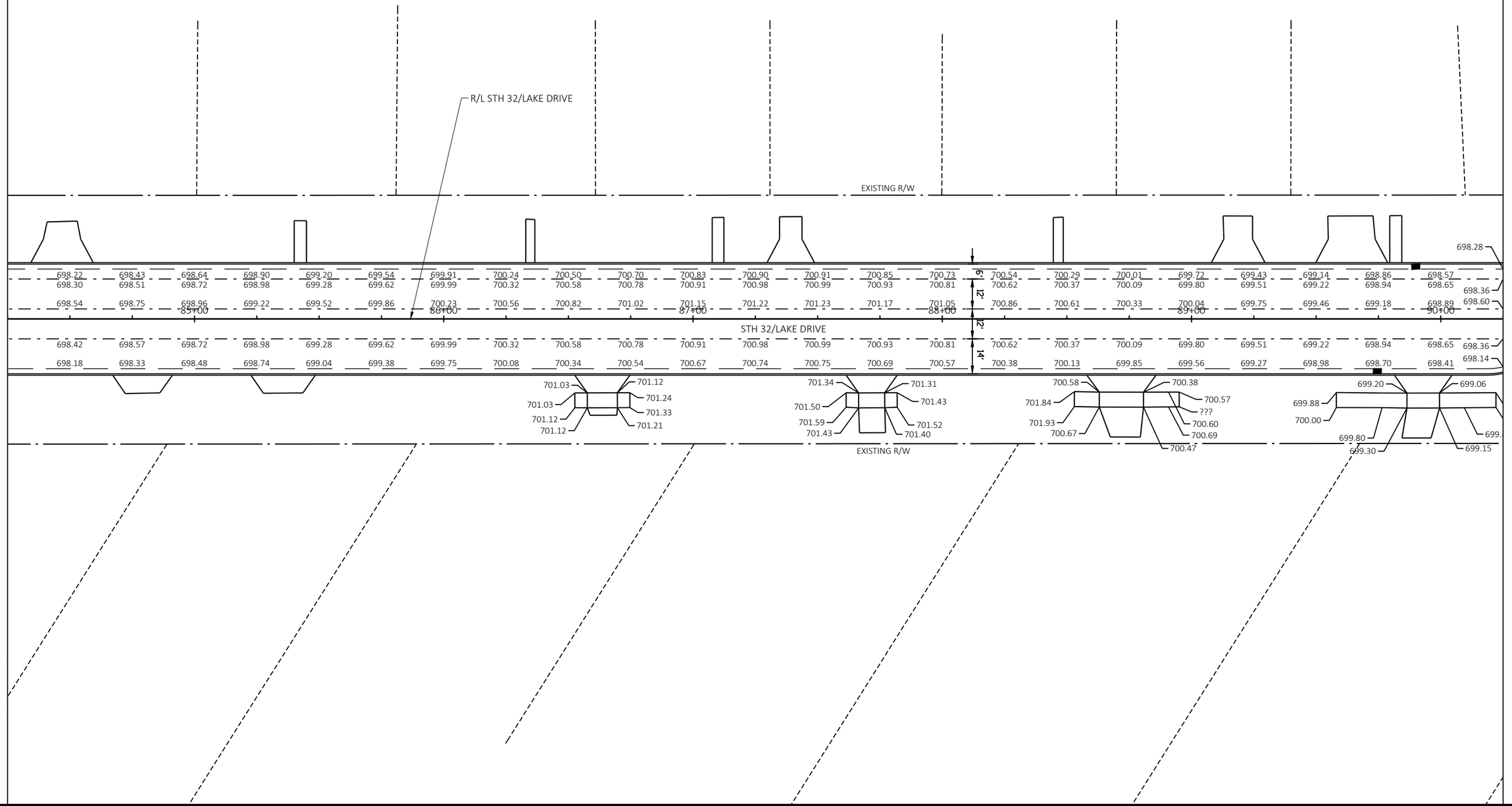
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 88	E

STH 32 CROSS SLOPES			
STA	SB PAVEMENT	NB DRIVING LANE	NB BIKE/PARKING LANE
84+25.00	-2.00%	-0.50%	-2.00%
85+00.00	-2.00%	-2.00%	-2.00%
90+25.00	-2.00%	-2.00%	-2.00%

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.

3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 89	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021221-PG.DWG
LAYOUT NAME - PG11

PLOT DATE : 7/31/2024 1:37 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

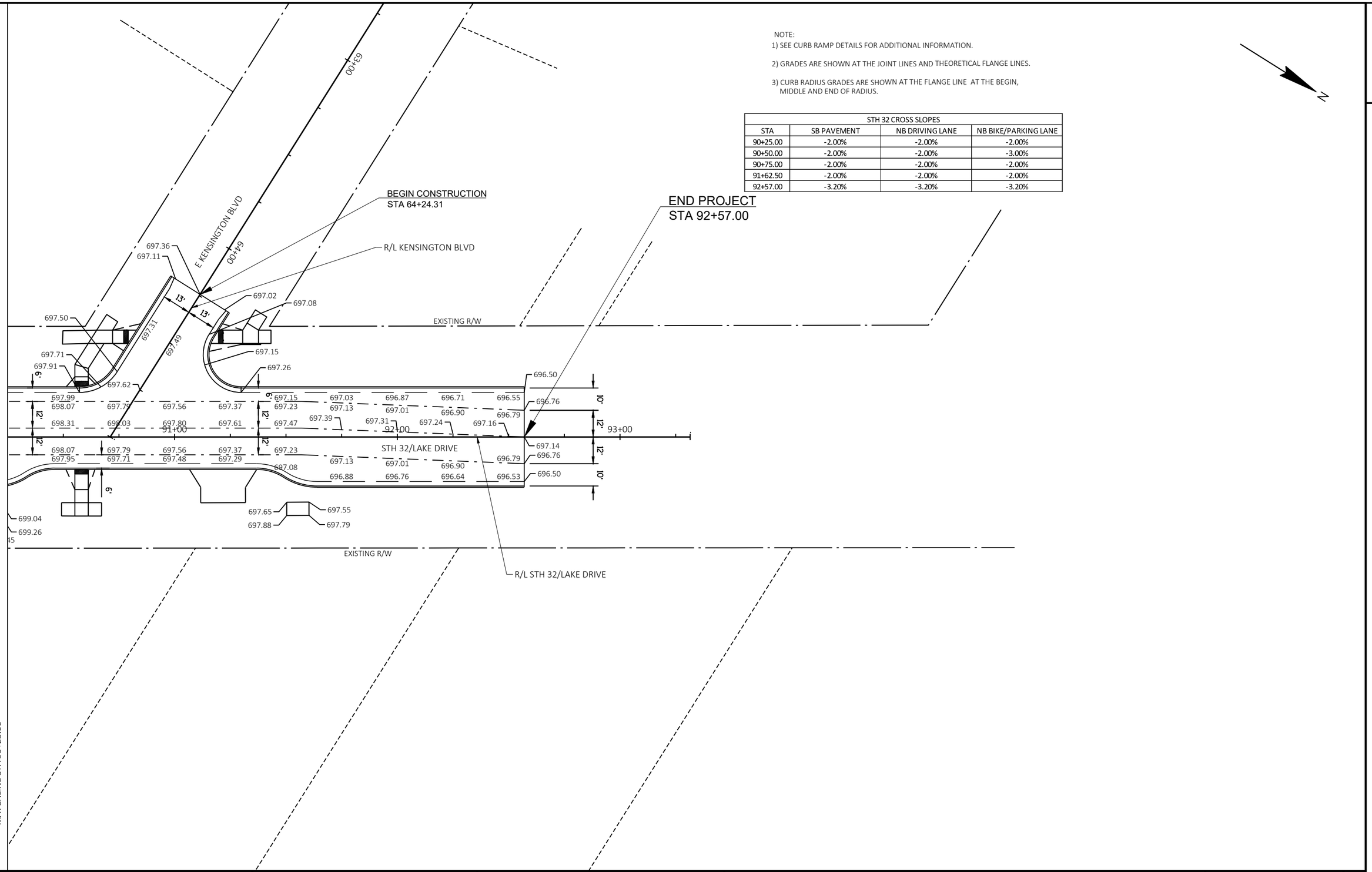
WISDOT/CADDS SHEET 42

NOTE:
1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2) GRADES ARE SHOWN AT THE JOINT LINES AND THEORETICAL FLANGE LINES.

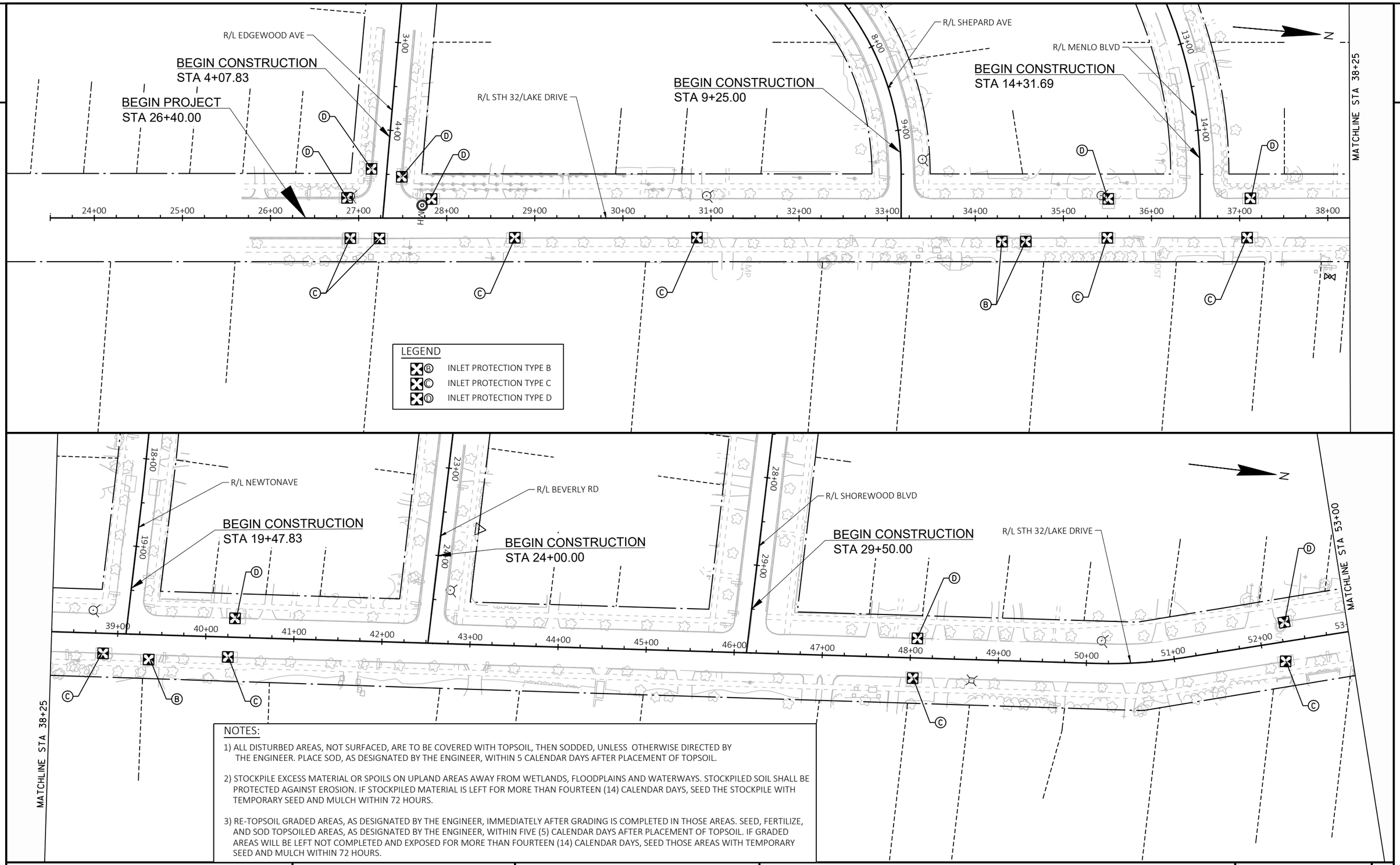
3) CURB RADIUS GRADES ARE SHOWN AT THE FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.

STH 32 CROSS SLOPES			
STA	SB PAVEMENT	NB DRIVING LANE	NB BIKE/PARKING LANE
90+25.00	-2.00%	-2.00%	-2.00%
90+50.00	-2.00%	-2.00%	-3.00%
90+75.00	-2.00%	-2.00%	-2.00%
91+62.50	-2.00%	-2.00%	-2.00%
92+57.00	-3.20%	-3.20%	-3.20%



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 90	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\021221-PG.DWG
LAYOUT NAME - PG12
PLOT DATE : 7/31/2024 1:37 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



NOTES:

1) ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH TOPSOIL, THEN SODDED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PLACE SOD, AS DESIGNATED BY THE ENGINEER, WITHIN 5 CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.

2) 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.

3) RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED IN THOSE AREAS. SEED, FERTILIZE, AND SOD TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS WILL BE LEFT NOT COMPLETED AND EXPOSED FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH WITHIN 72 HOURS.

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	EROSION CONTROL - EXISTING	SHEET 91	E

2

2

R/L CAPITOL DR

BEGIN CONSTRUCTION
STA 34.00.00

R/L STH 32/LAKE DRIVE

BEGIN CONSTRUCTION
STA 39+22.97

R/L JARVIS ST

MATCHLINE STA 53+00

MATCHLINE STA 67+75

LEGEND

- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

NOTES:

1) ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH TOPSOIL, THEN SODDED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PLACE SOD, AS DESIGNATED BY THE ENGINEER, WITHIN 5 CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.

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R/L WOOD PL

BEGIN CONSTRUCTION
STA 44+29.89

R/L OLIVE ST

BEGIN CONSTRUCTION
STA 49+32.38

R/L STH 32/LAKE DRIVE

R/L MARION ST

BEGIN CONSTRUCTION
STA 54+43.15

R/L LAKE BLUFF BLVD

BEGIN CONSTRUCTION
STA 59+32.22

MATCHLINE STA 67+75

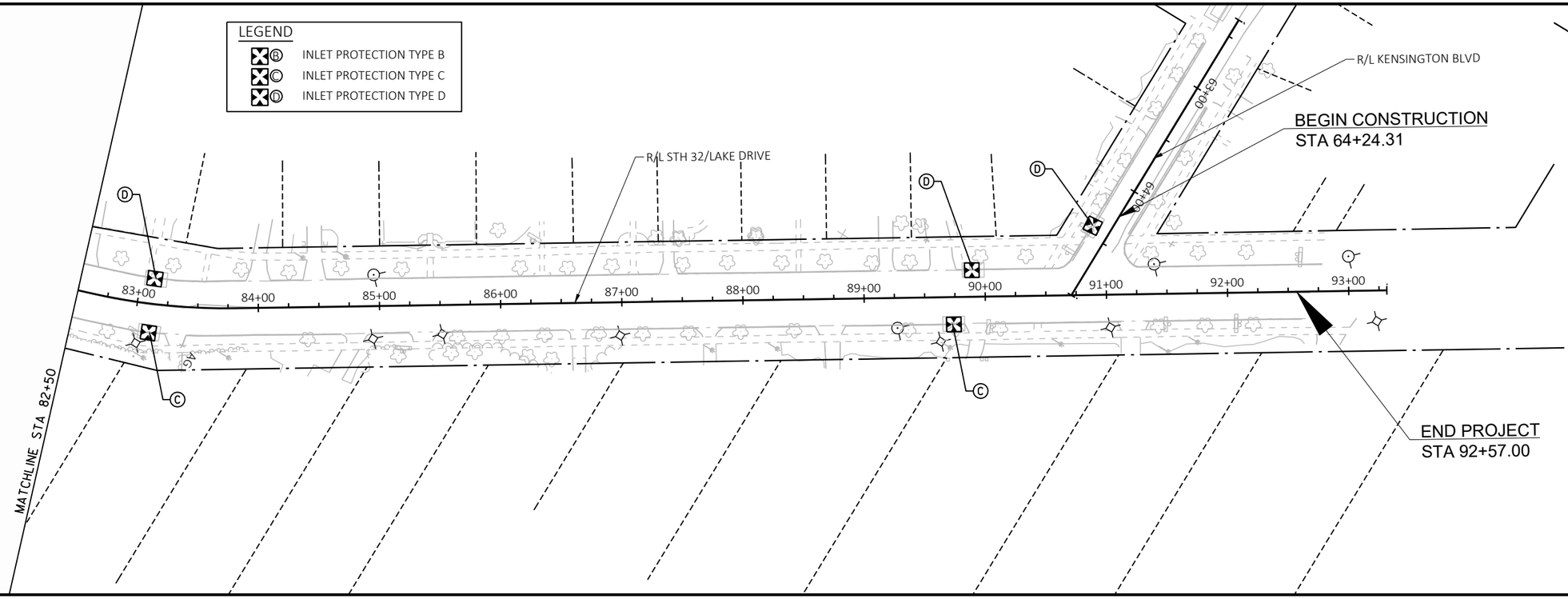
MATCHLINE STA 82+50

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	EROSION CONTROL - EXISTING	SHEET 92	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022001-EC-STG 1.DWG
LAYOUT NAME - EC2

PLOT DATE : 8/1/2024 8:00 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



NOTES:

1) ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH TOPSOIL, THEN SODDED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PLACE SOD, AS DESIGNATED BY THE ENGINEER, WITHIN 5 CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.

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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	EROSION CONTROL - EXISTING	SHEET 93	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022001-EC-STG 1.DWG
LAYOUT NAME - EC3
PLOT DATE : 8/1/2024 8:00 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

R/L EDGEWOOD AVE

BEGIN CONSTRUCTION
STA 4+07.83

BEGIN PROJECT
STA 26+40.00

SOD LAWN

R/L STH 32/LAKE DRIVE

BEGIN CONSTRUCTION
STA 9+25.00

SLOPE INTERCEPT (TYP)

R/L SHEPARD AVE

R/L MENLO BLVD

BEGIN CONSTRUCTION
STA 14+31.69

N

3+00 4+00 8+00 9+00 13+00 14+00

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

SLOPE INTERCEPT (TYP)

LEGEND

- SOD LAWN
- SLOPE INTERCEPT
- INLET PROTECTION TYPE D

18+00 19+00 23+00 24+00 28+00 29+00

R/L NEWTONAVE

BEGIN CONSTRUCTION
STA 19+47.83

R/L BEVERLY RD

BEGIN CONSTRUCTION
STA 24+00.00

SLOPE INTERCEPT (TYP)

R/L SHOREWOOD BLVD

BEGIN CONSTRUCTION
STA 29+50.00

R/L STH 32/LAKE DRIVE

N

39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00

MATCHLINE STA 38+25

MATCHLINE STA 53+00

SLOPE INTERCEPT (TYP)

NOTES:

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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	EROSION CONTROL - PROPOSED	SHEET 94	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022001-EC-STG 2.DWG
LAYOUT NAME - EC1
PLOT DATE : 8/1/2024 8:01 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

R/L CAPITOL DR

BEGIN CONSTRUCTION
STA 34.00.00

33+00

34+00

SLOPE INTERCEPT (TYP)

54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00

SS

R/L STH 32/LAKE DRIVE

SLOPE INTERCEPT (TYP)

R/L JARVIS ST

BEGIN CONSTRUCTION
STA 39+22.97

38+00

39+00

MATCHLINE STA 53+00

MATCHLINE STA 67+75

N

LEGEND

SOD LAWN

SLOPE INTERCEPT

INLET PROTECTION TYPE D

43+00 44+00 48+00 49+00 53+00 54+00 58+00 59+00

R/L WOOD PL

BEGIN CONSTRUCTION
STA 44+29.89

R/L OLIVE ST

BEGIN CONSTRUCTION
STA 49+32.38

R/L STH 32/LAKE DRIVE

R/L MARION ST

BEGIN CONSTRUCTION
STA 54+43.15

SLOPE INTERCEPT (TYP)

R/L LAKE BLUFF BLVD

BEGIN CONSTRUCTION
STA 59+32.22

68+00 69+00 70+00 71+00 72+00 73+00 74+00 75+00 76+00 77+00 78+00 79+00 80+00 81+00 82+00

SLOPE INTERCEPT (TYP)

MATCHLINE STA 67+75

MATCHLINE STA 82+50

NOTES:

1) ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH TOPSOIL, THEN SODDED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PLACE SOD, AS DESIGNATED BY THE ENGINEER, WITHIN 5 CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.

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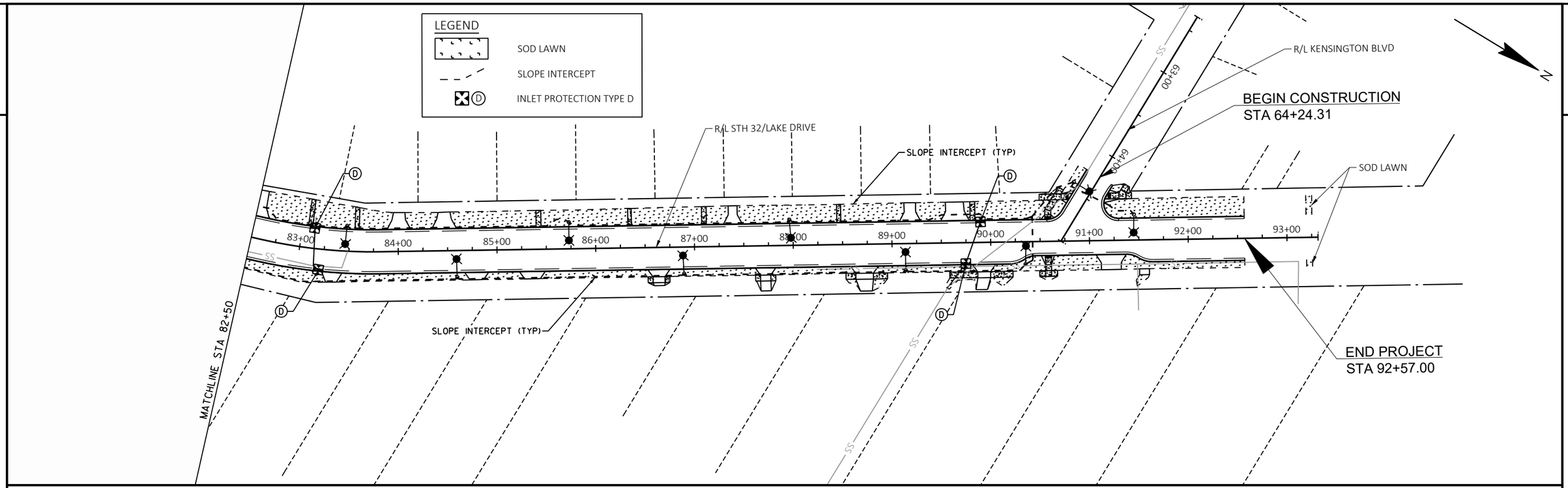
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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	EROSION CONTROL - PROPOSED	SHEET 95	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022001-EC-STG 2.DWG
LAYOUT NAME - EC2

PLOT DATE : 8/1/2024 8:01 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



NOTES:

1) ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH TOPSOIL, THEN SODDED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PLACE SOD, AS DESIGNATED BY THE ENGINEER, WITHIN 5 CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.

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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	EROSION CONTROL - PROPOSED	SHEET 96	E

GENERAL DRAINAGE NOTES

UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. LOCATIONS SHOWN ARE TAKEN FROM EXISTING RECORDS AND BEST INFORMATION AVAILABLE FROM EXISTING PLANS. IT IS EXPECTED THAT THERE MAY BE DISCREPANCIES AND OMISSIONS IN THE LOCATION OF UTILITIES AND STRUCTURES SHOWN. VERIFY ALL LOCATIONS IN THE FIELD.

COORDINATE WITH DIGGERS HOTLINE TO FIELD LOCATE UTILITIES. SHEETING SHALL NOT GO THROUGH UTILITIES. ANY UTILITIES DAMAGED DUE TO CONTRACTOR ACTIVITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE COMPLETE SATISFACTION OF THE UTILITY FACILITY.

VERIFY THE EXISTING DRAINAGE SYSTEM CONNECTION LOCATIONS AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO INSTALLING THE PROPOSED STORM SEWER.

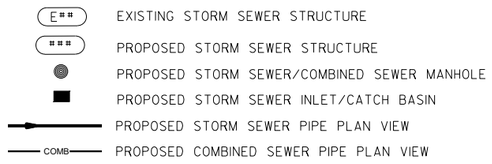
PROVIDE TEMPORARY POSITIVE DRAINAGE THROUGHOUT THE PROJECT DURING ALL PROJECT STAGES. PROVIDING TEMPORARY POSITIVE DRAINAGE IS INCIDENTAL TO CONSTRUCTION.

SUPPORTING UTILITIES DURING DRAINAGE CONSTRUCTION IS INCIDENTAL TO DRAINAGE PIPE AND/OR DRAINAGE STRUCTURE.

SEE REMOVAL PLANS FOR REMOVING AND ABANDONING COMBINED SEWER AND STORM SEWER.

SET CASTINGS IN CURB LINES SUCH THAT THE FLOW LINE OF THE CASTING IS AT OR BELOW THE NORMAL GUTTER ELEVATION.

STORM SEWER LEGEND



EXISTING STORM SEWER STRUCTURE

PROPOSED STORM SEWER STRUCTURE

PROPOSED STORM SEWER/COMBINED SEWER MANHOLE

PROPOSED STORM SEWER INLET/CATCH BASIN

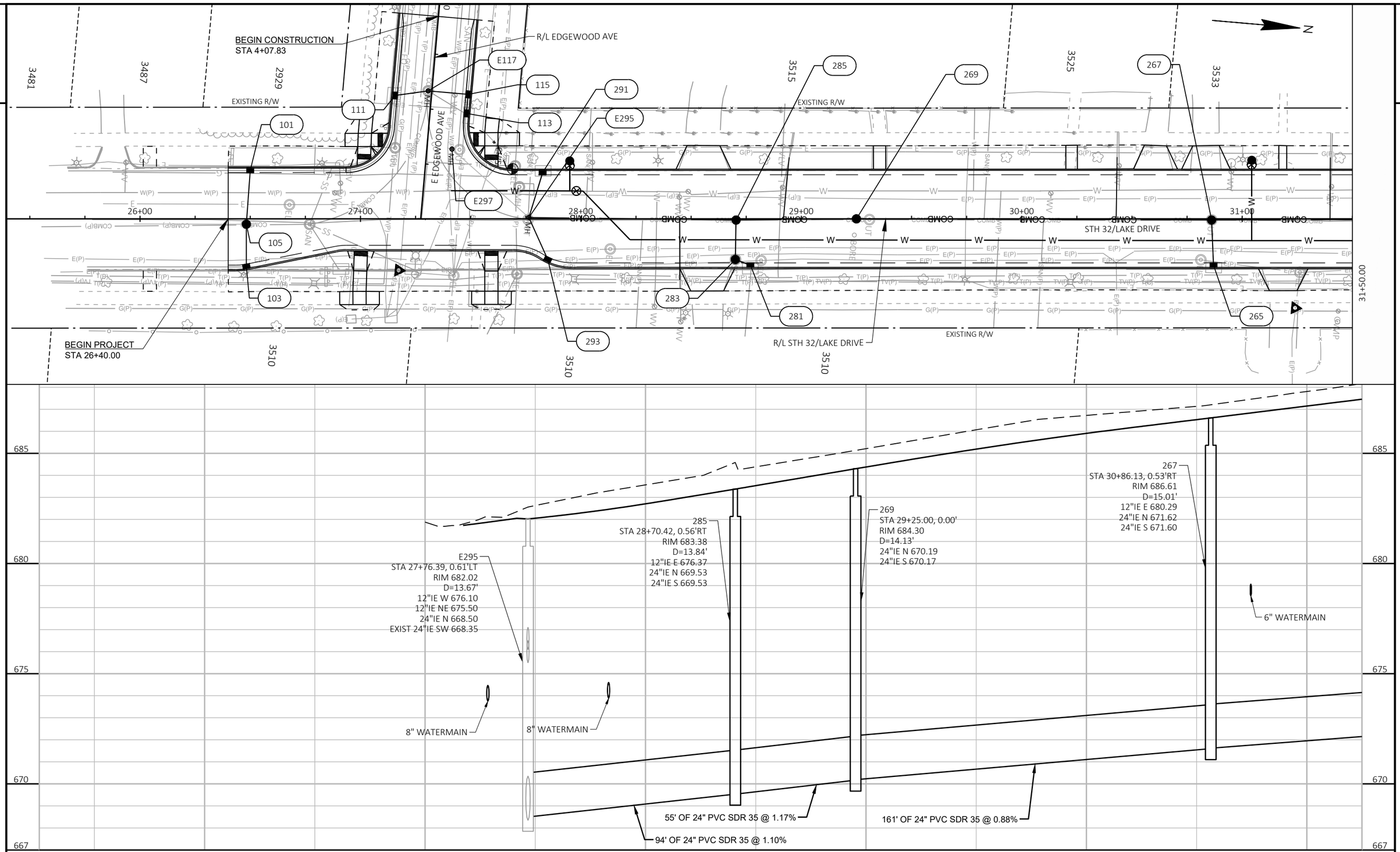
PROPOSED STORM SEWER PIPE PLAN VIEW

PROPOSED COMBINED SEWER PIPE PLAN VIEW

2

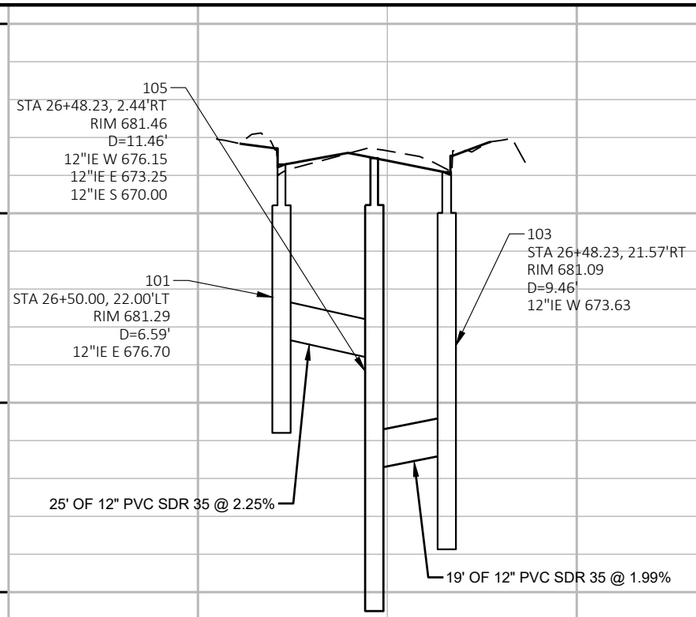
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	COMBINE SEWER/STORM SEWER LEGEND	SHEET 97	E

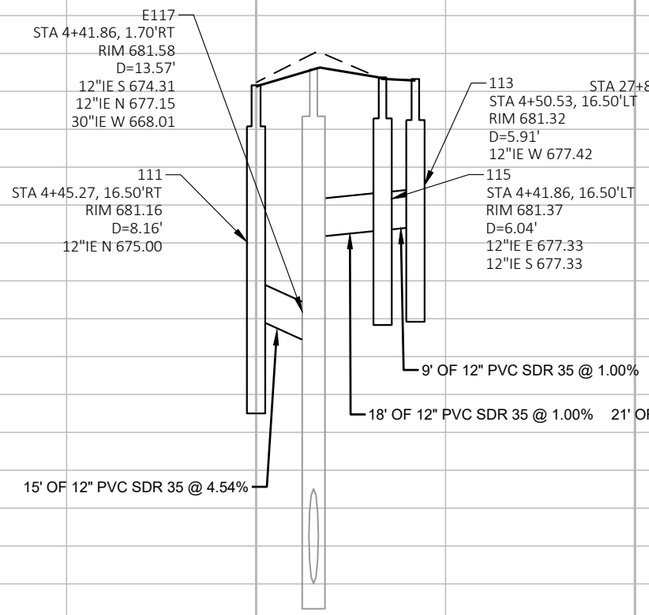
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022505-SS.DWG
LAYOUT NAME - SS_LEGEND
PLOT DATE : 7/31/2024 1:42 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

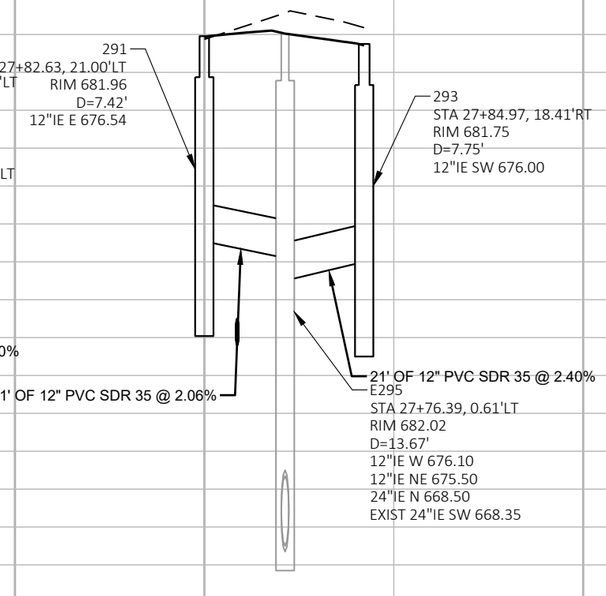


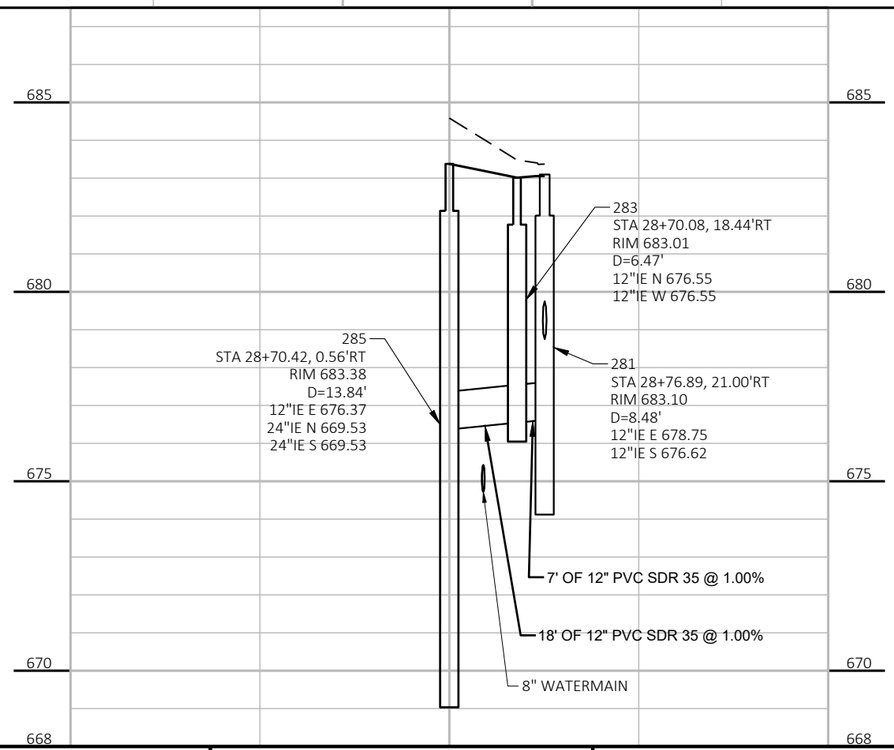
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	COMBINED SEWER PLAN AND PROFILE	SHEET 98	E

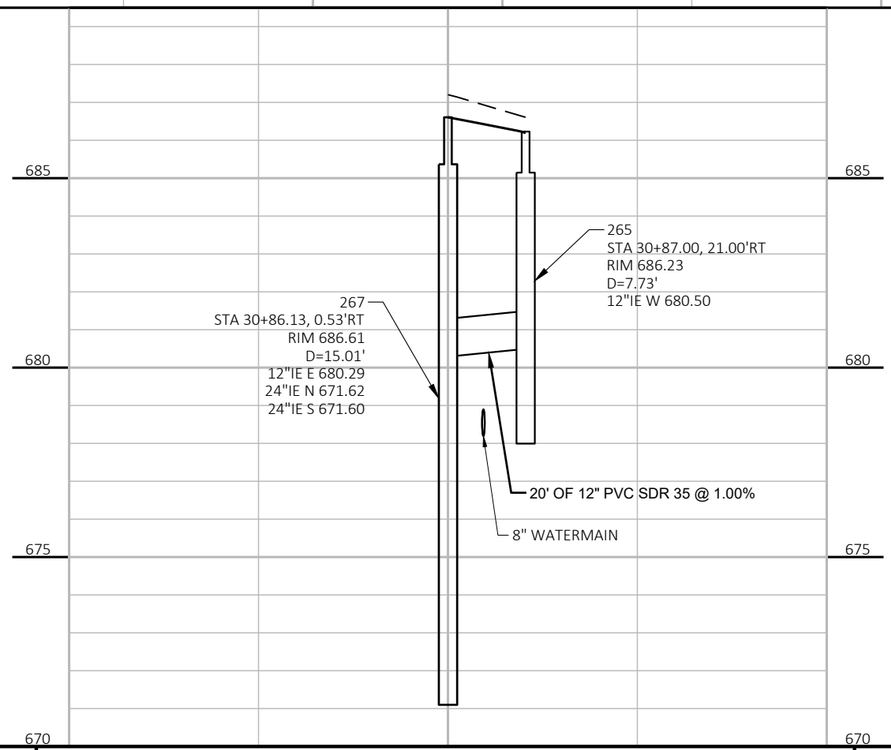
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023051-CS.DWG
LAYOUT NAME - CS25
PLOT DATE : 7/31/2024 1:43 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 41



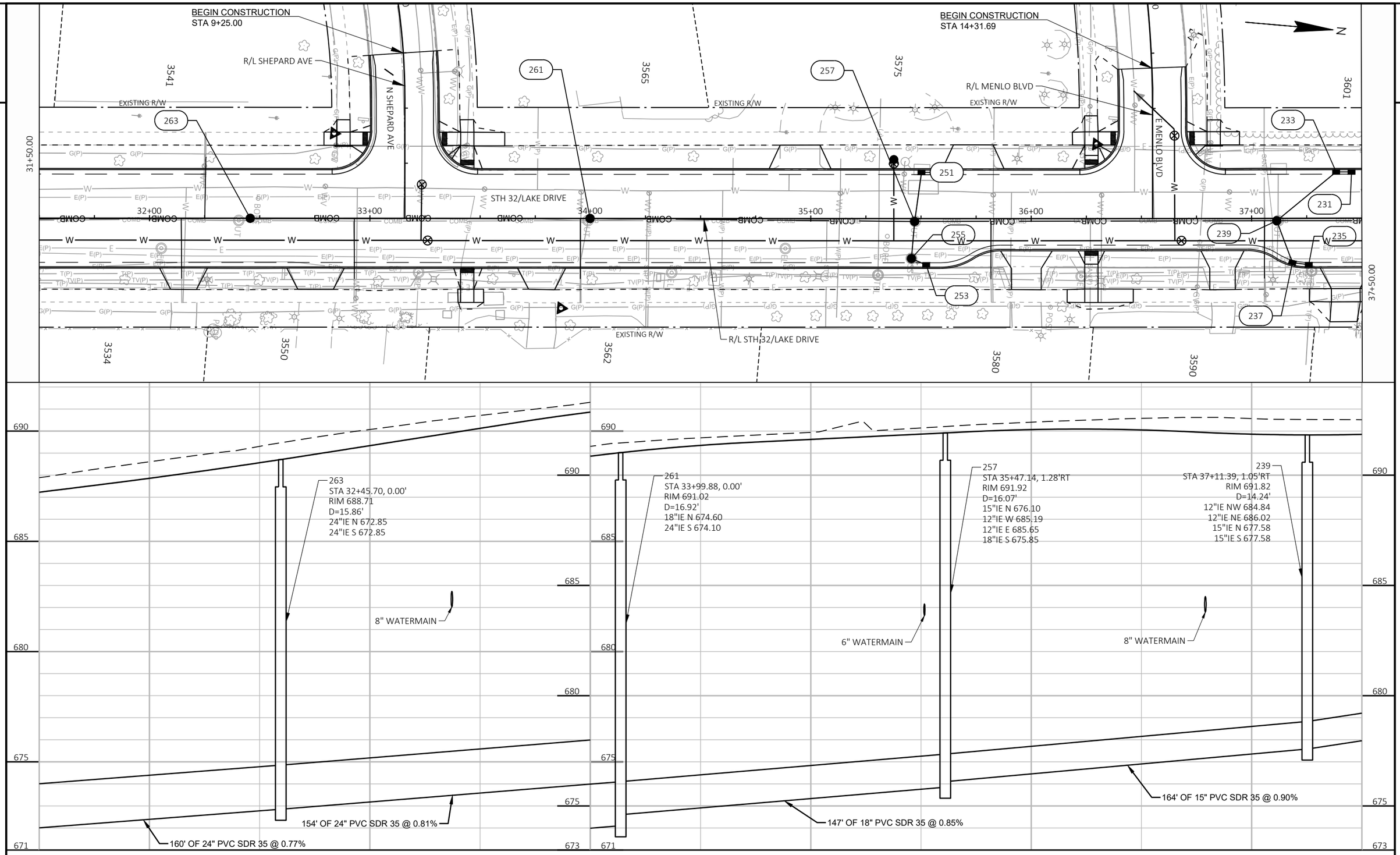








PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	COMBINED SEWER PLAN AND PROFILE	SHEET 99	E

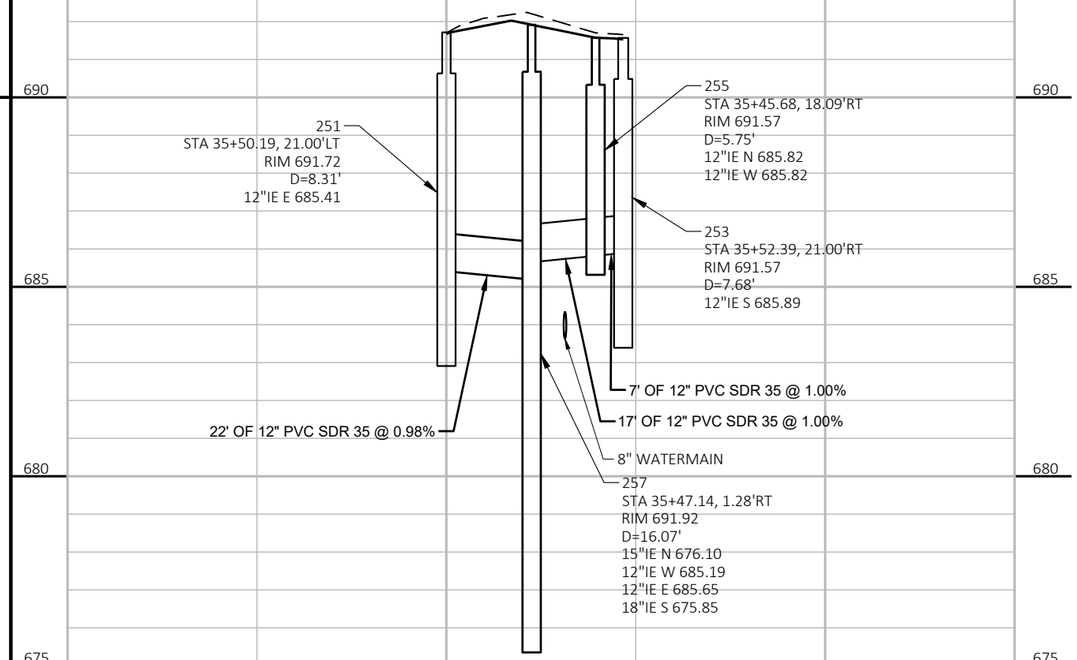


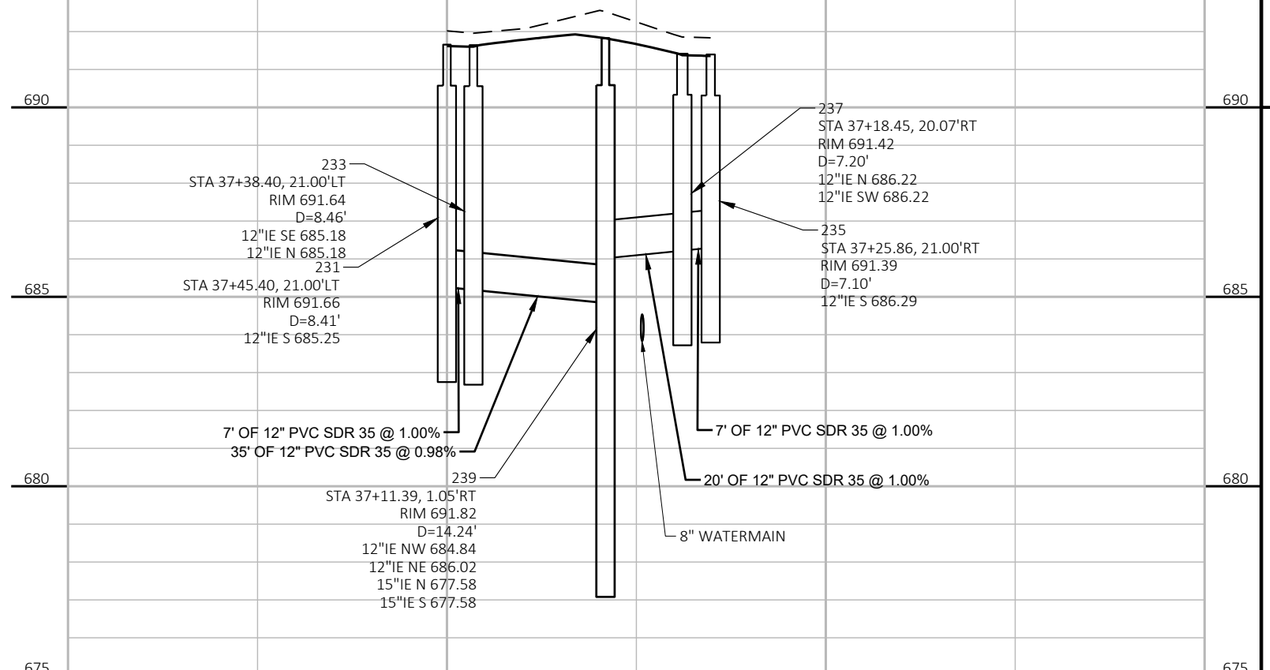
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	COMBINED SEWER PLAN AND PROFILE	SHEET 100	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023051-CS.DWG
LAYOUT NAME - CS26

PLOT DATE : 7/31/2024 1:44 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41





2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	COMBINED SEWER PLAN AND PROFILE	SHEET 101	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023051-CS.DWG
LAYOUT NAME - CS26-2
PLOT DATE : 7/31/2024 1:44 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 41

BEGIN CONSTRUCTION
STA 19+47.83

R/L NEWTON AVE

R/L STH 32/LAKE DRIVE

R/L BEVERLY RD

E NEWTON AVE

E BEVERLY RD

STH 32/LAKE DRIVE

EXISTING R/W

EXISTING R/W

EXISTING R/W

N

37+50.00

43+50.00

38+00

39+00

40+00

41+00

42+00

43+00

3600

3615

3618

3701

3704

3709

3715

3718

3725

3801

3804

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685

680

677

223
STA 38+76.63, 1.51'RT
RIM 692.50
D=12.40'
12"IE NE 686.48
15"IE N 680.20
15"IE S 680.10

219
STA 40+38.33, 2.10'RT
RIM 692.35
D=11.65'
12"IE E 686.26
12"IE W 685.59
15"IE N 680.70
15"IE S 680.70

205
STA 42+52.30, 0.00'LT
RIM 693.45
D=11.96'
15"IE N 681.49
15"IE S 681.49

6" WATERMAIN

8" WATERMAIN

8" WATERMAIN

165' OF 15" PVC SDR 35 @ 1.53%

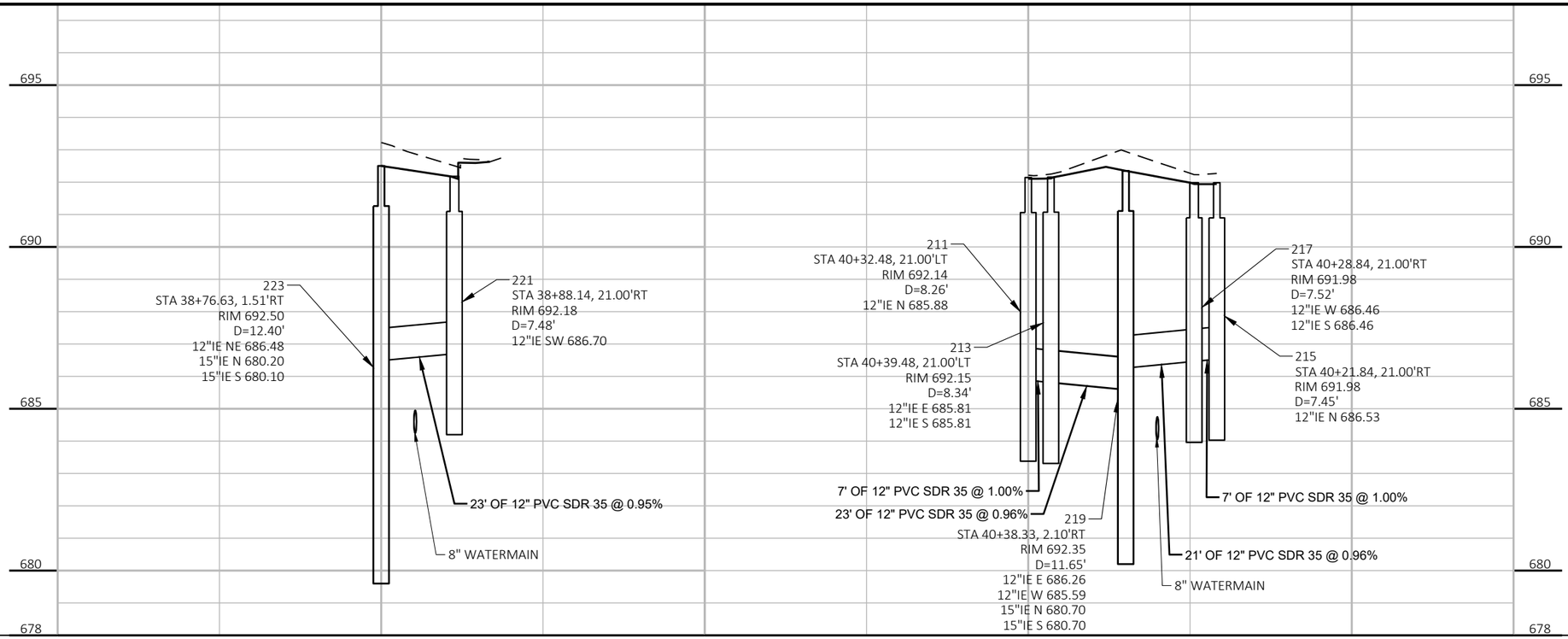
162' OF 15" PVC SDR 35 @ 0.31%

214' OF 15" PVC SDR 35 @ 0.37%

285' OF 15" PVC SDR 35 @ 0.37%

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	COMBINED SEWER PLAN AND PROFILE	SHEET 102	E

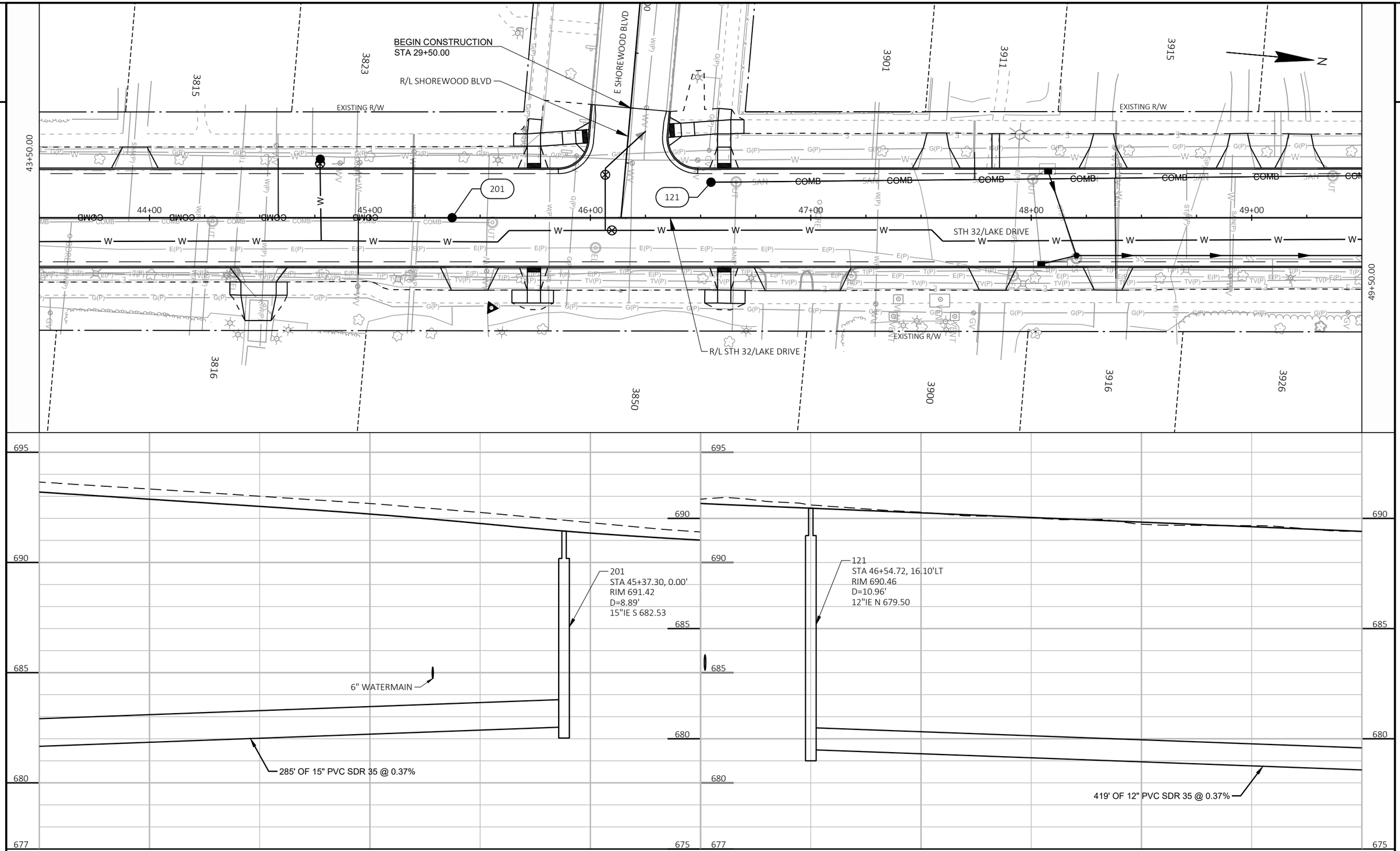
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LAYOUT NAME - CS27
PLOT DATE : 7/31/2024 1:44 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



2

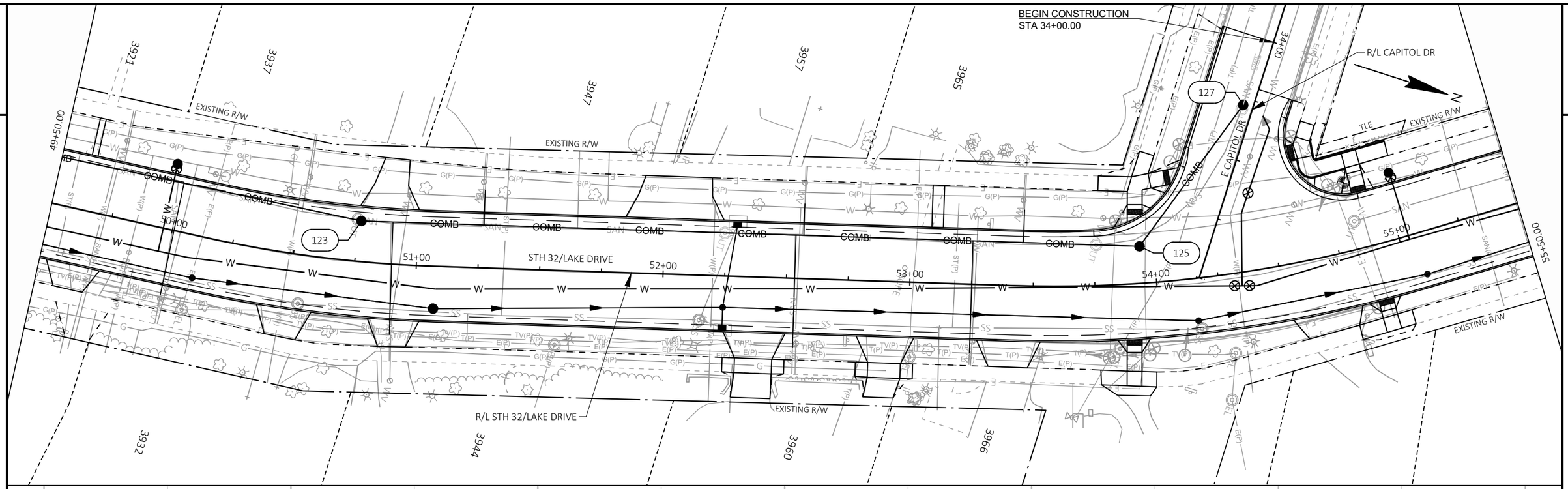
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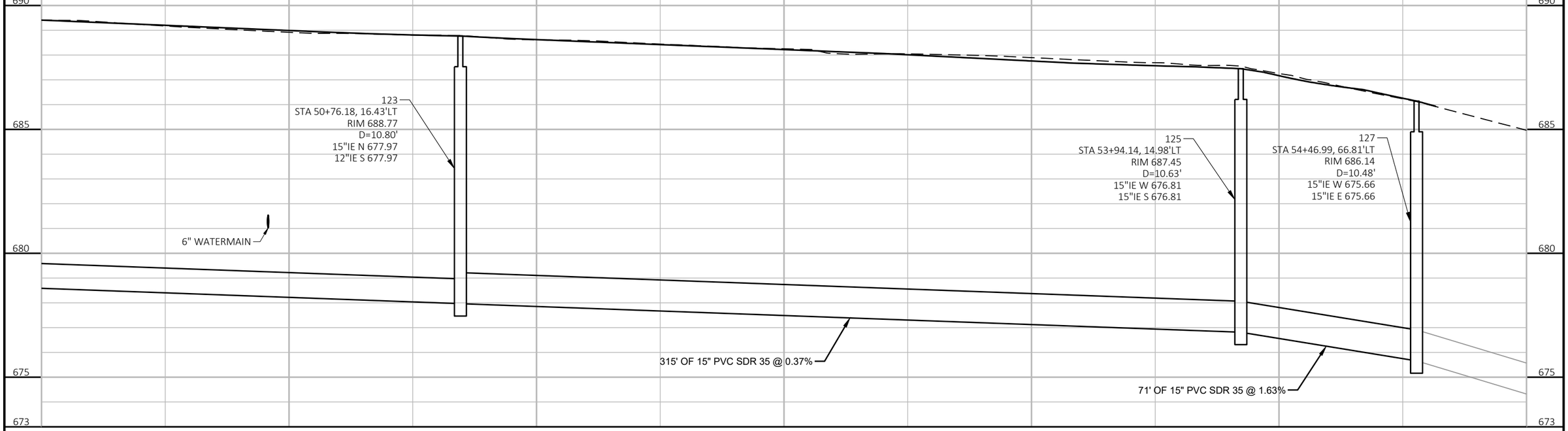
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LAYOUT NAME - CS27-2
PLOT DATE : 7/31/2024 1:44 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 41



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	COMBINED SEWER PLAN AND PROFILE	SHEET 104	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023051-CS.DWG
LAYOUT NAME - CS28
PLOT DATE : 7/31/2024 1:44 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



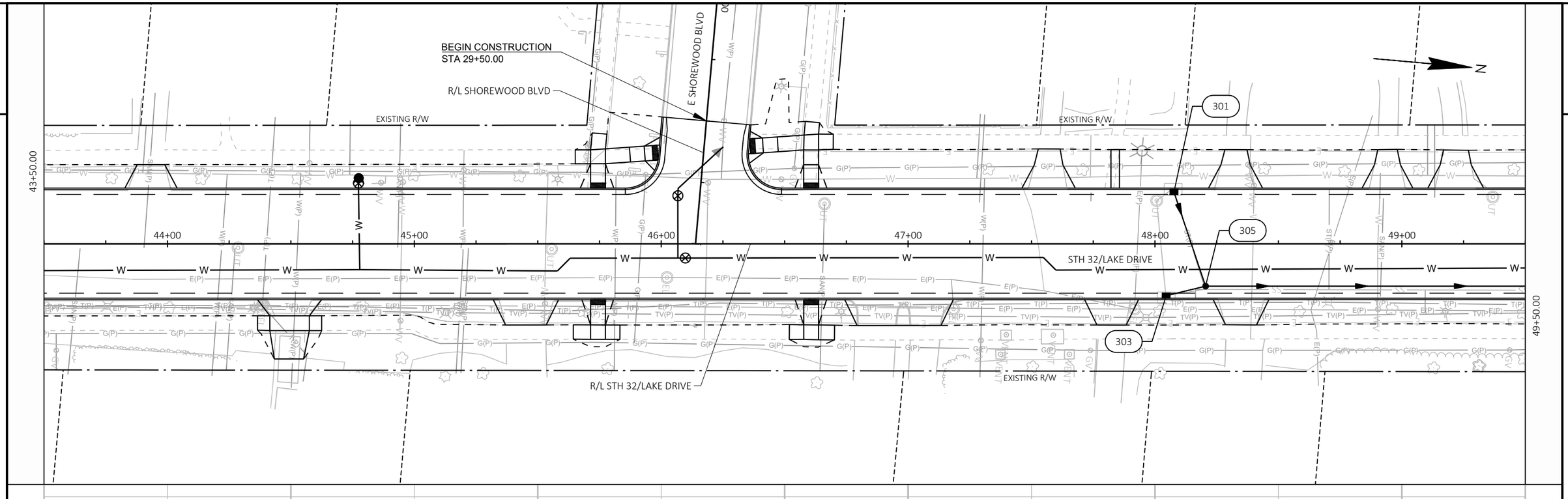


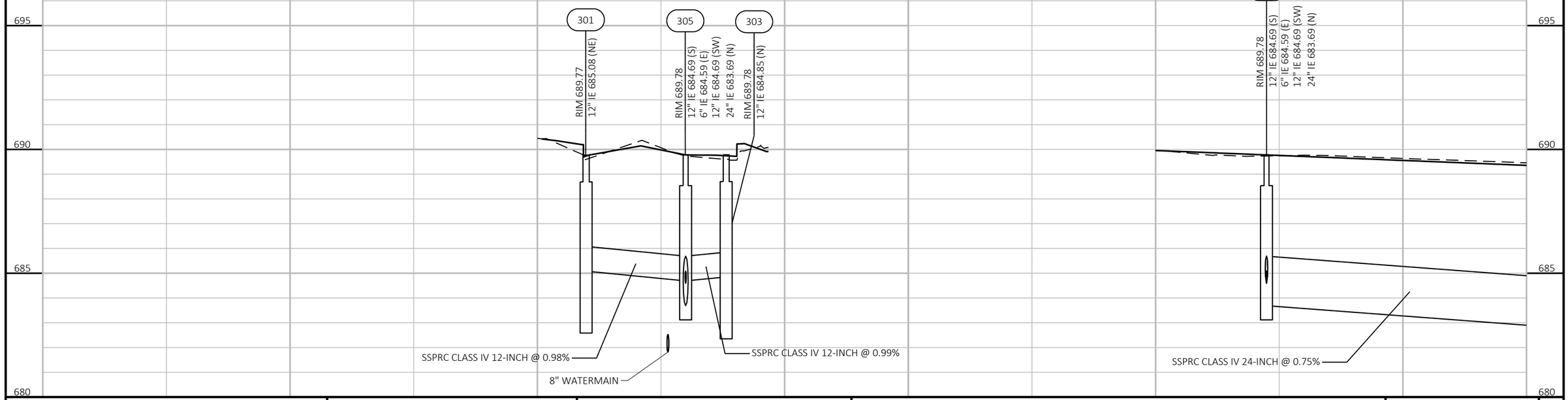
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FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023051-CS.DWG
LAYOUT NAME - CS29

PLOT DATE : 7/31/2024 1:45 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

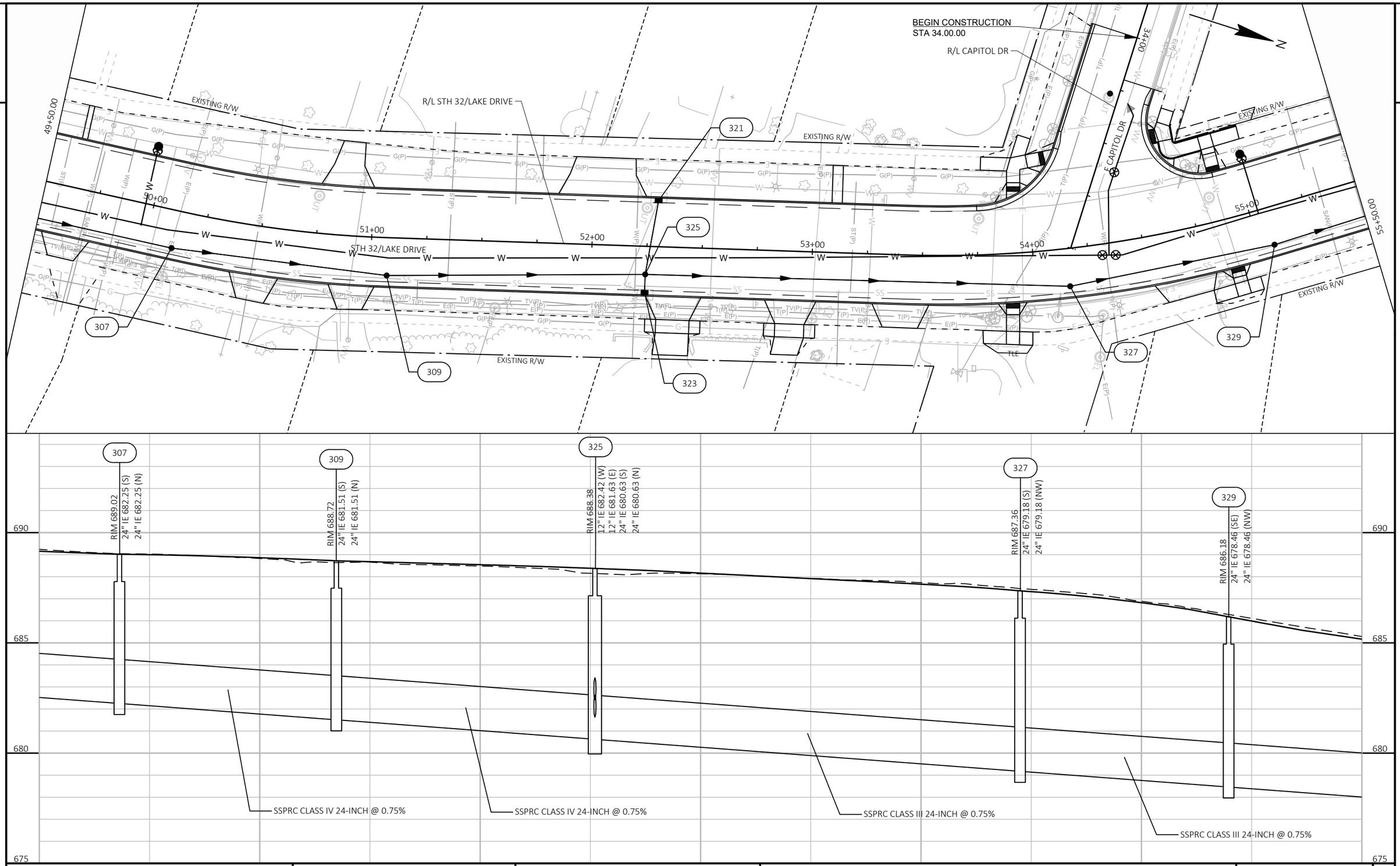




PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	STORM SEWER PLAN AND PROFILE	SHEET 106	E

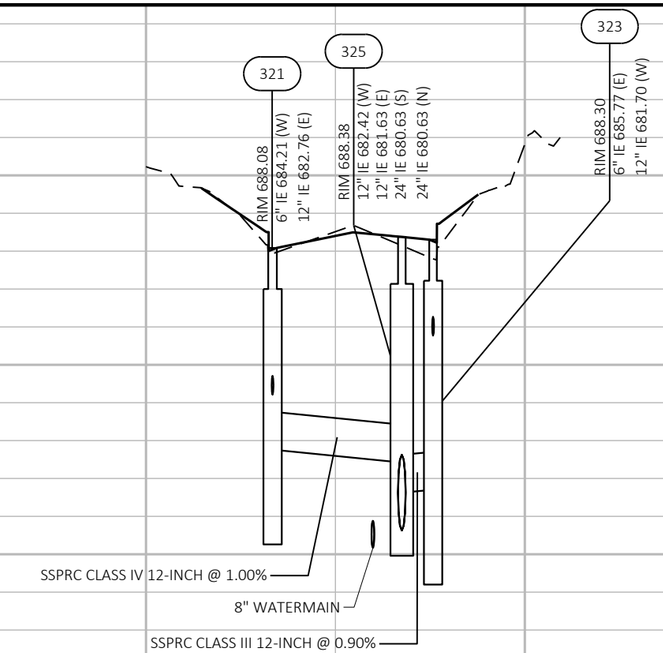
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LAYOUT NAME - SS28
PLOT DATE : 7/31/2024 1:46 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	STORM SEWER PLAN AND PROFILE	SHEET 107 E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022510-SS.DWG
LAYOUT NAME - SS29
PLOT DATE : 7/31/2024 1:46 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

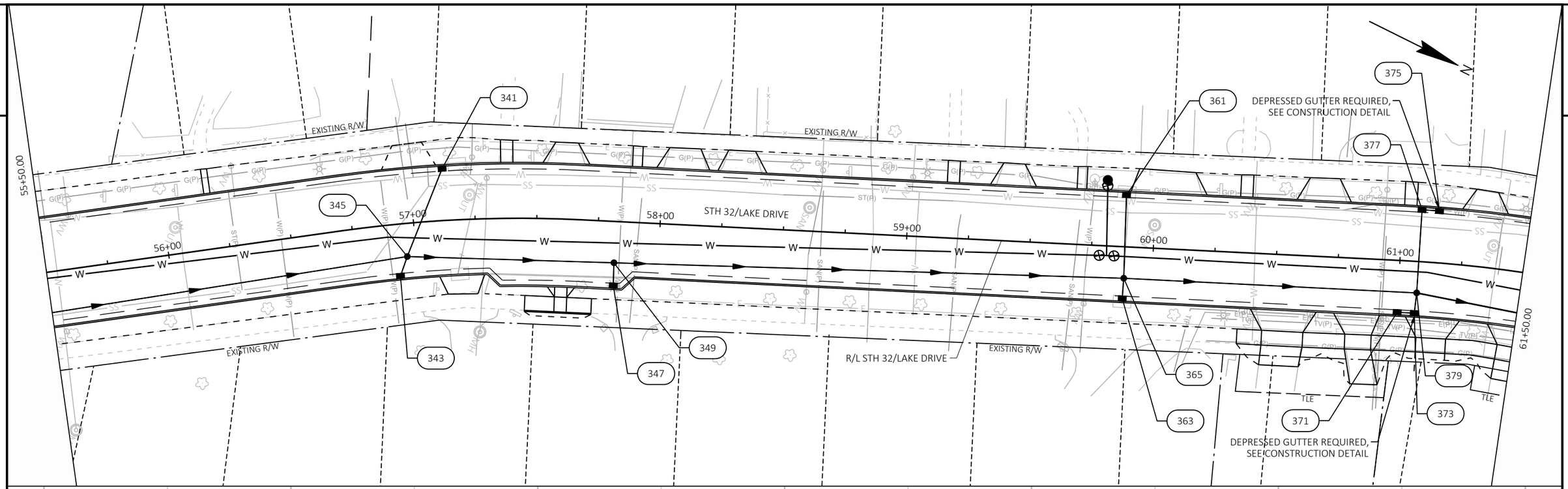


PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	STORM SEWER PLAN AND PROFILE	SHEET 108	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022510-SS.DWG
LAYOUT NAME - SS29-2

PLOT DATE : 7/31/2024 1:46 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########

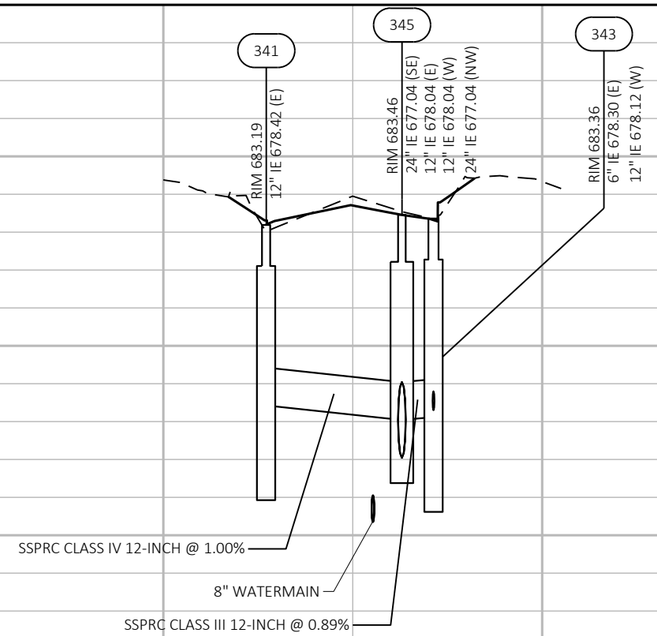
WISDOT/CADDS SHEET 41

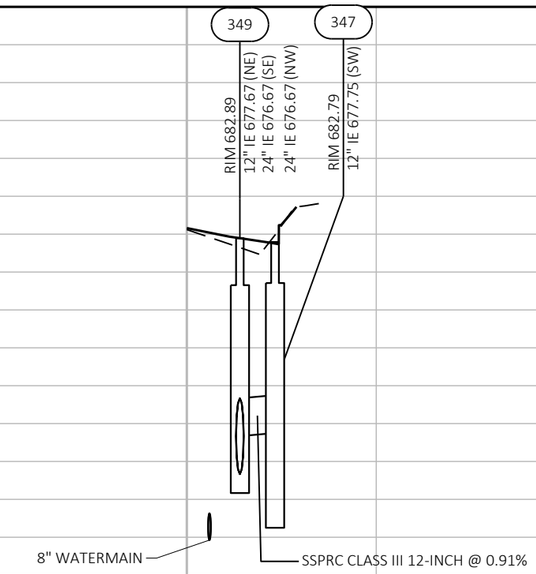


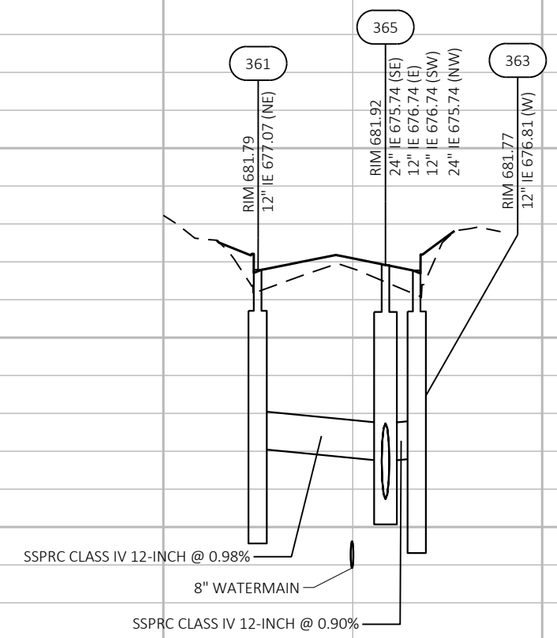
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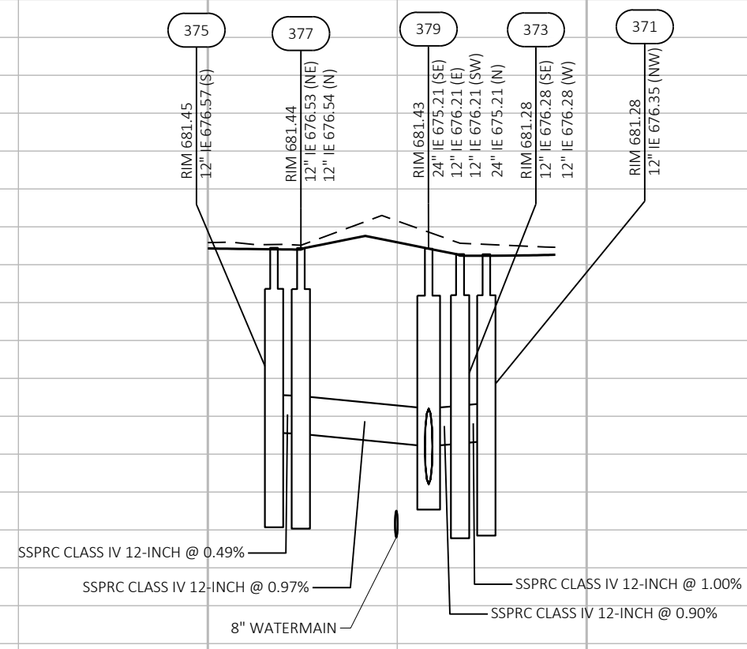
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LAYOUT NAME - SS30

PLOT DATE : 7/31/2024 1:46 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT









PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	STORM SEWER PLAN AND PROFILE	SHEET 110 E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022510-SS.DWG
LAYOUT NAME - SS30-2

PLOT DATE : 7/31/2024 1:46 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 41

2

2

BEGIN CONSTRUCTION
STA 39+22.97

R/L JARVIS ST

R/L STH 32/LAKE DRIVE

E. JARVIS ST

EXISTING R/W

EXISTING R/W

61+50.00

67+50.00

62+00

63+00

64+00

65+00

66+00

67+00

STH 32/LAKE DRIVE

EXISTING R/W

TLE

TLE

TLE

381

383

391

393

395

397

399

401

411

413

415

417

419

421

431

433

E465

381
RIM 681.57
24" IE 674.92 (S)
24" IE 674.92 (N)

383
RIM 681.19
24" IE 673.98 (S)
24" IE 673.98 (N)

397
RIM 681.13
12" IE 676.31 (SE)
12" IE 676.31 (SW)
24" IE 673.89 (NW)
24" IE 673.89 (S)

399
RIM 681.13
24" IE 673.74 (SE)
24" IE 673.74 (N)

401
RIM 681.13
24" IE 673.71 (S)
24" IE 673.71 (N)

415
RIM 681.25
24" IE 673.48 (S)
12" IE 676.32 (W)
6" IE 678.28 (E)
24" IE 673.48 (N)

417
RIM 681.49
24" IE 673.04 (S)
24" IE 673.04 (N)

421
RIM 681.57
24" IE 672.91 (S)
12" IE 676.00 (SE)
24" IE 672.91 (N)

431
RIM 682.20
24" IE 671.92 (S)
24" IE 671.92 (N)

433
RIM 682.21
24" IE 671.86 (S)
24" IE 671.86 (N)

685

680

675

670

SSPRC CLASS IV 24-INCH @ 0.45%

SSPRC CLASS IV 24-INCH @ 0.45%

SSPRC CLASS IV 24-INCH @ 0.45%

SSPRC CLASS IV 24-INCH @ 0.45%

SSPRC CLASS III 24-INCH @ 0.78%

SSPRC CLASS III 24-INCH @ 0.78%

SSPRC CLASS III 24-INCH @ 0.78%

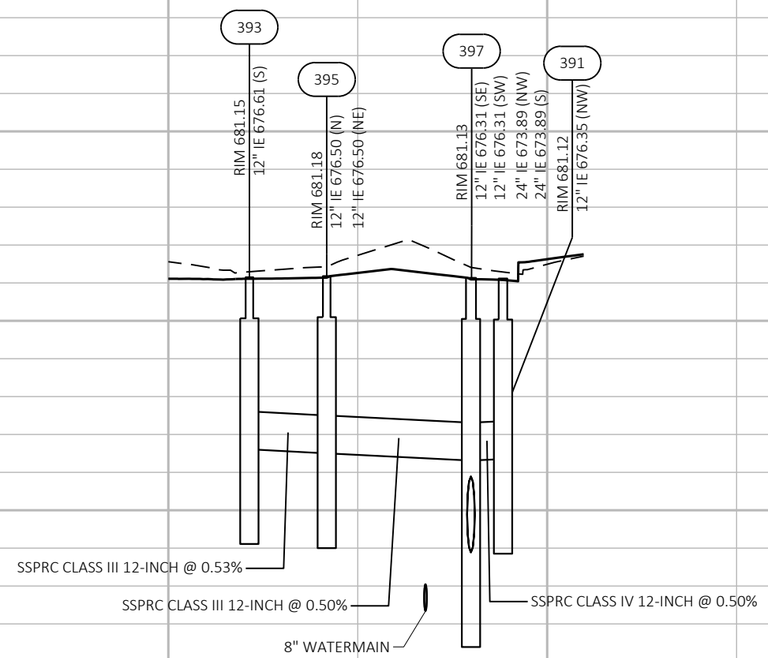
SSPRC CLASS III 24-INCH @ 0.78%

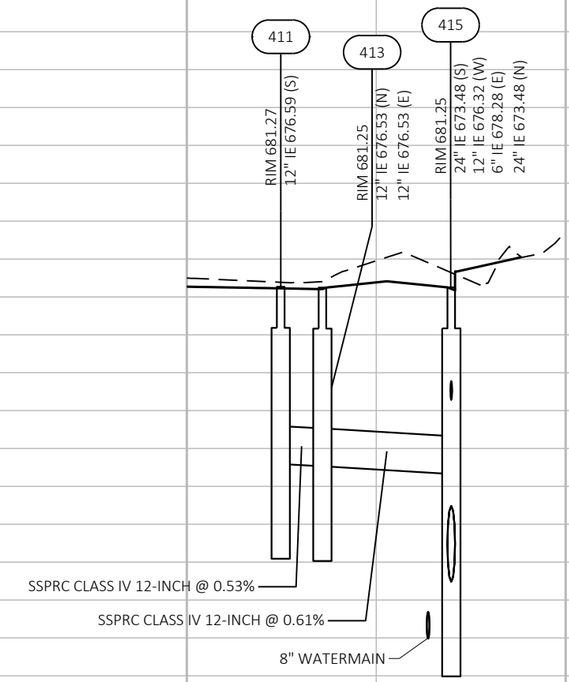
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	STORM SEWER PLAN AND PROFILE	SHEET 111	E

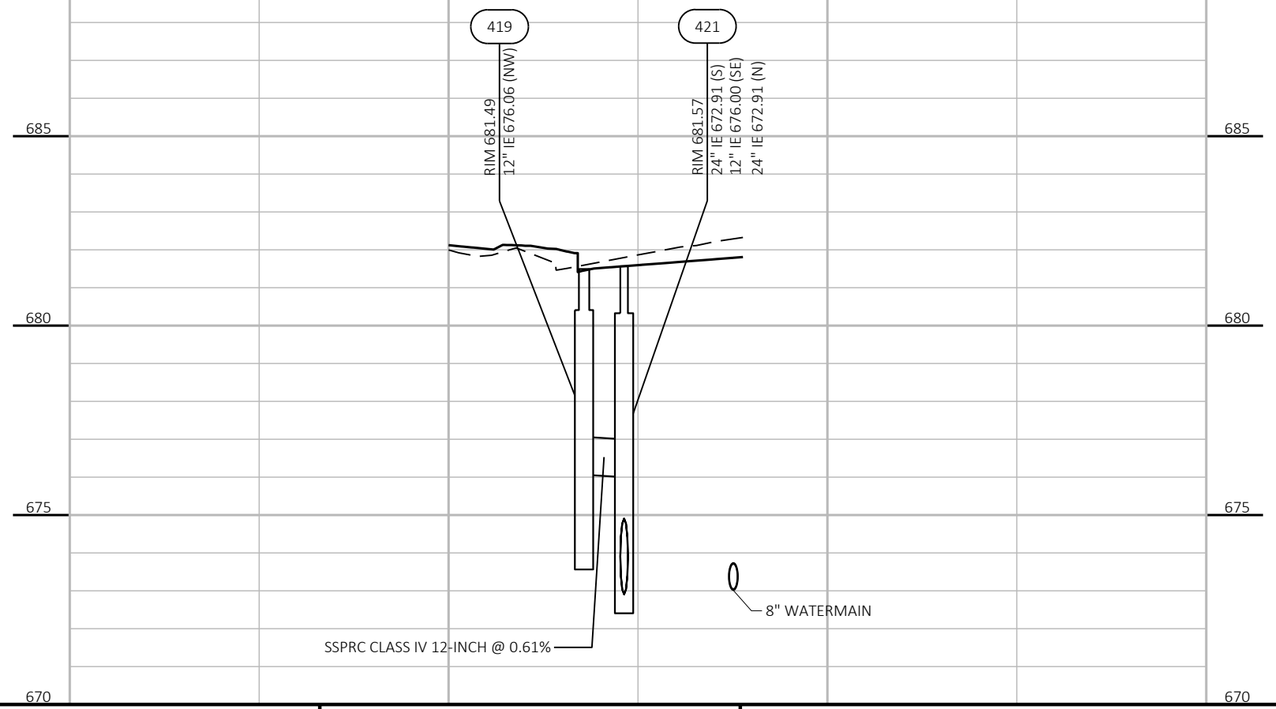
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022510-SS.DWG
LAYOUT NAME - SS31

PLOT DATE : 7/31/2024 1:47 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

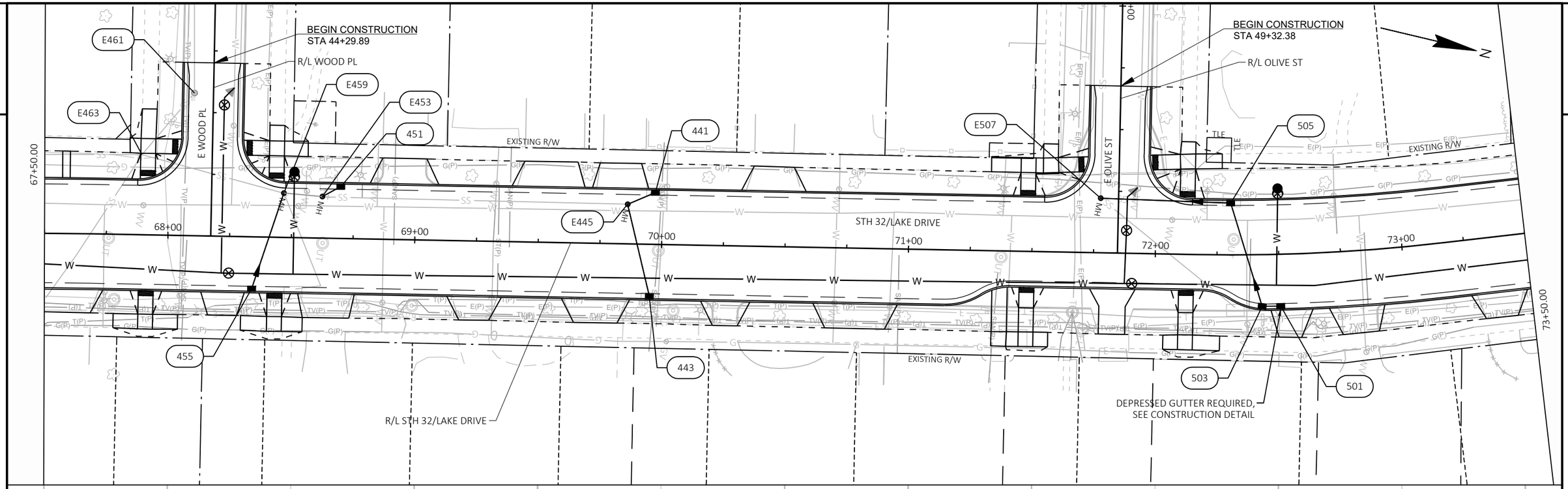


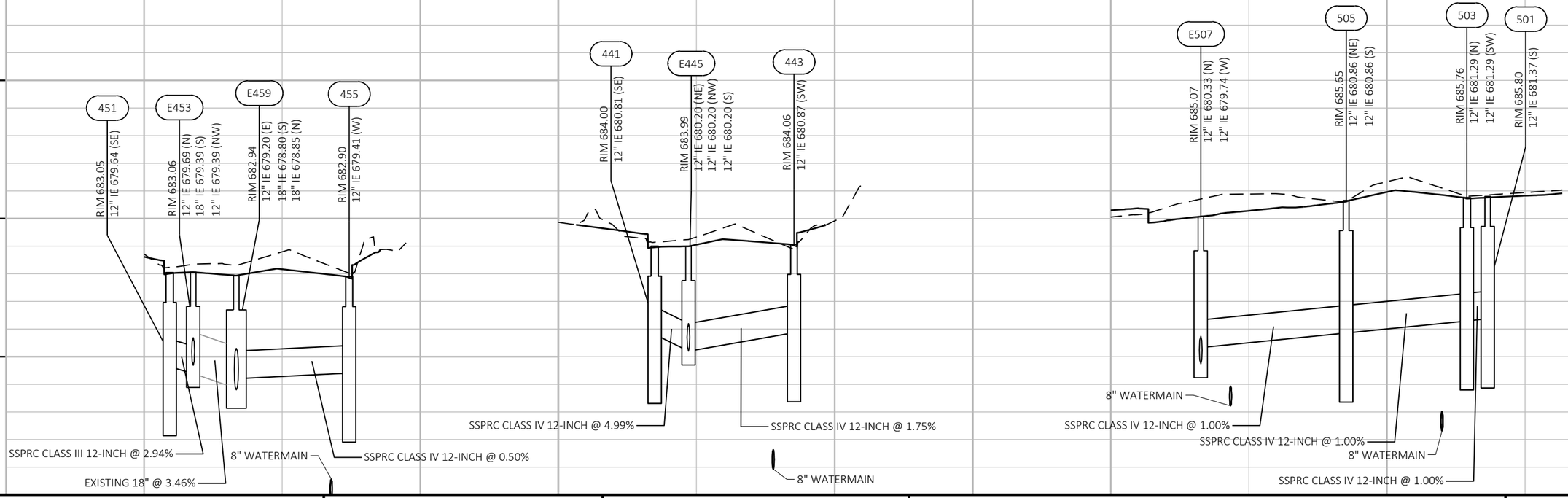




PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	STORM SEWER PLAN AND PROFILE	SHEET 112	E

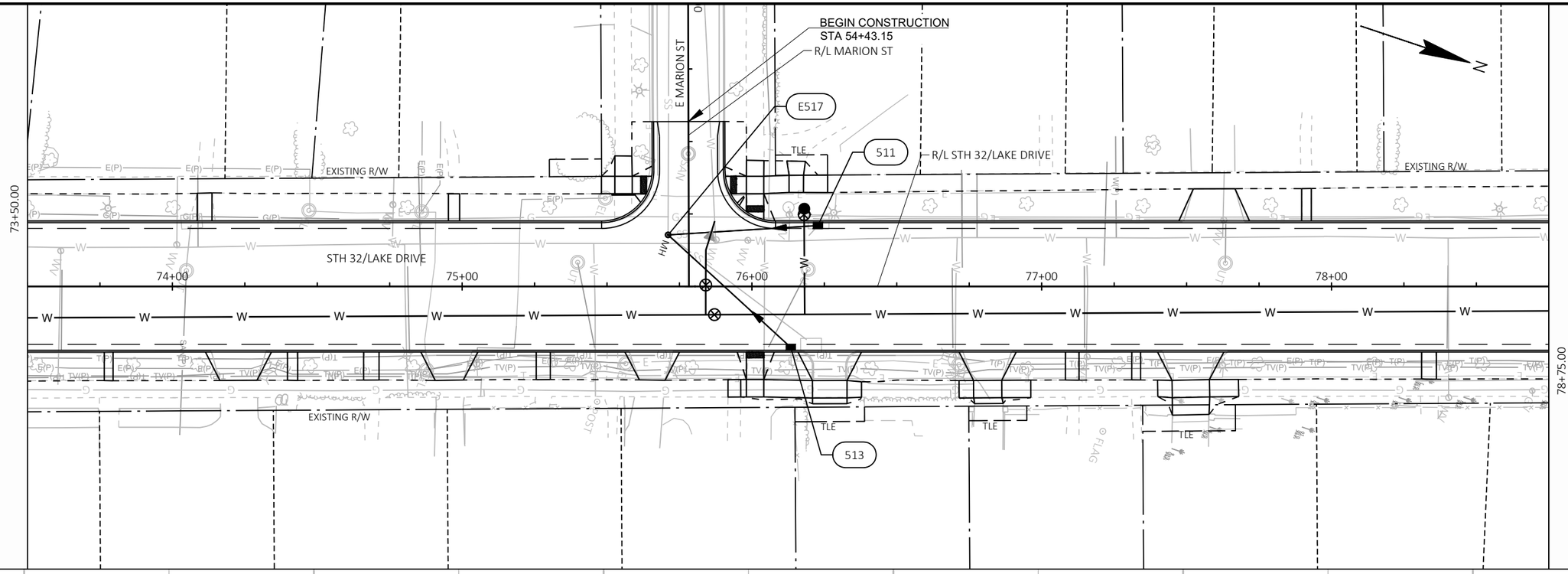
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LAYOUT NAME - SS31-2
PLOT DATE : 7/31/2024 1:47 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 41

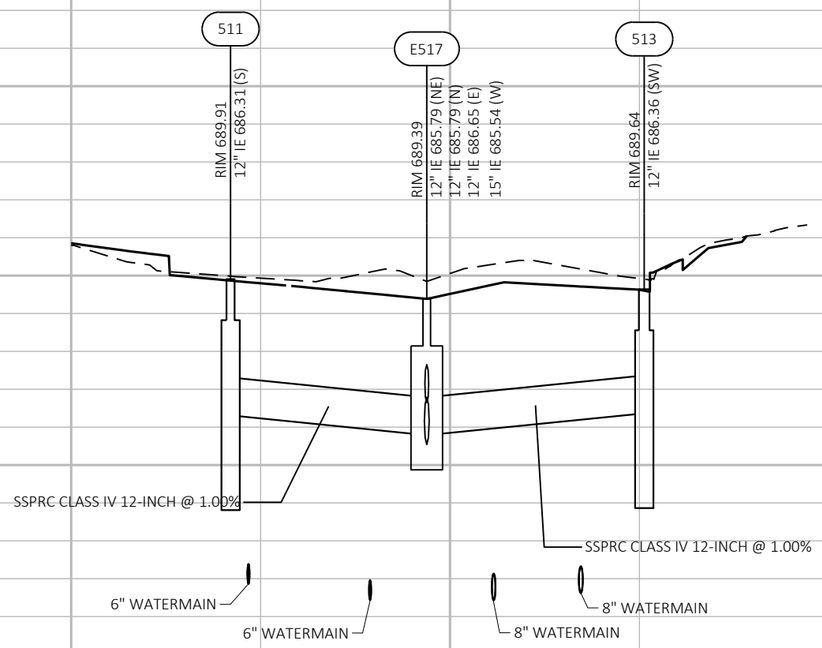




PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	STORM SEWER PLAN AND PROFILE	SHEET 113	E

2





PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	STORM SEWER PLAN AND PROFILE	SHEET 114	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022510-SS.DWG
LAYOUT NAME - SS33
PLOT DATE : 7/31/2024 1:47 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

BEGIN CONSTRUCTION
STA 59+32.22

R/L LAKE BLUFF BLVD

CAUTION — EXISTING WATER MAIN LOCATED BELOW STORM SEWER STRUCTURE

E549

E LAKE BLUFF BLVD

TLE

EXISTING R/W

78+75.00

543

79+00

80+00

81+00

82+00

83+00

84+00

E547

STH 32/LAKE DRIVE

E541

545

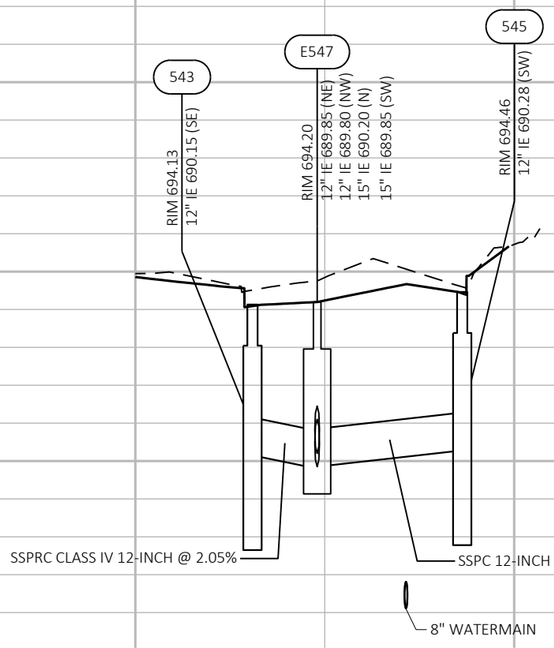
R/L STH 32/LAKE DRIVE

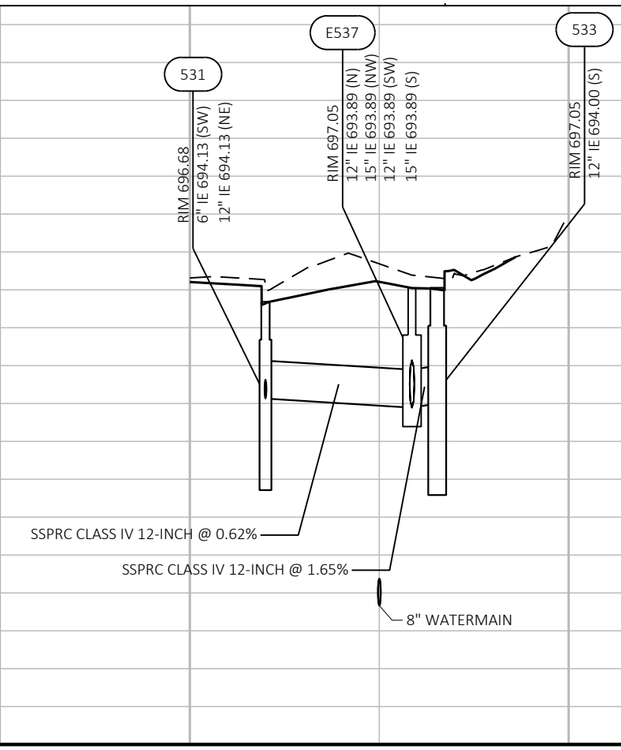
531

E535

533

E537





700
695
690
685

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	STORM SEWER PLAN AND PROFILE	SHEET 115	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022510-SS.DWG
LAYOUT NAME - SS34
PLOT DATE : 7/31/2024 1:47 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

84+25.00

90+25.00

EXISTING R/W

85+00 86+00 87+00 88+00 89+00 90+00

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

EXISTING R/W

553

555

E557

700 695 690 685

553
RIM 698.68
12" IE 693.42 (E)

555
RIM 698.70
12" IE 692.99 (W)
12" IE 692.99 (E)

E557
RIM 700.32
24" IE 656.71 (W)
12" IE 692.68 (W)
24" IE 656.71 (E)

SSPRC CLASS III 12-INCH @ 0.96%

8" WATERMAIN

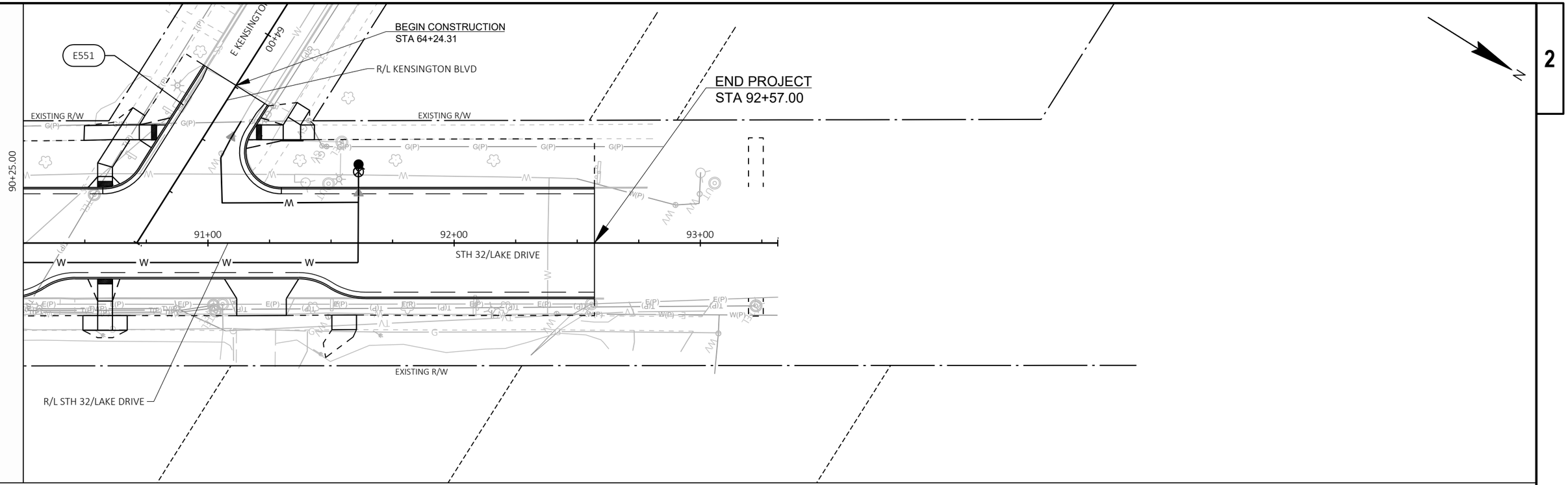
SSPRC CLASS III 12-INCH @ 1.04%

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	STORM SEWER PLAN AND PROFILE	SHEET 116	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022510-SS.DWG
LAYOUT NAME - SS35

PLOT DATE : 7/31/2024 1:48 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41



NO PROFILES THIS SHEET

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	STORM SEWER PLAN AND PROFILE	SHEET 117	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\022510-SS.DWG
LAYOUT NAME - SS36

PLOT DATE : 7/31/2024 1:48 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

WATERMAIN GENERAL NOTES

ALL CONSTRUCTION SHALL MEET STANDARDS IN THE CONTRACT DOCUMENTS, "WISCONSIN STANDARD SPECIFICATIONS FOR SEWER AND WATER" AND "DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION," LATEST EDITIONS AND AMENDMENTS.

CONTRACTOR SHALL SET BENCHMARKS AND STAKING NECESSARY TO ESTABLISH LINE AND GRADE FOR ALL WATERMAIN ITEMS INCIDENTAL TO THE WATERMAIN ITEMS.

NO TREES OF SHRUBS ARE TO BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER OR OWNER.

THE INFORMATION IN THIS PLAN SET REPRESENTS THE BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IN THE FIELD VERIFICATION OF ALL INFORMATION.

THE LOCATIONS OF UTILITIES, AS NOTED ON THE PLANS ARE APPROXIMATE, THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. CONTRACTOR IS RESPONSIBLE FOR VERIFYING DEPTHS OF UTILITIES.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM THE ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE BACKFILLED WITH GRANULAR BACKFILL, SLURRY, OR FLOWABLE FILL, AS DIRECTED BY THE ENGINEER OR OWNER.

CONTRACTOR SHALL MAINTAIN TRAFFIC ACCESS AT ALL TIMES.

EROSION CONTROL MEASURES ARE TO BE IN PLACE BEFORE WORK COMMENCES AND MAINTAINED DURING CONSTRUCTION. ALL EROSION AND SEDIMENT CONTROL SHALL BE PROVIDED, INSTALLED, AND MAINTAINED IN ACCORDANCE WITH THE LATEST EDITION OF THE WDNR "TECHNICAL STANDARDS"

STATION/OFFSETS OF STORM AND SANITARY STRUCTURES ARE TO THE CENTER OF MANHOLES AND CURB FLOW LINE OF INLETS.

INLET GRATE ELEVATIONS ARE GIVEN AT THE FLOWLINE OF THE INLET COVER. MANHOLE RIM ELEVATIONS ARE GIVEN AT THE CENTER OF THE MANHOLE COVER.

ALL WATER MAINS WITH LESS THAN 5' OF COVER SHALL BE INSULATED TRENCHWALL TO TRENCHWALL WITH 2" RIGID BLUE STYROFOAM.

OWNER SHALL HAVE FIRST RIGHT OF REFUSAL TO SALVAGED ITEMS, INCLUDING, BUT NOT LIMITED TO, CASTINGS, FRAMES, GRATES, HYDRANTS, AND VALVE BOXES.

CONTRACTOR SHALL ABANDON HYDRANTS 2' BELOW THE FINISH GRADE SURFACE AND FILL WITH GRANULAR MATERIAL. THIS WORK IS INCIDENTAL TO THE PROJECT.

COST OF ALL FITTINGS TO CONNECT TO EXISTING PIPES ARE INCIDENTAL TO THE PIPE ITEM.

HYDRANTS CONNECTED TO THE EXISTING/ABANDONED WATERMAIN SHALL BE REMOVED AND THE HYDRANT LEAD BULLHEADED. COST TO REMOVE HYDRANTS CONNECTED TO THE EXISTING/ABANDONED WATERMAIN IS INCIDENTAL TO THE HYDRANT ITEM.

THE VALVE BOXES OF EXISTING VALVES CONNECTED TO THE EXISTING/ABANDONED WATERMAIN SHALL BE REMOVED. COST TO REMOVE EXISTING VALVE BOXES CONNECTED TO THE EXISTING/ABANDONED WATERMAIN IS INCIDENTAL TO THE VALVE ITEMS.

ADJUSTMENT OF EXISTING ACTIVE AND PROPOSED VALVES IS INCIDENTAL TO THE VALVE ITEM.

GRANULAR BACKFILL IS REQUIRED FOR ALL SANITARY SEWER, WATERMAIN, STORM SEWER, AND LATERALS INSTALLED OR RELAYED UNDER THIS CONTRACT. GRANULAR BACKFILL SHALL BE COMPACTED IN 12" LIFTS.

CONTRACTOR SHALL FOLLOW ALL REGULATORY REQUIREMENTS REGARDING THE HANDLING, TRANSPORTING, AND DISPOSING OF LEAD WATER SERVICES.

SUPPORTING UTILITIES DURING WATERMAIN CONSTRUCTION IS INCIDENTAL TO WATERMAIN PIPE.

WATER LATERALS ARE COPPER. USE 1" FOR ALL LATERALS LESS THAN 2" AND USE 2" FOR ALL LATERALS 2" AND LARGER UNLESS NOTED OTHERWISE.

MILWAUKEE WATER WORKS (MWW) GENERAL NOTES

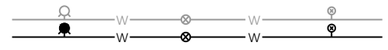
EXISTING WATER MAIN SHUT OFF

THE CONTRACTOR SHALL PROVIDE A MINIMUM FOUR (4) WORKING DAY NOTICE (8AM) TO THE MILWAUKEE WATER WORKS DISTRIBUTION WHEN REQUESTING A SHUT-OFF. THE CONTRACTOR SHALL COORDINATE VIA EMAIL: WATCONST@MILWAUKEE.GOV

WET CONNECT

THE CONTRACTOR SHALL PROVIDE A MINIMUM FOUR (4) WORKING DAY NOTICE (8AM) TO THE MILWAUKEE WATER WORKS CONSTRUCTION WHEN REQUESTING A WET CONNECTION. THE CONTRACTOR SHALL COORDINATE VIA EMAIL: WATENGCON@MILWAUKEE.GOV

LEGEND



EXISTING WATER MAIN, HYDRANT, VALVE & CURB STOP
PROPOSED WATER MAIN, HYDRANT, VALVE & CURB STOP
HYDRANT EXISTING, PROPOSED
WATER VALVE EXISTING, PROPOSED
CURB STOP EXISTING, PROPOSED



2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN GENERAL NOTES	SHEET 118	E

2

WATERMAIN CONSTRUCTION PHASING

1. BEGIN CONSTRUCTION AT THE SOUTH END OF THE PROJECT. TURN OFF THE EXISTING VALVES AT 27+41 AND 28+50. PLACE CAP ON EXISTING WATERMAIN AT 28+40. TURN ON VALVE AT 28+50. BEGIN INSTALLING NEW 8" PVC NORTH FROM EXISTING VALVE AT 27+41.

2. INSTALL ENTIRE MAINLINE INCLUDING ALL FITTINGS, HYDRANTS, HYDRANT LEADS, VALVES, AND SADDLES FOR LATERALS.

3. PRESSURE TEST AND TAKE SAFE DRINKING WATER SAMPLES. A MINIMUM OF 4 TESTS ARE REQUIRED. TEST SEGMENTS COULD BE FROM EDGEWOOD AVENUE TO NEWTON AVENUE, FROM NEWTOWN AVENUE TO CAPITOL DRIVE, FROM CAPITOL DRIVE TO OLIVE STREET, AND FROM OLIVE STREET TO KENSINGTON BLVD. FIELD ENGINEER MUST BE PRESENT FOR ALL PRESSURE TESTS AND RESULTS OF THE SAFE DRINKING WATER SAMPLES SHOULD BE FORWARDED TO FIELD ENGINEER.

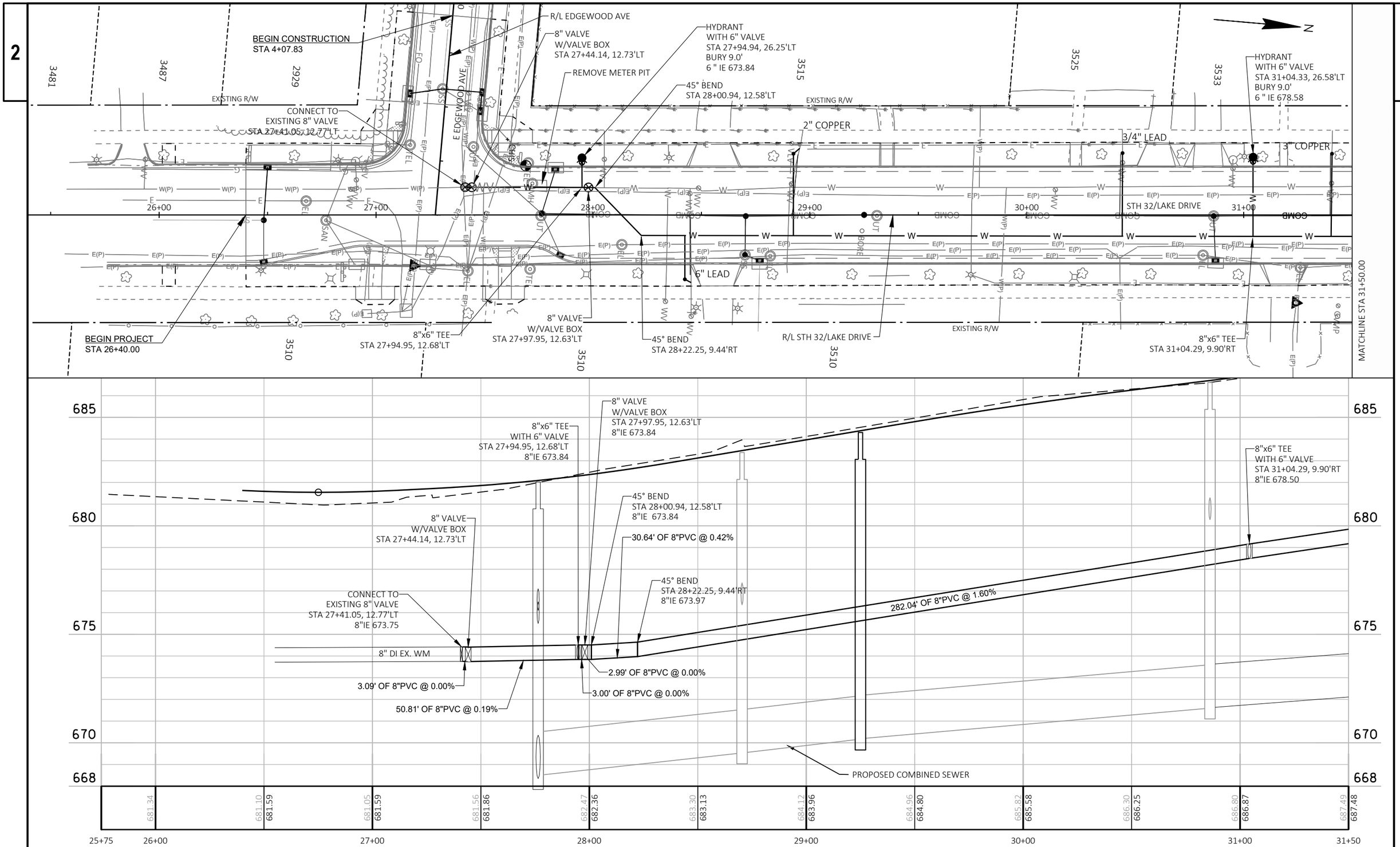
4. INSTALL NEW LATERALS.

5. INSTALL ALL SIDE ROAD CONNECTIONS.

6. CONNECT AT NORTH END OF THE PROJECT.

7. BULKHEAD EXISTING WATERMAIN AT ALL LOCATIONS WHERE EXISTING WATERMAIN HAS BEEN CUT.

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN PLAN AND PROFILE	SHEET 120	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023101-WM.DWG
LAYOUT NAME - WM25
PLOT DATE : 7/31/2024 7:24 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

BEGIN CONSTRUCTION
STA 9+25.00

R/L SHEPARD AVE

CONNECT TO
EXISTING 8" WM
REMOVE EXISTING VALVE BOX
STA 33+23.50, 15.35'LT
8"IE 682.50

HYDRANT
WITH 6" VALVE
STA 35+37.66, 26.74'LT
BURY 8.5'
6 " IE 683.40

BEGIN CONSTRUCTION
STA 14+31.69

CONNECT TO
EXISTING 6"WM
STA 36+46.54, 58.01'LT
6"IE 684.20 (V.I.F.)

R/L MENLO BLVD

8"x6" REDUCER
STA 36+50.13, 54.62'LT

45° BEND
STA 36+64.85, 40.69'LT

8" VALVE
W/VALVE BOX
STA 36+65.03, 37.61'LT

MATCHLINE STA 31+50.00

MATCHLINE STA 37+50.00

3/4" COPPER

3" LEAD

3" DUCTILE
IRON

3" COPPER

3" CAST
IRON

2"
UNKNOWN

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

EXISTING R/W

8"x8" TEE
STA 33+23.20, 9.96'RT

8" VALVE
W/VALVE BOX
STA 33+26.19, 10.04'RT

8"x6" TEE
STA 35+37.70, 10.06'RT

8"x8" TEE
STA 36+65.16, 9.99'RT

8" VALVE
W/VALVE BOX
STA 36+68.16, 10.04'RT

8" VALVE
W/VALVE BOX
STA 33+26.19, 10.04'RT
8"IE 681.75

8"x8" TEE
STA 33+23.20, 9.96'RT
8"IE 681.75

8" VALVE
W/VALVE BOX
STA 36+68.16, 10.04'RT
8"IE 683.72

8"x8" TEE
STA 36+65.16, 9.99'RT
8"IE 683.72

8"x6" TEE
WITH 6" VALVE
STA 35+37.70, 10.06'RT
8"IE 683.65

218.91' OF 8"PVC @ 1.49%

2.99' OF 8"PVC @ 0.00%

211.52' OF 8"PVC @ 0.90%

127.48' OF 8"PVC @ 0.06%

3.00' OF 8"PVC @ 0.00%

PROPOSED COMBINED SEWER

PROPOSED COMBINED SEWER

687.49 687.48 688.20 688.13 688.95 688.85 689.66 689.64 690.28 690.42 690.87 691.10 691.17 691.53 691.64 691.79 691.67 692.04 691.90 692.19 692.04 692.11 691.97 691.93 691.98 691.99

31+50 32+00 33+00 34+00 35+00 36+00 37+00 37+50

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN PLAN AND PROFILE	SHEET 121	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023101-WM.DWG
LAYOUT NAME - WM26

PLOT DATE : 7/31/2024 7:24 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCHLINE STA 37+50.00

MATCHLINE STA 43+50.00

BEGIN CONSTRUCTION
STA 19+47.83

HYDRANT
WITH 6" VALVE
STA 38+65.88, 26.61'LT
BURY 8.5'
6 " IE 684.10

CONNECT TO
EXISTING 6"WM
STA 39+07.93, 42.49'LT
6"IE 685.00 (V.I.F.)

R/L NEWTON AVE

8"x6" REDUCER
STA 39+10.94, 38.70'LT

45° BEND
STA 39+22.57, 24.25'LT

8" VALVE
W/VALVE BOX
STA 39+22.47, 21.26'LT
8"IE 685.00

45° BEND
STA 42+47.93, 73.05'LT

8" VALVE
W/VALVE BOX
STA 42+47.68, 70.03'LT
8"IE 685.60

8"x6" TEE
STA 42+47.59, 55.35'LT

R/L BEVERLY RD

CONNECT TO
EXISTING 6"WM
STA 42+67.05, 89.08'LT
6"IE 684.63 (V.I.F.)

8"x6" REDUCER
STA 42+62.97, 85.43'LT

HYDRANT
WITH 6" VALVE
STA 42+76.99, 55.31'LT
BURY 8.3'
6 " IE 685.61

E NEWTON AVE

E BEVERLY RD

EXISTING R/W

3/4" LEAD

3/4" LEAD

3/4" LEAD

1" LEAD

1" UNKNOWN

3" COPPER

2" UNKNOWN

3" COPPER

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

38+00

39+00

40+00

41+00

42+00

43+00

3600

3618

3704

3718

3804

8"x6" TEE
STA 38+66.19, 10.51'RT

8" VALVE
W/VALVE BOX
STA 39+25.39, 10.66'RT

8"x8" TEE
STA 39+22.40, 10.68'RT

8"x8" TEE
STA 42+47.20, 11.06'RT

8" VALVE
W/VALVE BOX
STA 42+50.20, 11.09'RT

690

685

680

678

8"x6" TEE
WITH 6" VALVE
STA 38+66.19, 10.51'RT
8"IE 684.26

8"x8" TEE
STA 39+22.40, 10.68'RT
8"IE 684.26

8" VALVE
W/VALVE BOX
STA 39+25.39, 10.66'RT
8"IE 684.26

BREAK IN GRADE
STA 40+26.19, 10.83'RT
8"IE 684.02

8"x8" TEE
STA 42+47.20, 11.06'RT
8"IE 685.21

8" VALVE
W/VALVE BOX
STA 42+50.20, 11.09'RT
8"IE 685.21

198.04' OF 8"PVC @ 0.27%

100.79' OF 8"PVC @ 0.24%

2.99' OF 8"PVC @ 0.00%

56.21' OF 8"PVC @ 0.00%

221.02' OF 8"PVC @ 0.54%

3.00' OF 8"PVC @ 0.00%

PROPOSED COMBINED SEWER

691.98	691.99	692.19	692.23	692.45	692.48	692.66	692.69	692.61	692.69	692.38	692.50	692.39	692.50	692.57	692.79	692.83	693.17	693.18	693.50	693.35	693.54	693.05	693.27	692.73	692.94

37+50 38+00 39+00 40+00 41+00 42+00 43+00 43+50

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN PLAN AND PROFILE	SHEET 122 E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023101-WM.DWG
LAYOUT NAME - WM27

PLOT DATE : 7/31/2024 7:24 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

MATCHLINE STA 43+50.00

MATCHLINE STA 49+50.00

HYDRANT
WITH 6" VALVE
STA 44+77.46, 26.58'LT
BURY 7.0'
6 " IE 685.28

BEGIN CONSTRUCTION
STA 29+50.00

R/L SHOREWOOD BLVD

E SHOREWOOD BLVD

CONNECT TO
EXISTING 6"WM
STA 46+25.15, 39.31'LT
6"IE 683.00 (V.I.F.)

8"x6" REDUCER
STA 46+21.95, 36.42'LT

45° BEND
STA 46+06.88, 22.46'LT

45° BEND
STA 47+54.78, 5.52'RT

EXISTING R/W

8" VALVE
W/VALVE BOX
STA 46+06.74, 19.46'LT

3/4" LEAD

1" COPPER

45° BEND
STA 45+63.09, 5.84'RT

2" COPPER

2" UNKNOWN

2" DUCTILE IRON

STH 32/LAKE DRIVE

1 1/4" COPPER

45° BEND
STA 45+57.95, 10.99'RT

8"x8" TEE
STA 46+06.77, 5.77'RT

8" VALVE
W/VALVE BOX
STA 46+09.76, 5.76'RT

R/L STH 32/LAKE DRIVE

8"x6" TEE
STA 44+77.90, 10.48'RT

45° BEND
STA 47+59.85, 10.63'RT

3823 3816 3850 3901 3900 3915 3916 3926

44+00 45+00 46+00 47+00 48+00 49+00

8"x6" TEE
WITH 6" VALVE
STA 44+77.90, 10.48'RT
8"IE 685.20

45° BEND
STA 45+63.09, 5.84'RT
8"IE 683.51

45° BEND
STA 45+57.95, 10.99'RT
8"IE 683.64

8"x8" TEE
STA 46+06.77, 5.77'RT
8"IE 682.76

8" VALVE
W/VALVE BOX
STA 46+09.76, 5.76'RT
8"IE 682.76

45° BEND
STA 47+54.78, 5.52'RT
8"IE 682.13

45° BEND
STA 47+59.85, 10.63'RT
8"IE 682.10

PROPOSED 24" SS

227.70' OF 8"PVC @ 0.00%

80.05' OF 8"PVC @ 1.94%

7.28' OF 8"PVC @ 1.85%

43.67' OF 8"PVC @ 1.73%

3.00' OF 8"PVC @ 0.00%

145.02' OF 8"PVC @ 0.43%

7.20' OF 8"PVC @ 0.37%

236.42' OF 8"PVC @ 0.45%

PROPOSED COMBINED SEWER

PROPOSED COMBINED SEWER

690 685 680 678

692.73 692.94 692.41 692.62 692.08 692.25 691.67 691.80 691.21 691.34 690.78 691.01 690.53 690.80 690.29 690.60 690.06 690.40 689.83 690.20 689.62 690.00 689.46 689.80 689.24 689.60

43+50 44+00 45+00 46+00 47+00 48+00 49+00 49+50

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN PLAN AND PROFILE	SHEET 123	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023101-WM.DWG
LAYOUT NAME - WM28

PLOT DATE : 7/31/2024 7:25 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

MATCHLINE STA 49+50.00

HYDRANT
WITH 6" VALVE
STA 49+96.25, 26.58'LT
BURY 8.5'
6 " IE 680.90

EXISTING R/W

3/4" COPPER

UNKNOWN

3/4" LEAD

HORIZONTAL DEFLECTION
STA 52+76.45, 3.47'RT

BEGIN CONSTRUCTION
STA 34.00.00

CONNECT TO
EXISTING 6"WM
STA 54+55.08, 61.00'LT
6"IE 681.04 (V.I.F.)

8" VALVE
W/VALVE BOX
STA 54+42.49, 31.30'LT

22.5° BEND
STA 54+38.30, 23.57'LT

UNKNOWN
COPPER

R/L CAPITOL DR
8"x6" REDUCER
STA 54+56.15, 57.52'LT
45° BEND
STA 54+56.81, 55.09'LT

HYDRANT
WITH 6" VALVE
STA 55+03.32, 26.68'LT
BURY 9.0'
6 " IE 677.70

E CAPITOL DR

STH 32/LAKE DRIVE

3" UNKNOWN

2" COPPER

3/4" LEAD

8"x6" TEE
STA 49+96.27, 9.59'RT

11.25° BEND
STA 50+08.43, 9.46'RT

11.25° BEND
STA 51+08.09, 9.20'RT

R/L STH 32/LAKE DRIVE

8" VALVE
W/VALVE BOX
STA 54+31.14, 4.99'RT

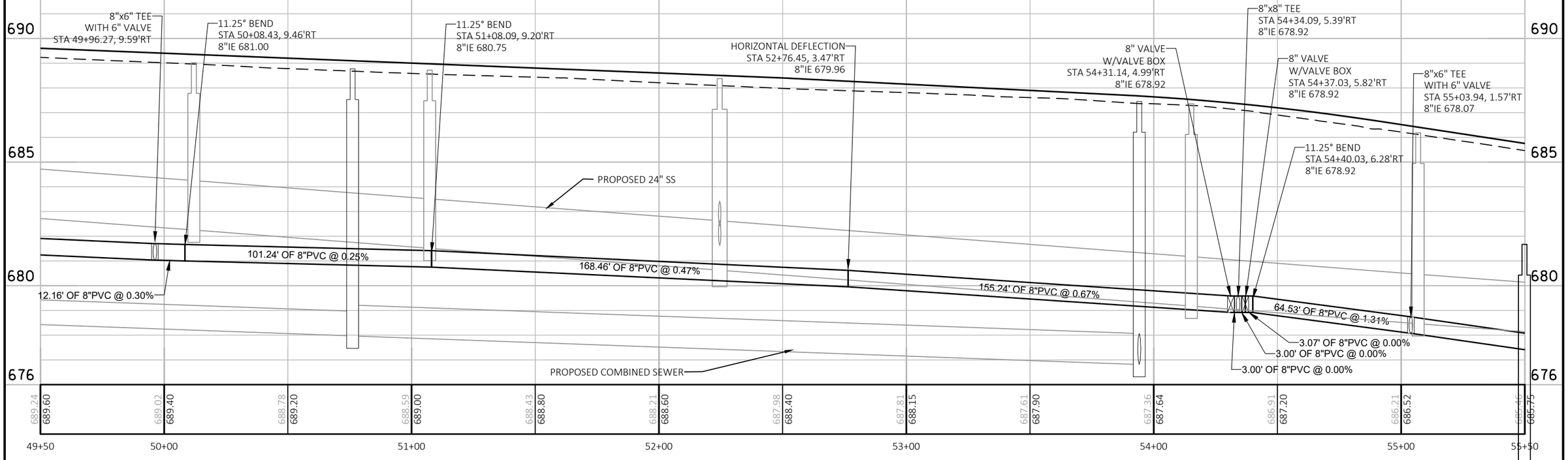
8"x8" TEE
STA 54+34.09, 5.39'RT

8" VALVE
W/VALVE BOX
STA 54+37.03, 5.82'RT

8"x6" TEE
STA 55+03.94, 1.57'RT

11.25° BEND
STA 54+40.03, 6.28'RT

MATCHLINE STA 55+50.00



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN PLAN AND PROFILE	SHEET 124	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023101-WM.DWG
LAYOUT NAME - WM29
PLOT DATE : 7/31/2024 7:25 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

MATCHLINE STA 55+50.00

MATCHLINE STA 61+50.00

N

HYDRANT
WITH 6" VALVE
STA 59+80.22, 26.62'LT
BURY 8.0'
6 " IE 673.90

8"x3" TEE
STA 57+28.78, 8.47'RT

3" LEAD

3/4" UNKNOWN

3/4" LEAD

3/4" COPPER

3/4" LEAD

3/4" LEAD

5/8" LEAD

3/4" LEAD

3/4" UNKNOWN

3/4" LEAD

STH 32/LAKE DRIVE

EXISTING R/W

3"x6" REDUCER
STA 57+25.92, 39.55'RT

CONNECT TO EXITING
6" LATERAL

11.25° BEND
STA 56+89.05, 4.84'RT

R/L STH 32/LAKE DRIVE

8" VALVE
W/VALVE BOX
STA 59+78.21, 3.98'RT

8"x6" TEE
STA 59+81.21, 3.91'RT

8" VALVE
W/VALVE BOX
STA 59+84.21, 3.92'RT

3/4" COPPER

3/4" COPPER

11.25° BEND
STA 61+11.31, 4.14'RT

TLE

TLE

56+00

57+00

58+00

59+00

60+00

61+00

4000

4060

4068

11.25° BEND
STA 56+89.05, 4.84'RT
8"IE 675.41

8"x3" TEE
STA 57+28.78, 8.47'RT
8"IE 675.21

8"x6" TEE
WITH 6" VALVE
STA 59+81.21, 3.91'RT
8"IE 673.95

11.25° BEND
STA 61+11.31, 4.14'RT
8"IE 673.82

8" VALVE
W/VALVE BOX
STA 59+78.21, 3.98'RT
8"IE 673.95

8" VALVE
W/VALVE BOX
STA 59+84.21, 3.92'RT
8"IE 673.94

685

680

675

672

184.98' OF 8"PVC @ 1.44%

PROPOSED 24" SS

248.81' OF 8"PVC @ 0.50%

39.37' OF 8"PVC @ 0.50%

127.02' OF 8"PVC @ 0.10%

3.00' OF 8"PVC @ 0.00%

3.00' OF 8"PVC @ 0.38%

685.46	685.75	684.67	684.99	683.95	684.24	683.31	683.69	682.81	683.37	682.50	683.12	682.19	682.87	681.85	682.62	681.51	682.37	681.34	682.12	681.41	681.87	681.66	681.76	681.85	681.88

55+50 56+00 57+00 58+00 59+00 60+00 61+00 61+50

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN PLAN AND PROFILE	SHEET 125	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023101-WM.DWG
LAYOUT NAME - WM30

PLOT DATE : 7/31/2024 7:25 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

MATCHLINE STA 61+50.00

8"x6" REDUCER
STA 64+58.90, 71.53'LT

45° BEND
STA 64+46.76, 59.44'LT

8" VALVE
W/VALVE BOX
STA 64+46.77, 55.12'LT

HYDRANT
WITH 6" VALVE
STA 64+35.55, 52.02'LT
BURY 8.2'
6 " IE 673.11

BEGIN CONSTRUCTION
STA 39+22.97
CONNECT TO
EXISTING 6"WM
STA 64+64.33, 76.94'LT
6"IE 673.03 (V.I.F.)

R/L JARVIS ST

8"x6" TEE
STA 64+46.74, 52.12'LT
3.03

8" VALVE
W/VALVE BOX
STA 64+46.75, 49.11'LT

HORIZONTAL DEFLECTION
STA 66+42.97, 9.70'RT

R/L STH 32/LAKE DRIVE

EXISTING R/W

STH 32/LAKE DRIVE

3/4" COPPER
3/4" LEAD
3/4" UNKNOWN

62+00 63+00 64+00 65+00 66+00 67+00

BREAK IN GRADE/
HORIZONTAL DEFLECTION
STA 62+30.12, 8.15'RT

8" VALVE
W/VALVE BOX
STA 64+43.38, 4.09'RT

8"x8" TEE
STA 64+46.38, 4.08'RT

BREAK IN GRADE/
HORIZONTAL DEFLECTION
STA 64+98.33, 7.27'RT

11.25° BEND
STA 67+31.32, 11.36'RT

MATCHLINE STA 67+50.00

4067 4073 4079 4085 4091 4107 4113 4121 4074 4090 4096 4100 4108 4114 4120

685
680
675
670

8" VALVE
W/VALVE BOX
STA 64+43.38, 4.09'RT
8"IE 672.00

8"x8" TEE
STA 64+46.38, 4.08'RT
8"IE 672.00

BREAK IN GRADE/
HORIZONTAL DEFLECTION
STA 64+98.33, 7.27'RT
8"IE 672.00

HORIZONTAL DEFLECTION
STA 66+42.97, 9.70'RT
8"IE 673.60

11.25° BEND
STA 67+31.32, 11.36'RT
8"IE 673.89

BREAK IN GRADE/
HORIZONTAL DEFLECTION
STA 62+30.12, 8.15'RT
8"IE 673.82

PROPOSED 24" SS

118.25' OF 8"PVC @ 0.00%
213.29' OF 8"PVC @ 0.85%
3.00' OF 8"PVC @ 0.00%
52.05' OF 8"PVC @ 0.00%
144.66' OF 8"PVC @ 1.11%
87.69' OF 8"PVC @ 0.33%

| | | |

2

BEGIN CONSTRUCTION
STA 44+29.89
R/L WOOD PL
45° BEND
STA 68+21.86, 56.13'LT
8" VALVE
W/VALVE BOX
STA 68+21.84, 53.13'LT
CONNECT TO
EXISTING 6"WM
STA 68+25.83, 60.13'LT
6"IE 675.00 (V.I.F.)
8"x6" REDUCER
STA 68+23.64, 57.93'LT
HYDRANT
WITH 6" VALVE
STA 68+50.75, 26.60'LT
BURY 8.5'
6 " IE 675.08
MATCHLINE STA 67+50.00
E WOOD PL
EXISTING R/W
3/4" LEAD
3/4" COPPER
68+00
69+00
70+00
71+00
72+00
73+00
STH 32/LAKE DRIVE
8"x8" TEE
STA 68+21.84, 14.86'RT
8" VALVE
W/VALVE BOX
STA 68+24.84, 14.86'RT
8"x6" TEE
STA 68+50.95, 14.75'RT
R/L STH 32/LAKE DRIVE
8"x6" REDUCER
STA 71+89.99, 24.26'LT
45° BEND
STA 71+88.29, 22.82'LT
8" VALVE
W/VALVE BOX
STA 71+88.13, 9.19'LT
8"x8" TEE
STA 71+87.64, 12.26'RT
BEGIN CONSTRUCTION
STA 49+32.38
R/L OLIVE ST
E OLIVE ST
CONNECT TO
EXISTING 6"WM
STA 71+92.42, 26.69'LT
6"IE 678.24 (V.I.F.)
HYDRANT
WITH 6" VALVE
STA 72+50.17, 26.61'LT
BURY 9.0'
6 " IE 677.20
8" VALVE
W/VALVE BOX
STA 71+90.63, 12.23'RT
11.25° BEND
STA 72+63.98, 13.14'RT
8"x6" TEE
STA 72+48.75, 12.48'RT
MATCHLINE STA 73+50.00

685
680
675
670

8"x8" TEE
STA 68+21.84, 14.86'RT
8"IE 674.79
8" VALVE
W/VALVE BOX
STA 68+24.84, 14.86'RT
8"IE 674.79
PROPOSED MH
PROPOSED 12" SS
PROPOSED MH
90.23' OF 8"PVC @ 1.00%
3.00' OF 8"PVC @ 0.00%
8"x6" TEE
WITH 6" VALVE
STA 68+50.95, 14.75'RT
8"IE 675.00
26.12' OF 8"PVC @ 0.80%
EXISTING COMBINED SEWER
336.70' OF 8"PVC @ 0.67%
8"x8" TEE
STA 71+87.64, 12.26'RT
8"IE 677.24
PROPOSED 12" SS
PROPOSED MH
2.99' OF 8"PVC @ 0.00%
8"x6" TEE
WITH 6" VALVE
STA 72+48.75, 12.48'RT
8"IE 677.35
11.25° BEND
STA 72+63.98, 13.14'RT
8"IE 678.04
15.50' OF 8"PVC @ 4.44%
58.64' OF 8"PVC @ 0.18%
8" VALVE
W/VALVE BOX
STA 71+90.63, 12.23'RT
8"IE 677.24

682.77	682.99	683.35	683.64	683.93	684.27	684.58	684.84	685.22	685.62	686.05	686.55
682.70	682.95	683.24	683.58	683.96	684.34	684.68	684.95	685.24	685.65	686.18	686.72	687.08	687.27

67+50 68+00 69+00 70+00 71+00 72+00 73+00 73+50

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN PLAN AND PROFILE	SHEET 127	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023101-WM.DWG
LAYOUT NAME - WM32
PLOT DATE : 7/31/2024 7:26 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

MATCHLINE STA 73+50.00

R/L MARION ST

8"x6" REDUCER
STA 75+85.28, 16.29'LT

22.5° BEND
STA 75+84.13, 12.59'LT

8" VALVE
W/VALVE BOX
STA 75+84.06, 0.48'LT

BEGIN CONSTRUCTION
STA 54+43.15

CONNECT TO
EXISTING 6"WM
STA 75+87.16, 22.53'LT
6"IE 681.45 (VERIF.)

HYDRANT
WITH 6" VALVE
STA 76+18.07, 26.79'LT
BURY 8.5'
6 " IE 681.80

R/L STH 32/LAKE DRIVE

BEGIN CONSTRUCTION
STA 59+32.22
45° BEND
STA 79+39.33, 57.37'LT

8" VALVE
W/VALVE BOX
STA 79+39.14, 55.85'LT

8"x6" TEE
STA 79+38.98, 52.89'LT

8" VALVE
W/VALVE BOX
STA 79+38.82, 49.87'LT

E LAKE BLUFF BLVD

MATCHLINE STA 79+46.07

STH 32/LAKE DRIVE

8"x8" TEE
STA 75+84.06, 9.77'RT

8"x6" TEE
STA 76+18.22, 9.64'RT

8" VALVE
W/VALVE BOX
STA 75+87.06, 9.74'RT

8"x8" TEE
STA 79+38.65, 8.14'RT

8" VALVE
W/VALVE BOX
STA 79+41.64, 8.10'RT

8"x8" TEE
STA 75+84.06, 9.77'RT
8"IE 681.45

8" VALVE
W/VALVE BOX
STA 75+87.06, 9.74'RT
8"IE 681.45

8" VALVE
W/VALVE BOX
STA 79+41.64, 8.10'RT
8"IE 685.78

8"x8" TEE
STA 79+38.65, 8.14'RT
8"IE 685.78

PROPOSED 12" SS

8"x6" TEE
WITH 6" VALVE
STA 76+18.22, 9.64'RT
8"IE 681.88

320.97' OF 8"PVC @ 1.06%

3.00' OF 8"PVC @ 0.00%

31.15' OF 8"PVC @ 1.37%

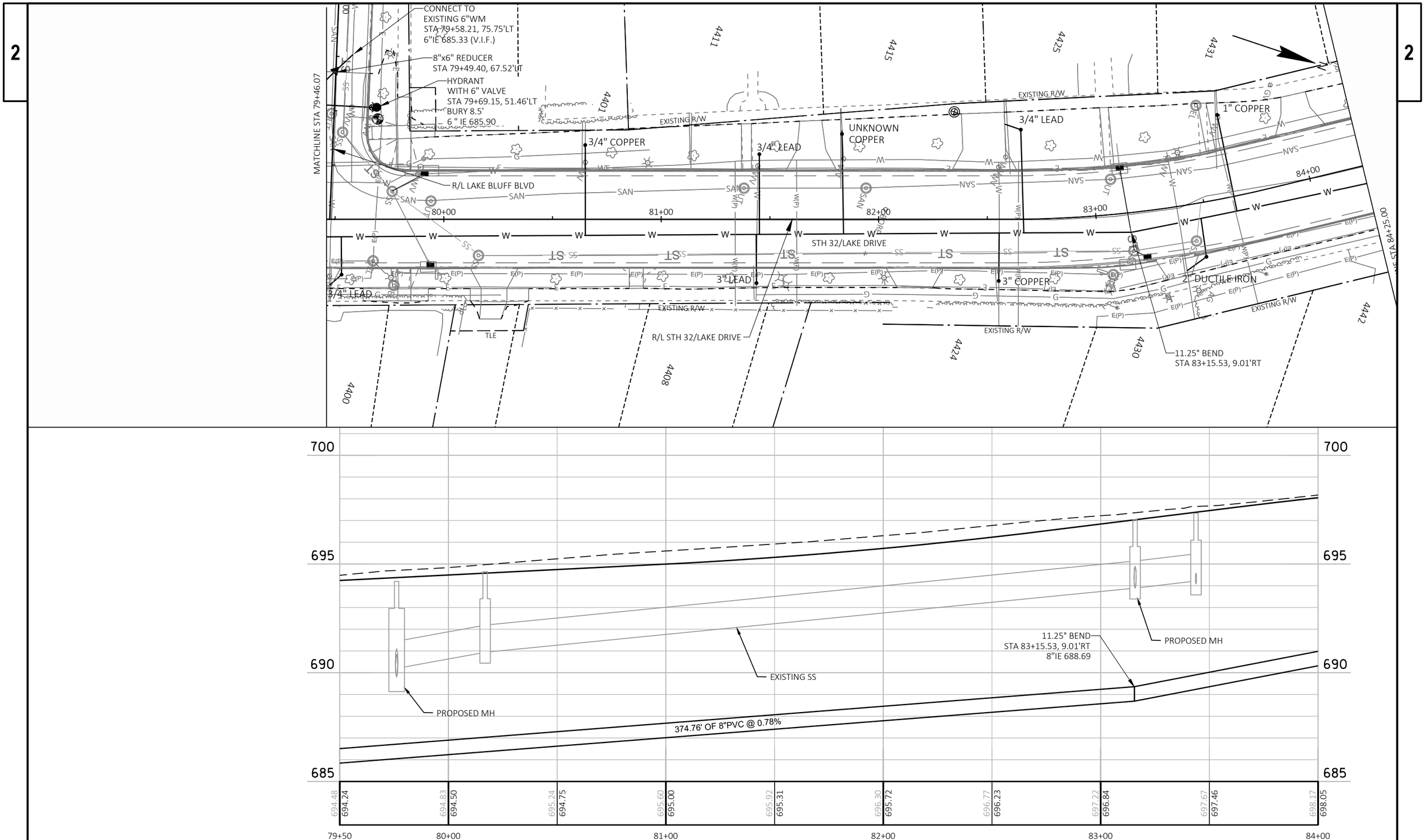
320.43' OF 8"PVC @ 1.22%

3.00' OF 8"PVC @ 0.00%

687.08	687.27	687.64	687.81	688.18	688.35	688.75	688.89	689.31	689.43	689.93	689.97	690.51	690.55	691.17	691.19	691.83	691.88	692.49	692.57	693.13	693.26	693.77	693.86	694.48	694.24

73+50 74+00 75+00 76+00 77+00 78+00 79+00 79+50

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN PLAN AND PROFILE	SHEET 128	E



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN PLAN AND PROFILE	SHEET 129	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023101-WM.DWG
LAYOUT NAME - WM34
PLOT DATE : 7/31/2024 7:26 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

MATCHLINE STA 84+25.00

HYDRANT
WITH 6" VALVE
STA 85+68.17, 26.62'LT
BURY 7.0'
6 " IE 693.20

R/L STH 32/LAKE DRIVE

EXISTING R/W

3/4" COPPER

1" UNKNOWN

3/4" LEAD

1" COPPER

1" COPPER

STH 32/LAKE DRIVE

UNKNOWN

3" COPPER

1 1/2" COPPER

1" COPPER

3/4" LEAD

8" VALVE
W/VALVE BOX
STA 85+65.09, 9.61'RT

8" VALVE
W/VALVE BOX
STA 85+71.09, 9.57'RT

8"x6" TEE
STA 85+68.09, 9.60'RT

EXISTING R/W

BREAK IN GRADE
STA 87+84.68, 7.85'RT

1" COPPER

85+00 86+00 87+00 88+00 89+00 90+00

4439 4447 4455 4461 4467 4473 4479 4485 4450 4460 4470 4480

700

695

690

688

8"x6" TEE
WITH 6" VALVE
STA 85+68.09, 9.60'RT
8"IE 693.50

8"x6" TEE
WITH 6" VALVE
STA 85+65.09, 9.61'RT
8"IE 693.50

8"x6" TEE
WITH 6" VALVE
STA 85+71.09, 9.57'RT
8"IE 693.50

BREAK IN GRADE
STA 87+84.68, 7.85'RT
8"IE 693.50

PROPOSED 12" SS

250.62' OF 8"PVC @ 1.92%

2.99' OF 8"PVC @ 0.00%

3.00' OF 8"PVC @ 0.00%

213.60' OF 8"PVC @ 0.00%

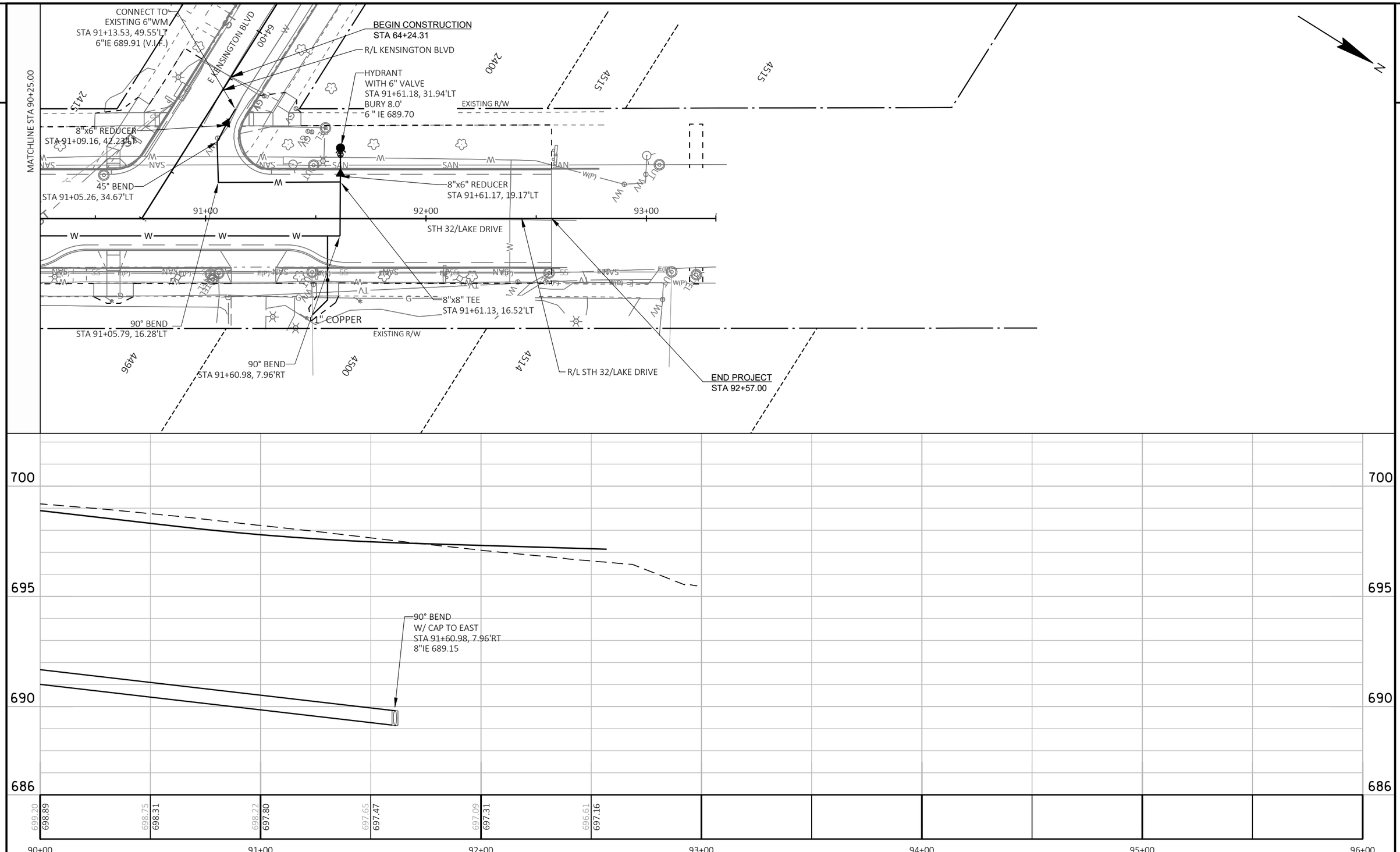
698.17	698.05	698.65	698.54	699.11	698.96	699.74	699.52	700.33	700.23	700.90	700.82	701.30	701.15	701.19	701.23	700.97	701.05	700.54	700.61	700.11	700.04	699.67	699.46	699.20	698.89

84+00 85+00 86+00 87+00 88+00 89+00 90+00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN PLAN AND PROFILE	SHEET 130	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023101-WM.DWG
LAYOUT NAME - WM35

PLOT DATE : 7/31/2024 7:27 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	WATERMAIN PLAN AND PROFILE	SHEET 131 E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023101-WM.DWG
LAYOUT NAME - WM36
PLOT DATE : 7/31/2024 7:27 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

2

MATCHLINE STA 31+50.00

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * DENOTES SIGN MOUNTED ON LIGHT POLE
- ** DENOTES SIGN MOUNTED ON SIGNAL POLE

N

R/L EDGEWOOD AVE

BEGIN CONSTRUCTION
STA 4+07.83

BEGIN PROJECT
STA 26+40.00

EXISTING R/W

E EDGEWOOD AVE

4+00

M104 N LAKE DRIVE
M105 E EDGEWOOD AVE
R106 P106 STOP
R1-1 30"X30"

ETR SOUTH
ETR 32

P100 W11-2 30"X30"
P101 W16-7R 24"X12"

R110 R111 P111 W11-2 30"X30"
P112 W16-7L 24"X12"

P116 NO PARKING BIKE LANE
R7-9 18"X24"

EXISTING R/W

26+00 27+00 28+00 29+00 30+00 31+00

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

EXISTING R/W

SHOREWOOD Welcome to Shorewood
ETR

E EDGEWOOD AVE
ETR

R113 NO PARKING THIS SIDE OF STREET

R107 R108 P108 W11-2 30"X30"
P109 W16-7R 24"X12"

P114 SPEED LIMIT 30 R2-1 24"X30"
P115 LEFT RIGHT ONLY SPECIAL 18"X24"

*M117 VILLAGE OF SHOREWOOD NO PARKING ON ANY VILLAGE STREET 2 AM TO 5 AM WITHOUT PERMIT NIGHT PARKING AND SNOW EMERGENCY REGULATIONS ENFORCED
R118 NO PARKING THIS SIDE OF STREET

P102 W11-2 30"X30"
W16-7L 24"X12"
P103

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 132	E

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * DENOTES SIGN MOUNTED ON LIGHT POLE
- ** DENOTES SIGN MOUNTED ON SIGNAL POLE

MATCHLINE STA 31+50.00

MATCHLINE STA 37+50.00

BEGIN CONSTRUCTION
STA 9+25.00

BEGIN CONSTRUCTION
STA 14+31.69

N

R/L MENLO BLVD

R/L SHEPARD AVE

R/L STH 32/LAKE DRIVE

N SHEPARD AVE

E MENLO BLVD

9+00

14+00

EXISTING R/W

STH 32/LAKE DRIVE

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

M204 N LAKE DRIVE
M205 N SHEPARD AVE
P206
P207 R9-3BL 18"X12"
P200 R7-9 18"X24" BIKE LANE
R208 P208 R1-1 30"X30" STOP
P209 P211 W11-2 30"X30"
W16-7R 24"X12" P210
W16-7L 24"X12" P212
P221 R2-1 24"X30" SPEED LIMIT 30
P222 R7-9 18"X24" BIKE LANE
R228 P228 W11-2 30"X30" RRFB W16-7R 24"X12" P229
R230 P230 W11-2 30"X30" RRFB W16-7L 24"X12" P231
R232 P232 R1-1 30"X30" STOP
M233 N LAKE DRIVE
M234 E MENLO BLVD
P235 R9-3A 18"X18"
P236 R9-3BR 18"X12"

M201 NEIGHBORHOOD CRIME WATCH
R202 NO PARKING THIS SIDE OF STREET
P203 R7-52L 18"X24" NO PARKING BETWEEN SIGNS
P213 P215 W11-2 30"X30"
W16-7L 24"X12" P214
W16-7R 24"X12" P216
NO PARKING THIS SIDE OF STREET R217
P218 SPECIAL 18"X24" LEFT RIGHT P ONLY
P219 R7-52R 18"X24" NO PARKING BETWEEN SIGNS
SPEED LIMIT 30 R220
NO PARKING THIS SIDE OF STREET R223
R224 P224 W11-2 30"X30" RRFB W16-7L 24"X12" P225
R226 P226 W11-2 30"X30" RRFB W16-7R 24"X12" P227
R237 NO PARKING THIS SIDE OF STREET
P238 SPECIAL 18"X24" SPEED LIMIT 30 R2-1 24"X30" LEFT RIGHT P ONLY
P239

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 133	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - PS2

PLOT DATE : 7/31/2024 7:28 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * DENOTES SIGN MOUNTED ON LIGHT POLE
- ** DENOTES SIGN MOUNTED ON SIGNAL POLE

N

R/L NEWTON AVE

BEGIN CONSTRUCTION
STA 19+47.83

R/L BEVERLY RD

BEGIN CONSTRUCTION
STA 24+00.00

MATCHLINE STA 43+50.00

MATCHLINE STA 37+50.00

E NEWTON AVE

19+00

E BEVERLY RD

24+00

EXISTING R/W

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

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

(P300) * NO PARKING BIKE LANE R7-9 18"X24"

(P307) (P309) W11-2 30"X30"

(P308) W16-7R 24"X12"

(P310) W16-7L 24"X12"

(M312) 2 HR PARKING 8AM - 6PM EXCEPT SAT SUN & HOL

(R311) (P311) STOP R1-1 30"X30"

(M313) N LAKE DRIVE

(M314) E NEWTON AVE

(P315) R9-3A 18"x18"

(P316) USE CROSSWALK R9-3BR 18"X12"

(P322) NO PARKING BIKE LANE R7-9 18"X24"

(P325) W11-2 30"X30"

(P326) W16-7R 24"X12"

(M329) N LAKE DRIVE

(M330) E BEVERLY RD

(R331) (P331) STOP R1-1 30"X30"

(ETR) 2 HR PARKING 8AM - 6PM EXCEPT SAT SUN & HOL

(ETR) CAUTION CHILDREN

(ETR) NO PARKING DEC 1 - MAR 1 2 HR PARKING 8AM - 6PM EXCEPT SAT SUN & HOL

(R335) (R336) (P336) W11-2 30"X30"

(P337) W16-7L 24"X12"

(R338) ONLY ONLY

(R339) SPEED LIMIT 30

(P301) NO PARKING THIS SIDE OF STREET

(P302) NO PARKING BETWEEN SIGNS R7-52L 18"X24"

(P303) (P305) W11-2 30"X30"

(P304) W16-7L 24"X12"

(P306) W16-7R 24"X12"

(R317) NO PARKING THIS SIDE OF STREET

(R318) (P318) * NORTH M3-1 24"X12"

J4-1

32 M1-6B 24"X24"

(P319) * LEFT RIGHT P ONLY SPECIAL 18"X24"

(P320) * NO PARKING BETWEEN SIGNS R7-52R 18"X24"

(P321) NO PARKING BETWEEN SIGNS R7-52L 18"X24"

(R323) SPEED LIMIT 30

(R324) NO PARKING THIS SIDE OF STREET

(P327) W11-2 30"X30"

(P328) W16-7L 24"X12"

(R332) (R333) (P333) W11-2 30"X30"

(P334) W16-7R 24"X12"

(P340) SPEED LIMIT 30 R2-1 24"X30"

(R341) NO PARKING THIS SIDE OF STREET

(P342) NO PARKING BETWEEN SIGNS R7-52R 18"X24"

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 134	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - PS3

PLOT DATE : 7/31/2024 7:28 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

R/L SHOREWOOD BLVD

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * DENOTES SIGN MOUNTED ON LIGHT POLE
- ** DENOTES SIGN MOUNTED ON SIGNAL POLE

N

MATCHLINE STA 49+50.00

2

P405 W4-2R 36"X36"

R406 RIGHT LANE ENDS

R407 NO PARKING THIS SIGNS OF STREET 7AM TO 9AM EXCEPT SAT & SUN

M412 N LAKE DRIVE

M413 E SHOREWOOD BLVD

R414 2011 KITCHENWOOD OF THE YEAR 2600-2700 EAST Shorewood Blvd.

R415 P415 STOP R1-1 30"X30"

P402 SPEED LIMIT 30 R2-1 24"X30"

P403 NO PARKING ANY TIME R7-1D 18"X24"

P404 ONLY ONLY R3-8LA 30"X36"

*P408 W11-2 30"X30"

W16-7R 24"X12" *P409

EXISTING R/W

E SHOREWOOD BLVD

29+00

BEGIN CONSTRUCTION STA 29+50.00

P419 W11-2 30"X30"

W16-7L 24"X12" P420

EXISTING R/W

R427 P427* RIGHT LANE ENDS W9-1R 36"X36"

NO PARKING THIS SIGNS OF STREET 7AM TO 9AM EXCEPT SAT & SUN R428

P429 MAY USE FULL LANE R4-11 30"X30"

NO PARKING ANY TIME R7-1D 18"X24" P430

44+00 45+00 46+00 47+00 48+00 49+00

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

EXISTING R/W

MATCHLINE STA 43+50.00

*R400 NO PARKING ANY TIME

*P401 NO PARKING ANY TIME R7-1L 18"X24"

P410 W11-2 30"X30"

W16-7L 24"X12" P411

ONLY ONLY R416

R417 JCT 190 J4-1

R418 NO PARKING THIS SIGNS OF STREET 7AM TO 9AM EXCEPT SAT & SUN

*P421 W11-2 30"X30"

W16-7R 24"X12" *P422

JCT M2-1 21"X15" P423 J1-1

190 M1-6 24"X24"

NO PARKING ON THIS SIDE R7-53R 18"X24" P424

SPEED LIMIT 30 P425 R2-1 24"X30"

MAY USE FULL LANE P426 R4-11 30"X30"

WEST M3-4 24"X12" NORTH M3-1 24"X12"

190 M1-6 24"X24" 32 M1-6B 24"X24" *P431 R431 J2-2

M5-1L 21"X21" M6-1 21"X21"

ONLY ONLY *P432 R3-8LA 30"X36"

NO PARKING ON THIS SIDE R433 *P433 R7-53D 18"X24"

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 135	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - PS4

PLOT DATE : 8/1/2024 8:02 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * DENOTES SIGN MOUNTED ON LIGHT POLE
- ** DENOTES SIGN MOUNTED ON SIGNAL POLE

2

N

33+00

34+00

MATCHLINE STA 55+50.00

BEGIN CONSTRUCTION
STA 34.00

R/L CAPITOL DR

E CAPITOL DR

R/L STH 32/LAKE DRIVE

EXISTING R/W

50+00

51+00

52+00

53+00

54+00

55+00

STH 32/LAKE DRIVE

R500 P500 * — ONLY ONLY — R3-8LA 30"X36"

SOUTH R501 P501 * — M3-3 24"X12"

32 — M1-6B 24"X24"

J4-1

LAKE MICHIGAN BIKEWAY — R502 P502 * — M1-93 24"X24"

NO PARKING ANY TIME — P503 * — R7-1D 18"X24"

NO PARKING THIS SIDE OF STREET 7 AM TO 9 AM EXCEPT SUNDAYS — R504

SPEED LIMIT 30 — R510 P510 * — R2-1 24"X30"

NO PARKING THIS SIDE OF STREET 7 AM TO 9 AM EXCEPT SUNDAYS — R511

MAY USE FULL LANE — P512 * — R4-11 30"X30"

NO PARKING ANY TIME — P513 * — R7-1D 18"X24"

** M517 — E CAPITOL DR

NO PARKING NORTH TO CORNER — R515

R518

R529 P529 * — NO PARKING ANY TIME — R7-1D 18"X24"

** M523 — N LAKE DRIVE

R524 P524 ** — STOP — R1-1F 36"X36"

** P525 — TURNING VEHICLES TO — R10-15R 30"X30"

R526

STOP — R530 P530 ** — R1-1F 36"X36"

R531

TURNING VEHICLES TO — P532 ** — R10-15R 30"X30"

EXISTING R/W

M505 * — Shorewood Business District

R506 — NO PARKING THIS SIDE OF STREET 7 AM TO 9 AM EXCEPT SUNDAYS

* P507 — MAY USE FULL LANE — R4-11 30"X30"

* P508 — NO PARKING ANY TIME — R7-1D 18"X24"

NO PARKING THIS SIDE OF STREET 7 AM TO 9 AM EXCEPT SUNDAYS — R509

ONLY ONLY — R514 P514

WEST M3-4 24"X12" — NORTH M3-1 24"X12"

190 M1-6 24"X24" — 32 M1-6B 24"X24" — P516 R516 — J2-2

M6-1 21"X21" — M6-1 21"X21"

STOP — R1-1F 36"X36" — R519 P519 **

R520 — NO TURN ON RED WHEN CHILDREN ARE PRESENT

TURNING VEHICLES TO — P522 ** — R10-15R 30"X30"

R521

ATWATER PARK RULES
PARK CLOSED 10 PM TO 5 AM
NO ALCOHOLIC BEVERAGES EXCEPT BY PERMIT
NO GRILLING OR FIRES
PETS MUST BE LEASHED AND ON PAVEMENT
VIOLATORS WILL BE CITED IN ACCORDANCE WITH CITY ORDINANCE 800.

ETR

NO SWIMMING IN PARK PER LAKE CODE SECTION

ETR

P527 ** — TURNING VEHICLES TO — R10-15L 30"X30"

W1-7 48"X24" — R528 P528 **

SERVICE DRIVE AUTHORIZED VEHICLES ONLY — ETR

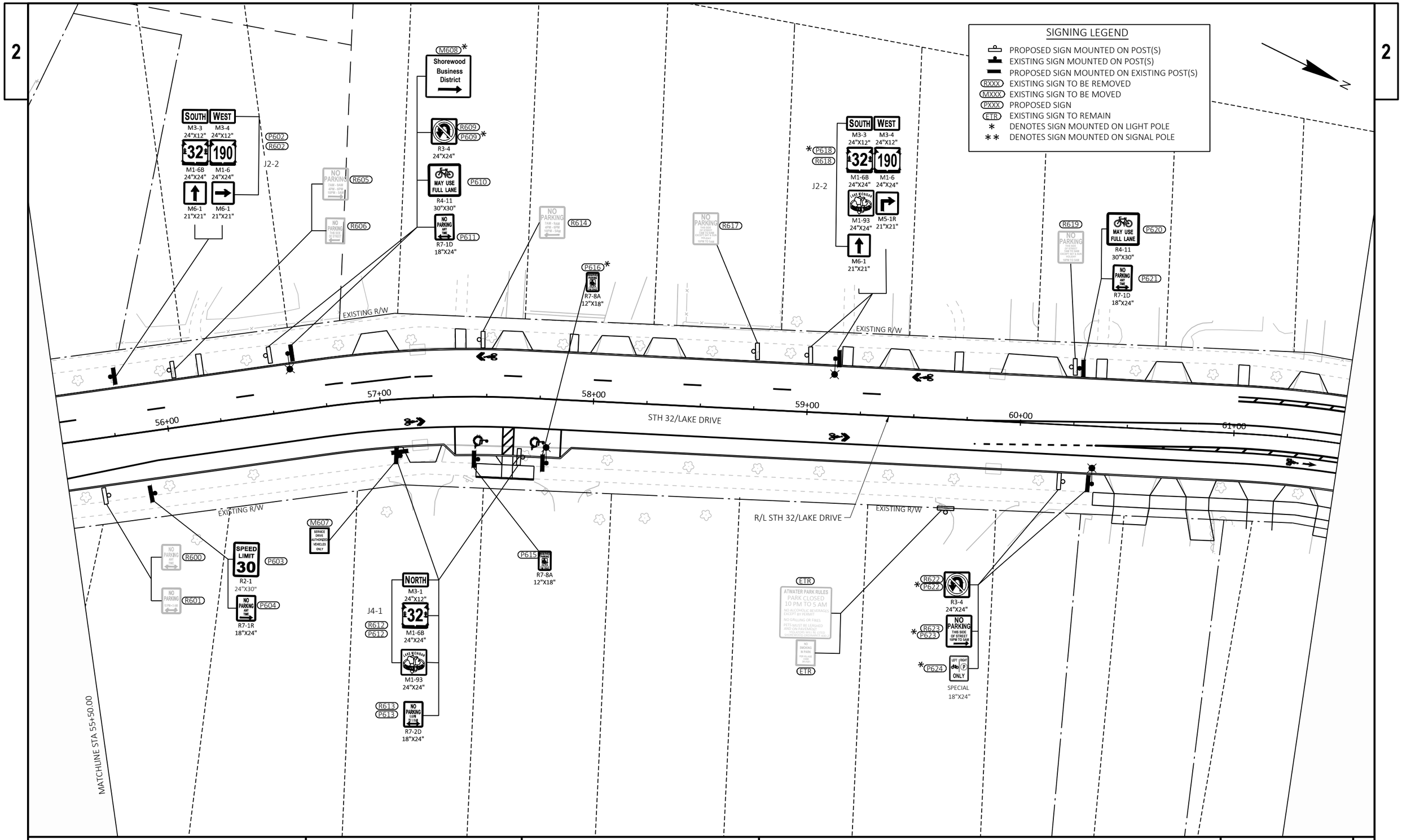
MAY USE FULL LANE — R4-11 30"X30" — P535 *

E CAPITOL DR — M533 ** — R534

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 136	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - PS5

PLOT DATE : 7/31/2024 7:28 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 137	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - PS6

PLOT DATE : 7/31/2024 7:28 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 61+50.00

MATCHLINE STA 68+00

N

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * DENOTES SIGN MOUNTED ON LIGHT POLE
- ** DENOTES SIGN MOUNTED ON SIGNAL POLE

BEGIN CONSTRUCTION
STA 39+22.97

R/L JARVIS ST

R/L STH 32/LAKE DRIVE

E JARVIS ST

39+00

EXISTING R/W

STH 32/LAKE DRIVE

62+00 63+00 64+00 65+00 66+00 67+00

M2-1 21"X15" / JCT / 190 / M1-6 24"X24" — R700 P700 * — J1-1

P705 SPEED LIMIT 30 R2-1 24"X30" — P706 NO PARKING BIKE LANE R7-9 18"X24"

P710 W11-2 30"X30" RRFB W16-7R 24"X12" P711

P712 W11-2 30"X30" RRFB W16-7L 24"X12" P713

M718 N LAKE DRIVE

M719 E JARVIS ST

R720 P720 STOP R1-1 30"X30"

R708 SPEED LIMIT 30

M721 NO PARKING

R722 P722 W11-2 30"X30" RRFB W16-7R 24"X12" P723

R724 P724 W11-2 30"X30" RRFB W16-7L 24"X12" P725

R701 SPEED LIMIT 30

M702 NO PARKING BETWEEN DRIVEWAY

*R703 P703 R3-2 24"X24"

*M704 NO PARKING BETWEEN DRIVEWAY

M707 NO PARKING BETWEEN DRIVEWAY

R709 NO PARKING THIS SIDE OF STREET

P714 W11-2 30"X30" RRFB W16-7L 24"X12" P715

P716 W11-2 30"X30" RRFB W16-7R 24"X12" P717

R726 P726 W11-2 30"X30" RRFB W16-7L 24"X12" P727

R728 P728 W11-2 30"X30" RRFB W16-7R 24"X12" P729

NO PARKING THIS SIDE OF STREET R730

SPEED LIMIT 30 P731 R2-1 24"X30"

LEFT RIGHT ONLY P732 SPECIAL 18"X24"

P733 NO PARKING BETWEEN SIGNS R7-52L 18"X24"

R734 NO PARKING THIS SIDE OF STREET

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 138	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - PS7

PLOT DATE : 7/31/2024 7:28 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * DENOTES SIGN MOUNTED ON LIGHT POLE
- ** DENOTES SIGN MOUNTED ON SIGNAL POLE

N

MATCHLINE STA 73+50.00

BEGIN CONSTRUCTION
STA 44+29.89

R/L WOOD PL

E WOOD PL

44+00

R/L STH 32/LAKE DRIVE

BEGIN CONSTRUCTION
STA 49+32.38

R/L OLIVE ST

E OLIVE ST

49+00

EXISTING R/W

68+00 69+00 70+00 71+00 72+00 73+00

STH 32/LAKE DRIVE

MATCHLINE STA 67+50.00

P803 W11-2 30"X30"
P804 W16-7R 24"X12"
M805 N LAKE DRIVE
M806 E WOOD PL
R807 P807 R1-1 30"X30" STOP
P800 R7-9 18"X24" NO PARKING BIKE LANE
P808 W11-2 30"X30"
W16-7L 24"X12" P809
P815 R2-1 24"X30" SPEED LIMIT 30
P816 R7-9 18"X24" NO PARKING BIKE LANE
P820 W11-2 30"X30"
W16-7R 24"X12" P821
M822 N LAKE DRIVE
M823 E OLIVE ST
R824 P824 R1-1 30"X30" STOP
R825 P825 R7-53D 18"X24" NO PARKING ON THIS SIDE
P826 W11-2 30"X30"
W16-7L 24"X12" P827
P801 W11-2 30"X30"
W16-7L 24"X12" P802
P810 W11-2 30"X30"
W16-7R 24"X12" P811
R812 NO PARKING THIS SIDE OF STREET
P813 SPECIAL 18"X24" LEFT RIGHT ONLY
R7-52R 18"X24" NO PARKING BETWEEN SIGNS P814
R817 NO PARKING THIS SIDE OF STREET
P818 W11-2 30"X30"
W16-7L 24"X12" P819
P828 W11-2 30"X30"
W16-7R 24"X12" P829
R830 NO PARKING THIS SIDE OF STREET
P831 R2-1 24"X30" SPEED LIMIT 30
SPECIAL 18"X24" LEFT RIGHT ONLY P832

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 139 E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - PS8

PLOT DATE : 7/31/2024 7:29 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * DENOTES SIGN MOUNTED ON LIGHT POLE
- ** DENOTES SIGN MOUNTED ON SIGNAL POLE

N

MATCHLINE STA 78+75.00

MATCHLINE STA 73+50.00

R/L MARION ST

BEGIN CONSTRUCTION
STA 54+43.15

E MARION ST

54+00

M856 N LAKE DRIVE
M857 E MARION ST
R858 P858 STOP
R1-1
30"X30"

R863 P863
W11-2
30"X30"
W16-7R
24"X12"
P864

R865 P865
W11-2
30"X30"
W16-7L
24"X12"
P866

SPEED LIMIT 30 R868

R/L STH 32/LAKE DRIVE

P854
R9-3A
18"x18"

P855
R9-3BL
18"X12"

P850
R7-9
18"X24"

P872 *
R7-9
18"X24"

EXISTING R/W

STH 32/LAKE DRIVE

74+00 75+00 76+00 77+00 78+00

EXISTING R/W

EXISTING R/W

SPEED LIMIT 30 R851
R852
NO PARKING R7-52L 18"X24" P853
NO PARKING R867

R859 P859
W11-2
30"X30"
W16-7L
24"X12"
P860

R861 P861
W11-2
30"X30"
W16-7R
24"X12"
P862

SPEED LIMIT 30 P869
R2-1
24"X30"
P870
SPECIAL
18"X24"
P871
R7-52R
18"X24"

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 140	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - PS9

PLOT DATE : 7/31/2024 7:29 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * DENOTES SIGN MOUNTED ON LIGHT POLE
- ** DENOTES SIGN MOUNTED ON SIGNAL POLE

N

MATCHLINE STA 84+25.00

M906 N LAKE DRIVE
E LAKE BLUFF BLVD
M907

BEGIN CONSTRUCTION
STA 59+32.22

R/L LAKE BLUFF BLVD

E LAKE BLUFF BLVD

59+00

R908 P908 STOP
R1-1
30"X30"

P904
W11-2
30"X30"
W16-7R
24"X12"
P905

M909 *

P910
W11-2
30"X30"
W16-7L
24"X12"
P911

SPEED LIMIT 30
R2-1
24"X30"
P917 *

P919 *
NO PARKING BIKE LANE
R7-9
18"X24"

EXISTING R/W

79+00 80+00 81+00 82+00 83+00 84+00

STH 32/LAKE DRIVE

EXISTING R/W

R/L STH 32/LAKE DRIVE

P900
NO PARKING BETWEEN SIGNS
R7-52L
18"X24"
NO PARKING THIS SIDE OF STREET
R901

P902
W11-2
30"X30"
W16-7L
24"X12"
P903

NO PARKING THIS SIDE OF STREET
R914

P912
W11-2
30"X30"
W16-7R
24"X12"
P913

NO PARKING BETWEEN SIGNS
R7-52R
18"X24"
P915
LEFT | RIGHT P ONLY
P916
SPECIAL
18"X24"

R918

EXISTING R/W

EXISTING R/W

MATCHLINE STA 78+75.00

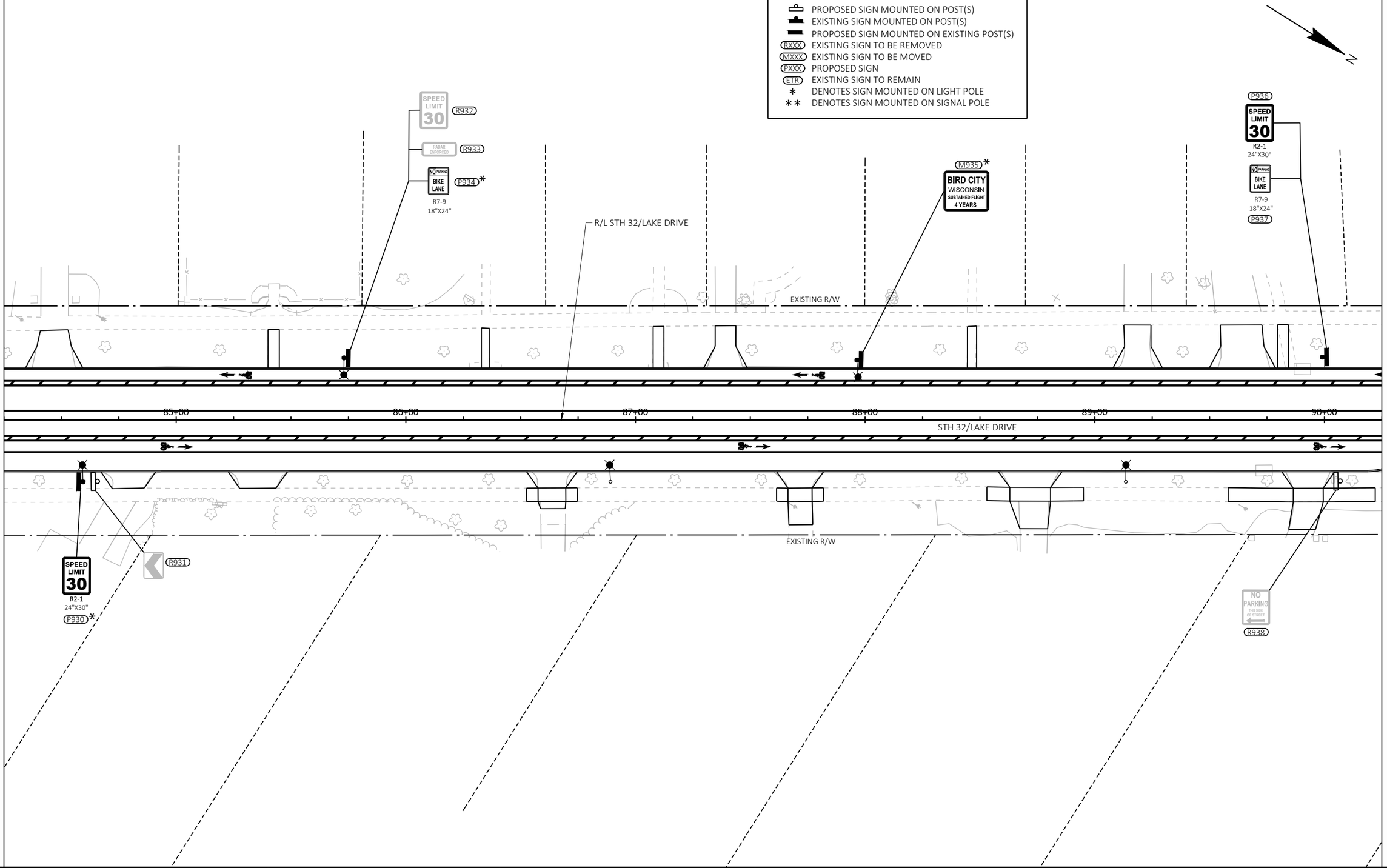
2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 141	E

2

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * DENOTES SIGN MOUNTED ON LIGHT POLE
- ** DENOTES SIGN MOUNTED ON SIGNAL POLE



2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 142	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - PS11
PLOT DATE : 7/31/2024 7:29 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * DENOTES SIGN MOUNTED ON LIGHT POLE
- ** DENOTES SIGN MOUNTED ON SIGNAL POLE

N

R/L KENSINGTON BLVD

E KENSINGTON BLVD

63+00

64+00

R968
P968 *
STOP
R1-1
30"X30"

R960
P960
W11-2
30"X30"

R962
P962
W11-2
30"X30"

W16-7R
24"X12"
P961

W16-7L
24"X12"
P963

BEGIN CONSTRUCTION
STA 64+24.31

N LAKE DRIVE M969
E KENSINGTON BLVD M970

P971
R9-3A
18"x18"

USE CROSSWALK P972
R9-3BR
18"X12"

P973 *
NO PARKING HERE TO CORNER
R7-51L
18"X24"

VILLAGE OF SHOREWOOD
NO PARKING
ON ANY VILLAGE STREET
2 AM TO 5 AM
WITHOUT PERMIT
NIGHT PARKING AND SNOW EMERGENCY REGULATIONS ENFORCED
M974 *

EXISTING R/W

R/L STH 32/LAKE DRIVE

91+00

92+00

93+00

STH 32/LAKE DRIVE

EXISTING R/W

R964
P964
W11-2
30"X30"

R966
P966
W11-2
30"X30"

W16-7L
24"X12"
P965

W16-7R
24"X12"
P967

NO PARKING THIS SIDE OF STREET
R975

ETR
Village of Whitefish Bay
TREE CITY USA
National Arbor Day Foundation

END PROJECT
STA 92+57.00

MATCHLINE STA 90+25.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SIGNING PLAN	SHEET 143	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - PS12
PLOT DATE : 7/31/2024 7:29 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

● BASE AND POLE FOR RECTANGULAR RAPID FLASHING BEACON

NOTE:

1) PROPOSED STORM SEWER, COMBINED SEWER, WATERMAIN, LIGHTING AND PAVEMENT MARKING SHOWN HALFTONE FOR CLARITY.

N

BEGIN CONSTRUCTION
STA 14+31.69

R/L STH 32/LAKE DRIVE

R/L MENLO BLVD

36+23.19, -25.96' LT
RRFB-1

36+23.27, 17.91' RT
RRFB-2

E MENLO BLVD

E NEWTON AVE

14+00

19+00

EXISTING R/W

13'

6'

12'

12'

14'

34+00

35+00

36+00

37+00

38+00

39+00

STH 32/LAKE DRIVE

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	RECTANGULAR RAPID FLASHING BEACONS	SHEET 144	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023210-PS.DWG
LAYOUT NAME - MENLO

PLOT DATE : 8/1/2024 9:54 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

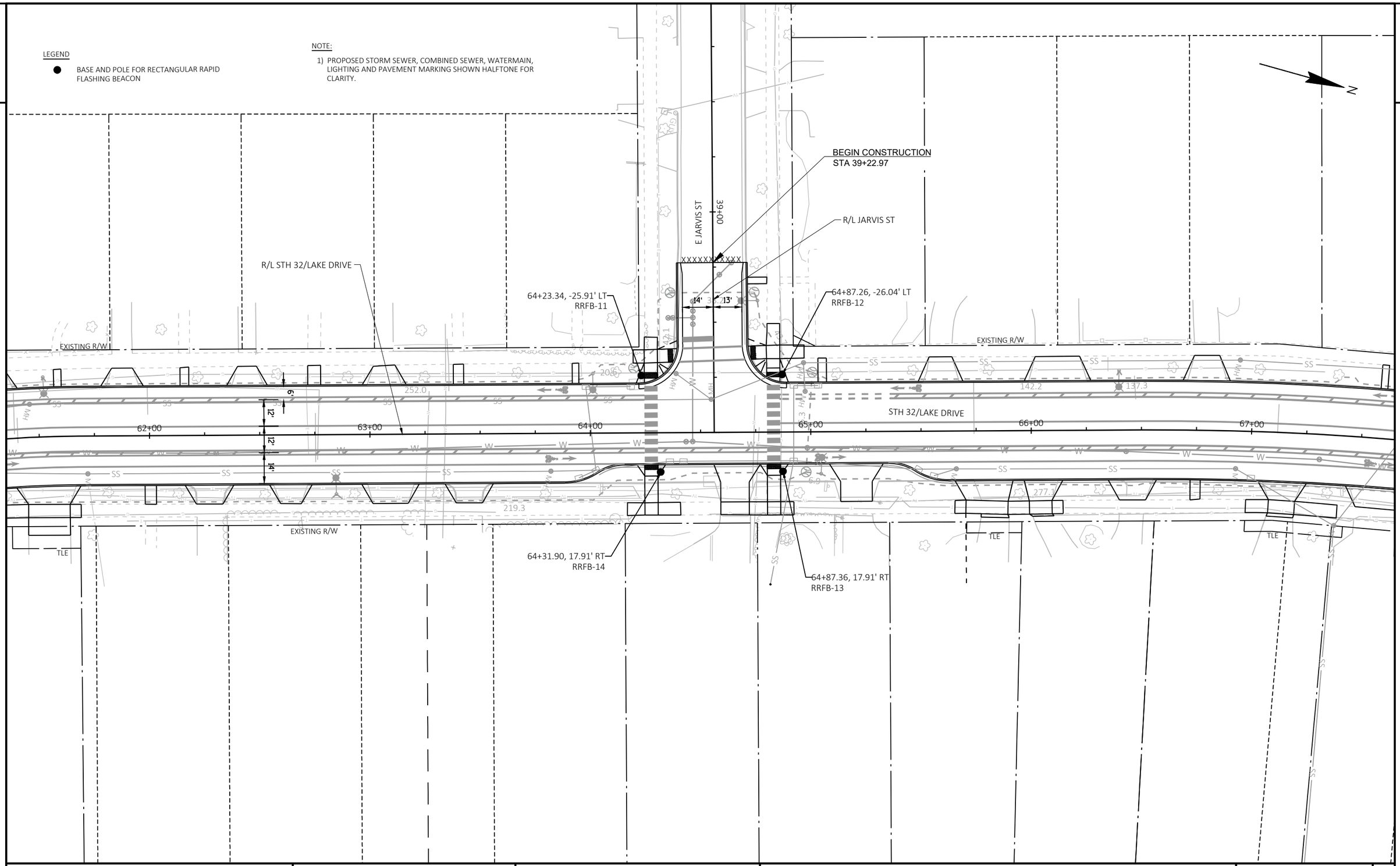
2

LEGEND

● BASE AND POLE FOR RECTANGULAR RAPID FLASHING BEACON

NOTE:

1) PROPOSED STORM SEWER, COMBINED SEWER, WATERMAIN, LIGHTING AND PAVEMENT MARKING SHOWN HALFTONE FOR CLARITY.



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	RECTANGULAR RAPID FLASHING BEACONS	SHEET 145	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023210-PS.DWG
LAYOUT NAME - JARVIS

PLOT DATE : 8/1/2024 8:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

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 NOT BACKFEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM OLD SOURCE.

LOCATIONS OF THE PVC CONDUITS ARE IDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. 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.

ALL CONDUITS SHALL BE CAPPED OR PLUGGED WITH ENGINEER APPROVED FITTINGS IMMEDIATELY AFTER INSTALLATION. THE TRENCH SHALL NOT BE BACK FILLED PRIOR TO INSPECTION OF THE CONDUIT.

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

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

CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX-TO-PULL BOX OR JUNCTION BOX OR BASE-TO-BASE, ETC.) UNLESS OTHERWISE NOTED ON PLANS.

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

CONTRACTOR SHALL SUPPLY AS-BUILT DRAWING FOR ALL THE WORK BEING DONE.

INSTALLATION OF LATERAL UNDERGROUND CONDUIT UNDER PAVEMENT SHALL BE INSTALLED MINIMUM 30 INCHES BELOW PROPOSED GRADE AND A MINIMUM OF 3 INCHES BELOW ALL PAVEMENT BASE MATERIALS. CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION. CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH ROADWAY CONSTRUCTION FOR CONDUIT LATERALS INSTALLATION.

PITCH ALL CONDUITS TOWARD PULL BOXES. INSTALL A 2" DRAIN DUCT TO STORM SEWER OR DRAIN SUMP AS REQUIRED FOR DRAINAGE. THE 2" DRAIN DUCT OR SUMP IS INCIDENTAL TO THE PULL BOX BID ITEM AND IS NOT SHOWN.

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.

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

EXISTING CONDUIT AND CID NO LONGER BEING USED IS ABANDONED IN PLACE. THE CONTRACTOR MAY REMOVE ABANDONED WIRING AT THE CONTRACTOR'S EXPENSE. ABANDONED PULL BOX REMOVAL IS INCIDENTAL TO THE ROAD CONSTRUCTION.

ALL UNDERGROUND WIRING AND CONDUIT FOR POLES BEING REMOVED IS ABANDONED IN PLACE UNLESS NOTED OTHERWISE. CONTRACTOR MAY SALVAGE ABANDONED WIRING AT HIS OWN EXPENSE.

PROVIDE MINIMUM CABLE SLACK AS NOTED BELOW:

PULL BOXES:	10-FT	LIGHTING CONTROL CENTERS:	10-FT
EMBEDDED JUNCTION BOXES:	3-FT	POLES:	5-FT IN AND 5-FT OUT

WIRE AND CONDUIT IS LISTED IN THE MISCELLANEOUS QUANTITIES BASED UPON THE EARLIEST STAGE SHOWN. CONTRACTOR MAY INSTALL LATER WHEN LOAD NEEDS TO BE ENERGIZED.

ALL REMOVED DECORATIVE POLES AND LUMINAIRES TO BE SALVAGED AND DELIVERED TO THE VILLAGE OF SHOREWOOD. CONTRACTOR TO CONTACT THE VILLAGE OF SHOREWOOD PUBLIC WORK SUPERINTENDENT, DAN HEYEN (414-847-2650) 7 DAYS PRIOR TO THE REMOVAL FOR EQUIPMENT DROP OFF COORDINATION.

STAGING NOTES

MAINTAIN LIGHTING AT ALL TIMES DURING CONSTRUCTION USING EXISTING LIGHTING, PROPOSED TEMPORARY, FINAL LIGHTING OR COMBINATIONS.

MAINTAIN ALL LIGHTING ON THE WEST SIDE OF THE STH 32 DURING STAGE 1 AND 2 CONSTRUCTION.

NEW LIGHTING ON THE EAST SIDE OF THE STH 32 TO BE UTILIZED AS TEMPORARY LIGHTING DURING STAGE 3 CONSTRUCTION.

DO NOT REMOVE EXISTING LIGHTING UNTIL THE NEW OR TEMPORARY LIGHTING IS OPERATIONAL. REFER TO DRAWINGS FOR STAGING INFORMATION.

MAINTAINING SYSTEM CONTINUITY SHALL BE INCIDENTAL TO THE "REMOVE EXISTING STREET LIGHTS" BID ITEM.

DUE TO THE PHASING OF CONSTRUCTION SOME FINAL LIGHTING UNITS MAY BE ORPHANED UNTIL A LATER STAGE IS COMPLETE. IT IS AT THE DISCRETION OF THE CONTRACTOR TO SCHEDULE THESE ITEMS. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF THE PLACEMENT OF RACEWAY THAT SPANS TWO DIFFERENT PHASES OF CONSTRUCTION. MISCELLANEOUS QUANTITIES SHOW WIRING ADDED WHEN CONDUIT IS INSTALLED. WIRING INSTALLATION MAY BE DEFERRED SUBJECT TO THE LIMITATIONS NOTED HEREIN.

TEMPORARY OR FINAL LIGHTING MUST ILLUMINATE AN AREA BEFORE EXISTING LIGHTING UNITS IN AN AREA CAN BE REMOVED. THE SCHEDULING OF REMOVAL IS AT THE DISCRETION OF THE CONTRACTOR WITH THE PROVISION THAT LIGHTING OF THE ROADWAY IS PROVIDED AT ALL TIMES. COORDINATE POLE REMOVAL WITH TRAFFIC CONTROL.

TEMPORARY LIGHTING PLAN NOTES

1. SPLICE LIGHTING WIRES IN PULL BOX. WET SPLICING WITH EPOXY SPLICE KIT.
2. PLACE PULL BOX OVER EXISTING CONDUITS PRIOR TO REMOVAL AND SPLICE NEW WIRES IN PULL BOX. PULL BOX TO BE USED FOR FINAL LIGHTING.
3. MAINTAIN ALL LIGHTING ON THE WEST SIDE OF STH 32 DURING STAGE 1 AND 2 CONSTRUCTION.
4. NEW LIGHTING ON THE EAST SIDE OF STH 32 TO BE UTILIZED AS TEMPORARY LIGHTING DURING STAGE 3 CONSTRUCTION.
5. EXISTING WIRES FROM THE LIGHTING CABINET TO THE CROSSING NEAR STA 43+00, AND TO POLE EX-LP-15 TO REMAIN DURING STAGE 1 CONSTRUCTION.
6. INSTALL PULL BOX PRIOR TO THE LIGHT POLE AND TRAFFIC SIGNAL REMOVAL.

PERMANENT LIGHTING PLAN NOTES

1. SPLICE LIGHTING WIRES IN PULL BOX. WET SPLICING WITH EPOXY SPLICE KIT.
2. INSTALL PULL BOX PRIOR TO THE LIGHT POLE AND TRAFFIC SIGNAL REMOVAL.
3. CONTRACTOR TO ADJUST POLE LOCATION BASED ON THE FIELD CONDITION.

LEGEND - LIGHTING

- CABLE IN CONDUIT - 2", UNLESS NOTED IN PLAN
- PROPOSED MUNICIPAL LIGHTING UNIT
- EXISTING MUNICIPAL LIGHTING UNIT
- LIGHTING CONTROL CABINET
- PULL BOX 24" x 36" EXCEPT INDICATED IN PLAN
- PULL BOX 24" x 42"
- ELECTRIC METER SOCKET
- XX — DENOTES THE CONSTRUCTION STAGE FOR REMOVAL
- STUBOUT
- EX — EXISTING
- LP — LIGHT POLE
- LPB — LIGHTING PULL BOX

MUNICIPAL LUMINAIRE WITH DECO POLE IDENTIFICATION

STATION - OFFSET
LED-A1

- LUMINAIRE NUMBER
- CIRCUIT
- LUMINAIRE TYPE SOURCE

2

2

N

MATCHLINE STA 31+50.00

BEGIN CONSTRUCTION
STA 4+07.83

EXISTING LIGHTING TO REMAIN

R/L EDGEWOOD AVE

BEGIN PROJECT
STA 26+40.00

EXISTING R/W

E EDGEWOOD AVE

4+00

STA 28+35, 26.4' LT
EX-LP-2
03

R/L STH 32/LAKE DRIVE

STA 29+76, 32.2' LT
EX-PB-2
03

STA 31+00, 26.9' LT
EX-LP-3
03

EXISTING R/W

26+00

27+00

28+00

29+00

30+00

31+00

STH 32/LAKE DRIVE

STA 29+74, 25.0' RT
EX-PB-1
01

EXISTING R/W

EXISTING LIGHTING TO REMAIN

STA 29+74, 27.6' RT
EX-LP-1
01

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 147	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP1

PLOT DATE : 7/31/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

EXISTING LIGHTING POLE TO REMAIN.
DISCONNECT EXISTING WIRES TO EAST
AND ABANDON IN PLACE.

BEGIN CONSTRUCTION
STA 9+25.00

R/L SHEPARD AVE

N SHEPARD AVE
9+00

STA 33+37, 29.4' LT
EX-LP-7

R/L STH 32/LAKE DRIVE

BEGIN CONSTRUCTION
STA 14+31.69

R/L MENLO BLVD

E MENLO BLVD
14+00

STA 35+94, 27.2' LT
EX-LP-8

STA 36+74, 83.3' LT
EX-LP-9
EXISTING LIGHTING
TO REMAIN

STA 36+75, 32.8' LT
EX-PB-3

STA 37+06, 32.8' LT
EX-PB-4

EXISTING R/W

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

STH 32/LAKE DRIVE

STA 32+26, 27.7' RT
EX-LP-4

STA 34+72, 27.3' RT
EX-LP-5

STA 37+10, 27.8' RT
EX-LP-6

MATCHLINE STA 37+50.00

MATCHLINE STA 31+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 148	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP2

PLOT DATE : 7/31/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

BEGIN CONSTRUCTION
STA 19+47.83

EXISTING LIGHTING TO REMAIN

BEGIN CONSTRUCTION
STA 24+00.00

R/L BEVERLY RD

STA 38+94, 58.8' LT
EX-LP-13

STA 38+34, 26.8' LT
EX-LP-12

STA 37+97, 29.4' LT
EX-PB-6

19+00

E NEWTON AVE

R/L NEWTON AVE

STA 40+79, 26.1' LT
EX-LP-14

24+00

E BEVERLY RD

STA 42+80, 62.2' LT
EX-LP-15

STA 43+14, 25.9' LT
EX-LP-16

EXISTING R/W

EXISTING R/W

MATCHLINE STA 43+50.00

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

STH 32/LAKE DRIVE

STA 38+02, 31.0' RT
EX-PB-5

STA 39+58, 26.6' RT
EX-LP-10

STA 41+94, 26.5' RT
EX-LP-11

EXISTING R/W

STA 37+00, 65.9' RT
EX-LCC-1
EXISTING LIGHTING
CONTROL CABINET
TO REMAIN

R/L STH 32/LAKE DRIVE

MATCHLINE STA 37+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 149	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP3

PLOT DATE : 7/31/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

EXISTING LIGHTING POLE TO REMAIN.
DISCONNECT EXISTING WIRES TO EAST
AND ABANDON IN PLACE.

R/L SHOREWOOD BLVD

BEGIN CONSTRUCTION
STA 29+50.00

29+00

E SHOREWOOD BLVD

STA 46+49, 63.8' LT
EX-LP-22
03

STA 47+95, 37.6' LT
EX-LP-23
03

STA 45+58, 26.2' LT
EX-LP-21
03

EXISTING R/W

EXISTING R/W

44+00

45+00

46+00

47+00

48+00

49+00

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

EXISTING R/W

STA 44+35, 26.3' RT
EX-LP-17
01

STA 46+73, 27.4' RT
EX-LP-19
01

STA 49+18, 27.2' RT
EX-LP-20
01

MATCHLINE STA 49+50.00

MATCHLINE STA 43+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 150	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP4

PLOT DATE : 7/31/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

BEGIN CONSTRUCTION
STA 34.00.00

R/L CAPITOL DR

DISCONNECT LIGHTING AND RECEPTACLE WIRES FROM POLE EX-LP-29, THEN PULL AND COIL WIRES IN NEW PULL BOX LPB-28 PRIOR TO THE TRAFFIC SIGNAL POLES REMOVAL. 01

STA 50+45, 25.4' LT 02
EX-LP-27

03 STA 52+82, 29.0' LT
EX-LP-28

01 STA 54+10, 48.0' LT
EX-LP-29
EXISTING LIGHTING TO BE REMOVED AND SALVAGED UNDER TRAFFIC SIGNAL ITEMS (SEE TRAFFIC SIGNAL PLAN)

R/L STH 32/LAKE DRIVE

MATCHLINE STA 55+50.00

EXISTING LIGHTING TO REMAIN

EXISTING R/W

E CAPITOL DR

TLE

50+00

51+00

52+00

53+00

54+00

55+00

STH 32/LAKE DRIVE

01 STA 51+63, 27.4' RT
EX-LP-24

01 STA 54+35, 28.5' RT
EX-LP-25

01 STA 55+41, 25.7' RT
EX-LP-26

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 151	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP5

PLOT DATE : 7/31/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

STA 56+65, 26.0' LT
EX-LP-32

STA 59+07, 25.8' LT
EX-LP-33

STA 61+48, 25.6' LT
EX-LP-34

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

56+00

57+00

58+00

59+00

60+00

61+00

STH 32/LAKE DRIVE

MATCHLINE STA 61+50.00

STA 57+82, 26.0' RT
EX-LP-30

R/L STH 32/LAKE DRIVE

STA 60+30, 25.7' RT
EX-LP-31

TLE

TLE

MATCHLINE STA 55+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 152	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP6

PLOT DATE : 7/31/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

EXISTING LIGHTING POLE TO REMAIN.
DISCONNECT EXISTING WIRES TO EAST
AND ABANDON IN PLACE.

BEGIN CONSTRUCTION
STA 39+22.97

R/L JARVIS ST

39+00

STA 64+75, 64.7' LT
EX-LP-38

STA 66+35, 26.8' LT
EX-LP-39

STA 63+96, 25.9' LT
EX-LP-37

R/L STH 32/LAKE DRIVE

E JARVIS ST

EXISTING R/W

EXISTING R/W

62+00

63+00

64+00

65+00

66+00

67+00

STH 32/LAKE DRIVE

MATCHLINE STA 67+50.00

EXISTING R/W

TLE

TLE

TLE

STA 62+72, 25.8' RT
EX-LP-35

STA 65+10, 26.0' RT
EX-LP-36

MATCHLINE STA 61+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 153	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP7

PLOT DATE : 7/31/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

EXISTING LIGHTING POLE TO REMAIN.
DISCONNECT EXISTING WIRES TO EAST
AND ABANDON IN PLACE.

BEGIN CONSTRUCTION
STA 44+29.89

STA 67+00, 71.4' LT
EX-LP-43

R/L WOOD PL

E WOOD PL

44+00

STA 68+78, 25.8' LT
EX-LP-44

EXISTING R/W

STA 71+66, 56.1' LT
EX-LP-46

STA 71+38, 25.4' LT
EX-LP-45

E OLIVE ST

49+00

EXISTING LIGHTING POLE TO REMAIN.
DISCONNECT EXISTING WIRES TO EAST
AND ABANDON IN PLACE.

BEGIN CONSTRUCTION
STA 49+32.38

R/L OLIVE ST

MATCHLINE STA 73+50.00

N

68+00

69+00

70+00

71+00

72+00

73+00

STH 32/LAKE DRIVE

STA 67+75, 26.9' RT
EX-LP-40

R/L STH 32/LAKE DRIVE

EXISTING R/W

STA 70+16, 26.3' RT
EX-LP-41

STA 72+67, 28.7' RT
EX-LP-42

MATCHLINE STA 67+50.00

2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 154	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP8

PLOT DATE : 7/31/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 78+75.00

MATCHLINE STA 73+50.00

N

BEGIN CONSTRUCTION
STA 54+43.15

EXISTING LIGHTING TO REMAIN

R/L MARION ST

R/L STH 32/LAKE DRIVE

STA 73+78, 27.0' LT
EX-LP-49

STA 75+61, 67.5' LT

STA 75+49, 30.4' LT
EX-PB-7

STA 76+28, 25.4' LT
EX-LP-51

STA 78+58, 26.7' LT
EX-LP-52

STA 75+05, 26.7' RT
EX-LP-47

STA 77+62, 27.2' RT
EX-LP-48

E MARION ST

STH 32/LAKE DRIVE

54+00

74+00

75+00

76+00

77+00

78+00

EXISTING R/W

TLE

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 155	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP9

PLOT DATE : 7/31/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

BEGIN CONSTRUCTION
STA 59+32.22

STA 79+75, 76.1' LT
EX-LP-55

R/L LAKE BLUFF BLVD

E LAKE BLUFF BLVD

59+00

STA 80+94, 26.0' LT
EX-LP-56

STA 83+42, 24.5' LT
EX-LP-57

EXISTING R/W

79+00

80+00

81+00

82+00

83+00

84+00

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

TLE

STA 79+76, 26.9' RT
EX-LP-53

STA 82+02, 26.9' RT
EX-LP-54

MATCHLINE STA 84+25.00

MATCHLINE STA 78+75.00

N

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 156	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP10

PLOT DATE : 7/31/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 90+25.00

2

STA 85+78, 25.9' LT
EX-LP-61

STA 88+01, 26.6' LT
EX-LP-62

EXISTING R/W

85+00 86+00 87+00 88+00 89+00 90+00

STH 32/LAKE DRIVE

EXISTING R/W

STA 84+64, 25.5' RT
EX-LP-58

R/L STH 32/LAKE DRIVE

STA 86+94, 25.4' RT
EX-LP-59

STA 89+19, 27.3' RT
EX-LP-60

MATCHLINE STA 84+25.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 157	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP11

PLOT DATE : 7/31/2024 7:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

STA 90+88, 64.1' LT
EX-LP-64

EXISTING LIGHTING TO REMAIN

BEGIN CONSTRUCTION
STA 64+24.31

E KENSINGTON BLVD

63+00

64+00

R/L KENSINGTON BLVD

STA 91+53, 26.0' LT
EX-LP-65

END PROJECT
STA 92+57.00

EXISTING R/W

91+00

92+00

93+00

STH 32/LAKE DRIVE

EXISTING R/W

R/L STH 32/LAKE DRIVE

STA 90+32, 26.5' RT
EX-LP-63

MATCHLINE STA 90+25.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLANS	SHEET 158	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - LP12

PLOT DATE : 7/31/2024 7:32 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

R/L NEWTON AVE

BEGIN CONSTRUCTION
STA 19+47.83

E NEWTON AVE

19+00

BEGIN CONSTRUCTION
STA 24+00.00

R/L BEVERLY RD

24+00

E BEVERLY RD

STA 42+80, 62.2' LT
EX-LP-15

STA 37+97, 29.4' LT
EX-PB-6

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING LIGHTING WIRES TO REMAIN DURING STAGE CONSTRUCTION

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

2-3"C BORE
2 #4 A, 1 #4 GND;
2 #4 B, 1 #4 GND;
2 #4 C, 1 #4 GND

STH 32/LAKE DRIVE

EXISTING R/W

STA 38+02, 38.2' RT
LPB-15
(SEE TEMPORARY LIGHTING NOTES 2,3,4 & 5)

STA 37+00, 65.9' RT
EXISTING LIGHTING
CABINET (480V)

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TEMPORARY LIGHTING PLANS	SHEET 159	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023602-LP.DWG
LAYOUT NAME - LP3

PLOT DATE : 7/31/2024 7:32 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

BEGIN CONSTRUCTION
STA 4+07.83

R/L EDGEWOOD AVE

BEGIN PROJECT
STA 26+40.00

EXISTING R/W

E EDGEWOOD AVE

4+00

STA 27+66, 31.1' LT
LPB-1
INSTALL PULL BOX OVER EXISTING LIGHTING WIRES.
SPLICE CIRCUIT "A" WIRES IN PULL BOX.
COIL 25-FT ADDITIONAL WIRES SLACK IN PULL BOX
(SEE PERMANENT LIGHTING PLAN NOTE 1)

2"C, BORED
2 #4 A, 1 #4 GND

STA 28+32, 24.6' LT
LPB-2

2"C, 2 #6 D, 1 #6 GND

STA 28+40, 27.0' LT
LED-D1
13FT CONCRETE POLE
DIRECT BURIED

R/L STH 32/LAKE DRIVE

EXISTING R/W

BORED
2"C, 2 #4 A, 1 #4 GND;
2"C, 2 #6 D, 1 #6 GND

BORED
2"C, 2 #4 A, 1 #4 GND;
2"C, 2 #6 D, 1 #6 GND

STA 31+05, 32.8' LT
LPB-4

STA 30+97, 27.0' LT
LED-D2
13FT CONCRETE POLE
DIRECT BURIED

2"C, 4 #6 D, 2 #6 GND

26+00 27+00 28+00 29+00 30+00 31+00

2-3"C, EMPTY

STH 32/LAKE DRIVE

STA 27+66, 18.5' RT
LPB-5

STA 29+79, 27.0' RT
LED-C1
13FT CONCRETE POLE
DIRECT BURIED

EXISTING R/W

2"C, BORED
4 #6 C, 2 #6 GND

N

MATCHLINE STA 31+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 160	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP1

PLOT DATE : 7/31/2024 7:34 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCHLINE STA 37+50.00

BEGIN CONSTRUCTION
STA 9+25.00

R/L SHEPARD AVE

N SHEPARD AVE
9+00

STA 32+96, 55.0' LT
LPB-8

BORED
2"C, 2 #4 A, 1 #4 GND;
2"C, 2 #6 D, 1 #6 GND

EXISTING R/W

3"C, 2 #4 A, 1 #4 GND;
3"C, 2 #6 D, 1 #6 GND

STA 33+35, 55.0' LT
LPB-9

2"C, 4 #6 D, 2 #6 GND

STA 33+36, 47.0' LT
LED-D3
13FT CONCRETE POLE DIRECT BURIED
INSTALL POLE ON EXISTING LIGHTING WIRES

2"C, BORED
2 #4 A, 1 #4 GND
AND 2 #6 D, 1 #6 GND

STA 33+61, 25.6' LT
LPB-10

EXISTING R/W

2"C, BORED
2 #4 A, 1 #4 GND AND
2 #6 D, 1 #6 GND

R/L STH 32/LAKE DRIVE

2-3"C , EMPTY

STH 32/LAKE DRIVE

R/L MENLO BLVD

BEGIN CONSTRUCTION
STA 14+31.69

3"C, 2 #4 A, 1 #4 GND
AND 2 #4 B, 1 #4 GND;
3"C, 2 #6 D, 1# 6 GND

STA 36+32, 70.2' LT
LPB-12
INSTALL PULL BOX OVER EXISTING LIGHTING WIRES.
SPLICE CIRCUIT "B" WIRES IN PULL BOX.
(SEE PERMANENT LIGHTING PLAN NOTE 1)

2"C, BORED
2 #4 A, 1 #4 GND
AND 2 #6 D, 1 #6 GND

STA 36+15, 24.6' LT
LPB-11

2"C, 4 #6 D, 2 #6 GND

STA 35+99, 27.0' LT
LED-D4
13FT CONCRETE POLE
DIRECT BURIED

E MENLO BLVD
14+00

STA 36+74, 83.3' LT
EX-LED-1
RECONNECT CIRCUIT
"B" WIRES TO
EXISTING POLE.

2"C, 2 #4 B, 1 #4 GND

STA 36+78, 66.8' LT
LPB-13
INSTALL PULL BOX OVER
EXISTING LIGHTING WIRES.
SPLICE CIRCUIT "B" WIRES
IN PULL BOX.
(SEE PERMANENT
LIGHTING PLAN NOTE 1)

BORED
2"C, 2 #4 A, 1 #4 GND
AND 2 #4 B, 1 #4 GND;
2"C, 2 #6 D, 1# 6 GND

EXISTING R/W

2-3"C, EMPTY

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

2"C, BORED
4 #6 C, 2 #6 GND

STA 32+31, 27.0' RT
LED-C2
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
4 #6 C, 2 #6 GND

STA 33+61, 31.0' RT
LPB-6

2"C, BORED
4 #6 C, 2 #6 GND

EXISTING R/W

STA 34+67, 27.1' RT
LED-C3
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
4 #6 C, 2 #6 GND

STA 36+15, 16.6' RT
LPB-7

2"C, BORED
2 #6 C, 1 #6 GND

STA 37+03, 19.7' RT
LED-C4
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

MATCHLINE STA 31+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 161	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP2
PLOT DATE : 7/31/2024 7:34 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

STA 38+94, 55.2' LT
LED-D6
13FT CONCRETE POLE
DIRECT BURIED

R/L NEWTON AVE

BEGIN CONSTRUCTION
STA 19+47.83

E NEWTON AVE

2"C, BORED
2 #6 D, 1 #6 GND

STA 38+59, 24.6' LT
LPB-17
SPLICE CIRCUIT "D" WIRES IN PULL BOX

2"C, 4 #6 D, 2 #6 GND

STA 38+39, 27.0' LT
LED-D5
13FT CONCRETE POLE
DIRECT BURIED

BORED
2"C, 2 #4 A, 1 #4 GND
AND 2 #4 B, 1 #4 GND;
2"C, 2 #6 D, 1# 6 GND

EXISTING R/W

3"C, 2 #6 D, 1 #6 GND

STA 39+36, 41.1' LT
LPB-19

2"C, BORED
2 #6 D, 1 #6 GND

STA 40+83, 27.0' LT
LED-D7
13FT CONCRETE POLE
DIRECT BURIED

BEGIN CONSTRUCTION
STA 24+00.00

R/L BEVERLY RD

3"C, 2 #6 D, 1 #6 GND

STA 42+37, 49.5' LT
LPB-20

EXISTING R/W

E BEVERLY RD

STA 42+78, 62.3' LT
LED-D8
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
4 #6 D, 2 #6 GND

STA 42+76, 46.1' LT
LPB-21

2"C, BORED
2 #6 D, 1 #6 GND

STA 43+29, 24.2' LT
LPB-22

STA 38+94, 48.7' LT
LPB-18

STA 43+19, 27.0' LT
LED-D9
13FT CONCRETE POLE
DIRECT BURIED

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

STH 32/LAKE DRIVE

2"C, 4 #6 D, 2 #6 GND

3"C, 2 #4 A, 1 #4 GND
AND 2 #4 B, 1 #4 GND;
3"C , 4 #6 D, 2 #6 GND

STA 38+59, 28.3' RT
LPB-15

3"C, BORED
4 #6 D, 2 #6 GND;
2 #4 B, 1 #6 GND;
2 #4 A, 1 #6 GND

STA 39+63, 27.0' RT
LED-C5
13FT CONCRETE POLE
DIRECT BURIED

STA 41+89, 27.0' RT
LED-C6
13FT CONCRETE POLE
DIRECT BURIED

EXISTING R/W

2-3"C, EMPTY

STA 43+28, 24.7' RT
LPB-16

2"C, BORED
2 #6 C, 1 #4 GND

STA 38+02, 38.1' RT
LPB-14
PLACE PULL BOX OVER EXISTING LIGHTING
CONDUIT. SPLICE CIRCUIT "C" IN PULL BOX.

2"C, BORED
2 #6 C, 1 #6 GND

2"C, BORED
2 #6 C, 1 #6 GND

2"C, BORED
2 #6 C, 1 #6 GND

R/L STH 32/LAKE DRIVE

IN EXISTING CONDUITS
2 #4 A, 1 #4 GND;
2 #4 B, 1 #4 GND;
2 #6 C, 1 #6 GND TO LED C-4;
2 #6 C, 1 #6 GND TO LED C-5;
2 #6 D, 1 #6 GND TO LED D-5;
2 #6 D, 1 #6 GND TO LED D-6

STA 37+00, 65.9' RT
EXISTING LIGHTING
CABINET (480V)

MATCHLINE STA 37+50.00

MATCHLINE STA 43+50.00

N

2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 162	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP3
PLOT DATE : 7/31/2024 7:34 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

MATCHLINE STA 49+50.00

N

R/L SHOREWOOD BLVD

BEGIN CONSTRUCTION
STA 29+50.00

3"C, 2 #6 D, 1 #6 GND

STA 45+80, 46.0' LT
LPB-24

STA 45+63, 27.0' LT
LED-D10
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

EXISTING R/W

E SHOREWOOD BLVD

29+00

STA 46+48, 59.8' LT
LED-D11
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
4 #6 D, 2 #6 GND

STA 46+46, 34.0' LT
LPB-25

2"C, BORED
2 #6 D, 1 #6 GND

STA 47+98, 27.0' LT
LED-D12
13FT CONCRETE POLE
DIRECT BURIED

EXISTING R/W

2"C, BORED
2 #6 D, 1 #6 GND

44+00 45+00 46+00 47+00 48+00 49+00

STH 32/LAKE DRIVE

2-3"C , EMPTY

R/L STH 32/LAKE DRIVE

STA 44+30, 27.0' RT
LED-C7
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

STA 46+41, 26.0' RT
LPB-23

2"C, BORED
2 #6 C, 1 #6 GND

STA 46+69, 27.0' RT
LED-C8
13FT CONCRETE POLE
DIRECT BURIED

EXISTING R/W

2"C, BORED
2 #6 C, 1 #6 GND

STA 49+23, 27.0' RT
LED-C9
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

MATCHLINE STA 43+50.00

2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 163	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP4

PLOT DATE : 8/1/2024 8:54 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

BEGIN CONSTRUCTION
STA 34.00.00

STA 54+19, 61.0' LT
LPB-28
INSTALL PULL BOX OVER EXISTING LIGHTING CONDUIT.
SPLICE LIGHTING AND RECEPTACLE WIRES IN PULL BOX.
(SEE PERMANENT LIGHTING PLAN NOTES 1 & 2)

R/L CAPITOL DR

MATCHLINE STA 55+50.00

2"C, 4 #4 LIGHTING WIRES, AND
3 #4 RECEPTACLE WIRES

STA 54+07, 48.3' LT
A-153
RE-INSTALL SALVAGED LIGHTING ON
TRAFFIC SIGNAL POLE
(SEE TRAFFIC SIGNAL PLAN);
RECONNECT LIGHTING AND
RECEPTACLE WIRES

STA 50+47, 27.0' LT
LED-D13
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

R/L STH 32/LAKE DRIVE

2"C, BORED
2 #6 D, 1 #6 GND

STA 52+87, 27.0' LT
LED-D14
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

3"C, BORED
2 #6 D, 1 #6 GND

STA 53+73, 25.9' LT
LPB-27

STA 55+10, 25.6' LT
LPB-29

2"C, BORED
2 #6 D, 1 #6 GND

EXISTING R/W

E CAPITOL DR

50+00

51+00

52+00

53+00

54+00

55+00

STH 32/LAKE DRIVE

2-3"C , EMPTY

EXISTING R/W

STA 51+68, 27.0' RT
LED-C10
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

2"C, BORED
2 #6 C, 1 #6 GND

STA 53+71, 25.5' RT
LPB-26

STA 54+03, 27.1' RT
LED-C11
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

STA 54+82, 27.1' RT
LED-C12
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

STA 55+46, 27.0' RT
LED-C13
13FT CONCRETE POLE
DIRECT BURIED

EXISTING R/W

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 164	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP5

PLOT DATE : 7/31/2024 7:34 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

STA 56+60, 27.0' LT
LED-D15
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

2"C, BORED
2 #6 D, 1 #6 GND

STA 59+12, 27.0' LT
LED-D16
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

EXISTING R/W

EXISTING R/W

56+00

57+00

58+00

59+00

60+00

61+00

STH 32/LAKE DRIVE

MATCHLINE STA 61+50.00

R/L STH 32/LAKE DRIVE

EXISTING R/W

EXISTING R/W

TLE

TLE

STA 57+79, 30.0' RT
LED-C14
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

2"C, BORED
2 #6 C, 1 #6 GND

STA 60+35, 27.0' RT
LED-C15
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

MATCHLINE STA 55+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 165	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP6

PLOT DATE : 7/31/2024 7:34 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

BEGIN CONSTRUCTION
STA 39+22.97

R/L JARVIS ST

3"C, 2 #6 D, 1 #6 GND

STA 64+36, 63.4' LT
LPB-32

2"C, BORED
2 #6 D, 1 #6 GND

R/L STH 32/LAKE DRIVE

STA 64+20, 29.4' LT
LPB-31

2"C, BORED
2 #6 D, 1 #6 GND

STA 64+01, 27.0' LT
LED-D18
13FT CONCRETE POLE
DIRECT BURIED

STA 61+52, 27.0' LT
LED-D17
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

EXISTING R/W

39+00

E JARVIS ST

STA 64+75, 63.5' LT
LPB-33

STA 64+76, 59.7' LT
LED-D19
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
6 #6, D,N,GND

STA 65+01, 27.0' LT
LPB-34

EXISTING R/W

2-3"C , EMPTY

2"C, BORED
2 #6 D, 1 #6 GND

STA 66+40, 27.0' LT
LED-D20
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

62+00 63+00 64+00 65+00 66+00 67+00

STH 32/LAKE DRIVE

EXISTING R/W

TLE

2"C, BORED
2 #6 C, 1 #6 GND

STA 62+85, 27.0' RT
LED-C16
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

STA 64+98, 18.2' RT
LPB-30

2"C, BORED
2 #6 C, 1 #6 GND

STA 65+05, 19.0' RT
LED-C17
13FT CONCRETE POLE
DIRECT BURIED

TLE

2"C, BORED
2 #6 C, 1 #6 GND

TLE

MATCHLINE STA 67+50.00

MATCHLINE STA 61+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 166	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP7

PLOT DATE : 7/31/2024 7:34 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

STA 67+00, 66.4' LT
LED-D21
13FT CONCRETE POLE
DIRECT BURIED

BEGIN CONSTRUCTION
STA 44+29.89

R/L WOOD PL

3"C, 2 #6 D, 1 #6 GND

STA 67+99, 61.5' LT
LPB-38

STA 68+33, 64.1' LT
LPB-39

2"C, BORED
2 #6 D, 1 #6 GND

STA 67+71, 24.3' LT
LPB-37

STA 68+72, 27.0' LT
LED-D22
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

EXISTING R/W

2"C, BORED
2 #6 D, 1 #6 GND

STA 71+68, 51.1' LT
LED-D24
13FT CONCRETE POLE
DIRECT BURIED

STA 71+68, 46.1' LT
LPB-41

2"C, BORED
2 #6 D, 1 #6 GND

STA 71+56, 29.6' LT
LPB-40

2"C, BORED
2 #6 D, 1 #6 GND

STA 71+33, 27.0' LT
LED-D23
13FT CONCRETE POLE
DIRECT BURIED

R/L OLIVE ST

BEGIN CONSTRUCTION
STA 49+32.38

3"C, 2 #6 D, 1 #6 GND

STA 72+01, 46.0' LT
LPB-42

2"C, BORED
2 #6 D, 1 #6 GND

EXISTING R/W

MATCHLINE STA 73+50.00

E WOOD PL

44+00

49+00

E OLIVE ST

STH 32/LAKE DRIVE

68+00

69+00

70+00

71+00

72+00

73+00

2-3"C , EMPTY

2-3"C , EMPTY

STA 67+85, 28.3' RT
LPB-35

2"C, BORED
2 #6 C, 1 #6 GND

STA 67+81, 27.0' RT
LED-C18
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

R/L STH 32/LAKE DRIVE

STA 70+10, 27.0' RT
LED-C19
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

EXISTING R/W

STA 71+56, 18.8' RT
LPB-36

2"C, BORED
2 #6 C, 1 #6 GND

STA 72+66, 27.0' RT
LED-C20
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

MATCHLINE STA 67+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 167	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP8

PLOT DATE : 7/31/2024 7:35 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCHLINE STA 78+75.00

N

3"C, 2 #6 D, 1 #6 GND

R/L MARION ST

STA 75+62, 50.8' LT
LPB-45

BEGIN CONSTRUCTION
STA 54+43.15

54+00

E MARION ST

STA 75+95, 50.9' LT
LPB-46

2"C, BORED
2 #6 D, 1 #6 GND

2"C, BORED
2 #6 D, 1 #6 GND

STA 76+23, 27.0' LT
LED-D26
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

STA 78+63, 27.0' LT
LED-D27
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

STA 73+83, 29.0' LT
LED-D25
13FT CONCRETE POLE
DIRECT BURIED
(SEE PERMANENT LIGHTING PLAN NOTE 3)

STA 75+45, 28.0' LT
LPB-44

R/L STH 32/LAKE DRIVE

EXISTING R/W

EXISTING R/W

2-3"C , EMPTY

STH 32/LAKE DRIVE

74+00 75+00 76+00 77+00 78+00

EXISTING R/W

EXISTING R/W

TLE

TLE

TLE

2"C, BORED
2 #6 C, 1 #6 GND

STA 75+10, 27.0' RT
LED-C21
13FT CONCRETE POLE
DIRECT BURIED
(SEE PERMANENT LIGHTING PLAN NOTE 3)

2"C, BORED
2 #6 C, 1 #6 GND

STA 75+42, 25.0' RT
LPB-43

2"C, BORED
2 #6 C, 1 #6 GND

STA 77+67, 27.0' RT
LED-C22
13FT CONCRETE POLE
DIRECT BURIED
(SEE PERMANENT LIGHTING PLAN NOTE 3)

2"C, BORED
2 #6 C, 1 #6 GND

MATCHLINE STA 73+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 168	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP9

PLOT DATE : 7/31/2024 7:35 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

R/L LAKE BLUFF BLVD

BEGIN CONSTRUCTION
STA 59+32.22

STA 79+75, 71.2' LT
LED-D28
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
4 #6 D, 2 #6 GND

3"C, 2 #6 D, 1 #6 GND

STA 79+70, 61.9' LT
LPB-49

STA 79+31, 63.6' LT
LPB-48

2"C, BORED
2 #6 D, 1 #6 GND

STA 79+74, 29.2' LT
LPB-50

2"C, BORED
2 #6 D, 1 #6 GND

STA 80+89, 27.0' LT
LED-D29
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

STA 83+47, 27.0' LT
LED-D30
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

E LAKE BLUFF BLVD

59+00

EXISTING R/W

EXISTING R/W

MATCHLINE STA 84+25.00

79+00

80+00

81+00

82+00

83+00

84+00

2-3"C , EMPTY

STH 32/LAKE DRIVE

EXISTING R/W

EXISTING R/W

TLE

STA 79+71, 27.0' RT
LED-C23
13FT CONCRETE POLE
DIRECT BURIED

STA 79+75, 24.9' RT
LPB-47

R/L STH 32/LAKE DRIVE

2"C, BORED
2 #6 C, 1 #6 GND

2"C, BORED
2 #6 C, 1 #6 GND

STA 81+98, 27.0' RT
LED-C24
13FT CONCRETE POLE
DIRECT BURIED
(SEE PERMANENT LIGHTING PLAN NOTE 3)

2"C, BORED
2 #6 C, 1 #6 GND

MATCHLINE STA 78+75.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 169	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP10

PLOT DATE : 7/31/2024 7:35 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 90+25.00

STA 85+73, 27.0' LT
LED-D31
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

2"C, BORED
2 #6 D, 1 #6 GND

STA 87+96, 27.0' LT
LED-D32
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 D, 1 #6 GND

EXISTING R/W

85+00 86+00 87+00 88+00 89+00 90+00

STH 32/LAKE DRIVE

EXISTING R/W

STA 84+59, 27.0' RT
LED-C25
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

R/L STH 32/LAKE DRIVE

2"C, BORED
2 #6 C, 1 #6 GND

STA 86+89, 27.0' RT
LED-C26
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

STA 89+14, 27.0' RT
LED-C27
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

MATCHLINE STA 84+25.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 170	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP11

PLOT DATE : 7/31/2024 7:35 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

R/L KENSINGTON BLVD

STA 90+85, 59.7' LT
LED-D33
13FT CONCRETE POLE
DIRECT BURIED

BEGIN CONSTRUCTION
STA 64+24.31

3"C, 2 #6 D, 1 #6 GND

STA 90+83, 55.2' LT
LPB-53

STA 91+19, 36.2' LT
LPB-54

2"C, BORED
2 #6 D, 1 #6 GND

E KENSINGTON BLVD

63+00

64+00

END PROJECT
STA 92+57.00

2"C, BORED
2 #6 D, 1 #6 GND

STA 91+45, 26.0' LT
LED-D34
13FT CONCRETE POLE
DIRECT BURIED

STA 90+42, 26.6' LT
LPB-52

EXISTING R/W

91+00

92+00

93+00

STH 32/LAKE DRIVE

2-3"C , EMPTY

EXISTING R/W

R/L STH 32/LAKE DRIVE

STA 90+42, 18.9' RT
LPB-51

2"C , BORED
EMPTY

STA 90+35, 22.7' RT
LED-C28
13FT CONCRETE POLE
DIRECT BURIED

2"C, BORED
2 #6 C, 1 #6 GND

MATCHLINE STA 90+25.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PERMANENT LIGHTING PLANS	SHEET 171	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\023603-LP.DWG
LAYOUT NAME - LP12

PLOT DATE : 7/31/2024 7:35 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

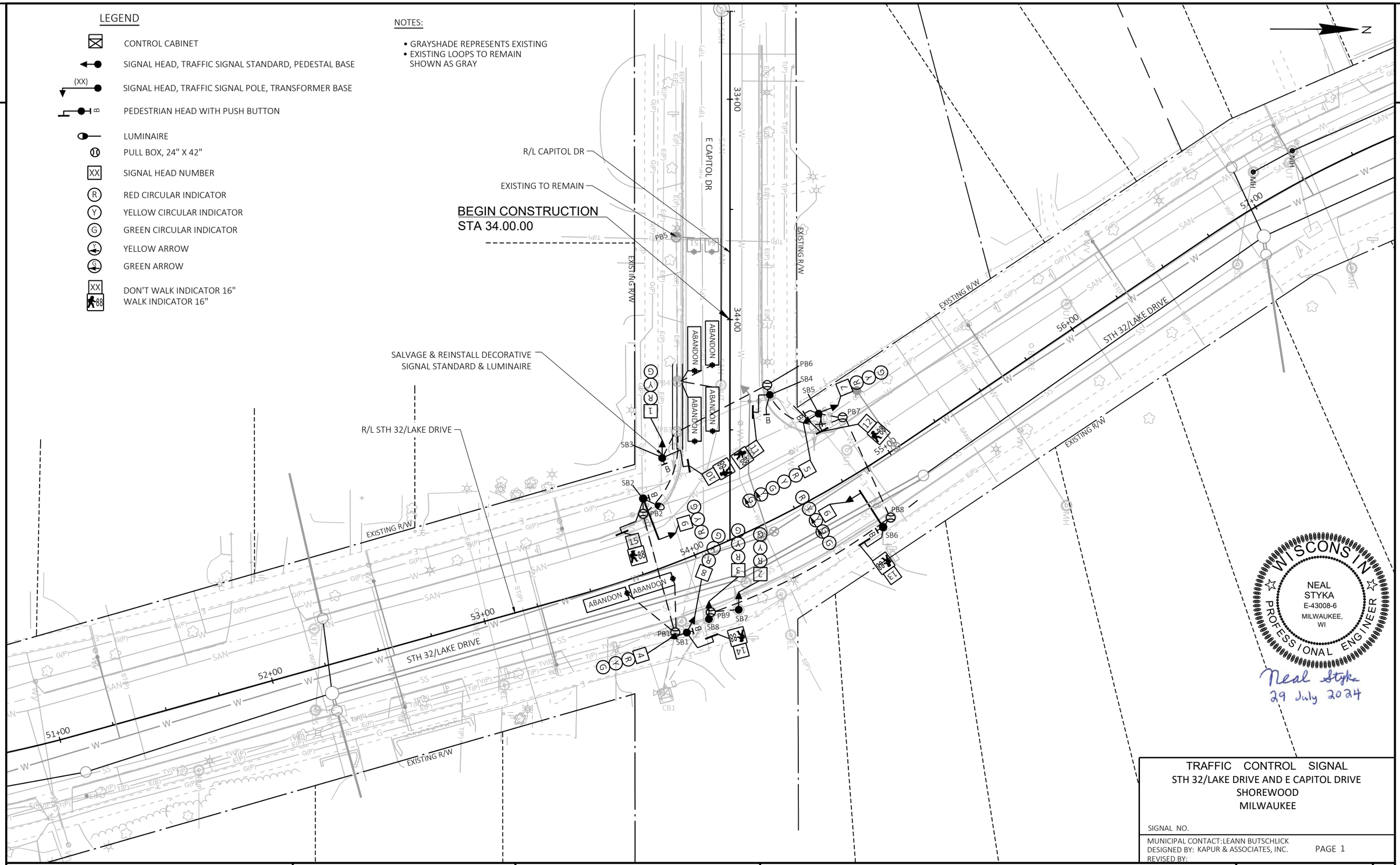
WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- XX DON'T WALK INDICATOR 16"
- WALK INDICATOR 16"

NOTES:

- GRAYSHADE REPRESENTS EXISTING
- EXISTING LOOPS TO REMAIN SHOWN AS GRAY



WISCONSIN PROFESSIONAL ENGINEER
NEAL STYKA
E-43008-6
MILWAUKEE, WI

Neal Styka
29 July 2024

TRAFFIC CONTROL SIGNAL
STH 32/LAKE DRIVE AND E CAPITOL DRIVE
SHOREWOOD
MILWAUKEE

SIGNAL NO.

MUNICIPAL CONTACT:LEANN BUTSCHLICK
DESIGNED BY: KAPUR & ASSOCIATES, INC.
REVISED BY:

PAGE 1

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 172	E

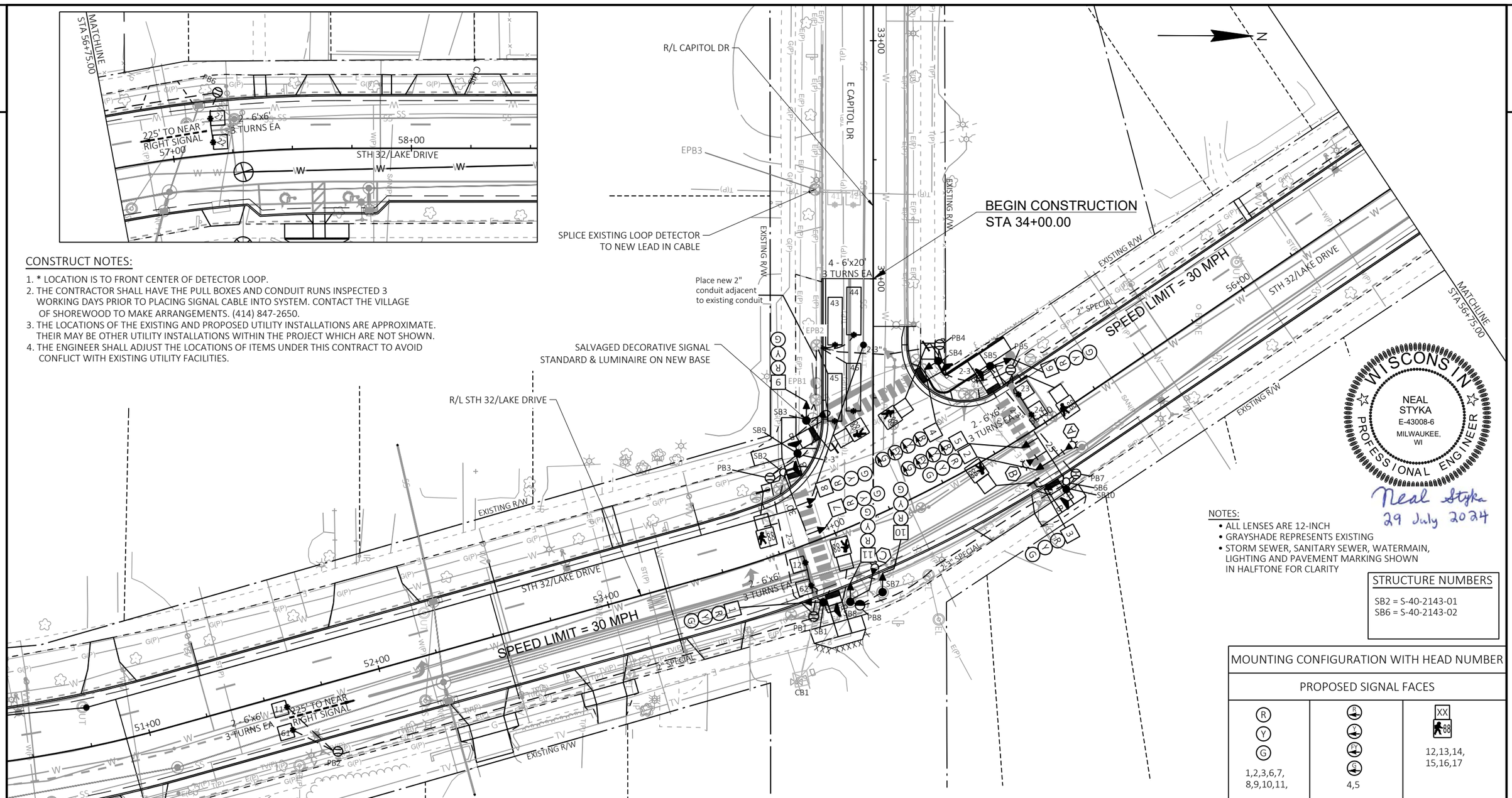
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024201-SP_REM.DWG
LAYOUT NAME - TS1
PLOT DATE : 8/1/2024 9:15 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

CONSTRUCT NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 3 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE VILLAGE OF SHOREWOOD TO MAKE ARRANGEMENTS. (414) 847-2650.
3. THE LOCATIONS OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THEIR MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.



NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING
- STORM SEWER, SANITARY SEWER, WATERMAIN, LIGHTING AND PAVEMENT MARKING SHOWN IN HALFTONE FOR CLARITY

STRUCTURE NUMBERS

SB2 = S-40-2143-01
SB6 = S-40-2143-02

WISCONSIN
NEAL STYKA
E-43008-6
MILWAUKEE, WI
PROFESSIONAL ENGINEER
Neal Styka
29 July 2024

MOUNTING CONFIGURATION WITH HEAD NUMBER

PROPOSED SIGNAL FACES

R, Y, G	4,5	XX, DON'T WALK 16", WALK 16"
1,2,3,6,7, 8,9,10,11,		12,13,14, 15,16,17

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD
- PUSH BUTTON
- SALVAGED DECORATIVE LUMINAIRE
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- XX DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) YELLOW ARROW
- (FY) FLASHING YELLOW ARROW
- (G) GREEN ARROW
- CONFIRMATION LIGHT
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

TRAFFIC CONTROL SIGNAL
STH 32/LAKE DRIVE AND E CAPITOL DRIVE
SHOREWOOD
MILWAUKEE

SIGNAL NO.
CABINET TYPE: TS1
CONTROLLER TYPE: SWARCO MCCAIN

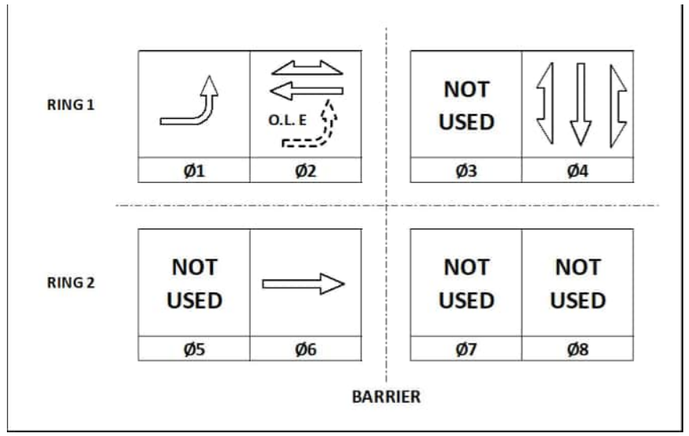
MUNICIPAL CONTACT: LEANN BUTSCHLICK
DESIGNED BY: KAPUR & ASSOCIATES, INC.
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 173	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024205-SP.DWG
LAYOUT NAME - TS1
PLOT DATE : 8/1/2024 9:18 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

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



EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C
MOVEMENT	←	↱	↰
PHASE	2+5	6+1	4

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

CONTROLLER LOGIC

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

→ Z

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	21	41	43	45	51	61										PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	2	4	4	4	5	6										CALLED PHASE
CALL OPTION	X	X	X	X	X	X	X										CALL OPTION
DELAY TIME			X	X	X												DELAY TIME
EXTENTION OPTION	X	X				X	X										EXTENTION OPTION
EXTEND TIME	X	X				X	X										EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

DETECTOR INPUT	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	12	2	42	44	46	52	62										PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	4	4	4	4	5	6										CALLED PHASE
CALL OPTION	X	X	X	X	X	X	X										CALL OPTION
DELAY TIME			X	X	X												DELAY TIME
EXTENTION OPTION	X	X				X	X										EXTENTION OPTION
EXTEND TIME	X	X				X											EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

TRAFFIC CONTROL SIGNAL
STH 32/LAKE DRIVE AND E CAPITOL DRIVE
SHOREWOOD
MILWAUKEE
CABINET TYPE: TS1
SIGNAL NO. CONTROLLER TYPE: SWARCO MCCAIN
MUNICIPAL CONTACT: LEANN BUTSCHLICK
DESIGNED BY: KAPUR & ASSOCIATES, INC. PAGE 2 OF 2
REVISED BY: XXXXXXXXX

PROJECT ID:	2225-13-70					SIGNAL WIRE COLOR CODING		BLK-BLACK WHT-WHITE		RED-RED BLU-BLUE		GRN-GREEN ORG-ORANGE	
INTERSECTION:	STH 32 & STH 190												
CB1 TO	NO. OF CONDUCTORS	HEAD NO.	RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	FLASHING <YELLOW>	D/WALK	WALK	PED NEUTRAL	OTHER
SB1	12	1	RED	ORANGE	GREEN								
		12								BLU	BLK		
		B										WHT/BLK	BLU/BLK
SB2	12	7	RED	ORANGE	GREEN								
		8	RED	ORANGE	GREEN								
		13								BLU	BLK		
		B										WHT/BLK	BLU/BLK
SB3	12	9	RED	ORANGE	GREEN								
		14								BLU	BLK		
		B										WHT/BLK	BLU/BLK
SB4	12	4				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		15								BLU	BLK		
		B										WHT/BLK	BLU/BLK
SB5	12	6	RED	ORANGE	GREEN								
		16								BLU	BLK		
		B										WHT/BLK	BLU/BLK
SB6	12	2	RED	ORANGE	GREEN								
		3	RED	ORANGE	GREEN								
		5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		17								BLU	BLK		
		B										WHT/BLK	BLU/BLK
SB7	5	10	RED	ORANGE	GREEN								
SB8	5	11	RED	ORANGE	GREEN								
SB9	5	B										WHT	BLK
SB10	5	B										WHT	BLK

NOTES:

1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ON TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

(CONTINUED ON NEXT SHEET)

2

(CONTINUED)

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

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	CB1
PB1	SB1
PB4	SB2
PB4	SB9
EPB1	SB3
PB5	SB4
PB6	SB5
PB9	SB6
PB9	SB10
PB10	SB7
PB10	SB8
PB8	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	SB6 (HEAD A)
CB1	SB6 (HEAD B)
CB1	SB8 (HEAD C)

2

LEGEND

	1	MARKING LINE EPOXY 4-INCH (YELLOW)
	2	MARKING LINE EPOXY 4-INCH (WHITE)
	3	MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
	4	MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
	5	MARKING LINE EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
	6	MARKING LINE EPOXY 8-INCH (WHITE)
	7	MARKING STOP LINE EPOXY 18-INCH (WHITE)
	8	MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
	9	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
	11	MARKING LINE EPOXY 6-INCH (WHITE)
	12	MARKING LINE EPOXY 6-INCH (DOT PATTERN WHITE) (2 FT LINE 6 FT SKIP)
	13	MARKING DIAGONAL EPOXY 6-INCH (WHITE)
	14	MARKING WORD EPOXY (WHITE)
	16	MARKING ARROW EPOXY (TYPE 2) (WHITE)
	34	MARKING ARROW EPOXY (BIKE LANE ARROW) (WHITE)
	35	MARKING SYMBOL EPOXY (BIKE LANE SYMBOL) (WHITE)
	36	MARKING SYMBOL EPOXY (BIKE LANE SYMBOL FOR SHARED LANE) (WHITE)
	37	MARKING SYMBOL EPOXY (HANDICAP SYMBOL) (WHITE)
	53	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)

NOTE:

ALL CROSSWALK MARKINGS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

2

N

MATCHLINE STA 31+50.00

R/L EDGEWOOD AVE

BEGIN CONSTRUCTION
STA 4+07.83

BEGIN PROJECT
STA 26+40.00

E EDGEWOOD AVE

R/L STH 32/LAKE DRIVE

STH 32/LAKE DRIVE

(DOUBLE) 1

12.5' (TYP)

5.5'
3'
4.5'
10'
12'
5.5'
4'
6'
5'
2'
11'
8'

STA 26+45.63
17.50

STA 26+88.13
9.00

STA 27+53.46
7.00

+00
+11
+69

26+00
27+00
28+00
29+00
30+00
31+00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 178	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM1

PLOT DATE : 7/31/2024 7:39 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

R/L SHEPARD AVE

N SHEPARD AVE

BEGIN CONSTRUCTION
STA 9+25.00

R/L MENLO BLVD

E MENLO BLVD

BEGIN CONSTRUCTION
STA 14+31.69

MATCHLINE STA 37+50.00

N

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

12.5' (TYP)

(DOUBLE)

MATCHLINE STA 31+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 179	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM2

PLOT DATE : 7/31/2024 7:39 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 43+50.00

N

R/L BEVERLY RD

BEGIN CONSTRUCTION
STA 24+00.00

R/L NEWTON AVE

BEGIN CONSTRUCTION
STA 19+47.83

E NEWTON AVE

E BEVERLY RD

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

1 (DOUBLE)

2

4

5

7

9

11

13

34

35

12.5' (TYP)

13'

4'

6'

2'

5'

11'

8'

MATCHLINE STA 37+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 180	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM3

PLOT DATE : 7/31/2024 7:39 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA 49+50.00

R/L SHOREWOOD BLVD

E SHOREWOOD BLVD

BEGIN CONSTRUCTION
STA 29+50.00

29+00

44+00 45+00 46+00 47+00 48+00 49+00

+24

+07

2

1 (DOUBLE)

7

15.5'

15.5'

4'

6'

9

3

36

1 (DOUBLE)

16

12'

10'

10'

12'

STH 32/LAKE DRIVE

11

4'

11'

5'

2'

8'

2

12.5' (TYP)

13

+29

+17

4

R/L STH 32/LAKE DRIVE

+71

+64

8

36

36

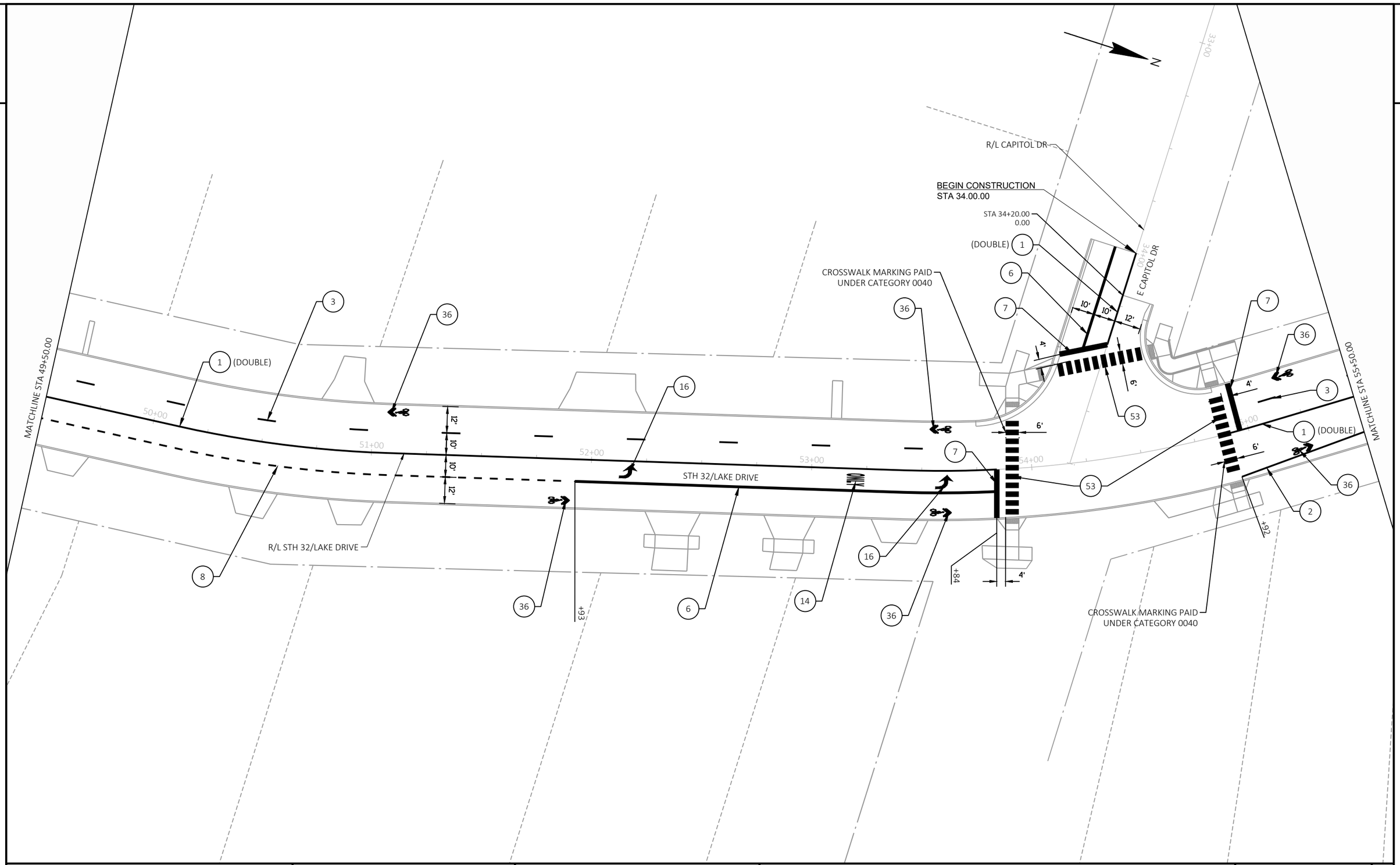
MATCHLINE STA 43+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 181	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM4

PLOT DATE : 7/31/2024 7:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

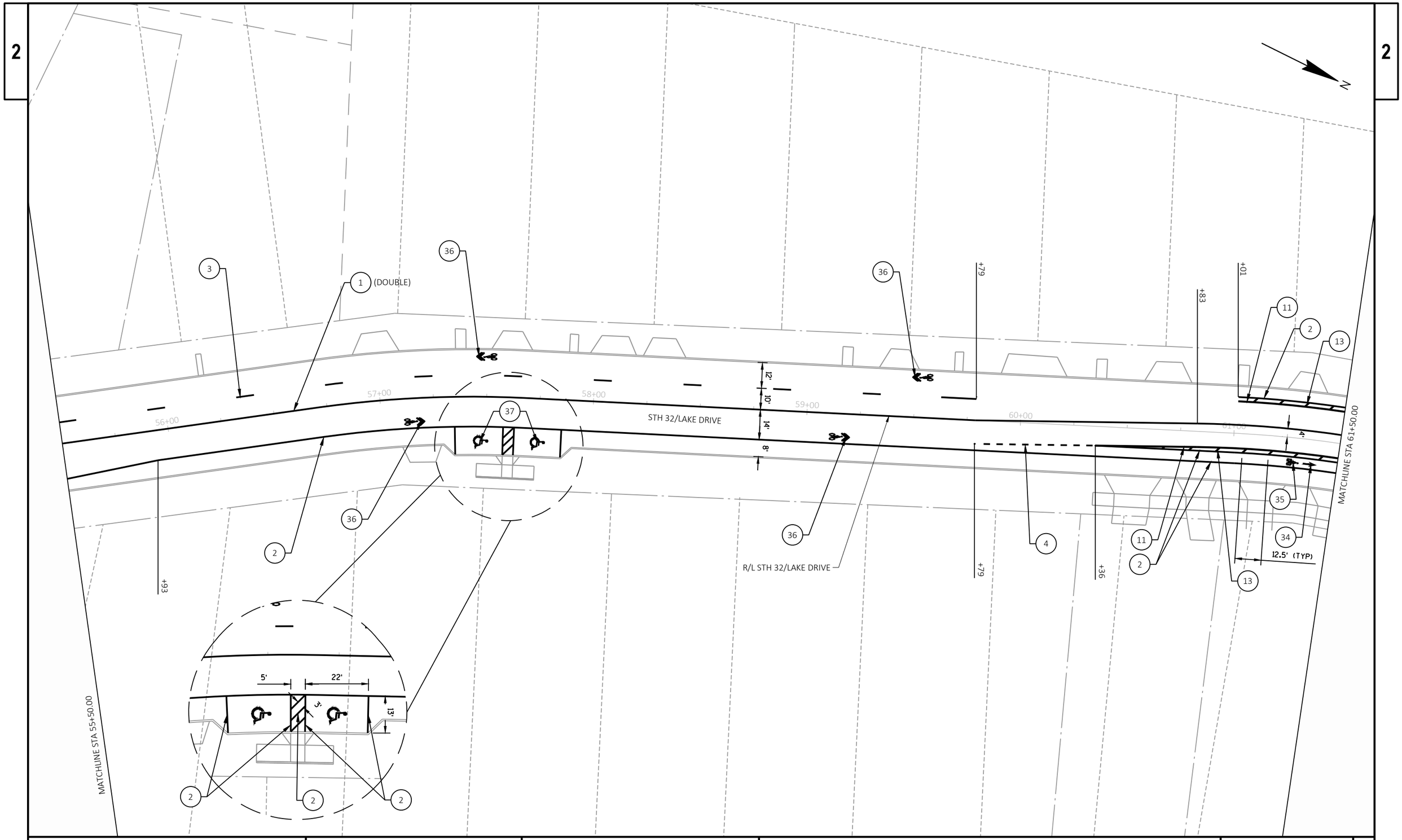
2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 182	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM5

PLOT DATE : 7/31/2024 7:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT



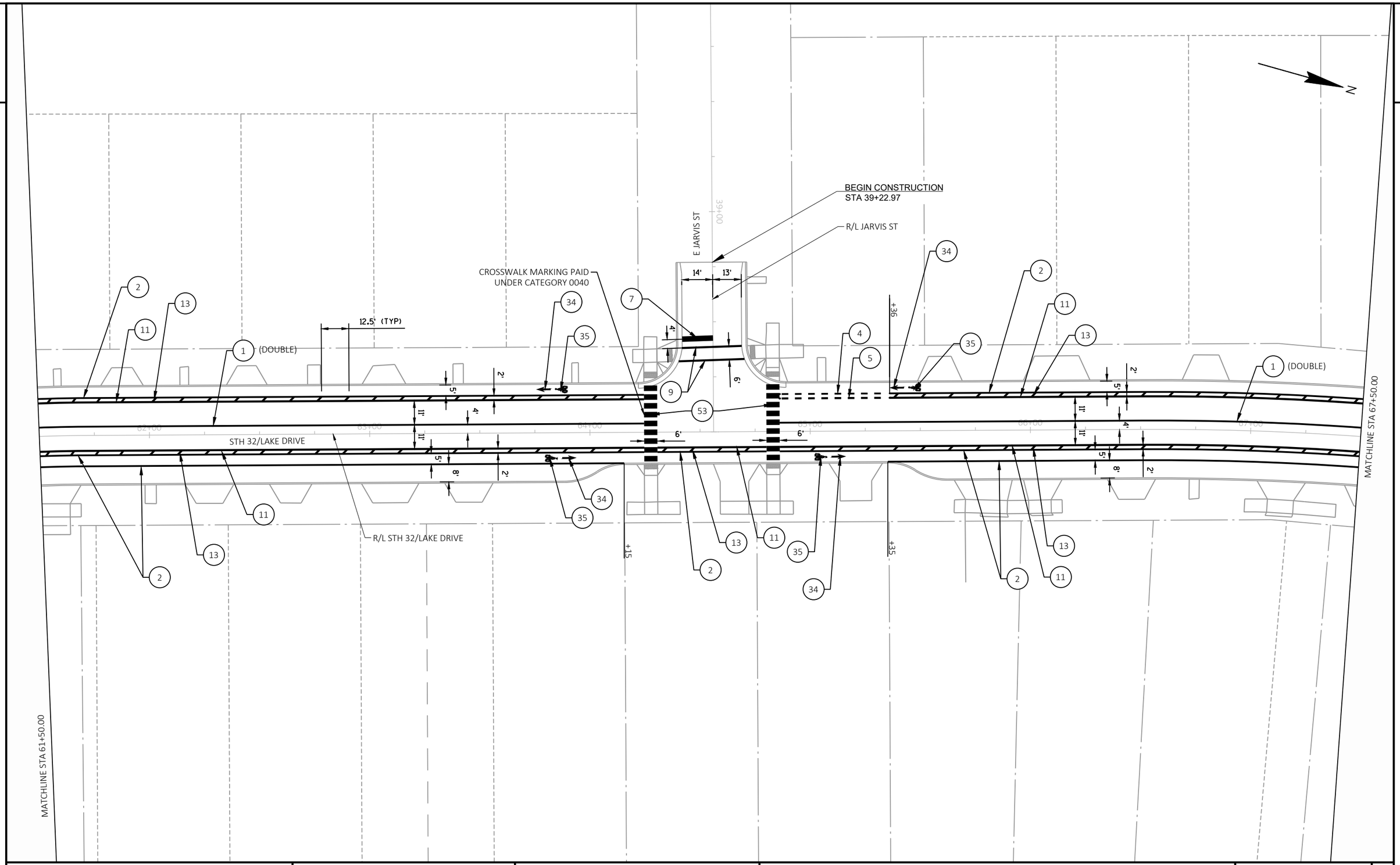
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 183	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM6

PLOT DATE : 7/31/2024 7:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 184	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM7
PLOT DATE : 7/31/2024 7:40 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

R/L WOOD PL

BEGIN CONSTRUCTION
STA 44+29.89

E WOOD PL

R/L OLIVE ST

BEGIN CONSTRUCTION
STA 49+32.38

E OLIVE ST

CROSSWALK MARKING PAID
UNDER CATEGORY 0040

CROSSWALK MARKING PAID
UNDER CATEGORY 0040

MATCHLINE STA 73+50.00

MATCHLINE STA 67+50.00

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

12.5' (TYP)

(DOUBLE)

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 185 E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM8

PLOT DATE : 7/31/2024 7:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 78+75.00

MATCHLINE STA 73+50.00

N

R/L MARION ST

BEGIN CONSTRUCTION
STA 54+43.15

R/L STH 32/LAKE DRIVE

E MARION ST

STH 32/LAKE DRIVE

54+00

74+00

75+00

76+00

77+00

78+00

+54

+48

+04

10'

10'

4'

6'

12.5' (TYP)

1 (DOUBLE)

1 (DOUBLE)

2

4

5

7

9

11

13

34

35

11'

5'

2'

8'

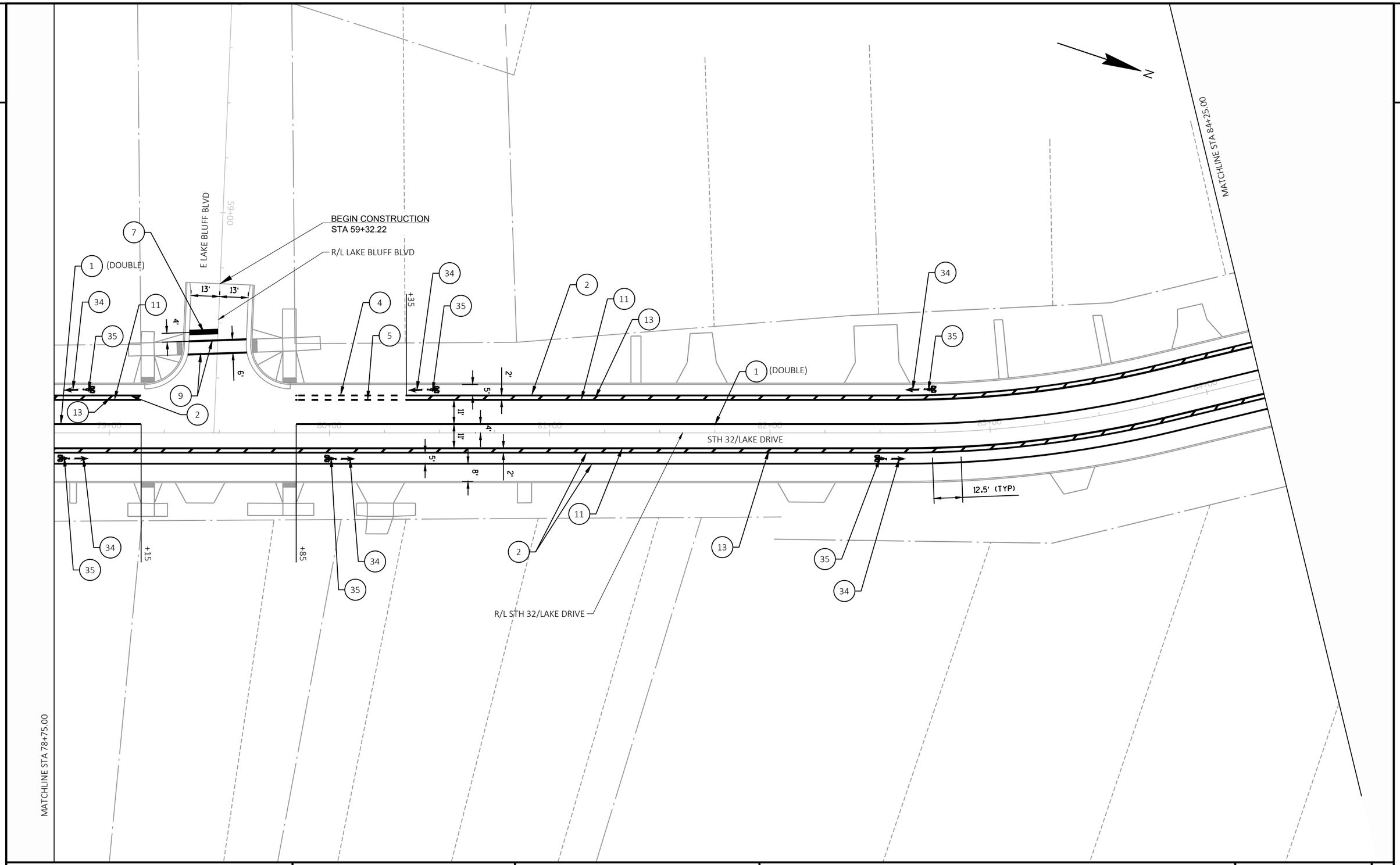
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 186	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM9

PLOT DATE : 7/31/2024 7:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 187	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM10

PLOT DATE : 7/31/2024 7:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCHLINE STA 90+25.00

MATCHLINE STA 84+25.00

N

34 35 2 11 13 1 (DOUBLE) 34 35 34

12.5' (TYP)

5"

11"

11"

2"

4"

5"

2"

8"

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

35 34 2 11 13 35 34 35 34

85+00 86+00 87+00 88+00 89+00 90+00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 188	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM11

PLOT DATE : 7/31/2024 7:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

BEGIN CONSTRUCTION
STA 64+24.31

R/L KENSINGTON BLVD

E KENSINGTON BLVD

64+00

63+00

80+

R/L STH 32/LAKE DRIVE

(DOUBLE)

REFRESH CENTERLINE AND EDGELINE MARKINGS
TO GLENDALE AVE CROSSWALK

91+00

92+00

93+00

STH 32/LAKE DRIVE

12.5' (TYP)

+46

+30

+57

(DOUBLE)

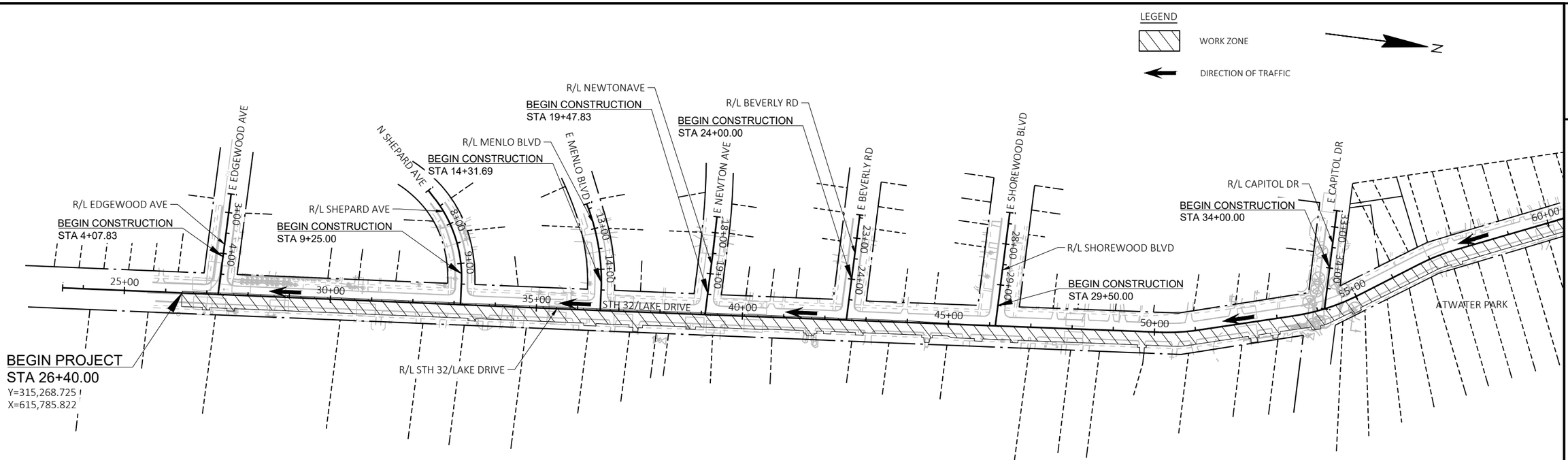
END PROJECT
STA 92+57.00

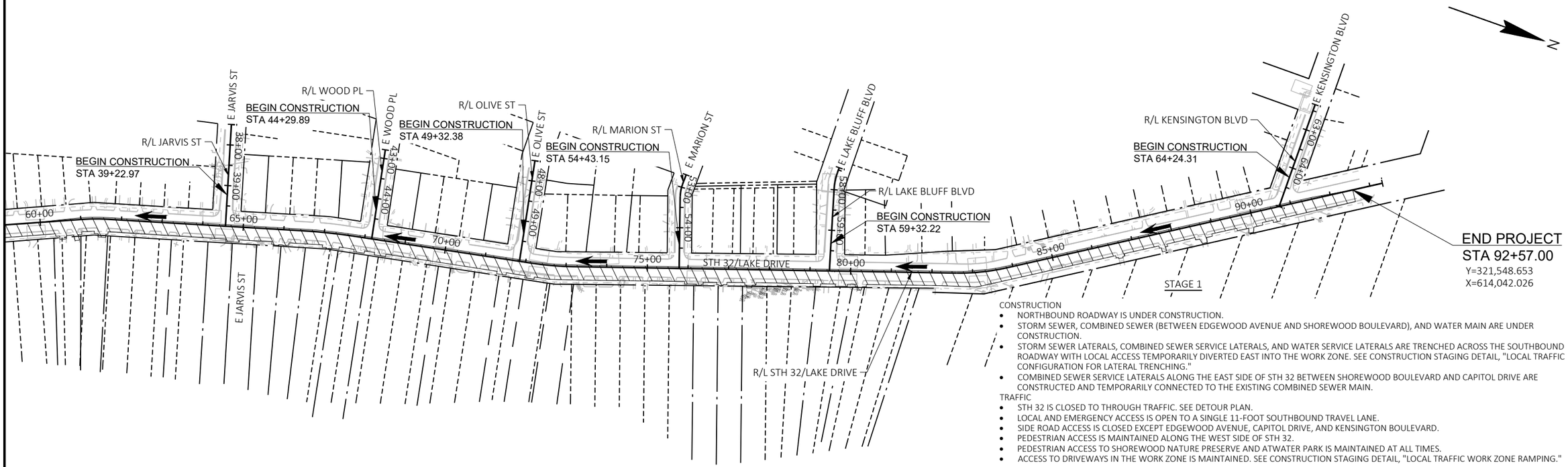
MATCHLINE STA 90+25.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PAVEMENT MARKING PLAN	SHEET 189	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - PM12

PLOT DATE : 7/31/2024 7:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT





CONSTRUCTION

- NORTHBOUND ROADWAY IS UNDER CONSTRUCTION.
- STORM SEWER, COMBINED SEWER (BETWEEN EDGEWOOD AVENUE AND SHOREWOOD BOULEVARD), AND WATER MAIN ARE UNDER CONSTRUCTION.
- STORM SEWER LATERALS, COMBINED SEWER SERVICE LATERALS, AND WATER SERVICE LATERALS ARE TRENCHED ACROSS THE SOUTHBOUND ROADWAY WITH LOCAL ACCESS TEMPORARILY DIVERTED EAST INTO THE WORK ZONE. SEE CONSTRUCTION STAGING DETAIL, "LOCAL TRAFFIC CONFIGURATION FOR LATERAL TRENCHING."
- COMBINED SEWER SERVICE LATERALS ALONG THE EAST SIDE OF STH 32 BETWEEN SHOREWOOD BOULEVARD AND CAPITOL DRIVE ARE CONSTRUCTED AND TEMPORARILY CONNECTED TO THE EXISTING COMBINED SEWER MAIN.

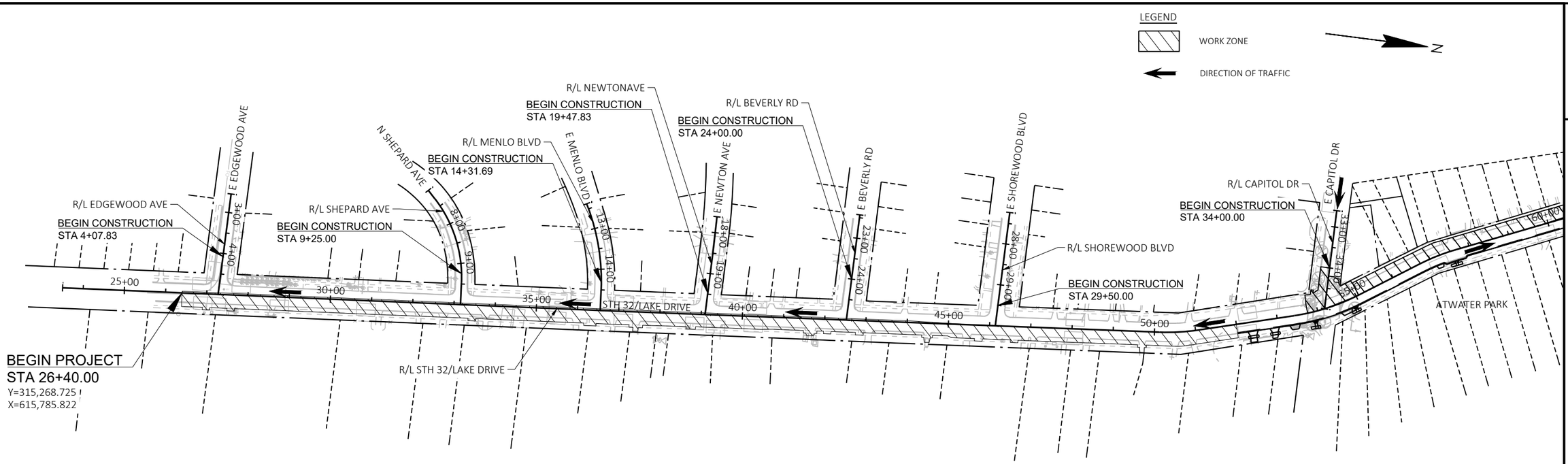
TRAFFIC

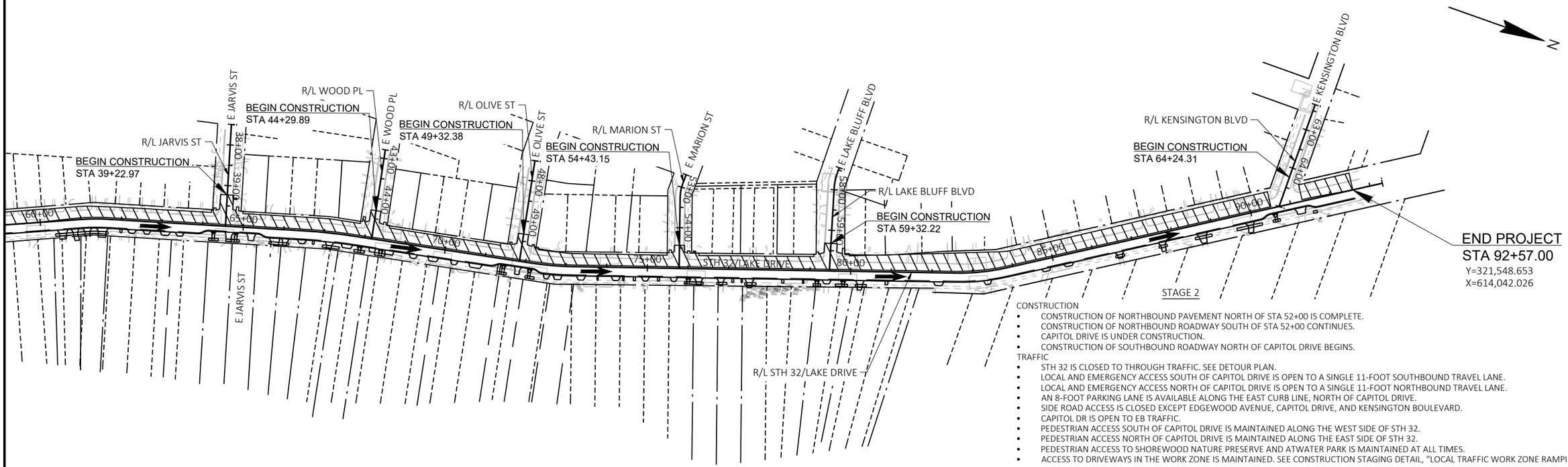
- STH 32 IS CLOSED TO THROUGH TRAFFIC. SEE DETOUR PLAN.
- LOCAL AND EMERGENCY ACCESS IS OPEN TO A SINGLE 11-FOOT SOUTHBOUND TRAVEL LANE.
- SIDE ROAD ACCESS IS CLOSED EXCEPT EDGEWOOD AVENUE, CAPITOL DRIVE, AND KENSINGTON BOULEVARD.
- PEDESTRIAN ACCESS IS MAINTAINED ALONG THE WEST SIDE OF STH 32.
- PEDESTRIAN ACCESS TO SHOREWOOD NATURE PRESERVE AND ATWATER PARK IS MAINTAINED AT ALL TIMES.
- ACCESS TO DRIVEWAYS IN THE WORK ZONE IS MAINTAINED. SEE CONSTRUCTION STAGING DETAIL, "LOCAL TRAFFIC WORK ZONE RAMPING."

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CONSTRUCTION STAGING - STAGE 1	SHEET 190	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\026100-CS.DWG
LAYOUT NAME - 01
PLOT DATE : 7/31/2024 6:23 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

2





STAGE 2

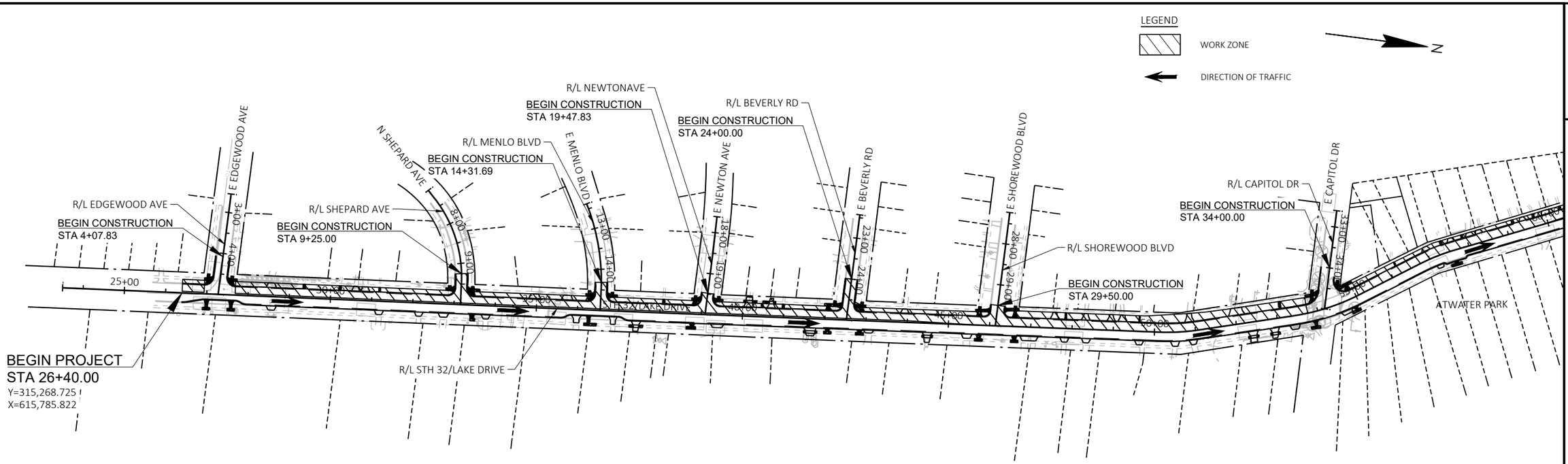
CONSTRUCTION

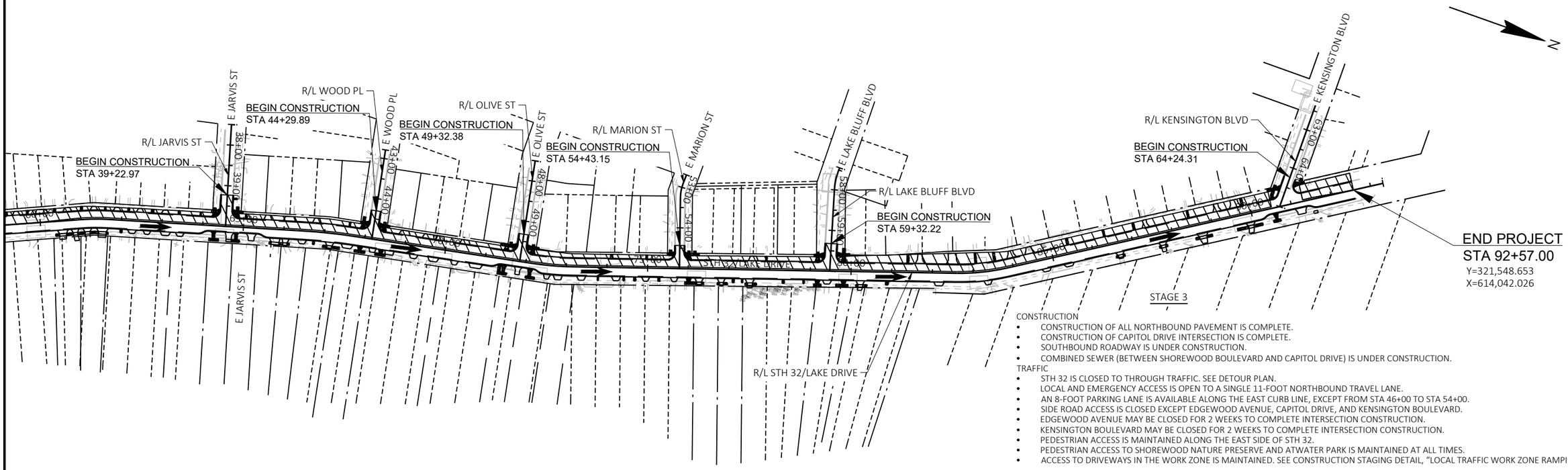
- CONSTRUCTION OF NORTHBOUND PAVEMENT NORTH OF STA 52+00 IS COMPLETE.
- CONSTRUCTION OF NORTHBOUND ROADWAY SOUTH OF STA 52+00 CONTINUES.
- CAPITOL DRIVE IS UNDER CONSTRUCTION.
- CONSTRUCTION OF SOUTHBOUND ROADWAY NORTH OF CAPITOL DRIVE BEGINS.

TRAFFIC

- STH 32 IS CLOSED TO THROUGH TRAFFIC. SEE DETOUR PLAN.
- LOCAL AND EMERGENCY ACCESS SOUTH OF CAPITOL DRIVE IS OPEN TO A SINGLE 11-FOOT SOUTHBOUND TRAVEL LANE.
- LOCAL AND EMERGENCY ACCESS NORTH OF CAPITOL DRIVE IS OPEN TO A SINGLE 11-FOOT NORTHBOUND TRAVEL LANE.
- AN 8-FOOT PARKING LANE IS AVAILABLE ALONG THE EAST CURB LINE, NORTH OF CAPITOL DRIVE.
- SIDE ROAD ACCESS IS CLOSED EXCEPT EDGEWOOD AVENUE, CAPITOL DRIVE, AND KENSINGTON BOULEVARD.
- CAPITOL DR IS OPEN TO EB TRAFFIC.
- PEDESTRIAN ACCESS SOUTH OF CAPITOL DRIVE IS MAINTAINED ALONG THE WEST SIDE OF STH 32.
- PEDESTRIAN ACCESS NORTH OF CAPITOL DRIVE IS MAINTAINED ALONG THE EAST SIDE OF STH 32.
- PEDESTRIAN ACCESS TO SHOREWOOD NATURE PRESERVE AND ATWATER PARK IS MAINTAINED AT ALL TIMES.
- ACCESS TO DRIVEWAYS IN THE WORK ZONE IS MAINTAINED. SEE CONSTRUCTION STAGING DETAIL, "LOCAL TRAFFIC WORK ZONE RAMPING."

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CONSTRUCTION STAGING - STAGE 2	SHEET 191	E



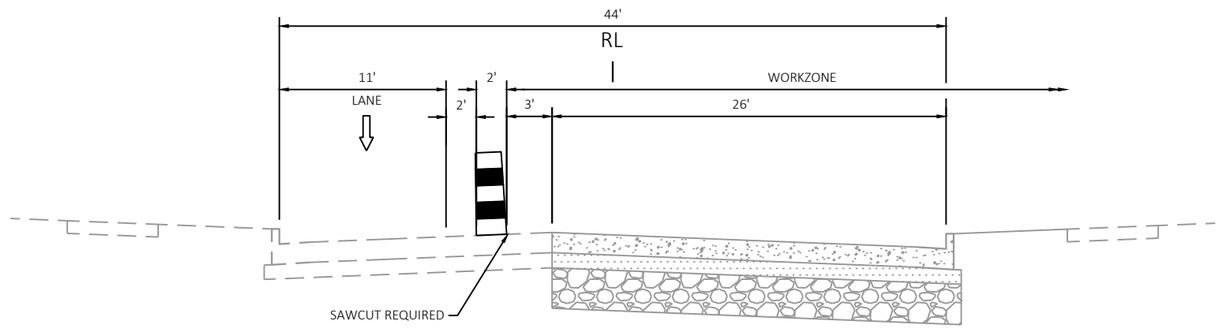


CONSTRUCTION
- CONSTRUCTION OF ALL NORTHBOUND PAVEMENT IS COMPLETE.
- CONSTRUCTION OF CAPITOL DRIVE INTERSECTION IS COMPLETE.
- SOUTHBOUND ROADWAY IS UNDER CONSTRUCTION.
- COMBINED SEWER (BETWEEN SHOREWOOD BOULEVARD AND CAPITOL DRIVE) IS UNDER CONSTRUCTION.

TRAFFIC
- STH 32 IS CLOSED TO THROUGH TRAFFIC. SEE DETOUR PLAN.
- LOCAL AND EMERGENCY ACCESS IS OPEN TO A SINGLE 11-FOOT NORTHBOUND TRAVEL LANE.
- AN 8-FOOT PARKING LANE IS AVAILABLE ALONG THE EAST CURB LINE, EXCEPT FROM STA 46+00 TO STA 54+00.
- SIDE ROAD ACCESS IS CLOSED EXCEPT EDGEWOOD AVENUE, CAPITOL DRIVE, AND KENSINGTON BOULEVARD.
- EDGEWOOD AVENUE MAY BE CLOSED FOR 2 WEEKS TO COMPLETE INTERSECTION CONSTRUCTION.
- KENSINGTON BOULEVARD MAY BE CLOSED FOR 2 WEEKS TO COMPLETE INTERSECTION CONSTRUCTION.
- PEDESTRIAN ACCESS IS MAINTAINED ALONG THE EAST SIDE OF STH 32.
- PEDESTRIAN ACCESS TO SHOREWOOD NATURE PRESERVE AND ATWATER PARK IS MAINTAINED AT ALL TIMES.
- ACCESS TO DRIVEWAYS IN THE WORK ZONE IS MAINTAINED. SEE CONSTRUCTION STAGING DETAIL, "LOCAL TRAFFIC WORK ZONE RAMPING."

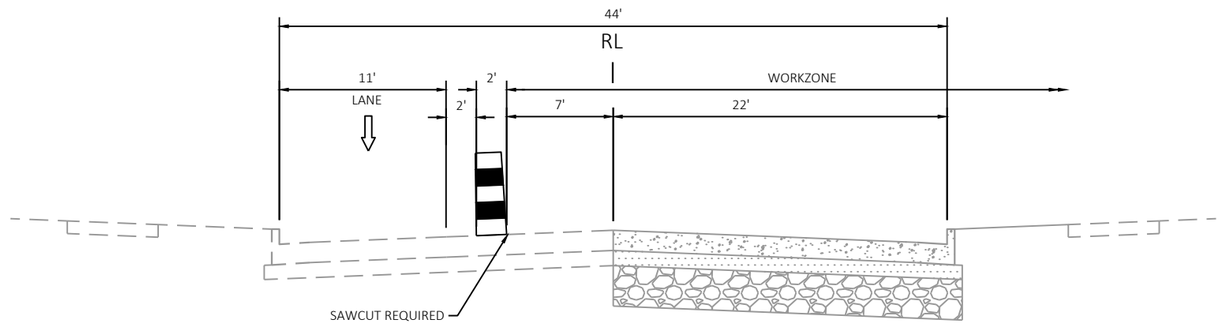
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CONSTRUCTION STAGING - STAGE 3	SHEET 192	E

2



LAKE DRIVE STAGE 1 TYPICAL SECTION

STA 26+40 TO STA 46+00
STA 60+00 TO STA 92+57

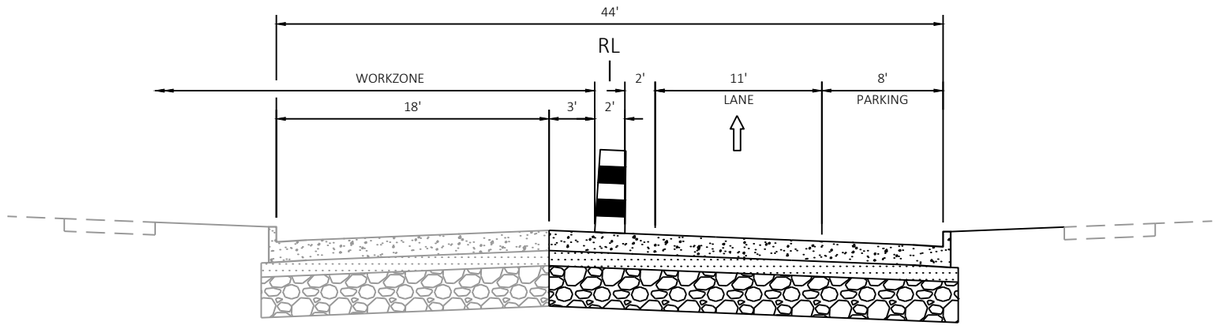


LAKE DRIVE STAGE 1 TYPICAL SECTION

STA 46+00 TO STA 60+00

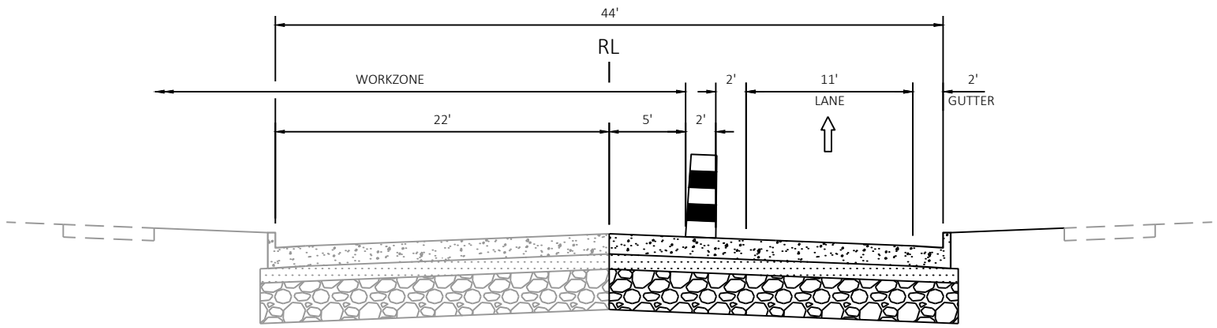
NOTE:
STAGE 1 TYPICAL SECTIONS ARE APPLICABLE TO STAGE 2 SOUTH OF CAPITOL DRIVE.

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CONSTRUCTION STAGING TYPICAL SECTION - STAGE 1	SHEET 193	E



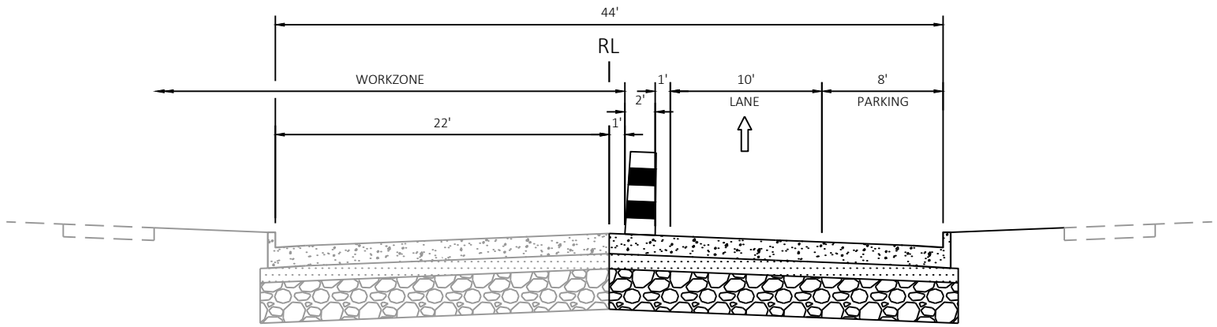
LAKE DRIVE STAGE 3 TYPICAL SECTION

STA 26+40 TO STA 46+00
STA 60+00 TO STA 92+57



LAKE DRIVE STAGE 3 TYPICAL SECTION

STA 46+00 TO STA 54+00



LAKE DRIVE STAGE 3 TYPICAL SECTION

STA 54+00 TO STA 60+00

NOTE:

STAGE 3 TYPICAL SECTIONS ARE APPLICABLE TO STAGE 2 NORTH OF CAPITOL DRIVE.

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CONSTRUCTION STAGING TYPICAL SECTION - STAGE 3	SHEET 194	E

2

2

N OAKLAND AVE

N MARYLAND AVE

N PROSPECT AVE

N DOWNER AVE

E KENWOOD BLVD

E HARTFORD AVE

E EDGEWOOD AVE

E MENLO BLVD

E CAPITOL DR

E LAKE BLUFF BLVD

E KENSINGTON BLVD

E HAMPTON RD

STH 32/LAKE DRIVE

FMS

STH 32/LAKE DRIVE RESTRICTED TO ONE-WAY SB TRAFFIC (CITY OF MILWAUKEE PROJECT)

PLACE ONE SIGN IN EACH DIRECTION IN THE CENTER OF OAKLAND AVE AT:
- HAMPSHIRE ST
- NEWPORT AVE
- BEVERLY RD
- GLENDALE AVE

R1-6
12"X36"

LEGEND

- PROJECT WORKZONE
- DETOUR ROUTE
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" WARNING LIGHTS
- FMS = FIXED MESSAGE SIGN - SEE CONSTRUCTION DETAIL

(1) DETOUR AHEAD W20-2A

(2) ROAD CLOSED TO THRU TRAFFIC 1/2 MILE AHEAD
R11-3
60"X30"

(3) DETOUR
M4-9L
30"X24"

(4) DETOUR
M4-9R
30"X24"

(5) DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 32 M1-6B 24"X24" / MO6-1 21"X21"

(6) DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 32 M1-6B 24"X24" / MO6-1 21"X21"

(7) DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 32 M1-6B 24"X24" / MO5-1R 21"X21"

(8) DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 32 M1-6B 24"X24" / MO5-1R 21"X21"

(9) DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 32 M1-6B 24"X24" / MO6-1 21"X21"

(10) DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 32 M1-6B 24"X24" / MO6-1 21"X21"

(11) DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 32 M1-6B 24"X24" / MO5-1L 21"X21"

(12) DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 32 M1-6B 24"X24" / MO5-1L 21"X21"

(13) DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 32 M1-6B 24"X24" / MO6-1 21"X21"

(14) DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 32 M1-6B 24"X24" / MO6-1 21"X21"

(15) END DETOUR M4-8A 24"X18" / 32 M1-6B 24"X24"

NOTES:
- SEE SDD: BARRICADES AND SIGNS FOR MAINLINE CLOSURES
- SEE SDD: BARRICADES AND SIGNS FOR VARIOUS CLOSURES
- SEE SDD: BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
- SEE TRAFFIC CONTROL PLAN FOR ADDITIONAL INFORMATION
- TEMPORARY SIGNING SHALL NOT BE ATTACHED TO DECORATIVE LIGHT POLES

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	DETOUR PLAN	SHEET 195 E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 01
PLOT DATE : 8/20/2024 11:04 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : ######

2

PEDESTRIAN STAGING LEGEND

X X X X X X X	CLOSED PEDESTRIAN ROUTE
— — — —	OPEN PEDESTRIAN ROUTE
	WORK ZONE
CR	TEMPORARY PEDESTRIAN CURB RAMP
DWF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TEMPORARY PEDESTRIAN SURFACE
	TEMPORARY PEDESTRIAN BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" WARNING LIGHTS
	SIGN ON PERMANENT SUPPORT
6	TEMPORARY MARKING LINE CROSSWALK, REMOVABLE TAPE 6-INCH
A	SIDEWALK CLOSED R9-9 24"X12"
B	SIDEWALK CLOSED AHEAD R9-9A 30"X18"
C	 M4-60R 30"X24"
D	 M4-60L 30"X24"
*	STAGE 3A ONLY
**	STAGE 3B ONLY

NOTE

1) SEE TRAFFIC CONTROL PLAN AND DETOUR PLAN FOR ADDITIONAL INFORMATION.

2) MAINTAIN ALL OPEN CROSSWALKS ON EXISTING PAVEMENT, TEMPORARY PAVEMENT, OR PROPOSED PAVEMENT.

3) TEMPORARY SIGNING SHALL NOT BE ATTACHED TO DECORATIVE LIGHT POLES.

4) ALL PEDESTRIAN DETOUR SIGNS SHALL BE EQUIPPED WITH A TEMPORARY AUDIBLE MESSAGE DEVICE.

2

2

N

N DOWNER AVE

N DOWNER AVE

N HACKETT AVE

N SUMMIT AVE

N SHEPARD AVE

E NEWPORT AVE

E EDGEWOOD AVE

E MENLO BLVD

E NEWTON AVE

E BEVERLY RD

E SHOREWOOD BLVD

E CAPITOL DR

STH 32/LAKE DRIVE

25+00

30+00

40+00

50+00

55+00

BEGIN PROJECT
STA 26+40.00

SEE PEDESTRIAN DETOUR DETAIL SHEETS
FOR ADDITIONAL INFORMATION

SEE PEDESTRIAN DETOUR DETAIL SHEETS
FOR ADDITIONAL INFORMATION

SHOREWOOD NATURE PRESERVE
MAINTAIN PEDESTRIAN ACCESS
AT ALL TIMES

SEE PEDESTRIAN DETOUR DETAIL SHEETS
FOR ADDITIONAL INFORMATION

ATWATER PARK
MAINTAIN PEDESTRIAN
ACCESS AT ALL TIMES

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR OVERVIEW - STAGE 1	SHEET 197	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027101-DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/31/2024 6:25 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR OVERVIEW - STAGE 1	SHEET 198	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027101-DT.DWG
LAYOUT NAME - 02
PLOT DATE : 7/31/2024 6:26 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ######
WISDOT/CADDS SHEET 42

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 1A / 1B	SHEET 199	E

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 1A	SHEET 200	E

2

2

N

13+00

14+00

19+00

40+00

35+00

E MENLO BLVD

E NEWTON AVE

STH 32/LAKE DRIVE

6

6'

M4-60D
30"X24"

M4-60D
30"X24"

M4-60D
30"X24"

M4-60L
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SHOREWOOD NATURE PRESERVE
MAINTAIN PEDESTRIAN ACCESS
AT ALL TIMES

NOTE:
1) SEE TRAFFIC CONTROL PLAN FOR STAGE 2 PEDESTRIAN DETOUR

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 1B	SHEET 201	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027120-DT.DWG
LAYOUT NAME - 02

PLOT DATE : 7/31/2024 6:27 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : #######

WISDOT/CADDS SHEET 42

2

2

N

E CAPITOL DR

STH 32/LAKE DRIVE

33+00

34+00

35+00

M4-60D
30"X24"

M4-60D
30"X24"

M4-60D
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

ATWATER PARK
MAINTAIN PEDESTRIAN
ACCESS AT ALL TIMES

PEDESTRIAN DETOUR DETAIL STAGE 1A

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	SHEET 202 E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027110-DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/31/2024 6:27 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ######

2

2

N

E CAPITOL DR

STH 32/LAKE DRIVE

3300

3400

M4-60D
30"X24"

SIDEWALK
CLOSED
R9-9
24"X12"

35'-00

6

6'

SIDEWALK
CLOSED
R9-9
24"X12"

M4-60D
30"X24"

M4-60D
30"X24"

ATWATER PARK
MAINTAIN PEDESTRIAN
ACCESS AT ALL TIMES

NOTE:
1) SEE TRAFFIC CONTROL PLAN FOR STAGE 2 PEDESTRIAN DETOUR

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 1B	SHEET 203	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027120-DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/31/2024 6:27 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ######

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 1A / 1B	SHEET 204	E



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR OVERVIEW - STAGE 3	SHEET 205	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027150-DT.DWG
LAYOUT NAME - 01
PLOT DATE : 7/31/2024 3:12 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : ##########

2

N PROSPECT AVE

N STONEWALL AVE

N DOWNER AVE

N RICHARD CT

E JARVIS ST

E WOOD PL

E OLIVE ST

E MARION ST

E LAKE BLUFF BLVD

E KENSINGTON BLVD

E GLENDALE AVE

STH 32/LAKE DRIVE

END PROJECT
STA 92+57.00

SEE PEDESTRIAN DETOUR DETAIL SHEETS
FOR ADDITIONAL INFORMATION

SEE PEDESTRIAN DETOUR DETAIL SHEETS
FOR ADDITIONAL INFORMATION

ATWATER PARK
MAINTAIN PEDESTRIAN
ACCESS AT ALL TIMES

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR OVERVIEW - STAGE 3	SHEET 206	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027150-DT.DWG
LAYOUT NAME - 02
PLOT DATE : 7/31/2024 3:13 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ######
WISDOT/CADDS SHEET 42

2

2

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

M4-60R
30"X24"

M4-60D
30"X24"

E EDGEWOOD AVE

3+00

4+00

30+00

25+00

STH 32/LAKE DRIVE

CB
DWF

6'

6

BEGIN PROJECT
STA 26+40.00

N

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 3A / 3B	SHEET 207	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027160-DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/31/2024 6:29 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ######

WISDOT/CADDS SHEET 42

2

2

N

13+00

14+00

E MENLO BLVD

19+00

E NEWTON AVE

40+00

35+00

STH 32/LAKE DRIVE

6'

6

M4-60D
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

M4-60D
30"X24"

SHOREWOOD NATURE PRESERVE
MAINTAIN PEDESTRIAN ACCESS
AT ALL TIMES

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 3A	SHEET 208	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027160-DT.DWG
LAYOUT NAME - 02

PLOT DATE : 7/31/2024 6:29 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ######

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 3B	SHEET 209	E

2

N

33+00

34+00

E CAPITOL DR

STH 32/LAKE DRIVE

M4-60D
30"X24"

M4-60D
30"X24"

35.00

6'

6'

6

6

ATWATER PARK
MAINTAIN PEDESTRIAN
ACCESS AT ALL TIMES

NOTE:
1) SEE TRAFFIC CONTROL PLAN FOR STAGE 2 PEDESTRIAN DETOUR

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 3A / 3B	SHEET 210	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027160-DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/31/2024 6:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ######

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 3A	SHEET 211	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027160-DT.DWG
LAYOUT NAME - 04

PLOT DATE : 7/31/2024 6:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ######

2

2



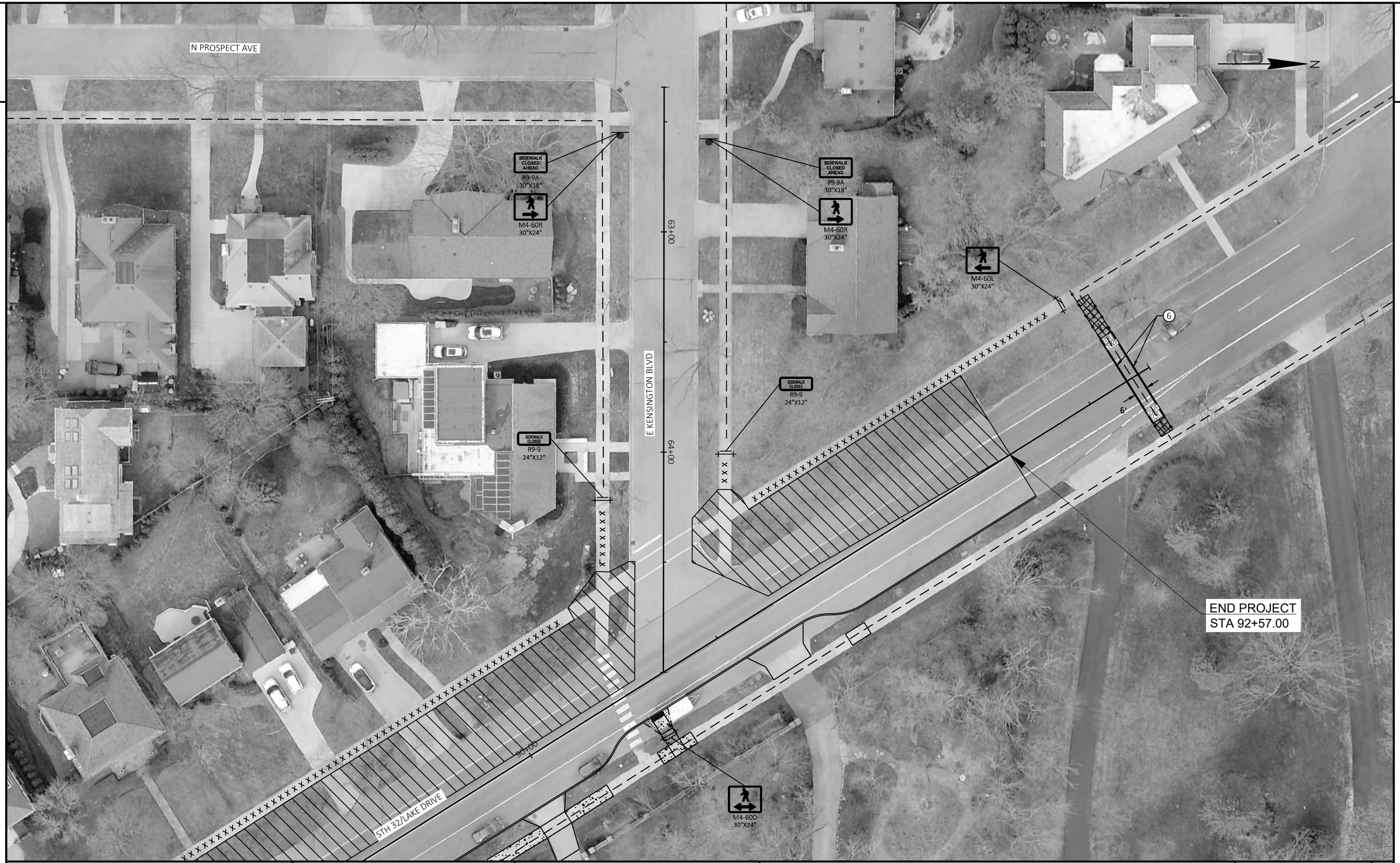
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 3B	SHEET 212	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027170-DT.DWG
LAYOUT NAME - 04

PLOT DATE : 7/31/2024 6:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ######

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR DETAIL STAGE 3A / 3B	SHEET 213	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\027160-DT.DWG
LAYOUT NAME - 05
PLOT DATE : 7/31/2024 6:32 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ######
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL LEGEND

	TYPE III BARRICADE WITH TWO TYPE "A" WARNING LIGHTS
	TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" WARNING LIGHTS
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	TRAFFIC CONTROL CONES 42-INCH
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
MB	TRAFFIC CONTROL SIGNS PCMS
	WORK AREA
	DIRECTION OF TRAFFIC
CR	TEMPORARY PEDESTRIAN CURB RAMP
DWF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TEMPORARY PEDESTRIAN SURFACE
	TEMPORARY PEDESTRIAN BARRICADE
4WP	TEMPORARY MARKING LINE, PAINT 4-INCH (WHITE)
4YP	TEMPORARY MARKING LINE, PAINT 4-INCH (YELLOW)
4WT	TEMPORARY MARKING LINE, REMOVABLE TAPE 4-INCH (WHITE)
4YT	TEMPORARY MARKING LINE, REMOVABLE TAPE 4-INCH (YELLOW)
6	TEMPORARY MARKING LINE CROSSWALK, REMOVABLE TAPE 6-INCH
18T	TEMPORARY MARKING STOP LINE, REMOVABLE TAPE 18-INCH
R4	MARKING REMOVAL LINE 4-INCH

NOTES:

1) SEE DETOUR PLAN AND PEDESTRIAN DETOUR PLAN FOR ADDITIONAL INFORMATION.

2) TEMPORARY SIGNING SHALL NOT BE ATTACHED TO DECORATIVE LIGHT POLES.

2

2

MATCHLINE STA 31+50.00

PLACE AT
N SHEPARD AVE

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60"X30"

E EDGEWOOD AVE

4+00

BEGIN CONSTRUCTION
STA 4+07.83

R/L EDGEWOOD AVE

BEGIN PROJECT
STA 26+40.00

4WT

4YP

R3-2
24"X24"

15.5'

15.5'

DO NOT
ENTER
R5-1
30"X30"

R4

ONE
WAY
R6-2L
24"X30"

4YP

DO NOT
ENTER
R5-1
30"X30"

ONE
WAY
R6-2L
24"X30"

R/L STH 32/LAKE DRIVE

N

26+00

27+00

28+00

29+00

30+00

31+00

STH 32/LAKE DRIVE

25' TYP

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60"X30"

ROAD
CLOSED
R11-2
48"X30"

80' TAPER

NO
OUTLET
W14-2
30"X30"

W01-6
48"X24"

ONE
WAY
R6-2R
24"X30"

ROAD
CLOSED
R11-2
48"X30"

ONE
WAY
R6-2R
24"X30"

50' TYP

ONE
WAY
R6-2R
24"X30"

PLACE AT
E NEWPORT AVE

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 215	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 7/31/2024 6:33 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLACE AT
E EDGEWOOD AVE

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

N SHEPARD AVE

9+00

BEGIN CONSTRUCTION
STA 9+25.00

R/L SHEPARD AVE

ONE WAY
R6-2L
24"X30"

ROAD CLOSED
R11-2
48"X30"

13' 13'

DO NOT ENTER
R5-1
30"X30"

ONE WAY
R6-2L
24"X30"

4YP

PLACE AT
N SUMMIT AVE

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

E MENLO BLVD

14+00

BEGIN CONSTRUCTION
STA 14+31.69

R/L MENLO BLVD

R/L STH 32/LAKE DRIVE

ONE WAY
R6-2L
24"X30"

ROAD CLOSED
R11-2
48"X30"

13' 13'

ONE WAY
R6-2L
24"X30"

DO NOT ENTER
R5-1
30"X30"

N

MATCHLINE STA 37+50.00

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

STH 32/LAKE DRIVE

50' TYP

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

MATCHLINE STA 31+50.00

2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 216	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/31/2024 6:33 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 43+50.00

PLACE AT N HACKETT AVE

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

BEGIN CONSTRUCTION
STA 19+47.83

E NEWTON AVE

19+00

R/L NEWTON AVE

ROAD CLOSED
R11-2
48"X30"

13'

13'

ONE WAY
R6-2L
24"X30"

DO NOT ENTER
R5-1
30"X30"

R/L STH 32/LAKE DRIVE

4YP

PLACE AT N DOWNER AVE

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

BEGIN CONSTRUCTION
STA 24+00.00

E BEVERLY RD

24+00

R/L BEVERLY RD

13'

13'

ONE WAY
R6-2L
24"X30"

ROAD CLOSED
R11-2
48"X30"

DO NOT ENTER
R5-1
30"X30"

ONE WAY
R6-2L
24"X30"

38+00

39+00

40+00

41+00

42+00

43+00

STH 32/LAKE DRIVE

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

50' TYP

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

MATCHLINE STA 37+50.00

2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 217	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/31/2024 6:33 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 49+50.00

MATCHLINE STA 43+50.00

BEGIN CONSTRUCTION
STA 29+50.00

R/L SHOREWOOD BLVD

E SHOREWOOD BLVD

29+00

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

PLACE AT
N DOWNER AVE

N

4YP

ONE WAY
R6-2L
24"X30"

ROAD CLOSED
R11-2
48"X30"

R4

15.5'

15.5'

DO NOT ENTER
R5-1
30"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

44+00

45+00

46+00

47+00

48+00

49+00

STH 32/LAKE DRIVE

ONE WAY
R6-2R
24"X30"

50' TYP

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

R/L STH 32/LAKE DRIVE

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 218	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 04

PLOT DATE : 7/31/2024 6:33 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 49+50.00

PLACE AT N DOWNER AVE

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

N

LANE CLOSED
R11-2L
48"X30"

E CAPITOL DR

33+00

34+00

25' TYP

BEGIN CONSTRUCTION
STA 34.00.00

R/L CAPITOL DR

ONE WAY
R6-2L
24"X30"

4YP

ONE WAY
R6-2L
24"X30"

STOP
R1-1
36"X36"

R3-2
24"X24"

10'

10'

12'

ONE WAY
R6-2L
24"X30"

DO NOT ENTER
R5-1
30"X30"

STOP
R1-1
36"X36"

MATCHLINE STA 55+50.00

50+00

51+00

52+00

53+00

54+00

55+00

STH 32/LAKE DRIVE

50' TYP

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

R/L STH 32/LAKE DRIVE

WO1-6
48"X24"

ONE WAY
R6-2R
24"X30"

ROAD CLOSED
R11-2
48"X30"

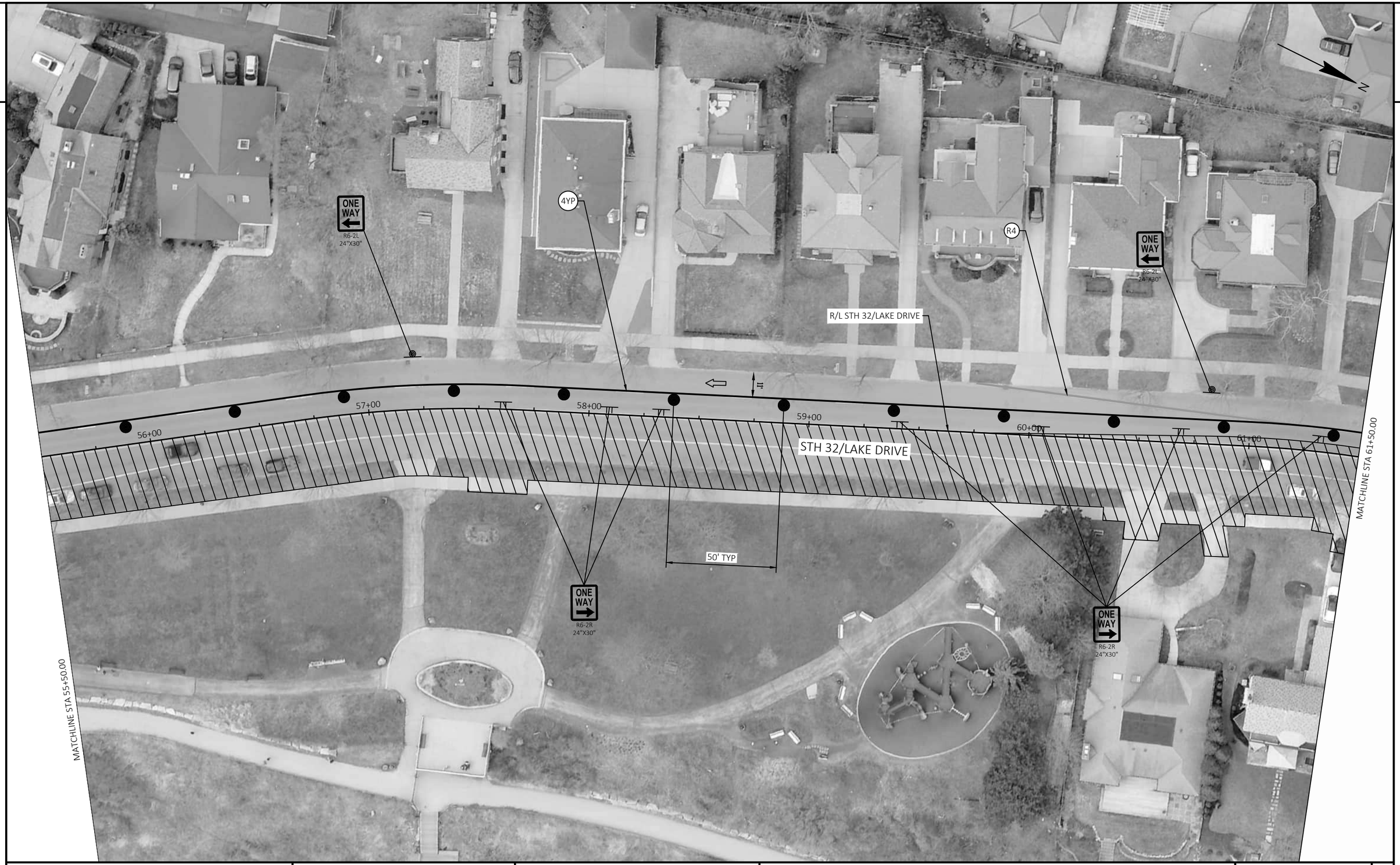
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 219	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 05

PLOT DATE : 7/31/2024 6:33 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 220	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 06

PLOT DATE : 7/31/2024 6:34 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

PLACE AT
N DOWNER AVE

E JARVIS ST

39+00

BEGIN CONSTRUCTION
STA 39+22.97

R/L JARVIS ST

4YP

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ROAD CLOSED
R11-2
48"X30"

14'

13'

DO NOT ENTER
R5-1
30"X30"

ONE WAY
R6-2L
24"X30"

62+00

63+00

64+00

65+00

66+00

67+00

STH 32/LAKE DRIVE

MATCHLINE STA 67+50.00

50' TYP

ONE WAY
R6-2R
24"X30"

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

R/L STH 32/LAKE DRIVE

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

MATCHLINE STA 61+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 221	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 07

PLOT DATE : 7/31/2024 6:34 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

PLACE AT
N DOWNER AVE

PLACE AT
N DOWNER AVE

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

E WOOD PL

44+00

BEGIN CONSTRUCTION
STA 44+29.89

R/L WOOD PL

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2L
24"X30"

10'

10'

DO NOT ENTER
R5-1
30"X30"

ONE WAY
R6-2L
24"X30"

4YP

ROAD CLOSED
R11-2
48"X30"

E OLIVE ST

49+00

BEGIN CONSTRUCTION
STA 49+32.38

R/L OLIVE ST

ONE WAY
R6-2L
24"X30"

DO NOT ENTER
R5-1
30"X30"

10'

10'

MATCHLINE STA 73+50.00

N

68+00

69+00

70+00

71+00

72+00

73+00

STH 32/LAKE DRIVE

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

R/L STH 32/LAKE DRIVE

ONE WAY
R6-2R
24"X30"

50' TYP

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

MATCHLINE STA 67+50.00

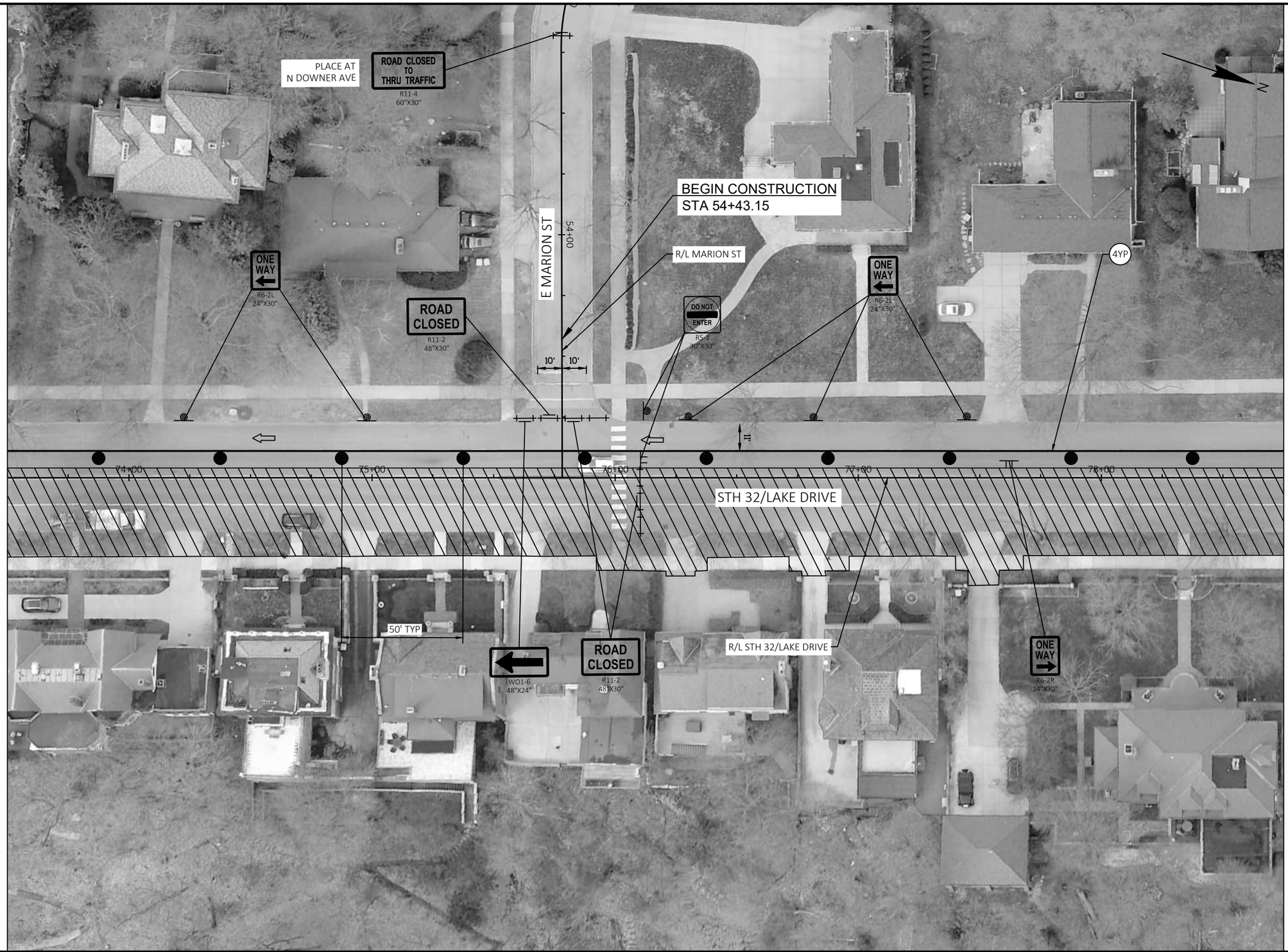
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 222	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 08

PLOT DATE : 7/31/2024 6:34 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 223	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 09
PLOT DATE : 7/31/2024 6:34 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 224	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 10
PLOT DATE : 7/31/2024 6:35 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

MATCHLINE STA 90+25.00

2

4YP

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

85+00 86+00 87+00 88+00 89+00 90+00

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

50' TYP

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

MATCHLINE STA 84+25.00

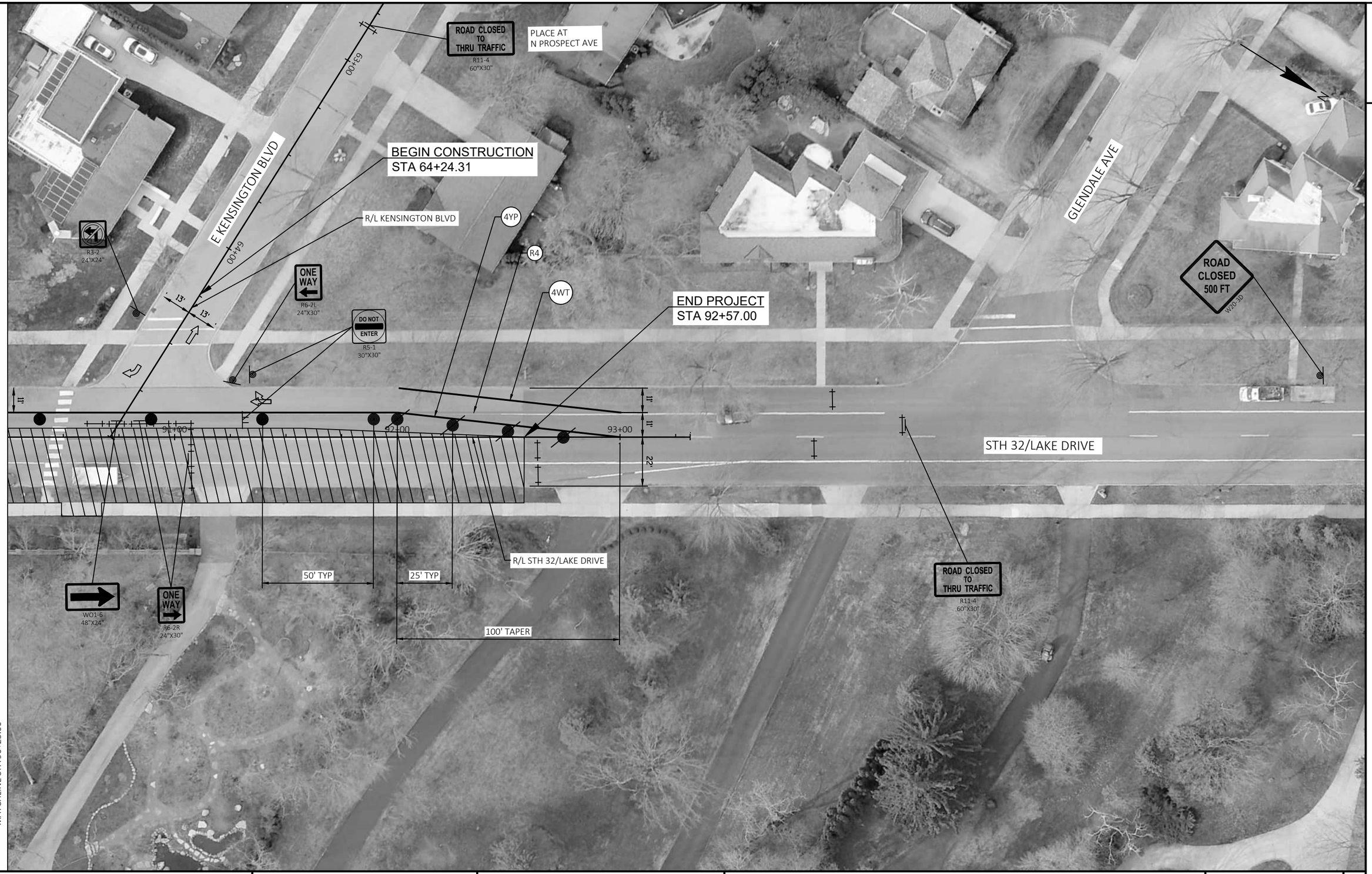
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 225	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 11

PLOT DATE : 7/31/2024 6:35 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

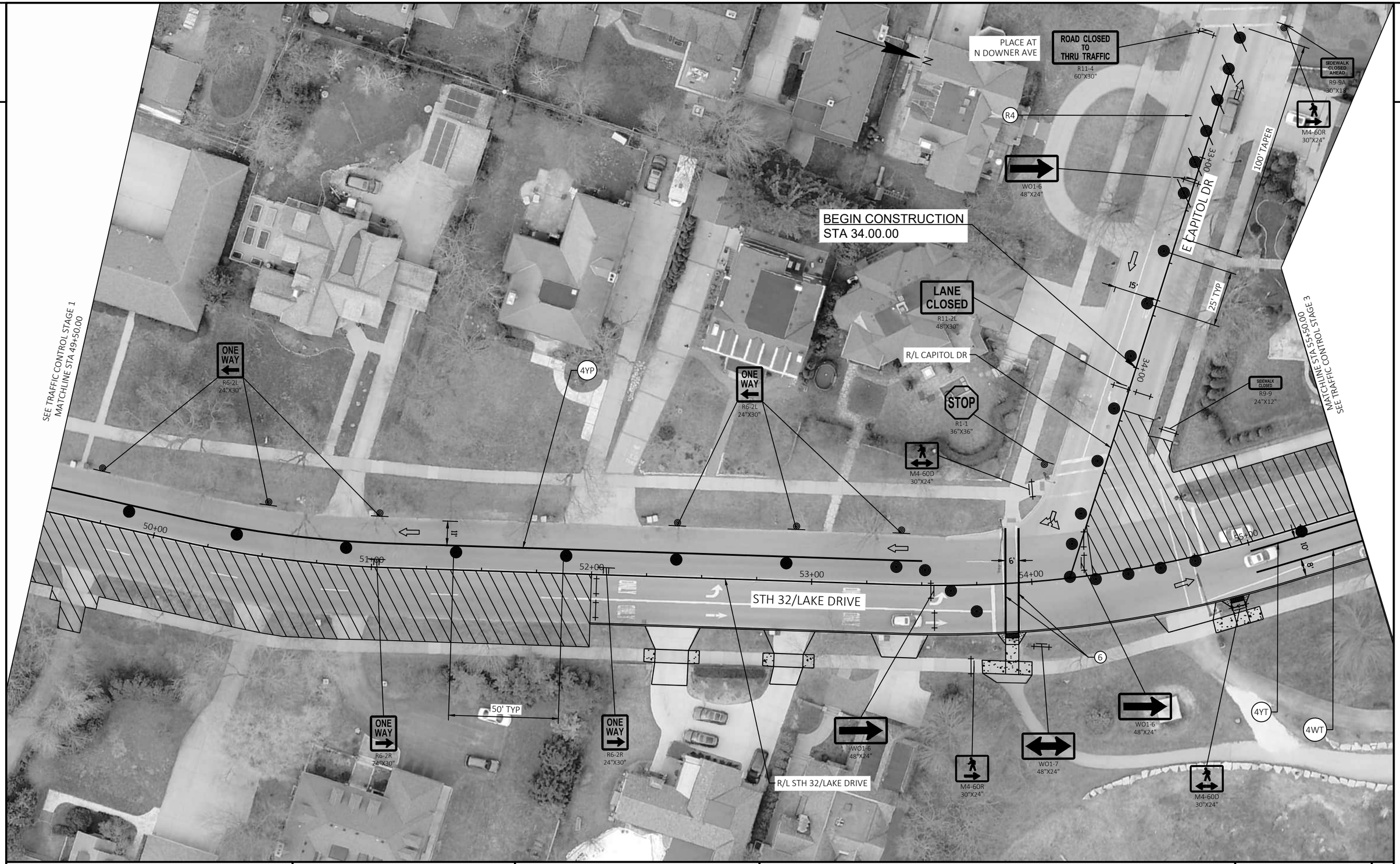


PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 226	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 12

PLOT DATE : 7/31/2024 6:35 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 2A	SHEET 227	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025201-TC.DWG
LAYOUT NAME - 05
PLOT DATE : 7/31/2024 6:36 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

SEE TRAFFIC CONTROL STAGE 1
MATCHLINE STA 49+50.00

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60R
30"X24"

PLACE AT
N DOWNER AVE

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

LANE CLOSED
R11-2L
48"X30"

WO1-6
48"X24"

BEGIN CONSTRUCTION
STA 34.00.00

E CAPITOL DR

R/L CAPITOL DR

33+00

R4

4WT

ONE WAY
R6-2L
24"X30"

4YP

ONE WAY
R6-2L
24"X30"

M4-60R
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

34+00

11'

12.5' TYP

M4-60R
30"X24"

MATCHLINE STA 55+50.00
SEE TRAFFIC CONTROL STAGE 3

50+00

51+00

52+00

53+00

STH 32/LAKE DRIVE

CR
DWF

6'

15' TYP

54+00

55+00

6

DWF
CR

50' TYP

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

R/L STH 32/LAKE DRIVE

M4-60R
30"X24"

M4-60D
30"X24"

WO1-6
48"X24"

WO1-7
48"X24"

STOP
R1-1
36"X36"

4YT

4WT

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 2B	SHEET 228	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025202-TC.DWG
LAYOUT NAME - 05

PLOT DATE : 7/31/2024 6:36 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLACE AT N SHEPARD AVE

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

BEGIN CONSTRUCTION
STA 4+07.83

R/L EDGEWOOD AVE

E EDGEWOOD AVE

4+00

R3-1
24"X24"

15.5'

15.5'

ROAD CLOSED
R11-2
48"X30"

BEGIN PROJECT
STA 26+40.00

CONSTRUCT INTERSECTION DURING 2 WEEK CLOSURE

ONE WAY
R6-2R
24"X30"

W1-6
48"X24"

ONE WAY
R6-2R
24"X30"

MATCHLINE STA 31+50.00

2

N

26+00

27+00

28+00

29+00

30+00

31+00

STH 32/LAKE DRIVE

11'

8'

R/L STH 32/LAKE DRIVE

4YT

25' TYP

100' TAPER

ONE WAY
R6-2L
24"X30"

W1-6
48"X24"

50' TYP

ONE WAY
R6-2L
24"X30"

4YT

4WT

ONE WAY
R6-2L
24"X30"

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 229	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 7/31/2024 6:38 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

PLACE AT
E EDGEWOOD AVE

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60"X30"

N SHEPARD AVE

9+00

BEGIN CONSTRUCTION
STA 9+25.00

R/L SHEPARD AVE

ONE
WAY
R6-2R
24"X30"

ROAD
CLOSED
R11-2
48"X30"

ROAD
CLOSED
R11-2
48"X30"

ONE
WAY
R6-2R
24"X30"

PLACE AT
N SUMMIT AVE

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60"X30"

E MENLO BLVD

14+00

BEGIN CONSTRUCTION
STA 14+31.69

R/L MENLO BLVD

ONE
WAY
R6-2R
24"X30"

ROAD
CLOSED
R11-2
48"X30"

R/L STH 32/LAKE DRIVE

ROAD
CLOSED
R11-2
48"X30"

ONE
WAY
R6-2R
24"X30"

N

MATCHLINE STA 37+50.00

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

STH 32/LAKE DRIVE

11'

8'

50' TYP

4YT

4WT

4WT

ONE
WAY
R6-2L
24"X30"

MATCHLINE STA 31+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 230	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/31/2024 6:38 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLACE AT
N HACKETT AVE

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60"X30"

BEGIN CONSTRUCTION
STA 19+47.83

E NEWTON AVE

19+00

R/L NEWTON AVE

ROAD
CLOSED
R11-2
48"X30"

ROAD
CLOSED
R11-2
48"X30"

ONE
WAY
R6-2R
24"X30"

PLACE AT
N DOWNER AVE

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60"X30"

BEGIN CONSTRUCTION
STA 24+00.00

E BEVERLY RD

24+00

R/L BEVERLY RD

ONE
WAY
R6-2R
24"X30"

ROAD
CLOSED
R11-2
48"X30"

ROAD
CLOSED
R11-2
48"X30"

ONE
WAY
R6-2R
24"X30"

N

MATCHLINE STA 43+50.00

2

38+00

39+00

40+00

41+00

42+00

43+00

STH 32/LAKE DRIVE

80'

R/L STH 32/LAKE DRIVE

50' TYP

ONE
WAY
R6-2L
24"X30"

4YT

4WT

MATCHLINE STA 37+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 231	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/31/2024 6:39 AM

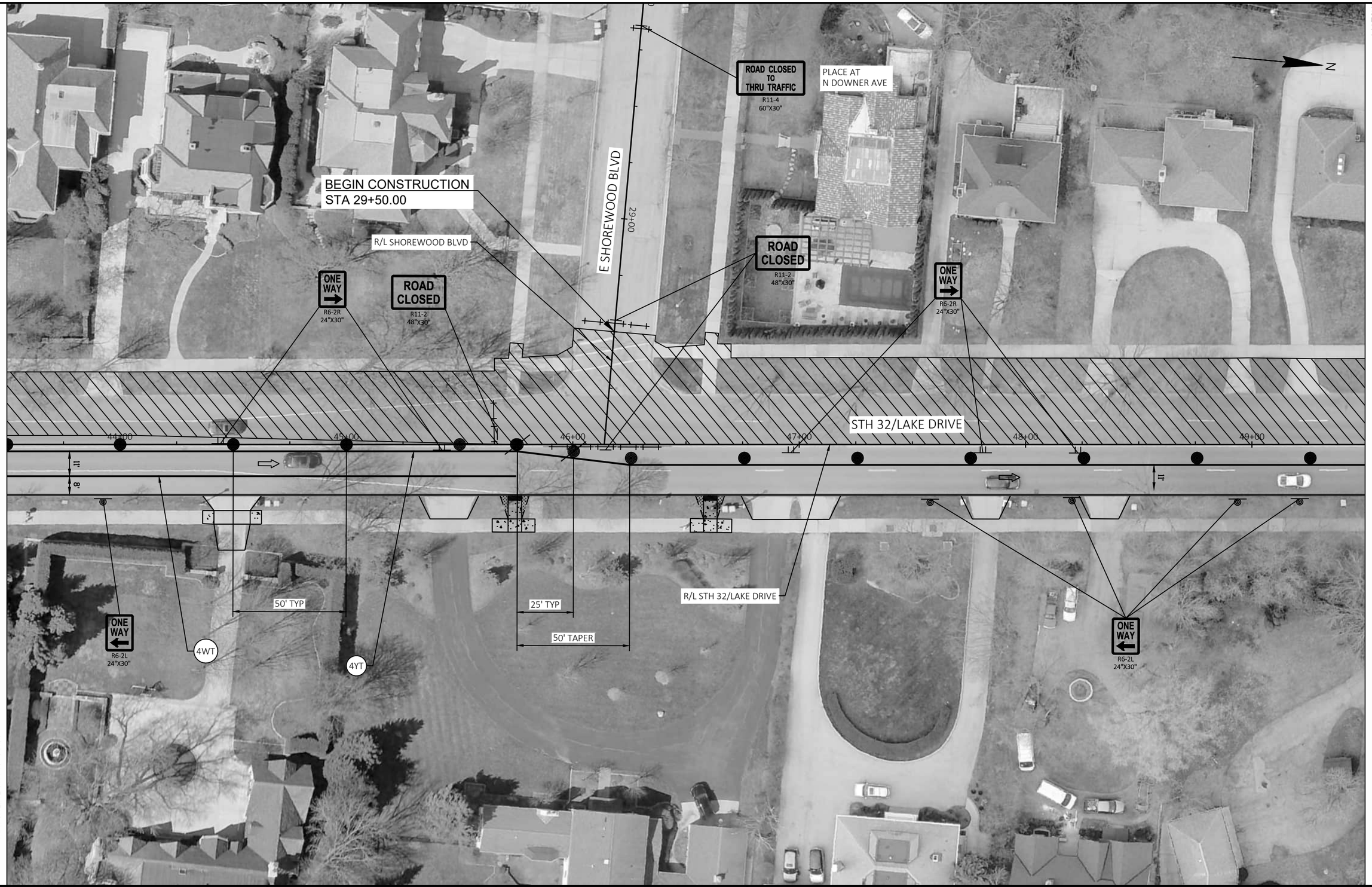
PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 232	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 04

PLOT DATE : 7/31/2024 6:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

PLACE AT
N DOWNER AVE

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60"X30"

LANE
CLOSED
R11-2L
48"X30"

E CAPITOL DR

33+00

34+00

25' TYP

BEGIN CONSTRUCTION
STA 34.00.00

R/L CAPITOL DR

MATCHLINE-STA 55+50.00

ONE
WAY
R6-2R
24"X30"

ROAD
CLOSED
R11-2
48"X30"

STOP
R1-1
36"X36"

10'
10'
12'

ONE
WAY
R6-2R
24"X30"

W1-6
48"X24"

50+00

51+00

52+00

53+00

54+00

55+00

18T

18T

10'

8'

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

50' TYP

50' TAPER

ONE
WAY
R6-2L
24"X30"

STOP
R1-1
36"X36"

W1-6
48"X24"

ONE
WAY
R6-2L
24"X30"

4YT

4WT

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 233	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 05

PLOT DATE : 7/31/2024 6:41 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

ONE WAY
R6-2R
24"X30"

R/L STH 32/LAKE DRIVE

ONE WAY
R6-2R
24"X30"

N

54+00
57+00
58+00
59+00
60+00
61+00

STH 32/LAKE DRIVE

10'
8'
11'
8'

50' TYP

50' TAPER

4WT

4YT

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

MATCHLINE STA 55+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 234	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 06

PLOT DATE : 7/31/2024 6:42 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

PLACE AT
N DOWNER AVE

E JARVIS ST

39+00

BEGIN CONSTRUCTION
STA 39+22.97

R/L JARVIS ST

ONE WAY
R6-2R
24"X30"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

62+00

63+00

64+00

65+00

66+00

67+00

11'

8'

STH 32/LAKE DRIVE

R/L STH 32/LAKE DRIVE

50' TYP

ONE WAY
R6-2L
24"X30"

4WT

4YT

ONE WAY
R6-2L
24"X30"

4WT

MATCHLINE STA 61+50.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 235	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 07

PLOT DATE : 7/31/2024 6:42 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

PLACE AT
N DOWNER AVE

PLACE AT
N DOWNER AVE

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

N

MATCHLINE STA 73+50.00

E WOOD PL

44+00

BEGIN CONSTRUCTION
STA 44+29.89

ROAD CLOSED
R11-2
48"X30"

R/L WOOD PL

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ROAD CLOSED
R11-2
48"X30"

E OLIVE ST

49+00

BEGIN CONSTRUCTION
STA 49+32.38

R/L OLIVE ST

ONE WAY
R6-2R
24"X30"

68+00

69+00

70+00

71+00

72+00

73+00

STH 32/LAKE DRIVE

11'

8'

11'

8'

R/L STH 32/LAKE DRIVE

50' TYP

4WT

ONE WAY
R6-2L
24"X30"

4YT

4WT

MATCHLINE STA 67+50.00

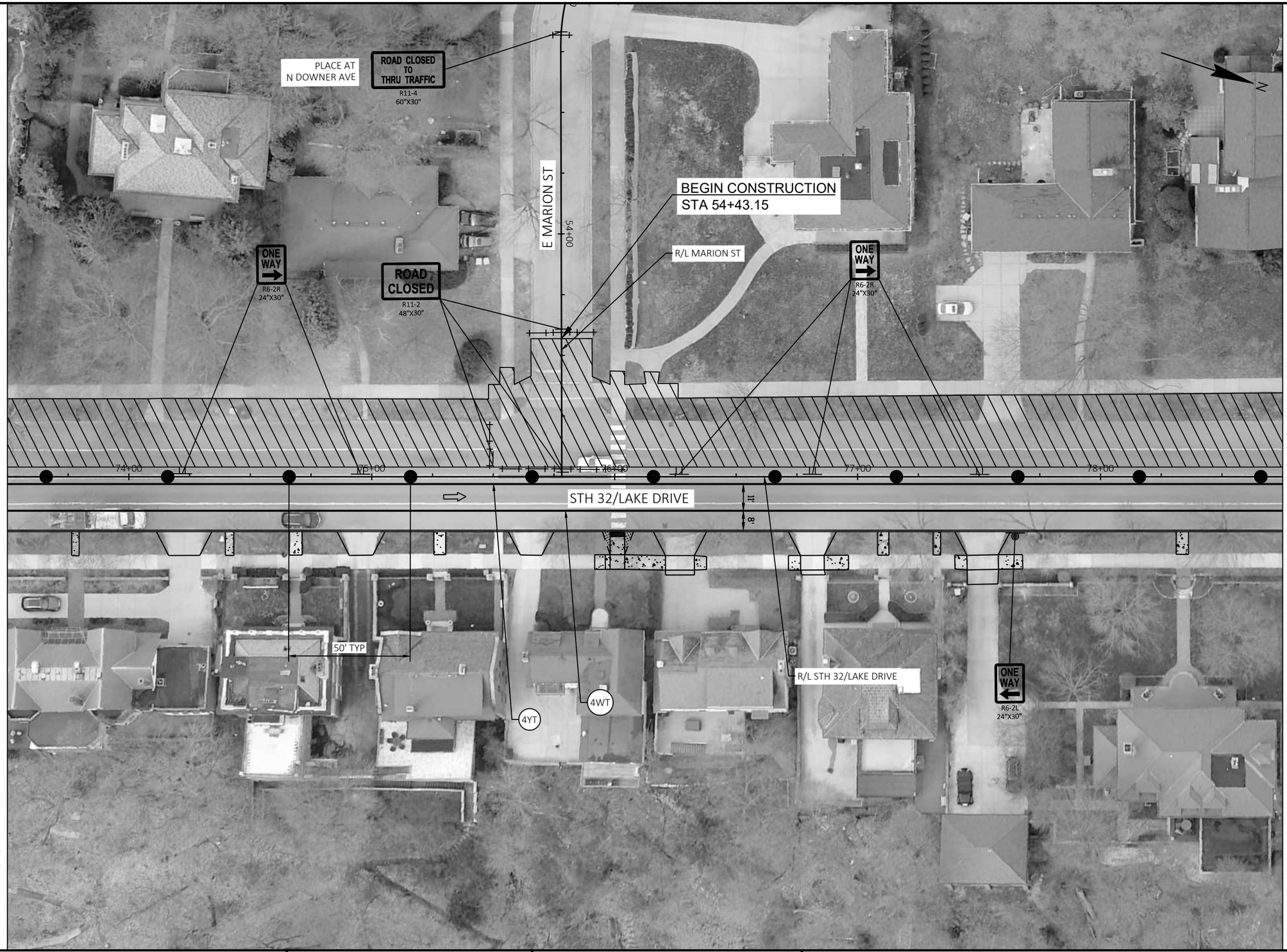
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 236	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 08

PLOT DATE : 7/31/2024 6:43 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 237	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 09

PLOT DATE : 7/31/2024 6:44 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

PLACE AT
N STOWELL AVE

E LAKE BLUFF BLVD

59+00

BEGIN CONSTRUCTION
STA 59+32.22

R/L LAKE BLUFF BLVD

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

MATCHLINE STA 84+25.00

79+00

80+00

81+00

82+00

83+00

84+00

STH 32/LAKE DRIVE

11'

8'

50' TYP

R/L STH 32/LAKE DRIVE

ONE WAY
R6-2L
24"X30"

4YT

4WT

ONE WAY
R6-2L
24"X30"

MATCHLINE STA 78+75.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 238	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 10

PLOT DATE : 7/31/2024 6:45 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 90+25.00

2

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

85+00 86+00 87+00 88+00 89+00 90+00

STH 32/LAKE DRIVE

11'

8'

R/L STH 32/LAKE DRIVE

50' TYP

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

4YT

4WT

MATCHLINE STA 84+25.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 239	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 11

PLOT DATE : 7/31/2024 6:46 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

PLACE AT
N PROSPECT AVE

63+00

E KENSINGTON BLVD

64+00

BEGIN CONSTRUCTION
STA 64+24.31

R/L KENSINGTON BLVD

R3-1
24"X24"

ROAD CLOSED
R11-2
48"X30"

CONSTRUCT INTERSECTION DURING 2 WEEK CLOSURE

13'

13'

W1-6
48"X24"

ONE WAY
R6-2R
24"X30"

END PROJECT
STA 92+57.00

GLENDALE AVE

R3-1
24"X24"

W1-6
48"X24"

ROAD CLOSED 500 FT
W20-3D

STH 32/LAKE DRIVE

91+00

92+00

93+00

11'

11'

8'

R/L STH 32/LAKE DRIVE

50' TYP

ONE WAY
R6-2R
24"X30"

DO NOT ENTER
R5-1
30"X30"

ROAD CLOSED
R11-2
48"X30"

4WT

W1-6
48"X24"

ONE WAY
R6-2L
24"X30"

4YT

4WT

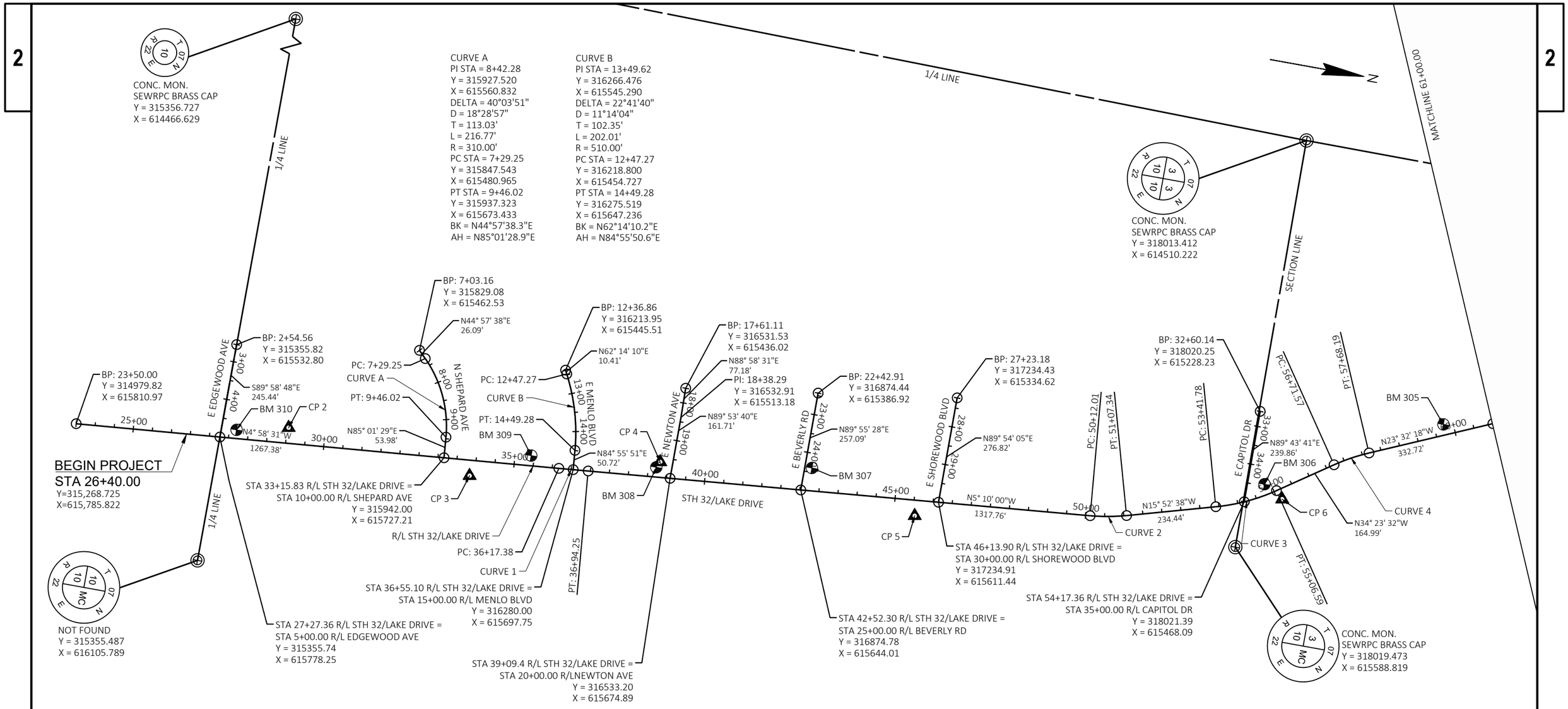
MATCHLINE STA 90+25.00

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN - STAGE 3	SHEET 240	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 12

PLOT DATE : 7/31/2024 6:46 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



CONTROL POINTS AND BENCHMARKS				
CP 2	315528.218	615722.329	684.553	CP FENO
CP 3	316016.143	615761.552	691.45	CP FENO 3562 N LAKE DR 3562 LAKE DR
CP 4	316500.252	615637.428	692.766	CP FENO SW QUAD N LAKE DR & E NEWTON AVE
CP 5	317180.031	615657.457	692.208	CP FENO SET 3850 N LAKE DR FENO
CP 6	318117.82	615443.88	686.592	CP FENO SET AT ATWATER PARK FENO ATWATER PARK
BM 310	315395.283	615752.033	682.039	BM CMK SE CNR AT&T PBX NW QUAD N LAKE DR & E EDGEWOOD AVE
BM 309	316165.284	615681.073	695.507	BM CMK SW BOLT HYD 3575 N LAKE DR
BM 308	316492.665	615652.794	693.632	BM CMK SW BOLT AT HYD SW QUAD N LAKE DR & E NEWTON AV
BM 307	316893.309	615582.234	695.305	BM CMK NE BOLT HYD NW QUAD N LAKE DR & BEVERLY RD
BM 306	318065.282	615413.533	689.02	BM CMK CL BARREL HYD NW QUAD CAPITOL DR & N LAKE DR
BM 305	318497.737	615176.463	684.073	BM SW BOLT HYD 4049 N LAKE DR

CURVE 1
PI STA = 36+55.82
Y = 316280.715
X = 615697.724
DELTA = 0°11'29"
D = 0°14'57"
T = 38.43'
L = 76.87'
R = 23000.00'
PC STA = 36+17.38
Y = 316242.427
X = 615701.057
PT STA = 36+94.25
Y = 316318.992
X = 615694.263
BK = N04°58'31.1"W
AH = N05°10'00.5"W

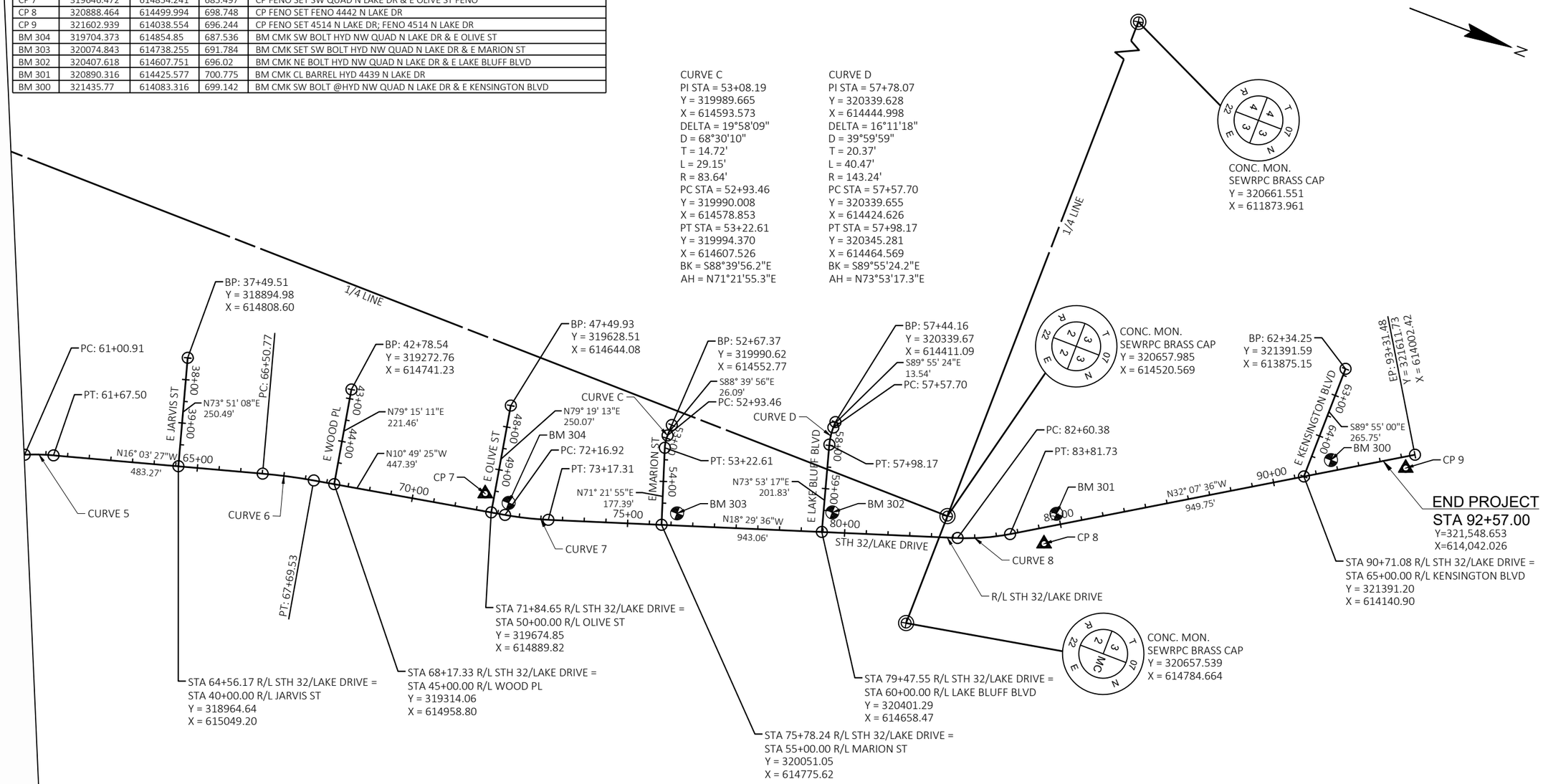
CURVE 2
PI STA = 50+59.82
Y = 317679.009
X = 615571.286
DELTA = 10°42'37"
D = 11°14'04"
T = 47.81'
L = 95.33'
R = 510.00'
PC STA = 50+12.01
Y = 317631.397
X = 615575.591
PT STA = 51+07.34
Y = 317724.992
X = 615558.207
BK = N05°10'00.5"W
AH = N15°52'37.6"W

CURVE 3
PI STA = 54+24.91
Y = 318030.441
X = 615471.330
DELTA = 18°30'55"
D = 11°14'04"
T = 83.13'
L = 164.81'
R = 510.00'
PC STA = 53+41.78
Y = 317950.484
X = 615494.072
PT STA = 55+06.59
Y = 318099.037
X = 615424.374
BK = N15°52'37.6"W
AH = N34°23'32.4"W

CURVE 4
PI STA = 57+20.03
Y = 318275.166
X = 615303.811
DELTA = 10°51'15"
D = 11°14'04"
T = 48.45'
L = 96.61'
R = 510.00'
PC STA = 56+71.57
Y = 318235.184
X = 615331.180
PT STA = 57+68.19
Y = 318319.586
X = 615284.461
BK = N34°23'32.4"W
AH = N23°32'17.6"W

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	ALIGNMENT DIAGRAM	SHEET 241	E

CONTROL POINTS AND BENCHMARKS				
CP 7	319646.472	614854.241	685.497	CP FENO SET SW QUAD N LAKE DR & E OLIVE ST FENO
CP 8	320888.464	614499.994	698.748	CP FENO SET FENO 4442 N LAKE DR
CP 9	321602.939	614038.554	696.244	CP FENO SET 4514 N LAKE DR; FENO 4514 N LAKE DR
BM 304	319704.373	614854.85	687.536	BM CMK SW BOLT HYD NW QUAD N LAKE DR & E OLIVE ST
BM 303	320074.843	614738.255	691.784	BM CMK SET SW BOLT HYD NW QUAD N LAKE DR & E MARION ST
BM 302	320407.618	614607.751	696.02	BM CMK NE BOLT HYD NW QUAD N LAKE DR & E LAKE BLUFF BLVD
BM 301	320890.316	614425.577	700.775	BM CMK CL BARREL HYD 4439 N LAKE DR
BM 300	321435.77	614083.316	699.142	BM CMK SW BOLT @HYD NW QUAD N LAKE DR & E KENSINGTON BLVD



CURVE 5
PI STA = 61+34.25
Y = 318655.193
X = 615138.269
DELTA = 7°28'50"
D = 11°14'04"
T = 33.34'
L = 66.59'
R = 510.00'
PC STA = 61+00.91
Y = 318624.626
X = 615151.584
PT STA = 61+67.50
Y = 318687.233
X = 615129.047
BK = N23°32'17.6"W
AH = N16°03'27.2"W

CURVE 6
PI STA = 67+10.19
Y = 319208.750
X = 614978.937
DELTA = 5°14'02"
D = 4°24'27"
T = 59.42'
L = 118.76'
R = 1300.00'
PC STA = 66+50.77
Y = 319151.649
X = 614995.373
PT STA = 67+69.53
Y = 319267.113
X = 614967.779
BK = N16°03'27.2"W
AH = N10°49'24.8"W

CURVE 7
PI STA = 72+67.19
Y = 319755.923
X = 614874.325
DELTA = 7°40'11"
D = 7°38'22"
T = 50.27'
L = 100.40'
R = 750.00'
PC STA = 72+16.92
Y = 319706.544
X = 614883.766
PT STA = 73+17.31
Y = 319803.600
X = 614858.379
BK = N10°49'24.8"W
AH = N18°29'35.8"W

CURVE 8
PI STA = 83+21.34
Y = 320755.779
X = 614539.909
DELTA = 13°38'00"
D = 11°14'04"
T = 60.96'
L = 121.35'
R = 510.00'
PC STA = 82+60.38
Y = 320697.963
X = 614559.246
PT STA = 83+81.73
Y = 320807.408
X = 614507.488
BK = N18°29'35.8"W
AH = N32°07'35.9"W

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	ALIGNMENT DIAGRAM	SHEET 242	E

Estimate Of Quantities

2225-13-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	37,453.000	37,453.000
0004	204.0150	Removing Curb & Gutter	LF	421.000	421.000
0006	204.0155	Removing Concrete Sidewalk	SY	1,793.000	1,793.000
0008	204.0195	Removing Concrete Bases	EACH	8.000	8.000
0010	204.0210	Removing Manholes	EACH	31.000	31.000
0012	204.0215	Removing Catch Basins	EACH	41.000	41.000
0014	204.0245	Removing Storm Sewer (size) 01. 6-Inch	LF	796.000	796.000
0016	204.0245	Removing Storm Sewer (size) 02. 8-Inch	LF	51.000	51.000
0018	204.0245	Removing Storm Sewer (size) 03. 10-Inch	LF	24.000	24.000
0020	204.0245	Removing Storm Sewer (size) 04. 12-Inch	LF	1,793.000	1,793.000
0022	204.0245	Removing Storm Sewer (size) 05. 15-Inch	LF	2,718.000	2,718.000
0024	204.0245	Removing Storm Sewer (size) 06. 18-Inch	LF	1,167.000	1,167.000
0026	204.0250	Abandoning Manholes	EACH	3.000	3.000
0028	204.0291.S	Abandoning Sewer	CY	32.000	32.000
0030	204.9060.S	Removing (item description) 01. Traffic Signals STH 32 & E Capitol Dr	EACH	1.000	1.000
0032	205.0100	Excavation Common	CY	36,915.000	36,915.000
0034	209.1100	Backfill Granular Grade 1	CY	1,216.000	1,216.000
0036	213.0100	Finishing Roadway (project) 01. 2225-13-70	EACH	1.000	1.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	18,864.000	18,864.000
0040	310.0110	Base Aggregate Open-Graded	TON	139.000	139.000
0042	312.0110	Select Crushed Material	TON	37,535.000	37,535.000
0044	415.0080	Concrete Pavement 8-Inch	SY	30,986.000	30,986.000
0046	416.0610	Drilled Tie Bars	EACH	7.000	7.000
0048	416.0620	Drilled Dowel Bars	EACH	181.000	181.000
0050	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	19.000	19.000
0052	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000
0054	601.0319	Concrete Curb & Gutter 19-Inch	LF	51.000	51.000
0056	601.0331	Concrete Curb & Gutter 31-Inch	LF	1,513.000	1,513.000
0058	601.0600	Concrete Curb Pedestrian	LF	299.000	299.000
0060	602.0410	Concrete Sidewalk 5-Inch	SF	16,155.000	16,155.000
0062	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	816.000	816.000
0064	602.0810	Concrete Driveway 6-Inch	SY	2,688.000	2,688.000
0066	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	166.000	166.000
0068	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	540.000	540.000
0070	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	696.000	696.000
0072	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	1,389.000	1,389.000
0074	611.0420	Reconstructing Manholes	EACH	1.000	1.000
0076	611.0535	Manhole Covers Type J-Special	EACH	29.000	29.000
0078	611.0648	Inlet Covers Type R	EACH	55.000	55.000
0080	611.1004	Catch Basins 4-FT Diameter	EACH	38.000	38.000
0082	611.1230	Catch Basins 2x3-FT	EACH	2.000	2.000
0084	611.2004	Manholes 4-FT Diameter	EACH	11.000	11.000
0086	611.2005	Manholes 5-FT Diameter	EACH	4.000	4.000
0088	611.8110	Adjusting Manhole Covers	EACH	8.000	8.000
0090	612.0106	Pipe Underdrain 6-Inch	LF	1,682.000	1,682.000
0092	616.0700.S	Fence Safety	LF	679.000	679.000
0094	618.0100	Maintenance and Repair of Haul Roads (project) 01. 2225-13-70	EACH	1.000	1.000
0096	619.1000	Mobilization	EACH	1.000	1.000
0098	623.0200	Dust Control Surface Treatment	SY	78,534.000	78,534.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0100	624.0100	Water	MGAL	352.000	352.000
0102	625.0100	Topsoil	SY	15,542.000	15,542.000
0104	627.0200	Mulching	SY	15,542.000	15,542.000
0106	628.1104	Erosion Bales	EACH	130.000	130.000
0108	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0110	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0112	628.7010	Inlet Protection Type B	EACH	3.000	3.000
0114	628.7015	Inlet Protection Type C	EACH	20.000	20.000
0116	628.7020	Inlet Protection Type D	EACH	82.000	82.000
0118	628.7560	Tracking Pads	EACH	4.000	4.000
0120	629.0210	Fertilizer Type B	CWT	14.000	14.000
0122	630.0200	Seeding Temporary	LB	426.000	426.000
0124	630.0500	Seed Water	MGAL	785.000	785.000
0126	631.0300	Sod Water	MGAL	491.000	491.000
0128	631.1000	Sod Lawn	SY	15,542.000	15,542.000
0130	634.0818	Posts Tubular Steel 2x2-Inch X 18-FT	EACH	94.000	94.000
0132	637.2210	Signs Type II Reflective H	SF	599.970	599.970
0134	637.2215	Signs Type II Reflective H Folding	SF	22.380	22.380
0136	637.2230	Signs Type II Reflective F	SF	465.000	465.000
0138	638.2102	Moving Signs Type II	EACH	40.000	40.000
0140	638.2602	Removing Signs Type II	EACH	120.000	120.000
0142	638.3000	Removing Small Sign Supports	EACH	100.000	100.000
0144	642.5001	Field Office Type B	EACH	1.000	1.000
0146	643.0300	Traffic Control Drums	DAY	38,837.000	38,837.000
0148	643.0420	Traffic Control Barricades Type III	DAY	38,186.000	38,186.000
0150	643.0705	Traffic Control Warning Lights Type A	DAY	76,371.000	76,371.000
0152	643.0715	Traffic Control Warning Lights Type C	DAY	1,170.000	1,170.000
0154	643.0900	Traffic Control Signs	DAY	105,509.000	105,509.000
0156	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000
0158	643.1000	Traffic Control Signs Fixed Message	SF	70.000	70.000
0160	643.1050	Traffic Control Signs PCMS	DAY	56.000	56.000
0162	643.1070	Traffic Control Cones 42-Inch	DAY	108.000	108.000
0164	643.3105	Temporary Marking Line Paint 4-Inch	LF	6,701.000	6,701.000
0166	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	12,064.000	12,064.000
0168	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	1,900.000	1,900.000
0170	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	24.000	24.000
0172	643.5000	Traffic Control	EACH	1.000	1.000
0174	644.1410	Temporary Pedestrian Surface Asphalt	SF	510.000	510.000
0176	644.1601	Temporary Pedestrian Curb Ramp	DAY	978.000	978.000
0178	644.1605	Temporary Pedestrian Detectable Warning Field	SF	60.000	60.000
0180	644.1810	Temporary Pedestrian Barricade	LF	321.000	321.000
0182	645.0111	Geotextile Type DF Schedule A	SY	1,002.000	1,002.000
0184	645.0120	Geotextile Type HR	SY	204.000	204.000
0186	645.0220	Geogrid Type SR	SY	4,500.000	4,500.000
0188	646.1020	Marking Line Epoxy 4-Inch	LF	26,557.000	26,557.000
0190	646.2020	Marking Line Epoxy 6-Inch	LF	8,458.000	8,458.000
0192	646.3020	Marking Line Epoxy 8-Inch	LF	374.000	374.000
0194	646.5020	Marking Arrow Epoxy	EACH	51.000	51.000
0196	646.5120	Marking Word Epoxy	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0198	646.5220	Marking Symbol Epoxy	EACH	63.000	63.000
0200	646.6120	Marking Stop Line Epoxy 18-Inch	LF	222.000	222.000
0202	646.7020	Marking Diagonal Epoxy 6-Inch	LF	1,924.000	1,924.000
0204	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	719.000	719.000
0206	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	558.000	558.000
0208	646.9000	Marking Removal Line 4-Inch	LF	717.000	717.000
0210	650.4000	Construction Staking Storm Sewer	EACH	93.000	93.000
0212	650.4500	Construction Staking Subgrade	LF	7,356.000	7,356.000
0214	650.7000	Construction Staking Concrete Pavement	LF	7,356.000	7,356.000
0216	650.8501	Construction Staking Electrical Installations (project) 01. 2225-13-70	EACH	1.000	1.000
0218	650.9000	Construction Staking Curb Ramps	EACH	69.000	69.000
0220	650.9500	Construction Staking Sidewalk (project) 01. 2225-13-70	EACH	1.000	1.000
0222	650.9911	Construction Staking Supplemental Control (project) 01. 2225-13-70	EACH	1.000	1.000
0224	650.9920	Construction Staking Slope Stakes	LF	7,356.000	7,356.000
0226	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	400.000	400.000
0228	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	2,457.000	2,457.000
0230	652.0605	Conduit Special 2-Inch	LF	13,425.000	13,425.000
0232	652.0615	Conduit Special 3-Inch	LF	656.000	656.000
0234	652.0800	Conduit Loop Detector	LF	601.000	601.000
0236	653.0135	Pull Boxes Steel 24x36-Inch	EACH	4.000	4.000
0238	653.0140	Pull Boxes Steel 24x42-Inch	EACH	57.000	57.000
0240	653.0905	Removing Pull Boxes	EACH	13.000	13.000
0242	654.0101	Concrete Bases Type 1	EACH	7.000	7.000
0244	654.0107	Concrete Bases Type 7	EACH	1.000	1.000
0246	654.0110	Concrete Bases Type 10	EACH	2.000	2.000
0248	655.0230	Cable Traffic Signal 5-14 AWG	LF	847.000	847.000
0250	655.0240	Cable Traffic Signal 7-14 AWG	LF	58.000	58.000
0252	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,196.000	1,196.000
0254	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	994.000	994.000
0256	655.0610	Electrical Wire Lighting 12 AWG	LF	3,830.000	3,830.000
0258	655.0615	Electrical Wire Lighting 10 AWG	LF	2,650.000	2,650.000
0260	655.0625	Electrical Wire Lighting 6 AWG	LF	44,601.000	44,601.000
0262	655.0630	Electrical Wire Lighting 4 AWG	LF	6,232.000	6,232.000
0264	655.0700	Loop Detector Lead In Cable	LF	2,581.000	2,581.000
0266	655.0800	Loop Detector Wire	LF	1,668.000	1,668.000
0268	655.0900	Traffic Signal EVP Detector Cable	LF	488.000	488.000
0270	657.0100	Pedestal Bases	EACH	7.000	7.000
0272	657.0345	Poles Type 9	EACH	2.000	2.000
0274	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	2.000	2.000
0276	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	4.000	4.000
0278	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000
0280	657.0525	Monotube Arms 25-FT	EACH	1.000	1.000
0282	657.0530	Monotube Arms 30-FT	EACH	1.000	1.000
0284	658.0173	Traffic Signal Face 3S 12-Inch	EACH	11.000	11.000
0286	658.0416	Pedestrian Signal Face 16-Inch	EACH	6.000	6.000
0288	658.5070	Signal Mounting Hardware (location) 01. STH 32/STH 190	EACH	1.000	1.000
0290	690.0150	Sawing Asphalt	LF	597.000	597.000
0292	690.0250	Sawing Concrete	LF	14,079.000	14,079.000
0294	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	9,296.000	9,296.000

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Line	Item	Item Description	Unit	Total	Qty
0296	740.0440	Incentive IRI Ride	DOL	5,013.000	5,013.000
0298	SPV.0045	Special 01. Temporary Audible Message Devices	DAY	11,123.000	11,123.000
0300	SPV.0060	Special 01. Salvage Historical Society Markers	EACH	19.000	19.000
0302	SPV.0060	Special 02. Adjusting City of Milwaukee Water Valve Boxes	EACH	4.000	4.000
0304	SPV.0060	Special 31. Combined Sewer Catch Basins	EACH	17.000	17.000
0306	SPV.0060	Special 32. Combined Sewer Manhole Frame and Cover Special	EACH	21.000	21.000
0308	SPV.0060	Special 33. Combined Sewer Manhole 4-Ft Special	EACH	17.000	17.000
0310	SPV.0060	Special 34. Inlet Covers MS 57	EACH	2.000	2.000
0312	SPV.0060	Special 35. Catch Basins Type 44A	EACH	3.000	3.000
0314	SPV.0060	Special 36. Adjusting Combined Sewer Manholes	EACH	35.000	35.000
0316	SPV.0060	Special 37. Manhole Covers Type MS 58A	EACH	1.000	1.000
0318	SPV.0060	Special 38. Pipe Connection to Existing Structure	EACH	18.000	18.000
0320	SPV.0060	Special 40. Hydrant Assembly	EACH	16.000	16.000
0322	SPV.0060	Special 41. Gate Valve & Valve Box 6-Inch	EACH	11.000	11.000
0324	SPV.0060	Special 42. Gate Valve & Valve Box 8-Inch	EACH	30.000	30.000
0326	SPV.0060	Special 43. Remove Water Meter Pit	EACH	1.000	1.000
0328	SPV.0060	Special 50. Decorative Luminaire	EACH	62.000	62.000
0330	SPV.0060	Special 51. Decorative Pole	EACH	62.000	62.000
0332	SPV.0060	Special 52. Remove and Salvage Municipal Lighting Units	EACH	61.000	61.000
0334	SPV.0060	Special 62. Furnish & Install Traffic Signal Controller Items at STH 32/STH 190	EACH	1.000	1.000
0336	SPV.0060	Special 63. Furnish & Install Audible Pedestrian Push Button System at STH 32/STH 190	EACH	1.000	1.000
0338	SPV.0060	Special 64. Furnish & Install EVP System at STH 32/STH 190	EACH	1.000	1.000
0340	SPV.0060	Special 67. Remove and Reinstall Decorative Light Pole	EACH	1.000	1.000
0342	SPV.0060	Special 68. Battery Backup Sys for Traffic Inter at STH 32/STH 190	EACH	1.000	1.000
0344	SPV.0060	Special 69. EVP Card	EACH	1.000	1.000
0346	SPV.0060	Special 70. GPS Device w/GPS Rec for Resetting Clock Time in Traf Signal Controller	EACH	1.000	1.000
0348	SPV.0060	Special 71. Retroreflective Backplate 3S	EACH	9.000	9.000
0350	SPV.0060	Special 72. Retroreflective Backplate 4S	EACH	2.000	2.000
0352	SPV.0060	Special 73. Remove, Protect, and Reconnect Fiber Optic Cable	EACH	1.000	1.000
0354	SPV.0060	Special 75. RRFB System STH 32 NB at Menlo Blvd Assembly	EACH	1.000	1.000
0356	SPV.0060	Special 76. RRFB System STH 32 SB at Menlo Blvd Assembly	EACH	1.000	1.000
0358	SPV.0060	Special 77. RRFB System STH 32 NB at Jarvis St (NE Corner) Assembly	EACH	1.000	1.000
0360	SPV.0060	Special 78. RRFB System STH 32 NB at Jarvis St (Se Corner) Assembly	EACH	1.000	1.000
0362	SPV.0060	Special 79. RRFB System STH 32 NB at Jarvis St (NW Corner) Assembly	EACH	1.000	1.000
0364	SPV.0060	Special 80. RRFB System STH 32 NB at Jarvis St (SW Corner) Assembly	EACH	1.000	1.000
0366	SPV.0075	Special 01. Pavement Cleanup Project 2225-13-70	HRS	550.000	550.000
0368	SPV.0090	Special 01. Concrete Curb & Gutter Integral 31-Inch	LF	12,365.000	12,365.000
0370	SPV.0090	Special 30. Combined Sewer 6-Inch PVC	LF	793.000	793.000
0372	SPV.0090	Special 31. Combined Sewer 12-Inch PVC	LF	788.000	788.000
0374	SPV.0090	Special 32. Combined Sewer 15-Inch PVC	LF	1,376.000	1,376.000
0376	SPV.0090	Special 33. Combined Sewer 18-Inch PVC	LF	147.000	147.000
0378	SPV.0090	Special 34. Combined Sewer 24-Inch PVC	LF	624.000	624.000
0380	SPV.0090	Special 35. Pipe Underdrain Exploration	LF	100.000	100.000
0382	SPV.0090	Special 36. Storm Sewer Lateral Exploration	LF	100.000	100.000
0384	SPV.0090	Special 37. Sanitary Sewer Lateral Exploration	LF	715.000	715.000
0386	SPV.0090	Special 40. PVC Hydrant Lead 6-Inch	LF	460.000	460.000
0388	SPV.0090	Special 41. PVC Water Main 6-Inch	LF	175.000	175.000
0390	SPV.0090	Special 42. PVC Water Main 8-Inch	LF	7,110.000	7,110.000

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Line	Item	Item Description	Unit	Total	Qty
0392	SPV.0090	Special 43. Cooper Water Service 1-Inch	LF	3,173.000	3,173.000
0394	SPV.0090	Special 44. Copper Water Service 2-Inch	LF	237.000	237.000
0396	SPV.0090	Special 45. Copper Water Service 3-Inch	LF	100.000	100.000
0398	SPV.0090	Special 46. Construction Staking Water Main	LF	7,285.000	7,285.000
0400	SPV.0165	Special 01. Salvage and Relay Brick Paver Driveway	SF	26.000	26.000

REMOVALS - CAT 0010

CATEGORY	STAGE	STATION	TO	STATION		204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	1	26+40	-	38+50		--	90
0010	1	38+50	-	53+50		--	108
0010	1	53+50	-	68+50		--	257
0010	1	68+50	-	83+50		--	193
0010	1	83+50	-	92+57		--	88
					STAGE 1 SUBTOTAL	--	736
0010	2	53+75	-	55+07		--	78
					STAGE 2 SUBTOTAL	--	78
0010	3	26+40	-	38+50		155	180
0010	3	38+50	-	53+50		--	240
0010	3	53+50	-	68+50		135	165
0010	3	68+50	-	83+50		114	223
0010	3	83+50	-	92+57		17	132
					STAGE 3 SUBTOTAL	421	940
0010		UNDISTRIBUTED-REPAIRS				--	39
					UNDISTRIBUTED SUBTOTAL	--	39
					TOTAL 0010	421	1,793

REMOVALS - CAT 0020

CATEGORY	STAGE	STATION	TO	STATION		204.0100 REMOVING CONCRETE PAVEMENT SY
0020	1	26+40	-	38+50		4,157
0020	1	38+50	-	53+50		5,349
0020	1	53+50	-	68+50		5,327
0020	1	68+50	-	83+50		5,326
0020	1	83+50	-	92+57		3,147
					STAGE 1 SUBTOTAL	23,306
0020	2	53+75	-	55+07		554
					STAGE 2 SUBTOTAL	554
0020	3	26+40	-	38+50		2,574
0020	3	38+50	-	53+50		3,328
0020	3	53+50	-	68+50		2,731
0020	3	68+50	-	83+50		3,073
0020	3	83+50	-	92+57		1,887
					STAGE 3 SUBTOTAL	13,593
					TOTAL 0020	37,453

BACKFILL GRANULAR

CATEGORY	LOCATION	209.1100 BACKFILL GRANULAR GRADE 1 CY	REMARKS
0010	STH 32	1,216	BACKFILL GRANULAR TO BE USED FOR REMOVAL ITEMS
	TOTAL 0010	1,216	

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EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	205.0100 EXCAVATION COMMON (1) CUT (2)	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.00	MASS ORDINATE +/- (14)	WASTE	COMMENT
DIVISION 1										
STH 32 / LAKE DR	26+40.00/92+57.00	32,639	--	12,837	19,802	312	312	19,490	19,490	
EDGEWOOD	4+07.83/4+76.56	297	--	34	263	1	1	262	262	
SHEPARD	9+25.38/9+80.00	234	--	23	211	--	--	211	211	
MENLO	14+31.80/14+79.90	206	--	56	150	1	1	149	149	
NEWTON	19+47.90/19+76.84	124	--	33	91	2	2	89	89	
BEVERLY	24+00.00/24+77.20	332	--	90	242	--	--	242	242	
SHOREWOOD	29+50.10/29+76.74	123	--	37	86	1	1	85	85	
CAPITOL	34+20.20/34+53.88	149	--	51	98	2	2	96	96	
JARVIS	39+23.00/39+79.90	251	--	25	226	--	--	226	226	
WOOD	44+30.00/44+79.96	182	--	16	166	1	1	165	165	
OLIVE	49+32.50/49+79.92	191	--	16	175	--	--	175	175	
MARION	54+43.20/54+79.90	152	--	12	140	--	--	140	140	
LAKE BLUFF	59+32.30/59+78.58	215	--	19	196	--	--	196	196	
KENSINGTON	64+24.35/64+54.77	120	--	13	107	--	--	107	107	
CURB RAMPS		500						500	500	
UNDISTRIBUTED			1,200					1,200	1,200	
DIVISION 1 SUBTOTAL		35,715	1,200	13,262	21,953	320	320	23,333	23,333	
GRAND TOTAL		35,715	1,200	13,262	21,953	320	320	23,333	23,333	
TOTAL EXCAVATION COMMON CAT 0020		36,915								

NOTES:

(1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(13) EXPANDED FILL FACTOR = 1.00

EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

(16) COMBINED SEWER, STORM SEWER, AND WATER MAIN EXCAVATION ARE NOT INCLUDED IN THIS TABLE AND SHOULD BE CONSIDERED ADDITIONAL WASTE. EXCAVATION FOR THESE ITEMS IS INCIDENTAL TO THE RESPECTIVE BID ITEMS.

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AGGREGATES - CAT 0010

CATEGORY	STAGE	LOCATION	STATION	TO	STATION		310.0110 BASE AGGREGATE OPEN-GRADED TON
C010	1	UNDERDRAIN	26+40	-	38+50		22
C010	1	UNDERDRAIN	38+50	-	53+50		9
C010	1	UNDERDRAIN	53+50	-	68+50		30
C010	1	UNDERDRAIN	68+50	-	83+50		9
						SUBTOTAL STAGE 1	70
C010	3	UNDERDRAIN	26+40	-	38+50		32
C010	3	UNDERDRAIN	38+50	-	53+50		9
C010	3	UNDERDRAIN	53+50	-	68+50		28
						SUBTOTAL STAGE 3	69
						TOTAL 0010	139

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.01 FINISHING ROADWAY (2225-13-70) EACH
0010	2225-13-70	1
	TOTAL 0010	1

AGGREGATES - CAT 0020

CATEGORY	STAGE	LOCATION	STATION	TO	STATION		305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON
0020	1	TEMP DRIVEWAY ACCESS					1,428	--
0020	1	LATERAL TRENCH RESTORATION					688	--
0020	1	PAVEMENT	26+40	-	38+50		1,314	3,327
0020	1	SIDEWALK/DRIVEWAY	26+40	-	38+50		108	--
0020	1	PAVEMENT	38+50	-	53+50		1,586	4,018
0020	1	SIDEWALK/DRIVEWAY	38+50	-	53+50		193	--
0020	1	PAVEMENT	53+50	-	68+50		1,575	3,989
0020	1	SIDEWALK/DRIVEWAY	53+50	-	68+50		256	--
0020	1	PAVEMENT	68+50	-	83+50		1,699	4,304
0020	1	SIDEWALK/DRIVEWAY	68+50	-	83+50		226	--
0020	1	PAVEMENT	83+50	-	92+57		999	2,530
0020	1	SIDEWALK/DRIVEWAY	83+50	-	92+57		110	--
						SUBTOTAL STAGE 1	10,182	18,168
0020	2	PAVEMENT	53+75	-	55+07		255	645
0020	2	SIDEWALK	53+75	-	55+07		23	--
						SUBTOTAL STAGE 2	278	645
0020	1	TEMP DRIVEWAY ACCESS					1,397	--
0020	3	PAVEMENT	26+40	-	38+50		1,245	3,152
0020	3	SIDEWALK/DRIVEWAY	26+40	-	38+50		91	--
0020	3	PAVEMENT	38+50	-	53+50		1,563	3,959
0020	3	SIDEWALK/DRIVEWAY	38+50	-	53+50		178	--
0020	3	PAVEMENT	53+50	-	68+50		1,350	3,420
0020	3	SIDEWALK/DRIVEWAY	53+50	-	68+50		134	--
0020	3	PAVEMENT	68+50	-	83+50		1,380	3,496
0020	3	SIDEWALK/DRIVEWAY	68+50	-	83+50		151	--
0020	3	PAVEMENT	83+50	-	92+57		819	2,073
0020	3	SIDEWALK/DRIVEWAY	83+50	-	92+57		96	--
						SUBTOTAL STAGE 3	8,404	16,100
0020		UNDISTRIBUTED - EBS - LOCATIONS DETERMINED BY ENGINEER					--	2,622
						SUBTOTAL UNDISTRIBUTED	--	2,622
						TOTAL 0020	18,864	37,535

CONCRETE PAVEMENT

CATEGORY	STAGE	STATION	TO	STATION		415.0080 CONCRETE PAVEMENT 8-INCH SY
0020	1	26+40	-	38+50		3,009
0020	2	38+50	-	53+50		3,427
0020	3	53+50	-	68+50		3,592
0020	4	68+50	-	83+50		3,914
0020	5	83+50	-	92+57		2,293
					STAGE 1 SUBTOTAL	16,235
0020	2	53+75	-	55+07		607
					STAGE 2 SUBTOTAL	607
0020	3	26+40	-	38+50		2,764
0020	3	38+50	-	53+50		3,517
0020	3	53+50	-	68+50		3,009
0020	3	68+50	-	83+50		3,044
0020	3	83+50	-	92+57		1,810
					STAGE 3 SUBTOTAL	14,144
					TOTAL 0020	30,986

DRILLED BAR ITEMS

CATEGORY	STAGE	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
0010	1	LAKE DR - SOUTH END	--	19
0010	1	LAKE DR - NORTH END	--	16
		STAGE 1 SUBTOTAL	--	35
0010	2	CAPITOL DR	7	25
		STAGE 2 SUBTOTAL	7	25
0010	3	LAKE DR - SOUTH END	--	13
0010	3	MENLO BLVD	--	22
0010	3	NEWTON AVE	--	22
0010	3	BEVERLY RD	--	22
0010	3	SHOREWOOD BLVD	--	26
0010	3	LAKE DR - NORTH END	--	16
		STAGE 3 SUBTOTAL	--	121
		TOTAL 0010	7	181

ASPHALTIC SURFACE

CATEGORY	STAGE	STATION	TO	STATION	OFFSET	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	1	37+35	-	37+49	42' RT	5
0010	1	41+54	-	41+77	38' RT	5
0010	1	53+76	-	53+97	43' RT	3
0010	1	89+84	-	89+99	42' RT	6
					STAGE 1 SUBTOTAL	19
					TOTAL 0010	19

3

CURB & GUTTER

CATEGORY	STAGE	STATION	TO	STATION		601.0319 CONCRETE CURB & GUTTER 19-INCH LF	601.0331 CONCRETE CURB & GUTTER 31-INCH LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.01 CONCRETE CURB & GUTTER INTEGRAL 31-INCH LF
0010	1	26+40	-	38+50		--	--	--	1,216
0010	1	38+50	-	53+50		--	--	--	1,504
0010	1	53+50	-	68+50		--	--	27	1,505
0010	1	68+50	-	83+50		--	--	--	1,510
0010	1	83+50	-	92+57		--	--	--	911
					STAGE 1 SUBTOTAL	--	--	27	6,646
0010	2	53+75	-	55+07		51	114	205	18
					STAGE 2 SUBTOTAL	51	114	205	18
0010	3	26+40	-	38+50		--	402	16	1,003
0010	3	38+50	-	53+50		--	324	25	1,308
0010	3	53+50	-	68+50		--	247	--	1,250
0010	3	68+50	-	83+50		--	314	17	1,307
0010	3	83+50	-	92+57		--	112	9	833
					STAGE 3 SUBTOTAL	--	1,399	67	5,701
					TOTAL 0010	51	1,513	299	12,365

CONCRETE SIDEWALKS & DRIVEWAYS

CATEGORY	STAGE	STATION	TO	STATION		602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0810 CONCRETE DRIVEWAY 6-INCH SY
0010	1	26+40	-	38+50		966	48	185
0010	1	38+50	-	53+50		1,065	60	404
0010	1	53+50	-	68+50		2,218	72	469
0010	1	68+50	-	83+50		1,910	60	424
0010	1	83+50	-	92+57		824	12	198
					STAGE 1 SUBTOTAL	6,983	252	1,680
0010	2	53+75	-	55+07		729	48	--
					STAGE 2 SUBTOTAL	729	48	--
0010	3	26+40	-	38+50		1,457	120	117
0010	3	38+50	-	53+50		2,083	132	285
0010	3	53+50	-	68+50		1,489	96	225
0010	3	68+50	-	83+50		2,021	132	223
0010	3	83+50	-	92+57		1,043	36	158
					STAGE 3 SUBTOTAL	8,093	516	1,008
0010		UNDISTRIBUTED-REPAIRS				350	--	--
					UNDISTRIBUTED SUBTOTAL	350	--	--
					TOTAL 0010	16,155	816	2,688

NOTE: UNDISTRIBUTED QUANTITY TO BE USED FOR ADDITIONAL WATER MAIN IMPACTS AT LOCATIONS DETERMINED BY THE ENGINEER

PIPE UNDERDRAIN

CATEGORY	INLET	STATION	TO	STATION	OFFSET	612.0106 PIPE UNDERDRAIN 6-INCH LF
0010	103	26+49			23' RT	59
0010	101, 111	26+40	-	27+17	24' LT/93' LT	135
0010	113, 115, 291	27+49	-	27+83	90' LT/23' LT	143
0010	293	27+84			20' RT	100
0010	235, 237	37+18	-	37+26	22' RT/23' RT	108
0010	231, 233	37+38	-	37+45	23' LT	107
0010	215, 217	40+22	-	40+29	23' RT	107
0010	211, 213	40+32	-	40+40	23' LT	107
0010	371, 373	61+00	-	61+07	23' RT	107
0010	375, 377	61+08	-	61+14	23' LT	107
0010	391, 397, 399, 401, 415, 417, 419	63+95	-	65+55	22' RT/15' RT	263
0010	393, 395	63+98	-	64+18	23' LT	120
0010	411, 413	64+92	-	65+03	23' LT	111
0010	501, 503	72+43	-	72+50	23' RT	108
					TOTAL 0010	1,682

3

FENCE SAFETY

CATEGORY	STATION	TO	STATION	LOCATION	616.0700.S FENCE SAFETY LF
0010	53+56	-	60+30	ATWATER PARK	679
				TOTAL 0010	679

MAINTENANCE & REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS (2225-13-70) EACH
0010	2225-13-70	1
	TOTAL 0010	1

DUST CONTROL

CATEGORY	PROJECT	623.0200 DUST CONTROL SURFACE TREATMENT SY
0010	2225-13-70	78,534
	TOTAL 0010	78,534

WATER

LOCATION	624.0100 WATER MGAL
PROJECT - BASE AGGREGATE	204
PROJECT - EXCAVATION	148
TOTAL 0010	352

EROSION CONTROL

CATEGORY	STAGE	STATION	TO	STATION		625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.1104 EROSION BALES EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7560 TRACKING PADS EACH	629.0210 FERTILIZER TYPE B CWT	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	EXISTING	26+40	-	38+50		--	--	--	1	1	2	6	6	--	--	--	--	--	--
0010	EXISTING	38+50	-	53+50		--	--	--	--	--	1	4	3	--	--	--	--	--	--
0010	EXISTING	53+50	-	68+50		--	--	--	--	--	--	3	4	--	--	--	--	--	--
0010	EXISTING	68+50	-	83+50		--	--	--	--	--	--	6	7	--	--	--	--	--	--
0010	EXISTING	83+50	-	92+57		--	--	--	--	--	--	1	2	--	--	--	--	--	--
					EXISTING SUBTOTAL	--	--	--	1	1	3	20	22	--	--	--	--	--	--
0010	PROPOSED	26+40	-	38+50	EAST	1,404	1,404	--	1	1	--	--	7	--	1	38	71	63	1,404
0010	PROPOSED	26+40	-	38+50	WEST	1,354	1,354	--	--	--	--	--	8	--	1	37	68	30	1,354
0010	PROPOSED	38+50	-	53+50	EAST	1,180	1,180	--	--	--	--	--	5	--	1	32	60	53	1,180
0010	PROPOSED	38+50	-	53+50	WEST	2,023	2,023	--	--	--	--	--	4	--	2	55	102	45	2,023
0010	PROPOSED	53+50	-	68+50	EAST	1,231	1,231	--	--	--	--	--	13	--	1	34	62	55	1,231
0010	PROPOSED	53+50	-	68+50	WEST	1,381	1,381	--	--	--	--	--	8	--	1	38	70	31	1,381
0010	PROPOSED	68+50	-	83+50	EAST	1,274	1,274	--	--	--	--	--	7	--	1	35	64	57	1,274
0010	PROPOSED	68+50	-	83+50	WEST	1,964	1,964	--	--	--	--	--	6	--	2	54	99	44	1,964
0010	PROPOSED	83+50	-	92+57	EAST	745	745	--	--	--	--	--	1	--	1	21	38	33	745
0010	PROPOSED	83+50	-	92+57	WEST	1,573	1,573	--	--	--	--	--	1	--	1	43	79	35	1,573
					PROPOSED SUBTOTAL	14,129	14,129	--	1	1	--	--	60	--	12	387	713	446	14,129
					ALL STAGES SUBTOTAL	14,129	14,129	--	2	2	3	20	82		12	387	713	446	14,129
					UNDISTRIBUTED	1,413	1,413	130	2	2	--	--	--	4	2	39	72	45	1,413
					TOTAL 0010	15,542	15,542	130	4	4	3	20	82	4	14	426	785	491	15,542

NOTE: UNDISTRIBUTED EROSION BALES TO BE USED FOR TEMPORARY SETTLING BASINS

SIGNING

CATEGORY	SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	SIGN SIZE H [IN.]	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.3000 * REMOVING SMALL SIGN SUPPORTS EACH	REMARKS / NEW SIGN LOCATION
0010	P100	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P101
0010	P101	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P100
0010	P102	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P103
0010	P103	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P102
0010	M104	---	N LAKE DRIVE - STREET NAME				--	--	--	--	1	--	SHARED POST WITH M106 AND P106
0010	M105	---	E EDGEWOOD AVE - STREET NAME				--	--	--	--	1	--	SHARED POST WITH M105 AND P106
0010	P106	R1-1	STOP SIGN	30.00	x	30.00	1	5.18	--	--	--	--	NEW POST WITH M104 AND M105
0010	P108	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P109
0010	P109	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P108
0010	P111	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P112
0010	P112	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P111
0010	P114	R2-1	SPEED LIMIT 30	24.00	x	30.00	1	5.00	--	5.00	--	--	NEW POST WITH P115
0010	P115	SPECIAL	LEFT LANE BIKE RIGHT LANE PARKING ONLY	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P114
0010	P116	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	M117	---	VILLAGE OF SHOREWOOD MSG				--	--	--	--	1	--	LIGHT POLE
0010	P200	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	M201	---	NEIGHBORHOOD CRIME WATCH				--	--	--	--	1	--	LIGHT POLE
0010	P203	R7-52L	NO PARKING BETWEEN SIGNS	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	M204	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	--	SHARED POLE WITH M205, P206, AND P207
0010	M205	M1-94	N SHEPARD AVE - ST NAME				--	--	--	--	1	--	SHARED POLE WITH M204, P206, AND P207
0010	P206	R9-3A	NO PEDESTRIAN CROSSING	18.00	x	18.00	1	2.25	--	--	--	--	NEW POST WITH M204, M205 AND P207
0010	P207	R9-3BL	USE CROSSWALK ARROW LEFT	18.00	x	12.00	--	1.50	--	--	--	--	NEW POST WITH M204, M205 AND P206
0010	P208	R1-1	STOP SIGN	30.00	x	30.00	1	5.18	--	--	--	--	NEW POST
0010	P209	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P210, P211 AND P212
0010	P210	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P209, P211 AND P212
0010	P211	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P209, P210 AND P212
0010	P212	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P209, P210 AND P211
0010	P213	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P214, P215, AND P216
0010	P214	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P213, P215 AND P216
0010	P215	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P213, P214, AND P216
0010	P216	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P213, P214, AND P215
0010	P218	SPECIAL	LEFT LANE BIKE RIGHT LANE PARKING ONLY	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST WITH P219
0010	P219	R7-52R	NO PARKING BETWEEN SIGNS	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P218
0010	P221	R2-1	SPEED LIMIT 30	24.00	x	30.00	1	5.00	--	--	--	--	NEW POST WITH P222
0010	P222	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P221
0010	P224	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P225, P226 AND P227
0010	P225	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P224, P226 AND P227
0010	P226	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P224, P225 AND P227
0010	P227	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P224, P225 AND P226
0010	P228	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P229, P230 AND P231
0010	P229	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P228, P230 AND P231
0010	P230	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P228, P229 AND P231
0010	P231	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P228, P229 AND P230
0010	P232	R1-1	STOP SIGN	30.00	x	30.00	1	5.18	--	--	--	--	NEW POST
0010	M233	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	1	SHARED POLE WITH M234, P235 AND P236
0010	M234	M1-94	E MENLO BLVD - STREET NAME				--	--	--	--	1	--	SHARED POLE WITH M233, P235 AND P236
0010	P235	R9-3A	NO PEDESTRIAN CROSSING	18.00	x	18.00	1	2.25	--	--	--	--	NEW POST WITH M233, M234 AND P236
0010	P236	R3-9B	USE CROSSWALK ARROW RIGHT	18.00	x	12.00	--	1.50	--	--	--	--	NEW POST WITH M233, M234 AND P235
0010	P238	R2-1	SPEED LIMIT 30	24.00	x	30.00	--	5.00	--	--	--	--	LIGHT POLE WITH P239
0010	P239	SPECIAL	LEFT LANE BIKE RIGHT LANE PARKING ONLY	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE WITH P238
0010	P300	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POST
0010	P302	R7-52L	NO PARKING BETWEEN SIGNS	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	P303	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P304, P305 AND P306
0010	P304	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P303, P305 AND P306
0010	P305	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P303, P304 AND P306
0010	P306	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P303, P304 AND P305
0010	P307	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P308, P309 AND P310
0010	P308	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P307, P309 AND P310
0010	P309	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P307, P308 AND P310
0010	P310	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P307, P308 AND P309
0010	P311	R1-1	STOP SIGN	30.00	x	30.00	1	5.18	--	--	--	--	NEW POST
0010	M312	R7-52	NO PARKING EXCEPT TIME				--	--	--	--	1	--	LIGHT POLE
0010	M313	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	1	NEW POST WITH M314, P315 AND P316
0010	M314	M1-94	E NEWTON AVE - STREET NAME				--	--	--	--	1	--	NEW POST WITH M313, P315 AND P316
0010	P315	R9-3A	NO PEDESTRIAN CROSSING	18.00	x	18.00	1	2.25	--	--	--	--	NEW POST WITH P316, M313 AND M314
0010	P316	R9-3B	USE CROSSWALK ARROW RIGHT	18.00	x	12.00	--	1.50	--	--	--	--	NEW POST WITH P315, M313 AND M314
0010	P318	J4-1		24.00	x	36.00		6.00	--	--	--	--	LIGHT POLE WITH P319 AND P320
	→	M3-1	CARDINAL DIRECTION NORTH	24.00	x	12.00	--	--	--	--	--	--	
	→	M1-6B	STATE ROUTE 32	24.00	x	24.00	--	--	--	--	--	--	

(TABLE CONTINUED ON NEXT PAGE)

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SIGNING

CATEGORY	SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	SIGN SIZE H [IN.]	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.3000 * REMOVING SMALL SIGN SUPPORTS EACH	REMARKS / NEW SIGN LOCATION
0010	P319	SPECIAL	LEFT LANE BIKE RIGHT LANE PARKING ONLY	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE WITH P318 AND P320
0010	P320	R7-52R	NO PARKING BETWEEN SIGNS	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE WITH P318 AND P319
0010	P321	R7-52L	NO PARKING BETWEEN SIGNS	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	P322	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	P325	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P326
0010	P326	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P325
0010	P327	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P328
0010	P328	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P327
0010	M329	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	1	NEW POST WITH M330 AND P331
0010	M330	M1-94	E BEVERLEY RD				--	--	--	--	1	--	NEW POST WITH M329 AND P331
0010	P331	R1-1	STOP SIGN	30.00	x	30.00	1	5.18	--	--	--	--	NEW POST WITH M329 AND M330
0010	P333	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P334
0010	P334	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P333
0010	P336	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P337
0010	P337	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P336
0010	P340	R2-1	SPEED LIMIT 30	24.00	x	30.00	1	5.00	--	--	--	--	NEW POST WITH P342
0010	P342	R7-52R	NO PARKING BETWEEN SIGNS	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P340
0010	P401	R7-1L	NO PARKING ANY TIME LEFT ARROW	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE
0010	P402	R2-1	SPEED LIMIT 30	24.00	x	30.00	1	5.00	--	--	--	--	NEW POST WITH P401
0010	P403	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P402
0010	P404	R3-8LA	LT ONLY, STRAIGTH ONLY	36.00	x	30.00	--	7.50	--	--	--	--	NEW POST WITH P405
0010	P405	W4-2L	LEFT LANE ENDS	36.00	x	36.00	1	--	--	9.00	--	--	NEW POST WITH P404
0010	P408	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	LIGHT POST WITH P409
0010	P409	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	LIGHT POST WITH P408
0010	P410	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P411
0010	P411	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P410
0010	M412	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	1	SHARED POST WITH M413, M414 AND P415
0010	M413	M1-94	E SHOREWOOD BLVD - STREET NAME				--	--	--	--	1	--	SHARED POST WITH M412, M414 AND P415
0010	P415	R1-1	STOP SIGN	30.00	x	30.00	1	5.18	--	--	--	--	NEW POST WITH M412, M413 AND M414
0010	P419	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P420
0010	P420	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P419
0010	P421	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	LIGHT POLE WITH P422
0010	P422	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	LIGHT POLE WITH P421
0010	P423	J1-1		24.00	x	39.00	1	6.50	--	--	--	--	NEW POST WITH P424
	→	M2-1	JCT	21.00	x	15.00	--	--	--	--	--	--	
	→	M1-6	STATE ROUTE 190	24.00	x	24.00	--	--	--	--	--	--	
0010	P424	R7-53R	NO PARKING ON THIS SIDE OF STREET RIGHT	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P423
0010	P425	R2-1	SPEED LIMIT 30	24.00	x	30.00	1	5.00	--	--	--	--	NEW POST WITH P426
0010	P426	R4-11	BICYCLES MAY USE FULL LANE	30.00	x	30.00	--	6.25	--	--	--	--	NEW POST WITH P425
0010	P427	W9-1R	RIGHT LANE ENDS	36.00	x	36.00	1	--	--	9.00	--	--	LIGHT POLE
0010	P429	R4-11	BICYCLES MAY USE FULL LANE	30.00	x	30.00	1	6.25	--	--	--	--	NEW POST WITH P430
0010	P430	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P429
0010	P431	J2-2		48.00	x	57.00	1	19.00	--	--	--	--	LIGHT POLE WITH P432 AND P433
	→	M3-4	CARDINAL DIRECTION WEST	24.00	x	12.00	--	--	--	--	--	--	
	→	M3-1	CARDINAL DIRECTION NORTH	24.00	x	12.00	--	--	--	--	--	--	
	→	M1-6	STATE ROUTE 190	24.00	x	24.00	--	--	--	--	--	--	
	→	M1-6B	STATE ROUTE 32	24.00	x	24.00	--	--	--	--	--	--	
	→	M5-1L	LEFT TURN ARROW	21.00	x	21.00	--	--	--	--	--	--	
	→	M6-1	STRAIGHT ARROW	21.00	x	21.00	--	--	--	--	--	--	
0010	P432	R3-8LA	LT ONLY, STRIAGHT ONLY	36.00	x	30.00	--	7.50	--	--	--	--	LIGHT POLE WITH P431 AND P433
0010	P433	R7-53R	NO PARKING ON THIS SIDE OF STREET RIGHT	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE WITH P431 AND P432
0010	P500	R3-8LA	LEFT LANE LEFT ONLY, ETC	36.00	x	30.00	--	7.50	--	--	--	--	LIGHT POLE WITH P501, P502 AND P503
0010	P501	J4-1		24.00	x	36.00	--	6.00	--	--	--	--	LIGHT POLE WITH P500, P502 AND P503
	→	M3-3	CARDINAL DIRECTION SOUTH	24.00	x	12.00	--	--	--	--	--	--	
	→	M1-6B	STATE ROUTE 32	24.00	x	24.00	--	--	--	--	--	--	
0010	P502	M1-93	LAKE MICHIGAN CIRCLE TOUR	24.00	x	24.00	--	4.00	--	--	--	--	LIGHT POLE WITH P500, P501 AND P503
0010	P503	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE WTH P500, P501 AND P502
0010	M505	---	SHOREWOOD BUSINESS DISTRICT				--	--	--	--	1	--	LIGHT POLE WITH P507 AND P508
0010	P507	R4-11	BICYCLES MAY USE FULL LANE	30.00	x	30.00		6.25	--	--	--	--	LIGHT POLE WITH M505 AND P508
0010	P508	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE WITH M505 AND P507
0010	P510	R2-1	SPEED LIMIT 30	24.00	x	30.00	--	5.00	--	--	--	--	LIGHT POLE WITH P512 AND P513
0010	P512	R4-11	BICYCLES MAY USE FULL LANE	30.00	x	30.00		6.25	--	--	--	--	LIGHT POLE WITH P510 AND P513
0010	P513	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE WITH P510 AND P512
0010	P514	R3-8LA	LEFT LANE LEFT ONLY, ETC	36.00	x	30.00	1	7.50	--	--	--	--	NEW POST

(TABLE CONTINUED ON NEXT PAGE)

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SIGNING

CATEGORY	SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	SIGN SIZE H [IN.]	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.3000 * REMOVING SMALL SIGN SUPPORTS EACH	REMARKS / NEW SIGN LOCATION
0010	P516	J2-2		48.00	x	57.00	1	19.00	--	--	--	--	NEW POST
	→	M3-4	CARDINAL DIRECTION WEST	24.00	x	12.00	--	--	--	--	--	--	
	→	M3-1	CARDINAL DIRECTION NORTH	24.00	x	12.00	--	--	--	--	--	--	
	→	M1-6	STATE ROUTE 190	24.00	x	24.00	--	--	--	--	--	--	
	→	M1-6B	STATE ROUTE 32	24.00	x	24.00	--	--	--	--	--	--	
	→	M6-1	LEFT ARROW	21.00	x	21.00	--	--	--	--	--	--	
	→	M6-1	STRAIGHT ARROW	21.00	x	21.00	--	--	--	--	--	--	
0010	M517	M1-94	E CAPITOL DR - STREET NAME				--	--	--	--	1	--	SIGNAL POLE
0010	P519	R1-1F	STOP SIGN FOLDING	36.00	x	36.00	--	--	7.46	--	--	--	SIGNAL POLE
0010	P522	R10-15R	TURNING VEH RIGHT YIELD PED	30.00	x	30.00	--	6.25	--	--	--	--	SIGNAL POLE
0010	M523	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	--	SIGNAL POLE WITH P524 AND P525
0010	P524	R1-1F	STOP SIGN FOLDING	36.00	x	36.00	--	--	7.46	--	--	--	SIGNAL POLE WITH M523 AND P525
0010	P525	R10-15R	TURNING VEH RIGHT YIELD PED	30.00	x	30.00	--	6.25	--	--	--	--	SIGNAL POLE WITH M523 AND P524
0010	P557	R10-15L	TURNING VEH LEFT YIELD PED	30.00	x	30.00	--	6.25	--	--	--	--	SIGNAL POLE WITH P528
0010	P528	W1-7	TWO-DIRECTION LARGE ARROW	48.00	x	24.00	--	--	--	8.00	--	--	SIGNAL POLE WITH P527
0010	P529	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE
0010	P530	R1-1F	STOP SIGN FOLDING	36.00	x	36.00	--	--	7.46	--	--		SIGNAL POST WITH P532
0010	P532	R10-15R	TURNING VEH RIGHT YIELD PED	30.00	x	30.00	--	6.25	--	--	--	--	SIGNAL POLE WITH P530
0010	M533	M1-94	E CAPITOL DR - STREET NAME				--	--	--	--	1	--	SIGNAL POLE
0010	P535	R4-11	BICYCLES MAY USE FULL LANE	30.00	x	30.00	--	6.25	--	--	--	--	LIGHT POLE
0010	P602	J2-2		48.00	x	57.00	1	19.00	--	--	--	--	NEW POST
	→	M3-3	CARDINAL DIRECTION SOUTH	24.00	x	12.00	--	--	--	--	--	--	
	→	M3-4	CARDINAL DIRECTION WEST	24.00	x	12.00	--	--	--	--	--	--	
	→	M1-6B	STATE ROUTE 32	24.00	x	24.00	--	--	--	--	--	--	
	→	M1-6	STATE ROUTE 190	24.00	x	24.00	--	--	--	--	--	--	
	→	M6-1	STRAIGHT ARROW	21.00	x	21.00	--	--	--	--	--	--	
	→	M6-1	RIGHT ARROW	21.00	x	21.00	--	--	--	--	--	--	
0010	P603	R2-1	SPEED LIMIT 30	24.00	x	30.00	1	5.00	--	--	--	--	NEW POST WITH P604
0010	P604	R7-1R	NO PARKING ANY TIME RIGHT ARROW	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P603
0010	M607	---	SERVICE DRIVE AUTH VEH				--	--	--	--	1	1	NEW POST WITH P612 AND P613
0010	M608	---	SHOREWOOD BUSINESS DISTRICT				--	--	--	--	1	--	LIGHT POLE WITH P608, P609 AND P610
0010	P609	R3-4	NO U-TURNS SYMBOL	24.00	x	24.00	--	4.00	--	--	--	--	LIGHT POLE WITH M608, P610 AND P611
0010	P610	R4-11	BICYCLES MAY USE FULL LANE	30.00	x	30.00		6.25	--	--	--	--	LIGHT POLE WITH M608, P609 AND P611
0010	P611	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE WITH M608, P609 AND P610
0010	P612	J4-1		24.00	x	60.00	1	10.00	--	--	--	--	NEW POST WITH M607 AND P613
	→	M3-1	CARDINAL DIRECTION NORTH	24.00	x	12.00	--	2.00	--	--	--	--	
	→	M1-6B	STATE ROUTE 32	24.00	x	24.00	--	4.00	--	--	--	--	
	→	M1-93	LAKE MICHIGAN CIRCLE TOUR	24.00	x	24.00	--	4.00	--	--	--	--	
0010	P613	R7-2D	NO PARKING TIME DOUBLE ARROW	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH M607 AND P612
0010	P615	R7-8A	RESERVED PARKING DISABLED SYMBOL THIS SPACE	12.00	x	18.00	1	1.50	--	--	--	--	NEW POST
0010	P616	R7-8A	RESERVED PARKING DISABLED SYMBOL THIS SPACE	12.00	x	18.00	--	1.50	--	--	--	--	LIGHT POLE
0010	P618	J2-2		48.00	x	93.00	--	31.00	--	--	--	--	LIGHT POLE
	→	M3-3	CARDINAL DIRECTION SOUTH	24.00	x	12.00	--	2.00	--	--	--	--	
	→	M3-4	CARDINAL DIRECTION WEST	24.00	x	12.00	--	2.00	--	--	--	--	
	→	M1-6B	STATE ROUTE 32	24.00	x	24.00	--	4.00	--	--	--	--	
	→	M1-6	STATE ROUTE 190	24.00	x	24.00	--	4.00	--	--	--	--	
	→	M1-93	LAKE MICHIGAN CIRCLE TOUR	24.00	x	24.00	--	4.00	--	--	--	--	
	→	M5-1R	ADVANCE RIGHT TURN ARROW	21.00	x	21.00	--	3.06	--	--	--	--	
	→	M6-1	LEFT ARROW	21.00	x	21.00	--	3.06	--	--	--	--	
0010	P620	R4-11	BICYCLES MAY USE FULL LANE	30.00	x	30.00	1	6.25	--	--	--	--	NEW POST WITH P621
0010	P621	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P620
0010	P622	R3-4	NO U-TURNS SYMBOL	24.00	x	24.00	--	4.00	--	--	--	--	LIGHT POLE WITH P623 AND P624
0010	P623	R7-2R	NO PARKING THIS SIDE TIME	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE WITH P622 AND P624
0010	P624	SPECIAL	LEFT LANE BIKE RIGHT LANE PARKING ONLY	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE WITH P622 AND P623
0010	P700	J1-1		24.00	x	39.00		6.50	--	--	--	--	LIGHT POLE
	→	M2-1	JCT	21.00	x	15.00	--	2.19	--	--	--	--	
	→	M1-6	STATE ROUTE 190	24.00	x	24.00	--	4.00	--	--	--	--	

(TABLE CONTINUED ON NEXT PAGE)

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SIGNING

CATEGORY	SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W	x	H	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.3000 * REMOVING SMALL SIGN SUPPORTS EACH	REMARKS / NEW SIGN LOCATION
				[IN.]	x	[IN.]							
0010	M702	R7-52	NO PARKING BETWEEN DRIVEWAYS				1	--	--	--	1	--	NEW POST
0010	P703	R3-2	NO LEFT TURN SYMBOL	24.00	x	24.00	--	4.00	--	--	--	--	LIGHT POLE WITH M704
0010	M704	R7-52	NO PARKING BETWEEN DRIVEWAYS				--	--	--	--	1	--	LIGHT POLE
0010	P705	R2-1	SPEED LIMIT 30	24.00	x	30.00	1	5.00	--	--	--	--	NEW POST WITH P706
0010	P706	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P705
0010	M707	R7-52	NO PARKING BETWEEN DRIVEWAYS				1	--	--	--	1	1	NEW POST
0010	P710	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P711, P712 AND P713
0010	P711	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P710, P712 AND P713
0010	P712	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P710, P711 AND P713
0010	P713	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P710, P711 AND P712
0010	P714	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P715, P716 AND P717
0010	P715	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P714, P716 AND P717
0010	P716	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P714, P715 AND P717
0010	P717	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P714, P715 AND P716
0010	M718	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	1	SHARED POLE OF M719 AND P720
0010	M719	M1-94	E JARVIS ST - STREET NAME				--	--	--	--	1	--	SHARED POLE OF M718 AND P720
0010	P720	R1-1	STOP SIGN	30.00	x	30.00	1	5.18	--	--	--	--	NEW POST WITH M718 AND M719
0010	M721	R7-52D	NO PARKING DOUBLE ARROW					--	--	--	1	--	LIGHT POLE
0010	P722	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P723, P724 AND P725
0010	P723	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P722, P724 AND P725
0010	P724	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P722, P723 AND P725
0010	P725	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P722, P723 AND P724
0010	P726	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P727, P728 AND P729
0010	P727	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P726, P728 AND P729
0010	P728	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P726, P727 AND P729
0010	P729	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P726, P727 AND P728
0010	P731	R2-1	SPEED LIMIT 30	24.00	x	30.00	1	5.00	--	--	--	--	NEW POST WITH P732
0010	P732	SPECIAL	LEFT LANE BIKE RIGHT LANE PARKING ONLY	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P731
0010	P733	R7-52L	NO PARKING BETWEEN SIGNS	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	P800	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	P801	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P802
0010	P802	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P801
0010	P803	R1-1	STOP SIGN	30.00	x	30.00	1	5.18	--	--	--	--	NEW POST WITH P804
0010	P804	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P803
0010	M805	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	1	SHARED POLE WITH M806 AND P807
0010	M806	M1-94	E WOOD PL - STREET NAME				--	--	--	--	1	--	SHARED POLE WITH M805 AND P807
0010	P807	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH M805 AND M806
0010	P808	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P809
0010	P809	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P808
0010	P810	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P811
0010	P811	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P810
0010	P813	SPECIAL	LEFT LANE BIKE RIGHT LANE PARKING ONLY	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST WITH P814
0010	P814	R7-52R	NO PARKING BETWEEN SIGNS RIGHT	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P813
0010	P815	R2-1	SPEED LIMIT 30	24.00	x	30.00	1	5.00	--	--	--	--	NEW POST WITH P816
0010	P816	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P815
0010	P818	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P819
0010	P819	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P819
0010	P820	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P821
0010	P821	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P820
0010	M822	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	1	SHARED POLE WITH M823 AND P824
0010	M823	M1-94	E OLIVE ST - STREET NAME				--	--	--	--	1	--	SHARED POLE WITH M822 AND P824
0010	P824	R1-1	STOP SIGN	30.00	x	30.00	1	5.18	--	--	--	--	NEW POST WITH M822 AND M823
0010	P825	R7-53D	NO PARKING ON THIS SIDE OF STREET BOTH DIRECTIONS	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	P826	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P827
0010	P827	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P826
0010	P828	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P829
0010	P829	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P828
0010	P831	R2-1	SPEED LIMIT 30	24.00	x	30.00	1	5.00	--	5.0	--	--	NEW POST WITH P832
0010	P832	SPECIAL	LEFT LANE BIKE RIGHT LANE PARKING ONLY	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P831

(TABLE CONTINUED ON NEXT PAGE)

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SIGNING

CATEGORY	SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	SIGN SIZE H [IN.]	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.3000 * REMOVING SMALL SIGN SUPPORTS EACH	REMARKS / NEW SIGN LOCATION
0010	P850	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	P853	R7-52L	NO PARKING BETWEEN SIGNS	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	P854	R9-3A	NO PEDESTRIAN CROSSING	18.00	x	18.00	1	2.25	--	--	--	--	NEW POST WITH P855
0010	P855	R9-3BL	USE CROSSWALK ARROW LEFT	18.00	x	12.00	--	1.50	--	--	--	--	NEW POST WITH P854
0010	M856	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	--	SHARED POLE OF M857, P858
0010	M857	M1-94	E MARION ST - STREET NAME				--	--	--	--	1	--	SHARED POLE OF M856, P858
0010	P858	R1-1	STOP SIGN	30.00	x	30.00	1	5.18	--	--	--	--	NEW POST WITH M856 AND M857
0010	P859	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P860, P861 AND P862
0010	P860	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROW LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P859, P861 AND P862
0010	P861	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P859, P860 AND P862
0010	P862	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P859, P860 AND P861
0010	P863	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P864, P865 AND P866
0010	P864	W16-7R	CONVENTIONAL YELIOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P863, P865 AND P866
0010	P865	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P863, P864 AND P866
0010	P866	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P863. P864 AND P865
0010	P869	R2-1	SPEED LIMIT 30	24.00	x	30.00	1	5.00	--	--	--	--	NEW POST WITH P870 AND P871
0010	P870	SPECIAL	LEFT LANE BIKE RIGHT LANE PARKING ONLY	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P869 AND P871
0010	P871	R7-52R	NO PARKING BETWEEN SIGNS	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P869 AND P870
0010	P872	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	1	3.00	--	--	--	--	LIGHT POST
0010	P900	R7-52L	NO PARKING BETWEEN SIGNS	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST
0010	P902	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P903
0010	P903	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P902
0010	P904	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P905
0010	P905	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P904
0010	M906	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	1	SHARED POLE WITH M907 AND P908
0010	M907	M1-94	E LAKE BLVD - STREET NAME				--	--	--	--	1	--	SHARED POLE WITH M906 AND P908
0010	P908	R1-1	STOP SIGN	30.00	x	30.00	1	5.18	--	--	--	--	NEW POST WITH M906 AND M907
0010	M909	R7-52D	NO PARKING FOUBLE ARROW					--	--	--	1	--	LIGHT POLE
0010	P910	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P911
0010	P911	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P910
0010	P912	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P913
0010	P913	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P912
0010	P915	R7-52R	NO PARKING BETWEEN SIGNS	18.00	x	24.00	1	3.00	--	--	--	--	NEW POST WITH P916
0010	P916	SPECIAL	LEFT LANE BIKE RIGHT LANE PARKING ONLY	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P915
0010	P917	R2-1	SPEED LIMIT 30	24.00	x	30.00	--	5.00	--	--	--	--	LIGHT POLE
0010	P919	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	1	3.00	--	--	--	--	LIGHT POLE
0010	P930	R2-1	SPEED LIMIT 30	24.00	x	30.00	--	5.00	--	--	--	--	LIGHT POLE
0010	P934	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE
0010	M935	---	BIRD CITY WI SUSTAINED FLIGHT				--	--	--	--	1	--	LIGHT POLE
0010	P936	R2-1	SPEED LIMIT 30	36.00	x	48.00	1	12.00	--	--	--	--	NEW POST WITH P937
0010	P937	R7-9	NO PARKING BIKE LANE	18.00	x	24.00	--	3.00	--	--	--	--	NEW POST WITH P936
0010	P960	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P961, P962 AND P963
0010	P961	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P960, P962 AND P963
0010	P962	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P960, P961 AND P963
0010	P963	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P960, P961 AND P962
0010	P964	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	1	--	--	6.25	--	--	NEW POST WITH P965, P966 AND P967
0010	P965	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROWS LEFT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P964, P966 AND P967
0010	P966	W11-2	PEDESTRIAN CROSSING	30.00	x	30.00	--	--	--	6.25	--	--	NEW POST WITH P964, P965 AND P967
0010	P967	W16-7R	CONVENTIONAL YELLOW DIAGONAL ARROWS RIGHT	24.00	x	12.00	--	--	--	2.00	--	--	NEW POST WITH P964, P965 AND P966
0010	P968	R1-1	STOP SIGN	30.00	x	30.00	--	5.18	--	--	--	--	LIGHT POLE
0010	M969	M1-94	N LAKE DRIVE - STREET NAME				--	--	--	--	1	1	SHARED POLE WITH M970, P971 AND P972
0010	M970	M1-94	E KENSINGTON BLVD - STREET NAME				--	--	--	--	1	--	SHARED POLE WITH M969, P971 AND P972
0010	P971	R9-3A	NO PEDESTRIAN CROSSING	18.00	x	18.00	1	2.25	--	--	--	--	NEW POST WITH M969, M970 AND P972
0010	P972	R9-3B	USE CROSSWALK ARROW RIGHT	18.00	x	12.00	--	1.50	--	--	--	--	NEW POST WITH M969, M970 AND P971
0010	P973	R7-51L	NO PARKING HERE TO CORNER LEFT ARROW	18.00	x	24.00	--	3.00	--	--	--	--	LIGHT POLE
0010	M974	---	VILLAGE OF SHOREWOOD MSG				--	--	--	--	1	--	LIGHT POLE WITH P973
			TOTAL 0010				94	599.97	22.38	465.00	40	11	

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING SIGNS

CATEGORY	SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	* 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS / NEW SIGN LOCATION
0010	R106	R1-1	STOP SIGN	1	1	
0010	R107	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R108	W11-2	PEDESTRIAN CROSSING	1	--	
0010	R110	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R111	W11-2	PEDESTRIAN CROSSING	1	--	
0010	R113	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R118	R7-52L	NO PARKING BETWEEN SIGNS	1	1	LIGHT POLE
0010	R202	R7-52L	NO PARKING BETWEEN SIGNS	1	1	
0010	R208	R1-1	STOP SIGN	1	1	
0010	R217	R7-52R	NO PARKING BETWEEN SIGNS	1	1	
0010	R220	R2-1	SPEED LIMIT	1	1	
0010	R223	R7-52L	NO PARKING BETWEEN SIGNS	1	1	
0010	R224	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R226	W11-2	PEDESTRIAN CROSSING	1	--	
0010	R228	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R230	W11-2	PEDESTRIAN CROSSING	1	--	
0010	R232	R1-1	STOP SIGN	1	1	
0010	R237	R7-52R	NO PARKING BETWEEN SIGNS	1	1	
0010	R301	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R311	R1-1	STOP SIGN	1	1	
0010	R317	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R318	J4-1	ROUTE MARKER ASSEMBLY	1	1	
0010	R323	R2-1	SPEED LIMIT	1	1	
0010	R324	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R331	R1-1	STOP SIGN	1	1	
0010	R332	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R333	W11-2	PEDESTRIAN CROSSING	1	--	
0010	R335	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R336	W11-2	PEDESTRIAN CROSSING	1	--	
0010	R338	R3-8LA	LT TURN ONLY, STRT ONLY ARROWS	1	1	
0010	R339	R2-1	SPEED LIMIT	1	1	
0010	R341	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R400	R7-1L	NO PARKING ANY TIME LEFT ARROW	1	1	
0010	R406	W9-1R	RIGHT LANE ENDS	1	--	
0010	R407	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R414		NEIGHBOURHOOD OF THE YEAR 2011			
0010	R415	R1-1	STOP SIGN	1	1	
0010	R416	R3-8LA	LT ONLY, STRIAGHT ONLY *AHEAD	1	1	
0010	R417	J4-1	ROUTE MARKER ASSEMBLY	1	--	
0010	R418	R7-53R	NO PARKING SIDE OF STREET	1	--	
0010	R427	W9-1R	RIGHT LANE ENDS	1	1	
0010	R428	R7-53R	NO PARKING ON THIS SIDE OF STREET RIGHT	1	--	
0010	R431	M3-4	ROUTE MARKER ASSEMBLY	1	--	
0010	R433	R7-53R	NO PARKING ON THIS SIDE OF STREET RIGHT	1	--	
0010	R500	R3-8LA	LT TURN ONLY, STRT ONLY ARROWS	1	--	
0010	R501	J4-1	ROUTE MARKER ASSEMBLY	1	1	
0010	R502	M1-93	LAKE MICHIGAN CIRCLE TOUR	1	--	
0010	R504	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R506	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R509	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R510	R2-1	SPEED LIMIT	1	1	
0010	R511	R7-53R	NO PARKING SIDE OF STREET	1	--	
0010	R514	R3-8LA	LT TURN ONLY, STRT ONLY ARROWS	1	1	
0010	R515	R7-51R	NO PARKING HERE TO CORNER RIGHT ARROW	1	1	
0010	R516	J2-2	ROUTE MARKER ASSEMBLY	1	1	
0010	R518	R10-3JD	PED PUSH BUTTON INSTRUCTIONS LEFT ARROW	1	1	
0010	R519	R1-1F	STOP SIGN FOLDING	1	--	
0010	R520	R10-11S	NO TURN ON RED WHEN CHILDREN ARE PRESENT	1	--	
0010	R521	R10-31D	PED PUSH BUTTON INSTRUCTIONS DBL ARROW	1	--	
0010	R524	R1-1F	STOP SIGN FOLDING	1	1	
0010	R526	R10-3JD	PED PUSH BUTTON INSTRUCTIONS LEFT ARROW	1	--	
0010	R528	W1-7	TWO DIRECTION LAREGE ARROW	1	--	
0010	R529	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	1	1	
0010	R530	R1-1F	STOP SIGN FOLDING	1	1	
0010	R531	R10-4	PUSH BUTTON FOR WALK SIGNAL	1	--	
0010	R534	R10-3JD	PED PUSH BUTTON INSTRUCTIONS LEFT ARROW	1	--	

(TABLE CONTINUED ON NEXT PAGE)

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING SIGNS

CATEGORY	SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	* 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS / NEW SIGN LOCATION
0010	R600	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	1	1	
0010	R601	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	1	--	
0010	R602	J2-2	ROUTE MARKER ASSEMBLY	1	1	
0010	R605	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R606	R7-53R	NO PARKING SIDE OF STREET	1	--	
0010	R609	R3-4	NO U-TURNS SYMBOL	1	1	
0010	R612	J4-1	ROUTE MARKER ASSEMBLY	1	1	
0010	R613	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R614	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R617	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R618	J2-2	ROUTE MARKER ASSEMBLY	1	1	
0010	R619	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R622	R3-4	NO U-TURNS SYMBOL	1	1	
0010	R623	R7-53R	NO PARKING SIDE OF STREET	1	--	
0010	R700	J1-1	ROUTE MARKER ASSEMBLY	1	1	
0010	R701	R2-1	SPEED LIMIT	1	1	
0010	R703	R3-2	NO LEFT TURN SYMBOL	1	1	
0010	R708	R2-1	SPEED LIMIT	1	1	
0010	R709	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R720	R1-1	STOP SIGN	1	1	
0010	R722	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R724	W11-2	PEDESTRIAN CROSSING	1	--	
0010	R726	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R728	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R730	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R734	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R807	R1-1	STOP SIGN	1	1	
0010	R812	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R817	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R824	R1-1	STOP SIGN	1	1	
0010	R825	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R830	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R851	R2-1	SPEED LIMIT	1	1	
0010	R852	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R858	R1-1	STOP SIGN	1	1	
0010	R859	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R861	W11-2	PEDESTRIAN CROSSING	1	--	
0010	R863	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R865	W11-2	PEDESTRIAN CROSSING	1	--	
0010	R867	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R868	R2-1	SPEED LIMIT	1	1	
0010	R901	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R908	R1-1	STOP SIGN	1	1	
0010	R914	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R918	W1-8	CHEVRON	1	1	
0010	R931	W1-8	CHEVRON	1	1	
0010	R932	R2-1	SPEED LIMIT	1	1	
0010	R933	---	RADAR ENFORCE	1	--	
0010	R938	R7-53R	NO PARKING SIDE OF STREET	1	1	
0010	R960	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R962	W11-2	PEDESTRIAN CROSSING	1	--	
0010	R964	W11-2	PEDESTRIAN CROSSING	1	1	
0010	R966	W11-2	PEDESTRIAN CROSSING	1	--	
0010	R968	R1-1	STOP SIGN	1	1	
0010	R975	R7-53R	NO PARKING SIDE OF STREET	1	1	
			TOTAL 0010	120	89	

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

TRAFFIC CONTROL

CATEGORY	STAGE	STAGE DURATION DAYS	LOCATION	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	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH^	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS EACH^	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH^^	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE EACH^	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH^	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH EACH^	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	SPV.0045.01 TEMPORARY AUDIBLE MESSAGE DEVICES EACH^	SPV.0045.01 TEMPORARY AUDIBLE MESSAGE DEVICES DAY
0010	1	100	STH 32	147	14,700	118	11,800	236	23,600	4	400	197	19,700	--	--	--	--	--	--	--	--	--	--
0010	2A	17	STH 32	162	2,754	126	2,142	252	4,284	6	102	184	3,128	--	--	--	--	--	--	--	--	--	--
0010	2B	17	STH 32	153	2,601	126	2,142	252	4,284	--	--	183	3,111	--	--	--	--	--	6	102	--	--	--
0010	3	102	STH 32	166	16,932	126	12,852	252	25,704	6	612	166	16,932	--	--	--	--	--	--	--	--	--	--
0010	3 - EDGEWOOD AVE	14	STH 32	--	--	10	140	20	280	--	--	2	28	--	--	--	--	--	--	--	--	--	--
0010	3- KENSINGTON BLVD	14	STH 32	--	--	10	140	20	280	--	--	2	28	--	--	--	--	--	--	--	--	--	--
0010	DETOUR	236	STH 32	--	--	4	944	8	1,888	--	--	199	46,964	--	4	70	--	--	--	--	--	--	--
			ROADWAY SUBTOTAL		36,987		30,160		60,320		1,114		89,891	--		70		--		102			
0010	1A - SOUTH	100	STH 32	--	--	8	800	16	1,600	--	--	8	800	--	--	--	--	--	--	--	--	--	8	800
0010	1A - NORTH	50	STH 32	--	--	8	400	16	800	--	--	8	400	--	--	--	--	--	--	--	--	--	8	400
0010	1B - SOUTH	34	STH 32	--	--	8	272	16	544	--	--	8	272	--	--	--	--	--	--	--	--	--	8	272
0010	1B - NORTH	50	STH 32	--	--	8	400	16	800	--	--	8	400	--	--	--	--	--	--	--	--	--	8	400
0010	2A	17	STH 32	--	--	4	68	8	136	--	--	6	102	--	--	--	--	--	--	--	--	--	6	102
0010	2B	17	STH 32	--	--	5	85	10	170	--	--	7	119	--	--	--	--	--	--	--	--	--	7	119
0010	3A - SOUTH	51	STH 32	--	--	17	867	34	1,734	--	--	30	1,530	--	--	--	--	--	--	--	--	--	30	1530
0010	3A - NORTH	85	STH 32	--	--	18	1,530	36	3,060	--	--	40	3,400	--	--	--	--	--	--	--	--	--	40	3400
0010	3B - SOUTH	51	STH 32	--	--	17	867	34	1,734	--	--	30	1,530	--	--	--	--	--	--	--	--	--	30	1530
0010	3B - NORTH	51	STH 32	--	--	18	918	36	1,836	--	--	40	2,040	--	--	--	--	--	--	--	--	--	40	2040
			PEDESTRIAN SUBTOTAL		--		6,207		12,414		--		10,593	--		--		--		--				10,593
			SUBTOTAL		36,987		36,367		72,734		1,114		100,484	--		70		--		102				10,593
			UNDISTRIBUTED		1,850		1,819		3,637		56		5,025	10		--		56		6				530
			TOTAL 0010		38,837		38,186		76,371		1,170		105,509	10		70		56		108				11,123

NOTE: STAGE DESCRIPTION "SOUTH" OR "NORTH" IS RELATIVE TO CAPITOL DRIVE.

^ FOR INFORMATION ONLY
^^ ONE CYCLE

TEMPORARY PAVEMENT MARKING

CATEGORY	STAGE	LOCATION	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH LF	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	REMARKS
0010	1	STH 32	6,701	182	--	--	520	
0010	1A	STH 32	--	--	185	--	--	
0010	1B	STH 32	--	--	373	--	--	
0010	2A	STH 32	--	--	96	--	97	ONLY ADDITIONAL ITEMS ARE QUANTIFIED RELATIVE TO STAGES 1 & 3
0010	2B	STH 32	--	101	179	--	100	ONLY ADDITIONAL ITEMS ARE QUANTIFIED RELATIVE TO STAGES 1 & 3
0010	3	STH 32	--	11,781	--	24	--	
0010	3A	STH 32	--	--	527	--	--	
0010	3B	STH 32	--	--	540	--	--	
		TOTAL 0010	6,701	12,064	1,900	24	717	

3

TEMPORARY PEDESTRIAN ACCOMODATIONS

CATEGORY	STAGE	DURATION	LOCATION	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	REMARKS
0010	1A - South	100	STH 32	111	200	20	44	
0010	1A - North	50	STH 32	163	100	20	61	
0010	1B - South	34	STH 32	--	68	--	--	ONLY ADDITIONAL ITEMS ARE QUANTIFIED RELATIVE TO STAGE 1A
0010	1B - North	50	STH 32	--	100	--	--	ONLY ADDITIONAL ITEMS ARE QUANTIFIED RELATIVE TO STAGE 1A
0010	2A	17	STH 32	--	--	--	--	
0010	2B	17	STH 32	169	34	20	69	
0010	3A - South	51	STH 32	--	102	--	44	
0010	3A - North	85	STH 32	--	170	--	61	
0010	3B - South	51	STH 32	--	102	--	--	ONLY ADDITIONAL ITEMS ARE QUANTIFIED RELATIVE TO STAGE 3A
0010	3B - North	51	STH 32	--	102	--	--	ONLY ADDITIONAL ITEMS ARE QUANTIFIED RELATIVE TO STAGE 3A
			SUBTOTAL	443	978	60	279	
			UNDISTRIBUTED	67	--	--	42	
			TOTAL 0010	510	978	60	321	

NOTE: STAGE DESCRIPTION "SOUTH" OR "NORTH" IS RELATIVE TO CAPITOL DRIVE.

3

PAVEMENT MARKING - CAT 0010

CATEGORY	STATION	TO	STATION		646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.1020 MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) LF	646.1020 MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) LF	646.2020 MARKING LINE EPOXY 6-INCH (WHITE) LF	646.2020 MARKING LINE EPOXY 6-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) LF	646.2020 MARKING LINE EPOXY 6-INCH (DOT PATTERN WHITE) (2 FT LINE 6 FT SKIP) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	646.3020 MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.5220 MARKING SYMBOL EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7020 MARKING DIAGONAL EPOXY 6-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	* 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF
0010	26+40	-	31+50		890	1,386	--	12	838	12	26	--	--	6	--	6	16	243	137	54
0010	31+50	-	37+50		958	1,453	--	27	965	27	--	--	--	7	--	7	26	215	109	54
0010	37+50	-	43+50		934	1,567	--	25	958	13	--	--	--	6	--	6	26	216	109	--
0010	43+50	-	49+50		1,016	508	72	14	79	--	--	--	72	1	--	3	16	15	63	--
0010	49+50	-	55+50		1,078	59	123	--	--	--	--	241	61	2	1	6	66	--	--	60
0010	55+50	-	61+50		1,200	834	108	14	164	--	--	--	--	1	--	7	--	29	--	--
0010	61+50	-	67+50		1,078	1,556	--	13	1,077	13	--	--	--	4	--	4	14	242	57	54
0010	67+50	-	73+50		942	1,484	--	25	959	25	--	--	--	8	--	8	20	221	85	--
0010	73+50	-	78+75		938	1,469	--	13	944	13	--	--	--	4	--	4	10	212	44	--
0010	78+75	-	84+25		958	1,531	--	13	978	13	--	--	--	6	--	6	13	219	53	--
0010	84+25	-	90+25		1,200	1,800	--	--	1,200	--	--	--	--	6	--	5	--	272	--	--
0010	90+25	-	92+57		642	582	--	38	156	--	--	--	--	--	--	1	15	40	62	54
				SUBTOTAL	11,834	14,229	302	192	8,318	114	26	241	133	51	1	63	222	1,924	719	276
				TOTAL 0010			26,557			8,458			374	51	1	63	222	1,924	719	276

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PAVEMENT MARKING - CAT 0040

CATEGORY	STATION	TO	STATION		* 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF
0040	26+40	-	31+50		--
0040	31+50	-	37+50		--
0040	37+50	-	43+50		--
0040	43+50	-	49+50		--
0040	49+50	-	55+50		120
0040	55+50	-	61+50		--
0040	61+50	-	67+50		54
0040	67+50	-	73+50		108
0040	73+50	-	78+75		--
0040	78+75	-	84+25		--
0040	84+25	-	90+25		--
0040	90+25	-	92+57		--
				TOTAL 0040	282

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONSTRUCTION STAKING

CATEGORY	STAGE		650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (2225-13-70) EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (2225-13-70) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (2225-13-70) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	1		93	7,356	7,356	1	69	1	1	7,356
		TOTAL 0010	93	7,356	7,356	1	69	1	1	7,356

GEOSYNTHETICS

CATEGORY	STATION	TO	STATION	LOCATION	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	645.0120 GEOTEXTILE TYPE HR SY	645.0220 GEOGRID TYPE SR SY
0010				AS DETERMINED BY ENGINEER	--	--	4,500
0010				TEMP SETTLING BASINS	--	204	--
0010	26+49			UNDERDRAIN	35	--	--
0010	26+40	-	27+17	UNDERDRAIN	80	--	--
0010	27+49	-	27+83	UNDERDRAIN	85	--	--
0010	27+84			UNDERDRAIN	60	--	--
0010	37+18	-	37+26	UNDERDRAIN	64	--	--
0010	37+38	-	37+45	UNDERDRAIN	64	--	--
0010	40+22	-	40+29	UNDERDRAIN	64	--	--
0010	40+32	-	40+40	UNDERDRAIN	64	--	--
0010	61+00	-	61+07	UNDERDRAIN	64	--	--
0010	61+08	-	61+14	UNDERDRAIN	64	--	--
0010	63+95	-	65+55	UNDERDRAIN	156	--	--
0010	63+98	-	64+18	UNDERDRAIN	72	--	--
0010	64+92	-	65+03	UNDERDRAIN	66	--	--
0010	72+43	-	72+50	UNDERDRAIN	64	--	--
				TOTAL 0010	1,002	204	4,500

SAWING

CATEGORY	STAGE	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	1	STH 32	--	6,674
0010	1	DRIVEWAYS & SIDEWALK	66	1,352
0010	1	SB ROADWAY LATERAL CROSSING	323	4,700
		STAGE 1 SUBTOTAL	389	12,726
0010	2	STH 32/CAPITOL DR	--	160
0010	2	DRIVEWAYS & SIDEWALK	--	24
		STAGE 2 SUBTOTAL	--	184
0010	3	STH 32 & SIDE ROADS	208	190
0010	3	DRIVEWAYS & SIDEWALK	--	979
		STAGE 3 SUBTOTAL	208	1,169
		TOTAL 0010	597	14,079

SALVAGE HISTORICAL SOCIETY MARKERS

CATEGORY	STATION	OFFSET	SPV.0060.01 SALVAGE HISTORICAL SOCIETY MARKERS EACH
0010	28+66	32' RT	1
0010	29+31	33' LT	1
0010	33+48	31' RT	1
0010	35+85	32' RT	1
0010	37+51	31' RT	1
0010	40+49	32' LT	1
0010	41+60	32' LT	1
0010	44+24	32' LT	1
0010	44+43	36' RT	1
0010	50+76	43' LT	1
0010	59+21	31' LT	1
0010	61+06	32' LT	1
0010	64+51	31' RT	1
0010	71+30	32' RT	1
0010	72+29	33' RT	1
0010	74+72	32' RT	1
0010	81+36	44' LT	1
0010	83+60	44' LT	1
0010	88+49	41'LT	1
		TOTAL 0010	19

SALVAGE AND RELAY BRICK PAVER DRIVEWAY

CATEGORY	STATION	TO	STATION	OFFSET	SPV.0165.01 SALVAGE AND RELAY BRICK PAVER DRIVEWAY SF
0010	76+21	-	76+33	39' RT	26
				TOTAL 0010	26

PAVEMENT CLEANUP PROJECT

CATEGORY	PROJECT	SPV.0075.01 PAVEMENT CLEANUP PROJECT HRS
0010	2225-13-70	550
	TOTAL 0010	550

3

REMOVING MANHOLES

CATEGORY	ROADWAY	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH
0010	STH 32			
		26+77	3' RT	1
		28+70	18' RT	1
		35+46	18' RT	1
		46+66	16' LT	1
		48+20	17' RT	1
		50+12	17' RT	1
		50+54	20' RT	1
		50+76	16' LT	1
		52+15	18' RT	1
		53+94	15' LT	1
		54+16	21' RT	1
		54+47	67' LT	1
		55+50	209' LT	1
		56+79	18' RT	1
		57+07	14' LT	1
		57+27	14' LT	1
		59+89	14' LT	1
		61+46	15' LT	1
		64+39	27' LT	1
		64+98	18' LT	1
		68+62	19' RT	1
	TOTAL 0010			21
0040	STH 32			
		27+76	1' LT	1
		28+70	1' RT	1
		29+25	0' RT	1
		30+86	1' RT	1
		32+46	0' RT	1
		34+00	0' RT	1
		35+47	1' RT	1
		37+11	1' RT	1
		38+77	2' RT	1
		45+56	2' RT	1
	TOTAL 0040			10

ABANDONING SEWER

CATEGORY	ROADWAY	STATION	OFFSET	TO	STATION	OFFSET	PIPE ID INCH	204.0291.S ABANDONING SEWER CY
0010	STH 32							
		64+55	15' LT	--	64+97	31' LT	21	4
		64+97	18' LT	--	64+97	31' LT	12	1
		64+97	31' LT	--	66+94	32' LT	21	18
		66+94	32' LT	--	67+89	32' LT	21	9
	TOTAL 0010							32

REMOVING CATCH BASINS

CATEGORY	ROADWAY	STATION	OFFSET	204.0215 REMOVING CATCH BASINS EACH
0010	STH 32			
		26+87	23' LT	1
		26+91	23' RT	1
		27+16	56' LT	1
		27+24	23' RT	1
		27+48	48' LT	1
		27+83	21' LT	1
		28+77	21' RT	1
		30+87	21' RT	1
		35+50	22' RT	1
		35+50	21' LT	1
		37+12	22' RT	1
		37+12	23' LT	1
		38+85	22' RT	1
		40+27	23' RT	1
		40+32	21' LT	1
		40+39	21' LT	1
		48+05	21' RT	1
		48+08	21' LT	1
		52+25	21' RT	1
		52+30	21' LT	1
		57+18	22' RT	1
		57+19	23' LT	1
		59+88	22' LT	1
		59+88	21' RT	1
		64+22	22' LT	1
		64+55	22' RT	1
		65+00	22' LT	1
		68+51	21' RT	1
		68+65	22' LT	1
		69+95	21' RT	1
		69+97	21' LT	1
		72+31	21' LT	1
		72+32	22' RT	1
		76+21	20' RT	1
		76+23	21' LT	1
		79+93	22' RT	1
		79+94	22' LT	1
		83+12	23' RT	1
		83+13	21' LT	1
		89+74	22' RT	1
		89+90	22' LT	1
	TOTAL 0010			41

ABANDONING MANHOLES

CATEGORY	ROADWAY	STATION	OFFSET	204.0250 ABANDONING MANHOLES EACH
0010	STH 32			
		64+97	31' LT	1
		66+94	32' LT	1
		67+89	32' LT	1
	TOTAL 0010			3

STORM SEWER PIPE REMOVALS - CAT 0010

CATEGORY	ROADWAY	STATION	OFFSET	TO	STATION	OFFSET	204.0245.02 * REMOVING STORM SEWER 8-INCH LF	204.0245.03 REMOVING STORM SEWER 10-INCH LF	204.0245.04 * REMOVING STORM SEWER 12-INCH LF	204.0245.05 * REMOVING STORM SEWER 15-INCH LF	204.0245.06 * REMOVING STORM SEWER 18-INCH LF
0010	STH 32										
		26+48.23	2' RT	--	26+76.91	3' RT	--	--	29	--	--
		26+86.81	23' LT	--	26+76.91	3' RT	--	--	27	--	--
		26+90.94	23' RT	--	26+76.91	3' RT	--	--	25	--	--
		27+15.83	56' LT	--	27+30.70	58' LT	--	--	15	--	--
		27+23.71	23' RT	--	26+76.91	3' RT	--	--	51	--	--
		27+48.24	48' LT	--	27+30.70	58' LT	--	--	20	--	--
		27+82.59	21' LT	--	27+76.39	1' LT	--	--	21	--	--
		28+70.08	18' RT	--	28+70.42	1' RT	--	--	18	--	--
		28+76.89	21' RT	--	28+70.08	18' RT	--	--	7	--	--
		30+86.99	21' RT	--	30+86.13	1' RT	--	--	20	--	--
		35+45.68	18' RT	--	35+47.14	1' RT	--	--	17	--	--
		35+48.39	20' RT	--	35+45.68	18' RT	--	--	3	--	--
		35+50.17	21' LT	--	35+47.14	1' RT	--	--	22	--	--
		37+11.66	22' RT	--	37+11.39	1' RT	--	--	21	--	--
		37+12.24	23' LT	--	37+11.39	1' RT	--	24	--	--	--
		38+84.82	20' RT	--	38+76.63	2' RT	--	--	21	--	--
		40+27.49	23' RT	--	40+38.33	2' RT	23	--	--	--	--
		40+32.49	21' LT	--	40+39.48	21' LT	7	--	--	--	--
		40+38.33	2' RT	--	40+17.57	2' RT	21	--	--	--	--
		40+39.48	21' LT	--	40+38.33	2' RT	--	--	23	--	--
		46+66.12	16' LT	--	50+76.18	16' LT	--	--	408	--	--
		48+04.53	21' RT	--	48+20.47	17' RT	--	--	16	--	--
		48+07.68	21' LT	--	48+20.47	17' RT	--	--	40	--	--
		48+20.47	17' RT	--	50+12.01	17' RT	--	--	--	192	--
		50+12.01	17' RT	--	50+54.46	20' RT	--	--	--	44	--
		50+54.46	20' RT	--	52+15.79	18' RT	--	--	--	163	--
		50+76.18	16' LT	--	53+94.14	15' LT	--	--	--	315	--
		52+15.79	18' RT	--	54+16.19	21' RT	--	--	--	203	--
		52+24.54	21' RT	--	52+15.79	18' RT	--	--	9	--	--
		52+29.56	21' LT	--	52+15.79	18' RT	--	--	42	--	--
		53+94.14	15' LT	--	54+46.99	67' LT	--	--	--	71	--
		54+16.19	21' RT	--	54+57.08	20' RT	--	--	--	43	--
		54+46.99	67' LT	--	55+49.83	209' LT	--	--	--	169	--
		54+57.08	20' RT	--	56+78.71	18' RT	--	--	--	223	--
		55+49.83	209' LT	--	55+88.03	264' LT	--	--	--	66	--
		56+78.71	18' RT	--	57+07.10	14' LT	--	--	--	43	--
		57+07.10	14' LT	--	57+26.70	14' LT	--	--	--	20	--
		57+16.97	22' RT	--	57+26.70	14' LT	--	--	37	--	--
		57+19.51	21' LT	--	57+26.70	14' LT	--	--	10	--	--
		57+26.70	14' LT	--	58+15.21	15' LT	--	--	--	90	--
		58+15.21	15' LT	--	59+89.22	14' LT	--	--	--	174	--
		59+88.16	20' LT	--	59+89.22	14' LT	--	--	6	--	--
		59+88.44	21' RT	--	59+89.22	14' LT	--	--	35	--	--
		59+89.22	14' LT	--	61+46.23	15' LT	--	--	--	--	158
		61+46.23	15' LT	--	64+54.88	15' LT	--	--	--	--	309
		64+22.31	21' LT	--	64+38.67	27' LT	--	--	17	--	--
		64+38.67	27' LT	--	64+54.81	15' LT	--	--	20	--	--
		64+54.85	22' RT	--	64+54.88	15' LT	--	--	37	--	--
		65+00.45	22' LT	--	64+97.57	18' LT	--	--	5	--	--
		68+46.63	18' LT	--	67+88.84	32' LT	--	--	--	--	60
		68+51.20	21' RT	--	68+62.17	19' RT	--	--	11	--	--
		68+62.17	19' RT	--	68+46.63	18' LT	--	--	41	--	--
		68+62.22	17' LT	--	68+46.63	18' LT	--	--	--	--	16
		68+64.90	22' LT	--	68+62.22	17' LT	--	--	6	--	--
		69+95.40	21' RT	--	69+85.92	16' LT	--	--	38	--	--

(TABLE CONTINUED ON NEXT PAGE)

* - ADDITIONAL QUANTITIES SHOWN ELSWHERE

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STORM SEWER PIPE REMOVALS - CAT 0010

CATEGORY	ROADWAY	STATION	OFFSET	TO	STATION	OFFSET	* 204.0245.02 REMOVING STORM SEWER 8-INCH LF	204.0245.03 REMOVING STORM SEWER 10-INCH LF	* 204.0245.04 REMOVING STORM SEWER 12-INCH LF	* 204.0245.05 REMOVING STORM SEWER 15-INCH LF	* 204.0245.06 REMOVING STORM SEWER 18-INCH LF
0010	STH 32										
		69+97.09	21' LT	--	69+85.92	16' LT	--	--	12	--	--
		72+30.52	21' LT	--	71+77.37	22' LT	--	--	53	--	--
		72+32.30	21' RT	--	71+77.37	22' LT	--	--	70	--	--
		76+18.93	18' RT	--	75+71.07	18' LT	--	--	60	--	--
		76+22.76	21' LT	--	75+71.07	18' LT	--	--	52	--	--
		79+92.94	21' LT	--	79+76.16	13' LT	--	--	19	--	--
		79+93.02	22' RT	--	79+76.16	13' LT	--	--	39	--	--
		83+13.10	21' RT	--	83+15.83	18' RT	--	--	5	--	--
		83+13.17	21' LT	--	83+15.83	18' RT	--	--	39	--	--
		89+73.70	22' RT	--	89+56.37	44' RT	--	--	28	--	--
		89+90.27	20' LT	--	89+73.70	22' RT	--	--	45	--	--
	TOTAL 0010						51	24	1540	1816	543

STORM SEWER PIPE REMOVALS - CAT 0040

CATEGORY	ROADWAY	STATION	OFFSET	TO	STATION	OFFSET	* 204.0245.04 REMOVING STORM SEWER 12-INCH LF	* 204.0245.05 REMOVING STORM SEWER 15-INCH LF	* 204.0245.06 REMOVING STORM SEWER 18-INCH LF
0040	STH 32								
		28+70.42	1' RT	--	27+76.39	1' LT	--	--	94
		29+25.00	0' RT	--	28+70.42	1' RT	--	--	55
		30+86.13	1' RT	--	29+25.00	0' RT	--	--	161
		32+45.70	0' RT	--	30+86.13	1' RT	--	--	160
		33+99.88	0' RT	--	32+45.70	0' RT	--	--	154
		35+47.14	1' RT	--	33+99.88	0' RT	--	147	--
		37+11.39	1' RT	--	35+47.14	1' RT	--	164	--
		38+76.63	2' RT	--	37+11.39	1' RT	--	165	--
		40+38.33	2' RT	--	38+76.63	2' RT	--	162	--
		42+52.29	0' RT	--	40+38.33	2' RT	--	214	--
		43+02.06	2' RT	--	42+52.29	0' RT	--	50	--
		45+55.56	2' RT	--	43+02.06	2' RT	253	--	--
	TOTAL 0040						253	902	624

* - ADDITIONAL QUANTITIES SHOWN ELSWHERE

COMBINED SEWER LATERALS

CATEGORY	ROADWAY	STATION	OFFSET	204.0245.01 REMOVING STORM SEWER 6-INCH LF	SPV.0090.30 COMBINED SEWER 6-INCH PVC LF
0040	STH 32				
		28+45	0' RT	28	28
		28+92	0' RT	29	29
		30+43	0' RT	29	29
		31+40	0' RT	29	29
		32+14	0' RT	28	28
		32+25	0' RT	28	28
		32+93	0' RT	28	28
		33+95	0' RT	28	28
		35+82	1' RT	27	27
		37+06	1' RT	27	27
		37+94	1' RT	26	26
		40+18	2' RT	25	25
		40+94	2' RT	29	29
		43+02	0' RT	25	27
		43+34	0' LT	29	27
		44+58	0' RT	29	27
		44+95	0' RT	25	26
		45+20	0' RT	29	27
		47+74	17' LT	13	13
		48+38	18' LT	46	46
		48+38	18' LT	12	12
		50+00	20' LT	47	47
		50+89	17' LT	46	46
		51+27	17' LT	15	15
		52+53	17' LT	46	46
		52+56	17' LT	13	13
		53+25	18' LT	46	46
		53+46	18' LT	14	14
	TOTAL 0040			796	793

CONCRETE COLLARS FOR PIPE

CATEGORY	ROADWAY	STATION	OFFSET	SIZE (IN)	520.8000 CONCRETE COLLARS FOR PIPE EACH
0010	STH 32				
		26+48	2' RT	12	1
		54+47	67' LT	12	1
	TOTAL 0010				2

COMBINED SEWER STRUCTURES - CAT 0040

CATEGORY	STRUCTURE	STATION	OFFSET**	LOCATION	RIM*** ELEVATION	INVERT**** ELEVATION	DEPTH***** FT	* 611.2004 MANHOLES 4-FT DIAMETER EACH	SPV.0060.32 COMBINED SEWER MANHOLE FRAME AND COVER SPECIAL EACH	SPV.0060.33 COMBINED SEWER MANHOLE 4-FT SPECIAL EACH	SPV.0060.37 MANHOLE COVER TYPE MS 58A EACH
0040											
	101	26+50.00	22.00' LT	STH 32	681.29	674.70	5.51	---	---	---	---
	103	26+48.23	21.57' RT	STH 32	681.09	671.63	8.38	---	---	---	---
	105	26+48.23	2.44' RT	STH 32	681.46	670.00	10.22	1	---	---	1
	111	4+45.27	16.50' RT	EDGEWOOD AVENUE	681.16	673.00	7.08	---	---	---	---
	113	4+50.53	16.50' LT	EDGEWOOD AVENUE	681.32	675.42	4.82	---	---	---	---
	115	4+41.86	16.50' LT	EDGEWOOD AVENUE	681.37	675.33	4.95	---	---	---	---
	121	46+54.72	16.10' LT	STH 32	690.46	679.50	9.89	---	1	1	---
	123	50+76.18	16.43' LT	STH 32	688.77	677.97	9.75	---	1	1	---
	125	53+94.14	14.98' LT	STH 32	687.45	676.81	9.58	---	1	1	---
	127	34+27.82	4.10' RT	CAPITOL DRIVE	686.14	675.66	9.43	---	1	1	---
	201	45+37.30	0.00' RT	STH 32	691.42	682.53	7.84	---	1	1	---
	205	42+52.30	0.00' LT	STH 32	693.45	681.49	10.91	---	1	1	---
	211	40+32.48	21.00' LT	STH 32	692.14	683.88	7.18	---	---	---	---
	213	40+39.48	21.00' LT	STH 32	692.15	683.81	7.26	---	---	---	---
	215	40+21.84	21.00' RT	STH 32	691.98	684.53	6.37	---	---	---	---
	217	40+28.84	21.00' RT	STH 32	691.98	684.46	6.44	---	---	---	---
	219	40+38.33	2.10' RT	STH 32	692.35	680.70	10.60	---	1	1	---
	221	38+88.14	21.00' RT	STH 32	692.18	684.70	6.39	---	---	---	---
	223	38+76.63	1.51' RT	STH 32	692.50	680.10	11.35	---	1	1	---
	231	37+45.40	21.00' LT	STH 32	691.66	683.25	7.32	---	---	---	---
	233	37+38.40	21.00' LT	STH 32	691.64	683.18	7.38	---	---	---	---
	235	37+25.86	21.00' RT	STH 32	691.39	684.29	6.02	---	---	---	---
	237	37+18.45	20.07' RT	STH 32	691.42	684.22	6.12	---	---	---	---
	239	37+11.39	1.05' RT	STH 32	691.82	677.58	13.19	---	1	1	---
	251	35+50.19	21.00' LT	STH 32	691.72	683.41	7.22	---	---	---	---
	253	35+52.39	21.00' RT	STH 32	691.57	683.89	6.59	---	---	---	---
	255	35+45.68	18.09' RT	STH 32	691.57	685.82	4.68	---	1	1	---
	257	35+47.14	1.28' RT	STH 32	691.92	675.85	15.03	---	1	1	---
	261	33+99.88	0.00' RT	STH 32	691.02	674.10	15.93	---	1	1	---
	263	32+45.70	0.00' RT	STH 32	688.71	672.85	14.87	---	1	1	---
	265	30+87.00	21.00' RT	STH 32	686.23	678.50	6.65	---	---	---	---
	267	30+86.13	0.53' RT	STH 32	686.61	671.60	14.02	---	1	1	---
	269	29+25.00	0.00' RT	STH 32	684.30	670.17	13.14	---	1	1	---
	281	28+76.89	21.00' RT	STH 32	683.10	674.62	7.39	---	---	---	---
	283	28+70.08	18.44' RT	STH 32	683.01	676.55	5.39	---	1	1	---
	285	28+70.42	0.56' RT	STH 32	683.38	669.53	12.85	---	1	1	---
	291	27+82.63	21.00' LT	STH 32	681.96	674.54	6.33	---	---	---	---
	293	27+84.97	18.41' RT	STH 32	681.75	674.00	6.67	---	---	---	---
	E117	4+41.86	1.70' RT	EDGEWOOD AVENUE	681.58	668.01	12.62	---	1	---	---
	E129	55+49.84	209.47' LT	STH 32	681.67	660.84	19.59	---	1	---	---
	E295	27+76.39	0.61' LT	STH 32	682.02	668.35	12.68	---	1	---	---
	E297	27+41.51	31.63' LT	STH 32	681.51	666.92	13.35	---	1	---	---
				TOTAL 0040				1	21	17	1

REMARKS:

**STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

***RIM ELEV IS AT THE INLET COVER FLANGE LOCATION

****FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP.
FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE.

*****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

* - ADDITIONAL QUANTITIES SHOWN ELSWHERE

3

COMBINED SEWER STRUCTURES - CAT 0010

CATEGORY	STRUCTURE	STATION	OFFSET**	LOCATION	RIM*** ELEVATION	INVERT**** ELEVATION	DEPTH***** FT	* 611.0648 INLET COVERS TYPE R EACH	SPV.0060.31 COMBINED SEWER CATCH BASINS EACH	SPV.0060.34 INLET COVERS MS 57 EACH	SPV.0060.35 CATCH BASIN TYPE 44A EACH
0010											
	101	26+50.00	22.00' LT	STH 32	681.29	674.70	5.51	---	---	1	1
	103	26+48.23	21.57' RT	STH 32	681.09	671.63	8.38	---	---	1	1
	105	26+48.23	2.44' RT	STH 32	681.46	670.00	10.22	---	---	---	---
	111	4+45.27	16.50' RT	EDGEWOOD AVENUE	681.16	673.00	7.08	---	---	1	1
	113	4+50.53	16.50' LT	EDGEWOOD AVENUE	681.32	675.42	4.82	1	1	---	---
	115	4+41.86	16.50' LT	EDGEWOOD AVENUE	681.37	675.33	4.95	1	1	---	---
	121	46+54.72	16.10' LT	STH 32	690.46	679.50	9.89	---	---	---	---
	123	50+76.18	16.43' LT	STH 32	688.77	677.97	9.75	---	---	---	---
	125	53+94.14	14.98' LT	STH 32	687.45	676.81	9.58	---	---	---	---
	127	34+27.82	4.10' RT	CAPITOL DRIVE	686.14	675.66	9.43	---	---	---	---
	201	45+37.30	0.00' RT	STH 32	691.42	682.53	7.84	---	---	---	---
	205	42+52.30	0.00' LT	STH 32	693.45	681.49	10.91	---	---	---	---
	211	40+32.48	21.00' LT	STH 32	692.14	683.88	7.18	1	1	---	---
	213	40+39.48	21.00' LT	STH 32	692.15	683.81	7.26	1	1	---	---
	215	40+21.84	21.00' RT	STH 32	691.98	684.53	6.37	1	1	---	---
	217	40+28.84	21.00' RT	STH 32	691.98	684.46	6.44	1	1	---	---
	219	40+38.33	2.10' RT	STH 32	692.35	680.70	10.60	---	---	---	---
	221	38+88.14	21.00' RT	STH 32	692.18	684.70	6.39	1	1	---	---
	223	38+76.63	1.51' RT	STH 32	692.50	680.10	11.35	---	---	---	---
	231	37+45.40	21.00' LT	STH 32	691.66	683.25	7.32	1	1	---	---
	233	37+38.40	21.00' LT	STH 32	691.64	683.18	7.38	1	1	---	---
	235	37+25.86	21.00' RT	STH 32	691.39	684.29	6.02	1	1	---	---
	237	37+18.45	20.07' RT	STH 32	691.42	684.22	6.12	1	1	---	---
	239	37+11.39	1.05' RT	STH 32	691.82	677.58	13.19	---	---	---	---
	251	35+50.19	21.00' LT	STH 32	691.72	683.41	7.22	1	1	---	---
	253	35+52.39	21.00' RT	STH 32	691.57	683.89	6.59	1	1	---	---
	255	35+45.68	18.09' RT	STH 32	691.57	685.82	4.68	---	---	---	---
	257	35+47.14	1.28' RT	STH 32	691.92	675.85	15.03	---	---	---	---
	261	33+99.88	0.00' RT	STH 32	691.02	674.10	15.93	---	---	---	---
	263	32+45.70	0.00' RT	STH 32	688.71	672.85	14.87	---	---	---	---
	265	30+87.00	21.00' RT	STH 32	686.23	678.50	6.65	1	1	---	---
	267	30+86.13	0.53' RT	STH 32	686.61	671.60	14.02	---	---	---	---
	269	29+25.00	0.00' RT	STH 32	684.30	670.17	13.14	---	---	---	---
	281	28+76.89	21.00' RT	STH 32	683.10	674.62	7.39	1	1	---	---
	283	28+70.08	18.44' RT	STH 32	683.01	676.55	5.39	---	---	---	---
	285	28+70.42	0.56' RT	STH 32	683.38	669.53	12.85	---	---	---	---
	291	27+82.63	21.00' LT	STH 32	681.96	674.54	6.33	1	1	---	---
	293	27+84.97	18.41' RT	STH 32	681.75	674.00	6.67	1	1	---	---
	E117	4+41.86	1.70' RT	EDGEWOOD AVENUE	681.58	668.01	12.62	---	---	---	---
	E129	55+49.84	209.47' LT	STH 32	681.67	660.84	19.59	---	---	---	---
	E295	27+76.39	0.61' LT	STH 32	682.02	668.35	12.68	---	---	---	---
	E297	27+41.51	31.63' LT	STH 32	681.51	666.92	13.35	---	---	---	---
				TOTAL 0010				17	17	3	3

REMARKS:

**STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

***RIM ELEV IS AT THE INLET COVER FLANGE LOCATION

****FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP.
FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE.

*****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

* - ADDITIONAL QUANTITIES SHOWN ELSWHERE

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	STATION	OFFSET**	LOCATION	RIM*** ELEVATION	INVERT**** ELEVATION	DEPTH***** FT	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	* 611.0648 INLET COVERS TYPE R EACH	* SPV.0060.34 INLET COVER TYPE MS 57 EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	NOTES
0010															
	301	48+07.67	21.00' LT	STH 32	689.77	683.08	5.60	---	1	---	1	---	---	---	
	303	48+04.52	21.00' RT	STH 32	689.78	682.85	5.85	---	1	---	1	---	---	---	
	305	48+20.47	17.16' RT	STH 32	689.78	683.69	5.10	1	---	---	---	---	1	---	
	307	50+12.01	17.16' RT	STH 32	689.02	682.25	5.78	1	---	---	---	---	1	---	
	309	51+07.34	17.16' RT	STH 32	688.72	681.51	6.22	1	---	---	---	---	1	---	
	321	52+29.55	21.00' LT	STH 32	688.08	680.76	6.24	---	1	---	1	---	---	---	
	323	52+24.54	21.00' RT	STH 32	688.30	679.70	7.52	---	---	1	1	---	---	---	
	325	52+24.56	12.75' RT	STH 32	688.38	680.63	6.76	1	---	---	---	---	---	1	
	327	54+15.20	17.16' RT	STH 32	687.36	679.18	7.19	1	---	---	---	---	1	---	
	329	55+06.87	17.16' RT	STH 32	686.18	678.46	6.73	1	---	---	---	---	1	---	
	341	57+12.84	21.00' LT	STH 32	683.19	676.42	5.68	---	1	---	1	---	---	---	
	343	56+92.62	21.00' RT	STH 32	683.36	676.12	6.16	---	1	---	1	---	---	---	
	345	56+96.23	13.43' RT	STH 32	683.46	677.04	5.42	1		---	---	---	---	1	
	347	57+82.27	26.00' RT	STH 32	682.79	675.75	5.96	---	1	---	1	---	---	---	
	349	57+82.08	16.74' RT	STH 32	682.89	676.67	5.24	1		---	---	---	1	---	
	361	59+88.08	21.00' LT	STH 32	681.79	675.07	5.64	---	1	---	1	---	---	---	
	363	59+88.43	21.00' RT	STH 32	681.77	674.81	5.88	---	1	---	1	---	---	---	
	365	59+88.62	12.74' RT	STH 32	681.92	675.74	5.19	1	---	---	---	---	---	1	
	371	60+99.91	21.00' RT	STH 32	681.28	674.35	5.84	---	1	---	1	---	---	---	
	373	61+07.11	21.00' RT	STH 32	681.28	674.28	5.92	---	---	1	1	---	---	---	SEE NOTE 1
	375	61+14.46	21.00' LT	STH 32	681.45	674.57	5.79	---	1	---	1	---	---	---	SEE NOTE 1
	377	61+07.66	21.00' LT	STH 32	681.44	674.53	5.82	---	1	---	1	---	---	---	
	379	61+07.58	12.75' RT	STH 32	681.43	675.21	5.23	1	---	---	---	---	---	1	
	381	61+71.88	17.15' RT	STH 32	681.57	674.92	5.65	1	---	---	---	---	1	---	
	383	63+81.95	17.15' RT	STH 32	681.19	673.98	6.22	1	---	---	---	---	1	---	
	391	63+94.69	20.20' RT	STH 32	681.12	674.35	5.68	0	1	---	1	---	---	---	
	393	64+18.46	21.00' LT	STH 32	681.15	674.61	5.46	---	1	---	1	---	---	---	
	395	63+98.05	21.00' LT	STH 32	681.18	674.50	5.60	---	1	---	1	---	---	---	
	397	64+02.44	16.82' RT	STH 32	681.13	671.89	8.16	---	1	---	1	---	---	---	
	399	64+36.00	13.00' RT	STH 32	681.13	671.74	8.31	---	1	---	1	---	---	---	
	401	64+42.17	13.00' RT	STH 32	681.13	671.71	8.34	---	1	---	1	---	---	---	
	411	65+03.42	21.00' LT	STH 32	681.27	674.59	5.59	---	1	---	1	---	---	---	
	413	64+92.41	21.00' LT	STH 32	681.25	674.53	5.63	---	1	---	1	---	---	---	
	415	64+92.16	13.00' RT	STH 32	681.25	671.48	8.68	---	1	---	1	---	---	---	
	417	65+48.82	17.23' RT	STH 32	681.49	671.04	9.36	---	1	---	1	---	---	---	
	419	65+55.76	20.16' RT	STH 32	681.49	674.06	6.35	---	1	---	1	---	---	---	
	421	65+65.87	17.14' RT	STH 32	681.57	672.91	7.67	1	---	---	---	---	1	---	
	431	66+93.11	17.16' RT	STH 32	682.20	671.92	9.29	1	---	---	---	---	1	---	
	433	67+00.33	21.00' RT	STH 32	682.21	669.86	11.27	---	1	---	1	---	---	---	
	441	69+97.08	21.00' LT	STH 32	684.00	678.81	4.10	---	1	---	1	---	---	---	
	443	69+95.39	21.00' RT	STH 32	684.06	678.87	4.11	---	1	---	1	---	---	---	
	451	68+69.61	21.00' LT	STH 32	683.05	677.64	4.32	---	1	---	1	---	---	---	
	455	68+34.29	21.00' RT	STH 32	682.90	677.41	4.41	---	1	---	1	---	---	---	
	501	72+50.29	21.00' RT	STH 32	685.80	679.37	5.35	---	1	---	1	---	---	---	SEE NOTE 1
	503	72+42.96	20.90' RT	STH 32	685.76	679.29	5.38	---	1	---	1	---	---	---	
	505	72+30.51	21.00' LT	STH 32	685.65	678.86	5.71	---	1	---	1	---	---	---	
	511	76+22.77	21.00' LT	STH 32	689.91	684.31	4.51	---	1	---	1	---	---	---	
	513	76+13.40	21.00' RT	STH 32	689.64	684.36	4.19	---	1	---	1	---	---	---	
	531	83+13.17	21.00' LT	STH 32	696.68	692.13	3.55	---	1	---	---	1	---	---	
	533	83+21.34	21.00' RT	STH 32	697.05	692.00	4.05	---	1	---	---	1	---	---	
	543	79+91.20	21.00' LT	STH 32	694.13	688.15	4.90	---	1	---	1	---	---	---	
	545	79+93.88	21.00' RT	STH 32	694.46	688.28	5.10	---	1	---	1	---	---	---	
	553	89+89.94	21.00' LT	STH 32	698.68	691.42	6.18	---	1	---	1	---	---	---	

(TABLE CONTINUED ON NEXT PAGE)

REMARKS:

**STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

***RIM ELEV IS AT THE INLET COVER FLANGE LOCATION

****FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE.

*****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

NOTE 1: DEPRESSED GUTTER REQUIRED, SEE CONSTRUCTION DETAIL.

* - ADDITIONAL QUANTITIES SHOWN ELSWHERE

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	STATION	OFFSET**	LOCATION	RIM*** ELEVATION	INVERT**** ELEVATION	DEPTH***** FT	611.0535 * MANHOLE COVERS TYPE J-SPECIAL EACH	611.0648 * INLET COVERS TYPE R EACH	SPV.0060.34 * INLET COVERS TYPE MS 57 EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	NOTES
0010															
	555	89+74.53	21.00' RT	STH 32	698.70	690.99	6.63	---	1	---	1	---	---	---	
	E445	69+85.92	16.02' LT	STH 32	683.99	680.20	2.72	1	---	---	---	---	---	---	
	E453	68+62.22	16.82' LT	STH 32	683.06	679.39	2.64	1	---	---	---	---	---	---	
	E459	68+46.63	17.95' LT	STH 32	682.94	678.80	3.11	1	---	---	---	---	---	---	
	E461	68+09.66	57.77' LT	STH 32	682.35	665.50	16.11	1	---	---	---	---	---	---	
	E463	67+88.84	32.43' LT	STH 32	682.96	665.42	16.80	1	---	---	---	---	---	---	
	E465	67+39.84	40.93' RT	STH 32	683.67	596.33	86.60	1	---	---	---	---	---	---	
	E507	71+77.47	22.07' LT	STH 32	685.07	679.74	4.10	1	---	---	---	---	---	---	
	E517	75+71.07	17.77' LT	STH 32	689.39	685.54	2.79	1	---	---	---	---	---	---	
	E535	83+43.83	17.06' RT	STH 32	697.34	694.08	2.06	1	---	---	---	---	---	---	
	E537	83+15.83	17.59' RT	STH 32	697.05	693.89	2.10	1	---	---	---	---	---	---	
	E541	80+16.86	16.70' RT	STH 32	694.65	690.94	2.65	1	---	---	---	---	---	---	
	E547	79+76.16	12.94' LT	STH 32	694.20	689.80	3.32	1	---	---	---	---	---	---	
	E549	79+53.95	39.26' LT	STH 32	693.78	688.70	4.05	1	---	---	---	---	---	---	
	E551	90+90.03	56.12' LT	STH 32	697.22	656.84	39.63	1	---	---	---	---	---	---	
	E557	89+56.37	44.42' RT	STH 32	700.32	656.71	42.62	1	---	---	---	---	---	---	
				TOTAL 0010				29	38	2	38	2	10	4	

REMARKS:

**STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

***RIM ELEV IS AT THE INLET COVER FLANGE LOCATION

****FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE.

*****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

ADJUSTING / RECONSTRUCTING STRUCTURES

CATEGORY	LOCATION	STRUCTURE ID	STATION	OFFSET FT	EXISTING RIM ELEVATION	TO	PROPOSED RIM ELEVATION	611.0420 RECONSTRUCTING MANHOLES EACH	611.8110 ADJUSTING MANHOLE COVERS EACH
0010	STH 32								
		E461	68+10	58' LT	681.80		682.35	1	---
		E445	69+86	16' LT	683.61		683.99	---	1
		E507	71+77	22' LT	685.00		685.07	---	1
		E517	75+71	18' LT	689.45		689.39	---	1
		E549	79+54	39' LT	693.70		693.78	---	1
		E547	79+76	13' LT	694.40		694.20	---	1
		E541	80+17	17' RT	694.35		694.65	---	1
		E537	83+16	18' RT	696.80		697.05	---	1
		E535	83+44	17' RT	697.67		697.34	---	1
	TOTAL 0010							1	8

* - ADDITIONAL QUANTITIES SHOWN ELSWHERE

3

ADJUSTING COMBINED SEWER MANHOLE COVERS

CATEGORY	LOCATION	STATION	OFFSET FT	EXISTING RIM ELEVATION	TO	PROPOSED RIM ELEVATION	SPV.0060.36 ADJUSTING COMBINED SEWER MANHOLES EACH
0040	STH 32	54+84	11' LT	686.87		686.59	1
		56+04	11' LT	685.12		684.71	1
		57+23	10' LT	683.50		683.32	1
		58+60	9' LT	682.39		682.63	1
		60+00	9' LT	681.72		681.95	1
		61+37	9' LT	682.26		681.72	1
		62+74	10' LT	682.38		681.88	1
		64+09	10' LT	681.80		681.27	1
		65+02	2' RT	682.20		681.40	1
		66+44	1' RT	682.89		682.12	1
		67+76	2' RT	683.47		682.78	1
		68+63	2' RT	684.02		683.26	1
		69+99	2' RT	684.81		684.27	1
		71+37	2' RT	685.67		685.09	1
		72+32	6' LT	686.38		685.94	1
		74+05	5' LT	688.18		687.83	1
		75+40	8' LT	689.50		689.24	1
		76+19	6' LT	690.64		690.15	1
		77+63	8' LT	692.40		691.99	1
		79+03	7' LT	694.29		693.84	1
		79+94	8' LT	695.19		694.38	1
		81+38	14' LT	695.98		695.02	1
		81+94	14' LT	696.36		695.46	1
		83+08	16' LT	697.29		696.70	1
		84+76	14' LT	699.20		698.56	1
		86+31	7' LT	701.24		700.57	1
		87+92	0' RT	701.66		701.01	1
		88+21	21' LT	700.55		700.55	---
		88+24	25' RT	701.06		700.89	1
		89+86	24' LT	699.21		699.21	---
		89+87	24' RT	699.28		698.59	1
		91+48	24' RT	697.89		697.60	1
		91+49	24' LT	697.72		697.58	1
	JARVIS ST	39+50	1' LT	681.38		680.98	1
		39+75	1' RT	681.68		681.11	1
	MARION ST	54+54	0' RT	689.59		689.29	1
	LAKE BLUFF BLVD	59+51	1' RT	694.20		693.75	1
	TOTAL 0040						35

COMBINED & STORM SEWER PIPES

CATEGORY	FROM	-	TO	LOCATION	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	608.0312 SSPRC CL III 12-INCH LF	608.0324 SSPRC CL III 24-INCH LF	608.0412 SSPRC CL IV 12-INCH LF	608.0424 SSPRC CL IV 24-INCH LF	SPV.0090.31 COMBINED SEWER 12-INCH PVC LF	SPV.0090.31 COMBINED SEWER 12-INCH PVC LF	SPV.0090.32 COMBINED SEWER 15-INCH PVC LF	SPV.0090.33 COMBINED SEWER 18-INCH PVC LF	SPV.0090.34 COMBINED SEWER 24-INCH PVC LF
0010	101	-	105	STH32	676.70	676.15	2.25%	---	---	---	---	25	---	---	---	---
0010	103	-	105	STH32	673.63	673.25	1.99%	---	---	---	---	19	---	---	---	---
0010	111	-	E117	STH32	675.00	674.31	4.54%	---	---	---	---	15	---	---	---	---
0010	113	-	115	STH32	677.42	677.33	1.00%	---	---	---	---	9	---	---	---	---
0010	115	-	E117	STH32	677.33	677.15	1.00%	---	---	---	---	18	---	---	---	---
0040	121	-	123	STH32	679.50	677.97	0.37%	---	---	---	---	---	419	---	---	---
0040	123	-	125	STH32	677.97	676.81	0.37%	---	---	---	---	---	---	315	---	---
0040	125	-	127	STH32	676.81	675.66	1.63%	---	---	---	---	---	---	71	---	---
0040	201	-	205	STH32	682.53	681.49	0.37%	---	---	---	---	---	---	285	---	---
0040	205	-	219	STH32	681.49	680.70	0.37%	---	---	---	---	---	---	214	---	---
0010	211	-	213	STH32	685.88	685.81	1.00%	---	---	---	---	7	---	---	---	---
0010	213	-	219	STH32	685.81	685.59	0.96%	---	---	---	---	23	---	---	---	---
0010	215	-	217	STH32	686.53	686.46	1.00%	---	---	---	---	7	---	---	---	---
0010	217	-	219	STH32	686.46	686.26	0.96%	---	---	---	---	21	---	---	---	---
0040	219	-	223	STH32	680.70	680.20	0.31%	---	---	---	---	---	---	162	---	---
0010	221	-	223	STH32	686.70	686.48	0.95%	---	---	---	---	23	---	---	---	---
0040	223	-	239	STH32	680.10	677.58	1.53%	---	---	---	---	---	---	165	---	---
0010	231	-	233	STH32	685.25	685.18	1.00%	---	---	---	---	7	---	---	---	---
0010	233	-	239	STH32	685.18	684.84	0.98%	---	---	---	---	35	---	---	---	---
0010	235	-	237	STH32	686.29	686.22	1.00%	---	---	---	---	7	---	---	---	---
0010	237	-	239	STH32	686.22	686.02	1.00%	---	---	---	---	20	---	---	---	---
0040	239	-	257	STH32	677.58	676.10	0.90%	---	---	---	---	---	---	164	---	---
0010	251	-	257	STH32	685.41	685.19	0.98%	---	---	---	---	22	---	---	---	---
0010	253	-	255	STH32	684.79	684.72	0.96%	---	---	---	---	7	---	---	---	---
0010	255	-	257	STH32	684.72	684.55	1.00%	---	---	---	---	17	---	---	---	---
0040	257	-	261	STH32	675.85	674.60	0.85%	---	---	---	---	---	---	---	147	---
0040	261	-	263	STH32	674.10	672.85	0.81%	---	---	---	---	---	---	---	---	154
0040	263	-	267	STH32	672.85	671.62	0.77%	---	---	---	---	---	---	---	---	160
0010	265	-	267	STH32	680.26	680.06	0.96%	---	---	---	---	20	---	---	---	---
0040	267	-	269	STH32	671.60	670.19	0.88%	---	---	---	---	---	---	---	---	161
0040	269	-	285	STH32	670.17	669.53	1.17%	---	---	---	---	---	---	---	---	55
0010	281	-	283	STH32	676.44	676.37	0.96%	---	---	---	---	7	---	---	---	---
0010	283	-	285	STH32	676.37	676.19	1.00%	---	---	---	---	18	---	---	---	---
0040	285	-	E295	STH32	669.53	668.50	1.10%	---	---	---	---	---	---	---	---	94
0010	291	-	E295	STH32	676.54	676.10	2.06%	---	---	---	---	21	---	---	---	---
0010	293	-	E295	STH32	676.00	675.50	2.40%	---	---	---	---	21	---	---	---	---
0010	301	-	305	STH32	685.08	684.69	0.98%	---	---	40	---	---	---	---	---	---
0010	303	-	305	STH32	684.85	684.69	0.99%	---	---	16	---	---	---	---	---	---
0010	305	-	307	STH32	683.69	682.25	0.75%	---	---	---	192	---	---	---	---	---
0010	307	-	309	STH32	682.25	681.51	0.75%	---	---	---	98	---	---	---	---	---
0010	309	-	325	STH32	681.51	680.63	0.75%	---	---	---	117	---	---	---	---	---
0010	321	-	325	STH32	682.76	682.42	1.00%	---	---	34	---	---	---	---	---	---
0010	323	-	325	STH32	681.70	681.63	0.90%	8	---	---	---	---	---	---	---	---
0010	325	-	327	STH32	680.63	679.18	0.75%	---	193	---	---	---	---	---	---	---
0010	327	-	329	STH32	679.18	678.46	0.75%	---	95	---	---	---	---	---	---	---
0010	329	-	345	STH32	678.46	677.04	0.75%	---	---	---	189	---	---	---	---	---
0010	341	-	345	STH32	678.42	678.04	1.00%	---	---	38	---	---	---	---	---	---
0010	343	-	345	STH32	678.12	678.04	0.89%	8	---	---	---	---	---	---	---	---
0010	345	-	349	STH32	677.04	676.67	0.45%	---	---	---	84	---	---	---	---	---
0010	347	-	349	STH32	677.75	677.67	0.91%	9	---	---	---	---	---	---	---	---
0010	349	-	365	STH32	676.67	675.74	0.45%	---	---	---	207	---	---	---	---	---
0010	361	-	365	STH32	677.07	676.74	0.98%	---	---	34	---	---	---	---	---	---
0010	363	-	365	STH32	676.81	676.74	0.90%	---	---	8	---	---	---	---	---	---
0010	365	-	379	STH32	675.74	675.21	0.45%	---	---	---	119	---	---	---	---	---
0010	371	-	373	STH32	676.35	676.28	1.00%	---	---	7	---	---	---	---	---	---
0010	373	-	379	STH32	676.28	676.21	0.90%	---	---	8	---	---	---	---	---	---
0010	375	-	377	STH32	676.57	676.54	0.49%	---	---	7	---	---	---	---	---	---
0010	377	-	379	STH32	676.53	676.21	0.97%	---	---	34	---	---	---	---	---	---
0010	379	-	381	STH32	675.21	674.92	0.45%	---	---	---	63	---	---	---	---	---
0010	381	-	383	STH32	674.92	673.98	0.45%	---	---	---	210	---	---	---	---	---

(TABLE CONTINUED ON NEXT PAGE)

COMBINED & STORM SEWER PIPES

CATEGORY	FROM	-	TO	LOCATION	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	608.0312 SSPRC CL III 12-INCH LF	608.0324 SSPRC CL III 24-INCH LF	608.0412 SSPRC CL IV 12-INCH LF	608.0424 SSPRC CL IV 24-INCH LF	SPV.0090.31 COMBINED SEWER 12-INCH PVC LF	SPV.0090.31 COMBINED SEWER 12-INCH PVC LF	SPV.0090.32 COMBINED SEWER 15-INCH PVC LF	SPV.0090.33 COMBINED SEWER 18-INCH PVC LF	SPV.0090.34 COMBINED SEWER 24-INCH PVC LF
0010	383	-	397	STH32	673.98	673.89	0.45%	---	---	---	20	---	---	---	---	---
0010	391	-	397	STH32	676.35	676.31	0.50%	---	---	8	---	---	---	---	---	---
0010	393	-	395	STH32	676.61	676.50	0.53%	20	---	---	---	---	---	---	---	---
0010	395	-	397	STH32	676.50	676.31	0.50%	38	---	---	---	---	---	---	---	---
0010	397	-	399	STH32	673.89	673.74	0.45%		---	---	34	---	---	---	---	---
0010	399	-	401	STH32	673.74	673.71	0.45%	---	---	---	6	---	---	---	---	---
0010	401	-	415	STH32	673.71	673.48	0.45%	---	---	---	50	---	---	---	---	---
0010	411	-	413	STH32	676.59	676.53	0.53%	---	---	11	---	---	---	---	---	---
0010	413	-	415	STH32	676.53	676.32	0.61%	---	---	34	---	---	---	---	---	---
0010	415	-	417	STH32	673.48	673.04	0.78%	---	57	---	---	---	---	---	---	---
0010	417	-	421	STH32	673.04	672.91	0.78%	---	17	---	---	---	---	---	---	---
0010	419	-	421	STH32	676.06	676.00	0.61%	---	---	11	---	---	---	---	---	---
0010	421	-	431	STH32	672.91	671.92	0.78%	---	127	---	---	---	---	---	---	---
0010	431	-	433	STH32	671.92	671.86	0.78%	---	8	---	---	---	---	---	---	---
0010	433	-	E465	STH32	671.86	671.52	0.78%	---	43	---	---	---	---	---	---	---
0010	441	-	E445	STH32	680.81	680.20	4.99%	---	---	12	---	---	---	---	---	---
0010	443	-	E445	STH32	680.87	680.20	1.75%	---	---	38	---	---	---	---	---	---
0010	451	-	E453	STH32	679.64	679.39	2.94%	8	---	---	---	---	---	---	---	---
0010	455	-	E459	STH32	679.41	679.21	0.50%	---	---	41	---	---	---	---	---	---
0010	501	-	503	STH32	681.37	681.29	1.00%	---	---	8	---	---	---	---	---	---
0010	503	-	505	STH32	681.29	680.86	1.00%	---	---	44	---	---	---	---	---	---
0010	505	-	E507	STH32	680.86	680.33	1.00%	---	---	53	---	---	---	---	---	---
0010	511	-	E517	STH32	686.31	685.79	1.00%	---	---	52	---	---	---	---	---	---
0010	513	-	E517	STH32	686.36	685.79	1.00%	---	---	57	---	---	---	---	---	---
0010	531	-	E537	STH32	694.13	693.89	0.62%	---	---	39	---	---	---	---	---	---
0010	533	-	E537	STH32	694.00	693.89	1.65%	---	---	7	---	---	---	---	---	---
0010	543	-	E547	STH32	690.15	689.80	2.05%	---	---	17	---	---	---	---	---	---
0010	545	-	E547	STH32	690.28	689.85	1.12%	---	---	38	---	---	---	---	---	---
0010	553	-	555	STH32	693.42	692.99	0.96%	45	---	---	---	---	---	---	---	---
0010	555	-	E557	STH32	692.99	692.68	1.04%	30	---	---	---	---	---	---	---	---
							TOTAL 0010	166	540	696	1389	369	TOTAL 0040	419	1376	147	624

PIPE CONNECTION TO EXISTING STRUCTURE

CATEGORY	ROADWAY	STRUCTURE ID	STATION	OFFSET	SPV.0060.38 PIPE CONNECTION TO EXISTING STRUCTURE EACH
0010	STH 32				
		E465	67+40	41' RT	1
		E459	68+47	18' LT	2
		E445	69+86	16' LT	2
		E507	71+77	22' LT	1
		E517	75+71	18' LT	2
		E547	79+76	13' LT	2
		E537	83+16	18' RT	2
		E557	89+56	44' RT	1
	TOTAL 0010				13
0040	STH 32				
		E117	27+31	58' LT	2
		E295	27+76	1' LT	3
	TOTAL 0040				5

SUBSURFACE EXPLORATION

CATEGORY	LOCATION	SPV.0090.35 PIPE UNDERDRAIN EXPLORATION LF	SPV.0090.36 STORM SEWER LATERAL EXPLORATION LF
0010	UNDISTRIBUTED	100	100
	TOTAL 0010	100	100

SANITARY SEWER LATERAL EXPLORATION

CATEGORY	ROADWAY	STATION	OFFSET	TO	STATION	OFFSET	SPV.0090.37 SANITARY SEWER LATERAL EXPLORATION LF
0040	STH 32						
		46+60	22' LT	--	53+75	22' LT	715
	TOTAL 0040						715

STH 32 (LAKE DRIVE) & E CAPITOL DRIVE
VILLAGE OF SHOREWOOD
MILWAUKEE COUNTY
2225-13-70
CATEGORY 0010

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

REMOVING TRAFFIC SIGNALS

LOCATION	204.9060.S.01 REMOVING (REMOVING TRAFFIC SIGNALS STH 32 & E CAPITOL DR.) EACH
STH 32 & E CAPITOL DR.	1
TOTAL 0010	1

REMOVAL

SIGNAL BASE NO.	STATION	OFFSET	204.0195 REMOVING CONCRETE BASES EACH	653.0905 REMOVING PULL BOXES EACH
SB1	53+84	31.5' RT	1	--
SB2	53+87	32.4' LT	1	--
SB3	54+03	46.6' LT	1	--
SB4	54+66	50.8' LT	1	--
SB5	54+82	32.2' LT	1	--
SB6	54+80	27.1' RT	1	--
SB7	54+08	30.5' RT	1	--
SB8	53+95	29.3' RT	1	--
PB1	53+80	29.5' RT	--	1
PB2	53+85	25.8' LT	--	1
PB6	54+67	55.2' LT	--	1
PB7	54+91	24.9' LT	--	1
PB8	54+85	25.2' RT	--	1
PB9	53+97	26.7' RT	--	1
		TOTAL 0010	8	6

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
PB1	SB1	7	--	--	--
PB1	PB2	--	--	208	--
PB1	PB3	--	125	--	--
PB3	SB2	6	--	--	--
PB3	SB9	16	--	--	--
PB3	EPB1	--	84	--	--
EPB1	SB3	10	--	--	--
EPB1	EPB2	--	23	--	--
EPB2	PB4	--	105	--	--
PB4	SB4	7	--	--	--
PB4	PB5	--	82	--	--
PB5	SB5	9	--	--	--
PB5	PB6	--	--	225	--
PB5	PB7	--	110	--	--
PB7	SB6	5	--	--	--
PB7	SB10	8	--	--	--
PB7	PB8	--	--	--	220
PB8	SB7	11	--	--	--
PB8	SB8	4	--	--	--
	TOTAL 0010	83	529	433	220

LOOP DETECTORS

LOOP	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
11	53	262	135
12	49	50	127
21	38	430	105
22	38	440	105
23	36	214	102
24	46	224	122
43	57	161	172
44	68	172	194
45	65	166	188
46	67	168	191
61	45	254	120
62	39	40	107
TOTAL 0010	601	2,581	1,668

PULL BOX

PULL BOX	STATION	OFFSET	653.0135 PULL BOXES STEEL 24X36-INCH EACH	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB1	53+80	29.5' RT	--	1
PB2	51+74	28.8' RT	--	1
PB3	53+82	31.5' LT	--	1
PB4	54+79	51.3' LT	--	1
PB5	55+00	26.6' LT	--	1
PB6	57+12	27.1' LT	--	1
PB7	54+99	25.1' RT	--	1
PB8	53+98	32.0' RT	1	--
		TOTAL 0010	1	7

CONCRETE BASES

BASE NO	STATION	OFFSET	* 654.0101 CONCRETE BASES TYPE 1 EACH	654.0107 CONCRETE BASES TYPE 7 EACH	654.0110 CONCRETE BASES TYPE 10 EACH
SB1	53+85	25.3' RT	1	--	--
SB2	53+89	31.7' LT	--	--	1
SB3	54+07	48.3' LT	--	1	--
SB4	54+73	45.5' LT	1	--	--
SB5	54+93	32.5' LT	1	--	--
SB6	54+94	25.3' RT	--	--	1
SB7	54+09	30.6' RT	1	--	--
SB8	53+95	29.2' RT	1	--	--
SB9	53+98	37.0' LT	1	--	--
SB10	54+92	28.3' RT	1	--	--
		TOTAL 0010	7	1	2

STH 32 (LAKE DRIVE) & E CAPITOL DRIVE
VILLAGE OF SHOREWOOD
MILWAUKEE COUNTY
2225-13-70
CATEGORY 0010

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ABOVE GROUND SIGNAL CABLE

FROM	TO HEAD NO.	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF
SB1	1	15	--
SB1	12	15	--
SB1	B	6	--
SB2	7	47	--
SB2	8	34	--
SB2	13	15	--
SB2	B	6	--
SB3	9	15	--
SB3	14	15	--
SB4	4	--	15
SB4	15	15	--
SB4	B	6	--
SB5	6	15	--
SB5	16	15	--
SB5	B	6	--
SB6	2	32	--
SB6	3	15	--
SB6	5	--	43
SB6	17	15	--
SB7	10	15	--
SB8	11	15	--
SB9	B	6	--
SB10	B	6	--
	TOTAL 0010	329	58

ELECTRICAL WIRE

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CB1	SB1	67
SB1	SB2	114
SB2	SB9	45
SB9	SB3	105
SB3	SB4	145
SB4	SB5	95
SB5	SB6	107
SB6	SB10	36
SB10	SB7	165
SB7	SB8	38
SB8	CB1	77
	TOTAL 0010	994

UNDERGROUND CABLE

FROM	TO	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF
CB1	SB1	--	67
CB1	SB2	--	143
CB1	SB3	--	204
CB1	SB4	--	307
CB1	SB5	--	274
CB1	SB6	--	201
CB1	SB7	84	--
CB1	SB8	77	--
CB1	SB9	153	--
CB1	SB10	204	--
	TOTAL 0010	518	1,196

EVP DETECTOR CABLE

CATEGORY	LOCATION	SIGNAL BASE NO.	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF
0010	STH 32/STH 190	SB9 (HEAD A)	207
0010	STH 32/STH 190	SB9 (HEAD B)	209
0010	STH 32/STH 190	SB8 (HEAD C)	72
		TOTAL 0010	488

MONOTUBES & POLES

SIGNAL BASE NO.	* 657.0100 PEDESTAL BASES EACH	657.0345 POLES TYPE 9 EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	* 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0525 MONOTUBE ARMS 25-FT EACH	657.0530 MONOTUBE ARMS 30-FT EACH
SB1	1	--	--	1	--	--	--
SB2	--	1	--	--	--	--	1
SB4	1	--	--	--	1	--	--
SB5	1	--	--	1	--	--	--
SB6	--	1	--	--	--	1	--
SB7	1	--	--	1	--	--	--
SB8	1	--	--	1	--	--	--
SB9	1	--	1	--	--	--	--
SB10	1	--	1	--	--	--	--
TOTAL 0010	7	2	2	4	1	1	1

SIGNAL MOUNTING

LOCATION	658.5070.01 SIGNAL MOUNTING HARDWARE (STH 32/STH 190) EACH
STH 32 & E CAPITOL DR.	1
TOTAL 0010	1

3

INSTALL TRAFFIC SIGNAL CONTROLLER

LOCATION	SPV.0060.62 FURNISH AND INSTALL TRAFFIC SIGNAL CONTROLLER ITEMS AT STH 32/ STH 190 EACH
STH 32 & E CAPITOL DR.	1
TOTAL 0010	1

PEDESTRIAN PUSH BUTTON SYSTEM

LOCATION	SPV.0060.63 FURNISH AND INSTALL ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM AT STH 32/STH 190 EACH
STH 32 & STH 190	1
TOTAL 0010	1

EMERGENCY VEHICLE PREEMPTION

LOCATION	SPV.0060.64 FURNISH AND INSTALL EMERGENCY VEHICLE PREEMPTION SYSTEM AT STH 32/STH 190 EACH
STH 32 & STH 190	1
TOTAL 0010	1

SIGNAL FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
1	SB1	1	--
12	SB1	--	1
7	SB2	1	--
8	SB2	1	--
13	SB2	--	1
9	SB3	1	--
14	SB3	--	1
4	SB4	1	--
15	SB4	--	1
6	SB5	1	--
16	SB5	--	1
2	SB6	1	--
3	SB6	1	--
5	SB6	1	--
17	SB6	--	1
10	SB7	1	--
11	SB8	1	--
	TOTAL 0010	11	6

RETROREFLECTIVE BACKPLATE

SIGNAL HEAD NO.	SPV.0060.71 RETROREFLECTIVE BACKPLATE 3S EACH	SPV.0060.72 RETROREFLECTIVE BACKPLATE 4S EACH
1	1	--
2	1	--
3	1	--
4	--	1
5	--	1
6	1	--
7	1	--
8	1	--
9	1	--
10	1	--
11	1	--
TOTAL 0010	9	2

FIBER OPTIC

LOCATION	SPV.0060.73 REMOVE, PROTECT, AND RECONNECT FIBER OPTIC CABLE EACH
STH 32 & STH 190	1
TOTAL 0010	1

EVP CARD

LOCATION	SPV.0060.69 EVP CARD EACH
STH 32 & STH 190	1
TOTAL 0010	1

GPS

SPV.0060.70

GPS DEVICE WITH GPS RECEIVER FOR RESETING CLOCK TIME IN TRAFFIC SIGNAL CONTROLLER

LOCATION	EACH
STH 32 & STH 190	1
TOTAL 0010	1

REMOVE AND REINSTALL DECORATIVE LIGHT POLE

LOCATION	SPV.0060.67 REMOVE AND REINSTALL DECORATIVE LIGHT POLE EACH
SB3	1
TOTAL 0010	1

BATTERY BACKUP SYSTEM

LOCATION	SPV.0060.68 BATTERY BACKUP SYSTEM FOR TRAFFIC INTERSECTION AT STH 32/STH 190 EACH
STH 32 & STH 190	1
TOTAL 0010	1

3

3

RECTANGULAR RAPID FLASHING BEACONS

BASE NO	STATION	OFFSET	LOCATION	SPV.0060.75 RRFB SYSTEM STH 32 NB AT MENLO BLVD ASSEMBLY EACH	SPV.0060.76 RRFB SYSTEM STH 32 SB AT MENLO BLVD ASSEMBLY EACH	SPV.0060.77 RRFB SYSTEM STH 32 NB AT JARVIS ST (NE CORNER) ASSEMBLY EACH	SPV.0060.78 RRFB SYSTEM STH 32 NB AT JARVIS ST (SE CORNER) ASSEMBLY EACH	SPV.0060.79 RRFB SYSTEM STH 32 NB AT JARVIS ST (NW CORNER) ASSEMBLY EACH	SPV.0060.80 RRFB SYSTEM STH 32 NB AT JARVIS ST (SW CORNER) ASSEMBLY EACH
RRFB 1	36+23.19	25.96' LT	E MENLO BLVD	1	--	--	--	--	--
RRFB 2	36+23.27	17.91' RT	E MENLO BLVD	--	1	--	--	--	--
RRFB 11	64+23.34	25.91' LT	E JARVIS ST	--	--	1	--	--	--
RRFB 12	64+87.26	26.04' LT	E JARVIS ST	--	--	--	1	--	--
RRFB 13	64+31.90	17.91' RT	E JARVIS ST	--	--	--	--	1	--
RRFB 14	64+87.36	17.91' RT	E JARVIS ST	--	--	--	--	--	1
			TOTAL 0040	1	1	1	1	1	1

LIGHTING - WIRE AND CONDUIT - TEMPORARY

CATEGORY	FROM	TO	652.0615* CONDUIT SPECIAL 3-INCH LF	655.0630* ELECTRICAL WIRE LIGHTING 4 AWG LF	REMARKS
0040	LPB-15	EX-PB-6	74	486	BORED
0040	LPB-15	EX-PB-6	74	243	BORED
		TOTAL 0040	148	729	

LIGHTING - WIRE AND CONDUIT - FINAL

CATEGORY	STAGE	FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 -INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3 -INCH LF	652.0605 CONDUIT SPECIAL 2 -INCH LF	652.0615* CONDUIT SPECIAL 3 -INCH LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	655.0630* ELECTRICAL WIRE LIGHTING 4 AWG LF	REMARKS
0030		EX-LCC-1	LPB-14	EXISTING	--	--	--	480	240	
0030		LPB-14	LED-C4	BORED	--	111	--	354	--	
0030		LED-C4	LPB-7	BORED	--	95	--	306	--	
0030		LPB-7	LPB-11	--	BORED	--	87	--	--	EMPTY
0030		LPB-7	LED-C3	BORED	--	157	--	492	--	
0030		LED-C3	LPB-6	BORED	--	108	--	345	--	
0030		LPB-6	LPB-10	--	118	--	--	--	--	EMPTY
0030		LPB-6	LED-C2	BORED	--	138	--	435	--	
0030		LED-C2	LED-C1	BORED	--	263	--	810	--	
0030		LED-C1	STUB	20	--	--	--	--	--	EMPTY
0030		LPB-14	LPB-15	--	BORED	--	64	426	426	
0030		LPB-15	LPB-17	--	58	--	--	--	390	
0030		LPB-15	LPB-17	--	58	--	--	390	--	
0030		LPB-17	LED-D5	BORED	--	25	--	192	--	
0030		LPB-17	LPB-13	BORED	--	216	--	--	1338	
0030		LPB-17	LPB-13	BORED	--	216	--	669	--	
0030		LPB-13	EX-LED-1	BORED	--	24	--	--	93	
0030		LPB-13	LPB-12	--	53	--	--	--	360	
0030		LPB-13	LPB-12	--	53	--	--	180	--	
0030		LPB-12	LPB-11	BORED	--	57	--	192	192	
0030		LPB-11	LED-D4	BORED	--	21	--	168	--	
0030		LPB-11	LPB-10	BORED	--	263	--	810	810	
0030		LPB-10	LPB-9	BORED	--	45	--	156	156	
0030		LPB-9	LED-D3	13	--	--	--	120	--	
0030		LPB-9	LPB-8	--	44	--	--	153	153	
0030		LPB-8	LPB-4	BORED	--	26	--	99	99	
0030		LPB-4	LED-D2	15	--	--	--	132	--	
0030		LPB-4	LPB-2	BORED	--	262	--	807	807	
0030		LPB-2	LED-D1	14	--	--	--	63	--	
0030		LPB-2	LPB-1	BORED	--	74	--	--	243	
0030		LPB-1	LPB-5	--	55	--	--	--	--	EMPTY
0030		LPB-1	LPB-5	--	55	--	--	--	--	EMPTY
0030		LPB-15	LED-C5	BORED	--	109	--	348	--	
0030		LED-C5	LED-C6	BORED	--	232	--	717	--	
0030		LED-C6	LPB-16	BORED	--	145	--	456	--	
0030		LPB-16	LPB-22	--	54	--	--	--	--	EMPTY
0030		LPB-16	LPB-22	--	54	--	--	--	--	EMPTY
0030		LPB-16	LED-C7	BORED	--	108	--	345	--	
0030		LED-C7	LPB-23	BORED	--	219	--	678	--	
0030		LPB-23	LPB-25	--	65	--	--	--	--	EMPTY
0030		LPB-23	LPB-25	--	65	--	--	--	--	EMPTY
0030		LPB-23	LED-C8	BORED	--	38	--	135	--	
0030		LED-C8	LED-C9	BORED	--	262	--	807	--	
0030		LED-C9	LED-C10	BORED	--	262	--	807	--	
0030		LED-C10	LPB-26	BORED	--	215	--	666	--	
0030		LPB-26	LPB-27	--	56	--	--	--	--	EMPTY
0030		LPB-26	LPB-27	--	56	--	--	--	--	EMPTY
0030		LPB-26	LED-C11	BORED	--	48	--	165	--	
0030		LED-C11	LED-C12	BORED	--	95	--	306	--	
0030		LED-C12	LED-C13	BORED	--	71	--	234	--	

(TABLE CONTINUED ON NEXT PAGE)

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

LIGHTING - WIRE AND CONDUIT - FINAL

CATEGORY	STAGE	FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 -INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3 -INCH LF	652.0605 CONDUIT SPECIAL 2 -INCH LF	652.0615* CONDUIT SPECIAL 3 -INCH LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	655.0630* ELECTRICAL WIRE LIGHTING 4 AWG LF	REMARKS
0030		LED-C13	LED-C14	BORED	--	233	--	720	--	
0030		LED-C14	LED-C15	BORED	--	262	--	807	--	
0030		LED-C15	LED-C16	BORED	--	254	--	783	--	
0030		LED-C16	LPB-30	BORED	--	224	--	693	--	
0030		LPB-30	LPB-34	--	50	--	--	--	--	EMPTY
0030		LPB-30	LPB-34	--	50	--	--	--	--	EMPTY
0030		LPB-30	LED-C17	12	--	--	--	57	--	
0030		LED-C17	LED-C18	BORED	--	282	--	867	--	
0030		LED-C18	LPB-35	9	--	--	--	48	--	
0030		LPB-35	LPB-37	--	62	--	--	--	--	EMPTY
0030		LPB-35	LPB-37	--	62	--	--	--	--	EMPTY
0030		LPB-35	LED-C19	BORED	--	238	--	735	--	
0030		LED-C19	LPB-36	BORED	--	159	--	498	--	
0030		LPB-36	LPB-40	--	53	--	--	--	--	EMPTY
0030		LPB-36	LPB-40	--	53	--	--	--	--	EMPTY
0030		LPB-36	LED-C20	BORED	--	123	--	390	--	
0030		LED-C20	LED-C21	BORED	--	253	--	780	--	
0030		LED-C21	LPB-43	BORED	--	43	--	150	--	
0030		LPB-43	LPB-44	--	58	--	--	--	--	EMPTY
0030		LPB-43	LPB-44	--	58	--	--	--	--	EMPTY
0030		LPB-43	LED-C22	BORED	--	234	--	723	--	
0030		LED-C22	LED-C23	BORED	--	212	--	657	--	
0030		LED-C23	LPB-47	9	--	--	--	48	--	
0030		LPB-47	LPB-50	--	60	--	--	--	--	EMPTY
0030		LPB-47	LPB-50	--	60	--	--	--	--	EMPTY
0030		LPB-47	LED-C24	BORED	--	234	--	723	--	
0030		LED-C24	LED-C25	BORED	--	277	--	852	--	
0030		LED-C25	LED-C26	BORED	--	237	--	732	--	
0030		LED-C26	LED-C27	BORED	--	230	--	711	--	
0030		LED-C27	LED-C28	BORED	--	129	--	408	--	
0030		LED-C28	LPB-51	14	--	--	--	--	--	
0030		LPB-51	LPB-52	--	50	--	--	--	--	EMPTY
0030		LPB-51	LPB-52	--	50	--	--	--	--	EMPTY
0030		LPB-17	LED-D6	BORED	--	56	--	189	--	
0030		LED-D6	LPB-18	12	--	--	--	57	--	
0030		LED-D6	STUB	20	--	--	--	--	--	
0030		LPB-18	LPB-19	--	48	--	--	165	--	
0030		LPB-19	LED-D-7	BORED	--	161	--	504	--	
0030		LED-D-7	LPB-20	BORED	--	181	--	564	--	
0030		LPB-20	LPB-21	--	44	--	--	153	--	
0030		LPB-21	LED-D8	BORED	--	24	--	186	--	
0030		LED-D8	STUB	20	--	--	--	--	--	
0030		LPB-21	LPB-22	BORED	--	64	--	213	--	
0030		LPB-22	LED-D9	BORED	--	17	--	144	--	
0030		LPB-22	LED-D10	BORED	--	244	--	753	--	
0030		LED-D10	LPB-24	BORED	--	30	--	111	--	
0030		LPB-24	LPB-25	--	79	--	--	258	--	
0030		LPB-25	LED-D11	BORED	--	31	--	228	--	
0030		LED-D11	STUB	20	--	--	--	--	--	
0030		LPB-25	LED-D12	BORED	--	159	--	498	--	

(TABLE CONTINUED ON NEXT PAGE)

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

LIGHTING - WIRE AND CONDUIT - FINAL

CATEGORY	STAGE	FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 -INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3 -INCH LF	652.0605 CONDUIT SPECIAL 2 -INCH LF	652.0615* CONDUIT SPECIAL 3 -INCH LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	655.0630* ELECTRICAL WIRE LIGHTING 4 AWG LF	REMARKS
0030		LED-D12	LED-D13	BORED	--	255	--	786	--	
0030		LED-D13	LED-D14	BORED	--	247	--	762	--	
0030		LED-D14	LPB-27	BORED	--	92	--	297	--	
0030		A-153	LPB-28	BORED	--	21	--	--	196	
0030		LPB-27	LPB-29	--	BORED	--	137	432	--	
0030		LPB-29	LED-D15	BORED	--	158	--	495	--	
0030		LED-D15	LED-D16	BORED	--	265	--	816	--	
0030		LED-D16	LED-D17	BORED	--	256	--	789	--	
0030		LED-D17	LED-D18	BORED	--	257	--	792	--	
0030		LED-D18	LPB-31	BORED	--	26	--	99	--	
0030		LPB-31	LPB-32	BORED	--	47	--	162	--	
0030		LPB-32	LPB-33	--	43	--	--	150	--	
0030		LPB-33	LED-D19	9	--	9	--	60	--	
0030		LED-D19	LPB-34	BORED	--	49	--	168	--	
0030		LPB-34	LED-D20	BORED	--	147	--	462	--	
0030		LED-D20	LPB-37	BORED	--	142	--	447	--	
0030		LPB-37	LPB-38	BORED	--	54	--	183	--	
0030		LPB-38	LED-D21	10	--	10	--	132	--	
0030		LED-D21	STUB	20	--	--	--	--	--	
0030		LPB-38	LPB-39	--	40	--	--	141	--	
0030		LPB-39	LED-D22	BORED	--	71	--	234	--	
0030		LED-D22	LED-D23	BORED	--	273	--	840	--	
0030		LED-D23	LPB-40	BORED	--	29	--	108	--	
0030		LPB-40	LPB-41	BORED	--	26	--	99	--	
0030		LPB-41	LED-D24	10	--	10	--	132	--	
0030		LED-D24	STUB	20	--	--	--	--	--	
0030		LPB-41	LPB-42	--	36	--	--	129	--	
0030		LPB-42	LED-D25	BORED	--	188	--	585	--	
0030		LED-D25	LPB-44	BORED	--	170	--	531	--	
0030		LPB-44	LPB-45	BORED	--	33	--	120	--	
0030		LPB-45	LPB-46	--	38	--	--	135	--	
0030		LPB-46	LED-D26	BORED	--	47	--	162	--	
0030		LED-D26	LED-D27	BORED	--	250	--	771	--	
0030		LED-D27	LPB-48	BORED	--	99	--	318	--	
0030		LPB-48	LPB-49	--	44	--	--	153	--	
0030		LPB-49	LED-D28	BORED	--	16	--	138	--	
0030		LED-D28	STUB	20	--	--	--	--	--	
0030		LPB-49	LPB-50	BORED	--	42	--	147	--	
0030		LPB-50	LED-D29	BORED	--	122	--	387	--	
0030		LED-D29	LED-D30	BORED	--	270	--	831	--	
0030		LED-D30	LED-D31	BORED	--	233	--	720	--	
0030		LED-D31	LED-D32	BORED	--	230	--	711	--	
0030		LED-D32	LPB-52	BORED	--	255	--	786	--	
0030		LPB-52	LED-D33	BORED	--	62	--	207	--	
0030		LED-D33	STUB	20	--	--	--	--	--	
0030		LED-D33	LPB-53	10	--	--	--	51	--	
0030		LPB-53	LPB-54	--	46	--	--	159	--	
0030		LPB-54	LED-34	BORED	--	35	--	126	--	
0030		LED-34	STUB	20	--	--	--	--	--	
			TOTAL 0030	317	1,928	12,992	288	44,601	5,503	

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

PULL BOXES

CATEGORY	DESCRIPTION	STATION	OFFSET	653.0135* PULL BOXES STEEL 24X36-INCH EACH	653.0140* PULL BOXES STEEL 24X42-INCH EACH	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF
0030	LPB-1	27+66	31.1'LT	--	1	50
0030	LPB-2	28+32	24.6'LT	1	--	50
0030	LPB-4	31+05	32.2'LT	1	--	50
0030	LPB-5	27+66	18.5'RT	--	1	50
0030	LPB-6	33+61	31.1'RT	--	1	50
0030	LPB-7	36+15	16.6'RT	--	1	50
0030	LPB-8	32+96	55.0'LT	--	1	50
0030	LPB-9	33+35	55.0'LT	--	1	50
0030	LPB-10	33+61	25.6'LT	--	1	50
0030	LPB-11	36+15	24.6'LT	--	1	50
0030	LPB-12	36+32	70.2'LT	--	1	50
0030	LPB-13	36+78	66.8'LT	--	1	50
0030	LPB-14	38+02	38.2'RT	--	1	50
0030	LPB-15	38+59	28.3'RT	--	1	50
0030	LPB-16	43+28	24.7'RT	--	1	50
0030	LPB-17	38+59	24.6'LT	--	1	50
0030	LPB-18	38+94	48.7'LT	--	1	50
0030	LPB-19	39+36	41.1'LT	--	1	50
0030	LPB-20	42+37	49.5'LT	--	1	50
0030	LPB-21	42+76	46.1'LT	--	1	50
0030	LPB-22	43+29	24.2'LT	--	1	50
0030	LPB-23	46+41	26.0'RT	--	1	50
0030	LPB-24	45+80	46.0'LT	--	1	50
0030	LPB-25	46+46	34.0'LT	--	1	50
0030	LPB-26	53+71	25.5'RT	--	1	50
0030	LPB-27	53+73	25.9'LT	--	1	50
0030	LPB-28	54+19	61.0'LT	1	--	50
0030	LPB-29	55+10	25.6'LT	--	1	50
0030	LPB-30	64+98	18.2'RT	--	1	50
0030	LPB-31	64+20	29.4'LT	--	1	50
0030	LPB-32	64+36	63.4'LT	--	1	50
0030	LPB-33	64+75	63.5'LT	--	1	50
0030	LPB-34	65+01	27.0'LT	--	1	50
0030	LPB-35	67+85	28.3'RT	--	1	50
0030	LPB-36	71+56	18.8'RT	--	1	50
0030	LPB-37	67+71	24.3'LT	--	1	50
0030	LPB-38	67+99	61.5'LT	--	1	50
0030	LPB-39	68+33	64.1'LT	--	1	50
0030	LPB-40	71+56	29.6'LT	--	1	50
0030	LPB-41	71+68	46.1'LT	--	1	50
0030	LPB-42	72+01	46.0'LT	--	1	50
0030	LPB-43	75+42	25.0'RT	--	1	50
0030	LPB-44	75+45	28.0'LT	--	1	50
0030	LPB-45	75+62	50.8'LT	--	1	50
0030	LPB-46	75+95	50.9'LT	--	1	50
0030	LPB-47	79+75	24.9'RT	--	1	50
0030	LPB-48	79+31	63.5'LT	--	1	50
0030	LPB-49	79+70	61.9'LT	--	1	50
0030	LPB-50	79+74	29.2'LT	--	1	50
0030	LPB-51	90+42	18.9'RT	--	1	50
0030	LPB-52	90+42	25.6'LT	--	1	50
0030	LPB-53	90+83	55.2'LT	--	1	50
0030	LPB-54	91+19	36.2'LT	--	1	50
			TOTAL 0030	3	50	2,650

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LIGHTING - REMOVAL

CATEGORY	STAGE	DESCRIPTION	LOCATION STATION	LOCATION OFFSET	653.0905* REMOVING PULL BOXES EACH	SPV.0060.52 REMOVE AND SALVAGE MUNICIPAL LIGHTING UNITS EACH
0030		EX-PB-1	29+74	25.0'RT	1	--
0030		EX-PB-2	29+76	32.2'LT	1	--
0030		EX-LP-1	29+74	27.6'RT	--	1
0030		EX-LP-2	28+35	26.4'LT	--	1
0030		EX-LP-3	31+00	26.9'LT	--	1
0030		EX-LP-4	32+26	27.7'RT	--	1
0030		EX-LP-5	34+72	27.3'RT	--	1
0030		EX-LP-6	37+10	27.8'RT	--	1
0030		EX-LP-7	33+37	29.4'LT	--	1
0030		EX-LP-8	35+94	27.2'LT	--	1
0030		EX-PB-3	36+75	32.8'LT	1	--
0030		EX-PB-4	37+06	32.8'LT	1	--
0030		EX-PB-5	38+03	30.4'RT	1	--
0030		EX-PB-6	37+97	29.4'LT	1	--
0030		EX-LP-10	39+58	26.6'RT	--	1
0030		EX-LP-11	41+94	26.5'RT	--	1
0030		EX-LP-12	38+34	26.8'LT	--	1
0030		EX-LP-13	38+94	58.8'LT	--	1
0030		EX-LP-14	40+79	26.1'LT	--	1
0030		EX-LP-15	42+80	62.2'LT	--	1
0030		EX-LP-16	43+14	25.9'LT	--	1
0030		EX-LP-17	44+35	26.3'RT	--	1
0030		EX-LP-19	46+73	27.4'RT	--	1
0030		EX-LP-20	49+18	27.2'RT	--	1
0030		EX-LP-21	45+58	26.2'LT	--	1
0030		EX-LP-22	46+49	63.8'LT	--	1
0030		EX-LP-23	47+95	37.6'LT	--	1
0030		EX-LP-24	51+63	27.4'RT	--	1
0030		EX-LP-25	54+35	28.5'RT	--	1
0030		EX-LP-26	55+41	25.7'RT	--	1
0030		EX-LP-27	50+45	25.4'LT	--	1
0030		EX-LP-28	52+82	29.0'LT	--	1
0030		EX-LP-30	57+82	26.0'RT	--	1
0030		EX-LP-31	60+30	25.7'RT	--	1
0030		EX-LP-32	56+65	26.0'LT	--	1
0030		EX-LP-33	59+07	25.8'LT	--	1
0030		EX-LP-34	61+48	25.6'LT	--	1
0030		EX-LP-35	62+72	25.8'RT	--	1
0030		EX-LP-36	65+10	26.0'RT	--	1
0030		EX-LP-37	63+96	25.9'LT	--	1
0030		EX-LP-38	64+75	64.7'LT	--	1
0030		EX-LP-39	66+35	26.8'LT	--	1
0030		EX-LP-40	67+75	26.9'RT	--	1
0030		EX-LP-41	70+16	26.3'RT	--	1
0030		EX-LP-42	72+67	28.7'RT	--	1
0030		EX-LP-43	68+00	71.4'LT	--	1
0030		EX-LP-44	68+78	25.8'LT	--	1
0030		EX-LP-45	71+38	25.4'LT	--	1
0030		EX-LP-46	71+66	56.1'LT	--	1
0030		EX-LP-47	75+05	26.7'RT	--	1
0030		EX-LP-48	77+62	27.2'RT	--	1
0030		EX-LP-49	73+78	27.0'LT	--	1
0030		EX-PB-7	75+49	30.4'LT	1	--
0030		EX-LP-51	76+28	25.4'LT	--	1
0030		EX-LP-52	78+58	26.7'LT	--	1
0030		EX-LP-53	79+76	26.9'RT	--	1
0030		EX-LP-54	82+02	26.9'RT	--	1
0030		EX-LP-55	79+75	76.1'LT	--	1
0030		EX-LP-56	61+52	26.0'LT	--	1
0030		EX-LP-57	83+42	24.5'LT	--	1
0030		EX-LP-58	64+76	25.5'RT	--	1
0030		EX-LP-59	86+94	25.4'RT	--	1
0030		EX-LP-60	89+19	27.3'RT	--	1
0030		EX-LP-61	85+78	25.9'LT	--	1
0030		EX-LP-62	88+01	26.6'LT	--	1
0030		EX-LP-63	90+32	26.5'RT	--	1
0030		EX-LP-64	90+88	64.1'LT	--	1
0030		EX-LP-65	91+53	26.0'LT	--	1
				TOTAL 0030	7	61

3

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LIGHTING AND MISCELLANEOUS - FINAL

CATEGORY	STAGE	DESCRIPTION	STATION	OFFSET	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	SPV.0060.50 DECORATIVE LUMINAIRE EACH	SPV.0060.51 DECORATIVE POLE EACH
0040	1	LED-C1	29+79	27.0'RT	60	1	1
0040	1	LED-C2	32+31	27.0'RT	60	1	1
0040	1	LED-C3	34+67	27.1'RT	60	1	1
0040	1	LED-C4	37+03	19.7'RT	60	1	1
0040	1	LED-C5	39+63	27.0'RT	60	1	1
0040	1	LED-C6	41+89	27.0'RT	60	1	1
0040	1	LED-C7	44+30	27.0'RT	60	1	1
0040	1	LED-C8	46+69	27.0'RT	60	1	1
0040	1	LED-C9	49+23	27.0'RT	60	1	1
0040	1	LED-C10	51+68	27.0'RT	60	1	1
0040	1	LED-C11	54+03	27.1'RT	60	1	1
0040	1	LED-C12	54+82	27.1'RT	60	1	1
0040	1	LED-C13	55+46	27.0'RT	60	1	1
0040	1	LED-C14	57+79	30.0'RT	60	1	1
0040	1	LED-C15	60+35	27.0'RT	60	1	1
0040	1	LED-C16	62+85	27.0'RT	60	1	1
0040	1	LED-C17	65+05	19.0'RT	60	1	1
0040	1	LED-C18	67+81	27.0'RT	60	1	1
0040	1	LED-C19	70+10	27.0'RT	60	1	1
0040	1	LED-C20	72+66	27.0'RT	60	1	1
0040	1	LED-C21	75+10	27.0'RT	60	1	1
0040	1	LED-C22	77+67	27.0'RT	60	1	1
0040	1	LED-C23	79+71	27.0'RT	60	1	1
0040	1	LED-C24	81+98	27.0'RT	60	1	1
0040	1	LED-C25	84+59	27.0'RT	60	1	1
0040	1	LED-C26	86+89	27.0'RT	60	1	1
0040	1	LED-C27	89+14	27.0'RT	60	1	1
0040	1	LED-C28	90+35	22.7'RT	60	1	1
0040	2	LED-D1	28+40	27.0'LT	60	1	1
0040	2	LED-D2	30+97	27.0'LT	60	1	1
0040	2	LED-D3	33+36	47.0'LT	60	1	1
0040	2	LED-D4	35+99	27.0'LT	60	1	1
0040	2	LED-D5	38+39	27.0'LT	60	1	1
0040	2	LED-D6	38+94	55.2'LT	60	1	1
0040	2	LED-D7	40+83	27.0'LT	60	1	1
0040	2	LED-D8	42+78	62.3'LT	60	1	1
0040	2	LED-D9	43+19	27.0'LT	60	1	1
0040	2	LED-D10	45+63	27.0'LT	60	1	1
0040	2	LED-D11	46+48	59.8'LT	60	1	1
0040	2	LED-D12	47+98	26.0'LT	60	1	1
0040	2	LED-D13	50+47	0.0'LT	60	1	1
0040	2	LED-D14	52+87	27.0'RT	60	1	1
0040	2	LED-D15	56+60	27.0'LT	60	1	1
0040	2	LED-D16	59+12	25.6'LT	60	1	1
0040	2	LED-D17	61+52	27.0'LT	60	1	1
0040	2	LED-D18	64+01	27.0'LT	60	1	1
0040	2	LED-D19	64+76	59.7'LT	60	1	1
0040	2	LED-D20	66+40	27.0'LT	60	1	1
0040	2	LED-D21	68+00	66.4'LT	60	1	1
0040	2	LED-D22	68+72	27.0'LT	60	1	1
0040	2	LED-D23	71+33	27.0'LT	60	1	1
0040	2	LED-D24	71+68	51.1'LT	60	1	1
0040	2	LED-D25	73+83	29.0'LT	60	1	1
0040	2	LED-D26	76+23	27.0'LT	60	1	1
0040	2	LED-D27	78+63	27.0'LT	60	1	1
0040	2	LED-D28	79+75	71.2'LT	60	1	1
0040	2	LED-D29	80+89	27.0'LT	60	1	1
0040	2	LED-D30	83+47	25.6'LT	60	1	1
0040	2	LED-D31	85+73	27.0'LT	60	1	1
0040	2	LED-D32	87+96	26.0'LT	60	1	1
0040	2	LED-D33	90+85	59.7'LT	60	1	1
0040	2	LED-D34	91+45	26.0'LT	60	1	1
0040	2	A-153	54+07	48.3'LT	110	--	--
				TOTAL 0040	3,830	62	62

* - ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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WATER MAIN

CATEGORY	LOCATION	SPV.0060.40 HYDRANT ASSEMBLY EACH	SPV.0060.41 GATE VALVE & VALVE BOX 6-INCH EACH	SPV.0060.42 GATE VALVE & VALVE BOX 8-INCH EACH	SPV.0060.43 REMOVE WATER METER PIT EACH	SPV.0090.40 PVC HYDRANT LEAD 6-INCH LF	SPV.0090.41 PVC WATER MAIN 6-INCH LF	SPV.0090.42 PVC WATER MAIN 8-INCH LF	SPV.0090.43 COPPER WATER SERVICE 1-INCH LF	SPV.0090.44 COPPER WATER SERVICE 2-INCH LF	SPV.0090.45 COPPER WATER SERVICE 3-INCH LF	SPV.0090.46 CONSTRUCTION STAKING WATER MAIN LF
0040	STH 32	16	11	30	1	460	175	7,110	3,173	237	100	7,285
	TOTAL 0040	16	11	30	1	460	175	7,110	3,173	237	100	7,285

WATER MAIN ADJUSTMENTS - CITY OF MILWAUKEE

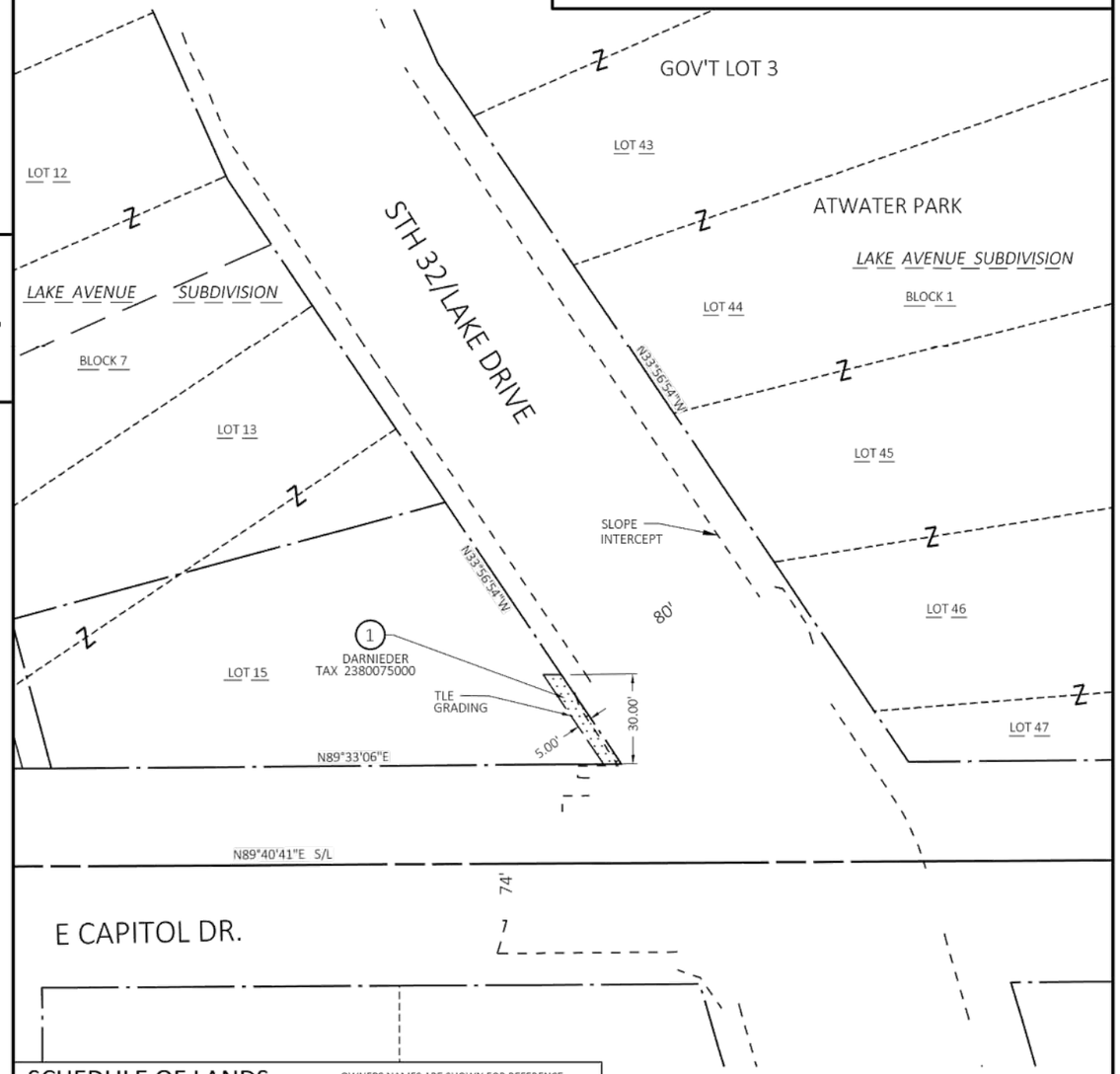
CATEGORY	LOCATION	SPV.0060.02 ADJUSTING CITY OF MILWAUKEE WATER VALVE BOXES EACH
0040	STH 32 AT EDGEWOOD AVE	4
	TOTAL 0040	4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

R/W PROJECT NUMBER: 2225-13-20	SHEET NUMBER: 4.01

TLE ACQUISITION EXHIBIT
LAKE DRIVE, VILLAGE OF SHOREWOOD
EDGEWOOD AVENUE TO KENSINGTON BOULEVARD
STH 32 MILWAUKEE COUNTY

PART OF GOVERNMENT LOT 3 OF SECTION 3, T7N-R22E,
VILLAGE OF SHOREWOOD, MILWAUKEE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS()	INTEREST REQUIRED	TLE S.F.
1	MARK C. DARNIEDER AND JULIE J. DARNIEDER, HUSBAND AND WIFE	TLE	180

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	UTILITIES OWNERS()	INTEREST REQUIRED
N/A	N/A	N/A

SCALE, FEET 0 25 50

GN

N.C. 7/09/2024
7/03/2023

THIS MAP IS APPROVED FOR THE VILLAGE OF SHOREWOOD

SIGNATURE: _____ DATE: 7/09/2024

PRINT NAME: Ann McCullough McKaig (Village President)

FILE NAME : 200447_STH 32_RW_PLAT-EXHIBITS-RO2.DWG PLOT DATE : 7/9/2024 11:29 AM R/W PROJECT: 2225-13-20

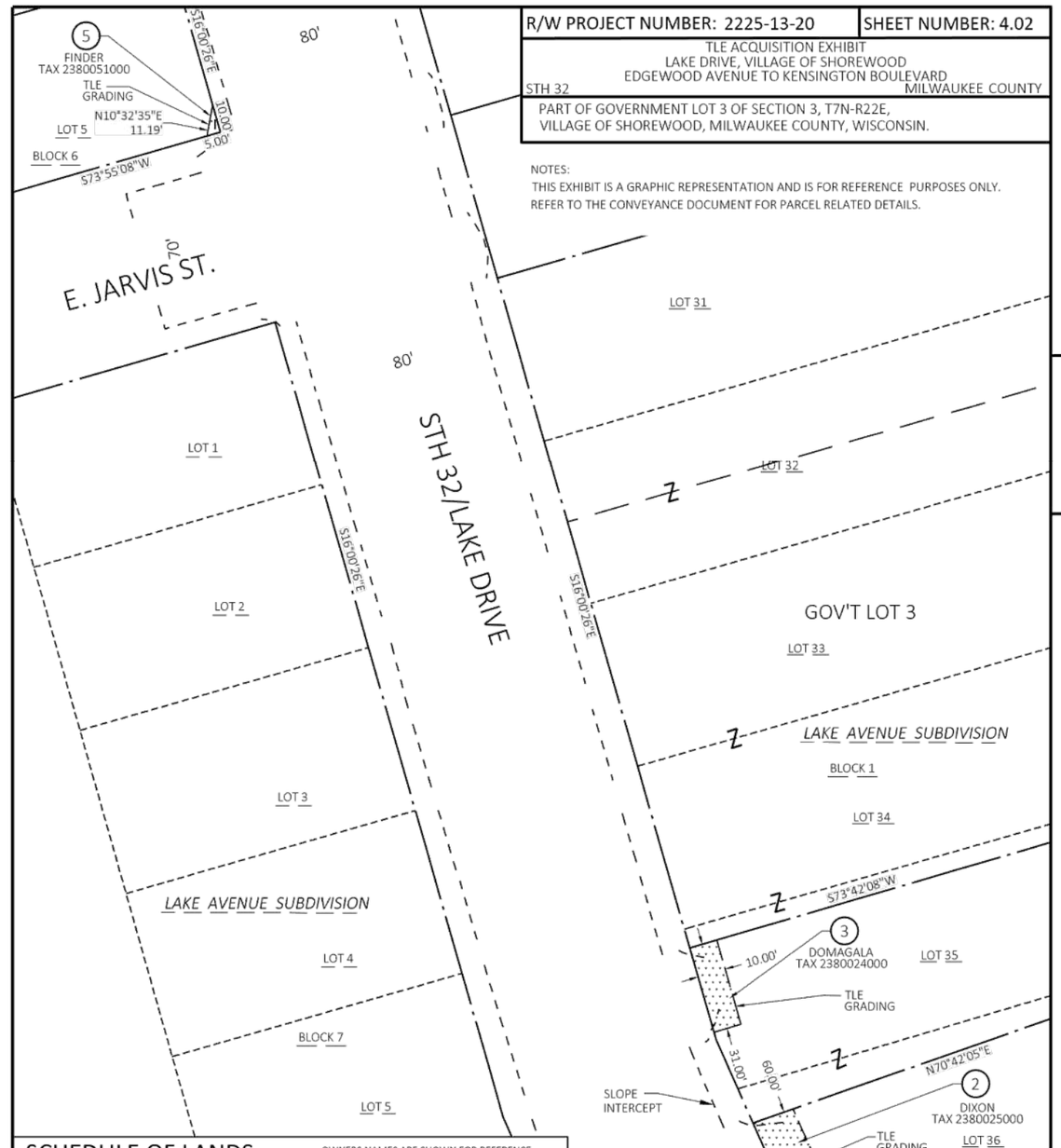
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R/W PROJECT NUMBER: 2225-13-20	SHEET NUMBER: 4.02

TLE ACQUISITION EXHIBIT
LAKE DRIVE, VILLAGE OF SHOREWOOD
EDGEWOOD AVENUE TO KENSINGTON BOULEVARD
STH 32 MILWAUKEE COUNTY

PART OF GOVERNMENT LOT 3 OF SECTION 3, T7N-R22E,
VILLAGE OF SHOREWOOD, MILWAUKEE COUNTY, WISCONSIN.

NOTES:
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SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS()	INTEREST REQUIRED	TLE S.F.
2	PRISCILLA DIXON	TLE	903
3	DANIEL DOMAGALA AND AGNIESZKA DOMAGALA, HUSBAND AND WIFE	TLE	310
5	DAVID H. FINDER AND KATHERINE G. FINDER, HUSBAND AND WIFE	TLE	25

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	UTILITIES OWNERS()	INTEREST REQUIRED
201	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS

GN

SCALE, FEET 0 25 50

N.C. 7/09/2024

FILE NAME : 200447_STH 32_RW_PLAT-EXHIBITS-RO2.DWG PLOT DATE : 7/9/2024 11:29 AM R/W PROJECT: 2225-13-20

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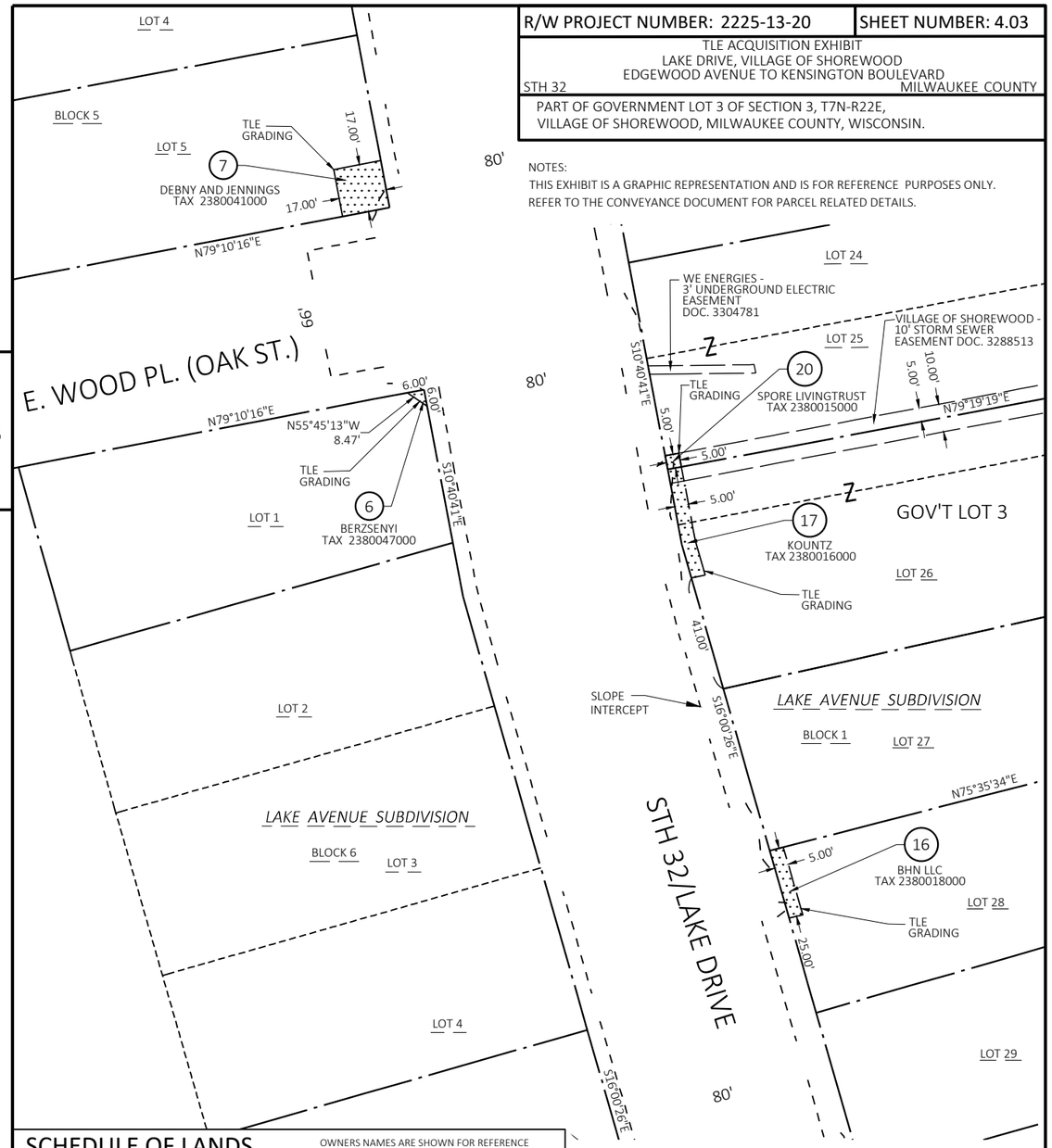
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R/W PROJECT NUMBER: 2225-13-20	SHEET NUMBER: 4.03

TLE ACQUISITION EXHIBIT
LAKE DRIVE, VILLAGE OF SHOREWOOD
EDGEWOOD AVENUE TO KENSINGTON BOULEVARD
STH 32 MILWAUKEE COUNTY

PART OF GOVERNMENT LOT 3 OF SECTION 3, T7N-R22E,
VILLAGE OF SHOREWOOD, MILWAUKEE COUNTY, WISCONSIN.

NOTES:
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REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS()	INTEREST REQUIRED	TLE S.F.	PARCEL NUMBER
6	DANIEL BERZSENYI AND AGNES BERZSENYI, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	TLE	18	6
7	ROBYN DEBNY AND WILLIAM JENNINGS, AS JOINT TENANTS WITH THE RIGHT OF SURVIVORSHIP	TLE	289	7
16	BHN, LLC, A FOREIGN LIMITED LIABILITY COMPANY	TLE	125	16
17	THE WILLIAM A. KOUNTZ REVOCABLE TRUST	TLE	197	17
20	THE KEITH AND KATHY SPORE LIVING TRUST	TLE	25	20

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	UTILITIES OWNERS()	INTEREST REQUIRED
N/A	N/A	N/A

N.C. 7/09/2024
7/03/2023

FILE NAME : 200447_STH 32_RW_PLAT-EXHIBITS-RO2.DWG PLOT DATE : 7/9/2024 11:29 AM R/W PROJECT: 2225-13-20

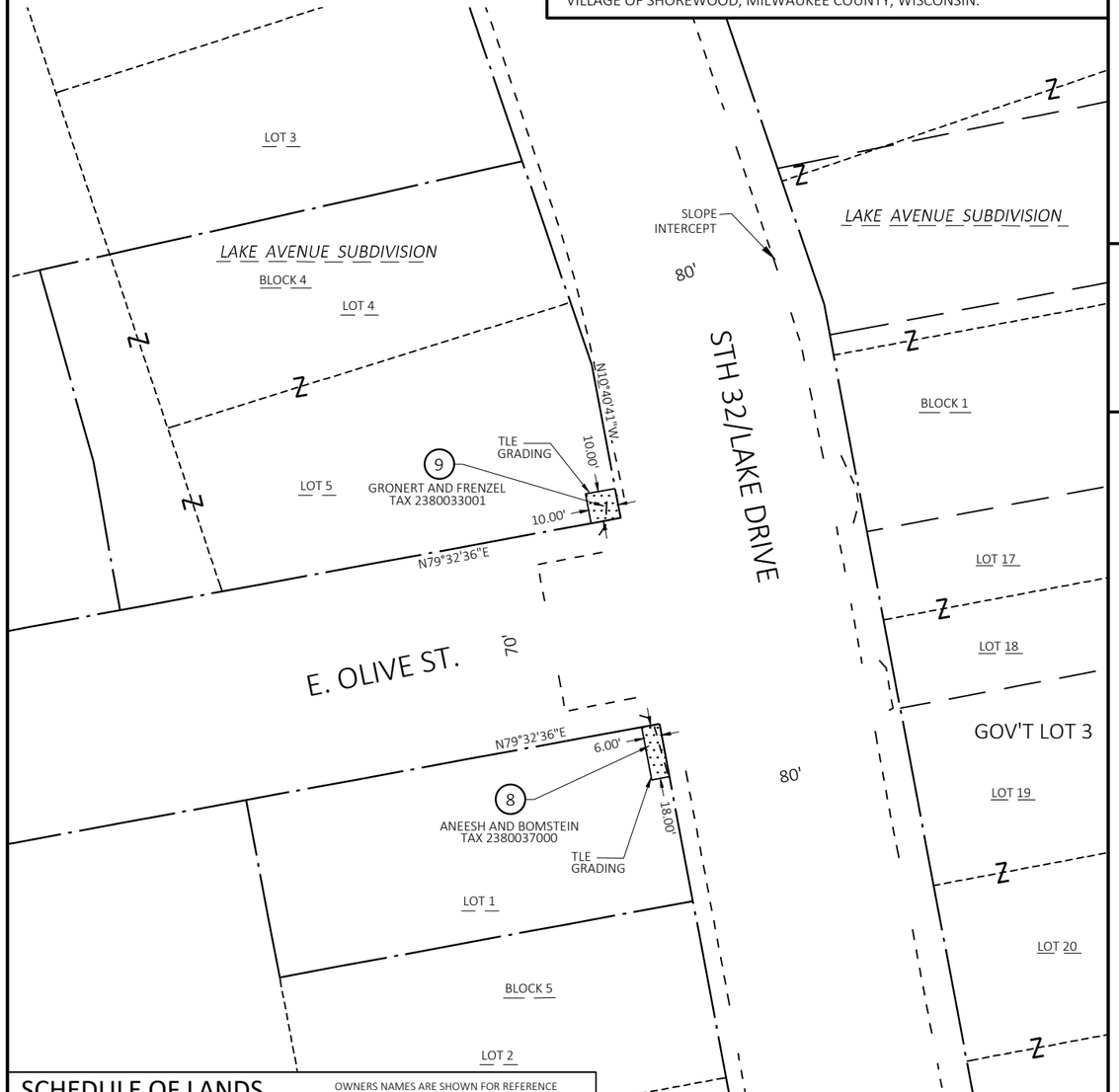
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R/W PROJECT NUMBER: 2225-13-20	SHEET NUMBER: 4.04

TLE ACQUISITION EXHIBIT
LAKE DRIVE, VILLAGE OF SHOREWOOD
EDGEWOOD AVENUE TO KENSINGTON BOULEVARD
STH 32 MILWAUKEE COUNTY

PART OF GOVERNMENT LOT 3 OF SECTION 3, T7N-R22E,
VILLAGE OF SHOREWOOD, MILWAUKEE COUNTY, WISCONSIN.

NOTES:
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REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS()	INTEREST REQUIRED	TLE S.F.
8	ANEESH ANEESH AND ERICA BOMSTEIN, HUSBAND AND WIFE	TLE	108
9	THE SCOTT V. GRONERT AND HEIDI H. FRENZEL REVOCABLE TRUST	TLE	100

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	UTILITIES OWNERS()	INTEREST REQUIRED
N/A	N/A	N/A

REV. 7/09/2024
7/03/2023

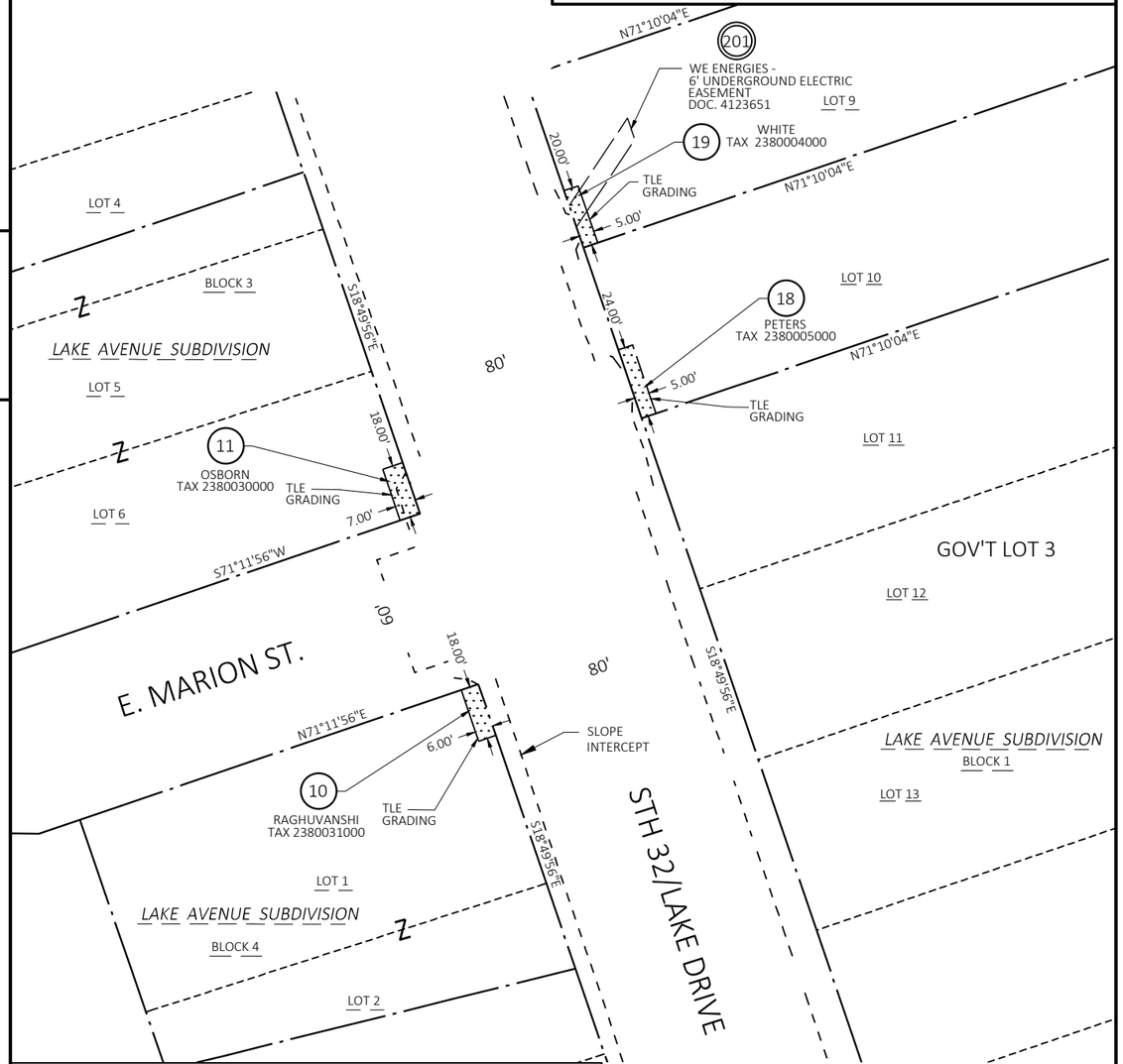
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NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

R/W PROJECT NUMBER: 2225-13-20	SHEET NUMBER: 4.05

TLE ACQUISITION EXHIBIT
LAKE DRIVE, VILLAGE OF SHOREWOOD
EDGEWOOD AVENUE TO KENSINGTON BOULEVARD
STH 32 MILWAUKEE COUNTY

PART OF GOVERNMENT LOT 3 OF SECTION 3, T7N-R22E,
VILLAGE OF SHOREWOOD, MILWAUKEE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS()	INTEREST REQUIRED	TLE S.F.
10	AMIT RAGHUVANSHI AND MYJA K. RAGHUVANSHI	TLE	108
11	ROBERT J. OSBORN, II AND REBECCA F. OSBORN, HUSBAND AND WIFE	TLE	126
18	THE JAY PETERS REVOCABLE TRUST	TLE	120
19	MARILYN L. WHITE	TLE	100

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	UTILITIES OWNERS()	INTEREST REQUIRED
201	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS

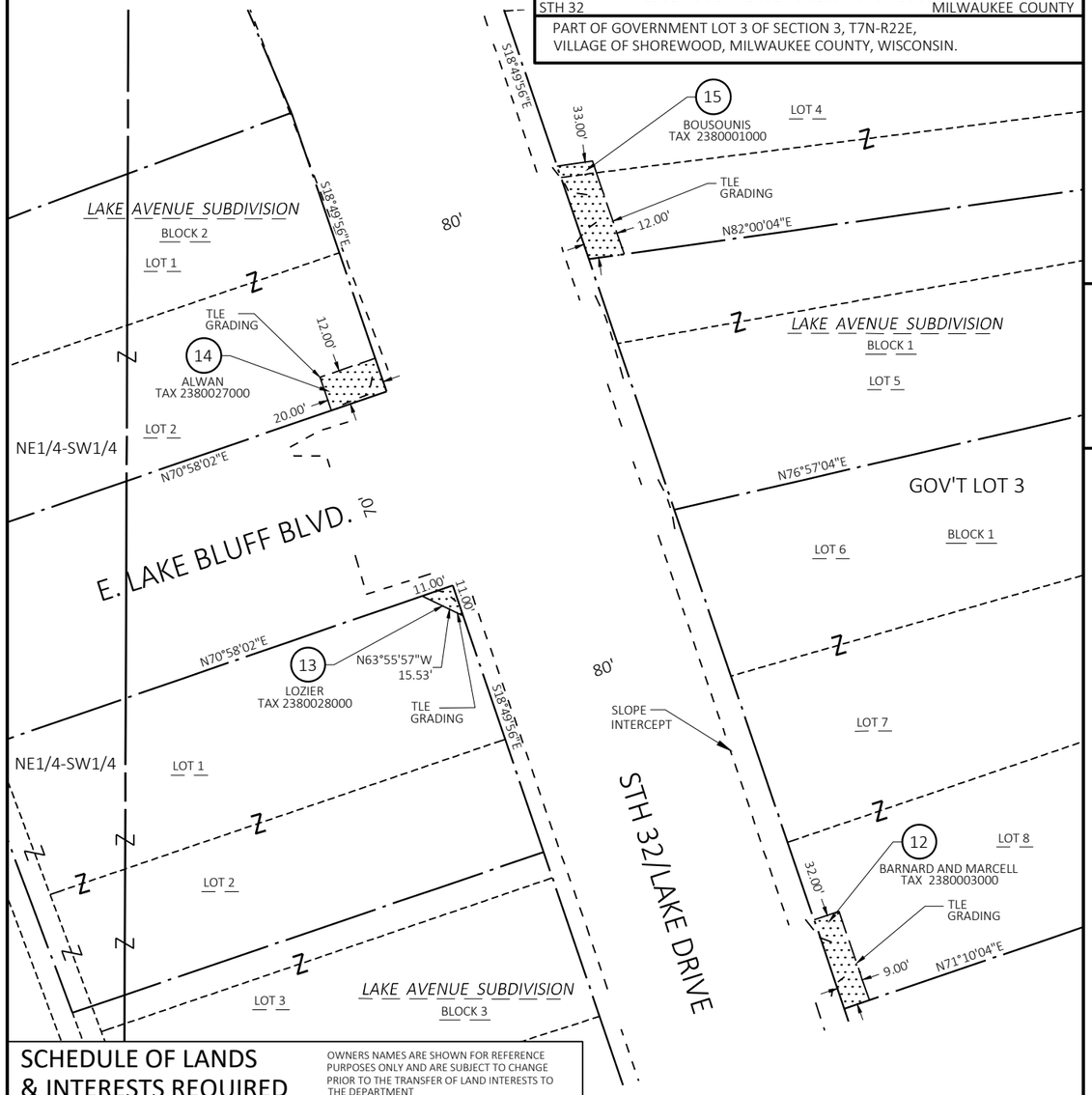
REV. 7/09/2024
7/03/2023

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

R/W PROJECT NUMBER: 2225-13-20	SHEET NUMBER: 4.06

TLE ACQUISITION EXHIBIT
LAKE DRIVE, VILLAGE OF SHOREWOOD
EDGEWOOD AVENUE TO KENSINGTON BOULEVARD
STH 32 MILWAUKEE COUNTY

PART OF GOVERNMENT LOT 3 OF SECTION 3, T7N-R22E,
VILLAGE OF SHOREWOOD, MILWAUKEE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

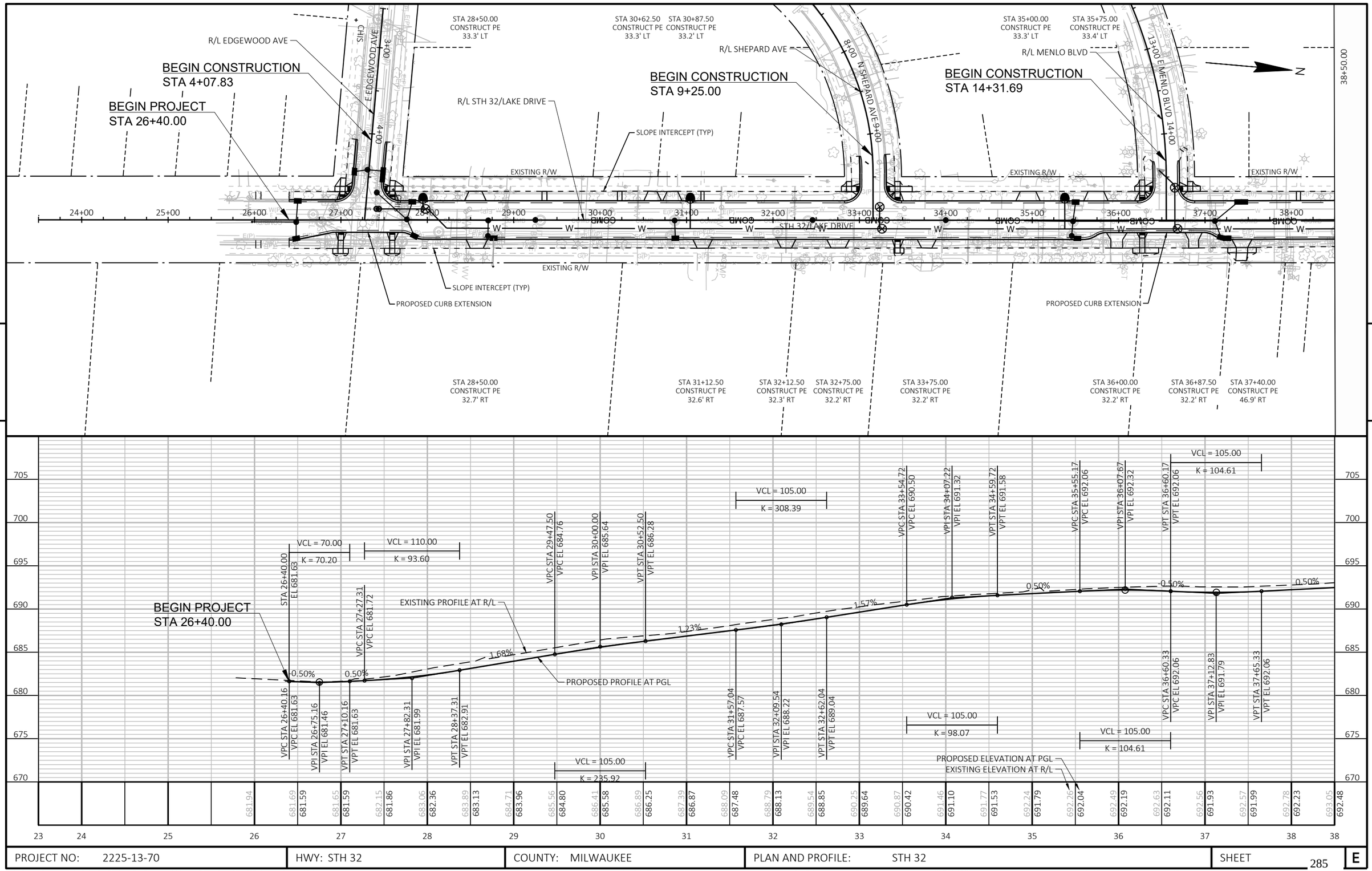
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS()	INTEREST REQUIRED	TLE S.F.
12	ROBERT J. BARNARD AND HEIDI J. MARCELLE, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	TLE	288
13	LUKE R. LOZIER AND VASHTI M. LOZIER, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	TLE	61
14	A.H. ALWAN AND AUDREY M. ALWAN, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	TLE	240
15	DIMITRIOS P. BOUSOUNIS AND GEORGIA BOUSOUNIS, HUSBAND AND WIFE, JOINT TENANTS WITH FULL RIGHTS OF SURVIVORSHIP	TLE	403

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	UTILITIES OWNERS()	INTEREST REQUIRED
N/A	N/A	N/A

N.C. 7/09/2024
7/03/2023

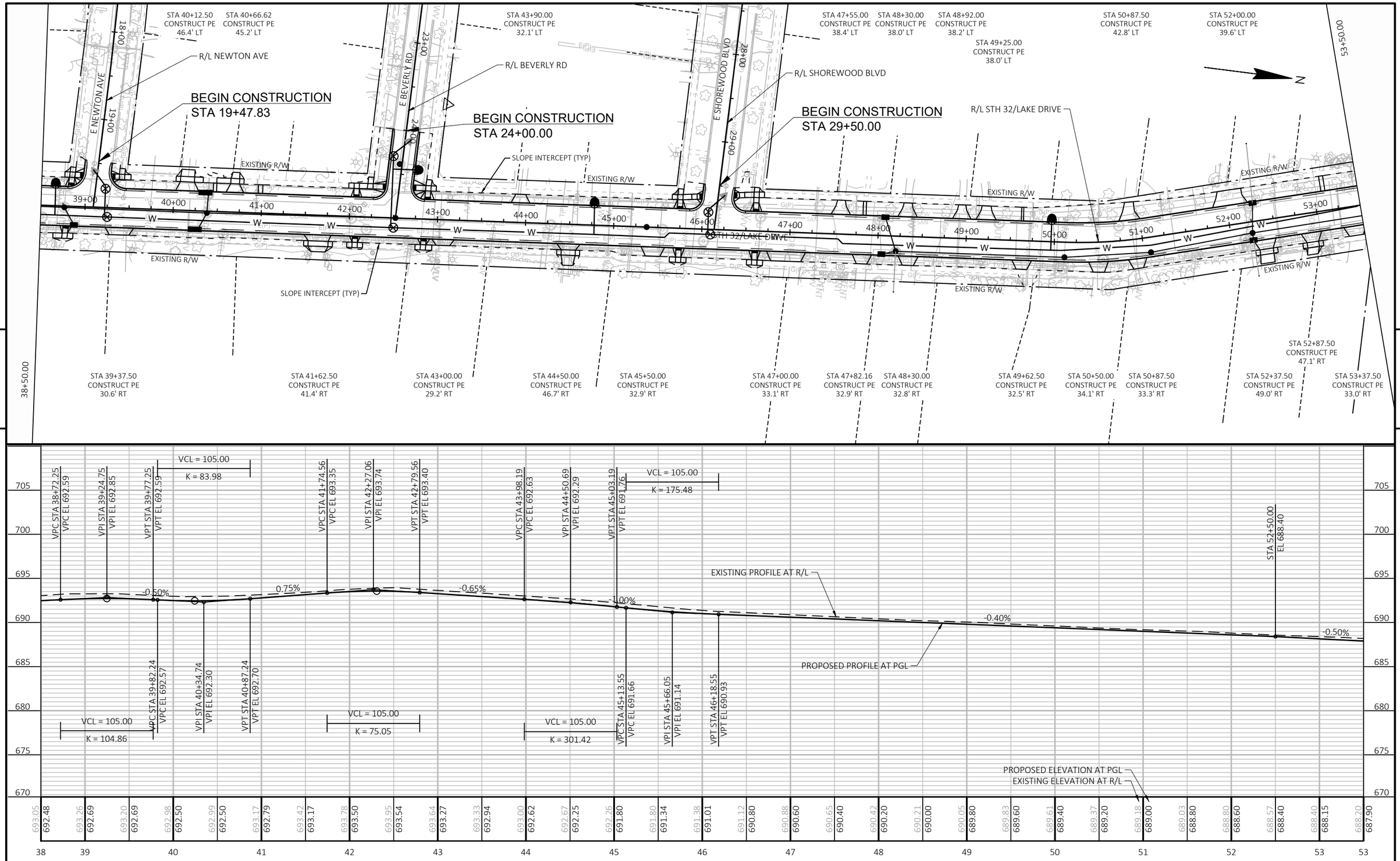


PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 32	SHEET 285	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 01

PLOT DATE : 8/1/2024 8:43 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

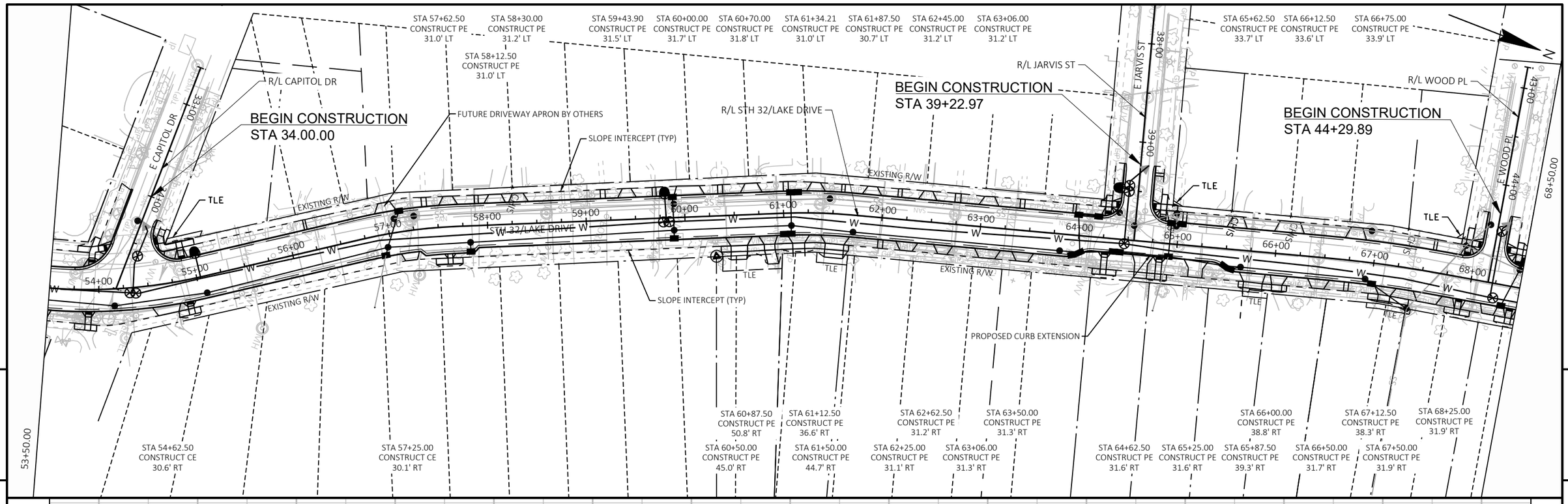


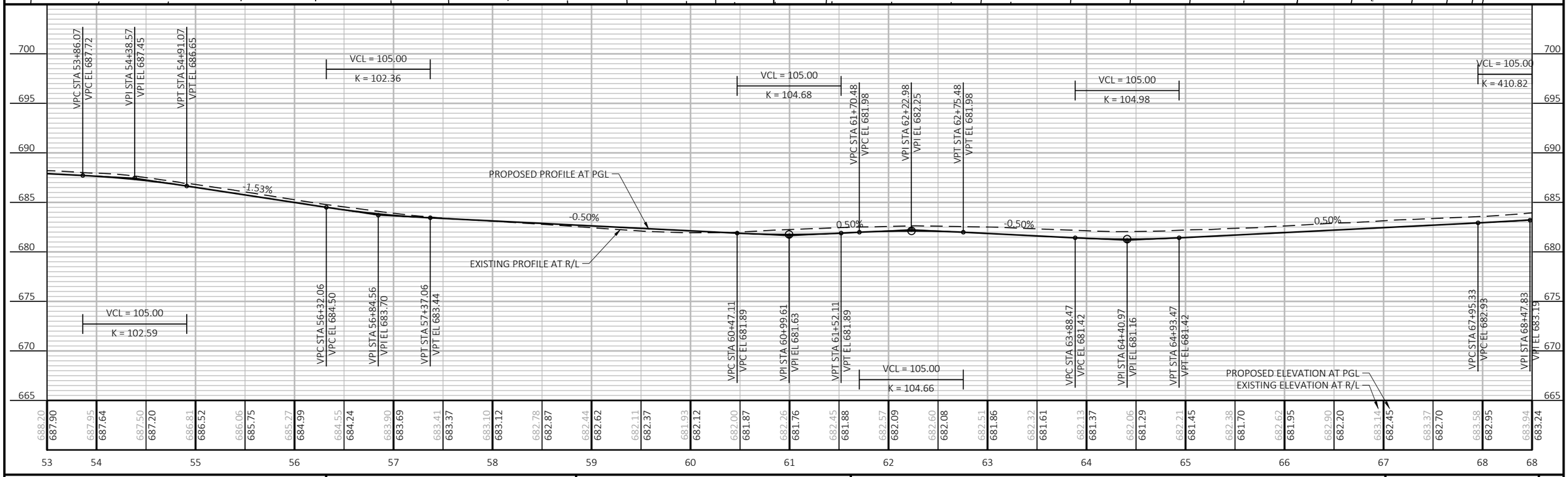
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 32	SHEET 286	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 02

PLOT DATE : 8/1/2024 8:44 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



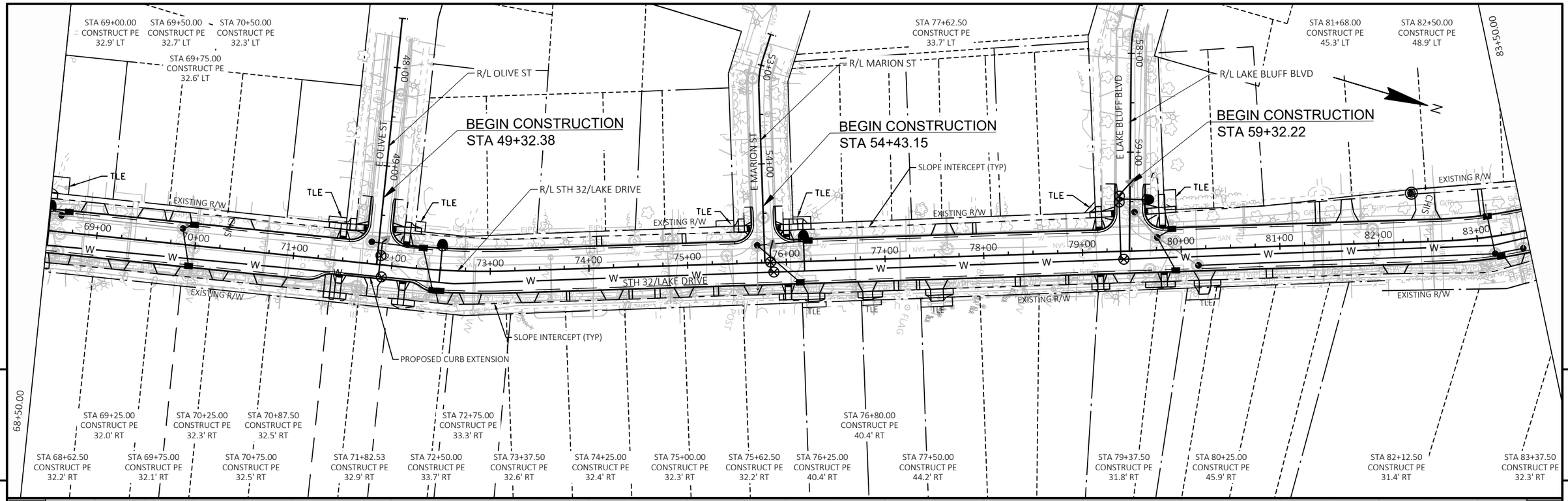


PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 32	SHEET 287	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 03

PLOT DATE : 8/1/2024 8:44 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

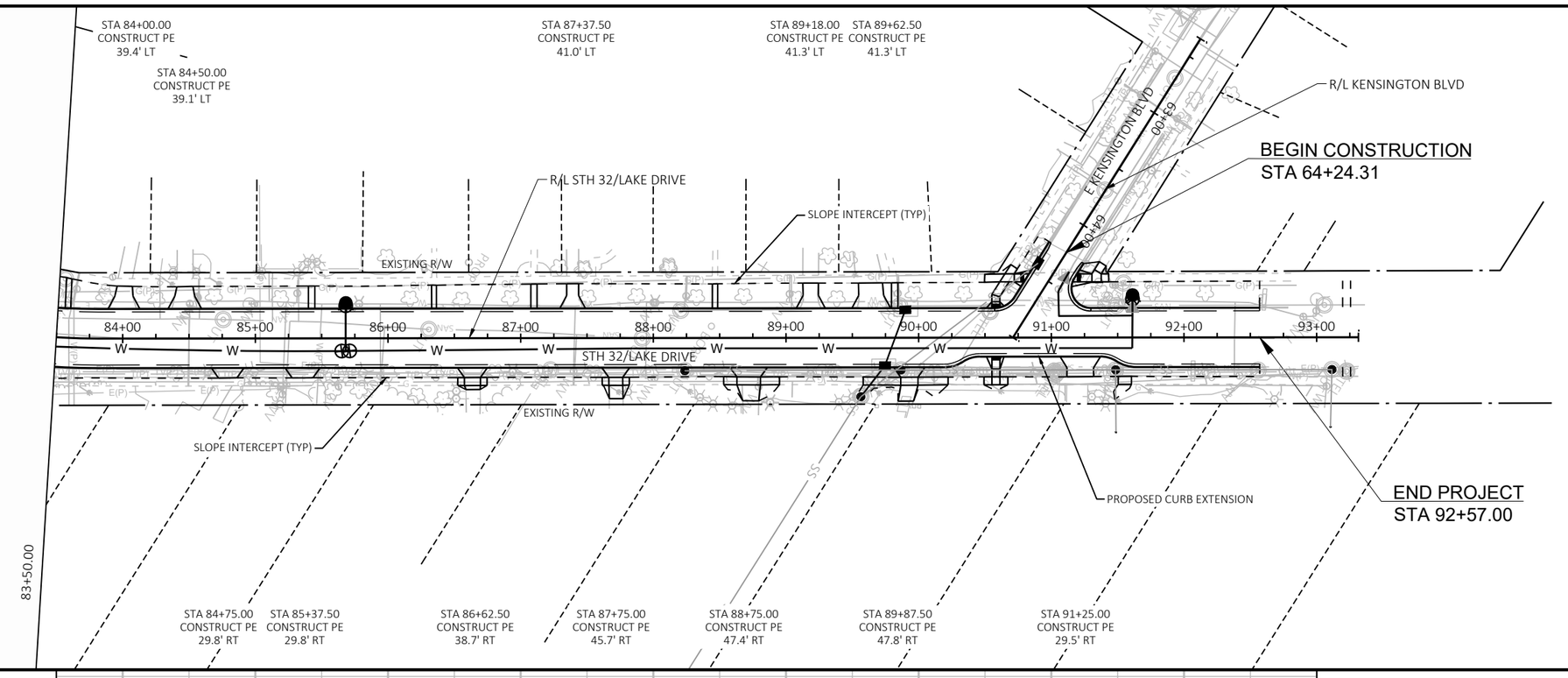


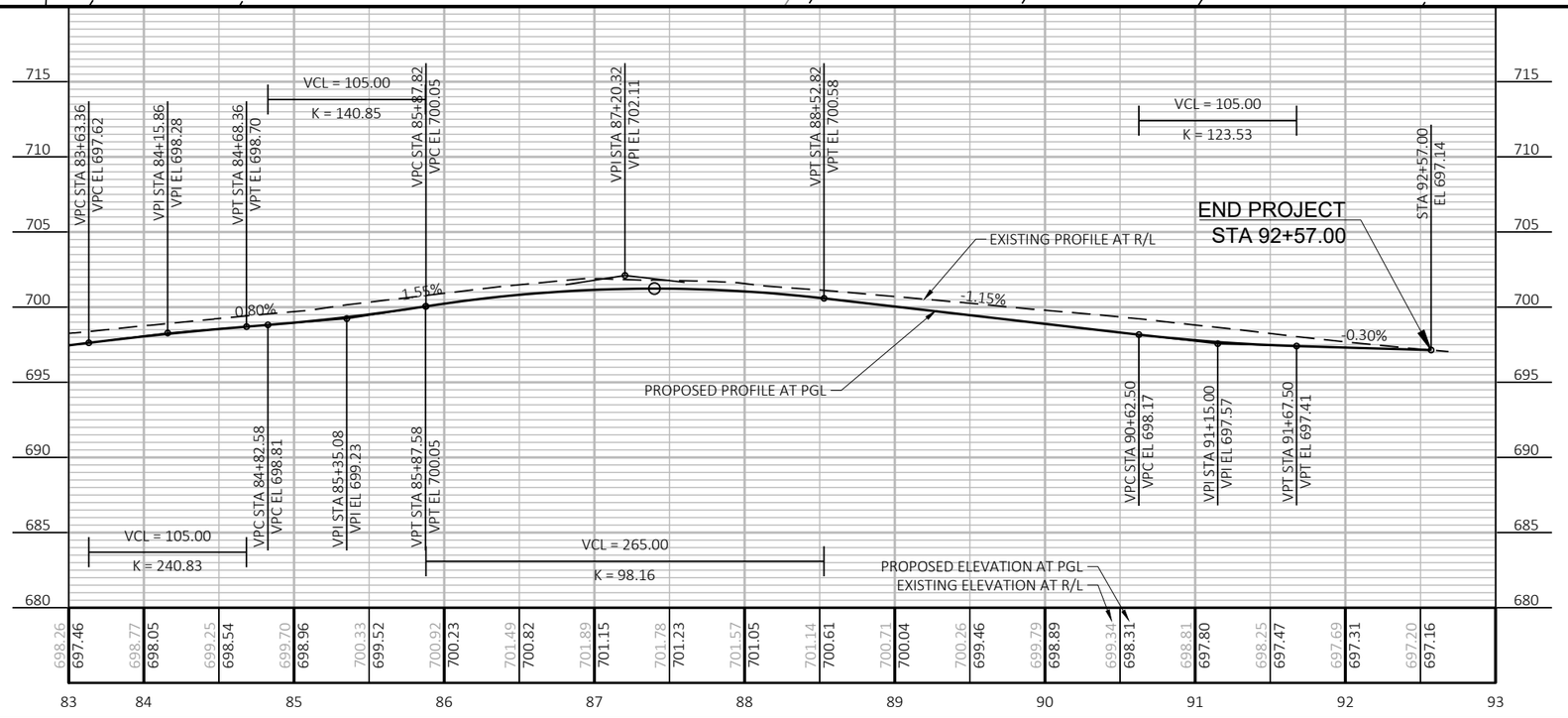
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 32	SHEET 288	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 04

PLOT DATE : 8/1/2024 8:44 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



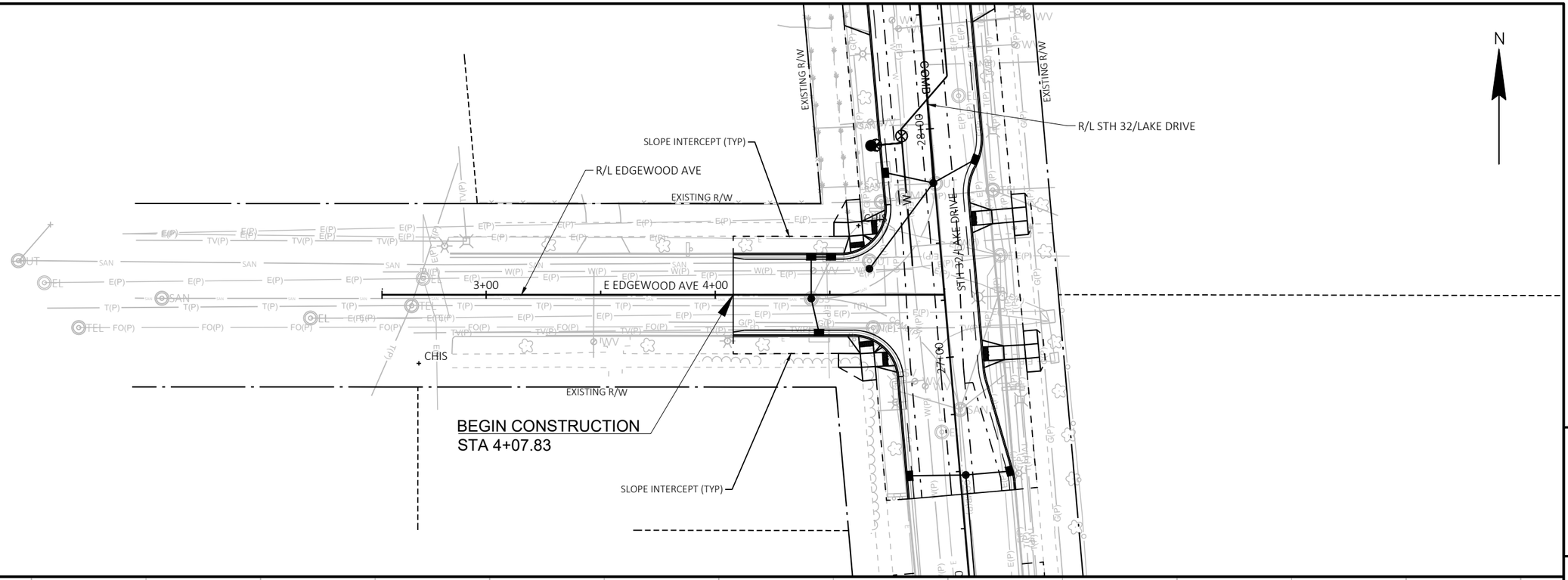


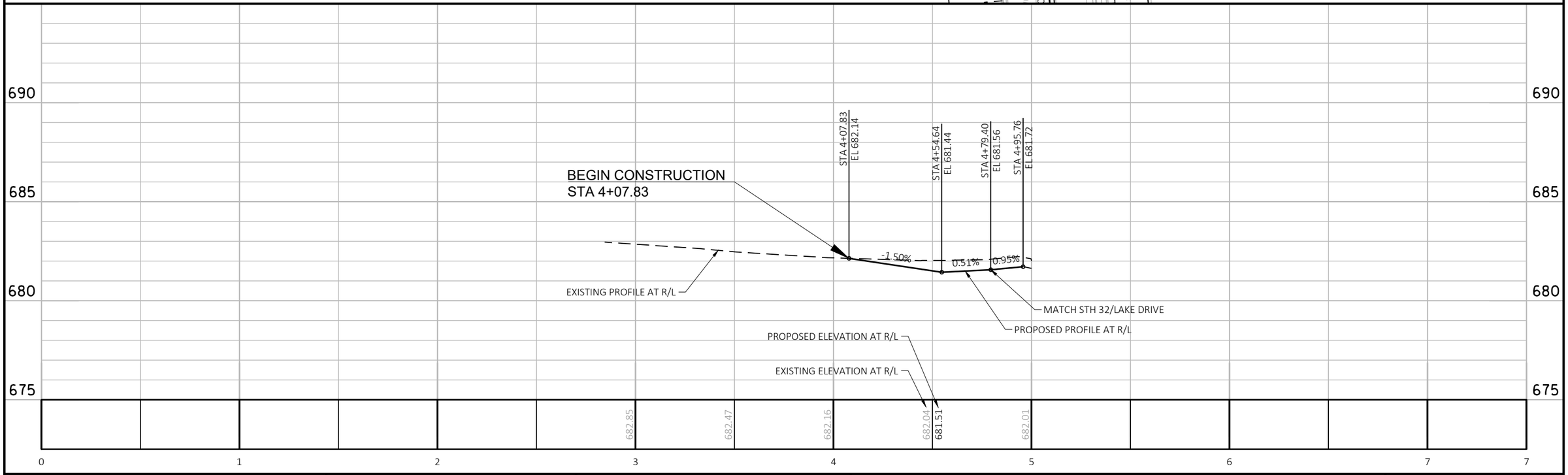
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 32	SHEET 289	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 05

PLOT DATE : 8/1/2024 8:45 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



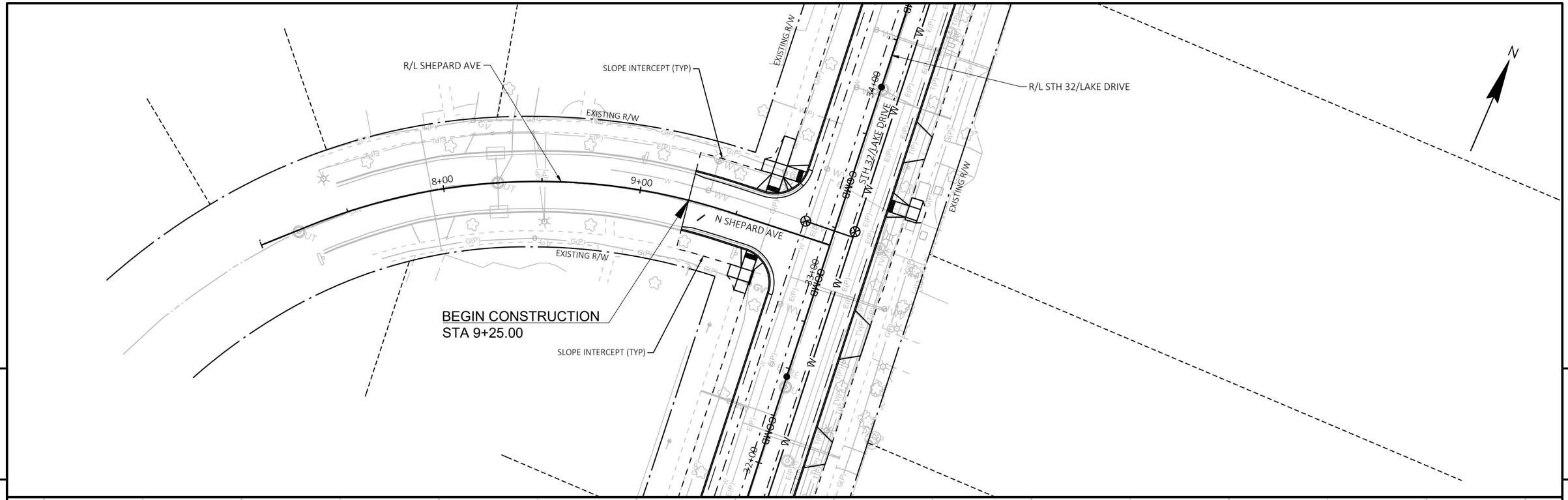


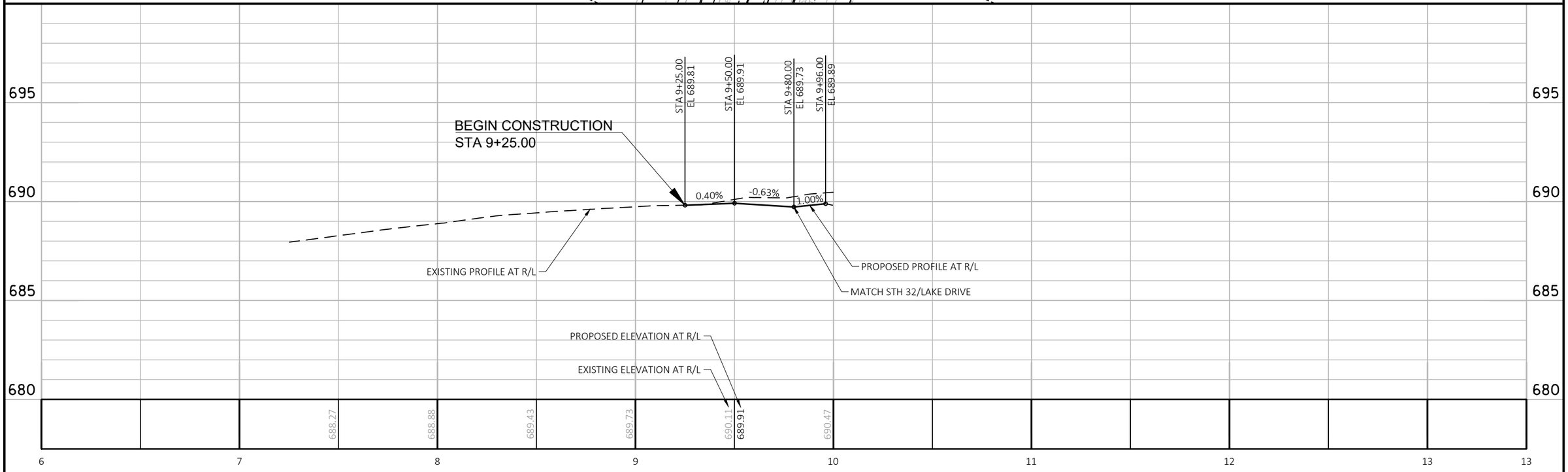
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: EDGEWOOD AVE	SHEET 290	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 1_EW-PP

PLOT DATE : 7/31/2024 1:58 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



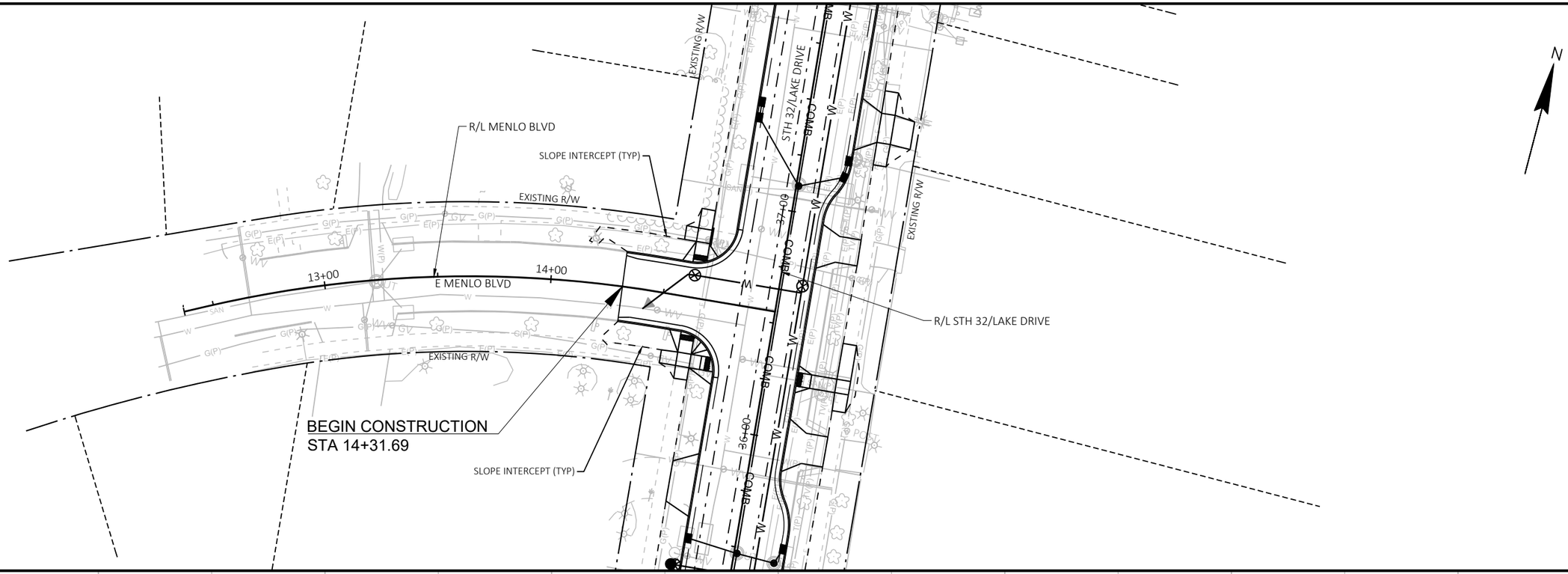


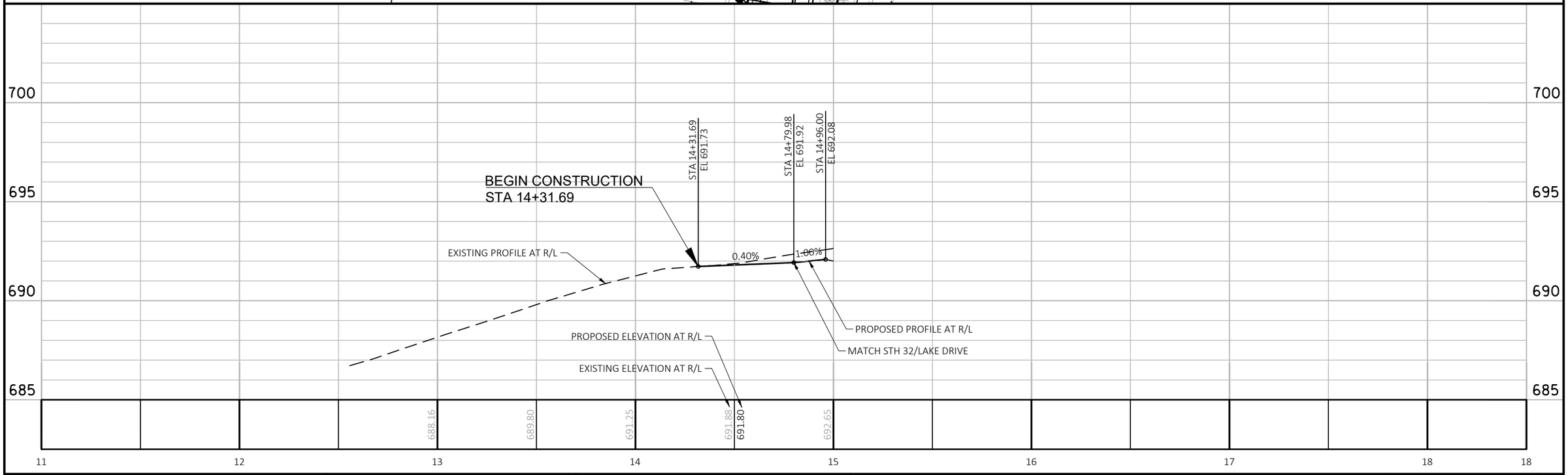
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: SHEPARD AVE	SHEET 291	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 2_SP-PP

PLOT DATE : 7/31/2024 1:58 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



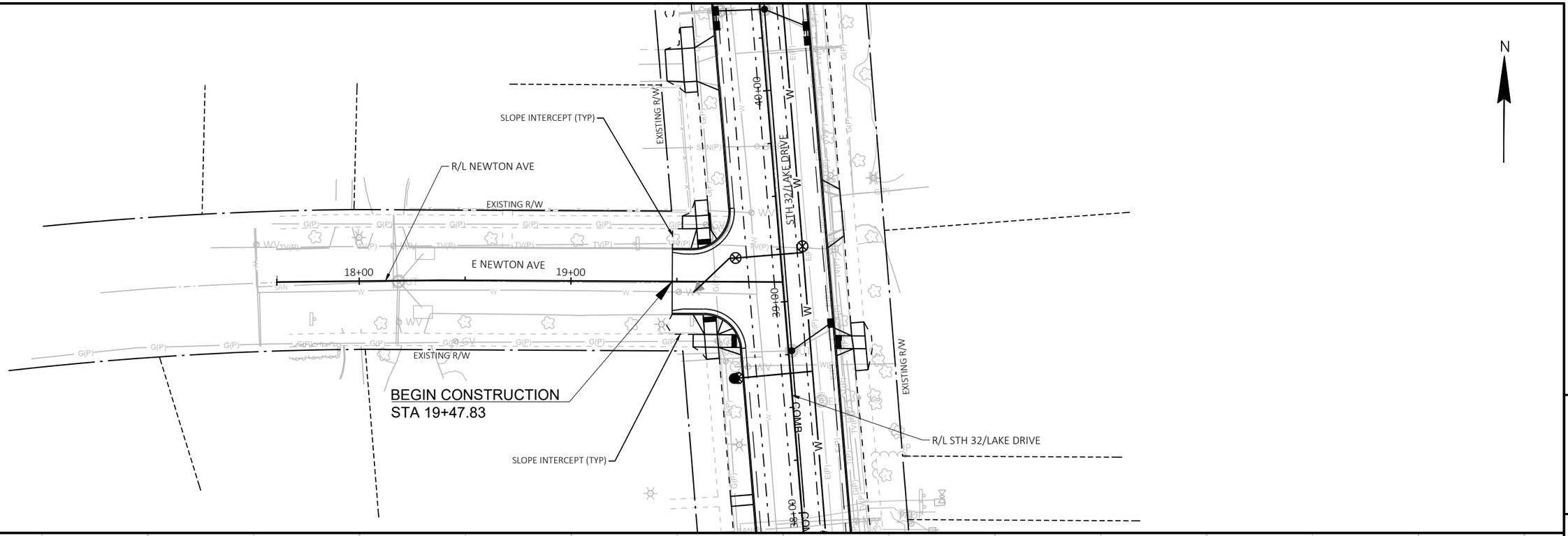


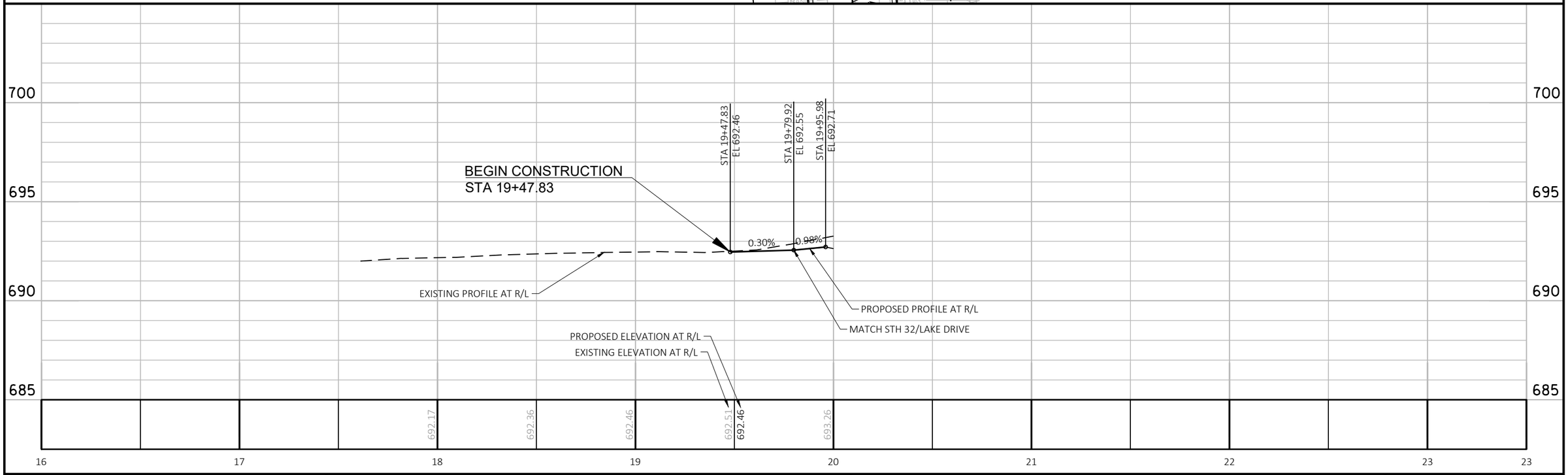
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: MENLO BLVD	SHEET 292	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 3_MN-PP

PLOT DATE : 7/31/2024 1:58 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



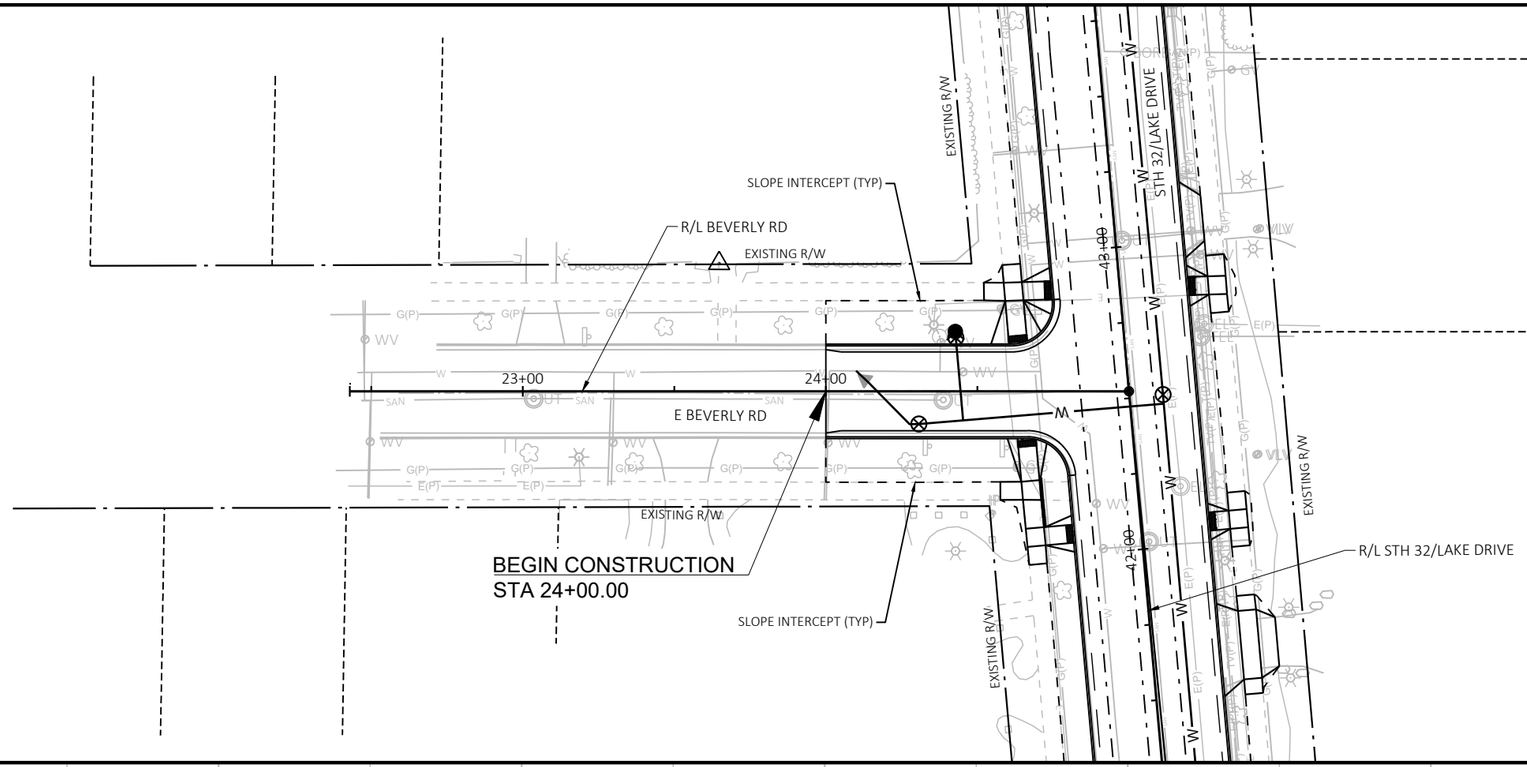


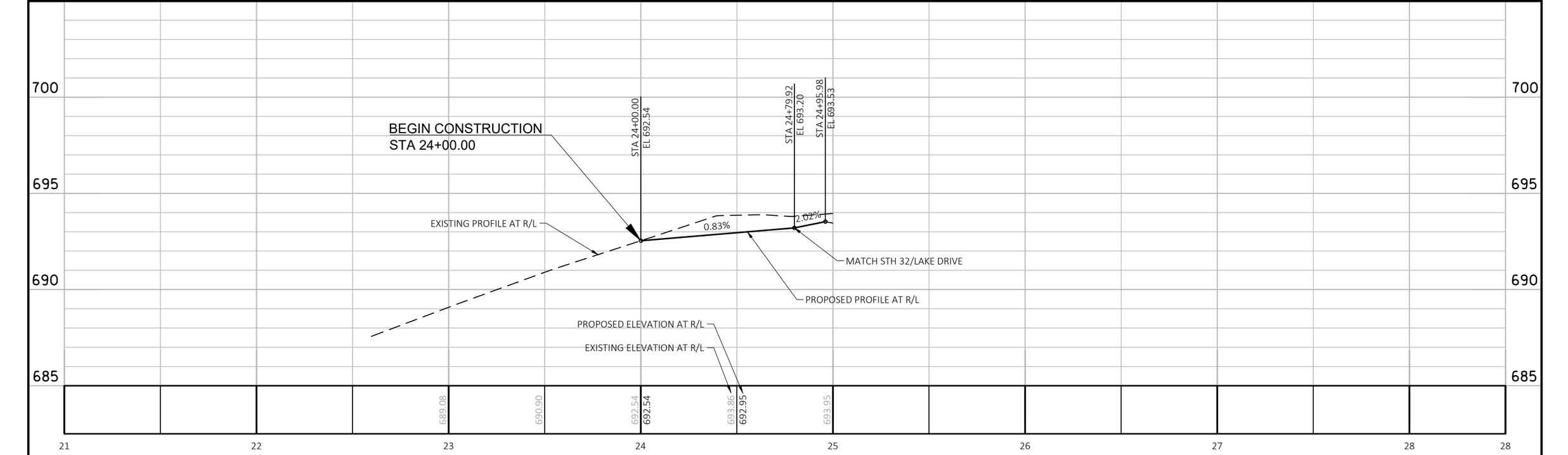
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: NEWTON AVE	SHEET 293	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 4_NT-PP

PLOT DATE : 7/31/2024 1:58 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:50 FT

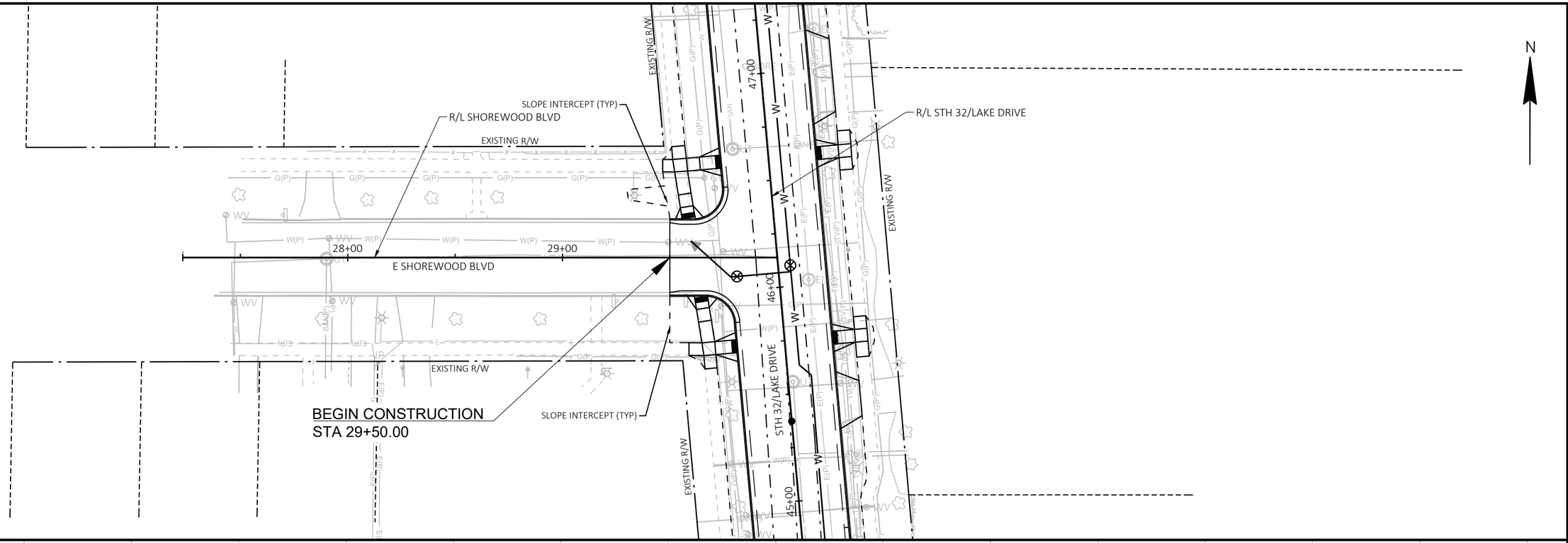
WISDOT/CADDS SHEET 44

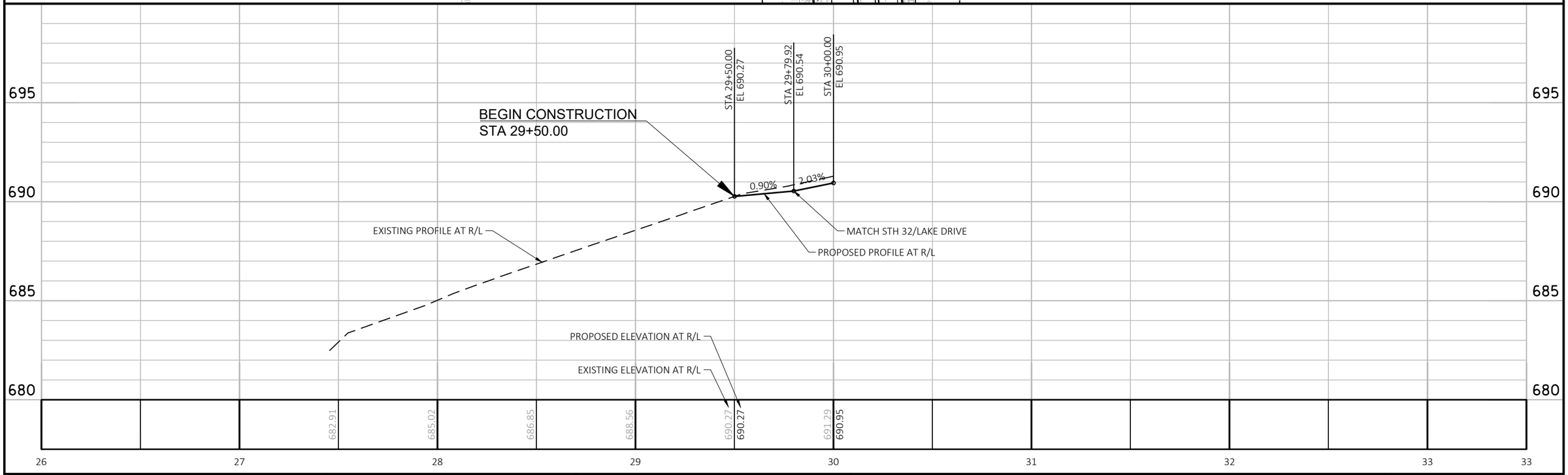




PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: BEVERLY RD	SHEET 294	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 5_BV-PP1
PLOT DATE : 7/31/2024 1:58 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

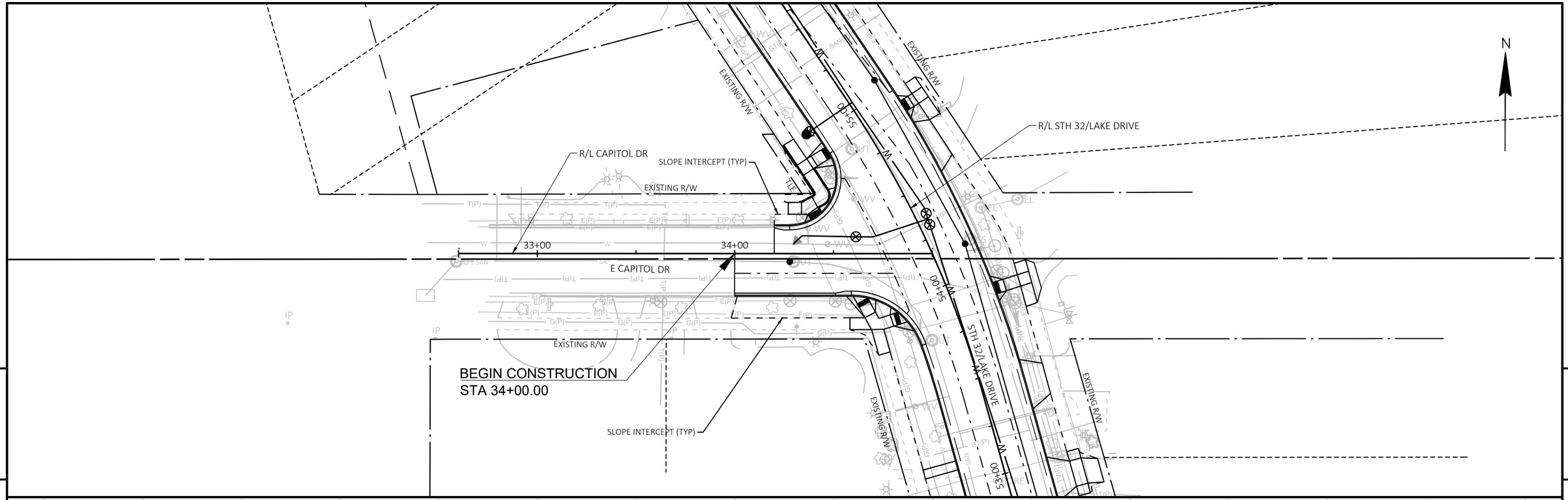


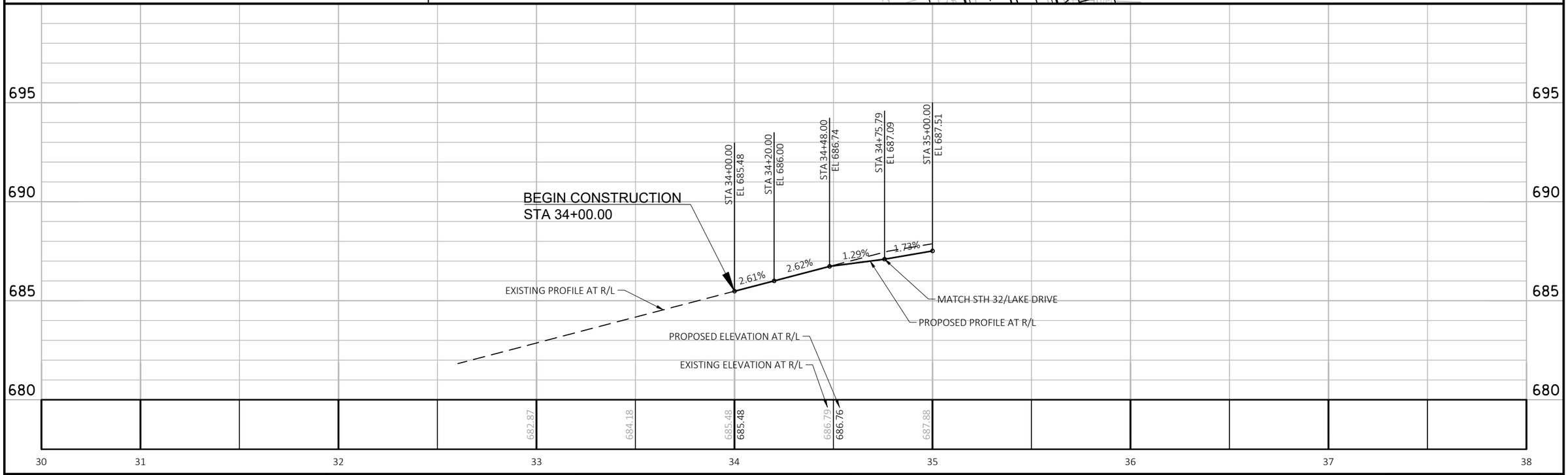


PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: SHOREWOOD BLVD	SHEET 295	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 6_SW-PP2

PLOT DATE : 7/31/2024 1:58 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:50 FT

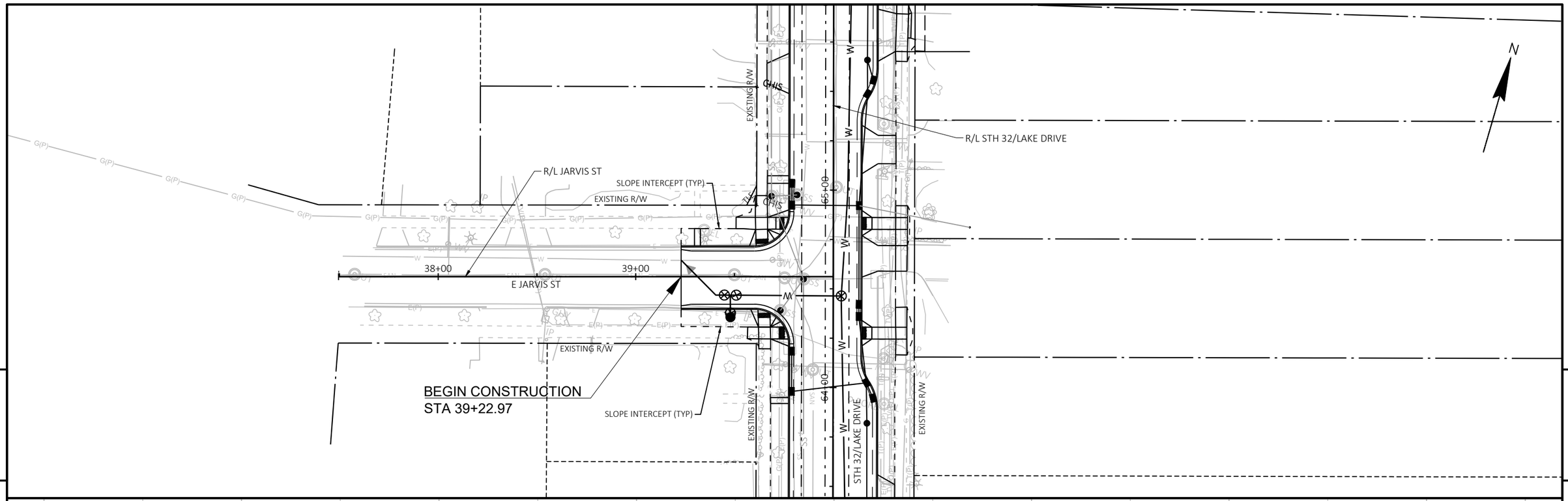


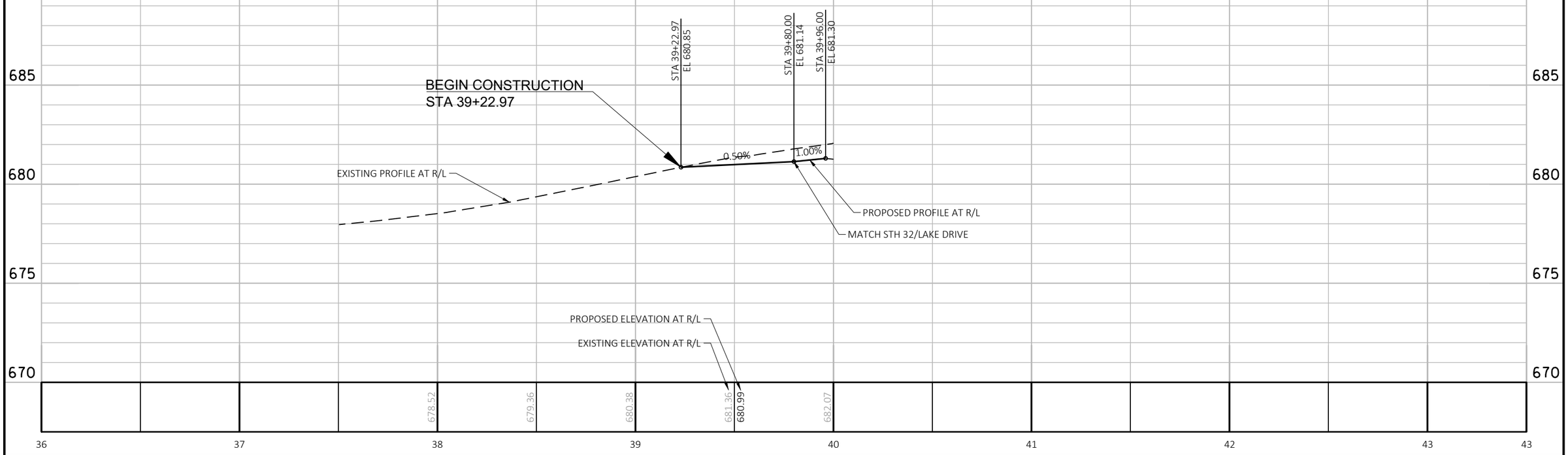


PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: CAPITOL DR	SHEET 296	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 7_CP-PP1

PLOT DATE : 7/31/2024 1:59 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:50 FT



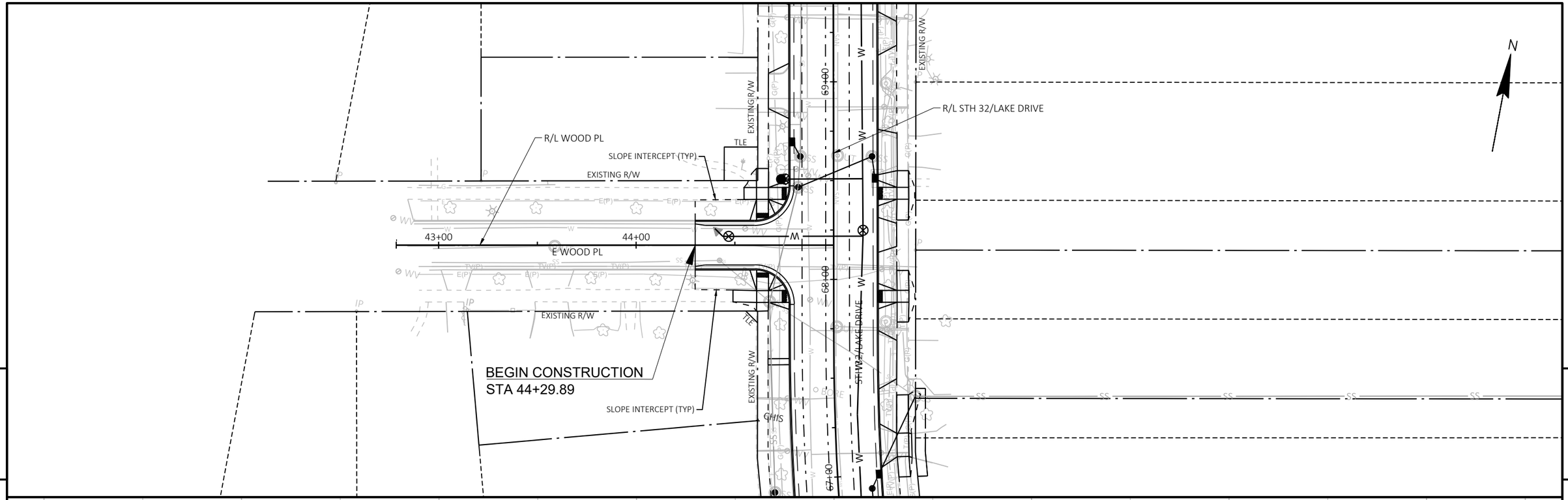


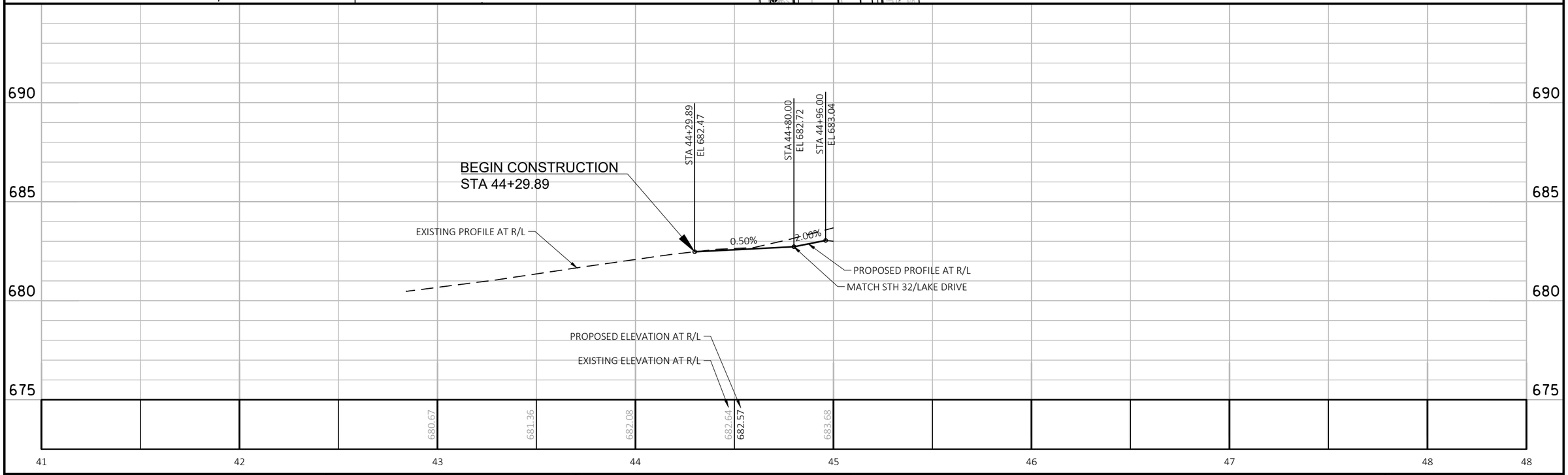
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: JARVIS ST	SHEET 297	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 8_JV-PP1

PLOT DATE : 7/31/2024 1:59 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



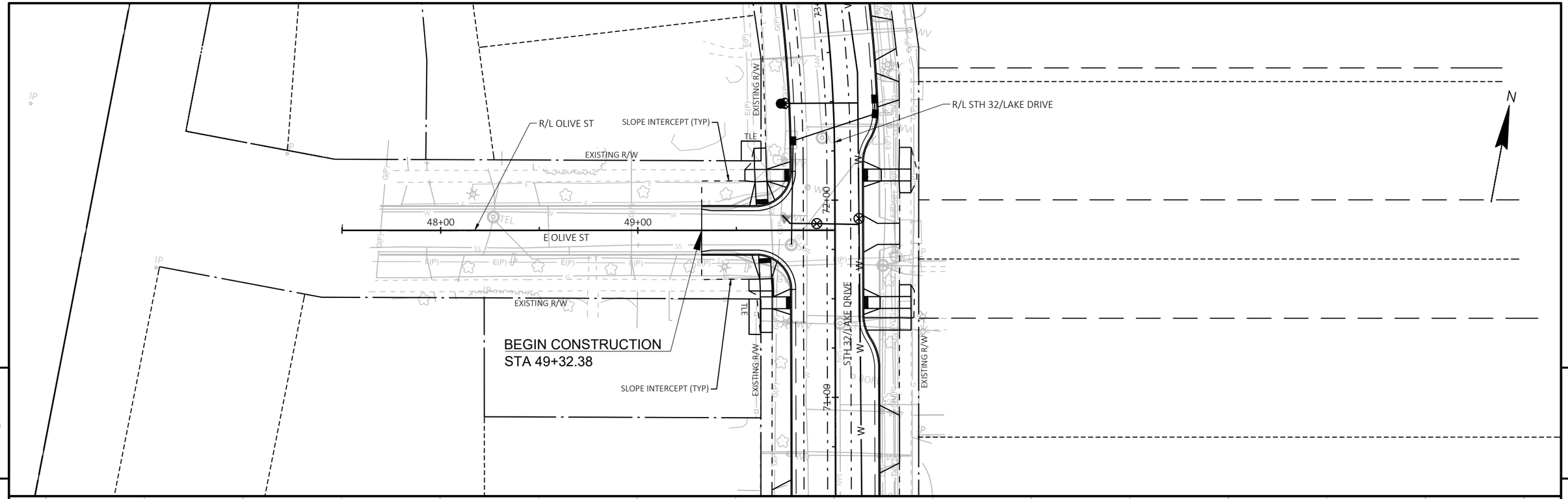


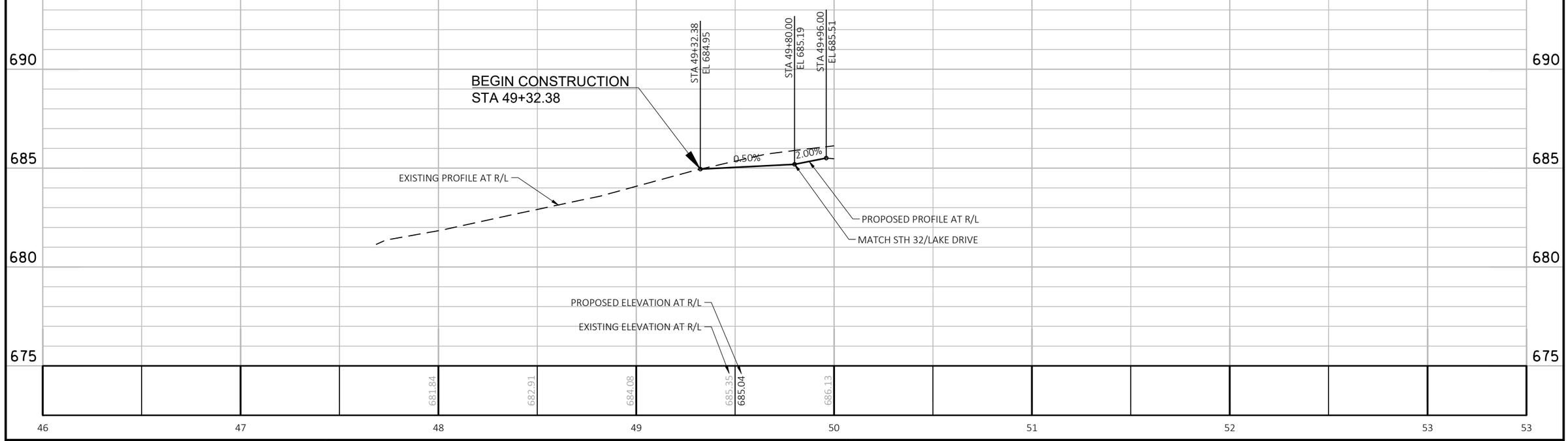
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: WOOD PL	SHEET 298	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 9_WD-PP1

PLOT DATE : 7/31/2024 1:59 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:50 FT

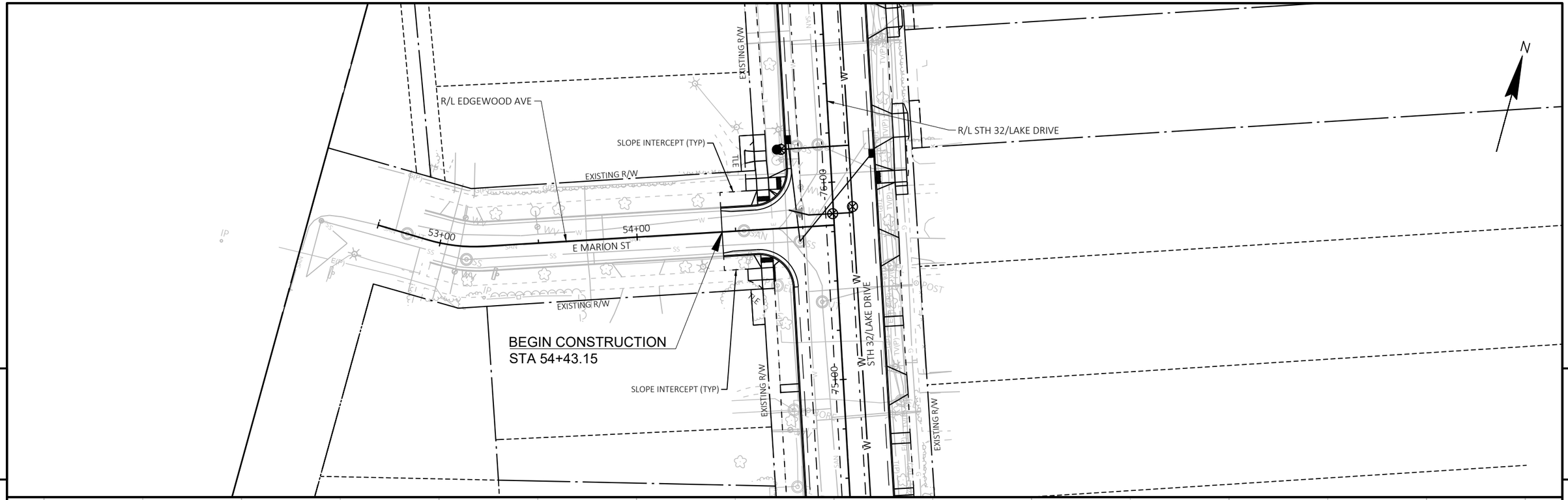
WISDOT/CADDS SHEET 44

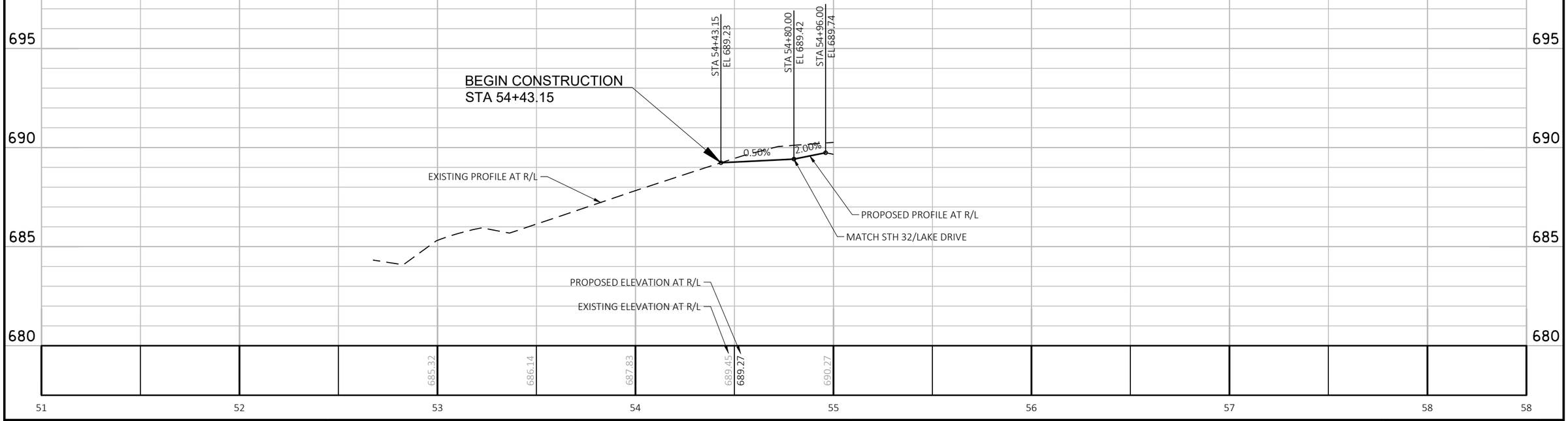




PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: OLIVE ST	SHEET 299	E

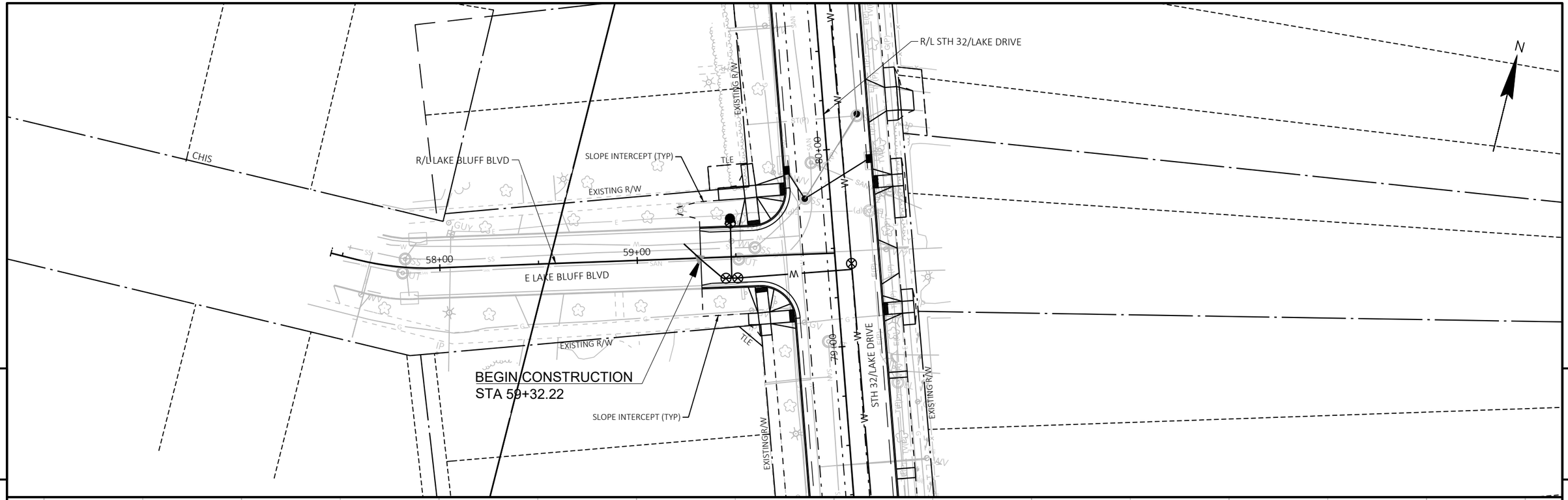
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 10_OV-PP1
PLOT DATE : 7/31/2024 1:59 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

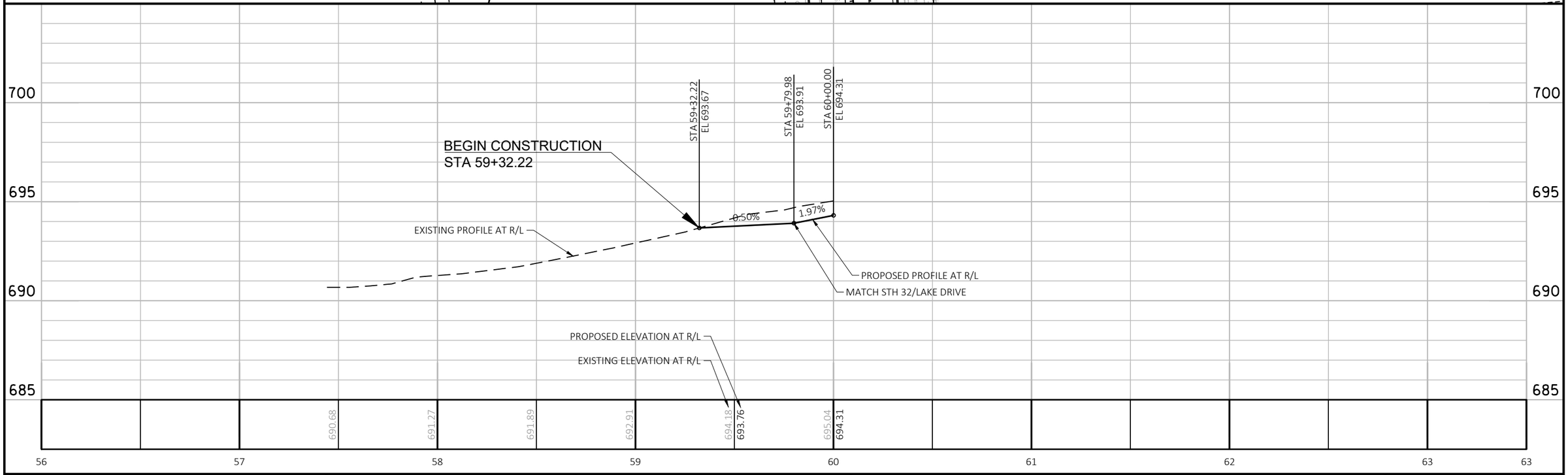




PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: MARION ST	SHEET 300	E

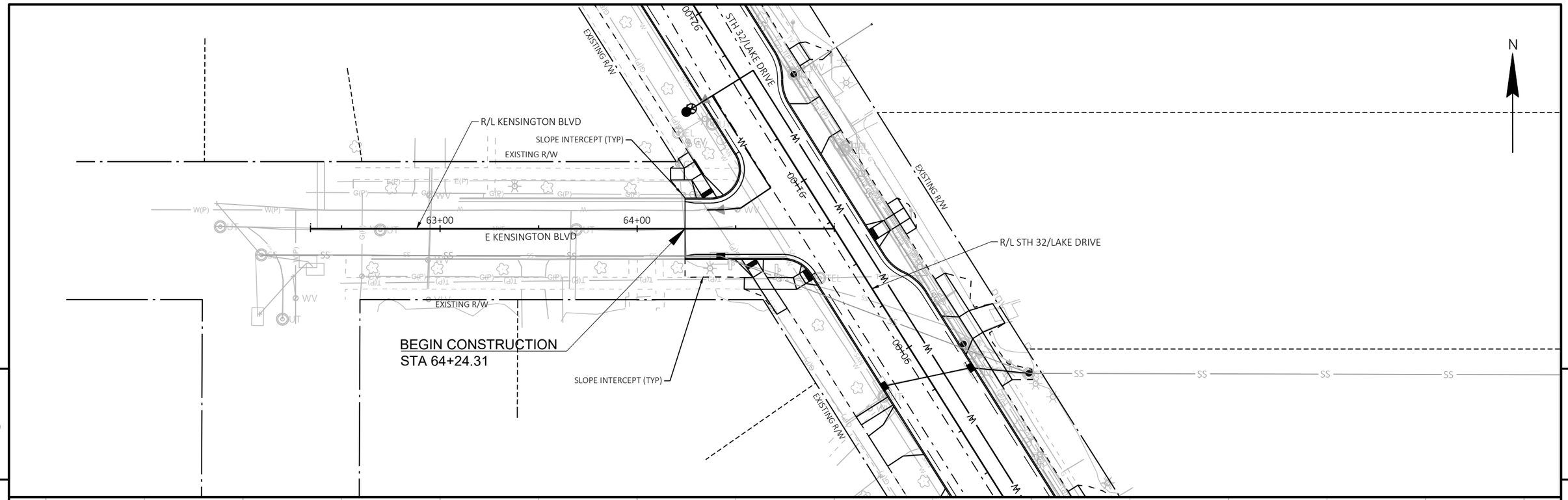
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 11_MR-PP1
PLOT DATE : 7/31/2024 1:59 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

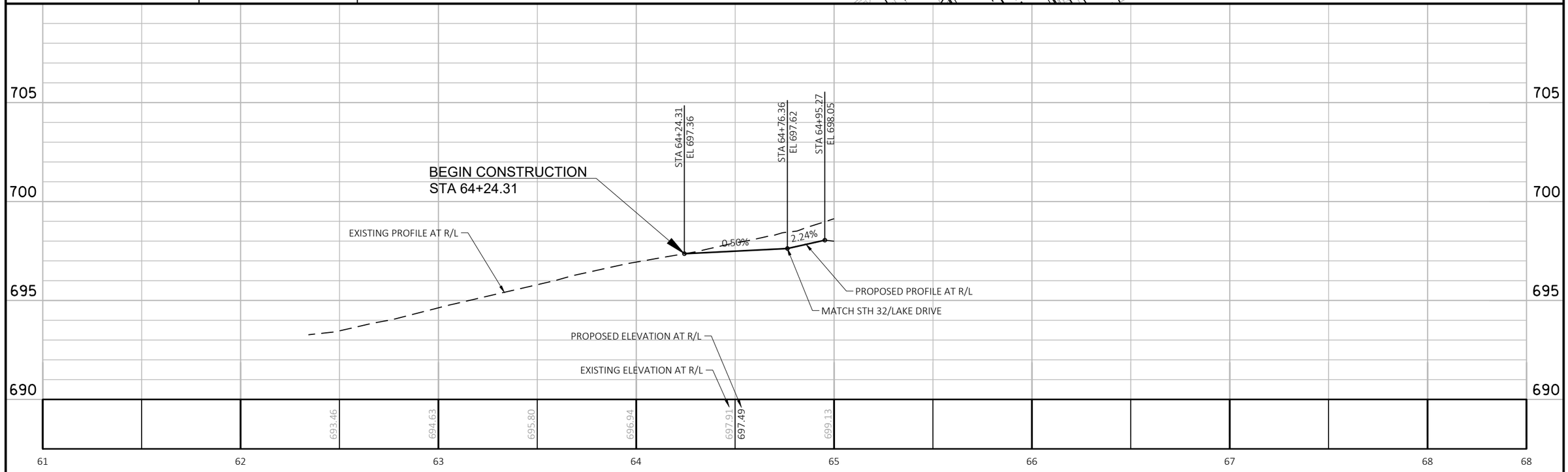




PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: LAKE BLUFF BLVD	SHEET 301	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 12_LB-PP1
PLOT DATE : 7/31/2024 1:59 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	PLAN AND PROFILE: KENSINGTON BLVD	SHEET 302	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\050105-PP.DWG
LAYOUT NAME - 13_KG-PP1

PLOT DATE : 7/31/2024 2:00 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:50 FT

Standard Detail Drawing List

08A05-20D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-03	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D16-11	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08D17-06	MANHOLES, MANHOLE & INLET COVERS
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-04	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C08-06	CONCRETE BASE, TYPE 7
09C11-10	CONCRETE BASE TYPE 10
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E05-06	TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
10A01-04	ELECTRICAL HANDHOLE WIRING
10A08-03	ELECTRICAL DETAILS STRUCTURE MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
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
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C29-08A	BICYCLE LANE MARKING
15C29-08B	PAVEMENT MARKING FOR SHARED LANE 35 MPH OR LESS
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

Standard Detail Drawing List

15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING

6

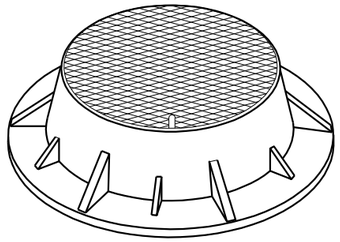
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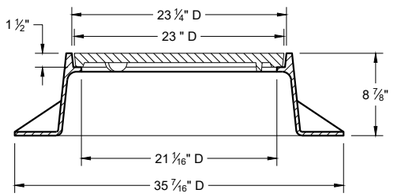
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

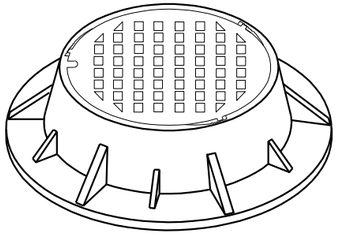
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

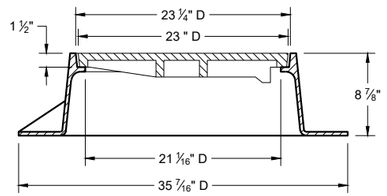




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

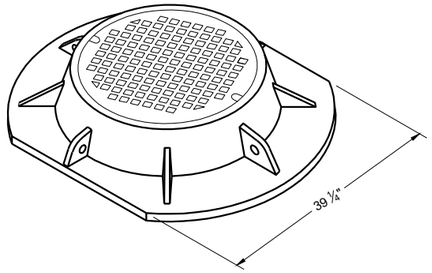


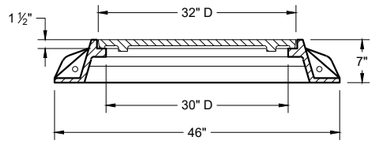


TYPE "J" SPECIAL

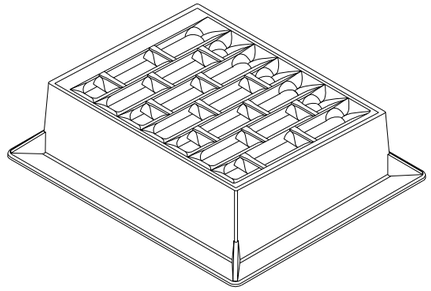
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

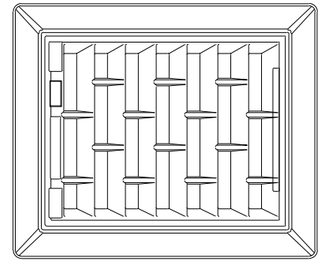
NOTE: EITHER CASTING IS ACCEPTABLE

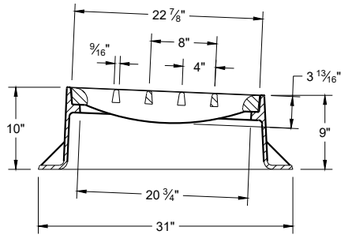


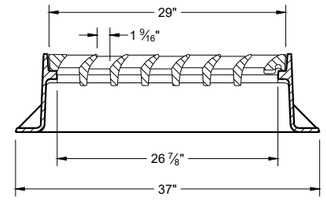


TYPE "K"

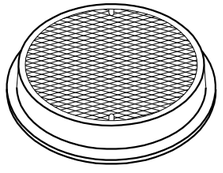


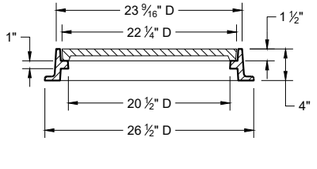




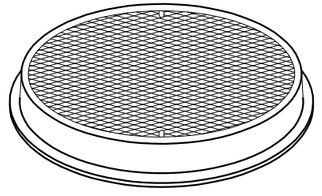


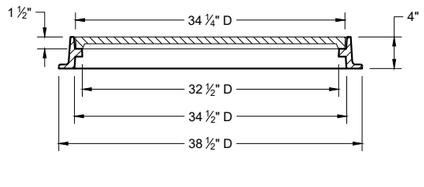
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

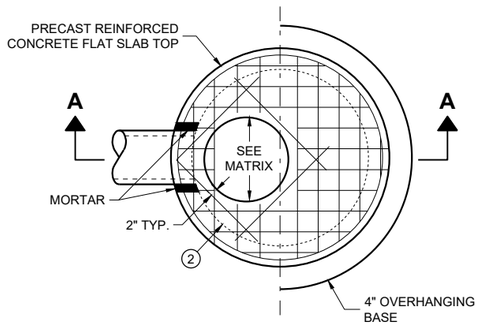
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

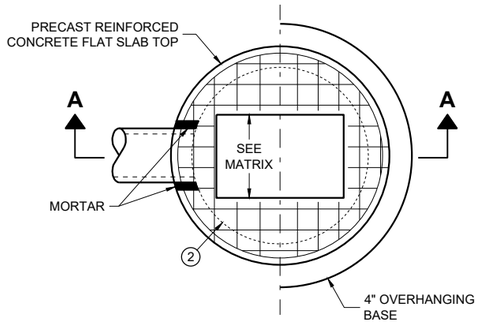
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

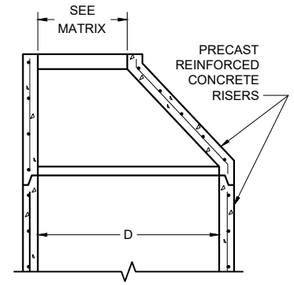
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SDD 08A05-20d



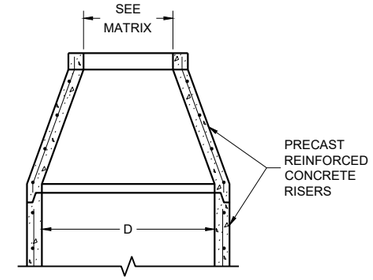
PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

COVER MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	VV-B	WM	Z
	OPENING SIZE (FT.)												
3-FT	2 X 2	X	X					X		X			
	2 DIA.				X								X
4-FT TO 6-FT	2 X 2	X	X					X		X			
	2 X 2.5			X				X	X	X		X	
	2 DIA.				X								X
	2 X 3						X						
	2.5 X 3					X							
	2 X 3.5*										X*		

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

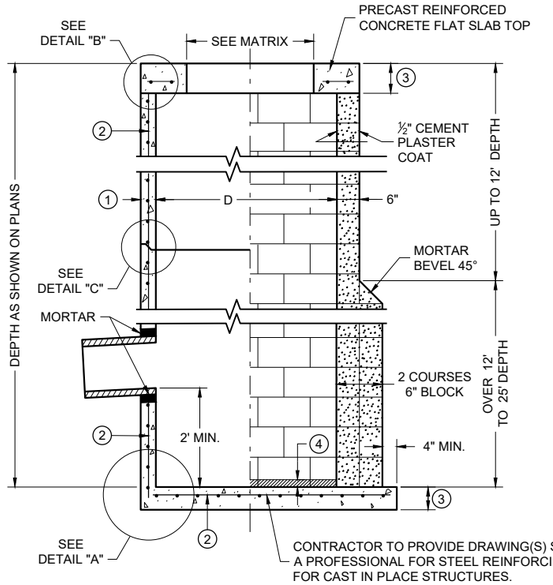
(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

(2) FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

(4) 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

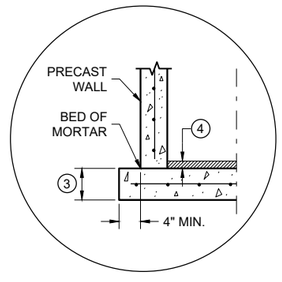
(5) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFROMING TO ASTM C443.



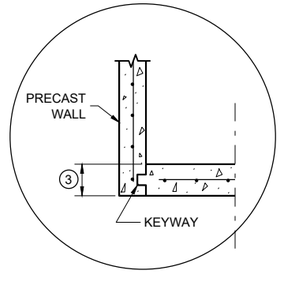
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

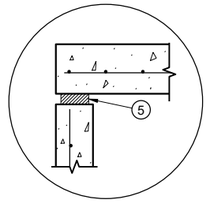


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

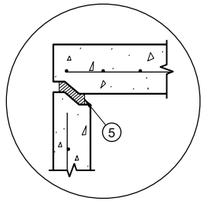


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

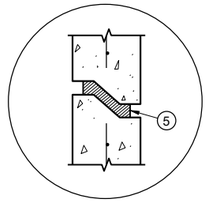
DETAIL "A"



TOP WITH PLAIN END JOINT

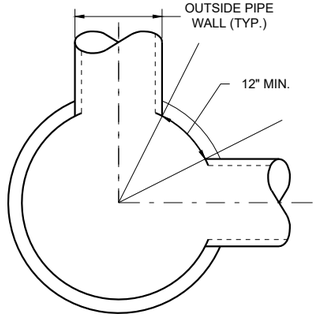


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

CATCH BASINS, 3-FT. 4-FT., 5 FT., AND 6-FT. DIAMETER

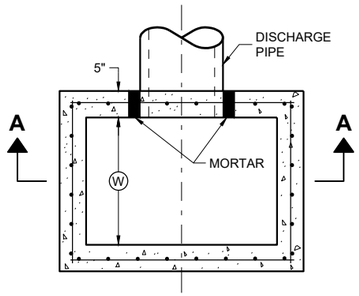
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

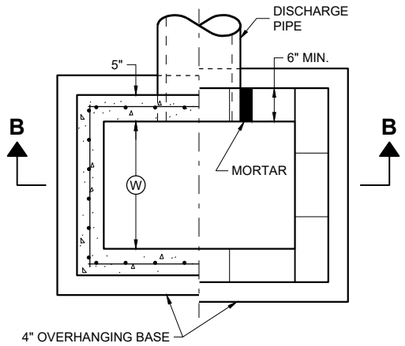
FHWA

SDD 08A08-03

SDD 08A08-03



PLAN VIEW



PLAN VIEW

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(1) FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

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

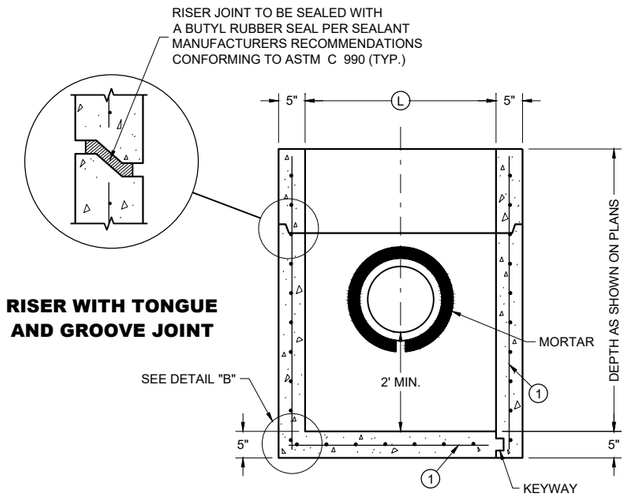
(3) 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE	
			F	ALL H'S
2 X 3-FT	2	3		X
2.5 X 3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER (IN)	
	WIDTH (W)(IN)	LENGTH (L)(IN)
2 X 3-FT	12	24
2.5 X 3-FT	18	24

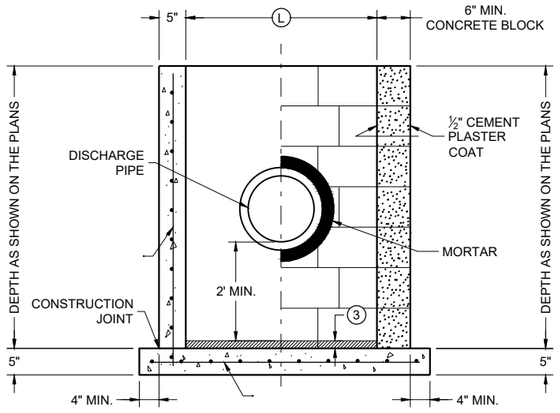


RISER WITH TONGUE AND GROOVE JOINT

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

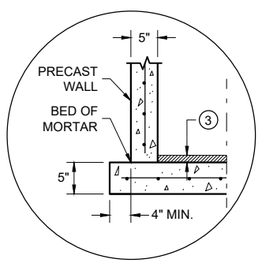
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

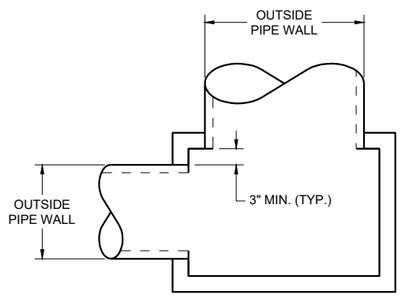
CONCRETE BLOCK ON CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

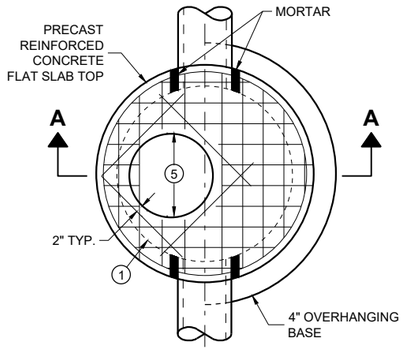
CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS
2 X 3-FT AND 2.5 X 3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

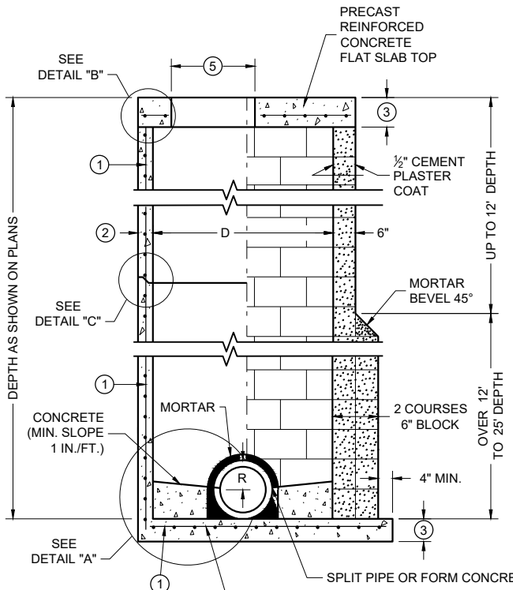
APPROVED
December 2023 — DATE
/S/ RODNEY TAYLOR — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
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SDD 08A09-03



PLAN VIEW

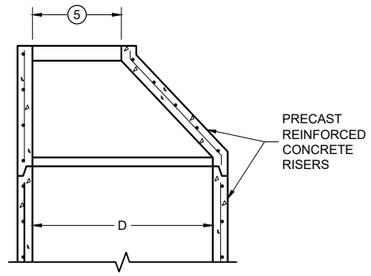
CIRCULAR OPENING



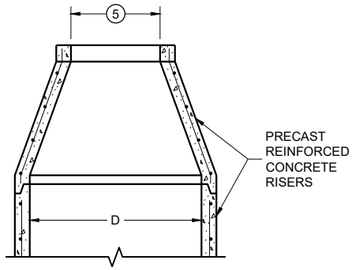
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

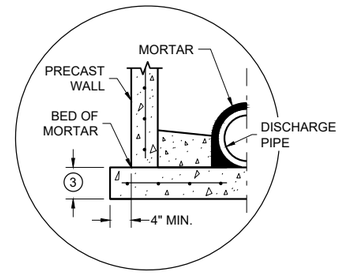
MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

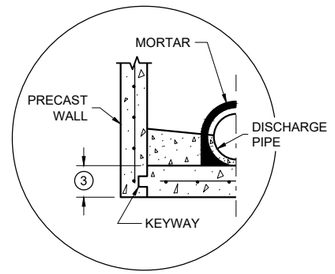
PIPE MATRIX

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

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

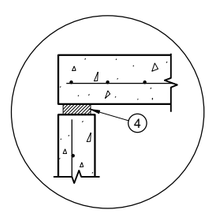


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

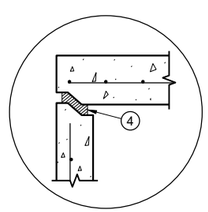


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

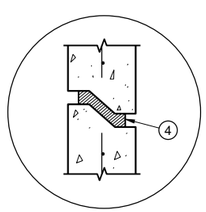
DETAIL "A"



TOP WITH PLAIN END JOINT

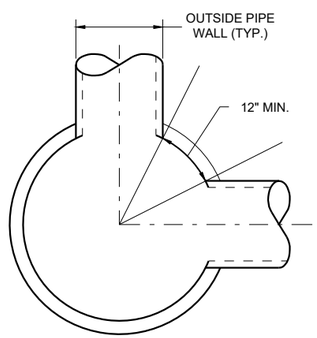


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

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

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

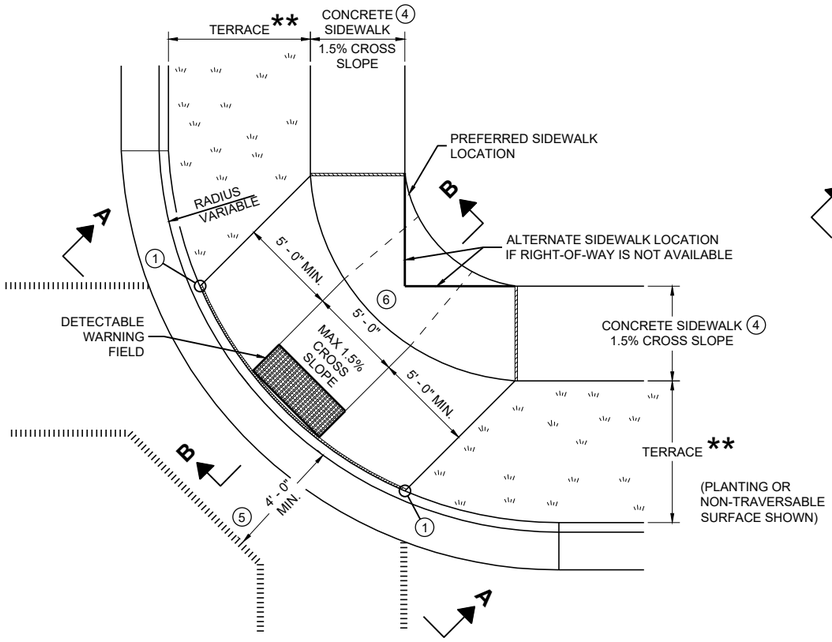
(5) SEE MANHOLE COVER OPENING MATRIX.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

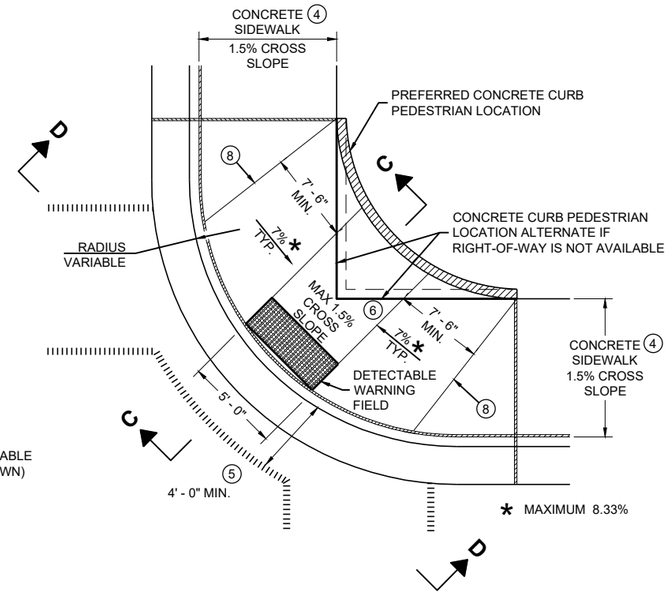
FHWA



PLAN VIEW

CURB RAMP TYPE 1

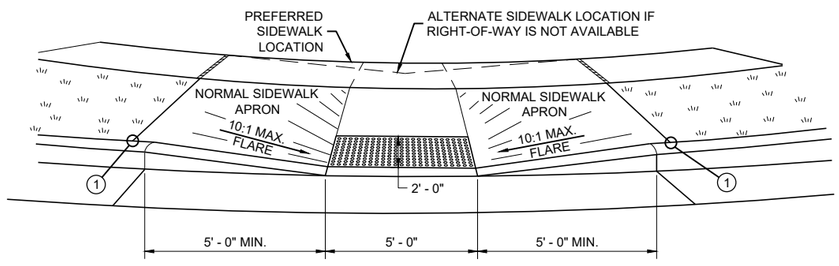
(CENTER OF CORNER RADIUS)



PLAN VIEW

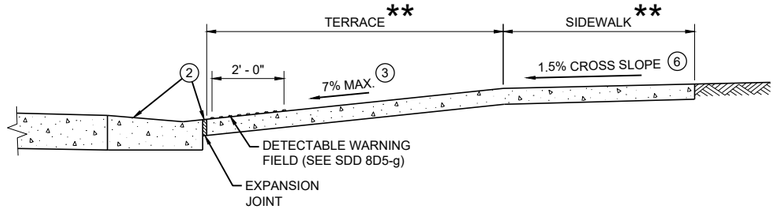
CURB RAMP TYPE 1 - A

(NO TERRACE)

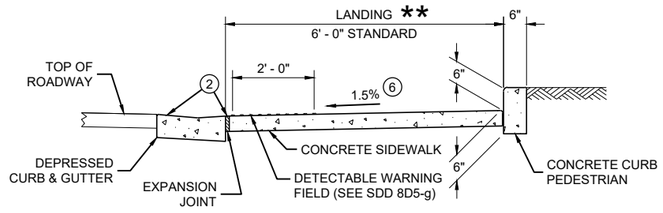


VIEW A - A FOR TYPE 1

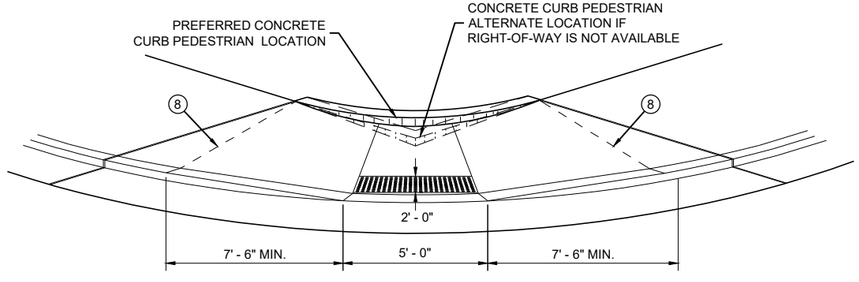
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

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

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

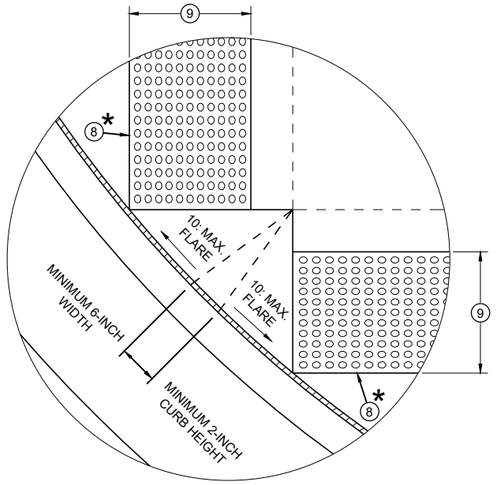
LEGEND

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

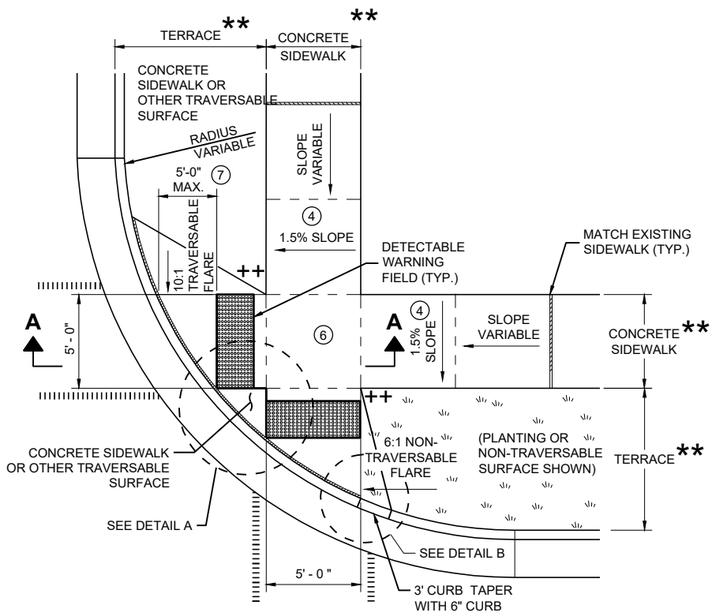
CURB RAMPS TYPE 1 AND 1-A

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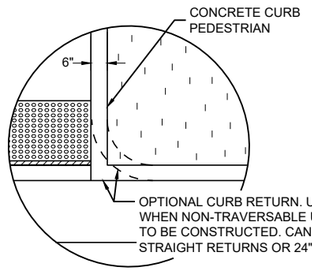
DETAIL A



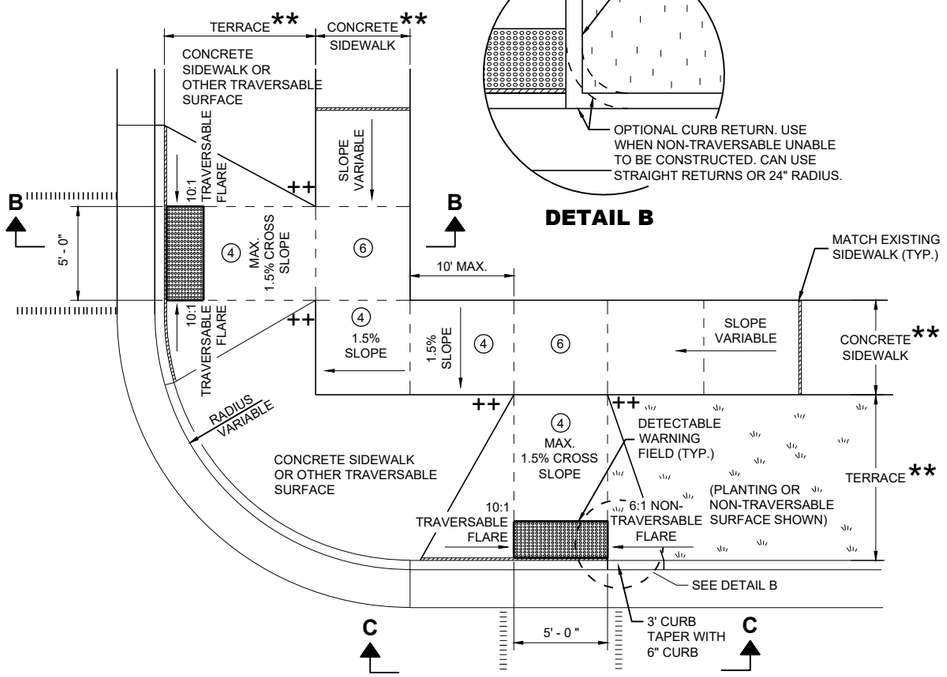
PLAN VIEW

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 RAMP ACCESS AREAS.

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

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

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

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

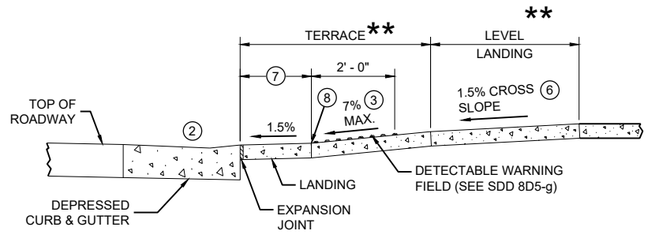
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

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

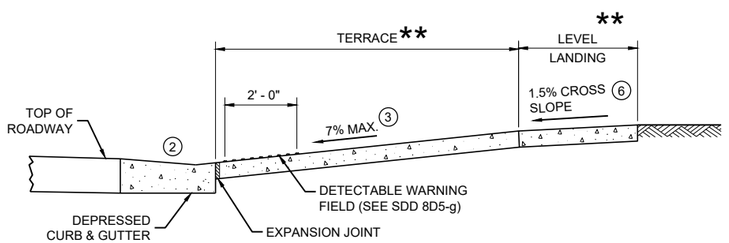


SECTION A - A FOR TYPE 2

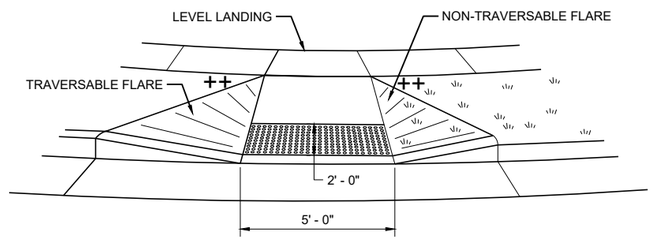
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



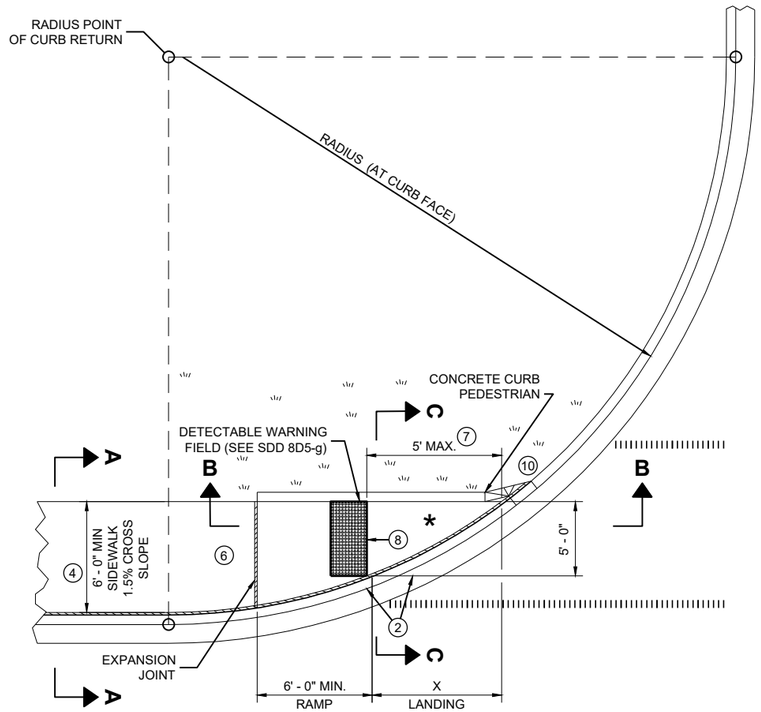
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

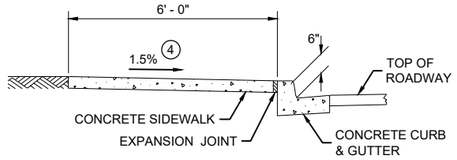


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

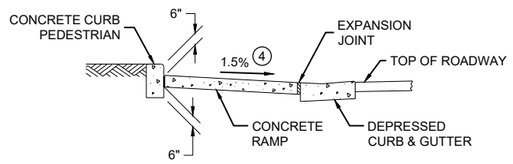
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

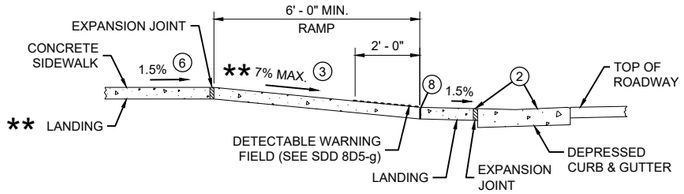
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



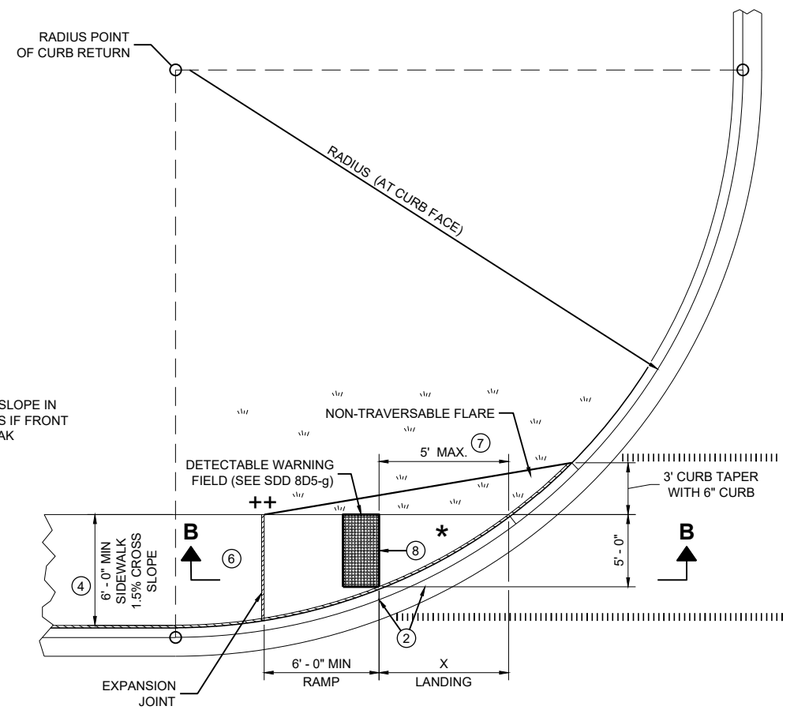
SECTION C - C FOR TYPE 4A



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

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

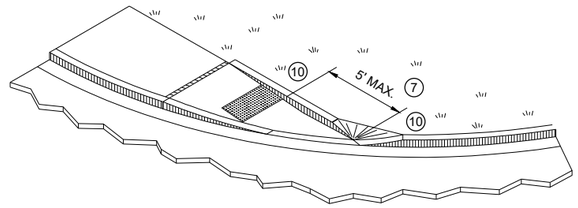
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



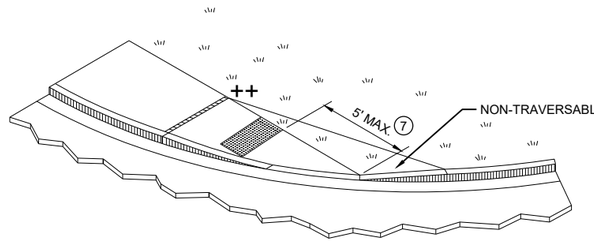
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



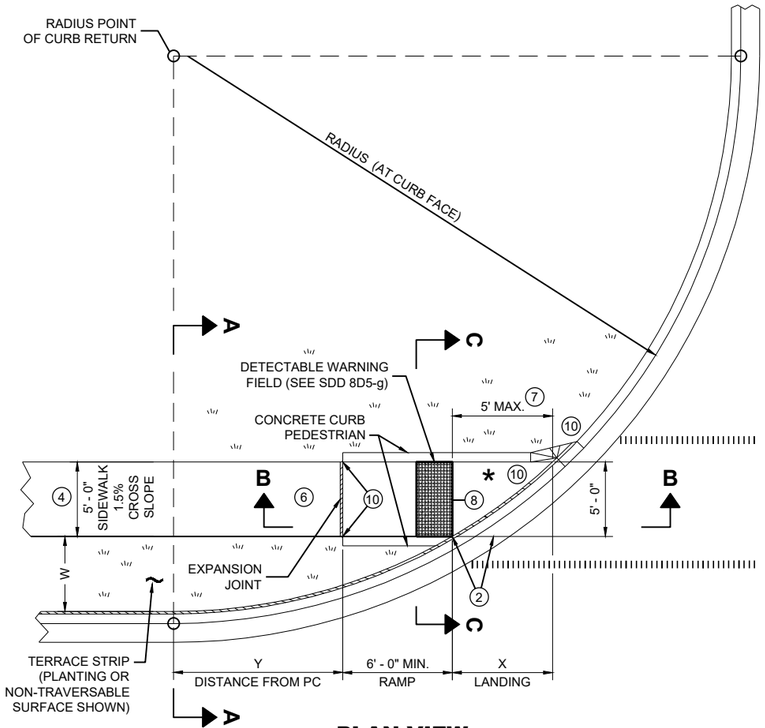
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05-21c



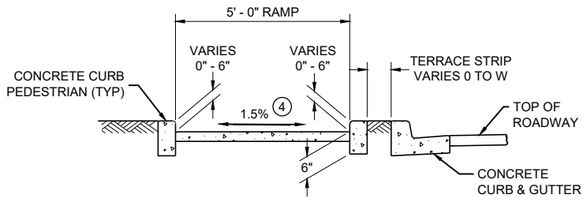
PLAN VIEW
CURB RAMP TYPE 4B

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

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

LEGEND

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



SECTION C - C FOR TYPE 4B

GENERAL NOTES

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

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

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

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

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

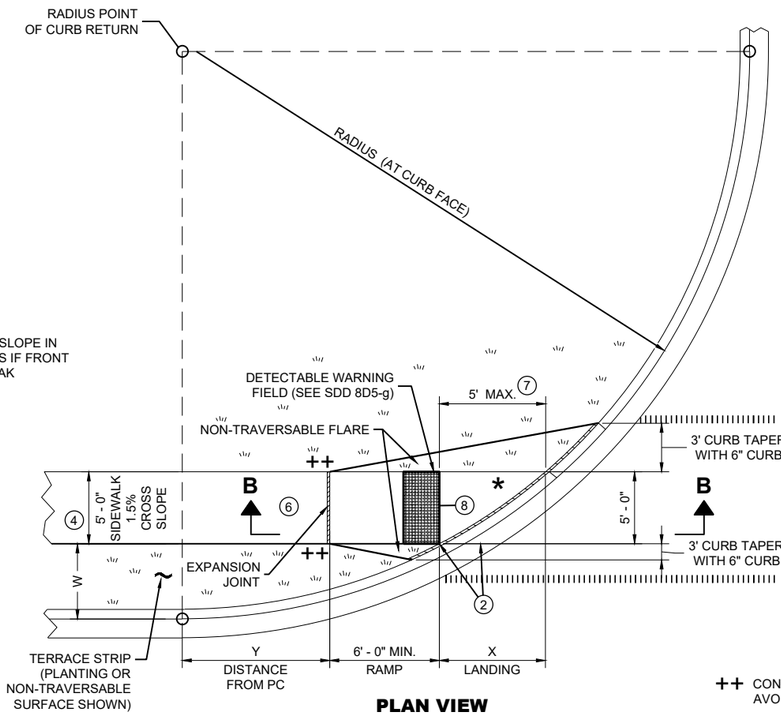
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

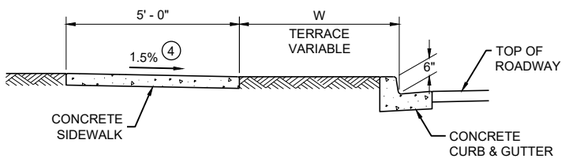
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



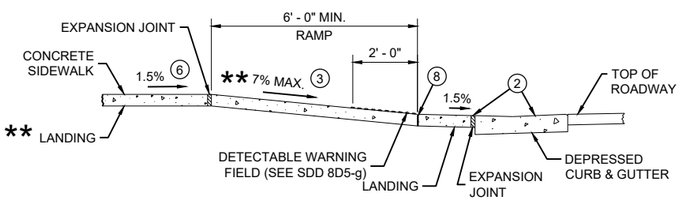
PLAN VIEW
CURB RAMP TYPE 4B1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

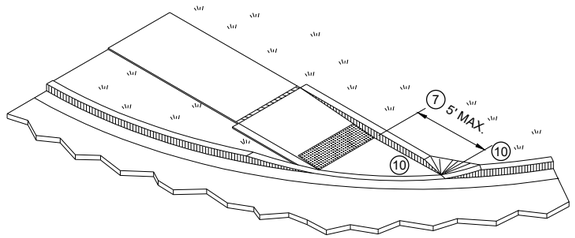


SECTION A - A FOR TYPE 4B

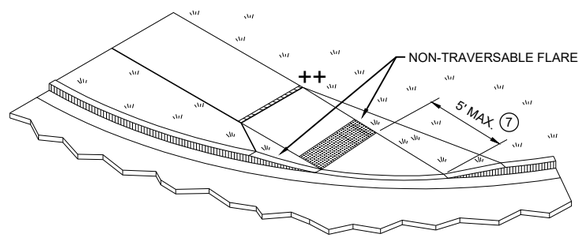


SECTION B - B FOR TYPE 4B AND TYPE 4B1

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



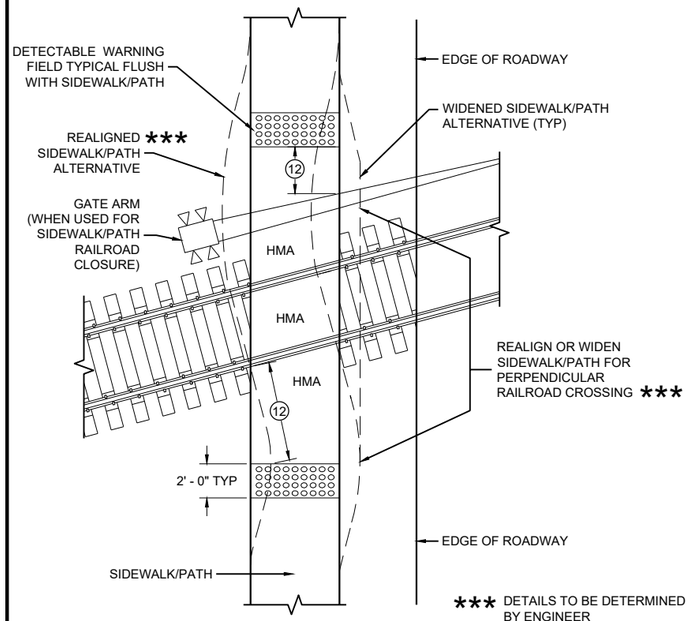
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

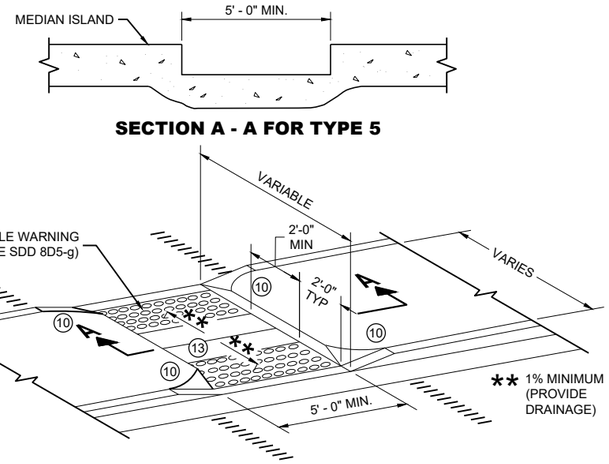
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

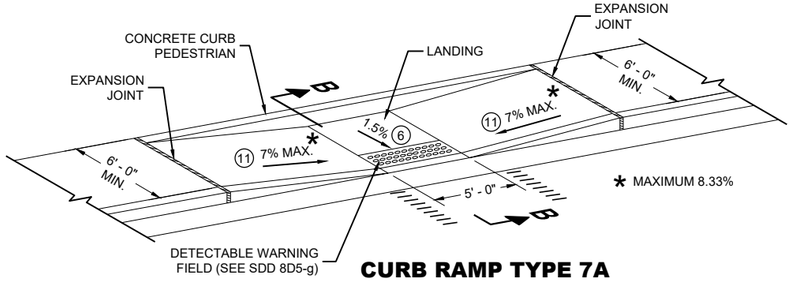
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

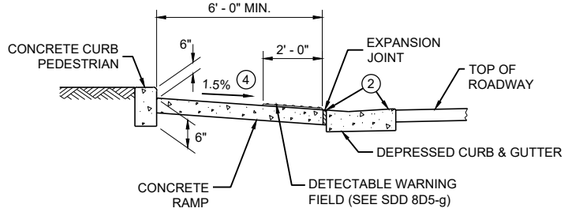
LEGEND

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

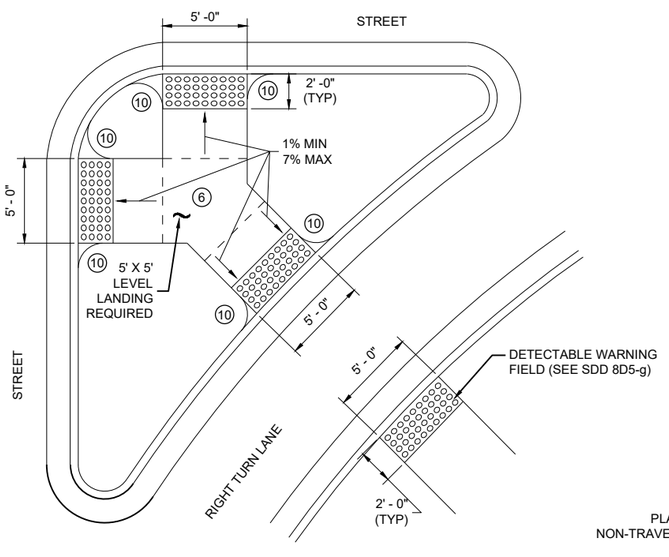


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



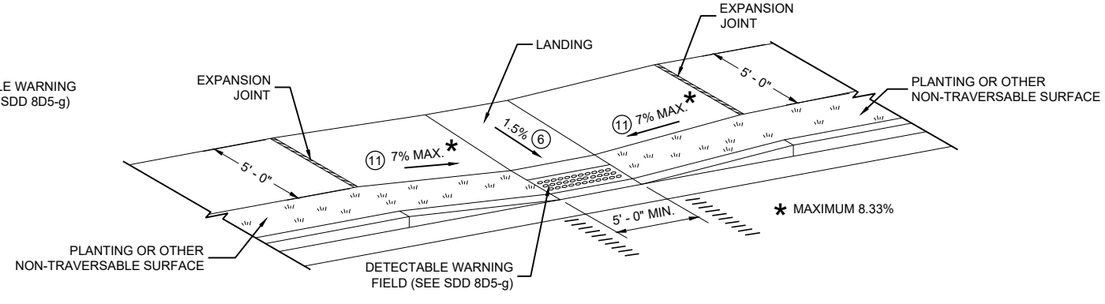
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



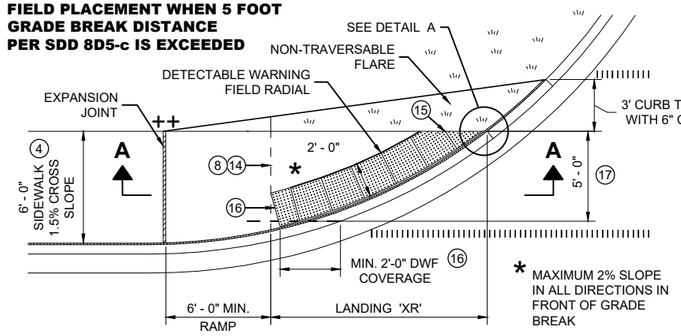
CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

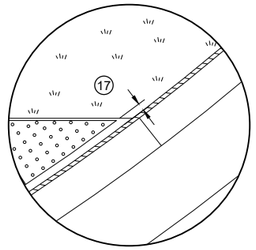
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

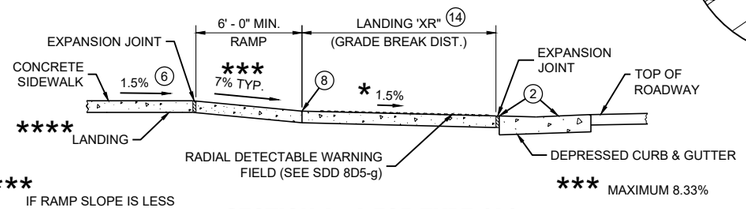


PLAN VIEW

CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

LEGEND

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

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

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

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

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

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

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

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

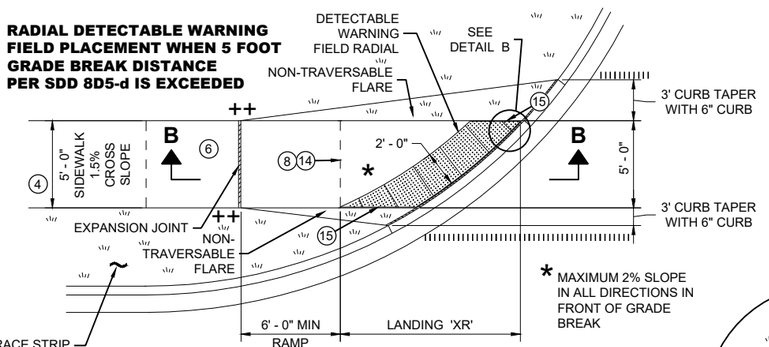
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

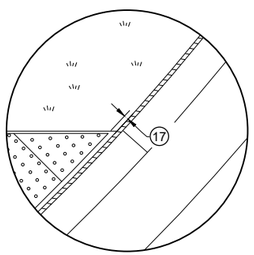
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

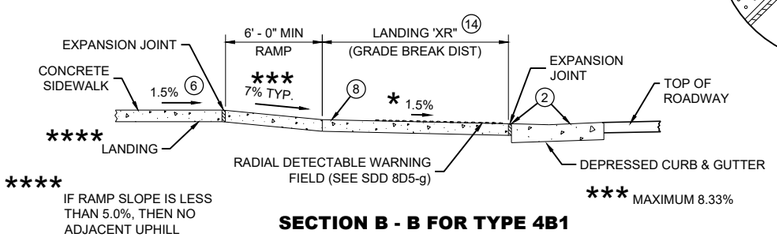


PLAN VIEW

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



DETAIL B

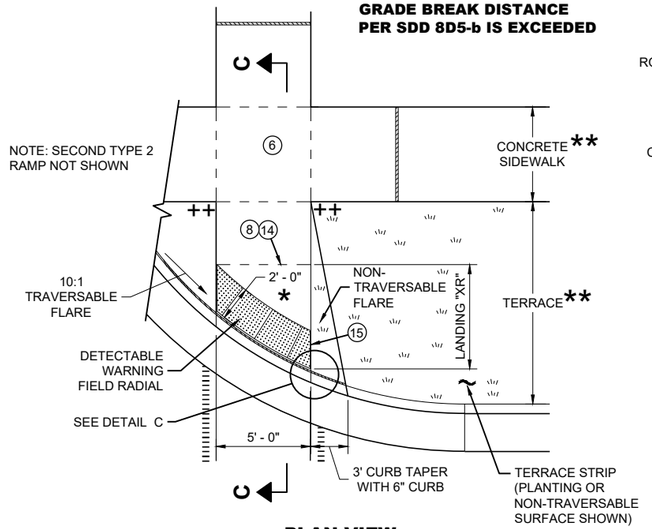


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

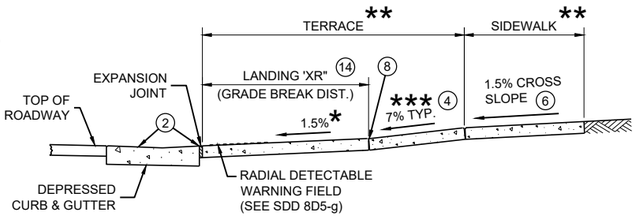
SECTION B - B FOR TYPE 4B1

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

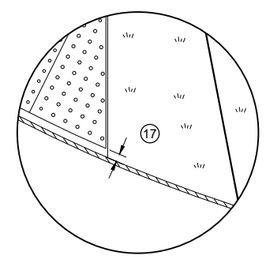


PLAN VIEW

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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

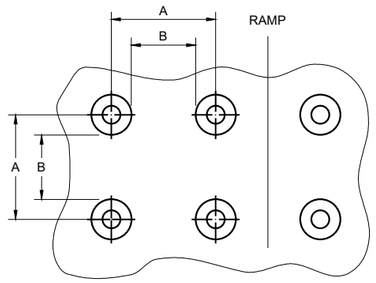
CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

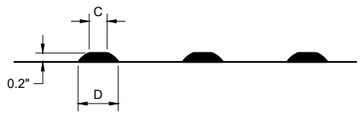
SDD 08D05-21f

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

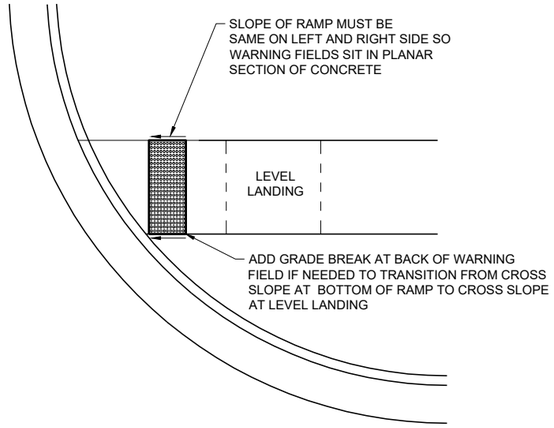
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

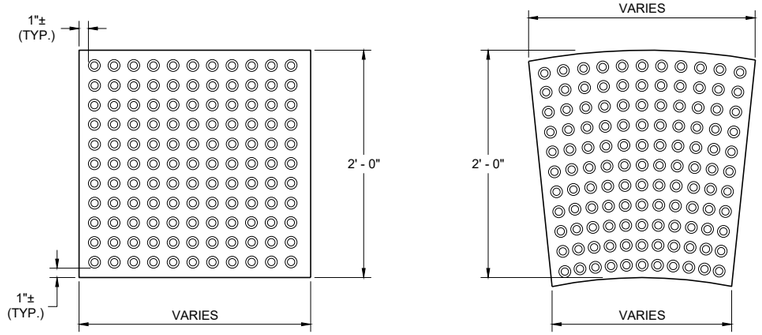
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

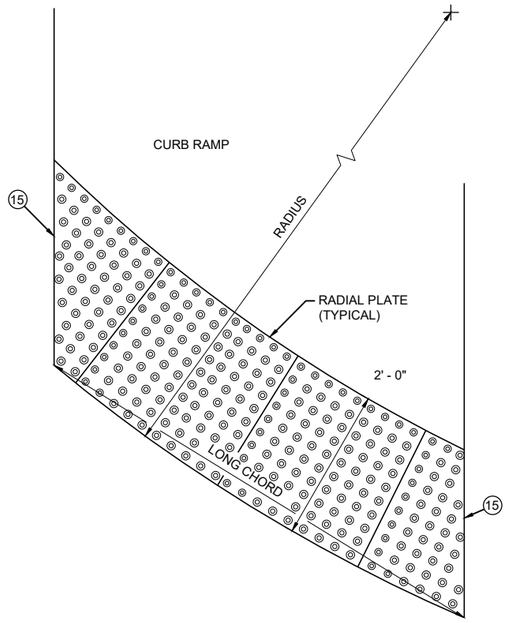
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



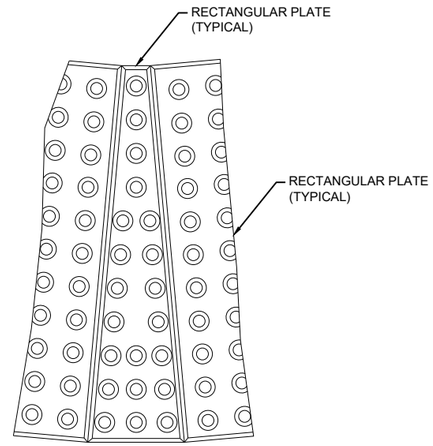
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

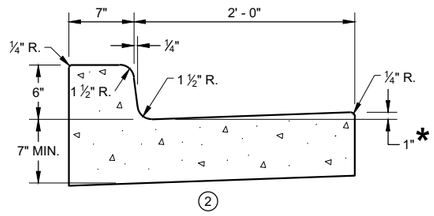
APPROVED

July 2023 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

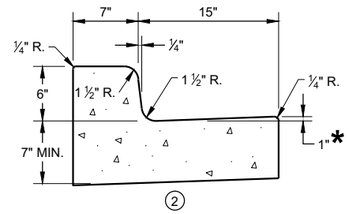
FHWA

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SDD 08D05-21g

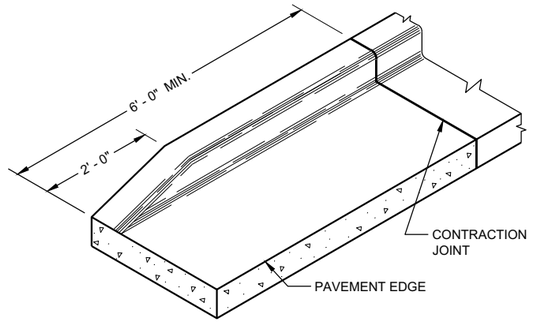


CONCRETE CURB AND GUTTER 31" ①

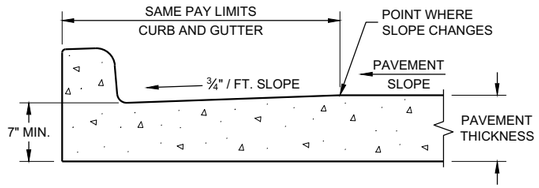
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



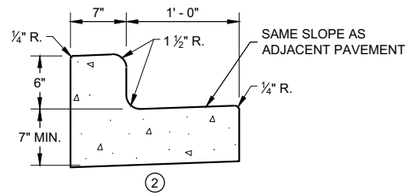
CONCRETE CURB AND GUTTER 22" ①



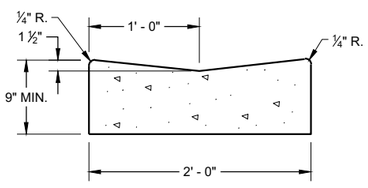
END SECTIONCURB AND GUTTER



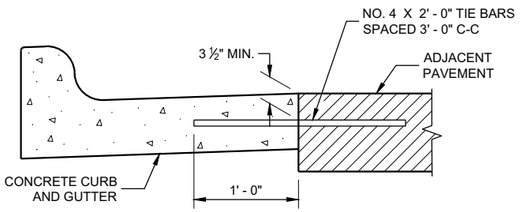
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



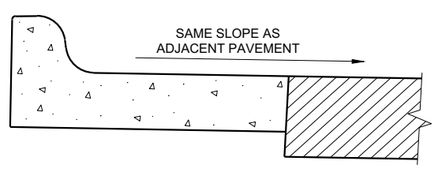
CONCRETE CURB AND GUTTER 19" ①



CONCRETE GUTTER 24" ①



TYPICAL TIE BAR LOCATION ①



HIGH SIDE SECTION ③

(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

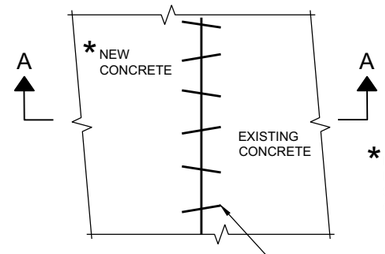
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

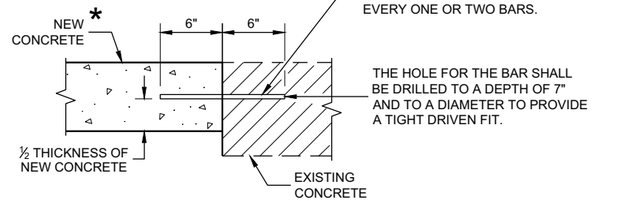
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



PLAN VIEW

*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.



SECTION A - A

PAVEMENT TIES

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional use in Milwaukee Co. Only)

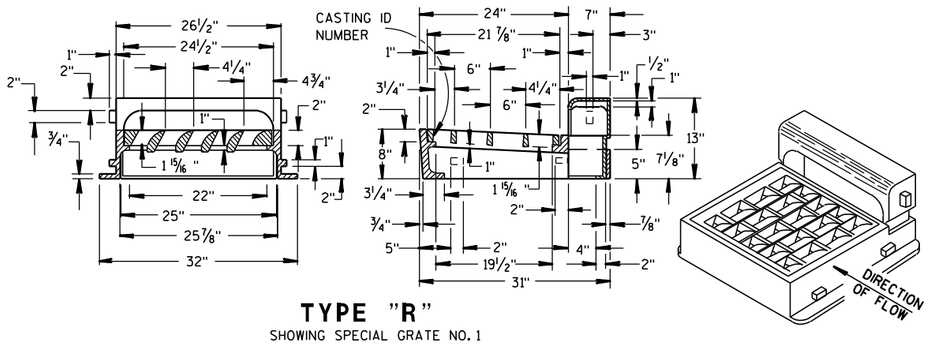
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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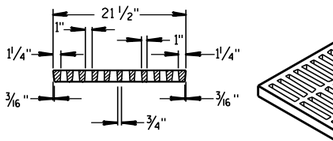
SDD 08D16 - 11

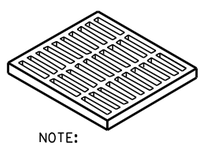
INLET COVERS



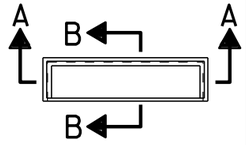
TYPE "R"

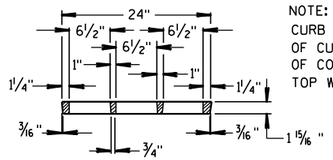
SHOWING SPECIAL GRATE NO. 1
(TO BE NOTED AS R-1 IN DRAINAGE TABLE)



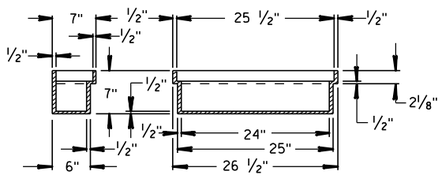


(APPROX. WEIGHT - 510 LBS.)
FRAME..... 245 LBS.
CURB..... 120 LBS.
GRATE..... 145 LBS.





NOTE:
CURB PLUG USED IN PLACE OF CURB BOX IN ABSENCE OF CONC. CURB. FILL TO TOP WITH CONCRETE.



GRATE FOR TYPE "R" INLET COVER

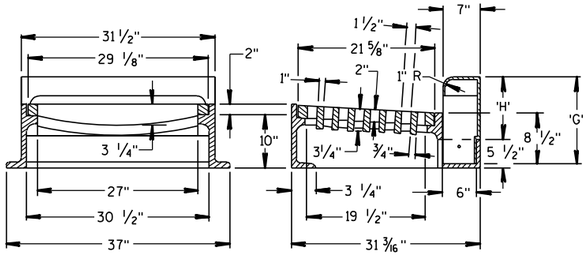
(GRATE..... 150 LBS.)
(TO BE USED UNLESS OTHERWISE NOTED IN DRAINAGE TABLE)

SECTION B-B SECTION A-A

SPECIAL CURB PLUG "P"

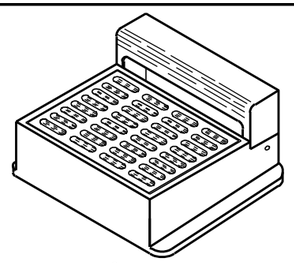
(CURB PLUG..... 85 LBS.)
(TO BE NOTED AS R-P IN DRAINAGE TABLE)

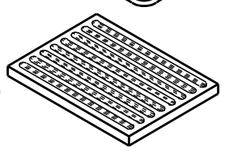
'H' = 9" FOR 6" CURB
'H' = 11" FOR 8" CURB
'G' = 13 3/4" FOR 6" CURB
'G' = 15 3/4" FOR 8" CURB



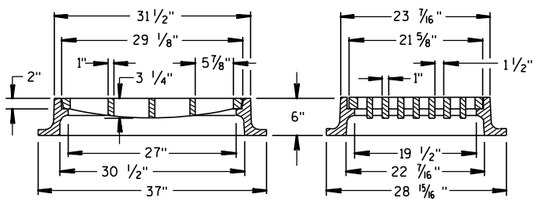
TYPE "W"

(APPROX. WEIGHT - 670 LBS.)
FRAME..... 350 LBS.
CURB BOX..... 135 LBS.
GRATE..... 185 LBS.





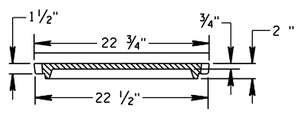
ALTERNATE GRATE
(FOR EXPRESSWAY RAMPS)
TYPES "W" & "X"



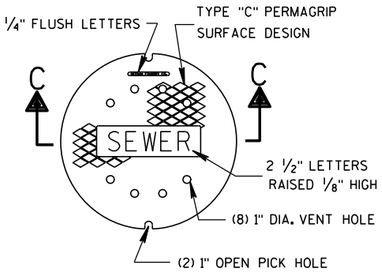
TYPE "X"

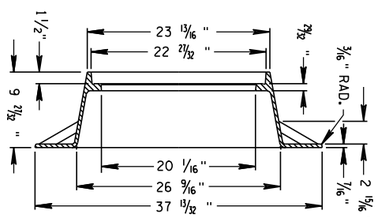
(APPROX. WEIGHT - 470 LBS.)

MANHOLE COVER



SECTION C-C

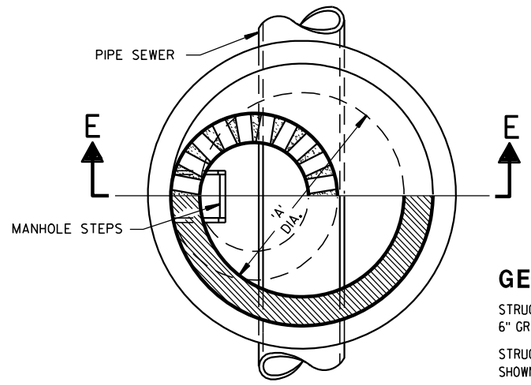




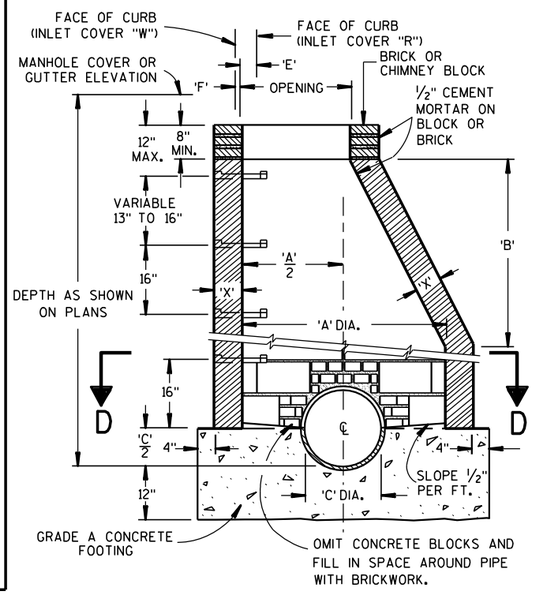
TYPE "Q"

(APPROX. WEIGHT - 290 LBS.)

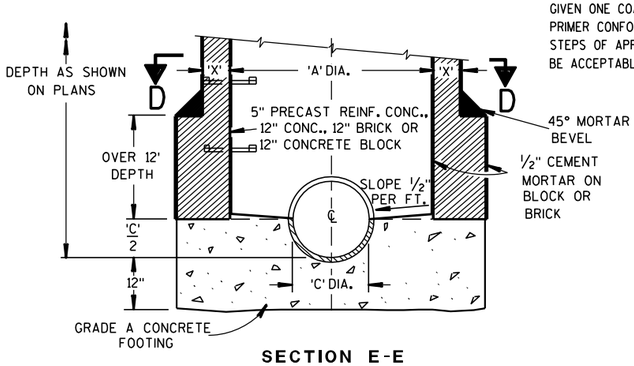
MANHOLE



HALF SECTION D-D



SECTION E-E



SECTION E-E

TYPES 11, 12, 13 & 14

TABLE OF OPENING DIMENSIONS

TYPE	COVER DESCRIPTION	OPENING	'E'	'F'
"O"	ROUND	2'-2" DIA.	—	—
"W"	CURB BOX	1'-8" X 2'-6"	—	1"
"X"	INLET	1'-10" X 2'-6"	—	—
"R"	CURB BOX	2'-0" X 2'-1"	4"	—

TABLE OF DIMENSIONS

TYPE	'A'	'B'	'C'
11	3'-6"	2'-8"	12" - 36"*
12	4'-0"	3'-8"	12" - 42"**
13	5'-0"	5'-8"	42" - 48"
14	6'-0"	7'-8"	54" - 60"

* 12" - 21" FOR PRECAST MANHOLES
** 12" - 24" FOR PRECAST MANHOLES

THE FIRST STEP SHALL BE PLACED 16" ABOVE THE BENCH.

GENERAL NOTES

STRUCTURE WALL THICKNESS 'X' TO BE 8" BRICK, 6" CONCRETE BLOCK, 6" GRADE A CONCRETE OR 5" PRECAST REINFORCED CONCRETE.

STRUCTURE FOOTINGS ARE TO BE GRADE A CONCRETE OF THE THICKNESS SHOWN IN THE DETAIL OR 5" PRECAST REINFORCED CONCRETE.

REINFORCEMENT FOR 5" PRECAST REINFORCED CONCRETE SHALL BE 6" X 6" W16 X W16 WELDED SREEL WIRE FABRIC AND SHALL BE EMBEDDED 2" CLEAR.

PRECAST INLET UNITS AND BASES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

PRECAST CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6" IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACK-FILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

SET FRAME ELEVATION 0.03 FT. LOWER THAN ELEVATION INDICATED ON THE PLANS.

THE CONTRACTOR MAY FORM AND POUR MONOLITHIC CONCRETE INVERT PROVIDED THE PIPE ENDS ARE EXTENDED INTO THE M.H. AND NOT TERMINATED WITHIN THE M.H. WALLS.

MANHOLE STEPS

STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH; 16 INCH C-C MAX. SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM WALL EMBEDMENT OF 3 INCHES IN PRECAST MANHOLE AND 6 INCHES IN 8 INCH BRICK OR 6 INCH BLOCK MANHOLE; TREAD OF STEP SHALL HAVE A NON-SKID SURFACE AND BE FLANKED BY CLEATS, WITH A MINIMUM OF 10 INCHES CLEAR BETWEEN CLEATS, TO PREVENT FOOT SLIPPING OFF THE EDGE CLEATS SHALL BE A MINIMUM OF 3/4 INCH HIGH BY 3/4 INCH WIDE HAVING A MINIMUM THICKNESS OF 3/8 INCH. STEPS SHALL BE CAPABLE OF SUPPORTING A CONCENTRATED LOAD OF 300 LBS. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT. STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCING BAR WILL BE ACCEPTABLE.

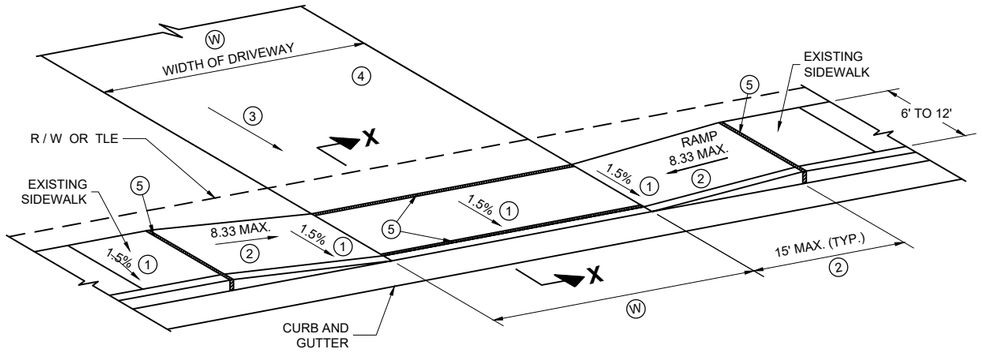
MANHOLES, MANHOLE & INLET COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

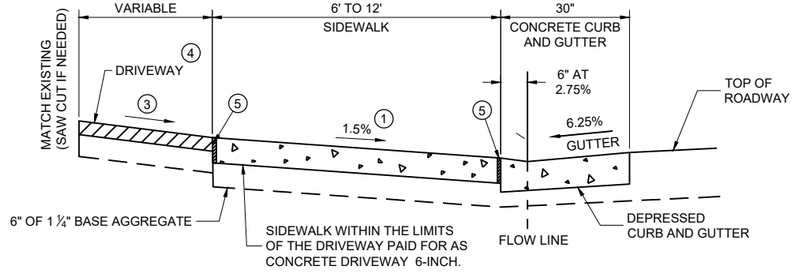
APPROVED
4/12/2011 — DATE
/S/ Jerry H. Zogg — ROADSIDE STANDARDS ENGINEER
317 — FHWA

S.D.D. 8 D 17-6

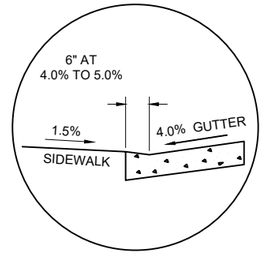
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TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



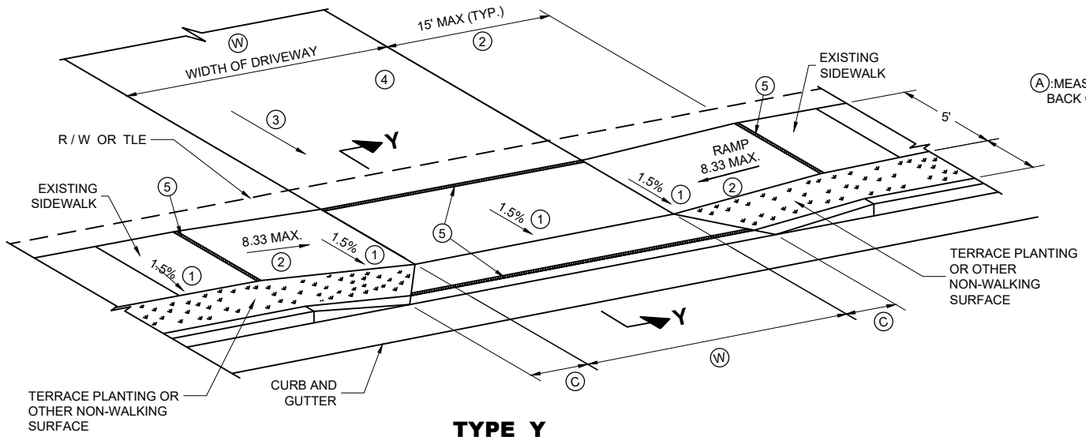
SECTION X - X
4% GUTTER SLOPE

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

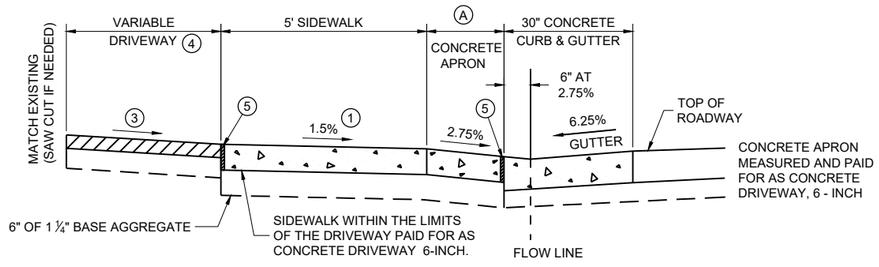
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'



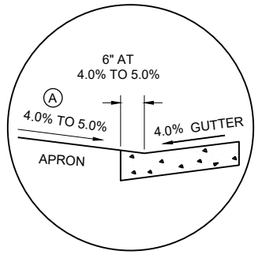
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y



SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ ½" EXPANSION JOINT FILLER

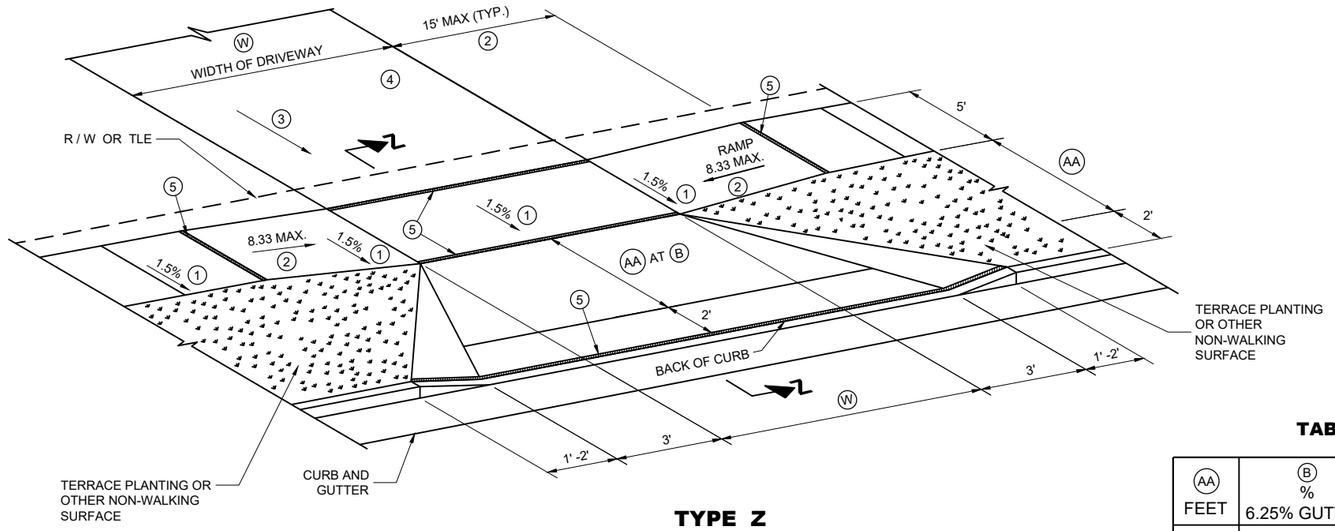
DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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SDD 08D18-04



TYPE Z

SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

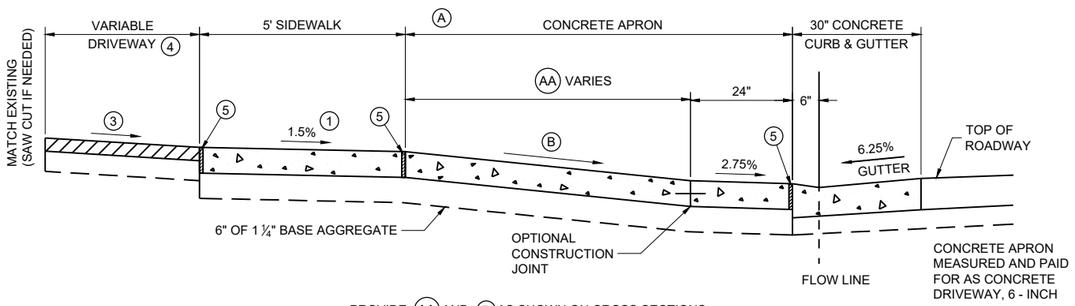
(5) ½" EXPANSION JOINT FILLER.

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

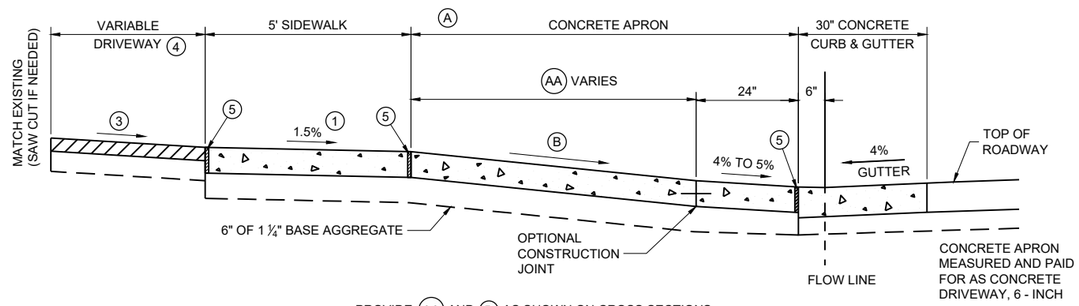
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE

NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

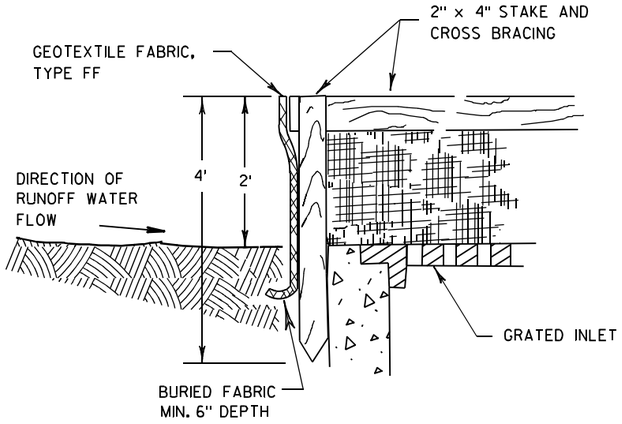
SECTION Z - Z
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

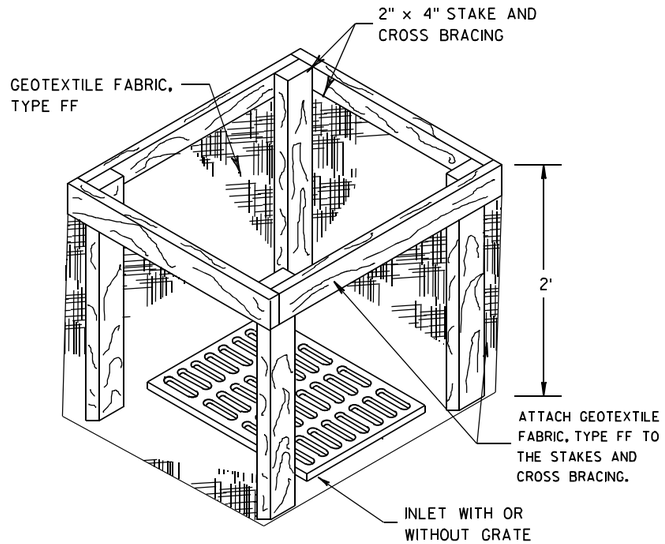
DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

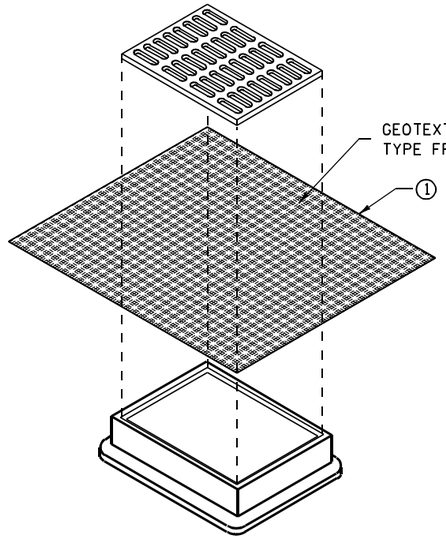
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



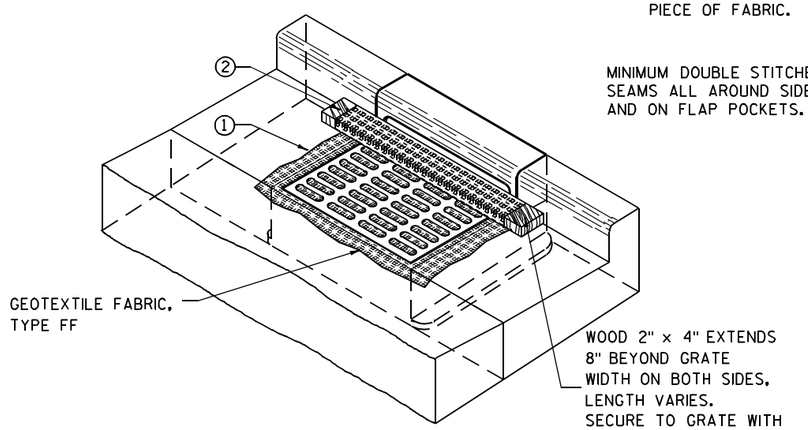


INLET PROTECTION, TYPE A

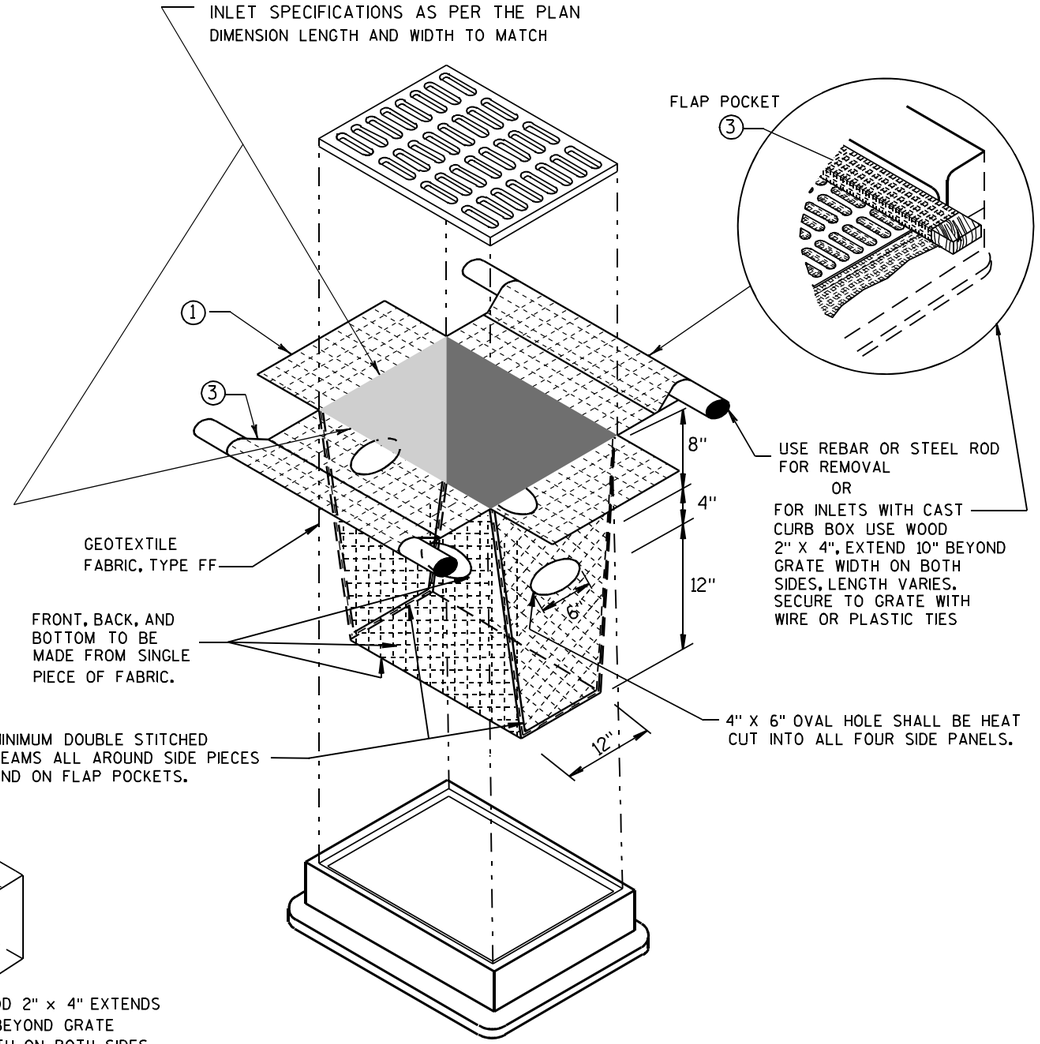


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

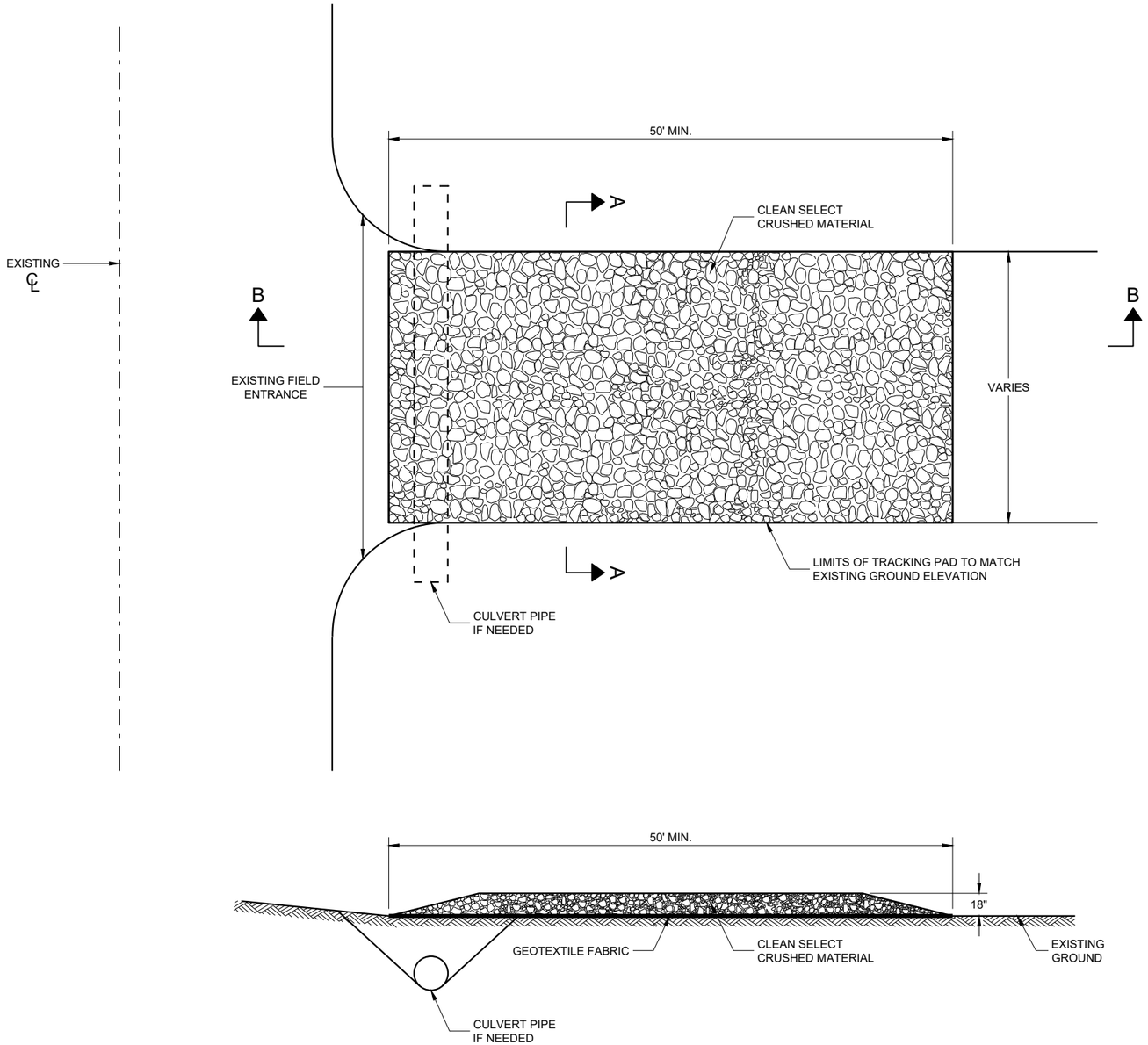
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S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

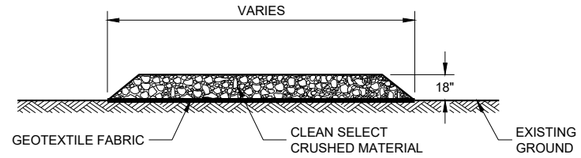
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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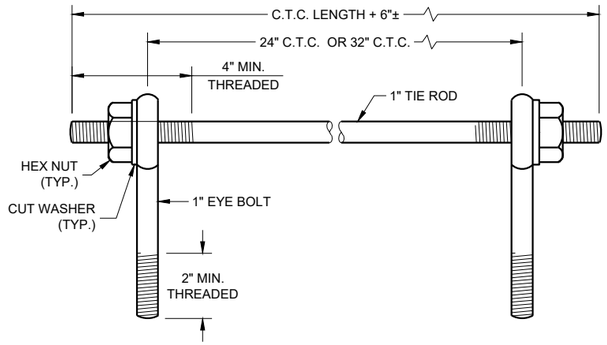
3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

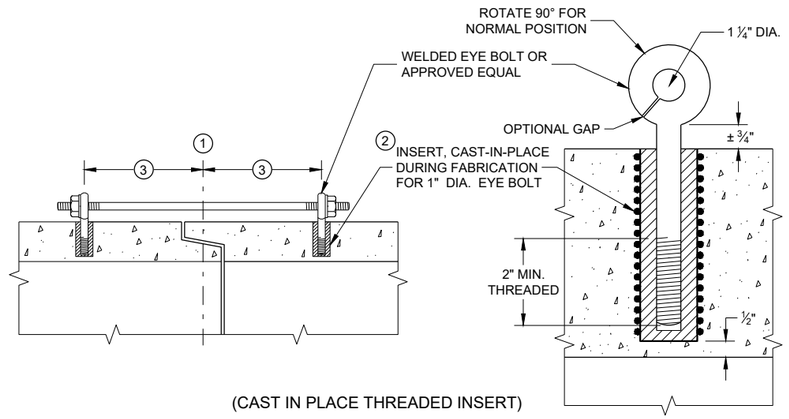
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SDD 08E14 - 01



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

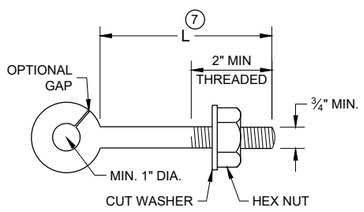
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

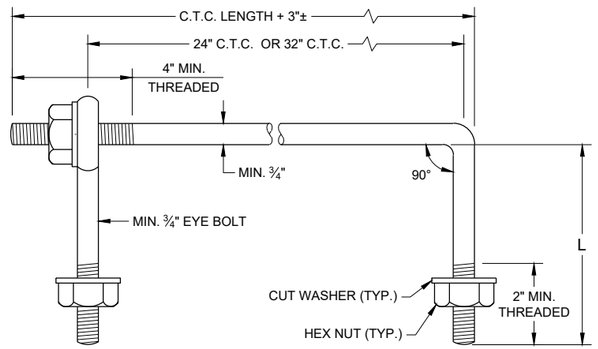
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

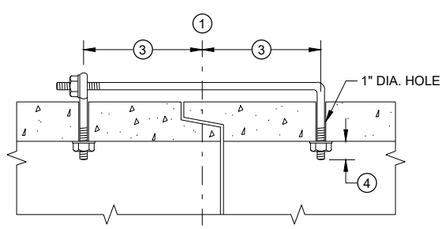


EYE BOLT (7)

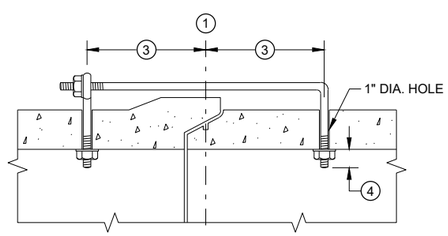
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

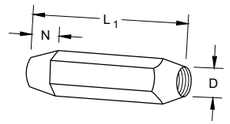
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

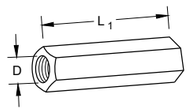
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



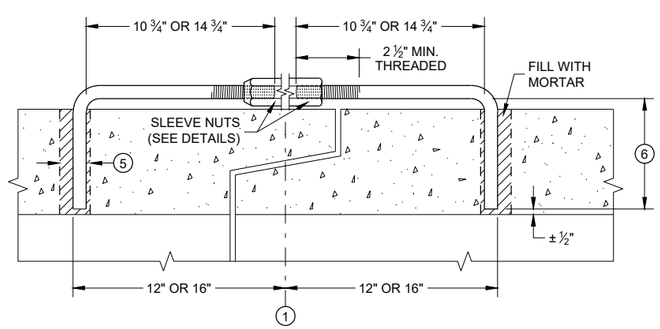
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PLAIN

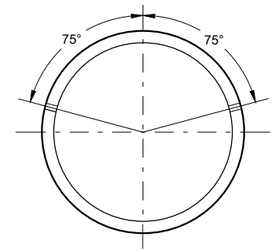
RIGHT AND LEFT THREADS

SLEEVE NUTS



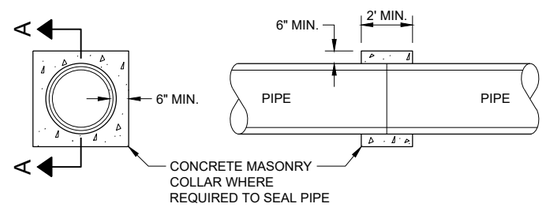
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

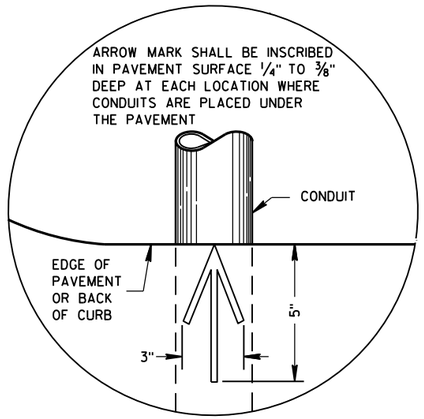
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

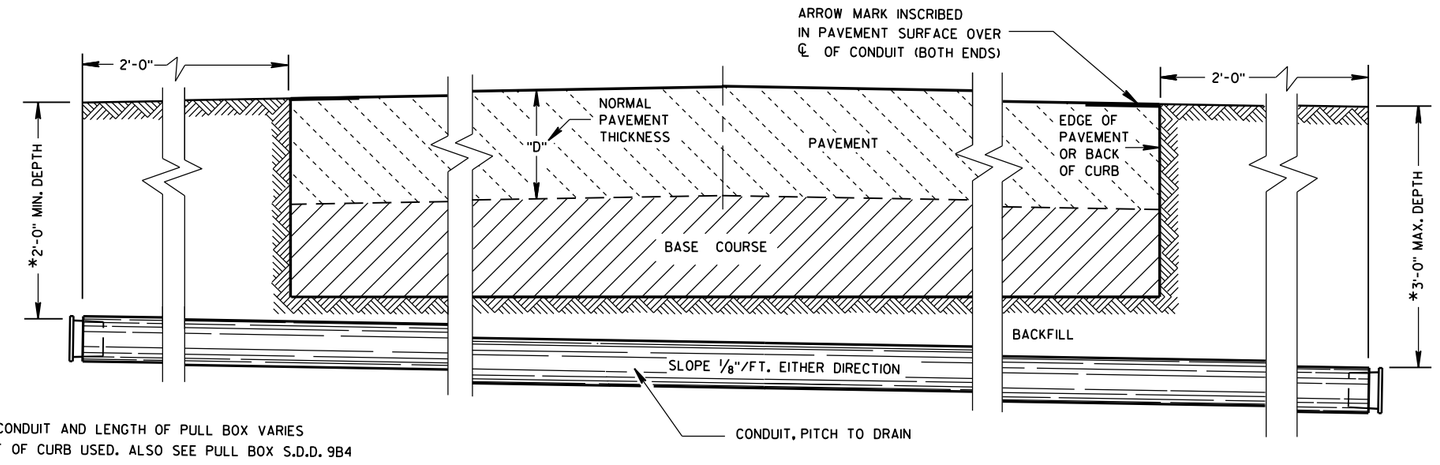
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

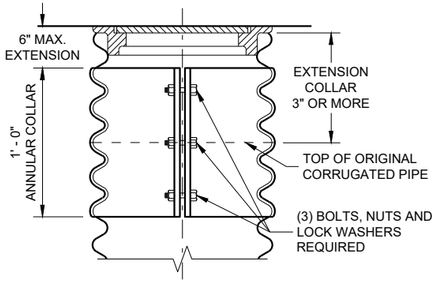
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

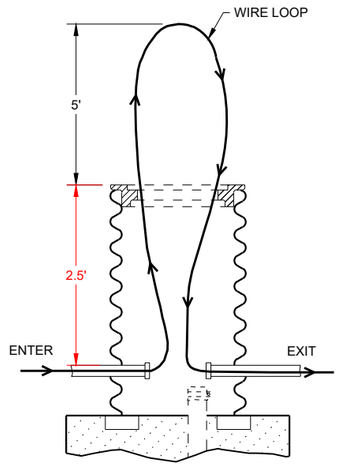
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 323
FHWA

6

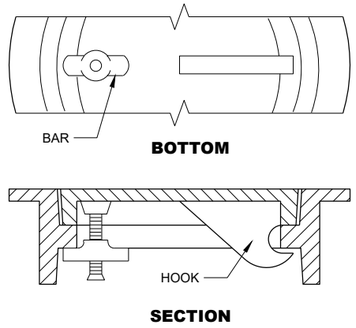
S.D.D. 9 B 2-10



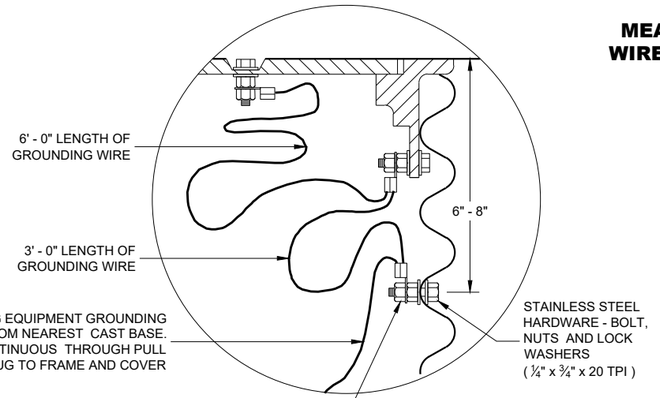
CORRUGATED PIPE EXTENDER



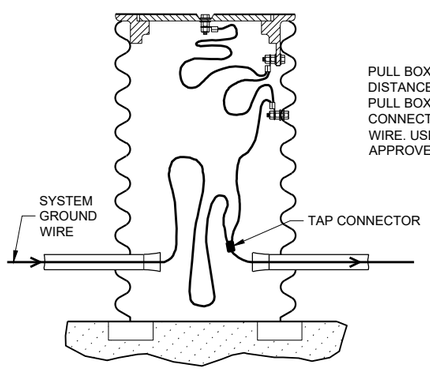
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

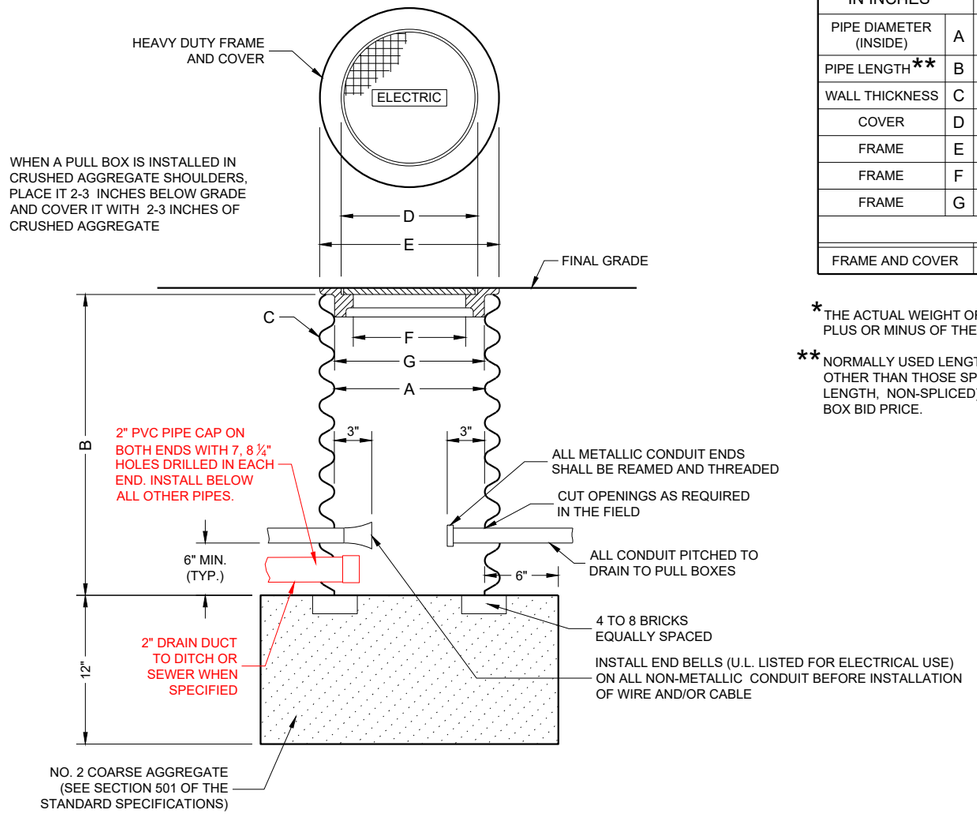


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

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

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

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

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

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

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

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

PULL BOX

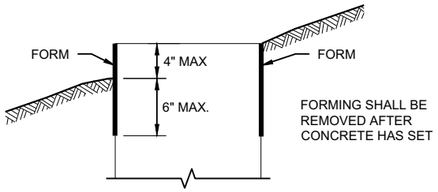
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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.

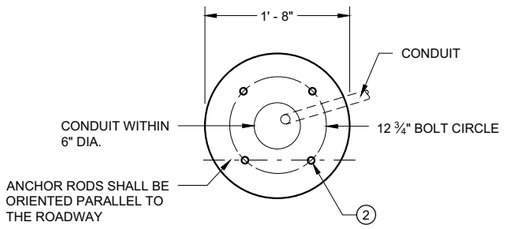
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

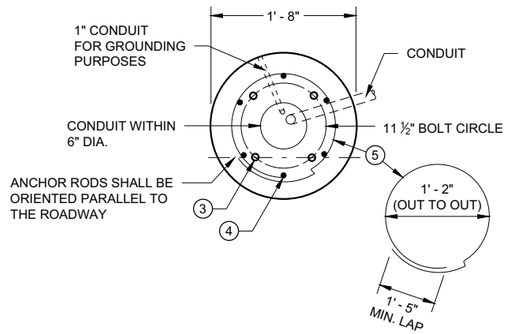
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

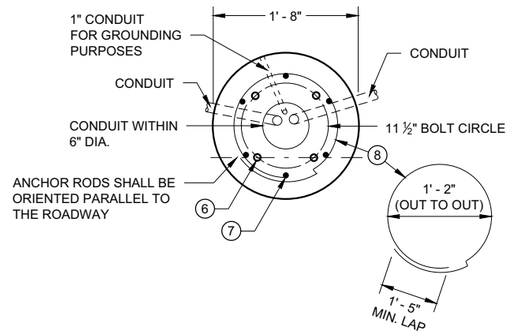
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

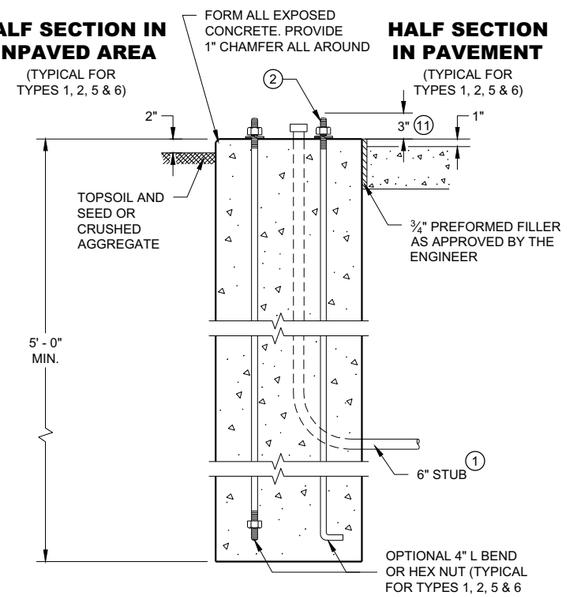
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

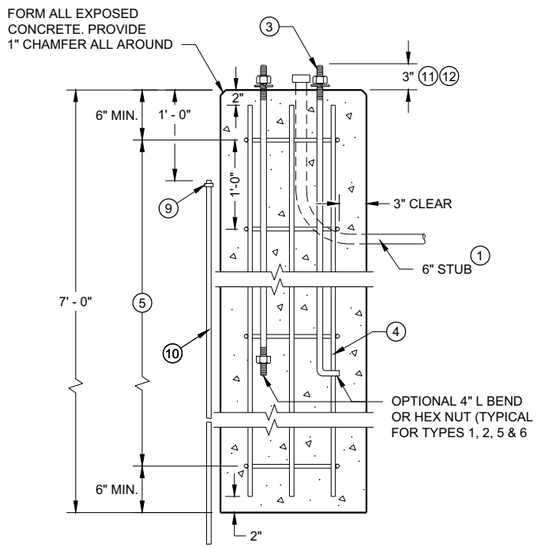
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

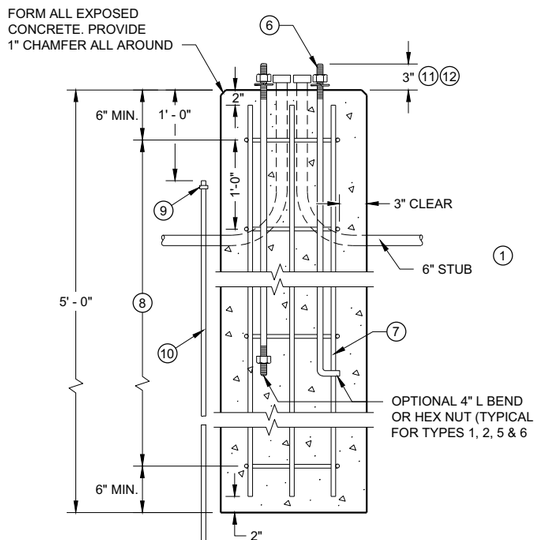
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



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 325

FHWA

GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER.

IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. 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 SMOOTH 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).

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 OF THE STANDARD SPECIFICATIONS.

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

ANCHOR RODS SHALL BE 1" X 60".

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

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 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 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 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.

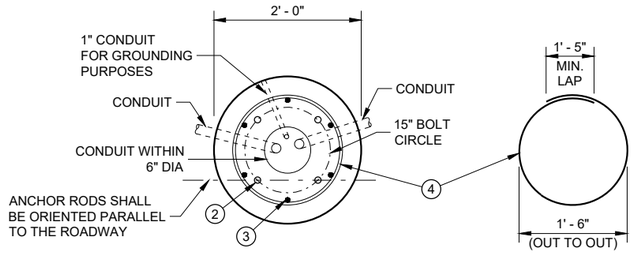
FOR USE WITH TYPE 7 AND TYPE 17 POLES.

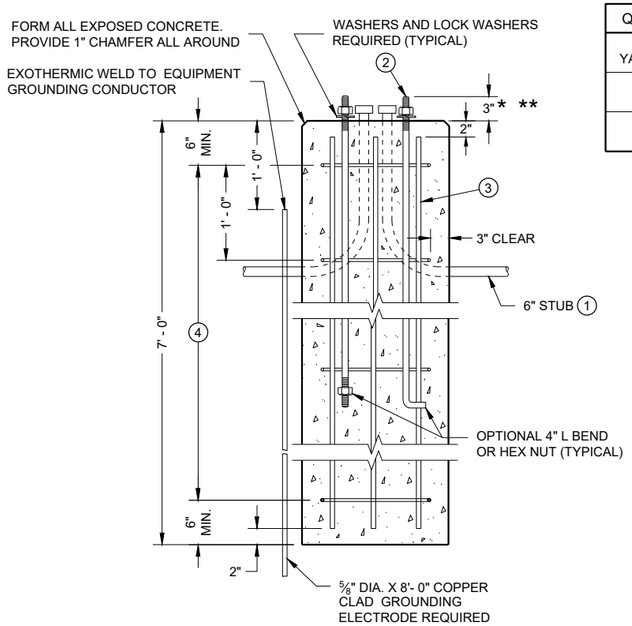
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN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

(2) (4) 1" DIA. X 5'-0" ANCHOR RODS.

(3) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

(4) (7) NO. 4 X 6'-2" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

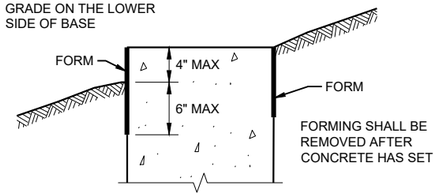




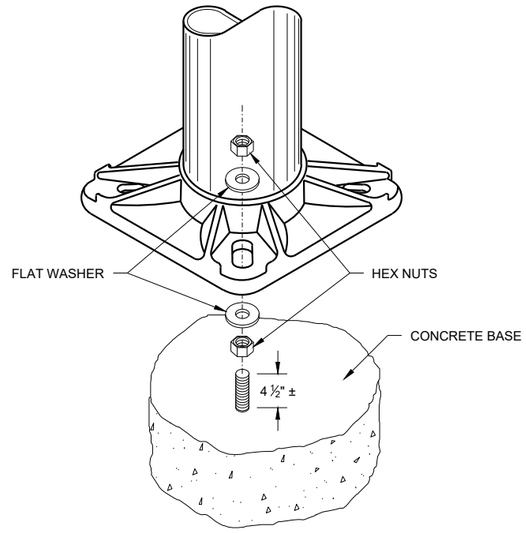
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	0.8
LBS. OF HOOP BAR STEEL	29
LBS. OF VERTICAL BAR STEEL	60

CONCRETE BASE, TYPE 7

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL



NON-BREAKAWAY INSTALLATION
(LEVELING NUT)

* 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.

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

CONCRETE BASE TYPE 17

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

6

SDD 09C08 - 05

GENERAL NOTES

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

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

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

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

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

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

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

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

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

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

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

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

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

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

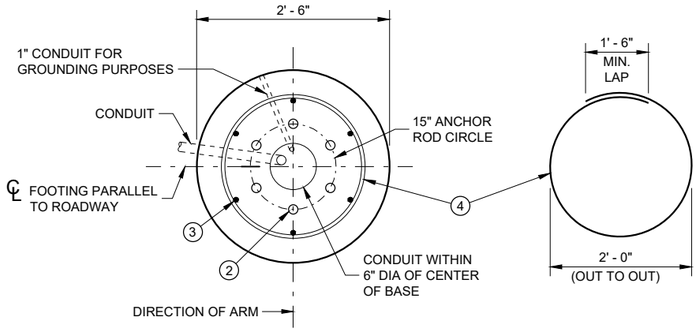
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

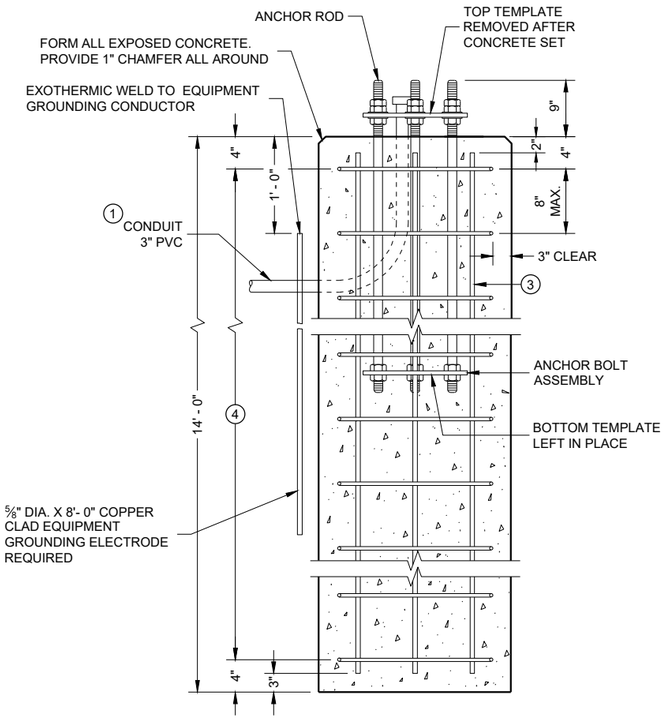
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

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

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

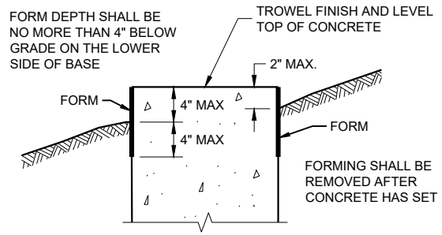
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



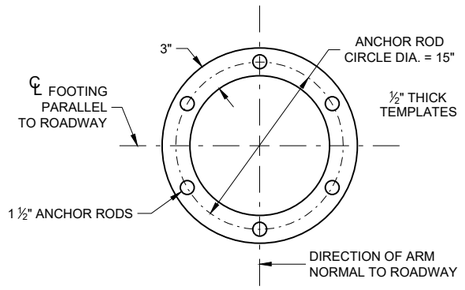


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

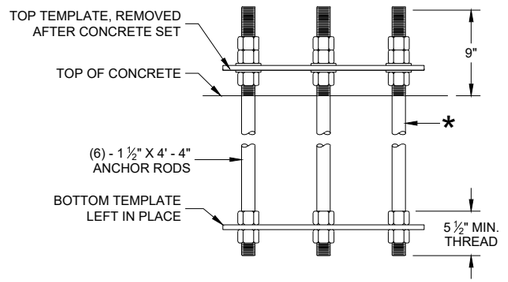
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

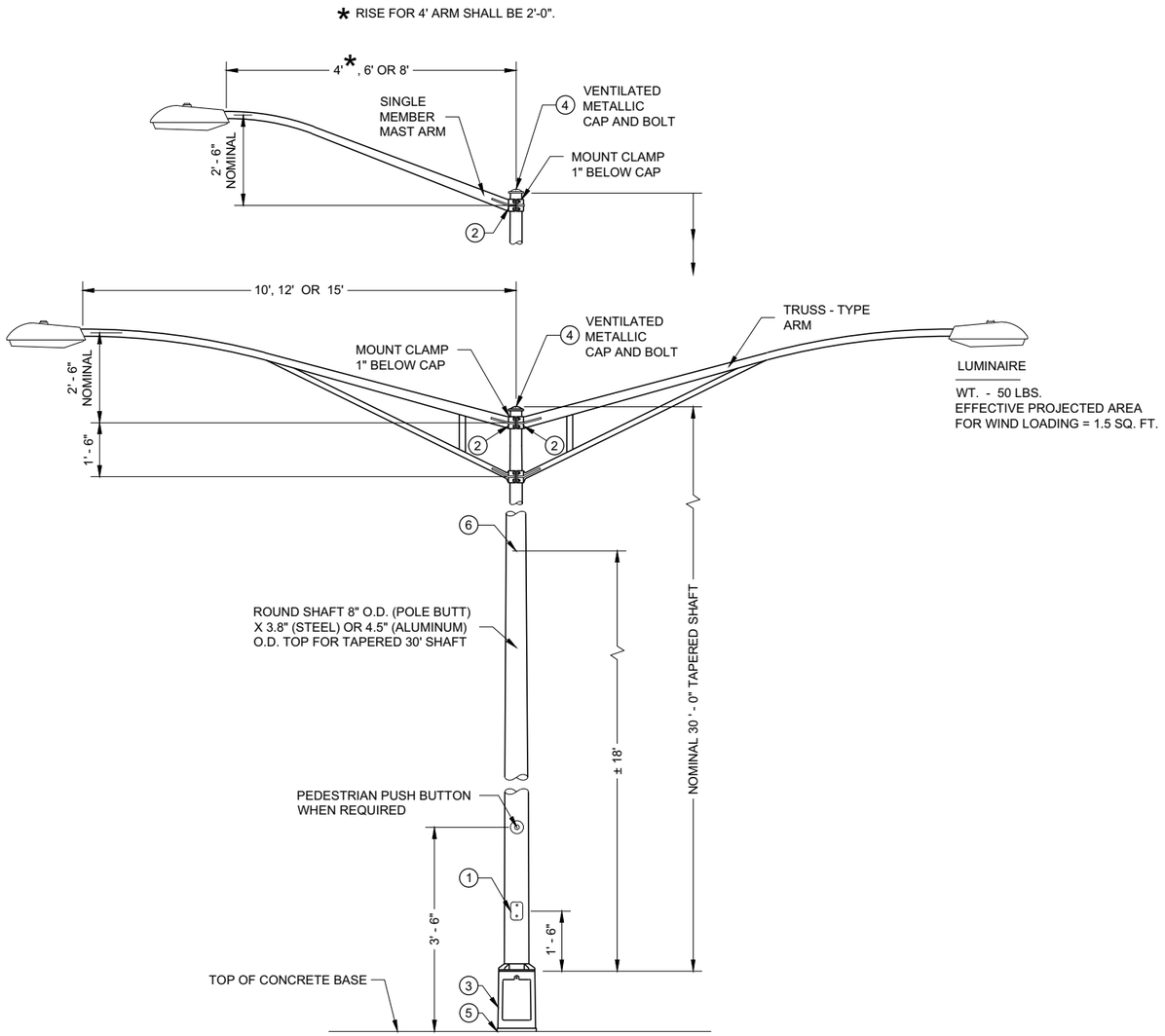
* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE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

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
SDD 09C11 - 10



TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

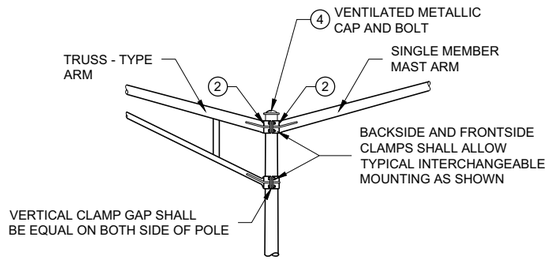
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

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

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



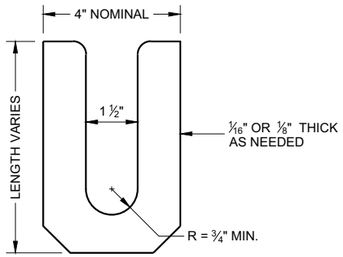
INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

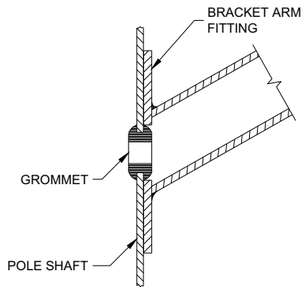
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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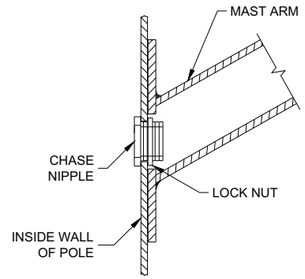
SDD 09E01 - 15d



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

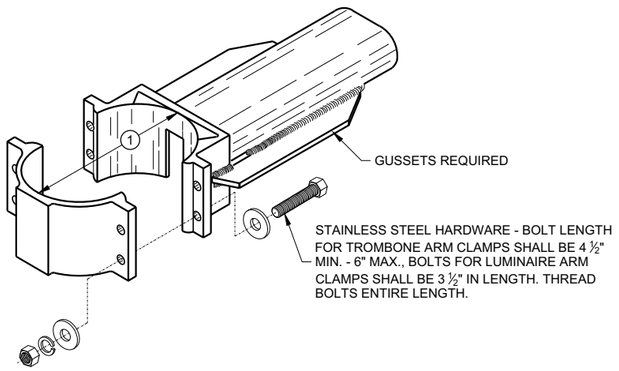
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

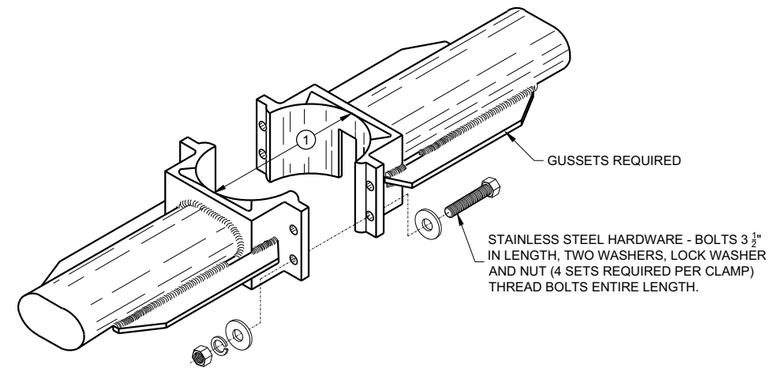
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

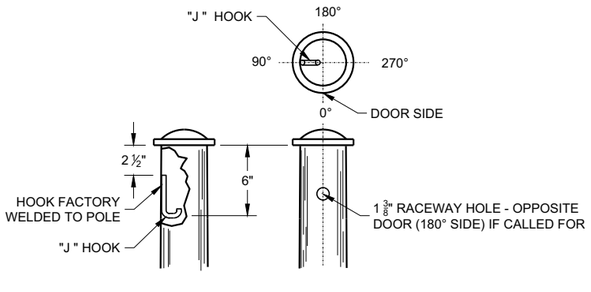
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



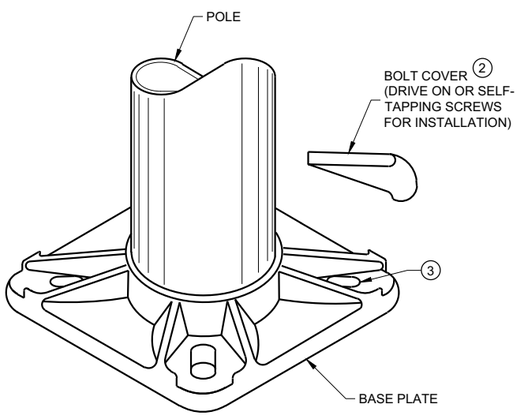
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



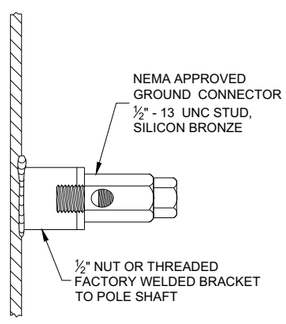
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

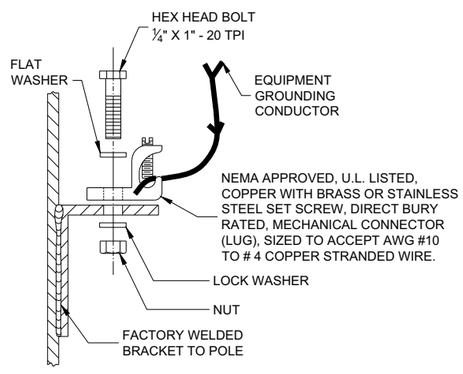


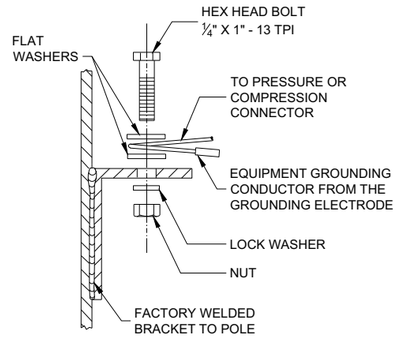
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 329

FHWA

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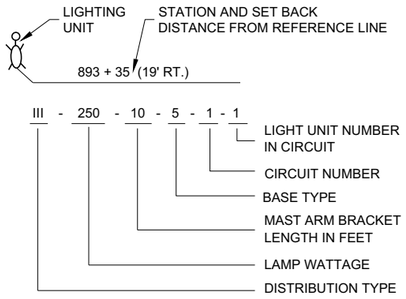
SDD 09E01 - 15g

GENERAL NOTES

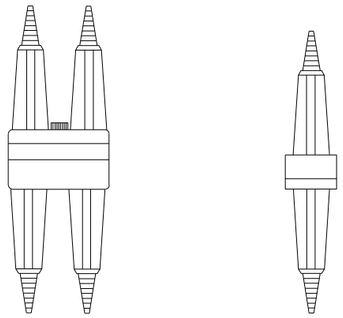
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

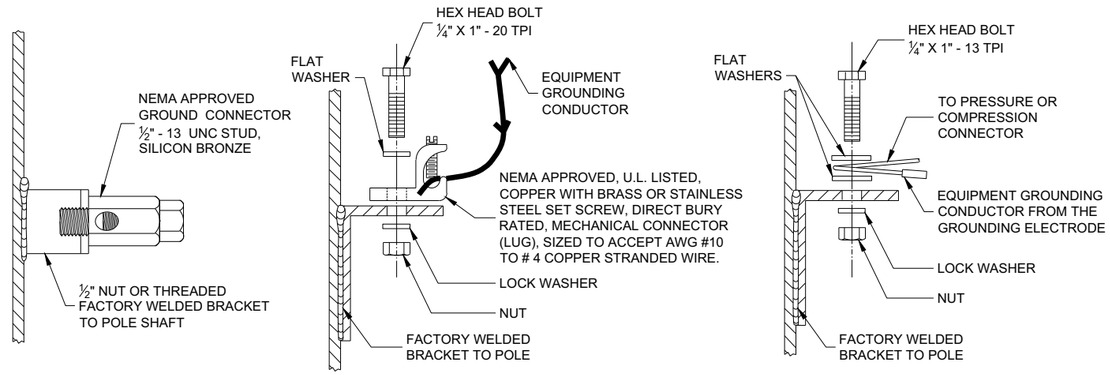


LIGHTING UNIT CODE
(TYPICAL)

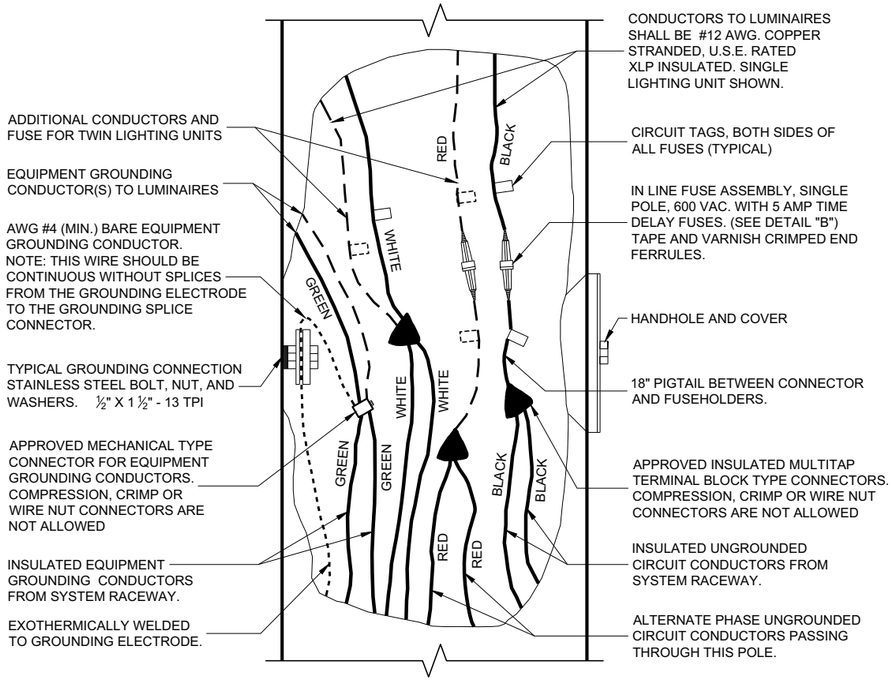


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

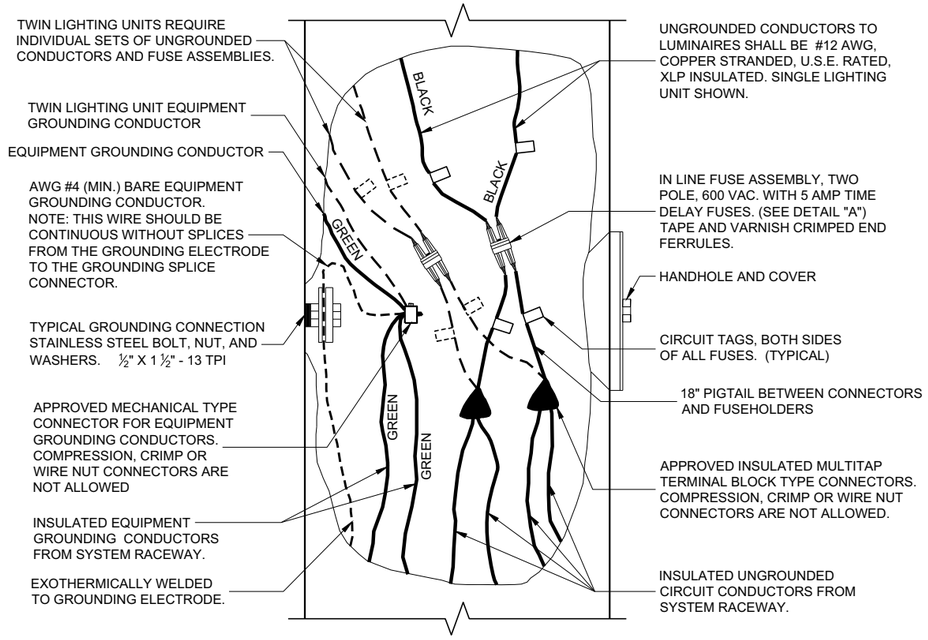
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

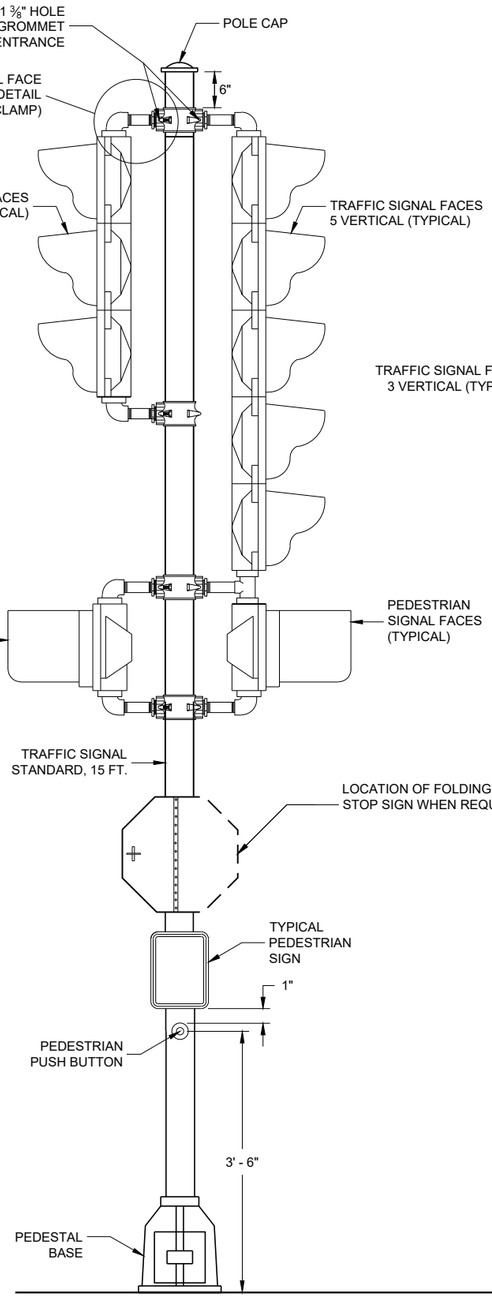
NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

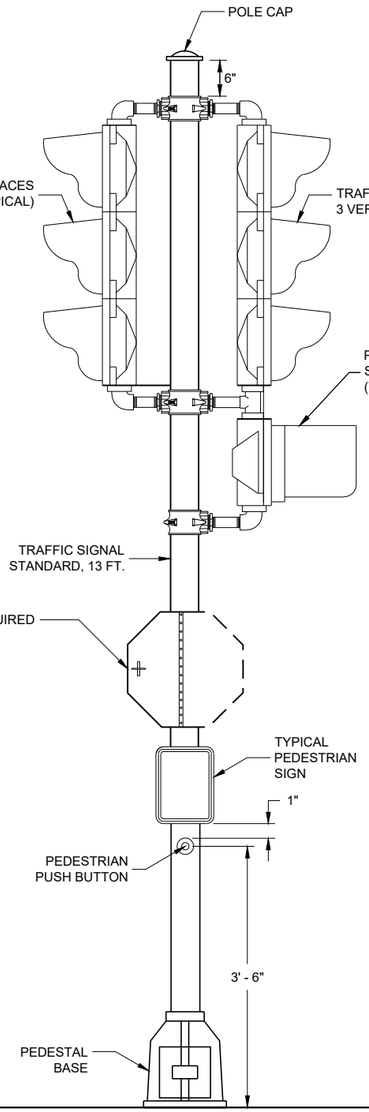
APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 330

FHWA

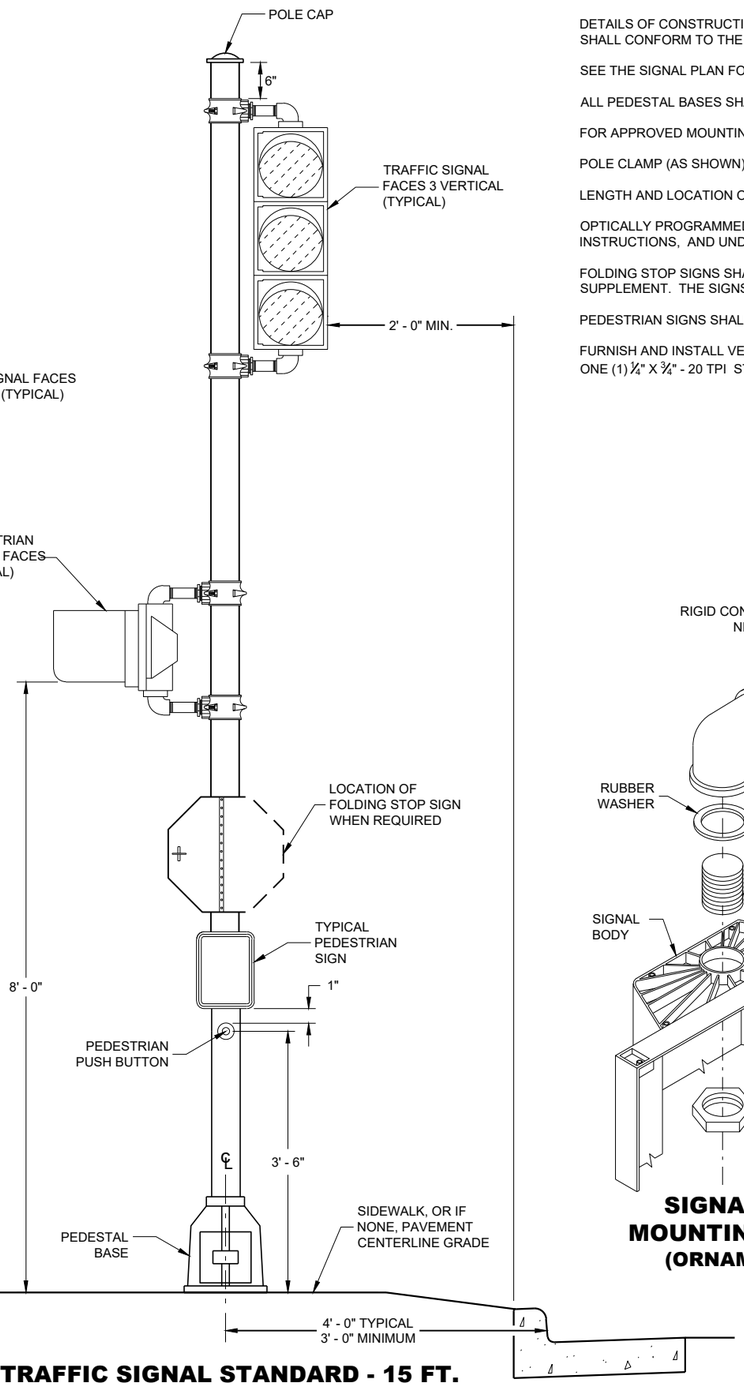
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SDD 09E03 - 06



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.

POLE CLAMP (AS SHOWN) MOUNTING BRACKETS SHALL BE USED.

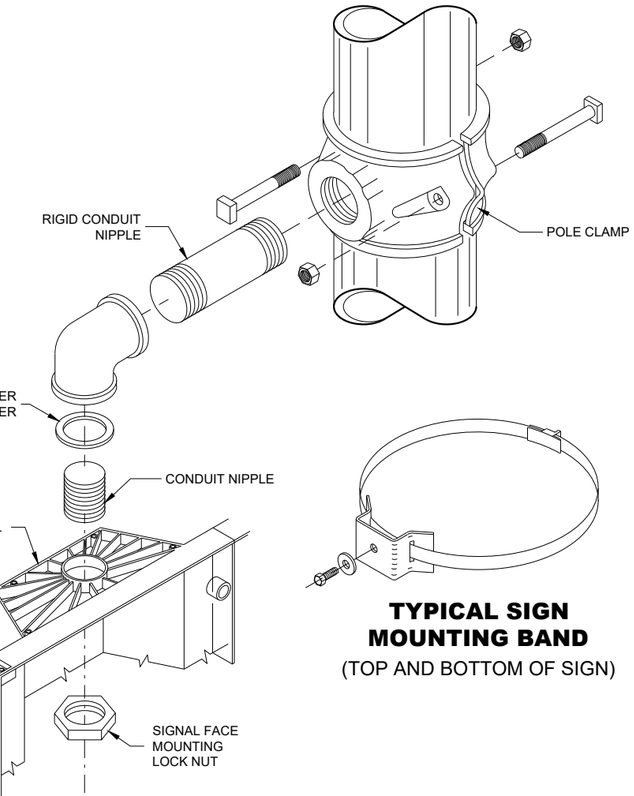
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

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

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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



SIGNAL FACE MOUNTING DETAIL (ORNAMENTAL)

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.

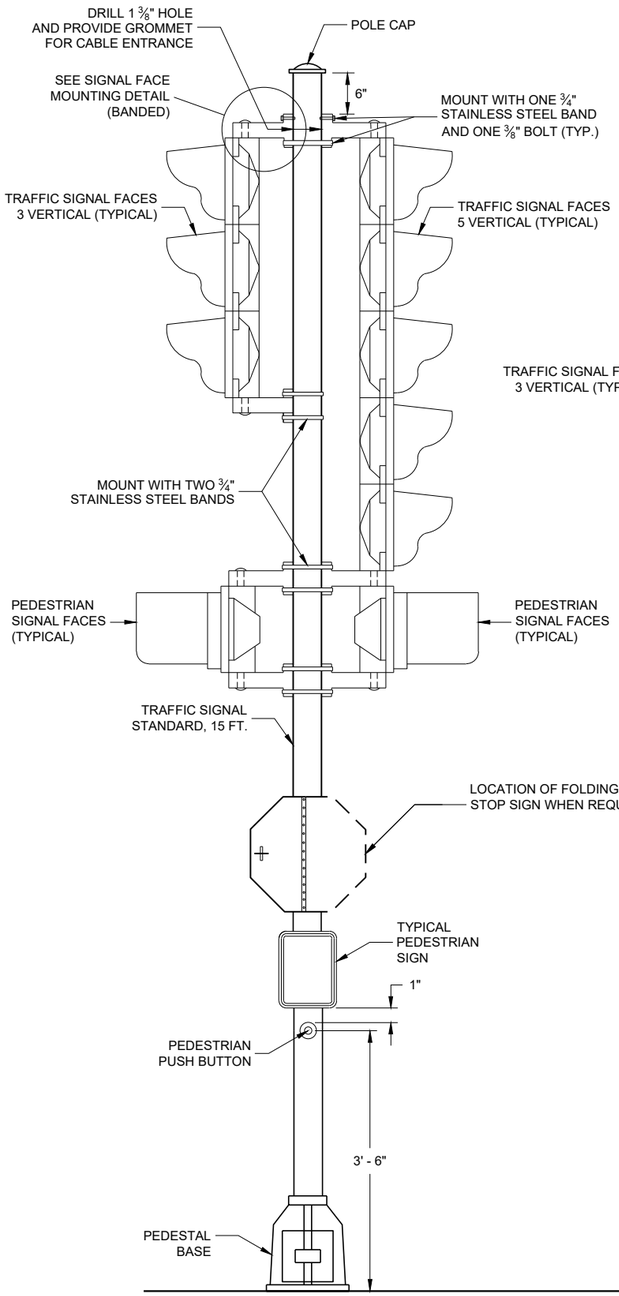
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

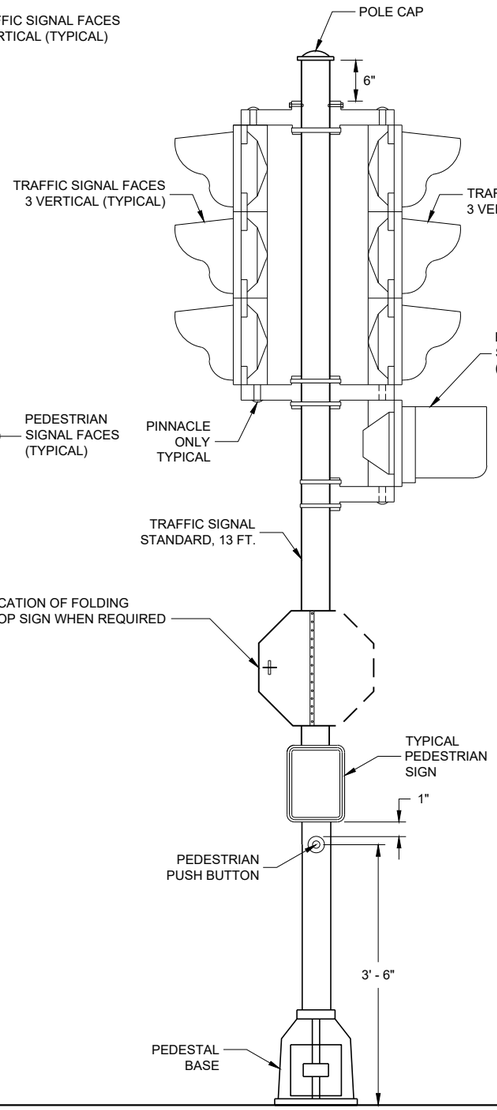
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 331

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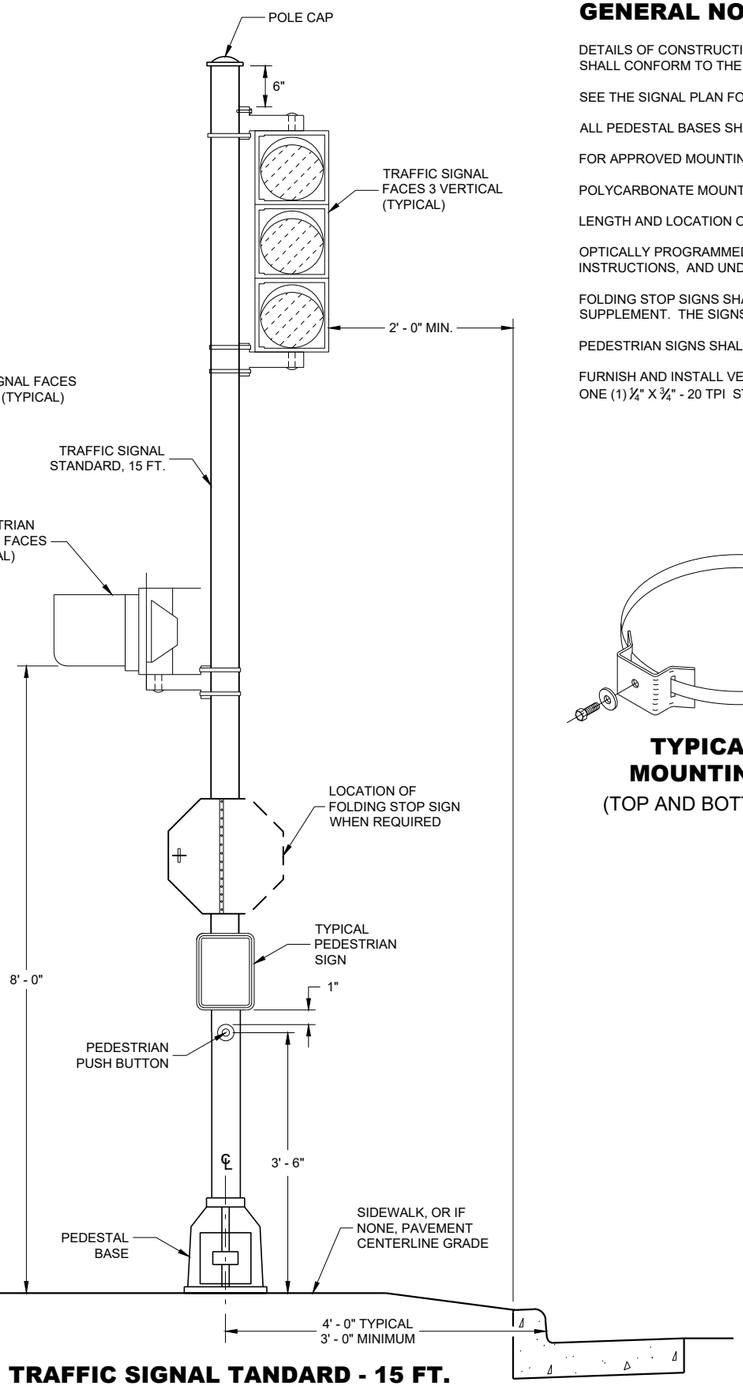
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SDD 09E05 - 06



TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

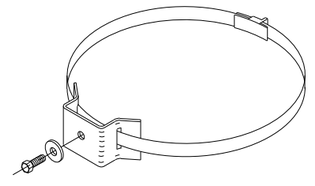
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

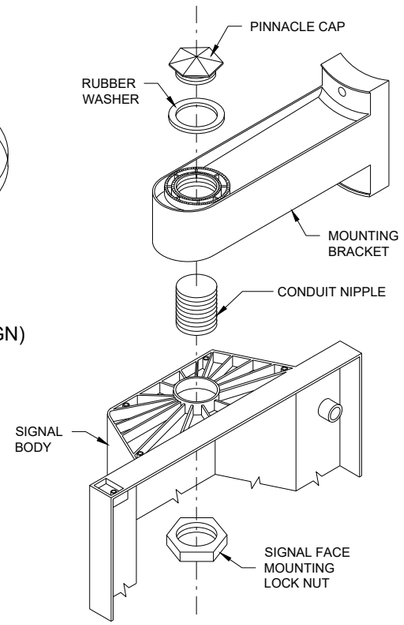
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

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

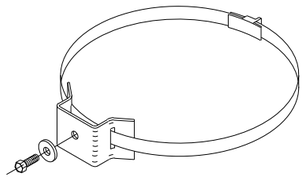
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

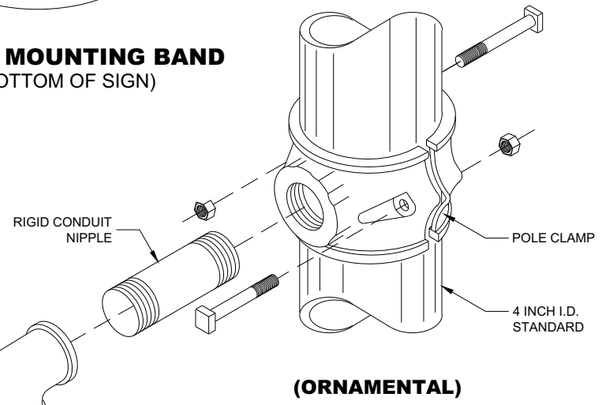
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 332

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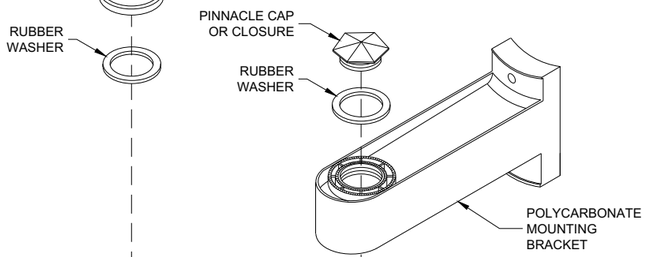
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SDD 09E06 - 05



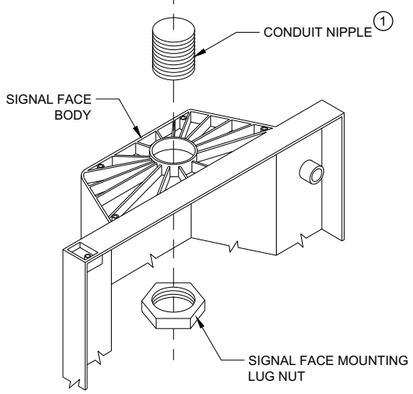
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



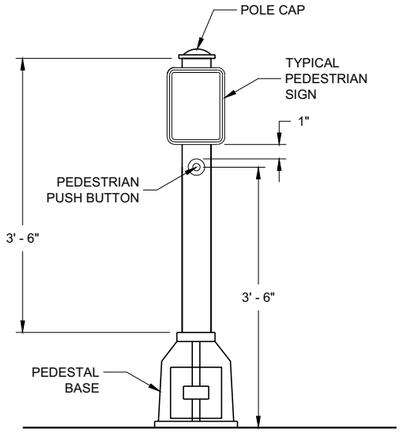
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

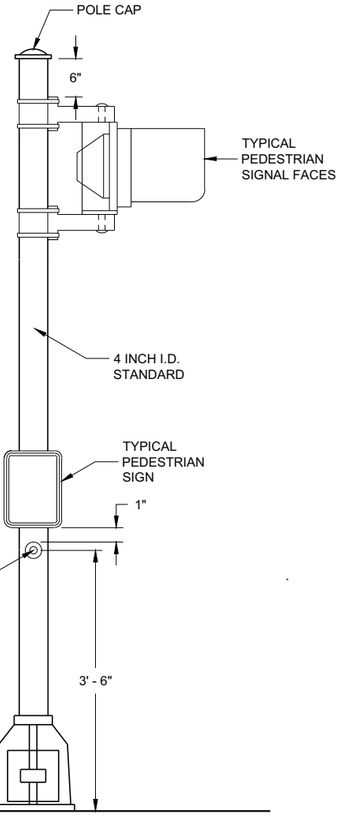
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

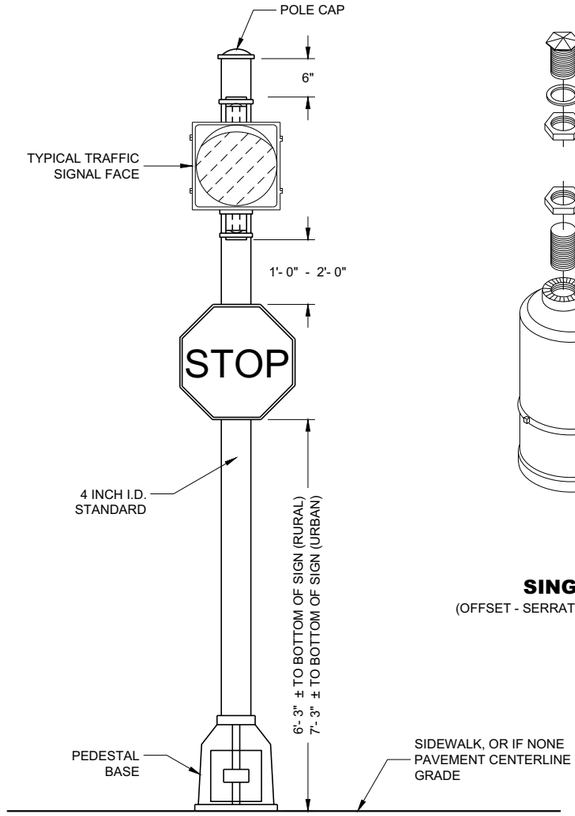
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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

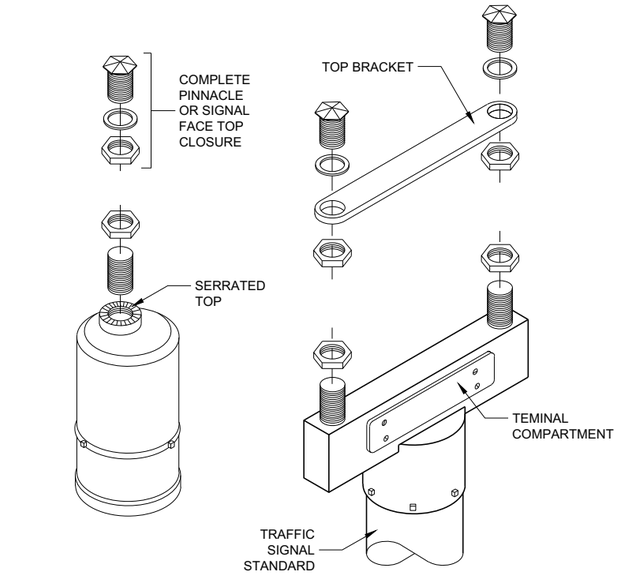
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE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



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

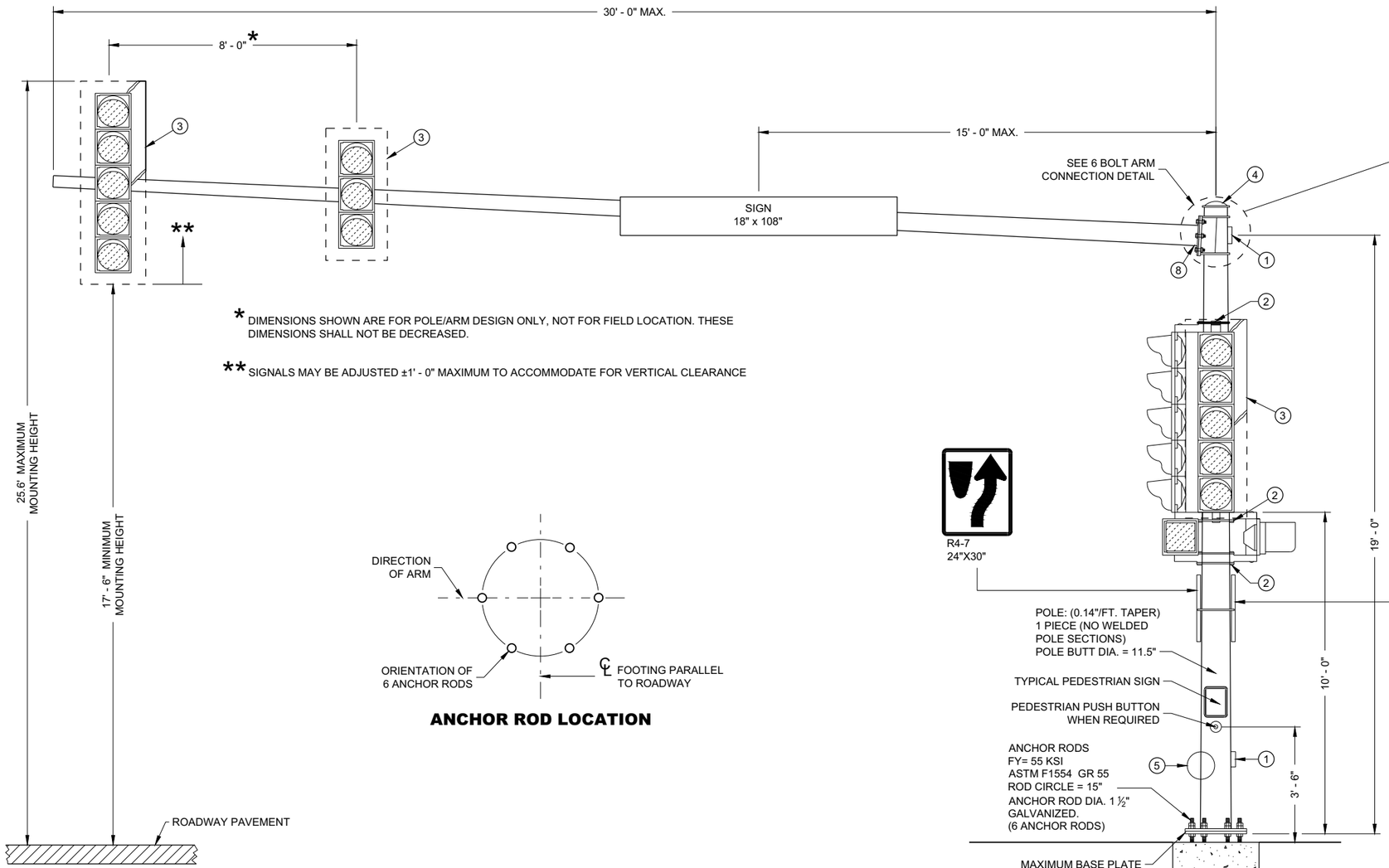
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 333

FHWA

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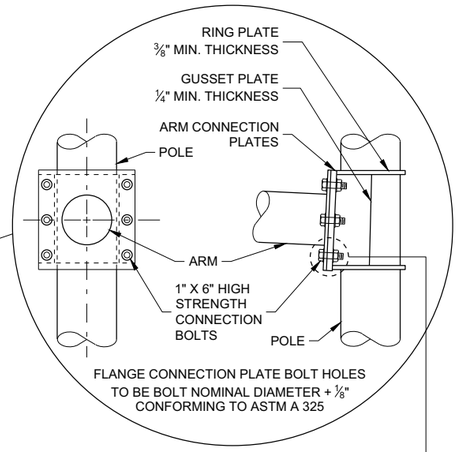
SDD 09E07 - 06



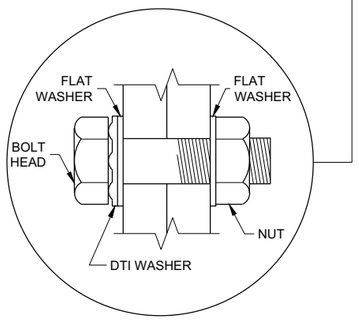
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

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

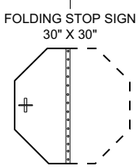
ANCHOR ROD LOCATION



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



TYPE 9 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 9 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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SDD 09E08 - 09a

SDD 09E08 - 09a

GENERAL NOTES

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

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

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

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

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

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

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

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

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

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

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

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

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

115 MPH (700 YEAR MRI BASIC WIND SPEED).

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

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

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

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

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

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

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

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

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

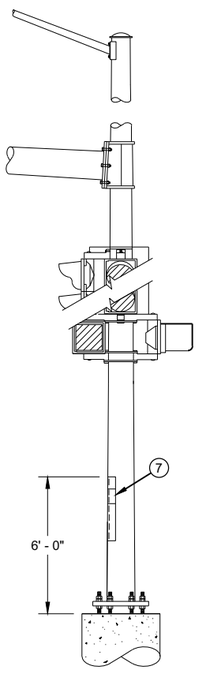
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

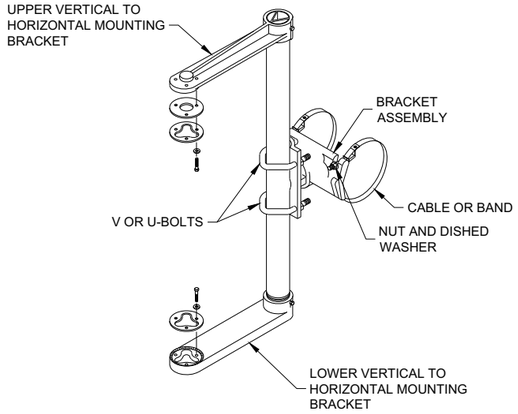
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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

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

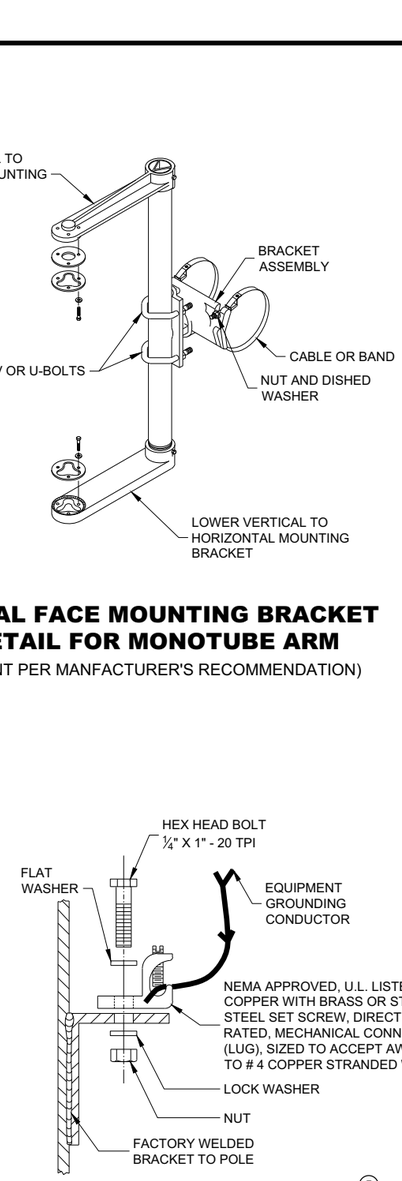


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



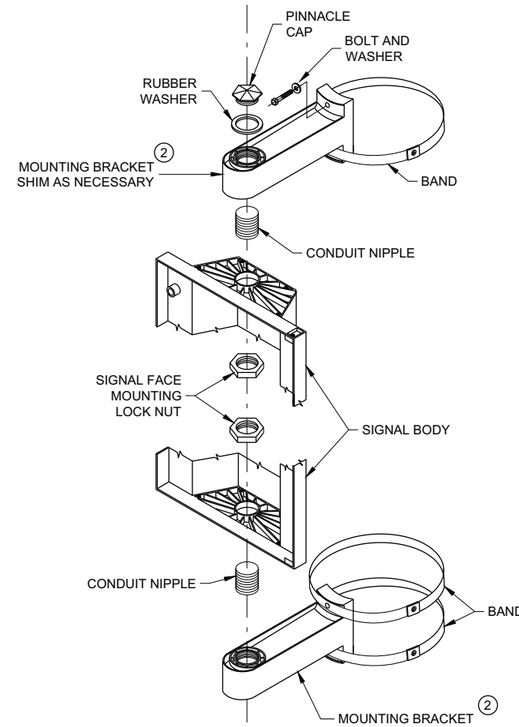
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

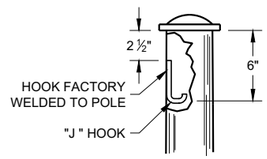


TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

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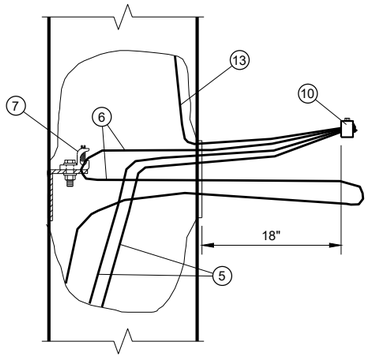
FHWA

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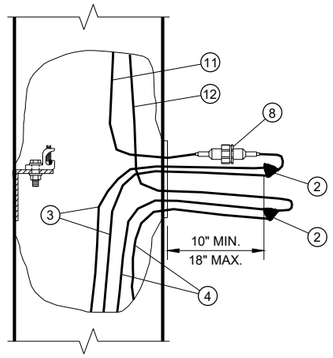
SDD 09E08 - 09k

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SDD 09E08 - 09k

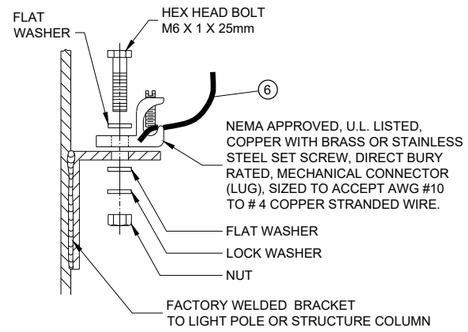


EQUIPMENT GROUNDING CONDUCTOR SLACK



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

TYPICAL CONDUCTOR SLACK AT HANDHOLES



HANDHOLE GROUNDING LUG

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

GENERAL NOTES

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

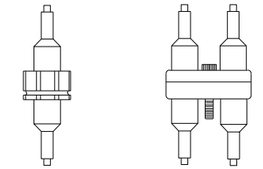
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

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.

IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



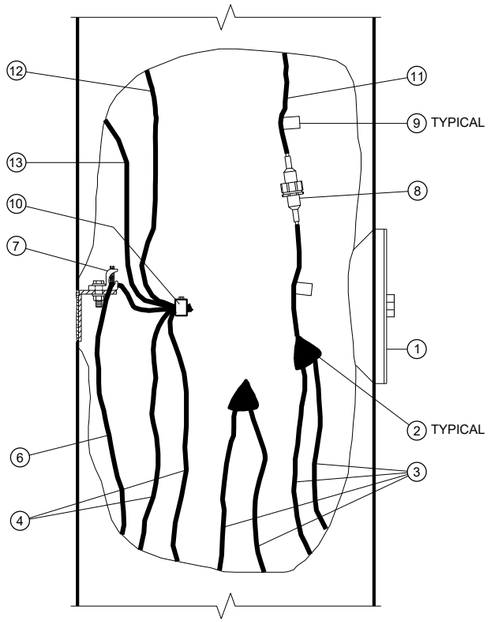
1 POLE (1P) 2 POLE (2P)

FUSE ASSEMBLIES

CONDUCTOR COLOR CODES

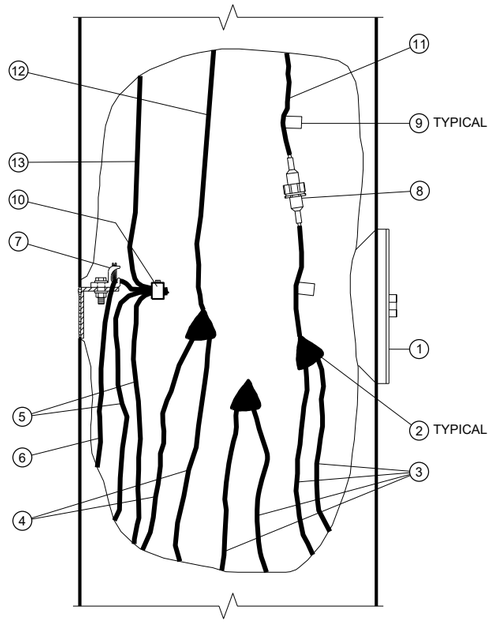
KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



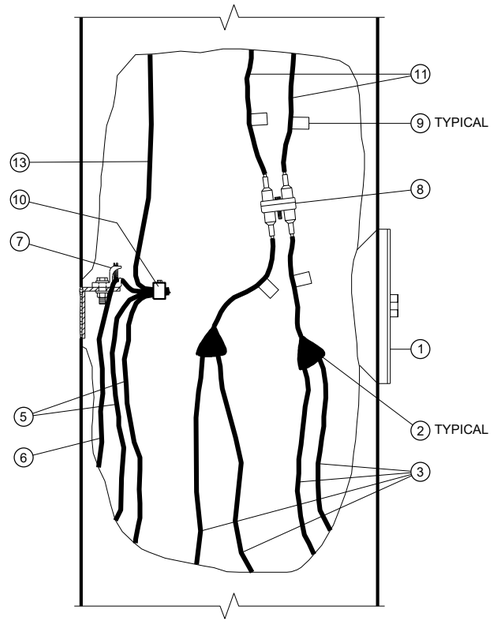
CUTAWAY HANDHOLE DETAIL

GROUNDED NEUTRAL SYSTEMS
1-ϕ



CUTAWAY HANDHOLE DETAIL

ISOLATED NEUTRAL SYSTEMS
1-ϕ SHOWN; 3-ϕ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL

PHASE TO PHASE SYSTEMS
1-ϕ SHOWN; 3-ϕ DELTA SIMILAR
(SEE GENERAL NOTE)

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. UNGROUNDED LINE WIRE
4. 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. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 336

FHWA

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SDD 10A01 - 04

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.

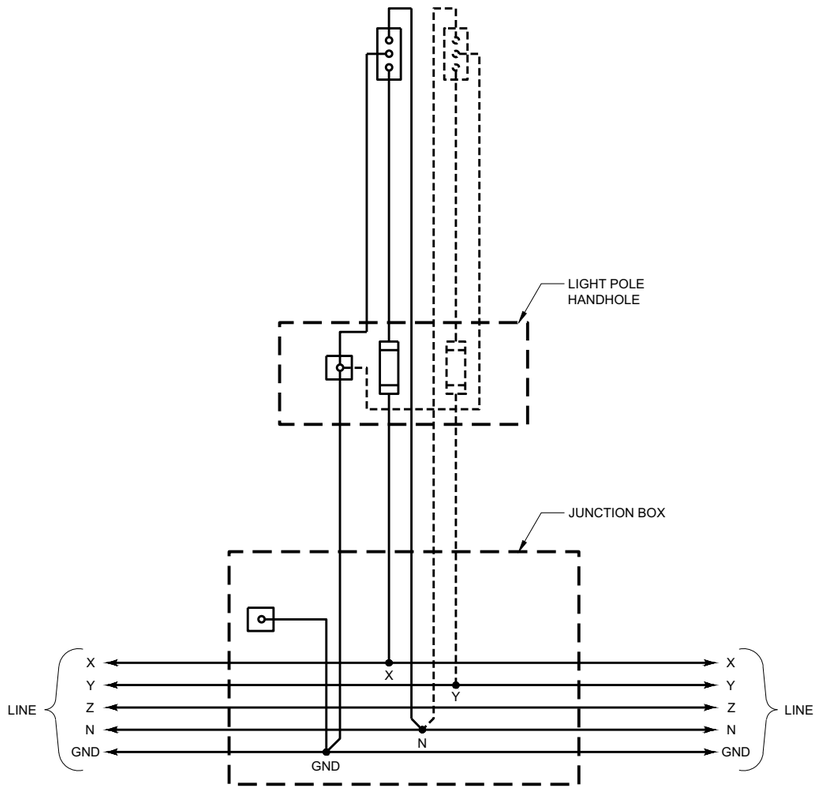
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

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.

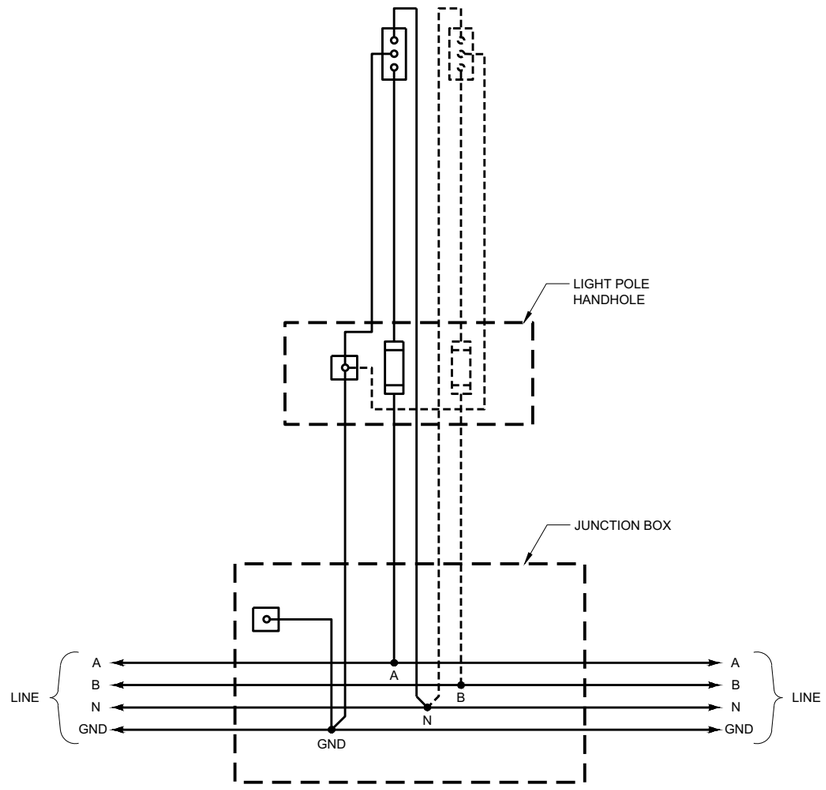
LEGEND

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

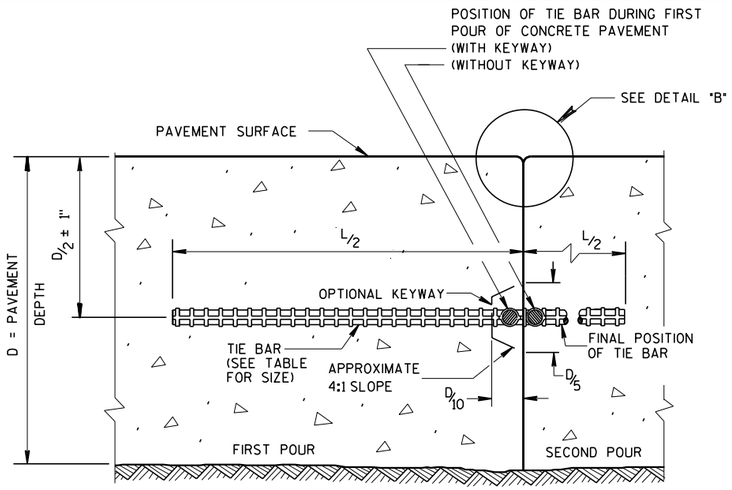
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

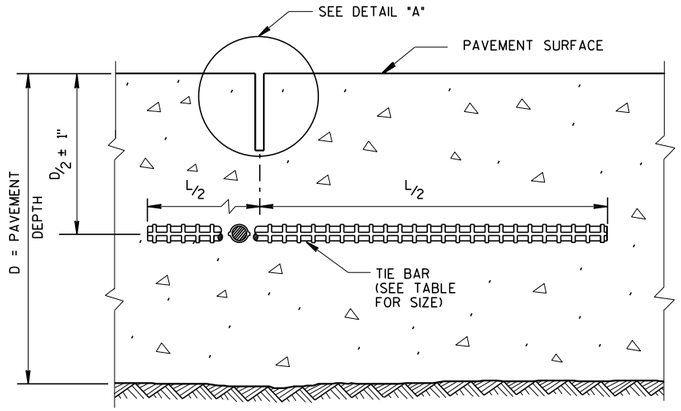
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 337

FHWA

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SDD 10A08 - 03



CONSTRUCTION JOINT



SAWED JOINT

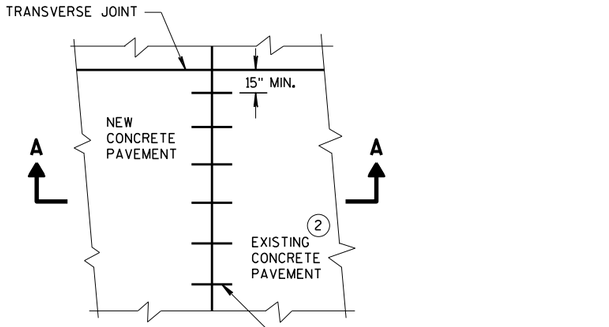
GENERAL NOTES

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

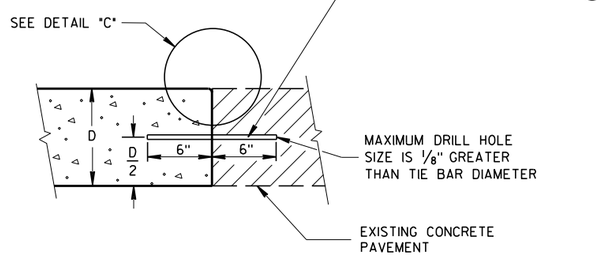
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

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

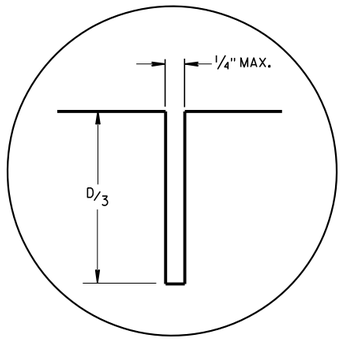


PLAN VIEW

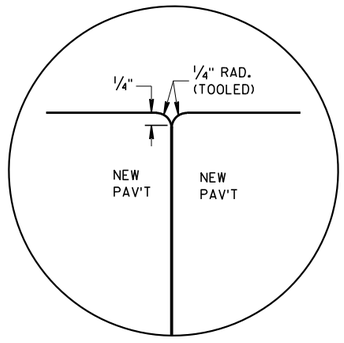


SECTION A-A

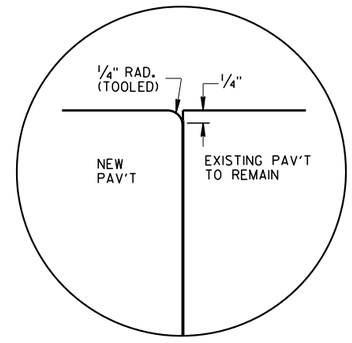
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



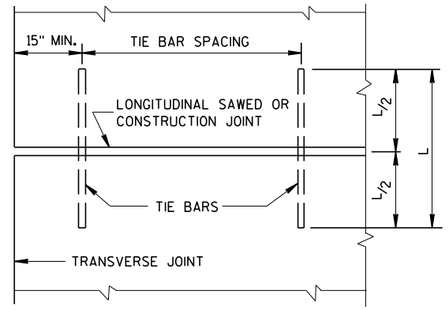
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

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



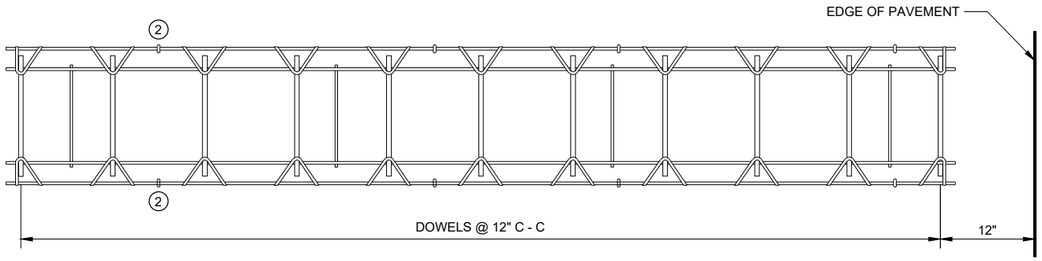
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

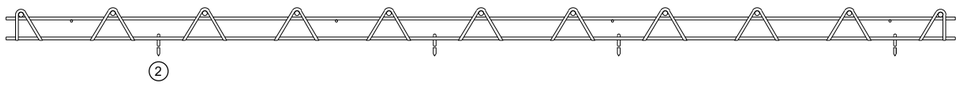
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPE
FHWA

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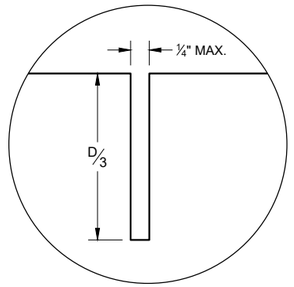


PLAN VIEW



SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

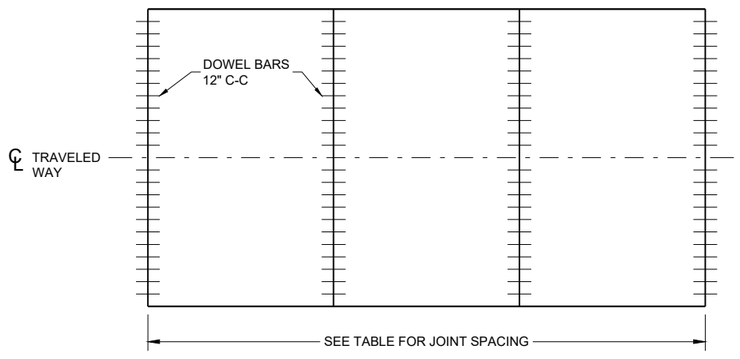
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

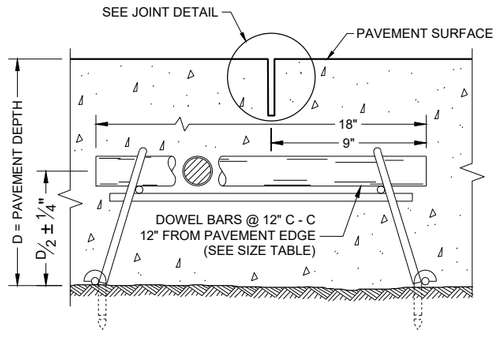
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

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

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



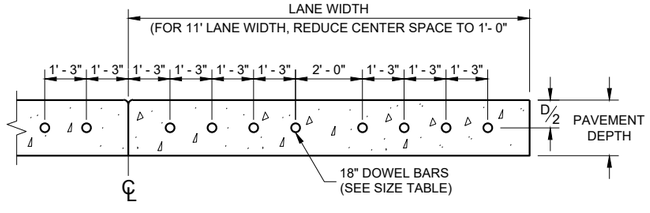
CONTRACTION JOINT LOCATIONS



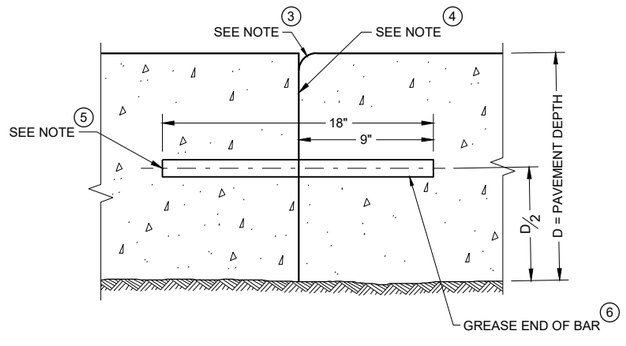
DOWELED CONTRACTION JOINT

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'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

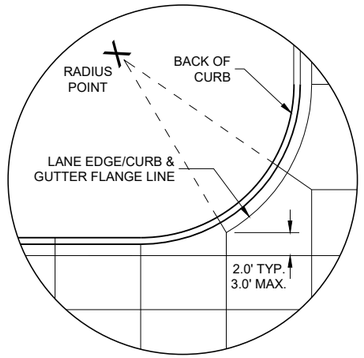
FHWA

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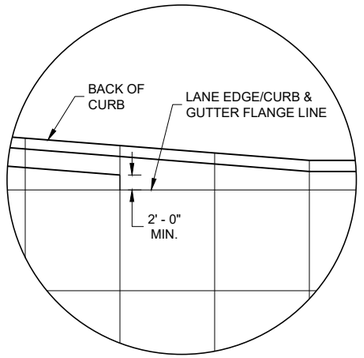
SDD 13C13 - 11

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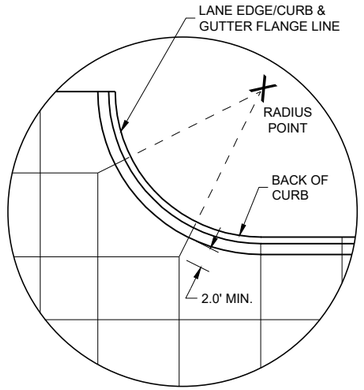
SDD 13C13 - 11



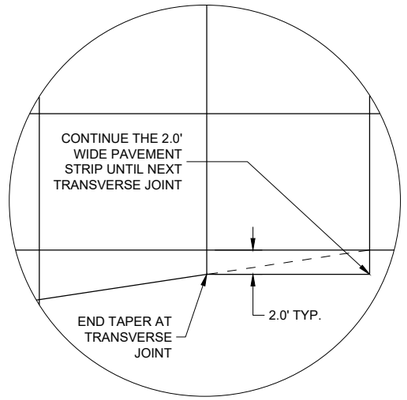
DETAIL "A"



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.

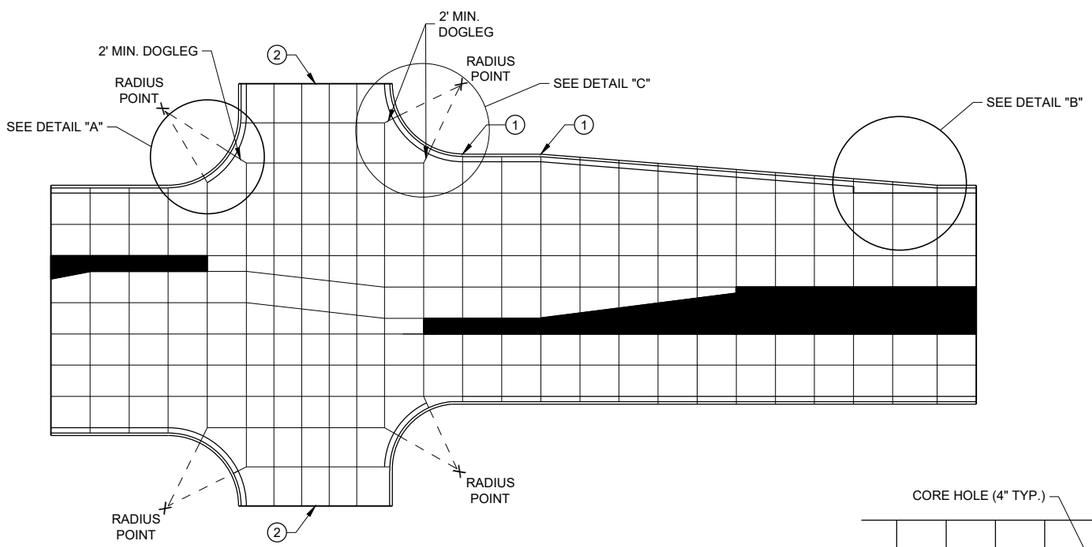
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

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.

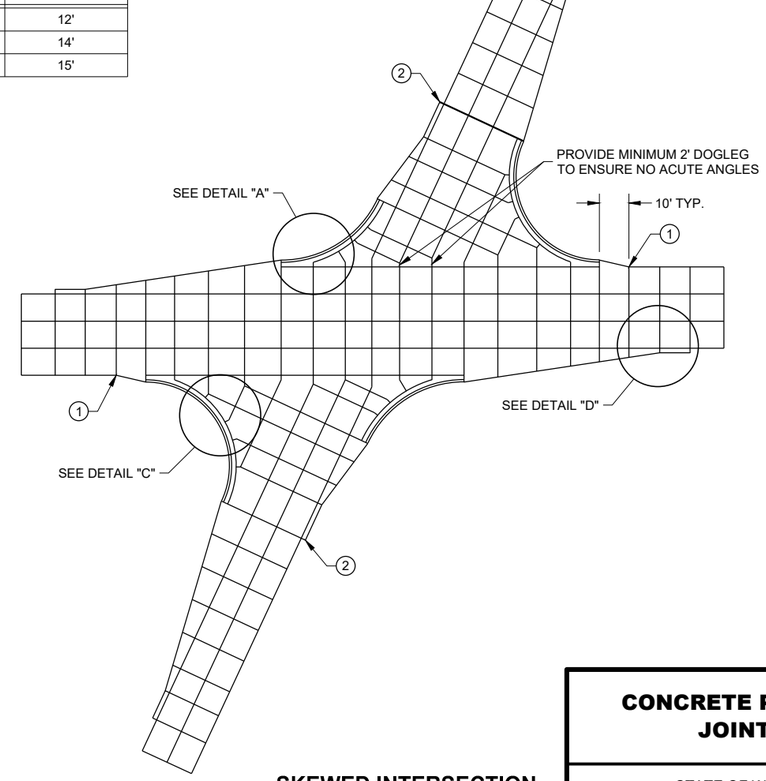
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



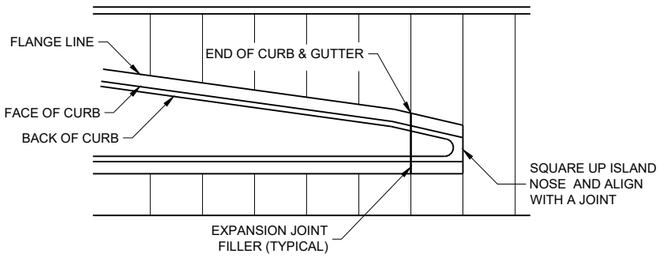
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

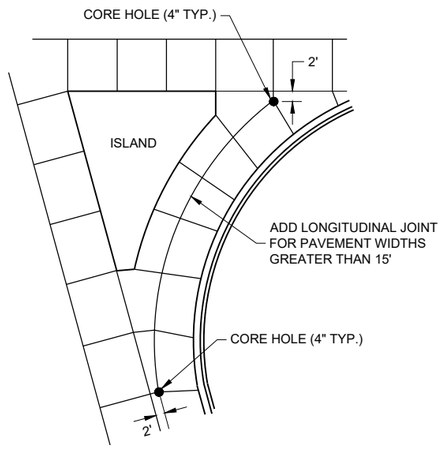
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

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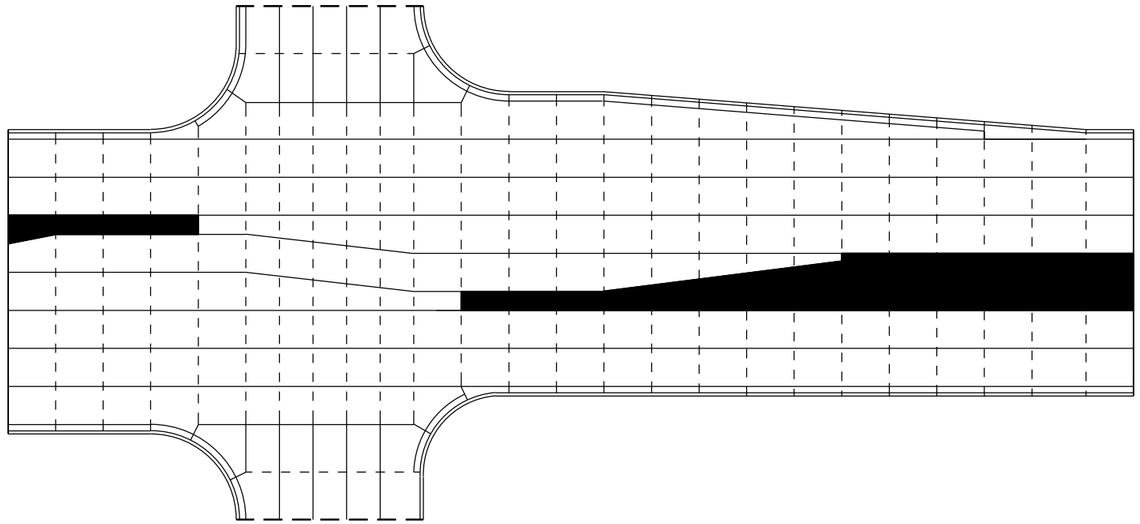
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

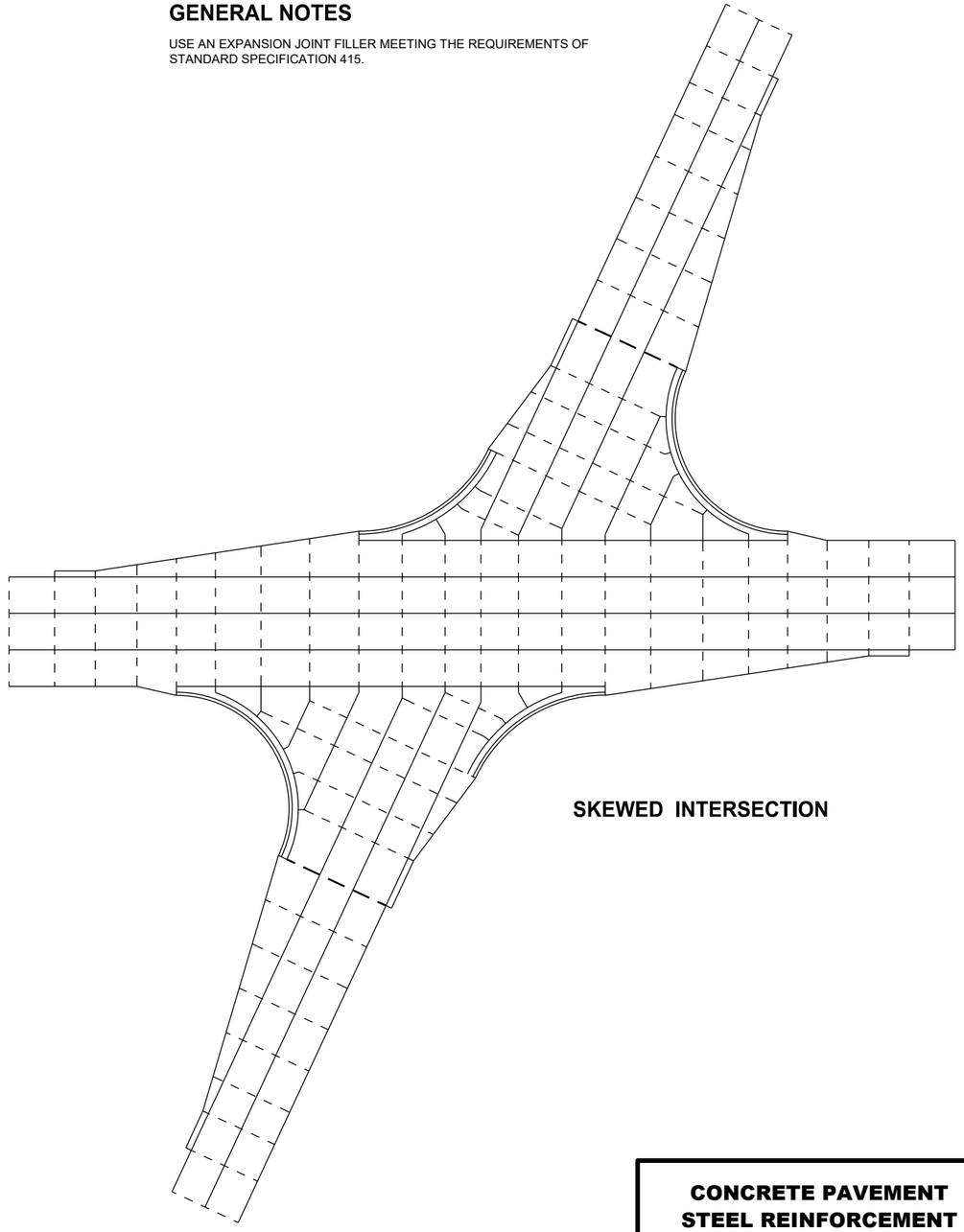
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

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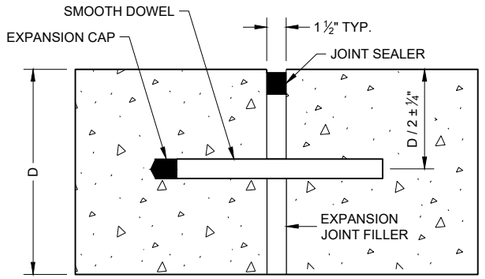
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

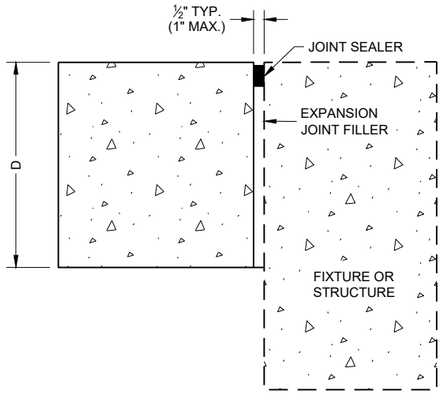
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

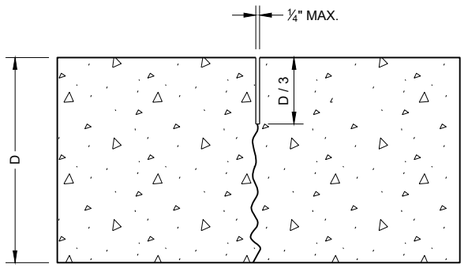
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

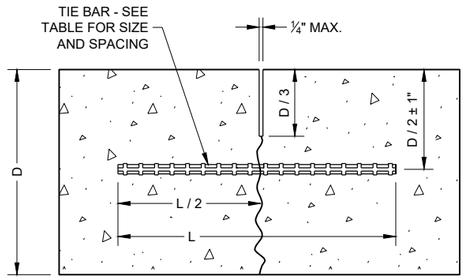
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

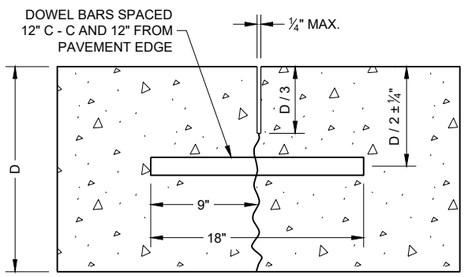
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM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

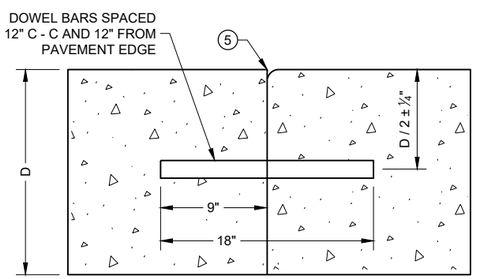


TIED LONGITUDINAL

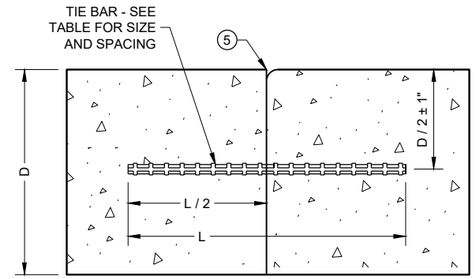


DOWELED TRANSVERSE

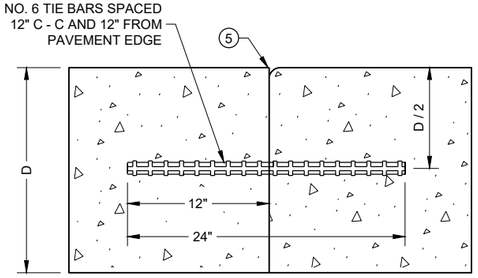
CONTRACTION JOINTS (2)



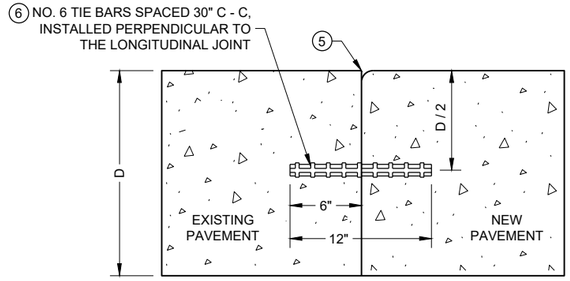
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



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



TIED LONGITUDINAL TO EXISTING

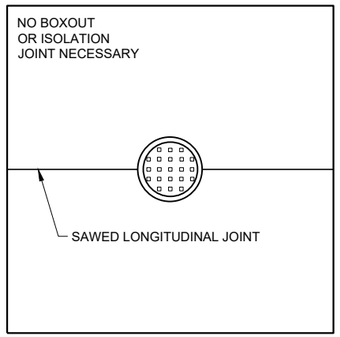
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

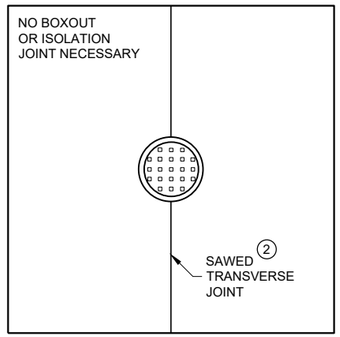
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13C18 - 08c

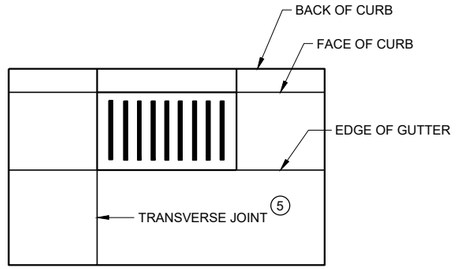
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MANHOLE WITH LONGITUDINAL JOINT



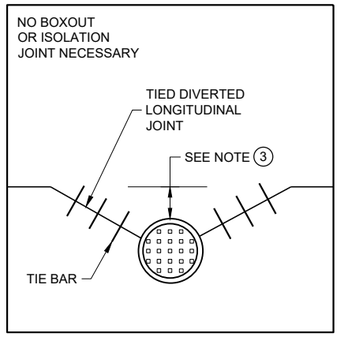
MANHOLE WITH TRANSVERSE JOINT



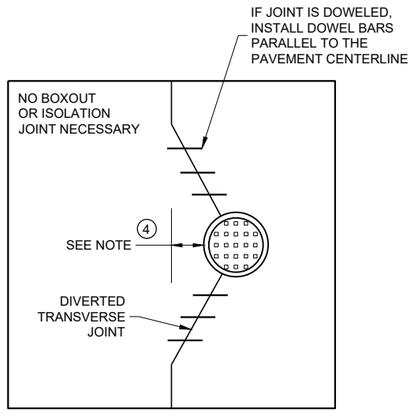
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

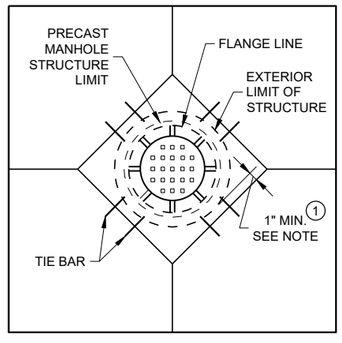
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF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

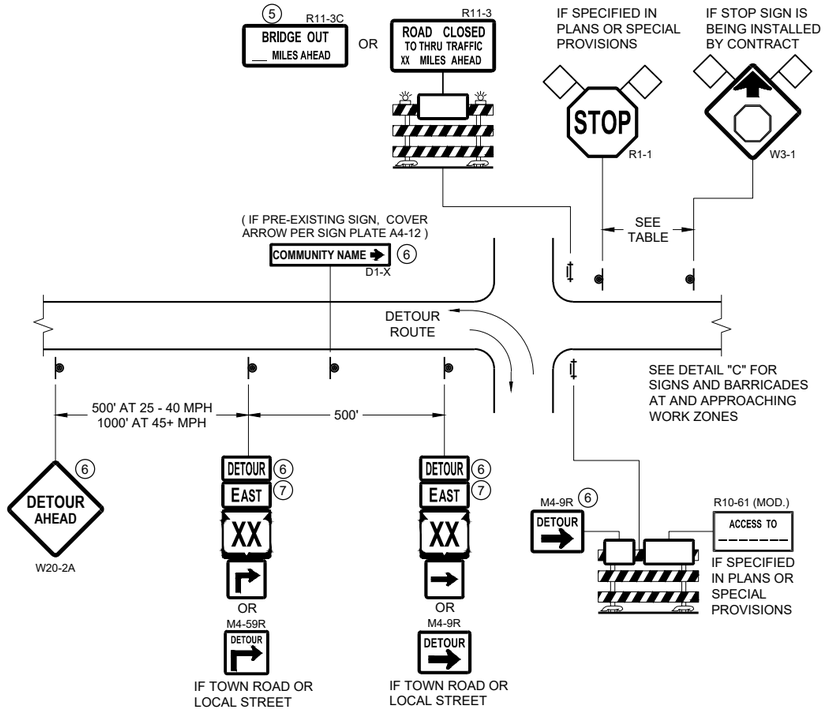
APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

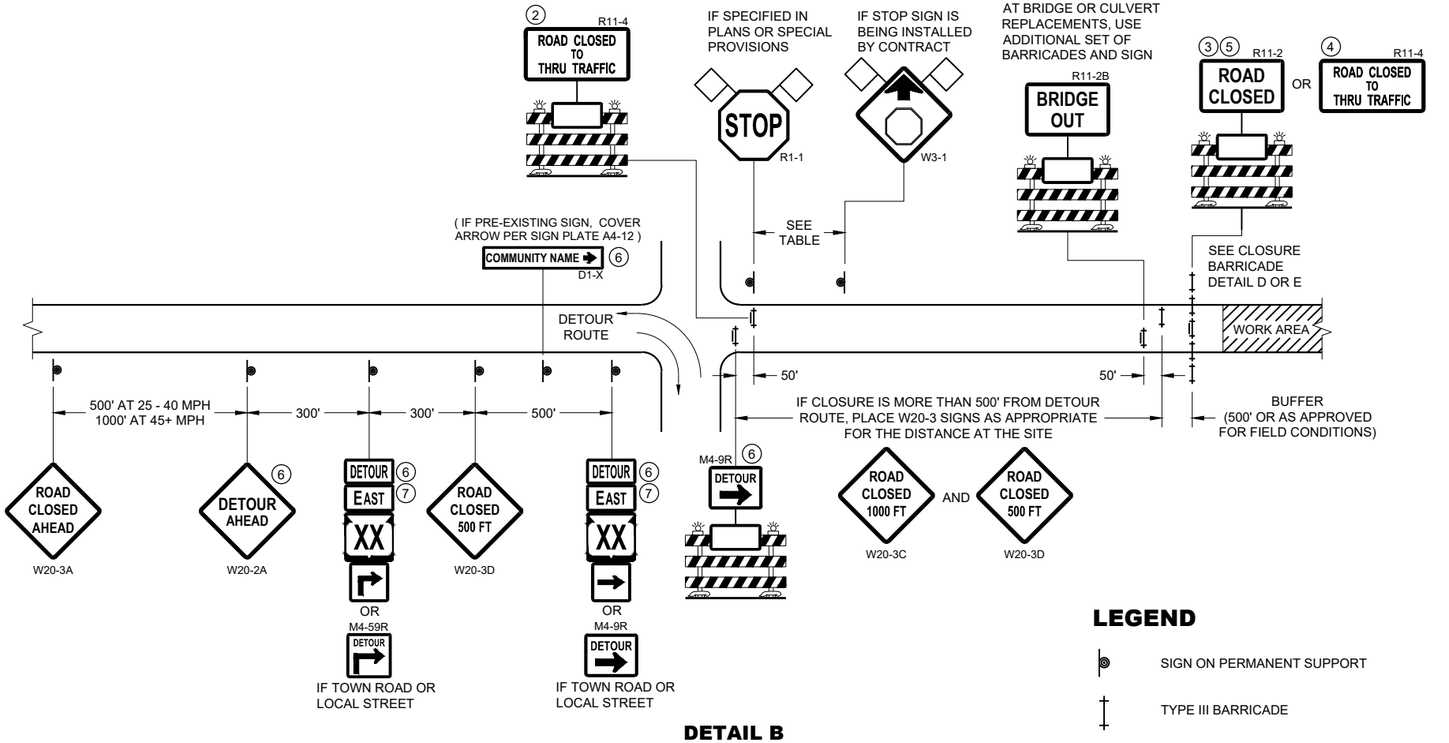
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SDD13C18 - 08d



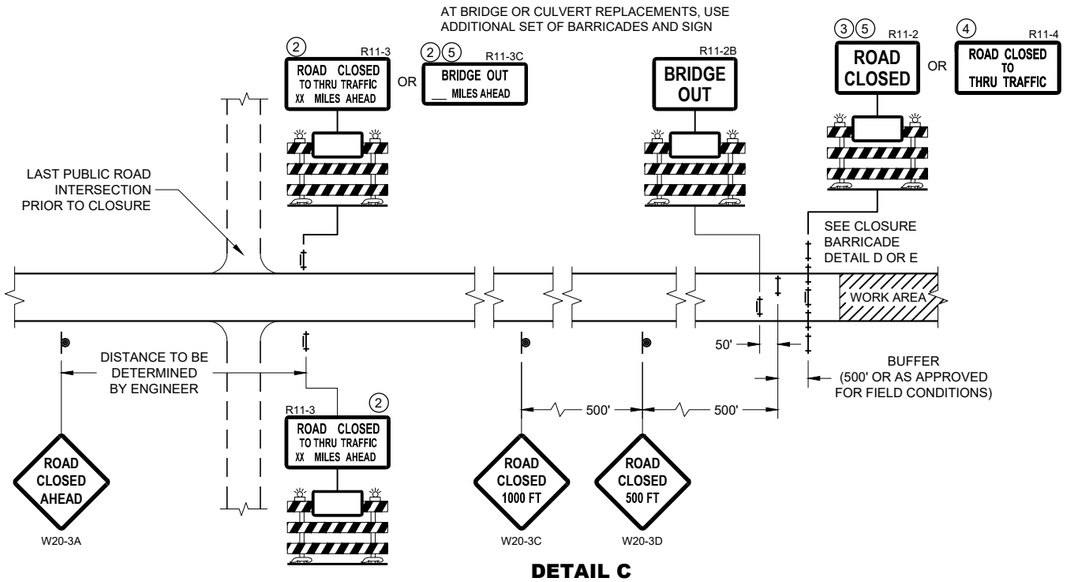
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

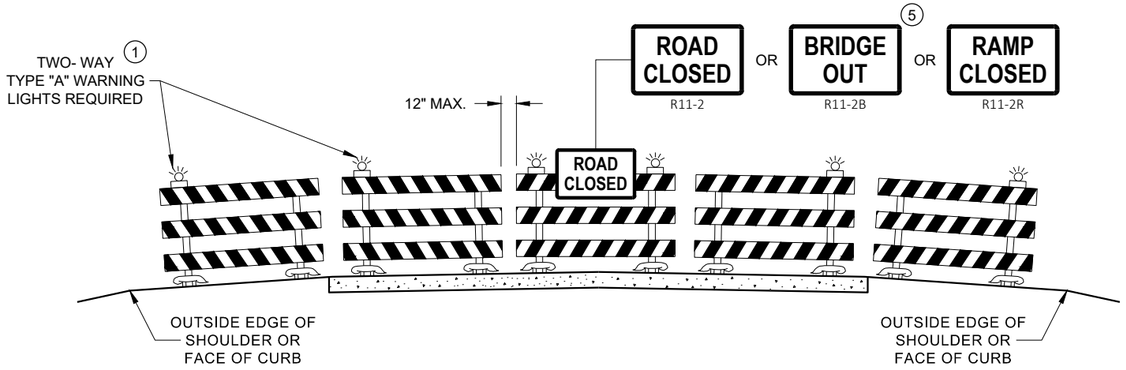
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

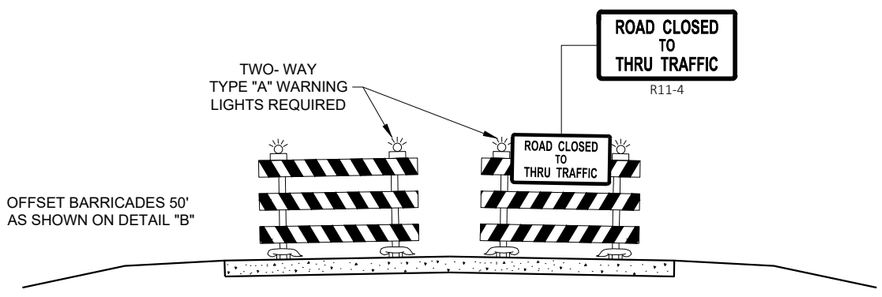
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SDD 15C02 - 09a

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

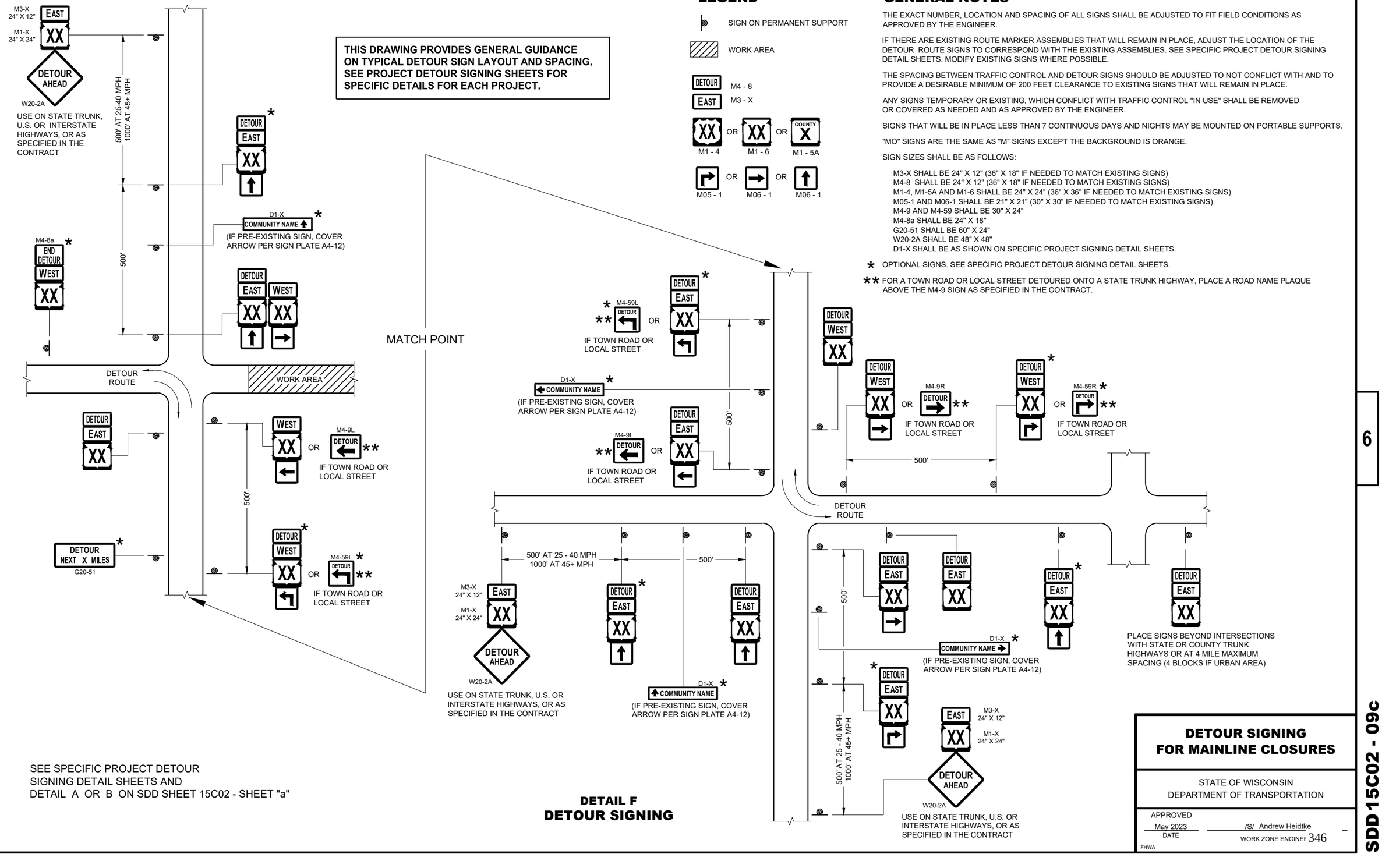
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

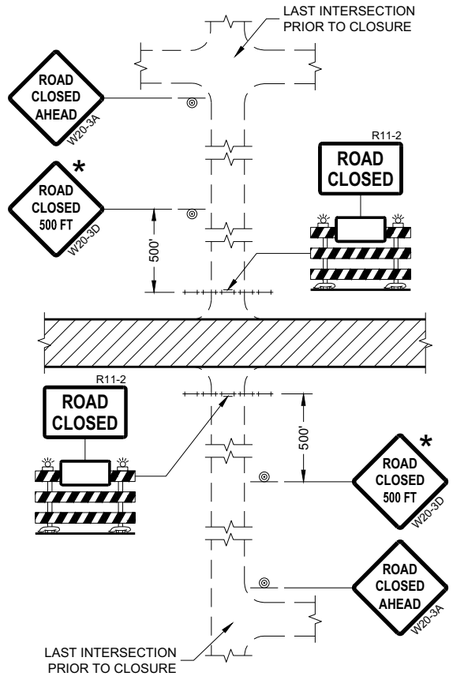
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

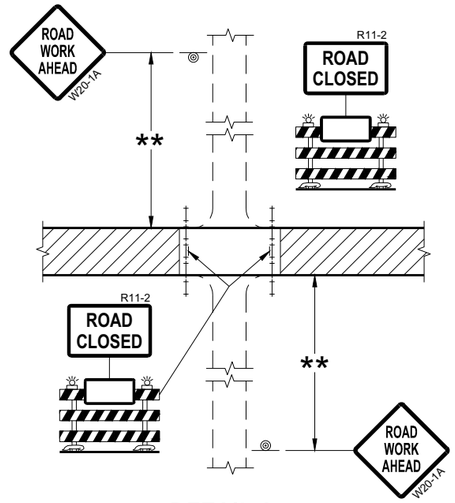
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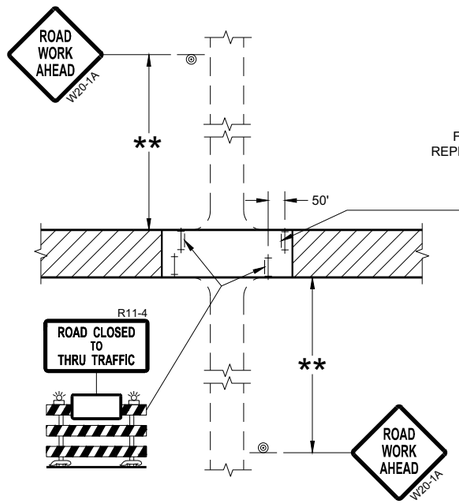
SDD 15C02 - 09c



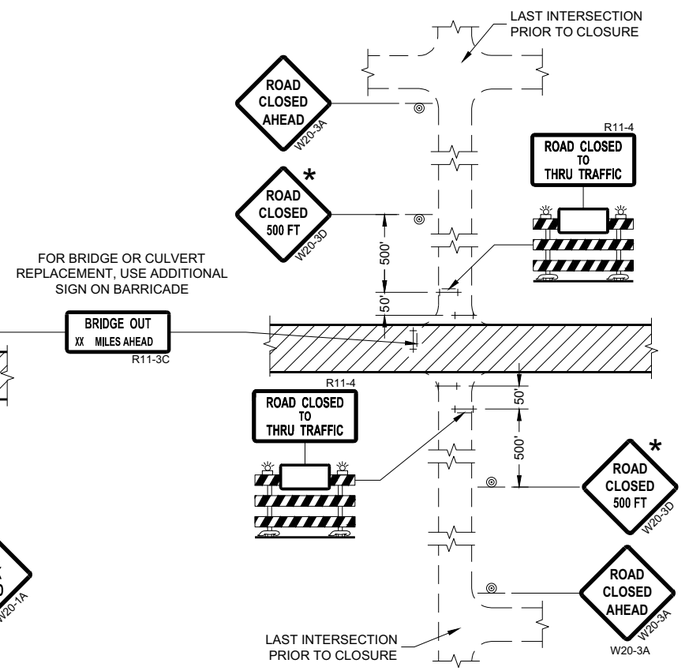
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

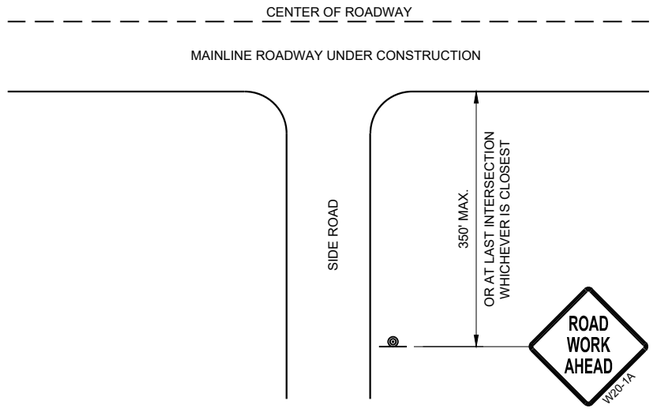
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

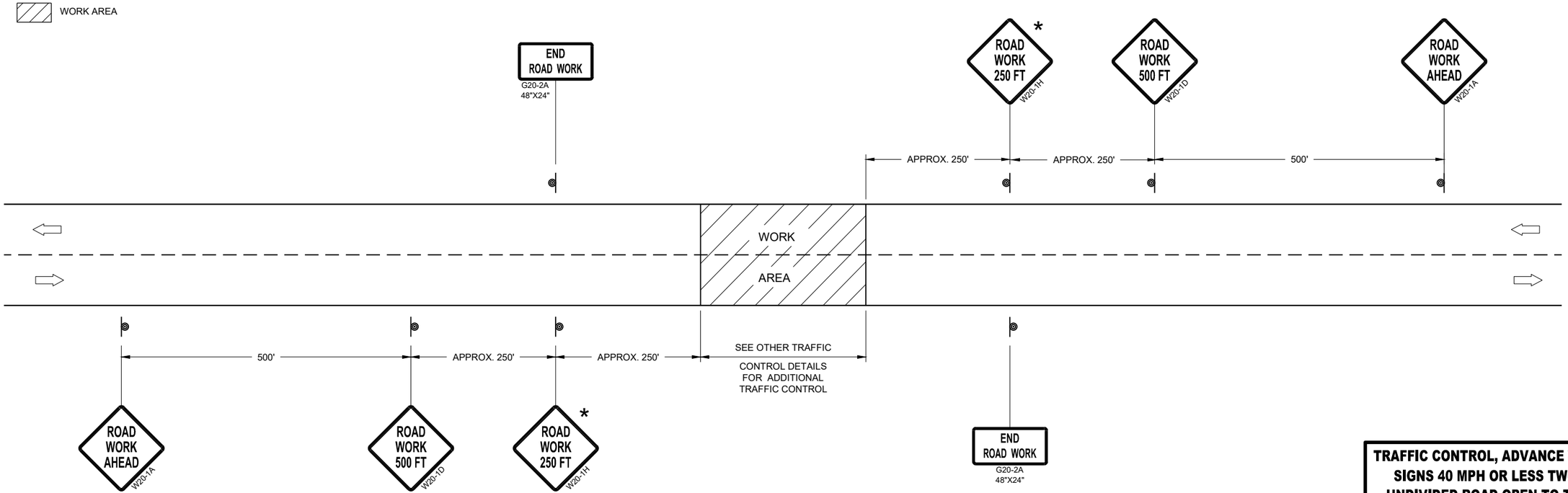
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



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

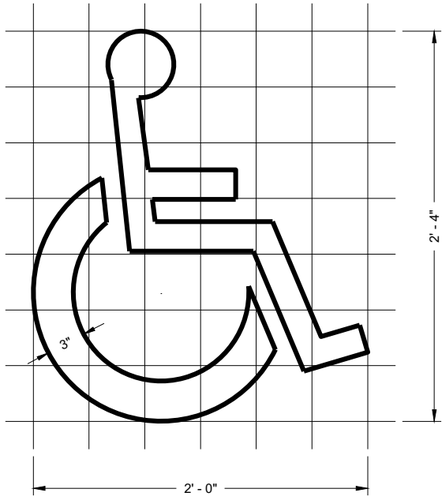
FHWA

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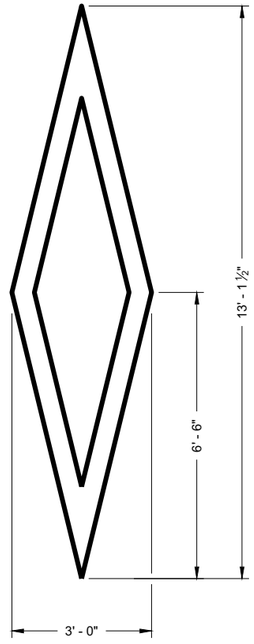
SDD 15C05 - 05

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

SDD 15C07 - 15a

SDD 15C07 - 15a

PAVEMENT MARKING SYMBOLS

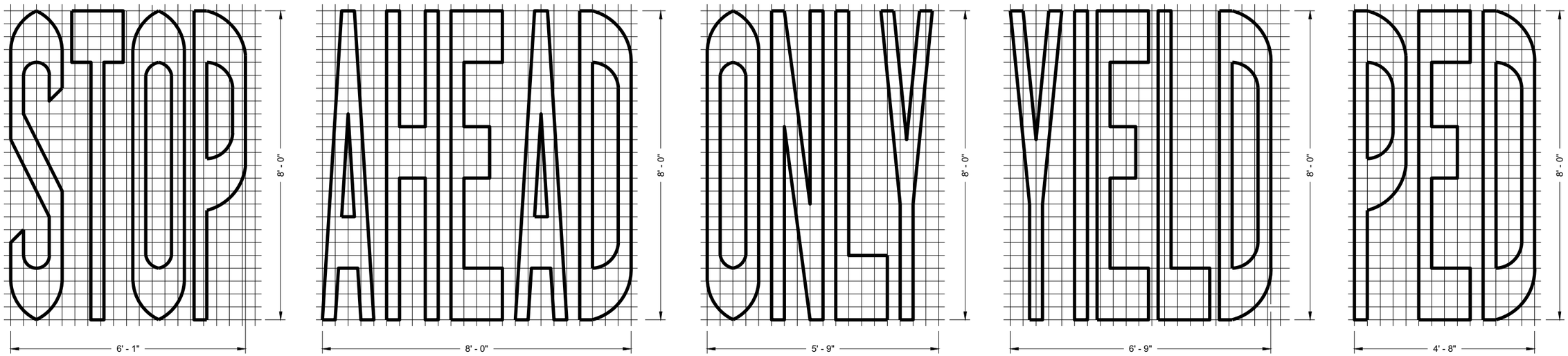
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

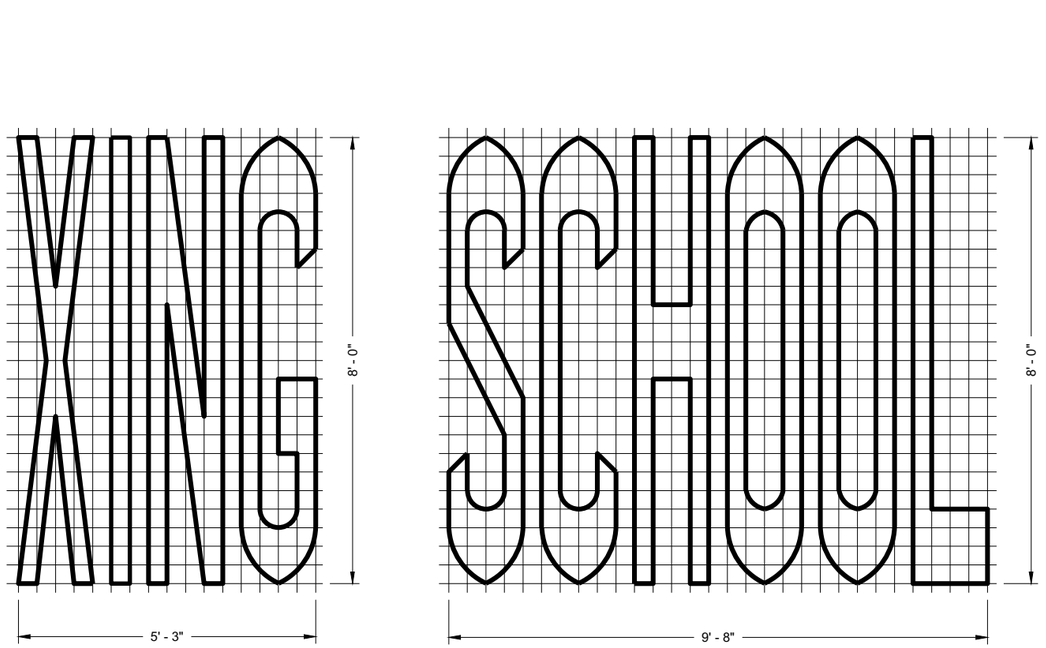
APPROVED

November 2019
DATE

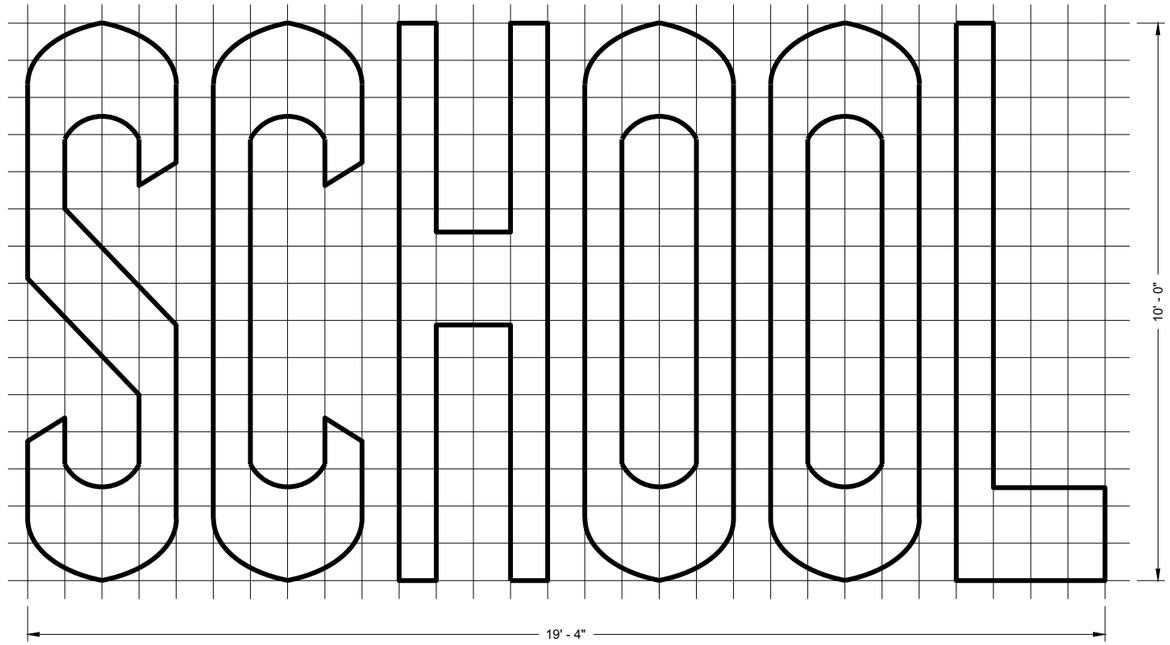
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

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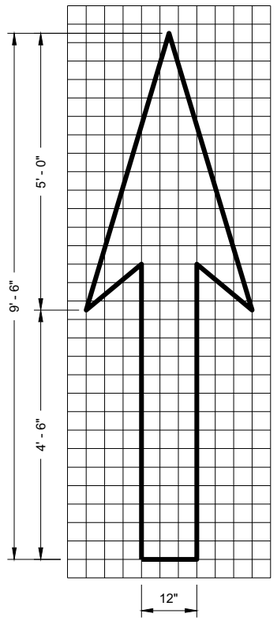
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

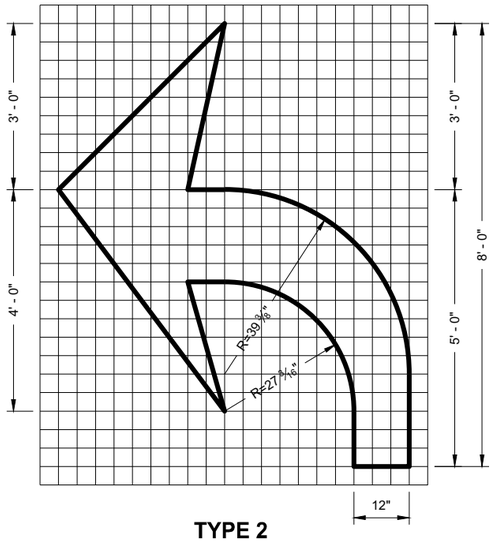
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SDD 15C07 - 15b

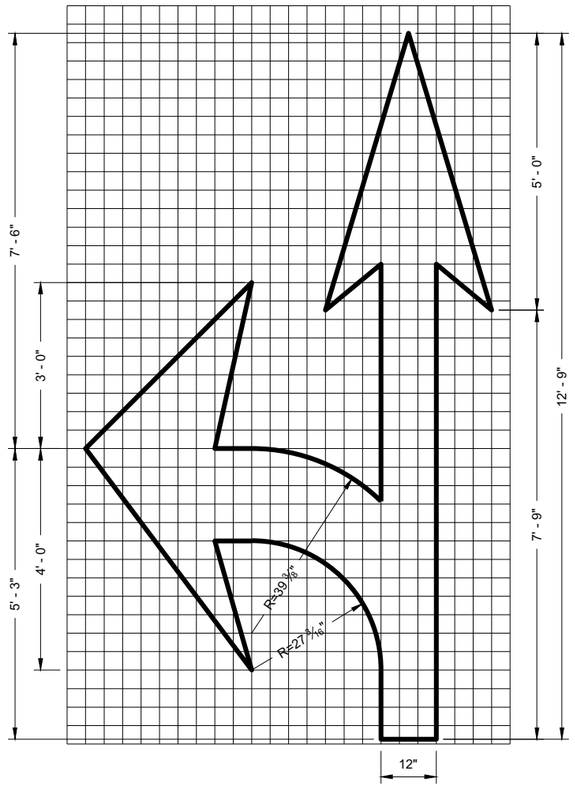
SDD 15C07 - 15b



TYPE 1



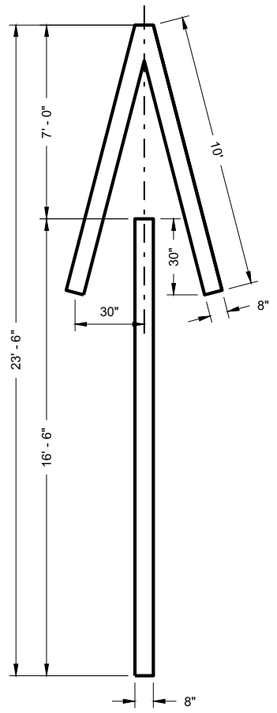
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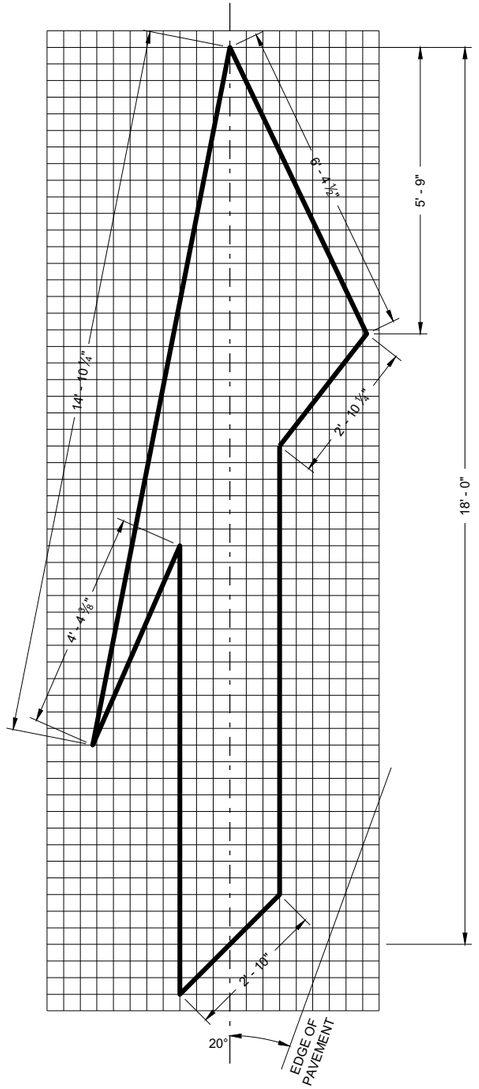
TYPE 3

GENERAL NOTES

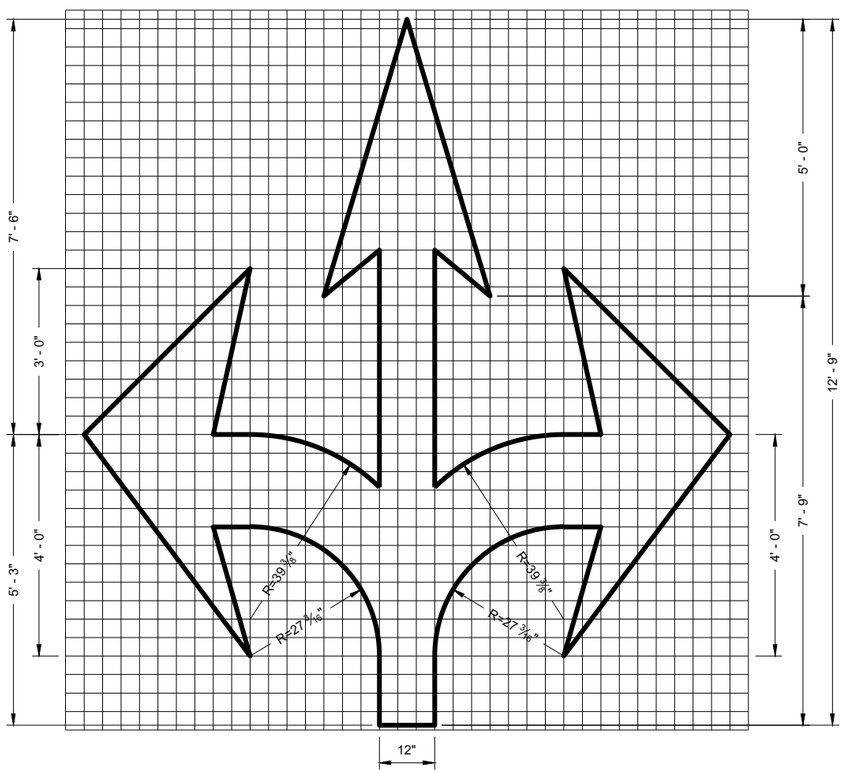
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



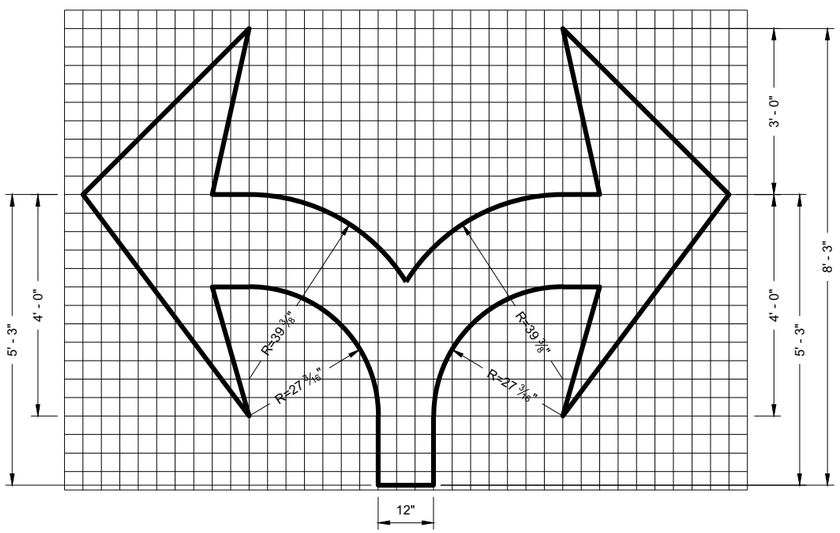
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

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APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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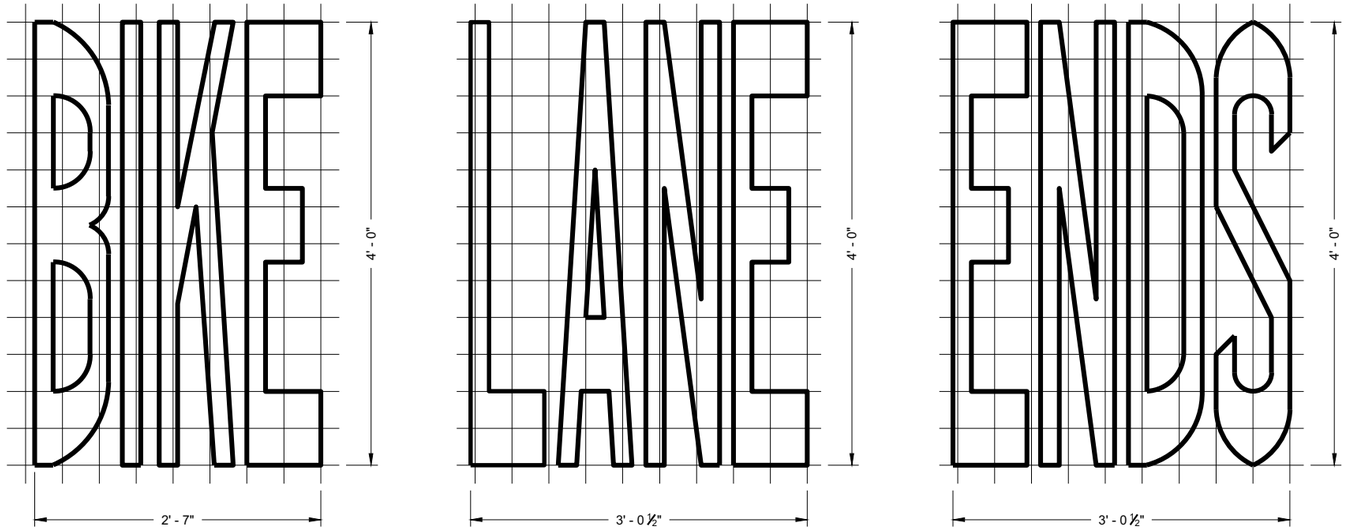
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SDD 15C07 - 15c

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SDD 15C07 - 15c

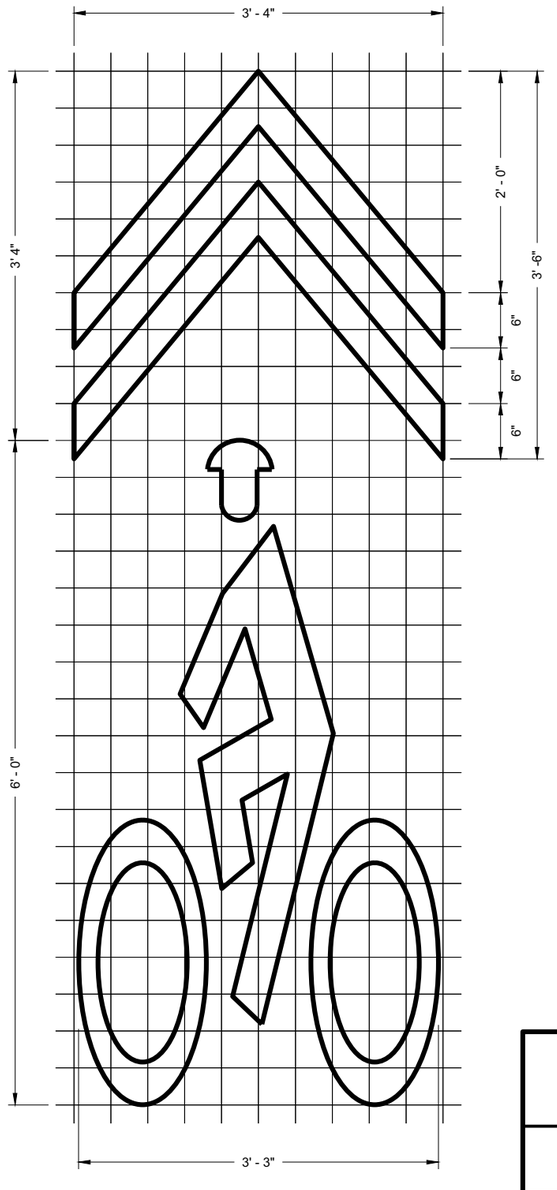
SDD 15C7-e Pavement Marking For Bike Lanes

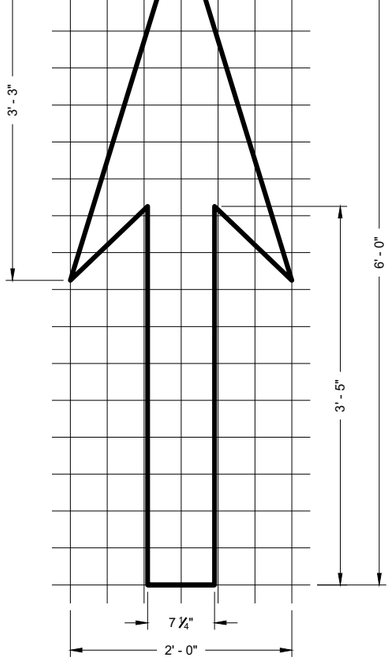


BIKE LANE WORDS

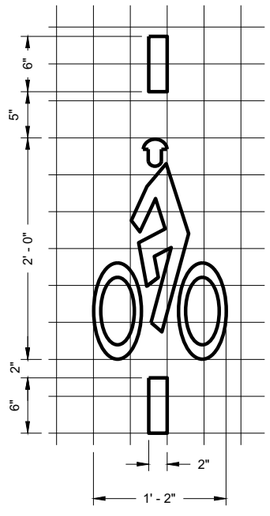
GENERAL NOTES

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

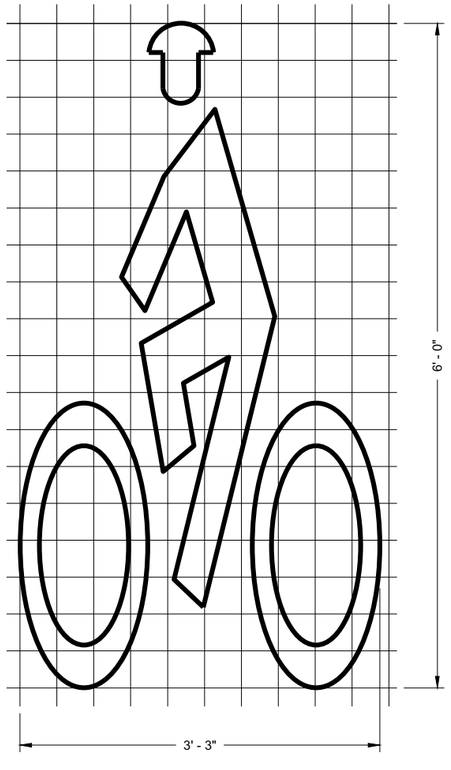




BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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SDD 15C07 - 15e

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

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

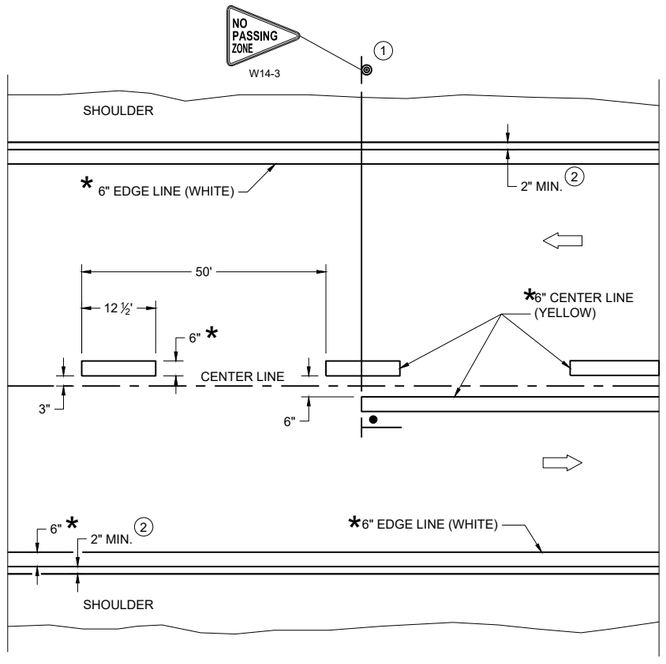
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

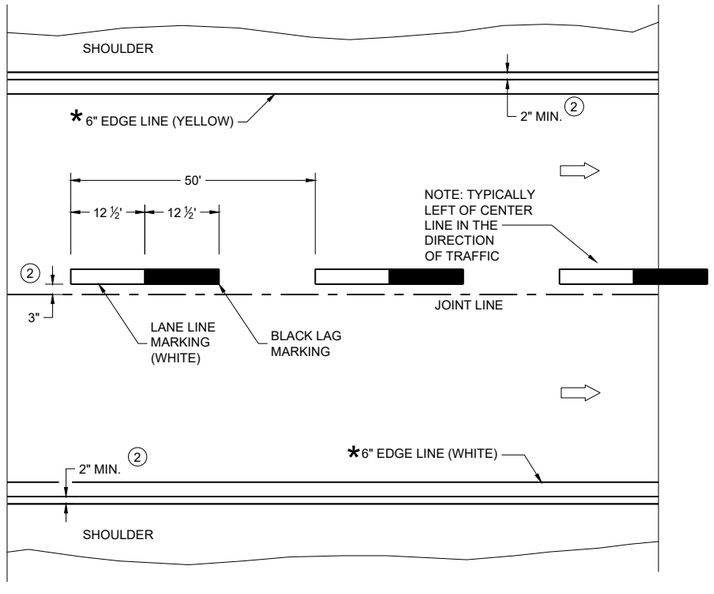
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-23a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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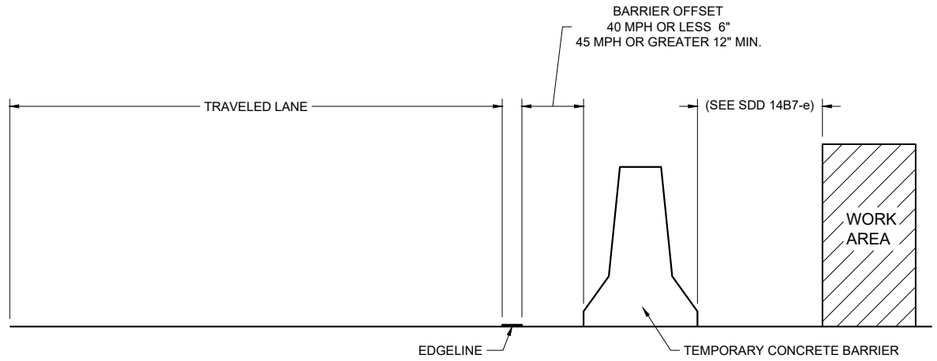
May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

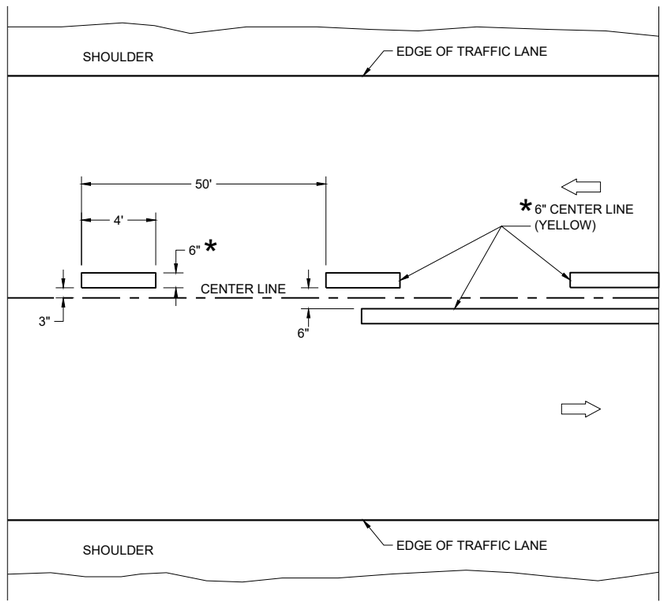
GENERAL NOTES

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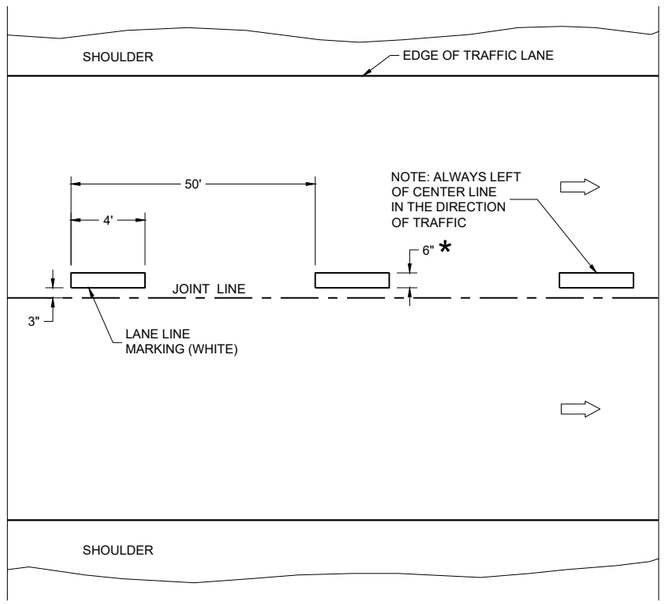
LEGEND

DIRECTION OF TRAFFIC

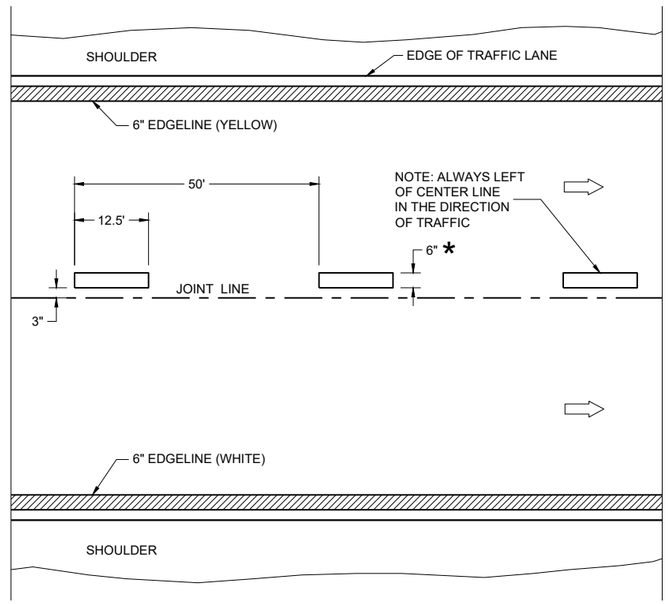
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

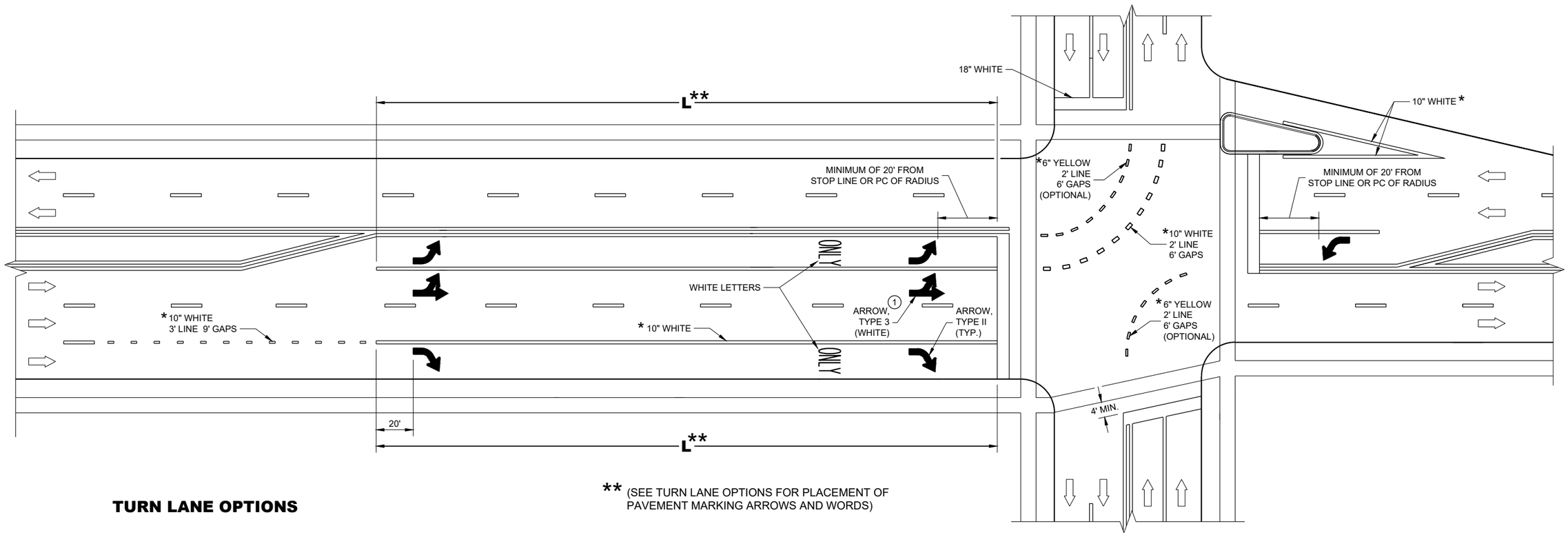
FHWA

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SDD 15C08-23b

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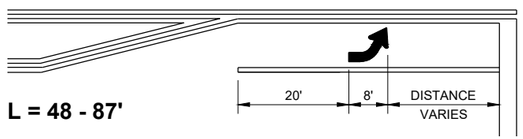
SDD 15C08-23b

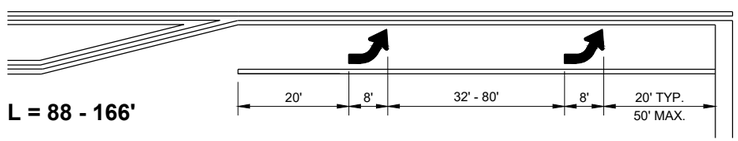


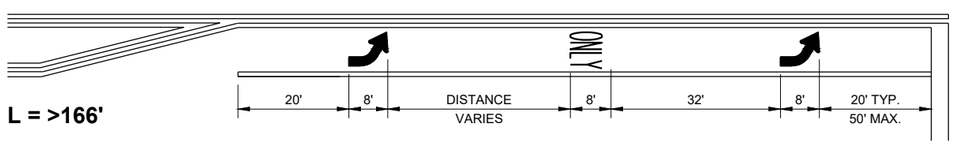
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS







GENERAL NOTES

(1) QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

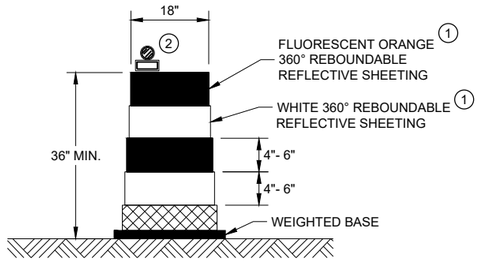
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15C08-23d

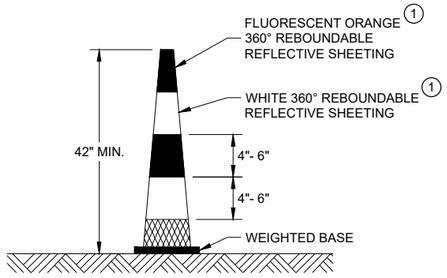
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

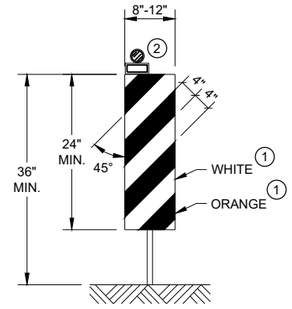
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

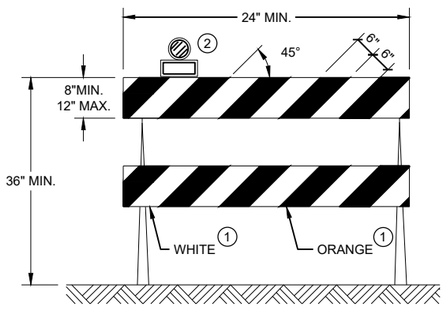
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



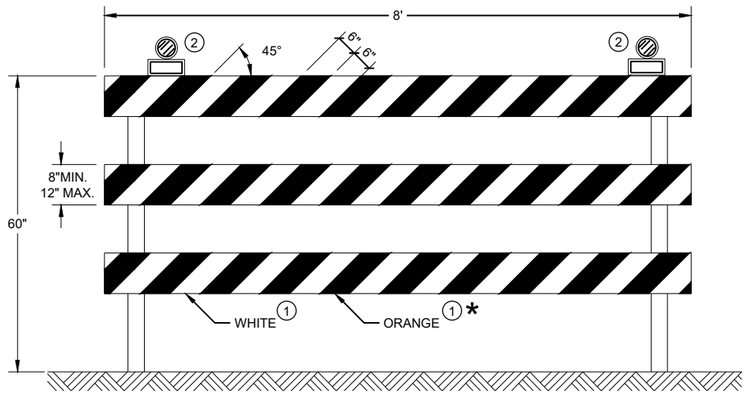
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

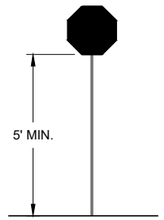
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

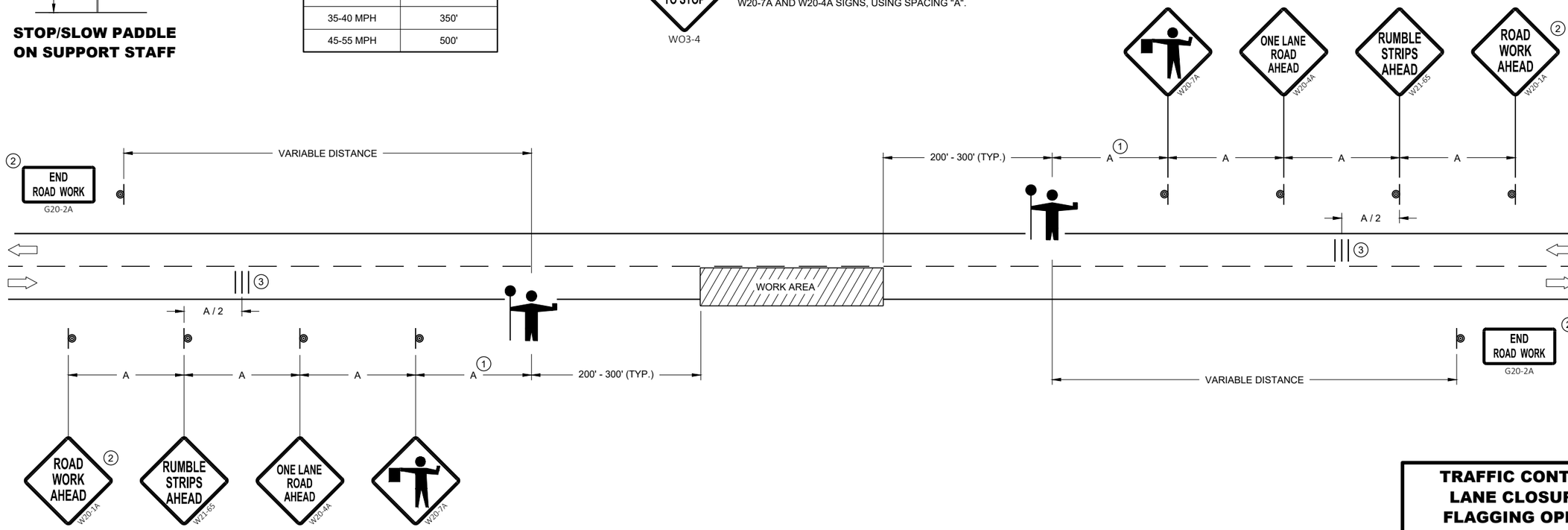
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

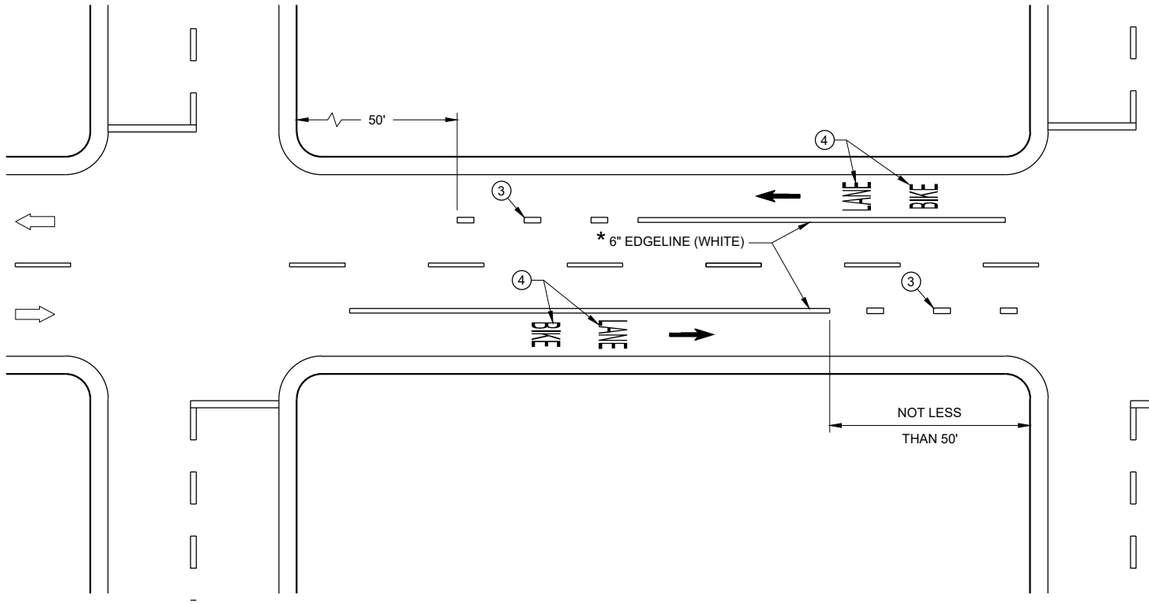
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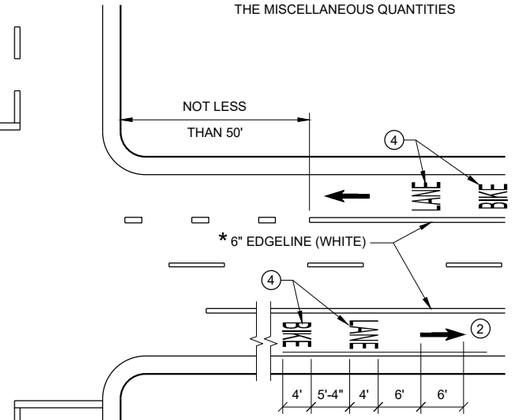
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SDD 15C12 - 09a

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SDD 15C12 - 09a



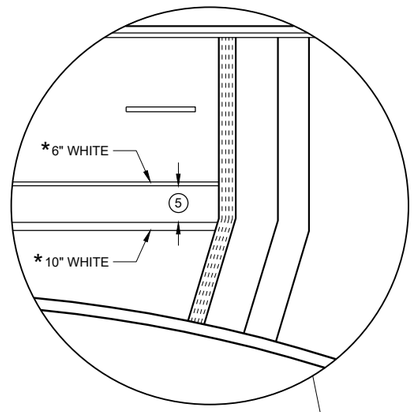


GENERAL NOTES

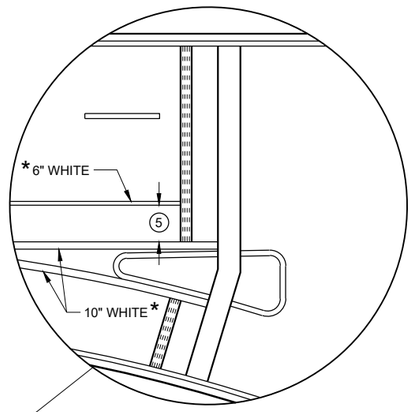
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY 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

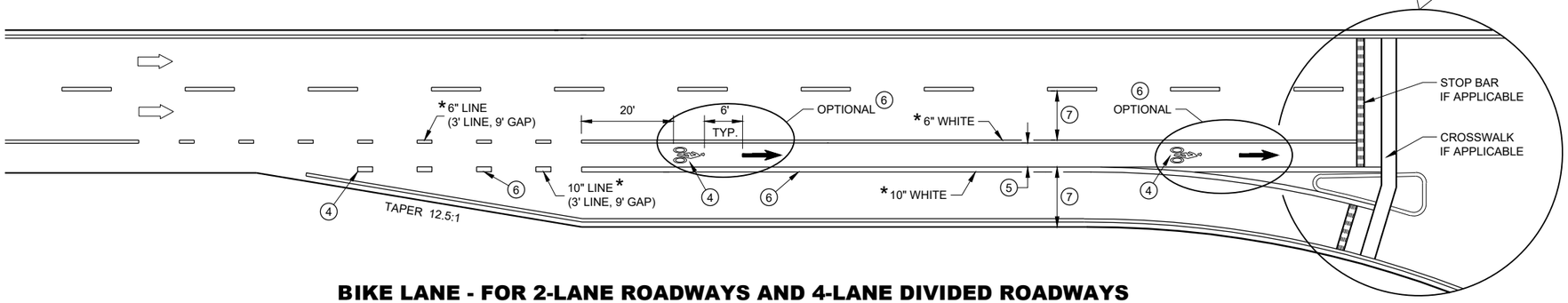
DESIGNATED BIKE LANE - NO PARKING



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

6

SDD 15C29-08a

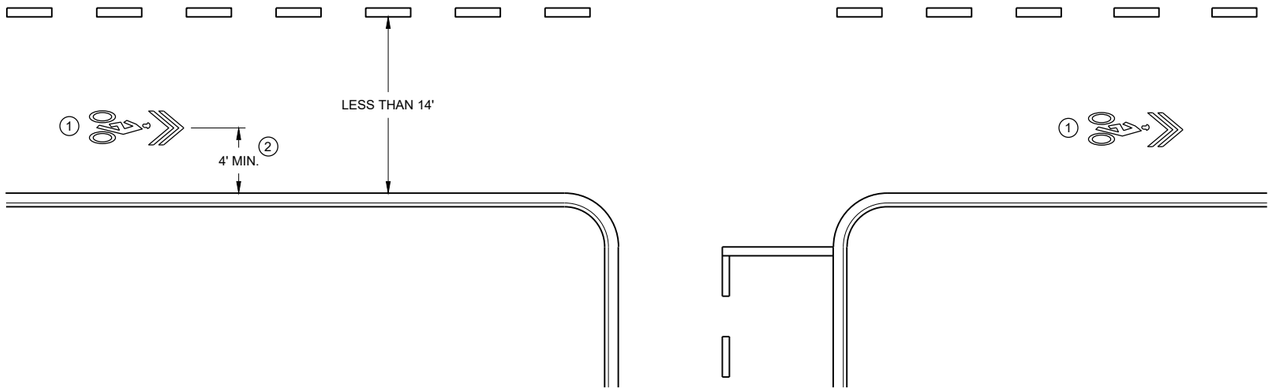
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SDD 15C29-08a

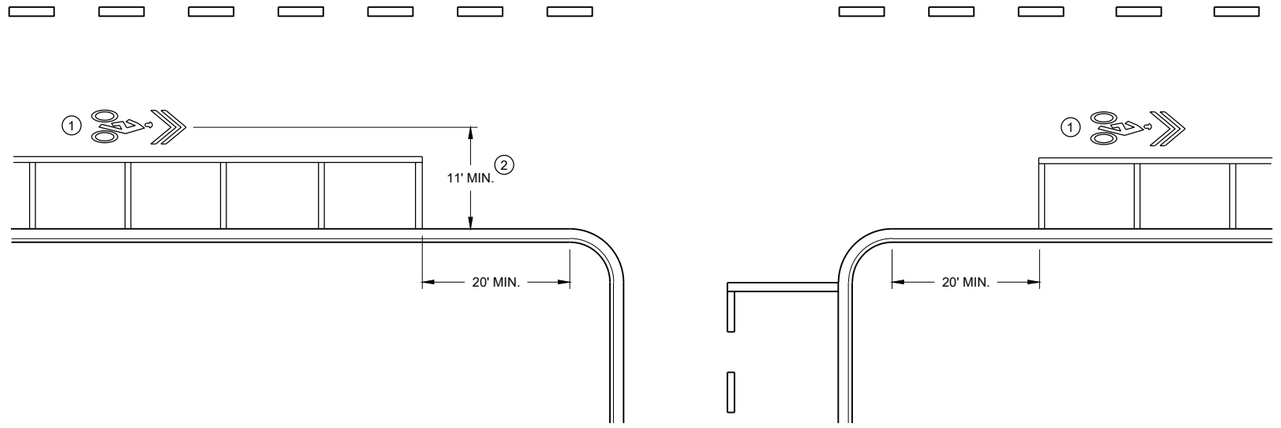
GENERAL NOTES

(1) MINIMUM OF ONE PER BLOCK, MAXIMUM OF 250 FEET.

(2) OR TO EDGE OF PAVEMENT WITHOUT CURB.



WITHOUT PARKING



WITH PARKING

6

SDD 15C29-08b

PAVEMENT MARKING FOR SHARED LANE 35 MPH OR LESS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

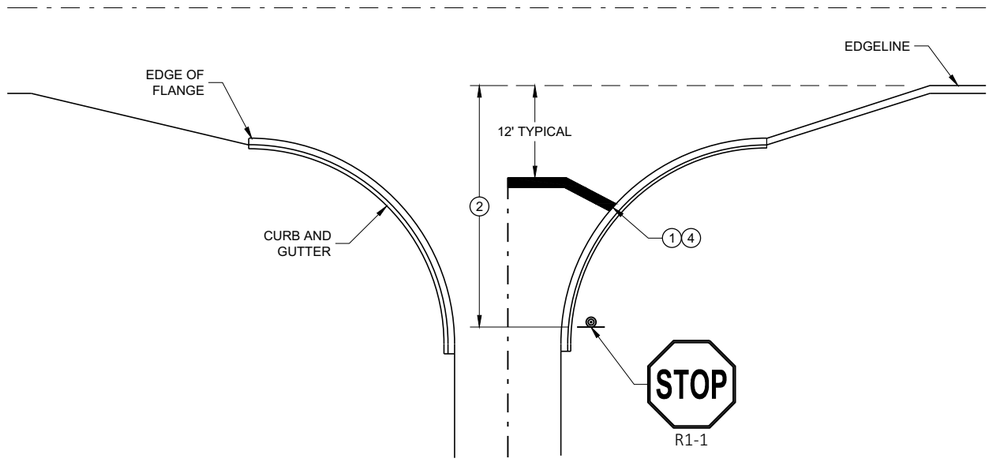
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SDD 15C29-08b

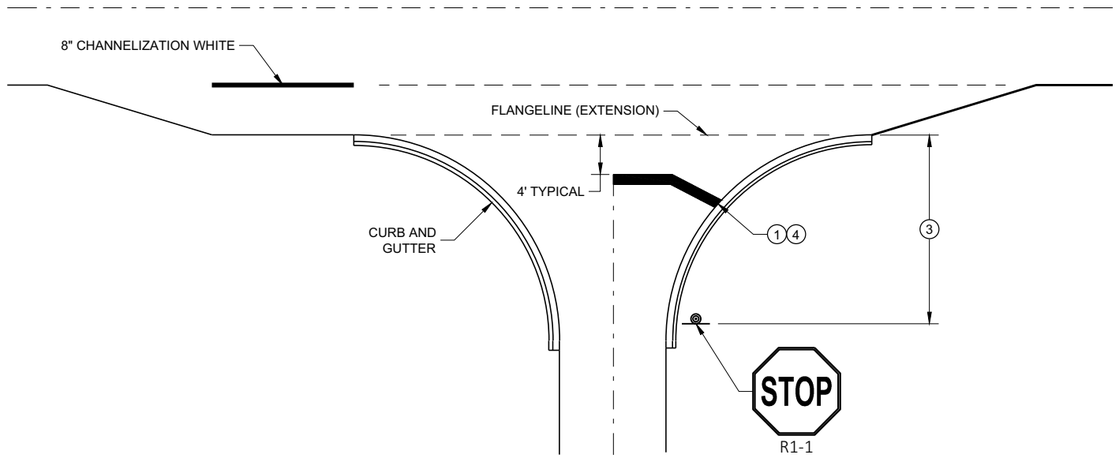
GENERAL NOTES

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

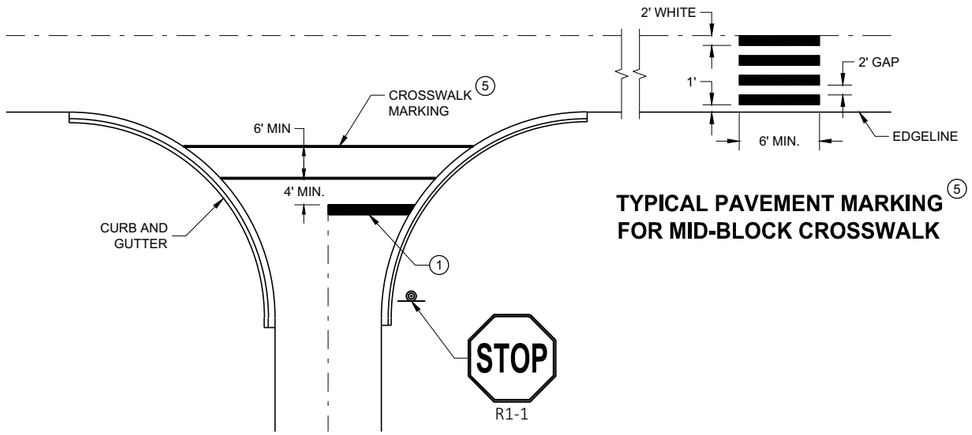
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

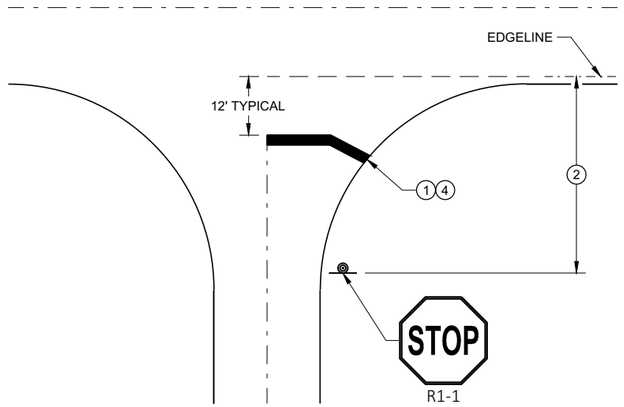


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

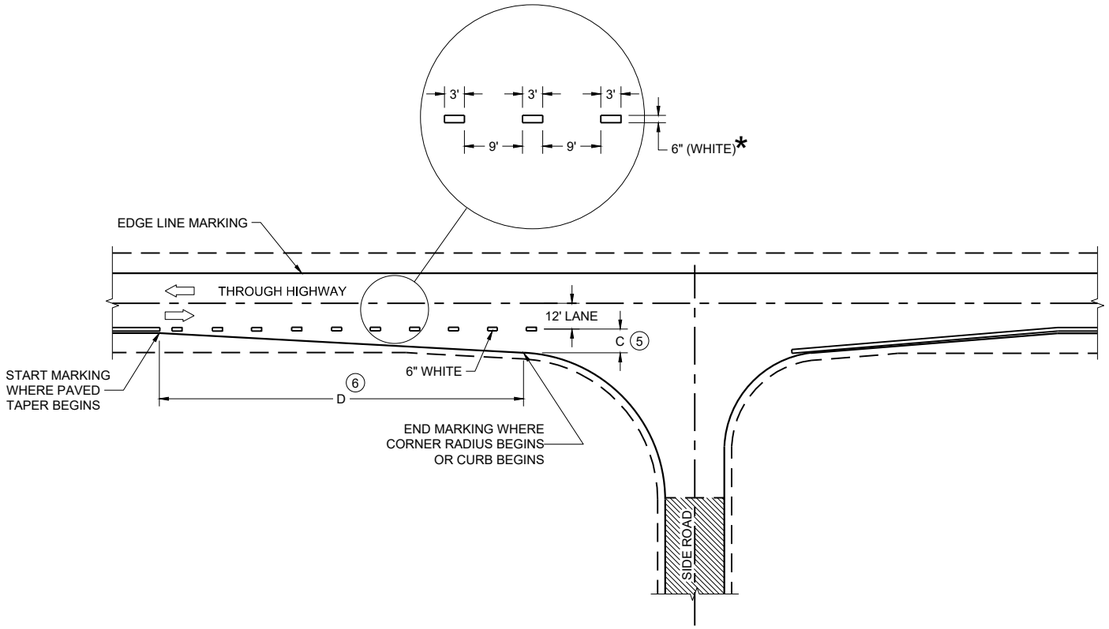
FHWA

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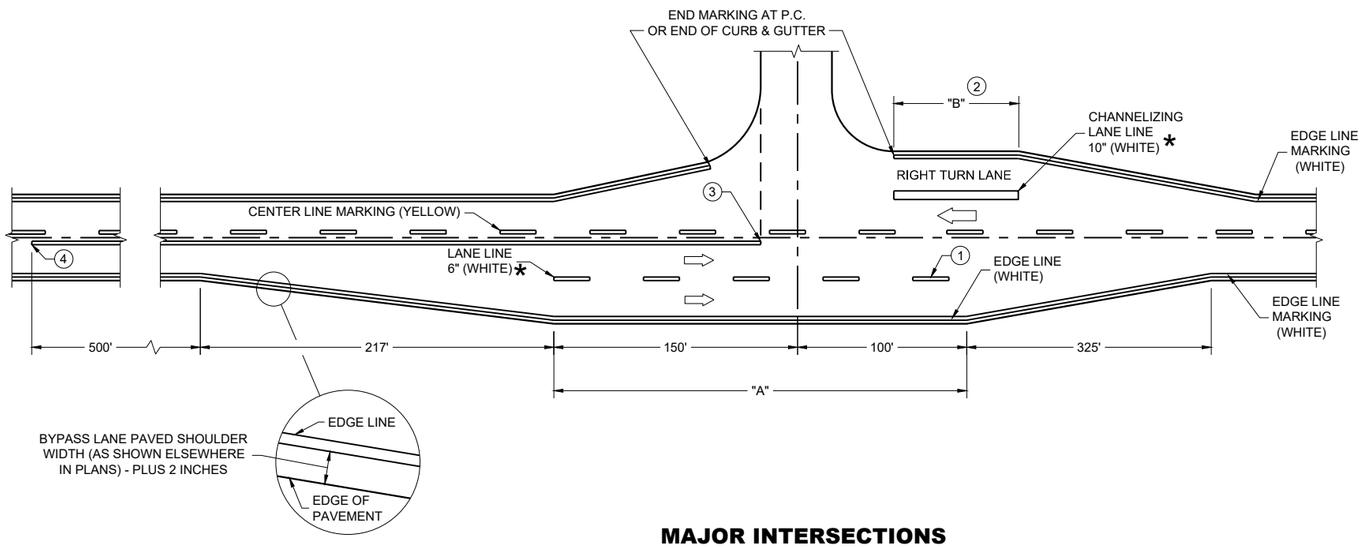
SDD 15C33 - 04

6

SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

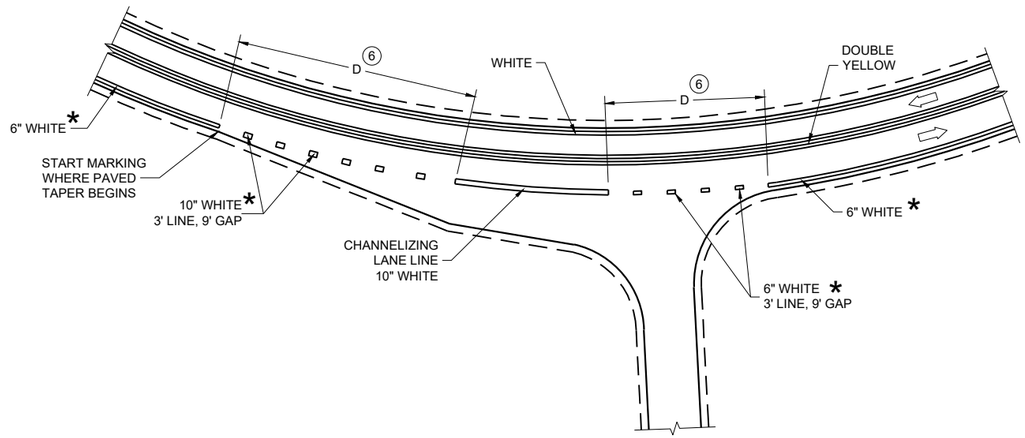
GENERAL NOTES

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

GENERAL NOTES

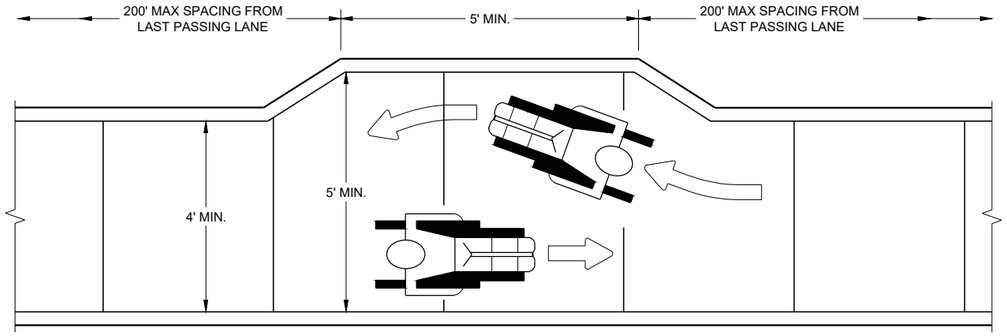
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

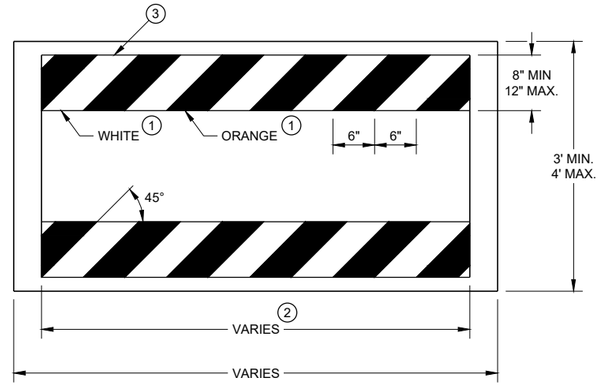
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

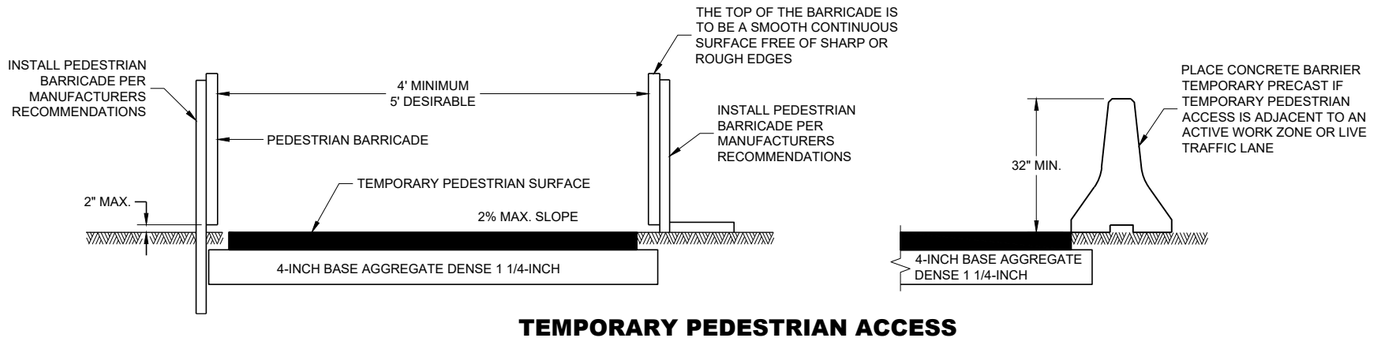
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

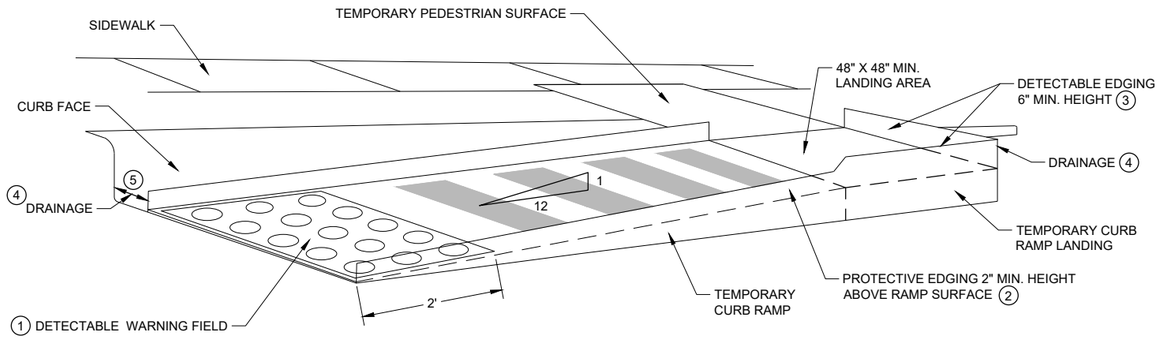


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

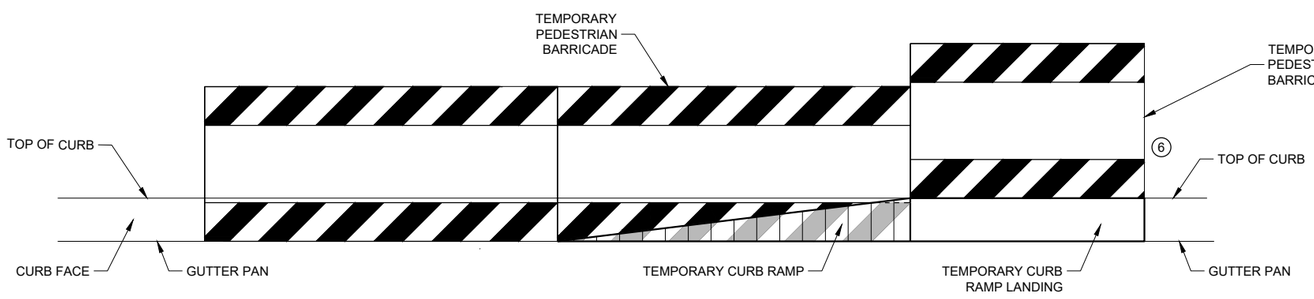
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

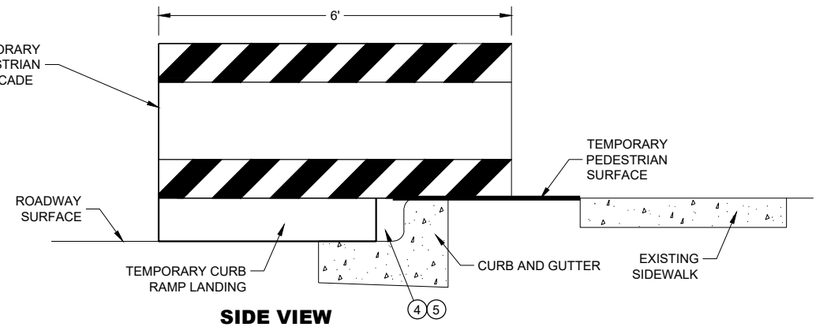
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

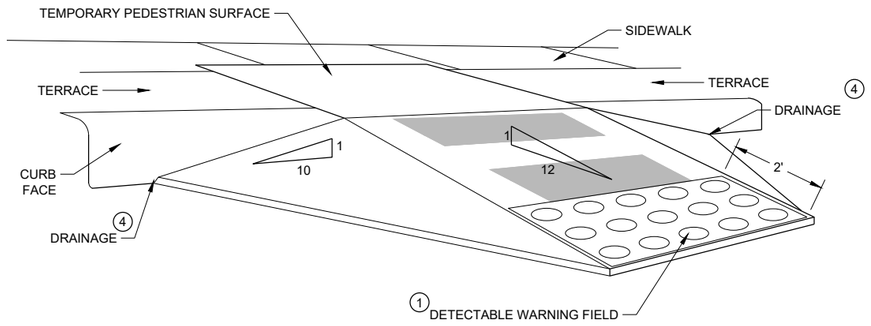
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

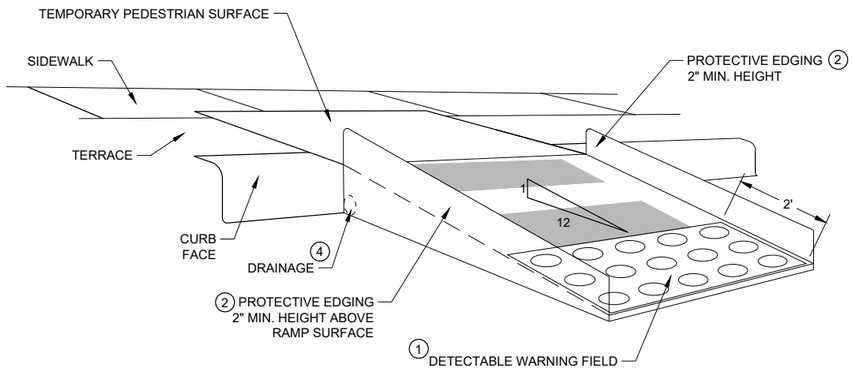
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES

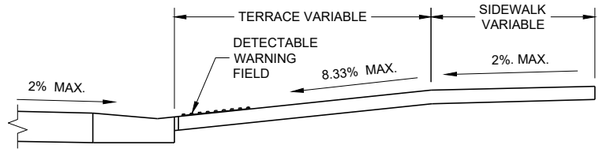
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

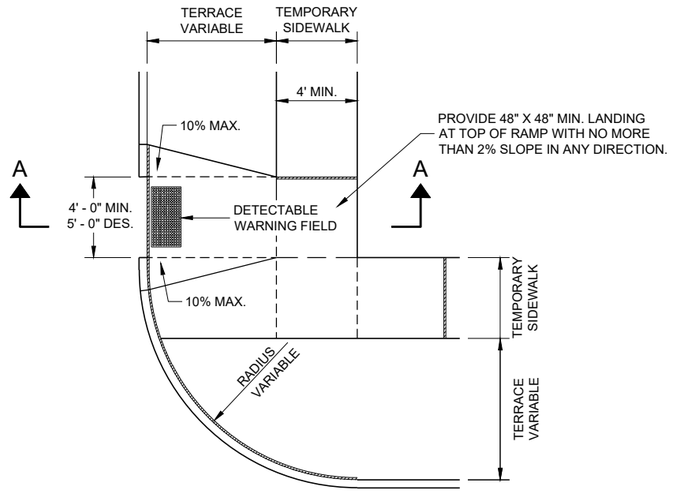
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

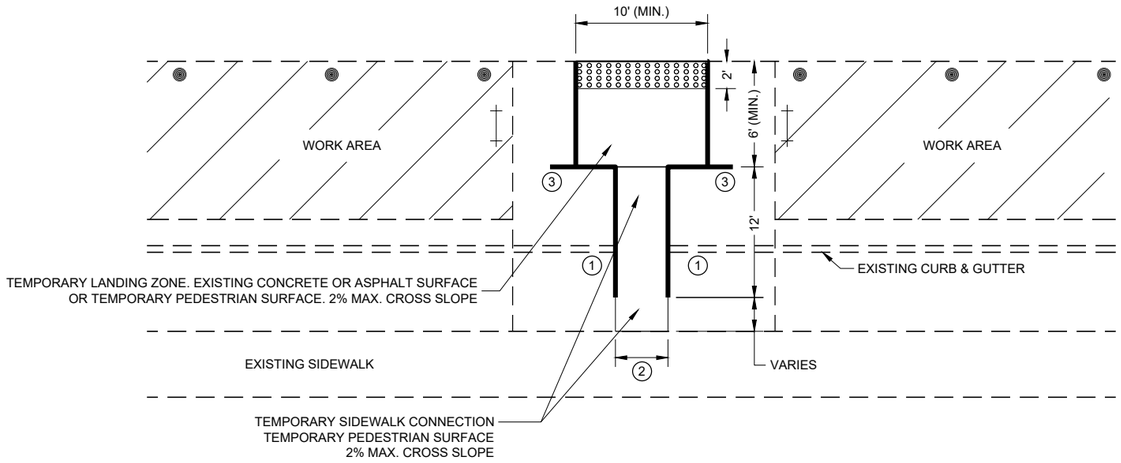
(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

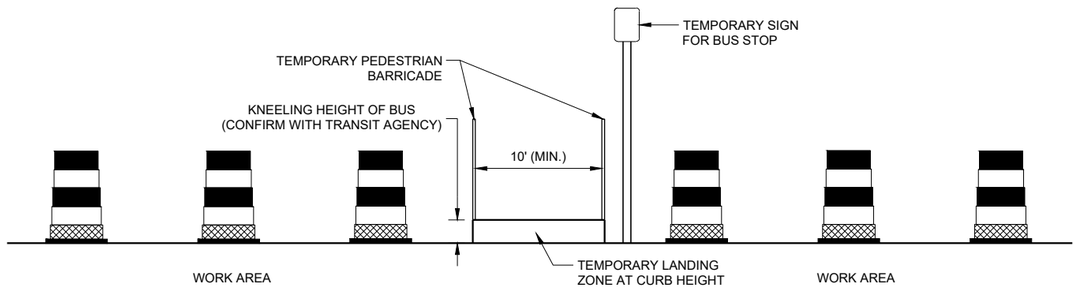
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6
SDD 15D30-09d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

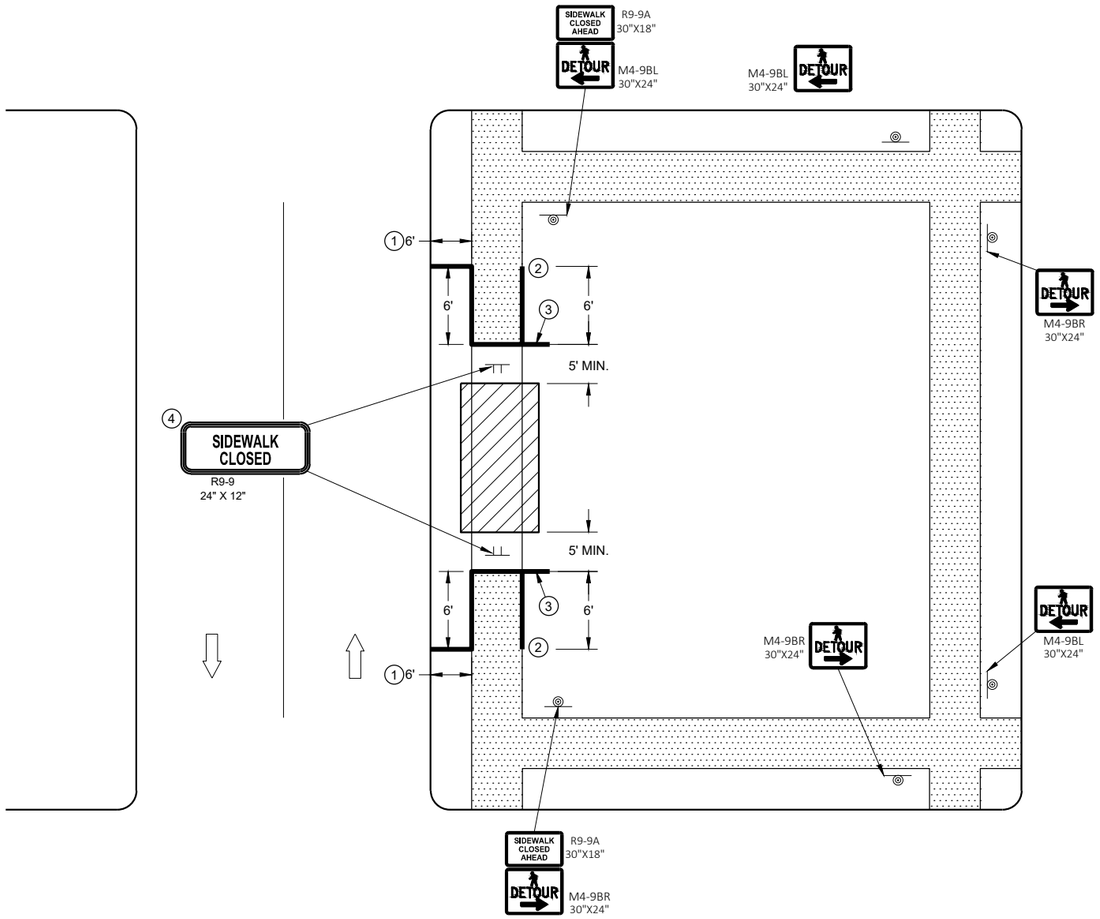
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 15D30 - 09e

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

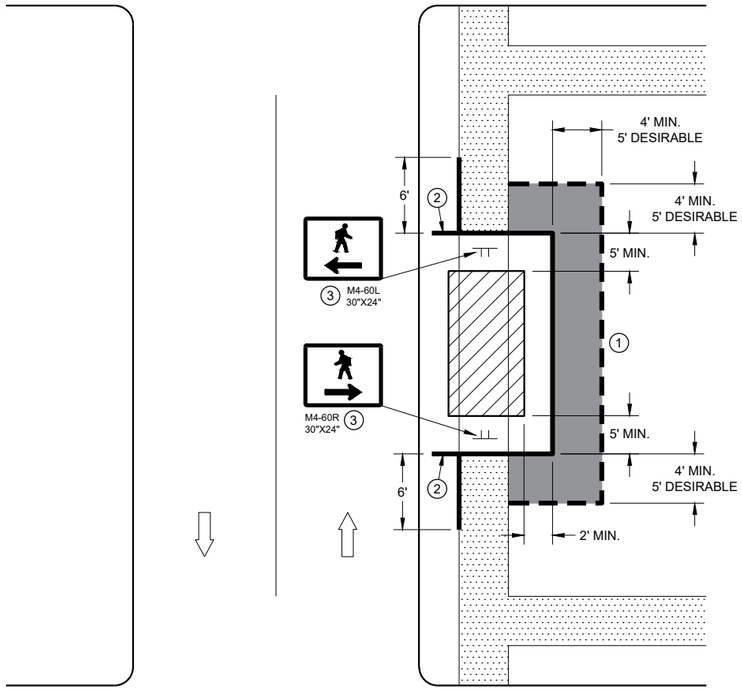
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 09g

6

SDD15D30 - 09g

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

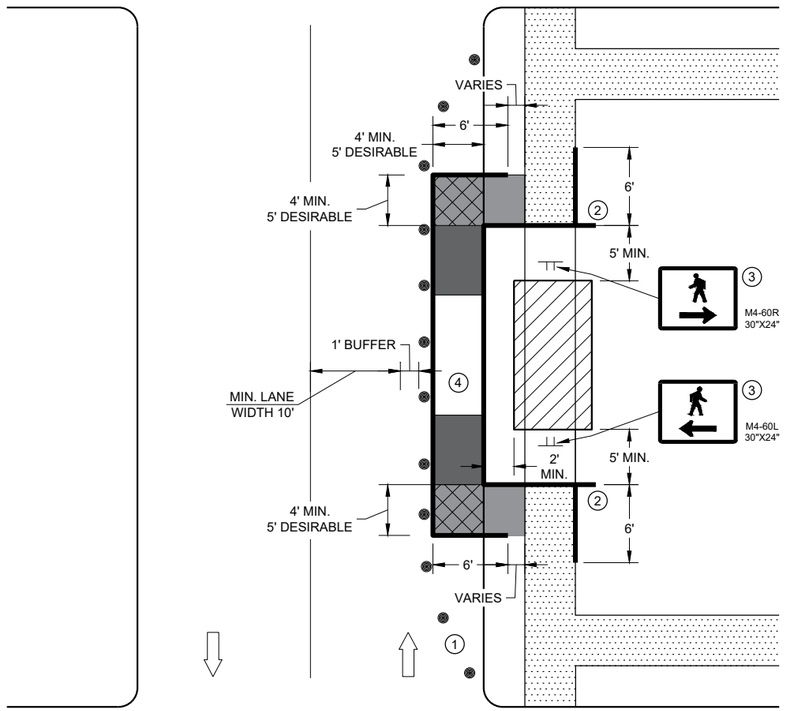
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.

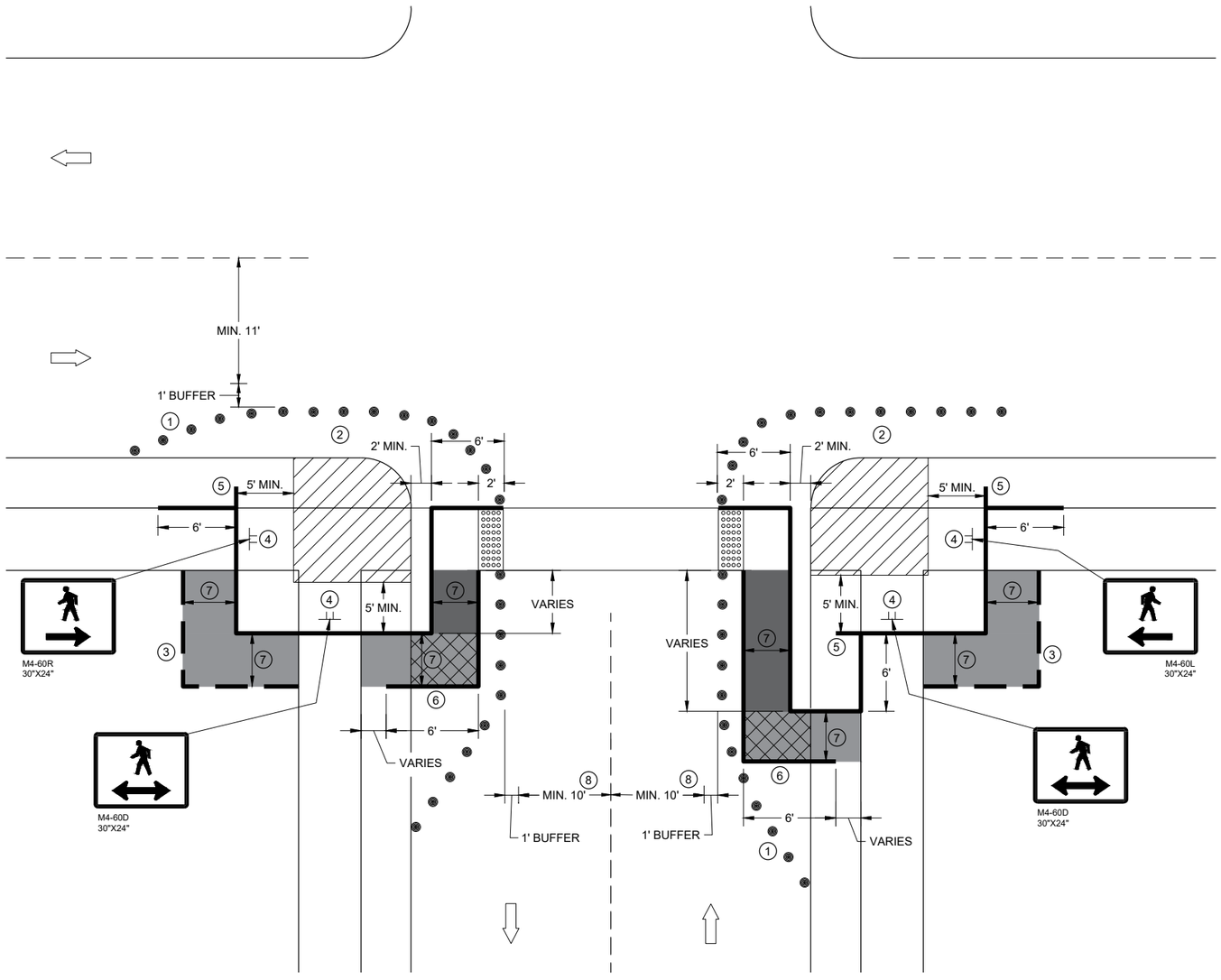


SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(7) 4 FEET MINIMUM, 5 FEET DESIRABLE

(8) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

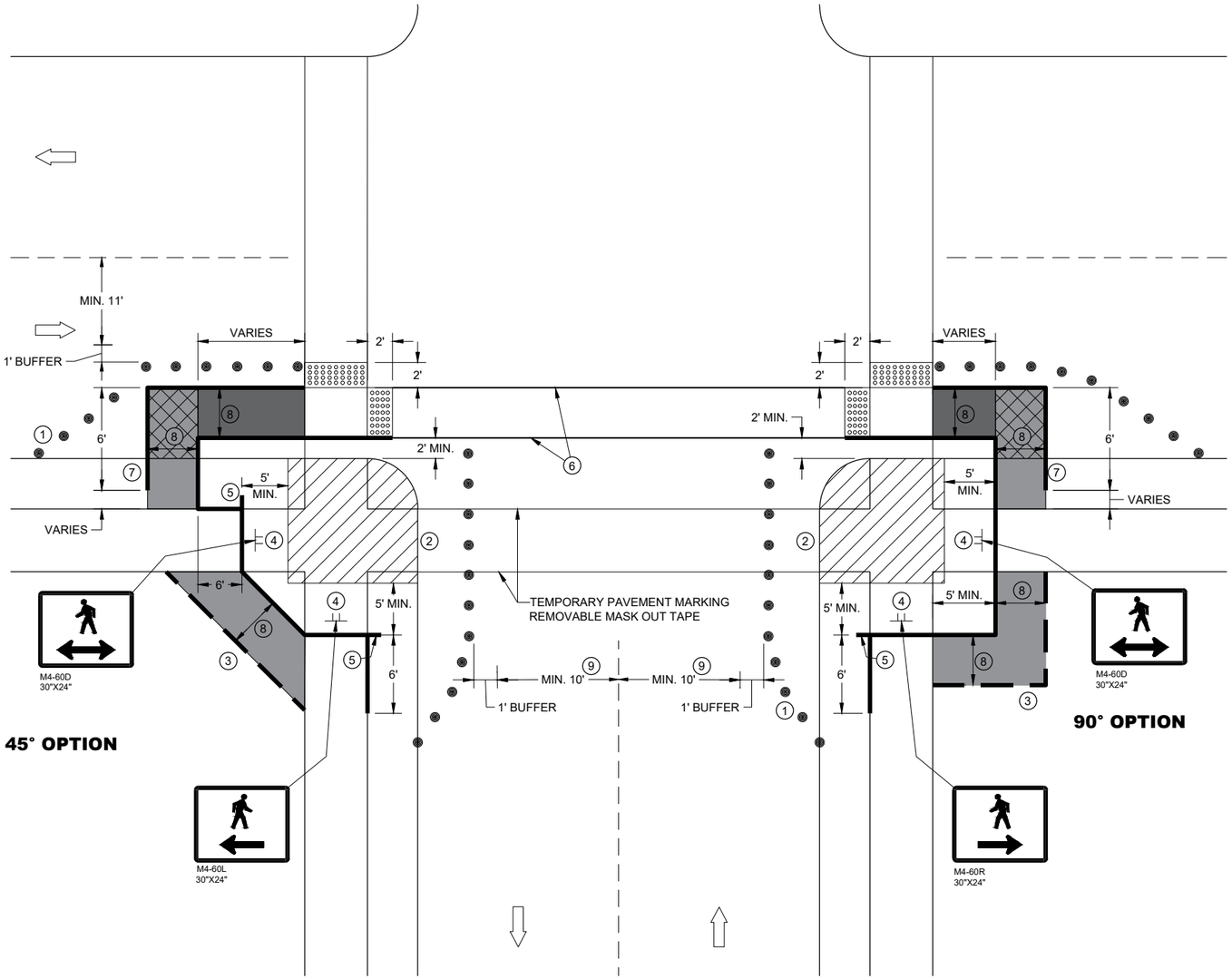
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09i

6



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

SIGN ON PERMANENT SUPPORT

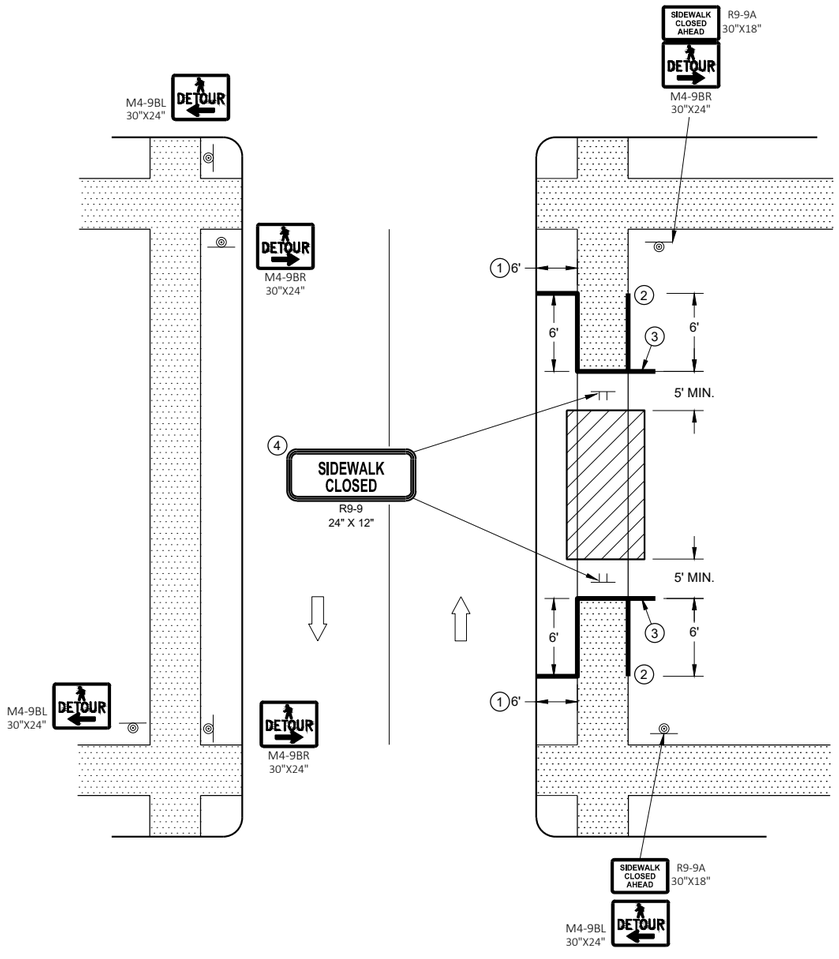
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

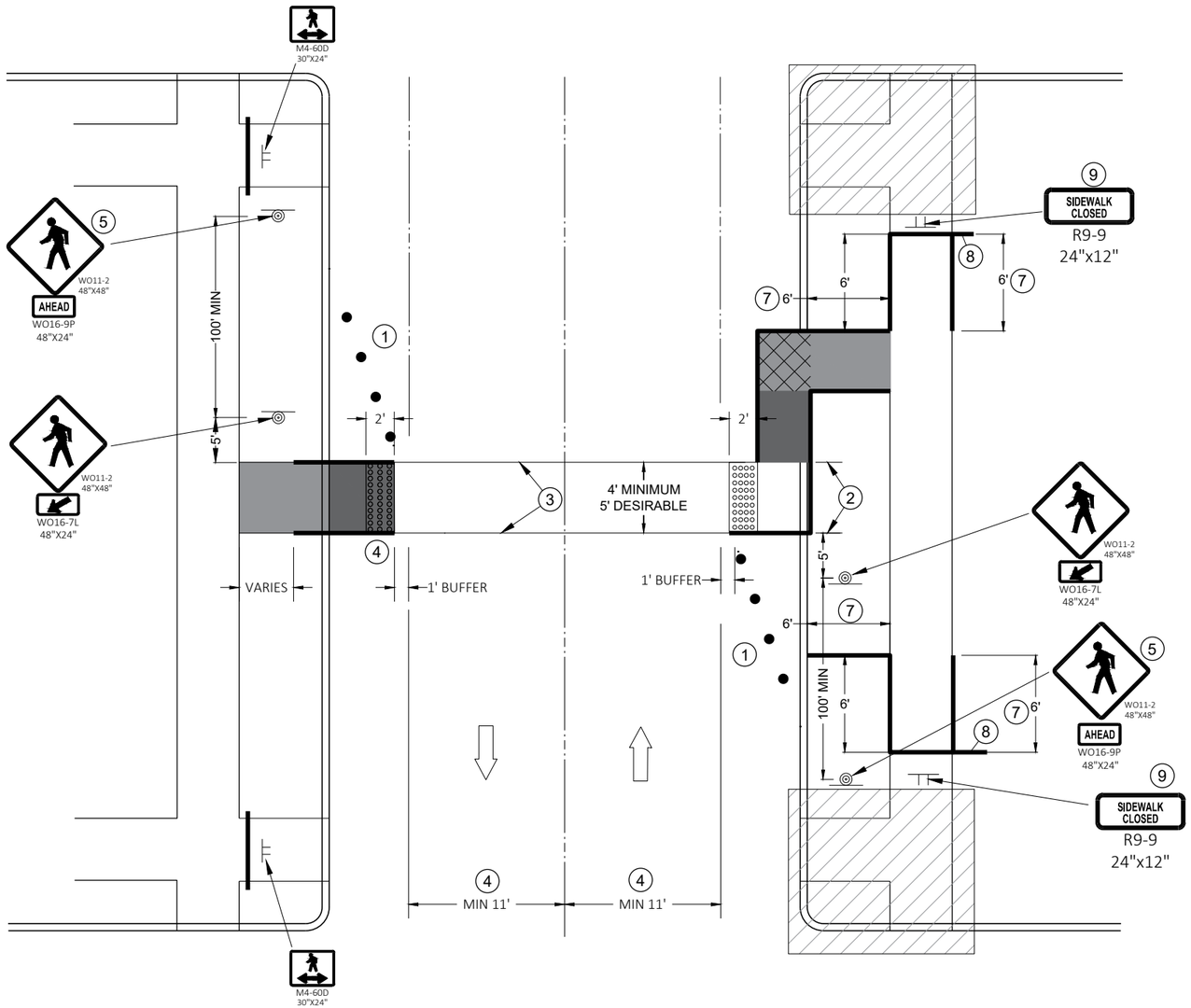
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

(1) SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) 4 FEET MINIMUM, 5 FEET DESIRABLE.

(3) WHITE 6" TEMPORARY PAVEMENT MARKING.

(4) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.

(5) IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.

(6) IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.

(7) PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.

(8) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(9) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

6

SDD 15D30 - 09L

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

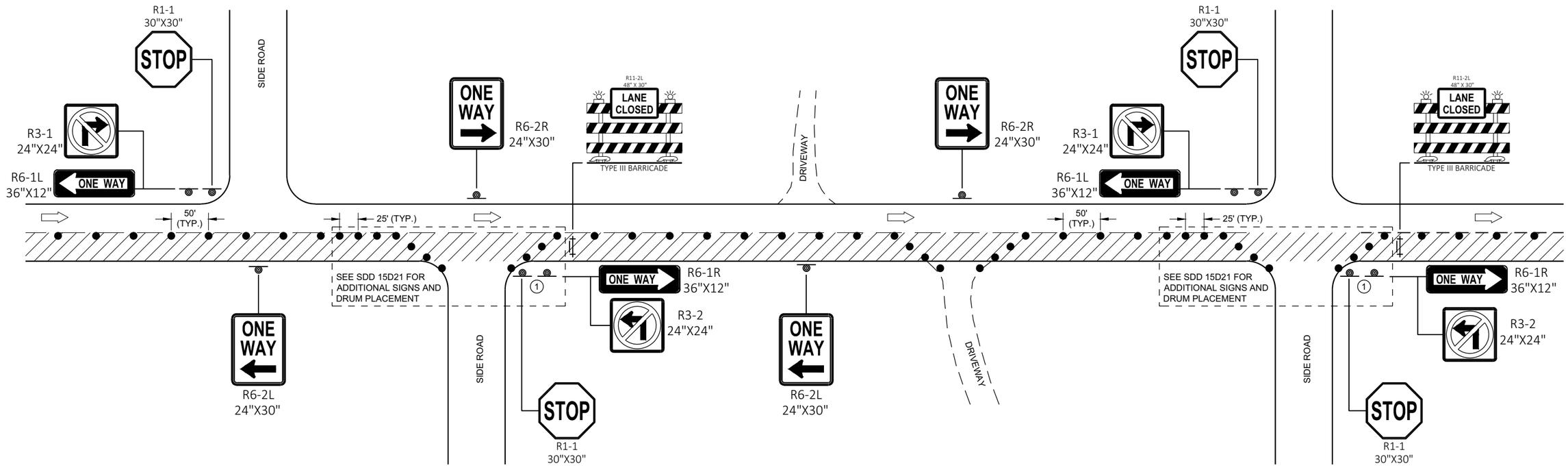
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

(1) IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.



TRAFFIC CONTROL
ONE - WAY SIGNING

TRAFFIC CONTROL ONE-WAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEE

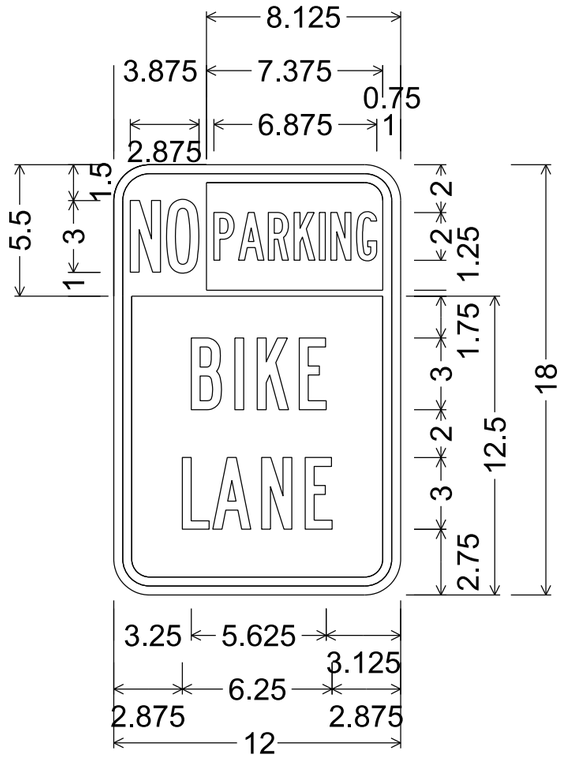
FHWA

SDD 15D46 - 01

SDD 15D46 - 01

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black or as noted
3. Message Series - B or as noted

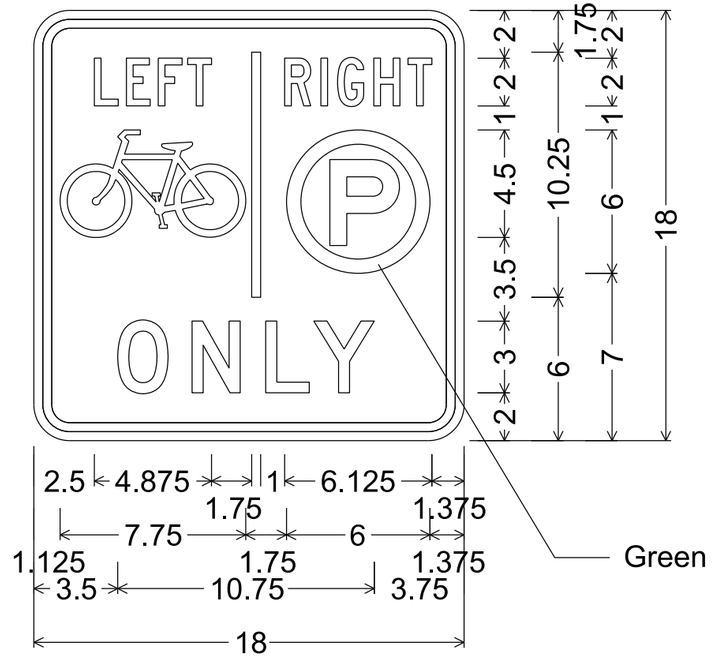


R7-9;

1.500" Radius, 0.375" Border, White on Red;
"NO", B;

1.500" Radius, 0.375" Border, 0.375" Indent, Red on White;
"PARKING", B;

1.500" Radius, 0.375" Border, 0.375" Indent, Red on White;
"BIKE", B; "LANE", B



1.500" Radius, 0.375" Border, 0.375" Indent, Black on White;
"LEFT", C;
Bicycle Symbol White;
"RIGHT", C; "ONLY", D

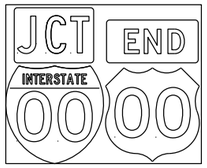
7

7

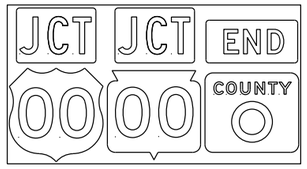
TYPICAL ASSEMBLIES



J1-1



J1-2



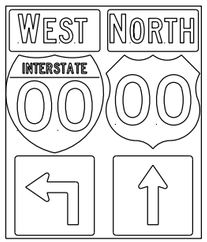
J1-3



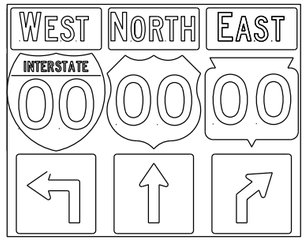
JR1-1



J2-1



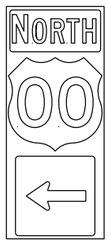
J2-2



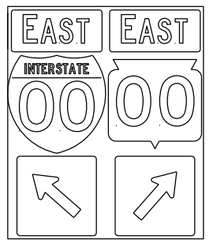
J2-3



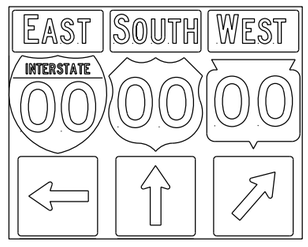
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



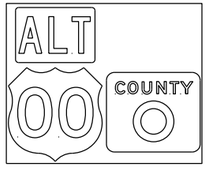
J3-2



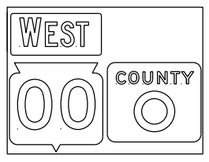
J3-3



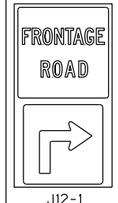
J4-1



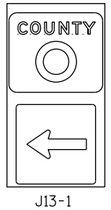
J4-2



J4-2



J12-1



J13-1



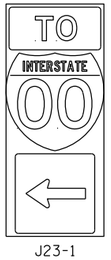
J32-1



J33-1



J22-1



J23-1



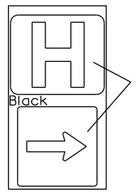
JR13-1



JR23-1



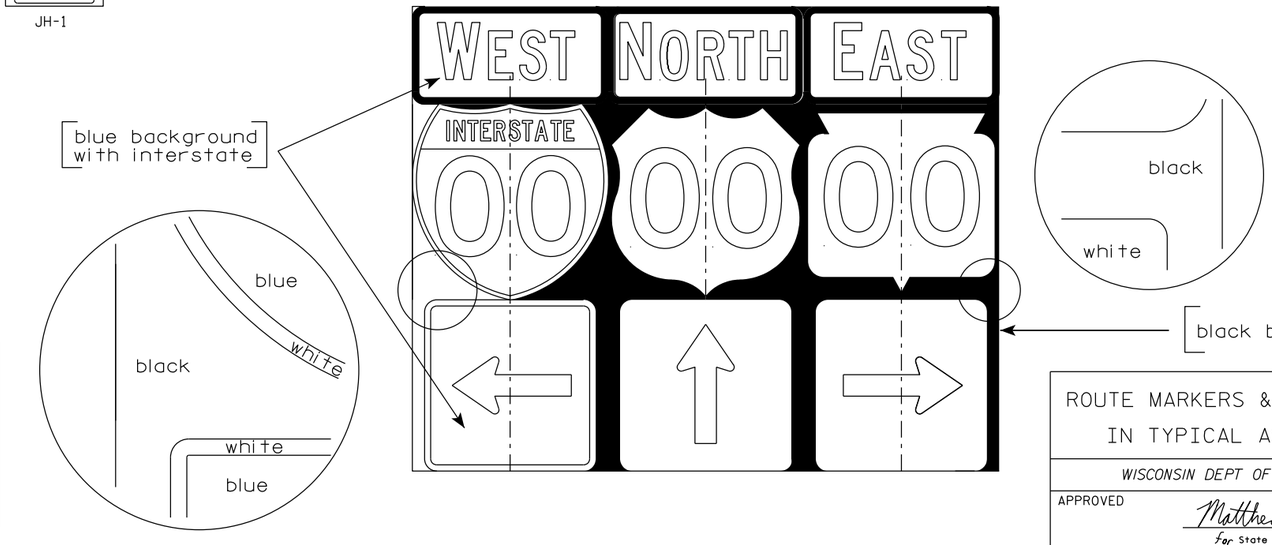
JR99-1



JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

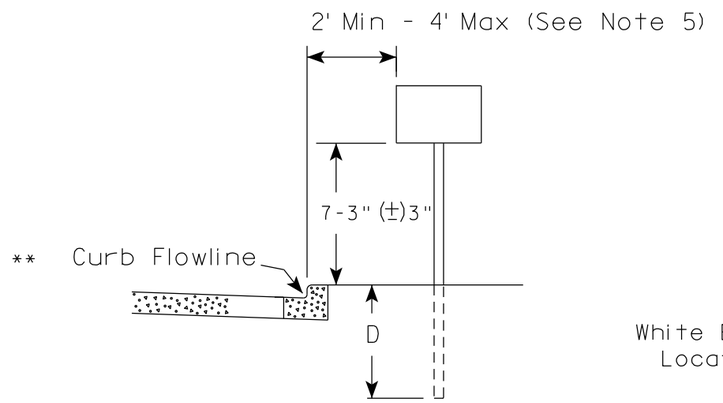
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

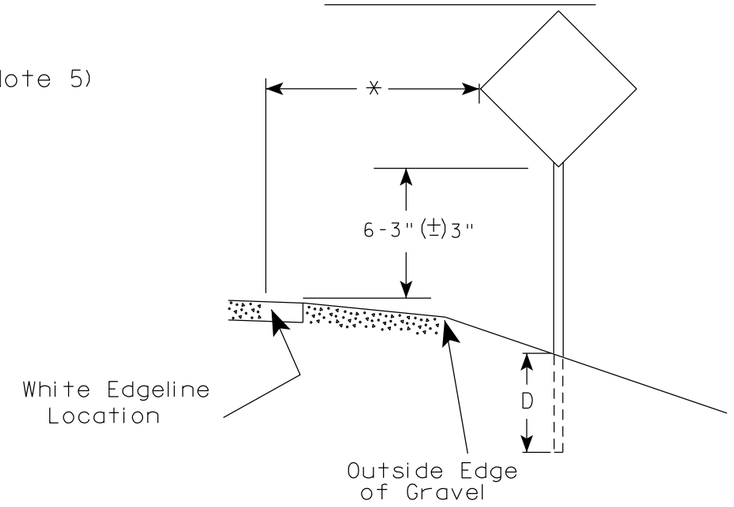
PROJECT NO:

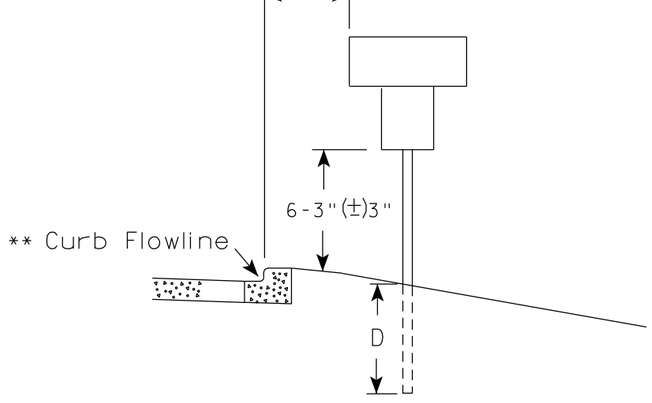
SHEET NO: 376 E

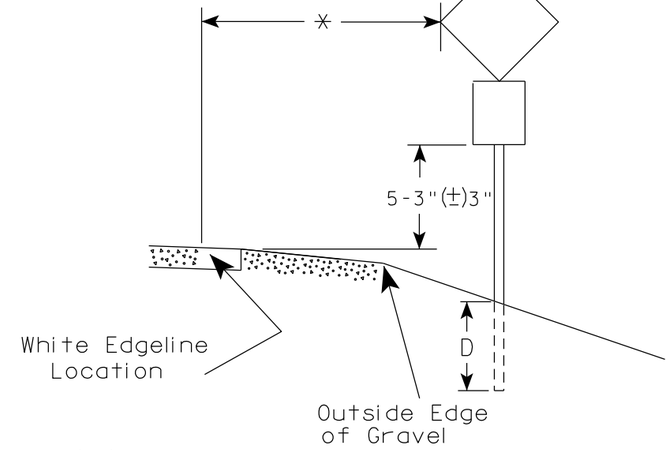
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

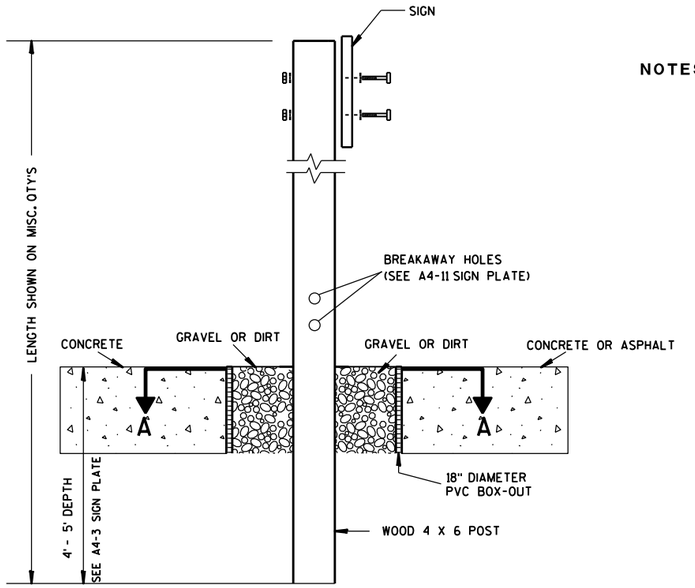
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

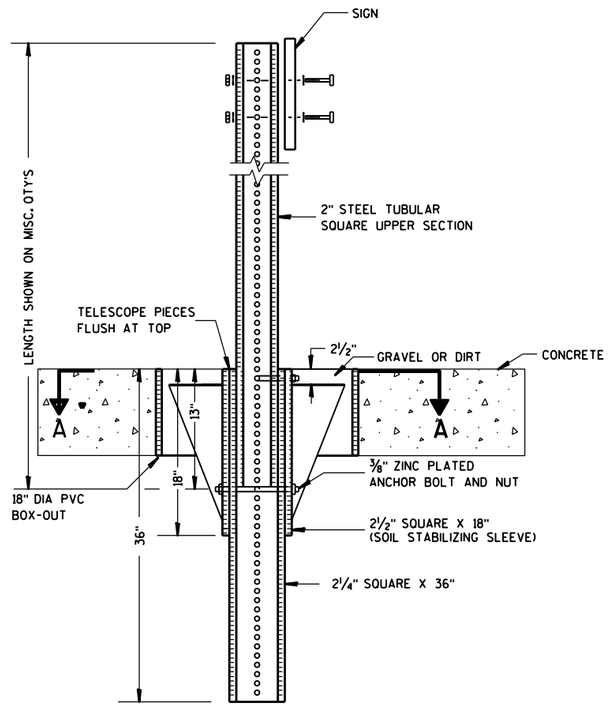
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 377	E



ELEVATION VIEW

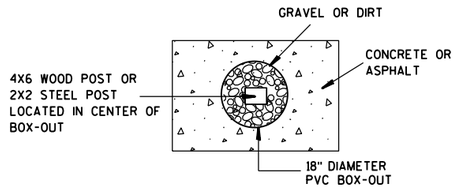
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

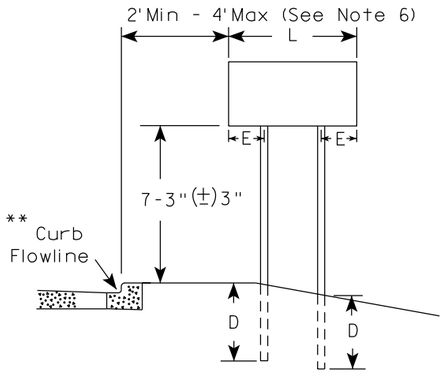
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

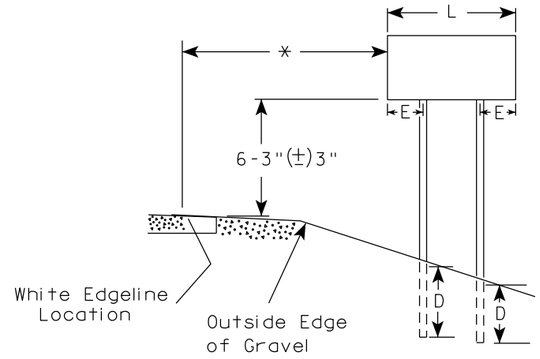
DATE 1/27/14 PLATE NO. A4-3B.1

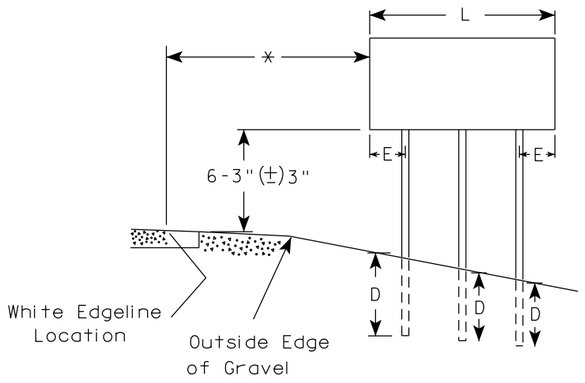
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

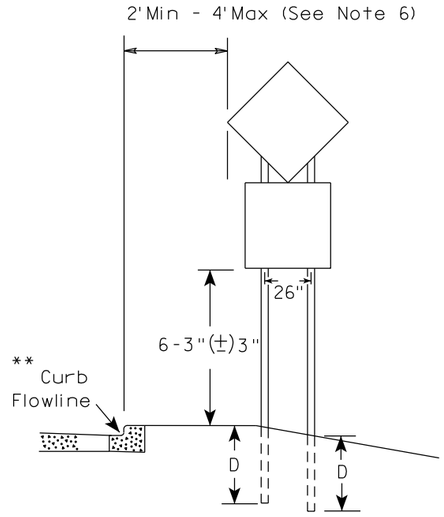
URBAN AREA



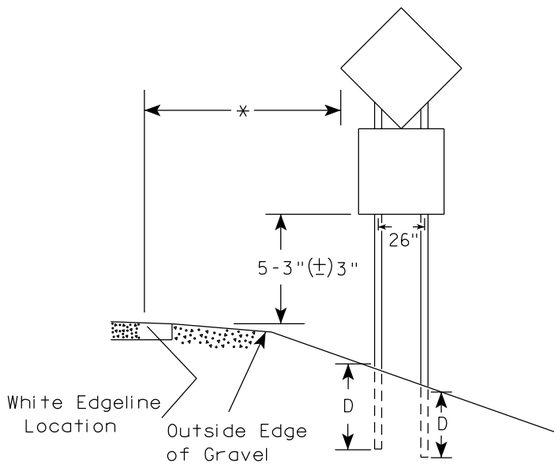
RURAL AREA (See Note 3)







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'

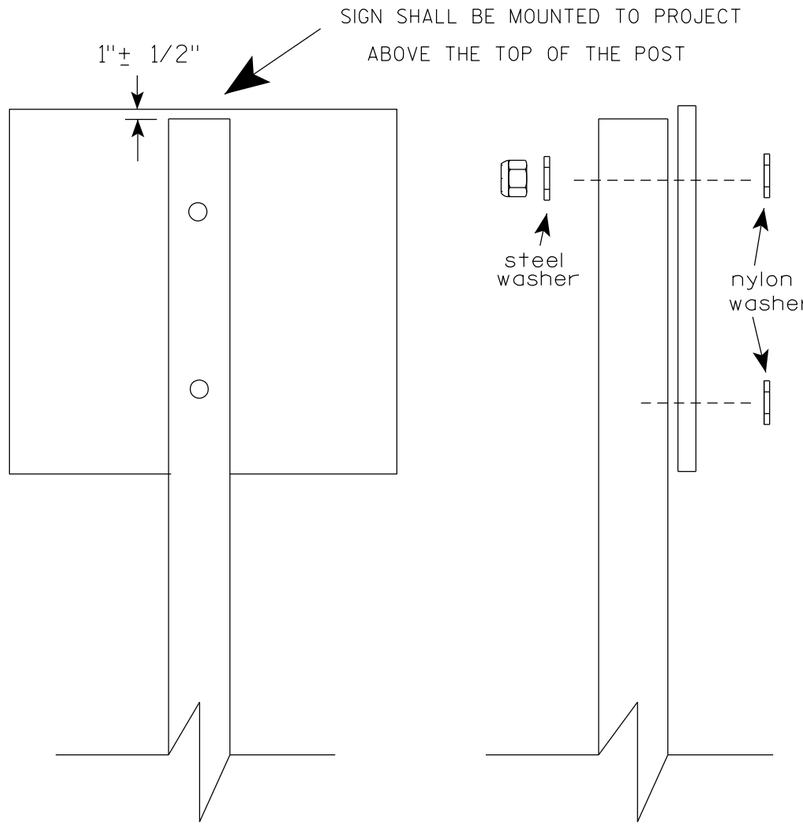
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

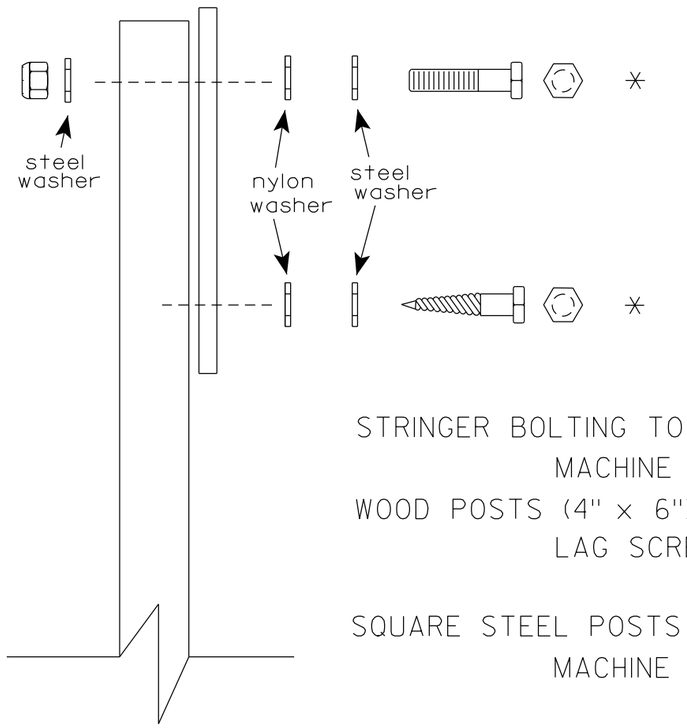
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 379	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

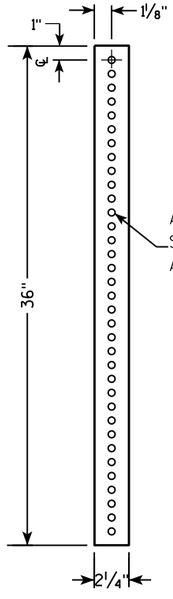
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

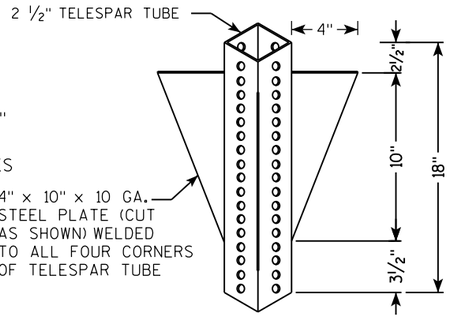
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

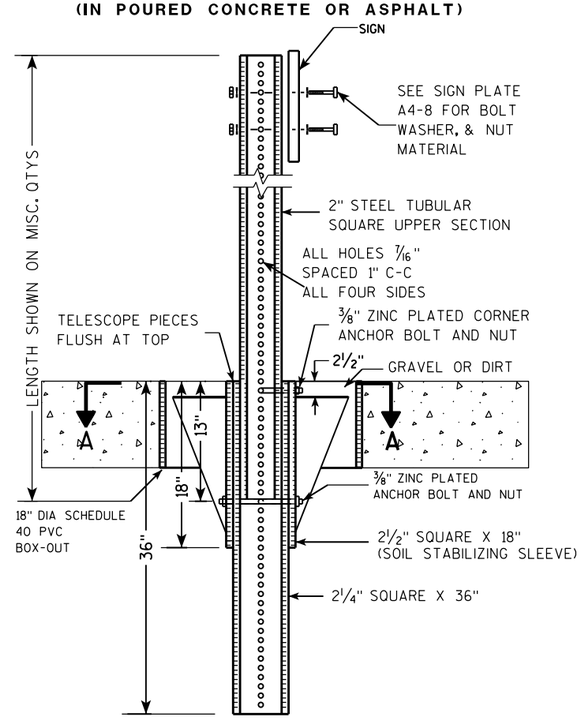
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



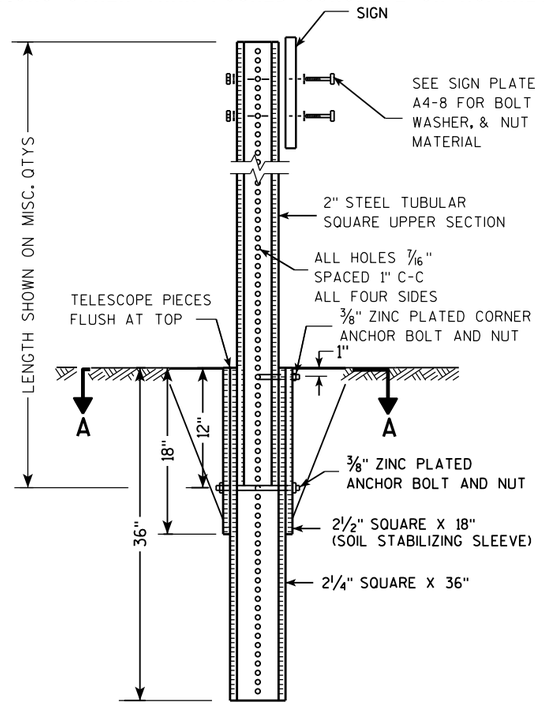
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

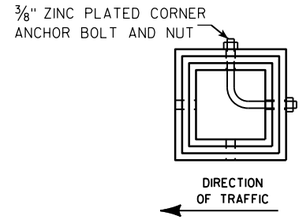


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

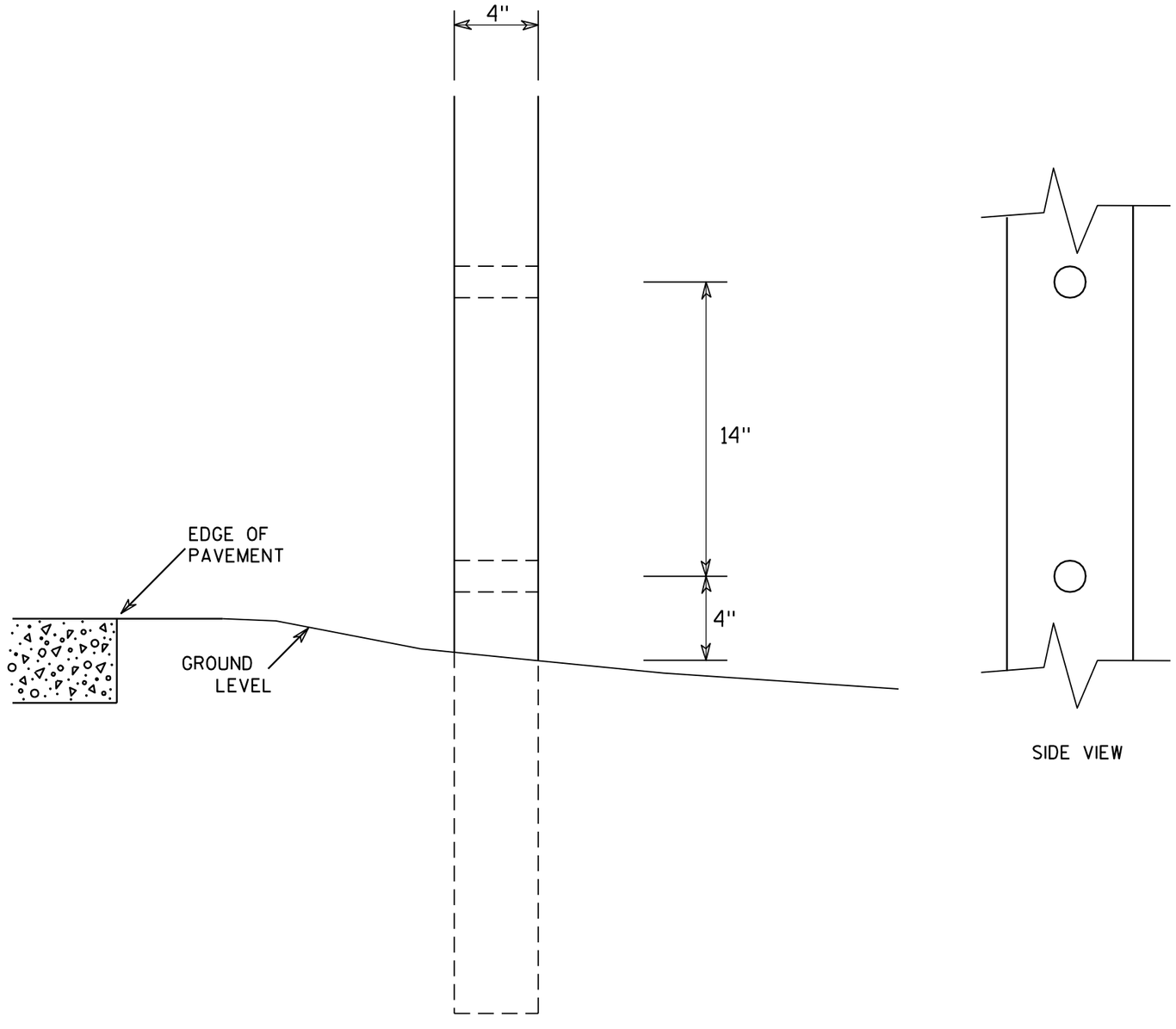
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 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

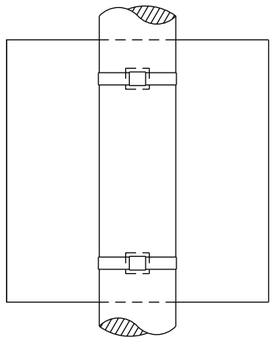
APPROVED Chester J Spang for State Traffic Engineer

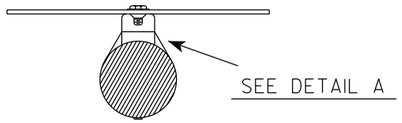
DATE 3/27/97 PLATE NO. A4-11.2

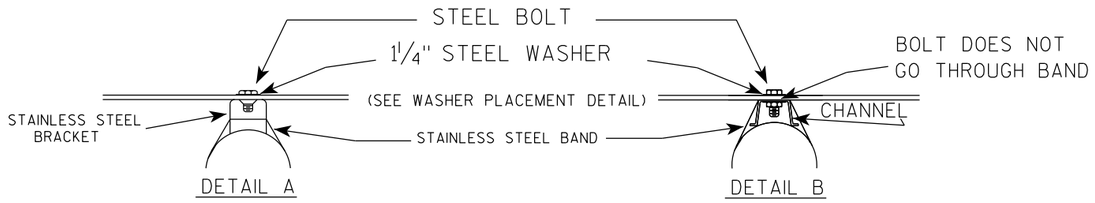
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 382	E

BANDING

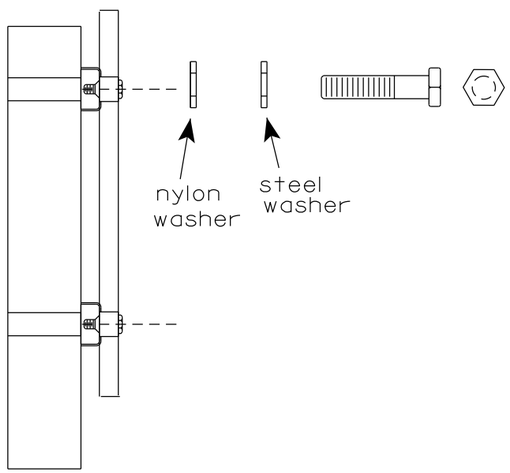
SINGLE SIGN







WASHER PLACEMENT

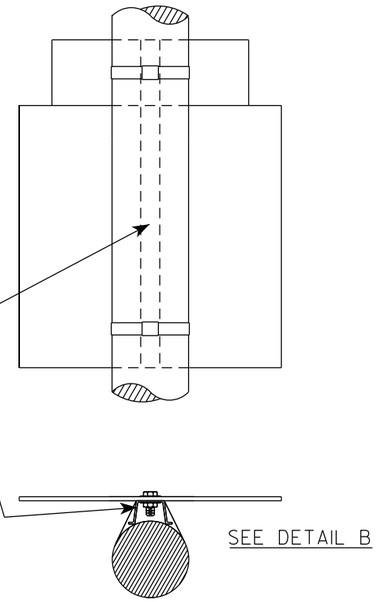


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

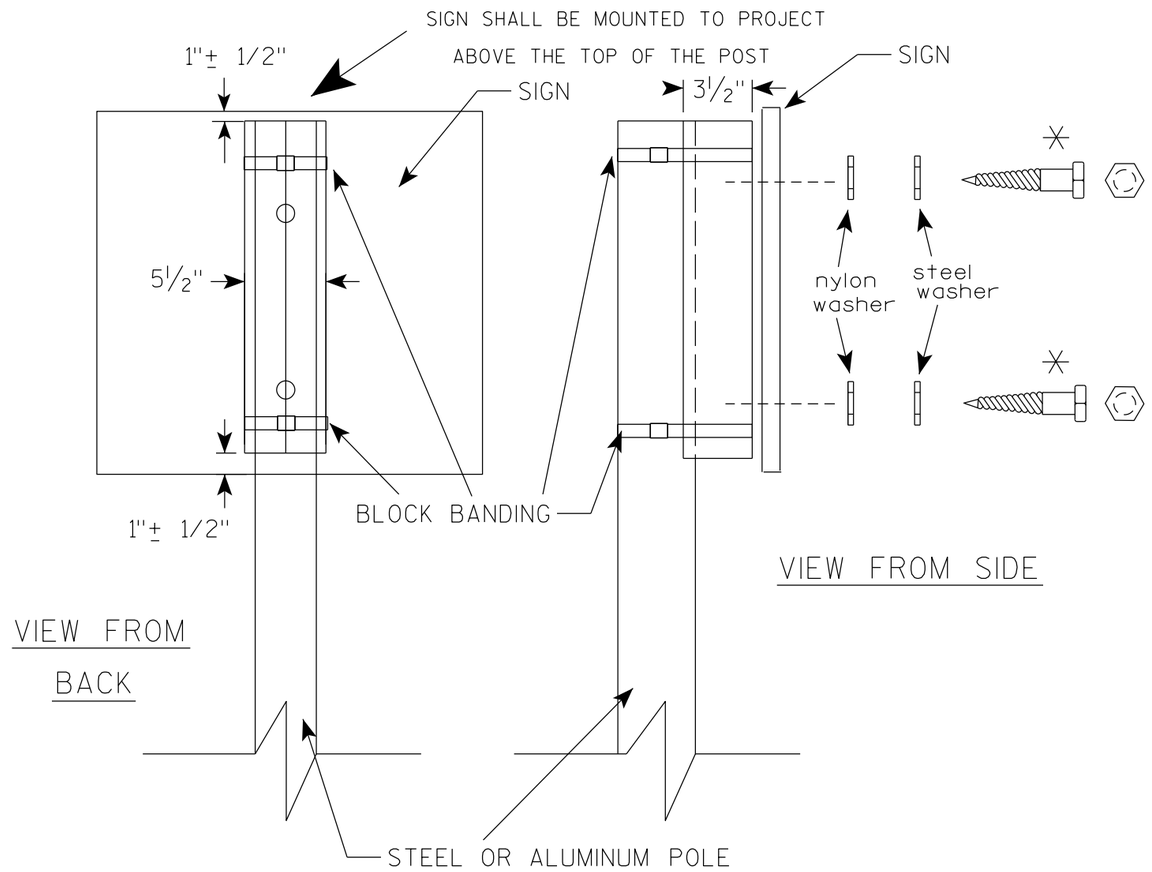
DATE 6/10/19 PLATE NO. A5-9.4

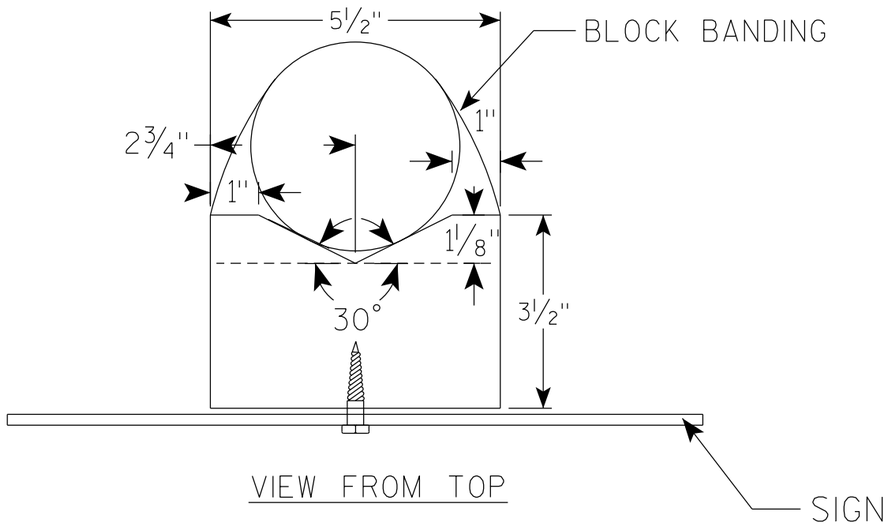
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 383	E

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)

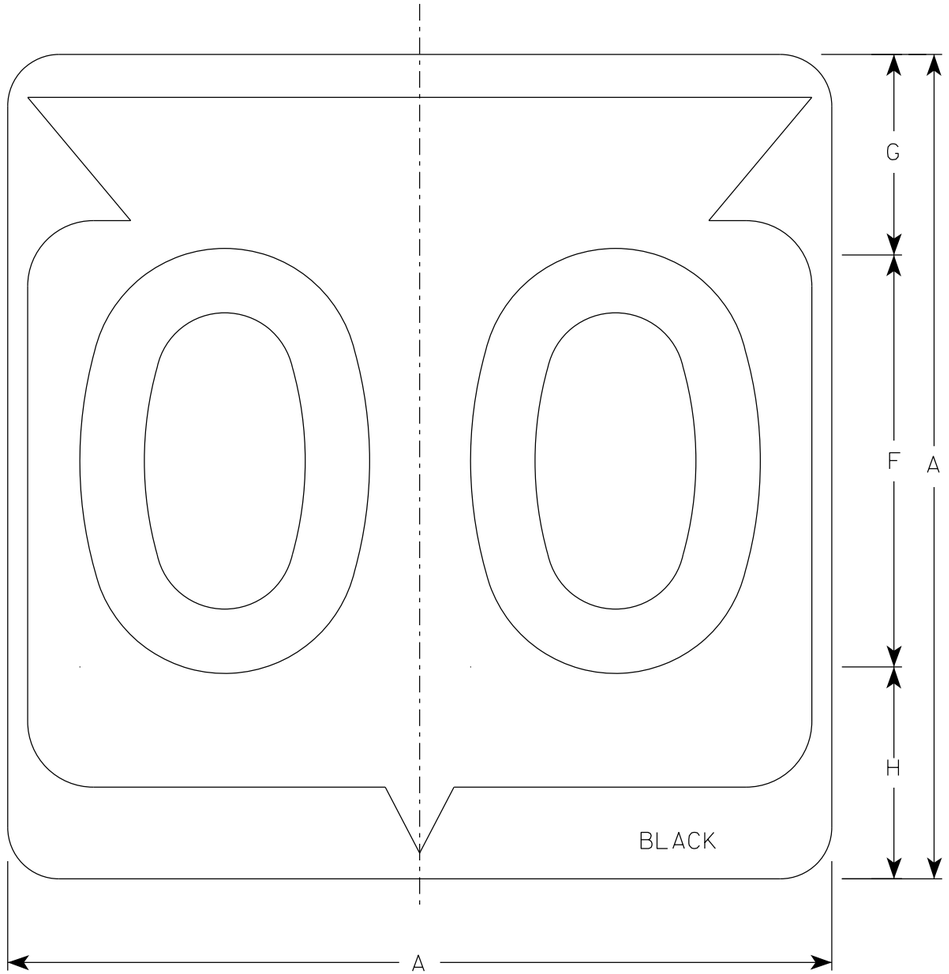
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

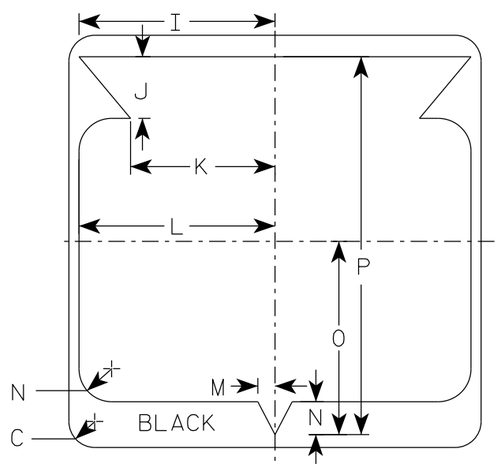
SHEET NO: 384 E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

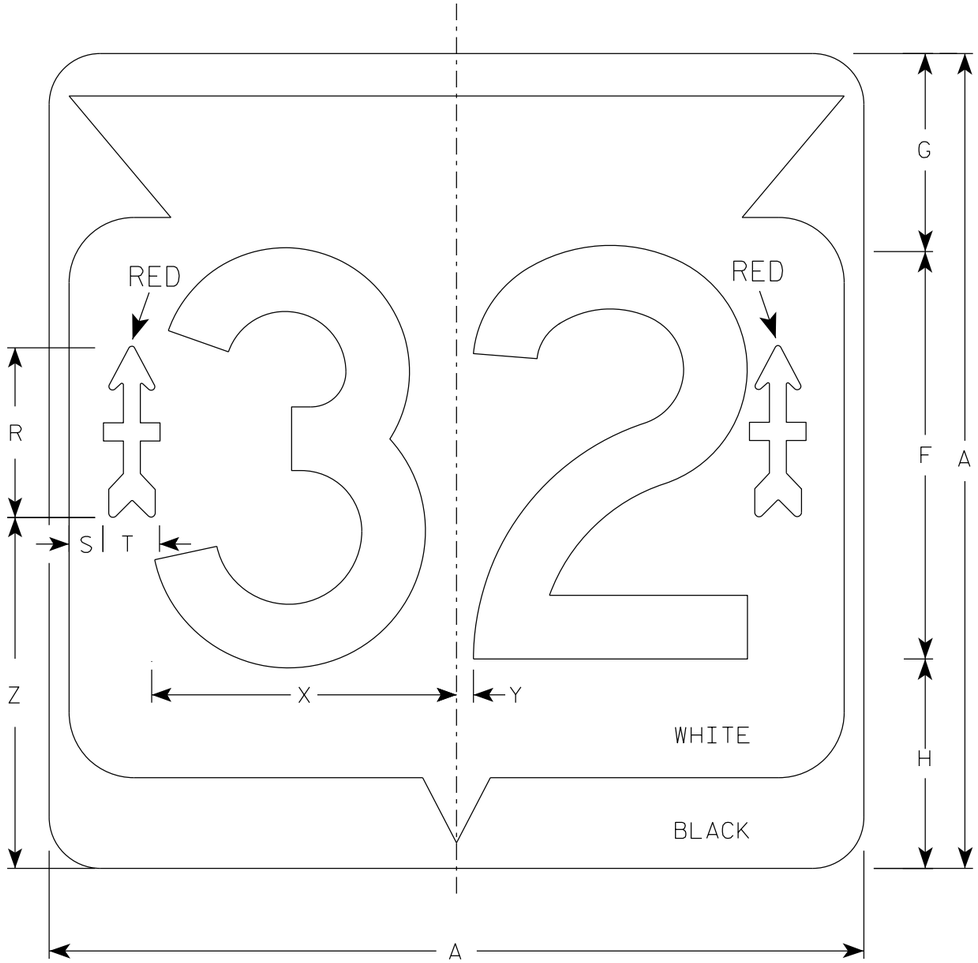
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

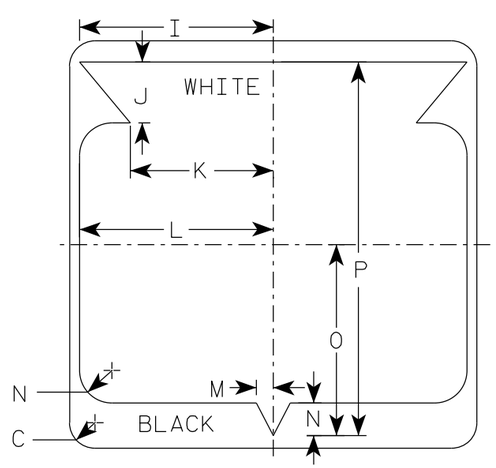
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 385	E



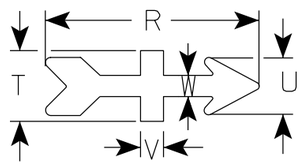
M1-6B



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
   Arrow - Red
3. Message Series - D

32nd DIVISION ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 ½			12	5 ½	6 ½	10 ¼	2 ½	8 ⅞	11 ½	1	1 ⅞	11 ¼	21 ⅞		5 ⅛	¾	1 ⅞	1 ½	⅝	⅝	9	½	10 ½	4.0
2M	24		1 ½			12	5 ½	6 ½	10 ¼	2 ½	8 ⅞	11 ½	1	1 ⅞	11 ¼	21 ⅞		5 ⅛	¾	1 ⅞	1 ½	⅝	⅝	9	½	10 ½	4.0
3	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0
4	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0
5	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0

STATE ROUTE MARKER "32"
M1-6B FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6B.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 386	E



M1-93

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White - Graphics - White
   Circle Tour Message is Green
3. Message Series - Special

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24			1 1/2	1/2																						4.0
2M	24			1 1/2	1/2																						4.0
3	36			2 1/4	3/4																						9.0
4	36			2 1/4	3/4																						9.0
5	36			2 1/4	3/4																						9.0

STANDARD SIGN
M1-93

WISCONSIN DEPT OF TRANSPORTATION

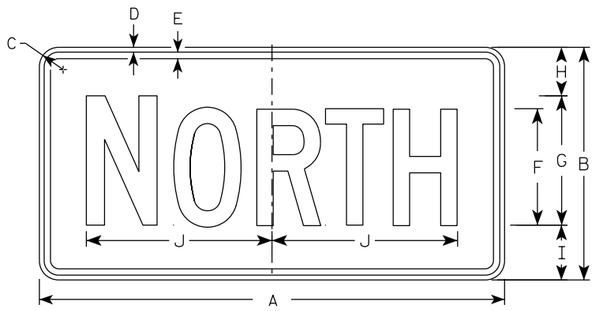
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M1-93.4

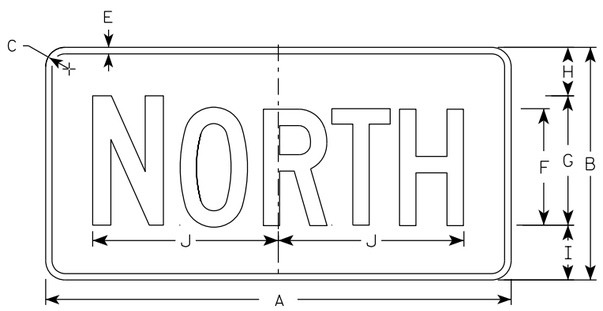
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 387 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M193.dgn PLOT DATE : 8-FEB 2023 10:09 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

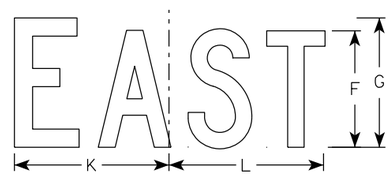
7



M3-1
MM3-1
MP3-1



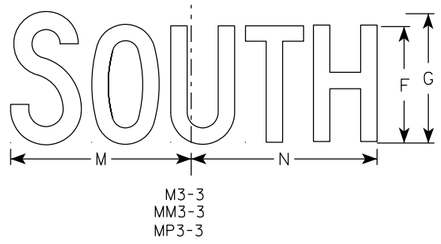
MB3-1
MK3-1
MN3-1



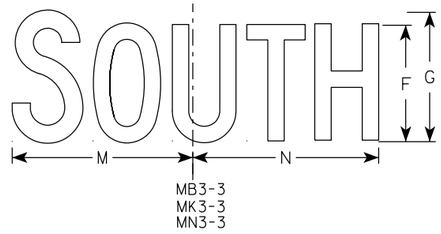
M3-2
MM3-2
MP3-2



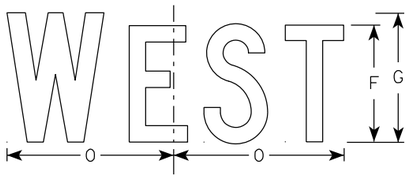
MB3-2
MK3-2
MN3-2



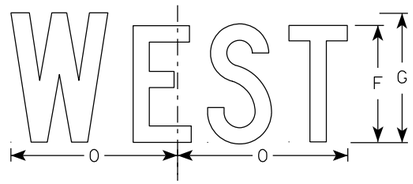
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

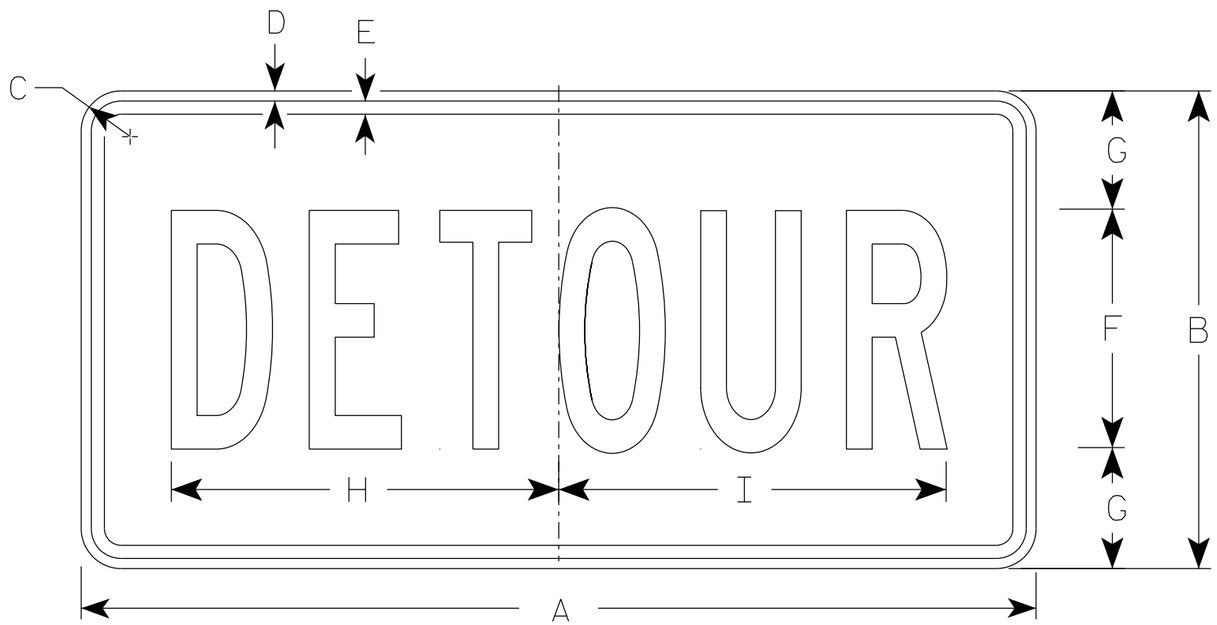
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 388 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



M4-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

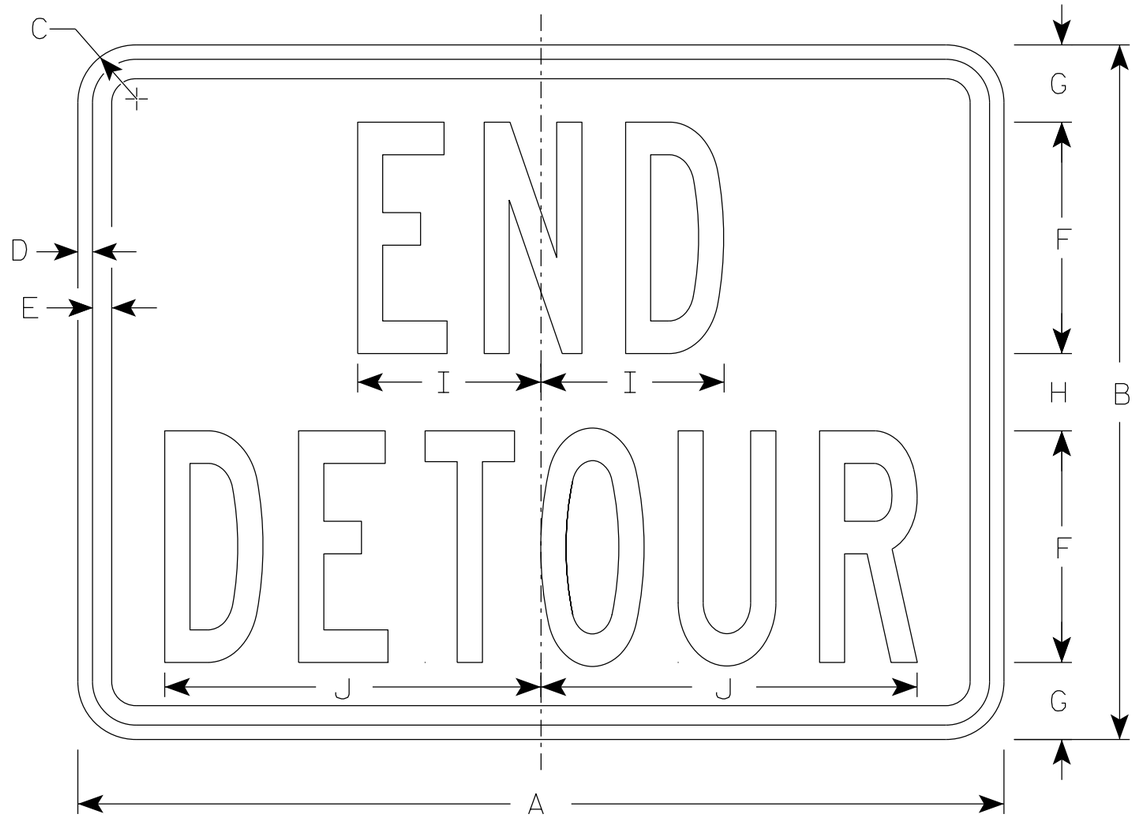
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 389	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

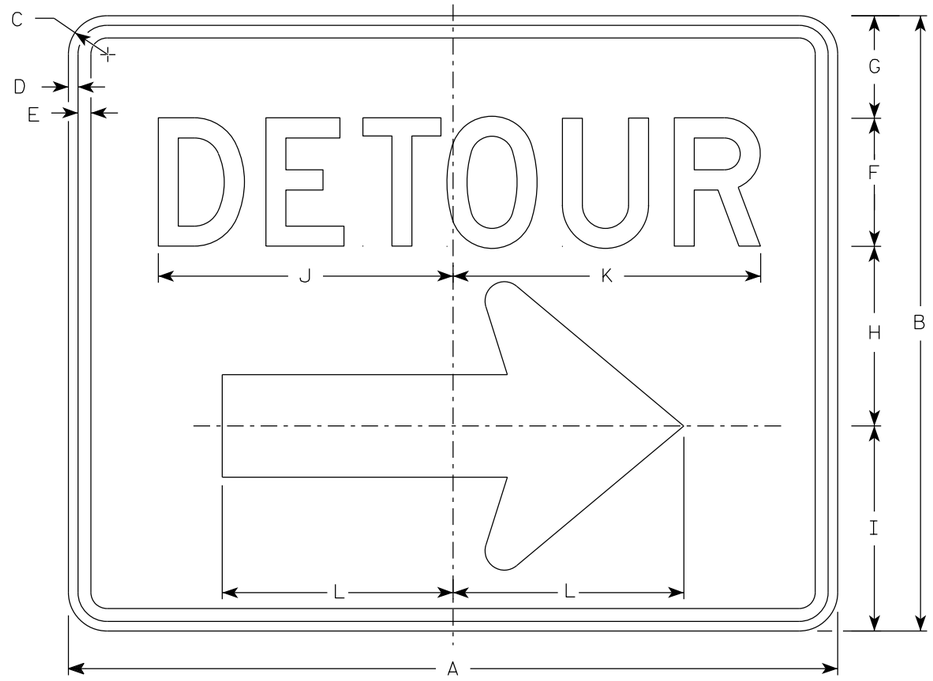
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

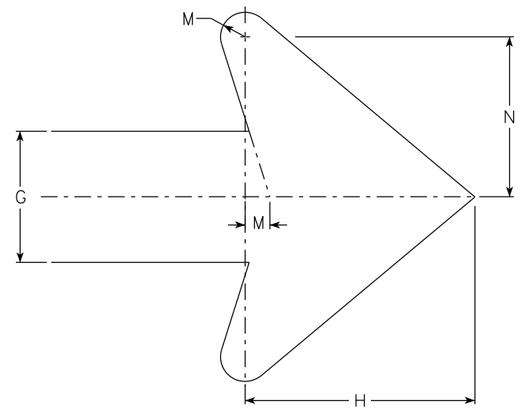
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 390 | E



M4-9R

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.
4. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

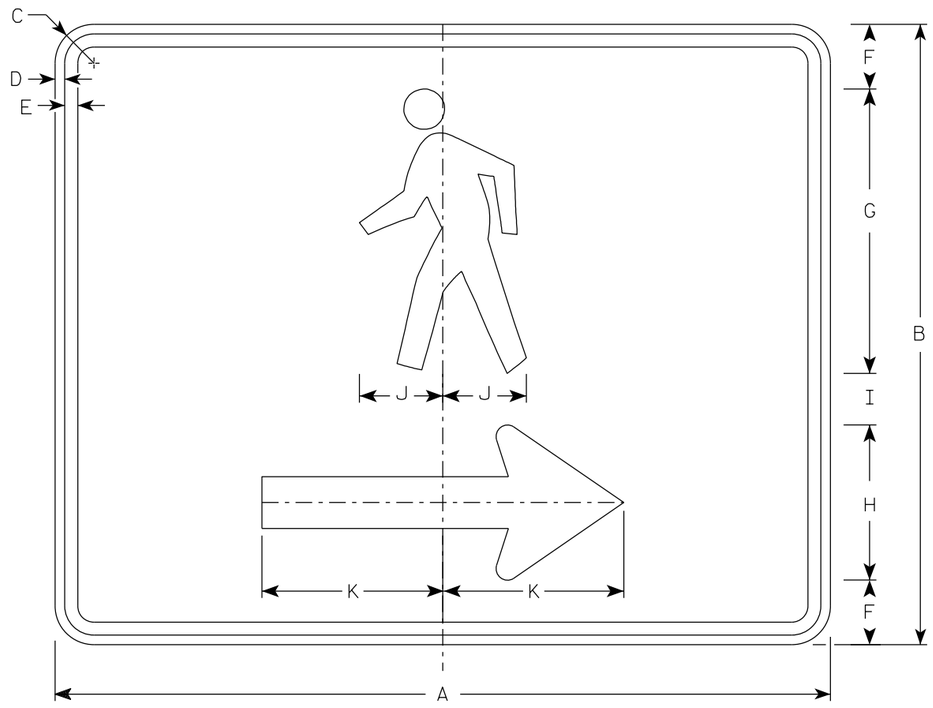
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

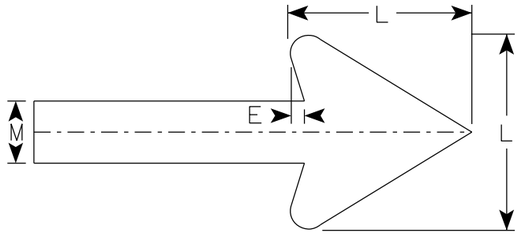
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

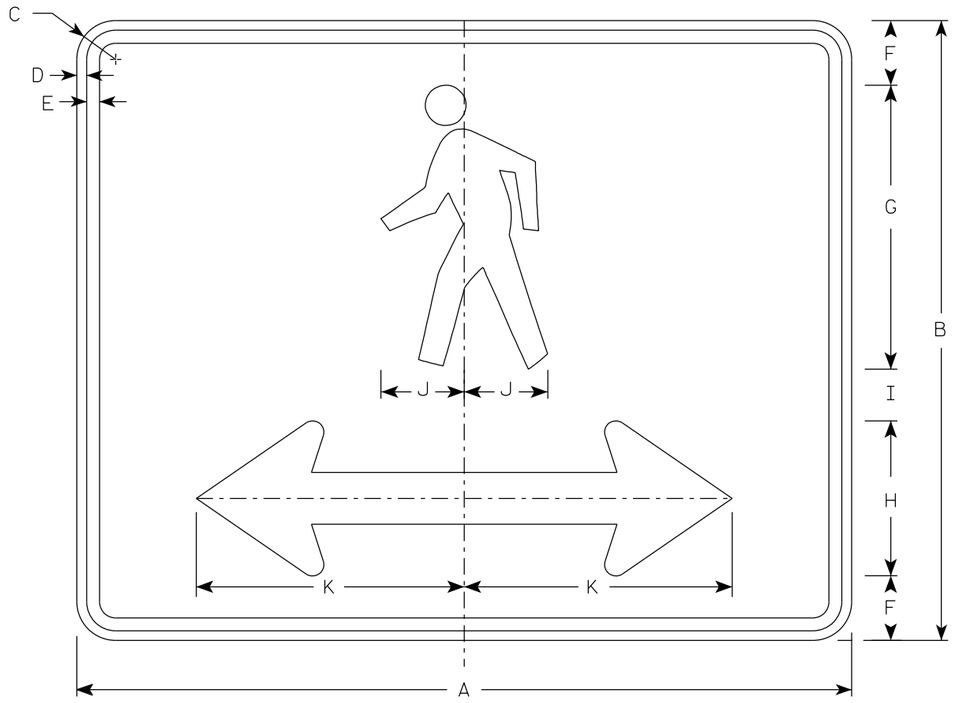
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

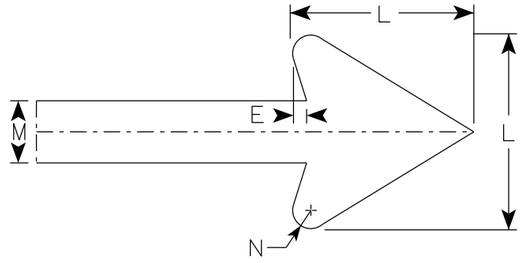
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 392 | E



M4-60D

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

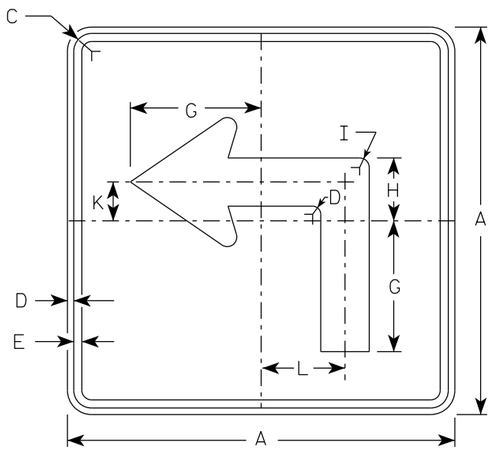
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

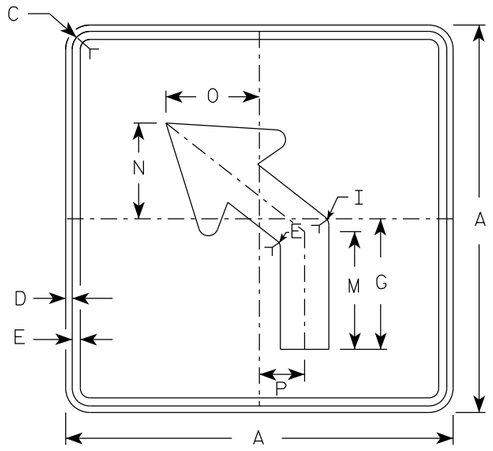
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

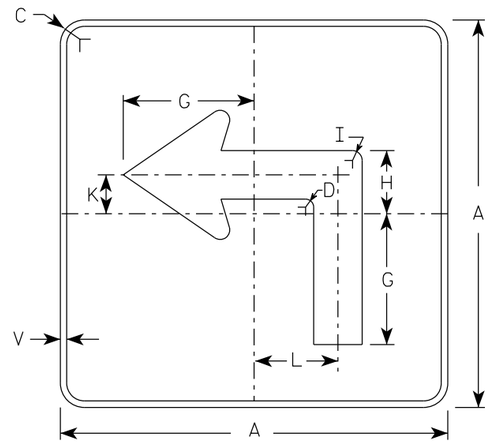
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 393 | E



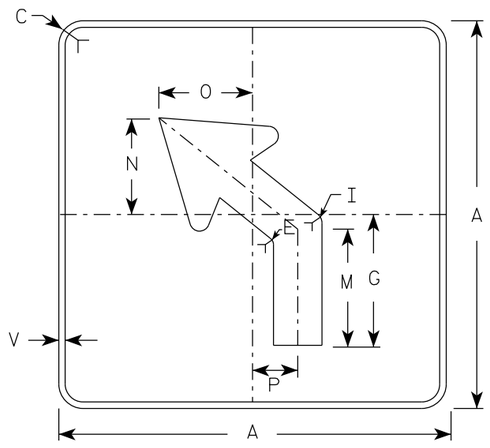
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

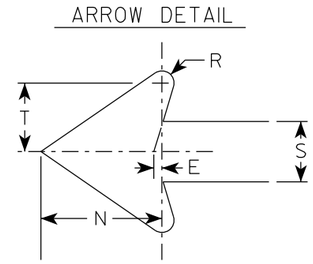


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

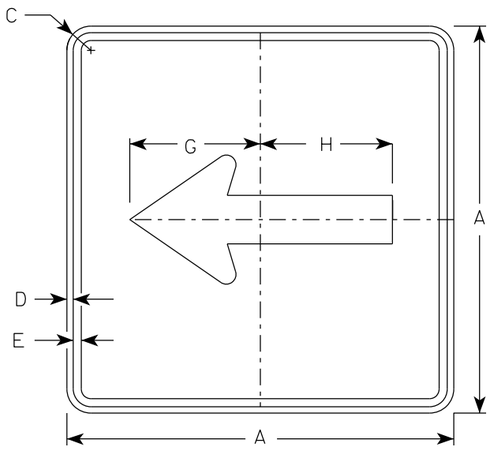
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

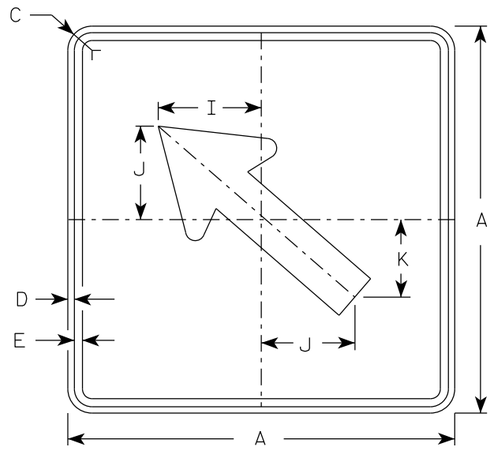
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

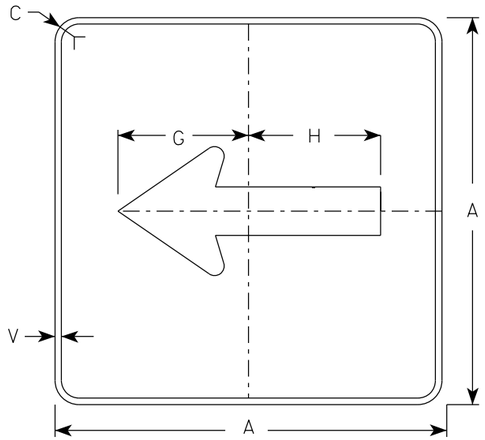
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 394 | E



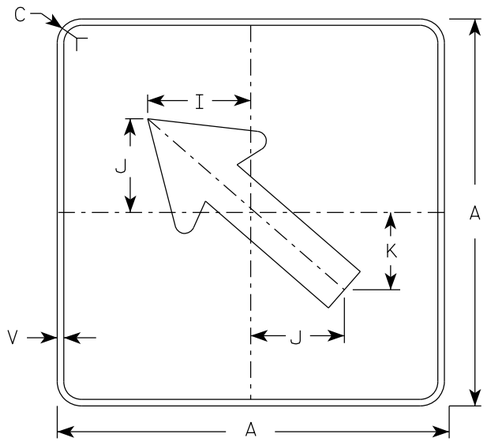
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

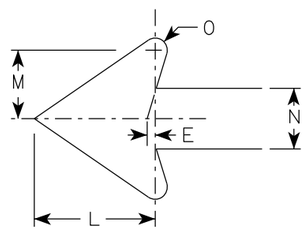


MB6-2
MK6-2
MN6-2
MR6-2

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

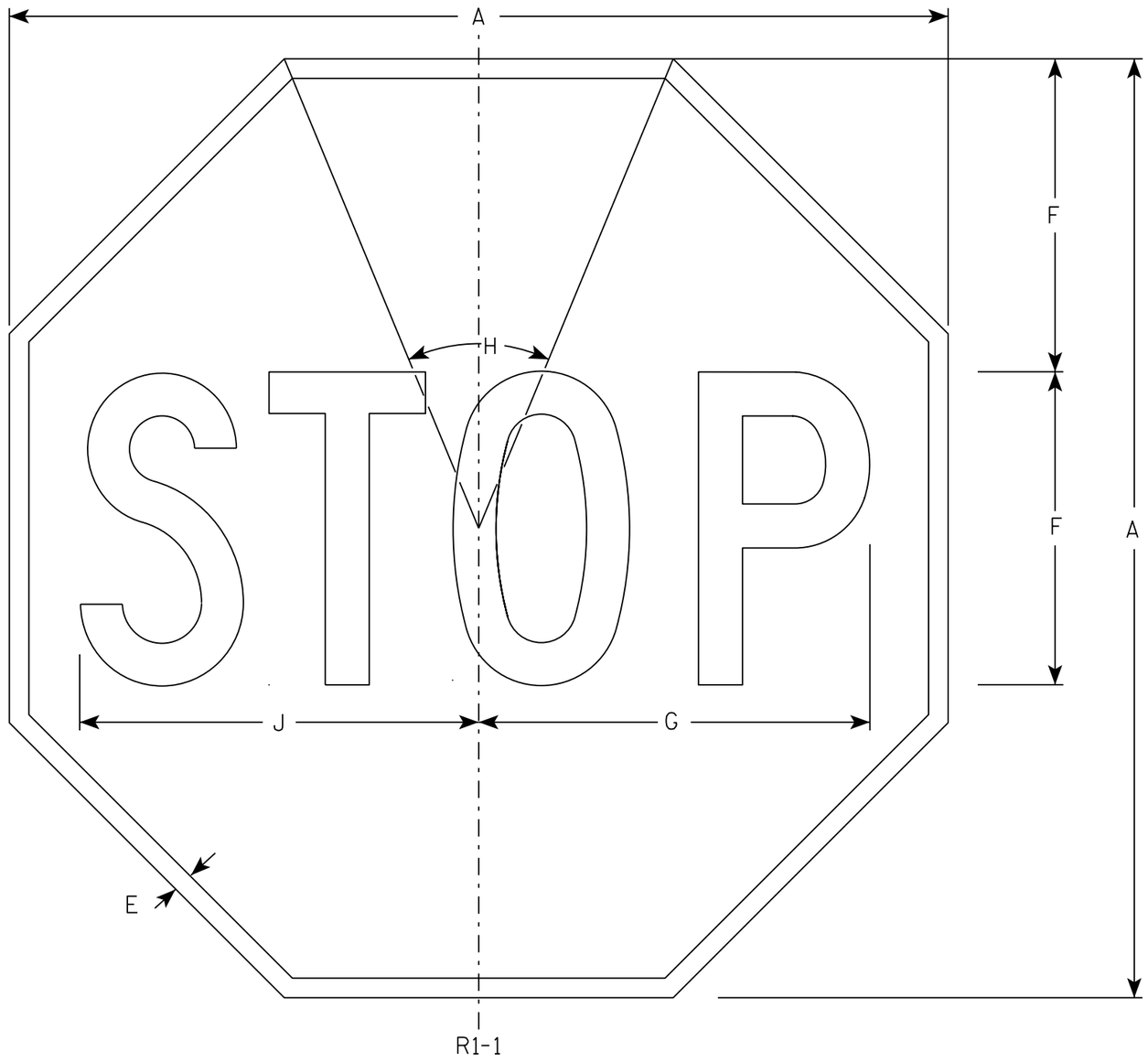
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 395 | E

7

7



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

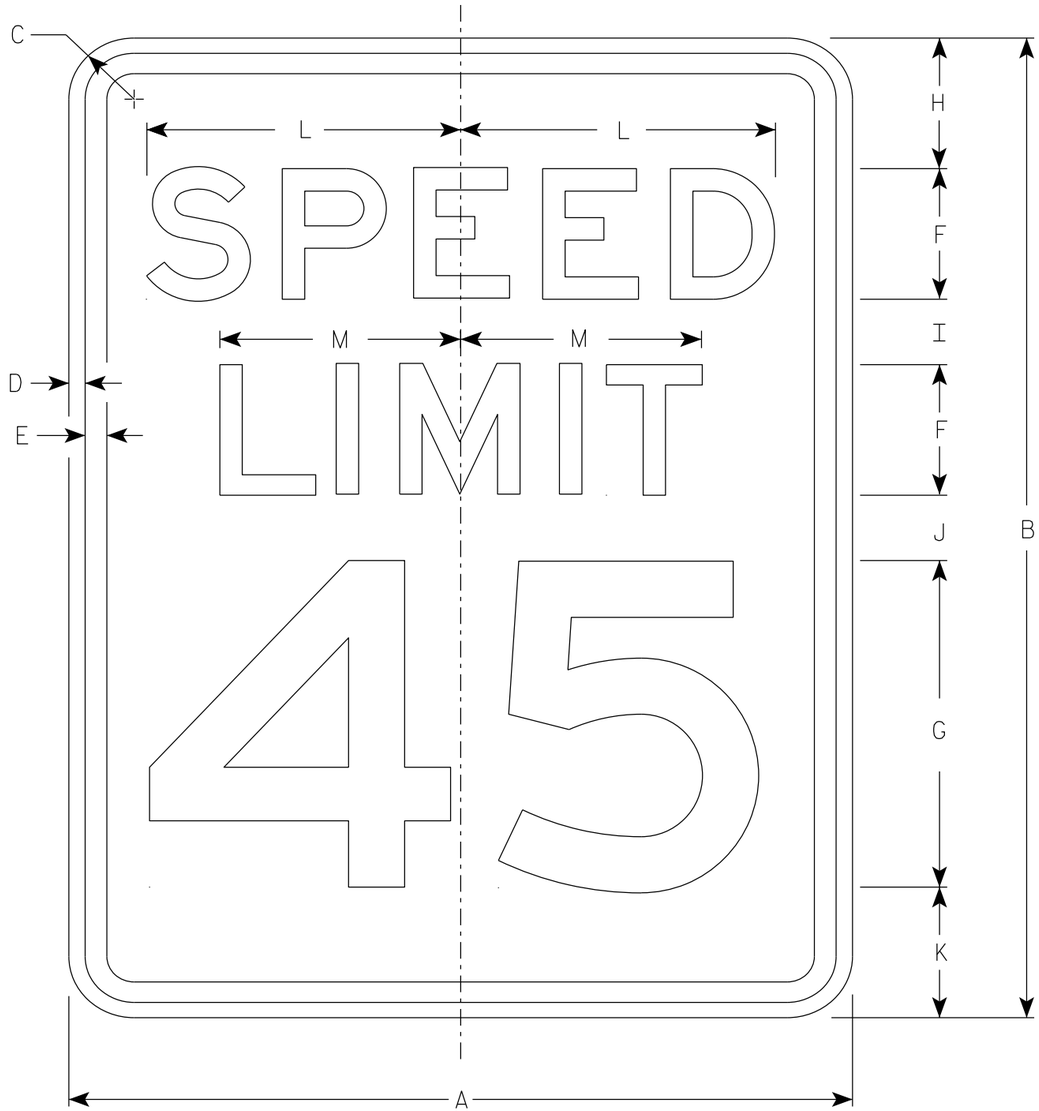
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 396	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

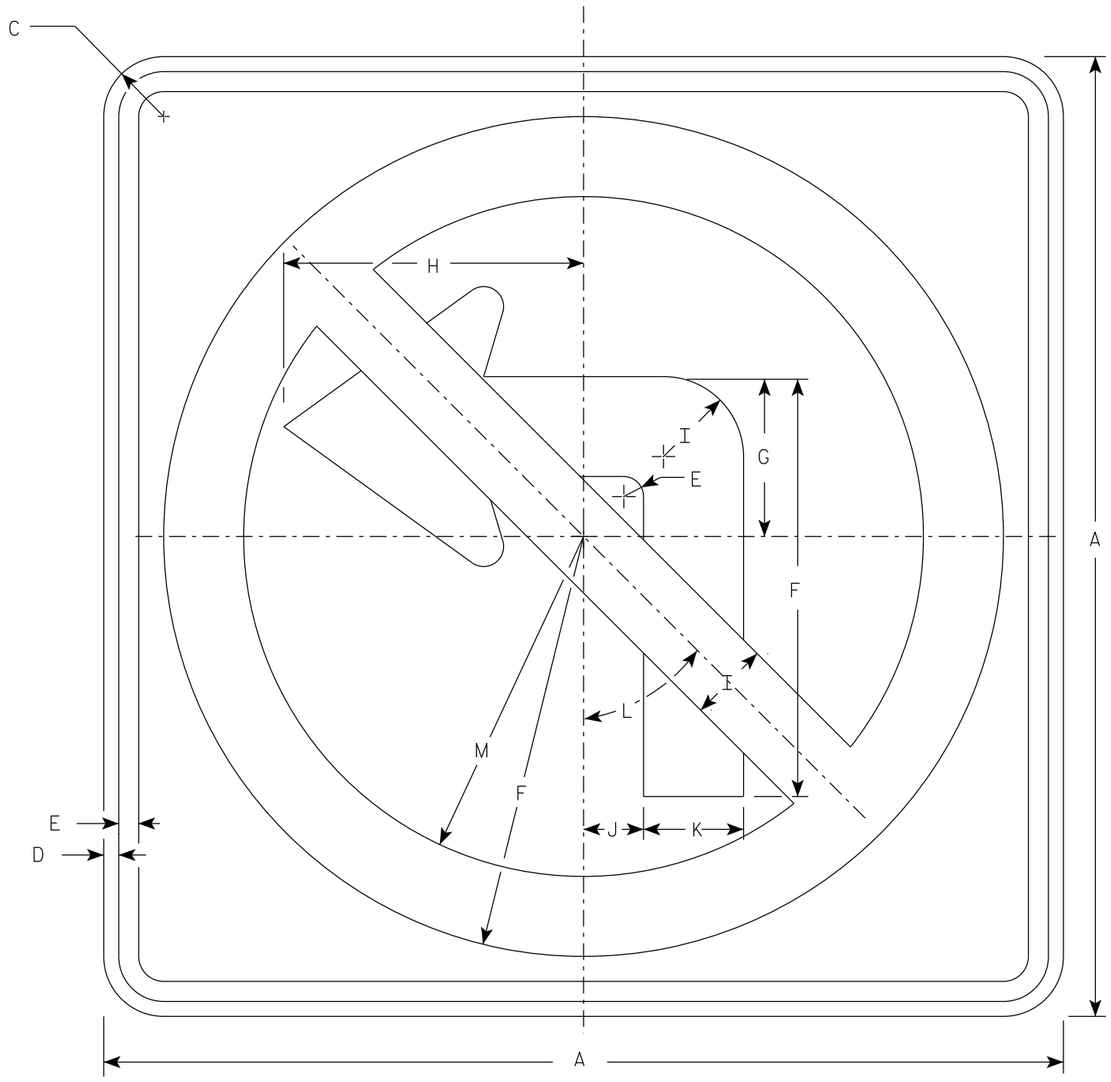
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

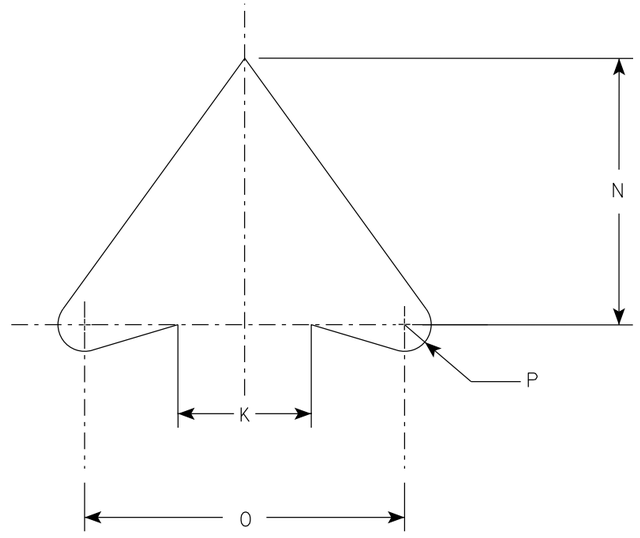
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 397 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

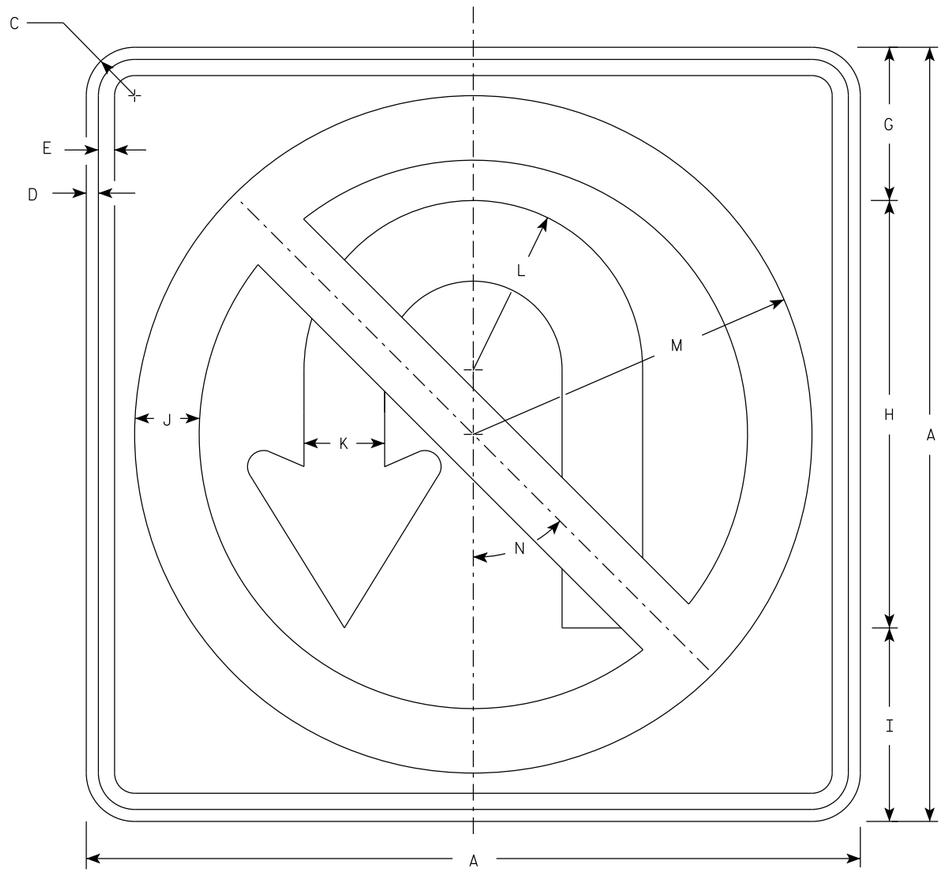
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

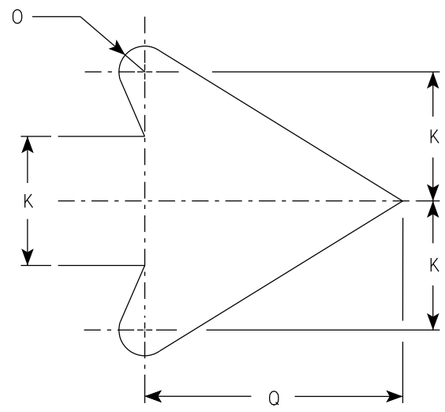
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 398 | E



R3-4

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																											
2S	24		1 1/2	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

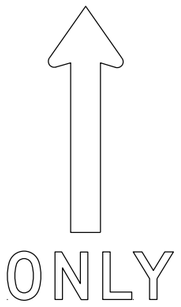
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-4.12

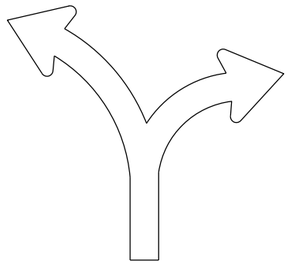
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 399 | E

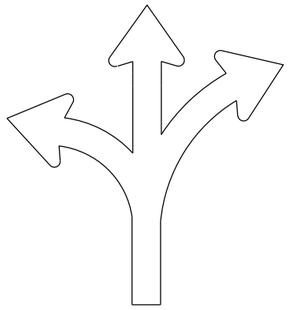


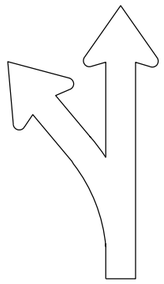
(A)

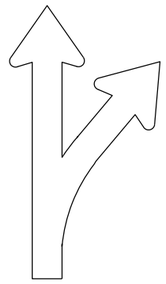


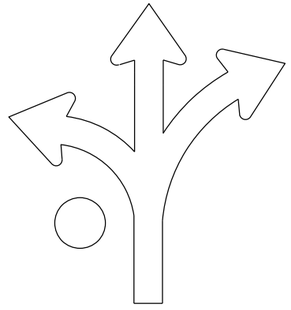
(B)

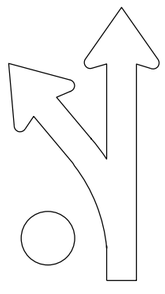

(C)

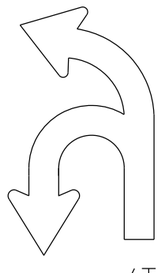

(D)

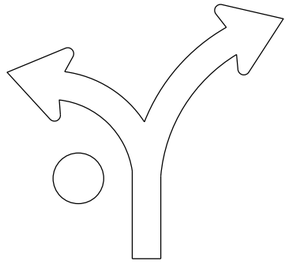

(E)

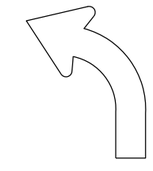

(F)


(G)

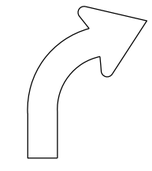

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1	Letter =	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2	Letters =	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3	Letters =	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4	Letters =	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5	Letters =	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6	Letters =	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 400 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

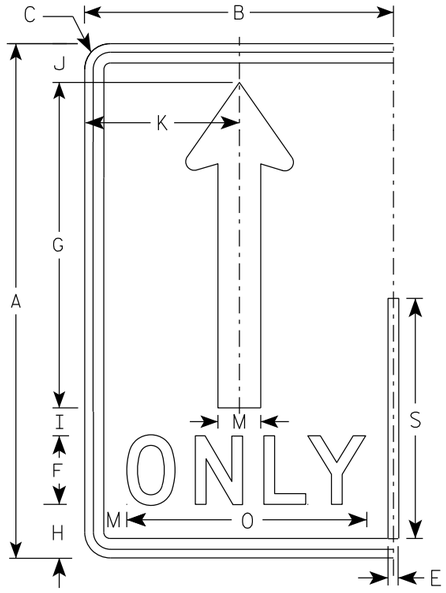
WISDOT/CADDS SHEET 42

7

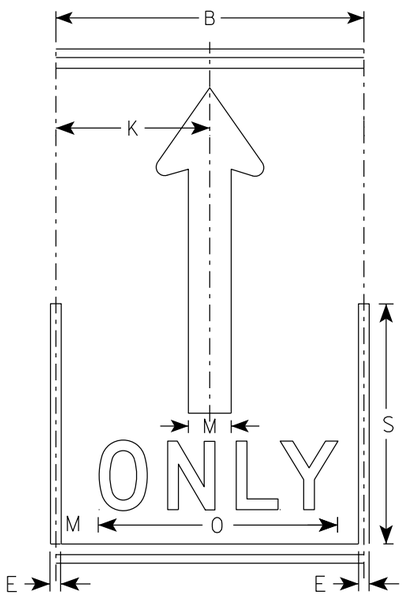
7

NOTES

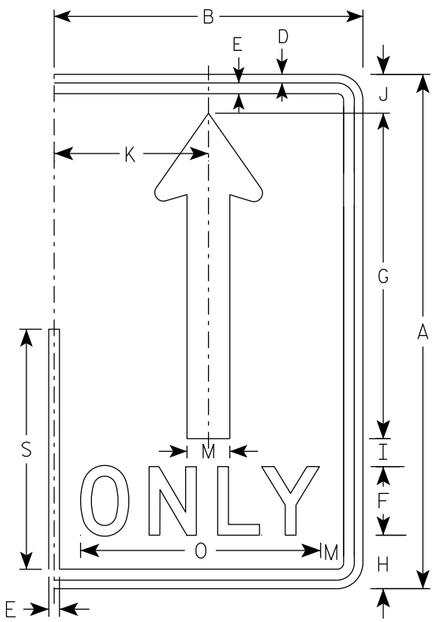
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



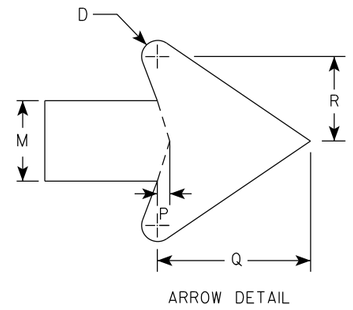
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

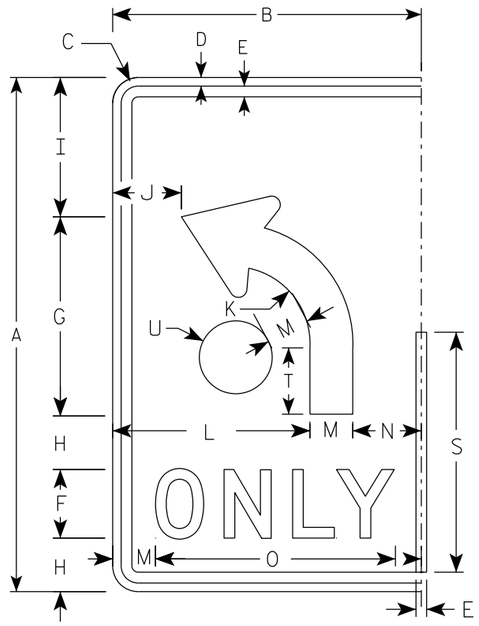
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

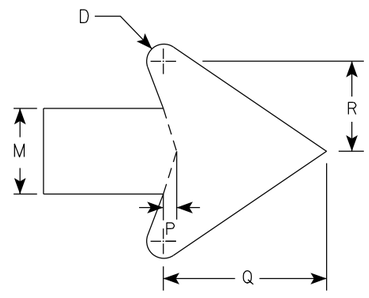
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 401 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

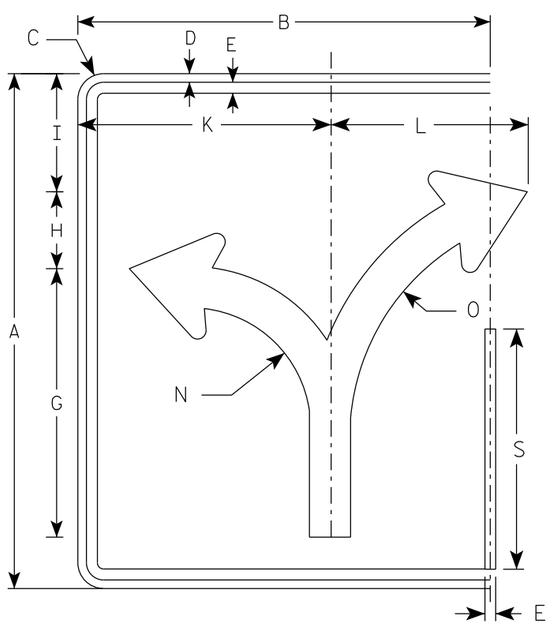
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

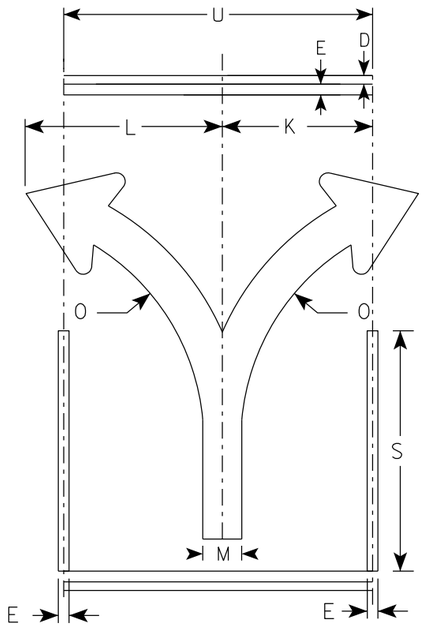
SHEET NO: 402 E

NOTES

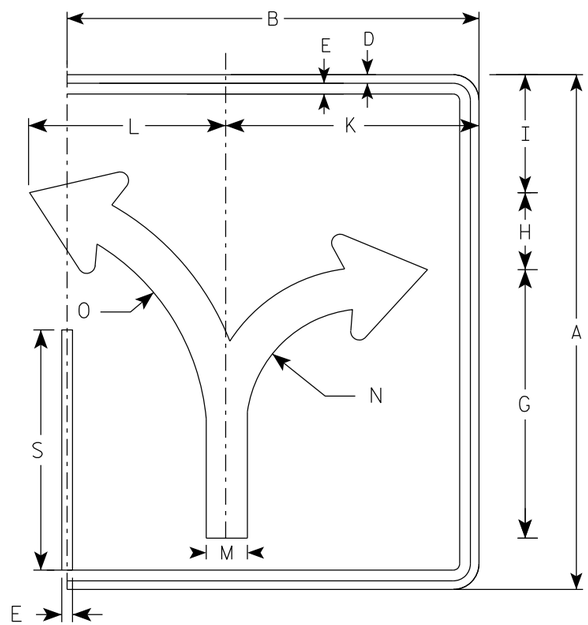
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



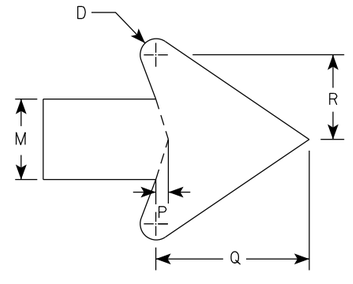
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

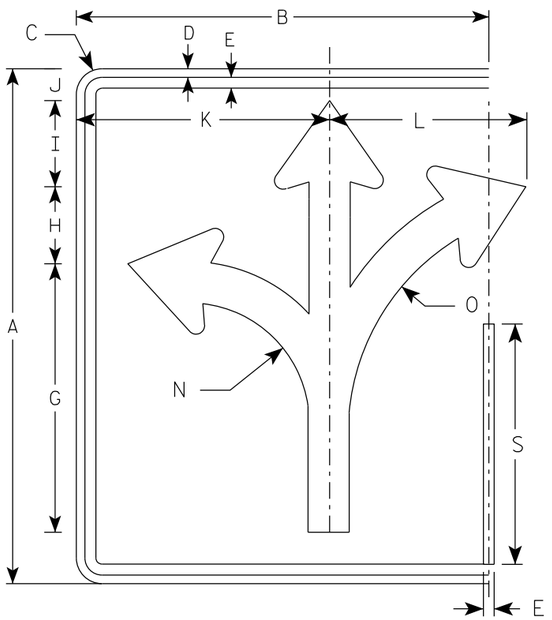
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

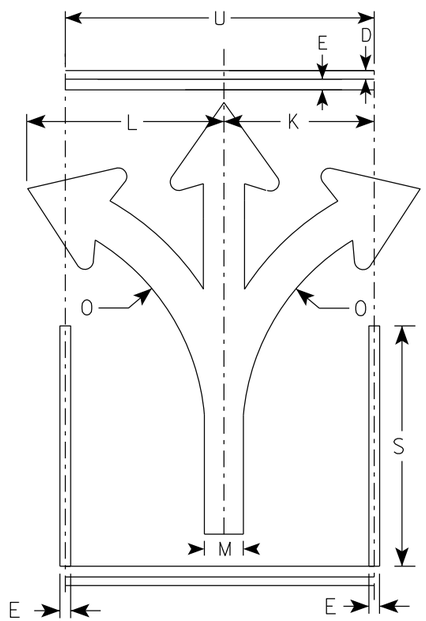
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 403 | E

NOTES

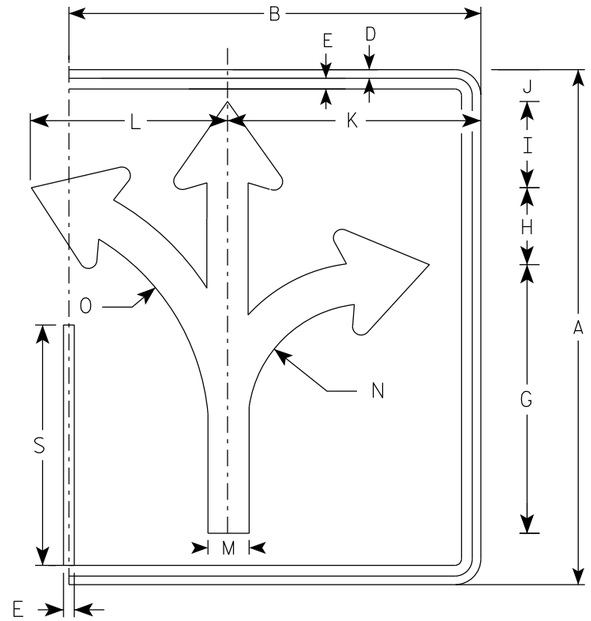
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



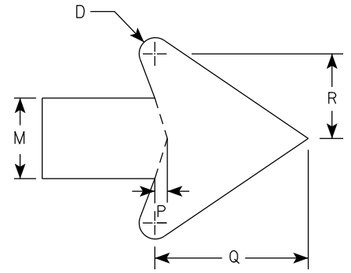
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

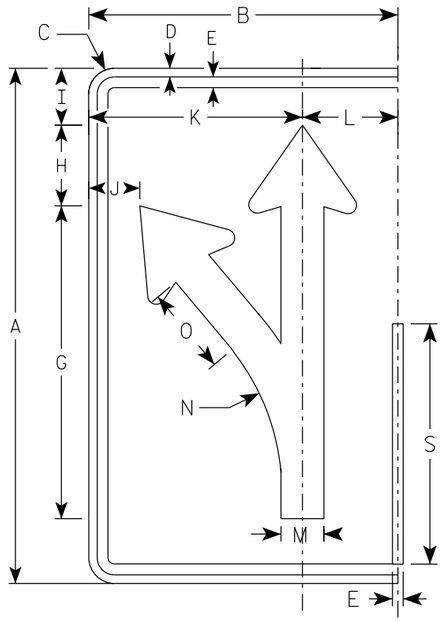
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

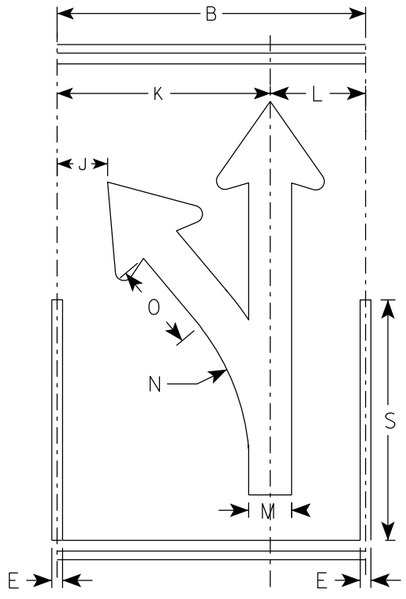
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 404 | E

NOTES

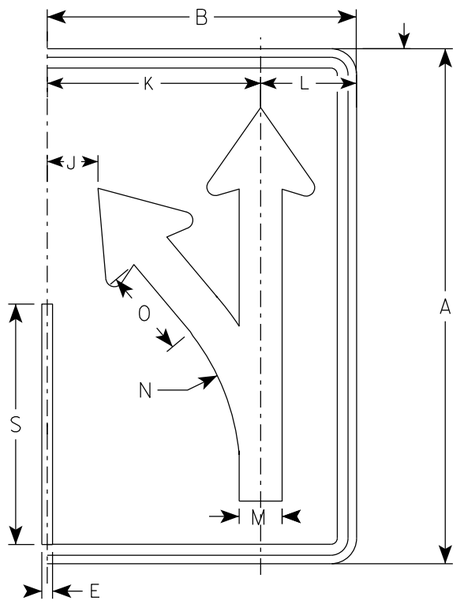
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



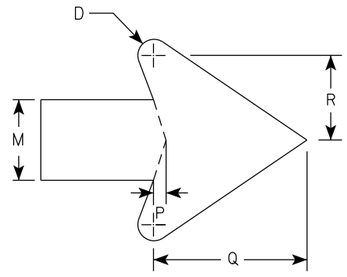
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

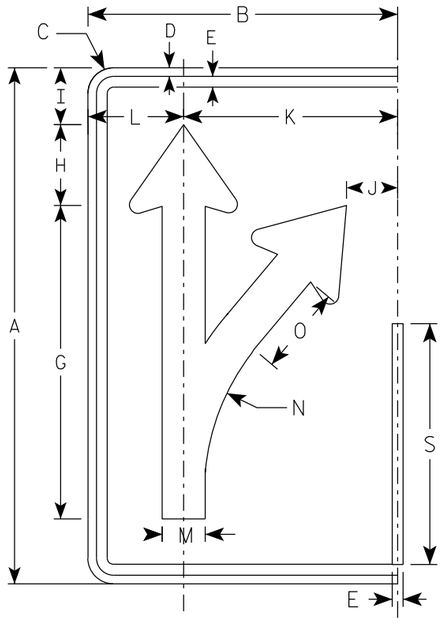
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

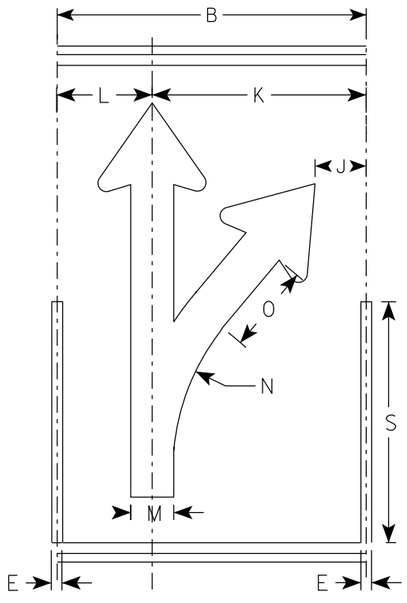
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 405 | E

NOTES

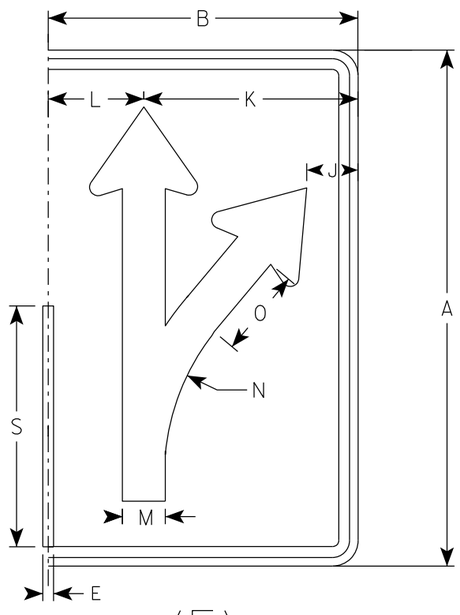
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



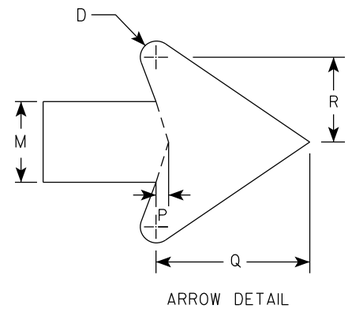
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

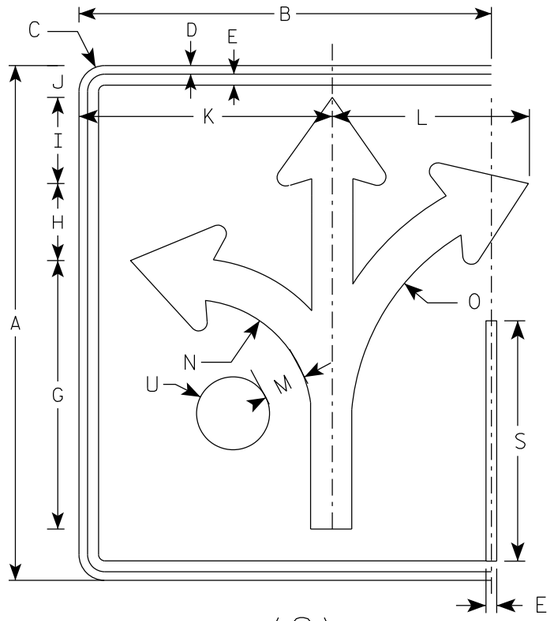
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

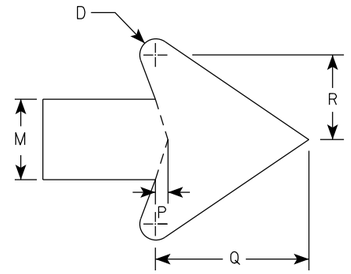
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 406 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

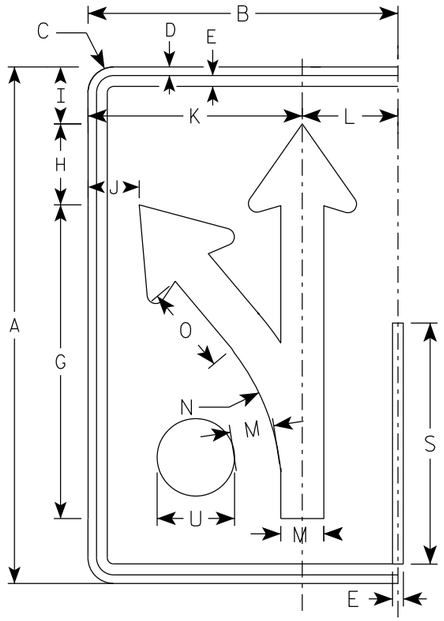
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

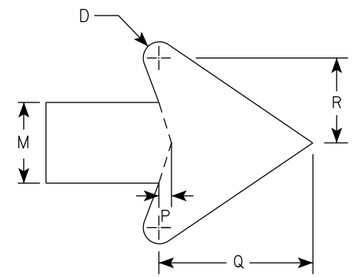
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 407	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

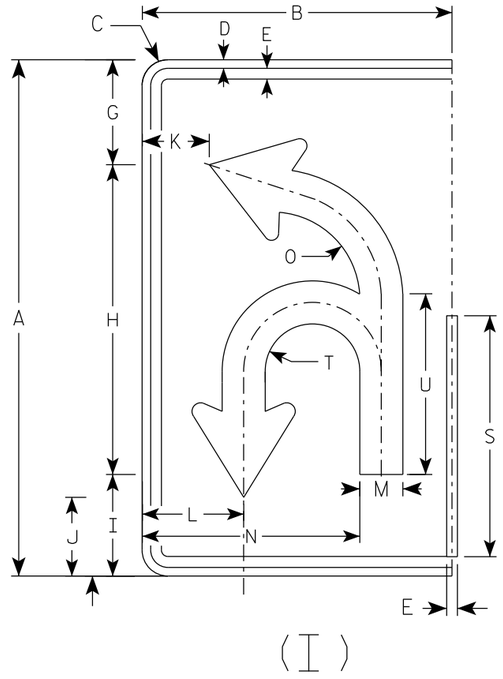
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

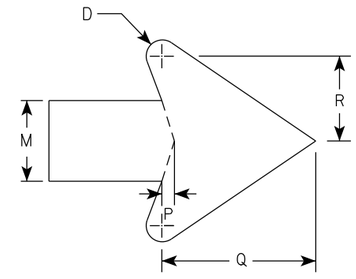
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 408 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

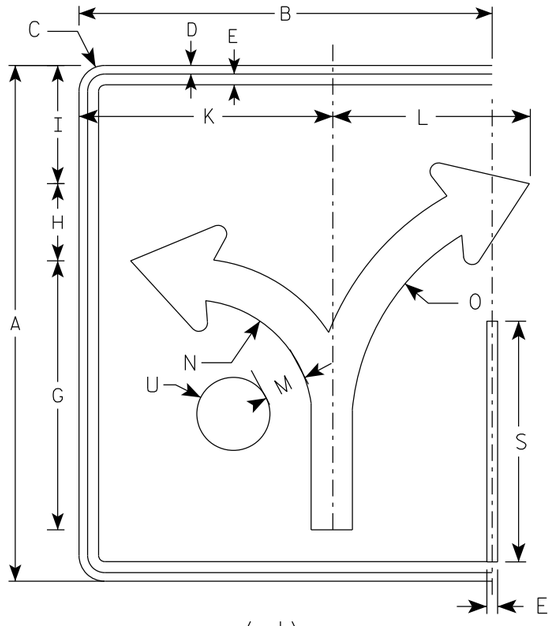
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

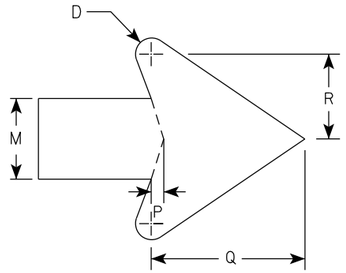
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 409 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

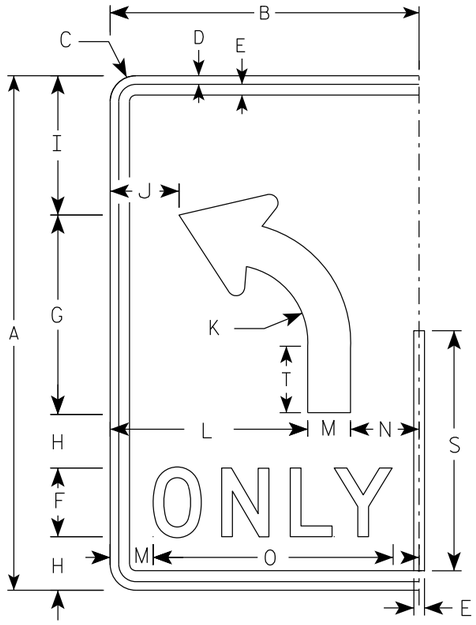
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

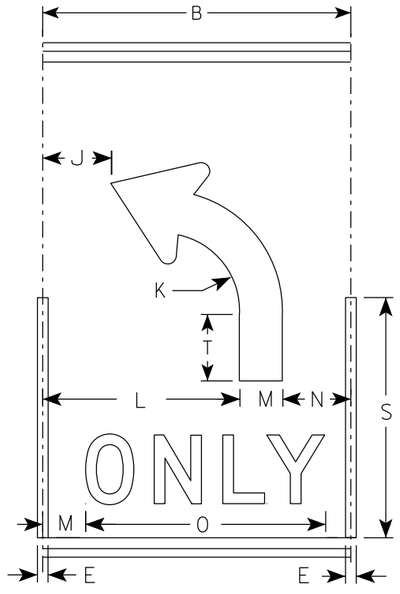
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 410 | E

NOTES

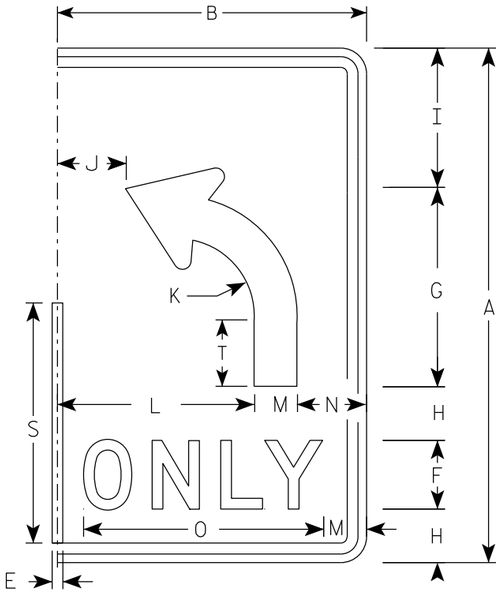
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



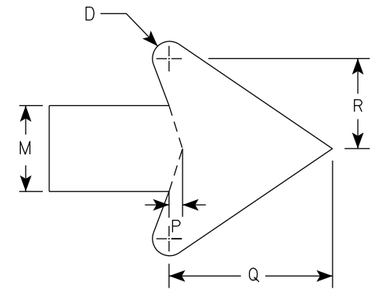
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
2M	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
3	36	24	1 ½	½	⅝	5	14	3 ½	9 ¾	6	5 ⅜	15	3	6	17 ⅝	½	5 ¾	3 ⅛	16 ¾	4 ⅝							6.0
4	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0
5	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

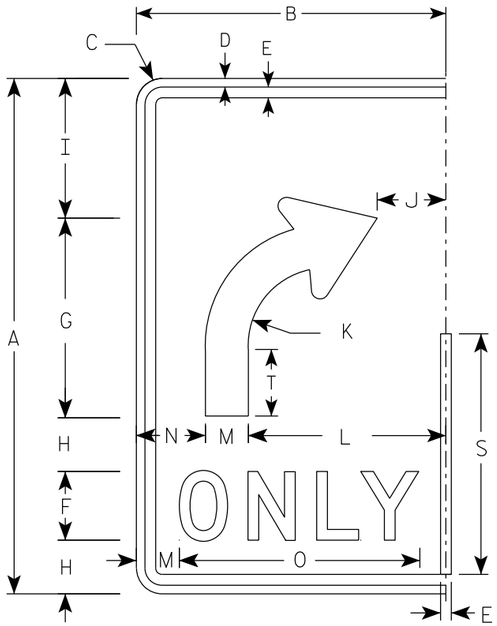
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

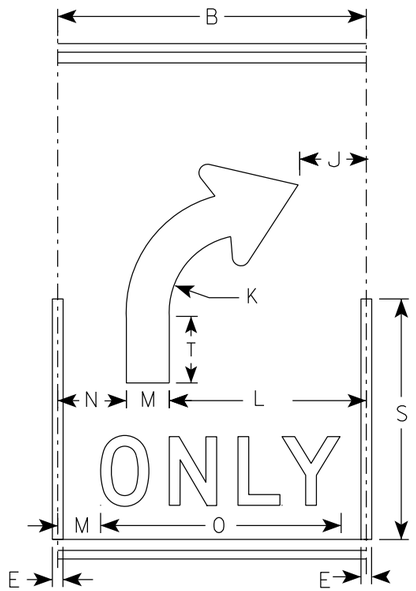
SHEET NO: 411 E

NOTES

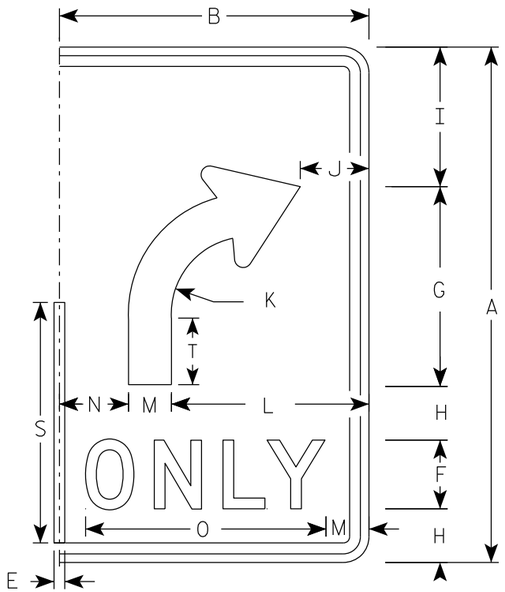
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



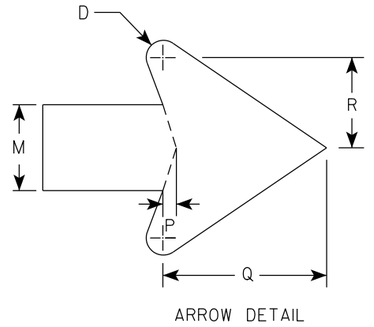
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 412 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C



R4-11

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8	1/2	5/8	4	3 1/8	10	2 1/2	3 7/8	8 5/8	8 3/4	8 1/2	1 1/4	1 3/4	7 7/8		10 3/8	2	1	11 1/4						6.25
2M	30		1 7/8	1/2	5/8	4	3 1/8	10	2 1/2	3 7/8	8 5/8	8 3/4	8 1/2	1 1/4	1 3/4	7 7/8		10 3/8	2	1	11 1/4						6.25
3																											
4																											
5																											

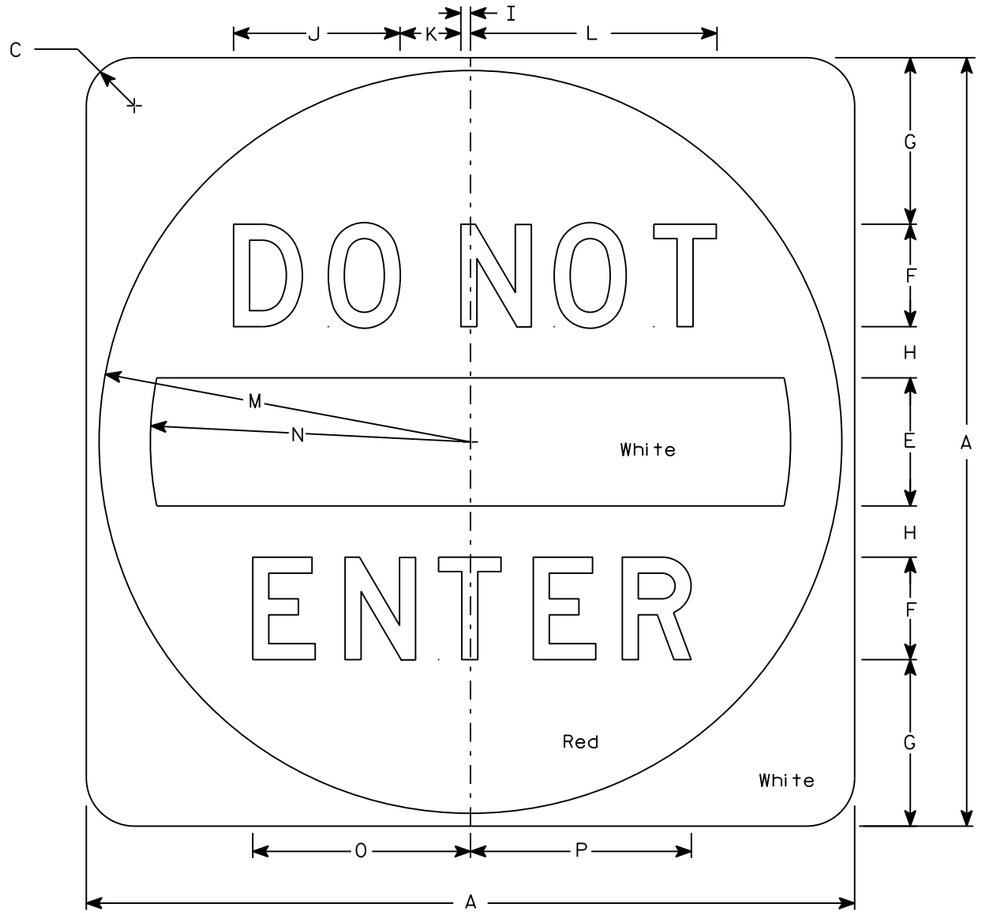
STANDARD SIGN
R4-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-11.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 413 | E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

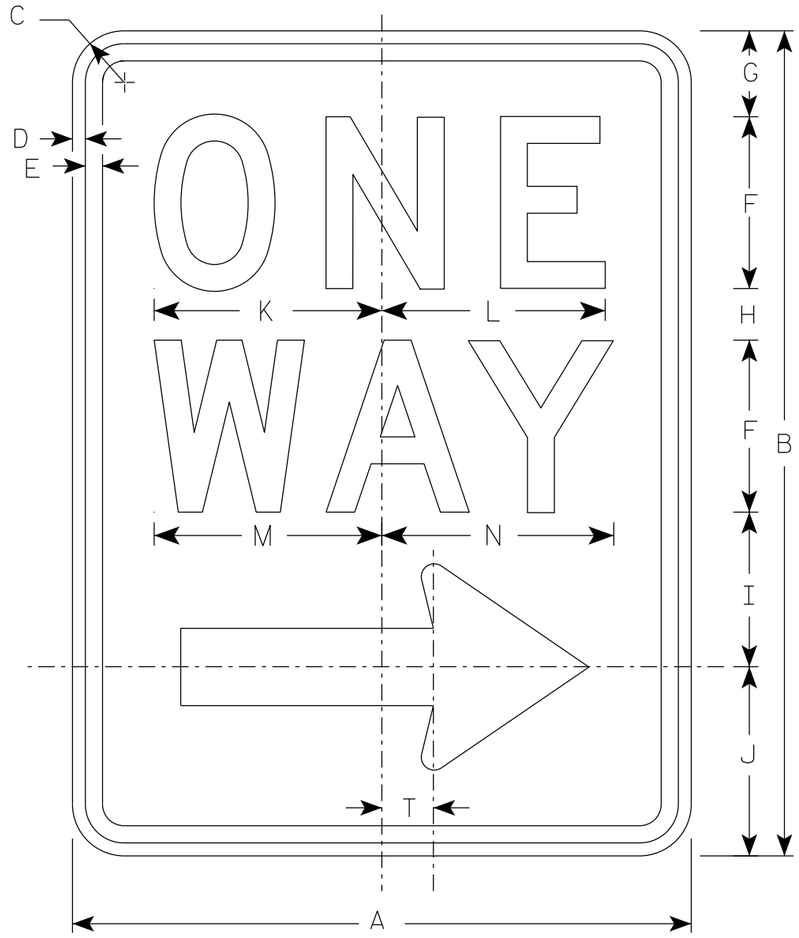
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 414 | E

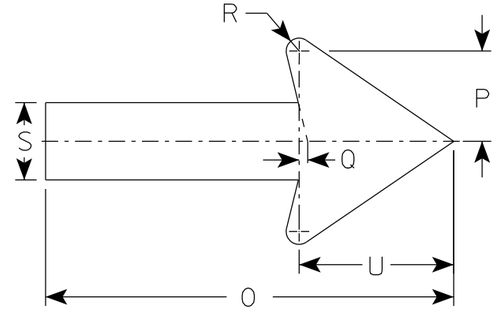
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R6-2L same as R6-2R except arrow points to the left.



R6-2R

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/2	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	1 1/2	1 1/2	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 7/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

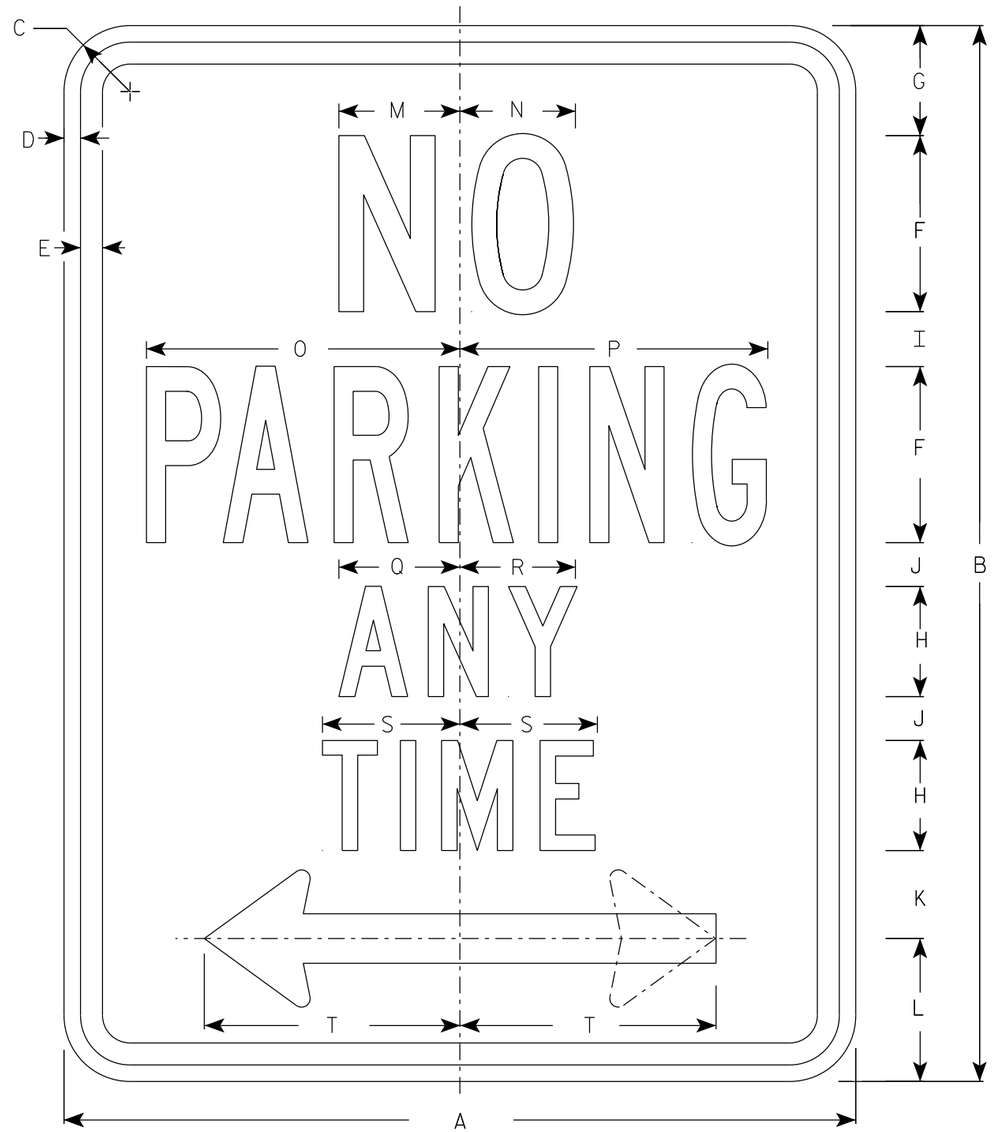
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 415	E

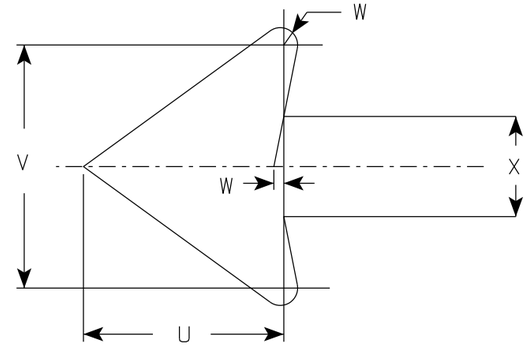


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	⅜	⅜	3	1 ⅞	2	⅞	⅝	1 ½	2 ½	2	2	4 ⅞	4 ⅞	2 ¼	2 ⅛	2 ½	3 ⅞	1 ½	1 ¾	⅛	¾			1.5
2S	18	24	1 ½	⅜	½	4	2 ½	2 ½	1 ¼	1	2	3 ¼	2 ¾	2 ⅝	7 ⅛	7	2 ¾	2 ⅝	3 ⅛	5 ⅞	2 ¼	2 ⅝	¼	1 ⅛			3.0
2M	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
3	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 416 E

7

7



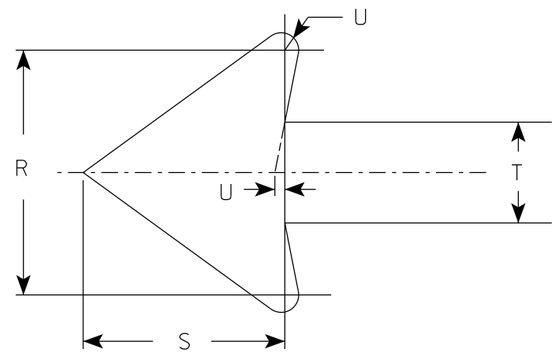
R7-2

* - See Note 5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 6
4. Substitute appropriate numerals as required & adjust spacing to achieve proper balance.
5. R7-2D (double arrow)
   R7-2L (left arrow)
   R7-2R (right arrow)
6. 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 1/2	3/8	3/8	3	1 7/8	1 1/2	7/8	7/8	2	2 1/2	2	2	4 7/8	4 7/8	3 7/8	1 3/4	1 1/2	3/4	1/8						1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 7/8	2 5/8	2 1/4	1 1/8	1/4						3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 3/4	3 1/2	3	1 1/2	1/4						5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 3/4	3 1/2	3	1 1/2	1/4						5.0
4																											
5																											

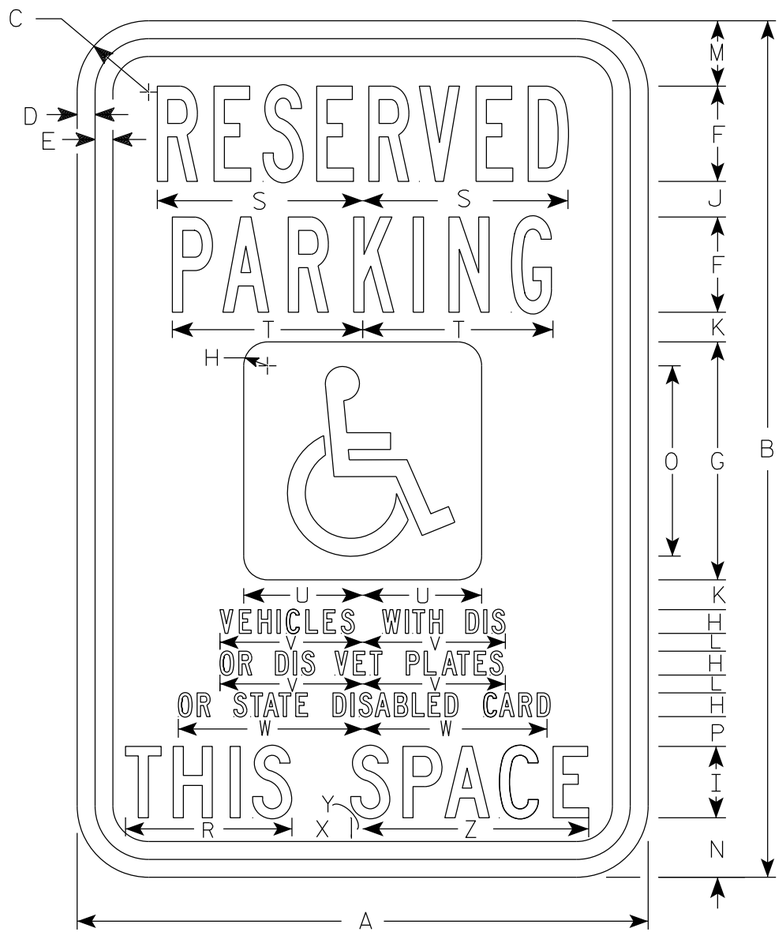
STANDARD SIGN
R7-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 417	E



R7-8A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Sign is white Type H Reflective; paraplegic background is blue.
   Message - Legend and border are green; paraplegic symbol is white
3. Message Series - Lines 1 & 2 are Series B
   Lines 3, 4, 5 & 6 are 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																											
2S	12	18	1 1/2	3/8	3/8	2	5	1/2	1 1/2	3/4	5/8	3/8	1 3/8	1 1/4	4	5/8		3 1/2	4 3/8	4	2 1/2	3	3 7/8	1 1/4	1/4	4 3/4	1.5
2M	18	24	1 1/2	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
3	18	24	1 1/2	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
4																											
5																											

STANDARD SIGN
R7-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/9/23 PLATE NO. R7-8A.7

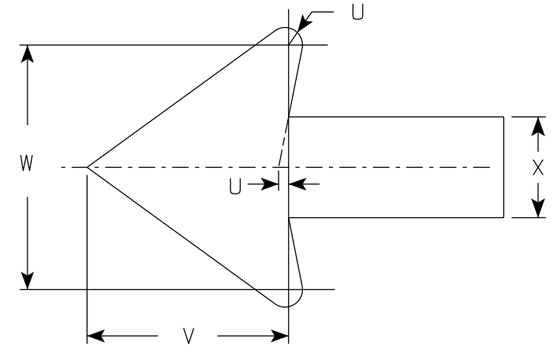
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 418 | E



R7-52

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. R7-52D (double arrow)
   R7-52L (left arrow)
   R7-52R (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 1/2	3/8	3/8	3	1 7/8	1 1/2	7/8	7/8	2	2 1/2	2	2	4 7/8	4 7/8	3 7/8	3 3/4	2 3/8	3 7/8	1/8	1 1/2	1 3/4	3/4			1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	6 3/8	6 1/4	3 7/8	5 7/8	1/4	2 1/4	2 5/8	1 1/8			3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 5/8	7 5/8	4 3/4	7 3/4	1/4	3	3 1/2	1 1/2			5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 5/8	7 5/8	4 3/4	7 3/4	1/4	3	3 1/2	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/9/23 PLATE NO. R7-52.7

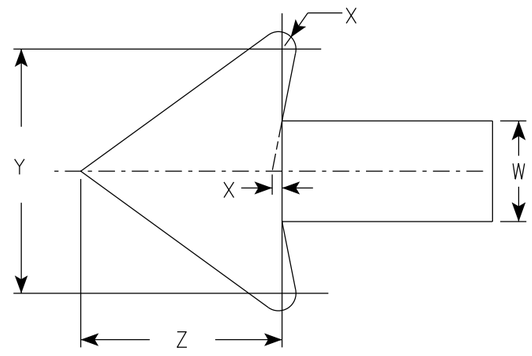
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 419	E



R7-53

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. R7-53D (double arrow)
   R7-53L (left arrow)
   R7-53R (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 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 5/8	1 3/4	1/4	4 1/2	2 3/8	3 7/8	3/4	1/8	1 3/4	1 1/2	1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	3 3/8	1 1/2	5/8	5 3/8	3	5 7/8	1 1/8	1/4	2 5/8	2 1/4	3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	4	2	5/8	6 5/8	3 5/8	7 3/4	1 1/2	1/4	3 1/2	3	5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	4	2	5/8	6 5/8	3 5/8	7 3/4	1 1/2	1/4	3 1/2	3	5.0
4																											
5																											

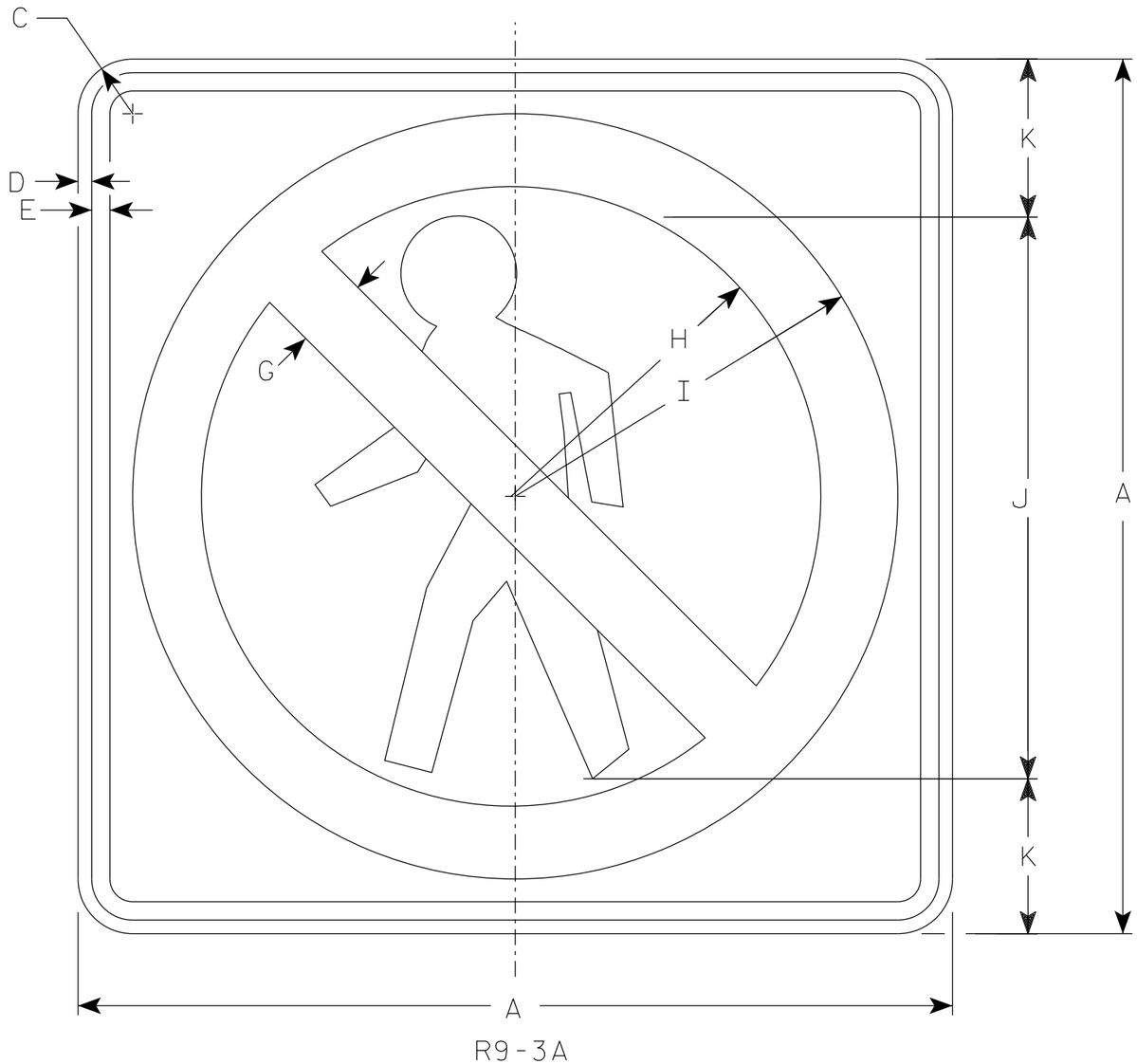
STANDARD SIGN
R7-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/9/23 PLATE NO. R7-53.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 420	E



R9-3A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Pedestrian are non-reflective black. Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/2	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
3																											
4																											
5																											

STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

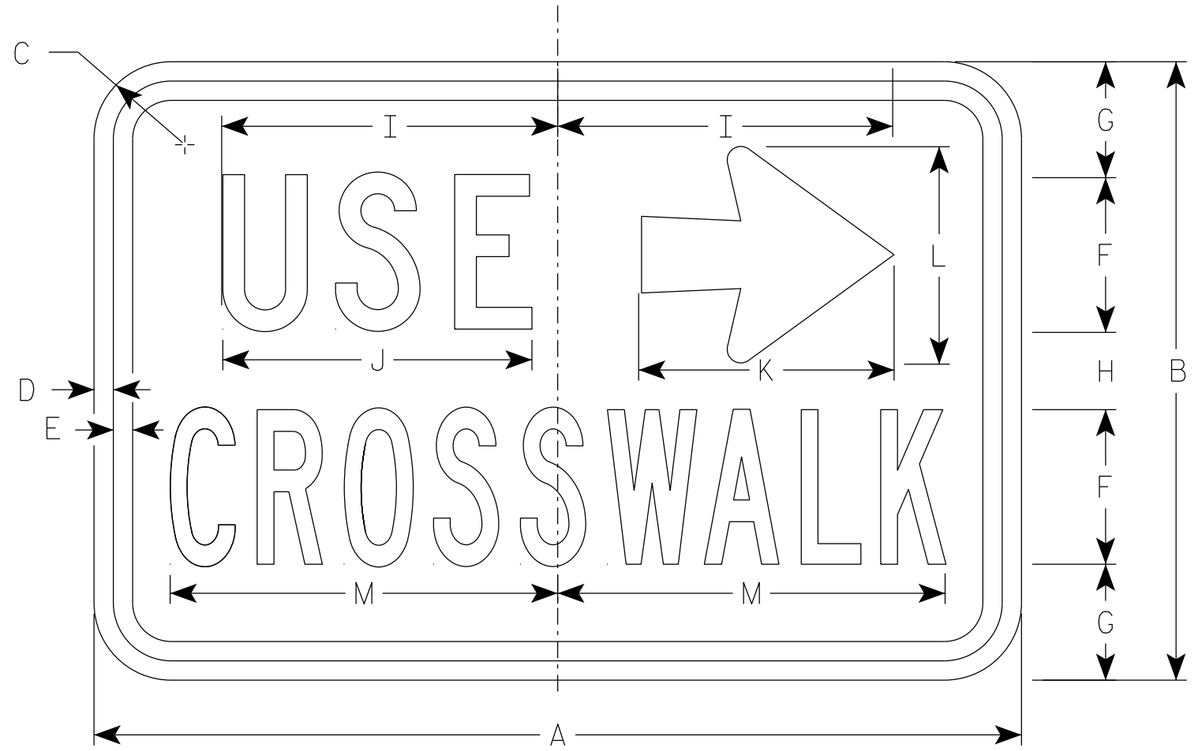
DATE 1/23/24 PLATE NO. R9-3A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 421 E

7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

STANDARD SIGN
R9-3B

WISCONSIN DEPT OF TRANSPORTATION

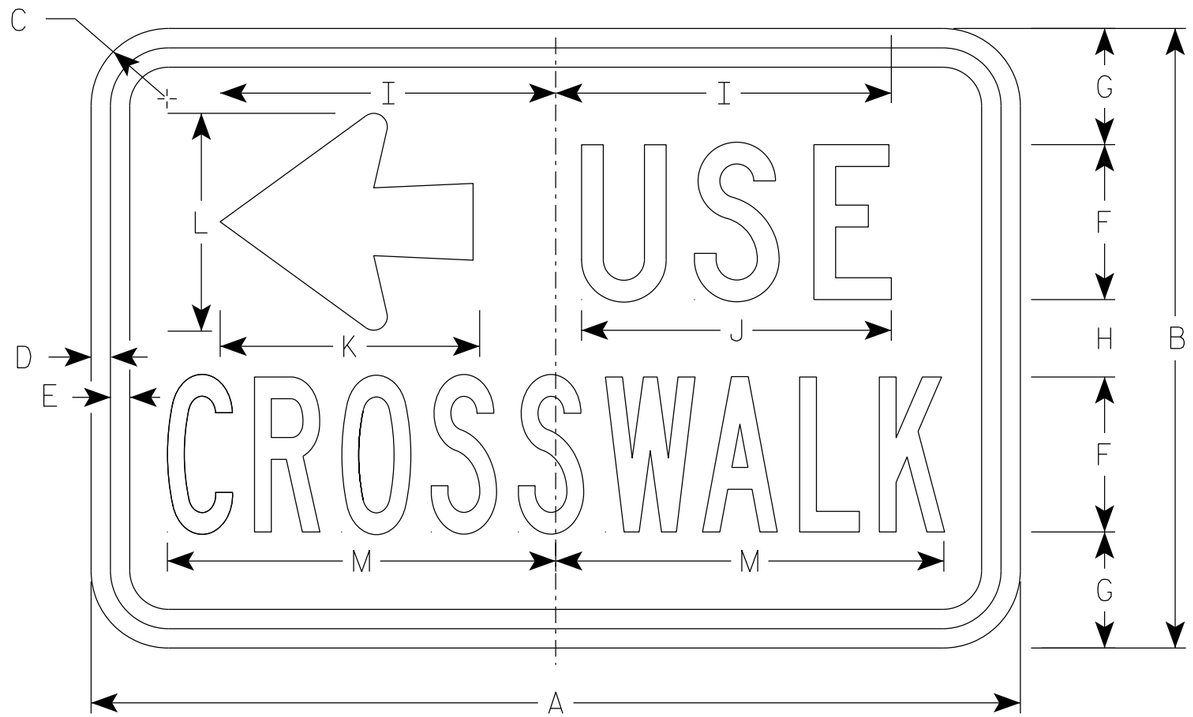
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 422 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3BL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 ½	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5
2M	18	12	1 ½	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5
3																											
4																											
5																											

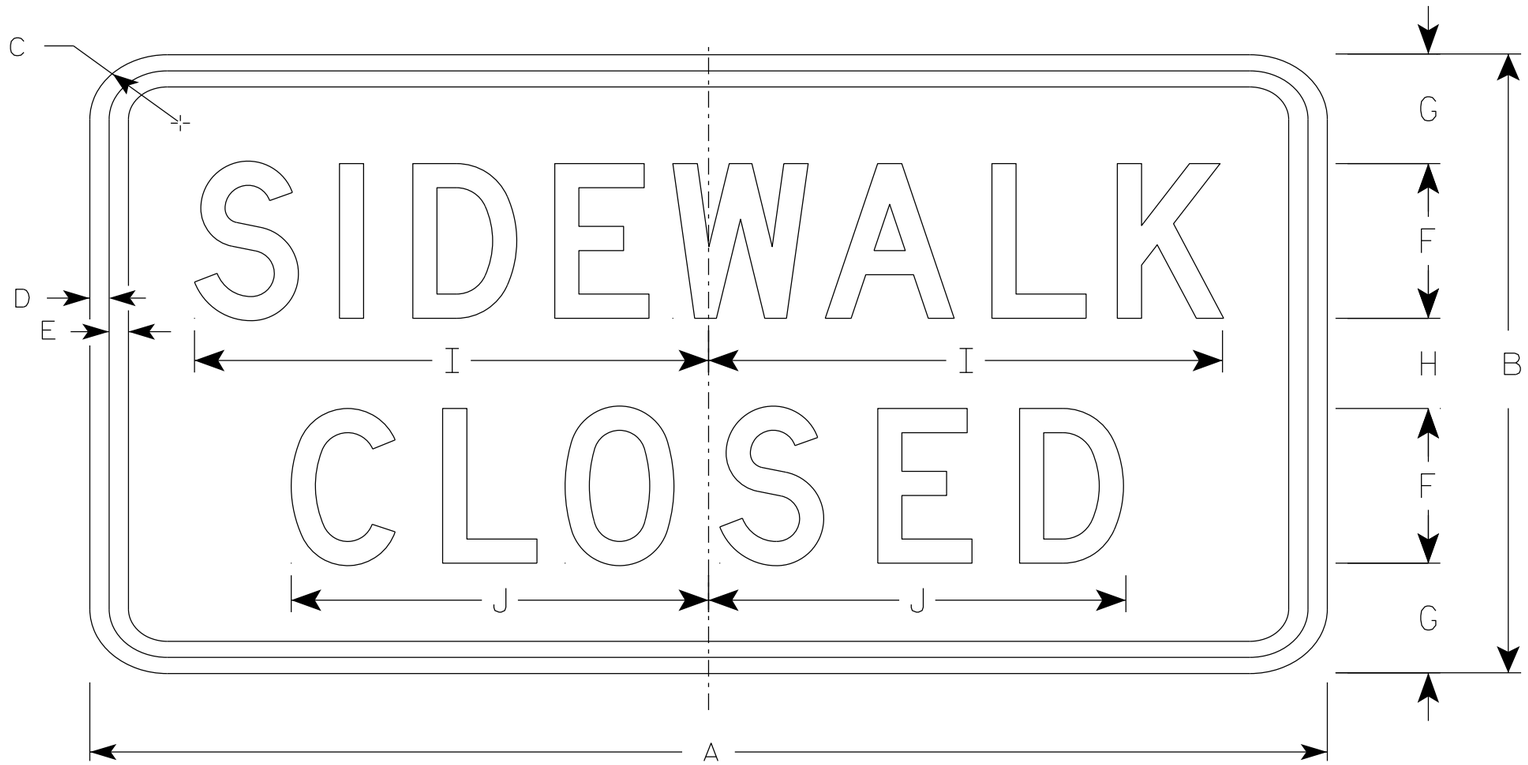
STANDARD SIGN
R9-3BL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3BL.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 423	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

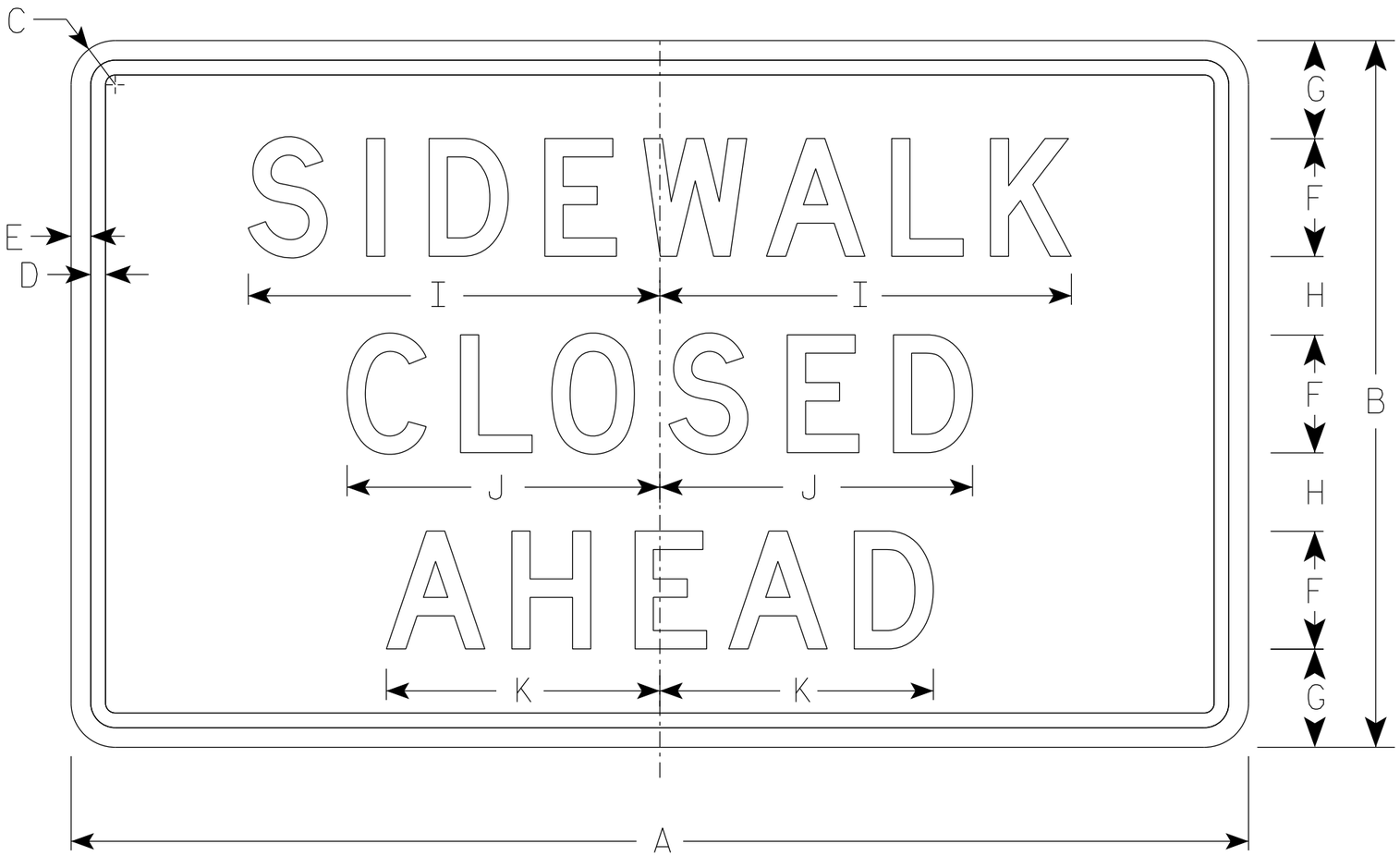
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 424 | 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																											

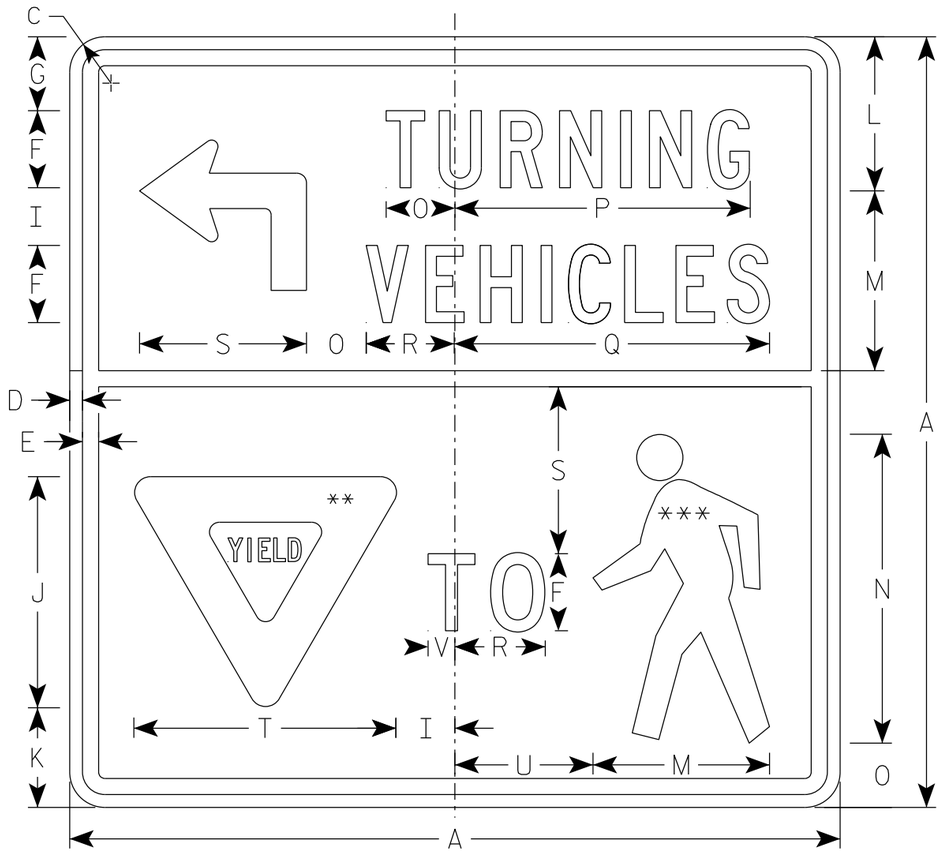
STANDARD SIGN
R9-9A

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: 425 | E



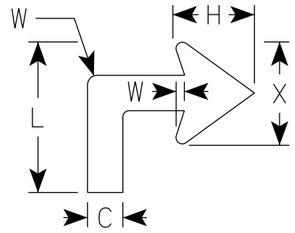
R10-15L

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
   - Background - Top Half - Yellow (Type F Reflective)
     Bottom Half - White (Type SH Reflective)
   - Message - Black
   - Yield Symbol - Red on White (Type SH Reflective)
   - Ped Symbol - Black on White (Type SH Reflective)
3. Message Series - C except "TO" Series D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT



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		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
2M	30		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
3																											
4																											
5																											

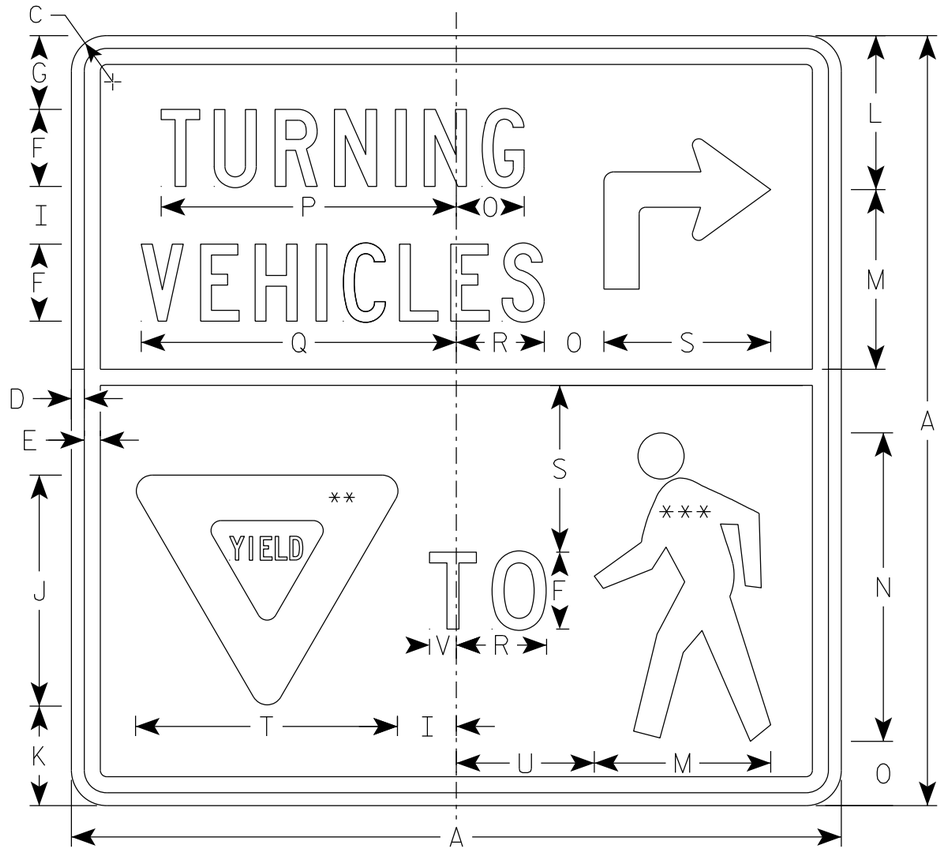
STANDARD SIGN
R10-15L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/24 PLATE NO. R10-15L.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 426 | E



R10-15R

NOTES

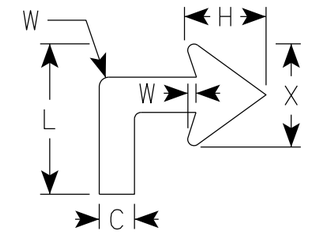
1. Sign is Type II - See Note 2 for Sheeting Type

2. Color:
   Background - Top Half - Yellow (Type F Reflective)
   Bottom Half - White (Type SH Reflective)
   Message - Black
   Yield Symbol - Red on White (Type SH Reflective)
   Ped Symbol - Black on White (Type SH Reflective)

3. Message Series - C except "TO" Series D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT



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		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
2M	30		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
3																											
4																											
5																											

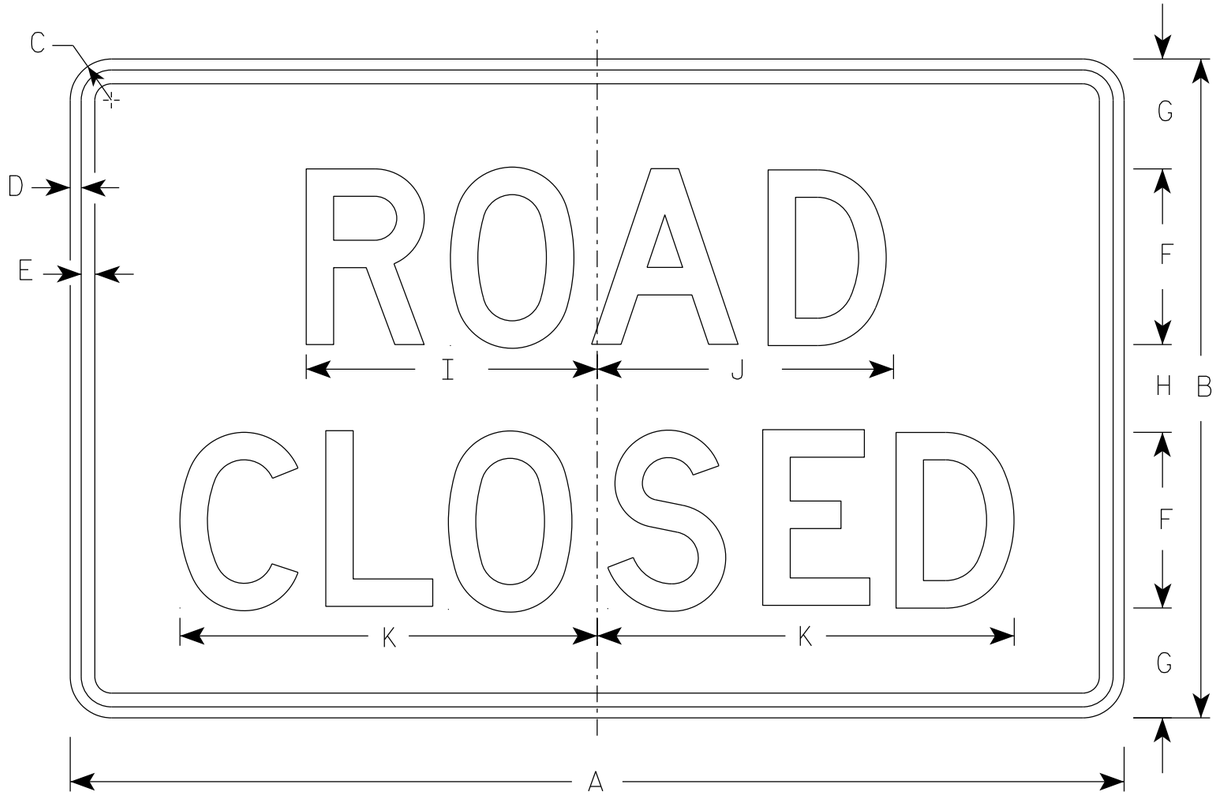
STANDARD SIGN
R10-15R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/24 PLATE NO. R10-15R.3

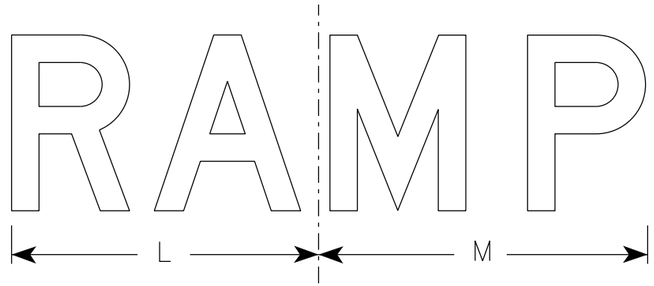
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 427	E



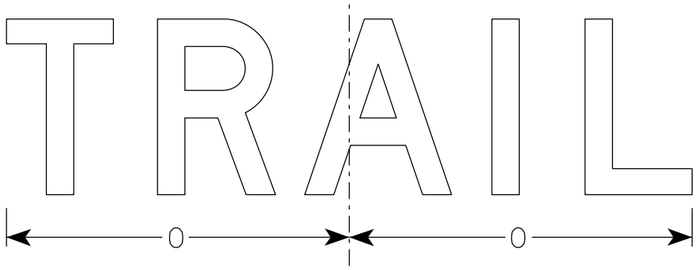
R11-2

NOTES

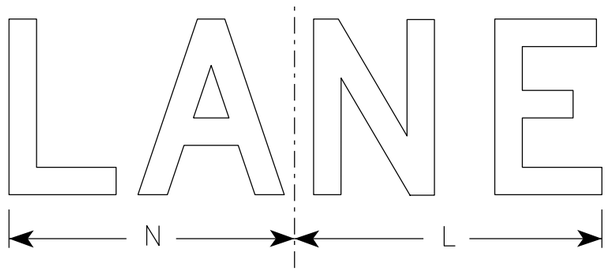
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

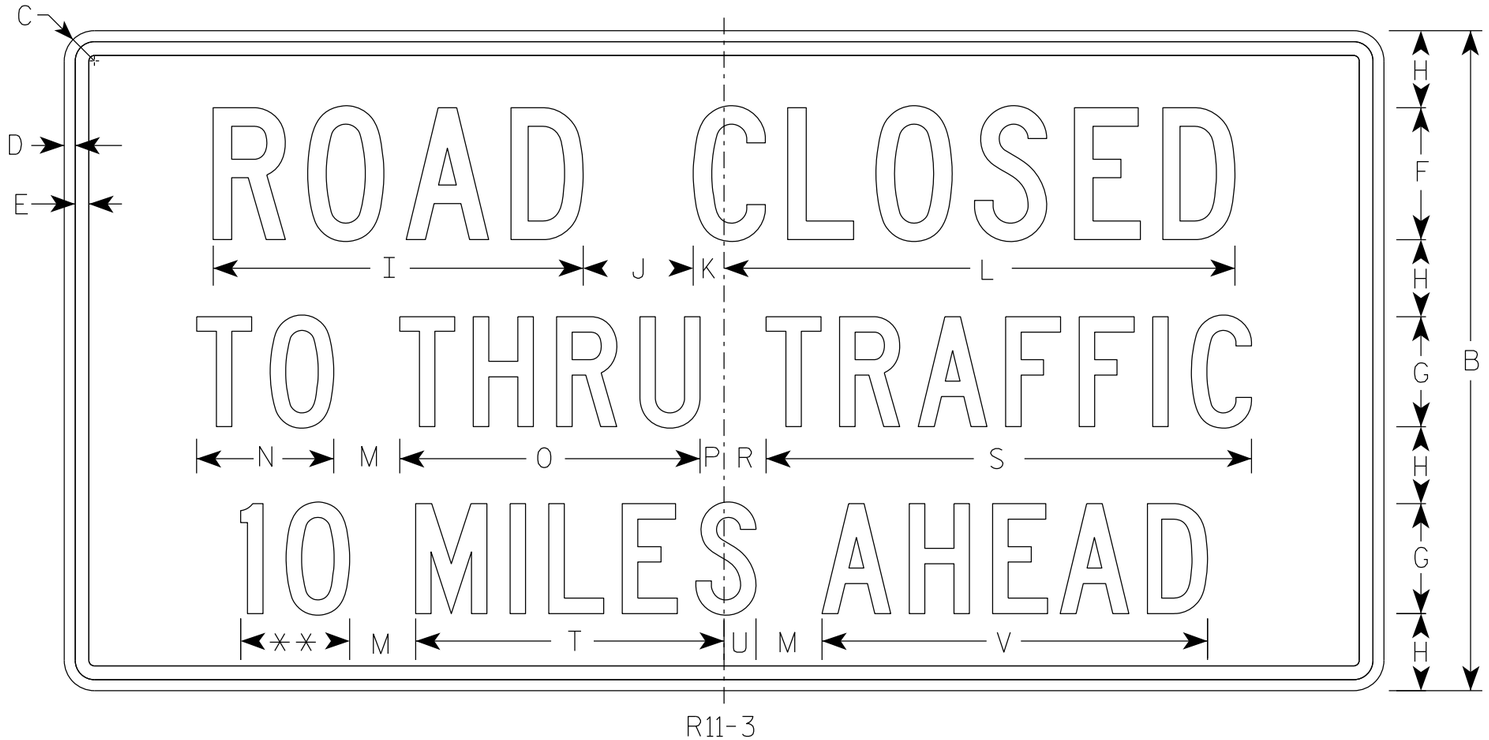
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

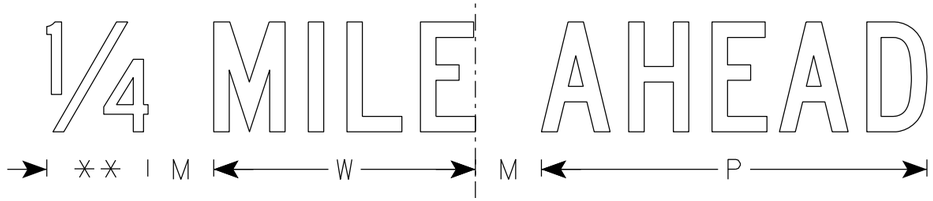
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

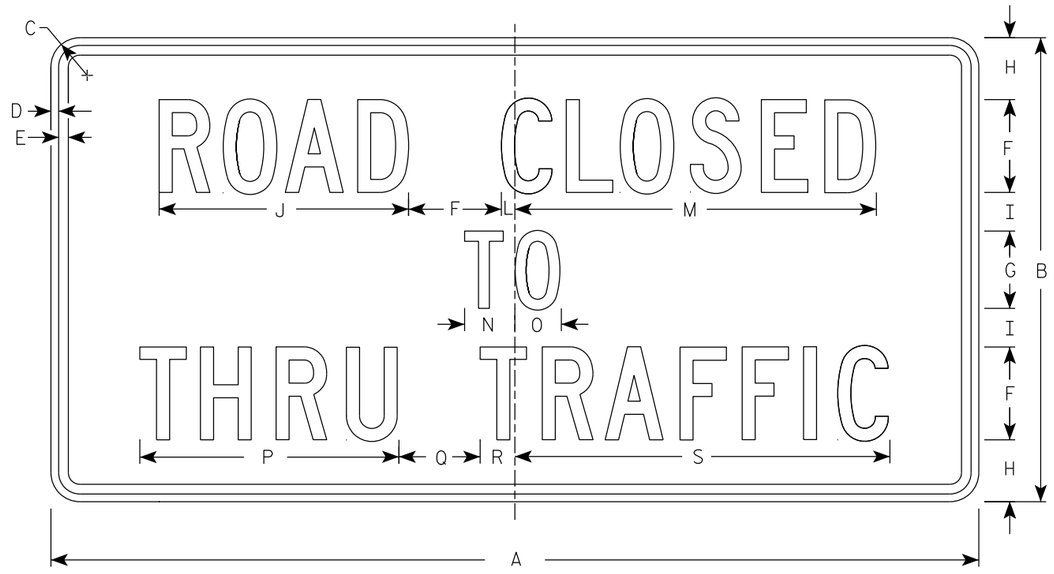
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 429 E



R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

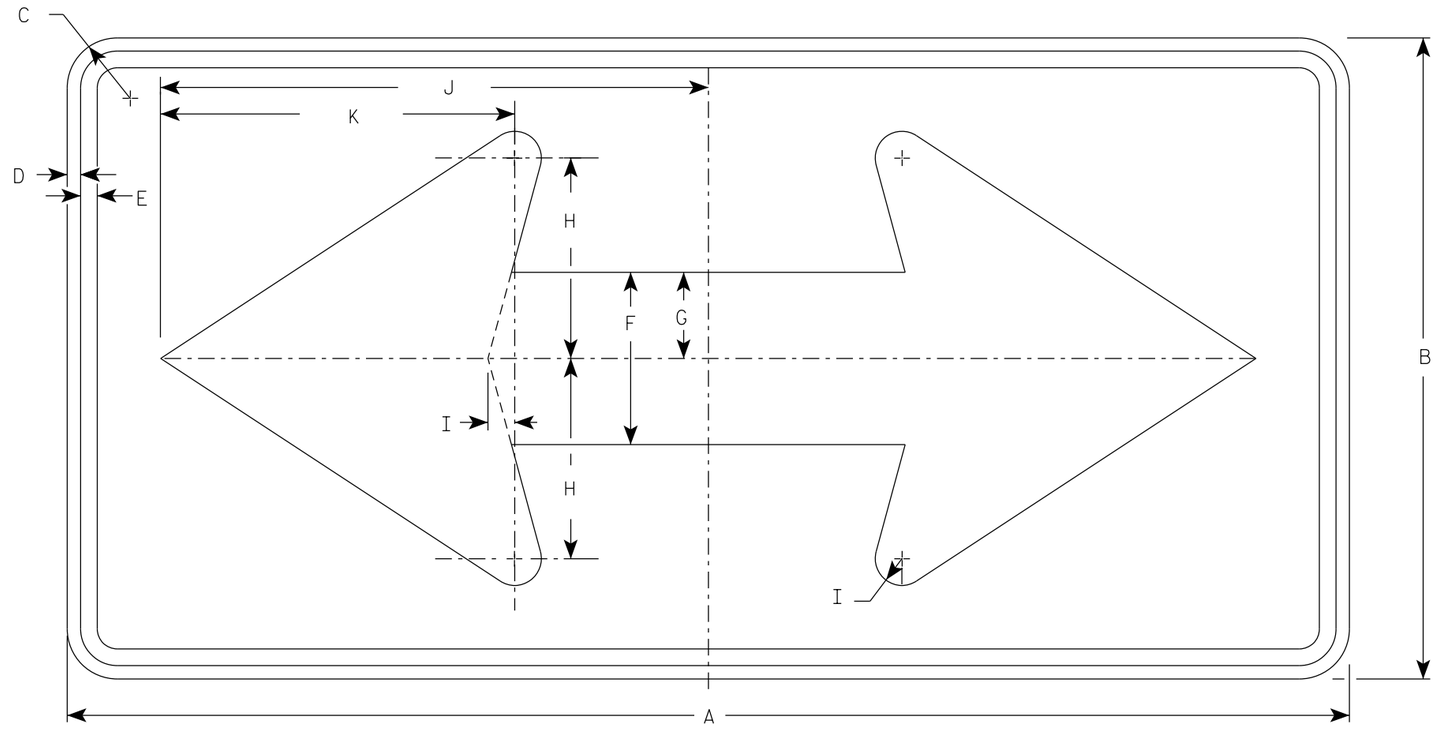
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 430 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W1-7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
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	96	48	3	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

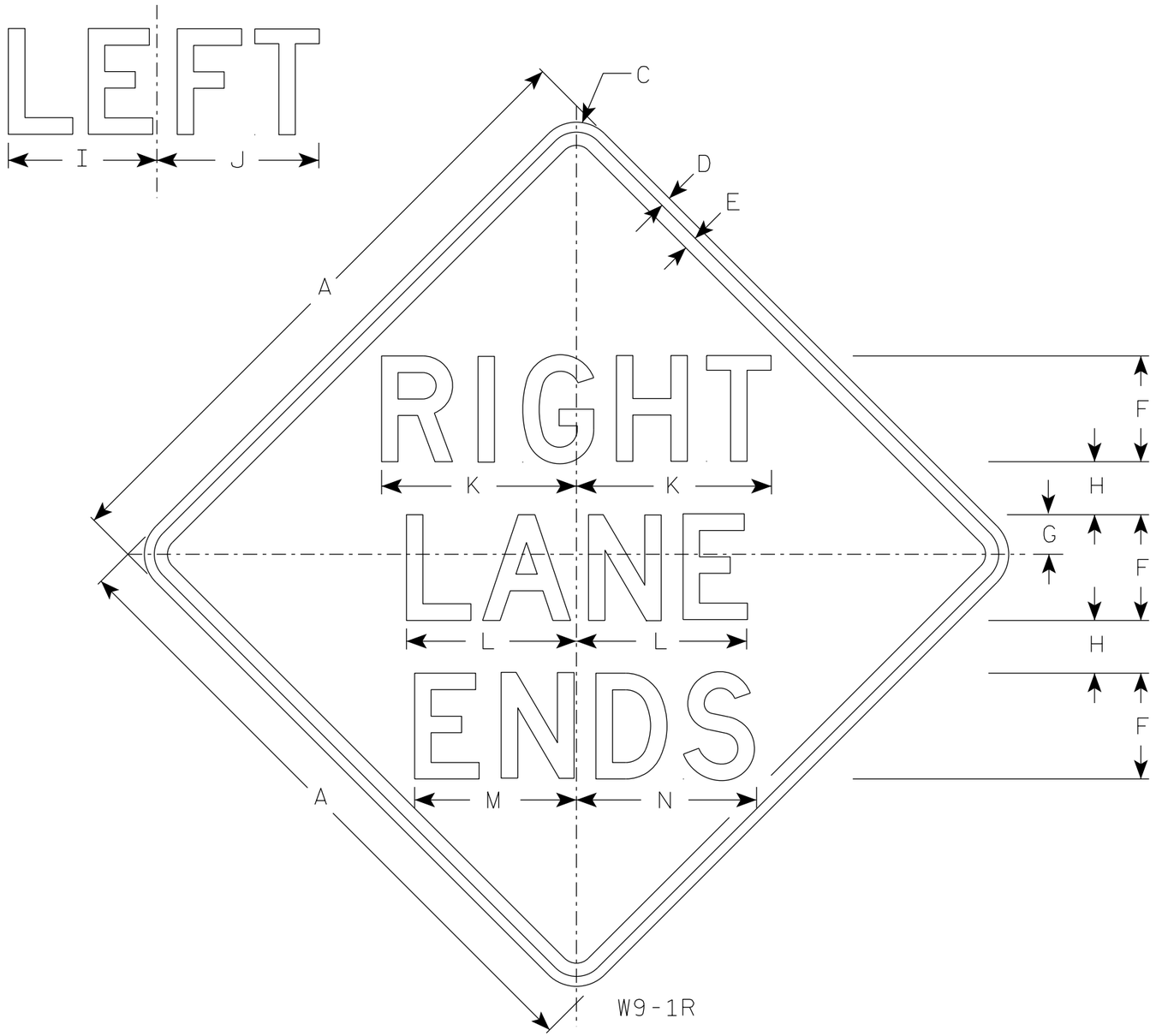
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/10/2023 PLATE NO. W1-7.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 431 E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. W9-1L same as W9-1R except the word Left replaces Right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		2 1/4	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		2 1/4	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		2 1/4	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		2 1/4	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		3	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN

W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/9/2023 PLATE NO. W9-1.9

PROJECT NO:

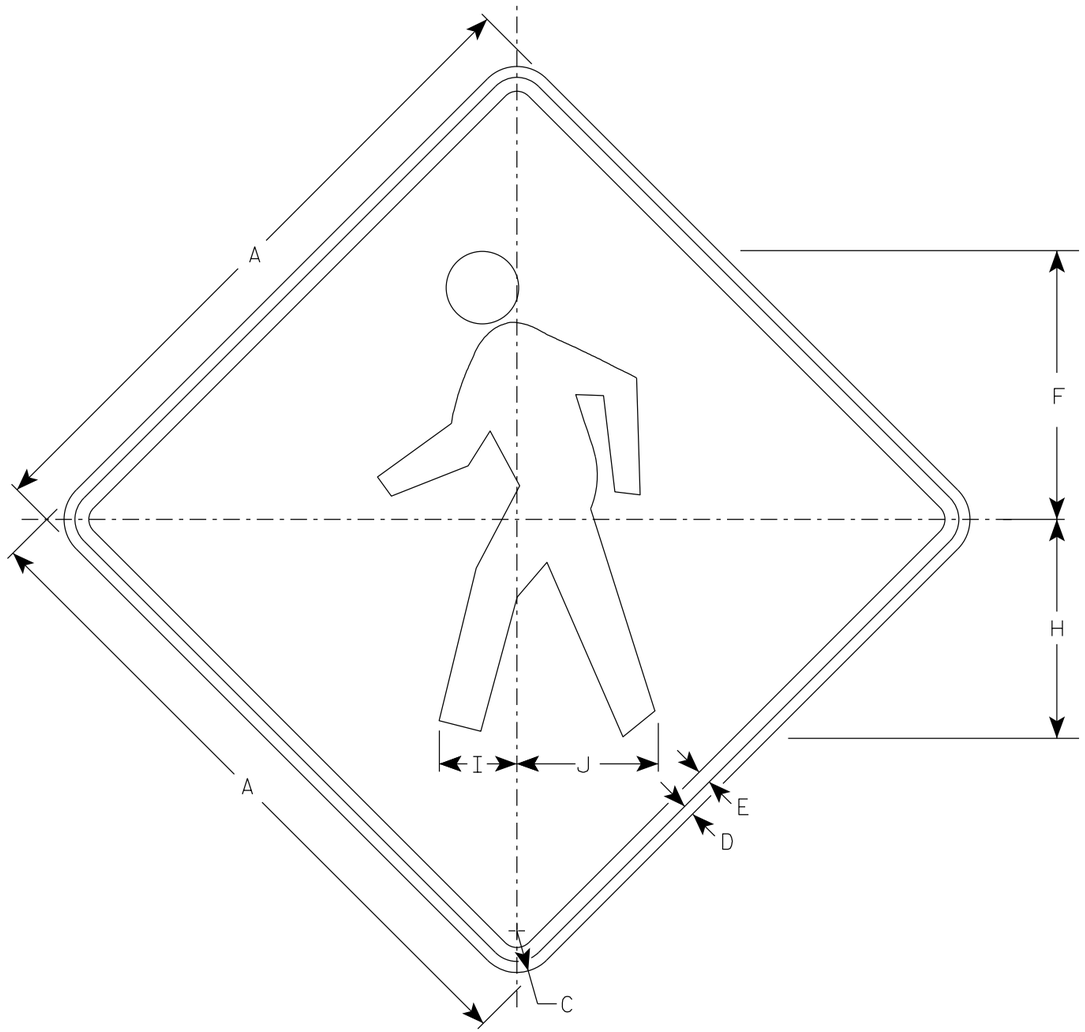
SHEET NO: 432 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W91.dgn PLOT DATE : 9-NOV 2023 1:03 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 7/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

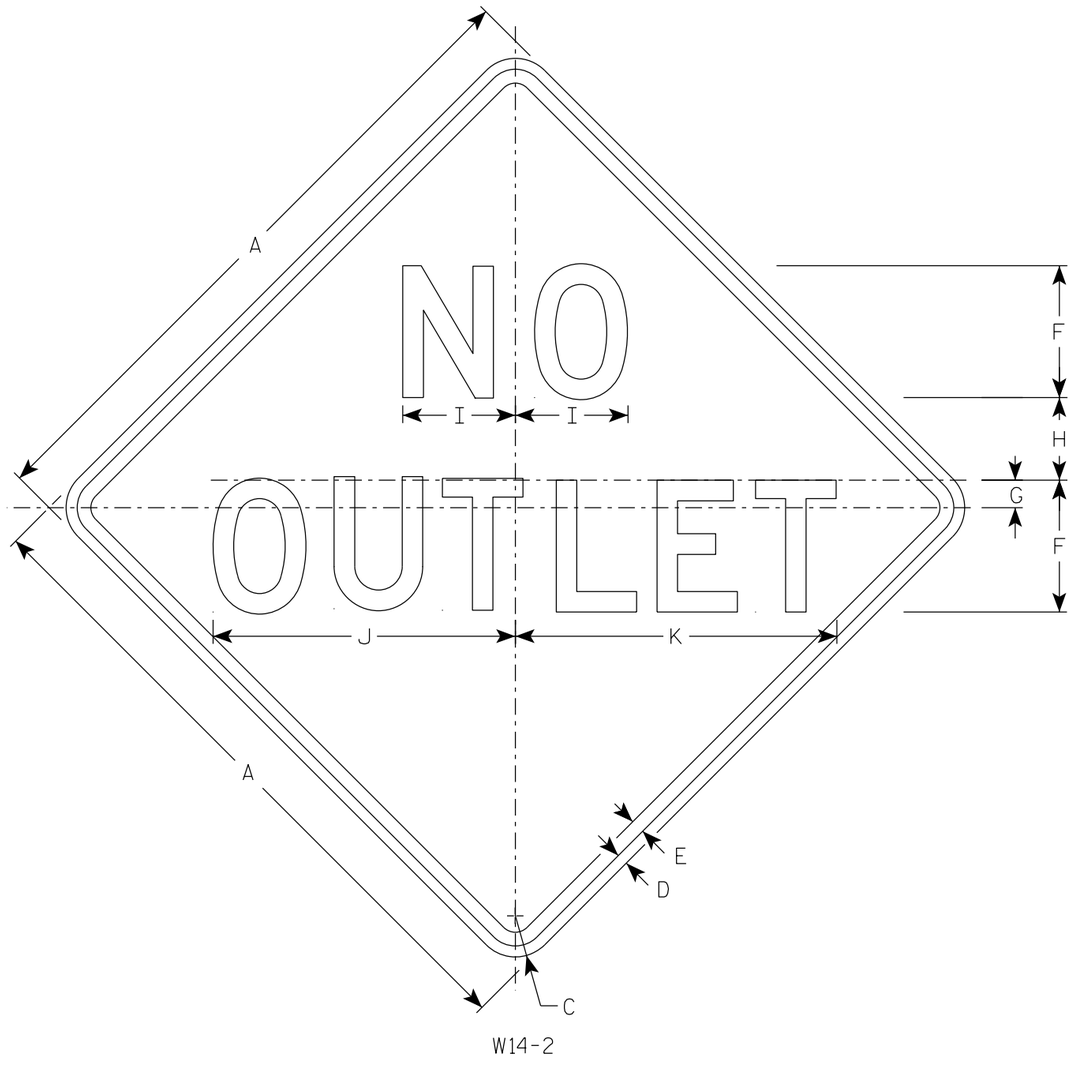
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-2.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 433 E



W14-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	5	1	2 3/4	4 1/8	11 3/4	12 3/8																4.0
2S	30		1 7/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
2M	30		1 7/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
3	36		2 1/4	5/8	3/4	7	1 3/8	4 5/8	6	16 1/8	17 1/8																9.0
4																											
5																											

STANDARD SIGN
W14-2

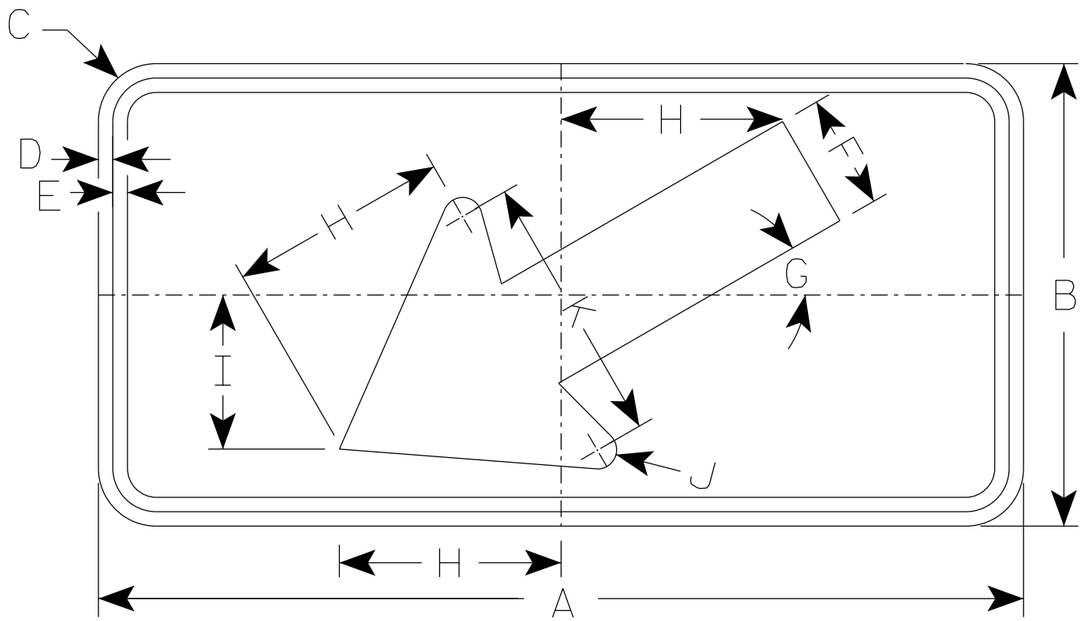
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/8/2024 PLATE NO. W14-2.4

PROJECT NO:

SHEET NO: 434 E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	1 ½	⅜	⅜	3	30°	5 ¾	4	½	7																2.0
*	2M	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	3	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
	5																											

STANDARD SIGN
W16-7

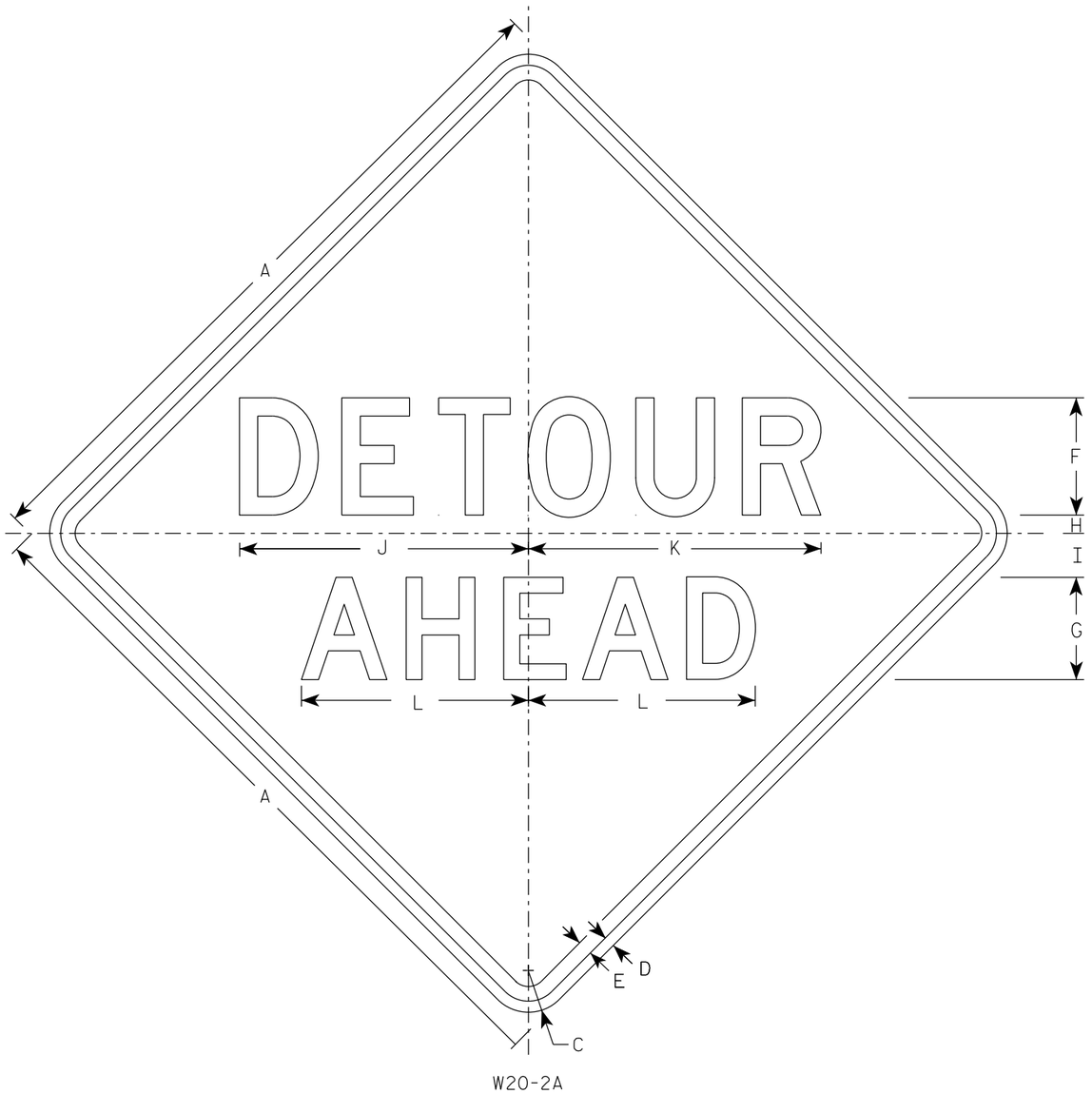
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

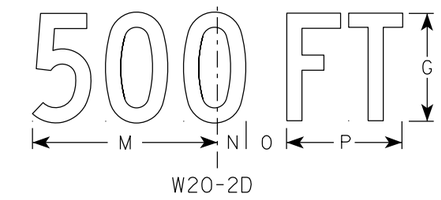
DATE 1/9/2024 PLATE NO. W16-7.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 435 E

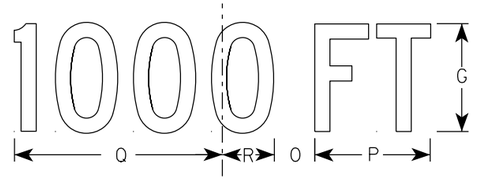
7



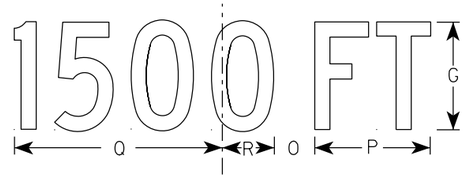
W20-2A



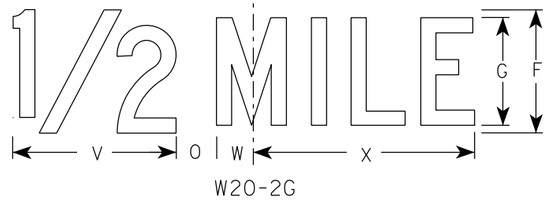
W20-2D



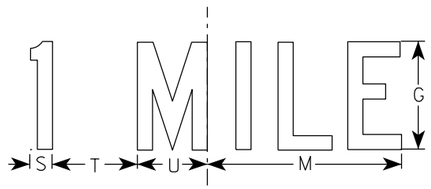
W20-2C



W20-2B



W20-2G



W20-2F

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. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

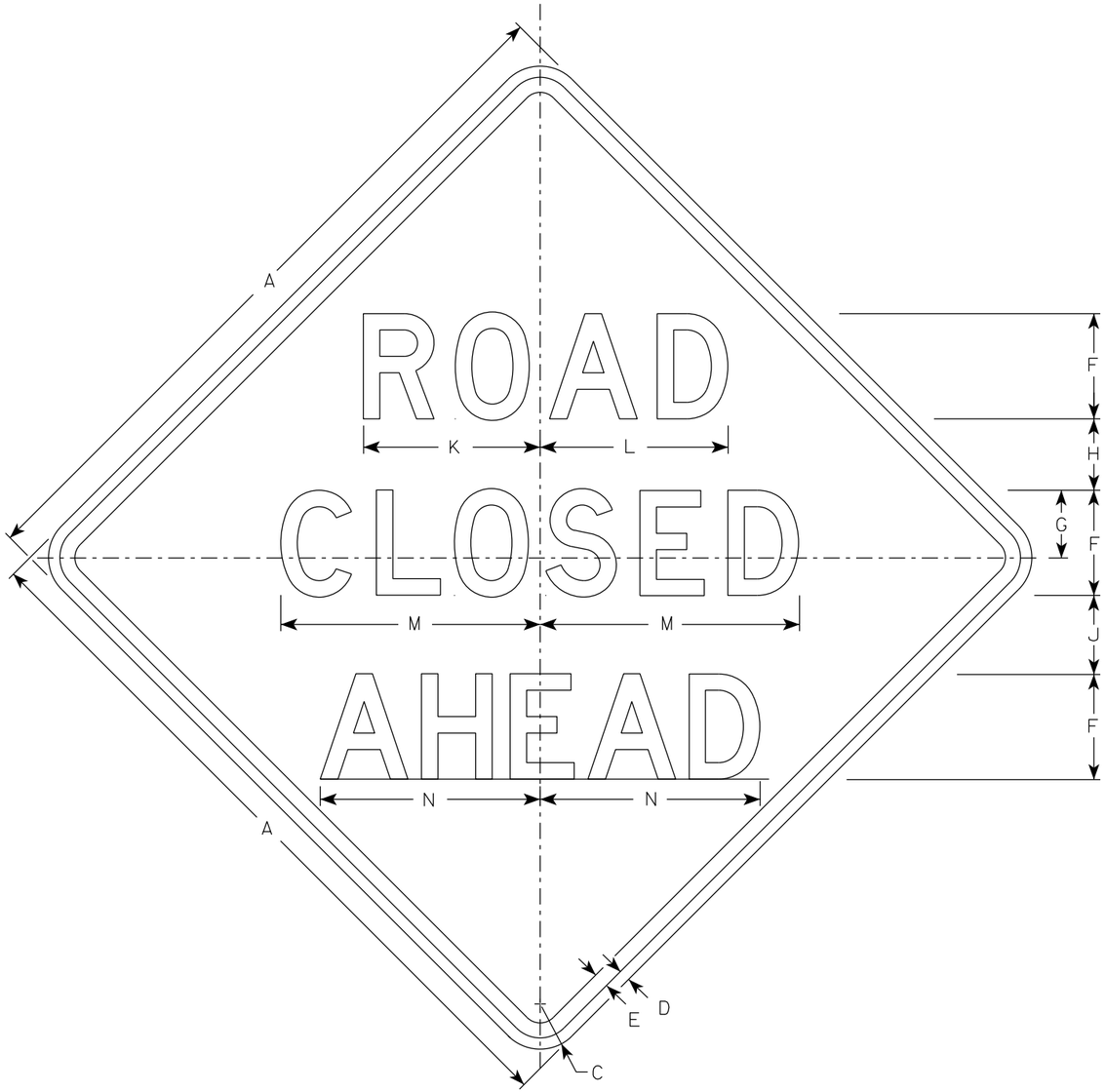
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

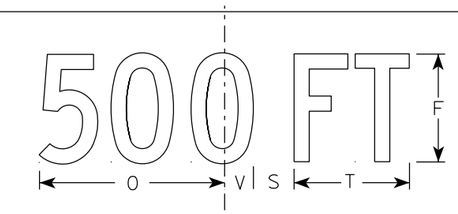
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

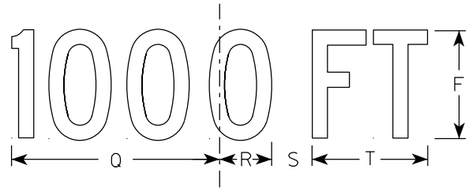
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



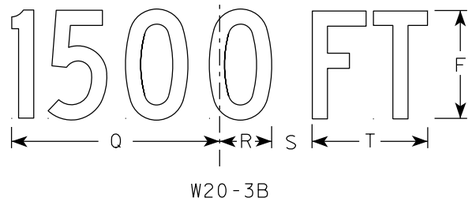
W20-3A



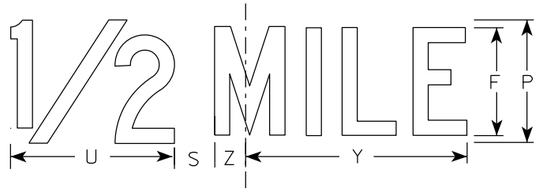
W20-3D



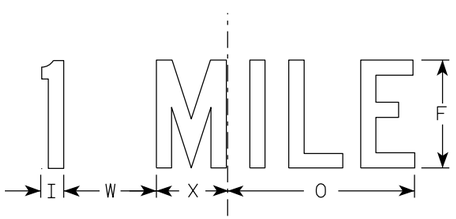
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
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

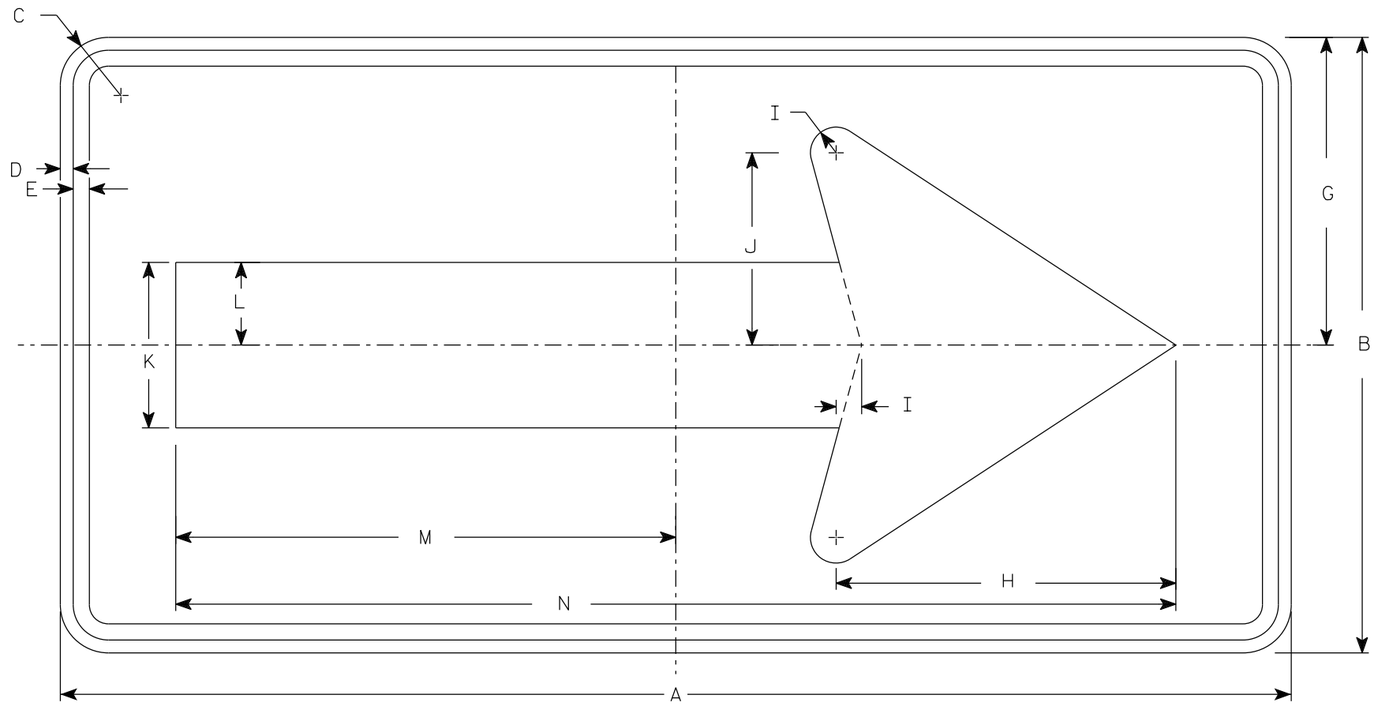
STANDARD SIGN
W20-3A, B, C, D, F & G

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: 437 | E



WO1-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

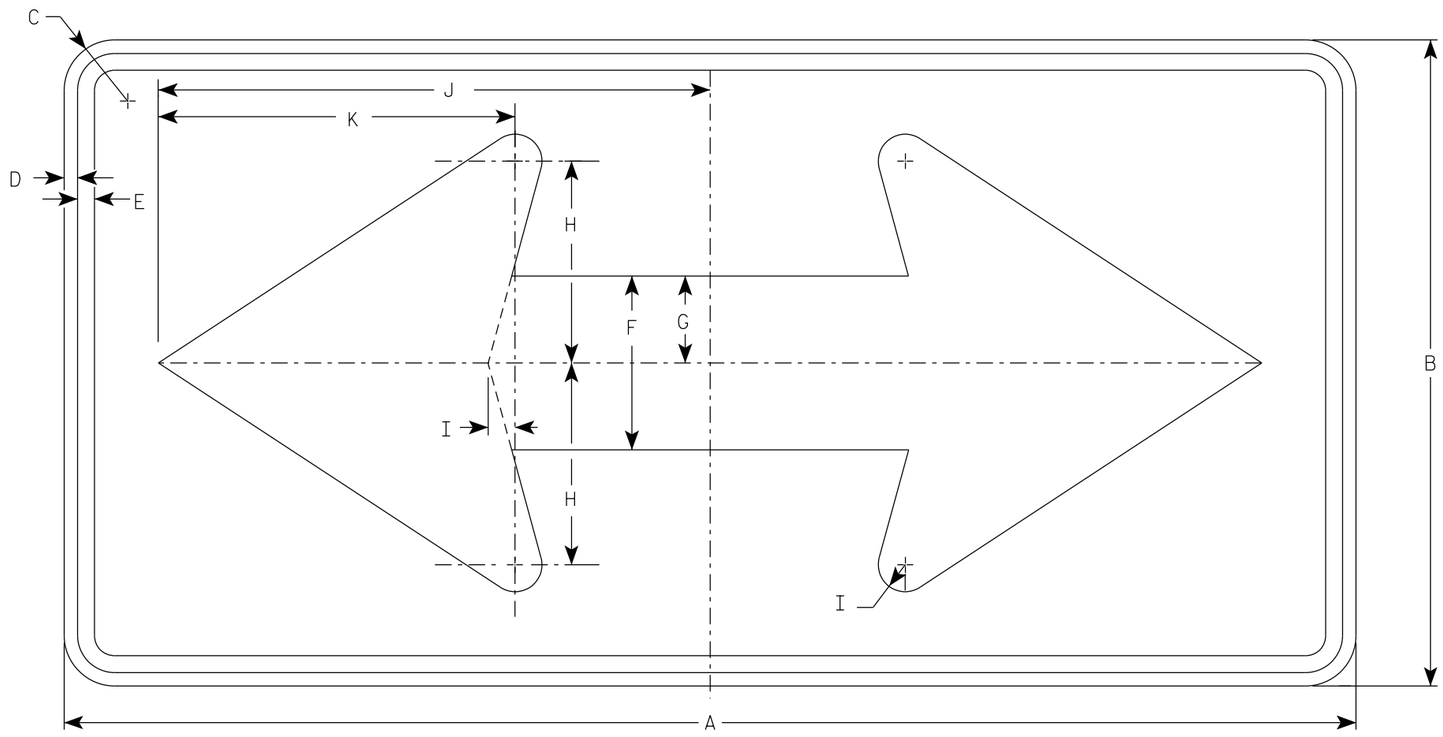
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



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: 439 | E

DIVISION 1 - STH32

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL 1.00	EXPANDED EBS BACKFILL 1.00	REDUCED EBS IN FILL 1.00	MASS ORDINATE
									NOTE 1	NOTE 2	NOTE 3				NOTE 5	NOTE 7	NOTE 8
26+40.00	2640.00	0.00	126.16	52.50	0.41	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
26+50.00	2650.00	10.00	124.72	52.50	0.28	0.00	0.00	0.00	46	19	0	0	46	0	0	0	27
27+00.00	2700.00	50.00	90.38	52.50	5.86	0.00	0.00	0.00	199	97	6	0	245	6	0	0	123
27+50.00	2750.00	50.00	97.96	52.50	5.23	0.00	0.00	0.00	174	97	10	0	419	16	0	0	190
28+00.00	2800.00	50.00	140.09	52.50	0.00	0.00	0.00	0.00	220	97	5	0	639	21	0	0	308
28+50.00	2850.00	50.00	166.37	52.50	0.00	0.00	0.00	0.00	284	97	0	0	923	21	0	0	495
29+00.00	2900.00	50.00	141.24	52.50	0.82	0.00	0.00	0.00	285	97	1	0	1,208	22	0	0	682
29+50.00	2950.00	50.00	140.84	52.50	1.19	0.00	0.00	0.00	261	97	2	0	1,469	24	0	0	844
30+00.00	3000.00	50.00	142.93	52.50	0.64	0.00	0.00	0.00	263	97	2	0	1,732	26	0	0	1,008
30+50.00	3050.00	50.00	143.21	52.50	0.48	0.00	0.00	0.00	265	97	1	0	1,997	27	0	0	1,175
31+00.00	3100.00	50.00	141.47	52.50	0.00	0.00	0.00	0.00	264	97	0	0	2,261	27	0	0	1,342
31+50.00	3150.00	50.00	144.13	52.50	0.00	0.00	0.00	0.00	264	97	0	0	2,525	27	0	0	1,509
32+00.00	3200.00	50.00	151.36	52.50	0.00	0.00	0.00	0.00	274	97	0	0	2,799	27	0	0	1,686
32+50.00	3250.00	50.00	153.20	52.50	0.00	0.00	0.00	0.00	282	97	0	0	3,081	27	0	0	1,871
33+00.00	3300.00	50.00	136.95	52.50	0.00	0.00	0.00	0.00	269	97	0	0	3,350	27	0	0	2,043
33+50.00	3350.00	50.00	135.44	52.50	1.20	0.00	0.00	0.00	252	97	1	0	3,602	28	0	0	2,197
34+00.00	3400.00	50.00	132.36	52.50	0.68	0.00	0.00	0.00	248	97	2	0	3,850	30	0	0	2,346
34+50.00	3450.00	50.00	129.61	52.50	0.17	0.00	0.00	0.00	243	97	1	0	4,093	31	0	0	2,491
35+00.00	3500.00	50.00	139.74	52.50	0.13	0.00	0.00	0.00	249	97	0	0	4,342	31	0	0	2,643
35+50.00	3550.00	50.00	124.75	52.50	1.65	0.00	0.00	0.00	245	97	2	0	4,587	33	0	0	2,789
36+00.00	3600.00	50.00	119.72	52.50	1.54	0.00	0.00	0.00	226	97	3	0	4,813	36	0	0	2,915
36+50.00	3650.00	50.00	105.70	52.50	1.08	0.00	0.00	0.00	209	97	2	0	5,022	38	0	0	3,025
37+00.00	3700.00	50.00	113.90	52.50	2.29	0.00	0.00	0.00	203	97	3	0	5,225	41	0	0	3,128
37+50.00	3750.00	50.00	163.33	52.50	0.00	0.00	0.00	0.00	257	97	2	0	5,482	43	0	0	3,286
38+00.00	3800.00	50.00	136.49	52.50	0.69	0.00	0.00	0.00	278	97	1	0	5,760	44	0	0	3,466
38+50.00	3850.00	50.00	136.71	52.50	0.45	0.00	0.00	0.00	253	97	1	0	6,013	45	0	0	3,621
39+00.00	3900.00	50.00	126.36	52.50	0.00	0.00	0.00	0.00	244	97	0	0	6,257	45	0	0	3,768
39+50.00	3950.00	50.00	143.39	52.50	0.63	0.00	0.00	0.00	250	97	1	0	6,507	46	0	0	3,920
40+00.00	4000.00	50.00	137.48	52.50	0.01	0.00	0.00	0.00	260	97	1	0	6,767	47	0	0	4,082
40+50.00	4050.00	50.00	134.48	52.50	0.00	0.00	0.00	0.00	252	97	0	0	7,019	47	0	0	4,237
41+00.00	4100.00	50.00	132.08	52.50	0.13	0.00	0.00	0.00	247	97	0	0	7,266	47	0	0	4,387
41+50.00	4150.00	50.00	133.43	52.50	0.84	0.00	0.00	0.00	246	97	1	0	7,512	48	0	0	4,535
42+00.00	4200.00	50.00	124.70	52.50	1.62	0.00	0.00	0.00	239	97	2	0	7,751	50	0	0	4,675
42+50.00	4250.00	50.00	126.48	52.50	0.02	0.00	0.00	0.00	233	97	2	0	7,984	52	0	0	4,809
43+00.00	4300.00	50.00	137.16	52.50	0.22	0.00	0.00	0.00	244	97	0	0	8,228	52	0	0	4,956
43+50.00	4350.00	50.00	131.63	52.50	0.18	0.00	0.00	0.00	249	97	0	0	8,477	52	0	0	5,108
44+00.00	4400.00	50.00	136.63	52.50	0.03	0.00	0.00	0.00	248	97	0	0	8,725	52	0	0	5,259
44+50.00	4450.00	50.00	156.95	52.50	0.84	0.00	0.00	0.00	272	97	1	0	8,997	53	0	0	5,433
45+00.00	4500.00	50.00	132.89	52.50	0.14	0.00	0.00	0.00	268	97	1	0	9,265	54	0	0	5,603
45+50.00	4550.00	50.00	147.38	52.50	0.00	0.00	0.00	0.00	260	97	0	0	9,525	54	0	0	5,766
46+00.00	4600.00	50.00	119.73	52.50	0.34	0.00	0.00	0.00	247	97	0	0	9,772	54	0	0	5,916
46+50.00	4650.00	50.00	127.58	52.50	1.13	0.00	0.00	0.00	229	97	1	0	10,001	55	0	0	6,047
47+00.00	4700.00	50.00	133.61	52.50	2.56	0.00	0.00	0.00	242	97	3	0	10,243	58	0	0	6,189
47+50.00	4750.00	50.00	120.35	52.50	3.08	0.00	0.00	0.00	235	97	5	0	10,478	63	0	0	6,322
48+00.00	4800.00	50.00	117.97	52.50	2.26	0.00	0.00	0.00	221	97	5	0	10,699	68	0	0	6,441

(TABLE CONTINUED ON NEXT PAGE)

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5 - EXPANDED EBS	WILL BE BACKFILLED WITH SELECT CRUSHED MATERIAL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)

DIVISION 1 - STH32

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
									NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.00	1.00 NOTE 5	1.00 NOTE 7	NOTE 8
48+50.00	4850.00	50.00	122.56	52.50	1.15	0.00	0.00	0.00	223	97	3	0	10,922	71	0	0	6,564
49+00.00	4900.00	50.00	121.19	52.50	3.64	0.00	0.00	0.00	226	97	4	0	11,148	75	0	0	6,689
49+50.00	4950.00	50.00	121.97	52.50	2.92	0.00	0.00	0.00	225	97	6	0	11,373	81	0	0	6,811
50+00.00	5000.00	50.00	119.56	52.50	2.21	0.00	0.00	0.00	224	97	5	0	11,597	86	0	0	6,933
50+50.00	5050.00	50.00	130.17	52.50	1.28	0.00	0.00	0.00	231	97	3	0	11,828	89	0	0	7,064
51+00.00	5100.00	50.00	119.42	52.50	2.19	0.00	0.00	0.00	231	97	3	0	12,059	92	0	0	7,195
51+50.00	5150.00	50.00	119.68	52.50	3.75	0.00	0.00	0.00	221	97	6	0	12,280	98	0	0	7,313
52+00.00	5200.00	50.00	135.10	52.50	1.14	0.00	0.00	0.00	236	97	5	0	12,516	103	0	0	7,447
52+50.00	5250.00	50.00	133.90	52.50	5.25	0.00	0.00	0.00	249	97	6	0	12,765	109	0	0	7,593
53+00.00	5300.00	50.00	129.75	52.50	1.01	0.00	0.00	0.00	244	97	6	0	13,009	115	0	0	7,734
53+50.00	5350.00	50.00	121.49	52.50	3.89	0.00	0.00	0.00	233	97	5	0	13,242	120	0	0	7,865
54+00.00	5400.00	50.00	121.20	52.50	2.84	0.00	0.00	0.00	225	97	6	0	13,467	126	0	0	7,987
54+50.00	5450.00	50.00	121.78	52.50	1.95	0.00	0.00	0.00	225	97	4	0	13,692	130	0	0	8,111
55+00.00	5500.00	50.00	123.27	52.50	0.94	0.00	0.00	0.00	227	97	3	0	13,919	133	0	0	8,238
55+50.00	5550.00	50.00	123.97	52.50	0.93	0.00	0.00	0.00	229	97	2	0	14,148	135	0	0	8,368
56+00.00	5600.00	50.00	121.93	52.50	1.17	0.00	0.00	0.00	228	97	2	0	14,376	137	0	0	8,497
56+50.00	5650.00	50.00	121.82	52.50	1.20	0.00	0.00	0.00	226	97	2	0	14,602	139	0	0	8,624
57+00.00	5700.00	50.00	119.04	52.50	1.28	0.00	0.00	0.00	223	97	2	0	14,825	141	0	0	8,748
57+50.00	5750.00	50.00	126.53	52.50	0.42	0.00	0.00	0.00	227	97	2	0	15,052	143	0	0	8,876
58+00.00	5800.00	50.00	108.58	52.50	3.72	0.00	0.00	0.00	218	97	4	0	15,270	147	0	0	8,993
58+50.00	5850.00	50.00	104.07	52.50	4.47	0.00	0.00	0.00	197	97	8	0	15,467	155	0	0	9,085
59+00.00	5900.00	50.00	100.31	52.50	5.88	0.00	0.00	0.00	189	97	10	0	15,656	165	0	0	9,167
59+50.00	5950.00	50.00	97.65	52.50	4.27	0.00	0.00	0.00	183	97	9	0	15,839	174	0	0	9,244
60+00.00	6000.00	50.00	107.54	52.50	1.17	0.00	0.00	0.00	190	97	5	0	16,029	179	0	0	9,332
60+50.00	6050.00	50.00	144.52	52.50	2.00	0.00	0.00	0.00	233	97	3	0	16,262	182	0	0	9,465
61+00.00	6100.00	50.00	131.27	52.50	0.32	0.00	0.00	0.00	255	97	2	0	16,517	184	0	0	9,621
61+50.00	6150.00	50.00	162.72	52.50	0.10	0.00	0.00	0.00	272	97	0	0	16,789	184	0	0	9,796
62+00.00	6200.00	50.00	131.96	52.50	0.80	0.00	0.00	0.00	273	97	1	0	17,062	185	0	0	9,971
62+50.00	6250.00	50.00	136.06	52.50	1.11	0.00	0.00	0.00	248	97	2	0	17,310	187	0	0	10,120
63+00.00	6300.00	50.00	136.81	52.50	0.47	0.00	0.00	0.00	253	97	1	0	17,563	188	0	0	10,275
63+50.00	6350.00	50.00	148.91	52.50	0.00	0.00	0.00	0.00	265	97	0	0	17,828	188	0	0	10,443
64+00.00	6400.00	50.00	129.92	52.50	2.64	0.00	0.00	0.00	258	97	2	0	18,086	190	0	0	10,602
64+50.00	6450.00	50.00	109.55	52.50	5.05	0.00	0.00	0.00	222	97	7	0	18,308	197	0	0	10,720
65+00.00	6500.00	50.00	115.26	52.50	3.98	0.00	0.00	0.00	208	97	8	0	18,516	205	0	0	10,823
65+50.00	6550.00	50.00	131.95	52.50	1.49	0.00	0.00	0.00	229	97	5	0	18,745	210	0	0	10,950
66+00.00	6600.00	50.00	157.91	52.50	0.00	0.00	0.00	0.00	268	97	1	0	19,013	211	0	0	11,120
66+50.00	6650.00	50.00	144.11	52.50	0.93	0.00	0.00	0.00	280	97	1	0	19,293	212	0	0	11,302
67+00.00	6700.00	50.00	136.90	52.50	0.08	0.00	0.00	0.00	260	97	1	0	19,553	213	0	0	11,464
67+50.00	6750.00	50.00	144.20	52.50	0.74	0.00	0.00	0.00	260	97	1	0	19,813	214	0	0	11,626
68+00.00	6800.00	50.00	123.61	52.50	0.98	0.00	0.00	0.00	248	97	2	0	20,061	216	0	0	11,775
68+50.00	6850.00	50.00	138.73	52.50	0.17	0.00	0.00	0.00	243	97	1	0	20,304	217	0	0	11,920
69+00.00	6900.00	50.00	145.31	52.50	0.33	0.00	0.00	0.00	263	97	0	0	20,567	217	0	0	12,086
69+50.00	6950.00	50.00	144.66	52.50	0.05	0.00	0.00	0.00	268	97	0	0	20,835	217	0	0	12,257
70+00.00	7000.00	50.00	127.08	52.50	1.74	0.00	0.00	0.00	252	97	2	0	21,087	219	0	0	12,410
70+50.00	7050.00	50.00	137.78	52.50	0.45	0.00	0.00	0.00	245	97	2	0	21,332	221	0	0	12,556

(TABLE CONTINUED ON NEXT PAGE)

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5 - EXPANDED EBS	WILL BE BACKFILLED WITH SELECT CRUSHED MATERIAL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)

DIVISION 1 - STH32

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
													1.00	1.00	1.00	1.00	
									NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 7	NOTE 8
71+00.00	7100.00	50.00	128.57	52.50	0.56	0.00	0.00	0.00	247	97	1	0	21,579	222	0	0	12,705
71+50.00	7150.00	50.00	112.00	52.50	5.22	0.00	0.00	0.00	223	97	5	0	21,802	227	0	0	12,826
72+00.00	7200.00	50.00	105.24	52.50	6.46	0.00	0.00	0.00	201	97	11	0	22,003	238	0	0	12,919
72+50.00	7250.00	50.00	137.84	52.50	1.67	0.00	0.00	0.00	225	97	8	0	22,228	246	0	0	13,039
73+00.00	7300.00	50.00	127.46	52.50	1.74	0.00	0.00	0.00	246	97	3	0	22,474	249	0	0	13,185
73+50.00	7350.00	50.00	132.23	52.50	0.37	0.00	0.00	0.00	240	97	2	0	22,714	251	0	0	13,326
74+00.00	7400.00	50.00	131.25	52.50	0.25	0.00	0.00	0.00	244	97	1	0	22,958	252	0	0	13,472
74+50.00	7450.00	50.00	131.65	52.50	0.97	0.00	0.00	0.00	243	97	1	0	23,201	253	0	0	13,617
75+00.00	7500.00	50.00	140.83	52.50	1.15	0.00	0.00	0.00	252	97	2	0	23,453	255	0	0	13,770
75+50.00	7550.00	50.00	122.25	52.50	0.74	0.00	0.00	0.00	244	97	2	0	23,697	257	0	0	13,915
76+00.00	7600.00	50.00	135.06	52.50	0.09	0.00	0.00	0.00	238	97	1	0	23,935	258	0	0	14,055
76+50.00	7650.00	50.00	132.99	52.50	0.53	0.00	0.00	0.00	248	97	1	0	24,183	259	0	0	14,205
77+00.00	7700.00	50.00	132.61	52.50	1.21	0.00	0.00	0.00	246	97	2	0	24,429	261	0	0	14,352
77+50.00	7750.00	50.00	156.86	52.50	1.23	0.00	0.00	0.00	268	97	2	0	24,697	263	0	0	14,521
78+00.00	7800.00	50.00	124.77	52.50	2.59	0.00	0.00	0.00	261	97	4	0	24,958	267	0	0	14,681
78+50.00	7850.00	50.00	123.36	52.50	0.29	0.00	0.00	0.00	230	97	3	0	25,188	270	0	0	14,811
79+00.00	7900.00	50.00	121.08	52.50	2.76	0.00	0.00	0.00	226	97	3	0	25,414	273	0	0	14,937
79+50.00	7950.00	50.00	129.59	52.50	1.54	0.00	0.00	0.00	232	97	4	0	25,646	277	0	0	15,068
80+00.00	8000.00	50.00	144.83	52.50	0.03	0.00	0.00	0.00	254	97	1	0	25,900	278	0	0	15,224
80+50.00	8050.00	50.00	151.33	52.50	0.00	0.00	0.00	0.00	274	97	0	0	26,174	278	0	0	15,401
81+00.00	8100.00	50.00	157.47	52.50	0.00	0.00	0.00	0.00	286	97	0	0	26,460	278	0	0	15,590
81+50.00	8150.00	50.00	154.62	52.50	0.00	0.00	0.00	0.00	289	97	0	0	26,749	278	0	0	15,782
82+00.00	8200.00	50.00	150.58	52.50	0.94	0.00	0.00	0.00	283	97	1	0	27,032	279	0	0	15,967
82+50.00	8250.00	50.00	178.36	52.50	0.68	0.00	0.00	0.00	305	97	2	0	27,337	281	0	0	16,173
83+00.00	8300.00	50.00	148.87	52.50	0.78	0.00	0.00	0.00	303	97	1	0	27,640	282	0	0	16,378
83+50.00	8350.00	50.00	138.58	52.50	1.04	0.00	0.00	0.00	266	97	2	0	27,906	284	0	0	16,545
84+00.00	8400.00	50.00	155.10	52.50	0.12	0.00	0.00	0.00	272	97	1	0	28,178	285	0	0	16,719
84+50.00	8450.00	50.00	156.20	52.50	0.28	0.00	0.00	0.00	288	97	0	0	28,466	285	0	0	16,910
85+00.00	8500.00	50.00	142.29	52.50	1.60	0.00	0.00	0.00	276	97	2	0	28,742	287	0	0	17,087
85+50.00	8550.00	50.00	146.13	52.50	0.01	0.00	0.00	0.00	267	97	1	0	29,009	288	0	0	17,256
86+00.00	8600.00	50.00	139.78	52.50	0.95	0.00	0.00	0.00	265	97	1	0	29,274	289	0	0	17,423
86+50.00	8650.00	50.00	141.71	52.50	1.26	0.00	0.00	0.00	261	97	2	0	29,535	291	0	0	17,585
87+00.00	8700.00	50.00	148.01	52.50	0.00	0.00	0.00	0.00	268	97	1	0	29,803	292	0	0	17,755
87+50.00	8750.00	50.00	139.62	52.50	0.25	0.00	0.00	0.00	266	97	0	0	30,069	292	0	0	17,924
88+00.00	8800.00	50.00	132.30	52.50	1.54	0.00	0.00	0.00	252	97	2	0	30,321	294	0	0	18,077
88+50.00	8850.00	50.00	131.98	52.50	2.50	0.00	0.00	0.00	245	97	4	0	30,566	298	0	0	18,221
89+00.00	8900.00	50.00	142.01	52.50	0.16	0.00	0.00	0.00	254	97	2	0	30,820	300	0	0	18,376
89+50.00	8950.00	50.00	146.73	52.50	0.00	0.00	0.00	0.00	267	97	0	0	31,087	300	0	0	18,546
90+00.00	9000.00	50.00	171.11	52.50	0.11	0.00	0.00	0.00	294	97	0	0	31,381	300	0	0	18,743
90+50.00	9050.00	50.00	133.47	52.50	0.09	0.00	0.00	0.00	282	97	0	0	31,663	300	0	0	18,928
91+00.00	9100.00	50.00	123.38	52.50	0.01	0.00	0.00	0.00	238	97	0	0	31,901	300	0	0	19,069
91+50.00	9150.00	50.00	134.09	52.50	1.31	0.00	0.00	0.00	238	97	1	0	32,139	301	0	0	19,209
92+00.00	9200.00	50.00	128.66	52.50	2.36	0.00	0.00	0.00	243	97	3	0	32,382	304	0	0	19,352
92+50.00	9250.00	50.00	116.61	52.50	5.44	0.00	0.00	0.00	227	97	7	0	32,609	311	0	0	19,475
92+57.00	9257.00	7.00	115.40	52.50	4.75	0.00	0.00	0.00	30	14	1	0	32,639	312	0	0	19,490

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5 - EXPANDED EBS	WILL BE BACKFILLED WITH SELECT CRUSHED MATERIAL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)

9

9

PROJECT NO: 2225-13-70 | HWY: STH 32 | COUNTY: MILWAUKEE | EARTHWORK DATA | SHEET 442 | E

DIVISION 1 - (EDGEWOOD)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								NOTE 2	NOTE 3		NOTE 1	1.00	1.00 NOTE 5	1.00 NOTE 7	NOTE 8
4+07.83	407.83	0.00	95.67	13.33	0.00	0.00	0	0	0	0	0	0	0	0	0
4+50.00	450.00	42.17	104.85	13.33	0.15	0.00	157	21	0	0	157	0	0	0	136
4+76.56	476.56	26.56	180.08	13.33	2.03	0.00	140	13	1	0	297	1	0	0	262

DIVISION 1 - (SHEPARD)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								NOTE 2	NOTE 3		NOTE 1	1.00	1.00 NOTE 5	1.00 NOTE 7	NOTE 8
9+25.38	925.38	0.00	81.51	11.25	0.43	0.00	0	0	0	0	0	0	0	0	0
9+50.00	950.00	24.62	89.98	11.25	0.01	0.00	78	10	0	0	78	0	0	0	68
9+80.00	980.00	30.00	190.62	11.25	0.00	0.00	156	13	0	0	234	0	0	0	211

DIVISION 1 - (MENLO)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								NOTE 2	NOTE 3		NOTE 1	1.00	1.00 NOTE 5	1.00 NOTE 7	NOTE 8
14+31.80	1431.80	0.00	81.21	31.50	0.90	0.00	0	0	0	0	0	0	0	0	0
14+50.00	1450.00	18.20	85.28	31.50	0.65	0.00	56	21	1	0	56	1	0	0	34
14+79.90	1479.90	29.90	185.52	31.50	0.00	0.00	150	35	0	0	206	1	0	0	149

DIVISION 1 - (NEWTON)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								NOTE 2	NOTE 3		NOTE 1	1.00	1.00 NOTE 5	1.00 NOTE 7	NOTE 8
19+47.90	1947.90	0.00	82.16	31.50	0.81	0.00	0	0	0	0	0	0	0	0	0
19+50.00	1950.00	2.10	82.07	31.50	0.89	0.00	6	2	0	0	6	0	0	0	4
19+76.84	1976.84	26.84	154.86	31.50	2.97	0.00	118	31	2	0	124	2	0	0	89

DIVISION 1 - (BEVERLY)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								NOTE 2	NOTE 3		NOTE 1	1.00	1.00 NOTE 5	1.00 NOTE 7	NOTE 8
24+00.00	2400.00	0.00	83.68	31.50	0.27	0.00	0	0	0	0	0	0	0	0	0
24+50.00	2450.00	50.00	122.46	31.50	0.00	0.00	191	58	0	0	191	0	0	0	133
24+77.20	2477.20	27.20	157.69	31.50	0.03	0.00	141	32	0	0	332	0	0	0	242

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5 - EXPANDED EBS	WILL BE BACKFILLED WITH SELECT CRUSHED MATERIAL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)

9

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PROJECT NO: 2225-13-70 | HWY: STH 32 | COUNTY: MILWAUKEE | EARTHWORK DATA | SHEET 443 | E

DIVISION 1 - (SHOREWOOD)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	EXPANDED FILL 1.00	EXPANDED EBS BACKFILL 1.00 NOTE 5	REDUCED EBS IN FILL 1.00 NOTE 7	MASS ORDINATE NOTE 8
29+50.10	2950.10	0.00	93.85	37.33	2.13	0.00	0	0	0	0	0	0	0	0	0
29+76.74	2976.74	26.64	155.13	37.33	0.09	0.00	123	37	1	0	123	1	0	0	85

DIVISION 1 - (CAPITOL)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	EXPANDED FILL 1.00	EXPANDED EBS BACKFILL 1.00 NOTE 5	REDUCED EBS IN FILL 1.00 NOTE 7	MASS ORDINATE NOTE 8
34+20.20	3420.20	0.00	99.13	40.83	0.13	0.00	0	0	0	0	0	0	0	0	0
34+50.00	3450.00	29.80	133.84	40.83	2.91	0.00	129	45	2	0	129	2	0	0	82
34+53.88	3453.88	3.88	149.89	40.83	0.19	0.00	20	6	0	0	149	2	0	0	96

DIVISION 1 - (JARVIS)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	EXPANDED FILL 1.00	EXPANDED EBS BACKFILL 1.00 NOTE 5	REDUCED EBS IN FILL 1.00 NOTE 7	MASS ORDINATE NOTE 8
39+23.00	3923.00	0.00	84.00	11.67	0.43	0.00	0	0	0	0	0	0	0	0	0
39+50.00	3950.00	27.00	96.39	11.67	0.00	0.00	90	12	0	0	90	0	0	0	78
39+79.90	3979.90	29.90	194.52	11.67	0.00	0.00	161	13	0	0	251	0	0	0	226

DIVISION 1 - (WOOD)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	EXPANDED FILL 1.00	EXPANDED EBS BACKFILL 1.00 NOTE 5	REDUCED EBS IN FILL 1.00 NOTE 7	MASS ORDINATE NOTE 8
44+30.00	4430.00	0.00	66.22	8.75	1.42	0.00	0	0	0	0	0	0	0	0	0
44+50.00	4450.00	20.00	68.74	8.75	0.42	0.00	50	6	1	0	50	1	0	0	43
44+79.96	4479.96	29.96	168.92	8.75	0.00	0.00	132	10	0	0	182	1	0	0	165

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5 - EXPANDED EBS	WILL BE BACKFILLED WITH SELECT CRUSHED MATERIAL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)

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PROJECT NO: 2225-13-70 | HWY: STH 32 | COUNTY: MILWAUKEE | EARTHWORK DATA | SHEET 444 | E

DIVISION 1 - (OLIVE)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								NOTE 2	NOTE 3		NOTE 1	1.00	1.00	1.00	
													NOTE 5	NOTE 7	NOTE 8
49+32.50	4932.50	0.00	67.06	8.75	0.68	0.00	0	0	0	0	0	0	0	0	0
49+50.00	4950.00	17.50	76.97	8.75	0.15	0.00	47	6	0	0	47	0	0	0	41
49+79.92	4979.92	29.92	182.60	8.75	0.00	0.00	144	10	0	0	191	0	0	0	175

DIVISION 1 - (MARION)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								NOTE 2	NOTE 3		NOTE 1	1.00	1.00	1.00	
													NOTE 5	NOTE 7	NOTE 8
54+43.20	5443.20	0.00	66.47	8.75	0.54	0.00	0	0	0	0	0	0	0	0	0
54+50.00	5450.00	6.80	71.07	8.75	0.08	0.00	17	2	0	0	17	0	0	0	15
54+79.90	5479.90	29.90	172.26	8.75	0.00	0.00	135	10	0	0	152	0	0	0	140

DIVISION 1 - (LAKEBLUFF)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								NOTE 2	NOTE 3		NOTE 1	1.00	1.00	1.00	
													NOTE 5	NOTE 7	NOTE 8
59+32.30	5932.30	0.00	81.26	11.25	0.44	0.00	0	0	0	0	0	0	0	0	0
59+50.00	5950.00	17.70	94.43	11.25	0.00	0.00	58	7	0	0	58	0	0	0	51
59+78.58	5978.58	28.58	202.03	11.25	0.00	0.00	157	12	0	0	215	0	0	0	196

DIVISION 1 - (KENSINGTON)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
								NOTE 2	NOTE 3		NOTE 1	1.00	1.00	1.00	
													NOTE 5	NOTE 7	NOTE 8
64+24.35	6424.35	0.00	81.65	11.25	0.69	0.00	0	0	0	0	0	0	0	0	0
64+50.00	6450.00	25.65	121.22	11.25	0.00	0.00	96	11	0	0	96	0	0	0	85
64+54.77	6454.77	4.77	154.17	11.25	0.04	0.00	24	2	0	0	120	0	0	0	107

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5 - EXPANDED EBS	WILL BE BACKFILLED WITH SELECT CRUSHED MATERIAL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)

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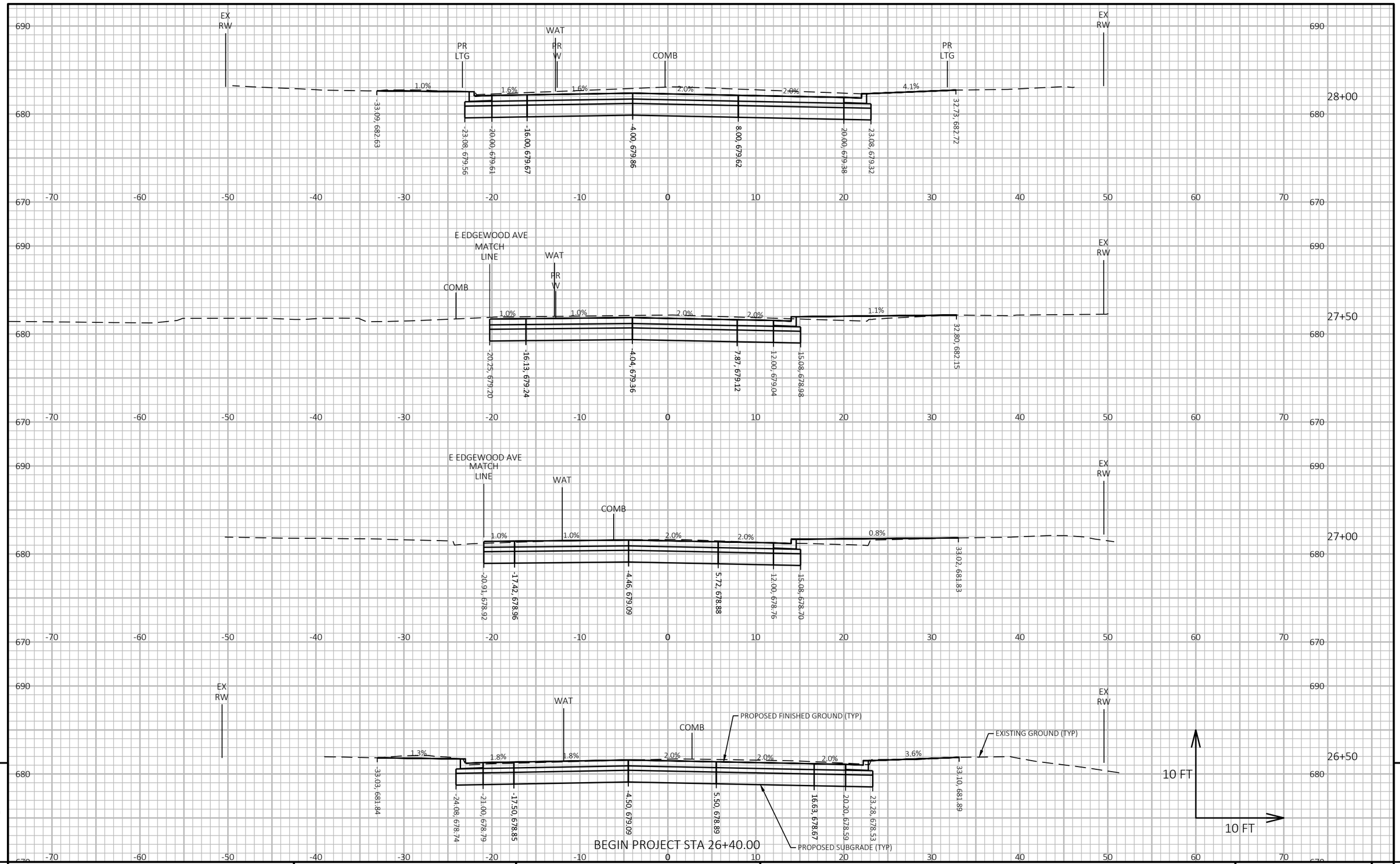
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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	EARTHWORK DATA	SHEET 445	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\SHEETSPLAN\090101-EW.DWG
LAYOUT NAME - 06

PLOT DATE : 7/31/2024 2:00 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 446 E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-1

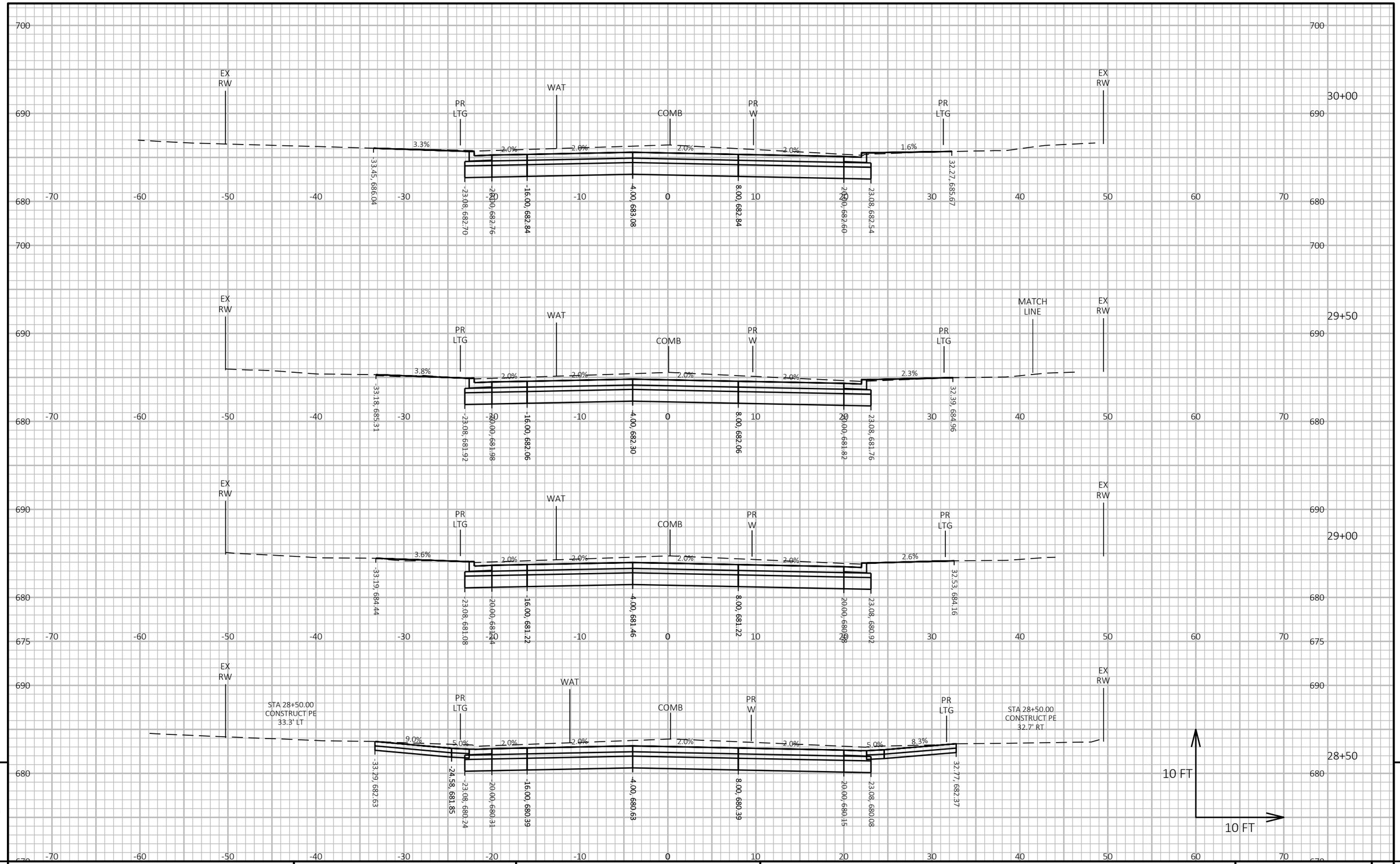
PLOT DATE : 7/31/2024 6:50 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 447	E

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LAYOUT NAME - XS-2

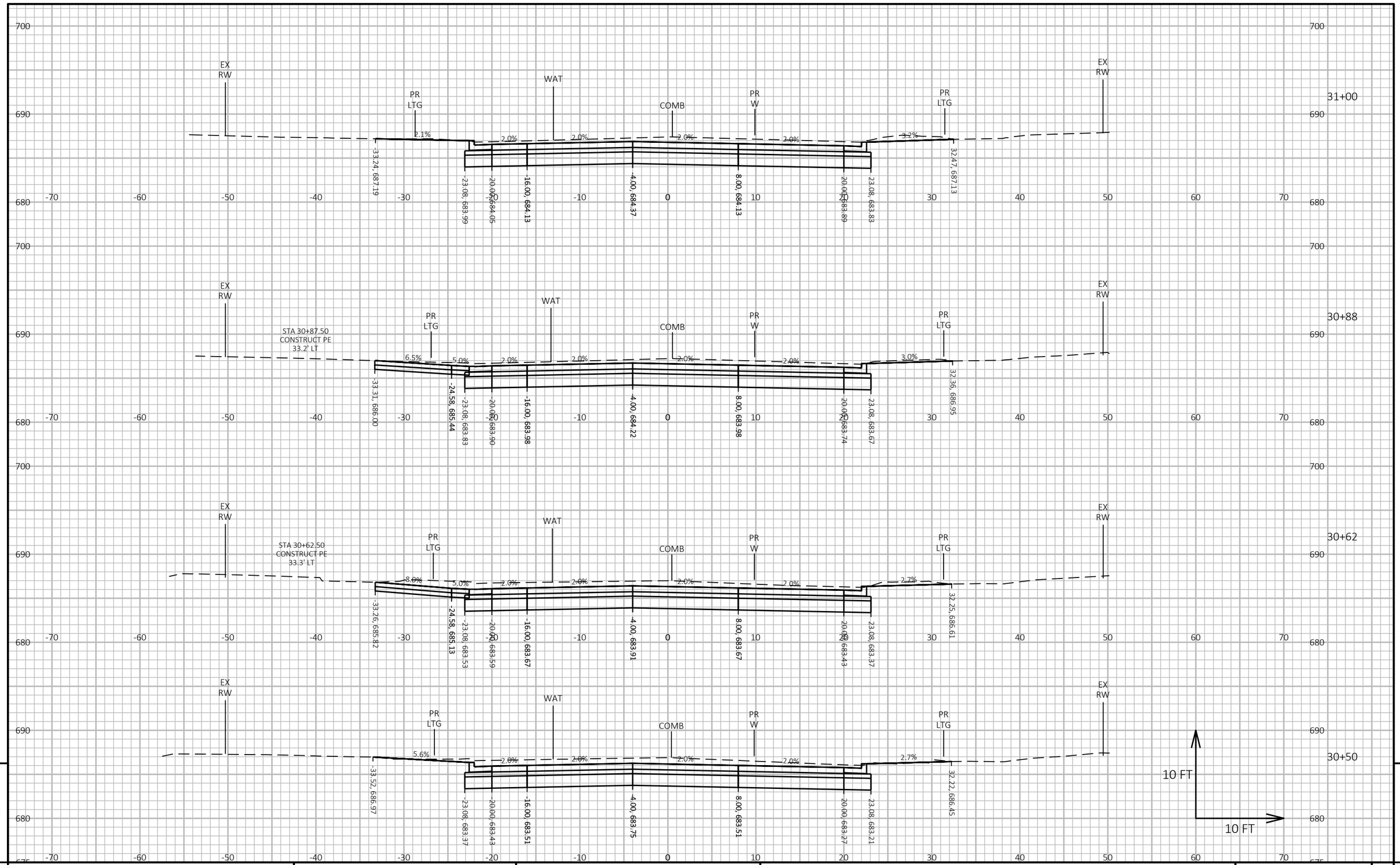
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PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



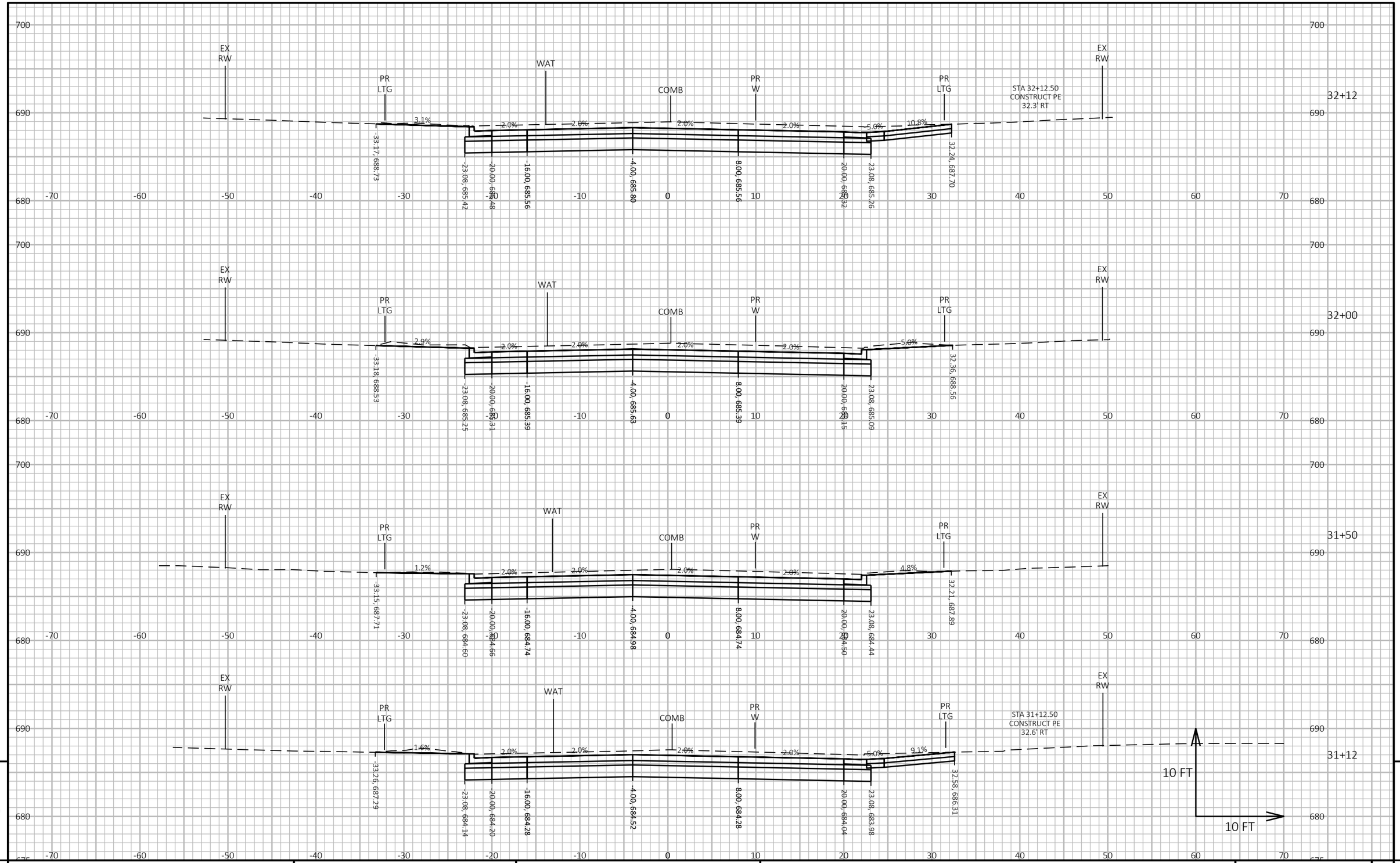
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FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-3

PLOT DATE : 7/31/2024 6:51 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 449	E

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LAYOUT NAME - XS-4

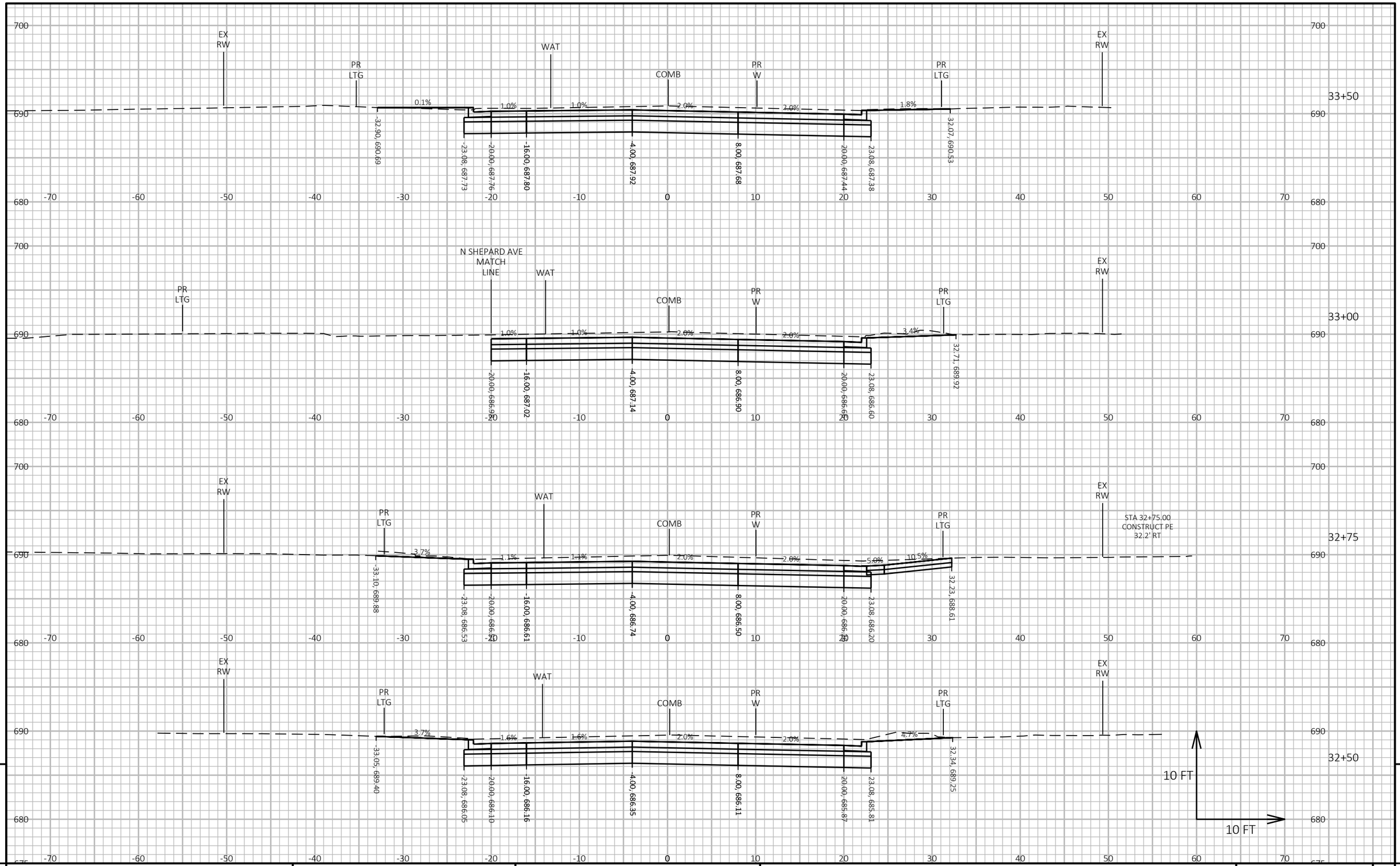
PLOT DATE : 7/31/2024 6:51 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 450	E

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LAYOUT NAME - XS-5

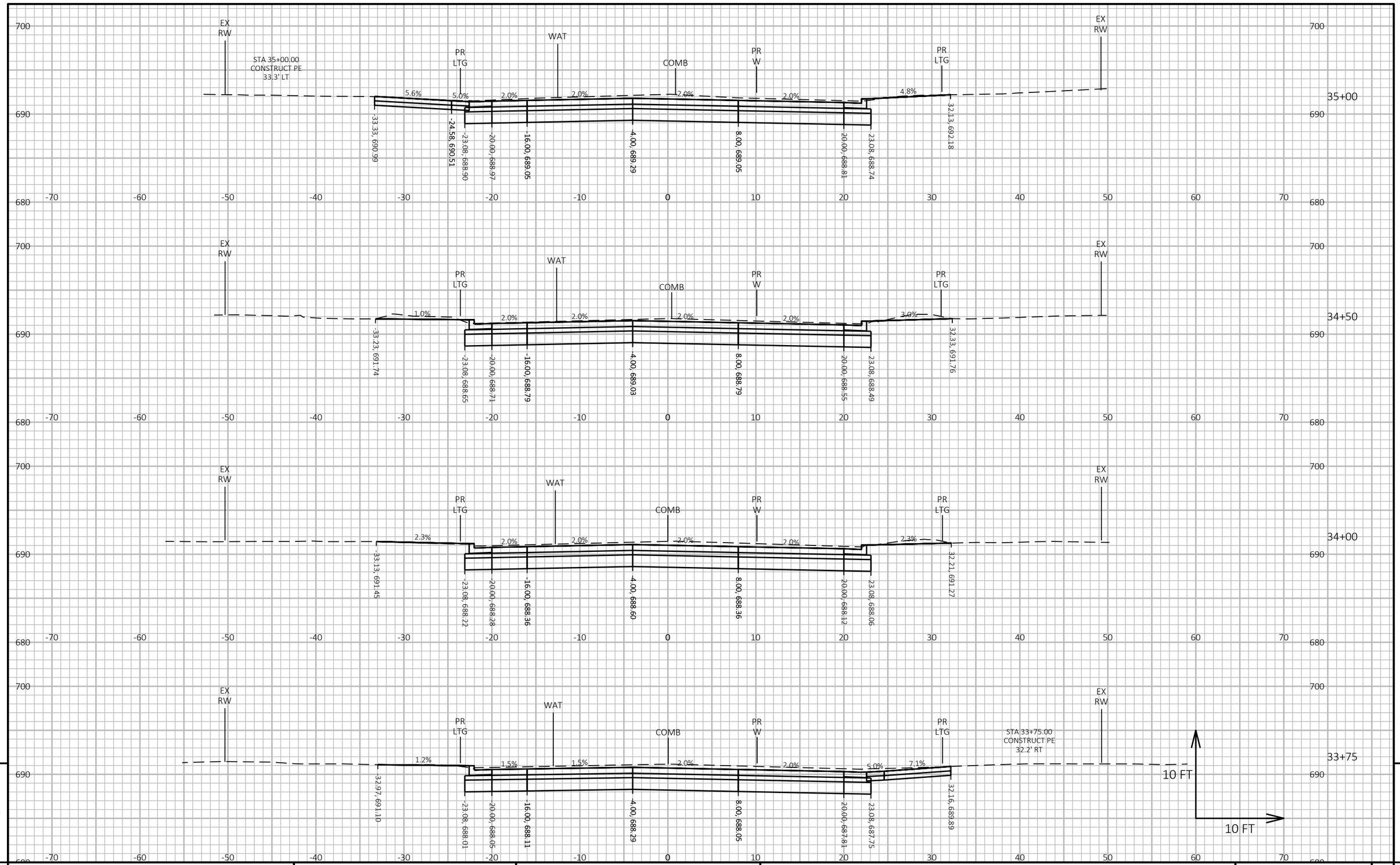
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PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 451	E

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LAYOUT NAME - XS-6

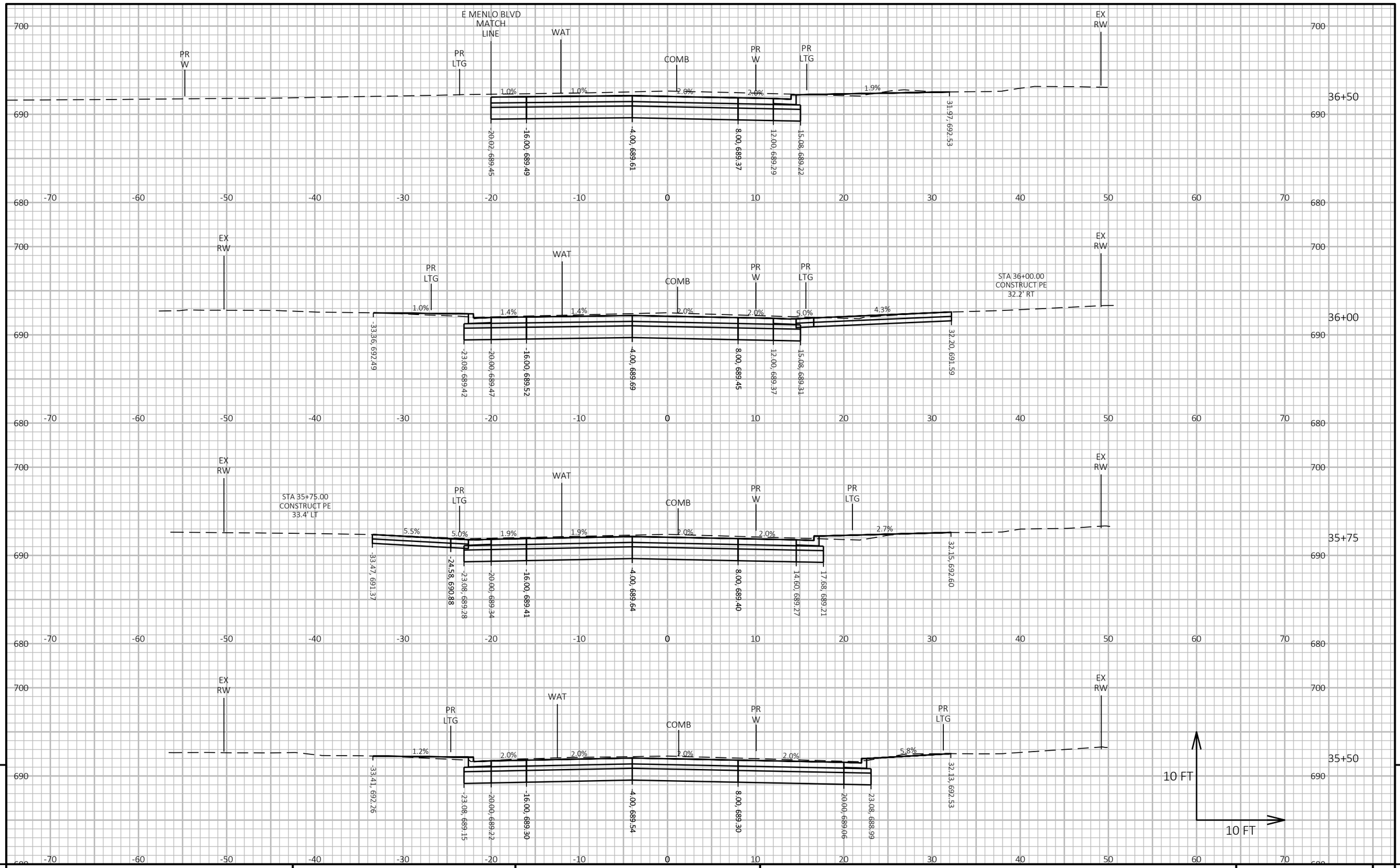
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PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 452	E

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LAYOUT NAME - XS-7

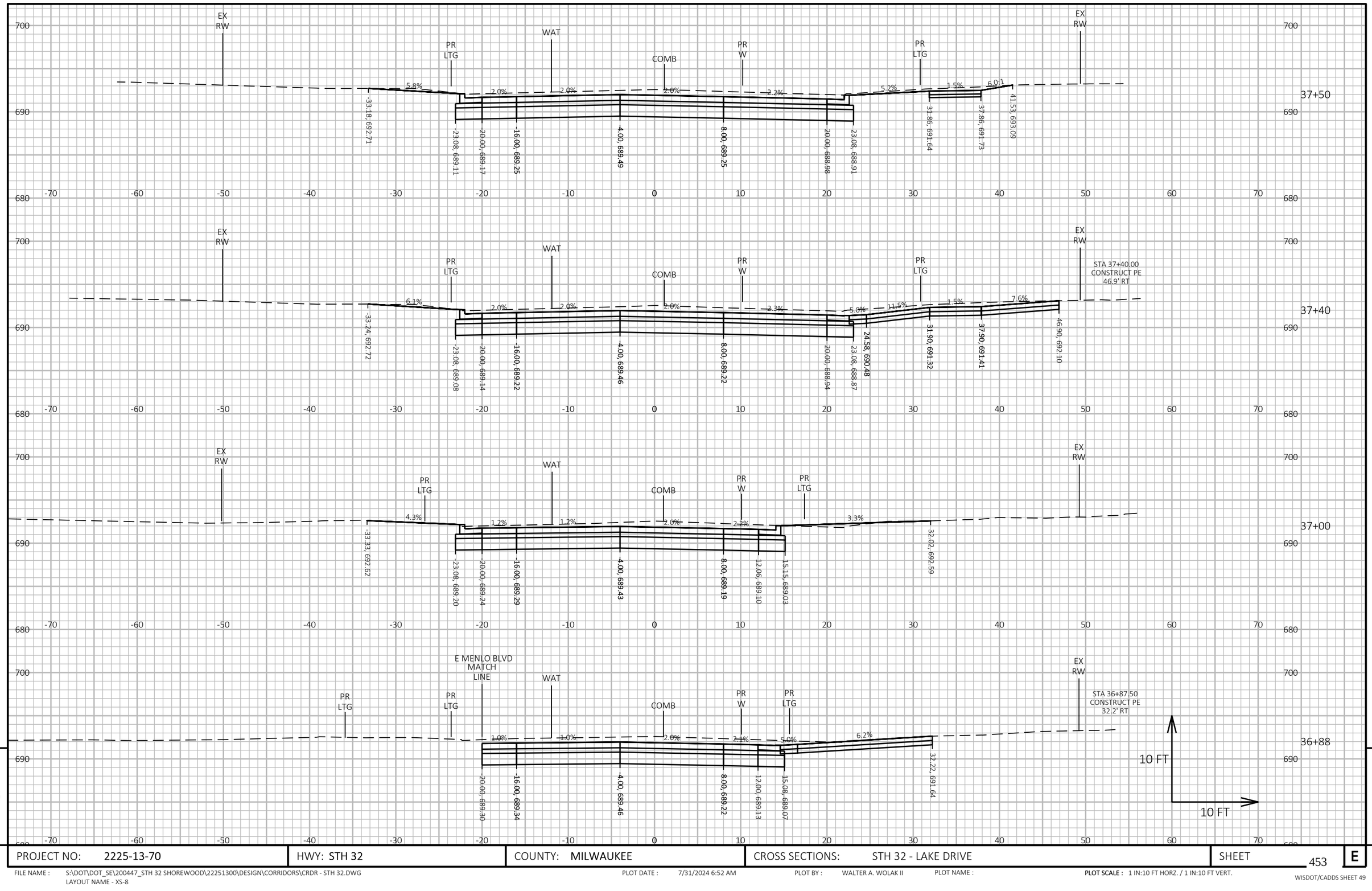
PLOT DATE : 7/31/2024 6:51 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 453	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-8

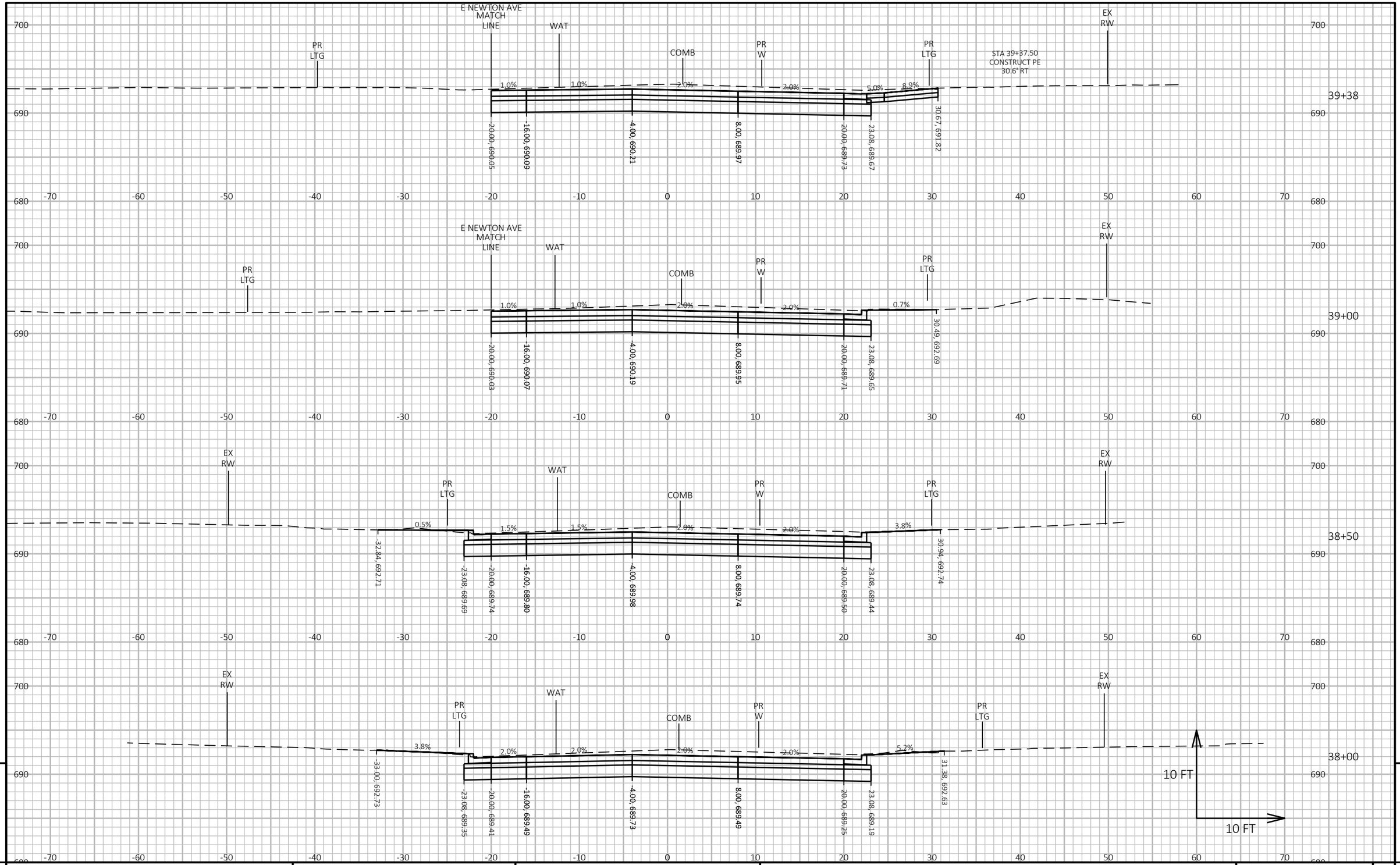
PLOT DATE : 7/31/2024 6:52 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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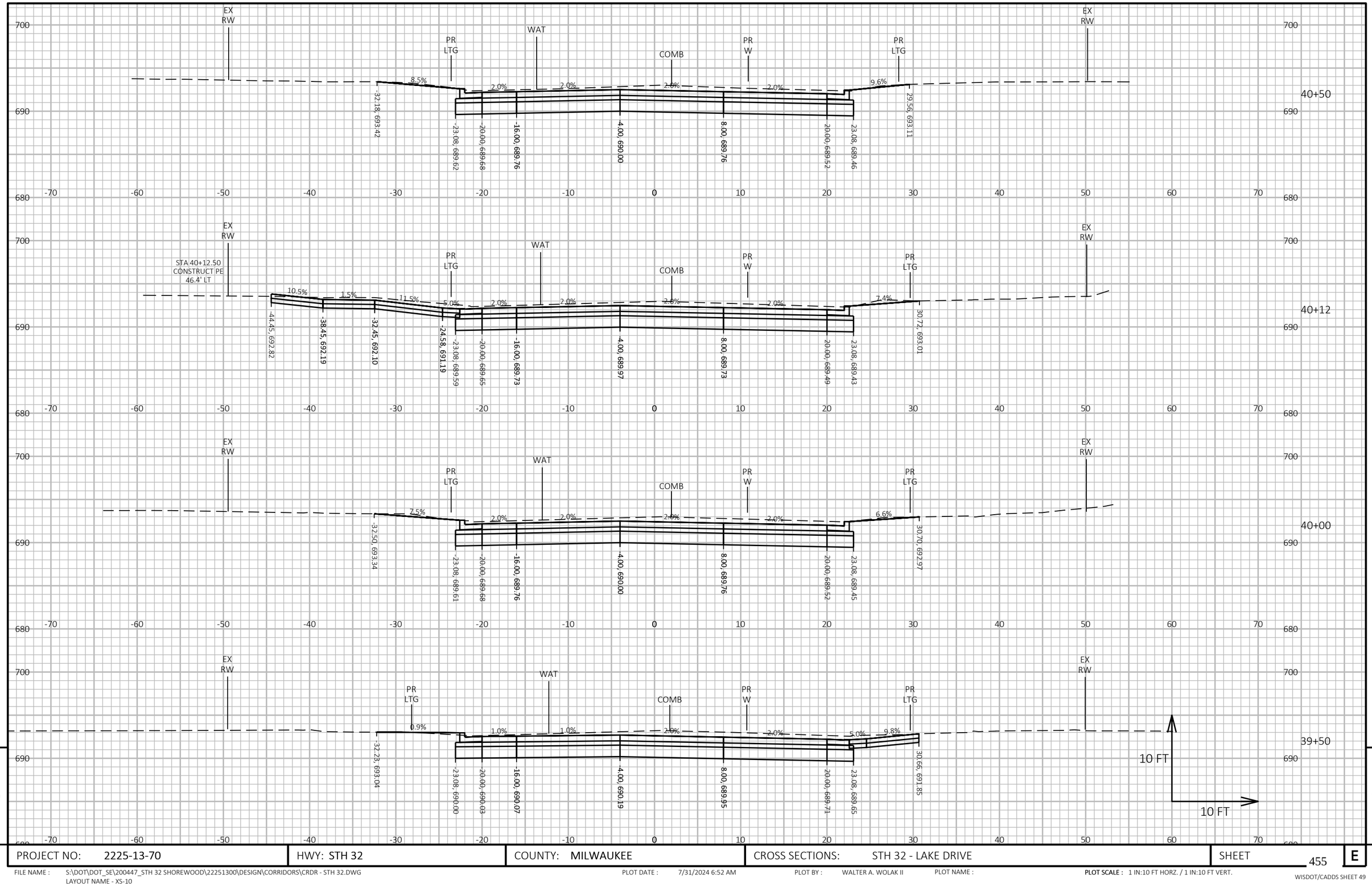
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LAYOUT NAME - XS-9

PLOT DATE : 7/31/2024 6:52 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

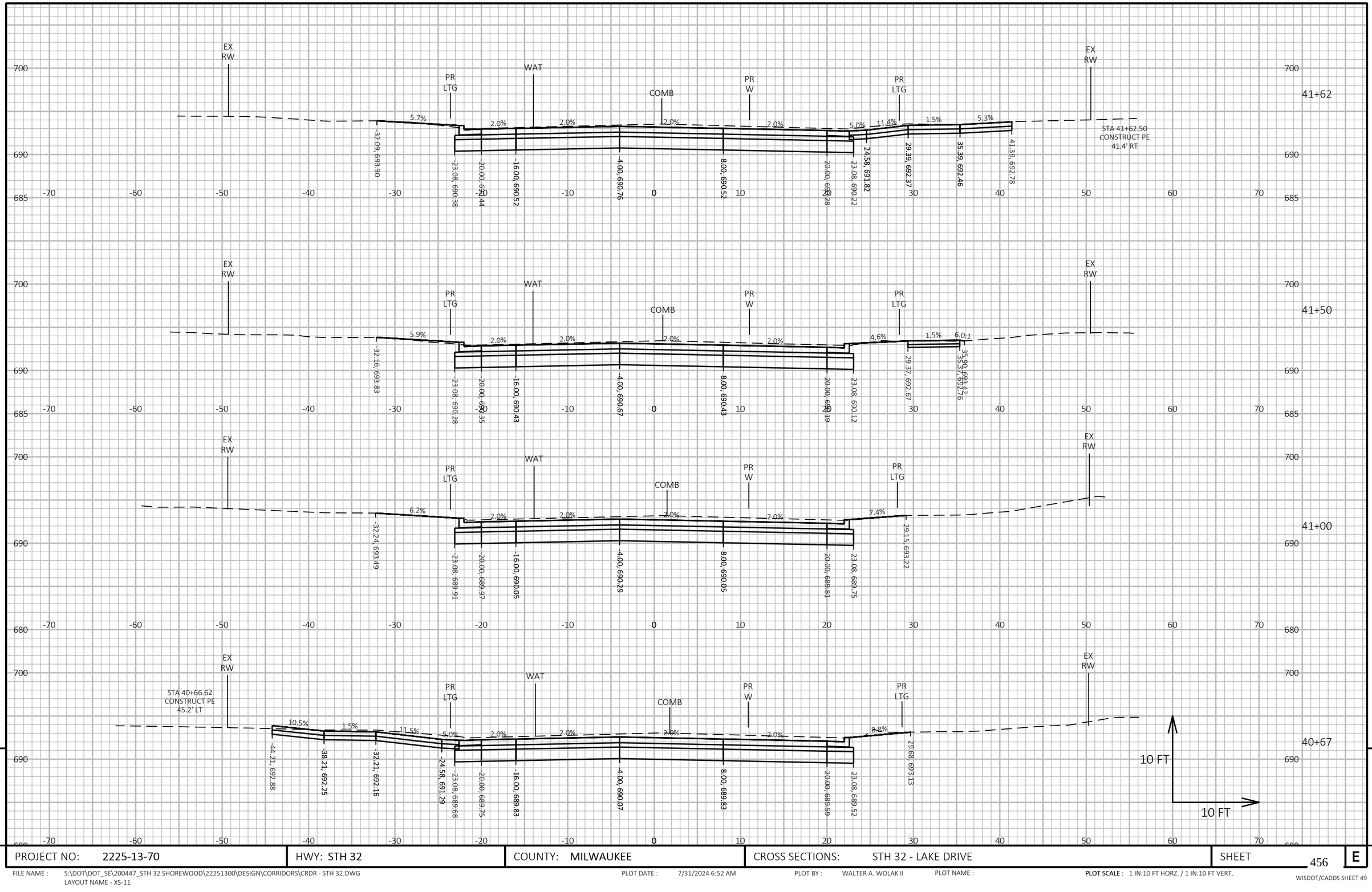


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LAYOUT NAME - XS-10

PLOT DATE : 7/31/2024 6:52 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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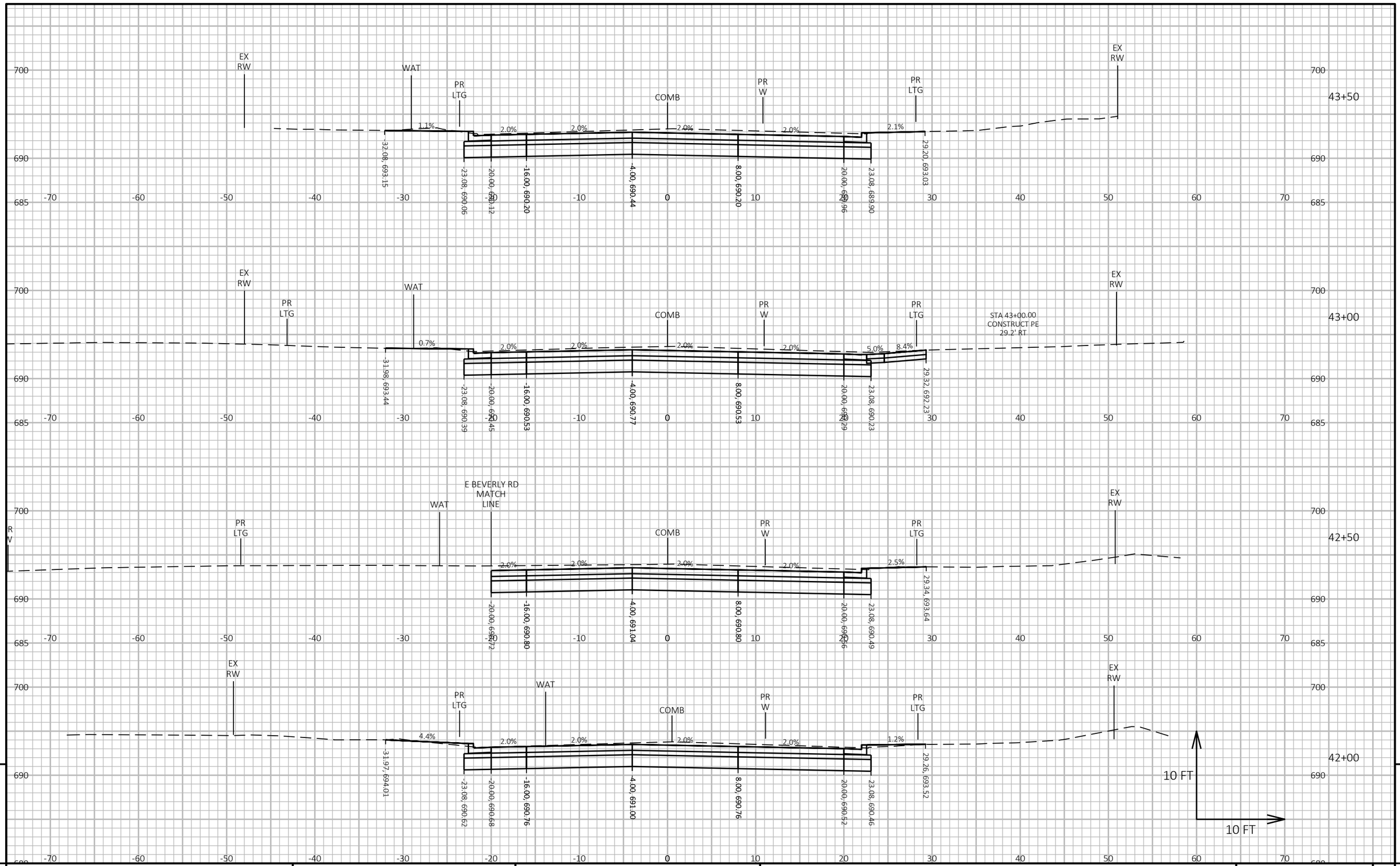
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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 456	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-11

PLOT DATE : 7/31/2024 6:52 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 457	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-12

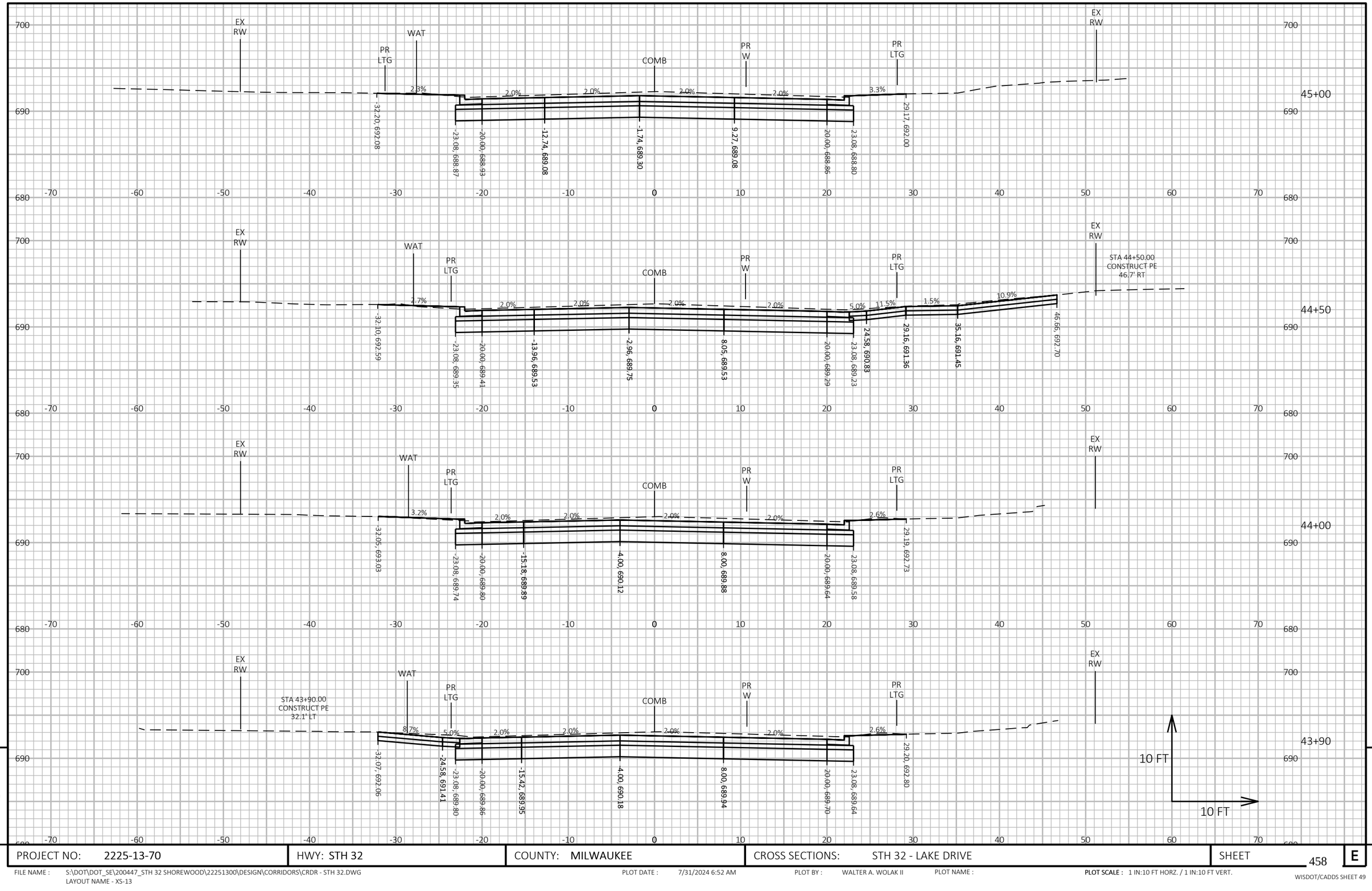
PLOT DATE : 7/31/2024 6:52 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

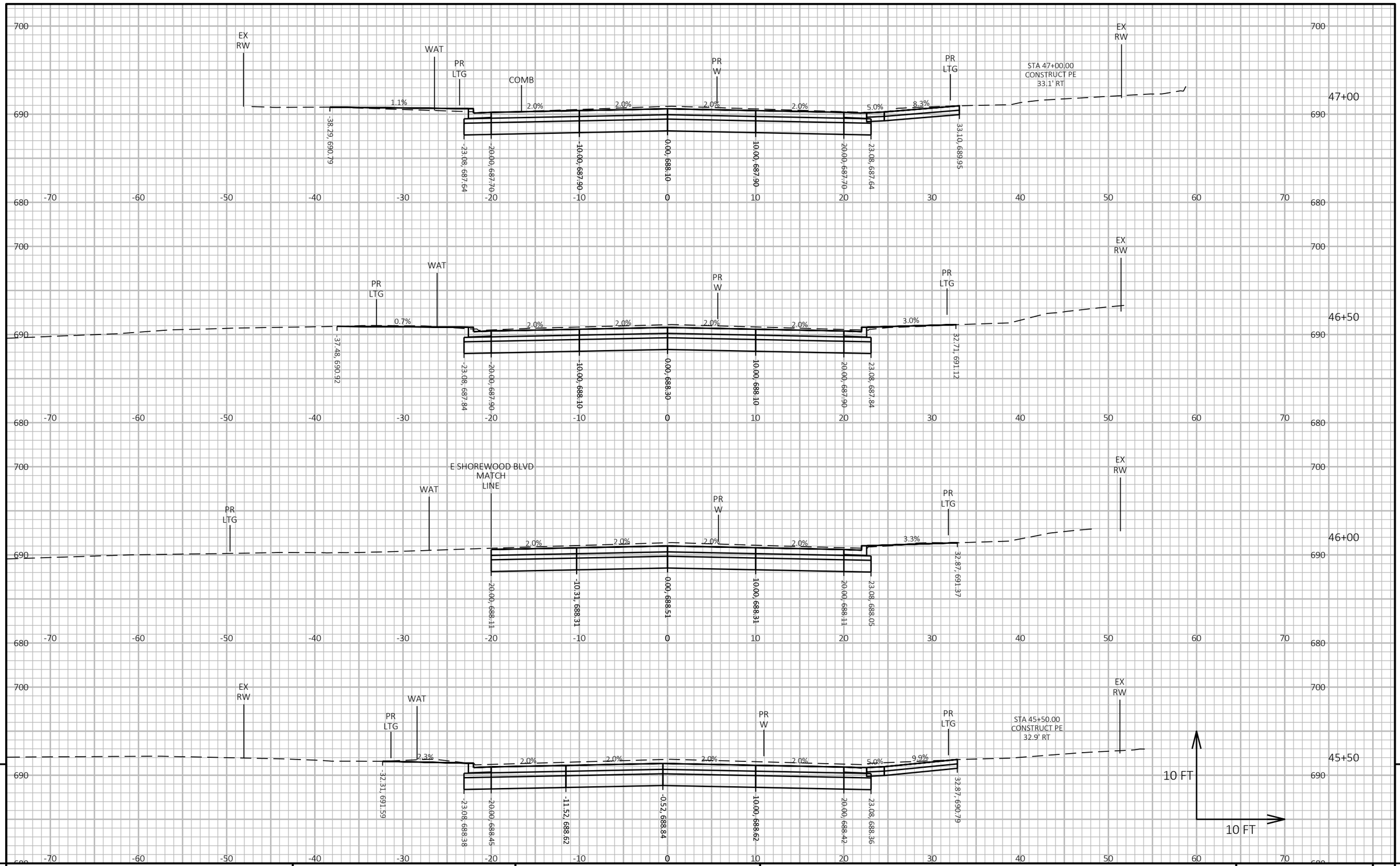
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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 458	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-13

PLOT DATE : 7/31/2024 6:52 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 459	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-14

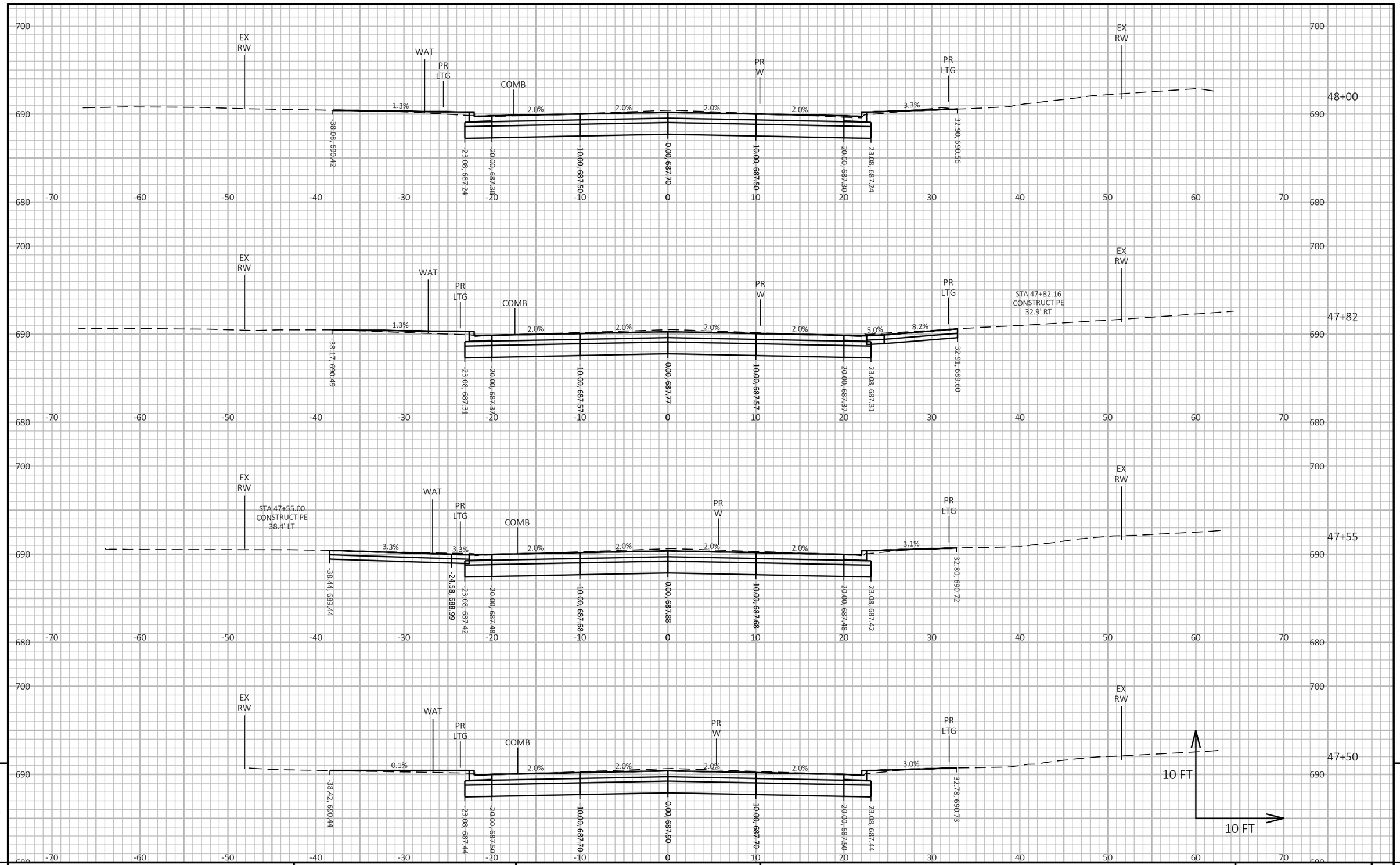
PLOT DATE : 7/31/2024 6:53 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 460	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-15

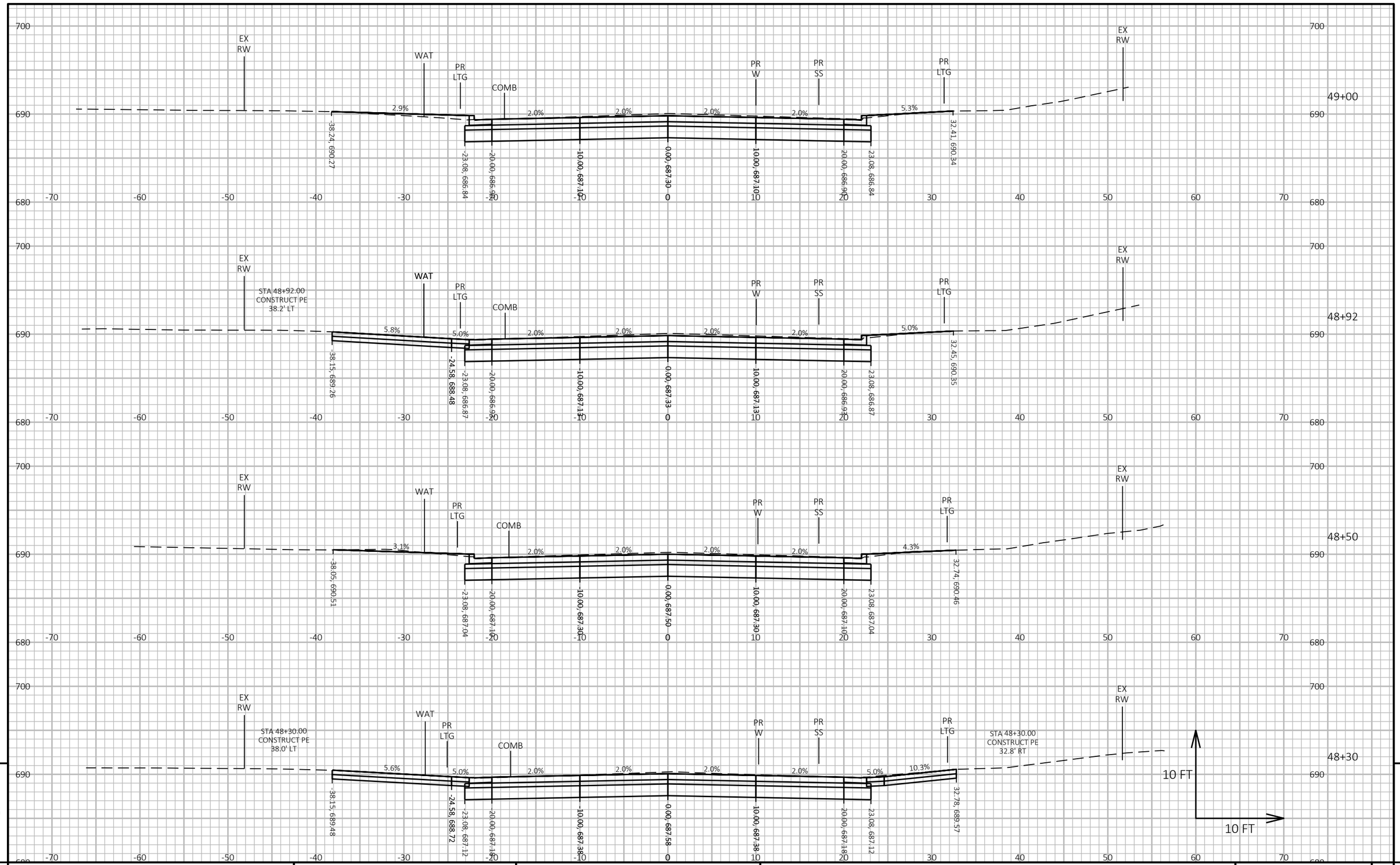
PLOT DATE : 7/31/2024 6:53 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 461	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-16

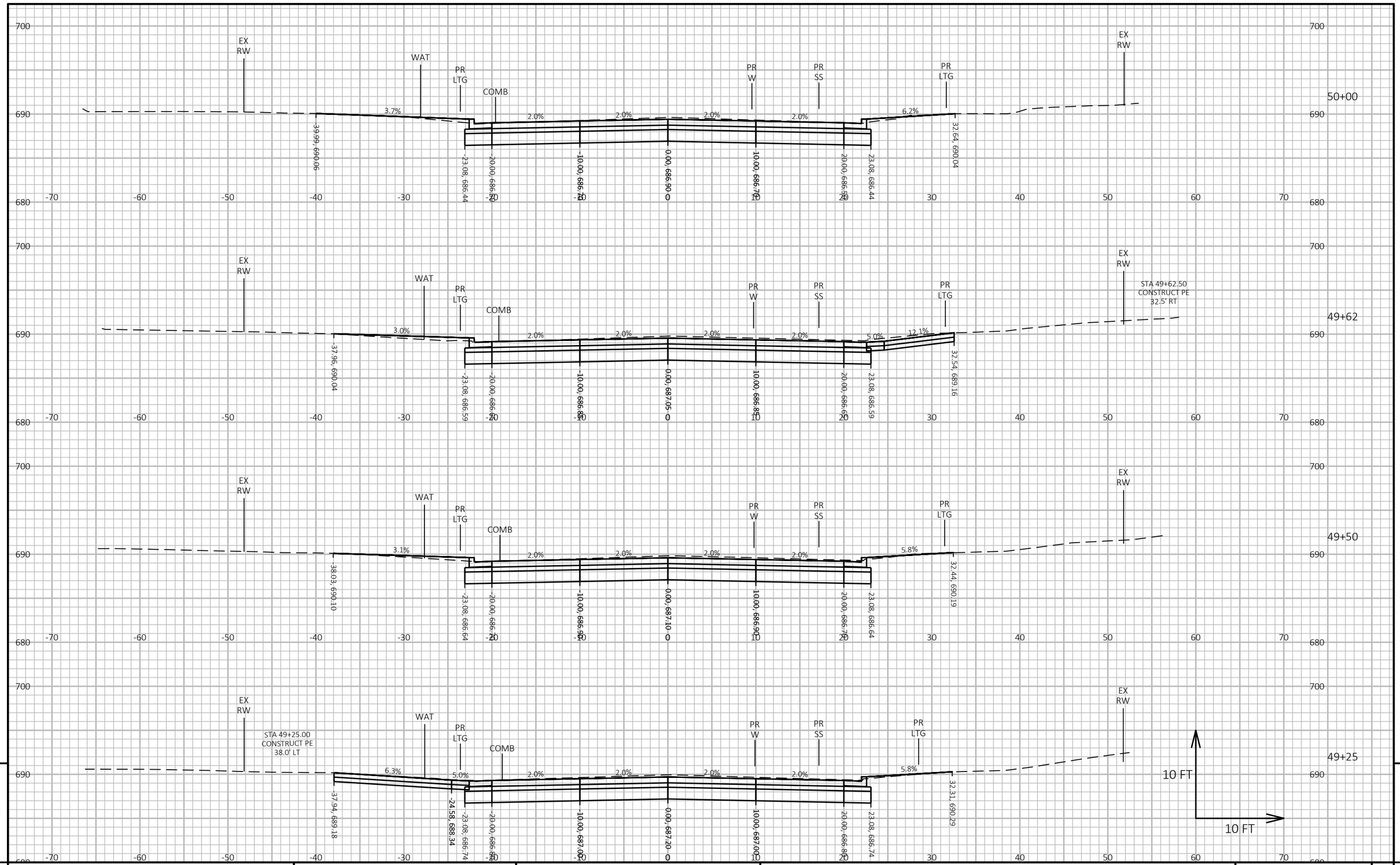
PLOT DATE : 7/31/2024 6:53 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 462	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-17

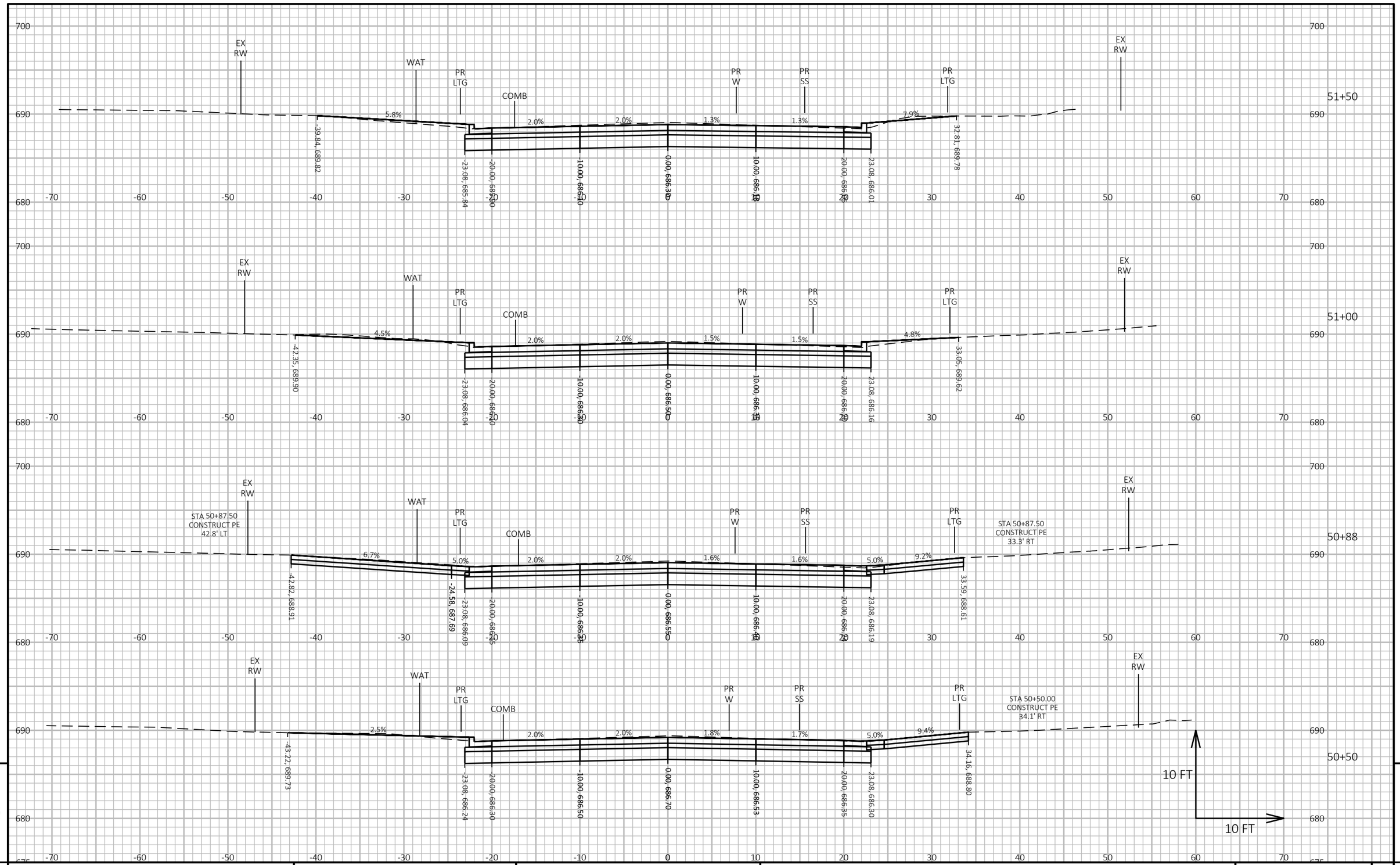
PLOT DATE : 7/31/2024 6:53 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 463	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-18

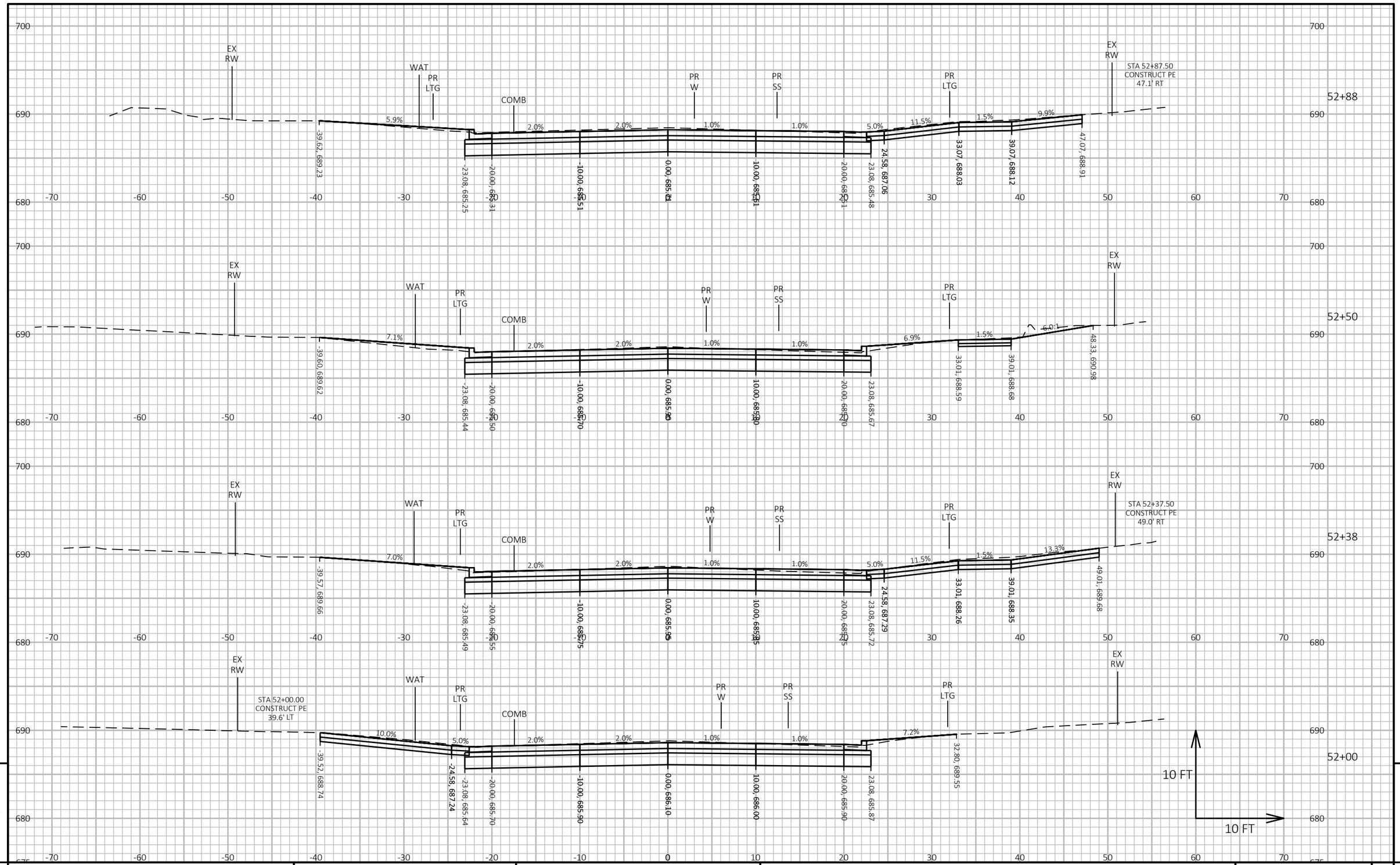
PLOT DATE : 7/31/2024 6:53 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 464	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-19

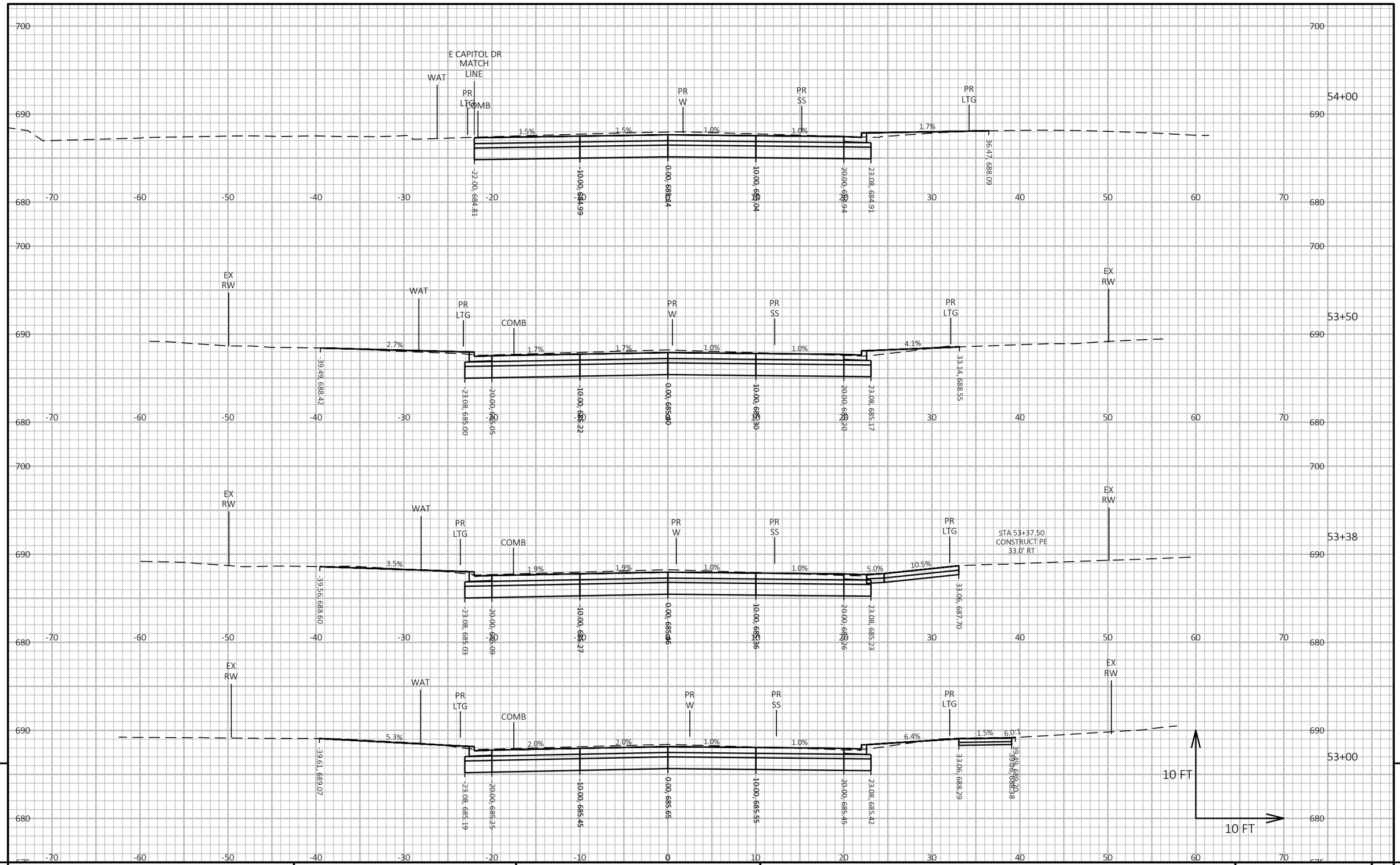
PLOT DATE : 7/31/2024 6:53 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



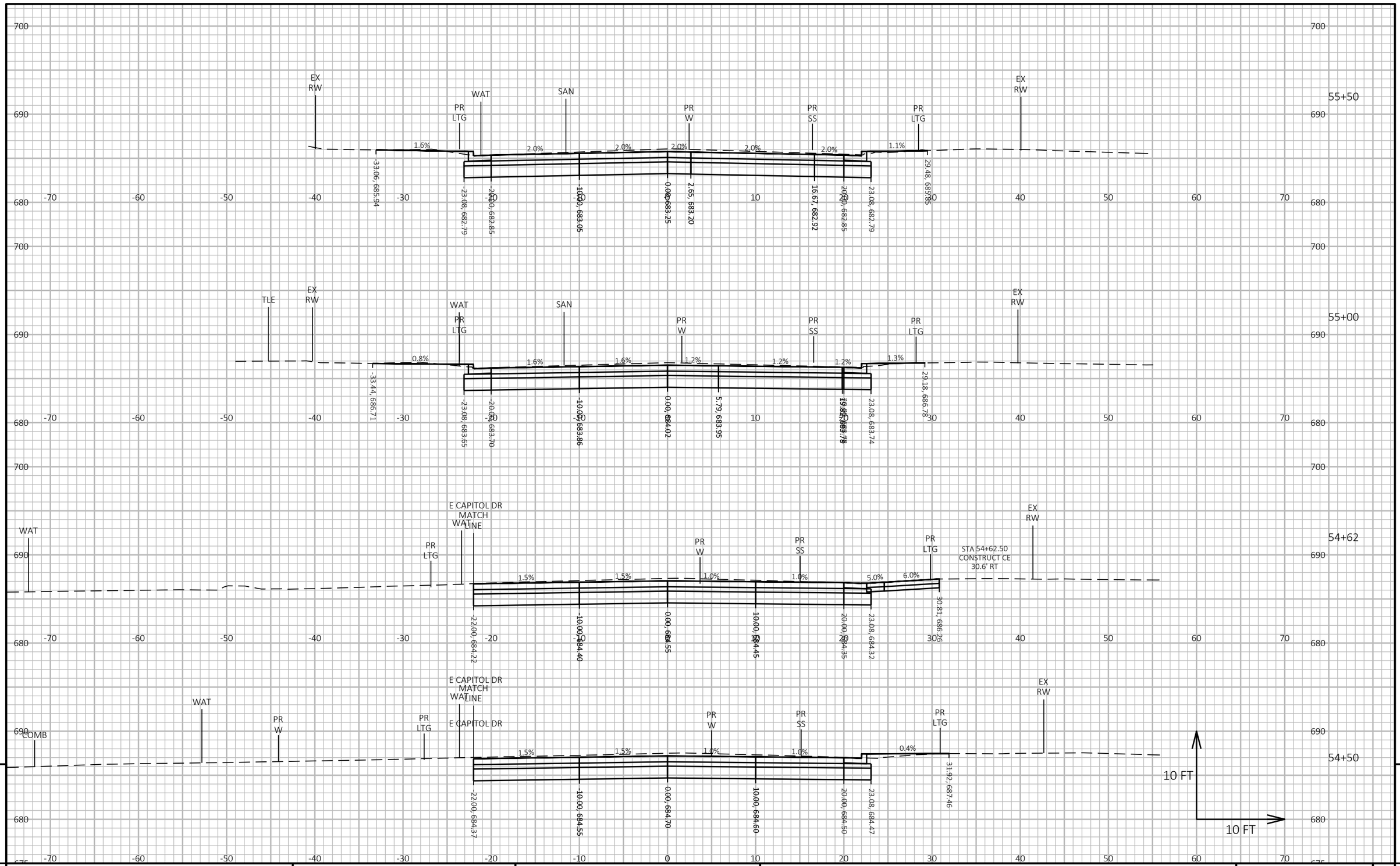
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 465	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-20

PLOT DATE : 7/31/2024 6:54 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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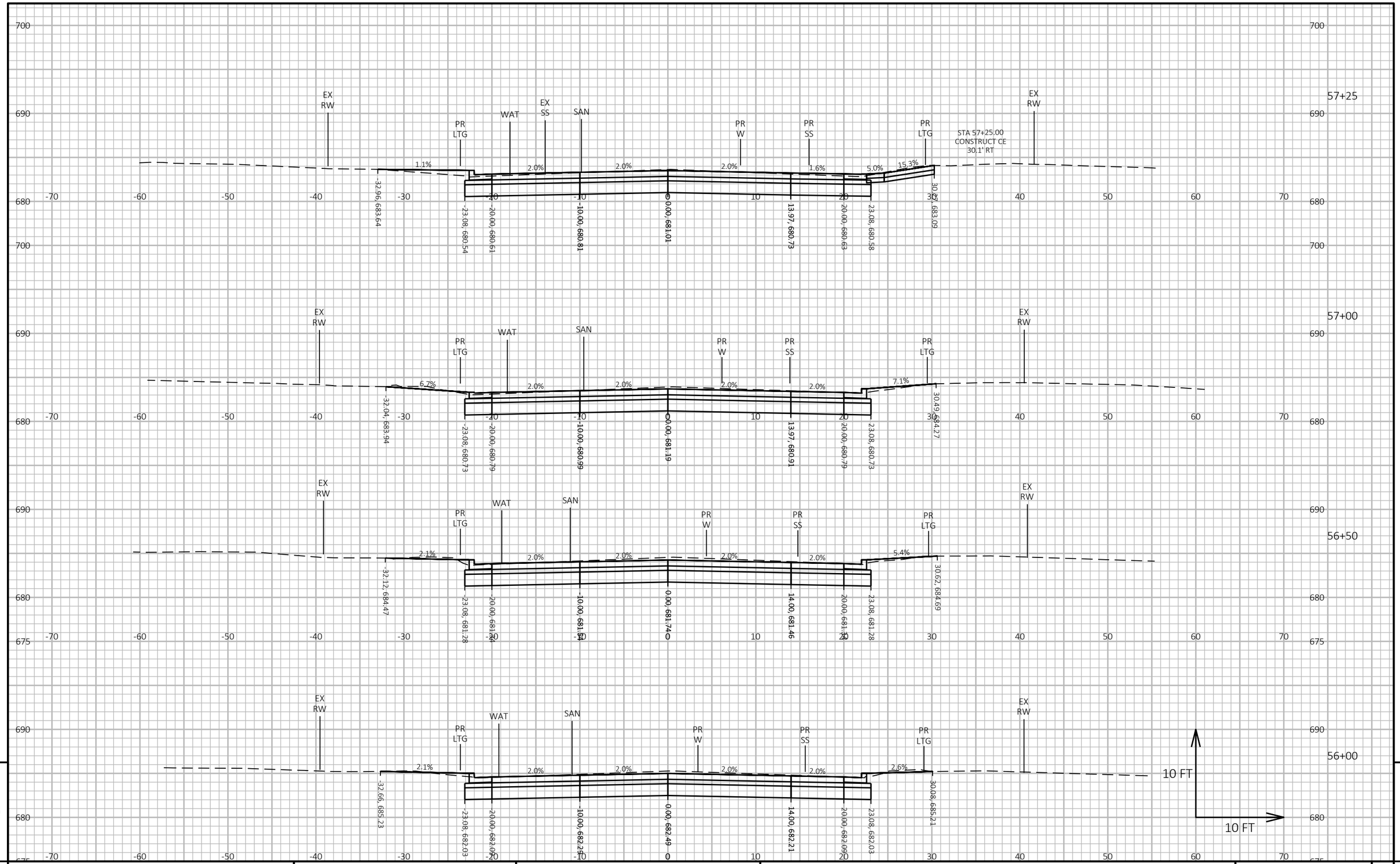
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 466	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-21

PLOT DATE : 7/31/2024 6:54 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 467	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-22

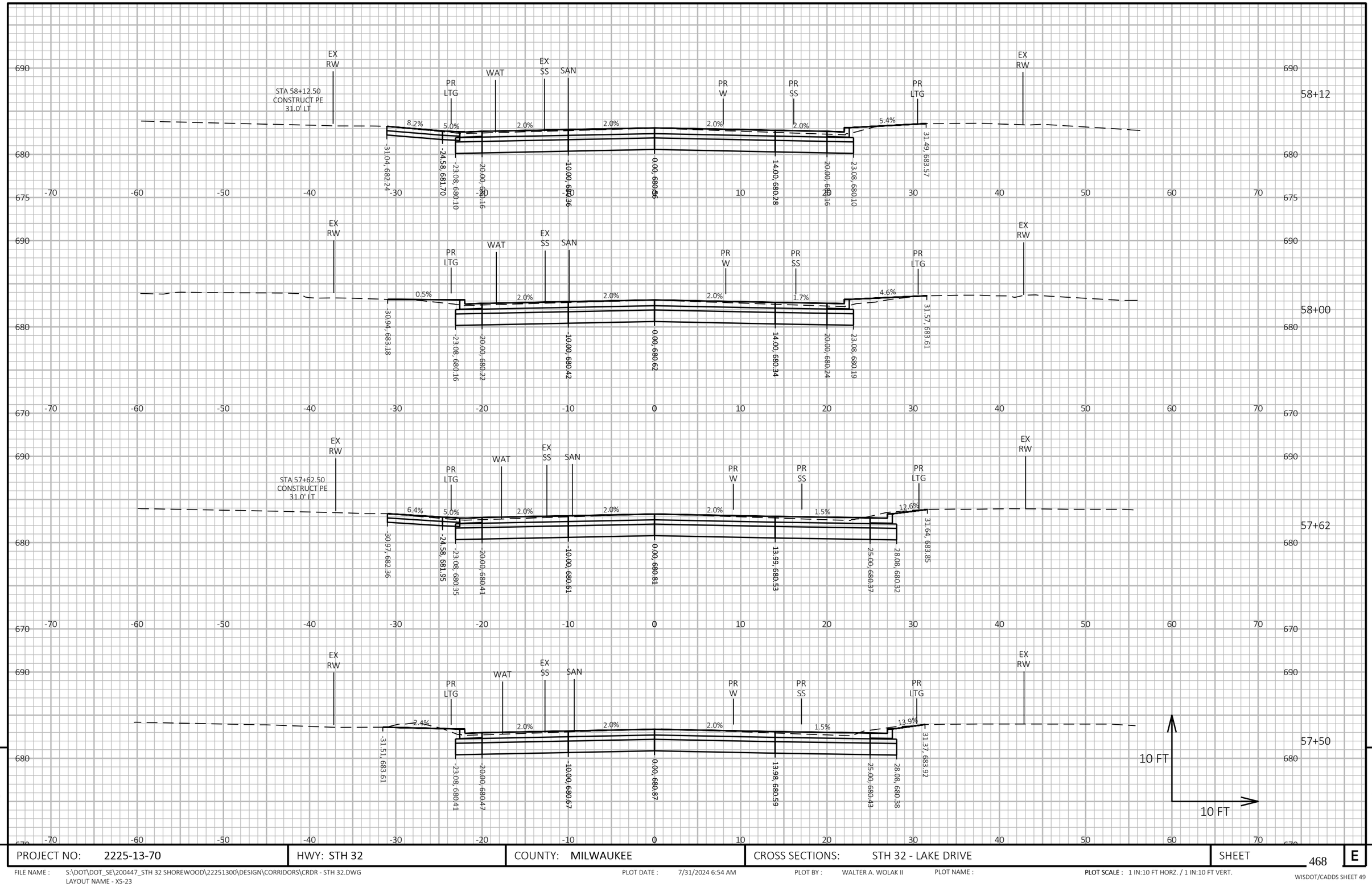
PLOT DATE : 7/31/2024 6:54 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

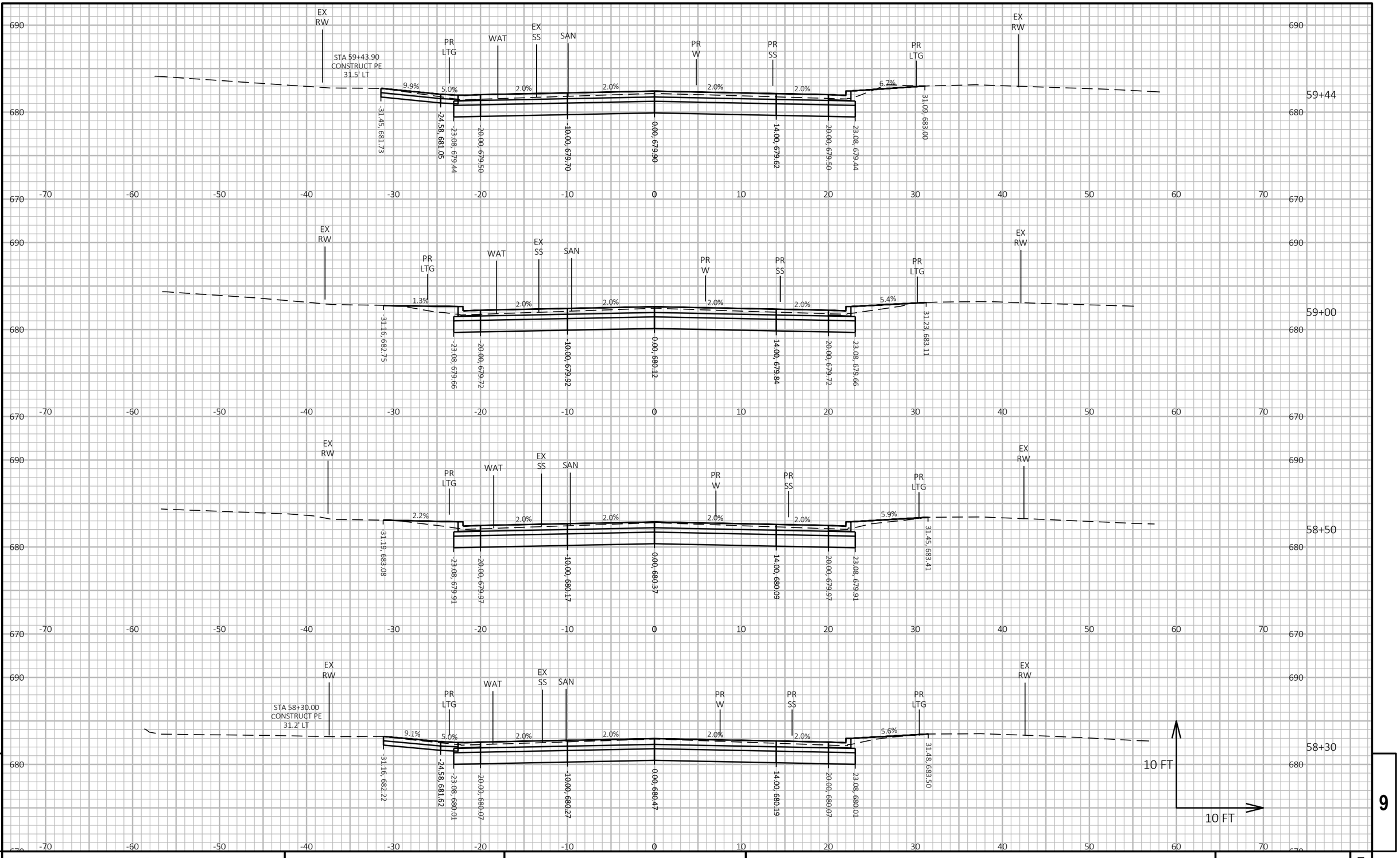


PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 468	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-23

PLOT DATE : 7/31/2024 6:54 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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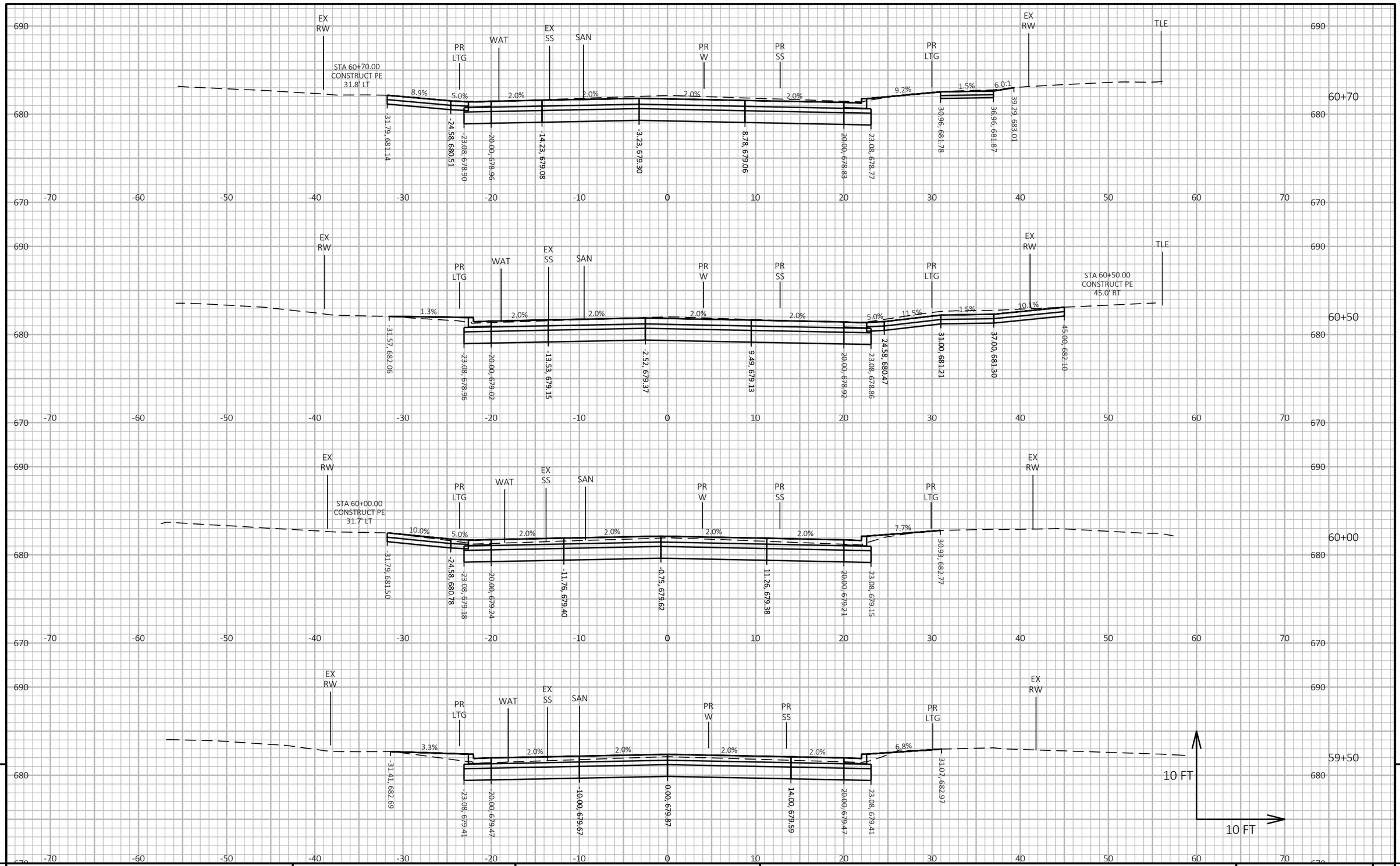
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 469	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-24

PLOT DATE : 7/31/2024 6:54 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

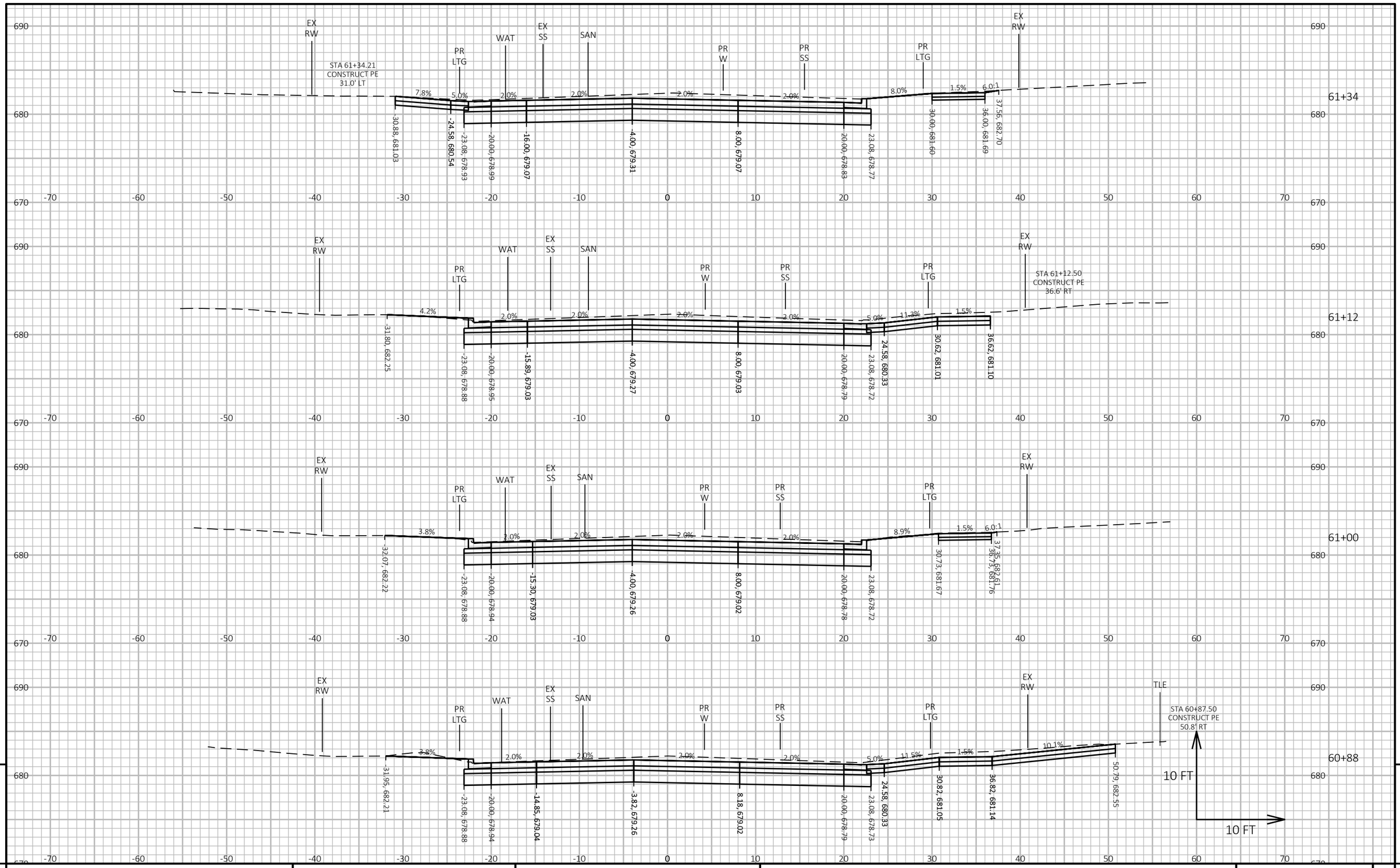
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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 470	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-25

PLOT DATE : 7/31/2024 6:54 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 471	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-26

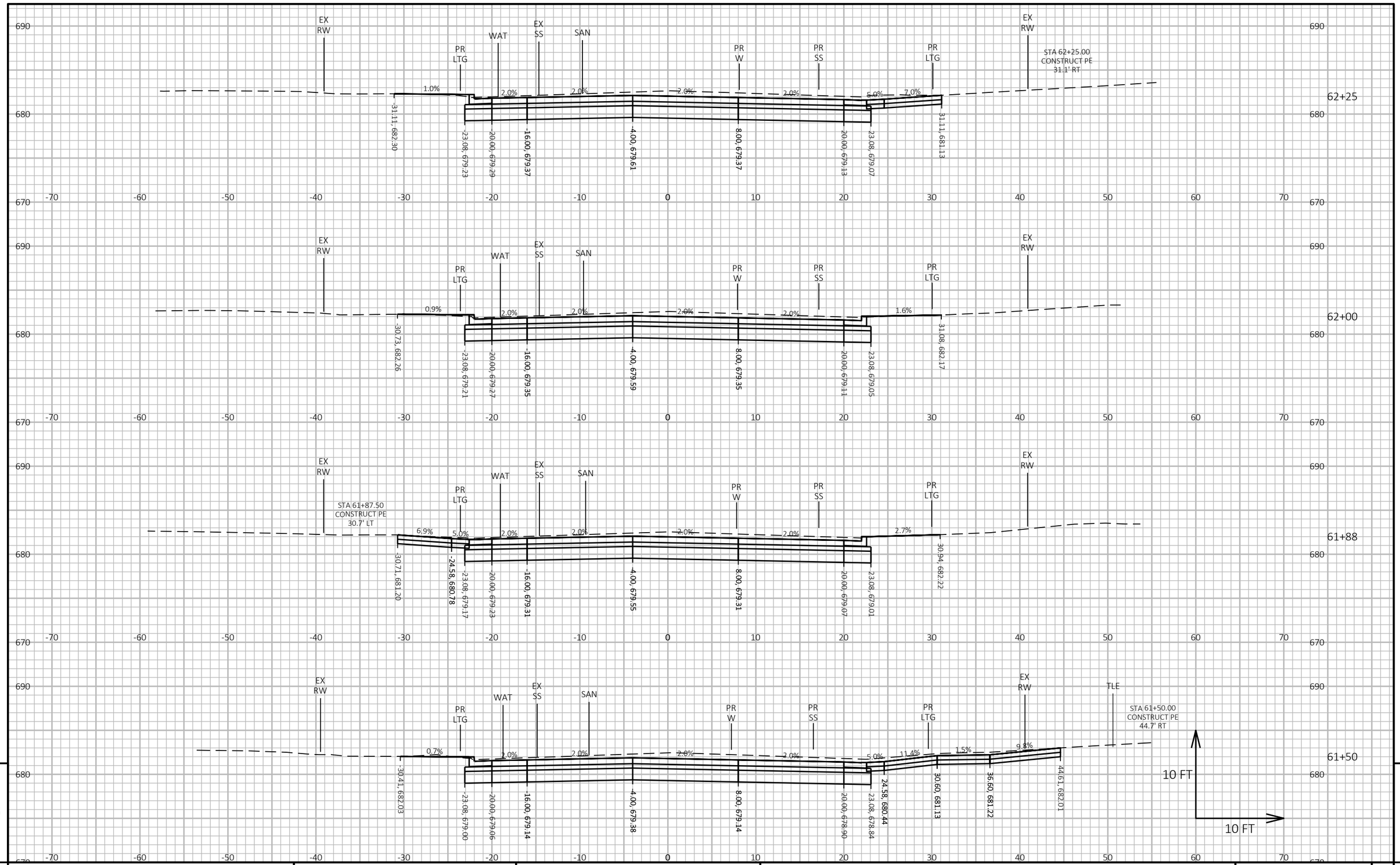
PLOT DATE : 7/31/2024 6:55 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

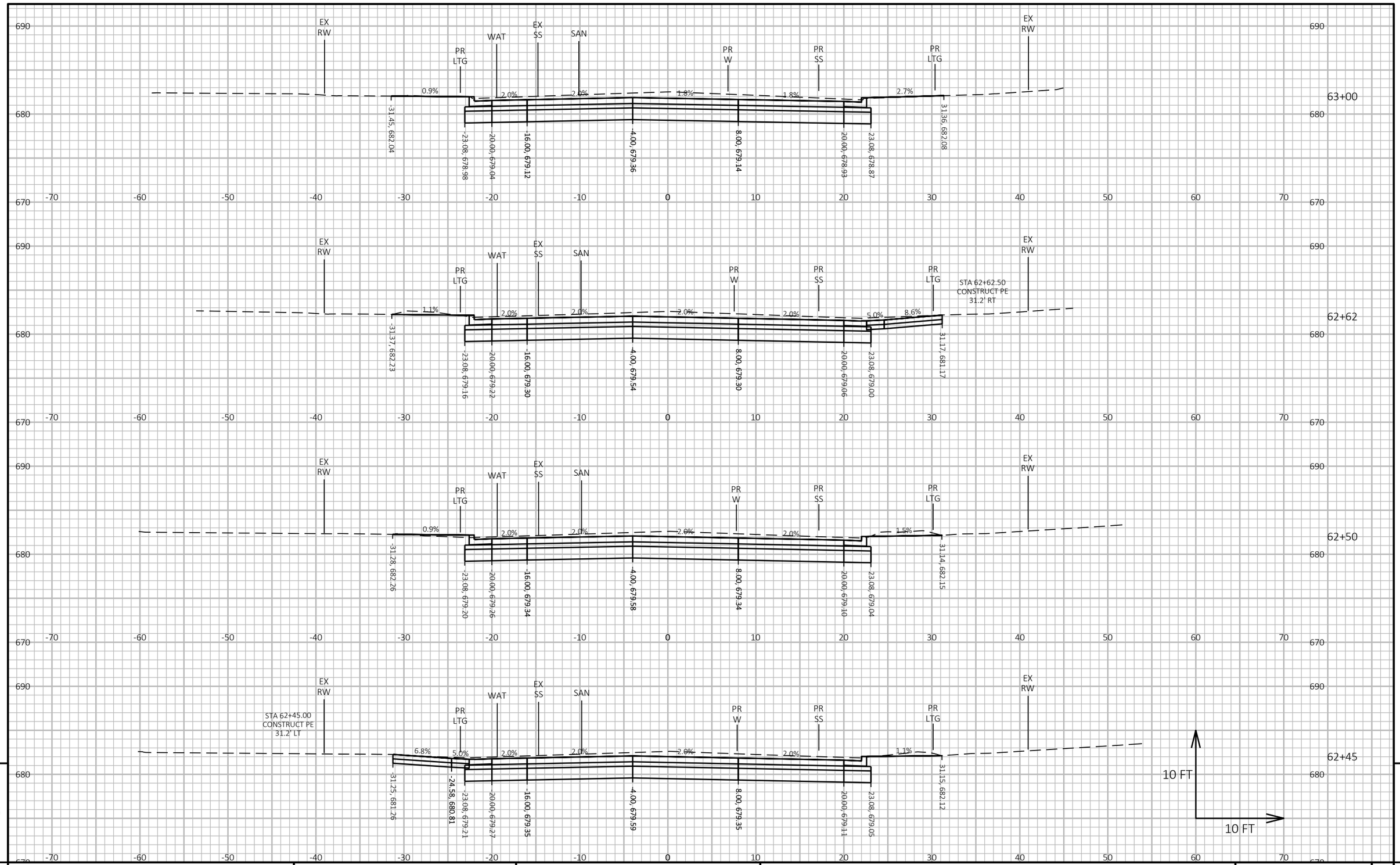
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 472	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-27

PLOT DATE : 7/31/2024 6:55 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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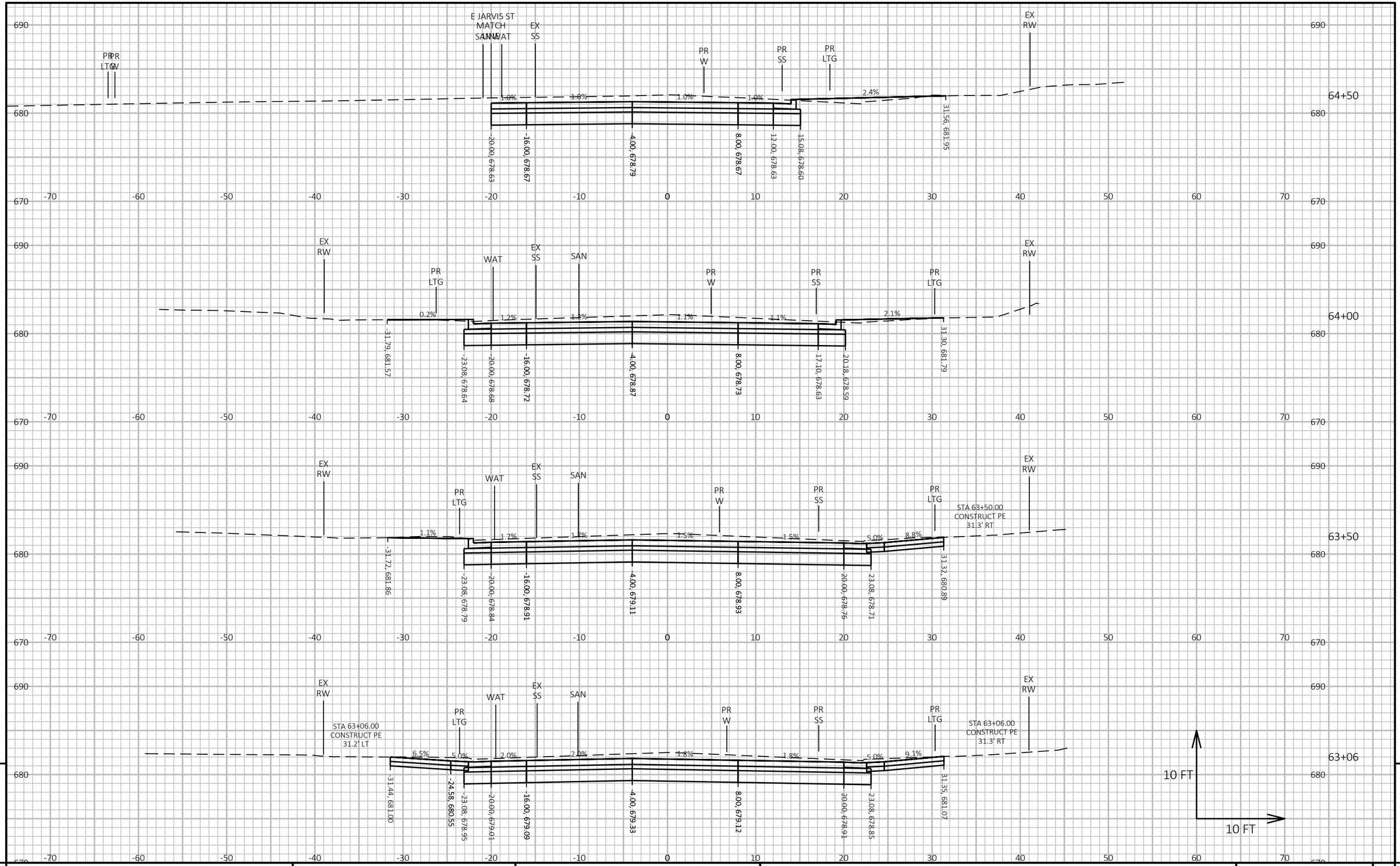
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 473	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-28

PLOT DATE : 7/31/2024 6:55 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 474	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-29

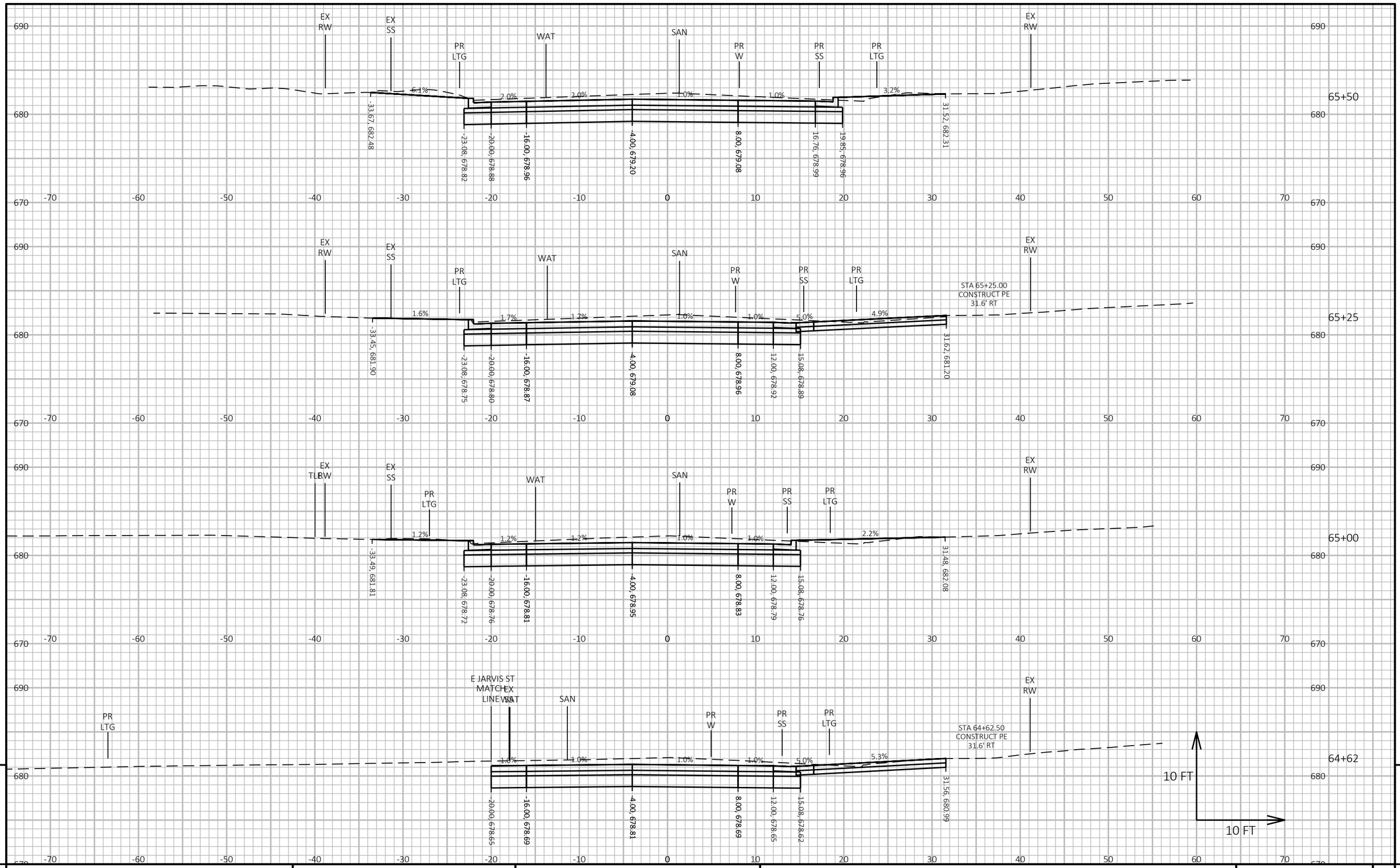
PLOT DATE : 7/31/2024 6:55 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 475	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-30

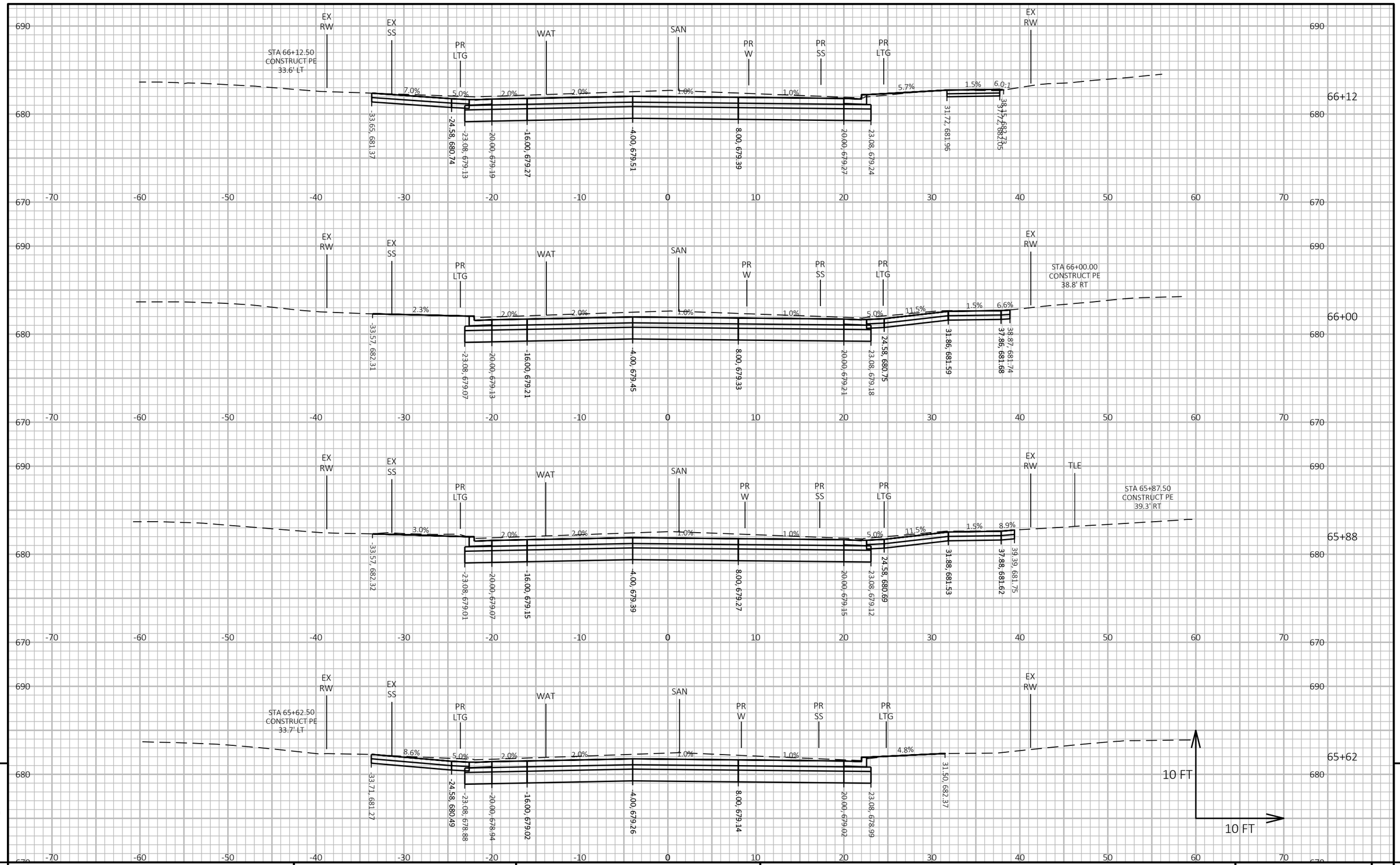
PLOT DATE : 7/31/2024 6:55 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 476	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-31

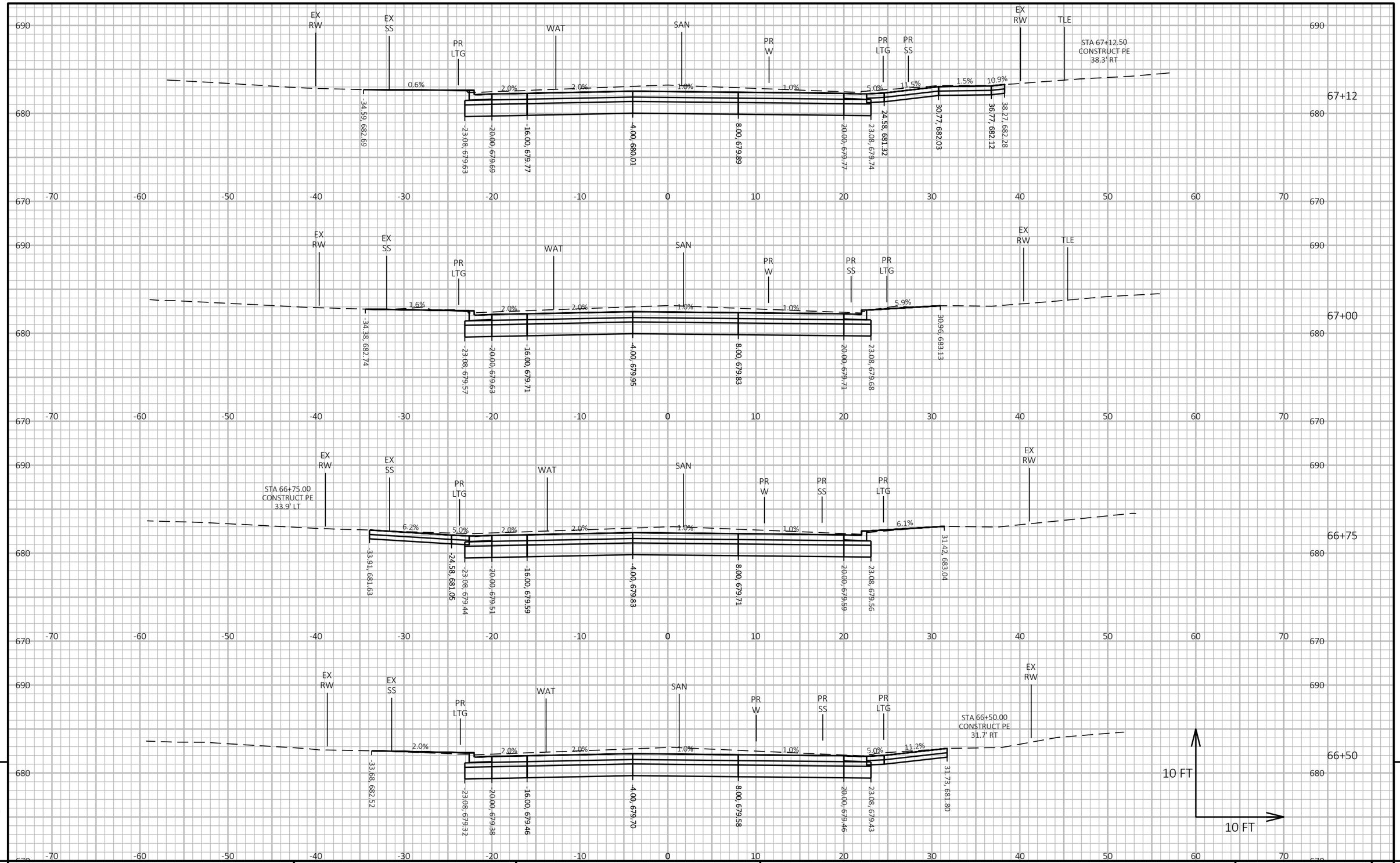
PLOT DATE : 7/31/2024 6:55 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

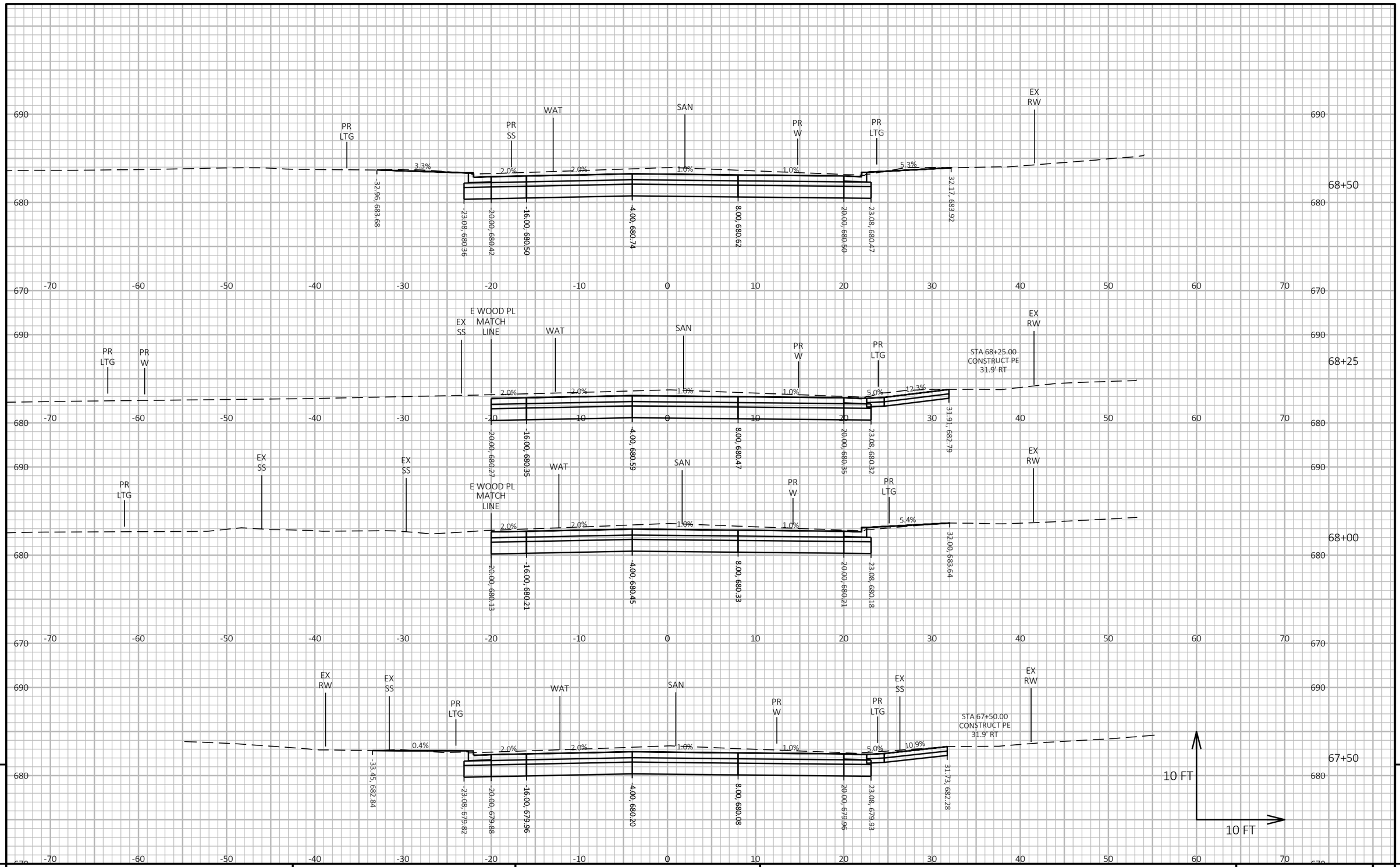
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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 477	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-32

PLOT DATE : 7/31/2024 6:56 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 478	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-33

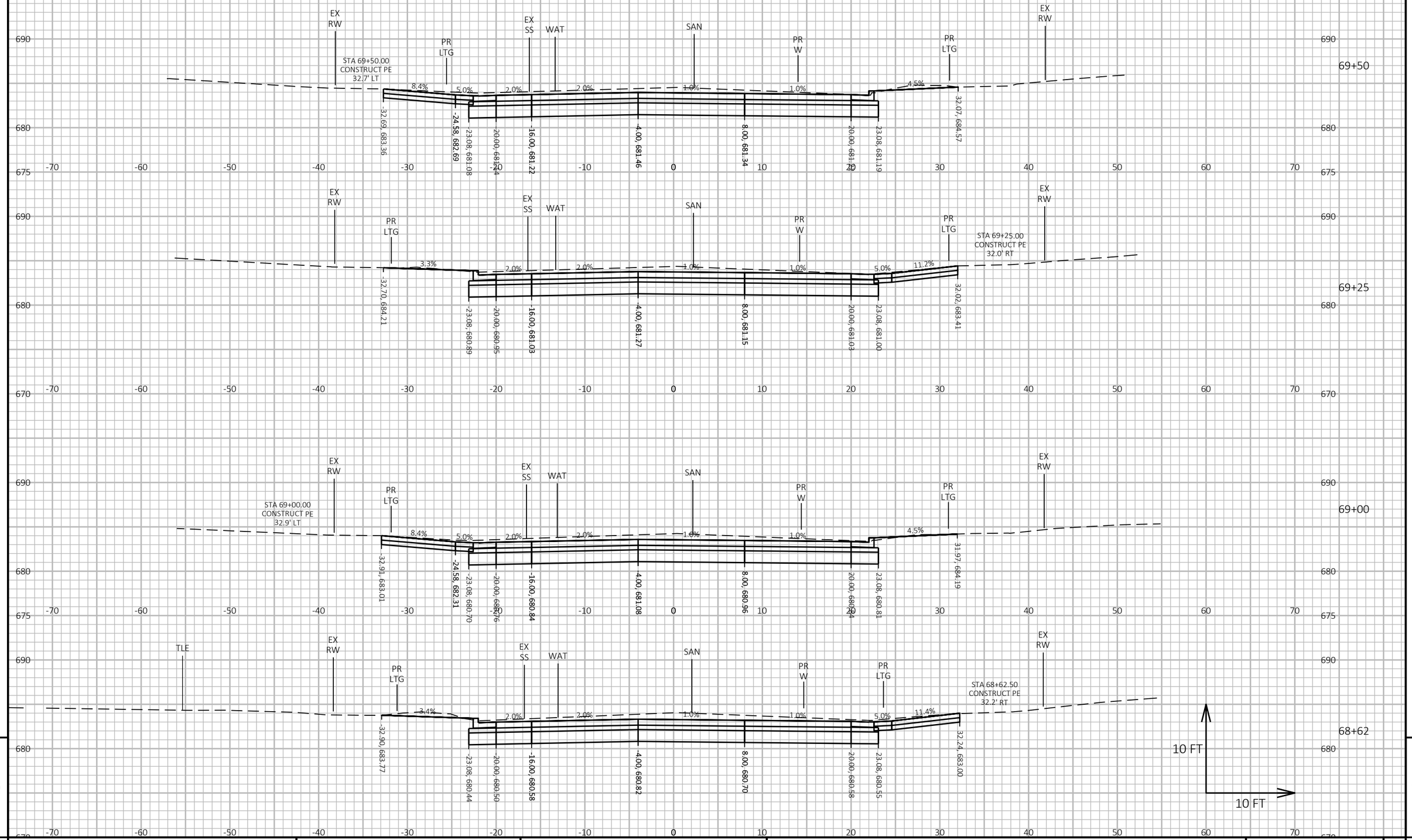
PLOT DATE : 7/31/2024 6:56 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 479	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-34

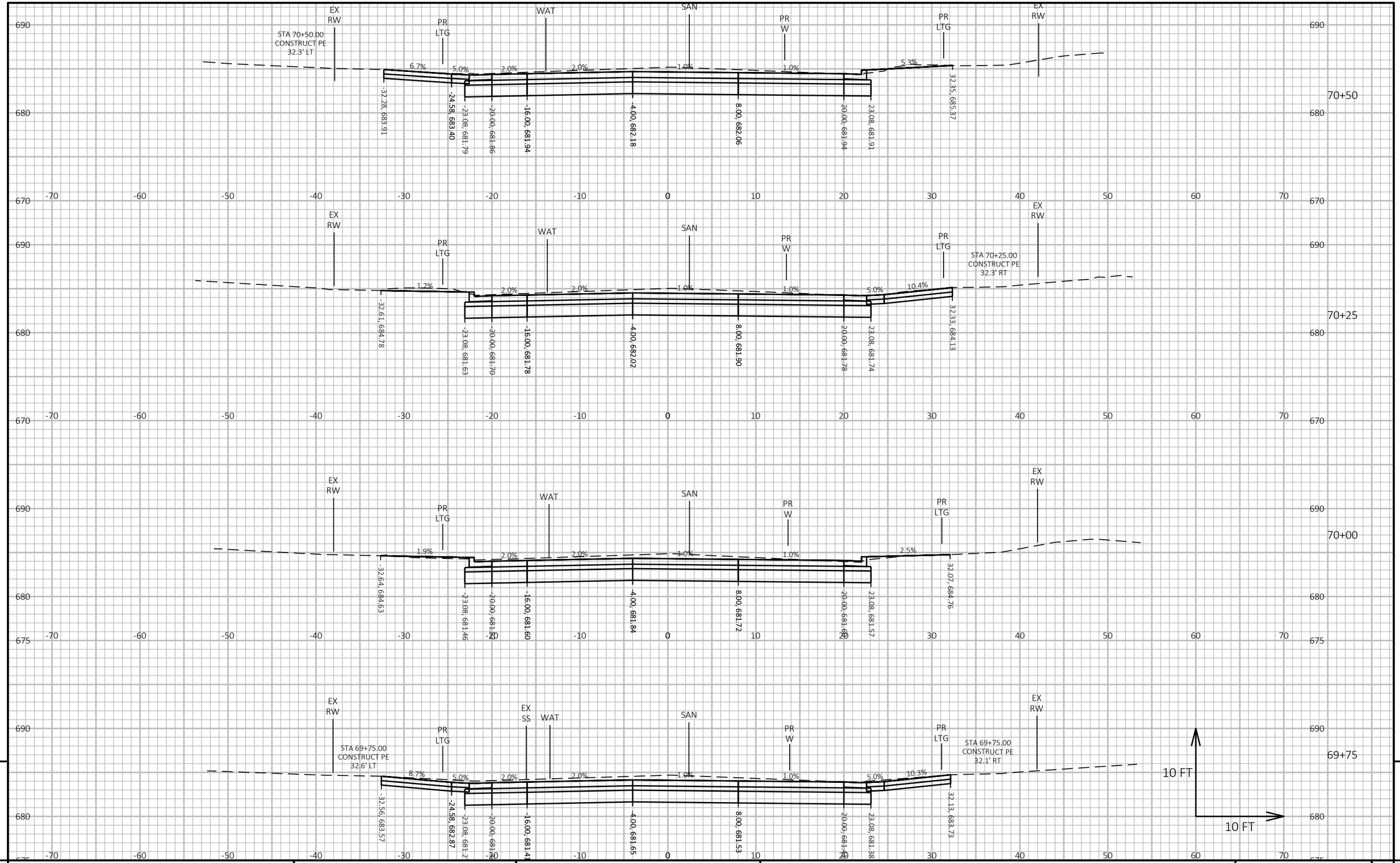
PLOT DATE : 7/31/2024 6:56 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 480	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-35

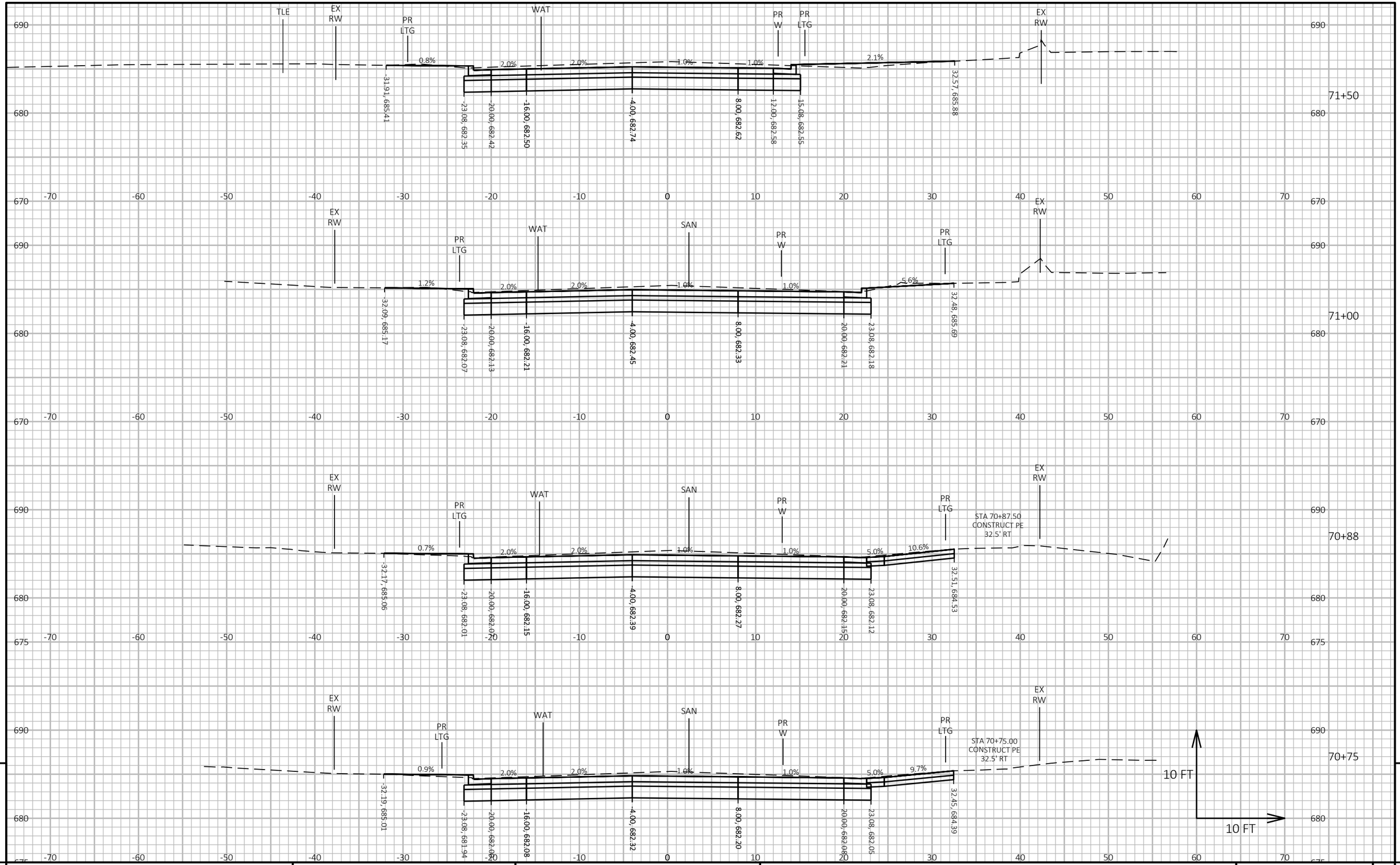
PLOT DATE : 7/31/2024 6:56 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 481	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-36

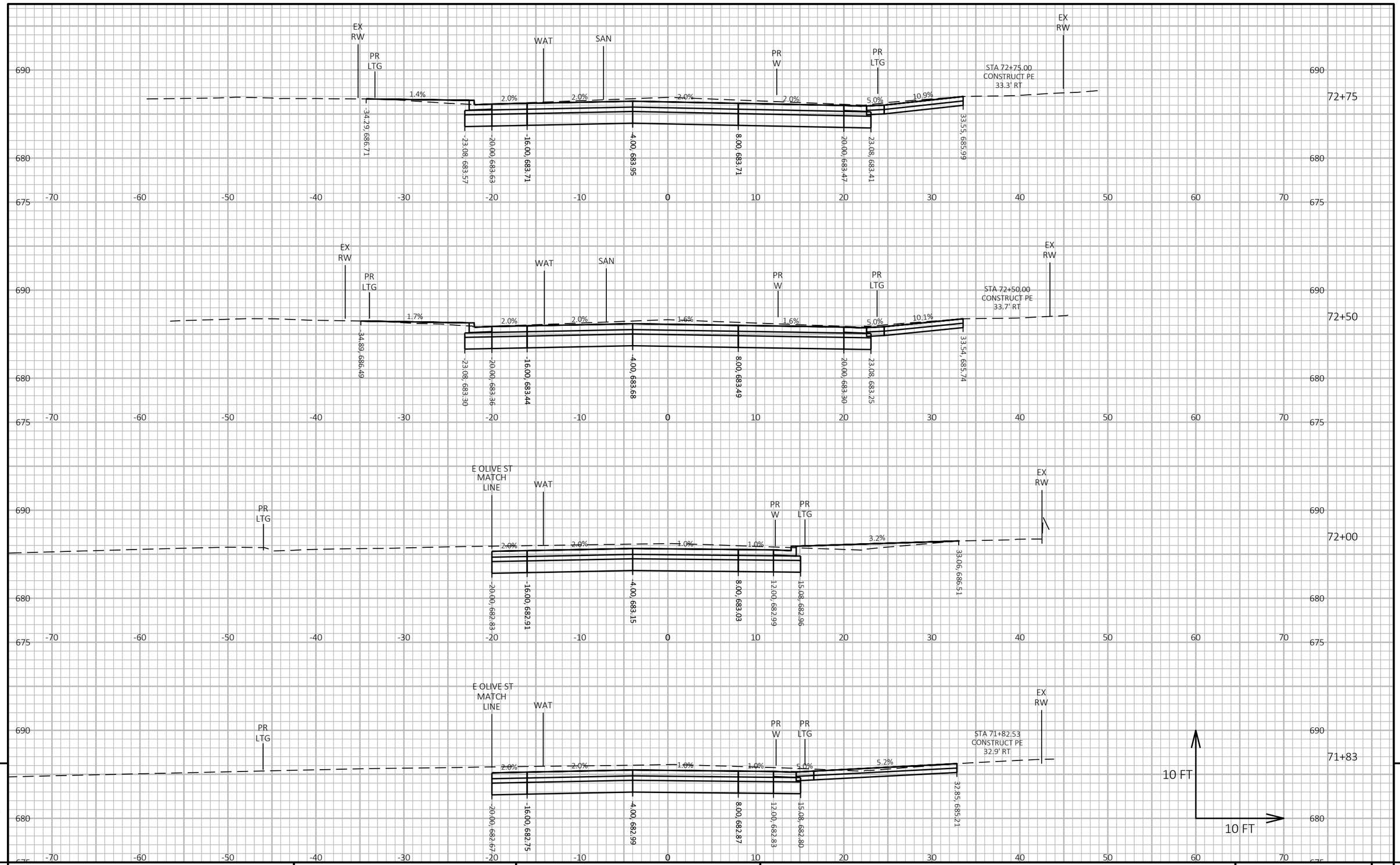
PLOT DATE : 7/31/2024 6:56 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 482	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-37

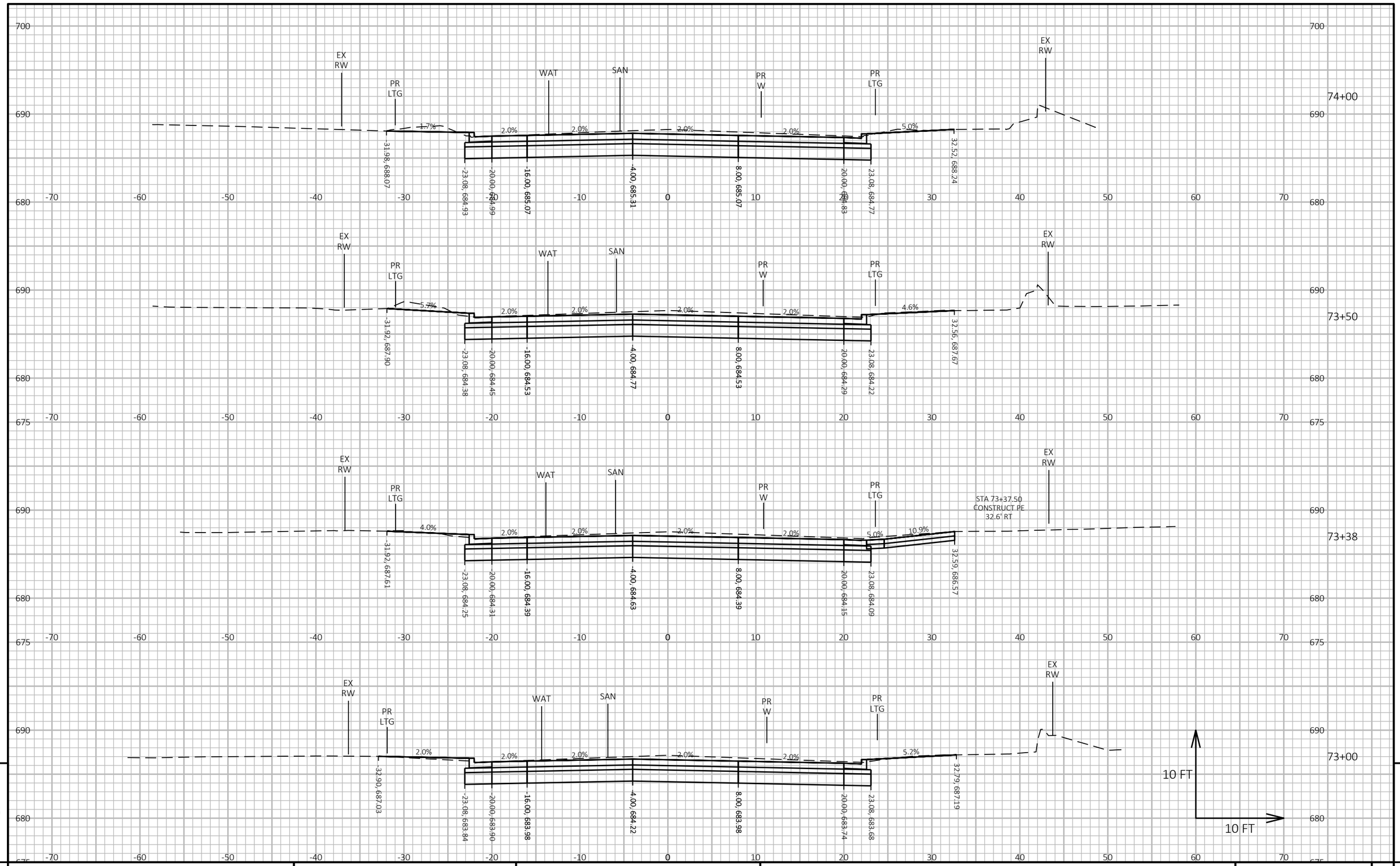
PLOT DATE : 7/31/2024 6:56 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 483	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-38

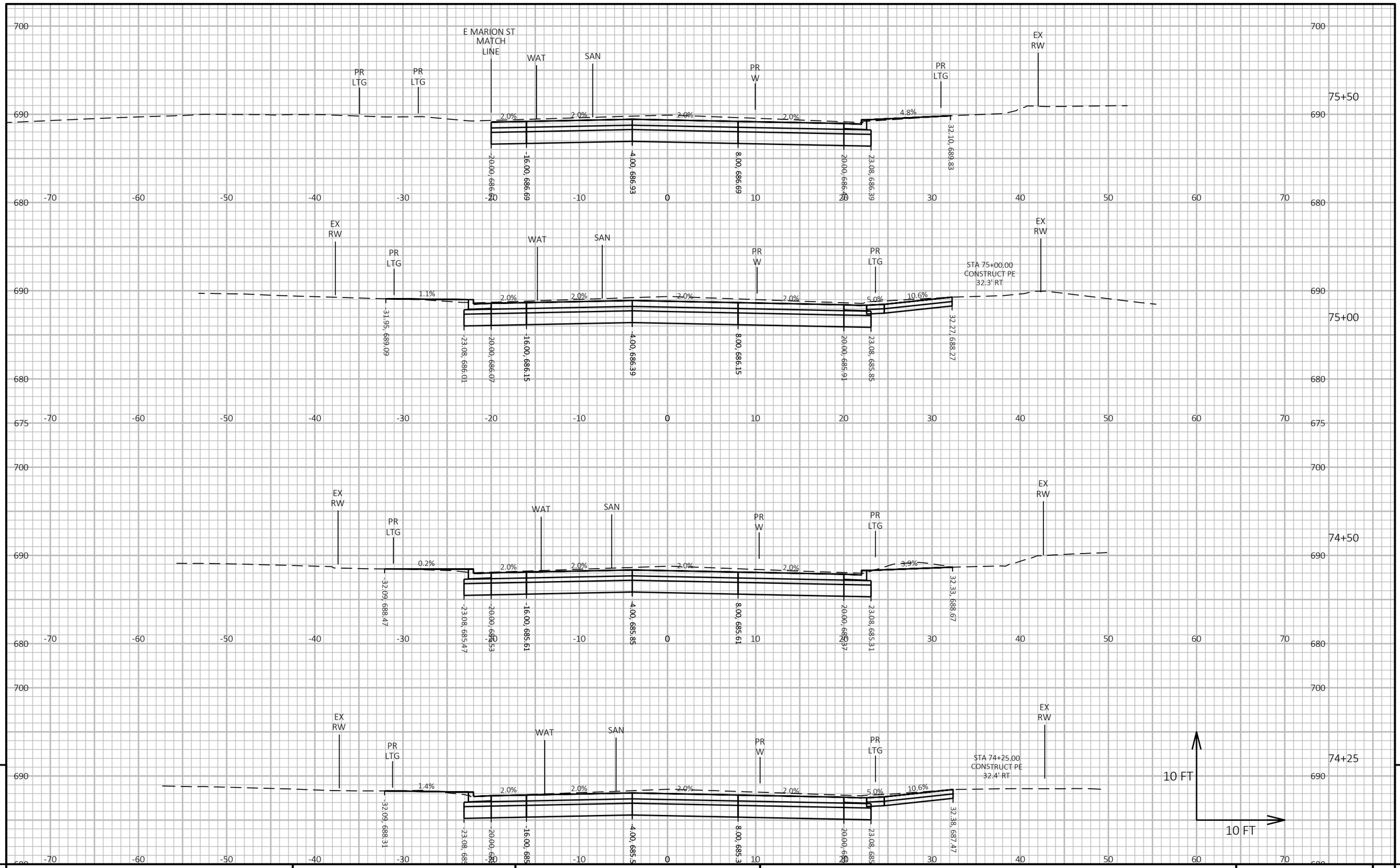
PLOT DATE : 7/31/2024 6:57 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

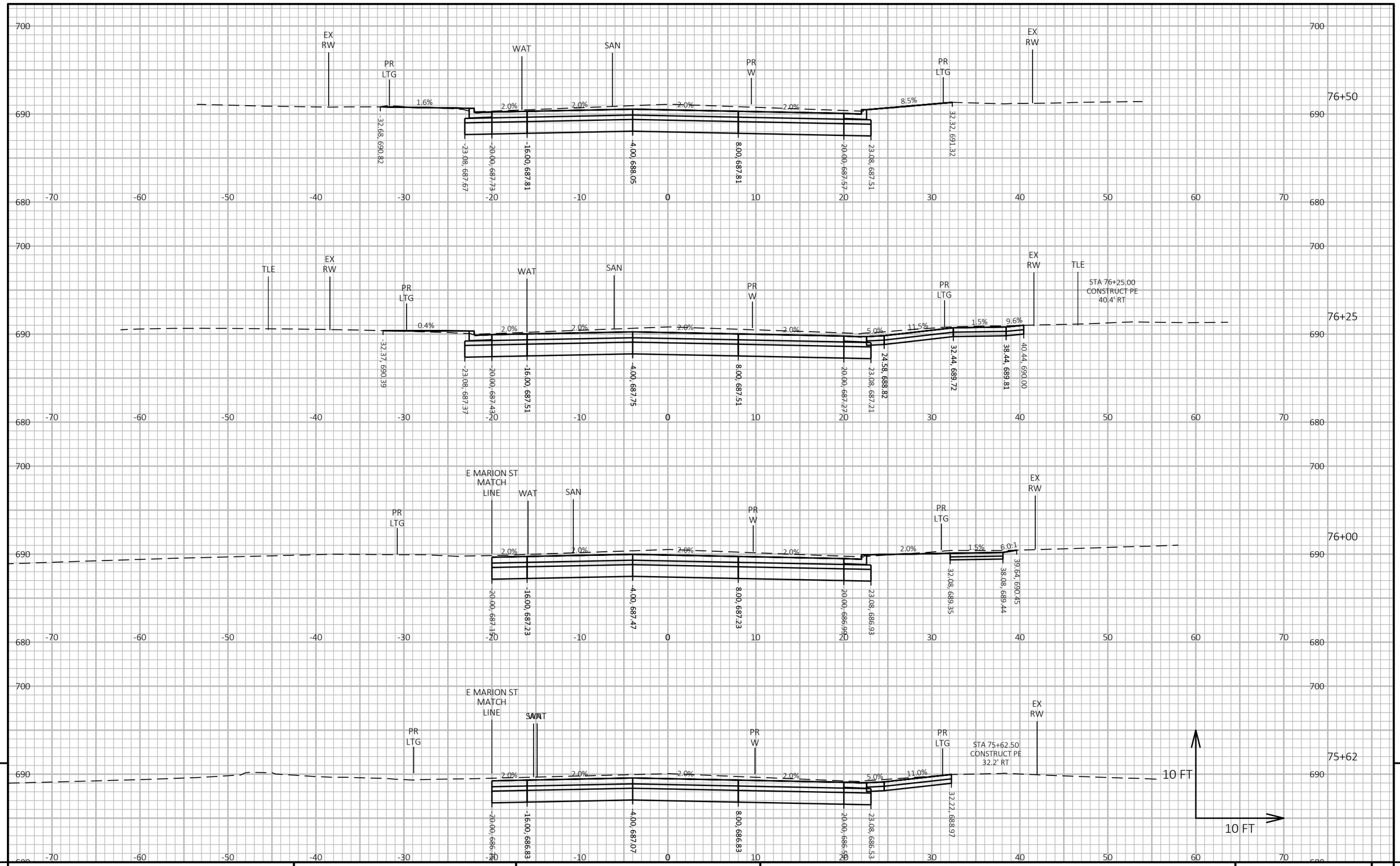
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 484	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-39

PLOT DATE : 7/31/2024 6:57 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 485	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-40

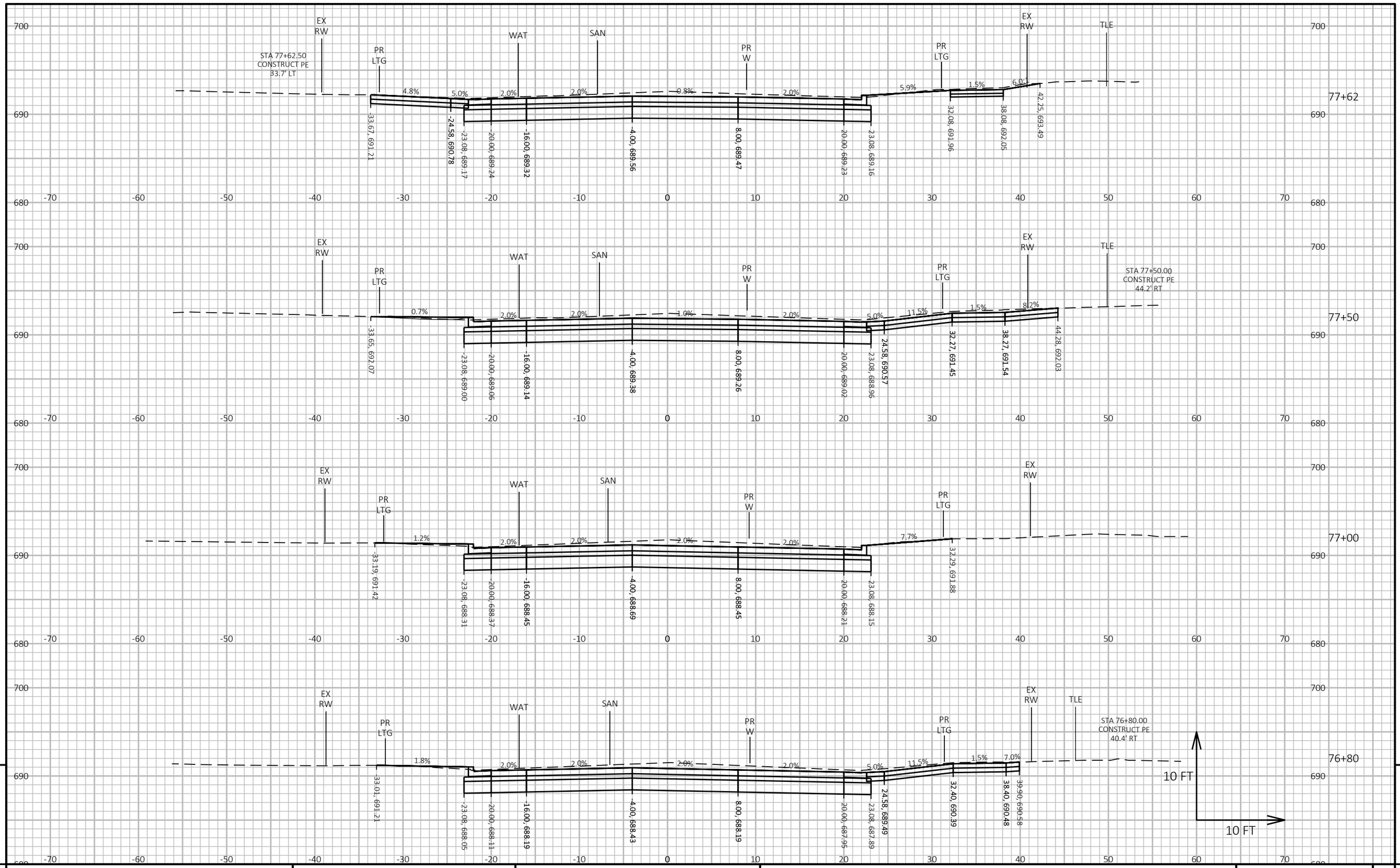
PLOT DATE : 7/31/2024 6:57 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 486	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-41

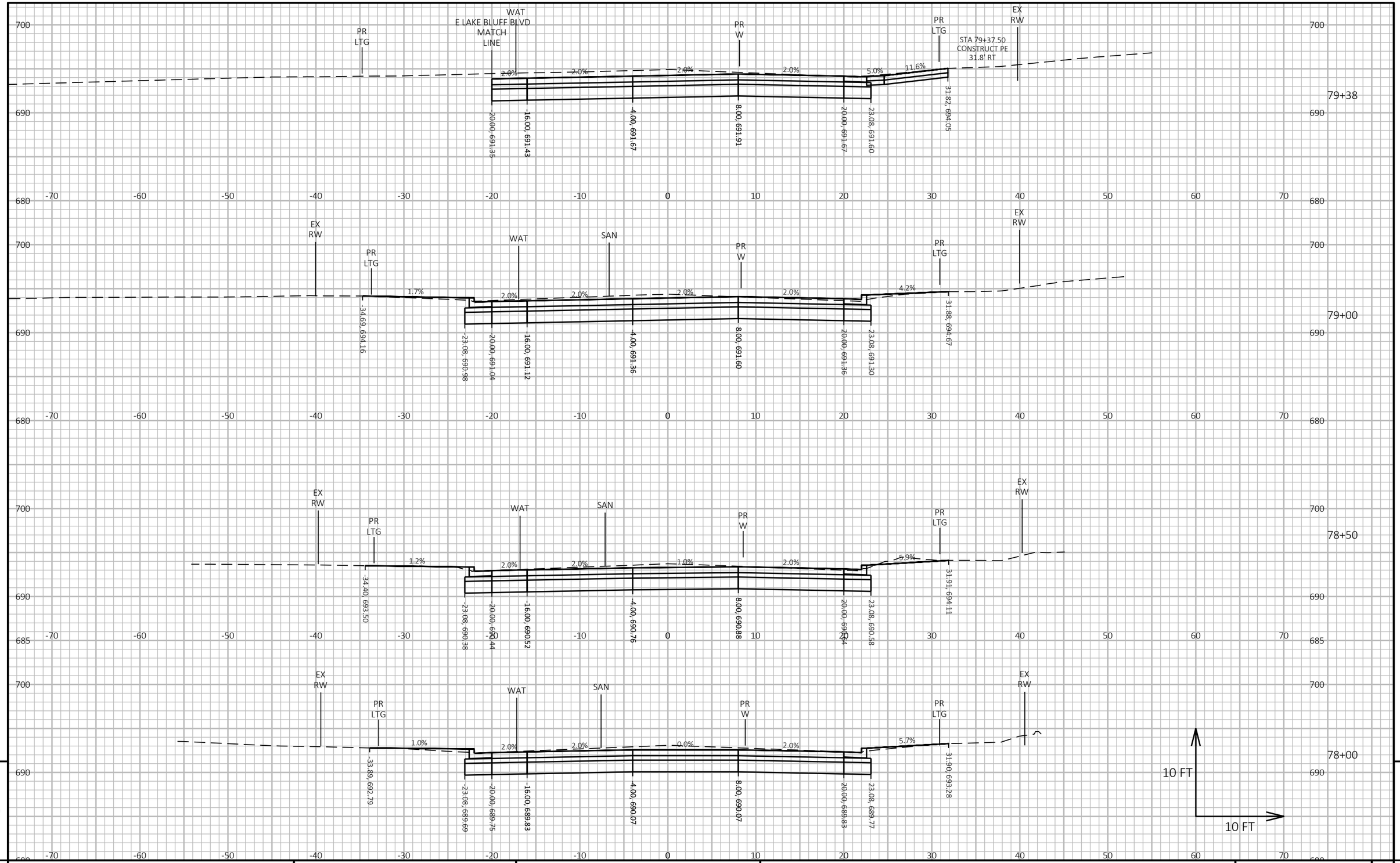
PLOT DATE : 7/31/2024 6:57 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 487	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-42

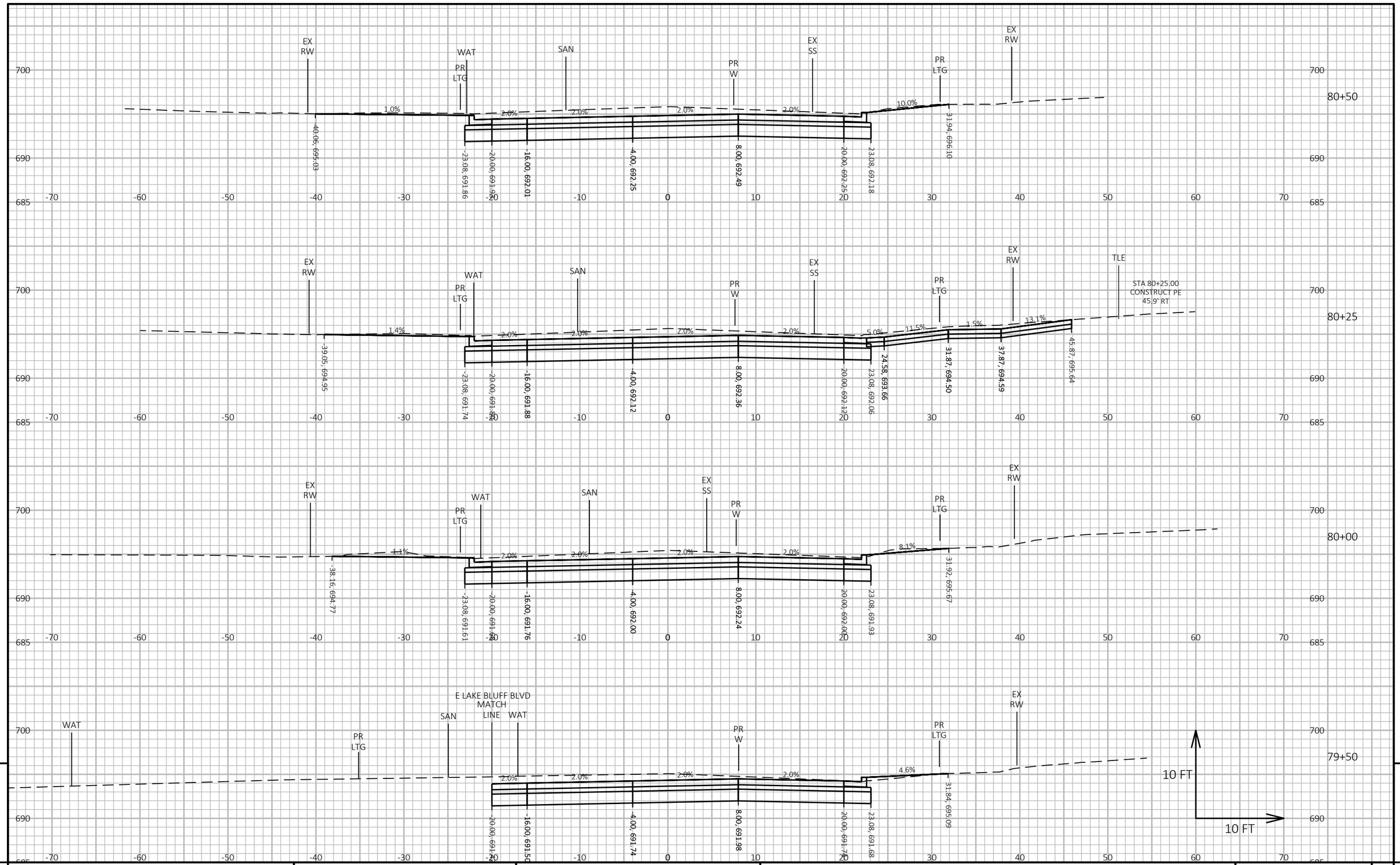
PLOT DATE : 7/31/2024 6:57 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 488	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-43

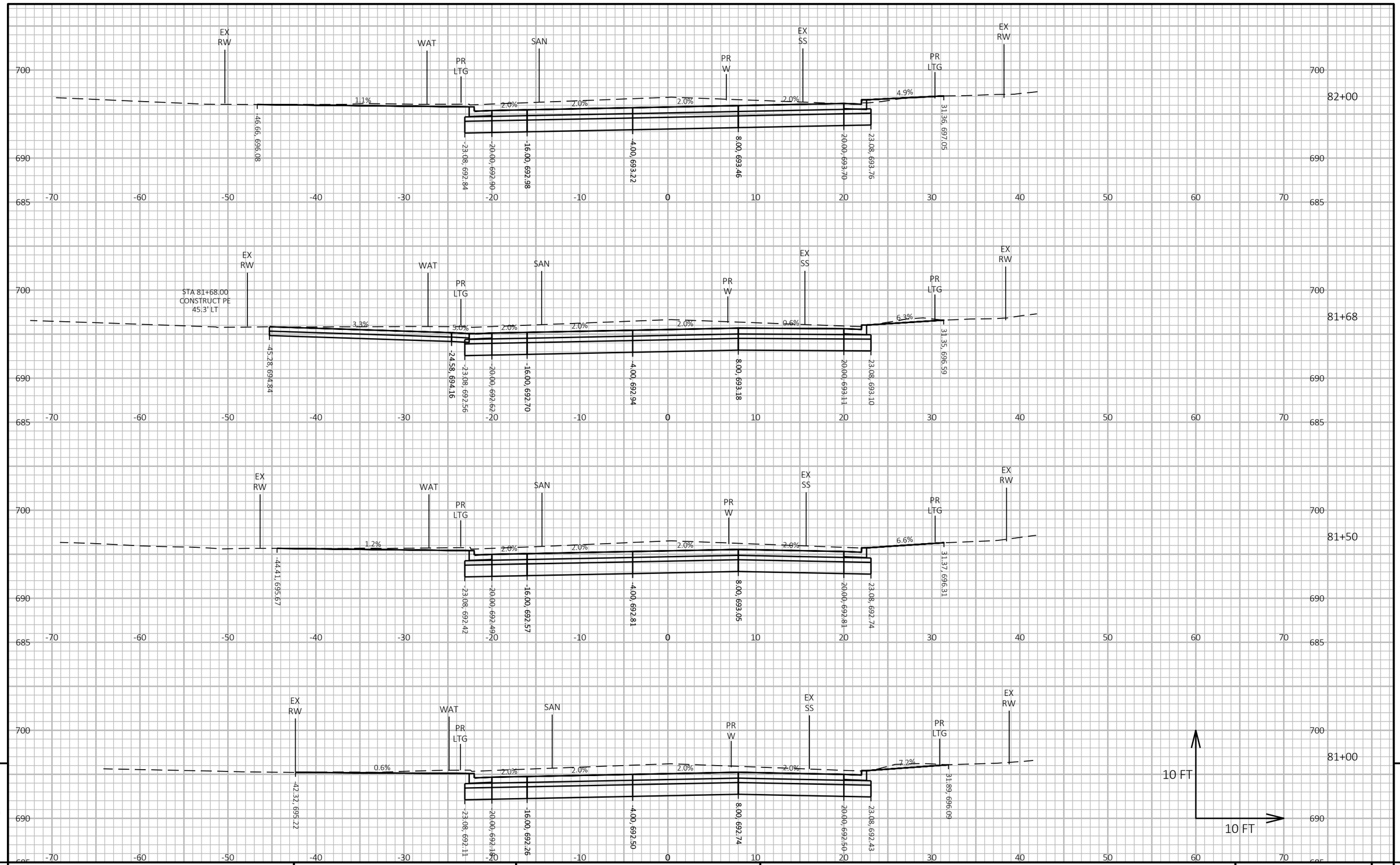
PLOT DATE : 7/31/2024 6:57 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 489	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-44

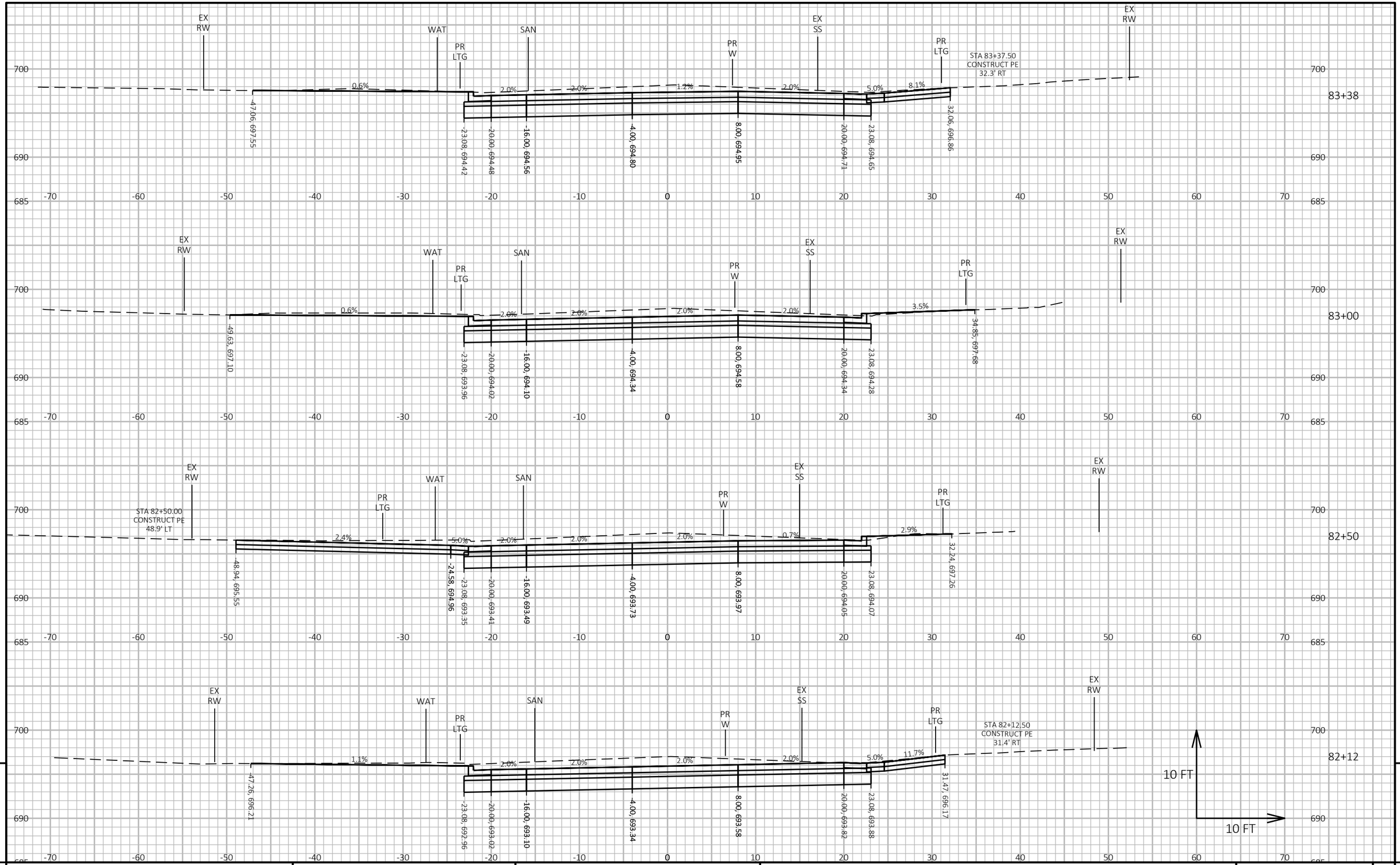
PLOT DATE : 7/31/2024 6:58 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 490	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-45

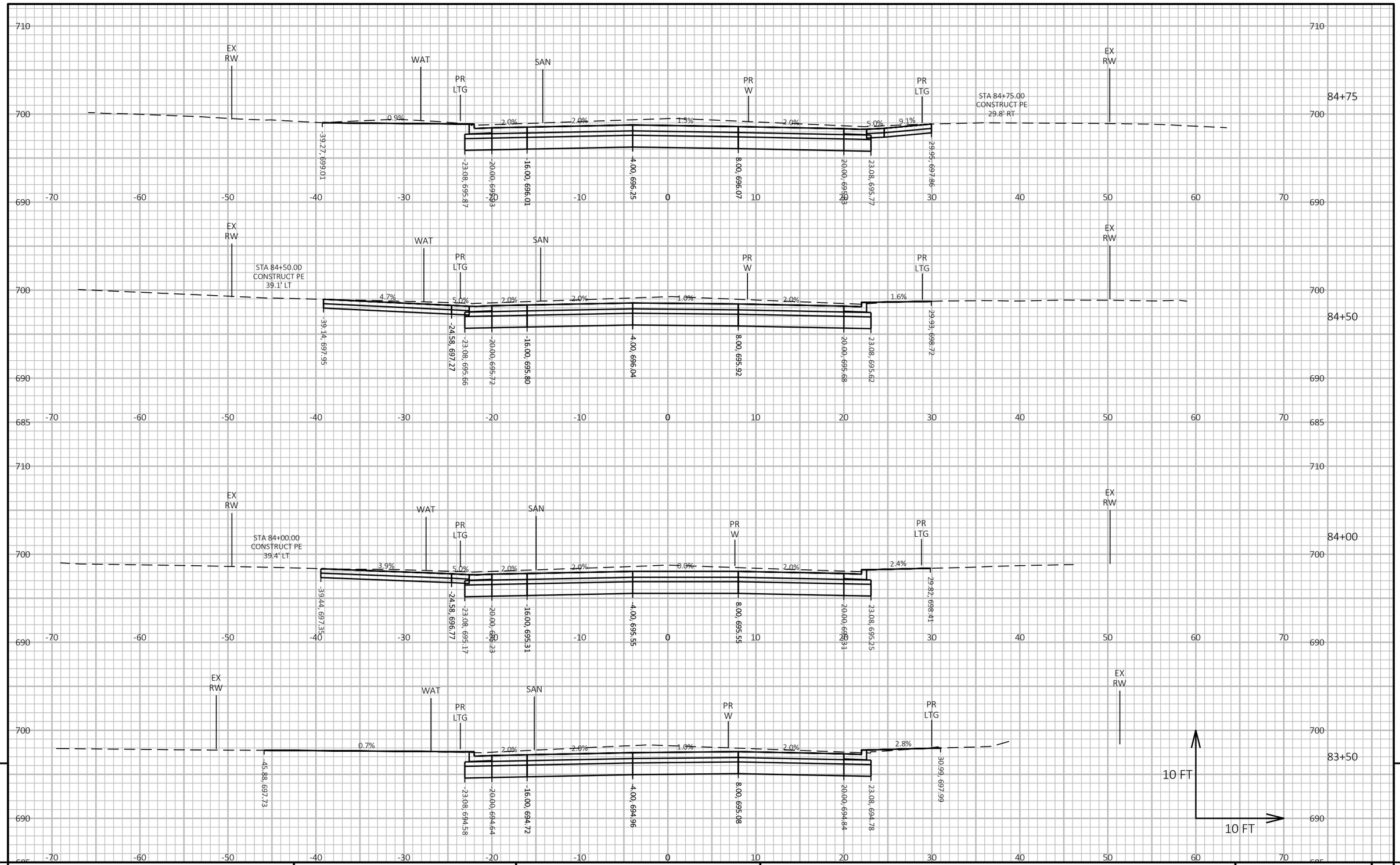
PLOT DATE : 7/31/2024 6:58 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 491	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-46

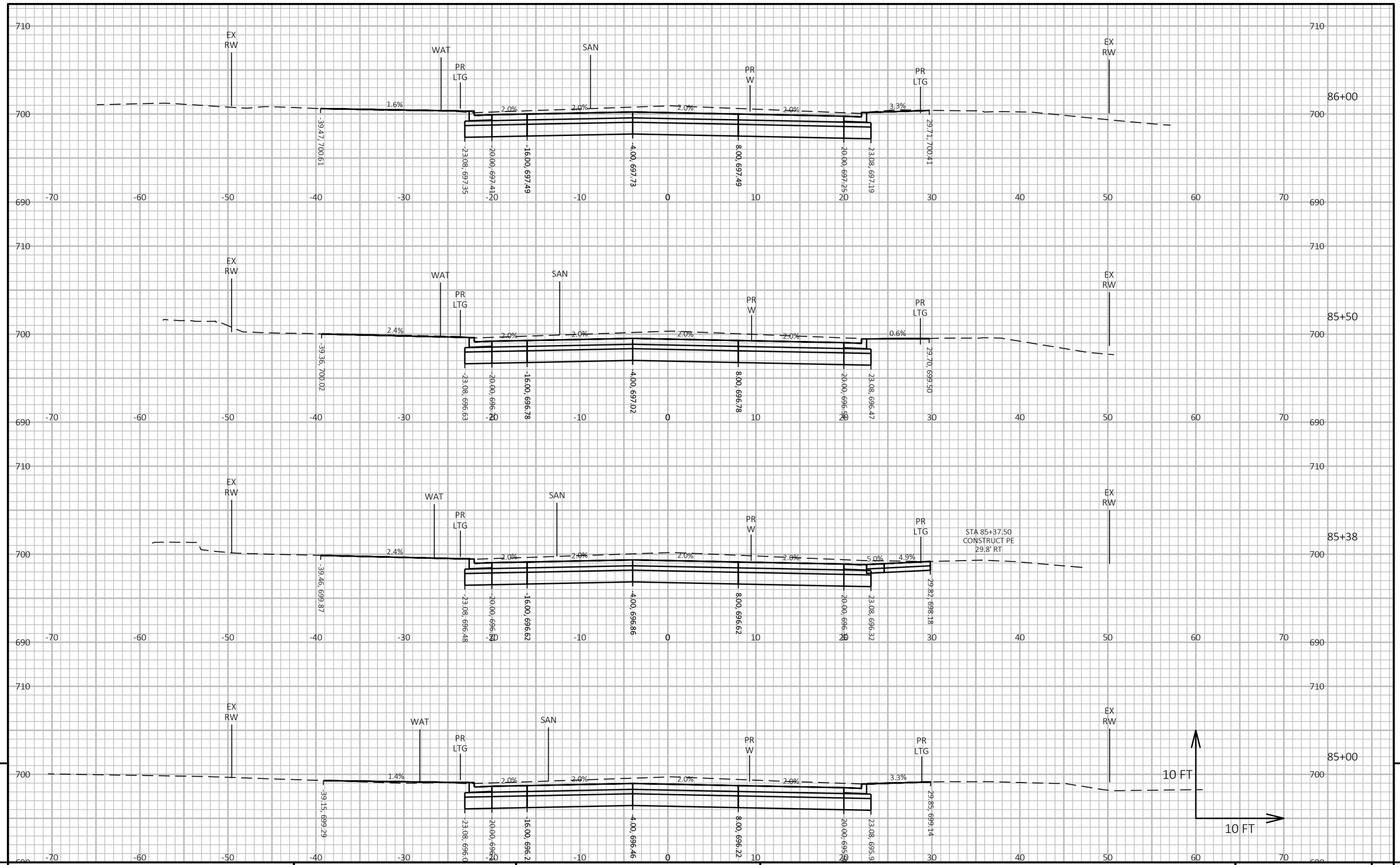
PLOT DATE : 7/31/2024 6:58 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 492	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-47

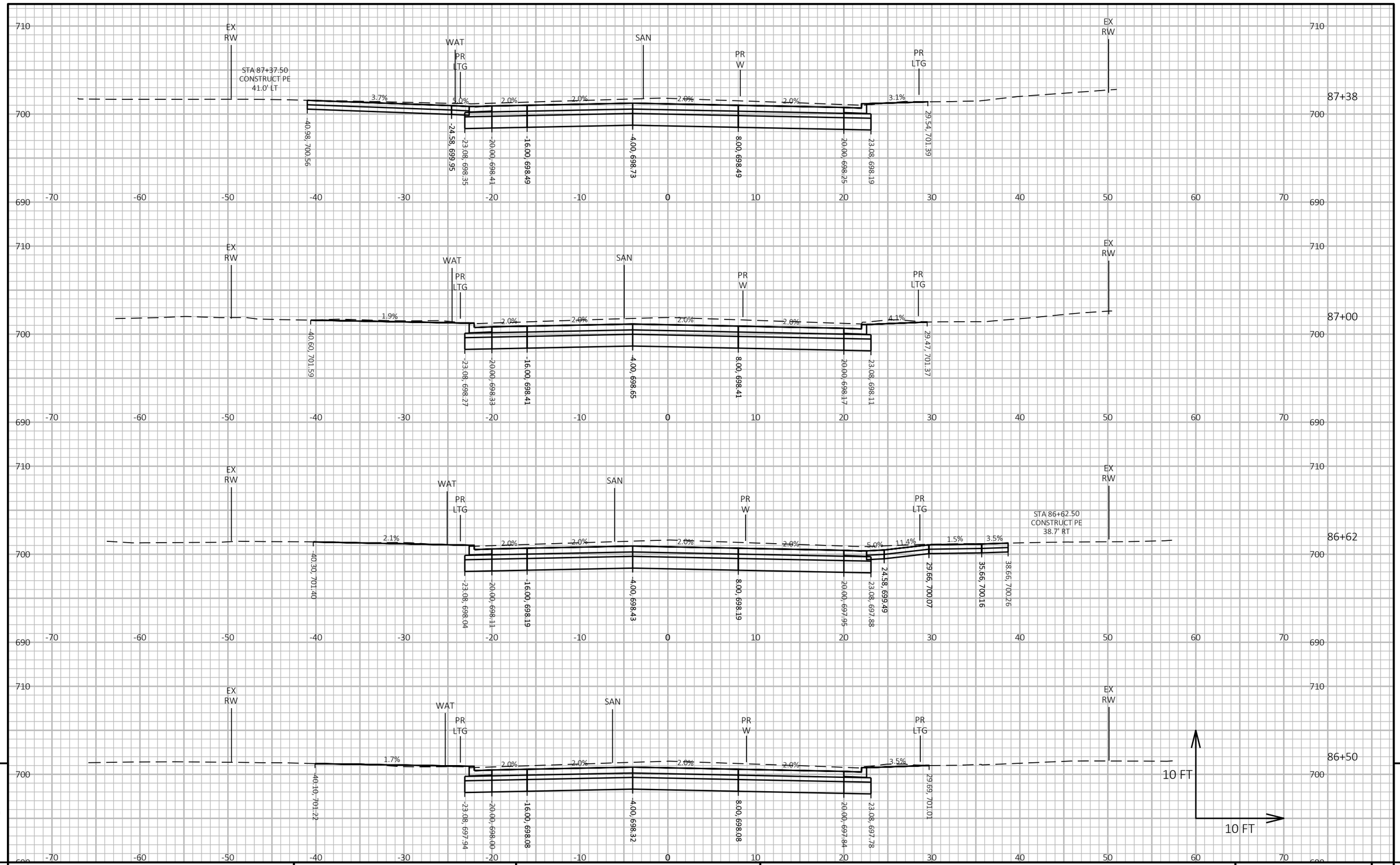
PLOT DATE : 7/31/2024 6:58 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 493	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-48

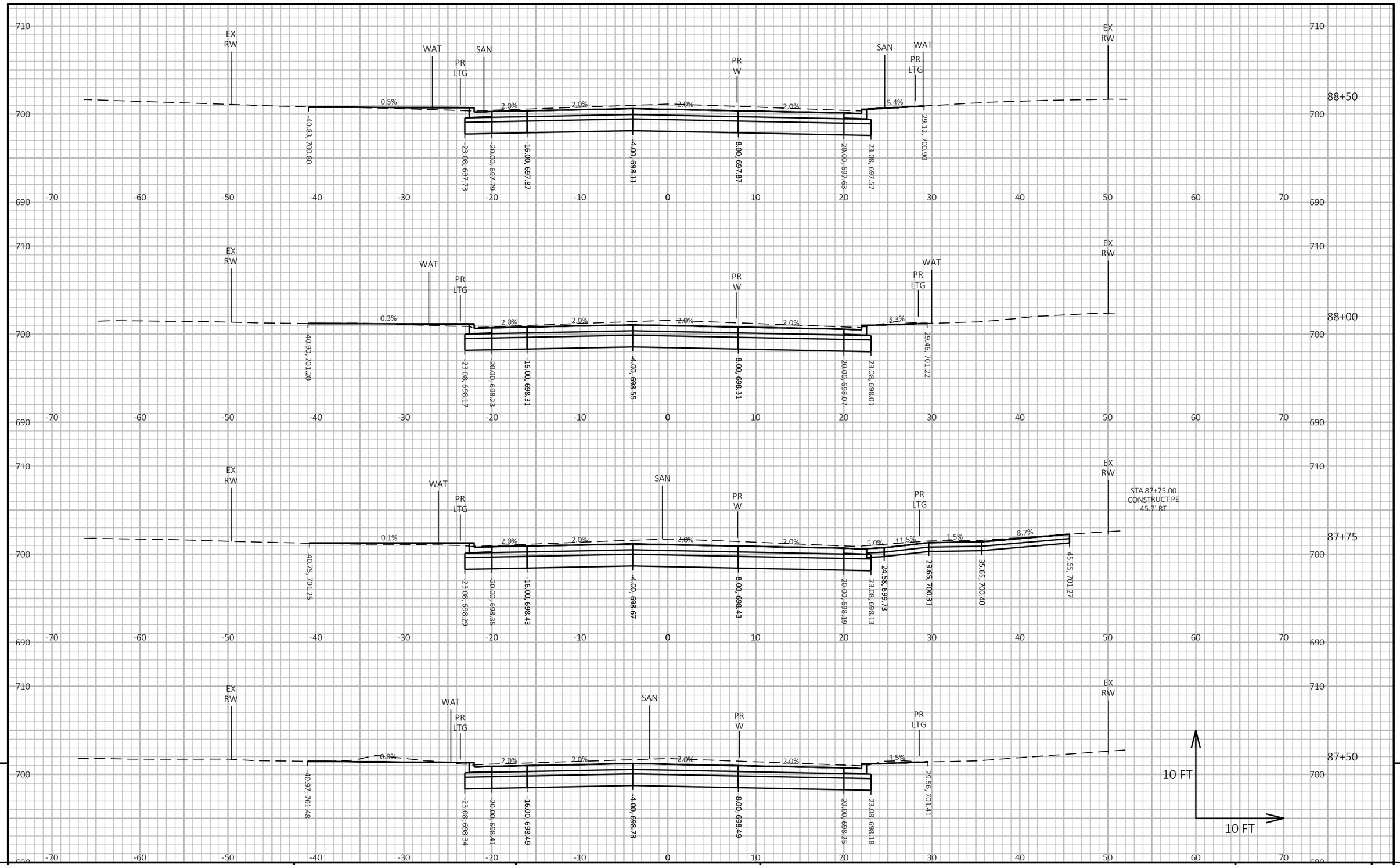
PLOT DATE : 7/31/2024 6:58 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 494	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-49

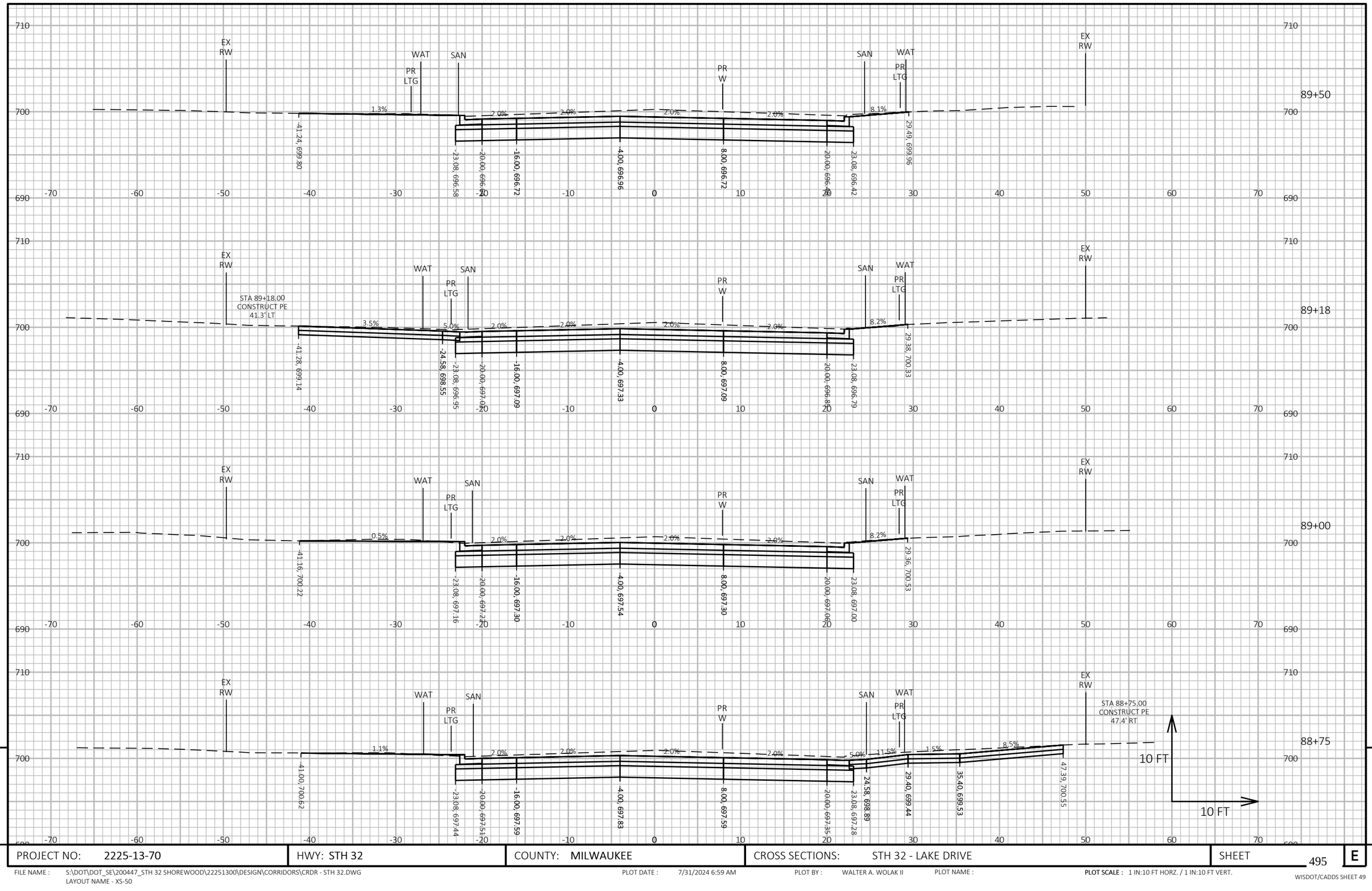
PLOT DATE : 7/31/2024 6:58 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 495	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-50

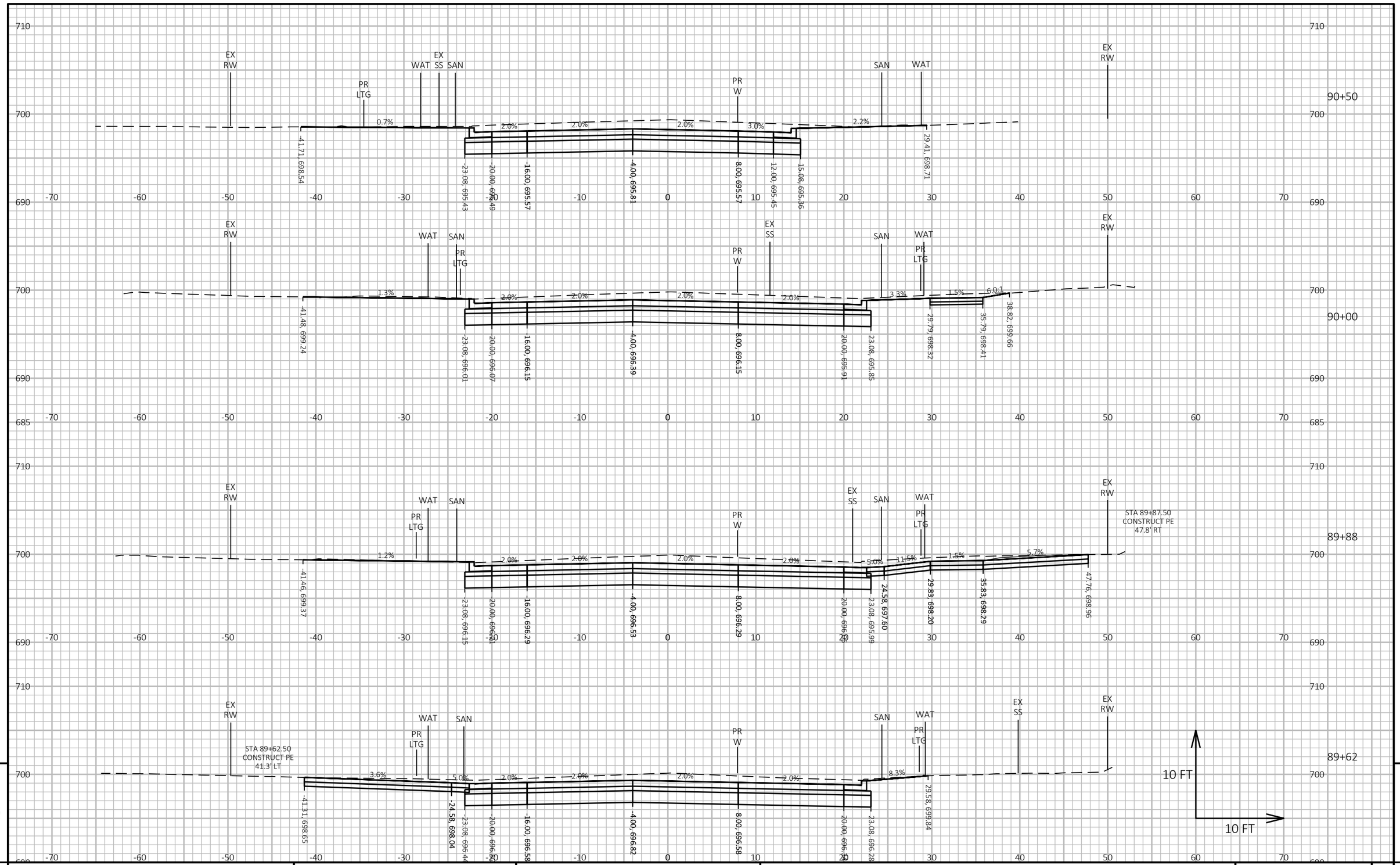
PLOT DATE : 7/31/2024 6:59 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 496	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-51

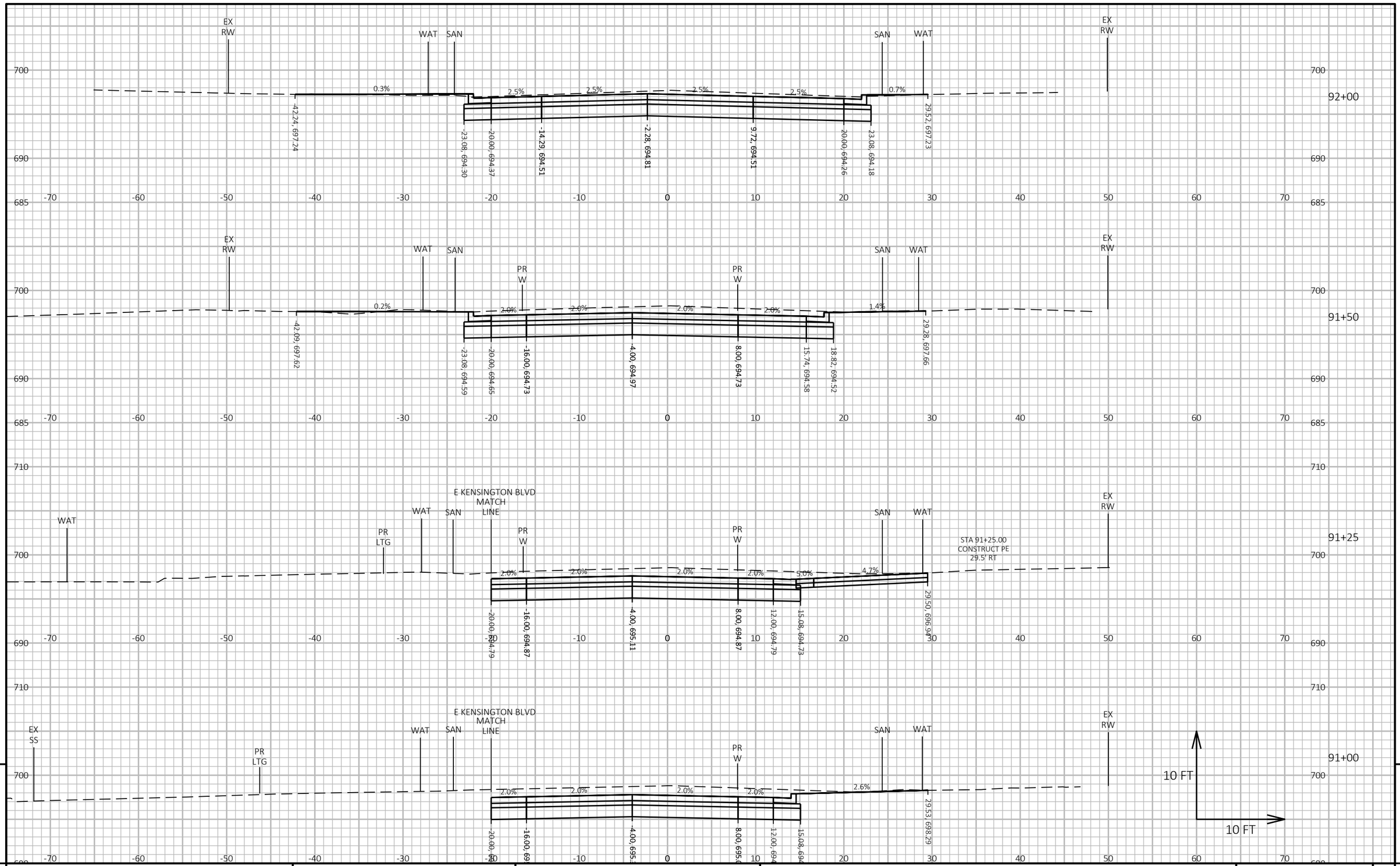
PLOT DATE : 7/31/2024 6:59 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 497	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-52

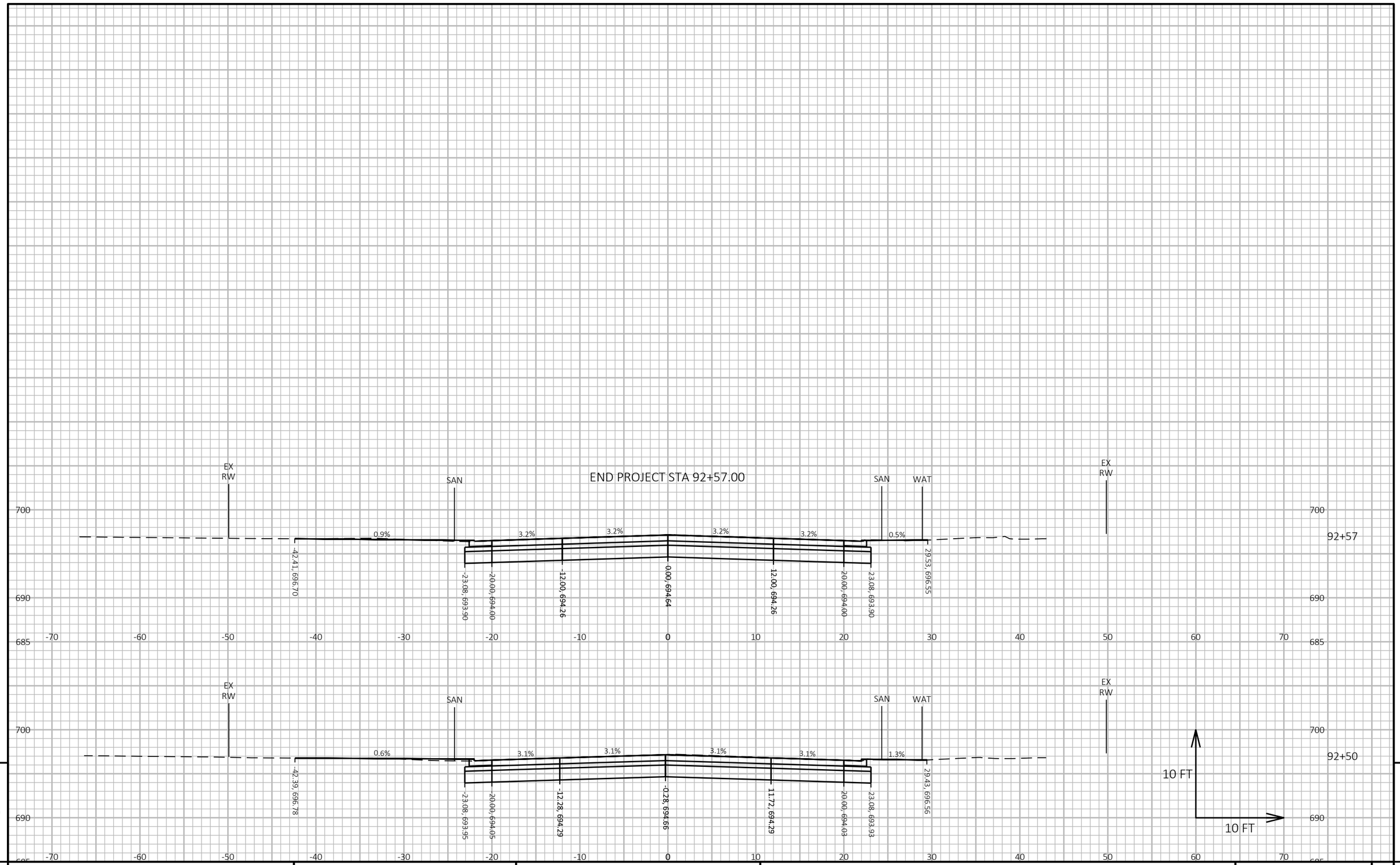
PLOT DATE : 7/31/2024 6:59 AM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 32 - LAKE DRIVE	SHEET 498	E

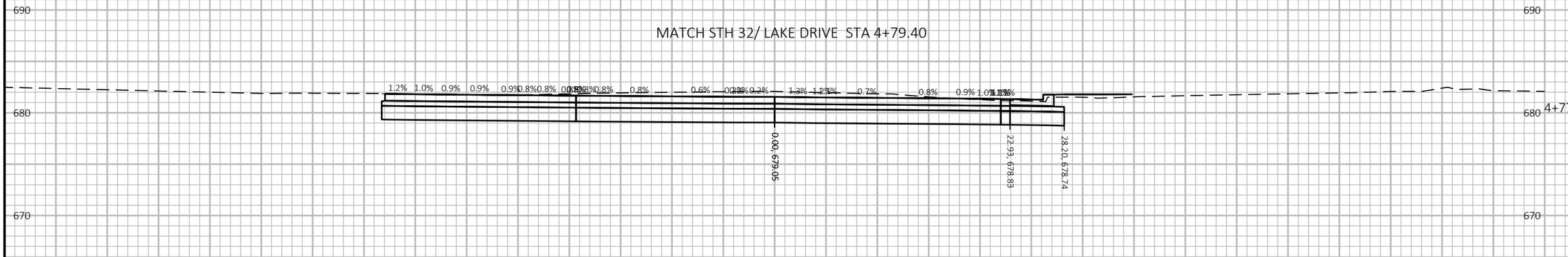
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - STH 32.DWG
LAYOUT NAME - XS-53

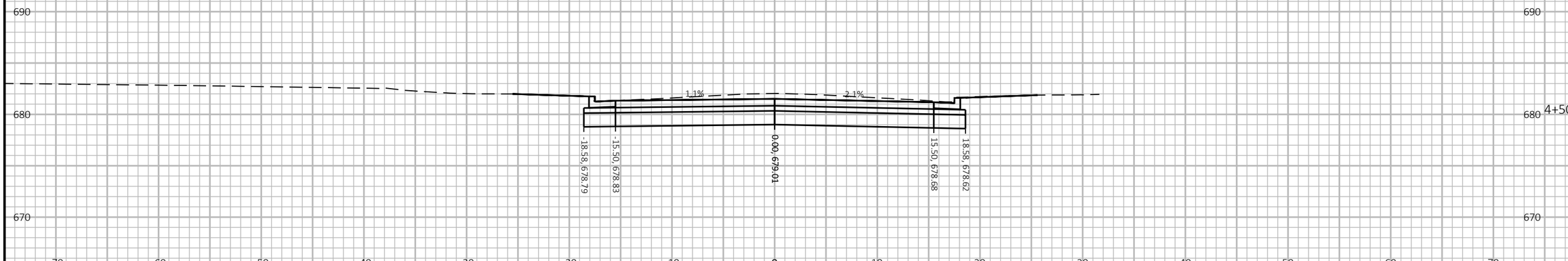
PLOT DATE : 7/31/2024 6:59 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

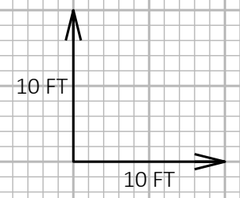
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH STH 32/ LAKE DRIVE STA 4+79.40







BEGIN CONSTRUCTION STA 4+07.83

9

9

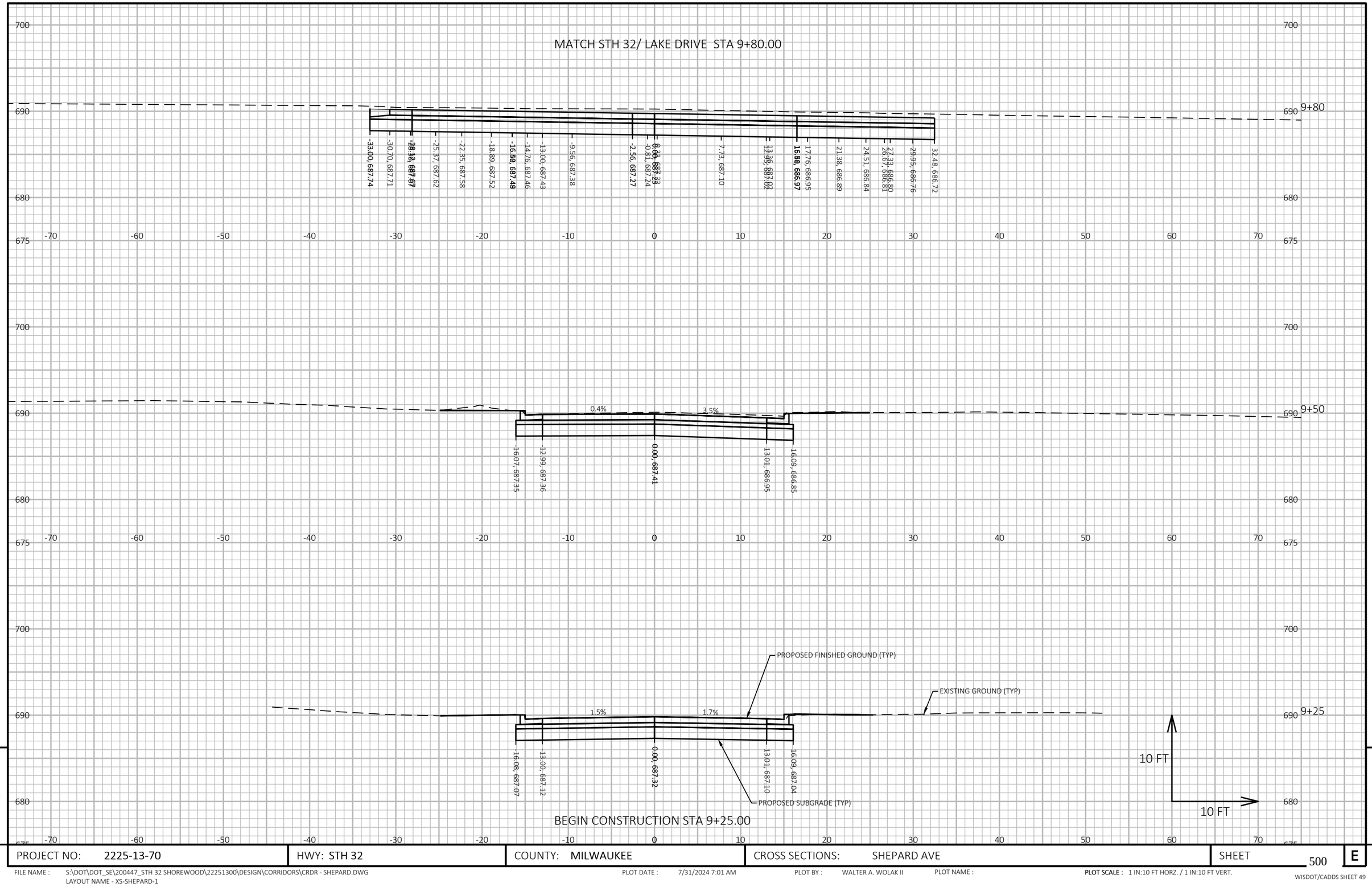
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: EDGEWOOD AVE	SHEET 499	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - EDGEWOOD.DWG
LAYOUT NAME - XS-Edgewood-1

PLOT DATE : 7/31/2024 7:00 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: SHEPARD AVE	SHEET 500	E

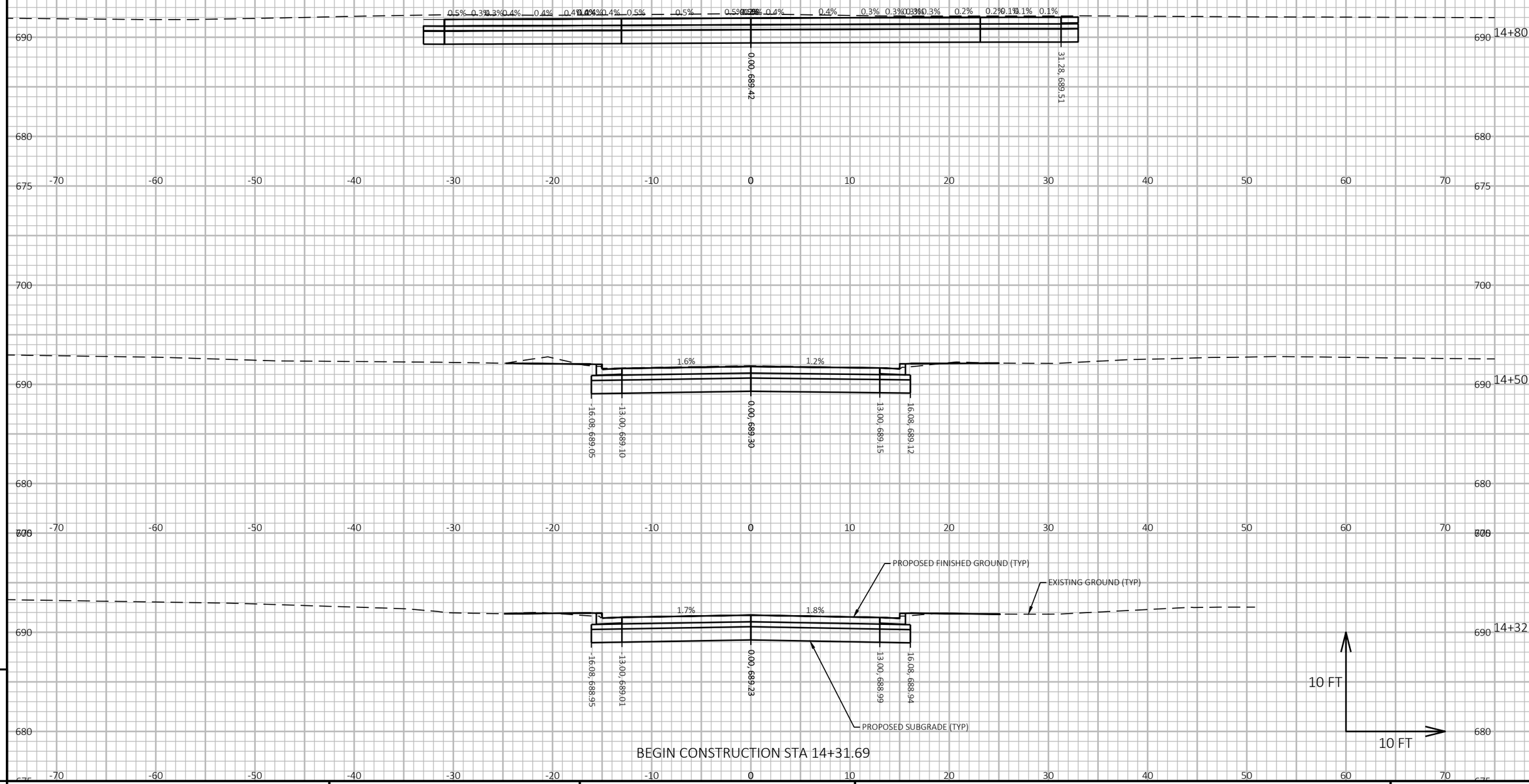
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - SHEPARD.DWG
LAYOUT NAME - XS-SHEPARD-1

PLOT DATE : 7/31/2024 7:01 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH STH 32/ LAKE DRIVE STA 14+79.98



BEGIN CONSTRUCTION STA 14+31.69

9

9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: MENLO BLVD	SHEET 501	E

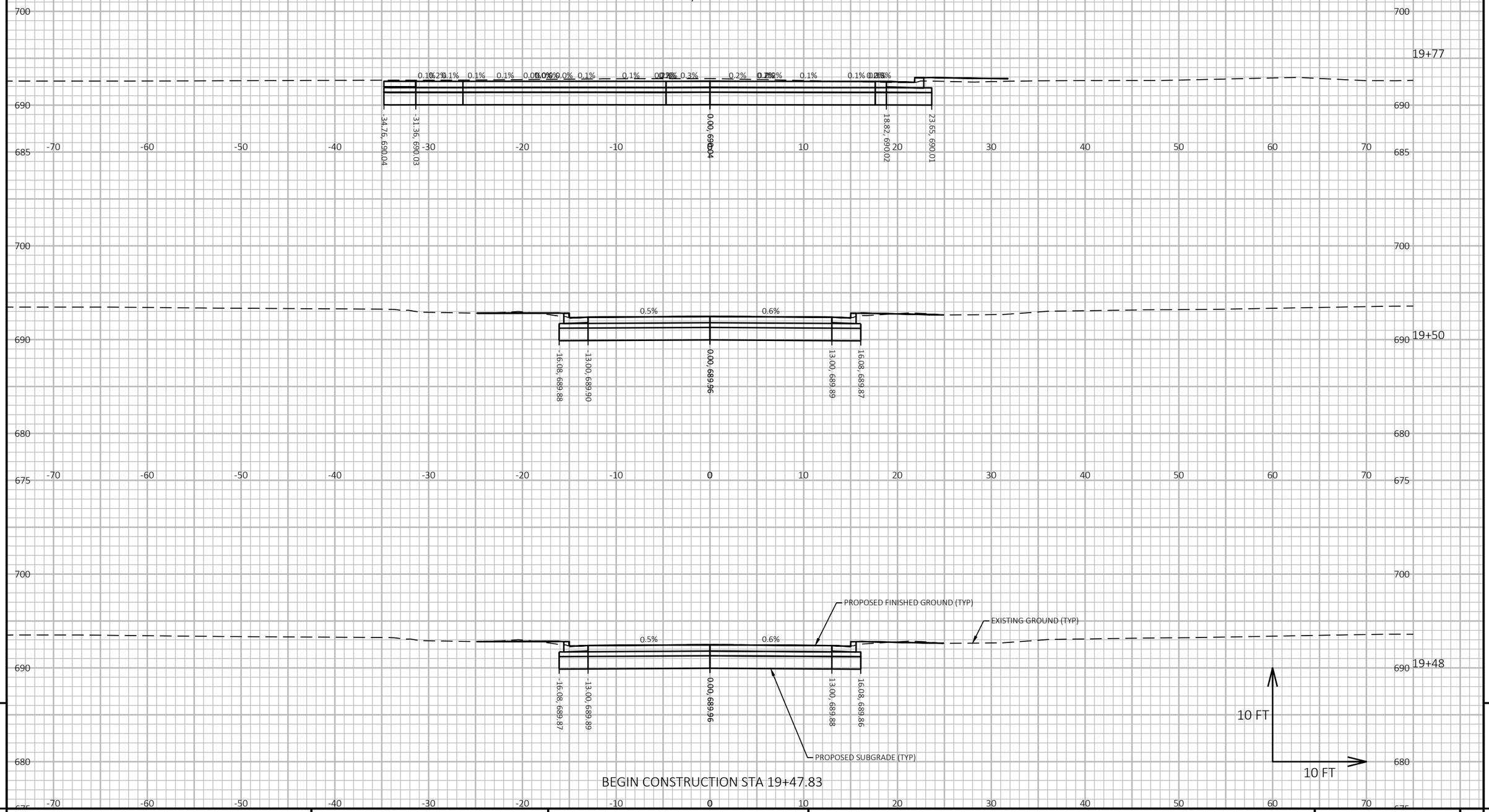
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - MENLO.DWG
LAYOUT NAME - XS-MENLO-1

PLOT DATE : 7/31/2024 7:02 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH STH 32/ LAKE DRIVE STA 19+79.92



BEGIN CONSTRUCTION STA 19+47.83

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: NEWTON AVE	SHEET 502	E

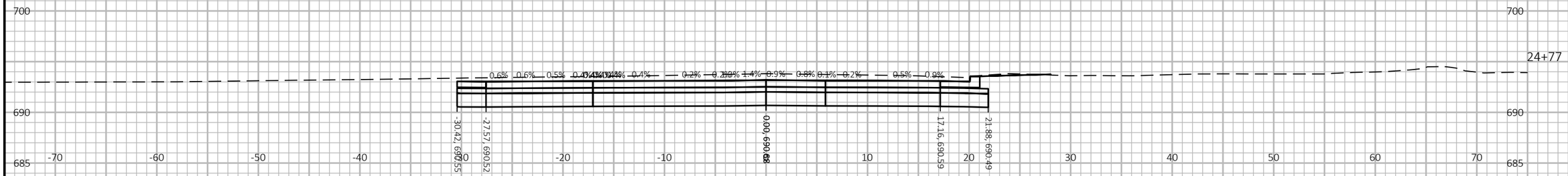
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - NEWTON.DWG
LAYOUT NAME - XS-NEWTON-1

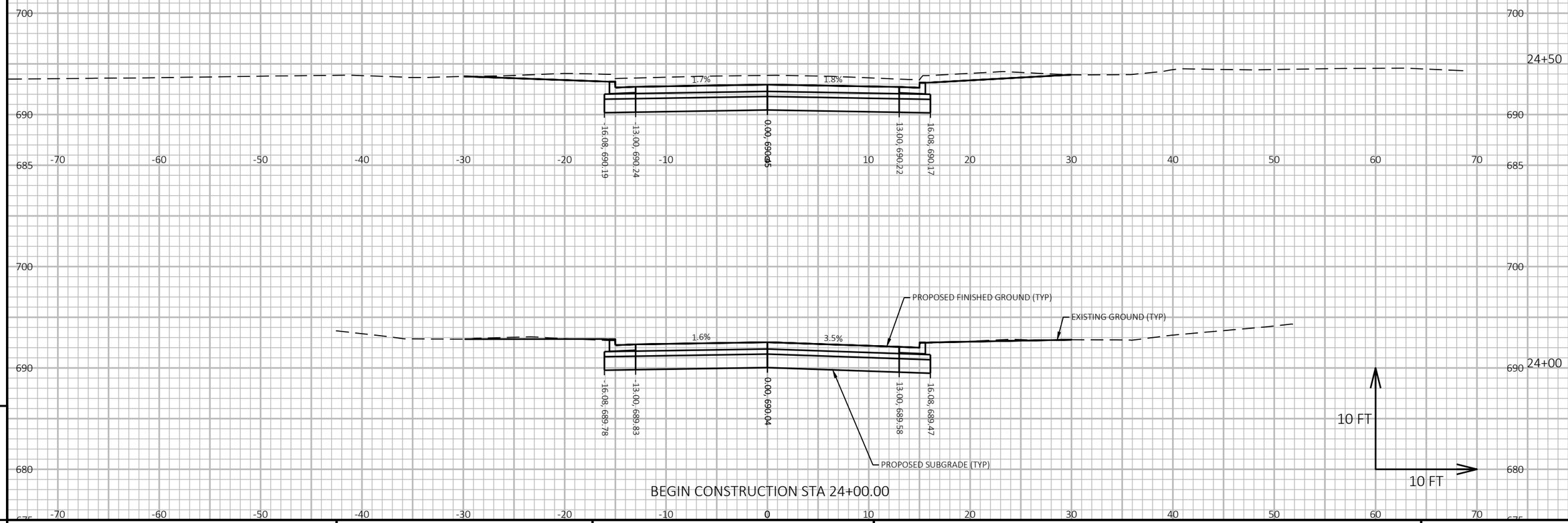
PLOT DATE : 7/31/2024 7:03 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH STH 32/ LAKE DRIVE STA 24+79.92





BEGIN CONSTRUCTION STA 24+00.00

9

9

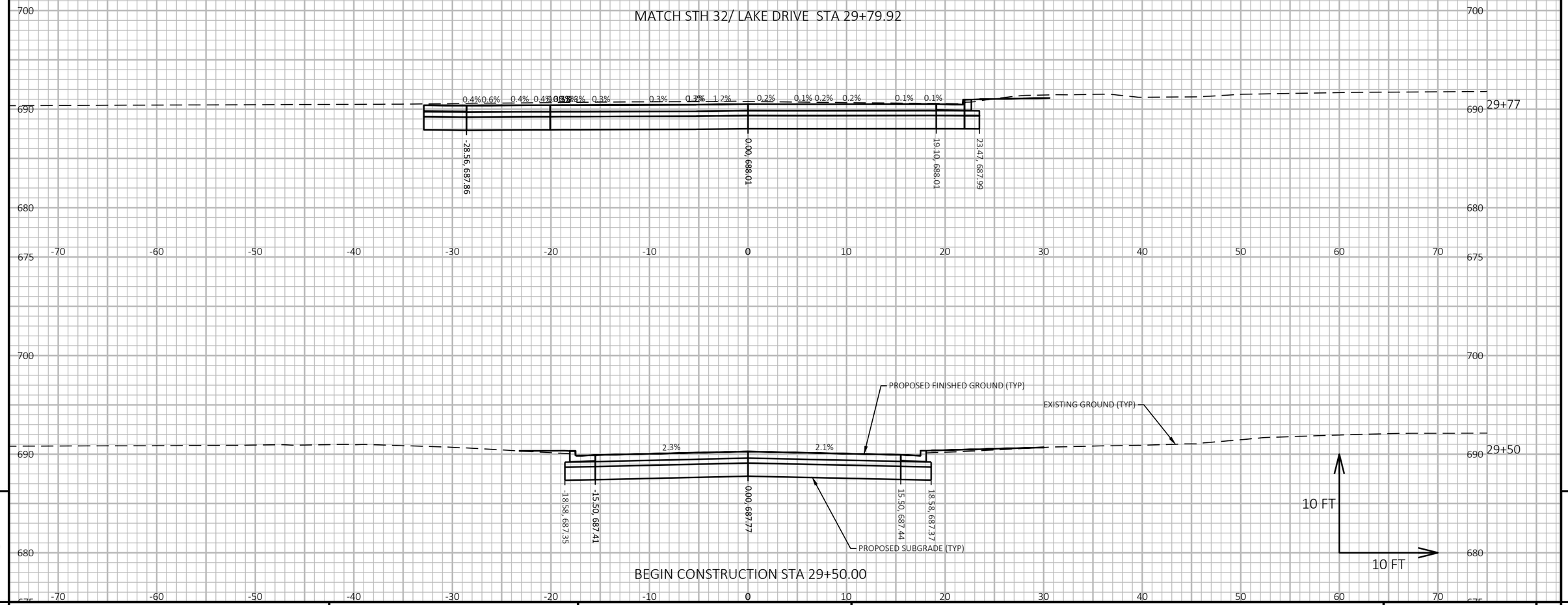
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: BEVERLY RD	SHEET 503	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - BEVERLY.DWG
LAYOUT NAME - XS-BEVERLY-1

PLOT DATE : 7/31/2024 7:04 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



BEGIN CONSTRUCTION STA 29+50.00

9 9

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: SHOREWOOD BLVD	SHEET 504	E

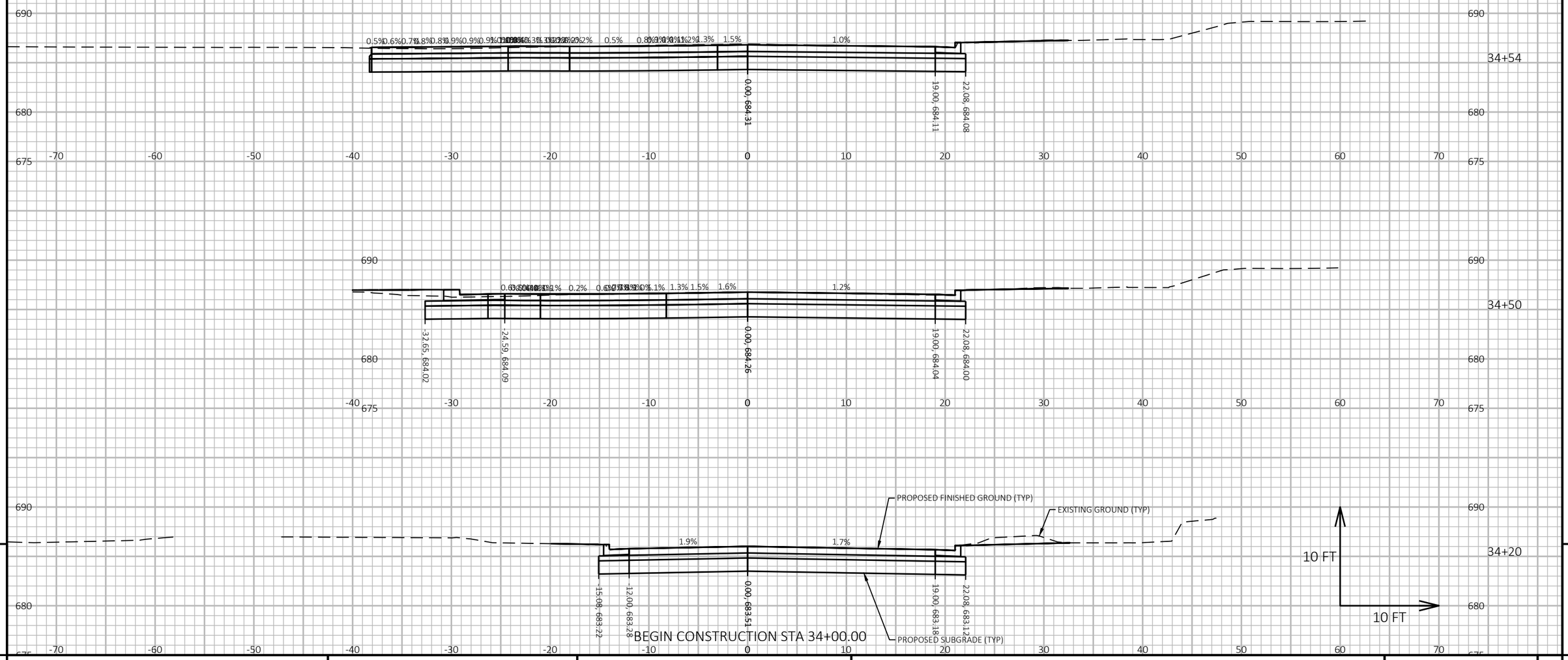
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - SHOREWOOD.DWG
LAYOUT NAME - XS-SHOREWOOD-1

PLOT DATE : 7/31/2024 7:05 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH STH 32/ LAKE DRIVE STA 34+75.79



PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DR	SHEET 505	E

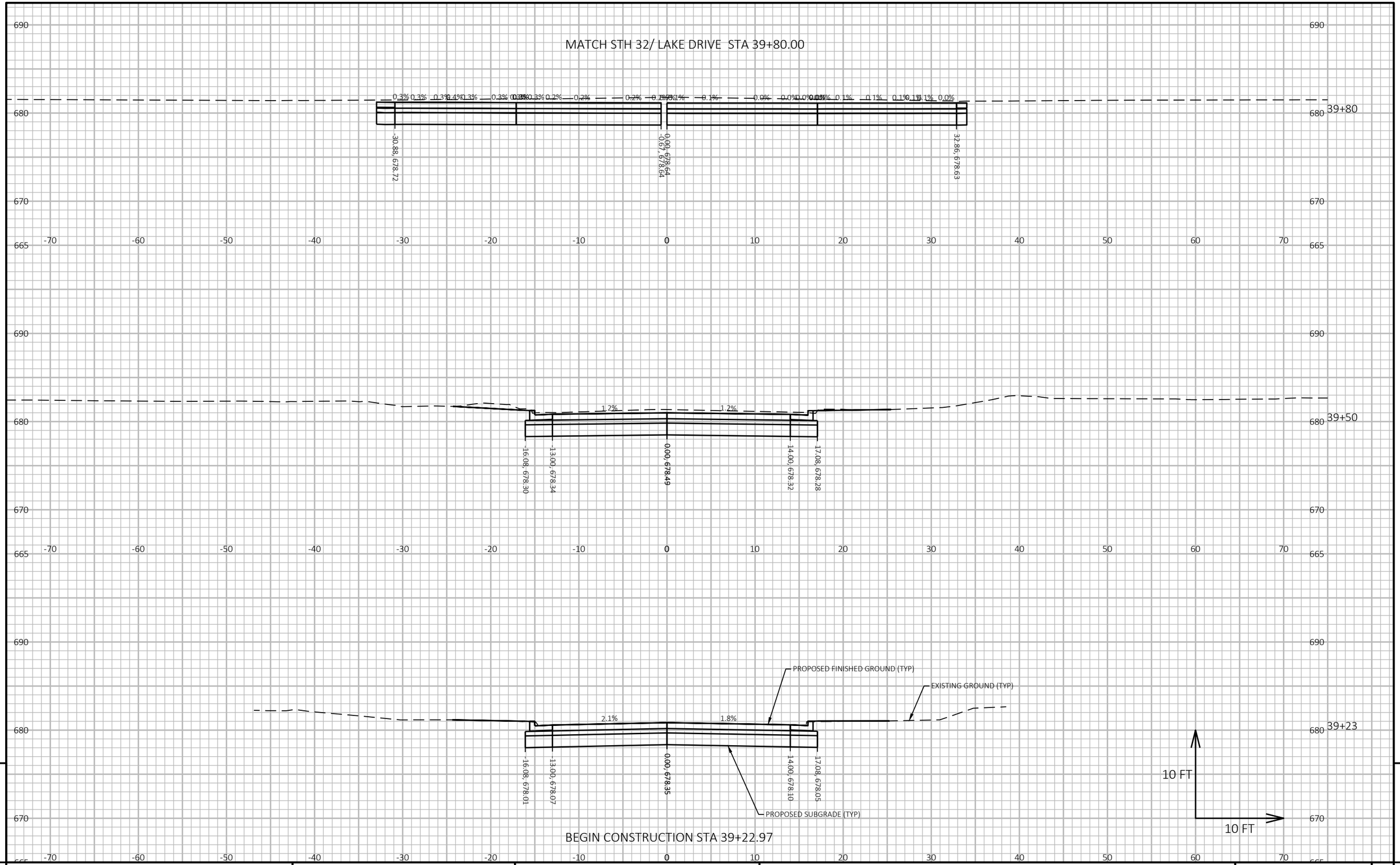
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - CAPITOL.DWG
LAYOUT NAME - XS-CAPITOL-1

PLOT DATE : 7/31/2024 7:07 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH STH 32/ LAKE DRIVE STA 39+80.00



BEGIN CONSTRUCTION STA 39+22.97

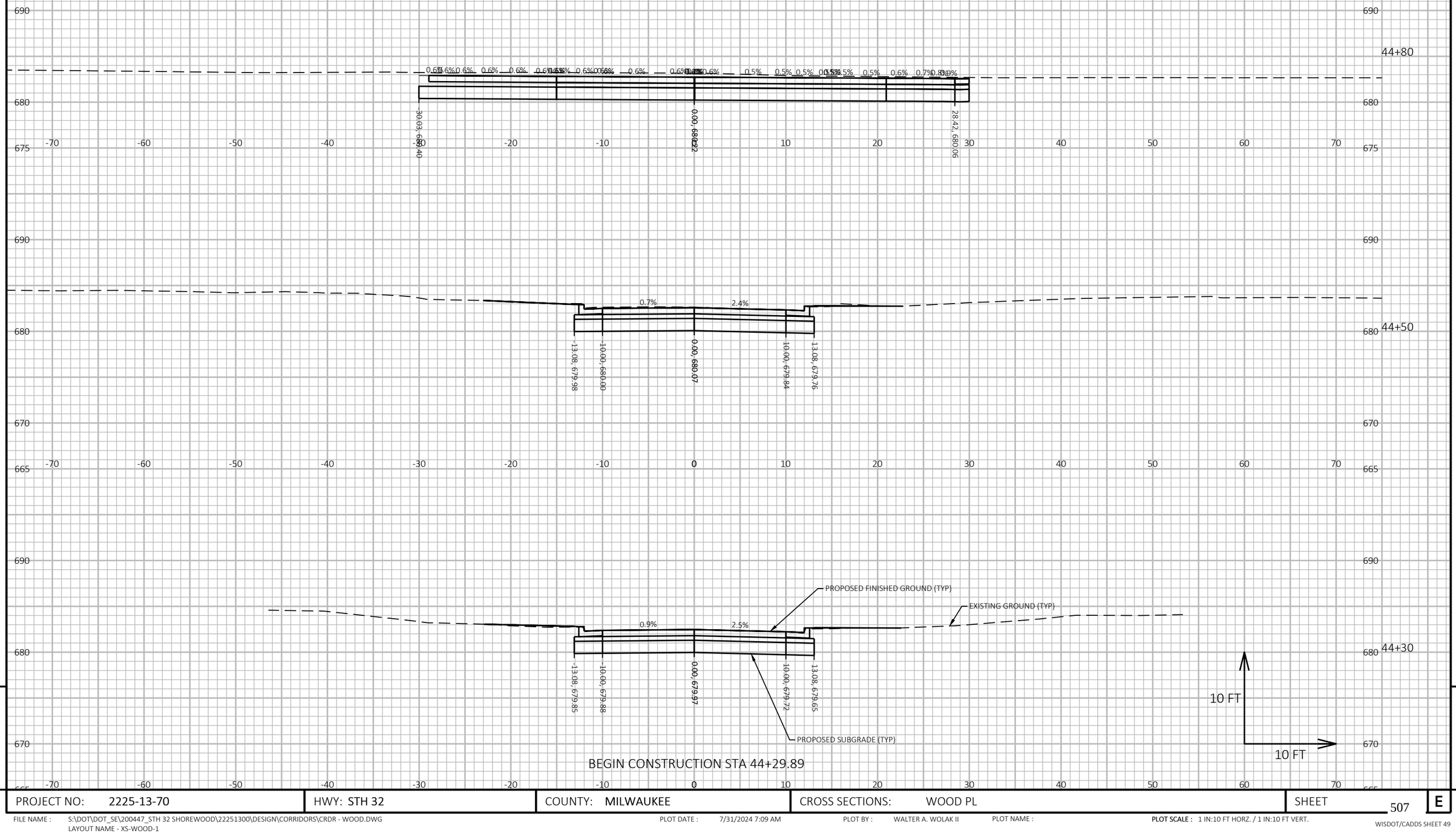
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: JARVIS ST	SHEET 506	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - JARVIS.DWG
LAYOUT NAME - XS-JARVIS-1

PLOT DATE : 7/31/2024 7:07 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH STH 32/ LAKE DRIVE STA 44+80.00



BEGIN CONSTRUCTION STA 44+29.89

9 9

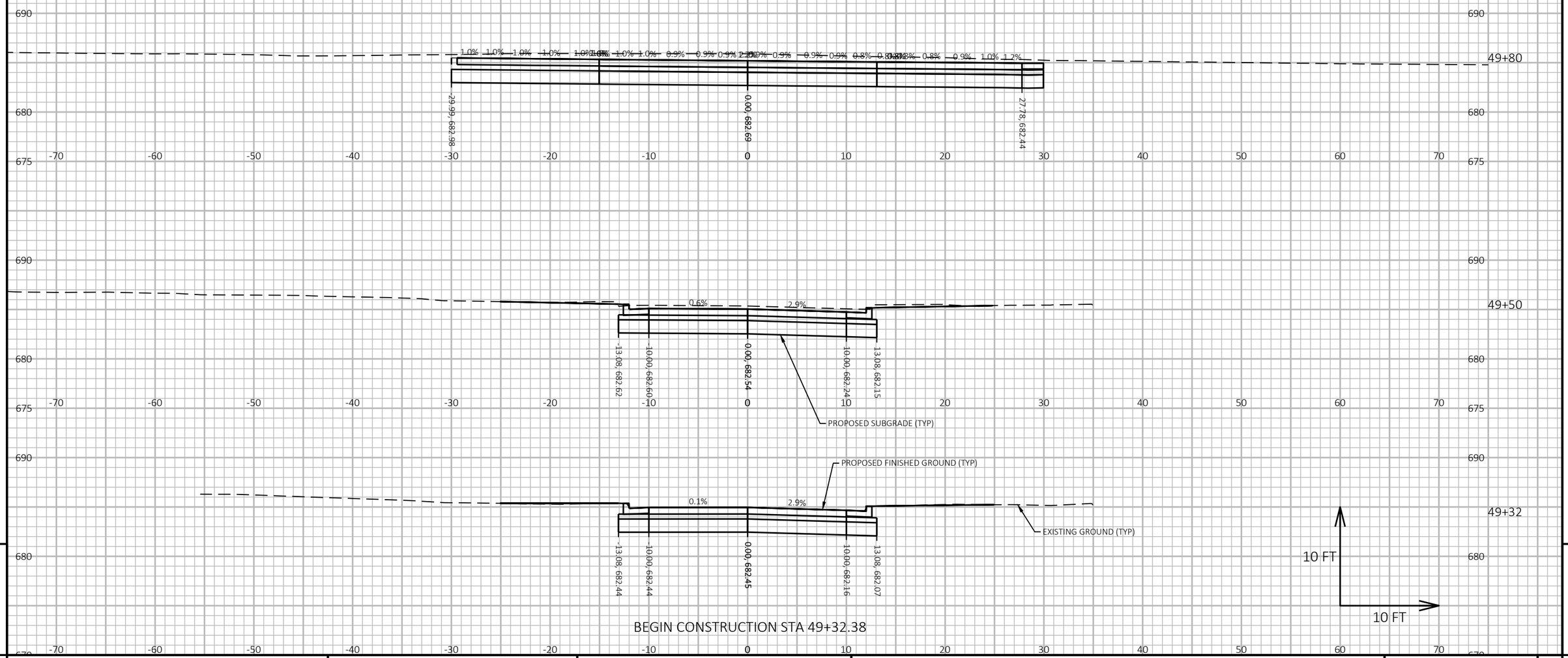
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: WOOD PL	SHEET 507	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - WOOD.DWG
LAYOUT NAME - XS-WOOD-1

PLOT DATE : 7/31/2024 7:09 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH STH 32/ LAKE DRIVE STA 49+80.00



BEGIN CONSTRUCTION STA 49+32.38

PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: OLIVE ST	SHEET 508	E

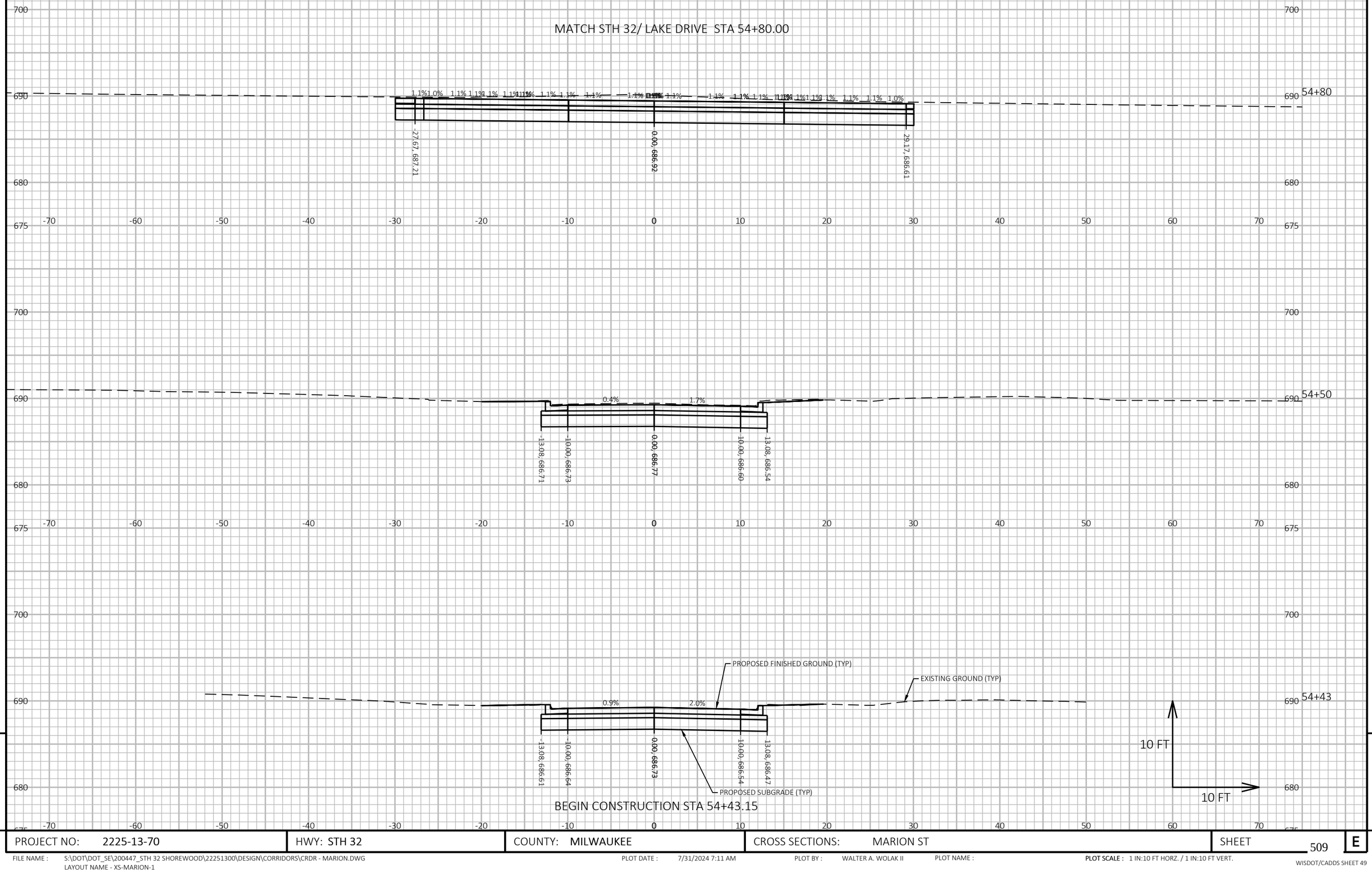
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - OLIVE.DWG
LAYOUT NAME - XS-OLIVE-1

PLOT DATE : 7/31/2024 7:09 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH STH 32/ LAKE DRIVE STA 54+80.00



BEGIN CONSTRUCTION STA 54+43.15

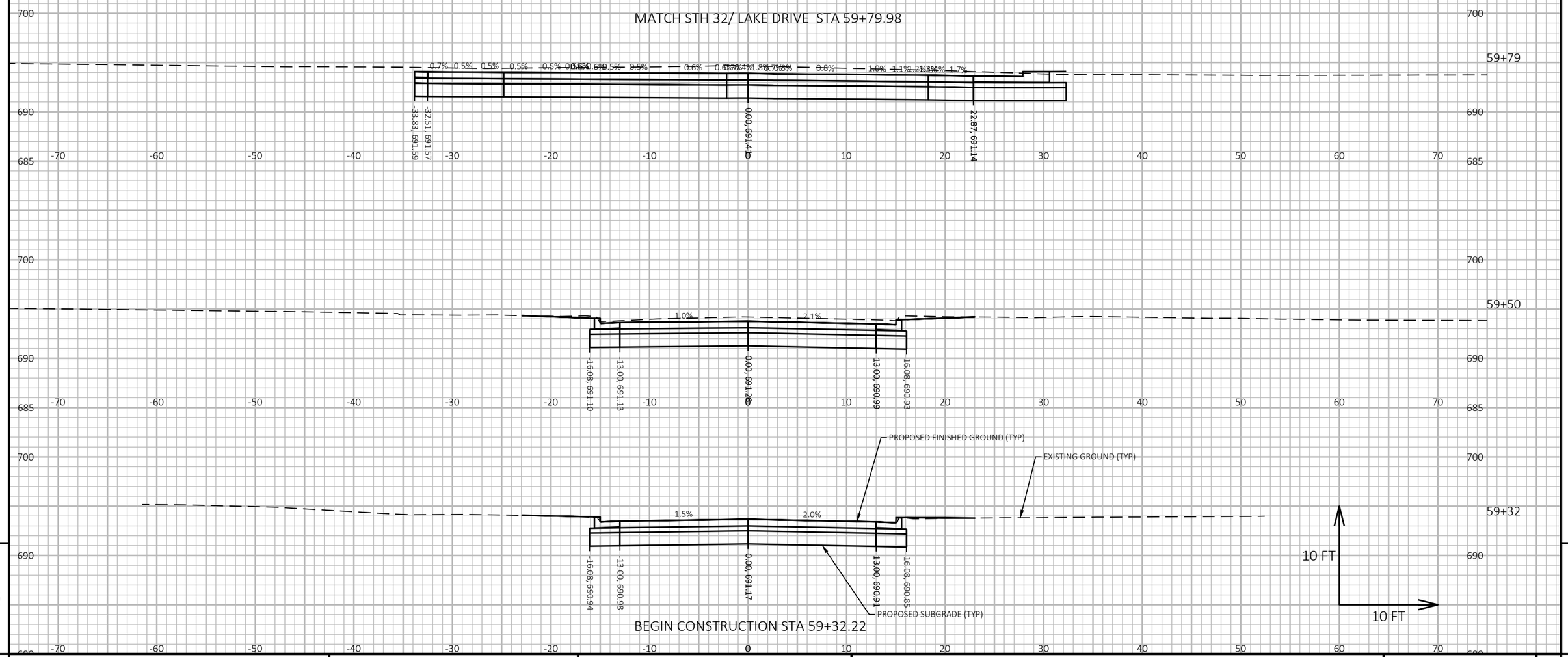
PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: MARION ST	SHEET 509	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - MARION.DWG
LAYOUT NAME - XS-MARION-1

PLOT DATE : 7/31/2024 7:11 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: LAKE BLUFF BLVD	SHEET 510	E

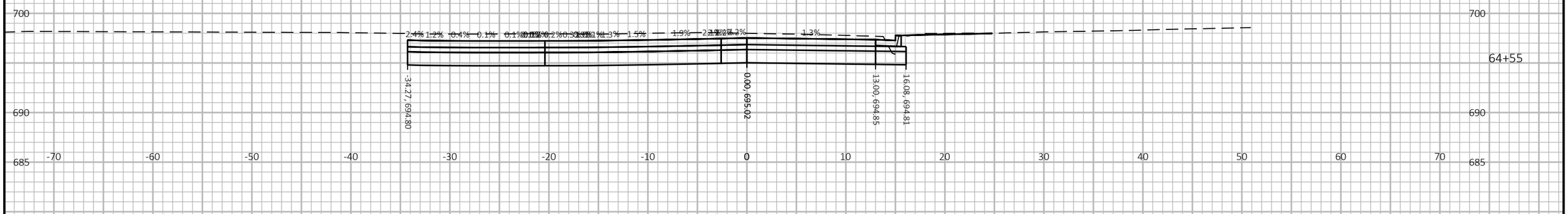
FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - LAKE - BLUFF.DWG
LAYOUT NAME - XS-LAKE BLUFF-1

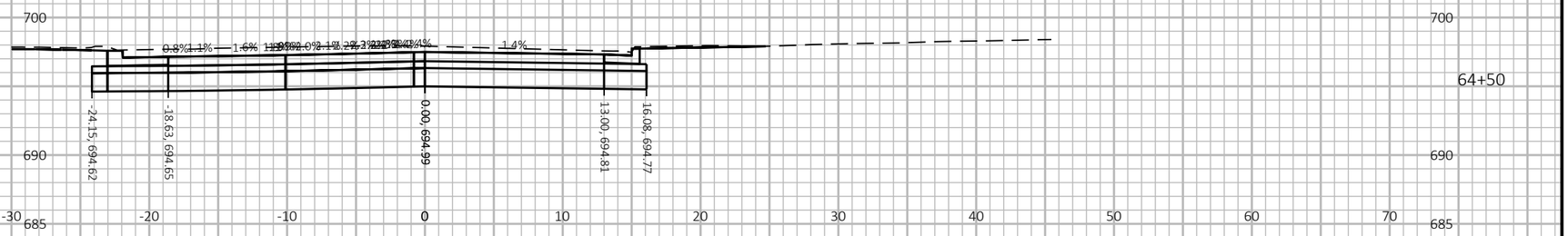
PLOT DATE : 7/31/2024 7:11 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

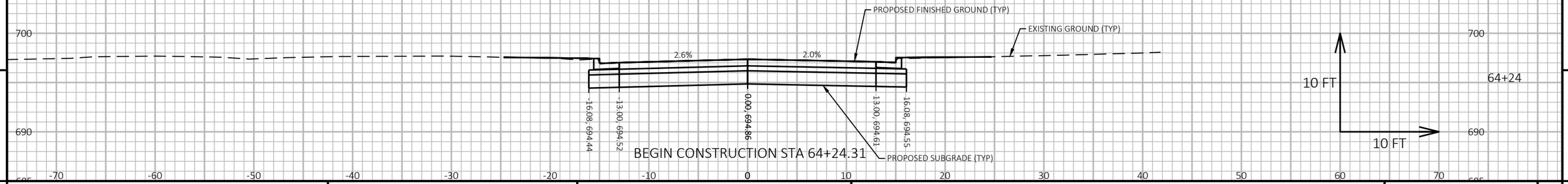
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH STH 32/ LAKE DRIVE STA 64+76.36







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PROJECT NO: 2225-13-70	HWY: STH 32	COUNTY: MILWAUKEE	CROSS SECTIONS: KENSINGTON BLVD	SHEET 511	E

FILE NAME : S:\DOT\DOT_SE\200447_STH 32 SHOREWOOD\22251300\DESIGN\CORRIDORS\CRDR - KENSINGTON.DWG
LAYOUT NAME - XS-KENSINGTON-1

PLOT DATE : 7/31/2024 7:12 AM PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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through innovation and exceptional service.

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