WKE

PROJECT ID: 2410-10-70

WITH: N/A

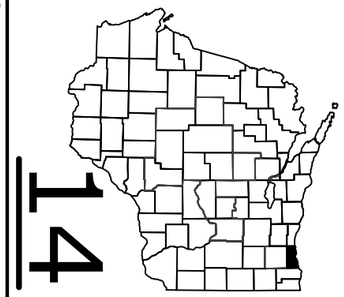
COUNTY: MILWAUKEE

FEBRUARY 2026

ORDER OF SHEETS

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

TOTAL SHEETS = 742



14

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C MILWAUKEE, W NATIONAL AVE

39TH ST TO 27TH ST

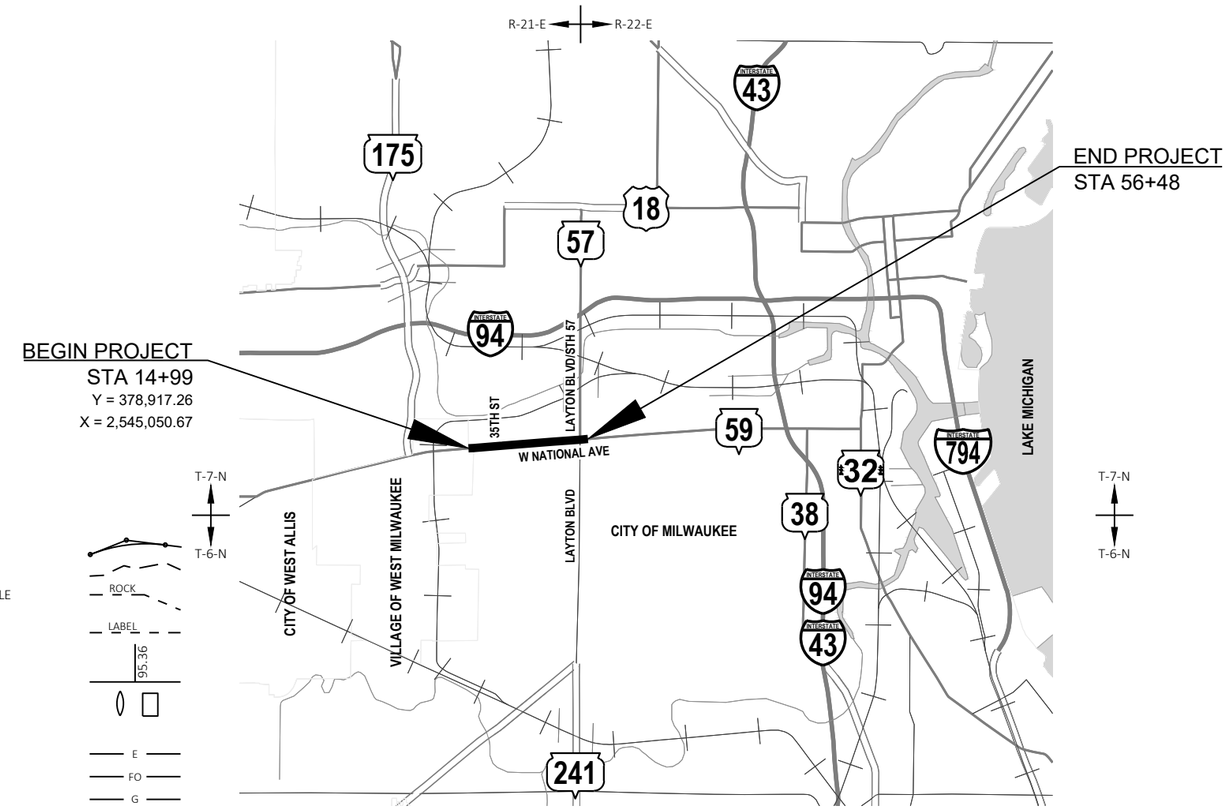
STH 59

MILWAUKEE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2410-10-70	WISC 2026258	1

STATE PROJECT NUMBER

2410-10-70



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.786 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN STATE PLANE COORDINATE SYSTEM, NAD27 (SOUTH ZONE) IN U.S. SURVEY FEET.

ELEVATIONS ARE REFERENCED TO CITY OF MILWAUKEE DATUM.

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

DESIGN DESIGNATION

A.A.D.T.	2026	=	20,100
A.A.D.T.	2046	=	20,900
D.H.V.		=	2,383 (11.4%)
D.D.		=	50/50
T.		=	4.1%
DESIGN SPEED		=	30 MPH
ESALS		=	1,600,000

CONVENTIONAL SYMBOLS

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

ACCEPTED FOR

CITY of MILWAUKEE

10/22/25 (Date)

(Signature)

Commissioner of Public Works (Title of Official)

ORIGINAL PLANS PREPARED BY

raSmith

CREATIVITY BEYOND ENGINEERING

rasmith.com

WISCONSIN
ANDREW J. AXT
E-45143-6
MILWAUKEE
WI
PROFESSIONAL ENGINEER

10/22/2025 (Date)

(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	EMCS
Designer	VARIOUS
Project Manager	DEBRA TARNOW
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	JOSHUA LEVEQUE

APPROVED FOR THE DEPARTMENT

10/21/2024 (Date)

Debra Tarnow (Signature)

E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 10/21/2025 9:07 AM

PLOT BY : AXT, ANDREW

PLOT NAME :

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS, OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

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

TOPSOIL SHALL BE PLACED 1-INCH BELOW THE TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS.

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, SUBBASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

THE EXACT LOCATION AND WIDTH OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PIPE AND INLET ELEVATIONS, LENGTHS AND LOCATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

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

STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.

ALL CURB AND GUTTER STATIONS, OFFSETS, RADII, AND GRADES ARE MEASURED TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES & PROJECT CONTACTS
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVALS
PLAN DETAILS
PAVING GRADES
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
CITY UNDERGROUND CONDUIT
PERMANENT SIGNING
LIGHTING TEMPORARY
LIGHTING PLAN
TRAFFIC SIGNAL REMOVAL
TRAFFIC SIGNAL TEMPORARY
TRAFFIC SIGNAL PLAN
FIBER OPTIC
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR
ALIGNMENT

THE FOLLOWING ENTITIES HAVE PREPARED DESIGNS FOR THIS PROJECT:

GRAEF
- TRAFFIC CONTROL
- DETOUR

CITY OF MILWAUKEE
- EROSION CONTROL
- SEWER REMOVALS AND ABANDONMENTS
- STORM SEWER
- TEMPORARY STREET LIGHTING

DAAR ENGINEERING
- CITY UNDERGROUND CONDUIT
- STREET LIGHTING

EMCS
- PLAT

ABBREVIATIONS:

BRT	BUS RAPID TRANSIT
CL	CONSTRUCTION LINE
CUC	CITY UNDERGROUND CONDUIT
HP	HIGH POINT
LP	LOW POINT
PGL	PROFILE GRADE LINE
RCT	RAISED CYCLE TRACK
RL	REFERENCE LINE
V	DESIGN SPEED
HDPE	HIGH DENSITY POLYETHYLENE
ES	CITY OF MILWAUKEE ELECTRICAL SERVICES
LC	LATERAL CLEARANCE
TS	CITY OF MILWAUKEE TRAFFIC SERVICES

HMA PAVEMENT LAYERS SUMMARY TABLE		
7" PAVEMENT		
LAYER	THICKNESS	TYPE
UPPER	2"	4 MT 58-28 S
MIDDLE	2 1/2"	3 MT 58-28 S
LOWER	2 1/2"	3 MT 58-28 S
5" PAVEMENT		
LAYER	THICKNESS	TYPE
UPPER	2"	4 MT 58-28 S
LOWER	3"	3 MT 58-28 S

UTILITIES CONTACTS

AT&T LOCAL NETWORK

COMMUNICATION
DALE DEFEVER
1000 TOWN CENTER, SUITE 150
SOUTHFIELD, MI 48075
PHONE: 586-242-2671
EMAIL: DD2579@ATT.COM

AT&T WISCONSIN

COMMUNICATION
TYLER FLECK
220 WISCONSIN AVE
WAUKESHA, WI 53186
PHONE: (414) 248-6803 (MOBILE)
EMAIL: TF8394@ATT.COM

CITY OF MILWAUKEE

COMMUNICATION
TREMEL REMBERT
1440 W CANAL ST
MILWAUKEE, WI 53233
PHONE: (414) 286-3686
EMAIL: TREMBE@MILWAUKEE.GOV

CITY OF MILWAUKEE

CONDUIT
KAREN ROGNEY
841 N BROADWAY, ROOM 920
MILWAUKEE, WI 53202
PHONE: (414) 286-3243
EMAIL: KROGNE@MILWAUKEE.GOV

CITY OF MILWAUKEE

SEWER
ROB SELEEN
841 N BROADWAY, 9TH FLOOR
MILWAUKEE, WI 53202
PHONE: (414) 286-2465
EMAIL: RSELEE@MILWAUKEE.GOV

CITY OF MILWAUKEE

WATER
MWW CONTROL CENTER
841 N BROADWAY, ROOM 406
MILWAUKEE, WI 53202
PHONE: (414) 286-3710

EVERSTREAM

COMMUNICATION
ABIGAIL STEIN
324 E WISCONSIN AVE, SUITE 730
MILWAUKEE, WI 53202
PHONE: (414) 409-9316 (OFFICE)
PHONE: (262) 442-9427 (MOBILE)
EMAIL: ASTEIN@EVERSTREAM.NET

LEVEL 3

COMMUNICATION
RYAN BIRDSALL
3235 INTERTECH DR, SUITE 600
BROOKFIELD, WI 53045
PHONE: (608) 444-2493
EMAIL: RYAN.BIRDSALL@LUMEN.COM

MIDWEST FIBER NETWORKS

COMMUNICATION
CORY SCHMUKI
6070 NORTH FLINT ROAD
GLENDALE, WI 53209
PHONE: (414) 459-3561 (OFFICE)
PHONE: (414) 349-2764 (MOBILE)
EMAIL: CSCHMUKI@MIDWESTFIBERNETWORKS.COM

MILWAUKEE METROPOLITAN SEWERAGE DISTRICT

SEWER
MICHAEL LEE
260 W SEEBOTH ST
MILWAUKEE, WI 53204
PHONE: (414) 225-2241 (OFFICE)
PHONE: (414) 617-1429 (MOBILE)
EMAIL: MLEE@MMSD.COM

SPECTRUM

COMMUNICATION
ROBERT DETERT
1320 N DR MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212
PHONE: (414) 688-0348
EMAIL: ROBERT.DETERT@CHARTER.COM

UNITI

COMMUNICATION
LORI KETTER
969 WAUBE LANE
GREEN BAY, WI 54304
PHONE: (920) 410-6902 (MOBILE)
EMAIL: LORI.KETTER@UNITI.COM

VERIZON BUSINESS

COMMUNICATION
RJ CICATELLO
15725 W RYERSON RD
NEW BERLIN, WI 53151
PHONE: (262) 232-1323
EMAIL: RANDY.CICATELLOW@VERIZON.COM

VILLAGE OF WEST MILWAUKEE

SEWER
JASON JOURDAN
4517 W BURNHAM ST
WEST MILWAUKEE, WI 53219
PHONE: (414) 645-6238 (OFFICE)
PHONE: (414) 651-5890 (MOBILE)
EMAIL: JASON.JOURDAN@WESTMILWAUKEEWI.GOV

VILLAGE OF WEST MILWAUKEE

WATER
JASON JOURDAN
4517 W BURNHAM ST
WEST MILWAUKEE, WI 53219
PHONE: (414) 645-2151 (OFFICE)
PHONE: (414) 651-5890 (MOBILE)
EMAIL: JASON.JOURDAN@WESTMILWAUKEEWI.GOV

WE ENERGIES

ELECTRIC
TARA BLECHA
5400 N GREEN BAY AVE
GLENDALE, WI 53209
PHONE: (414) 540-5784 (OFFICE)
PHONE: (414) 737-4051 (MOBILE)
EMAIL: TARA.BLECHA@WE-ENERGIES.COM

WE ENERGIES

GAS
JOE DABLE
500 S 116TH ST
WEST ALLIS, WI 53214
PHONE: (414) 303-0310
EMAIL: JOE.DABLE@WE-ENERGIES.COM

WISCONSIN DNR LIAISON

RYAN PAPPAS
1027 W ST PAUL AVE
MILWAUKEE, WI 53233
PHONE: (920) 893-8529
EMAIL: RYAN.PAPPAS@WISCONSIN.GOV

REGION SURVEY COORDINATOR (SEWRPC)

ROB MERRY
W239 N1812 ROCKWOOD DR
PO BOX 1607
WAUKESHA, WI 53187
PHONE: (262) 547-6722 EXT 289
EMAIL: RMERRY@SEWRPC.ORG

CITY OF MILWAUKEE

PROJECT MANAGER
JESSE JEFFERSON
841 N BROADWAY, ROOM 902
MILWAUKEE, WI 53202
PHONE: (414) 286-2971
EMAIL: JEJEFF@MILWAUKEE.GOV

FORESTRY
JAMES KRINGER
841 N BROADWAY,6TH FLOOR
MILWAUKEE, WI 53202
PHONE: (414) 708-2428
EMAIL: JKRING@MILWAUKEE.GOV

STREET LIGHTING
NEAL KARWEIK
1540 W CANAL ST
MILWAUKEE, WI 53233
PHONE: (414) 286-5943 (OFFICE)
PHONE: (414) 708-4245 (MOBILE)
EMAIL: NKARWE@MILWAUKEE.GOV

SIGNALS
SCOTT REINBACHER
841 N BROADWAY, 9TH FLOOR
MILWAUKEE, WI 53202
PHONE: (414) 286-3232
EMAIL: SREINB@MILWAUKEE.GOV

DESIGN PROJECT MANAGER

JOHN ELKIN
raSmith
16745 W BLUEMOUND RD, SUITE 200
BROOKFIELD, WI 53005
PHONE: (262) 317-3312
EMAIL: JOHN.ELKIN@RASMITH.COM

DESIGN PROJECT LEADER

ANDREW AXT
raSmith
16745 W BLUEMOUND RD, SUITE 200
BROOKFIELD, WI 53005
PHONE: (262) 317-3357
EMAIL: ANDREW.AXT@RASMITH.COM

MILWAUKEE COUNTY TRANSIT

DAN ADAMS
1942 N 17TH ST
MILWAUKEE, WI 53205
PHONE: (414) 937-3273
EMAIL: DADAMS@MCTS.ORG

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

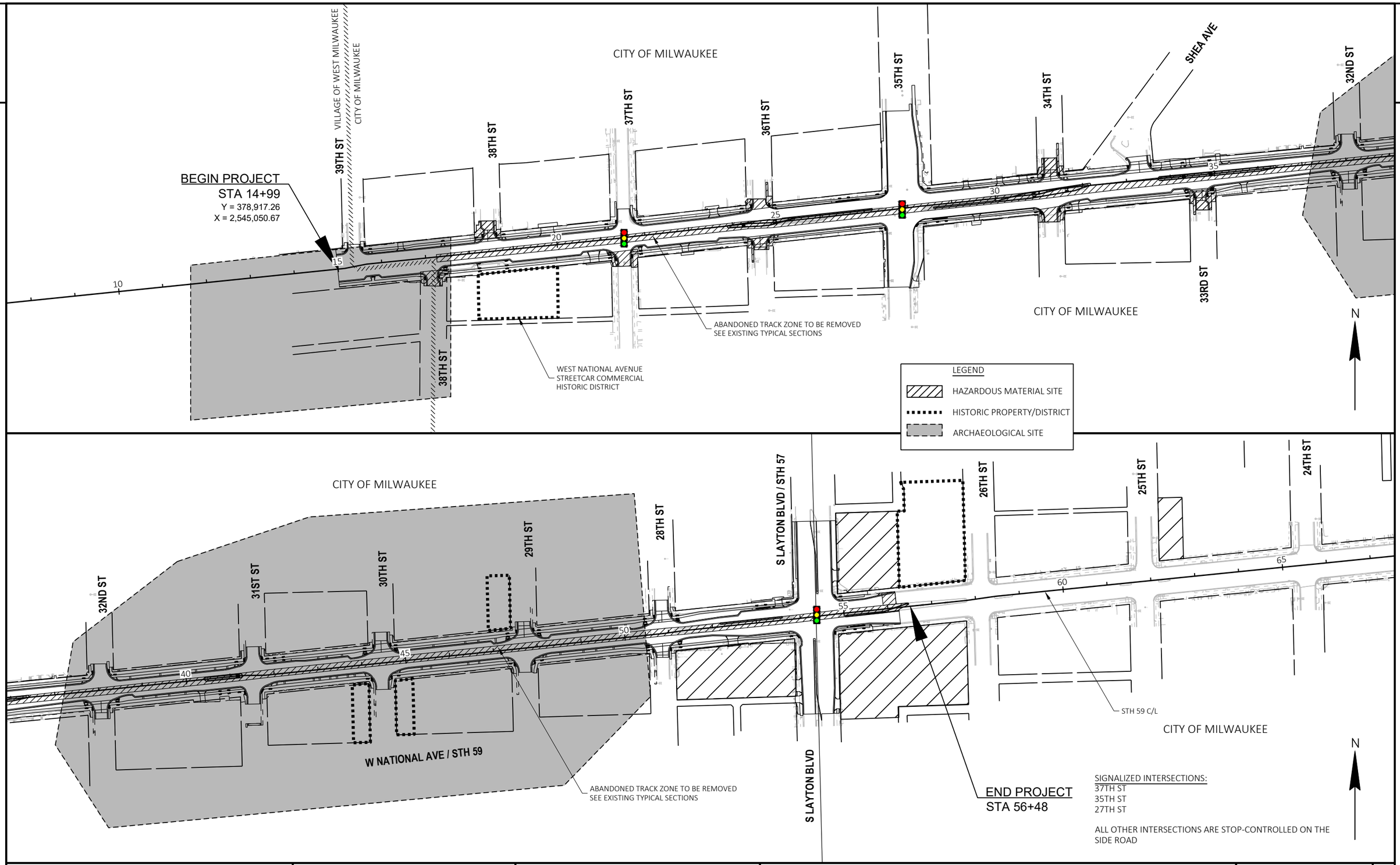
WISDOT

DESIGN PROJECT MANAGER
DEBRA TARNOW
141 NW BARSTOW ST
WAUKESHA, WI 53188
PHONE: (262) 548-6768
EMAIL: DEBRA.TARNOW@DOT.WI.GOV

CONSTRUCTION PROJECT MANAGER
STEPHEN PALES
141 NW BARSTOW ST
WAUKESHA, WI 53188
PHONE: (262) 548-5940 (OFFICE)
PHONE: (414) 750-5343 (MOBILE)
EMAIL: STEPHEN.PALES@DOT.WI.GOV

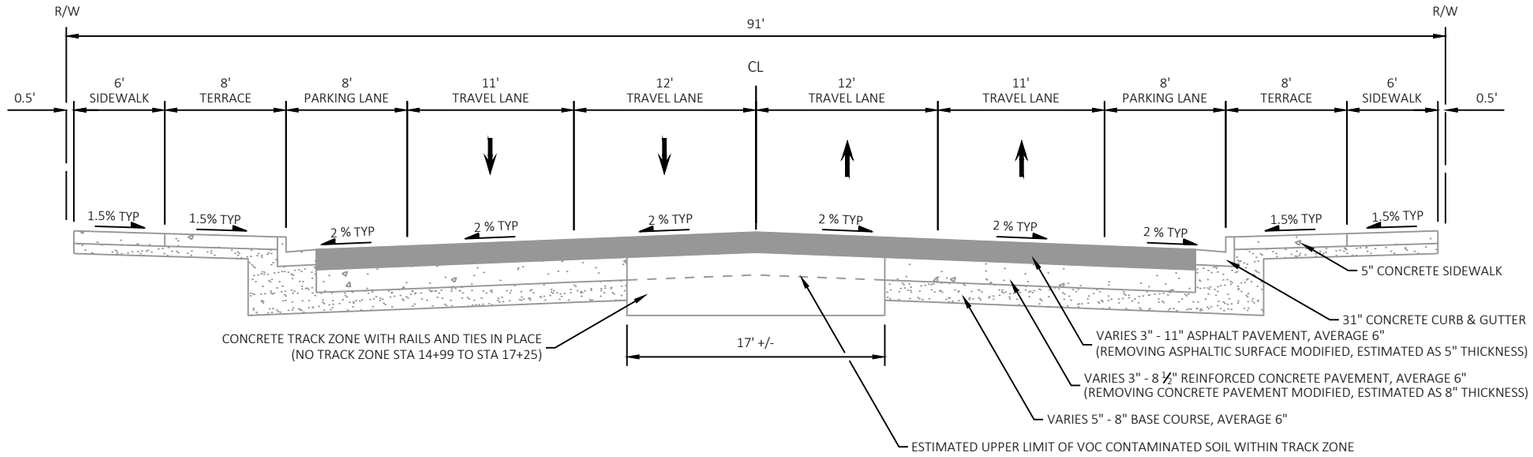
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DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SHEET 4	E

2



EXISTING TYPICAL SECTION - W NATIONAL AVE (STH 59)

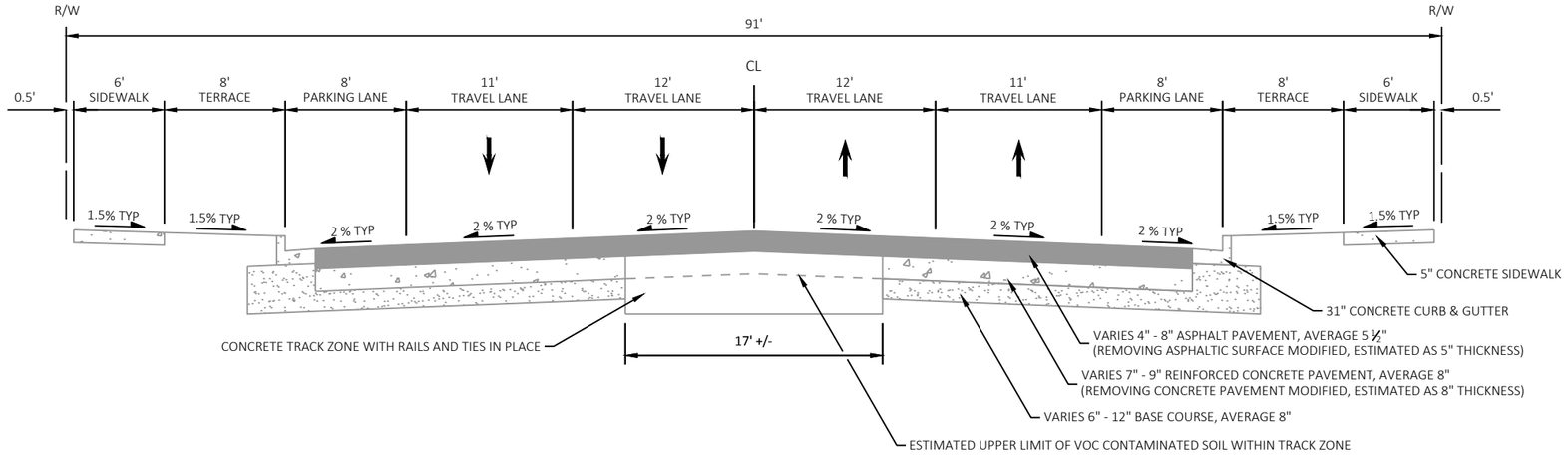
STA 14+99 TO STA 34+97

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - Ex-01

PLOT DATE : 12/18/2025 8:58 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

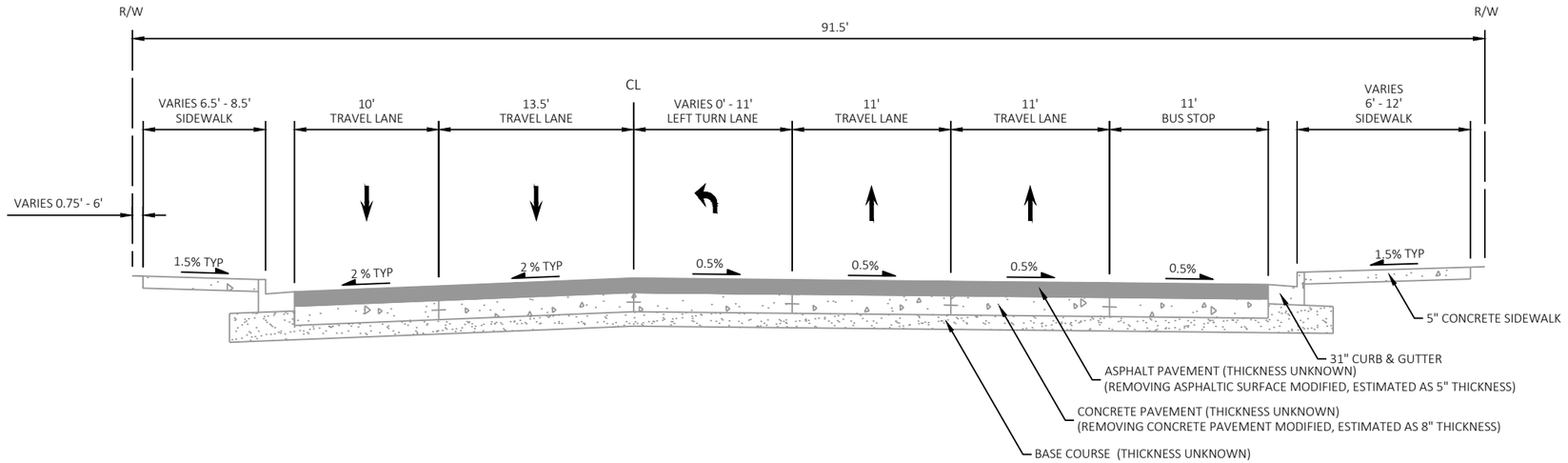


EXISTING TYPICAL SECTION - W NATIONAL AVE (STH 59)

STA 34+97 TO STA 56+48

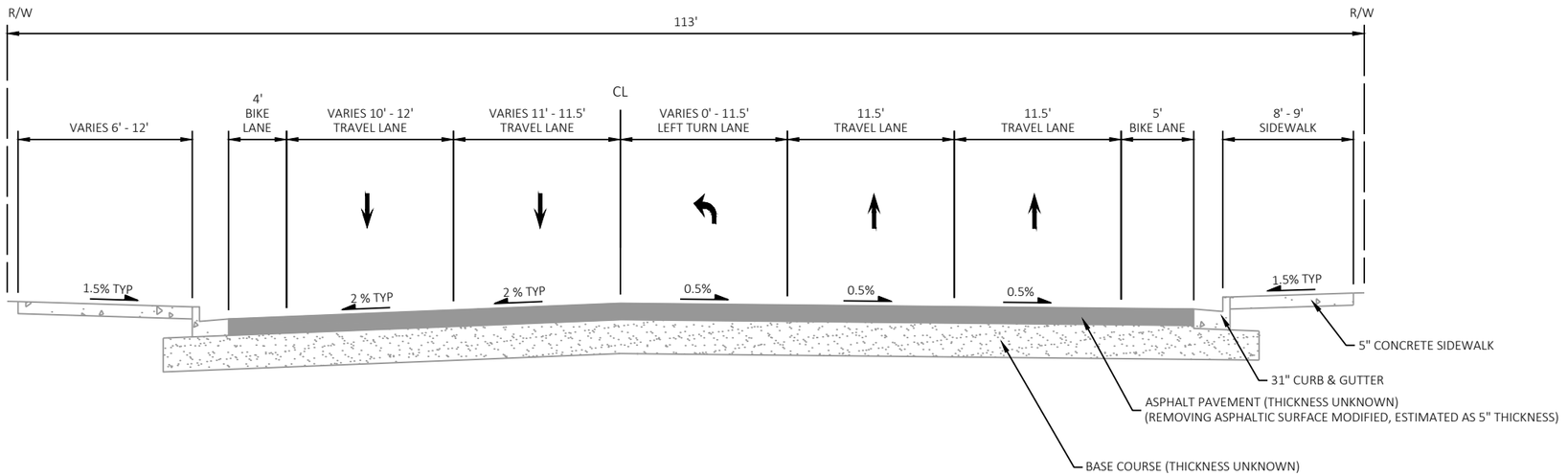
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 6	E

2



EXISTING TYPICAL SECTION - 35TH ST

STA 15+50 A TO STA 16+78 A



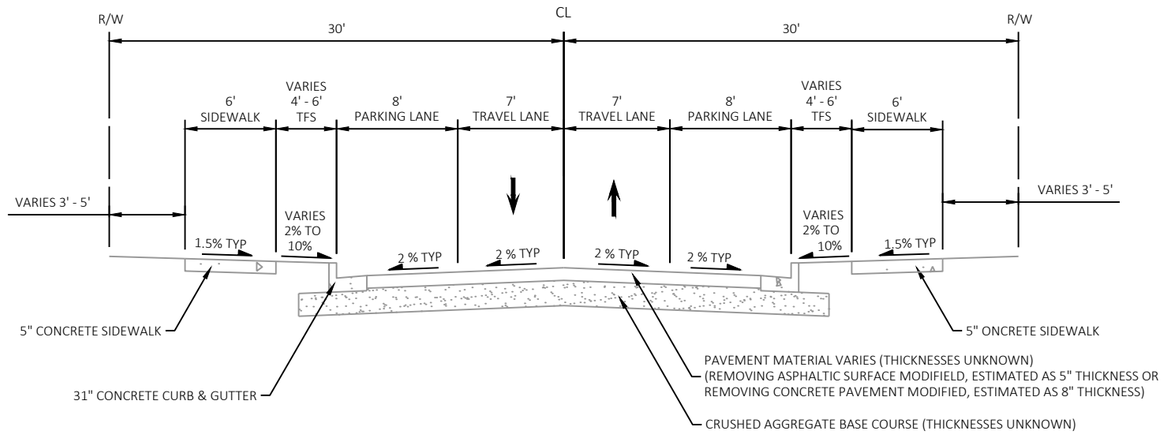
EXISTING TYPICAL SECTION - 35TH ST

STA 16+78 A TO STA 19+50 A

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - Ex-03
PLOT DATE : 12/18/2025 8:58 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION - SIDEROAD

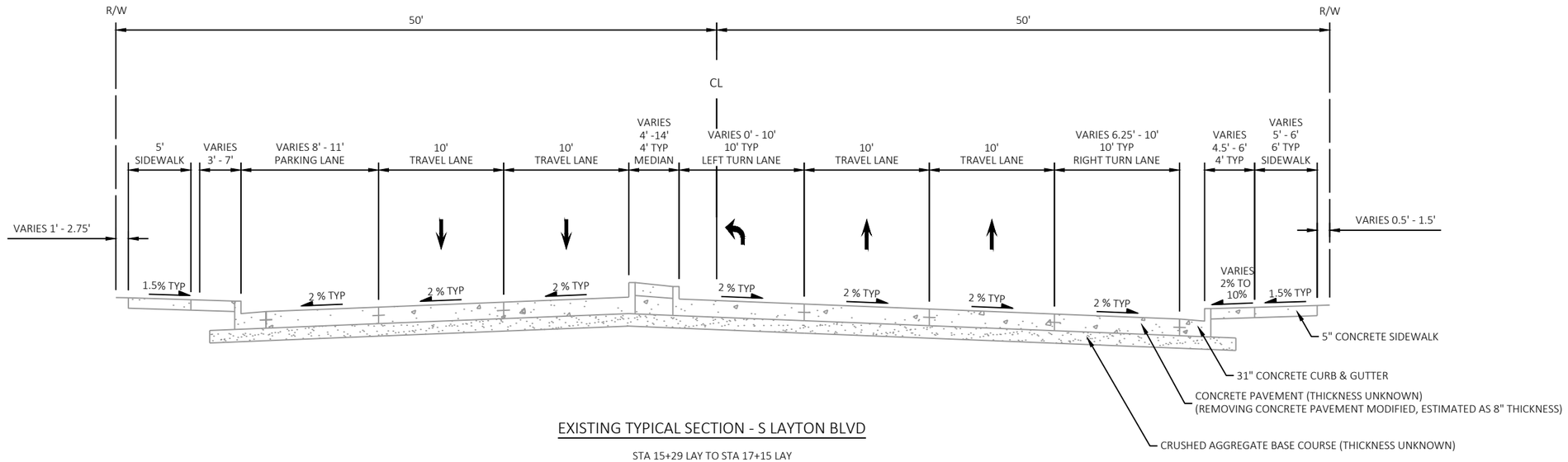
34TH ST
STA 11+30 B TO STA 12+75 B

33RD ST
STA 11+20 C TO STA 11+41 C

28TH ST
STA 12+50 D TO STA 12+75 D

SIDEROAD	EXISTING PAVEMENT
34TH ST	CONCRETE
33RD ST	ASPHALT
28TH ST	CONCRETE (SOUTH LEG)
	ASPHALT OVERLAY OF CONCRETE (NORTH LEG)

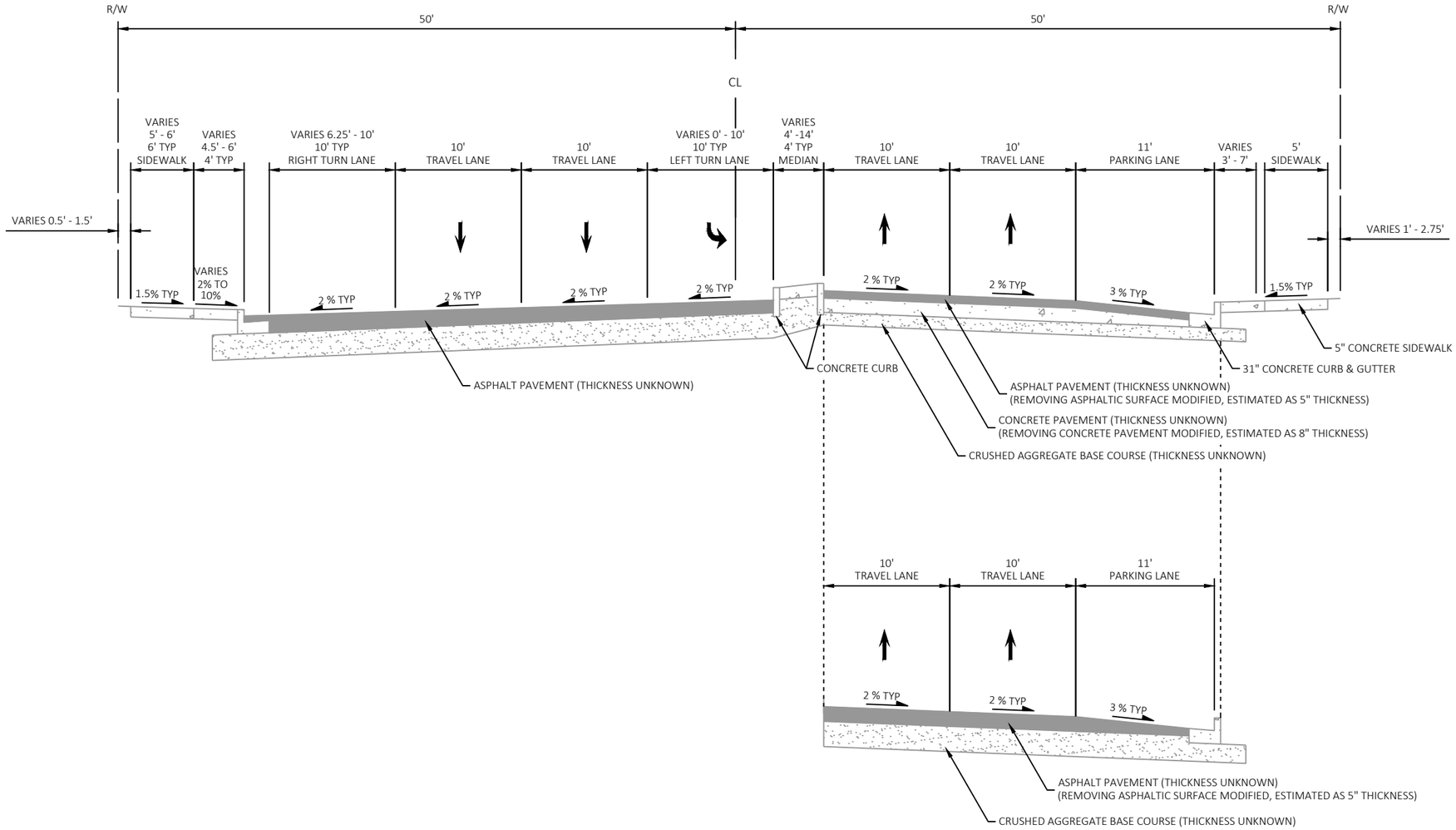
2



EXISTING TYPICAL SECTION - S LAYTON BLVD

STA 15+29 LAY TO STA 17+15 LAY

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 9	E



FULL DEPTH ASPHALT PAVEMENT STRUCTURE

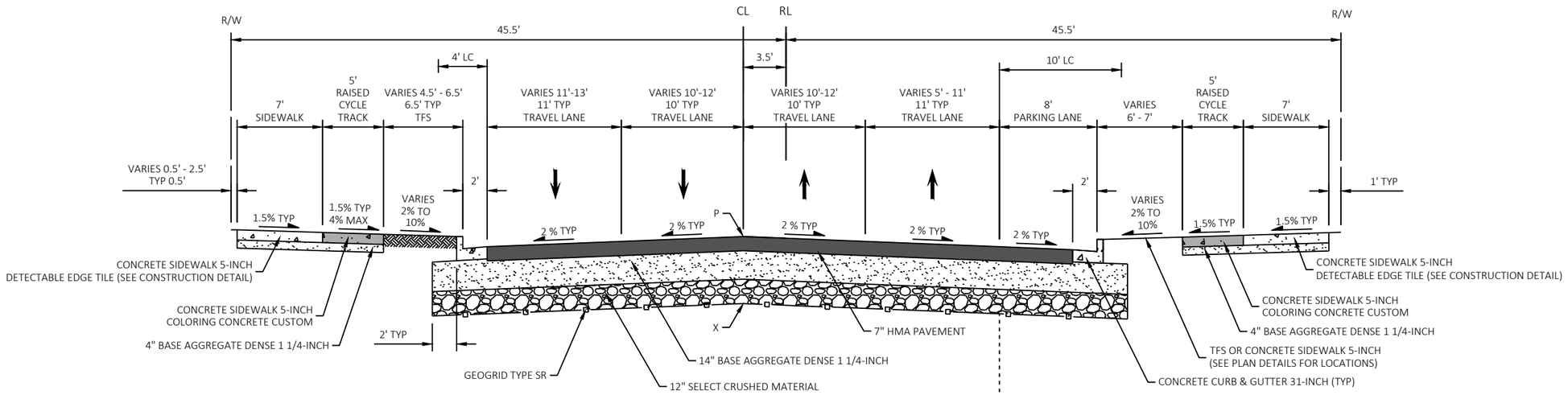
STA 18+70 LAY TO STA 19+66 LAY

UNDERLYING CONCRETE PAVEMENT BUS PAD CONTINUES TO STA 19+36 LAY IN PARKING LANE

EXISTING TYPICAL SECTION - S LAYTON BLVD (STH 57)

STA 18+06 TO STA 19+66 LAY

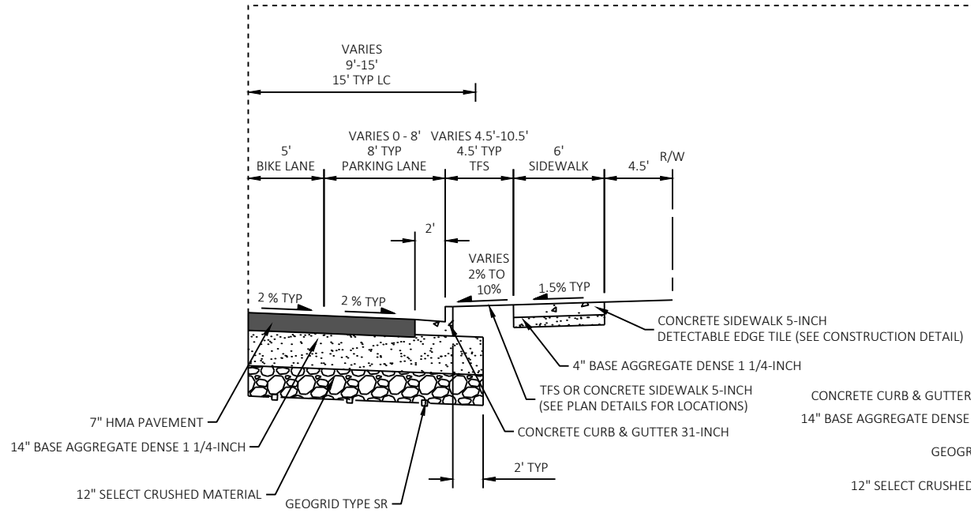
(STATIONING GAP TO PREVIOUS TYPICAL SECTION IS THE W NATIONAL AVE INTERSECTION)



FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

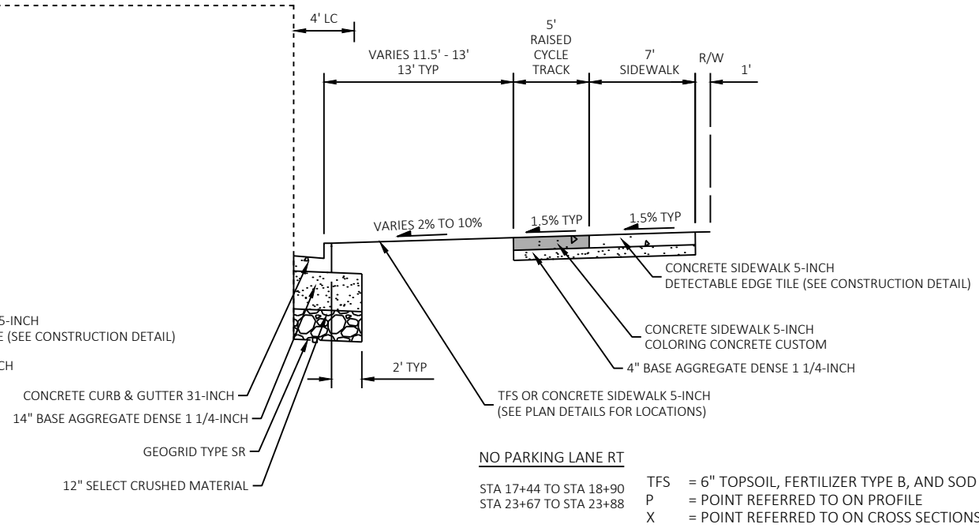
STA 14+99 TO STA 23+88

V = 30 MPH



ON-STREET BIKE ACCOMMODATION RT

STA 14+99 TO STA 16+82



NO PARKING LANE RT

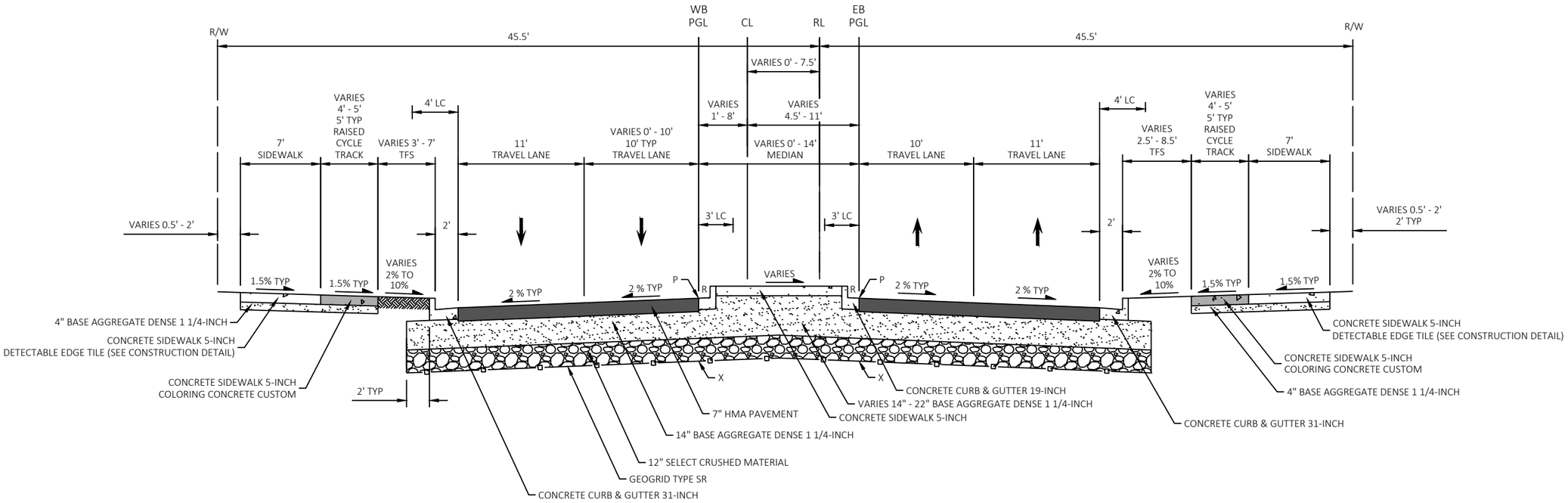
STA 17+44 TO STA 18+90
STA 23+67 TO STA 23+88

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

SIDE ROAD PAVING MATCH

FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 7" HMA PAVEMENT, 14" BASE AGGREGATE DENSE 1 1/4-INCH, 12" SELECT CRUSHED AND GEOGRID MATERIAL.
WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK. SEE CONSTRUCTION DETAIL, PLAN DETAILS, AND CURB RAMP DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

2



FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

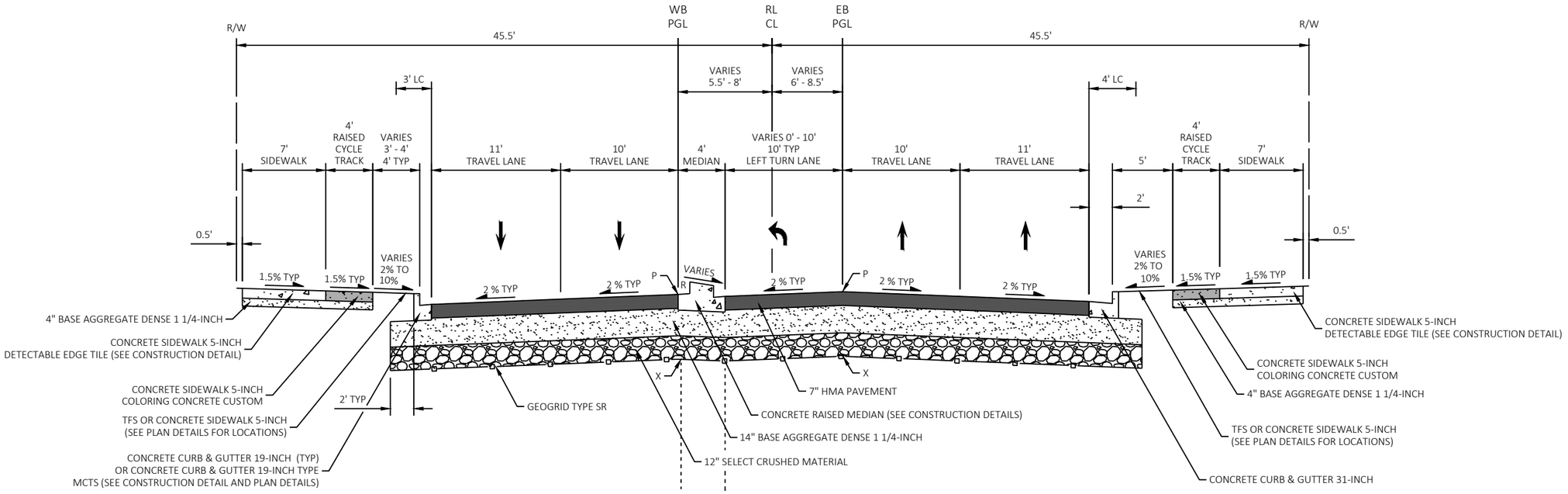
STA 23+88 TO STA 24+85
STA 30+67 TO STA 32+18

V = 30 MPH

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

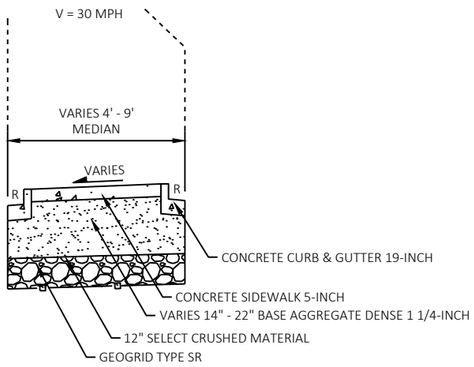
SIDE ROAD PAVING MATCH
FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 7" HMA PAVEMENT, 14" BASE AGGREGATE DENSE 1 1/4-INCH, 12" SELECT CRUSHED AND GEOGRID MATERIAL.
WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK. SEE CONSTRUCTION DETAIL, PLAN DETAILS, AND CURB RAMP DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

2



FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 24+85 TO STA 27+80



MEDIAN

STA 24+85 TO STA 25+45

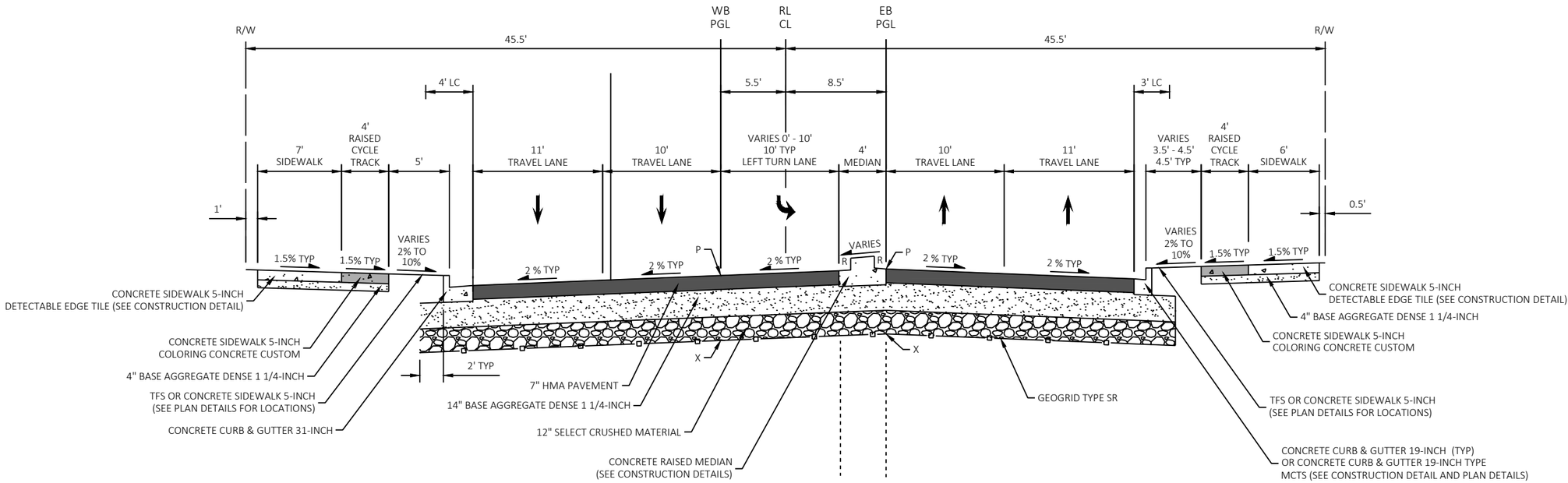
TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

SIDE ROAD PAVING MATCH

FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 7" HMA PAVEMENT, 14" BASE AGGREGATE DENSE 1 1/4-INCH, 12" SELECT CRUSHED AND GEOGRID MATERIAL.
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PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 13	E

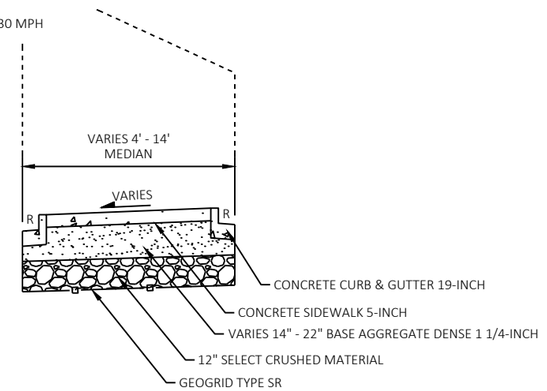
2



FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 27+80 TO STA 30+67

V = 30 MPH



MEDIAN

STA 30+07 TO STA 30+67

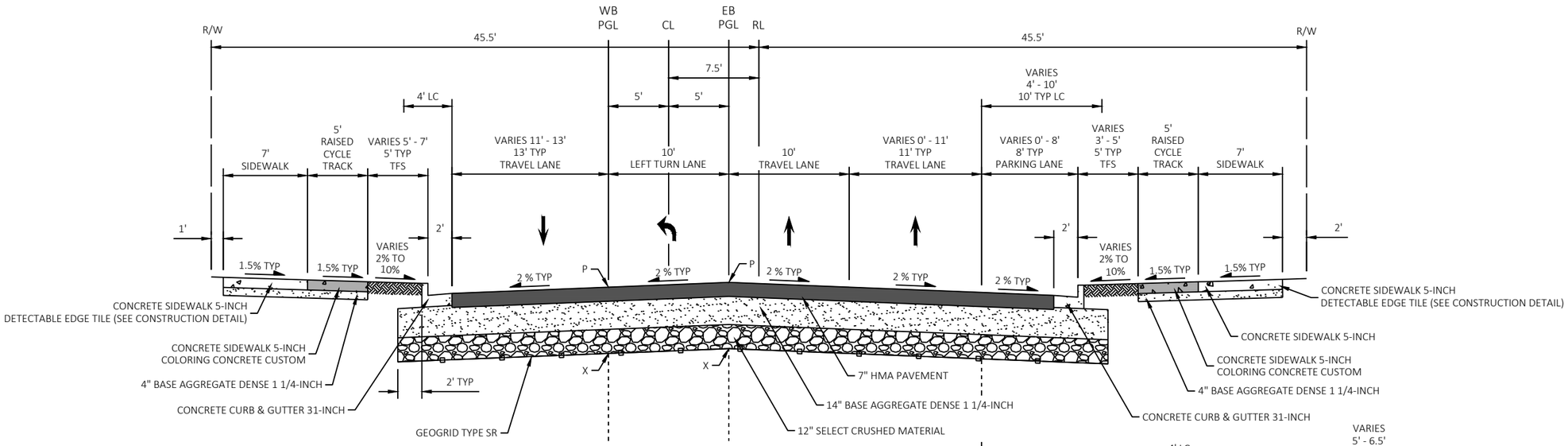
TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

SIDE ROAD PAVING MATCH

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PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 14	E

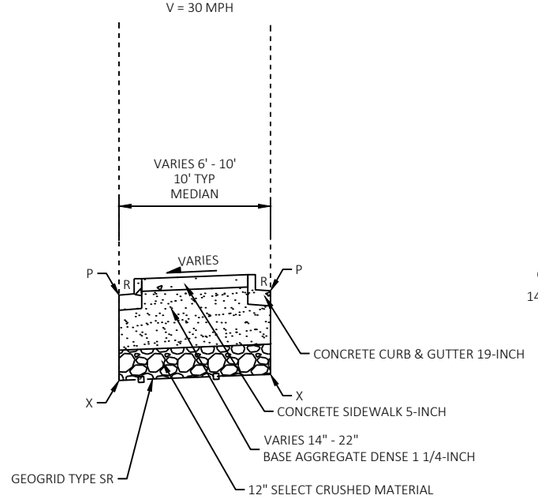
2



FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

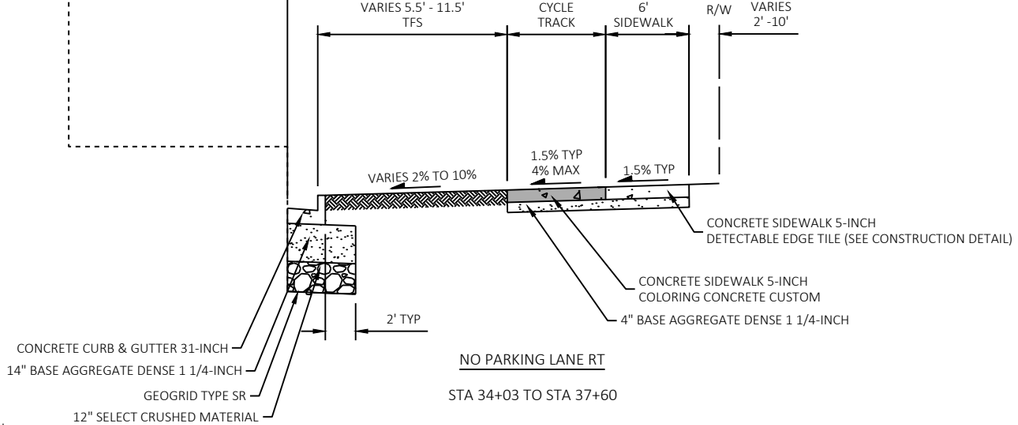
STA 32+18 TO STA 37+77

V = 30 MPH



MEDIAN

STA 33+72 TO STA 36+41



NO PARKING LANE RT

STA 34+03 TO STA 37+60

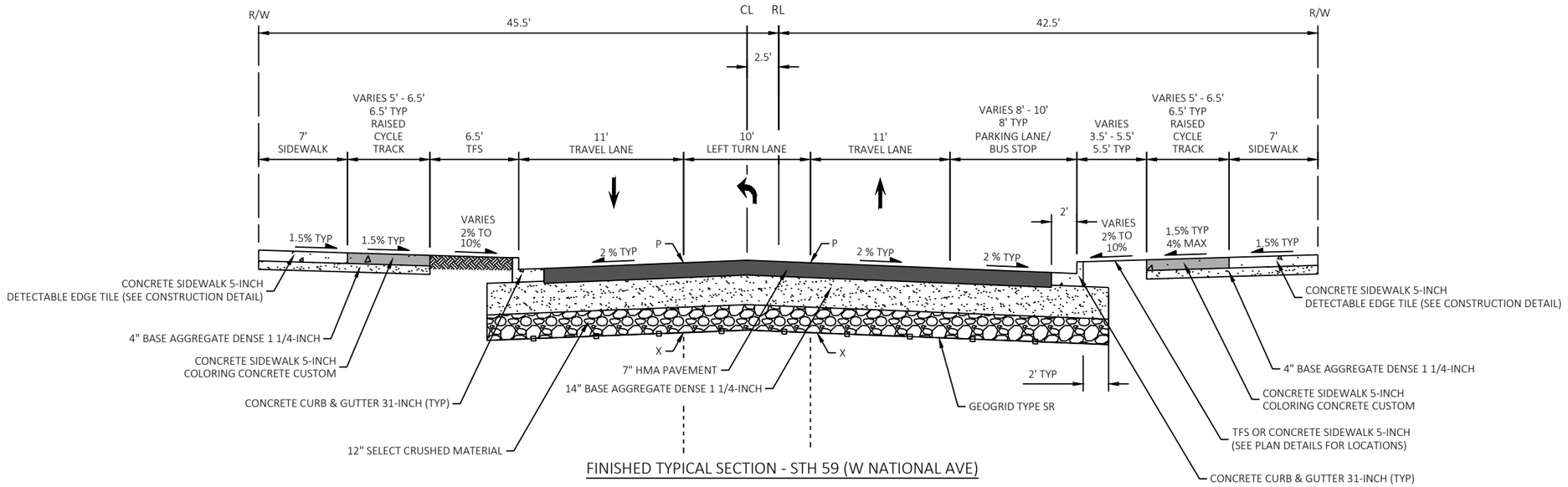
TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

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PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 15	E

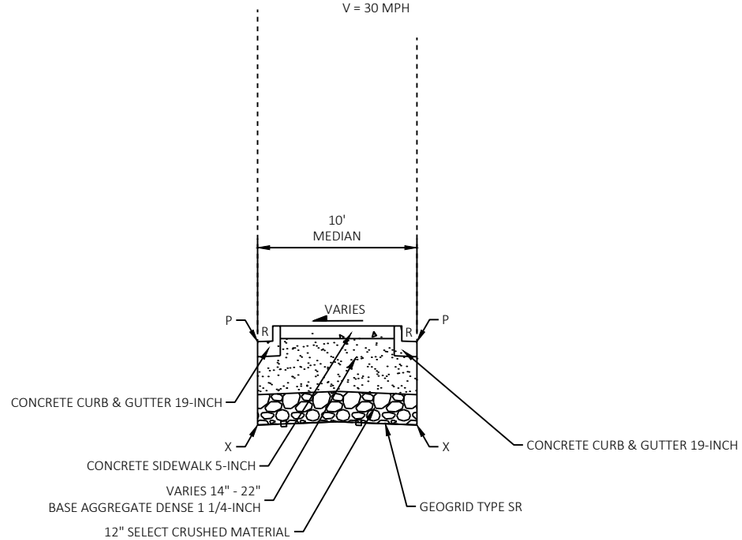
2



FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 37+77 TO STA 41+28

V = 30 MPH



MEDIAN

STA 40+41 TO STA 41+28

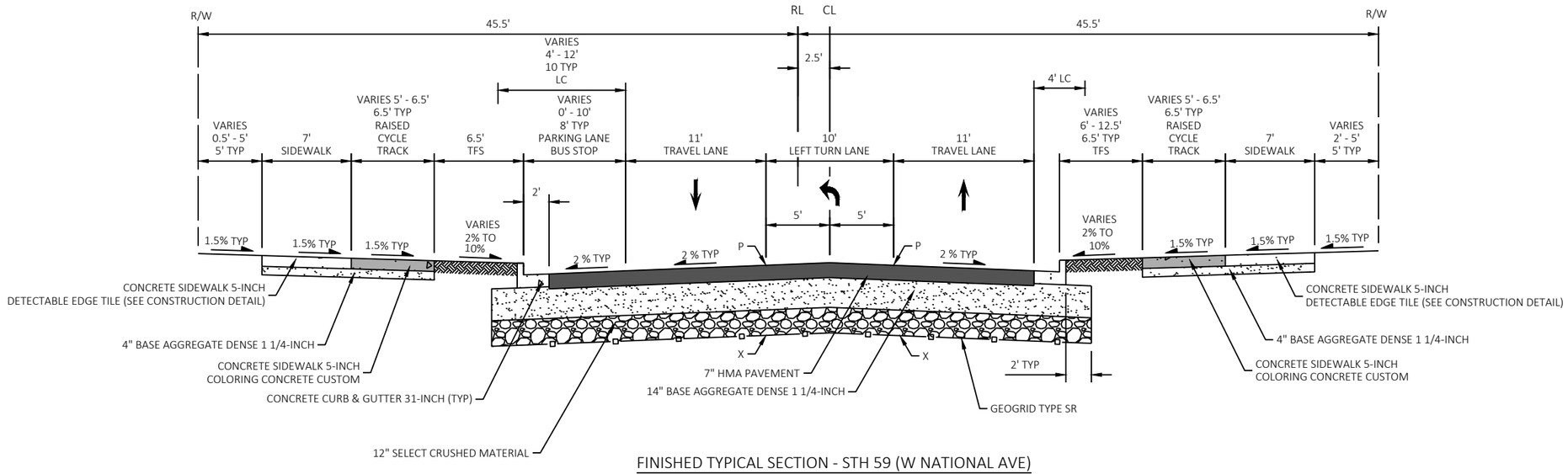
TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

SIDE ROAD PAVING MATCH

FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 7" HMA PAVEMENT, 14" BASE AGGREGATE DENSE 1 1/4-INCH, 12" SELECT CRUSHED AND GEOGRID MATERIAL.
WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK. SEE CONSTRUCTION DETAIL, PLAN DETAILS, AND CURB RAMP DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 16	E

2



FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 41+28 TO STA 51+98

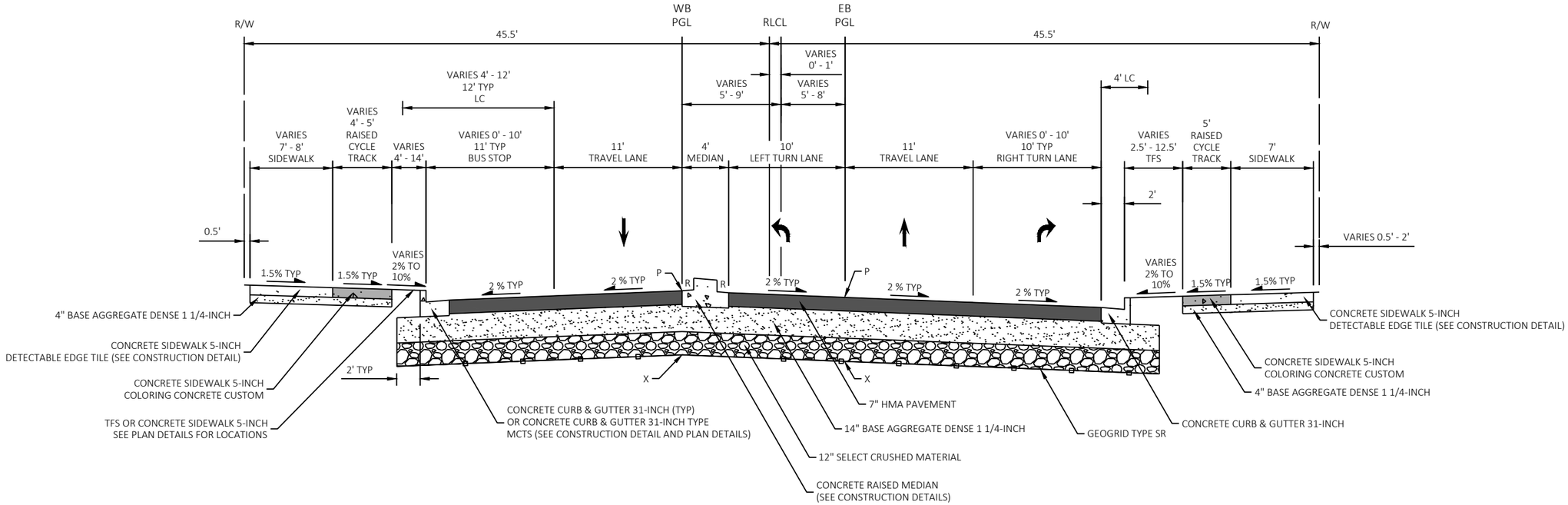
V = 30 MPH

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

SIDE ROAD PAVING MATCH

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WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK. SEE CONSTRUCTION DETAIL, PLAN DETAILS, AND CURB RAMP DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

2



FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 51+98 TO STA 54+36

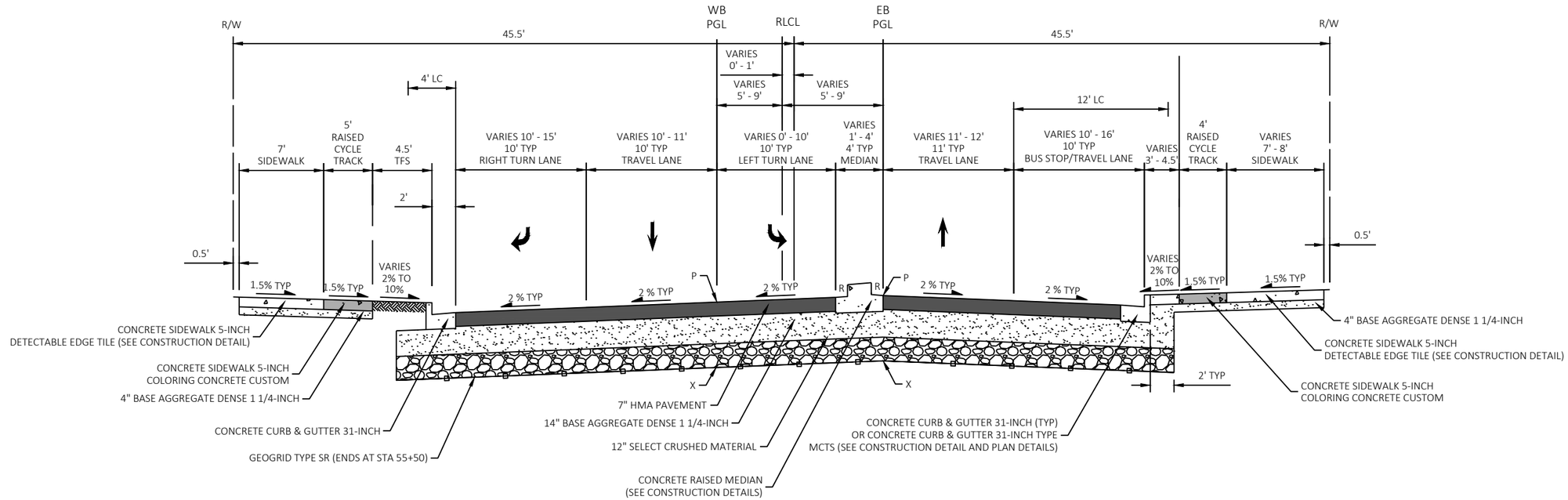
V = 30 MPH

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

SIDE ROAD PAVING MATCH

FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 7" HMA PAVEMENT, 14" BASE AGGREGATE DENSE 1 1/4-INCH, 12" SELECT CRUSHED AND GEOGRID MATERIAL.
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2



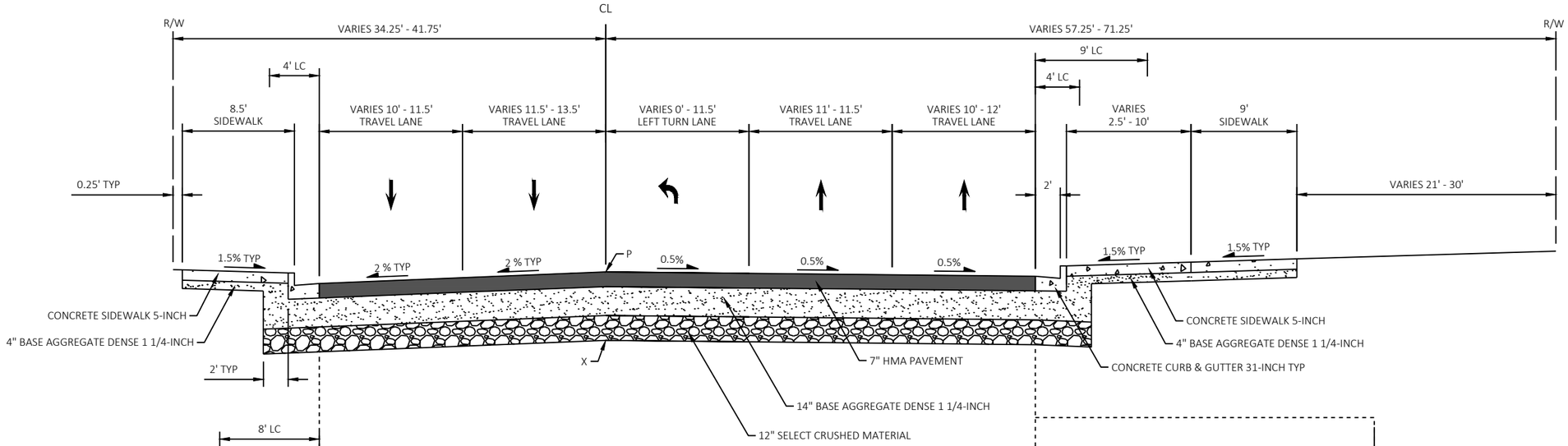
FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 54+36 TO STA 56+48

V = 30 MPH

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

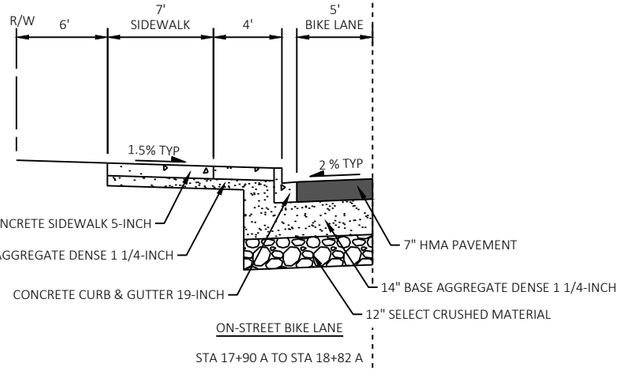
SIDE ROAD PAVING MATCH
FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 7" HMA PAVEMENT, 14" BASE AGGREGATE DENSE 1 1/4-INCH, 12" SELECT CRUSHED AND GEOGRID MATERIAL.
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FINISHED TYPICAL SECTION - 35TH ST

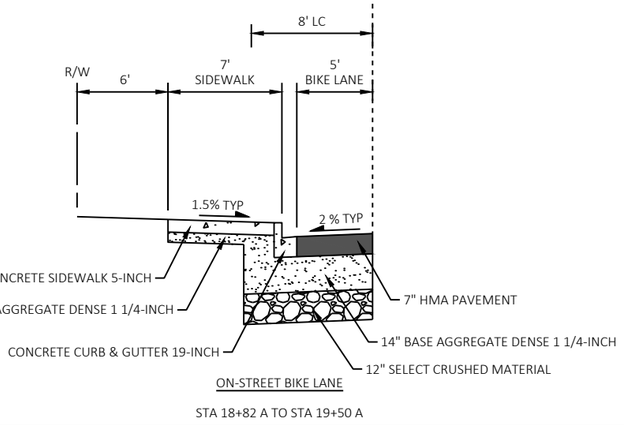
STA 15+50 A TO STA 19+50 A

V = 30 MPH



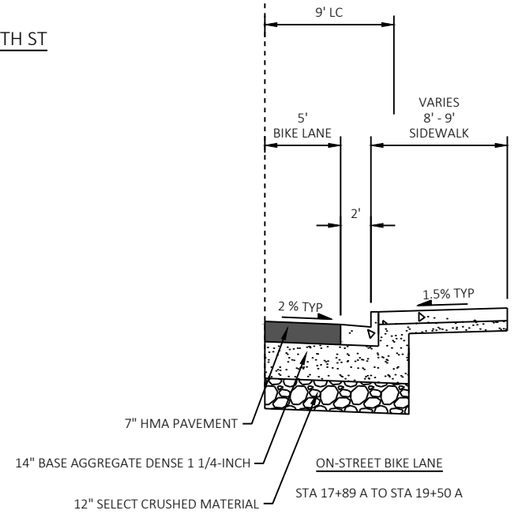
ON-STREET BIKE LANE

STA 17+90 A TO STA 18+82 A



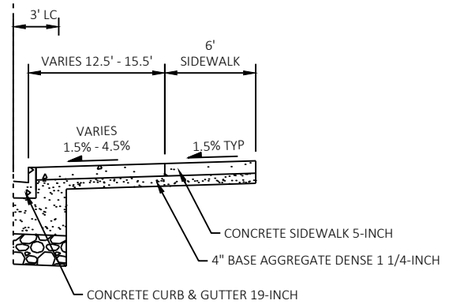
ON-STREET BIKE LANE

STA 18+82 A TO STA 19+50 A



ON-STREET BIKE LANE

STA 17+89 A TO STA 19+50 A



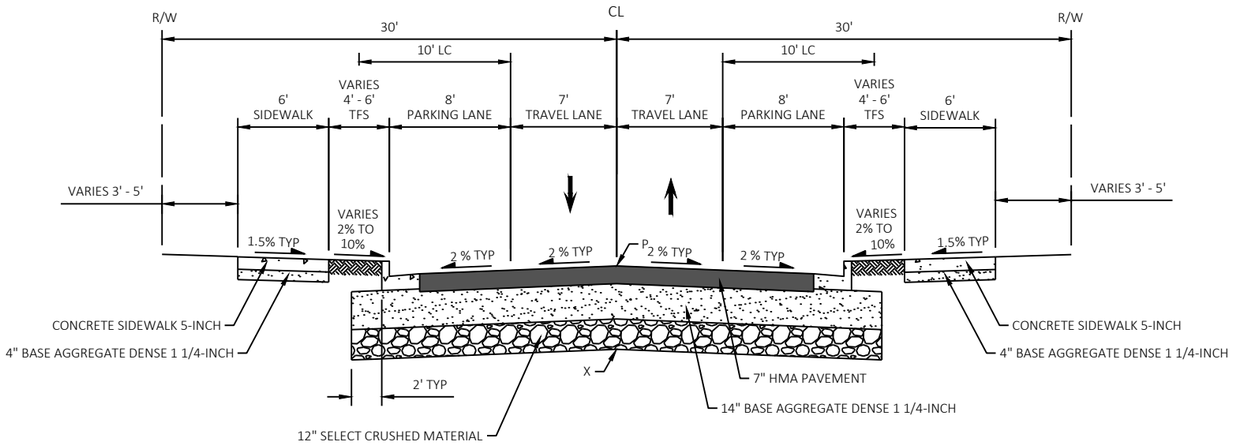
19-INCH CURB RT

STA 16+08 A TO STA 16+71 A RT

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
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R = REVERSE SLOPE GUTTER PAN

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 20	E

2



FINISHED TYPICAL SECTION - SIDEROAD

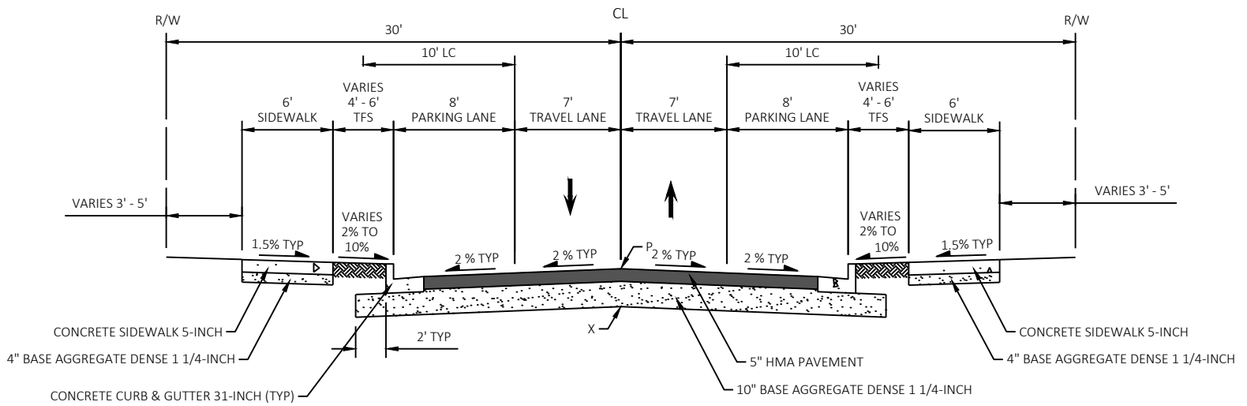
34TH ST
STA 11+30 B TO STA 11+40 B

V = 25 MPH

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 21	E

2



FINISHED TYPICAL SECTION - SIDEROAD

34TH ST
STA 12+48 B TO STA 12+75 B

33RD ST
STA 11+20 C TO STA 11+41 C

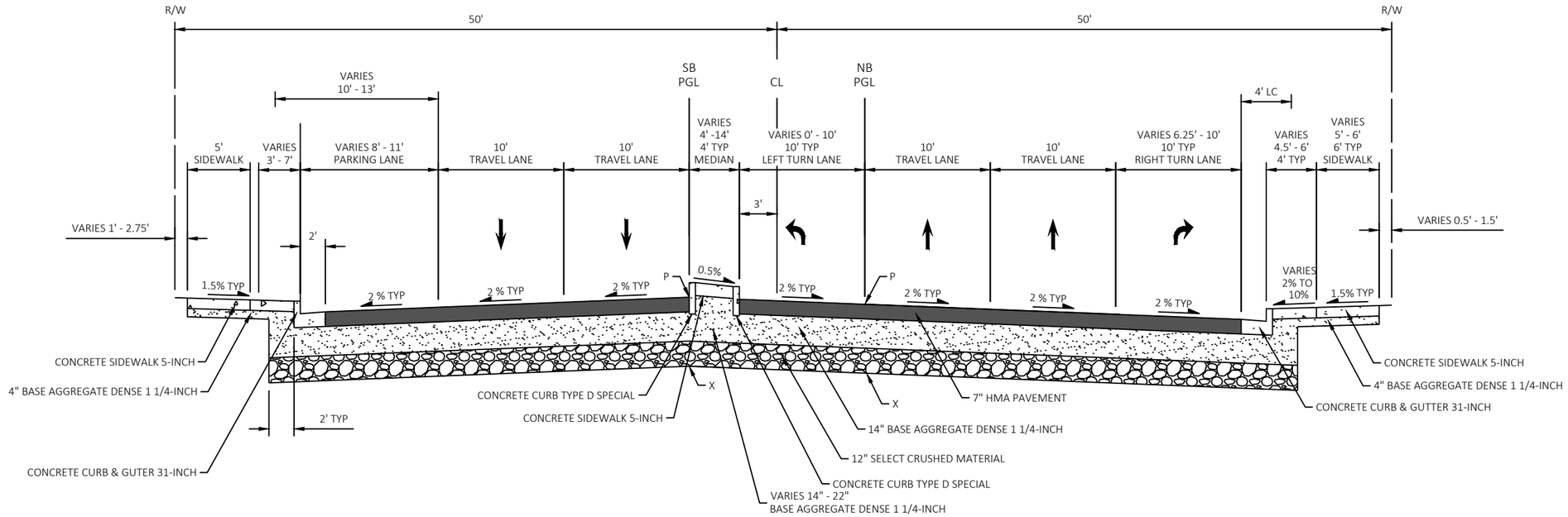
28TH ST
STA 12+50 D TO STA 12+75 D

V = 25 MPH

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 22	E

2



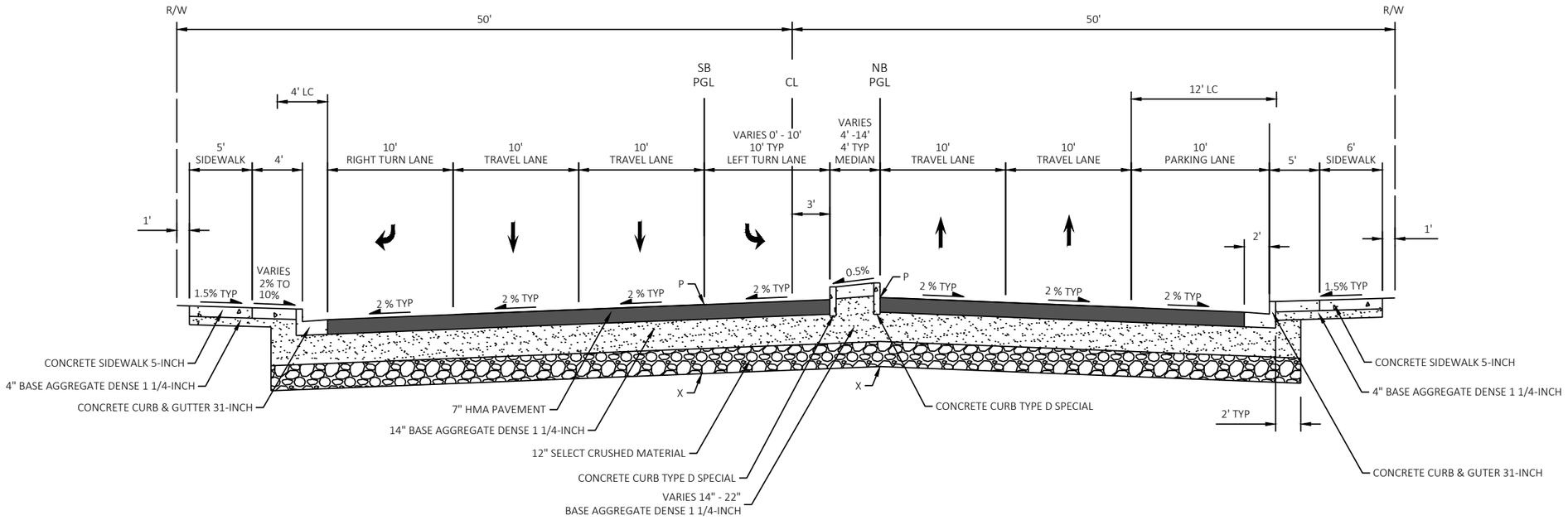
FINISHED TYPICAL SECTION - S LAYTON BLVD

STA 15+29 LAY TO STA 17+50 LAY

V = 25 MPH

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN

2

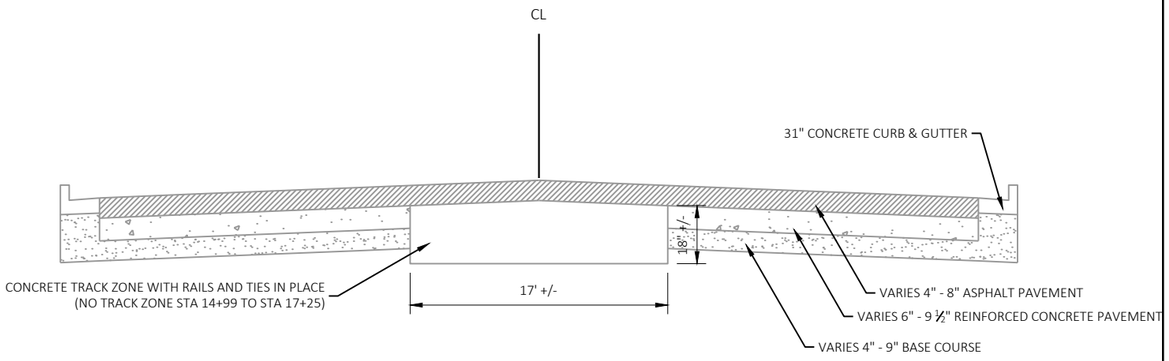


FINISHED TYPICAL SECTION - S LAYTON BLVD / STH 57

STA 17+50 LAY TO STA 19+66 LAY

V = 30 MPH

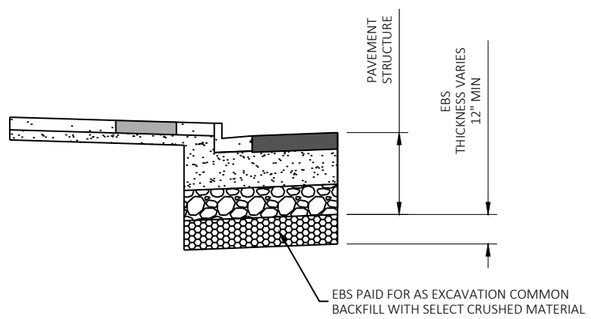
TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN



TRACK ZONE REMOVAL

NOTES:

1. EXISTING NATIONAL AVE TYPICAL SECTION SHOWN.
2. WIDTH AND DEPTH OF TRACK ZONE ARE APPROXIMATE. SEE REMOVAL PLANS FOR APPROXIMATE LOCATIONS.
3. SEE SPECIAL PROVISIONS FOR TRACK ZONE REMOVAL.



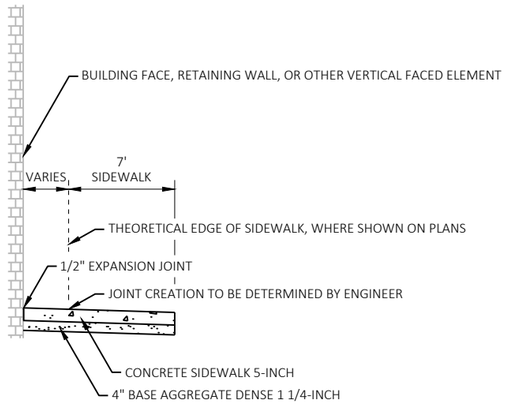
EXCAVATION BELOW SUBGRADE

FINAL LOCATIONS AND DEPTHS TO BE DETERMINED BY THE ENGINEER

RUNOFF COEFFICIENT TABLE

LAND USE:	HYDROLOGIC SOIL GROUP A SLOPE RANGE (PERCENT) 0-2	A 2-6	A 6 & OVER	B 0-2	B 2-6	B 6 & OVER	C 0-2	C 2-6	C 6 & OVER	D 0-2	D 2-6	D 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 STRIPTURF:	.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 SLOPETURF:			.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 = 11.5 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 10.4 ACRES

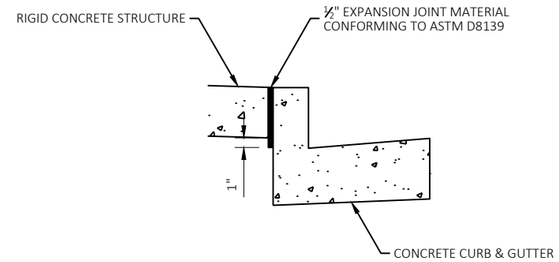


SIDEWALK REPLACEMENT AT BUILDING OR WALL FACE

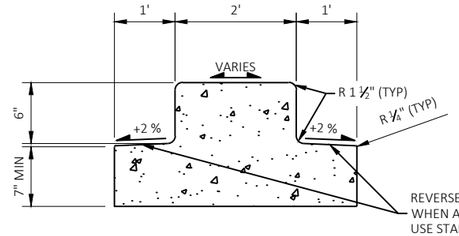
LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE.

NOTES:

1. REMOVE EXISTING SIDEWALK WITHOUT DAMAGING OR DISTURBING EXISTING BUILDING FACE OR RETAINING WALL.



CONCRETE CURB & GUTTER EXPANSION JOINT

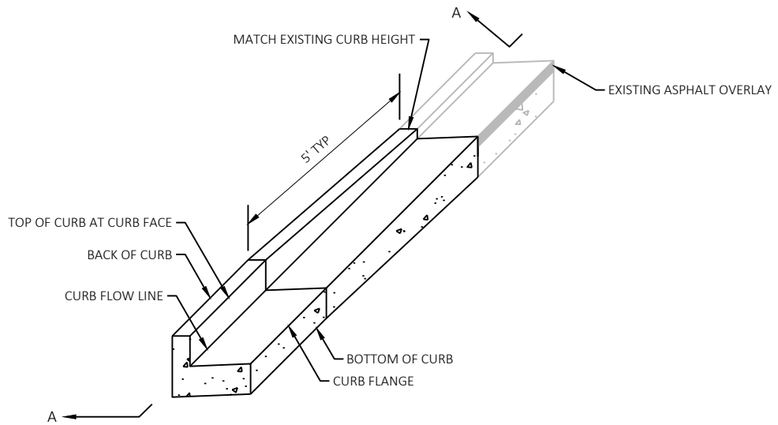


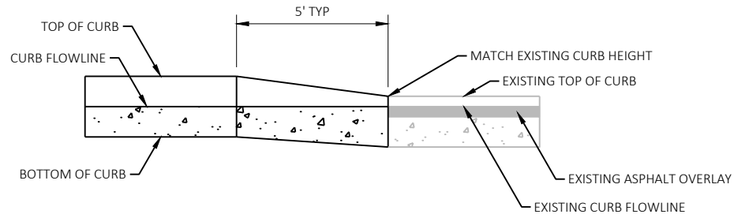
CONCRETE RAISED MEDIAN

STA 25+44 TO STA 27+20 LT
STA 28+58 TO STA 30+07 RT
STA 52+18 TO STA 53+60 LT
STA 55+02 TO STA 55+50 RT

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION.

2

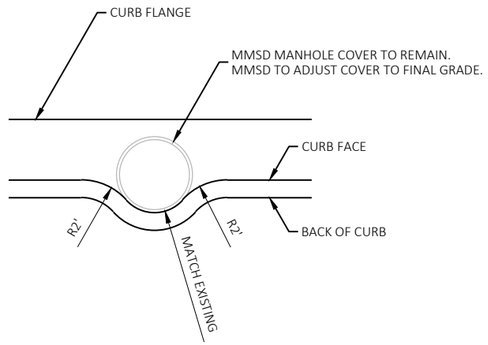




SECTION A-A

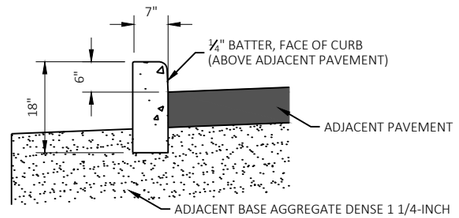
CONCRETE CURB & GUTTER AT MATCH POINT WITH EXISTING OVERLAID GUTTER PAN

SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION



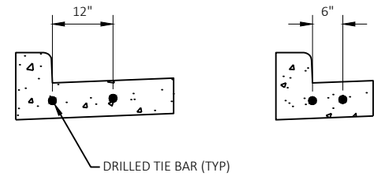
CONCRETE CURB & GUTTER AT UTILITY MANHOLES

INCIDENTAL TO CONCRETE CURB & GUTTER 31-INCH
STA 19+36, 24' LT
STA 35+35, 21' LT



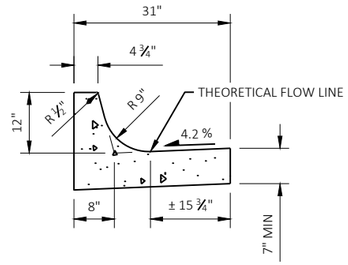
CONCRETE CURB TYPE D SPECIAL

STA 15+29 LAY TO STA 16+95 LAY
STA 18+06 LAY TO STA 19+66 LAY

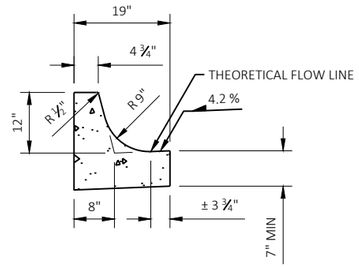


DRILLED TIE BARS AT CURB & GUTTER MATCH POINTS

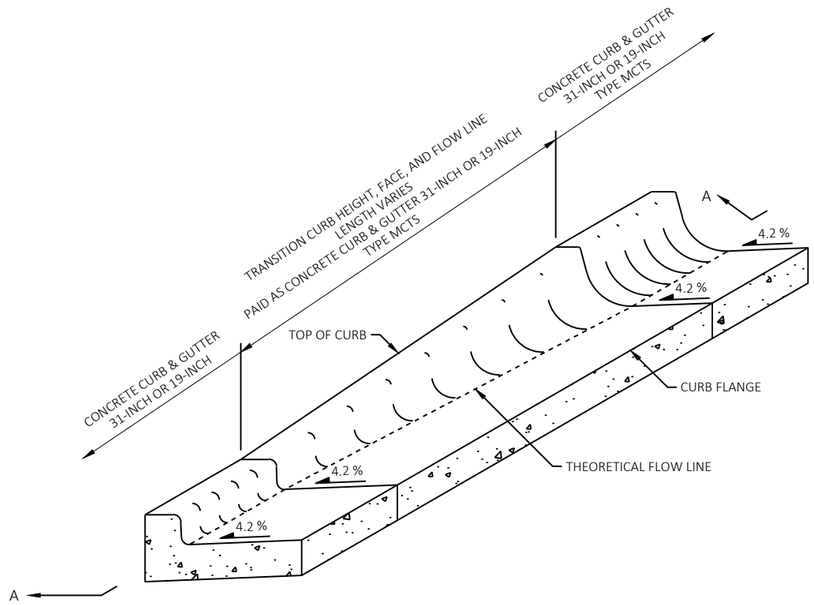
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 27	E



CONCRETE CURB & GUTTER 31-INCH TYPE MCTS

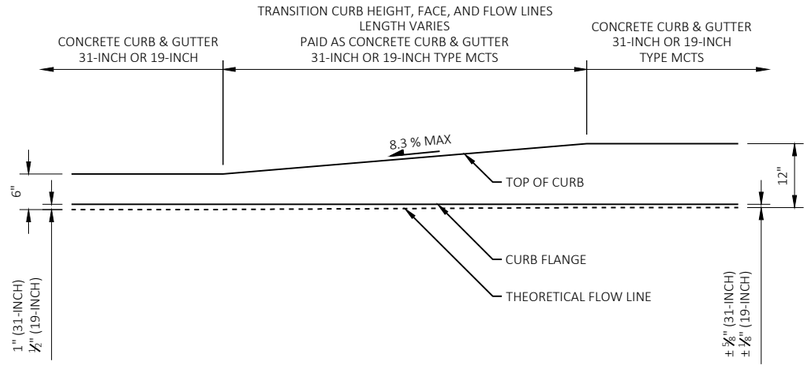


CONCRETE CURB & GUTTER 19-INCH TYPE MCTS



CONCRETE CURB & GUTTER TRANSITION

ISOMETRIC VIEW



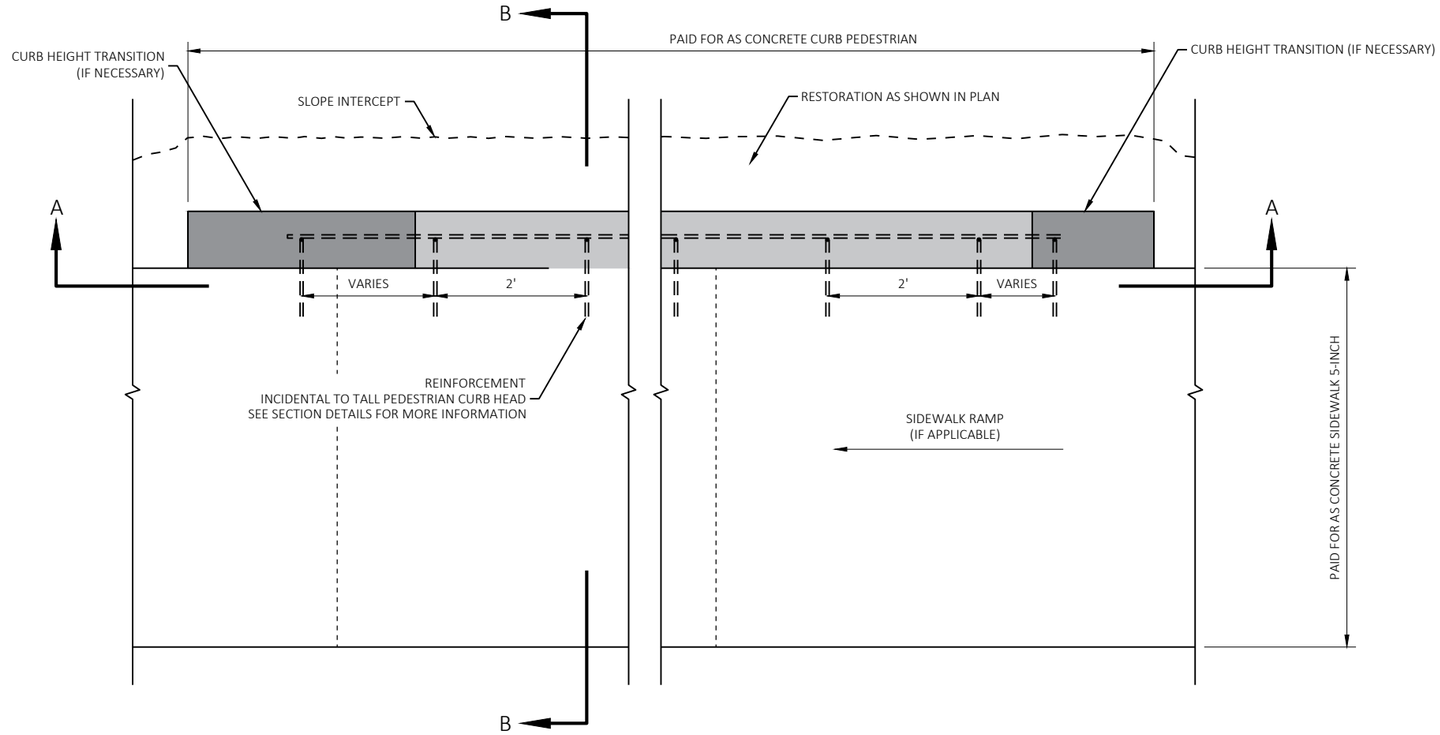
SECTION A-A

CONCRETE CURB & GUTTER TYPE MCTS

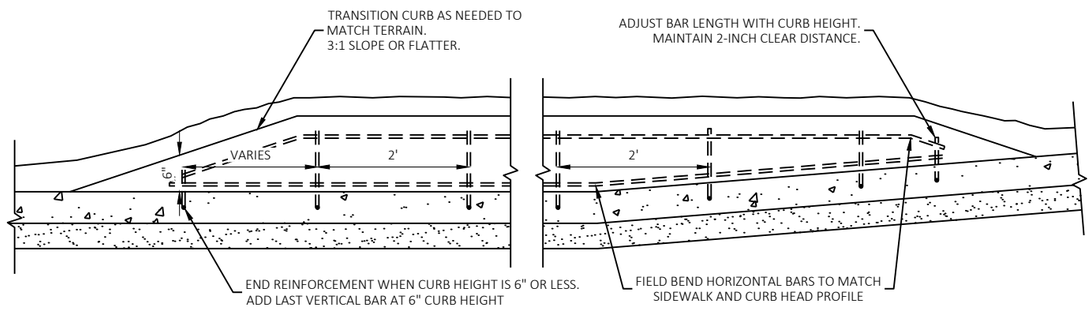
35TH ST (BUS STOPS AT NW AND SE CORNERS)
27TH ST (BUS STOPS AT NW AND SE CORNERS)
31-INCH SHOWN FOR ILLUSTRATION PURPOSES. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

CONSTRUCTION NOTES

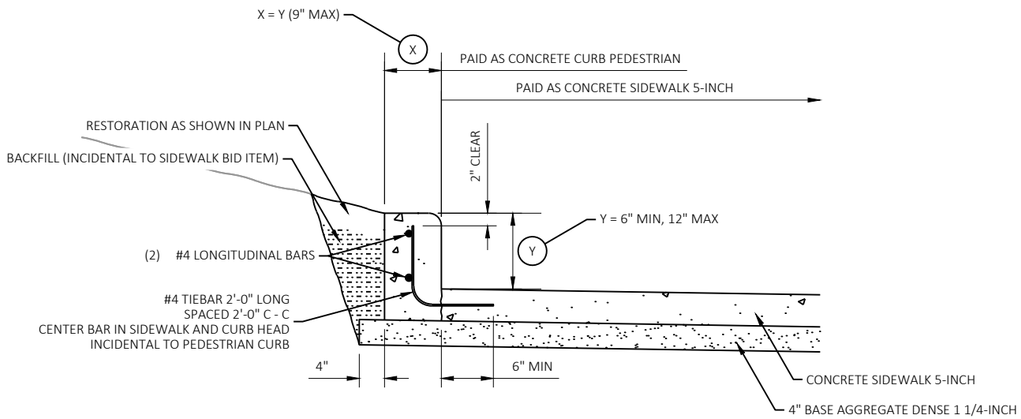
1. CONSTRUCTION FOR TALL PEDESTRIAN CURB SHALL CONFORM TO STANDARD SPEC 601.



PLAN VIEW



SECTION A-A



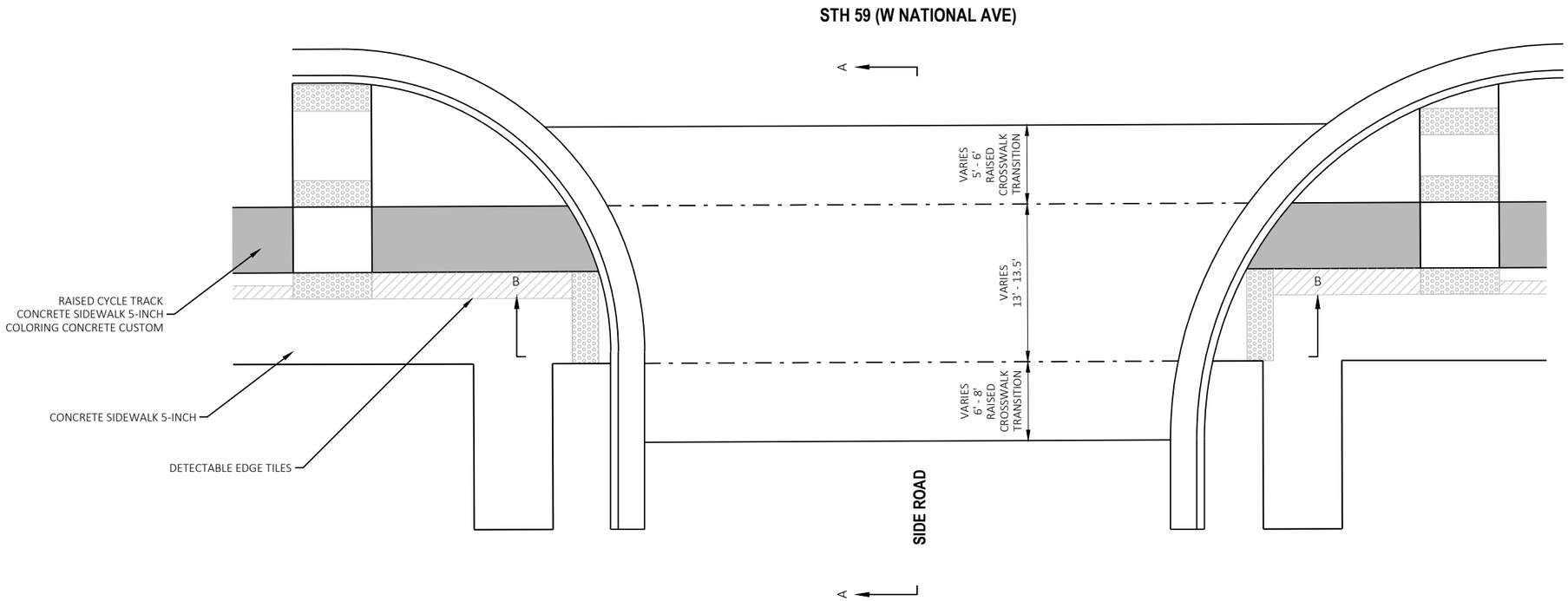
SECTION B-B

TALL PEDESTRIAN CURB

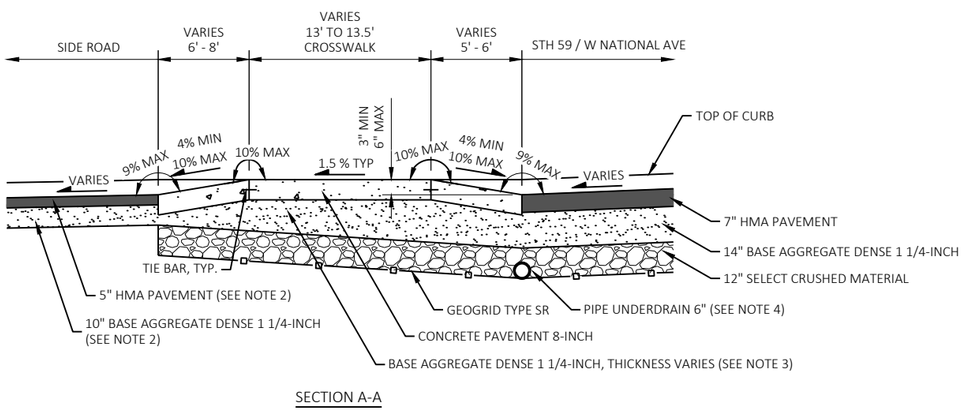
FOR PEDESTRIAN CURB GREATER THAN 6" IN HEIGHT. SEE CURB RAMP DETAILS FOR CURB HEIGHT.

30TH ST (SOUTHWEST CORNER)

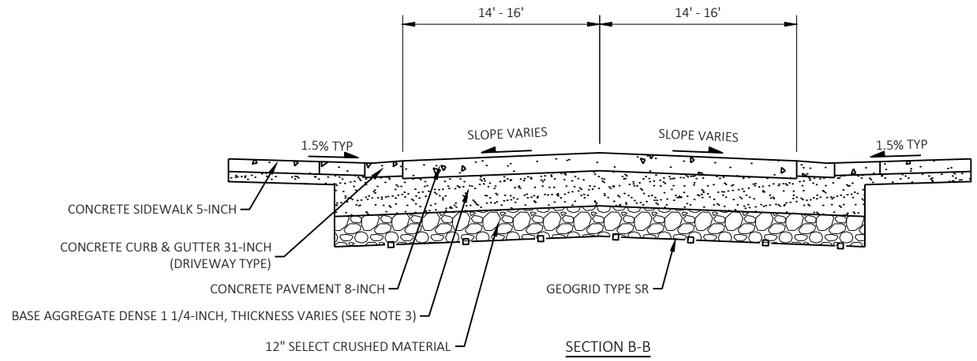
2



PLAN VIEW



SECTION A-A



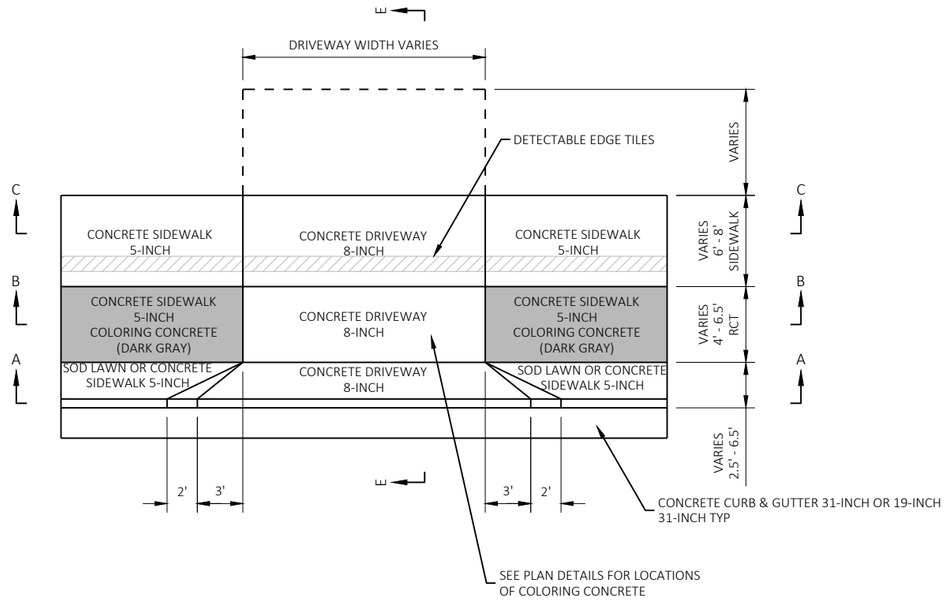
SECTION B-B

SHARED RAISED CROSSWALK DETAIL

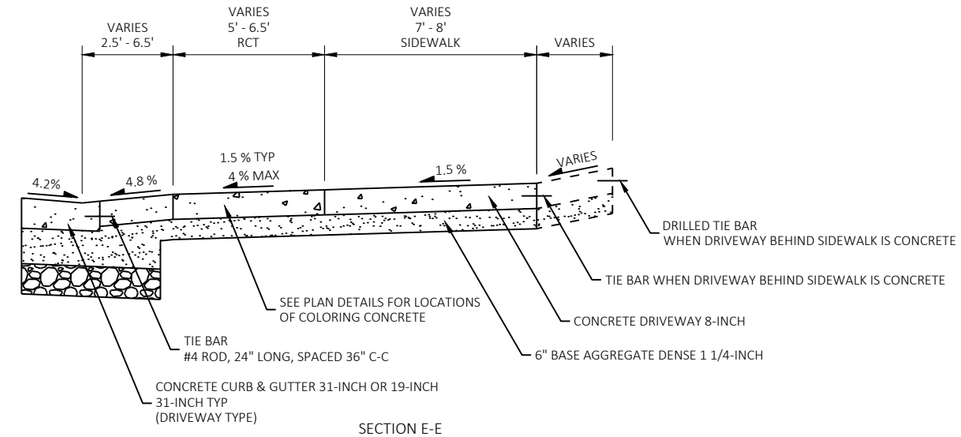
38TH ST (NORTH LEG)	32ND ST (SOUTH LEG)
36TH ST (SOUTH LEG)	30TH ST (NORTH LEG)
34TH ST (NORTH LEG)	29TH ST (NORTH LEG)
SHEA AVE	28TH ST
33RD ST	

SEE SIDESTREET PLAN AND PROFILE SHEETS AND CROSS-SECTION SHEETS FOR ADDITIONAL INFORMATION.

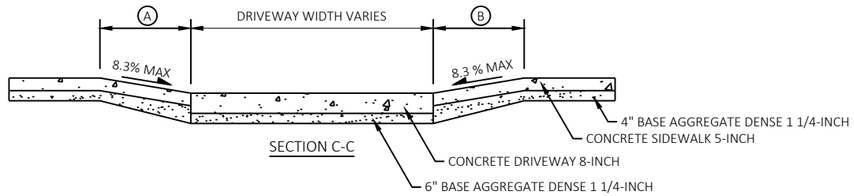
NOTES:
1. SEE PLAN DETAILS, PAVING GRADES, AND CURB RAMPS FOR ADDITIONAL LAYOUT, GRADE, AND MATERIAL INFORMATION.
2. SIDEROAD PAVEMENT STRUCTURE AT 29TH ST (NORTH LEG) AND 28TH ST (SOUTH LEG) IS CONCRETE PAVEMENT 8-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
3. ESTIMATED AVERAGE THICKNESS OF BASE AGGREGATE LAYER BELOW THE RAISED CROSSWALK IS 14".
4. PIPE UNDERDRAIN NOT REQUIRED AT 28TH ST (NORTH LEG)



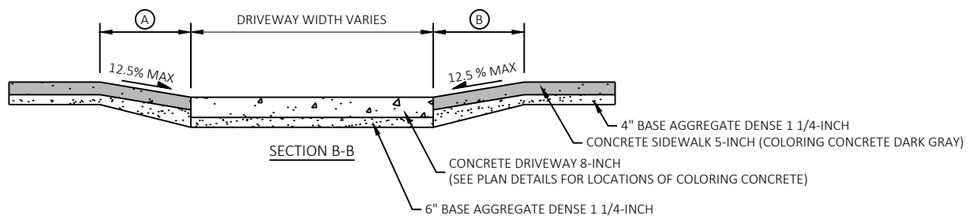
PLAN VIEW



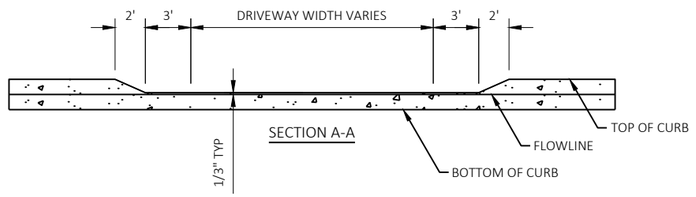
SECTION E-E



SECTION C-C



SECTION B-B



SECTION A-A

DRIVEWAY DETAIL

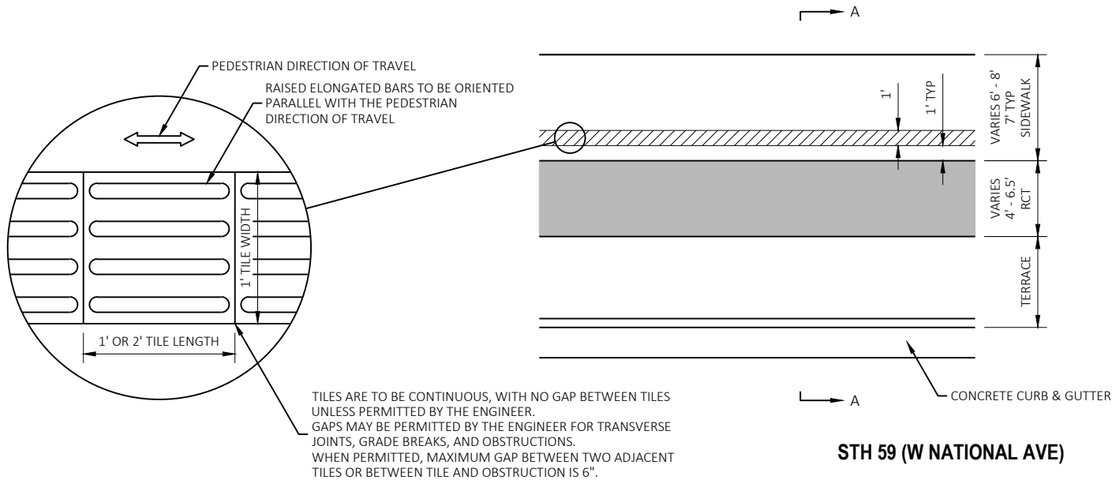
	Ⓐ	Ⓑ
STA 16+50 LT	5'	5'
STA 19+81 LT	5'	10'
STA 22+90 RT	10'	5'
STA 23+59 LT	10'	10'
STA 29+36 LT	5'	10'
STA 29+50 RT	5'	6.5'
STA 30+14 LT	5'	5'
STA 30+72 LT	5'	N/A
STA 31+79 RT	14'	N/A
STA 33+93 LT	N/A	15'
STA 34+40 LT	N/A	5'
STA 34+42 LT	N/A	5'
STA 35+11 LT	5'	15'
STA 35+64 RT	15'	5'
STA 40+33 RT	5'	5'
STA 52+43 RT	10'	10'
STA 53+55 LT	5'	N/A

SEE PLAN DETAILS, PAVING GRADES, CURB RAMPS, AND CROSS SECTIONS FOR ADDITIONAL INFORMATION

DRIVEWAY PAVEMENT STRUCTURE BEHIND SIDEWALK VARIES:

ASPHALT DRIVEWAY
3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES,
6" BASE AGGREGATE DENSE 1 1/4-INCH

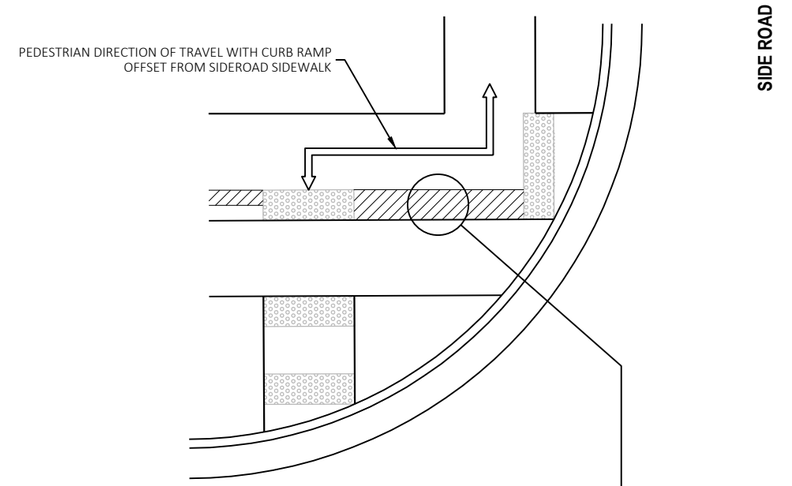
COMMERCIAL CONCRETE DRIVEWAY
CONCRETE DRIVEWAY 8-INCH,
6" BASE AGGREGATE DENSE 1 1/4-INCH



STH 59 (W NATIONAL AVE)

PLAN VIEW

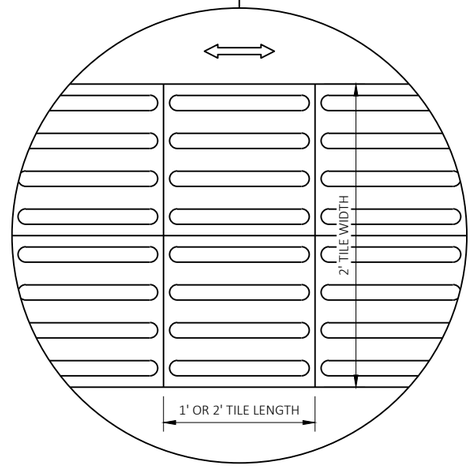
MIDBLOCK

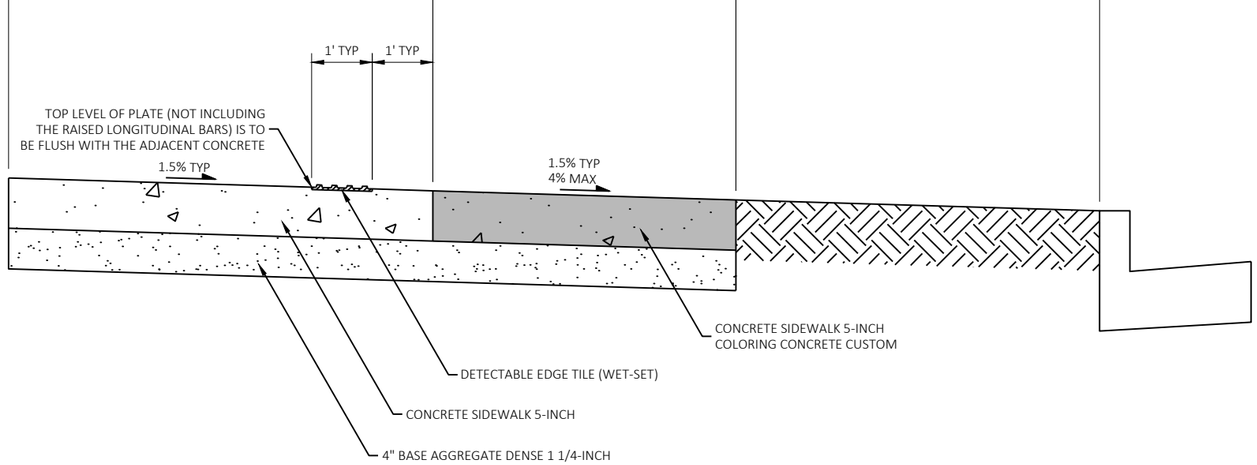


STH 59 (W NATIONAL AVE)

PLAN VIEW

INTERSECTION CORNER WITH OFFSET CURB RAMP



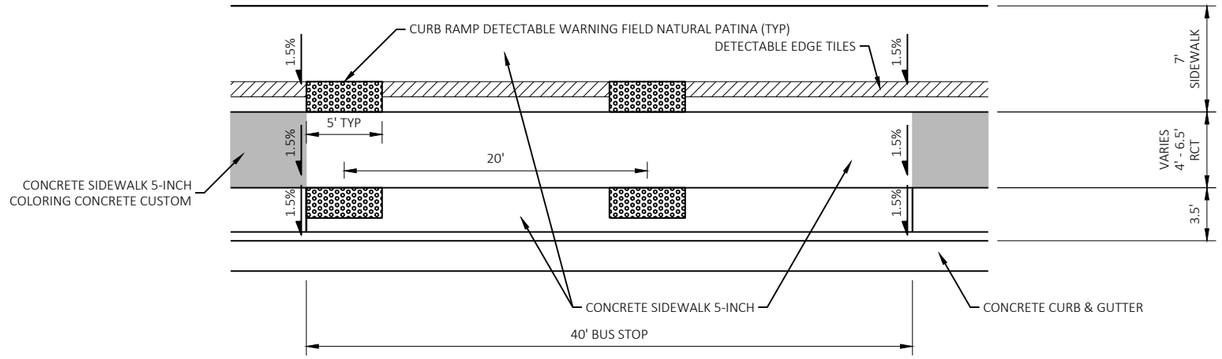


SECTION A-A

DETECTABLE EDGE TILES

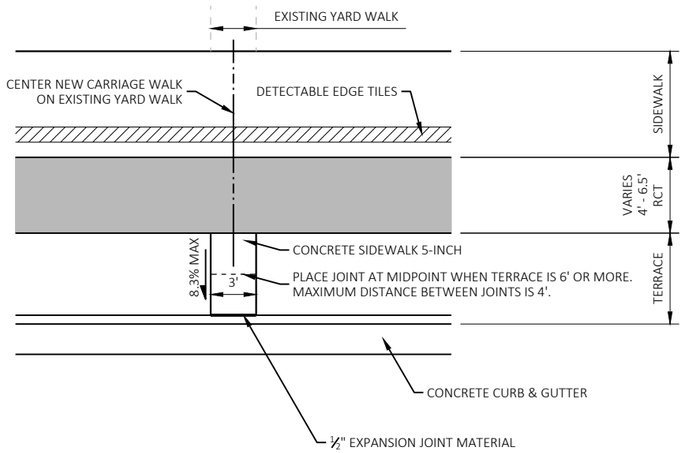
LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE.
SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

2



MCTS STANDARD BUS STOP

31ST ST (NE AND SW CORNERS)
SEE PLAN DETAILS FOR ADDITIONAL INFORMATION.



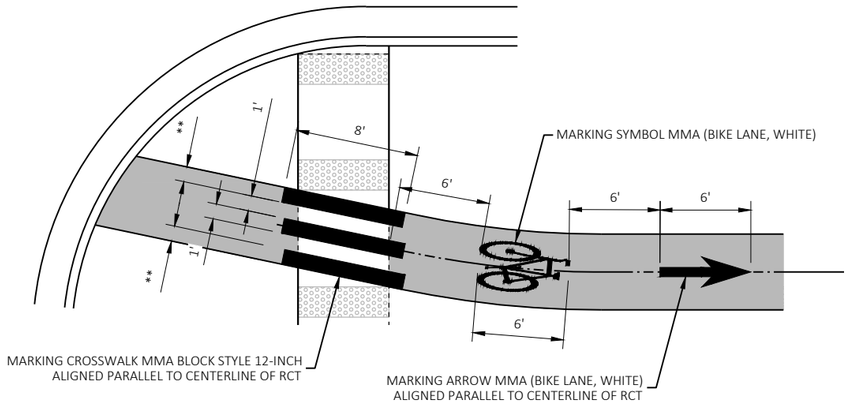
CARRIAGE WALKS

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION.

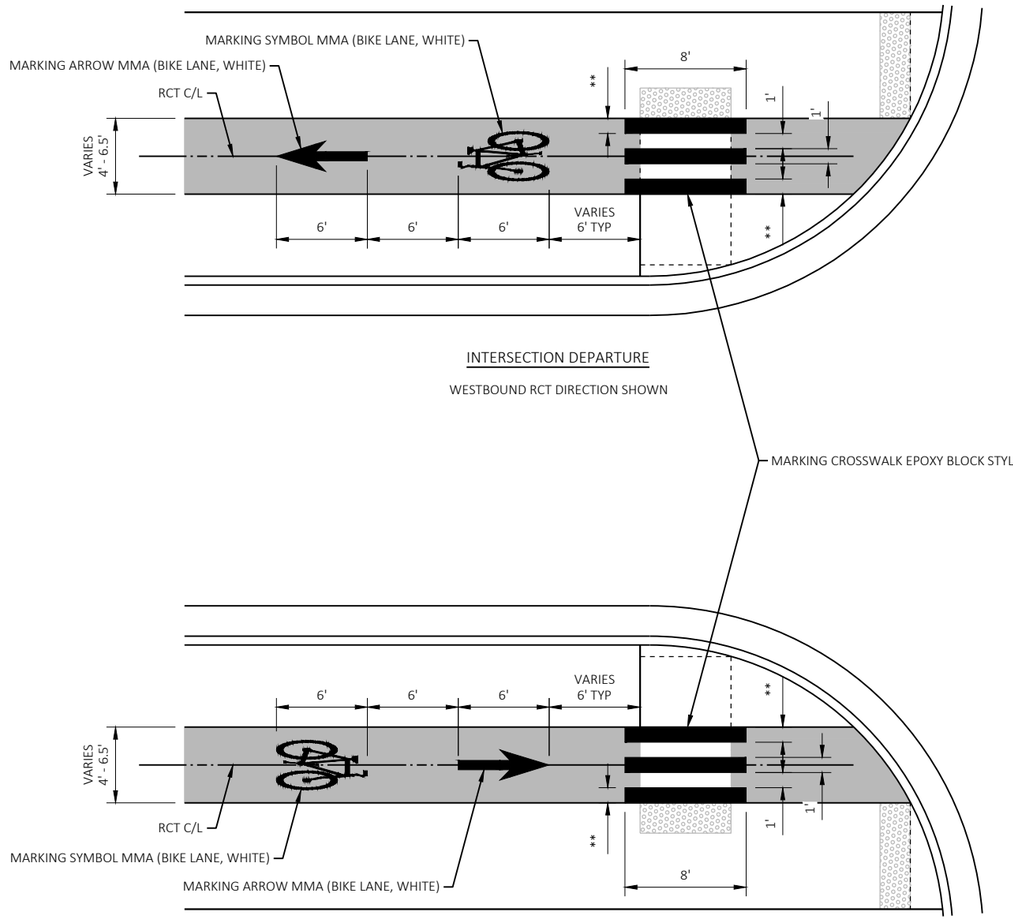
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 33	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 09
PLOT DATE : 10/31/2025 2:42 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



CURVED/SKEWED ALIGNMENT



INTERSECTION DEPARTURE

WESTBOUND RCT DIRECTION SHOWN

INTERSECTION APPROACH

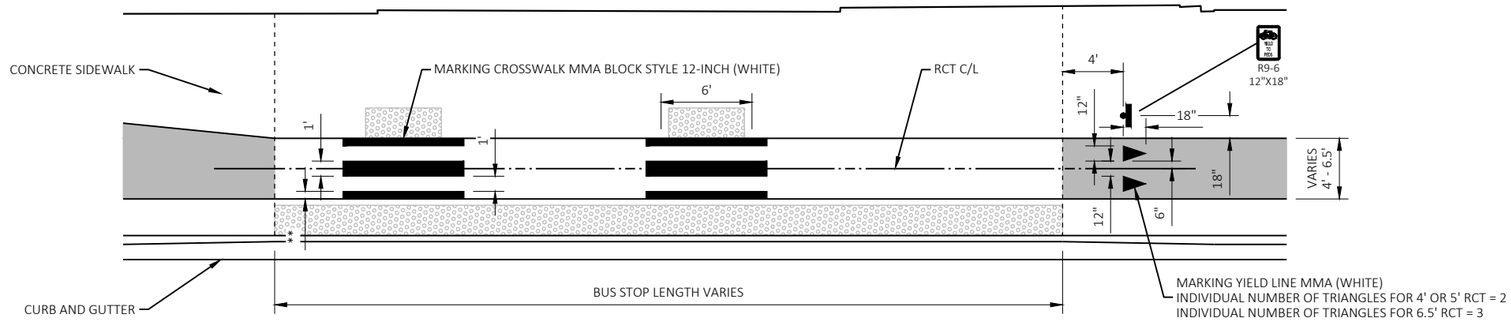
EASTBOUND RCT DIRECTION SHOWN

RAISED CYCLE TRACK MARKINGS NEAR CROSSWALKS

SEE PAVEMENT MARKING PLANS FOR LOCATIONS

** 6" WHEN RCT WIDTH = 4'
12" WHEN RCT WIDTH > 4'

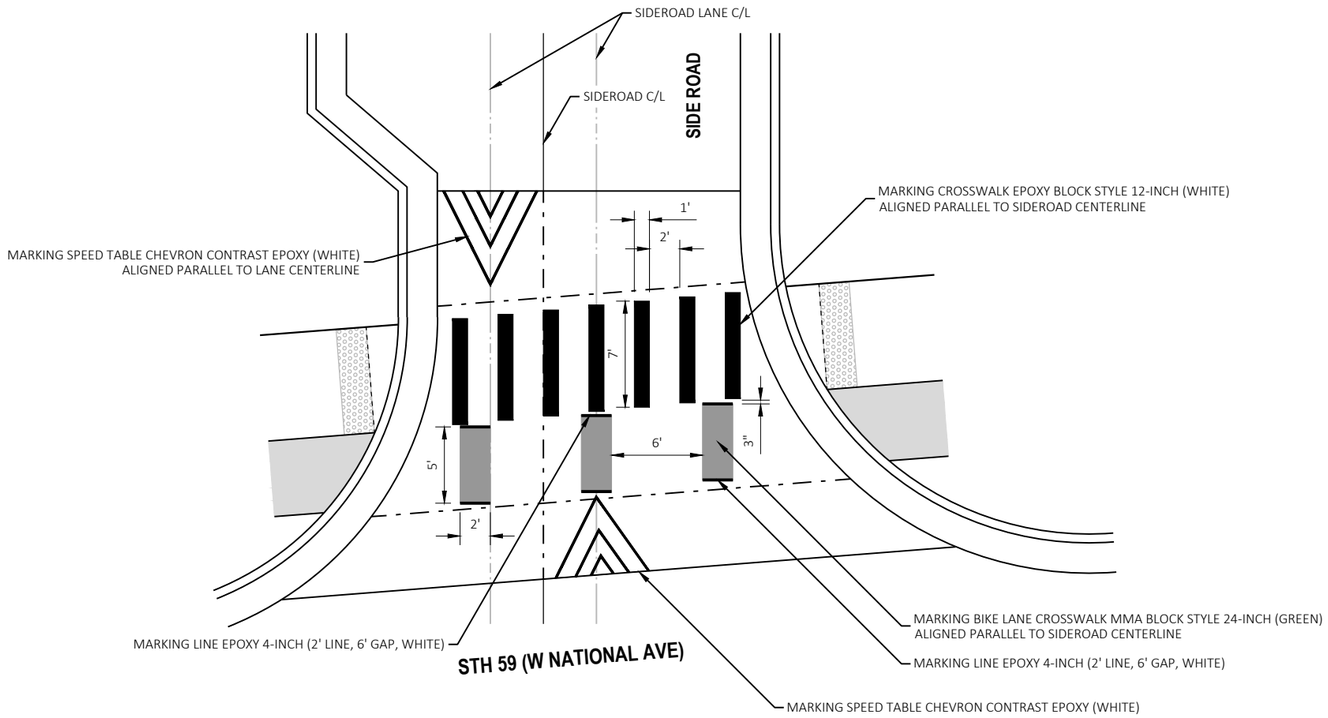
2



RAISED CYCLE TRACK MARKINGS AND SIGNING AT BUS STOPS

35TH ST (NW AND SE CORNERS)
31ST ST (SW AND NE CORNERS)
27TH ST (NW AND SE CORNERS)

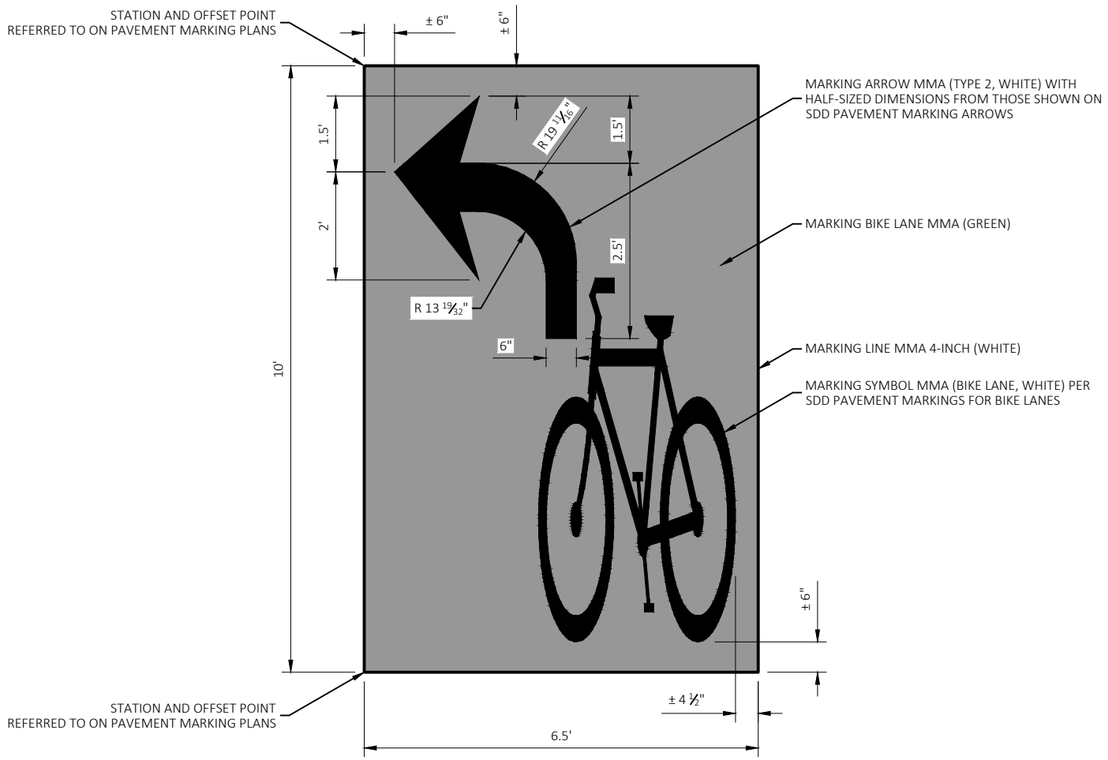
** 6" WHEN RCT WIDTH = 4'
12" WHEN RCT WIDTH > 4'



RAISED CROSSWALK MARKINGS

38TH ST (NORTH LEG)
36TH ST (SOUTH LEG)
34TH ST (NORTH LEG)
SHEA AVE
33RD ST

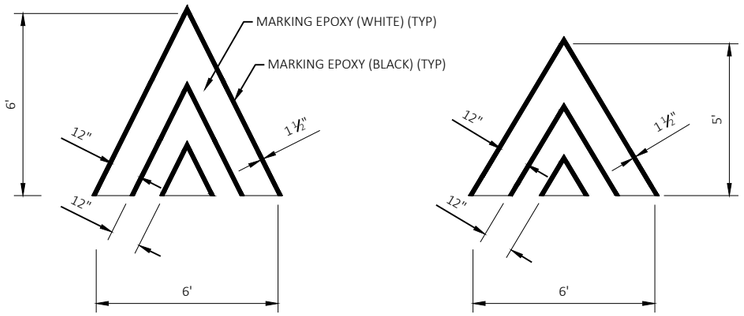
32ND ST (SOUTH LEG)
30TH ST (NORTH LEG)
29TH ST (NORTH LEG)
28TH ST



MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX

37TH ST
35TH ST

ALL MARKINGS ARE INCIDENTAL

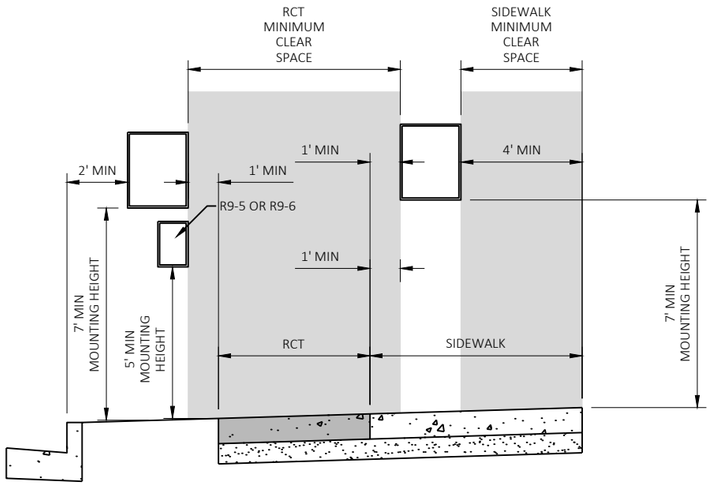


RAISED CROSSWALK TRANSITION = 6' OR GREATER

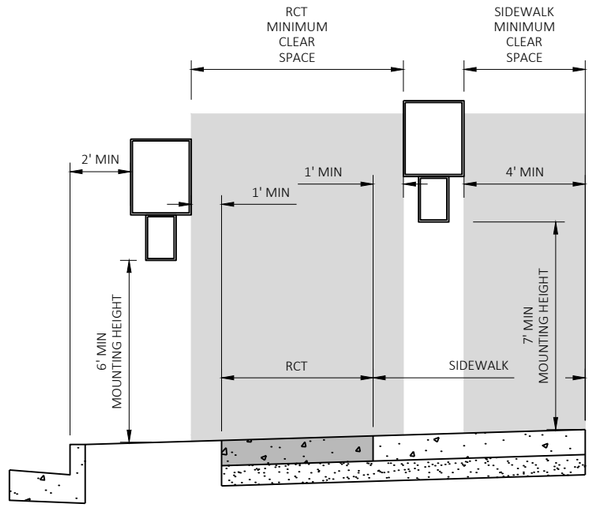
RAISED CROSSWALK TRANSITION = 5'

MARKING SPEED TABLE CHEVRON

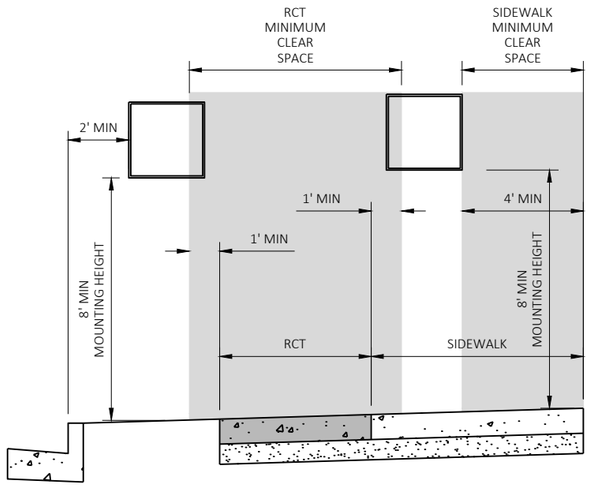
BOTH LAYOUTS PAID AS MARKING SPEED TABLE CHEVRON CONTRAST EPOXY
ALL MARKINGS ARE INCIDENTAL



TYPICAL SIGN INSTALLATION - 1 SIGN



TYPICAL SIGN INSTALLATION - 2+ SIGNS

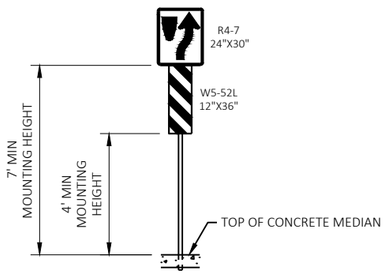


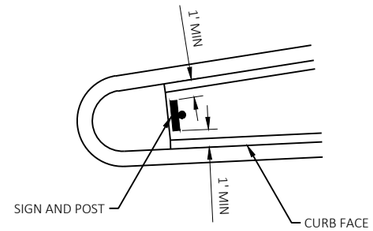
CONSTRAINED SIGN INSTALLATION

TO BE USED ONLY WHEN TYPICAL SIGN INSTALLATIONS ARE NOT POSSIBLE

SIGN MOUNTING HEIGHTS

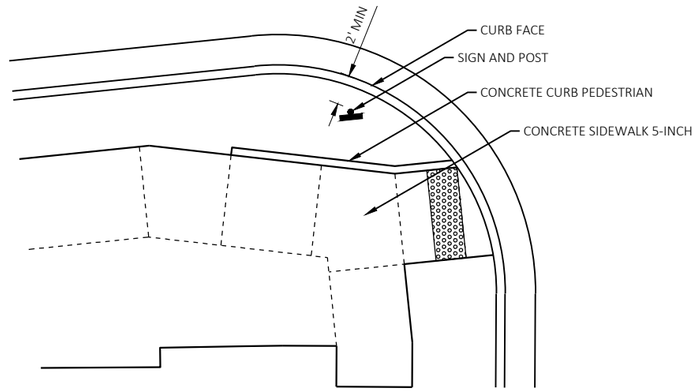
SEE SIGNING PLAN FOR ADDITIONAL INFORMATION.

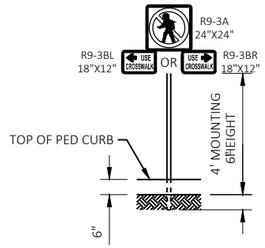


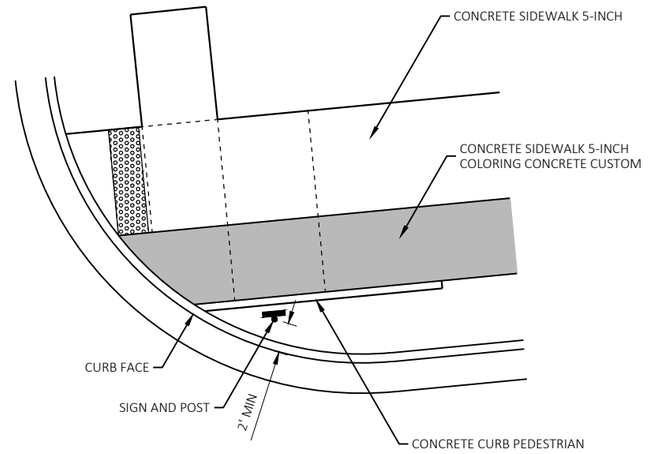


MEDIAN SIGNING FOR TRANSITION TO DIVIDED HIGHWAY

2







CROSSWALK CLOSURE SIGN INSTALLATION

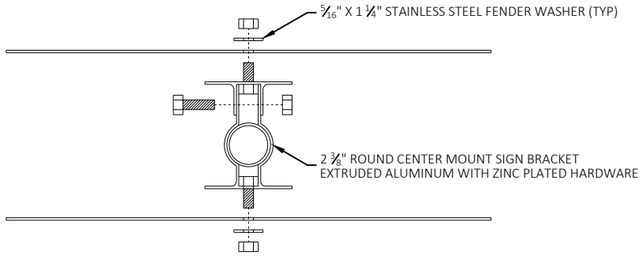
39TH ST (NORTHWEST QUADRANT)
38TH ST (SOUTH) (SOUTHWEST QUADRANT)
SHEA AVE (NORTHEAST QUADRANT)

SEE CURB RAMP DETAILS FOR PEDESTRIAN CURB LAYOUTS AND HEIGHTS.
SEE SIGNING PLAN FOR SPECIFIC SIGN MESSAGES.

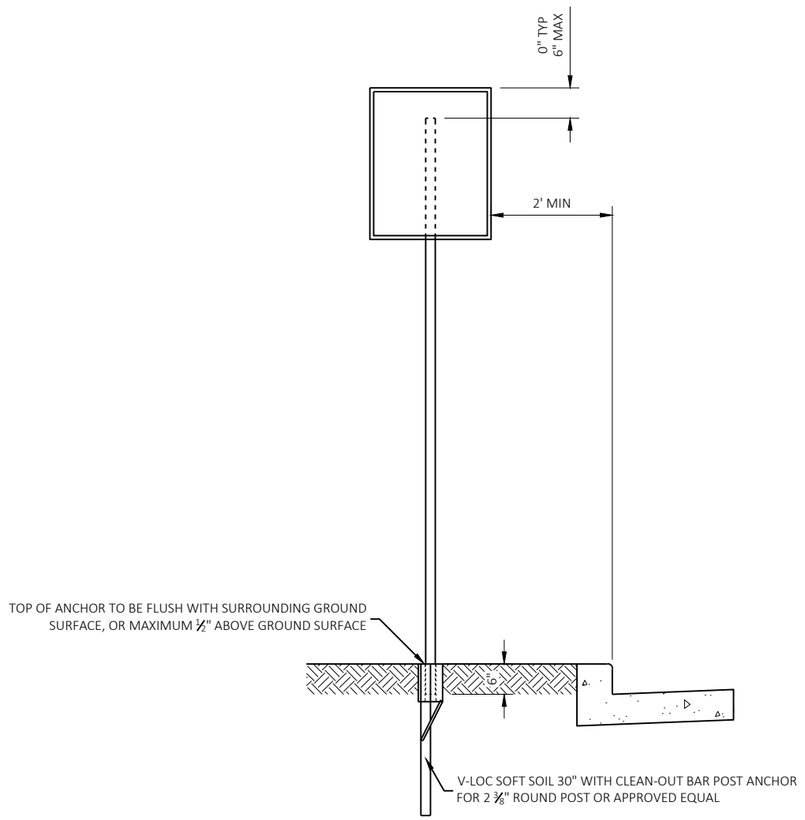
2

NOTES:

1. DOUBLE SIDED BRACKET SHOWN. USE SINGLE SIDED BRACKET WHEN MOUNTING ONLY ONE SIGN.
2. FOR SIGNS INSTALLED IN CONCRETE SURFACES, PROVIDE A SLEEVE OR CORE INTO THE CONCRETE. THIS IS INCIDENTAL TO THE BID ITEM.

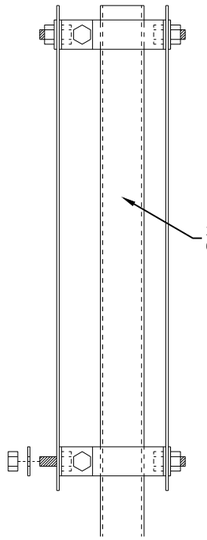


TOP VIEW

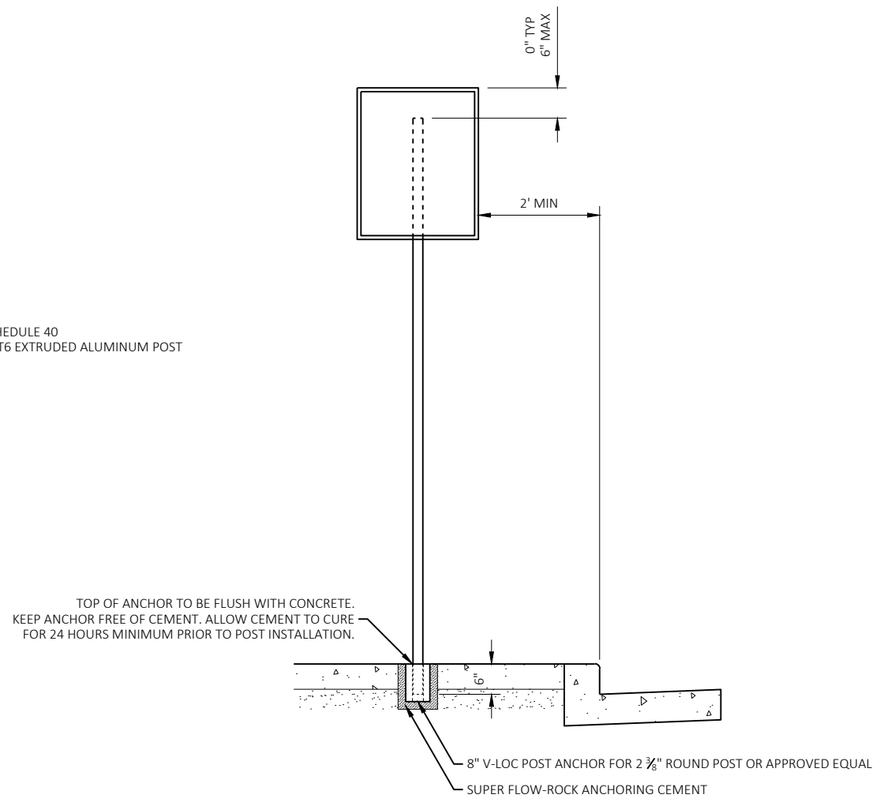


SOFT SURFACE

ANY SURFACE OTHER THAN CONCRETE



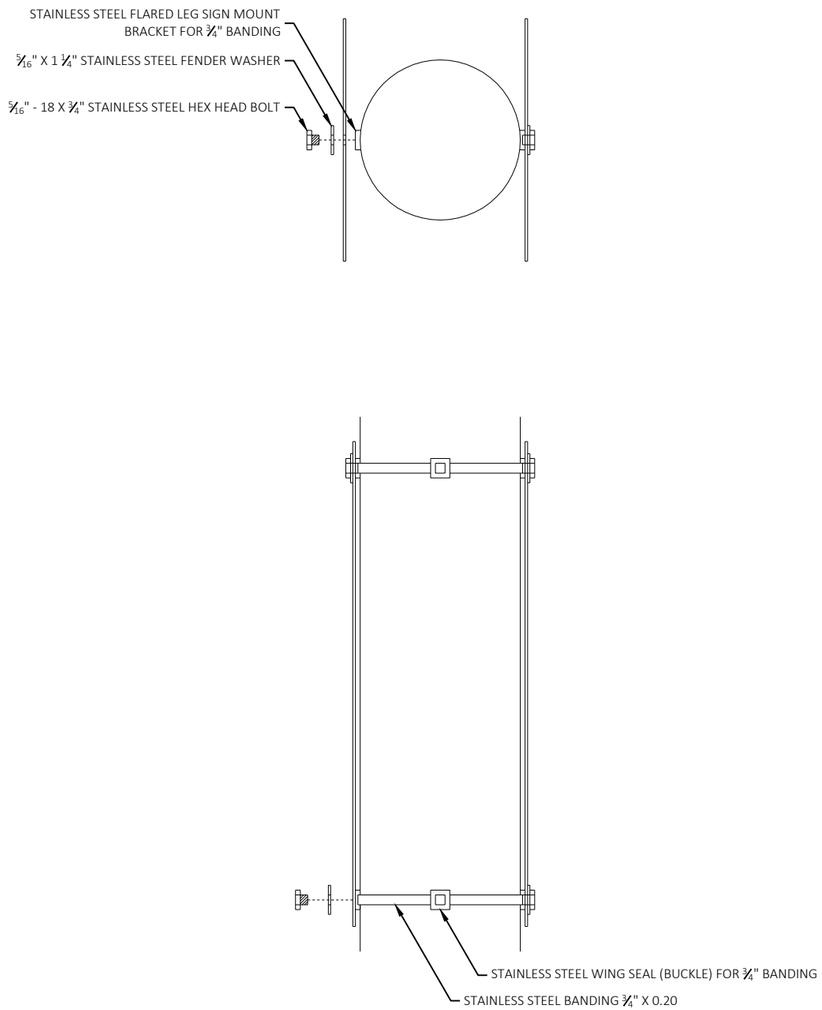
SIDE VIEW



CONCRETE SURFACE

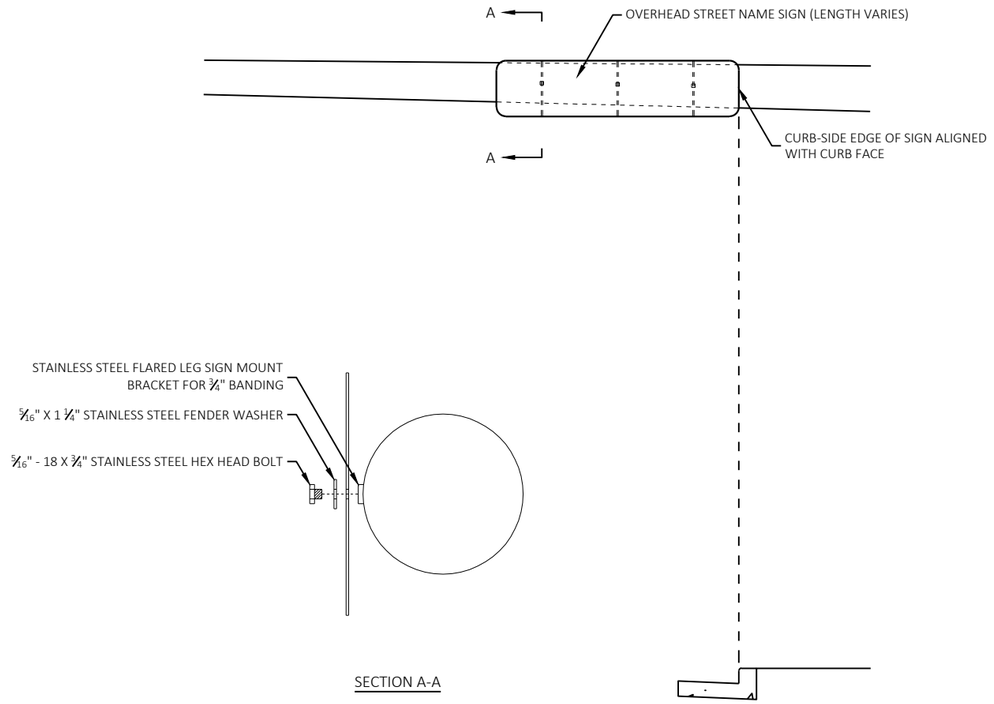
SIGN INSTALLATION - ROUND ALUMINUM SIGN POST SYSTEM

SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



SIGN INSTALLATION - STREET LIGHTING OR TRAFFIC SIGNAL POLE

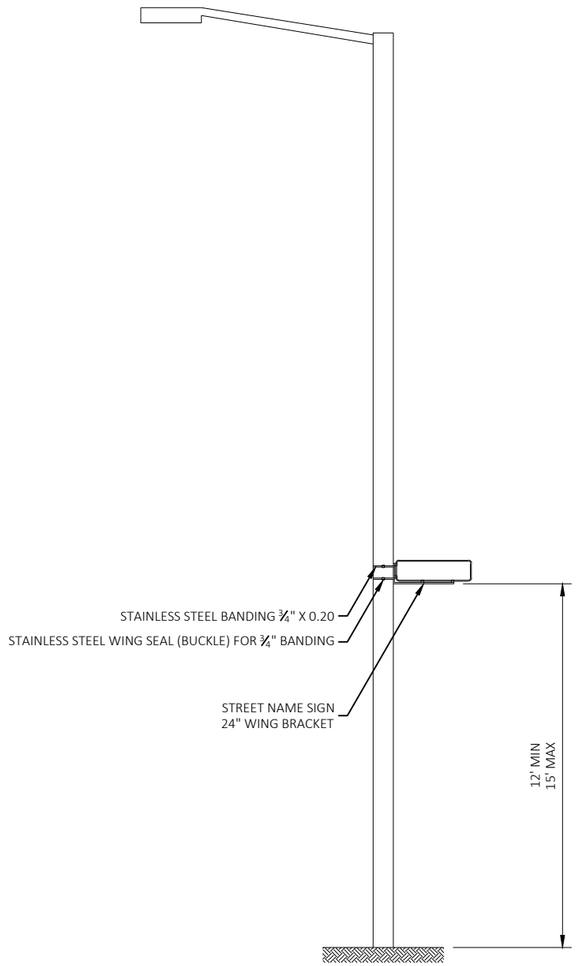
SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION



SECTION A-A

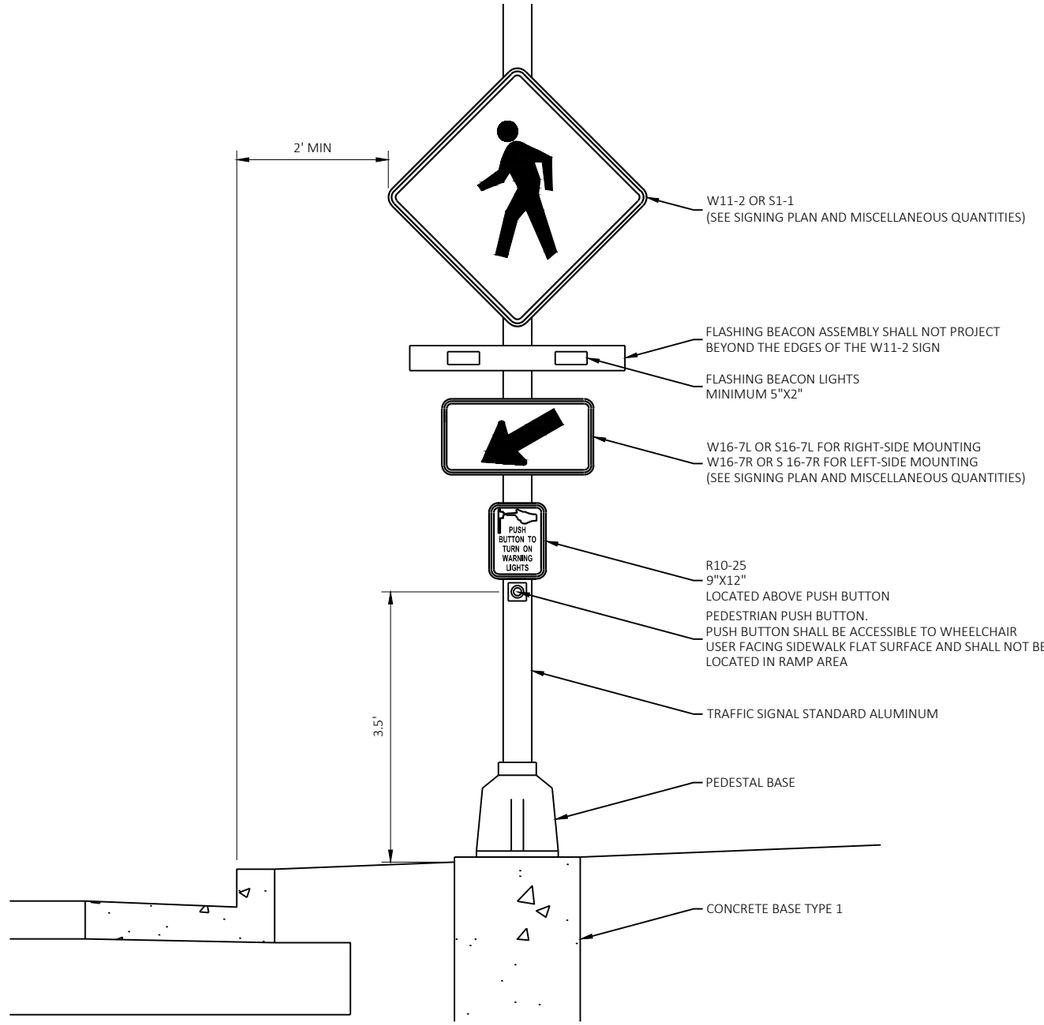
SIGN INSTALLATION - OVERHEAD STREET NAME SIGN ON MONOTUBE ARM

SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION



SIGN INSTALLATION - STREET NAME SIGN

DOUBLE SIDED BRACKET SHOWN. USE SINGLE SIDED BRACKET WHEN MOUNTING ONLY ONE SIGN.
SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



RECTANGULAR RAPID FLASHING BEACON DETAIL

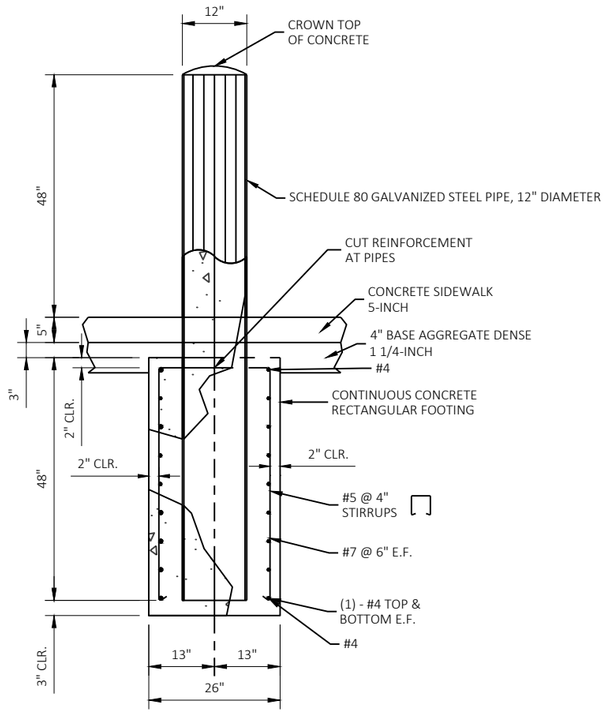
33RD ST
30TH ST

SEE "SIGN MOUNTING HEIGHTS" DETAIL FOR MOUNTING HEIGHT REQUIREMENTS

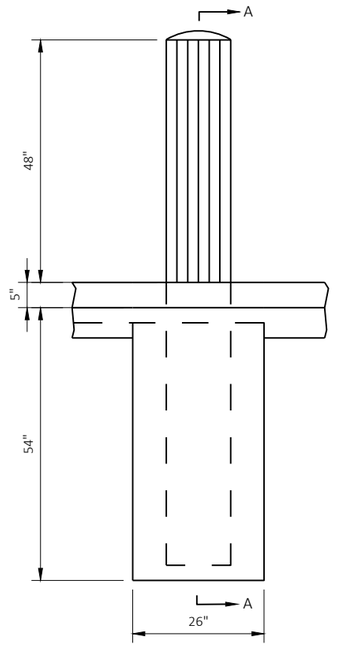
2

NOTES:

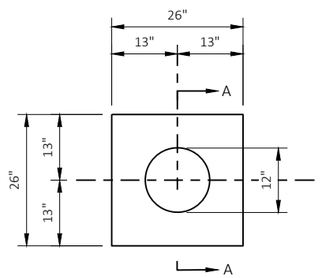
1. PIPES SHALL BE ASTM A53 GRADE B OR ASTM A500 GRADE B.
2. REINFORCEMENT SHALL BE ASTM A615, GRADE B.
3. CONCRETE SHALL HAVE A 4500 PSI MINIMUM 28 DAY COMPRESSIVE STRENGTH.
4. SEE STANDARD SPEC 517 FOR BOLLARD PAINTING REQUIREMENTS.
5. FURNISH PAINT FOLLOWING FEDERAL STANDARD 595C#13591 OSHA SAFETY YELLOW.
6. BOLLARD PAINTING IS INCIDENTAL.



SECTION A-A



ELEVATION VIEW



PLAN VIEW

PIPE BOLLARDS

STA 53+42, 32' LT
STA 55+04, 32.5' RT

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 42	E

2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

N

W NATIONAL AVE / STH 59

STH 59 C/L

39TH ST

38TH ST

13+00 14+00 15+00 16+00 17+00 18+00 19

R/W

BEGIN PROJECT
STA 14+99

+99.0
40.1'RT

+99.0
43.7'LT

+02.9
46.6'LT

+32.8
51.3'LT

+24.5
57.5'LT

+57.4
47.3'LT

POTENTIAL HOLLOW SIDEWALK

+31.0
42.8'LT

+30.7
41.0'LT

POTENTIAL HOLLOW SIDEWALK

TLE

SLOPE INTERCEPT

+85.5
55.6'RT

+97.8
63.1'RT

+41.1
52.5'RT

+37.8
57.1'RT

+24.9
66.1'RT

STA 16+85 TO STA 17+50,
30' RT TO CONSTRUCTION LIMITS RT
VOC CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 18+15 TO STA 18+75,
30' LT TO CONSTRUCTION LIMITS LT
PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

+34.8
70.8'LT

+28.3
71.3'LT

+20.5
50.6'LT

+16.3
47.7'LT

+60.7
68.8'LT

+67.5
68.2'LT

+65.9
48.3'LT

+76.2
47.7'LT

STA 17+25 TO STA 56+48,
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
VOC, METALS, AND PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

MATCH LINE STA 19+00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 43	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 01

PLOT DATE : 12/19/2025 7:52 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- XXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

MATCH LINE STA 19+00

MATCH LINE STA 25+00

N

37TH ST

36TH ST

W NATIONAL AVE / STH 59

STH 59 S/L

TLE

R/W

EXISTING STONE COLUMN TO REMAIN

EXISTING STONE COLUMN TO REMAIN

POTENTIAL HOLLOW SIDEWALK

STA 24+35 TO STA 24+95,
30' LT (STA 24+35) TO 35' LT (STA 24+95) TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 17+25 TO STA 56+48,
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
VOC, METALS, AND PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 21+20 TO STA 21+80,
30' RT TO CONSTRUCTION LIMITS RT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 24+30 TO STA 24+90,
30' RT (STA 24+90) TO 35' RT (STA 24+30) TO CONSTRUCTION LIMITS RT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

EXISTING LIGHT POLE TO REMAIN

EXISTING TREE TO REMAIN

SLOPE INTERCEPT

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 44	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 02

PLOT DATE : 12/19/2025 7:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

N

MATCH LINE STA 25+00

MATCH LINE STA 18+25 A

+89.0A 27.1'LT

18+00 A

+89.2A 40.3'RT

SLOPE INTERCEPT

R/W

TLE

+30.9 47.5'LT

+41.9 47.5'LT

+07.2 48.5'LT

+20.2 48.5'LT

+53.0 47.5'LT

+53.0 44.5'LT

+90.3 47.5'LT

+90.3 44.6'LT

W NATIONAL AVE / STH 59

26+00

28+00

29+00

30+00

17+00 A

35TH ST

POTENTIAL HOLLOW SIDEWALK

EXISTING WINDOW WELL TO REMAIN

MATCH LINE STA 16+50 A

EXISTING WINDOW WELLS TO REMAIN

+62.5 45.0'RT

+40.3 55.0'RT

+61.1 55.0'RT

+90.7 63.4'RT

STA 17+25 TO STA 56+48,
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
VOC, METALS, AND PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

MATCH LINE STA 31+00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 45	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 03

PLOT DATE : 12/19/2025 7:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

MATCH LINE STA 31+00

34TH ST

SHEA AVE

W NATIONAL AVE / STH 59

33RD ST

STA 31+00 TO STA 31+60,
30' LT (STA 31+60) TO 35' LT (STA 31+00) TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

+14.9
59.0'LT

+31.4
75.7'LT

+56.6
50.1'LT

TLE

+12.4
43.4'LT

+15.4
40.2'LT

SALVAGING AND REINSTALLING
BRICK PAVERS

+14.5
40.2'LT

+04.9
54.7'LT

+50.7
55.1'LT

+50.8
40.8'LT

+63.7
44.5'LT

+65.7
44.5'LT

+65.8
41.7'LT

+02.5
41.7'LT

EXISTING FENCE
TO REMAIN

+06.7
44.0'LT

EXISTING BOLLARDS TO REMAIN

+16.7
44.0'LT

+31.7
40.5'LT

+31.7
37.0'LT

R/W

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

STH 59 CL

+45.6
58.5'RT

+93.2
59.4'RT

+86.0
59.0'RT

+36.2
70.1'RT

+22.9
71.1'RT

+94.0
51.0'RT

+97.9
51.0'RT

+19.9
51.0'RT

+17.0
51.0'RT

+54.2
53.9'RT

+36.9
62.7'RT

+52.4
78.9'RT

+80.1
56.1'RT

+96.8
63.5'RT

+78.4
80.7'RT

STA 30+95 TO STA 31+55,
35' RT (STA 30+95) TO 40' RT (STA 31+55) TO CONSTRUCTION LIMITS RT
VOC CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 17+25 TO STA 56+48,
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
VOC, METALS, AND PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 34+40 TO STA 35+00,
35' RT TO CONSTRUCTION LIMITS RT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

MATCH LINE STA 37+00

2

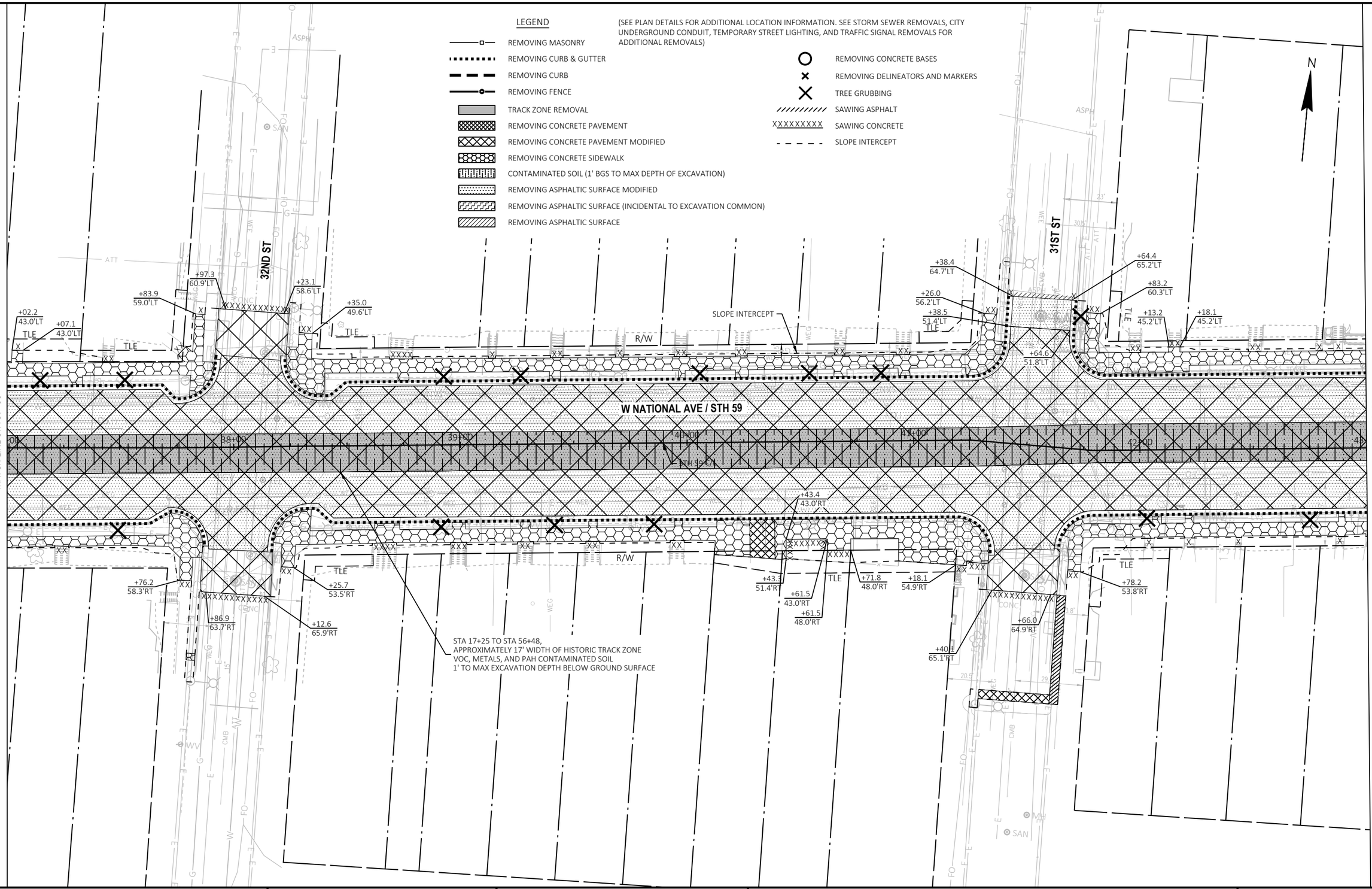
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 46	E

2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 47	E

2

2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

MATCH LINE STA 43+00

MATCH LINE STA 49+00

30TH ST

29TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

R/W

TLE

+37.5 70.8'LT

+63.4 68.8'LT

+23.1 49.6'LT

+75.8 60.9'LT

+62.5 60.9'LT

+88.6 58.8'LT

+49.0 50.4'LT

+01.2 54.4'LT

+15.3 54.2'RT

+27.3 58.7'RT

+65.8 58.4'RT

+53.3 60.9'RT

+40.7 54.7'RT

+53.5 53.8'RT

+92.4 58.9'RT

+79.7 55.9'RT

SLOPE INTERCEPT

STA 17+25 TO STA 56+48,
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
VOC, METALS, AND PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 48	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 06

PLOT DATE : 12/19/2025 7:54 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- XXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

MATCH LINE STA 49+00 LAY

MATCH LINE STA 55+00 LAY

MATCH LINE STA 18+50 LAY

MATCH LINE STA 16+50 LAY

28TH ST

S LAYTON BLVD / STH 57

S LAYTON BLVD

W NATIONAL AVE / STH 59

R/W

TLE

+76.0 77.1'LT

+09.4 74.0'LT

+63.2 55.9'LT

+18.0 56.3'LT

+67.9 53.0'LT

+67.9 49.8'LT

+41.9 50.3'LT

+41.9 53.0'LT

+26.8LAY 54.1'RT

+43.5 56.3'LT

+54.9 54.3'RT

+67.9 52.7'RT

+05.2 47.7'RT

+93.7 54.8'RT

+30.7 46.5'RT

+76.9 47.5'RT

+53.9 46.5'RT

+81.9 47.5'RT

SLOPE INTERCEPT

STA 17+25 TO STA 56+48,
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
VOC, METALS, AND PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 49	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 07

PLOT DATE : 12/19/2025 7:54 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT

MATCH LINE STA 55+00

STA 55+90 TO STA 56+20,
10' LT TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

TLE

+20.0
34.1'LT

+20.0
8.5'LT

+47.4
8.3'LT

W NATIONAL AVE / STH 59

56+00

57+00

58+00

59+00

60+00

STH 59 ℄/L

+25.0
8.5'RT

+25.0
35.0'RT

TLE

SLOPE INTERCEPT

STA 17+25 TO STA 56+48,
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
VOC, METALS, AND PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

SLOPE INTERCEPT

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 50	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 08

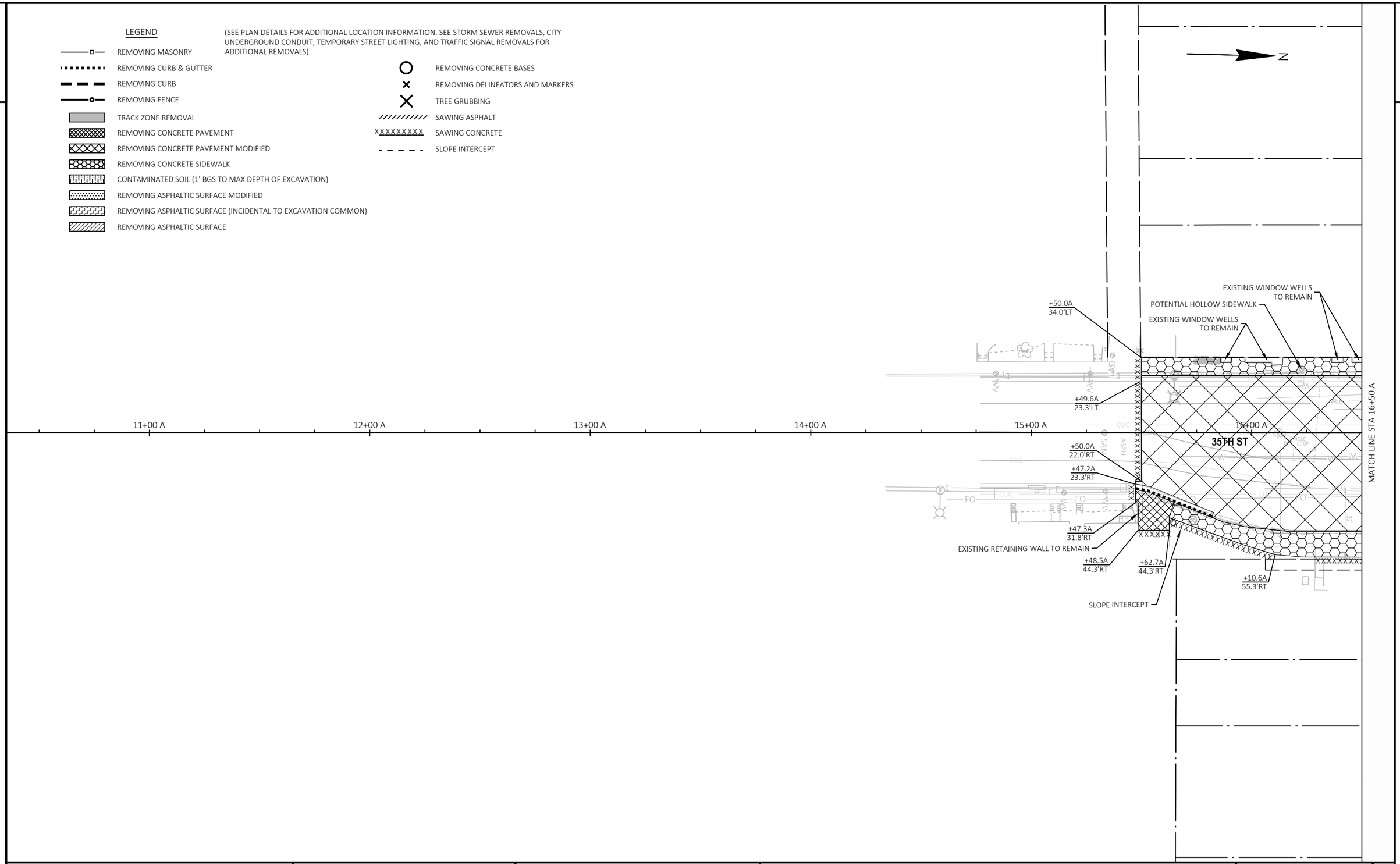
PLOT DATE : 12/19/2025 7:54 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 51	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 35-01

PLOT DATE : 12/23/2025 7:24 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

N

MATCH LINE STA 18+25 A

19+00 A | 20+00 A | 21+00 A | 22+00 A | 23+00 A | 24+00 A

35TH ST

+50.0A
36.0'LT

+50.0A
27.0'LT

+65.0A
24.5'RT

+65.0A
29.5'RT

ASPH

W/V

XX

XXXXX

SUBSTATION

SLOPE INTERCEPT

2

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 52	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 35-02

PLOT DATE : 12/23/2025 7:24 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

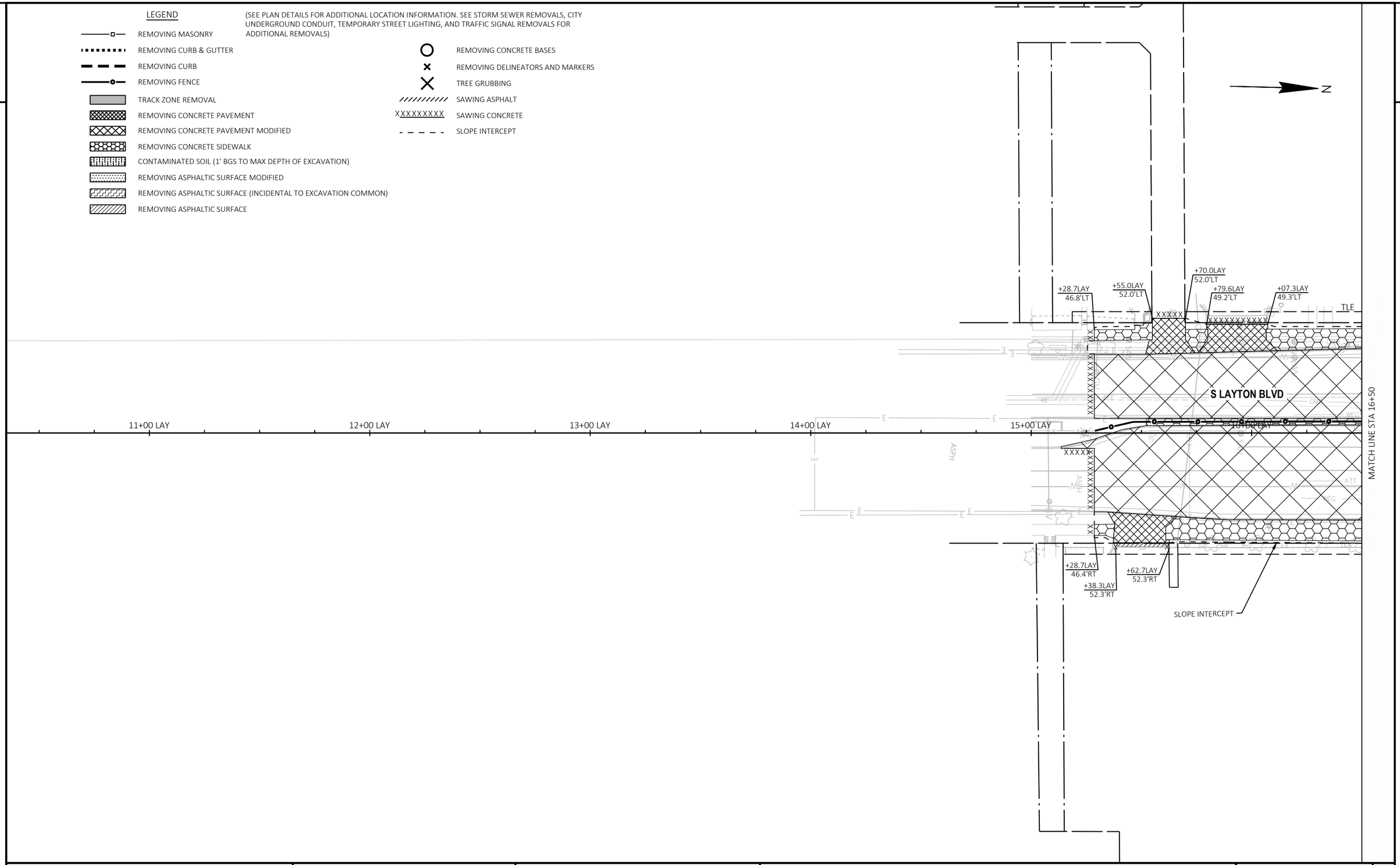
WISDOT/CADDS SHEET 42

2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT



2

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 53	E

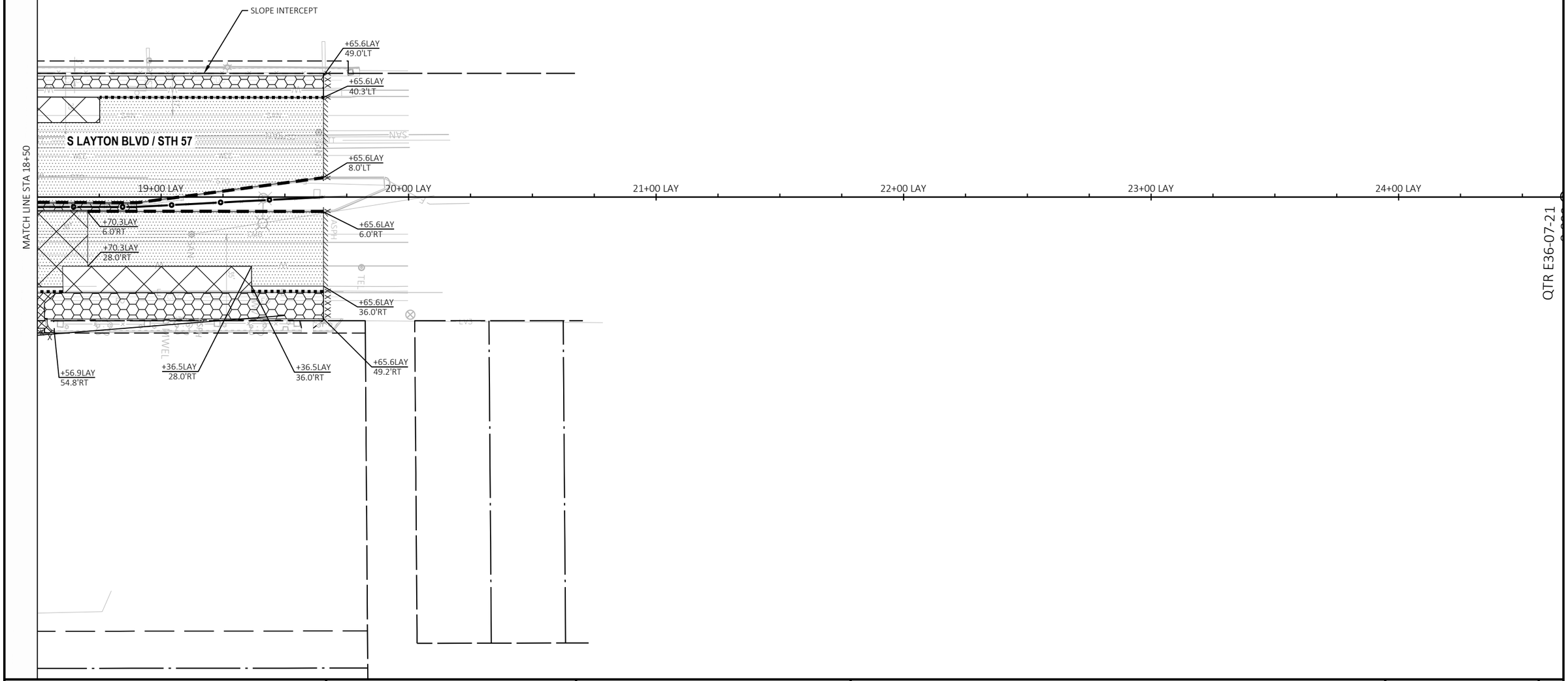
2

LEGEND

(SEE PLAN DETAILS FOR ADDITIONAL LOCATION INFORMATION. SEE STORM SEWER REMOVALS, CITY UNDERGROUND CONDUIT, TEMPORARY STREET LIGHTING, AND TRAFFIC SIGNAL REMOVALS FOR ADDITIONAL REMOVALS)

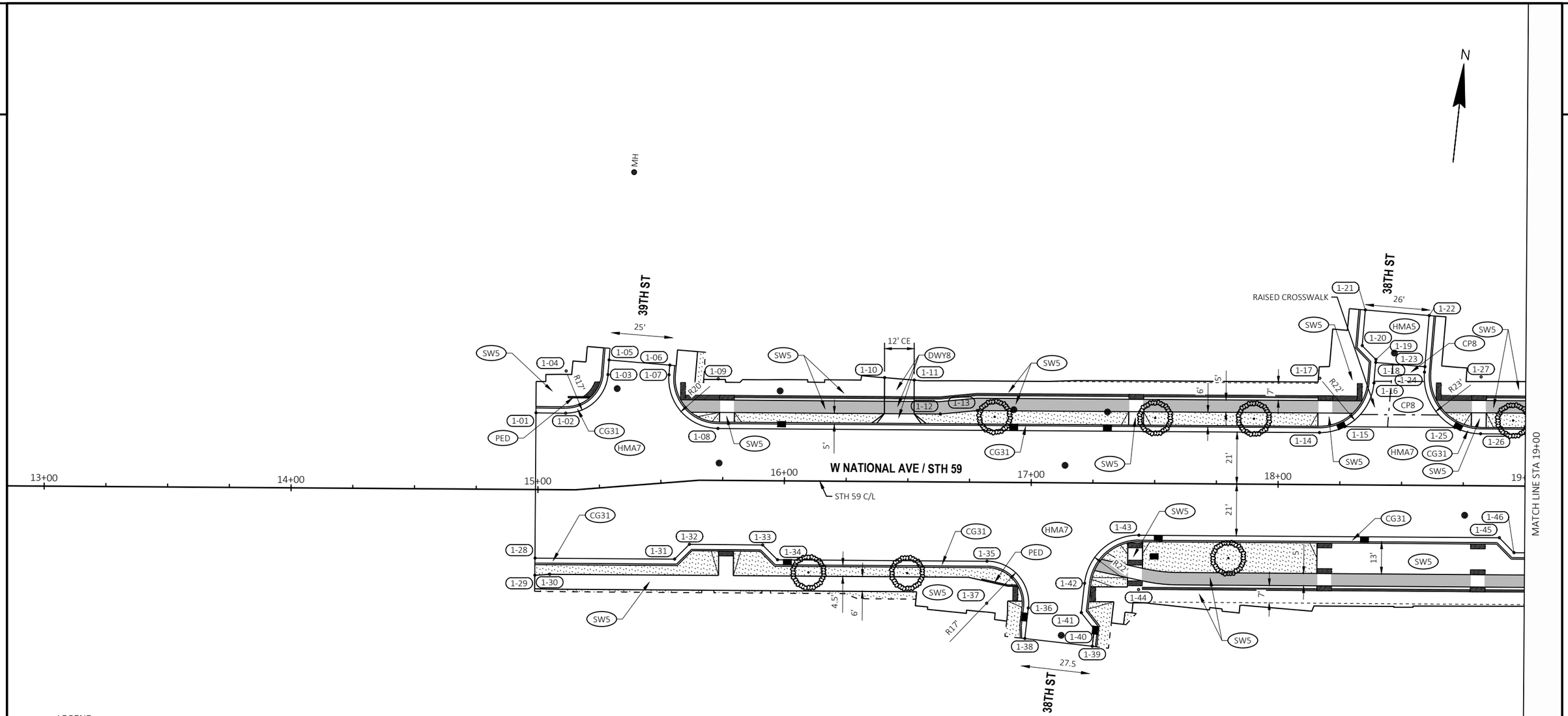
- REMOVING MASONRY
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- TRACK ZONE REMOVAL
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE PAVEMENT MODIFIED
- REMOVING CONCRETE SIDEWALK
- CONTAMINATED SOIL (1' BGS TO MAX DEPTH OF EXCAVATION)
- REMOVING ASPHALTIC SURFACE MODIFIED
- REMOVING ASPHALTIC SURFACE (INCIDENTAL TO EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE BASES
- REMOVING DELINEATORS AND MARKERS
- TREE GRUBBING
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

N



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	REMOVALS	SHEET 54	E

2



LEGEND

HMA7	7" HMA PAVEMENT
HMA5	5" HMA PAVEMENT
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW5	CONCRETE SIDEWALK 5-INCH
CRM	CONCRETE RAISED MEDIAN
CP8	CONCRETE PAVEMENT 8-INCH
CG31	CONCRETE CURB & GUTTER 31-INCH
CG19	CONCRETE CURB & GUTTER 19-INCH
CCDS	CONCRETE CURB TYPE D SPECIAL
MC19	CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
MC31	CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
CCA	CONCRETE CURB TYPE A
CCD	CONCRETE CURB TYPE D
ALL	CONCRETE ALLEY
PED	CONCRETE CURB PEDESTRIAN
TPED	CONCRETE CURB PEDESTRIAN (TALL)
DWY8	CONCRETE DRIVEWAY 8-INCH
NOSE1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
	COLORING CONCRETE CUSTOM
	TOPSOIL, FERTILIZER TYPE B, SOD LAWN
	DETECTABLE EDGE TILES
	DETECTABLE WARNING FIELD, NATURAL PATINA
	STORM SEWER MANHOLE / CATCH BASIN
	REVERSE SLOPE GUTTER
	SLOPE INTERCEPT
	CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
	TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 55	E

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
1-01	59-CL	14+99.0	31.0' LT	2,545,047.50	378,948.13	
1-02	59-CL	15+11.0	31.0' LT	2,545,059.46	378,949.34	
1-03	59-CL	15+31.9	45.5' LT	2,545,074.75	378,966.68	
1-04	59-CL	15+11.1	48.0' LT	2,545,057.76	378,966.25	17'
1-05	59-CL	15+32.9	51.3' LT	2,545,074.60	378,972.61	
1-06	59-CL	15+57.2	47.3' LT	2,545,099.30	378,973.24	
1-07	59-CL	15+56.6	43.4' LT	2,545,099.40	378,969.29	
1-08	59-CL	15+72.9	21.0' LT	2,545,121.43	378,949.90	
1-09	59-CL	15+72.9	41.0' LT	2,545,119.39	378,969.80	20'
1-10	59-CL	16+40.3	42.0' LT	2,545,186.33	378,977.69	
1-11	59-CL	16+52.3	41.1' LT	2,545,198.36	378,978.04	
1-12	59-CL	16+62.9	27.5' LT	2,545,210.30	378,965.55	
1-13	59-CL	16+77.9	29.0' LT	2,545,225.06	378,968.57	
1-14	59-CL	18+16.6	21.0' LT	2,545,363.82	378,974.76	
1-15	59-CL	18+26.7	23.5' LT	2,545,373.69	378,978.29	
1-16	59-CL	18+38.5	41.3' LT	2,545,383.57	378,997.18	
1-17	59-CL	18+16.6	43.0' LT	2,545,361.57	378,996.65	22'
1-18	59-CL	18+39.1	49.6' LT	2,545,383.37	379,005.49	
1-19	59-CL	18+39.2	50.8' LT	2,545,383.34	379,006.68	
1-20	59-CL	18+33.7	56.4' LT	2,545,377.22	379,011.68	
1-21	59-CL	18+34.8	70.8' LT	2,545,376.87	379,026.17	
1-22	59-CL	18+60.7	68.8' LT	2,545,402.86	379,026.79	
1-23	59-CL	18+59.1	48.0' LT	2,545,403.36	379,005.97	
1-24	59-CL	18+58.9	45.8' LT	2,545,403.41	379,003.76	
1-25	59-CL	18+71.4	23.5' LT	2,545,418.13	378,982.85	
1-26	59-CL	18+81.8	21.0' LT	2,545,428.75	378,981.43	
1-27	59-CL	18+81.8	44.0' LT	2,545,426.41	379,004.31	23'
1-28	59-CL	14+99.0	27.8' RT	2,545,053.50	378,889.65	
1-29	59-CL	14+99.0	34.7' RT	2,545,054.21	378,882.73	
1-30	59-CL	15+05.0	34.3' RT	2,545,060.13	378,883.80	
1-31	59-CL	15+53.1	31.1' RT	2,545,109.74	378,895.42	
1-32	59-CL	15+59.5	25.6' RT	2,545,115.10	378,902.00	
1-33	59-CL	15+91.4	26.0' RT	2,545,144.60	378,905.03	
1-34	59-CL	15+97.4	32.0' RT	2,545,151.18	378,899.67	
1-35	59-CL	16+82.3	32.0' RT	2,545,235.62	378,908.34	
1-36	59-CL	16+99.2	50.8' RT	2,545,254.36	378,891.33	
1-37	59-CL	16+82.3	49.0' RT	2,545,237.36	378,891.42	17'
1-38	59-CL	16+97.8	63.1' RT	2,545,254.29	378,878.94	
1-39	59-CL	17+25.2	66.1' RT	2,545,281.79	378,878.79	
1-40	59-CL	17+25.9	59.1' RT	2,545,281.83	378,885.79	

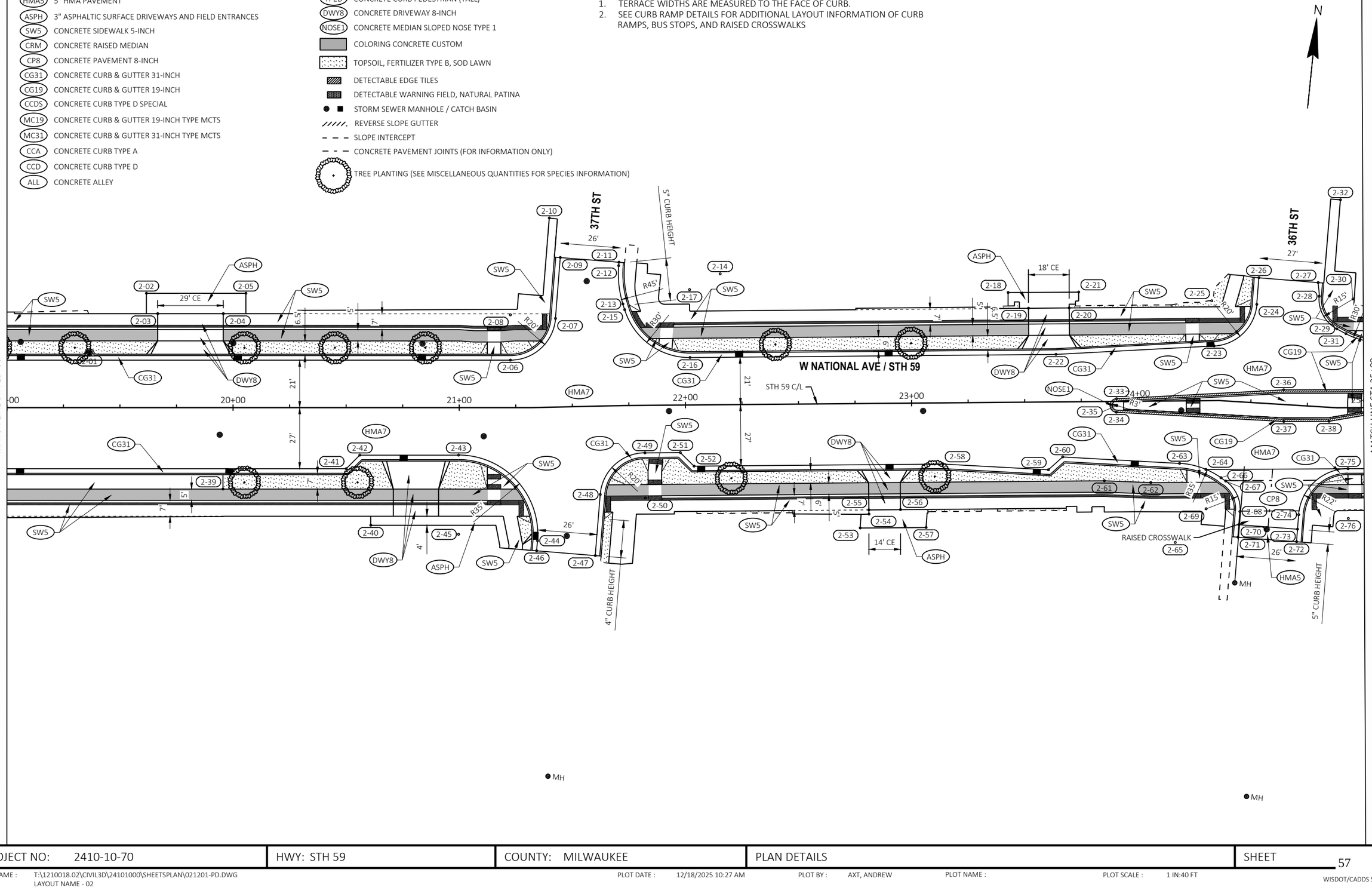
POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
1-41	59-CL	17+20.6	52.5' RT	2,545,275.86	378,891.82	
1-42	59-CL	17+21.9	40.6' RT	2,545,275.93	378,903.79	
1-43	59-CL	17+43.8	21.0' RT	2,545,295.68	378,925.55	
1-44	59-CL	17+43.8	43.0' RT	2,545,297.93	378,903.67	22'
1-45	59-CL	18+89.7	21.0' RT	2,545,440.89	378,940.45	
1-46	59-CL	18+95.7	27.0' RT	2,545,447.47	378,935.09	

LEGEND

- HMA7 — 7" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CRM — CONCRETE RAISED MEDIAN
- CP8 — CONCRETE PAVEMENT 8-INCH
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- CCDS — CONCRETE CURB TYPE D SPECIAL
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- ALL — CONCRETE ALLEY
- PED — CONCRETE CURB PEDESTRIAN
- TPED — CONCRETE CURB PEDESTRIAN (TALL)
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)

MH

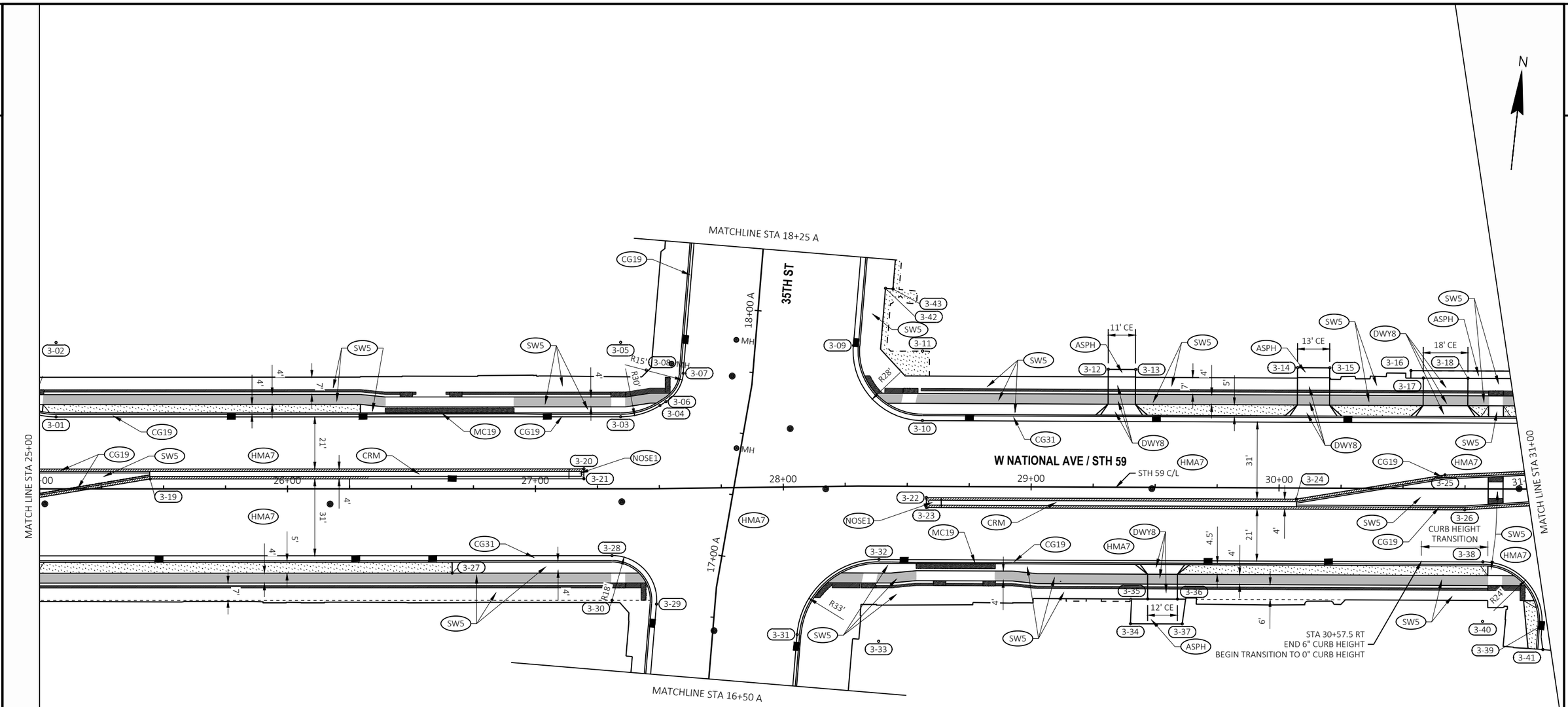
NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS



POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
2-01	59-CL	19+36.5	23.8' LT	2,545,482.81	378,989.81	
2-02	59-CL	19+61.6	50.5' LT	2,545,505.10	379,018.91	
2-03	59-CL	19+66.6	41.5' LT	2,545,510.99	379,010.47	
2-04	59-CL	19+95.6	41.5' LT	2,545,539.84	379,013.43	
2-05	59-CL	20+05.6	50.5' LT	2,545,548.87	379,023.40	
2-06	59-CL	21+22.6	21.0' LT	2,545,668.22	379,005.99	
2-07	59-CL	21+43.4	39.2' LT	2,545,686.17	379,026.35	
2-08	59-CL	21+22.6	41.0' LT	2,545,666.18	379,025.89	20'
2-09	59-CL	21+46.1	66.0' LT	2,545,685.54	379,053.32	
2-10	59-CL	21+41.7	83.6' LT	2,545,678.90	379,070.22	
2-11	59-CL	21+72.0	63.4' LT	2,545,711.54	379,053.93	
2-12	59-CL	21+71.8	61.8' LT	2,545,711.57	379,052.37	
2-13	59-CL	21+72.7	44.9' LT	2,545,715.19	379,035.73	
2-14	59-CL	22+15.8	57.9' LT	2,545,756.56	379,053.42	45'
2-15	59-CL	21+73.5	42.3' LT	2,545,716.23	379,033.30	
2-16	59-CL	22+02.2	21.0' LT	2,545,747.12	379,015.28	
2-17	59-CL	22+02.2	51.0' LT	2,545,743.81	379,045.09	30'
2-18	59-CL	23+43.0	48.5' LT	2,545,884.07	379,058.17	
2-19	59-CL	23+52.0	41.5' LT	2,545,893.79	379,052.21	
2-20	59-CL	23+70.0	41.5' LT	2,545,911.68	379,054.20	
2-21	59-CL	23+74.3	48.5' LT	2,545,915.09	379,061.62	
2-22	59-CL	23+64.0	21.0' LT	2,545,907.93	379,033.15	
2-23	59-CL	24+33.9	24.2' LT	2,545,977.07	379,044.01	
2-24	59-CL	24+50.0	43.4' LT	2,545,993.97	379,064.19	
2-25	59-CL	24+33.0	44.1' LT	2,545,973.97	379,063.77	20'
2-26	59-CL	24+50.2	55.3' LT	2,545,993.72	379,076.05	
2-27	59-CL	24+76.5	54.7' LT	2,546,019.96	379,076.60	
2-28	59-CL	24+77.3	48.7' LT	2,546,021.09	379,070.61	
2-29	59-CL	24+86.0	34.8' LT	2,546,030.34	379,057.07	
2-30	59-CL	24+95.5	48.0' LT	2,546,036.08	379,070.93	15'
2-31	59-CL	24+92.2	32.7' LT	2,546,034.49	379,055.35	
2-32	59-CL	24+84.1	91.8' LT	2,546,026.07	379,113.98	
2-33	59-CL	23+90.6	1.2' LT	2,545,936.54	379,016.39	
2-34	59-CL	23+90.5	4.8' RT	2,545,937.15	379,010.43	
2-35	59-CL	23+90.7	1.8' RT	2,545,937.01	379,013.43	3'
2-36	59-CL	24+64.1	6.4' LT	2,546,009.63	379,027.87	
2-37	59-CL	24+65.0	7.5' RT	2,546,011.12	379,013.95	
2-38	59-CL	24+85.0	6.2' RT	2,546,031.01	379,016.08	
2-39	59-CL	19+95.5	36.0' RT	2,545,547.66	378,936.33	
2-40	59-CL	20+60.8	52.0' RT	2,545,614.26	378,927.07	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
2-41	59-CL	20+50.0	27.0' RT	2,545,600.93	378,950.84	
2-42	59-CL	20+56.0	21.0' RT	2,545,606.29	378,957.42	
2-43	59-CL	20+99.7	21.0' RT	2,545,649.74	378,961.88	
2-44	59-CL	21+33.2	58.9' RT	2,545,688.30	378,927.82	
2-45	59-CL	20+99.7	56.0' RT	2,545,653.31	378,927.06	35'
2-46	59-CL	21+32.8	63.3' RT	2,545,688.40	378,923.37	
2-47	59-CL	21+58.6	66.0' RT	2,545,714.39	378,923.94	
2-48	59-CL	21+61.4	39.1' RT	2,545,713.80	378,950.98	
2-49	59-CL	21+81.9	21.0' RT	2,545,731.59	378,971.29	
2-50	59-CL	21+81.9	41.0' RT	2,545,733.80	378,951.42	20'
2-51	59-CL	21+97.6	21.0' RT	2,545,747.16	378,973.02	
2-52	59-CL	22+03.6	27.0' RT	2,545,753.78	378,967.72	
2-53	59-CL	22+76.8	55.0' RT	2,545,829.64	378,947.98	
2-54	59-CL	22+80.7	48.9' RT	2,545,832.86	378,954.50	
2-55	59-CL	22+80.7	47.0' RT	2,545,832.65	378,956.37	
2-56	59-CL	22+94.7	47.0' RT	2,545,846.57	378,957.91	
2-57	59-CL	23+05.9	55.0' RT	2,545,858.63	378,951.21	
2-58	59-CL	23+13.6	27.0' RT	2,545,863.16	378,979.88	
2-59	59-CL	23+60.2	30.0' RT	2,545,909.83	378,982.10	
2-60	59-CL	23+66.6	24.3' RT	2,545,915.54	378,988.38	
2-61	59-CL	23+84.9	35.0' RT	2,545,934.92	378,979.81	
2-62	59-CL	24+05.4	36.0' RT	2,545,955.41	378,981.08	
2-63	59-CL	24+18.2	27.6' RT	2,545,967.22	378,990.84	
2-64	59-CL	24+29.8	30.4' RT	2,545,979.01	378,989.38	
2-65	59-CL	24+16.0	62.5' RT	2,545,968.89	378,955.87	35'
2-66	59-CL	24+38.8	34.0' RT	2,545,986.06	378,986.37	
2-67	59-CL	24+41.0	35.4' RT	2,545,988.28	378,985.12	
2-68	59-CL	24+48.1	48.4' RT	2,545,995.91	378,972.42	
2-69	59-CL	24+29.8	47.8' RT	2,545,980.92	378,972.05	15'
2-70	59-CL	24+48.0	54.2' RT	2,545,996.06	378,966.59	
2-71	59-CL	24+47.9	59.8' RT	2,545,996.20	378,961.03	
2-72	59-CL	24+73.9	60.2' RT	2,546,022.19	378,961.67	
2-73	59-CL	24+74.0	54.6' RT	2,546,022.05	378,967.23	
2-74	59-CL	24+74.1	48.2' RT	2,546,021.89	378,973.67	
2-75	59-CL	24+92.9	27.0' RT	2,546,041.54	378,996.09	
2-76	59-CL	24+92.9	49.0' RT	2,546,043.88	378,974.21	22'

2



NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS

LEGEND

HMA7	7" HMA PAVEMENT
HMA5	5" HMA PAVEMENT
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW5	CONCRETE SIDEWALK 5-INCH
CRM	CONCRETE RAISED MEDIAN
CP8	CONCRETE PAVEMENT 8-INCH
CG31	CONCRETE CURB & GUTTER 31-INCH
CG19	CONCRETE CURB & GUTTER 19-INCH
CCDS	CONCRETE CURB TYPE D SPECIAL
MC19	CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
MC31	CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
CCA	CONCRETE CURB TYPE A
CCD	CONCRETE CURB TYPE D
ALL	CONCRETE ALLEY
PED	CONCRETE CURB PEDESTRIAN
TPED	CONCRETE CURB PEDESTRIAN (TALL)
DWY8	CONCRETE DRIVEWAY 8-INCH
NOSE1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
	COLORING CONCRETE CUSTOM
	TOPSOIL, FERTILIZER TYPE B, SOD LAWN
	DETECTABLE EDGE TILES
	DETECTABLE WARNING FIELD, NATURAL PATINA
	STORM SEWER MANHOLE / CATCH BASIN
	REVERSE SLOPE GUTTER
	SLOPE INTERCEPT
	CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
	TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 59	E

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
3-01	59-CL	25+06.6	29.0' LT	2,546,049.19	379,053.23	
3-02	59-CL	25+06.6	59.0' LT	2,546,045.99	379,083.06	30'
3-03	59-CL	27+34.4	29.0' LT	2,546,275.62	379,077.53	
3-04	59-CL	27+50.7	33.5' LT	2,546,290.94	379,083.76	
3-05	59-CL	27+34.4	59.0' LT	2,546,272.42	379,107.36	30'
3-06	59-CL	27+53.1	35.0' LT	2,546,293.16	379,085.50	
3-07	59-CL	27+60.2	46.4' LT	2,546,298.89	379,097.65	
3-08	59-CL	27+44.7	47.8' LT	2,546,283.90	379,097.30	15'
3-09	59-CL	28+29.0	56.7' LT	2,546,365.97	379,116.12	
3-10	59-CL	28+56.0	26.5' LT	2,546,396.83	379,088.93	
3-11	59-CL	28+56.0	54.5' LT	2,546,393.97	379,116.79	28'
3-12	59-CL	29+30.9	47.5' LT	2,546,469.20	379,117.48	
3-13	59-CL	29+41.9	47.5' LT	2,546,480.14	379,118.60	
3-14	59-CL	30+07.2	48.5' LT	2,546,545.04	379,126.28	
3-15	59-CL	30+20.2	48.5' LT	2,546,557.97	379,127.61	
3-16	59-CL	30+53.0	47.5' LT	2,546,590.66	379,129.96	
3-17	59-CL	30+58.0	44.5' LT	2,546,595.95	379,127.49	
3-18	59-CL	30+76.0	44.5' LT	2,546,613.85	379,129.33	
3-19	59-CL	25+44.6	4.0' LT	2,546,089.60	379,032.42	
3-20	59-CL	27+19.6	8.0' LT	2,546,263.17	379,055.08	
3-21	59-CL	27+19.6	4.0' LT	2,546,263.60	379,051.10	
3-22	59-CL	28+57.7	4.5' RT	2,546,401.74	379,058.27	
3-23	59-CL	28+57.7	8.5' RT	2,546,402.15	379,054.30	
3-24	59-CL	30+06.9	4.5' RT	2,546,550.14	379,073.52	
3-25	59-CL	30+66.9	5.5' LT	2,546,608.81	379,089.61	
3-26	59-CL	30+74.9	8.5' RT	2,546,618.18	379,076.50	
3-27	59-CL	26+66.4	34.0' RT	2,546,214.82	379,007.65	
3-28	59-CL	27+30.9	27.0' RT	2,546,278.17	379,021.48	
3-29	59-CL	27+48.3	46.5' RT	2,546,298.09	379,004.02	
3-30	59-CL	27+30.9	45.0' RT	2,546,280.09	379,003.59	18'
3-31	59-CL	28+04.8	59.5' RT	2,546,355.75	378,997.85	
3-32	59-CL	28+38.7	29.5' RT	2,546,385.37	379,031.46	
3-33	59-CL	28+38.7	62.5' RT	2,546,388.74	378,998.63	33'
3-34	59-CL	29+40.3	55.0' RT	2,546,489.03	379,016.48	
3-35	59-CL	29+47.1	45.0' RT	2,546,494.82	379,027.13	
3-36	59-CL	29+59.1	45.0' RT	2,546,506.76	379,028.35	
3-37	59-CL	29+61.1	55.0' RT	2,546,509.77	379,018.61	
3-38	59-CL	30+82.3	29.5' RT	2,546,627.69	379,056.36	
3-39	59-CL	30+99.7	55.4' RT	2,546,654.12	379,033.43	
3-40	59-CL	30+82.3	53.5' RT	2,546,630.14	379,032.49	24'

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
3-41	59-CL	30+99.7	65.1' RT	2,546,655.52	379,023.84	
3-42	35	18+13.2	50.5' RT	2,546,376.40	379,140.38	
3-43	35	18+13.2	53.5' RT	2,546,379.40	379,140.45	

2

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS

LEGEND

- HMA7 — 7" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CRM — CONCRETE RAISED MEDIAN
- CP8 — CONCRETE PAVEMENT 8-INCH
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- CCDS — CONCRETE CURB TYPE D SPECIAL
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- ALL — CONCRETE ALLEY
- PED — CONCRETE CURB PEDESTRIAN
- TPED — CONCRETE CURB PEDESTRIAN (TALL)
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)

N

34TH ST

SHEA AVE

33RD ST

W NATIONAL AVE / STH 59

STH 59 C/L

RAISED CROSSWALK

MATCH LINE STA 31+00

MATCH LINE STA 37+00

33+00

34+00

35+00

36+00

37+00

20' CE

8' CE

10' CE

15' CE

12' CE

MH

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 61	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 04

PLOT DATE : 12/18/2025 10:28 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
4-01	59-CL	30+97.1	26.5' LT	2,546,636.69	379,113.58	
4-02	59-CL	31+23.6	41.9' LT	2,546,654.64	379,134.04	
4-03	59-CL	31+06.7	47.0' LT	2,546,636.99	379,134.72	20'
4-04	59-CL	31+25.4	49.7' LT	2,546,654.41	379,142.00	
4-05	59-CL	31+31.4	75.7' LT	2,546,653.66	379,168.76	
4-06	59-CL	31+53.6	70.0' LT	2,546,679.84	379,169.50	
4-07	59-CL	31+51.3	43.7' LT	2,546,680.93	379,142.75	
4-08	59-CL	31+50.0	38.1' LT	2,546,681.16	379,137.04	
4-09	59-CL	31+54.6	18.4' LT	2,546,693.39	379,119.41	
4-10	59-CL	31+64.1	16.0' LT	2,546,703.05	379,117.94	
4-11	59-CL	31+64.1	36.0' LT	2,546,701.14	379,137.85	20'
4-12	59-CL	32+03.3	24.0' LT	2,546,741.35	379,129.64	
4-13	59-CL	32+23.3	25.0' LT	2,546,761.17	379,132.54	
4-14	59-CL	32+04.5	36.1' LT	2,546,741.39	379,141.77	
4-15	59-CL	32+12.4	43.4' LT	2,546,748.51	379,149.85	
4-16	59-CL	32+15.4	40.2' LT	2,546,751.89	379,146.87	
4-17	59-CL	32+16.9	36.7' LT	2,546,753.68	379,143.57	
4-18	59-CL	32+16.8	38.7' LT	2,546,753.39	379,145.55	2'
4-19	59-CL	32+68.1	16.0' LT	2,546,806.60	379,127.85	
4-20	59-CL	32+90.3	18.5' LT	2,546,828.48	379,132.46	
4-21	59-CL	32+91.2	18.7' LT	2,546,829.35	379,132.75	
4-22	59-CL	32+96.7	20.0' LT	2,546,834.73	379,134.58	
4-23	59-CL	33+11.7	43.5' LT	2,546,847.40	379,159.38	
4-24	59-CL	33+05.5	54.3' LT	2,546,840.20	379,169.57	
4-25	59-CL	32+92.1	39.5' LT	2,546,828.28	379,153.51	20'
4-26	59-CL	33+05.0	54.8' LT	2,546,839.65	379,169.98	
4-27	59-CL	33+50.7	55.1' LT	2,546,885.08	379,174.69	
4-28	59-CL	33+50.8	43.8' LT	2,546,886.25	379,163.41	
4-29	59-CL	33+50.8	40.8' LT	2,546,886.56	379,160.43	
4-30	59-CL	33+69.0	18.5' LT	2,546,906.83	379,139.96	
4-31	59-CL	33+73.8	18.0' LT	2,546,911.62	379,139.91	
4-32	59-CL	33+73.8	41.0' LT	2,546,909.43	379,162.81	23'
4-33	59-CL	33+82.5	37.0' LT	2,546,918.50	379,159.66	
4-34	59-CL	34+02.5	37.0' LT	2,546,938.41	379,161.57	
4-35	59-CL	34+02.5	41.7' LT	2,546,937.96	379,166.29	
4-36	59-CL	34+12.2	41.7' LT	2,546,947.57	379,167.21	
4-37	59-CL	34+38.4	39.9' LT	2,546,973.85	379,167.90	
4-38	59-CL	34+46.4	39.7' LT	2,546,981.83	379,168.47	
4-39	59-CL	35+06.7	44.0' LT	2,547,041.46	379,178.46	
4-40	59-CL	35+16.7	44.0' LT	2,547,051.41	379,179.42	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
4-41	59-CL	35+31.7	40.5' LT	2,547,066.68	379,177.36	
4-42	59-CL	35+31.7	37.0' LT	2,547,067.01	379,173.88	
4-43	59-CL	35+35.5	21.1' LT	2,547,072.28	379,158.41	
4-44	59-CL	31+80.7	9.4' RT	2,546,722.04	379,094.23	
4-45	59-CL	32+12.5	5.0' LT	2,546,752.36	379,111.61	
4-46	59-CL	32+15.3	5.0' LT	2,546,755.08	379,111.87	
4-47	59-CL	32+16.0	0.9' RT	2,546,756.35	379,106.05	
4-48	59-CL	32+15.3	2.0' LT	2,546,755.37	379,108.88	3'
4-49	59-CL	33+76.8	5.0' LT	2,546,915.91	379,127.26	
4-50	59-CL	33+76.8	5.0' RT	2,546,916.87	379,117.31	
4-51	59-CL	33+76.8	0.0'	2,546,916.39	379,122.29	5'
4-52	59-CL	36+06.5	5.0' RT	2,547,145.44	379,139.19	
4-53	59-CL	36+38.3	5.0' LT	2,547,176.16	379,152.18	
4-54	59-CL	36+38.6	1.0' RT	2,547,177.10	379,146.27	
4-55	59-CL	36+38.3	2.0' LT	2,547,176.44	379,149.19	3'
4-56	59-CL	31+22.9	71.1' RT	2,546,682.28	379,024.46	
4-57	59-CL	31+28.2	48.5' RT	2,546,681.75	379,047.64	
4-58	59-CL	31+40.2	37.2' RT	2,546,690.55	379,061.64	
4-59	59-CL	31+42.8	52.0' RT	2,546,696.75	379,047.98	15'
4-60	59-CL	31+47.5	35.9' RT	2,546,697.26	379,064.69	
4-61	59-CL	31+83.4	30.3' RT	2,546,726.67	379,073.71	
4-62	59-CL	31+92.2	149.9' RT	2,546,746.87	378,955.42	120'
4-63	59-CL	31+45.6	58.5' RT	2,546,701.13	379,042.41	
4-64	59-CL	31+71.3	51.0' RT	2,546,716.69	379,051.94	
4-65	59-CL	31+86.3	59.0' RT	2,546,732.38	379,045.40	
4-66	59-CL	31+93.2	59.0' RT	2,546,739.22	379,046.06	
4-67	59-CL	31+93.4	53.4' RT	2,546,738.91	379,051.64	
4-68	59-CL	32+08.7	28.4' RT	2,546,751.77	379,078.00	
4-69	59-CL	32+15.2	33.9' RT	2,546,758.69	379,073.09	
4-70	59-CL	32+41.5	32.0' RT	2,546,784.75	379,077.54	
4-71	59-CL	32+50.0	39.0' RT	2,546,793.85	379,071.38	
4-72	59-CL	33+97.4	32.0' RT	2,546,939.96	379,092.40	
4-73	59-CL	34+03.4	26.0' RT	2,546,945.36	379,098.94	
4-74	59-CL	34+28.3	26.0' RT	2,546,970.07	379,101.31	
4-75	59-CL	34+44.9	32.0' RT	2,546,987.18	379,096.92	
4-76	59-CL	34+54.2	53.9' RT	2,546,998.54	379,076.05	
4-77	59-CL	34+28.3	52.0' RT	2,546,972.55	379,075.43	26'
4-78	59-CL	34+53.9	57.5' RT	2,546,998.63	379,072.41	
4-79	59-CL	34+52.4	78.9' RT	2,546,999.15	379,050.98	
4-80	59-CL	34+78.4	80.7' RT	2,547,025.14	379,051.61	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
4-81	59-CL	34+79.4	66.4' RT	2,547,024.79	379,065.97	
4-82	59-CL	34+73.8	60.0' RT	2,547,018.65	379,071.82	
4-83	59-CL	34+73.9	58.9' RT	2,547,018.62	379,072.89	
4-84	59-CL	34+74.6	49.3' RT	2,547,018.39	379,082.54	
4-85	59-CL	34+83.4	32.0' RT	2,547,025.47	379,100.58	
4-86	59-CL	34+98.7	26.1' RT	2,547,040.17	379,107.94	
4-87	59-CL	34+99.5	51.1' RT	2,547,043.38	379,083.15	25'
4-88	59-CL	35+44.3	32.1' RT	2,547,086.19	379,106.34	
4-89	59-CL	35+59.0	49.9' RT	2,547,102.48	379,089.99	
4-90	59-CL	35+71.0	49.7' RT	2,547,114.41	379,091.27	
4-91	59-CL	35+86.0	49.6' RT	2,547,129.33	379,092.87	
4-92	59-CL	35+85.8	44.2' RT	2,547,128.64	379,098.22	
4-93	59-CL	36+21.2	29.5' RT	2,547,162.42	379,116.21	
4-94	59-CL	32+68.1	116.0' LT	2,546,797.07	379,227.39	100'

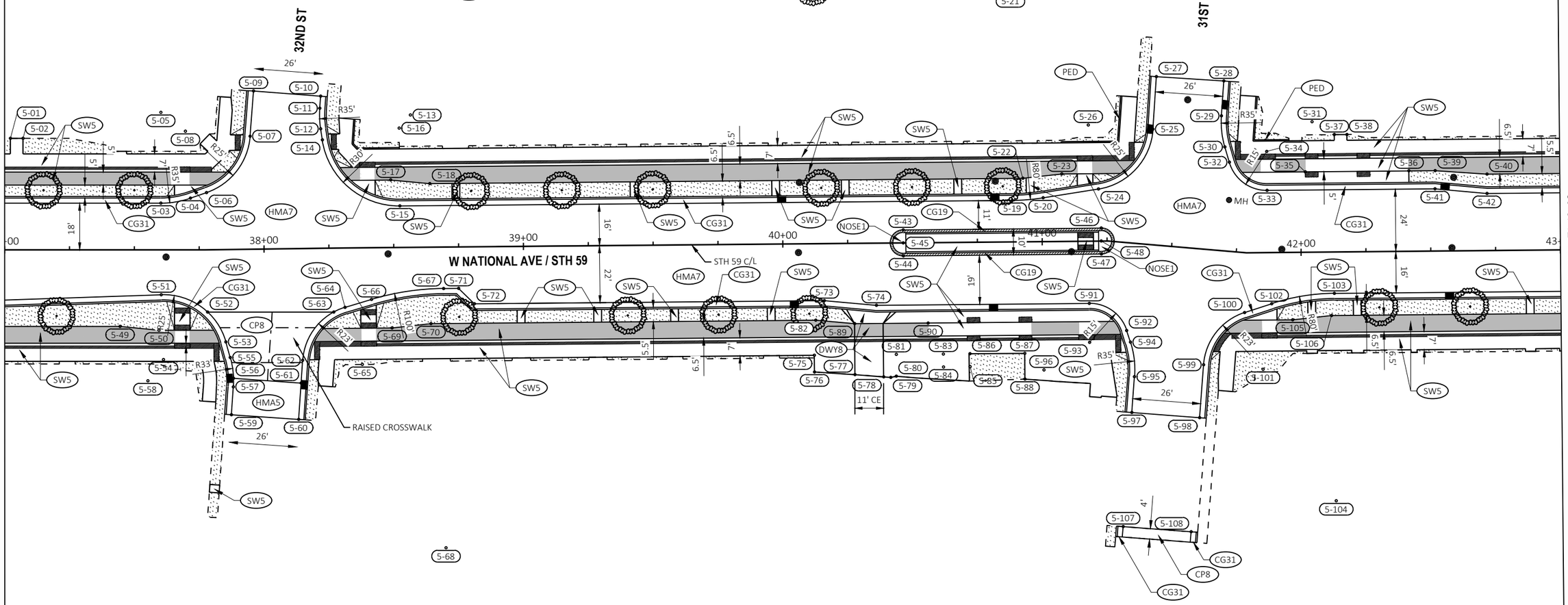
2

LEGEND

- HMA7 — 7" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CRM — CONCRETE RAISED MEDIAN
- CP8 — CONCRETE PAVEMENT 8-INCH
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- CCDS — CONCRETE CURB TYPE D SPECIAL
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- ALL — CONCRETE ALLEY
- PED — CONCRETE CURB PEDESTRIAN
- TPED — CONCRETE CURB PEDESTRIAN (TALL)
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS

N



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 63	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 05

PLOT DATE : 12/18/2025 10:28 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

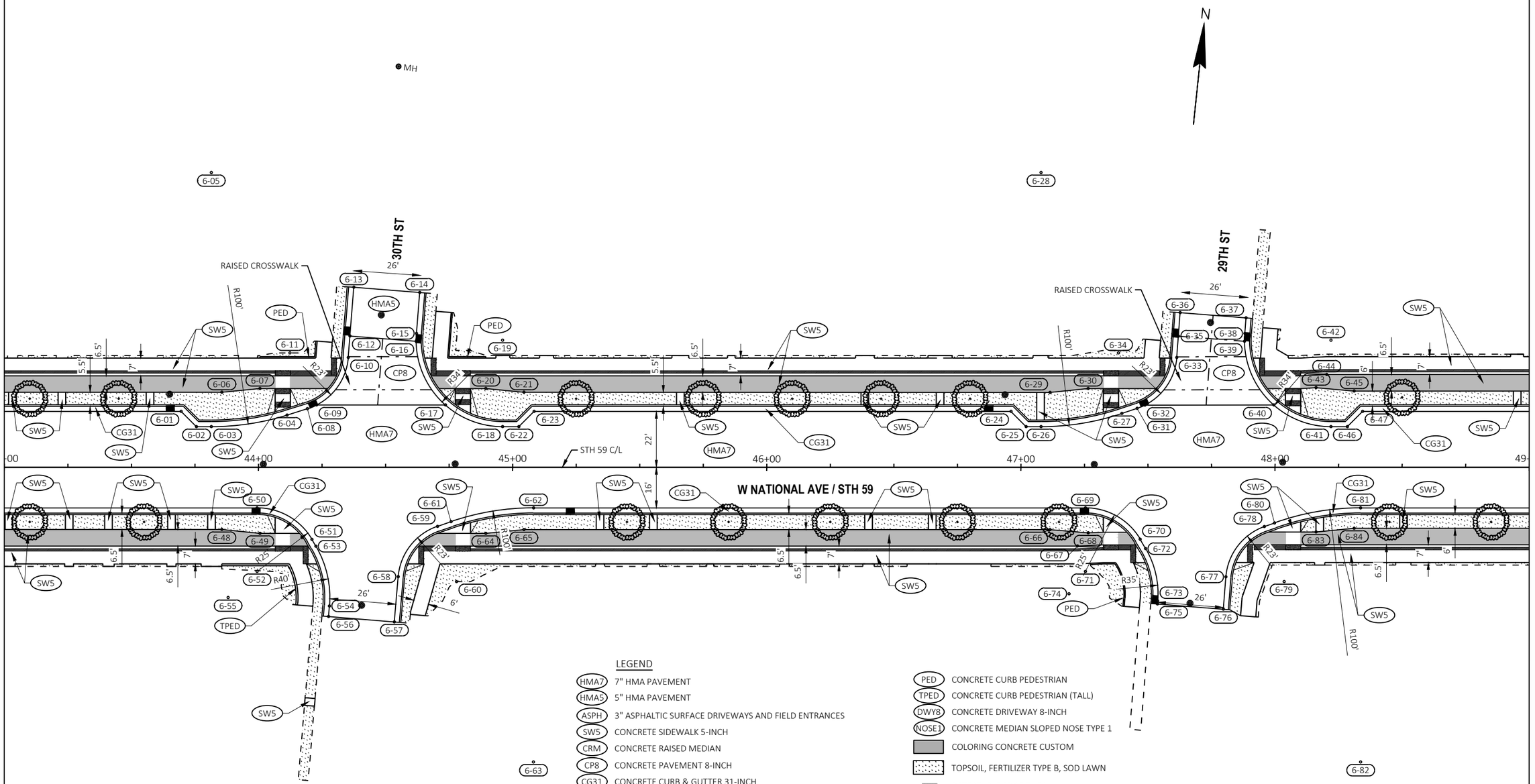
POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
5-01	59-CL	37+02.2	43.0' LT	2,547,236.19	379,196.10	
5-02	59-CL	37+07.1	43.0' LT	2,547,241.04	379,196.56	
5-03	59-CL	37+60.2	18.0' LT	2,547,296.28	379,176.74	
5-04	59-CL	37+71.6	19.9' LT	2,547,307.45	379,179.73	
5-05	59-CL	37+60.2	53.0' LT	2,547,292.95	379,211.58	35'
5-06	59-CL	37+78.1	22.0' LT	2,547,313.44	379,182.45	
5-07	59-CL	37+95.2	43.6' LT	2,547,328.07	379,205.70	
5-08	59-CL	37+69.7	45.7' LT	2,547,303.08	379,205.20	25'
5-09	59-CL	37+96.7	61.0' LT	2,547,327.73	379,223.16	
5-10	59-CL	38+22.6	58.6' LT	2,547,353.72	379,223.67	
5-11	59-CL	38+22.2	54.0' LT	2,547,353.81	379,219.00	
5-12	59-CL	38+22.4	46.0' LT	2,547,354.88	379,211.11	
5-13	59-CL	38+56.8	51.0' LT	2,547,388.81	379,219.69	35'
5-14	59-CL	38+23.0	41.7' LT	2,547,355.94	379,206.91	
5-15	59-CL	38+52.5	16.0' LT	2,547,388.14	379,184.43	
5-16	59-CL	38+52.5	46.0' LT	2,547,385.02	379,214.27	30'
5-17	59-CL	38+49.1	26.0' LT	2,547,383.68	379,194.02	
5-18	59-CL	38+64.1	24.5' LT	2,547,398.75	379,194.09	
5-19	59-CL	40+88.6	16.0' LT	2,547,622.95	379,208.99	
5-20	59-CL	41+00.5	16.9' LT	2,547,634.68	379,211.10	
5-21	59-CL	40+88.6	96.0' LT	2,547,614.63	379,288.55	80'
5-22	59-CL	40+92.8	24.5' LT	2,547,626.21	379,217.87	
5-23	59-CL	41+07.8	26.0' LT	2,547,640.97	379,220.92	
5-24	59-CL	41+21.9	20.1' LT	2,547,655.62	379,216.52	
5-25	59-CL	41+39.0	44.4' LT	2,547,674.35	379,241.47	
5-26	59-CL	41+18.2	44.8' LT	2,547,649.36	379,240.73	25'
5-27	59-CL	41+38.6	64.7' LT	2,547,673.74	379,261.78	
5-28	59-CL	41+64.6	65.2' LT	2,547,699.73	379,262.56	
5-29	59-CL	41+64.9	51.8' LT	2,547,700.13	379,249.13	
5-30	59-CL	41+67.2	39.9' LT	2,547,702.57	379,237.28	
5-31	59-CL	42+04.7	50.3' LT	2,547,735.12	379,250.17	35'
5-32	59-CL	41+69.4	34.2' LT	2,547,704.83	379,231.59	
5-33	59-CL	41+87.1	24.0' LT	2,547,720.34	379,222.19	
5-34	59-CL	41+87.1	39.0' LT	2,547,718.78	379,237.11	15'
5-35	59-CL	42+01.9	31.0' LT	2,547,734.31	379,230.69	
5-36	59-CL	42+41.9	31.0' LT	2,547,774.10	379,234.86	
5-37	59-CL	42+13.2	45.2' LT	2,547,744.12	379,246.05	
5-38	59-CL	42+18.1	45.2' LT	2,547,748.96	379,246.55	
5-39	59-CL	42+52.0	31.0' LT	2,547,784.17	379,235.91	
5-40	59-CL	42+72.0	29.5' LT	2,547,804.19	379,236.50	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
5-41	59-CL	42+51.9	24.0' LT	2,547,784.77	379,228.94	
5-42	59-CL	42+71.9	22.0' LT	2,547,804.87	379,229.03	
5-43	59-CL	40+46.4	5.0' LT	2,547,582.16	379,193.66	
5-44	59-CL	40+46.4	5.0' RT	2,547,583.20	379,183.71	
5-45	59-CL	40+46.4	0.0'	2,547,582.68	379,188.69	5'
5-46	59-CL	41+22.8	5.0' LT	2,547,658.08	379,201.60	
5-47	59-CL	41+22.8	5.0' RT	2,547,659.12	379,191.65	
5-48	59-CL	41+22.8	0.0'	2,547,658.60	379,196.63	5'
5-49	59-CL	37+44.5	29.5' RT	2,547,285.15	379,127.96	
5-50	59-CL	37+59.5	31.0' RT	2,547,300.22	379,127.89	
5-51	59-CL	37+60.3	17.4' RT	2,547,299.80	379,141.56	
5-52	59-CL	37+77.8	24.0' RT	2,547,318.17	379,136.64	
5-53	59-CL	37+84.7	35.6' RT	2,547,326.30	379,125.85	
5-54	59-CL	37+61.2	42.3' RT	2,547,303.01	379,116.76	25'
5-55	59-CL	37+86.4	41.7' RT	2,547,328.57	379,120.02	
5-56	59-CL	37+87.5	49.7' RT	2,547,330.57	379,112.15	
5-57	59-CL	37+87.4	53.0' RT	2,547,330.82	379,108.88	
5-58	59-CL	37+55.2	50.5' RT	2,547,297.83	379,108.03	33'
5-59	59-CL	37+86.5	63.7' RT	2,547,331.10	379,098.13	
5-60	59-CL	38+12.4	65.9' RT	2,547,357.09	379,098.80	
5-61	59-CL	38+13.6	51.9' RT	2,547,356.73	379,112.82	
5-62	59-CL	38+14.3	43.1' RT	2,547,356.50	379,121.60	
5-63	59-CL	38+26.5	24.7' RT	2,547,366.66	379,141.28	
5-64	59-CL	38+30.9	22.9' RT	2,547,370.82	379,143.50	
5-65	59-CL	38+37.4	45.0' RT	2,547,379.49	379,122.20	23'
5-66	59-CL	38+41.2	20.0' RT	2,547,380.62	379,147.49	
5-67	59-CL	38+69.1	16.0' RT	2,547,407.93	379,154.33	
5-68	59-CL	38+69.1	116.0' RT	2,547,418.33	379,054.87	100'
5-69	59-CL	38+49.1	31.0' RT	2,547,389.60	379,137.33	
5-70	59-CL	38+64.1	29.5' RT	2,547,404.37	379,140.38	
5-71	59-CL	38+74.9	16.0' RT	2,547,413.72	379,154.93	
5-72	59-CL	38+80.9	22.0' RT	2,547,420.32	379,149.59	
5-73	59-CL	40+15.8	22.0' RT	2,547,554.53	379,163.62	
5-74	59-CL	40+35.8	24.0' RT	2,547,574.63	379,163.72	
5-75	59-CL	40+11.7	43.0' RT	2,547,552.64	379,142.31	
5-76	59-CL	40+11.7	49.5' RT	2,547,553.32	379,135.82	
5-77	59-CL	40+27.4	50.6' RT	2,547,568.99	379,136.35	
5-78	59-CL	40+38.4	51.6' RT	2,547,580.03	379,136.56	
5-79	59-CL	40+41.2	51.8' RT	2,547,582.83	379,136.59	
5-80	59-CL	40+43.3	51.4' RT	2,547,584.90	379,137.28	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
5-81	59-CL	40+43.4	43.0' RT	2,547,584.11	379,145.60	
5-82	59-CL	40+12.4	29.5' RT	2,547,551.88	379,155.81	
5-83	59-CL	40+61.5	43.0' RT	2,547,602.13	379,147.49	
5-84	59-CL	40+61.5	48.0' RT	2,547,602.65	379,142.51	
5-85	59-CL	40+71.8	48.0' RT	2,547,612.87	379,143.58	
5-86	59-CL	40+71.8	43.0' RT	2,547,612.35	379,148.56	
5-87	59-CL	40+92.9	43.0' RT	2,547,633.34	379,150.75	
5-88	59-CL	40+92.9	53.0' RT	2,547,634.38	379,140.85	
5-89	59-CL	40+27.4	31.0' RT	2,547,566.95	379,155.87	
5-90	59-CL	40+55.7	31.0' RT	2,547,595.15	379,158.82	
5-91	59-CL	41+17.9	24.0' RT	2,547,656.27	379,172.25	
5-92	59-CL	41+35.4	33.8' RT	2,547,671.61	379,163.24	
5-93	59-CL	41+17.9	39.0' RT	2,547,657.83	379,157.33	15'
5-94	59-CL	41+37.3	38.2' RT	2,547,673.48	379,158.88	
5-95	59-CL	41+40.0	51.3' RT	2,547,676.31	379,145.79	
5-96	59-CL	41+00.2	49.5' RT	2,547,641.32	379,145.09	35'
5-97	59-CL	41+40.1	65.1' RT	2,547,676.58	379,131.94	
5-98	59-CL	41+66.3	64.9' RT	2,547,702.83	379,132.47	
5-99	59-CL	41+66.1	44.5' RT	2,547,702.42	379,152.88	
5-100	59-CL	41+78.9	23.1' RT	2,547,716.21	379,174.42	
5-101	59-CL	41+84.9	45.0' RT	2,547,725.42	379,153.34	23'
5-102	59-CL	41+88.5	19.7' RT	2,547,726.31	379,178.83	
5-103	59-CL	42+12.7	16.0' RT	2,547,749.98	379,185.07	
5-104	59-CL	42+12.7	96.0' RT	2,547,758.32	379,105.51	80'
5-105	59-CL	41+96.5	26.0' RT	2,547,734.93	379,173.44	
5-106	59-CL	42+11.5	24.5' RT	2,547,749.69	379,176.50	
5-107	59-CL	41+40.5	109.2' RT	2,547,677.47	379,087.83	
5-108	59-CL	41+66.8	109.0' RT	2,547,703.71	379,088.35	

2

2



LEGEND

HMA7	7" HMA PAVEMENT
HMA5	5" HMA PAVEMENT
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW5	CONCRETE SIDEWALK 5-INCH
CRM	CONCRETE RAISED MEDIAN
CP8	CONCRETE PAVEMENT 8-INCH
CG31	CONCRETE CURB & GUTTER 31-INCH
CG19	CONCRETE CURB & GUTTER 19-INCH
CCDS	CONCRETE CURB TYPE D SPECIAL
MC19	CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
MC31	CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
CCA	CONCRETE CURB TYPE A
CCD	CONCRETE CURB TYPE D
ALL	CONCRETE ALLEY

PED	CONCRETE CURB PEDESTRIAN
TPED	CONCRETE CURB PEDESTRIAN (TALL)
DWY8	CONCRETE DRIVEWAY 8-INCH
NOSE1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
	COLORING CONCRETE CUSTOM
	TOPSOIL, FERTILIZER TYPE B, SOD LAWN
	DETECTABLE EDGE TILES
	DETECTABLE WARNING FIELD, NATURAL PATINA
	STORM SEWER MANHOLE / CATCH BASIN
	REVERSE SLOPE GUTTER
	SLOPE INTERCEPT
	CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
	TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
6-01	59-CL	43+69.6	22.0' LT	2,547,902.08	379,239.22	
6-02	59-CL	43+75.6	16.0' LT	2,547,908.67	379,233.87	
6-03	59-CL	43+81.4	16.0' LT	2,547,914.47	379,234.48	
6-04	59-CL	44+11.3	20.6' LT	2,547,943.66	379,242.12	
6-05	59-CL	43+81.4	116.0' LT	2,547,904.05	379,333.94	100'
6-06	59-CL	43+85.5	29.5' LT	2,547,917.16	379,248.34	
6-07	59-CL	44+00.5	31.0' LT	2,547,931.93	379,251.39	
6-08	59-CL	44+19.2	23.0' LT	2,547,951.34	379,245.43	
6-09	59-CL	44+22.8	24.5' LT	2,547,954.74	379,247.24	
6-10	59-CL	44+35.3	43.2' LT	2,547,965.22	379,267.14	
6-11	59-CL	44+12.4	45.0' LT	2,547,942.23	379,266.55	23'
6-12	59-CL	44+36.0	51.6' LT	2,547,965.00	379,275.59	
6-13	59-CL	44+37.5	70.8' LT	2,547,964.51	379,294.87	
6-14	59-CL	44+63.4	68.8' LT	2,547,990.50	379,295.53	
6-15	59-CL	44+62.1	52.7' LT	2,547,990.92	379,279.37	
6-16	59-CL	44+62.0	49.6' LT	2,547,991.14	379,276.26	
6-17	59-CL	44+73.5	24.5' LT	2,548,005.20	379,252.53	
6-18	59-CL	44+96.0	16.0' LT	2,548,028.45	379,246.42	
6-19	59-CL	44+96.0	50.0' LT	2,548,024.91	379,280.23	34'
6-20	59-CL	44+89.4	31.0' LT	2,548,020.31	379,260.65	
6-21	59-CL	45+04.4	29.5' LT	2,548,035.38	379,260.72	
6-22	59-CL	45+02.5	16.0' LT	2,548,034.85	379,247.09	
6-23	59-CL	45+08.5	22.0' LT	2,548,040.19	379,253.68	
6-24	59-CL	46+96.1	22.0' LT	2,548,226.77	379,273.23	
6-25	59-CL	47+02.1	16.0' LT	2,548,233.36	379,267.89	
6-26	59-CL	47+07.9	16.0' LT	2,548,239.16	379,268.49	
6-27	59-CL	47+39.7	21.2' LT	2,548,270.25	379,276.97	
6-28	59-CL	47+07.9	116.0' LT	2,548,228.74	379,367.95	100'
6-29	59-CL	47+11.4	29.5' LT	2,548,241.27	379,282.29	
6-30	59-CL	47+26.4	31.0' LT	2,548,256.03	379,285.34	
6-31	59-CL	47+45.7	23.2' LT	2,548,275.98	379,279.58	
6-32	59-CL	47+48.8	24.5' LT	2,548,278.93	379,281.20	
6-33	59-CL	47+61.3	43.2' LT	2,548,289.42	379,301.13	
6-34	59-CL	47+38.4	45.0' LT	2,548,266.43	379,300.51	23'
6-35	59-CL	47+62.0	51.6' LT	2,548,289.19	379,309.55	
6-36	59-CL	47+62.7	60.8' LT	2,548,288.95	379,318.81	
6-37	59-CL	47+88.6	58.8' LT	2,548,314.94	379,319.51	
6-38	59-CL	47+88.1	52.6' LT	2,548,315.10	379,313.32	
6-39	59-CL	47+88.0	49.6' LT	2,548,315.32	379,310.25	
6-40	59-CL	47+99.5	24.5' LT	2,548,329.38	379,286.53	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
6-41	59-CL	48+22.0	16.0' LT	2,548,352.63	379,280.42	
6-42	59-CL	48+22.0	50.0' LT	2,548,349.09	379,314.24	34'
6-43	59-CL	48+16.1	31.3' LT	2,548,345.21	379,295.01	
6-44	59-CL	48+20.3	36.5' LT	2,548,348.82	379,300.63	
6-45	59-CL	48+31.1	30.0' LT	2,548,360.26	379,295.30	
6-46	59-CL	48+28.4	16.0' LT	2,548,359.06	379,281.09	
6-47	59-CL	48+34.4	22.0' LT	2,548,364.40	379,287.69	
6-48	59-CL	43+85.5	24.5' RT	2,547,922.79	379,194.63	
6-49	59-CL	44+00.5	26.0' RT	2,547,937.86	379,194.70	
6-50	59-CL	43+99.4	16.0' RT	2,547,935.71	379,204.53	
6-51	59-CL	44+21.0	28.4' RT	2,547,958.48	379,194.45	
6-52	59-CL	43+99.4	41.0' RT	2,547,938.31	379,179.67	25'
6-53	59-CL	44+22.6	31.1' RT	2,547,960.31	379,191.94	
6-54	59-CL	44+27.9	54.6' RT	2,547,968.05	379,169.14	
6-55	59-CL	43+88.0	51.2' RT	2,547,928.06	379,168.29	40'
6-56	59-CL	44+27.6	58.7' RT	2,547,968.13	379,164.98	
6-57	59-CL	44+53.5	60.9' RT	2,547,994.13	379,165.53	
6-58	59-CL	44+55.0	43.1' RT	2,547,993.75	379,183.37	
6-59	59-CL	44+70.4	23.2' RT	2,548,007.06	379,204.72	
6-60	59-CL	44+77.9	45.0' RT	2,548,016.74	379,183.86	23'
6-61	59-CL	44+75.8	21.4' RT	2,548,012.18	379,207.10	
6-62	59-CL	45+08.2	16.0' RT	2,548,043.89	379,215.86	
6-63	59-CL	45+08.2	116.0' RT	2,548,054.31	379,116.41	100'
6-64	59-CL	44+89.4	26.0' RT	2,548,026.25	379,203.96	
6-65	59-CL	45+04.4	24.5' RT	2,548,041.01	379,207.01	
6-66	59-CL	47+11.4	24.5' RT	2,548,246.89	379,228.58	
6-67	59-CL	47+22.3	31.0' RT	2,548,258.34	379,223.24	
6-68	59-CL	47+26.4	25.8' RT	2,548,261.95	379,228.87	
6-69	59-CL	47+25.4	16.0' RT	2,548,259.86	379,238.49	
6-70	59-CL	47+46.9	28.3' RT	2,548,282.56	379,228.49	
6-71	59-CL	47+25.4	41.0' RT	2,548,262.46	379,213.62	25'
6-72	59-CL	47+49.0	32.0' RT	2,548,285.10	379,225.05	
6-73	59-CL	47+53.8	52.6' RT	2,548,291.95	379,205.10	
6-74	59-CL	47+18.9	49.8' RT	2,548,256.96	379,204.24	35'
6-75	59-CL	47+53.7	53.8' RT	2,548,291.98	379,203.88	
6-76	59-CL	47+79.6	55.9' RT	2,548,317.98	379,204.52	
6-77	59-CL	47+80.6	43.2' RT	2,548,317.66	379,217.27	
6-78	59-CL	47+95.7	23.4' RT	2,548,330.65	379,238.54	
6-79	59-CL	48+03.6	45.0' RT	2,548,340.66	379,217.83	23'
6-80	59-CL	47+99.8	21.9' RT	2,548,334.49	379,240.40	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
6-81	59-CL	48+33.7	16.0' RT	2,548,367.57	379,249.81	
6-82	59-CL	48+33.7	116.0' RT	2,548,377.99	379,150.36	100'
6-83	59-CL	48+16.1	25.5' RT	2,548,351.09	379,238.53	
6-84	59-CL	48+31.1	24.0' RT	2,548,365.88	379,241.59	

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NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS

MH

LEGEND

- HMA7 — 7" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CRM — CONCRETE RAISED MEDIAN
- CP8 — CONCRETE PAVEMENT 8-INCH
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- CCDS — CONCRETE CURB TYPE D SPECIAL
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- ALL — CONCRETE ALLEY
- PED — CONCRETE CURB PEDESTRIAN
- TPED — CONCRETE CURB PEDESTRIAN (TALL)
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)

N

MATCH LINE STA 49+00

MATCHLINE STA 18+50 LAY

MATCHLINE STA 55+00

28TH ST

W NATIONAL AVE / STH 59

S LAYTON BLVD / STH 57

S LAYTON BLVD

STH 59 C/L

RAISED CROSSWALK

4" CURB HEIGHT

16' CE

22' CE

18+00 LAY

17+50 LAY

MATCHLINE STA 16+50 LAY

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 67	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 07

PLOT DATE : 12/18/2025 10:28 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
7-01	59-CL	50+09.8	22.0' LT	2,548,538.77	379,305.95	
7-02	59-CL	50+15.8	16.0' LT	2,548,545.36	379,300.61	
7-03	59-CL	50+21.6	16.0' LT	2,548,551.15	379,301.22	
7-04	59-CL	50+52.0	20.7' LT	2,548,580.86	379,309.08	
7-05	59-CL	50+21.6	116.0' LT	2,548,540.74	379,400.67	100'
7-06	59-CL	50+25.2	30.0' LT	2,548,553.29	379,315.52	
7-07	59-CL	50+40.2	31.5' LT	2,548,568.05	379,318.57	
7-08	59-CL	50+59.4	23.1' LT	2,548,587.99	379,312.20	
7-09	59-CL	50+65.4	26.0' LT	2,548,593.64	379,315.72	
7-10	59-CL	50+75.3	43.2' LT	2,548,601.76	379,333.84	
7-11	59-CL	50+52.4	45.0' LT	2,548,578.76	379,333.27	23'
7-12	59-CL	50+76.0	52.2' LT	2,548,601.53	379,342.87	
7-13	59-CL	50+78.0	76.9' LT	2,548,600.91	379,367.68	
7-14	59-CL	51+07.4	74.3' LT	2,548,626.90	379,368.33	
7-15	59-CL	51+04.9	54.3' LT	2,548,627.41	379,348.16	
7-16	59-CL	51+04.6	49.6' LT	2,548,627.84	379,343.53	
7-17	59-CL	51+15.6	25.0' LT	2,548,642.38	379,320.83	
7-18	59-CL	51+37.8	16.3' LT	2,548,666.51	379,315.40	
7-19	59-CL	51+36.3	50.2' LT	2,548,661.40	379,349.01	34'
7-20	59-CL	51+31.8	29.6' LT	2,548,657.76	379,327.78	
7-21	59-CL	51+75.4	34.0' LT	2,548,702.05	379,336.95	
7-22	59-CL	52+18.0	20.0' LT	2,548,745.88	379,327.47	
7-23	59-CL	52+60.8	20.0' LT	2,548,788.38	379,331.93	
7-24	59-CL	52+68.8	28.0' LT	2,548,795.50	379,340.72	
7-25	59-CL	53+69.4	28.0' LT	2,548,895.61	379,351.22	
7-26	59-CL	53+74.3	28.8' LT	2,548,900.41	379,352.55	
7-27	59-CL	53+69.4	43.0' LT	2,548,894.05	379,366.14	15'
7-28	59-CL	53+92.4	34.9' LT	2,548,917.28	379,360.45	
7-29	59-CL	54+02.7	47.7' LT	2,548,925.91	379,374.41	
7-30	59-CL	53+87.0	49.1' LT	2,548,910.92	379,374.04	15'
7-31	27	18+36.2	44.0' LT	2,548,918.85	379,416.60	
7-32	27	18+01.3	2.0' RT	2,548,965.71	379,382.86	
7-33	27	18+01.3	6.0' RT	2,548,969.71	379,382.96	
7-34	27	18+28.9	53.0' RT	2,549,016.00	379,411.67	
7-35	27	18+28.9	54.1' RT	2,549,017.13	379,411.70	
7-36	27	18+26.5	53.6' RT	2,549,016.68	379,409.30	
7-37	59-CL	54+77.5	53.1' LT	2,548,999.58	379,388.56	
7-38	59-CL	52+18.3	9.0' LT	2,548,747.28	379,316.56	
7-39	59-CL	52+18.3	5.0' LT	2,548,747.69	379,312.58	
7-40	59-CL	53+60.2	9.0' LT	2,548,888.38	379,331.35	

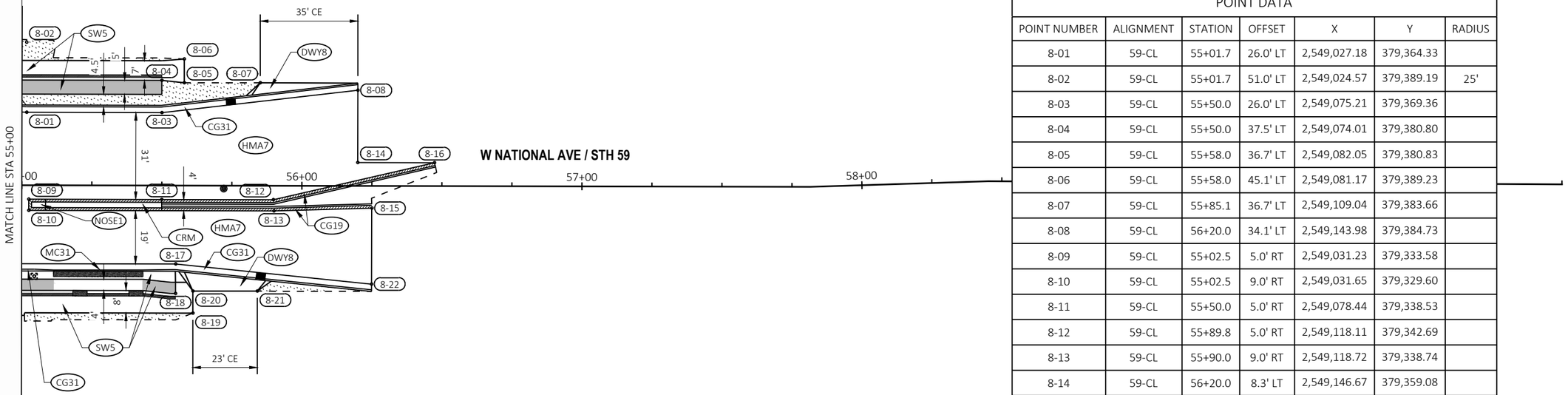
POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
7-41	59-CL	53+60.2	5.0' LT	2,548,888.79	379,327.38	
7-42	59-CL	50+07.4	24.0' RT	2,548,541.19	379,259.95	
7-43	59-CL	50+37.3	28.5' RT	2,548,571.42	379,258.60	
7-44	59-CL	50+39.4	16.0' RT	2,548,572.21	379,271.25	
7-45	59-CL	50+55.9	22.2' RT	2,548,589.24	379,266.80	
7-46	59-CL	50+60.8	28.0' RT	2,548,594.72	379,261.50	
7-47	59-CL	50+39.4	41.0' RT	2,548,574.81	379,246.38	25'
7-48	59-CL	50+63.0	31.6' RT	2,548,597.25	379,258.17	
7-49	59-CL	50+67.9	47.3' RT	2,548,603.84	379,243.09	
7-50	59-CL	50+67.9	52.6' RT	2,548,604.37	379,237.84	
7-51	59-CL	50+33.0	49.8' RT	2,548,569.38	379,237.00	35'
7-52	59-CL	50+93.4	54.8' RT	2,548,630.36	379,238.36	
7-53	59-CL	50+93.4	49.4' RT	2,548,630.23	379,243.72	
7-54	59-CL	50+93.4	41.4' RT	2,548,630.04	379,251.83	
7-55	59-CL	51+07.4	22.9' RT	2,548,641.51	379,272.28	
7-56	59-CL	51+10.5	21.8' RT	2,548,644.46	379,273.83	
7-57	59-CL	51+15.8	44.3' RT	2,548,653.03	379,252.37	23'
7-58	59-CL	51+17.4	20.1' RT	2,548,650.93	379,276.56	
7-59	59-CL	51+48.7	16.0' RT	2,548,680.64	379,284.43	
7-60	59-CL	51+48.7	116.0' RT	2,548,691.07	379,184.97	100'
7-61	59-CL	51+98.3	16.0' RT	2,548,729.99	379,289.61	
7-62	59-CL	52+30.7	46.5' RT	2,548,765.45	379,262.67	
7-63	59-CL	52+31.9	42.5' RT	2,548,766.15	379,266.75	
7-64	59-CL	52+53.9	46.5' RT	2,548,788.45	379,265.07	
7-65	59-CL	52+71.5	30.5' RT	2,548,804.32	379,282.82	
7-66	59-CL	53+00.4	32.0' RT	2,548,833.19	379,284.34	
7-67	59-CL	52+77.2	42.8' RT	2,548,811.24	379,271.17	
7-68	59-CL	52+76.9	47.5' RT	2,548,811.41	379,266.47	
7-69	59-CL	52+81.9	47.5' RT	2,548,816.39	379,266.99	
7-70	59-CL	52+78.3	26.0' RT	2,548,810.60	379,288.00	
7-71	59-CL	53+71.0	26.0' RT	2,548,902.82	379,297.68	
7-72	27	16+90.6	32.8' LT	2,548,933.70	379,271.26	
7-73	59-CL	53+71.0	54.0' RT	2,548,905.74	379,269.83	28'
7-74	27	16+84.7	32.6' LT	2,548,934.00	379,265.44	
7-75	27	16+80.6	36.5' LT	2,548,930.21	379,261.24	
7-76	27	16+99.6	7.3' LT	2,548,959.02	379,280.91	
7-77	27	16+99.6	3.0' LT	2,548,963.26	379,281.02	
7-78	59-CL	54+69.4	43.5' RT	2,549,003.01	379,291.76	
7-79	59-CL	54+87.0	28.0' RT	2,549,018.23	379,309.09	
7-80	59-CL	54+87.0	45.0' RT	2,549,020.00	379,292.19	17'

NOTES:
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LEGEND

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- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
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N



POINT DATA						
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8-01	59-CL	55+01.7	26.0' LT	2,549,027.18	379,364.33	
8-02	59-CL	55+01.7	51.0' LT	2,549,024.57	379,389.19	25'
8-03	59-CL	55+50.0	26.0' LT	2,549,075.21	379,369.36	
8-04	59-CL	55+50.0	37.5' LT	2,549,074.01	379,380.80	
8-05	59-CL	55+58.0	36.7' LT	2,549,082.05	379,380.83	
8-06	59-CL	55+58.0	45.1' LT	2,549,081.17	379,389.23	
8-07	59-CL	55+85.1	36.7' LT	2,549,109.04	379,383.66	
8-08	59-CL	56+20.0	34.1' LT	2,549,143.98	379,384.73	
8-09	59-CL	55+02.5	5.0' RT	2,549,031.23	379,333.58	
8-10	59-CL	55+02.5	9.0' RT	2,549,031.65	379,329.60	
8-11	59-CL	55+50.0	5.0' RT	2,549,078.44	379,338.53	
8-12	59-CL	55+89.8	5.0' RT	2,549,118.11	379,342.69	
8-13	59-CL	55+90.0	9.0' RT	2,549,118.72	379,338.74	
8-14	59-CL	56+20.0	8.3' LT	2,549,146.67	379,359.08	
8-15	59-CL	56+25.0	7.9' RT	2,549,153.39	379,343.43	
8-16	59-CL	56+47.4	8.3' LT	2,549,173.92	379,361.94	
8-17	59-CL	55+55.0	28.0' RT	2,549,085.83	379,316.18	
8-18	59-CL	55+55.0	38.5' RT	2,549,086.93	379,305.74	
8-19	59-CL	55+61.2	45.5' RT	2,549,093.81	379,299.42	
8-20	59-CL	55+61.2	37.6' RT	2,549,092.99	379,307.25	
8-21	59-CL	55+84.2	37.6' RT	2,549,115.86	379,309.65	
8-22	59-CL	56+25.0	35.0' RT	2,549,156.19	379,316.48	

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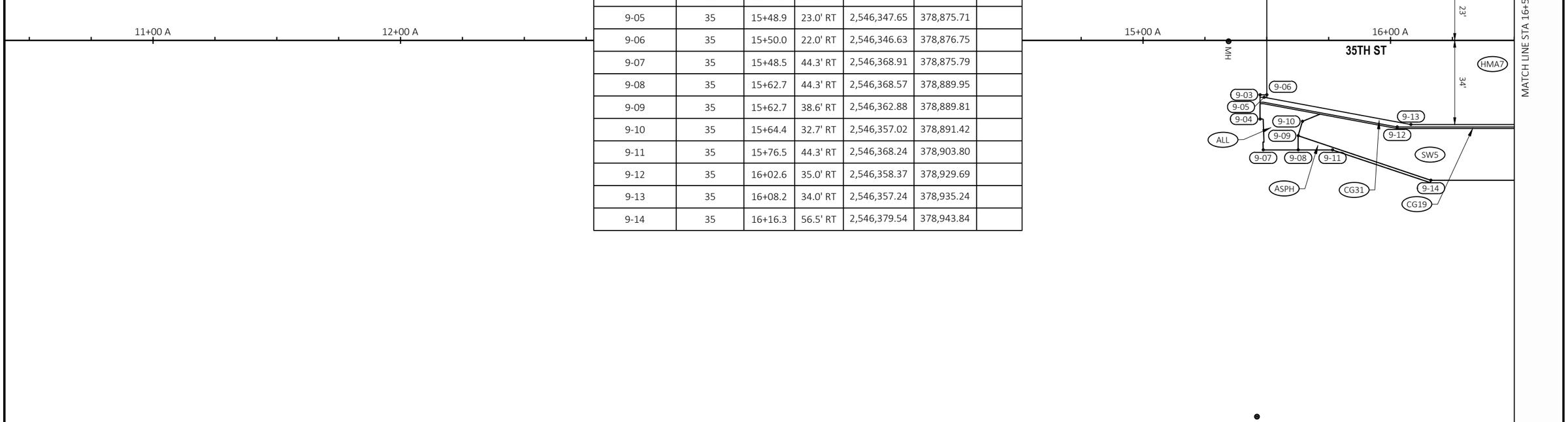
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N

POINT DATA

POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
9-01	35	15+50.0	23.5' LT	2,546,301.14	378,875.67	
9-02	35	15+50.0	34.0' LT	2,546,290.64	378,875.42	
9-03	35	15+47.3	22.0' RT	2,546,346.69	378,874.03	
9-04	35	15+47.3	31.8' RT	2,546,356.49	378,874.26	
9-05	35	15+48.9	23.0' RT	2,546,347.65	378,875.71	
9-06	35	15+50.0	22.0' RT	2,546,346.63	378,876.75	
9-07	35	15+48.5	44.3' RT	2,546,368.91	378,875.79	
9-08	35	15+62.7	44.3' RT	2,546,368.57	378,889.95	
9-09	35	15+62.7	38.6' RT	2,546,362.88	378,889.81	
9-10	35	15+64.4	32.7' RT	2,546,357.02	378,891.42	
9-11	35	15+76.5	44.3' RT	2,546,368.24	378,903.80	
9-12	35	16+02.6	35.0' RT	2,546,358.37	378,929.69	
9-13	35	16+08.2	34.0' RT	2,546,357.24	378,935.24	
9-14	35	16+16.3	56.5' RT	2,546,379.54	378,943.84	



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 70	E

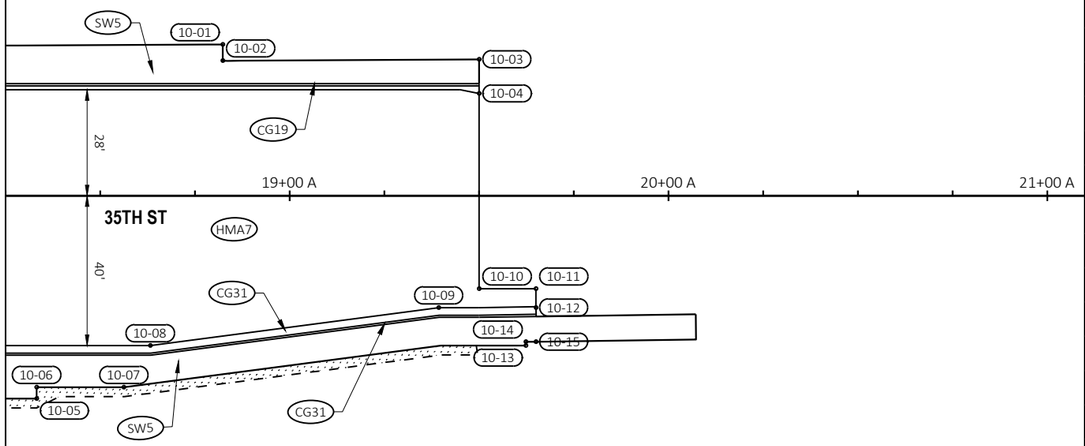
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PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

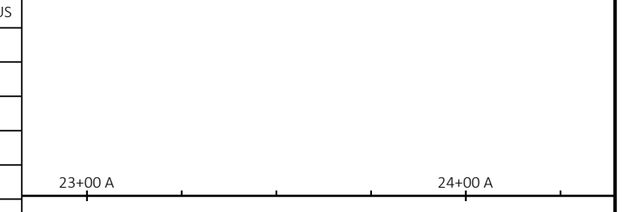
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N





POINT DATA

POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
10-01	35	18+82.3	39.9' LT	2,546,284.39	379,207.35	
10-02	35	18+82.4	35.7' LT	2,546,288.61	379,207.48	
10-03	35	19+50.0	36.0' LT	2,546,286.67	379,275.10	
10-04	35	19+50.0	27.0' LT	2,546,295.68	379,275.31	
10-05	35	18+33.2	53.5' RT	2,546,378.93	379,160.44	
10-06	35	18+33.2	50.5' RT	2,546,375.93	379,160.37	
10-07	35	18+56.2	50.5' RT	2,546,375.38	379,183.39	
10-08	35	18+63.2	39.5' RT	2,546,364.22	379,190.09	
10-09	35	19+39.3	29.5' RT	2,546,352.42	379,265.96	
10-10	35	19+50.0	24.5' RT	2,546,347.17	379,276.54	
10-11	35	19+65.0	24.5' RT	2,546,346.81	379,291.53	
10-12	35	19+65.0	29.5' RT	2,546,351.81	379,291.65	
10-13	35	19+62.3	39.5' RT	2,546,361.87	379,289.19	
10-14	35	19+62.3	38.5' RT	2,546,360.91	379,289.17	
10-15	35	19+65.0	38.5' RT	2,546,360.84	379,291.86	

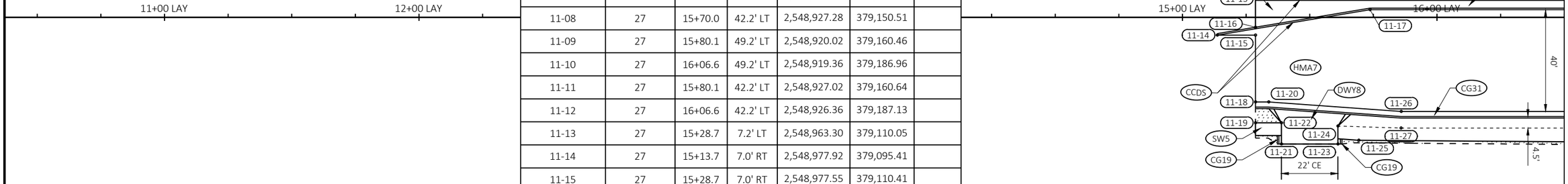
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POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
11-01	27	15+28.7	33.2' LT	2,548,937.31	379,109.40	
11-02	27	15+55.0	33.3' LT	2,548,936.65	379,135.78	
11-03	27	15+28.7	41.8' LT	2,548,928.76	379,109.19	
11-04	27	15+33.7	42.2' LT	2,548,928.19	379,114.17	
11-05	27	15+55.0	52.0' LT	2,548,917.90	379,135.27	
11-06	27	15+70.0	52.0' LT	2,548,917.53	379,150.27	
11-07	27	15+55.0	42.2' LT	2,548,927.65	379,135.52	
11-08	27	15+70.0	42.2' LT	2,548,927.28	379,150.51	
11-09	27	15+80.1	49.2' LT	2,548,920.02	379,160.46	
11-10	27	16+06.6	49.2' LT	2,548,919.36	379,186.96	
11-11	27	15+80.1	42.2' LT	2,548,927.02	379,160.64	
11-12	27	16+06.6	42.2' LT	2,548,926.36	379,187.13	
11-13	27	15+28.7	7.2' LT	2,548,963.30	379,110.05	
11-14	27	15+13.7	7.0' RT	2,548,977.92	379,095.41	
11-15	27	15+28.7	7.0' RT	2,548,977.55	379,110.41	
11-16	27	15+28.7	3.9' RT	2,548,974.46	379,110.33	
11-17	27	15+73.7	3.0' LT	2,548,966.42	379,155.14	
11-18	27	15+28.7	33.2' RT	2,549,003.79	379,111.07	
11-19	27	15+28.7	41.4' RT	2,549,011.99	379,111.27	
11-20	27	15+33.9	33.2' RT	2,549,003.66	379,116.27	
11-21	27	15+38.9	49.8' RT	2,549,020.05	379,121.68	
11-22	27	15+38.9	41.5' RT	2,549,011.73	379,121.47	
11-23	27	15+61.1	49.8' RT	2,549,019.49	379,143.93	
11-24	27	15+61.1	42.7' RT	2,549,012.45	379,143.75	
11-25	27	15+69.3	48.3' RT	2,549,017.85	379,152.06	
11-26	27	15+86.0	37.0' RT	2,549,006.10	379,168.46	
11-27	27	15+85.9	43.5' RT	2,549,012.60	379,168.55	

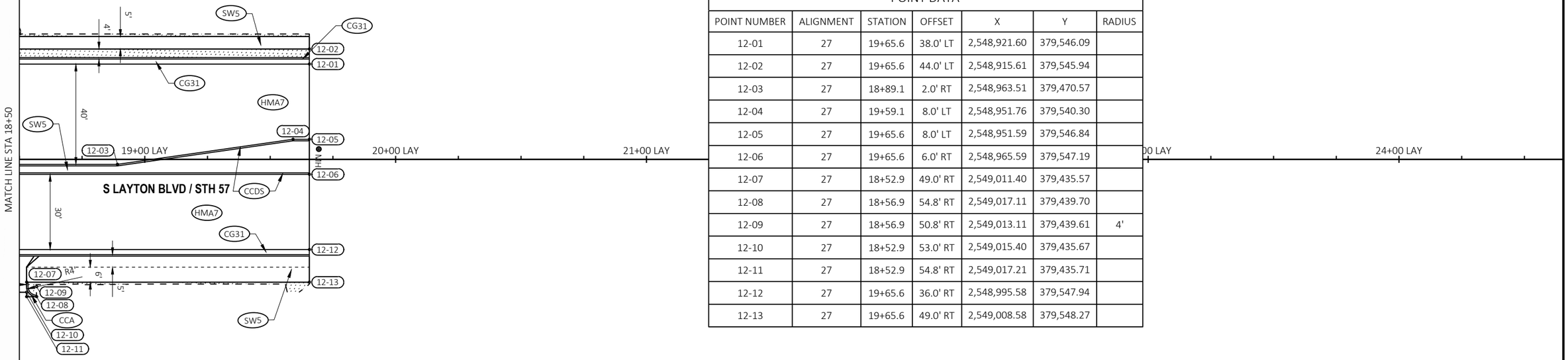


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- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)

N



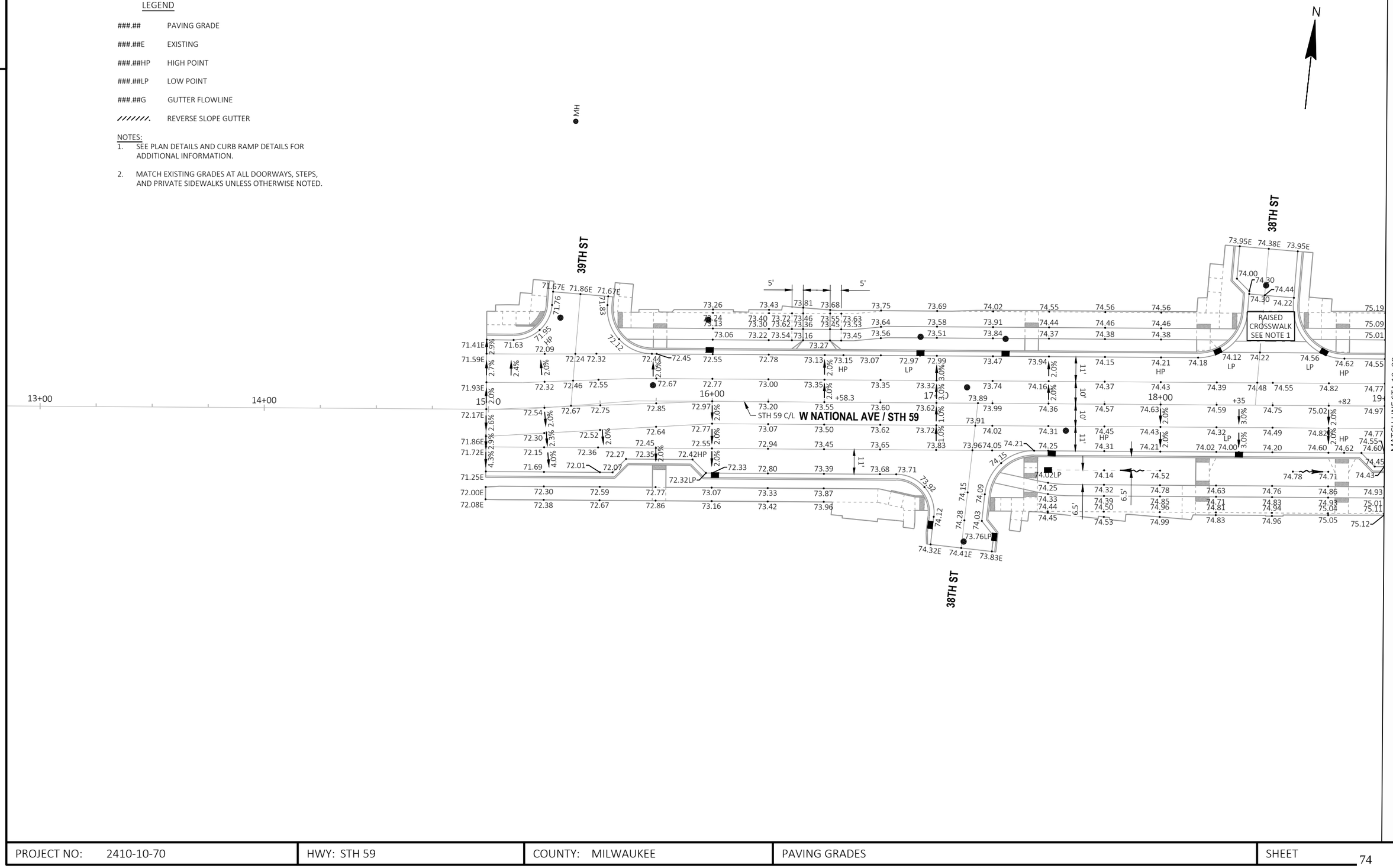
POINT DATA

POINT NUMBER	ALIGNMENT	STATION	OFFSET	X	Y	RADIUS
12-01	27	19+65.6	38.0' LT	2,548,921.60	379,546.09	
12-02	27	19+65.6	44.0' LT	2,548,915.61	379,545.94	
12-03	27	18+89.1	2.0' RT	2,548,963.51	379,470.57	
12-04	27	19+59.1	8.0' LT	2,548,951.76	379,540.30	
12-05	27	19+65.6	8.0' LT	2,548,951.59	379,546.84	
12-06	27	19+65.6	6.0' RT	2,548,965.59	379,547.19	
12-07	27	18+52.9	49.0' RT	2,549,011.40	379,435.57	
12-08	27	18+56.9	54.8' RT	2,549,017.11	379,439.70	
12-09	27	18+56.9	50.8' RT	2,549,013.11	379,439.61	4'
12-10	27	18+52.9	53.0' RT	2,549,015.40	379,435.67	
12-11	27	18+52.9	54.8' RT	2,549,017.21	379,435.71	
12-12	27	19+65.6	36.0' RT	2,548,995.58	379,547.94	
12-13	27	19+65.6	49.0' RT	2,549,008.58	379,548.27	

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
////////.	REVERSE SLOPE GUTTER

NOTES:
1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.



2

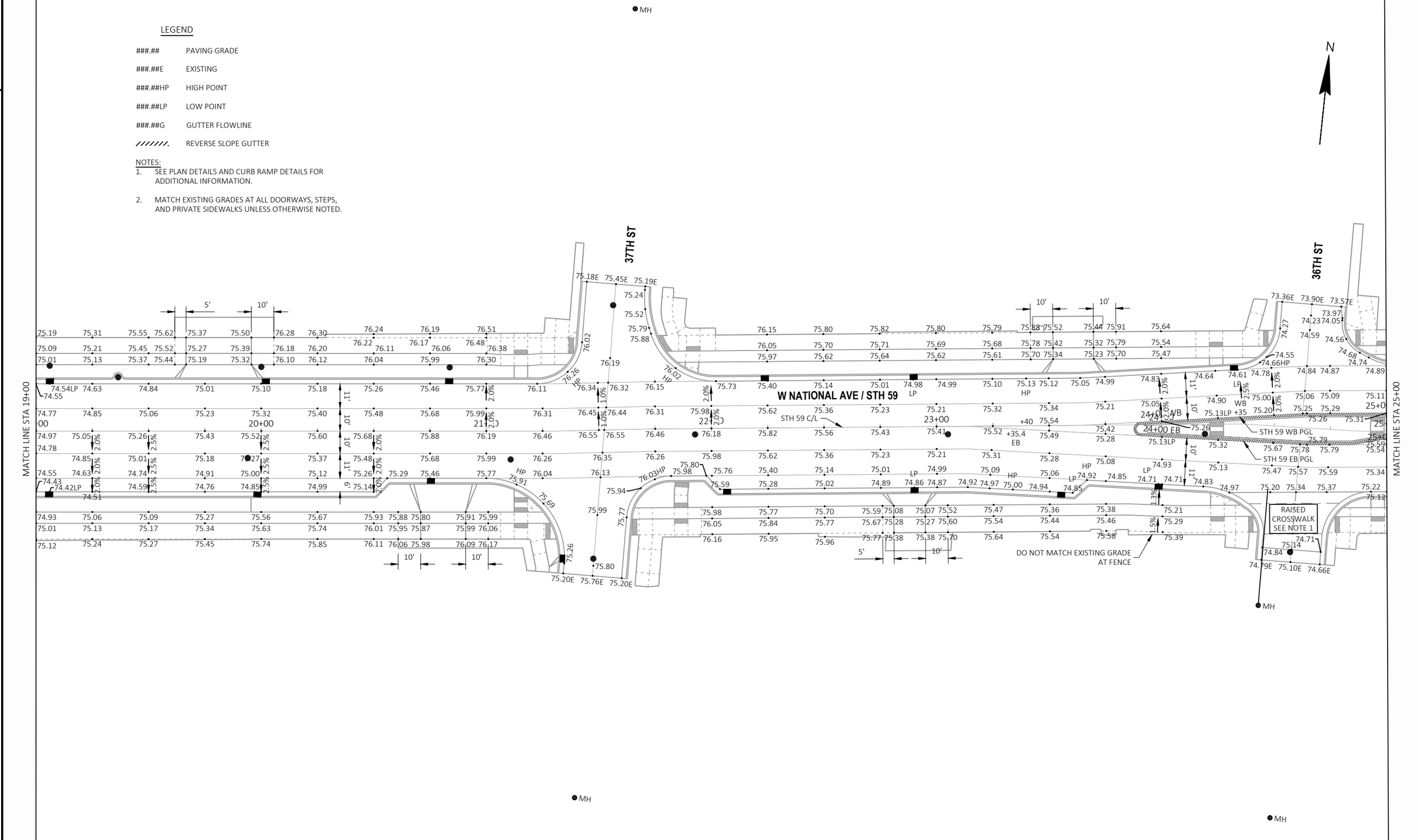
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 74	E

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
////////.	REVERSE SLOPE GUTTER

NOTES:
1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 75	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021203-PG.DWG
LAYOUT NAME - 02

PLOT DATE : 10/31/2025 2:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

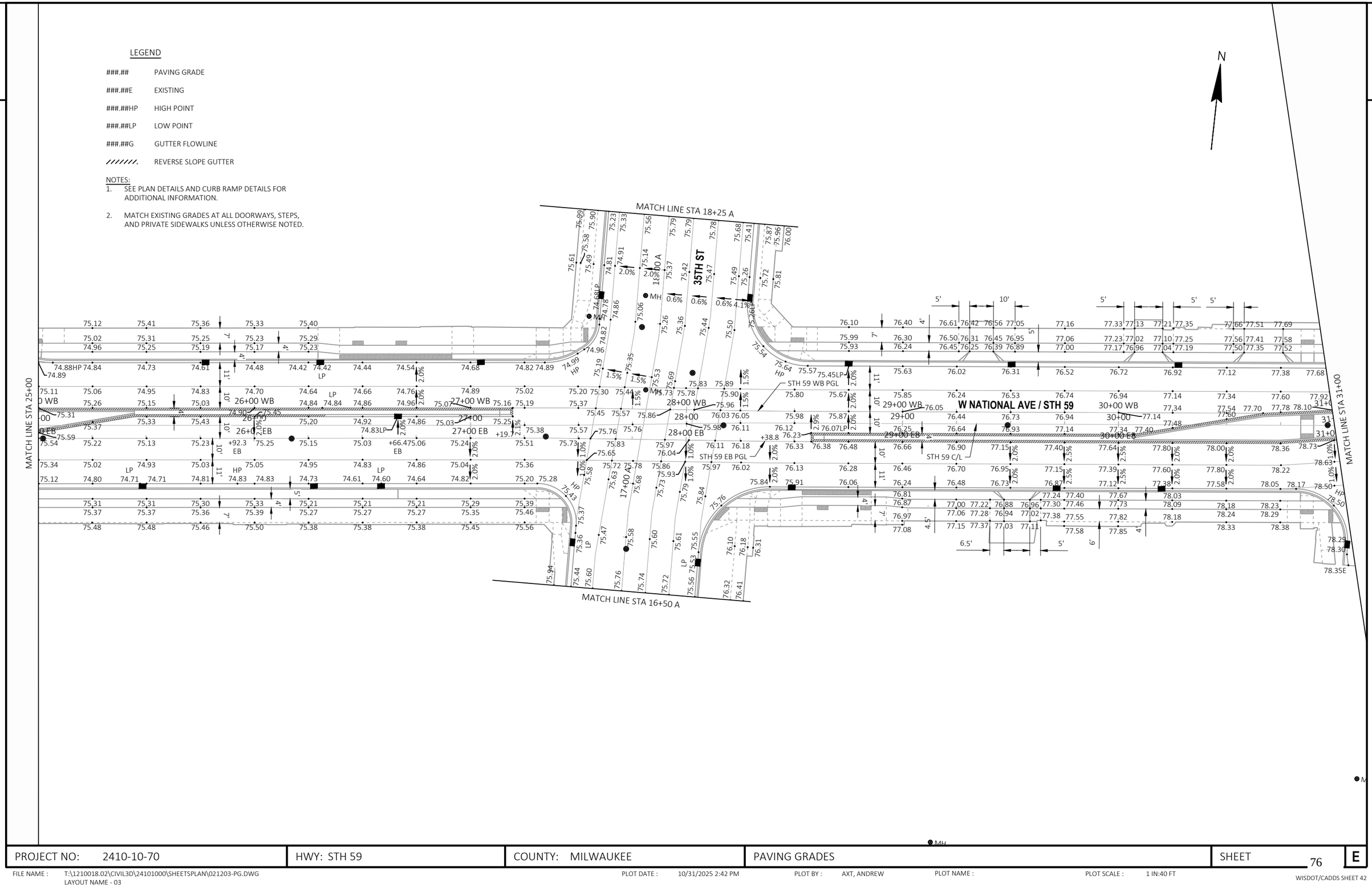
2

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
////////.	REVERSE SLOPE GUTTER

NOTES:
1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 76	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021203-PG.DWG
LAYOUT NAME - 03

PLOT DATE : 10/31/2025 2:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

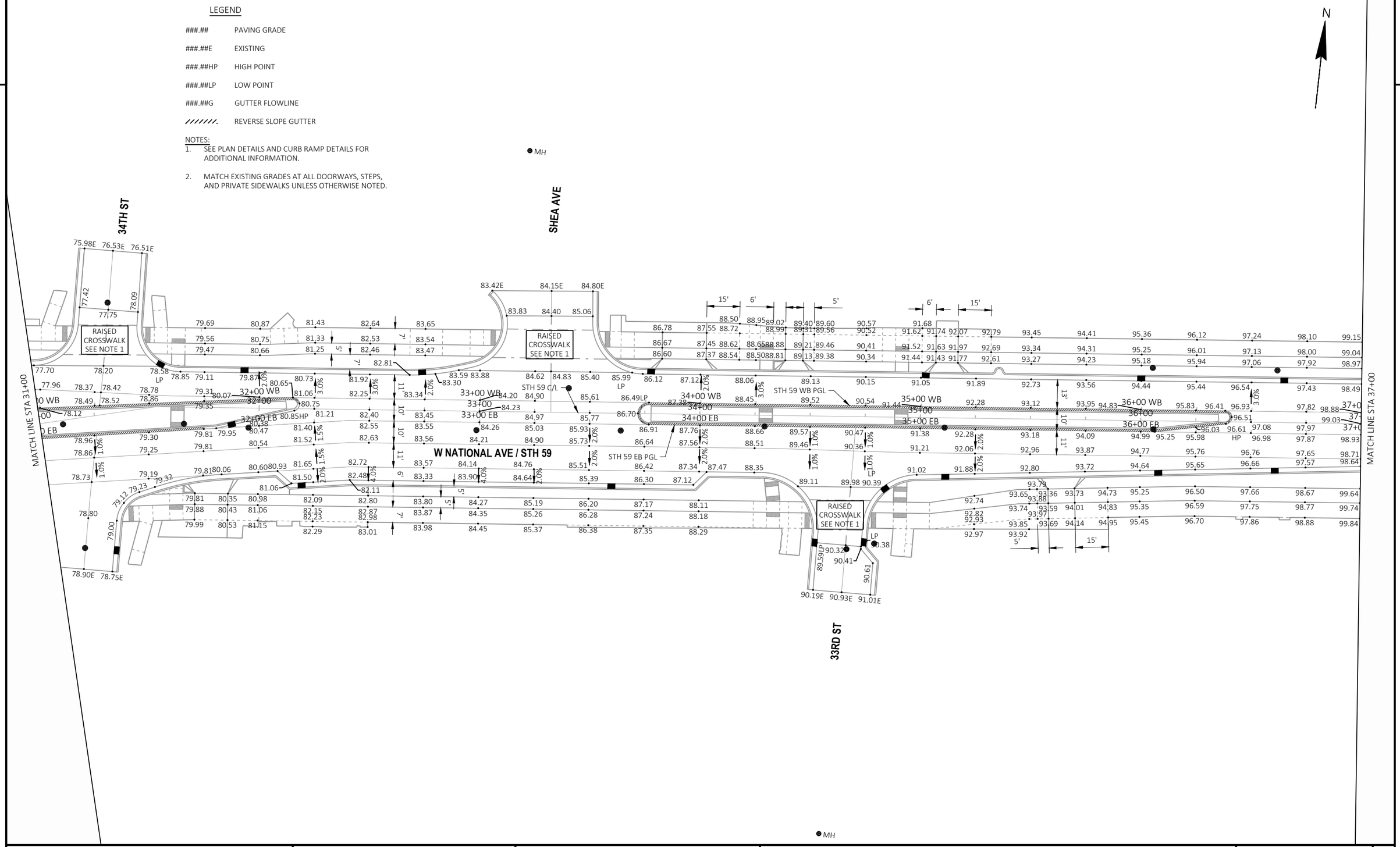
WISDOT/CADDS SHEET 42

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
////////.	REVERSE SLOPE GUTTER

NOTES:
1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.

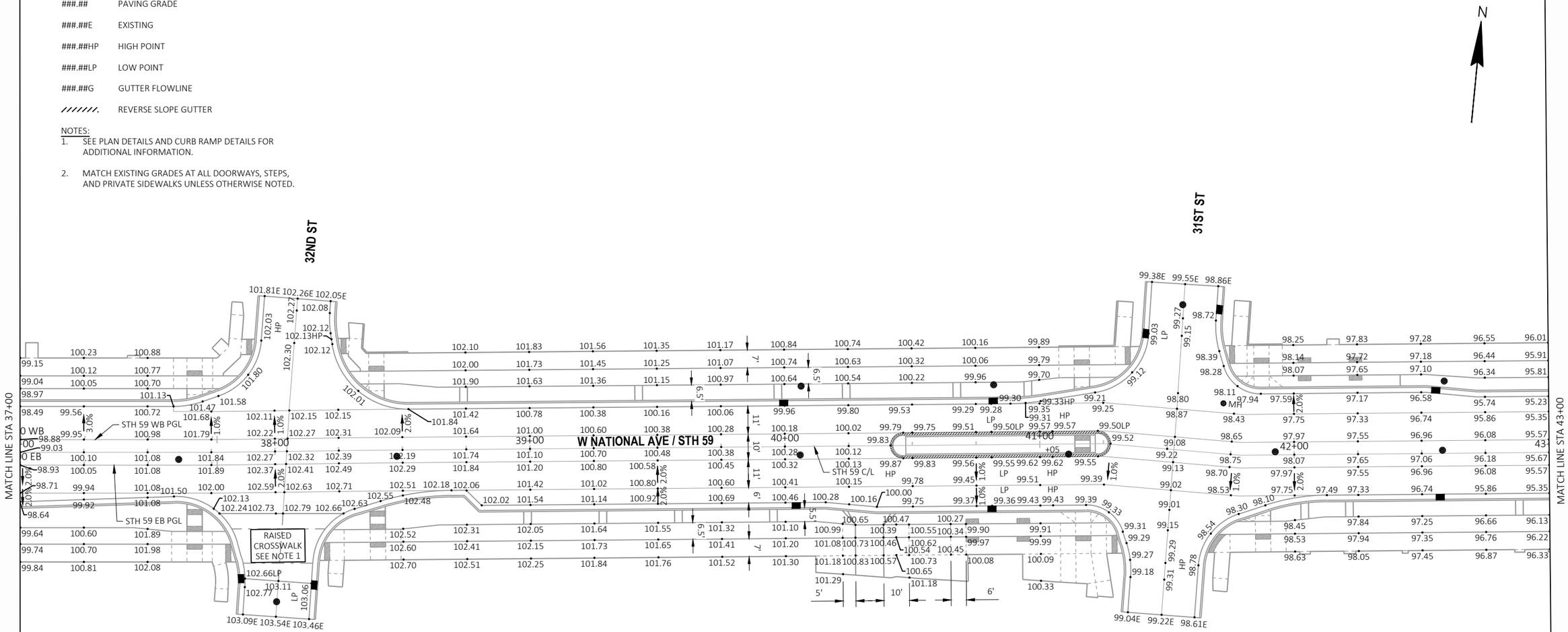


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 77	E

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
////////.	REVERSE SLOPE GUTTER

NOTES:
1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.



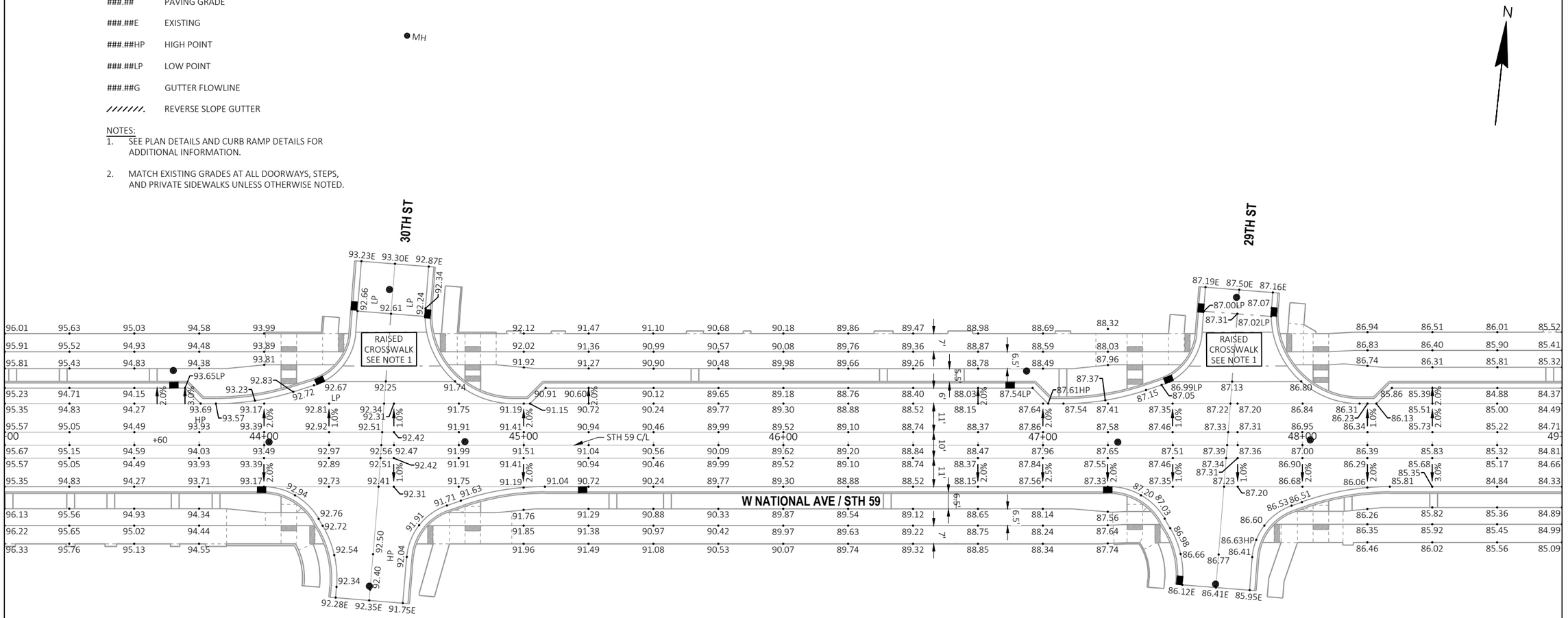
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 78	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021203-PG.DWG
LAYOUT NAME - 05
PLOT DATE : 10/31/2025 2:43 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
////////.	REVERSE SLOPE GUTTER

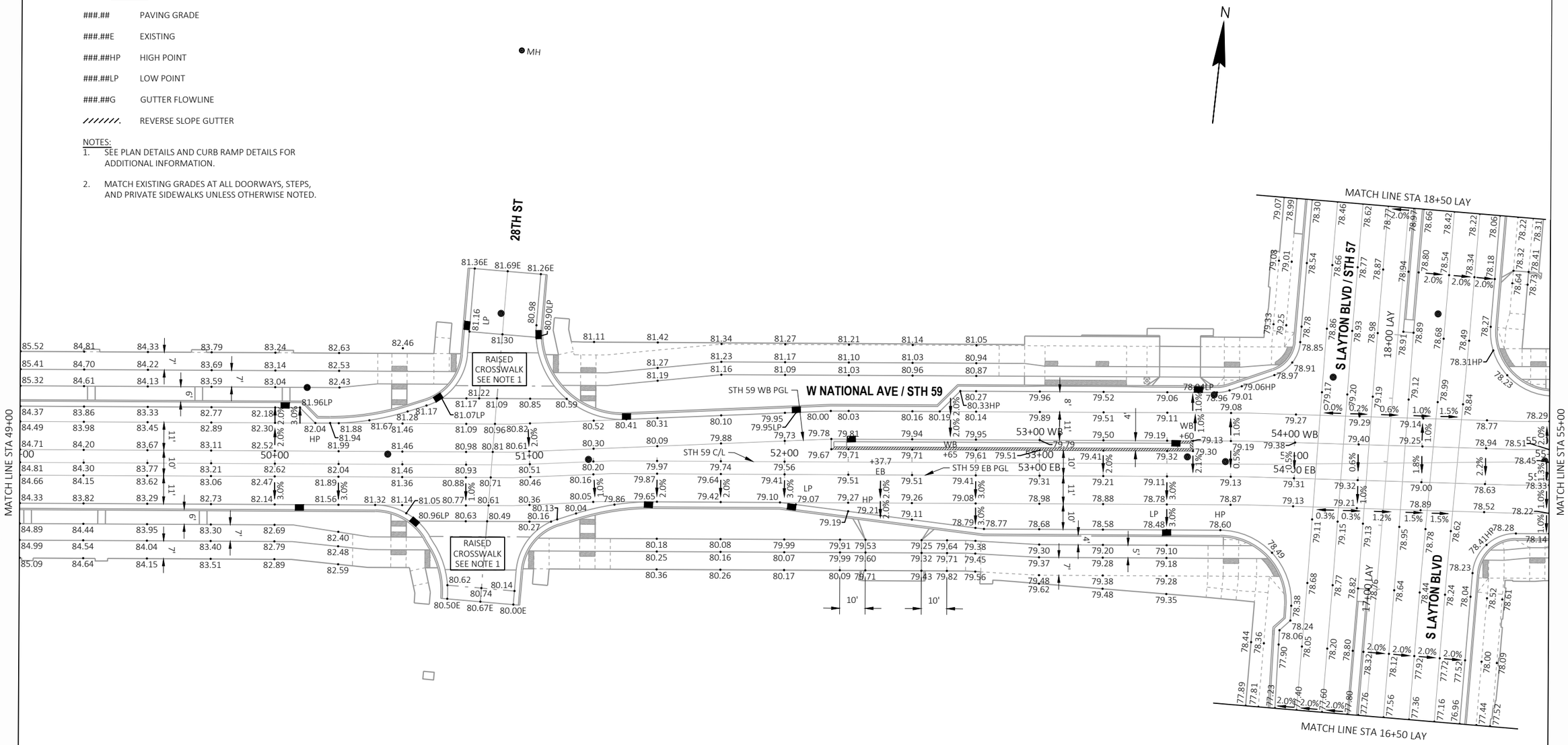
NOTES:
1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.



LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
////////.	REVERSE SLOPE GUTTER

NOTES:
1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 80	E

2

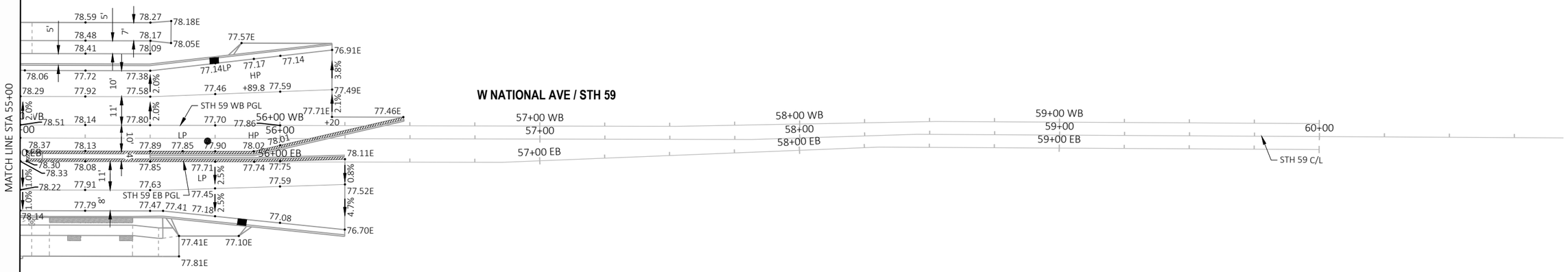
LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
///////.	REVERSE SLOPE GUTTER

NOTES:

1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.

N



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 81	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021203-PG.DWG
LAYOUT NAME - 08

PLOT DATE : 10/31/2025 2:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

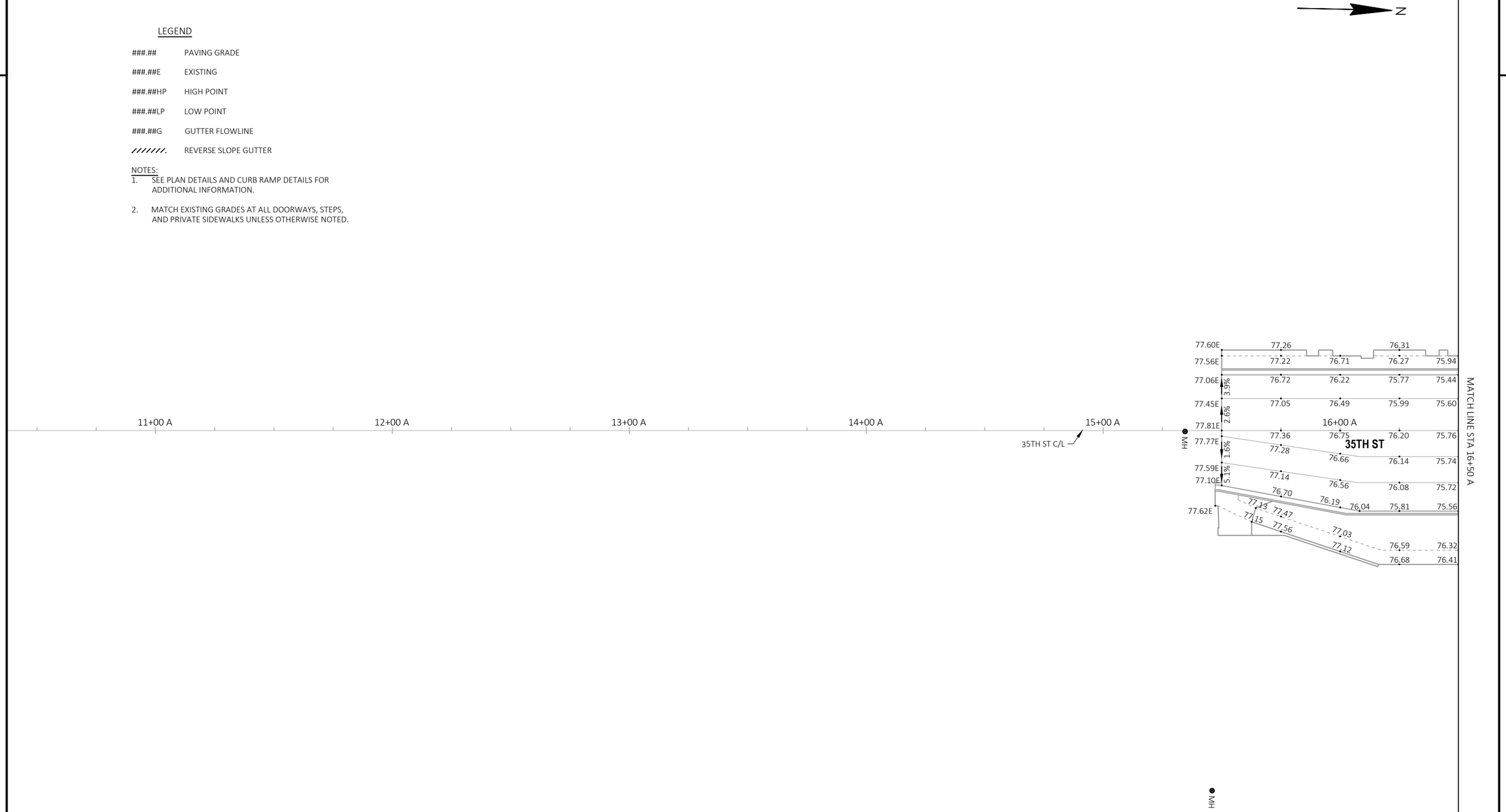
2

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
////////.	REVERSE SLOPE GUTTER

NOTES:
1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVING GRADES	SHEET 82	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021203-PG-SIDEROADS.DWG
LAYOUT NAME - 35th-01

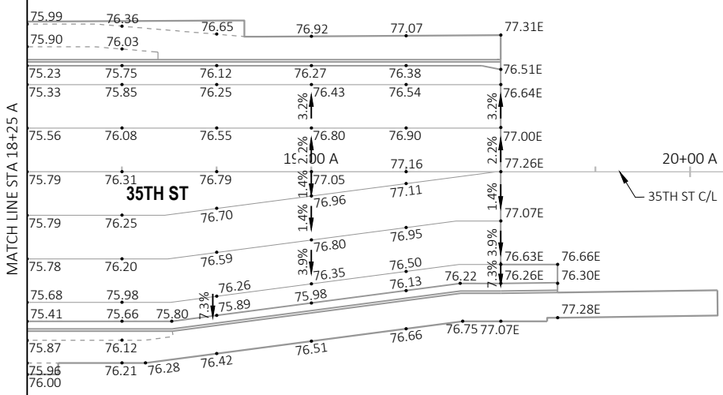
PLOT DATE : 12/23/2025 7:30 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
///////.	REVERSE SLOPE GUTTER

NOTES:
1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.



LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
///////.	REVERSE SLOPE GUTTER

NOTES:
1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.



LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
////////.	REVERSE SLOPE GUTTER

NOTES:
1. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. MATCH EXISTING GRADES AT ALL DOORWAYS, STEPS, AND PRIVATE SIDEWALKS UNLESS OTHERWISE NOTED.



2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

MEF NOTES:
* LONGITUDINAL SIDEWALK SLOPE EXCEEDS 8.3%

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

N

W NATIONAL AVE/STH 59 & 39TH ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 39TH ST
NORTHEAST QUADRANT

39TH ST

72.23 (E) 119
72.06 (E) 118
72.04 121
72.72 (E) 117
72.50 (E) 116
72.56 (E) 129
72.40 (E) 115
72.31 124
72.37 (E) 114
72.40 125
72.33 (E) 113
72.24 (E) 112
72.31 126
71.82 (E) 111
72.38 127
72.38 (T)
71.91 128
71.99 (T)
71.41 (E) 101
71.85 123
122 71.84
120 71.87(E)
109 71.67(E)
108 71.88(T) 6" CURB HEIGHT
107 71.76(F)
105 71.74
71.73 (G)
106 71.82(F)
103 71.87
71.86 (G) HP
104 71.94(F)
110 72.36(T) 6" CURB HEIGHT
102 71.63(F)
PED
TLE
DOOR
R/W
5.4%
2.7%
0.1%
2.6%
2.4%
4.0%
1.5%
1.8%
1.7%
4.2%
1.1%
7.8%
2M
L
72.09 (E) 226
72.05 228
71.67 (E) 201
71.85 231
71.83(F) 202
71.81 203
71.80 (G)
71.89(F) 204
71.96 205
71.95 (G)
72.03(F) 207
72.12(F) 215
72.14 208
72.13 (G)
72.21(F) 210
6-INCH CURB HEIGHT 72.76(T) 211
72.40(F) 216
6-INCH CURB HEIGHT 72.85(T) 213
72.37 218
72.36 (G)
72.44(F) 217
72.45(F) 220
6" CURB HEIGHT 72.08(T) 240
227 72.33(E)
241 72.83(E)
229 72.14
232 71.93
235 72.88
242 72.73(E)
243 72.94(E)
STEPS
MATCH BUILDING FACE
236 72.89
237 72.78
239 72.64
233 72.05
72.62 238
72.77 234
224 72.90(T) 6" CURB HEIGHT
221 72.40
72.39 (G)
223 72.47(F)
4.0%
3.2%
0.7%
2.5%
1.9%
9.4% *
MEF
0.2%
7.2%
3.0%
2.8%
4.1%
0.4%
6.3%
4.2%
3.9%
0.6%
2XT DWF
3M
N
T

RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	14.42'
LANDING LENGTH 'XR' =	6.78'
RADIAL WARNING FIELD AREA =	14.73 SF
RADIAL LONG CHORD =	7.02'

W NATIONAL AVE / STH 59
STH 59 C/L
15+00
16+00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (39TH ST)	SHEET 86	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 39N
PLOT DATE : 12/18/2025 2:47 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N

W NATIONAL AVE / STH 59

STH 59 C/L

15+00

16+00

72.34(F) 305
72.26 (G)
72.27 304
6" CURB HEIGHT 72.74(T) 306
7M
303 72.37(F)
72.29 (G)
302 72.30
301 72.80(T) 6" CURB HEIGHT
4.2%
0.4%
4.2%
N
N
5.0%
5.0%
72.77 309
0.4%
310 72.79
1.5%
L
1.5%
0.4%
72.86 311
312 72.88

W NATIONAL AVE/STH 59 & 39TH ST
SOUTHEAST QUADRANT

LEGEND

XM	CURB RAMP TYPE MODIFIED
T	TRAVERSABLE FLARE (10:1 MAX)
N	NON-TRAVERSABLE FLARE (6:1 MAX)
L	LANDING
	DETECTABLE WARNING FIELD
	DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
TPED	TALL CONCRETE CURB PEDESTRIAN
PED	CONCRETE CURB PEDESTRIAN
	SLOPE INTERCEPT
###	POINT NUMBER
##.##	SIDEWALK ELEVATION
##.##(E)	EXISTING ELEVATION
##.##(F)	CURB FLANGE ELEVATION
##.##(G)	GUTTER FLOWLINE ELEVATION
##.##(T)	TOP OF CURB ELEVATION
##.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

NOTES:

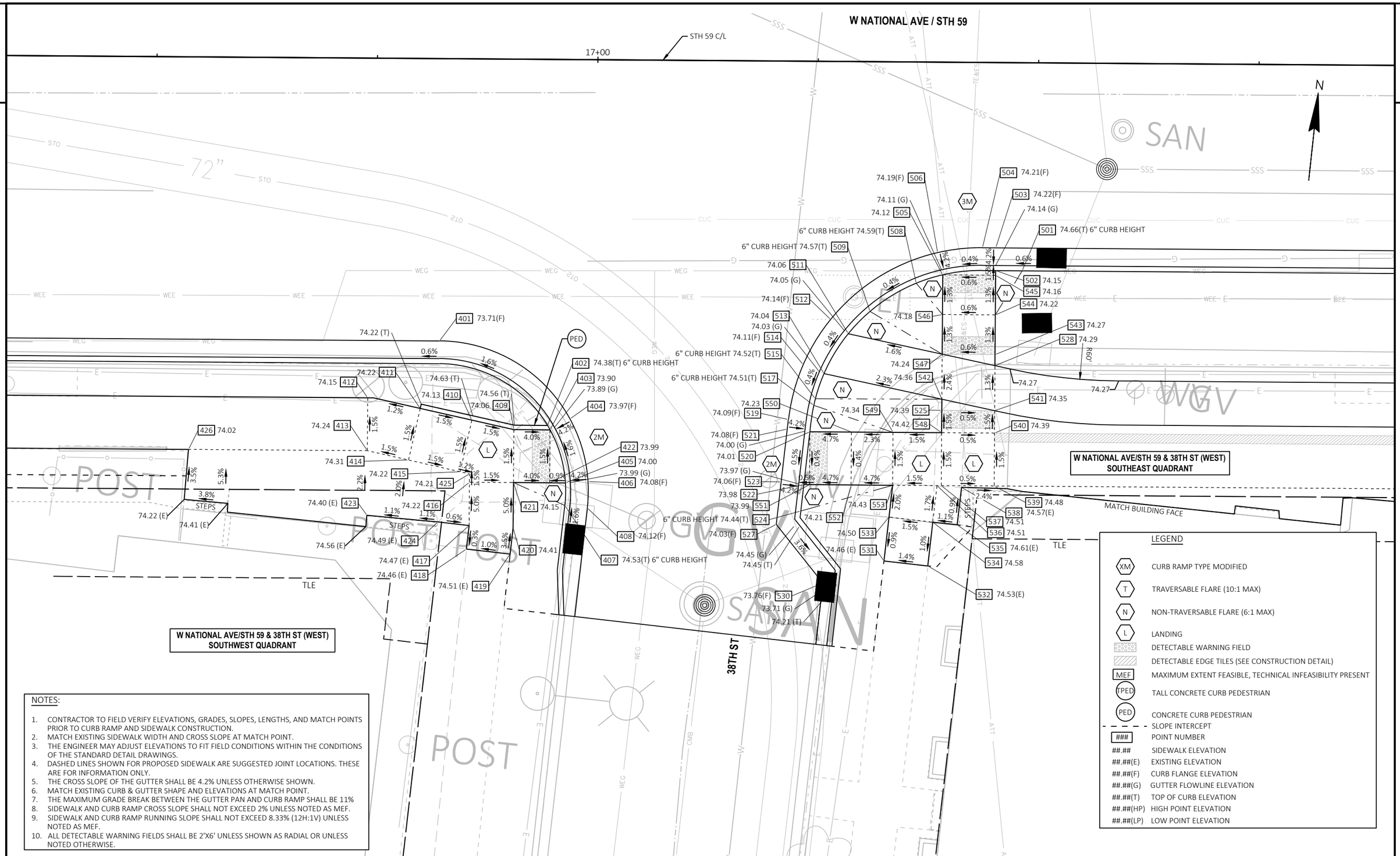
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (39TH ST)	SHEET 87	E

39th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
101	14+99.00	31.03' LT	59-CL	378,948.13	2,545,047.50
102	15+11.02	31.01' LT	59-CL	378,949.34	2,545,059.46
103	15+24.35	37.10' LT	59-CL	378,957.07	2,545,068.88
104	15+26.00	35.12' LT	59-CL	378,955.43	2,545,070.87
105	15+28.49	42.77' LT	59-CL	378,963.42	2,545,071.90
106	15+30.88	41.81' LT	59-CL	378,962.91	2,545,074.43
107	15+31.90	45.45' LT	59-CL	378,966.68	2,545,074.75
108	15+29.94	49.49' LT	59-CL	378,970.28	2,545,072.08
109	15+32.86	51.31' LT	59-CL	378,972.61	2,545,074.60
110	15+23.77	36.65' LT	59-CL	378,956.52	2,545,068.40
111	14+99.00	33.62' LT	59-CL	378,950.70	2,545,047.24
112	14+99.00	37.75' LT	59-CL	378,954.81	2,545,046.81
113	14+99.00	43.75' LT	59-CL	378,960.78	2,545,046.20
114	15+02.90	43.75' LT	59-CL	378,961.18	2,545,050.08
115	15+02.90	46.59' LT	59-CL	378,964.00	2,545,049.79
116	15+17.27	46.63' LT	59-CL	378,965.12	2,545,060.16
117	15+18.25	52.02' LT	59-CL	378,970.60	2,545,060.12
118	15+23.47	51.21' LT	59-CL	378,970.78	2,545,065.40
119	15+24.49	57.47' LT	59-CL	378,977.11	2,545,065.24
120	15+31.07	56.40' LT	59-CL	378,977.28	2,545,071.90
121	15+23.36	50.56' LT	59-CL	378,970.11	2,545,065.41
122	15+22.18	43.31' LT	59-CL	378,962.77	2,545,065.60
123	15+21.73	43.35' LT	59-CL	378,962.72	2,545,065.15
124	15+12.04	43.75' LT	59-CL	378,962.11	2,545,059.18
125	15+06.04	43.75' LT	59-CL	378,961.50	2,545,053.21
126	15+06.04	37.75' LT	59-CL	378,955.53	2,545,053.82
127	15+12.04	37.75' LT	59-CL	378,956.14	2,545,059.79
128	15+21.22	37.37' LT	59-CL	378,956.75	2,545,065.76
129	15+09.21	46.72' LT	59-CL	378,964.78	2,545,056.06

39th-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
201	15+57.24	47.34' LT	59-CL	378,973.24	2,545,099.30
202	15+56.60	43.44' LT	59-CL	378,969.29	2,545,099.40
203	15+58.92	40.20' LT	59-CL	378,966.53	2,545,102.28
204	15+56.34	40.19' LT	59-CL	378,966.05	2,545,099.74
205	15+60.47	33.04' LT	59-CL	378,959.79	2,545,105.13
207	15+58.12	31.97' LT	59-CL	378,958.30	2,545,103.02
208	15+64.24	27.70' LT	59-CL	378,955.24	2,545,109.82
210	15+62.44	25.84' LT	59-CL	378,953.08	2,545,108.40
211	15+65.46	25.73' LT	59-CL	378,953.74	2,545,112.64
213	15+70.55	23.74' LT	59-CL	378,952.39	2,545,118.81
215	15+60.57	27.93' LT	59-CL	378,954.78	2,545,106.18
216	15+65.46	22.68' LT	59-CL	378,950.75	2,545,113.29
217	15+72.90	21.00' LT	59-CL	378,949.90	2,545,121.43
218	15+73.55	23.58' LT	59-CL	378,952.54	2,545,121.81
220	15+73.55	21.00' LT	59-CL	378,949.97	2,545,122.07
221	15+79.55	23.58' LT	59-CL	378,953.15	2,545,127.78
223	15+79.55	21.00' LT	59-CL	378,950.58	2,545,128.04
224	15+82.55	23.58' LT	59-CL	378,953.45	2,545,130.76
226	15+62.95	52.87' LT	59-CL	378,979.74	2,545,103.88
227	15+65.46	52.02' LT	59-CL	378,979.89	2,545,109.88
228	15+61.99	46.95' LT	59-CL	378,973.74	2,545,104.03
229	15+65.46	46.05' LT	59-CL	378,973.89	2,545,110.03
231	15+61.07	40.01' LT	59-CL	378,966.75	2,545,104.42
232	15+65.46	39.55' LT	59-CL	378,967.34	2,545,110.20
233	15+65.46	32.56' LT	59-CL	378,960.38	2,545,110.91
234	15+73.55	32.50' LT	59-CL	378,961.41	2,545,120.90
235	15+73.55	39.50' LT	59-CL	378,968.37	2,545,120.18
236	15+79.55	39.50' LT	59-CL	378,968.98	2,545,126.15
237	15+79.55	32.50' LT	59-CL	378,962.02	2,545,126.87
238	15+73.55	27.50' LT	59-CL	378,956.43	2,545,121.41
239	15+79.55	27.50' LT	59-CL	378,957.04	2,545,127.38
240	15+59.79	46.92' LT	59-CL	378,973.30	2,545,101.88

39th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
301	15+82.55	28.58' RT	59-CL	378,901.56	2,545,136.08
302	15+79.55	28.58' RT	59-CL	378,901.25	2,545,133.10
303	15+79.55	26.00' RT	59-CL	378,903.82	2,545,132.84
304	15+73.55	28.58' RT	59-CL	378,900.64	2,545,127.13
305	15+73.55	26.00' RT	59-CL	378,903.21	2,545,126.87
306	15+70.55	28.58' RT	59-CL	378,900.33	2,545,124.15
309	15+73.55	38.50' RT	59-CL	378,890.78	2,545,128.14
310	15+79.55	38.50' RT	59-CL	378,891.39	2,545,134.11
311	15+73.55	44.50' RT	59-CL	378,884.81	2,545,128.75
312	15+79.55	44.50' RT	59-CL	378,885.42	2,545,134.72



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

XM	CURB RAMP TYPE MODIFIED
T	TRAVERSABLE FLARE (10:1 MAX)
N	NON-TRAVERSABLE FLARE (6:1 MAX)
L	LANDING
	DETECTABLE WARNING FIELD
	DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
TPED	TALL CONCRETE CURB PEDESTRIAN
PED	CONCRETE CURB PEDESTRIAN
- - -	SLOPE INTERCEPT
###	POINT NUMBER
##.##	SIDEWALK ELEVATION
##.##(E)	EXISTING ELEVATION
##.##(F)	CURB FLANGE ELEVATION
##.##(G)	GUTTER FLOWLINE ELEVATION
##.##(T)	TOP OF CURB ELEVATION
##.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (38TH ST - WEST)	SHEET 89	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 38WS
PLOT DATE : 12/18/2025 2:49 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

NOTES:

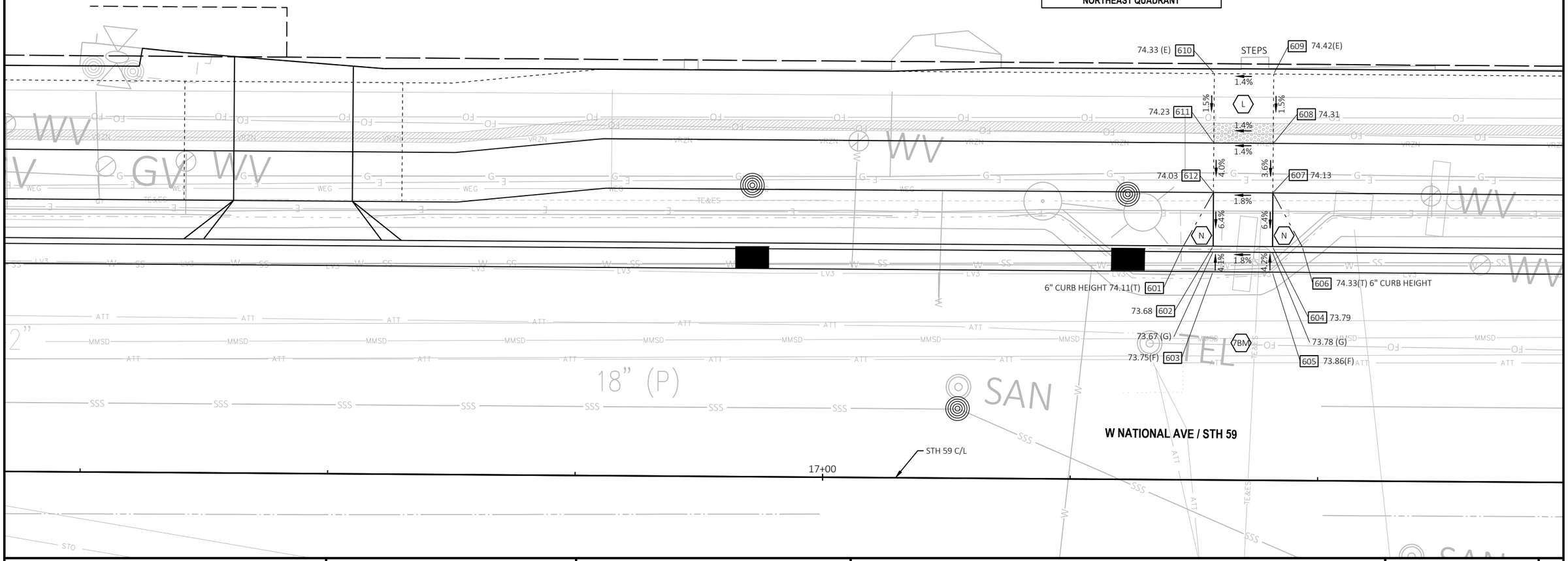
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

XM	CURB RAMP TYPE MODIFIED
T	TRAVERSABLE FLARE (10:1 MAX)
N	NON-TRAVERSABLE FLARE (6:1 MAX)
L	LANDING
	DETECTABLE WARNING FIELD
	DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
TPED	TALL CONCRETE CURB PEDESTRIAN
PED	CONCRETE CURB PEDESTRIAN
- - -	SLOPE INTERCEPT
###	POINT NUMBER
##.##	SIDEWALK ELEVATION
##.##(E)	EXISTING ELEVATION
##.##(F)	CURB FLANGE ELEVATION
##.##(G)	GUTTER FLOWLINE ELEVATION
##.##(T)	TOP OF CURB ELEVATION
##.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

N

W NATIONAL AVE/STH 59 & 38TH ST (WEST)
NORTHEAST QUADRANT



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (38TH ST)	SHEET 90	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 38WN

PLOT DATE : 12/18/2025 2:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

N

W NATIONAL AVE/STH 59 & 38TH ST (EAST)
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 38TH ST (EAST)
NORTHEAST QUADRANT

38TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

18+00

19+00

MATCH BUILDING FACE

TLE

STEPS

DOOR

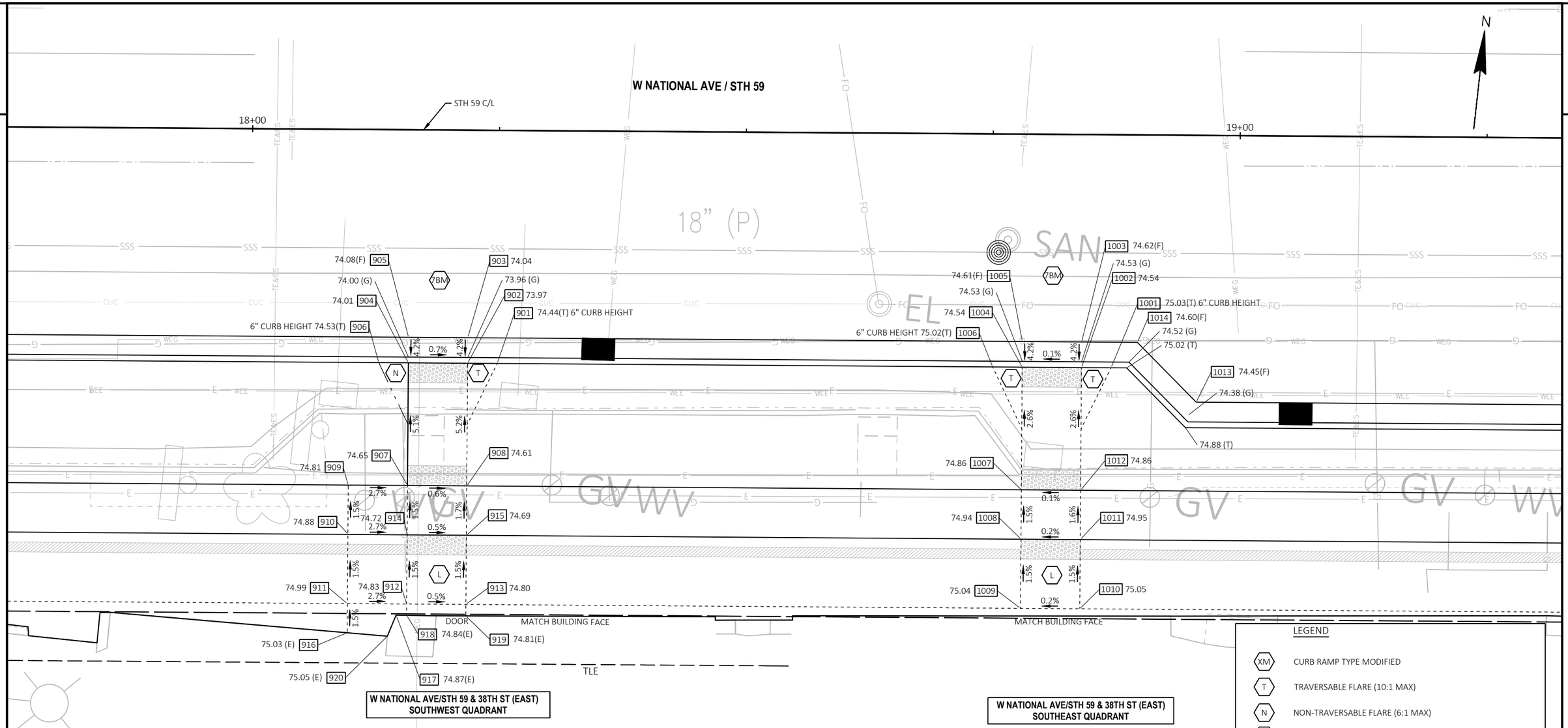
719 74.19 (E)
720 74.28 (E)
721 74.38 (E)
722 74.50 (E)
723 74.74 (E)
732 74.65
724 74.68 (E)
725 74.68
726 74.58
727 74.41
728 74.12
701 6" CURB HEIGHT 74.60(T)
702 74.10
74.09 (G)
703 74.18(F)
704 74.18(F)
736 74.11(E)
735 74.19
74.41 (T)
73.91 (G)
717 74.00(F)
74.67 (T) 6" CURB HEIGHT
74.21 (G)
718 74.30(F)
714 74.30(F)
831 74.44
734 74.29
712 74.53
737 74.56
733 74.61
713 74.52 (G)
74.61(F)
832 74.73
738 74.55(F)
74.46 (G)
711 74.47
833 74.52
710 74.51(F)
74.42 (G)
709 74.43
708 74.12(F)
707 74.37(T) 4" CURB HEIGHT
74.04 (G) LP
705 74.07
74.06 (G)
706 74.15(F)
730 74.54
731 74.52
729 74.37
834 74.22
74.55 (E) 817
74.14 (G)
74.22(F) 801
836 74.64(T) 6" CURB HEIGHT
74.71 816
74.69 815
74.66 803
74.65 (G)
74.72(F) 802
74.62 (E) 818
819 74.89(E)
820 75.03
822 75.09
823 75.11
74.80 821
832 74.73
74.90 830
74.78 804
74.77 (G)
74.85(F) 835
74.89 806
74.94(F) 805
74.88 (G)
6" CURB HEIGHT 74.97(T) 837
74.47 (G) LP
74.56(F) 807
6" CURB HEIGHT 74.99(T) 808
74.52 809
74.51 (G)
74.59(F) 810
824 75.01
825 74.90
829 74.97
74.99 828
74.87 827
813 75.03(T)
74.53 (G)
826 74.55
811 74.54
74.53 (G) HP
812 74.62(F)
814 74.62(F)

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (38TH ST)	SHEET 91	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 38EN

PLOT DATE : 12/18/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

XM	CURB RAMP TYPE MODIFIED
T	TRAVERSABLE FLARE (10:1 MAX)
N	NON-TRAVERSABLE FLARE (6:1 MAX)
L	LANDING
	DETECTABLE WARNING FIELD
	DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
TPED	TALL CONCRETE CURB PEDESTRIAN
PED	CONCRETE CURB PEDESTRIAN
- - -	SLOPE INTERCEPT
###	POINT NUMBER
##.##	SIDEWALK ELEVATION
##.##(E)	EXISTING ELEVATION
##.##(F)	CURB FLANGE ELEVATION
##.##(G)	GUTTER FLOWLINE ELEVATION
##.##(T)	TOP OF CURB ELEVATION
##.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (38TH ST)	SHEET 92	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 38ES
PLOT DATE : 12/18/2025 2:50 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

38th-NW - (EAST)					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
701	18+12.92	23.58' LT	59-CL	378,976.96	2,545,359.93
702	18+15.92	23.58' LT	59-CL	378,977.27	2,545,362.91
703	18+15.90	21.00' LT	59-CL	378,974.70	2,545,363.16
704	18+16.56	21.00' LT	59-CL	378,974.76	2,545,363.82
705	18+21.92	24.34' LT	59-CL	378,978.63	2,545,368.81
706	18+22.63	21.85' LT	59-CL	378,976.23	2,545,369.77
707	18+24.92	25.47' LT	59-CL	378,980.07	2,545,371.67
708	18+26.75	23.50' LT	59-CL	378,978.29	2,545,373.69
709	18+30.02	29.00' LT	59-CL	378,984.10	2,545,376.38
710	18+33.11	28.50' LT	59-CL	378,983.91	2,545,379.51
711	18+33.77	34.00' LT	59-CL	378,989.45	2,545,379.61
712	18+35.88	41.00' LT	59-CL	378,996.63	2,545,380.99
713	18+38.55	42.00' LT	59-CL	378,997.90	2,545,383.55
714	18+39.14	49.57' LT	59-CL	379,005.49	2,545,383.36
717	18+33.66	56.35' LT	59-CL	379,011.68	2,545,377.22
718	18+39.24	50.76' LT	59-CL	379,006.68	2,545,383.34
719	18+21.64	62.97' LT	59-CL	379,017.04	2,545,364.59
720	18+21.15	56.76' LT	59-CL	379,010.81	2,545,364.73
721	18+20.67	50.55' LT	59-CL	379,004.58	2,545,364.88
722	18+20.45	47.80' LT	59-CL	379,001.82	2,545,364.95
723	18+16.32	47.71' LT	59-CL	379,001.31	2,545,360.85
724	18+15.91	41.50' LT	59-CL	378,995.09	2,545,361.07
725	18+15.92	41.00' LT	59-CL	378,994.59	2,545,361.14
726	18+15.92	34.00' LT	59-CL	378,987.63	2,545,361.85
727	18+15.92	29.00' LT	59-CL	378,982.66	2,545,362.36
728	18+15.92	24.34' LT	59-CL	378,978.02	2,545,362.84
729	18+21.92	29.00' LT	59-CL	378,983.27	2,545,368.33
730	18+21.92	34.00' LT	59-CL	378,988.24	2,545,367.82
731	18+25.94	34.00' LT	59-CL	378,988.65	2,545,371.81
732	18+19.92	41.00' LT	59-CL	378,995.00	2,545,365.11
733	18+25.94	41.00' LT	59-CL	378,995.62	2,545,371.10
734	18+26.65	50.08' LT	59-CL	379,004.73	2,545,370.88
735	18+27.14	56.29' LT	59-CL	379,010.95	2,545,370.73
736	18+27.62	62.50' LT	59-CL	379,017.18	2,545,370.58
737	18+33.77	41.00' LT	59-CL	378,996.42	2,545,378.89
831	18+46.13	49.03' LT	59-CL	379,005.66	2,545,390.36
832	18+45.57	42.00' LT	59-CL	378,998.62	2,545,390.53
833	18+44.51	28.50' LT	59-CL	378,985.08	2,545,390.86
834	18+44.12	23.50' LT	59-CL	378,980.06	2,545,390.98

38th-NE - (EAST)					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
801	18+59.09	48.01' LT	59-CL	379,005.97	2,545,403.36
802	18+58.93	42.00' LT	59-CL	378,999.98	2,545,403.82
803	18+61.58	41.50' LT	59-CL	378,999.75	2,545,406.51
804	18+63.77	34.50' LT	59-CL	378,993.01	2,545,409.40
805	18+64.85	28.50' LT	59-CL	378,987.15	2,545,411.09
806	18+67.47	29.50' LT	59-CL	378,988.42	2,545,413.59
807	18+71.41	23.50' LT	59-CL	378,982.85	2,545,418.13
808	18+75.08	24.73' LT	59-CL	378,984.45	2,545,421.65
809	18+78.08	23.93' LT	59-CL	378,983.96	2,545,424.72
810	18+77.61	21.39' LT	59-CL	378,981.39	2,545,424.50
811	18+84.08	23.58' LT	59-CL	378,984.23	2,545,430.72
812	18+84.08	21.00' LT	59-CL	378,981.66	2,545,430.99
813	18+87.08	23.58' LT	59-CL	378,984.53	2,545,433.71
814	18+81.84	21.00' LT	59-CL	378,981.43	2,545,428.75
815	18+63.77	41.50' LT	59-CL	378,999.98	2,545,408.69
816	18+65.40	41.50' LT	59-CL	379,000.14	2,545,410.30
817	18+65.93	48.34' LT	59-CL	379,007.00	2,545,410.13
818	18+71.91	47.88' LT	59-CL	379,007.15	2,545,416.14
819	18+76.17	47.67' LT	59-CL	379,007.38	2,545,420.39
820	18+75.80	42.14' LT	59-CL	379,001.84	2,545,420.59
821	18+71.41	41.50' LT	59-CL	379,000.76	2,545,416.29
822	18+78.08	41.50' LT	59-CL	379,001.44	2,545,422.93
823	18+84.08	41.50' LT	59-CL	379,002.05	2,545,428.89
824	18+84.08	34.50' LT	59-CL	378,995.08	2,545,429.61
825	18+84.08	29.50' LT	59-CL	378,990.11	2,545,430.12
826	18+84.08	23.93' LT	59-CL	378,984.57	2,545,430.69
827	18+78.08	29.50' LT	59-CL	378,989.50	2,545,424.15
828	18+78.08	34.50' LT	59-CL	378,994.47	2,545,423.64
829	18+71.41	29.50' LT	59-CL	378,988.82	2,545,417.51
830	18+71.41	34.50' LT	59-CL	378,993.79	2,545,417.00

38th-SW-A - (EAST)					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
901	18+24.92	23.58' RT	59-CL	378,931.27	2,545,376.68
902	18+21.92	23.58' RT	59-CL	378,930.96	2,545,373.70
903	18+21.92	21.00' RT	59-CL	378,933.53	2,545,373.43
904	18+15.92	23.58' RT	59-CL	378,930.35	2,545,367.73
905	18+15.92	21.00' RT	59-CL	378,932.92	2,545,367.46
906	18+12.92	23.58' RT	59-CL	378,930.04	2,545,364.74
907	18+15.92	36.00' RT	59-CL	378,918.00	2,545,368.99
908	18+21.92	36.00' RT	59-CL	378,918.61	2,545,374.96
909	18+09.92	36.00' RT	59-CL	378,917.38	2,545,363.03
910	18+09.97	41.00' RT	59-CL	378,912.42	2,545,363.59
911	18+09.92	48.00' RT	59-CL	378,905.45	2,545,364.25
912	18+15.92	48.00' RT	59-CL	378,906.06	2,545,370.22
913	18+21.92	48.00' RT	59-CL	378,906.67	2,545,376.19
914	18+15.92	41.00' RT	59-CL	378,913.02	2,545,369.50
915	18+21.92	41.00' RT	59-CL	378,913.64	2,545,375.47

38th-SE-A - (EAST)					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1001	18+87.08	23.58' RT	59-CL	378,937.61	2,545,438.52
1002	18+84.08	23.58' RT	59-CL	378,937.30	2,545,435.54
1003	18+84.08	21.00' RT	59-CL	378,939.87	2,545,435.27
1004	18+78.08	23.58' RT	59-CL	378,936.69	2,545,429.57
1005	18+78.08	21.00' RT	59-CL	378,939.26	2,545,429.30
1006	18+75.08	23.58' RT	59-CL	378,936.39	2,545,426.58
1007	18+78.08	36.00' RT	59-CL	378,924.34	2,545,430.83
1008	18+78.08	41.00' RT	59-CL	378,919.37	2,545,431.34
1009	18+78.08	48.00' RT	59-CL	378,912.40	2,545,432.06
1010	18+84.08	48.00' RT	59-CL	378,913.02	2,545,438.03
1011	18+84.08	41.00' RT	59-CL	378,919.98	2,545,437.31
1012	18+84.08	36.00' RT	59-CL	378,924.95	2,545,436.80
1013	18+95.73	27.00' RT	59-CL	378,935.09	2,545,447.47
1014	18+89.73	21.00' RT	59-CL	378,940.45	2,545,440.89

38th-SW- (WEST)					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
401	16+82.26	32.00' RT	59-CL	378,908.34	2,545,235.62
402	16+94.57	41.50' RT	59-CL	378,900.14	2,545,248.84
403	16+94.86	42.00' RT	59-CL	378,899.67	2,545,249.18
404	16+97.12	40.75' RT	59-CL	378,901.15	2,545,251.30
405	16+96.64	48.00' RT	59-CL	378,893.89	2,545,251.56
406	16+99.22	47.82' RT	59-CL	378,894.33	2,545,254.11
407	16+96.59	50.55' RT	59-CL	378,891.35	2,545,251.78
408	16+99.16	50.83' RT	59-CL	378,891.33	2,545,254.36
409	16+90.76	42.00' RT	59-CL	378,899.26	2,545,245.10
410	16+85.99	40.95' RT	59-CL	378,899.81	2,545,240.25
411	16+80.13	39.67' RT	59-CL	378,900.49	2,545,234.29
412	16+74.16	38.50' RT	59-CL	378,901.04	2,545,228.23
413	16+74.16	44.50' RT	59-CL	378,895.07	2,545,228.84
414	16+78.84	45.53' RT	59-CL	378,894.53	2,545,233.61
415	16+84.70	46.81' RT	59-CL	378,893.85	2,545,239.57
416	16+85.76	48.00' RT	59-CL	378,892.78	2,545,240.74
417	16+85.76	52.91' RT	59-CL	378,887.89	2,545,241.24
418	16+85.47	55.58' RT	59-CL	378,885.21	2,545,241.23
419	16+90.43	56.11' RT	59-CL	378,885.18	2,545,246.21
420	16+90.76	53.18' RT	59-CL	378,888.13	2,545,246.24
421	16+90.76	48.00' RT	59-CL	378,893.29	2,545,245.71
422	16+94.86	48.00' RT	59-CL	378,893.71	2,545,249.79
423	16+74.16	51.83' RT	59-CL	378,887.78	2,545,229.59
424	16+82.21	52.53' RT	59-CL	378,887.91	2,545,237.67
425	16+85.76	47.05' RT	59-CL	378,893.73	2,545,240.64

38th-SE - (WEST)					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
501	17+48.28	23.58' RT	59-CL	378,923.45	2,545,300.44
502	17+45.28	23.58' RT	59-CL	378,923.15	2,545,297.45
503	17+45.28	21.00' RT	59-CL	378,925.71	2,545,297.19
504	17+43.76	21.00' RT	59-CL	378,925.55	2,545,295.68
505	17+39.28	24.11' RT	59-CL	378,922.01	2,545,291.54
506	17+38.68	21.59' RT	59-CL	378,924.45	2,545,290.69
508	17+36.29	25.08' RT	59-CL	378,920.74	2,545,288.67
509	17+31.06	28.31' RT	59-CL	378,916.99	2,545,283.80
511	17+28.61	30.86' RT	59-CL	378,914.20	2,545,281.61
512	17+26.59	29.24' RT	59-CL	378,915.60	2,545,279.44
513	17+25.89	35.40' RT	59-CL	378,909.41	2,545,279.38
514	17+23.52	34.39' RT	59-CL	378,910.17	2,545,276.91
515	17+24.93	38.26' RT	59-CL	378,906.46	2,545,278.71
517	17+24.76	39.00' RT	59-CL	378,905.71	2,545,278.62
519	17+21.89	40.64' RT	59-CL	378,903.79	2,545,275.93
520	17+24.34	42.00' RT	59-CL	378,902.68	2,545,278.50
521	17+21.77	41.72' RT	59-CL	378,902.70	2,545,275.92
522	17+23.69	48.00' RT	59-CL	378,896.65	2,545,278.47
523	17+21.12	47.72' RT	59-CL	378,896.66	2,545,275.89
524	17+23.37	51.00' RT	59-CL	378,893.63	2,545,278.45
525	17+39.28	39.47' RT	59-CL	378,906.72	2,545,293.11
527	17+20.60	52.53' RT	59-CL	378,891.82	2,545,275.86
528	17+45.28	34.36' RT	59-CL	378,912.42	2,545,298.55
530	17+25.92	59.14' RT	59-CL	378,885.79	2,545,281.83
531	17+32.84	56.59' RT	59-CL	378,889.04	2,545,288.45
532	17+37.84	57.13' RT	59-CL	378,889.01	2,545,293.47
533	17+33.38	51.62' RT	59-CL	378,894.04	2,545,288.47
534	17+38.35	52.15' RT	59-CL	378,894.01	2,545,293.47
535	17+41.12	52.43' RT	59-CL	378,894.02	2,545,296.26
536	17+38.79	48.00' RT	59-CL	378,898.19	2,545,293.50
537	17+39.28	48.00' RT	59-CL	378,898.24	2,545,293.98
538	17+41.58	48.19' RT	59-CL	378,898.29	2,545,296.29
539	17+45.28	48.00' RT	59-CL	378,898.85	2,545,299.95
540	17+45.28	42.00' RT	59-CL	378,904.82	2,545,299.33
541	17+45.28	39.47' RT	59-CL	378,907.34	2,545,299.08
542	17+39.28	38.21' RT	59-CL	378,907.98	2,545,292.98
543	17+45.28	33.10' RT	59-CL	378,913.67	2,545,298.43
544	17+45.28	28.60' RT	59-CL	378,918.15	2,545,297.97
545	17+45.28	24.11' RT	59-CL	378,922.62	2,545,297.51
546	17+39.28	28.60' RT	59-CL	378,917.53	2,545,292.00

38th-SE - (WEST)					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
547	17+39.28	33.10' RT	59-CL	378,913.06	2,545,292.46
548	17+39.28	42.00' RT	59-CL	378,904.21	2,545,293.36
549	17+33.77	42.00' RT	59-CL	378,903.64	2,545,287.88
550	17+29.05	42.00' RT	59-CL	378,903.16	2,545,283.19
551	17+24.34	48.00' RT	59-CL	378,896.71	2,545,279.12
552	17+29.05	48.00' RT	59-CL	378,897.19	2,545,283.80
553	17+33.77	48.00' RT	59-CL	378,897.68	2,545,288.49

38st-NE-A- (WEST)					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
601	17+36.28	23.58' LT	59-CL	378,969.14	2,545,283.69
602	17+39.28	23.58' LT	59-CL	378,969.45	2,545,286.67
603	17+39.28	21.00' LT	59-CL	378,966.88	2,545,286.94
604	17+45.28	23.58' LT	59-CL	378,970.06	2,545,292.64
605	17+45.28	21.00' LT	59-CL	378,967.49	2,545,292.90
606	17+48.28	23.58' LT	59-CL	378,970.37	2,545,295.62
607	17+45.28	29.00' LT	59-CL	378,975.45	2,545,292.09
608	17+45.28	33.99' LT	59-CL	378,980.41	2,545,291.58
609	17+45.28	41.00' LT	59-CL	378,987.39	2,545,290.86
610	17+39.28	41.00' LT	59-CL	378,986.77	2,545,284.89
611	17+39.28	34.00' LT	59-CL	378,979.81	2,545,285.61
612	17+39.28	29.00' LT	59-CL	378,974.84	2,545,286.12

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

N

W NATIONAL AVE/STH 59 & 37TH ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 37TH ST
NORTHEAST QUADRANT

37TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

21+00

22+00

RADIAL WARNING FIELD INFORMATION

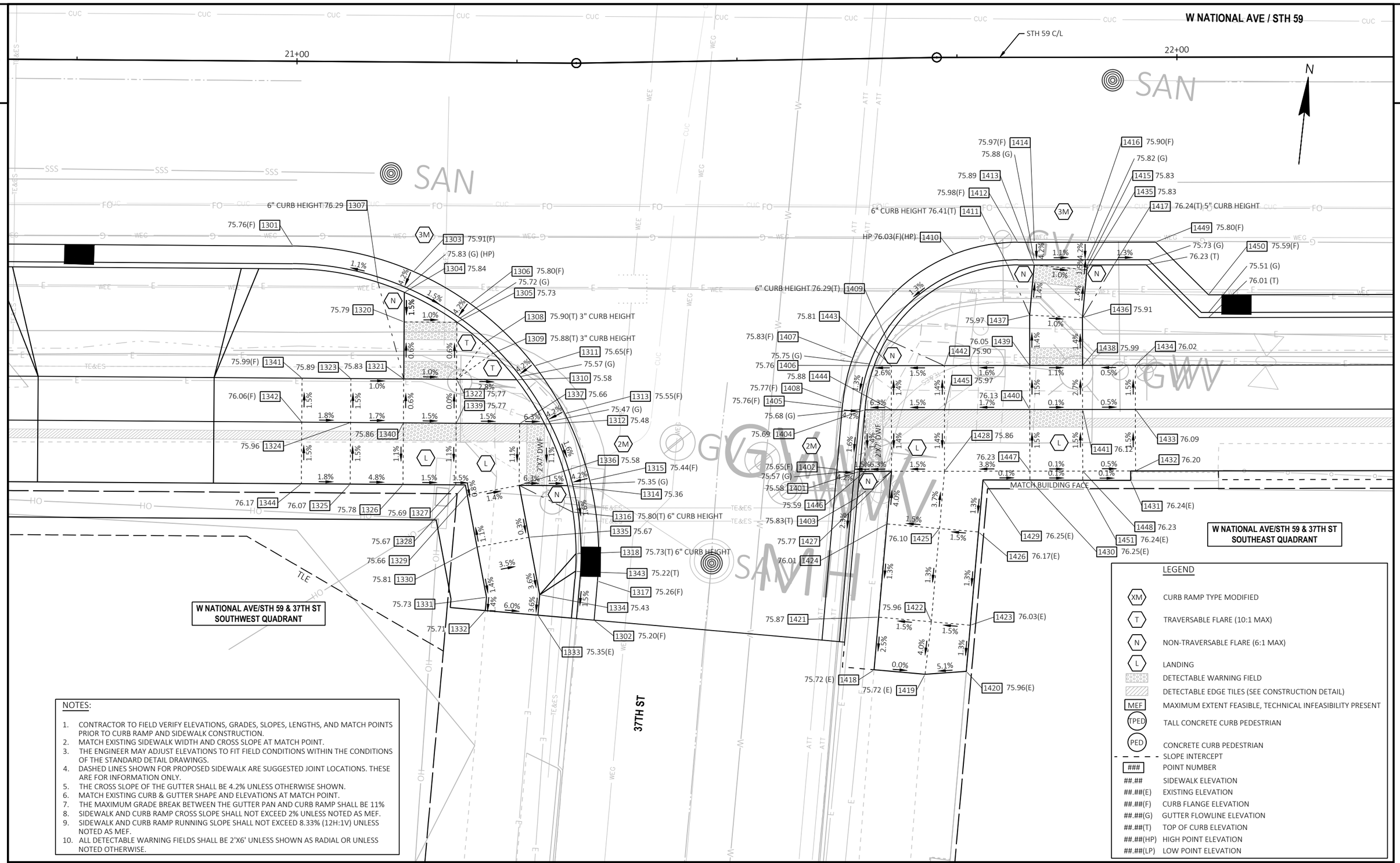
BACK OF CURB RADIUS =	27.42'
LANDING LENGTH 'XR' =	9.26'
RADIAL WARNING FIELD AREA =	16.21 SF
RADIAL LONG CHORD =	7.97'

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (37TH ST)	SHEET 95	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 37N

PLOT DATE : 12/18/2025 2:52 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (37TH ST)	SHEET 96	E

37th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1101	21+09.38	23.58' LT	59-CL	379,007.22	2,545,654.84
1102	21+12.38	23.58' LT	59-CL	379,007.52	2,545,657.82
1103	21+22.56	21.00' LT	59-CL	379,005.99	2,545,668.22
1104	21+12.38	21.00' LT	59-CL	379,004.95	2,545,658.09
1105	21+18.38	23.58' LT	59-CL	379,008.13	2,545,663.79
1106	21+18.38	21.00' LT	59-CL	379,005.56	2,545,664.05
1107	21+21.38	23.58' LT	59-CL	379,008.44	2,545,666.78
1108	21+32.82	26.48' LT	59-CL	379,012.45	2,545,677.26
1109	21+36.74	26.20' LT	59-CL	379,012.66	2,545,681.18
1110	21+36.32	29.40' LT	59-CL	379,015.78	2,545,680.36
1111	21+38.22	27.65' LT	59-CL	379,014.28	2,545,682.47
1112	21+39.51	34.33' LT	59-CL	379,021.07	2,545,682.92
1113	21+41.88	33.31' LT	59-CL	379,020.36	2,545,685.40
1114	21+43.40	39.17' LT	59-CL	379,026.35	2,545,686.17
1115	21+41.02	41.30' LT	59-CL	379,028.17	2,545,683.55
1116	21+43.59	41.04' LT	59-CL	379,028.23	2,545,686.13
1117	21+41.33	44.29' LT	59-CL	379,031.18	2,545,683.48
1118	21+06.38	29.00' LT	59-CL	379,012.30	2,545,651.30
1119	21+06.38	34.00' LT	59-CL	379,017.27	2,545,650.79
1120	21+06.38	41.50' LT	59-CL	379,024.73	2,545,650.03
1121	21+12.38	41.50' LT	59-CL	379,025.35	2,545,655.99
1122	21+18.38	41.50' LT	59-CL	379,025.96	2,545,661.96
1123	21+24.38	41.50' LT	59-CL	379,026.57	2,545,667.93
1124	21+30.38	41.50' LT	59-CL	379,027.18	2,545,673.90
1125	21+31.04	49.95' LT	59-CL	379,035.65	2,545,673.70
1126	21+25.66	43.51' LT	59-CL	379,028.70	2,545,669.00
1127	21+26.20	50.33' LT	59-CL	379,035.54	2,545,668.84
1128	21+38.16	49.34' LT	59-CL	379,035.79	2,545,679.70
1129	21+37.34	41.38' LT	59-CL	379,027.80	2,545,679.89
1130	21+39.67	41.33' LT	59-CL	379,028.03	2,545,682.20
1131	21+37.18	34.38' LT	59-CL	379,020.83	2,545,680.60
1132	21+30.38	34.50' LT	59-CL	379,020.22	2,545,674.61
1133	21+30.38	29.50' LT	59-CL	379,015.25	2,545,675.12
1134	21+24.38	29.51' LT	59-CL	379,014.65	2,545,669.15
1135	21+18.38	29.00' LT	59-CL	379,013.52	2,545,663.24
1136	21+12.38	29.00' LT	59-CL	379,012.91	2,545,657.27
1137	21+12.38	34.00' LT	59-CL	379,017.88	2,545,656.76
1138	21+18.38	34.00' LT	59-CL	379,018.50	2,545,662.73
1139	21+24.38	34.50' LT	59-CL	379,019.61	2,545,668.65
1140	21+00.38	29.50' LT	59-CL	379,012.18	2,545,645.28
1141	21+00.38	34.50' LT	59-CL	379,017.16	2,545,644.77
1142	21+00.38	41.50' LT	59-CL	379,024.12	2,545,644.06
1143	21+00.38	43.39' LT	59-CL	379,026.00	2,545,643.86
1144	21+06.38	43.42' LT	59-CL	379,026.64	2,545,649.83
1145	21+12.38	43.44' LT	59-CL	379,027.28	2,545,655.80

37th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1146	21+18.38	43.47' LT	59-CL	379,027.92	2,545,661.76
1147	21+24.38	43.50' LT	59-CL	379,028.56	2,545,667.73

37th-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1201	22+02.19	21.00' LT	59-CL	379,015.28	2,545,747.12
1202	21+97.21	24.04' LT	59-CL	379,017.75	2,545,741.83
1203	21+94.26	24.76' LT	59-CL	379,018.13	2,545,738.83
1204	21+93.51	22.28' LT	59-CL	379,015.59	2,545,738.36
1205	21+88.47	27.27' LT	59-CL	379,019.99	2,545,732.79
1206	21+87.17	25.03' LT	59-CL	379,017.62	2,545,731.75
1207	21+84.31	26.91' LT	59-CL	379,019.18	2,545,728.70
1208	21+85.18	29.50' LT	59-CL	379,021.85	2,545,729.28
1209	21+83.58	27.47' LT	59-CL	379,019.66	2,545,727.91
1210	21+80.30	34.50' LT	59-CL	379,026.28	2,545,723.87
1211	21+78.23	32.95' LT	59-CL	379,024.50	2,545,721.99
1212	21+76.48	41.50' LT	59-CL	379,032.81	2,545,719.30
1213	21+74.05	40.60' LT	59-CL	379,031.65	2,545,716.99
1214	21+73.47	42.32' LT	59-CL	379,033.30	2,545,716.23
1215	21+75.52	44.50' LT	59-CL	379,035.69	2,545,718.01
1216	21+71.85	61.81' LT	59-CL	379,052.37	2,545,711.57
1217	21+78.99	62.99' LT	59-CL	379,054.45	2,545,719.43
1218	21+83.79	62.57' LT	59-CL	379,054.56	2,545,724.24
1219	21+83.57	58.35' LT	59-CL	379,050.34	2,545,724.49
1220	21+83.15	53.93' LT	59-CL	379,045.90	2,545,724.56
1221	21+78.17	54.40' LT	59-CL	379,045.82	2,545,719.56
1222	21+78.60	58.83' LT	59-CL	379,050.27	2,545,719.49
1223	21+78.94	46.72' LT	59-CL	379,038.27	2,545,721.17
1224	21+83.72	48.16' LT	59-CL	379,040.23	2,545,725.77
1225	21+89.11	45.43' LT	59-CL	379,038.12	2,545,731.42
1226	21+89.54	57.72' LT	59-CL	379,050.38	2,545,730.49
1227	21+95.26	44.61' LT	59-CL	379,037.98	2,545,737.62
1228	22+02.19	44.61' LT	59-CL	379,038.74	2,545,744.51
1229	22+02.19	41.50' LT	59-CL	379,035.65	2,545,744.86
1230	22+02.19	34.50' LT	59-CL	379,028.70	2,545,745.63
1231	21+95.16	34.50' LT	59-CL	379,027.92	2,545,738.65
1232	21+94.71	29.48' LT	59-CL	379,022.88	2,545,738.75
1233	21+94.44	26.71' LT	59-CL	379,020.10	2,545,738.79
1234	21+88.67	29.50' LT	59-CL	379,022.23	2,545,732.75
1235	21+89.14	34.50' LT	59-CL	379,027.25	2,545,732.66
1236	21+85.74	34.50' LT	59-CL	379,026.88	2,545,729.28
1237	21+89.23	41.50' LT	59-CL	379,034.22	2,545,731.98
1238	21+85.74	41.50' LT	59-CL	379,033.84	2,545,728.50
1239	21+85.30	42.95' LT	59-CL	379,035.22	2,545,727.91
1240	21+80.51	41.50' LT	59-CL	379,033.26	2,545,723.31
1241	21+95.26	41.50' LT	59-CL	379,034.89	2,545,737.96
1242	21+72.01	63.36' LT	59-CL	379,053.93	2,545,711.54

37th-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1301	20+99.67	21.00' RT	59-CL	378,961.88	2,545,649.74
1302	21+32.76	63.29' RT	59-CL	378,923.37	2,545,688.40
1303	21+13.39	23.80' RT	59-CL	378,960.49	2,545,663.66
1304	21+12.38	26.18' RT	59-CL	378,958.02	2,545,662.90
1305	21+18.38	29.52' RT	59-CL	378,955.31	2,545,669.21
1306	21+19.87	27.41' RT	59-CL	378,957.56	2,545,670.48
1307	21+09.38	25.07' RT	59-CL	378,958.82	2,545,659.80
1308	21+21.38	31.92' RT	59-CL	378,953.23	2,545,672.44
1309	21+22.52	33.00' RT	59-CL	378,952.27	2,545,673.69
1310	21+25.19	36.00' RT	59-CL	378,949.56	2,545,676.65
1311	21+27.22	34.41' RT	59-CL	378,951.35	2,545,678.51
1312	21+28.41	41.00' RT	59-CL	378,944.91	2,545,680.37
1313	21+30.70	39.80' RT	59-CL	378,946.34	2,545,682.52
1314	21+31.09	48.00' RT	59-CL	378,938.22	2,545,683.74
1315	21+32.51	47.39' RT	59-CL	378,939.11	2,545,686.17
1316	21+31.70	51.00' RT	59-CL	378,935.30	2,545,684.66
1317	21+33.22	58.86' RT	59-CL	378,927.82	2,545,688.30
1318	21+31.73	55.72' RT	59-CL	378,930.65	2,545,685.53
1320	21+12.38	29.52' RT	59-CL	378,954.69	2,545,663.24
1321	21+12.38	36.00' RT	59-CL	378,948.25	2,545,663.90
1322	21+18.38	36.00' RT	59-CL	378,948.86	2,545,669.87
1323	21+06.38	36.00' RT	59-CL	378,947.64	2,545,657.93
1324	21+06.38	41.00' RT	59-CL	378,942.66	2,545,658.44
1325	21+06.38	48.00' RT	59-CL	378,935.70	2,545,659.16
1326	21+12.38	48.00' RT	59-CL	378,936.31	2,545,665.13
1327	21+18.38	48.00' RT	59-CL	378,936.92	2,545,671.10
1328	21+19.47	48.00' RT	59-CL	378,937.04	2,545,672.19
1329	21+19.70	49.15' RT	59-CL	378,935.91	2,545,672.53
1330	21+20.85	55.04' RT	59-CL	378,930.17	2,545,674.27
1331	21+21.97	60.75' RT	59-CL	378,924.61	2,545,675.97
1332	21+21.84	62.25' RT	59-CL	378,923.10	2,545,676.00
1333	21+27.82	62.73' RT	59-CL	378,923.23	2,545,682.00
1334	21+28.01	60.41' RT	59-CL	378,925.57	2,545,681.95
1335	21+26.74	53.89' RT	59-CL	378,931.92	2,545,680.01
1336	21+25.59	48.00' RT	59-CL	378,937.66	2,545,678.27
1337	21+25.59	41.00' RT	59-CL	378,944.62	2,545,677.55
1338	21+28.41	48.00' RT	59-CL	378,937.95	2,545,681.08
1339	21+18.38	41.00' RT	59-CL	378,943.89	2,545,670.38
1340	21+12.38	41.00' RT	59-CL	378,943.28	2,545,664.41
1341	21+00.83	36.00' RT	59-CL	378,947.07	2,545,652.41
1342	21+00.83	41.00' RT	59-CL	378,942.10	2,545,652.93
1343	21+31.73	57.72' RT	59-CL	378,928.65	2,545,685.69
1344	21+00.83	48.00' RT	59-CL	378,935.13	2,545,653.64

2

37th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1401	21+63.20	46.87' RT	59-CL	378,943.46	2,545,716.55
1402	21+60.63	46.60' RT	59-CL	378,943.40	2,545,713.97
1403	21+62.89	49.86' RT	59-CL	378,940.45	2,545,716.61
1404	21+63.91	39.88' RT	59-CL	378,950.49	2,545,716.39
1405	21+61.35	39.61' RT	59-CL	378,950.43	2,545,713.81
1406	21+65.04	34.89' RT	59-CL	378,955.57	2,545,716.88
1407	21+62.63	33.97' RT	59-CL	378,956.19	2,545,714.37
1408	21+61.38	39.08' RT	59-CL	378,950.96	2,545,713.78
1409	21+66.52	31.91' RT	59-CL	378,958.71	2,545,717.98
1410	21+74.65	22.36' RT	59-CL	378,969.14	2,545,724.54
1411	21+80.74	23.62' RT	59-CL	378,968.56	2,545,730.73
1412	21+81.89	21.00' RT	59-CL	378,971.29	2,545,731.59
1413	21+83.76	23.58' RT	59-CL	378,968.93	2,545,733.73
1414	21+83.76	21.00' RT	59-CL	378,971.50	2,545,733.44
1415	21+89.78	23.58' RT	59-CL	378,969.60	2,545,739.72
1416	21+89.78	21.00' RT	59-CL	378,972.16	2,545,739.43
1417	21+92.80	23.58' RT	59-CL	378,969.93	2,545,742.71
1418	21+64.49	69.43' RT	59-CL	378,921.23	2,545,720.65
1419	21+70.28	70.03' RT	59-CL	378,921.36	2,545,726.46
1420	21+75.97	69.74' RT	59-CL	378,922.20	2,545,731.09
1421	21+65.11	63.47' RT	59-CL	378,927.23	2,545,720.52
1422	21+71.08	64.08' RT	59-CL	378,927.36	2,545,726.52
1423	21+76.44	64.50' RT	59-CL	378,927.46	2,545,730.97
1424	21+66.21	52.89' RT	59-CL	378,937.86	2,545,720.29
1425	21+72.18	53.51' RT	59-CL	378,937.99	2,545,726.29
1426	21+77.38	53.90' RT	59-CL	378,938.09	2,545,730.73
1427	21+66.83	46.92' RT	59-CL	378,943.86	2,545,720.16
1428	21+73.53	47.00' RT	59-CL	378,944.53	2,545,726.14
1429	21+77.90	48.00' RT	59-CL	378,944.02	2,545,730.60
1430	21+83.23	48.02' RT	59-CL	378,944.59	2,545,735.90
1431	21+94.69	48.07' RT	59-CL	378,945.80	2,545,747.30
1432	21+95.23	47.00' RT	59-CL	378,946.93	2,545,747.72
1433	21+95.23	40.00' RT	59-CL	378,953.88	2,545,746.94
1434	21+95.23	35.00' RT	59-CL	378,958.85	2,545,746.39
1435	21+89.73	24.14' RT	59-CL	378,969.04	2,545,739.73
1436	21+89.23	29.57' RT	59-CL	378,963.59	2,545,739.83
1437	21+83.23	29.29' RT	59-CL	378,963.20	2,545,733.83
1438	21+89.23	35.00' RT	59-CL	378,958.19	2,545,740.43
1439	21+83.23	35.00' RT	59-CL	378,957.53	2,545,734.46
1440	21+83.23	40.00' RT	59-CL	378,952.56	2,545,735.02

37th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1441	21+89.23	40.00' RT	59-CL	378,953.22	2,545,740.98
1442	21+73.53	35.00' RT	59-CL	378,956.45	2,545,724.82
1443	21+67.00	34.92' RT	59-CL	378,955.79	2,545,718.83
1444	21+66.93	39.92' RT	59-CL	378,950.82	2,545,719.38
1445	21+73.53	40.00' RT	59-CL	378,951.48	2,545,725.37
1446	21+63.82	46.88' RT	59-CL	378,943.53	2,545,717.17
1447	21+83.23	47.00' RT	59-CL	378,945.60	2,545,735.79
1448	21+89.23	47.00' RT	59-CL	378,946.26	2,545,741.75
1449	21+97.56	21.00' RT	59-CL	378,973.02	2,545,747.16
1450	22+03.56	27.00' RT	59-CL	378,967.72	2,545,753.78

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

MEF NOTES:
* CROSSWALK CROSS SLOPE EXCEEDS 2.1%

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

N

W NATIONAL AVE/STH 59 & 36TH ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 36TH ST
NORTHEAST QUADRANT

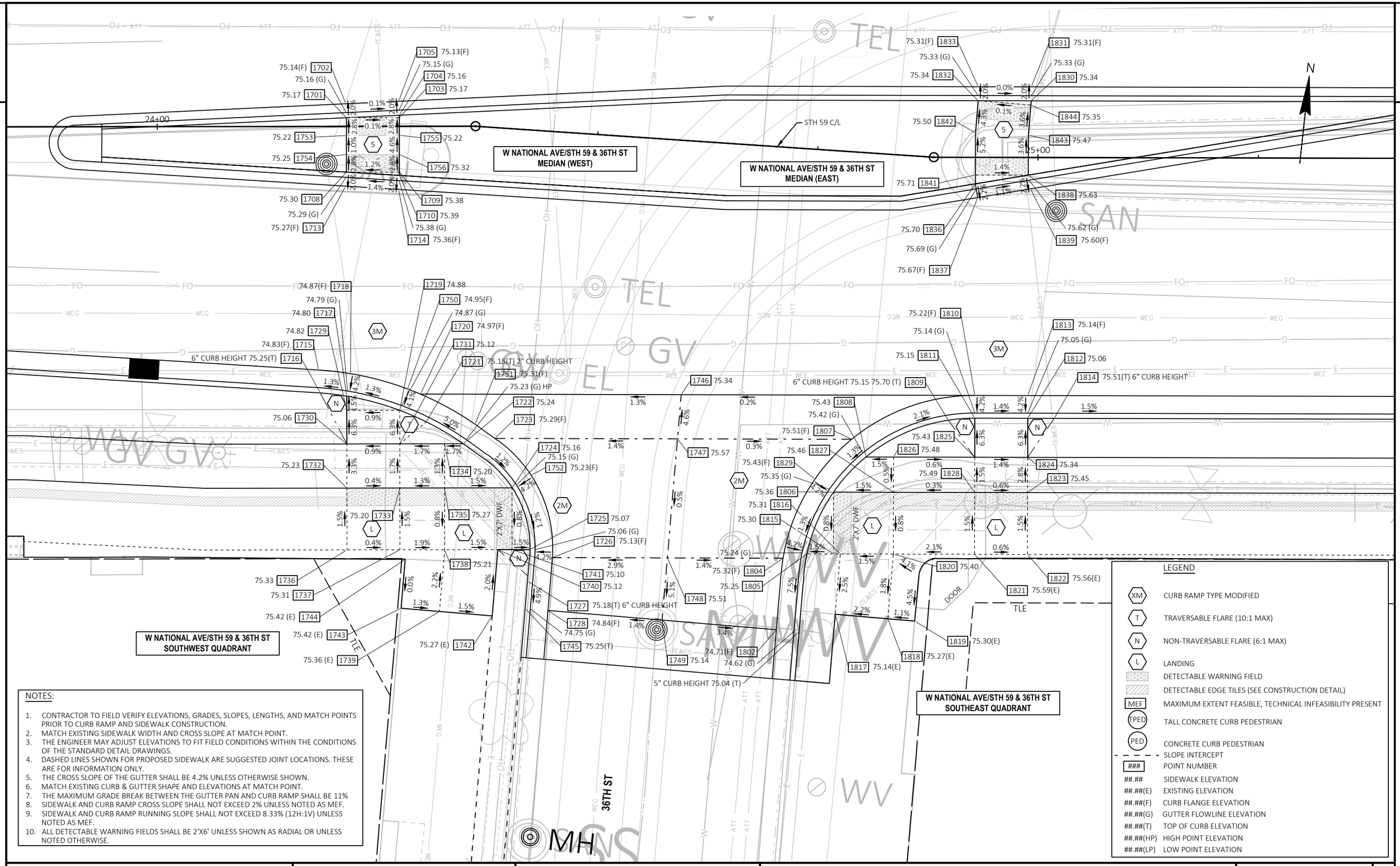
36TH ST

W NATIONAL AVE / STH 59

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (36TH ST)	SHEET 99 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 36N
PLOT DATE : 12/18/2025 2:54 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (36TH ST)	SHEET 100	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 36S
PLOT DATE : 12/18/2025 2:54 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

36th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1501	24+18.45	26.04' LT	59-CL	379,044.18	2,545,961.50
1502	24+21.45	26.18' LT	59-CL	379,044.65	2,545,964.46
1503	24+21.56	23.59' LT	59-CL	379,042.09	2,545,964.86
1504	24+27.45	26.45' LT	59-CL	379,045.58	2,545,970.40
1505	24+27.56	23.86' LT	59-CL	379,043.03	2,545,970.80
1506	24+30.45	26.58' LT	59-CL	379,046.04	2,545,973.36
1507	24+33.91	24.15' LT	59-CL	379,044.01	2,545,977.07
1508	24+33.79	26.73' LT	59-CL	379,046.56	2,545,976.67
1509	24+40.42	29.87' LT	59-CL	379,050.27	2,545,984.98
1511	24+41.96	27.80' LT	59-CL	379,048.27	2,545,986.61
1512	24+45.12	35.21' LT	59-CL	379,055.80	2,545,989.46
1513	24+47.37	33.95' LT	59-CL	379,054.64	2,545,991.76
1514	24+47.34	42.37' LT	59-CL	379,063.06	2,545,991.37
1515	24+49.91	42.16' LT	59-CL	379,062.95	2,545,993.95
1516	24+49.98	43.40' LT	59-CL	379,064.19	2,545,993.97
1517	24+47.43	45.31' LT	59-CL	379,065.99	2,545,991.35
1518	24+37.56	55.88' LT	59-CL	379,076.14	2,545,981.03
1519	24+43.50	55.76' LT	59-CL	379,076.27	2,545,986.98
1520	24+42.10	48.71' LT	59-CL	379,069.17	2,545,985.87
1521	24+36.25	50.02' LT	59-CL	379,070.24	2,545,979.97
1522	24+36.08	43.24' LT	59-CL	379,063.37	2,545,978.73
1523	24+40.58	41.91' LT	59-CL	379,062.31	2,545,984.64
1524	24+44.64	42.19' LT	59-CL	379,062.76	2,545,988.69
1525	24+36.08	41.51' LT	59-CL	379,061.62	2,545,978.41
1526	24+36.08	41.50' LT	59-CL	379,061.51	2,545,977.50
1527	24+41.06	34.92' LT	59-CL	379,055.35	2,545,985.41
1528	24+36.08	34.50' LT	59-CL	379,054.56	2,545,978.27
1529	24+36.08	29.50' LT	59-CL	379,049.59	2,545,978.83
1530	24+27.45	29.50' LT	59-CL	379,048.61	2,545,970.06
1531	24+27.45	34.50' LT	59-CL	379,053.58	2,545,969.51
1532	24+27.45	41.50' LT	59-CL	379,060.54	2,545,968.73
1533	24+21.45	41.50' LT	59-CL	379,059.88	2,545,962.77
1534	24+21.45	34.50' LT	59-CL	379,052.92	2,545,963.54
1535	24+21.45	29.50' LT	59-CL	379,047.95	2,545,964.10
1536	24+15.45	29.50' LT	59-CL	379,047.29	2,545,958.13
1537	24+15.45	34.50' LT	59-CL	379,052.26	2,545,957.58
1538	24+15.45	41.50' LT	59-CL	379,059.21	2,545,956.81

36th-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1601	24+77.34	48.68' LT	59-CL	379,070.61	2,546,021.09
1602	24+78.95	47.50' LT	59-CL	379,069.50	2,546,022.74
1603	24+79.48	44.53' LT	59-CL	379,066.56	2,546,023.40
1604	24+77.97	44.08' LT	59-CL	379,066.04	2,546,021.90
1605	24+84.06	37.81' LT	59-CL	379,060.04	2,546,028.25
1606	24+83.08	36.57' LT	59-CL	379,058.75	2,546,027.33
1607	24+95.32	32.92' LT	59-CL	379,055.93	2,546,037.54
1608	24+94.69	31.47' LT	59-CL	379,054.42	2,546,037.07
1609	25+01.19	31.11' LT	59-CL	379,054.75	2,546,043.57
1610	25+00.89	29.55' LT	59-CL	379,053.17	2,546,043.44
1611	25+04.17	30.69' LT	59-CL	379,054.65	2,546,046.57
1612	25+06.61	29.00' LT	59-CL	379,053.23	2,546,049.18
1613	25+01.42	34.00' LT	59-CL	379,057.65	2,546,043.49
1614	25+01.74	38.00' LT	59-CL	379,061.66	2,546,043.38
1615	24+95.72	38.00' LT	59-CL	379,061.02	2,546,037.40
1617	25+01.98	45.00' LT	59-CL	379,068.65	2,546,042.87
1618	24+95.80	45.00' LT	59-CL	379,067.99	2,546,036.73
1619	24+89.71	45.00' LT	59-CL	379,067.34	2,546,030.67
1620	24+83.60	44.80' LT	59-CL	379,067.00	2,546,027.50
1621	24+89.71	38.00' LT	59-CL	379,060.38	2,546,031.42
1622	24+84.88	52.86' LT	59-CL	379,075.11	2,546,028.45
1623	24+94.24	53.99' LT	59-CL	379,076.76	2,546,034.21
1624	24+93.21	59.90' LT	59-CL	379,082.52	2,546,032.56
1625	24+83.49	60.21' LT	59-CL	379,082.39	2,546,026.74
1626	24+83.45	58.77' LT	59-CL	379,080.95	2,546,026.77
1627	24+96.81	59.59' LT	59-CL	379,082.60	2,546,036.18
1628	24+86.02	34.76' LT	59-CL	379,057.07	2,546,030.34
1629	24+92.23	32.68' LT	59-CL	379,055.35	2,546,034.49

36th-Median-West					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1701	24+21.45	0.98' LT	59-CL	379,019.61	2,545,967.25
1702	24+21.38	2.56' LT	59-CL	379,021.17	2,545,967.00
1703	24+27.45	0.98' LT	59-CL	379,020.27	2,545,973.21
1704	24+27.45	1.25' LT	59-CL	379,020.54	2,545,973.18
1705	24+27.38	2.83' LT	59-CL	379,022.10	2,545,972.94
1708	24+21.45	5.19' RT	59-CL	379,013.48	2,545,967.93
1709	24+27.45	5.19' RT	59-CL	379,014.14	2,545,973.89
1710	24+27.45	5.57' RT	59-CL	379,013.76	2,545,973.93
1713	24+21.35	6.77' RT	59-CL	379,011.90	2,545,968.00
1714	24+27.35	7.15' RT	59-CL	379,012.18	2,545,974.01

36th-Median-East					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1830	24+99.22	6.42' LT	59-CL	379,029.99	2,546,044.25
1831	24+99.22	8.00' LT	59-CL	379,031.56	2,546,044.08
1832	24+93.20	6.42' LT	59-CL	379,029.35	2,546,038.26
1833	24+93.20	8.00' LT	59-CL	379,030.92	2,546,038.09
1836	24+92.91	3.01' RT	59-CL	379,019.95	2,546,038.98
1837	24+93.17	4.57' RT	59-CL	379,018.42	2,546,039.40
1838	24+98.91	2.01' RT	59-CL	379,021.58	2,546,044.84
1839	24+99.17	3.57' RT	59-CL	379,020.06	2,546,045.26
1841	24+92.91	2.01' RT	59-CL	379,020.94	2,546,038.87
1842	24+92.91	2.78' LT	59-CL	379,025.70	2,546,038.36
1843	24+98.91	2.54' LT	59-CL	379,026.10	2,546,044.35
1844	24+99.18	5.94' LT	59-CL	379,029.51	2,546,044.26

36th-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1715	24+18.26	27.61' RT	59-CL	378,990.84	2,545,967.24
1716	24+18.45	30.21' RT	59-CL	378,988.27	2,545,967.71
1717	24+21.45	30.58' RT	59-CL	378,988.24	2,545,970.73
1718	24+21.88	28.03' RT	59-CL	378,990.82	2,545,970.88
1719	24+27.45	32.20' RT	59-CL	378,987.29	2,545,976.88
1720	24+29.80	30.36' RT	59-CL	378,989.38	2,545,979.01
1721	24+30.45	33.51' RT	59-CL	378,986.33	2,545,980.00
1722	24+34.65	36.00' RT	59-CL	378,984.31	2,545,984.45
1723	24+40.66	35.16' RT	59-CL	378,985.31	2,545,987.95
1724	24+42.98	40.62' RT	59-CL	378,979.95	2,545,990.50
1725	24+45.48	47.47' RT	59-CL	378,973.22	2,545,993.28
1726	24+48.08	48.21' RT	59-CL	378,972.59	2,545,995.91
1727	24+45.45	51.06' RT	59-CL	378,969.63	2,545,993.40
1728	24+47.98	54.20' RT	59-CL	378,966.59	2,545,996.06
1729	24+21.45	32.20' RT	59-CL	378,986.63	2,545,970.91
1730	24+21.45	36.00' RT	59-CL	378,982.85	2,545,971.33
1731	24+27.45	36.00' RT	59-CL	378,983.51	2,545,977.30
1732	24+21.45	41.00' RT	59-CL	378,977.88	2,545,971.89
1733	24+27.45	41.00' RT	59-CL	378,978.55	2,545,977.85
1734	24+32.52	36.00' RT	59-CL	378,984.08	2,545,982.34
1735	24+32.52	41.00' RT	59-CL	378,979.11	2,545,982.89
1736	24+21.45	48.00' RT	59-CL	378,970.93	2,545,972.66
1737	24+27.45	48.00' RT	59-CL	378,971.59	2,545,978.62
1738	24+32.53	48.01' RT	59-CL	378,972.14	2,545,983.68
1739	24+31.92	55.00' RT	59-CL	378,965.12	2,545,983.84
1740	24+41.84	47.72' RT	59-CL	378,972.81	2,545,989.65
1741	24+43.47	47.60' RT	59-CL	378,972.99	2,545,991.27
1742	24+41.71	55.26' RT	59-CL	378,965.27	2,545,989.84
1743	24+27.57	54.63' RT	59-CL	378,965.01	2,545,979.48
1744	24+28.05	49.07' RT	59-CL	378,970.59	2,545,979.34
1745	24+45.40	54.16' RT	59-CL	378,966.52	2,545,993.48
1746	24+61.42	28.80' RT	59-CL	378,992.53	2,546,008.42
1747	24+61.33	33.82' RT	59-CL	378,987.52	2,546,008.54
1748	24+61.10	47.36' RT	59-CL	378,973.98	2,546,008.88
1749	24+60.98	54.43' RT	59-CL	378,966.91	2,546,009.06

36th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1802	24+73.98	54.65' RT	59-CL	378,967.23	2,546,022.05
1804	24+74.18	46.51' RT	59-CL	378,975.38	2,546,021.92
1805	24+76.86	45.83' RT	59-CL	378,976.16	2,546,024.57
1806	24+79.40	38.65' RT	59-CL	378,983.44	2,546,026.80
1807	24+81.04	32.53' RT	59-CL	378,989.63	2,546,028.19
1808	24+82.81	34.42' RT	59-CL	378,987.81	2,546,030.03
1809	24+89.91	29.82' RT	59-CL	378,992.97	2,546,038.85
1810	24+92.91	27.00' RT	59-CL	378,996.09	2,546,041.54
1811	24+92.92	29.58' RT	59-CL	378,993.52	2,546,041.82
1812	24+98.91	29.58' RT	59-CL	378,994.16	2,546,047.78
1813	24+98.91	27.00' RT	59-CL	378,996.73	2,546,047.50
1814	25+01.91	29.58' RT	59-CL	378,994.48	2,546,050.76
1815	24+79.86	45.64' RT	59-CL	378,976.48	2,546,027.55
1816	24+80.63	45.59' RT	59-CL	378,976.57	2,546,028.32
1817	24+80.52	52.45' RT	59-CL	378,969.70	2,546,028.49
1818	24+86.51	52.56' RT	59-CL	378,969.85	2,546,034.49
1819	24+88.18	52.63' RT	59-CL	378,969.93	2,546,037.54
1820	24+86.64	45.20' RT	59-CL	378,977.21	2,546,034.31
1821	24+92.91	45.00' RT	59-CL	378,978.19	2,546,043.46
1822	24+98.91	45.00' RT	59-CL	378,978.83	2,546,049.42
1823	24+98.91	38.00' RT	59-CL	378,985.79	2,546,048.68
1824	24+98.91	34.00' RT	59-CL	378,989.77	2,546,048.25
1825	24+92.91	34.00' RT	59-CL	378,989.13	2,546,042.28
1826	24+85.93	34.22' RT	59-CL	378,988.15	2,546,033.13
1827	24+86.19	38.21' RT	59-CL	378,984.17	2,546,033.56
1828	24+92.91	38.00' RT	59-CL	378,985.15	2,546,042.71

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

XM	CURB RAMP TYPE MODIFIED
T	TRAVERSABLE FLARE (10:1 MAX)
N	NON-TRAVERSABLE FLARE (6:1 MAX)
L	LANDING
	DETECTABLE WARNING FIELD
	DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
TPED	TALL CONCRETE CURB PEDESTRIAN
PED	CONCRETE CURB PEDESTRIAN
	SLOPE INTERCEPT
###	POINT NUMBER
##.##	SIDEWALK ELEVATION
##.##(E)	EXISTING ELEVATION
##.##(F)	CURB FLANGE ELEVATION
##.##(G)	GUTTER FLOWLINE ELEVATION
##.##(T)	TOP OF CURB ELEVATION
##.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

W NATIONAL AVE/STH 59 & 35TH ST
NORTHWEST QUADRANT

N

35TH ST

MCTS BUS SHELTER, INSTALLED BY OTHERS
SHELTER STATIONS AND OFFSETS ARE FOR INFORMATION ONLY

SHELTER CANOPY OVERHANG

TLE

BUS STOP

MATCH BUILDING FACE

MH

75.34 1936
75.60 1939
0.00 1954
1955 75.74
1944 75.82
1949 75.24
75.03 1931
75.06 1930
75.16 (E) 1929
75.10 1924
75.17 (E) 1958
75.16 1919
75.35 1918
1917 75.26
1920 75.08
1916 75.21(T) 6" CURB HEIGHT
1921 75.03
1922 74.89
1915 74.82(F)
1913 74.84
74.83 (G)
1914 74.87(F)
75.23 1937
75.48 1940
75.42 1941
75.17 1938
74.87 1952
12" CURB HEIGHT 75.38 1942
74.38 (G)
74.42 1943
1945 75.69
1950 75.11
1951 75.05
1946 75.63
1947 75.59 12" CURB HEIGHT
74.59 (G)
1948 74.63
1953 75.15
74.91 1932
75.10 1928
1933 74.94
75.28(T) 1901
74.85 1935
74.83 1902
74.82 (G)
74.86(F) 1903
74.89(F) 1904
1934 74.88
1905 74.87
74.86 (G)
1906 74.90(F)
1911 74.90
74.89 (G)
1912 74.93(F)
1923 75.04
1925 75.07
1908 74.95
1956 74.98(F)
74.94 (G) HP
1909 74.99(F)
1926 75.01
1927 75.04
1910 75.15(T) 3" CURB HEIGHT
1907 75.13(T) 3" CURB HEIGHT
1957 74.96(F)

+51.92 41.08' LT
+63.92 41.08' LT
+51.92 38.00' LT 2'X5' DWF
+63.92 38.00' LT 2'X5' DWF
1.5' 1' 1.5'

W NATIONAL AVE / STH 59

27+00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (35TH ST)	SHEET 103	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 35NW
PLOT DATE : 12/18/2025 2:56 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

N

W NATIONAL AVE/STH 59 & 35TH ST
NORTHEAST QUADRANT

35TH ST

75.71 2036
75.26(F) 2001
6" CURB HEIGHT 75.78(T) 2002
75.69 2035
75.66 2033
75.39 2004
75.38 (G)
75.47(F) 2005
75.46 2006
75.45 (G)
75.54(F) 2007
75.52 2025
75.52 2008
75.51 (G)
75.59(F) 2009
75.59 2017
75.56 2010
75.55 (G) (HP)
75.64(F) 2011
75.63 2024
2030 75.52
2037 75.80
2038 75.78
2034 75.75
SLOPE INTERCEPT
2032 75.61
2028 75.64
2027 75.74
2026 75.93
2023 75.72
2022 75.74
2021 75.82
2020 75.76
2019 75.65
2018 75.62
2016 75.93(T) 6" CURB HEIGHT
2015 75.57(F)
2012 75.52
75.51 (G)
2014 75.59(F)

W NATIONAL AVE / STH 59

STH 59 C/L

28+00

29+00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (35TH ST)	SHEET 104	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 35NE
PLOT DATE : 12/18/2025 2:56 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

27+00

N

VEHICLE DET. LOOPS

MATCH BUILDING FACE

TLE

35TH ST

75.28(F) 2104
75.27(F) 2103
75.19 (G)
75.20 2102
75.22 2116
75.61(T) 2101
75.34 2117
75.48 2118
75.59 2125
75.60 (E) 2130
75.59 (E) 2131
75.56 2124
75.53 2123
75.61 (E) 2132
75.61 2126
75.69 (E) 2133
75.94 2134
75.90 2135

2106 75.35(F)
75.26 (G)
2105 75.27
2107 75.46(T) 2" CURB HEIGHT
2119 75.39
2109 75.42(F)
2110 75.43(F)
75.34 (G)(HP)
2108 75.35
2112 75.41(F)
75.33 (G)
2111 75.34
2113 75.31
75.30 (G)
2114 75.38(F)
2129 75.37(F)
2128 75.33
2122 75.47
2115 75.78(T) 6" CURB HEIGHT
2127 75.55
2136 75.81
2121 75.48

1.4%
1.2%
1.0%
0.9%
0.4%
0.5%
1.5%
6.3%
4.2%
1.7%
2.9%
0.3%
0.1%

3M
2M
T
L
N
XM

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

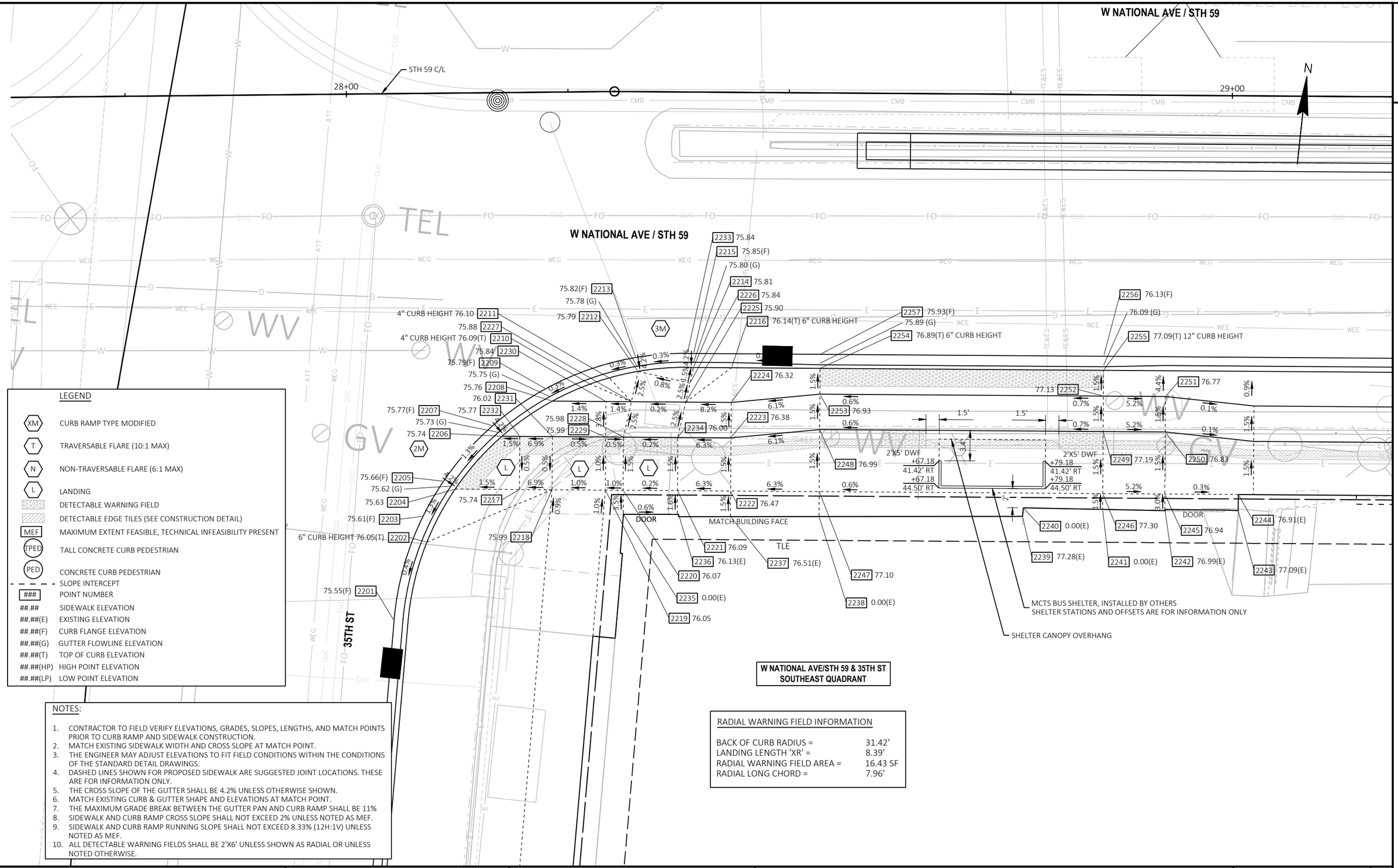
W NATIONAL AVE/STH 59 & 35TH ST
SOUTHWEST QUADRANT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (35TH ST)	SHEET 105	E

2



LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
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6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
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9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

W NATIONAL AVE/STH 59 & 35TH ST
SOUTHEAST QUADRANT

RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	31.42'
LANDING LENGTH 'XR' =	8.39'
RADIAL WARNING FIELD AREA =	16.43 SF
RADIAL LONG CHORD =	7.96'

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (35TH ST)	SHEET 106	E

35th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1901	27+24.44	30.58' LT	59-CL	379,078.05	2,546,265.60
1902	27+30.44	30.58' LT	59-CL	379,078.69	2,546,271.56
1903	27+30.44	29.00' LT	59-CL	379,077.12	2,546,271.73
1904	27+34.35	29.00' LT	59-CL	379,077.53	2,546,275.62
1905	27+36.44	30.66' LT	59-CL	379,079.41	2,546,277.52
1906	27+36.55	29.08' LT	59-CL	379,077.85	2,546,277.81
1907	27+39.44	31.04' LT	59-CL	379,080.11	2,546,280.46
1908	27+49.17	34.47' LT	59-CL	379,084.54	2,546,289.35
1909	27+49.95	33.09' LT	59-CL	379,083.27	2,546,290.29
1910	27+43.21	32.00' LT	59-CL	379,081.46	2,546,284.11
1911	27+54.85	38.40' LT	59-CL	379,089.12	2,546,294.53
1912	27+55.98	37.29' LT	59-CL	379,088.15	2,546,295.78
1913	27+58.36	44.86' LT	59-CL	379,095.95	2,546,297.25
1914	27+59.90	44.51' LT	59-CL	379,095.79	2,546,298.82
1915	27+60.20	46.36' LT	59-CL	379,097.65	2,546,298.89
1916	27+59.04	50.85' LT	59-CL	379,101.98	2,546,297.21
1917	27+56.22	57.34' LT	59-CL	379,108.08	2,546,293.64
1918	27+50.25	57.91' LT	59-CL	379,107.94	2,546,287.65
1919	27+47.92	48.73' LT	59-CL	379,098.55	2,546,286.42
1920	27+52.73	47.09' LT	59-CL	379,097.49	2,546,291.39
1921	27+51.99	44.93' LT	59-CL	379,095.27	2,546,290.91
1922	27+54.93	44.90' LT	59-CL	379,095.58	2,546,293.84
1923	27+51.91	38.43' LT	59-CL	379,088.80	2,546,291.61
1924	27+46.97	45.00' LT	59-CL	379,094.73	2,546,285.92
1925	27+46.89	38.50' LT	59-CL	379,088.27	2,546,286.62
1926	27+46.85	34.50' LT	59-CL	379,084.29	2,546,287.04
1927	27+42.92	33.97' LT	59-CL	379,083.39	2,546,283.61
1928	27+42.92	37.97' LT	59-CL	379,087.37	2,546,283.19
1929	27+42.92	45.00' LT	59-CL	379,094.36	2,546,282.44
1930	27+36.44	45.00' LT	59-CL	379,093.66	2,546,275.99
1931	27+30.44	45.00' LT	59-CL	379,093.02	2,546,270.03
1932	27+30.44	37.00' LT	59-CL	379,085.07	2,546,270.88
1933	27+36.44	37.00' LT	59-CL	379,085.71	2,546,276.85
1934	27+36.44	33.00' LT	59-CL	379,081.73	2,546,277.27
1935	27+30.44	33.00' LT	59-CL	379,081.09	2,546,271.31
1936	26+29.43	45.00' LT	59-CL	379,082.25	2,546,169.59
1937	26+29.43	38.00' LT	59-CL	379,075.29	2,546,170.34
1938	26+29.43	34.00' LT	59-CL	379,071.31	2,546,170.77
1939	26+39.43	45.23' LT	59-CL	379,083.54	2,546,179.51
1940	26+39.43	37.00' LT	59-CL	379,075.36	2,546,180.39

35th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
1941	26+39.43	33.00' LT	59-CL	379,071.38	2,546,180.82
1942	26+39.43	30.58' LT	59-CL	379,068.98	2,546,181.07
1943	26+39.43	29.00' LT	59-CL	379,067.40	2,546,181.24
1944	26+91.43	45.73' LT	59-CL	379,089.59	2,546,231.16
1945	26+91.43	37.00' LT	59-CL	379,080.91	2,546,232.09
1946	26+91.43	33.00' LT	59-CL	379,076.93	2,546,232.52
1947	26+91.43	30.58' LT	59-CL	379,074.53	2,546,232.78
1948	26+91.43	29.00' LT	59-CL	379,072.95	2,546,232.95
1949	27+01.43	45.39' LT	59-CL	379,090.32	2,546,241.14
1950	27+01.43	37.00' LT	59-CL	379,081.97	2,546,242.04
1951	27+01.43	33.00' LT	59-CL	379,078.00	2,546,242.46
1952	26+29.43	30.58' LT	59-CL	379,067.91	2,546,171.13
1953	27+01.43	30.58' LT	59-CL	379,075.59	2,546,242.72
1954	26+46.21	45.45' LT	59-CL	379,084.48	2,546,186.23
1955	26+78.37	45.62' LT	59-CL	379,088.09	2,546,218.18
1956	27+50.65	33.51' LT	59-CL	379,083.76	2,546,290.94
1957	27+53.06	34.97' LT	59-CL	379,085.50	2,546,293.16
1958	27+47.36	48.92' LT	59-CL	379,098.68	2,546,285.84

35th-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2001	28+29.00	56.73' LT	59-CL	379,116.12	2,546,365.97
2002	28+30.87	50.50' LT	59-CL	379,110.24	2,546,369.41
2004	28+32.60	44.50' LT	59-CL	379,104.45	2,546,371.74
2005	28+30.25	43.48' LT	59-CL	379,103.20	2,546,369.49
2006	28+37.07	37.50' LT	59-CL	379,097.94	2,546,376.91
2007	28+35.15	35.77' LT	59-CL	379,096.03	2,546,375.17
2008	28+41.65	33.50' LT	59-CL	379,094.43	2,546,381.87
2009	28+40.19	31.37' LT	59-CL	379,092.16	2,546,380.64
2010	28+46.65	30.85' LT	59-CL	379,092.31	2,546,387.11
2011	28+45.71	28.45' LT	59-CL	379,089.82	2,546,386.42
2012	28+52.46	29.33' LT	59-CL	379,091.39	2,546,393.05
2014	28+52.10	26.77' LT	59-CL	379,088.80	2,546,392.95
2015	28+55.97	26.50' LT	59-CL	379,088.93	2,546,396.83
2016	28+59.36	29.08' LT	59-CL	379,091.85	2,546,399.94
2017	28+47.22	33.50' LT	59-CL	379,095.00	2,546,387.41
2018	28+53.36	33.50' LT	59-CL	379,095.63	2,546,393.52
2019	28+55.44	33.50' LT	59-CL	379,095.84	2,546,395.58
2020	28+60.44	33.50' LT	59-CL	379,096.35	2,546,400.56
2021	28+60.44	37.50' LT	59-CL	379,100.33	2,546,400.15
2022	28+55.44	37.50' LT	59-CL	379,099.82	2,546,395.17
2023	28+54.22	37.50' LT	59-CL	379,099.70	2,546,393.97
2024	28+48.09	37.50' LT	59-CL	379,099.07	2,546,387.86
2025	28+40.77	37.50' LT	59-CL	379,098.32	2,546,380.59
2026	28+60.44	44.49' LT	59-CL	379,107.29	2,546,399.43
2027	28+55.44	44.50' LT	59-CL	379,106.78	2,546,394.46
2028	28+48.96	44.50' LT	59-CL	379,106.12	2,546,388.02
2030	28+40.77	44.50' LT	59-CL	379,105.29	2,546,379.87
2032	28+45.17	48.58' LT	59-CL	379,109.80	2,546,383.83
2033	28+35.72	49.93' LT	59-CL	379,110.17	2,546,374.30
2034	28+40.09	54.04' LT	59-CL	379,114.71	2,546,378.22
2035	28+32.78	53.09' LT	59-CL	379,113.01	2,546,371.05
2036	28+33.12	57.39' LT	59-CL	379,117.33	2,546,370.95
2037	28+39.10	56.92' LT	59-CL	379,117.47	2,546,376.94
2038	28+38.97	55.24' LT	59-CL	379,115.79	2,546,376.98

35th-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2101	27+24.44	29.58' RT	59-CL	379,018.23	2,546,272.02
2102	27+30.44	29.58' RT	59-CL	379,018.87	2,546,277.98
2103	27+30.44	27.00' RT	59-CL	379,021.44	2,546,277.71
2104	27+30.90	27.00' RT	59-CL	379,021.48	2,546,278.17
2105	27+36.44	30.61' RT	59-CL	379,018.49	2,546,284.06
2106	27+37.37	28.20' RT	59-CL	379,020.98	2,546,284.72
2107	27+38.30	31.47' RT	59-CL	379,017.83	2,546,286.00
2108	27+41.71	34.00' RT	59-CL	379,015.68	2,546,289.66
2109	27+43.52	32.16' RT	59-CL	379,017.70	2,546,291.26
2110	27+44.15	32.81' RT	59-CL	379,017.12	2,546,291.96
2111	27+44.64	38.00' RT	59-CL	379,012.01	2,546,293.00
2112	27+46.50	36.83' RT	59-CL	379,013.43	2,546,295.17
2113	27+46.31	45.00' RT	59-CL	379,005.23	2,546,295.42
2114	27+48.36	45.03' RT	59-CL	379,005.51	2,546,297.99
2115	27+45.87	51.02' RT	59-CL	378,999.20	2,546,295.62
2116	27+30.44	30.61' RT	59-CL	379,017.85	2,546,278.09
2117	27+30.44	34.00' RT	59-CL	379,014.48	2,546,278.46
2118	27+30.44	38.00' RT	59-CL	379,010.50	2,546,278.88
2119	27+36.44	34.00' RT	59-CL	379,015.12	2,546,284.42
2120	27+36.44	38.00' RT	59-CL	379,011.14	2,546,284.85
2121	27+42.44	38.00' RT	59-CL	379,011.78	2,546,290.82
2122	27+42.44	45.00' RT	59-CL	379,004.82	2,546,291.57
2123	27+38.43	45.00' RT	59-CL	379,004.39	2,546,287.58
2124	27+36.44	45.00' RT	59-CL	379,004.18	2,546,285.60
2125	27+30.44	45.00' RT	59-CL	379,003.54	2,546,279.63
2126	27+37.98	50.36' RT	59-CL	378,999.01	2,546,287.70
2127	27+41.97	50.69' RT	59-CL	378,999.11	2,546,291.70
2128	27+44.64	45.00' RT	59-CL	379,005.05	2,546,293.75
2129	27+48.28	46.52' RT	59-CL	379,004.02	2,546,298.09
2130	27+30.87	45.86' RT	59-CL	379,002.73	2,546,280.15
2131	27+34.11	45.91' RT	59-CL	379,003.03	2,546,283.38
2132	27+37.74	50.06' RT	59-CL	378,999.29	2,546,287.43
2133	27+37.59	53.15' RT	59-CL	378,996.20	2,546,287.61
2134	27+36.56	67.45' RT	59-CL	378,981.86	2,546,288.11
2135	27+39.05	67.66' RT	59-CL	378,981.92	2,546,290.61
2136	27+43.18	59.22' RT	59-CL	378,990.76	2,546,293.82

35th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2201	28+04.80	59.49' RT	59-CL	378,997.85	2,546,355.75
2202	28+08.61	50.65' RT	59-CL	379,007.08	2,546,358.48
2203	28+08.20	47.74' RT	59-CL	379,009.93	2,546,357.74
2204	28+11.85	44.70' RT	59-CL	379,013.37	2,546,361.00
2205	28+10.55	43.80' RT	59-CL	379,014.12	2,546,359.60
2206	28+17.19	38.79' RT	59-CL	379,019.88	2,546,365.60
2207	28+16.16	37.59' RT	59-CL	379,020.95	2,546,364.43
2208	28+22.92	34.88' RT	59-CL	379,024.44	2,546,370.82
2209	28+22.18	33.48' RT	59-CL	379,025.74	2,546,369.92
2210	28+27.20	33.00' RT	59-CL	379,026.81	2,546,374.85
2211	28+29.37	32.33' RT	59-CL	379,027.74	2,546,376.92
2212	28+33.14	31.58' RT	59-CL	379,028.83	2,546,380.06
2213	28+32.86	30.02' RT	59-CL	379,030.35	2,546,379.63
2214	28+39.39	31.08' RT	59-CL	379,029.96	2,546,386.23
2215	28+39.39	29.50' RT	59-CL	379,031.53	2,546,386.06
2216	28+43.68	31.08' RT	59-CL	379,030.40	2,546,390.49
2217	28+19.09	44.82' RT	59-CL	379,014.12	2,546,368.20
2218	28+22.77	44.88' RT	59-CL	379,014.49	2,546,371.86
2219	28+28.79	44.98' RT	59-CL	379,015.11	2,546,377.85
2220	28+31.54	45.00' RT	59-CL	379,015.31	2,546,379.84
2221	28+37.68	45.00' RT	59-CL	379,015.94	2,546,385.94
2222	28+43.68	45.00' RT	59-CL	379,016.55	2,546,391.91
2223	28+43.68	38.93' RT	59-CL	379,022.59	2,546,391.30
2224	28+43.68	35.00' RT	59-CL	379,026.50	2,546,390.89
2225	28+38.54	35.00' RT	59-CL	379,025.97	2,546,385.78
2226	28+39.01	32.85' RT	59-CL	379,028.17	2,546,386.03
2227	28+32.40	35.00' RT	59-CL	379,025.35	2,546,379.68
2228	28+31.54	39.00' RT	59-CL	379,021.28	2,546,379.22
2229	28+28.89	38.98' RT	59-CL	379,021.07	2,546,377.23
2230	28+28.96	34.98' RT	59-CL	379,025.05	2,546,376.83
2231	28+22.87	38.88' RT	59-CL	379,020.46	2,546,371.25
2232	28+19.19	38.82' RT	59-CL	379,020.08	2,546,367.59
2233	28+38.69	29.50' RT	59-CL	379,031.46	2,546,385.37
2234	28+37.68	39.00' RT	59-CL	379,021.91	2,546,385.33
2235	28+31.60	47.71' RT	59-CL	379,012.62	2,546,380.18
2236	28+37.83	47.69' RT	59-CL	379,013.28	2,546,386.37
2237	28+43.68	47.89' RT	59-CL	379,013.68	2,546,392.21
2238	28+53.68	47.82' RT	59-CL	379,014.77	2,546,402.15
2239	28+76.65	47.65' RT	59-CL	379,017.29	2,546,424.98
2240	28+76.73	46.67' RT	59-CL	379,018.27	2,546,424.96
2241	28+85.68	46.79' RT	59-CL	379,019.07	2,546,433.88
2242	28+92.71	46.74' RT	59-CL	379,019.83	2,546,440.87
2243	29+00.98	46.82' RT	59-CL	379,020.60	2,546,449.10
2244	29+00.98	45.00' RT	59-CL	379,022.41	2,546,448.91
2245	28+92.68	45.00' RT	59-CL	379,021.56	2,546,440.66

35th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2246	28+85.68	45.00' RT	59-CL	379,020.84	2,546,433.69
2247	28+53.68	45.00' RT	59-CL	379,017.57	2,546,401.86
2248	28+53.68	38.00' RT	59-CL	379,024.54	2,546,401.14
2249	28+85.68	38.00' RT	59-CL	379,027.81	2,546,432.98
2250	28+92.68	38.00' RT	59-CL	379,028.52	2,546,439.94
2251	28+92.68	34.00' RT	59-CL	379,032.50	2,546,439.53
2252	28+85.68	34.00' RT	59-CL	379,031.79	2,546,432.57
2253	28+53.68	34.00' RT	59-CL	379,028.52	2,546,400.74
2254	28+53.68	31.08' RT	59-CL	379,031.42	2,546,400.44
2255	28+85.68	31.08' RT	59-CL	379,034.69	2,546,432.27
2256	28+85.68	29.50' RT	59-CL	379,036.26	2,546,432.11
2257	28+53.68	29.50' RT	59-CL	379,032.99	2,546,400.28
2258	28+27.22	61.45' RT	59-CL	378,998.56	2,546,378.24
2259	28+29.73	61.70' RT	59-CL	378,998.62	2,546,380.77
2260	28+31.27	52.11' RT	59-CL	379,008.21	2,546,380.30
2261	29+02.68	45.00' RT	59-CL	379,022.58	2,546,450.60
2262	29+02.68	39.00' RT	59-CL	379,028.55	2,546,449.99
2263	29+02.68	35.00' RT	59-CL	379,032.53	2,546,449.58
2264	29+02.68	31.08' RT	59-CL	379,036.43	2,546,449.18
2265	28+92.68	31.08' RT	59-CL	379,035.40	2,546,439.23

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

N

W NATIONAL AVE/STH 59 & 34TH ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 34TH ST
NORTHEAST QUADRANT

34TH ST

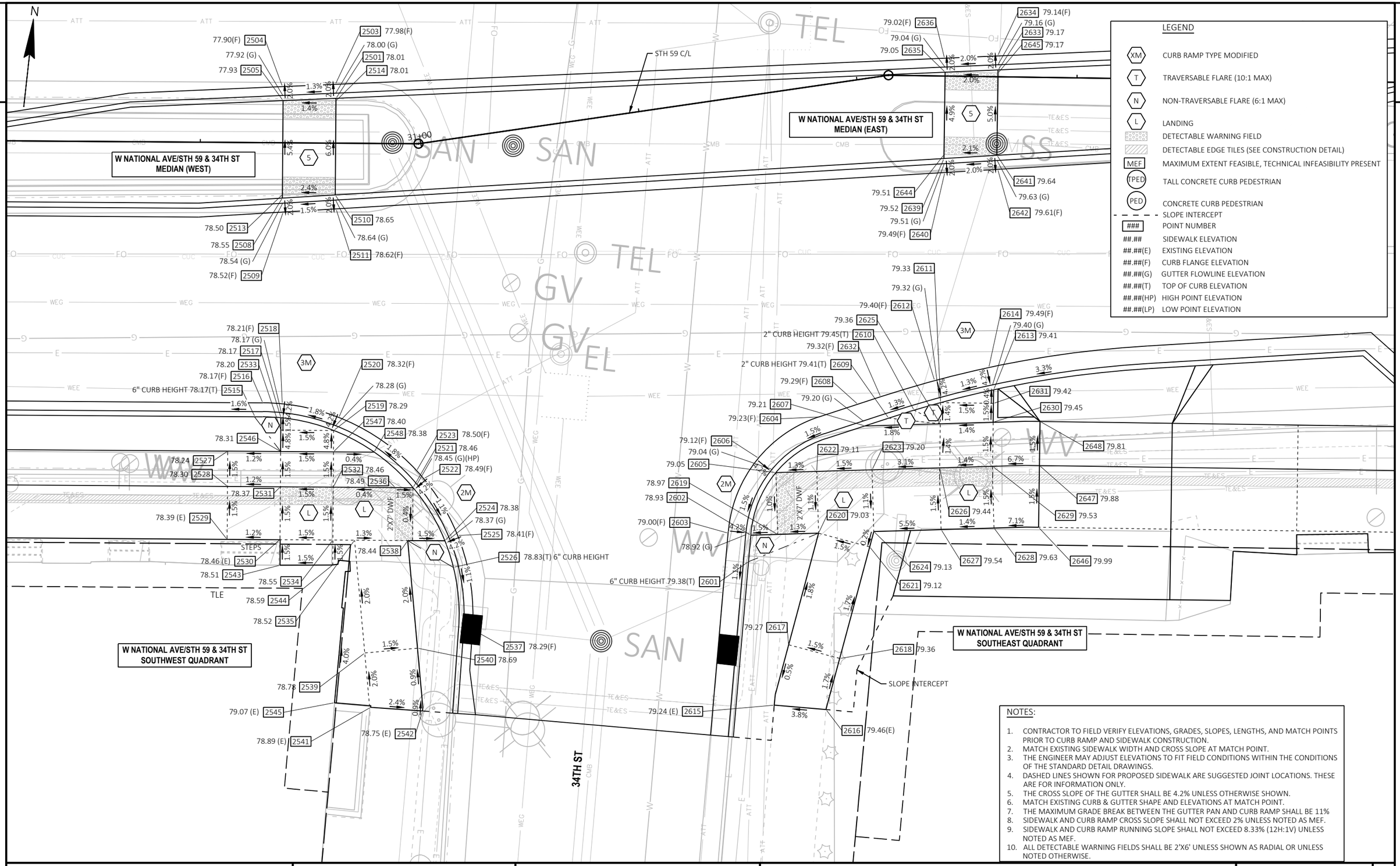
W NATIONAL AVE / STH 59

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (34TH ST)	SHEET 109 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 34N

PLOT DATE : 12/18/2025 2:58 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (34TH ST)	SHEET 110	E

34th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2301	30+81.35	29.08' LT	59-CL	379,114.54	2,546,620.76
2302	30+84.35	29.08' LT	59-CL	379,114.85	2,546,623.75
2303	30+84.47	26.50' LT	59-CL	379,112.29	2,546,624.14
2304	30+90.35	29.08' LT	59-CL	379,115.46	2,546,629.72
2305	30+90.47	26.50' LT	59-CL	379,112.91	2,546,630.11
2306	30+93.35	29.08' LT	59-CL	379,115.77	2,546,632.70
2307	30+97.09	26.50' LT	59-CL	379,113.58	2,546,636.69
2308	30+97.09	29.08' LT	59-CL	379,116.15	2,546,636.43
2309	31+13.63	31.77' LT	59-CL	379,121.73	2,546,647.51
2310	31+14.95	29.54' LT	59-CL	379,119.91	2,546,649.34
2311	31+17.52	35.22' LT	59-CL	379,126.05	2,546,650.40
2312	31+19.50	33.57' LT	59-CL	379,124.95	2,546,652.74
2313	31+20.94	41.78' LT	59-CL	379,133.26	2,546,652.06
2314	31+23.62	41.88' LT	59-CL	379,134.02	2,546,654.64
2315	31+25.41	49.65' LT	59-CL	379,142.00	2,546,654.41
2316	31+22.89	50.23' LT	59-CL	379,141.92	2,546,651.83
2317	31+14.94	59.03' LT	59-CL	379,148.44	2,546,641.93
2318	31+20.79	57.68' LT	59-CL	379,148.61	2,546,647.92
2319	31+20.61	56.93' LT	59-CL	379,147.84	2,546,647.95
2320	31+12.16	53.71' LT	59-CL	379,142.60	2,546,640.57
2321	31+17.47	50.93' LT	59-CL	379,141.24	2,546,646.41
2322	31+07.98	45.73' LT	59-CL	379,133.82	2,546,638.53
2323	31+13.30	42.95' LT	59-CL	379,132.47	2,546,644.37
2324	31+07.02	43.90' LT	59-CL	379,131.82	2,546,638.06
2325	31+18.57	42.14' LT	59-CL	379,133.01	2,546,649.68
2326	31+12.24	36.03' LT	59-CL	379,125.50	2,546,645.09
2327	31+05.97	36.98' LT	59-CL	379,124.85	2,546,638.78
2328	31+05.37	33.03' LT	59-CL	379,120.88	2,546,639.19
2329	30+90.35	44.50' LT	59-CL	379,130.80	2,546,628.14
2330	30+90.35	37.50' LT	59-CL	379,123.83	2,546,628.86
2331	30+90.35	33.50' LT	59-CL	379,119.86	2,546,629.26
2332	30+84.35	44.50' LT	59-CL	379,130.18	2,546,622.17
2333	30+84.35	37.50' LT	59-CL	379,123.22	2,546,622.89
2334	30+84.35	33.50' LT	59-CL	379,119.24	2,546,623.30
2335	31+38.08	46.75' LT	59-CL	379,142.37	2,546,667.41
2336	31+36.51	39.91' LT	59-CL	379,135.36	2,546,667.61
2337	31+33.48	26.72' LT	59-CL	379,121.82	2,546,667.99
2338	31+32.36	21.83' LT	59-CL	379,116.81	2,546,668.13

34th-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2401	31+51.26	43.72' LT	59-CL	379,142.75	2,546,680.93
2402	31+53.59	43.17' LT	59-CL	379,142.85	2,546,683.51
2403	31+49.99	37.85' LT	59-CL	379,136.75	2,546,681.17
2404	31+52.40	36.65' LT	59-CL	379,136.19	2,546,683.80
2405	31+52.74	29.50' LT	59-CL	379,129.36	2,546,685.93
2406	31+50.24	28.85' LT	59-CL	379,128.10	2,546,683.68
2407	31+52.31	23.84' LT	59-CL	379,123.77	2,546,686.93
2408	31+53.59	24.10' LT	59-CL	379,124.70	2,546,689.72
2409	31+54.58	18.39' LT	59-CL	379,119.41	2,546,693.39
2410	31+57.03	20.06' LT	59-CL	379,121.31	2,546,695.67
2411	31+60.03	19.05' LT	59-CL	379,120.59	2,546,698.75
2412	31+59.51	16.53' LT	59-CL	379,118.03	2,546,698.47
2413	31+66.03	18.58' LT	59-CL	379,120.69	2,546,704.77
2414	31+64.05	16.00' LT	59-CL	379,117.94	2,546,703.05
2415	31+69.00	18.58' LT	59-CL	379,120.98	2,546,707.73
2416	31+55.80	20.66' LT	59-CL	379,121.79	2,546,694.39
2417	31+73.28	24.00' LT	59-CL	379,126.78	2,546,711.47
2418	31+73.28	29.00' LT	59-CL	379,131.76	2,546,710.99
2419	31+73.28	36.00' LT	59-CL	379,138.72	2,546,710.33
2420	31+66.03	36.00' LT	59-CL	379,138.03	2,546,703.11
2421	31+66.03	29.00' LT	59-CL	379,131.07	2,546,703.78
2422	31+66.03	24.00' LT	59-CL	379,126.09	2,546,704.25
2423	31+60.03	24.00' LT	59-CL	379,125.52	2,546,698.28
2424	31+60.03	29.00' LT	59-CL	379,130.49	2,546,697.80
2425	31+58.03	29.00' LT	59-CL	379,130.30	2,546,695.81
2426	31+58.03	24.00' LT	59-CL	379,125.33	2,546,696.29
2427	31+58.03	36.00' LT	59-CL	379,137.27	2,546,695.15
2428	31+53.59	29.04' LT	59-CL	379,129.73	2,546,689.81
2429	31+66.03	19.05' LT	59-CL	379,121.17	2,546,704.72
2430	31+53.59	36.04' LT	59-CL	379,136.70	2,546,689.14
2431	31+53.59	36.42' LT	59-CL	379,136.33	2,546,685.27
2432	31+53.59	43.55' LT	59-CL	379,144.07	2,546,687.63
2433	31+57.16	44.13' LT	59-CL	379,145.28	2,546,693.50
2434	31+53.59	49.06' LT	59-CL	379,149.48	2,546,686.52
2435	31+53.59	50.60' LT	59-CL	379,151.02	2,546,686.46
2436	31+56.52	50.09' LT	59-CL	379,151.15	2,546,692.30

2

34th-Median-West					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2501	30+90.35	5.08' LT	59-CL	379,091.58	2,546,632.17
2503	30+90.27	6.66' LT	59-CL	379,093.15	2,546,631.93
2504	30+84.27	6.36' LT	59-CL	379,092.24	2,546,625.99
2505	30+84.35	4.78' LT	59-CL	379,090.67	2,546,626.23
2508	30+84.35	6.28' RT	59-CL	379,079.67	2,546,627.36
2509	30+84.45	7.86' RT	59-CL	379,078.11	2,546,627.63
2510	30+90.35	5.88' RT	59-CL	379,080.68	2,546,633.29
2511	30+90.45	7.46' RT	59-CL	379,079.12	2,546,633.56
2513	30+84.35	5.88' RT	59-CL	379,080.07	2,546,627.32
2514	30+90.35	4.78' LT	59-CL	379,091.29	2,546,632.20

34th-Median-East					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2633	31+66.03	0.78' LT	59-CL	379,102.97	2,546,706.47
2634	31+65.94	2.36' LT	59-CL	379,104.54	2,546,706.23
2635	31+60.03	0.44' LT	59-CL	379,102.06	2,546,700.53
2636	31+59.94	2.02' LT	59-CL	379,103.63	2,546,700.29
2639	31+60.03	9.35' RT	59-CL	379,092.32	2,546,701.46
2640	31+60.14	10.93' RT	59-CL	379,090.76	2,546,701.72
2641	31+66.03	8.91' RT	59-CL	379,093.33	2,546,707.39
2642	31+66.14	10.49' RT	59-CL	379,091.77	2,546,707.65
2644	31+60.03	8.91' RT	59-CL	379,092.76	2,546,701.42
2645	31+66.03	0.44' LT	59-CL	379,102.63	2,546,706.50

34th-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2515	30+81.40	31.08' RT	59-CL	379,054.70	2,546,626.96
2516	30+82.29	29.50' RT	59-CL	379,056.36	2,546,627.69
2517	30+84.35	31.18' RT	59-CL	379,054.90	2,546,629.91
2518	30+84.49	29.60' RT	59-CL	379,056.49	2,546,629.89
2519	30+90.35	32.58' RT	59-CL	379,054.12	2,546,636.02
2520	30+90.92	31.10' RT	59-CL	379,055.65	2,546,636.43
2521	30+99.38	39.00' RT	59-CL	379,048.66	2,546,645.67
2522	30+99.74	37.99' RT	59-CL	379,049.80	2,546,646.76
2523	30+99.74	37.07' RT	59-CL	379,050.62	2,546,645.87
2524	30+99.74	45.12' RT	59-CL	379,043.06	2,546,649.91
2525	30+99.74	44.65' RT	59-CL	379,043.81	2,546,651.30
2526	30+99.74	48.19' RT	59-CL	379,040.18	2,546,651.20
2527	30+78.35	35.00' RT	59-CL	379,050.49	2,546,624.33
2528	30+78.35	39.00' RT	59-CL	379,046.51	2,546,624.74
2529	30+78.35	45.00' RT	59-CL	379,040.54	2,546,625.35
2530	30+84.35	45.00' RT	59-CL	379,041.15	2,546,631.32
2531	30+84.35	39.00' RT	59-CL	379,047.12	2,546,630.71
2532	30+90.35	39.00' RT	59-CL	379,047.74	2,546,636.68
2533	30+84.35	32.58' RT	59-CL	379,053.51	2,546,630.05
2534	30+90.35	45.00' RT	59-CL	379,041.77	2,546,637.29
2535	30+92.80	45.00' RT	59-CL	379,042.02	2,546,639.73
2536	30+97.38	39.00' RT	59-CL	379,048.45	2,546,643.68
2537	30+99.74	55.40' RT	59-CL	379,033.43	2,546,654.12
2538	30+98.83	45.00' RT	59-CL	379,042.63	2,546,645.73
2539	30+94.05	57.77' RT	59-CL	379,029.44	2,546,642.28
2540	30+99.74	57.19' RT	59-CL	379,030.63	2,546,648.16
2541	30+94.76	63.94' RT	59-CL	379,023.38	2,546,643.62
2542	30+99.74	64.32' RT	59-CL	379,023.61	2,546,649.50
2543	30+84.37	47.89' RT	59-CL	379,038.28	2,546,631.64
2544	30+90.35	47.82' RT	59-CL	379,038.97	2,546,637.58
2545	30+90.66	63.45' RT	59-CL	379,023.45	2,546,639.49

34th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2601	31+29.96	52.28' RT	59-CL	379,044.47	2,546,684.41
2602	31+30.65	49.34' RT	59-CL	379,047.49	2,546,684.34
2603	31+28.13	48.75' RT	59-CL	379,047.43	2,546,681.75
2604	31+40.21	37.20' RT	59-CL	379,061.64	2,546,690.55
2605	31+34.49	42.74' RT	59-CL	379,054.85	2,546,686.40
2606	31+32.76	40.82' RT	59-CL	379,056.27	2,546,684.24
2607	31+45.23	38.95' RT	59-CL	379,061.21	2,546,695.84
2608	31+44.79	36.41' RT	59-CL	379,063.56	2,546,694.78
2609	31+48.02	38.46' RT	59-CL	379,062.38	2,546,698.43
2610	31+57.03	37.92' RT	59-CL	379,063.59	2,546,701.19
2611	31+60.03	37.02' RT	59-CL	379,064.77	2,546,704.10
2612	31+59.32	34.54' RT	59-CL	379,067.18	2,546,703.15
2613	31+66.03	35.48' RT	59-CL	379,066.88	2,546,709.92
2614	31+65.45	32.97' RT	59-CL	379,069.33	2,546,709.11
2615	31+30.51	68.79' RT	59-CL	379,028.63	2,546,689.09
2616	31+36.24	70.14' RT	59-CL	379,028.76	2,546,694.97
2617	31+33.10	62.26' RT	59-CL	379,035.61	2,546,689.96
2618	31+38.61	64.63' RT	59-CL	379,034.69	2,546,695.89
2619	31+33.68	49.69' RT	59-CL	379,047.91	2,546,687.36
2620	31+38.29	50.23' RT	59-CL	379,048.55	2,546,691.96
2621	31+43.80	52.60' RT	59-CL	379,047.64	2,546,697.89
2622	31+39.10	43.27' RT	59-CL	379,055.49	2,546,690.99
2623	31+45.32	43.99' RT	59-CL	379,056.35	2,546,697.20
2624	31+44.51	50.95' RT	59-CL	379,049.42	2,546,698.16
2625	31+60.03	39.41' RT	59-CL	379,062.39	2,546,704.32
2626	31+60.03	44.42' RT	59-CL	379,057.41	2,546,704.80
2627	31+60.29	51.41' RT	59-CL	379,050.47	2,546,705.72
2628	31+66.29	51.16' RT	59-CL	379,051.30	2,546,711.67
2629	31+66.03	44.16' RT	59-CL	379,058.24	2,546,710.75
2630	31+66.03	39.16' RT	59-CL	379,063.22	2,546,710.27
2631	31+66.03	37.02' RT	59-CL	379,065.34	2,546,710.07
2632	31+47.48	35.94' RT	59-CL	379,064.69	2,546,697.26
2646	31+71.34	51.00' RT	59-CL	379,051.94	2,546,716.69
2647	31+71.34	44.00' RT	59-CL	379,058.90	2,546,716.02
2648	31+71.34	39.00' RT	59-CL	379,063.88	2,546,715.55

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

N

SHEA AVE

W NATIONAL AVE/STH 59 & SHEA AVE NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & SHEA AVE NORTHEAST QUADRANT

W NATIONAL AVE / STH 59

STH 59 C/L

33+00

34+00

2731 83.42(F)
83.75 (G)
2711 83.83(F)
6" CURB HEIGHT 84.25(T) 2713
SLOPE INTERCEPT
84.10 2709
84.09 (G)(HP)
2710 84.18(F)
83.70 (E) 2726
84.25 (E) 2720
84.14 2719
84.11 (E) 2721
83.60 (E) 2725
84.40 2714
84.90 2715
85.10 2716
84.83 2717
4B1M
2707 84.06
84.05 (G)
2708 84.13(F)
84.17 2724
84.01 2722
83.49 2727
83.60 2728
2706 84.11(F)
2705 84.02
84.01 (G)
2723 83.93
2732 83.83(F)
2704 84.01(T) 6" CURB HEIGHT
83.51 (G)
83.42 2729
83.52 2730
2701 82.81(F)
2702 83.30(F)
2703 83.59(F)
2X7' DWF
85.65 (E) 2813
6" CURB HEIGHT 85.47 (T)
84.97 (G)
85.06(F) 2801
85.54 2815
85.29(F) 2827
85.50 2803
85.58 2816
85.56(F) 2802
85.49 (G)
2M
85.67 2818
85.63 2804
85.62 (G)
85.71(F) 2805
85.74 2819
85.79(F) 2806
85.75 2807
85.74 (G)
6" CURB HEIGHT 86.26(T) 2809
85.79 2820
86.41(T) 2811
85.91 (G)
85.99(F) 2810
86.12(F) 2812
2814 85.73(E)
2829 85.84
2830 85.88
2831 86.73
2817 85.65
2823 86.01
2824 86.78
2822 86.04
2821 86.05(E)
2825 86.67
86.29 (T)
86.55 (T)
2826 86.60
2828 86.38(T)
PED
6" CURB H
TLE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (SHEA ST)	SHEET 113	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - Shea
PLOT DATE : 12/18/2025 3:00 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

Shea-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2701	32+68.08	16.00' LT	59-CL	379,127.85	2,546,806.60
2702	32+79.71	16.68' LT	59-CL	379,129.64	2,546,818.12
2703	32+90.30	18.50' LT	59-CL	379,132.46	2,546,828.48
2704	32+89.72	21.02' LT	59-CL	379,134.91	2,546,827.67
2705	33+01.78	25.00' LT	59-CL	379,140.02	2,546,839.29
2706	33+05.35	24.50' LT	59-CL	379,139.86	2,546,842.89
2707	33+06.71	30.00' LT	59-CL	379,145.47	2,546,843.72
2708	33+08.88	28.59' LT	59-CL	379,144.27	2,546,846.01
2709	33+09.34	37.00' LT	59-CL	379,152.69	2,546,845.67
2710	33+12.00	37.50' LT	59-CL	379,153.44	2,546,848.28
2711	33+11.69	43.49' LT	59-CL	379,159.38	2,546,847.40
2713	33+09.16	42.98' LT	59-CL	379,158.62	2,546,844.93
2719	33+06.71	37.00' LT	59-CL	379,152.44	2,546,843.06
2720	33+01.31	37.00' LT	59-CL	379,151.92	2,546,837.68
2721	32+95.31	37.00' LT	59-CL	379,151.35	2,546,831.71
2722	32+95.31	30.00' LT	59-CL	379,144.38	2,546,832.38
2723	32+95.31	25.00' LT	59-CL	379,139.40	2,546,832.85
2724	33+01.31	30.00' LT	59-CL	379,144.95	2,546,838.35
2725	32+68.08	37.00' LT	59-CL	379,148.75	2,546,804.60
2726	32+82.81	37.00' LT	59-CL	379,150.16	2,546,819.27
2727	32+68.08	30.00' LT	59-CL	379,141.79	2,546,805.26
2728	32+82.81	30.00' LT	59-CL	379,143.19	2,546,819.93
2729	32+68.08	25.00' LT	59-CL	379,136.81	2,546,805.74
2730	32+82.81	25.00' LT	59-CL	379,138.21	2,546,820.41
2731	33+05.00	54.78' LT	59-CL	379,169.98	2,546,839.65
2732	32+96.72	20.02' LT	59-CL	379,134.58	2,546,834.73

Shea-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2714	33+32.00	43.66' LT	59-CL	379,161.47	2,546,867.60
2715	33+32.05	37.50' LT	59-CL	379,155.35	2,546,868.23
2716	33+32.15	24.50' LT	59-CL	379,142.42	2,546,869.57
2717	33+32.20	18.50' LT	59-CL	379,136.45	2,546,870.19
2801	33+50.75	43.80' LT	59-CL	379,163.41	2,546,886.25
2802	33+51.04	37.50' LT	59-CL	379,157.16	2,546,887.14
2803	33+53.75	37.00' LT	59-CL	379,156.92	2,546,889.88
2804	33+56.57	30.00' LT	59-CL	379,150.22	2,546,893.36
2805	33+54.40	28.61' LT	59-CL	379,148.63	2,546,891.33
2806	33+57.75	24.50' LT	59-CL	379,144.86	2,546,895.05
2807	33+61.09	25.00' LT	59-CL	379,145.67	2,546,898.33
2809	33+61.75	24.50' LT	59-CL	379,145.24	2,546,899.04
2810	33+69.00	18.50' LT	59-CL	379,139.96	2,546,906.83
2811	33+69.54	21.03' LT	59-CL	379,142.52	2,546,907.12
2812	33+73.77	18.00' LT	59-CL	379,139.91	2,546,911.62
2813	33+58.75	44.44' LT	59-CL	379,164.80	2,546,894.15
2814	33+63.75	44.48' LT	59-CL	379,165.32	2,546,899.12
2815	33+56.57	37.00' LT	59-CL	379,157.19	2,546,892.69
2816	33+58.81	37.00' LT	59-CL	379,157.40	2,546,894.91
2817	33+63.81	37.00' LT	59-CL	379,157.88	2,546,899.89
2818	33+58.81	30.00' LT	59-CL	379,150.43	2,546,895.58
2819	33+63.81	30.00' LT	59-CL	379,150.91	2,546,900.56
2820	33+63.81	25.00' LT	59-CL	379,145.93	2,546,901.03
2821	33+69.81	25.00' LT	59-CL	379,146.50	2,546,907.01
2822	33+69.81	30.00' LT	59-CL	379,151.48	2,546,906.53
2823	33+69.81	37.00' LT	59-CL	379,158.45	2,546,905.86
2824	33+82.50	37.00' LT	59-CL	379,159.66	2,546,918.50
2825	33+82.50	30.00' LT	59-CL	379,152.69	2,546,919.17
2826	33+82.50	25.00' LT	59-CL	379,147.71	2,546,919.65
2827	33+50.77	40.82' LT	59-CL	379,160.43	2,546,886.56
2828	33+77.50	24.50' LT	59-CL	379,146.74	2,546,914.72
2829	33+65.75	44.50' LT	59-CL	379,165.53	2,546,901.11
2830	33+65.77	41.75' LT	59-CL	379,162.79	2,546,901.39
2831	33+82.50	41.75' LT	59-CL	379,164.39	2,546,918.05

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

N

W NATIONAL AVE/STH 59 & 33RD ST NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 33RD ST NORTHEAST QUADRANT

W NATIONAL AVE/STH 59 & 33RD ST MEDIAN (WEST)

W NATIONAL AVE/STH 59 & 33RD ST MEDIAN (EAST)

W NATIONAL AVE / STH 59

STH 59 C/L

TLE

MATCH BUILDING FACE

DOOR

6" CURB HEIGHT 88.43(T) 2901

6" CURB HEIGHT 90.95(T) 3001

88.83(T) 6" CURB HEIGHT 2930

91.38(T) 6" CURB HEIGHT 3006

34+00

35+00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (33RD ST)	SHEET 115 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 33N

PLOT DATE : 12/18/2025 3:01 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

N

W NATIONAL AVE / STH 59

88.54(F) 3104
88.45 (G)
88.46 3103
88.49 3118
88.48 3102
6" CURB HEIGHT 88.83(T) 3101
3106 88.81(F)
88.73 (G)
3105 88.74
3107 89.36(T) 6" CURB HEIGHT
3109 89.11(F)
89.03 (G)
3108 89.53(T) 6" CURB HEIGHT
3129 89.47
3111 89.65(F)
89.56 (G)
3110 89.57
3130 89.56
3131 89.73
3113 89.74(F)
89.66 (G)
3112 89.67
89.14 3125
89.09 3123
3124 89.37
3128 89.42
3132 89.64
89.22 3126
89.28 3127
89.32 3133
89.38 3134
89.52 3135
89.74 3136
89.78 (G)
3115 89.87(F)
3114 89.79
3138 89.77
3137 89.83
3117 89.59(F)
89.51 (G)
3116 90.01(T) 6" CURB HEIGHT
3142 90.37(E)
90.38 (E) 3141
89.98 3237
90.40 3236
90.60 3235
90.67 3203
90.63 (G)
90.72(F) 3202
90.38(F) 3201
90.32 3234
90.41(F) 3238
90.34 (G)(LP)
6" CURB HEIGHT 90.85 (T)
90.61(F) 3239
90.52 (G)
91.02(F) 3215
6" CURB HEIGHT 91.38(T) 3214
90.49 3210
90.83(F) 3213
90.56(F) 3211
90.75 (G)
90.48 (G)
90.76 3212
6" CURB HEIGHT 90.83(T) 3208
90.39(F) 3209
90.57 3207
90.56 (G)
90.65(F) 3206
90.94 3232
90.60 3204
90.59 (G)
90.68(F) 3205
91.14 3231
90.69 3216
91.23 3217
91.42 (E) 3218
91.02 (T)
3229 91.17
3230 91.23
3228 91.97
3227 92.05
3225 91.58
3226 92.15(E)
3224 91.32
3223 91.68(E)
3220 91.89(E)
3219 91.61(E)
MATCH BUILDING FACE
DOOR
MATCH BUILDING FACE
33RD ST
W NATIONAL AVE/STH 59 & 33RD ST
SOUTHWEST QUADRANT
W NATIONAL AVE/STH 59 & 33RD ST
SOUTHEAST QUADRANT

NOTES:

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- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (33RD ST)	SHEET 116	E

33rd-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2901	34+23.88	20.58' LT	59-CL	379,147.26	2,546,961.26
2902	34+26.88	20.58' LT	59-CL	379,147.55	2,546,964.24
2903	34+26.88	18.00' LT	59-CL	379,144.97	2,546,964.49
2904	34+32.88	20.58' LT	59-CL	379,148.12	2,546,970.22
2905	34+32.88	18.00' LT	59-CL	379,145.55	2,546,970.46
2906	34+21.88	25.00' LT	59-CL	379,151.47	2,546,958.85
2907	34+26.88	25.00' LT	59-CL	379,151.94	2,546,963.82
2908	34+32.88	25.00' LT	59-CL	379,152.51	2,546,969.80
2909	34+32.88	30.00' LT	59-CL	379,157.49	2,546,969.32
2910	34+26.88	30.00' LT	59-CL	379,156.92	2,546,963.35
2911	34+21.88	30.00' LT	59-CL	379,156.44	2,546,958.37
2912	34+21.88	37.00' LT	59-CL	379,163.41	2,546,957.70
2913	34+26.88	37.00' LT	59-CL	379,163.89	2,546,962.68
2914	34+32.88	37.00' LT	59-CL	379,164.46	2,546,968.65
2927	34+21.88	41.14' LT	59-CL	379,167.54	2,546,957.31
2928	34+26.88	40.74' LT	59-CL	379,167.61	2,546,962.32
2929	34+32.88	40.22' LT	59-CL	379,167.67	2,546,968.34
2930	34+33.38	20.58' LT	59-CL	379,148.17	2,546,970.71
2931	34+38.38	39.93' LT	59-CL	379,167.90	2,546,973.85
2932	34+38.38	37.00' LT	59-CL	379,164.98	2,546,974.13
2933	34+38.38	30.00' LT	59-CL	379,158.02	2,546,974.79
2934	34+38.38	25.00' LT	59-CL	379,153.04	2,546,975.27
2935	34+46.38	25.00' LT	59-CL	379,153.80	2,546,983.23
2936	34+46.38	30.00' LT	59-CL	379,158.78	2,546,982.76
2937	34+46.38	37.00' LT	59-CL	379,165.75	2,546,982.09
2938	34+46.38	39.74' LT	59-CL	379,168.47	2,546,981.83
2939	34+51.38	39.80' LT	59-CL	379,169.01	2,546,986.80
2940	34+51.38	37.00' LT	59-CL	379,166.22	2,546,987.07
2941	34+51.38	30.00' LT	59-CL	379,159.26	2,546,987.74
2942	34+51.38	25.00' LT	59-CL	379,154.28	2,546,988.21

33rd-Median-West					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
2915	34+32.88	1.42' LT	59-CL	379,129.04	2,546,972.04
2916	34+32.88	3.42' LT	59-CL	379,131.03	2,546,971.85
2917	34+32.88	5.00' LT	59-CL	379,132.61	2,546,971.70
2918	34+26.88	3.42' LT	59-CL	379,130.46	2,546,965.88
2919	34+26.88	5.00' LT	59-CL	379,132.03	2,546,965.73
2922	34+26.88	3.42' RT	59-CL	379,123.66	2,546,966.53
2923	34+26.88	5.00' RT	59-CL	379,122.08	2,546,966.68
2924	34+32.88	3.42' RT	59-CL	379,124.23	2,546,972.50
2925	34+32.88	5.00' RT	59-CL	379,122.65	2,546,972.65
2926	34+32.88	1.42' RT	59-CL	379,126.22	2,546,972.31

33rd-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3101	34+26.58	28.58' RT	59-CL	379,098.57	2,546,968.63
3102	34+28.28	26.00' RT	59-CL	379,101.31	2,546,970.07
3103	34+29.60	28.62' RT	59-CL	379,098.83	2,546,971.64
3104	34+29.75	26.04' RT	59-CL	379,101.41	2,546,971.54
3105	34+35.78	29.82' RT	59-CL	379,098.22	2,546,977.91
3106	34+36.61	27.37' RT	59-CL	379,100.74	2,546,978.50
3107	34+38.95	31.16' RT	59-CL	379,097.19	2,546,981.19
3108	34+43.24	33.99' RT	59-CL	379,094.78	2,546,985.73
3109	34+44.89	32.00' RT	59-CL	379,096.92	2,546,987.18
3110	34+47.75	39.00' RT	59-CL	379,090.22	2,546,990.70
3111	34+50.18	38.00' RT	59-CL	379,091.45	2,546,993.02
3112	34+50.28	44.00' RT	59-CL	379,085.49	2,546,993.69
3113	34+52.71	43.12' RT	59-CL	379,086.60	2,546,996.03
3114	34+51.67	51.00' RT	59-CL	379,078.65	2,546,995.74
3115	34+54.27	51.50' RT	59-CL	379,078.40	2,546,998.38
3116	34+51.37	57.32' RT	59-CL	379,072.33	2,546,996.05
3117	34+53.94	57.50' RT	59-CL	379,072.39	2,546,998.62
3118	34+29.82	30.50' RT	59-CL	379,096.97	2,546,972.04
3123	34+30.80	39.00' RT	59-CL	379,088.61	2,546,973.82
3124	34+36.80	39.00' RT	59-CL	379,089.18	2,546,979.79
3125	34+24.80	39.00' RT	59-CL	379,088.04	2,546,967.85
3126	34+24.80	44.00' RT	59-CL	379,083.06	2,546,968.32
3127	34+30.80	44.00' RT	59-CL	379,083.63	2,546,974.30
3128	34+36.80	44.00' RT	59-CL	379,084.20	2,546,980.27
3129	34+40.88	39.00' RT	59-CL	379,089.57	2,546,983.86
3130	34+46.89	39.00' RT	59-CL	379,090.14	2,546,989.84
3131	34+46.89	44.00' RT	59-CL	379,085.16	2,546,990.32
3132	34+40.88	44.00' RT	59-CL	379,084.59	2,546,984.33
3133	34+24.80	51.00' RT	59-CL	379,076.09	2,546,968.99
3134	34+30.80	51.00' RT	59-CL	379,076.66	2,546,974.96
3135	34+36.80	51.00' RT	59-CL	379,077.23	2,546,980.94
3136	34+40.88	51.00' RT	59-CL	379,077.62	2,546,985.00
3137	34+46.89	51.00' RT	59-CL	379,078.20	2,546,990.99
3138	34+50.28	51.00' RT	59-CL	379,078.52	2,546,994.36
3141	34+40.02	62.96' RT	59-CL	379,065.63	2,546,985.29
3142	34+46.01	63.39' RT	59-CL	379,065.78	2,546,991.29

33rd-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3001	34+85.36	20.58' LT	59-CL	379,153.12	2,547,022.46
3002	34+88.36	20.58' LT	59-CL	379,153.41	2,547,025.44
3003	34+88.36	18.00' LT	59-CL	379,150.83	2,547,025.69
3004	34+94.36	20.58' LT	59-CL	379,153.98	2,547,031.42
3005	34+94.36	18.00' LT	59-CL	379,151.41	2,547,031.66
3006	34+97.36	20.58' LT	59-CL	379,154.26	2,547,034.40
3007	34+82.36	25.00' LT	59-CL	379,157.23	2,547,019.05
3008	34+88.36	25.00' LT	59-CL	379,157.80	2,547,025.02
3009	34+94.36	25.00' LT	59-CL	379,158.37	2,547,031.00
3010	35+00.36	25.00' LT	59-CL	379,158.95	2,547,036.97
3011	35+00.36	30.00' LT	59-CL	379,163.92	2,547,036.50
3012	34+94.36	30.00' LT	59-CL	379,163.35	2,547,030.52
3013	34+88.36	30.00' LT	59-CL	379,162.78	2,547,024.55
3014	34+82.36	30.00' LT	59-CL	379,162.21	2,547,018.57
3015	34+82.36	37.00' LT	59-CL	379,169.18	2,547,017.91
3016	34+88.36	37.00' LT	59-CL	379,169.75	2,547,023.88
3017	34+94.36	37.00' LT	59-CL	379,170.32	2,547,029.85
3018	35+00.36	37.00' LT	59-CL	379,170.89	2,547,035.82
3019	35+00.36	40.50' LT	59-CL	379,174.37	2,547,035.49
3020	34+94.36	40.50' LT	59-CL	379,173.80	2,547,029.52
3021	34+88.36	40.50' LT	59-CL	379,173.23	2,547,023.55
3022	34+82.36	40.50' LT	59-CL	379,172.66	2,547,017.57

33rd-Median-East					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3023	34+94.36	1.42' LT	59-CL	379,134.90	2,547,033.24
3024	34+94.36	3.42' LT	59-CL	379,136.89	2,547,033.05
3025	34+94.36	5.00' LT	59-CL	379,138.46	2,547,032.90
3026	34+88.36	3.42' LT	59-CL	379,136.32	2,547,027.08
3027	34+88.36	5.00' LT	59-CL	379,137.89	2,547,026.93
3030	34+88.36	3.42' RT	59-CL	379,129.51	2,547,027.73
3031	34+88.36	5.00' RT	59-CL	379,127.94	2,547,027.88
3032	34+94.36	3.42' RT	59-CL	379,130.09	2,547,033.70
3033	34+94.36	5.00' RT	59-CL	379,128.51	2,547,033.85
3034	34+94.36	1.42' RT	59-CL	379,132.08	2,547,033.51

33rd-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3201	34+73.90	58.92' RT	59-CL	379,072.89	2,547,018.62
3202	34+74.43	51.50' RT	59-CL	379,080.32	2,547,018.44
3203	34+77.09	50.50' RT	59-CL	379,081.57	2,547,021.00
3204	34+78.42	43.50' RT	59-CL	379,088.67	2,547,021.66
3205	34+75.99	42.63' RT	59-CL	379,089.30	2,547,019.15
3206	34+78.21	38.00' RT	59-CL	379,094.12	2,547,020.92
3207	34+80.96	38.50' RT	59-CL	379,093.89	2,547,023.71
3208	34+85.36	33.69' RT	59-CL	379,099.09	2,547,027.63
3209	34+83.35	32.00' RT	59-CL	379,100.58	2,547,025.47
3210	34+88.36	31.63' RT	59-CL	379,101.43	2,547,030.42
3211	34+87.07	29.39' RT	59-CL	379,103.54	2,547,028.92
3212	34+94.36	29.25' RT	59-CL	379,104.37	2,547,036.17
3213	34+93.76	26.74' RT	59-CL	379,106.82	2,547,035.33
3214	34+97.36	28.75' RT	59-CL	379,105.15	2,547,039.10
3215	34+98.69	26.08' RT	59-CL	379,107.94	2,547,040.17
3216	34+78.42	50.50' RT	59-CL	379,081.70	2,547,022.32
3217	34+88.36	50.50' RT	59-CL	379,082.65	2,547,032.22
3218	34+87.48	62.84' RT	59-CL	379,070.28	2,547,032.52
3219	34+93.46	63.26' RT	59-CL	379,070.43	2,547,038.51
3220	34+96.79	63.50' RT	59-CL	379,070.51	2,547,041.85
3223	34+97.20	57.52' RT	59-CL	379,076.50	2,547,041.68
3224	34+94.38	50.50' RT	59-CL	379,083.22	2,547,038.21
3225	34+97.67	50.50' RT	59-CL	379,083.53	2,547,041.48
3226	35+04.76	50.50' RT	59-CL	379,084.21	2,547,048.55
3227	35+04.76	43.50' RT	59-CL	379,091.18	2,547,047.88
3228	35+04.76	38.50' RT	59-CL	379,096.15	2,547,047.40
3229	34+94.36	38.50' RT	59-CL	379,095.16	2,547,037.05
3230	34+94.36	43.50' RT	59-CL	379,090.19	2,547,037.52
3231	34+88.36	43.50' RT	59-CL	379,089.61	2,547,031.55
3232	34+88.36	38.50' RT	59-CL	379,094.59	2,547,031.07
3233	34+94.36	31.63' RT	59-CL	379,102.01	2,547,036.39
3234	34+66.92	58.43' RT	59-CL	379,072.71	2,547,011.63
3235	34+67.41	51.50' RT	59-CL	379,079.65	2,547,011.46
3236	34+68.38	38.00' RT	59-CL	379,093.18	2,547,011.13
3237	34+68.80	32.00' RT	59-CL	379,099.20	2,547,010.99
3238	34+73.82	59.98' RT	59-CL	379,071.82	2,547,018.65
3239	34+79.38	66.40' RT	59-CL	379,065.96	2,547,024.79

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- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

N

W NATIONAL AVE/STH 59 & 32ND ST NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 32ND ST NORTHEAST QUADRANT

32ND ST

W NATIONAL AVE / STH 59

STH 59 C/L

38+00

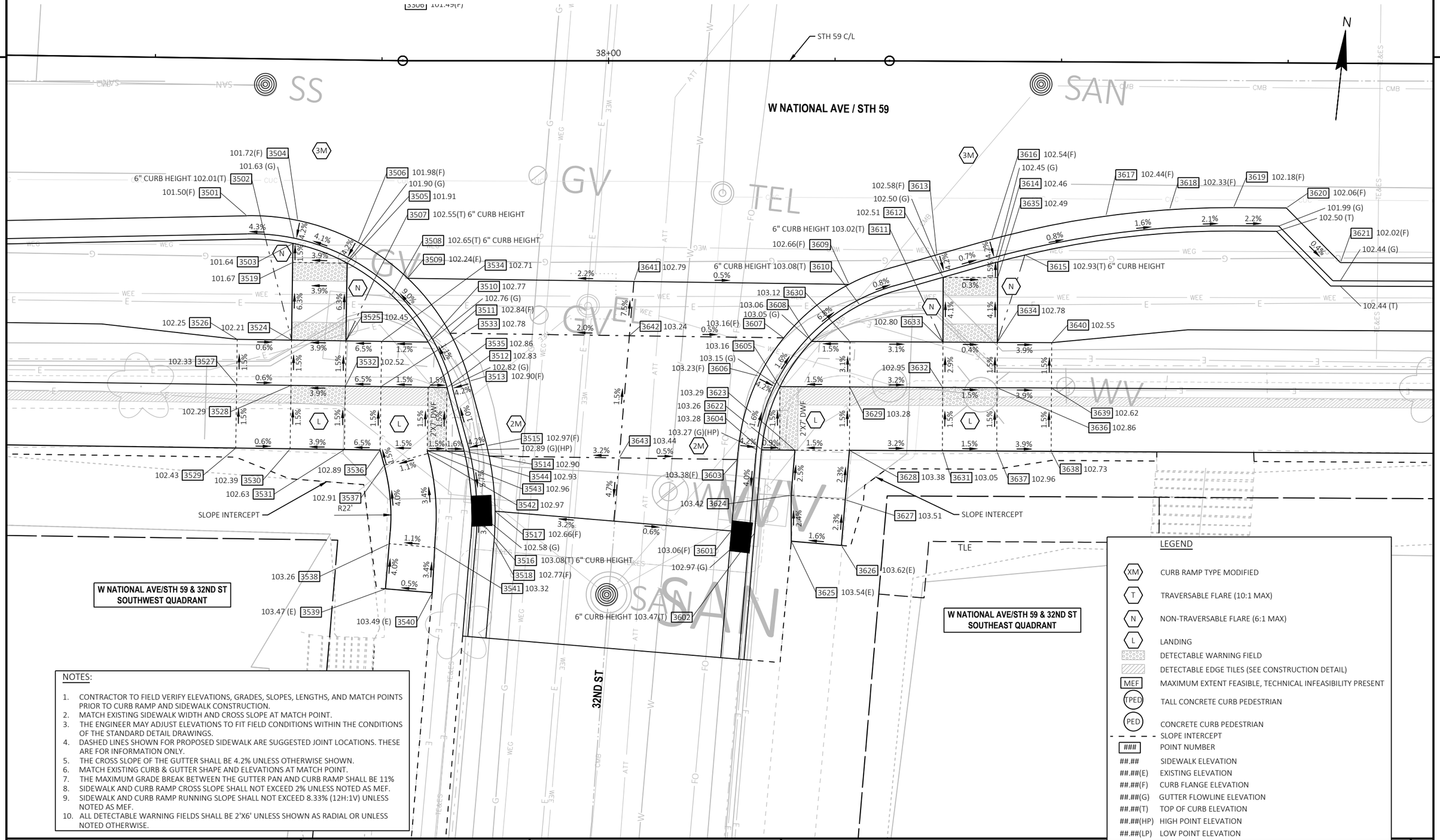
102.47 (E) 3321
102.40 3323
SLOPE INTERCEPT
102.26 3325
102.38 3330
102.22 3331
102.21 3332
102.31 3334
TLE 102.14 3333
102.12 3335
102.09 3336
101.77 3337
101.68 3338
101.30 3339
101.67 3344
101.58 3343
101.19 3340
101.12 3341
101.48 3342
101.13(F) 3301
6" CURB HEIGHT 101.66(T) 3302
101.33 3350
101.31 3303
101.30 (G)
101.38(F) 3304
101.49(F) 3306
101.40 (G)
3305 101.41
3348 101.56
3307 101.70(T) 3" CURB HEIGHT
3308 101.72(T) 3" CURB HEIGHT
3349 101.78
3310 101.60(F)
101.52 (G)
3309 101.53
3346 102.05
3312 101.76(F)
101.67 (G)
3311 101.68
3345 101.98
3347 102.05
3313 101.99(T)
3314 102.04(T)
3329 102.12
3328 102.12
3316 101.93(F)
3315 101.85
101.84 (G)
3319 102.03(F)
3318 102.02(F)
101.94 (G)(HP)
3317 101.95
3327 101.94
3320 102.41(T)
3326 102.18
3324 102.33
3322 102.40(E)
STEPS
SAN
MMSD
WEG
ATT
FO
LV3
CMB
TE&ES
SS
SAN

102.70 (E) 3436
102.08(F) 3401
6" CURB HEIGHT 102.53(T) 3402
102.28 3430
102.07 3431
102.06 3403
102.05 (G)(HP)
102.13(F) 3404
102.20 3432
102.02 3405
102.01 (G)
102.10(F) 3406
102.20 3433
3" CURB HEIGHT 102.25(T) 3407
3" CURB HEIGHT 102.24(T) 3408
102.14 3434
101.98 3409
101.97 (G)
102.06(F) 3410
102.13 3422
101.95 3411
102.02(F) 3412
2" CURB HEIGHT 102.09(T) 3413
101.92 (G)
102.02 3421
102.00(F) 3415
101.91 (G)
101.92 3414
3417 101.96(F)
101.88 (G)
3416 101.89
3437 101.84(F)
3418 102.34(T) 6" CURB HEIGHT
3419 101.93
3438 102.15
3439 102.21
3420 102.03
3440 102.29
3424 102.11
3423 102.10
3441 102.39
3426 102.20
102.71 (T)
3425 102.21
3427 102.22
102.72 (T)
102.76 (T)
3428 102.26
102.81(T)
3429 102.31
102.63 (T)
3435 102.63(E)
TLE
SLOPE INTERCEPT
102.40 (T)
PED
TE&ES
WWW
TEL
SAN

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (32ND ST)	SHEET 119	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 32N
PLOT DATE : 12/18/2025 3:03 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

XM	CURB RAMP TYPE MODIFIED
T	TRAVERSABLE FLARE (10:1 MAX)
N	NON-TRAVERSABLE FLARE (6:1 MAX)
L	LANDING
	DETECTABLE WARNING FIELD
	DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
TPED	TALL CONCRETE CURB PEDESTRIAN
PED	CONCRETE CURB PEDESTRIAN
	SLOPE INTERCEPT
###	POINT NUMBER
##.##	SIDEWALK ELEVATION
##.##(E)	EXISTING ELEVATION
##.##(F)	CURB FLANGE ELEVATION
##.##(G)	GUTTER FLOWLINE ELEVATION
##.##(T)	TOP OF CURB ELEVATION
##.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (32ND ST)	SHEET 120	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 32S

PLOT DATE : 12/18/2025 3:04 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

32nd-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3301	37+60.19	18.00' LT	59-CL	379,176.74	2,547,296.28
3302	37+62.46	20.66' LT	59-CL	379,179.61	2,547,298.29
3303	37+65.46	21.01' LT	59-CL	379,180.24	2,547,301.24
3304	37+65.88	18.46' LT	59-CL	379,177.74	2,547,301.90
3305	37+71.46	22.59' LT	59-CL	379,182.39	2,547,307.06
3306	37+72.30	20.15' LT	59-CL	379,180.03	2,547,308.13
3307	37+74.46	23.63' LT	59-CL	379,183.70	2,547,309.95
3308	37+75.40	23.95' LT	59-CL	379,184.12	2,547,310.86
3309	37+78.63	24.98' LT	59-CL	379,185.43	2,547,313.64
3310	37+79.60	22.59' LT	59-CL	379,183.15	2,547,314.86
3311	37+86.08	29.89' LT	59-CL	379,191.11	2,547,320.51
3312	37+87.90	28.05' LT	59-CL	379,189.49	2,547,322.52
3313	37+88.59	32.85' LT	59-CL	379,194.34	2,547,322.68
3314	37+90.03	35.19' LT	59-CL	379,196.82	2,547,323.87
3315	37+91.37	38.18' LT	59-CL	379,199.94	2,547,324.87
3316	37+93.80	37.31' LT	59-CL	379,199.33	2,547,327.38
3317	37+92.64	44.18' LT	59-CL	379,206.03	2,547,325.48
3318	37+95.21	43.95' LT	59-CL	379,206.09	2,547,328.07
3319	37+95.18	43.56' LT	59-CL	379,205.70	2,547,328.07
3320	37+92.91	47.18' LT	59-CL	379,209.04	2,547,325.42
3321	37+83.91	58.99' LT	59-CL	379,219.81	2,547,315.19
3322	37+88.09	58.61' LT	59-CL	379,219.89	2,547,319.39
3323	37+83.46	54.01' LT	59-CL	379,214.81	2,547,315.29
3324	37+88.44	53.57' LT	59-CL	379,214.91	2,547,320.29
3325	37+82.63	44.65' LT	59-CL	379,205.41	2,547,315.48
3326	37+87.61	44.20' LT	59-CL	379,205.51	2,547,320.48
3327	37+91.45	44.18' LT	59-CL	379,205.91	2,547,324.30
3328	37+87.07	38.20' LT	59-CL	379,199.49	2,547,320.60
3329	37+86.98	37.17' LT	59-CL	379,198.45	2,547,320.62
3330	37+79.58	44.65' LT	59-CL	379,205.09	2,547,312.45
3331	37+82.39	41.95' LT	59-CL	379,202.71	2,547,315.53
3332	37+82.30	41.03' LT	59-CL	379,201.78	2,547,315.55
3333	37+78.94	37.98' LT	59-CL	379,198.39	2,547,312.54
3334	37+75.37	40.88' LT	59-CL	379,200.96	2,547,309.21
3335	37+77.85	37.00' LT	59-CL	379,197.29	2,547,311.56

32nd-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3336	37+75.54	37.00' LT	59-CL	379,197.11	2,547,309.75
3337	37+71.46	37.00' LT	59-CL	379,196.73	2,547,305.69
3338	37+65.46	37.00' LT	59-CL	379,196.15	2,547,299.71
3339	37+60.19	37.00' LT	59-CL	379,195.65	2,547,294.47
3340	37+60.19	30.00' LT	59-CL	379,188.68	2,547,295.14
3341	37+60.19	25.00' LT	59-CL	379,183.71	2,547,295.62
3342	37+65.46	25.00' LT	59-CL	379,184.21	2,547,300.86
3343	37+65.46	30.00' LT	59-CL	379,189.19	2,547,300.38
3344	37+71.46	30.00' LT	59-CL	379,189.76	2,547,306.35
3345	37+75.54	30.00' LT	59-CL	379,190.15	2,547,310.42
3346	37+80.12	29.96' LT	59-CL	379,190.55	2,547,314.58
3347	37+80.13	30.96' LT	59-CL	379,191.54	2,547,314.48
3348	37+71.46	25.00' LT	59-CL	379,184.78	2,547,306.83
3349	37+75.54	25.00' LT	59-CL	379,185.17	2,547,310.89
3350	37+65.46	22.59' LT	59-CL	379,181.81	2,547,301.09

32nd-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3401	38+22.21	53.99' LT	59-CL	379,219.00	2,547,353.81
3402	38+24.89	47.03' LT	59-CL	379,212.37	2,547,357.23
3403	38+25.30	44.03' LT	59-CL	379,209.43	2,547,357.97
3404	38+22.74	43.67' LT	59-CL	379,208.80	2,547,355.46
3405	38+26.46	38.02' LT	59-CL	379,203.59	2,547,359.77
3406	38+23.99	37.28' LT	59-CL	379,202.58	2,547,357.39
3407	38+27.56	35.02' LT	59-CL	379,200.72	2,547,361.19
3408	38+28.02	34.01' LT	59-CL	379,199.77	2,547,361.75
3409	38+29.70	31.01' LT	59-CL	379,196.97	2,547,363.76
3410	38+27.54	29.60' LT	59-CL	379,195.33	2,547,361.75
3411	38+33.76	26.00' LT	59-CL	379,192.43	2,547,368.45
3412	38+31.99	24.12' LT	59-CL	379,190.37	2,547,366.89
3413	38+35.60	24.42' LT	59-CL	379,191.05	2,547,370.45
3414	38+37.07	23.35' LT	59-CL	379,190.13	2,547,372.02
3415	38+35.61	21.21' LT	59-CL	379,187.86	2,547,370.79
3416	38+43.07	20.26' LT	59-CL	379,187.69	2,547,378.31
3417	38+42.18	17.84' LT	59-CL	379,185.18	2,547,377.67
3418	38+46.07	19.35' LT	59-CL	379,187.10	2,547,381.38
3419	38+43.07	23.35' LT	59-CL	379,190.76	2,547,377.98
3420	38+43.07	26.00' LT	59-CL	379,193.40	2,547,377.71
3421	38+37.07	26.00' LT	59-CL	379,192.77	2,547,371.74
3422	38+33.73	31.00' LT	59-CL	379,197.40	2,547,367.90
3423	38+37.07	31.00' LT	59-CL	379,197.75	2,547,371.22
3424	38+43.07	31.00' LT	59-CL	379,198.37	2,547,377.19
3425	38+43.07	38.00' LT	59-CL	379,205.33	2,547,376.46
3426	38+37.07	38.00' LT	59-CL	379,204.71	2,547,370.49
3427	38+36.17	38.00' LT	59-CL	379,204.61	2,547,369.60
3428	38+34.31	39.99' LT	59-CL	379,206.41	2,547,367.55
3429	38+34.58	43.64' LT	59-CL	379,210.06	2,547,367.43
3430	38+29.79	44.01' LT	59-CL	379,209.90	2,547,362.43
3431	38+26.49	44.02' LT	59-CL	379,209.55	2,547,359.15
3432	38+29.33	38.01' LT	59-CL	379,203.89	2,547,362.62
3433	38+29.25	37.01' LT	59-CL	379,202.88	2,547,362.66
3434	38+33.73	32.00' LT	59-CL	379,198.39	2,547,367.80
3435	38+35.01	49.63' LT	59-CL	379,216.06	2,547,367.24
3436	38+29.53	50.12' LT	59-CL	379,215.95	2,547,361.50
3437	38+52.51	16.00' LT	59-CL	379,184.43	2,547,388.14
3438	38+49.07	26.00' LT	59-CL	379,194.02	2,547,383.68
3439	38+52.51	25.66' LT	59-CL	379,194.04	2,547,387.14
3440	38+52.51	31.00' LT	59-CL	379,199.35	2,547,386.58
3441	38+52.51	38.00' LT	59-CL	379,206.31	2,547,385.85

32nd-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3501	37+60.34	17.36' RT	59-CL	379,141.56	2,547,299.80
3502	37+62.46	19.96' RT	59-CL	379,139.16	2,547,302.16
3503	37+65.46	20.34' RT	59-CL	379,139.08	2,547,305.18
3504	37+65.95	17.80' RT	59-CL	379,141.65	2,547,305.43
3505	37+71.46	22.43' RT	59-CL	379,137.57	2,547,311.35
3506	37+72.64	20.13' RT	59-CL	379,139.97	2,547,312.31
3507	37+74.46	24.29' RT	59-CL	379,136.00	2,547,314.51
3508	37+76.40	25.90' RT	59-CL	379,134.59	2,547,316.60
3509	37+77.83	24.01' RT	59-CL	379,136.64	2,547,318.17
3510	37+80.09	31.04' RT	59-CL	379,129.90	2,547,321.17
3511	37+82.51	30.07' RT	59-CL	379,131.12	2,547,323.47
3512	37+82.19	36.07' RT	59-CL	379,125.13	2,547,323.81
3513	37+84.68	35.37' RT	59-CL	379,126.09	2,547,326.20
3514	37+84.07	43.09' RT	59-CL	379,118.35	2,547,326.44
3515	37+86.58	42.49' RT	59-CL	379,119.22	2,547,328.87
3516	37+84.92	49.77' RT	59-CL	379,111.81	2,547,328.01
3517	37+87.50	49.71' RT	59-CL	379,112.15	2,547,330.57
3518	37+87.40	52.98' RT	59-CL	379,108.88	2,547,330.82
3519	37+65.46	22.43' RT	59-CL	379,137.00	2,547,305.38
3524	37+65.46	31.00' RT	59-CL	379,128.46	2,547,306.20
3525	37+71.46	31.00' RT	59-CL	379,129.04	2,547,312.17
3526	37+59.46	31.00' RT	59-CL	379,127.89	2,547,300.22
3527	37+59.46	36.00' RT	59-CL	379,122.91	2,547,300.70
3528	37+65.46	36.00' RT	59-CL	379,123.49	2,547,306.67
3529	37+59.46	43.00' RT	59-CL	379,115.95	2,547,301.37
3530	37+65.46	43.00' RT	59-CL	379,116.52	2,547,307.34
3531	37+71.46	43.00' RT	59-CL	379,117.09	2,547,313.31
3532	37+71.47	35.99' RT	59-CL	379,124.07	2,547,312.65
3533	37+75.39	36.00' RT	59-CL	379,124.43	2,547,316.56
3534	37+75.39	31.00' RT	59-CL	379,129.41	2,547,316.08
3535	37+80.11	36.04' RT	59-CL	379,124.93	2,547,321.73
3536	37+75.39	43.00' RT	59-CL	379,117.47	2,547,317.23
3537	37+75.87	44.68' RT	59-CL	379,115.84	2,547,317.86
3538	37+76.54	53.32' RT	59-CL	379,107.30	2,547,319.36
3539	37+76.19	58.30' RT	59-CL	379,102.31	2,547,319.49
3540	37+80.58	58.72' RT	59-CL	379,102.43	2,547,324.67
3541	37+80.85	53.72' RT	59-CL	379,107.44	2,547,324.39
3542	37+80.10	43.35' RT	59-CL	379,117.66	2,547,322.52
3543	37+80.01	43.04' RT	59-CL	379,117.96	2,547,322.40
3544	37+82.09	43.07' RT	59-CL	379,118.16	2,547,324.47

32nd-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3601	38+13.55	51.87' RT	59-CL	379,112.82	2,547,356.70
3602	38+16.15	52.09' RT	59-CL	379,112.89	2,547,359.31
3603	38+14.23	44.00' RT	59-CL	379,120.72	2,547,356.52
3604	38+16.92	42.94' RT	59-CL	379,122.07	2,547,359.07
3605	38+18.94	35.94' RT	59-CL	379,129.24	2,547,360.33
3606	38+16.63	34.80' RT	59-CL	379,130.13	2,547,357.90
3607	38+19.34	30.56' RT	59-CL	379,134.63	2,547,360.14
3608	38+22.43	30.96' RT	59-CL	379,134.57	2,547,363.25
3609	38+26.54	24.66' RT	59-CL	379,141.28	2,547,366.66
3610	38+27.74	26.95' RT	59-CL	379,139.14	2,547,368.10
3611	38+34.07	24.72' RT	59-CL	379,142.02	2,547,374.03
3612	38+37.07	23.85' RT	59-CL	379,143.20	2,547,376.93
3613	38+36.35	21.37' RT	59-CL	379,145.59	2,547,375.95
3614	38+43.07	22.11' RT	59-CL	379,145.54	2,547,382.71
3615	38+46.07	21.34' RT	59-CL	379,146.63	2,547,385.62
3616	38+42.38	19.63' RT	59-CL	379,147.95	2,547,381.77
3617	38+54.98	17.00' RT	59-CL	379,151.87	2,547,394.03
3618	38+62.00	16.25' RT	59-CL	379,153.35	2,547,400.94
3619	38+69.06	16.00' RT	59-CL	379,154.33	2,547,407.93
3620	38+74.89	16.00' RT	59-CL	379,154.93	2,547,413.72
3621	38+80.89	22.00' RT	59-CL	379,149.59	2,547,420.32
3622	38+18.91	42.94' RT	59-CL	379,122.28	2,547,361.06
3623	38+20.59	42.95' RT	59-CL	379,122.45	2,547,362.73
3624	38+20.18	47.94' RT	59-CL	379,117.46	2,547,362.86
3625	38+20.20	53.01' RT	59-CL	379,112.41	2,547,363.44
3626	38+25.74	53.47' RT	59-CL	379,112.56	2,547,368.99
3627	38+26.16	48.43' RT	59-CL	379,117.61	2,547,368.86
3628	38+26.61	42.98' RT	59-CL	379,123.08	2,547,368.71
3629	38+26.64	35.98' RT	59-CL	379,130.04	2,547,367.99
3630	38+26.66	30.98' RT	59-CL	379,135.02	2,547,367.47
3631	38+37.07	43.00' RT	59-CL	379,124.15	2,547,378.92
3632	38+37.07	36.00' RT	59-CL	379,131.11	2,547,378.19
3633	38+37.07	31.00' RT	59-CL	379,136.08	2,547,377.67
3634	38+43.07	31.00' RT	59-CL	379,136.71	2,547,383.64
3635	38+43.07	23.85' RT	59-CL	379,143.82	2,547,382.89
3636	38+43.07	36.00' RT	59-CL	379,131.73	2,547,384.16
3637	38+43.07	43.00' RT	59-CL	379,124.77	2,547,384.88
3638	38+49.07	43.00' RT	59-CL	379,125.40	2,547,390.85
3639	38+49.07	36.00' RT	59-CL	379,132.36	2,547,390.12
3640	38+49.07	31.00' RT	59-CL	379,137.33	2,547,389.60
3641	38+02.82	24.34' RT	59-CL	379,139.02	2,547,343.04
3642	38+02.32	30.34' RT	59-CL	379,133.01	2,547,343.20
3643	38+01.20	43.82' RT	59-CL	379,119.48	2,547,343.55

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

N

W NATIONAL AVE/STH 59 & 31ST ST NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 31ST ST NORTHEAST QUADRANT

W NATIONAL AVE/STH 59 & 31ST ST MEDIAN (WEST)

W NATIONAL AVE / STH 59

31ST ST

STH 59 C/L

42+00

PROJECT NO: 2410-10-70 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (31ST ST) | SHEET 123 | E

2

RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	20.34'
LANDING LENGTH 'XR' =	8.73'
RADIAL WARNING FIELD AREA =	16.96 SF
RADIAL LONG CHORD =	8.22'

N

W NATIONAL AVE / STH 59

STH 59 C/L

42+00

6" CURB HEIGHT 98.39(T) 4015
98.08(F) 4014
97.99 (G)
98.00 4013
98.19(F) 4012
98.10(F) 4035
98.10 (G)
98.02 4031
98.11 4011
98.26 4032
3" CURB HEIGHT 98.41(T) 4010
98.30(F) 4036
98.32(F) 4008
3" CURB HEIGHT 98.45(T) 4009
98.24 (G)
98.50 4024
98.25 4007
98.50(F) 4006
98.42 (G)
98.43 4005
98.64 4022
98.67(F) 4004
98.59 (G)
98.60 4003
6" CURB HEIGHT 99.15(T) 4002
98.78(F)(HP) 4001
98.96 4020
99.16 (E) 4018
97.72(F) 4016
97.49(F) 4017
4030 98.17
4034 98.24
4029 98.54
4028 98.62
4023 98.60
4025 98.44
4027 98.72
4026 98.35
4021 99.05
4019 99.25(E)
SLOPE INTERCEPT

99.42(F) 3903
99.42(F) 3904
99.33 (G)
99.34 3902
6" CURB HEIGHT 99.85(T) 3901
99.54 3927
99.92 3918
99.99 3919
99.64 3926
100.10 3920
99.74 3925
3944 100.06
3945 100.21(E)
SLOPE INTERCEPT
100.46 (E) 3922
100.43 (E) 3921
100.24 (E) 3923
99.76 3932
99.97 (E) 3924
99.92 (E) 3931
3905 99.39(F)
3907 99.35(F)
99.27 (G)
3906 99.28
3908 99.51(T) 3" CURB HEIGHT
3928 99.47
3909 99.50(T) 3" CURB HEIGHT
3937 99.38
3911 99.32(F)
99.24 (G)
3910 99.25
3929 99.55
3936 99.54
3942 99.31(F)
3913 99.30(F)
99.22 (G)
3912 99.23
3941 99.29(F)
3915 99.28(F)
99.20 (G)
3914 99.21
3938 99.25
3935 99.56
3916 99.69(T) 6" CURB HEIGHT
3917 99.18(F)
3940 99.67(E)
3939 99.80
3933 99.82(E)
3943 99.82(E)
3934 99.81(E)
3930 99.65
DOOR
TLE
31ST ST

W NATIONAL AVE/STH 59 & 31ST ST
SOUTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 31ST ST
SOUTHEAST QUADRANT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
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4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
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6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
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- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (31ST ST)	SHEET 124

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 31S

PLOT DATE : 12/18/2025 3:06 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

31st-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3701	41+39.00	44.42' LT	59-CL	379,241.47	2,547,674.35
3702	41+36.35	42.20' LT	59-CL	379,239.22	2,547,671.73
3703	41+35.90	39.14' LT	59-CL	379,236.16	2,547,671.31
3704	41+38.43	38.59' LT	59-CL	379,235.64	2,547,673.84
3705	41+32.87	31.83' LT	59-CL	379,228.81	2,547,668.35
3706	41+35.04	30.43' LT	59-CL	379,227.44	2,547,670.54
3707	41+27.89	26.34' LT	59-CL	379,223.27	2,547,663.43
3708	41+29.49	24.31' LT	59-CL	379,221.26	2,547,665.05
3709	41+25.50	24.66' LT	59-CL	379,221.57	2,547,661.00
3710	41+22.77	22.88' LT	59-CL	379,219.38	2,547,656.22
3711	41+19.77	22.39' LT	59-CL	379,218.59	2,547,653.28
3712	41+20.15	19.84' LT	59-CL	379,216.09	2,547,653.93
3713	41+13.77	21.49' LT	59-CL	379,217.07	2,547,647.41
3714	41+14.15	18.94' LT	59-CL	379,214.57	2,547,648.06
3715	41+10.77	21.04' LT	59-CL	379,216.31	2,547,644.47
3716	41+11.15	18.49' LT	59-CL	379,213.81	2,547,645.12
3717	41+00.48	16.89' LT	59-CL	379,211.10	2,547,634.68
3718	40+88.60	16.00' LT	59-CL	379,208.99	2,547,622.95
3719	41+31.97	56.29' LT	59-CL	379,253.26	2,547,667.19
3720	41+25.97	56.17' LT	59-CL	379,253.08	2,547,661.20
3721	41+26.09	50.17' LT	59-CL	379,247.09	2,547,661.38
3722	41+32.09	50.29' LT	59-CL	379,247.27	2,547,667.37
3723	41+26.32	38.24' LT	59-CL	379,235.16	2,547,661.73
3724	41+32.21	38.80' LT	59-CL	379,235.78	2,547,667.62
3725	41+26.97	31.27' LT	59-CL	379,228.20	2,547,662.46
3726	41+19.77	38.00' LT	59-CL	379,234.11	2,547,651.66
3727	41+19.77	31.00' LT	59-CL	379,227.15	2,547,652.39
3728	41+19.77	26.00' LT	59-CL	379,222.17	2,547,652.91
3729	41+13.77	22.39' LT	59-CL	379,217.96	2,547,647.32
3730	41+13.77	26.00' LT	59-CL	379,221.55	2,547,646.94
3731	41+13.77	31.00' LT	59-CL	379,226.52	2,547,646.42
3732	41+13.77	38.00' LT	59-CL	379,233.48	2,547,645.69
3733	41+07.77	38.00' LT	59-CL	379,232.86	2,547,639.73
3734	41+07.77	31.00' LT	59-CL	379,225.90	2,547,640.45
3735	41+07.77	26.00' LT	59-CL	379,220.92	2,547,640.97

31st-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3737	41+13.77	3.42' LT	59-CL	379,199.09	2,547,649.29
3738	41+13.77	5.00' LT	59-CL	379,200.66	2,547,649.12
3739	41+19.77	3.42' LT	59-CL	379,199.71	2,547,655.26
3740	41+19.77	5.00' LT	59-CL	379,201.29	2,547,655.09
3743	41+13.77	3.42' RT	59-CL	379,192.29	2,547,650.00
3744	41+13.77	5.00' RT	59-CL	379,190.72	2,547,650.16
3745	41+19.77	3.42' RT	59-CL	379,192.92	2,547,655.97
3746	41+19.77	5.00' RT	59-CL	379,191.34	2,547,656.13

31s-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3801	41+64.86	51.81' LT	59-CL	379,249.13	2,547,700.13
3802	41+68.27	45.20' LT	59-CL	379,242.56	2,547,703.61
3803	41+69.09	42.26' LT	59-CL	379,239.63	2,547,704.46
3804	41+66.64	41.45' LT	59-CL	379,238.79	2,547,702.02
3805	41+71.66	35.47' LT	59-CL	379,232.87	2,547,707.10
3806	41+69.25	34.55' LT	59-CL	379,231.92	2,547,704.70
3807	41+74.68	30.74' LT	59-CL	379,228.16	2,547,710.17
3808	41+72.87	28.89' LT	59-CL	379,226.30	2,547,708.37
3809	41+76.84	29.04' LT	59-CL	379,226.49	2,547,712.34
3810	41+81.50	27.90' LT	59-CL	379,225.49	2,547,714.39
3811	41+87.07	24.00' LT	59-CL	379,222.19	2,547,720.34
3812	41+84.50	26.85' LT	59-CL	379,224.76	2,547,717.49
3813	41+83.97	24.32' LT	59-CL	379,222.19	2,547,717.22
3814	41+90.50	26.58' LT	59-CL	379,225.12	2,547,723.48
3815	41+90.50	24.00' LT	59-CL	379,222.55	2,547,723.75
3816	41+95.72	26.58' LT	59-CL	379,225.66	2,547,728.67
3817	41+90.50	31.00' LT	59-CL	379,229.51	2,547,723.02
3818	41+95.72	31.00' LT	59-CL	379,230.05	2,547,728.21
3819	41+95.72	36.00' LT	59-CL	379,235.02	2,547,727.69
3820	41+95.72	43.00' LT	59-CL	379,241.99	2,547,726.96
3821	41+90.50	43.00' LT	59-CL	379,241.44	2,547,721.77
3822	41+90.50	36.00' LT	59-CL	379,234.48	2,547,722.50
3823	41+84.50	31.00' LT	59-CL	379,228.88	2,547,717.05
3824	41+84.50	36.00' LT	59-CL	379,233.86	2,547,716.53
3825	41+84.50	43.00' LT	59-CL	379,240.82	2,547,715.80
3826	41+81.88	43.00' LT	59-CL	379,240.54	2,547,713.19
3827	41+81.88	36.00' LT	59-CL	379,233.58	2,547,713.92
3828	41+81.88	31.00' LT	59-CL	379,228.61	2,547,714.44
3829	41+71.01	42.44' LT	59-CL	379,239.83	2,547,706.37
3830	41+71.84	42.52' LT	59-CL	379,239.92	2,547,707.21
3831	41+71.62	54.28' LT	59-CL	379,251.67	2,547,706.86
3832	41+82.72	54.28' LT	59-CL	379,251.85	2,547,712.86
3833	41+71.50	60.28' LT	59-CL	379,257.67	2,547,706.68
3834	41+83.17	60.26' LT	59-CL	379,257.85	2,547,712.68
3835	41+67.18	39.94' LT	59-CL	379,237.28	2,547,702.57

31st-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
4001	41+66.14	44.46' RT	59-CL	379,152.88	2,547,702.42
4002	41+68.83	42.13' RT	59-CL	379,155.24	2,547,705.09
4003	41+69.39	39.07' RT	59-CL	379,158.31	2,547,705.61
4004	41+66.89	38.41' RT	59-CL	379,158.93	2,547,703.11
4005	41+73.03	31.69' RT	59-CL	379,165.72	2,547,709.18
4006	41+71.00	30.11' RT	59-CL	379,167.28	2,547,707.12
4007	41+78.94	26.04' RT	59-CL	379,171.46	2,547,716.01
4008	41+78.75	23.72' RT	59-CL	379,173.75	2,547,714.81
4009	41+79.59	25.28' RT	59-CL	379,172.40	2,547,718.03
4010	41+81.50	24.67' RT	59-CL	379,173.20	2,547,719.87
4011	41+84.50	23.72' RT	59-CL	379,174.46	2,547,722.76
4012	41+83.72	21.26' RT	59-CL	379,176.83	2,547,721.72
4013	41+90.50	21.83' RT	59-CL	379,176.97	2,547,728.53
4014	41+89.76	19.35' RT	59-CL	379,179.35	2,547,727.53
4015	41+93.50	21.00' RT	59-CL	379,178.11	2,547,731.42
4016	42+00.44	16.94' RT	59-CL	379,182.86	2,547,737.90
4017	42+12.69	16.00' RT	59-CL	379,185.08	2,547,749.99
4018	41+72.65	53.81' RT	59-CL	379,143.60	2,547,709.02
4019	41+78.23	53.76' RT	59-CL	379,143.71	2,547,714.61
4020	41+72.18	48.81' RT	59-CL	379,148.59	2,547,708.51
4021	41+78.21	48.76' RT	59-CL	379,148.71	2,547,714.53
4022	41+72.09	38.81' RT	59-CL	379,158.59	2,547,708.31
4023	41+78.08	38.25' RT	59-CL	379,159.22	2,547,714.30
4024	41+77.43	31.28' RT	59-CL	379,166.18	2,547,713.57
4025	41+84.50	38.00' RT	59-CL	379,160.26	2,547,724.24
4026	41+90.50	38.00' RT	59-CL	379,160.88	2,547,730.21
4027	41+96.50	38.00' RT	59-CL	379,161.51	2,547,736.18
4028	41+96.50	31.00' RT	59-CL	379,168.47	2,547,735.45
4029	41+96.50	26.00' RT	59-CL	379,173.44	2,547,734.93
4030	41+90.50	26.00' RT	59-CL	379,172.82	2,547,728.96
4031	41+90.50	23.72' RT	59-CL	379,175.08	2,547,728.72
4032	41+84.50	26.00' RT	59-CL	379,172.19	2,547,722.99
4033	41+84.50	31.00' RT	59-CL	379,167.22	2,547,723.51
4034	41+90.50	31.00' RT	59-CL	379,167.85	2,547,729.48
4035	41+88.49	19.75' RT	59-CL	379,178.83	2,547,726.31
4036	41+78.94	23.10' RT	59-CL	379,174.42	2,547,716.21

31st-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3901	41+07.77	26.58' RT	59-CL	379,168.63	2,547,646.44
3902	41+13.77	26.58' RT	59-CL	379,169.25	2,547,652.41
3903	41+13.77	24.00' RT	59-CL	379,171.82	2,547,652.14
3904	41+13.41	24.00' RT	59-CL	379,171.78	2,547,651.79
3905	41+17.91	24.00' RT	59-CL	379,172.25	2,547,656.27
3906	41+19.77	26.72' RT	59-CL	379,169.74	2,547,658.39
3907	41+20.15	24.17' RT	59-CL	379,172.32	2,547,658.51
3908	41+22.77	27.57' RT	59-CL	379,169.20	2,547,661.46
3909	41+27.99	28.90' RT	59-CL	379,168.04	2,547,664.11
3910	41+30.30	30.69' RT	59-CL	379,166.28	2,547,666.44
3911	41+32.11	28.84' RT	59-CL	379,168.14	2,547,668.23
3912	41+33.33	35.42' RT	59-CL	379,161.57	2,547,669.52
3913	41+35.72	34.43' RT	59-CL	379,162.59	2,547,671.89
3914	41+35.98	42.21' RT	59-CL	379,154.82	2,547,672.24
3915	41+38.45	41.46' RT	59-CL	379,155.59	2,547,674.70
3916	41+36.72	45.15' RT	59-CL	379,151.88	2,547,673.01
3917	41+39.96	51.28' RT	59-CL	379,145.78	2,547,676.31
3918	41+07.77	31.00' RT	59-CL	379,164.23	2,547,646.90
3919	41+07.77	36.00' RT	59-CL	379,159.26	2,547,647.42
3920	41+07.77	43.00' RT	59-CL	379,152.30	2,547,648.15
3921	41+10.58	54.32' RT	59-CL	379,141.33	2,547,652.13
3922	41+07.77	54.12' RT	59-CL	379,141.24	2,547,649.31
3923	41+13.77	54.57' RT	59-CL	379,141.41	2,547,655.32
3924	41+18.09	54.86' RT	59-CL	379,141.58	2,547,659.65
3925	41+13.77	43.00' RT	59-CL	379,152.92	2,547,654.12
3926	41+13.77	36.00' RT	59-CL	379,159.88	2,547,653.39
3927	41+13.77	31.00' RT	59-CL	379,164.86	2,547,652.87
3928	41+19.77	31.00' RT	59-CL	379,165.48	2,547,658.84
3929	41+19.77	36.00' RT	59-CL	379,160.51	2,547,659.36
3930	41+19.77	43.00' RT	59-CL	379,153.55	2,547,660.08
3931	41+17.71	59.91' RT	59-CL	379,136.52	2,547,659.79
3932	41+21.43	54.37' RT	59-CL	379,142.42	2,547,662.92
3933	41+33.83	59.75' RT	59-CL	379,137.25	2,547,670.27
3934	41+22.18	60.27' RT	59-CL	379,136.62	2,547,664.29
3935	41+29.85	42.78' RT	59-CL	379,154.18	2,547,666.12
3936	41+29.20	35.81' RT	59-CL	379,161.14	2,547,665.39
3937	41+23.85	31.00' RT	59-CL	379,165.91	2,547,662.89
3938	41+33.99	42.39' RT	59-CL	379,154.61	2,547,670.25
3939	41+33.82	59.06' RT	59-CL	379,137.94	2,547,670.26
3940	41+32.36	53.09' RT	59-CL	379,143.90	2,547,668.74

31st-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
3941	41+37.27	38.16' RT	59-CL	379,158.88	2,547,673.48
3942	41+35.44	33.77' RT	59-CL	379,163.24	2,547,671.61
3943	41+22.23	59.78' RT	59-CL	379,137.12	2,547,664.27
3944	40+92.88	43.00' RT	59-CL	379,150.75	2,547,633.34
3945	40+92.88	52.95' RT	59-CL	379,140.85	2,547,634.38

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

W NATIONAL AVE/STH 59 & 30TH ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 30TH ST
NORTHEAST QUADRANT

30TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

44+00

45+00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (30TH ST)	SHEET 127	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 30N

PLOT DATE : 12/18/2025 3:07 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

W NATIONAL AVE / STH 59

STH 59 C/L

44+00

45+00

N

93.00(F) 4304
92.92 (G)
92.93 4303
3M
6" CURB HEIGHT 93.49(T) 4302
93.18(F) 4301
4305 92.83
92.82 (G)
4306 92.90(F)
4324 92.88
4307 92.95(T) 2" CURB HEIGHT
4308 92.76
92.75 (G)
4309 92.83(F)
4325 92.77
4333 92.76(F)
4311 92.74(F)
92.66 (G)
4310 92.67
4334 92.72(F)
2M
4313 92.63(F)
92.54 (G)
4312 92.55
4331 92.61
4314 92.99(T) 6" CURB HEIGHT
4330 92.62
93.98 4316
92.92 4323
92.97 4321
93.25 4322
94.08 4317
93.21 4332
92.86 4320
94.18 4318
94.18 (T)
92.80 4319
93.76 (T)
92.72 4326
93.68 (T)
93.67 (T)
92.71 4327
TALL PED
SLOPE INTERCEPT
R28'
TLE
93.06 (T)
93.04 (E) 4328
4315 92.34(F)
4329 92.84(E)
30TH ST
2'X7' DWF
91.54 4411
91.53 (G)
91.61(F) 4412
3M
91.63(F) 4436
3" CURB HEIGHT 91.83(T) 4410
3" CURB HEIGHT 91.84(T) 4409
91.71(F) 4435
91.73(F) 4408
91.64 4430
91.64 (G)
91.65 4407
91.75 4426
91.83 4425
91.88(F) 4406
91.79 (G)
91.80 4405
2M
91.91 4419
91.94 4404
92.01(F) 4403
91.93 (G)
6" CURB HEIGHT 92.45(T) 4402
91.94 4420
92.04(F) 4401
4414 91.52(F)
91.43 (G)
4413 91.44
4434 91.47
4416 91.04
4415 91.87(T) 6" CURB HEIGHT
4437 91.70
4433 91.87
4432 91.53
91.60 4431
4429 91.95
91.67 4427
4428 91.60
4424 92.06
4421 91.86
4422 91.78
4423 91.71
SLOPE INTERCEPT
TLE
92.28 (E) 4417
4418 92.39(E)
2'X7' DWF

W NATIONAL AVE/STH 59 & 30TH ST
SOUTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 30TH ST
SOUTHEAST QUADRANT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

XM	CURB RAMP TYPE MODIFIED
T	TRAVERSABLE FLARE (10:1 MAX)
N	NON-TRAVERSABLE FLARE (6:1 MAX)
L	LANDING
	DETECTABLE WARNING FIELD
	DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
TPED	TALL CONCRETE CURB PEDESTRIAN
PED	CONCRETE CURB PEDESTRIAN
	SLOPE INTERCEPT
###	POINT NUMBER
##.##	SIDEWALK ELEVATION
##.##(E)	EXISTING ELEVATION
##.##(F)	CURB FLANGE ELEVATION
##.##(G)	GUTTER FLOWLINE ELEVATION
##.##(T)	TOP OF CURB ELEVATION
##.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (30TH ST)	SHEET 128	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 30S

PLOT DATE : 12/18/2025 3:08 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

30th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
4101	44+33.39	51.83' LT	59-CL	379,275.53	2,547,962.42
4102	44+35.96	51.64' LT	59-CL	379,275.61	2,547,964.99
4103	44+32.69	43.00' LT	59-CL	379,266.67	2,547,962.64
4104	44+35.33	43.50' LT	59-CL	379,267.45	2,547,965.21
4105	44+30.70	36.00' LT	59-CL	379,259.51	2,547,961.39
4106	44+33.02	34.86' LT	59-CL	379,258.61	2,547,963.82
4107	44+27.24	31.00' LT	59-CL	379,254.17	2,547,958.47
4108	44+30.22	30.50' LT	59-CL	379,253.99	2,547,961.49
4109	44+22.80	24.50' LT	59-CL	379,247.24	2,547,954.74
4110	44+21.63	26.80' LT	59-CL	379,249.41	2,547,953.33
4111	44+15.55	24.60' LT	59-CL	379,246.59	2,547,947.51
4112	44+12.55	23.66' LT	59-CL	379,245.34	2,547,944.62
4113	44+13.32	21.20' LT	59-CL	379,242.97	2,547,945.65
4114	44+06.55	21.88' LT	59-CL	379,242.94	2,547,938.84
4115	44+07.21	19.38' LT	59-CL	379,240.53	2,547,939.77
4116	44+03.55	21.13' LT	59-CL	379,241.89	2,547,935.94
4117	43+96.51	17.14' LT	59-CL	379,237.19	2,547,929.36
4118	43+81.43	15.99' LT	59-CL	379,234.47	2,547,914.47
4119	43+75.60	16.00' LT	59-CL	379,233.87	2,547,908.67
4120	43+69.60	22.00' LT	59-CL	379,239.22	2,547,902.08
4125	44+23.07	49.63' LT	59-CL	379,272.27	2,547,952.39
4126	44+29.05	49.16' LT	59-CL	379,272.42	2,547,958.38
4127	44+22.55	43.00' LT	59-CL	379,265.62	2,547,952.56
4128	44+28.57	43.00' LT	59-CL	379,266.24	2,547,958.54
4129	44+30.70	43.00' LT	59-CL	379,266.47	2,547,960.66
4130	44+28.57	36.00' LT	59-CL	379,259.28	2,547,959.27
4131	44+22.55	36.00' LT	59-CL	379,258.66	2,547,953.28
4132	44+22.55	31.00' LT	59-CL	379,253.68	2,547,953.81
4133	44+12.55	43.00' LT	59-CL	379,264.58	2,547,942.61
4134	44+12.55	36.00' LT	59-CL	379,257.61	2,547,943.34
4135	44+12.55	31.00' LT	59-CL	379,252.64	2,547,943.86
4136	44+06.55	23.66' LT	59-CL	379,244.72	2,547,938.66
4137	44+06.55	31.00' LT	59-CL	379,252.02	2,547,937.89
4138	44+06.55	36.00' LT	59-CL	379,256.99	2,547,937.37
4139	44+06.55	43.00' LT	59-CL	379,263.95	2,547,936.64
4140	44+00.55	43.00' LT	59-CL	379,263.33	2,547,930.68
4141	44+00.55	36.00' LT	59-CL	379,256.36	2,547,931.40
4142	44+00.55	31.00' LT	59-CL	379,251.39	2,547,931.93
4143	44+11.26	20.55' LT	59-CL	379,242.12	2,547,943.66
4144	44+19.24	23.05' LT	59-CL	379,245.43	2,547,951.34

30th-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
4201	44+62.13	52.68' LT	59-CL	379,279.37	2,547,990.92
4202	44+62.03	49.57' LT	59-CL	379,276.26	2,547,991.14
4203	44+64.61	49.60' LT	59-CL	379,276.56	2,547,993.70
4204	44+62.65	43.50' LT	59-CL	379,270.29	2,547,992.39
4205	44+65.40	43.00' LT	59-CL	379,270.08	2,547,995.17
4206	44+67.90	36.00' LT	59-CL	379,263.38	2,547,998.39
4207	44+65.59	34.85' LT	59-CL	379,262.00	2,547,996.21
4208	44+68.18	30.50' LT	59-CL	379,257.94	2,547,999.24
4209	44+71.01	31.00' LT	59-CL	379,258.73	2,548,002.00
4210	44+73.54	24.50' LT	59-CL	379,252.53	2,548,005.20
4211	44+75.25	26.44' LT	59-CL	379,254.64	2,548,006.69
4212	44+77.42	24.69' LT	59-CL	379,253.12	2,548,009.03
4213	44+75.89	22.61' LT	59-CL	379,250.89	2,548,007.73
4214	44+83.42	21.23' LT	59-CL	379,250.30	2,548,015.36
4215	44+82.38	18.86' LT	59-CL	379,247.84	2,548,014.58
4216	44+86.42	20.09' LT	59-CL	379,249.49	2,548,018.46
4217	44+96.03	16.00' LT	59-CL	379,246.42	2,548,028.45
4218	45+02.46	16.00' LT	59-CL	379,247.09	2,548,034.85
4219	45+08.46	22.00' LT	59-CL	379,253.68	2,548,040.19
4220	44+69.84	61.42' LT	59-CL	379,288.86	2,547,997.68
4221	44+75.83	60.94' LT	59-CL	379,289.01	2,548,003.67
4222	44+68.39	43.00' LT	59-CL	379,270.39	2,547,998.15
4223	44+74.41	43.00' LT	59-CL	379,271.02	2,548,004.13
4224	44+74.41	36.00' LT	59-CL	379,264.06	2,548,004.86
4225	44+77.42	36.00' LT	59-CL	379,264.37	2,548,007.85
4226	44+74.41	31.00' LT	59-CL	379,259.09	2,548,005.38
4227	44+77.42	31.00' LT	59-CL	379,259.40	2,548,008.37
4228	44+77.42	43.00' LT	59-CL	379,271.33	2,548,007.12
4229	44+83.42	43.00' LT	59-CL	379,271.96	2,548,013.09
4230	44+83.42	36.00' LT	59-CL	379,265.00	2,548,013.82
4231	44+83.42	31.00' LT	59-CL	379,260.02	2,548,014.34
4232	44+83.42	24.69' LT	59-CL	379,253.75	2,548,015.00
4233	44+89.42	43.00' LT	59-CL	379,272.58	2,548,019.06
4234	44+89.42	36.00' LT	59-CL	379,265.62	2,548,019.79
4235	44+89.42	31.00' LT	59-CL	379,260.65	2,548,020.31

30th-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
4301	43+99.43	16.00' RT	59-CL	379,204.53	2,547,935.71
4302	44+03.55	18.97' RT	59-CL	379,202.01	2,547,940.11
4303	44+06.55	19.74' RT	59-CL	379,201.55	2,547,943.18
4304	44+07.37	17.29' RT	59-CL	379,204.07	2,547,943.74
4305	44+12.55	22.82' RT	59-CL	379,199.11	2,547,949.47
4306	44+14.06	20.73' RT	59-CL	379,201.35	2,547,950.75
4307	44+14.35	24.27' RT	59-CL	379,197.86	2,547,951.41
4308	44+16.09	26.00' RT	59-CL	379,196.32	2,547,953.32
4309	44+18.01	24.27' RT	59-CL	379,198.24	2,547,955.05
4310	44+19.55	31.00' RT	59-CL	379,191.71	2,547,957.28
4311	44+21.78	29.70' RT	59-CL	379,193.24	2,547,959.36
4312	44+23.04	38.00' RT	59-CL	379,185.11	2,547,961.48
4313	44+25.45	37.09' RT	59-CL	379,186.27	2,547,963.79
4314	44+24.03	41.00' RT	59-CL	379,182.23	2,547,962.78
4315	44+27.90	54.57' RT	59-CL	379,169.14	2,547,968.05
4316	43+85.55	24.50' RT	59-CL	379,194.63	2,547,922.79
4317	43+85.55	31.00' RT	59-CL	379,188.17	2,547,923.47
4318	43+85.55	38.00' RT	59-CL	379,181.20	2,547,924.20
4319	44+06.55	38.00' RT	59-CL	379,183.39	2,547,945.08
4320	44+06.55	31.00' RT	59-CL	379,190.35	2,547,944.35
4321	44+06.55	26.00' RT	59-CL	379,195.33	2,547,943.83
4322	44+00.55	26.00' RT	59-CL	379,194.70	2,547,937.86
4323	44+06.55	22.82' RT	59-CL	379,198.49	2,547,943.50
4324	44+12.55	26.00' RT	59-CL	379,195.95	2,547,949.80
4325	44+12.55	31.00' RT	59-CL	379,190.98	2,547,950.32
4326	44+12.14	38.00' RT	59-CL	379,183.97	2,547,950.64
4327	44+13.30	40.37' RT	59-CL	379,181.74	2,547,952.04
4328	44+15.39	54.17' RT	59-CL	379,168.23	2,547,955.56
4329	44+21.37	54.67' RT	59-CL	379,168.36	2,547,961.56
4330	44+18.81	38.00' RT	59-CL	379,184.67	2,547,957.28
4331	44+19.55	38.00' RT	59-CL	379,184.75	2,547,958.01
4332	44+00.55	31.00' RT	59-CL	379,189.73	2,547,938.38
4333	44+21.02	28.40' RT	59-CL	379,194.45	2,547,958.48
4334	44+22.59	31.09' RT	59-CL	379,191.94	2,547,960.31

30th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
4401	44+54.95	43.09' RT	59-CL	379,183.37	2,547,993.75
4402	44+57.85	41.00' RT	59-CL	379,185.75	2,547,996.42
4403	44+56.26	37.11' RT	59-CL	379,189.45	2,547,994.43
4404	44+58.69	38.00' RT	59-CL	379,188.82	2,547,996.94
4405	44+63.01	31.00' RT	59-CL	379,196.24	2,548,000.51
4406	44+61.13	29.23' RT	59-CL	379,197.80	2,547,998.45
4407	44+70.40	26.00' RT	59-CL	379,201.98	2,548,007.33
4408	44+69.45	23.60' RT	59-CL	379,204.27	2,548,006.14
4409	44+73.47	24.92' RT	59-CL	379,203.37	2,548,010.28
4410	44+74.42	24.60' RT	59-CL	379,203.79	2,548,011.18
4411	44+77.42	23.58' RT	59-CL	379,205.12	2,548,014.06
4412	44+76.60	21.12' RT	59-CL	379,207.47	2,548,012.99
4413	44+83.42	21.79' RT	59-CL	379,207.52	2,548,019.84
4414	44+82.76	19.29' RT	59-CL	379,209.94	2,548,018.93
4415	44+86.42	21.05' RT	59-CL	379,208.57	2,548,022.75
4416	45+08.20	16.00' RT	59-CL	379,215.86	2,548,043.89
4417	44+59.57	57.90' RT	59-CL	379,169.12	2,547,999.89
4418	44+65.72	58.37' RT	59-CL	379,169.30	2,548,006.05
4419	44+63.01	38.00' RT	59-CL	379,189.27	2,548,001.24
4420	44+65.18	38.00' RT	59-CL	379,189.50	2,548,003.39
4421	44+71.42	38.00' RT	59-CL	379,190.15	2,548,009.60
4422	44+77.42	38.00' RT	59-CL	379,190.77	2,548,015.56
4423	44+83.42	38.00' RT	59-CL	379,191.40	2,548,021.53
4424	44+95.42	38.00' RT	59-CL	379,192.65	2,548,033.47
4425	44+65.18	31.00' RT	59-CL	379,196.46	2,548,002.66
4426	44+71.42	31.00' RT	59-CL	379,197.11	2,548,008.87
4427	44+77.42	31.00' RT	59-CL	379,197.74	2,548,014.83
4428	44+83.42	31.00' RT	59-CL	379,198.36	2,548,020.80
4429	44+95.42	31.00' RT	59-CL	379,199.61	2,548,032.74
4430	44+71.42	26.00' RT	59-CL	379,202.08	2,548,008.35
4431	44+77.42	26.00' RT	59-CL	379,202.71	2,548,014.31
4432	44+83.42	26.00' RT	59-CL	379,203.33	2,548,020.28
4433	44+95.42	25.40' RT	59-CL	379,205.18	2,548,032.15
4434	44+83.42	23.58' RT	59-CL	379,205.75	2,548,020.03
4435	44+70.41	23.24' RT	59-CL	379,204.72	2,548,007.06
4436	44+75.75	21.41' RT	59-CL	379,207.10	2,548,012.18
4437	44+89.42	26.00' RT	59-CL	379,203.96	2,548,026.25

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

N

W NATIONAL AVE/STH 59 & 29TH ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 29TH ST
NORTHEAST QUADRANT

29TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

47+00

48+00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (29TH ST)	SHEET 131	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 29N

PLOT DATE : 12/18/2025 3:09 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

W NATIONAL AVE / STH 59

47+00

48+00

STH 59 C/L

N

W NATIONAL AVE/STH 59 & 29TH ST
SOUTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 29TH ST
SOUTHEAST QUADRANT

29TH ST

SLOPE INTERCEPT

SLOPE INTERCEPT

6" CURB HEIGHT 87.69 4702
87.33 4701
87.26 4704
87.18 (G)
87.19 4703
4705 87.09
87.08 (G)
4706 87.17
4725 87.08
4707 87.22 2" CURB HEIGHT
4708 87.03
87.02 (G)
4709 87.11
87.18 4719
87.17 4720
87.51 4716
4733 87.03(F)
4710 86.95
86.94 (G)
4711 87.02
87.14 4721
87.57 4717
4724 87.05
4734 86.98(F)
87.67 4718
MEF
11.5% *
4713 86.91
86.83 (G)
4712 86.84
87.68 (T)
87.09 4722
4728 86.90
87.59 (T)
87.02 4723
4714 87.18 6" CURB HEIGHT
4727 86.91
87.52 (T)
87.50 (T)
87.00 4726
87.44 (T)
4715 86.17
87.06 (T)
86.87 4729
PED
86.84 (T)
86.83 (E) 4730
4732 86.78
4731 86.74(E)

86.41 4811
86.40 (G)
86.49(F) 4812
86.56 4828
2" CURB HEIGHT 86.59(T) 4810
86.42 (G)
2" CURB HEIGHT 86.60(T) 4809
86.43 (G)
86.46 4827
86.53(F) 4808
86.44 (G)
86.45 4807
86.55 4826
86.58(F) 4806
86.50 (G)
86.51 4805
86.65 4825
86.66 4823
86.61 4822
86.63(F) 4803
86.55 (G)(HP)
86.56 4804
6" CURB HEIGHT 86.93(T) 4802
86.41(F) 4801
86.53 4820
86.50 (E) 4818
86.56 (E) 4819
4814 86.46(F)
86.37 (G)
4813 86.38
4831 86.41
4832 86.55
4817 85.81(F)
4815 86.79(T) 6" CURB HEIGHT
4816 86.06(F)
4835 86.42
86.64 4829
4836 86.49
4833 86.63
4837 86.60
4824 86.76
4830 86.74
4834 86.73
4821 86.62

LEGEND

XM	CURB RAMP TYPE MODIFIED
T	TRAVERSABLE FLARE (10:1 MAX)
N	NON-TRAVERSABLE FLARE (6:1 MAX)
L	LANDING
	DETECTABLE WARNING FIELD
	DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
TPED	TALL CONCRETE CURB PEDESTRIAN
PED	CONCRETE CURB PEDESTRIAN
- - -	SLOPE INTERCEPT
###	POINT NUMBER
##.##	SIDEWALK ELEVATION
##.##(E)	EXISTING ELEVATION
##.##(F)	CURB FLANGE ELEVATION
##.##(G)	GUTTER FLOWLINE ELEVATION
##.##(T)	TOP OF CURB ELEVATION
##.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

MEF NOTES:

* LONGITUDINAL SIDEWALK SLOPE EXCEEDS 8.3%
** CROSSWALK CROSS SLOPE EXCEEDS 2.1%

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (29TH ST)	SHEET 132	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 29S
PLOT DATE : 12/18/2025 3:10 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

29th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
4501	47+61.98	51.62' LT	59-CL	379,309.56	2,548,289.21
4502	47+61.34	43.49' LT	59-CL	379,301.41	2,548,289.41
4503	47+58.70	42.99' LT	59-CL	379,300.64	2,548,286.85
4504	47+56.70	35.99' LT	59-CL	379,293.47	2,548,285.59
4505	47+59.02	34.85' LT	59-CL	379,292.58	2,548,288.02
4506	47+53.23	30.97' LT	59-CL	379,288.11	2,548,282.66
4507	47+56.23	30.49' LT	59-CL	379,287.95	2,548,285.70
4508	47+48.79	24.49' LT	59-CL	379,281.20	2,548,278.93
4509	47+41.43	24.50' LT	59-CL	379,280.44	2,548,271.62
4510	47+38.43	23.49' LT	59-CL	379,279.12	2,548,268.75
4511	47+39.24	21.04' LT	59-CL	379,276.77	2,548,269.81
4512	47+32.43	21.72' LT	59-CL	379,276.74	2,548,262.96
4513	47+33.08	19.22' LT	59-CL	379,274.32	2,548,263.87
4514	47+29.43	20.99' LT	59-CL	379,275.70	2,548,260.06
4515	47+07.90	15.99' LT	59-CL	379,268.48	2,548,239.17
4516	47+02.07	16.00' LT	59-CL	379,267.89	2,548,233.36
4517	46+96.07	22.00' LT	59-CL	379,273.23	2,548,226.77
4518	47+55.02	49.92' LT	59-CL	379,307.14	2,548,282.46
4519	47+49.04	50.39' LT	59-CL	379,306.98	2,548,276.46
4520	47+48.46	43.00' LT	59-CL	379,299.57	2,548,276.66
4521	47+54.48	42.99' LT	59-CL	379,300.20	2,548,282.64
4522	47+56.71	42.99' LT	59-CL	379,300.43	2,548,284.86
4523	47+54.47	35.99' LT	59-CL	379,293.23	2,548,283.37
4524	47+48.45	36.00' LT	59-CL	379,292.61	2,548,277.39
4525	47+48.45	31.00' LT	59-CL	379,287.63	2,548,277.91
4526	47+38.43	43.00' LT	59-CL	379,298.53	2,548,266.71
4527	47+38.43	36.00' LT	59-CL	379,291.56	2,548,267.44
4528	47+38.43	31.00' LT	59-CL	379,286.59	2,548,267.96
4529	47+32.43	23.49' LT	59-CL	379,278.50	2,548,262.78
4530	47+32.43	31.00' LT	59-CL	379,285.97	2,548,262.00
4531	47+32.43	36.00' LT	59-CL	379,290.94	2,548,261.48
4532	47+32.43	43.00' LT	59-CL	379,297.90	2,548,260.75
4533	47+20.43	43.00' LT	59-CL	379,296.65	2,548,248.81
4534	47+20.43	36.00' LT	59-CL	379,289.69	2,548,249.54
4535	47+20.43	30.40' LT	59-CL	379,284.12	2,548,250.12
4536	47+74.93	50.59' LT	59-CL	379,309.90	2,548,302.19
4537	47+74.38	43.49' LT	59-CL	379,302.78	2,548,302.38
4538	47+73.36	30.49' LT	59-CL	379,289.75	2,548,302.73
4539	47+72.89	24.49' LT	59-CL	379,283.73	2,548,302.90
4540	47+59.40	51.82' LT	59-CL	379,309.49	2,548,286.61
4541	47+47.62	26.80' LT	59-CL	379,283.37	2,548,277.52

29th-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
4601	47+88.20	52.56' LT	59-CL	379,313.25	2,548,315.17
4602	47+88.04	49.56' LT	59-CL	379,310.25	2,548,315.33
4603	47+90.62	49.60' LT	59-CL	379,310.56	2,548,317.89
4604	47+88.65	43.50' LT	59-CL	379,304.28	2,548,316.58
4605	47+91.40	43.00' LT	59-CL	379,304.08	2,548,319.36
4606	47+93.89	36.00' LT	59-CL	379,297.38	2,548,322.58
4607	47+91.58	34.85' LT	59-CL	379,296.00	2,548,320.40
4608	47+96.99	31.00' LT	59-CL	379,292.73	2,548,326.19
4609	47+94.17	30.50' LT	59-CL	379,291.94	2,548,323.43
4610	47+99.50	24.50' LT	59-CL	379,286.53	2,548,329.38
4611	48+01.21	26.44' LT	59-CL	379,288.64	2,548,330.88
4612	48+04.13	24.16' LT	59-CL	379,286.67	2,548,334.01
4613	48+02.66	22.03' LT	59-CL	379,284.41	2,548,332.78
4614	48+10.13	20.91' LT	59-CL	379,284.07	2,548,340.32
4615	48+09.15	18.52' LT	59-CL	379,281.59	2,548,339.60
4616	48+13.13	19.86' LT	59-CL	379,283.34	2,548,343.41
4617	48+21.99	16.00' LT	59-CL	379,280.42	2,548,352.63
4618	48+28.45	16.00' LT	59-CL	379,281.09	2,548,359.06
4619	48+34.45	22.00' LT	59-CL	379,287.69	2,548,364.40
4620	47+95.23	54.89' LT	59-CL	379,316.30	2,548,321.93
4621	48+01.17	54.42' LT	59-CL	379,316.46	2,548,327.92
4622	47+94.60	46.90' LT	59-CL	379,308.29	2,548,322.14
4623	48+00.55	46.43' LT	59-CL	379,308.45	2,548,328.14
4624	47+94.30	43.00' LT	59-CL	379,304.39	2,548,322.25
4625	47+93.90	43.00' LT	59-CL	379,304.34	2,548,321.85
4626	48+00.28	43.00' LT	59-CL	379,305.01	2,548,328.23
4627	48+04.13	43.00' LT	59-CL	379,305.41	2,548,332.05
4628	48+10.13	43.00' LT	59-CL	379,306.04	2,548,338.02
4629	48+10.13	36.00' LT	59-CL	379,299.08	2,548,338.75
4630	48+04.13	36.00' LT	59-CL	379,298.45	2,548,332.78
4631	48+00.28	36.00' LT	59-CL	379,298.05	2,548,328.96
4632	48+00.29	31.00' LT	59-CL	379,293.08	2,548,329.48
4633	48+04.13	31.00' LT	59-CL	379,293.48	2,548,333.30
4634	48+10.13	31.00' LT	59-CL	379,294.10	2,548,339.27
4635	48+10.13	24.16' LT	59-CL	379,287.30	2,548,339.98
4636	48+05.15	43.76' LT	59-CL	379,306.28	2,548,332.99

29th-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
4701	47+25.35	16.00' RT	59-CL	379,238.49	2,548,259.86
4702	47+29.43	18.96' RT	59-CL	379,235.97	2,548,264.22
4703	47+32.43	19.73' RT	59-CL	379,235.51	2,548,267.28
4704	47+33.24	17.28' RT	59-CL	379,238.04	2,548,267.84
4705	47+38.43	22.79' RT	59-CL	379,233.09	2,548,273.57
4706	47+39.93	20.69' RT	59-CL	379,235.34	2,548,274.85
4707	47+40.05	24.07' RT	59-CL	379,231.99	2,548,275.32
4708	47+41.55	25.50' RT	59-CL	379,230.72	2,548,276.95
4709	47+43.41	23.71' RT	59-CL	379,232.70	2,548,278.62
4710	47+45.16	30.50' RT	59-CL	379,226.13	2,548,281.09
4711	47+47.39	29.19' RT	59-CL	379,227.67	2,548,283.17
4712	47+48.89	37.50' RT	59-CL	379,219.56	2,548,285.53
4713	47+51.22	36.58' RT	59-CL	379,220.72	2,548,287.75
4714	47+49.94	40.50' RT	59-CL	379,216.68	2,548,286.90
4715	47+53.75	52.56' RT	59-CL	379,205.10	2,548,291.95
4716	47+26.83	25.76' RT	59-CL	379,228.93	2,548,262.35
4717	47+27.08	30.76' RT	59-CL	379,223.99	2,548,263.12
4718	47+27.43	37.75' RT	59-CL	379,217.07	2,548,264.19
4719	47+32.43	22.79' RT	59-CL	379,232.47	2,548,267.60
4720	47+32.43	25.50' RT	59-CL	379,229.77	2,548,267.88
4721	47+32.43	30.50' RT	59-CL	379,224.80	2,548,268.40
4722	47+32.43	37.50' RT	59-CL	379,217.84	2,548,269.13
4723	47+37.33	37.50' RT	59-CL	379,218.35	2,548,274.01
4724	47+38.43	30.50' RT	59-CL	379,225.43	2,548,274.37
4725	47+38.43	25.50' RT	59-CL	379,230.40	2,548,273.85
4726	47+38.79	40.12' RT	59-CL	379,215.90	2,548,275.74
4727	47+44.16	37.50' RT	59-CL	379,219.07	2,548,280.83
4728	47+45.15	37.50' RT	59-CL	379,219.17	2,548,281.82
4729	47+40.94	51.52' RT	59-CL	379,204.78	2,548,279.06
4730	47+40.68	54.71' RT	59-CL	379,201.58	2,548,279.14
4731	47+46.62	55.19' RT	59-CL	379,201.73	2,548,285.14
4732	47+46.85	52.02' RT	59-CL	379,204.91	2,548,285.03
4733	47+46.87	28.31' RT	59-CL	379,228.49	2,548,282.56
4734	47+49.04	31.99' RT	59-CL	379,225.05	2,548,285.10

29th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
4801	47+80.60	43.16' RT	59-CL	379,217.26	2,548,317.67
4802	47+83.61	40.49' RT	59-CL	379,220.23	2,548,320.38
4803	47+82.14	36.54' RT	59-CL	379,224.01	2,548,318.50
4804	47+84.54	37.49' RT	59-CL	379,223.31	2,548,320.99
4805	47+89.16	30.49' RT	59-CL	379,230.76	2,548,324.85
4806	47+87.34	28.66' RT	59-CL	379,232.39	2,548,322.85
4807	47+97.43	25.50' RT	59-CL	379,236.59	2,548,332.55
4808	47+96.56	23.07' RT	59-CL	379,238.92	2,548,331.42
4809	47+99.69	24.69' RT	59-CL	379,237.63	2,548,334.69
4810	48+01.13	24.18' RT	59-CL	379,238.29	2,548,336.07
4811	48+04.13	23.16' RT	59-CL	379,239.61	2,548,338.94
4812	48+03.35	20.71' RT	59-CL	379,241.97	2,548,337.91
4813	48+10.13	21.47' RT	59-CL	379,241.92	2,548,344.74
4814	48+09.50	18.96' RT	59-CL	379,244.35	2,548,343.85
4815	48+13.13	20.77' RT	59-CL	379,242.93	2,548,347.65
4816	48+25.08	16.37' RT	59-CL	379,248.55	2,548,359.08
4817	48+33.66	16.00' RT	59-CL	379,249.81	2,548,367.57
4818	47+86.39	58.40' RT	59-CL	379,202.71	2,548,325.02
4819	47+92.37	58.88' RT	59-CL	379,202.86	2,548,331.02
4820	47+86.97	51.20' RT	59-CL	379,209.93	2,548,324.85
4821	47+92.89	52.45' RT	59-CL	379,209.31	2,548,330.86
4822	47+89.16	37.49' RT	59-CL	379,223.79	2,548,325.58
4823	47+91.74	37.50' RT	59-CL	379,224.06	2,548,328.15
4824	47+98.13	37.50' RT	59-CL	379,224.73	2,548,334.47
4825	47+98.13	30.50' RT	59-CL	379,231.69	2,548,333.74
4826	47+91.75	30.50' RT	59-CL	379,231.03	2,548,327.42
4827	47+98.13	25.50' RT	59-CL	379,236.66	2,548,333.22
4828	48+04.13	25.50' RT	59-CL	379,237.29	2,548,339.19
4829	48+04.13	30.50' RT	59-CL	379,232.31	2,548,339.71
4830	48+04.13	37.50' RT	59-CL	379,225.35	2,548,340.44
4831	48+10.13	23.17' RT	59-CL	379,240.23	2,548,344.91
4832	48+10.13	25.50' RT	59-CL	379,237.91	2,548,345.16
4833	48+10.13	30.50' RT	59-CL	379,232.94	2,548,345.68
4834	48+10.13	37.50' RT	59-CL	379,225.98	2,548,346.41
4835	48+15.60	25.50' RT	59-CL	379,238.48	2,548,350.60
4836	48+15.60	30.50' RT	59-CL	379,233.51	2,548,351.12
4837	48+15.60	37.50' RT	59-CL	379,226.55	2,548,351.85

2

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

N

W NATIONAL AVE/STH 59 & 28TH ST NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 28TH ST NORTHEAST QUADRANT

28TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

51+00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (28TH ST)	SHEET 134 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 28N

PLOT DATE : 12/18/2025 3:11 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

W NATIONAL AVE / STH 59

STH 59 C/L

51+00

N

81.16(F) 5103
81.07 (G)
81.08 5104
6" CURB HEIGHT 81.66(T) 5102
81.32(F) 5101
5105 80.95
80.94 (G)
5138 81.02(F)
5107 81.38(T) 6" CURB HEIGHT
80.88 (G)
5106 80.96(F)
81.04 5117
81.89 5119
81.29 5118
82.37 5120
81.98 5122
81.34 5123
82.45 5121
82.56 5136
82.07 5137
81.33 5126
81.24 5127
81.22 5128
81.22 5129
81.24 5130
81.18 5132
5124 81.20
81.14 (G)
5108 81.15
5109 81.21(F)
5111 81.18(F)
81.10 (G)
5110 81.11
5125 81.25
81.04 (G)
5112 81.05
5113 81.12(F)
5135 81.10
5134 81.13
5114 80.62(F)
80.54 (G)
5115 81.04(T) 6" CURB HEIGHT
5131 81.13
5116 80.51(F)
5133 81.04
5237 80.49
5238 80.91
5239 81.03
5240 80.74
80.64(F) 5203
80.54 5222
80.59 5221
80.55 (G)(HP)
80.56 5204
80.44 5224
80.56(F) 5206
80.47 (G)
80.48 5205
80.51(F) 5207
80.42 5208
80.41 (G)
80.27 5226
80.16(F) 5209
80.07 (G)
6" CURB HEIGHT 80.57(T) 5210
80.03(F) 5213
79.95 (G)
79.96 5212
6" CURB HEIGHT 80.48(T) 5211
5214 79.98(F)
5216 79.96(F)
79.87 (G)
5218 79.67(F)
5215 79.88
5217 80.34(T) 6" CURB HEIGHT
5230 79.90
5231 80.05
80.10 5229
5234 80.18
80.18 5228
5232 80.12
5235 80.25
5225 80.35
5233 80.23
5236 80.36
5227 80.28
5223 80.45
5220 80.51
80.43 5219
80.14(F) 5201
80.05 (G)
3" CURB HEIGHT 80.30(T) 5202

2M
3M
L
2X7 DWF

W NATIONAL AVE/STH 59 & 28TH ST
SOUTHWEST QUADRANT

SLOPE INTERCEPT
TLE

W NATIONAL AVE/STH 59 & 28TH ST
SOUTHEAST QUADRANT

28TH ST

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (28TH ST)	SHEET 135	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 28S

PLOT DATE : 12/18/2025 3:11 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

28th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
4901	50+76.04	52.19' LT	59-CL	379,342.88	2,548,601.53
4902	50+73.47	52.38' LT	59-CL	379,342.81	2,548,598.95
4903	50+72.76	43.50' LT	59-CL	379,333.90	2,548,599.17
4904	50+75.39	44.00' LT	59-CL	379,334.67	2,548,601.74
4905	50+70.96	36.50' LT	59-CL	379,326.75	2,548,598.11
4906	50+73.31	35.42' LT	59-CL	379,325.92	2,548,600.56
4907	50+67.71	31.50' LT	59-CL	379,321.44	2,548,595.40
4908	50+69.65	29.79' LT	59-CL	379,319.94	2,548,597.51
4909	50+65.36	26.00' LT	59-CL	379,315.72	2,548,593.64
4910	50+63.90	28.13' LT	59-CL	379,317.69	2,548,591.96
4911	50+54.71	24.31' LT	59-CL	379,312.93	2,548,583.22
4912	50+51.71	23.35' LT	59-CL	379,311.67	2,548,580.34
4913	50+52.49	20.89' LT	59-CL	379,309.30	2,548,581.37
4914	50+45.71	21.61' LT	59-CL	379,309.31	2,548,574.55
4915	50+46.35	19.11' LT	59-CL	379,306.89	2,548,575.45
4916	50+46.86	19.24' LT	59-CL	379,307.08	2,548,575.94
4917	50+42.71	20.90' LT	59-CL	379,308.29	2,548,571.64
4918	50+36.96	17.19' LT	59-CL	379,304.00	2,548,566.31
4919	50+21.61	16.00' LT	59-CL	379,301.22	2,548,551.17
4920	50+15.77	16.00' LT	59-CL	379,300.61	2,548,545.36
4921	50+09.77	22.00' LT	59-CL	379,305.95	2,548,538.77
4922	50+63.20	55.94' LT	59-CL	379,345.27	2,548,588.37
4923	50+69.18	55.46' LT	59-CL	379,345.42	2,548,594.37
4924	50+62.72	49.96' LT	59-CL	379,339.27	2,548,588.52
4925	50+68.71	49.48' LT	59-CL	379,339.42	2,548,594.52
4926	50+62.24	43.50' LT	59-CL	379,332.80	2,548,588.70
4927	50+68.23	43.50' LT	59-CL	379,333.43	2,548,594.67
4928	50+70.96	43.50' LT	59-CL	379,333.71	2,548,597.38
4929	50+68.23	36.50' LT	59-CL	379,326.46	2,548,595.40
4930	50+62.21	36.50' LT	59-CL	379,325.84	2,548,589.41
4931	50+62.21	31.50' LT	59-CL	379,320.86	2,548,589.93
4932	50+51.71	43.50' LT	59-CL	379,331.70	2,548,578.24
4933	50+51.71	36.50' LT	59-CL	379,324.74	2,548,578.97
4934	50+51.71	31.50' LT	59-CL	379,319.77	2,548,579.49
4935	50+45.71	43.50' LT	59-CL	379,331.08	2,548,572.27
4936	50+45.71	36.50' LT	59-CL	379,324.12	2,548,573.00
4937	50+45.71	31.50' LT	59-CL	379,319.14	2,548,573.52
4938	50+45.71	23.35' LT	59-CL	379,311.04	2,548,574.37
4939	50+40.21	43.50' LT	59-CL	379,330.51	2,548,566.80
4940	50+40.21	36.50' LT	59-CL	379,323.54	2,548,567.53

28th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
4941	50+40.21	31.50' LT	59-CL	379,318.57	2,548,568.05
4943	50+88.43	44.00' LT	59-CL	379,336.03	2,548,614.71
4944	50+87.40	31.00' LT	59-CL	379,322.99	2,548,615.03
4945	50+87.00	26.00' LT	59-CL	379,317.98	2,548,615.16
4946	50+80.38	31.00' LT	59-CL	379,322.26	2,548,608.05
4947	50+79.98	26.00' LT	59-CL	379,317.24	2,548,608.17
4948	50+59.38	23.09' LT	59-CL	379,312.20	2,548,587.99
4949	50+89.00	51.16' LT	59-CL	379,343.20	2,548,614.53

28th-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
5001	51+04.87	54.27' LT	59-CL	379,348.16	2,548,627.41
5002	51+04.60	49.62' LT	59-CL	379,343.53	2,548,627.84
5003	51+05.22	43.50' LT	59-CL	379,337.56	2,548,629.38
5004	51+08.05	42.67' LT	59-CL	379,337.17	2,548,632.30
5005	51+07.18	49.65' LT	59-CL	379,343.94	2,548,630.39
5006	51+10.71	35.54' LT	59-CL	379,330.52	2,548,636.00
5007	51+08.41	34.35' LT	59-CL	379,329.00	2,548,633.91
5008	51+10.95	30.21' LT	59-CL	379,325.30	2,548,637.04
5009	51+14.06	30.38' LT	59-CL	379,325.93	2,548,640.09
5010	51+17.31	26.89' LT	59-CL	379,322.97	2,548,643.83
5011	51+18.04	26.24' LT	59-CL	379,322.43	2,548,644.65
5012	51+15.56	24.99' LT	59-CL	379,320.83	2,548,642.38
5013	51+20.94	24.01' LT	59-CL	379,320.67	2,548,647.85
5014	51+19.49	21.88' LT	59-CL	379,318.34	2,548,646.74
5015	51+26.80	20.88' LT	59-CL	379,318.45	2,548,654.12
5016	51+25.83	18.49' LT	59-CL	379,315.94	2,548,653.52
5017	51+29.76	19.85' LT	59-CL	379,317.88	2,548,657.19
5018	51+27.77	41.75' LT	59-CL	379,339.23	2,548,651.94
5019	51+27.45	34.76' LT	59-CL	379,332.27	2,548,652.67
5020	51+27.22	29.77' LT	59-CL	379,327.30	2,548,653.19
5021	51+21.22	30.05' LT	59-CL	379,326.67	2,548,647.22
5022	51+21.45	35.04' LT	59-CL	379,331.65	2,548,646.70
5023	51+21.78	42.03' LT	59-CL	379,338.61	2,548,645.97
5024	51+19.20	42.15' LT	59-CL	379,338.34	2,548,643.40
5025	51+18.97	43.46' LT	59-CL	379,339.60	2,548,642.98
5026	51+12.73	35.45' LT	59-CL	379,330.74	2,548,638.02
5027	51+13.06	42.44' LT	59-CL	379,337.70	2,548,637.29
5028	51+11.03	42.53' LT	59-CL	379,337.49	2,548,635.27
5029	51+11.39	52.08' LT	59-CL	379,346.97	2,548,634.19
5030	51+17.46	52.26' LT	59-CL	379,348.07	2,548,640.16
5031	51+12.02	57.02' LT	59-CL	379,351.96	2,548,634.07
5032	51+17.97	56.27' LT	59-CL	379,352.11	2,548,640.06
5033	51+37.85	16.28' LT	59-CL	379,315.40	2,548,666.51
5034	51+18.30	47.32' LT	59-CL	379,343.32	2,548,641.74
5035	51+26.94	23.73' LT	59-CL	379,321.29	2,548,653.82

28th-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
5101	50+39.41	16.00' RT	59-CL	379,271.25	2,548,572.21
5102	50+42.71	18.83' RT	59-CL	379,268.78	2,548,575.78
5103	50+46.44	17.01' RT	59-CL	379,270.98	2,548,579.29
5104	50+45.71	19.49' RT	59-CL	379,268.44	2,548,578.83
5105	50+51.71	22.26' RT	59-CL	379,266.31	2,548,585.09
5106	50+55.89	22.20' RT	59-CL	379,266.80	2,548,589.24
5107	50+54.19	24.14' RT	59-CL	379,264.69	2,548,587.75
5108	50+58.02	28.50' RT	59-CL	379,260.75	2,548,592.02
5109	50+60.89	28.20' RT	59-CL	379,261.35	2,548,594.84
5110	50+61.08	33.50' RT	59-CL	379,256.10	2,548,595.57
5111	50+63.31	32.20' RT	59-CL	379,257.62	2,548,597.66
5112	50+64.10	40.50' RT	59-CL	379,249.45	2,548,599.31
5113	50+66.97	41.20' RT	59-CL	379,249.06	2,548,602.24
5114	50+67.95	47.30' RT	59-CL	379,243.09	2,548,603.84
5115	50+65.37	47.48' RT	59-CL	379,242.64	2,548,601.30
5116	50+67.92	52.58' RT	59-CL	379,237.84	2,548,604.37
5117	50+45.71	22.26' RT	59-CL	379,265.68	2,548,579.12
5118	50+45.71	28.50' RT	59-CL	379,259.47	2,548,579.77
5119	50+37.32	28.50' RT	59-CL	379,258.60	2,548,571.42
5120	50+30.71	27.50' RT	59-CL	379,258.90	2,548,564.75
5121	50+30.71	32.86' RT	59-CL	379,253.57	2,548,565.31
5122	50+37.07	33.50' RT	59-CL	379,253.60	2,548,571.69
5123	50+45.71	33.50' RT	59-CL	379,254.50	2,548,580.29
5124	50+51.71	28.50' RT	59-CL	379,260.10	2,548,585.74
5125	50+51.71	33.50' RT	59-CL	379,255.12	2,548,586.26
5126	50+45.71	40.50' RT	59-CL	379,247.54	2,548,581.02
5127	50+51.71	40.50' RT	59-CL	379,248.16	2,548,586.99
5128	50+53.05	40.50' RT	59-CL	379,248.30	2,548,588.32
5129	50+53.34	41.79' RT	59-CL	379,247.05	2,548,588.74
5130	50+55.25	50.47' RT	59-CL	379,238.62	2,548,591.54
5131	50+61.30	50.05' RT	59-CL	379,239.66	2,548,597.52
5132	50+54.94	54.34' RT	59-CL	379,234.74	2,548,591.64
5133	50+60.92	54.82' RT	59-CL	379,234.88	2,548,597.64
5134	50+59.20	40.50' RT	59-CL	379,248.94	2,548,594.43
5135	50+61.08	40.50' RT	59-CL	379,249.14	2,548,596.30
5136	50+30.71	39.90' RT	59-CL	379,246.57	2,548,566.04
5137	50+36.72	40.50' RT	59-CL	379,246.60	2,548,572.08
5138	50+53.13	20.10' RT	59-CL	379,268.60	2,548,586.27

2

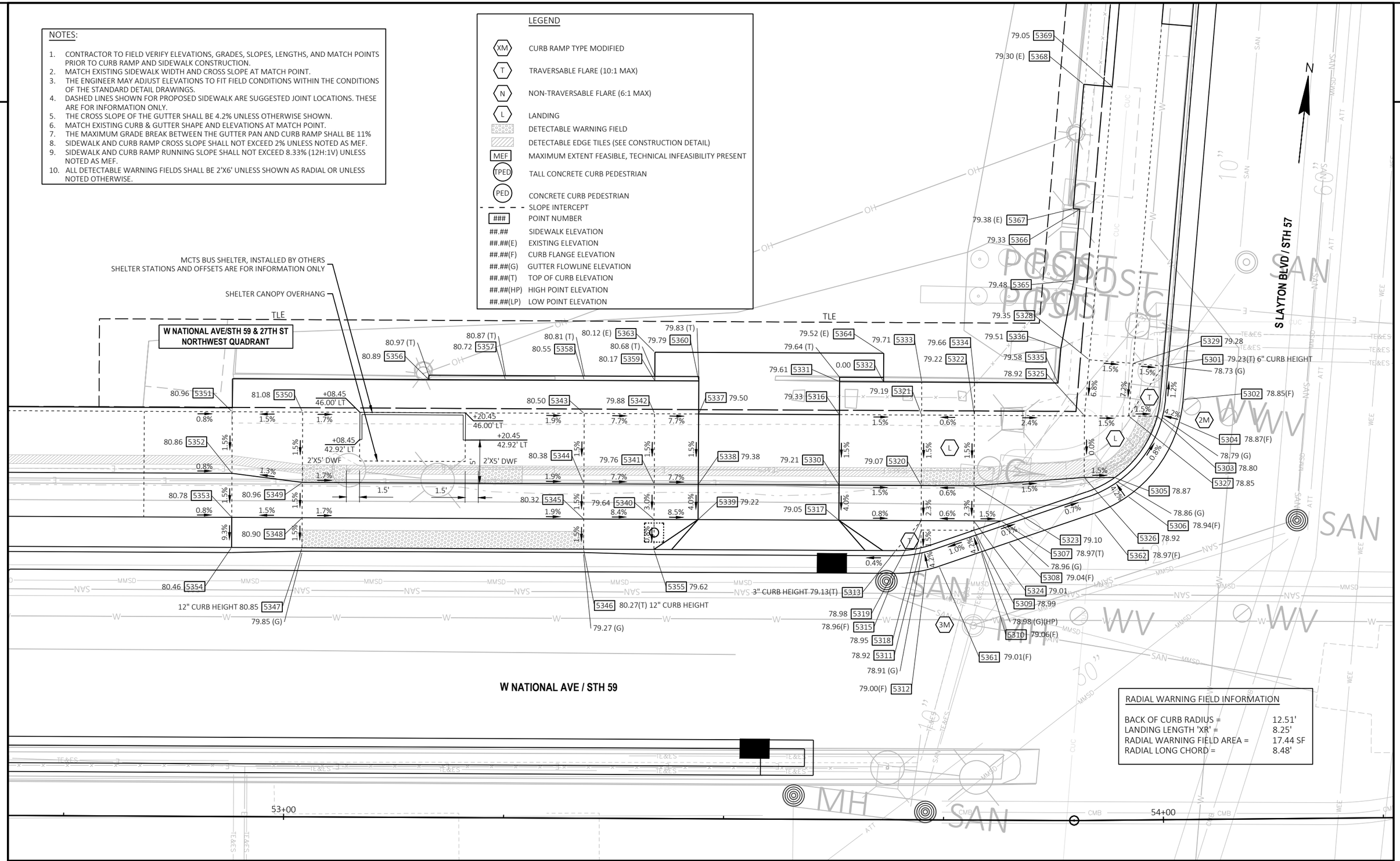
28th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
5201	50+93.37	49.43' RT	59-CL	379,243.72	2,548,630.23
5202	50+94.52	49.73' RT	59-CL	379,243.79	2,548,632.82
5203	50+93.37	41.22' RT	59-CL	379,251.97	2,548,630.04
5204	50+95.67	40.85' RT	59-CL	379,252.75	2,548,632.62
5205	50+98.19	33.95' RT	59-CL	379,259.94	2,548,634.07
5206	50+95.96	32.65' RT	59-CL	379,260.89	2,548,631.67
5207	50+99.08	28.49' RT	59-CL	379,265.47	2,548,634.13
5208	51+02.11	29.13' RT	59-CL	379,265.30	2,548,637.23
5209	51+07.40	22.87' RT	59-CL	379,272.28	2,548,641.51
5210	51+08.35	25.27' RT	59-CL	379,270.05	2,548,642.81
5211	51+15.75	23.16' RT	59-CL	379,273.25	2,548,649.81
5212	51+18.79	22.34' RT	59-CL	379,274.51	2,548,652.69
5213	51+18.14	19.84' RT	59-CL	379,276.89	2,548,651.67
5214	51+22.30	18.86' RT	59-CL	379,278.48	2,548,655.63
5215	51+24.86	20.97' RT	59-CL	379,276.78	2,548,658.49
5216	51+24.37	18.44' RT	59-CL	379,279.21	2,548,657.62
5217	51+27.89	20.44' RT	59-CL	379,277.76	2,548,661.40
5218	51+48.67	16.00' RT	59-CL	379,284.43	2,548,680.64
5219	50+99.12	46.99' RT	59-CL	379,247.19	2,548,636.95
5220	51+05.07	47.75' RT	59-CL	379,247.33	2,548,642.95
5221	50+97.86	40.95' RT	59-CL	379,252.98	2,548,634.80
5222	50+99.88	41.04' RT	59-CL	379,253.19	2,548,636.81
5223	51+05.89	41.32' RT	59-CL	379,253.81	2,548,642.80
5224	51+00.21	34.05' RT	59-CL	379,260.15	2,548,636.08
5225	51+06.22	34.33' RT	59-CL	379,260.78	2,548,642.07
5226	51+06.45	29.33' RT	59-CL	379,265.75	2,548,641.54
5227	51+17.88	41.88' RT	59-CL	379,255.07	2,548,654.73
5228	51+18.21	34.88' RT	59-CL	379,262.03	2,548,654.00
5229	51+18.44	29.89' RT	59-CL	379,267.00	2,548,653.48
5230	51+24.78	22.62' RT	59-CL	379,275.14	2,548,658.66
5231	51+24.43	30.17' RT	59-CL	379,267.63	2,548,659.45
5232	51+24.20	35.16' RT	59-CL	379,262.65	2,548,659.97
5233	51+23.88	42.16' RT	59-CL	379,255.69	2,548,660.70
5234	51+30.43	30.45' RT	59-CL	379,268.25	2,548,665.41
5235	51+30.19	35.44' RT	59-CL	379,263.28	2,548,665.94
5236	51+29.87	42.43' RT	59-CL	379,256.32	2,548,666.67
5237	50+83.41	22.20' RT	59-CL	379,269.67	2,548,616.61
5238	50+82.93	28.20' RT	59-CL	379,263.65	2,548,616.75
5239	50+81.88	41.20' RT	59-CL	379,250.61	2,548,617.07
5240	50+81.30	48.37' RT	59-CL	379,243.41	2,548,617.24

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION



RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	12.51'
LANDING LENGTH 'XR' =	8.25'
RADIAL WARNING FIELD AREA =	17.44 SF
RADIAL LONG CHORD =	8.48'

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (S LAYTON BLVD)	SHEET 138	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 27NW

PLOT DATE : 12/18/2025 3:13 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	22.41'
LANDING LENGTH 'XR' =	8.98'
RADIAL WARNING FIELD AREA =	16.01 SF
RADIAL LONG CHORD =	7.85'

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

S LAYTON BLVD / STH 57

W NATIONAL AVE/STH 59 & 27TH ST
NORTHEAST QUADRANT

W NATIONAL AVE / STH 59

78.74 5431
78.71 5416
78.18 (G)
78.27(E) 5401
6" CURB HEIGHT 78.68(T) 5402
78.23 (G)(HP)
78.31(F) 5403
78.24 5404
78.26 5418
78.17 5405
78.16 (G)
78.24(F) 5406
78.23 5420
78.11 5407
78.10 (G)
78.18(F) 5408
2" CURB HEIGHT 78.25(T) 5409
78.20 5422
78.15(F) 5411
78.06 (G)
78.07 5410
5432 78.83
SLOPE INTERCEPT
5417 78.81
5419 78.34
5423 78.38
5424 78.35
5428 78.75
5425 78.24
5429 78.65
5421 78.27
5430 78.57
5414 78.48(T) 6" CURB HEIGHT
5415 78.07(F)
5426 78.17
5427 78.05
5412 78.02
78.01 (G)
5413 78.09(F)

STH 59 C/L
55+00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (S LAYTON BLVD)	SHEET 139	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 27NE
PLOT DATE : 12/18/2025 3:13 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

W NATIONAL AVE / STH 59

2

2

N

53+00

54+00

MH

SAN

VEHICLE DET. LOOPS

RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	25.42'
LANDING LENGTH 'XR' =	8.99'
RADIAL WARNING FIELD AREA =	17.01 SF
RADIAL LONG CHORD =	8.30'

78.59(F) 5504
78.51 (G)(HP)
78.52 5503
78.53 5520
78.60(F) 5502
78.68 5519
6" CURB HEIGHT 79.00(T) 5501
79.04 5518
79.12 5522
78.76 5529
78.86 5528
79.22 5523
79.23 5524
79.24 (E) 5525
79.02 5527
79.14 (E) 5526
79.04 5532
79.19 (E) 5533
78.77 (E) 5534
78.81 5531
78.66 5535
5506 78.56(F)
78.48 (G)
5505 78.49
5521 78.63
5507 78.71(T) 3" CURB HEIGHT
5509 78.53(F)
78.45 (G)
5508 78.46
5539 78.48
5511 78.49(F)
78.40 (G)
5510 78.41
5530 78.71
78.51 5537
5513 78.44(F)
78.36 (G)
5512 78.37
5538 78.43
5514 78.82(T) 6" CURB HEIGHT
5536 78.58
5515 78.38(F)
78.68 (T)
78.19 (G)
5516 78.24(F)
78.48 (T)
5517 78.06(F)
77.98 (G)

3M
2M
N
T
L

0.8% 4.2% 0.5% 6.3% 6.0% 3.3% 1.5% 3.2% 0.3% 4.4% 2.9% 0.4% 5.2% 1.7% 3.8% 2.6% 2.3% 1.6% 0.9% 5.9%

W NATIONAL AVE/STH 59 & 27TH ST
SOUTHWEST QUADRANT

S LAYTON BLVD

LAYTON BLVD

TLE

LEGEND

XM	CURB RAMP TYPE MODIFIED
T	TRAVERSABLE FLARE (10:1 MAX)
N	NON-TRAVERSABLE FLARE (6:1 MAX)
L	LANDING
	DETECTABLE WARNING FIELD
	DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
MEF	MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
TPED	TALL CONCRETE CURB PEDESTRIAN
PED	CONCRETE CURB PEDESTRIAN
	SLOPE INTERCEPT
###	POINT NUMBER
##.##	SIDEWALK ELEVATION
##.##(E)	EXISTING ELEVATION
##.##(F)	CURB FLANGE ELEVATION
##.##(G)	GUTTER FLOWLINE ELEVATION
##.##(T)	TOP OF CURB ELEVATION
##.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (S LAYTON BLVD)	SHEET 140	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 27SW

PLOT DATE : 12/18/2025 3:14 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

W NATIONAL AVE / STH 59

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (10:1 MAX)
- N — NON-TRAVERSABLE FLARE (6:1 MAX)
- L — LANDING
- DETECTABLE WARNING FIELD
- DETECTABLE EDGE TILES (SEE CONSTRUCTION DETAIL)
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- TPED — TALL CONCRETE CURB PEDESTRIAN
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

VEHICLE DET. LOOPS

N

STH 59 C/L

55+00

5" CURB HEIGHT 78.62(T) 5612
5" CURB HEIGHT 78.68(T) 5611
6" CURB HEIGHT 78.78(T) 5610
6" CURB HEIGHT 78.50(T) 5601
78.42 5624
78.28 (G)
78.41(F) 5609
78.41(F) 5608
78.32 (G)
78.39 5622
78.33 5607
78.32(F) 5606
78.24 (G)
78.25 5605
78.23(F) 5604
78.11 (G)
78.20(F) 5603
78.12 5602
78.15 5619
78.29 5620
78.56 5617
78.22(F) 5614
78.14 (G)
78.15 5613
78.28 5627
78.34 5626
78.48 5623
78.43
78.38 5621
78.38
79.38
78.44
78.65 5618
78.46 5625
78.47(E) 5634
78.46(E) 5635
78.45 5630
78.33 5629
78.59 5632
78.71 5631
78.53 5633
78.15(F) 5616
78.07 (G)
78.08 5615
78.24 5628
78.49(T) 6" CURB HEIGHT 5636
78.89(T) 12" CURB HEIGHT 5641
78.93 5639
78.99 5638
79.11 5637
78.70 5642
78.58 5643
78.52 5644
78.47(T) 12" CURB HEIGHT 5645
77.90 5648
77.83 5651
77.88 5650
77.94 5649
77.41(E) 5652
77.96 5647
77.81(E) 5653
78.07 5646

3M 2M

2'X7' DWF
2'X5' DWF
2'X5' DWF

+24.82 42.42' RT
+36.82 42.42' RT
+24.82 45.50' RT
+36.82 45.50' RT

DOOR

TLE

SLOPE INTERCEPT

MATCH BUILDING FACE

SHELTER CANOPY OVERHANG

MCTS BUS SHELTER, INSTALLED BY OTHERS
SHELTER STATIONS AND OFFSETS ARE FOR INFORMATION ONLY

S LAYTON BLVD

W NATIONAL AVE/STH 59 & 27TH ST
SOUTHEAST QUADRANT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
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8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CURB RAMP DETAILS (S LAYTON BLVD)	SHEET 141	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 27SE
PLOT DATE : 12/18/2025 3:14 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

27th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
5301	54+00.43	51.56' LT	59-CL	379,377.95	2,548,923.24
5302	54+02.66	47.73' LT	59-CL	379,374.41	2,548,925.91
5303	53+99.71	45.86' LT	59-CL	379,372.21	2,548,923.20
5304	54+02.20	45.18' LT	59-CL	379,371.83	2,548,925.75
5305	53+94.81	38.93' LT	59-CL	379,364.75	2,548,919.15
5306	53+96.29	36.81' LT	59-CL	379,362.81	2,548,920.87
5307	53+81.39	34.00' LT	59-CL	379,358.43	2,548,906.87
5308	53+82.23	31.56' LT	59-CL	379,356.09	2,548,907.97
5309	53+78.30	32.93' LT	59-CL	379,357.04	2,548,903.91
5310	53+79.14	30.49' LT	59-CL	379,354.70	2,548,905.00
5311	53+72.30	30.92' LT	59-CL	379,354.42	2,548,898.15
5312	53+72.89	28.40' LT	59-CL	379,351.98	2,548,899.00
5313	53+69.43	30.58' LT	59-CL	379,353.79	2,548,895.34
5315	53+69.44	28.00' LT	59-CL	379,351.22	2,548,895.61
5316	53+62.95	46.00' LT	59-CL	379,368.44	2,548,887.28
5317	53+62.95	34.00' LT	59-CL	379,356.51	2,548,888.53
5318	53+72.30	32.93' LT	59-CL	379,356.42	2,548,897.94
5319	53+72.30	34.00' LT	59-CL	379,357.48	2,548,897.83
5320	53+72.30	38.00' LT	59-CL	379,361.46	2,548,897.41
5321	53+72.30	46.00' LT	59-CL	379,369.42	2,548,896.58
5322	53+78.30	46.00' LT	59-CL	379,370.04	2,548,902.54
5323	53+78.30	38.00' LT	59-CL	379,362.09	2,548,903.38
5324	53+78.30	34.00' LT	59-CL	379,358.11	2,548,903.80
5325	53+91.45	45.98' LT	59-CL	379,371.35	2,548,914.98
5326	53+91.35	38.98' LT	59-CL	379,364.39	2,548,915.71
5327	53+96.47	45.91' LT	59-CL	379,371.87	2,548,919.97
5328	53+92.05	52.35' LT	59-CL	379,377.74	2,548,914.82
5329	53+97.03	51.88' LT	59-CL	379,377.87	2,548,919.82
5330	53+62.95	38.00' LT	59-CL	379,360.49	2,548,888.11
5331	53+62.95	49.75' LT	59-CL	379,372.17	2,548,886.89
5332	53+67.95	49.75' LT	59-CL	379,372.69	2,548,891.86
5333	53+72.30	49.75' LT	59-CL	379,373.14	2,548,896.19
5334	53+78.30	49.73' LT	59-CL	379,373.76	2,548,902.15
5335	53+87.77	49.72' LT	59-CL	379,374.73	2,548,911.58
5336	53+88.09	53.69' LT	59-CL	379,378.71	2,548,911.48
5337	53+46.95	46.00' LT	59-CL	379,366.77	2,548,871.37
5338	53+46.95	38.00' LT	59-CL	379,358.82	2,548,872.20
5339	53+46.95	34.00' LT	59-CL	379,354.84	2,548,872.62
5340	53+41.95	34.00' LT	59-CL	379,354.32	2,548,867.65
5341	53+41.95	38.00' LT	59-CL	379,358.30	2,548,867.23
5342	53+41.95	46.00' LT	59-CL	379,366.25	2,548,866.39
5343	53+33.95	46.00' LT	59-CL	379,365.42	2,548,858.44
5344	53+33.95	38.00' LT	59-CL	379,357.46	2,548,859.27
5345	53+33.95	34.00' LT	59-CL	379,353.48	2,548,859.69
5346	53+33.95	30.58' LT	59-CL	379,350.08	2,548,860.05

27th-NW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
5347	53+01.95	30.58' LT	59-CL	379,346.75	2,548,828.22
5348	53+01.95	34.00' LT	59-CL	379,350.14	2,548,827.86
5349	53+01.95	38.00' LT	59-CL	379,354.12	2,548,827.45
5350	53+01.95	46.00' LT	59-CL	379,362.08	2,548,826.61
5351	52+93.93	46.00' LT	59-CL	379,361.24	2,548,818.64
5352	52+93.95	39.00' LT	59-CL	379,354.28	2,548,819.39
5353	52+93.95	34.00' LT	59-CL	379,349.31	2,548,819.91
5354	52+93.95	30.58' LT	59-CL	379,345.91	2,548,820.26
5355	53+41.95	30.58' LT	59-CL	379,350.92	2,548,868.00
5356	53+16.27	49.75' LT	59-CL	379,367.30	2,548,840.47
5357	53+24.98	49.75' LT	59-CL	379,368.21	2,548,849.13
5358	53+33.95	49.75' LT	59-CL	379,369.15	2,548,858.05
5359	53+41.95	49.75' LT	59-CL	379,369.98	2,548,866.00
5360	53+46.95	49.75' LT	59-CL	379,370.50	2,548,870.98
5361	53+74.35	28.83' LT	59-CL	379,352.55	2,548,900.41
5362	53+92.44	34.89' LT	59-CL	379,360.45	2,548,917.28
5363	53+41.95	53.00' LT	59-CL	379,373.21	2,548,865.66
5364	53+67.95	53.00' LT	59-CL	379,375.93	2,548,891.52
5365	53+90.39	61.39' LT	59-CL	379,386.52	2,548,912.10
5366	53+91.15	69.47' LT	59-CL	379,394.63	2,548,911.90
5367	53+90.40	69.54' LT	59-CL	379,394.62	2,548,911.15
5368	53+91.72	83.66' LT	59-CL	379,408.79	2,548,910.79
5369	53+94.96	83.35' LT	59-CL	379,408.87	2,548,914.04

27th-NE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
5401	54+77.49	53.07' LT	59-CL	379,388.56	2,548,999.58
5402	54+80.06	52.82' LT	59-CL	379,388.63	2,549,002.16
5403	54+78.36	43.82' LT	59-CL	379,379.49	2,549,001.53
5404	54+80.84	44.53' LT	59-CL	379,380.49	2,549,003.91
5405	54+83.77	37.50' LT	59-CL	379,373.90	2,549,008.18
5406	54+82.21	35.96' LT	59-CL	379,372.14	2,549,006.29
5407	54+89.01	32.50' LT	59-CL	379,369.47	2,549,013.91
5408	54+87.55	30.37' LT	59-CL	379,367.20	2,549,012.68
5409	54+90.70	31.45' LT	59-CL	379,368.60	2,549,015.71
5410	54+92.49	30.55' LT	59-CL	379,367.89	2,549,017.58
5411	54+91.43	28.19' LT	59-CL	379,365.44	2,549,016.77
5412	54+98.49	28.81' LT	59-CL	379,366.79	2,549,023.73
5413	54+98.12	26.25' LT	59-CL	379,364.21	2,549,023.63
5414	55+01.49	28.58' LT	59-CL	379,366.88	2,549,026.73
5415	55+01.47	26.00' LT	59-CL	379,364.31	2,549,026.98
5416	54+82.94	52.51' LT	59-CL	379,388.71	2,549,005.58
5417	54+89.70	51.95' LT	59-CL	379,388.89	2,549,012.57
5418	54+82.71	44.51' LT	59-CL	379,380.68	2,549,005.78
5419	54+89.11	44.50' LT	59-CL	379,381.42	2,549,012.76
5420	54+89.11	37.50' LT	59-CL	379,374.45	2,549,013.49
5421	54+92.49	37.50' LT	59-CL	379,374.81	2,549,016.85
5422	54+92.49	32.50' LT	59-CL	379,369.83	2,549,017.37
5423	54+92.49	44.50' LT	59-CL	379,381.77	2,549,016.12
5424	54+98.49	44.50' LT	59-CL	379,382.40	2,549,022.09
5425	54+98.49	37.50' LT	59-CL	379,375.43	2,549,022.82
5426	54+98.49	32.50' LT	59-CL	379,370.46	2,549,023.34
5427	54+98.50	30.56' LT	59-CL	379,368.53	2,549,023.56
5428	55+04.49	44.50' LT	59-CL	379,383.02	2,549,028.06
5429	55+04.49	37.50' LT	59-CL	379,376.06	2,549,028.79
5430	55+04.49	32.50' LT	59-CL	379,371.09	2,549,029.31
5431	54+84.20	58.41' LT	59-CL	379,394.74	2,549,006.43
5432	54+90.18	57.93' LT	59-CL	379,394.89	2,549,012.42

27th-SW					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
5501	53+69.30	28.58' RT	59-CL	379,294.93	2,548,901.37
5502	53+71.02	26.00' RT	59-CL	379,297.68	2,548,902.82
5503	53+72.30	28.62' RT	59-CL	379,295.21	2,548,904.36
5504	53+72.42	26.04' RT	59-CL	379,297.79	2,548,904.22
5505	53+78.30	29.65' RT	59-CL	379,294.81	2,548,910.44
5506	53+79.03	27.17' RT	59-CL	379,297.35	2,548,910.91
5507	53+81.30	30.75' RT	59-CL	379,294.02	2,548,913.53
5508	53+83.75	32.00' RT	59-CL	379,293.04	2,548,916.11
5509	53+85.04	29.76' RT	59-CL	379,295.40	2,548,917.16
5510	53+89.84	37.00' RT	59-CL	379,288.71	2,548,922.76
5511	53+91.34	35.30' RT	59-CL	379,290.63	2,548,924.49
5512	53+93.77	44.06' RT	59-CL	379,282.21	2,548,927.94
5513	53+96.16	43.08' RT	59-CL	379,283.47	2,548,930.19
5514	53+95.53	50.97' RT	59-CL	379,275.56	2,548,930.50
5515	53+98.20	55.61' RT	59-CL	379,271.26	2,548,933.70
5516	53+97.81	61.43' RT	59-CL	379,265.44	2,548,934.00
5517	53+93.55	65.15' RT	59-CL	379,261.24	2,548,930.21
5518	53+66.30	32.00' RT	59-CL	379,291.22	2,548,898.75
5519	53+72.30	32.00' RT	59-CL	379,291.84	2,548,904.71
5520	53+72.30	29.65' RT	59-CL	379,294.18	2,548,904.47
5521	53+78.30	32.00' RT	59-CL	379,292.47	2,548,910.68
5522	53+66.30	37.00' RT	59-CL	379,286.24	2,548,899.27
5523	53+66.30	44.00' RT	59-CL	379,279.28	2,548,900.00
5524	53+65.96	48.31' RT	59-CL	379,274.96	2,548,900.11
5525	53+65.65	52.32' RT	59-CL	379,270.94	2,548,900.22
5526	53+71.46	52.81' RT	59-CL	379,271.05	2,548,906.05
5527	53+71.82	48.89' RT	59-CL	379,274.99	2,548,906.00
5528	53+72.30	44.00' RT	59-CL	379,279.91	2,548,905.97
5529	53+72.30	37.00' RT	59-CL	379,286.87	2,548,905.23
5530	53+78.30	37.00' RT	59-CL	379,287.50	2,548,911.20
5531	53+78.30	44.00' RT	59-CL	379,280.53	2,548,911.93
5532	53+77.76	49.50' RT	59-CL	379,275.00	2,548,911.97
5533	53+77.38	53.33' RT	59-CL	379,271.16	2,548,911.99
5534	53+84.61	54.01' RT	59-CL	379,271.24	2,548,919.26
5535	53+84.92	49.98' RT	59-CL	379,275.28	2,548,919.14
5536	53+89.84	50.38' RT	59-CL	379,275.40	2,548,924.14
5537	53+85.40	44.00' RT	59-CL	379,281.27	2,548,918.99
5538	53+89.84	44.00' RT	59-CL	379,281.80	2,548,923.98
5539	53+85.40	37.00' RT	59-CL	379,288.24	2,548,918.26

27th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
5601	54+71.33	50.94' RT	59-CL	379,284.56	2,549,005.77
5602	54+71.86	45.35' RT	59-CL	379,290.17	2,549,005.63
5603	54+69.28	45.11' RT	59-CL	379,290.11	2,549,003.05
5604	54+69.44	43.47' RT	59-CL	379,291.76	2,549,003.01
5605	54+73.59	38.37' RT	59-CL	379,297.31	2,549,006.53
5606	54+71.30	37.17' RT	59-CL	379,298.23	2,549,004.11
5607	54+76.63	34.41' RT	59-CL	379,301.60	2,549,009.08
5608	54+74.89	32.51' RT	59-CL	379,303.28	2,549,007.13
5609	54+75.01	32.40' RT	59-CL	379,303.40	2,549,007.23
5610	54+79.53	32.36' RT	59-CL	379,303.98	2,549,011.71
5611	54+81.46	31.50' RT	59-CL	379,305.07	2,549,013.53
5612	54+87.00	30.58' RT	59-CL	379,306.52	2,549,018.50
5613	54+92.49	30.58' RT	59-CL	379,307.10	2,549,023.95
5614	54+92.49	28.00' RT	59-CL	379,309.66	2,549,023.68
5615	54+98.49	30.58' RT	59-CL	379,307.72	2,549,029.92
5616	54+98.49	28.00' RT	59-CL	379,310.29	2,549,029.65
5617	54+75.23	51.31' RT	59-CL	379,284.66	2,549,009.69
5618	54+81.21	51.87' RT	59-CL	379,284.81	2,549,015.69
5619	54+73.49	45.37' RT	59-CL	379,290.35	2,549,007.26
5620	54+75.79	45.40' RT	59-CL	379,290.58	2,549,009.54
5621	54+81.80	45.49' RT	59-CL	379,291.21	2,549,015.53
5622	54+75.88	38.40' RT	59-CL	379,297.55	2,549,008.81
5623	54+81.90	38.49' RT	59-CL	379,298.17	2,549,014.79
5624	54+81.96	34.49' RT	59-CL	379,302.15	2,549,014.38
5625	54+92.49	45.50' RT	59-CL	379,292.26	2,549,025.51
5626	54+92.49	37.50' RT	59-CL	379,300.22	2,549,024.68
5627	54+92.49	33.50' RT	59-CL	379,304.19	2,549,024.26
5628	54+98.49	33.50' RT	59-CL	379,304.82	2,549,030.23
5629	54+98.49	37.50' RT	59-CL	379,300.84	2,549,030.64
5630	54+98.49	45.50' RT	59-CL	379,292.89	2,549,031.48
5631	55+04.49	45.50' RT	59-CL	379,293.51	2,549,037.44
5632	55+04.49	37.50' RT	59-CL	379,301.47	2,549,036.61
5633	55+04.49	33.50' RT	59-CL	379,305.45	2,549,036.19
5634	54+92.49	46.71' RT	59-CL	379,291.06	2,549,025.64
5635	54+98.49	46.43' RT	59-CL	379,291.96	2,549,031.57
5636	55+04.49	30.58' RT	59-CL	379,308.35	2,549,035.89
5637	55+11.32	45.50' RT	59-CL	379,294.23	2,549,044.24
5638	55+11.32	37.50' RT	59-CL	379,302.18	2,549,043.41
5639	55+11.32	33.50' RT	59-CL	379,306.16	2,549,042.99
5640	55+11.32	30.58' RT	59-CL	379,309.06	2,549,042.69
5641	55+11.32	30.58' RT	59-CL	379,309.06	2,549,042.69
5642	55+43.32	45.50' RT	59-CL	379,297.56	2,549,076.07
5643	55+43.32	37.50' RT	59-CL	379,305.52	2,549,075.24
5644	55+43.32	33.50' RT	59-CL	379,309.50	2,549,074.82
5645	55+43.32	30.58' RT	59-CL	379,312.40	2,549,074.51

27th-SE					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X
5646	55+53.32	45.50' RT	59-CL	379,298.61	2,549,086.02
5647	55+53.32	38.50' RT	59-CL	379,305.57	2,549,085.29
5648	55+53.32	34.50' RT	59-CL	379,309.55	2,549,084.87
5649	55+54.98	38.50' RT	59-CL	379,305.74	2,549,086.93
5650	55+54.98	34.50' RT	59-CL	379,309.72	2,549,086.51
5651	55+54.85	30.58' RT	59-CL	379,313.60	2,549,085.97
5652	55+61.16	37.63' RT	59-CL	379,307.25	2,549,092.99
5653	55+61.16	45.50' RT	59-CL	379,299.42	2,549,093.81

2

LEGEND

- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D

N

W NATIONAL AVE / STH 59

39TH ST

38TH ST

MATCH LINE 19+00

WISCONSIN
ROBERT G. SELEEN
E-41437
MILWAUKEE, WI
PROFESSIONAL ENGINEER
10/31/25

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 144	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_39TH_TO_27TH_EC.DWG
LAYOUT NAME - 01

PLOT DATE : 9/30/2025 3:51 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D

N

MATCH LINE 19+00

MATCH LINE 25+00

37TH ST

38TH ST

W NATIONAL AVE / STH 59

19 20 21 22 23 24

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 145	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_39TH_TO_27TH_EC.DWG
LAYOUT NAME - 02

PLOT DATE : 9/30/2025 3:52 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D

N

MATCH LINE 25+00

MATCH LINE 31+00

35TH ST

W NATIONAL AVE / STH 59

26 27 28 29 30

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 146	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_39TH_TO_27TH_EC.DWG
LAYOUT NAME - 03

PLOT DATE : 9/30/2025 3:52 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D

N

MATCH LINE 31+00

MATCH LINE 37+00

34TH ST

SHEA AVE

33RD ST

W NATIONAL AVE / STH 59

32 33 34 35 36

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 147	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_39TH_TO_27TH_EC.DWG
LAYOUT NAME - 04

PLOT DATE : 9/30/2025 3:52 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D

N

MATCH LINE 37+00

MATCH LINE 43+00

W NATIONAL AVE / STH 59

32ND ST

31ST ST

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 148	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_39TH_TO_27TH_EC.DWG
LAYOUT NAME - 05

PLOT DATE : 9/30/2025 3:52 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D

N

MATCH LINE 43+00

MATCH LINE 49+00

W NATIONAL AVE / STH 59

80TH ST

29TH ST

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 149	E

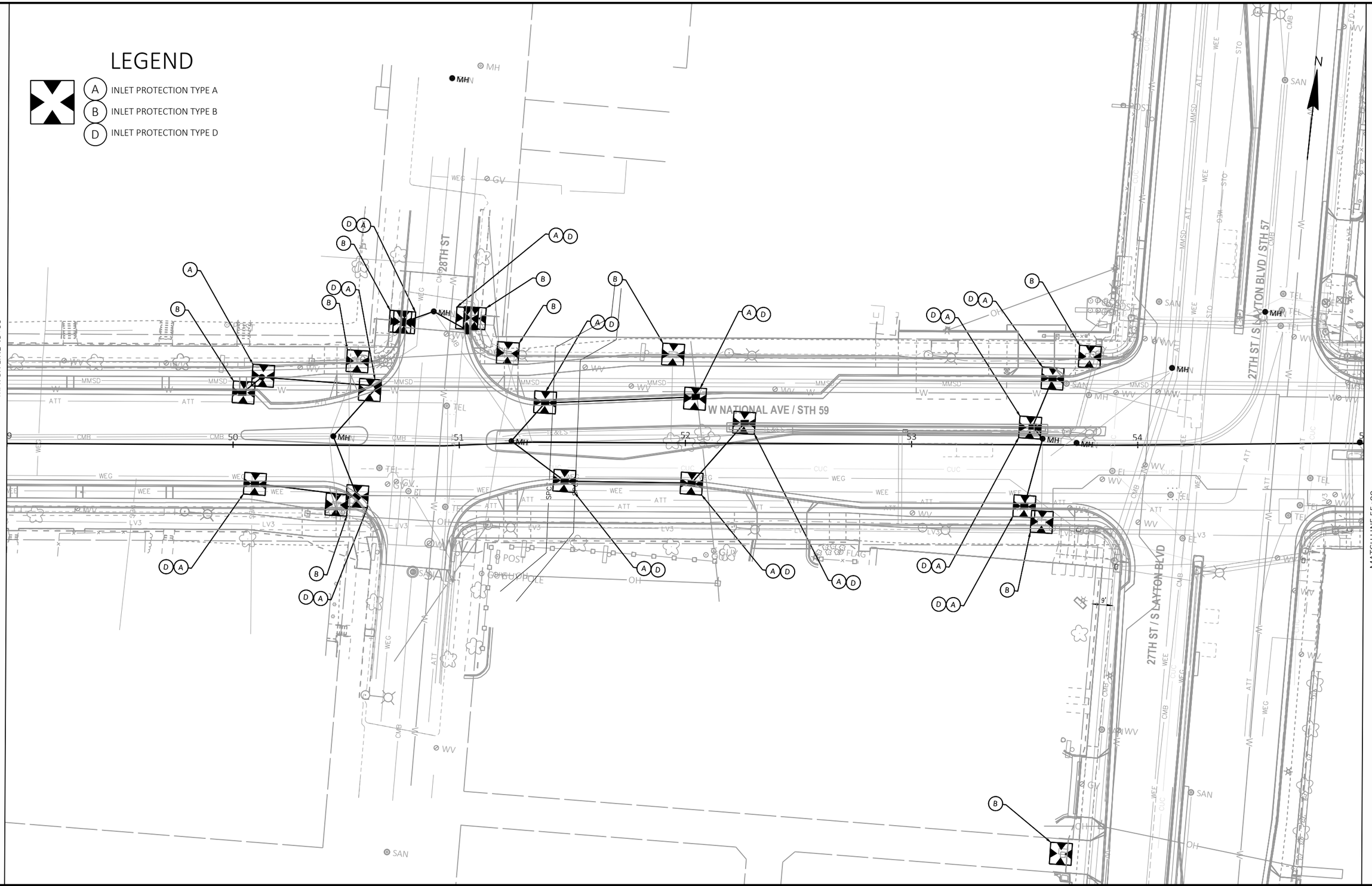
FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_39TH_TO_27TH_EC.DWG
LAYOUT NAME - 06

PLOT DATE : 9/30/2025 3:52 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 150	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_39TH_TO_27TH_EC.DWG
LAYOUT NAME - 07

PLOT DATE : 9/30/2025 3:52 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D

MATCH LINE 55+00

W NATIONAL AVE / STH 59

26TH ST

N

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 151	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_39TH_TO_27TH_EC.DWG
LAYOUT NAME - 08

PLOT DATE : 9/30/2025 3:53 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- REMOVING CATCH BASINS
- ABANDONING CATCH BASINS
- REMOVING STORM SEWER 12-INCH
- ABANDONING SEWER

N

39TH ST

38TH ST

W NATIONAL AVE / STH 59

13 14 15 16 17 18

MATCH LINE 19+00

WISCONSIN
ROBERT G. SELEEN
E-41437
MILWAUKEE, WI
PROFESSIONAL ENGINEER

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STORM SEWER ABANDON AND REMOVAL	SHEET 152	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_39TH_TO_27TH_RM_SS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/27/2025 11:39 AM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING CATCH BASINS
- ABANDONING CATCH BASINS
- REMOVING STORM SEWER 12-INCH
- ABANDONING SEWER

MATCH LINE 19+00

MATCH LINE 25+07

W NATIONAL AVE / STH 59

37TH ST

38TH ST

9 20 21 22 23 24 25

N

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STORM SEWER ABANDON AND REMOVAL	SHEET 153	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_39TH_TO_27TH_RM_SS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/27/2025 11:39 AM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING CATCH BASINS
- ABANDONING CATCH BASINS
- REMOVING STORM SEWER 12-INCH
- ABANDONING SEWER

N

MATCH LINE 25+07

MATCH LINE 31+00

35TH ST

W NATIONAL AVE / STH 59

26 27 28 29 30 3

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STORM SEWER ABANDON AND REMOVAL	SHEET 154	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_39TH_TO_27TH_RM_SS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/27/2025 11:39 AM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING CATCH BASINS
- ABANDONING CATCH BASINS
- REMOVING STORM SEWER 12-INCH
- ABANDONING SEWER

N

MATCH LINE 31+00

MATCH LINE 37+00

34TH ST

SHEA AVE

W NATIONAL AVE / STH 59

33RD ST

32 33 34 35 36

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STORM SEWER ABANDON AND REMOVAL	SHEET 155	E

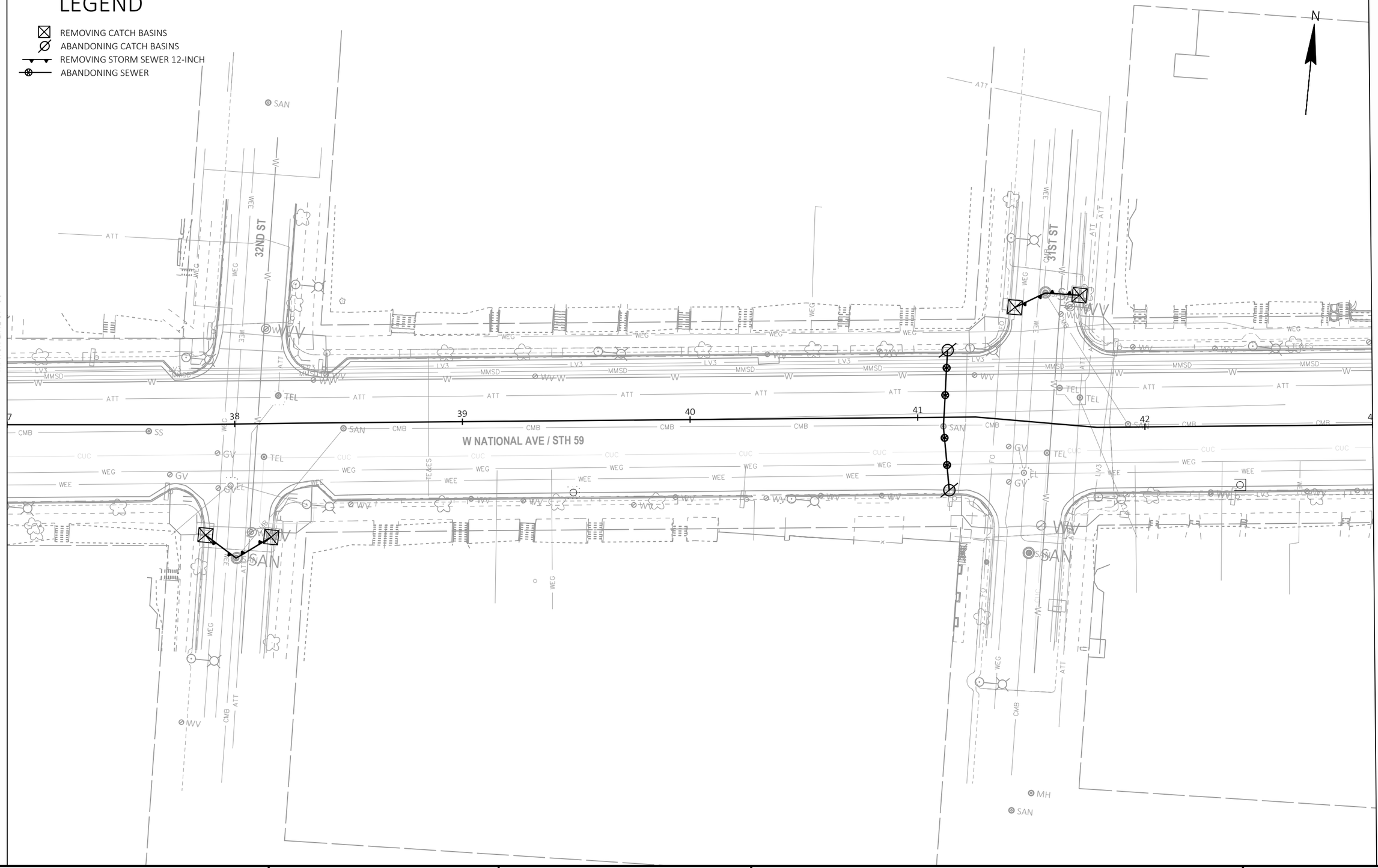
FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_39TH_TO_27TH_RM_SS.DWG
LAYOUT NAME - 04

PLOT DATE : 10/27/2025 11:40 AM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- REMOVING CATCH BASINS
- ABANDONING CATCH BASINS
- REMOVING STORM SEWER 12-INCH
- ABANDONING SEWER



2

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STORM SEWER ABANDON AND REMOVAL	SHEET 156	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_39TH_TO_27TH_RM_SS.DWG
LAYOUT NAME - 05

PLOT DATE : 10/27/2025 11:40 AM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- REMOVING CATCH BASINS
- ABANDONING CATCH BASINS
- REMOVING STORM SEWER 12-INCH
- ABANDONING SEWER

N

MATCH LINE 43+00

MATCH LINE 49+00

W NATIONAL AVE / STH 59

30TH ST

29TH ST

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STORM SEWER ABANDON AND REMOVAL	SHEET 157	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_39TH_TO_27TH_RM_SS.DWG
LAYOUT NAME - 06

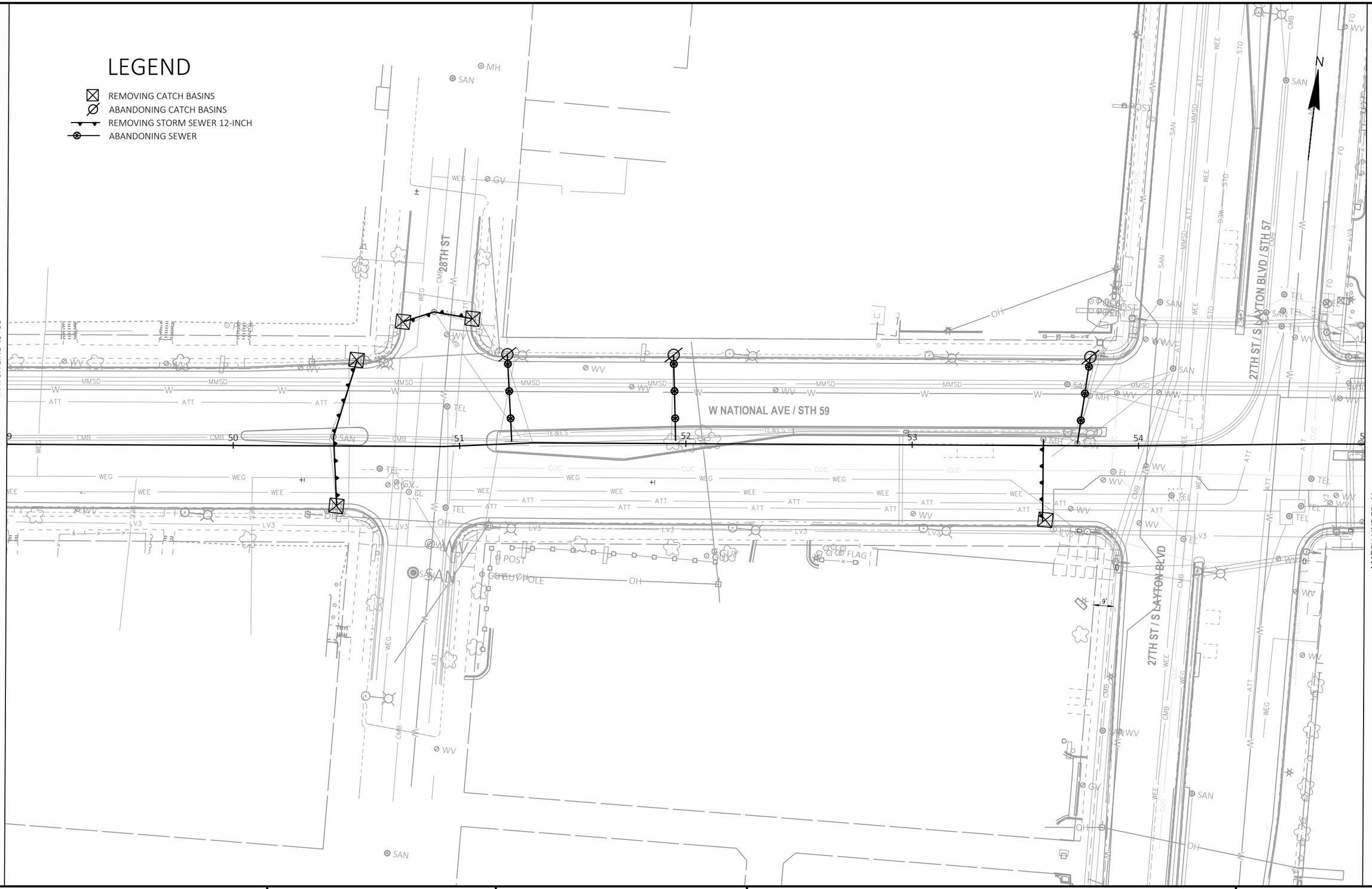
PLOT DATE : 10/27/2025 11:40 AM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING CATCH BASINS
- ABANDONING CATCH BASINS
- REMOVING STORM SEWER 12-INCH
- ABANDONING SEWER



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STORM SEWER ABANDON AND REMOVAL	SHEET 158	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_39TH_TO_27TH_RM_SS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/27/2025 11:41 AM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING CATCH BASINS
- ABANDONING CATCH BASINS
- REMOVING STORM SEWER 12-INCH
- ABANDONING SEWER

MATCH LINE 55+00

W NATIONAL AVE / STH 59

26TH ST

N

55 56 57 58 59 60 61

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STORM SEWER ABANDON AND REMOVAL	SHEET 159	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_39TH_TO_27TH_RM_SS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/27/2025 11:41 AM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

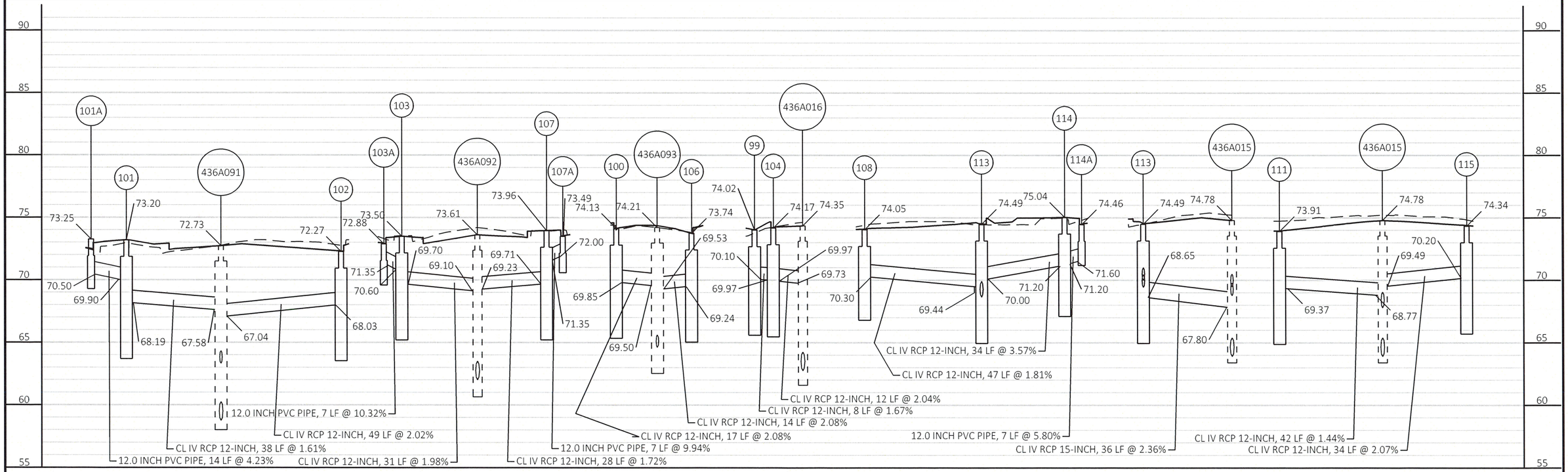
WISCONSIN
ROBERT G. SELEEN
E-41437
MILWAUKEE, WI
PROFESSIONAL ENGINEER
10/27/25

N

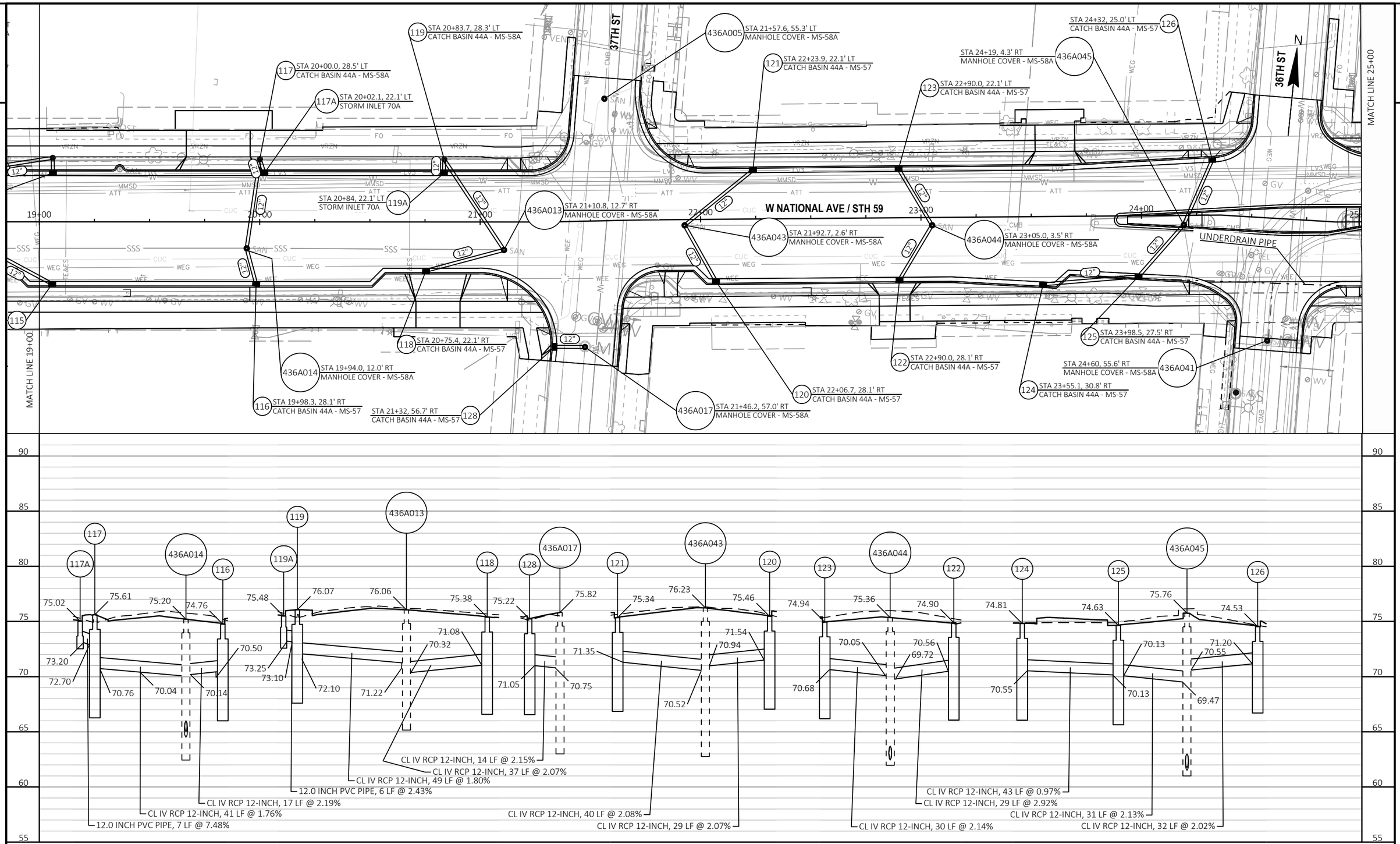
436A605 STA 15+35.2, 39.5' LT MANHOLE COVER - MS-58A
101 STA 15+98.0, 36.3' LT CATCH BASIN 44A - MS-58A
101A STA 15+98.7, 22.2' LT STORM INLET 70A
103 STA 16+92.7, 29.4' LT CATCH BASIN 44A - MS-58A
107 STA 17+30.6, 28.8' LT CATCH BASIN 44A - MS-58A
107A STA 17+30.7, 22.2' LT STORM INLET 70A
108 STA 18+25, 23.9' LT CATCH BASIN 44A - MS-57
436A001 STA 18+46.6, 53.5' LT MANHOLE COVER - MS-58A
113 STA 18+72.8, 24.0' LT CATCH BASIN 44A - MS-57
114 STA 19+06, 29.0' LT CATCH BASIN 44A - MS-58A
436A016 STA 17+57.8, 12.0' RT MANHOLE COVER - MS-58A
114A STA 19+06, 22.1' LT STORM INLET 70A
436A015 STA 18+76, 12.0' RT MANHOLE COVER - MS-58A
115 STA 19+06, 28.1' RT CATCH BASIN 44A - MS-57
111 STA 18+35.1, 22.1' RT CATCH BASIN 44A - MS-57
436A092 STA 17+14, 7.0' LT MANHOLE COVER - MS-58A
103A STA 16+93, 22.1' LT STORM INLET 70A
436A091 STA 15+73, 7.0' LT MANHOLE COVER - MS-58A
102 STA 16+01.4, 32.9' RT CATCH BASIN 44A - MS-57
100 STA 16+98, 54.4' RT CATCH BASIN 44A - MS-57
104 STA 17+51.6, 22.1' RT CATCH BASIN 44A - MS-57
99 STA 17+50.0, 29.5' RT CATCH BASIN 44A - MS-57
106 STA 17+26.3, 59.6' RT CATCH BASIN 44A - MS-57
436A093 STA 17+12.5, 61.8' RT MANHOLE COVER - MS-58A

UNDERDRAIN PIPE
UNDERDRAIN PIPE
UNDERDRAIN PIPE
W NATIONAL AVE / STH 59
39TH ST
38TH ST
38TH ST
MATCH LINE 19+00

+00 14+00 15+00 16+00 17+00 18+00 19+00

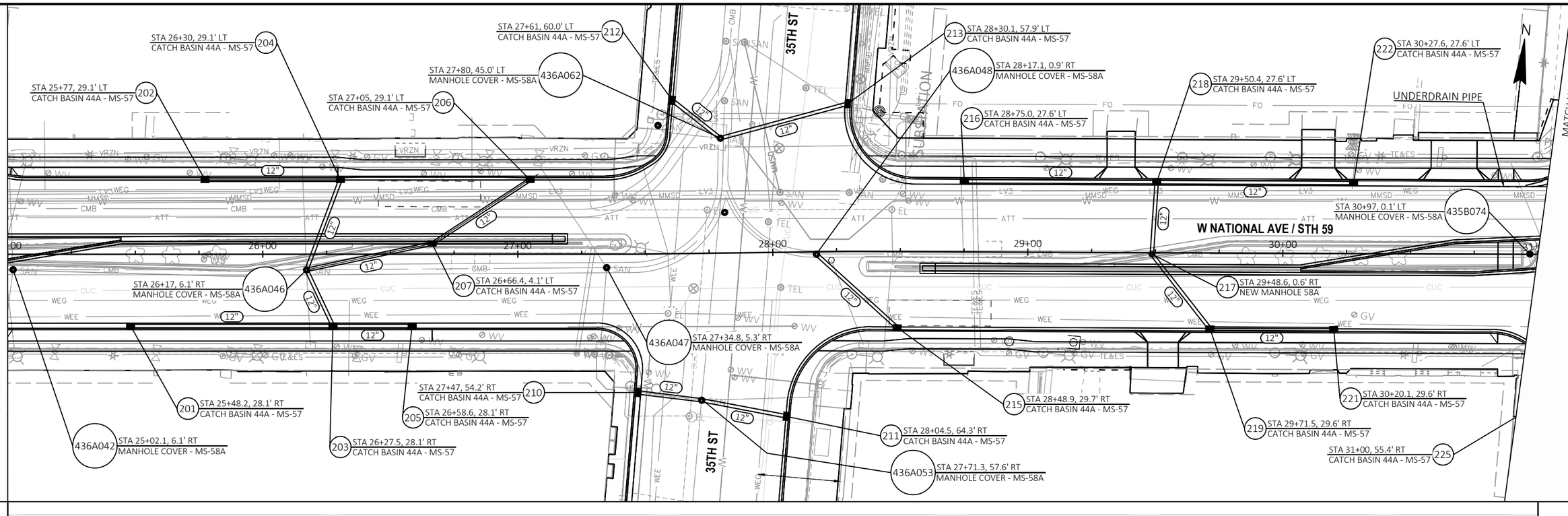


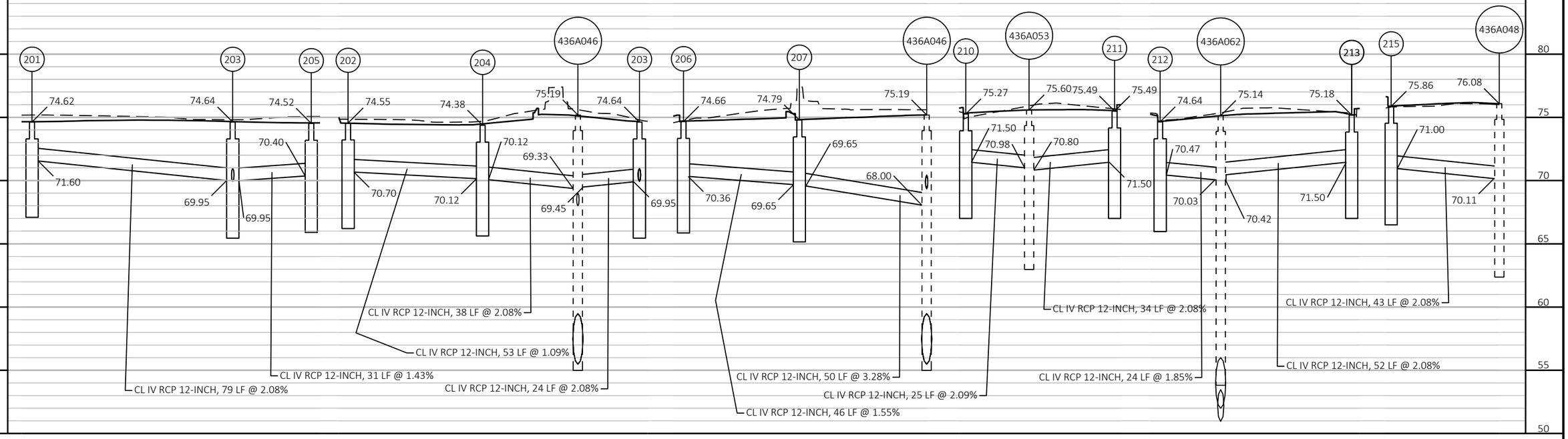
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	COMBINED STORM SEWER	SHEET 160 E



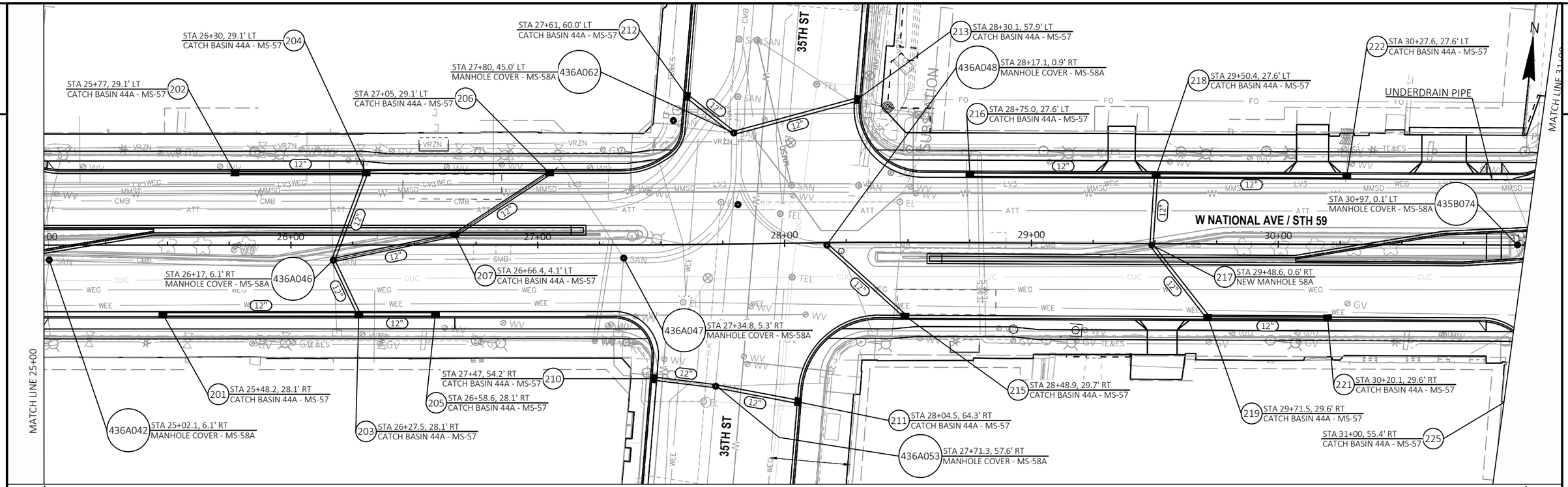
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	COMBINED STORM SEWER	SHEET 161	E

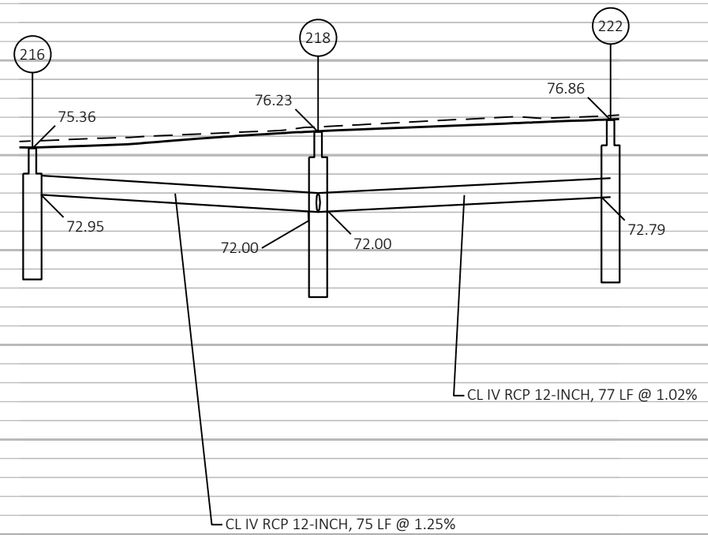
FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_39TH_TO_27TH_SS.DWG
LAYOUT NAME - 2
PLOT DATE : 10/27/2025 3:28 PM
PLOT BY : AWAD, MINA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

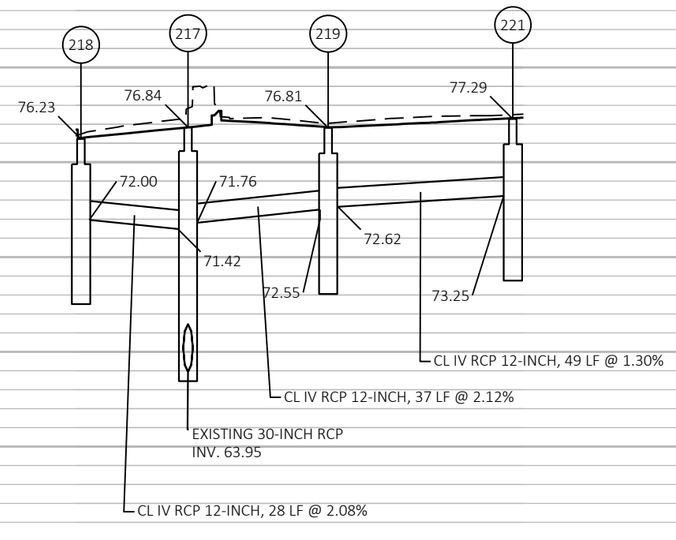




PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	COMBINED STORM SEWER	SHEET 162	E

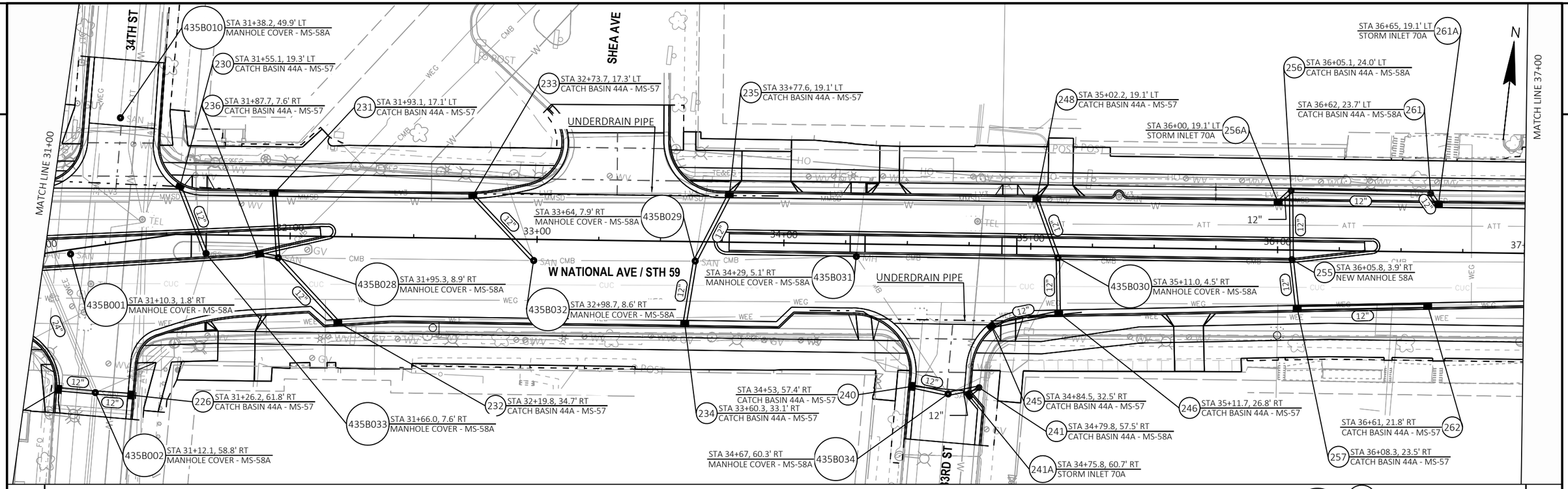


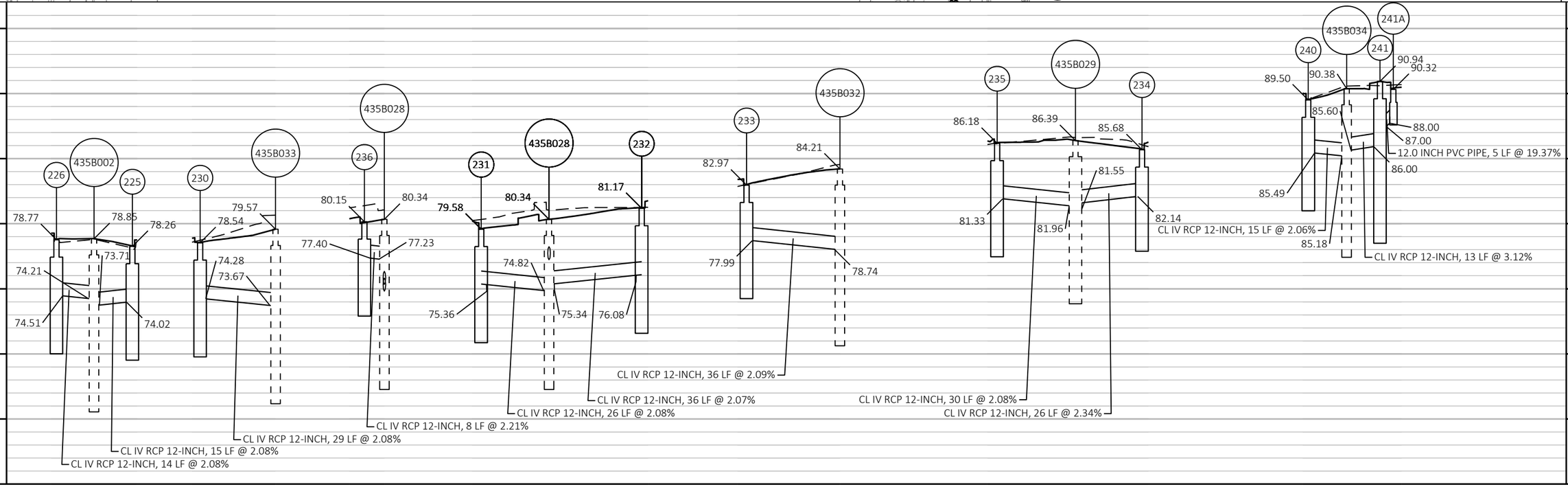




PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	COMBINED STORM SEWER	SHEET 163	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_39TH_TO_27TH_SS.DWG
LAYOUT NAME - 3 (2)
PLOT DATE : 10/27/2025 3:30 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

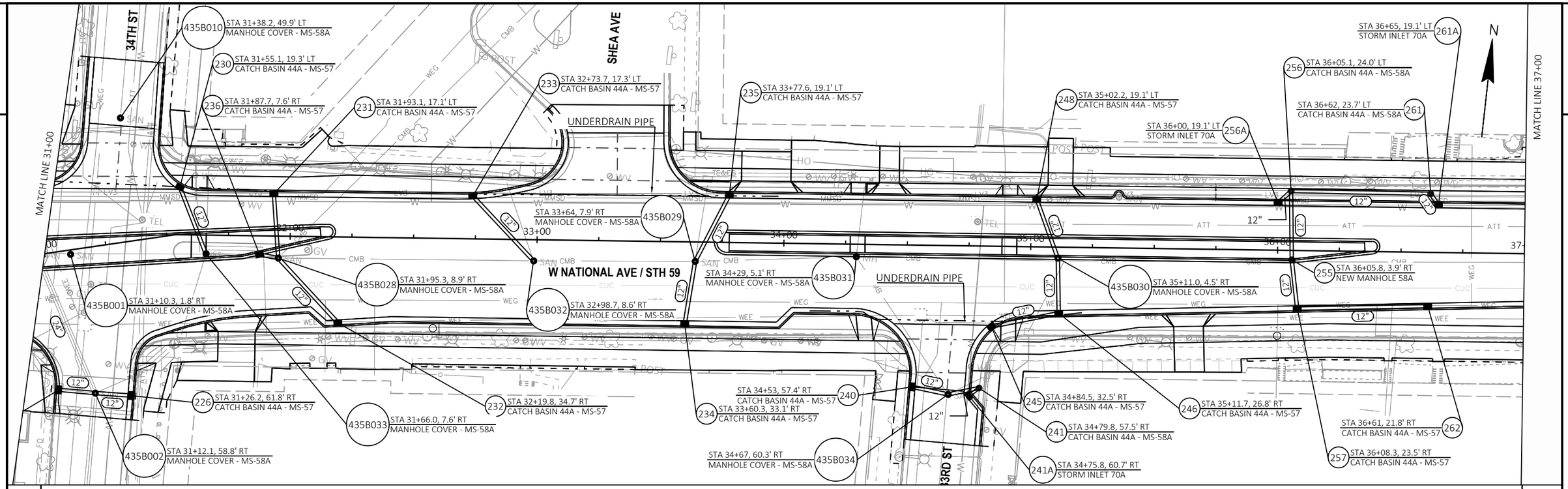


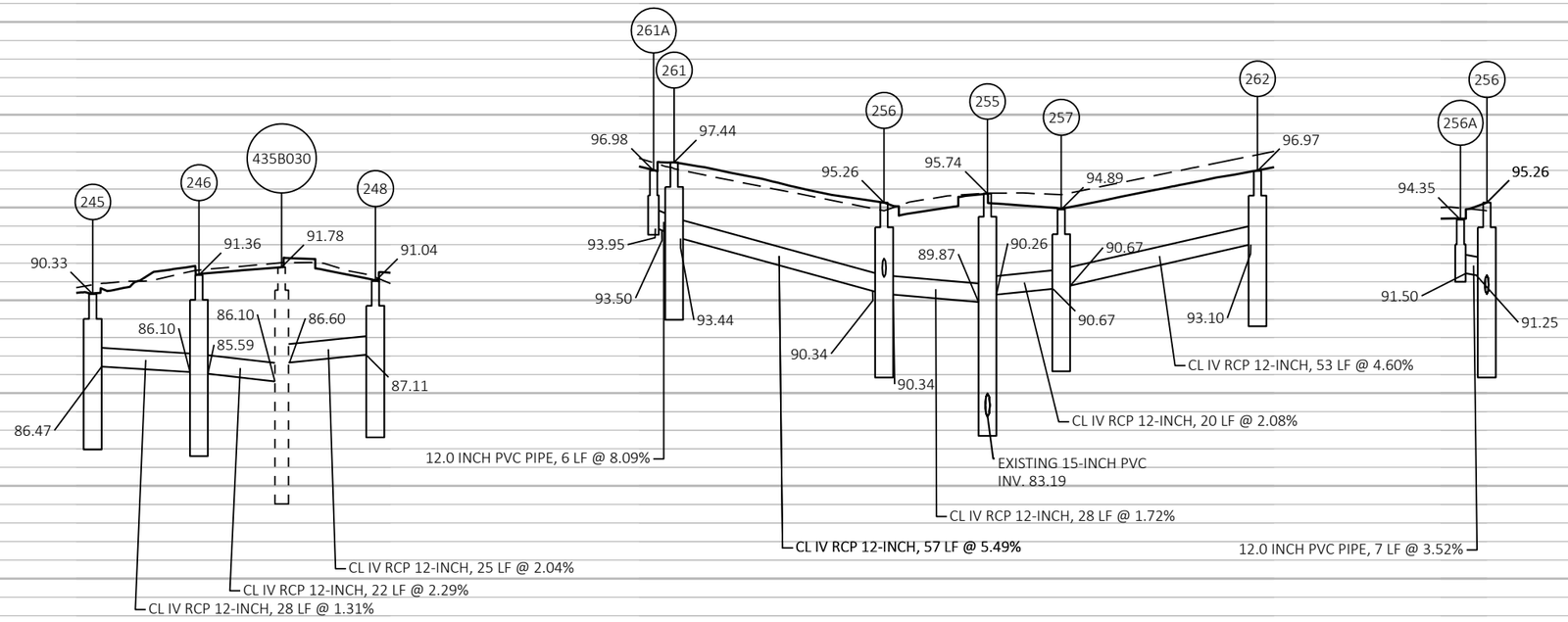


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	COMBINED STORM SEWER	SHEET 164 E

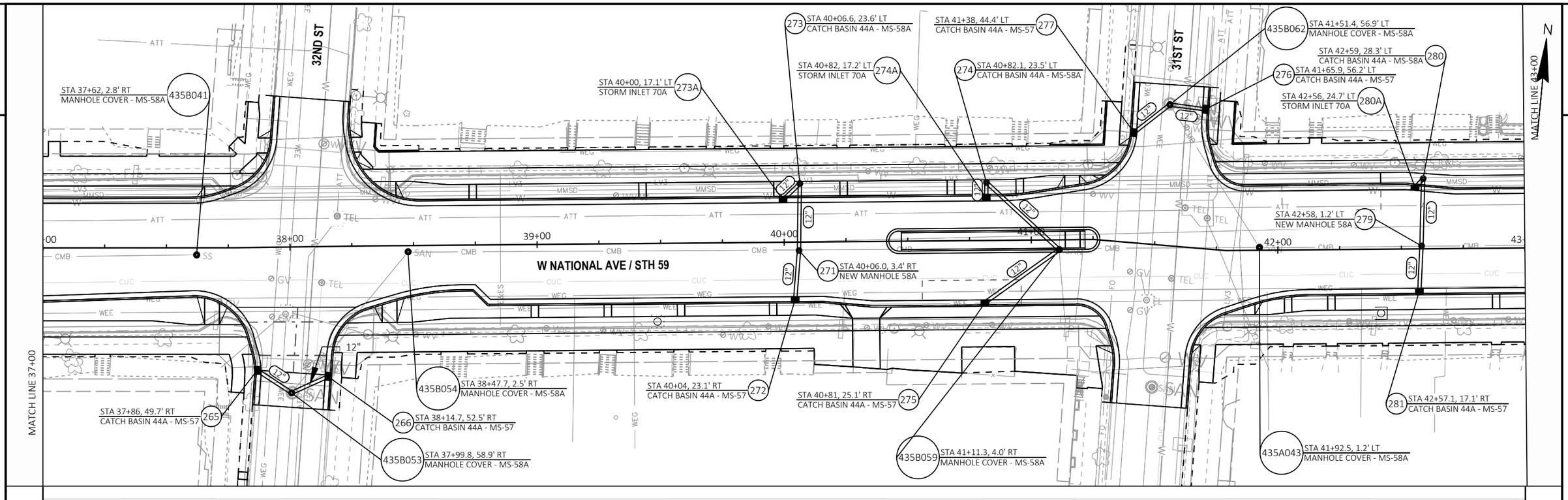
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LAYOUT NAME - 4

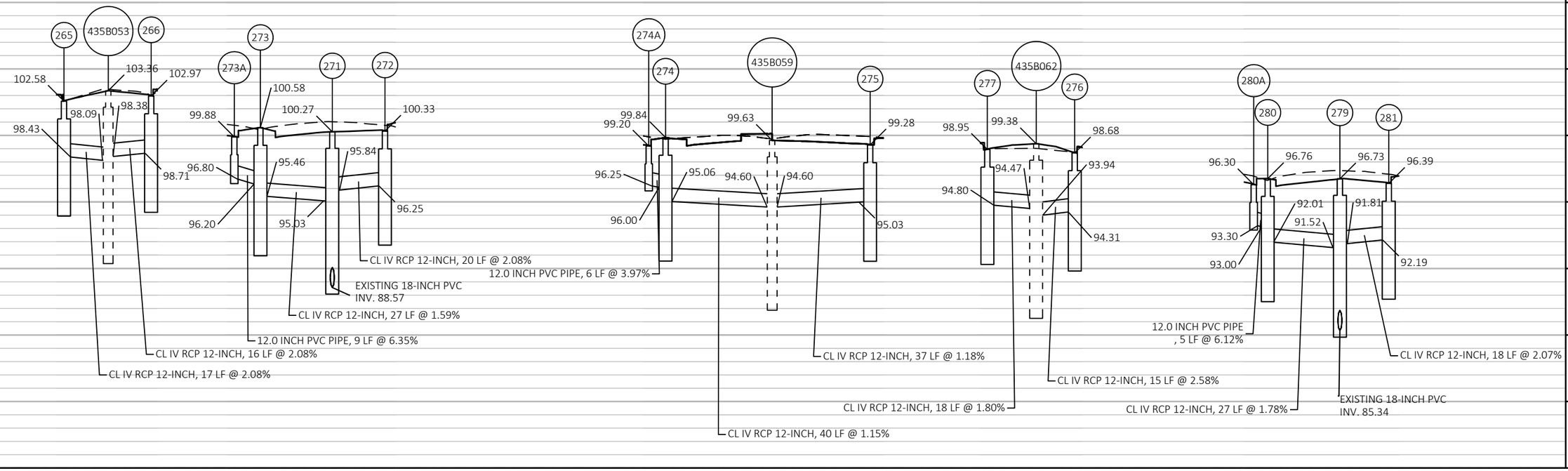
PLOT DATE : 10/27/2025 3:31 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT





PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	COMBINED STORM SEWER	SHEET 165	E

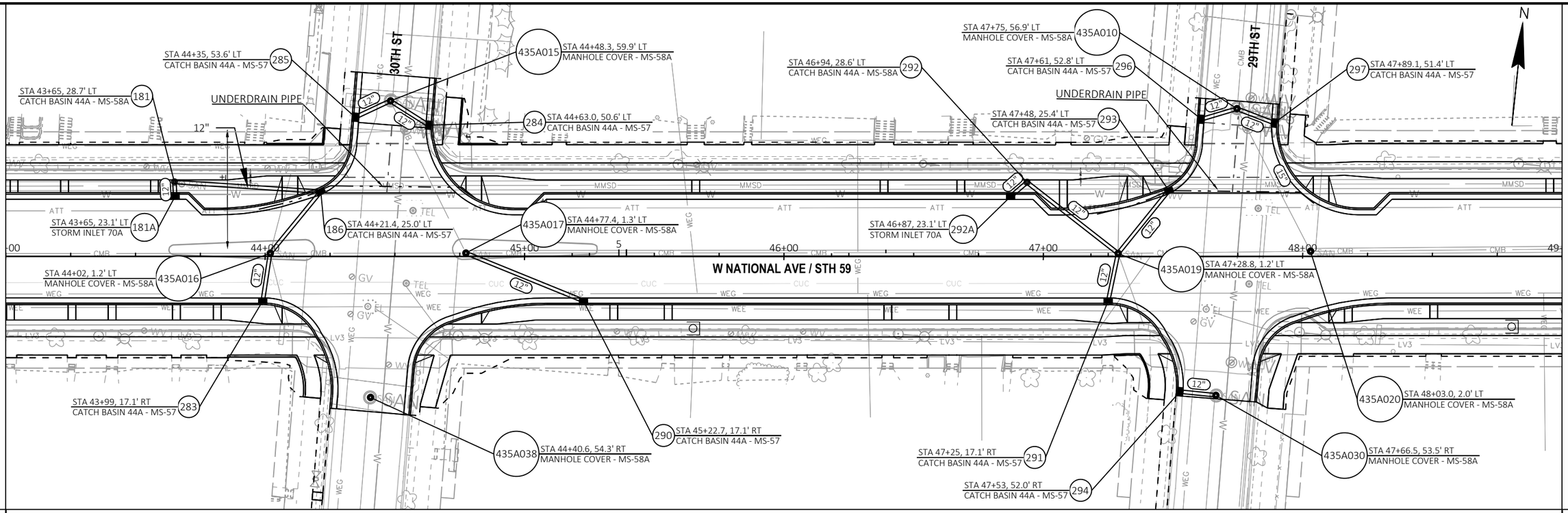


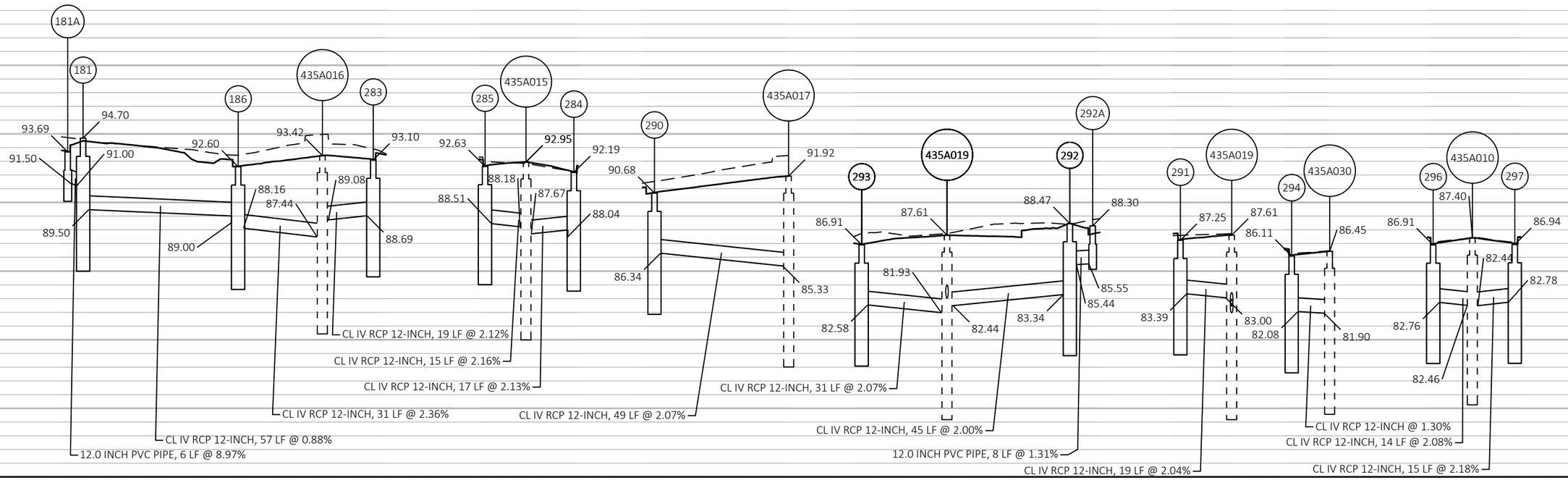


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	COMBINED STORM SEWER	SHEET 166	E

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_39TH_TO_27TH_SS.DWG
LAYOUT NAME - 5

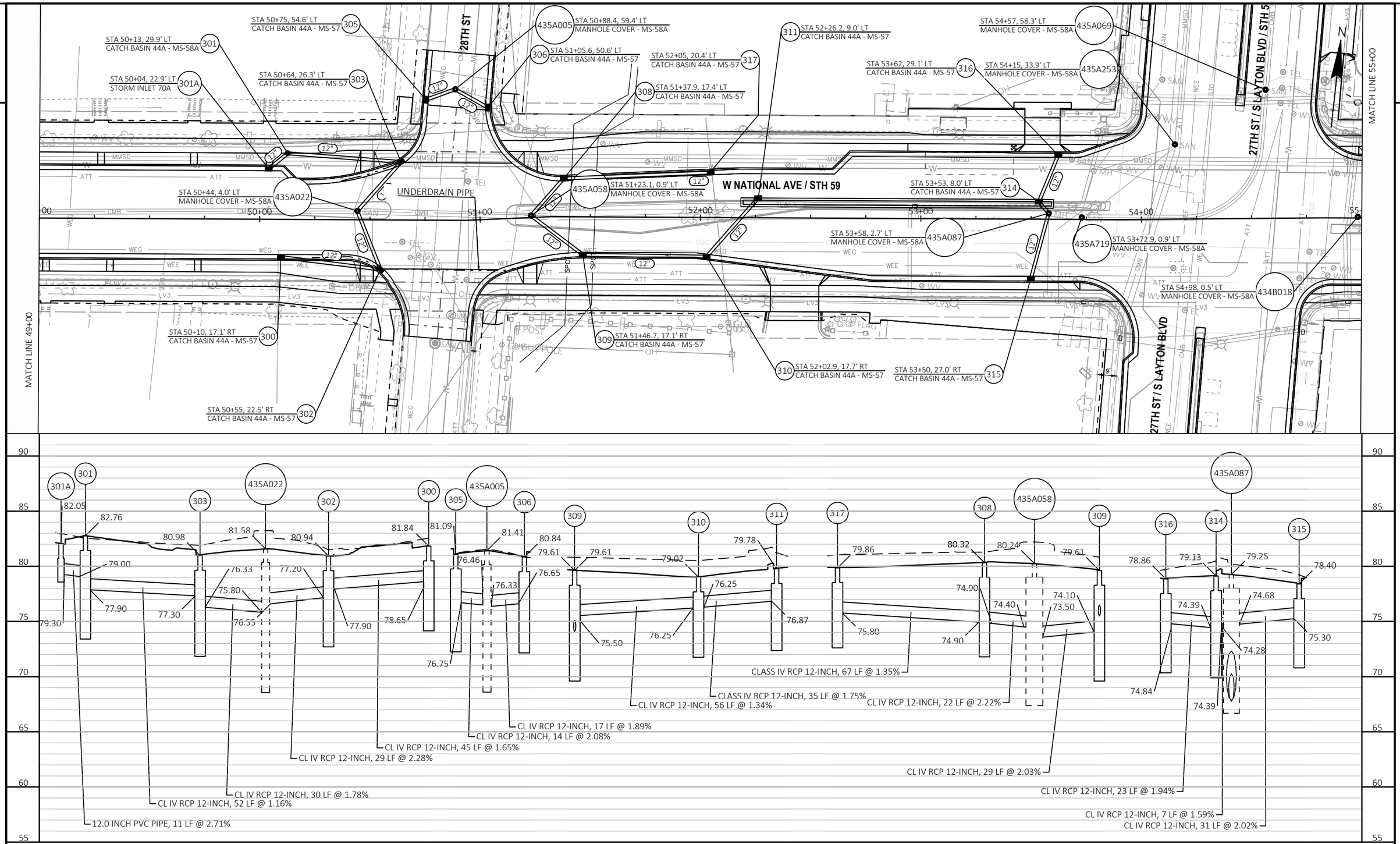
PLOT DATE : 10/27/2025 3:32 PM PLOT BY : AWAD, MINA PLOT NAME : PLOT SCALE : 1 IN:40 FT





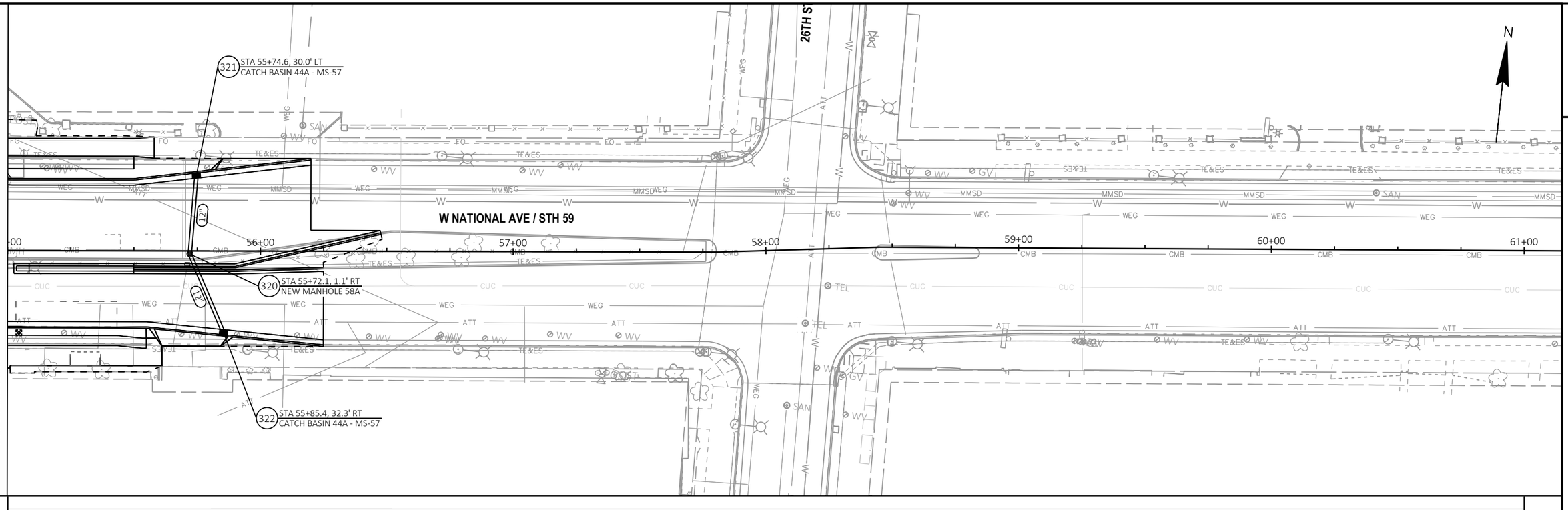
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	COMBINED STORM SEWER	SHEET 167	E

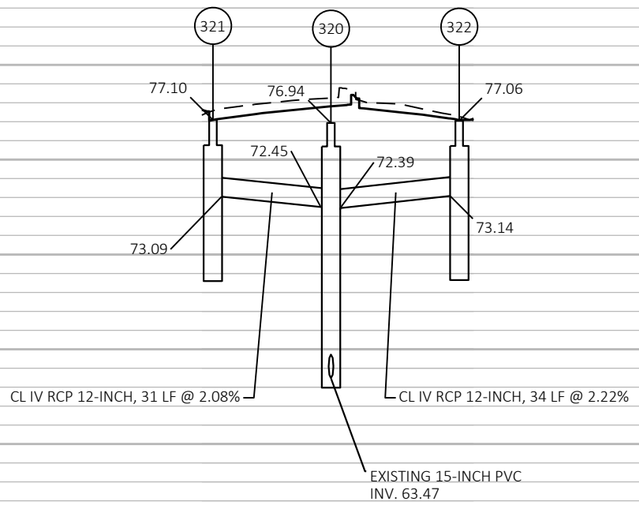
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LAYOUT NAME - 6
PLOT DATE : 10/27/2025 3:34 PM
PLOT BY : AWAD, MINA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	COMBINED STORM SEWER	SHEET 168	E

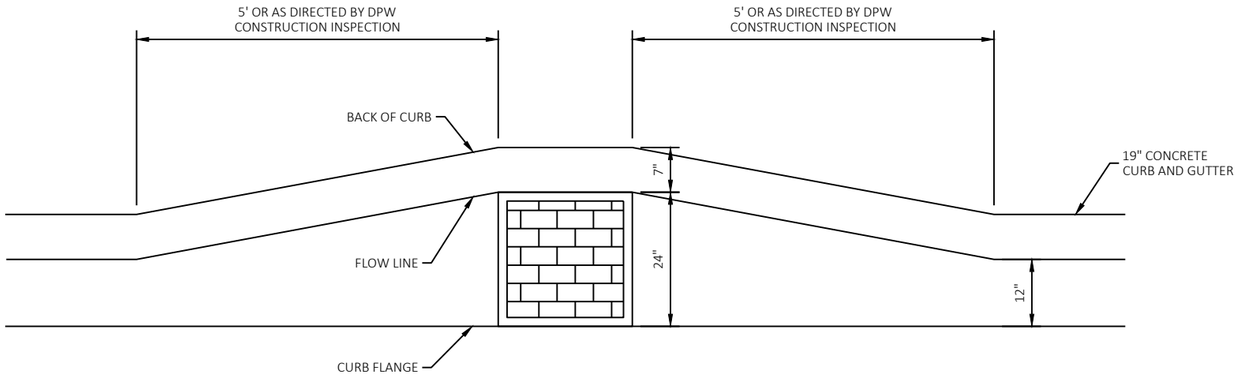
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LAYOUT NAME - 7
PLOT DATE : 12/22/2025 9:41 AM
PLOT BY : AWAD, MINA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





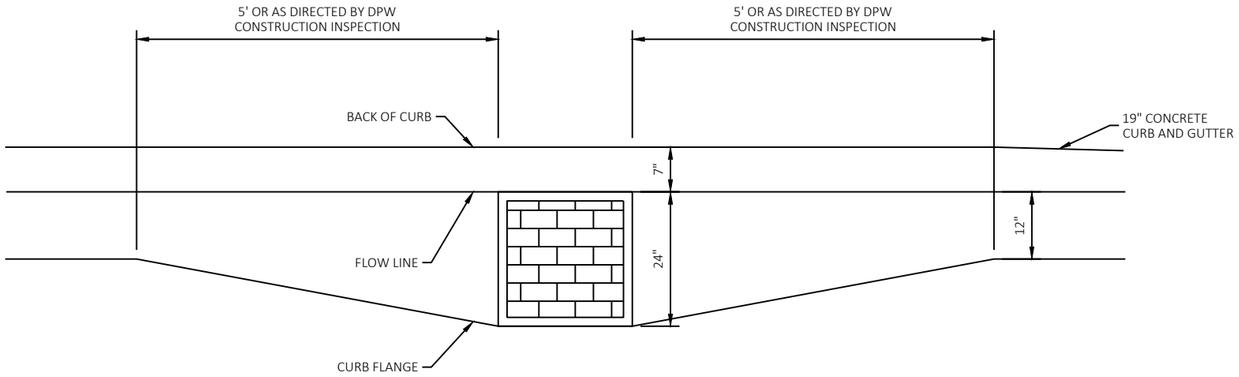
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PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	COMBINED STORM SEWER	SHEET 169	E



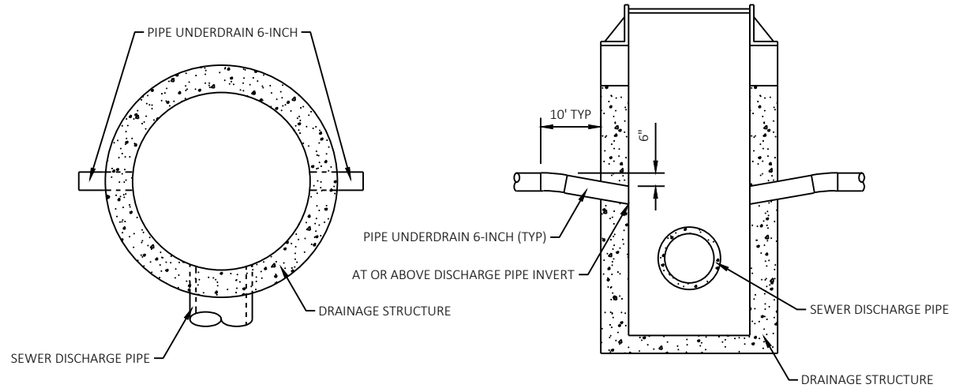
CURB TRANSITION AT INLETS IN TRAVEL LANES

CURB TRANSITION PAID FOR AS CONCRETE
CURB & GUTTER 19-INCH

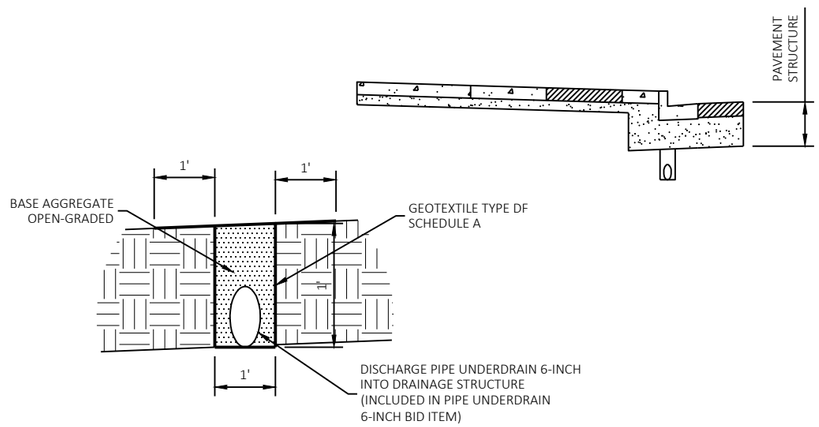


CURB TRANSITION AT INLETS IN PARKING LANES

CURB TRANSITION PAID FOR AS CONCRETE
CURB & GUTTER 19-INCH



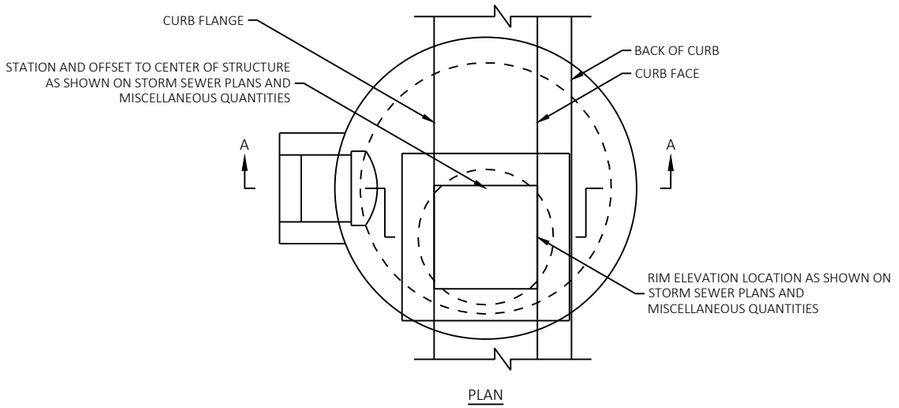
UNDERDRAIN OUTFALL



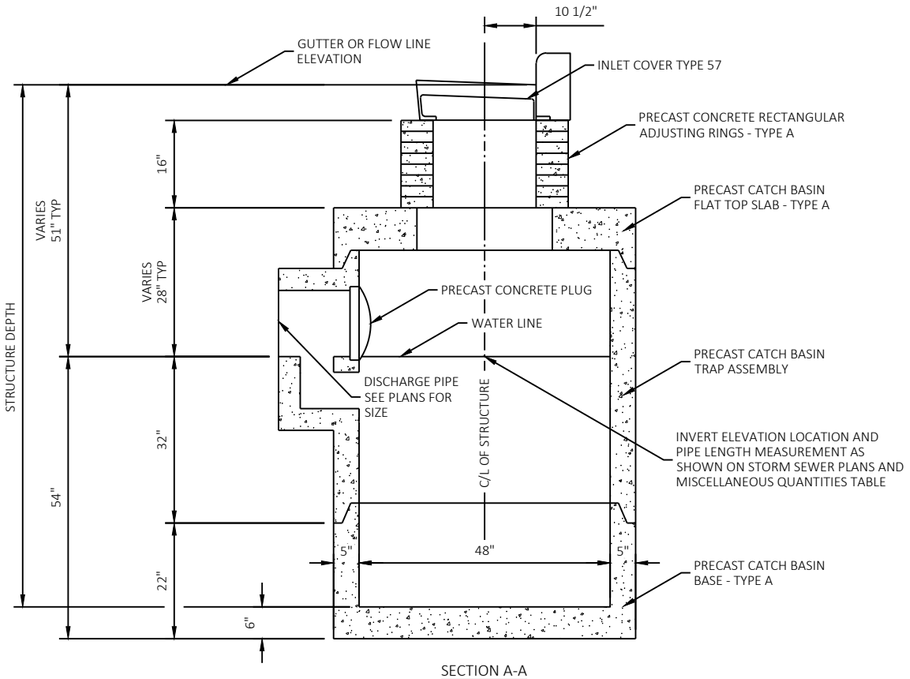
UNDERDRAIN DETAIL

NOTES:

1. LOCATIONS SHOWN ON PLANS. UNDERDRAIN TO BE INSTALLED UNDER PROPOSED SUBGRADE IS NOT CONSIDERED EXCAVATION BELOW SUBGRADE.
2. INSTALL UNDERDRAIN PER LOCATION IN PLANS AND DRAINAGE TABLE UPSTREAM OF CURB & GUTTER LOW POINTS. CONNECT UNDERDRAIN TO DRAINAGE STRUCTURE AT LOW POINT.



PLAN

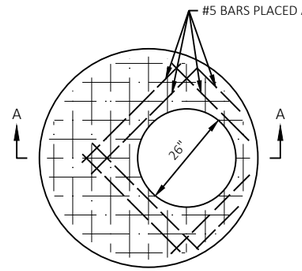


SECTION A-A

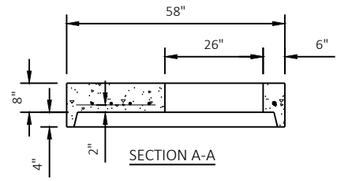
CATCH BASIN TYPE 44A

NOTES:

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



PLAN



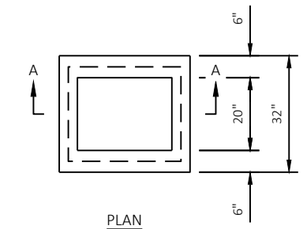
SECTION A-A

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

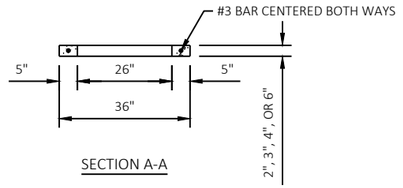
REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

TOP SLAB - TYPE A



PLAN

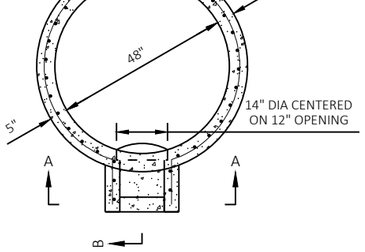


SECTION A-A

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

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

RECTANGULAR ADJUSTING RING - TYPE A



PLAN

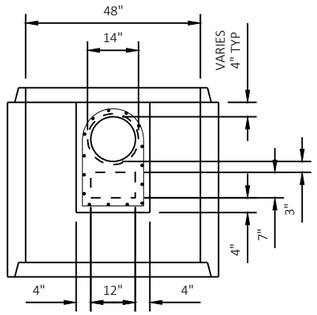
CIRCUMFERENTIAL REINFORCEMENT SHALL CONSIST OF ONE LINE OF STEEL NOT LESS THAN 0.12 SQ. IN. PER LINEAL FOOT, AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.

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

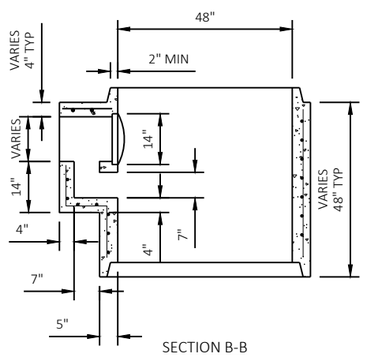
CIRCUMFERENTIAL AND TRAP ASSEMBLY REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

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

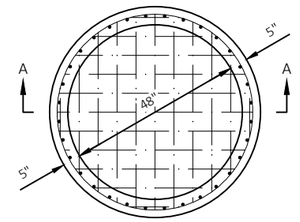


SECTION A-A

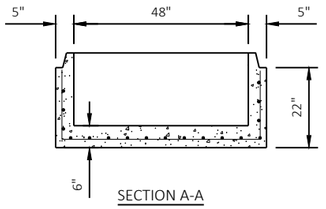


SECTION B-B

TRAP ASSEMBLY



PLAN



SECTION A-A

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

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

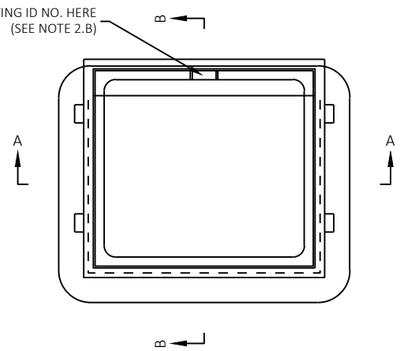
CIRCUMFERENTIAL AND BOTTOM SLAB REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

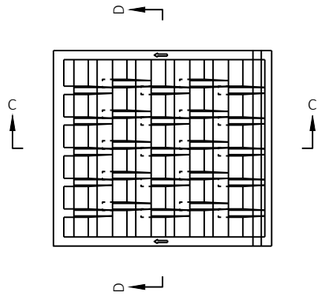
TWO HANDLING HOLES 2 1/4" IN DIAMETER SHALL BE CAST OR DRILLED IN THE WALL.

BASE - TYPE A

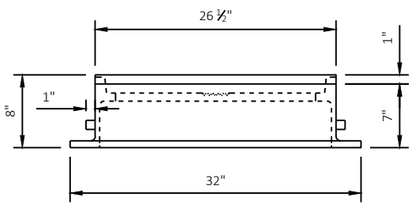
2

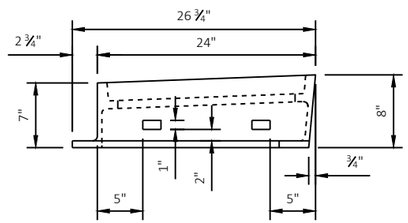


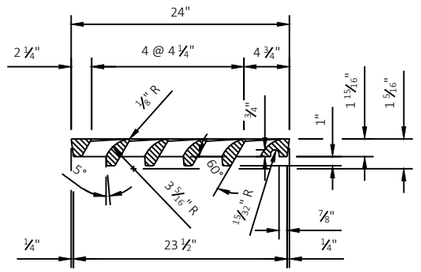
FRAME



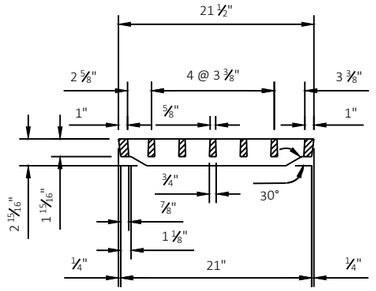
GRATE



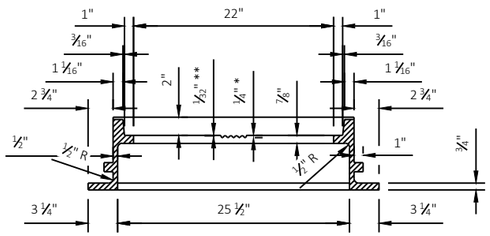




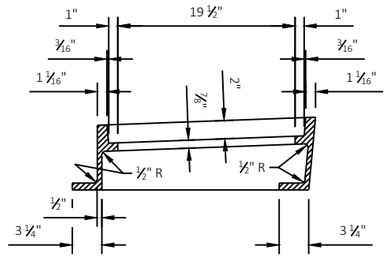
SECTION C-C



SECTION D-D



SECTION A-A



SECTION B-B

INLET COVER - TYPE MS 57

LID - 145 LBS, FRAME - 204 LBS

NOTES:

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

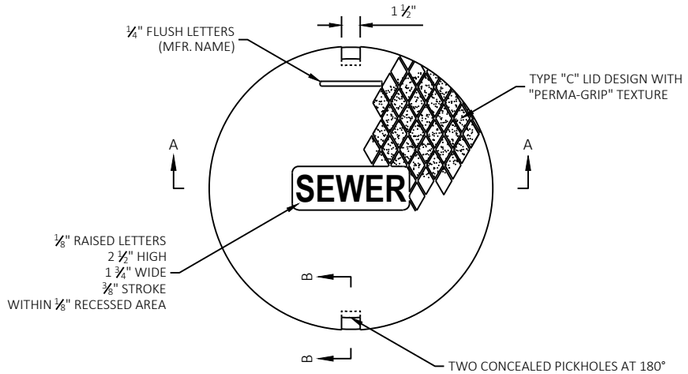
1. ALL EDGES ARE TO BE GROUND.
2. ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8" ON THE FRAME.

FRAME

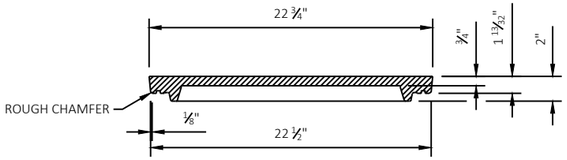
A. ON THE UPPER FACE OF THE FLANGE IN 1" HIGH LETTERS THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.
B. ON THE SEAT OF THE FRAME IN 1" HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER.

GRATE

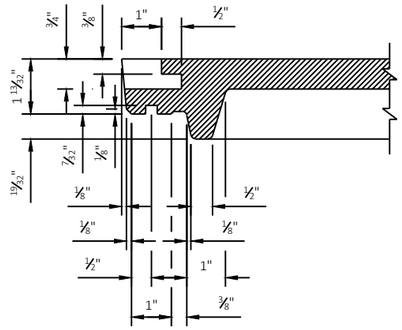
C. ON THE UPPER SIDE OF THE GRATE IN 1" HIGH LETTERS, THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, THE CASTING IDENTIFICATION NUMBER (57) AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.



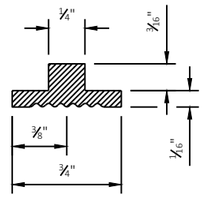
TOP VIEW

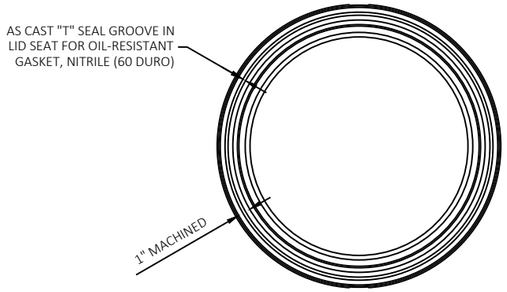


SECTION A-A

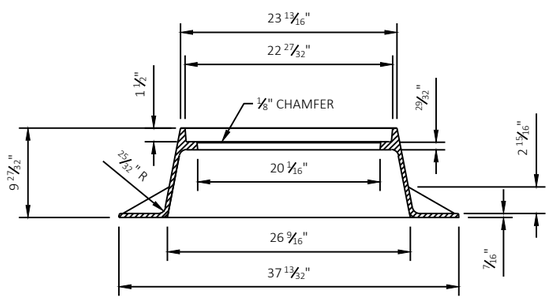


SECTION B-B





BOTTOM VIEW



MANHOLE FRAME TYPE MS 21

MANHOLE COVER - TYPE MS 58A

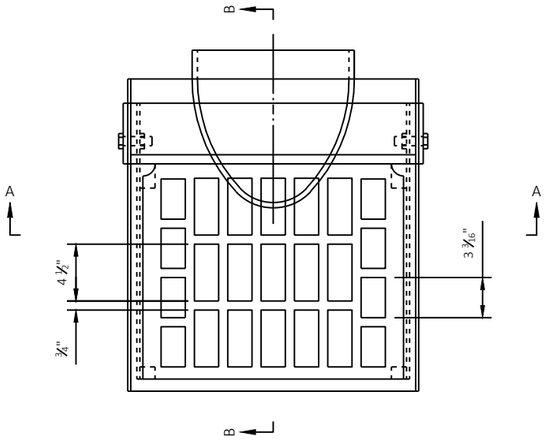
LID - 107 LBS, FRAME - 182 LBS

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

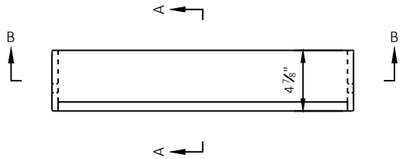
NOTES:

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

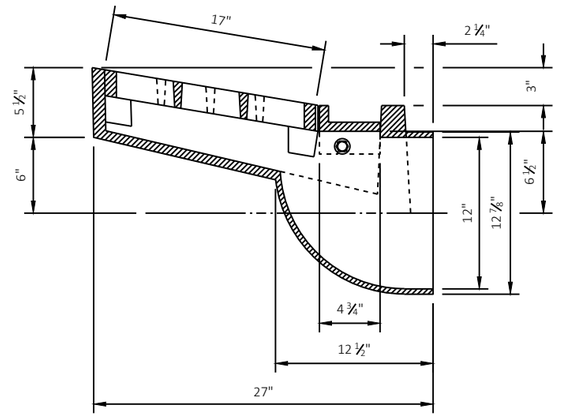
1. THE INITIALS OR MONOGRAM OF THE FOUNDRY.
2. THE CONTRACT NUMBER AND YEAR MADE.
3. THE CASTING IDENTIFICATION NUMBER.
4. THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.
   NOTE: ALL EXTERIOR EDGES SHALL BE GROUND.



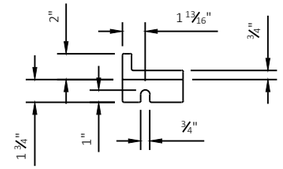
PLAN



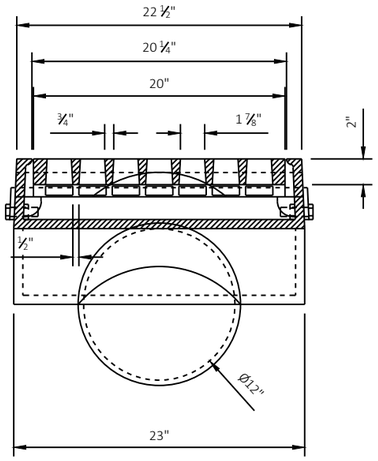
CURB PLATE - PLAN



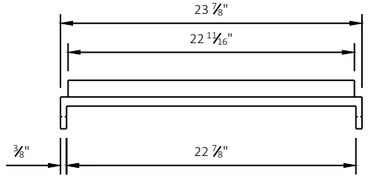
SECTION B-B



CURB PLATE - SECTION A-A



SECTION A-A



CURB PLATE - SECTION B-B

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" ON THE FRAME.

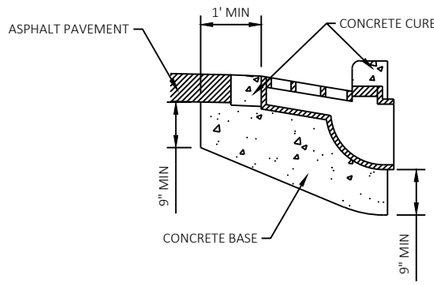
FRAME

ON THE UPPER FACE OF THE FLANGE THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

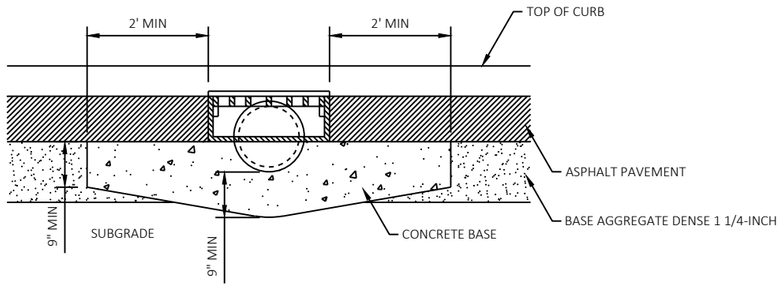
GRATE

ON THE UPPER SIDE OF THE GRATE THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

INLET TYPE 70A



SECTION VIEW



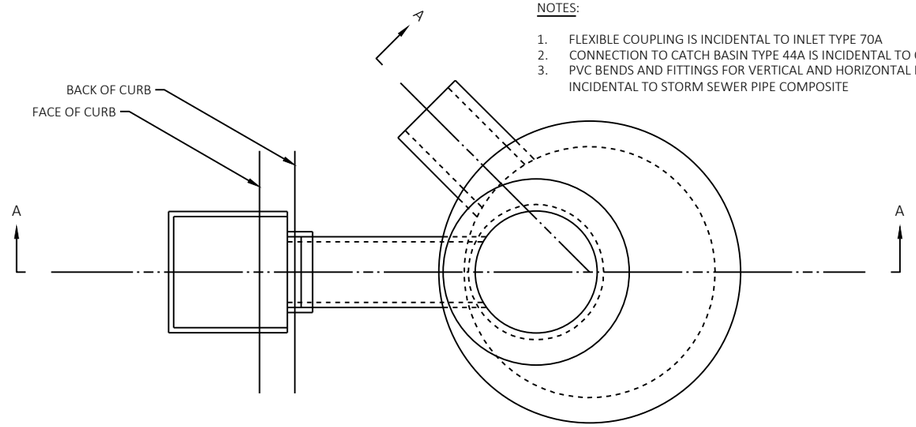
PROFILE VIEW

INLET TYPE 70A CONCRETE BASE

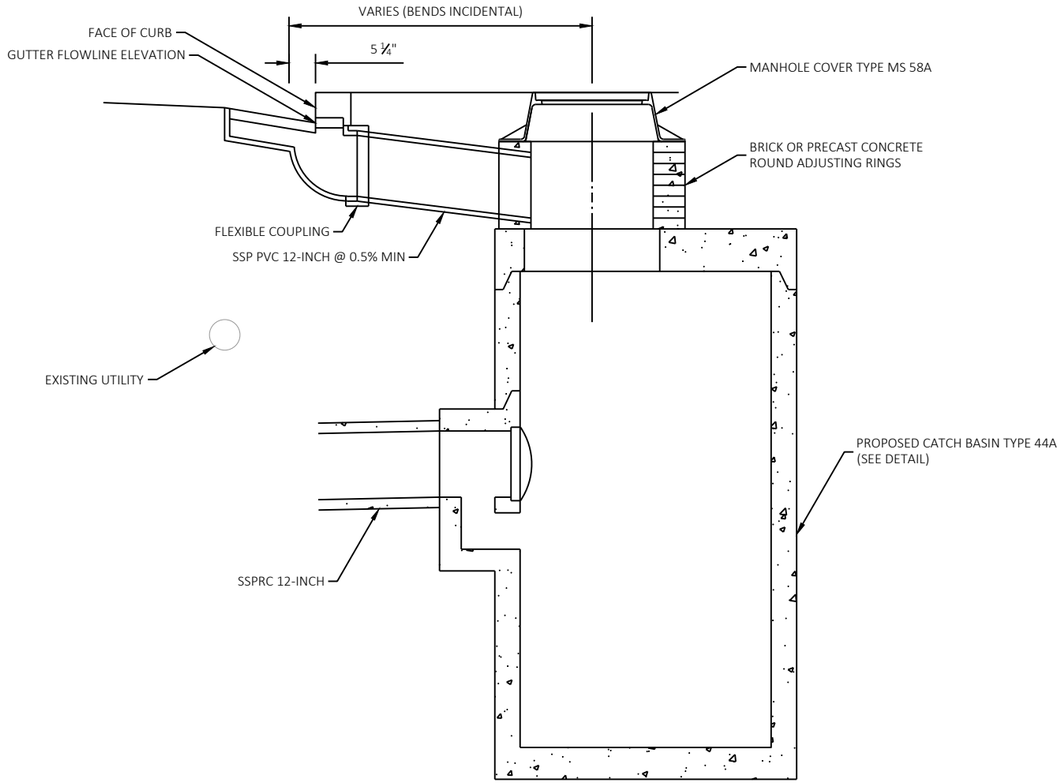
CONCRETE BASE IS INCIDENTAL TO INLET TYPE 70A

NOTES:

1. FLEXIBLE COUPLING IS INCIDENTAL TO INLET TYPE 70A
2. CONNECTION TO CATCH BASIN TYPE 44A IS INCIDENTAL TO CATCH BASIN TYPE 44A
3. PVC BENDS AND FITTINGS FOR VERTICAL AND HORIZONTAL DEFLECTIONS ARE INCIDENTAL TO STORM SEWER PIPE COMPOSITE



PLAN



SECTION A-A

INLET TYPE 70A AND CATCH BASIN TYPE 44A CONNECTION DETAIL

SEE STORM SEWER PLANS FOR LOCATIONS

EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE MANHOLE BID ITEMS.

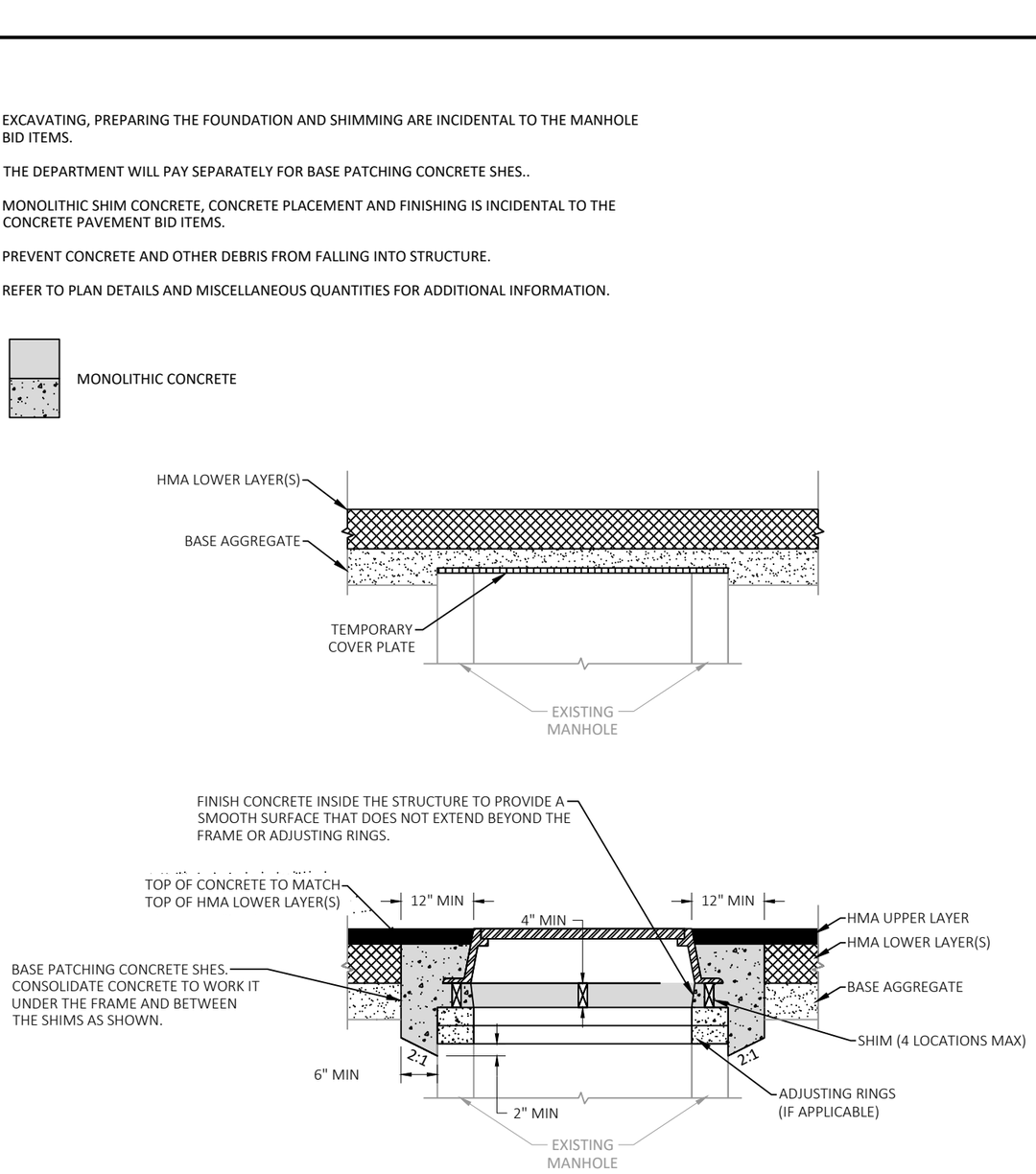
THE DEPARTMENT WILL PAY SEPARATELY FOR BASE PATCHING CONCRETE SHES..

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE CONCRETE PAVEMENT BID ITEMS.

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

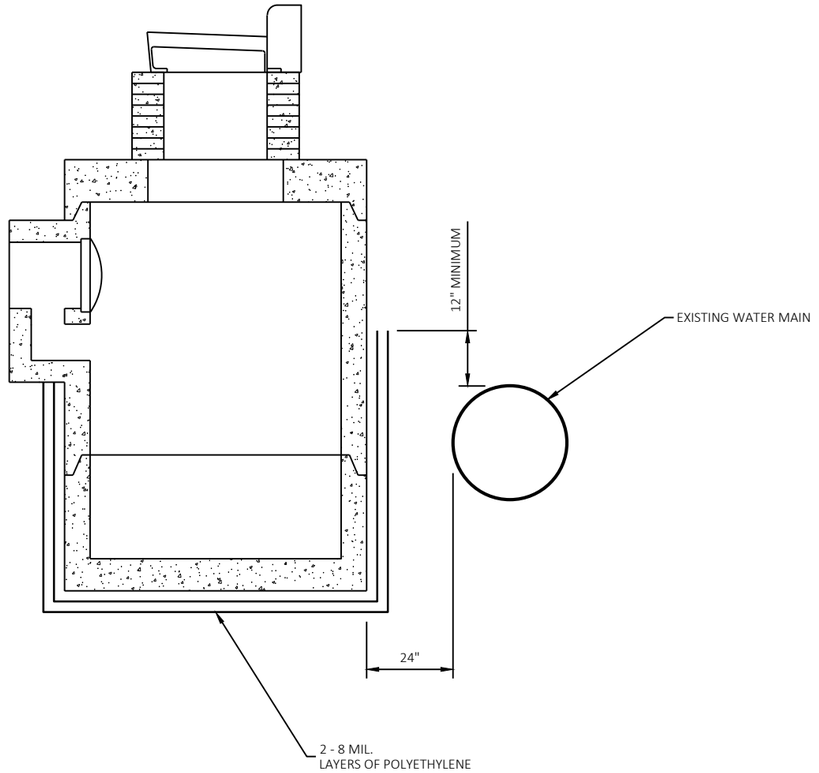
REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

MONOLITHIC CONCRETE



MANHOLE - MONOLITHIC SHIM

SER (202201101)



WATER MAIN PROTECTION

CATCH BASINS
101A, 103A, 107A, 114A, 117A,119A, 231, 256A, 261A, 273A,

274A, 280A, 181A, 192A, 301A

AND AS DIRECTED BY
CONSTRUCTION SUPERVISOR
WRAPPING THE WM PIPE ITSELF NEAR STATION 51+90 FROM
25' LT TO 25' RT

WATER MAIN PROTECTION NOTES

1. INSTALL ON ALL CATCH BASINS OR CURB INLETS WITH LESS THAN 24" HORIZONTAL OR VERTICAL OUT-TO-OUT CLEARANCE FROM STRUCTURE TO WATER MAIN

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

THE DEPARTMENT WILL PAY SEPARATELY FOR CONCRETE CURB & GUTTER.

PAVEMENT REMOVAL FOR THE MONOLITHIC SHIM IS INCIDENTAL TO THE REMOVING CURB & GUTTER BID ITEM.

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

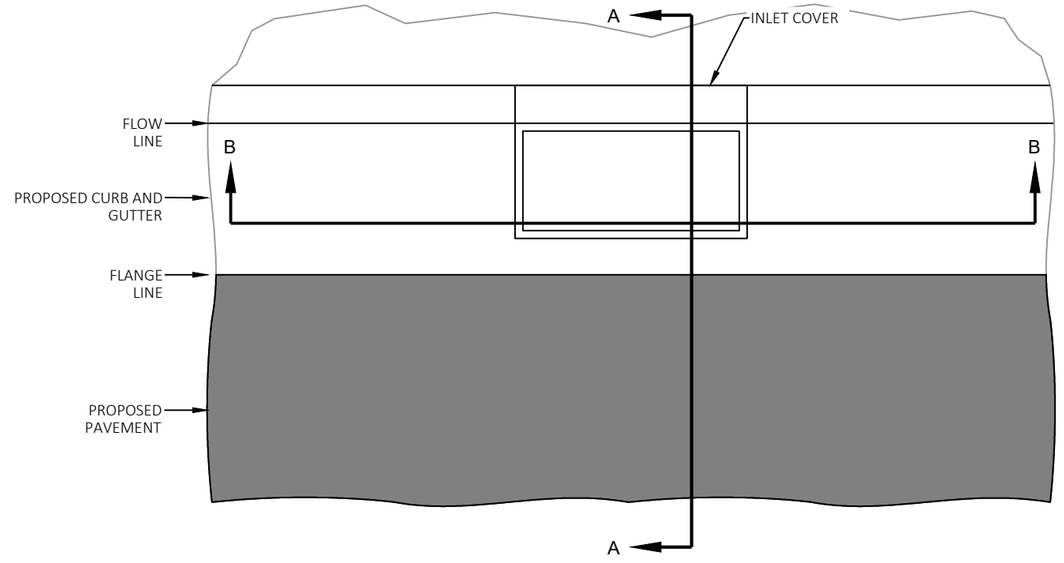
PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

PLACE CONCRETE AS SHOWN OR AS OTHERWISE DIRECTED TO FIT FIELD CONDITIONS.

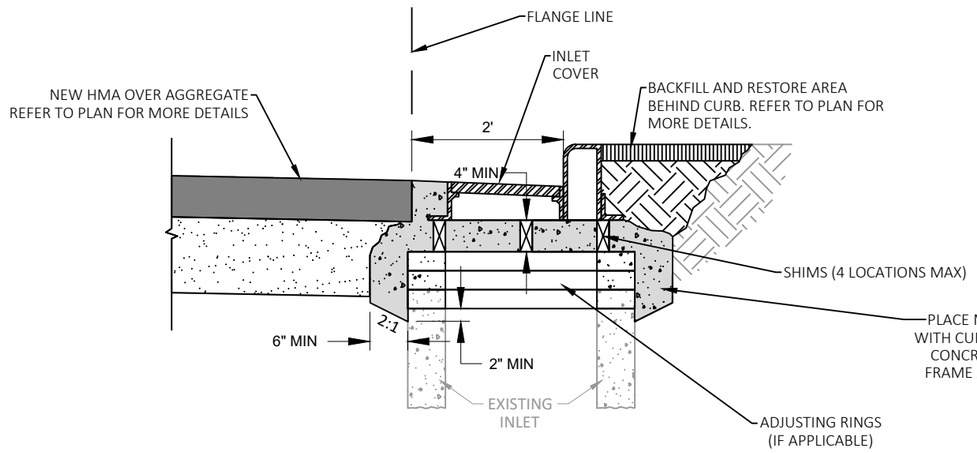
REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.



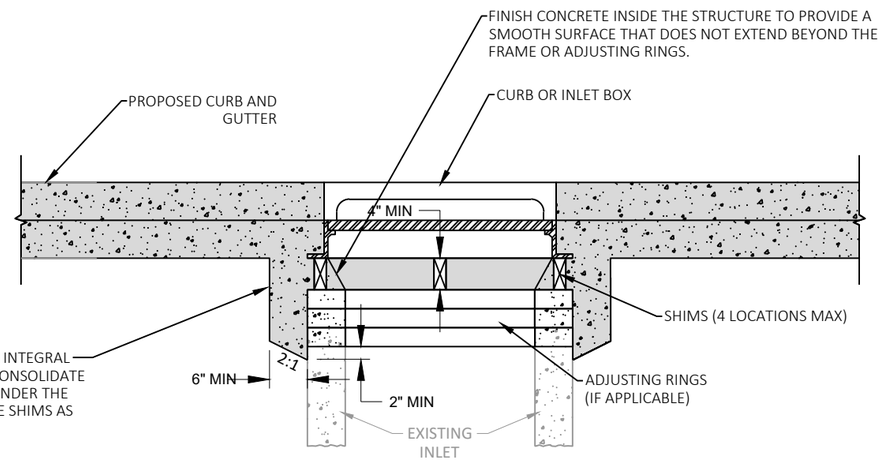
CONCRETE CURB AND GUTTER WITH MONOLITHIC SHIM



PLAN VIEW



SECTION A-A

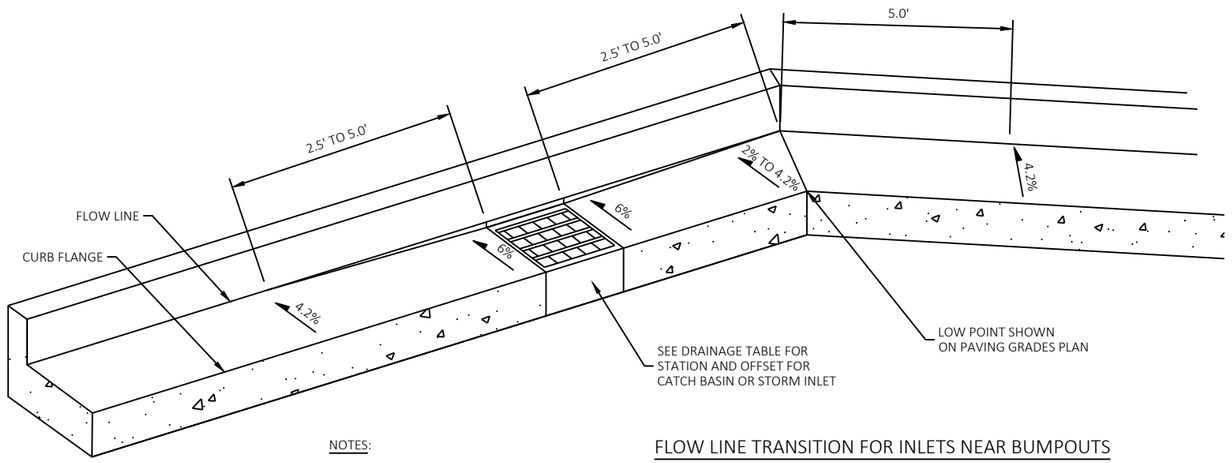


SECTION B-B

CATCH BASINS & INLETS - MONOLITHIC SHIM

SER (20221101)

2



FLOW LINE TRANSITION FOR INLETS NEAR BUMPOUTS

NOTES:

1. THIS DETAIL APPLIES TO LOCATIONS WHERE PAVING GRADE LOW POINTS ARE PROPOSED FOR THE ANGLE POINT IN THE FLANGE AT BUMPOUTS.
2. DRAINAGE PLANS SHOW STATION AND OFFSET FOR CATCH BASIN TYPE 44A OR STORM INLET TYPE 70A TO BE INSTALLED NOT AT THE PAVING GRADE LOW POINT.
3. THE FLANGE LINE AND TOP OF CURB SHALL BE CONSTRUCTED PER PLAN GRADES AND TYPICAL DETAIL.
4. THE FLOW LINE WILL NEED TO BE ADJUSTED TO DIRECT WATER TO THE DRAINAGE STRUCTURE.
5. THE GUTTER PAN SLOPE SHOULD NOT EXCEED 6% CROSS SLOPE OR BE FLATTER THAN 2% CROSS SLOPE.

2

N

NOTES:

1. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. THE LOCATION OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY CONTRACTOR.
3. CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED AND PAID FOR UNDER THE BID ITEM "CONSTRUCTION STAKING ELECTRICAL INSTALLATION".
4. DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE OR UTILITY.
5. UNDER BIKE PATH MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT. EXCEPT WHEN INSTALLED HIGHER OR LOWER TO CROSS OTHER UTILITIES. MINIMUM COVER ACCEPTABLE IS 28-INCHES.
6. UNDER ROAD WAY MAINTAIN A STANDARD DEPTH OF 54.5-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT. EXCEPT WHEN INSTALLED HIGHER OR LOWER TO CROSS OTHER UTILITIES. MINIMUM COVER ACCEPTABLE IS 6-INCHES BELOW BASE COURSE / BREAKER RUN.
7. C-XX INDICATES THE DEPTH OF THE DUCTS AT THAT POINT. IT WOULD INDICATE EITHER HAVING TO INSTALL HIGHER OR LOWER THAN 39-INCHES TO AVOID A CONFLICT.
8. STATIONS, OFFSETS, AND DIMENSIONS ARE TO THE CENTER OF THE MANHOLE OR DUCT PACKAGE.

LEGEND

CUC	PROPOSED SAND ENCASED HDPE CONDUIT, NUMBER OF RUNS AND SIZE AS NOTED
	PROPOSED CUC MANHOLE
C	EXISTING CUC MANHOLE TO BE ABANDONED OR REMOVED
CUC	EXISTING CUC CONDUIT TO REMAIN
	CONDUIT TO BE ABANDONED

S. 39TH ST.

S. 38TH ST.

W. NATIONAL AVE. / STH 59

14+00 15+00 16+00 17+00 18+00 19+00

STA:18+64.86
OFF:19.00'R
ABANDON MANHOLE 601A

VILLAGE OF WEST MILWAUKEE

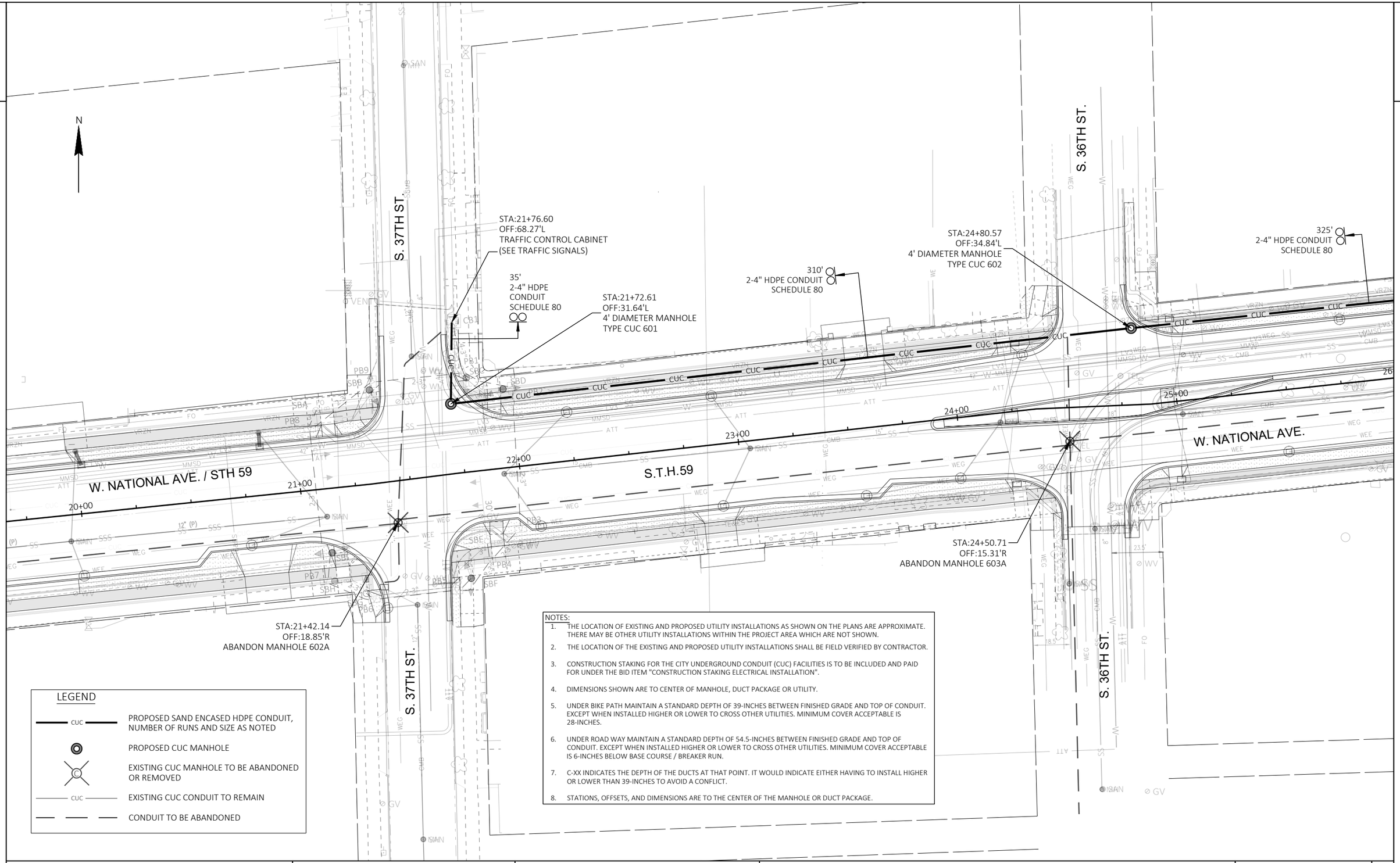
CITY OF MILWAUKEE

WISCONSIN
SAMIR M A
AMIN
E-29709
MILWAUKEE
WI
PROFESSIONAL ENGINEER

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) PLAN - C1-1	SHEET 179	E

FILE NAME : 59-CUC_LABELS-POINTS_4.DWG PLOT DATE : 10/30/2025 5:57 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



NOTES:

1. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. THE LOCATION OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY CONTRACTOR.
3. CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED AND PAID FOR UNDER THE BID ITEM "CONSTRUCTION STAKING ELECTRICAL INSTALLATION".
4. DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE OR UTILITY.
5. UNDER BIKE PATH MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT. EXCEPT WHEN INSTALLED HIGHER OR LOWER TO CROSS OTHER UTILITIES. MINIMUM COVER ACCEPTABLE IS 28-INCHES.
6. UNDER ROAD WAY MAINTAIN A STANDARD DEPTH OF 54.5-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT. EXCEPT WHEN INSTALLED HIGHER OR LOWER TO CROSS OTHER UTILITIES. MINIMUM COVER ACCEPTABLE IS 6-INCHES BELOW BASE COURSE / BREAKER RUN.
7. C-XX INDICATES THE DEPTH OF THE DUCTS AT THAT POINT. IT WOULD INDICATE EITHER HAVING TO INSTALL HIGHER OR LOWER THAN 39-INCHES TO AVOID A CONFLICT.
8. STATIONS, OFFSETS, AND DIMENSIONS ARE TO THE CENTER OF THE MANHOLE OR DUCT PACKAGE.

LEGEND

- CUC — PROPOSED SAND ENCASED HDPE CONDUIT, NUMBER OF RUNS AND SIZE AS NOTED
- PROPOSED CUC MANHOLE
- EXISTING CUC MANHOLE TO BE ABANDONED OR REMOVED
- CUC — EXISTING CUC CONDUIT TO REMAIN
- CONDUIT TO BE ABANDONED

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) PLAN - C1-2	SHEET 180	E

FILE NAME : 59-CUC_LABELS-POINTS_4.DWG PLOT DATE : 10/30/2025 5:57 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

STA:28+31.05
OFF:228.38'L
REMOVE EXISTING CUC MANHOLE 604R
INSTALL NEW 6' DIAMETER DOGHOUSE
MANHOLE TYPE CUC 604

EXISTING CUC
7-4" PVC DUCT PACKAGE

PROTECT EXISTING DUCTS
AND EXISTING CABLES
FROM DAMAGE

48'
8-4" HDPE CONDUIT
SCHEDULE 80

STA:28+35.51
OFF:179.76'L
122°, 10' RADIUS HUB

123'
6-4" HDPE CONDUIT SCHEDULE 80

STA:28+45.59
OFF:159.32'L
STREET LIGHTING PULL BOX
(SEE STREET LIGHTING PLAN)

30'
2-4" HDPE CONDUIT SCHEDULE 80

80'
2-4" HDPE CONDUIT SCHEDULE 80

2-CAP DUCTS
47'
2-4" HDPE CONDUIT
SCHEDULE 80

STA:27+67.22
OFF:70.93'L
4' DIAMETER MANHOLE
TYPE CUC 606 (ELECTRICAL SERVICE)

STA:28+45.71
OFF:64.36'L
2 CAP DUCTS

8'
2-4" HDPE CONDUIT SCHEDULE 80

STA:28+53.68
OFF:66.20'L
TRAFFIC CONTROL CABINET
(SEE TRAFFIC SIGNALS)

STA:27+58.59
OFF:71.79'L
STREET LIGHTING PULL BOX
(SEE STREET LIGHTING PLAN)

STA:28+13.10
OFF:63.79'L
REMOVE
MANHOLE
607A

25'
8-4" HDPE CONDUIT
SCHEDULE 80

STA:28+22.53
OFF:58.49'L
92°, 10' RADIUS HUB

STA:29+25.87
OFF:35.50'L

STA:27+72.34
OFF:34.37'L
2-4" HDPE DUCT @ C-48"
5-4" HDPE DUCT @ C-62"

STA:27+74.77
OFF:17.01'L
REMOVE MANHOLE 606A

STA:27+64.70
OFF:16.80'L
166°, 10' RADIUS HUB

STA:28+46.55
OFF:16.46'L
ABANDON MANHOLE 609A

STA:28+04.06
OFF:12.54'R
REMOVE
MANHOLE 608A

STA:28+09.39
OFF:33.85'L
4' DIAMETER MANHOLE
TYPE CUC 603

STA:27+67.58
OFF:63.66'R
REMOVE MANHOLE 605A

207'
4-4" HDPE CONDUIT
SCHEDULE 80

STA:27+71.78
OFF:13.14'R
REMOVE MANHOLE 604A

244'
5-4" HDPE CONDUIT
SCHEDULE 80

A

A

S. 35TH ST.

W. NATIONAL AVE.

S.T.H.59

CUC CONDUIT
AT 54.5" BELOW FINISHED GRADE
ROAD CROSSING FROM END
RADIUS TO END RADIUS

534'
2-4" HDPE CONDUIT
SCHEDULE 80

S. 34TH ST.

STA:31+17.69
OFF:14.87'R
ABANDON MANHOLE 610A

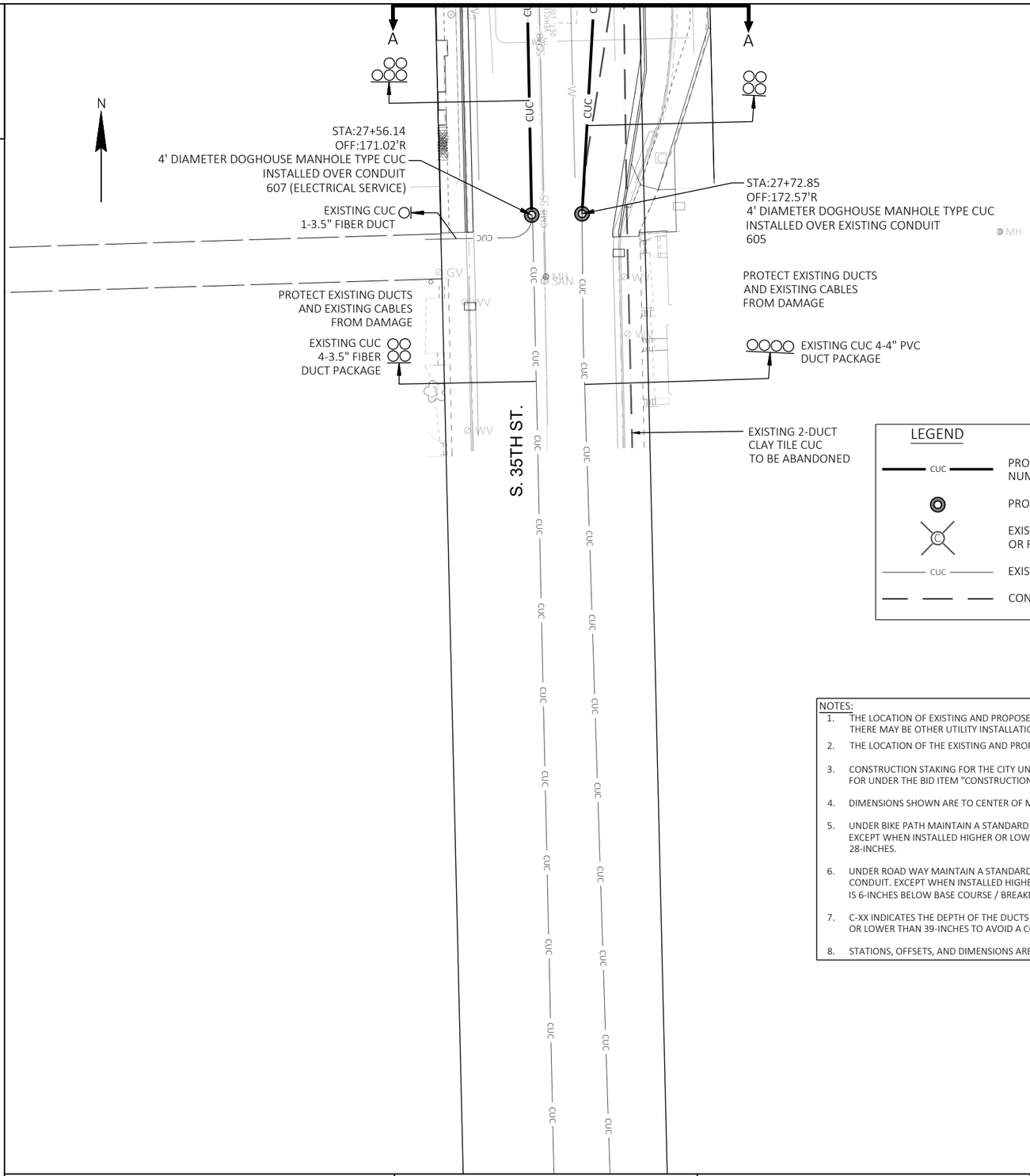
LEGEND

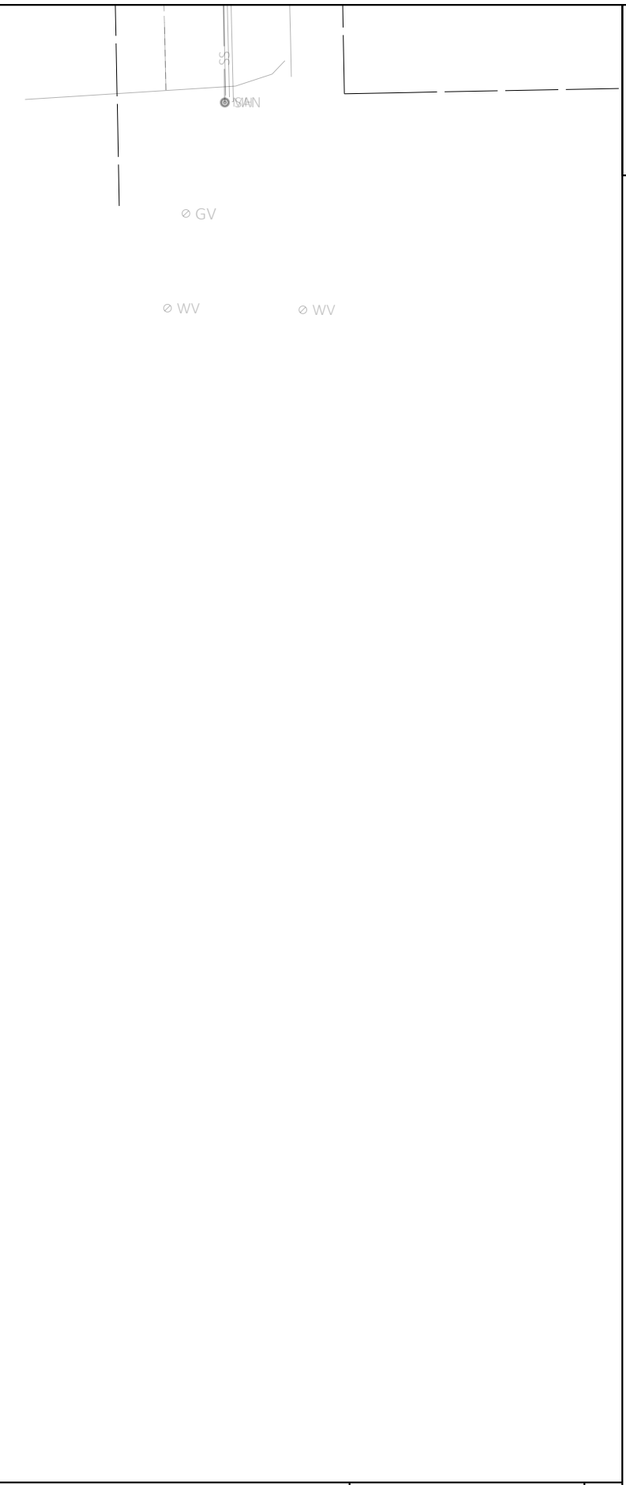
- CUC — PROPOSED SAND ENCASED HDPE CONDUIT, NUMBER OF RUNS AND SIZE AS NOTED
- PROPOSED CUC MANHOLE
- EXISTING CUC MANHOLE TO BE ABANDONED OR REMOVED
- CUC — EXISTING CUC CONDUIT TO REMAIN
- CONDUIT TO BE ABANDONED

NOTES:

1. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. THE LOCATION OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY CONTRACTOR.
3. CONSTRUCTION STAKING FOR THE CITY UNDERGROUND CONDUIT (CUC) FACILITIES IS TO BE INCLUDED AND PAID FOR UNDER THE BID ITEM "CONSTRUCTION STAKING ELECTRICAL INSTALLATION".
4. DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE OR UTILITY.
5. UNDER BIKE PATH MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT. EXCEPT WHEN INSTALLED HIGHER OR LOWER TO CROSS OTHER UTILITIES. MINIMUM COVER ACCEPTABLE IS 28-INCHES.
6. UNDER ROAD WAY MAINTAIN A STANDARD DEPTH OF 54.5-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT. EXCEPT WHEN INSTALLED HIGHER OR LOWER TO CROSS OTHER UTILITIES. MINIMUM COVER ACCEPTABLE IS 6-INCHES BELOW BASE COURSE / BREAKER RUN.
7. C-XX INDICATES THE DEPTH OF THE DUCTS AT THAT POINT. IT WOULD INDICATE EITHER HAVING TO INSTALL HIGHER OR LOWER THAN 39-INCHES TO AVOID A CONFLICT.
8. STATIONS, OFFSETS, AND DIMENSIONS ARE TO THE CENTER OF THE MANHOLE OR DUCT PACKAGE.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) PLAN - C1-3	SHEET 181	E





LEGEND

- CUC — PROPOSED SAND ENCASED HDPE CONDUIT, NUMBER OF RUNS AND SIZE AS NOTED
- PROPOSED CUC MANHOLE
- EXISTING CUC MANHOLE TO BE ABANDONED OR REMOVED
- CUC — EXISTING CUC CONDUIT TO REMAIN
- CONDUIT TO BE ABANDONED

NOTES:

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4. DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE OR UTILITY.
5. UNDER BIKE PATH MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT. EXCEPT WHEN INSTALLED HIGHER OR LOWER TO CROSS OTHER UTILITIES. MINIMUM COVER ACCEPTABLE IS 28-INCHES.
6. UNDER ROAD WAY MAINTAIN A STANDARD DEPTH OF 54.5-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT. EXCEPT WHEN INSTALLED HIGHER OR LOWER TO CROSS OTHER UTILITIES. MINIMUM COVER ACCEPTABLE IS 6-INCHES BELOW BASE COURSE / BREAKER RUN.
7. C-XX INDICATES THE DEPTH OF THE DUCTS AT THAT POINT. IT WOULD INDICATE EITHER HAVING TO INSTALL HIGHER OR LOWER THAN 39-INCHES TO AVOID A CONFLICT.
8. STATIONS, OFFSETS, AND DIMENSIONS ARE TO THE CENTER OF THE MANHOLE OR DUCT PACKAGE.

2

2

N

S. SHEA AVE.

STA:33+40.48
OFF:27.47'L
4' DIAMETER MANHOLE
TYPE CUC 608

449'
2-4" HDPE CONDUIT
SCHEDULE 80

STA:37+92.58
OFF:26.94'L
4' DIAMETER MANHOLE
TYPE CUC 609

S. 32ND ST.

W. NATIONAL AVE.

S.T.H.59

33+00
34+00
35+00
36+00
37+00
38+00

STA:38+11.52
OFF:14.48'R
ABANDON MANHOLE 611A

S. 33RD ST.

S. 32ND ST.

LEGEND

CUC	PROPOSED SAND ENCASED HDPE CONDUIT, NUMBER OF RUNS AND SIZE AS NOTED
	PROPOSED CUC MANHOLE
	EXISTING CUC MANHOLE TO BE ABANDONED OR REMOVED
CUC	EXISTING CUC CONDUIT TO REMAIN
	CONDUIT TO BE ABANDONED

NOTES:

1. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
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8. STATIONS, OFFSETS, AND DIMENSIONS ARE TO THE CENTER OF THE MANHOLE OR DUCT PACKAGE.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) PLAN - C1-5	SHEET 183	E

FILE NAME : 59-CUC_LABELS-POINTS_4.DWG PLOT DATE : 10/30/2025 5:58 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

351'
2-4" HDPE CONDUIT
SCHEDULE 80

STA:41+39.79
OFF:29.43'L
4' DIAMETER MANHOLE
TYPE CUC 610

302'
2-4" HDPE CONDUIT
SCHEDULE 80

STA:44+44.97
OFF:33.79'L
4' DIAMETER MANHOLE
TYPE CUC 611

STA:41+57.62
OFF:13.08'R
ABANDON MANHOLE 612A

STA:44+53.36
OFF:9.50'R
ABANDON MANHOLE 613A

S. 31ST ST.

S. 30TH ST.

W. NATIONAL AVE.

S.T.H.59

39+00

40+00

41+00

42+00

43+00

44+00

NOTES:

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LEGEND

- CUC — PROPOSED SAND ENCASED HDPE CONDUIT, NUMBER OF RUNS AND SIZE AS NOTED
- PROPOSED CUC MANHOLE
- EXISTING CUC MANHOLE TO BE ABANDONED OR REMOVED
- CUC — EXISTING CUC CONDUIT TO REMAIN
- CONDUIT TO BE ABANDONED

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) PLAN - C1-6	SHEET 184	E

FILE NAME : 59-CUC_LABELS-POINTS_4.DWG PLOT DATE : 10/30/2025 5:58 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

NOTES:

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8. STATIONS, OFFSETS, AND DIMENSIONS ARE TO THE CENTER OF THE MANHOLE OR DUCT PACKAGE.

N

S. 29TH ST.

S. 28TH ST.

W. NATIONAL AVE.

S.T.H.59

46+00

47+00

48+00

49+00

50+00

51+00

STA:47+69.21
OFF:33.04'L
4' DIAMETER MANHOLE
TYPE CUC 612

324'
2-4" HDPE CONDUIT
SCHEDULE 80

309'
2-4" HDPE CONDUIT
SCHEDULE 80

STA:50+77.95
OFF:32.93'L
4' DIAMETER MANHOLE
TYPE CUC 613

STA:51+31.36
OFF:31.73'L

STA:47+79.54
OFF:10.36'R
ABANDON MANHOLE 614A

STA:50+64.77
OFF:9.96'R
ABANDON MANHOLE 615A

LEGEND

- CUC — PROPOSED SAND ENCASED HDPE CONDUIT, NUMBER OF RUNS AND SIZE AS NOTED
- PROPOSED CUC MANHOLE
- EXISTING CUC MANHOLE TO BE ABANDONED OR REMOVED
- CUC — EXISTING CUC CONDUIT TO REMAIN
- CONDUIT TO BE ABANDONED

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) PLAN - C1-7	SHEET 185	E

FILE NAME : 59-CUC_LABELS-POINTS_4.DWG PLOT DATE : 10/30/2025 5:58 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

EXISTING CUC
3-3" FIBER DUCT PACKAGE

PROTECT EXISTING DUCTS
AND EXISTING CABLES
FROM DAMAGE

STA:54+09.28
OFF:215.69'L
4' DIAMETER DOGHOUSE MANHOLE
TYPE CUC INSTALLED OVER EXISTING CONDUIT
616

180'
3-4" HDPE CONDUIT
SCHEDULE 80

EXISTING CUC
4-3.5" FIBER DUCT PACKAGE

PROTECT EXISTING DUCTS
AND EXISTING CABLES
FROM DAMAGE

STA:54+85.69
OFF:68.77'L
STREET LIGHTING PULL BOX
(SEE STREET LIGHTING)

7'
2-4" HDPE CONDUIT SCHEDULE 80

19'
2-4" HDPE CONDUIT SCHEDULE 80
FROM NEW CUC MH TO NEW TS CABINET

STA:54+03.36
OFF:46.52'L
106°, 10' RADIUS HUB

STA:54+82.95
OFF:62.62'L
REMOVE CUC MANHOLE &
INSTALL 4' DIAMETER DOGHOUSE MANHOLE
YPE CUC (ELECTRICAL SERVICE) 3395

239'
2-4" HDPE CONDUIT
SCHEDULE 80

CAP DUCTS
AT PAVING LIMITS
STA:55+83.25
OFF:34.99'L

STA:53+82.80
OFF:43.44'L
TRAFFIC CONTROL CABINET
(SEE TRAFFIC SIGNAL PLAN)

3'
5-4" HDPE CONDUIT
SCHEDULE 80

303'
2-4" HDPE CONDUIT
SCHEDULE 80

STA:51+75.44
OFF:36.50'L

STA:54+02.50
OFF:36.12'L
4' DIAMETER MANHOLE
TYPE CUC 614

STA:54+82.51
OFF:35.00'L
2-4" HDPE DUCT @ C-48"
4-4" HDPE DUCT @ C-62"

S. LAYTON BLVD.

W. NATIONAL AVE. S.T.H.59

W. NATIONAL AVE.

52+00 53+00 54+00 55+00 56+00 57+00

STA:53+88.19
OFF:11.62'R
ABANDON MH 616A

STA:54+17.29
OFF:16.00'R
153°, 5' RADIUS HUB

STA:54+19.63
OFF:41.61'R
REMOVE MANHOLE 617A

STA:54+75.12
OFF:13.98'R
ABANDON MH 618A

STA:54+79.25
OFF:45.45'R

269'
3-4" HDPE CONDUIT
SCHEDULE 80

241'
4-4" HDPE CONDUIT
SCHEDULE 80

B B

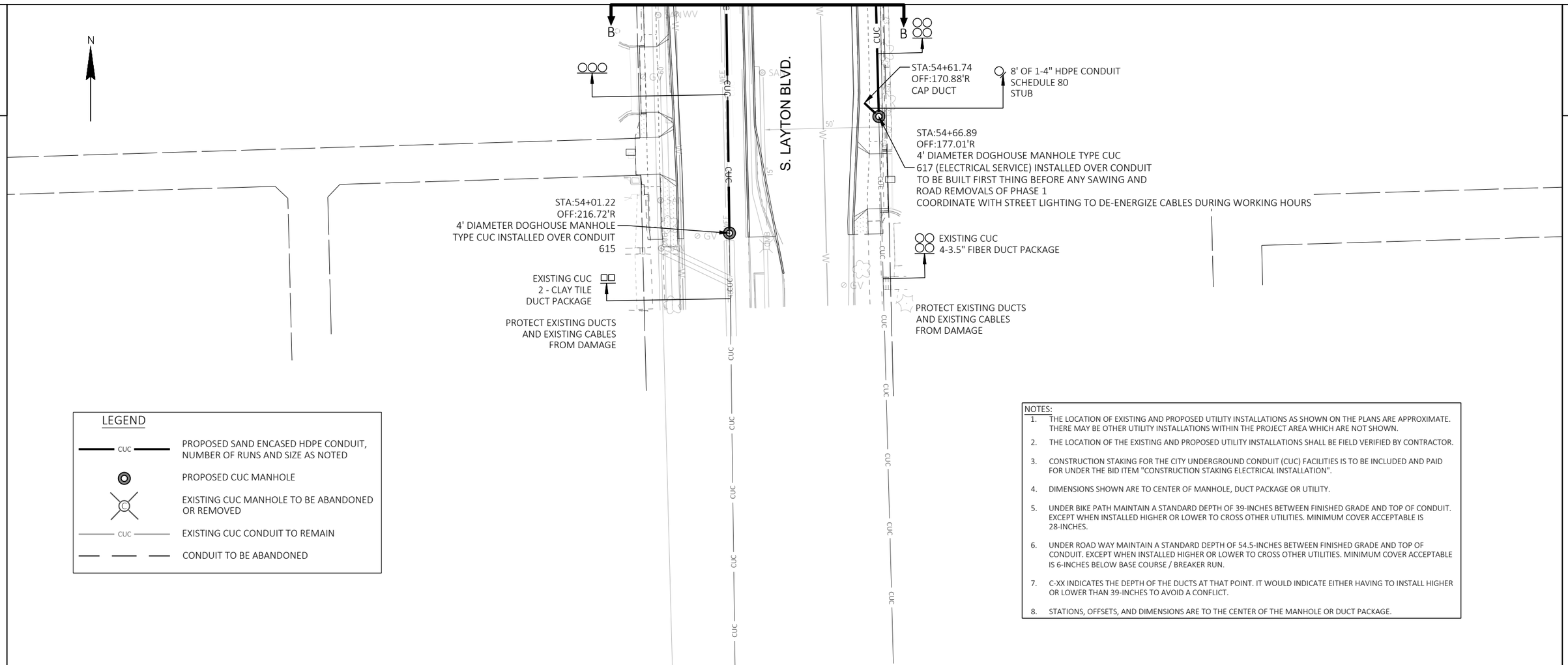
LEGEND

- CUC — PROPOSED SAND ENCASED HDPE CONDUIT, NUMBER OF RUNS AND SIZE AS NOTED
- PROPOSED CUC MANHOLE
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PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) PLAN - C1-8	SHEET 186	E



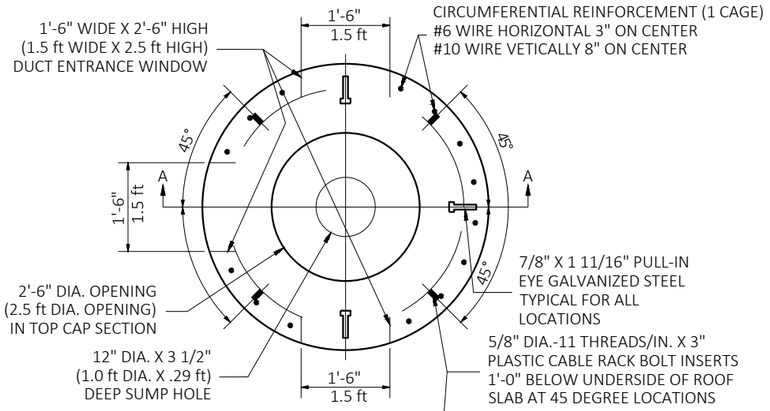
LEGEND

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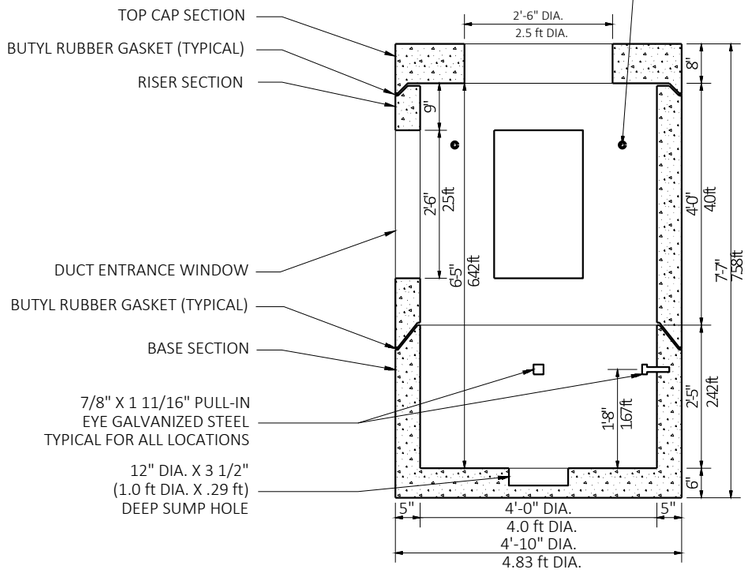
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4' DIAMETER STANDARD TYPE CUC MANHOLE



TOP VIEW



SECTION VIEW "A-A"

N.T.S.

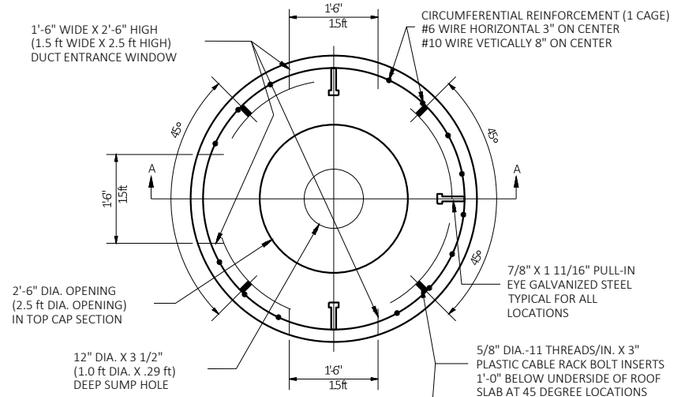
NOTES:
THE JOINTS MAY BE EITHER "BELL UP" OR "SPIGOT UP". THE NUMBER OF PULL-IN IRONS AND CABLE RACK BOLT INSERTS MAY VARY BY ORDER.
REINFORCING IN THE FLOOR & TOP CAP SECTION SHALL CONFORM TO ASTM SPECIFICATION C-478.
SIZE, LOCATION, SHAPE AND NUMBER OF KNOCK-OUT AREA AND THE SIZE, LOCATION, SHAPE AND NUMBER OF WINDOWS MAY (3 WINDOWS SHOWN). UNIT PRICE OF MANHOLE SHALL NOT VARY FOR NUMBER OF OPENINGS.

3 WINDOW OPENING
4' DIA. X 6'-5" HEADROOM
PRECAST CONCRETE MANHOLE

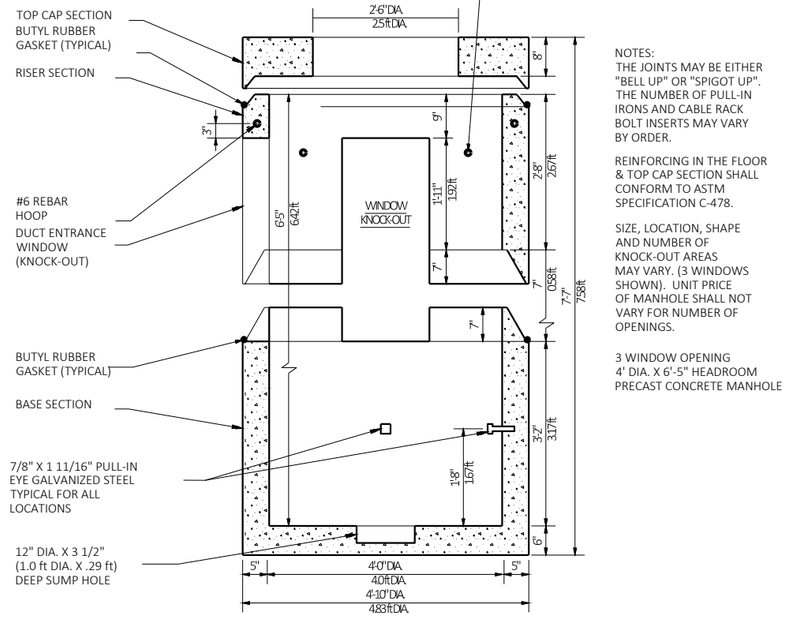
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

CITY UNDERGROUND
MANHOLE DETAILS

4' DIAMETER DOGHOUSE TYPE CUC MANHOLE



TOPVIEW



SECTIONVIEW"A-A"

N.T.S.

NOTES:
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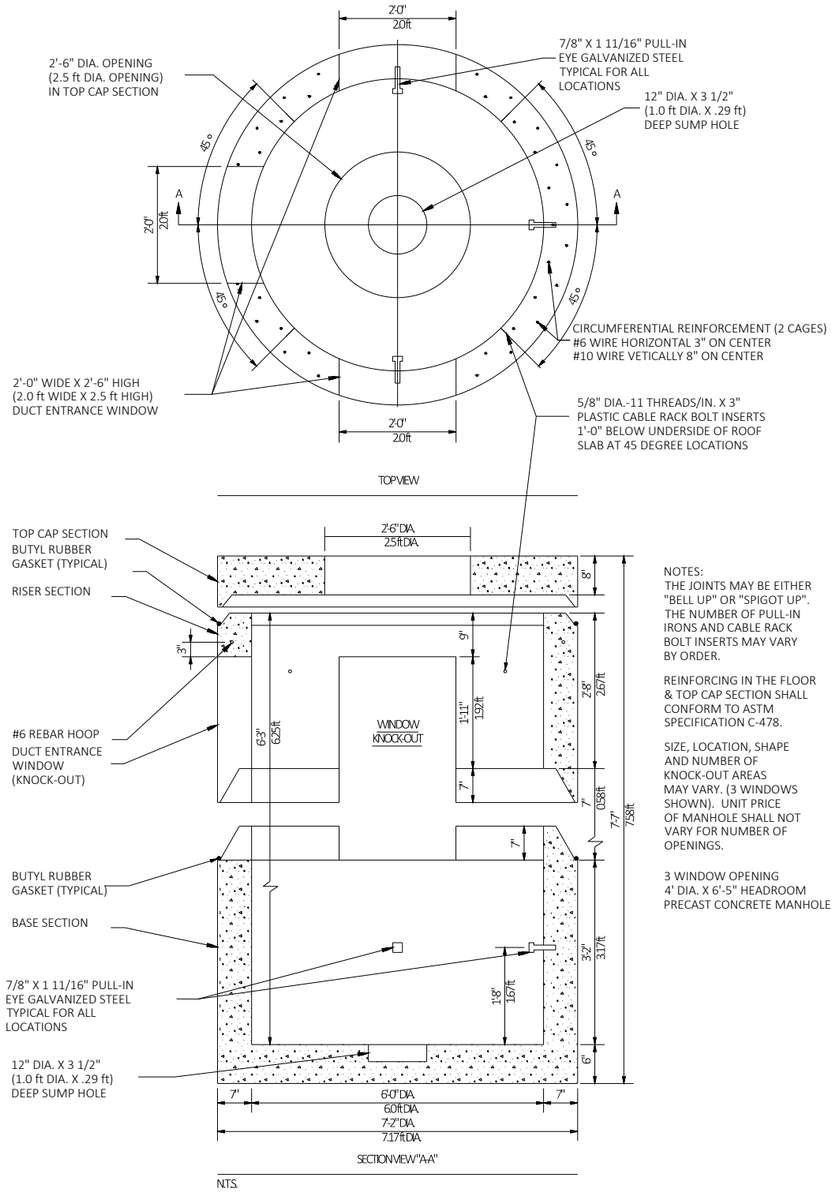
SIZE, LOCATION, SHAPE AND NUMBER OF KNOCK-OUT AREAS MAY VARY. (3 WINDOWS SHOWN). UNIT PRICE OF MANHOLE SHALL NOT VARY FOR NUMBER OF OPENINGS.

3 WINDOW OPENING
4' DIA. X 6'-5" HEADROOM
PRECAST CONCRETE MANHOLE

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

CITY UNDERGROUND
MANHOLE DETAILS

6' DIAMETER DOGHOUSE TYPE CUC MANHOLE



NOTES:
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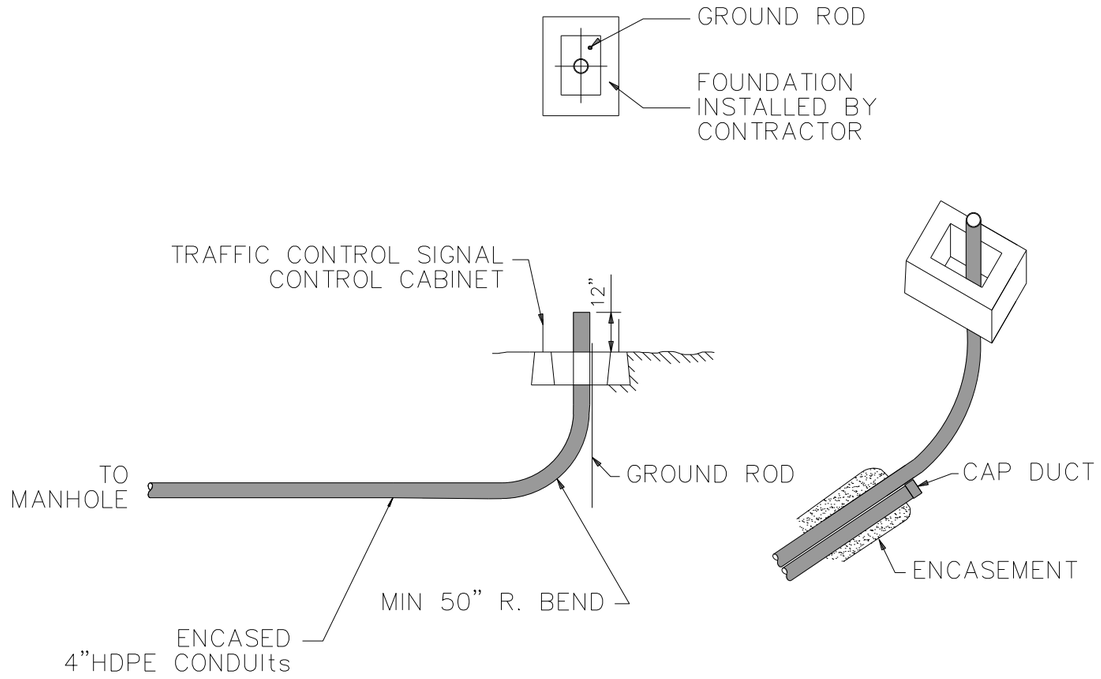
3 WINDOW OPENING
4' DIA. X 6'-5" HEADROOM
PRECAST CONCRETE MANHOLE

TRANSPORTATION SECTION

INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

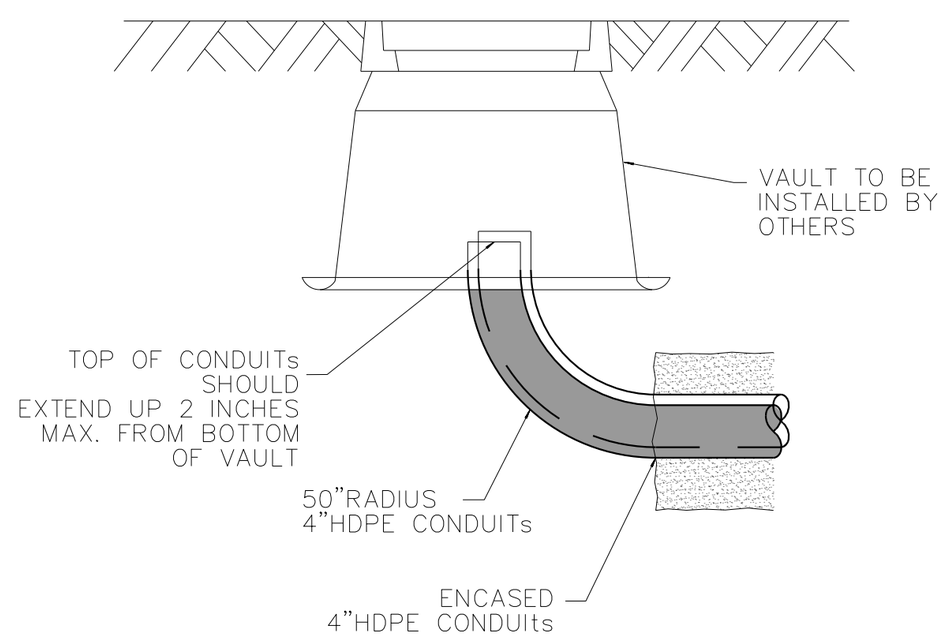
CITY UNDERGROUND MANHOLE DETAILS

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) DETAILS - 2	SHEET 189	E



TRAFFIC CONTROL CABINET DETAIL

SCALE: N.T.S.



TYPICAL CUC CONDUIT - VAULT ENTRY

SCALE: N.T.S.

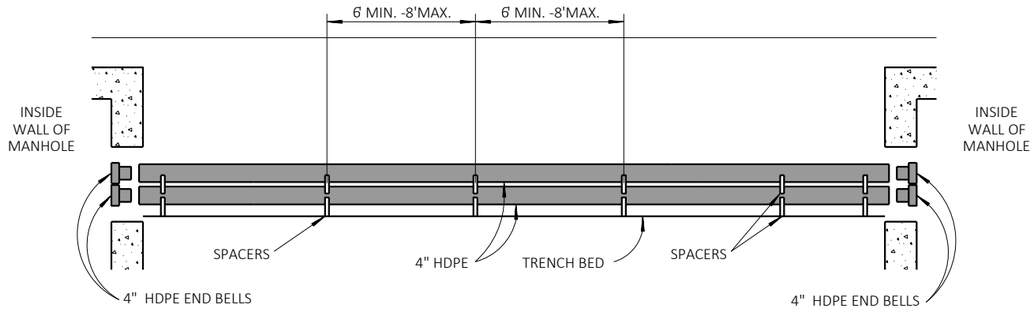
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

CITY UNDERGROUND CONDUIT DETAILS

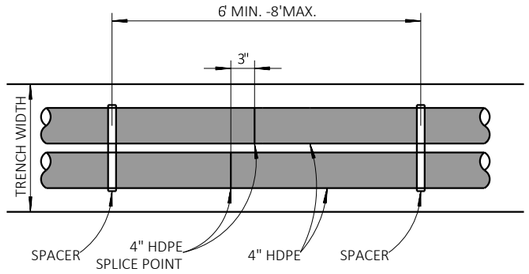
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
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MILWAUKEE, WISCONSIN

CITY UNDERGROUND CONDUIT DETAILS

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) DETAILS - 3	SHEET 190	E

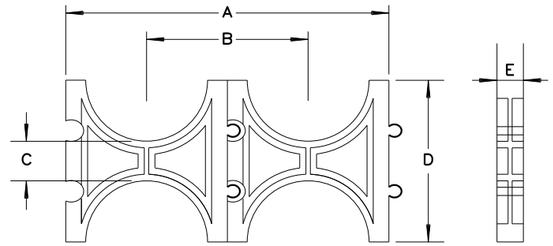


INSTALLATION VIEW



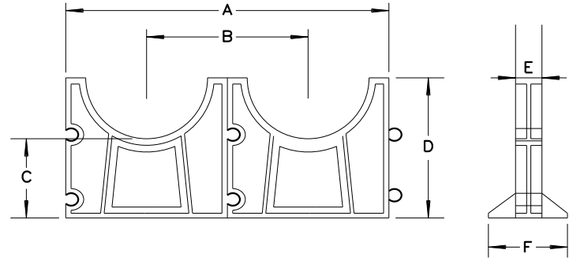
PLAN VIEW

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



INTERMEDIATE SPACER

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



BASE SPACER

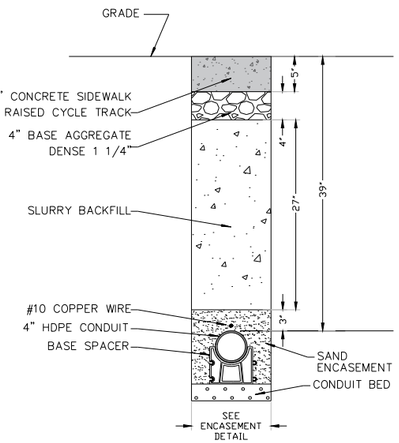
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INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

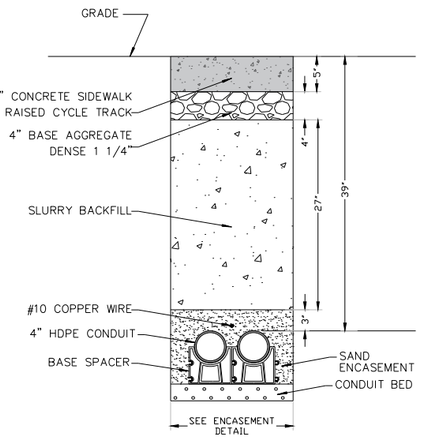
CITY UNDERGROUND CONDUIT DETAILS

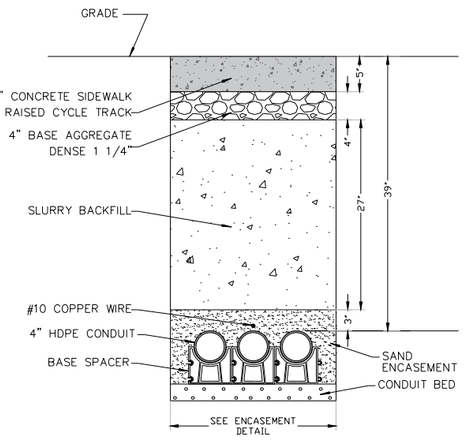
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

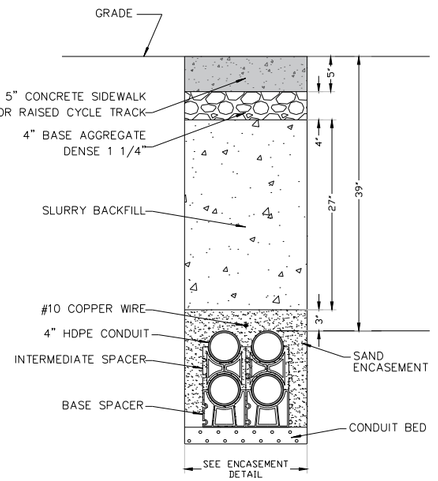
CITY UNDERGROUND CONDUIT DETAILS

2









CONDUIT TRENCH CROSS SECTION

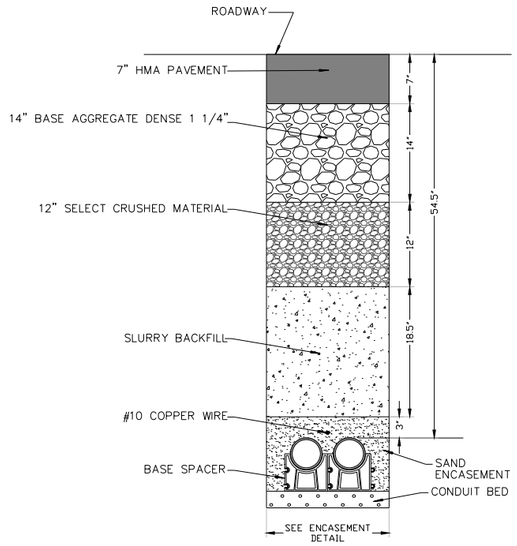
SIDEWALK OR RAISED CYCLE TRACK

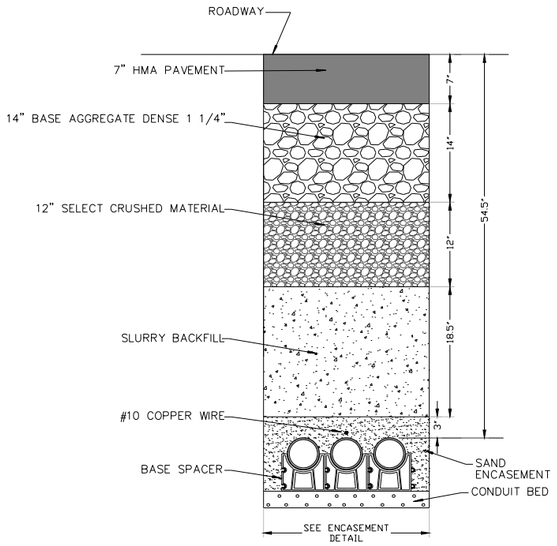
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

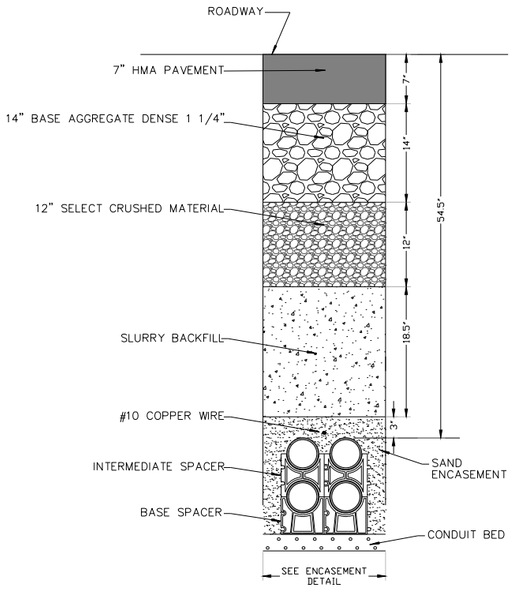
CITY UNDERGROUND
CONDUIT DETAILS

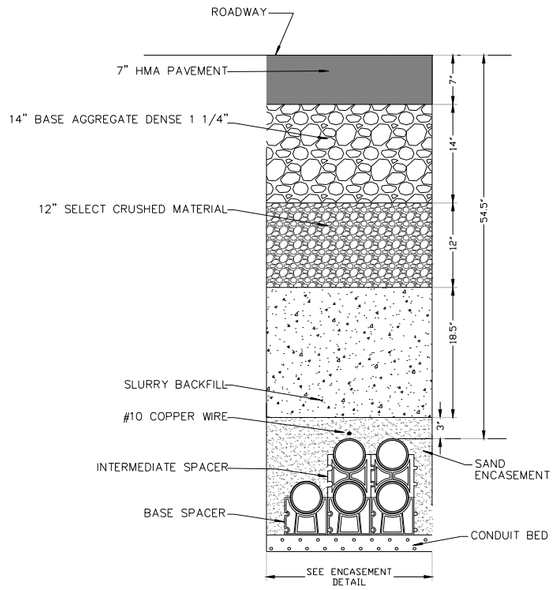
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) DETAILS - 5	SHEET 192	E

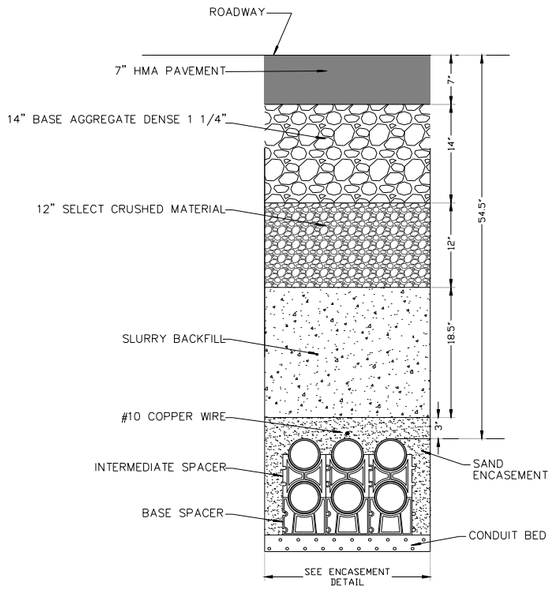
FILE NAME : CUC-SDDS-REVISED.DWG PLOT DATE : 10/27/2025 1:30 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1" = .0833'

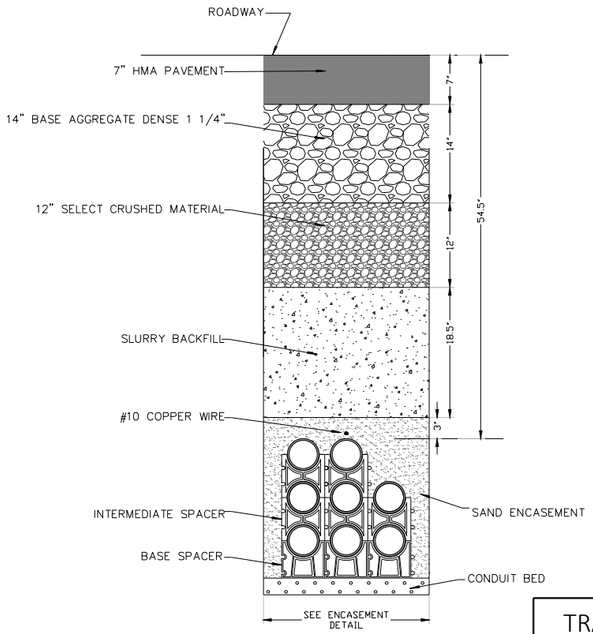












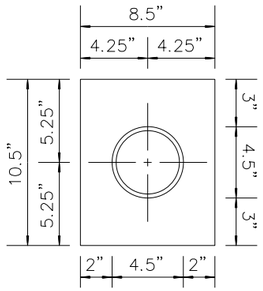
CONDUIT TRENCH CROSS SECTION

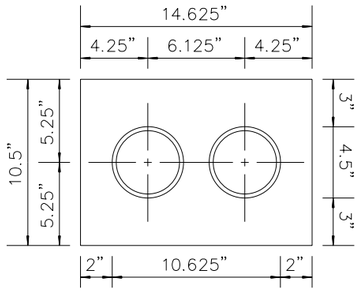
ROADWAY

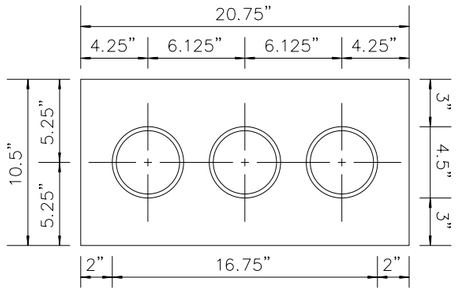
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

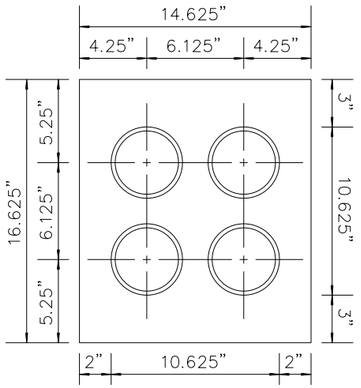
CITY UNDERGROUND CONDUIT DETAILS

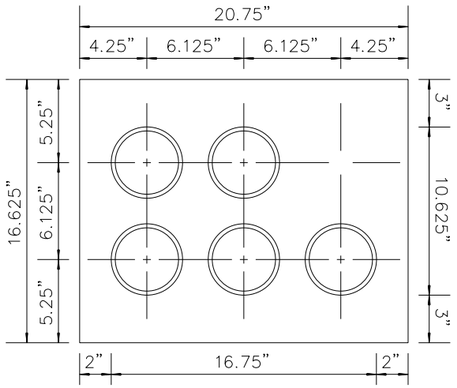
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) DETAILS - 6	SHEET 193	E

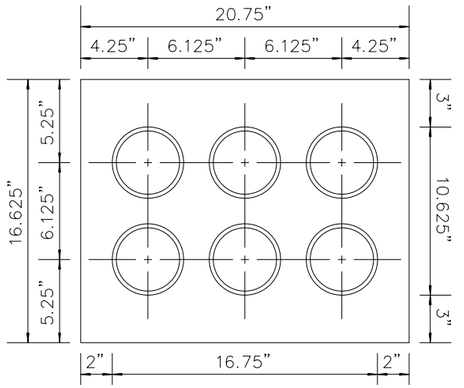


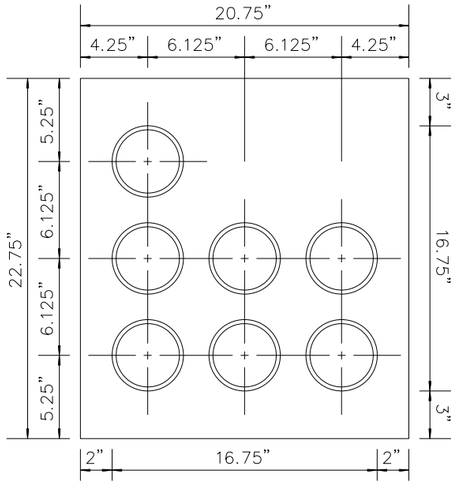


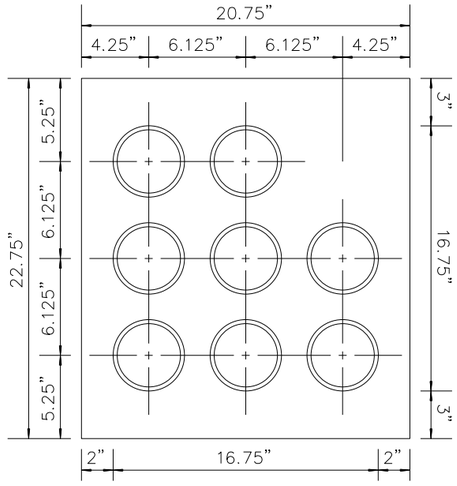












CONDUIT ENCASEMENT CROSS SECTION VIEW

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

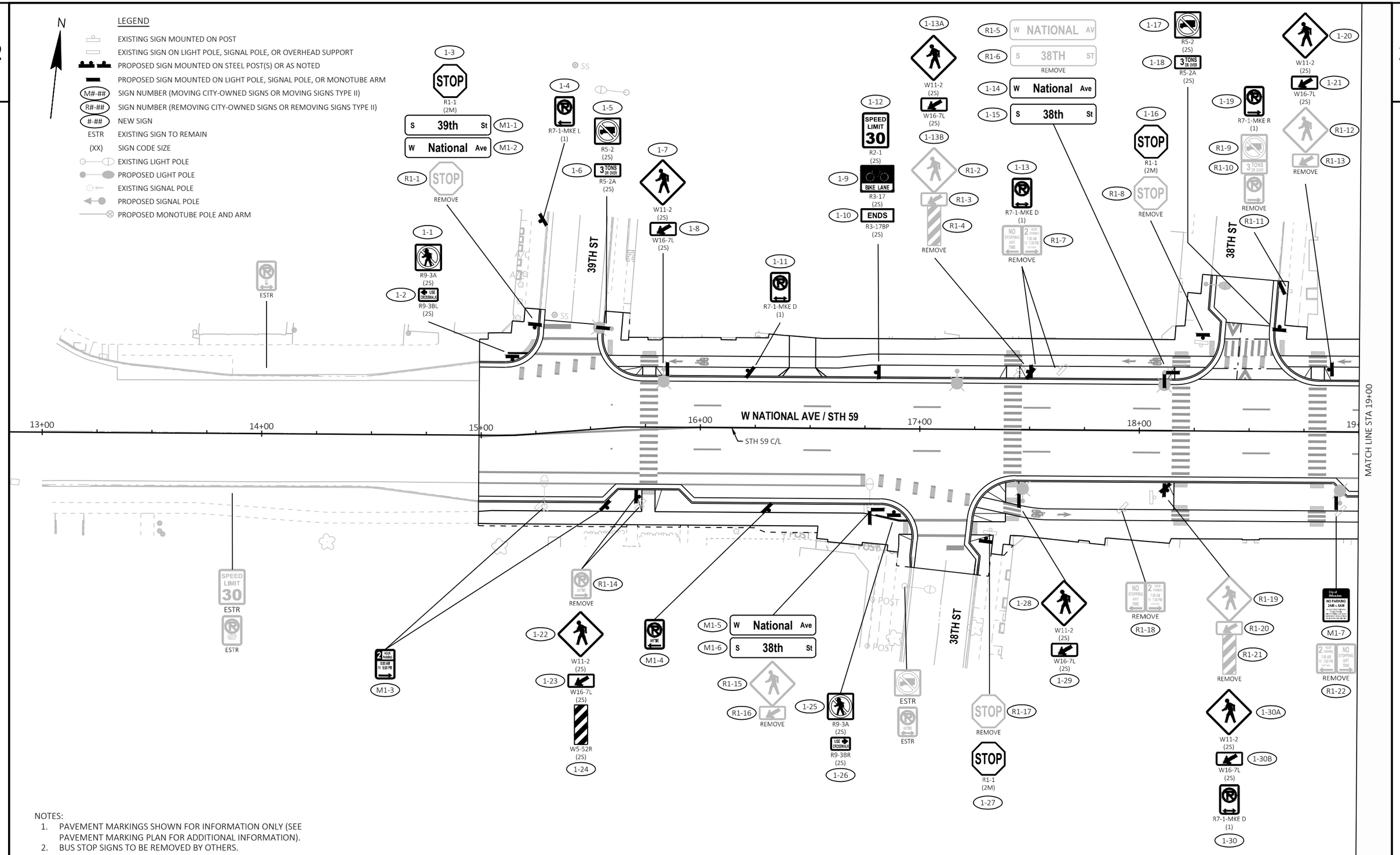
CITY UNDERGROUND
CONDUIT DETAILS

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CITY UNDERGROUND CONDUIT (CUC) DETAILS - 7	SHEET 194	E

N

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM



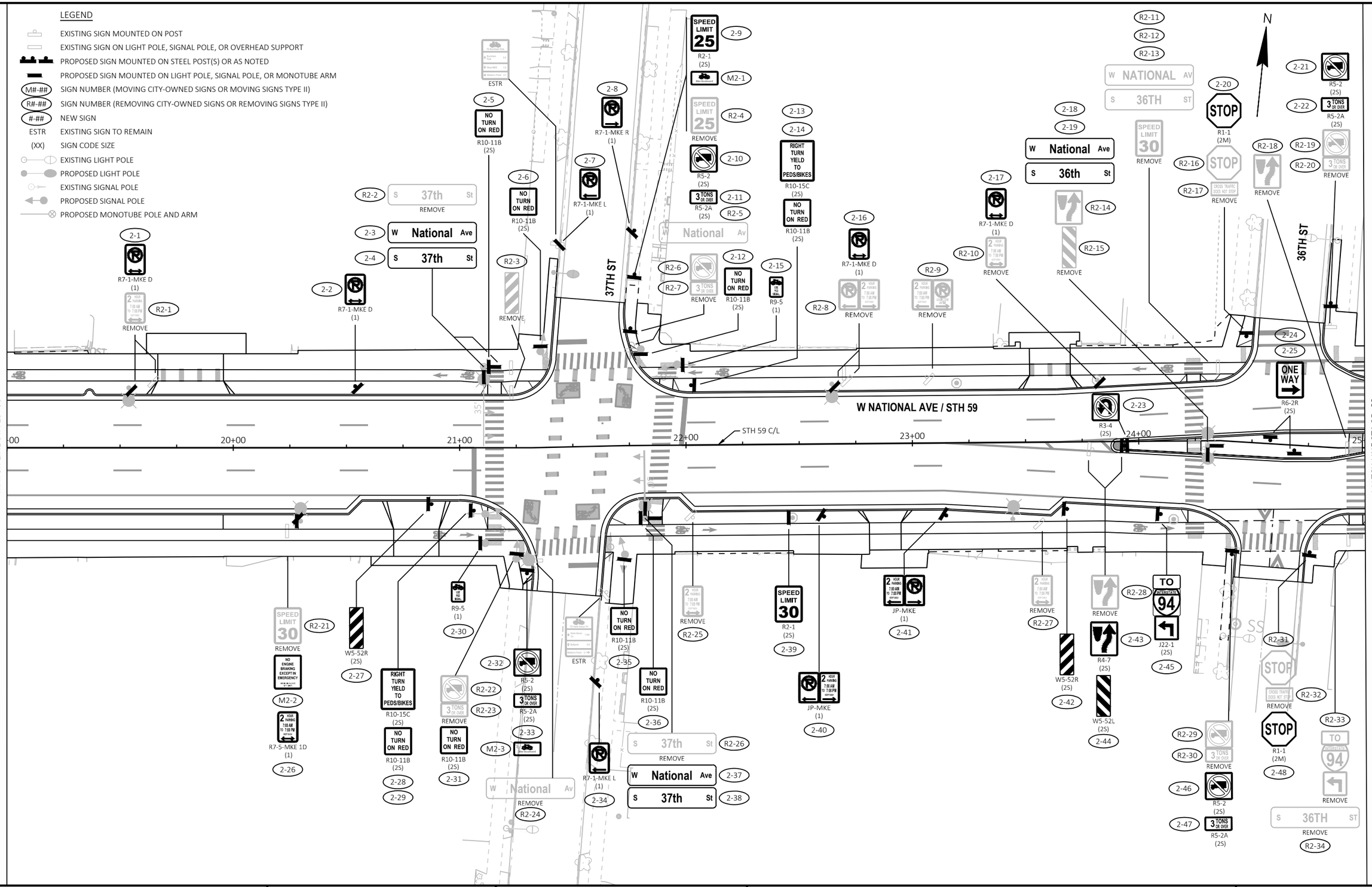
NOTES:

1. PAVEMENT MARKINGS SHOWN FOR INFORMATION ONLY (SEE PAVEMENT MARKING PLAN FOR ADDITIONAL INFORMATION).
2. BUS STOP SIGNS TO BE REMOVED BY OTHERS.

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 195	E

LEGEND

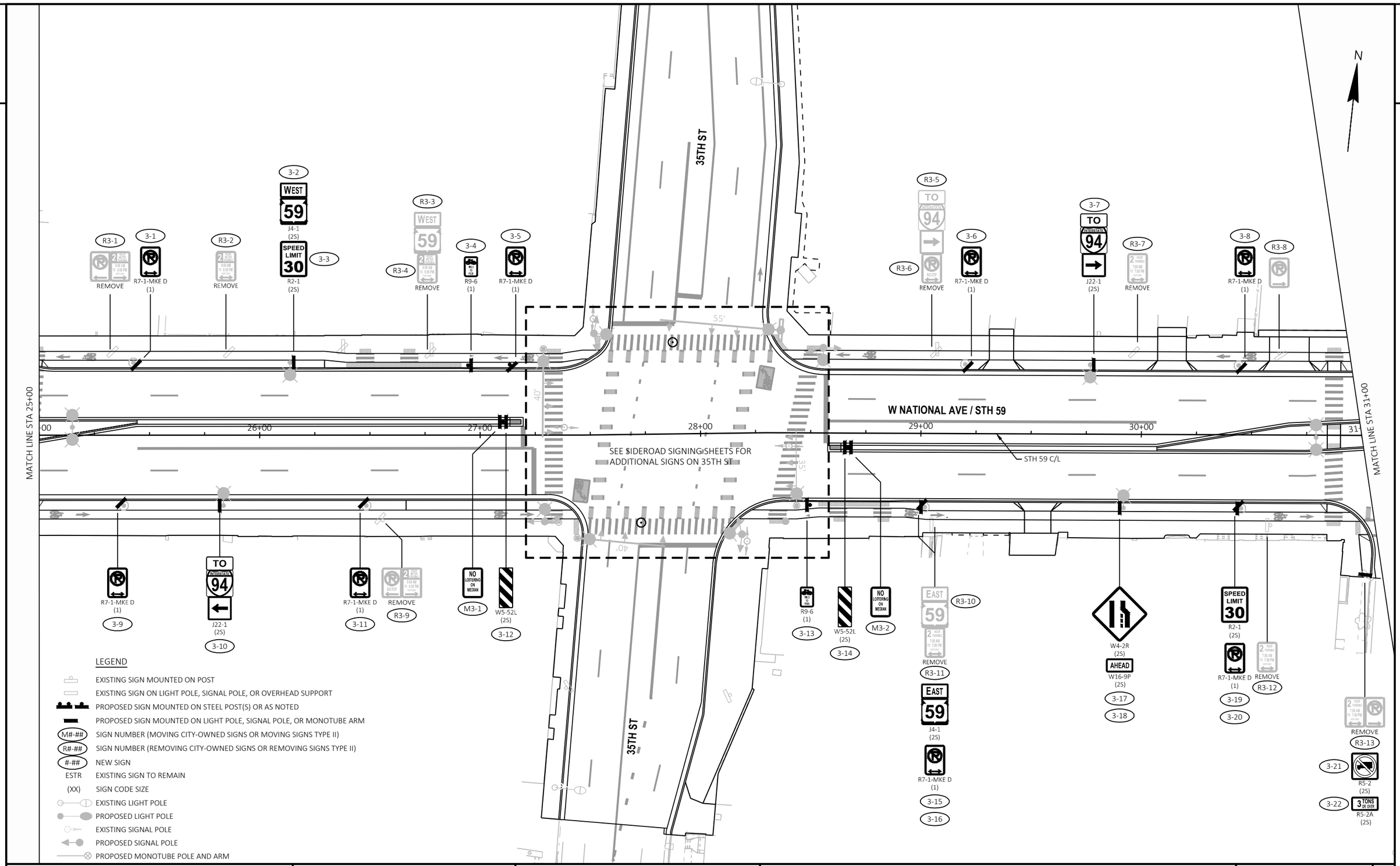
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- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 196	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/31/2025 2:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

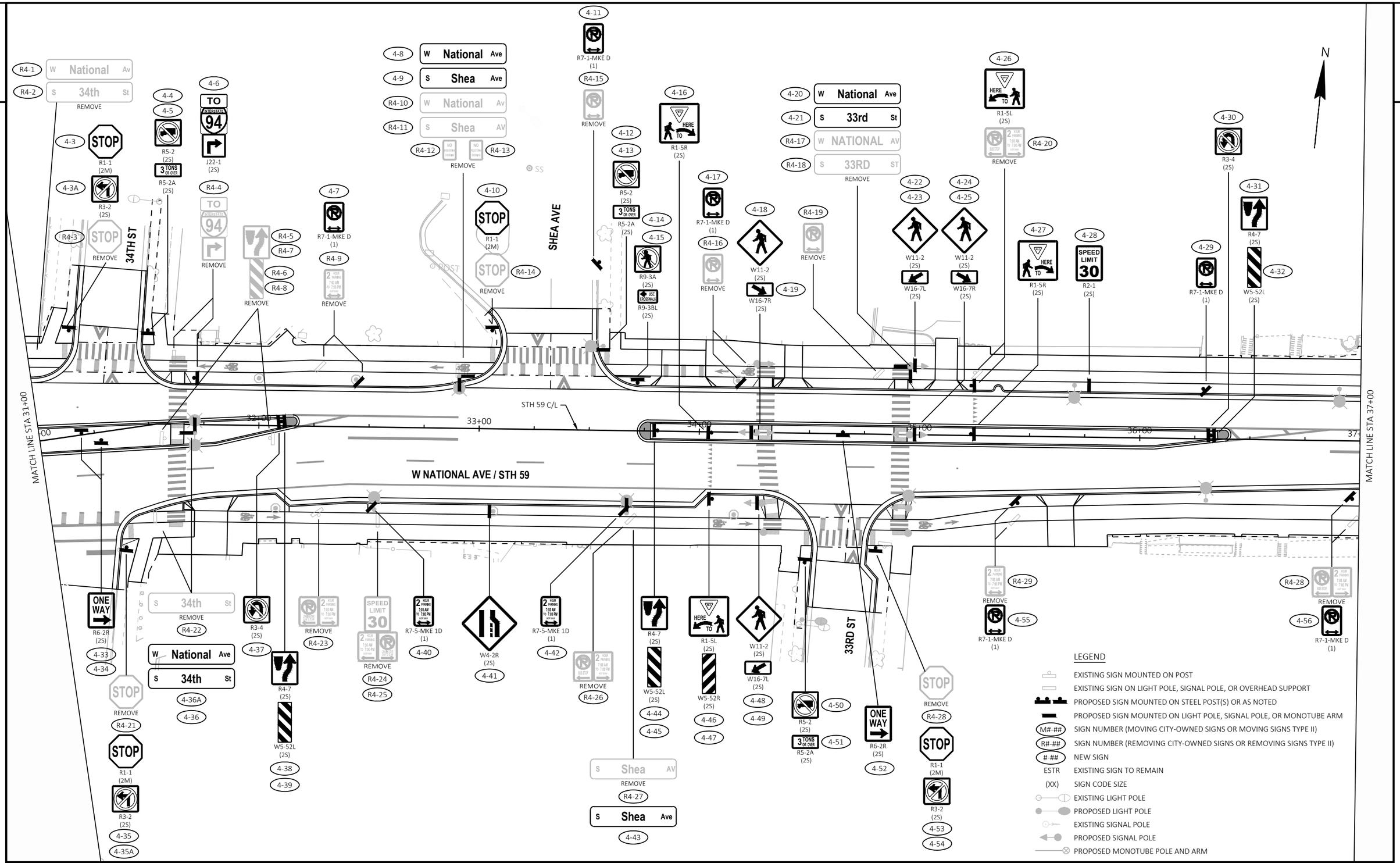


LEGEND

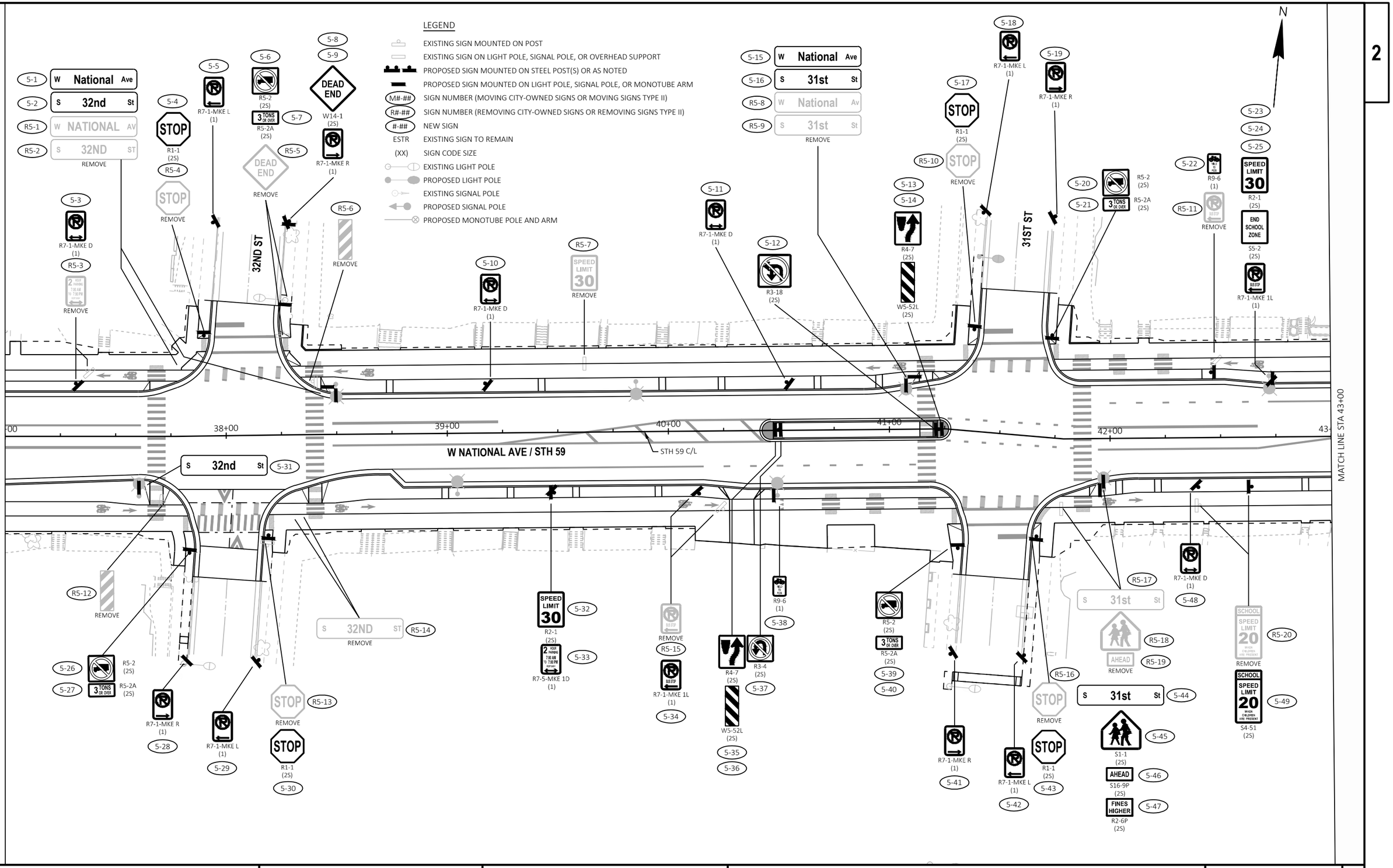
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- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 197	E

2



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 198	E



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 199	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
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- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

MATCH LINE STA 43+00

MATCH LINE STA 49+00

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

30TH ST

29TH ST

STH 59 C/L

W NATIONAL AVE / STH 59

6-1 R7-5-MKE 1D (1)
6-2 S1-1 (2S)
6-3 S16-7R (2S)
6-4 W National Ave
6-5 S 30th St
6-6 R7-1-MKE L (1)
6-7 R1-1 (2S)
6-8 R7-1-MKE R (1)
6-9 R5-2 (2S)
6-10 R5-2A (2S)
6-11 S1-1 (2S)
6-12 S16-7L (2S)
6-13 W5-52R (2S)
6-14 R7-5-MKE 1D (1)
6-15 S4-51 (2S)
6-16 R7-5-MKE 1D (1)
6-17 W National Ave
6-18 S 29th St
6-19 S1-1 (2S)
6-20 S16-9P (2S)
6-21 R2-6P (2S)
6-22 R1-1 (2S)
6-23 R7-1-MKE L (1)
6-24 R7-1-MKE R (1)
6-25 R5-2 (2S)
6-26 R5-2A (2S)
6-27 W5-52R (2S)
6-28 JP-MKE (1)
6-29 R7-1-MKE D (1)
6-30 S1-1 (2S)
6-31 S16-7L (2S)
6-32 R7-1-MKE R (1)
6-33 R5-2 (2S)
6-34 R5-2A (2S)
6-35 R7-1-MKE L (1)
6-36 R1-1 (2S)
6-37 S 30th St
6-38 S1-1 (2S)
6-39 S16-7R (2S)
6-40 R7-1-MKE D (1)
6-41 R2-1 (2S)
6-42 S5-2 (2S)
6-43 R7-1-MKE D (1)
6-44 R5-2 (2S)
6-45 R5-2A (2S)
6-46 R7-1-MKE R (1)
6-47 R7-1-MKE L (1)
6-48 R1-1 (2S)
6-49 S 29th St
6-50 R7-1-MKE D (1)

R6-1 REMOVE
R6-2 W NATIONAL AV
R6-3 S 30TH St REMOVE
R6-4 REMOVE
R6-5 REMOVE
R6-6 REMOVE
R6-7 REMOVE
R6-8 REMOVE
R6-9 SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT REMOVE
R6-10 W NATIONAL AV
R6-11 S 29TH St REMOVE
R6-12 AHEAD
R6-13 REMOVE
R6-14 REMOVE
R6-15 REMOVE
R6-16 REMOVE
R6-17 REMOVE
R6-18 REMOVE
R6-19 REMOVE
R6-20 REMOVE
R6-21
R6-22 REMOVE
R6-23 R6-24 REMOVE REMOVE
R6-25 R6-26
R6-27 R6-28
R6-29 REMOVE
R6-30 S 30TH St REMOVE
R6-31 REMOVE
R6-32 R6-33 REMOVE
R6-34 R6-35 REMOVE
R6-36 SPEED LIMIT 30 REMOVE
R6-37 REMOVE
R6-38 R6-39 REMOVE
R6-40 REMOVE
R6-41 S 29th St REMOVE
R6-42 REMOVE

M6-1 PRIVATE BOR (CHURCH)
END SCHOOL ZONE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 200	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 06

PLOT DATE : 10/31/2025 2:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

W National Ave
S 28th St
W National Av
S 28th St

7-1 R7-5-MKE 1D (1) — R7-1 REMOVE
7-2 R7-2 R7-3 REMOVE
7-3 R7-5 R7-6 R7-7 REMOVE
7-4 R7-1-MKE L (1) — R7-8
7-5 STOP R1-1 (2S) — STOP REMOVE
7-6 R7-1-MKE R (1)
7-7 R5-2 (2S) 3 TONS OR OVER — 7-8 R5-2A (2S)
R7-9 R7-10 3 TONS OR OVER REMOVE
7-9 R7-1-MKE D (1)
7-10 WEST 59 SPEED LIMIT 30 — 7-11 R2-1 (2S)
7-12 W5-52R (2S)
7-13 R7-1-MKE D (1)
7-14 R9-6 (1)
R7-11 R7-12 REMOVE
R7-13 REMOVE
R7-14 R7-15 REMOVE
R7-16 REMOVE
R7-17 R7-18 WEST 59 REMOVE

28TH ST

S LAYTON BLVD / STH 57

W NATIONAL AVE / STH 59

R7-4 REMOVE

MATCH LINE STA 49+00

50+00 51+00 52+00 53+00 54+00

MATCH LINE STA 55+00

STH 59 C/L

SEE SIDEROAD SIGNING SHEETS FOR ADDITIONAL SIGNS ON LAYTON BLVD

JCT 57 J1-1 (2S) 7-15 — JCT 57 REMOVE R7-19 R7-20

R7-1-MKE D (1) 7-16 — REMOVE R7-21 R7-22

REMOVE R7-23 R7-24 — NORTH 57 J2-1 (2S) 7-17

R7-25 R7-26 — REMOVE 7-18 — R5-2 (2S) 3 TONS OR OVER R5-2A (2S) 7-19

R7-1-MKE R (1) 7-20

R7-1-MKE L (1) 7-21 — R7-27 STOP REMOVE STOP R1-1 (2S) 7-22

R7-28 — S 28th St REMOVE R7-29 — S 28th St 7-23

R7-1-MKE D (1) 7-24

REMOVE R7-30 — NORTH 57 J3-1 (2S) 7-25

W5-52L (2S) 7-26

REMOVE R7-31 — R7-1-MKE D (1) 7-27

NO LOITERING ON MEDIAN M7-1

W5-52L (2S) 7-28

S LAYTON BLVD

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
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- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 201	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 07
PLOT DATE : 10/31/2025 2:45 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
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- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

MATCH LINE STA 55+00

MATCH LINE STA 61+00

W NATIONAL AVE / STH 59

26TH ST

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

STH 59 C/L

8-1 R7-1-MKE D (1)

NORTH 57 ESTR

STOP CRIME ESTR

8-2 RIGHT LANE MUST TURN RIGHT R3-7R (2S)

8-3 RIGHT LANE MUST TURN RIGHT R3-7R (2S)

8-4 AHEAD R3-17AP (2S)

8-5 R9-6 (1)

8-6 W5-52L (2S)

M8-1 NO LOITERING ON MEDIAN

EAST 57 ESTR

SPEED LIMIT 30 ESTR

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 202	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/31/2025 2:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

9-1 SPEED LIMIT 30 R2-1 (2S)

M9-1 NO STOPPING 3:30PM TO 5:30PM EXCEPT SAT & SUN

M9-2 NO STOPPING 3:30PM TO 5:30PM EXCEPT SAT & SUN 2HR PARKING 7AM TO 3:30PM EXCEPT SUNDAY

R9-1 SPEED LIMIT 30 REMOVE

9-2 W National Ave

R9-2 REMOVE

9-3 NO TURN ON RED R10-11B (2S)

9-4 RIGHT TURN YIELD TO PEDS/BIKES R10-15C (2S)

9-5 R9-5 (1)

9-6 NO TURN ON RED R10-11B (2S)

TO BE REMOVED BY OTHERS PRIOR TO CONSTRUCTION

9-7 S 35th St

R9-3 S 35th St REMOVE

9-8 W National Ave

9-9 BIKE LANE R3-17 (2S)

9-10 ENDS R3-17BP (2S)

ESTR

DYNAMIC SPEED SIGN TO REMAIN

15+00 16+00 17+00 18+00 19+00 20+00

35TH ST

35TH ST C/L

STH 59 C/L

26+00 27+00 28+00 29+00

W NATIONAL AVE / STH 59

40' 40' 35' 55'

9-11 R7-1-MKE D (1)

R9-4 NO STOPPING 6:30AM TO 8:30AM EXCEPT SAT & SUN NO PARKING ANY TIME

9-12 BIKE LANE R3-17 (2S)

9-13 AHEAD R3-17AP (2S)

9-14 NO TURN ON RED R10-11B (2S)

TO BE REMOVED BY OTHERS PRIOR TO CONSTRUCTION

R9-5 S 35th St REMOVE

9-15 S 35th St

R9-6

R9-7 REMOVE

9-16 NO TURN ON RED R10-11B (2S)

9-18 R9-5 (1)

RIGHT TURN YIELD TO PEDS/BIKES R10-15C (2S) 9-17

W National Av REMOVE R9-8

R9-9 BIKE LANE BEGIN

R9-10 REMOVE

BIKE LANE R3-17 (2S) 9-19

9-20 R7-1-MKE D (1)

TO WISCONSIN 94 SPEED LIMIT 35 ESTR

LEGEND

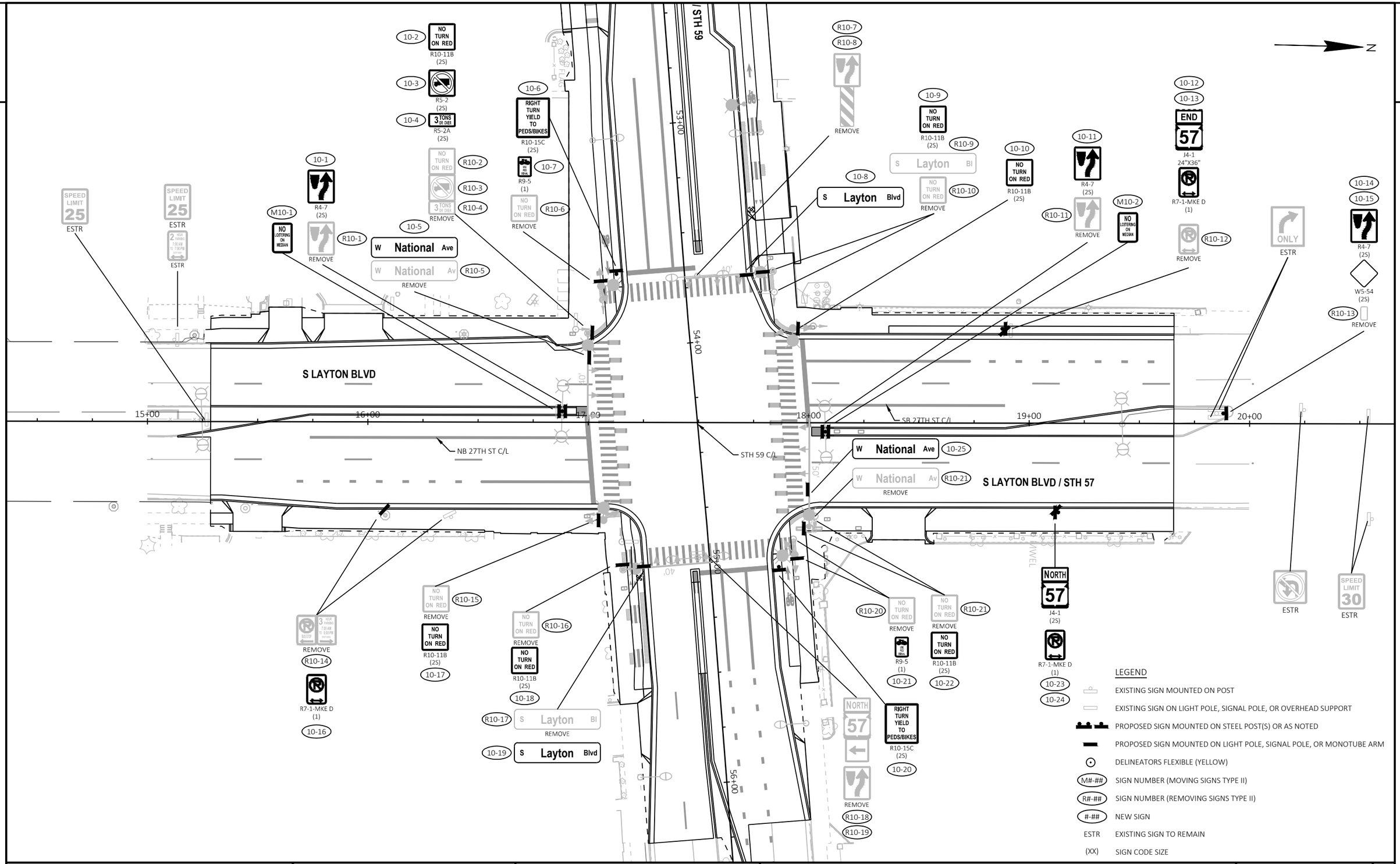
- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- DELINEATORS FLEXIBLE (YELLOW)
- M#-## SIGN NUMBER (MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 203	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\023201-PS-SIDEROADS.DWG
LAYOUT NAME - 35th

PLOT DATE : 10/31/2025 2:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 204	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\023201-PS-SIDEROADS.DWG
LAYOUT NAME - 27th
PLOT DATE : 10/31/2025 2:46 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : ##########

W. PIERCE ST.

S. 38 ST.

S. 39 ST.

S 38TH ST

S. 38 1ST ST.

W. NATIONAL AVE. / STH 59

#3738 JB

EX. TEMP OVERHEAD CIR.T37C-E

#3801 JB CONCRETE (SPAN) POLE PED.,JIC BOX

40 FT. WOOD POLE STA.18+43.4',64.3'LT.

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED AT TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.,CIR.T37C-E

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

EXISTING 3#8/1#8LTP NOT IN SERVICE CIR.T37C-E

MULTI. SPLICE 25-0 S. OF CURB

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED AT TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.,CIR.T37C-E

#713 CONCRETE -A21 TYPE 6'BRACKET ARM, 1LED2,BLACK, PED

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-E

#842 CONCRETE POLE - A21 TYPE 6'BRACKET ARM, 1S2V, BLACK WIRE IS HOT FOR LUMINAIRE

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-E

#828 CONCRETE POLE - A21 TYPE 6'BRACKET ARM, 1S2V, RED

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO DISCONNET CABLE FEED COMING FROM UNIT 842 TO UNIT #828.

REMOVE CABLE 3#8/1#8LTP, CIR.T37C-E

#3828 CONCRETE POLE - P TYPE 6'BRACKET ARM, ADAPT. SLEEVE 3S3, RED WIRE IS HOT FOR LUMINAIRE, PED.

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

ABANDON CABLE IN PLACE, 3#8/1#8LTP, CIR.T37C-E, 1-0 BOC

#3812 CONCRETE POLE - P TYPE 6'BRACKET ARM, ADAPT. SLEEVE 3S3, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON CABLE IN PLACE, 3#8/1#8LTP, CIR.T37C-E, 1-0 BOC

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

#3800 CONCRETE LIGHT POLE - AT31 TYPE 8'BRACKET ARM, 3S3, RED WIRE IS HOT FOR LUMINAIRE, PED.

#821 WEP. CO. - WOOD POLE W.P. #70-206 3 6'UPSWEEP BRACKET ARM, 1S2V, RED,PED.

N.S. ALLEY ROW

N.S. ALLEY ROW

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-E

CONTRACTOR TO LEAVE A 5 FT. CABLE COILS ATTACHED TO THE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.,CIR.T37C-E

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

40 FT. WOOD POLE STA.18+43.4',64.3'LT.

#840 CONCRETE POLE - A26 TYPE 6'BRACKET ARM, 1S2V, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-E

ABANDON 3#6/1#8LTP, CIR.T37C-E

ABANDON CABLE IN PLACE, 3#6/1#8LTP, CIR.T37C-E, 1-0 BOC

ELECTRICAL CABLE TYPE 2#24/1#4 AL, CIR.T37C-E

#3722 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3, RED WIRE IS HOT FOR LUMINAIRE, PED.

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

40 FT. WOOD POLE STA.18+53.32'RT. FOR STAGE 2 OVERHEAD

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3731 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3, PED

ABANDON CABLE IN PLACE, 3#8/1#8LTP, CIR.T37C-E

HAZMAT AREA

15+00 16+00 17+00 18+00 19+00

12" WEST MILWAUKEE

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-E

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

WISCONSIN
KEVIN J. MUHS 46391-6 MILWAUKEE, WI
PROFESSIONAL ENGINEER
10/20/2025

SHEET 1 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 1	SHEET NO. 205	E

2

N

EXISTING 3#6/1#8LTP CABLE, CIR.T37C-E

ST.

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

ABANDON IN PLACE, 3#8/1#8LTP, CIR.T37C-E

#838
CONCRETE POLE
- A26 TYPE
6'BRACKET ARM, 1S2V,
BLACK WIRE IS HOT
FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED AT TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T37C-E

ABANDON CABLE IN PLACE, 3#6/1#8LTP, CIR.T37C-E, 1-0 BOC

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

#3700
CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3,
RED WIRE IS HOT FOR LUMINAIRE

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

40 FT. WOOD POLE
STA.21+38.4', 63.4' LT.

ABANDON IN PLACE, 3#8/1#8LTP, CIR.T37C-E

REMOVE LUMINAIRES - BY CITY
REMOVING POLES - BY CONTRACTOR
#3630, CONCRETE POLE - H17 TYPE, HARP 055

ABANDON IN PLACE, 3#8/1#8LTP, CIR.T37C-E

ABANDON IN PLACE, 3#4/1#8LTP 3-0 BACK OF CURB, CIR.T37C-E

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

#3622
CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM,
3S3, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#4/1#8LTP 3-0 BACK OF CURB, CIR.T37C-E

ABANDON IN PLACE, 3#8/1#8LTP, CIR.T37C-E

REMOVE LUMINAIRES - BY CITY
REMOVING POLES - BY CONTRACTOR
#3616
CONCRETE POLE - H17 TYPE, HARP 055

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

ABANDON IN PLACE, 3#4/1#8LTP 3-0 BACK OF CURB, CIR.T37C-E

#3600
CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM,
3S3, RED WIRE IS HOT FOR LUMINAIRE, PED.

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-E

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

ABANDON CABLE IN PLACE, 3#4/1#8LTP, CIR.T37C-E

UTILITY WOOD POLE

ST.

#822
CONCRETE POLE
- A26 TYPE
6'BRACKET ARM,
1S2V, BLACK WIRE IS HOT
FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED AT TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T37C-E

ABANDON IN PLACE, 3#8/1#8LTP, CIR.T37C-E

REMOVE LUMINAIRES - BY CITY
REMOVING POLES - BY CONTRACTOR
#3526
CONCRETE POLE - H17 TYPE, HARP 055

ABANDON IN PLACE, 3#2/1#8LTP 1-0 BACK OF CURB, CIR.T37C-E

#3530
CONCRETE POLE
- A31 TYPE, 8' BRACKET ARM,
3S2, BLACK WIRE IS HOT
FOR LUMINAIRE, PED.

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

W. NATIONAL AVE. / STH 59

21+00 22+00 23+00 24+00 25+00

S. 37

S. 36

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#3711
CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3, PED

ABANDON CABLE IN PLACE, 3#6/1#8LTP, CIR.T37C-E

#917
WEP. CO.
W.P. #70-2240
6-0 U.B.

EXISTING 1#8HS PRIMARY CABLE USED AS SEC.

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#3633
CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3, PED

ABANDON CABLE IN PLACE, 3#6/1#8LTP, CIR.T37C-E

REMOVE LUMINAIRES - BY CITY
REMOVING POLES - BY CONTRACTOR
#3625
CONCRETE POLE - H17 TYPE, HARP 055

ABANDON CABLE IN PLACE 3#8/1#8LTP, CIR.T37C-E

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#3613
CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3, PED

ABANDON CABLE IN PLACE, 3#6/1#8LTP, CIR.T37C-E

ABANDON CABLE IN PLACE, 3#8/1#8LTP, CIR.T37C-E

REMOVE LUMINAIRES - BY CITY
REMOVING POLES - BY CONTRACTOR
#3607
CONCRETE POLE - H17 TYPE, HARP 055

ABANDON CABLE IN PLACE 3#8/1#8LTP, CIR.T37C-E

#907
WEP. CO. WOOD POLE
W.P. #66-11010
6'BRACKET ARM, 1LED2,
BLACK WIRE IS HOT
FOR LUMINAIRE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED TO THE POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T37C-E

OVERHEAD UTILITY LINES

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#3531
CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3, PED

ABANDON CABLE IN PLACE, 3#4/1#8LTP, CIR.T37C-E, 1-0 BOC

REMOVE LUMINAIRES - BY CITY
REMOVING POLES - BY CONTRACTOR
#3525
CONCRETE POLE - H17 TYPE, HARP 055

ABANDON CABLE IN PLACE, 3#8/1#8LTP, CIR.T37C-E

EXISTING 3#4/1#8LTP CABLE, CIR.T37C-E

HAZMAT AREA

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

SHEET 2 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 1	SHEET NO. 206	E

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-70 wNational Ave – 39th to 26th\Phase 1 Overhead Stage 1 Color.dgn PLOT DATE : 18-NOV-2025 06:32 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

2

N

W. NATIONAL AVE.
STH 59

S. 35

S. 36

ST.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3522 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3,PED

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3500 CONCRETE POLE - A31 TYPE, 2- 6' BRACKET ARMS 3S3,PED

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3507 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3,PED

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3501 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3S3,PED

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3435 CONCRETE POLE - AT31 TYPE, 6' BRACKET ARM, 3LED3,PED

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3425 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED3,PED

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3431 CONCRETE POLE - H17 TYPE HARP 0S5

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3416 CONCRETE POLE - H17 TYPE, HARP 0S5

REMOVE LUMINAIRES - BY CITY REMOVING POLES - BY CONTRACTOR #3514 CONCRETE POLE - H17 TYPE, HARP 0S5

#3522 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S2, RED WIRE IS HOT FOR LUMINAIRE, PED.

#3508 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S2, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

#3500 - LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT LUMINAIRES UTILITY LED C RED WIRE IS HOT FOR LUMINAIRE

#3424 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED2, RED WIRE IS HOT FOR LUMINAIRE, PED.

#903 - BY CONTRACTOR - 40-FT WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT LUMINAIRES UTILITY LED C RED WIRE IS HOT FOR LUMINAIRE

#915 CONCRETE POLE - LID TYPE 6' BRACKET ARM, ADAPTER 3S3,RED WIRE IS HOT FOR LUMINAIRE, PED.

#928 CONCRETE POLE - A31 TYPE 6' BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE, PED. SECONDARY RISER

#879 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3 RED WIRE IS HOT FOR LUMINAIRE, PED.

#878 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM 3S3 BLACK WIRE IS HOT FOR LUMINAIRE, PED.

#630 ALUMINUM POLE 31' AL, 36' BRACKET ARM, 3S3, RED WIRE IS HOT FOR LUMINAIRE, PED. ANTENNA FOR T37C SATELLITE

#815-S 30-0 DAVIT POLE 3S3, BLACK WIRE IS HOT FOR LUMINAIRE SECONDARY RISER

#806-S 30-0 DAVIT POLE 3S3, RED WIRE IS HOT FOR LUMINAIRE SECONDARY RISER

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO COORDINATE CABLE REMOVAL FROM DUCT PACK

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO COORDINATE CABLE REMOVAL FROM DUCT PACK

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

CONTRACTOR TO LEAVE 3FT. COIL ON LIGHT POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY. CIR.T37C-E

CONTRACTOR TO LEAVE 3FT. COIL ON LIGHT POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY. CIR.T37C-E

CITY TO REMOVE 2-1#8FS EITHER CIR.T37C 2-1 OR CIR.T37C 3&4

CITY TO REMOVE 2-1#8FS EITHER CIR.T37C 2-1 OR CIR.T37C 3&4

CITY TO REMOVE 2-1#8 CONC. EITHER CIR.T37C 2-1 OR CIR.T37C 3&4

CITY TO REMOVE 2-1#8 CONC. EITHER CIR.T37C 2-1 OR CIR.T37C 3&4

CITY TO REMOVE 3#2/1#8LTP CIR.T37C-E

CITY TO REMOVE 3#4/1#8LTP CIR.T37C-E

CITY TO REMOVE CABLE FROM DUCT PACKAGE 2-1#8FS, CIR.T37C-3&4

CITY TO REMOVE CABLE FROM DUCT PACKAGE 2-1#8 CONC. CIR.T37C 2-1

CITY TO REMOVE CABLE FROM DUCT PACKAGE 3#4/1#8LTP, CIR.T37C-E

2-1#8 CONC. CIR.T37C 2-1

2-1#8FS, CIR.T37C-3&4

CITY INSTALLED 40 FT WOOD POLE SECONDARY RISER STA 27+32.2,202.4RT.

CITY INSTALLED ELECTRICAL CABLE TYPE 3#2/1#8 XLP

CITY INSTALLED ELECTRICAL CABLE TYPE 3#6 AL CIR.T37C-E

CITY INSTALLED ELECTRICAL CABLE TYPE 2#4/1#6 AL CIR.T37C-E

CITY INSTALLED ELECTRICAL CABLE TYPE 3#6 AL CIR.T37C-D

CITY INSTALLED ELECTRICAL CABLE TYPE 3#6 AL

CITY INSTALLED ELECTRICAL CABLE TYPE 2#4/1#6 AL

CITY INSTALLED ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-A

CITY INSTALLED ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-B

CITY INSTALLED ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-C

CITY INSTALLED ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

CITY INSTALLED ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-E

CITY INSTALLED 45 FT WOOD POLE STA.28+45.4;140.7T. 5-SECONDARY RISERS

CITY INSTALLED 45 FT WOOD POLE STA.28+51;146.3T.

CITY INSTALLED 40 FT WOOD POLE STA.28+34.9;214.4T.

CITY INSTALLED 45FT WOOD POLE 10' BRACKET ARM, 3LED3 STA.28+49.53;69.9T.LT. 4-LIGHTNING ARRESTERS

CITY INSTALLED ELECTRICAL CABLE CIR.T37C-A

CITY INSTALLED ELECTRICAL CABLE CIR.T37C-B

CITY INSTALLED ELECTRICAL CABLE CIR.T37C-C

CITY INSTALLED ELECTRICAL CABLE CIR.T37C-D

CITY INSTALLED ELECTRICAL CABLE CIR.T37C-E

CITY INSTALLED ELECTRICAL CABLE TYPE 2#4/1#6 AL CIR.T37C-B

CITY INSTALLED ELECTRICAL CABLE CIR.T37C-B

CITY INSTALLED ELECTRICAL CABLE TYPE 2#4/1#6 AL CIR.T37C-B

CITY INSTALLED 45 FT WOOD POLE STA.28+13.46;83.8T. 5-SECONDARY RISERS

CITY INSTALLED 45 FT WOOD POLE STA.28+13.46;83.8T. 5-SECONDARY RISERS

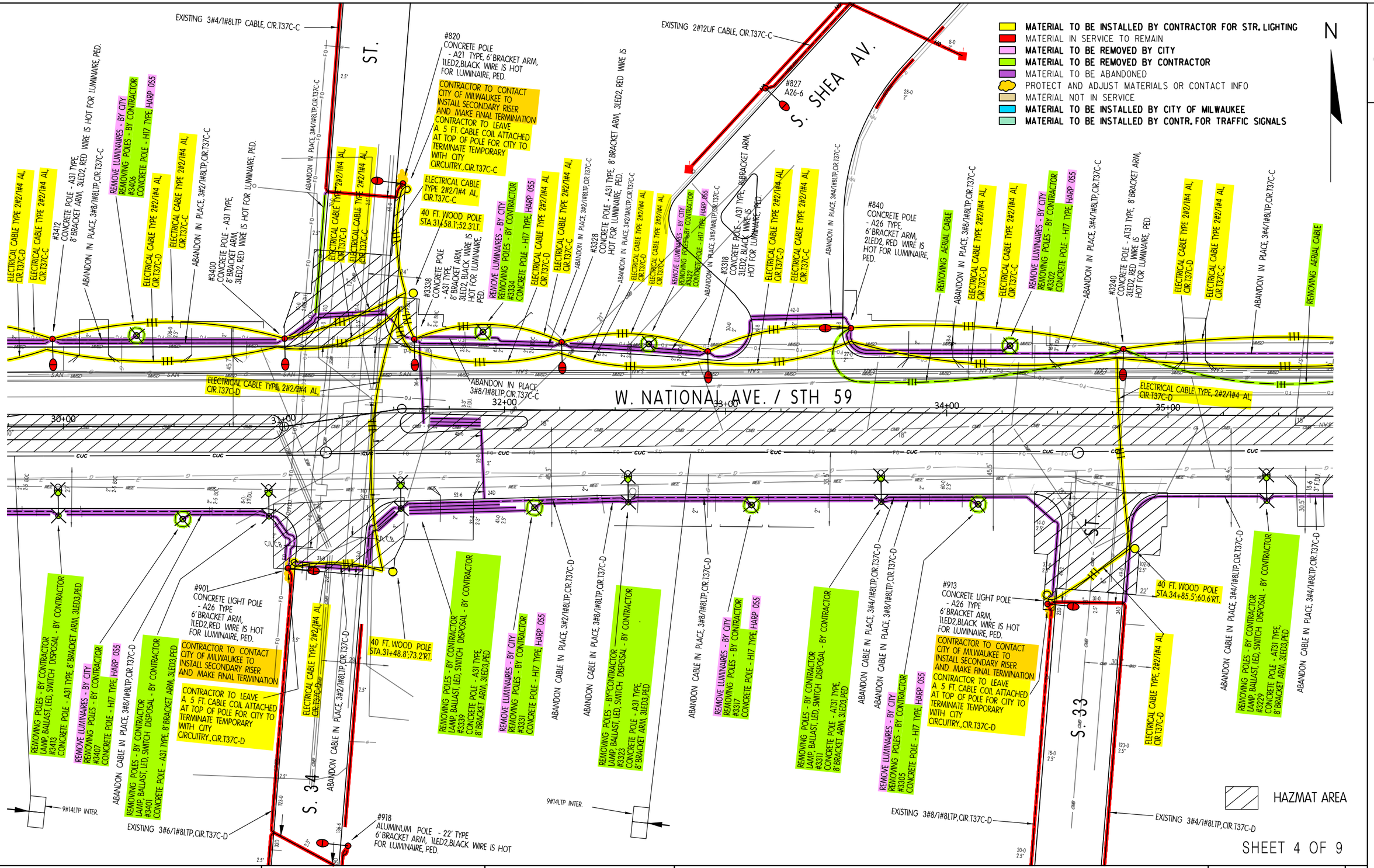
CITY INSTALLED 40 FT. WOOD POLE STA.28+34.9;214.4T.

CITY INSTALLED 45 FT WOOD POLE STA.28+45.4;140.7T. 5-SECONDARY RISERS

CITY INSTALLED 45 FT WOOD POLE STA.28+49.53;69.9T.LT. 4-LIGHTNING ARRESTERS

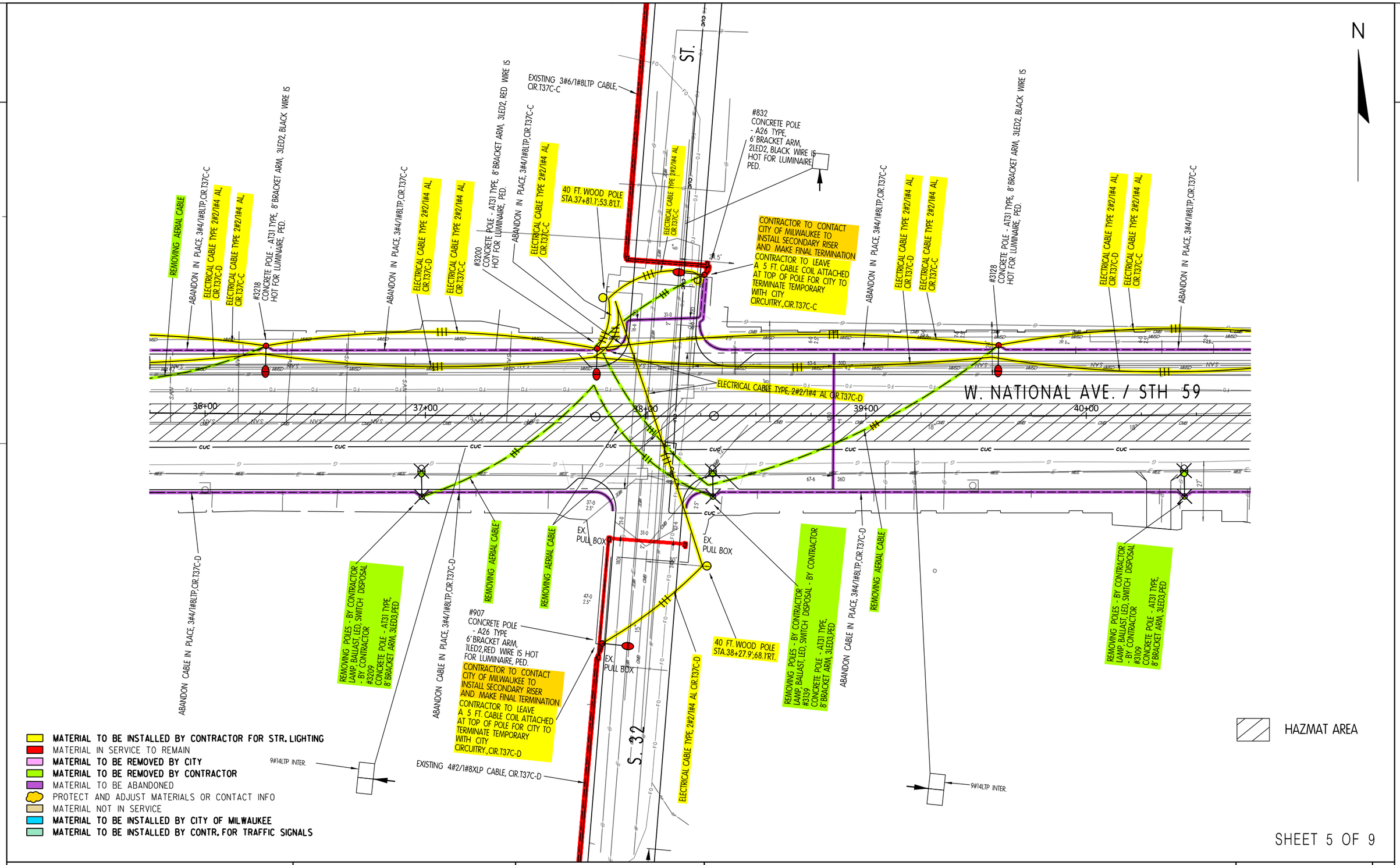
CITY INSTALLED 45 FT WOOD POLE STA.28+51;146.3T.

CITY INSTALLED 45 FT



SHEET 4 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 1	SHEET NO. 208	E



MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

SHEET 5 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 1	SHEET NO. 209	E

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-70 wNational Ave – 39th to 26th\Phase 1 Overhead Stage 1 Color.dgn
PLOT DATE : 8-OCT-2025 18:13
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

N

W. NATIONAL AVE. / STH 59

ST.

EXISTING 3#6/1#8LTP CABLE, CIR.T37C-C

#821 CONCRETE POLE - A26 TYPE, 6' BRACKET ARM, 1LED2, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED AT TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY, CIR.T37C-C

#3100 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3LED2, RED WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#4/1#8LTP,CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

40 FT. WOOD POLE STA.41+28.9';59'LT.

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

ABANDON IN PLACE, 3#4/1#8LTP,CIR.T37C-C

4#12LTP,TRAFFIC AT WALK SEE TRAFFIC PLAN FOR THIS FACILITY

#3022 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED2, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

4#12LTP,TRAFFIC AT WALK SEE TRAFFIC PLAN FOR THIS FACILITY

ABANDON IN PLACE, 3#4/1#8LTP,CIR.T37C-C

#3000 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED2, RED WIRE IS HOT FOR LUMINAIRE, PED.

4#12LTP,TRAFFIC SEE TRAFFIC PLAN FOR THIS FACILITY

ABANDON IN PLACE, 3#4/1#8LTP, CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

4#12LTP,TRAFFIC AT WALK SEE TRAFFIC PLAN FOR THIS FACILITY

ABANDON IN PLACE, 3#4/1#8LTP,CIR.T37C-C

#2922 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#6/1#8LTP,CIR.T37C-C

4#12LTP,TRAFFIC AT WALK SEE TRAFFIC PLAN FOR THIS FACILITY

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

TRAFFIC SIGNAL BEACON SEE TRAFFIC PLAN FOR THIS FACILITY

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

#836 - BY CONTRACTOR - 40-FT. WOOD POLES, STA.44+67.2';64.7'LT. - LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT - LUMINAIRES UTILITY LED B BLACK. WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED TO THE POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY, CIR.T37C-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR

#838 CONCRETE POLE - A21 TYPE, 6' BRACKET ARM, 1LED2,PED.

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

4#12LTP,TRAFFIC AT WALK SEE TRAFFIC PLAN FOR THIS FACILITY

ABANDON IN PLACE, 3#4/1#8LTP,CIR.T37C-C

#2922 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#6/1#8LTP,CIR.T37C-C

4#12LTP,TRAFFIC AT WALK SEE TRAFFIC PLAN FOR THIS FACILITY

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

TRAFFIC SIGNAL BEACON SEE TRAFFIC PLAN FOR THIS FACILITY

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

41+00 42+00 43+00 44+00 45+00 46+00

SEE TRAFFIC SIGNAL PLAN FOR SIGNAL CONT. CAB. FACILITIES

CONT. CAB.

SMALL CELL

ABANDON CABLE IN PLACE, 3#4/1#8LTP,CIR.T37C-D

9#14LTP INTER.

40 FT. WOOD POLE STA.41+75.8';47.5'RT.

ABANDON 3#4/1#8LTP,CIR.T37C-D

#907 CONCRETE POLE - A26 TYPE 6'BRACKET ARM, 1LED2,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED AT TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

S. 31

SEE TRAFFIC SIGNAL PLAN FOR SIGNAL FACILITIES

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-D

TRAFFIC SIGNALS W.P. NO TAG SIG. SERV.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3013 CONCRETE LIGHT POLE - A31 TYPE, 8' BRACKET ARM, 3LED3,PED

4#12LTP,TRAFFIC AT WALK SEE TRAFFIC PLAN FOR THIS FACILITY

TRAFFIC SIGNAL BEACON SEE TRAFFIC PLAN FOR THIS FACILITY

ABANDON CABLE IN PLACE, 3#4/1#8LTP,CIR.T37C-D

9#14LTP INTER.

REMOVING CONCRETE BASES

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3009 35 FT. STEEL SMALL CELL BOLT DOWN POLE, 30" DIA. 8 FT. DEEP CONC. BASE, 6' BRACKET ARM, 3LED3,PED

ABANDON CABLE IN PLACE, 3#4/1#8LTP,CIR.T37C-D

ABANDON CABLE IN PLACE, 2-3#4/1#8LTP,CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

#911 CONCRETE POLE - A26 TYPE 6'BRACKET ARM, 1LED2,RED WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED AT TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T37C-D

EXISTING 3#6/1#8LTP CABLE, CIR.T37C-D

S. 30

40 FT. WOOD POLE STA.44+58.1';63.6'RT.

CONTRACTOR TO LEAVE 3FT. COIL ON POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T37C-D

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2939 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED3,PED

REMOVING AERIAL CABLE

40 FT. WOOD POLE STA.45+14.9';46.5'RT.

ABANDON CABLE IN PLACE, 3#4/1#8LTP,CIR.T37C-D

9#14LTP INTER.

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-D

WEP. CO. W.P. #56-2506 SEC. RISER

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2913 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED3,PED

40 FT. WOOD POLE STA.46+51.8';39.8'RT.

ABANDON CABLE IN PLACE, 3#6/1#8LTP,CIR.T37C-D

HAZMAT AREA

SHEET 6 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 1	SHEET NO. 210	E

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-70 wNational Ave – 39th to 26th\Phase 1 Overhead Stage 1 Color.dgn
PLOT DATE : 15-OCT-2025 12:28
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

N

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-C

ST.

#830 CONCRETE POLE - A26 TYPE, 6'BRACKET ARM, 2LED2, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED TO THE POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T37C-C

ABANDON IN PLACE, 3#6/1#8LTP,CIR.T37C-C

40 FT. WOOD POLE STA.47+48.6';74.7'LT.

ELECTRICAL CABLE TYPE 3#6 AL CIR.T37C-D

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

#2900 CONCRETE POLE - A31 TYPE, 6'BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE, PED.

#2822 CONCRETE POLE - A31 TYPE, 6'BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

EXISTING CITY STREET LIGHTING WOOD POLE

REMOVING AERIAL CABLE

#2800 CONCRETE POLE - A31 TYPE, 6'BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE, PED.

ELECTRICAL CABLE TYPE 4#6 AL CIR.T37C-D

ELECTRICAL CABLE TYPE 4#6 AL CIR.T37C-C

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-C

ST.

#822 CONCRETE POLE - A26 TYPE, 6'BRACKET ARM, 2LED2, RED WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED TO THE POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY. CIR.T37C-C

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-C

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

40 FT. WOOD POLE STA.50+71.3';66.8'LT.

REMOVING AERIAL CABLE

#2800 CONCRETE POLE - A31 TYPE, 6'BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 2-0 BOC, CIR.T37C-C

#2724 CONCRETE POLE - A31 TYPE, 6'BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE, PED.

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T45S-C

ABANDON IN PLACE, 3#8/1#8LTP 2-0 BOC, CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

REMOVE PULL BOX

47+00 48+00 49+00 50+00 51+00 52+00

W. NATIONAL AVE. / STH 59

ELECTRICAL CABLE TYPE 3#6 AL CIR.T37C-D

ABANDON CABLE IN PLACE, 3#6/1#8LTP,CIR.T37C-D

#909 CONCRETE POLE - A26 TYPE 6'BRACKET ARM, 1LED2 RED WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED AT TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T37C-D

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

S. 29

40 FT. WOOD POLE STA.48+0.5';40.1'RT.

ABANDON CABLE IN PLACE, 3#8/1#8LTP,CIR.T37C-D

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-D

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2833 CONCRETE POLE - A31 TYPE, 8'BRACKET ARM, 3LED3,PED

ABANDON CABLE IN PLACE, 3#6/1#8LTP,CIR.T37C-D

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2809 CONCRETE POLE - A31 TYPE, 8'BRACKET ARM, 3LED3,PED

ABANDON CABLE IN PLACE, 3#6/1#8LTP,CIR.T37C-D

REMOVING POLES - BY CONTRACTOR WOOD POLE

REMOVING AERIAL CABLE

ABANDON CABLE IN PLACE, 3#6/1#8LTP,CIR.T37C-D

#911 CONCRETE POLE - A26 TYPE 6'BRACKET ARM, 1LED2,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED AT TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T37C-D

40 FT. WOOD POLE STA.51+00.0';64.6'RT.

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

ABANDON CABLE IN PLACE, 3#8/1#8LTP,CIR.T37C-D

S. 28

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2733 CONCRETE POLE - A31 TYPE, 6'BRACKET ARM, 3LED3,PED

ABANDON CABLE IN PLACE, 3#8/1#8LTP,CIR.T37C-D

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2725 CONCRETE POLE - A31 TYPE, 6'BRACKET ARM, 3LED3,PED

ABANDON CABLE IN PLACE, 3#8/1#8LTP,CIR.T37C-D

WEP CO. W.P. #60-2135

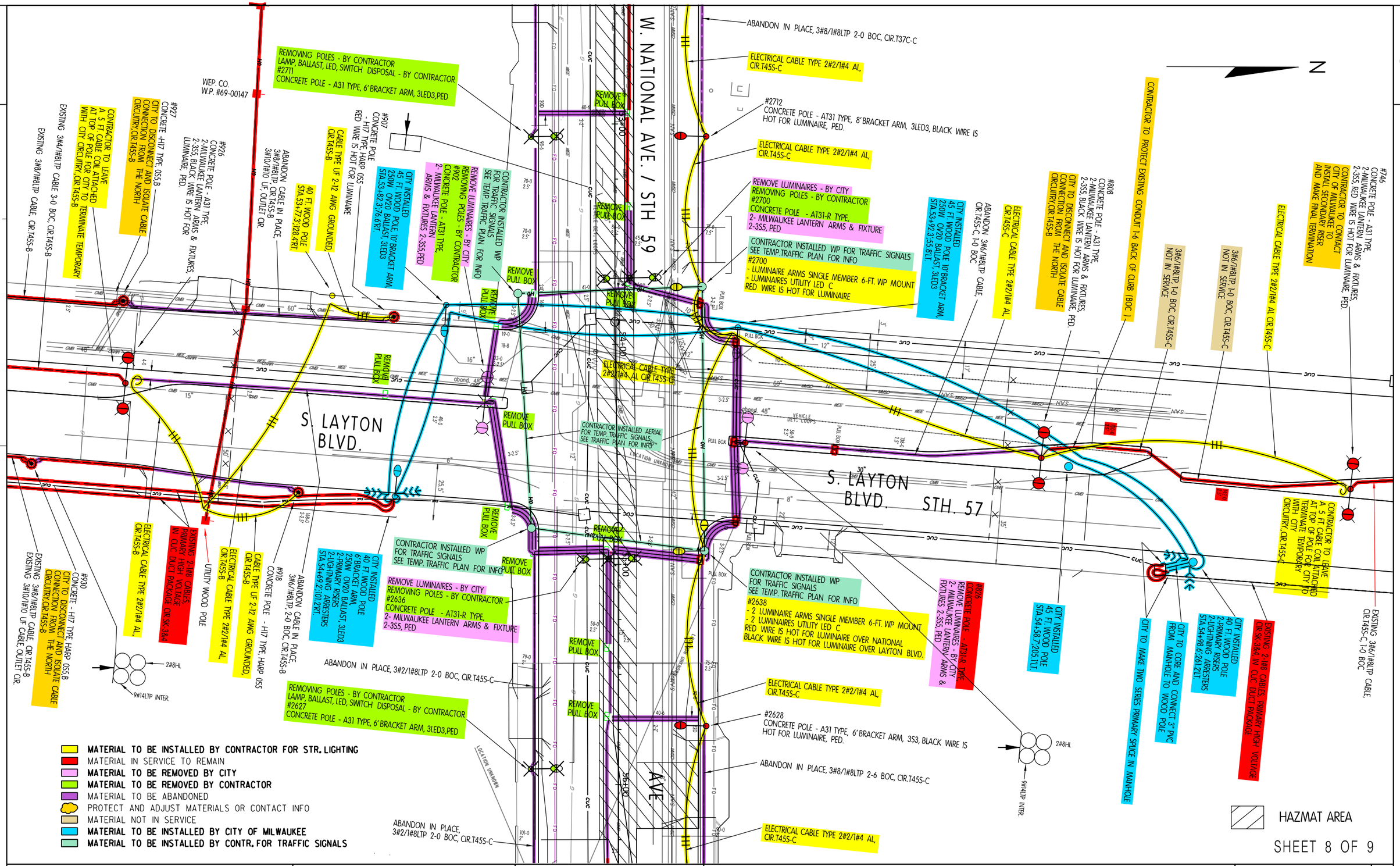
HAZMAT AREA

SHEET 7 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 1	SHEET NO. 211	E

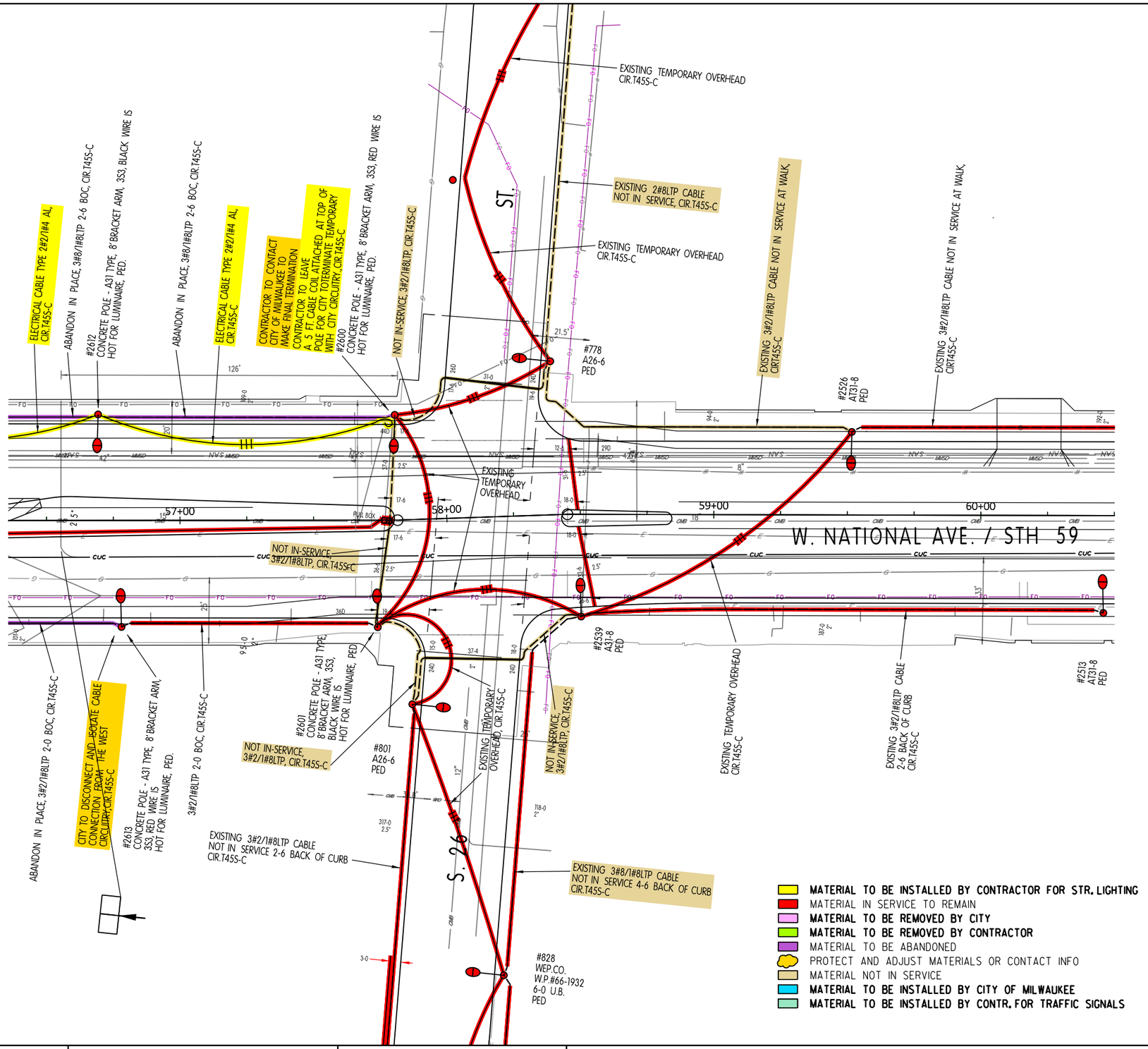
FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-70 wNational Ave – 39th to 26th\Phase 1 Overhead Stage 1 Color.dgn PLOT DATE : 8-OCT-2025 18:15 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42



SHEET 8 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 1	SHEET NO. 212	E



SHEET 9 OF 9

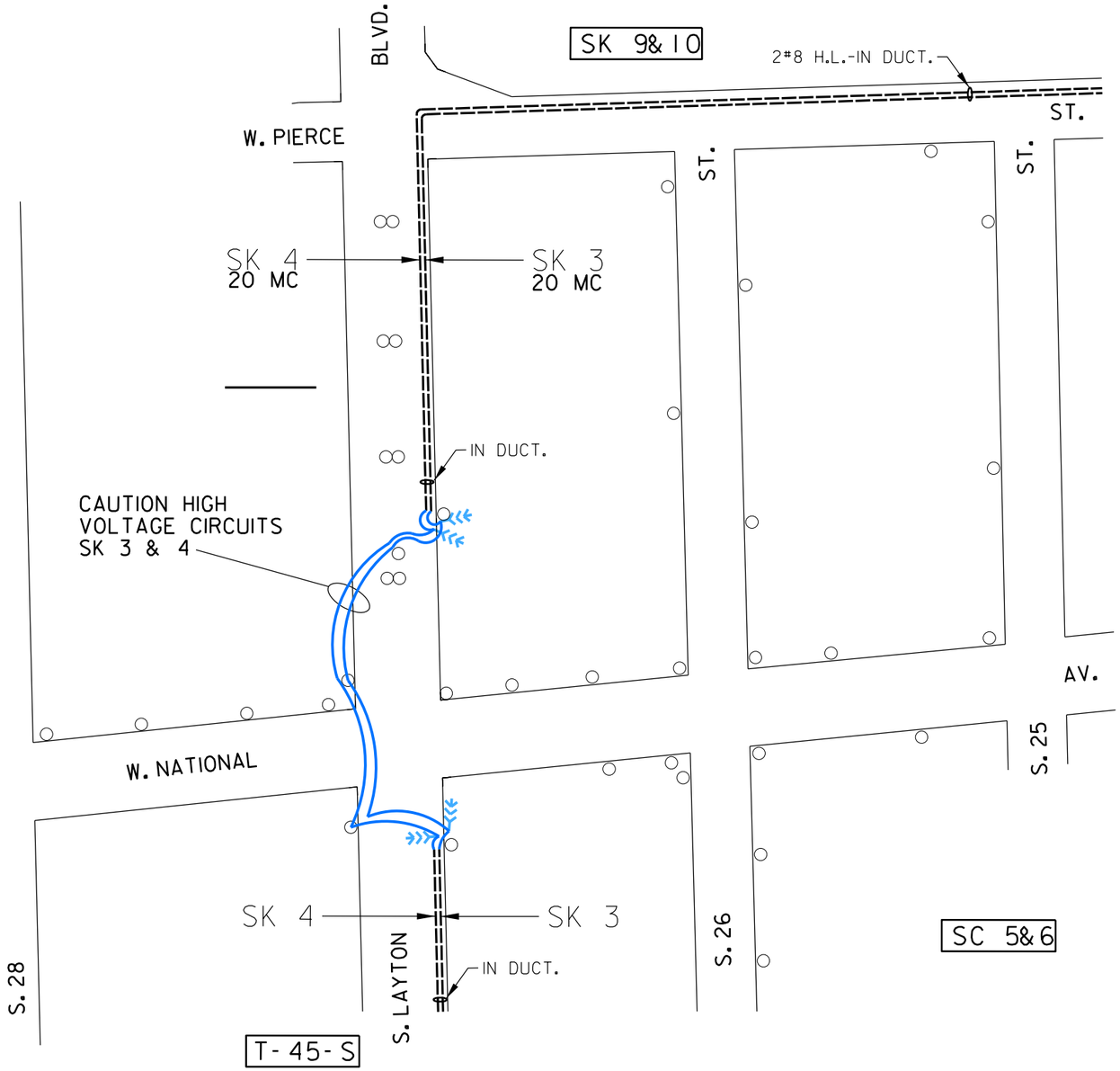
PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 1	SHEET NO. 213	E

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-70 wNational Ave – 39th to 26th\Phase 1 Overhead Stage 1 Color.dgn
PLOT DATE : 8-OCT-2025 18:16
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

2

N



HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE I

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

SK 3 &4

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE I CIRCUIT MAP: SK 3&4	SHEET NO. 214	E

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

WISDOT/CADDS SHEET 42

NOTE: T37C-2
20 M. C.
RUNNING AT NO LOAD

T-37-C
ENCLOSURE
(BELOW VIADUCT)

CAUTION!
FEEDER CABLE FOR
T37C-SATELLITE &
T37C-3&4 ARE IN
THE SAME TRENCH.

T-37-C MULTI

FEEDER CABLE
FROM T-37-C

T-37-C
SATELLITE
75 KVA

T37C 2-1
20 M. C.

CAUTION HIGH
VOLTAGE CIRCUITS
T37C 3 & 4

CAUTION HIGH
VOLTAGE CIRCUITS
T37C 3 & 4

T-37-C

ST.

S. SHEA ST.

W. NATIONAL AV.

S. 34 ST.

S. 33 ST.

S. 35 ST.

N

HIGHLIGHTED MATERIAL
COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- - SINGLE LAMP
- - DOUBLE LAMP
- - MULTIPLE UNDERGROUND CIRCUIT
- - MULTIPLE OVERHEAD CIRCUIT
- - SERIES OVERHEAD CIRCUIT
- - CIRCUIT COIL
- #6902 - POLE ADDRESS
- - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL
- 1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
- 3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
- S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
- S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE 1

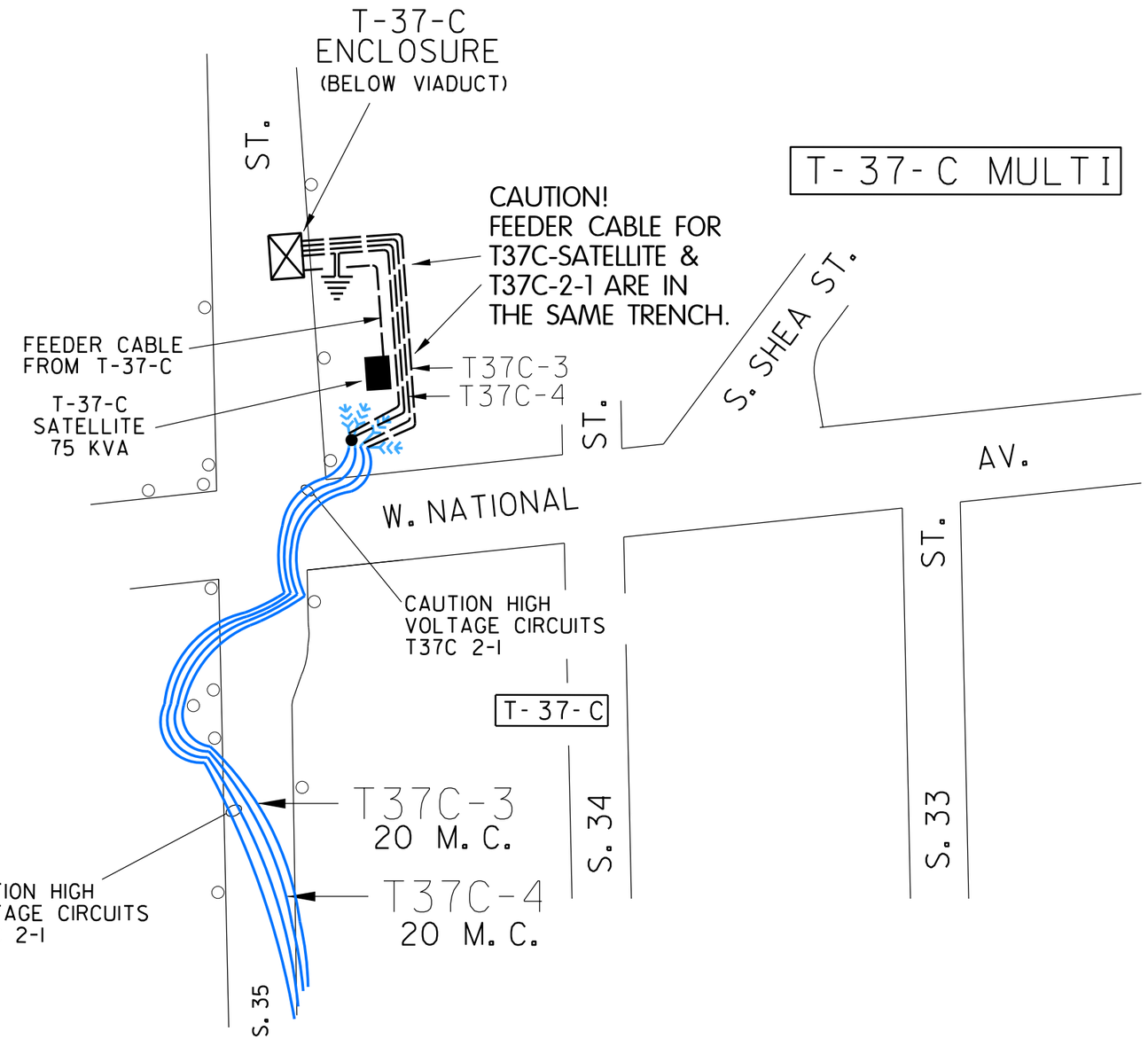
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T37C 2-1

CIRCUITS

2

N



T-37-C MULTI

HIGHLIGHTED MATERIAL COLOR CODE LEGEND
MATERIAL INSTALLED BY CONTRACTOR
EXISTING OVERHEAD
OVERHEAD BY CITY DUE TO CABLE TROUBLE
MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ⊢⊢⊢ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ᔓ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

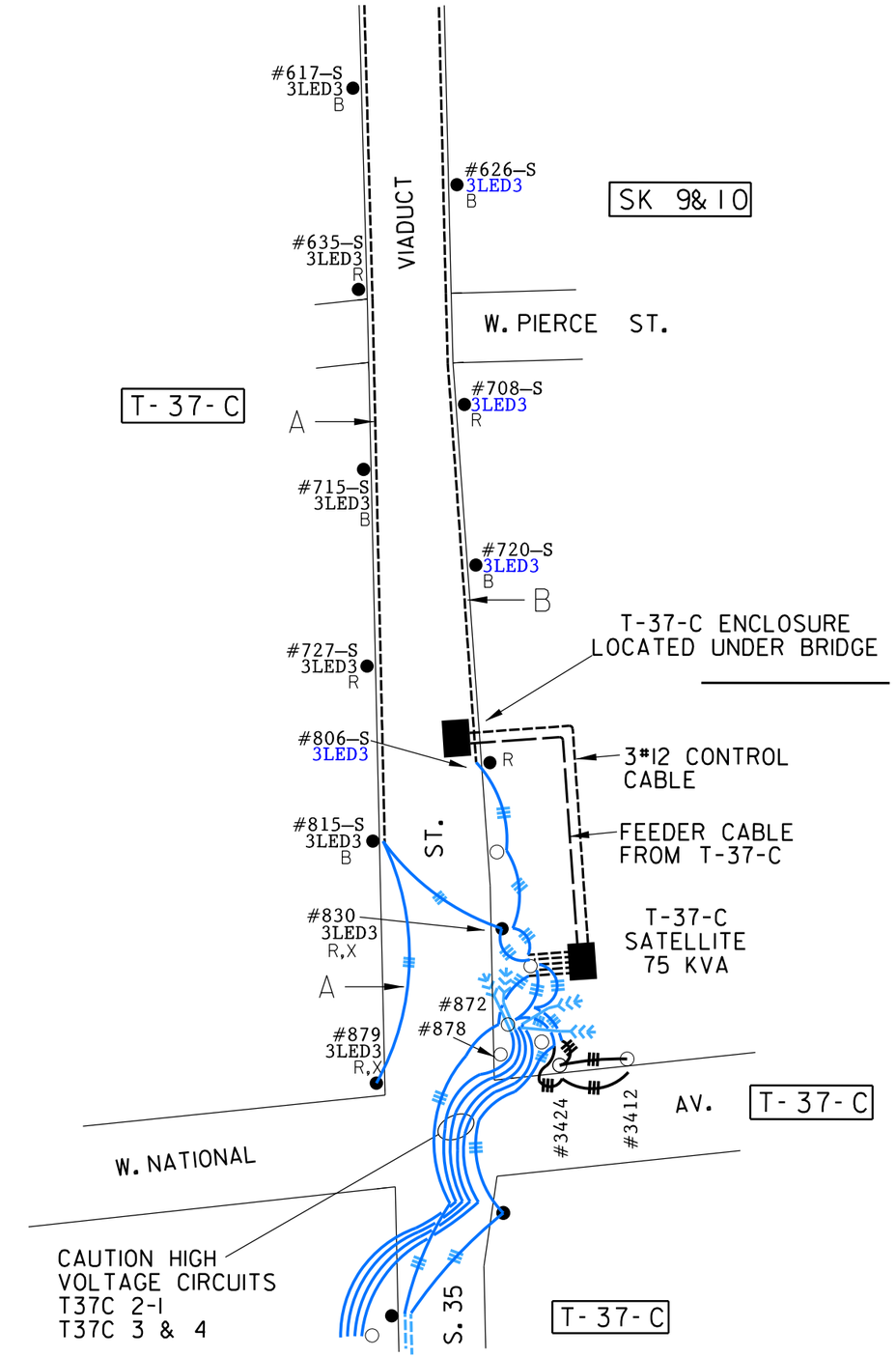
STAGE I

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T37C 3 & 4

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE I CIRCUIT MAP: T37C 3&4	SHEET NO. 216	E



CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ↻ - CIRCUIT COIL
- Y - SERIES CIRCUIT LIGHTNING ARRESTOR
- #6902 - POLE ADDRESS
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

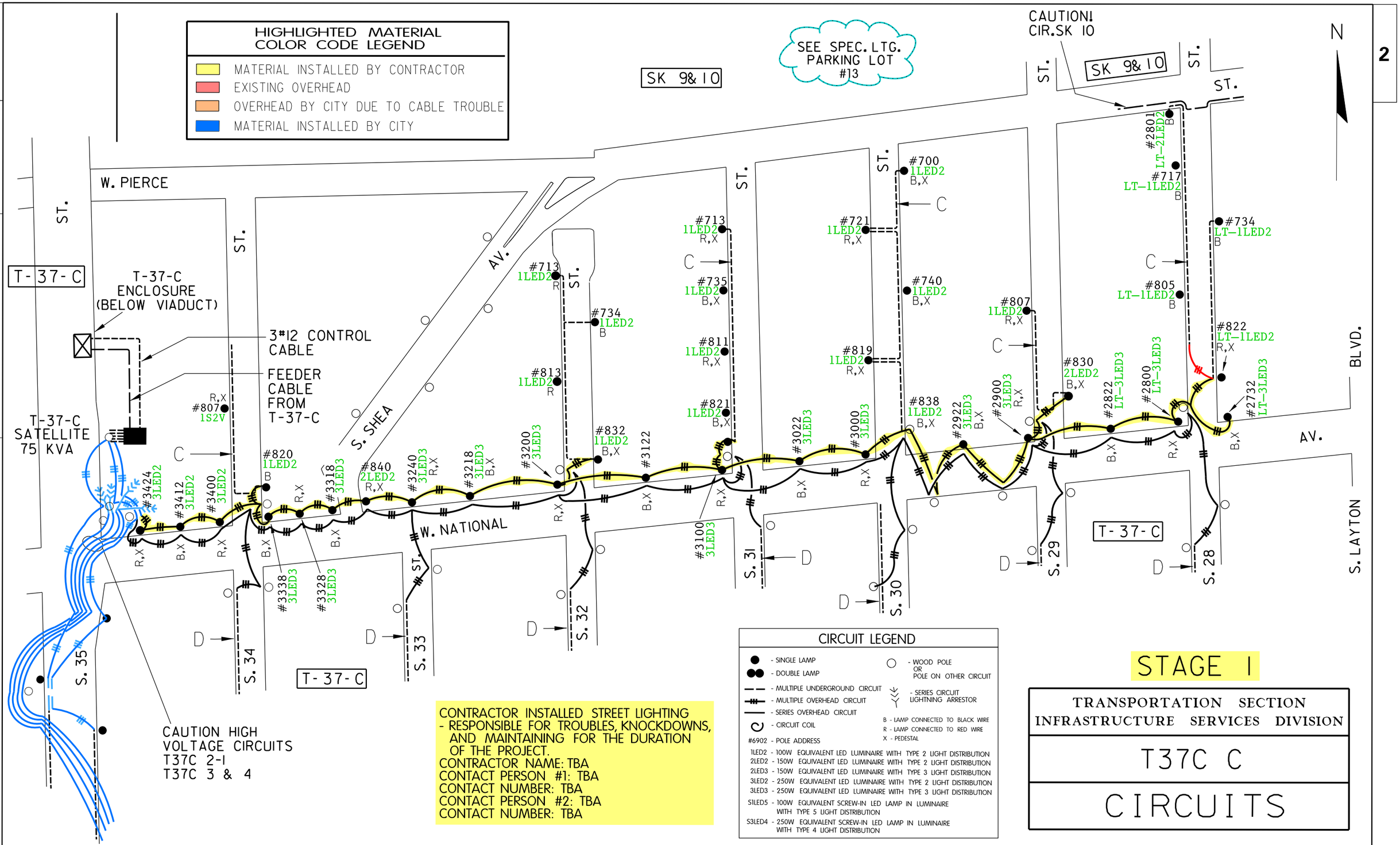
STAGE I

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T37C A&B

CIRCUITS

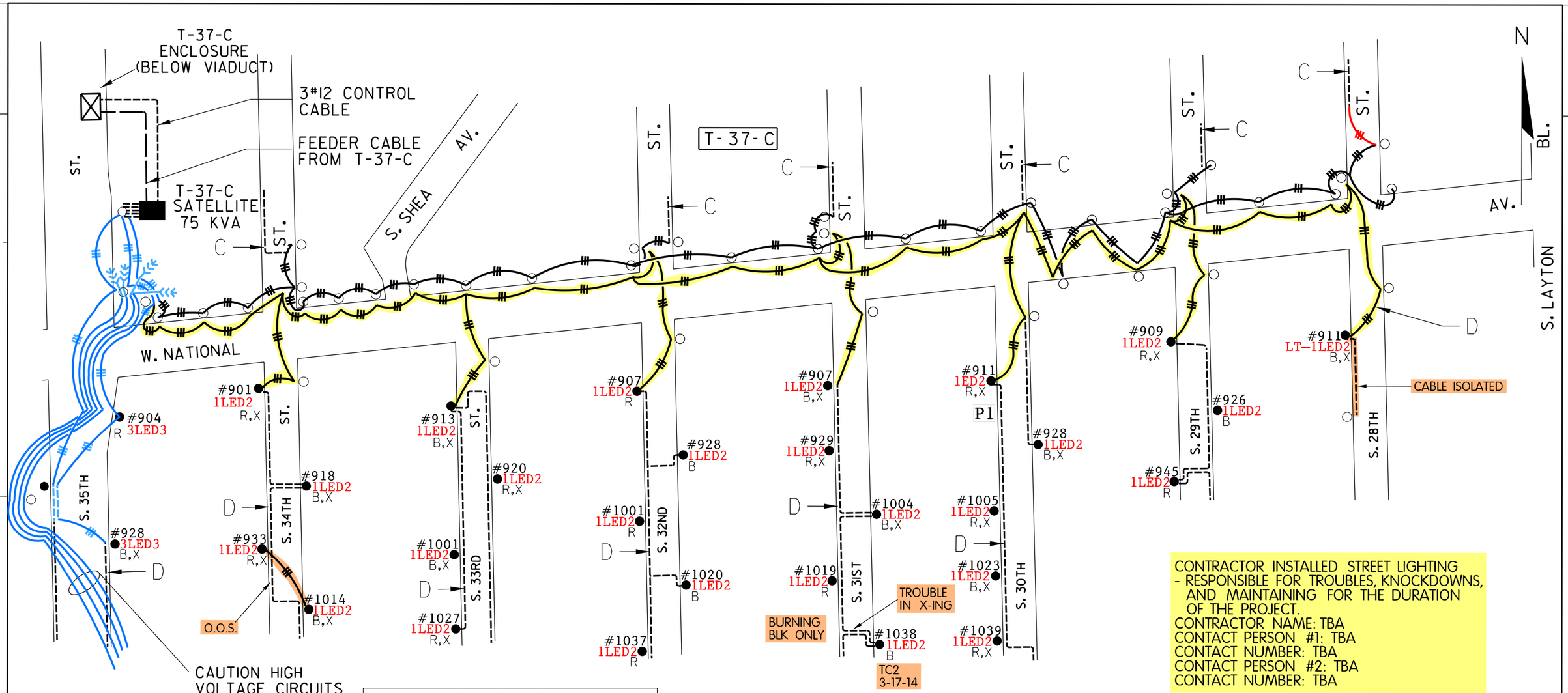
PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE I CIRCUIT MAP: T37C-A&B	SHEET NO. 217	E



PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE I CIRCUIT MAP: T37C-C	SHEET NO. 218	E

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

WISDOT/CADDS SHEET 42



CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ⌀ - CIRCUIT COIL
- Y - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

#6902 - POLE ADDRESS

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

STAGE I

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T37C D

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE I CIRCUIT MAP: T37C-D	SHEET NO. 219	E

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

WISDOT/CADDS SHEET 42

T-54-C

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

N

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

SK 9&10

SEE SPEC. LTG. PLAYGROUND #10

T-37-C

T-37-C ENCLOSURE (BELOW VIADUCT)

3#12 CONTROL CABLE

FEEDER CABLE FROM T-37-C

T-37-C SATELLITE 75 KVA

#872 3LED3 R

#878 3LED3 B,X

CAUTION HIGH VOLTAGE CIRCUITS T37C 2-1 T37C 3 & 4

CAUTION HIGH VOLTAGE CIRCUITS T37C 2-1 T37C 3 & 4

T-37-C

T-37-C 2-1

CIRCUIT LEGEND

- - SINGLE LAMP
- - DOUBLE LAMP
- - MULTIPLE UNDERGROUND CIRCUIT
- - MULTIPLE OVERHEAD CIRCUIT
- - SERIES OVERHEAD CIRCUIT
- - CIRCUIT COIL
- #6902 - POLE ADDRESS
- - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE 1

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T-37-C E

CIRCUITS

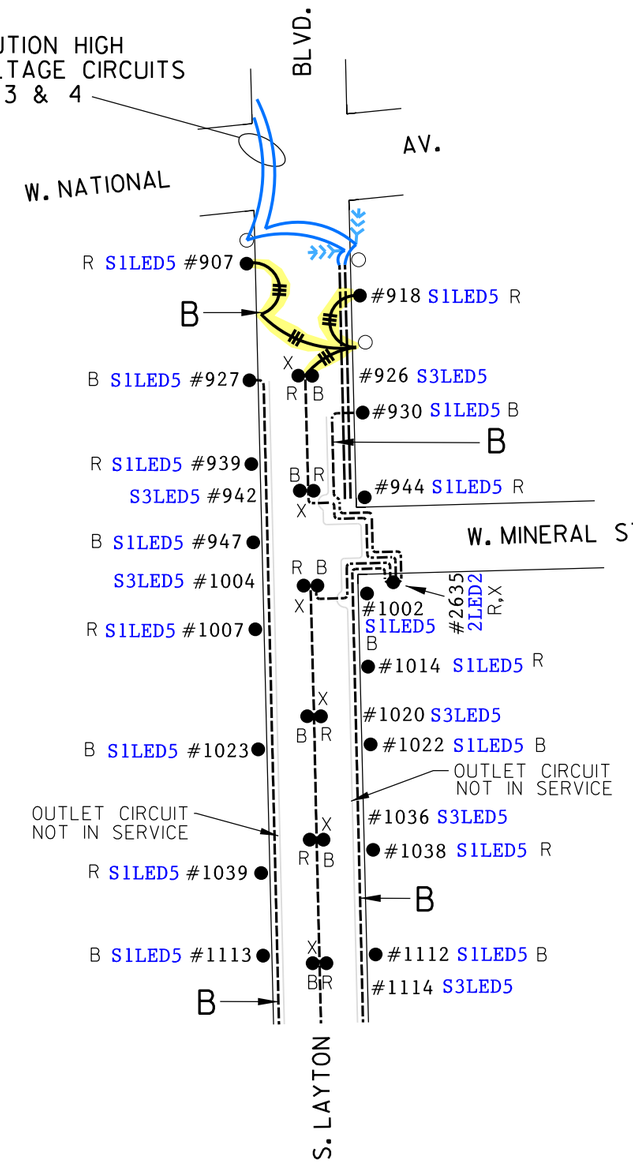
PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 1 CIRCUIT MAP: T37C-E	SHEET NO. 220	E

2

2

N

CAUTION HIGH VOLTAGE CIRCUITS SK 3 & 4



T-37-C MULTI

T-45-S

T-45-S

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ⌀ - SERIES CIRCUIT LIGHTNING ARRESTOR
- ⌀ - CIRCUIT COIL
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL
- #6902 - POLE ADDRESS
- 1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
- 3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
- S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
- S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE I

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T45S B

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE I CIRCUIT MAP: T45S-B	SHEET NO. 221	E

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

WISDOT/CADDS SHEET 42



CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ⊂ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE I

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T45S C

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE I CIRCUIT MAP: T45S-C	SHEET NO. 222	E

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

WISDOT/CADDS SHEET 42

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

W. PIERCE ST.

EX. TEMP. OVERHEAD

#3738 JB

40 FT. WOOD POLE

#3801 JB CONCRETE (SPAN) POLE PED.,JIC BOX

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T37C-E

MULTI. SPLICE 25-0 S. OF CURB

3#8/1#8LTP NOT IN SERVICE

#713 CONCRETE -A21 TYPE 6' BRACKET ARM, 1LED2,BLACK, PED

EXISTING - 3#8/1#8LTP, CIR.T37C-E

S. 38 ST.

S. 39 ST.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #842 CONCRETE POLE - A21 TYPE, 6' BRACKET ARM, 3S3,PED

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-E

#828 CONCRETE POLE - A21 TYPE, 6' BRACKET ARM, 1S2V, RED WIRE IS HOT FOR LUMINAIRE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3828 CONCRETE POLE - P TYPE, 6' BRACKET ARM, ADAPTER SLEEVE 3S3,PED

REMOVING AERIAL CABLE

ABANDON CABLE IN PLACE, 3#8/1#8LTP, CIR.T37C-E, 1-0 BOC

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3812 CONCRETE POLE - P TYPE, 6' BRACKET ARM, ADAPTER SLEEVE 3S3,PED

ABANDON CABLE IN PLACE, 3#8/1#8LTP, CIR.T37C-E, 1-0 BOC

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3800 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3,PED

REMOVING AERIAL CABLE

#821 WEP. CO. - WOOD POLE W.P. #70-206 3 6' UPSWEEP BRACKET ARM, 1S2V, RED,PED.

N.S. ALLEY ROW

N.S. ALLEY ROW

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-E

CONTRACTOR 40 FT. WOOD POLE WITH CITY INSTALLED RISER

S. 38 ST.

#840 CONCRETE POLE - A26 TYPE 6' BRACKET ARM, 1S2V, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ELECTRICAL CABLE TYPE 3#6 AL CIR.T37C-E

ABANDON 3#6/1#8LTP, CIR.T37C-E

ABANDON CABLE IN PLACE, 3#6/1#8LTP, CIRT37C-E, 1-0 BOC

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3722 CONCRETE POLE - AT31 TYPE, 6' BRACKET ARM, 3S3,PED

REMOVING AERIAL CABLE

15+00 16+00 17+00 18+00 19+00 20+

W. NATIONAL AVE.

U.S.H. 41

12" WEST MILWAUKEE

18" (P)

#3749 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-E

ELECTRICAL CABLE TYPE 3#6 AL CIR.T37C-E

40 FT. WOOD POLE STA.18+53.32 8 RT. STAGE 2 OVERHEAD

ELECTRICAL CABLE TYPE 3#6 AL CIR.T37C-E

#3729 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

CITY TO INSTALL AND CONNECT RISER CABLE TO NEW PERMANENT UNDERGROUND CIRCUITRY AND MAKE FINAL TERMINATION

4#2/1#8XLP,CIR.T37C-E

S. 38 ST.

67-0 2"

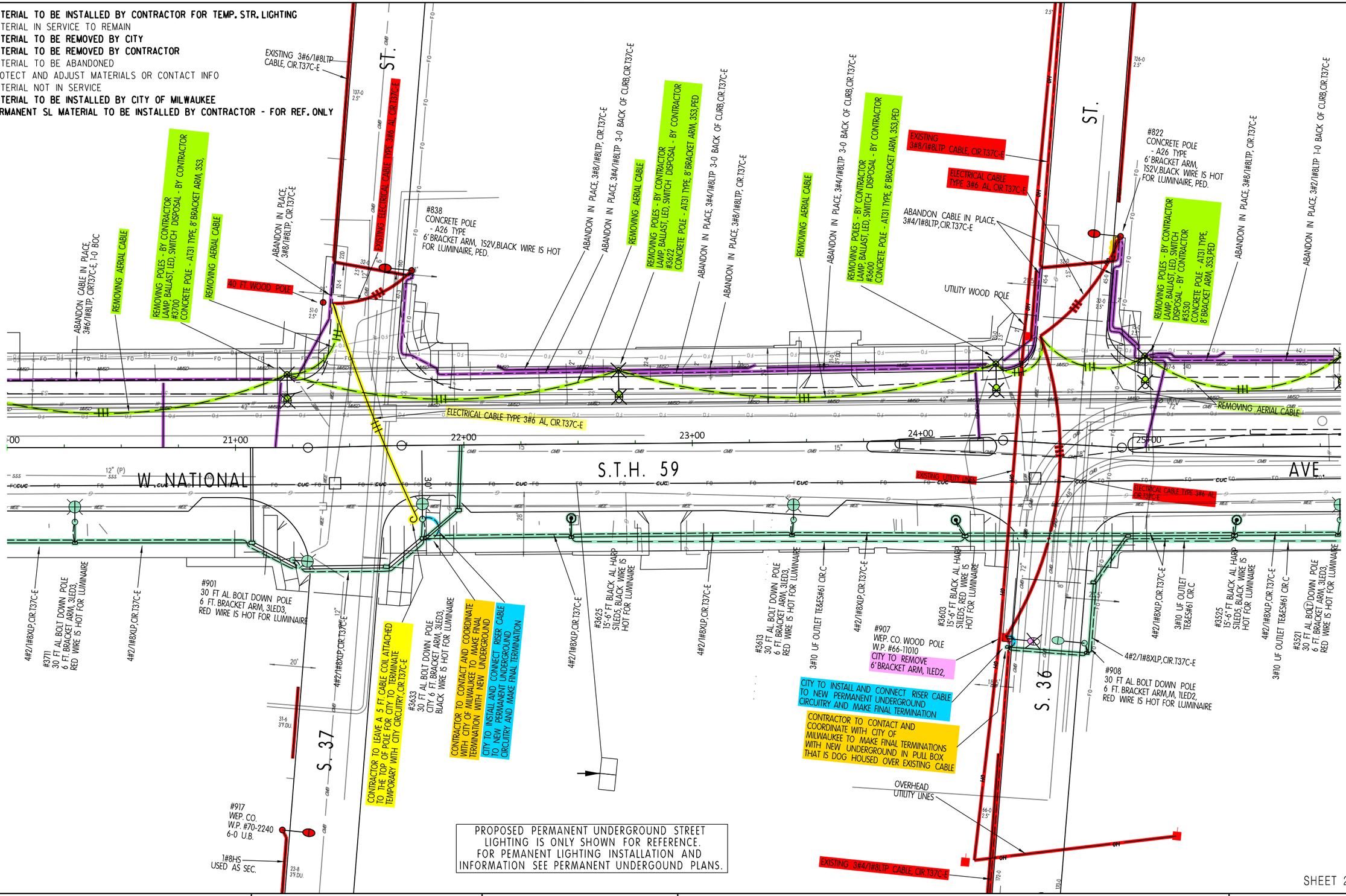
- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY**

SHEET 1 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 2	SHEET NO. 223	E

2

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REF. ONLY



PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 2 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 2	SHEET NO. 224	E

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 - 39th to 1st_2410-10-70 wNational Ave - 39th to 26th\Phase 1 Overhead Stage 2 - Color.dgn
PLOT DATE : 18-NOV-2025 07:21
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PERMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGROUND PLANS.

N

W. NATIONAL AVE.

S. 35 ST.

PIER

26+00

27+00

28+00

29+00

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3522 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3,PED

ABANDON IN PLACE, 3#2/1#8LTP 1-0 BACK OF CURB,CIR.T37C-E

REMOVING AERIAL CABLE

ABANDON IN PLACE, 3#8/1#8LTP, CIR.T37C-E

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3508 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3,PED

ABANDON IN PLACE, 3#2/1#8LTP,CIR.T37C-E

REMOVING AERIAL CABLE

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST LED SWITCH DISPOSAL - BY CONTRACTOR #8079 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3S3,PED

REMOVE BRACKET ARM AND LUMINAIRE

ABANDON IN PLACE, 3#2/1#8LTP,CIR.T37C-A

REMOVING AERIAL CABLE

ABANDON IN PLACE 3#2/1#8LTP,CIR.T37C-A

EX. CITY ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-A

#815-S 30-0 DAVIT POLE 3S3, BLACK WIRE IS HOT FOR LUMINAIRE SECONDARY RISER

REMOVE PULL BOX

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #8078 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3S3,PED

REMOVING AERIAL CABLE

ABANDON IN PLACE 4-3#2/1#8LTP, CIR.T37C-C

REMOVING AERIAL CABLE

#830 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3S3, RED WIRE IS HOT FOR LUMINAIRE, PED. - ANTENNA FOR T37C SATELITE

3#2/1#8LTP, CIR.T37C SATELITE

EX. CITY ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-A

EX. CITY ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-E

EX. CITY ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

EX. CITY ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-C

EX. CITY ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-A

EX. CITY ELECTRICAL CABLE TYPE 2#4/1#8 CIR.T37C-B

1#8HS FEEDER 3#12UF CONV. 3#12UF OIL SWITCH

T-37-C ENCLOSURE

#2 CONCENTRIC HIGH VOLTAGE FEEDER 7620 VOLTS

#806-S 30-0 DAVIT POLE 3S3, RED WIRE IS HOT FOR LUMINAIRE SECONDARY RISER

3#R,#19 GA. CONT. CIR.1-0 E. OF FENCE

EX. CITY ELECTRICAL CABLE TYPE 2#4/1#6 AL CIR.T37C-B

3-0 E. OF E.L. STAIRWAY

EX. CITY 40 FT. WOOD POLE.

EX. CITY 40 FT. WOOD POLE

RETAINING WALL

RETAINING WALL

STREET LIGHTING CABINET T37C, SAT. #1

REMOVE PULL BOX

4-1#8 CONCENTRIC 5-0 W. OF RET. WALL UNDER ENCLOSURE

5-SECONDARY RISERS

LVE ENERGIES SERVICE FEED

CAUTION!! OUTLET CABINET TE&ES#61

EX. CITY #876 45 FT. WOOD POLE 10' BRACKET ARM, 3LED3

EX. CITY 45 FT. WOOD POLE 4-PRIMARY RISERS 4-LIGHTNING ARRESTERS

REMOVING AERIAL CABLE

REMOVE PULL BOX

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

ABANDON IN PLACE, 3#2/1#8LTP, CIR.T37C-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3424 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED2,PED

REMOVING AERIAL CABLE

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

3#10 UF OUTLET TE&ES#61 CIR.C

4#2/1#8XLP,CIR.T37C-E

#3509 15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-E

#3501 30 FT. AL. BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

#901 TRAFFIC MONTUBE CITY 6 FT. BRACKET ARM, 3LED3 RED WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

CITY TO INSTALL AND CONNECT RISER CABLE TO NEW PERMANENT UNDERGROUND CIRCUITRY AND MAKE FINAL TERMINATION

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

#903 - BY CONTRACTOR REMOVING POLES - 40-FT WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP. MOUNT - LUMINAIRES UTILITY LED C RED WIRE IS HOT FOR LUMINAIRE

CITY TO REMOVE EX CITY OVERHEAD 2#4/1#6 AL CIR.T37C-E

#915 CONCRETE POLE - UD TYPE 6' BRACKET ARM, ADAPTER 3S3 RED WIRE IS HOT FOR LUMINAIRE, PED.

CITY TO REMOVE 3#2/1#8 XLP CIR.T37C-D

CITY TO INSTALL ELECTRICAL CABLE TYPE 4#2/1#8 XLP

EX. CITY 45 FT. WOOD POLE

CITY TO REMOVE SECONDARY RISER

CITY TO INSTALL ELECTRICAL CABLE TYPE 4#2/1#8 XLP

CITY TO REMOVE 3#4/1#8LTP, CIR.T37C-E

TRAFFIC SIGNAL 8#HALL INTER W. NATIONAL AV C.C. TO W. SCOTT ST C.C.

28L TRAFFIC SIGNAL SERV W. NATIONAL AV C.C. TO SERV POLE

TRAFFIC SIGNAL 8#HALL INTER W. NATIONAL AV C.C. TO W. SCOTT ST C.C.

28L TRAFFIC SIGNAL SERVICE W. NATIONAL AV C.C. TO SERVICE POLE

13"X24"X24" PULL BOX EXTEND, EX. AND CONDUIT N. & S. OF WOOD POLE AND CONNECT TO PB RESTORE CONCRETE WALK AFTER INSTALLATION

CITY TO INSTALL 13"X24"X24" PULL BOX

#928 CONCRETE POLE - A31 TYPE 6' BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE; PED. SECONDARY RISER

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-D

CITY TO REMOVE 3#6 AL.CIR.T37C-D

CITY TO INSTALL 4#2/1#8XLP CABLE CIR.T37C-D

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

CITY TO REMOVE EX CITY OVER-HEAD 3#6 AL CIR.T37C-D

EX. CITY #904 45 FT. WOOD POLE, 6' BRACKET ARM, 3LED3

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

CITY TO INSTALL AND CONNECT RISER CABLE TO NEW PERMANENT UNDERGROUND CIRCUITRY AND MAKE FINAL TERMINATION

#3435 TRAFFIC MONTUBE CITY 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

#3427 30 FT AL. BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

#900 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

3#10 UF OUTLET TE&ES#61 CIR.B

REMOVING AERIAL CABLE

CONTRACTOR INSTALLED AERIAL FOR TEMP. TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-E

REMOVING AERIAL CABLE

REMOVING AERIAL CABLE

REMOVING AERIAL CABLE

EX. 3" HDPE

VEHICLE DET. LOOPS

VEHICLE DET. LOOPS

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

SHEET 3 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 2	SHEET NO. 225	E

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

EXISTING 3#4/1#8LTP CABLE, OLD CIR.T37C-C NEW CIR.T37C-D

EXISTING 2#12UF CABLE, CIR.T37C-C

ST.

S. SHEA AV.

W. NATIONAL AVE.

S.T.H. 59

#820 CONCRETE POLE - A21 TYPE, 6' BRACKET ARM, 1LED2,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

#827 A26-6

ELECTRICAL CABLE TYPE 3#6 AL OLD CIR.T37C-C NEW CIR.T37C-D

CONTRACTOR CUT OVER CIRCUITRY CROSSING NATIONAL WITH THE CIRCUITRY CONNECTED TO UNIT #820 CIR.T37C-D

40 FT. WOOD POLE

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

REMOVING AERIAL CABLE

ABANDON IN PLACE, 3#2/1#8LTP,CIR.T37C-C

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

ABANDON IN PLACE, 3#4/1#8LTP,CIR.T37C-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3412 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED2, PED.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3400 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED2,PED.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3338 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED2, PED.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3328 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED2, PED.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3318 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED2, PED.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #840 CONCRETE POLE - A26 TYPE, 6' BRACKET ARM, 2LED2,PED.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3240 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3LED2, PED.

#901 CONCRETE LIGHT POLE - A26 TYPE 6' BRACKET ARM, 1LED2,RED WIRE IS HOT FOR LUMINAIRE, PED.

#918 ALUMINUM POLE - 22' TYPE 6' BRACKET ARM, 1LED2,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATIONS WITH NEW UNDERGROUND IN PULL BOX THAT IS DOG HOUSED OVER EXISTING CABLE

CITY TO INSTALL AND CONNECT RISER CABLE TO NEW PERMANENT UNDERGROUND CIRCUITRY AND MAKE FINAL TERMINATION

EXISTING 3#6/1#8LTP CABLE, CIR.T37C-D

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #913 CONCRETE LIGHT POLE - A26 TYPE 6' BRACKET ARM, 1LED2

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO REMOVE LIGHT POLE AFTER CITY MAKES FINAL TERMINATIONS WITH NEW UNDERGROUND IN PULL BOX THAT IS DOG HOUSED OVER EXISTING CABLE

CITY TO DISCONNECT RISER FROM LIGHT POLE

CITY TO MAKE FINAL TERMINATION

EXISTING 3#8/1#8LTP CABLE CIR.T37C-D

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND IN PULL BOX THAT IS DOG HOUSED OVER EXISTING CABLE

EXISTING 3#4/1#8LTP CABLE, CIR.T37C-D

REMOVING POLES 40 FT. WOOD POLE

4#2/1#8XLP,CIR.T37C-D

#3412 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

#3407 15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

#3331 15'-6" FT. BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

#3323 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

#3317 15'-6" FT. BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

#3311 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

#3305 15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

#3229 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

3#10 UF OUTLET TE&ES#61 CIR.B

S. 34

S. 33

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REF. ONLY

SHEET 4 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 2	SHEET NO. 226	E

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

W. NATIONAL AVE.

S. 32 ST.

ABANDON IN PLACE, 3#4/1#8LTP,CIR.T37C-C

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3218 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3LED2, PED.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3200 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3LED2, PED.

EXISTING 3#6/1#8LTP CABLE OLD CIR.T37C-C NEW CIR.T37C-D

40 FT. WOOD POLE CONTRACTOR CUT OVER CIRCUITRY CROSSING NATIONAL WITH THE CIRCUITRY CONNECTED TO UNIT #832 CIR.T37C-D

ELECTRICAL CABLE TYPE 3#6 AL OLD CIR.T37C-C NEW CIR.T37C-D

#832 CONCRETE POLE - A26 TYPE, 6' BRACKET ARM, 2LED2, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

36+00 37+00 38+00 39+00 40+00

CUC MISD SAN NYS FO

4#2/1#8XLP,CIR.T37C-D

#3215 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

#3201 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

#3139 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

#3109 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

EXISTING 2.5" CONDUIT

#907 CONCRETE POLE - A26 TYPE 6' BRACKET ARM, 1LED2,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO LEAVE 5 FT. CABLE COIL WITH SUBMERSIBLE CONNECTORS AT CABLE ENDS INSIDE EXISTING PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND IN EXISTING PULL BOX

CITY TO MAKE FINAL TERMINATION

EXISTING 4#2/1#8XLP CABLE, CIR.T37C-D

S.ROW OF ALLEY

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

SHEET 5 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 2	SHEET NO. 227	E

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

N

W. NATIONAL AVE.

S.T.H. 59

U.S.H. 241

EXISTING 3#6/1#8LTP CABLE OLD CIR.T37C-C NEW CIR.T37C-D

#821 CONCRETE POLE - A26 TYPE, 6' BRACKET ARM, 1LED2, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL #3100 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3LED2, PED.

ELECTRICAL CABLE TYPE 2#2/1#4 AL OLD CIR.T37C-C NEW CIR.T37C-D

CONTRACTOR CUT OVER CIRCUITRY CROSSING NATIONAL WITH THE CIRCUITRY CONNECTED TO UNIT #821 CIR.T37C-D

40 FT. WOOD POLE

REMOVING AERIAL CABLE

ABANDON IN PLACE, 3#4/1#8LTP,CIR.T37C-C

4#12LTP,TRAFFIC SIGNAL CABLE AT WALK SEE TRAFFIC PLAN FOR THIS FACILITY

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3022 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3LED2,PED.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #3000 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3LED2, PED.

4#12LTP,TRAFFIC SEE TRAFFIC PLAN FOR THIS FACILITY

ABANDON IN PLACE, 3#4/1#8LTP, CIR.T37C-C

CONTRACTOR CUT OVER CIRCUITRY CROSSING NATIONAL WITH THE CIRCUITRY CONNECTED TO WOOD POLE CIR.T37C-D

40 FT. WOOD POLE

4#12LTP,TRAFFIC AT WALK SEE TRAFFIC PLAN FOR THIS FACILITY

ABANDON IN PLACE, 3#4/1#8LTP,CIR.T37C-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2922 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED3, PED.

ABANDON IN PLACE, 3#6/1#8LTP,CIR.T37C-C

4#12LTP,TRAFFIC AT WALK SEE TRAFFIC PLAN FOR THIS FACILITY

TRAFFIC SIGNAL BEACON SEE TRAFFIC PLAN FOR THIS FACILITY

41+00 42+00 43+00 44+00 45+00 46+00

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

40 FT. WOOD POLE

4#2/1#8XLP CIR.T37C-D

COMMUNICATION POLE

#3031 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

#3009 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

ABANDON CABLE IN PLACE, 2-3#4/1#8LTP,CIR.T37C-D

4#2/1#8XLP,CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

40 FT. WOOD POLE

#2939 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

REMOVING POLES 40 FT. WOOD POLE

#2909 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

REMOVING POLES 40 FT. WOOD POLE

4#2/1#8XLP,CIR.T37C-D

#907 CONCRETE POLE - A26 TYPE 6' BRACKET ARM, 1LED2,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO LEAVE 5 FT. CABLE COIL WITH SUBMERSIBLE CONNECTORS AT CABLE ENDS INSIDE EXISTING PULL BOX

ABANDON 3#4/1#8LTP,CIR.T37C-D

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO REMOVE LIGHT POLE AFTER CITY MAKES FINAL TERMINATIONS WITH NEW UNDERGROUND IN PULL BOX THAT IS DOG HOUSED OVER EXISTING CABLE

CITY TO INSTALL AND CONNECT RISER CABLE TO NEW PERMANENT UNDERGROUND CIRCUITRY AND MAKE FINAL TERMINATION

S. 31

SEE TRAFFIC SIGNAL PLAN FOR SIGNAL FACILITIES

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-D

TRAFFIC SIGNALS W.P. NO TAG SIG. SERV.

#911 CONCRETE POLE - A26 TYPE 6' BRACKET ARM, 1LED2,RED WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATIONS WITH NEW UNDERGROUND IN PULL BOX THAT IS DOG HOUSED OVER EXISTING CABLE

CITY TO INSTALL AND CONNECT RISER CABLE TO NEW PERMANENT UNDERGROUND CIRCUITRY AND MAKE FINAL TERMINATION

S. 30

TRAFFIC SIGNALS CABLE

3#8/1#8LTP,CIR.T37C-D

EXISTING 3#6/1#8LTP CABLE CIR.T37C-D

WEP. CO. W.P. #56-2506 SEC. RISER

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 6 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 2	SHEET NO. 228	E

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-70 wNational Ave – 39th to 26th\Phase 1 Overhead Stage 2 – Color.dgn
PLOT DATE : 8-OCT-2025 18:33
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

N

W. NATIONAL AVE.

I. 59

ST.

S. 29

S. 28

47+00 48+00 49+00 50+00 51+00 52+00

EXISTING 3#8/1#8LTP CABLE, OLD CIR.T37C-C NEW CIRT37C-D

ABANDON IN PLACE, 3#6/1#8LTP,CIR.T37C-C

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2900 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3LED3, PED.

CONTRACTOR CUT OVER CIRCUITRY CROSSING NATIONAL WITH THE CIRCUITRY CONNECTED TO WOOD POLE. CIR.T37C-D

40 FT. WOOD POLE

ABANDON IN PLACE, 3#6/1#8LTP,CIR.T37C-C

#830 CONCRETE POLE - A26 TYPE, 6' BRACKET ARM, 2LED2, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL OLD CIR.T37C-C NEW CIR.T37C-D

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2022 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3LED3, PED.

REMOVING AERIAL CABLE

ELECTRICAL CABLE TYPE 3#6 AL CIR.T37C-D

REMOVING AERIAL CABLE

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

REMOVING AERIAL CABLE

REMOVING POLES EXISTING CITY STREET LIGHTING WOOD POLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2800 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3LED3, PED.

40 FT. WOOD POLE

CONTRACTOR CUT OVER CIRCUITRY CROSSING NATIONAL WITH THE CIRCUITRY CONNECTED TO WOOD POLE CIR.T37C-D

EXISTING 3#8/1#8LTP CABLE, OLD CIR.T37C-C NEW CIRT37C-D

#822 CONCRETE POLE - A26 TYPE, 6' BRACKET ARM, 2LED2, RED WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION CONTRACTOR TO LEAVE 3FT. COIL ON POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY, CIR.T37C-C

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL OLD CIR.T37C-C NEW CIR.T37C-D

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2800 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3LED3, PED.

ABANDON IN PLACE, 3#8/1#8LTP 2-0 BOC, CIR.T37C-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2724 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3LED3, PED.

REMOVING AERIAL CABLE

ABANDON IN PLACE, 3#8/1#8LTP 2-0 BOC, CIR.T37C-C

ELECTRICAL CABLE TYPE 3#6 AL CIR.T37C-D

REMOVING AERIAL CABLE

4#2/1#8XLP,CIR.T37C-D

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #909 CONCRETE POLE - A26 TYPE 6' BRACKET ARM, 1LED2

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO REMOVE LIGHT POLE AFTER CITY MAKES FINAL TERMINATIONS WITH NEW UNDERGROUND

40' FT. WOOD POLE

#2839 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

ABANDON CABLE IN PLACE, 3#6/1#8LTP,CIR.T37C-D

#910 ALUMINUM POLE - 22 FT. TYPE, 6' BRACKET ARM, 1LED2,RED WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED TO THE TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.,CIR.T37C-D

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATIONS WITH NEW UNDERGROUND IN PULL BOX THAT IS DOG HOUSED OVER EXISTING CABLE

CITY TO INSTALL AND CONNECT RISER CABLE TO NEW PERMANENT UNDERGROUND CIRCUITRY AND MAKE FINAL TERMINATION

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-D

#2809 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

ABANDON CABLE IN PLACE, 3#6/1#8LTP,CIR.T37C-D

#911 CONCRETE POLE - A26 TYPE 6' BRACKET ARM, 1LED2,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATIONS WITH NEW UNDERGROUND IN PULL BOX THAT IS DOG HOUSED OVER EXISTING CABLE

CITY TO INSTALL AND CONNECT RISER CABLE TO NEW PERMANENT UNDERGROUND CIRCUITRY AND MAKE FINAL TERMINATION

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

#2733 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE loc. unknown

4#2/1#8XLP,CIR.T37C-D

40 FT. WOOD POLE

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T37C-D

ABANDON CABLE IN PLACE, 3#8/1#8LTP,CIR.T37C-D

#2725 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

WEP. CO. W.P. #60-2135

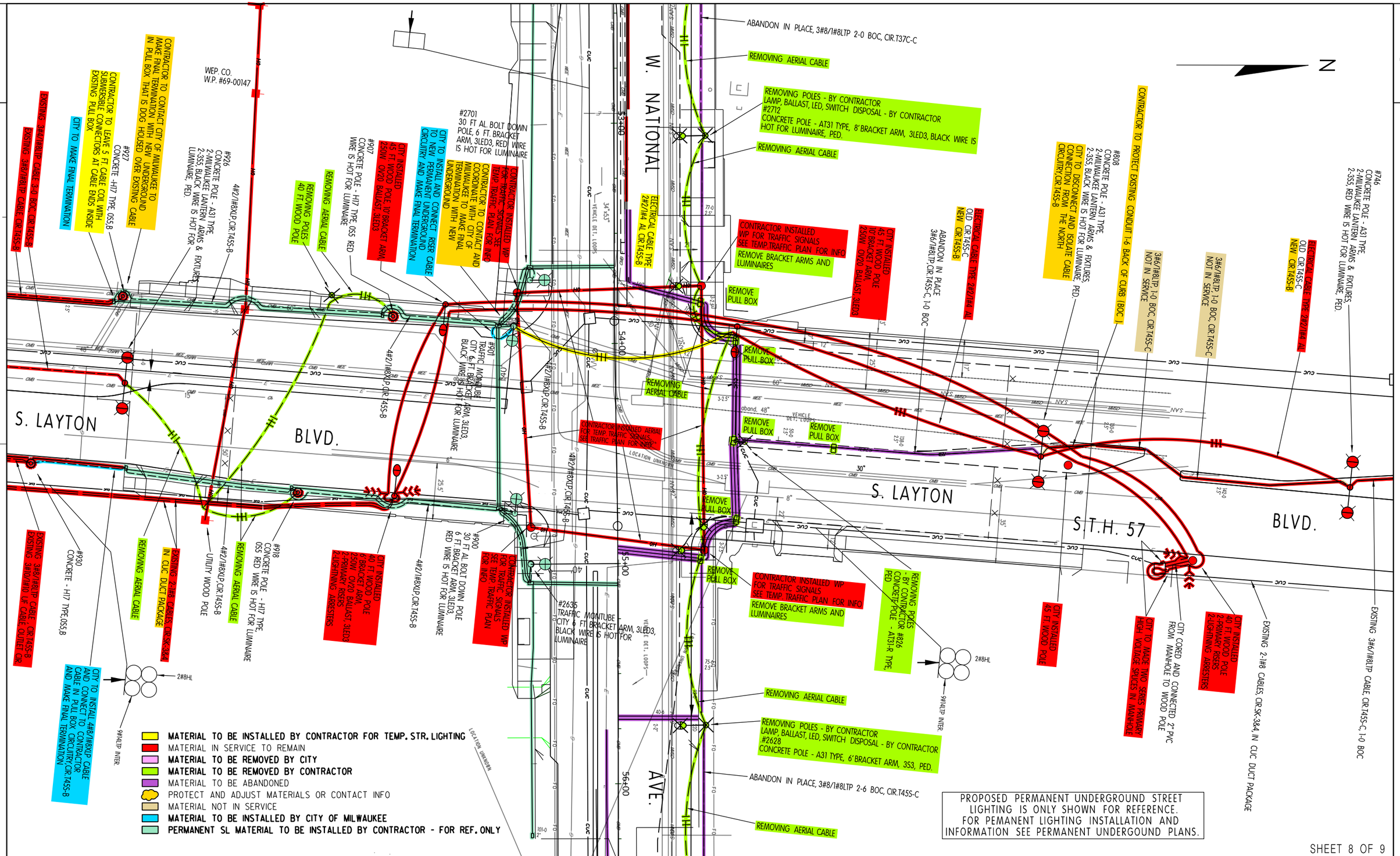
EXISTING 4#12UF CABLE, CIR.T37C-D

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 7 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 2	SHEET NO. 229	E

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-70 wNational Ave – 39th to 26th\Phase 1 Overhead Stage 2 – Color.dgn
PLOT DATE : 15-OCT-2025 10:36
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42



SHEET 8 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 2	SHEET NO. 230	E

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

W. NATIONAL AVE.

S. 2ND ST.

REMOVING AERIAL CABLE

#2612 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#8/1#8LTP 2-6 BOC, CIR.T45S-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T45S-C

#2600 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3, RED WIRE IS HOT FOR LUMINAIRE, PED.

NOT IN-SERVICE, 3#2/1#8LTP, CIR.T45S-C

EXISTING 2#8LTP CABLE, NOT IN SERVICE CIR.T45S-C

#778 A26-6 PED

EXISTING 3#2/1#8LTP CABLE AT WALK NOT IN SERVICE

#2526 AT31-8 PED

EXISTING 3#2/1#8LTP CABLE, AT WALK CIR.T45S-C

57+00

58+00

59+00

60+00

NOT IN-SERVICE 3#2/1#8LTP, CIR.T45S-C

ABANDON IN PLACE, 3#2/1#8LTP 2-0 BOC, CIR.T45S-C

#2613 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3, RED WIRE IS HOT FOR LUMINAIRE, PED.

EXISTING 3#2/1#8LTP CABLE 2-0 BOC, CIR.T45S-C

#2601 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

NOT IN-SERVICE, 3#2/1#8LTP, CIR.T45S-C

#801 A26-6 PED

NOT IN-SERVICE 3#2/1#8LTP, CIR.T45S-C

#2539 A31-8 PED

EXISTING 3#2/1#8LTP CABLE 2-6 BOC NOT IN SERVICE

EXISTING 3#8/1#8LTP, CABLE 4-6 BOC NOT IN SERVICE

EXISTING 3#2/1#8LTP CABLE, 2-6 BOC, CIR.T45S-C

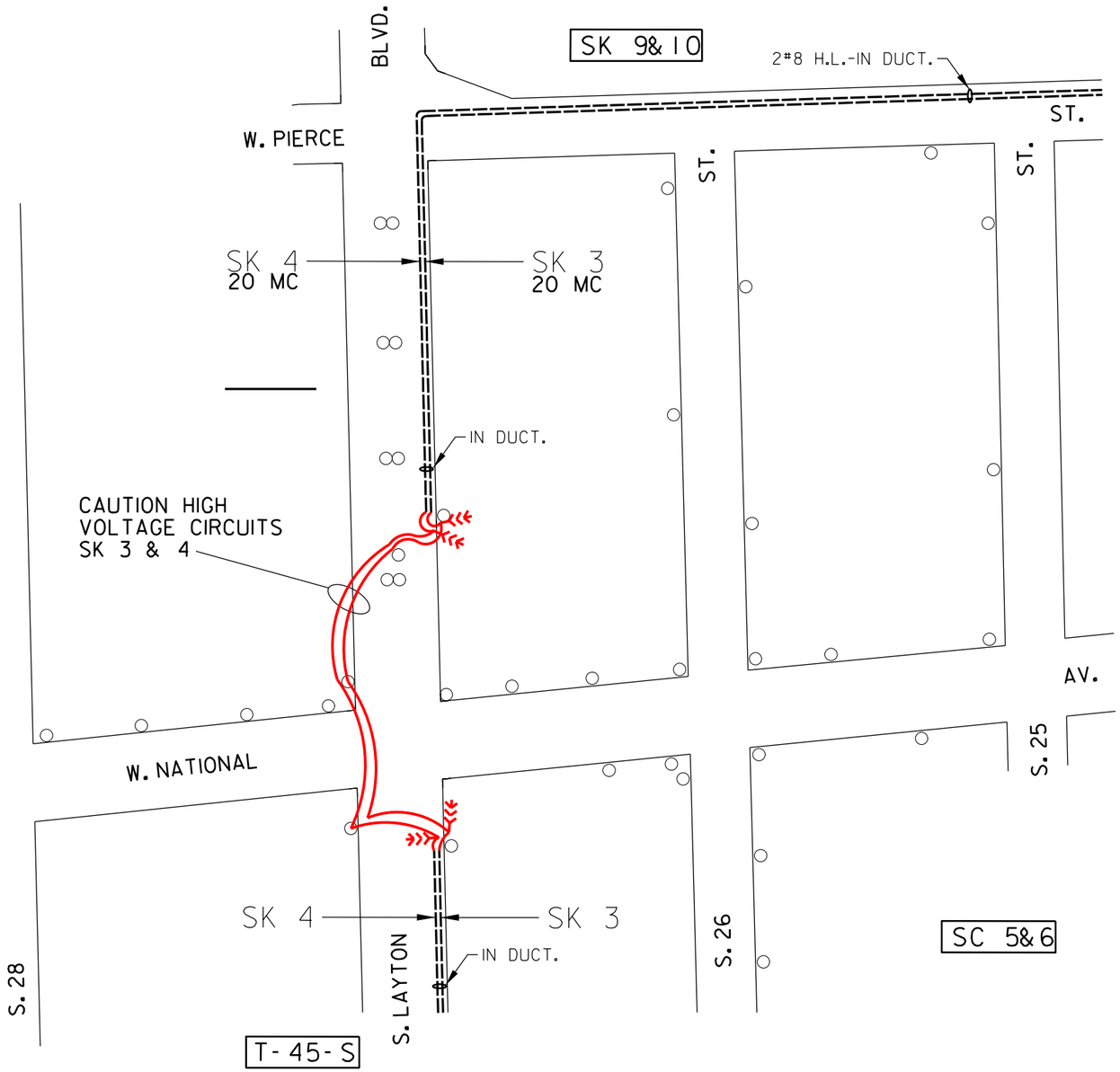
#2513 AT31-8

#828 WEP.CO. W.P.#66-1932 6-0 U.B. PED

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - TEMPORARY OVERHEAD STAGE 2	SHEET NO. 231	E

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-70 wNational Ave – 39th to 26th\Phase 1 Overhead Stage 2 – Color.dgn PLOT DATE : 8-OCT-2025 18:35 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42



N

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

SK 3 &4

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 2 CIRCUIT MAP: SK 3&4	SHEET NO. 232	E

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

WISDOT/CADDS SHEET 42

NOTE: T37C-2
20 M. C.
RUNNING AT NO LOAD

T-37-C
ENCLOSURE
(BELOW VIADUCT)

CAUTION!
FEEDER CABLE FOR
T37C-SATELLITE &
T37C-3&4 ARE IN
THE SAME TRENCH.

FEEDER CABLE
FROM T-37-C

T-37-C
SATELLITE
75 KVA

T37C 2-1
20 M. C.

CAUTION HIGH
VOLTAGE CIRCUITS
T37C 3 & 4

CAUTION HIGH
VOLTAGE CIRCUITS
T37C 3 & 4

T-37-C

T-37-C MULTI

ST.

W. NATIONAL

S. SHEA ST.

AV.

ST.

S. 34

S. 33

S. 35

N

HIGHLIGHTED MATERIAL
COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL
- 1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
- 3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
- S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
- S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T37C 2-1

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 2 CIRCUIT MAP: T37C 2-1	SHEET NO. 233	E

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

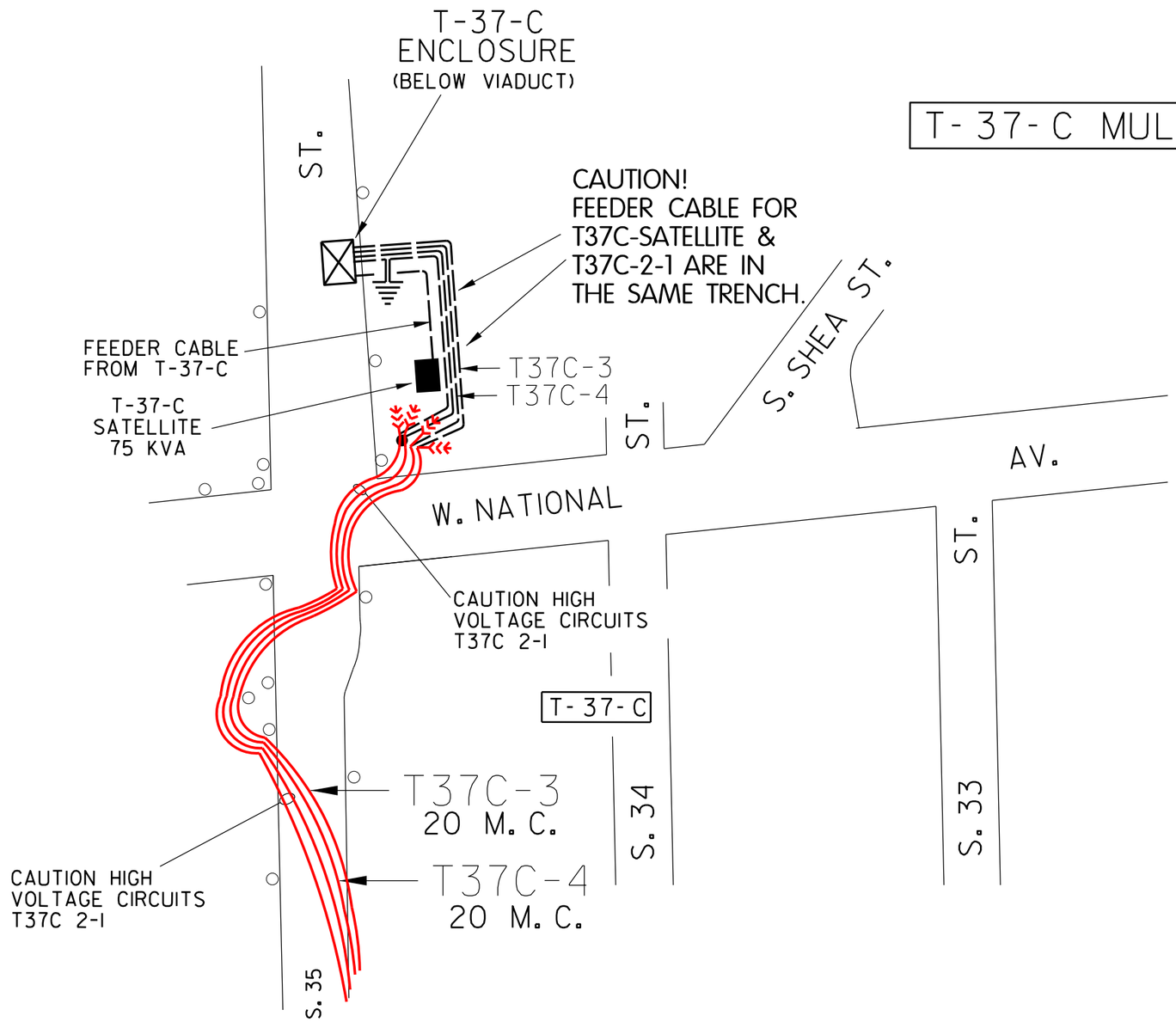
WISDOT/CADDS SHEET 42

2

2

N

T-37-C MULTI



HIGHLIGHTED MATERIAL COLOR CODE LEGEND
MATERIAL INSTALLED BY CONTRACTOR
EXISTING OVERHEAD
OVERHEAD BY CITY DUE TO CABLE TROUBLE
MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ⊢⊢⊢ - MULTIPLE OVERHEAD CIRCUIT
- — - SERIES OVERHEAD CIRCUIT
- ∽ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- ⋎ - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2	100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2	150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3	150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2	250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3	250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5	100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4	250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

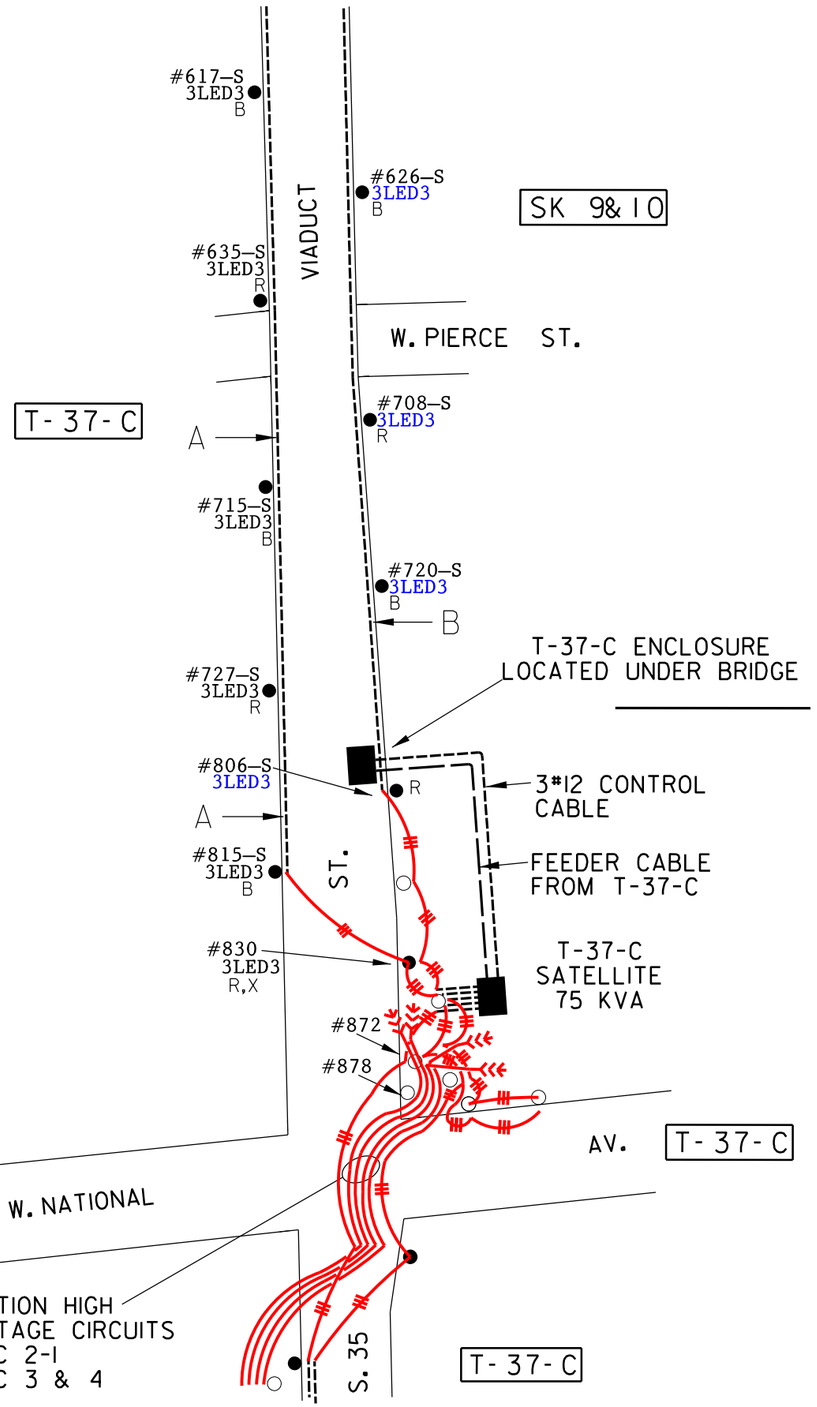
T37C 3 &4

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 2 CIRCUIT MAP: T37C 3&4	SHEET NO. 234	E

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

WISDOT/CADDS SHEET 42



CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

N

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- Y - SERIES CIRCUIT LIGHTNING ARRESTOR
- ——— - SERIES OVERHEAD CIRCUIT
- ↻ - CIRCUIT COIL

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

#6902 - POLE ADDRESS

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

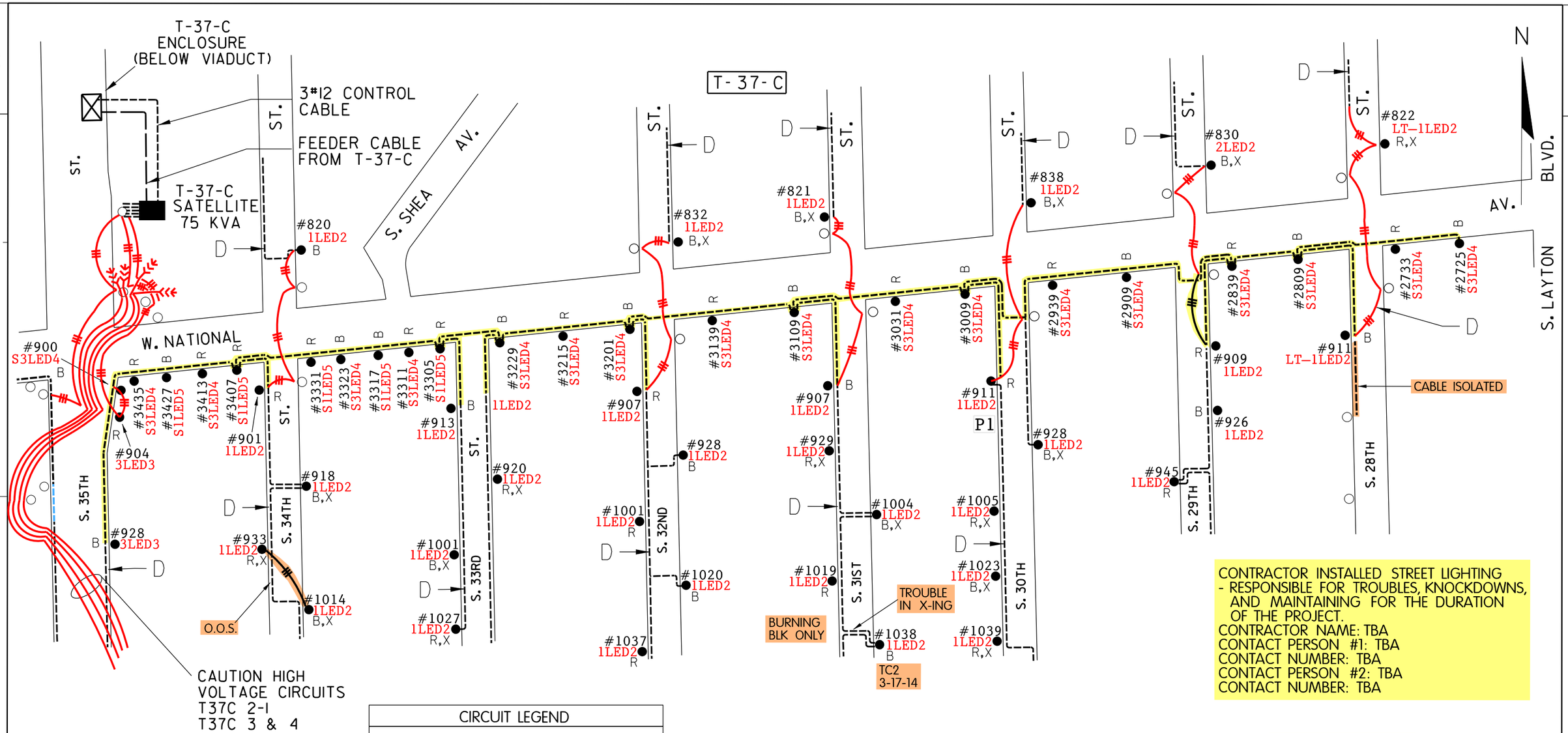
STAGE 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T37C A&B

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 2 CIRCUIT MAP: T37C-A&B	SHEET NO. 235	E



CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ᔓ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

STAGE 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

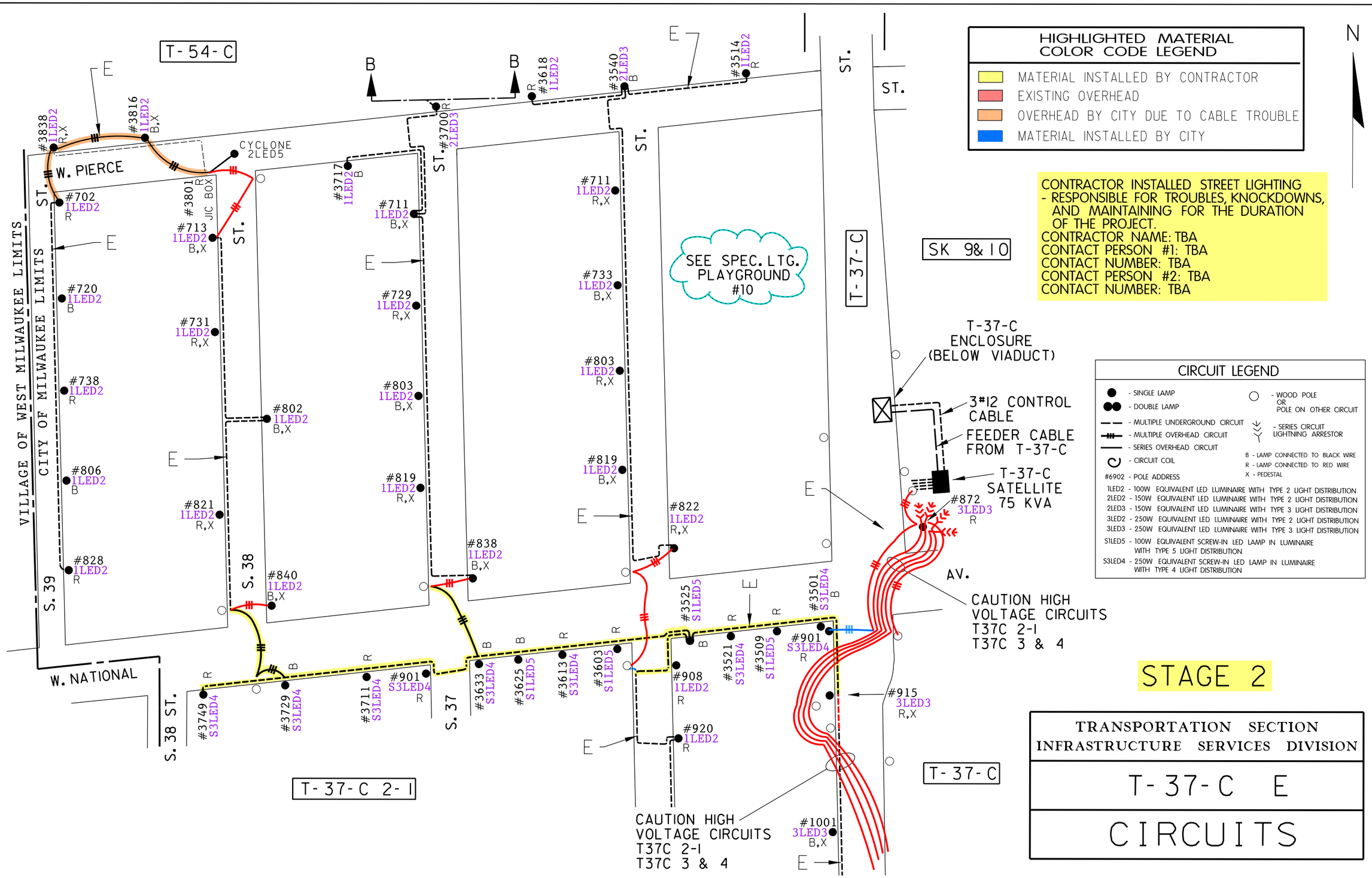
T37C D

CIRCUITS

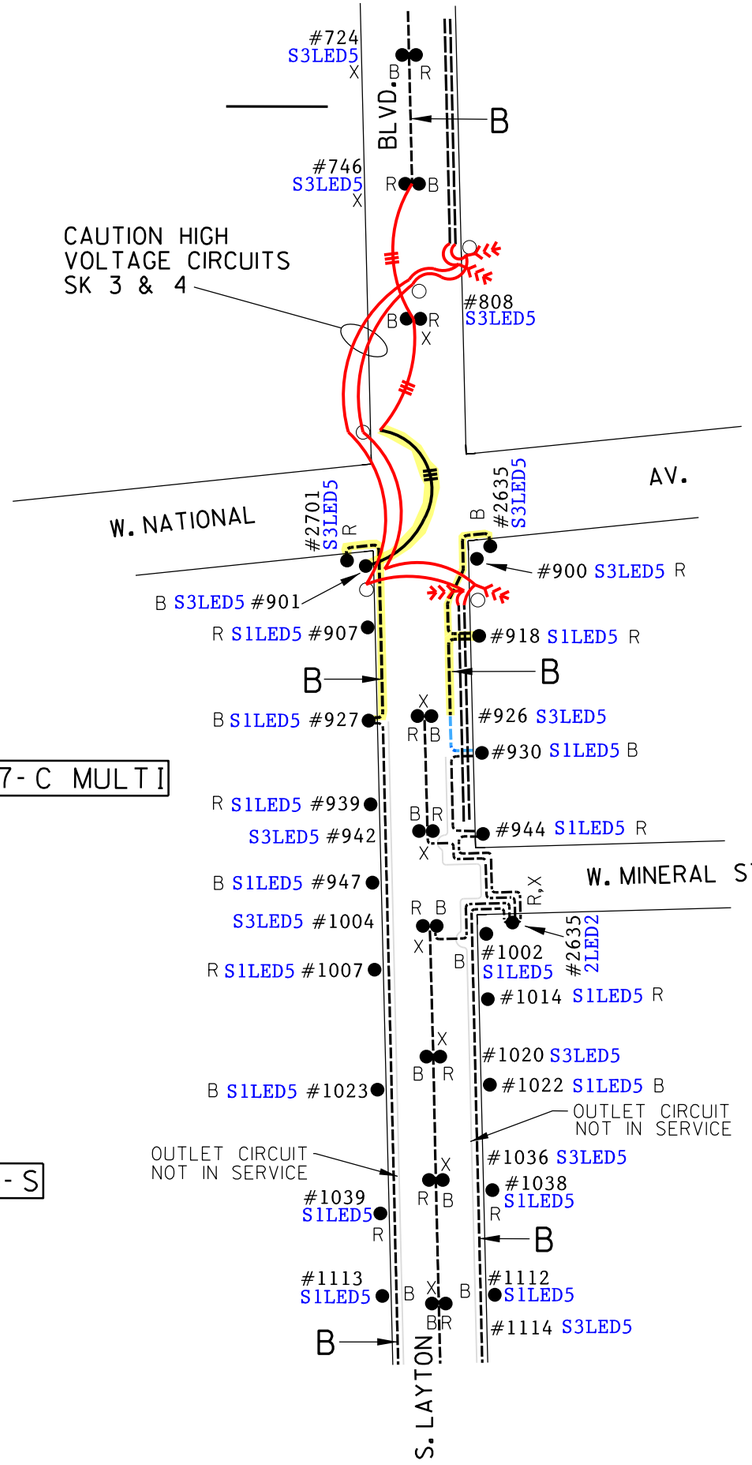
PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 2 CIRCUIT MAP: T37C-D	SHEET NO. 236	E

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

WISDOT/CADDS SHEET 42



PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 2 CIRCUIT MAP: T37C-E	SHEET NO. 237	E



T-37-C MULTI

T-45-S

T-45-S

HIGHLIGHTED MATERIAL COLOR CODE LEGEND
MATERIAL INSTALLED BY CONTRACTOR
EXISTING OVERHEAD
OVERHEAD BY CITY DUE TO CABLE TROUBLE
MATERIAL INSTALLED BY CITY

N

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

CIRCUIT LEGEND	
● - SINGLE LAMP	○ - WOOD POLE OR POLE ON OTHER CIRCUIT
●● - DOUBLE LAMP	
— — - MULTIPLE UNDERGROUND CIRCUIT	- SERIES CIRCUIT LIGHTNING ARRESTOR
⊢⊣⊢ - MULTIPLE OVERHEAD CIRCUIT	
——— - SERIES OVERHEAD CIRCUIT	B - LAMP CONNECTED TO BLACK WIRE
↺ - CIRCUIT COIL	R - LAMP CONNECTED TO RED WIRE
#6902 - POLE ADDRESS	X - PEDESTAL

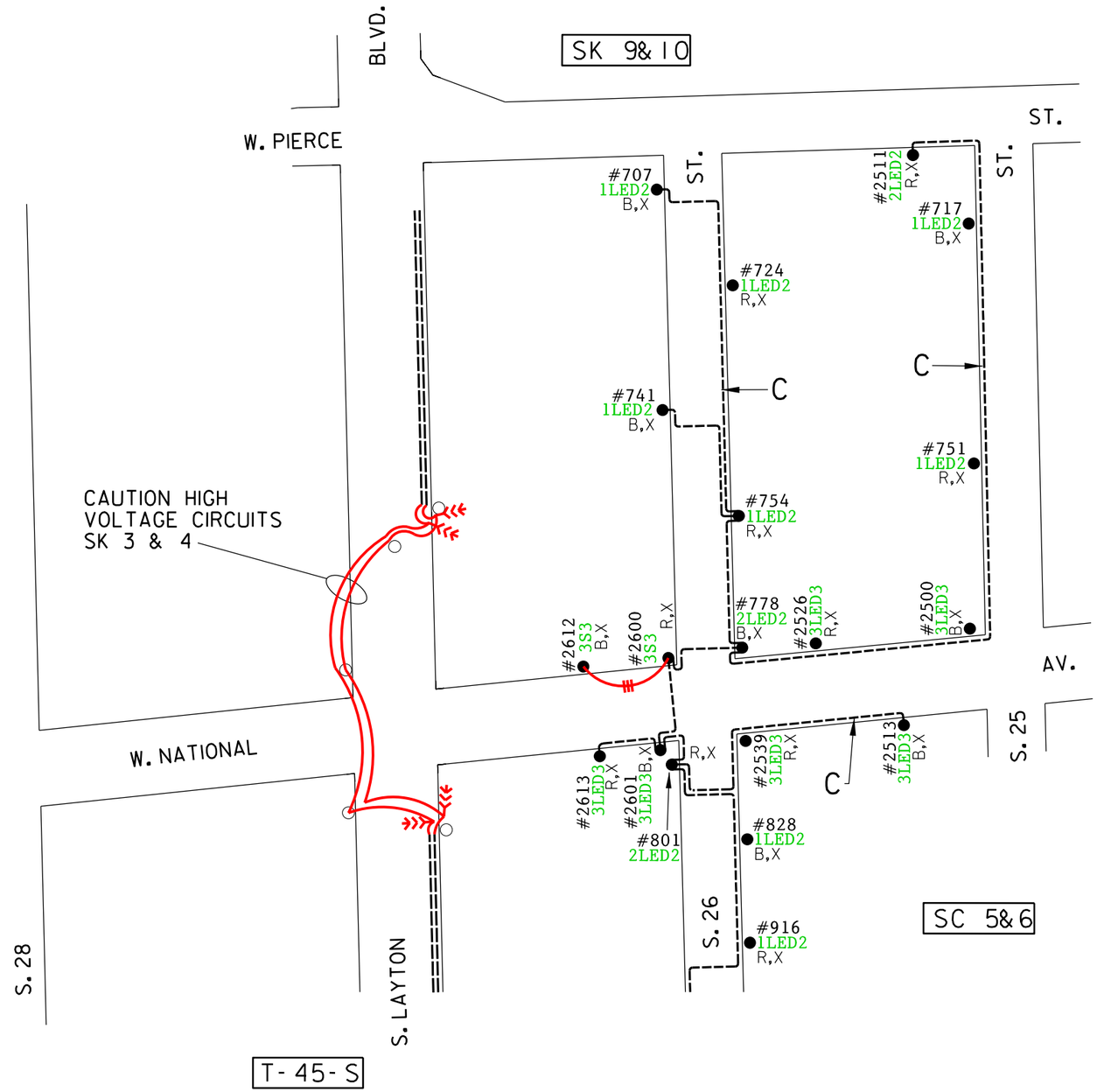
1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T45S B

CIRCUITS



CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

N

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- — — - MULTIPLE UNDERGROUND CIRCUIT
- - MULTIPLE OVERHEAD CIRCUIT
- — - SERIES OVERHEAD CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR
- - CIRCUIT COIL
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL
- #6902 - POLE ADDRESS
- 1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
- 3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
- S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
- S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T45S C

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 2 CIRCUIT MAP: T45S-C	SHEET NO. 239	E

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

WISDOT/CADDS SHEET 42

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

W. PIERCE ST.

EX. TEMP. OVERHEAD

#3738 JB

#3801 JB CONCRETE (SPAN) POLE PED.,JIC BOX

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

REMOVING AERIAL CABLE

MULTI. SPLICE 25-0 S. OF CURB

3#8/1#8LTP NOT IN SERVICE

#713 CONCRETE -A21 TYPE 6'BRACKET ARM, 1LED2,BLACK, PED

EXISTING 3#8/1#8LTP, CIR.T37C-E

S. 38 ST.

CUC

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-E

#828 CONCRETE POLE - A21 TYPE, 6'BRACKET ARM, 1S2V, RED WIRE IS HOT FOR LUMINAIRE

#821 WEP. CO. - WOOD POLE W.P. #70-206 3 6'UPSWEEP BRACKET ARM, 1S2V, RED,PED.

N.S. ALLEY ROW

N

REMOVING POLES - BY CONTRACTOR #840 CONCRETE POLE - A26 TYPE 6'BRACKET ARM, 1S2V, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

CITY TO REMOVE RISER CABLE FROM POLE

REMOVING AERIAL CABLE

15+00 16+00 17+00 18+00 19+00 20+

W. NATIONAL AVE.

U.S.H. 41

12" WEST MILWAUKEE

#3749 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-E

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

#3729 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3 BLACK WIRE IS HOT FOR LUMINAIRE

CITY TO REMOVE RISER CABLE FROM POLE

4#2/1#8XLP,CIR.T37C-E

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

SHEET 1 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - REMOVAL OF TEMPORARY OVERHEAD STAGE 3	SHEET NO. 240	E

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-70 wNational Ave – 39th to 26th\Phase 1 Removal of Temporary stage 3.dgn
PLOT DATE : 10-DEC-2025 11:59
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

N

EXISTING 3#6/1#8LTP CABLE, CIR.T37C-E

REMOVING POLES - BY CONTRACTOR #838 CONCRETE POLE - A26 TYPE 6' BRACKET ARM, 1S2V,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

REMOVING AERIAL CABLE

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-E

ABANDON CABLE IN PLACE, 3#4/1#8LTP,CIR.T37C-E

#822 CONCRETE POLE - A26 TYPE 6' BRACKET ARM, 1S2V,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

UTILITY WOOD POLE

REMOVING AERIAL CABLE

W. NATIONAL AVE

S.T.H. 59

S. 37

S. 36

21+00 22+00 23+00 24+00 25+00

EXISTING UTILITY LINES

REMOVING AERIAL CABLE

4#2/1#8XLP,CIR.T37C-E

#3711 30 FT AL. BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-E

#901 30 FT AL. BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3 RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-E

#3633 30 FT AL. BOLT DOWN POLE CITY 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

CITY TO REMOVE RISER CABLE FROM POLE

4#2/1#8XLP,CIR.T37C-E

#3625 15'-6" FT BLACK AL. HARP S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-E

#3613 30 FT AL. BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

3#10 UF OUTLET TE&ES#61 CIR.C

4#2/1#8XLP,CIR.T37C-E

#907 WEP. CO. WOOD POLE W.P. #66-11010

CITY TO REMOVE RISER CABLE FROM POLE

#3603 15'-6" FT BLACK AL. HARP S1LED5, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-E

#908 30 FT AL. BOLT DOWN POLE 6 FT. BRACKET ARM,M, 1LED2, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-E

3#10 UF OUTLET TE&ES#61 CIR.C

#3521 30 FT AL. BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-E

3#10 UF OUTLET TE&ES#61 CIR.C

#3525 15'-6" FT BLACK AL. HARP S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE

#917 WEP. CO. W.P. #70-2240 6-0 U.B.

1#8HS USED AS SEC.

OVERHEAD UTILITY LINES

EXISTING 3#4/1#8LTP CABLE, CIR.T37C-E

SHEET 2 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - REMOVAL OF TEMPORARY OVERHEAD STAGE 3	SHEET NO. 241	E

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-70 wNational Ave – 39th to 26th\Phase 1 Removal of Temporary stage 3.dgn PLOT DATE : 18-NOV-2025 07:58 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

W. NATIONAL AVE.

26+00

27+00

28+00

29+00

S. 35 ST.

PIER

3#10 UF OUTLET TE&ES#61 CIR.C

4#2/1#8XLP,CIR.T37C-E

#3509
15'-6" FT BLACK AL HARP
S1LED5, RED WIRE IS
HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-E

#3501
30 FT AL BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3,
BLACK WIRE IS HOT
FOR LUMINAIRE

#901
TRAFFIC MONTUBE
CITY 6 FT. BRACKET ARM,
3LED3, RED WIRE IS HOT
FOR LUMINAIRE

#915
CONCRETE POLE - UD TYPE
6' BRACKET ARM, ADAPTER
383 RED WIRE IS HOT
FOR LUMINAIRE; PED.

28L TRAFFIC SIGNAL SERV.
W. NATIONAL AV C.C.
TO SERV. POLE

TRAFFIC SIGNAL 8#14LL INTER
W. NATIONAL AV C.C.
TO W. SCOTT ST C.C.

TRAFFIC SIGNAL
8#14LL INTER
W. NATIONAL AV C.C.
TO W. SCOTT ST C.C.

28L TRAFFIC SIGNAL SERVICE
W. NATIONAL AV C.C.
TO SERVICE POLE

ELECTRICAL CABLE TYPE 4#2/1#8 XLP
CIR.T37C-E

4#2/1#8 XLP CABLE
CIR.T37C-E

EX. 3" HDPE

4#2/1#8XLP,CIR.T37C-E

4#2/1#8XLP CABLE
CIR.T37C-D

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-D

#928
CONCRETE POLE - A31 TYPE
6' BRACKET ARM, 3LED3, BLACK WIRE IS HOT
FOR LUMINAIRE; PED. SECONDARY RISER

CITY TO REMOVE AERIAL CABLE

CITY TO REMOVE 45 FT. WOOD POLE

CITY TO REMOVE AERIAL CABLE

CONTRACTOR TO REMOVE WP FOR TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

CITY TO REMOVE RISER CABLE FROM POLE

CONTRACTOR TO REMOVE WP FOR TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

CITY TO REMOVE AERIAL CABLE

CITY TO REMOVE 40 FT. WOOD POLE

CONTRACTOR TO REMOVE WP FOR TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

CITY TO REMOVE RISER CABLE FROM POLE

#900
30 FT AL BOLT
DOWN POLE
6 FT. BRACKET
ARM, 3LED2
BLACK WIRE IS
HOT FOR LUMINAIRE

#3435
TRAFFIC MONTUBE
CITY 6 FT. BRACKET ARM, 3LED3,
RED WIRE IS HOT FOR LUMINAIRE

#3427
30 FT AL. BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3,
BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

3#10 UF OUTLET TE&ES#61 CIR.B

CITY TO REMOVE AERIAL CABLE

CONTRACTOR TO REMOVE AERIAL FOR TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

CITY TO REMOVE AERIAL CABLE

CONTRACTOR TOREMOVE WP FOR TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

CONTRACTOR TO REMOVE WP FOR TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

CITY TO REMOVE AERIAL CABLE

CITY TO REMOVE AERIAL CABLE

#815-S
30-0 DAVIT POLE
353 BLACK WIRE IS HOT
FOR LUMINAIRE
SECONDARY RISER

#830
ALUMINUM POLE
- 31' 6 BRACKET ARM,
353 RED WIRE IS HOT FOR
LUMINAIRE; PED.
ANTENNA FOR T37C SATELITE

1#8HS FEEDER
3#12UF CONV.
3#12UF OIL SWITCH

T-37-C
ENCLOSURE

#806-S
30-0 DAVIT POLE
353 RED WIRE IS HOT
FOR LUMINAIRE
SECONDARY RISER

#2 CONCENTRIC
HIGH VOLTAGE FEEDER
FOR ENCLOSURE
7620 VOLTS

3R,#19 GA. CONT.
CIR.1-D E. OF FENCE

EX. CITY
ELECTRICAL CABLE TYPE 2#4/1#6 AL
CIR.T37C-B

3-0 E. OF E.L.
STAIRWAY

CITY TO REMOVE
40 FT. WOOD POLE

CITY TO REMOVE AERIAL CABLE

CITY TO REMOVE
45 FT. WOOD POLE
4-PRIMARY RISERS
4-LIGHTNING ARRESTERS

EX. CITY
#876
45 FT. WOOD POLE
10' BRACKET ARM, 3LED3

CAUTION!!!
OUTLET CABINET TE&ES#61

RETAINING WALL

RETAINING WALL

WE ENERGIES SERVICE FEED

4-1#8 CONCENTRIC
5-0 W. OF RET. WALL
UNDER ENCLOSURE

CITY TO REMOVE
40 FT. WOOD POLE,
5-SECONDARY RISERS

STREET LIGHTING CABINET
T37C, SAT. #1

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

SHEET 3 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - REMOVAL OF TEMPORARY OVERHEAD STAGE 3	SHEET NO. 242	E

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

W. NATIONAL AVE.

S.T.H. 59

S. SHEA AV.

ST.

S. 34 ST.

S. 33 ST.

30+00 31+00 32+00 33+00 34+00 35+00

EXISTING 2#12UF CABLE, CIR.T37C-C

#827 A26-6

EXISTING 3#4/1#8LTP CABLE, CIR.T37C-C

#820 CONCRETE POLE - A21 TYPE, 6' BRACKET ARM, 1LED2,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

REMOVING AERIAL CABLE

#901 CONCRETE LIGHT POLE - A26 TYPE 6' BRACKET ARM, 1LED2,RED WIRE IS HOT FOR LUMINAIRE, PED. CITY TO REMOVE RISER CABLE FROM POLE

#918 ALUMINUM POLE - 22' TYPE 6' BRACKET ARM, 1LED2,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

EXISTING 3#6/1#8LTP CABLE, CIR.T37C-D

4#2/1#8XLP,CIR.T37C-D

#3413 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

3#10 UF OUTLET TE&ES#61 CIR.B

#3407 15'-6" FT BLACK, AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

3#10 UF OUTLET TE&ES#61 CIR.B

3#10 UF OUTLET TE&ES#61 CIR.B

4#2/1#8XLP,CIR.T37C-D

#3331 15'-6" FT BLACK, AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

3#10 UF OUTLET TE&ES#61 CIR.B

4#2/1#8XLP,CIR.T37C-D

#3323 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

#3317 15'-6" FT BLACK, AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

3#10 UF OUTLET TE&ES#61 CIR.B

4#2/1#8XLP,CIR.T37C-D

#3311 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

#3305 15'-6" FT BLACK, AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

4#2/1#8XLP,CIR.T37C-D

#3229 30 FT. AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

EXISTING 3#6/1#8LTP CABLE, CIR.T37C-D

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-D

EXISTING 3#4/1#8LTP CABLE, CIR.T37C-D

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

SHEET 4 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - REMOVAL OF TEMPORARY OVERHEAD STAGE 3	SHEET NO. 243	E

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

EXISTING 3#6/1#8LTP CABLE, CIR.T37C-C

ST.

#832
CONCRETE POLE
- A26 TYPE,
6'BRACKET ARM,
2LED2, BLACK WIRE IS
HOT FOR LUMINAIRE,
PED.

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

REMOVING AERIAL CABLE

REMOVING AERIAL CABLE

W. NATIONAL AVE.

36+00 37+00 38+00 39+00 40+00

4#2/1#8XLP,CIR.T37C-D

#3215
30 FT. AL BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3,
RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

#3201
30 FT. AL BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3,
BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

EXISTING 2.5" CONDUIT

#907
CONCRETE POLE
- A26 TYPE
6'BRACKET ARM,
1LED2,BLACK WIRE IS HOT
FOR LUMINAIRE, PED.

CITY TO REMOVE RISER CABLE FROM POLE

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

4#2/1#8XLP,CIR.T37C-D

REMOVING AERIAL CABLE

#3139
30 FT. AL BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3,
RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

#3109
30 FT. AL BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3,
BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

S.32

EXISTING 4#2/1#8XLP CABLE, CIR.T37C-D

S.ROW OF ALLEY

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

EXISTING 3#6/1#8LTP CABLE, CIR.T37C-C

#821
CONCRETE POLE
- A26 TYPE, 6' BRACKET ARM, 1LED2, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

ABANDON IN PLACE, 3#4/1#8LTP,CIR.T37C-C

REMOVING AERIAL CABLE

S. 31 ST.

W. NATIONAL AVE.

41+00 42+00 43+00 44+00 45+00 46+00

U.S.H. 241

S. 30 ST.

EXISTING 3#6/1#8LTP CABLE, CIR.T37C-C

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

4#2/1#8XLP, CIR.T37C-D

COMMUNICATION POLE

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

#3031
30 FT AL BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

#3009
30 FT AL BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP, CIR.T37C-D

ABANDON CABLE IN PLACE, 2-3#4/1#8LTP,CIR.T37C-D

4#2/1#8XLP, CIR.T37C-D

REMOVING AERIAL CABLE

#907
CONCRETE POLE
- A26 TYPE
6' BRACKET ARM, 1LED2, BLACK WIRE IS HOT FOR LUMINAIRE, PED.
CITY TO REMOVE RISER CABLE FROM POLE

ABANDON 3#4/1#8LTP,CIR.T37C-D

REMOVING AERIAL CABLE

#911
CONCRETE POLE
- A26 TYPE
6' BRACKET ARM, 1LED2, RED WIRE IS HOT FOR LUMINAIRE, PED.
CITY TO REMOVE RISER CABLE FROM POLE

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

#2939
30 FT AL BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP, CIR.T37C-D

TRAFFIC SIGNALS CABLE

3#8/1#8LTP,CIR.T37C-D

#2909
30 FT AL BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP, CIR.T37C-D

SEE TRAFFIC SIGNAL PLAN FOR SIGNAL FACILITIES

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-D

TRAFFIC SIGNALS W.P. NO TAG SIG. SERV.

EXISTING 3#6/1#8LTP CABLE, CIR.T37C-D

WEP CO. W.P. #56-2506 SEC. RISER

SHEET 6 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - REMOVAL OF TEMPORARY OVERHEAD STAGE 3	SHEET NO. 245	E

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

N

W. NATIONAL AVE.

ST.

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-C

ABANDON IN PLACE, 3#6/1#8LTP,CIR.T37C-C

#830 CONCRETE POLE - A26 TYPE, 6' BRACKET ARM, 2LED2, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

#822 CONCRETE POLE - A26 TYPE, 6' BRACKET ARM, 2LED2, RED WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#8/1#8LTP,CIR.T37C-C

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

REMOVING AERIAL CABLE

4#2/1#8XLP,CIR.T37C-D

#2839 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

#2809 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8XLP,CIR.T37C-D

ABANDON CABLE IN PLACE, 3#6/1#8LTP,CIR.T37C-D

#911 CONCRETE POLE - A26 TYPE 6' BRACKET ARM, 1LED2,BLACK WIRE IS HOT FOR LUMINAIRE, PED.

CITY TO REMOVE RISER CABLE FROM POLE

#2733 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE loc. unknown

4#2/1#8XLP,CIR.T37C-D

#2725 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

REMOVING POLES - BY CONTRACTOR 40 FT. WOOD POLE

REMOVING AERIAL CABLE

ABANDON CABLE IN PLACE, 3#8/1#8LTP,CIR.T37C-D

#910 ALUMINUM POLE - 22 FT. TYPE, 6' BRACKET ARM, 1LED2,RED WIRE IS HOT FOR LUMINAIRE, PED.

CITY TO REMOVE RISER CABLE FROM POLE

EXISTING 3#8/1#8LTP CABLE, CIR.T37C-D

EXISTING 4#12UF CABLE, CIR.T37C-D

S. 29

S. 28

I. 59

47+00 48+00 49+00 50+00 51+00 52+00

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 7 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - REMOVAL OF TEMPORARY OVERHEAD STAGE 3	SHEET NO. 246	E

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

W. NATIONAL AVE.

S. LAYTON BLVD.

S. LAYTON BLVD.

S.T.H. 57

WEP. CO. W.P. #69-00147

EXISTING 3#4/1#8LTP CABLE 3-0 BOC, CIR.T45S-B
EXISTING 3#8/1#8LTP CABLE, CIR.T45S-B

#927 CONCRETE - H17 TYPE, 055.B

#926 CONCRETE POLE - A31 TYPE, 2-MILWAUKEE LANTERN ARMS & FIXTURES, 2-355, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

4#2/1#8XLP,CIR.T45S-B

#907 CONCRETE POLE - H17 TYPE, 055 RED WIRE IS HOT FOR LUMINAIRE

CITY TO REMOVE 45 FT WOOD POLE, 10' BRACKET ARM, 250W OV20 BALLAST, 3LED3

CITY TO REMOVE RISER CABLE FROM POLE

#901 TRAFFIC MONTUBE CITY 6 FT. BRACKET, ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO REMOVE WP FOR TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

#2701 30 FT AL. BOLT DOWN POLE, 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

REMOVING AERIAL CABLE

CONTRACTOR TO REMOVE WP FOR TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

CITY TO REMOVE 45 FT WOOD POLE 10' BRACKET ARM, 250W OV20 BALLAST, 3LED3

REMOVING AERIAL CABLE

CONTRACTOR TO PROTECT EXISTING CONDUIT 1-6 BACK OF CURB (BOC)

#808 CONCRETE POLE - A31 TYPE, 2-MILWAUKEE LANTERN ARMS & FIXTURES, 2-355, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

CITY TO DISCONNECT AND ISOLATE CABLE CONNECTION FROM THE NORTH OLD CIR.T45S-B NEW CIR.T37C-C

3#6/1#8LTP, 1-0 BOC, OLD CIR.T45S-B NEW CIR.T37C-C NOT IN SERVICE

3#6/1#8LTP, 1-0 BOC, OLD CIR.T45S-B NEW CIR.T37C-C NOT IN SERVICE

REMOVING AERIAL CABLE

#746 CONCRETE POLE - A31 TYPE 2-MILWAUKEE LANTERN ARMS & FIXTURES, 2-355, RED WIRE IS HOT FOR LUMINAIRE, PED.

EXISTING 2#8 CABLES, CIR.SK-3&4 IN CUC DUCT PACKAGE

UTILITY WOOD POLE

#918 CONCRETE POLE - H17 TYPE, 055 RED WIRE IS HOT FOR LUMINAIRE

#930 CONCRETE - H17 TYPE, 055.B

EXISTING 3#8/1#8LTP CABLE, CIR.T45S-B
EXISTING 3#10/1#10 UF CABLE, OUTLET CIR.

2#8HL

9#14LTP INTER.

CITY TO REMOVE 40 FT. WOOD POLE 6' BRACKET ARM 250W OV20 BALLAST, 3LED3 2-PRIMARY RISERS 2-LIGHTNING ARRESTERS

4#2/1#8XLP,CIR.T45S-B

#900 30 FT AL BOLT DOWN POLE 6 FT. BRACKET ARM, 3LED3, RED WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO REMOVE WP FOR TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

#2635 TRAFFIC MONTUBE CITY 6 FT. BRACKET ARM, 3LED3, BLACK WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO REMOVE AERIAL FOR TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

4#2/1#8XLP,CIR.T45S-B

CONTRACTOR TO REMOVE WP FOR TRAFFIC SIGNALS SEE TRAFFIC PLAN FOR INFO

2#8HL

9#14LTP INTER.

CITY TO REMOVE 45 FT. WOOD POLE

CITY TO MADE TWO SERIES PRIMARY HIGH VOLTAGE SPLICES IN MANHOLE

CITY CORED AND CONNECTED 2" PVC FROM MANHOLE TO WOOD POLE

CITY TO REMOVE 40 FT. WOOD POLE 2-PRIMARY RISERS 2-LIGHTNING ARRESTERS

EXISTING 2-1#8 CABLES CIR.SK-3&4, IN CUC DUCT PACKAGE

EXISTING 3#6/1#8LTP CABLE, OLD CIR.T45S-B NEW CIR.T37C-C 1-0 BOC

MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING
MATERIAL IN SERVICE TO REMAIN
MATERIAL TO BE REMOVED BY CITY
MATERIAL TO BE REMOVED BY CONTRACTOR
MATERIAL TO BE ABANDONED
PROTECT AND ADJUST MATERIALS OR CONTACT INFO
MATERIAL NOT IN SERVICE
MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY

SHEET 8 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - REMOVAL OF TEMPORARY OVERHEAD STAGE 3	SHEET NO. 247	E

PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE. FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

W. NATIONAL AVE.

ST.

S. 26

#2612 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#8/1#8LTP 2-6 BOC, CIR.T45S-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL CIR.T45S-C

#2600 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3, RED WIRE IS HOT FOR LUMINAIRE, PED.

NOT IN-SERVICE, 3#2/1#8LTP, CIR.T45S-C

EXISTING 2#8LTP CABLE, NOT IN SERVICE CIR.T45S-C

#778 A26-6 PED

EXISTING 3#2/1#8LTP CABLE AT WALK NOT IN SERVICE

#2526 AT31-8 PED

EXISTING 3#2/1#8LTP CABLE AT WALK CIR.T45S-C

NOT IN-SERVICE, 3#2/1#8LTP, CIR.T45S-C

ABANDON IN PLACE, 3#2/1#8LTP 2-0 BOC, CIR.T45S-C

#2613 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3, RED WIRE IS HOT FOR LUMINAIRE, PED.

EXISTING 3#2/1#8LTP CABLE 2-0 BOC, CIR.T45S-C

#2601 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

NOT IN-SERVICE, 3#2/1#8LTP, CIR.T45S-C

#801 A26-6 PED

NOT IN-SERVICE, 3#2/1#8LTP, CIR.T45S-C

#2539 A31-8 PED

EXISTING 3#2/1#8LTP CABLE, 2-6 BOC, CIR.T45S-C

#2513 A131-8

EXISTING 3#2/1#8LTP CABLE 2-6 BOC NOT IN SERVICE

EXISTING 3#8/1#8LTP, CABLE 4-6 BOC NOT IN SERVICE

#828 WEP.CO. W.P.#66-1932 6-0 U.B. PED

57+00 58+00 59+00 60+00

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP. STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **PERMANENT SL MATERIAL TO BE INSTALLED BY CONTRACTOR - FOR REFERENCE ONLY**

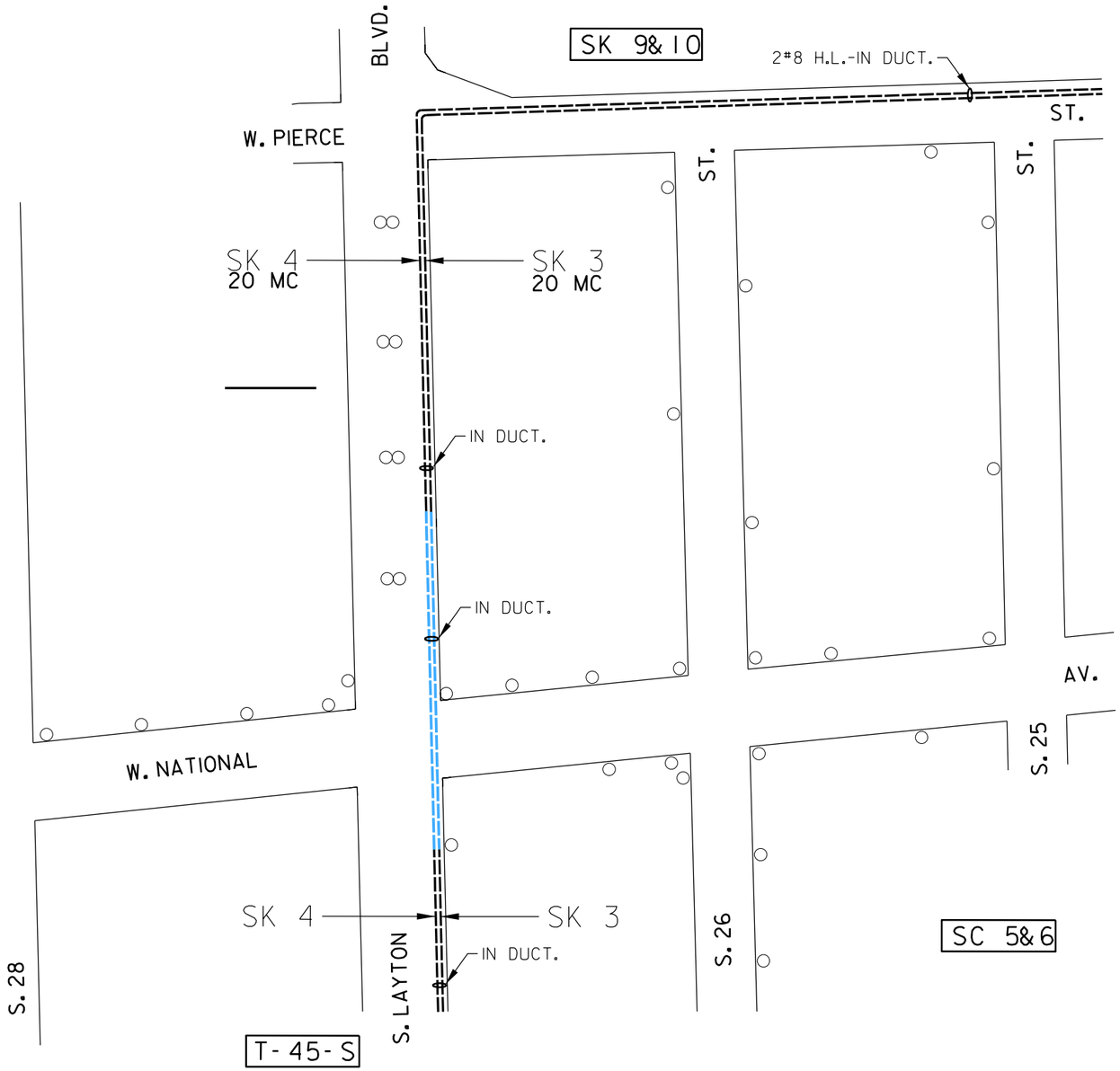
SHEET 9 OF 9

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - REMOVAL OF TEMPORARY OVERHEAD STAGE 3	SHEET NO. 248	E

2

2

N



HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ⫴ - MULTIPLE OVERHEAD CIRCUIT
- — - SERIES OVERHEAD CIRCUIT
- ᔓ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- ⩔ - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE 3

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

SK 3 &4

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 3 CIRCUIT MAP: SK 3&4	SHEET NO. 249	E

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

WISDOT/CADDS SHEET 42

NOTE: T37C-2
20 M. C.
RUNNING AT NO LOAD

T-37-C
ENCLOSURE
(BELOW VIADUCT)

ST.

T-37-C MULTI

CAUTION!
FEEDER CABLE FOR
T37C-SATELLITE &
T37C-3&4 ARE IN
THE SAME TRENCH.

FEEDER CABLE
FROM T-37-C

T-37-C
SATELLITE
75 KVA

S. SHEA ST.

ST.

AV.

W. NATIONAL

ST.

T37C 2-1
20 M. C.

T-37-C

IN DUCT.

S. 34

S. 33

S. 35

N

2

HIGHLIGHTED MATERIAL
COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

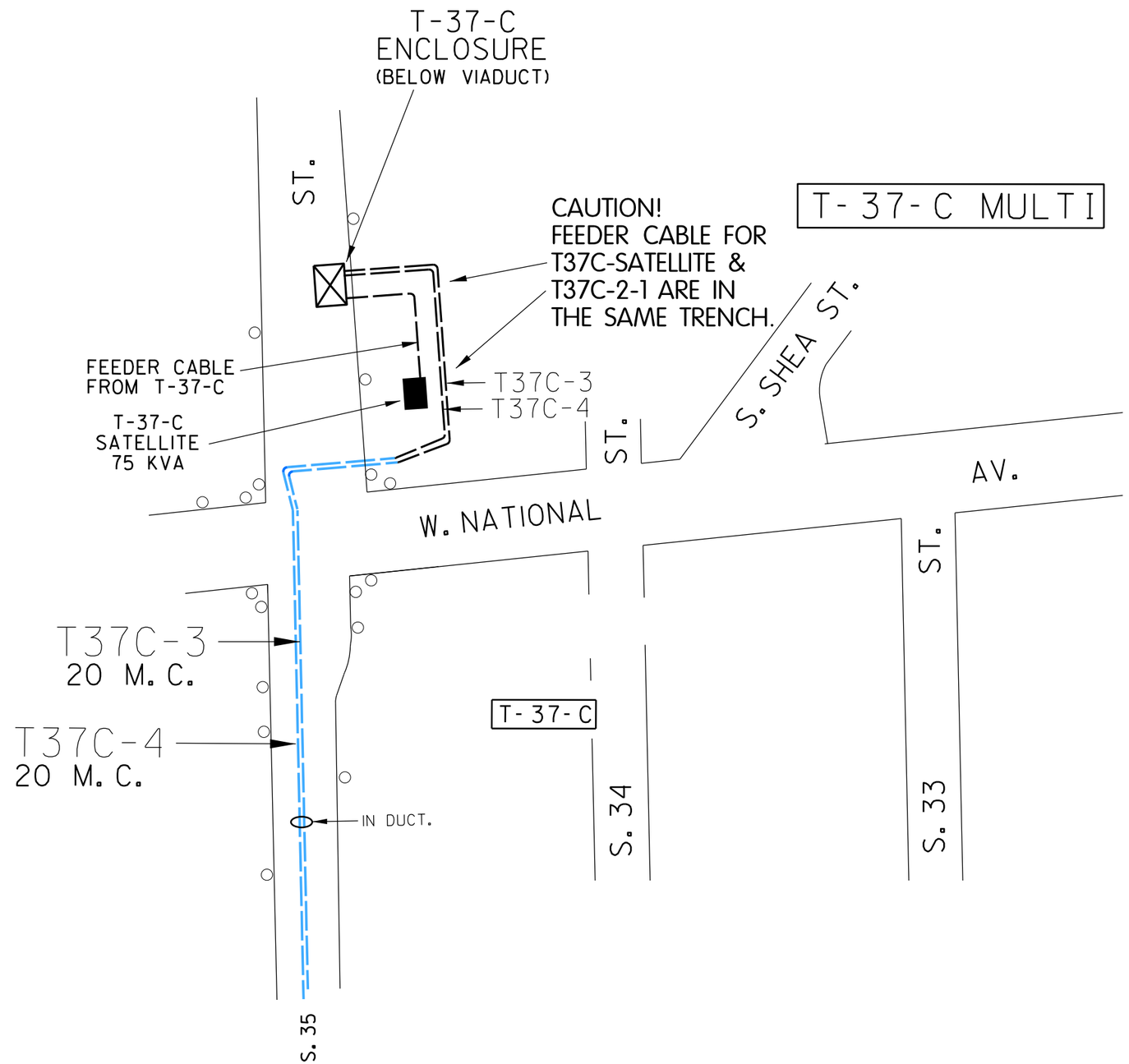
STAGE 3

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T37C 2-1

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 3 CIRCUIT MAP: T37C 2-1	SHEET NO. 250	E



N

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

#6902 - POLE ADDRESS

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE 3

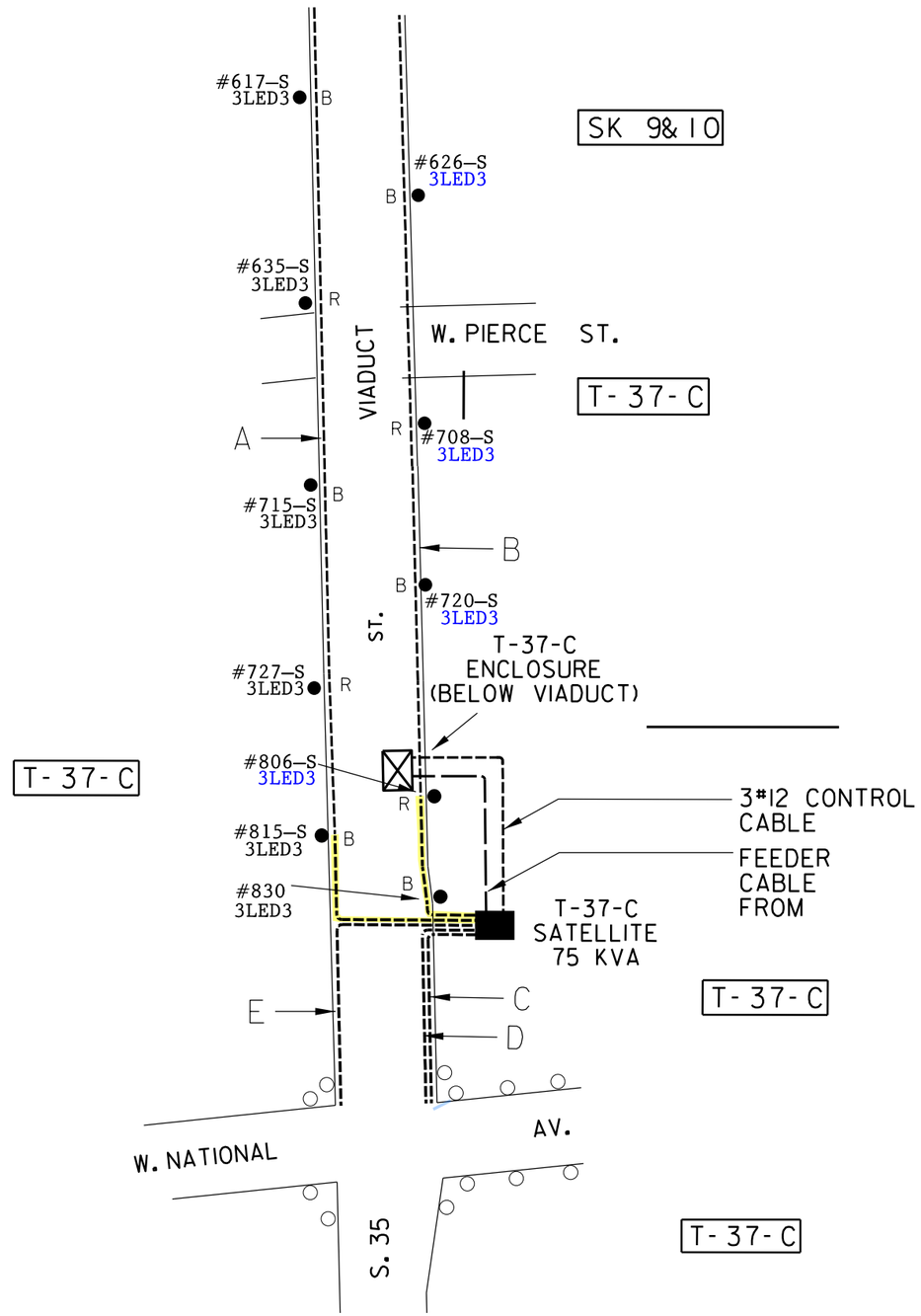
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T37C 3 & 4

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 3 CIRCUIT MAP: T37C 3&4	SHEET NO. 251	E

2



CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

N

2

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ᔓ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

- 1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
- 3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
- 3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
- S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
- S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

STAGE 3

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T37C A&B

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 3 CIRCUIT MAP: T37C-A&B	SHEET NO. 252	E

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

WISDOT/CADDS SHEET 42

2

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

SEE SPEC. LTG. PARKING LOT #13

SK 9&10

CAUTION! CIR.SK 10

SK 9&10

N

T-37-C

T-37-C ENCLOSURE (BELOW VIADUCT)

3#12 CONTROL CABLE

FEEDER CABLE FROM

75 KVA

W. PIERCE

W. NATIONAL

S. SHEA

AV.

ST.

BL.

S. 28

S. 29

S. 30

S. 31

S. 32

S. 33

S. 34

S. LAYTON

T-45-S

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

CIRCUIT LEGEND

- - SINGLE LAMP
- - DOUBLE LAMP
- - MULTIPLE UNDERGROUND CIRCUIT
- - MULTIPLE OVERHEAD CIRCUIT
- - SERIES OVERHEAD CIRCUIT
- - CIRCUIT COIL
- #6902 - POLE ADDRESS
- - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE 3

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

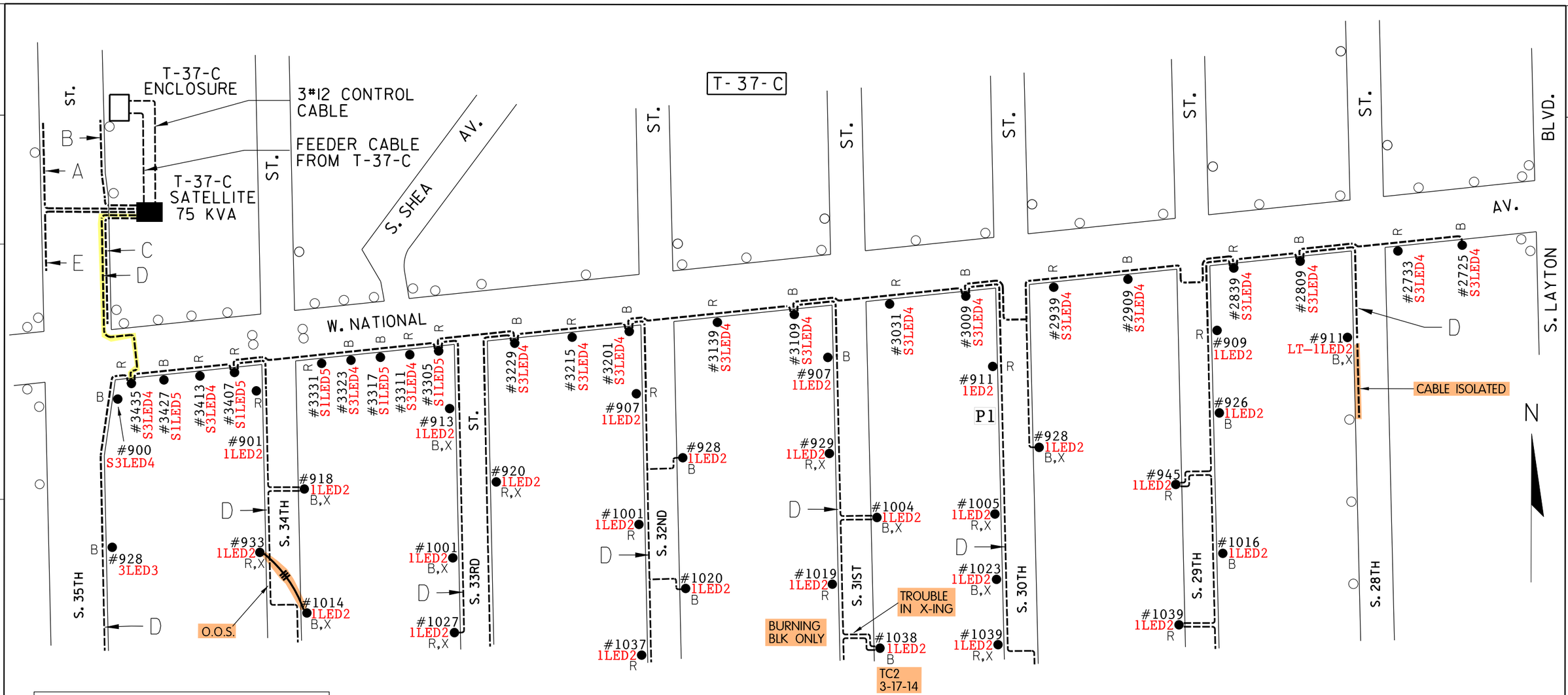
T37C C

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 3 CIRCUIT MAP: T37C-C	SHEET NO. 253	E

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

WISDOT/CADDS SHEET 42



CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ↄ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

STAGE 3

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

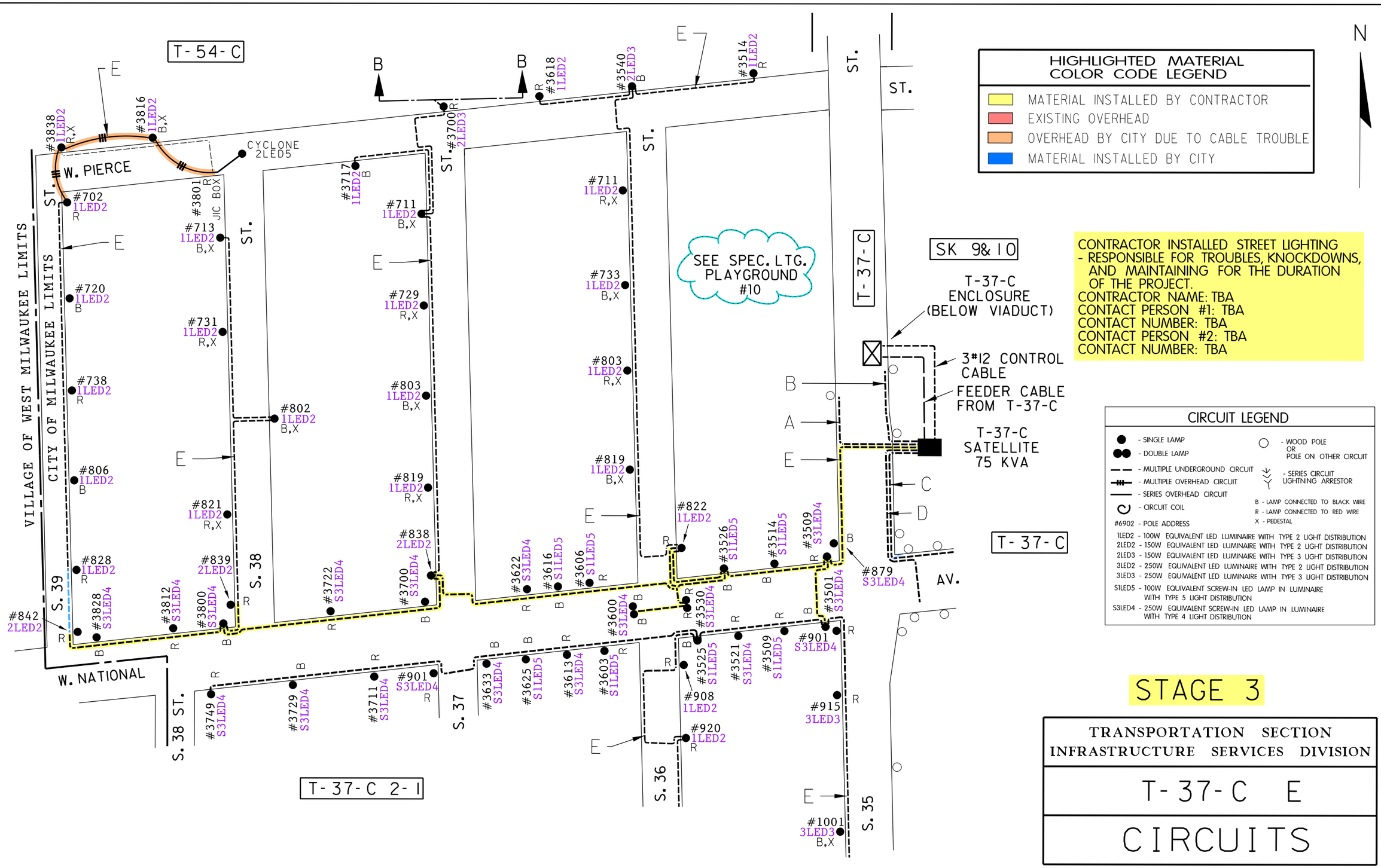
T37C D

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 3 CIRCUIT MAP: T37C-D	SHEET NO. 254	E

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

WISDOT/CADDS SHEET 42



HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ⊂ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- Y - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

STAGE 3

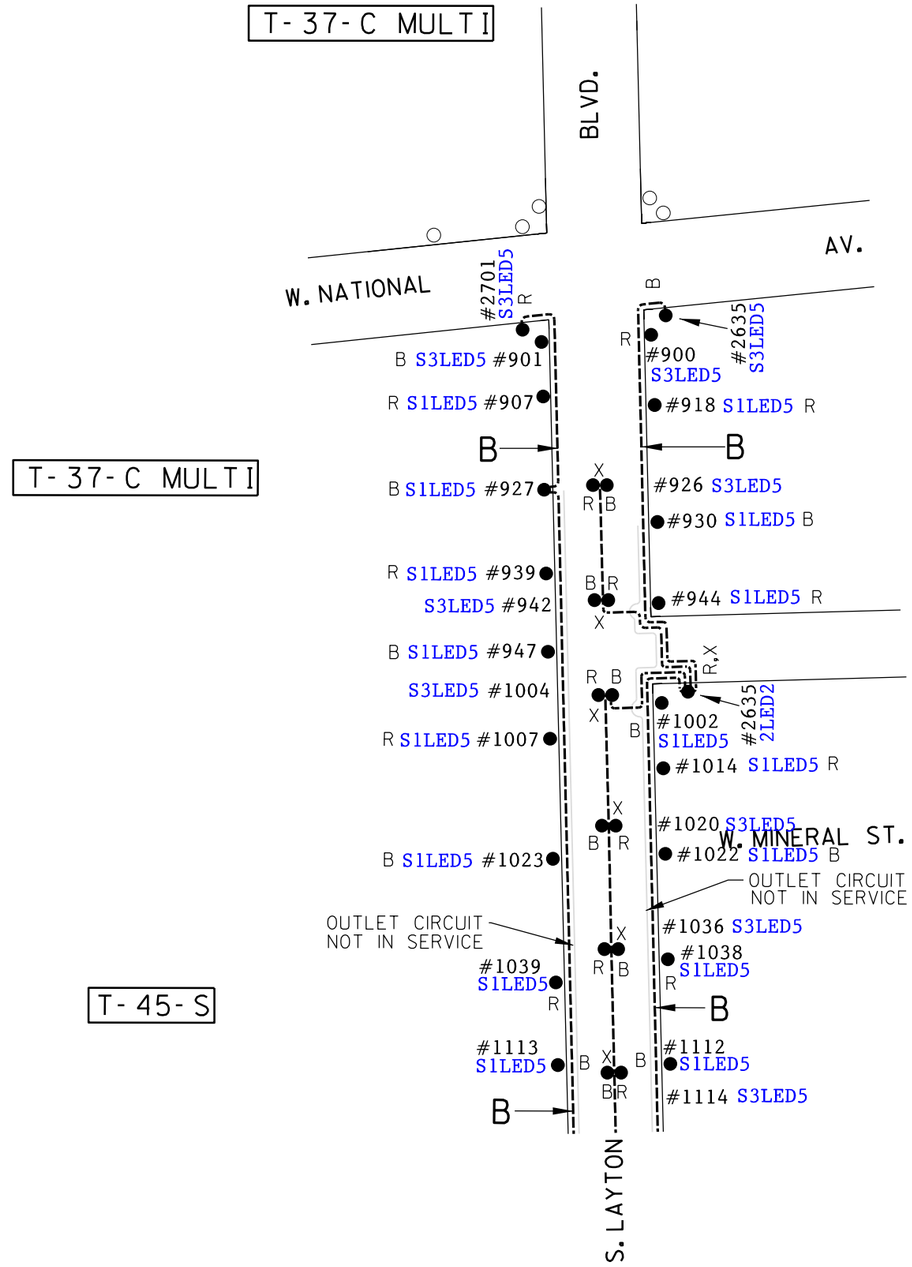
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T-37-C E

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 3 CIRCUIT MAP: T37C-E	SHEET NO. 255	E

2



N

2

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- — — - MULTIPLE UNDERGROUND CIRCUIT
- -#-#- - MULTIPLE OVERHEAD CIRCUIT
- ⩛ - SERIES CIRCUIT LIGHTNING ARRESTOR
- ——— - SERIES OVERHEAD CIRCUIT
- ᘐ - CIRCUIT COIL

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

#6902 - POLE ADDRESS

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

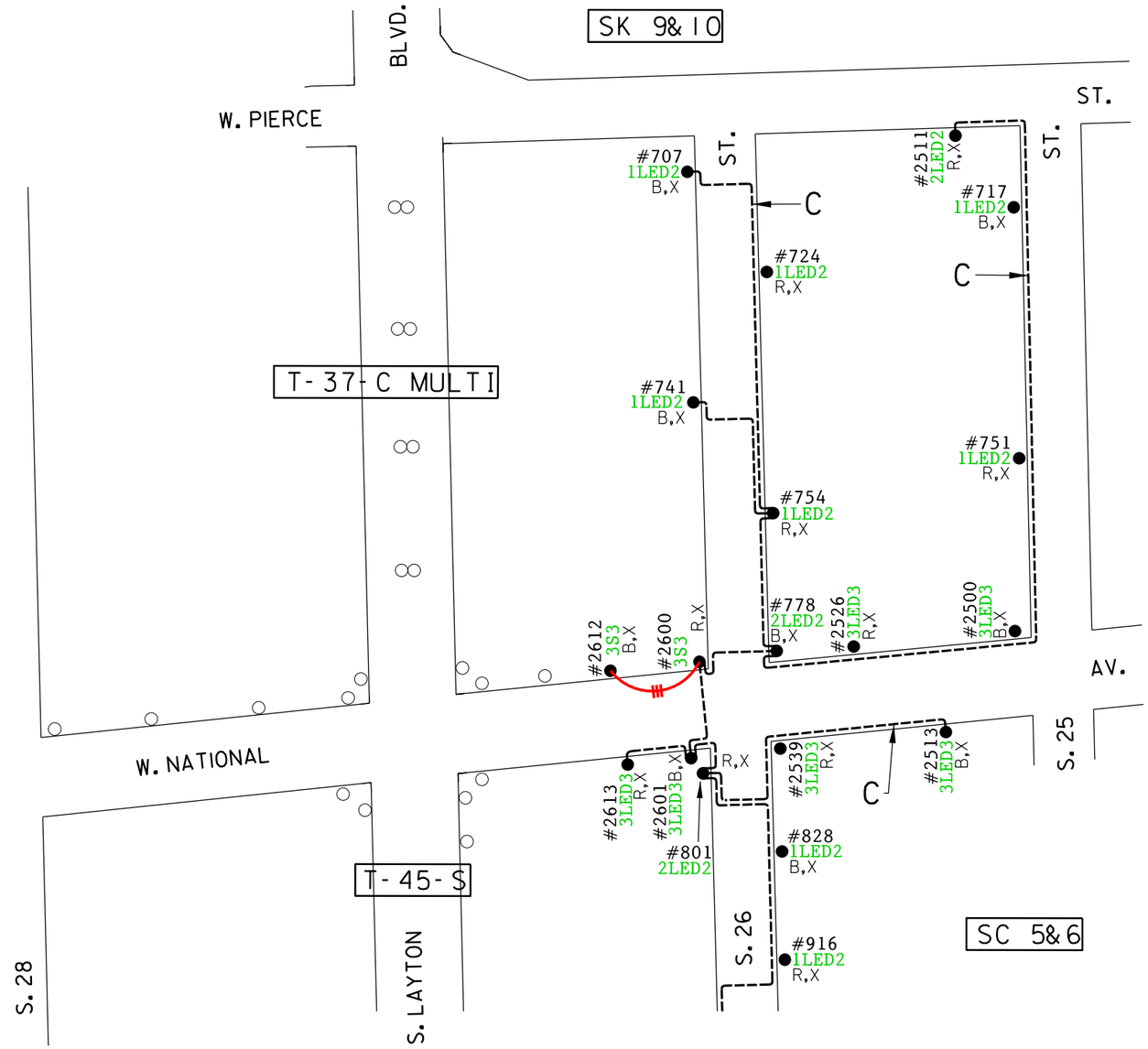
STAGE 3

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T45S B

CIRCUITS

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 3 CIRCUIT MAP: T45S-B	SHEET NO. 256	E



CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

N

HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY

CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ᘓ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- ⋎ - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

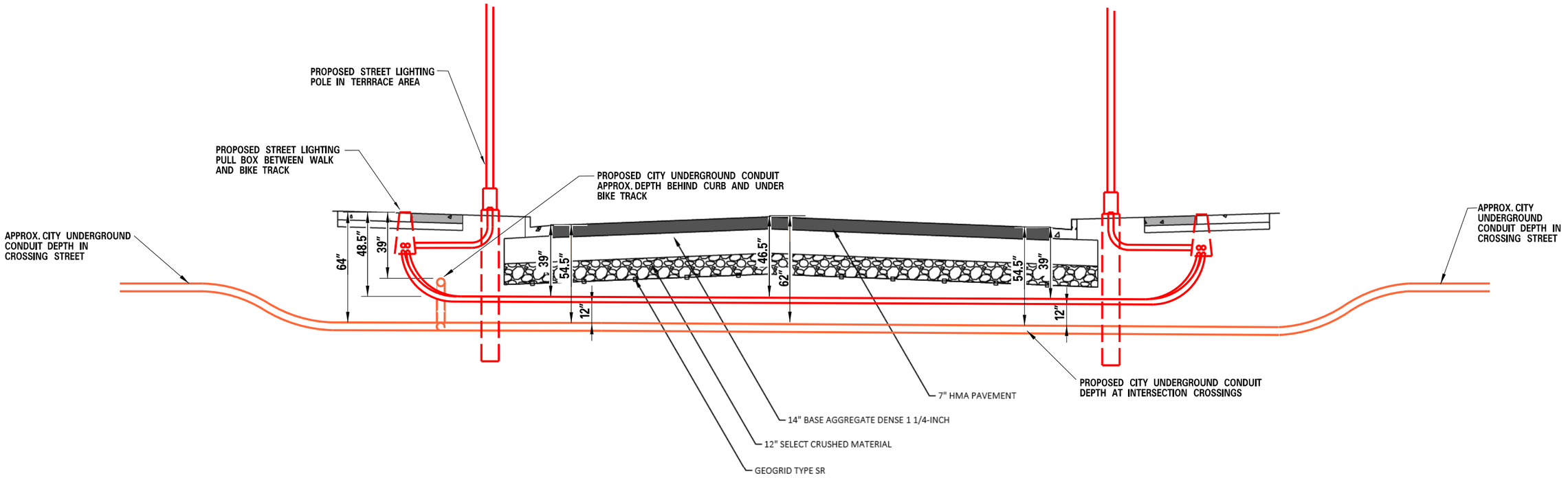
STAGE 3

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T45S C

CIRCUITS

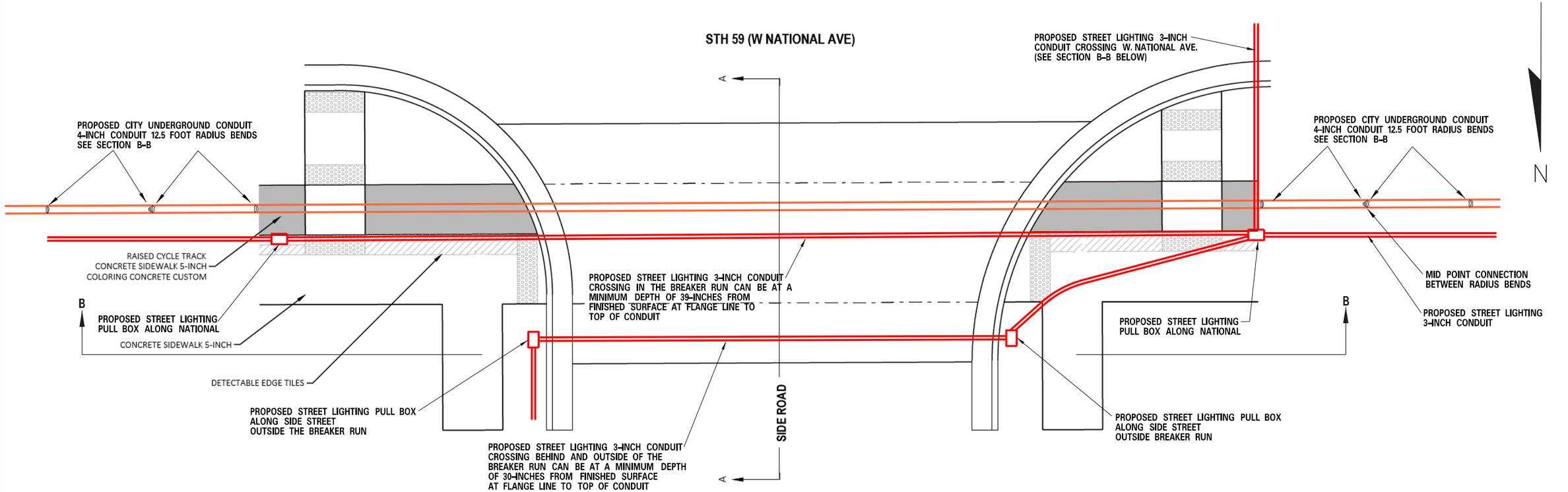
PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - STAGE 3 CIRCUIT MAP: T45S-C	SHEET NO. 257	E

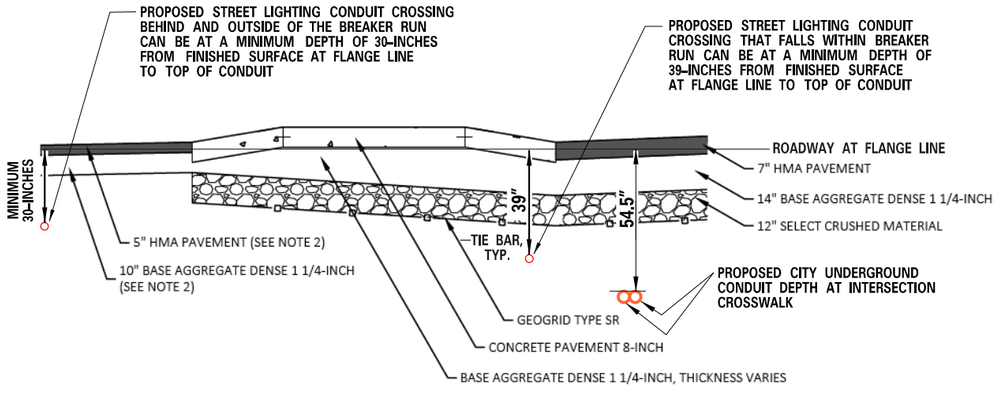


(LOOKING EAST)

TYPICAL CITY UTILITY CONDUIT DEPTHS AND CLEARANCES CROSSING W NATIONAL AVE/STH 59

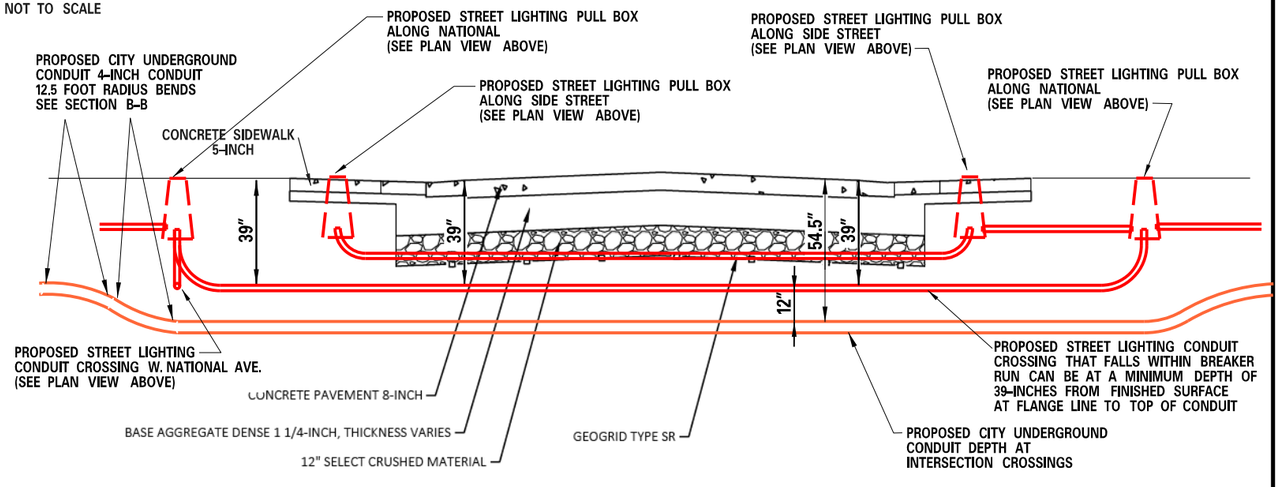
SEE CITY UNDERGROUND CONDUIT PLANS AND PERMANENT STREET LIGHTING PLANS FOR ADDITIONAL INFORMATION





SECTION A-A
NOT TO SCALE

PLAN VIEW
NOT TO SCALE



SECTION B-B
NOT TO SCALE

TYPICAL CITY UTILITY CONDUIT DEPTHS AND CLEARANCES CROSSING SIDEROADS

SEE CITY UNDERGROUND CONDUIT PLANS AND PERMANENT STREET LIGHTING PLANS FOR ADDITIONAL INFORMATION

2

N

WISCONSIN
SAMIR M A
AMIN
E-29709
MILWAUKEE
WI
PROFESSIONAL ENGINEER

3#8/1#8LTP, CIR.T37C-E
#828
A21-6

PROTECT EXISTING LIGHTING CONDUIT

3#8/1#8LTP, CIR.T37C-E

PROTECT EXISTING LIGHTING CABLE

S. 39TH ST.

S. 38TH ST.

113 | 142
STA:15+61.88
OFF:48.11'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED
076

STA:15+62.96
OFF:44.99'L
#842
30-AL-BD
(TYPE 5 POLE)
(T)-S6-2LED2, R
TYPE 2 MKE BASE

112 | 142
STA:15+82.89
OFF:33.21'L
PULL BOX
13"X24"X24"
077

STA:15+83.14
OFF:26.43'L
#3828
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T37C-E

(1) 3-INCH HDPE CONDUIT

112 | 142
STA:17+16.79
OFF:34.70'L
PULL BOX 13"X24"X24"
078

STA:17+16.79
OFF:26.43'L
#3812
MKE 30-BLACK AL-BD, (T)-S-ML, (T)-S3LED4, R
TYPE 2 MKE BASE

STA:18+11.24
OFF:26.43'L
#3800
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

112 | 142
STA:18+13.31
OFF:34.79'L
PULL BOX 17"X30"X24"
079

STA:18+29.87
OFF:66.86'L
#839
30-AL-BD (TYPE 5 POLE)
(T)-S6-2LED2, R
TYPE 2 MKE BASE

080
(1) 3-INCH HDPE CONDUIT

STA:18+30.68
OFF:70.30'L
113 | 142
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

4#2/1#8XLP, CIR.T37C-E

(1) 3-INCH HDPE CONDUIT

112 | 142
STA:19+53.80
OFF:35.28'L
PULL BOX 13"X24"X24"

STA:19+53.80
OFF:26.43'L
#3722
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, R
TYPE 2 MKE BASE
081

14+00
15+00
16+00
17+00
18+00
19+00

W. NATIONAL AVE. / STH 59

EXISTING SL UNIT

EXISTING SL UNIT

VILLAGE OF WEST MILWAUKEE

CITY OF MILWAUKEE

(1) 3-INCH HDPE CONDUIT

001

STA:17+47.04
OFF:32.43'R
#3749
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:17+51.31
OFF:41.71'R
PULL BOX 13"X24"X24"

112 | 142

4#2/1#8XLP CIR.T37C-E

002

STA:18+88.11
OFF:41.70'R
PULL BOX 13"X24"X24"

112 | 142

STA:18+91.58
OFF:32.43'R
#3729
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP CIR.T37C-E

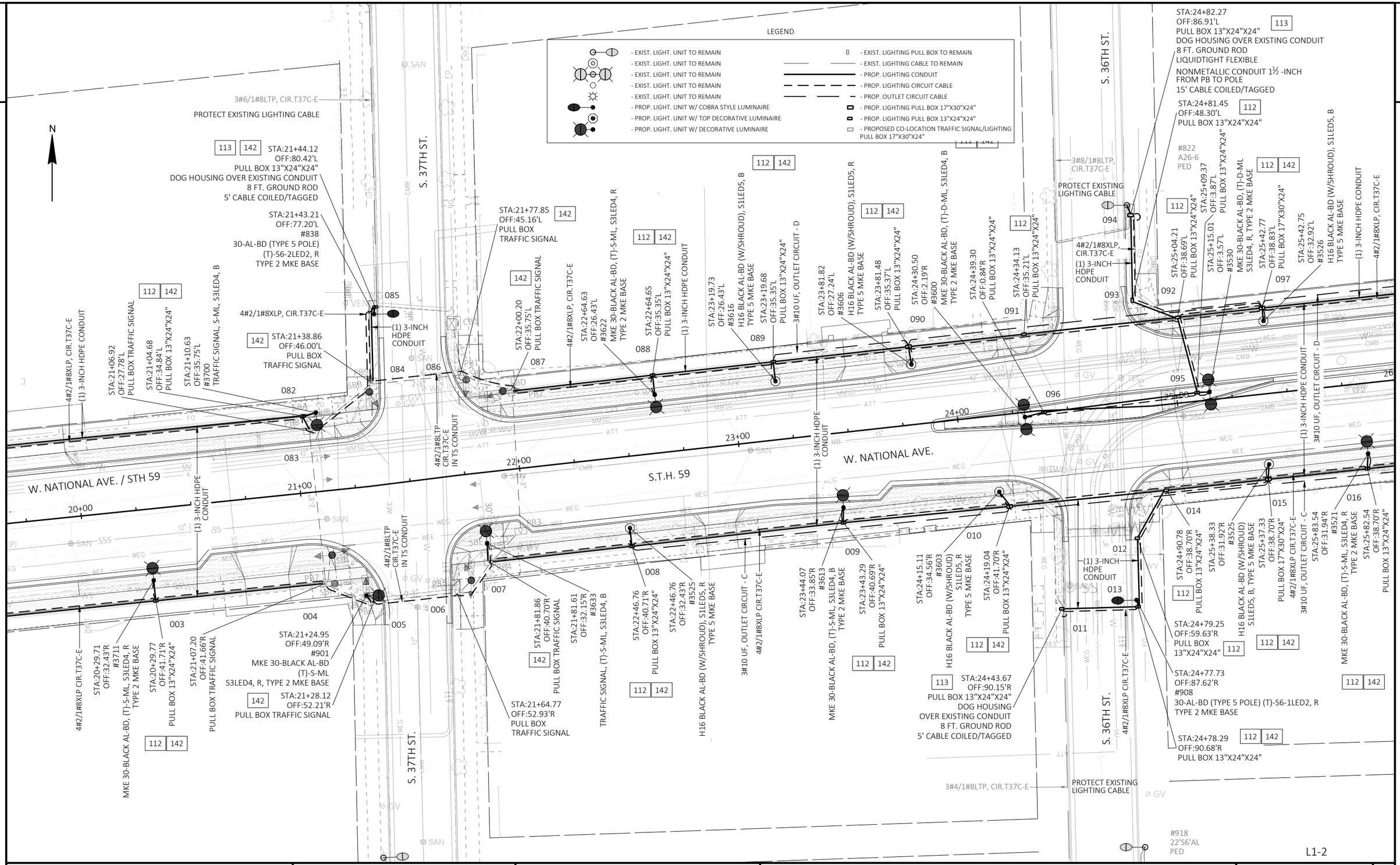
LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CABLE TO REMAIN
- PROP. LIGHTING CONDUIT
- PROP. LIGHTING CIRCUIT CABLE
- PROP. OUTLET CIRCUIT CABLE
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

L1-1

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING	SHEET 260	E

FILE NAME : 59-LIGHTING-PLOT-4.DWG PLOT DATE : 11/2/2025 9:52 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING	SHEET 261	E

FILE NAME : 59-LIGHTING-PLOT-4.DWG PLOT DATE : 11/2/2025 9:52 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CABLE TO REMAIN
- PROP. LIGHTING CONDUIT
- PROP. LIGHTING CIRCUIT CABLE
- PROP. OUTLET CIRCUIT CABLE
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

S. 35TH ST.

S. 34TH ST.

W. NATIONAL AVE.

S.T.H. 59

EXISTING LIGHTING JUNCTION BOX

STA:28+38.22
OFF:263.28'L
112
PULL BOX 13"X24"X24", 25' CABLE COILED/TAGGED
(1) 2-INCH PVC CONDUIT
4-1#8 CONCENTRIC 5-0' W. OF RET. WALL UNDER ENCLOSURE

STA:28+34.72
OFF:210.64'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
STA:28+36.55 OFF:162.29'L
PULL BOX 13"X24"X24"
8 FT. GROUND ROD
113 142
LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT
1½ -INCH FROM PB TO POLE
15' CABLE COILED/TAGGED

3#2/1#8LTP, CIR.T37C-A
PROTECT EXISTING LIGHTING CABLE

112 STA:27+70.90
OFF:189.78'L
PULL BOX 13"X24"X24"
25' CABLE COILED/TAGGED

#815-S
30-0 DAVIT POLE

(1) 2-INCH PVC CONDUIT

EXISTING LIGHTING JUNCTION BOX

3#2/1#8LTP, CIR.T37C-B

PROTECT EXISTING LIGHTING CABLE

STA:28+45.59
OFF:159.32'L
PULL BOX 17"X30"X24"

STA:28+37.56
OFF:150.13'L
112
PULL BOX 17"X30"X24"

STA:28+34.16
OFF:75.78'L
112
OUTLET CIRCUIT PULL BOX 17"X30"X24"

STA:28+32.74
OFF:52.16'L
PULL BOX TRAFFIC SIGNAL

STA:28+50.39
OFF:75.31'L
OUTLET CIRCUIT CABINET

STA:28+36.23
OFF:46.42'L
#878
TRAFFIC SIGNAL
S-ML, S3LED4, R
142

EXISTING STREET LIGHTING CABINET
T-37-C SATELLITE
75KVA

#830
31'S6'AL
PED

112 STA:27+67.27
OFF:153.78'L
PULL BOX 13"X24"X24"

4#2/1#8LTP, CIR.T37C-A

112 STA:27+57.90
OFF:71.87'L
PULL BOX 17"X30"X24"

142 STA:27+56.54
OFF:54.00'L
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T37C-E

(1) 3-INCH HDPE CONDUIT

STA:27+52.22
OFF:46.02'L
#879
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T37C-C

4#2/1#8XLP, CIR.T37C-D

112 142 STA:31+53.61
OFF:94.73'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT, 8 FT. GROUND ROD
LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT 1½ -INCH
FROM PB TO POLE, 15' CABLE COILED/TAGGED

3#4/1#8LTP, CIR.T37C-C

#820
A21-6
PED

PROTECT EXISTING LIGHTING CABLE

112 142

112 142 STA:31+56.49
OFF:29.70'L
PULL BOX 13"X24"X24"

112 STA:31+68.87
OFF:1.05'R
PULL BOX 13"X24"X24"

STA:31+70.96
OFF:3.74'R
#3334
MKE 30-BLACK AL-BD, D-ML, (T)-S3LED4, B
TYPE 2 MKE BASE

STA:31+99.79
OFF:29.70'L
PULL BOX 17"X30"X24"

STA:31+99.79
OFF:21.43'L
#3325
H16 BLACK AL-BD (W/SHROUD), S1LED5, B
TYPE 5 MKE BASE

4#2/1#8XLP, CIR.T37C-C

(1) 3-INCH HDPE CONDUIT

PROTECT EXISTING LIGHTING CABLE

STA:30+99.73
OFF:68.12'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND RODLIQUIDTIGHT FLEXIBLE NONMETALLIC
113 CONDUIT 1½ -INCH FROM PB TO POLE
15' CABLE COILED/TAGGED
3#6/1#8LTP, CIR.T37C-D

#901
A26-6
PED

112

(1) 3-INCH HDPE CONDUIT

STA:31+46.17
OFF:44.64'R
PULL BOX 13"X24"X24"

STA:32+08.08
OFF:37.43'R
#3331
H16 BLACK AL-BD (W/SHROUD)
S1LED5, R
TYPE 5 MKE BASE

STA:32+08.44
OFF:44.70'R
PULL BOX 13"X24"X24"

(1) 3-INCH HDPE CONDUIT

3#10 UF, OUTLET CIRCUIT - A

3#10 UF, OUTLET CIRCUIT - B

3#10 UF, OUTLET CIRCUIT - C

3#10 UF, OUTLET CIRCUIT - D

4#2/1#8XLP, CIR.T37C-E

4#2/1#8LTP CIR.T37C-A
4#2/1#8LTP CIR.T37C-E
IN TS CONDUIT

(2) 3-INCH HDPE CONDUIT

4#2/1#8XLP, CIR.T37C-D IN TS CONDUIT

4#2/1#8XLP, CIR.T37C-E IN TS CONDUIT

3#10 UF, OUTLET CIRCUIT - B
3#10 UF, OUTLET CIRCUIT - C
IN TS CONDUIT

3#10 UF, OUTLET CIRCUIT - C IN TS CONDUIT

(1) 3-INCH HDPE CONDUIT

(1) 3-INCH HDPE CONDUIT

(1) 3-INCH HDPE

2

A

A

4#2/1#8XLP, CIR.T37C-E

#915
UD-6
ADAPT PED

020

S. 35TH ST.

022

4#2/1#8XLP, CIR.T37C-D

N

113

STA:27+34.47
OFF:162.56'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
LIQUIDTIGHT FLEXIBLE
NONMETALLIC CONDUIT 1½ -INCH
FROM PB TO POLE, 15' CABLE COILED/TAGGED

PROTECT EXISTING
LIGHTING CABLE

3#8/1#8LTP, CIR.T37C-E

113

STA:27+86.09
OFF:183.10'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD, 100' CABLE COILED/TAGGED

3#8/1#8LTP, CIR.T37C-D

#928
A31-6
PED

#1001
UD-6
ADAPT
PED

#1016
UD-6
ADAPT
PED

#918
22'S6'AL
PED

SAN
GV
WV
MH
CMB
STM

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE

- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CABLE TO REMAIN
- PROP. LIGHTING CONDUIT
- PROP. LIGHTING CIRCUIT CABLE
- PROP. OUTLET CIRCUIT CABLE
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

L1-4

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING	SHEET 263	E

FILE NAME : 59-LIGHTING-PLOT-4.DWG PLOT DATE : 11/2/2025 9:52 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CABLE TO REMAIN
- PROP. LIGHTING CONDUIT
- PROP. LIGHTING CIRCUIT CABLE
- PROP. OUTLET CIRCUIT CABLE
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

N

#827
A26-6

S. SHEA AVE.

S.T.H. 59

W. NATIONAL AVE.

S. 32ND ST.

S. 33RD ST.

112 | 142

STA:32+43.87
OFF:30.61'L
PULL BOX 13"X24"X24"

STA:32+43.87
OFF:21.43'L
#3322
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE

STA:32+91.40
OFF:30.69'L
PULL BOX 13"X24"X24"

STA:32+92.31
OFF:32.00'L
#3318
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

3#10 UF, OUTLET CIRCUIT - A

STA:33+55.82
OFF:38.23'L
#840
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:33+65.20
OFF:31.00'L
PULL BOX 13"X24"X24"

3#10 UF, OUTLET CIRCUIT - A

STA:34+19.92
OFF:31.78'L
PULL BOX 13"X24"X24"

STA:34+17.27
OFF:23.43'L
#3302
H16 BLACK AL-BD (W/SHROUD), S1LED5, B
TYPE 5 MKE BASE

STA:35+02.82
OFF:31.79'L
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T37C-C

STA:35+69.99
OFF:30.63'L
PULL BOX 13"X24"X24"

STA:35+70.00
OFF:23.42'L
#3240
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

(1) 3-INCH HDPE CONDUIT

STA:36+90.29
OFF:23.42'L
#3218
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:36+90.28
OFF:30.75'L
PULL BOX 17"X30"X24"

3#8/1#8LTP, CIR.T37C-C

PROTECT EXISTING LIGHTING CABLE

STA:37+91.48
OFF:68.19'L
EXISTING LIGHTING PULL BOX
LEAVE 65' CABLE COILED/TAGGED

STA:37+82.10
OFF:30.76'L
PULL BOX 13"X24"X24"

#832
A26-6
PED

STA:38+45.07
OFF:31.70'L
PULL BOX 13"X24"X24"

STA:38+49.75
OFF:22.66'L
#3149
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, R, TYPE 2 MKE BASE

(1) 3-INCH HDPE CONDUIT

STA:32+52.83
OFF:37.42'R
#3323
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:32+53.10
OFF:44.70'R
PULL BOX 13"X24"X24"

STA:33+06.91
OFF:37.43'R
#3317
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE

STA:33+06.27
OFF:44.70'R
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T37C-D

3#10 UF, OUTLET CIRCUIT - B

STA:33+67.46
OFF:37.43'R
#3311
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:33+67.44
OFF:44.70'R
PULL BOX 13"X24"X24"

3#10 UF, OUTLET CIRCUIT - A

4#2/1#8LTP
CIR.T37C-D
IN TS CONDUIT

STA:34+16.11
OFF:37.43'R
#3305
H16 BLACK AL-BD (W/SHROUD)
S1LED5, R
TYPE 5 MKE BASE

STA:34+19.03
OFF:45.25'R
PULL BOX
TRAFFIC SIGNAL

(1) 3-INCH HDPE CONDUIT

STA:34+47.47
OFF:52.84'R
PULL BOX
13"X24"X24"

STA:34+46.85
OFF:89.93'R
PULL BOX 13"X24"X24"
DOG HOUSING
OVER EXISTING CONDUIT
8 FT. GROUND ROD
15' CABLE COILED/TAGGED

3#8/1#8LTP, CIR.T37C-D

PROTECT EXISTING LIGHTING CABLE

STA:34+95.42
OFF:33.34'R
#3229
TRAFFIC SIGNAL
S-ML, S3LED4, B

STA:35+01.67
OFF:44.75'R
PULL BOX TRAFFIC SIGNAL

STA:35+48.73
OFF:39.12'R
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T37C-D

STA:36+30.40
OFF:27.96'R
#3215
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:36+30.53
OFF:36.70'R
PULL BOX 13"X24"X24"

STA:34+82.29
OFF:84.85'R
#916
30-AL-BD (TYPE 5 POLE) (T)-S6-1LED2, R
TYPE 2 MKE BASE

STA:34+82.34
OFF:88.24'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

3#4/1#8LTP, CIR.T37C-D

STA:37+60.54
OFF:27.06'R
#3201
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:37+61.17
OFF:36.70'R
PULL BOX 17"X30"X24"

STA:37+81.90
OFF:54.71'R
PULL BOX
13"X24"X24"

#907
A26-6
PED

STA:37+77.96
OFF:108.65'R
EXISTING LIGHTING PULL BOX
15' CABLE COILED/TAGGED

PROTECT EXISTING LIGHTING CABLE

4#12LTP, CIR.T37C-D

STA:38+31.69
OFF:36.70'R
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T37C-D

(1) 3-INCH HDPE CONDUIT

122 123 124 125 126 127 128 129 130 131 132 032 033 034 035 036 037 038 039 040 041 042 043 044

33+00 34+00 35+00 36+00 37+00 38+00

L1-5

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING	SHEET 264	E

FILE NAME : 59-LIGHTING-PLOT-4.DWG PLOT DATE : 11/2/2025 9:52 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CABLE TO REMAIN
- PROP. LIGHTING CONDUIT
- PROP. LIGHTING CIRCUIT CABLE
- PROP. OUTLET CIRCUIT CABLE
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

N

W. NATIONAL AVE.

S.T.H. 59

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

S. 31ST ST.

S. 30TH ST.

133 134 135 136 137 138 139 140 141

045 046 047 048 049 050 051 052 053 054 055

112 142

113 STA:41+33.54 OFF:82.89'L PULL BOX 13"X24"X24" DOG HOUSING OVER EXISTING CONDUIT 8 FT. GROUND ROD LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT 1½ -INCH FROM PB TO POLE, 15' CABLE COILED/TAGGED

112 STA:41+33.07 OFF:42.92'L PULL BOX 13"X24"X24"

#821 A26-6 PED

(1) 3-INCH HDPE CONDUIT

STA:41+69.69 OFF:45.66'L PULL BOX 13"X24"X24"

3#6/1#8LTP, CIR.T37C-C

PROTECT EXISTING LIGHTING CABLE

4#2/1#8XLP, CIR.T37C-C

STA:39+85.50 OFF:31.70'L PULL BOX 13"X24"X24"

STA:39+85.50 OFF:22.66'L #3119 MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B TYPE 2 MKE BASE

STA:41+07.70 OFF:23.71'L #3102 MKE 30-BLACK AL-BD (T)-S-ML, S3LED4, R TYPE 2 MKE BASE

STA:41+09.39 OFF:31.70'L PULL BOX 17"X30"X24"

STA:42+72.09 OFF:36.72'L PULL BOX 13"X24"X24"

STA:42+72.08 OFF:27.64'L #3024 MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T37C-C

STA:43+94.18 OFF:37.25'L PULL BOX TRAFFIC SIGNAL

STA:44+05.44 OFF:29.49'L #3004 MKE 30-BLACK AL-BD (T)-S-ML, S3LED4, R TYPE 2 MKE BASE

PROTECT EXISTING LIGHTING CABLE

3#6/1#8LTP, CIR.T37C-C

113 STA:44+67.49 OFF:62.89'L PULL BOX 13"X24"X24" DOG HOUSING OVER EXISTING CONDUIT 8 FT. GROUND ROD 5' CABLE COILED/TAGGED

STA:44+67.26 OFF:56.74'L #838 30-AL-BD (TYPE 5 POLE) (T)-S6-1LED2, B TYPE 2 MKE BASE

STA:44+87.52 OFF:37.99'L PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T37C-C IN TS CONDUIT

(1) 3-INCH HDPE CONDUIT

(1) 3-INCH HDPE CONDUIT

(1) 3-INCH HDPE CONDUIT

STA:39+04.38 OFF:27.43'R #3139 MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, R TYPE 2 MKE BASE

STA:39+04.93 OFF:36.71'R PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T37C-D

STA:40+49.07 OFF:29.43'R #3109 MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B TYPE 2 MKE BASE

STA:40+49.75 OFF:36.70'R PULL BOX 17"X30"X24"

STA:41+22.68 OFF:36.71'R PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T37C-D

(1) 3-INCH HDPE CONDUIT

#907 A26-6 PED

113 STA:41+35.74 OFF:119.44'R PULL BOX 13"X24"X24" DOG HOUSING OVER EXISTING CONDUIT 8 FT. GROUND ROD LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT 1½ -INCH FROM PB TO POLE, 15' CABLE COILED/TAGGED

3#8/1#8LTP, CIR.T37C-D

PROTECT EXISTING LIGHTING CABLE

STA:41+94.09 OFF:31.70'R PULL BOX 13"X24"X24"

STA:41+96.88 OFF:23.34'R #3031 MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, R TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T37C-D

STA:43+31.75 OFF:21.43'R #3009 MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B TYPE 2 MKE BASE

STA:43+31.92 OFF:31.70'R PULL BOX 17"X30"X24"

STA:43+94.23 OFF:32.25'R PULL BOX TRAFFIC SIGNAL

112 STA:44+23.14 OFF:57.05'R PULL BOX 13"X24"X24"

113 STA:44+57.70 OFF:59.76'R PULL BOX 13"X24"X24" DOG HOUSING OVER EXISTING CONDUIT 8 FT. GROUND ROD

4#2/1#8XLP, CIR.T37C-D

#911 A26-6 PED

(1) 3-INCH HDPE CONDUIT

113 STA:44+17.81 OFF:125.60'R PULL BOX 13"X24"X24" DOG HOUSING OVER EXISTING CONDUIT 8 FT. GROUND ROD LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT 1½ -INCH FROM PB TO POLE, 15' CABLE COILED/TAGGED

3#6/1#8LTP, CIR.T37C-D

PROTECT EXISTING LIGHTING CABLE

STA:44+84.50 OFF:23.75'R #2939 MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, R, TYPE 2 MKE BASE

STA:44+88.24 OFF:32.24'R PULL BOX TRAFFIC SIGNAL

9#14LTP CIR.T37C-D

L1-6

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING	SHEET 265	E

FILE NAME : 59-LIGHTING-PLOT-4.DWG PLOT DATE : 11/2/2025 9:53 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CABLE TO REMAIN
- PROP. LIGHTING CONDUIT
- PROP. LIGHTING CIRCUIT CABLE
- PROP. OUTLET CIRCUIT CABLE
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

N

S. 29TH ST.

S. 28TH ST.

W. NATIONAL AVE.

S.T.H. 59

PROTECT EXISTING LIGHTING CABLE
3#8/1#8LTP, CIR.T37C-C

112 142
STA:45+51.69
OFF:37.00'L
PULL BOX 13"X24"X24"

STA:45+51.66
OFF:27.67'L
#2924
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T37C-C

STA:47+29.54
OFF:28.50'L
#2904
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

112 142
STA:47+29.48
OFF:36.70'L
PULL BOX 17"X30"X24"

(1) 3-INCH HDPE CONDUIT

STA:48+12.25
OFF:36.80'L
PULL BOX
13"X24"X24"
112

STA:47+95.45
OFF:87.65'L
113
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
LIQUIDTIGHT FLEXIBLE
NONMETALLIC CONDUIT 1½ -INCH
FROM PB TO POLE, 15' CABLE COILED/TAGGED

#830
A26-6
PED

112 142
STA:48+83.88
OFF:37.16'L
PULL BOX
13"X24"X24"

STA:48+83.86
OFF:28.15'L
#2824
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T37C-C

112 142
STA:50+38.96
OFF:37.20'L
PULL BOX 17"X30"X24"

STA:50+42.02
OFF:30.00'L
#2804
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

113 STA:51+16.70
OFF:108.41'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
LIQUIDTIGHT FLEXIBLE
NONMETALLIC CONDUIT 1½ -INCH
FROM PB TO POLE, 15' CABLE COILED/TAGGED

113 STA:50+74.12
OFF:75.77'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD, 15' CABLE COILED/TAGGED

PROTECT EXISTING LIGHTING CABLE
3#8/1#8LTP, CIR.T37C-C

#822
A26-6
PED

112
STA:51+29.83
OFF:35.35'L
PULL BOX 13"X24"X24"

(1) 3-INCH HDPE CONDUIT

(1) 3-INCH HDPE CONDUIT

(1) 3-INCH HDPE CONDUIT

142 145 144 143 142 150 148 149 147 146

058 057 056 061 060 059 062 063 064 065

STA:46+48.05
OFF:21.43'R
#2909
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:46+48.04
OFF:31.70'R
PULL BOX 13"X24"X24"
112 142

STA:47+30.05
OFF:31.31'R
PULL BOX
13"X24"X24"
112

STA:47+47.32
OFF:45.43'R
PULL BOX
13"X24"X24"
112

STA:47+87.30
OFF:48.15'R
PULL BOX
13"X24"X24"
112

STA:48+11.95
OFF:31.20'R
PULL BOX 17"X30"X24"

STA:48+13.20
OFF:23.67'R
#2839
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T37C-D

STA:49+57.64
OFF:21.43'R
#2809
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE
112 142

STA:49+57.63
OFF:31.26'R
PULL BOX 17"X30"X24"

STA:50+42.59
OFF:34.20'R
PULL BOX
13"X24"X24"
112 142

4#2/1#8XLP, CIR.T37C-D

#911
A26-6
PED

(1) 3-INCH HDPE CONDUIT

113 STA:50+57.77
OFF:113.78'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
LIQUIDTIGHT FLEXIBLE
NONMETALLIC CONDUIT 1½ -INCH
FROM PB TO POLE, 15' CABLE COILED/TAGGED

4#12UF, CIR.T37C-D
CABLE ISOLATED

PROTECT EXISTING LIGHTING CABLE

STA:51+26.43 OFF:35.97'R
PULL BOX 13"X24"X24"

STA:51+28.00
OFF:22.77'R
#2733
MKE 30-BLACK AL-BD, (T)-S-ML
S3LED4, R, TYPE 2 MKE BASE
112 142

STA:47+79.49
OFF:105.25'R
#909
30-AL-BD (TYPE 5 POLE) (T)-S6-1LED2, R
TYPE 2 MKE BASE

STA:47+79.97
OFF:108.86'R
113 142
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

3#8/1#8XLP, CIR.T37C-D

PROTECT EXISTING LIGHTING CABLE

L1-7

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING	SHEET 266	E

FILE NAME : 59-LIGHTING-PLOT-4.DWG PLOT DATE : 11/2/2025 9:53 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CABLE TO REMAIN
- PROP. LIGHTING CONDUIT
- PROP. LIGHTING CIRCUIT CABLE
- PROP. OUTLET CIRCUIT CABLE
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

113 STA:54+50.80 OFF:213.75'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD, 150' CABLE COILED/TAGGED

112 STA:54+51.29 OFF:194.73'L
PULL BOX 13"X24"X24"
8 FT. GROUND ROD
LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT 1½ -INCH FROM PB TO POLE

#808
A31-2ML
PED

4#2/1#8XLP, CIR.T37C-C

(1) 3-INCH HDPE CONDUIT

PROTECT EXISTING LIGHTING CABLE

3#8/1#8LTP, CIR.T37C-C

STA:54+47.32 OFF:73.54'L
PULL BOX TRAFFIC SIGNAL

STA:54+46.19 OFF:62.68'L
PULL BOX TRAFFIC SIGNAL

142 STA:53+98.13 OFF:55.53'L
PULL BOX TRAFFIC SIGNAL

STA:53+97.66 OFF:46.98'L
#828
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

S. LAYTON BLVD.

4#2/1#8XLP, CIR.T37C-C IN TS CONDUIT

STA:54+85.76 OFF:69.59'L 112
PULL BOX 13"X24"X24"

STA:54+89.71 OFF:68.49'L
PULL BOX TRAFFIC SIGNAL

STA:54+84.61 OFF:54.66'L 142
PULL BOX
TRAFFIC SIGNAL

STA:54+88.24 OFF:46.15'L
#826
TRAFFIC SIGNAL
S-ML, S3LED4, B

STA:54+99.57 OFF:38.69'L
#2636
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

142 STA:55+10.17 OFF:38.50'L
PULL BOX TRAFFIC SIGNAL

STA:55+56.98 OFF:38.00'L 112
PULL BOX 13"X24"X24"

#2612
A31-8
PED

112 142 STA:51+81.48 OFF:39.70'L
PULL BOX 13"X24"X24"

STA:51+80.71 OFF:31.77'L
#2728
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T37C-C

112 142 STA:52+92.58 OFF:39.62'L
PULL BOX 13"X24"X24"

STA:52+93.95 OFF:32.92'L
#2722
MKE 30-BLACK AL-BD, (T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

142 STA:53+64.49 OFF:39.25'L
PULL BOX TRAFFIC SIGNAL

STA:53+70.61 OFF:39.96'L
#2704
TRAFFIC SIGNAL
S-ML, S3LED4, B

STA:53+79.90 OFF:39.39'L
PULL BOX
TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T37C-C IN TS CONDUIT

S.T.H. 59

(1) 3-INCH HDPE CONDUIT

4#2/1#8XLP, CIR.T37C-C

(1) 3-INCH HDPE CONDUIT

(1) 3-INCH HDPE CONDUIT

W. NATIONAL AVE.

W. NATIONAL AVE.

STA:55+08.77 OFF:39.58'R
142 PULL BOX TRAFFIC SIGNAL

STA:55+00.24 OFF:39.50'R
#2635
TRAFFIC SIGNAL
S-ML, S3LED4, B

STA:56+23.48 OFF:39.04'R
112 PULL BOX 13"X24"X24"

#2613
A31-8
PED

3#2/1#8XLP, CIR.T45S-C

STA:52+16.68 OFF:23.75'R
#2725
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

112 142 STA:52+19.38 OFF:36.20'R
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T37C-D

STA:53+65.32 OFF:38.25'R
PULL BOX
142 TRAFFIC SIGNAL

STA:53+71.21 OFF:38.19'R
#2701
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:53+91.35 OFF:45.70'R
#901
TRAFFIC SIGNAL
S-ML, S3LED4, B

142 STA:53+91.06 OFF:52.71'R
PULL BOX TRAFFIC SIGNAL

(1) 3-INCH HDPE CONDUIT

4#2/1#8XLP, CIR.T45S-B

STA:53+86.90 OFF:105.28'R
#907
H17
112 PULL BOX 13"X24"X24"
8 FT. GROUND ROD
LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT 1½ -INCH FROM PB TO POLE, 15' CABLE COILED/TAGGED

STA:54+76.52 OFF:46.50'R
#900
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:54+74.12 OFF:53.68'R 142
PULL BOX TRAFFIC SIGNAL

151 152 153 154 155 156 157 158 159 160 161 162 163 164 066 067 068 069 071 074 075

50 52+00 53+00 54+00 55+00 56+00 57+00

B B

L1-8

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING	SHEET 267	E

2

B

N

4#2/1#8XLP, CIR.T45S-B

(1) 3-INCH HDPE CONDUIT

113 STA:53+80.78
OFF:219.86'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
LIQUIDTIGHT FLEXIBLE
NONMETALLIC CONDUIT 1½ -INCH
FROM PB TO POLE, 15' CABLE COILED/TAGGED

#927
H17

070

3#8/1#8LTP, CIR.T45S-B

#926
A31-D-ML
PED

PROTECT EXISTING LIGHTING CABLE

S.T.H. 57

U.S.H. 241

#939
H17

#942
A31-D-ML
PED

S. LAYTON BLVD.

B

4#2/1#8XLP, CIR.T45S-B

#918
H17

072

STA:54+63.32 112
OFF:147.83'R
PULL BOX 13"X24"X24"
8 FT. GROUND ROD
LIQUIDTIGHT FLEXIBLE
NONMETALLIC CONDUIT 1½ -INCH
FROM PB TO POLE, 15' CABLE COILED/TAGGED

073

STA:54+52.95 113
OFF:222.83'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
15' CABLE COILED/TAGGED

3#8/1#8LTP, CIR.T45S-B

#930
H17

#944
H17

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CABLE TO REMAIN
- PROP. LIGHTING CONDUIT
- PROP. LIGHTING CIRCUIT CABLE
- PROP. OUTLET CIRCUIT CABLE
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

2

L1-9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING	SHEET 268	E

FILE NAME : 59-LIGHTING-PLOT-4.DWG PLOT DATE : 11/2/2025 9:53 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

STREET LIGHTING GENERAL NOTES:

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

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

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

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

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

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

40 MUST VERIFY WITH STREET LIGHTING SPECIFICATIONS IF CONTRACTOR IS TO DELIVER OR NOT THE
FOLLOWING REMOVED STREET LIGHTING MATERIALS:
-ALUMINUM AND WOOD POLES -LUMINAIRE BRACKET ARMS
-LUMINAIRES -BREAKAWAY TRANSFORMER PEDESTALS
-WIRING PEDESTALS (GREEN IN COLOR)
TO CITY OF MILWAUKEE STREET LIGHTING YARD AT 1540 W. CANAL ST.
CALL RICO LOPEZ AT 414-286-5983 (CANAL OFFICE) OR 414-286-6123 (DPW FIELD OFFICE) OR
DISPATCHER AT 414-286-5944 - THREE (3) WORKING DAYS BEFORE TO COORDINATE DELIVERY OF MATERIALS

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

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

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

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

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

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

STREET LIGHTING GENERAL NOTES:

AS-BUILT GUIDELINES:

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

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

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

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

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

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

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

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

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

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:16
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: AUG.17-2025

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - DETAILS	SHEET NO. 269	E

NON-LED LUMINAIRE DESCRIPTION BREAKDOWN

1 S 2 V

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

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

S 2 LED 3

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

LED LUMINAIRE DESCRIPTION BREAKDOWN (COBRA STYLE FIXTURE)

2 LED 3

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

LIGHTING CABLE & CIRCUIT IDENTIFICATION

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

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

LIGHTING UNIT IDENTIFICATION

STATION - OFFSET

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

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION

REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:12
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: JAN.19-2024

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - DETAILS	SHEET NO. 270	E

LEGEND

- UTILITY POLE
- EXISTING S.L. WOOD POLE
- EX. POLE WITH COBRA STYLE LUMINAIRE
- EX. POLE WITH POST TOP DECORATIVE STYLE LUMINAIRE
- EX. POLE WITH DECORATIVE STYLE LUMINAIRE
- PROPOSED S.L. WOOD POLE
- PR. POLE WITH COBRA STYLE LUMINAIRE
- PR. POLE WITH POST TOP DECORATIVE STYLE LUMINAIRE
- PR. POLE WITH DECORATIVE STYLE LUMINAIRE
- PR. BRACKET ARM AND COBRA STYLE LUMINAIRE
- EX. POLE WITH LUMINAIRE REPLACEMENT
- REPLACE POLE AND BRACKET ARM, EX. LUMINAIRE IS TO BE TRANSFERED FROM OLD POLE
- REMOVE POLE
- REMOVE POLE COMPLETE
- EXISTING WALL PACK LUMINAIRE
- PROPOSED WALL PACK LUMINAIRE
- PROPOSED TRANSFORMER BREAKAWAY BASE ON CONCRETE BASE OR BRIDGE BLISTER
- EXISTING OVERHEAD PRIMARY CABLE
- EXISTING OVERHEAD SECONDARY CABLE
- PROPOSED TEMPORARY OVERHEAD PRIMARY CABLE
- PROPOSED TEMPORARY OVERHEAD SECONDARY CABLE
- REMOVAL OF TEMPORARY OVERHEAD CABLE
- PR. UNDERGROUND 240/480V SECONDARY CABLE - INSTALLED IN CONDUIT
- PR. UNDERGROUND 120V/20A OUTLET CIRCUIT - INSTALLED IN CONDUIT
- PR. UNDERGROUND CONDUIT
- EX. UNDERGROUND PRIMARY CABLE
- EX. UNDERGROUND SECONDARY CABLE
- EX. CONDUIT
- EX. OV20 SERIES LED BALLAST
- PR. OV20 SERIES LED BALLAST
- EX. MULTI-PORT CONDUCTOR WATERPROOF SUBMERSIBLE SPLICE
- PR. MULTI-PORT CONDUCTOR WATERPROOF SUBMERSIBLE SPLICE

- EXISTING PULL BOX
- PROPOSED PULL BOX
- EXISTING JUNCTION BOX
- PROPOSED JUNCTION BOX
- REMOVE PULL BOX
- EXISTING LIGHTNING ARRESTOR
- PROPOSED LIGHTNING ARRESTOR
- EX. GROUND & TEST
- PROPOSED GROUND & TEST
- EX. GROUND ROD
- PROPOSED GROUND ROD
- EXISTING PAD MOUNT STREET LIGHTING ENCLOSURE 240/480V 200A METERED
- PROPOSED PAD MOUNT STREET LIGHTING ENCLOSURE 240/480V 200A METERED
- EXISTING 120V 100A 1PH METERED OUTLET SERVICE CABINET
- PROPOSED 120V 100A 1PH METERED OUTLET SERVICE CABINET
- (R) (B) EX. RED WIRE / BLACK WIRE - STREET LIGHT TERMINATION
- (R) (B) PROPOSED RED WIRE / BLACK WIRE - STREET LIGHT TERMINATION
- R B EX. RED WIRE / BLACK WIRE - OUTLET CIRCUIT TERMINATION
- R B PROPOSED RED WIRE / BLACK WIRE - OUTLET CIRCUIT TERMINATION
- 112 SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:01
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR.17-2023

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - DETAILS	SHEET NO. 271	E

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 2 INCHES.

ALL NON-METALLIC CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE PLUGGED IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN 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 OR 6 AWG STRANDED MINIMUM COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE MECHANICALLY CONNECTED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, AND TYPE 5 CITY OF MILWAUKEE BASES. GROUND ROD IS TO BE INSTALLED IN THE PULL BOX THAT IS DIRECTLY CONNECTED TO THE CONCRETE BASE.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER EITHER BASE TYPE THROUGH A 3-INCH CONDUIT INSTALLED FOR ALL WIRING 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-INCHES 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.

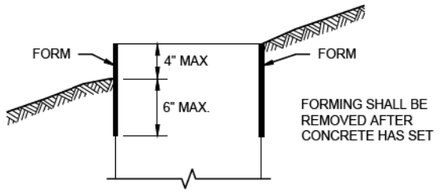
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4-INCH "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

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.

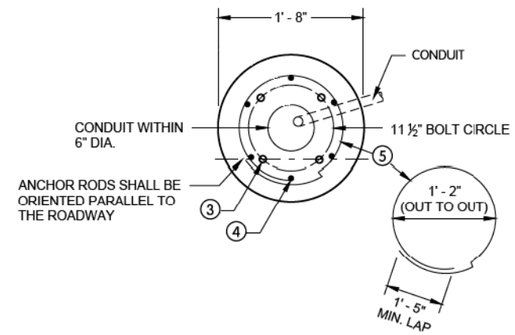
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

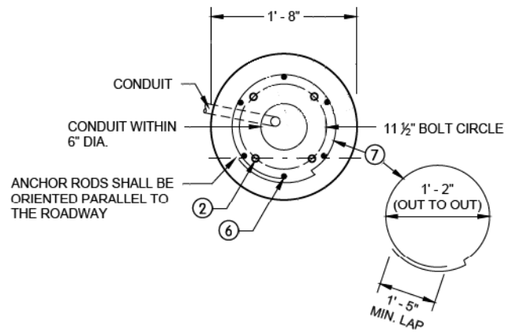
FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE

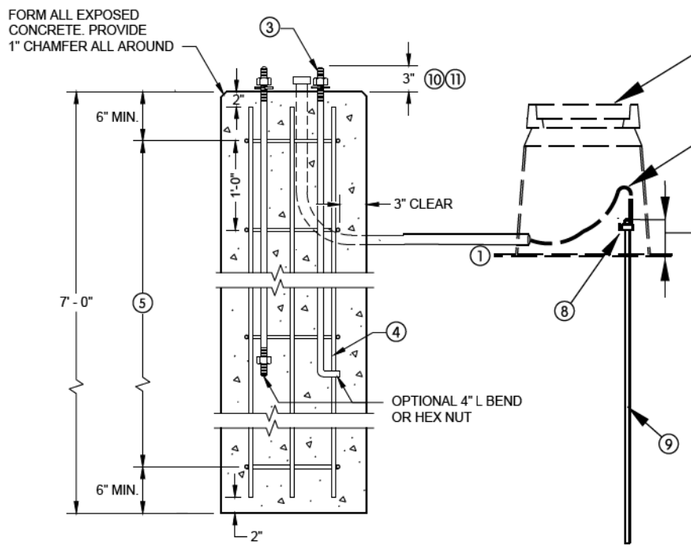


FORMING DETAIL

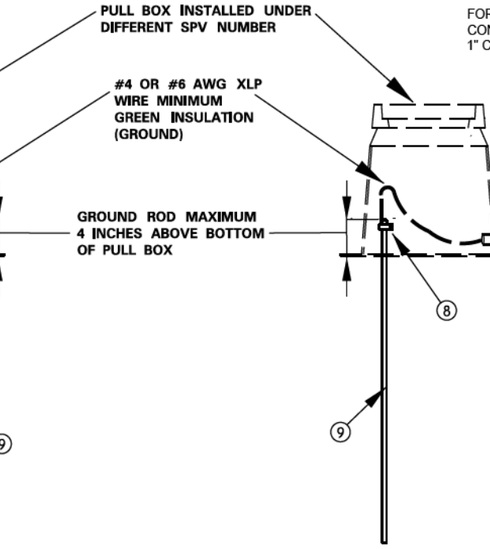
QUANTITY REQUIREMENTS	CITY OF MILWAUKEE CONCRETE BASE TYPE		
		TYPE 2	TYPE 5
APPROX. CUBIC YARDS OF CONCRETE		0.57	0.40
LBS. OF HOOP BAR STEEL		23	16
LBS. OF VERTICAL BAR STEEL		60	18

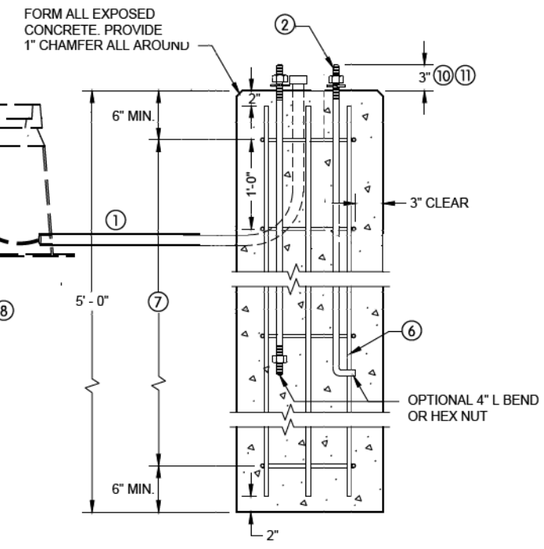






TYPE 2
CITY OF MILWAUKEE





TYPE 5
CITY OF MILWAUKEE

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'- @ C - C.

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

⑦ **(5) NO. 4 X 5'–" BAR STEEL REINFORCEMENT @ 1'– 0" C – C.**

⑧ BOLTED TYPE COPPER CLAMP CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR

⑨ 5 / 8" DIA. X 8' - 0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

⑩ ANY ANCHOR ROD PROJECTION SHORTER THAN 2 - 3 / 4" OR LONGER THAN 3 - 1 / 4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

⑪ FOR NON-BREAKAWAY INSTALLATIONS, 4 1/2" +/- ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES

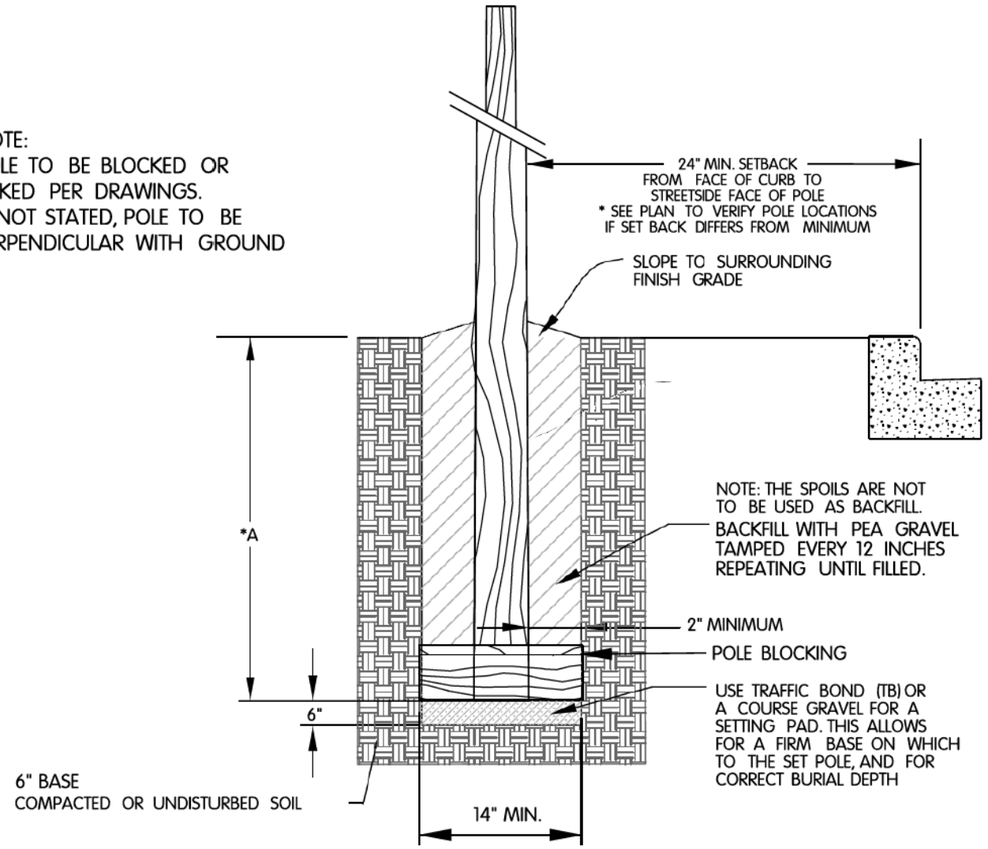
TYPE 2 CITY OF MILWAUKEE
TYPE 5 CITY OF MILWAUKEE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION

REVISION BY: dkozel REVISION DATE: 29-SEP-2025 13:43
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: JUNE 3–2025

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - DETAILS	SHEET NO. 272	E

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



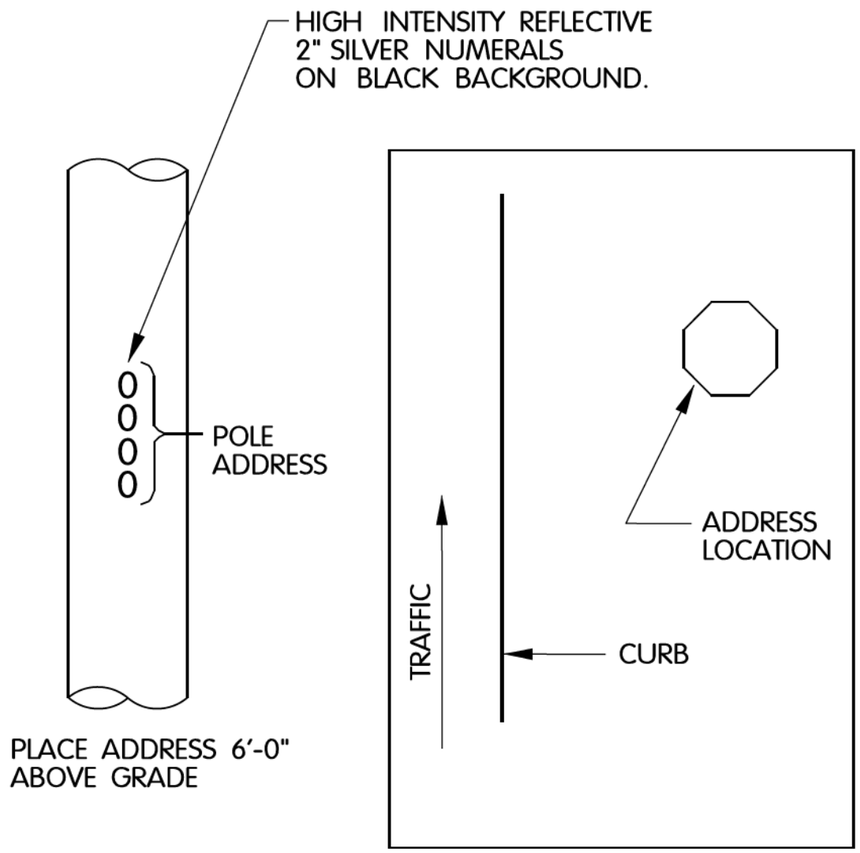
*A Pole Type Burial Depth Chart
FOR DIMENSION *A USE THE FOLLOWING BURIAL DEPTHS DEPENDING ON THE LENGTH OF THE POLE.
35 FT. = EMBEDMENT DEPTH = 6 FT.
40 FT. = EMBEDMENT DEPTH = 6 FT. - 6 INCHES
45 FT. = EMBEDMENT DEPTH = 7 FT.

130A DETAIL
TYPICAL POLE INSTALLATION

NOT TO SCALE

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

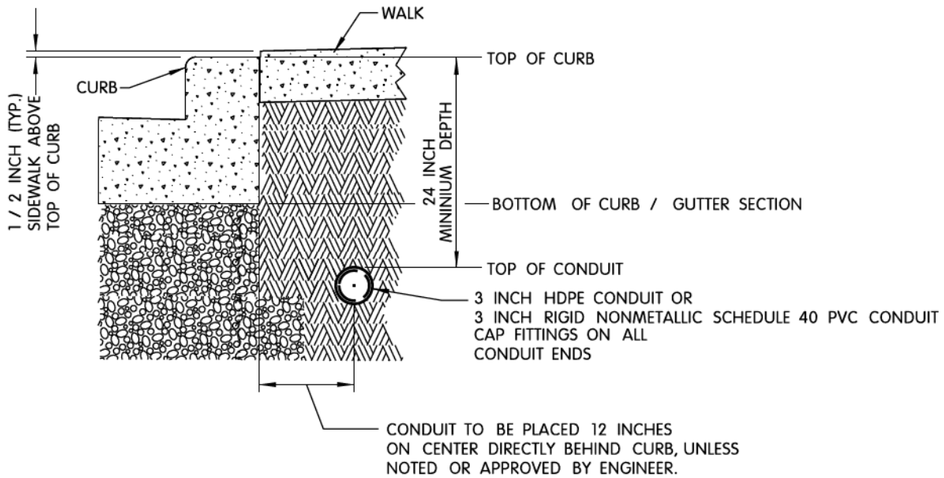
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 12:19
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: JULY 16-2025



CONTRACTOR FURNISHED AND INSTALLED

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:09
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: SEPT.09-2024

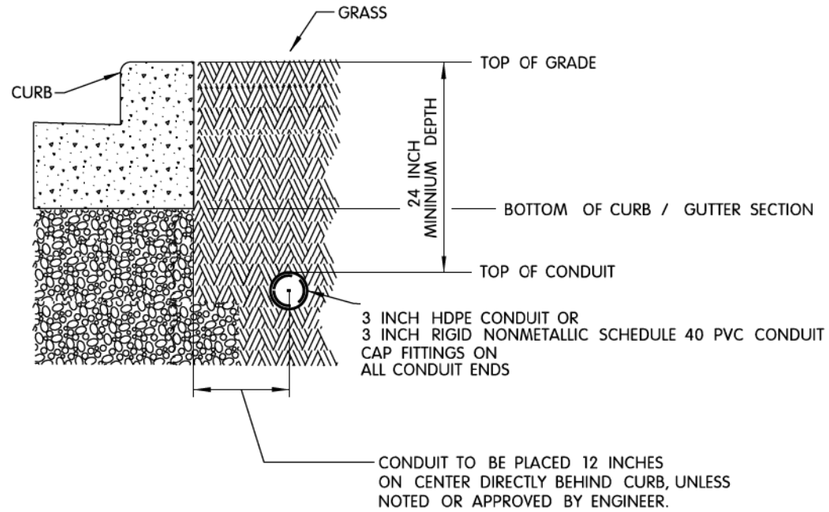
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.



100 DETAIL "A" NOT TO SCALE

TYPICAL CONDUIT INSTALLATION
BEHIND CURB UNDER WALK

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



100 DETAIL "B" NOT TO SCALE

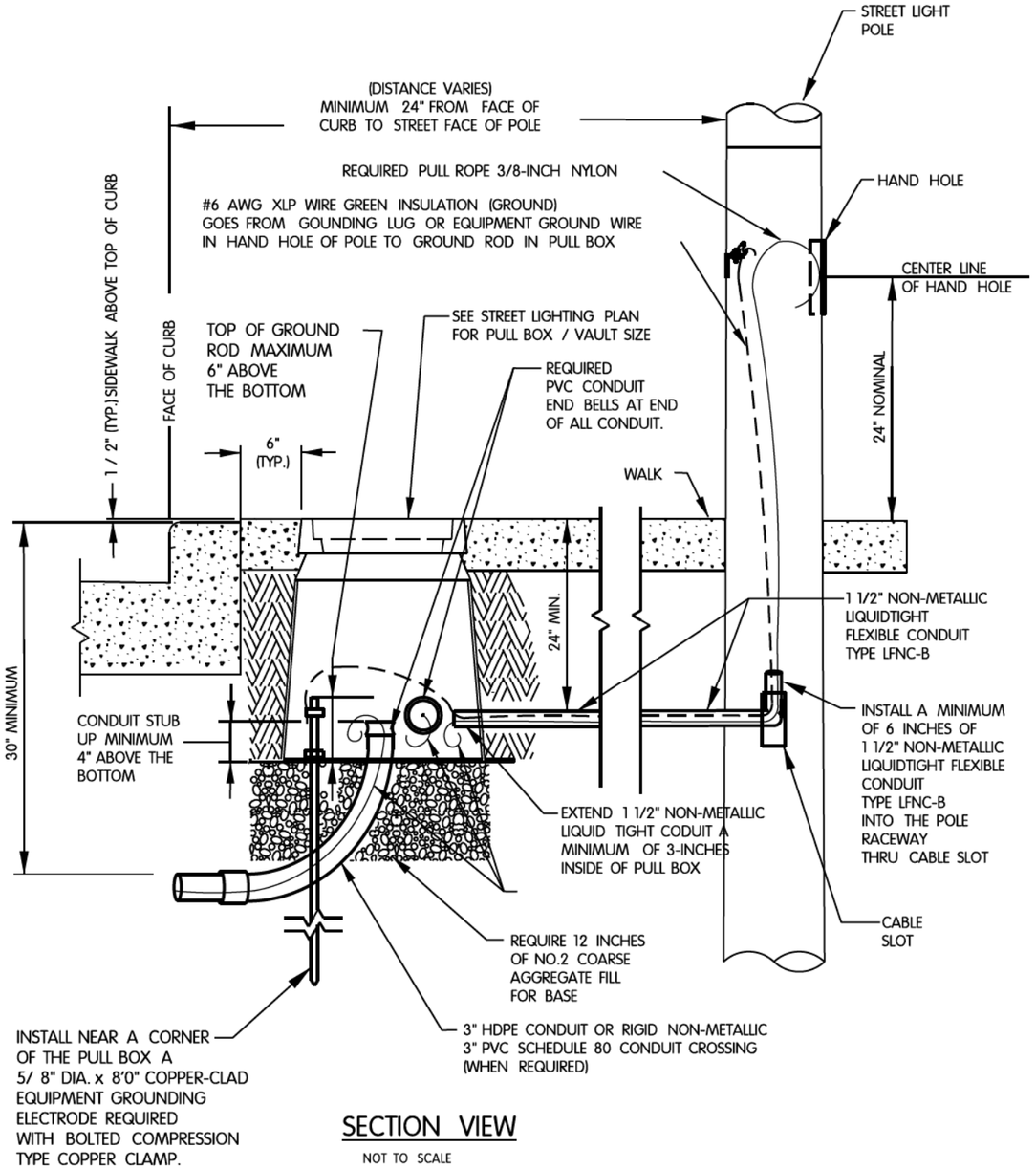
TYPICAL CONDUIT INSTALLATION
BEHIND CURB IN GRASS AREA

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:31
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.14-2023

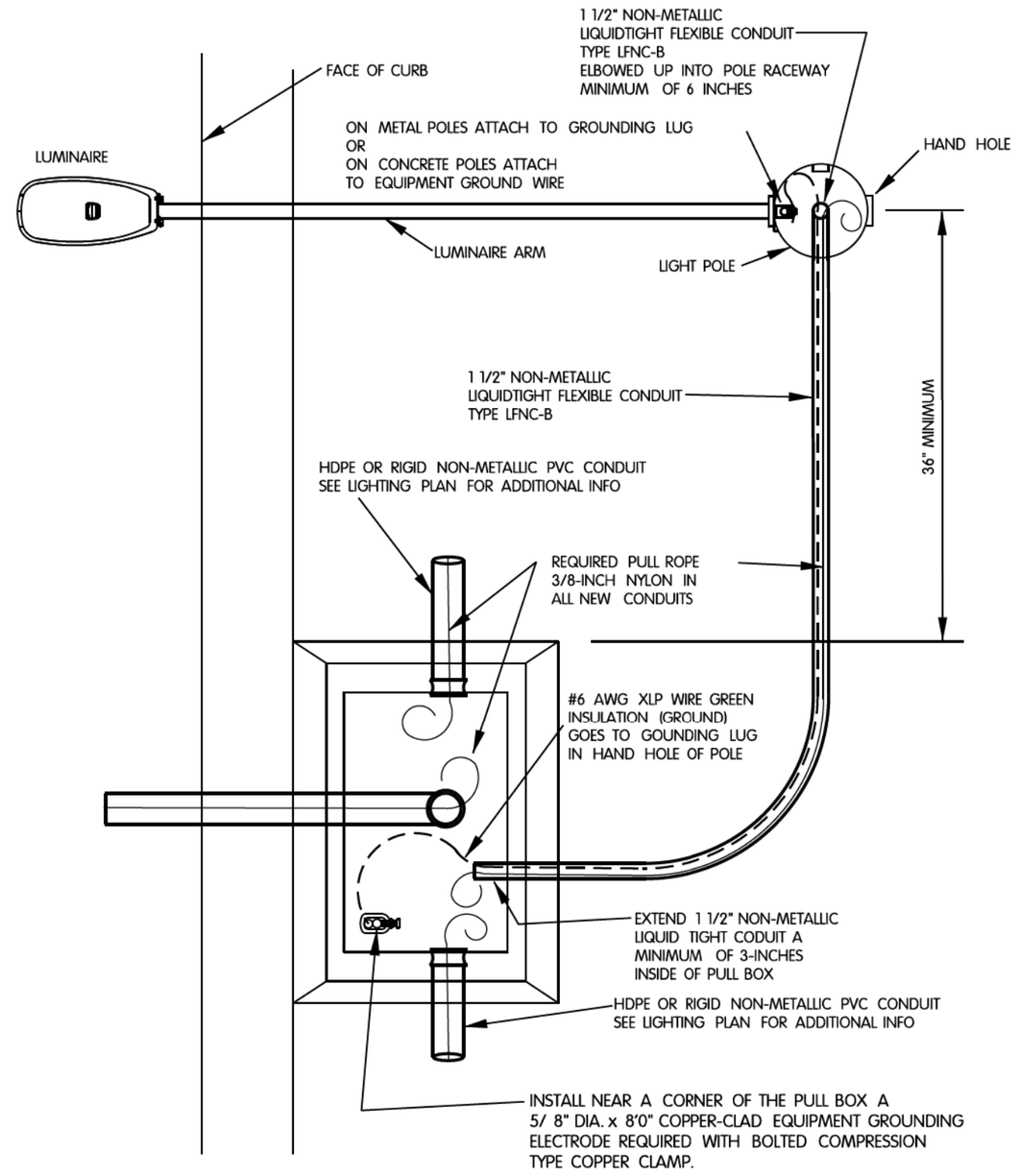
PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - DETAILS	SHEET NO. 274	E

2



SECTION VIEW

NOT TO SCALE



PLAN VIEW

NOT TO SCALE

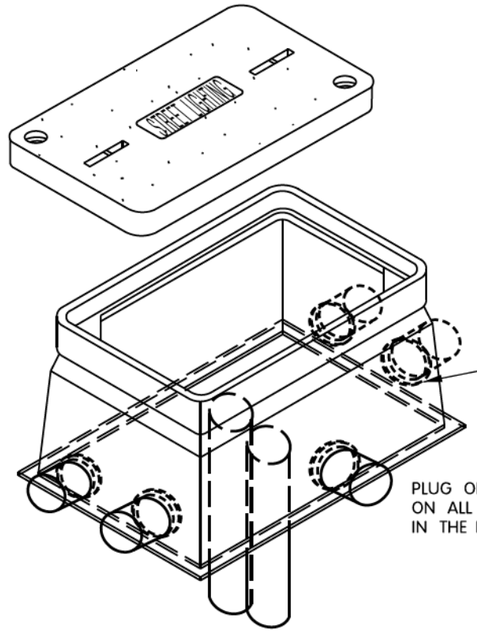
108

DETAIL VERSION

TYPICAL CONDUIT INSTALLATION FROM PULL BOX / VAULT TO DIRECT BURIED POLE

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 09:55
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.25-2024

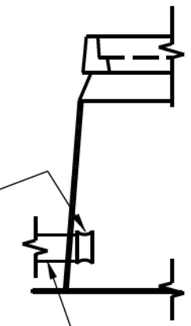


HEAVY DUTY COVER
W/ STREETLIGHTING LOGO
& W / 2 PENTA BOLTS
COLOR: GRAY
TIER 15 RATING (MINIMUM)

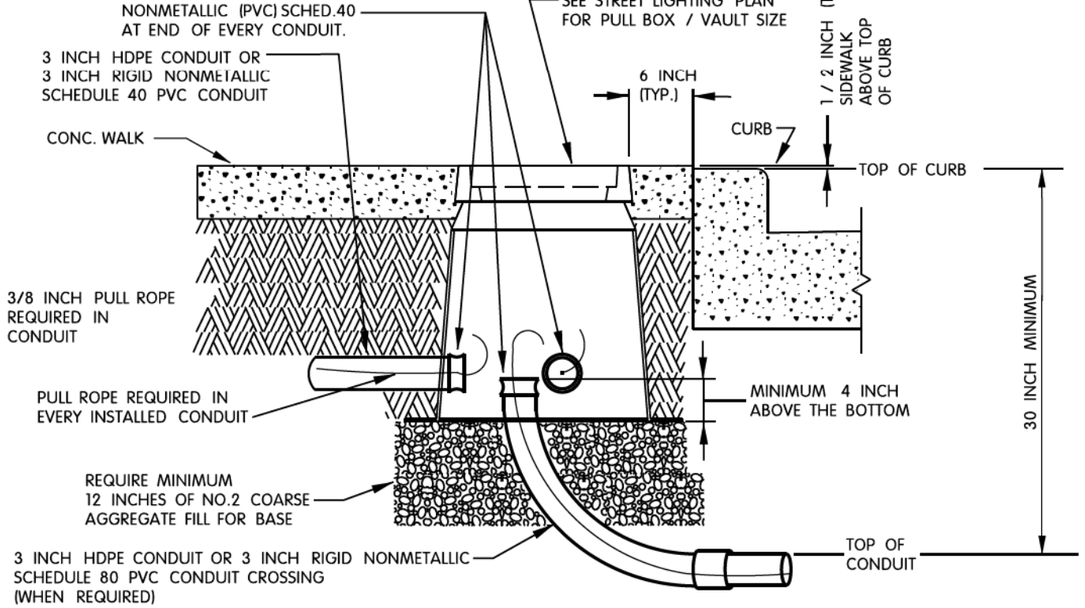
PULL BOX / VAULT
FLARED WALL
BOX W / NO BASE
COLOR: GRAY
TIER 15 RATING (MINIMUM)
(VARIOUS SIZES)

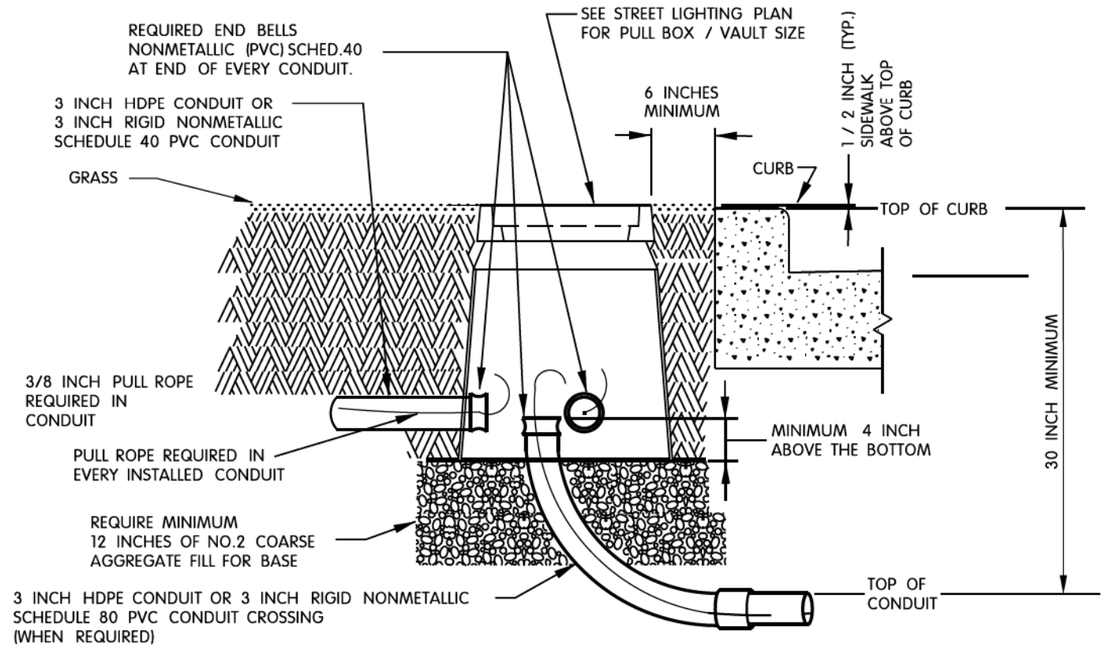
REQUIRED END BELLS
NONMETALLIC (PVC) SCHED.40
AT END OF EVERY CONDUIT.

PLUG OR CAP FITTINGS
ON ALL UNUSED CONDUITS
IN THE ENCLOSURE



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



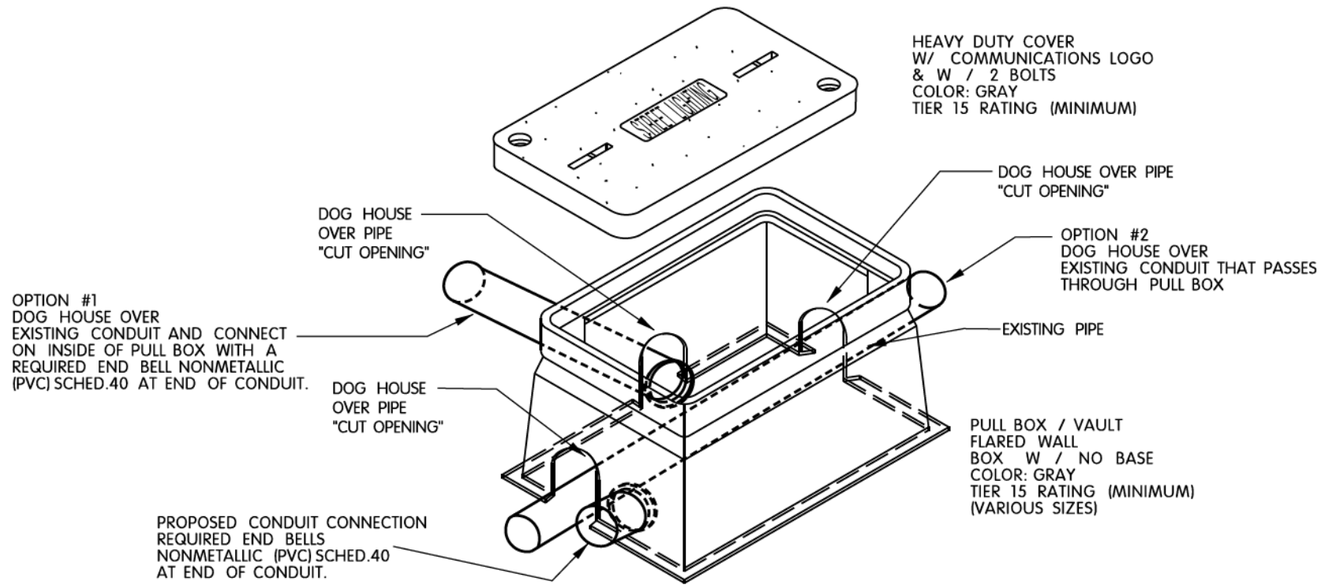


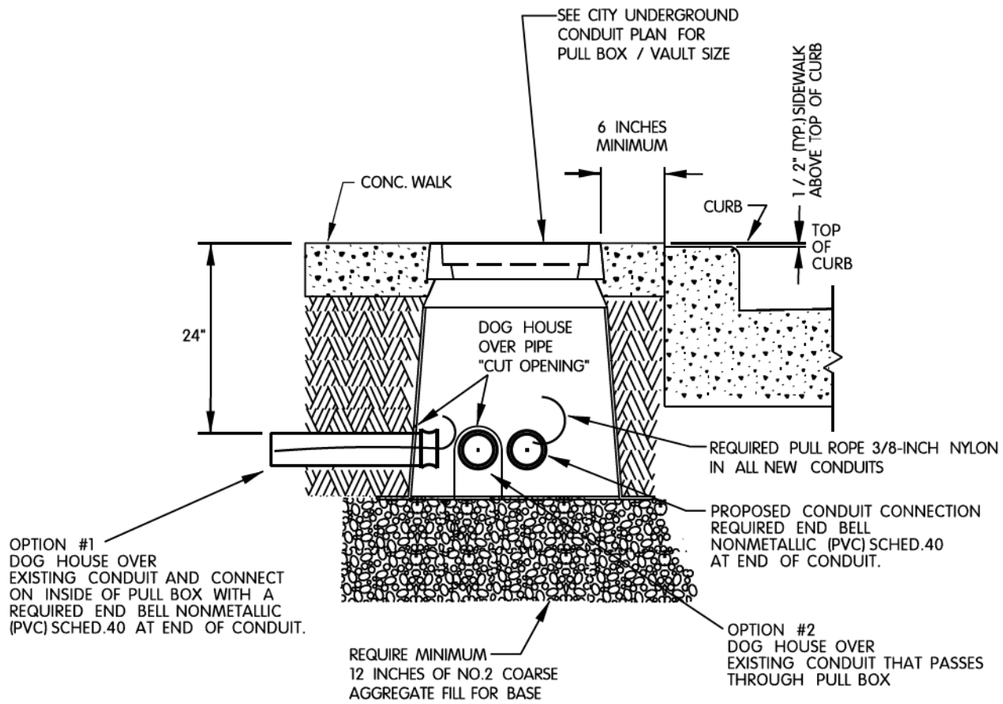
112 DETAIL — NOT TO SCALE

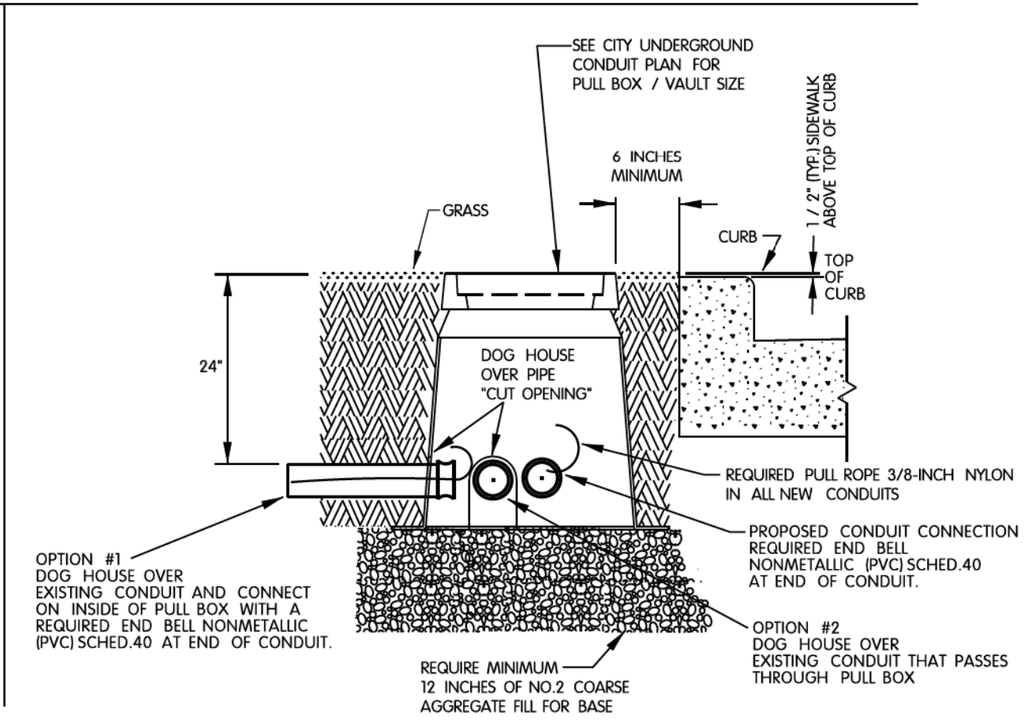
TYPICAL PULL BOX / VAULT INSTALLATION IN EITHER PAVEMENT OR GRASS AREAS

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:20
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.13-2023







113

DETAIL FOR TYPES OF DOG HOUSING OVER EXISTING CONDUIT

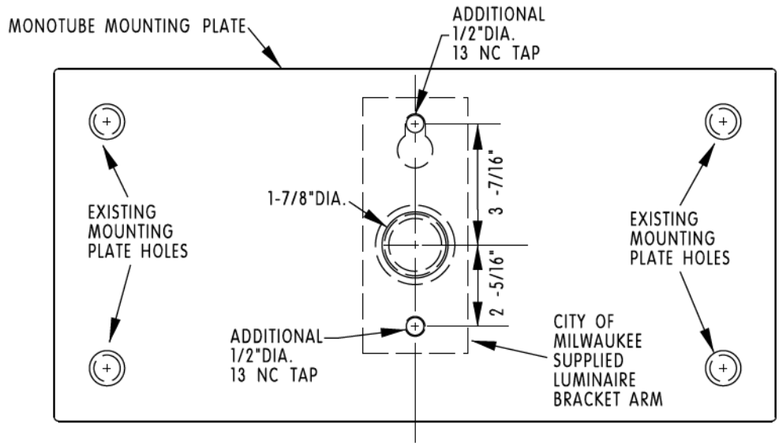
NOT TO SCALE

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

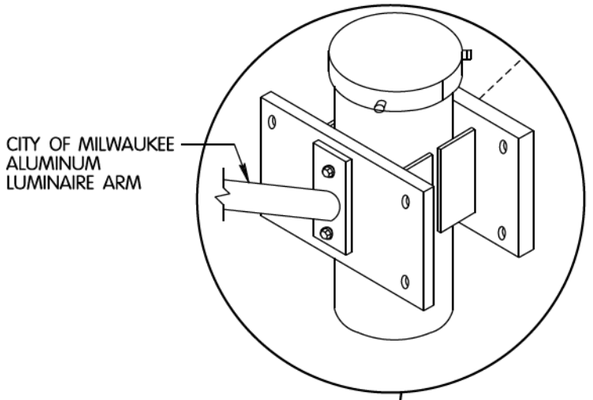
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:26
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.14-2023

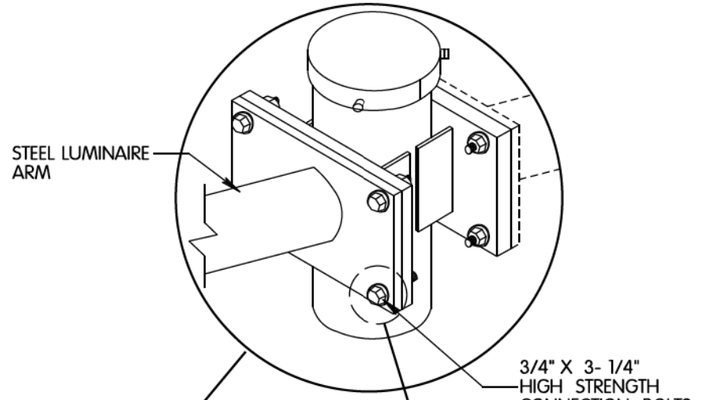
PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - DETAILS	SHEET NO. 277	E



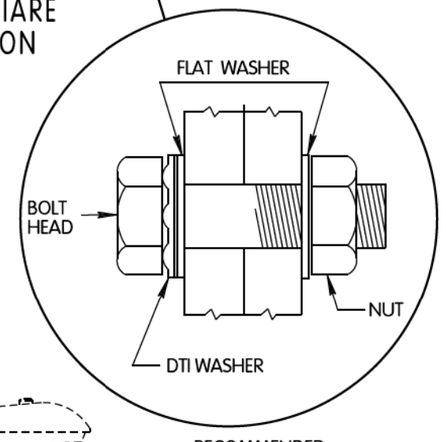
ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE
NOT TO SCALE



ALUMINUM LUMINIARE
ARM OPTION



STEEL LUMINIARE
ARM OPTION



RECOMMENDED
BOLT ASSEMBLY
DETAIL

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

15' MAXIMUM

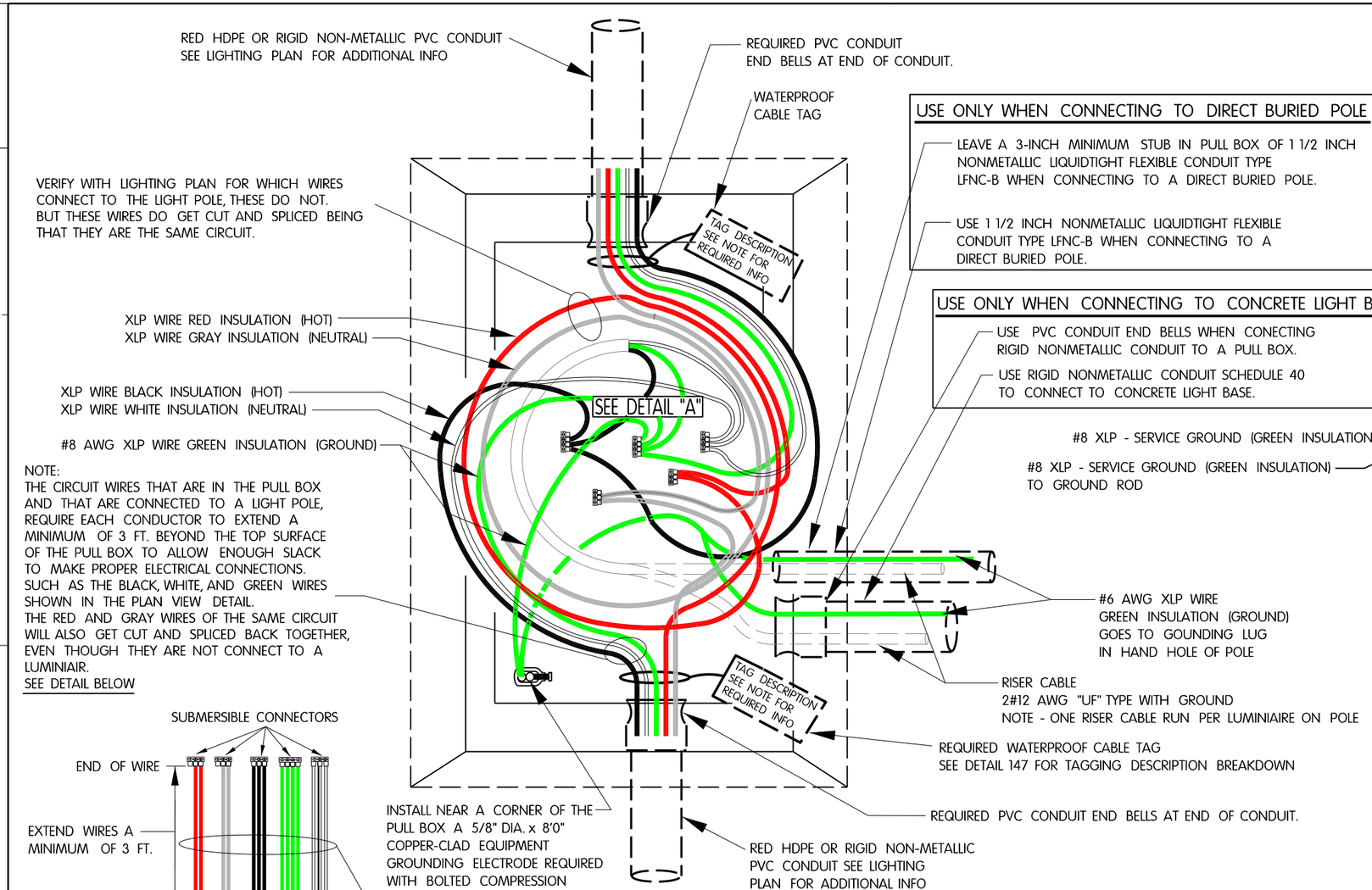
EITHER AN ALUMINUM SINGLE
OR STEEL SINGLE
MEMBER LUMINAIRE ARM

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

140 DETAIL
NOT TO SCALE

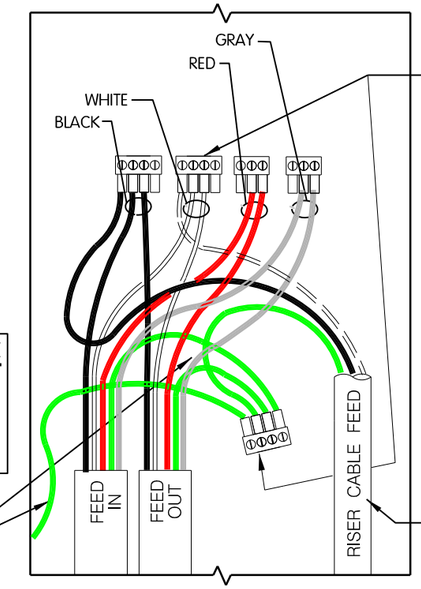
ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE FOR
POLES: TYPE 10
TYPE 13 SPECIAL
TYPE 13

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:29
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR.03-2023



PLAN VIEW

NOT TO SCALE



CIRCUIT MUST BE TAGGED AND IDENTIFIED INSIDE PULL BOX

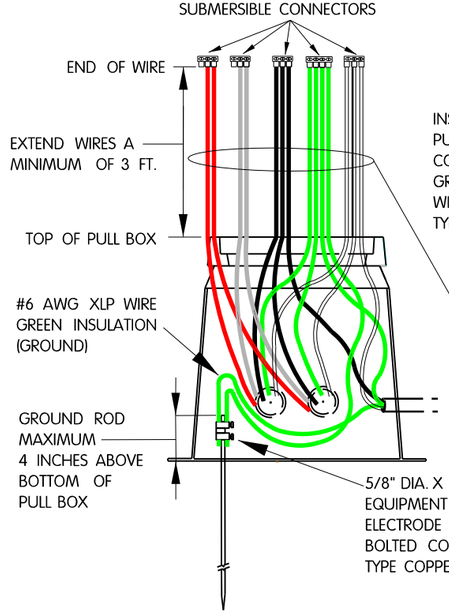
USE:
POLARIS EDGE CONNECTOR (ISPB2)
OR
MORRIS PRODUCTS SUBMERSIBLE INSULATED STREETLIGHTING CONNECTOR, OR
EQUAL
3 OR 4 PORT PRE-INSULATED CONNECTOR OR EQUAL.
DESIGNED FOR USE IN BELOW GRADE BOXES, DIRECT BURIAL AND SUBMERSIBLE
CONDUCTORS RANGE FROM #2/0-#14
RATED FOR 600 VOLTS
DUAL RATED FOR CU. OR AL.
INSULATED WITH HIGH DIELECTRIC STRENGTH ABRASION AND CHEMICAL RESISTANT RUBBER
SET SCREWS OR APPROVED EQUAL
UL 486D LISTED FOR DIRECT BURIAL AND SUBMERSIBLE APPLICATIONS

"RISER CABLE FEED"
2#12 AWG TYPE "UF" WITH GROUND CABLE WITHOUT SPLICES TO FROM PULL BOX TO HAND HOLE ON POLE

DETAIL "A"

CONNECTIONS WITHIN PULL BOX
NOT TO SCALE

SUBMERSIBLE CONNECTORS



NOTES:

WHEN WIRING A LUMINAIRE EITHER
BLACK (HOT) WITH WHITE (NEUTRAL) GO TOGETHER
OR
RED (HOT) WITH GRAY (NEUTRAL) GO TOGETHER

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

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

PULL ROPE SHALL BE INSTALLED IN ALL CONDUITS WITH AND WITHOUT CABLES.

CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS (.PDF FORMAT) FOR ALL THE WORK BEING DONE.

PROVIDE MINIMUM WIRE SLACK FOR PULL BOXES: 3-FT ONE WAY IN OR OUT AND 6-FT FOR UNSPLICED CONDUCTORS/WIRES.

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

IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES / VAULTS, CONDUIT AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH CONRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SHOP MANAGERS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK. THESE NAMES AND NUMBERS CAN BE FOUND ON THE STREET LIGHTING GENERAL NOTES SHEET.

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

142 DETAIL

TYPICAL WIRING CONNECTIONS AND EQUIPMENT GROUNDING

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 2-OCT-2025 09:05
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAY 1-2025

GENERAL NOTES

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

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

USE EITHER THE POLARIS EDGE (ISPB2) OR MORRIS PRODUCT SUBMERSIBLE INSULATED CONNECTOR OR ELSE AN EQUAL CONNECTOR THAT IS 3 or 4 PORT PRE-INSULATED, THAT IS DESIGNED FOR USE IN BELOW GRADE BOXES, DIRECT BURIAL, AND SUBMERSIBLE. THE CONDUCTORS RANGE FROM #2/0 - #14 RATED FOR 600 VOLTS DUAL RATED FOR CU. or AL.

USE A IN-LINE FUSE HOLDER ASSEMBLY THAT NEEDS TO BE 600 VOLT RATED, AND UP TO 30 AMPS, 1-POLE BREAKAWAY, WITH COPPER CRIMP TERMINALS FOR LOAD, AND WIRE SIZE RANGE #12 TO #8 AWG.
PROVIDE A FAST ACTING 5 AMP 250 VOLT FUSES, FROM THE RECOMMENDED FUSE LIST FROM THE IN-LINE FUSE HOLDER MANUFACTURER.

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

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

EXAMPLE OF TAG INFO:

CIR.WD-E,
LINE SIDE FROM: W. CANAL ST. / N. / 1 / W. /OF POTAWATOMI CIR.

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

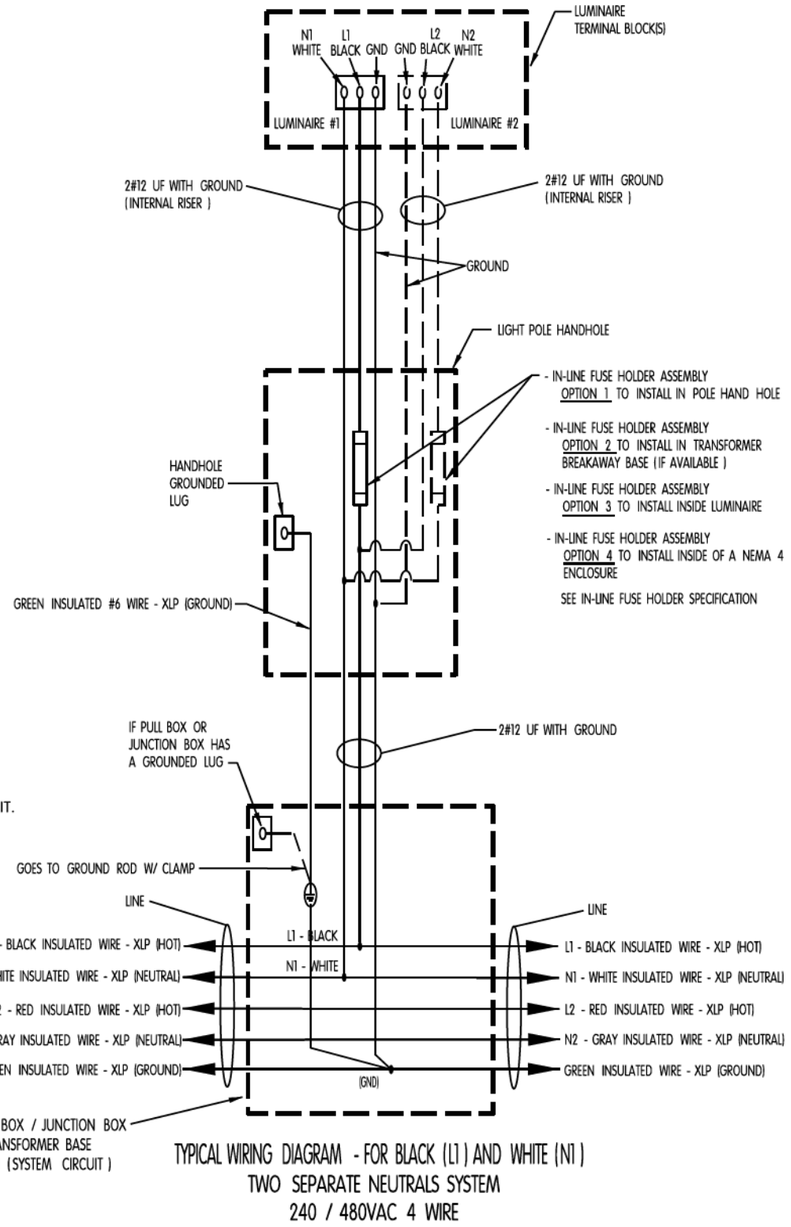
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

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

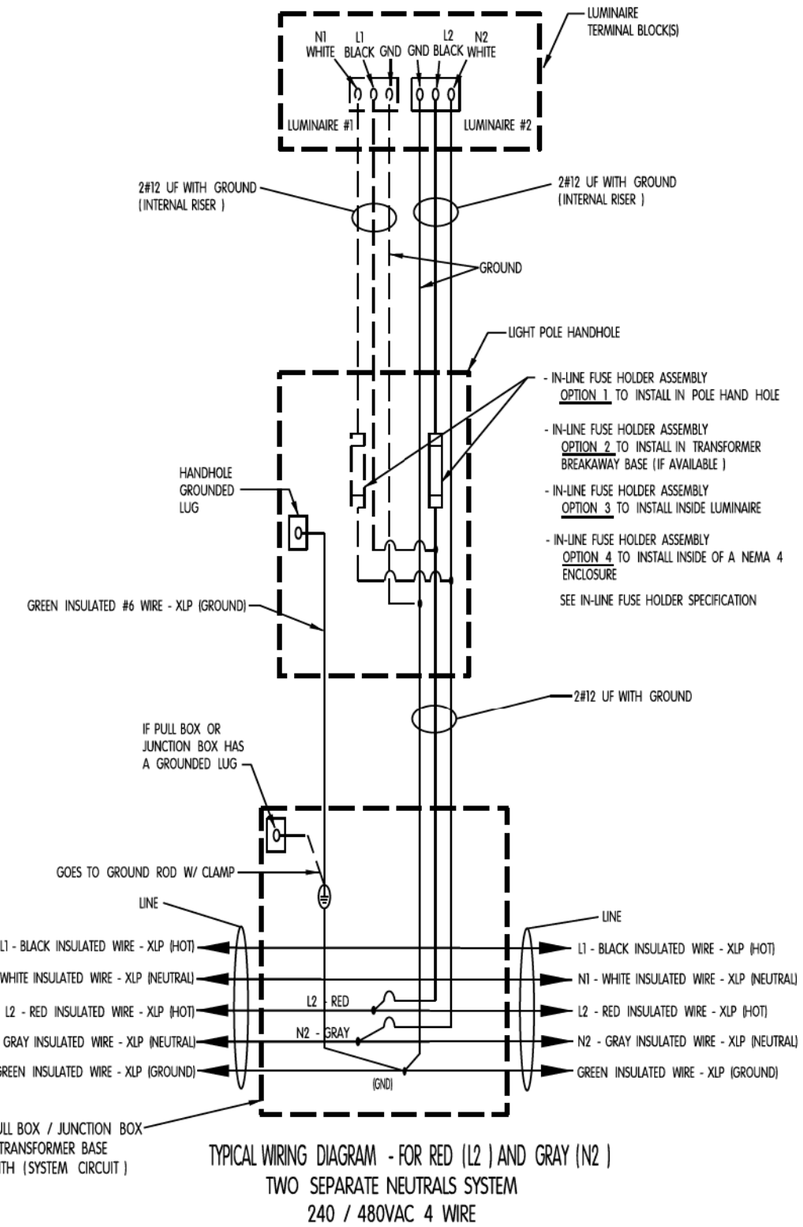
THE INTENT OF THE PULL BOX / JUNCTION BOX/ TRANSFORMER BASE SPLICES AS SHOWN IN THIS DETAIL IS FOR LIGHTING SYSTEMS WITH HEAVY LINE WIRE TOO LARGE TO PULL THROUGH THE CONDUIT INTO THE POLE HANDHOLE, DUE TO CONDUIT FILL REQUIREMENTS OF N.E.C. AND / OR THE STIFFNESS OF THE WIRE COMPARED TO THE NUMBER OF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

LEGEND

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



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

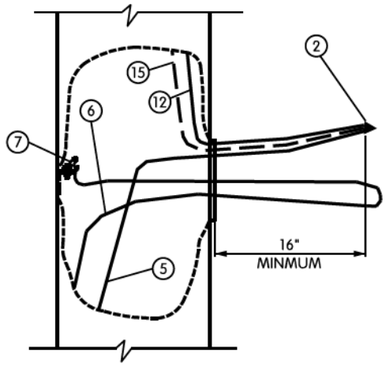


TYPICAL WIRING DIAGRAM - FOR RED (L2) AND GRAY (N2)
TWO SEPARATE NEUTRALS SYSTEM
240 / 480VAC 4 WIRE

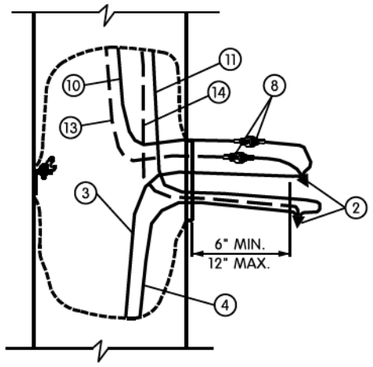
145 ELECTRICAL DETAILS STRUCTURE MOUNT
LIGHT POLES SEPARATED NEUTRALS SYSTEM — NOT TO SCALE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:04
APPROVED REVISION BY: E.K. LEE APPROVED REVISION DATE: DEC.09-2024

PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - DETAILS	SHEET NO. 280	E

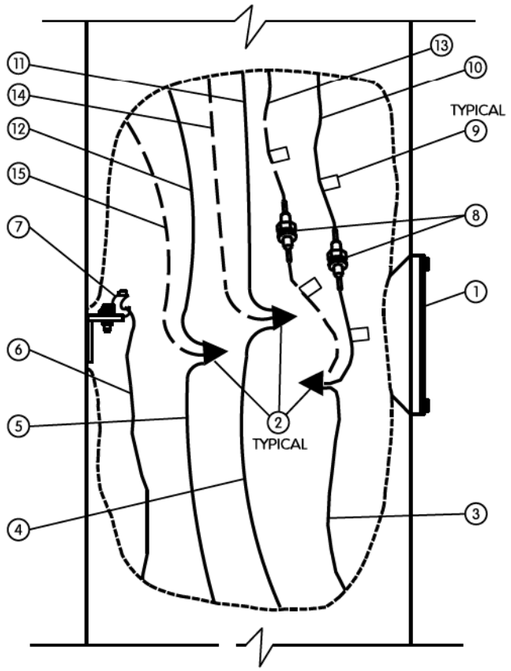


EQUIPMENT GROUNDING CONDUCTOR SLACK



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

TYPICAL CONDUCTOR SLACK AT HANDHOLES

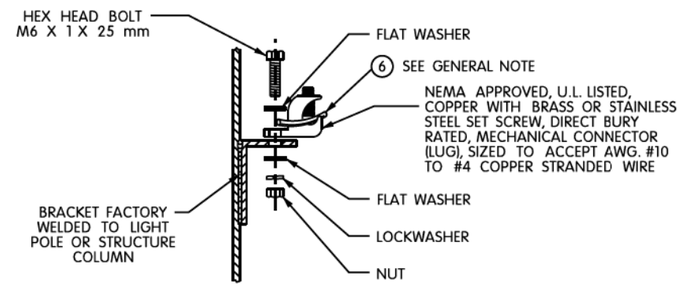


CUTAWAY HANDHOLE DETAIL

SEPARATED NEUTRAL SYSTEMS
SINGLE PHASE

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

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. SYSTEM UNGROUNDED LINE WIRE
4. SYSTEM GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. EQUIPMENT GROUNDING CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. RISER UNGROUNDED POLE WIRE - LUMINAIRE #1
11. RISER GROUNDED POLE WIRE - LUMINAIRE #1
12. RISER SYSTEM GROUNDING WIRE - LUMINAIRE #1
13. RISER UNGROUNDED POLE WIRE - LUMINAIRE #2
14. RISER GROUNDED POLE WIRE - LUMINAIRE #2
15. RISER SYSTEM GROUNDING WIRE - LUMINAIRE #2



HANDHOLE GROUNDING LUG

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

VARIOUS INSTALLATION OPTIONS

- IN-LINE FUSE HOLDER ASSEMBLY
  OPTION 1 TO INSTALL IN POLE HAND HOLE
- IN-LINE FUSE HOLDER ASSEMBLY
  OPTION 2 TO INSTALL IN TRANSFORMER BREAKAWAY BASE (IF AVAILABLE)
- IN-LINE FUSE HOLDER ASSEMBLY
  OPTION 3 TO INSTALL INSIDE LUMINAIRE
- IN-LINE FUSE HOLDER ASSEMBLY
  OPTION 4 TO INSTALL INSIDE OF A NEMA 4 ENCLOSURE



- 600 VOLT RATED, UP TO 30 AMPS, 1-POLE BREAKAWAY, SET SCREW TERMINALS FOR LOAD, WIRE SIZE RANGE #12 TO #8 AWG
- FAST ACTING 5 AMP 250 VOLT FUSE RECOMMENDED FROM FUSE LIST FROM IN-LINE FUSE HOLDER MANUFACTURER

SEE IN-LINE FUSE HOLDER SPECIFICATION

IN-LINE FUSE HOLDER ASSEMBLY

CONDUCTOR COLOR CODES

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

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

GENERAL NOTES

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

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

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

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

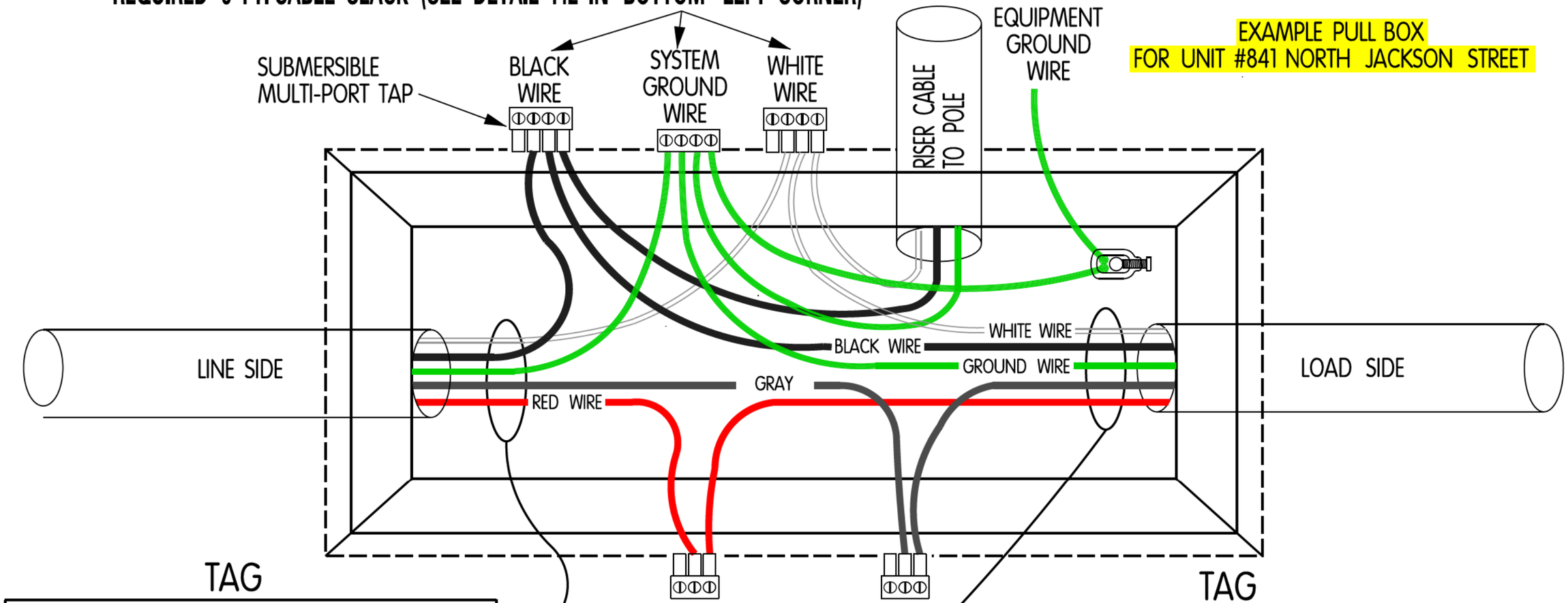
CIRCUIT TAGS SHALL BE INSTALLED IN ALL THE PULL BOXES AND WHERE INDICATED ON THE PLANS AND SPECIAL PROVISIONS.

146 ELECTRICAL HANDHOLE WIRING DETAIL — NOT TO SCALE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel — REVISION DATE: 29-SEP-2025 10:07
APPROVED REVISION BY: E.K.LEE — APPROVED REVISION DATE: DEC.09-2024

REQUIRED 3 FT. CABLE SLACK (SEE DETAIL 142 IN BOTTOM LEFT CORNER)

EXAMPLE PULL BOX
FOR UNIT #841 NORTH JACKSON STREET



TAG

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

TAG DESCRIPTION BREAKDOWN - LINE SIDE

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

TAG

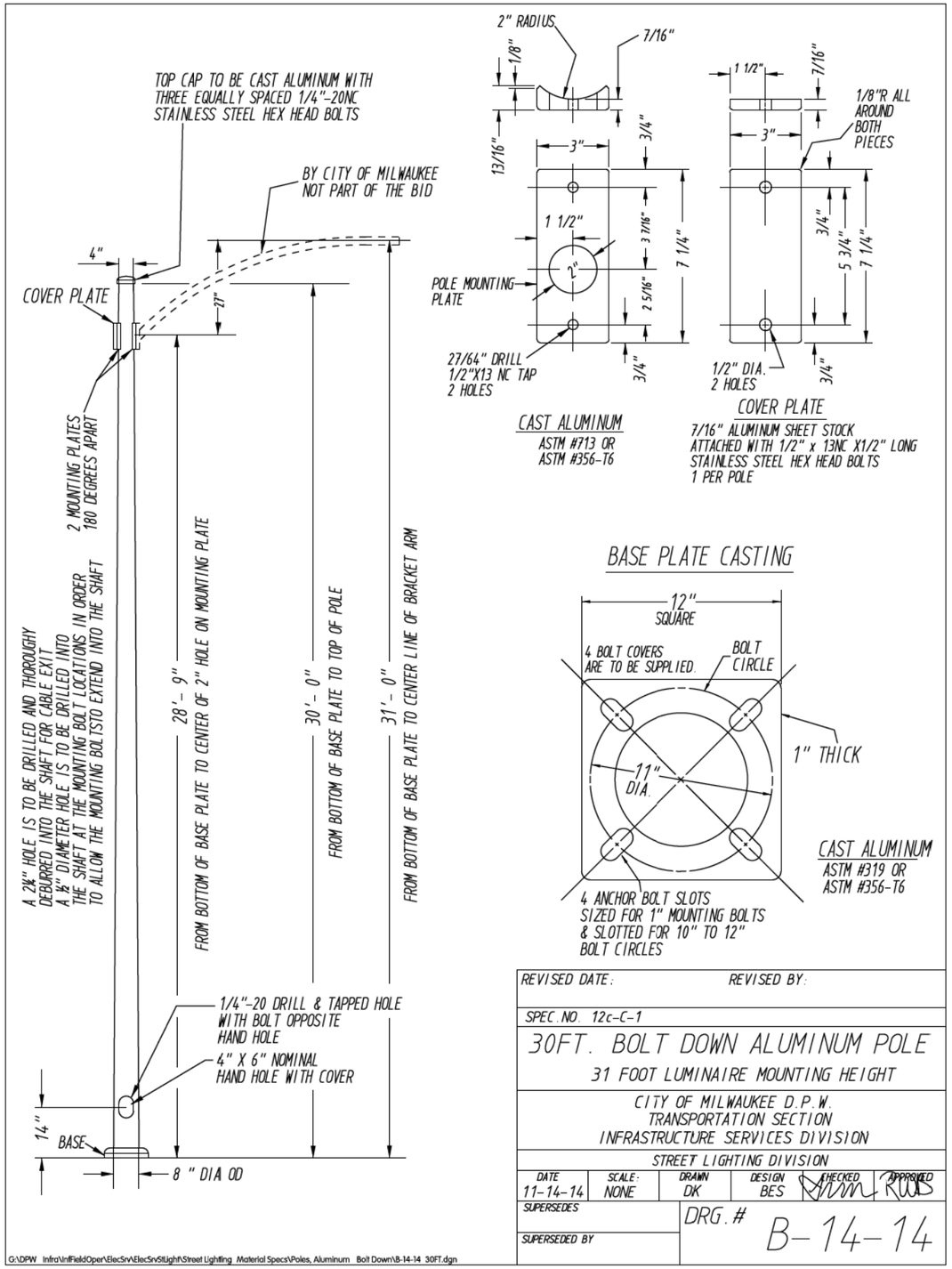
CIR. ENCL.#3 EB-R
N. JACKSON ST./W /6 /N /E.KILBOURN AVE.

TAG DESCRIPTION BREAKDOWN - LOAD SIDE

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

147 DETAIL
TYPICAL SCHEMATIC AND TAGGING

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 9-DEC-2024 10:41
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.9-2024



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

30FT. BOLT DOWN ALUMINUM POLE

31 FOOT LUMINAIRE MOUNTING HEIGHT

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

STREET LIGHTING DIVISION

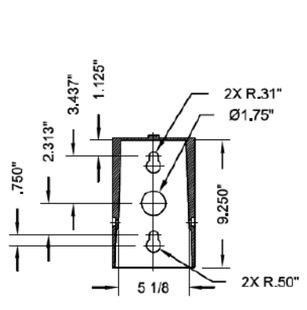
DATE	SCALE:	DRAWN	DESIGN	CHECKED	APPROVED
11-14-14	NONE	DK	BES		

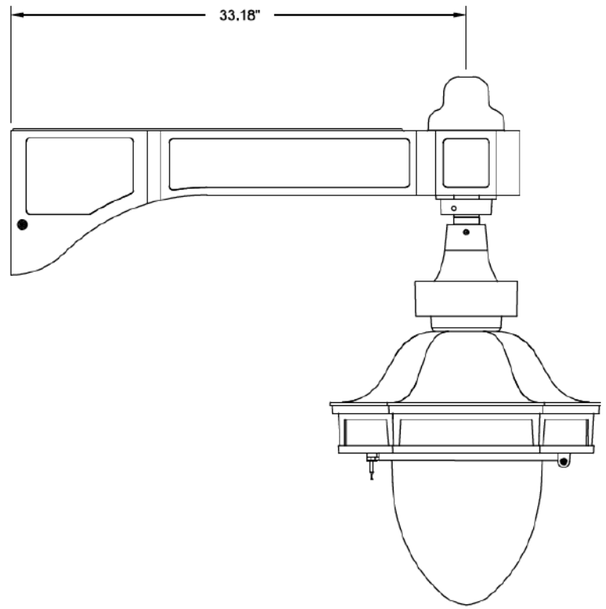
SUPERSEDES	DRG. #
SUPERSEDED BY	B-14-14

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

Milwaukee Lantern

LUMINAIRE
- Non-Ballasted
- Mogul Base Socket
- 20kV surge protector
- Black
- Asymmetric Teardrop Type IV Distribution
- Decorative Gold Windows Decals





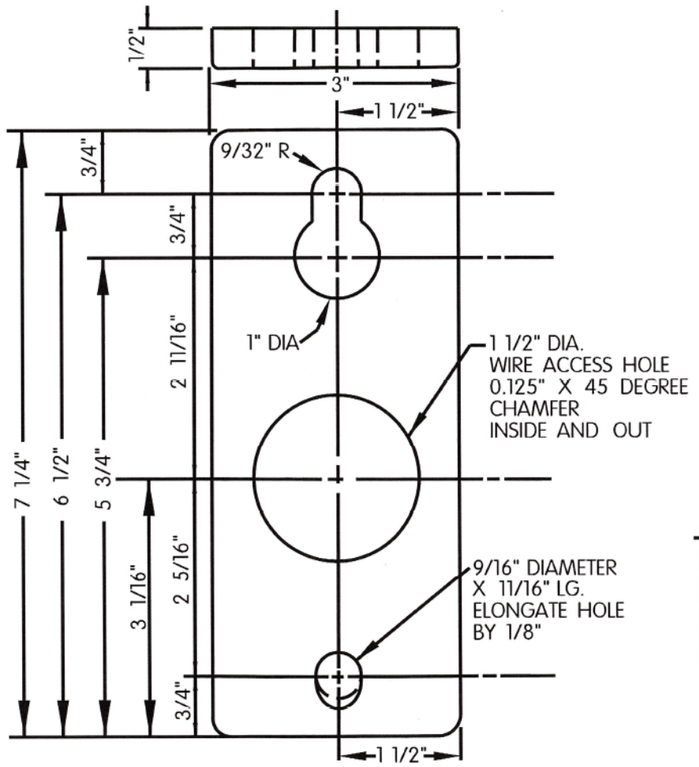
Catalog #'s:
MLNB20KvB4G **RFD302404**

MILWAUKEE LANTERN

DRAWN BY	DESIGNED BY	CHECKED BY	APPROVED BY
DATE DRAWN	DATE DESIGNED	DATE CHECKED 5/23/25	DATE APPROVED 5/23/25

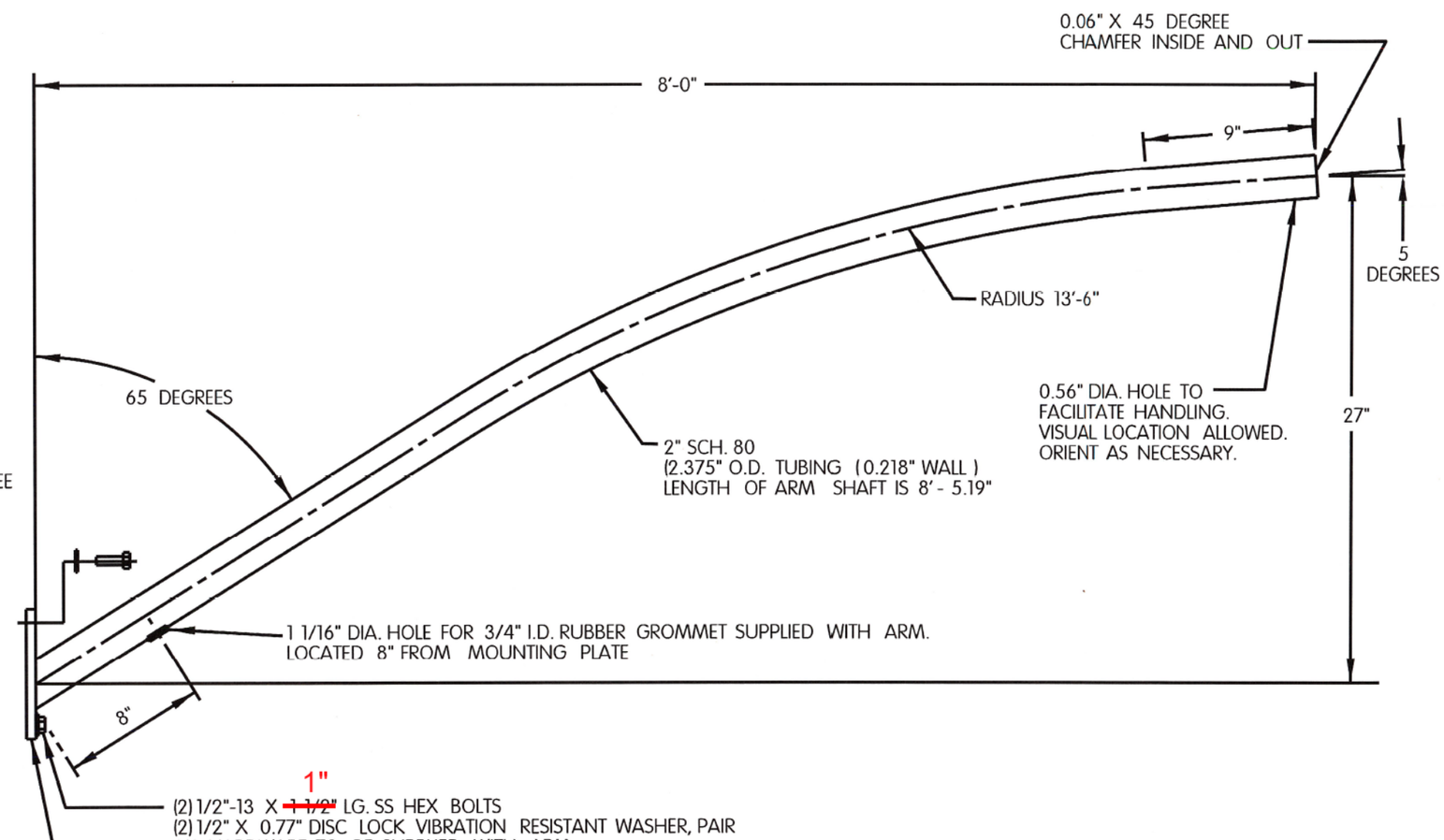
SCALE: DRG.#

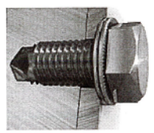
REVISED BY: REVISED DATE:



MOUNTING PLATE DETAIL "ES #436"
1/2" THK. PLATE ASTM A36

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





MATERIAL INFO			FINISH INFO
COMPONENT	ASTM DESIGNATION	MIN YIELD (KSI)	BASE COAT: HOT DIP GALVANIZED TO ASTM A123
PIPE ARM	A501, A513, A618	36	PRIME COAT:
SIMPLEX PLATE	A36	36	FINISH COAT:
CONNECTING BOLTS	TYPE 304		COLOR:
			SPEC:

SPEC.NO.

8 FOOT GALVANIZED UPSWEEP BRACKET

GALVANIZED

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

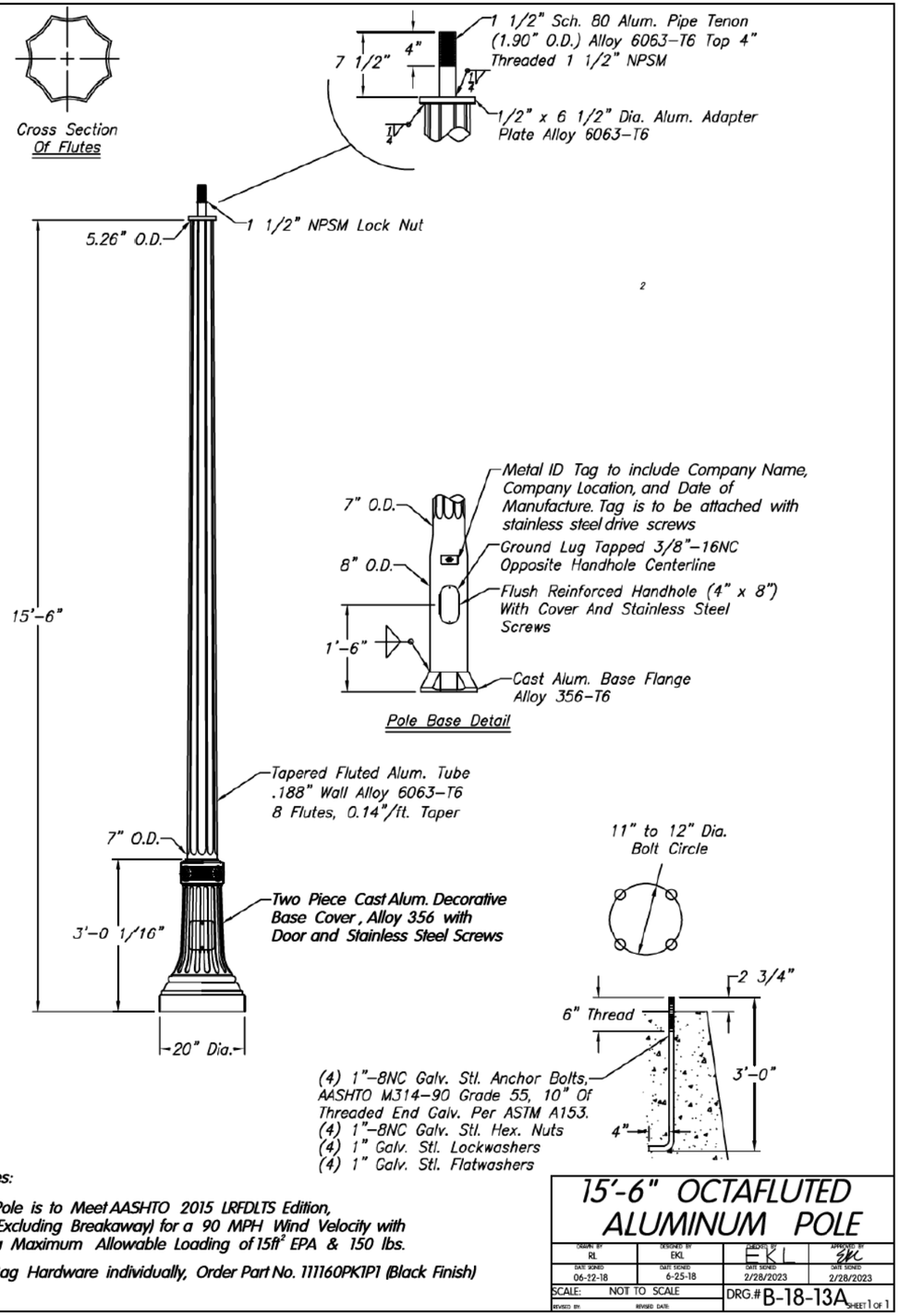
STREET LIGHTING DIVISION

DATE	SCALE:	DRAWN	DESIGN	CHECKED	APPROVED
8/2/2022	NONE	DK	RB	EK	RMB

SUPERSEDES

SUPERSEDED BY

DRG.# C-22-26



Notes:

1.) Pole is to Meet AASHTO 2015 LRFDLTS Edition, (Excluding Breakaway) for a 90 MPH Wind Velocity with a Maximum Allowable Loading of 15ft² EPA & 150 lbs.

2.) Bag Hardware individually, Order Part No. 111160PK1P1 (Black Finish)

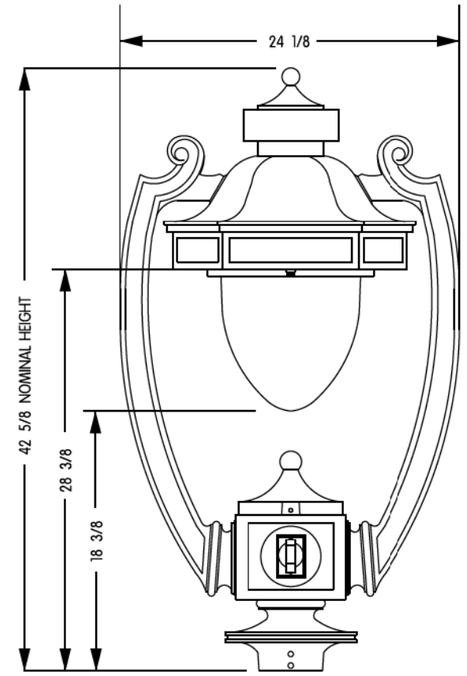
15'-6" OCTAFLUTED ALUMINUM POLE

DRAWN BY	DESIGNED BY	CHECKED BY	APPROVED BY
RL	EKL	EKL	EKL
DATE SIGNED 06-12-18	DATE SIGNED 6-25-18	DATE SIGNED 2/28/2023	DATE SIGNED 2/28/2023

SCALE: NOT TO SCALE

REVISED BY: REVISED DATE:

DRG.# B-18-13A SHEET 1 OF 1



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

TRAFFIC
DATE SIGNED
COMMUNICATIONS
DATE SIGNED
REVISION

J.O.# W.O.

MILWAUKEE HARP

DRAWN BY	DESIGNED BY	CHECKED BY	APPROVED BY
GL	GL	EKL	EKL
DATE SIGNED 04-28-20	DATE SIGNED 04-28-20	DATE SIGNED 4/28/2020	DATE SIGNED 4/28/2020

SCALE: 1" = NA " - 0" DRG.# B-19-26 SHEET 1 OF 1

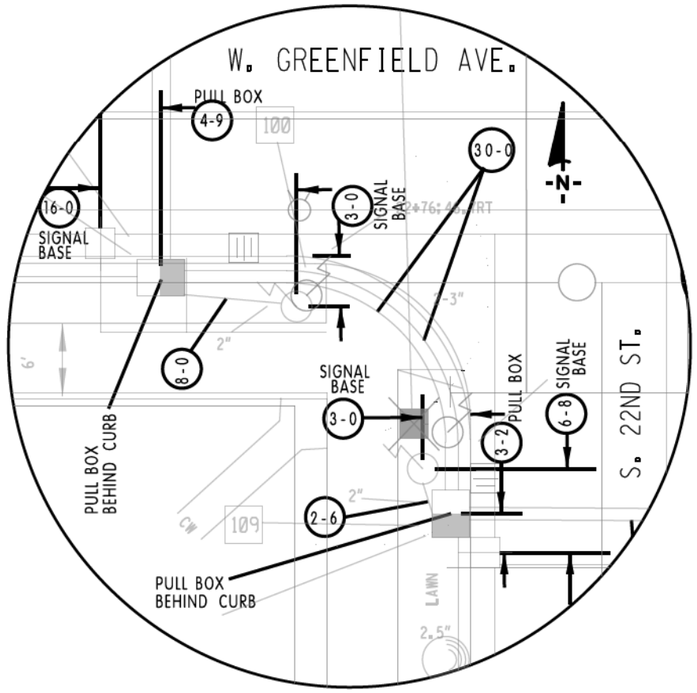
REVISED BY: REVISED DATE:

USE RED INK TO DO AS-BUILTS

RECORD RETENTION GUIDELINES:

- CONTRACTOR TO LOCATE AND CLEARLY DIMENSION ALL OF THERE NEWLY INSTALLED CONDUIT RUNS, FITTINGS, SPLICE VAULTS, PULL BOXES, METER PEDESTALS, CONCRETE BASES, TRANSFORMERS, POLES AND OTHER APPURTENANCES IN TWO (2) DIRECTIONS. SWING TIES SHOULD BE MADE FROM OBJECTS THAT ARE PERMANENT IN NATURE AND VISIBLE ON THE FINISHED SURFACE.
- STREET NAMES SHALL BE ON ALL SHEETS.
- SHOW ALL SIZES AND MATERIAL TYPES OF PIPES AND CONDUITS, IF CHANGED OR MODIFIED FROM ORGINAL DESIGN.
- ALL HORIZONTAL DISTANCES SHALL BE SHOWN TO THE NEAREST TENTH OF A FOOT (I.E., 205.3'). ALL VERTICAL DISTANCES SHALL BE SHOWN TO THE NEAREST INCH (I.E. 24").
- SHOW LOCATION AND ELEVATIONS OF PIPES AND FITTINGS WHERE CHANGES OR DEFLECTIONS IN DIRECTION OCCUR.
- SPECIAL DETAIL DRAWINGS WILL BE SUPPLIED WHERE REQUIRED FOR CLARITY.
- DEVIATIONS FROM ORIGINAL PLANS OR STANDARD DETAILS SHALL BE NOTED ON AS-BUILT DRAWINGS.
- IF THERE ARE NO CORRECTIONS OR ADDITIONS TO THE AS-LET PLAN(S) PUT "NO CHANGE" ON THE SHEET.

SUPERVISOR: _____
PROJECT MANAGER: _____
CONTRACTOR LEADER: _____
CONTRACTOR COMPANY: _____
WORK STARTED: _____
WORK COMPLETED: _____



FIELD RECORD EXAMPLE DETAIL NOT TO SCALE

TYPICAL DIMENSIONING OF CONDUIT, PULL BOXES, AND CONCRETE BASES

MEASURING GUIDE LINES

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

PROVIDE A MEASURED DISTANCE OF UNINTERRUPTED CONDUIT RUNS

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

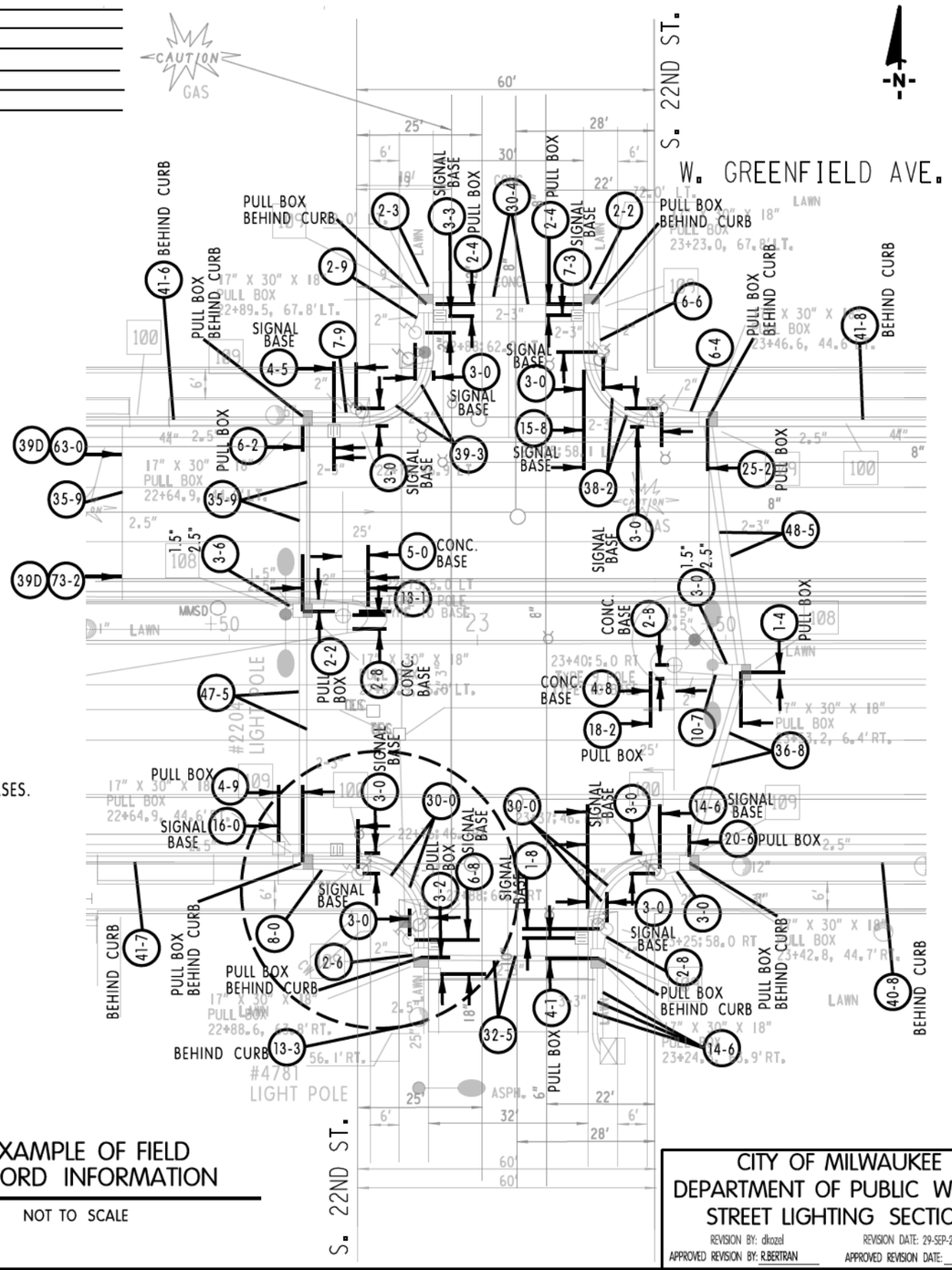
MEASURE TO OR FROM THE CENTERS OF OBJECTS FOR DISTANCE TAKING.

(39D) MEANS = CONDUIT IS 39" DEEP

(48-5) MEANS = LENGTH OF CONDUIT IS 48.5 FT. LONG (MEASURED TO NEAREST TENTH OF A FOOT)

OR

(25-6) MEANS = DISTANCE OF 25.6 FT. BETWEEN PERMANENT OBJECT OR CURB FACE TO CONDUIT, PULL BOX, AND CONCRETE BASE (MEASURED TO NEAREST TENTH OF A FOOT)



EXAMPLE OF FIELD RECORD INFORMATION

NOT TO SCALE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:18
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.12-2022

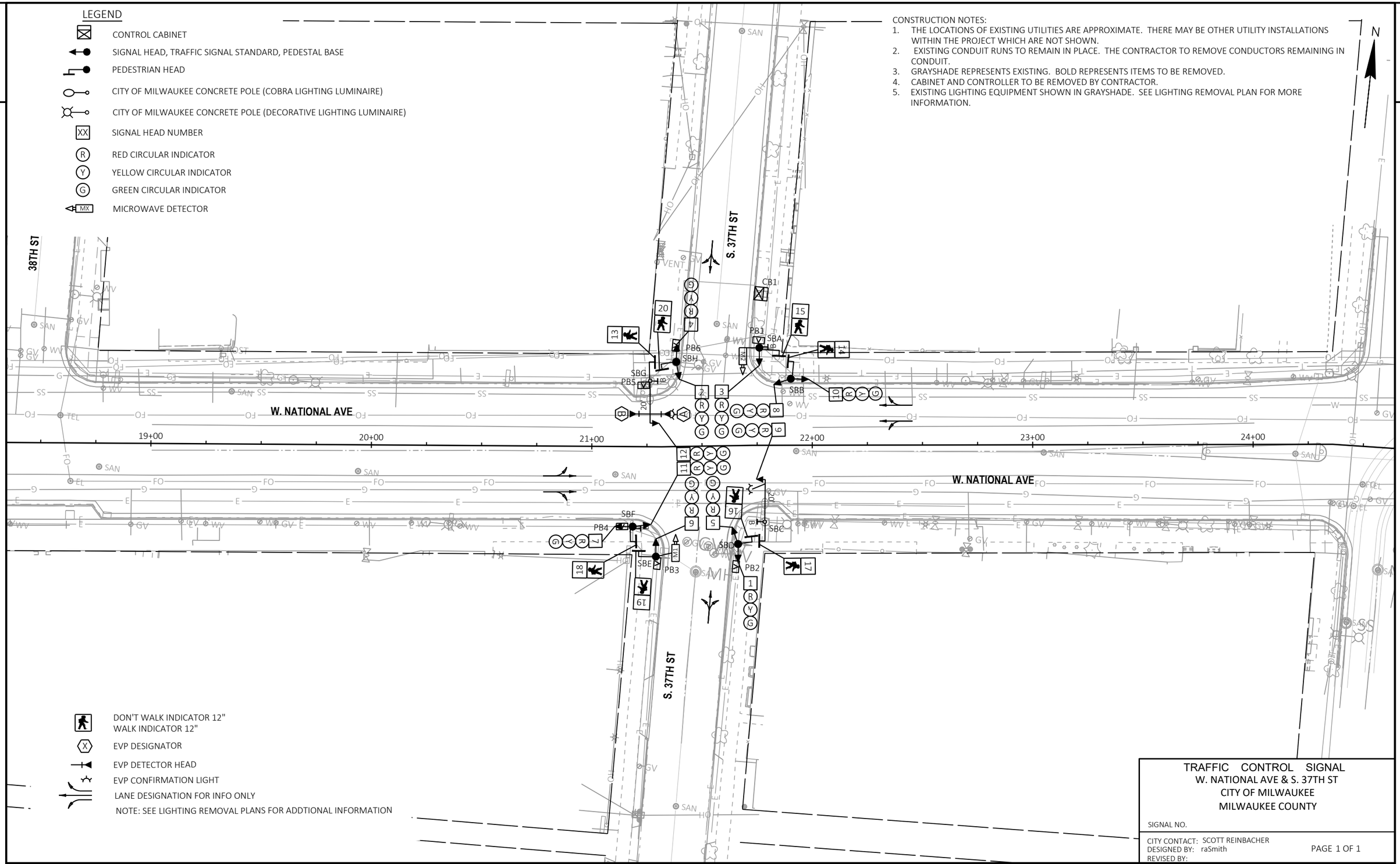
PROJECT NO. 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	STREET LIGHTING - DETAILS	SHEET NO. 286	E

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- MX MICROWAVE DETECTOR

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY CONTRACTOR.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.



- DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 37TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 287	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024001-01-sp-37th

PLOT DATE : 11/3/2025 7:42 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

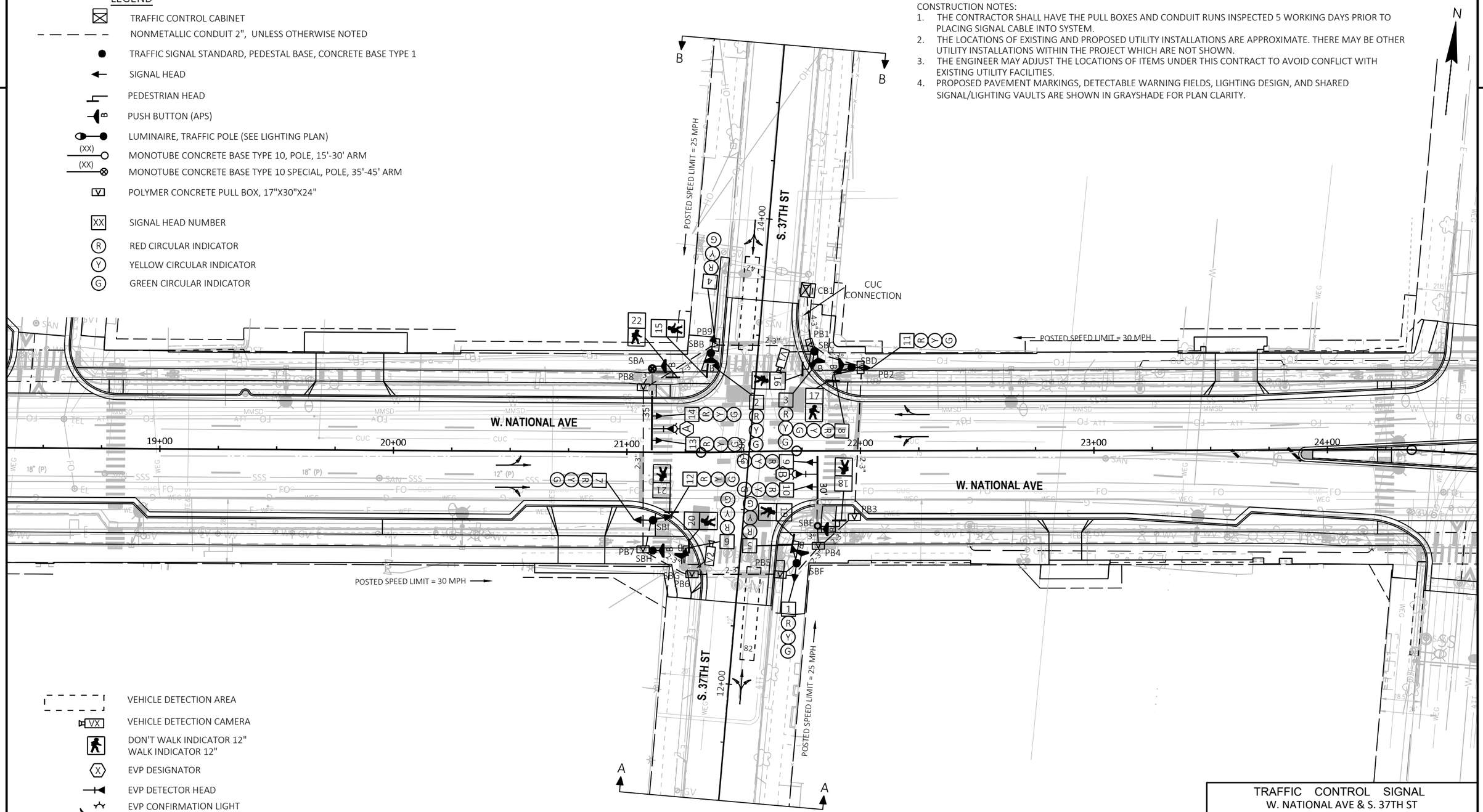
2

LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, CONCRETE BASE TYPE 1
- SIGNAL HEAD
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- (XX) MONOTUBE CONCRETE BASE TYPE 10, POLE, 15'-30' ARM
- (XX) MONOTUBE CONCRETE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.



- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 37TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 3

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 288	E

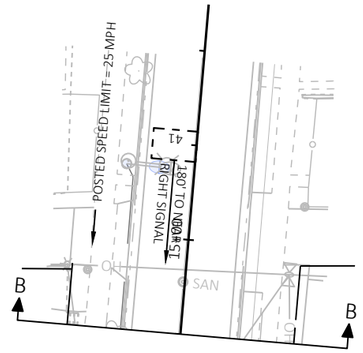
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SP.DWG
LAYOUT NAME - 37th

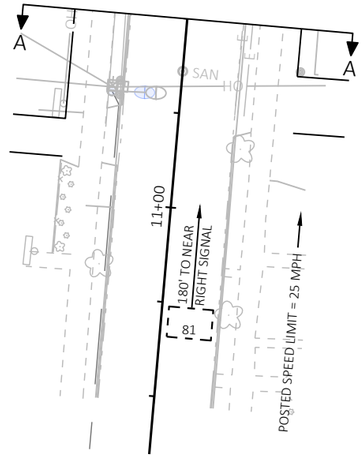
PLOT DATE : 11/3/2025 7:42 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 37TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

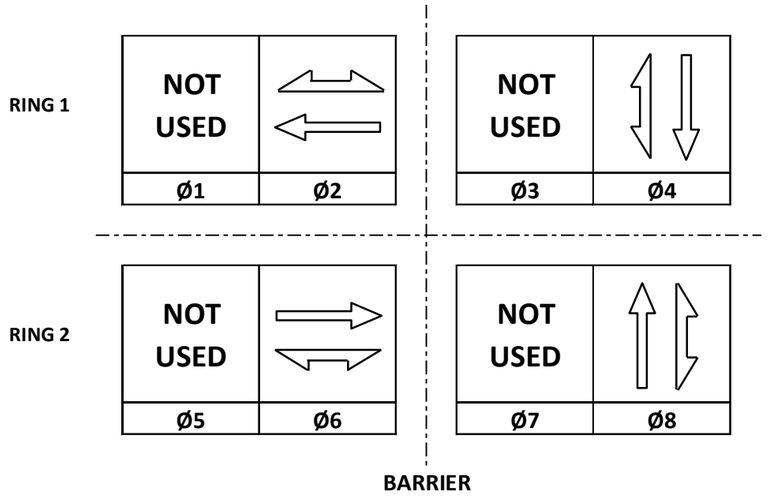
PAGE 2 OF 3

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 289	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SP.DWG
LAYOUT NAME - 37th (2)

PLOT DATE : 11/3/2025 7:43 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

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



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B
MOVEMENT	⇐ ⇒	⇐ ⇒
PHASE	2+6	6+2

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

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	41	81						
CALLED PHASE	4	8						
CALL OPTION	X	X						
DELAY TIME								
EXTENTION OPTION	X	X						
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	42	82						
CALLED PHASE	4	8						
CALL OPTION								
DELAY TIME								
EXTENTION OPTION	X	X						
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

W. NATIONAL AVE & S. 37TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: NOVEMBER 2025 PAGE NUMBER: 3 OF 3

FILE NAME: T:\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_37th.xlsx PLOT DATE: 6/19/2025 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

PROJECT ID:	2410-10-70
INTERSECTION:	W. National Ave & S. 37th St

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED NEUTRAL	PED INPUT
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SBA	12	13	RED	ORG	GRN								
		14	RED	ORG	GRN								
		22								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBB	12	2	RED	ORG	GRN								
		4	RED/BLK	ORG/BLK	GRN/BLK								
		15								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBC	12	3	RED	ORG	GRN								
		16								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBD	12	8	RED	ORG	GRN								
		11	RED/BLK	ORG/BLK	GRN/BLK								
		17								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBE	12	9	RED	ORG	GRN								
		10	RED	ORG	GRN								
		18								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBF	12	1	RED	ORG	GRN								
		5	RED/BLK	ORG/BLK	GRN/BLK								
		19								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBG	12	6	RED	ORG	GRN								
		20								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBH	12	PUSH BUTTON										BLU/BLK	WHT/BLK
SBI	12	7	RED	ORG	GRN								
		12	RED/BLK	ORG/BLK	GRN/BLK								
		21								BLK	BLU		

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SBC
SBC	SBD
SBD	SBE
SBE	SBF
SBF	SBG
SBG	SBH
SBH	SBI
SBI	SBA
SBA	SBB
SBB	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	SBC
PB2	SBD
PB3	SBE
PB4	SBE
PB5	SBF
PB6	SBG
PB7	SBH
PB8	SBA
PB9	SBB

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SBA)
CB1	HEAD B (SBE)

Video Detection Cable	
From	To
CB1	V1 (SBC)
CB1	V2 (SBG)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

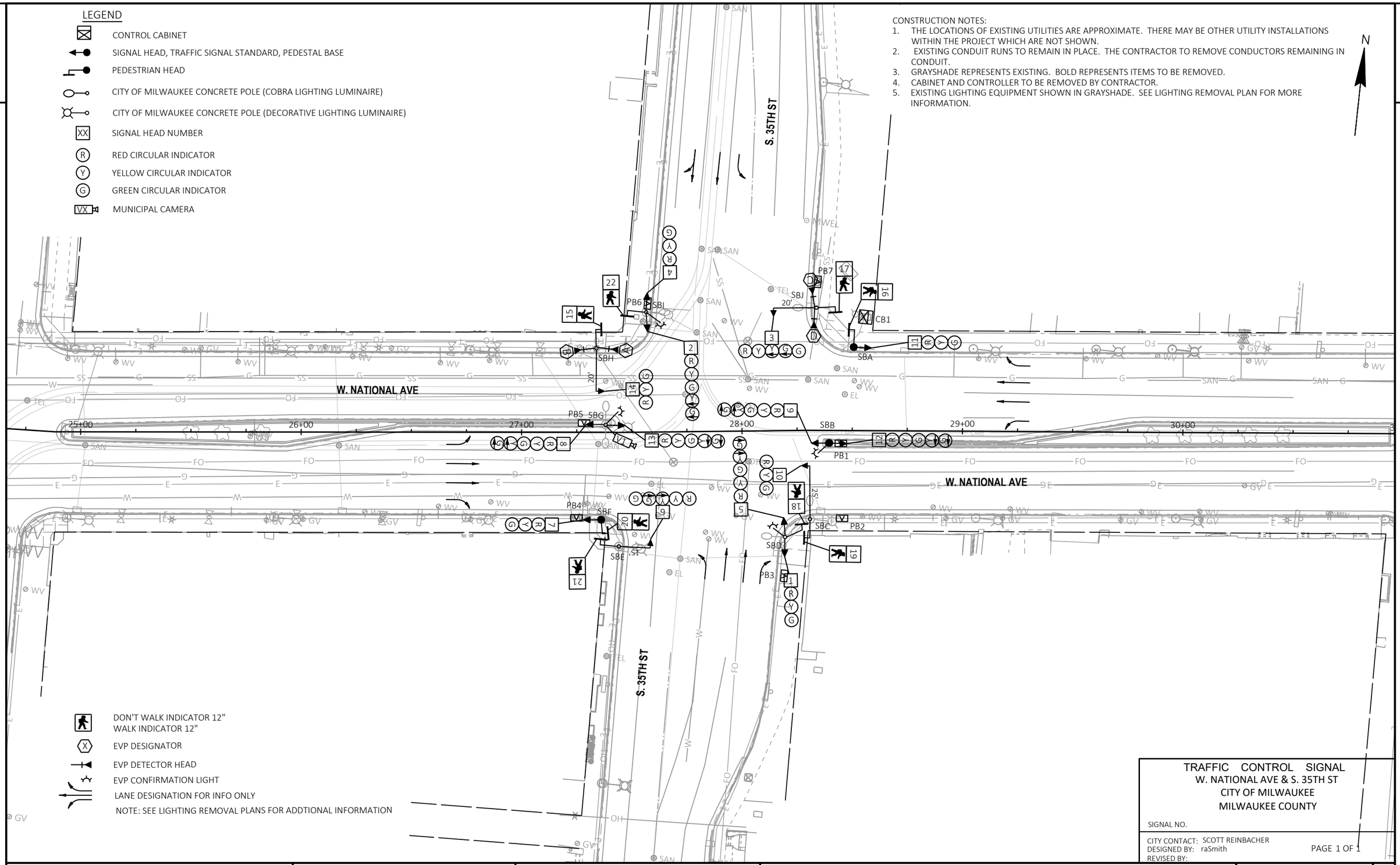
LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- VX MUNICIPAL CAMERA

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY CONTRACTOR.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.

N



- DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 292	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024001-02-sp-35th
PLOT DATE : 11/3/2025 7:43 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR

CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

N

TEMP. TRAFFIC SIGNAL WOOD POLE
WITH ATTACHED STREET LIGHT
SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

S. 35TH ST

W NATIONAL AVE/STH 59

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

WP1 WP2 WP3 WP4 WP5 WP6

- WALK/DON'T WALK INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING
SEE TEMP LIGHTING PLANS FOR ADDTIONAL INFORMATION

SUMMARY OF MATERIALS
(FOR INFORMATION ONLY)

QUANTITY	UNIT	DESCRIPTION
6	EA	CLASS 4 WOOD POLES
7	EA	MOVEABLE WOOD POSTS
533	LF	SPAN WIRE
20	EA	SIGNAL HEADS
8	EA	PEDESTRIAN HEADS

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 8

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - PRECONSTRUCTION STAGE	SHEET 293	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST.DWG
LAYOUT NAME - 024001-02-sp-35th

PLOT DATE : 12/22/2025 10:58 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR

TEMP. TRAFFIC SIGNAL WOOD POLE
WITH ATTACHED STREET LIGHT
SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

W. NATIONAL AVE

S. 35TH ST

WP1 WP2 WP3 WP4 WP5 WP6

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

- WALK/DON'T WALK INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING
SEE TEMP LIGHTING PLANS FOR ADDTIONAL INFORMATION

N

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 8

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 294	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST - S1.DWG
LAYOUT NAME - 024001-02-sp-35th

PLOT DATE : 12/22/2025 11:01 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR

TEMP. TRAFFIC SIGNAL WOOD POLE
WITH ATTACHED STREET LIGHT
SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

WP1 WP2 WP3 WP4 WP5 WP6

W. NATIONAL AVE

S. 35TH ST

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

- WALK/DON'T WALK INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING
SEE TEMP LIGHTING PLANS FOR ADDTIONAL INFORMATION

N

2

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 8

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1B	SHEET 295	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST - S1B1.DWG
LAYOUT NAME - 024001-02-sp-35th

PLOT DATE : 12/22/2025 11:06 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR

TEMP. TRAFFIC SIGNAL WOOD POLE
WITH ATTACHED STREET LIGHT
SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

N

S. 35TH ST

W. NATIONAL AVE

WP1 WP2 WP3 WP4 WP5 WP6

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

- WALK/DON'T WALK INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING
SEE TEMP LIGHTING PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 4 OF 8

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1C	SHEET 296	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST - S1B2.DWG
LAYOUT NAME - 024001-02-sp-35th

PLOT DATE : 12/22/2025 11:08 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR

TEMP. TRAFFIC SIGNAL WOOD POLE
WITH ATTACHED STREET LIGHT
SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

WP1 WP2 WP3 WP4 WP5 WP6

W. NATIONAL AVE

S. 35TH ST

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

- WALK/DON'T WALK INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING
SEE TEMP LIGHTING PLANS FOR ADDTIONAL INFORMATION

N

2

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 5 OF 8

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 297	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST - S2.DWG
LAYOUT NAME - 024001-02-sp-35th

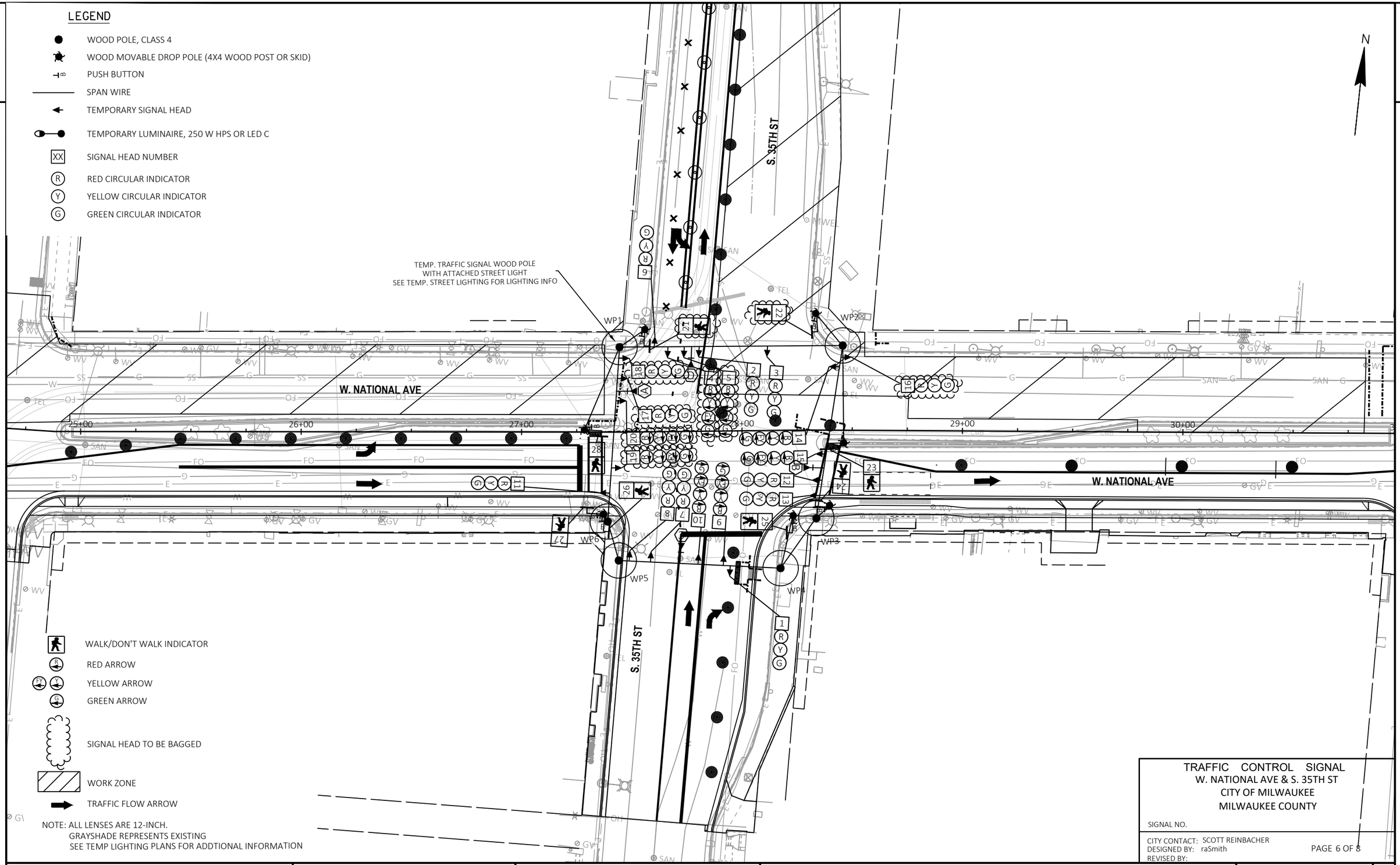
PLOT DATE : 12/22/2025 11:10 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR



- WALK/DON'T WALK INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING
SEE TEMP LIGHTING PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 6 OF 8

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B	SHEET 298	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST - S2B1.DWG
LAYOUT NAME - 024001-02-sp-35th
PLOT DATE : 12/22/2025 11:11 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR

TEMP. TRAFFIC SIGNAL WOOD POLE
WITH ATTACHED STREET LIGHT
SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

N

S. 35TH ST

W. NATIONAL AVE

WP1 WP2 WP3 WP4 WP5 WP6

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

- WALK/DON'T WALK INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING
SEE TEMP LIGHTING PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

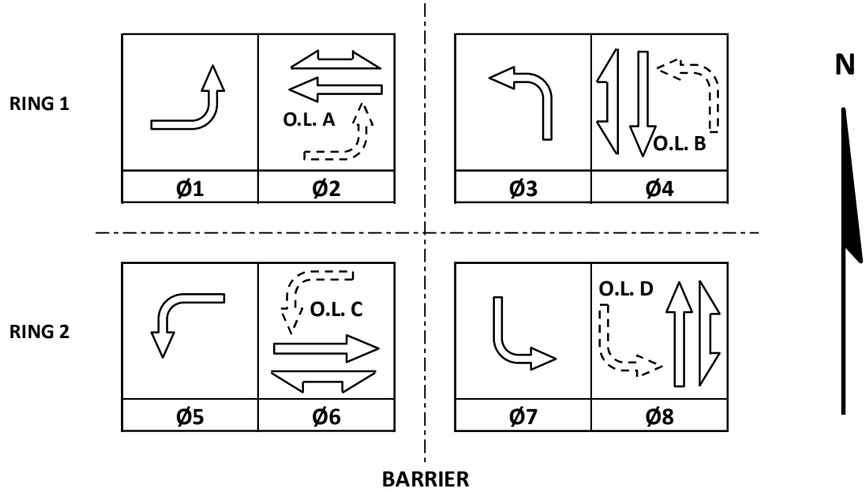
PAGE 7 OF 8

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2C	SHEET 299	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST - S2B2.DWG
LAYOUT NAME - 024001-02-sp-35th
PLOT DATE : 12/22/2025 11:13 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

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



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	
IN SEPARATE LIGHTING CABINET	X

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

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

GENERAL NOTES:

1. NORTHBOUND AND SOUTHBOUND SPLIT PHASING TO RUN DURING CONSTRUCTION STAGES 2B AND 2C.

W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: NOVEMBER 2025 PAGE NUMBER: 8 OF 8

FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Temp\TS2-S_E_FYA_EFGH_Econolite_SEQ_35th_temp.xlsx PLOT DATE: 6/19/2025 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

2

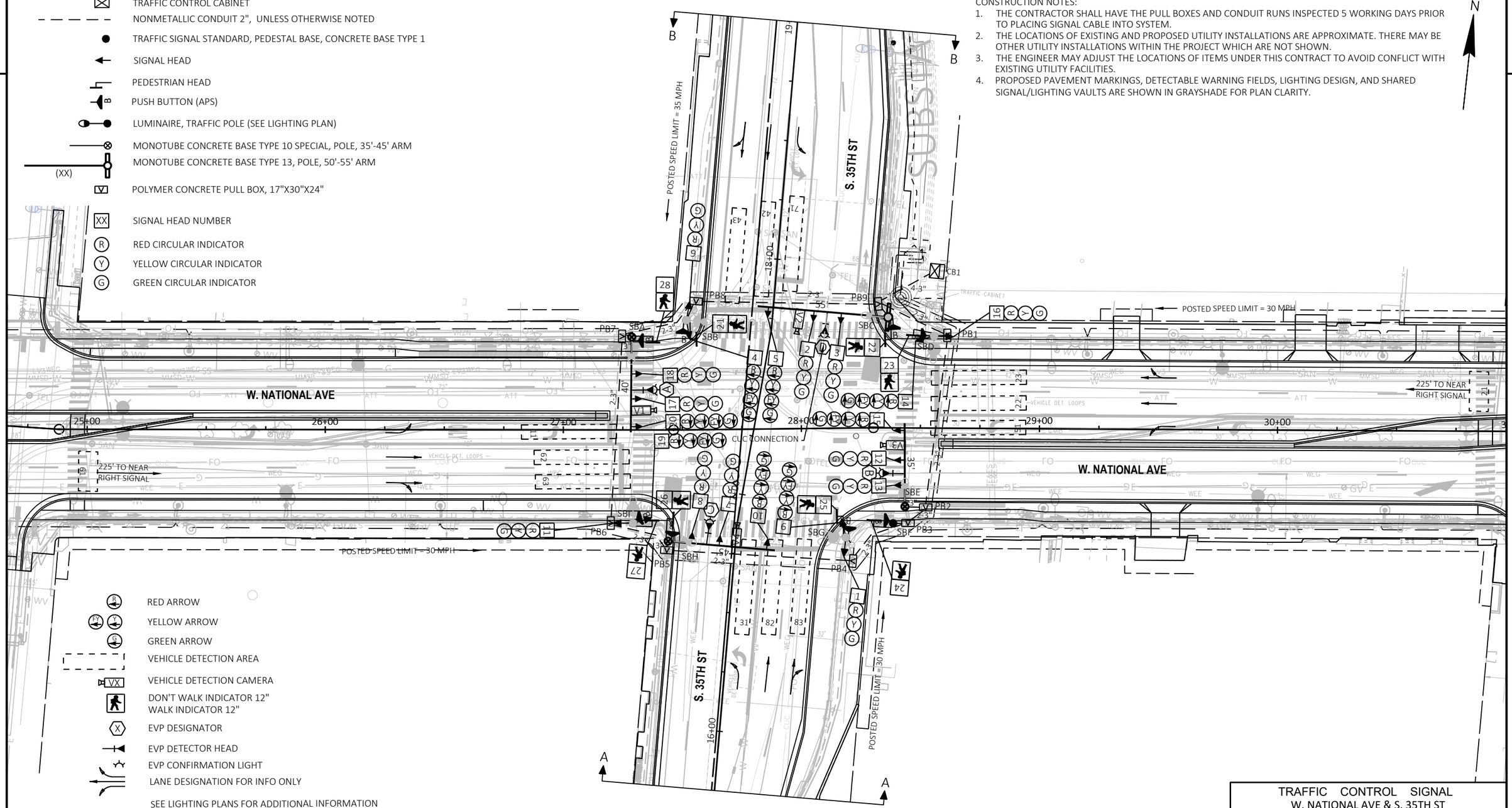
LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, CONCRETE BASE TYPE 1
- SIGNAL HEAD
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- MONOTUBE CONCRETE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- MONOTUBE CONCRETE BASE TYPE 13, POLE, 50'-55' ARM
- (XX)
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N



- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

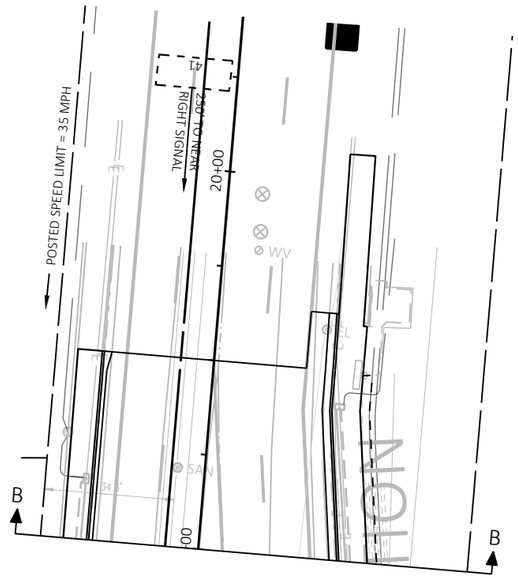
CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

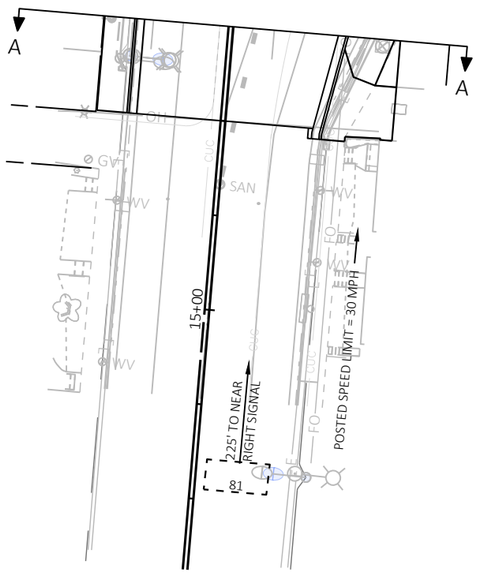
PAGE 1 OF 3

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 301	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SP.DWG
LAYOUT NAME - 35th
PLOT DATE : 11/3/2025 7:45 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2





N

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

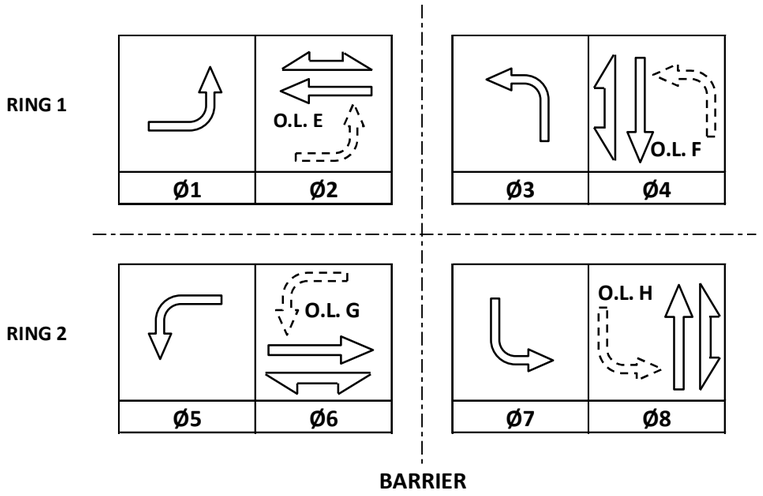
PAGE 2 OF 3

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 302	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SP.DWG
LAYOUT NAME - 35th (2)

PLOT DATE : 11/3/2025 7:45 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

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



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	21	23	31	41	43	51	61
CALLED PHASE	1	2	2	3	4	4	5	6
CALL OPTION	X	X	X	X		X	X	X
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME					X			
USE ADDED INITIAL		X						X
CROSS SWITCH PHASE	2			4			6	

DETECTOR INPUT	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	63	71	81	83					PLAN LOOP DETECTOR*(S)
CALLED PHASE	6	7	8	8					CALLED PHASE
CALL OPTION	X	X		X					CALL OPTION
DELAY TIME									DELAY TIME
EXTENTION OPTION	X	X	X	X					EXTENTION OPTION
EXTEND TIME			X						EXTEND TIME
USE ADDED INITIAL									USE ADDED INITIAL
CROSS SWITCH PHASE		8							CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)		22			42			62
CALLED PHASE		2			4			6
CALL OPTION		X			X			X
DELAY TIME								
EXTENTION OPTION		X			X			X
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)			82						PLAN LOOP DETECTOR*(S)
CALLED PHASE			8						CALLED PHASE
CALL OPTION			X						CALL OPTION
DELAY TIME									DELAY TIME
EXTENTION OPTION			X						EXTENTION OPTION
EXTEND TIME									EXTEND TIME
USE ADDED INITIAL									USE ADDED INITIAL
CROSS SWITCH PHASE									CROSS SWITCH PHASE

W. NATIONAL AVE & S. 35TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: NOVEMBER 2025 PAGE NUMBER: 3 OF 3

PROJECT ID:	2410-10-70
INTERSECTION:	W. National Ave & S. 35th St

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED NEUTRAL	PED INPUT
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SBA	12	17	RED	ORG	GRN								
		18	RED	ORG	GRN								
		20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		28								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBB	12	4				RED	ORG	GRN	BLK/WHT				
		6	RED/BLK	ORG/BLK	GRN/BLK								
		21								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBC	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		22								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBD	12	14				RED	ORG	GRN	BLK/WHT				
		16	RED/BLK	ORG/BLK	GRN/BLK								
		23								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBE	12	12	RED	ORG	GRN								
		13	RED	ORG	GRN								
		15				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SBF	12	24								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBG	12	1	RED	ORG	GRN								
		9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		25								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBH	12	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
		10				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		26								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBI	12	11	RED	ORG	GRN								
		19				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		27								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SBC
SBC	SBD
SBD	SBE
SBE	SBF
SBF	SBG
SBG	SBH
SBH	SBI
SBI	SBA
SBA	SBB
SBB	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	SBD
PB2	SBE
PB3	SBF
PB4	SBG
PB5	SBH
PB6	SBI
PB7	SBA
PB8	SBB
PB9	SBC

Video Detection Cable	
From	To
CB1	V1 (SBA)
CB1	V2 (SBC)
CB1	V3 (SBE)
CB1	V4 (SBH)

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SBA)
CB1	HEAD B (SBE)
CB1	HEAD C (SBH)
CB1	HEAD D (SBC)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

2

LEGEND

- CONTROL CABINET
- CONDUIT RIGID NONMETALLIC (SEE QUANTITIES FOR SIZE AND TYPE)
- TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, CONCRETE BASE TYPE 1
- FLASHING BEACON
- PUSH BUTTON
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- XX SIGNAL HEAD NUMBER
- RAPID RECTANGULAR FLASHING BEACON
- METER PEDESTAL
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:
1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N

POSTED SPEED LIMIT = 30 MPH

W. NATIONAL AVE

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

PB6 SBH PB1 SBA PB5 SBG PB2 SBB SBD SBC PB3 SBF PB4 SBE

2-3" 2-3" 2-3" 2-3" 2-3" 2-3"

1 2 3 4 5 6 7 8 9

W. NATIONAL AVE

POSTED SPEED LIMIT = 30 MPH

S. 33RD ST

POSTED SPEED LIMIT = 25 MPH

FLASHING BEACON
W. NATIONAL AVE & S. 33RD ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	FLASHING BEACON PLAN	SHEET 305	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SP.DWG
LAYOUT NAME - 33rd

PLOT DATE : 11/3/2025 7:45 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

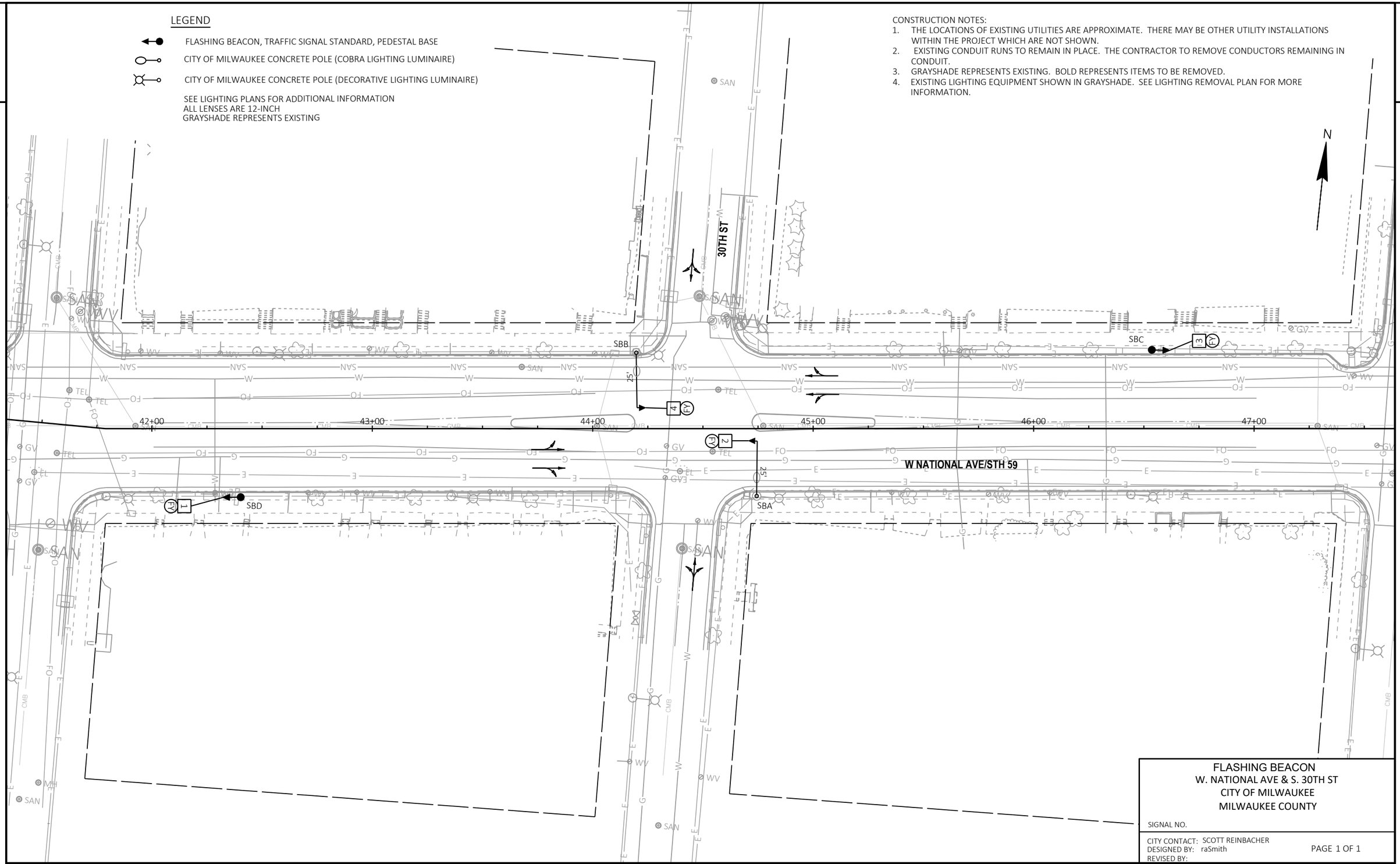
2

LEGEND

- FLASHING BEACON, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:
1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.



FLASHING BEACON
W. NATIONAL AVE & S. 30TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	FLASHING BEACON REMOVAL PLAN	SHEET 306	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024001-04-sp-30th
PLOT DATE : 11/3/2025 7:46 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- CONTROL CABINET
- CONDUIT RIGID NONMETALLIC (SEE QUANTITIES FOR SIZE AND TYPE)
- TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, CONCRETE BASE TYPE 1
- FLASHING BEACON
- PUSH BUTTON
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- SIGNAL HEAD NUMBER
- RAPID RECTANGULAR FLASHING BEACON
- METER PEDESTAL
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:
1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N

POSTED SPEED LIMIT = 25 MPH

S. 30TH ST

POSTED SPEED LIMIT = 30 MPH

W. NATIONAL AVE

42+00 43+00 44+00 45+00 46+00 47+00

PB1 SBA PB2 SBD SBC PB3 SBE SBF PB4 SBG SBH SBB

POSTED SPEED LIMIT = 30 MPH

POSTED SPEED LIMIT = 25 MPH

FLASHING BEACON
W. NATIONAL AVE & S. 30TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	FLASHING BEACON PLAN	SHEET 307	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SP.DWG
LAYOUT NAME - 30th

PLOT DATE : 11/3/2025 7:46 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- VX MUNICIPAL CAMERA

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY CONTRACTOR.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.

N

S. LAYTON BLVD / STH 57

W. NATIONAL AVE

S. LAYTON BLVD

52+00 53+00 54+00 55+00 56+00 57+00

- DON'T WALK INDICATOR 12"
- WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY
- NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 308	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024001-05-sp-27th

PLOT DATE : 11/3/2025 7:46 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- G — GREEN ARROW
- WALK/DON'T WALK INDICATOR

CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

N

TEMP. TRAFFIC SIGNAL WOOD POLE WITH ATTACHED STREET LIGHT SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

TEMP. TRAFFIC SIGNAL WOOD POLE WITH ATTACHED STREET LIGHT SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

S. LAYTON BLVD / STH 57

W. NATIONAL AVE

S. LAYTON BLVD

WP1 WP2 WP3 WP4

52+00 53+00 55+00 56+00 57+00

SUMMARY OF MATERIALS (FOR INFORMATION ONLY)

QUANTITY	UNIT	DESCRIPTION
4	EA	CLASS 4 WOOD POLES
5	EA	MOVEABLE WOOD POSTS
477	LF	SPAN WIRE
20	EA	SIGNAL HEADS
8	EA	PEDESTRIAN HEADS

- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 7

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - PRECONSTRUCTION STAGE	SHEET 309	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST.DWG
LAYOUT NAME - 024001-05-sp-27th

PLOT DATE : 11/3/2025 7:46 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- GREEN ARROW
- WALK/DON'T WALK INDICATOR

N

TEMP. TRAFFIC SIGNAL WOOD POLE
WITH ATTACHED STREET LIGHT
SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

TEMP. TRAFFIC SIGNAL WOOD POLE
WITH ATTACHED STREET LIGHT
SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

S. LAYTON BLVD / STH 57

W. NATIONAL AVE

WP1 WP2 WP3 WP4

52+00 53+00 53+00 56+00 57+00

S. LAYTON BLVD

W. NATIONAL AVE

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 310	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST - S1.DWG
LAYOUT NAME - 024001-05-sp-27th
PLOT DATE : 11/3/2025 7:47 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- G — GREEN ARROW
- WALK/DON'T WALK INDICATOR

TEMP. TRAFFIC SIGNAL WOOD POLE WITH ATTACHED STREET LIGHT SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

TEMP. TRAFFIC SIGNAL WOOD POLE WITH ATTACHED STREET LIGHT SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

S. LAYTON BLVD / STH 57

W. NATIONAL AVE

W. NATIONAL AVE

S. LAYTON BLVD

WP1 WP2 WP3 WP4

52+00 53+00 55+00 56+00 57+00

N

2

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 7

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1B	SHEET 311	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST - S1B1.DWG
LAYOUT NAME - 024001-05-sp-27th

PLOT DATE : 11/3/2025 7:47 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- G GREEN ARROW
- WALK/DON'T WALK INDICATOR

N

TEMP. TRAFFIC SIGNAL WOOD POLE
WITH ATTACHED STREET LIGHT
SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

TEMP. TRAFFIC SIGNAL WOOD POLE
WITH ATTACHED STREET LIGHT
SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

S. LAYTON BLVD / STH 57

W. NATIONAL AVE

S. LAYTON BLVD

WP1 WP2 WP3 WP4

52+00 53+00 55+00 56+00 57+00

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 4 OF 7

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 312	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST - S2.DWG
LAYOUT NAME - 024001-05-sp-27th

PLOT DATE : 11/3/2025 7:47 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- G — GREEN ARROW
- WALK/DON'T WALK INDICATOR

TEMP. TRAFFIC SIGNAL WOOD POLE WITH ATTACHED STREET LIGHT SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

TEMP. TRAFFIC SIGNAL WOOD POLE WITH ATTACHED STREET LIGHT SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

S. LAYTON BLVD / STH 57

W. NATIONAL AVE

S. LAYTON BLVD

WP1 WP2 WP3 WP4

52+00 53+00 55+00 56+00 57+00

N

2

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 5 OF 7

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B	SHEET 313	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST - S2B1.DWG
LAYOUT NAME - 024001-05-sp-27th

PLOT DATE : 11/3/2025 7:47 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- G — GREEN ARROW
- WALK/DON'T WALK INDICATOR

TEMP. TRAFFIC SIGNAL WOOD POLE WITH ATTACHED STREET LIGHT SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

TEMP. TRAFFIC SIGNAL WOOD POLE WITH ATTACHED STREET LIGHT SEE TEMP. STREET LIGHTING FOR LIGHTING INFO

S. LAYTON BLVD / STH 57

W. NATIONAL AVE

S. LAYTON BLVD

WP1 WP2 WP3 WP4

52+00 53+00 55+00 56+00 57+00

N

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 6 OF 7

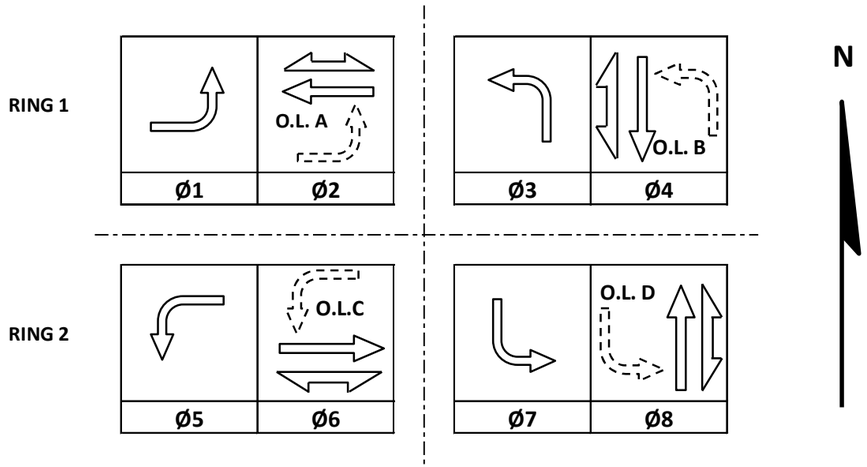
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2C	SHEET 314	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-ST - S2B2.DWG
LAYOUT NAME - 024001-05-sp-27th

PLOT DATE : 11/3/2025 7:47 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

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



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	
IN SEPARATELIGHTING CABINET	X

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

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: NOVEMBER 2025 PAGE NUMBER: 7 OF 7

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	SEQUENCE OF OPERATIONS	SHEET NO: 315	E

2

2

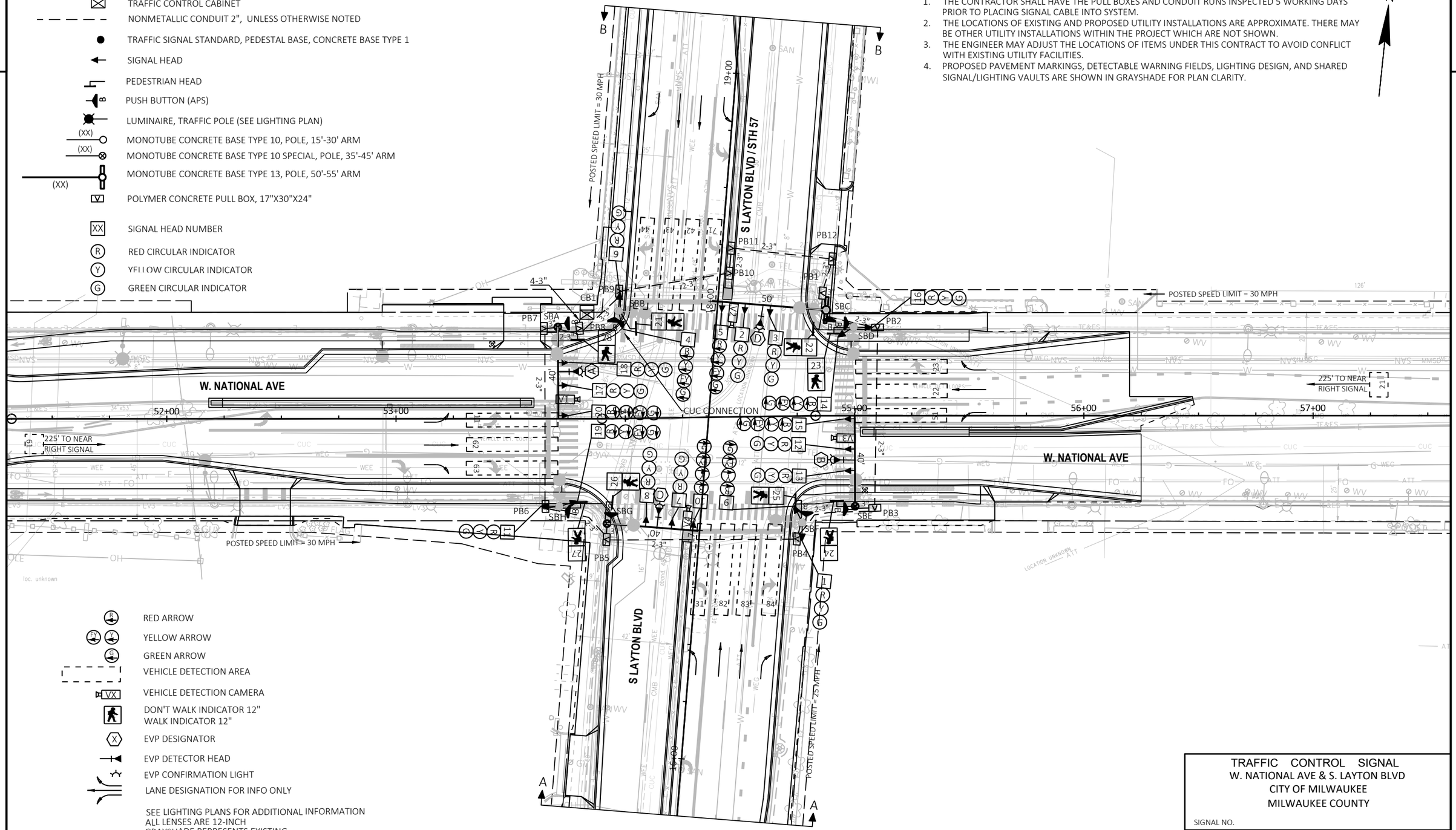
LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, CONCRETE BASE TYPE 1
- SIGNAL HEAD
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- (XX) MONOTUBE CONCRETE BASE TYPE 10, POLE, 15'-30' ARM
- (XX) MONOTUBE CONCRETE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- (XX) MONOTUBE CONCRETE BASE TYPE 13, POLE, 50'-55' ARM
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N



- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

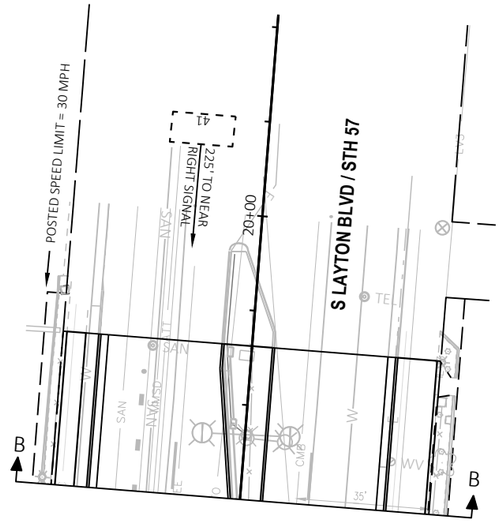
PAGE 1 OF 3

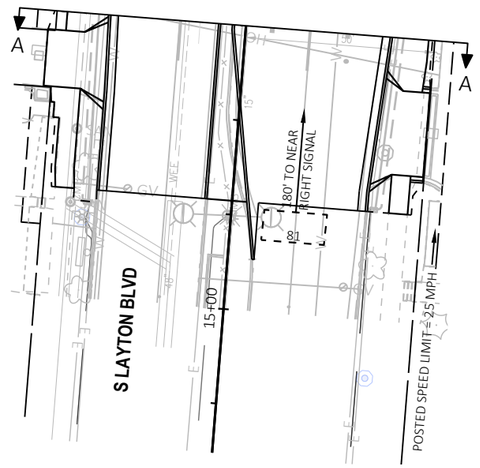
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 316	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SP.DWG
LAYOUT NAME - 27th

PLOT DATE : 11/3/2025 7:48 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42





N

2

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

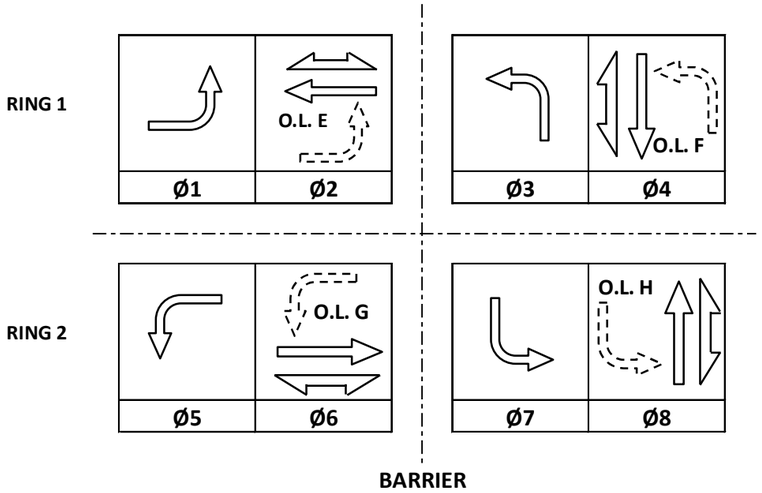
CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 317	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024001-SP.DWG
LAYOUT NAME - 27th (2)

PLOT DATE : 11/3/2025 7:48 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

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



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	←	→	↓	↑
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	21	23	31	41	43	51	61	63	71	81	83					PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	2	2	3	4	4	5	6	6	7	8	8					CALLED PHASE
CALL OPTION	X	X	X	X	X	X	X	X	X	X	X	X					CALL OPTION
DELAY TIME			X						X								DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X	X	X	X	X	X					EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL		X						X									USE ADDED INITIAL
CROSS SWITCH PHASE	2			4			6			8							CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)		22			42	44		62			82	84					PLAN LOOP DETECTOR*(S)
CALLED PHASE		2			4	4		6			8	8					CALLED PHASE
CALL OPTION		X			X	X		X			X	X					CALL OPTION
DELAY TIME						X						X					DELAY TIME
EXTENTION OPTION		X			X	X		X			X	X					EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: NOVEMBER 2025 PAGE NUMBER: 3 OF 3

FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_27th.xlsx PLOT DATE: 6/19/2025 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

PROJECT ID:	2410-10-70
INTERSECTION:	W. National Ave & S. Layton Blvd

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED NEUTRAL	PED INPUT
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SBA	12	17	RED	ORG	GRN								
		18	RED	ORG	GRN								
		20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		28								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBB	12	4				RED	ORG	GRN	BLK/WHT				
		6	RED/BLK	ORG/BLK	GRN/BLK								
		21								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBC	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		22								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBD	12	14				RED	ORG	GRN	BLK/WHT				
		16	RED/BLK	ORG/BLK	GRN/BLK								
		23								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBE	12	12	RED	ORG	GRN								
		13	RED	ORG	GRN								
		15				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		24								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBF	12	1	RED	ORG	GRN								
		9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		25								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBG	12	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
		10				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		26								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK
SBH	12	11	RED	ORG	GRN								
		19				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		27								BLK	BLU		
		PUSH BUTTON										BLU/BLK	WHT/BLK

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SBB
SBB	SBC
SBC	SBD
SBD	SBE
SBE	SBF
SBF	SBG
SBG	SBH
SBH	SBA
SBA	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	SBC
PB2	SBD
PB3	SBE
PB4	SBF
PB5	SBG
PB6	SBH
PB7	SBA
PB8	CB1
PB9	SBB
PB10	SBB
PB11	SBC
PB12	SBC

Video Detection Cable	
From	To
CB1	V1 (SBA)
CB1	V2 (SBC)
CB1	V3 (SBE)
CB1	V4 (SBG)

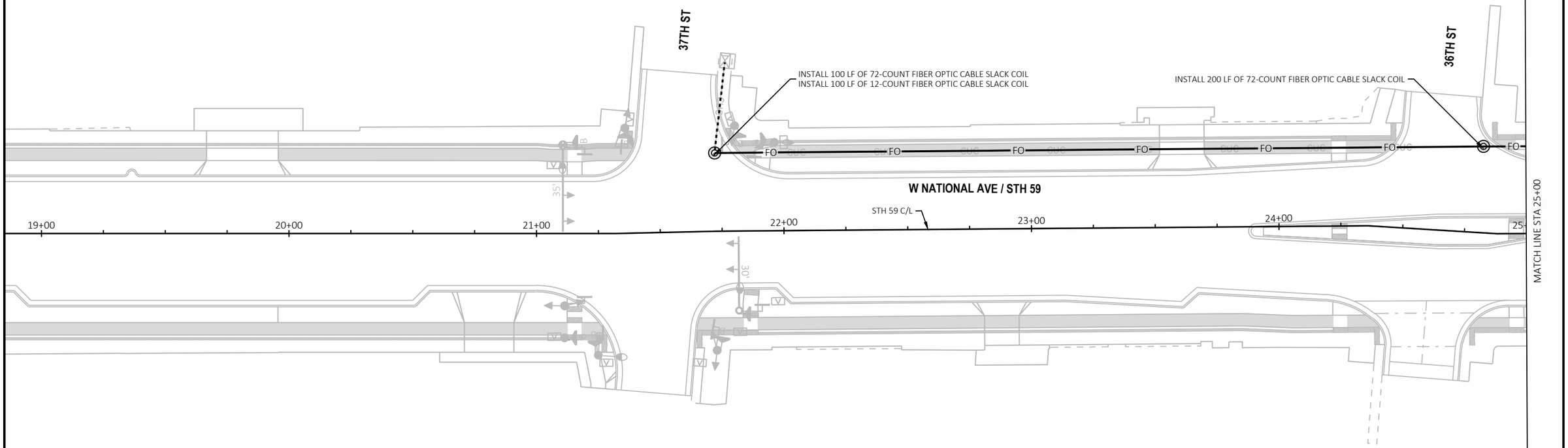
Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SBA)
CB1	HEAD B (SBE)
CB1	HEAD C (SBG)
CB1	HEAD D (SBC)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

NOTES:
1. SEE CUC PLANS FOR ADDITIONAL INFORMATION

LEGEND
- FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS
- FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS
- CUC MANHOLE

N



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	FIBER OPTIC PLAN	SHEET 320	E

2

2

NOTES:
1. SEE CUC PLANS FOR ADDITIONAL INFORMATION

LEGEND
- FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS
- FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS
- CUC MANHOLE

N

INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 100 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

35TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

MATCH LINE STA 25+00

MATCH LINE STA 31+00

25+00 26+00 27+00 28+00 29+00 30+00 31+00

CUC FO CUC FO CUC FO

NOTES:
1. SEE CUC PLANS FOR ADDITIONAL INFORMATION

LEGEND
- FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS
- FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS
- CUC MANHOLE

N

34TH ST

SHEA AVE

INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

STH 59 C/L

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

MATCH LINE STA 31+00

MATCH LINE STA 37+00

W NATIONAL AVE / STH 59

33RD ST

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	FIBER OPTIC PLAN	SHEET 322	E

2

NOTES:
1. SEE CUC PLANS FOR ADDITIONAL INFORMATION

LEGEND
- FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS
- FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS
- CUC MANHOLE

N

32ND ST

31ST ST

INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

MATCH LINE STA 37+00

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

MATCH LINE STA 43+00

STH 59 C/L

W NATIONAL AVE / STH 59

2

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	FIBER OPTIC PLAN	SHEET 323	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024401-FO.DWG
LAYOUT NAME - 05

PLOT DATE : 12/18/2025 10:56 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES:
1. SEE CUC PLANS FOR ADDITIONAL INFORMATION

LEGEND
- FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS
- FO - - - FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS
- CUC MANHOLE

N

30TH ST

INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

29TH ST

INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

CUC FO CUC FO CUC CUC FO CUC CUC FO CUC CUC FO CUC CUC FO CUC CUC FO CUC CUC FO CUC CUC FO CUC CUC FO

MATCH LINE STA 43+00

44+00 45+00 STH 59 C/L 46+00 47+00 48+00 49+

MATCH LINE STA 49+00

W NATIONAL AVE / STH 59

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	FIBER OPTIC PLAN	SHEET 324	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024401-FO.DWG
LAYOUT NAME - 06

PLOT DATE : 12/18/2025 10:56 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

NOTES:
1. SEE CUC PLANS FOR ADDITIONAL INFORMATION

LEGEND
- FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS
- FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS
- CUC MANHOLE

N

28TH ST

INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 100 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

S LAYTON BLVD / STH 57

W NATIONAL AVE / STH 59

MATCH LINE STA 49+00

50+00

51+00

52+00

53+00

54+00

55+

STH 59 C/L

MATCH LINE STA 55+00

S LAYTON BLVD

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	FIBER OPTIC PLAN	SHEET 325	E

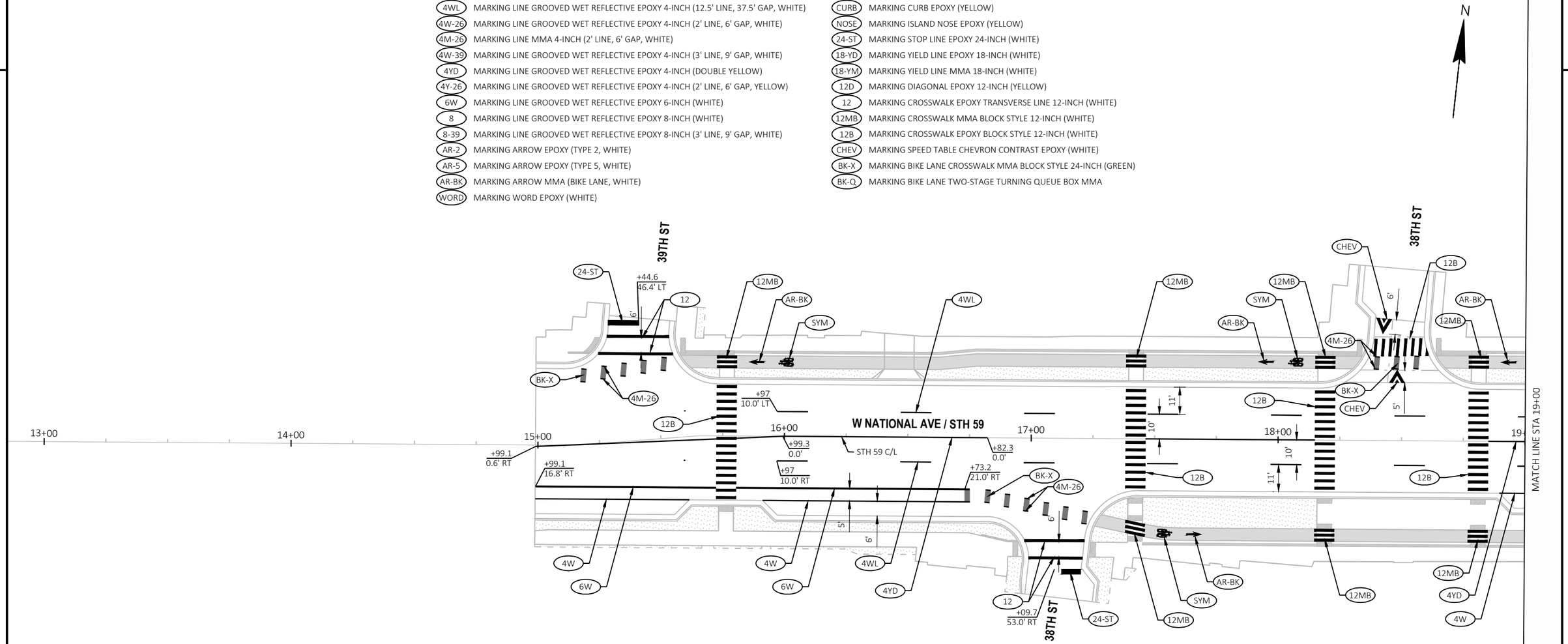
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LAYOUT NAME - 07

PLOT DATE : 12/18/2025 10:56 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
4WL	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4W-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
4M-26	MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE)
4W-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4YD	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW)
4Y-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
6W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
8	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
AR-2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR-5	MARKING ARROW EPOXY (TYPE 5, WHITE)
AR-BK	MARKING ARROW MMA (BIKE LANE, WHITE)
WORD	MARKING WORD EPOXY (WHITE)
SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
24-ST	MARKING STOP LINE EPOXY 24-INCH (WHITE)
18-YD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
18-YM	MARKING YIELD LINE MMA 18-INCH (WHITE)
12D	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE)
12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
12B	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 326 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01

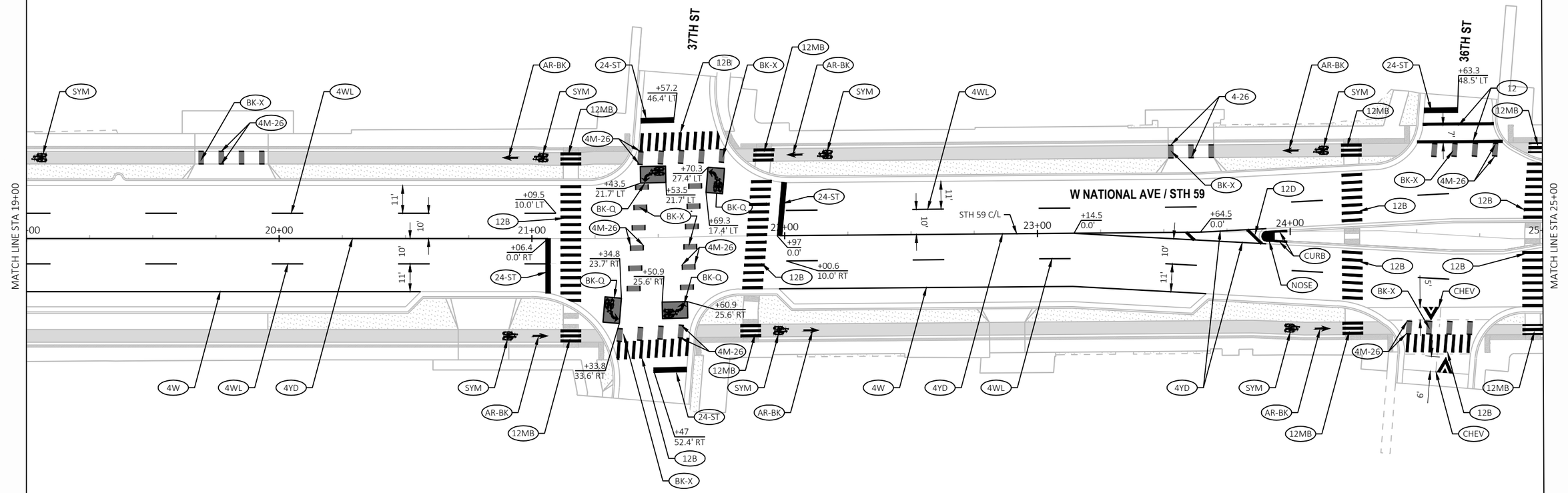
PLOT DATE : 10/31/2025 2:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
4WL	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4W-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
4M-26	MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE)
4W-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4YD	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW)
4Y-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
6W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
8	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
AR-2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR-5	MARKING ARROW EPOXY (TYPE 5, WHITE)
AR-BK	MARKING ARROW MMA (BIKE LANE, WHITE)
WORD	MARKING WORD EPOXY (WHITE)
SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
24-ST	MARKING STOP LINE EPOXY 24-INCH (WHITE)
18-YD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
18-YM	MARKING YIELD LINE MMA 18-INCH (WHITE)
12D	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE)
12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
12B	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 327 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02

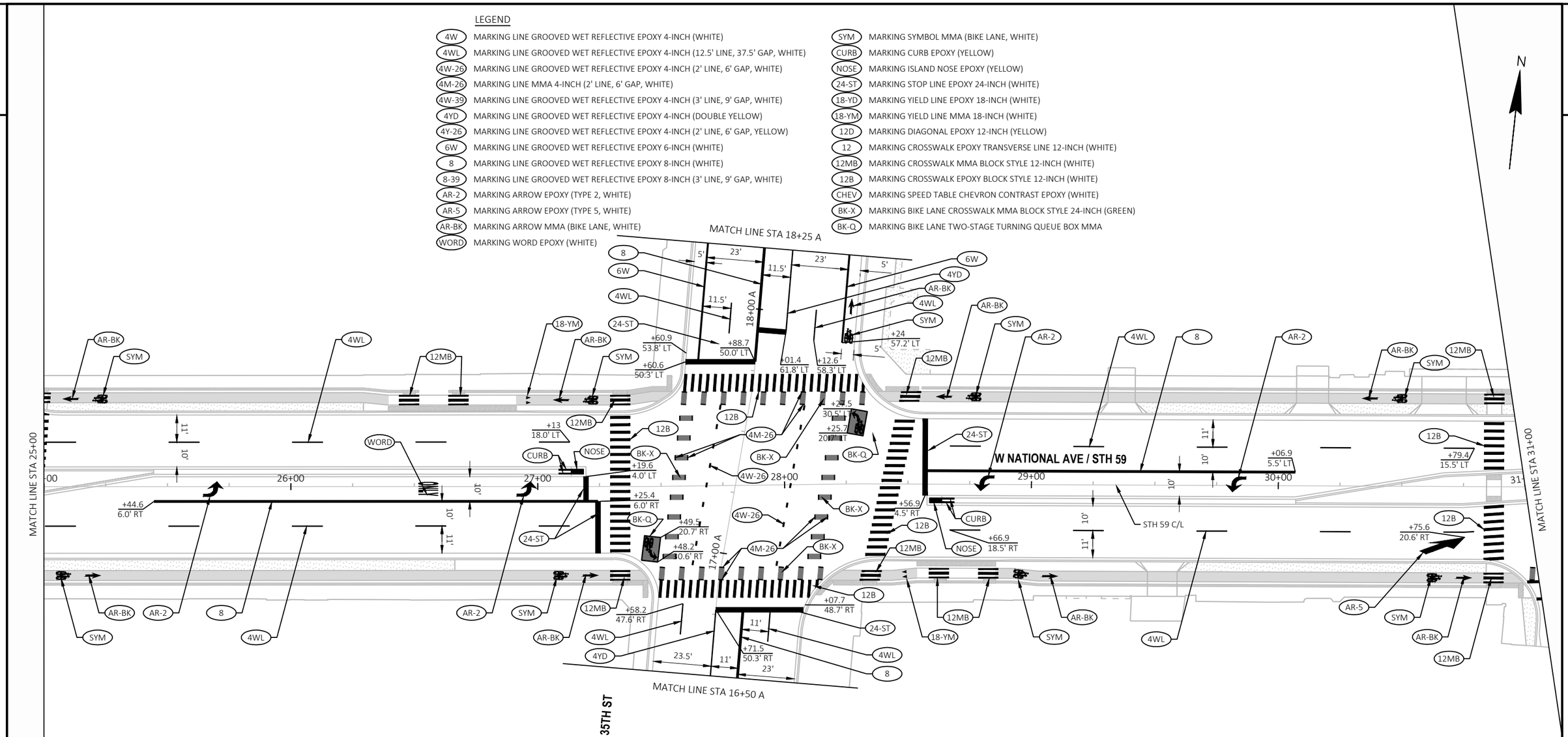
PLOT DATE : 10/31/2025 2:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
4WL	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4W-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
4M-26	MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE)
4W-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4YD	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW)
4Y-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
6W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
8	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
AR-2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR-5	MARKING ARROW EPOXY (TYPE 5, WHITE)
AR-BK	MARKING ARROW MMA (BIKE LANE, WHITE)
WORD	MARKING WORD EPOXY (WHITE)
SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
24-ST	MARKING STOP LINE EPOXY 24-INCH (WHITE)
18-YD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
18-YM	MARKING YIELD LINE MMA 18-INCH (WHITE)
12D	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE)
12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
12B	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 328 E

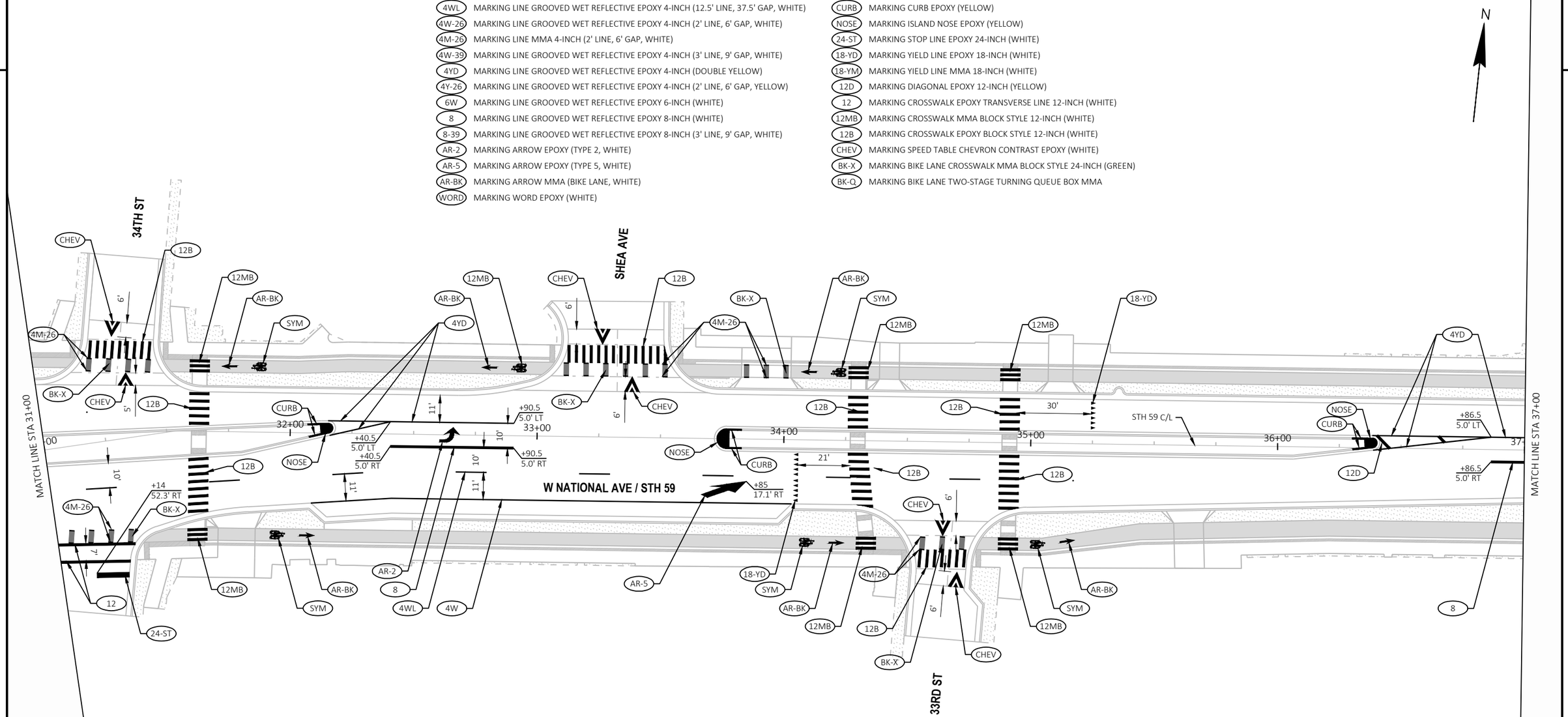
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LAYOUT NAME - 03

PLOT DATE : 10/31/2025 2:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

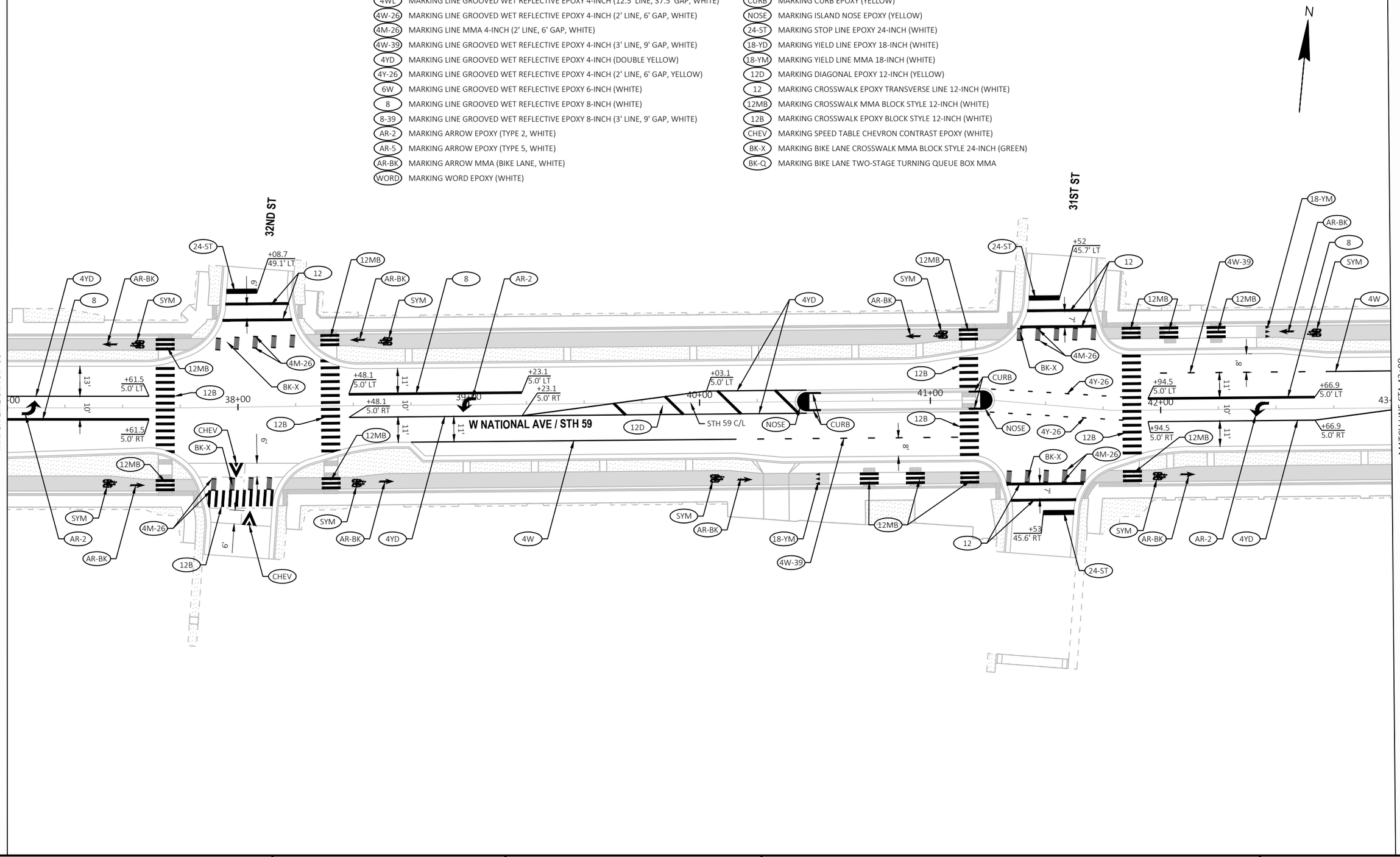
LEGEND

4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
4WL	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4W-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
4M-26	MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE)
4W-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4YD	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW)
4Y-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
6W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
8	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
AR-2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR-5	MARKING ARROW EPOXY (TYPE 5, WHITE)
AR-BK	MARKING ARROW MMA (BIKE LANE, WHITE)
WORD	MARKING WORD EPOXY (WHITE)
SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
24-ST	MARKING STOP LINE EPOXY 24-INCH (WHITE)
18-YD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
18-YM	MARKING YIELD LINE MMA 18-INCH (WHITE)
12D	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE)
12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
12B	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA



LEGEND

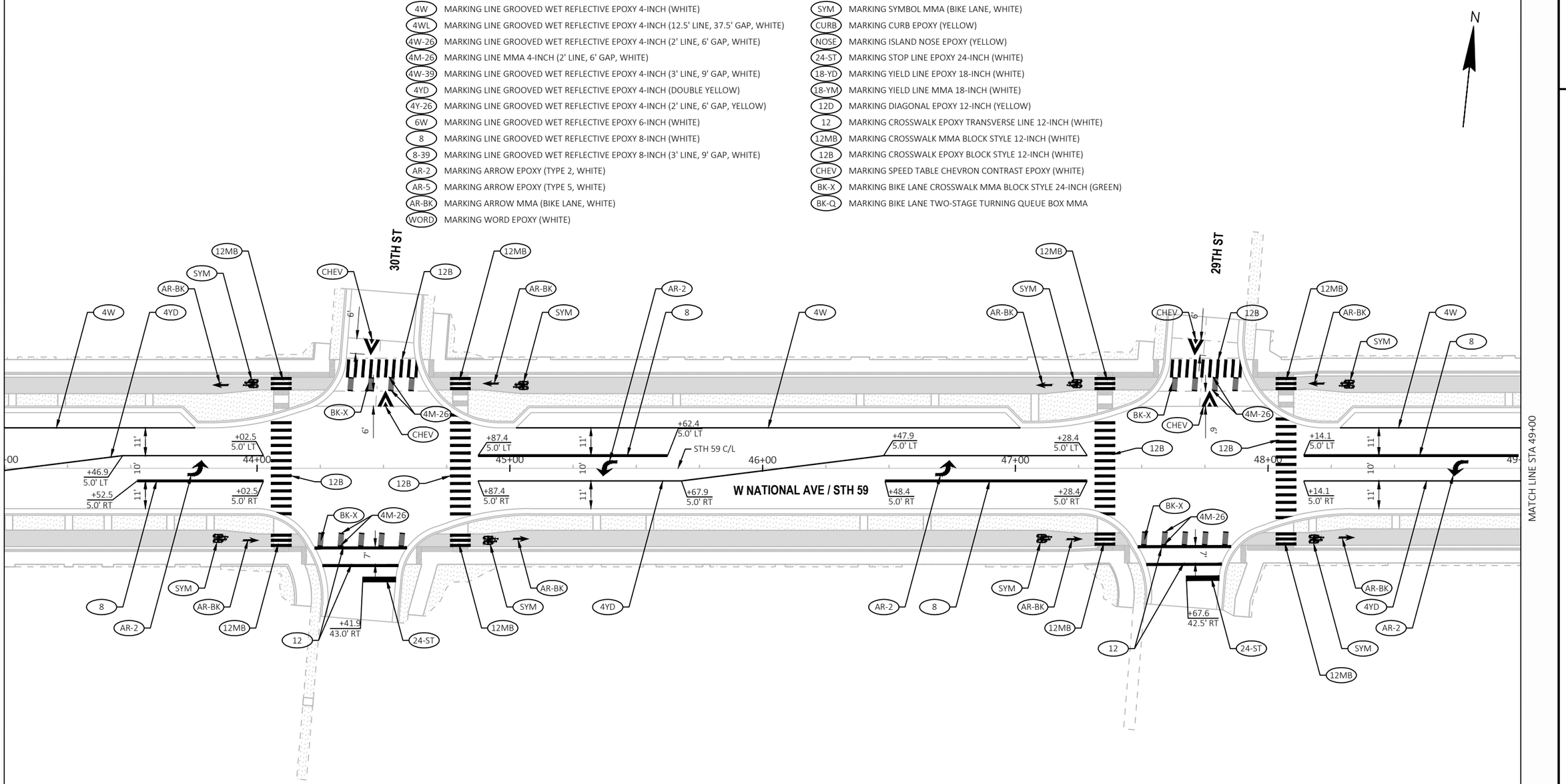
4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
4WL	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
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4YD	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW)
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AR-2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR-5	MARKING ARROW EPOXY (TYPE 5, WHITE)
AR-BK	MARKING ARROW MMA (BIKE LANE, WHITE)
WORD	MARKING WORD EPOXY (WHITE)
SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
24-ST	MARKING STOP LINE EPOXY 24-INCH (WHITE)
18-YD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
18-YM	MARKING YIELD LINE MMA 18-INCH (WHITE)
12D	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE)
12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
12B	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA



2

LEGEND

4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
4WL	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
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AR-BK	MARKING ARROW MMA (BIKE LANE, WHITE)
WORD	MARKING WORD EPOXY (WHITE)
SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
24-ST	MARKING STOP LINE EPOXY 24-INCH (WHITE)
18-YD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
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12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
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CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 331 E

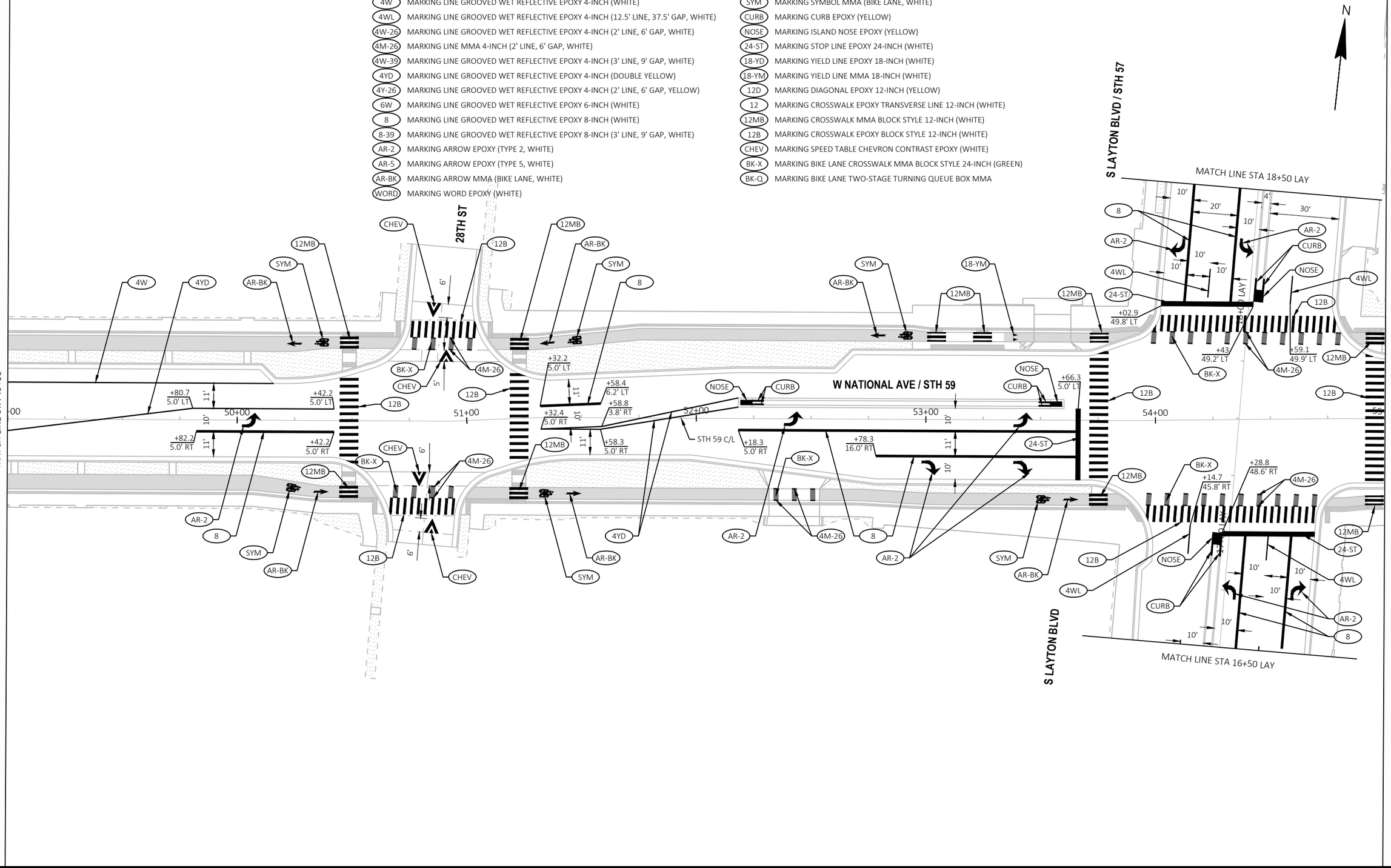
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LAYOUT NAME - 06

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WISDOT/CADDS SHEET 42

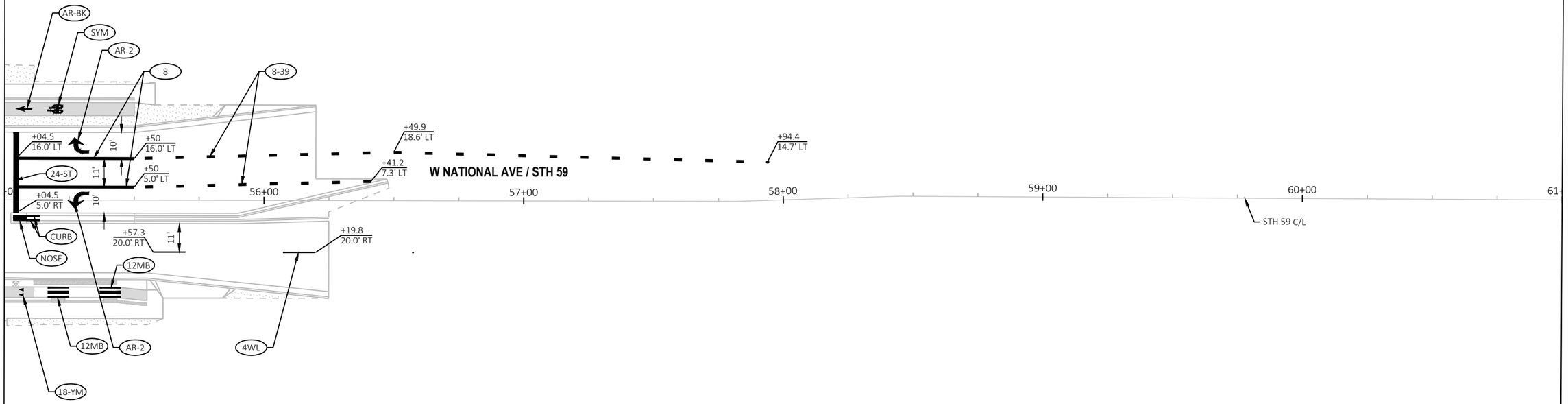
LEGEND

4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
4WL	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
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SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
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12D	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE)
12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
12B	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA



LEGEND

4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
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AR-BK	MARKING ARROW MMA (BIKE LANE, WHITE)
WORD	MARKING WORD EPOXY (WHITE)
SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
24-ST	MARKING STOP LINE EPOXY 24-INCH (WHITE)
18-YD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
18-YM	MARKING YIELD LINE MMA 18-INCH (WHITE)
12D	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE)
12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
12B	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 333 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 08

PLOT DATE : 10/31/2025 2:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

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LEGEND

4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
4WL	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4W-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
4W-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4YD	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW)
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AR-5	MARKING ARROW EPOXY (TYPE 5, WHITE)
AR-BK	MARKING ARROW MMA (BIKE LANE, WHITE)
WORD	MARKING WORD EPOXY (WHITE)
SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
24-ST	MARKING STOP LINE EPOXY 24-INCH (WHITE)
18-YD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
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12D	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
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12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
12B	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA

N

11+00 A

12+00 A

13+00 A

14+00 A

15+00 A

16+00 A

35TH ST C/L

35TH ST

+33.6
0.0'

+65.7
13.5' LT

+66.2
15.9' RT

+08.2
11.0' RT

10'
13.5'
11'
11'
12'

4WL
4YD
8-39
4WL
AR-2
8

MATCH LINE STA 16+50

2

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVEMENT MARKING (35TH ST)	SHEET 334	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 35-01

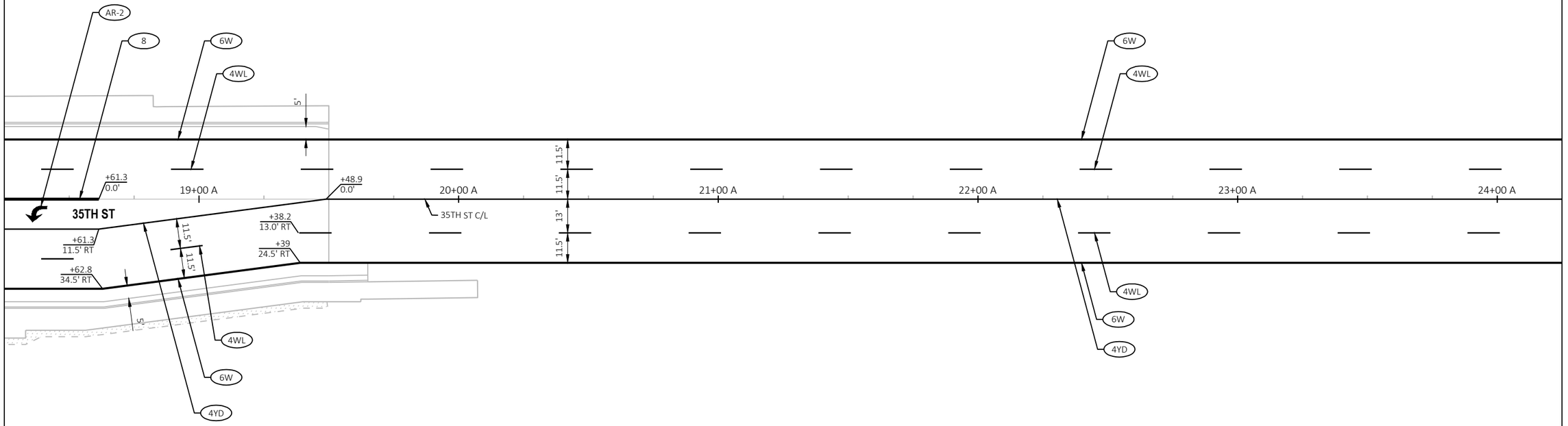
PLOT DATE : 10/31/2025 2:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

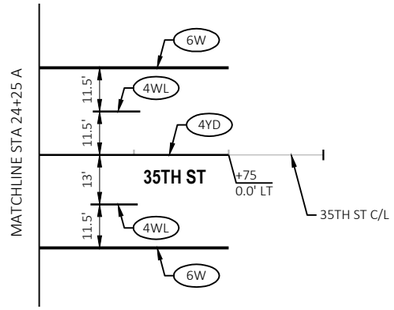
WISDOT/CADDS SHEET 42

LEGEND

4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
4WL	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4W-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
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AR-BK	MARKING ARROW MMA (BIKE LANE, WHITE)
WORD	MARKING WORD EPOXY (WHITE)
SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
24-ST	MARKING STOP LINE EPOXY 24-INCH (WHITE)
18-YD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
18-YM	MARKING YIELD LINE MMA 18-INCH (WHITE)
12D	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE)
12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
12B	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA

N





PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 335 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 35-02

PLOT DATE : 10/31/2025 2:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
4WL	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
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4W-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4YD	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW)
4Y-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
6W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
8	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
AR-2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR-5	MARKING ARROW EPOXY (TYPE 5, WHITE)
AR-BK	MARKING ARROW MMA (BIKE LANE, WHITE)
WORD	MARKING WORD EPOXY (WHITE)
SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
24-ST	MARKING STOP LINE EPOXY 24-INCH (WHITE)
18-YD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
18-YM	MARKING YIELD LINE MMA 18-INCH (WHITE)
12D	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE)
12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
12B	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA

N

11+00 LAY

12+00 LAY

13+00 LAY

14+00 LAY

15+00 LAY

16+00 LAY

LAYTON BLVD C/L

MATCH LINE STA 16+50

S LAYTON BLVD

4WL

AR-2

8-39

8

+39.4
-17.3' LT

+73.7
7.0' RT

+67.7
27.0' RT

+39.4
17.0' RT

10'

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PAVEMENT MARKING (27TH ST / S LAYTON BLVD)	SHEET 336	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 27-01

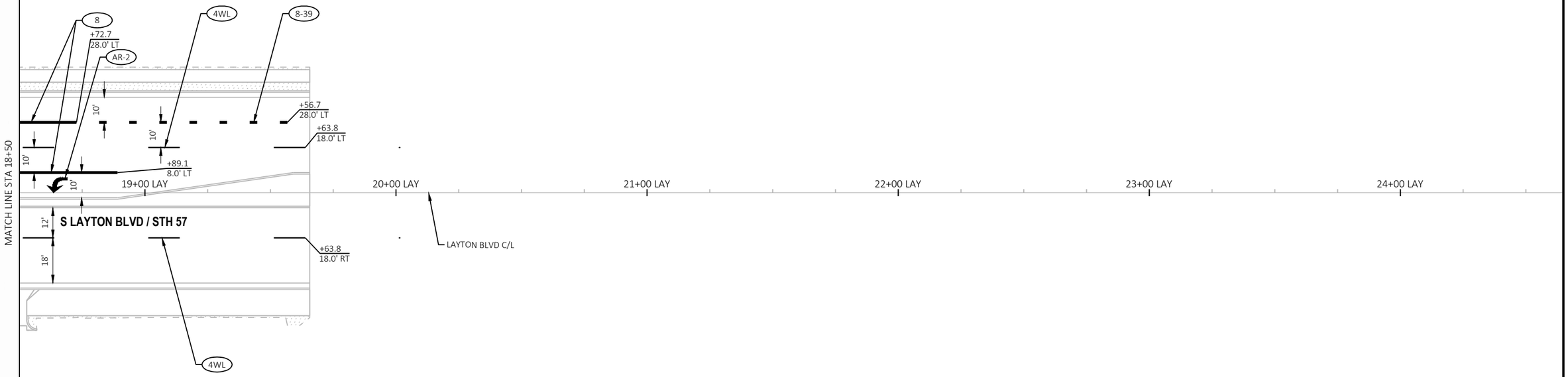
PLOT DATE : 10/31/2025 2:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

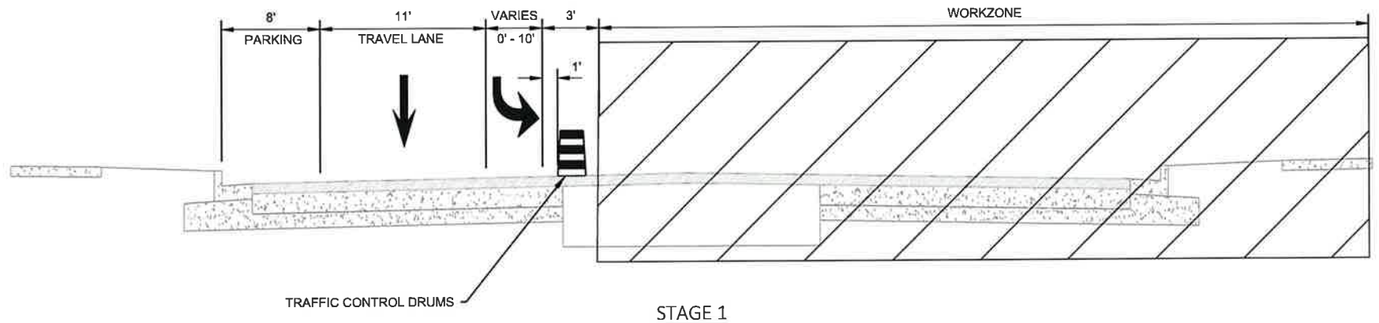
4W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
4WL	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4W-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
4W-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4YD	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW)
4Y-26	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
6W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
8	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
AR-2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR-5	MARKING ARROW EPOXY (TYPE 5, WHITE)
AR-BK	MARKING ARROW MMA (BIKE LANE, WHITE)
WORD	MARKING WORD EPOXY (WHITE)
SYM	MARKING SYMBOL MMA (BIKE LANE, WHITE)
CURB	MARKING CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
24-ST	MARKING STOP LINE EPOXY 24-INCH (WHITE)
18-YD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
18-YM	MARKING YIELD LINE MMA 18-INCH (WHITE)
12D	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE)
12MB	MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
12B	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
CHEV	MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
BK-X	MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
BK-Q	MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA

N

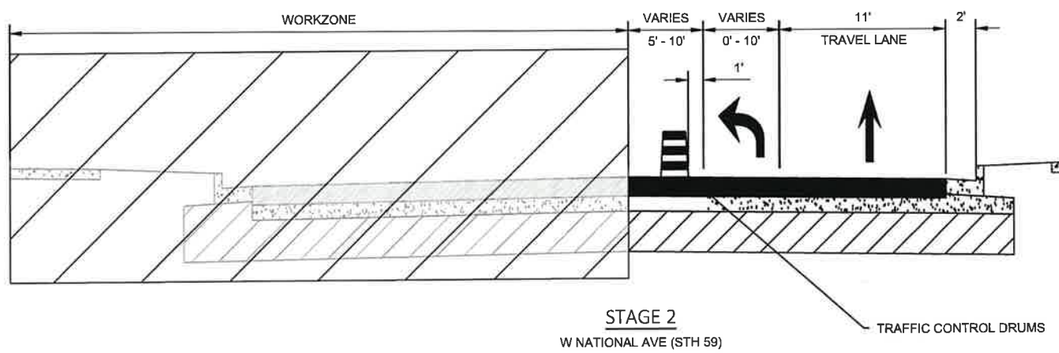


GENERAL NOTES

1. TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS ARE SPACED AT 25' ON CENTER. TRAFFIC CONTROL DRUMS ARE SPACED AT 50' ON CENTER. TRAFFIC CONTROL DRUMS IN LANE CLOSURE TAPERS ARE SPACED AT 25'
2. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE TRAFFIC CONTROL.
3. TEMPORARY MARKINGS SHALL BE TEMPORARY TAPE WHEN PLACED ON NEW OR EXISTING PAVEMENT SURFACES THAT ARE TO REMAIN IN PLACE FOLLOWING CONSTRUCTION. PAINT MAY BE USED ON EXISTING PAVEMENT OR BINDER HMA PLAYERS THAT ARE TO BE REMOVED OR OVERLAID IN SUBSEQUENT STAGES.
4. THE CONTRACTOR SHALL COVER ANY SIGN CONFLICTING WITH THE TRAFFIC CONTROL IN OPERATION AS NEEDED OR AS DIRECTED BY THE ENGINEER. COVERING SIGNS TO BE PAID FOR AS "TRAFFIC CONTROL COVERING SIGNS TYPE II" PAY ITEM
5. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DIRECTIONAL ARROWS, LIGHTS, TEMPORARY MARKINGS, FLAGMEN, AND SAFETY DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
6. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHOD OR SEQUENCES OF OPERATION. THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD LOCATIONS AS APPROVED BY THE ENGINEER IN THE FIELD.
7. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE
8. ALL SIGNS ARE 36" X 36" EXCEPT OTHERWISE NOTED
9. ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.
10. BOTH STEADY BURN LIGHTS AND FLASHING LIGHTS SHALL BE ONE WAY WITH THE LIGHT SOURCE SHOWING TOWARDS ADJACENT APPROACHING TRAFFIC.
11. CHANNELIZING DEVICES SHALL BE DRUMS WITH ATTACHED TYPE "C" STEADY BURN LIGHT (APPROACH TAPERS ONLY).
12. ARROW BOARDS SHALL BE LOCATED AS SHOWN ON THE PLAN, OR AS DIRECTED BY THE ENGINEER.
13. MAINTAIN ACCESS TO DRIVEWAYS AND ALLEYS DURING CONSTRUCTION.
14. WEDGE OR RAMP ELEVATION DIFFERENCES BETWEEN PROPOSED HMA PAVEMENT AND ADJACENT EXISTING HMA PAVEMENT SECTIONS WITH ASPHALTIC SURFACE TEMPORARY. REMOVAL OF WEDGE OR RAMP IS INCIDENTAL TO EXCAVATION BID ITEM.
15. FINAL PAVEMENT MARKING MAY BE USED IN STAGE 2 IN PLACE OF TEMPORARY PAVEMENT MARKING IF IT DOES NOT CONFLICT WITH LAYOUT AS SHOWN IN THE PLANS.
16. MAINTAIN ACCESS THROUGH PROPOSED MEDIANS FOR PROPERTIES WITH DRIVEWAYS THAT NEED TO CROSS THROUGH THE WORK ZONE TO THE OPEN LANE BY GAPPING PROPOSED CURB OR BY OTHER MEANS APPROVED BY THE ENGINEER.



STAGE 1
W NATIONAL AVE (STH 59)



STAGE 2
W NATIONAL AVE (STH 59)

WISCONSIN
DOUGLAS J. ROGAHN
E-32446
OTTAWA, WI
PROFESSIONAL ENGINEER
10-28-25

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 025001-tc
PLOT DATE : 10/23/2025 12:34 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

2

N

N 6TH ST

WEST
59
M3-4
24"X12"
M1-6
24"X24"
MAX.
11'
WIDTH
W12-52
48"X48"

W CLYBOURN ST

WEST
59
M3-4
24"X12"
M1-6
24"X24"
MAX.
11'
WIDTH
W12-52
48"X48"

6TH STREET

MAX.
11'
WIDTH
W12-52
48"X48"

N

5TH STREET

131+00
132+00
133+00
134+00
135+00
136+00
137+00

W NATIONAL AVE / STH 59

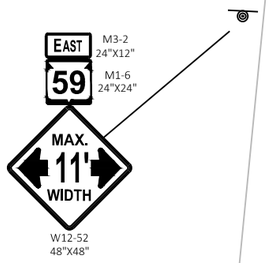
WEST
59
M3-4
24"X12"
M1-6
24"X24"
MAX.
11'
WIDTH
W12-52
48"X48"

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - ADVANCED WIDTH RESTRICTION SIGNING - STAGE 1	SHEET 339	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\025002-TC.DWG
LAYOUT NAME - 025002-tc

PLOT DATE : 12/22/2025 11:55 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

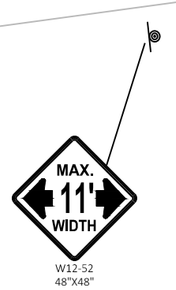




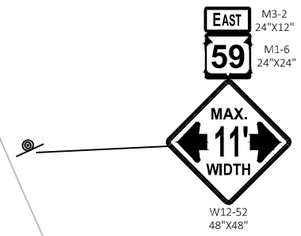
BREWERS BOULEVARD

W NATIONAL AVE / STH 59

W NATIONAL AVE / STH 59



MILLER PARK WAY



2

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - ADVANCED WIDTH RESTRICTION SIGNING - STAGE 2	SHEET 340	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\025002-TC.DWG
LAYOUT NAME - 025003-tc
PLOT DATE : 12/22/2025 11:55 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

PROVIDE GAP IN PEDESTRIAN BARRICADES WITH DETECTABLE WARNING FIELDS TO MAINTAIN CROSSINGS TO NORTH SIDE OF NATIONAL AVENUE WHERE SHOWN ON PLANS (TYP.) IF THERE IS NO CROSSING TO NORTH, ELIMINATE THE REFERENCE TO NORTHBOUND CROSSING ON THE TEMPORARY AUDIBLE MESSAGE DEVICE.

ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND __ STREET INTERSECTION. NORTHBOUND PEDESTRIANS CAN CROSS HERE. EASTBOUND PEDESTRIANS SHOULD PROCEED EAST WITHIN THE TEMPORARY ACCOMMODATIONS. THERE ARE TEMPORARY CONSTRUCTION CROSSINGS ALONG THESE ACCOMMODATIONS, AFTER WHICH ADDITIONAL INFORMATION REGARDING YOUR LOCATION WILL BE PROVIDED. SOUTHBOUND AND WESTBOUND PEDESTRIANS SHOULD PROCEED TO WEST AND THEN FOLLOW THE TEMPORARY ACCOMMODATIONS AS THEY TURN SOUTH. ADDITIONAL INFORMATION WILL BE PROVIDED AT THE SOUTH END OF THE TEMPORARY ACCOMMODATIONS.

ATTENTION PEDESTRIANS. YOU ARE AT THE MIDBLOCK ACCESS POINT FOR XXXX WEST NATIONAL AVENUE. THE SIDEWALK ON THE SOUTH SIDE OF NATIONAL AVENUE IS CLOSED. TO ACCESS XXXX WEST NATIONAL AVENUE, PROCEED SOUTH AND CROSS THE CONSTRUCTION CROSSING; OTHERWISE, PLEASE PROCEED EAST OR WEST ALONG NATIONAL AVENUE.

ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND __ STREET INTERSECTION. WESTBOUND PEDESTRIANS SHOULD PROCEED WEST WITHIN THE TEMPORARY ACCOMMODATIONS. THERE ARE TEMPORARY CONSTRUCTION CROSSINGS ALONG THESE ACCOMMODATIONS, AFTER WHICH ADDITIONAL INFORMATION REGARDING YOUR LOCATION WILL BE PROVIDED. SOUTHBOUND AND EASTBOUND PEDESTRIANS SHOULD PROCEED EAST AND THE FOLLOW THE THE TEMPORARY ACCOMMODATIONS AS THEY TURN SOUTH. ADDITIONAL INFORMATION WILL BE PROVIDED AT THE SOUTH END OF THE TEMPORARY ACCOMMODATIONS.

N

PROVIDE PROPERTY ACCESS AS NEEDED. COMBINE MULTIPLE ACCESS POINTS IN CLOSE PROXIMITY TO EACH OTHER TO LIMIT THE NUMBER OF INDIVIDUAL ACCESS POINTS AND REDUCE THE GAPS IN THE PEDESTRIAN BARRICADES (TYP.)

GAP BETWEEN BARRICADES IS LIMITED TO 100' MAX

W NATIONAL AVE / STH 59

46+00 47+00 48+00 49+00 50+00 51+00 52+00

TEMPORARY PEDESTRIAN BARRICADE (TYP.)

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE (TYP)

ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND __ STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND __ STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET AND DOWN THE TEMPORARY RAMP, WHERE ADDITIONAL INFORMATION WILL BE PROVIDED. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF __ STREET.

M4-60R 30"X24"

M4-9BL 30"X24"

M4-9BR 30"X24"

M4-9BL 30"X24"

PLACE TEMPORARY CURB RAMP PERPENDICULAR TO CURB AND TEMPORARY PEDESTRIAN SURFACE TO PROVIDE ACCESS TO BUSINESSES OR PROPERTY OWNERS ON AN AS NEEDED BASIS. COORDINATE DIRECTLY WITH BUSINESS OR RESIDENT TO DETERMINE NEED. FOLLOW WISDOT SDD "TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS".

M4-9BL 30"X24"

M4-60L 30"X24"

M4-9BR 30"X24"

ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND __ STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND __ STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET AND DOWN THE TEMPORARY RAMP, WHERE ADDITIONAL INFORMATION WILL BE PROVIDED. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF __ STREET.

SIDE STREET

SIDE STREET

ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTH APPROACH OF THE NATIONAL AVENUE AND __ STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND __ STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH AND CROSS A CONSTRUCTION CROSSING, AFTER WHICH ADDITIONAL INFORMATION WILL BE PROVIDED. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF __ STREET.

ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND __ STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND __ STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. NORTHBOUND PEDESTRIANS SHOULD PROCEED WEST DOWN THE TEMPORARY RAMP, WHERE ADDITIONAL INFORMATION WILL BE PROVIDED.

ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND __ STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND __ STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. NORTHBOUND PEDESTRIANS SHOULD PROCEED EAST DOWN THE TEMPORARY RAMP, WHERE ADDITIONAL INFORMATION WILL BE PROVIDED.

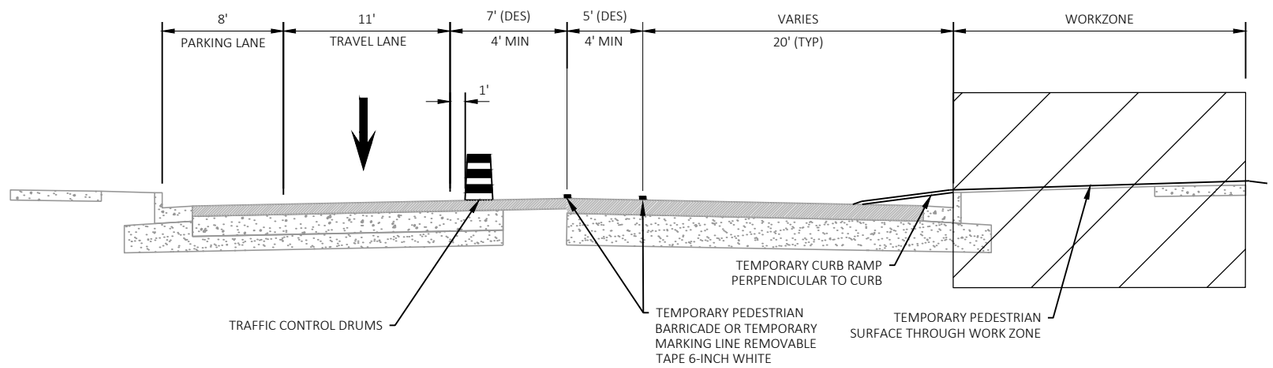
ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTH APPROACH OF THE NATIONAL AVENUE AND __ STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND __ STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH AND CROSS A CONSTRUCTION CROSSING, AFTER WHICH ADDITIONAL INFORMATION WILL BE PROVIDED. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF __ STREET.

LEGEND

- WORK ZONE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TRAFFIC FLOW
- TEMPORARY PEDESTRIAN BARRICADE
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMP SUPPORT
- TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TEMPORARY AUDIBLE MESSAGE DEVICE

PEDESTRIAN ACCOMMODATION NOTES

1. STAGE 1 TRAFFIC CONTROL IS SHOWN. SAME LAYOUT APPLIES TO STAGE 2 EXCEPT IT IS MIRRORED TO WHAT IS SHOWN.
2. SIDEWALK CONSTRUCTION - COORDINATE WITH PROPERTY OWNERS ON SCHEDULE: MAINTAIN SIDEWALK ACCESS ALONG NATIONAL AVENUE WHILE ROADWAY IS BEING RECONSTRUCTED. ONCE ROADWAY IS COMPLETED, RECONSTRUCT THE SIDEWALKS BY DETOURING PEDESTRIANS TO THE FINISHED DRIVING LANE. PROVIDE TEMPORARY CURB RAMPS AND TEMPORARY PEDESTRIAN SURFACE PAST THE WORK ZONE.
3. SIDEWALK TO BE CONSTRUCTED WHILE ROAD REMAINS CLOSED TO TRAFFIC. EACH PEDESTRIAN DETOUR INTO THE ROADWAY IS LIMITED TO A MAXIMUM OF 14 CALENDAR DAYS.
4. MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES.
5. SEE WISDOT SDD "TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DETAILS.



STAGING TYPICAL SECTION - SIDEWALKS

W NATIONAL AVE (STH 59)
(MAINTAIN PEDESTRIAN ACCESS IN CLOSED DRIVING LANE)

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - SIDEWALK CLOSURE CONSTRUCTION DETAIL	SHEET 341	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\025002-TC.DWG
LAYOUT NAME - 025004-tc

PLOT DATE : 12/22/2025 11:56 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

41ST ST

40TH ST

N

W NATIONAL AVE / STH 59

9+00 10+00 11+00 12+00 13+00 14+00 15+

MATCH LINE STA 15+00

END ROAD WORK
G20-2A
48"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

2221 IP 1.25IN OD FND

2220 IP .75IN IR FND

WO1-6
48"X24"

DO NOT ENTER
R5-1
30"X30"

WRONG WAY
R5-1A
36"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

2219 IP CHISL CROSS FND

100' TAPER

25' (TYP.)

25' (TYP.)

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

2001 IP 1.5IN OD FND

200'

R3-1
24"X24"

2000 IP .75IN IR FND CAP

200'

200'

200'

COVER SIGN

180' LANE DROP

COVER SIGN

50'

ROAD CLOSED AHEAD
W20-3A

LEFT LANE CLOSED AHEAD
W20-5A

W04-2L

NO PARKING HERE TO CORNER
R7-51L
18"X24"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGNS ON 41ST STREET 200' SOUTH OF INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 342	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026001-S1.DWG
LAYOUT NAME - 026001-s1

PLOT DATE : 12/22/2025 11:56 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN SOUTH OF ALLEY

ROAD WORK AHEAD
W20-1A

PLACE SIGN SOUTH OF ALLEY

END ROAD WORK
G20-2A
48"X24"

N

39TH ST

STOP
R3-2
24"X24"

M4-60D
30"X24"

R11-2
48"X30"
ROAD CLOSED

M4-60D
30"X24"

R3-2
24"X24"

STOP
R3-2
24"X24"

38TH ST

TEMPORARY MARKING
LINE PAINT
6-INCH YELLOW

M4-60D
30"X24"

17'

W NATIONAL AVE / STH 59

11'

50' (TYP.)

17'

MATCH LINE STA 15+00

MATCH LINE STA 21+00

MB

M4-60D
30"X24"

R11-2
48"X30"
ROAD CLOSED

R6-2R
24"X30"
ONE WAY

M4-60R
30"X24"

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX*

PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

38TH ST.

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

M4-60L
30"X24"

M4-60D
30"X24"

R11-2
48"X30"
ROAD CLOSED

R6-2R
24"X30"
ONE WAY

M4-60D
30"X24"

FMS
SEE DETAIL
NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT
W HILDA PL
INTERSECTION

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 343	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026001-S1.DWG
LAYOUT NAME - 026002-s1

PLOT DATE : 12/22/2025 11:56 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN SOUTH OF ALLEY

ROAD WORK AHEAD
W20-1A

PLACE SIGN SOUTH OF ALLEY

END ROAD WORK
G20-2A
48"X24"

37TH ST

36TH ST

STOP
R1-1
36"X36"

R3-2
24"X24"

WO11-2
48"X48"

WO16-7L
48"X24"

ONE WAY
R6-2L
24"X30"

WO11-2
48"X48"

AHEAD
WO16-9P
24"X12"

STOP
R3-2
24"X24"

M4-60D
30"X24"

M4-60D
30"X24"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

W NATIONAL AVE / STH 59

50' (TYP.)

17'

17'

MATCH LINE STA 21+00

MATCH LINE STA 27+00

22+00

23+00

24+00

25+00

26+00

TEMPORARY MARKING
LINE PAINT
6-INCH YELLOW

M4-60L
30"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60R
30"X24"

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

R1-6
12"X36"

M4-60F
30"X24"

M4-60D
30"X24"

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W HILDA PL INTERSECTION

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

500'

ROAD CLOSED 500 FT
W20-3D

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

NATIONAL AVE

FMS
SEE DETAIL

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 344	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026001-S1.DWG
LAYOUT NAME - 026003-s1

PLOT DATE : 12/22/2025 11:56 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

350'

25'

35TH ST

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

W01-6
48"X24"

DO NOT ENTER
R5-1
30"X30"

WRONG WAY
R5-1A
36"X24"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

50'

60'

15'

10'

25' (TYP.)

TEMPORARILY CLOSE LEFT TURN IF NEEDED FOR TROLLEY TRACK REMOVAL. RESTORE WITH TEMPORARY ASPHALT.

W NATIONAL AVE / STH 59

MATCH LINE STA 27+00

28+00

29+00

30+00

31+00

32+00

MATCH LINE STA 33+00

TEMPORARY MARKING LINE PAINT 10-INCH

MAINTAIN ACCESS THROUGH MEDIAN BY GAPPING PROPOSED CURB OR BY OTHER MEANS APPROVED BY ENGINEER

TEMPORARY MARKING LINE PAINT 6-INCH YELLOW

50' (TYP.)

17'

ROAD WORK AHEAD
W20-1A

PLACE SIGN SOUTH OF ALLEY

END ROAD WORK
G20-2A
48"X24"

STOP

R3-2
24"X24"

34TH ST

M4-60D
30"X24"

R3-2
24"X24"

N

206
FP 1.25IN OD FND

2208
FP 1.00IN OD FND

2209
FP 1.00IN OD FND

2207
FP 2IN OD FND

19

20

TEMPORARY MARKING LINE PAINT 6-INCH YELLOW

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

LANE CLOSED
R11-2L
48"X30"

M4-60R
30"X24"

ROAD CLOSED 500 FT
W20-3D

500'

21

22

M4-60L
30"X24"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

2014
FP CHISL CROSS FND
2013
FP .75IN IR FND BEN

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

350'

25'

35TH ST

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 345	E

2

2

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

PLACE SIGN AT W PIERCE ST INTERSECTION

STOP
R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

SHEA AVE

M4-60D
30"X24"

PROVIDE GAP IN PROPOSED CURB FOR NORTH DRIVEWAY ACCESS IN STAGE 2 OR MAINTAIN ACCESS BY OTHER MEANS APPROVED BY ENGINEER

TEMPORARY MARKING LINE PAINT 6-INCH YELLOW

ONE WAY
R6-2L
24"X30"

WO11-2
48"X48"

WO16-7L
48"X24"

ROAD WORK AHEAD
W20-1A

STOP
R3-2
24"X24"

100'

32ND ST

END ROAD WORK
G20-2A
48"X24"

M4-60D
30"X24"

N

MATCH LINE STA 33+00

17'

50' (TYP.)

W NATIONAL AVE / STH 59

TEMPORARY MARKING CROSSWALK PAINT 6-INCH

MATCH LINE STA 39+00

34+00 35+00 36+00 37+00 38+00

MAINTAIN ACCESS THROUGH MEDIAN BY GAPPING PROPOSED CURB OR BY OTHER MEANS APPROVED BY ENGINEER

R1-6
12"X36"

M4-60L
30"X24"

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

M4-60L
30"X24"

M4-60R
30"X24"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

33RD ST

500'

ROAD CLOSED 500 FT
W20-3D

500'

ROAD CLOSED 500 FT
W20-3D

FMS SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

FMS SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 346	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026001-S1.DWG
LAYOUT NAME - 026005-s1

PLOT DATE : 12/22/2025 11:56 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

WO11-2
48"X48"
AHEAD
WO16-9P
24"X12"

ROAD WORK AHEAD
W20-1A
PLACE SIGN SOUTH OF ALLEY

ONE WAY
R6-2L
24"X30"

STOP
R3-2
24"X24"

END ROAD WORK
G20-2A
48"X24"

31ST ST

M4-60D
30"X24"

TEMPORARY MARKING
LINE PAINT
6-INCH YELLOW

ROAD CLOSED
R11-2
48"X30"

ROAD WORK AHEAD
W20-1A
PLACE SIGN SOUTH OF ALLEY

END ROAD WORK
G20-2A
48"X24"

N

STOP
R3-2
24"X24"

M4-60D
30"X24"

30TH ST

R3-2
24"X24"

R1-6
12"X36"

ONE WAY
R6-2R
24"X30"

W NATIONAL AVE / STH 59

17'

50' (TYP.)

MATCH LINE STA 39+00

40+00

41+00

42+00

43+00

44+00

MATCH LINE STA 45+00

M4-60R
30"X24"

M4-60L
30"X24"

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

32

33

34

35

36

37

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

M4-60R
30"X24"

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

500'

ROAD CLOSED 500 FT
W20-3D

ROAD CLOSED 500 FT
W20-3D

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- (S) WORK ZONE START LOCATION MARKER
- (E) WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 347	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026001-S1.DWG
LAYOUT NAME - 026006-s1

PLOT DATE : 12/22/2025 11:56 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

ROAD WORK AHEAD W20-1A
PLACE SIGN SOUTH OF ALLEY

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD W20-1A
PLACE SIGN SOUTH OF ALLEY

N

STOP
M4-60D 30"X24"
R3-2 24"X24"

29TH ST

M4-60D 30"X24"
R3-2 24"X24"

TEMPORARY MARKING LINE PAINT 6-INCH YELLOW

STOP
M4-60D 30"X24"
R3-2 24"X24"

ROAD CLOSED
R11-2
48"X30"

28TH ST

ONE WAY
R6-2R
24"X30"

17'

W NATIONAL AVE / STH 59

50' (TYP.)

17'

MATCH LINE STA 45+00

46+00 47+00 48+00 49+00 50+00 51+

MATCH LINE STA 51+00

M4-60R 30"X24"
M4-60L 30"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60L 30"X24"
M4-60R 30"X24"

ONE WAY
R6-2R
24"X30"

500'

ROAD CLOSED 500 FT
W20-3D

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED 500 FT
W20-3D

500'

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 348	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026001-S1.DWG
LAYOUT NAME - 026007-s1

PLOT DATE : 12/22/2025 11:56 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

END ROAD WORK
G20-2A
48"X24"
PLACE SIGN SOUTH OF ALLEY

ROAD WORK AHEAD
W20-1A

350'

27TH ST / S LAYTON BLVD / STH 57

END ROAD WORK
G20-2A
48"X24"

N

M4-60D
30"X24"

TEMPORARY MARKING LINE PAINT 6-INCH YELLOW

ROAD OPEN TO BUSINESSES
R10-61(MOD)
60"X30"

ROAD CLOSED
R11-2
48"X30"

50'

60'

180' LANE DROP

2192
2184
IP CHISL CROSS FND

W NATIONAL AVE / STH 59

17'

50' (TYP.)

15'

25' (TYP.)

10'

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

MATCH LINE STA 51+00

52+00

53+00

54+00

55+00

56+00

57+

MATCH LINE STA 57+00

MAINTAIN ACCESS THROUGH MEDIAN BY GAPPING PROPOSED CURB OR BY OTHER MEANS APPROVED BY ENGINEER

TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH

W NATIONAL AVE / STH 59

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

WO1-6
48"X24"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

END ROAD WORK
G20-2A
48"X24"

27TH ST / S LAYTON BLVD

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W MINERAL ST INTERSECTION

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 349	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026001-S1.DWG
LAYOUT NAME - 026008-s1
PLOT DATE : 12/22/2025 11:56 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD W20-1A

PLACE SIGN SOUTH OF ALLEY

END ROAD WORK G20-2A 48"X24"

W04-2L

LEFT LANE CLOSED AHEAD W20-5A

ROAD WORK AHEAD W20-1A

ROAD WORK AHEAD W20-1A

PLACE SIGN SOUTH OF ALLEY

END ROAD WORK G20-2A 48"X24"

N

2190 IP 1.25IN OD FND

2189 IP .5IN IR FND BENT

26TH ST

25TH ST

180' LANE DROP

200'

200'

200'

MB

25' (TYP.)

MATCH LINE STA 57+00

57+00

58+00

59+00

60+00

61+00

62+00

63+00

W NATIONAL AVE / STH 59

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

2034 IP CHISL CROSS FND

2037 IP 2IN OD FND PINCH

2042 IP CHISL CROSS FND

2043 IP CHISL CROSS FND

FRAME 1 | FRAME 2

ROAD WORK BEGINS | XXXDAY XX/XX

PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

PLACE SIGN NORTH OF ALLEY

END ROAD WORK G20-2A 48"X24"

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

PLACE SIGN AT W SCOTT ST INTERSECTION

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 350	E

TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 1

1. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 40TH STREET INTERSECTION. EASTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO LAYTON BOULEVARD AND WILL ONLY HAVE OPPORTUNITIES TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE AT 37TH, 35TH, 32ND, 30TH AND LAYTON BOULEVARD. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

2. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 39TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

3. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 39TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

4. ATTENTION PEDESTRIANS. YOU ARE BETWEEN THE INTERSECTIONS OF 39TH STREET AND 38TH STREET. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

5. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 38TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 38TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 38TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 38TH STREET.

6. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 38TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 38TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 38TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 38TH STREET.

7. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 38TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

8. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 38TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

9. ATTENTION PEDESTRIANS. YOU ARE BETWEEN THE INTERSECTIONS OF 38TH STREET AND 37TH STREET. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

10. ATTENTION PEDESTRIANS. YOU ARE BETWEEN THE INTERSECTIONS OF 38TH STREET AND 37TH STREET. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

11. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE NORTHEAST CORNER OF 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

12. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 35TH STREET TO THE EAST AND 40TH STREET TO THE WEST. NORTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 37TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

13. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 37TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 37TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 37TH STREET.

14. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 35TH STREET TO THE EAST AND 40TH STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 37TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 37TH STREET.

15. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 35TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 37TH STREET.

16. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 35TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 37TH STREET.

17. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 36TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 36TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 36TH STREET.

18. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 36TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 36TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 36TH STREET.

19. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

20. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

21. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 34TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

22. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 34TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

23. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 33RD STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

24. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 33RD STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 33RD STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 33RD STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 33RD STREET.

25. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 33RD STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 33RD STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 33RD STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 33RD STREET.

26. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 32ND STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 30TH STREET TO THE EAST AND 35TH STREET TO THE WEST. NORTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 32ND STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

27. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 32ND STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 30TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS THE NORTHWEST CORNER OF 32ND STREET.

28. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 32ND STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 30TH STREET TO THE EAST AND 35TH STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 32ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 32ND STREET.

29. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 32ND STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 32ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 32ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 32ND STREET.

30. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 31ST STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 30TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 32ND STREET.

31. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 31ST STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 30TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 32ND STREET.

32. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 31ST STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 31ST STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 31ST STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 31ST STREET.

33. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 31ST STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 31ST STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 31ST STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 31ST STREET.

34. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 30TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE NORTHEAST CORNER OF 30TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 32ND STREET.

35. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 30H STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS LAYTON BOULEVARD TO THE EAST AND 32ND STREET TO THE WEST. NORTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 30TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

36. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 30TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 30TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 30TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 30TH STREET.

37. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 30TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS LAYTON BOULEVARD TO THE EAST AND 32ND STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 30TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 30TH STREET.

38. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 29TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS LAYTON BOULEVARD. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 30TH STREET.

39. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 29TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS LAYTON BOULEVARD. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 30TH STREET.

40. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 29TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 29TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 29TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 29TH STREET.

41. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 29TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 29TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 29TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 29TH STREET.

42. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS LAYTON BOULEVARD. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 30TH STREET.

43. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 28TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 28TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 28TH STREET.

44. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 28TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 28TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 28TH STREET.

45. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS LAYTON BOULEVARD. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 30TH STREET.

46. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND LAYTON BOULEVARD INTERSECTION. WESTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 39TH STREET AND WILL ONLY HAVE OPPORTUNITIES TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE AT 30TH, 32ND, 35TH, AND 37TH STREET. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

2

2

2

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN SOUTH OF ALLEY

37TH ST

R1-1
STOP
R3-2
24"X24"

M4-60D
30"X24"

WO11-2
48"X48"
WO16-7L
48"X24"

ONE WAY
R6-2L
24"X30"

WO11-2
48"X48"
AHEAD
WO16-9P
24"X12"

R/W

ROAD WORK AHEAD
W20-1A

PLACE SIGN SOUTH OF ALLEY

STOP
R3-2
24"X24"

M4-60D
30"X24"

36TH ST

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

ONE WAY
R6-2R
24"X30"

WO11-2
48"X48"
WO16-7L
48"X24"

R3-2
24"X24"

R1-6
12"X36"

END ROAD WORK
G20-2A
48"X24"

WO11-2
48"X48"
AHEAD
WO16-9P
24"X12"

R/W

N

17'

W NATIONAL AVE / STH 59

50' (TYP.)

MATCH LINE STA 21+00

MATCH LINE STA 27+00

24+00

25+00

26+00

ROAD CLOSED
R11-2
48"X30"

M4-60R
30"X24"

ONE WAY
R6-2R
24"X30"

M4-60D
30"X24"

R3-2
24"X24"

R1-6
12"X36"

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

M4-60R
30"X24"

ROAD CLOSED
R11-2
48"X30"

DETOUR
M4-9BL
30"X24"

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

R/W

ROAD CLOSED 500 FT
W20-3D

500'

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W HILDA PL INTERSECTION

R/W

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 1B	SHEET 352	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026002-S1B.DWG
LAYOUT NAME - 026003-s1b
PLOT DATE : 12/22/2025 11:57 AM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

MATCH LINE B-B

35TH ST

25'

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BL
30"X24"

R3-2
24"X24"

WRONG WAY
R5-1A
36"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN SOUTH OF ALLEY

STOP

DETOUR
M4-9BL
30"X24"

R3-2
24"X24"

DETOUR
M4-9BR
30"X24"

34TH ST

END ROAD WORK
G20-2A
48"X24"

WO11-2
48"X48"

WO16-7L
48"X24"

M4-60D
30"X24"

R/W

R3-2
24"X24"

WO11-2
48"X48"

AHEAD
WO16-9P
24"X12"

N

WO1-6
48"X24"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BR
30"X24"

DO NOT ENTER
R5-1
30"X30"

R/W

15'

25' (TYP.)

W NATIONAL AVE / STH 59

50' (TYP.)

17'

MATCH LINE STA 27+00

MATCH LINE STA 33+00

28+00

29+00

30+00

31+00

32+00

ONE WAY
R6-2R
24"X30"

R1-6
12"X36"

M4-60L
30"X24"

ROAD CLOSED
R11-2
48"X30"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

R/W

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

MB

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX

PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED 500 FT
W20-3D

500'

FMS SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION

35TH ST

ROAD CLOSED
R11-2
48"X30"

MATCH LINE A-A

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

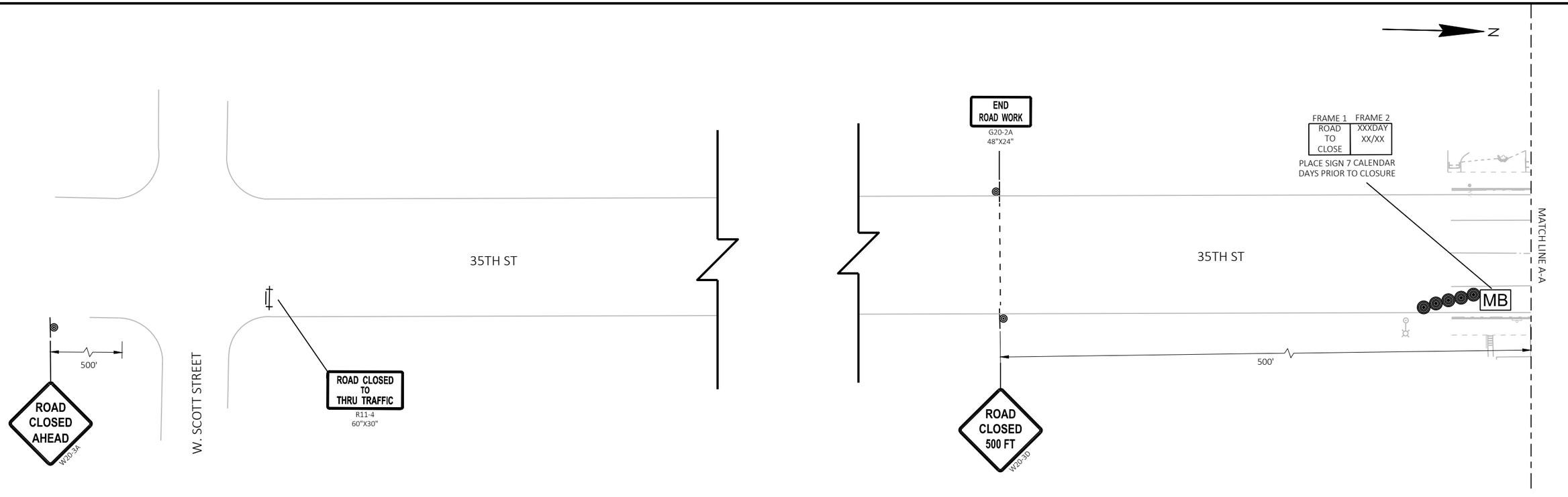
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1B	SHEET 353	E

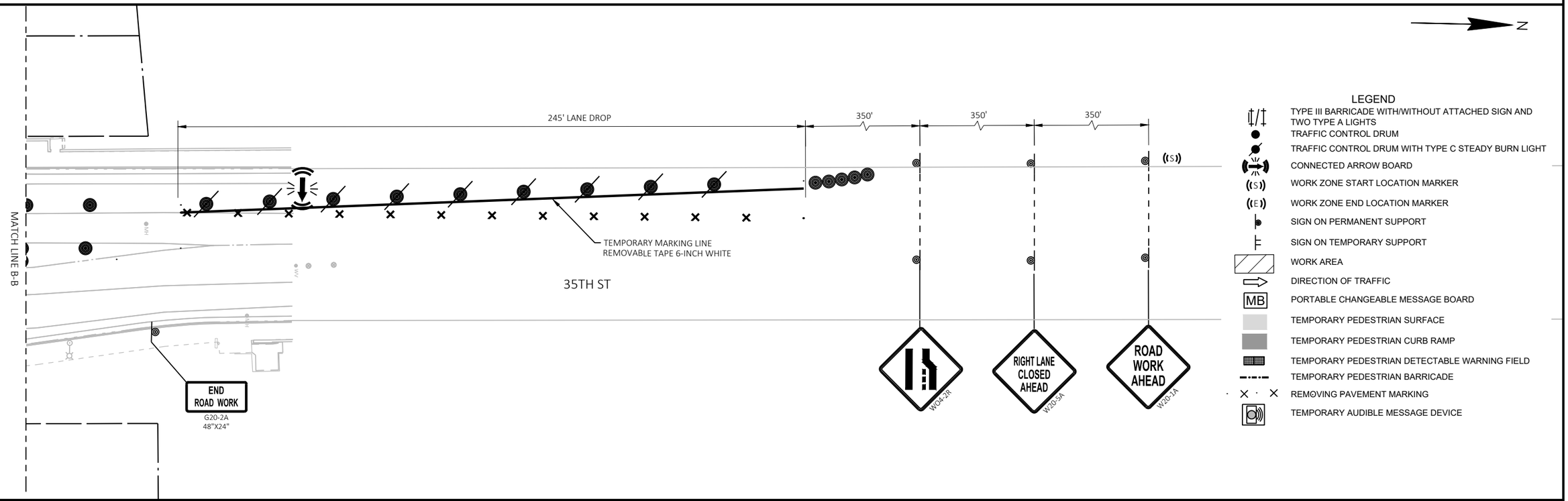
FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026002-S1B.DWG
LAYOUT NAME - 026004-s1b

PLOT DATE : 12/22/2025 11:57 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2





PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1B	SHEET 354	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026002-S1B.DWG
LAYOUT NAME - 026010-s1b
PLOT DATE : 12/22/2025 11:57 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

MATCH LINE D-D

N

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

28TH ST

27TH ST / S LAYTON BLVD / STH 57

END ROAD WORK
G20-2A
48"X24"

DETOUR
M4-9BR
30"X24"

R3-2
24"X24"

R1-6
12"X36"

LANE CLOSED
R11-2L
48"X30"

M4-60D
30"X24"

R3-2
24"X24"

M4-60D
30"X24"

R/W

W NATIONAL AVE / STH 59

50' (TYP.)

25' (TYP.)

MATCH LINE STA 51+00

52+00

53+00

54+00

55+00

56+00

MATCH LINE STA 57+00

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

ONE WAY
R6-2R
24"X30"

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

WO1-6
48"X24"

MB

FRAME 1	FRAME 2
ROAD TO CLOSE	XXXDAY XX/XX

PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

IF THE NEW CURB RAMP HAS NOT BEEN CONSTRUCTED, PROVIDE TEMPORARY PEDESTRIAN CURB RAMP.

MATCH LINE C-C

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 1B	SHEET 355	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026002-S1B.DWG
LAYOUT NAME - 026008-s1b

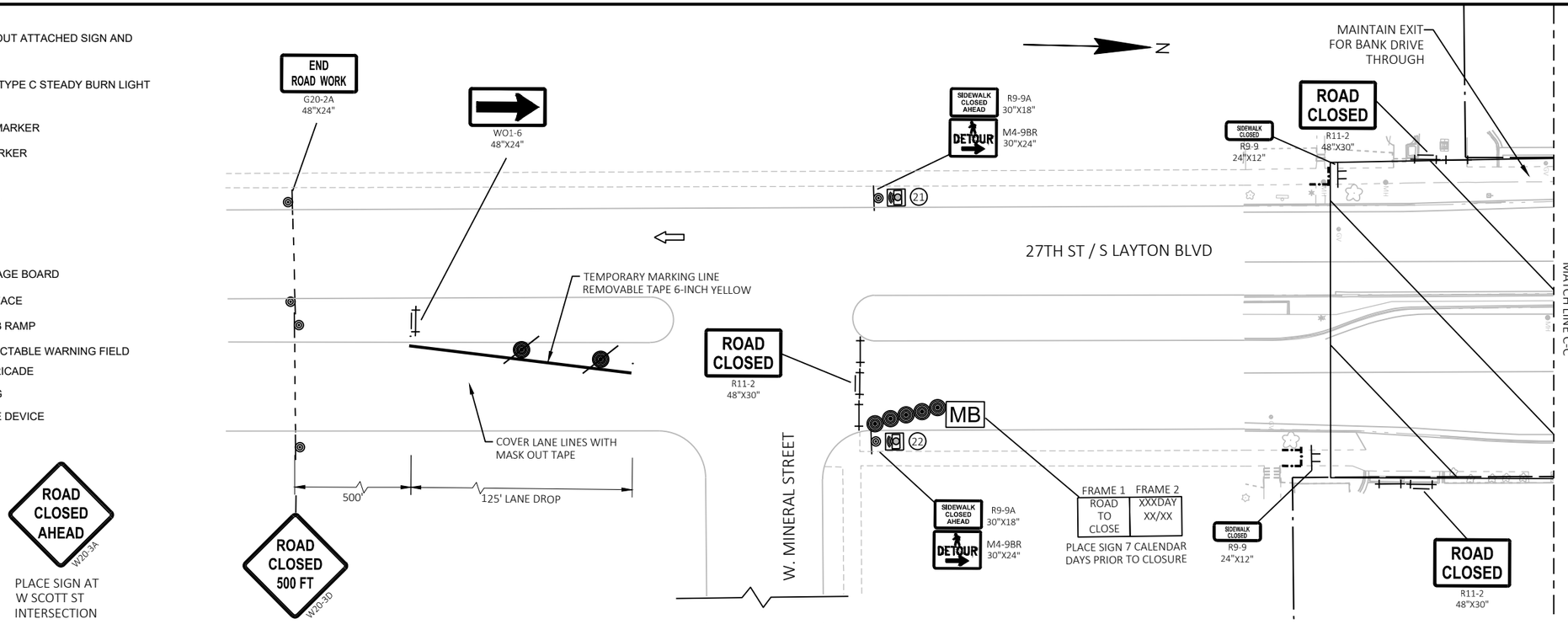
PLOT DATE : 12/22/2025 11:57 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

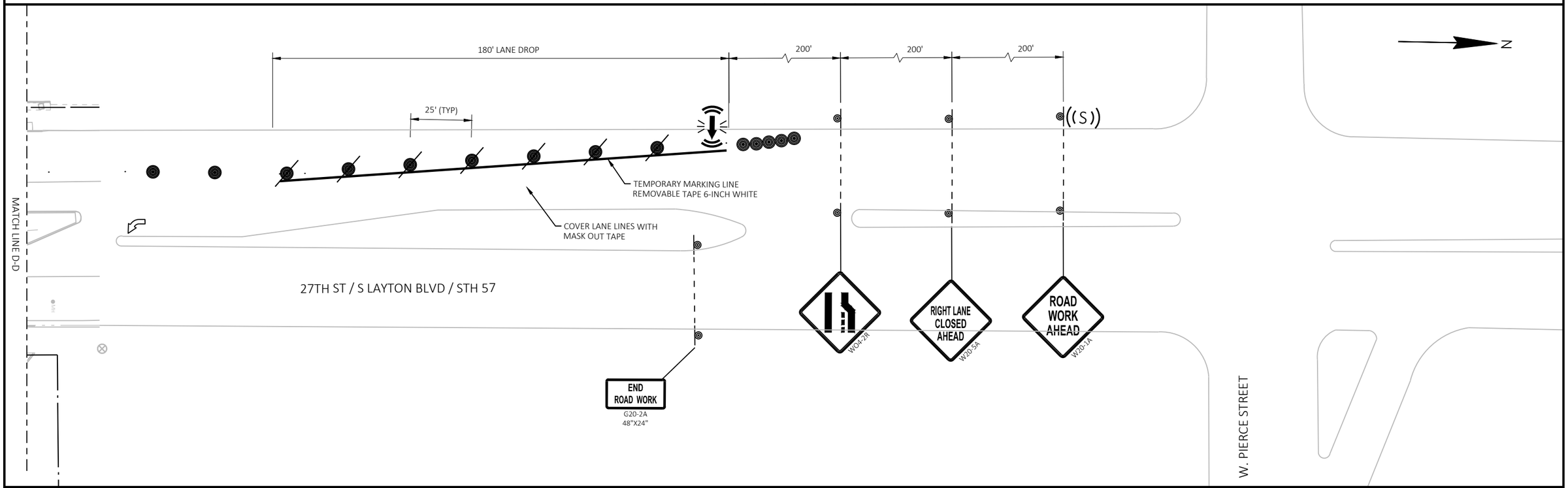
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE



ROAD CLOSED AHEAD W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1B	SHEET 356	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026002-S1B.DWG
LAYOUT NAME - 026011-s1b
PLOT DATE : 12/22/2025 11:57 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

ROAD WORK AHEAD
W20-1A
PLACE SIGN SOUTH OF ALLEY

END ROAD WORK
G20-2A
48"X24"

W04-2L

LEFT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A
PLACE SIGN SOUTH OF ALLEY

END ROAD WORK
G20-2A
48"X24"

N

26TH ST

25TH ST

200'

200'

200'

R/W

R/W

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

23

25' (TYP.)

MATCH LINE STA 57+00

58+00

59+00

60+00

61+00

62+00

63+00

W NATIONAL AVE / STH 59

24

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60D
30"X24"

END ROAD WORK
G20-2A
48"X24"

26TH ST

ROAD WORK AHEAD
W20-1A
PLACE SIGN NORTH OF ALLEY

R/W

DETOUR
M4-9BR
30"X24"

26TH ST

25

W. MINERAL STREET

DETOUR
M4-9BL
30"X24"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

END ROAD WORK
G20-2A
48"X24"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W SCOTT ST INTERSECTION

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 1B	SHEET 357	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026002-S1B.DWG
LAYOUT NAME - 026009-s1b
PLOT DATE : 12/22/2025 11:57 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 1B

1. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE NORTHEAST CORNER OF 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

2. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 36TH STREET TO THE EAST AND 40TH STREET TO THE WEST. NORTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 37TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

3. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 37TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 37TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 37TH STREET.

4. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 36TH STREET TO THE EAST AND 40TH STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 37TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 37TH STREET.

5. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE NORTHEAST CORNER OF 36TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 37TH STREET.

6. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 34TH STREET TO THE EAST AND 37TH STREET TO THE WEST. NORTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 36TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

7. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 36TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 36TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 36TH STREET.

8. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE EASTBOUND CROSSING OF 35TH STREET IS CLOSED SO EASTBOUND PEDESTRIANS SHOULD CROSS TO THE NORTH SIDE OF NATIONAL AVENUE TO CONTINUE EAST. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 37TH STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 36TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 36TH STREET.

9. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. SOUTHBOUND PEDESTRIANS SHOULD PROCEED WEST TO 36TH STREET TO CROSS NATIONAL AVENUE THERE. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE AND WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

10. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. SOUTHBOUND PEDESTRIANS SHOULD PROCEED EAST TO 34TH STREET TO CROSS NATIONAL AVENUE THERE. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE AND WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

11. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 35TH STREET ARE BOTH CLOSED. NORTHBOUND AND EASTBOUND PEDESTRIANS SHOULD PROCEED WEST TO 36TH STREET TO CROSS NATIONAL AVENUE THERE. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON 35TH STREET.

12. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 35TH STREET ARE BOTH CLOSED. NORTHBOUND AND WESTBOUND PEDESTRIANS SHOULD PROCEED EAST TO 34TH STREET TO CROSS NATIONAL AVENUE THERE. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON 35TH STREET.

13. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 32ND STREET TO THE EAST AND 36TH STREET TO THE WEST. NORTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 36TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

14. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS THE NORTHWEST CORNER OF 34TH STREET.

15. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE WESTBOUND CROSSING OF 35TH STREET IS CLOSED SO WESTBOUND PEDESTRIANS SHOULD CROSS TO THE NORTH SIDE OF NATIONAL AVENUE TO CONTINUE WEST. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 32ND STREET TO THE EAST. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

16. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 34TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

17. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 26TH STREET TO THE EAST AND 30TH STREET TO THE WEST. NORTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 28TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

18. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE EASTBOUND CROSSING OF LAYTON BOULEVARD IS CLOSED SO EASTBOUND PEDESTRIANS SHOULD CROSS TO THE NORTH SIDE OF NATIONAL AVENUE TO CONTINUE EAST. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 30TH STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 28TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 28TH STREET.

19. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND LAYTON BOULEVARD INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. SOUTHBOUND PEDESTRIANS SHOULD PROCEED EAST TO 26TH STREET TO CROSS NATIONAL AVENUE THERE. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS CAN PROCEED ALONG LAYTON BOULEVARD.

20. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND LAYTON BOULEVARD INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. SOUTHBOUND PEDESTRIANS SHOULD PROCEED EAST TO 26TH STREET TO CROSS NATIONAL AVENUE THERE. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS CAN PROCEED ALONG LAYTON BOULEVARD.

21. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE LAYTON BOULEVARD AND MINERAL STREET INTERSECTION. ACCESS NATIONAL AVENUE IS CLOSED DUE TO CONSTRUCTION. PROCEED EAST TO CROSS LAYTON BOULEVARD AND FOLLOW DETOURS TO CONTINUE TO NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS CAN PROCEED ALONG LAYTON BOULEVARD.

22. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE LAYTON BOULEVARD AND MINERAL STREET INTERSECTION. ACCESS NATIONAL AVENUE IS CLOSED DUE TO CONSTRUCTION. PROCEED EAST AND FOLLOW DETOURS TO NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS CAN PROCEED ALONG LAYTON BOULEVARD.

23. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 26TH STREET INTERSECTION. WESTBOUND PEDESTRIAN ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 39TH STREET. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 28TH STREET. SOUTHBOUND PEDESTRIANS TO LAYTON BOULEVARD SHOULD CROSS HERE AND FOLLOW DETOURS. EASTBOUND PEDESTRIANS MAY CONTINUE ALONG NATIONAL AVENUE.

24. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 26TH STREET INTERSECTION. WESTBOUND PEDESTRIAN ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 39TH STREET. THE WESTBOUND CROSSING OF LAYTON BOULEVARD IS CLOSED. WESTBOUND AND NORTHBOUND PEDESTRIANS SHOULD CROSS HERE. PEDESTRIANS LOOKING TO PROCEED SOUTH ON LAYTON BOULEVARD SHOULD PROCEED SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE ALONG NATIONAL AVENUE.

25. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE MINERAL STREET AND 26TH STREET INTERSECTION. PEDESTRIANS DETOURING FROM LAYTON BOULEVARD CAN PROCEED NORTH TO ACCESS NATIONAL AVENUE. PEDESTRIANS DETOURING FROM NATIONAL AVENUE CAN PROCEED WEST TO ACCESS LAYTON BOULEVARD.

2

2

MATCH LINE B-B

35TH ST

25'

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

MWEL

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

R/W

15'

25' (TYP.)

W NATIONAL AVE / STH 59

ROAD WORK AHEAD
W20-1A

PLACE SIGN SOUTH OF ALLEY

STOP

R3-2
24"X24"

34TH ST

END ROAD WORK
G20-2A
48"X24"

N

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

R/W

50' (TYP.)

17'

MATCH LINE STA 27+00

28+00

29+00

30+00

31+00

32+00

MATCH LINE STA 33+00

M4-60L
30"X24"

M4-60R
30"X24"

R/W

LANE CLOSED
R11-2L
48"X30"

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH

ROAD CLOSED 500 FT
W20-3D

500'

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W SCOTT ST INTERSECTION

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

35TH ST

ROAD CLOSED
R11-2
48"X30"

MATCH LINE A-A

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1C	SHEET 359	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026003-S1C.DWG
LAYOUT NAME - 026004-s1c

PLOT DATE : 12/22/2025 11:58 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

35TH ST

W. SCOTT STREET

500'

ROAD CLOSED AHEAD
W20-3A

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

END ROAD WORK
G20-2A
48"X24"

35TH ST

MATCH LINE A-A

500'

ROAD CLOSED 500 FT
W20-3D

N

245' LANE DROP

350'

350'

350'

(S)

MATCH LINE B-B

35TH ST

END ROAD WORK
G20-2A
48"X24"

W04-2R

RIGHT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- (S) WORK ZONE START LOCATION MARKER
- (E) WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1C	SHEET 360	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026003-S1C.DWG
LAYOUT NAME - 026010-s1c
PLOT DATE : 12/22/2025 11:58 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 1C

1. ATTENTION PEDESTRIANS. YOU ARE NEAR THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 35TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND, SOUTHBOUND AND NORTHBOUND PEDESTRIANS SHOULD PROCEED NORTH AND CROSS A CONSTRUCTION CROSSING AFTER WHICH ADDITIONAL INFORMATION WILL BE PROVIDED. WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

2. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. NORTHBOUND PEDESTRIANS CAN CROSS HERE. EASTBOUND AND SOUTHBOUND PEDESTRIANS SHOULD PROCEED EAST WITHIN THE TEMPORARY ACCOMMODATIONS. WESTBOUND PEDESTRIANS CAN PROCEED WEST WITHIN THE TEMPORARY ACCOMMODATIONS.

3. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. SOUTHBOUND PEDESTRIANS CAN PROCEED SOUTH. THERE ARE TEMPORARY CONSTRUCTION CROSSINGS ALONG THESE ACCOMMODATIONS, AFTER WHICH ADDITIONAL INFORMATION REGARDING YOUR LOCATION WILL BE PROVIDED. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED EAST OR WEST WITHIN THE TEMPORARY ACCOMMODATIONS.

4. ATTENTION PEDESTRIANS. YOU ARE AT THE MIDBLOCK ACCESS POINT FOR 3501 WEST NATIONAL AVENUE. THE SIDEWALK ON THE WEST SIDE OF 35TH STREET IS CLOSED. TO ACCESS 3501 WEST NATIONAL AVENUE, PROCEED WEST AND CROSS THE CONSTRUCTION CROSSING; OTHERWISE, PLEASE PROCEED NORTH OR SOUTH ALONG 35T STREET.

5. ATTENTION PEDESTRIANS. YOU ARE AT THE MIDBLOCK ACCESS POINT FOR 907 SOUTH 35TH STREET. THE SIDEWALK ON THE WEST SIDE OF 35TH STREET IS CLOSED. TO ACCESS 907 SOUTH 35TH STREET, PROCEED WEST AND CROSS THE CONSTRUCTION CROSSING; OTHERWISE, PLEASE PROCEED NORTH OR SOUTH ALONG 35TH STREET.

6. ATTENTION PEDESTRIANS. YOU ARE AT THE MIDBLOCK ACCESS POINT FOR 915 SOUTH 35TH STREET. THE SIDEWALK ON THE WEST SIDE OF 35TH STREET IS CLOSED. TO ACCESS 907 SOUTH 35TH STREET, PROCEED WEST AND CROSS THE CONSTRUCTION CROSSING; OTHERWISE, PLEASE PROCEED NORTH OR SOUTH ALONG 35TH STREET.

7. ATTENTION PEDESTRIANS. YOU ARE ON 35TH STREET AND APPROXIMATELY 140 SOUTH OF THE NATIONAL AVENUE INTERSECTION. THE SIDEWALK OF 35TH STREET HAS BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. NORTHBOUND PEDESTRIANS SHOULD PROCEED EAST AND CROSS A CONSTRUCTION CROSSING AFTER WHICH ADDITIONAL INFORMATION WILL BE PROVIDED. SOUTHBOUND PEDESTRIANS CAN PROCEED ALONG 35TH STREET.

8. ATTENTION PEDESTRIANS. YOU ARE ON 35TH STREET AND APPROXIMATELY 140 SOUTH OF THE NATIONAL AVENUE INTERSECTION. NORTHBOUND PEDESTRIANS CAN PROCEED NORTH. THERE ARE TEMPORARY CONSTRUCTION CROSSINGS ALONG THESE ACCOMMODATIONS, AFTER WHICH ADDITIONAL INFORMATION REGARDING YOUR LOCATION WILL BE PROVIDED. SOUTHBOUND PEDESTRIANS CAN PROCEED EAST OR WEST WITHIN THE TEMPORARY ACCOMMODATIONS.

9. ATTENTION PEDESTRIANS. YOU ARE ON 35TH STREET AND APPROXIMATELY 140 SOUTH OF THE NATIONAL AVENUE INTERSECTION. THE SIDEWALK OF 35TH STREET HAS BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. NORTHBOUND PEDESTRIANS SHOULD PROCEED WEST AND CROSS A CONSTRUCTION CROSSING AFTER WHICH ADDITIONAL INFORMATION WILL BE PROVIDED. SOUTHBOUND PEDESTRIANS CAN PROCEED ALONG 35TH STREET.

10. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. NORTHBOUND PEDESTRIANS CAN CROSS HERE. WESTBOUND AND SOUTHBOUND PEDESTRIANS SHOULD PROCEED WEST WITHIN THE TEMPORARY ACCOMMODATIONS. EASTBOUND PEDESTRIANS CAN PROCEED EAST WITHIN THE TEMPORARY ACCOMMODATIONS.

11. ATTENTION PEDESTRIANS. YOU ARE NEAR THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 35TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND, SOUTHBOUND AND NORTHBOUND PEDESTRIANS SHOULD PROCEED NORTH AND CROSS A CONSTRUCTION CROSSING AFTER WHICH ADDITIONAL INFORMATION WILL BE PROVIDED. EASTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

12. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

13. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

14. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 34TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

15. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 34TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

2

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

41ST ST

40TH ST

W NATIONAL AVE / STH 59

N

END ROAD WORK
G20-2A
48"X24"

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

R/W

9+00 10+00 11+00 12+00 13+00 14+00 15+

MATCH LINE STA 15+00

25'

200' 200' 200' 180' LANE DROP 50'

50' (TYP.)

11'

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5A

W04-2L

NO PARKING HERE TO CORNER
R7-51L
18"X24"

SIGN COVERED IN STAGE 1

SIGN COVERED IN STAGE 1

WO1-6
48"X24"

ROAD OPEN TO BUSINESSES
R10-61 (MOD)
60"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

R/W

WO1-4L

200'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGNS ON 31ST STREET 200' SOUTH OF INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 362	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026101-S2.DWG
LAYOUT NAME - 026101-s2
PLOT DATE : 12/22/2025 11:58 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

N

39TH ST

38TH ST

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

M4-60R
30"X24"

LANE CLOSED
R11-2L
48"X30"

ONE WAY
R6-2R
24"X30"

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

ROAD CLOSED
R11-2
48"X30"

TEMPORARY MARKING
LINE REMOVABLE TAPE
6-INCH YELLOW

M4-60R
30"X24"

LANE CLOSED
R11-2L
48"X30"

R/W

R/W

50' (TYP.)

MATCH LINE STA 15+00

16+00

17+00

18+00

19+00

20+00

MATCH LINE STA 21+00

11'

11'

11'

W NATIONAL AVE / STH 59

R3-2
24"X24"

WO1-6
48"X24"

M4-60D
30"X24"

ONE WAY
R6-2L
24"X30"

ROAD CLOSED
R11-2
48"X30"

TEMPORARY MARKING
LINE REMOVABLE TAPE
6-INCH WHITE

END ROAD WORK
G20-2A
48"X24"

STOP
R3-2
24"X24"

M4-60D
30"X24"

R3-2
24"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W HILDA PL INTERSECTION

R/W

M4-60D
30"X24"

ONE WAY
R6-2L
24"X30"

WO11-2
48"X48"

AHEAD
WO16-9P
24"X12"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 363	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026101-S2.DWG
LAYOUT NAME - 026102-s2

PLOT DATE : 12/22/2025 11:58 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD W20-1A

PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK G20-2A 48"X24"

37TH ST

100'

WO11-2 48"X48"

WO16-9P 24"X12"

AHEAD

WO11-2 48"X48"

WO16-7L 48"X24"

M4-60D 30"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE

ROAD CLOSED R11-2 48"X30"

STOP R1-1 30"X30"

R3-1 24"X24"

M4-60R 30"X24"

LANE CLOSED R11-2L 48"X30"

R/W

ROAD CLOSED AHEAD W20-3A

PLACE SIGN AT W PIERCE ST INTERSECTION

36TH ST

M4-60L 30"X24"

ROAD CLOSED R11-2 48"X30"

M4-60R 30"X24"

ONE WAY R6-2R 24"X30"

R/W

BEGIN LEFT TURN LANE R3-20L 24"X36"

5" ASPHALTIC SURFACE TEMPORARY BETWEEN STAGES

MATCH LINE STA 21+00

22+00

23+00

24+00

25+00

26+00

27+

MATCH LINE STA 27+00

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE

50' (TYP.)

11'

W NATIONAL AVE / STH 59

25'

10'

11'

TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH

R/W

M4-60D 30"X24"

WO1-6 48"X24"

R/W

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

ONE WAY R6-2L 24"X30"

WO1-6 48"X24"

M4-60D 30"X24"

STOP R3-2 24"X24"

M4-60D 30"X24"

LANE CLOSED R11-2L 48"X30"

WRONG WAY R5-1A 36"X24"

WO24-1R

R1-6 12"X36"

STOP R1-1 30"X30"

R3-2 24"X24"

WO11-2 48"X48"

WO16-7L 48"X24"

ROAD WORK AHEAD W20-1A

PLACE SIGN NORTH OF ALLEY

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

PLACE SIGN NORTH OF ALLEY

END ROAD WORK G20-2A 48"X24"

N

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 364	E

2

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

N

MATCH LINE STA 27+00

MATCH LINE STA 33+00

ROAD WORK AHEAD W20-1A

350'

35TH ST

END ROAD WORK G20-2A 48"X24"

R3-1 24"X24"

R11-2 48"X30"

ROAD CLOSED

LANE CLOSED R11-2L 48"X30"

5" ASPHALTIC SURFACE TEMPORARY BETWEEN STAGES

28+00

29+00

30+00

31+00

32+00

DO NOT ENTER R5-1 30"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE

11'

50' (TYP.)

W NATIONAL AVE / STH 59

R/W

LANE CLOSED R11-2L 48"X30"

ONE WAY R6-2R 24"X30"

ROAD CLOSED AHEAD W20-3A

PLACE SIGN AT W PIERCE ST INTERSECTION

34TH ST

ONE WAY R6-2R 24"X30"

M4-60L 30"X24"

ROAD CLOSED R11-2 48"X30"

M4-60R 30"X24"

ONE WAY R6-2R 24"X30"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

11'

12'

WO1-6 48"X24"

ONE WAY R6-2L 24"X30"

ONE WAY R6-2L 24"X30"

M4-60D 30"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

STOP R3-2 24"X24"

M4-60D 30"X24"

WRONG WAY R5-1A 36"X24"

R3-2 24"X24"

LANE CLOSED R11-2L 48"X30"

35TH ST

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE 12.5' LINE 37.5' GAP

350'

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

PLACE SIGN NORTH OF ALLEY

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 365	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026101-S2.DWG
LAYOUT NAME - 026104-s2

PLOT DATE : 12/22/2025 11:58 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

N

MATCH LINE STA 33+00

MATCH LINE STA 39+00

W NATIONAL AVE / STH 59

SHEA AVE

32ND ST

33RD ST

R/W

200'

100'

50'

50' (TYP.)

11'

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

WO11-2 48"X48"

AHEAD WO16-9P 24"X12"

WO16-7L 48"X24"

LANE CLOSED R11-2L 48"X30"

ROAD CLOSED R11-2 48"X30"

STOP R1-1 30"X30"

R3-1 24"X24"

DO NOT ENTER R5-1 30"X30"

ONE WAY R6-2L 24"X30"

ONE WAY R6-2R 24"X30"

M4-60D 30"X24"

M4-60L 30"X24"

M4-60R 30"X24"

R3-1 24"X24"

R3-2 24"X24"

WRONG WAY R5-1A 36"X24"

R1-6 12"X36"

PLACE SIGN SOUTH OF ALLEY

PLACE SIGN NORTH OF ALLEY

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

5" ASPHALTIC SURFACE TEMPORARY BETWEEN STAGES

25 26 27 28 29 30 31 32 33

34+00 35+00 36+00 37+00 38+00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 366	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026101-S2.DWG
LAYOUT NAME - 026105-s2

PLOT DATE : 12/22/2025 11:58 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

N

ROAD CLOSED AHEAD W20-3A

PLACE SIGN AT W PIERCE ST INTERSECTION

ROAD CLOSED R11-2 48"X30"

M4-60L 30"X24"

M4-60R 30"X24"

M4-60D 30"X24"

31ST ST

30TH ST

R/W

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

W NATIONAL AVE / STH 59

R1-6 12"X36"

MATCH LINE STA 39+00

MATCH LINE STA 45+00

40+00 41+00 42+00 43+00 44+00

11'

50' (TYP.)

WO1-6 48"X24"

WO1-4R

R3-2 24"X24"

STOP

R6-2R 24"X30"

ONE WAY

WO11-2 48"X48"

AHEAD WO16-9P 24"X12"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

WO16-7L 48"X24"

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

PLACE SIGN NORTH OF ALLEY

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 367	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026101-S2.DWG
LAYOUT NAME - 026106-s2

PLOT DATE : 12/22/2025 11:59 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

N

W NATIONAL AVE / STH 59

29TH ST

28TH ST

R/W

ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

M4-60R
30"X24"

R3-2
24"X24"

ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

ROAD CLOSED
R11-2
48"X30"

MATCH LINE STA 45+00

46+00

47+00

48+00

49+00

50+00

MATCH LINE STA 51+00

50' (TYP.)

11'

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

M4-60D
30"X24"

STOP
R3-2
24"X24"

M4-60D
30"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

M4-60D
30"X24"

STOP
R3-2
24"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN NORTH OF ALLEY

ROAD WORK AHEAD
W20-1A
PLACE SIGN NORTH OF ALLEY

END ROAD WORK
G20-2A
48"X24"

END ROAD WORK
G20-2A
48"X24"

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 368	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026101-S2.DWG
LAYOUT NAME - 026107-s2

PLOT DATE : 12/22/2025 11:59 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

N

350'

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

5" ASPHALTIC SURFACE TEMPORARY BETWEEN STAGES

WO12-1D
24"X24"

R11-2L
48"X30"

LANE CLOSED

M4-60R
30"X24"

ONE WAY
R6-2R
24"X30"

R/W

TEMPORARY MARKING
LINE REMOVABLE TAPE
10-INCH

25'

W NATIONAL AVE / STH 59

MB

MATCH LINE STA 51+00

52+00

53+00

54+00

55+00

56+00

57+

MATCH LINE STA 57+00

50' (TYP.)

11'

10'

11'

13'

TEMPORARY MARKING
STOP LINE REMOVABLE
TAPE 18-INCH

TEMPORARY MARKING
LINE REMOVABLE TAPE
6-INCH WHITE

W NATIONAL AVE / STH 59

TEMPORARY MARKING
LINE REMOVABLE TAPE
6-INCH YELLOW

R/W

M4-60D
30"X24"

R3-8LF
36"X30"

WRONG WAY
R5-1A
36"X24"

TEMPORARY MARKING
LINE REMOVABLE TAPE
6-INCH YELLOW

TEMPORARY MARKING
LINE REMOVABLE TAPE
10-INCH

TEMPORARY MARKING
LINE REMOVABLE TAPE
10-INCH 3' LINE 9' GAP

DO NOT ENTER
R5-1
30"X30"

R3-2
24"X24"

WO1-6
48"X24"

25'

TEMPORARY MARKING
STOP LINE REMOVABLE
TAPE 18-INCH

27TH ST / S LAYTON BLVD

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN 350'
PRIOR TO LEFT TURN
LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 369	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026101-S2.DWG
LAYOUT NAME - 026108-s2
PLOT DATE : 12/22/2025 11:59 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

ONLY ONLY
R3-8LR
36"X30"

26TH ST

ROAD CLOSED 500 FT
W20-3D

LEFT LANE MUST TURN LEFT
R3-7L
30"X30"

R/W

R/W

25TH ST

N

PLACE SIGN AT WEST SIDE OF S 24TH STREET INTERSECTION

ROAD CLOSED AHEAD
W20-3A

MATCH LINE STA 57+00

58+00

59+00

60+00

61+00

62+00

63+00

W NATIONAL AVE / STH 59

(E)

END ROAD WORK
G20-2A
48"X24"

R/W

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- (S) WORK ZONE START LOCATION MARKER
- (E) WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2	SHEET 370	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026101-S2.DWG
LAYOUT NAME - 026109-s2
PLOT DATE : 12/22/2025 11:59 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 2

1. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 40TH STREET INTERSECTION. EASTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO LAYTON BOULEVARD AND WILL ONLY HAVE OPPORTUNITIES TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE AT 37TH, 35TH, 32ND, 30TH AND LAYTON BOULEVARD. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

2. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 39TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 39TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 20 FEET, CROSS 39TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 39TH STREET.

3. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 39TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 39TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 20 FEET, CROSS 39TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 39TH STREET.

4. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 39TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

5. ATTENTION PEDESTRIANS. YOU ARE BETWEEN THE INTERSECTIONS OF 39TH STREET AND 38TH STREET. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

6. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 38TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

7. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 38TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 38TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 38TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 38TH STREET.

8. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 38TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 38TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 38TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 38TH STREET.

9. ATTENTION PEDESTRIANS. YOU ARE BETWEEN THE INTERSECTIONS OF 38TH STREET AND 37TH STREET. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

10. ATTENTION PEDESTRIANS. YOU ARE BETWEEN THE INTERSECTIONS OF 38TH STREET AND 37TH STREET. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 37TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 40TH STREET.

11. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 35TH STREET TO THE EAST AND 40TH STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 37TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 37TH STREET.

12. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 37TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 38TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 37TH STREET.

13. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 35TH STREET TO THE EAST AND 40TH STREET TO THE WEST. SOUTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 37TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

14. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 35TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS THE SOUTHWEST CORNER OF 40TH STREET.

15. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 36TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 36TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 36TH STREET.

16. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 36TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 36TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 36TH STREET.

17. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 35TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 37TH STREET.

18. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 35TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 37TH STREET.

19. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 34TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

20. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 34TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

21. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

22. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

23. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND SHEA AVENUE INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND SHEA AVENUE HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND AND NORTHBOUND PEDESTRIANS SHOULD PROCEED NORTH 70 FEET FOR ADDITIONAL INFORMATION. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

24. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND SHEA AVENUE INTERSECTION. EASTBOUND PROCEED EAST TO CONTINUE ON NATIONAL AVENUE. NORTHBOUND PEDESTRIANS PROCEED NORTH ON SHEA AVENUE. WESTBOUND PEDESTRIANS PROCEED SOUTH.

25. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND SHEA AVENUE INTERSECTION. EASTBOUND SHOULD PROCEED SOUTH 30 FEET TO NATIONAL AVENUE. NORTHBOUND PEDESTRIANS PROCEED NORTH ON SHEA AVENUE. WESTBOUND PEDESTRIANS PROCEED WEST.

26. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND SHEA AVENUE INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND SHEA AVENUE HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 30 FEET. EASTBOUND PEDESTRIANS MAY CONTINUE ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON SHEA AVENUE.

27. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 33RD STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

28. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 33RD STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

29. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 33RD STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

30. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 32ND STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 32ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 32ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 32ND STREET.

31. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 32ND STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 30TH STREET TO THE EAST AND 35TH STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 32ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 32ND STREET.

32. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 32ND STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE SOUTHEAST CORNER OF 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

33. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 32ND STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 30TH STREET TO THE EAST AND 35TH STREET TO THE WEST. SOUTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 32ND STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

34. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 31ST STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 31ST STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 30 FEET, CROSS 31ST STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 31ST STREET.

35. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 31ST STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 31ST STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 30 FEET, CROSS 31ST STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 31ST STREET.

36. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 31ST STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 30TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 32ND STREET.

37. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 31ST STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 30TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 32ND STREET.

38. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 30TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 32ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 30TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 30TH STREET.

39. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 30TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS LAYTON BOULEVARD TO THE EAST AND 32ND STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 30TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 30TH STREET.

40. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 30TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE SOUTHEAST CORNER OF 30TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 32ND STREET.

41. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 30TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS LAYTON BOULEVARD TO THE EAST AND 32ND STREET TO THE WEST. SOUTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 30TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

42. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 29TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 29TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 29TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 29TH STREET.

43. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 29TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 29TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 29TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 29TH STREET.

44. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 29TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS LAYTON BOULEVARD. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 30TH STREET.

45. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 29TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS LAYTON BOULEVARD. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 30TH STREET.

46. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 28TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 28TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 28TH STREET.

47. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS LAYTON BOULEVARD. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 30TH STREET.

48. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 29TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 28TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 28TH STREET.

49. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS LAYTON BOULEVARD. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 30TH STREET.

50. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND LAYTON BOULEVARD INTERSECTION. WESTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 39TH STREET AND WILL ONLY HAVE OPPORTUNITIES TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE AT 30TH, 32ND, 35TH, AND 37TH STREET. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

2

2

MATCH LINE A-A

MARKING LINE PAINT 6-INCH YELLOW

S. 35TH ST

TEMPORARY MARKING LINE PAINT 6-INCH WHITE

R3-1 24"X24"

ROAD CLOSED R11-2 48"X30"

SIDEWALK CLOSED R9-9 24"X12"

LANE CLOSED R11-2L 48"X30"

R/W

ONE WAY R6-2R 24"X30"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

M4-60L 30"X24"

ROAD CLOSED AHEAD W20-3A

PLACE SIGN AT W PIERCE ST INTERSECTION

34TH ST

ROAD CLOSED R11-2 48"X30"

N

M4-60R 30"X24"

ONE WAY R6-2R 24"X30"

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

MATCH LINE STA 27+00

28+00

29+00

30+00

31+00

32+00

MATCH LINE STA 33+00

DO NOT ENTER R5-1 30"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW 2' LINE 6' GAP

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE 2' LINE 6' GAP

50' (TYP.)

W NATIONAL AVE / STH 59

11'

15'

11'

11'

LANE CLOSED R11-2L 48"X30"

M4-60D 30"X24"

WO1-6 48"X24"

R3-2 24"X24"

ONE WAY R6-2L 24"X30"

ONE WAY R6-2L 24"X30"

R1-6 12"X36"

ONE WAY R6-2R 24"X30"

M4-60D 30"X24"

STOP

R3-2 24"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH

WO11-2 48"X48"

AHEAD WO16-9P 24"X12"

WO11-2 48"X48"

WO16-7L 48"X24"

ONLY ONLY R3-8AR 36"X30"

END ROAD WORK G20-2A 48"X24"

500'

ROAD WORK AHEAD W20-1A

MB

FRAME 1 NEW TRAFFIC PATTERN | FRAME 2 AHEAD

PLACE SIGN FOR 7 CALENDAR DAYS AFTER TRAFFIC SWITCH

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

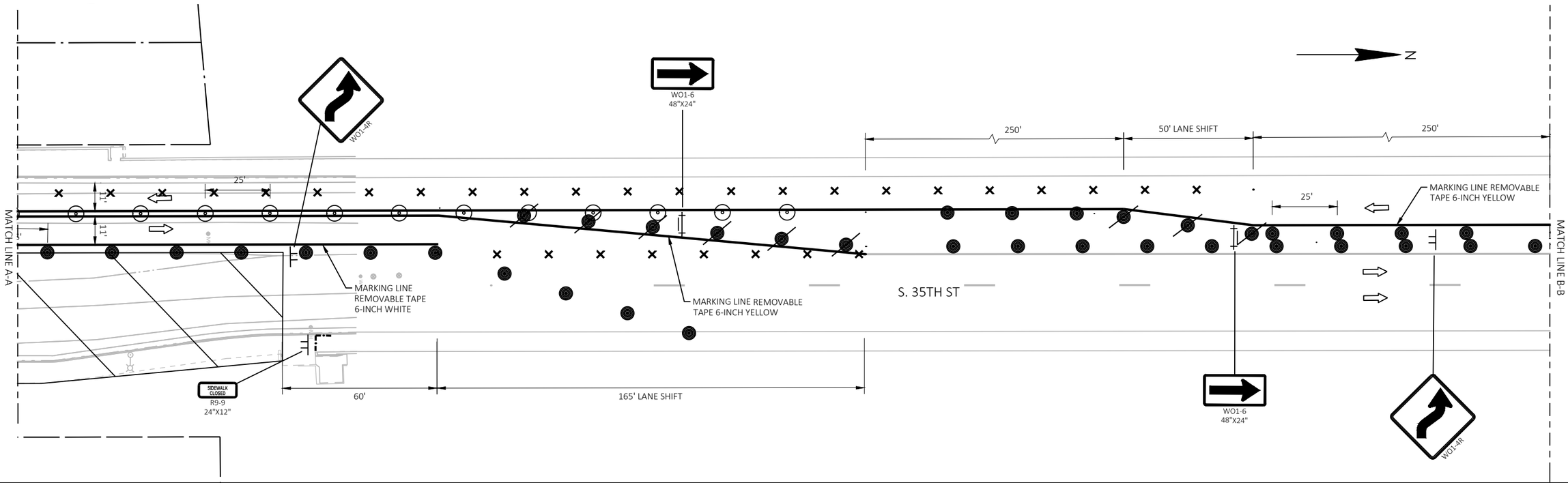
PLACE SIGN NORTH OF ALLEY

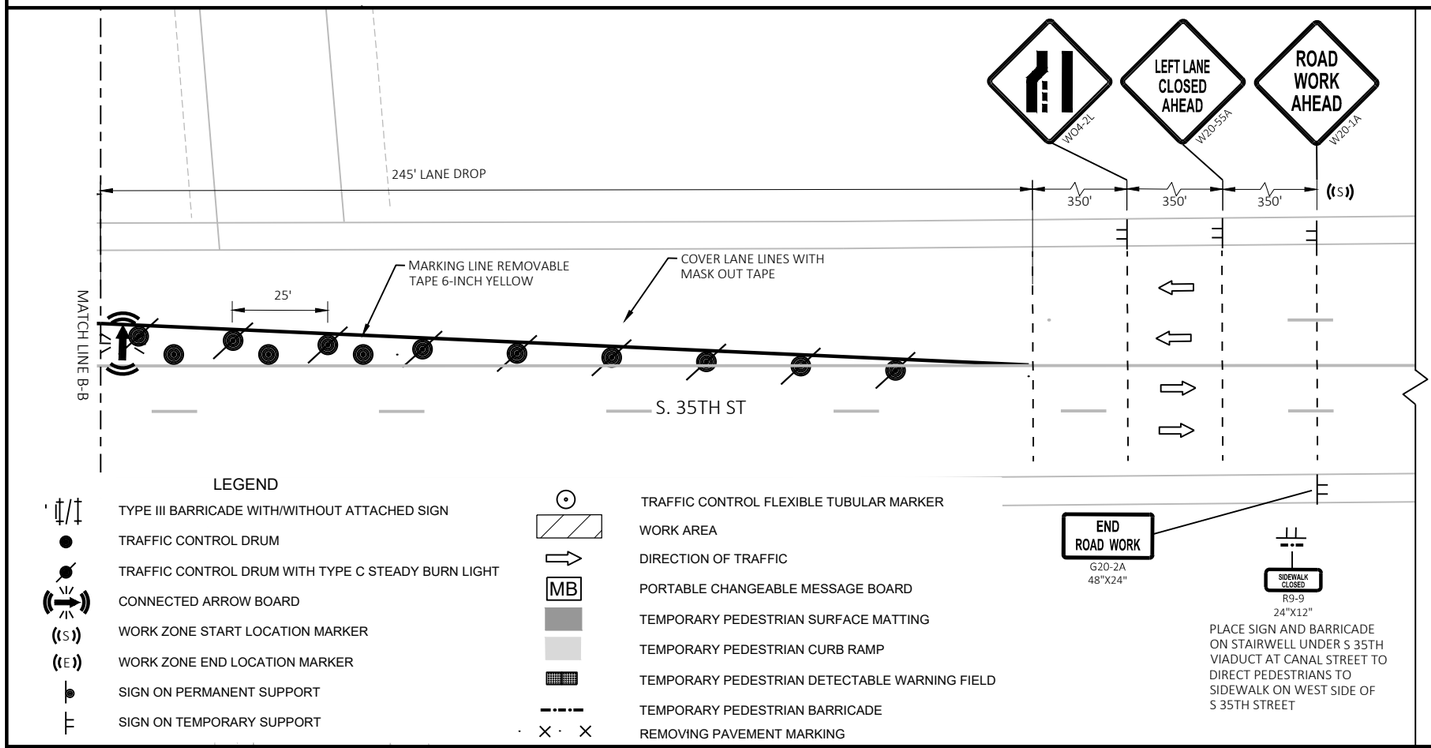
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2B	SHEET 372	E

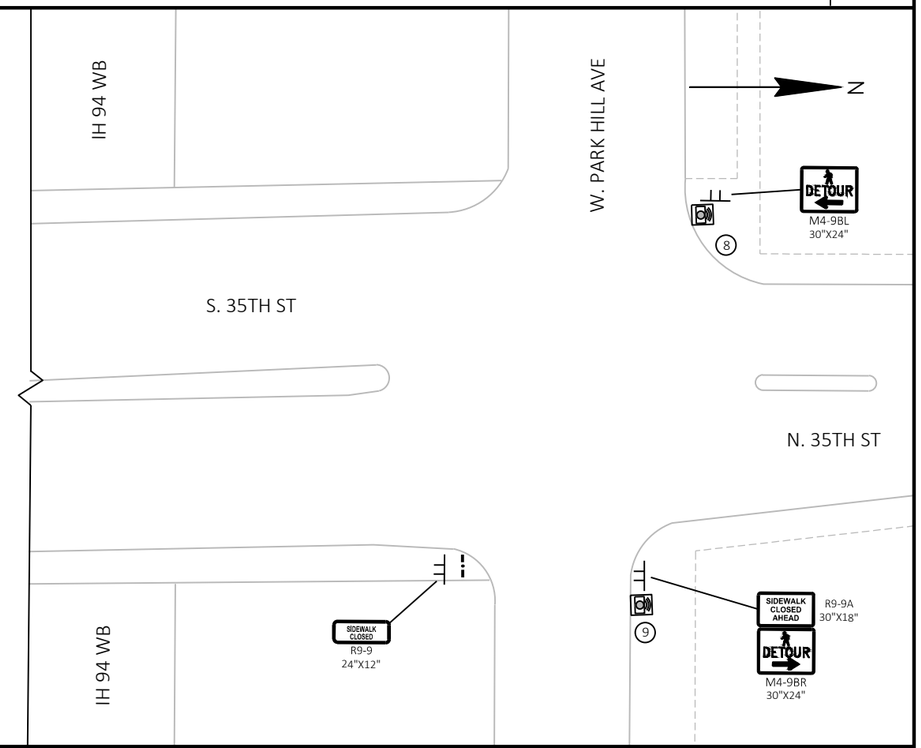
2





LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2B	SHEET 373	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026102-S2B.DWG
LAYOUT NAME - 026110-s2b
PLOT DATE : 12/22/2025 11:59 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

MATCH LINE D-D

N

MB

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX

PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

ONE WAY
R6-2R
24"X30"

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

R/W

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

MATCH LINE STA 51+00

52+00

53+00

54+00

55+00

56+00

MATCH LINE STA 57+00

25' (TYP.)

11'

W NATIONAL AVE / STH 59

R/W

DETOUR
M4-9BL
30"X24"

ONE WAY
R1-6
12"X36"

WO1-4R

WO1-6
48"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH

LANE CLOSED
R11-2L
48"X30"

DETOUR
M4-9BR
30"X24"

R3-2
24"X24"

DETOUR
M4-9BR
30"X24"

WO11-2
48"X48"

WO16-7L
48"X24"

LANE CLOSED
R11-2L
48"X30"

27TH ST / S LAYTON BLVD

25'

LANE CLOSED
R11-2L
48"X30"

MATCH LINE C-C

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2B	SHEET 374	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026102-S2B.DWG
LAYOUT NAME - 026108-s2b

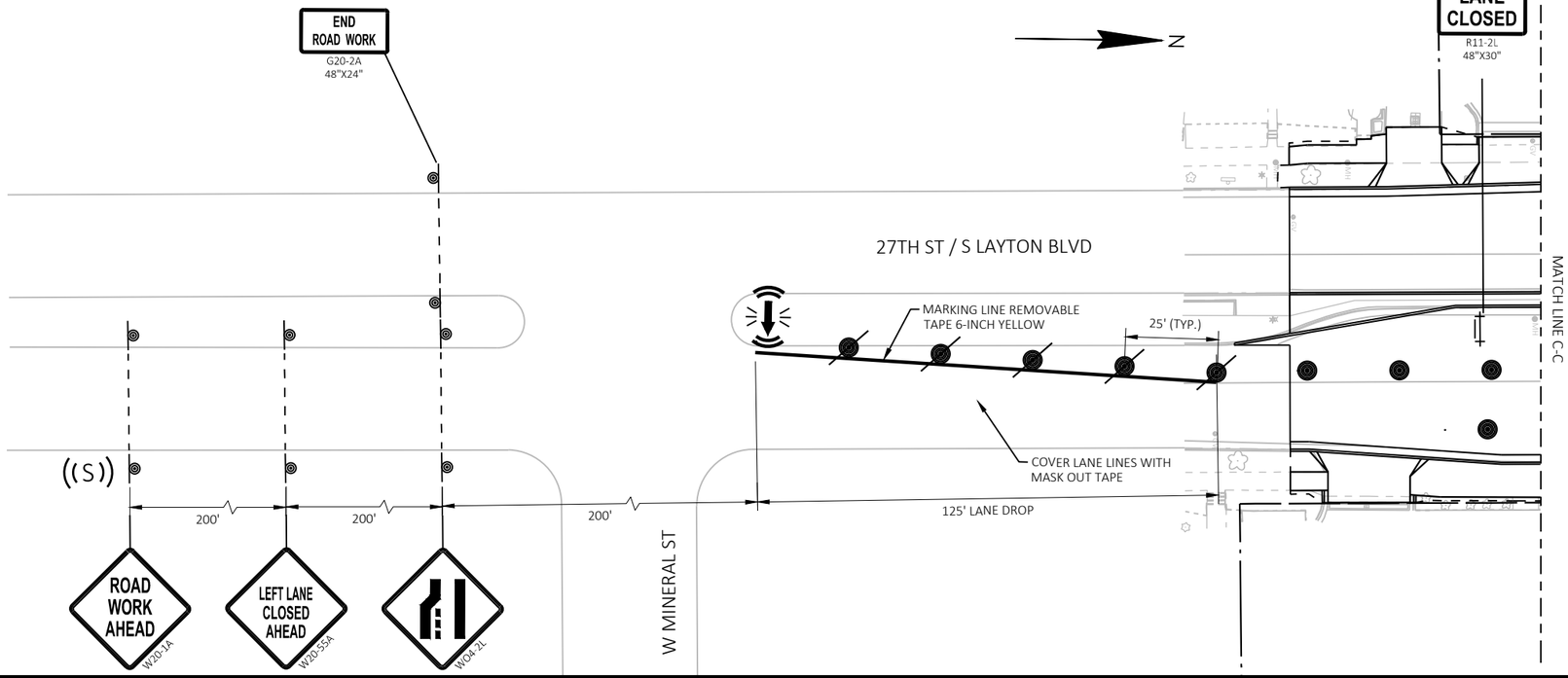
PLOT DATE : 12/22/2025 11:59 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

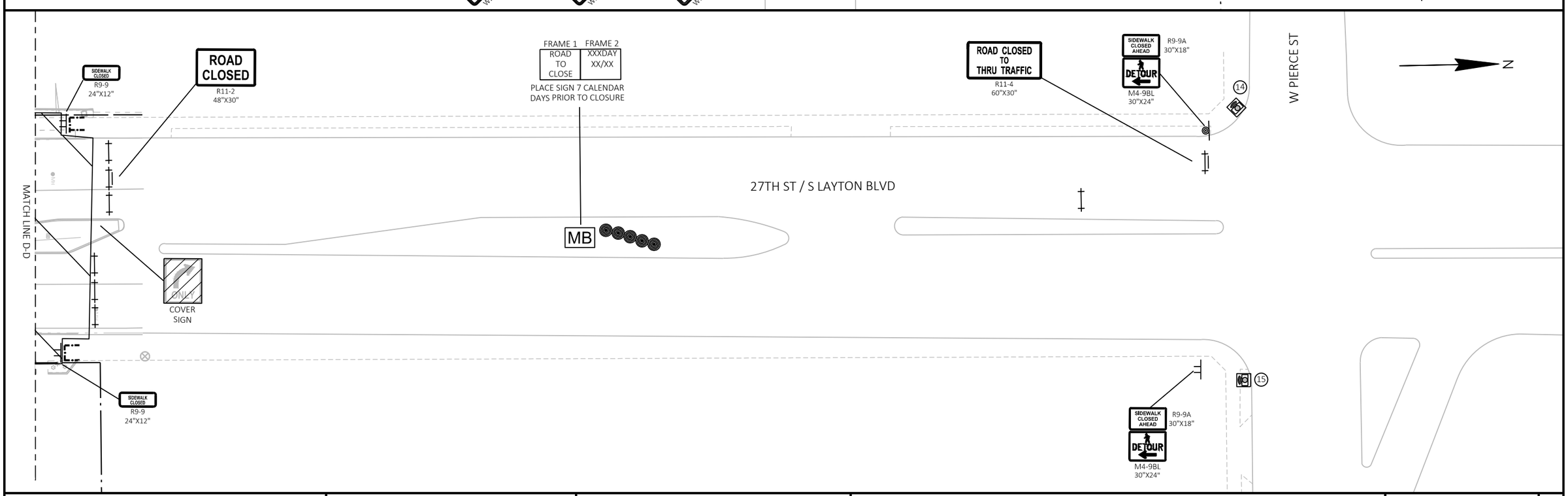
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING





PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2B	SHEET 375	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026102-S2B.DWG
LAYOUT NAME - 026111-s2b
PLOT DATE : 12/22/2025 11:59 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

W PIERCE ST

26TH ST

26TH ST

25TH ST

R/W

R/W

16

17

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED 500 FT
W20-3D

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

50' (TYP.)

MATCH LINE STA 57+00

58+00

59+00

60+00

61+00

62+00

63+00

ONLY
R3-50L
30"X36"

W NATIONAL AVE / STH 59

END ROAD WORK
G20-2A
48"X24"

DETOUR
M4-9BL
30"X24"

N

PLACE SIGN AT WEST SIDE OF S 24TH STREET INTERSECTION

ROAD CLOSED AHEAD
W20-3A

WO4-2R

180' LANE DROP

200'

200'

25' (TYP.)

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE

COVER LANE LINES WITH MASK OUT TAPE

WO1-6
48"X24"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2B	SHEET 376	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026102-S2B.DWG
LAYOUT NAME - 026109-s2b

PLOT DATE : 12/22/2025 11:59 AM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 2B

1. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSING OF 35TH STREET HAS BEEN TEMPORARILY CLOSED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH TO THE SOUTHWEST SIDE OF THE INTERSECTION THEN PROCEED EAST. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND AND SOUTHBOUND PEDESTRIANS MAY CONTINUE ALONG 35TH STREET.

2. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSING OF 35TH STREET ON THE NORTH SIDE OF THE INTERSECTION HAS BEEN CLOSED DUE TO CONSTRUCTION. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND AND SOUTHBOUND PEDESTRIANS MAY CONTINUE ALONG 35TH STREET.

3. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. NORTHBOUND PEDESTRIANS SHOULD PROCEED WEST TO THE SOUTHWEST SIDE OF THE INTERSECTION THEN PROCEED NORTH. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ALONG 35TH STREET.

4. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 34TH STREET HAVE BEEN TEMPORARILY RELOCATED AND THE NORTH SIDE OF NATIONAL AVENUE AND 35TH STREET IS CLOSED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS SHOULD CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

5. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 34TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

6. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 37TH STREET.

7. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS THE SOUTHWEST CORNER OF 34TH STREET.

8. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE PARK HILL AVENUE AND 35TH STREET INTERSECTION. THE NORTHEAST SIDE OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION IS CLOSED. TO CONTINUE SOUTH TO NATIONAL AVENUE PROCEED SOUTH. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG PARK HILL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 35TH STREET.

9. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE PARK HILL AVENUE AND 35TH STREET INTERSECTION. THE NORTHEAST SIDE OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION IS CLOSED. TO CONTINUE SOUTH TO NATIONAL AVENUE PROCEED WEST TO THE NORTHWEST SIDE OF THE INTERSECTION. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG PARK HILL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 35TH STREET.

10. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION. THE NATIONAL AVENUE AND 27TH STREET INTERSECTION IS CLOSED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE HERE. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 28TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 28TH STREET.

11. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 28TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 26TH STREET TO THE EAST AND 30TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 28TH STREET.

12. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND LAYTON BOULEVARD INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. NORTHBOUND PEDESTRIANS SHOULD PROCEED EAST TO THE SOUTHEAST SIDE OF THE INTERSECTION. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF LAYTON BOULEVARD.

13. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND LAYTON BOULEVARD INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. NORTHBOUND PEDESTRIANS SHOULD PROCEED EAST TO 26TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF LAYTON BOULEVARD.

14. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE PIERCE STREET AND LAYTON BOULEVARD INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED AHEAD. SOUTHBOUND PEDESTRIANS SHOULD PROCEED EAST TO THE SOUTHEAST SIDE OF THE INTERSECTION. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG PIERCE STREET. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF LAYTON BOULEVARD.

15. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE PIERCE STREET AND LAYTON BOULEVARD INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED AHEAD. SOUTHBOUND PEDESTRIANS SHOULD PROCEED EAST TO 26TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG PIERCE STREET. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF LAYTON BOULEVARD.

16. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE PIERCE STREET AND 26TH STREET INTERSECTION. THE INTERSECTION OF NATIONAL AVENUE AND LAYTON BOULEVARD IS CLOSED DUE TO CONSTRUCTION. PEDESTRIANS SHOULD TURN SOUTH HERE TO GET TO NATIONAL AVENUE. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG PIERCE STREET. NORTHBOUND AND SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 26TH STREET.

17. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 26TH STREET INTERSECTION. THE INTERSECTION OF NATIONAL AVENUE AND LAYTON BOULEVARD IS CLOSED AHEAD DUE TO CONSTRUCTION. PEDESTRIANS SHOULD TURN NORTH HERE TO GO NORTH ON LAYTON BOULEVARD. WESTBOUND PEDESTRIANS AND PEDESTRIANS WANTING TO GO SOUTH ON LAYTON BOULEVARD SHOULD PROCEED SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE ALONG PIERCE STREET. NORTHBOUND AND SOUTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 26TH STREET.

2

2

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

ROAD WORK AHEAD W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION
END ROAD WORK G20-2A 48"X24"
WO11-2 48"X48"
AHEAD WO16-9P 24"X12"
WO11-2 48"X48"
WO16-7L 48"X24"
M4-60D 30"X24"
ROAD CLOSED R11-2 48"X30"
STOP R1-1 30"X30"
R3-1 24"X24"
M4-60R 30"X24"
100'
37TH ST
LANE CLOSED R11-2L 48"X30"
R/W
W NATIONAL AVE / STH 59
MATCH LINE STA 21+00
22+00
23+00
24+00
25+00
26+00
27+
50' (TYP.)
11'
ROAD CLOSED AHEAD W20-3A
36TH ST
DETOUR M4-9BL 30"X24"
M4-60L 30"X24"
ROAD CLOSED R11-2 48"X30"
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BR 30"X24"
BEGIN LEFT TURN LANE R3-20L 24"X36"
ONE WAY R6-2R 24"X30"
MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE. IF NEW CURB RAMP IS NOT CONSTRUCTED, PROVIDE TEMPORARY PEDESTRIAN CURB RAMP.
TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE
25'
10'
11'
MATCH LINE STA 27+00
N
M4-60D 30"X24"
STOP R1-1 30"X30"
R3-2 24"X24"
WO24-1R
WO1-6 48"X24"
WO11-2 48"X48"
AHEAD WO16-9P 24"X12"
ONE WAY R6-2L 24"X30"
M4-60D 30"X24"
STOP R3-2 24"X24"
WO11-2 48"X48"
WO16-7L 48"X24"
LANE CLOSED R11-2L 48"X30"
WO11-2 48"X48"
WO16-7L 48"X24"
END ROAD WORK G20-2A 48"X24"
ROAD WORK AHEAD W20-1A
PLACE SIGN NORTH OF ALLEY
END ROAD WORK G20-2A 48"X24"
ROAD WORK AHEAD W20-1A
PLACE SIGN NORTH OF ALLEY

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2C	SHEET 378	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026102-S2C.DWG
LAYOUT NAME - 026103-s2c
PLOT DATE : 12/22/2025 12:00 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

MATCH LINE A-A

S. 35TH ST

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

R3-1 24"X24"

R11-2 48"X30" ROAD CLOSED

SIDEWALK CLOSED R9-9 24"X12"

LANE CLOSED R11-2L 48"X30"

R3-2 24"X24"

LANE CLOSED R11-2L 48"X30"

DETOUR M4-9BR 30"X24"

R/W

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

M4-60L 30"X24"

LANE CLOSED R11-2L 48"X30"

ONE WAY R6-2R 24"X30"

W NATIONAL AVE / STH 59

28+00 29+00 30+00 31+00 32+00

MATCH LINE STA 27+00

MATCH LINE STA 33+00

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW 2' LINE 6' GAP

11'

50' (TYP.)

WO1-6 48"X24"

ONE WAY R6-2L 24"X30"

ONE WAY R6-2L 24"X30"

M4-60D 30"X24"

ROAD CLOSED AHEAD W20-3A

PLACE SIGN AT W PIERCE ST INTERSECTION

34TH ST

ROAD CLOSED R11-2 48"X30"

ONE WAY R6-2R 24"X30"

R/W

N

STOP R3-2 24"X24"

M4-60D 30"X24"

FRAME 1 NEW TRAFFIC PATTERN | FRAME 2 AHEAD

PLACE SIGN PRIOR TO LANE DROP FOR 7 CALENDAR DAYS AFTER TRAFFIC SWITCH

MB

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

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW

COVER LANE LINES WITH MASK OUT TAPE

200'

245' LANE DROP

350' 350' 350'

WO4-2L

LEFT LANE CLOSED AHEAD W20-5A

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

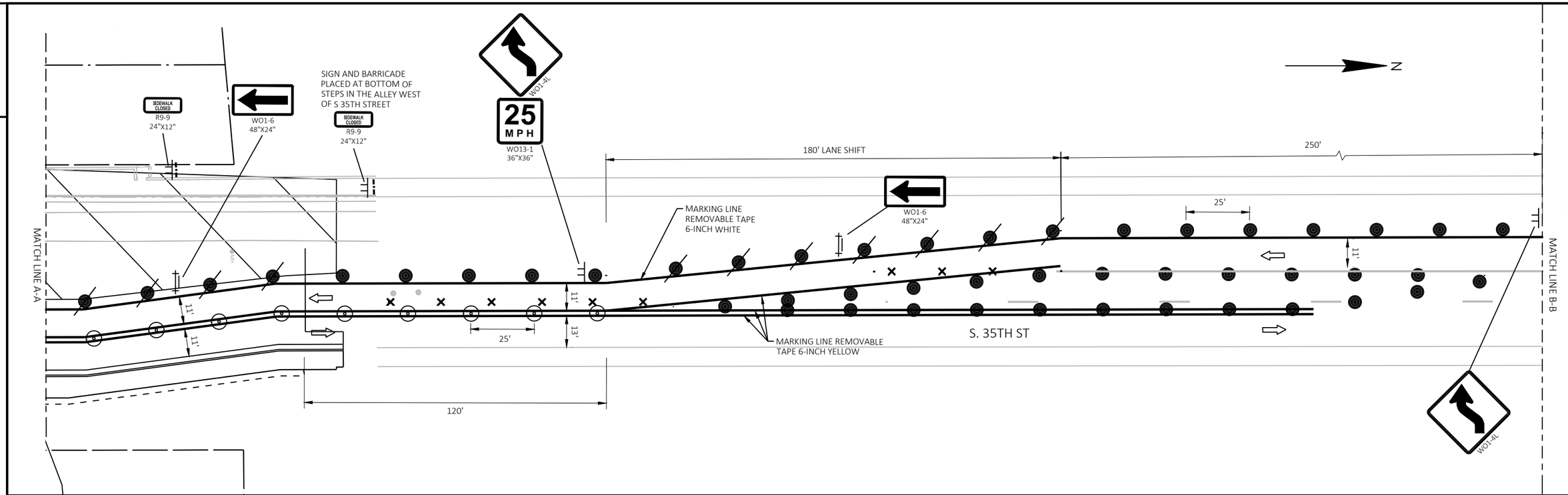
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2C	SHEET 379	E

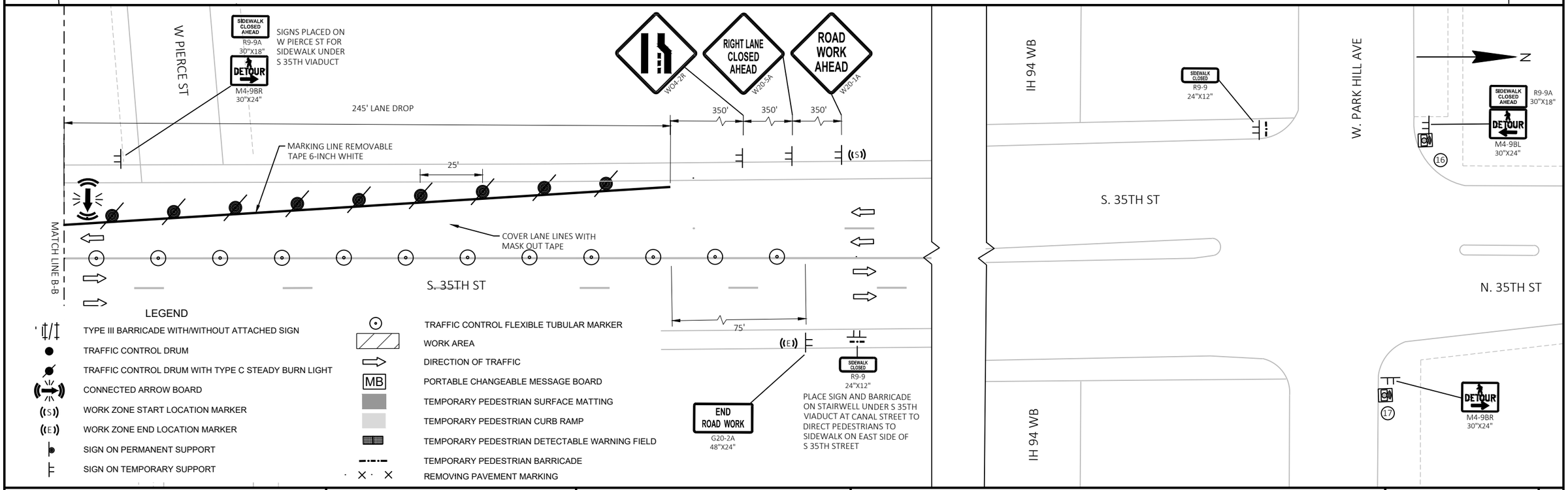
FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026102-S2C.DWG
LAYOUT NAME - 026104-s2c

PLOT DATE : 12/22/2025 12:00 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2





LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- (S) WORK ZONE START LOCATION MARKER
- (E) WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 2C	SHEET 380	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\026102-S2C.DWG
LAYOUT NAME - 026110-s2c
PLOT DATE : 12/22/2025 12:00 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 2C

(1) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 36TH STREET TO THE EAST AND 40TH STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 37TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 37TH STREET.

(2) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 37TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 38TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 37TH STREET.

(3) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 36TH STREET TO THE EAST AND 40TH STREET TO THE WEST. SOUTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 37TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(4) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 37TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 36TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS THE SOUTHWEST CORNER OF 40TH STREET.

(5) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 36TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 36TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 36TH STREET.

(6) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 36TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION AND THE CROSSING OF 35TH STREET IS CLOSED AHEAD. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 36TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH TO THE SOUTH SIDE OF NATIONAL AVENUE THEN PROCEED EAST. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 36TH STREET.

(7) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 36TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 37TH STREET.

(8) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 36TH STREET INTERSECTION. PEDESTRIANS WANTING TO GO NORTH ON 36TH STREET SHOULD CROSS HERE. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG NATIONAL AVENUE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 35TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 37TH STREET.

(9) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. NORTHBOUND PEDESTRIANS SHOULD PROCEED EAST TO THE SOUTHEAST CORNER OF THE INTERSECTION THEN PROCEED NORTH. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE ALONG NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS MAY CONTINUE ALONG 35TH STREET.

(10) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSING OF 35TH STREET HAS BEEN TEMPORARILY CLOSED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH TO THE SOUTHEAST SIDE OF THE INTERSECTION THEN PROCEED WEST. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND AND SOUTHBOUND PEDESTRIANS MAY CONTINUE ALONG 35TH STREET.

(11) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION. THE CROSSING OF 35TH STREET ON THE NORTH SIDE OF THE INTERSECTION HAS BEEN CLOSED DUE TO CONSTRUCTION. EASTBOUND AND WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND AND SOUTHBOUND PEDESTRIANS MAY CONTINUE ALONG 35TH STREET.

(12) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 34TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

(13) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 34TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 25 FEET, CROSS 34TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. NORTHBOUND PEDESTRIANS MAY CONTINUE ON EITHER SIDE OF 34TH STREET.

(14) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

(15) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 34TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 32ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 35TH STREET.

(16) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE PARK HILL AVENUE AND 35TH STREET INTERSECTION. DUE TO CONSTRUCTION THE NORTHWEST SIDE OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION IS CLOSED. TO CONTINUE SOUTH TO NATIONAL AVENUE PROCEED EAST TO THE NORTHEAST SIDE OF THE INTERSECTION.

(17) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE PARK HILL AVENUE AND 35TH STREET INTERSECTION. DUE TO CONSTRUCTION THE NORTHWEST SIDE OF THE NATIONAL AVENUE AND 35TH STREET INTERSECTION IS CLOSED. TO CONTINUE SOUTH TO NATIONAL AVENUE PROCEED SOUTH HERE.

2

EAST 59 M3-2 24"X12" / M1-6 24"X24"
DETOUR AHEAD W20-2A — 1
DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / 59 M1-6 24"X24" — 2
END DETOUR M4-8A 24"X18" / EAST M3-2 24"X12" / 59 M1-6 24"X24" — 3

A — MO6-1 21"X21"
B — MO6-1 21"X21"
C — MO6-1 21"X21"
D — MO5-1L 21"X21"
E — MO5-1R 21"X21"

LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" LIGHTS
- WORK ZONE
- DETOUR TRAFFIC DIRECTION

N

ROAD CLOSED TO THRU TRAFFIC 1/4 MILES AHEAD
R11-3 60"X30"

S. 35TH ST
S. LAYTON BLVD
S. 16TH ST/S. CESAR E. CHAVEZ DR
W. PIERCE ST
STH 59/W. NATIONAL AVE
BREWERS BLVD
W. SCOTT STREET
W. GREENFIELD AVE
MILLER PARK WAY
W. MITCHELL ST

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	DETOUR PLAN STAGE 1	SHEET 382 E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\027001-DT.DWG
LAYOUT NAME - 027001-dt
PLOT DATE : 12/22/2025 12:00 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT

EAST 59 M3-2 24"X12" M1-6 24"X24" DETOUR AHEAD W20-2A (1)

35TH ST FMS SEE DETAIL DETOUR AHEAD W20-2A (4)

DETOUR M4-8 24"X12" EAST M3-2 24"X12" 59 M1-6 24"X24" (2)

DETOUR M4-8 24"X12" SOUTH M3-3 24"X12" 35TH ST FMS SEE DETAIL (5)

DETOUR M4-8 24"X12" NORTH M3-1 24"X12" 35TH ST FMS SEE DETAIL (7)

END DETOUR M4-8A 24"X18" EAST M3-2 24"X12" 59 M1-6 24"X24" (3)

END DETOUR M4-8A 24"X18" SOUTH M3-3 24"X12" 35TH ST FMS SEE DETAIL (6)

END DETOUR M4-8A 24"X18" NORTH M3-1 24"X12" 35TH ST FMS SEE DETAIL (8)

(A) MO6-1 21"X21"

(B) MO6-1 21"X21"

(C) MO6-1 21"X21"

(D) MO5-1L 21"X21"

(E) MO5-1R 21"X21"

LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" LIGHTS
- WORK ZONE
- DETOUR TRAFFIC DIRECTION

NOTE: DETOUR ROUTE TO BE ADJUSTED AS SHOWN WHEN THE SOUTH SIDE OF THE 35TH STREET INTERSECTION IS CLOSED

N

ROAD CLOSED TO THRU TRAFFIC 1/4 MILES AHEAD R11-3 60"X30"

ROAD CLOSED TO THRU TRAFFIC 1/4 MILES AHEAD R11-3 60"X30"

S. 35TH ST

S. LAYTON BLVD

S. 16TH ST/S. CESAR E. CHAVEZ DR

W. PIERCE ST

STH 59/W. NATIONAL AVE

W. SCOTT STREET

W. GREENFIELD AVE

W. MITCHELL ST

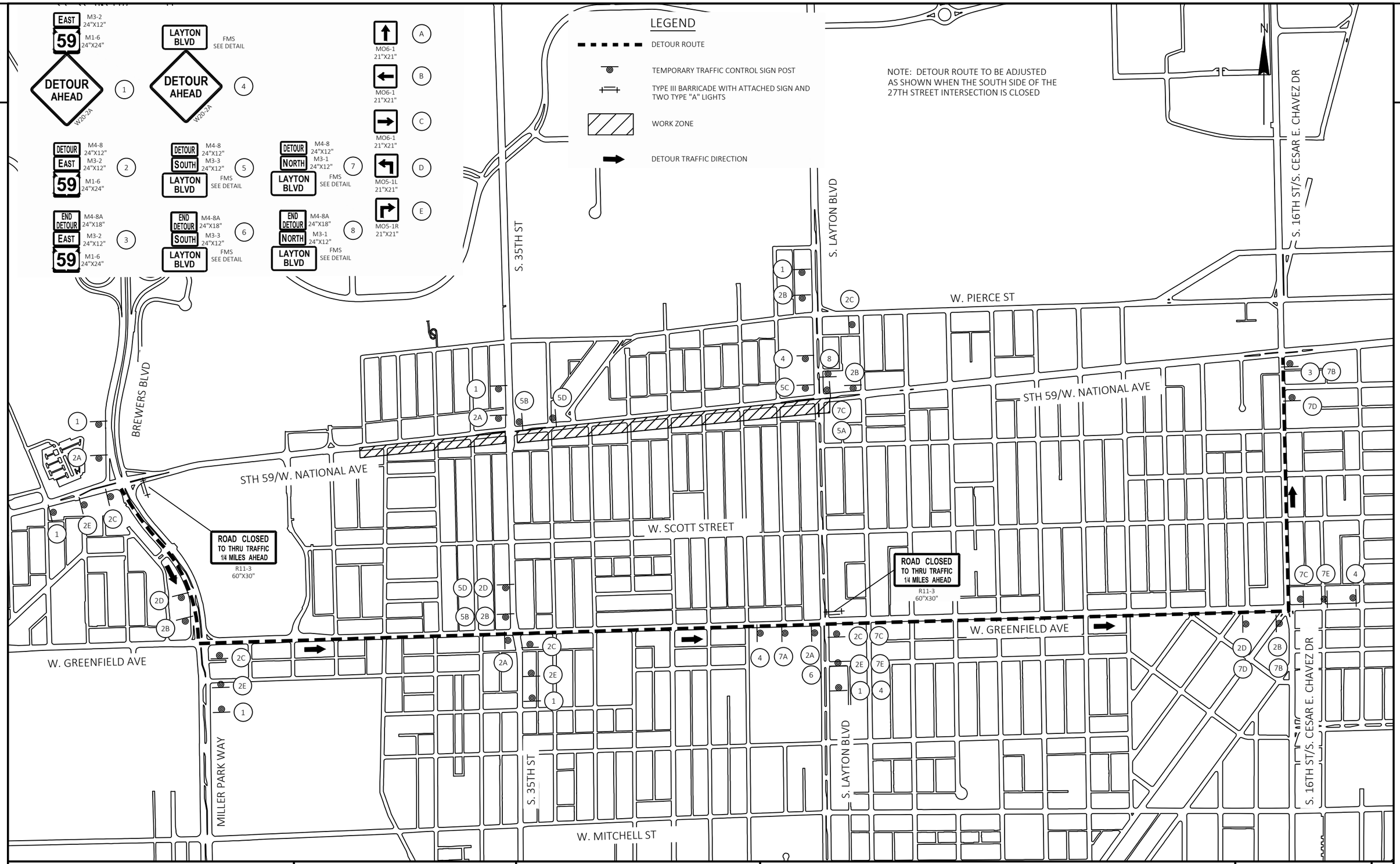
MILLER PARK WAY

BREWERS BLVD

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	DETOUR PLAN STAGE 1B & 1C - 35TH STREET CLOSURE	SHEET 383 E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\027001-DT.DWG
LAYOUT NAME - 027001b-dt

PLOT DATE : 12/22/2025 12:00 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	DETOUR PLAN STAGE 1B - 27TH STREET CLOSURE	SHEET 384	E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\027001-DT.DWG
LAYOUT NAME - 027001c-dt

PLOT DATE : 12/22/2025 12:00 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT

WISDOT/CADDS SHEET 42

WEST 59 M3-4 24"X12" / M1-6 24"X24"
DETOUR AHEAD W20-2A — 1
DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / 59 M1-6 24"X24" — 2
END DETOUR M4-8A 24"X18" / WEST M3-4 24"X12" / 59 M1-6 24"X24" — 3

MO6-1 21"X21" — A
MO6-1 21"X21" — B
MO6-1 21"X21" — C
MO5-1L 21"X21" — D
MO5-1R 21"X21" — E

LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" LIGHTS
- WORK ZONE
- DETOUR TRAFFIC DIRECTION

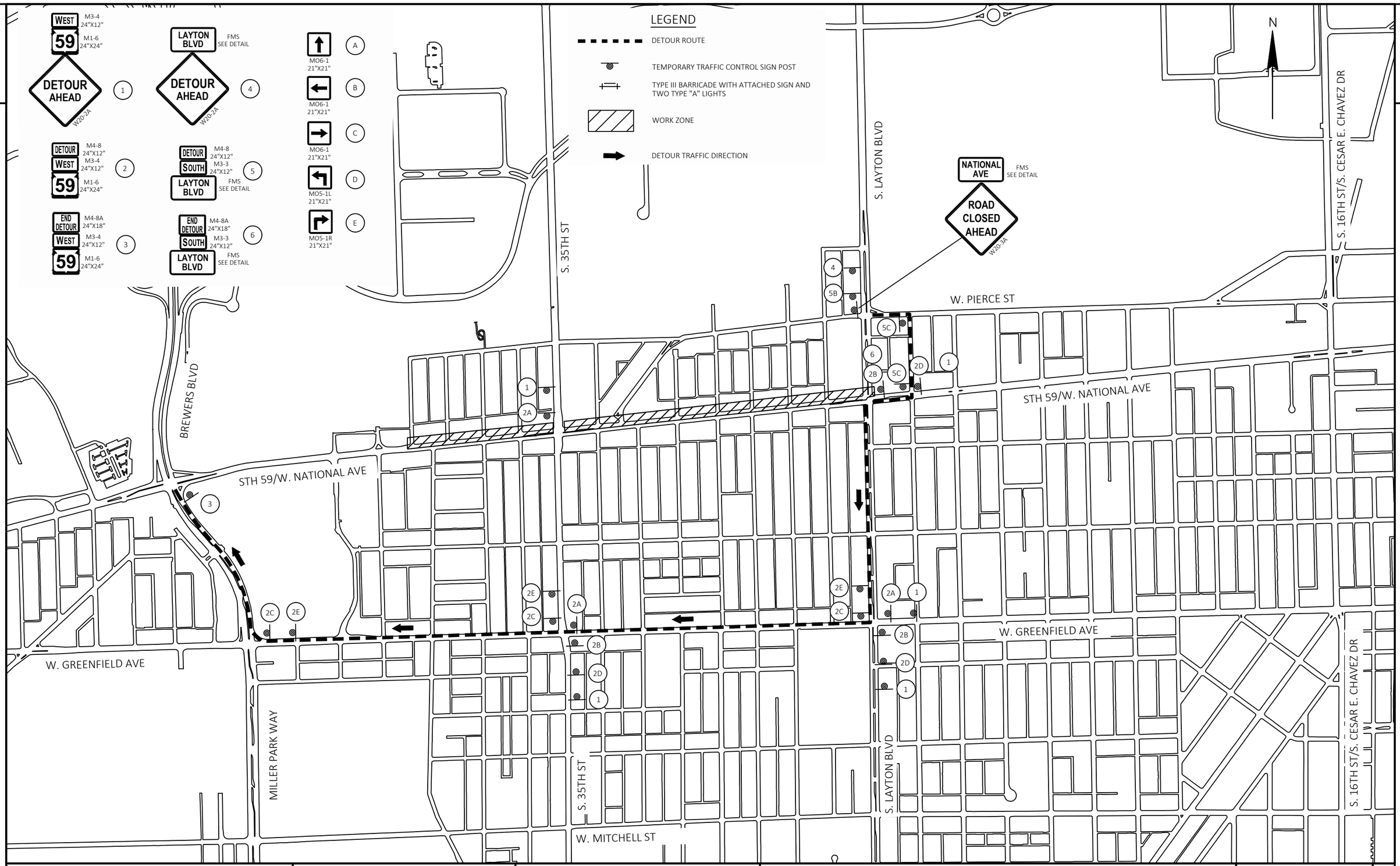
N

NATIONAL AVE — FMS SEE DETAIL
ROAD CLOSED AHEAD W20-3A

S. 35TH ST
S. LAYTON BLVD
S. 16TH ST/S. CESAR E. CHAVEZ DR
BREWERS BLVD
W. PIERCE ST
STH 59/W. NATIONAL AVE
W. GREENFIELD AVE
MILLER PARK WAY
W. MITCHELL ST

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	DETOUR PLAN STAGE 2	SHEET 385 E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\027001-DT.DWG
LAYOUT NAME - 027002-dt
PLOT DATE : 12/22/2025 12:00 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	DETOUR PLAN STAGE 2B - 27TH STREET CLOSURE	SHEET 386 E

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-70\027001-DT.DWG
LAYOUT NAME - 027002b-dt

PLOT DATE : 12/22/2025 12:01 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT

WISDOT/CADDS SHEET 42

2

BENCHMARKS

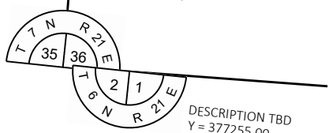
NO.	DESCRIPTION	ELEV.
535	CP PK NAIL SET Y=378925.184, X=2544797.637	68.31
604	HYDRANT SOUTH COLLAR Y=378990.424, X=2545423.821	76.89
605	HYDRANT NORTH UPPER FLANGE BOLT Y=378957.286, X=2545119.607	74.65

N



DESCRIPTION TBD
Y = 379916.00
X = 2543637.00

DESCRIPTION TBD
Y = 377253.00
X = 2543708.00



DESCRIPTION TBD
Y = 377255.00
X = 2543752.00

BP: 5+00.00

MATCH LINE 8+00

MATCH LINE 8+00

MATCH LINE 20+00

535

604

605

PI: 15+15.13

PI: 15+65.46

0.75'

3.5'

STH 59 C/L

STH 59 R/L

W NATIONAL AVE / STH 59

L1

L2

L3

BP: 300+00.00

PI: 303+11.92

BEGIN PROJECT
STA 14+99

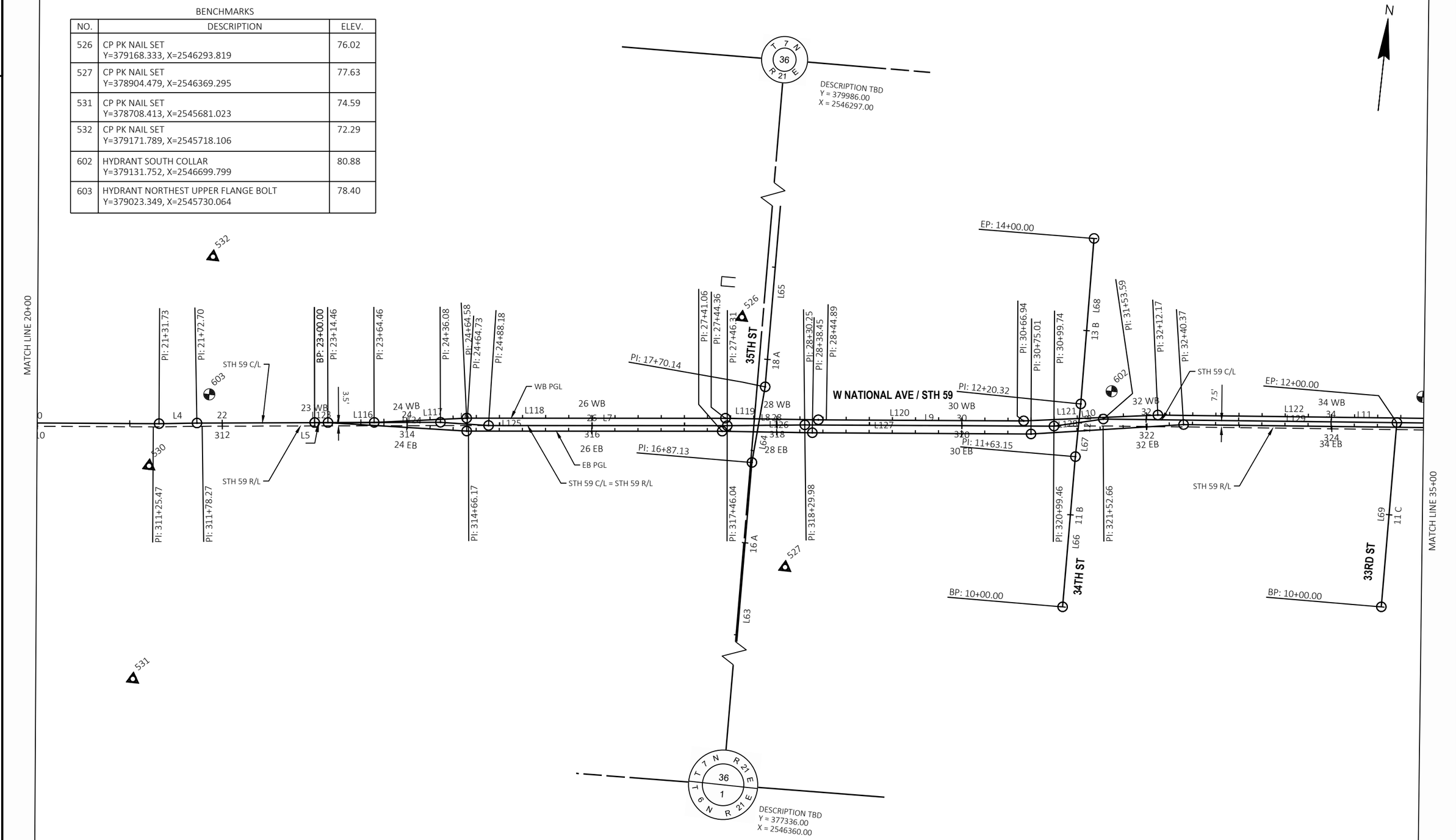
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	ALIGNMENT	SHEET 387	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 01

PLOT DATE : 10/31/2025 2:41 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

BENCHMARKS

NO.	DESCRIPTION	ELEV.
526	CP PK NAIL SET Y=379168.333, X=2546293.819	76.02
527	CP PK NAIL SET Y=378904.479, X=2546369.295	77.63
531	CP PK NAIL SET Y=378708.413, X=2545681.023	74.59
532	CP PK NAIL SET Y=379171.789, X=2545718.106	72.29
602	HYDRANT SOUTH COLLAR Y=379131.752, X=2546699.799	80.88
603	HYDRANT NORTHEST UPPER FLANGE BOLT Y=379023.349, X=2545730.064	78.40

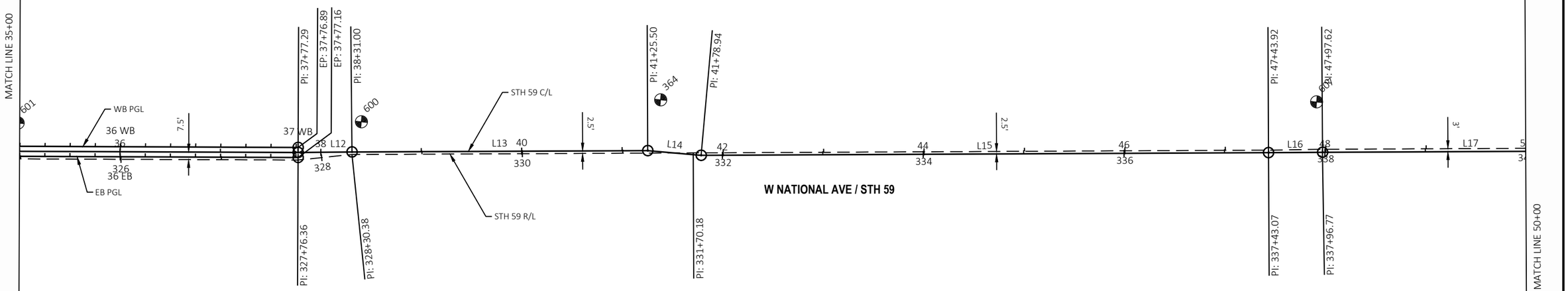


T 7 N R 21 E 36
T 6 N R 21 E 1
DESCRIPTION TBD
Y = 377336.00
X = 2546360.00

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	ALIGNMENT	SHEET 388	E

BENCHMARKS

NO.	DESCRIPTION	ELEV.
364	CITY OF MILWAUKEE	99.84
600	HYDRANT SOUTHWEST UPPER FLANGE BOLT Y=379197.035, X=2547374.673	104.6
601	HYDRANT SOUTHWEST UPPER FLANGE BOLT Y=379161.878, X=2547034.749	93.41
607	HYDRANT SOUTH SOUTHWEST UPPER FLANGE BOLT Y=379311.266, X=2548319.213	89.52

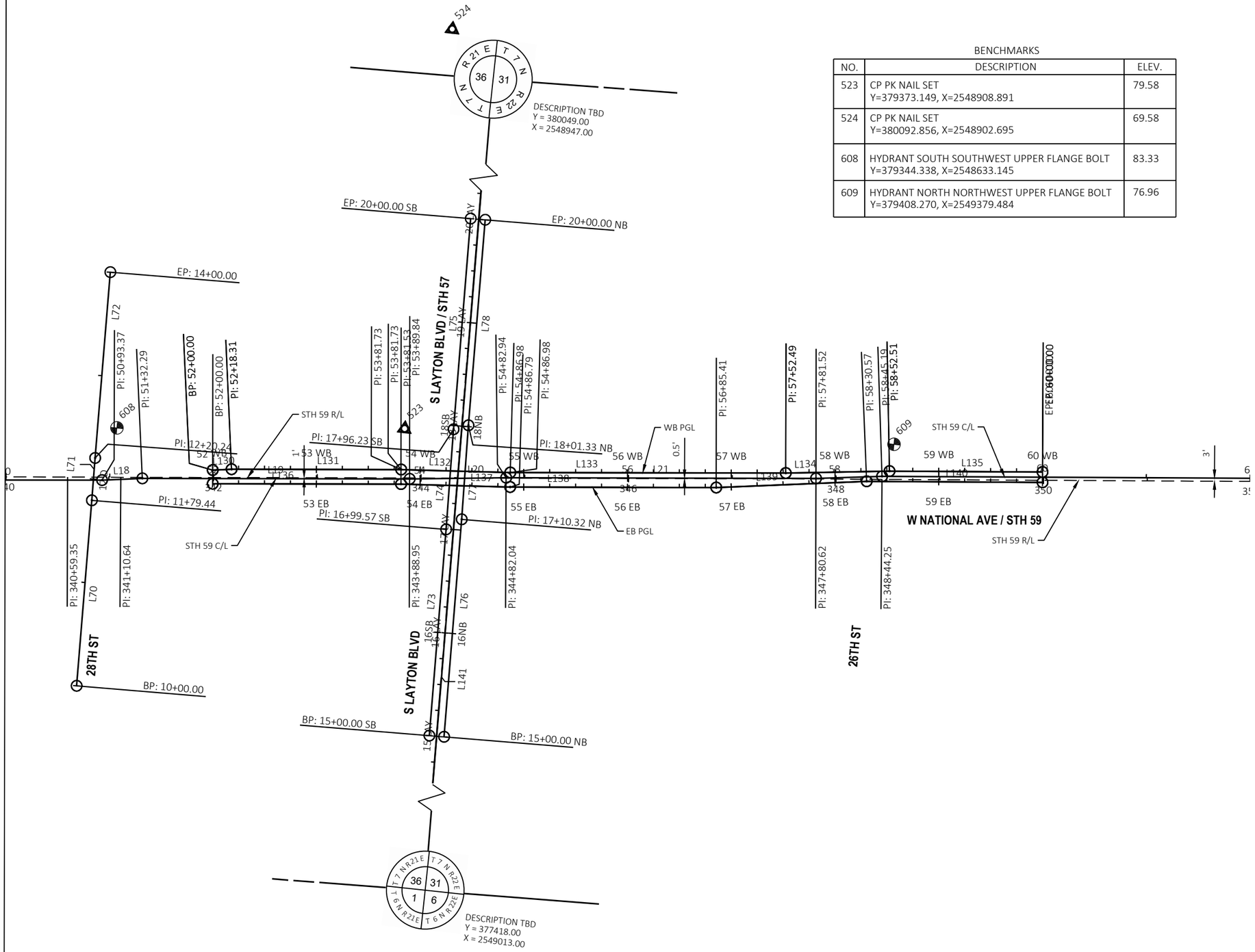


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	ALIGNMENT	SHEET 389	E

2

BENCHMARKS

NO.	DESCRIPTION	ELEV.
523	CP PK NAIL SET Y=379373.149, X=2548908.891	79.58
524	CP PK NAIL SET Y=380092.856, X=2548902.695	69.58
608	HYDRANT SOUTH SOUTHWEST UPPER FLANGE BOLT Y=379344.338, X=2548633.145	83.33
609	HYDRANT NORTH NORTHWEST UPPER FLANGE BOLT Y=379408.270, X=2549379.484	76.96



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	ALIGNMENT	SHEET 390	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 04

PLOT DATE : 10/31/2025 2:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

59-CL																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L1	5+00.00	15+15.13	378815.31 2544056.88	378918.90 2545066.71						1015.13'						N84°08'34.1"E
L2	15+15.13	15+65.46	378918.90 2545066.71	378928.25 2545116.17						50.33'						N79°17'55.2"E
L3	15+65.46	21+31.73	378928.25 2545116.17	378986.04 2545679.49						566.27'						N84°08'34.1"E
L4	21+31.73	21+72.70	378986.04 2545679.49	378991.15 2545720.13						40.96'						N82°49'56.3"E
L5	21+72.70	24+36.08	378991.15 2545720.13	379020.25 2545981.90						263.38'						N83°39'24.5"E
L6	24+36.08	24+88.18	379020.25 2545981.90	379022.43 2546033.95						52.10'						N87°35'59.2"E
L7	24+88.18	27+46.31	379022.43 2546033.95	379049.98 2546290.61						258.13'						N83°52'27.8"E
L8	27+46.31	28+30.25	379049.98 2546290.61	379059.94 2546373.96						83.94'						N83°10'46.2"E
L9	28+30.25	30+99.74	379059.94 2546373.96	379087.49 2546642.03						269.48'						N84°07'58.1"E
L10	30+99.74	31+53.59	379087.49 2546642.03	379101.01 2546694.16						53.86'						N75°27'34.2"E
L11	31+53.59	37+77.29	379101.01 2546694.16	379160.45 2547315.02						623.70'						N84°31'53.3"E
L12	37+77.29	38+31.00	379160.45 2547315.02	379166.28 2547368.41						53.71'						N83°45'55.6"E
L13	38+31.00	41+25.50	379166.28 2547368.41	379196.91 2547661.32						294.51'						N84°01'50.5"E
L14	41+25.50	41+78.94	379196.91 2547661.32	379197.47 2547714.75						53.43'						N89°23'53.8"E
L15	41+78.94	47+43.92	379197.47 2547714.75	379256.33 2548276.65						564.98'						N84°01'11.6"E
L16	47+43.92	47+97.62	379256.33 2548276.65	379261.97 2548330.06						53.71'						N83°58'31.9"E
L17	47+97.62	50+93.37	379261.97 2548330.06	379292.78 2548624.20						295.75'						N84°01'11.6"E
L18	50+93.37	51+32.29	379292.78 2548624.20	379298.63 2548662.68						38.92'						N81°21'11.6"E
L19	51+32.29	53+89.84	379298.63 2548662.68	379325.50 2548918.82						257.55'						N84°00'44.8"E
L20	53+89.84	54+82.94	379325.50 2548918.82	379336.52 2549011.27						93.10'						N83°12'12.6"E
L21	54+82.94	57+81.52	379336.52 2549011.27	379367.66 2549308.22						298.58'						N84°00'44.8"E

35																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L63	10+00.00 A	16+87.13 A	378326.39 2546337.71	379013.32 2546321.37						687.13'						N1°21'42.7"W
L64	16+87.13 A	17+70.14 A	379013.32 2546321.37	379096.14 2546326.94						83.01'						N3°50'31.0"E
L65	17+70.14 A	25+00.00 A	379096.14 2546326.94	379825.80 2546309.64						729.86'						N1°21'28.0"W

34																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L66	10+00.00 B	11+63.15 B	378894.20 2546672.28	379057.30 2546668.52						163.15'						N1°19'08.1"W
L67	11+63.15 B	12+20.32 B	379057.30 2546668.52	379114.47 2546668.20						57.17'						N0°19'40.9"W
L68	12+20.32 B	14+00.00 B	379114.47 2546668.20	379294.08 2546663.12						179.68'						N1°37'04.4"W

33																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L69	10+00.00 C	12+00.00 C	378931.33 2547015.04	379131.27 2547010.21						200.00'						N1°22'56.8"W

28																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L70	10+00.00 D	11+79.44 D	379093.09 2548620.83	379272.48 2548616.54						179.44'						N1°22'03.7"W
L71	11+79.44 D	12+20.24 D	379272.48 2548616.54	379313.26 2548615.28						40.80'						N1°46'48.1"W
L72	12+20.24 D	14+00.00 D	379313.26 2548615.28	379492.97 2548610.79						179.76'						N1°25'52.0"W

27																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L141	10+00.00 LAY	25+00.00 LAY	378581.74 2548983.81	380081.27 2548946.19						1500.00'						N1°26'13.2"W

27-SB PGL																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L73	15+00.00 SB	16+99.57 SB	379081.40 2548964.02	379280.91 2548959.02						199.57'						N1°26'13.2"W
L74	16+99.57 SB	17+96.23 SB	379280.91 2548959.02	379377.52 2548955.84						96.66'						N1°52'53.6"W
L75	17+96.23 SB	20+00.00 SB	379377.52 2548955.84	379581.22 2548950.73						203.77'						N1°26'13.2"W

27-NB PGL																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L76	15+00.00 NB	17+10.32 NB	379081.76 2548978.27	379292.01 2548972.99						210.32'						N1°26'13.2"W
L77	17+10.32 NB	18+01.33 NB	379292.01 2548972.99	379382.96 2548969.71						91.01'						N2°03'59.5"W
L78	18+01.33 NB	20+00.00 NB	379382.96 2548969.71	379581.57 2548964.73						198.67'						N1°26'13.2"W

Estimate Of Quantities

2410-10-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	19.000	19.000
0004	201.0220	Grubbing	ID	61.000	61.000
0006	204.0100	Removing Concrete Pavement	SY	490.000	490.000
0008	204.0110	Removing Asphaltic Surface	SY	59.000	59.000
0010	204.0130	Removing Curb	LF	282.000	282.000
0012	204.0150	Removing Curb & Gutter	LF	8,711.000	8,711.000
0014	204.0155	Removing Concrete Sidewalk	SY	8,908.000	8,908.000
0016	204.0170	Removing Fence	LF	746.000	746.000
0018	204.0180	Removing Delineators and Markers	EACH	26.000	26.000
0020	204.0185	Removing Masonry	CY	40.000	40.000
0022	204.0195	Removing Concrete Bases	EACH	21.000	21.000
0024	204.0210	Removing Manholes	EACH	6.000	6.000
0026	204.0215	Removing Catch Basins	EACH	29.000	29.000
0028	204.0245	Removing Storm Sewer (size) 012. 12-Inch	LF	674.000	674.000
0030	204.0250	Abandoning Manholes	EACH	12.000	12.000
0032	204.0255	Abandoning Catch Basins	EACH	26.000	26.000
0034	204.0291.S	Abandoning Sewer	CY	40.000	40.000
0036	204.9060.S	Removing (item description) 201. Traffic Signals W National Ave & S 37th St	EACH	1.000	1.000
0038	204.9060.S	Removing (item description) 202. Traffic Signals W National Ave & S 35th St	EACH	1.000	1.000
0040	204.9060.S	Removing (item description) 203. Traffic Signals W National Ave & S 30th St	EACH	1.000	1.000
0042	204.9060.S	Removing (item description) 204. Traffic Signals W National Ave & S Layton Blvd	EACH	1.000	1.000
0044	204.9060.S	Removing (item description) 310. Removing Poles	EACH	111.000	111.000
0046	204.9090.S	Removing (item description) 314. Removing Aerial Cable	LF	12,900.000	12,900.000
0048	205.0100	Excavation Common	CY	27,586.000	27,586.000
0050	213.0100	Finishing Roadway (project) 001. 2410-10-70	EACH	1.000	1.000
0052	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	34,617.000	34,617.000
0054	310.0115	Base Aggregate Open-Graded	CY	36.000	36.000
0056	312.0110	Select Crushed Material	TON	23,421.000	23,421.000
0058	371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH	28.000	28.000
0060	405.0200	Coloring Concrete Custom	CY	504.000	504.000
0062	415.0080	Concrete Pavement 8-Inch	SY	975.000	975.000
0064	415.0310	Concrete Alley	SY	61.000	61.000
0066	415.4100	Concrete Pavement Joint Filling	SY	1,216.000	1,216.000
0068	416.0610	Drilled Tie Bars	EACH	215.000	215.000
0070	450.4000	HMA Cold Weather Paving	TON	155.000	155.000
0072	455.0605	Tack Coat	GAL	3,326.000	3,326.000
0074	460.2000	Incentive Density HMA Pavement	DOL	6,950.000	6,950.000
0076	460.6223	HMA Pavement 3 MT 58-28 S	TON	7,730.000	7,730.000
0078	460.6224	HMA Pavement 4 MT 58-28 S	TON	3,116.000	3,116.000
0080	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	36.000	36.000
0082	465.0125	Asphaltic Surface Temporary	TON	100.000	100.000
0084	601.0105	Concrete Curb Type A	LF	18.000	18.000
0086	601.0319	Concrete Curb & Gutter 19-Inch	LF	2,302.000	2,302.000
0088	601.0331	Concrete Curb & Gutter 31-Inch	LF	8,908.000	8,908.000
0090	601.0600	Concrete Curb Pedestrian	LF	312.000	312.000
0092	602.0410	Concrete Sidewalk 5-Inch	SF	114,938.000	114,938.000
0094	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	2,233.000	2,233.000
0096	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	131.000	131.000
0098	602.0820	Concrete Driveway 8-Inch	SY	569.000	569.000

2410-10-70

Line	Item	Item Description	Unit	Total	Qty
0100	602.0870	Concrete Driveway HES 8-Inch	SY	182.000	182.000
0102	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	3,079.000	3,079.000
0104	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	36.000	36.000
0106	608.6012	Storm Sewer Pipe Composite 12-Inch	LF	110.000	110.000
0108	611.2004	Manholes 4-FT Diameter	EACH	5.000	5.000
0110	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0112	612.0106	Pipe Underdrain 6-Inch	LF	968.000	968.000
0114	619.1000	Mobilization	EACH	1.000	1.000
0116	620.0300	Concrete Median Sloped Nose	SF	408.000	408.000
0118	624.0100	Water	MGAL	1,121.000	1,121.000
0120	625.0100	Topsoil	SY	4,854.000	4,854.000
0122	627.0200	Mulching	SY	1,155.000	1,155.000
0124	628.1905	Mobilizations Erosion Control	EACH	20.000	20.000
0126	628.1910	Mobilizations Emergency Erosion Control	EACH	10.000	10.000
0128	628.7005	Inlet Protection Type A	EACH	98.000	98.000
0130	628.7010	Inlet Protection Type B	EACH	69.000	69.000
0132	628.7020	Inlet Protection Type D	EACH	83.000	83.000
0134	628.7560	Tracking Pads	EACH	8.000	8.000
0136	629.0210	Fertilizer Type B	CWT	3.140	3.140
0138	630.0200	Seeding Temporary	LB	35.000	35.000
0140	630.0500	Seed Water	MGAL	30.000	30.000
0142	631.0300	Sod Water	MGAL	117.000	117.000
0144	631.1000	Sod Lawn	SY	4,854.000	4,854.000
0146	632.0101	Trees (species, root, size) 001. Autumn Blaze Maple, B&B, 3" Cal	EACH	12.000	12.000
0148	632.0101	Trees (species, root, size) 002. Pacific Sunset Maple, B&B, 2.5" Cal	EACH	7.000	7.000
0150	632.0101	Trees (species, root, size) 003. Red Pointe Maple, B&B, 3" Cal	EACH	2.000	2.000
0152	632.0101	Trees (species, root, size) 004. Tulip Tree, B&B, 3" Cal	EACH	5.000	5.000
0154	632.0101	Trees (species, root, size) 005. Sunburst Honeylocust, B&B, 3" Cal	EACH	12.000	12.000
0156	632.0101	Trees (species, root, size) 006. Kentucky Coffee Tree, B&B, 3" Cal	EACH	7.000	7.000
0158	632.0101	Trees (species, root, size) 007. Frontier Elm, B&B, 3" Cal	EACH	5.000	5.000
0160	632.0101	Trees (species, root, size) 008. Upright English Oak, B&B, 3" Cal	EACH	2.000	2.000
0162	632.0101	Trees (species, root, size) 009. Japanese Tree Lilac, B&B, 2.5" Cal	EACH	7.000	7.000
0164	632.0101	Trees (species, root, size) 010. Fort McNair Red Horse Chestnut, B&B, 3" Cal	EACH	2.000	2.000
0166	632.0101	Trees (species, root, size) 011. Dawn Redwood, B&B, 3" Cal	EACH	2.000	2.000
0168	632.0101	Trees (species, root, size) 012. Hot Wing Tatarian Maple, B&B, 2.5" Cal	EACH	3.000	3.000
0170	632.0101	Trees (species, root, size) 013. American Sycamore, B&B, 3" Cal	EACH	5.000	5.000
0172	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	20.000	20.000
0174	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	6.000	6.000
0176	637.2210	Signs Type II Reflective H	SF	742.000	742.000
0178	637.2220	Signs Type II Reflective SH	SF	286.000	286.000
0180	637.2230	Signs Type II Reflective F	SF	244.000	244.000
0182	638.2602	Removing Signs Type II	EACH	8.000	8.000
0184	638.3000	Removing Small Sign Supports	EACH	1.000	1.000
0186	643.0300	Traffic Control Drums	DAY	32,779.000	32,779.000
0188	643.0420	Traffic Control Barricades Type III	DAY	27,558.000	27,558.000
0190	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	39.000	39.000
0192	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	39.000	39.000
0194	643.0705	Traffic Control Warning Lights Type A	DAY	55,116.000	55,116.000
0196	643.0715	Traffic Control Warning Lights Type C	DAY	5,342.000	5,342.000

2410-10-70

Line	Item	Item Description	Unit	Total	Qty
0198	643.0810	Traffic Control Connected Arrow Boards	DAY	436.000	436.000
0200	643.0900	Traffic Control Signs	DAY	72,670.000	72,670.000
0202	643.0920	Traffic Control Covering Signs Type II	EACH	8.000	8.000
0204	643.1000	Traffic Control Signs Fixed Message	SF	168.000	168.000
0206	643.1050	Traffic Control Signs PCMS	DAY	112.000	112.000
0208	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	436.000	436.000
0210	643.1500	Traffic Control Speed Feedback Trailer	DAY	213.000	213.000
0212	643.3165	Temporary Marking Line Paint 6-Inch	LF	4,214.000	4,214.000
0214	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	27,638.000	27,638.000
0216	643.3265	Temporary Marking Line Paint 10-Inch	LF	50.000	50.000
0218	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	745.000	745.000
0220	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	172.000	172.000
0222	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	314.000	314.000
0224	643.5000	Traffic Control	EACH	1.000	1.000
0226	644.1430	Temporary Pedestrian Surface Plate	SF	780.000	780.000
0228	644.1440	Temporary Pedestrian Surface Matting	SF	6,972.000	6,972.000
0230	644.1601	Temporary Pedestrian Curb Ramp	DAY	5,664.000	5,664.000
0232	644.1605	Temporary Pedestrian Detectable Warning Field	SF	6,450.000	6,450.000
0234	644.1810	Temporary Pedestrian Barricade	LF	13,900.000	13,900.000
0236	644.1900.S	Temporary Audible Message Devices	DAY	13,399.000	13,399.000
0238	645.0111	Geotextile Type DF Schedule A	SY	430.000	430.000
0240	645.0220	Geogrid Type SR	SY	28,300.000	28,300.000
0242	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	9,005.000	9,005.000
0244	646.1060.S	Marking Line MMA 4-Inch	LF	704.000	704.000
0246	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	1,548.000	1,548.000
0248	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	1,947.000	1,947.000
0250	646.5020	Marking Arrow Epoxy	EACH	28.000	28.000
0252	646.5060.S	Marking Arrow MMA	EACH	48.000	48.000
0254	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0256	646.5260.S	Marking Symbol MMA	EACH	48.000	48.000
0258	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	16.000	16.000
0260	646.7120	Marking Diagonal Epoxy 12-Inch	LF	69.000	69.000
0262	646.8120	Marking Curb Epoxy	LF	130.000	130.000
0264	646.8220	Marking Island Nose Epoxy	EACH	13.000	13.000
0266	646.9000	Marking Removal Line 4-Inch	LF	1,336.000	1,336.000
0268	646.9200	Marking Removal Line Wide	LF	12.000	12.000
0270	650.4000	Construction Staking Storm Sewer	EACH	119.000	119.000
0272	650.4500	Construction Staking Subgrade	LF	4,844.000	4,844.000
0274	650.5000	Construction Staking Base	LF	4,844.000	4,844.000
0276	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	11,485.000	11,485.000
0278	650.7000	Construction Staking Concrete Pavement	LF	494.000	494.000
0280	650.8501	Construction Staking Electrical Installations (project) 001. 2410-10-70	EACH	1.000	1.000
0282	650.9000	Construction Staking Curb Ramps	EACH	111.000	111.000
0284	650.9500	Construction Staking Sidewalk (project) 001. 2410-10-70	EACH	1.000	1.000
0286	650.9911	Construction Staking Supplemental Control (project) 001. 2410-10-70	EACH	1.000	1.000
0288	650.9920	Construction Staking Slope Stakes	LF	4,844.000	4,844.000
0290	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	268.000	268.000
0292	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	3,863.000	3,863.000
0294	653.0905	Removing Pull Boxes	EACH	52.000	52.000

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Line	Item	Item Description	Unit	Total	Qty
0296	654.0101	Concrete Bases Type 1	EACH	19.000	19.000
0298	654.0102	Concrete Bases Type 2	EACH	1.000	1.000
0300	654.0110	Concrete Bases Type 10	EACH	1.000	1.000
0302	654.0113	Concrete Bases Type 13	EACH	2.000	2.000
0304	654.0120	Concrete Bases Type 10-Special	EACH	7.000	7.000
0306	655.0230	Cable Traffic Signal 5-14 AWG	LF	2,046.000	2,046.000
0308	655.0240	Cable Traffic Signal 7-14 AWG	LF	729.000	729.000
0310	655.0260	Cable Traffic Signal 12-14 AWG	LF	5,571.000	5,571.000
0312	655.0305	Cable Type UF 2-12 AWG Grounded	LF	3,837.000	3,837.000
0314	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	3,959.000	3,959.000
0316	655.0900	Traffic Signal EVP Detector Cable	LF	2,180.000	2,180.000
0318	656.0201	Electrical Service Meter Breaker Pedestal (location) 001. W National Ave & S 37th St	EACH	1.000	1.000
0320	656.0201	Electrical Service Meter Breaker Pedestal (location) 002. W National Ave & S 35th St	EACH	1.000	1.000
0322	656.0201	Electrical Service Meter Breaker Pedestal (location) 003. W National Ave & S 33rd St	EACH	1.000	1.000
0324	656.0201	Electrical Service Meter Breaker Pedestal (location) 004. W National Ave & S 30th St	EACH	1.000	1.000
0326	656.0201	Electrical Service Meter Breaker Pedestal (location) 005. W National Ave & S Layton Blvd	EACH	1.000	1.000
0328	657.0100	Pedestal Bases	EACH	6.000	6.000
0330	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	7.000	7.000
0332	657.0310	Poles Type 3	EACH	1.000	1.000
0334	657.0322	Poles Type 5-Aluminum	EACH	7.000	7.000
0336	657.0350	Poles Type 10	EACH	1.000	1.000
0338	657.0352	Poles Type 10-Special	EACH	7.000	7.000
0340	657.0360	Poles Type 13	EACH	2.000	2.000
0342	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	1.000	1.000
0344	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	4.000	4.000
0346	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	1.000	1.000
0348	657.0530	Monotube Arms 30-FT	EACH	1.000	1.000
0350	657.0536	Monotube Arms 35-FT-Special	EACH	2.000	2.000
0352	657.0541	Monotube Arms 40-FT-Special	EACH	4.000	4.000
0354	657.0546	Monotube Arms 45-FT-Special	EACH	1.000	1.000
0356	657.0550	Monotube Arms 50-FT	EACH	1.000	1.000
0358	657.0555	Monotube Arms 55-FT	EACH	1.000	1.000
0360	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	1.000	1.000
0362	658.0173	Traffic Signal Face 3S 12-Inch	EACH	38.000	38.000
0364	658.0174	Traffic Signal Face 4S 12-Inch	EACH	16.000	16.000
0366	658.5070	Signal Mounting Hardware (location) 001. W National Ave & S 37th St	EACH	1.000	1.000
0368	658.5070	Signal Mounting Hardware (location) 002. W National Ave & S 35th St	EACH	1.000	1.000
0370	658.5070	Signal Mounting Hardware (location) 003. W National Ave & S Layton Blvd	EACH	1.000	1.000
0372	659.1120	Luminaires Utility LED B	EACH	1.000	1.000
0374	659.1125	Luminaires Utility LED C	EACH	6.000	6.000
0376	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	151.000	151.000
0378	661.0201	Temporary Traffic Signals for Intersections (location) 001. W National Ave & S 35th St	EACH	1.000	1.000
0380	661.0201	Temporary Traffic Signals for Intersections (location) 002. W National Ave & S Layton Blvd	EACH	1.000	1.000
0382	661.0300	Generators	DAY	2.000	2.000
0384	674.0300	Remove Cable	LF	110.000	110.000
0386	690.0150	Sawing Asphalt	LF	1,103.000	1,103.000
0388	690.0250	Sawing Concrete	LF	3,147.000	3,147.000

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Line	Item	Item Description	Unit	Total	Qty
0390	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0392	740.0440	Incentive IRI Ride	DOL	4,430.000	4,430.000
0394	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	3,600.000	3,600.000
0396	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	6,000.000	6,000.000
0398	SPV.0035	Special 001. Removing Concrete Pavement Modified	CY	7,596.000	7,596.000
0400	SPV.0035	Special 002. Removing Asphaltic Surface Modified	CY	4,692.000	4,692.000
0402	SPV.0060	Special 001. Field Facilities Office Space	EACH	1.000	1.000
0404	SPV.0060	Special 002. Utility Line Opening (ULO)	EACH	110.000	110.000
0406	SPV.0060	Special 003. Salvaging and Reinstalling Brick Pavers	EACH	1.000	1.000
0408	SPV.0060	Special 004. Adjusting Water Valve Boxes	EACH	185.000	185.000
0410	SPV.0060	Special 005. Water Main Protection	EACH	16.000	16.000
0412	SPV.0060	Special 006. Removing City-Owned Signs and Posts	EACH	150.000	150.000
0414	SPV.0060	Special 007. Moving City-Owned Signs	EACH	19.000	19.000
0416	SPV.0060	Special 008. Round Aluminum Sign Post System in Soft Surface 7-FT	EACH	8.000	8.000
0418	SPV.0060	Special 009. Round Aluminum Sign Post System in Soft Surface 10-FT	EACH	70.000	70.000
0420	SPV.0060	Special 010. Round Aluminum Sign Post System in Soft Surface 11-FT	EACH	14.000	14.000
0422	SPV.0060	Special 011. Round Aluminum Sign Post System in Soft Surface 12-FT	EACH	5.000	5.000
0424	SPV.0060	Special 012. Round Aluminum Sign Post System in Concrete Surface 7-FT	EACH	10.000	10.000
0426	SPV.0060	Special 013. Round Aluminum Sign Post System in Concrete Surface 10-FT	EACH	26.000	26.000
0428	SPV.0060	Special 014. Round Aluminum Sign Post System in Concrete Surface 11-FT	EACH	1.000	1.000
0430	SPV.0060	Special 015. Pipe Bollards	EACH	2.000	2.000
0432	SPV.0060	Special 016. Marking Speed Table Chevron Contrast Epoxy	EACH	20.000	20.000
0434	SPV.0060	Special 017. Marking Bike Lane Two-Stage Turning Queue Box MMA	EACH	6.000	6.000
0436	SPV.0060	Special 018. Marking Yield Line MMA 18-Inch	EACH	14.000	14.000
0438	SPV.0060	Special 102. Inlet Covers Type MS 57	EACH	84.000	84.000
0440	SPV.0060	Special 103. Manhole Covers Type MS 58-A	EACH	78.000	78.000
0442	SPV.0060	Special 108. Temporary Pipe Connection 12-Inch	EACH	3.000	3.000
0444	SPV.0060	Special 110. Catch Basins Type 44A	EACH	99.000	99.000
0446	SPV.0060	Special 115. Pipe Connection to Existing Structure	EACH	67.000	67.000
0448	SPV.0060	Special 120. Curb Inlet Type 70A	EACH	15.000	15.000
0450	SPV.0060	Special 201. Traffic Signal Cabinet & Controller W National Ave & S 37th St	EACH	1.000	1.000
0452	SPV.0060	Special 202. Traffic Signal Cabinet & Controller W National Ave & S 35th St	EACH	1.000	1.000
0454	SPV.0060	Special 203. Traffic Signal Cabinet & Controller W National Ave & S Layton Blvd	EACH	1.000	1.000
0456	SPV.0060	Special 204. Emergency Vehicle Preemption System W National Ave & S 37th St	EACH	1.000	1.000
0458	SPV.0060	Special 205. Emergency Vehicle Preemption System W National Ave & S 35th St	EACH	1.000	1.000
0460	SPV.0060	Special 206. Emergency Vehicle Preemption System W National Ave & S Layton Blvd	EACH	1.000	1.000
0462	SPV.0060	Special 207. Video Detection System W National Ave & S 37th St	EACH	1.000	1.000
0464	SPV.0060	Special 208. Video Detection System W National Ave & S 35th St	EACH	1.000	1.000
0466	SPV.0060	Special 209. Video Detection System W National Ave & S Layton Blvd	EACH	1.000	1.000
0468	SPV.0060	Special 210. Installing Precast Controller Base	EACH	3.000	3.000
0470	SPV.0060	Special 211. Pedestrian Countdown Signal Face 12-Inch	EACH	24.000	24.000
0472	SPV.0060	Special 212. APS Pedestrian Push Buttons W National Ave & S 37th St	EACH	1.000	1.000
0474	SPV.0060	Special 213. APS Pedestrian Push Buttons W National Ave & S 35th St	EACH	1.000	1.000
0476	SPV.0060	Special 214. APS Pedestrian Push Buttons W National Ave & S Layton Blvd	EACH	1.000	1.000
0478	SPV.0060	Special 215. Rectangular Rapid Flashing Beacon System W National Ave & S 33rd St	EACH	1.000	1.000
0480	SPV.0060	Special 216. Rectangular Rapid Flashing Beacon System W National Ave & S 30th St	EACH	1.000	1.000
0482	SPV.0060	Special 217. Temporary Infrared EVP System W National Ave & S 35th St	EACH	1.000	1.000
0484	SPV.0060	Special 218. Temporary Infrared EVP System W National Ave & S Layton Blvd	EACH	1.000	1.000
0486	SPV.0060	Special 302. Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete)	EACH	109.000	109.000

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Line	Item	Item Description	Unit	Total	Qty
0488	SPV.0060	Special 303. Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete)	EACH	64.000	64.000
0490	SPV.0060	Special 321. Poles MKE 30 Black (30-FT Aluminum, Black, Bolt-Down)	EACH	55.000	55.000
0492	SPV.0060	Special 324. 40-FT Wood Pole	EACH	20.000	20.000
0494	SPV.0060	Special 342. Submersible Multitap 3-Port Pre-Insulated Connector	EACH	195.000	195.000
0496	SPV.0060	Special 343. Submersible Multitap 4-Port Pre-Insulated Connector	EACH	110.000	110.000
0498	SPV.0060	Special 345. Luminaire Arms Single Member 6-FT (Special)	EACH	7.000	7.000
0500	SPV.0060	Special 346. Luminaire Arms Single Member 6-FT WP Mount	EACH	6.000	6.000
0502	SPV.0060	Special 353. Installing Equipment Grounding Electrode	EACH	25.000	25.000
0504	SPV.0060	Special 354. Removing Bracket Arm and Luminaire	EACH	6.000	6.000
0506	SPV.0060	Special 374. Luminaire Utility 1LED2	EACH	4.000	4.000
0508	SPV.0060	Special 375. Luminaire Utility 2LED2	EACH	3.000	3.000
0510	SPV.0060	Special 388. Concrete Base Type 2 (Milwaukee)	EACH	62.000	62.000
0512	SPV.0060	Special 389. Concrete Base Type 5 (Milwaukee)	EACH	17.000	17.000
0514	SPV.0060	Special 399. Transformer Bases Breakaway 11 1/2-Inch Bolt Circle Black	EACH	56.000	56.000
0516	SPV.0060	Special 401. 4' Diameter Manhole Type CUC	EACH	11.000	11.000
0518	SPV.0060	Special 410. 4' Diameter Doghouse Manhole Type CUC	EACH	1.000	1.000
0520	SPV.0060	Special 411. 4' Diameter Doghouse Manhole Type CUC Installed Over Conduit	EACH	5.000	5.000
0522	SPV.0060	Special 414. 6' Diameter Doghouse Manhole Type CUC	EACH	1.000	1.000
0524	SPV.0060	Special 420. Removing CUC Manhole	EACH	2.000	2.000
0526	SPV.0060	Special 821. Poles Type 15-'6" Black Aluminum Harp Pole and Shroud	EACH	17.000	17.000
0528	SPV.0060	Special 865. Luminaire Historic Black Milwaukee Harp LED Screw-In Lamp	EACH	17.000	17.000
0530	SPV.0060	Special 867. Luminaire Historic Black Milwaukee Lantern LED 3 Screw-In Lamp	EACH	70.000	70.000
0532	SPV.0060	Special 881. Fuse System on the Lighting Riser Cable in the Pole	EACH	94.000	94.000
0534	SPV.0090	Special 001. Concrete Curb & Gutter HES 19-Inch	LF	22.000	22.000
0536	SPV.0090	Special 002. Concrete Curb & Gutter HES 31-Inch	LF	125.000	125.000
0538	SPV.0090	Special 003. Concrete Curb & Gutter 19-Inch Type MCTS	LF	121.000	121.000
0540	SPV.0090	Special 004. Concrete Curb & Gutter 31-Inch Type MCTS	LF	97.000	97.000
0542	SPV.0090	Special 005. Concrete Curb Type D Special	LF	667.000	667.000
0544	SPV.0090	Special 006. Marking Stop Line Epoxy 24-Inch	LF	459.000	459.000
0546	SPV.0090	Special 007. Marking Crosswalk MMA Block Style 12-Inch	LF	1,512.000	1,512.000
0548	SPV.0090	Special 008. Marking Bike Lane Crosswalk MMA Block Style 24-Inch	LF	880.000	880.000
0550	SPV.0090	Special 009. Marking Crosswalk Epoxy Transverse Line 12-Inch	LF	541.000	541.000
0552	SPV.0090	Special 010. Marking Crosswalk Epoxy Block Style 12-Inch	LF	4,480.000	4,480.000
0554	SPV.0090	Special 302. Electrical Cable Type 3#6 AL	LF	280.000	280.000
0556	SPV.0090	Special 304. Electrical Cable Type 2#2/1#4 AL	LF	10,760.000	10,760.000
0558	SPV.0090	Special 310. Electrical Cable Type UF 3#10 AWG with Ground	LF	4,228.000	4,228.000
0560	SPV.0090	Special 319. Liquidtight Flexible Nonmetallic Conduit 1 1/2-Inch	LF	75.000	75.000
0562	SPV.0090	Special 324. Electrical Cable Type 4#2/1#8 XLP	LF	13,635.000	13,635.000
0564	SPV.0090	Special 325. Conduit 3-Inch HDPE Schedule 40	LF	9,990.000	9,990.000
0566	SPV.0090	Special 326. Conduit 3-Inch HDPE Schedule 80	LF	1,170.000	1,170.000
0568	SPV.0090	Special 451. 1-Duct Sand Encased Conduit, HDPE, 4-Inch	LF	8.000	8.000
0570	SPV.0090	Special 452. 2-Duct Sand Encased Conduit, HDPE, 4-Inch	LF	3,672.000	3,672.000
0572	SPV.0090	Special 453. 3-Duct Sand Encased Conduit, HDPE, 4-Inch	LF	449.000	449.000
0574	SPV.0090	Special 454. 4-Duct Conduit, Cement Encased, 4-Inch HDPE	LF	448.000	448.000
0576	SPV.0090	Special 455. 5-Duct Sand Encased Conduit, HDPE, 4-Inch	LF	248.000	248.000
0578	SPV.0090	Special 456. 6-Duct Conduit, Cement Encased, 4-Inch HDPE	LF	123.000	123.000
0580	SPV.0090	Special 458. 8-Duct Sand Encased Conduit, HDPE, 4-Inch	LF	73.000	73.000
0582	SPV.0090	Special 601. Fiber Optic Cable Outdoor Plant 72-Count	LF	5,032.000	5,032.000
0584	SPV.0090	Special 602. Fiber Optic Cable Outdoor Plant 12-Count	LF	415.000	415.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0586	SPV.0165	Special 001. Detectable Edge Tiles	SF	6,756.000	6,756.000
0588	SPV.0165	Special 002. Concrete Raised Median	SF	1,935.000	1,935.000
0590	SPV.0180	Special 001. Track Zone Removal	SY	7,385.000	7,385.000
0592	SPV.0195	Special 001. Excavation, Hauling, and Disposal of Metals Contaminated Soil	TON	570.000	570.000
0594	SPV.0195	Special 002. Excavation, Hauling, and Disposal of PAH Contaminated Soil	TON	66.000	66.000
0596	SPV.0195	Special 003. Excavation, Hauling, and Disposal of VOC Contaminated Soil	TON	11,066.000	11,066.000

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TREE GRUBBING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	201.0205 GRUBBING STA	201.0220 GRUBBING ID
1000	STH 59 / W NATIONAL AVE			18+00	RT	-	3
				19+51	LT	-	6
		21+00	-	22+00	LT	1	-
		23+00	-	24+00	LT	1	-
		25+00	-	26+00	MEDIAN	1	-
				29+86	MEDIAN	-	9
		30+00	-	32+00	MEDIAN & RT	2	-
				32+86	RT	-	10
		33+00	-	34+00	RT	1	-
				36+10	RT	-	6
				36+55	LT	-	3
		37+00	-	38+00	LT & RT	1	-
				38+93	LT	-	6
		39+00	-	44+00	LT & RT	5	-
		45+00	-	47+00	LT & RT	2	-
				47+20	LT	-	4
		48+00	-	50+00	LT & RT	2	-
				51+95	MEDIAN	-	8
		52+00	-	53+00	MEDIAN	1	-
		55+00	-	57+00	MEDIAN & RT	2	-
	33RD ST			11+27 C	LT	-	6
				TOTAL 1000		**19**	**61**

REMOVALS (1 OF 2)

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0170 REMOVING FENCE LF	204.0180 REMOVING DELINEATORS AND MARKERS EACH	204.0185 REMOVING MASONRY CY	# 204.0195 REMOVING CONCRETE BASES EACH	## SPV.0060.003 SALVAGING AND REINSTALLING BRICK PAVERS EACH	SPV.0180.001 TRACK ZONE REMOVAL SY
1000	STH 59 / W NATIONAL AVE	14+99	-	19+00		20	12	-	868	-	18	-	-	-	-	-
		19+00	-	25+00		56	27	-	1,272	-	41	4	-	1	-	-
		25+00	-	31+00		52	-	-	1,114	-	186	8	40	-	-	-
		31+00	-	37+00		115	-	-	1,158	-	25	14	-	1	1	-
		37+00	-	43+00		35	20	-	1,212	-	-	-	-	-	-	-
		43+00	-	49+00		-	-	-	1,171	-	-	-	-	-	-	-
		49+00	-	55+00		33	-	27	1,066	-	246	-	-	-	-	-
		55+00	-	56+48		-	-	-	245	-	57	-	-	-	-	-
	35TH ST	15+50 A	-	16+70 A		27	-	-	37	-	-	-	-	-	-	-
		17+89 A	-	19+50 A		4	-	-	337	-	-	-	-	-	-	-
	33RD ST	11+20 C	-	11+41 C		-	-	-	57	-	-	-	-	-	-	-
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		106	-	-	-	-	62	-	-	-	-	-
		18+06 LAY	-	19+65 LAY		42	-	255	174	-	111	-	-	-	-	-
					TOTAL 1000	490	59	282	8,711	0	746	26	40	2	1	0
1200	STH 59 / W NATIONAL AVE	14+99	-	19+00		-	-	-	-	1,080	-	-	-	-	-	-
		19+00	-	25+00		-	-	-	-	1,480	-	-	-	-	-	-
		25+00	-	31+00		-	-	-	-	1,068	-	-	-	-	-	-
		31+00	-	37+00		-	-	-	-	1,168	-	-	-	-	-	-
		37+00	-	43+00		-	-	-	-	952	-	-	-	-	-	-
		43+00	-	49+00		-	-	-	-	943	-	-	-	-	-	-
		49+00	-	55+00		-	-	-	-	964	-	-	-	-	-	-
		55+00	-	56+48		-	-	-	-	143	-	-	-	-	-	-
	35TH ST	15+50 A	-	16+70 A		-	-	-	-	217	-	-	-	-	-	-
		17+89 A	-	19+50 A		-	-	-	-	305	-	-	-	-	-	-
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		-	-	-	-	303	-	-	-	-	-	-
		18+06 LAY	-	19+65 LAY		-	-	-	-	285	-	-	-	-	-	-
					TOTAL 1200	0	0	0	0	8,908	0	0	0	0	0	0

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE TRAFFIC SIGNAL TABLES.

APPROXIMATELY STA 32+15 TO STA 33+10 LT

3

REMOVALS (2 OF 2)

CATEGORY		STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0170 REMOVING FENCE LF	204.0180 REMOVING DELINEATORS AND MARKERS EACH	204.0185 REMOVING MASONRY CY	# 204.0195 REMOVING CONCRETE BASES EACH	SPV.0060.003 SALVAGING AND REINSTALLING BRICK PAVERS EACH	SPV.0180.001 TRACK ZONE REMOVAL SY
4000	STH 59 / W NATIONAL AVE	14+99	-	19+00		-	-	-	-	-	-	-	-	-	-	331
		19+00	-	25+00		-	-	-	-	-	-	-	-	-	-	1,133
		25+00	-	31+00		-	-	-	-	-	-	-	-	-	-	1,134
		31+00	-	37+00		-	-	-	-	-	-	-	-	-	-	1,131
		37+00	-	43+00		-	-	-	-	-	-	-	-	-	-	1,133
		43+00	-	49+00		-	-	-	-	-	-	-	-	-	-	1,133
		49+00	-	55+00		-	-	-	-	-	-	-	-	-	-	1,133
		55+00	-	56+48		-	-	-	-	-	-	-	-	-	-	257
	TOTAL	4000				0	0	0	0	0	0	0	0	0	0	7,385
	PROJECT TOTAL					**490**	**59**	**282**	**8,711**	**8,908**	**746**	**26**	**40**	**2**	**1**	**7,385**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE TRAFFIC SIGNAL TABLES.

FILE NAME : T:\1210018.02\Civil 3D\24101000\dsgn\qty\030201-mq.ppt PLOT DATE : 10/21/2025 9:36 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

3

EARTHWORK

DIVISION	FROM STATION	TO STATION	205.0100 COMMON EXCAVATION (1) CY CUT (2)	205.0100 COMMON EXCAVATION (1) CY CONTAMINATED SOIL	205.0100 COMMON EXCAVATION (1) CY EBS EXCAVATION (3)	CY SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	SPV.0035.001 REMOVING CONCRETE PAVEMENT MODIFIED CY	SPV.0035.002 REMOVING ASPHALTIC SURFACE MODIFIED CY	CY AVAILABLE MATERIAL (5)	CY UNEXPANDED FILL	CY EXPANDED FILL FACTOR 1.15	CY MASS ORDINATE +/- (6)	CY WASTE (7)	# 312.0110 SELECT CRUSHED MATERIAL TON
STAGE 1														
STH 59 / W NATIONAL AVE	14+99	56+20	14,048	5,398	500	584	4,319	2,522	13,464	70	81	13,383	13,883	950
35TH ST	15+50 A	16+71 A	638	-	-	30	180	106	608	-	-	608	608	-
33RD ST	11+20 C	11+41 C	26	-	-	2	0	9	24	-	-	24	24	-
28TH ST	11+45 D	11+50 D	8	-	-	0	3	0	8	-	-	8	8	-
27TH ST / S LAYTON BLVD	15+29 LAY	16+90 LAY	1,129	-	-	42	288	0	1,087	-	-	1,087	1,087	-
STAGE 1 SUBTOTAL			15,849	5,398	500	658								
STAGE 1 TOTAL				16,349			4,790	2,637	15,191	70	81	15,110	15,610	950
STAGE 2														
STH 59 / W NATIONAL AVE	14+99	56+20	8,312	5,398	500	508	2,684	1,720	7,804	55	63	7,741	8,241	950
35TH ST	17+90 A	19+50 A	1,085	-	-	56	0	158	1,029	1	1	1,028	1,028	-
34TH ST	12+50 B	12+75 B	18	-	-	0	17	0	18	-	-	18	18	-
28TH ST	12+53 D	12+75 D	16	-	-	0	14	9	16	-	-	16	16	-
27TH ST / S LAYTON BLVD	18+06 LAY	19+66 LAY	1,306	-	-	49	91	168	1,257	1	1	1,256	1,256	-
STAGE 2 SUBTOTAL			10,737	5,398	500	613								
STAGE 2 TOTAL				11,237			2,806	2,055	10,124	57	65	10,059	10,559	950
GRAND TOTAL			26,586		1,000	1,271			25,315	127	146	25,169	26,169	
TOTAL 1100			**27,586**				**7,596**	**4,692**						**1,900**

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100. CONTAMINATED SOIL IS FOR INFORMATION ONLY.

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT. REMOVING CONCRETE PAVEMENT MODIFIED AND REMOVING ASPHALTIC SURFACE MODIFIED IS NOT INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL INCLUDES CURB & GUTTER AND CONCRETE SIDEWALK.

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.

(6) THE MASS ORDINATE IS EITHER + OR - QUANTITY. POSITIVE QUANTITY INDICATES AN EXCESS OF MATERIAL. NEGATIVE QUANTITY INDICATES A SHORTAGE OF MATERIAL.

(7) WASTE = EBS EXCAVATION + MASS ORDINATE. FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "AGGREGATE" TABLE.

AGGREGATES

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	# 312.0110 SELECT CRUSHED MATERIAL TON	371.2000.S QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION EACH	624.0100 WATER MGAL
1100	STH 59 / W NATIONAL AVE	14+99	-	19+00		2,894	1,807	-	94
		19+00	-	25+00		4,502	2,770	-	145
		25+00	-	31+00		4,753	3,021	-	155
		31+00	-	37+00		4,350	2,609	-	139
		37+00	-	43+00		3,973	2,435	-	128
		43+00	-	49+00		3,782	2,333	-	122
		49+00	-	55+00		4,273	2,727	-	140
		55+00	-	56+48		897	596	-	30
									-
	35TH ST	15+50 A	-	16+70 A		859	542	-	28
		17+89 A	-	19+50 A		1,257	833	-	42
									-
	34TH ST	12+48 B	-	12+75 B		69	-	-	1
									-
	33RD ST	11+20 C	-	11+41 C		53	-	-	1
									-
	28TH ST	11+45 D	-	11+50 D		9	-	-	-
		12+50 D	-	12+75 D		62	-	-	1
									-
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		1,434	914	-	47
		18+06 LAY	-	19+65 LAY		1,450	934	-	48
					PROJECT	-	-	28	-
				TOTAL 1100		**34,617**	**21,521**	**28**	**1,121**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "EARTHWORK" TABLE.

CONCRETE PAVEMENT

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0310 CONCRETE ALLEY SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0610 DRILLED TIE BARS EACH
1100	STH 59 / W NATIONAL AVE	14+99	-	19+00		72	-	89	22
		19+00	-	25+00		94	-	113	16
		25+00	-	31+00		-	-	-	2
		31+00	-	37+00		293	-	346	30
		37+00	-	43+00		107	-	112	30
		43+00	-	49+00		203	-	239	28
		49+00	-	55+00		206	-	242	-
		55+00	-	56+48		-	-	-	8
	35TH ST	15+50 A	-	16+70 A		-	31	38	11
		17+89 A	-	19+50 A		-	-	-	4
	34TH ST	12+48 B	-	12+75 B		-	-	-	4
	33RD ST	11+20 C	-	11+41 C		-	-	-	4
	28TH ST	11+45 D	-	11+50 D		-	-	-	16
		12+50 D	-	12+75 D		-	-	-	4
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		-	30	37	16
		18+06 LAY	-	19+65 LAY		-	-	-	20
				TOTAL 1100		**975**	**61**	**1,216**	**215**

3

ASPHALT

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
1000	STH 59 / W NATIONAL AVE	14+99	-	19+00		-	0	-	-	-	-
		19+00	-	25+00		-	8	-	-	21	-
		25+00	-	31+00		-	3	-	-	8	-
		31+00	-	37+00		-	-	-	-	-	-
		37+00	-	43+00		-	-	-	-	-	-
		43+00	-	49+00		-	-	-	-	-	-
		49+00	-	55+00		-	2	-	-	5	-
		55+00	-	56+48		-	-	-	-	-	-
	35TH ST	15+50 A	-	16+70 A		-	1	-	-	2	-
		17+89 A	-	19+50 A		-	-	-	-	-	-
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		-	-	-	-	-	-
		18+06 LAY	-	19+65 LAY		-	-	-	-	-	-
					UNDISTRIBUTED	-	-	-	-	-	100
					TOTAL 1000	0	14	0	0	36	100
1100	STH 59 / W NATIONAL AVE	14+99	-	19+00		14	286	668	270	-	-
		19+00	-	25+00		20	421	983	394	-	-
		25+00	-	31+00		22	474	1,106	443	-	-
		31+00	-	37+00		17	371	865	349	-	-
		37+00	-	43+00		18	373	871	351	-	-
		43+00	-	49+00		16	346	808	326	-	-
		49+00	-	55+00		20	424	989	396	-	-
		55+00	-	56+48		4	89	207	83	-	-
	35TH ST	15+50 A	-	16+70 A		4	89	207	83	-	-
		17+89 A	-	19+50 A		6	139	323	129	-	-
	34TH ST	12+48 B	-	12+75 B		-	5	14	9	-	-
	33RD ST	11+20 C	-	11+41 C		-	4	10	7	-	-
	28TH ST	11+45 D	-	11+50 D		-	-	-	-	-	-
		12+50 D	-	12+75 D		-	5	13	9	-	-
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		7	142	331	133	-	-
		18+06 LAY	-	19+65 LAY		7	144	335	134	-	-
					TOTAL 1100	155	3,312	7,730	3,116	0	0
					PROJECT TOTAL	**155**	**3,326**	**7,730**	**3,116**	**36**	**100**

CONCRETE ANCILLARY

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	405.0200 COLORING CONCRETE CUSTOM CY	601.0105 CONCRETE CURB TYPE A LF	601.0319 CONCRETE CURB & GUTTER 19-INCH LF	601.0331 CONCRETE CURB & GUTTER 31-INCH LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	602.0820 CONCRETE DRIVEWAY 8-INCH SY	602.0870 CONCRETE DRIVEWAY HES 8-INCH SY	620.0300 CONCRETE MEDIAN SLOPED NOSE (TYPE 1) SF	SPV.0060.015 PIPE BOLLARDS EACH	SPV.0090.001 CONCRETE CURB & GUTTER HES 19-INCH LF	SPV.0090.002 CONCRETE CURB & GUTTER HES 31-INCH LF	SPV.0090.003 CONCRETE CURB & GUTTER 19-INCH TYPE MCTS LF	SPV.0090.004 CONCRETE CURB & GUTTER 31-INCH TYPE MCTS LF	SPV.0090.005 CONCRETE CURB TYPE D SPECIAL LF	SPV.0165.001 DETECTABLE EDGE TILES SF	SPV.0165.002 CONCRETE RAISED MEDIAN SF
1000	STH 59 / W NATIONAL AVE	14+99	-	19+00		-	-	-	901	-	2,132	-	-	26	-	-	-	-	-	-	-	-	-	-
		19+00	-	25+00		-	-	247	1,253	-	5,274	-	-	193	-	33	-	-	-	-	-	-	-	-
		25+00	-	31+00		-	-	755	504	-	4,587	-	-	33	67	48	-	22	44	121	-	-	-	1,250
		31+00	-	37+00		-	-	740	1,168	-	7,509	-	-	98	82	115	-	-	60	-	-	-	-	-
		37+00	-	43+00		-	-	149	1,319	-	6,260	-	-	-	33	99	-	-	21	-	-	-	-	-
		43+00	-	49+00		-	-	-	1,312	-	6,047	-	-	-	-	-	-	-	-	-	-	-	-	-
		49+00	-	55+00		-	-	8	1,093	-	4,577	-	-	78	-	89	1	-	-	-	48	-	-	519
		55+00	-	56+48		-	-	174	197	-	389	-	-	25	-	24	1	-	-	-	49	-	-	166
	35TH ST	15+50 A	-	16+70 A		-	-	63	183	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		17+89 A	-	19+50 A		-	-	161	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	34TH ST	12+48 B	-	12+75 B		-	-	-	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	33RD ST	11+20 C	-	11+41 C		-	-	-	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	28TH ST	11+45 D	-	11+50 D		-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		12+50 D	-	12+75 D		-	-	-	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		-	4	5	325	-	-	-	-	74	-	-	-	-	-	-	-	348	-	-
		18+06 LAY	-	19+65 LAY		-	14	-	319	-	-	-	-	42	-	-	-	-	-	-	-	319	-	-
					TOTAL 1000	0	18	2,302	8,908	0	36,775	0	0	569	182	408	2	22	125	121	97	667	0	1,935
1200	STH 59 / W NATIONAL AVE	14+99	-	19+00		-	-	-	-	24	7,788	234	15	-	-	-	-	-	-	-	-	-	461	-
		19+00	-	25+00		-	-	-	-	-	9,815	290	16	-	-	-	-	-	-	-	-	-	1,082	-
		25+00	-	31+00		-	-	-	-	-	9,966	343	33	-	-	-	-	-	-	-	-	-	1,008	-
		31+00	-	37+00		-	-	-	-	19	9,123	290	-	-	-	-	-	-	-	-	-	-	1,059	-
		37+00	-	43+00		-	-	-	-	100	9,980	342	17	-	-	-	-	-	-	-	-	-	1,027	-
		43+00	-	49+00		-	-	-	-	133	9,086	304	-	-	-	-	-	-	-	-	-	-	1,055	-
		49+00	-	55+00		-	-	-	-	36	9,540	346	50	-	-	-	-	-	-	-	-	-	966	-
		55+00	-	56+48		-	-	-	-	-	1,077	84	-	-	-	-	-	-	-	-	-	-	98	-
	35TH ST	15+50 A	-	16+70 A		-	-	-	-	-	2,756	-	-	-	-	-	-	-	-	-	-	-	-	-
		17+89 A	-	19+50 A		-	-	-	-	-	2,842	-	-	-	-	-	-	-	-	-	-	-	-	-
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		-	-	-	-	-	2,968	-	-	-	-	-	-	-	-	-	-	-	-	-
		18+06 LAY	-	19+65 LAY		-	-	-	-	-	3,222	-	-	-	-	-	-	-	-	-	-	-	-	-
					TOTAL 1200	0	0	0	0	312	78,163	2,233	131	0	0	0	0	0	0	0	0	0	6,756	0
3000	STH 59 / W NATIONAL AVE	14+99	-	19+00		35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		19+00	-	25+00		74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		25+00	-	31+00		58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		31+00	-	37+00		83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		37+00	-	43+00		84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		43+00	-	49+00		94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		49+00	-	55+00		70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		55+00	-	56+48		6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
					TOTAL 3000	504	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					PROJECT TOTAL	**504**	**18**	**2,302**	**8,908**	**312**	**114,938**	**2,233**	**131**	**569**	**182**	**408**	**2**	**22**	**125**	**121**	**97**	**667**	**6,756**	**1,935**

ADJUSTING SANITARY MANHOLE COVERS

CATEGORY	ROADWAY	STATION		LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH
4000	STH 59 / W NATIONAL AVE	15+02	8' RT		1
			TOTAL 4000		**1**

RESTORATION

CATEGORY	ROADWAY	STATION		STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	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
1000	STH 59 / W NATIONAL AVE	14+99	-	19+00		399	-	0.26	-	-	9	399
		19+00	-	25+00		583	-	0.37	-	-	14	583
		25+00	-	31+00		264	-	0.17	-	-	6	264
		31+00	-	37+00		572	-	0.37	-	-	13	572
		37+00	-	43+00		796	-	0.51	-	-	18	796
		43+00	-	49+00		884	-	0.56	-	-	20	884
		49+00	-	55+00		672	-	0.43	-	-	16	672
		55+00	-	56+48		85	-	0.06	-	-	2	85
	35TH ST	15+50 A	-	16+70 A		-	-	-	-	-	-	-
		17+89 A	-	19+50 A		51	-	0.04	-	-	2	51
	34TH ST	12+48 B	-	12+75 B		47	-	0.03	-	-	2	47
	33RD ST	11+20 C	-	11+41 C		47	-	0.03	-	-	2	47
	28TH ST	11+45 D	-	11+50 D		42	-	0.03	-	-	1	42
		12+50 D	-	12+75 D		47	-	0.03	-	-	2	47
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		50	-	0.04	-	-	2	50
		18+06 LAY	-	19+65 LAY		85	-	0.06	-	-	2	85
	UNDISTRIBUTED					230	1,155	0.15	35	30	6	230
					TOTAL 1000	**4,854**	**1,155**	**3.14**	**35**	**30**	**117**	**4,854**

TREE PLANTINGS (1 OF 2)

CATEGORY	STATION	LOCATION	632.0101.001 TREES AUTUMN BLAZE MAPLE, B&B, 3" CAL EACH	632.0101.002 TREES PACIFIC SUNSET MAPLE, B&B, 2.5" CAL EACH	632.0101.003 TREES RED POINTE MAPLE, B&B, 3" CAL EACH	632.0101.004 TREES TULIP TREE, B&B, 3" CAL EACH	632.0101.005 TREES SUNBURST HONEYLOCUST, B&B, 3" CAL EACH	632.0101.006 TREES KENTUCKY COFFEE TREE, B&B, 3" CAL EACH	632.0101.007 TREES FRONTIER ELM, B&B, 3" CAL EACH	632.0101.008 TREES UPRIGHT ENGLISH OAK, B&B, 3" CAL EACH	632.0101.009 TREES JAPANESE TREE LILAC, B&B, 2.5" CAL EACH	632.0101.010 TREES FORT MCNAIR RED HORSE CHESTNUT, B&B, 3" CAL EACH	632.0101.011 TREES DAWN REDWOOD, B&B, 3" CAL EACH	632.0101.012 TREES HOT WING TATARIAN MAPLE, B&B, 2.5" CAL EACH	632.0101.013 TREES AMERICAN SYCAMORE, B&B, 3" CAL EACH	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH
5000	16+10	37' RT	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	16+50	37' RT	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	16+85	26.5' LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	17+50	26.5' LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	17+80	30' RT	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	17+90	26.5' LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	18+95	26.5' LT	-	1	-	-	-	-	-	-	-	-	-	-	-	-
	19+30	26.5' LT	-	-	-	-	-	-	1	-	-	-	-	-	-	-
	20+05	26.5' LT	-	-	-	-	-	-	1	-	-	-	-	-	-	-
	20+05	33' RT	-	-	-	-	-	-	-	-	-	1	-	-	-	-
	20+45	26.5' LT	-	-	-	-	-	-	1	-	-	-	-	-	-	-
	20+55	33' RT	-	-	-	-	-	-	-	-	-	1	-	-	-	-
	20+85	26.5' LT	-	1	-	-	-	-	-	-	-	-	-	-	-	-
	22+20	32.5' RT	-	-	-	-	-	-	-	-	-	-	1	-	-	-
	22+40	26.5' LT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	23+00	26.5' LT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	23+10	32' RT	-	-	-	-	-	-	-	-	-	-	1	-	-	-
	32+22	22' LT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	32+85	37' RT	-	-	-	-	-	1	-	-	-	-	-	-	-	-
	33+35	37' RT	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	33+92	37' RT	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	35+20	32.5' RT	-	-	-	-	-	-	1	-	-	-	-	-	-	-
	35+45	23' LT	-	-	-	-	-	-	-	1	-	-	-	-	-	-
	35+97	27.8' RT	-	-	-	-	-	-	1	-	-	-	-	-	-	-
	35+95	23' LT	-	-	-	-	-	-	-	1	-	-	-	-	-	-
	36+70	23' LT	-	-	-	-	-	1	-	-	-	-	-	-	-	-
	36+70	25.4' RT	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	37+15	23' LT	-	-	-	-	-	1	-	-	-	-	-	-	-	-
	37+20	25.5' RT	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	37+50	23' LT	-	-	-	-	-	1	-	-	-	-	-	-	-	-
	38+80	21.5' LT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	38+75	27' RT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	39+15	21.5' LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	39+35	27' RT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	39+50	21.5' LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
SUBTOTAL 5000			**7**	**2**	**0**	**0**	**4**	**4**	**5**	**2**	**7**	**2**	**2**	**0**	**0**	**0**

TREE PLANTINGS (2 OF 2)

CATEGORY	STATION	LOCATION	632.0101.001 TREES AUTUMN BLAZE MAPLE, B&B, 3" CAL EACH	632.0101.002 TREES PACIFIC SUNSET MAPLE, B&B, 2.5" CAL EACH	632.0101.003 TREES RED POINTE MAPLE, B&B, 3" CAL EACH	632.0101.004 TREES TULIP TREE, B&B, 3" CAL EACH	632.0101.005 TREES SUNBURST HONEYLOCUST, B&B, 3" CAL EACH	632.0101.006 TREES KENTUCKY COFFEE TREE, B&B, 3" CAL EACH	632.0101.007 TREES FRONTIER ELM, B&B, 3" CAL EACH	632.0101.008 TREES UPRIGHT ENGLISH OAK, B&B, 3" CAL EACH	632.0101.009 TREES JAPANESE TREE LILAC, B&B, 2.5" CAL EACH	632.0101.010 TREES FORT MCNAIR RED HORSE CHESTNUT, B&B, 3" CAL EACH	632.0101.011 TREES DAWN REDWOOD, B&B, 3" CAL EACH	632.0101.012 TREES HOT WING TATARIAN MAPLE, B&B, 2.5" CAL EACH	632.0101.013 TREES AMERICAN SYCAMORE, B&B, 3" CAL EACH	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH
5000	39+75	27' RT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	40+15	21.5' LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	40+10	27' RT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	40+50	21.5' LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	40+85	21.5' LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	42+30	21.5' RT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	42+65	21.5' RT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	43+10	27' LT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	43+10	21.5' RT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	43+45	27' LT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	43+55	21.5' RT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	45+25	27' LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-
	45+45	21.5' RT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	45+85	21.5' RT	-	-	-	-	-	1	-	-	-	-	-	-	-	-
	45+75	27' LT	-	-	-	-	-	-	-	-	-	-	-	1	-	-
	46+25	21.5' RT	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	46+10	27' LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-
	46+45	27' LT	-	-	-	-	-	-	-	-	-	-	-	1	-	-
	46+75	21.5' RT	-	-	-	-	-	1	-	-	-	-	-	-	-	-
	46+80	27' LT	-	-	-	-	-	-	-	-	-	-	-	1	-	-
	47+15	21.5' RT	-	-	-	-	-	1	-	-	-	-	-	-	-	-
	48+45	21.5' RT	-	1	-	-	-	-	-	-	-	-	-	-	-	-
	48+50	27.5' LT	-	-	-	-	-	-	-	-	-	-	-	-	1	-
	48+85	21.5' RT	-	1	-	-	-	-	-	-	-	-	-	-	-	-
	49+15	27.5' LT	-	-	-	-	-	-	-	-	-	-	-	-	1	-
	49+25	21.5' RT	-	1	-	-	-	-	-	-	-	-	-	-	-	-
	49+50	27.5' LT	-	-	-	-	-	-	-	-	-	-	-	-	1	-
	49+80	21.5' RT	-	1	-	-	-	-	-	-	-	-	-	-	-	-
	49+85	27.5' LT	-	-	-	-	-	-	-	-	-	-	-	-	1	-
	50+20	25.5' LT	-	-	-	-	-	-	-	-	-	-	-	-	1	-
	50+25	21.5' RT	-	1	-	-	-	-	-	-	-	-	-	-	-	-
	51+55	21.5' RT	-	-	-	1	-	-	-	-	-	-	-	-	-	-
	51+55	29' LT	-	-	-	1	-	-	-	-	-	-	-	-	-	-
	51+90	21.5' RT	-	-	-	1	-	-	-	-	-	-	-	-	-	-
	52+05	31' LT	-	-	-	1	-	-	-	-	-	-	-	-	-	-
	52+50	31' LT	-	-	-	1	-	-	-	-	-	-	-	-	-	-
		PROJECT	-	-	-	-	-	-	-	-	-	-	-	-	-	20
SUBTOTAL 5000			**5**	**5**	**2**	**5**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**20**
TOTAL 5000			**12**	**7**	**2**	**5**	**12**	**7**	**5**	**2**	**7**	**2**	**2**	**3**	**5**	**20**

3

3

PLANT DATA CHART

COMMON NAME	SCIENTIFIC NAME	PLANTING SIZE	ROOT ZONE MODE	ROOT SPREAD	MINIMUM SIZE BALL/POT DIAMETER	MINIMUM SIZE PLANT HOLE DIAMETER	BRACE OR GUY	FERTILIZER UNITS REQUIRED	RODENT PROTECTION REQUIRED	MULCH RING DIMENSIONS	REMARKS
AUTUMN BLAZE MAPLE	ACER FREEMANII 'AUTUMN BLAZE'	3.5" CAL.	B&B	-	36"	72"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
PACIFIC SUNSET MAPLE	ACER TRUNCATUM	2.5" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
RED POINTE MAPLE	ACER FREEMANII	3" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
TULIP TREE	LIRIODENDRON TULIPIFERA	3" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
SUNBURST HONEYLOCUST	GLEDITSIA TRIACANTHOS 'INERMIS'	3" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
KENTUCKY COFFEE TREE	GYMNOCLADUS DIOICUS	3" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
FRONTIER ELM	ULMUS CARPINIFOLIA 'FRONTIER'	3" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
UPRIGHT ENGLISH OAK	QUERCUS ROBUR 'CRIMSON SPIRE'	3" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
JAPANESE TREE LILAC	SYRINGA RETICULATA 'IVORY SILK'	2.5" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
FORT MCNAIR RED HORSE CHESTNUT	AESCULUS CARNEA	3" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
DAWN REDWOOD	MEASEQUOIA GLYPTOSTROBOIDES	3" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
HOT WING TATARIAN MAPLE	ACER TATARICUM	2.5" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY
AMERICAN SYCAMORE	PLATANUS OCCIDENTALIS	3" CAL.	B&B	-	32"	64"	GUY	4 TABLETS/PACKETS	N/A	48"	SPECIMEN QUALITY

GEOTEXTILES

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	645.0220 GEOGRID TYPE SR SY
1000	STH 59 / W NATIONAL AVE	14+99	-	19+00		2,854
		19+00	-	25+00		4,374
		25+00	-	31+00		4,769
		31+00	-	37+00		4,119
		37+00	-	43+00		3,844
		43+00	-	49+00		3,682
		49+00	-	55+00		4,306
		55+00	-	56+48		352
					TOTAL 1000	**28,300**

REMOVING SIGNS (1 OF 5)

CATEGORY	SIGN #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SPV.0060.006 REMOVING CITY-OWNED SIGNS AND POSTS EACH	DESCRIPTION	NOTES
1000	R1-1	R1-1	-	-	-	1	STOP	-
	R1-2	W11-2	-	-	-	1	PEDESTRIAN CROSSING SYMBOL	-
	R1-3	W16-7L	R1-2	-	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	R1-4	W5-52R	R1-2	-	-	-	CLEARANCE STRIPER DOWN LEFT	-
	R1-5	D3-1	LIGHT POLE	-	-	1	STREET NAME SIGN	W NATIONAL AV
	R1-6	D3-1	R1-6	-	-	-	STREET NAME SIGN	S 38TH ST
	R1-7	JP-MKE	-	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R1-8	R1-1	-	-	-	1	STOP	-
	R1-9	R5-2	LIGHT POLE	-	-	1	NO TRUCKS SYMBOL	-
	R1-10	R5-2A	R1-9	-	-	-	___ TONS OR OVER	-
	R1-11	R7-1-MKE R	R1-9	-	-	-	NO PARKING SYMBOL - RIGHT ARROW	-
	R1-12	W11-2	-	-	-	1	PEDESTRIAN CROSSING SYMBOL	-
	R1-13	W16-7L	R1-12	-	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	R1-14	R7-1-MKE 1R	-	1	1	-	NO PARKING SYMBOL (ONE TEXT LINE) - RIGHT ARROW	VILLAGE OF WEST MILWAUKEE SIGN
	R1-15	W11-2	LIGHT POLE	-	-	1	PEDESTRIAN CROSSING SYMBOL	-
	R1-16	W16-7L	R1-15	-	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	R1-17	R1-1	-	-	-	1	STOP	-
	R1-18	JP-MKE	-	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R1-19	W11-2	-	-	-	1	PEDESTRIAN CROSSING SYMBOL	-
	R1-20	W16-7L	R1-19	-	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	R1-21	W5-52R	R1-19	-	-	-	CLEARANCE STRIPER DOWN LEFT	-
	R1-22	JP-MKE	LIGHT POLE	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R2-1	R7-5-MKE 1D	LIGHT POLE	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R2-2	D3-1	LIGHT POLE	-	-	1	STREET NAME SIGN	S 37TH ST
	R2-3	W5-52R	-	-	-	1	CLEARANCE STRIPER DOWN LEFT	-
	R2-4	R2-1	LIGHT POLE	-	-	1	SPEED LIMIT ___ MPH	-
	R2-5	D3-1	SIGNAL POLE	-	-	1	STREET NAME SIGN	W NATIONAL AV
	R2-6	R5-2	R2-5	-	-	-	NO TRUCKS SYMBOL	-
	R2-7	R5-2A	R2-5	-	-	-	___ TONS OR OVER	-
	R2-8	JP-MKE	LIGHT POLE	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R2-9	JP-MKE	-	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R2-10	R7-5-MKE 1D	-	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R2-11	D3-1	LIGHT POLE	-	-	1	STREET NAME SIGN	W NATIONAL AV
	R2-12	D3-1	R2-11	-	-	-	STREET NAME SIGN	S 36TH ST
	R2-13	R2-1	R2-11	-	-	-	SPEED LIMIT ___ MPH	-
	R2-14	R4-7	-	-	-	1	KEEP RIGHT	-
	R2-15	W5-52L	R2-14	-	-	-	CLEARANCE STRIPER DOWN RIGHT	-
	R2-16	R1-1	-	-	-	1	STOP	-
	R2-17	W4-4P	R2-16	-	-	-	CROSS TRAFFIC DOES NOT STOP	-
	R2-18	R4-7	-	-	-	1	KEEP RIGHT	-
	R2-19	R5-2	-	-	-	1	NO TRUCKS SYMBOL	-
	R2-20	R5-2A	R2-19	-	-	-	___ TONS OR OVER	-
	R2-21	R2-1	LIGHT POLE	-	-	1	SPEED LIMIT ___ MPH	-
	R2-22	R5-2	SIGNAL POLE	-	-	1	NO TRUCKS SYMBOL	-
	R2-23	R5-2A	R2-22	-	-	-	___ TONS OR OVER	-
	R2-24	D3-1	R2-22	-	-	-	STREET NAME SIGN	W NATIONAL AV
	R2-25	R7-5-MKE 1D	-	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R2-26	D3-1	SIGNAL POLE	-	-	1	STREET NAME SIGN	S 37TH ST
	R2-27	R7-5-MKE 1D	LIGHT POLE	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R2-28	R4-7	-	-	-	1	KEEP RIGHT	-
SUBTOTAL				**1**	**1**	**31**		

REMOVING SIGNS (2 OF 5)

CATEGORY	SIGN #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SPV.0060.006 REMOVING CITY-OWNED SIGNS AND POSTS EACH	DESCRIPTION	NOTES
1000	R2-29	R5-2	-	-	-	1	NO TRUCKS SYMBOL	-
	R2-30	R5-2A	R2-29	-	-	-	___ TONS OR OVER	-
	R2-31	R1-1	-	-	-	1	STOP	-
	R2-32	W4-4P	R2-31	-	-	-	CROSS TRAFFIC DOES NOT STOP	-
	R2-33	J22-1	LIGHT POLE	1	-	-	TRAILBLAZER (ADVANCE TURN)	FACING BACKWARDS ON POLE
	R2-34	D3-1	R2-33	-	-	1	STREET NAME SIGN	S 36TH ST
	R3-1	JP-MKE	LIGHT POLE	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R3-2	R7-21-MKE 1D	LIGHT POLE	1	-	-	PARKING ALLOWANCE METERED (SECTIONED) - DOUBLE ARRO	-
	R3-3	J4-1	LIGHT POLE	-	-	1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
	R3-4	R7-21-MKE 1D	R3-3	-	-	1	PARKING ALLOWANCE METERED (SECTIONED) - DOUBLE ARRO	-
	R3-5	J22-1	LIGHT POLE	1	-	-	TRAILBLAZER (ADVANCE TURN)	-
	R3-6	R7-1-MKE 1D	R3-5	-	-	1	NO PARKING SYMBOL (ONE TEXT LINE) - DOUBLE ARROW	-
	R3-7	R7-5-MKE 1D	LIGHT POLE	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R3-8	R7-1-MKE R	-	-	-	1	NO PARKING SYMBOL - RIGHT ARROW	-
	R3-9	JP-MKE	-	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R3-10	J4-1	LIGHT POLE	1	-	-	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
	R3-11	R7-5-MKE 1D	R3-10	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R3-12	R7-5-MKE 1D	LIGHT POLE	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R3-13	JP-MKE	LIGHT POLE	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R4-1	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	W NATIONAL AV
	R4-2	M1-94H	R4-1	-	-	-	OVERHEAD STREET NAME SIGN	S 34TH ST
	R4-3	R1-1	-	-	-	1	STOP	-
	R4-4	J22-1	LIGHT POLE	1	-	-	TRAILBLAZER (ADVANCE TURN)	-
	R4-5	R4-7	-	-	-	1	KEEP RIGHT	-
	R4-6	W5-52L	R4-5	-	-	-	CLEARANCE STRIPER DOWN RIGHT	-
	R4-7	R4-7	-	-	-	1	KEEP RIGHT	-
	R4-8	W5-52L	R4-7	-	-	-	CLEARANCE STRIPER DOWN RIGHT	-
	R4-9	R7-5-MKE 1D	LIGHT POLE	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R4-10	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	W NATIONAL AV
	R4-11	M1-94H	R4-10	-	-	-	OVERHEAD STREET NAME SIGN	S SHEA AV
	R4-12	R9-3	R4-10	-	-	-	NO PEDESTRIAN CROSSING	-
	R4-13	R9-3	R4-10	-	-	-	NO PEDESTRIAN CROSSING	-
	R4-14	R1-1	-	-	-	1	STOP	-
	R4-15	R7-1-MKE D	-	-	-	1	NO PARKING SYMBOL - DOUBLE ARROW	-
	R4-16	R7-1-MKE D	LIGHT POLE	-	-	1	NO PARKING SYMBOL - DOUBLE ARROW	-
	R4-17	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	W NATIONAL AV
	R4-18	M1-94H	R4-17	-	-	-	OVERHEAD STREET NAME SIGN	S 33RD ST
	R4-19	R7-1-MKE D	LIGHT POLE	-	-	1	NO PARKING SYMBOL - DOUBLE ARROW	-
	R4-20	JP-MKE	-	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R4-21	R1-1	-	-	-	1	STOP	-
	R4-22	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	S 34TH ST
	R4-23	JP-MKE	-	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R4-24	R2-1	LIGHT POLE	-	-	1	SPEED LIMIT ___ MPH	-
	R4-25	JP-MKE	R4-24	-	-	-	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R4-26	JP-MKE	LIGHT POLE	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R4-27	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	S SHEA AV
	R4-28	R1-1	-	-	-	1	STOP	-
	R4-29	R7-5-MKE 1D	LIGHT POLE	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R4-28	JP-MKE	LIGHT POLE	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R5-1	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	W NATIONAL AV
SUBTOTAL				**5**	**0**	**35**		

REMOVING SIGNS (3 OF 5)

CATEGORY	SIGN #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SPV.0060.006 REMOVING CITY-OWNED SIGNS AND POSTS EACH	DESCRIPTION	NOTES
1000	R5-2	M1-94H	R5-1	-	-	-	OVERHEAD STREET NAME SIGN	S 32ND ST
	R5-3	R7-5-MKE 1D	-	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R5-4	R1-1	-	-	-	1	STOP	-
	R5-5	W14-1	LIGHT POLE	-	-	1	DEAD END	-
	R5-6	W5-52R	-	-	-	1	CLEARANCE STRIPER DOWN LEFT	-
	R5-7	R2-1	LIGHT POLE	-	-	1	SPEED LIMIT ___ MPH	-
	R5-8	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	W NATIONAL AV
	R5-9	M1-94H	R5-8	-	-	-	OVERHEAD STREET NAME SIGN	S 31ST ST
	R5-10	R1-1	-	-	-	1	STOP	-
	R5-11	R7-1-MKE 1L	-	-	-	1	NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW	-
	R5-12	W5-52R	-	-	-	1	CLEARANCE STRIPER DOWN LEFT	-
	R5-13	R1-1	-	-	-	1	STOP	-
	R5-14	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	S 32ND ST
	R5-15	R7-1-MKE 1L	-	-	-	1	NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW	-
	R5-16	R1-1	-	-	-	1	STOP	-
	R5-17	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	S 31ST ST
	R5-18	S1-1	R5-17	-	-	-	SCHOOL ADVANCE	-
	R5-19	S16-9P	R5-17	-	-	-	AHEAD PLAQUE (FLUORESCENT YELLOW GREEN)	-
	R5-20	S4-51	-	-	-	1	SCHOOL SPEED LIMIT	-
	R6-1	S1-1	-	-	-	1	SCHOOL ADVANCE	-
	R6-2	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	W NATIONAL AV
	R6-3	M1-94H	R6-2	-	-	-	OVERHEAD STREET NAME SIGN	S 30TH ST
	R6-4	R1-1	-	-	-	1	STOP	-
	R6-5	S1-1	SIGNAL POLE	-	-	1	SCHOOL ADVANCE	-
	R6-6	S16-7L	R6-5	-	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCE	-
	R6-7	R4-7	-	-	-	1	KEEP RIGHT	-
	R6-8	W5-52L	R6-7	-	-	-	CLEARANCE STRIPER DOWN RIGHT	-
	R6-9	S4-51	SIGNAL POLE	-	-	1	SCHOOL SPEED LIMIT	-
	R6-10	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	W NATIONAL AV
	R6-11	M1-94H	R6-10	-	-	-	OVERHEAD STREET NAME SIGN	S 29TH ST
	R6-12	S1-1	LIGHT POLE	-	-	1	SCHOOL ADVANCE	-
	R6-13	S16-9P	R6-12	-	-	-	AHEAD PLAQUE (FLUORESCENT YELLOW GREEN)	-
	R6-14	W5-52R	R6-12	-	-	-	CLEARANCE STRIPER DOWN LEFT	-
	R6-15	R1-1	-	-	-	1	STOP	-
	R6-16	R5-2	-	-	-	1	NO TRUCKS SYMBOL	-
	R6-17	R5-2A	R6-16	-	-	-	___ TONS OR OVER	-
	R6-18	JP-MKE	LIGHT POLE	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R6-19	R4-7	-	-	-	1	KEEP RIGHT	-
	R6-20	W5-52L	R6-19	-	-	-	CLEARANCE STRIPER DOWN RIGHT	-
	R6-21	S1-1	SIGNAL POLE	-	-	1	SCHOOL ADVANCE	-
	R6-22	S16-7L	R6-21	-	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCE	-
	R6-23	S1-1	-	-	-	1	SCHOOL ADVANCE	-
	R6-24	S16-7R	R6-23	-	-	-	RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESC	-
	R6-25	S1-1	-	-	-	1	SCHOOL ADVANCE	-
	R6-26	S16-7L	R6-25	-	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCE	-
	R6-27	R5-2	-	-	-	1	NO TRUCKS SYMBOL	-
	R6-28	R5-2A	R6-27	-	-	-	___ TONS OR OVER	-
	R6-29	R1-1	-	-	-	1	STOP	-
	R6-30	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	S 30TH ST
	R6-31	S1-1	-	-	-	1	SCHOOL ADVANCE	-
SUBTOTAL				**0**	**0**	**34**		

REMOVING SIGNS (4 OF 5)

CATEGORY	SIGN #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SPV.0060.006 REMOVING CITY-OWNED SIGNS AND POSTS EACH	DESCRIPTION	NOTES
1000	R6-32	S1-1	-	-	-	1	SCHOOL ADVANCE	-
	R6-33	S16-7L	R6-32	-	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCE	-
	R6-34	S1-1	-	-	-	1	SCHOOL ADVANCE	-
	R6-35	S16-7R	R6-34	-	-	-	RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESC	-
	R6-36	R2-1	LIGHT POLE	-	-	1	SPEED LIMIT ___ MPH	-
	R6-37	R7-1-MKE 1L	-	-	-	1	NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW	-
	R6-38	R5-2	-	-	-	1	NO TRUCKS SYMBOL	-
	R6-39	R5-2A	R6-38	-	-	-	___ TONS OR OVER	-
	R6-40	R1-1	-	-	-	1	STOP	-
	R6-41	M1-94H	-	-	-	1	OVERHEAD STREET NAME SIGN	S 29TH ST
	R6-42	R7-5-MKE 1D	-	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R7-1	R7-5-MKE 1D	-	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R7-2	W11-2	-	-	-	1	PEDESTRIAN CROSSING SYMBOL	-
	R7-3	S16-7R	R7-2	-	-	-	RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESC	-
	R7-4	R4-7	-	-	-	1	KEEP RIGHT	-
	R7-5	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	W NATIONAL AV
	R7-6	M1-94H	R7-5	-	-	-	OVERHEAD STREET NAME SIGN	S 28TH ST
	R7-7	W5-52R	R7-6	-	-	-	CLEARANCE STRIPER DOWN LEFT	-
	R7-8	R1-1	-	-	-	1	STOP	-
	R7-9	R5-2	-	-	-	1	NO TRUCKS SYMBOL	-
	R7-10	R5-2A	R7-9	-	-	-	___ TONS OR OVER	-
	R7-11	W11-2	LIGHT POLE	-	-	1	PEDESTRIAN CROSSING SYMBOL	-
	R7-12	S16-7L	R7-11	-	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCE	-
	R7-13	W5-52R	-	-	-	1	CLEARANCE STRIPER DOWN LEFT	-
	R7-14	W11-2	-	-	-	1	PEDESTRIAN CROSSING SYMBOL	-
	R7-15	S16-7R	R7-14	-	-	-	RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESC	-
	R7-16	R7-5-MKE 1D	LIGHT POLE	-	-	1	PARKING ALLOWANCE - DOUBLE ARROW	-
	R7-17	J4-1	LIGHT POLE	1	-	-	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
	R7-18	JP-MKE	R7-17	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R7-19	J1-1	LIGHT POLE	1	-	-	JUNCTION OR END ASSEMBLY	-
	R7-20	JP-MKE	R7-19	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R7-21	R4-7	-	-	-	1	KEEP RIGHT	-
	R7-22	W5-52L	R7-21	-	-	-	CLEARANCE STRIPER DOWN RIGHT	-
	R7-23	W11-2	-	-	-	1	PEDESTRIAN CROSSING SYMBOL	-
	R7-24	S16-7L	R7-23	-	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCE	-
	R7-25	R5-2	-	-	-	1	NO TRUCKS SYMBOL	-
	R7-26	R5-2A	R7-25	-	-	-	___ TONS OR OVER	-
	R7-27	R1-1	-	-	-	1	STOP	-
	R7-28	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	S 28TH ST
	R7-29	R7-1-MKE D	R7-28	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
	R7-30	R7-1-MKE D	LIGHT POLE	-	-	1	NO PARKING SYMBOL - DOUBLE ARROW	-
	R7-31	JP-MKE	LIGHT POLE	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R9-1	R2-1	LIGHT POLE	-	-	1	SPEED LIMIT ___ MPH	-
	R9-2	R4-7	LIGHT POLE	-	-	1	KEEP RIGHT	-
	R9-3	M1-94H	)TUBE POLE ANI	-	-	1	OVERHEAD STREET NAME SIGN	S 35TH ST
	R9-4		-	-	-	1	NO STOPPING/2 HR PARKING NOTICE	-
	R9-5	M1-94H	LIGHT POLE	-	-	1	OVERHEAD STREET NAME SIGN	S 35TH ST
	R9-6	R4-7	SIGNAL POLE	-	-	1	KEEP RIGHT	-
	R9-7	W5-52L	R9-6	-	-	-	CLEARANCE STRIPER DOWN RIGHT	-
	R9-8	M1-94H	LIGHT POLE	-	-	-	OVERHEAD STREET NAME SIGN	W NATIONAL AV
SUBTOTAL				**2**	**0**	**33**		

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REMOVING SIGNS (5 OF 5)

CATEGORY	SIGN #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SPV.0060.006 REMOVING CITY-OWNED SIGNS AND POSTS EACH	DESCRIPTION	NOTES
1000	R9-9	R3-17	-	-	-	1	BIKE LANE (BIKE SYMBOL)	-
	R9-10	R7-1-MKE D	R9-9	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
	R10-1	R4-7	LIGHT POLE	-	-	1	KEEP RIGHT	-
	R10-2	R10-11B	SIGNAL POLE	-	-	1	NO TURN ON RED	-
	R10-3	R5-2	R10-2	-	-	-	NO TRUCKS SYMBOL	-
	R10-4	R5-2A	R10-2	-	-	-	___ TONS OR OVER	-
	R10-5	M1-94H	)TUBE POLE ANI	-	-	1	OVERHEAD STREET NAME SIGN	W NATIONAL AV
	R10-6	R10-11B	-	-	-	1	NO TURN ON RED	-
	R10-7	R4-7	-	-	-	1	KEEP RIGHT	-
	R10-8	W5-52L	R10-7	-	-	-	CLEARANCE STRIPER DOWN RIGHT	-
	R10-9	M1-94H	SIGNAL POLE	-	-	1	OVERHEAD STREET NAME SIGN	S LAYTON BLVD
	R10-10	R10-11B	R10-9	-	-	-	NO TURN ON RED	-
	R10-11	R4-7	-	-	-	1	KEEP RIGHT	-
	R10-12	R7-1-MKE D	-	-	-	1	NO PARKING SYMBOL - DOUBLE ARROW	-
	R10-13	W5-53	-	-	-	1	NARROW BRIDGE LEAD IN MARKER - TYPE F SHEETING	-
	R10-14	JP-MKE	LIGHT POLE	-	-	1	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
	R10-15	R10-11B	SIGNAL POLE	-	-	1	NO TURN ON RED	-
	R10-16	R10-11B	SIGNAL POLE	-	-	1	NO TURN ON RED	-
	R10-17	M1-94H	SIGNAL POLE	-	-	1	OVERHEAD STREET NAME SIGN	S LAYTON BLVD
	R10-18	J3-1	SIGNAL POLE	-	-	1	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)	-
	R10-19	R4-7	R10-18	-	-	-	KEEP RIGHT	-
	R10-20	R10-11B	SIGNAL POLE	-	-	1	NO TURN ON RED	-
	R10-21	R10-11B	SIGNAL POLE	-	-	1	NO TURN ON RED	-
SUBTOTAL				**0**	**0**	**17**		
PROJECT TOTAL				**8**	**1**	**150**		

PERMANENT SIGNING (1 OF 8)

CATEGORY	# SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.		SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH	SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH	SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH	SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH	SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH	SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH	SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH	SPV.0060.007 MOVING CITY-OWNED SIGNS EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
-	1-1	R9-3A	2S	24	X	24	4	-	-	-	-	-	-	-	1	-	-	-	-	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	-
-	1-2	R9-3BL	2S	18	X	12	1.5	-	-	-	-	-	-	-	-	-	-	-	1-1	USE CROSSWALK (LEFT OR LEFT ARROW)	-
-	1-3	R1-1	2M	36	X	36	7.46	-	-	-	-	-	-	-	-	-	1	-	-	STOP	-
4000	M1-1	D3-1	2S	30	X	10	-	-	-	-	-	-	-	-	-	-	-	1	1-3 (TOP)	STREET NAME SIGN	S 39TH ST (VILLAGE OF WEST MILWAUKEE SIGN)
4000	M1-2	D3-1	2S	30	X	10	-	-	-	-	-	-	-	-	-	-	-	1	1-3 (TOP)	STREET NAME SIGN	W NATIONAL AVE (VILLAGE OF WEST MILWAUKEE SIGN)
4000	1-4	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	-	-	-	-	1	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-	1-5	R5-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO TRUCKS SYMBOL	-
-	1-6	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	1-5	___ TONS OR OVER	3 TONS OR OVER
-	1-7	W11-2	2S	30	X	30	-	-	6.25	-	-	-	-	-	-	-	-	-	LIGHT POLE	PEDESTRIAN CROSSING SYMBOL	-
-	1-8	W16-7L	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	-	-	1-7	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
-	1-9	R3-17	2S	30	X	24	5	-	-	-	-	-	-	-	-	-	-	-	1-12	BIKE LANE (BIKE SYMBOL)	-
-	1-10	R3-17BP	2S	30	X	12	2.5	-	-	-	-	-	-	-	-	-	-	-	1-12	BIKE LANE ENDS PLAQUE	-
4000	1-11	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	1-12	R2-1	2S	24	X	30	5	-	-	-	-	-	-	-	1	-	-	-	-	SPEED LIMIT ___ MPH	30 MPH
	1-13A	W11-2	2S	30	X	30	-	-	6.25	-	-	-	-	-	1	-	-	-	-	PEDESTRIAN CROSSING SYMBOL	-
	1-13B	W16-7L	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	-	-	1-13A	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
4000	1-13	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	1-13A	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	1-14	D3-1	2M	36	X	10	-	2.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	W NATIONAL AVE
4000	1-15	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	1-14	STREET NAME SIGN	S 38TH ST
-	1-16	R1-1	2M	36	X	36	7.46	-	-	-	-	-	-	-	-	1	-	-	-	STOP	-
-	1-17	R5-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	1	-	-	-	NO TRUCKS SYMBOL	-
-	1-18	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	1-17	___ TONS OR OVER	3 TONS OR OVER
4000	1-19	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - RIGHT ARROW	-
-	1-20	W11-2	2S	30	X	30	-	-	6.25	-	-	-	1	-	-	-	-	-	-	PEDESTRIAN CROSSING SYMBOL	-
-	1-21	W16-7L	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	-	-	1-20	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
4000	M1-3	7-108-MKE 1	2S	18	X	24	-	-	-	-	-	1	-	-	-	-	-	1	-	PARKING ALLOWANCE (SECTIONED) - RIGHT ARROW	2 HR PARKING 8:00 AM TO 8:00 PM (VILLAGE OF WEST MILWAUKEE SIGN)
-	1-22	W11-2	2S	30	X	30	-	-	6.25	-	-	-	1	-	-	-	-	-	-	PEDESTRIAN CROSSING SYMBOL	-
-	1-23	W16-7L	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	-	-	1-22	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
-	1-24	W5-52R	2S	12	X	36	-	-	3	-	-	-	-	-	-	-	-	-	1-22 (4' MOUNT HGT)	CLEARANCE STRIPER DOWN LEFT	4' MOUNTING HEIGHT
4000	M1-4	R7-1-MKE 1L	2S	18	X	24	-	-	-	-	-	1	-	-	-	-	-	1	-	NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW	NO PARKING ANYTIME (VILLAGE OF WEST MILWAUKEE SIGN)
4000	M1-5	D3-1	2S	30	X	10	-	-	-	-	-	-	-	-	-	-	-	1	LIGHT POLE	STREET NAME SIGN	W NATIONAL AVE (VILLAGE OF WEST MILWAUKEE SIGN)
4000	M1-6	D3-1	2S	30	X	10	-	-	-	-	-	-	-	-	-	-	-	1	M1-5	STREET NAME SIGN	S 38TH ST (VILLAGE OF WEST MILWAUKEE SIGN)
-	1-25	R9-3A	2S	24	X	24	4	-	-	-	1	-	-	-	-	-	-	-	-	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	-
-	1-26	R9-3BR	2S	18	X	12	1.5	-	-	-	-	-	-	-	-	-	-	-	1-25	USE CROSSWALK (LEFT OR RIGHT ARROW)	-
-	1-27	R1-1	2M	36	X	36	7.46	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
-	1-28	W11-2	2S	30	X	30	-	-	6.25	-	-	-	-	-	-	-	-	-	LIGHT POLE	PEDESTRIAN CROSSING SYMBOL	-
-	1-29	W16-7L	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	-	-	1-28	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
-	1-30A	W11-2	2S	30	X	30	-	-	6.25	-	-	-	-	-	1	-	-	-	-	PEDESTRIAN CROSSING SYMBOL	-
-	1-30B	W16-7L	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	-	-	1-30A	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
4000	1-30	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	1-30A	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	M1-7	MKE-PRK	2S	-	X	-	-	-	-	-	-	-	-	-	-	-	-	1	LIGHT POLE	CITY OF MILWAUKEE - PARKING RULES	-
4000	2-1	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	2-2	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	2-3	D3-1	2M	36	X	10	-	2.5	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	STREET NAME SIGN	W NATIONAL AVE
4000	2-4	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	2-3	STREET NAME SIGN	S 37TH ST
-	2-5	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	2-3	NO TURN ON RED	-
-	2-6	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
4000	2-7	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
4000	2-8	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - RIGHT ARROW	-
-	2-9	R2-1	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	-	-	-	SPEED LIMIT ___ MPH	25 MPH
	SUBTOTAL	**1000**					**70.88**	**0.00**	**52.50**	**0**	**1**	**1**	**2**	**3**	**1**	**2**	**1**	**0**			
	SUBTOTAL	**4000**					**0.00**	**22.66**	**0.00**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**7**			

ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE

PERMANENT SIGNING (2 OF 8)

# CATEGORY	SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH	SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH	SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH	SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH	SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH	SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH	SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH	SPV.0060.007 MOVING CITY-OWNED SIGNS EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
4000	M2-1		2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	1	2-9	BIKE BOULEVARD	-
-	2-10	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	2-11	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	2-10	___ TONS OR OVER	3 TONS OR OVER
-	2-12	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
-	2-13	R10-15C	2S	30	X	36	7.5	-	-	-	-	-	1	-	-	-	-	-	-	RIGHT TURN YIELD TO PEDS/BIKES	-
-	2-14	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	2-13	NO TURN ON RED	-
-	2-15	R9-5	1	12	X	18	1.5	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE (5' MOUNT HGT)	BICYCLE USE PED SIGNAL	-
4000	2-16	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	2-17	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	2-18	D3-1	2M	36	X	10	-	2.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	W NATIONAL AVE
4000	2-19	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	2-18	STREET NAME SIGN	-
-	2-20	R1-1	2M	36	X	36	7.46	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
-	2-21	R5-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	1	-	-	NO TRUCKS SYMBOL	-
-	2-22	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	2-21	___ TONS OR OVER	3 TONS OR OVER
-	2-23	R3-4	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	2-43 (BACK)	NO U-TURN SYMBOL	-
-	2-24	R6-2R	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	1	-	-	ONE WAY RIGHT ARROW	-
-	2-25	R6-2R	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	1	-	-	ONE WAY RIGHT ARROW	-
4000	2-26	R7-5-MKE 1D	2S	18	X	24	-	3	-	-	-	-	-	-	-	-	-	-	M2-2	PARKING ALLOWANCE - DOUBLE ARROW	-
4000	M2-2	MKE-NEB	2S	24	X	30	-	-	-	-	-	-	-	-	-	-	-	1	LIGHT POLE	CITY OF MILWAUKEE - NO ENGINE BRAKING	-
-	2-27	W5-52R	2S	12	X	36	-	-	3	-	1	-	-	-	-	-	-	-	-	CLEARANCE STRIPER DOWN LEFT	4' MOUNTING HEIGHT
-	2-28	R10-15C	2S	30	X	36	7.5	-	-	-	-	-	1	-	-	-	-	-	-	RIGHT TURN YIELD TO PEDS/BIKES	-
-	2-29	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	2-28	NO TURN ON RED	-
-	2-30	R9-5	1	12	X	18	1.5	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE (5' MOUNT HGT)	BICYCLE USE PED SIGNAL	-
-	2-31	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
-	2-32	R5-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	2-33	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	2-32	___ TONS OR OVER	-
4000	M2-3		2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	1	2-32	BIKE BOULEVARD	-
4000	2-34	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-	2-35	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
-	2-36	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
4000	2-37	D3-1	2M	36	X	10	-	2.5	-	-	-	-	-	-	-	-	-	-	2-36	STREET NAME SIGN	W NATIONAL AVE
4000	2-38	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	2-36	STREET NAME SIGN	S 37TH ST
-	2-39	R2-1	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	SPEED LIMIT ___ MPH	30 MPH
4000	2-40	JP-MKE	1	24	X	18	-	3	-	-	-	1	-	-	-	-	-	-	-	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
-		R7-1-MKE L	1	12	X	18	-	-	-	-	-	-	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-		R7-5-MKE 1R	1	12	X	18	-	-	-	-	-	-	-	-	-	-	-	-	-	PARKING ALLOWANCE - RIGHT ARROW	-
4000	2-41	JP-MKE	1	24	X	18	-	3	-	-	-	1	-	-	-	-	-	-	-	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
-		R7-5-MKE 1L	1	12	X	18	-	-	-	-	-	-	-	-	-	-	-	-	-	PARKING ALLOWANCE - LEFT ARROW	-
-		R7-1-MKE R	1	12	X	18	-	-	-	-	-	-	-	-	-	-	-	-	-	NO PARKING SYMBOL - RIGHT ARROW	-
-	2-42	W5-52R	2S	12	X	36	-	-	3	-	1	-	-	-	-	-	-	-	-	CLEARANCE STRIPER DOWN LEFT	4' MOUNTING HEIGHT
-	2-43	R4-7	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	1	-	-	KEEP RIGHT	-
-	2-44	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	-	-	-	-	2-43 (BACK)	CLEARANCE STRIPER DOWN RIGHT	4' MOUNTING HEIGHT
-	2-45	J22-1	2S	24	X	57	9.5	-	-	1	-	-	-	-	-	-	-	-	-	TRAILBLAZER (ADVANCE TURN)	-
-		MB4-5	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	-	-	TO	-
-		M1-51	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	INTERSTATE ROUTE MARKER (2 DIGIT)	-
-		MB5-1L	2S	21	X	21	-	-	-	-	-	-	-	-	-	-	-	-	-	ADVANCED LEFT TURN ARROW - BLUE	-
-	2-46	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	2-47	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	2-46	___ TONS OR OVER	3 TONS OR OVER
-	2-48	R1-1	2M	36	X	36	7.46	-	-	-	-	-	-	-	-	-	1	-	-	STOP	-
4000	3-1	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - DOUBLE ARROW	-
	SUBTOTAL	**1000**					**114.42**	**0.00**	**9.00**	**1**	**2**	**3**	**2**	**0**	**0**	**5**	**0**	**0**			
	SUBTOTAL	**4000**					**0.00**	**24.16**	**0.00**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**			

ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE

PERMANENT SIGNING (3 OF 8)

# CATEGORY	SIGN #	SIGN CODE	SIGN SIZE	W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH	SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH	SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH	SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH	SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH	SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH	SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH	SPV.0060.007 MOVING CITY-OWNED SIGNS EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
-	3-2	J4-1	2S	24	X	36	6	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
-		M3-4	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	-	-	WEST CARDINAL ROUTE MARKER	-
-		M1-6	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	STATE ROUTE MARKER	-
-	3-3	R2-1	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	-	-	3-2	SPEED LIMIT ___ MPH	30 MPH
-	3-4	R9-6	1	12	X	18	1.5	-	-	-	-	-	-	-	1	-	-	-	-	BICYCLE YIELD TO PEDS	5' MOUNTING HEIGHT, 1' LATERAL CLEARANCE
4000	3-5	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	1	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	1' LATERAL CLEARANCE
4000	3-6	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - DOUBLE ARROW	-
-	3-7	J22-1	2S	24	X	57	9.5	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	TRAILBLAZER (ADVANCE TURN)	-
-		MB4-5	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	-	-	TO	-
-		M1-1	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	INTERSTATE SHIELD	-
-		MB6-1	2S	21	X	21	-	-	-	-	-	-	-	-	-	-	-	-	-	ARROW - RIGHT, LEFT, OR AHEAD	-
4000	3-8	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	3-9	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - DOUBLE ARROW	-
-	3-10	J22-1	2S	24	X	57	9.5	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	TRAILBLAZER (ADVANCE TURN)	-
-		MB4-5	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	-	-	TO	-
-		M1-1	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	INTERSTATE SHIELD	-
-		MB6-1	2S	21	X	21	-	-	-	-	-	-	-	-	-	-	-	-	-	ARROW - RIGHT, LEFT, OR AHEAD	-
4000	3-11	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	M3-1	MKE-NLOM	2S	12	X	18	-	-	-	-	-	-	-	-	-	-	-	1	3-12 (BACK)	CITY OF MILWAUKEE - NO LOITERING ON MEDIAN	1' LATERAL CLEARANCE
-	3-12	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	1	-	-	-	-	CLEARANCE STRIPER DOWN RIGHT	4' MOUNTING HEIGHT, 1' LATERAL CLEARANCE
-	3-13	R9-6	1	12	X	18	1.5	-	-	-	-	-	-	-	1	-	-	-	-	BICYCLE YIELD TO PEDS	5' MOUNTING HEIGHT
-	3-14	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	1	-	-	-	-	CLEARANCE STRIPER DOWN RIGHT	4' MOUNTING HEIGHT, 1' LATERAL CLEARANCE
4000	M3-2	MKE-NLOM	2S	12	X	18	-	-	-	-	-	-	-	-	-	-	-	1	3-14 (BACK)	CITY OF MILWAUKEE - NO LOITERING ON MEDIAN	1' LATERAL CLEARANCE
-	3-15	J4-1	2S	24	X	36	6	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
-		M3-2	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	-	-	EAST CARDINAL ROUTE MARKER	-
-		M1-6	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	STATE ROUTE MARKER	-
4000	3-16	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	3-15	NO PARKING SYMBOL - DOUBLE ARROW	-
-	3-17	W4-2R	2S	36	X	36	-	-	9	-	-	-	-	-	-	-	-	-	LIGHT POLE	LANE REDUCTION TRANSITION SYMBOL - [RIGHT LANE]	-
-	3-18	W16-9P	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	-	-	3-17	AHEAD PLAQUE (YELLOW)	-
-	3-19	R2-1	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	SPEED LIMIT ___ MPH	30 MPH
4000	3-20	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	3-19	NO PARKING SYMBOL - DOUBLE ARROW	-
-	3-21	R5-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO TRUCKS SYMBOL	-
-	3-22	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	3-21	___ TONS OR OVER	3 TONS OR OVER
-	4-3	R1-1	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	-	-	STOP	-
-	4-3A	R3-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	4-3	NO LEFT TURN SYMBOL	-
-	4-4	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	4-5	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	4-4	___ TONS OR OVER	3 TONS OR OVER
-	4-6	J22-1	2S	24	X	57	9.5	-	-	1	-	-	-	-	-	-	-	-	-	TRAILBLAZER (ADVANCE TURN)	-
-		MB4-5	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	-	-	TO	-
-		M1-1	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	INTERSTATE SHIELD	-
-		MB5-1R	2S	21	X	21	-	-	-	-	-	-	-	-	-	-	-	-	-	ADVANCED RIGHT TURN ARROW - BLUE	-
4000	4-7	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	4-8	D3-1	2M	36	X	10	-	2.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	W NATIONAL AVE
4000	4-9	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	4-8	STREET NAME SIGN	W NATIONAL AVE
-	4-10	R1-1	2M	36	X	36	7.46	-	-	-	-	-	-	-	-	1	-	-	-	STOP	-
4000	4-11	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	4-12	R5-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO TRUCKS SYMBOL	-
-	4-13	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	4-12	___ TONS OR OVER	3 TONS OR OVER
-	4-14	R9-3A	2S	24	X	24	4	-	-	-	1	-	-	-	-	-	-	-	-	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	-
-	4-15	R9-3BL	2S	18	X	12	1.5	-	-	-	-	-	-	-	-	-	-	-	4-14	USE CROSSWALK (LEFT OR LEFT ARROW)	-
	SUBTOTAL	**1000**					**95.92**	**0.00**	**17.00**	**1**	**1**	**1**	**1**	**0**	**4**	**1**	**0**	**0**			
	SUBTOTAL	**4000**					**0.00**	**18.08**	**0.00**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**			

ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE

PERMANENT SIGNING (4 OF 8)

# CATEGORY	SIGN #	SIGN CODE	SIGN SIZE	W IN.	SIGN SIZE X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH	SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH	SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH	SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH	SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH	SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH	SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH	SPV.0060.007 MOVING CITY-OWNED SIGNS EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
-	4-16	R1-5R	2S	36	X	36	9	-	-	-	-	-	-	-	-	1	-	-	-	YIELD HERE TO PEDESTRIANS [RA]	-
4000	4-17	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	4-18	W11-2	2S	30	X	30	-	-	6.25	-	-	-	-	-	-	-	-	-	RRFB POLE	PEDESTRIAN CROSSING SYMBOL	-
-	4-19	W16-7R	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	-	-	4-18	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
4000	4-20	D3-1	2M	36	X	10	-	2.5	-	-	-	-	-	-	-	-	-	-	RRFB POLE	STREET NAME SIGN	W NATIONAL AVE
4000	4-21	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	4-20	STREET NAME SIGN	S 33RD ST
-	4-22	W11-2	2S	30	X	30	-	-	6.25	-	-	-	-	-	-	-	-	-	4-20	PEDESTRIAN CROSSING SYMBOL	-
-	4-23	W16-7L	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	-	-	4-20	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
-	4-24	W11-2	2S	30	X	30	-	-	6.25	-	-	-	-	-	-	-	-	-	RRFB POLE	PEDESTRIAN CROSSING SYMBOL	-
-	4-25	W16-7R	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	-	-	4-24	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
-	4-26	R1-5L	2S	36	X	36	9	-	-	-	-	-	1	-	-	-	-	-	-	YIELD HERE TO PEDESTRIANS [LA]	-
-	4-27	R1-5R	2S	36	X	36	9	-	-	-	-	-	-	-	-	1	-	-	-	YIELD HERE TO PEDESTRIANS [RA]	-
-	4-28	R2-1	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	-	-	-	SPEED LIMIT ___ MPH	-
4000	4-29	R7-1-MKE D	2S	18	X	24	-	3	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	4-30	R3-4	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	4-31 (BACK)	NO U-TURN SYMBOL	-
-	4-31	R4-7	2S	24	X	30	5	-	-	-	-	-	-	-	-	1	-	-	-	KEEP RIGHT	-
-	4-32	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	-	-	-	-	4-31 (4' MOUNT HGT)	CLEARANCE STRIPER DOWN RIGHT	4' MOUNTING HEIGHT
-	4-33	R6-2R	2S	24	X	30	5	-	-	-	-	-	-	-	-	1	-	-	-	ONE WAY RIGHT ARROW	-
-	4-34	R6-2R	2S	24	X	30	5	-	-	-	-	-	-	-	-	1	-	-	-	ONE WAY RIGHT ARROW	-
-	4-35	R1-1	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	-	-	STOP	-
-	4-35A	R3-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	4-35	NO LEFT TURN SYMBOL	-
4000	4-36A	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	W NATIONAL AVE
4000	4-36	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	4-36A	STREET NAME SIGN	S 34TH ST
-	4-37	R3-4	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	4-38 (BACK)	NO U-TURN SYMBOL	-
-	4-38	R4-7	2S	24	X	30	5	-	-	-	-	-	-	-	-	1	-	-	-	KEEP RIGHT	-
-	4-39	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	-	-	-	-	4-38 (4' MOUNT HGT)	CLEARANCE STRIPER DOWN RIGHT	4' MOUNTING HEIGHT
4000	4-40	R7-5-MKE 1D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	PARKING ALLOWANCE - DOUBLE ARROW	-
-	4-41	W4-2R	2S	36	X	36	-	-	9	-	-	-	-	-	-	-	-	-	LIGHT POLE	LANE REDUCTION TRANSITION SYMBOL - [RIGHT LANE]	-
4000	4-42	R7-5-MKE 1D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	4-43	PARKING ALLOWANCE - DOUBLE ARROW	-
4000	4-43	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	S SHEA AVE
-	4-44	R4-7	2S	24	X	30	5	-	-	-	-	-	-	-	-	1	-	-	-	KEEP RIGHT	-
-	4-45	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	-	-	-	-	4-44 (4' MOUNT HGT)	CLEARANCE STRIPER DOWN RIGHT	4' MOUNTING HEIGHT
-	4-46	R1-5L	2S	36	X	36	9	-	-	-	-	1	-	-	-	-	-	-	-	YIELD HERE TO PEDESTRIANS [LA]	-
-	4-47	W5-52R	2S	12	X	36	-	-	3	-	-	-	-	-	-	-	-	-	4-46 (4' MOUNT HGT)	CLEARANCE STRIPER DOWN LEFT	4' MOUNTING HEIGHT
-	4-48	W11-2	2S	30	X	30	-	-	6.25	-	-	-	-	-	-	-	-	-	SIGNAL POLE	PEDESTRIAN CROSSING SYMBOL	-
-	4-49	W16-7L	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	-	-	4-48	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
-	4-50	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	4-51	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	4-50	___TONS OR OVER	3 TONS OR OVER
-	4-52	R6-2R	2S	24	X	30	5	-	-	-	-	-	-	-	-	1	-	-	-	ONE WAY RIGHT ARROW	-
-	4-53	R1-1	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	-	-	STOP	-
-	4-54	R3-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	4-53	NO LEFT TURN SYMBOL	-
4000	4-55	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	4-56	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	5-1	D3-1	2M	36	X	10	-	2.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	W NATIONAL AVE
4000	5-2	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	5-1	STREET NAME SIGN	S 32ND ST
4000	5-3	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	5-4	R1-1	2S	30	X	30	5.18	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
4000	5-5	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-	5-6	R5-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO TRUCKS SYMBOL	-
-	5-7	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	5-6	___TONS OR OVER	3 TONS OR OVER
	SUBTOTAL	**1000**					**119.10**	**0.00**	**54.00**	**0**	**0**	**3**	**3**	**0**	**0**	**8**	**0**	**0**			
	SUBTOTAL	**4000**					**0.00**	**28.90**	**0.00**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**			

ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE

PERMANENT SIGNING (5 OF 8)

# CATEGORY	SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH	SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH	SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH	SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH	SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH	SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH	SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH	SPV.0060.007 MOVING CITY-OWNED SIGNS EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
-	5-8	W14-1	2S	30	X	30	-	-	6.25	-	-	-	-	1	-	-	-	-	-	DEAD END	-
4000	5-9	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	5-8	NO PARKING SYMBOL - RIGHT ARROW	-
4000	5-10	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	5-11	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	5-12	R3-18	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	5-13 (BACK)	NO LEFT / U-TURN SYMBOL	-
-	5-13	R4-7	2S	24	X	30	5	-	-	-	-	-	-	-	-	1	-	-	-	KEEP RIGHT	-
-	5-14	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	-	-	-	-	5-13 (4' MOUNT HGT)	CLEARANCE STRIPER DOWN RIGHT	4' MOUNTING HEIGHT
4000	5-15	D3-1	2M	36	X	10	-	2.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	W NATIONAL AVE
4000	5-16	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	5-15	STREET NAME SIGN	-
-	5-17	R1-1	2S	30	X	30	5.18	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
4000	5-18	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
4000	5-19	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - RIGHT ARROW	-
-	5-20	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	5-21	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	5-20	___TONS OR OVER	3 TONS OR OVER
-	5-22	R9-6	1	12	X	18	1.5	-	-	-	1	-	-	-	-	-	-	-	-	BICYCLE YIELD TO PEDS	5' MOUNTING HEIGHT
-	5-23	R2-1	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	SPEED LIMIT ___MPH	30 MPH
-	5-24	S5-2	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	-	-	5-23	END SCHOOL ZONE	-
4000	5-25	R7-1-MKE 1L	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	5-23	NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW	-
-	5-26	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	5-27	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	5-26	___TONS OR OVER	3 TONS OR OVER
4000	5-28	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	-	NO PARKING SYMBOL - RIGHT ARROW	-
4000	5-29	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-	5-30	R1-1	2S	30	X	30	5.18	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
4000	5-31	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	S 32ND ST
-	5-32	R2-1	2S	24	X	30	5	-	-	-	-	1	-	-	-	-	-	-	-	SPEED LIMIT ___MPH	30 MPH
4000	5-33	R7-5-MKE 1D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	5-32	PARKING ALLOWANCE - DOUBLE ARROW	-
4000	5-34	R7-1-MKE 1L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW	-
-	5-35	R4-7	2S	24	X	30	5	-	-	-	-	-	-	-	-	1	-	-	-	KEEP RIGHT	-
-	5-36	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	-	-	-	-	5-35 (4' MOUNT HGT)	CLEARANCE STRIPER DOWN RIGHT	4' MOUNTING HEIGHT
-	5-37	R3-4	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	5-35 (BACK)	NO U-TURN SYMBOL	-
-	5-38	R9-6	1	12	X	18	1.5	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	BICYCLE YIELD TO PEDS	5' MOUNTING HEIGHT
-	5-39	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	5-40	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	5-39	___TONS OR OVER	3 TONS OR OVER
4000	5-41	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - RIGHT ARROW	-
4000	5-42	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-	5-43	R1-1	2S	30	X	30	5.18	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
4000	5-44	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	S 31ST ST
-	5-45	S1-1	2S	36	X	36	-	-	6.75	-	-	-	-	-	-	-	-	-	5-44	SCHOOL ADVANCE	-
-	5-46	S16-9P	2S	30	X	18	-	-	3.75	-	-	-	-	-	-	-	-	-	5-44	AHEAD PLAQUE (FLUORESCENT YELLOW GREEN)	-
-	5-47	R2-6P	2S	24	X	18	3	-	-	-	-	-	-	-	-	-	-	-	5-44	FINES HIGHER PLAQUE	-
4000	5-48	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	5-49	S4-51	2S	24	X	48	-	-	8	-	-	-	1	-	-	-	-	-	-	SCHOOL SPEED LIMIT	20 MPH
4000	6-1	R7-5-MKE 1D	2S	18	X	24	-	3	-	-	-	1	-	-	-	-	-	-	-	PARKING ALLOWANCE - DOUBLE ARROW	-
-	6-2	S1-1	2S	36	X	36	-	-	6.75	-	-	-	-	-	-	-	-	-	RRFB POLE	SCHOOL ADVANCE	-
-	6-3	S16-7R	2S	30	X	18	-	-	3.75	-	-	-	-	-	-	-	-	-	6-2	RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	-
4000	6-4	D3-1	2M	36	X	10	-	2.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	W NATIONAL AVE
4000	6-5	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	6-4	STREET NAME SIGN	S 30TH ST
4000	6-6	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-	6-7	R1-1	2S	30	X	30	5.18	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
4000	6-8	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - RIGHT ARROW	-
	SUBTOTAL	**1000**					**77.72**	**0.00**	**41.25**	**0**	**1**	**8**	**1**	**1**	**0**	**2**	**0**	**0**			
	SUBTOTAL	**4000**					**0.00**	**38.82**	**0.00**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**			

ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE

PERMANENT SIGNING (6 OF 8)

# CATEGORY	SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH	SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH	SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH	SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH	SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH	SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH	SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH	SPV.0060.007 MOVING CITY-OWNED SIGNS EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
-	6-9	R5-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO TRUCKS SYMBOL	-
-	6-10	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	6-9	___ TONS OR OVER	3 TONS OR OVER
-	6-11	S1-1	2S	36	X	36	-	-	6.75	-	-	-	-	-	-	-	-	-	RRFB POLE	SCHOOL ADVANCE	-
-	6-12	S16-7L	2S	30	X	18	-	-	3.75	-	-	-	-	-	-	-	-	-	6-11	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	-
-	6-13	W5-52R	2S	12	X	36	-	-	3	-	1	-	-	-	-	-	-	-	-	CLEARANCE STRIPER DOWN LEFT	4' MOUNTING HEIGHT
4000	6-14	R7-5-MKE 1D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	PARKING ALLOWANCE - DOUBLE ARROW	-
-	6-15	S4-51	2S	24	X	48	-	-	8	-	-	-	-	1	-	-	-	-	-	SCHOOL SPEED LIMIT	20 MPH
4000	6-16	R7-5-MKE 1D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	6-15	PARKING ALLOWANCE - DOUBLE ARROW	-
4000	6-17	D3-1	2M	36	X	10	-	2.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	W NATIONAL AVE
4000	6-18	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	6-17	STREET NAME SIGN	S 29TH ST
-	6-19	S1-1	2S	36	X	36	-	-	6.75	-	-	-	-	-	-	-	-	-	6-17	SCHOOL ADVANCE	-
-	6-20	S16-9P	2S	30	X	18	-	-	3.75	-	-	-	-	-	-	-	-	-	6-17	AHEAD PLAQUE (FLUORESCENT YELLOW GREEN)	-
-	6-21	R2-6P	2S	24	X	18	3	-	-	-	-	-	-	-	-	-	-	-	6-17	FINES HIGHER PLAQUE	-
-	6-22	R1-1	2S	30	X	30	5.18	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
4000	6-23	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
4000	6-24	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - RIGHT ARROW	-
-	6-25	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	6-26	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	6-25	___ TONS OR OVER	3 TONS OR OVER
-	6-27	W5-52R	2S	12	X	36	-	-	3	-	1	-	-	-	-	-	-	-	-	CLEARANCE STRIPER DOWN LEFT	4' MOUNTING HEIGHT
4000	6-28	JP-MKE	1	24	X	18	-	3	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	PARKING ASSEMBLY (CITY OF MILWAUKEE)	-
-		R7-1-MKE L	1	12	X	18	-	-	-	-	-	-	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-		R7-5-MKE 1R	1	12	X	18	-	-	-	-	-	-	-	-	-	-	-	-	-	PARKING ALLOWANCE - RIGHT ARROW	-
4000	6-29	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	6-30	S1-1	2S	36	X	36	-	-	6.75	-	-	-	-	-	-	-	-	-	RRFB POLE	SCHOOL ADVANCE	-
-	6-31	S16-7L	2S	30	X	18	-	-	3.75	-	-	-	-	-	-	-	-	-	6-30	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	-
4000	6-32	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - RIGHT ARROW	-
-	6-33	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	6-34	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	6-33	___ TONS OR OVER	3 TONS OR OVER
4000	6-35	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-	6-36	R1-1	2S	30	X	30	5.18	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
4000	6-37	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	RRFB POLE	STREET NAME SIGN	S 30TH ST
-	6-38	S1-1	2S	36	X	36	-	-	6.75	-	-	-	-	-	-	-	-	-	6-37	SCHOOL ADVANCE	-
-	6-39	S16-7R	2S	30	X	18	-	-	3.75	-	-	-	-	-	-	-	-	-	6-37	RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	-
4000	6-40	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	M6-1	-	2S	20	X	26	-	-	-	-	-	-	-	-	-	-	-	1	6-41 (TOP)	PRIVATE SIGN (CHURCH)	-
-	6-41	R2-1	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	SPEED LIMIT ___ MPH	30 MPH
-	6-42	S5-2	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	-	-	6-41	END SCHOOL ZONE	-
4000	6-43	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	6-44	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	6-45	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	6-44	___ TONS OR OVER	3 TONS OR OVER
4000	6-46	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	-	NO PARKING SYMBOL - RIGHT ARROW	-
4000	6-47	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-	6-48	R1-1	2S	30	X	30	5.18	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
4000	6-49	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	S 29TH ST
4000	6-50	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	7-1	R7-5-MKE 1D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	PARKING ALLOWANCE - DOUBLE ARROW	-
4000	7-2	D3-1	2M	36	X	10	-	2.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	W NATIONAL AVE
4000	7-3	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	7-2	STREET NAME SIGN	S 28TH ST
4000	7-4	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-	7-5	R1-1	2S	30	X	30	5.18	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
	SUBTOTAL	**1000**					**57.72**	**0.00**	**56.00**	**0**	**2**	**7**	**0**	**1**	**0**	**0**	**0**	**0**			
	SUBTOTAL	**4000**					**0.00**	**37.32**	**0.00**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**1**			

ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE

PERMANENT SIGNING (7 OF 8)

# CATEGORY	SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.		SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH	SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH	SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH	SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH	SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH	SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH	SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH	SPV.0060.007 MOVING CITY-OWNED SIGNS EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
4000	7-6	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - RIGHT ARROW	-
-	7-7	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	7-8	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	7-7	___ TONS OR OVER	3 TONS OR OVER
4000	7-9	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	7-10	J4-1	2S	24	X	36	6	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
-		M3-4	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	-	-	WEST CARDINAL ROUTE MARKER	-
-		M1-6	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	STATE ROUTE MARKER	-
-	7-11	R2-1	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	-	-	7-10	SPEED LIMIT ___ MPH	30 MPH
-	7-12	W5-52R	2S	12	X	36	-	-	3	-	1	-	-	-	-	-	-	-	-	CLEARANCE STRIPER DOWN LEFT	4' MOUNTING HEIGHT
4000	7-13	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - DOUBLE ARROW	-
-	7-14	R9-6	1	12	X	18	1.5	-	-	-	-	-	-	-	1	-	-	-	-	BICYCLE YIELD TO PEDS	5' MOUNTING HEIGHT
-	7-15	J1-1	2S	24	X	39	6.5	-	-	1	-	-	-	-	-	-	-	-	-	JUNCTION OR END ASSEMBLY	-
-		M2-1	2S	21	X	15	-	-	-	-	-	-	-	-	-	-	-	-	-	JCT	-
-		M1-6	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	STATE ROUTE MARKER	-
4000	7-16	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	7-17	J2-1	2S	24	X	57	9.5	-	-	1	-	-	-	-	-	-	-	-	-	ROUTE TURN ASSEMBLY (1 HEAD PANEL)	-
-		M3-1	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH CARDINAL ROUTE MARKER	-
-		M1-6	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	STATE ROUTE MARKER	-
-		M5-1L	2S	21	X	21	-	-	-	-	-	-	-	-	-	-	-	-	-	ADVANCE ARROW LEFT TURN	-
-	7-18	R5-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	-	-	NO TRUCKS SYMBOL	-
-	7-19	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	7-18	___ TONS OR OVER	3 TONS OR OVER
4000	7-20	R7-1-MKE R	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - RIGHT ARROW	-
4000	7-21	R7-1-MKE L	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - LEFT ARROW	-
-	7-22	R1-1	2S	30	X	30	5.18	-	-	-	-	1	-	-	-	-	-	-	-	STOP	-
4000	7-23	D3-1	2S	30	X	10	-	2.08	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	STREET NAME SIGN	S 28TH ST
4000	7-24	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	7-25	J3-1	2S	24	X	57	9.5	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)	-
-		M3-1	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH CARDINAL ROUTE MARKER	-
-		M1-6	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	STATE ROUTE MARKER	-
-		M6-1	2S	21	X	21	-	-	-	-	-	-	-	-	-	-	-	-	-	ARROW - RIGHT, LEFT, OR AHEAD	-
-	7-26	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	1	-	-	-	-	CLEARANCE STRIPER DOWN RIGHT	4' MOUNTING HEIGHT, 1' LATERAL CLEARANCE
4000	7-27	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	M7-1	MKE-NLOM	2S	12	X	18	-	-	-	-	-	-	-	-	-	-	-	1	7-28 (BACK)	CITY OF MILWAUKEE - NO LOITERING ON MEDIAN	1' LATERAL CLEARANCE
-	7-28	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	1	-	-	-	-	CLEARANCE STRIPER DOWN RIGHT	4' MOUNTING HEIGHT, 1' LATERAL CLEARANCE
4000	8-1	R7-1-MKE D	2S	18	X	24	-	3	-	-	-	1	-	-	-	-	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	8-2	R3-7R	2S	30	X	30	6.25	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	RIGHT LANE MUST TURN RIGHT	-
-	8-3	R3-7R	2S	30	X	30	6.25	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	RIGHT LANE MUST TURN RIGHT	-
-	8-4	R3-17AP	2S	30	X	12	2.5	-	-	-	-	-	-	-	-	-	-	-	8-3	BIKE LANE AHEAD PLAQUE	-
-	8-5	R9-6	1	12	X	18	1.5	-	-	-	-	-	-	-	1	-	-	-	-	BICYCLE YIELD TO PEDS	5' MOUNTING HEIGHT, 1.5' LATERAL CLEARANCE
-	8-6	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	1	-	-	-	-	CLEARANCE STRIPER DOWN RIGHT	4' MOUNTING HEIGHT, 1' LATERAL CLEARANCE
4000	M8-1	MKE-NLOM	2S	12	X	18	-	-	-	-	-	-	-	-	-	-	-	1	8-6 (BACK)	CITY OF MILWAUKEE - NO LOITERING ON MEDIAN	1' LATERAL CLEARANCE
-	9-1	R2-1	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	SPEED LIMIT ___ MPH	30 MPH
4000	M9-1		2S	24	X	30	-	-	-	-	-	-	-	-	-	-	-	1	-	NO STOPPING/2 HR PARKING NOTICE	-
4000	M9-2		2S	24	X	30	-	-	-	-	-	-	-	-	-	-	-	1	-	NO STOPPING/2 HR PARKING NOTICE	-
4000	9-2	M1-94H	2S	102	X	18	-	12.75	-	-	-	-	-	-	-	-	-	-	MONOTUBE ARM	OVERHEAD STREET NAME SIGN	W NATIONAL AVE
-	9-3	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
-	9-4	R10-15C	2S	30	X	36	7.5	-	-	-	-	-	1	-	-	-	-	-	-	RIGHT TURN YIELD TO PEDS/BIKES	-
-	9-5	R9-5	1	12	X	18	1.5	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE (5' MOUNT HGT)	BICYCLE USE PED SIGNAL	-
-	9-6	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
4000	9-7	M1-94H	2S	66	X	18	-	8.25	-	-	-	-	-	-	-	-	-	-	MONOTUBE ARM	OVERHEAD STREET NAME SIGN	S 35TH ST
	SUBTOTAL	**1000**					**93.68**	**0.00**	**12.00**	**2**	**1**	**3**	**1**	**0**	**5**	**0**	**0**	**0**			
	SUBTOTAL	**4000**					**0.00**	**38.08**	**0.00**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**4**			

ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE

PERMANENT SIGNING (8 OF 8)

# CATEGORY	SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH	SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH	SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH	SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH	SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH	SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH	SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH	SPV.0060.007 MOVING CITY-OWNED SIGNS EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
4000	9-8	M1-94H	2S	102	X	18	-	12.75	-	-	-	-	-	-	-	-	-	-	MONOTUBE ARM	OVERHEAD STREET NAME SIGN	W NATIONAL AVE
-	9-9	R3-17	2S	30	X	24	5	-	-	-	-	-	-	-	-	1	-	-	-	BIKE LANE (BIKE SYMBOL)	-
-	9-10	R3-17BP	2S	30	X	12	2.5	-	-	-	-	-	-	-	-	-	-	-	9-9	BIKE LANE ENDS PLAQUE	-
4000	9-11	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	1	-	-	-	NO PARKING SYMBOL - DOUBLE ARROW	-
-	9-12	R3-17	2S	30	X	24	5	-	-	-	-	-	-	-	-	1	-	-	-	BIKE LANE (BIKE SYMBOL)	-
-	9-13	R3-17AP	2S	30	X	12	2.5	-	-	-	-	-	-	-	-	-	-	-	9-12	BIKE LANE AHEAD PLAQUE	-
-	9-14	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
4000	9-15	M1-94H	2S	66	X	18	-	8.25	-	-	-	-	-	-	-	-	-	-	MONOTUBE ARM	OVERHEAD STREET NAME SIGN	S 35TH ST
-	9-16	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
-	9-17	R10-15C	2S	30	X	36	7.5	-	-	-	-	-	1	-	-	-	-	-	-	RIGHT TURN YIELD TO PEDS/BIKES	-
-	9-18	R9-5	1	12	X	18	1.5	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE (5' MOUNT HGT)	BICYCLE USE PED SIGNAL	-
-	9-19	R3-17	2S	30	X	24	5	-	-	-	-	-	-	-	-	1	-	-	-	BIKE LANE (BIKE SYMBOL)	-
4000	9-20	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	M10-1	MKE-NLOM	1	-	X	-	-	-	-	-	-	-	-	-	-	-	-	1	10-1 (BACK)	CITY OF MILWAUKEE - NO LOITERING ON MEDIAN	1.5' LATERAL CLEARANCE
-	10-1	R4-7	2S	24	X	30	5	-	-	-	-	-	1	-	-	-	-	-	-	KEEP RIGHT	1' LATERAL CLEARANCE
-	10-2	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
-	10-3	R5-2	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	10-2	NO TRUCKS SYMBOL	-
-	10-4	R5-2A	2S	24	X	12	2	-	-	-	-	-	-	-	-	-	-	-	10-2	___ TONS OR OVER	3 TONS OR OVER
4000	10-5	M1-94H	2S	102	X	18	-	12.75	-	-	-	-	-	-	-	-	-	-	MONOTUBE ARM	OVERHEAD STREET NAME SIGN	W NATIONAL AVE
-	10-6	R10-15C	2S	30	X	36	7.5	-	-	-	-	-	1	-	-	-	-	-	-	RIGHT TURN YIELD TO PEDS/BIKES	-
-	10-7	R9-5	1	12	X	18	1.5	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE (5' MOUNT HGT)	BICYCLE USE PED SIGNAL	-
4000	10-8	M1-94H	2S	90	X	18	-	11.25	-	-	-	-	-	-	-	-	-	-	MONOTUBE ARM	OVERHEAD STREET NAME SIGN	S LAYTON BLVD
-	10-9	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
-	10-10	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
-	10-11	R4-7	2S	24	X	30	5	-	-	-	-	-	-	-	-	1	-	-	-	KEEP RIGHT	1' LATERAL CLEARANCE
4000	M10-2	MKE-NLOM	2S	12	X	18	-	-	-	-	-	-	-	-	-	-	-	1	10-11 (BACK)	CITY OF MILWAUKEE - NO LOITERING ON MEDIAN	1.5' LATERAL CLEARANCE
-	10-12	J4-1	2S	24	X	36	6	-	-	1	-	-	-	-	-	-	-	-	-	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
-		M4-6	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	-	-	END	-
-		M1-6	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	STATE ROUTE MARKER	-
4000	10-13	R7-1-MKE D	2S	18	X	24	-	3	-	-	-	-	-	-	-	-	-	-	10-12	NO PARKING SYMBOL - DOUBLE ARROW	-
-	10-14	R4-7	2S	24	X	30	5	-	-	-	-	-	1	-	-	-	-	-	-	KEEP RIGHT	-
-	10-15	W5-54	2S	18	X	18	-	-	2.25	-	-	-	-	-	-	-	-	-	10-14	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING	-
4000	10-16	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	LIGHT POLE	NO PARKING SYMBOL - DOUBLE ARROW	-
-	10-17	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
-	10-18	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
4000	10-19	M1-94H	2S	90	X	18	-	11.25	-	-	-	-	-	-	-	-	-	-	MONOTUBE ARM	OVERHEAD STREET NAME SIGN	S LAYTON BLVD
-	10-20	R10-15C	2S	30	X	36	7.5	-	-	-	-	-	1	-	-	-	-	-	-	RIGHT TURN YIELD TO PEDS/BIKES	-
-	10-21	R9-5	1	12	X	18	1.5	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE (5' MOUNT HGT)	BICYCLE USE PED SIGNAL	-
-	10-22	R10-11B	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TURN ON RED	-
-	10-23	J4-1	2S	24	X	36	6	-	-	1	-	-	-	-	-	-	-	-	-	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
-		M3-1	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH CARDINAL ROUTE MARKER	-
-		M1-6	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	-	-	STATE ROUTE MARKER	-
4000	10-24	R7-1-MKE D	1	12	X	18	-	1.5	-	-	-	-	-	-	-	-	-	-	10-23	NO PARKING SYMBOL - DOUBLE ARROW	-
4000	10-25	M1-94H	2S	102	X	18	-	12.75	-	-	-	-	-	-	-	-	-	-	MONOTUBE ARM	OVERHEAD STREET NAME SIGN	W NATIONAL AVE
	SUBTOTAL	**1000**					**112.00**	**0.00**	**2.25**	**2**	**0**	**0**	**4**	**0**	**0**	**5**	**0**	**0**			
	SUBTOTAL	**4000**					**0.00**	**78.00**	**0.00**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**			
	PROJECT TOTAL	**1000**					**741.44**	**0.00**	**244.00**	**6**	**8**	**26**	**14**	**5**	**10**	**23**	**1**	**0**			
	PROJECT TOTAL	**4000**					**0.00**	**286.02**	**0.00**	**0**	**0**	**44**	**0**	**0**	**0**	**3**	**0**	**19**			
	PROJECT TOTAL						**741.44**	**286.02**	**244.00**	**6**	**8**	**70**	**14**	**5**	**10**	**26**	**1**	**19**			

ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE

PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	# 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (YELLOW & WHITE) LF	646.1060.S MARKING LINE MMA 4-INCH (WHITE) LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE) LF	## 646.5020 MARKING ARROW EPOXY (WHITE) EACH	646.5060.S MARKING ARROW MMA (WHITE) EACH	646.5120 MARKING WORD EPOXY (WHITE) EACH	646.5260.S MARKING SYMBOL MMA (WHITE) EACH	646.6220 MARKING YIELD LINE EPOXY 18-INCH (WHITE) EACH	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH	SPV.0060.016 MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) EACH	SPV.0060.017 MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA (GREEN & WHITE) EACH	SPV.0060.018 MARKING YIELD LINE MMA 18-INCH (WHITE) EACH	SPV.0090.006 MARKING STOP LINE EPOXY 24-INCH (WHITE) LF	SPV.0090.007 MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) LF	SPV.0090.008 MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) LF	SPV.0090.009 MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) LF	SPV.0090.010 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) LF
1000	STH 59 / W NATIONAL AVE	14+99	-	19+00		951	56	168	-	-	4	-	3	-	-	-	-	2	-	-	20	168	-	101	515
		19+00	-	25+00		1,587	148	-	-	-	6	-	7	-	12	10	1	2	-	-	82	192	-	62	697
		25+00	-	31+00		250	140	-	331	5	8	1	8	-	-	20	2	-	-	4	137	240	-	-	737
		31+00	-	37+00		715	84	-	64	2	6	-	6	16	11	30	3	6	-	-	13	144	-	66	515
		37+00	-	43+00		1,235	76	-	209	3	8	-	8	-	46	20	2	2	-	6	39	288	-	179	487
		43+00	-	49+00		1,207	72	-	290	4	8	-	8	-	-	-	-	4	-	-	26	192	-	133	542
		49+00	-	55+00		750	128	-	326	4	6	-	6	-	-	40	4	4	-	2	111	240	-	-	987
		55+00	-	56+48		25	-	-	179	2	1	-	1	-	-	10	1	-	-	2	31	48	-	-	-
	35TH ST	15+50 A	-	16+70 A		365	-	-	90	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		17+89 A	-	19+50 A +		1,720	-	1,380	73	1	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		100	-	-	198	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		18+06 LAY	-	19+65 LAY		100	-	-	187	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				TOTAL	1000	9,005	704	1,548	1,947	28	48	1	48	16	69	130	13	20	0	14	459	1,512	0	541	4,480
3000	STH 59 / W NATIONAL AVE	14+99	-	19+00		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	-	-
		19+00	-	25+00		-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	180	-	-
		25+00	-	31+00		-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	175	-	-
		31+00	-	37+00		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	-	-
		37+00	-	43+00		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	-	-
		43+00	-	49+00		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	-	-
		49+00	-	55+00		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	160	-	-
		55+00	-	56+48		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	35TH ST	15+50 A	-	16+70 A		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		17+89 A	-	19+50 A		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				TOTAL	3000	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	880	0	0
				PROJECT TOTAL		**9,005**	**704**	**1,548**	**1,947**	**28**	**48**	**1**	**48**	**16**	**69**	**130**	**13**	**20**	**6**	**14**	**459**	**1,512**	**880**	**541**	**4,480**

YELLOW QUANTITY = 6,200 LF. WHITE QUANTITY = 2,805 LF.

TYPE 2 ARROWS QUANTITY = 26. TYPE 5 ARROWS QUANTITY = 2 EACH.

+ QUANTITY EXTENDS TO STA 24+75 A

CONSTRUCTION STAKING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8501.001 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 2410-10-70 EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.001 CONSTRUCTION STAKING SIDEWALK 2410-10-70 EACH	650.9911.001 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 2410-10-70 EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
1000	STH 59 / W NATIONAL AVE	14+99	-	19+00		401	401	901	44	-	-	-	-	401
		19+00	-	25+00		600	600	1,500	63	-	-	-	-	600
		25+00	-	31+00		600	600	1,259	-	-	-	-	-	600
		31+00	-	37+00		600	600	1,908	175	-	-	-	-	600
		37+00	-	43+00		600	600	1,468	50	-	-	-	-	600
		43+00	-	49+00		600	600	1,312	102	-	-	-	-	600
		49+00	-	55+00		600	600	1,101	60	-	-	-	-	600
		55+00	-	56+48		148	148	371	-	-	-	-	-	148
	35TH ST	15+50 A	-	16+70 A		120	120	- 246	-	-	-	-	-	120
		17+89 A	-	19+50 A		161	161	337	-	-	-	-	-	161
	34TH ST	12+48 B	-	12+75 B		27	27	- 54	-	-	-	-	-	27
	33RD ST	11+20 C	-	11+41 C		21	21	- 45	-	-	-	-	-	21
	28TH ST	11+45 D	-	11+50 D		5	5	- 10	-	-	-	-	-	5
		12+50 D	-	12+75 D		25	25	49	-	-	-	-	-	25
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		177	177	- 334	-	-	-	-	-	177
		18+06 LAY	-	19+65 LAY		159	159	333	-	-	-	-	-	159
					TOTAL 1000	4,844	4,844	11,228	494	1	0	0	1	4,844
1200	STH 59 / W NATIONAL AVE	14+99	-	19+00		-	-	24	-	-	15	-	-	-
		19+00	-	25+00		-	-	-	-	-	18	-	-	-
		25+00	-	31+00		-	-	-	-	-	13	-	-	-
		31+00	-	37+00		-	-	-	-	-	17	-	-	-
		37+00	-	43+00		-	-	100	-	-	16	-	-	-
		43+00	-	49+00		-	-	133	-	-	16	-	-	-
		49+00	-	55+00		-	-	-	-	-	16	-	-	-
		55+00	-	56+48		-	-	-	-	-	-	-	-	-
					TOTAL 1200	0	0	257	0	0	111	1	0	0
					PROJECT TOTAL	**4,844**	**4,844**	**11,485**	**494**	**1**	**111**	**1**	**1**	**4,844**

SAWING (1 OF 2)

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
1000	STH 59 / W NATIONAL AVE	14+99	-	19+00		-	26
		19+00	-	25+00		188	21
		25+00	-	31+00		110	3
		31+00	-	37+00		25	43
		37+00	-	43+00		-	42
		43+00	-	49+00		-	21
		49+00	-	55+00		80	3
		55+00	-	56+48		-	107
	35TH ST	15+50 A	-	16+70 A		69	19
		17+89 A	-	19+50 A		-	5
	34TH ST	12+48 B	-	12+75 B		-	5
	33RD ST	11+20 C	-	11+41 C		-	5
	28TH ST	11+45 D	-	11+50 D		-	5
		12+50 D	-	12+75 D		-	5
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		23	52
		18+06 LAY	-	19+65 LAY		-	41
					TOTAL 1000	495	403
1100	STH 59 / W NATIONAL AVE	14+99	-	19+00		53	87
		19+00	-	25+00		104	-
		25+00	-	31+00		-	-
		31+00	-	37+00		46	27
		37+00	-	43+00		26	131
		43+00	-	49+00		-	104
		49+00	-	55+00		-	-
		55+00	-	56+48		-	80
	35TH ST	15+50 A	-	16+70 A		-	49
		17+89 A	-	19+50 A		56	-
	34TH ST	12+48 B	-	12+75 B		-	26
	33RD ST	11+20 C	-	11+41 C		26	-
	28TH ST	11+45 D	-	11+50 D		-	26
		12+50 D	-	12+75 D		-	26
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		-	67
		18+06 LAY	-	19+65 LAY		60	-
					TOTAL 1100	371	623

SAWING (2 OF 2)

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
1200	STH 59 / W NATIONAL AVE	14+99	-	19+00		-	243
		19+00	-	25+00		81	395
		25+00	-	31+00		15	321
		31+00	-	37+00		23	313
		37+00	-	43+00		-	245
		43+00	-	49+00		-	184
		49+00	-	55+00		109	168
		55+00	-	56+48		-	16
	35TH ST	15+50 A	-	16+70 A		-	108
		17+89 A	-	19+50 A		-	59
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		-	49
		18+06 LAY	-	19+65 LAY		9	20
					TOTAL 1200	237	2,121
					PROJECT TOTAL	**1,103**	**3,147**

CATEGORY 1200 ESTIMATED QUANTITY ASSUMES THAT 25% OF REMOVALS IN FRONT OF BUILDING FACES WILL REQUIRE SAWCUT

3

UTILITY LINE OPENING (ULO)

CATEGORY	ROADWAY	LOCATION	SPV.0060.002 UTILITY LINE OPENING (ULO) EACH
1000	STH 59 / W NATIONAL AVE	UNDISTRIBUTED	110
	TOTAL 1000		**110**

ADJUSTING WATER VALVES BOXES

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	SPV.0060.004 ADJUSTING WATER VALVE BOXES EACH
4000	STH 59 / W NATIONAL AVE	14+99	-	19+00		18
		19+00	-	25+00		28
		25+00	-	31+00		45
		31+00	-	37+00		27
		37+00	-	43+00		25
		43+00	-	49+00		12
		49+00	-	55+00		18
		55+00	-	56+48		8
	STH 57 / S LAYTON BLVD	15+13 LAY	-	16+90 LAY		3
		18+06 LAY	-	19+65 LAY		1
				TOTAL 4000		**185**

WATER MAIN PROTECTION

CATEGORY	ROADWAY	STATION	LOCATION	SPV.0060.005 WATER MAIN PROTECTION EACH
4000	STH 59 / W NATIONAL AVE	15+99	23' LT	1
		16+95	22' LT	1
		17+31	22' LT	1
		19+06	22' LT	1
		20+02	22' LT	1
		20+84	22' LT	1
		31+93	17' LT	1
		36+00	19' LT	1
		36+62	24' LT	1
		40+00	17' LT	1
		40+82	17' LT	1
		42+56	25' LT	1
		43+65	29' LT	1
		46+87	23' LT	1
		50+04	23' LT	1
		50+90	24' LT	1
		TOTAL 4000		**16**

3

FILE NAME : T:\1210018.02\Civil 3D\24101000\dsgn\qty\030201-mq.ppt PLOT DATE : 10/21/2025 9:36 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

FIBER OPTIC

CATEGORY	ROADWAY	FROM		TO	LOCATION	SPV.0090.601 FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT LF	SPV.0090.602 FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT LF
1000	STH 59 / W NATIONAL AVE	SIGNAL CABINET	-	CUC MH 601		-	138
		CUC MH 601	-	CUC MH 602		511	-
		CUC MH 601	-	CUC MH 603		526	-
		CUC MH 603	-	SIGNAL CABINET		-	156
		CUC MH 603	-	CUC MH 608		731	-
		CUC MH 608	-	CUC MH 609		652	-
		CUC MH 609	-	CUC MH 610		548	-
		CUC MH 610	-	CUC MH 611		505	-
		CUC MH 611	-	CUC MH 612		525	-
		CUC MH 612	-	CUC MH 613		509	-
		CUC MH 613	-	CUC MH 614		525	-
		CUC MH 614	-	SIGNAL CABINET		-	121
				TOTAL 1000		**5,032**	**415**

HAZARDOUS MATERIALS

CATEGORY	ROADWAY	STATION		STATION	LOCATION	SPV.0195.001 EXCAVATION, HAULING, AND DISPOSAL OF METALS CONTAMINATED SOIL TON	SPV.0195.002 EXCAVATION, HAULING, AND DISPOSAL OF PAH CONTAMINATED SOIL TON	SPV.0195.003 EXCAVATION, HAULING, AND DISPOSAL OF VOC CONTAMINATED SOIL TON	REMARKS
1000	STH 59 / W NATIONAL AVE	18+15	-	18+75	LT	-	66	-	1' TO MAX BGS
		21+20	-	21+80	RT	162	-	-	1' TO MAX BGS
		24+30	-	24+90	RT	64	-	-	1' TO MAX BGS
		24+35	-	24+95	LT	97	-	-	1' TO MAX BGS
		31+00	-	31+60	LT	46	-	-	1' TO MAX BGS
		34+40	-	35+00	RT	106	-	-	1' TO MAX BGS
		55+90	-	56+20	LT	95	-	-	1' TO MAX BGS
				TOTAL 1000		570	66	0	
4000	STH 59 / W NATIONAL AVE	16+85	-	17+50	RT	-	-	202	1' TO MAX BGS
		17+25	-	56+45	C/L	-	-	10,657	1' TO MAX BGS
		30+95	-	31+55	RT	-	-	207	1' TO MAX BGS
				TOTAL 4000		0	0	11,066	
				PROJECT TOTAL		**570**	**66**	**11,066**	

DRAINAGE REMOVALS (1 OF 3)

CATEGORY	STATION	TO	STATION	LOCATION	204.0215 REMOVING CATCH BASINS EACH	204.0255 ABANDONING CATCH BASINS EACH	204.0245.012 REMOVING STORM SEWER 12-INCH LF	204.0291.S ABANDONING SEWER CY
1000	15+75, 9.3'LT	-	15+80,26.7'LT	-	-	-	-	1
			15+80	26.7'LT	-	1	-	-
			16+98	52.9'RT	1	-	-	-
	16+98,52.9'RT	-	17+13, 61.6'RT	-	-	-	17	-
	17+13, 61.6'RT	-	17+28, 55.2'RT	-	-	-	16	-
			17+28	55.2'RT	1	-	-	-
			17+50	33.0'RT	1	-	-	-
			17+54	27.2'LT	-	1	-	-
	17+50,33.0'RT	-	17+58,12.0'RT	-	-	-	23	-
	17+54, 27.2'LT	-	17+58,12.0'RT	-	-	-	-	2
			18+09	26.5'RT	-	1	-	-
	18+09, 26.5'RT	-	18+27, 26.9'RT	-	-	-	-	1
			18+27	26.9'RT	1	-	-	-
	18+27, 26.9'RT	-	18+77, 11.0'RT	-	-	-	51	-
			18+80	32.7'RT	-	1	-	-
	18+77, 11.0'RT	-	18+80, 32.7'RT	-	-	-	-	1
			18+84	28.5'LT	1	-	-	-
	18+77, 11.0'RT	-	18+84, 28.5'LT	-	-	-	-	2
			21+32	47.2'RT	-	1	-	-
	21+32, 47.2'RT	-	21+46, 57.4'RT	-	-	-	-	1
	24+20, 4.4'RT	-	24+24, 33.0'RT	-	-	-	-	1
			24+24	33.0'RT	-	1	-	-
	24+20, 4.4'RT	-	24+30, 30.2'LT	-	-	-	36	-
			24+30	30.2'LT	1	-	-	-
			24+98	35.3'RT	-	1	-	-
	24+98,35.3'RT	-	25+02, 6.3'RT	-	-	-	-	1
			25+01	37.2'LT	-	1	-	-
	25+01, 37.2'LT	-	25+02, 6.3'LT	-	-	-	-	2
	26+17, 6.5'RT	-	26+19, 35.8'RT	-	-	-	-	1
			26+19	35.8'RT	-	1	-	-
			27+09	37.1'LT	-	1	-	-
			27+33	37.0'RT	-	1	-	-
	27+09, 37.1'LT	-	27+35, 6.3'RT	-	-	-	-	2
	27+33, 37.0'RT	-	27+35, 6.3'RT	-	-	-	-	1
			27+46	54.1'RT	1	-	-	-
	27+46, 54.1'RT	-	27+71, 57.6'RT	-	-	-	26	-
	27+71, 57.6'RT	-	28+15, 55.7'RT	-	-	-	-	2
			28+15	55.7'RT	-	1	-	-
	27+59,50.3'LT	-	27+80, 44.9'LT	-	-	-	20	-
			27+59	48.4'LT	1	-	-	-

DRAINAGE REMOVALS (2 OF 3)

CATEGORY	STATION	TO	STATION	LOCATION	204.0215 REMOVING CATCH BASINS EACH	204.0255 ABANDONING CATCH BASINS EACH	204.0245.012 REMOVING STORM SEWER 12-INCH LF	204.0291.S ABANDONING SEWER CY
1000	27+80, 44.9'LT	-	28+31, 56.3'RT	-	-	-	53	-
			28+31	56.3'RT	1	-	-	-
			28+36	36.5'RT	-	1	-	-
	28+18, 0.8'RT	-	28+36, 36.5'RT	-	-	-	-	2
			28+74	36.4'LT	-	1	-	-
	28+18, 0.8'RT	-	28+74, 36.4'LT	-	-	-	-	2
					1	-	-	-
		-	31+12, 59.7'RT	-	-	-	15	-
	31+12, 59.7'RT	-	31+28, 53.8'RT	-	-	-	-	1
			31+28	53.8'RT	-	1	-	-
			31+50	40.3'RT	-	1	-	-
	31+50, 40.3'RT	-	31+66, 7.8'RT	-	-	-	-	1
	31+66, 7.8'RT	-	31+70,28.8'LT	-	-	-	-	2
			31+70	28.8'LT	-	1	-	-
			32+87	25.2'LT	-	1	-	-
	32+87, 25.2'LT	-	32+99, 8.3'LT	-	-	-	-	2
	33+64, 7.5'LT	-	33+69, 25.5'LT	-	-	-	-	1
			33+69	25.5'LT	-	1	-	-
	34+30, 5.3'RT	-	34+32, 25.6'LT	-	-	-	-	1
			34+32	25.6'LT	-	1	-	-
			34+53	58.7'RT	1	-	-	-
	34+53, 58.7'RT	-	34+68, 60.0'RT	-	-	-	14	-
	34+68, 60.0'RT	-	34+82, 52.5'RT	-	-	-	17	-
			34+82	52.5'RT	1	-	-	-
			35+00	34.6'RT	1	-	-	-
	35+00, 34.6'RT	-	35+11, 5.6'RT	-	-	-	32	-
			37+86	49.1'RT	1	-	-	-
	37+86, 49.1'RT	-	38+00, 58.9'RT	-	-	-	17	-
	38+00, 58.9'RT	-	38+15, 49.9'RT	-	-	-	18	-
			38+15	49.9'RT	1	-	-	-
	41+11, 4.1'RT	-	41+13, 32.3'RT	-	-	-	-	1
	41+11, 4.1'RT	-	41+13, 29.4'LT	-	-	-	-	1
			41+13	32.3'RT	1	-	-	-
			41+13	29.4'LT	-	1	-	-
			41+39	49.5'LT	1	-	-	-
	41+39, 49.5'LT	-	41+51, 56.7'LT	-	-	-	15	-
	41+51, 56.7'LT	-	41+67, 57.2'LT	-	-	-	15	-
			41+67	57.2'LT	1	-	-	-
	44+02, 1.6'LT	-	44+10, 26.5'RT	-	-	-	29	-
	44+02, 1.6'LT	-	44+10, 34.3'LT	-	-	-	34	-

3

DRAINAGE REMOVALS (3 OF 3)

CATEGORY	STATION	TO	STATION	LOCATION	204.0215 REMOVING CATCH BASINS EACH	204.0255 ABANDONING CATCH BASINS EACH	204.0245.012 REMOVING STORM SEWER 12-INCH LF	204.0291.S ABANDONING SEWER CY
1000			44+10	26.5'RT	1	-	-	-
			44+10	34.3'LT	1	-	-	-
			44+35	59.9'LT	1		-	-
	44+35, 59.9'LT	-	44+49, 59.8'LT	-	-	-	14	-
	44+49, 59.8'LT	-	44+64, 57.0'LT	-	-	-	16	-
			44+64	57.0'LT	1	-	-	-
	47+29, 1.6'LT	-	47+29, 34.8'LT	-	-	-	34	-
	47+29, 1.6'LT	-	47+39, 26.4'RT	-	-	-	29	-
			47+29	34.8'LT	1	-	-	-
			47+39	26.4'RT	1	-	-	-
			47+60	57.0'LT	-	1	-	-
	47+60, 57.0'LT	-	47+75, 56.9'LT	-	-	-	-	1
	47+75, 56.9'LT	-	47+90, 55.7'LT	-	-	-	-	1
			47+90	55.7'LT	-	1	-	-
	50+44, 3.6'LT	-	50+46, 26.4'RT	-	-	-	30	-
	50+44, 3.6'LT	-	50+54, 37.6'LT	-	-	-	35	-
			50+46, 26.4'RT	-	1	-	-	-
			50+54, 37.6'LT	-	1	-	-	-
			50+75	55.0'LT	1	-	-	-
	50+75, 55.0'LT	-	50+88, 59.4'LT	-	-	-	14	-
	50+88, 59.4'LT	-	51+07, 55.9'LT	-	-	-	17	-
			51+07	55.9'LT	1	-	-	-
			51+23	39.5'LT	-	1	-	-
	51+23, 39.5'LT	-	51+23, 0.9'LT	-	-	-	-	2
			51+94	39.1'LT	-	1	-	-
	51+94, 39.1'LT	-	51+95, 1.9'LT	-	-	-	-	2
	53+58, 34.1'RT	-	53+58, 2.3'LT	-	-	-	37	-
			53+58	34.1'RT	1	-	-	-
	53+73, 1.3'LT	-	53+78, 39.1'LT	-	-	-	-	2
			53+78	39.1'LT	-	1	-	-
				TOTAL	29	26	674	40

EROSION CONTROL

CATEGORY	STATION	TO	STATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7020 INLET PROTECTION TYPE D EACH
1000	15+00	-	19+00	11	12	8
	19+00	-	25+00	14	7	11
	25+00	-	31+00	18	10	18
	31+00	-	37+00	16	11	13
	37+00	-	43+00	9	8	7
	43+00	-	49+00	12	10	10
	49+00	-	56+00	18	11	16
			TOTAL	**98**	**69**	**83**

TRACKING PADS

CATEGORY	STATION	628.7560 TRACKING PADS EACH
1000	UNDISTRIBUTED	8
	TOTAL	**8**

TEMPORARY PIPE CONNECTIONS

CATEGORY	STATION	LOCATION	SPV.0060.108 TEMPORARY PIPE CONNECTION 12-INCH EACH
1000	27+93	50' LT	1
	32+96	2' RT	1
	33+66	2' RT	1
		TOTAL	3

STORM SEWER STRUCTURES

STORM SEWER PIPES

STRUCTURE	STRUCTURE TYPE	STATION*	OFFSET*	COVER ELEV.**	SUMP ELEVATION	DEPTH*** (FT)	FRAME & LID	SPV 0060.102 INLET COVERS TYPE MS 57 EACH	SPV 0060.103 MANHOLE COVERS MS 58-A EACH	SPV 0060.110 CATCH BASINS TYPE 44A EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	SPV.0060.120 CURB INLET TYPE 70A EACH	STRUCTURE REMARKS	FROM STRUCTURE	TO STRUCTURE	SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH	608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	INLET ELEV	DISC ELEV	SLOPE FT/FT
436A605	EXISTING MANHOLE	15+35.22	39.48'LT	71.93	58.60	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
436A091	EXISTING MANHOLE	15+73.48	7.00'LT	72.73	58.50	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
101	CATCH BASIN 44A-MS-58	15+98.0	36.30'LT	73.20	64.19	9.011	MS 58-A	--	1	1	--	--	--	101	436A091	1	--	38	--	68.19	67.58	0.0161
101A	STORM INLET 70A	15+98.69	22.20'LT	72.46	--	--	70A	--	--	--	--	1	--	101A	101	--	14	--	--	70.50	69.90	0.0423
102	NEW CATCH BASIN	16+01.44	32.91'RT	72.27	64.03	8.24	MS 57	1	--	1	--	--	--	102	436A091	1	--	49	--	68.03	67.04	0.0202
103	CATCH BASIN 44A-MS-58	16+92.70	29.4'LT	73.50	65.70	7.8	MS 58-A	--	1	1	--	--	--	103	436A092	1	--	31	--	69.70	69.10	0.0198
103A	STORM INLET 70A	16+93.00	22.10'LT	72.88	--	--	70A	--	--	--	--	1	--	103A	103	--	7	--	--	71.35	70.60	0.1032
100	NEW CATCH BASIN	16+97.67	54.39'RT	74.13	65.84	8.28	MS 57	1	--	1	--	--	--	100	436A093	1	--	17	--	69.85	69.50	0.0208
436A093	EXISTING MANHOLE	17+12.53	61.76'RT	74.21	63.03	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
436A092	EXISTING MANHOLE	17+13.58	7.00'LT	73.61	61.15	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
106	NEW CATCH BASIN	17+26.26	59.57'RT	73.74	65.53	8.21	MS 57	1	--	1	--	--	--	106	436A093	1	--	14	--	69.53	69.24	0.0208
107	CATCH BASIN 44A-MS-58	17+30.61	28.75'LT	73.96	65.71	8.25	MS 58-A	--	1	1	--	--	--	107	436A092	1	--	28	--	69.71	69.23	0.0172
107A	STORM INLET 70A	17+30.70	22.21'LT	73.93	--	--	70A	--	--	--	--	1	--	107A	107	--	7	--	--	72.00	71.35	0.0994
104	NEW CATCH BASIN	17+51.61	22.13'RT	74.17	65.97	8.2	MS 57	1	--	1	--	--	--	104	436A016	1	--	12	--	69.97	69.73	0.0208
99	NEW CATCH BASIN	17+50.00	29.50'RT	74.01	66.10	7.91	MS 57	1	--	1	--	--	--	99	104	--	--	8	--	70.10	69.97	0.0167
436A016	EXISTING MANHOLE	17+57.81	11.98'RT	74.35	62.09	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
108	NEW CATCH BASIN	18+25.38	23.94'LT	74.05	67.30	7.75	MS 57	1	--	1	--	--	--	108	113	--	--	47	--	70.30	69.44	0.0181
111	NEW CATCH BASIN	18+35.10	22.10'RT	73.91	65.37	8.54	MS 57	1	--	1	--	--	--	111	436A015	1	--	42	--	69.37	68.77	0.0144
436A001	EXISTING MANHOLE	18+46.65	53.45'LT	74.43	64.00	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
113	NEW CATCH BASIN	18+72.77	23.96'LT	74.49	65.44	9.84	MS 57	1	--	1	--	--	--	113	436A015	1	--	--	36	68.65	67.80	0.0236
436A015	EXISTING MANHOLE	18+75.61	12.00'RT	74.78	63.90	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
115	NEW CATCH BASIN	19+05.81	28.13'RT	74.34	66.20	8.14	MS 57	1	--	1	--	--	--	115	436A015	1	--	34	--	70.20	69.49	0.0208
114	CATCH BASIN 44A-MS-58	19+06.03	29.01'LT	75.04	66.20	8.84	MS 58-A	--	1	1	--	--	--	114	113	--	--	34	--	70.20	69.48	0.0357
114A	STORM INLET 70A	19+06.17	22.13'RT	74.46	--	--	70A	--	--	--	--	1	--	114A	114	--	7	--	--	71.60	71.20	0.058
436A014	EXISTING MANHOLE	19+94.04	11.97'RT	75.20	62.94	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
116	NEW CATCH BASIN	19+98.34	28.13'RT	74.76	66.50	8.26	MS 57	1	--	1	--	--	--	116	436A014	1	--	18	--	70.50	70.14	0.0208
117	CATCH BASIN 44A-MS-58	20+00.03	28.49'LT	75.61	66.76	8.85	MS 58-A	--	1	1	--	--	--	117	436A014	1	--	41	--	70.76	70.04	0.0176
117A	STORM INLET 70A	20+02.10	22.13'LT	75.02	--	--	70A	--	--	--	--	1	--	117A	117	--	7	--	--	73.20	72.70	0.0744
118	NEW CATCH BASIN	20+75.40	22.13'RT	75.38	67.08	8.3	MS 57	1	--	1	--	--	--	118	436A013	1	--	37	--	71.08	70.32	0.0207
119A	STORM INLET 70A	20+83.51	22.12'LT	75.48	--	--	70A	--	--	--	--	1	--	119A	119	--	6	--	--	73.25	73.10	0.0243
119	CATCH BASIN 44A-MS-58	20+83.67	28.30'LT	76.07	68.10	7.97	MS 58-A	--	1	1	--	--	--	119	436A013	1	--	49	--	72.10	71.22	0.018
436A013	EXISTING MANHOLE	21+10.78	12.67'RT	76.06	65.65	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
128	NEW CATCH BASIN	21+32.49	56.66'RT	75.22	67.05	8.17	MS 57	1	--	1	--	--	--	128	436A017	1	--	14	--	71.05	70.75	0.0215
436A017	EXISTING MANHOLE	21+46.22	57.03'RT	75.82	63.49	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
436A005	EXISTING MANHOLE	21+57.58	55.28'LT	75.72	64.00	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
436A043	EXISTING MANHOLE	21+92.70	2.61'RT	76.23	63.25	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
120	NEW CATCH BASIN	22+06.74	28.13'RT	75.46	67.54	7.92	MS 57	1	--	1	--	--	--	120	436A043	1	--	29	--	71.54	70.94	0.0208
121	NEW CATCH BASIN	22+23.91	22.13'LT	75.37	67.35	8.02	MS 57	1	--	1	--	--	--	121	436A043	1	--	40	--	71.35	70.52	0.0208
122	NEW CATCH BASIN	22+90.00	28.13'RT	74.78	66.56	8.22	MS 57	1	--	1	--	--	--	122	436A044	1	--	29	--	70.56	69.72	0.0293
123	NEW CATCH BASIN	22+90.00	22.13'LT	74.90	66.68	8.22	MS 57	1	--	1	--	--	--	123	436A044	1	--	30	--	70.68	70.05	0.0214
436A044	EXISTING MANHOLE	23+05.00	3.50'RT	75.36	62.45	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
124	NEW CATCH BASIN	23+55.11	30.75'RT	74.81	66.55	8.26	MS 57	1	--	1	--	--	--	124	125	--	--	43	--	70.55	70.13	0.0097
125	NEW CATCH BASIN	23+98.38	27.49'RT	74.63	66.13	8.5	MS 57	1	--	1	--	--	--	125	436A045	1	--	32	--	70.13	69.47	0.0208
436A045	EXISTING MANHOLE	24+19.17	4.26'RT	75.76	61.50	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY PLACE COVER IN MEDIAN	--	--	--	--	--	--	--	--	--
126	NEW CATCH BASIN	24+32.10	25.0'LT	74.53	67.20	7.33	MS 57	1	--	1	--	--	--	126	436A045	1	--	32	--	71.20	70.55	0.0202
436A041	EXISTING MANHOLE	24+60.41	55.56'RT	75.13	56.05	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
436A042	EXISTING MANHOLE	25+02.08	6.05'RT	75.51	54.68	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
201	NEW CATCH BASIN	25+48.20	28.13'RT	74.63	67.60	7.03	MS 57	1	--	1	--	--	--	201	203	--	--	79	--	71.60	69.95	0.0208
202	NEW CATCH BASIN	25+77.35	29.12'LT	74.55	66.70	7.85	MS 57	1	--	1	--	--	--	202	204	--	--	53	--	70.70	70.12	0.0109
436A046	EXISTING MANHOLE	26+17.17	6.14'RT	75.18	55.48	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
203	NEW CATCH BASIN	26+27.54	28.13'RT	74.64	65.95	8.69	MS 57	1	--	1	--	--	--	203	436A046	1	--	24	--	69.95	69.45	0.0208
204	NEW CATCH BASIN	26+30.49	29.12'LT	74.38	66.12	8.26	MS 57	1	--	1	--	--	--	204	436A046	1	--	38	--	70.12	69.33	0.0208
205	NEW CATCH BASIN	26+58.57	28.13'RT	74.52	66.40	8.12	MS 57	1	--	1	--	--	--	205	203	--	--	31	--	70.40	69.95	0.0143
207	NEW CATCH BASIN	26+66.44	4.13'LT	74.79	65.65	9.14	MS 57	1	--	1	--	--	--	207	436A046	1	--	50	--	69.65	68.00	0.0328
206	NEW CATCH BASIN	27+04.81	29.13'LT	74.67	66.36	8.31	MS 57	1	--	1	--	--	--	206	207	--	--	46	--	70.36	69.65	0.0155

REMARKS:
ALL ITEMS CATEGORY 1000
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**COVER ELEV IS AT THE CENTER OF STRUCTURE FOR ALL STRUCTURES WITH MS 58-A COVERS. FOR CATCH BASINS AND CURB INLETS FLOW LINE ELEVATIONS ARE GIVEN.
*** DEPTH = COVER ELEVATION - LOWEST PIPE INVERT ELEVATION + SUMP

STORM SEWER STRUCTURES															STORM SEWER PIPES								
STRUCTURE	STRUCTURE TYPE	STATION*	OFFSET*	COVER ELEV.**	SUMP ELEVATION	DEPTH*** (FT)	FRAME & LID	SPV 0060.102 INLET COVERS TYPE MS 57 EACH	SPV 0060.103 MANHOLE COVERS MS 58-A EACH	SPV 0060.110 CATCH BASINS TYPE 44A EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	SPV.0060.120 CURB INLET TYPE 70A EACH	STRUCTURE REMARKS	FROM STRUCTURE	TO STRUCTURE	SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH	608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	INLET ELEV	DISC ELEV	SLOPE FT/FT
436A047	EXISTING MANHOLE	27+34.82	5.29'RT	75.59	55.13	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
210	NEW CATCH BASIN	27+46.54	54.23'RT	75.21	67.50	7.71	MS 57	1	--	1	--	--	--	210	436A053	1	--	25	--	71.50	70.98	0.0209
436A993	EXISTING MANHOLE	27+55.54	50.26'LT	75.14	48.10	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
212	NEW CATCH BASIN	27+61.35	60.0'LT	74.64	66.47	8.17	MS 57	1	--	1	--	--	--	212	436A062	1	--	24	--	70.47	70.03	0.0185
436A053	EXISTING MANHOLE	27+71.34	57.56'RT	75.60	63.47	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
436A062	EXISTING MANHOLE	27+79.94	44.96'LT	75.09	50.96	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
436A996	EXISTING MANHOLE	27+81.26	15.92'LT	75.54	54.09	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
211	NEW CATCH BASIN	28+04.47	64.29'RT	75.49	67.50	7.99	MS 57	1	--	1	--	--	--	211	436A053	1	--	34	--	71.50	70.80	0.0208
436A048	EXISTING MANHOLE	28+17.06	0.91'RT	76.08	63.00	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
213	NEW CATCH BASIN	28+30.07	57.90'LT	75.17	67.50	7.67	MS 57	1	--	1	--	--	--	213	436A062	1	--	52	--	71.50	70.42	0.0208
215	NEW CATCH BASIN	28+48.86	29.72'RT	75.86	67.00	8.86	MS 57	1	--	1	--	--	--	215	436A048	1	--	43	--	71.00	70.11	0.0208
216	NEW CATCH BASIN	28+74.96	27.63'LT	75.36	68.95	6.41	MS 57	1	--	1	--	--	--	216	218	--	--	75	--	72.95	72.00	0.0125
217	NEW 4-FT MANHOLE 58A	29+48.61	0.56'RT	76.84	63.95	12.89	MS 58-A	--	1	--	1	--	--	217	--	--	--	--	--	63.95	--	--
218	NEW CATCH BASIN	29+50.40	27.63'LT	76.23	68.02	8.23	MS 57	1	--	1	--	--	--	218	217	--	--	28	--	72.00	71.42	0.0208
219	NEW CATCH BASIN	29+71.45	29.63'RT	76.81	68.55	8.26	MS 57	1	--	1	--	--	--	219	217	--	--	38	--	72.55	71.76	0.0208
221	NEW CATCH BASIN	30+20.10	29.63'RT	77.29	69.25	8.04	MS 57	1	--	1	--	--	--	221	219	--	--	49	--	73.25	72.62	0.013
222	NEW CATCH BASIN	30+27.59	27.63'LT	76.86	68.79	8.07	MS 57	1	--	1	--	--	--	222	218	--	--	77	--	72.79	72.00	0.0102
435B074	EXISTING MANHOLE	30+96.78	0.09'LT	78.86	65.16	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
225	NEW CATCH BASIN	30+99.74	55.38'RT	78.26	70.02	8.24	MS 57	1	--	1	--	--	--	225	435B002	1	--	15	--	74.02	73.71	0.0208
435B001	EXISTING MANHOLE	31+10.32	1.78'RT	79.08	65.16	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
435B002	EXISTING MANHOLE	31+12.12	58.79'RT	78.83	66.05	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
226	NEW CATCH BASIN	31+26.21	61.84'RT	78.77	70.51	8.26	MS 57	1	--	1	--	--	--	226	435B002	1	--	14	--	74.51	74.21	0.0208
435B010	EXISTING MANHOLE	31+38.23	49.94'LT	77.59	65.65	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
230	NEW CATCH BASIN	31+55.07	19.29'LT	78.54	70.28	8.26	MS 57	1	--	1	--	--	--	230	435B033	1	--	29	--	74.28	73.67	0.0208
435B033	EXISTING MANHOLE	31+65.97	7.59'RT	80.06	66.67	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
236	NEW CATCH BASIN	31+87.69	7.58'RT	80.15	73.40	6.75	MS 57	1	--	1	--	--	--	236	435B028	1	--	7	--	77.40	77.23	0.0221
231	NEW CATCH BASIN	31+93.15	17.12'LT	79.58	71.36	8.22	MS 57	1	--	1	--	--	OFFSET STRUCTURE 1 FT NORTH	231	435B028	1	--	26	--	75.36	74.82	0.0208
435B028	EXISTING MANHOLE	31+95.26	8.91'RT	80.46	67.77	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
232	NEW CATCH BASIN	32+19.80	34.73'RT	81.17	72.08	9.09	MS 57	1	--	1	--	--	--	232	435B028	1	--	36	--	76.08	75.34	0.0208
233	NEW CATCH BASIN	32+73.73	17.29'LT	82.97	74.74	8.23	MS 57	1	--	1	--	--	--	233	435B032	1	--	36	--	78.74	77.99	0.0208
435B032	EXISTING MANHOLE	32+98.70	8.58'RT	84.25	71.12	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
234	NEW CATCH BASIN	33+60.30	33.13'RT	85.68	78.39	7.54	MS 57	1	--	1	--	--	--	234	435B029	1	--	26	--	82.14	81.55	0.0234
435B029	EXISTING MANHOLE	33+64.15	7.86'RT	86.39	74.35	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
235	NEW CATCH BASIN	33+77.64	19.12'LT	86.18	77.96	8.22	MS 57	1	--	1	--	--	OFFSET STRUCTURE 1 FT NORTH	235	435B029	1	--	30	--	81.96	81.33	0.0208
435B031	EXISTING MANHOLE	34+29.37	5.10'RT	88.82	76.31	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
240	NEW CATCH BASIN	34+52.83	57.41'RT	89.51	81.49	8.02	MS 57	1	--	1	--	--	--	240	435B034	1	--	15	--	85.49	85.18	0.0208
435B034	EXISTING MANHOLE	34+67.32	60.26'RT	90.38	77.93	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
241A	STORM INLET 70A	34+75.17	56.97'RT	90.32	--	--	70A	1	--	1	--	1	--	241A	241	--	5	--	--	88.00	87.00	0.1937
241	NEW CATCH BASIN	34+79.83	57.51'RT	90.94	79.00	8.94	MS 58-A	--	1	1	--	--	--	241	435B034	1	--	13	--	86.00	85.60	0.0312
245	NEW CATCH BASIN	34+84.45	32.55'RT	90.33	82.46	7.86	MS 57	1	--	1	--	--	--	245	246	--	--	28	--	86.47	86.10	0.0131
248	NEW CATCH BASIN	35+02.18	19.12'LT	91.04	83.11	7.93	MS 57	1	--	1	--	--	--	248	435B030	1	--	25	--	87.11	86.60	0.0204
435B030	EXISTING MANHOLE	35+11.03	4.48'RT	91.78	79.53	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
246	NEW CATCH BASIN	35+11.71	26.77'RT	91.36	82.10	9.26	MS 57	1	--	1	--	--	--	246	435B030	1	--	22	--	86.10	85.59	0.0229
256A	STORM INLET 70A	35+99.96	19.13'LT	94.35	--	--	70A	--	--	--	--	1	--	256A	256	--	7	--	--	91.50	91.25	0.0352
256	CATCH BASIN 44A-MS-58	36+05.13	23.99'LT	95.26	86.34	8.92	MS 58-A	--	1	1	--	--	--	256	255	--	--	28	--	90.34	89.87	0.0172
255	NEW 4-FT MANHOLE 58A	36+05.81	3.86'RT	95.74	83.19	12.55	MS 58-A	--	1	--	1	--	OFFSET FRAME BEHIND CURB	255	--	--	--	--	--	83.19	--	--
257	NEW CATCH BASIN	36+08.28	23.55'RT	94.89	86.67	8.22	MS 57	1	--	1	--	--	--	257	255	--	--	20	--	90.67	90.26	0.0208
262	NEW CATCH BASIN	36+61.13	21.79'RT	96.97	89.10	7.87	MS 57	1	--	1	--	--	--	262	257	--	--	53	--	93.10	90.67	0.046
261	CATCH BASIN 44A-MS-58	36+61.67	23.67'LT	97.44	89.44	8	MS 58-A	--	1	1	--	--	--	261	256	--	--	57	--	93.44	90.34	0.0549
261A	STORM INLET 70A	36+64.87	19.13'LT	96.98	--	--	70A	--	--	--	--	1	--	261A	261	--	6	--	--	93.95	93.50	0.0809
435B041	EXISTING MANHOLE	37+62.16	2.84'RT	101.50	88.50	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
265	NEW CATCH BASIN	37+86.02	49.66'RT	102.58	94.43	8.15	MS 57	1	--	1	--	--	--	265	435B053	1	--	17	--	98.43	98.09	0.0208
435B053	EXISTING MANHOLE	37+99.82	58.92'RT	103.44	90.87	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
266	NEW CATCH BASIN	38+14.65	52.53'RT	102.97	94.71	8.26	MS 57	1	--	1	--	--	--	266	435B053	1	--	16	--	98.71	98.38	0.0208
435B054	EXISTING MANHOLE	38+47.75	2.49'RT	102.27	88.57	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--

REMARKS:

ALL ITEMS CATEGORY 1000

*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

**COVER ELEV IS AT THE CENTER OF STRUCTURE FOR ALL STRUCTURES WITH MS 58-A COVERS. FOR CATCH BASINS AND CURB INLETS FLOW LINE ELEVATIONS ARE GIVEN.

*** DEPTH = COVER ELEVATION - LOWEST PIPE INVERT ELEVATION + SUMP

STORM SEWER STRUCTURES														STORM SEWER PIPES							
STRUCTURE	STRUCTURE TYPE	STATION*	OFFSET*	COVER ELEV.**	SUMP ELEVATION	DEPTH*** (FT)	FRAME & LID	SPV 0060.102 INLET COVERS TYPE MS 57 EACH	SPV 0060.103 MANHOLE COVERS MS 58-A EACH	SPV 0060.110 CATCH BASINS TYPE 44A EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	SPV.0060.120 CURB INLET TYPE 70A EACH	STRUCTURE REMARKS	FROM STRUCTURE	TO STRUCTURE	SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH	608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	INLET ELEV	DISC ELEV	SLOPE FT/FT
273A	STORM INLET 70A	39+99.69	17.13'LT	99.88	--	--	70A	--	--	--	--	1	--	273A	273	--	9	--	--	96.80	96.20	0.0635
272	NEW CATCH BASIN	40+04.27	23.12'RT	100.33	92.25	8.08	MS 57	1	--	1	--	--	--	272	271	--	--	20	--	96.25	95.84	0.0208
271	NEW 4-FT MANHOLE 58A	40+05.99	3.40'RT	100.16	88.57	11.59	MS 58-A	--	1	--	1	--	--	271	--	--	--	--	--	88.57	--	--
273	CATCH BASIN 44A-MS-58	40+06.56	23.62'LT	100.56	91.46	9.1	MS 58-A	--	1	1	--	--	--	273	271	--	--	27	--	95.46	95.03	0.0159
275	NEW CATCH BASIN	40+81.06	25.13'RT	99.28	91.03	8.25	MS 57	1	--	1	--	--	--	275	435B059	1	--	37	--	95.03	94.60	0.0118
274A	STORM INLET 70A	40+81.89	17.17'LT	99.20	--	--	70A	--	--	--	--	1	--	274A	274	--	6	--	--	96.25	96.00	0.0397
274	CATCH BASIN 44A-MS-58	40+82.05	23.46'LT	99.84	91.06	8.78	MS 58-A	--	1	1	--	--	--	274	435B059	1	--	40	--	95.06	94.60	0.0115
435B059	EXISTING MANHOLE	41+11.27	4.01'RT	99.73	87.36	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
277	NEW CATCH BASIN	41+37.91	44.40'LT	98.95	90.80	8.15	MS 57	1	--	1	--	--	--	277	435B062	1	--	18	--	94.80	94.47	0.0180
435B062	EXISTING MANHOLE	41+51.38	56.88'LT	99.08	86.75	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
276	NEW CATCH BASIN	41+65.87	56.21'LT	98.68	90.31	8.37	MS 57	1	--	1	--	--	--	276	435B062	1	--	15	--	94.31	93.94	0.0258
435A043	EXISTING MANHOLE	41+92.55	1.20'LT	98.24	84.28	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
280A	STORM INLET 70A	42+55.74	24.73'LT	96.30	--	--	70A	--	--	--	--	1	--	280A	280	--	5	--	--	93.30	93.00	0.0612
281	NEW CATCH BASIN	42+57.13	17.13'RT	96.39	88.19	8.2	MS 57	1	--	1	--	--	--	281	279	--	--	18	--	92.19	91.81	0.0208
279	NEW 4-FT MANHOLE 58A	42+58.17	1.20'LT	96.73	85.34	11.39	MS 58-A	--	1	--	1	--	--	279	--	--	--	--	--	85.34	--	--
280	CATCH BASIN 44A-MS-58	42+59.08	28.33'LT	96.77	88.01	8.76	MS 58-A	--	1	1	--	--	--	280	279	--	--	27	--	92.01	91.52	0.0178
181	CATCH BASIN 44A-MS-58	43+65.01	28.69'LT	94.50	85.41	9	MS 58-A	--	1	1	--	--	--	181	186	--	--	57	--	89.50	89.00	0.0088
181A	STORM INLET 70A	43+65.30	23.13'LT	93.69	--	--	70A	--	--	--	--	1	--	181A	181	--	6	--	--	91.50	91.00	0.0897
283	NEW CATCH BASIN	43+99.09	17.12'RT	93.10	85.08	8.02	MS 57	1	--	1	--	--	--	283	435A016	1	--	19	--	89.08	88.69	0.0212
435A016	EXISTING MANHOLE	44+01.92	1.19'LT	93.42	80.92	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
186	NEW CATCH BASIN	44+21.44	24.96'LT	92.60	84.16	8.44	MS 57	1	--	1	--	--	--	186	435A016	1	--	31	--	88.16	87.44	0.0236
285	NEW CATCH BASIN	44+34.73	53.64'LT	92.63	84.51	8.12	MS 57	1	--	1	--	--	--	285	435A015	1	--	15	--	88.51	88.18	0.0216
435A038	EXISTING MANHOLE	44+40.58	54.31'RT	92.14	80.93	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
435A015	EXISTING MANHOLE	44+48.27	59.93'LT	92.86	80.48	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
435A014	EXISTING MANHOLE	44+55.09	157.68'LT		84.18	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
284	NEW CATCH BASIN	44+63.03	50.58'LT	92.19	84.04	8.15	MS 57	1	--	1	--	--	--	284	435A015	1	--	17	--	88.04	87.67	0.0213
435A017	EXISTING MANHOLE	44+77.37	1.30'LT	91.92	78.51	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
290	NEW CATCH BASIN	45+22.72	17.13'RT	90.68	82.34	8.34	MS 57	1	--	1	--	--	--	290	435A017	1	--	49	--	86.34	85.33	0.0208
292A	STORM INLET 70A	46+87.40	23.13'LT	87.68	--	--	70A	--	--	--	--	1	--	292A	292	--	8	--	--	85.55	85.44	0.0131
292	CATCH BASIN 44A-MS-58	46+93.73	28.57'LT	88.47	79.34	9.13	MS 58-A	--	1	1	--	--	--	292	435A019	1	--	45	--	83.34	82.44	0.0200
291	NEW CATCH BASIN	47+25.00	17.13'RT	87.25	79.39	7.86	MS 57	1	--	1	--	--	--	291	435A019	1	--	18	--	83.39	83.00	0.0208
435A019	EXISTING MANHOLE	47+28.82	1.18'LT	87.61	74.73	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
293	NEW CATCH BASIN	47+48.43	25.40'LT	86.91	78.58	8.33	MS 57	1	--	1	--	--	--	293	435A019	1	--	31	--	82.58	81.93	0.0207
294	NEW CATCH BASIN	47+52.66	52.04'RT	86.10	78.08	8.02	MS 57	1	--	1	--	--	--	294	435A030	1	--	14	--	82.08	82.90	0.0130
296	NEW CATCH BASIN	47+60.94	52.84'LT	86.91	78.76	8.15	MS 57	1	--	1	--	--	--	296	435A010	1	--	14	--	82.76	82.46	0.0208
435A030	EXISTING MANHOLE	47+66.45	53.50'RT	86.48	75.06	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
435A010	EXISTING MANHOLE	47+74.63	56.93'LT	87.40	75.83	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
297	NEW CATCH BASIN	47+89.13	49.66'LT	86.94	78.78	8.16	MS 57	1	--	1	--	--	--	297	435A010	1	--	16	--	82.78	82.44	0.0208
435A020	EXISTING MANHOLE	48+03.00	1.97'LT	86.91	72.84	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
301A	STORM INLET 70A	50+03.98	22.87'LT	82.05	--	--	70A	--	--	--	--	1	--	301A	301	--	11	--	--	79.30	79.00	0.0271
300	NEW CATCH BASIN	50+09.77	17.12'RT	81.83	74.65	7.18	MS 57	1	--	1	--	--	--	300	302	--	--	45	--	78.65	77.90	0.0165
301	CATCH BASIN 44A-MS-58	50+12.55	29.91'LT	82.76	73.71	8.86	MS 58-A	--	1	1	--	--	--	301	303	--	--	52	--	77.90	77.30	0.0116
435A022	EXISTING MANHOLE	50+44.27	3.97'LT	81.58	69.33	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
302	NEW CATCH BASIN	50+54.92	22.48'RT	80.89	73.20	7.69	MS 57	1	--	1	--	--	--	302	435A022	1	--	29	--	77.20	76.55	0.0228
303	NEW CATCH BASIN	50+63.95	26.28'LT	80.98	72.33	8.65	MS 57	1	--	1	--	--	--	303	435A022	1	--	30	--	76.33	75.80	0.0178
305	NEW CATCH BASIN	50+75.10	54.57'LT	81.09	72.33	8.34	MS 57	1	--	1	--	--	--	305	435A005	1	--	14	--	76.75	76.46	0.0208
435A005	EXISTING MANHOLE	50+88.40	59.36'LT	81.41	69.09	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
435A004	EXISTING MANHOLE	51+03.57	162.23'LT		70.15	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
306	NEW CATCH BASIN	51+05.60	50.64'LT	80.84	72.65	8.19	MS 57	1	--	1	--	--	--	306	435A005	1	--	17	--	76.65	76.33	0.0189
435A058	EXISTING MANHOLE	51+23.09	0.92'LT	80.24	67.87	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
308	NEW CATCH BASIN	51+37.89	17.40'LT	80.33	72.99	9.43	MS 57	1	--	1	--	--	--	308	435A058	1	--	23	--	74.90	74.40	0.0222
309	NEW CATCH BASIN	51+46.72	17.13'RT	79.61	71.48	9.51	MS 57	1	--	1	--	--	--	309	435A058	1	--	30	--	74.10	73.50	0.0203
310	NEW CATCH BASIN	52+02.86	17.70'RT	78.99	72.45	6.74	MS 57	1	--	1	--	--	--	310	309	--	--	56	--	76.25	75.50	0.0134
317	NEW CATCH BASIN	52+04.51	20.37'RT	79.86	73.10	8.06	MS 57	1	--	1	--	--	--	317	308	--	--	67	--	75.80	74.90	0.0135
311	NEW CATCH BASIN	52+26.17	9.00'LT	79.78	72.87	6.91	MS 57	1	--	1	--	--	--	311	310	--	--	35	--	76.87	76.25	0.0175
315	NEW CATCH BASIN	53+50.00	27.00'RT	78.42	71.30	7.12	MS 57	1	--	1	--	--	--	315	435A087	1	--	31	--	75.30	74.68	0.0202

REMARKS:

ALL ITEMS CATEGORY 1000

*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

**COVER ELEV IS AT THE CENTER OF STRUCTURE FOR ALL STRUCTURES WITH MS 58-A COVERS. FOR CATCH BASINS AND CURB INLETS FLOW LINE ELEVATIONS ARE GIVEN.

*** DEPTH = COVER ELEVATION - LOWEST PIPE INVERT ELEVATION + SUMP

STORM SEWER STRUCTURES | **STORM SEWER PIPES** (4 OF 4)

STRUCTURE	STRUCTURE TYPE	STATION*	OFFSET*	COVER ELEV.**	SUMP ELEVATION	DEPTH*** (FT)	FRAME & LID	SPV 0060.102 INLET COVERS TYPE MS 57 EACH	SPV 0060.103 MANHOLE COVERS MS 58-A EACH	SPV 0060.110 CATCH BASINS TYPE 44A EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	SPV.0060.120 CURB INLET TYPE 70A EACH	STRUCTURE REMARKS	FROM STRUCTURE	TO STRUCTURE	SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH	608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	INLET ELEV	DISC ELEV	SLOPE FT/FT
314	NEW CATCH BASIN	53+54.17	8.00'LT	79.13	70.39	8.74	MS 57	1	--	1	--	--	--	314	435A087	1	--	7	--	74.39	74.28	0.0169
435A087	EXISTING MANHOLE	53+57.94	2.69'LT	79.25	67.35	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
316	NEW CATCH BASIN	53+62.18	29.13'LT	78.86	70.84	8.02	MS 57	1	--	1	--	--	--	316	314	--	--	23	--	74.84	74.39	0.0194
435A719	EXISTING MANHOLE	53+72.92	0.90'LT	79.26	65.12	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
435A253	EXISTING MANHOLE	54+15.48	33.90'LT	79.10	58.26	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
435A069	EXISTING MANHOLE	54+56.85	58.33'LT	78.67	67.39	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
434B018	EXISTING MANHOLE	54+98.18	0.52'LT	79.03	66.68	--	MS 58-A	--	1	--	--	--	NEW FRAME & LID ONLY	--	--	--	--	--	--	--	--	--
320	NEW 4-FT MANHOLE 58A	55+72.08	1.13'RT	76.94	63.47	13.47	MS 58-A	--	1	--	1	--	--	320	--	--	--	--	--	63.47	--	--
321	NEW CATCH BASIN	55+74.61	29.95'LT	77.06	69.09	7.97	MS 57	1	--	1	--	--	--	321	320	--	--	31	--	73.09	72.45	0.0208
322	NEW CATCH BASIN	55+85.43	32.25'RT	77.08	69.14	7.94	MS 57	1	--	1	--	--	--	322	320	--	--	34	--	73.14	72.39	0.0222
							TOTALS	**84**	**78**	**99**	**5**	**15**				**67**	**110**	**3079**	**36**			

REMARKS:
ALL ITEMS CATEGORY 1000
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**COVER ELEV IS AT THE CENTER OF STRUCTURE FOR ALL STRUCTURES WITH MS 58-A COVERS. FOR CATCH BASINS AND CURB INLETS FLOW LINE ELEVATIONS ARE GIVEN.
*** DEPTH = COVER ELEVATION - LOWEST PIPE INVERT ELEVATION + SUMP

PIPE UNDERDRAIN

CATEGORY	Structure ID	STATION		STATION	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	310.0115 BASE AGGREGATE OPEN-GRADED CY
1000	103	16+70	-	16+95	28	12	1
	103	16+95	-	17+20	29	13	1
	104	17+28	-	17+50	24	11	1
	104	17+52	-	17+77	25	11	1
	108	18+05	-	18+28	23	10	1
	113	18+28	-	18+97	69	31	3
	125	23+75	-	23+98	23	10	1
	125	23+98	-	24+93	94	42	3
	230	30+77	-	31+07	27	12	1
	231	31+07	-	31+98	94	42	3
	233	32+84	-	33+10	87	39	3
	235	33+10	-	33+98	27	12	1
	245	34+11	-	34+37	27	12	1
	246	34+37	-	35+21	84	37	3
	186	43+98	-	44+25	29	13	1
	186	44+25	-	44+81	58	26	2
	293	47+21	-	47+48	29	13	1
	293	47+48	-	48+04	58	26	2
	302	50+24	-	50+55	104	46	1
	303	50+37	-	50+65	29	13	1
				TOTAL	968	430	36

CONSTRUCTION STAKING

CATEGORY	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
1000	119
TOTAL	**119**

W:\spr\National 39th - 1st, 2410-10-00\C3D\dsgn\qty\mq PLOT DATE : 10/22/2025 2:42:52 PM PLOT BY: MAWAD PLOT NAME : 08312023_mq_dt4 PLOT SCALE : 1:1

MANHOLES

Category	Location	Station	204.0250 Abandoning Manholes EACH
2200	ABND CUC MH 601A	18+64.85, 18.99'R	1
	ABND CUC MH 602A	21+42.11, 18.88'R	1
	ABND CUC MH 603A	24+50.71, 15.31'R	1
	ABND CUC MH 609A	28+46.55, 16.46'L	1
	ABND CUC MH 610A	31+17.69, 14.88'R	1
	ABND CUC MH 611A	38+11.52, 14.48'R	1
	ABND CUC MH 612A	41+57.62, 13.08'R	1
	ABND CUC MH 613A	44+53.37, 9.50'R	1
	ABND CUC MH 614A	47+79.56, 10.38'R	1
	ABND CUC MH 615A	50+64.77, 9.95'R	1
	ABND CUC MH 616A	53+88.19, 11.62'R	1
	ABND CUC MH 618A	54+75.12, 13.98'R	1
	TOTAL	**2200**	**12**

MANHOLES

Category	Location	Station	204.0210 Removing Manholes EACH	SPV.0060.420 Removing CUC Manhole EACH
2200	CUC MH 604A	27+71.73, 13.15'R	1	
	CUC MH 605A	27+67.58, 63.66'R	1	
	CUC MH 606A	27+74.77, 17.01'L	1	
	CUC MH 607A	28+13.10, 63.79'L	1	
	CUC MH 608A	28+04.06, 12.54'R	1	
	CUC MH 604	28+31.05, 228.38'L		1
	CUC MH 617A	54+19.68, 41.74'R	1	
	CUC MH 3395 (E.S.)	54+82.95, 62.62'L		1
	TOTAL	**2200**	**6**	**2**

MANHOLES

Category	Location	Station	SPV.0060.401 4' Diameter Manhole Type CUC EACH	SPV.0060.410 4' Diameter Doghouse Manhole Type CUC EACH	SPV.0060.411 4' Diameter Doghouse Manhole Type CUC Installed ove Conduit EACH	SPV.0060.414 6' Diameter Doghouse Manhole Type CUC EACH
2200	CUC MH 601	21+72.61, 31.64'L	1			
	CUC MH 602	24+80.57, 34.84'L	1			
	CUC E.S. MH 607	27+56.14, 171.02'R			1	
	CUC E.S. MH 606	27+67.22, 70.93'L	1			
	CUC MH 605	27+72.85, 172.57'R			1	
	CUC MH 603	28+09.39, 33.85'L	1			
	CUC MH 604	28+31.05, 228.38'L				1
	CUC MH 608	33+40.48, 27.47'L	1			
	CUC MH 609	37+92.59, 26.94'L	1			
	CUC MH 610	41+39.79, 29.43'L	1			
	CUC MH 611	44+44.97, 33.79'L	1			
	CUC MH 612	47+69.21, 33.04'L	1			
	CUC MH 613	50+77.95, 32.93'L	1			
	CUC MH 615	54+01.22, 216.73'R			1	
	CUC MH 614	54+02.50, 36.12'L	1			
	CUC MH 616	54+09.28, 215.69'L			1	
	CUC E.S. MH 617	54+66.89, 177.02'R			1	
	CUC MH 3395 (E.S.)	54+82.95, 62.62'L		1		
	TOTAL	**2200**	**11**	**1**	**5**	**1**

CUC DUCT

Category	From Location	From Station	To Location	To Station	SPV.0090.451 1-Duct Sand Encased Conduit, HDPE, 4-Inch LF	SPV.0090.452 2-Duct Sand Encased Conduit, HDPE, 4-Inch LF	SPV.0090.453 3-Duct Sand Encased Conduit, HDPE, 4-Inch LF	SPV.0090.454 4-Duct Sand Encased Conduit, HDPE, 4-Inch LF	SPV.0090.455 5-Duct Sand Encased Conduit, HDPE, 4-Inch LF	SPV.0090.456 6-Duct Sand Encased Conduit, HDPE, 4-Inch LF	SPV.0090.458 8-Duct Sand Encased Conduit, HDPE, 4-Inch LF
2200	CUC MH 601	21+72.61, 31.64'L	TSC	21+76.60, 68.27'L		35					
	CUC MH 601	21+72.61, 31.64'L	CUC MH 602	24+80.57, 34.84'L		310					
	CUC MH 602	24+80.57, 34.84'L	CUC MH 603	28+09.39, 33.85'L		325					
	CUC E.S. MH 606	27+67.22, 70.93'L	SL PB	27+58.59, 71.79'L		8					
	CUC E.S. MH 606	27+67.22, 70.93'L	CAP	28+45.71, 64.36'L		80					
	CUC E.S. MH 606	27+67.22, 70.93'L	CUC E.S. MH 607	27+56.14, 171.02'R					245		
	CUC MH 603	28+09.39, 33.85'L	CUC MH 604	28+31.05, 228.38'L							48
	CUC MH 603	28+09.39, 33.85'L	CUC MH 604	28+31.05, 228.38'L						123	
	CUC MH 603	28+09.39, 33.85'L	CUC MH 604	28+31.05, 228.38'L							25
	CUC MH 603	28+09.39, 33.85'L	TSC	28+53.68, 66.20'L		47					
	CUC MH 603	28+09.39, 33.85'L	CUC MH 605	27+72.85, 172.57'R				207			
	CUC MH 603	28+09.39, 33.85'L	CUC MH 608	33+40.48, 27.47'L		534					
	CUC MH 604	28+31.05, 228.38'L	SL PB	28+45.59, 159.33'L		30					
	CUC MH 608	33+40.48, 27.47'L	CUC MH 609	37+92.59, 26.94'L		449					
	CUC MH 609	37+92.59, 26.94'L	CUC MH 610	41+39.79, 29.43'L		351					
	CUC MH 610	41+39.79, 29.43'L	CUC MH 611	44+44.97, 33.79'L		302					
	CUC MH 611	44+44.97, 33.79'L	CUC MH 612	47+69.21, 33.04'L		324					
	CUC MH 612	47+69.21, 33.04'L	CUC MH 613	50+77.95, 32.93'L		309					
	CUC MH 613	50+77.95, 32.93'L	CUC MH 614	54+02.50, 36.12'L		303					
	CUC MH 614	54+02.50, 36.12'L	TSC	53+82.80, 43.44'L		19					
	CUC MH 614	54+02.50, 36.12'L	CUC MH 616	54+09.28, 215.69'L					3		
	CUC MH 614	54+02.50, 36.12'L	CUC MH 616	54+09.28, 215.69'L			180				
	CUC MH 614	54+02.50, 36.12'L	CUC MH 615	54+01.22, 216.73'R			269				
	CUC MH 614	54+02.50, 36.12'L	CAP	55+83.25, 34.99'L		239					
	CUC E.S. MH 3395	54+82.95, 62.62'L	SL PB	54+85.69, 68.77'L		7					
	CUC E.S. MH 3395	54+82.95, 62.62'L	CUC E.S. MH 617	54+66.89, 177.02'R				241			
	CUC E.S. MH 617	54+66.89, 177.02'R	CAP	54+61.74, 170.88'R	8						
			TOTAL	**2200**	**8**	**3672**	**449**	**448**	**248**	**123**	**73**

TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING ITEMS

	Std.Bid Item No.	Description	Unit	Quantity
-				
-	204.0195	REMOVING CONCRETE BASES	EACH	1
-	204.9060.S.310.	REMOVING POLES	EACH	111
-	204.9090.S.314.	REMOVING AERIAL CABLE	LF	12,900
-	653.0905	REMOVING PULL BOXES	EACH	27
-	655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	LF	185
-	659.1120	LUMINAIRES UTILITY LED B	EACH	1
-	659.1125	LUMINAIRES UTILITY LED C	EACH	5
-	659.5000.S	LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR	EACH	74
-	674.0300	REMOVE CABLE	LF	110
-	SPV.0060.324	40-FT WOOD POLE	EACH	20
-	SPV.0060.346	LUMINAIRE ARMS SINGLE MEMBER 6-FT WP MOUNT	EACH	6
-	SPV.0060.354	REMOVING BRACKET ARM AND LUMINAIRE	EACH	6
-	SPV.0090.302	ELECTRICAL CABLE TYPE 3#6 AL	LF	280
-	SPV.0090.304	ELECTRICAL CABLE TYPE 2#2/1#4 AL	LF	10,760
-				

ALL ITEMS CATEGORY 2100

PERMANENT STREET LIGHTING (Milwaukee Lantern Lighting Units)

Category					1000	1000	1000	1000	3000	1000	1000
Description	Location	Street Lighting Unit #	Station,	Offset	655.0305 Cable Type UF 2-12 AWG Grounded	SPV.0060.321 Poles MKE 30 Black (30 Ft. Aluminum, Black, Bolt Down)	SPV.0060.388 Concrete Base Type 2 (Milwaukee)	SPV.0060.399 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle Black	SPV.0060.867 Luminaire Historic Black Milwaukee Lantern LED 3 Screw-in Lamp	SPV.0060.881 Fuse System on the Lighting Riser Cable in the Pole	SPV.0090.325 Conduit 3-Inch HDPE Schedule 40
					LF	EACH	EACH	EACH	EACH	EACH	LF
ML Unit	W National Ave	3749	17+47.04,	32.43'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3729	18+91.58,	32.43'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3711	20+29.71,	32.43'R	42	1	1	1	1	1	5
Traffic Signal ML	S 37th St	901	21+24.95,	49.08'R	42				1	1	5
Traffic Signal ML	W National Ave	3633	21+81.61,	32.15'R	42				1	1	5
ML Unit	W National Ave	3616	23+44.07,	33.85'R	42	1	1	1	1	1	5
Double ML Unit	W National Ave	3600	24+30.50,	2.19'R	77	1	1	1	2	2	5
ML Unit	W National Ave	3521	25+83.54,	31.94'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3501	27+29.35,	39.19'R	42	1	1	1	1	1	5
Traffic Signal ML	S 35th St	901	27+44.06,	46.75'R	42				1	1	5
ML Unit	S 35th St	900	28+18.29,	45.88'R	42	1	1	1	1	1	5
Traffic Signal ML	W National Ave	3435	28+43.72,	33.08'R	42				1	1	5
ML Unit	W National Ave	3427	29+01.82,	33.42'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3413	29+91.97,	33.42'R	42	1	1	1	1	1	5
Double ML Unit	W National Ave	3400	30+79.27,	2.95'R	77	1	1	1	2	2	5
Double ML Unit	W National Ave	3334	31+70.96,	3.74'R	77	1	1	1	2	2	5
ML Unit	W National Ave	3323	32+52.83,	37.43'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3311	33+67.46,	37.43'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3229	34+95.42,	33.34'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3215	36+30.40,	27.96'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3201	37+60.54,	27.06'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3139	39+04.38,	27.43'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3109	40+49.07,	29.43'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3031	41+96.88,	23.34'R	42	1	1	1	1	1	5
ML Unit	W National Ave	3009	43+31.75,	21.43'R	42	1	1	1	1	1	5
ML Unit	W National Ave	2939	44+84.50,	23.75'R	42	1	1	1	1	1	5
ML Unit	W National Ave	2909	46+48.05,	21.43'R	42	1	1	1	1	1	5
ML Unit	W National Ave	2839	48+13.20,	23.67'R	42	1	1	1	1	1	5
ML Unit	W National Ave	2809	49+57.64,	21.43'R	42	1	1	1	1	1	5
ML Unit	W National Ave	2733	51+28.00,	22.77'R	42	1	1	1	1	1	5
ML Unit	W National Ave	2725	52+16.68,	23.75'R	42	1	1	1	1	1	5
ML Unit	W National Ave	2701	53+71.21,	38.20'R	42	1	1	1	1	1	5
Traffic Signal ML	S 27th St	901	53+91.38,	45.77'R	42				1	1	5
ML Unit	S 27th St	900	54+76.52,	46.51'R	42	1	1	1	1	1	5
Traffic Signal ML	W National Ave	2635	55+00.24,	39.50'R	42				1	1	5
Total Stage 1					**1575**	**29**	**29**	**29**	**38**	**38**	**175**

PERMANENT STREET LIGHTING (Milwaukee Lantern Lighting Units)

Category				1000	1000	1000	1000	3000	1000	1000
Description	Location	Street Lighting Unit #	Station, Offset	655.0305 Cable Type UF 2-12 AWG Grounded	SPV.0060.321 Poles MKE 30 Black (30 Ft. Aluminum, Black, Bolt Down)	SPV.0060.388 Concrete Base Type 2 (Milwaukee)	SPV.0060.399 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle Black	SPV.0060.867 Luminaire Historic Black Milwaukee Lantern LED 3 Screw-in Lamp	SPV.0060.881 Fuse System on the Lighting Riser Cable in the Pole	SPV.0090.325 Conduit 3-Inch HDPE Schedule 40
				LF	EACH	EACH	EACH	EACH	EACH	LF
ML Unit	W National Ave	3828	15+83.14, 26.43'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3812	17+16.79, 26.43'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3800	18+11.24, 26.43'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3722	19+53.80, 26.43'L	42	1	1	1	1	1	5
Traffic Signal ML	W National Ave	3700	21+10.63, 35.75'L	42				1	1	5
ML Unit	W National Ave	3622	22+64.63, 26.43'L	42	1	1	1	1	1	5
Double ML Unit	W National Ave	3530	25+15.06, 3.56'L	77	1	1	1	2	2	5
Traffic Signal ML	W National Ave	3509	27+28.69, 39.00'L	42				1	1	5
ML Unit	S 35th St	879	27+52.22, 46.02'L	42	1	1	1	1	1	5
Traffic Signal ML	S 35th St	878	28+36.18, 46.50'L	42				1	1	5
ML Unit	W National Ave	3424	28+55.53, 38.71'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3412	29+76.62, 31.42'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3318	32+90.73, 23.67'L	42	1	1	1	1	1	5
ML Unit	S Shea Ave	840	33+55.82, 38.23'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3240	35+70.00, 23.42'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3218	36+90.29, 23.42'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3419	38+49.75, 22.66'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3119	39+85.50, 22.66'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3102	41+07.70, 23.71'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3024	42+72.08, 27.64'L	42	1	1	1	1	1	5
ML Unit	W National Ave	3004	44+05.44, 29.49'L	42	1	1	1	1	1	5
ML Unit	W National Ave	2924	45+51.66, 27.67'L	42	1	1	1	1	1	5
ML Unit	W National Ave	2904	47+29.54, 28.50'L	42	1	1	1	1	1	5
ML Unit	W National Ave	2824	48+83.86, 28.15'L	42	1	1	1	1	1	5
ML Unit	W National Ave	2804	50+41.98, 29.67'L	42	1	1	1	1	1	5
ML Unit	W National Ave	2728	51+80.71, 31.77'L	42	1	1	1	1	1	5
ML Unit	W National Ave	2722	52+93.95, 32.92'L	42	1	1	1	1	1	5
Traffic Signal ML	W National Ave	2704	53+70.55, 39.99'L	42				1	1	5
ML Unit	S 27th St	828	53+97.66, 46.97'L	42	1	1	1	1	1	5
Traffic Signal ML	S 27th St	826	54+88.24, 46.15'L	42				1	1	5
ML Unit	W National Ave	2636	54+99.57, 38.69'L	42	1	1	1	1	1	5
Total Stage 2				**1337**	**26**	**26**	**26**	**32**	**32**	**155**

3

PERMANENT STREET LIGHTING (H16 Lighting Units)

Category				4000	3000	3000	3000	4000	1000
Description	Location	Street Lighting Unit #	Station, Offset	655.0305 Cable Type UF 2-12 AWG Grounded	SPV.0060.389 Concrete Base Type 5 (Milwaukee)	SPV.0060.821 Poles Type 15'-6" Black Aluminum Harp Pole and Shroud	SPV.0060.865 Luminaire Historic Black Milwaukee Harp LED Screw-in Lamp	SPV.0060.881 Fuse System on the Lighting Riser Cable in the Pole	SPV.0090.325 Conduit 3-Inch HDPE Schedule 40
				LF	EACH	EACH	EACH	EACH	LF
H16 Unit	W National Ave	3525	22+46.76, 32.43'R	25	1	1	1	1	5
H16 Unit	W National Ave	3603	24+15.11, 34.56'R	25	1	1	1	1	5
H16 Unit	W National Ave	3525	25+38.33, 31.92'R	25	1	1	1	1	5
H16 Unit	W National Ave	3509	26+48.36, 31.91'R	25	1	1	1	1	5
H16 Unit	W National Ave	3407	30+45.34, 33.42'R	25	1	1	1	1	5
H16 Unit	W National Ave	3331	32+08.08, 37.43'R	25	1	1	1	1	5
H16 Unit	W National Ave	3317	33+06.91, 37.43'R	25	1	1	1	1	5
H16 Unit	W National Ave	3305	34+16.11, 37.43'R	25	1	1	1	1	5
H16 Unit	W National Ave	3616	23+19.73, 26.43'L	25	1	1	1	1	5
H16 Unit	W National Ave	3606	23+81.82, 27.24'L	25	1	1	1	1	5
H16 Unit	W National Ave	3526	25+42.75, 32.92'L	25	1	1	1	1	5
H16 Unit	W National Ave	3514	26+24.25, 32.92'L	25	1	1	1	1	5
H16 Unit	W National Ave	3416	29+19.98, 31.42'L	25	1	1	1	1	5
H16 Unit	W National Ave	3406	30+44.04, 31.42'L	25	1	1	1	1	5
H16 Unit	W National Ave	3325	31+99.79, 21.43'L	25	1	1	1	1	5
H16 Unit	W National Ave	3322	32+43.87, 21.43'L	25	1	1	1	1	5
H16 Unit	W National Ave	3302	34+17.27, 23.42'L	25	1	1	1	1	5
Total				**425**	**17**	**17**	**17**	**17**	**85**

PERMANENT STREET LIGHTING (Existing Lighting Units)

Category				1000
Description	Location	Street Lighting Unit #	Station, Offset	SPV.0090.319 Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch
				LF
Existing Unit	S 36th St	822	24+80.78, 91.44'L	5
Existing Unit	S 35th St	915	27+35.36, 159.09'R	5
Existing Unit	S 35th St	830	28+36.22, 158.08'L	5
Existing Unit	S 34th St	901	30+99.73, 68.12'R	5
Existing Unit	S 34th St	820	31+53.61, 94.73'L	5
Existing Unit	S 31St St	821	41+34.00, 78.84'L	5
Existing Unit	S 31St St	907	41+36.91, 115.92'R	5
Existing Unit	S 30th St	911	44+18.09, 122.07'R	5
Existing Unit	S 29th St	830	47+96.85, 92.07'L	5
Existing Unit	S 28th St	911	50+59.08, 110.36'R	5
Existing Unit	S 28th St	822	51+17.24, 105.59'L	5
Existing H17 Unit	S 27th St	927	53+79.22, 223.79'R	5
Existing H17 Unit	S 27th St	907	53+88.24, 101.88'R	5
Existing ML Unit	S 27th St	808	54+54.61, 191.79'L	5
Existing H17 Unit	S 27th St	918	54+65.30, 144.93'R	5
Total				**75**

PERMANENT STREET LIGHTING (Poles Type 5 Lighting Units)

Category				3000	3000	3000	3000	3000	3000	3000	1000	1000
Description	Location	Street Lighting Unit #	Station, Offset	655.0305 Cable Type UF 2-12 AWG Grounded	657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	657.0322 Poles Type 5-Aluminum	SPV.0060.345 Luminaire Arms Single Member 6-Ft. (Special)	SPV.0060.374 Luminaire Utility 1LED2	SPV.0060.375 Luminaire Utility 2LED2	SPV.0060.388 Concrete Base Type 2 (Milwaukee)	SPV.0060.881 Fuse System on the Lighting Riser Cable in the Pole	SPV.0090.325 Conduit 3-Inch HDPE Schedule 40
				LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LF
Type 5 Unit	S 39th St	842	15+62.96, 44.99'L	45	1	1	1		1	1	1	5
Type 5 Unit	S 38th St	839	18+29.87, 66.86'L	45	1	1	1		1	1	1	5
Type 5 Unit	S 37th St	838	21+43.21, 77.20'L	45	1	1	1		1	1	1	5
Type 5 Unit	S 36th St	908	24+77.73, 87.62'R	45	1	1	1	1		1	1	5
Type 5 Unit	S 33rd St	916	34+82.70, 84.25'R	45	1	1	1	1		1	1	5
Type 5 Unit	S 30th St	838	44+67.26, 56.74'L	45	1	1	1	1		1	1	5
Type 5 Unit	S 29th St	909	47+79.49, 105.25'R	45	1	1	1	1		1	1	5
Total				**315**	**7**	**7**	**7**	**4**	**3**	**7**	**7**	**35**

PERMANENT STREET LIGHTING (1 OF 4)

							1000	1000	4000	4000	1000	1000	1000	1000	1000	1000	1000
	From			**TO**			SPV.0060.302 Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.303 Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.302 Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.303 Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.342 Submersible Multitap 3-Port Pre-Insulated Connector	SPV.0060.343 Submersible Multitap 4-Port Pre-Insulated Connector	SPV.0060.353 Installing Equipment Grounding Electrode	SPV.0090.310 Electrical Cable Type UF 3#10 AWG with Ground	SPV.0090.324 Electrical Cable Type 4#2/1#8 XLP	SPV.0090.325 Conduit 3-Inch HDPE Schedule 40	SPV.0090.326 Conduit 3-Inch HDPE Schedule 80
Pullbox Number	Description	Station , Offset	**Pullbox Number**	Description	Station , Offset		EACH	EACH	EACH	EACH	EACH	EACH	EACH	LF	LF	LF	LF
STAGE 1																	
001	Small Pullbox	17+51.31 , 41.71'R	**002**	Small Pullbox	18+88.11 , 41.70'R		1				3				150	150	
002	Small Pullbox	18+88.11 , 41.70'R	**003**	Small Pullbox	20+29.77 , 41.71'R		1				3				150	150	
003	Small Pullbox	20+29.77 , 41.71'R	**004**	Traffic Signal Pullbox	21+07.20 , 41.66'R		1				3				90	90	
004	Traffic Signal Pullbox	21+07.20 , 41.66'R	**005**	Traffic Signal Pullbox	21+28.12 , 52.21'R										30		
005	Traffic Signal Pullbox	21+28.12 , 52.21'R	**006**	Traffic Signal Pullbox	21+64.80 , 52.89'R						3				50		
006	Traffic Signal Pullbox	21+64.80 , 52.89'R	**007**	Traffic Signal Pullbox	21+81.86 , 40.70'R										30		
007	Traffic Signal Pullbox	21+81.86 , 40.70'R	**008**	Small Pullbox	22+46.76 , 40.71'R						3				70		
008	Small Pullbox	22+46.76 , 40.71'R	**009**	Small Pullbox	23+43.29 , 40.69'R				1		3			116	110	110	
009	Small Pullbox	23+43.29 , 40.69'R	**010**	Small Pullbox	24+19.04 , 41.70'R		1				3			95	90	90	
010	Small Pullbox	24+19.04 , 41.70'R	**014**	Small Pullbox	24+90.78 , 38.70'R				1		3			84	80		80
012	Small Pullbox	24+79.24 , 59.60'R	**013**	Small Pullbox	24+78.28 , 90.65'R		1								40	40	
013	Small Pullbox	24+78.28 , 90.65'R	**011**	Doghousing Pullbox	24+43.67 , 90.15'R		2				3		1		45	40	
014	Small Pullbox	24+90.78 , 38.70'R	**012**	Small Pullbox	24+79.24 , 59.60'R		1								40	40	
014	Small Pullbox	24+90.78 , 38.70'R	**015**	Large Pullbox	25+37.33 , 38.70'R									116	110	60	
015	Large Pullbox	25+37.33 , 38.70'R	**016**	Small Pullbox	25+82.54 , 38.70'R					1		5		63	60	60	
016	Small Pullbox	25+82.54 , 38.70'R	**017**	Small Pullbox	26+48.36 , 38.70'R		1				3			84	80	80	
017	Small Pullbox	26+48.36 , 38.70'R	**018**	Traffic Signal Pullbox	27+20.04 , 39.25'R				1		3			84	80		
018	Traffic Signal Pullbox	27+20.04 , 39.25'R	**019**	Traffic Signal Pullbox	27+43.58 , 50.46'R							5		42	40		
019	Traffic Signal Pullbox	27+43.58 , 50.46'R	**020**	Doghousing Pullbox	27+34.47 , 162.56'R		1				3		1		135	120	
019	Traffic Signal Pullbox	27+43.58 , 50.46'R	**021**	Traffic Signal Pullbox	28+21.00 , 55.79'R									95	90		
021	Traffic Signal Pullbox	28+21.00 , 55.79'R	**022**	Doghousing Pullbox	27+86.09 , 183.10'R		1				3		1	0	240	140	
021	Traffic Signal Pullbox	28+21.00 , 55.79'R	**023**	Traffic Signal Pullbox	28+45.05 , 39.96'R							5		42	40		
023	Traffic Signal Pullbox	28+45.05 , 39.96'R	**024**	Traffic Signal Pullbox	28+51.88 , 33.35'R									45	20		
023	Traffic Signal Pullbox	28+45.05 , 39.96'R	**025**	Small Pullbox	29+01.33 , 39.73'R									74	70	70	
025	Small Pullbox	29+01.33 , 39.73'R	**026**	Small Pullbox	29+91.97 , 39.71'R				1		3			105	100	100	
026	Small Pullbox	29+91.97 , 39.71'R	**027**	Large Pullbox	30+45.35 , 39.70'R		1				3			60	60	60	
027	Large Pullbox	30+45.35 , 39.70'R	**028**	Small Pullbox	30+81.98 , 39.69'R					1		5		50	90	50	
028	Small Pullbox	30+81.98 , 39.69'R	**029**	Doghousing Pullbox	30+99.73 , 68.12'R		2						1		55	40	
028	Small Pullbox	30+81.98 , 39.69'R	**030**	Small Pullbox	31+46.17 , 44.64'R									84	80		80
030	Small Pullbox	31+46.17 , 44.64'R	**031**	Small Pullbox	32+08.44 , 44.70'R		1							74	70	70	
031	Small Pullbox	32+08.44 , 44.70'R	**032**	Small Pullbox	32+53.10 , 44.70'R				1		3			53	50	50	
032	Small Pullbox	32+53.10 , 44.70'R	**033**	Small Pullbox	33+06.27 , 44.70'R		1				3			63	60	60	
033	Small Pullbox	33+06.27 , 44.70'R	**034**	Small Pullbox	33+67.44 , 44.70'R				1		3			74	70	70	
034	Small Pullbox	33+67.44 , 44.70'R	**035**	Traffic Signal Pullbox	34+19.03 , 45.25'R		1				3			63	60	60	
035	Traffic Signal Pullbox	34+19.03 , 45.25'R	**036**	Small Pullbox	34+47.47 , 52.84'R							5			40	40	
036	Small Pullbox	34+47.47 , 52.84'R	**037**	Doghousing Pullbox	34+46.85 , 89.93'R								1		65	50	
035	Traffic Signal Pullbox	34+19.03 , 45.25'R	**039**	Traffic Signal Pullbox	35+01.67 , 44.75'R										90		
039	Traffic Signal Pullbox	35+01.67 , 44.75'R	**038**	Doghousing Pullbox	34+82.34 , 88.24'R		1				3	5	1		65	60	
039	Traffic Signal Pullbox	35+01.67 , 44.75'R	**040**	Small Pullbox	35+48.73 , 39.12'R										10	10	
040	Small Pullbox	35+48.73 , 39.12'R	**041**	Small Pullbox	36+30.53 , 36.70'R		1								90	90	
041	Small Pullbox	36+30.53 , 36.70'R	**042**	Large Pullbox	37+61.17 , 36.70'R		1				3				140	140	
042	Large Pullbox	37+61.17 , 36.70'R	**043**	Small Pullbox	37+81.90 , 54.71'R		1					5			40		40
043	Small Pullbox	37+81.90 , 54.71'R	**131**	Existing Pullbox	37+77.96 , 108.65'R		1								75	60	
042	Large Pullbox	37+61.17 , 36.70'R	**044**	Small Pullbox	38+31.69 , 36.70'R										80	80	
044	Small Pullbox	38+31.69 , 36.70'R	**045**	Small Pullbox	39+04.93 , 36.71'R		1								80	80	
045	Small Pullbox	39+04.93 , 36.71'R	**046**	Large Pullbox	40+49.75 , 36.70'R		1				3				150	150	
046	Large Pullbox	40+49.75 , 36.70'R	**047**	Small Pullbox	41+22.68 , 36.71'R	1						5			80	80	
047	Small Pullbox	41+22.68 , 36.71'R	**048**	Doghousing Pullbox	41+35.74 , 119.44'R		2						1		105	90	

PERMANENT STREET LIGHTING (2 OF 4)

							1000	1000	4000	4000	1000	1000	1000	1000	1000	1000	1000
	From			**TO**			SPV.0060.302 Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.303 Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.302 Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.303 Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.342 Submersible Multitap 3-Port Pre-Insulated Connector	SPV.0060.343 Submersible Multitap 4-Port Pre-Insulated Connector	SPV.0060.353 Installing Equipment Grounding Electrode	SPV.0090.310 Electrical Cable Type UF 3#10 AWG with Ground	SPV.0090.324 Electrical Cable Type 4#2/1#8 XLP	SPV.0090.325 Conduit 3-Inch HDPE Schedule 40	SPV.0090.326 Conduit 3-Inch HDPE Schedule 80
Pullbox Number	Description	Station , Offset	**Pullbox Number**	Description	Station , Offset		EACH	EACH	EACH	EACH	EACH	EACH	EACH	LF	LF	LF	LF
047	Small Pullbox	41+22.68 , 36.71'R	**049**	Small Pullbox	41+94.09 , 31.70'R		1								80		80
049	Small Pullbox	41+94.09 , 31.70'R	**050**	Large Pullbox	43+31.92 , 31.70'R		1				3				150	150	
050	Large Pullbox	43+31.92 , 31.70'R	**051**	Traffic Signal Pullbox	43+94.23 , 32.25'R			1				5			140	70	
051	Traffic Signal Pullbox	43+94.23 , 32.25'R	**052**	Small Pullbox	44+23.14 , 57.05'R										90	50	
052	Small Pullbox	44+23.14 , 57.05'R	**053**	Doghousing Pullbox	44+17.81 , 125.59'R		2						1		95	80	
052	Small Pullbox	44+23.14 , 57.05'R	**054**	Doghousing Pullbox	44+57.65 , 59.76'R								1		40	40	
054	Doghousing Pullbox	44+57.65 , 59.76'R	**055**	Traffic Signal Pullbox	44+88.22 , 32.30'R		1								50	50	
055	Traffic Signal Pullbox	44+88.22 , 32.30'R	**056**	Small Pullbox	46+48.04 , 31.70'R						3				170	170	
056	Small Pullbox	46+48.04 , 31.70'R	**057**	Small Pullbox	47+30.05 , 31.31'R		1				3				90	90	
057	Small Pullbox	47+30.05 , 31.31'R	**058**	Small Pullbox	47+47.32 , 45.43'R		1								30	30	
058	Small Pullbox	47+47.32 , 45.43'R	**060**	Small Pullbox	47+87.30 , 48.15'R		1								50		50
060	Small Pullbox	47+87.30 , 48.15'R	**059**	Doghousing Pullbox	47+79.97 , 108.86'R		2				3		1		75	70	
060	Small Pullbox	47+87.30 , 48.15'R	**061**	Large Pullbox	48+11.95 , 31.20'R		1								70	40	
061	Large Pullbox	48+11.95 , 31.20'R	**062**	Large Pullbox	49+57.63 , 31.25'R			1				5			160	160	
062	Large Pullbox	49+57.63 , 31.25'R	**063**	Small Pullbox	50+42.59 , 34.20'R			1				5			190	100	
063	Small Pullbox	50+42.59 , 34.20'R	**064**	Doghousing Pullbox	50+57.77 , 113.78'R		2						1		105	90	
063	Small Pullbox	50+42.59 , 34.20'R	**065**	Small Pullbox	51+26.43 , 35.97'R										100		100
065	Small Pullbox	51+26.43 , 35.97'R	**066**	Small Pullbox	52+19.38 , 36.20'R		1				3				100	100	
066	Small Pullbox	52+19.38 , 36.20'R	**067**	Traffic Signal Pullbox	53+65.32 , 38.25'R		1				3				0	160	
067	Traffic Signal Pullbox	53+65.32 , 38.25'R	**068**	Traffic Signal Pullbox	53+91.07 , 52.71'R						3				40		
068	Traffic Signal Pullbox	53+91.07 , 52.71'R	**069**	Small Pullbox	53+86.90 , 105.28'R						3				60	60	
069	Small Pullbox	53+86.90 , 105.28'R	**070**	Doghousing Pullbox	53+80.78 , 219.86'R		2						1		135	120	
071	Traffic Signal Pullbox	54+74.12 , 53.68'R	**072**	Small Pullbox	54+63.32 , 147.83'R						3				100	100	
072	Small Pullbox	54+63.32 , 147.83'R	**073**	Doghousing Pullbox	54+52.95 , 222.83'R		2						1		105	90	
071	Traffic Signal Pullbox	54+74.12 , 53.68'R	**074**	Traffic Signal Pullbox	55+08.77 , 39.58'R						3				50		
074	Traffic Signal Pullbox	55+08.77 , 39.58'R	**075**	Small Pullbox	56+23.48 , 39.04'R		1								0	120	
STAGE 2																	
076	Doghousing Pullbox	15+61.88 , 48.11'L	**077**	Small Pullbox	15+82.89 , 33.22'L		1				3				45	40	
077	Small Pullbox	15+82.89 , 33.22'L	**078**	Small Pullbox	17+16.79 , 34.70'L		1				3				140	140	
078	Small Pullbox	17+16.79 , 34.70'L	**079**	Large Pullbox	18+13.32 , 34.79'L		1				3				110	110	
079	Large Pullbox	18+13.32 , 34.79'L	**080**	Doghousing Pullbox	18+30.68 , 70.30'L			1			3		1		55	50	
079	Large Pullbox	18+13.32 , 34.79'L	**081**	Small Pullbox	19+53.80 , 35.28'L			1			3				150		150
081	Small Pullbox	19+53.80 , 35.28'L	**082**	Small Pullbox	21+04.68 , 34.84'L		1				3				160	160	
082	Small Pullbox	21+04.68 , 34.84'L	**083**	Traffic Signal Pullbox	21+06.92 , 27.78'L		1								20	20	
083	Traffic Signal Pullbox	21+06.92 , 27.78'L	**084**	Traffic Signal Pullbox	21+38.86 , 46.00'L										50		
084	Traffic Signal Pullbox	21+38.86 , 46.00'L	**085**	Doghousing Pullbox	21+44.12 , 80.42'L							5	1		85	40	
084	Traffic Signal Pullbox	21+38.86 , 46.00'L	**086**	Traffic Signal Pullbox	21+77.85 , 45.16'L										50		
086	Traffic Signal Pullbox	21+77.85 , 45.16'L	**087**	Traffic Signal Pullbox	22+00.20 , 35.75'L										30		
087	Traffic Signal Pullbox	22+00.20 , 35.75'L	**088**	Small Pullbox	22+64.65 , 35.35'L										70	70	
088	Small Pullbox	22+64.65 , 35.35'L	**089**	Small Pullbox	23+19.68 , 35.35'L		1				3				70	70	
089	Small Pullbox	23+19.68 , 35.35'L	**090**	Small Pullbox	23+81.48 , 35.37'L				1		3			74	70	70	
090	Small Pullbox	23+81.48 , 35.37'L	**091**	Small Pullbox	24+34.13 , 35.21'L				1		3			63	60	60	
091	Small Pullbox	24+34.13 , 35.21'L	**092**	Small Pullbox	25+04.21 , 38.69'L		1							84	80		80
093	Small Pullbox	24+81.45 , 48.30'L	**094**	Doghousing Pullbox	24+82.27 , 86.91'L		2						1	68	65	50	
092	Small Pullbox	25+04.21 , 38.69'L	**093**	Small Pullbox	24+81.45 , 48.30'L		1								30	30	
092	Small Pullbox	25+04.21 , 38.69'L	**097**	Large Pullbox	25+42.77 , 38.83'L		1							53	50	50	
092	Small Pullbox	25+04.21 , 38.69'L	**095**	Small Pullbox	25+09.37 , 3.87'L									53	50	50	
092	Small Pullbox	25+04.21 , 38.69'L	**097**	Large Pullbox	25+42.77 , 38.83'L		1							95	90	50	
095	Small Pullbox	25+09.37 , 3.87'L	**096**	Small Pullbox	24+39.30 , 0.84'R		1					6		84	80	80	

PERMANENT STREET LIGHTING (3 OF 4)

							Category									
							1000	1000	4000	4000	1000	1000	1000	1000	1000	1000	1000
	From			TO			SPV.0060.302	SPV.0060.303	SPV.0060.302	SPV.0060.303	SPV.0060.342	SPV.0060.343	SPV.0060.353	SPV.0090.310	SPV.0090.324	SPV.0090.325	SPV.0090.326
Pullbox Number	Description	Station , Offset	Pullbox Number	Description	Station , Offset		Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) EACH	Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) EACH	Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) EACH	Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) EACH	Submersible Multitap 3-Port Pre-Insulated Connector EACH	Submersible Multitap 4-Port Pre-Insulated Connector EACH	Installing Equipment Grounding Electrode EACH	Electrical Cable Type UF 3#10 AWG with Ground LF	Electrical Cable Type 4#2/1#8 XLP LF	Conduit 3-Inch HDPE Schedule 40 LF	Conduit 3-Inch HDPE Schedule 80 LF
097	Large Pullbox	25+42.77 , 38.83'L	**098**	Small Pullbox	26+24.27 , 38.83'L					1		8		95	90	90	
098	Small Pullbox	26+24.27 , 38.83'L	**099**	Traffic Signal Pullbox	27+24.70 , 39.26'L				1		3			116	110	110	
018	Traffic Signal Pullbox	27+20.04 , 39.25'R	**099**	Traffic Signal Pullbox	27+24.70 , 39.26'L									95	90		
099	Traffic Signal Pullbox	27+24.70 , 39.26'L	**100**	Traffic Signal Pullbox	27+56.54 , 54.00'L						3			42	40		
100	Traffic Signal Pullbox	27+56.54 , 54.00'L	**101**	Small Pullbox	27+57.90 , 71.87'L						3				30	30	
100	Traffic Signal Pullbox	27+56.54 , 54.00'L	**111**	Traffic Signal Pullbox	28+32.74 , 52.16'L									95	90		
101	Small Pullbox	27+57.90 , 71.87'L	**102**	Small Pullbox	27+67.27 , 153.78'L		1								90	90	
102	Small Pullbox	27+67.27 , 153.78'L	**103**	Small Pullbox	27+70.90 , 189.78'L		1								75	50	
102	Small Pullbox	27+67.27 , 153.78'L	**104**	Large Pullbox	28+37.56 , 150.13'L		1								160	80	
103	Small Pullbox	27+70.90 , 189.78'L	**165**	Existing Pullbox	27+65.48 , 190.41'L		1								20	20	
111	Traffic Signal Pullbox	28+32.74 , 52.16'L	**112**	Traffic Signal Pullbox	28+61.17 , 38.93'L						3			250	80		
110	OUTLET CIR Large Pullbox	28+34.18 , 75.78'L	**111**	Traffic Signal Pullbox	28+32.74 , 52.16'L			1						250	60	30	
106	Doghousing Pullbox	28+34.72 , 210.64'L	**107**	Small Pullbox	28+38.22 , 263.28'L		1								60	60	
105	Small Pullbox	28+36.55 , 162.29'L	**106**	Doghousing Pullbox	28+34.72 , 210.64'L		2						1		60	60	
104	Large Pullbox	28+37.56 , 150.13'L	**105**	Small Pullbox	28+36.55 , 162.29'L			1							20	20	
104	Large Pullbox	28+37.56 , 150.13'L	**110**	OUTLET CIR Large Pullbox	28+34.18 , 75.78'L			1							160	80	
107	Small Pullbox	28+38.22 , 263.28'L	**108**	Existing Pullbox	28+43.50 , 263.00'L		1								45	20	
109	Large Pullbox	28+43.57 , 150.55'L	**104**	Large Pullbox	28+37.56 , 150.13'L			1							50	20	
166	Large Pullbox	28+45.59 , 159.32'L						1								10	
	OUTLET CABINET	28+50.39 , 75.31'L	**110**	OUTLET CIR Large Pullbox	28+34.18 , 75.78'L									100		30	
024	Traffic Signal Pullbox	28+51.88 , 33.35'R	**112**	Traffic Signal Pullbox	28+61.17 , 38.93'L									255	80		
112	Traffic Signal Pullbox	28+61.17 , 38.93'L	**113**	Small Pullbox	29+19.97 , 38.30'L						3			74	70	70	
113	Small Pullbox	29+19.97 , 38.30'L	**114**	Small Pullbox	29+76.62 , 38.35'L				1		3			74	70	70	
114	Small Pullbox	29+76.62 , 38.35'L	**115**	Large Pullbox	30+44.04 , 38.20'L		1				3			84	80	80	
115	Large Pullbox	30+44.04 , 38.20'L	**116**	Small Pullbox	30+94.99 , 38.20'L					1				126	120	60	
117	Small Pullbox	30+91.71 , 3.11'L	**118**	Small Pullbox	31+68.87 , 1.05'R		1					6			90	90	
116	Small Pullbox	30+94.99 , 38.20'L	**117**	Small Pullbox	30+91.71 , 3.11'L		1								50		50
116	Small Pullbox	30+94.99 , 38.20'L	**119**	Small Pullbox	31+56.49 , 29.70'L		1							74	70		70
119	Small Pullbox	31+56.49 , 29.70'L	**120**	Doghousing Pullbox	31+53.61 , 94.73'L		2						1		95	80	
119	Small Pullbox	31+56.49 , 29.70'L	**121**	Large Pullbox	31+99.79 , 29.70'L									105	100	50	
121	Large Pullbox	31+99.79 , 29.70'L	**122**	Small Pullbox	32+43.87 , 30.61'L					1		5		53	50	50	
122	Small Pullbox	32+43.87 , 30.61'L	**123**	Small Pullbox	32+91.40 , 30.69'L				1		3			63	60	60	
123	Small Pullbox	32+91.40 , 30.69'L	**124**	Small Pullbox	33+65.20 , 31.00'L		1				3			84	80		80
124	Small Pullbox	33+65.20 , 31.00'L	**125**	Traffic Signal Pullbox	34+19.92 , 31.78'L		1				3			63	60	60	
125	Traffic Signal Pullbox	34+19.92 , 31.78'L	**126**	Traffic Signal Pullbox	35+02.82 , 31.79'L						3				90		
126	Traffic Signal Pullbox	35+02.82 , 31.79'L	**127**	Small Pullbox	35+69.99 , 30.63'L										80	80	
127	Small Pullbox	35+69.99 , 30.63'L	**128**	Large Pullbox	36+90.28 , 30.75'L		1				3				130	130	
128	Large Pullbox	36+90.28 , 30.75'L	**129**	Small Pullbox	37+82.10 , 30.76'L			1				5			200	100	
129	Small Pullbox	37+82.10 , 30.76'L	**130**	Existing Pullbox	37+91.48 , 68.19'L		1								115	50	
129	Small Pullbox	37+82.10 , 30.76'L	**132**	Small Pullbox	38+45.07 , 31.70'L										70		70
132	Small Pullbox	38+45.07 , 31.70'L	**133**	Small Pullbox	39+85.50 , 31.70'L		1				3				150	150	
133	Small Pullbox	39+85.50 , 31.70'L	**134**	Large Pullbox	41+09.39 , 31.70'L		1				3				130	130	
134	Large Pullbox	41+09.39 , 31.70'L	**135**	Small Pullbox	41+33.07 , 42.92'L			1			3				70	40	
135	Small Pullbox	41+33.07 , 42.92'L	**136**	Doghousing Pullbox	41+33.54 , 82.89'L		2						1		65	50	
135	Small Pullbox	41+33.07 , 42.92'L	**137**	Small Pullbox	41+69.69 , 45.66'L										50		50
137	Small Pullbox	41+69.69 , 45.66'L	**138**	Small Pullbox	42+72.09 , 36.72'L		1								110	110	
138	Small Pullbox	42+72.09 , 36.72'L	**139**	Traffic Signal Pullbox	43+94.18 , 37.25'L		1				3				130	130	
139	Traffic Signal Pullbox	43+94.18 , 37.25'L	**140**	Traffic Signal Pullbox	44+87.52 , 37.99'L						3				100		
140	Traffic Signal Pullbox	44+87.52 , 37.99'L	**141**	Doghousing Pullbox	44+67.49 , 62.89'L							5	1		85	40	

PERMANENT STREET LIGHTING (4 OF 4)

							1000	1000	4000	4000	1000	1000	1000	1000	1000	1000	1000
	From			**TO**			SPV.0060.302 Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.303 Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.302 Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.303 Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete)	SPV.0060.342 Submersible Multitap 3-Port Pre-Insulated Connector	SPV.0060.343 Submersible Multitap 4-Port Pre-Insulated Connector	SPV.0060.353 Installing Equipment Grounding Electrode	SPV.0090.310 Electrical Cable Type UF 3#10 AWG with Ground	SPV.0090.324 Electrical Cable Type 4#2/1#8 XLP	SPV.0090.325 Conduit 3-Inch HDPE Schedule 40	SPV.0090.326 Conduit 3-Inch HDPE Schedule 80
Pullbox Number	Description	Station , Offset	**Pullbox Number**	Description	Station , Offset		EACH	EACH	EACH	EACH	EACH	EACH	EACH	LF	LF	LF	LF
140	Traffic Signal Pullbox	44+87.52 , 37.99'L	**142**	Small Pullbox	45+51.69 , 37.00'L										70	70	
142	Small Pullbox	45+51.69 , 37.00'L	**143**	Large Pullbox	47+29.48 , 36.70'L		1				3				190	190	
143	Large Pullbox	47+29.48 , 36.70'L	**144**	Small Pullbox	48+12.25 , 36.80'L			1				5			180		90
144	Small Pullbox	48+12.25 , 36.80'L	**145**	Doghousing Pullbox	47+95.45 , 87.65'L		2		5	3			1		75	60	
144	Small Pullbox	48+12.25 , 36.80'L	**146**	Small Pullbox	48+83.88 , 37.16'L										80	80	
146	Small Pullbox	48+83.88 , 37.16'L	**147**	Large Pullbox	50+38.96 , 37.20'L		1				3				170	170	
147	Large Pullbox	50+38.96 , 37.20'L	**148**	Doghousing Pullbox	50+74.12 , 75.77'L			2				5	1		75	60	
147	Large Pullbox	50+38.96 , 37.20'L	**149**	Small Pullbox	51+29.83 , 35.35'L										190		100
149	Small Pullbox	51+29.83 , 35.35'L	**150**	Doghousing Pullbox	51+16.70 , 108.41'L		2						1		95	80	
149	Small Pullbox	51+29.83 , 35.35'L	**151**	Small Pullbox	51+81.48 , 39.70'L		1								60	60	
151	Small Pullbox	51+81.48 , 39.70'L	**152**	Small Pullbox	52+92.58 , 39.62'L		1				3				120	120	
152	Small Pullbox	52+92.58 , 39.62'L	**153**	Traffic Signal Pullbox	53+64.49 , 39.25'L		1				3				80	80	
153	Traffic Signal Pullbox	53+64.49 , 39.25'L	**154**	Traffic Signal Pullbox	53+79.90 , 39.39'L						3				30		
154	Traffic Signal Pullbox	53+79.90 , 39.39'L	**155**	Traffic Signal Pullbox	53+98.13 , 55.53'L										30		
155	Traffic Signal Pullbox	53+98.13 , 55.53'L	**156**	Traffic Signal Pullbox	54+46.19 , 62.68'L							5			110		
156	Traffic Signal Pullbox	54+46.19 , 62.68'L	**157**	Traffic Signal Pullbox	54+47.32 , 73.54'L										40		
157	Traffic Signal Pullbox	54+47.32 , 73.54'L	**158**	Doghousing Pullbox	54+51.29 , 194.73'L								1		130	130	
157	Traffic Signal Pullbox	54+47.32 , 73.54'L	**160**	Large Pullbox	54+85.69 , 68.78'L										50	50	
158	Doghousing Pullbox	54+51.29 , 194.73'L	**159**	Doghousing Pullbox	54+50.80 , 213.75'L								1		180	30	
162	Traffic Signal Pullbox	54+84.61 , 54.66'L	**163**	Traffic Signal Pullbox	55+10.17 , 38.56'L						3				40		
160	Small Pullbox	54+85.69 , 68.78'L	**161**	Traffic Signal Pullbox	54+89.75 , 68.47'L		1								10	10	
161	Traffic Signal Pullbox	54+89.75 , 68.47'L	**162**	Traffic Signal Pullbox	54+84.61 , 54.66'L										20		
163	Traffic Signal Pullbox	55+10.17 , 38.56'L	**164**	Small Pullbox	55+56.98 , 38.00'L						3				0	60	
						Total	**93**	**16**	**16**	**8**	**195**	**110**	**25**	**4228**	**13635**	**9540**	**1170**

3

TRAFFIC SIGNAL REMOVALS

LOCATION	204.9060.S.201 REMOVING TRAFFIC SIGNALS EACH
W NATIONAL AVE & S 37TH ST	1
TOTAL	1

LAMP, BALLAST, LED, SWITCH DISPOSAL

FIXTURE TYPE	* 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
PEDESTRIAN SIGNAL - 12 INCH	8
TRAFFIC SIGNAL, THREE SECTION	12
MERCURY SWITCHES	1
TOTAL	21

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

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LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

SIGNAL BASE NO.	PEDESTRIAN SIGNAL, 12 INCH EACH	TRAFFIC SIGNAL, THREE SECTION EACH	MERCURY SWITCHES EACH
SBA	1	1	--
SBB	1	2	--
SBC	1	1	--
SBD	1	2	--
SBE	1	1	--
SBF	1	2	--
SBG	1	1	--
SBH	1	2	--
CB1	--	--	1
TOTAL	8	12	1

REMOVING PULL BOXES

PULL BOX NO.	* 653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
TOTAL	6

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

REMOVING CONCRETE BASES

SIGNAL BASE NO.	* 204.0195 REMOVING CONCRETE BASES EACH
SBA	1
SBB	1
SBD	1
SBE	1
SBF	1
SBH	1
TOTAL	6

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
SEE "REMOVALS" AND "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLES.

W. NATIONAL AVE & S. 37TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

CATEGORY 1000

FILE NAME : T:\1202715.10\Civil 3D\21950400\Design\Quantities\030201-mq.ppt PLOT DATE : 1/6/2023 1:22 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

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CONCRETE BASES

SIGNAL BASE NO.	ALIGNMENT	STATION^	OFFSET^	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	SPV.0060.210 INSTALLING PRECAST CONTROLLER BASE EACH
SBA	NATIONAL AVE	21+10.6	35.8' LT	--	--	--	1	--
SBB	37TH ST	13+40.6	20.1' LT	1	--	--	--	--
SBC	37TH ST	13+45.1	24.0' RT	--	1	--	--	--
SBD	NATIONAL AVE	21+96.3	35.7' LT	1	--	--	--	--
SBE	37TH ST	12+70.8	31.9' RT	--	--	1	--	--
SBF	37TH ST	12+54.2	24.4' RT	1	--	--	--	--
SBH	37TH ST	12+54.2	37.5' LT	1	--	--	--	--
SBI	NATIONAL AVE	21+11.4	29.2' RT	1	--	--	--	--
CB1	37TH ST	13+71.1	18.1' RT	--	--	--	--	1
			TOTAL	5	1	1	1	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

PULL BOXES

PULL BOX NO.	ALIGNMENT	STATION^	OFFSET^	SPV.0060.303 PULL BOXES 17-INCH X 30-INCH X 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH
PB1	37TH ST	13+47.7	22.0' RT	1
PB2	NATIONAL AVE	22+00.1	35.8' LT	1
PB3	NATIONAL AVE	21+97.4	28.4' RT	1
PB4	37TH ST	12+62.4	33.0' RT	1
PB5	37TH ST	12+48.7	17.7' RT	1
PB6	37TH ST	12+45.6	19.8' LT	1
PB7	37TH ST	12+54.3	41.7' LT	1
PB8	NATIONAL AVE	21+06.9	27.7' LT	1
PB9	37TH ST	13+44.4	18.3' LT	1
				--
			TOTAL	9

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
CB1	PB1	--	95
PB1	SBC	3	--
PB1	PB2	--	48
PB2	SBD	4	--
PB2	PB3	--	128
PB3	PB4	--	40
PB4	SBE	--	9
PB4	PB5	--	44
PB5	SBF	9	--
PB5	PB6	--	76
PB6	SBG	5	--
PB6	PB7	--	48
PB7	SBH	4	--
PB7	SBI	13	--
PB7	PB8	--	138
PB8	SBA	--	9
PB8	PB9	--	72
PB9	SBB	4	--
PB9	PB1	--	80
	TOTAL	42	787

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SBA (HEAD A)	184
CB1	SBE (HEAD B)	212
	TOTAL	396

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CATEGORY 1000 PAGE 2 OF 6

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TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD IN CABLE L.F.
SBA	HEAD 13	60	--
SBA	HEAD 14	60	--
SBA	HEAD 22	15	--
SBA	PUSH BUTTON	--	6
SBB	HEAD 2	19	--
SBB	HEAD 4	19	--
SBB	HEAD 15	15	--
SBB	PUSH BUTTON	--	6
SBC	HEAD 3	19	--
SBC	HEAD 16	15	--
SBC	PUSH BUTTON	--	6
SBD	HEAD 8	19	--
SBD	HEAD 11	19	--
SBD	HEAD 17	15	--
SBD	PUSH BUTTON	--	6
SBE	HEAD 9	55	--
SBE	HEAD 10	55	--
SBE	HEAD 18	15	--
SBE	PUSH BUTTON	--	6
SBF	HEAD 1	19	--
SBF	HEAD 5	19	--
SBF	HEAD 19	15	--
SBF	PUSH BUTTON	--	6
SBG	HEAD 6	19	--
SBG	HEAD 20	15	--
SBG	PUSH BUTTON	--	6
SBH	PUSH BUTTON	--	6
SBI	HEAD 7	19	--
SBI	HEAD 12	19	--
SBI	HEAD 21	15	--
	TOTAL	540	48

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SBC	65
SBC	SBD	77
SBD	SBE	157
SBE	SBF	85
SBF	SBG	97
SBG	SBH	78
SBH	SBI	48
SBI	SBA	137
SBA	SBB	95
SBB	CB1	121
PB1	SBC	16
PB2	SBD	17
PB3	SBE	51
PB4	SBE	22
PB5	SBF	22
PB6	SBG	17
PB7	SBH	17
PB8	SBA	22
PB9	SBB	17
	TOTAL	1161

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CB1	SBA	177
CB1	SBB	121
CB1	SBC	65
CB1	SBD	104
CB1	SBE	223
CB1	SBF	260
CB1	SBG	296
CB1	SBH	256
CB1	SBI	265
	TOTAL	1767

W. NATIONAL AVE & S. 37TH ST
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MILWAUKEE COUNTY

CATEGORY 1000

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POLES (CONTRACTOR FURNISHED)

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	* SPV.0060.399 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK EACH	657.0310 POLES TYPE 3 EACH	657.0350 POLES TYPE 10 EACH	657.0352 POLES TYPE 10 SPECIAL EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0530 MONOTUBE ARMS 30-FT EACH	657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	(INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH
SBA	--	--	--	--	1	--	--	--	1	--	1
SBB	1	--	--	--	--	--	1	--	--	--	1
SBC	--	1	1	--	--	--	--	--	--	1	1
SBD	1	--	--	--	--	--	1	--	--	--	1
SBE	--	--	--	1	--	--	--	1	--	--	1
SBF	1	--	--	--	--	--	1	--	--	--	1
SBG	--	--	--	--	--	--	--	--	--	--	1
SBH	1	--	--	--	--	1	--	--	--	--	1
SBI	1	--	--	--	--	--	1	--	--	--	--
TOTAL	5	1	1	1	1	1	4	1	1	1	8

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN. SEE STREET LIGHTING TABLES.

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION ^	656.0201.001 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH
W NATIONAL AVE & S 37TH ST	1
TOTAL	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

VIDEO DETECTION CABLE

FROM	TO	(INCIDENTAL) VIDEO DETECTION CABLE L.F.
CB1	V1 (SBC)	94
CB1	V2 (SBG)	268
TOTAL		362

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FILE NAME : T:\1202715.10\Civil 3D\21950400\Design\Quantities\030201-mq.ppt PLOT DATE : 1/6/2023 1:22 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	SPV.0060.211 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
13	SBA	1	--
14	SBA	1	--
22	SBA	--	1
2	SBB	1	--
4	SBB	1	--
15	SBB	--	1
3	SBC	1	--
16	SBC	--	1
8	SBD	1	--
11	SBD	1	--
17	SBD	--	1
9	SBE	1	--
10	SBE	1	--
18	SBE	--	1
1	SBF	1	--
5	SBF	1	--
19	SBF	--	1
6	SBG	1	--
20	SBG	--	1
7	SBI	1	--
12	SBI	1	--
21	SBI	--	1
		--	--
	TOTAL	14	8

LED MODULES SUMMARY (FOR INFORMATION ONLY)

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 12-INCH EACH	PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH
13	SBA	--	--	1	1	1
14	SBA	--	--	1	1	1
22	SBA	1	1	--	--	--
2	SBB	--	--	1	1	1
4	SBB	--	--	1	1	1
15	SBB	1	1	--	--	--
3	SBC	--	--	1	1	1
16	SBC	1	1	--	--	--
8	SBD	--	--	1	1	1
11	SBD	--	--	1	1	1
17	SBD	1	1	--	--	--
9	SBE	--	--	1	1	1
10	SBE	--	--	1	1	1
18	SBE	1	1	--	--	--
1	SBF	--	--	1	1	1
5	SBF	--	--	1	1	1
19	SBF	1	1	--	--	--
6	SBG	--	--	1	1	1
20	SBG	1	1	--	--	--
7	SBI	--	--	1	1	1
12	SBI	--	--	1	1	1
21	SBI	1	1	--	--	--
	TOTAL	8	8	14	14	14

W. NATIONAL AVE & S. 37TH ST
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VIDEO DETECTION SYSTEM

LOCATION	SPV.0060.207 VIDEO DETECTION SYSTEM W NATIONAL AVE & S 37TH ST EACH
W NATIONAL AVE & S 37TH ST	1
TOTAL	1

APS PEDESTRIAN PUSH BUTTONS

LOCATION	SPV.0060.212 APS PEDESTRIAN PUSH BUTTONS W NATIONAL AVE & S 37TH ST EACH
W NATIONAL AVE & S 37TH ST	1
TOTAL	1

EVP DETECTORS

LOCATION	SPV.0060.204 EMERGENCY VEHICLE PREEMPTION SYSTEM W NATIONAL AVE & S 37TH ST EACH
W NATIONAL AVE & S 37TH ST	1
TOTAL	1

SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.001 SIGNAL MOUNTING HARDWARE W NATIONAL AVE & S 37TH ST EACH
W NATIONAL AVE & S 37TH ST	1
TOTAL	1

TRAFFIC SIGNAL CABINET & CONTROLLER

LOCATION	SPV.0060.201 TRAFFIC SIGNAL CABINET & CONTROLLER W NATIONAL AVE & S 37TH ST EACH
W NATIONAL AVE & S 37TH ST	1
TOTAL	1

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TRAFFIC SIGNAL REMOVALS

LOCATION	204.9060.S.202 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S 35TH ST EACH
W NATIONAL AVE & S 35TH ST	1
TOTAL	1

LAMP, BALLAST, LED, SWITCH DISPOSAL

FIXTURE TYPE	* 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
PEDESTRIAN SIGNAL - 12 INCH	8
TRAFFIC SIGNAL, THREE SECTION	6
TRAFFIC SIGNAL, FIVE SECTION	8
MERCURY SWITCHES	1
TOTAL	23

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

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LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

SIGNAL BASE NO.	PEDESTRIAN SIGNAL, 12 INCH EACH	TRAFFIC SIGNAL, THREE SECTION EACH	TRAFFIC SIGNAL, FIVE SECTION EACH	MERCURY SWITCHES EACH
SBA	1	1	--	--
SBB	--	--	2	--
SBC	1	1	--	--
SBD	1	1	1	--
SBE	1	--	1	--
SBF	1	1	--	--
SBG	--	--	2	--
SBH	1	1	--	--
SBI	1	1	1	--
SBJ	1	--	1	--
CB1	--	--	--	1
TOTAL	8	6	8	1

REMOVING PULL BOXES

PULL BOX NO.	* 653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
TOTAL	7

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

REMOVING CONCRETE BASES

SIGNAL BASE NO.	* 204.0195 REMOVING CONCRETE BASES EACH
SBA	1
SBB	1
SBF	1
TOTAL	3

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" AND "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLES.

W. NATIONAL AVE & S. 35TH ST
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CONCRETE BASES

SIGNAL BASE NO.	ALIGNMENT	STATION^	OFFSET^	654.0101 CONCRETE BASES TYPE 1 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	SPV.0060.210 INSTALLING PRECAST CONTROLLER BASE EACH
SBA	NATIONAL AVE	27+28.7	39.0' LT	--	--	1	--
SBC	NATIONAL AVE	28+36.2	46.5' LT	--	1	--	--
SBE	NATIONAL AVE	28+43.7	33.0' RT	--	--	1	--
SBF	NATIONAL AVE	28+38.8	40.1' RT	1	--	--	--
SBH	35TH ST	16+77.7	28.3' LT	--	--	1	--
CB1	NATIONAL AVE	28+55.6	66.0' LT	--	--	--	1
			TOTAL	1	1	3	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

PULL BOXES

PULL BOX NO.	ALIGNMENT	STATION^	OFFSET^	SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH
PB1	NATIONAL AVE	28+61.1	39.0' LT	1
PB2	NATIONAL AVE	28+52.4	33.3' RT	1
PB3	NATIONAL AVE	28+45.0	39.9' RT	1
PB4	35TH ST	16+76.0	49.7' RT	1
PB5	35TH ST	16+74.0	28.4' LT	1
PB6	NATIONAL AVE	27+20.0	39.1' RT	1
PB7	NATIONAL AVE	27+24.6	39.3' LT	1
PB8	35TH ST	17+79.6	32.5' LT	1
PB9	35TH ST	17+84.9	43.8' RT	1
				--
			TOTAL	9

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

3

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
CB1	PB9	--	108
PB9	PB1	--	64
PB1	SBD	6	--
PB1	PB2	--	146
PB2	SBE	--	9
PB2	PB3	--	20
PB3	SBF	6	--
PB3	PB4	--	58
PB4	SBG	11	--
PB4	PB5	--	156
PB5	SBH	--	4
PB5	PB6	--	54
PB6	SBI	9	--
PB6	PB7	--	158
PB7	SBA	--	4
PB7	PB8	--	72
PB8	SBB	9	--
PB8	PB9	--	152
PB9	SBC	--	7
	TOTAL	41	1012

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SBA (HEAD A)	221
CB1	SBE (HEAD B)	216
CB1	SBH (HEAD C)	330
CB1	SBC (HEAD D)	119
	TOTAL	885

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TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD IN CABLE L.F.
SBA	HEAD 17	65	--	--
SBA	HEAD 18	65	--	--
SBA	HEAD 20	--	66	--
SBA	HEAD 28	15	--	--
SBA	PUSH BUTTON	--	--	6
SBB	HEAD 4	--	22	--
SBB	HEAD 6	22	--	--
SBB	HEAD 21	15	--	--
SBB	PUSH BUTTON	--	--	6
SBC	HEAD 2	80	--	--
SBC	HEAD 3	80	--	--
SBC	HEAD 5	--	81	--
SBC	HEAD 22	15	--	--
SBC	PUSH BUTTON	--	--	6
SBD	HEAD 14	--	22	--
SBD	HEAD 16	22	--	--
SBD	HEAD 23	15	--	--
SBD	PUSH BUTTON	--	--	6
SBE	HEAD 12	60	--	--
SBE	HEAD 13	60	--	--
SBE	HEAD 15	--	61	--
SBF	HEAD 24	15	--	--
SBF	PUSH BUTTON	--	--	6
SBG	HEAD 1	22	--	--
SBG	HEAD 9	--	22	--
SBG	HEAD 25	15	--	--
SBG	PUSH BUTTON	--	--	6
SBH	HEAD 7	70	--	--
SBH	HEAD 8	70	--	--
SBH	HEAD 10	--	71	--
SBH	HEAD 26	15	--	--
SBH	PUSH BUTTON	--	--	6
SBI	HEAD 11	22	--	--
SBI	HEAD 19	--	22	--
SBI	HEAD 27	15	--	--
SBI	PUSH BUTTON	--	--	6
	TOTAL	758	367	48

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SBC	72
SBC	SBD	90
SBD	SBE	133
SBE	SBF	71
SBF	SBG	93
SBG	SBH	139
SBH	SBI	87
SBI	SBA	138
SBA	SBB	95
SBB	CB1	166
PB1	SBD	19
PB2	SBE	22
PB3	SBF	19
PB4	SBG	24
PB5	SBH	17
PB6	SBI	23
PB7	SBA	17
PB8	SBB	22
PB9	SBC	20
	TOTAL	1267

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CB1	SBA	212
CB1	SBB	166
CB1	SBC	72
CB1	SBD	118
CB1	SBE	209
CB1	SBF	231
CB1	SBG	281
CB1	SBH	348
CB1	SBI	311
	TOTAL	1948

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POLES (CONTRACTOR FURNISHED)

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0352 POLES TYPE 10 SPECIAL EACH	657.0360 POLES TYPE 13 EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH	657.0541 MONOTUBE ARMS 40-FT SPECIAL EACH	657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	657.0555 MONOTUBE ARMS 55-FT EACH	(INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH
SBA	--	1	--	--	--	1	--	--	1
SBB	--	--	--	--	--	--	--	--	1
SBC	--	--	1	--	--	--	--	1	1
SBD	--	--	--	--	--	--	--	--	1
SBE	--	1	--	--	1	--	--	--	--
SBF	1	--	--	1	--	--	--	--	1
SBG	--	--	--	--	--	--	--	--	1
SBH	--	1	--	--	--	--	1	--	1
SBI	--	--	--	--	--	--	--	--	1
TOTAL	1	3	1	1	1	1	1	1	8

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION ^	656.0201.002 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 35TH ST EACH
W NATIONAL AVE & S 35TH ST	1
TOTAL	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

VIDEO DETECTION CABLE

FROM	TO	(INCIDENTAL) VIDEO DETECTION CABLE L.F.
CB1	V1 (SBA)	221
CB1	V2 (SBC)	119
CB1	V3 (SBE)	216
CB1	V4 (SBH)	330
TOTAL		885

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FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	SPV.0060.211 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
17	SBA	1	--	--
18	SBA	1	--	--
20	SBA	--	1	--
28	SBA	--	--	1
4	SBB	--	1	--
6	SBB	1	--	--
21	SBB	--	--	1
2	SBC	1	--	--
3	SBC	1	--	--
5	SBC	--	1	--
22	SBC	--	--	1
14	SBD	--	1	--
16	SBD	1	--	--
23	SBD	--	--	1
12	SBE	1	--	--
13	SBE	1	--	--
15	SBE	--	1	--
24	SBF	--	--	1
1	SBG	1	--	--
9	SBG	--	1	--
25	SBG	--	--	1
7	SBH	1	--	--
8	SBH	1	--	--
10	SBH	--	1	--
26	SBH	--	--	1
11	SBI	1	--	--
19	SBI	--	1	--
27	SBI	--	--	1
	TOTAL	12	8	8

LED MODULES SUMMARY (FOR INFORMATION ONLY)

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 12-INCH EACH	PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
17	SBA	--	--	1	1	1	--	--	--
18	SBA	--	--	1	1	1	--	--	--
20	SBA	--	--	--	--	--	1	2	1
28	SBA	1	1	--	--	--	--	--	--
4	SBB	--	--	--	--	--	1	2	1
6	SBB	--	--	1	1	1	--	--	--
21	SBB	1	1	--	--	--	--	--	--
2	SBC	--	--	1	1	1	--	--	--
3	SBC	--	--	1	1	1	--	--	--
5	SBC	--	--	--	--	--	1	2	1
22	SBC	1	1	--	--	--	--	--	--
14	SBD	--	--	--	--	--	1	2	1
16	SBD	--	--	1	1	1	--	--	--
23	SBD	1	1	--	--	--	--	--	--
12	SBE	--	--	1	1	1	--	--	--
13	SBE	--	--	1	1	1	--	--	--
15	SBE	--	--	--	--	--	1	2	1
24	SBF	1	1	--	--	--	--	--	--
1	SBG	--	--	1	1	1	--	--	--
9	SBG	--	--	--	--	--	1	2	1
25	SBG	1	1	--	--	--	--	--	--
7	SBH	--	--	1	1	1	--	--	--
8	SBH	--	--	1	1	1	--	--	--
10	SBH	--	--	--	--	--	1	2	1
26	SBH	1	1	--	--	--	--	--	--
11	SBI	--	--	1	1	1	--	--	--
19	SBI	--	--	--	--	--	1	2	1
27	SBI	1	1	--	--	--	--	--	--
	TOTAL	8	8	12	12	12	8	16	8

W. NATIONAL AVE & S. 35TH ST
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VIDEO DETECTION SYSTEM

LOCATION	SPV.0060.208 VIDEO DETECTION SYSTEM W NATIONAL AVE & S 35TH ST EACH
W NATIONAL AVE & S 35TH ST	1
TOTAL	1

SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.002 SIGNAL MOUNTING HARDWARE W NATIONAL AVE & S 35TH ST EACH
W NATIONAL AVE & S 35TH ST	1
TOTAL	1

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APS PEDESTRIAN PUSH BUTTONS

LOCATION	SPV.0060.213 APS PEDESTRIAN PUSH BUTTONS W NATIONAL AVE & S 35TH ST EACH
W NATIONAL AVE & S 35TH ST	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201.001 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS W NATIONAL AVE & S 35TH ST EACH	661.0300 GENERATORS DAY
W NATIONAL AVE & S 35TH ST	1	1
TOTAL	1	1

EVP DETECTORS

LOCATION	SPV.0060.205 EMERGENCY VEHICLE PREEMPTION SYSTEM W NATIONAL AVE & S 35TH ST EACH
W NATIONAL AVE & S 35TH ST	1
TOTAL	1

TRAFFIC SIGNAL CABINET & CONTROLLER

LOCATION	SPV.0060.202 TRAFFIC SIGNAL CABINET & CONTROLLER W NATIONAL AVE & S 35TH ST EACH
W NATIONAL AVE & S 35TH ST	1
TOTAL	1

TEMPORARY INFRARED EVP SYSTEM

LOCATION	SPV.0060.217 TEMPORARY INFRARED EVP SYSTEM W NATIONAL AVE & S 35TH ST EACH
W NATIONAL AVE & S 35TH ST	1
TOTAL	1

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PULL BOXES

PULL BOX NO.	ALIGNMENT	STATION^	OFFSET^	SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH
PB1	NATIONAL AVE	35+02.9	30.7' LT	1
PB2	NATIONAL AVE	35+01.3	0.3' RT	1
PB3	NATIONAL AVE	35+01.6	45.2' RT	1
PB4	NATIONAL AVE	34+18.9	45.8' RT	1
PB5	NATIONAL AVE	34+20.4	0.0' RT	1
PB6	NATIONAL AVE	34+20.0	30.8' LT	1
			TOTAL	6

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

CONCRETE BASES

SIGNAL BASE NO.	ALIGNMENT	STATION^	OFFSET^	654.0101 CONCRETE BASES TYPE 1 EACH
SBA	NATIONAL AVE	34+95.4	31.2' LT	1
SBB	NATIONAL AVE	34+95.4	0.0' RT	1
SBC	NATIONAL AVE	34+95.5	44.7' RT	1
SBE	NATIONAL AVE	34+29.7	45.2' RT	1
SBF	NATIONAL AVE	34+28.9	32.0' RT	1
SBG	NATIONAL AVE	34+25.8	0.0' RT	1
SBH	NATIONAL AVE	34+25.8	31.2' LT	1
			TOTAL	7

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

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ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION ^	656.0201.003 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 33RD ST EACH
W NATIONAL AVE & S 33RD ST	1
TOTAL	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

RECTANGULAR RAPID FLASHING BEACON SYSTEM

LOCATION ^	SPV.0060.215 RECTANGULAR RAPID FLASHING BEACON SYSTEM W NATIONAL AVE & S 33RD ST EACH
W NATIONAL AVE & S 33RD ST	1
TOTAL	1

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CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
SBA	PB1	8	--
PB1	PB2	--	62
PB2	SBB	6	--
PB2	PB3	--	90
PB3	SBC	6	--
PB3	SBD	13	--
PB3	PB4	--	166
PB4	SBE	11	--
PB4	SBF	17	--
PB4	PB5	--	92
PB5	SBG	5	--
PB5	PB6	--	62
PB6	SBH	6	--
METER	PB4	--	18
	TOTAL	72	490

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LAMP, BALLAST, LED, SWITCH DISPOSAL

FIXTURE TYPE	* 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
TRAFFIC SIGNAL, ONE SECTION	4
TOTAL	4

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY LIGHTING" TABLE.

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

SIGNAL BASE NO.	TRAFFIC SIGNAL, ONE SECTION EACH
SBA	1
SBB	1
SBC	1
SBD	1
TOTAL	4

3

REMOVING CONCRETE BASES

SIGNAL BASE NO.	* 204.0195 REMOVING CONCRETE BASES EACH
SBC	1
SBD	1
TOTAL	2

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" AND "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLES.

TRAFFIC SIGNAL REMOVALS

LOCATION	204.9060.S.203 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S 30TH ST EACH
W NATIONAL AVE & S 30TH ST	1
TOTAL	1

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MILWAUKEE COUNTY

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3

RECTANGULAR RAPID FLASHING BEACON SYSTEM

LOCATION ^	SPV.0060.216 RECTANGULAR RAPID FLASHING BEACON SYSTEM W NATIONAL AVE & S 30TH ST EACH
W NATIONAL AVE & S 30TH ST	1
TOTAL	1

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION ^	656.0201.004 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 30TH ST EACH
W NATIONAL AVE & S 30TH ST	1
TOTAL	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

3

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
PB1	SBA	11	--
PB1	SBB	15	--
PB1	PB2	--	140
PB2	SBC	14	--
PB2	SBD	11	--
PB2	PB3	--	186
PB3	SBE	3	--
PB3	SBF	12	--
PB3	PB4	--	142
PB4	SBG	10	--
PB4	SBH	4	--
METER	PB1	--	20
TOTAL		80	488

CONCRETE BASES

SIGNAL BASE NO.	ALIGNMENT	STATION^	OFFSET^	654.0101 CONCRETE BASES TYPE 1 EACH
SBA	NATIONAL AVE	44+05.5	32.2' RT	1
SBB	NATIONAL AVE	44+05.5	22.7' RT	1
SBD	NATIONAL AVE	44+05.5	37.2' LT	1
SBE	NATIONAL AVE	44+84.5	37.2' LT	1
SBF	NATIONAL AVE	44+84.5	25.9' LT	1
SBH	NATIONAL AVE	44+84.5	32.2' RT	1
TOTAL				6

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

PULL BOXES

PULL BOX NO.	ALIGNMENT	STATION^	OFFSET^	SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH
PB1	NATIONAL AVE	43+94.1	32.4' RT	1
PB2	NATIONAL AVE	43+94.2	37.7' LT	1
PB3	NATIONAL AVE	44+87.5	37.8' LT	1
PB4	NATIONAL AVE	44+88.2	32.9' RT	1
TOTAL				4

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

W. NATIONAL AVE & S. 30TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

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TRAFFIC SIGNAL REMOVALS

LOCATION	204.9060.S.204 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S LAYTON BLVD EACH
W NATIONAL AVE & S LAYTON BLVD	1
TOTAL	1

LAMP, BALLAST, LED, SWITCH DISPOSAL

FIXTURE TYPE	* 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
PEDESTRIAN SIGNAL - 12 INCH	8
TRAFFIC SIGNAL, THREE SECTION	8
TRAFFIC SIGNAL, FIVE SECTION	12
MERCURY SWITCHES	1
TOTAL	29

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

3

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

SIGNAL BASE NO.	PEDESTRIAN SIGNAL, 12 INCH EACH	TRAFFIC SIGNAL, THREE SECTION EACH	TRAFFIC SIGNAL, FIVE SECTION EACH	MERCURY SWITCHES EACH
SBA	1	1	--	--
SBB	1	1	1	--
SBC	--	--	2	--
SBD	1	1	--	--
SBE	1	1	1	--
SBF	--	--	2	--
SBG	1	1	--	--
SBH	1	1	1	--
SBI	--	--	2	--
SBJ	1	1	--	--
SBK	1	1	1	--
SBL	--	--	2	--
CB1	--	--	--	1
TOTAL	8	8	12	1

REMOVING PULL BOXES

PULL BOX NO.	* 653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
PB9	1
PB10	1
PB11	1
PB12	1
TOTAL	12

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN. SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

REMOVING CONCRETE BASES

SIGNAL BASE NO.	* 204.0195 REMOVING CONCRETE BASES EACH
SBB	1
SBD	1
SBE	1
SBG	1
SBH	1
SBJ	1
SBK	1
TOTAL	7

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" AND "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLES.

W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

CATEGORY 1000 PAGE 1 OF 6

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CONCRETE BASES

SIGNAL BASE NO.	ALIGNMENT	STATION^	OFFSET^	654.0113 CONCRETE BASES TYPE 13 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	SPV.0060.210 INSTALLING PRECAST CONTROLLER BASE EACH
SBA	NATIONAL AVE	53+70.6	40.0' LT	--	1	--
SBC	NATIONAL AVE	54+87.6	46.1' LT	1	--	--
SBE	NATIONAL AVE	55+00.2	39.5' RT	--	1	--
SBG	LAYTON BLVD	16+99.8	40.5' LT	--	1	--
CB1	NATIONAL AVE	53+83.3	45.4' LT	--	--	1
			TOTAL	1	3	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

PULL BOXES

PULL BOX NO.	ALIGNMENT	STATION^	OFFSET^	SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH
PB1	LAYTON BLVD	18+07.4	45.3' RT	1
PB2	NATIONAL AVE	55+10.0	38.5' LT	1
PB3	NATIONAL AVE	55+08.8	40.2' RT	1
PB4	LAYTON BLVD	16+99.7	42.6' RT	1
PB5	LAYTON BLVD	16+92.7	40.2' LT	1
PB6	NATIONAL AVE	53+65.2	38.2' RT	1
PB7	NATIONAL AVE	53+64.5	39.4' LT	1
PB8	NATIONAL AVE	53+80.0	39.4' LT	1
PB9	LAYTON BLVD	18+01.2	43.3' LT	1
PB10	LAYTON BLVD	18+12.8	4.0' RT	1
PB11	LAYTON BLVD	18+23.8	4.0' RT	1
PB12	LAYTON BLVD	18+22.6	48.2' RT	1
			TOTAL	12

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

3

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
CB1	PB8	--	28
PB8	PB9	--	72
PB9	SBB	9	--
PB9	PB10	--	98
PB10	PB11	--	22
PB11	PB12	--	88
PB12	PB1	--	30
PB1	SBC	--	8
PB1	PB2	--	68
PB2	SBD	10	--
PB2	PB3	--	158
PB3	SBE	--	9
PB3	PB4	--	78
PB4	SBF	8	--
PB4	PB5	--	166
PB5	SBG	--	7
PB5	PB6	--	62
PB6	SBH	6	--
PB6	PB7	--	154
PB7	SBA	--	6
PB7	PB8	--	32
	TOTAL	33	1086

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SBA (HEAD A)	105
CB1	SBE (HEAD B)	339
CB1	SBG (HEAD C)	215
CB1	SBC (HEAD D)	240
	TOTAL	899

W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
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TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD IN CABLE L.F.
SBA	HEAD 17	65	--	--
SBA	HEAD 18	65	--	--
SBA	HEAD 20	--	66	--
SBA	HEAD 28	15	--	--
SBA	PUSH BUTTON	--	--	6
SBB	HEAD 4	--	22	--
SBB	HEAD 6	22	--	--
SBB	HEAD 21	15	--	--
SBB	PUSH BUTTON	--	--	6
SBC	HEAD 2	75	--	--
SBC	HEAD 3	75	--	--
SBC	HEAD 5	--	76	--
SBC	HEAD 22	15	--	--
SBC	PUSH BUTTON	--	--	6
SBD	HEAD 14	--	22	--
SBD	HEAD 16	22	--	--
SBD	HEAD 23	15	--	--
SBD	PUSH BUTTON	--	--	6
SBE	HEAD 12	65	--	--
SBE	HEAD 13	65	--	--
SBE	HEAD 15	--	66	--
SBE	HEAD 24	15	--	--
SBE	PUSH BUTTON	--	--	6
SBF	HEAD 1	22	--	--
SBF	HEAD 9	--	22	--
SBF	HEAD 25	15	--	--
SBF	PUSH BUTTON	--	--	6
SBG	HEAD 7	65	--	--
SBG	HEAD 8	65	--	--
SBG	HEAD 10	--	66	--
SBG	HEAD 26	15	--	--
SBG	PUSH BUTTON	--	--	6
SBH	HEAD 11	22	--	--
SBH	HEAD 19	--	22	--
SBH	HEAD 27	15	--	--
SBH	PUSH BUTTON	--	--	6
	TOTAL	748	362	48

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SBB	92
SBB	SBC	227
SBC	SBD	98
SBD	SBE	144
SBE	SBF	102
SBF	SBG	144
SBG	SBH	91
SBH	SBA	135
SBA	CB1	81
PB1	SBC	21
PB2	SBD	23
PB3	SBE	22
PB4	SBF	21
PB5	SBG	20
PB6	SBH	18
PB7	SBA	19
PB8	CB1	20
PB9	SBB	22
PB10	SBB	80
PB11	SBC	105
PB12	SBC	46
	TOTAL	1531

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CB1	SBA	81
CB1	SBB	92
CB1	SBC	271
CB1	SBD	323
CB1	SBE	375
CB1	SBF	320
CB1	SBG	221
CB1	SBH	173
	TOTAL	1856

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W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

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POLES (CONTRACTOR FURNISHED)

SIGNAL BASE NO.	657.0352 POLES TYPE 10 SPECIAL EACH	657.0360 POLES TYPE 13 EACH	657.0541 MONOTUBE ARMS 40-FT SPECIAL EACH	657.0550 MONOTUBE ARMS 50-FT EACH	(INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH
SBA	1	--	1	--	1
SBB	--	--	--	--	1
SBC	--	1	--	1	1
SBD	--	--	--	--	1
SBE	1	--	1	--	1
SBF	--	--	--	--	1
SBG	1	--	1	--	1
SBH	--	--	--	--	1
TOTAL	3	1	3	1	8

VIDEO DETECTION CABLE

FROM	TO	(INCIDENTAL) VIDEO DETECTION CABLE L.F.
CB1	V1 (SBA)	105
CB1	V2 (SBC)	240
CB1	V3 (SBE)	339
CB1	V4 (SBG)	215
TOTAL		899

3

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION ^	656.0201.005 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S LAYTON BLVD EACH
W NATIONAL AVE & S LAYTON BLVD	1
TOTAL	1

TEMPORARY INFRARED EVP SYSTEM

LOCATION	SPV.0060.218 TEMPORARY INFRARED EVP SYSTEM W NATIONAL AVE & S LAYTON BLVD EACH
W NATIONAL AVE & S LAYTON BLVD	1
TOTAL	1

W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
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FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	SPV.0060.211 PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH
17	SBA	1	--	--
18	SBA	1	--	--
20	SBA	--	1	--
28	SBA	--	--	1
4	SBB	--	1	--
6	SBB	1	--	--
21	SBB	--	--	1
2	SBC	1	--	--
3	SBC	1	--	--
5	SBC	--	1	--
22	SBC	--	--	1
14	SBD	--	1	--
16	SBD	1	--	--
23	SBD	--	--	1
12	SBE	1	--	--
13	SBE	1	--	--
15	SBE	--	1	--
24	SBE	--	--	1
1	SBF	1	--	--
9	SBF	--	1	--
25	SBF	--	--	1
7	SBG	1	--	--
8	SBG	1	--	--
10	SBG	--	1	--
26	SBG	--	--	1
11	SBH	1	--	--
19	SBH	--	1	--
27	SBH	--	--	1
	TOTAL	12	8	8

LED MODULES SUMMARY (FOR INFORMATION ONLY)

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 12-INCH EACH	PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
17	SBA	--	--	1	1	1	--	--	--
18	SBA	--	--	1	1	1	--	--	--
20	SBA	--	--	--	--	--	1	2	1
28	SBA	1	1	--	--	--	--	--	--
4	SBB	--	--	--	--	--	1	2	1
6	SBB	--	--	1	1	1	--	--	--
21	SBB	1	1	--	--	--	--	--	--
2	SBC	--	--	1	1	1	--	--	--
3	SBC	--	--	1	1	1	--	--	--
5	SBC	--	--	--	--	--	1	2	1
22	SBC	1	1	--	--	--	--	--	--
14	SBD	--	--	--	--	--	1	2	1
16	SBD	--	--	1	1	1	--	--	--
23	SBD	1	1	--	--	--	--	--	--
12	SBE	--	--	1	1	1	--	--	--
13	SBE	--	--	1	1	1	--	--	--
15	SBE	--	--	--	--	--	1	2	1
24	SBE	1	1	--	--	--	--	--	--
1	SBF	--	--	1	1	1	--	--	--
9	SBF	--	--	--	--	--	1	2	1
25	SBF	1	1	--	--	--	--	--	--
7	SBG	--	--	1	1	1	--	--	--
8	SBG	--	--	1	1	1	--	--	--
10	SBG	--	--	--	--	--	1	2	1
26	SBG	1	1	--	--	--	--	--	--
11	SBH	--	--	1	1	1	--	--	--
19	SBH	--	--	--	--	--	1	2	1
27	SBH	1	1	--	--	--	--	--	--
	TOTAL	8	8	12	12	12	8	16	8

3

W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
MILWAUKEE COUNTY

CATEGORY 1000

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VIDEO DETECTION SYSTEM

LOCATION	SPV.0060.209 VIDEO DETECTION SYSTEM W NATIONAL AVE & S LAYTON BLVD EACH
W NATIONAL AVE & S LAYTON BLVD	1
TOTAL	1

SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.003 SIGNAL MOUNTING HARDWARE W NATIONAL AVE & S LAYTON BLVD EACH
W NATIONAL AVE & S LAYTON BLVD	1
TOTAL	1

3

APS PEDESTRIAN PUSH BUTTONS

LOCATION	SPV.0060.214 APS PEDESTRIAN PUSH BUTTONS W NATIONAL AVE & S LAYTON BLVD EACH
W NATIONAL AVE & S LAYTON BLVD	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201.002 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS W NATIONAL AVE & S LAYTON BLVD EACH	661.0300 GENERATORS DAY
W NATIONAL AVE & S LAYTON BLVD	1	1
TOTAL	1	1

EVP DETECTORS

LOCATION	SPV.0060.206 EMERGENCY VEHICLE PREEMPTION SYSTEM W NATIONAL AVE & S LAYTON BLVD EACH
W NATIONAL AVE & S LAYTON BLVD	1
TOTAL	1

TRAFFIC SIGNAL CABINET & CONTROLLER

LOCATION	SPV.0060.203 TRAFFIC SIGNAL CABINET & CONTROLLER W NATIONAL AVE & S LAYTON BLVD EACH
W NATIONAL AVE & S LAYTON BLVD	1
TOTAL	1

W. NATIONAL AVE & S. LAYTON BLVD
CITY OF MILWAUKEE
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TRAFFIC CONTROL

STAGE	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II SIGNS	CYCLES	EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1500 TRAFFIC CONTROL SPEED FEEDBACK TRAILER TRAILERS	CYCLES	DAY	643.5000 TRAFFIC CONTROL EACH
W NATIONAL AVE / STH 59										
STAGE 1	-	-	2	1	2	37.50	-	-	-	-
STAGE 2B	15	15	1	1	1	-	-	-	-	-
STAGE 2C	24	24	-	-	-	-	-	-	-	-
DETOUR PLAN STAGE 1B - 35TH STREET	-	-	-	-	-	48.00	-	-	-	-
DETOUR PLAN STAGE 1B - 27TH STREET	-	-	-	-	-	60.00	-	-	-	-
DETOUR PLAN STAGE 2	-	-	-	-	-	3.75	-	-	-	-
DETOUR PLAN STAGE 2B	-	-	-	-	-	18.75	-	-	-	-
UNDISTRIBUTED	-	-	5	1	5	-	1	213	213	1
TOTALS	39	39	8	3	8	168.00	1	213	213	1

3

TRAFFIC CONTROL

STAGE	DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	DAY	643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS EACH	DAY	643.0900 * TRAFFIC CONTROL SIGNS EACH	DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	DAY	643.1220 TRAFFIC CONTROL CONNECTED WORK ZONE START AND END LOCATION MARKERS EACH	DAY	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES EACH	DAY
W NATIONAL AVE / STH 59																			
STAGE 1	118	114	13,452	127	14,986	254	29,972	14	1,652	2	236	218	25,724	2	14	2	236	45	5,310
STAGE 1B	14	53	742	13	182	26	364	23	322	2	28	51	714	4	28	2	28	9	126
STAGE 1C	7	18	126	2	14	4	28	9	63	1	7	-3	-21	-	-	1	7	11	77
STAGE 2	95	161	15,295	123	11,685	246	23,370	23	2,185	1	95	242	22,990	1	7	1	95	49	4,655
STAGE 2B	21	102	2,142	24	504	48	1,008	34	714	2	42	37	777	3	21	2	42	9	189
STAGE 2C	14	73	1,022	1	14	2	28	29	406	2	28	19	266	1	7	2	28	3	42
STAGE 1 SIDEWALK CLOSURES	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	1,176
STAGE 2 SIDEWALK COSURES	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	1,274
DETOUR PLAN STAGE 1	110	-	-	1	110	2	220	-	-	-	-	80	8,800	-	-	-	-	-	-
DETOUR PLAN STAGE 1B - 35TH STREET	21	-	-	1	21	2	42	-	-	-	-	70	1,470	-	-	-	-	-	-
DETOUR PLAN STAGE 1B - 27TH STREET	21	-	-	2	42	4	84	-	-	-	-	83	1,743	-	-	-	-	-	-
DETOUR PLAN STAGE 2	95	-	-	-	-	-	-	-	-	-	-	86	8,170	-	-	-	-	-	-
DETOUR PLAN STAGE 2B	21	-	-	-	-	-	-	-	-	-	-	5	105	-	-	-	-	-	-
UNDISTRIBUTED	-	-	-	-	-	-	-	-	-	-	-	-	-	5	35	-	-	5	550
TOTALS		521	32,779	294	27,558	588	55,116	132	5,342	10	436	888	70,738	16	112	10	436	306	13,399

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS CATEGORY 1000

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\030201_MQ.DWG PLOT DATE : 1/20/2023 1:36 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1:1

TEMPORARY PEDESTRIAN FACILITIES

STAGE	DURATION DAYS	643.0900 * TRAFFIC CONTROL SIGNS EACH	643.0900 * TRAFFIC CONTROL SIGNS DAY	643.3180 * TEMPORARY MARKING LINE REMOVABLE TAPE 6-(WHITE) LF	644.1430 SURFACE PLATE SF	644.1440 SURFACE MATTING SF	644.1601 CURB RAMP DAY	644.1605 DETECTABLE WARNING SF	644.1810 BARRICADE LF
W NATIONAL AVE / STH 59									
STAGE 1	118	-	-	-	40	355	2,360	60	845
STAGE 1B	21	-	-	-	10	95	70	50	810
STAGE 1C	7	-	-	507	30	230	56	140	555
STAGE 1 SIDEWALK CLOSURE	14	66	924	8,456	320	2,880	560	2,920	4,916
STAGE 2	95	-	-	-	40	312	1,995	110	1,026
STAGE 2B	21	-	-	-	-	-	21	10	258
STAGE 2C	14	-	-	-	-	-	-	-	150
STAGE 2 SIDEWALK CLOSURE	14	72	1,008	8,552	340	3,100	602	3,160	5,340
TOTALS		138	1,932	17,515	780	6,972	5,664	6,450	13,900

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TEMPORARY MARKING LINE

STAGE	643.3165 PAINT 6-INCH (WHITE) LF	643.3165 PAINT 6-INCH (YELLOW) LF	643.3180 * REMOVABLE TAPE 6-INCH (WHITE) LF	643.3180 * REMOVABLE TAPE 6-INCH (YELLOW) LF	643.3265 PAINT 10-INCH LF	643.3280 REMOVABLE TAPE 10-INCH LF	643.3850 STOP LINE REMOVABLE TAPE LF	643.3960 REMOVABLE MASK OUT TAPE 6-INCH LF
NATIONAL AVENUE								
STAGE 1	28	3,651	-	625	50	50	-	-
STAGE 1B	-	-	425	125	-	-	-	76
STAGE 1C	-	-	-	-	-	-	-	-
STAGE 2	-	-	953	3,985	-	563	150	-
STAGE 2B	165	370	116	1,610	-	132	11	138
STAGE 2C	-	-	929	1,355	-	-	11	100
SUBTOTAL	193	4,021	2,423	7,700	50	745	172	314
TOTAL	4,214		10,123		50	745	172	314

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

MARKING REMOVAL

STATION TO STATION	646.9000 LINE 4-INCH LF	646.9200 LINE WIDE LF
W NATIONAL AVE / STH 59		
STAGE 1	72	-
STAGE 1B	61	-
STAGE 2B	1,023	12
STAGE 2C	180	-
TOTALS	1,336	12

ALL ITEMS CATEGORY 1000

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	⊥
TELEPHONE POLE	●	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	⧓	⧓

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER (25)
UTILITY NUMBER (40)
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

WATER — W —
GAS — G —
TELEPHONE — T —
OVERHEAD TRANSMISSION LINES — OH —
ELECTRIC — E —
CABLE TELEVISION — TV —
FIBER OPTIC — FO —
SANITARY SEWER — SAN —
STORM SEWER — SS —
ELECTRIC TOWER ⊠

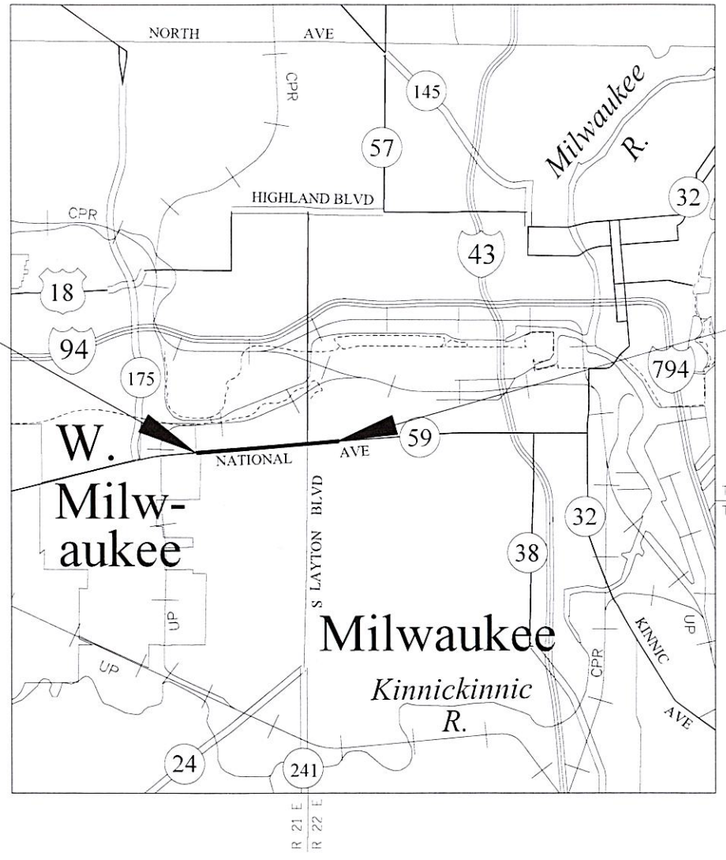
BEGIN RELOCATION ORDER
PROJECT I.D. 2410-10-20
STA 304+89.00
Y= 378916.983
X= 2545040.643
999.30' SOUTH AND 1403.35' EAST OF THE E1/4 CORNER OF SEC. 35, T-7-N, R-21-E.

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ /DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB



LAYOUT
SCALE 0 1 MI.

END RELOCATION ORDER
PROJECT I.D. 2410-10-20
STA 347+73.85
Y= 379366.459
X= 2549301.544
354.78' EAST AND 682.68' SOUTH OF THE E1/4 CORNER OF SEC. 36, T-7-N, R-21-E.

TOTAL NET LENGTH OF CENTERLINE = LENGTH

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
2410-10-20		
FEDERAL PROJECT NUMBER	4.1	

PLAT OF RIGHT OF WAY REQUIRED FOR

NATIONAL AVE. (STH59)
SOUTH 39TH STREET - SOUTH 26TH STREET

NATIONAL AVE. (USH59)	MILWAUKEE COUNTY
CONSTRUCTION PROJECT NUMBER 2410-10-70	

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE STATE PLANE COORDINATES (SOUTH ZONE), NAD83, IN U.S. SURVEY FEET. VALUES ARE GROUND COORDINATES, GROUND BEARINGS, AND GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MILWAUKEE

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE DETAIL PAGES.

emcs

DATE 11/7/2024

WISCONSIN
KEVIN C. BOYER
S-2675
HEWITT WI
LAND SURVEYOR

Kevin C. Boyer
KEVIN C. BOYER, PLS-2675

REVISION DATE

APPROVED FOR
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS

DATE 11/11/24 _____ COMMISSIONER

FILE NAME : Y:\52XX\5289.SP.20.NATIONAL AVE.MKE\CADDS\2410-10-00\SHEETSPLAN\040100-RP.DWG
LAYOUT NAME: 01
PLOT DATE : 11/11/2024 10:38 AM PLOT BY : TODD COPISKEY PLOT NAME :

SCHEDULE OF LANDS &INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE CITY OF MILWAUKEE.

PARCEL NUMBER	SHEET NUMBER		INTERESTS	R/W SF REQUIRED			TLE
		OWNERS	REQUIRED	NEW	EXISTING	TOTAL	SF
1	4.3	GUSTAVO LORENZO AND ANA TORREZ	TLE	---	---	---	218
2	4.3	MARTHA E. CORONADO MEZA	TLE	---	---	---	208
3	4.3	ARTEAGA PROPERTIES LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	99
4	4.3	PAKENG PALACE, LLC FKA PAKENG REAL ESTATE LLC	TLE	---	---	---	1255
6	4.3	CONTINGENCY PLAN PROPERTIES LLC ,A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	250
7	4.3	RJG DEVELOPMENT, LLC	TLE	---	---	---	317
8	4.3	NYAJTOUA HER & SHOUA HER, HUSBAND AND WIFE	TLE	---	---	---	240
9	4.3	GOLDEN INVESTMENT GROUP, LLC	TLE	---	---	---	329
11	4.3	GOLDENLAKES PROPERTIES, LLC	TLE	---	---	---	597
12	4.3	CENARIUS INVESTMENTS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	297
13	4.3	BONILLAS & COMPANY, LLC	TLE	---	---	---	472
14	4.3	JOSE E. SALDIVAR & IGNACIO SALDIVAR QUEZADZ	TLE	---	---	---	208
16	4.3	OOSH ENTERPRISES, LLC	TLE	---	---	---	151
17	4.3	NATIONAL37, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	201
18	4.3	RAMIRO PLASCENCIA AND MARIA DEL CARMEN GUERRERO PEREZ, HUSBAND AND WIFE	TLE	---	---	---	463
19	4.3	VICTOR BAHENA	TLE	---	---	---	48
20	4.3	NANCY J. PETERS	TLE	---	---	---	348
21	4.3	SUELONG YANG RENTAL, LLC	TLE	---	---	---	78
22	4.4	RALPH H. FLEEGE	TLE	---	---	---	150
23	4.4	3500 WEST NATIONAL AVENUE, LLC	TLE	---	---	---	13
24	4.4	LA REINA, LLC	TLE	---	---	---	70
25	4.4	MARTIN SANCHEZ ESCOBEDO AND SILVIA R. TORRES, HUSBAND AND WIFE	TLE	---	---	---	87
26	4.4	SALSABROSA DANCE COMPANY LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	38
27	4.4	M5 TECH LLC	TLE	---	---	---	150
28	4.4	MIGUEL HERRERA & NORMA HERRERA, HUSBAND AND WIFE	TLE	---	---	---	356
29	4.4	OSCAR NARVAEZ	TLE	---	---	---	233
31	4.4	DEBRA L. MICKEY	TLE	---	---	---	765
32	4.4	S2 REAL ESTATE GROUP 1 LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	400
33	4.4	RUSLAN SHIYAKHETKO AND YELENA PYATETSKAYA	TLE	---	---	---	565
34	4.4	ELVIA JURADO	TLE	---	---	---	174
36	4.4	JORGE L. CERDA	TLE	---	---	---	176
37	4.4	RICARDA GARCIA LOPEZ	TLE	---	---	---	351
38	4.4	ANTONIO MEDINA MARTINEZ	TLE	---	---	---	359
39	4.4	ALEMAN, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	408
41	4.4	NINA'S FAMILY TRUST	TLE	---	---	---	151
42	4.4	LBWN RENT-TO-OWN HOMES, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	301
43	4.4	GOOD-BOY MARKETING, LLC	TLE	---	---	---	151
44	4.4	35TH & SILVER CITY LLC	TLE	---	---	---	314
46	4.4	NATIONAL AVE CHICKEN PALACE LLC	TLE	---	---	---	609
47	4.4	JUAN & AURRORA SALAZAR TRUST DATED MARCH 5, 2015	TLE	---	---	---	150
48	4.4	XAY CHAI AND THANITA SRIAMDI	TLE	---	---	---	592
49	4.4	SIAM OF MILWAUKEE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	150
51	4.4	ANDY LEO AND THAVIVANH NOY LAO AND SOURICHANH INSYXIENGMAY	TLE	---	---	---	150
52	4.4	KIM PATHAMMAVONG	TLE	---	---	---	446
53	4.4	NATIONAL AVENUE LLC	TLE	---	---	---	489
54	4.4	MICHAEL SENGMANIVONG	TLE	---	---	---	217
56	4.4	SHOUA YANG	TLE	---	---	---	150
57	4.4	NACIONAL TAX SERVICE LLC	TLE	---	---	---	98
58	4.5	MILWAUKEE INVESTMENTS VI LLC, A FLORIDA LIMITED LIABILITY COMPANY	TLE	---	---	---	151
59	4.5	RICARDO NAVARRO	TLE	---	---	---	194
61	4.5	AUGUST J. RUTTEN	TLE	---	---	---	111
62	4.5	LIDUVINA BENAVIDES	TLE	---	---	---	12
63	4.5	SANDRA MARIE RADJENOVIC	TLE	---	---	---	181
64	4.5	JORGE ALBERTO BALLINA HIDALGO	TLE	---	---	---	226
66	4.5	IRMA GAMBOA N/K/A IRMA MARTINEZ	TLE	---	---	---	301
67	4.5	SATWINDER PROPERTY LLC	TLE	---	---	---	467
68	4.5	JOEL P. BUCHHOLZ	TLE	---	---	---	275
69	4.5	DANNY P. TEED	TLE	---	---	---	103
71	4.5	PAUL J. KRAJNIAK SUSAN E. KWAS, HUSBAND AND WIFE	TLE	---	---	---	305
72	4.5	THOMAS A. REED MARY L. COGAR, HUSBAND AND WIFE	TLE	---	---	---	150
73	4.5	JOHANNA MENDOZA-TORRES	TLE	---	---	---	135
74	4.5	JOHN F. SCHNEIDER	TLE	---	---	---	223
76	4.6	E VILLARREAL PROPERTIES, LLC AND H VILLARREAL PROPERTIES, LLC	TLE	---	---	---	2436
77	4.6	MSA HOLDINGS LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	2284
78	4.6	HOUSING AUTHORITY OF THE CITY OF MILWAUKEE	TLE	---	---	---	752
80	4.6	PATRICIA J WALIA REVOCABLE TRUST, DATED NOVEMBER 30, 2000	TLE	---	---	---	180
82	4.6	REALTY INCOME PROPERTIES 17, LLC, A DELWARE LIMITED LIABILITY COMPANY	TLE	---	---	---	2774
83	4.6	IN MANUS DEI, LLC	TLE	---	---	---	2503

SCHEDULE OF LANDS &INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE CITY OF MILWAUKEE.

PARCEL NUMBER	SHEET NUMBER		INTERESTS	R/W SF REQUIRED			TLE
		OWNERS	REQUIRED	NEW	EXISTING	TOTAL	SF
200	4.3	EVAS (COMMUNICATION)	RELEASE OF RIGHTS				
201	4.3	MCI (COMMUNICATION)	RELEASE OF RIGHTS				
202	4.3, 4.4, 4.6	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS				
203	4.3, 4.6	AT & T (COMMUNICATION)	RELEASE OF RIGHTS				

4

4

REVISION DATE

DATE 11/07/2024

GRID FACTOR 1.0000000

HWY: NATIONAL AVE. (STH 59)

COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 2410-10-20

CONSTRUCTION PROJECT NUMBER 2410-10-70

PLAT SHEET 4.2

PS&E SHEET 470

E

FILE NAME : 040101-RP.DWG
LAYOUT NAME - 02

PLOT DATE : 11/7/2024 3:38 PM PLOT BY : TODD COPISKEY PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

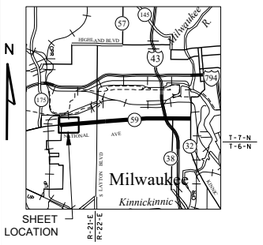
ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

ALL TLE AREAS INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

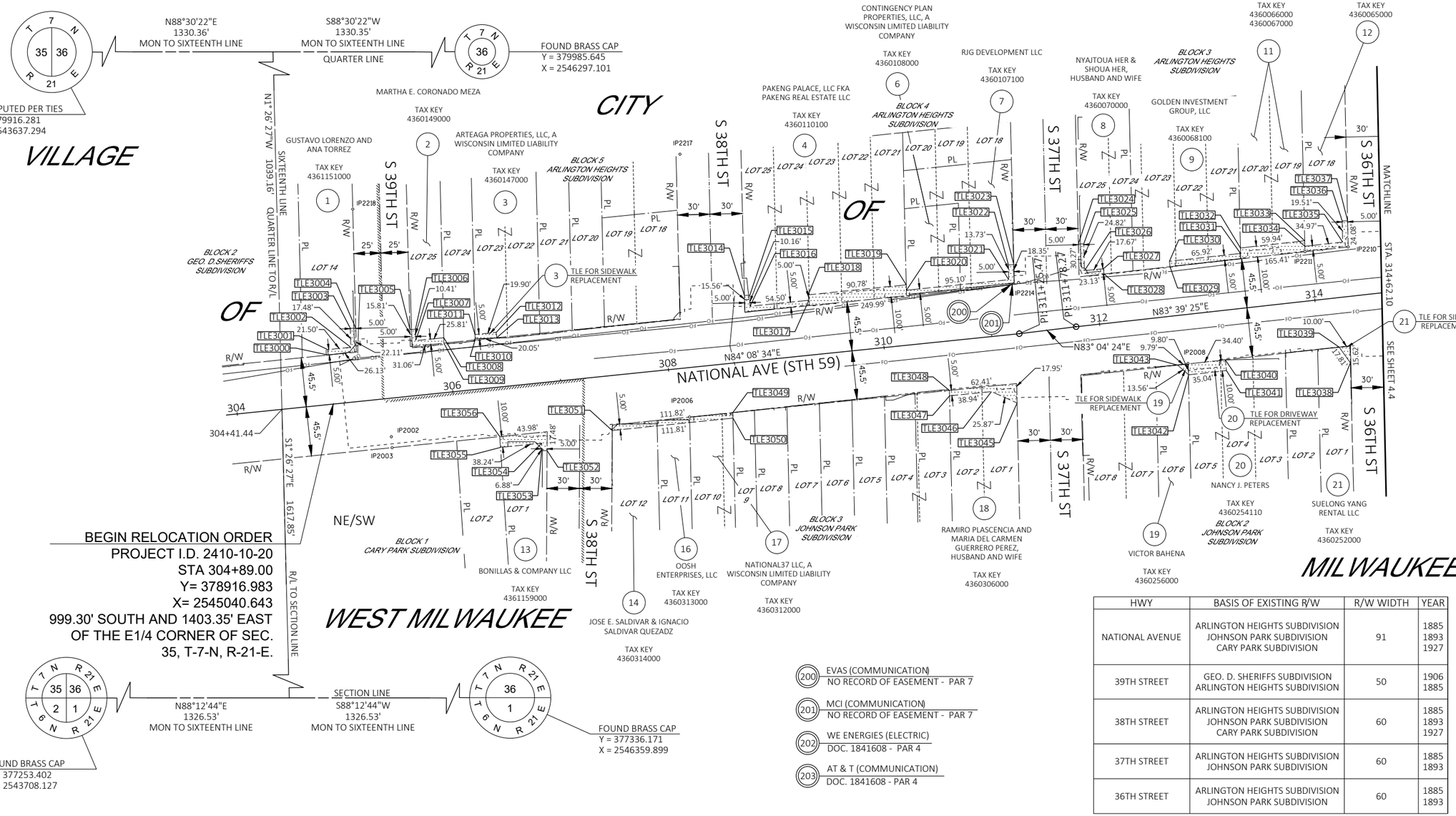
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP2002	378886.860	2545094.234	CHISELED X
IP2003	378876.710	2545094.957	1.25" OD PIPE
IP2006	378905.029	2545369.469	1" OD PIPE
IP2008	378954.374	2545829.441	CHISELED X
IP2210	379061.991	2545977.260	1.25" OD PIPE
IP2211	379057.564	2545937.436	1.25" OD PIPE
IP2217	379147.485	2545360.579	CHISELED X
IP2218	379096.830	2545058.660	RR SPIKE
IP2219	378941.807	2544918.404	CHISELED X

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.

LOCATION SKETCH NOT TO SCALE



GN



TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
3000	304+89.00	-45.50'
3001	304+89.00	-50.50'
3002	305+10.50	-50.50'
3003	305+11.85	-67.93'
3004	305+16.83	-67.55'
3005	305+66.50	-61.26'
3006	305+71.48	-60.88'
3007	305+70.68	-50.50'
3008	305+96.74	-50.50'
3009	305+96.35	-45.50'
3010	306+25.34	-45.50'
3011	306+25.74	-50.50'
3012	306+45.39	-50.50'
3013	306+45.39	-45.50'
3014	308+76.71	-61.02'
3015	308+81.69	-60.63'
3016	308+80.90	-50.50'
3017	309+35.40	-50.50'
3018	309+35.40	-55.50'
3019	310+26.27	-55.50'
3020	310+25.88	-50.50'
3021	311+20.85	-50.50'
3022	311+21.94	-64.19'
3023	311+28.11	-63.75'
3024	311+88.78	-75.66'
3025	311+93.76	-75.22'
3026	311+91.60	-50.50'
3027	312+09.27	-50.50'
3028	312+09.27	-45.50'
3029	312+70.53	-45.50'
3030	312+70.53	-50.50'
3031	313+36.58	-50.50'
3032	313+37.02	-55.50'
3033	313+96.74	-55.50'
3034	313+96.30	-50.50'
3035	314+31.36	-50.50'
3036	314+33.11	-69.93'
3037	314+38.09	-69.48'
3038	314+26.18	61.06'
3039	314+17.52	45.50'
3040	313+11.68	45.50'
3041	313+11.68	55.50'
3042	312+76.64	55.50'
3043	312+67.49	45.50'
3045	311+16.93	63.39'
3046	310+94.50	50.50'
3047	310+55.55	55.50'
3048	310+55.96	45.50'
3049	308+55.01	45.50'
3050	308+54.61	50.50'
3051	307+42.65	50.50'
3052	306+80.96	62.88'
3053	306+75.99	62.34'
3054	306+76.73	55.50'
3055	306+38.50	55.50'
3056	306+38.86	45.50'

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
NATIONAL AVENUE	ARLINGTON HEIGHTS SUBDIVISION JOHNSON PARK SUBDIVISION CARY PARK SUBDIVISION	91	1885 1893 1927
39TH STREET	GEO. D. SHERIFFS SUBDIVISION ARLINGTON HEIGHTS SUBDIVISION	50	1906 1885
38TH STREET	ARLINGTON HEIGHTS SUBDIVISION JOHNSON PARK SUBDIVISION CARY PARK SUBDIVISION	60	1885 1893 1927
37TH STREET	ARLINGTON HEIGHTS SUBDIVISION JOHNSON PARK SUBDIVISION	60	1885 1893
36TH STREET	ARLINGTON HEIGHTS SUBDIVISION JOHNSON PARK SUBDIVISION	60	1885 1893

REVISION DATE	DATE 11/07/2024	SCALE, FEET 0 50 100	HWY: NATIONAL AVE. (STH 59)	STATE R/W PROJECT NUMBER 2410-10-20	PLAT SHEET 4.3
	GRID FACTOR 1.0000000		COUNTY: MILWAUKEE	CONSTRUCTION PROJECT NUMBER 2410-10-70	PS&E SHEET 471 E

FILE NAME : 040101-RP.DWG
LAYOUT NAME - 03

PLOT DATE : 11/7/2024 1:30 PM PLOT BY : TODD COPISKEY PLOT NAME :

WISDOT/CADDS SHEET 75

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE4000	316+75.63	-45.50'
TLE4001	316+76.06	-50.50'
TLE4002	317+06.00	-50.50'
TLE4003	317+05.57	-45.50'
TLE4004	317+40.45	-45.50'
TLE4005	317+46.51	-50.51'
TLE4006	319+25.10	-45.50'
TLE4007	319+25.10	-50.50'
TLE4008	319+46.84	-50.50'
TLE4009	319+46.84	-45.50'
TLE4010	320+01.95	-45.50'
TLE4011	320+01.95	-50.50'
TLE4012	320+94.84	-50.50'
TLE4013	320+96.52	-71.64'
TLE4014	321+02.33	-71.22'
TLE4015	321+60.95	-67.23'
TLE4016	321+65.94	-66.87'
TLE4017	321+65.12	-55.50'
TLE4018	321+77.30	-55.50'
TLE4019	321+77.30	-45.50'
TLE4020	323+63.65	-63.77
TLE4021	323+68.65	-63.78'

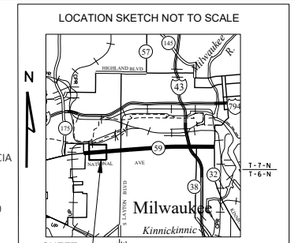
TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE4022	323+63.66	-55.50'
TLE4023	325+18.81	-55.50'
TLE4024	325+18.81	-50.50'
TLE4025	325+35.75	-50.50'
TLE4026	325+35.75	-45.50'
TLE4027	326+15.69	-45.50'
TLE4028	326+15.69	-50.50'
TLE4029	326+96.44	-50.50'
TLE4030	326+96.79	-55.50'
TLE4031	327+71.70	-50.50'
TLE4032	327+81.77	-77.07'
TLE4033	327+86.69	-76.19'
TLE4034	324+36.08	65.26'
TLE4035	324+31.10	64.87'
TLE4036	324+32.61	45.50'
TLE4037	322+49.95	45.50'
TLE4038	322+49.57	50.50'
TLE4039	322+02.50	50.50'
TLE4040	322+02.50	55.50'
TLE4041	321+56.91	55.50'
TLE4042	321+55.10	79.22'
TLE4043	321+48.65	78.78'

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE4044	320+89.74	73.58'
TLE4045	320+84.76	73.16'
TLE4046	320+86.65	50.50'
TLE4047	319+65.46	50.50'
TLE4048	319+64.67	60.50'
TLE4049	319+35.86	60.50'
TLE4050	319+35.86	50.50'
TLE4051	318+34.60	50.50'
TLE4052	318+26.51	126.44'
TLE4053	318+21.53	125.97'
TLE4054	317+37.03	55.48'
TLE4055	317+32.45	50.50'
TLE4056	314+92.51	50.50'
TLE4057	314+91.48	63.08'
TLE4058	314+86.50	62.67'
TLE4059	327+31.90	-55.50'
TLE4060	327+31.55	-50.50'

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

ALL TLE AREAS INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

LOCATION SKETCH NOT TO SCALE



CITY OF MILWAUKEE

NATIONAL AVE (STH 59)

NE/SW

NW/SE

N84° 07' 58"E

N83° 27' 46"E

N84° 31' 53"E

N78° 27' 22"E

N83° 52' 28"E

N83° 10' 46"E

S 36TH ST

S 35TH ST

S 34TH ST

S SHEA AVE

S 32ND ST

S 33RD ST

MATCH LINE STA. 314+62.10 SEE SHEET 4.3

MATCH LINE STA. 328+03.00 SEE SHEET 4.5

FOUND BRASS CAP
Y = 379985.645
X = 2546297.101

FOUND BRASS CAP
Y = 377336.171
X = 2546359.899

(202) WE ENERGIES (ELECTRIC)
DOC. 3518117 - PAR 23

RALPH H. FLEEGE
TAX KEY 4360024000

3500 WEST NATIONAL AVENUE, LLC
TAX KEY 4360023000

LA REINA, LLC
TAX KEY 4350055000

SALSABROSA DANCE COMPANY LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4350056000

MARTIN SANCHEZ ESCOBEDO AND SILVIA R. TORRES, HUSBAND AND WIFE
TAX KEY 4350057000
TLE 177 S.F.

MS TECH LLC
TAX KEY 4350058000

MIGUEL HERRERA & NORMA HERRERA, HUSBAND AND WIFE
TAX KEY 4350059000

OSCAR NARVAEZ
TAX KEY 4350031000

S2 REAL ESTATE GROUP 1 LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4359990000

JORGE L. CERDA
TAX KEY 4350165000

RICARDA GARCIA LOPEZ
TAX KEY 4350164000

ELVIA JURADO
TAX KEY 4350166000

ANTONIO MEDINA MARTINEZ
TAX KEY 4350163000

RUSLAN SHIYAKHETKO AND YELENA PYATETSKAYA
TAX KEY 4359991000
4359992110

DEBRA L. MICKEY
TAX KEY 4359989100

BLOCK 2 ARLINGTON HEIGHTS SUBDIVISION

BLOCK 3 BLACK, SHEA AND DAHLMAN'S SUBDIVISION

BLOCK 3 DAHLMAN'S SUBDIVISION

BLOCK 1 JOHNSON PARK SUBDIVISION

BLOCK 1 NATIONAL AVENUE PARK SUBDIVISION

BLOCK 1 SAVINGS AND INVESTMENT ASSOCIATION SUBDIVISION NO.1

BLOCK 2 NATIONAL AVENUE HEIGHTS

TLE FOR SIDEWALK REPLACEMENT

ALEMAN LLC
TAX KEY 4360206000

NINA'S FAMILY TRUST
TAX KEY 4360205000

LBWN RENT TO OWN HOMES LLC & C/O IMPACT SEVEN INC
TAX KEY 4360204000
4360203000

GOOD-BOY MARKETING, LLC
TAX KEY 4360202000

35TH & SILVER CITY LLC
TAX KEY 4360201000

NATIONAL AVE CHICKEN PALACE LLC
TAX KEY 4350401000

XAY CHAI AND THANITA SRIAMDI
TAX KEY 4350404000

JUAN & AURRORA SALAZAR TRUST DATED MARCH 5, 2015
TAX KEY 4350403000

SIAM OF MILWAUKEE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4350405000

KIM PATHAMMAVONG
TAX KEY 4350407000

ANDY LEO AND THAVIVANH NOY LAO AND SOURICHANH INSYXIENGMAY
TAX KEY 4350406000

NATIONAL AVENUE LLC
TAX KEY 4351009000

MICHAEL SENGMANIVONG
TAX KEY 4351008000

SHOUA YANG
TAX KEY 4351007000

NACIONAL TAX SERVICE LLC
TAX KEY 4351001000

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP2009	378988.860	2546137.485	CHISELED X
IP2010	378991.854	2546167.464	CHISELED X
IP2011	378995.287	2546197.370	CHISELED X
IP2013	379060.150	2546825.556	3/4" REBAR
IP2014	379065.302	2546824.822	CHISELED X
IP2202	379283.257	2546926.362	1" OD PIPE
IP2203	379326.980	2546958.703	1.25" OD PIPE
IP2205	379271.132	2546834.676	1.25" OD PIPE
IP2206	379231.197	2546805.102	1.25" OD PIPE
IP2207	379132.855	2546638.376	2" OD PIPE
IP2208	379123.693	2546558.625	1" OD PIPE
IP2209	379126.982	2546581.224	1" OD PIPE

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
NATIONAL AVENUE	ARLINGTON HEIGHTS SUBDIVISION JOHNSON PARK SUBDIVISION NATIONAL AVENUE PARK SUBDIVISION BLACK, SHEA AND DAHLMAN'S SUBDIVISION DAHLMAN'S SUBDIVISION NATIONAL AVENUE HEIGHTS SUBDIVISION	91	1885 1893 1886 1880 1906 1885
36TH STREET	ARLINGTON HEIGHTS SUBDIVISION JOHNSON PARK SUBDIVISION	60	1885 1893
35TH STREET	BLACK ,SHEA AND DAHLMAN'S SUBDIVISION NATIONAL AVENUE PARK SUBDIVISION	113 91.5	1880 1886
34TH STREET	ARLINGTON HEIGHTS SUBDIVISION JOHNSON PARK SUBDIVISION SAVINGS AND INVESTMENT ASSOCIATION SUBDIVISION NO.1 NATIONAL AVENUE PARK SUBDIVISION	60	1885 1893 1884 1886
S .SHEA AVENUE	BLACK ,SHEA AND DAHLMAN'S SUBDIVISION	VARIES	1880
33RD STREET	SAVINGS AND INVESTMENT ASSOCIATION SUBDIVISION NO 1 . NATIONAL AVENUE HEIGHTS SUBDIVISION	60	1884 1885
32ND STREET	DAHLMAN'S SUBDIVISION NATIONAL AVENUE HEIGHTS SUBDIVISION	60	1906 1885

REVISION DATE	DATE 11/07/2024	SCALE, FEET 0 50 100	HWY: NATIONAL AVE. (STH 59)	STATE R/W PROJECT NUMBER 2410-10-20	PLAT SHEET 4.4
	GRID FACTOR 1.0000000		COUNTY: MILWAUKEE	CONSTRUCTION PROJECT NUMBER 2410-10-70	PS&E SHEET 472 E

FILE NAME : 040101-RP.DWG
LAYOUT NAME - 04

PLOT DATE : 11/7/2024 1:30 PM PLOT BY : TODD COPISKEY PLOT NAME :

WISDOT/CADDS SHEET 75

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE5000	328+38.52	-56.84'
TLE5001	328+43.50	-56.44'
TLE5002	328+43.03	-50.50'
TLE5003	328+61.89	-50.50'
TLE5004	328+61.89	-45.50'
TLE5005	331+02.15	-45.50'
TLE5006	331+02.15	-50.50'
TLE5007	331+15.27	-50.50'
TLE5008	331+20.67	-55.48'
TLE5009	331+21.36	-64.13'
TLE5010	331+26.34	-63.73'
TLE5011	331+86.86	-67.74'
TLE5012	331+91.85	-67.34'
TLE5013	331+90.10	-45.50'
TLE5014	334+12.93	-45.50'
TLE5015	334+18.33	-50.48'
TLE5016	340+49.68	55.47'
TLE5017	340+20.47	50.50'
TLE5018	340+20.47	45.50'
TLE5019	338+01.79	45.50'
TLE5020	337+99.64	72.56'
TLE5021	337+93.93	72.14'
TLE5022	337+35.35	60.45'
TLE5023	337+16.54	45.50'
TLE5024	335+11.00	45.50'
TLE5025	335+10.60	50.50'
TLE5026	334+75.51	50.50'
TLE5027	334+73.84	71.61'
TLE5028	334+68.85	71.22'
TLE5029	334+09.06	66.25'
TLE5030	334+04.07	65.86'
TLE5031	334+05.69	45.50'
TLE5032	332+12.05	45.50'
TLE5033	332+11.65	50.50'

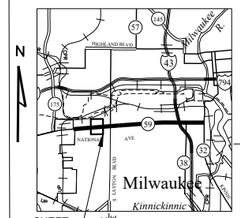
TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE5034	331+82.70	50.50'
TLE5035	331+80.99	71.62'
TLE5036	331+76.01	71.22'
TLE5039	331+17.09	55.50'
TLE5040	330+40.32	55.50'
TLE5041	330+10.62	50.51'
TLE5042	330+11.02	45.50'
TLE5043	328+60.41	45.50'
TLE5044	328+60.41	50.50'
TLE5045	328+35.00	50.50'
TLE5046	328+34.50	56.74'
TLE5047	328+24.05	55.99'

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

ALL TLE AREAS INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
NATIONAL AVENUE	DAHLMAN'S SUBDIVISION NATIONAL AVENUE HEIGHTS SUBDIVISION NATIONAL PARK SUBDIVISION VALLEY VIEW LAND CO'S SUBDIVISION NO.1 VALLEY VIEW LAND CO'S SUBDIVISION NO.2	91	1906 1885 1901 1901 1901
32ND STREET	DAHLMAN'S SUBDIVISION NATIONAL AVENUE HEIGHTS SUBDIVISION	60	1906 1885
31ST STREET	NATIONAL AVENUE HEIGHTS SUBDIVISION NATIONAL PARK SUBDIVISION DAHLMAN'S SUBDIVISION	60	1885 1901 1906
30TH STREET	NATIONAL PARK SUBDIVISION VALLEY VIEW LAND CO'S SUBDIVISION NO2 .	60	1901 1901
29TH STREET	NATIONAL PARK SUBDIVISION VALLEY VIEW LAND CO'S SUBDIVISION NO1 .	60	1901 1901
28TH STREET	NATIONAL PARK SUBDIVISION	60	1901

LOCATION SKETCH NOT TO SCALE



GN

FOUND BRASS CAP
Y = 379985.645
X = 2546297.101

N88°37'38"E
1325.21'
MON TO SIXTEENTH LINE

S88°37'38"W
1325.21'
MON TO SIXTEENTH LINE

QUARTER LINE

FOUND BRASS CAP
Y = 380049.138
X = 2548946.760

CITY OF MILWAUKEE

NATIONAL AVE (STH 59)

S 32ND ST
S 31ST ST
S 30TH ST
S 29TH ST
S 28TH ST

NW/SE
NE/SE

N84° 01' 12"E
N84° 01' 50"E
N84° 14' 03"E
N83° 26' 32"E
N78° 27' 22"E

MILWAUKEE INVESTMENTS VI LLC, A FLORIDA LIMITED LIABILITY COMPANY
TAX KEY 4350136000

RICARDO NAVARRO
TAX KEY 4350141000

AUGUST J. RUTTEN
TAX KEY 4350114000

LIDUVINA BENAVIDES
TAX KEY 4351434000

BLOCK 2 DAHLMAN'S SUBDIVISION
BLOCK 1 DAHLMAN'S SUBDIVISION
BLOCK 2 VALLEY VIEW LAND CO'S SUBDIVISION NO. 2
BLOCK 1 VALLEY VIEW LAND CO'S SUBDIVISION NO. 2
BLOCK 3 VALLEY VIEW LAND CO'S SUBDIVISION NO. 1
BLOCK 2 VALLEY VIEW LAND CO'S SUBDIVISION NO. 1

TLE5000 TLE5001 TLE5002 TLE5003 TLE5004 TLE5005 TLE5006 TLE5007 TLE5008 TLE5009 TLE5010 TLE5011 TLE5012 TLE5013 TLE5014 TLE5015 TLE5016 TLE5017 TLE5018 TLE5019 TLE5020 TLE5021 TLE5022 TLE5023 TLE5024 TLE5025 TLE5026 TLE5027 TLE5028 TLE5029 TLE5030 TLE5031 TLE5032 TLE5033 TLE5034 TLE5035 TLE5036 TLE5039 TLE5040 TLE5041 TLE5042 TLE5043 TLE5044 TLE5045 TLE5046 TLE5047

IP2019 IP2198 IP2199 IP2028 IP2027 IP2026 IP2025 IP2023 IP2022 IP2021

pi: 328+36.38
pi: 331+70.18
331+05.27
pi: 337+43.07
pi: 340+59.35

STA.328+03.00
STA. 340+85.00

MATCH LINE
SEE SHEET 4.4
SEE SHEET 4.5

TLE FOR GRADING AND SIDEWALK REPLACEMENT

R/L TO SECTION LINE
S1° 23' 54"E 1815.97'
S1° 23' 54"E 825.25' QUARTER LINE TO R/L
SIXTEENTH LINE

SANDRA MARIE RADJENOVIC
TAX KEY 4350208000

JORGE ALBERTO BALLINA HIDALGO
TAX KEY 4350203000

IRMA GAMBOA N/K/A IRMA MARTINEZ
TAX KEY 4350202000

SATWINDER PROPERTY LLC
TAX KEY 4350201000

JOEL P. BUCHHOLZ
TAX KEY 4350755000

DANNY P. TEED
TAX KEY 4350750000

PAUL J. KRAJNIAK
SUSAN E. KWAS,
HUSBAND AND WIFE
TAX KEY 4350705000

THOMAS A. REED
MARY L. COGAR,
HUSBAND AND WIFE
TAX KEY 4350699000

JOHANNA MENDOZA-TORRES
TAX KEY 4350652000

JOHN F. SCHNEIDER
TAX KEY 4350647000

BLOCK 1 NATIONAL AVENUE HEIGHTS
BLOCK 4 NATIONAL PARK SUBDIVISION
BLOCK 3 NATIONAL PARK SUBDIVISION
BLOCK 2 NATIONAL PARK SUBDIVISION

FOUND BRASS CAP
Y = 377336.171
X = 2546359.899

N88°14'20"E
1327.11'
MON TO SIXTEENTH LINE

SECTION LINE

S88°14'20"W
1327.11'
MON TO SIXTEENTH LINE

FOUND BRASS CAP
Y = 377417.740
X = 2549012.867

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP2021	379149.069	2547665.338	CHISELED X
IP2022	379154.490	2547659.218	CHISELED X
IP2023	379154.868	2547658.789	CHISELED X
IP2025	379193.057	2548085.342	1.25" OD PIPE
IP2026	379196.722	2548120.329	1.25" OD PIPE
IP2027	379208.888	2548269.397	3/4" REBAR
IP2028	379224.221	2548377.643	1.25" OD PIPE
IP2197	379440.955	2548328.783	1" OD PIPE
IP2198	379405.165	2548329.537	1.25" OD PIPE
IP2199	379304.044	2548272.572	1.25" OD PIPE

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.

REVISION DATE

DATE 11/07/2024
GRID FACTOR 1.0000000
SCALE, FEET 0 50 100
HWY: NATIONAL AVE. (STH 59)
COUNTY: MILWAUKEE
STATE R/W PROJECT NUMBER 2410-10-20
CONSTRUCTION PROJECT NUMBER 2410-10-70
PLAT SHEET 4.5
PS&E SHEET 473

FILE NAME : 040101-RP.DWG
LAYOUT NAME - 05
PLOT DATE : 11/7/2024 1:30 PM
PLOT BY : TODD COPISKEY
PLOT NAME :

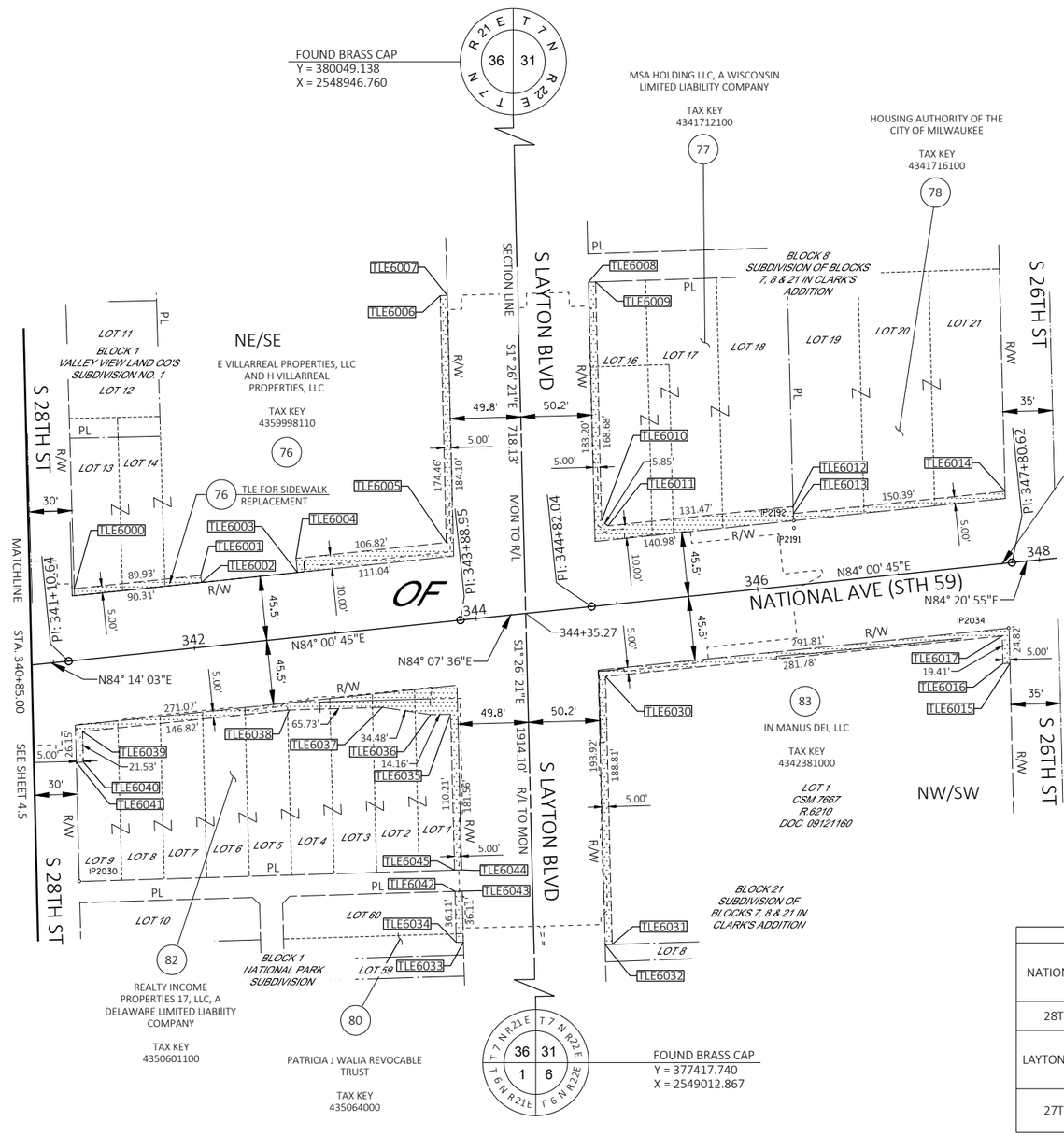
WISDOT/CADDS SHEET 75

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

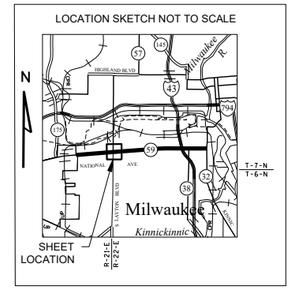
ALL TLE AREAS INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE6000	341+19.89	-50.50'
TLE6001	342+09.82	-50.50'
TLE6002	342+09.82	-45.50'
TLE6003	342+77.91	-45.50'
TLE6004	342+77.91	-55.50'
TLE6005	343+84.73	-55.50'
TLE6006	343+98.11	-229.43'
TLE6007	344+03.10	-229.04'
TLE6008	345+03.79	-228.12'
TLE6009	345+08.77	-227.76'
TLE6010	344+95.39	-59.61'
TLE6011	344+99.55	-55.50'
TLE6012	346+31.02	-55.50
TLE6013	346+30.63	-50.50'
TLE6014	347+80.72	-50.50'
TLE6015	347+71.85	70.63'
TLE6016	347+66.87	70.29'
TLE6017	347+68.43	50.88'
TLE6018	347+80.72	-50.50'
TLE6030	344+86.66	50.11'
TLE6031	344+72.12	238.80'
TLE6032	344+67.13	238.43'
TLE6033	343+67.30	226.49'
TLE6034	343+62.32	226.09'
TLE6035	343+75.11	65.31'
TLE6036	343+61.00	64.18'
TLE6037	343+27.62	55.50'
TLE6038	342+62.08	50.50'
TLE6039	341+15.25	50.50'
TLE6040	341+13.55	71.96'
TLE6041	341+08.85	71.57'
TLE6042	343+65.18	190.12'
TLE6043	343+70.17	190.49'
TLE6044	343+71.36	175.54'
TLE6045	343+66.37	175.17'

CITY OF MILWAUKEE



GN



END RELOCATION ORDER
PROJECT I.D. 2410-10-20
STA 347+73.85
Y= 379366.459
X= 2549301.544
354.78' EAST AND 682.68' SOUTH OF THE E1/4 CORNER OF SEC. 36, T-7-N, R-21-E.

(202) WE ENERGIES (ELECTRIC)
DOC. 3897356 - PAR. 77
DOC. 3897357 - PAR. 77
DOC. 09110381 - PAR. 77
DOC. 09196157 - PAR. 83

(203) AT & T (COMMUNICATIONS)
DOC. 3897356 - PAR. 77
DOC. 3897357 - PAR. 77

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP2030	379142.055	2548649.467	1.25" OD PIPE
IP2034	379320.772	2549305.882	CHISELED X
IP2191	379391.552	2549154.285	CHISELED X
IP2192	379396.745	2549154.113	1.75" OD PIPE
FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.			

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
NATIONAL AVENUE	NATIONAL PARK SUBDIVISION VALLEY VIEW LAND CO'S SUBDIVISION N0. 1 SUBDIVISION OF BLOCKS 7,8 & 21 IN CLARKS ADDITION CSM 7667	91	1901 1901 1876 2005
28TH STREET	NATIONAL PARK SUBDIVISION VALLEY VIEW LAND CO'S SUBDIVISION NO1 .	60	1901 1901
LAYTON BOULEVARD	NATIONAL PARK SUBDIVISION VALLEY VIEW LAND CO'S SUBDIVISION N0. 1 SUBDIVISION OF BLOCKS 7,8 & 21 IN CLARKS ADDITION CSM 7667	100	1901 1901 1876 2005
27TH STREET	NATIONAL PARK SUBDIVISION VALLEY VIEW LAND CO'S SUBDIVISION N0. 1	60	1901 1901

REVISION DATE	DATE 11/07/2024	SCALE, FEET 0 50 100	HWY: NATIONAL AVE. (STH 59)	STATE R/W PROJECT NUMBER 2410-10-20	PLAT SHEET 4.6
	GRID FACTOR 1.0000000		COUNTY: MILWAUKEE	CONSTRUCTION PROJECT NUMBER 2410-10-70	PS&E SHEET 474 E

FILE NAME : 040101-RP.DWG
LAYOUT NAME - 06
PLOT DATE : 11/7/2024 3:38 PM PLOT BY : TODD COPISKEY PLOT NAME :

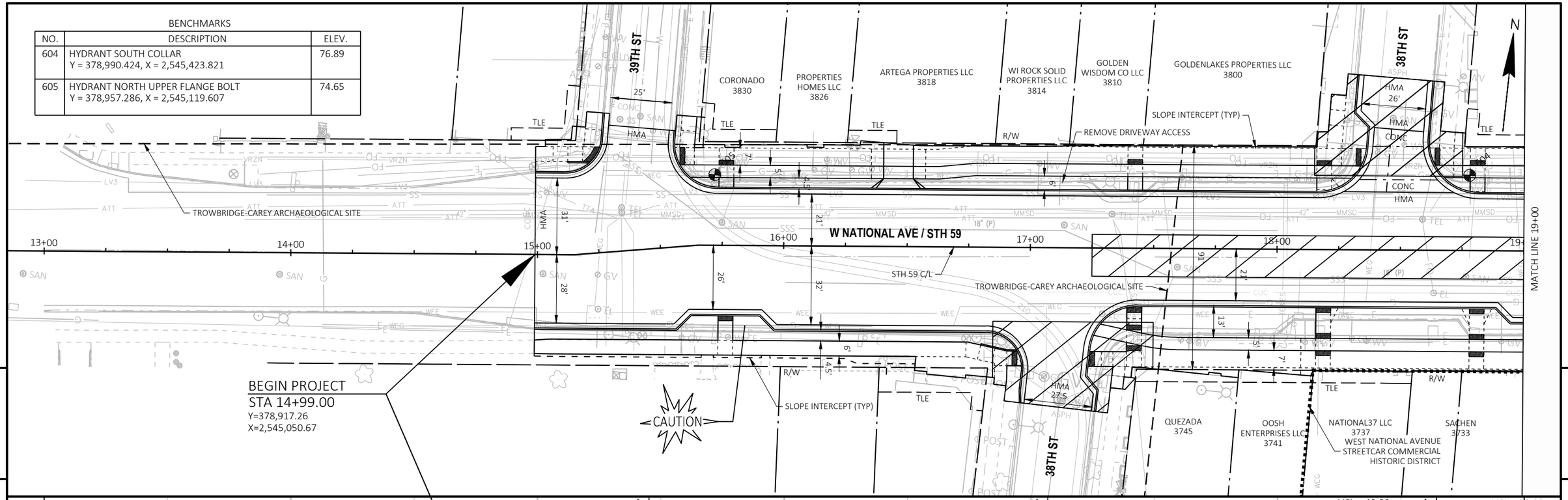
WISDOT/CADDS SHEET 75

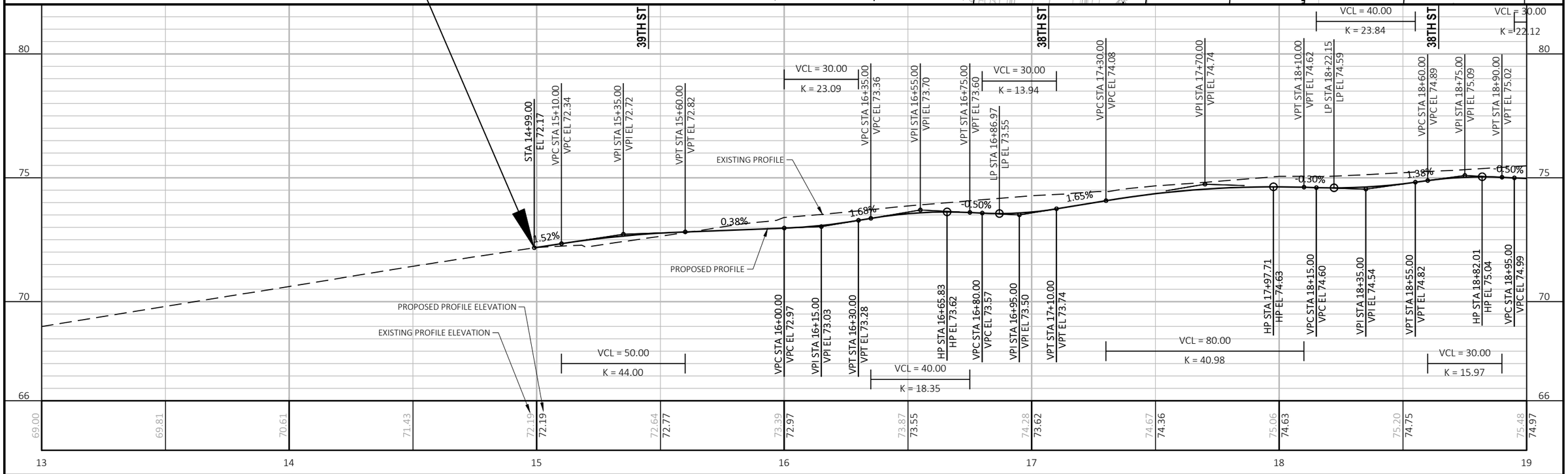
4

4

BENCHMARKS

NO.	DESCRIPTION	ELEV.
604	HYDRANT SOUTH COLLAR Y = 378,990.424, X = 2,545,423.821	76.89
605	HYDRANT NORTH UPPER FLANGE BOLT Y = 378,957.286, X = 2,545,119.607	74.65





PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59	SHEET 475	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 01

PLOT DATE : 12/18/2025 1:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MATCH LINE 19+00

MATCH LINE 25+00

5

5

PAKENG PALACE LLC FKA 3726

EXISTING BRICK LANDSCAPING AND SIGN TO REMAIN

EXISTING FENCE TO REMAIN

PUERTA 3708

SLOPE INTERCEPT (TYP)

RUG DEVELOPMENT LLC 3700

37TH ST

NYAJTOUA HER 3630

GOLDEN INVESTMENT GROUP LLC 3616

EXISTING FENCE AND PILLARS TO REMAIN

GOLDENLAKES PROPERTIES LLC 3610

GOLDENLAKES PROPERTIES LLC 3606

CENARIUS INVESTMENTS LLC 3602

36TH ST

TLE

R/W

HMA 26'

HMA 27'

STH 59 C/L

W NATIONAL AVE / STH 59

STH 59 WB PGL

STH 59 EB PGL

20+00

21+00

22+00

23+00

24+00

24+00

24+00

25+

18" (P)

12" (P)

27"

21'

7'

5'

HMA

CONC

CONC

HMA

26'

SILVER CITY LLC 3727

PETERS 3717

WEST NATIONAL AVENUE STREETCAR COMMERCIAL HISTORIC DISTRICT

MORA 3715

CALDERON 3709

EXISTING LIGHT POLE TO REMAIN

GUERRERO 3705

EXISTING SIGN TO REMAIN

SLOPE INTERCEPT (TYP)

HOURIGAN 3631

BAHENA 3621

PETERS 3615

CAUTION

3605 ROBLES

SUELONG VANG RENTAL LLC 3601

N

BENCHMARKS

NO.	DESCRIPTION	ELEV.
603	HYDRANT NORTHEST UPPER FLANGE BOLT Y = 379,023.349, X = 2,545,730.064	78.40

VCL = 30.00
K = 22.12

VCL = 30.00
K = 32.89

VCL = 100.00
K = 50.32

VCL = 40.00
K = 71.88

VCL = 90.00
K = 33.34

VCL = 30.00
K = 30.00

LP STA 19+06.06
LP EL 74.96

VPC STA 19+50.00
VPC EL 75.26

VPI STA 19+70.00
VPI EL 75.43

VPT STA 19+90.00
VPT EL 75.49

VPC STA 21+10.00
VPC EL 76.31

37TH ST

VPI STA 21+55.00
VPI EL 76.85

VPT STA 22+00.00
VPT EL 76.18

LP STA 22+89.84
LP EL 75.40

VPC STA 23+25.00
VPC EL 75.52

VPI STA 23+40.00
VPI EL 75.59

VPT STA 23+55.00
VPT EL 75.52

STA 23+64.46
EL 75.47

36TH ST

SEE PGL PLAN & PROFILE SHEETS

EXISTING PROFILE

PROPOSED PROFILE

0.86%

0.30%

1.21%

1.49%

0.50%

0.50%

VPI STA 19+10.00
VPI EL 74.92

VPT STA 19+25.00
VPT EL 75.05

VPC STA 20+45.00
VPC EL 75.66

VPI STA 20+60.00
VPI EL 75.70

VPT STA 20+75.00
VPT EL 75.88

HP STA 21+50.42
HP EL 76.55

VPC STA 22+15.00
VPC EL 75.96

VPI STA 22+65.00
VPI EL 75.22

VPT STA 23+15.00
VPT EL 75.47

HP STA 23+40.00
HP EL 75.55

EXISTING PROFILE ELEVATION

PROPOSED PROFILE ELEVATION

80

75

70

67

75.48 74.97

75.67 75.26

75.90 75.52

76.11 75.68

76.37 76.19

76.37 76.55

76.30 76.18

76.14 75.56

75.96 75.41

75.85 75.54

75.63

75.47

77.18

19

20

21

22

23

24

25

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59	SHEET 476	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 02

PLOT DATE : 12/18/2025 1:47 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MATCH LINE 19+00

MATCH LINE 25+00

PAKENG PALACE LLC FKA
3726

EXISTING BRICK LANDSCAPING AND SIGN TO REMAIN

EXISTING FENCE TO REMAIN

PUERTA
3708

SLOPE INTERCEPT (TYP)

RUG DEVELOPMENT LLC
3700

37TH ST

NYAJTOUA HER
3630

GOLDEN INVESTMENT GROUP LLC
3616

EXISTING FENCE AND PILLARS TO REMAIN

GOLDENLAKES PROPERTIES LLC
3610

GOLDENLAKES PROPERTIES LLC
3606

CENARIUS INVESTMENTS LLC
3602

36TH ST

N

TLE

R/W

HMA
26'

HMA
27'

5'

7'

21'

27'

STH 59 C/L

W NATIONAL AVE / STH 59

STH 59 WB PGL

STH 59 EB PGL

20+00

21+00

22+00

23+00

24+00

18" (P)

12" (P)

HMA

CONC

26'

EXISTING LIGHT POLE TO REMAIN

SILVER CITY LLC
3727

PETERS
3717

WEST NATIONAL AVENUE STREETCAR COMMERCIAL HISTORIC DISTRICT

MORA
3715

CALDERON
3709

GUERRERO
3705

EXISTING SIGN TO REMAIN

SLOPE INTERCEPT (TYP)

HOURIGAN
3631

BAHENA
3621

CAUTION

PETERS
3615

3605
ROBLES

SUELONG VANG RENTAL LLC
3601

5

5

85

80

75

70

SEE C/L PLAN & PROFILE SHEETS

EB PGL

36TH ST

STA 23+10.00
EL 75.44

VPC STA 23+25.00
VPC EL 75.51

VPI STA 23+40.00
VPI EL 75.58

VPT STA 23+55.00
VPT EL 75.45

LP STA 23+99.71
LP EL 75.13

VCL = 40.00

17.27

VPC STA 24+45.00
VPC EL 75.61

VPI STA 24+70.00
VPI EL 75.98

VPT STA 24+95.00
VPT EL 75.62

EXISTING PROFILE

0.45%

-0.85%

1.47%

PROPOSED PROFILE

STA 23+14.46
EL 75.46

HP STA 23+35.39
HP EL 75.54

VCL = 30.00

K = 23.02

PROPOSED PROFILE ELEVATION

VPC STA 23+85.00
VPC EL 75.20

VPI STA 24+05.00
VPI EL 75.03

VPT STA 24+25.00
VPT EL 75.32

HP STA 24+70.12
HP EL 75.80

VCL = 50.00

K = 17.14

EXISTING PROFILE ELEVATION

75.49

75.49

75.13

75.13

75.68

75.68

75.54

75.54

19

20

21

22

23

24

25

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59 (EB PGL)	SHEET 477	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 02-EB

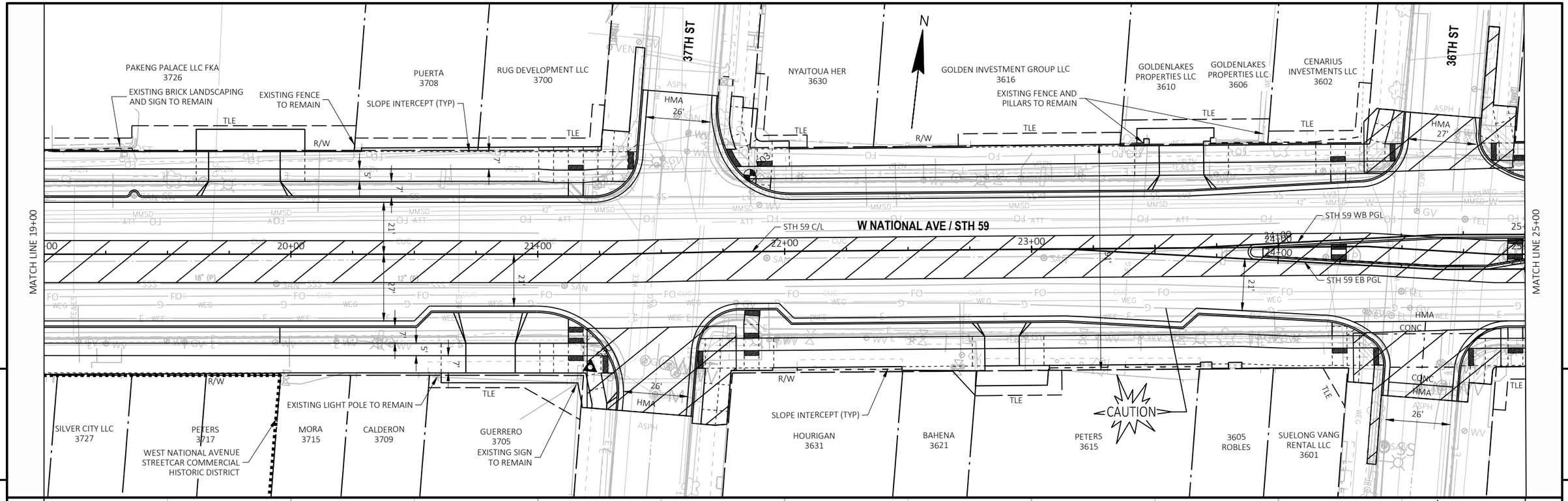
PLOT DATE : 12/18/2025 1:48 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

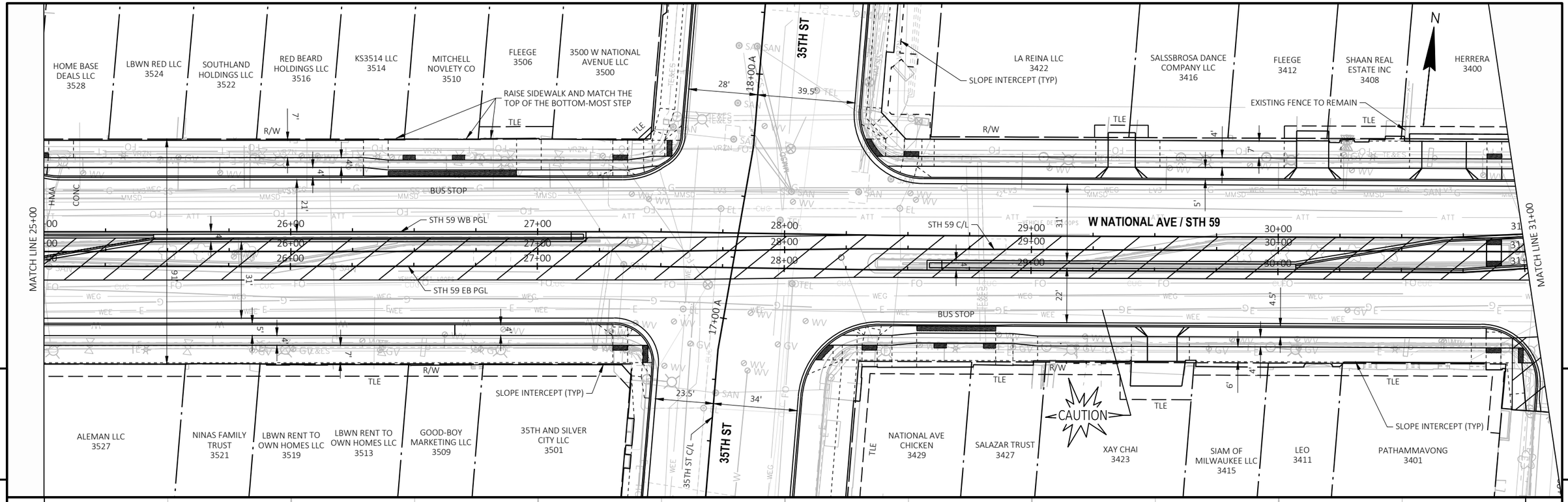
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59 (WB PGL)	SHEET 478	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 02-WB
PLOT DATE : 12/18/2025 1:48 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

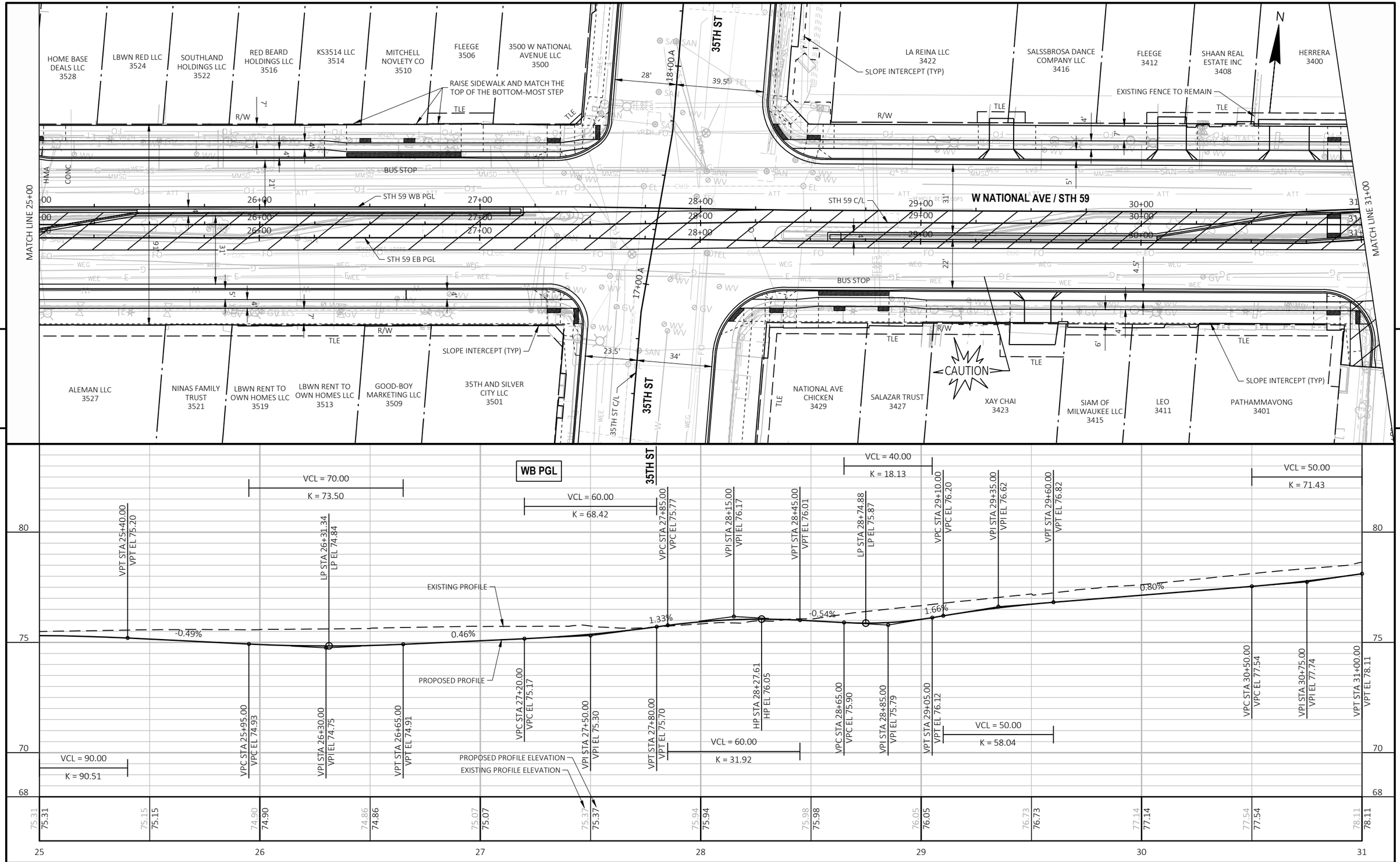


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59 (EB PGL)	SHEET 479 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 03-EB

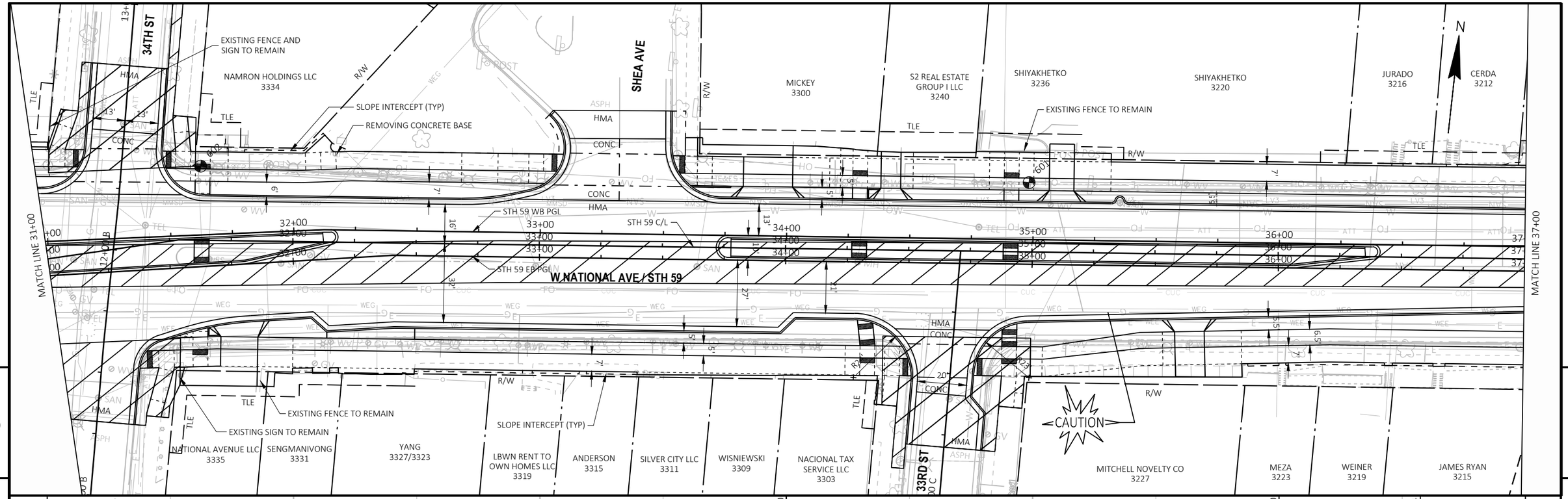
PLOT DATE : 12/18/2025 1:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

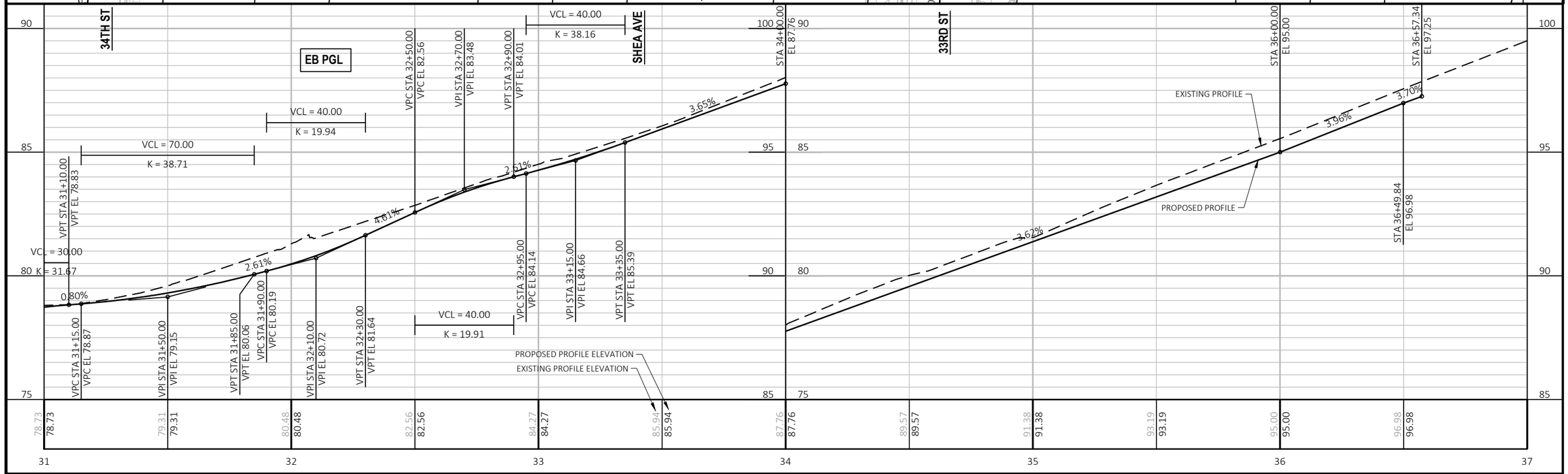
WISDOT/CADDS SHEET 44



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59 (WB PGL)	SHEET 480	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 03-WB
PLOT DATE : 12/18/2025 1:48 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



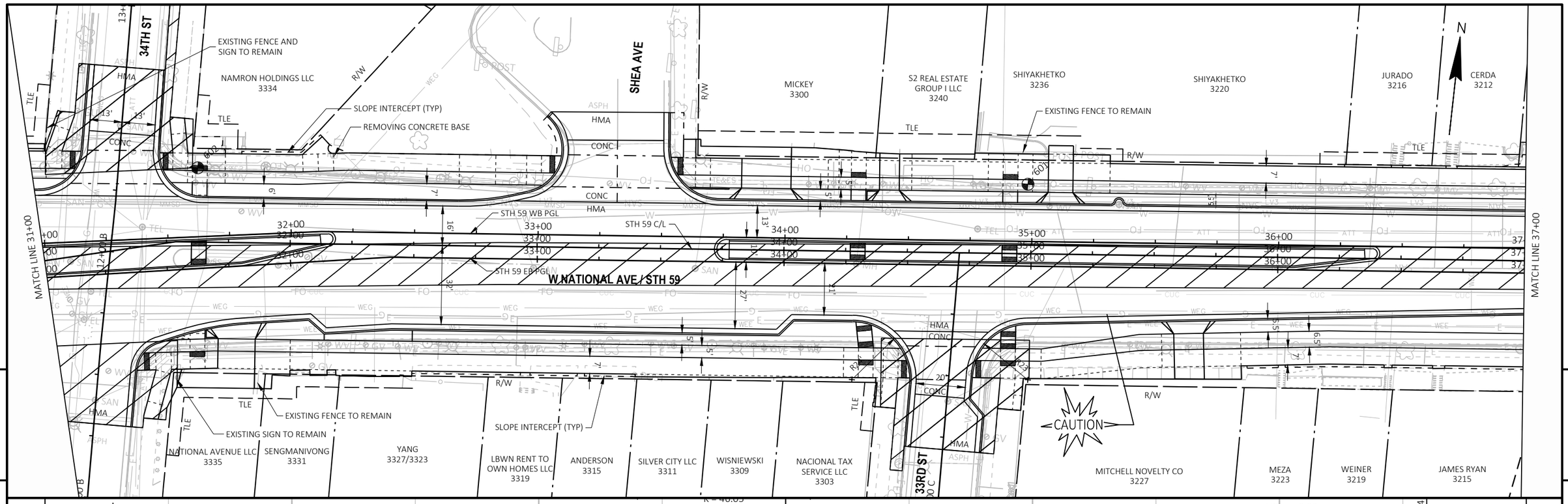


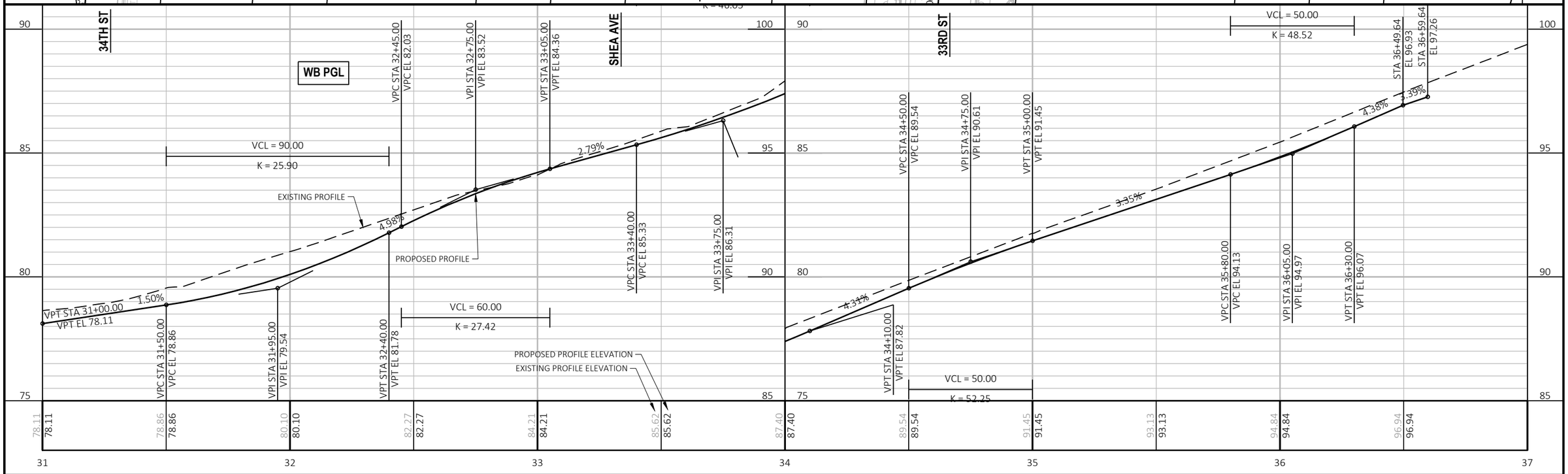
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59 (EB PGL)	SHEET 481	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 04-EB

PLOT DATE : 12/18/2025 1:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



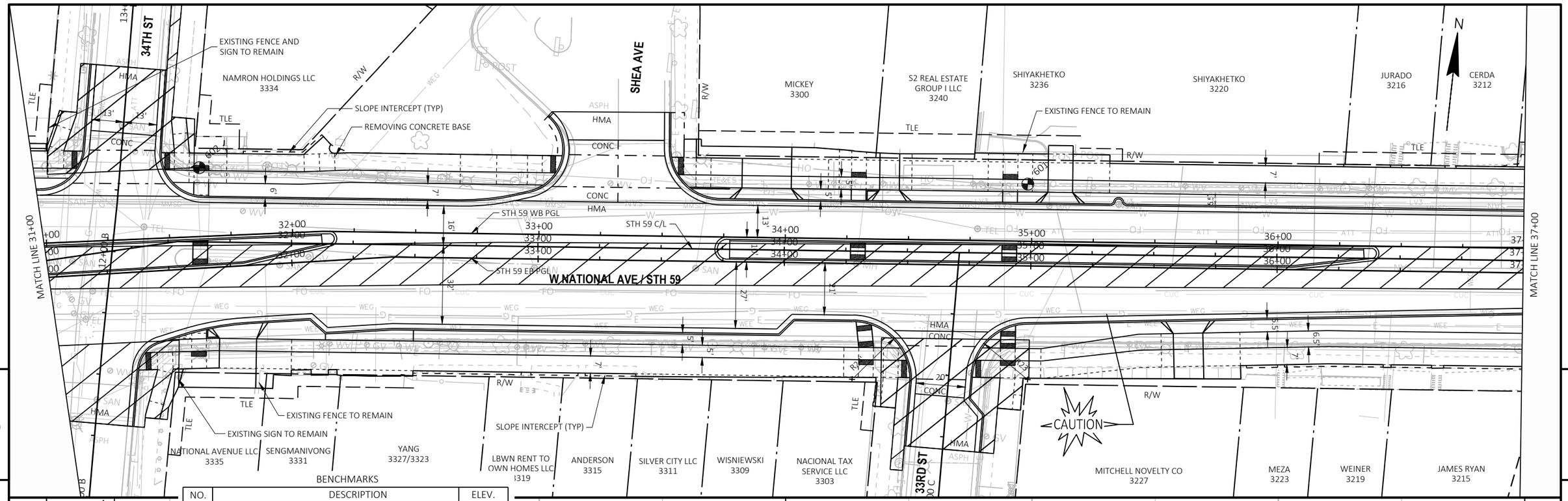


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59 (WB PGL)	SHEET 482	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 04-WB

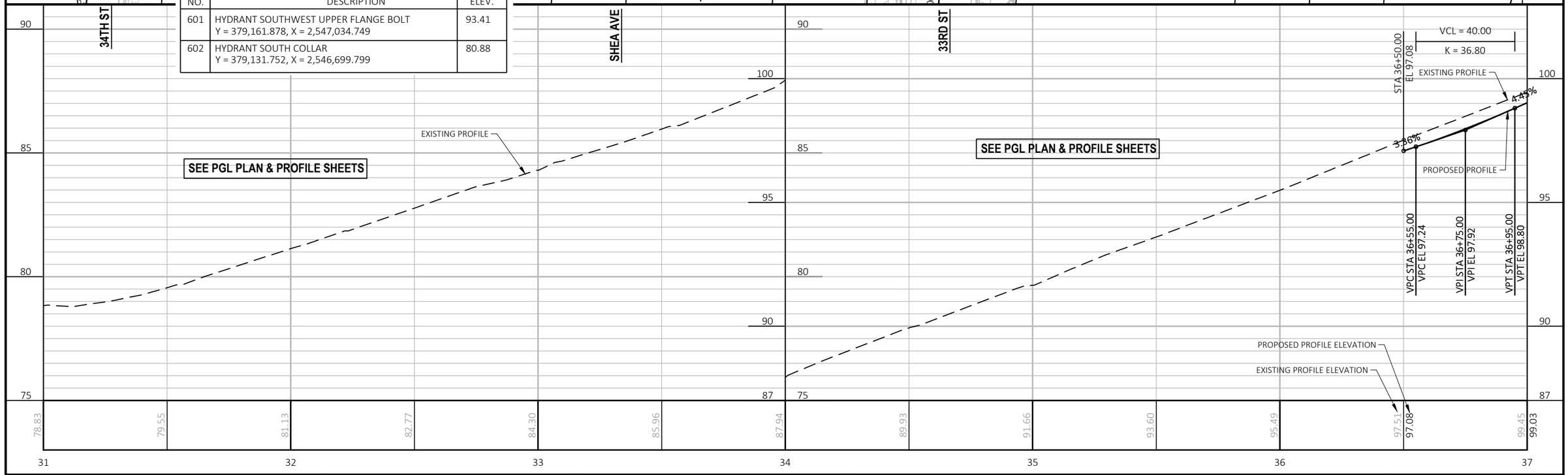
PLOT DATE : 12/18/2025 1:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



BENCHMARKS

NO.	DESCRIPTION	ELEV.
601	HYDRANT SOUTHWEST UPPER FLANGE BOLT Y = 379,161.878, X = 2,547,034.749	93.41
602	HYDRANT SOUTH COLLAR Y = 379,131.752, X = 2,546,699.799	80.88

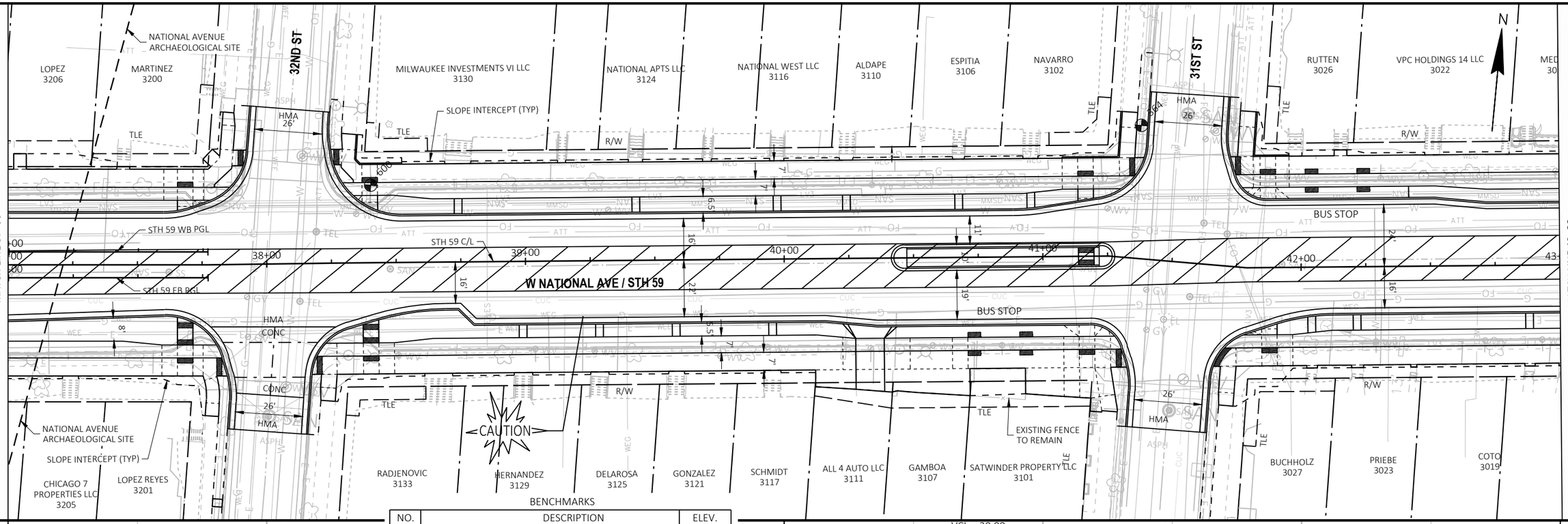


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59	SHEET 483	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 04

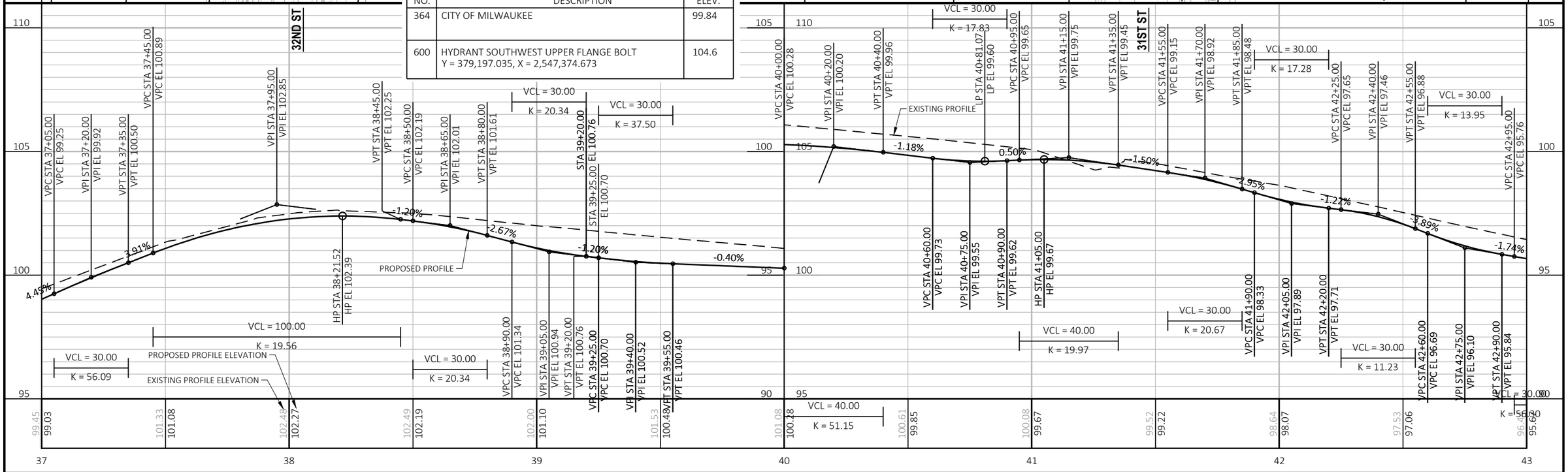
PLOT DATE : 12/18/2025 1:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

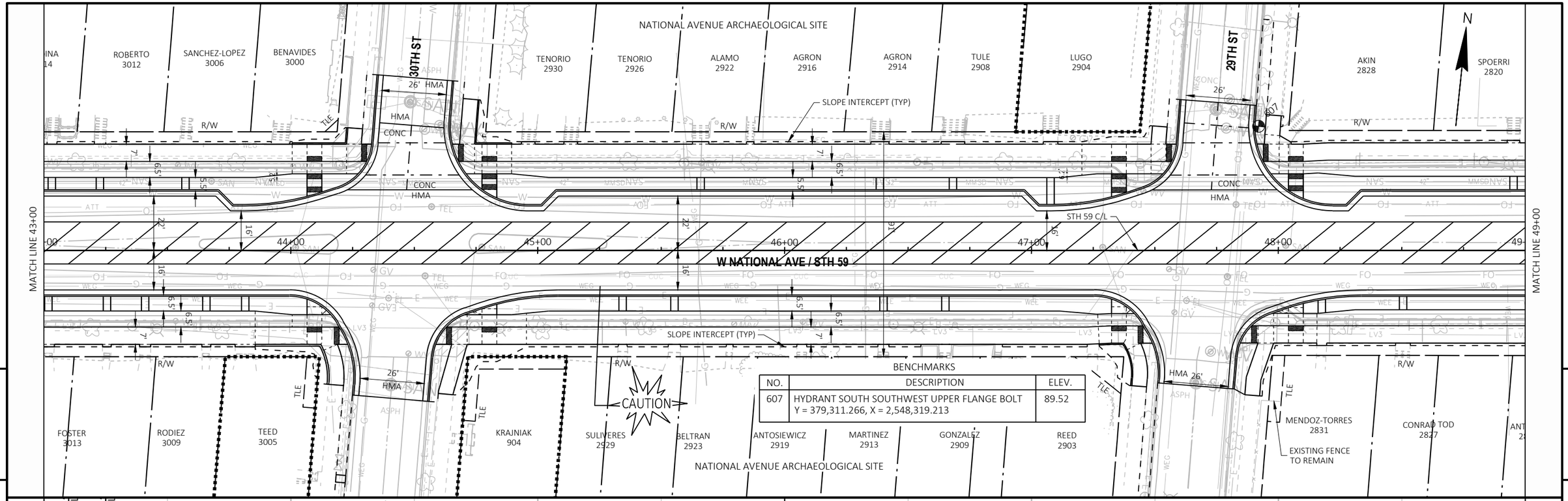


BENCHMARKS

NO.	DESCRIPTION	ELEV.
364	CITY OF MILWAUKEE	99.84
600	HYDRANT SOUTHWEST UPPER FLANGE BOLT Y = 379,197.035, X = 2,547,374.673	104.6



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59	SHEET 484	E



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59	SHEET 485	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 06
PLOT DATE : 12/18/2025 1:50 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

BENCHMARKS		
NO.	DESCRIPTION	ELEV.
608	HYDRANT SOUTH SOUTHWEST UPPER FLANGE BOLT Y = 379,344.338, X = 2,548,633.145	83.33

E VILLARREAL PROP LLC
715

RAZO 2816 | WOSIKA TOD 2810 | MARRERO 2806 | NATIONAL AVENUE ARCHAEOLOGICAL SITE | 28TH ST | HMA | CONC | R/W | TLE | 25' | 60' | 12' | 5' | 7' | 6.5' | 16' | 22' | 12.000 D | 12.5' | 91' | 21' | 19' | 11' | 6' | 4' | 2' | 7.5' | 24' | 50+00 | 51+00 | 52+00 | 53+00 | 54+00 | 55+00 | STH 59 C/L | W NATIONAL AVE / STH 59 | STH 59 WB PGL | STH 59 EB PGL | EXISTING FENCE AND SIGN TO REMAIN | BUS STOP | 30' | 27TH ST SB PGL | 18+00 SB | 18+00 LAY | 18+00 NB | S LAYTON BLVD / STH 57 | MATCH LINE 49+00 | MATCH LINE 55+00 | N | 5

ONIO 321 | REYNA 2813 | SMITH 2809 | SCHNEIDER 905 | NATIONAL AVENUE ARCHAEOLOGICAL SITE | CAUTION | EXISTING FENCE TO REMAIN | REALTY INCOME 2701 | EXISTING FLAG POLE, SIGNS AND LANDSCAPING TO REMAIN | 17+00 SB | 17+00 LAY | 17+00 NB | 27TH ST NB PGL | S LAYTON BLVD | 5

28TH ST

VPC STA 49+25.00 VPC EL 84.30 | VPI STA 49+50.00 VPI EL 83.79 | VPT STA 49+75.00 VPT EL 83.21

VCL = 80.00 K = 56.89 | VCL = 30.00 K = 21.07 | VCL = 50.00 K = 174.34

LP STA 52+04.46 LP EL 79.56 | STA 52+19.00 EL 79.60

-2.33% | -0.92% | 0.50%

PROPOSED PROFILE | EXISTING PROFILE | SEE PGL PLAN & PROFILE SHEETS

VPC STA 50+50.00 VPC EL 81.46 | VPI STA 50+90.00 VPI EL 80.53 | VPT STA 51+30.00 VPT EL 80.16 | VPC STA 51+85.00 VPC EL 79.65 | VPI STA 52+00.00 VPI EL 79.51 | VPT STA 52+15.00 VPT EL 79.58

PROPOSED PROFILE ELEVATION
EXISTING PROFILE ELEVATION

85.29 | 84.29 | 83.28 | 82.48 | 81.71 | 82.27 | 81.72 | 80.64 | 80.38 | 80.08 | 79.75 | 79.35 | 78.99

85 | 80 | 75 | 74

49 | 50 | 51 | 52 | 53 | 54 | 55

27TH ST / S LAYTON BLVD

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59	SHEET 486	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 07

PLOT DATE : 12/18/2025 1:50 PM | PLOT BY : AXT, ANDREW | PLOT NAME : | PLOT SCALE : 1 IN:40 FT

MATCH LINE 49+00

MATCH LINE 55+00

RAZO 2816

WOSIKA TOD 2810

MARRERO 2806

NATIONAL AVENUE ARCHAEOLOGICAL SITE

28TH ST

E VILLARREAL PROP LLC 715

EXISTING FENCE AND SIGN TO REMAIN

BUS STOP

27TH ST SB PGL

18+00 SB

18+00 LAY

18+00 NB

S LAYTON BLVD / STH 57

W NATIONAL AVE / STH 59

STH 59 C/L

STH 59 WB PGL

STH 59 EB PGL

HMA

CONC

R/W

TLE

REALTY INCOME 2701

EXISTING FLAG POLE, SIGNS AND LANDSCAPING TO REMAIN

EXISTING FENCE TO REMAIN

CAUTION

S LAYTON BLVD

17+00 SB

17+00 LAY

17+00 NB

27TH ST NB PGL

ONIO 321

REYNA 2813

SMITH 2809

SCHNEIDER 905

NATIONAL AVENUE ARCHAEOLOGICAL SITE

SEE C/L PLAN & PROFILE SHEETS

EB PGL

EXISTING PROFILE

PROPOSED PROFILE

PROPOSED PROFILE ELEVATION

EXISTING PROFILE ELEVATION

STA 52+18.30 EL 79.47

VPC STA 52+20.00 VPC EL 79.48

VPI STA 52+35.00 VPI EL 79.57

VPT STA 52+50.00 VPT EL 79.51

HP STA 52+37.66 HP EL 79.53

VCL = 30.00 K = 30.84

LP STA 53+60.48 LP EL 79.09

VCL = 30.00 K = 26.19

VPC STA 53+50.00 VPC EL 79.11

VPI STA 53+65.00 VPI EL 79.05

VPT STA 53+80.00 VPT EL 79.16

VPC STA 54+00.00 VPC EL 79.31

VPI STA 54+20.00 VPI EL 79.46

VPT STA 54+40.00 VPT EL 79.15

HP STA 54+13.02 HP EL 79.36

VCL = 40.00 K = 17.46

VCL = 30.00 K = 73.55

VCL = 30.00 K = 126.29

VPC STA 54+60.00 VPC EL 78.84

VPI STA 54+75.00 VPI EL 78.61

VPT STA 54+90.00 VPT EL 78.44

VPC STA 54+95.00 VPC EL 78.38

0.57%

-0.40%

0.75%

-1.55%

-1.14%

80.96

80.53 79.51

80.29 79.31

80.01 79.11

79.66 79.31

79.29 79.00

78.91 78.33

85

80

75

70

49

50

51

52

53

54

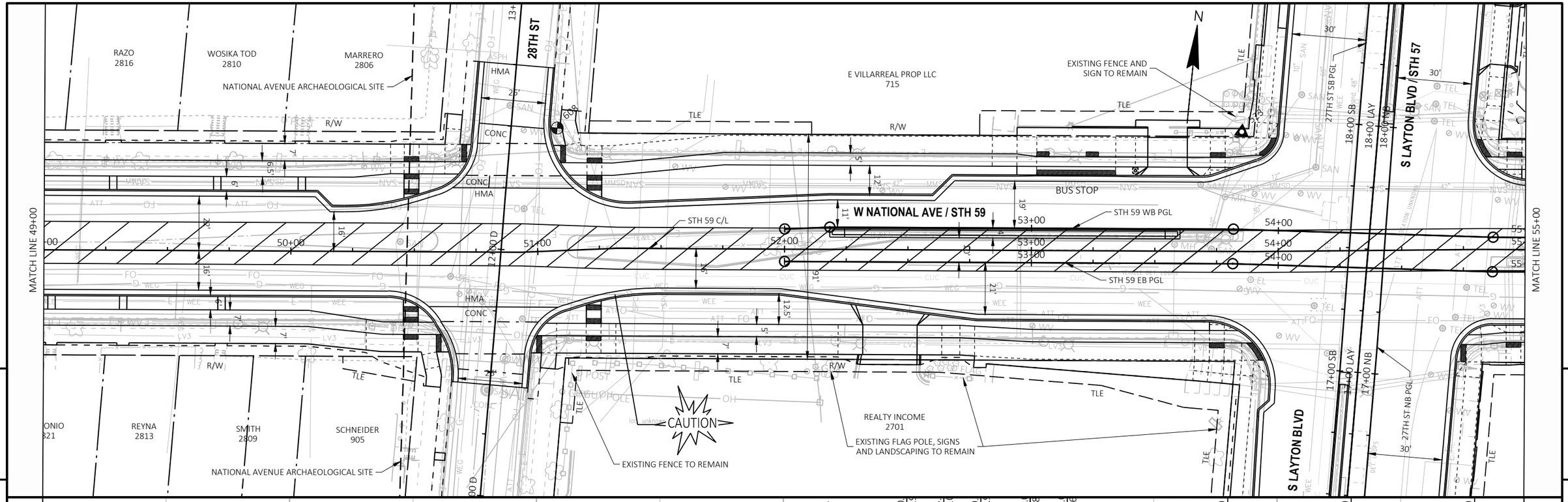
55

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59 (EB PGL)	SHEET 487	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 07-EB

PLOT DATE : 12/18/2025 1:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

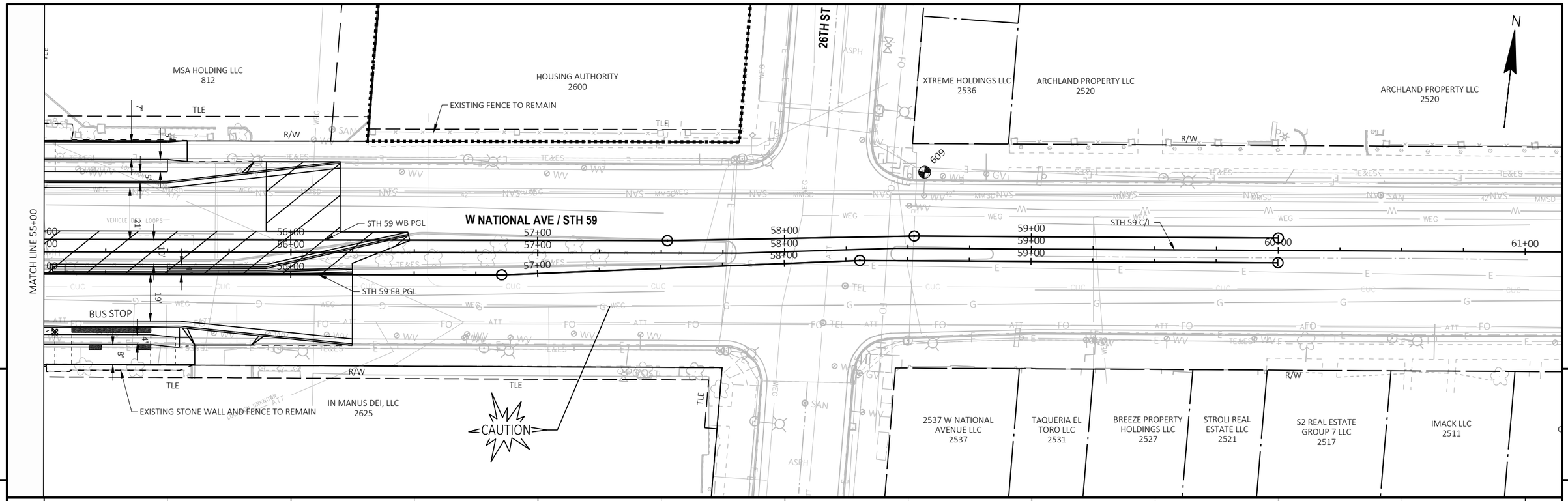


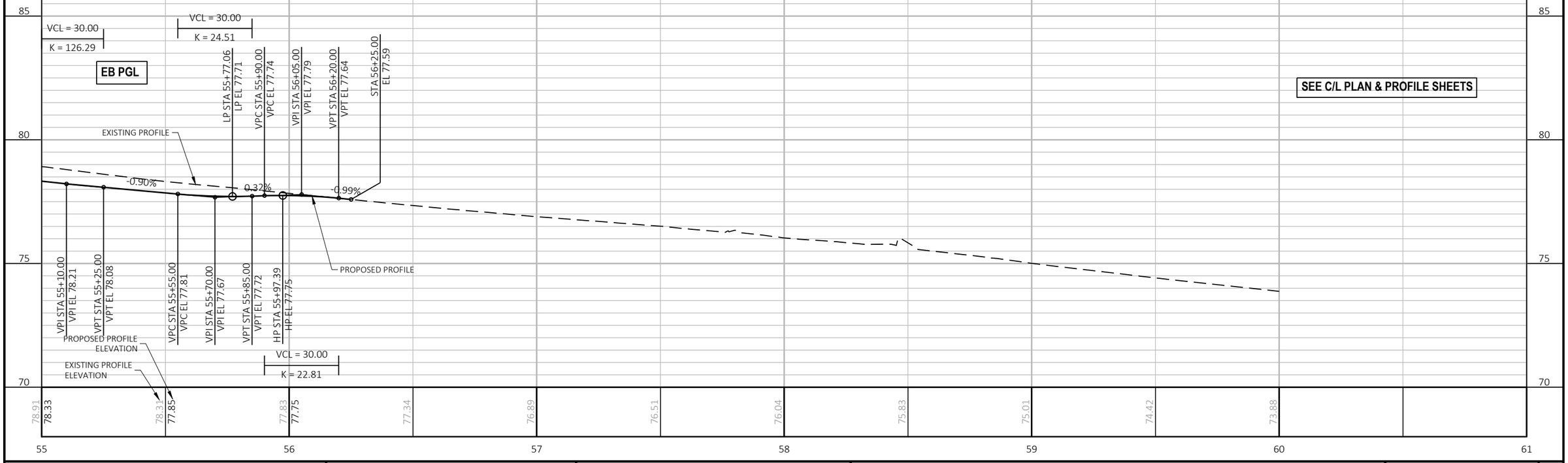
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59 (WB PGL)	SHEET 488	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 07-WB

PLOT DATE : 12/18/2025 1:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59 (EB PGL)	SHEET 489	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 08-EB

PLOT DATE : 12/18/2025 1:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MATCH LINE 55+00

MSA HOLDING LLC
812

HOUSING AUTHORITY
2600

EXISTING FENCE TO REMAIN

TLE

R/W

26TH ST

XTREME HOLDINGS LLC
2536

ARCHLAND PROPERTY LLC
2520

ARCHLAND PROPERTY LLC
2520

N

609

W NATIONAL AVE / STH 59

STH 59 WB PGL

STH 59 EB PGL

STH 59 C/L

BUS STOP

EXISTING STONE WALL AND FENCE TO REMAIN

IN MANUS DEI, LLC
2625

CAUTION

2537 W NATIONAL AVENUE LLC
2537

TAQUERIA EL TORO LLC
2531

BREEZE PROPERTY HOLDINGS LLC
2527

STROLI REAL ESTATE LLC
2521

S2 REAL ESTATE GROUP 7 LLC
2517

IMACK LLC
2511

5

5

VCL = 30.00
K = 80.32

VCL = 30.00
K = 13.11

LP STA 55+67.70
LP EL 77.68

VPC STA 55+85.00 WB
VPC EL 77.78

VPI STA 56+00.00 WB
VPI EL 77.92

VPT STA 56+15.00 WB
VPT EL 77.82

PROPOSED PROFILE

EXISTING PROFILE

-1.35%

0.94%

-0.72%

SEE C/L PLAN & PROFILE SHEETS

VPI STA 55+10.00 WB
VPI EL 78.34

VPT STA 55+25.00 WB
VPT EL 78.14

VPC STA 55+50.00 WB
VPC EL 77.80

VPI STA 55+65.00 WB
VPI EL 77.60

VPT STA 55+80.00 WB
VPT EL 77.74

HP STA 56+01.98
HP EL 77.86

STA 56+20.00 WB
EL 77.78

VCL = 30.00
K = 18.11

EXISTING PROFILE ELEVATION

PROPOSED PROFILE ELEVATION

85 80 75 70

78.51 78.51 77.80 77.80 77.86 77.86

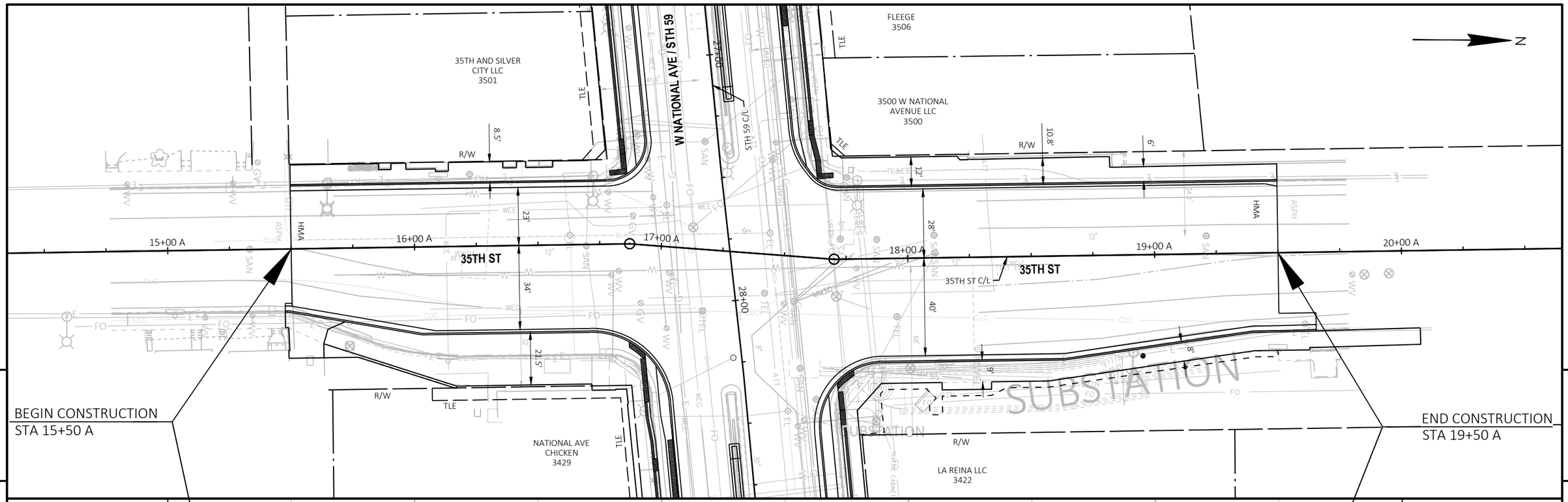
55 56 57 58 59 60 61

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 59 (WB PGL)	SHEET 490	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 08-WB

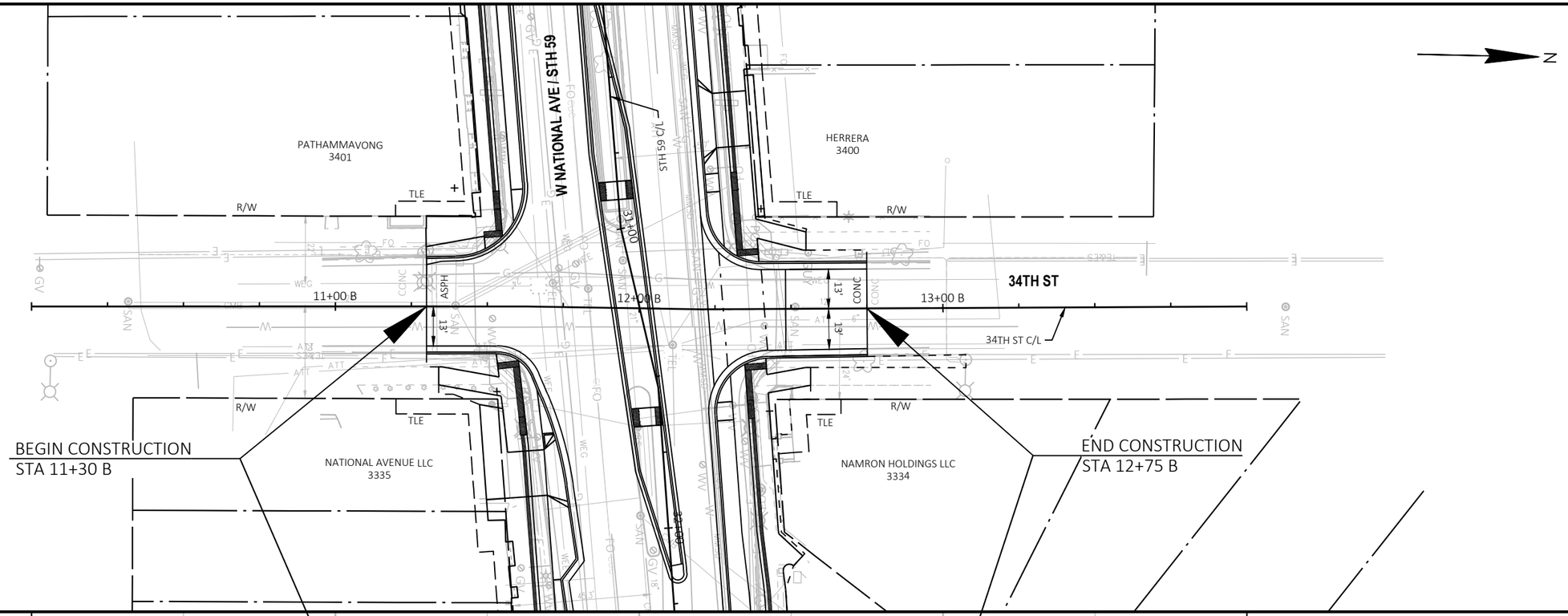
PLOT DATE : 12/18/2025 1:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

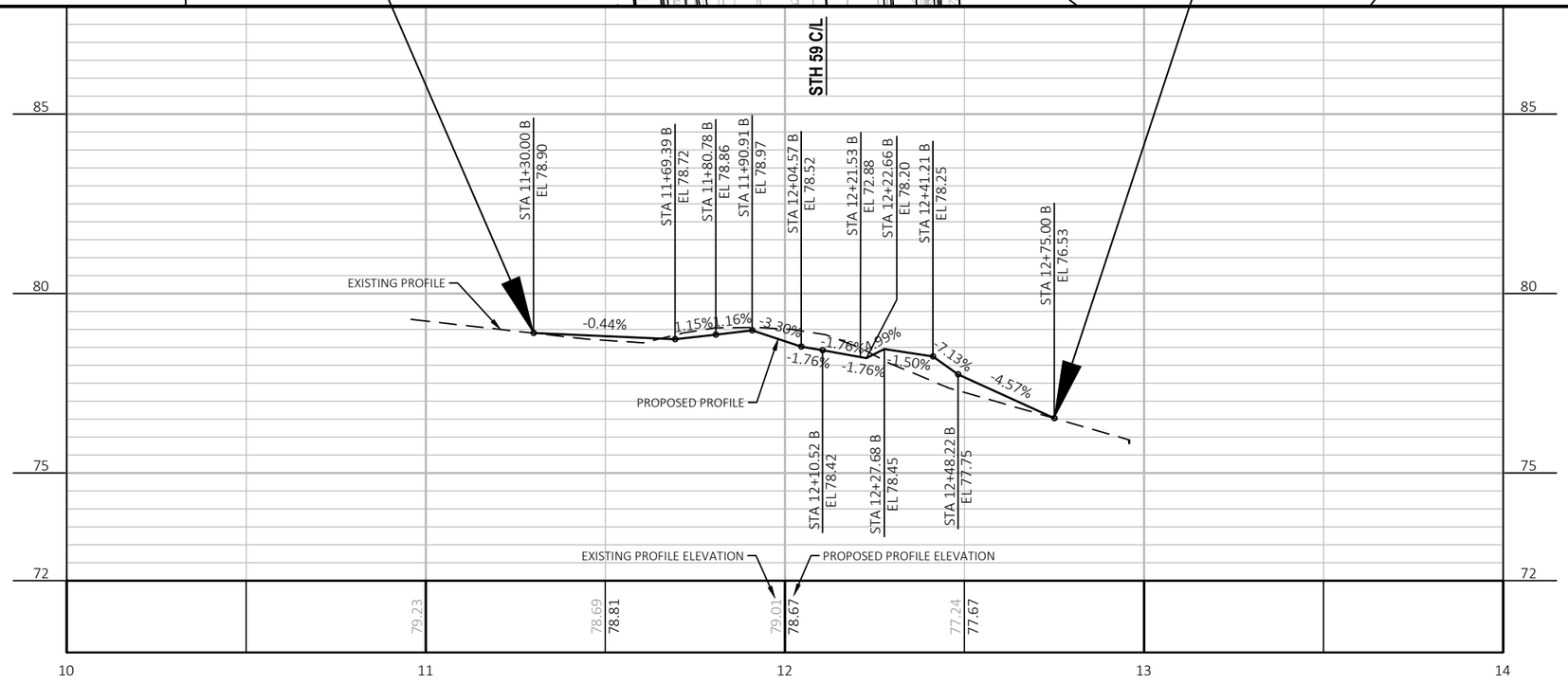
WISDOT/CADDS SHEET 44



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PLOTTING: 35TH ST	SHEET 491	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 35th
PLOT DATE : 12/18/2025 1:52 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



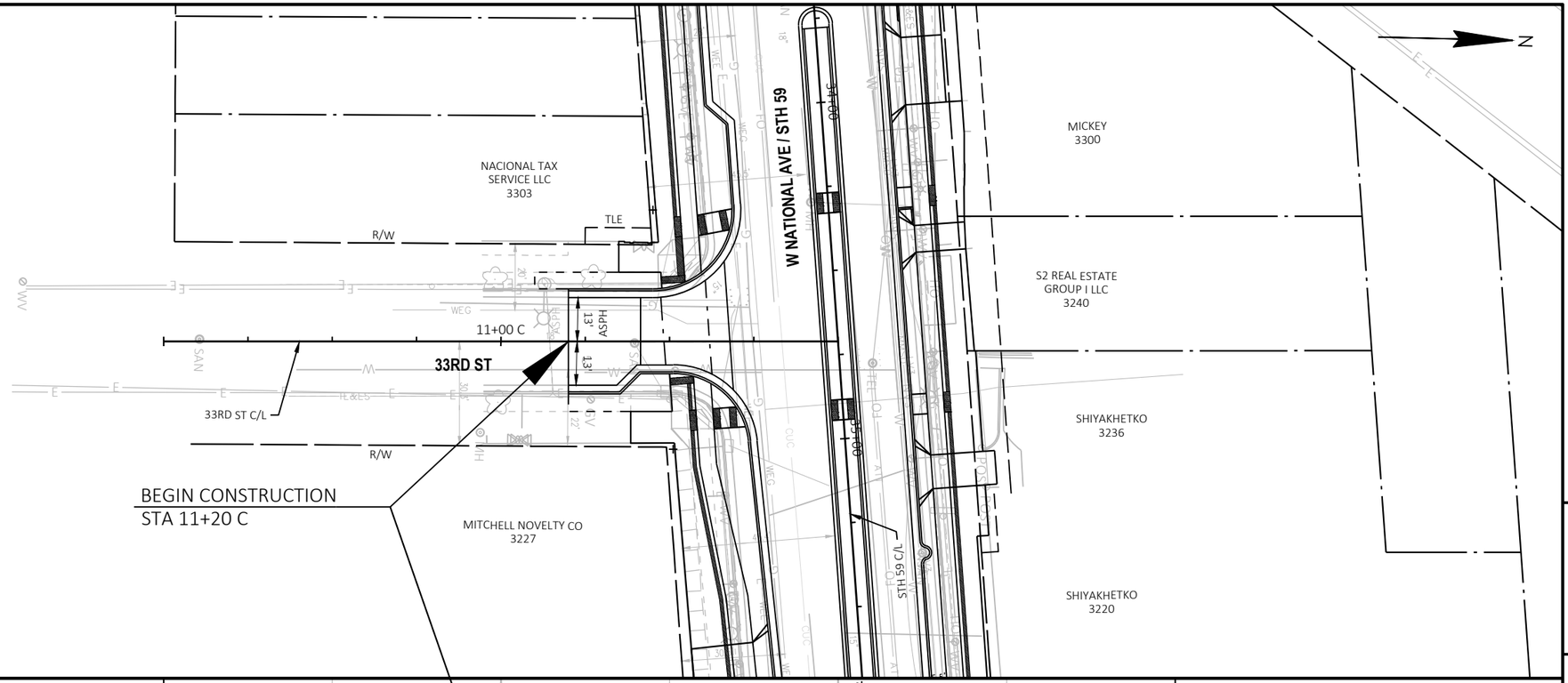


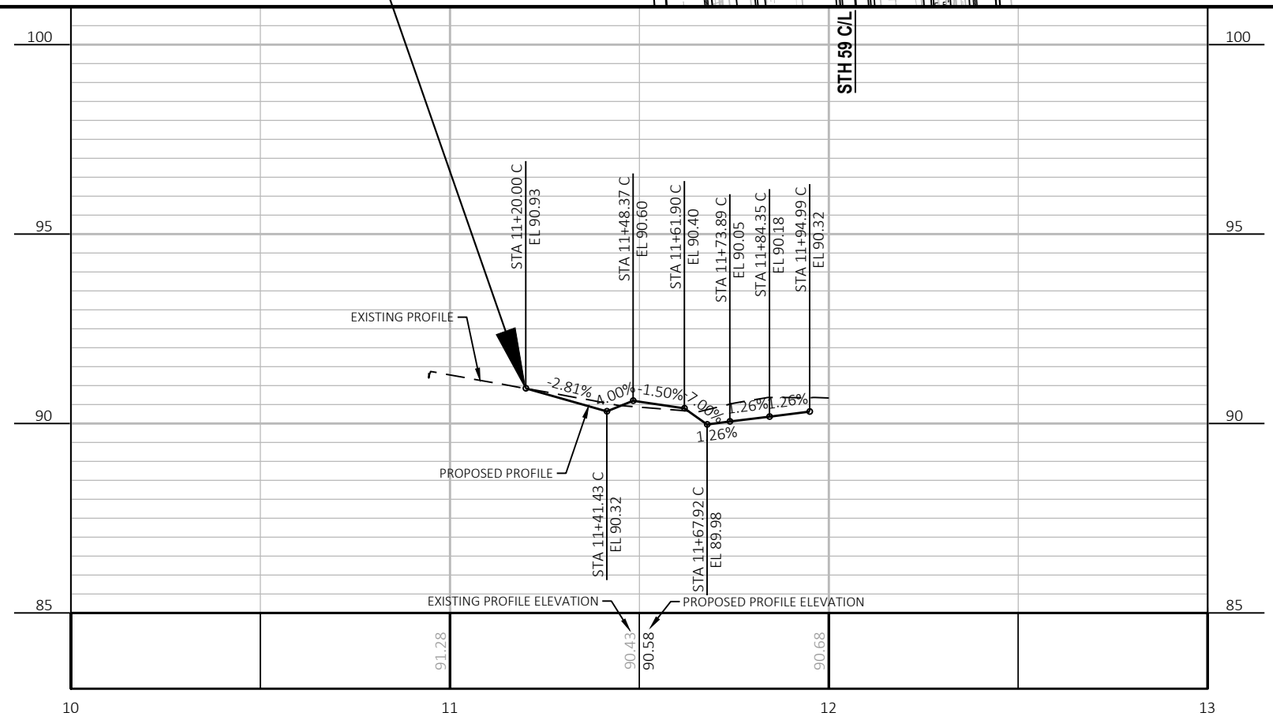
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: 34TH ST	SHEET 492	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 34th

PLOT DATE : 12/18/2025 1:52 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

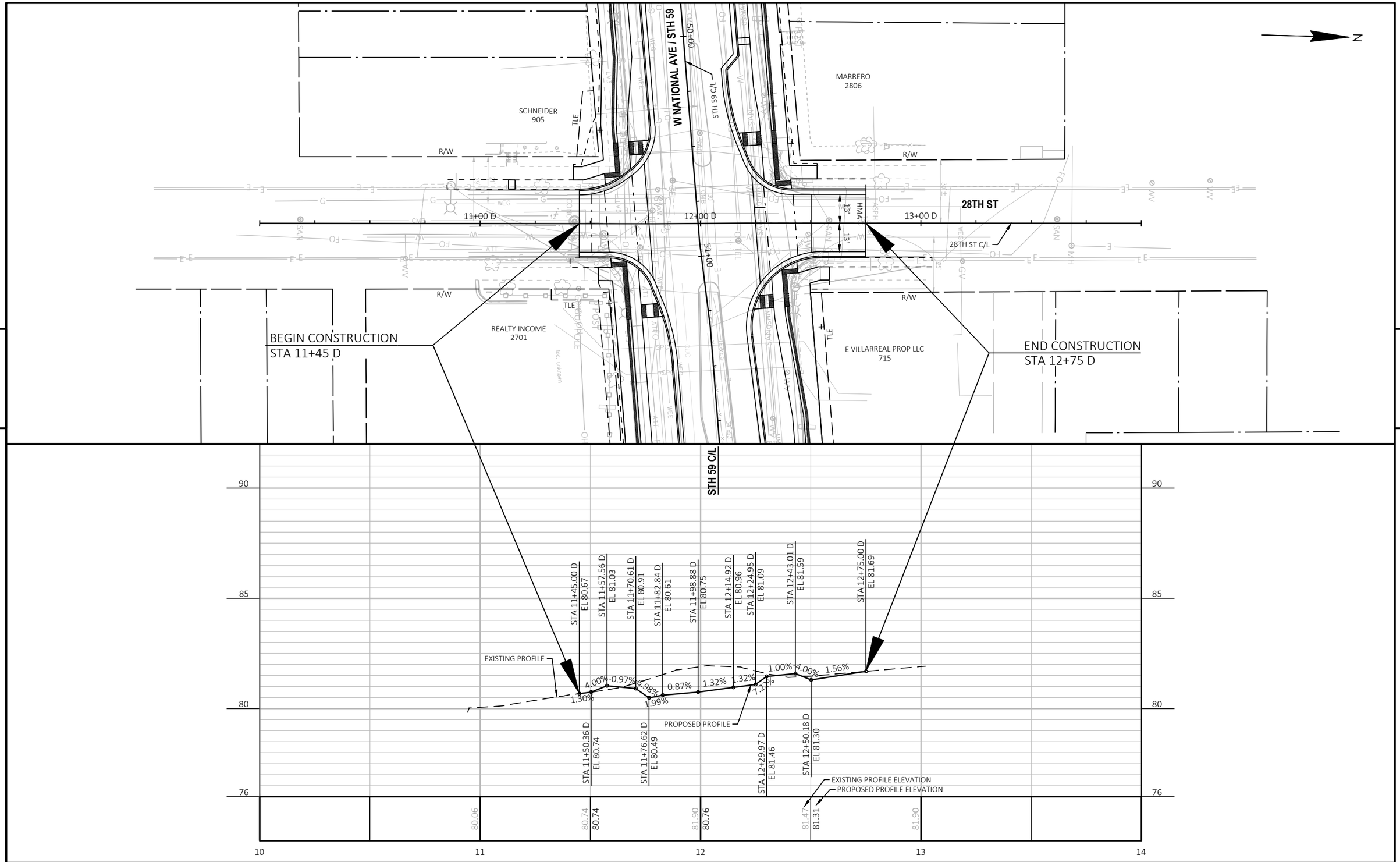
WISDOT/CADDS SHEET 44





PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: 33RD ST	SHEET 493	E

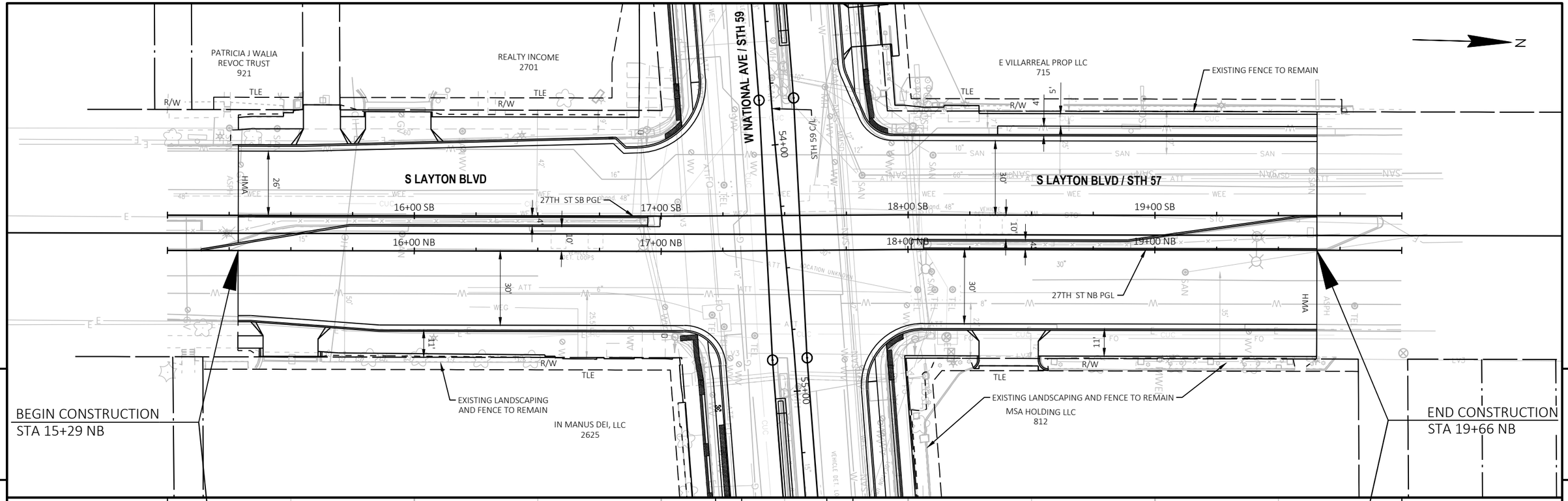
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LAYOUT NAME - 33rd
PLOT DATE : 12/18/2025 1:52 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT



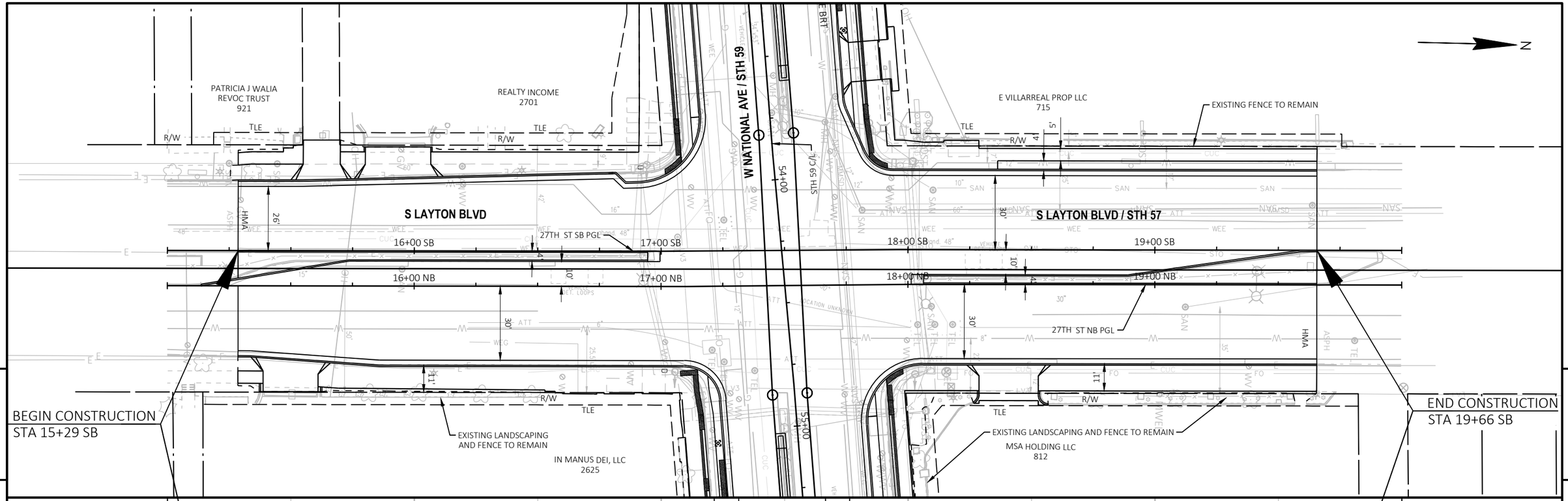
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LAYOUT NAME - 28th

PLOT DATE : 12/18/2025 1:52 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: S LAYTON BLVD NB	SHEET 495	E



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PLAN AND PROFILE: S LAYTON BLVD SB	SHEET 496	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 27th-SB
PLOT DATE : 12/18/2025 1:53 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

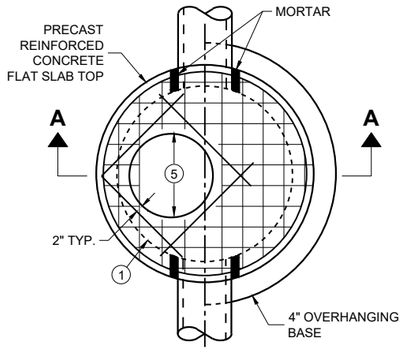
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D16-11	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08D18-05	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-05	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
09B02-10	CONDUIT
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C15-02	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
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
09E08-09B	TYPE 9 SPECIAL POLE 35' MONOTUBE ARM
09E08-09E	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-09F	TYPE 10 SPECIAL POLE 35' MONOTUBE ARM
09E08-09G	TYPE 10 SPECIAL POLE 40' MONOTUBE ARM
09E08-09H	TYPE 10 SPECIAL POLE 45' MONOTUBE ARM
09E08-09J	TYPE 13 POLE 35'-55' MONOTUBE ARM
09E08-09K	GENERAL NOTES, HARDWARE DETAILS FOR TYPE 9, 10, 9/10 SPECIAL,12 & 13 POLES W/ MONOTUBE ARMS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14A01-03	TREE PRESERVATION DETAILS
14A02-01	TREE PLANTING DETAIL
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C07-16E	PAVEMENT MARKING FOR BIKE LANES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C20-02	YIELD MARKING
15C29-08A	BICYCLE LANE MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING

6

Standard Detail Drawing List

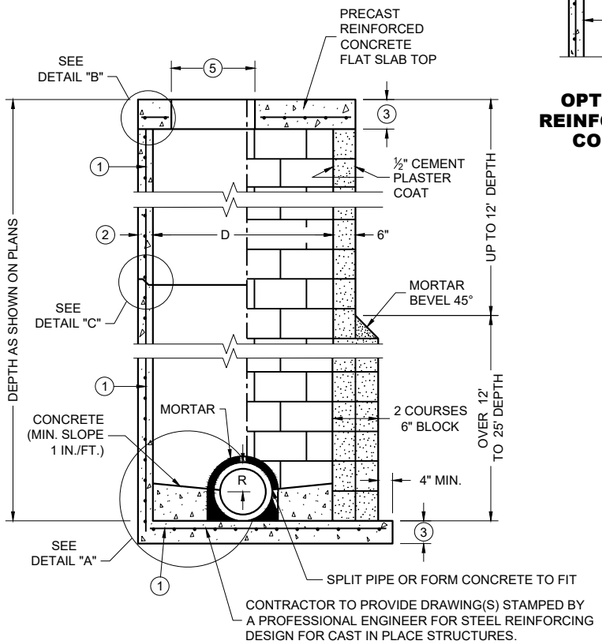
15D20-10A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-10B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-10C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-06A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-06C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

6



PLAN VIEW

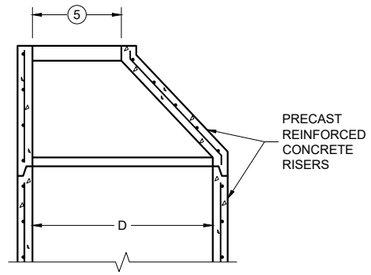
CIRCULAR OPENING



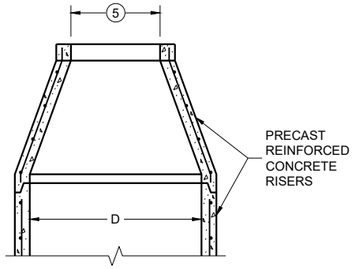
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

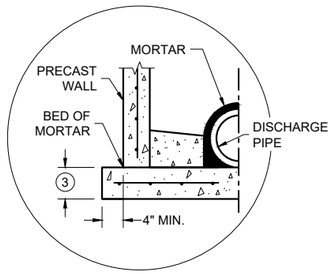
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



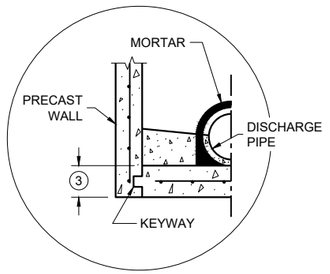
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

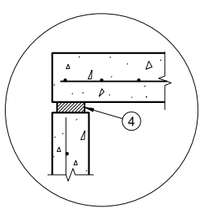


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

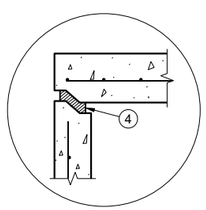


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

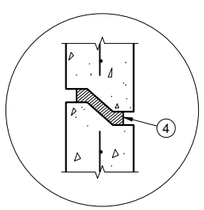
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

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.

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".

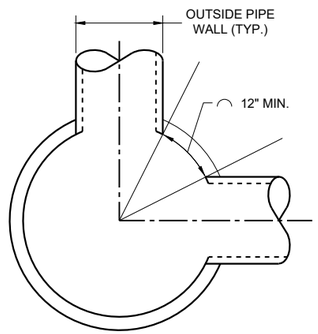
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

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

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

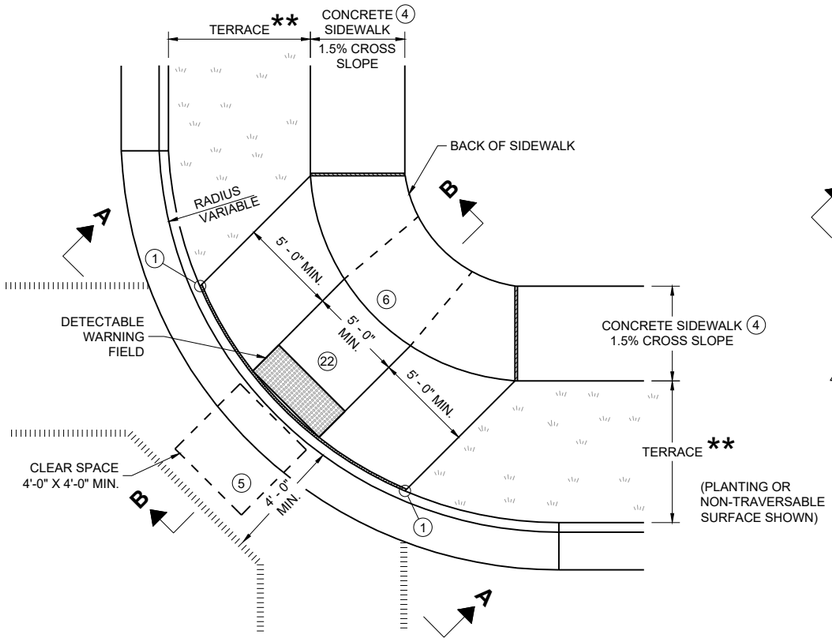
FHWA

6

SDD 08B09-04

6

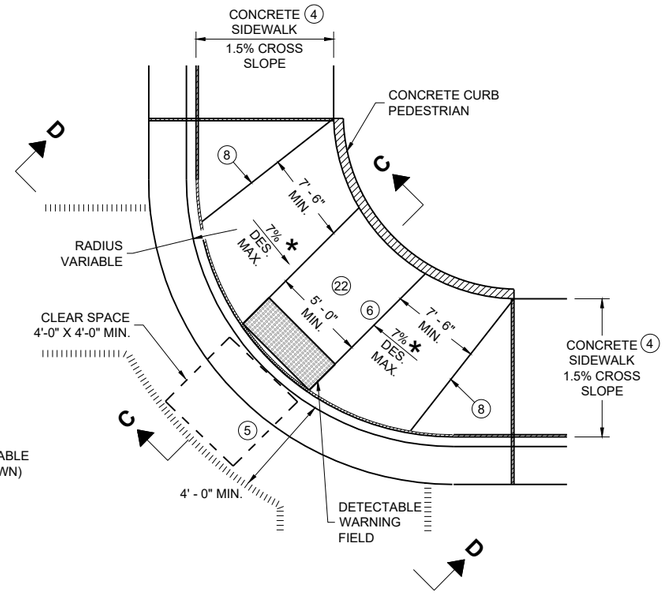
SDD 08B09-04



PLAN VIEW

CURB RAMP TYPE 1

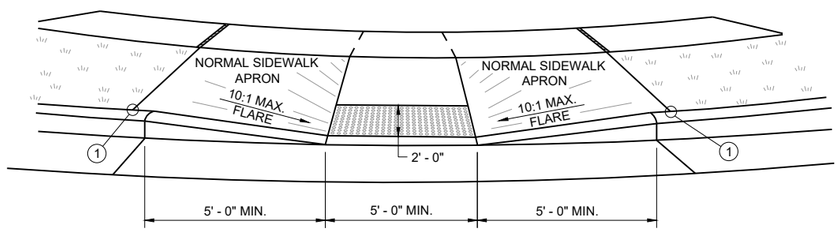
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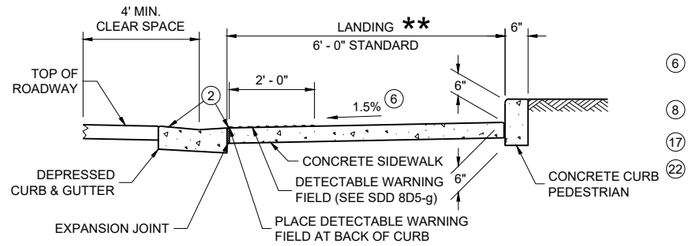
PLAN VIEW

CURB RAMP TYPE 1 - A

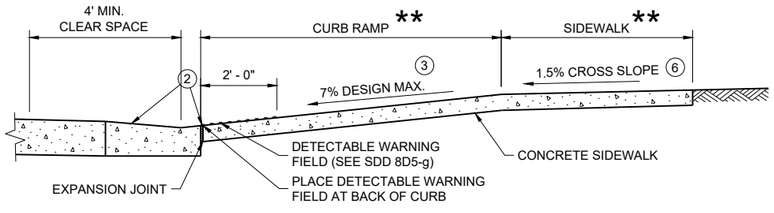
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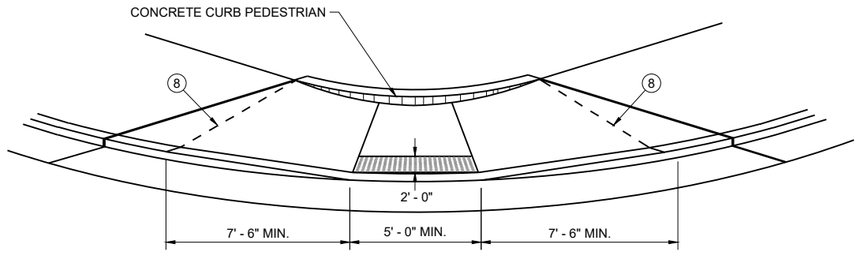
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE CURB RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF CURB RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE CURB RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

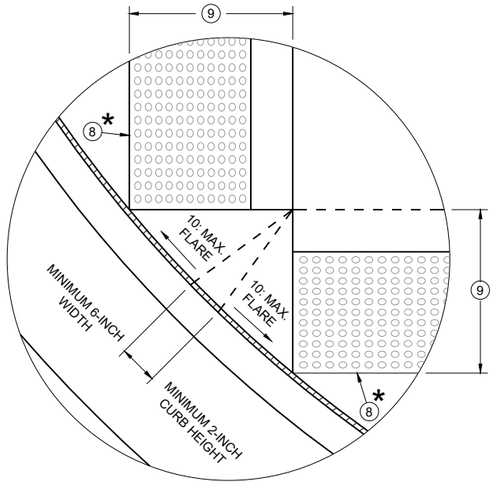
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

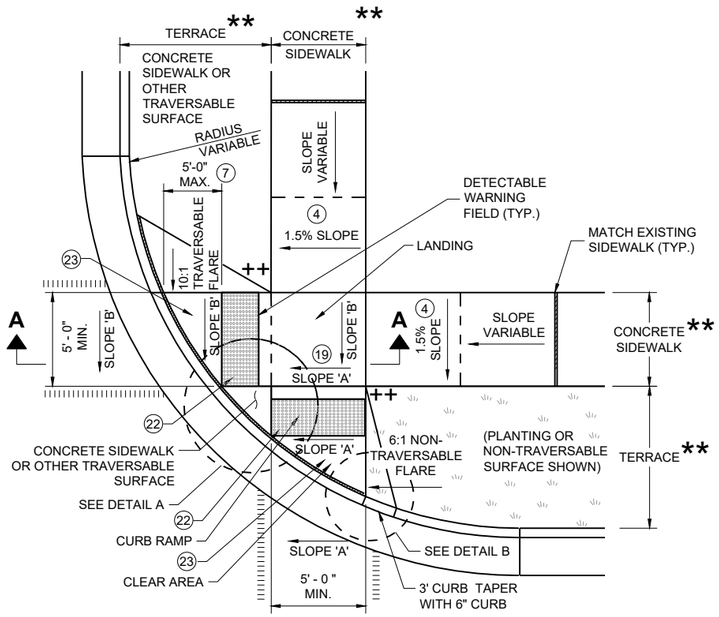
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05-22a



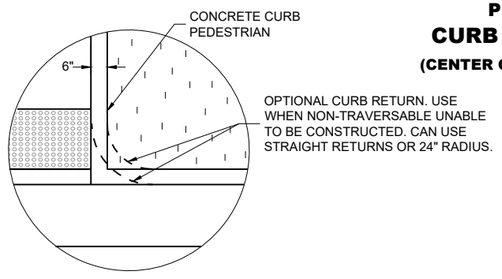
DETAIL A



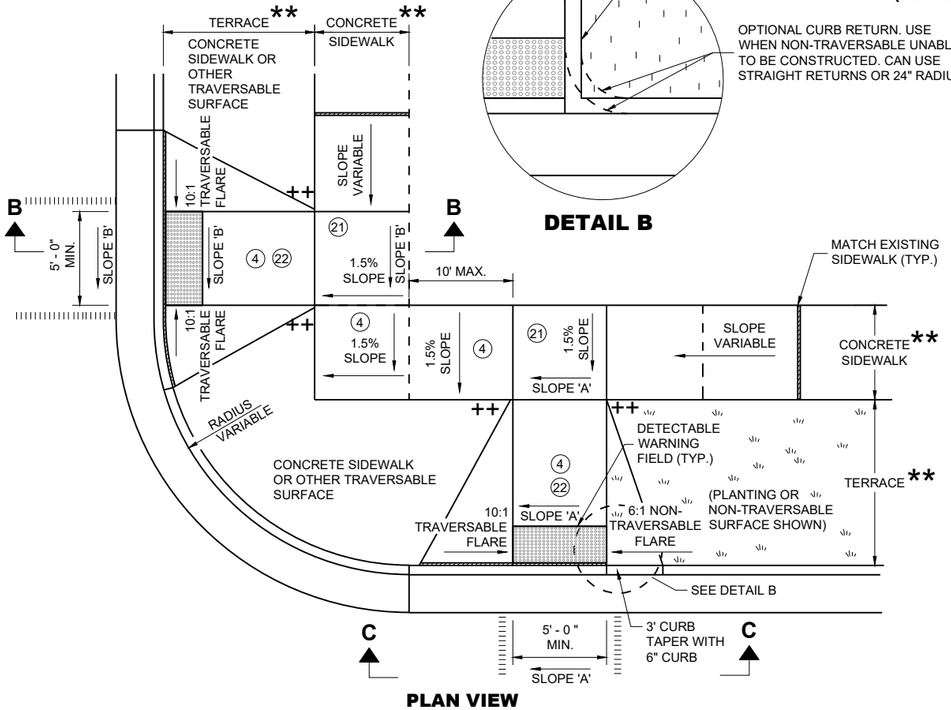
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

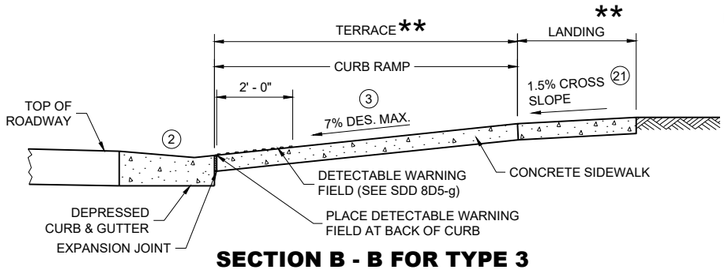
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

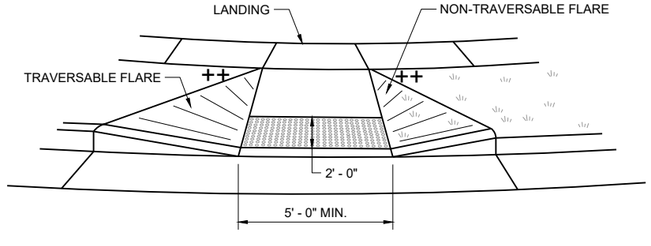
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

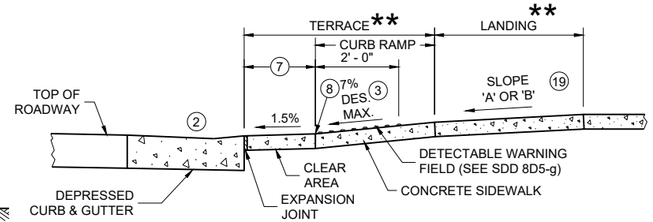
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



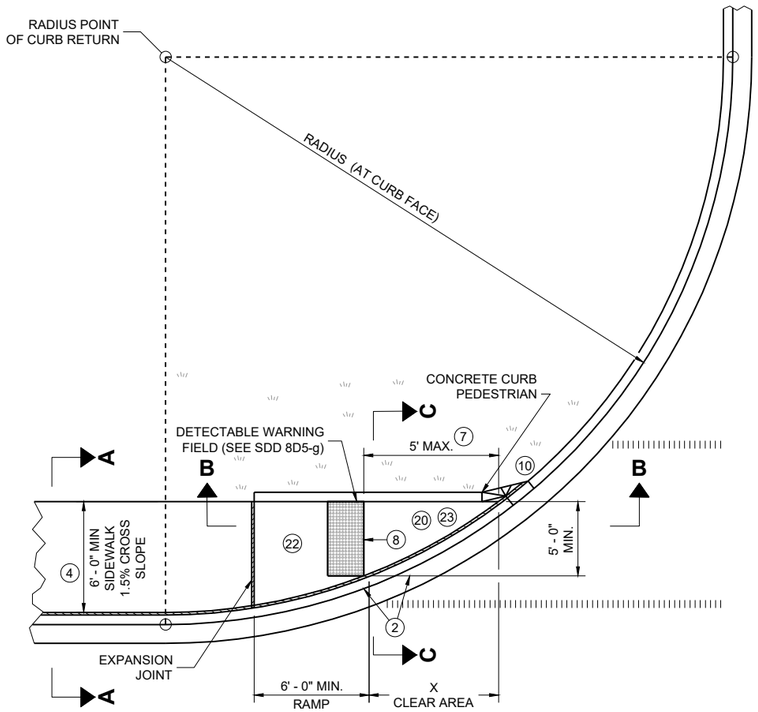
SECTION A - A FOR TYPE 2

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıllıllıllıllıl	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

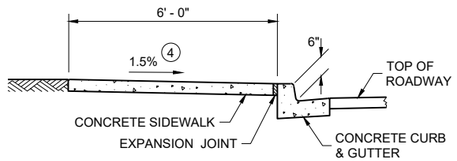
CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

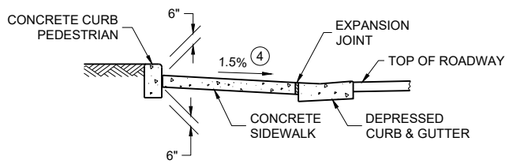


PLAN VIEW

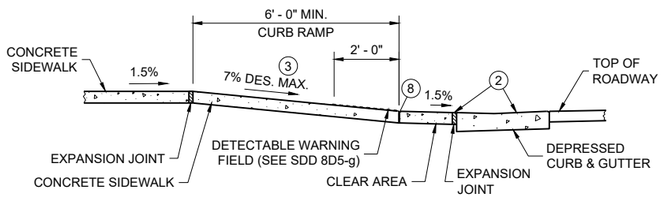
CURB RAMP TYPE 4A



SECTION A - A FOR TYPE 4A



SECTION C - C FOR TYPE 4A



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

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

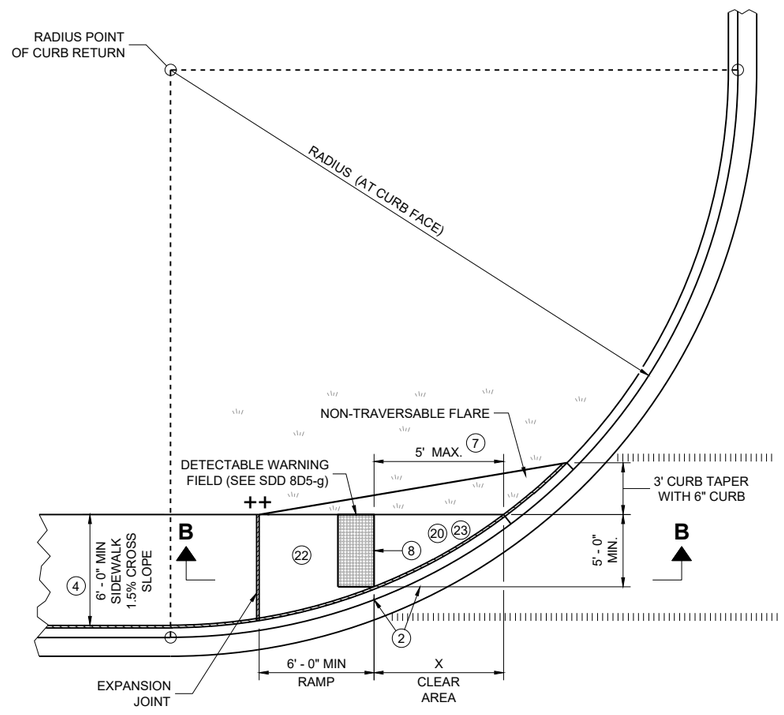
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

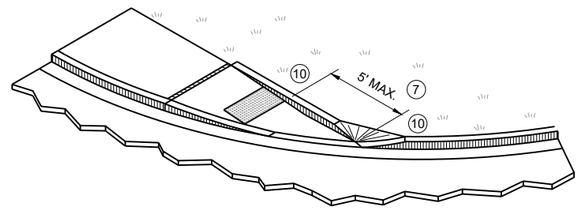
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

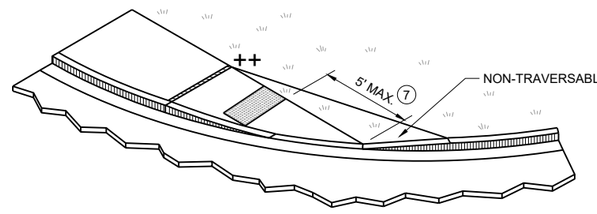


PLAN VIEW

CURB RAMP TYPE 4A1



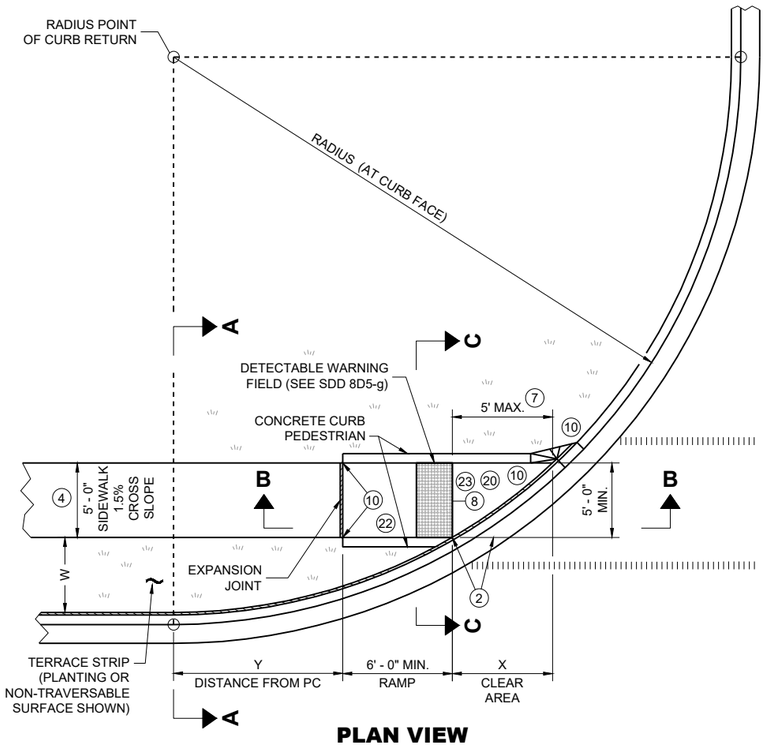
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

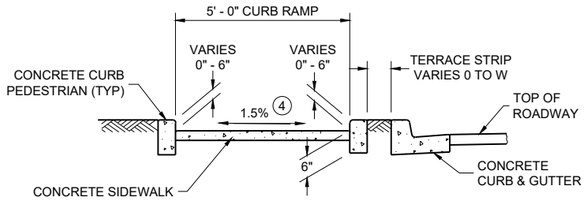
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

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

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



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

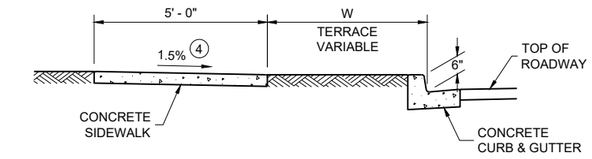
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

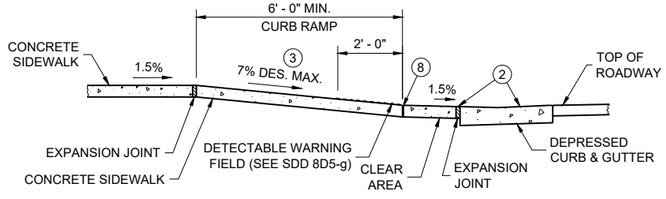
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

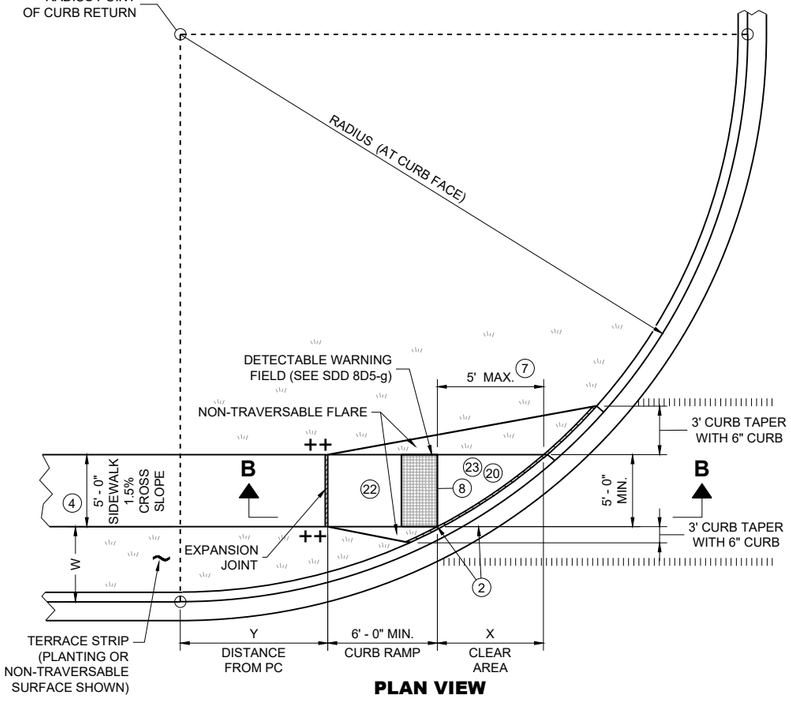
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



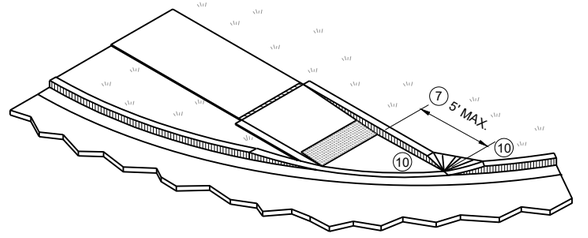
SECTION A - A FOR TYPE 4B



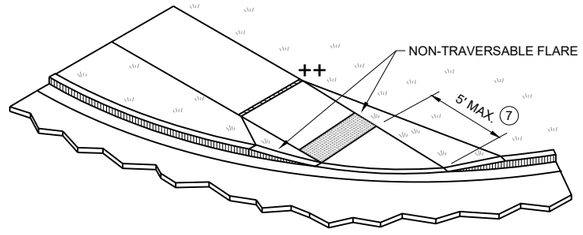
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



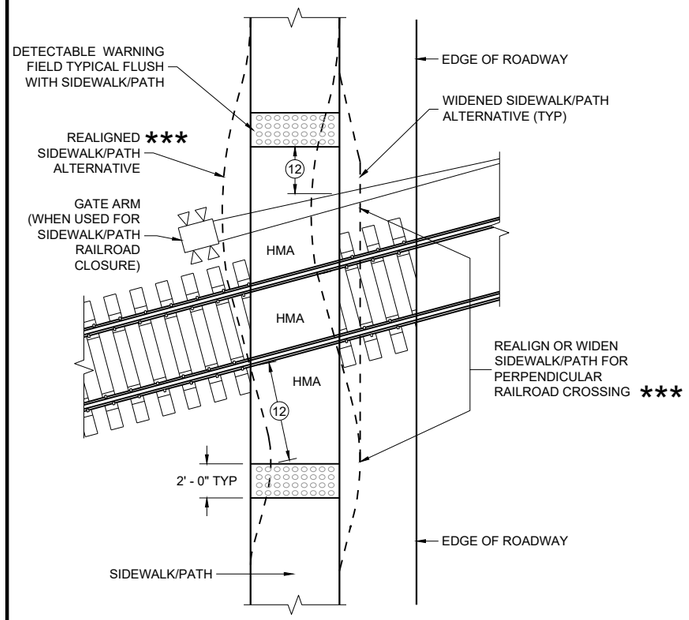
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

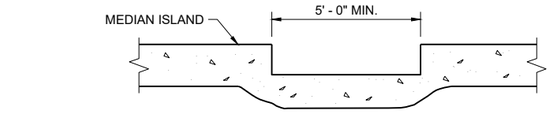
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

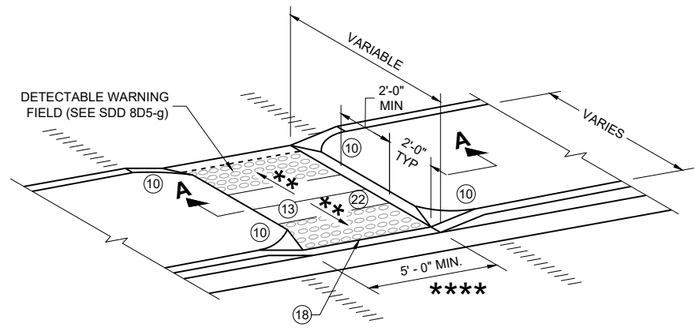


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

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

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

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

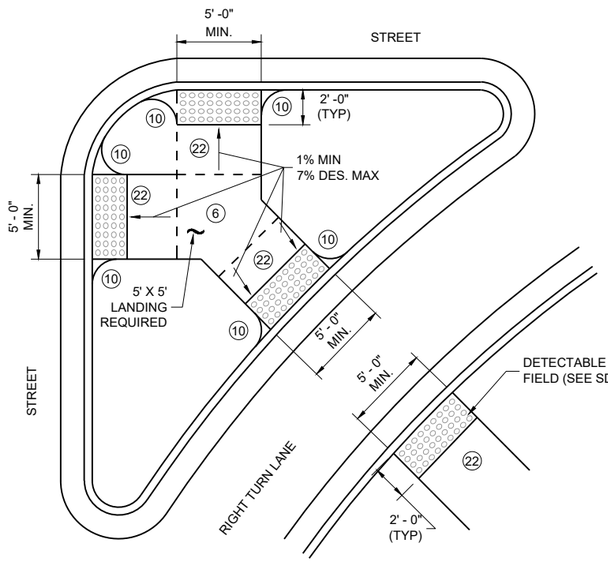
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

CURB RAMP TYPE 7A

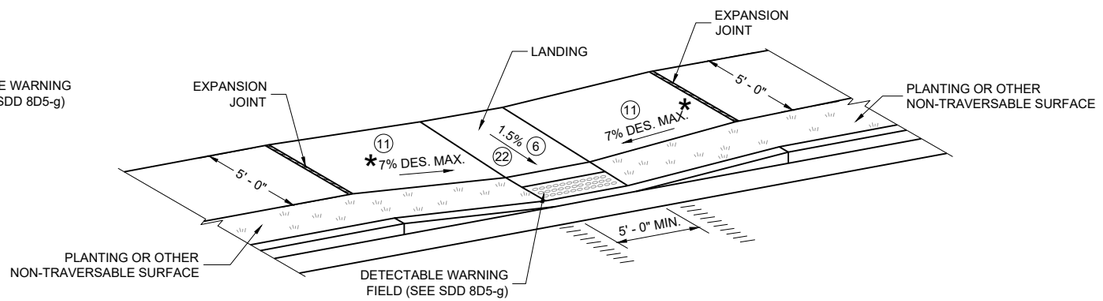
FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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

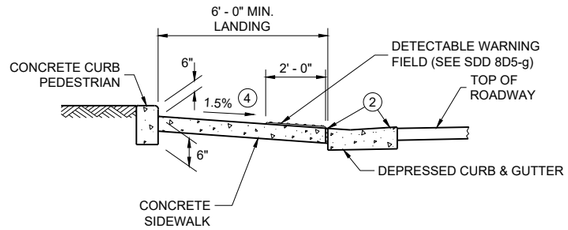


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** 1% MINIMUM (PROVIDE DRAINAGE)
- *** DETAILS TO BE DETERMINED BY ENGINEER
- **** FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK



SECTION B - B FOR TYPE 7A

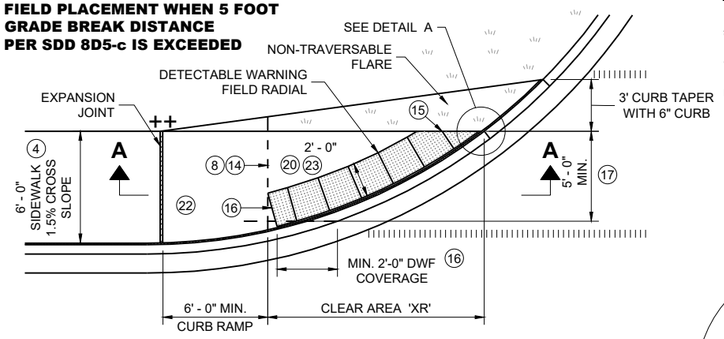
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

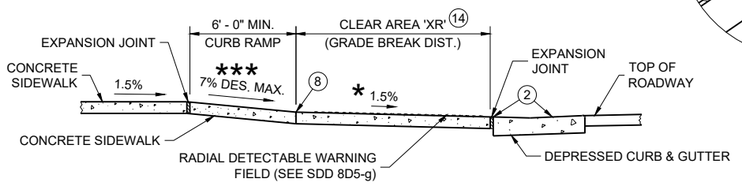
SDD 08D05-22e

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



PLAN VIEW

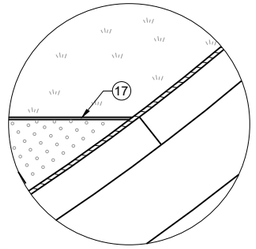
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



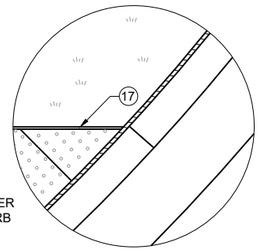
SECTION A - A FOR TYPE 4A1

LEGEND

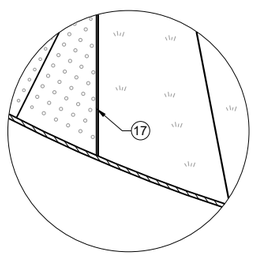
═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

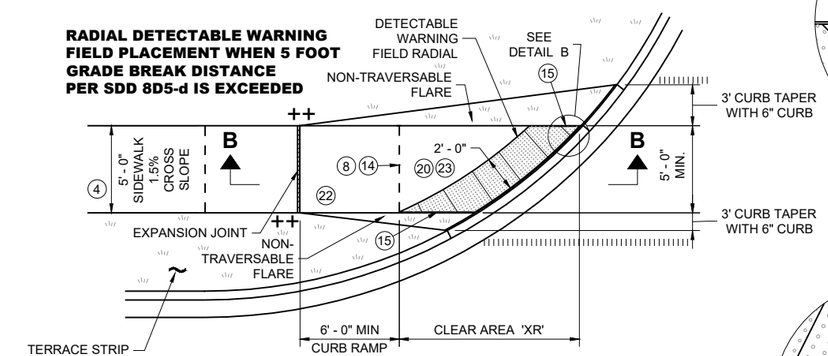


DETAIL B



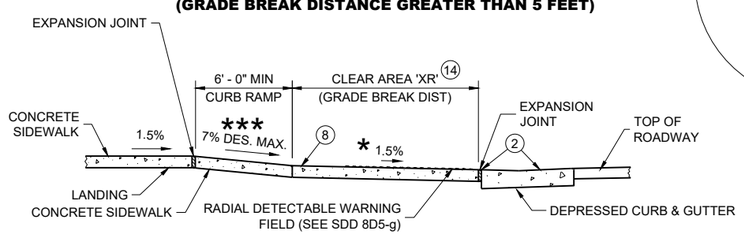
DETAIL C

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



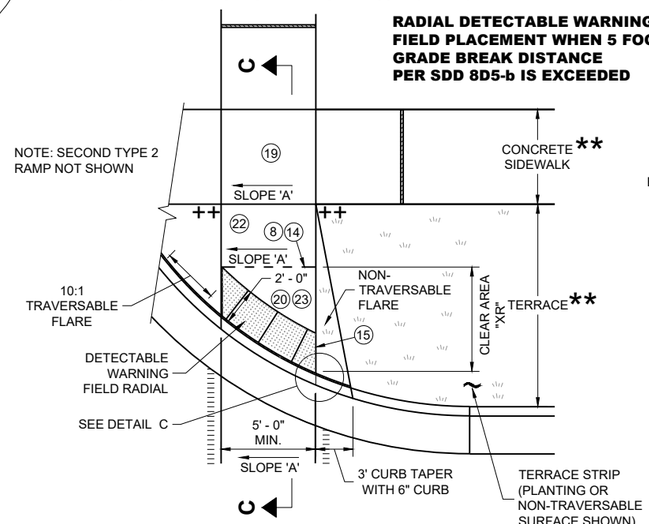
PLAN VIEW

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



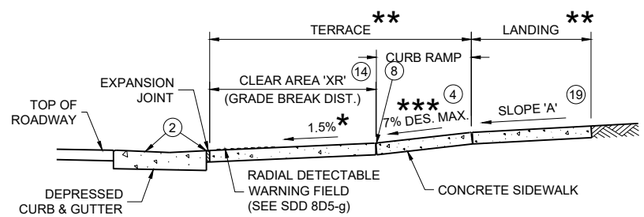
SECTION B - B FOR TYPE 4B1

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

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

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

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

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

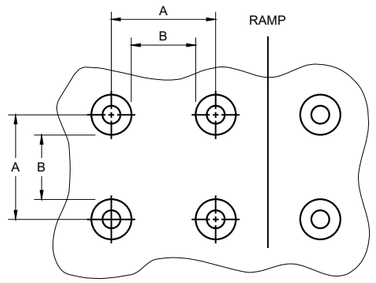
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

CURB RAMPS
RADIAL DETECTABLE WARNING

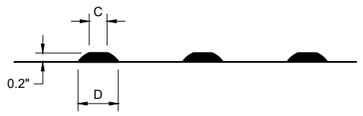
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

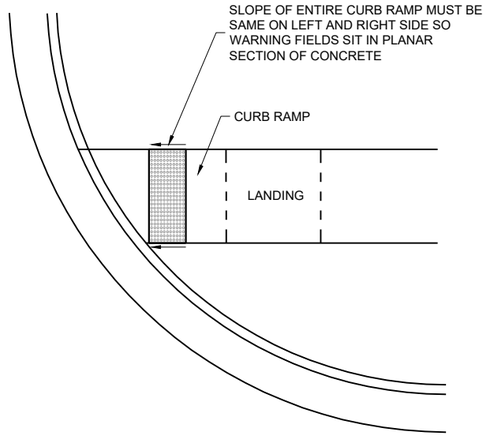
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

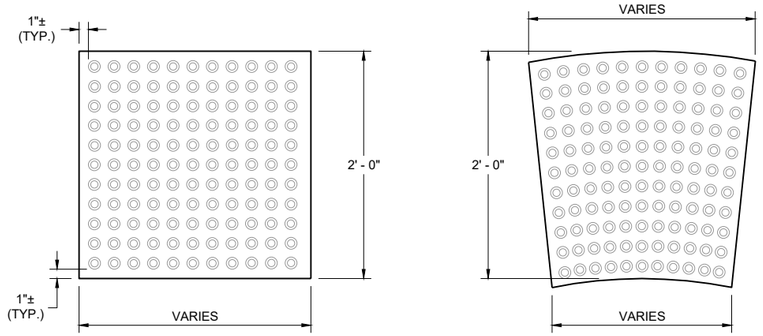
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

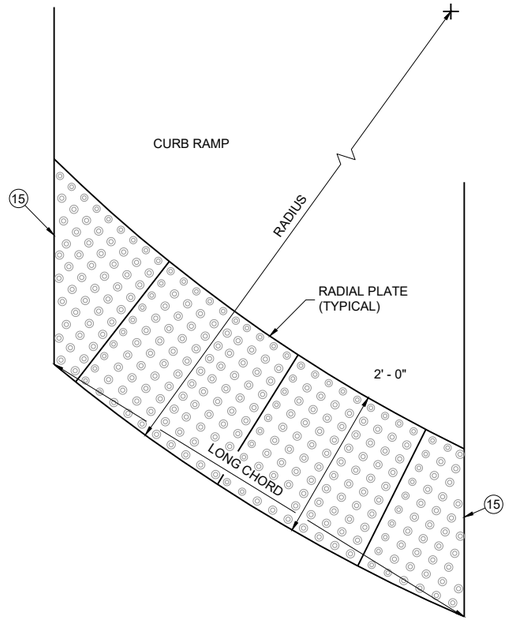
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



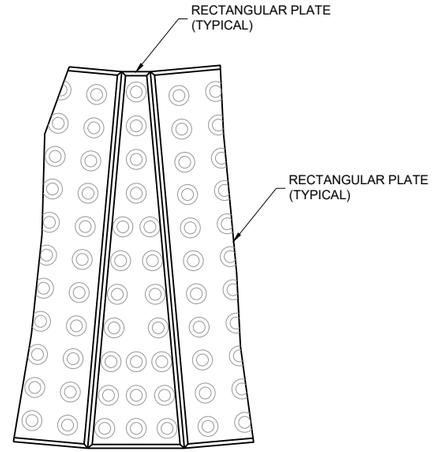
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

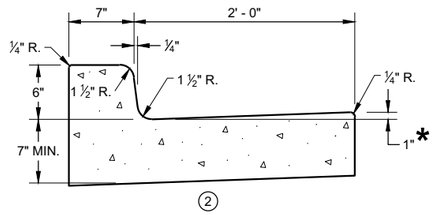
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>

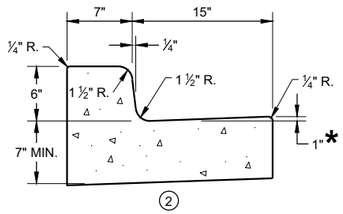
FHWA

6
SDD 08D05-22g

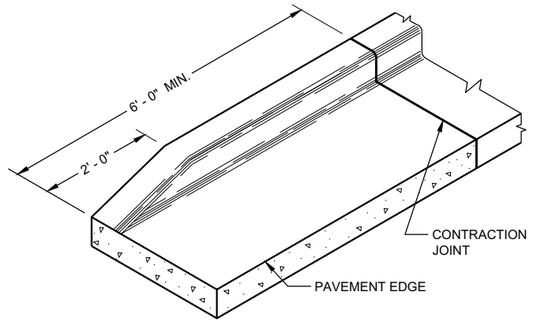


CONCRETE CURB AND GUTTER 31" ①

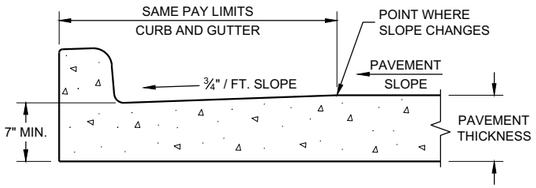
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



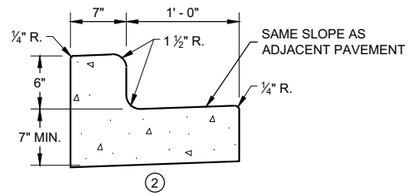
CONCRETE CURB AND GUTTER 22" ①



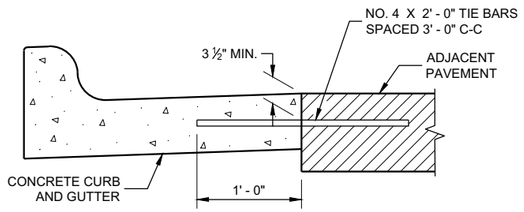
END SECTIONCURB AND GUTTER



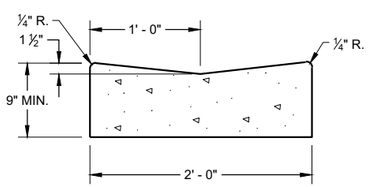
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



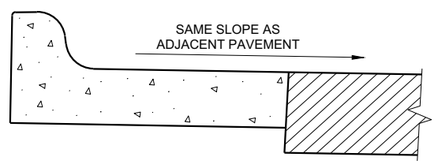
CONCRETE CURB AND GUTTER 19" ①



TYPICAL TIE BAR LOCATION ①



CONCRETE GUTTER 24" ①



HIGH SIDE SECTION ③

(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

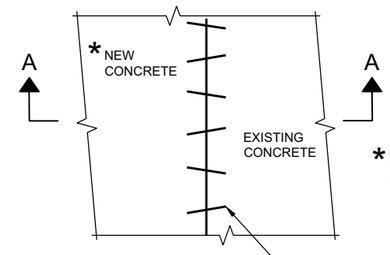
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

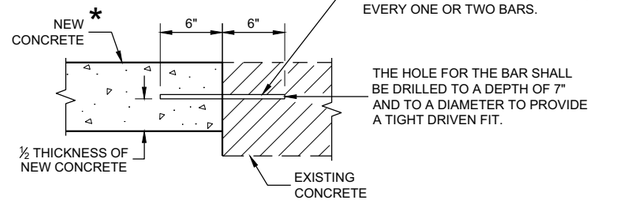
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.

PLAN VIEW



SECTION A - A

PAVEMENT TIES

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

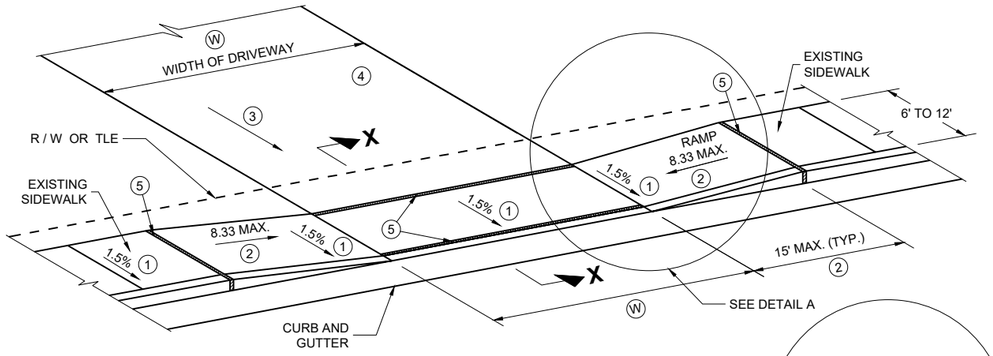
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

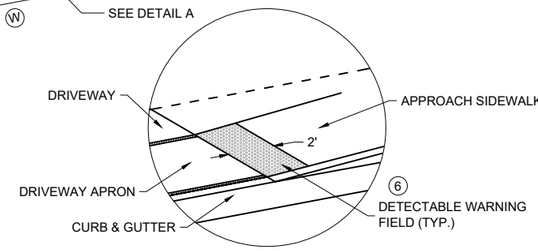
507

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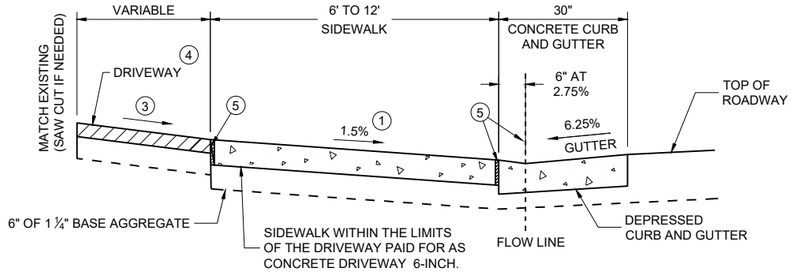
SDD 08D16 - 11



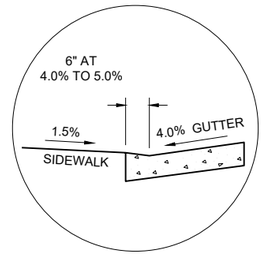
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A



SECTION X - X



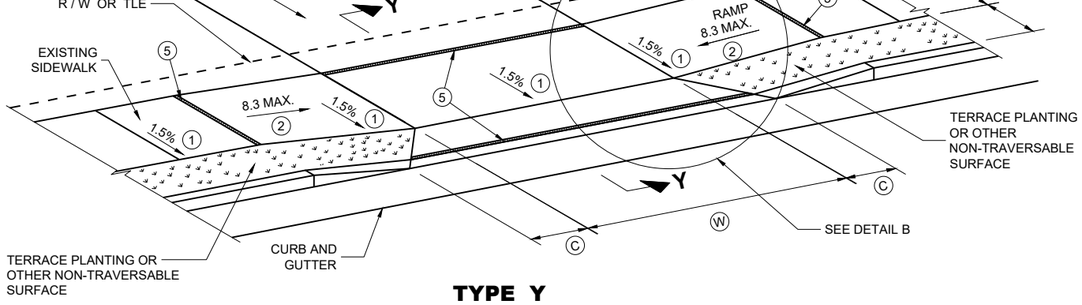
SECTION X - X
4% GUTTER SLOPE

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

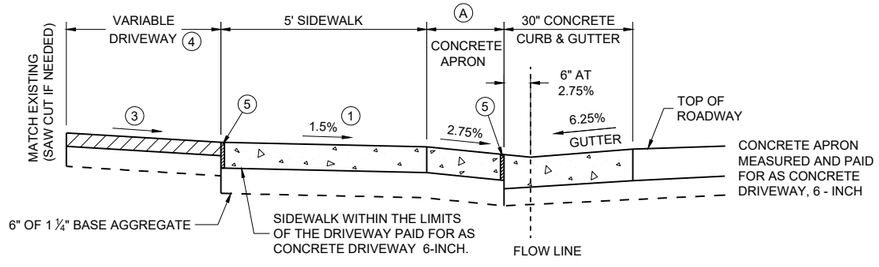
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

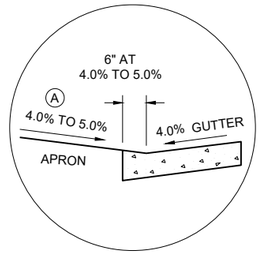


Ⓐ:MEASURE FROM BACK OF CURB

TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y

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 2.1%.

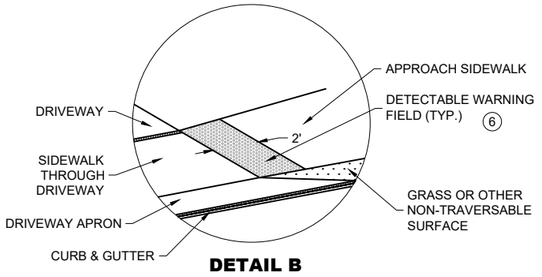
② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL 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 1/2" EXPANSION JOINT FILLER

⑥ DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



DETAIL B

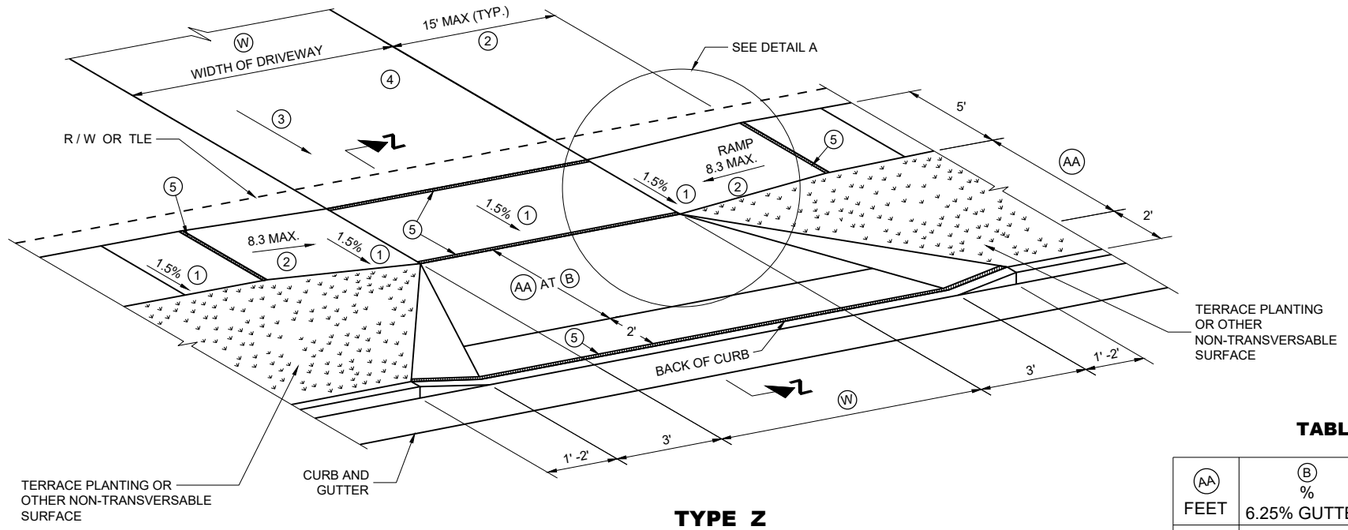
DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 (DATE)
/S/ Rodney Taylor

FHWA

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SDD 08D18-05



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 2.1%.

(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) 1/2" EXPANSION JOINT FILLER.

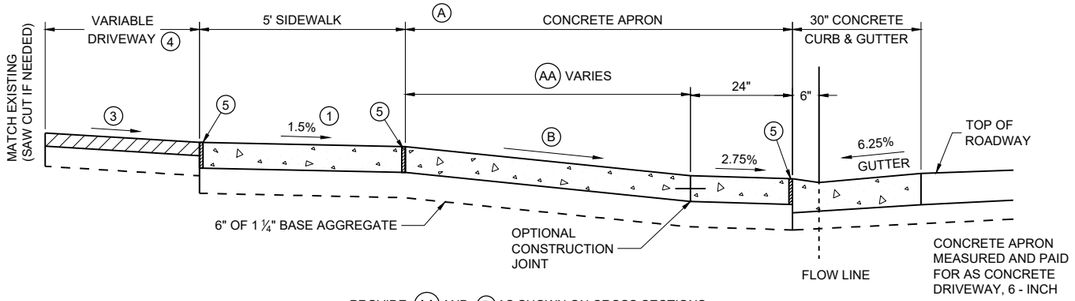
(6) DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

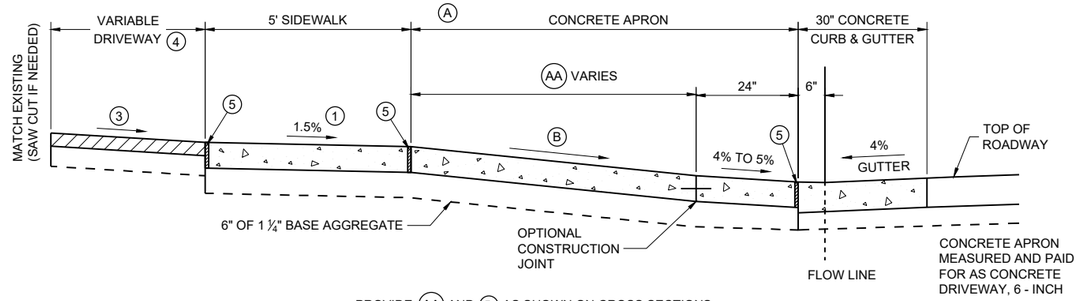
TABLE Z

(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%



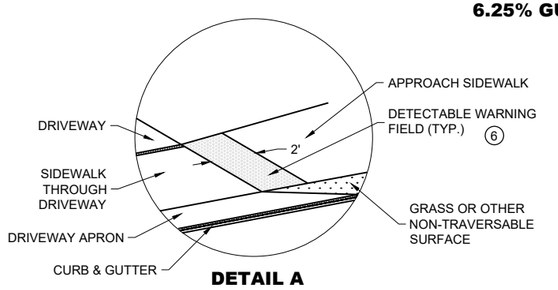
PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE



DETAIL A

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

SECTION Z - Z

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)

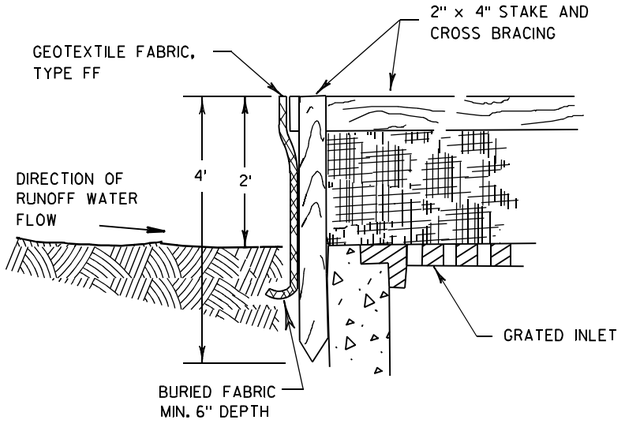
DRIVEWAY AND SIDEWALK RAMPS TYPE Z

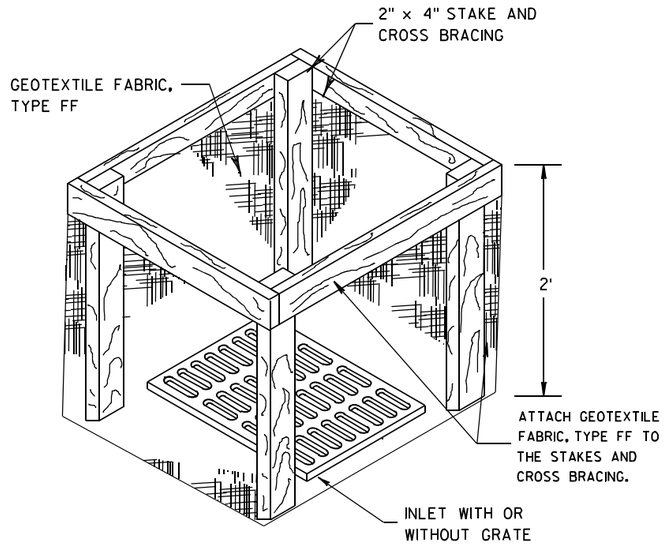
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

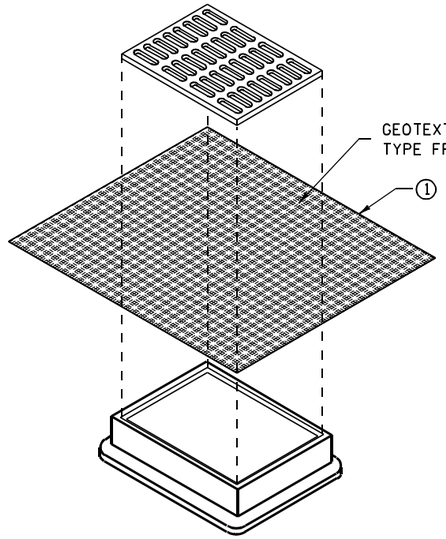
FHWA

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SDD 08D19-05



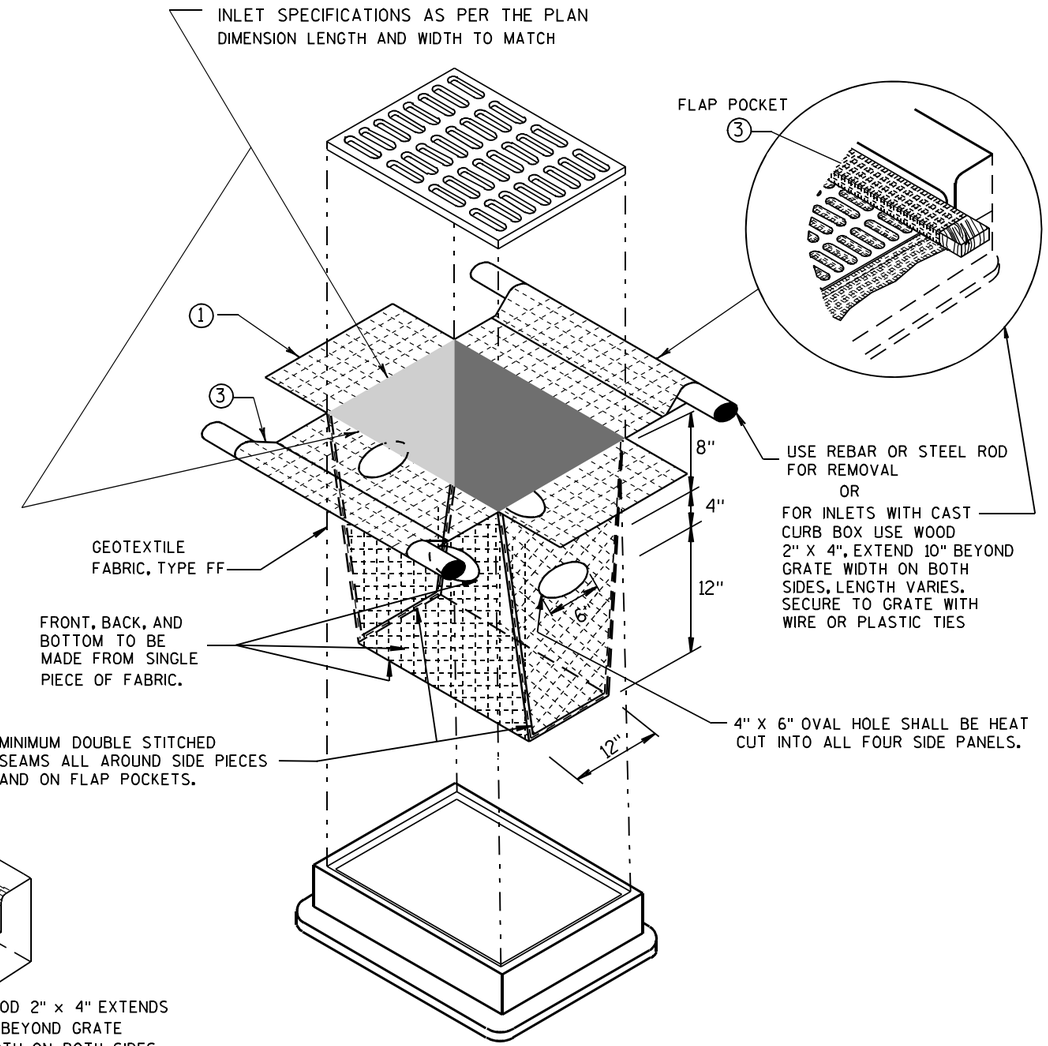


INLET PROTECTION, TYPE A



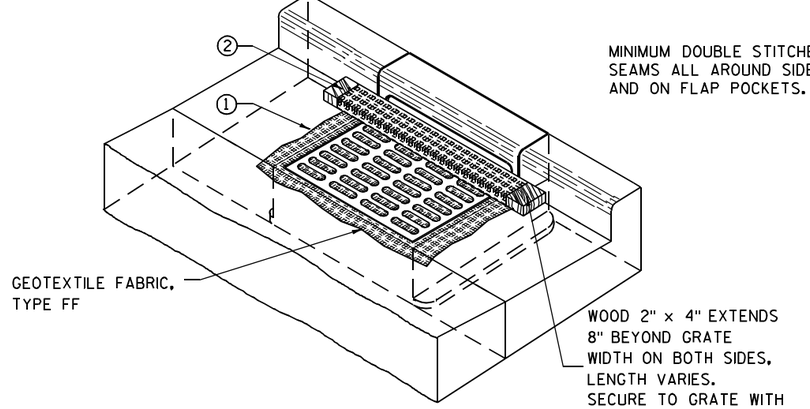
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

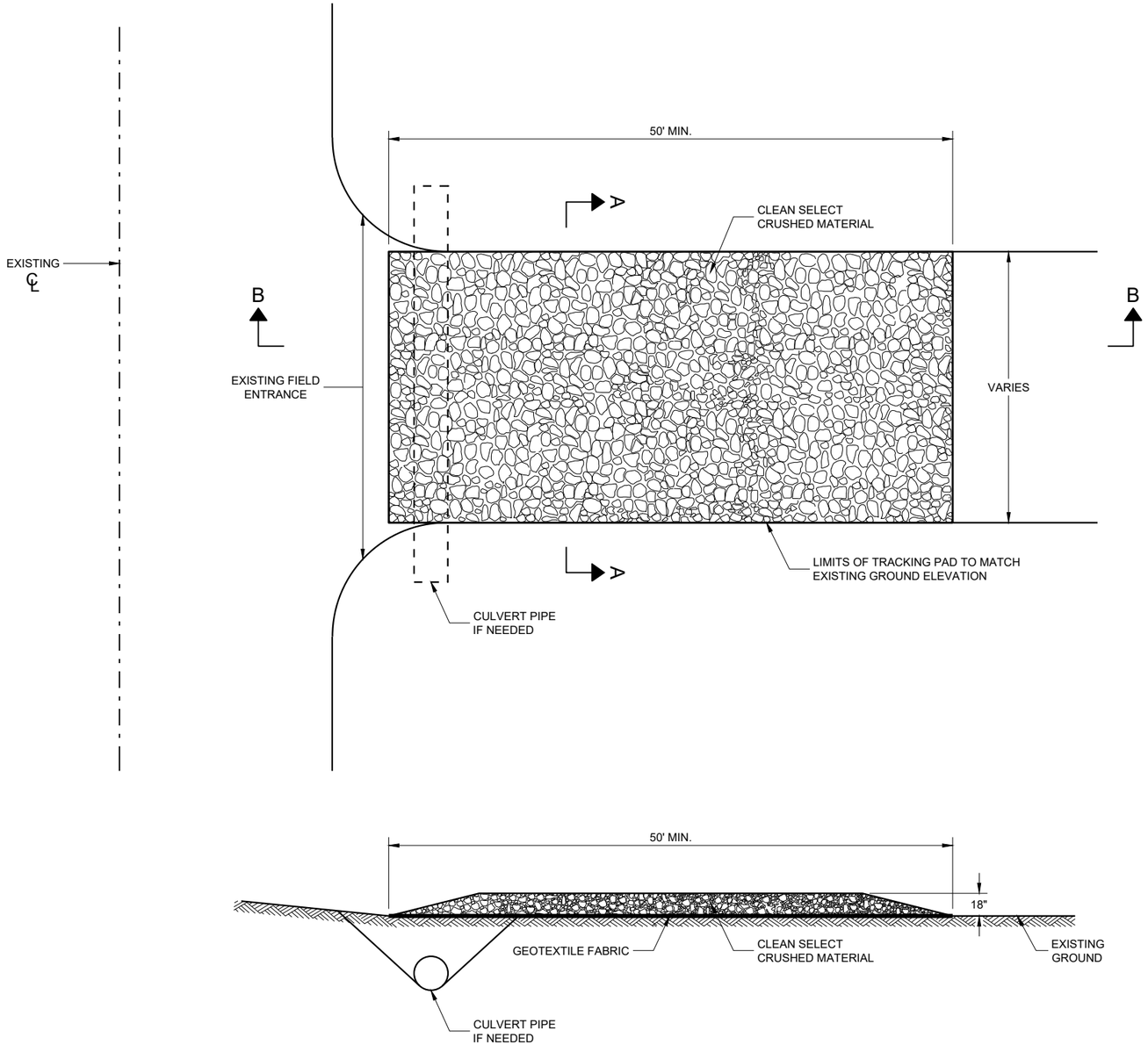
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2



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.

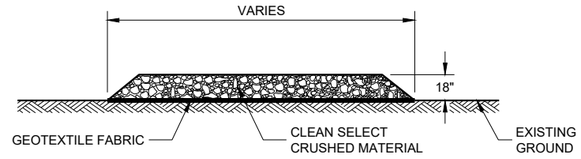
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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SDD 08E14 - 01

TRACKING PAD

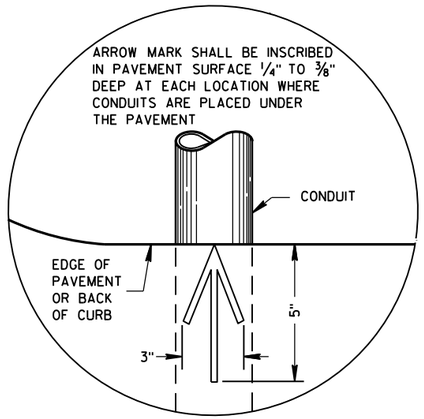
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

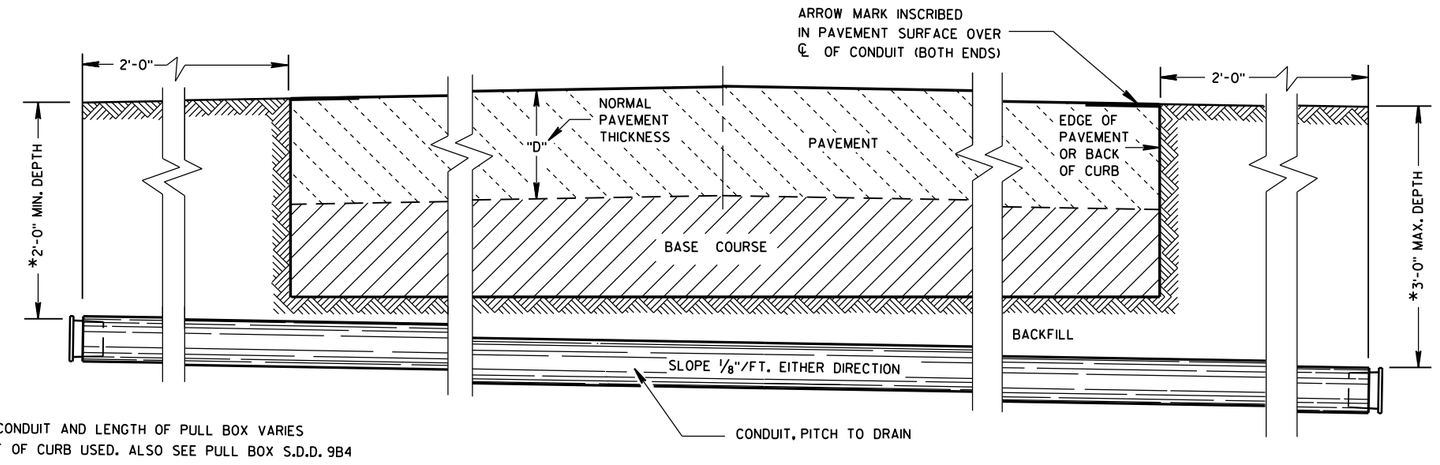
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SDD 08E14 - 01



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

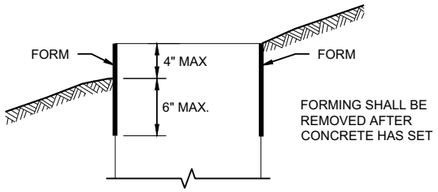
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 B 2-10

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

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

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

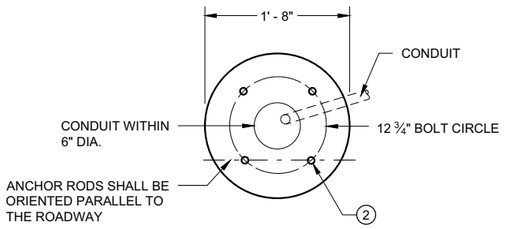
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

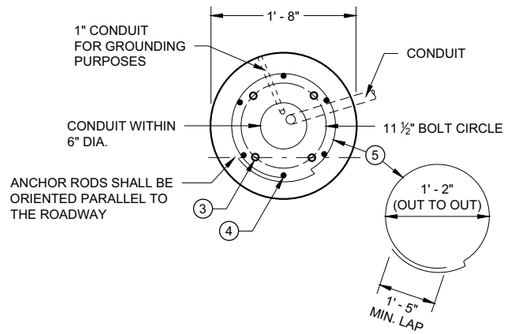
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

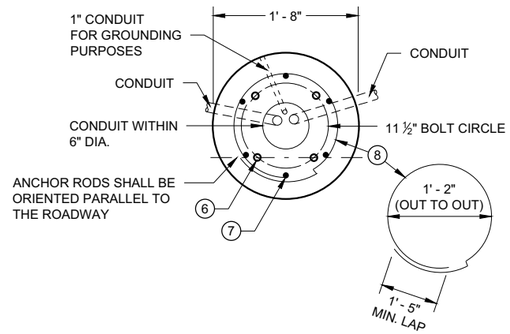
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

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

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

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

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

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

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

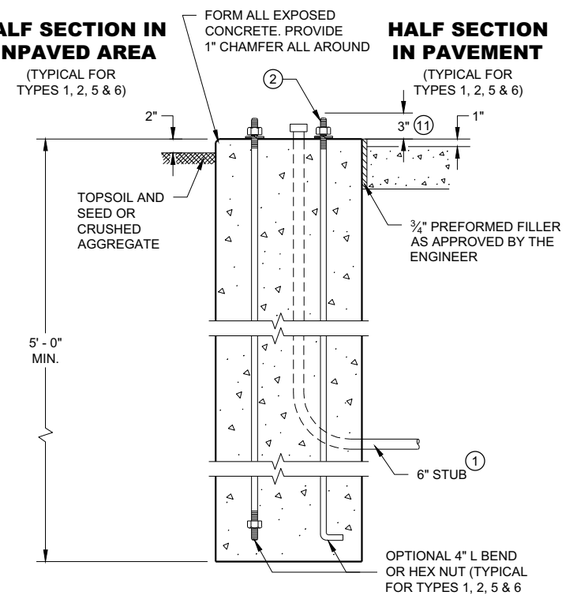
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

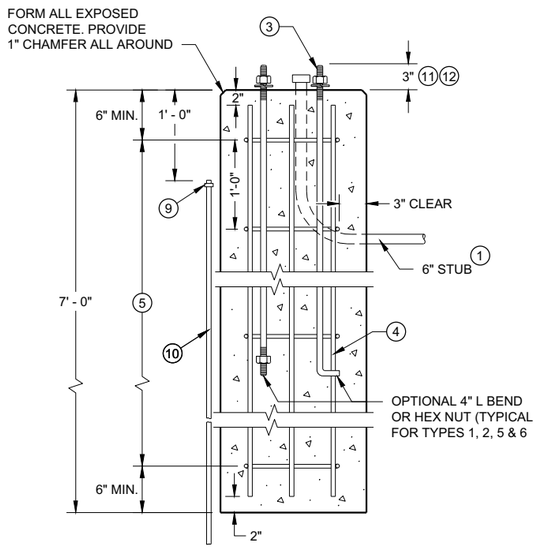
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

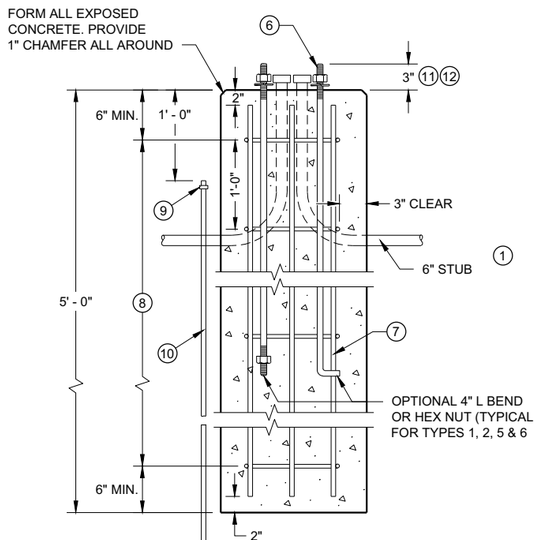
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

6
SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

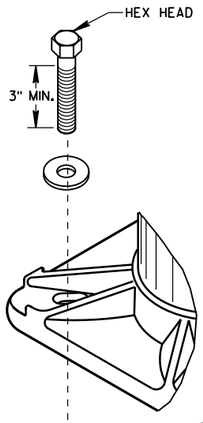
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

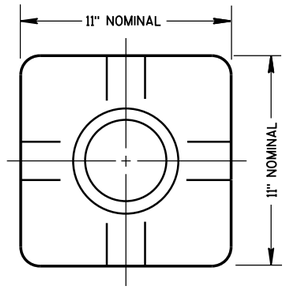
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

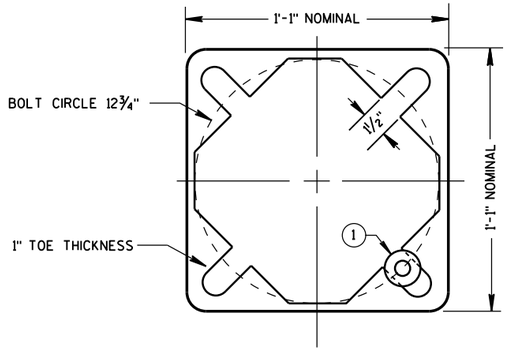
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

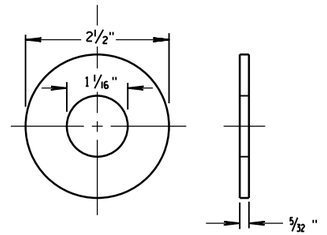




TOP VIEW
(PEDESTAL BASE)

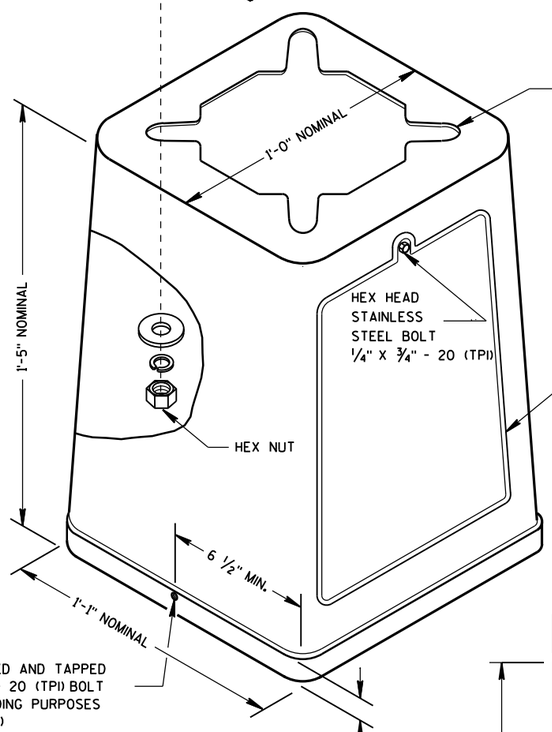


BOTTOM VIEW
(PEDESTAL BASE)

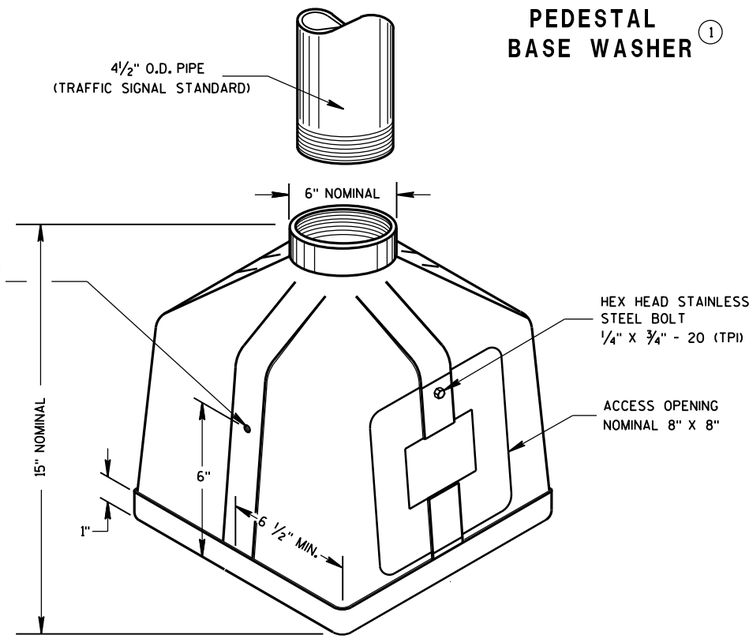


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

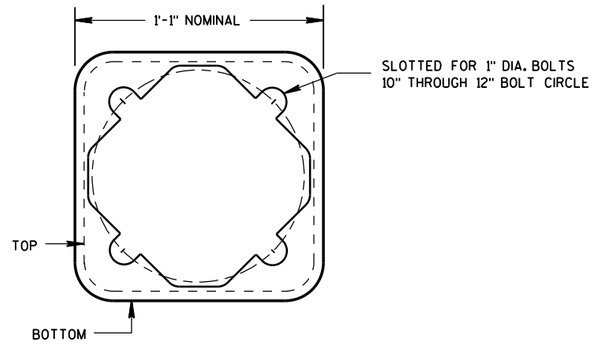


ISOMETRIC VIEW

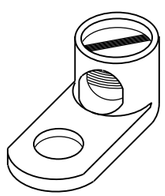


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

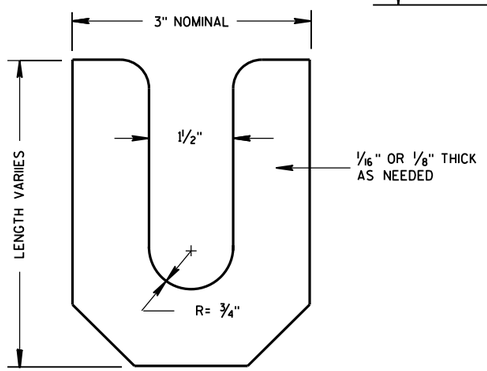


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 3-4

6

S.D.D. 9 C 3-4

GENERAL NOTES

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

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

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

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

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

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

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

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

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

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

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

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

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

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

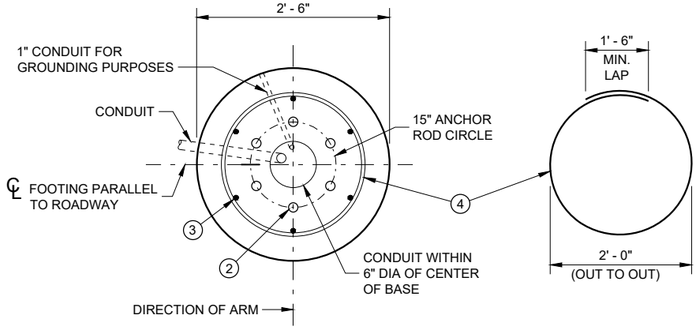
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

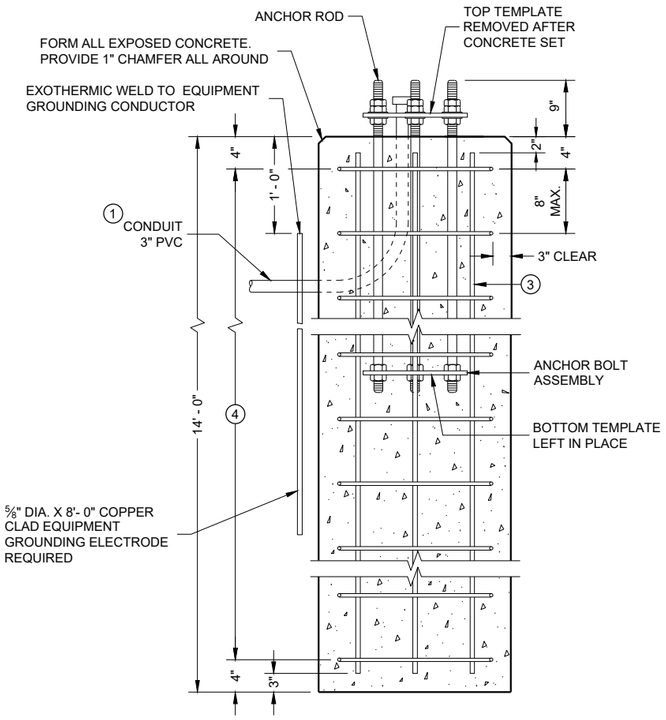
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

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

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

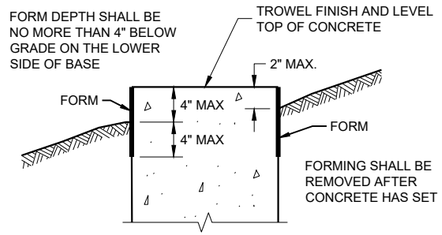
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



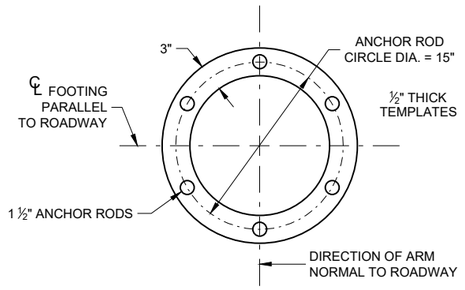


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

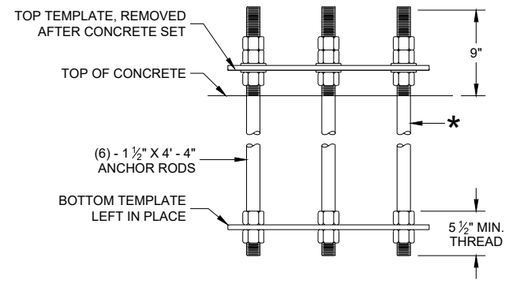
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

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

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 09C11 - 10

GENERAL NOTES

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

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

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

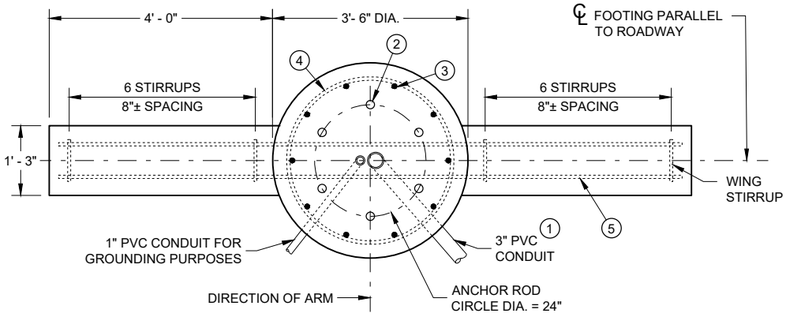
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

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

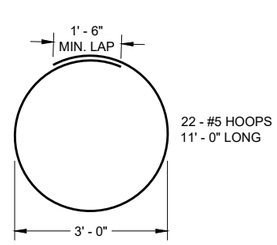
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

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

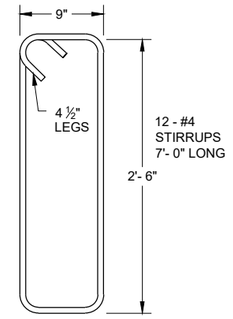
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



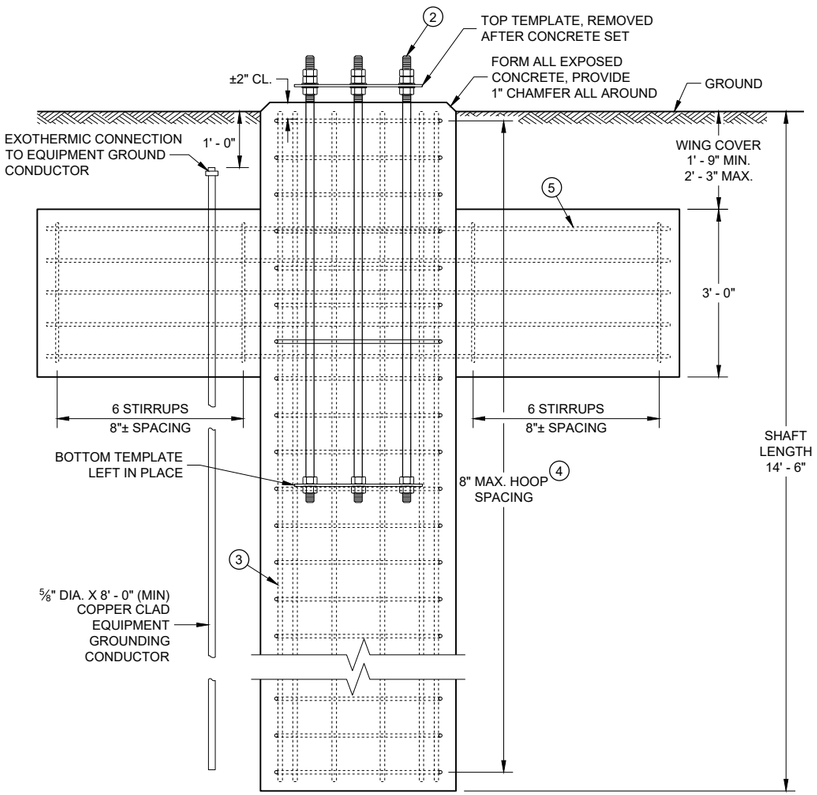
PLAN VIEW



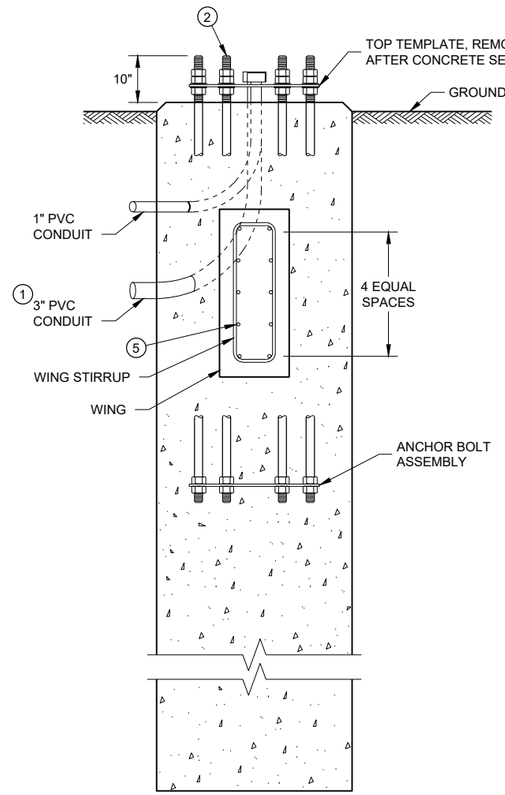
HOOP DETAIL



WING STIRRUP DETAIL



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



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

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

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

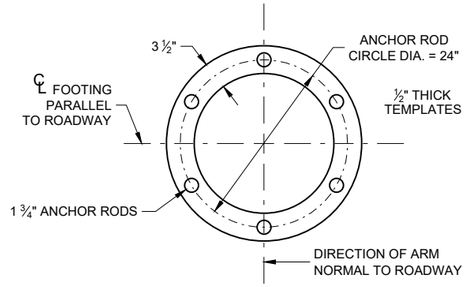
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION

CONCRETE BASE TYPE 13

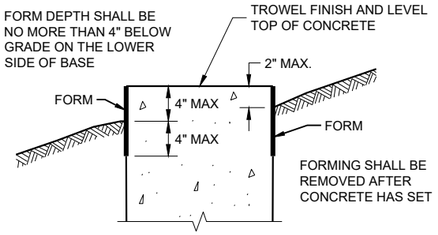
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

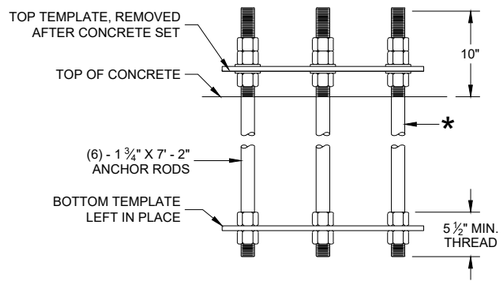
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

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

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 09C12 - 09b

GENERAL NOTES

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

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

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

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

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

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

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

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

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

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

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

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

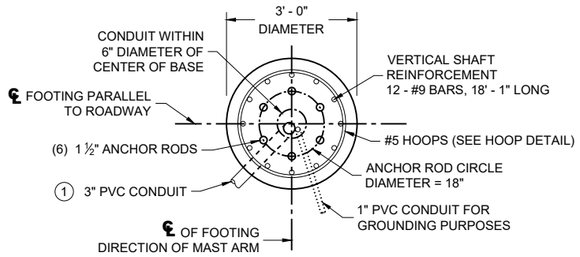
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

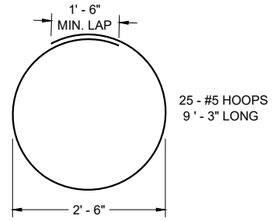
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

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

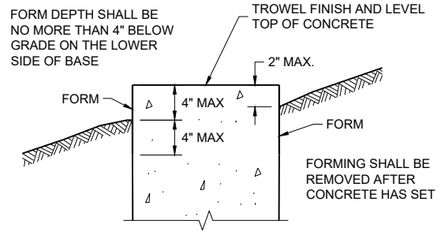
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55.....fy = 55,000 p.s.i.
(IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



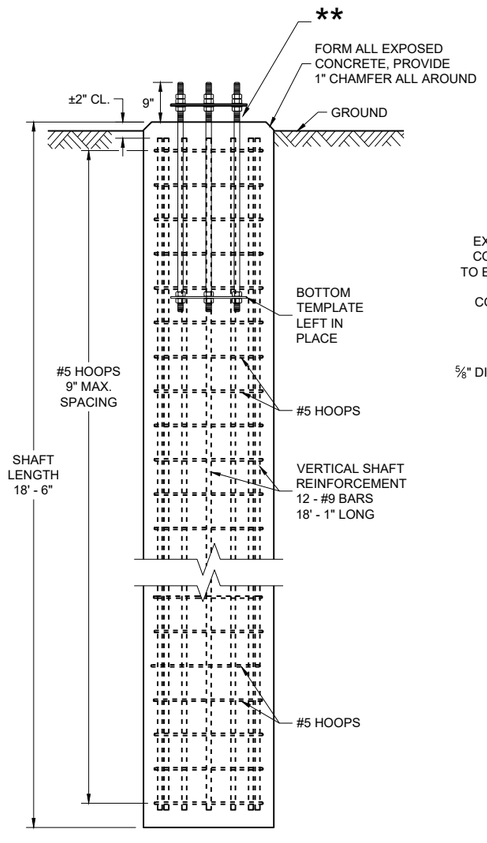
PLAN VIEW



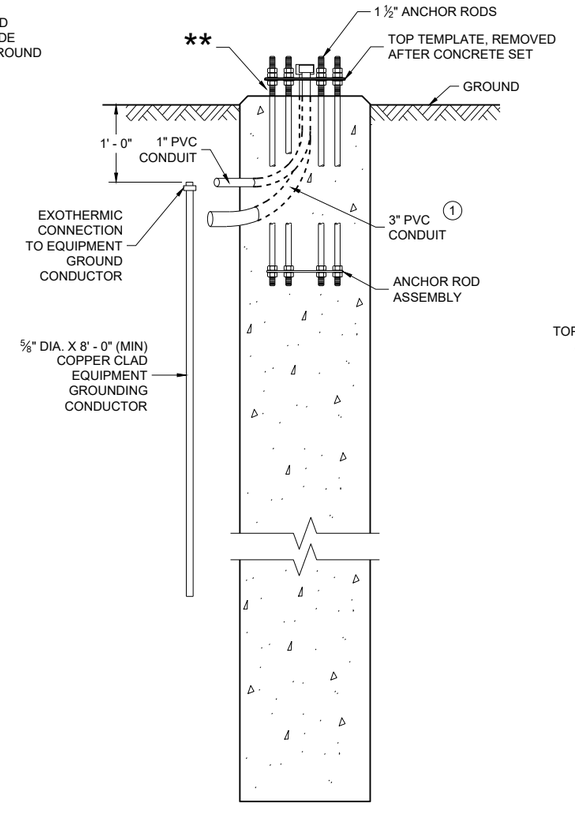
HOOP DETAIL



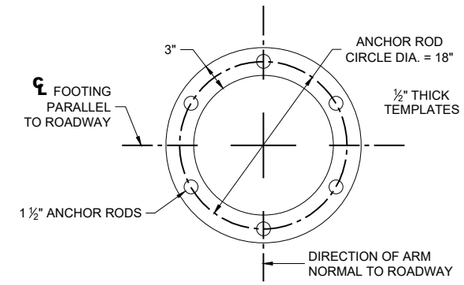
FORMING DETAIL



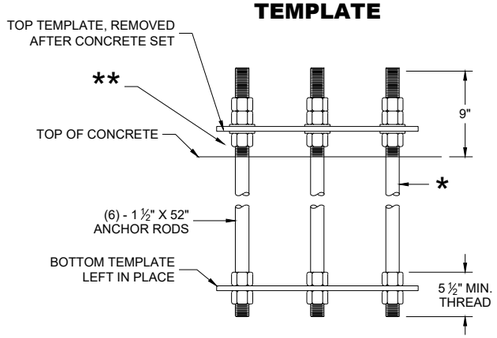
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



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



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

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

** RODENT PROTECTION REQUIRED

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

CONCRETE = 4.8 CUBIC YARD
H.S. REINFORCEMENT = 979 LBS.

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

CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTURES PROGRAM LEADER

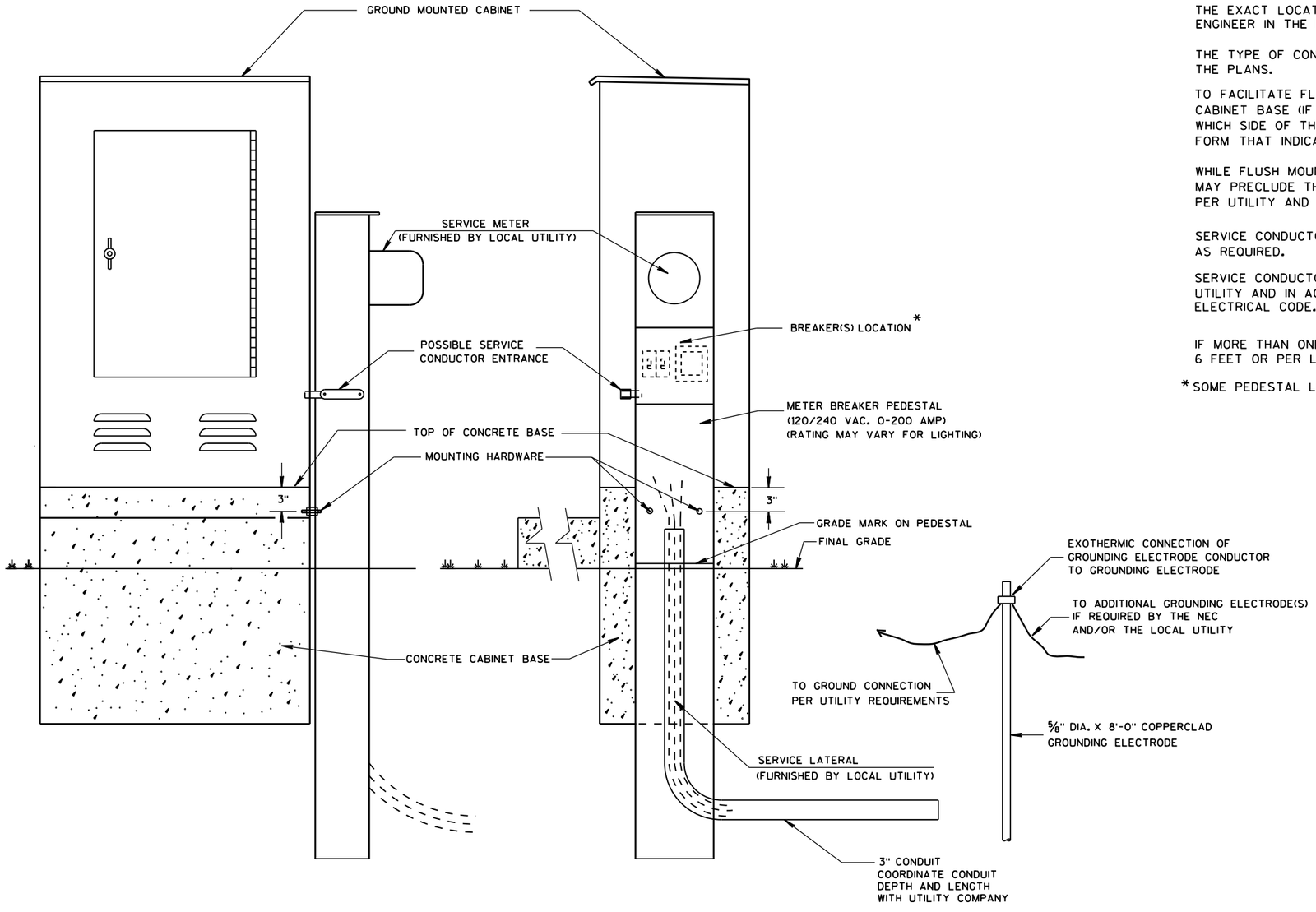
FHWA

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SDD 09C15-03

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SDD 09C15-03



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

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

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

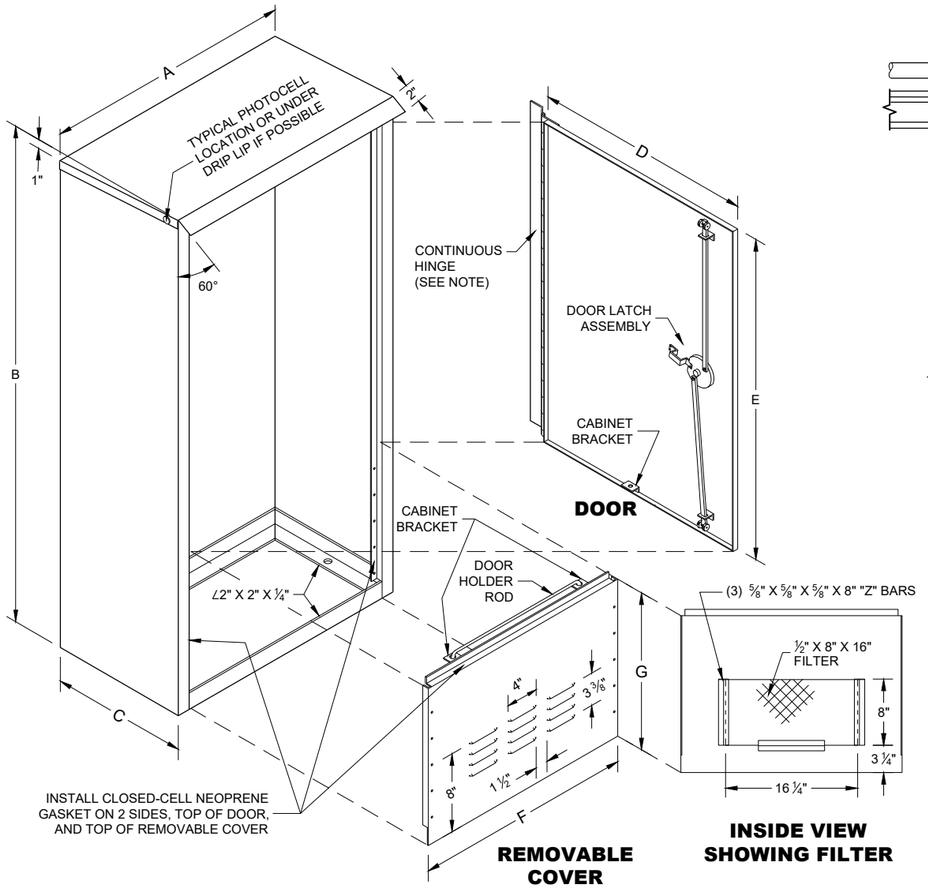
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

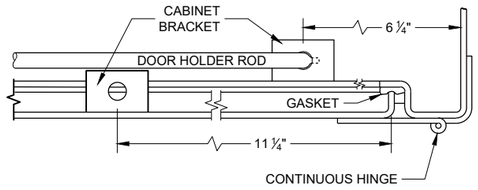
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

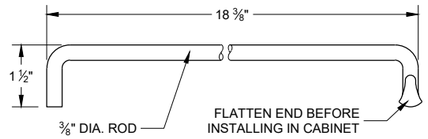
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

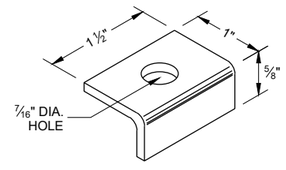




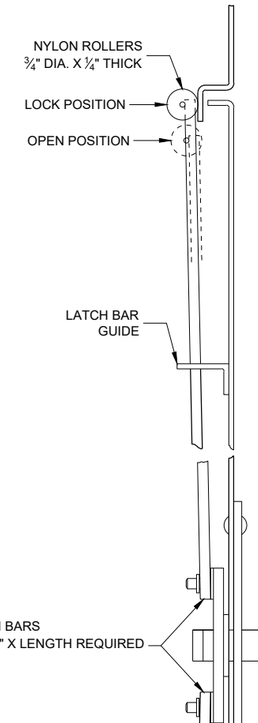
HINGE AND DOOR HOLDER

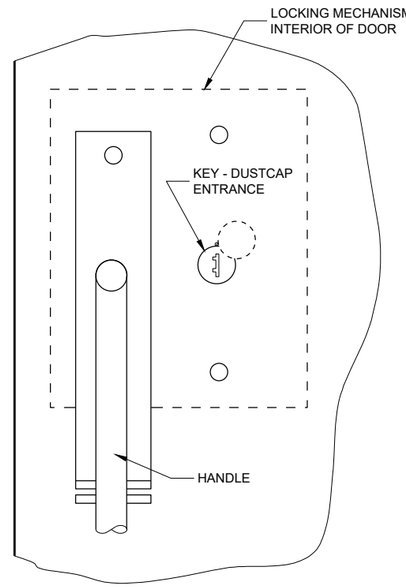


HOLDER ROD



CABINET BRACKET





SIDE VIEW **FRONT VIEW**

LATCH ASSEMBLY

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

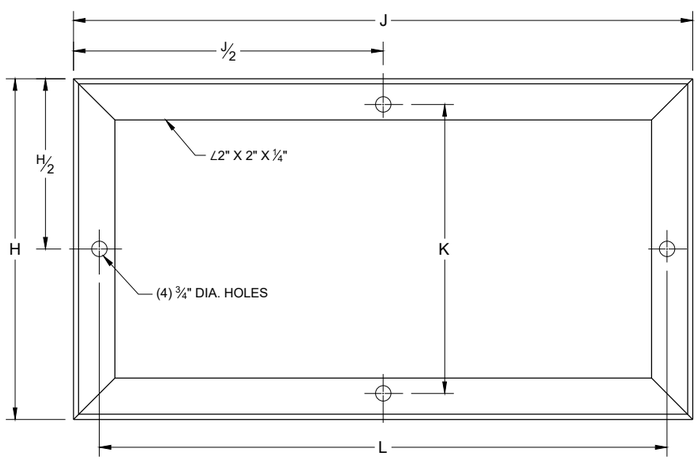
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH ¼" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH ¼" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

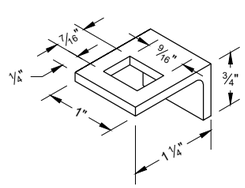
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 ½	16 ½	24
D	26 ½	34 ¾	33 ¾
E	38 ¾	38 ¾	38 ¾
F	26 ½	34 ¾	33 ¾
G	19	19	25
H	16 ½	16 ½	24
H/2	8 ¼	8 ¼	12
J	30	38	38
J/2	15	19	19
K	13 ¾	13 ¾	21 ¼
L	27 ½	35 ½	35 ½



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 520

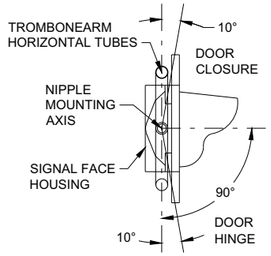
FHWA

SDD 09D02 - 03

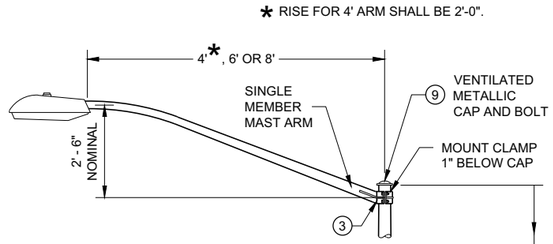
SDD 09D02 - 03

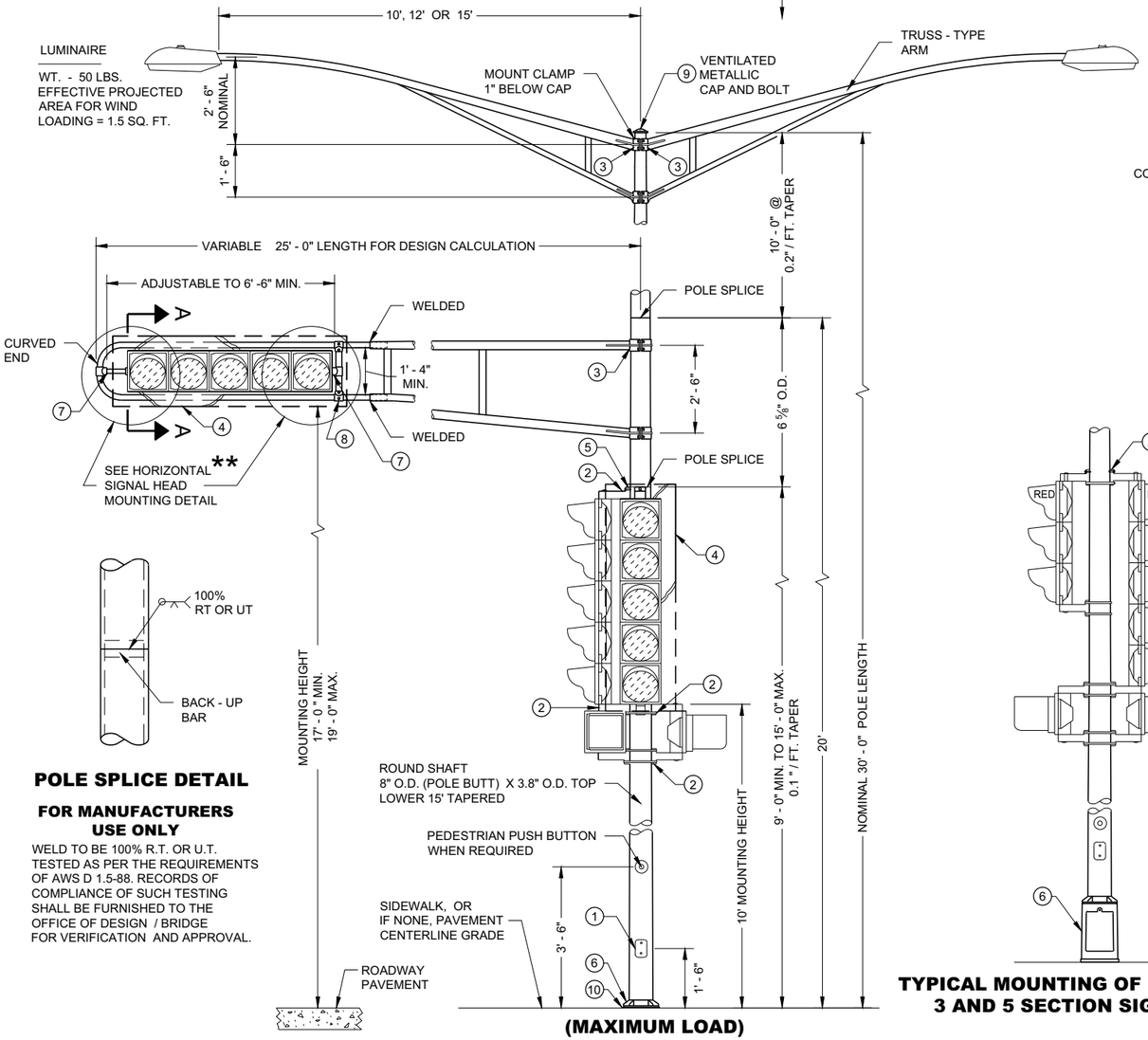
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SECTION A-A



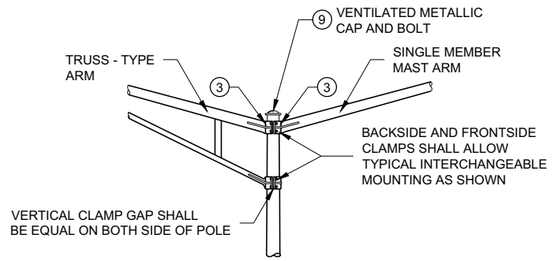


(MAXIMUM LOAD)

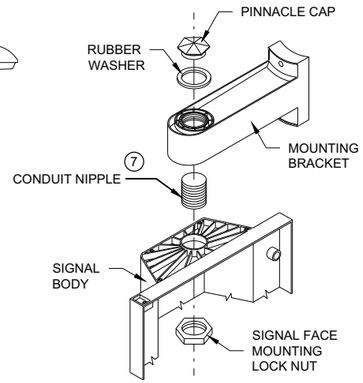
POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.

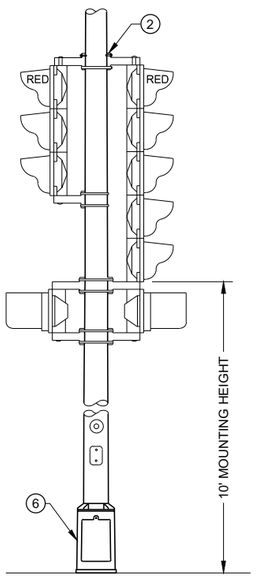


INTERCHANGEABLE MOUNTING DETAIL

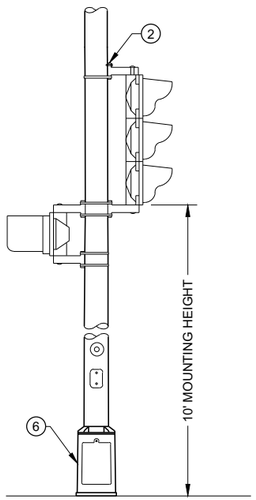


SIGNAL FACE MOUNTING DETAIL

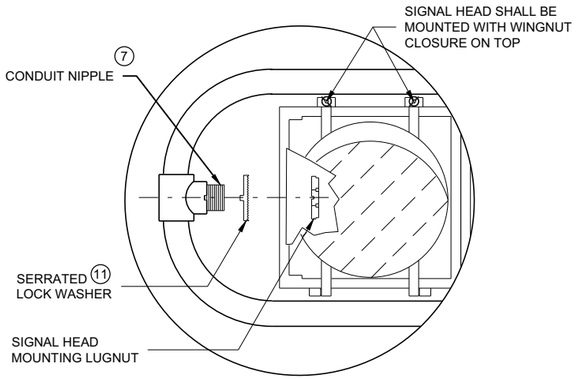
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

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

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

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

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

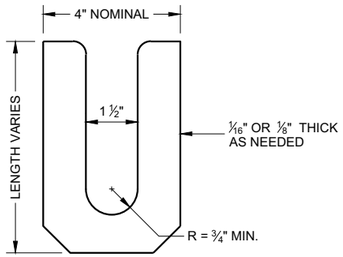
TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

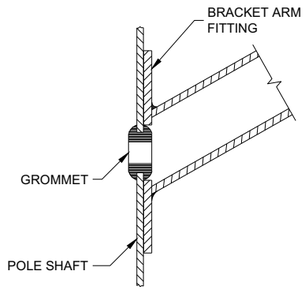
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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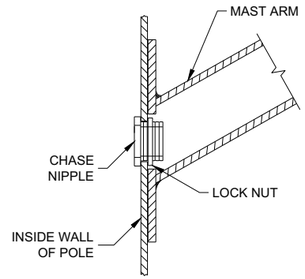
SDD 09E01 - 15b
SDD 09E01 - 15b



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.

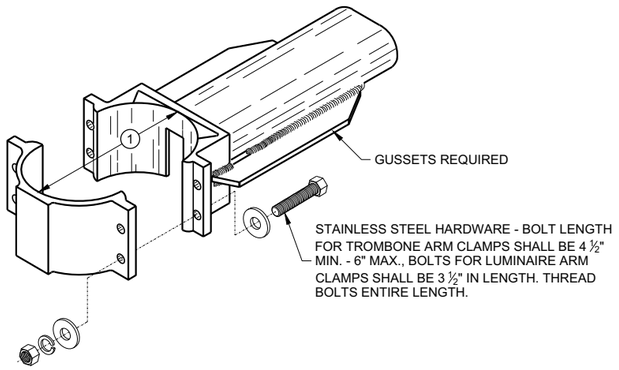
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

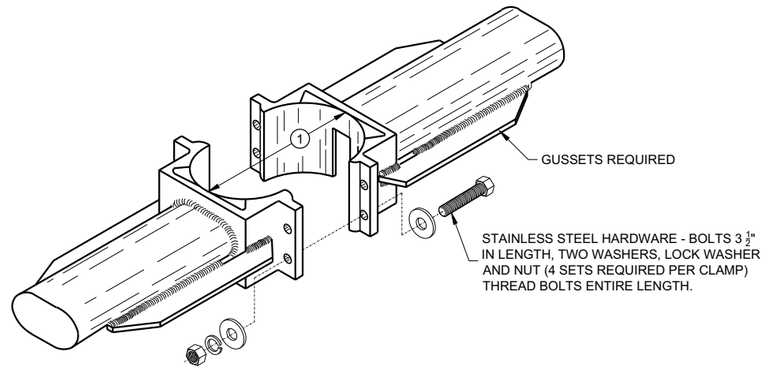
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

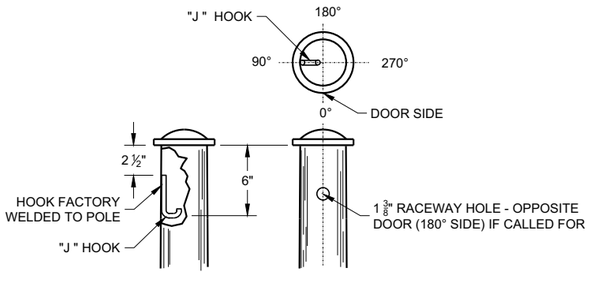
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



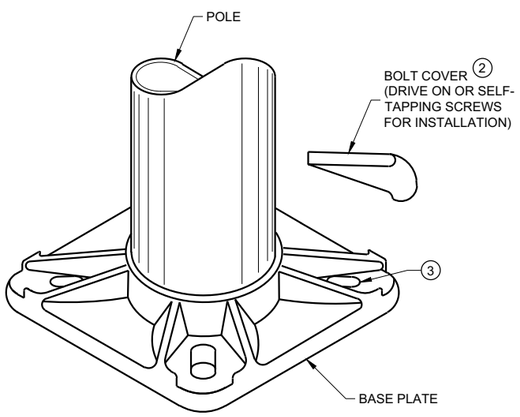
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



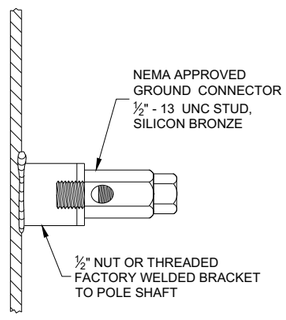
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

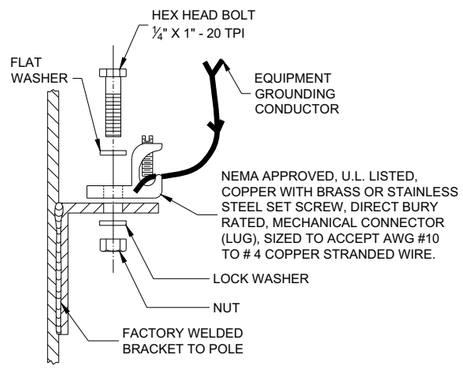


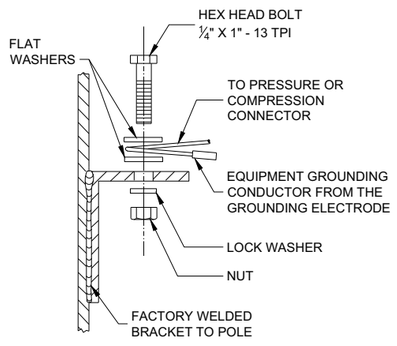
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

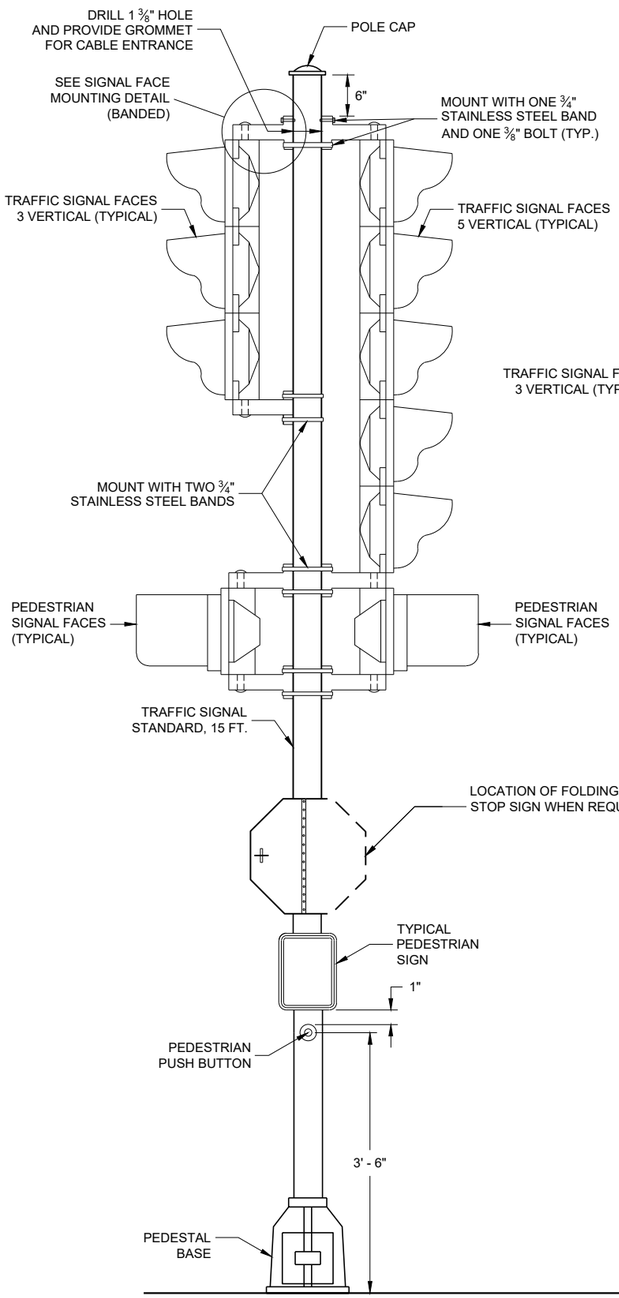
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

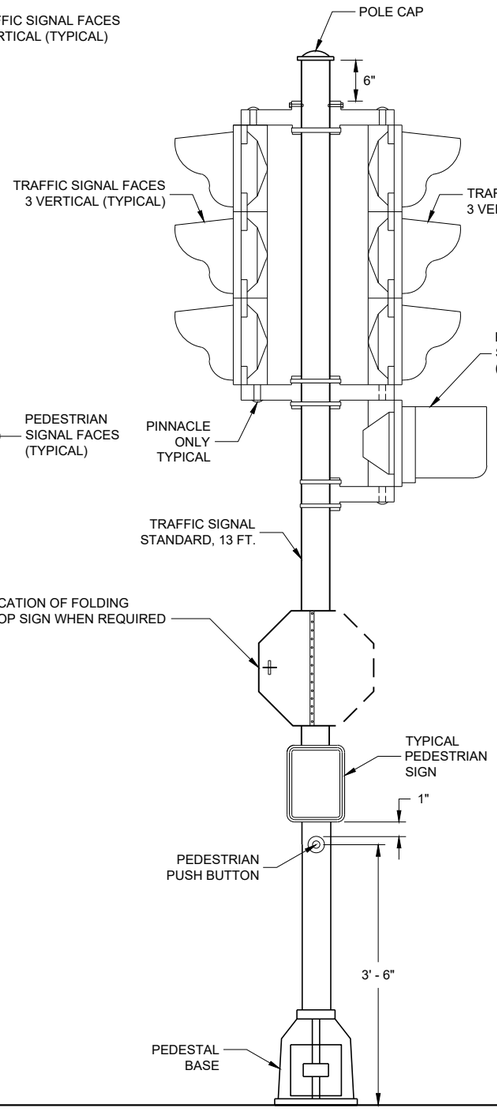
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 522

FHWA

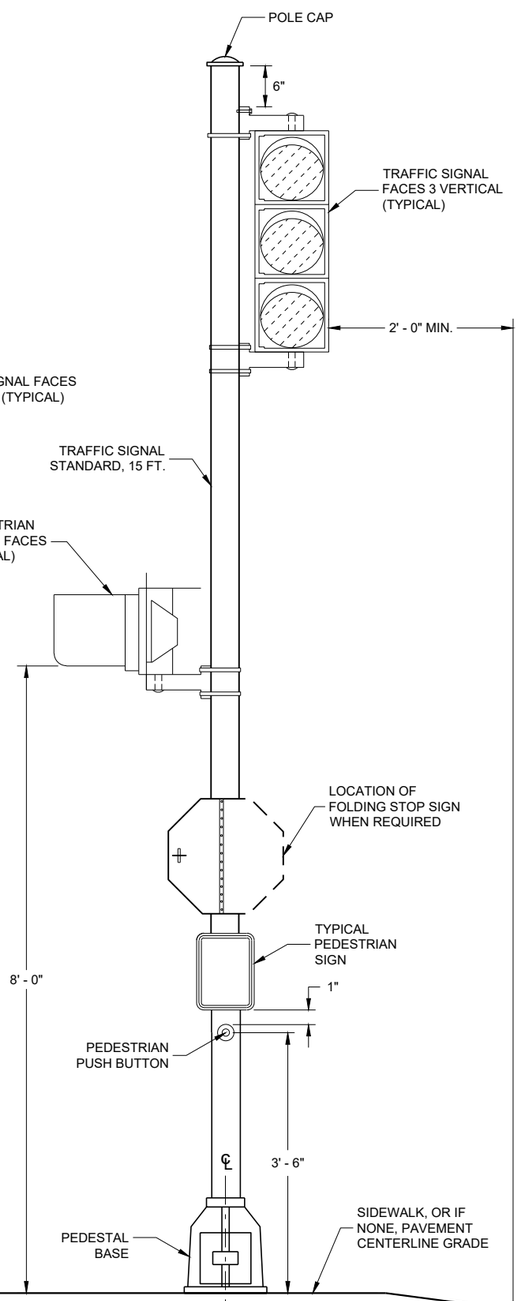
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SDD 09E01 - 15g



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.

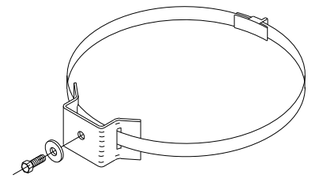
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

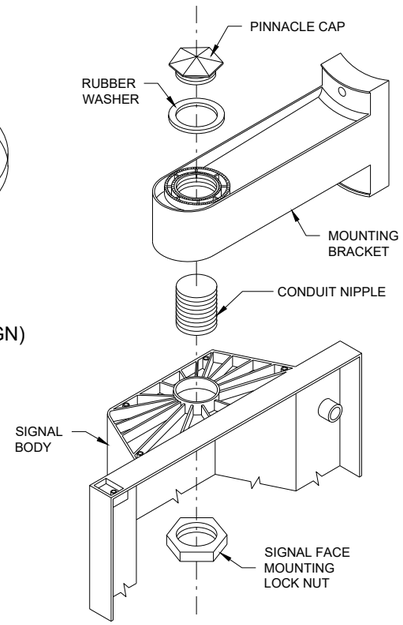
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

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)

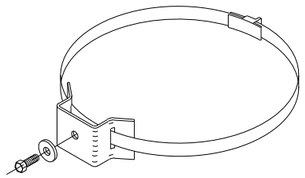
TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

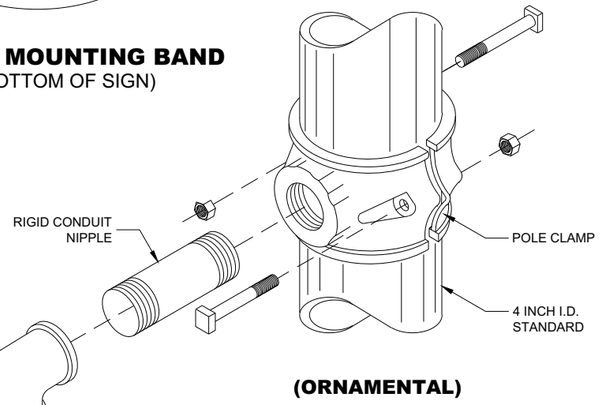
APPROVED
2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 523

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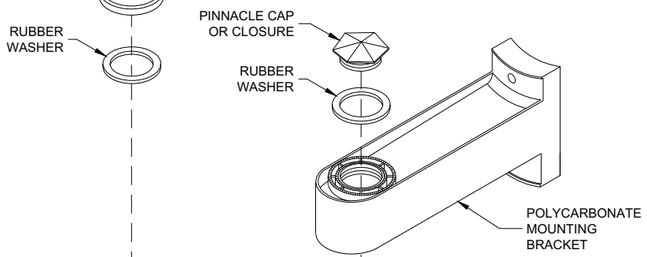
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SDD 09E06 - 05



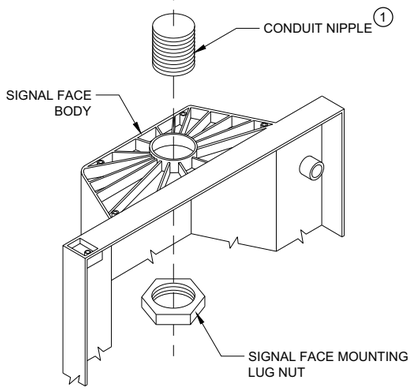
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



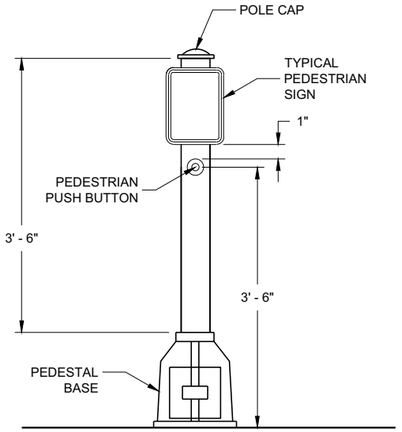
(ORNAMENTAL)



(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.

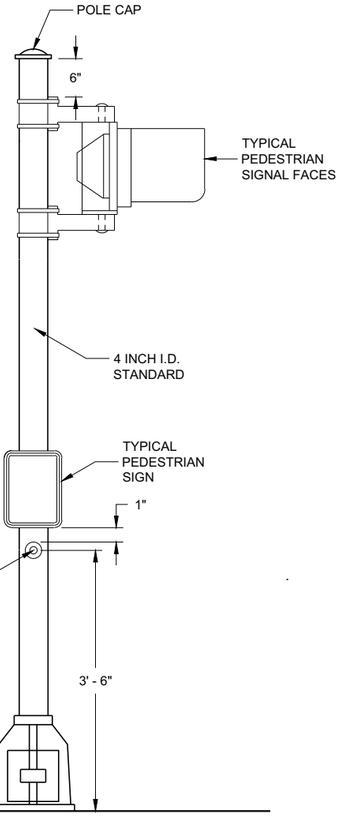
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

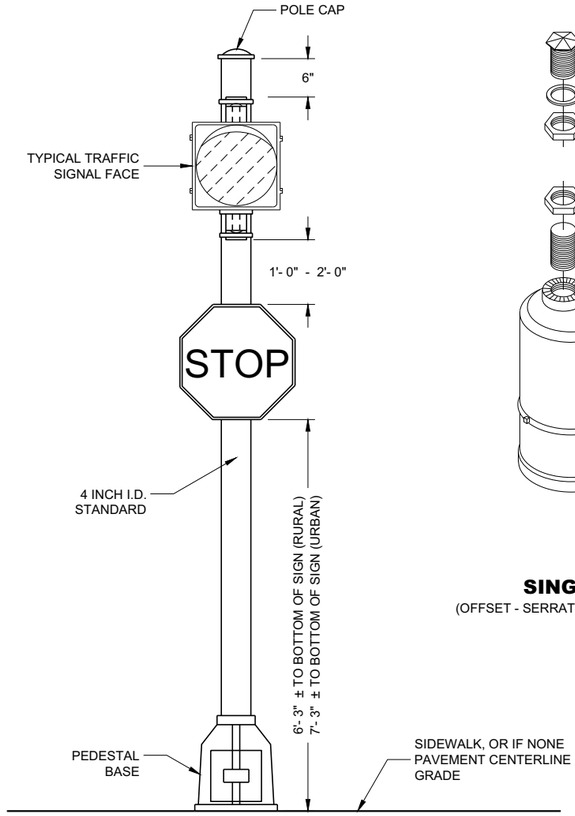
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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

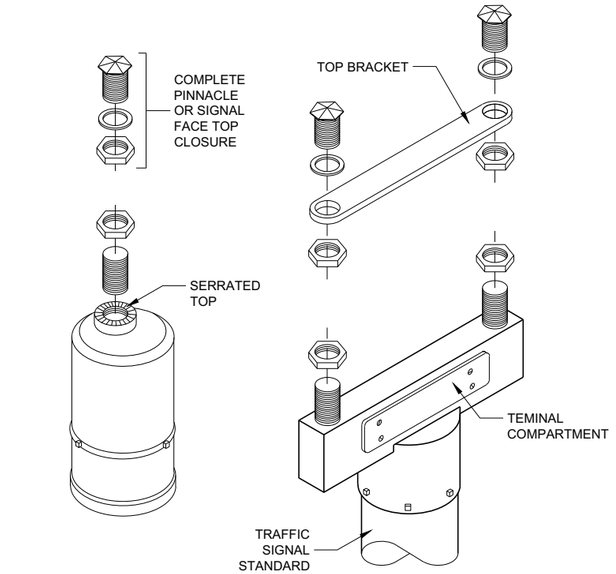
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE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

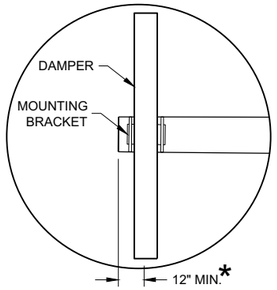
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 524

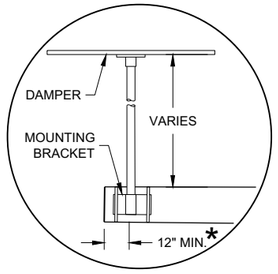
FHWA

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SDD 09E07 - 06

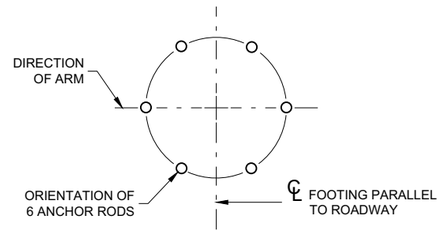


DUMBBELL VIBRATION DAMPER

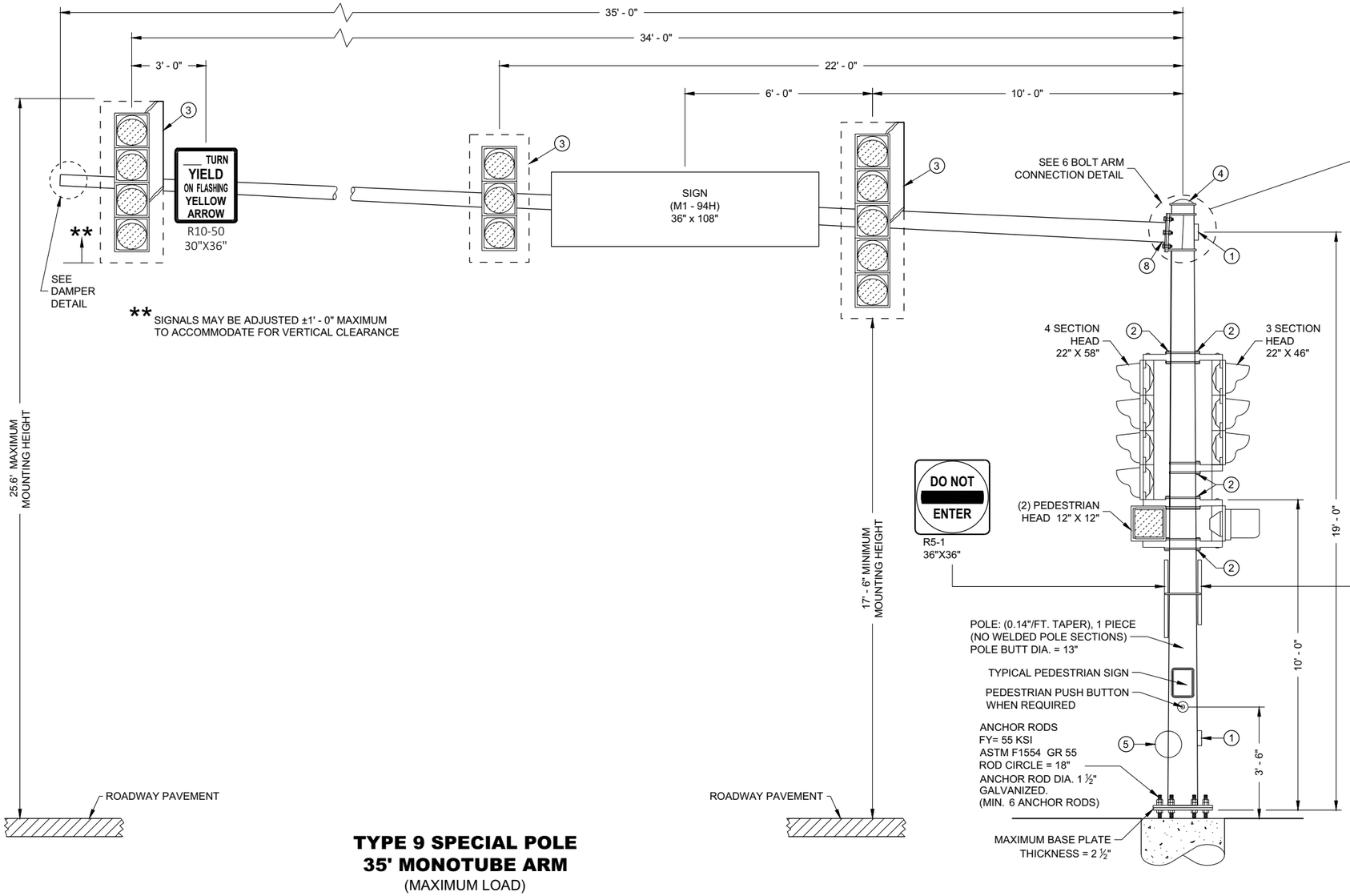


FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

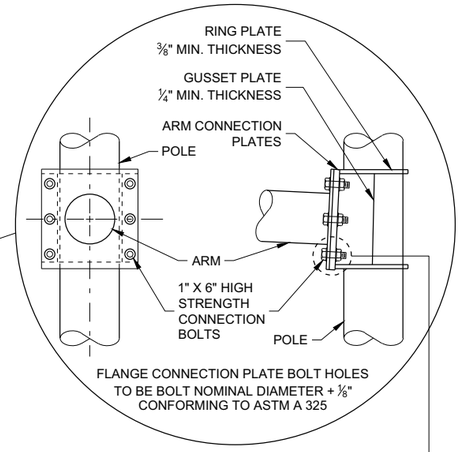


ANCHOR ROD LOCATION

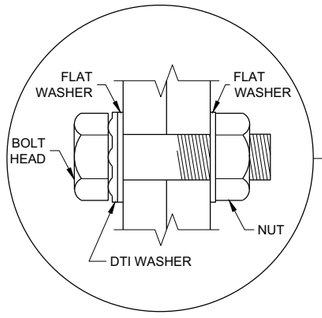


** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

TYPE 9 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

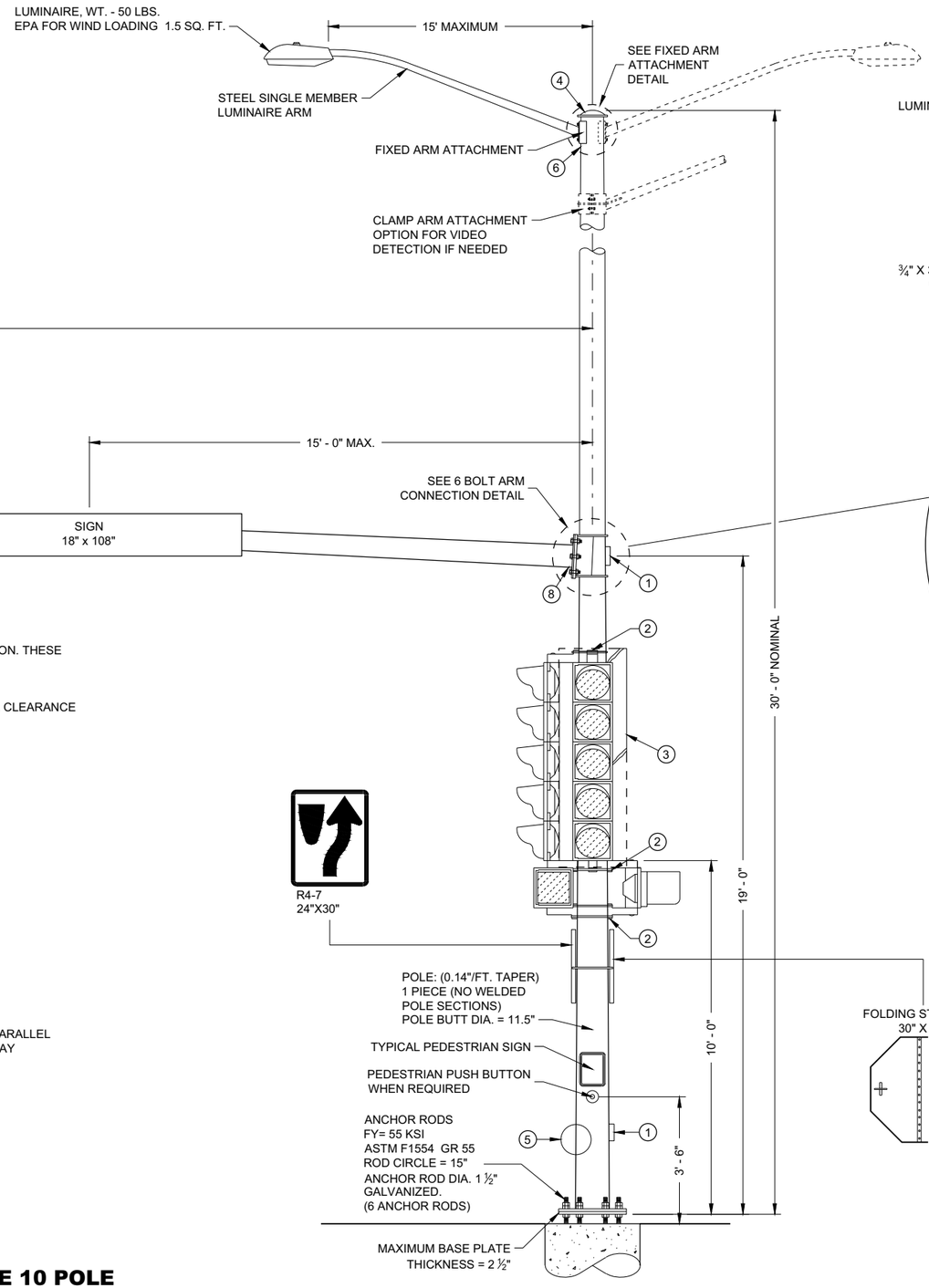
APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 525

FHWA

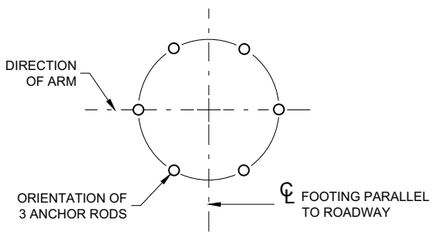
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SDD 09E08 - 09b

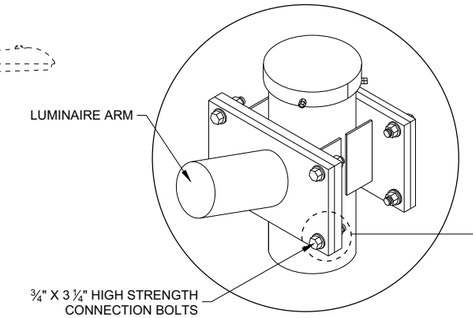


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

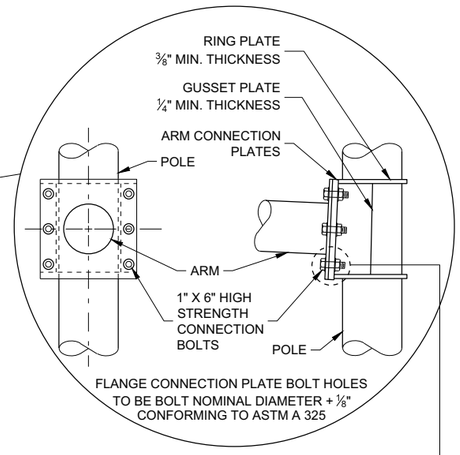
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



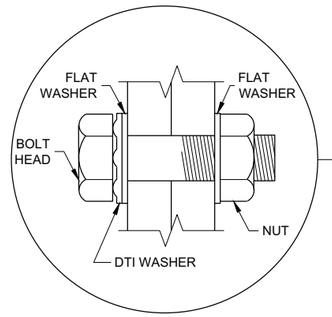
ANCHOR ROD LOCATION



FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

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

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

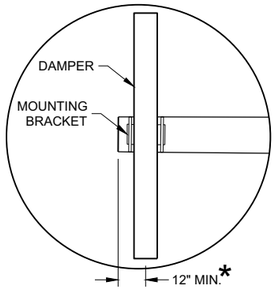
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August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 526

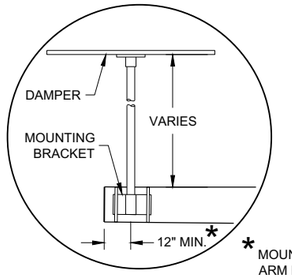
FHWA

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SDD 09E08 - 09e

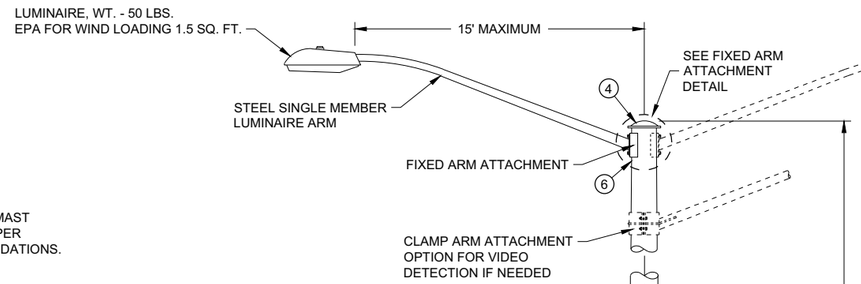


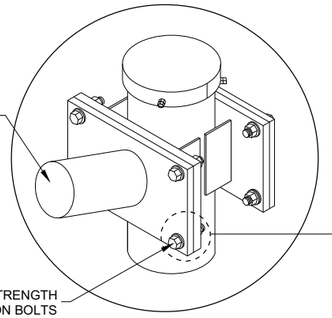
DUMBBELL VIBRATION DAMPER



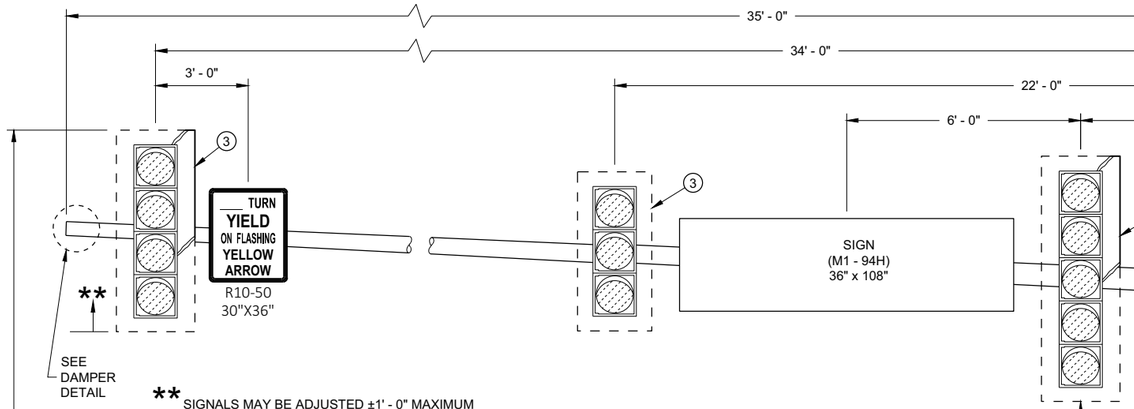
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

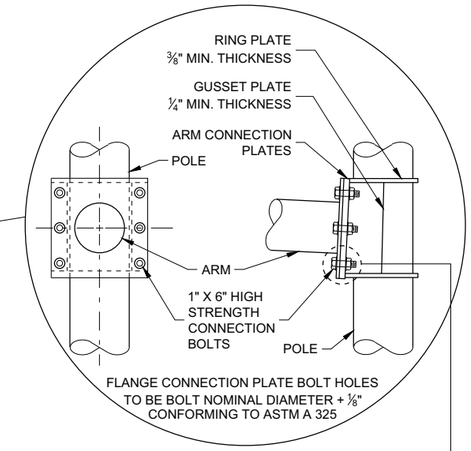




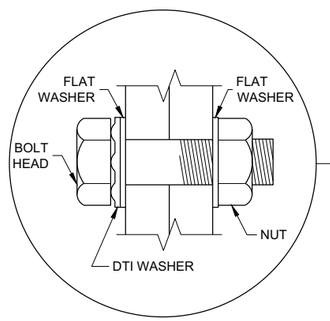
FIXED ARM ATTACHMENT DETAIL



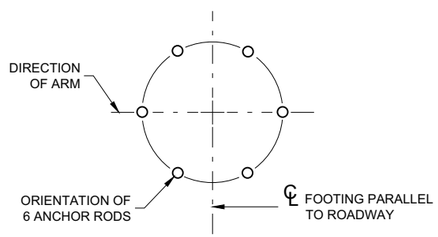
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

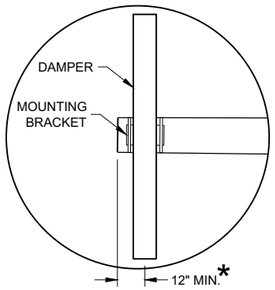
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STATE ELECTRICAL ENGI 527

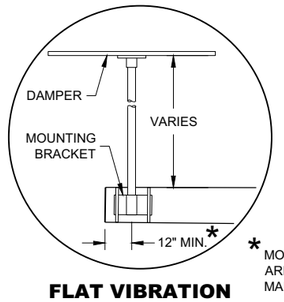
FHWA

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SDD 09E08 - 09f

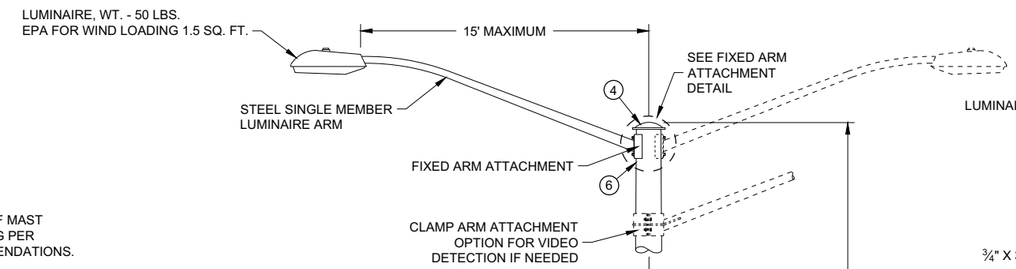


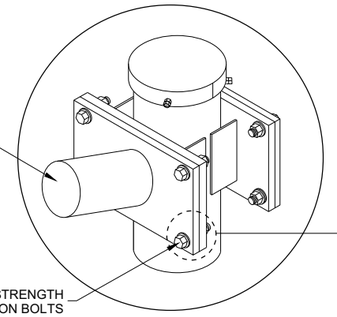
DUMBBELL VIBRATION DAMPER



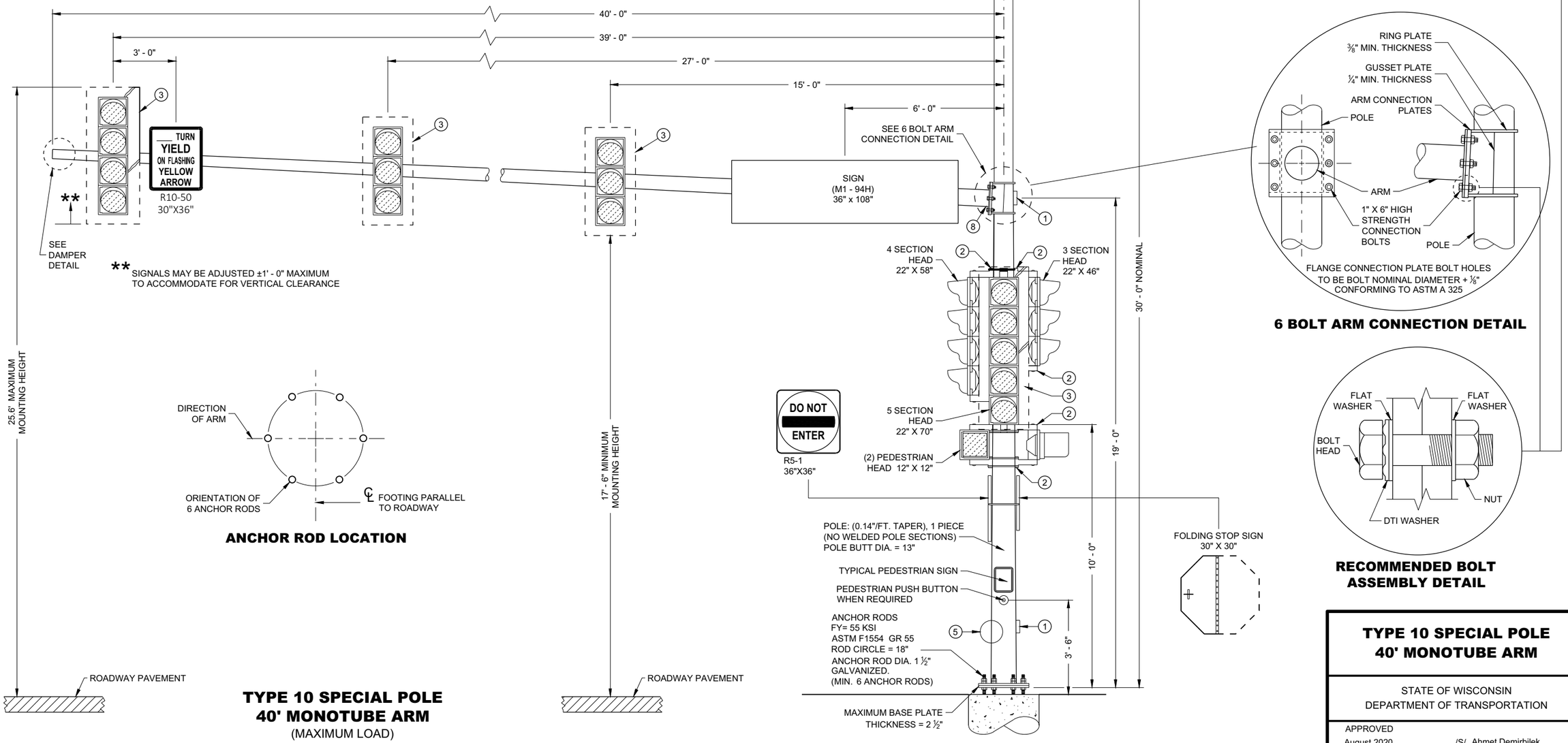
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.





FIXED ARM ATTACHMENT DETAIL



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

ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM
(MAXIMUM LOAD)

6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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STATE ELECTRICAL ENGI 528

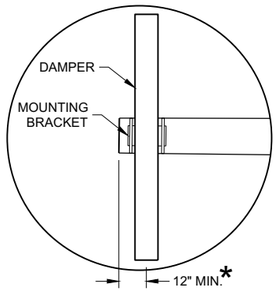
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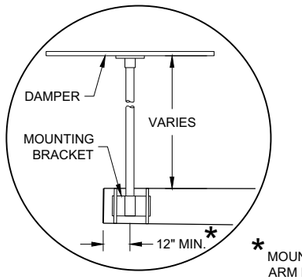
SDD 09E08 - 09g

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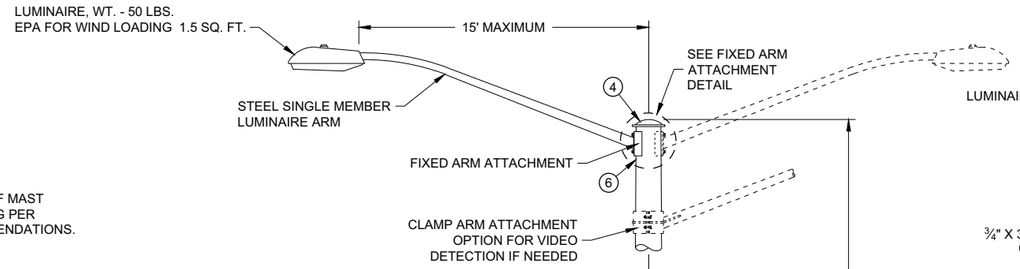


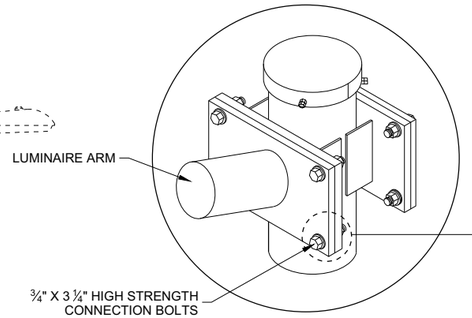
DUMBBELL VIBRATION DAMPER



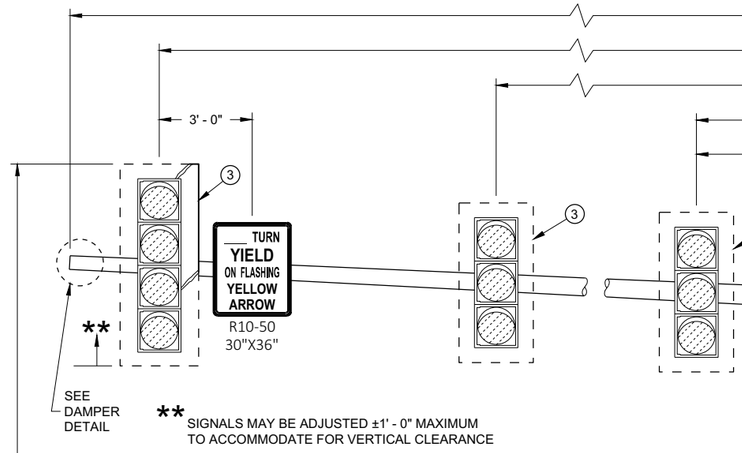
FLAT VIBRATION DAMPER

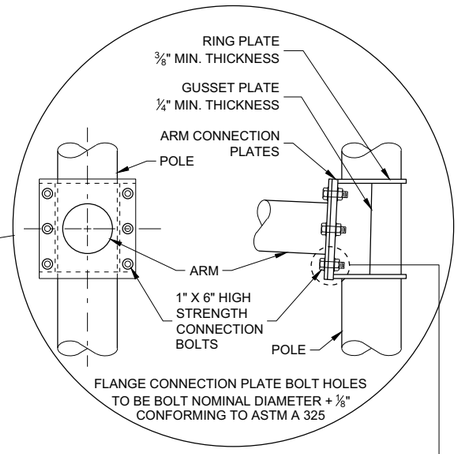
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



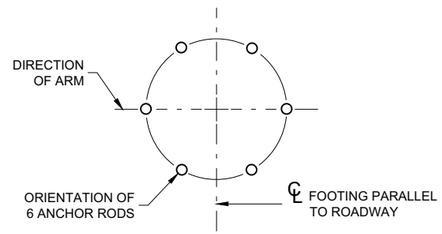


FIXED ARM ATTACHMENT DETAIL

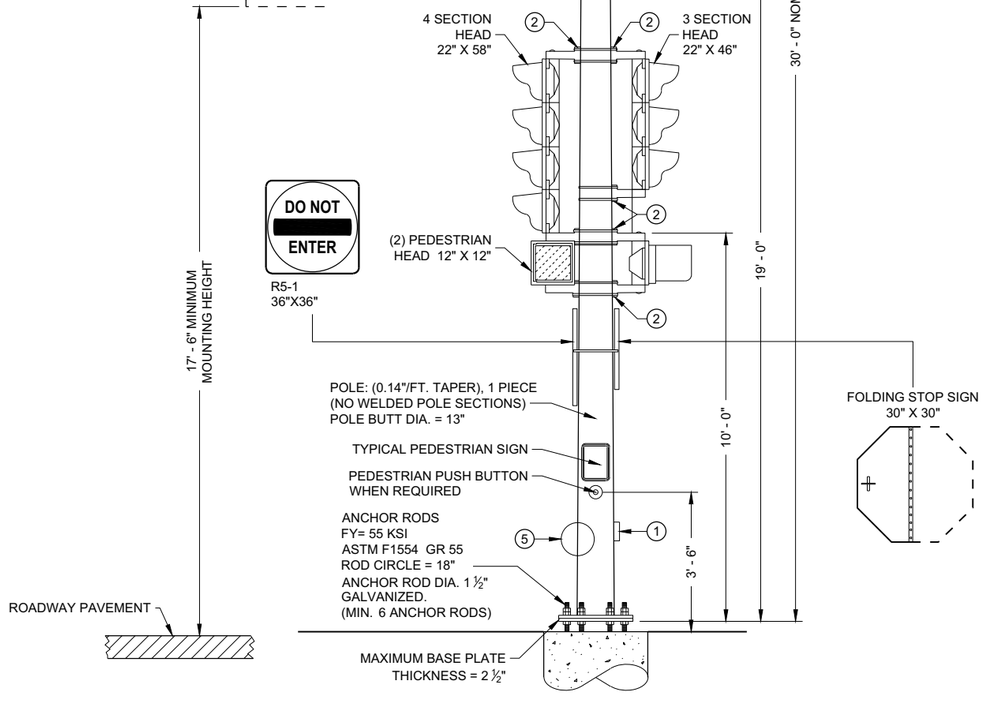




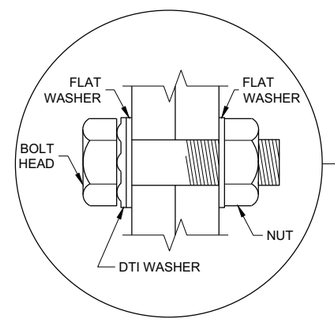
6 BOLT ARM CONNECTION DETAIL



ANCHOR ROD LOCATION



TYPE 10 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE 45' MONTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 529

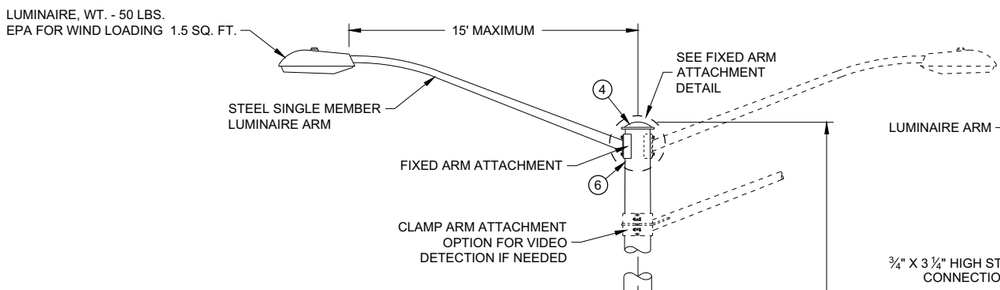
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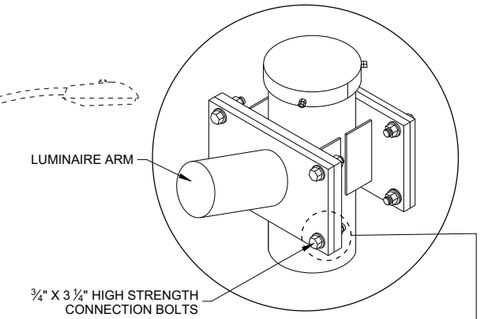
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SDD 09E08 - 08h

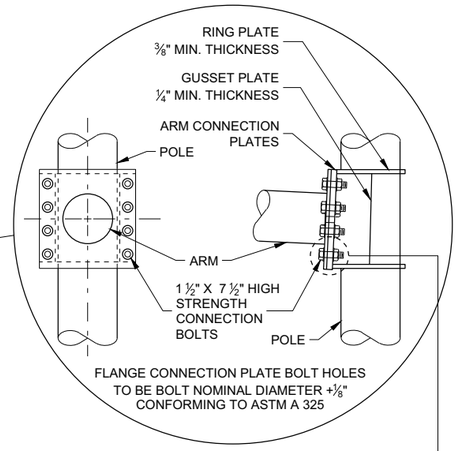
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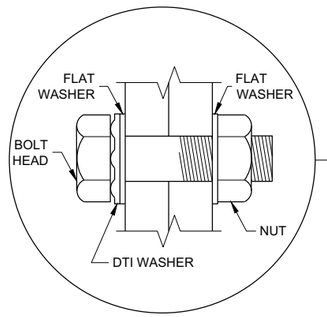




FIXED ARM ATTACHMENT DETAIL



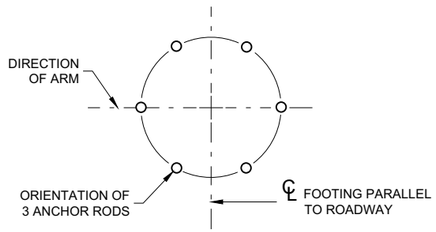
8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

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

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



ANCHOR ROD LOCATION

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

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGI 530

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SDD 09E08 - 09j

GENERAL NOTES

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

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

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

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

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

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

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

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

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

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

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

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

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

115 MPH (700 YEAR MRI BASIC WIND SPEED).

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

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

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

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

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

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

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

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

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

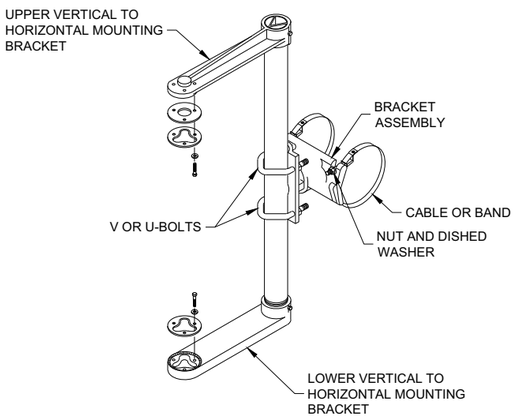
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

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

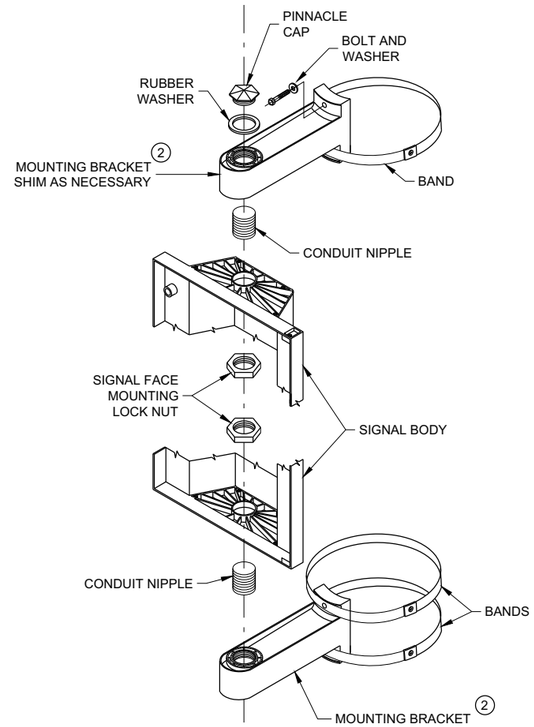
MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

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

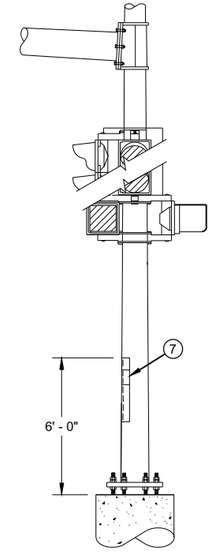


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

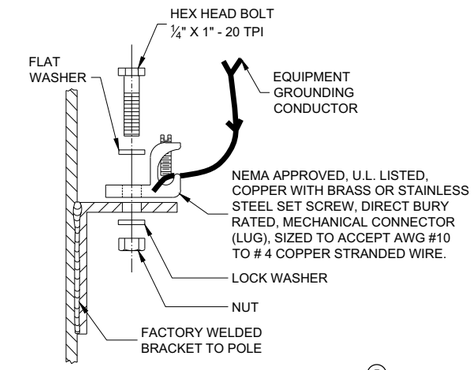
(MOUNT PER MANFACTURER'S RECOMMENDATION)



SIGNAL FACE VERTICAL MOUNTING DETAIL

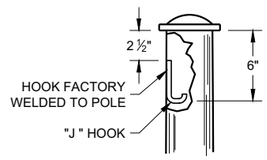


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



TYPICAL "J" HOOK WIRE SUPPORT (6)

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

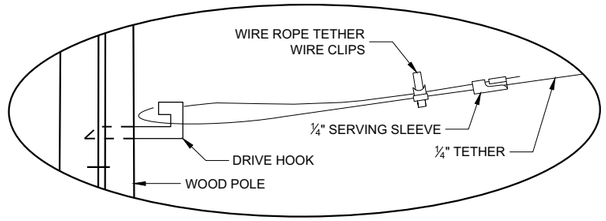
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SDD 09E08 - 09k

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

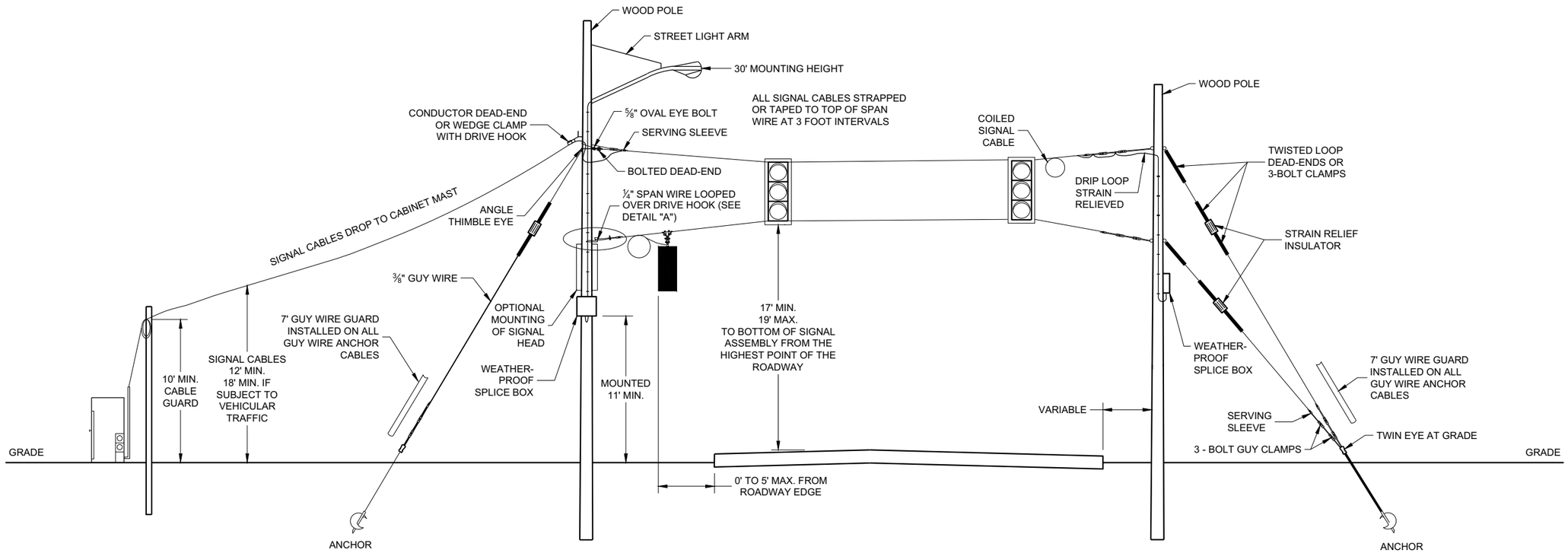


DETAIL "A"

GENERAL NOTES

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

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



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

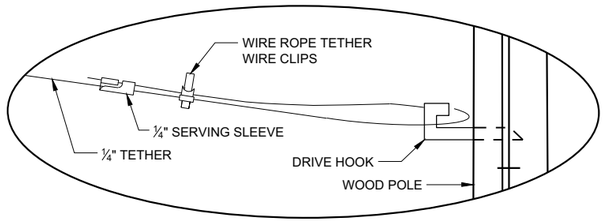
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SDD09G01 - 04a

SDD09G01 - 04a

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



DETAIL "A"

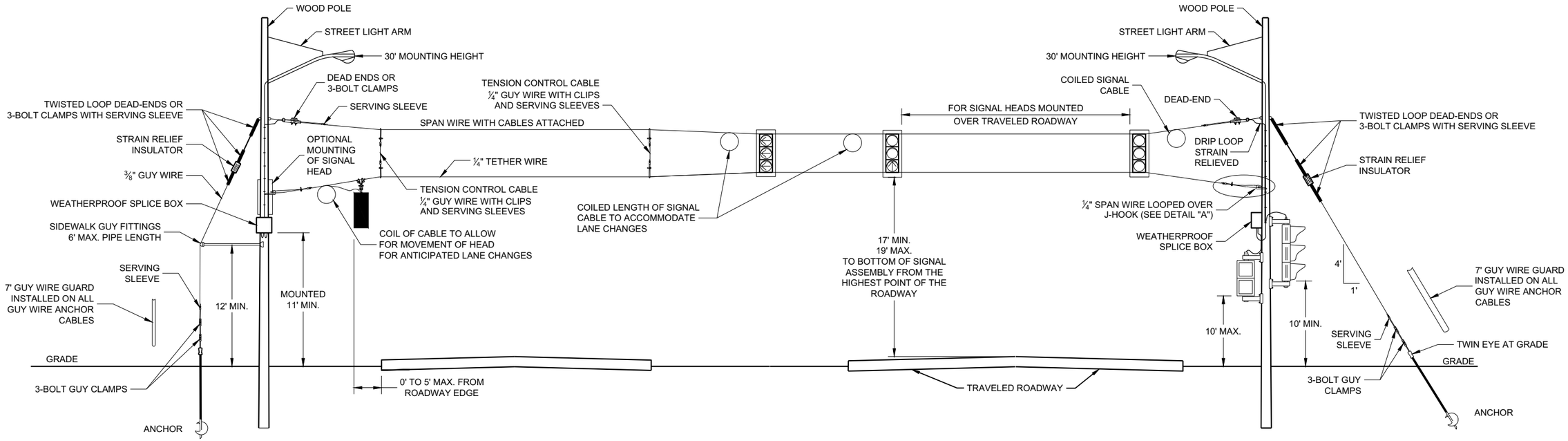
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   - A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   - B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   - C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
   - A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   - B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   - C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 533

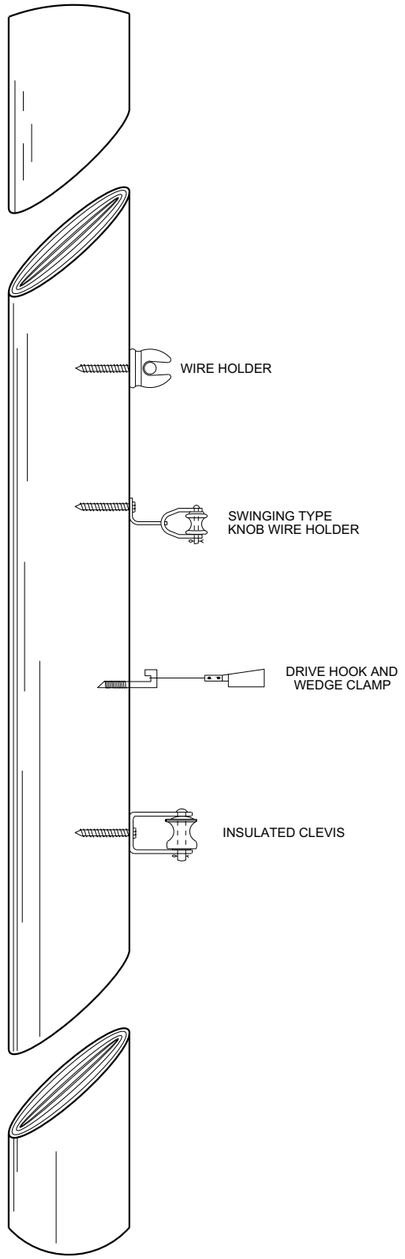
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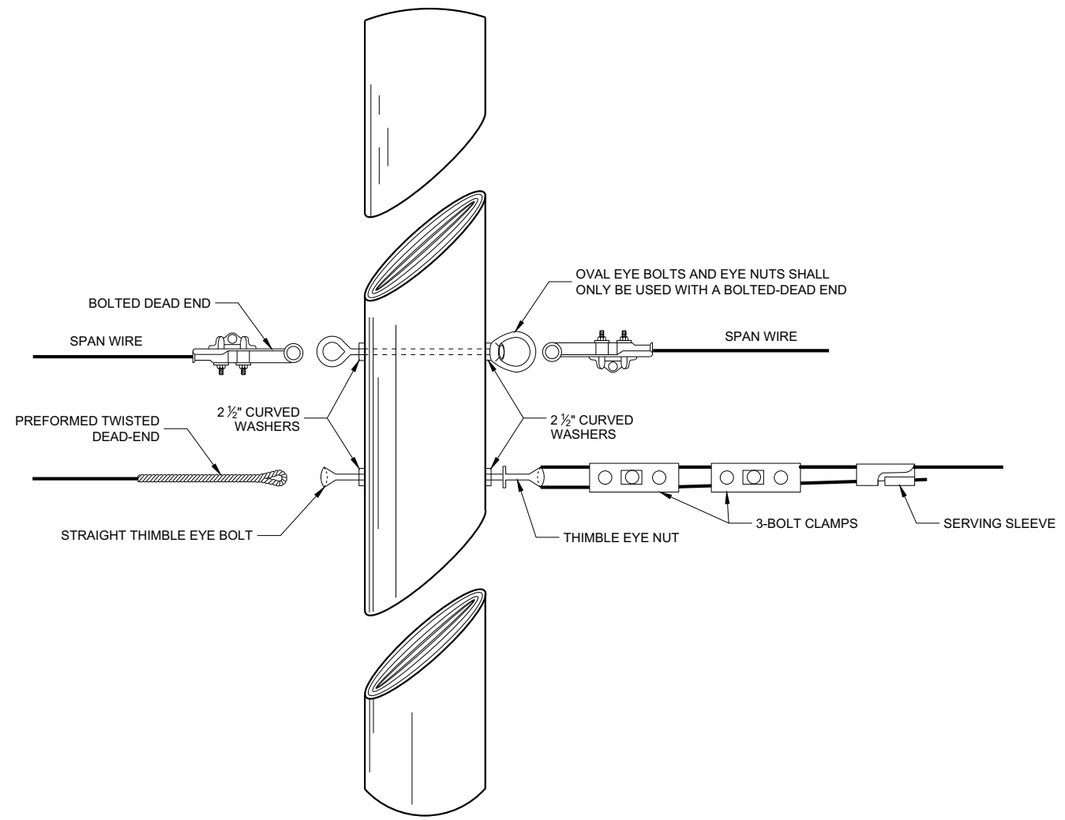
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SDD09G01 - 04b

SDD09G01 - 04b





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SDD 09G01 - 4d

SDD 09G01 - 4d

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

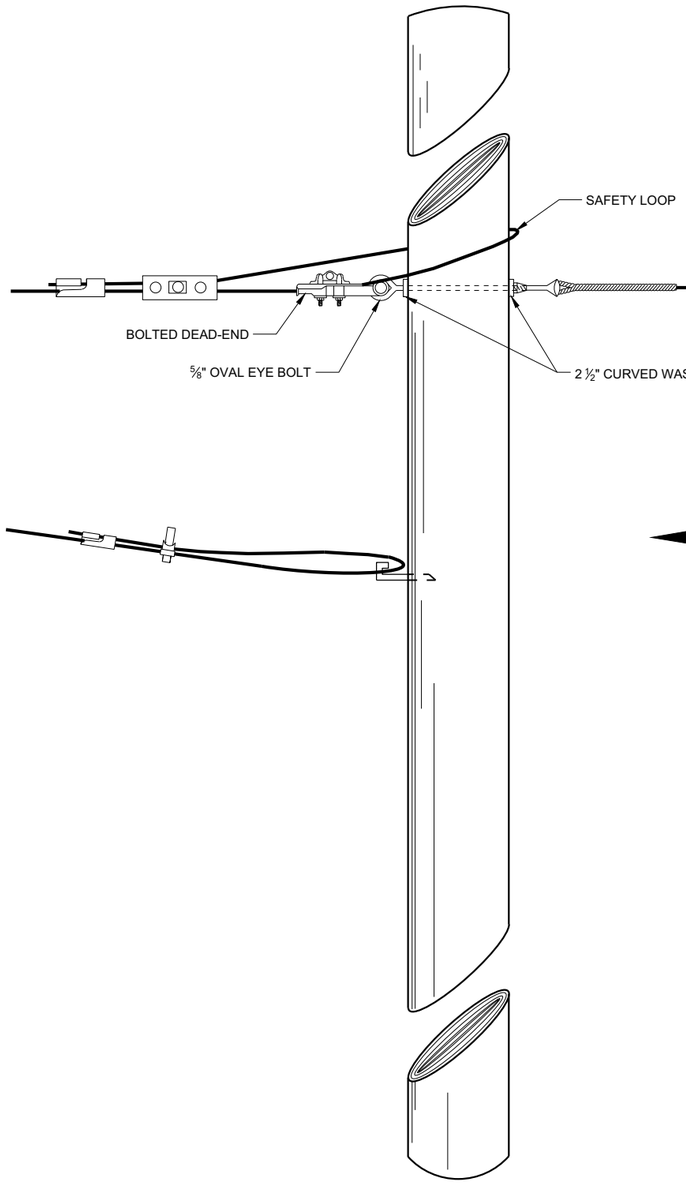
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

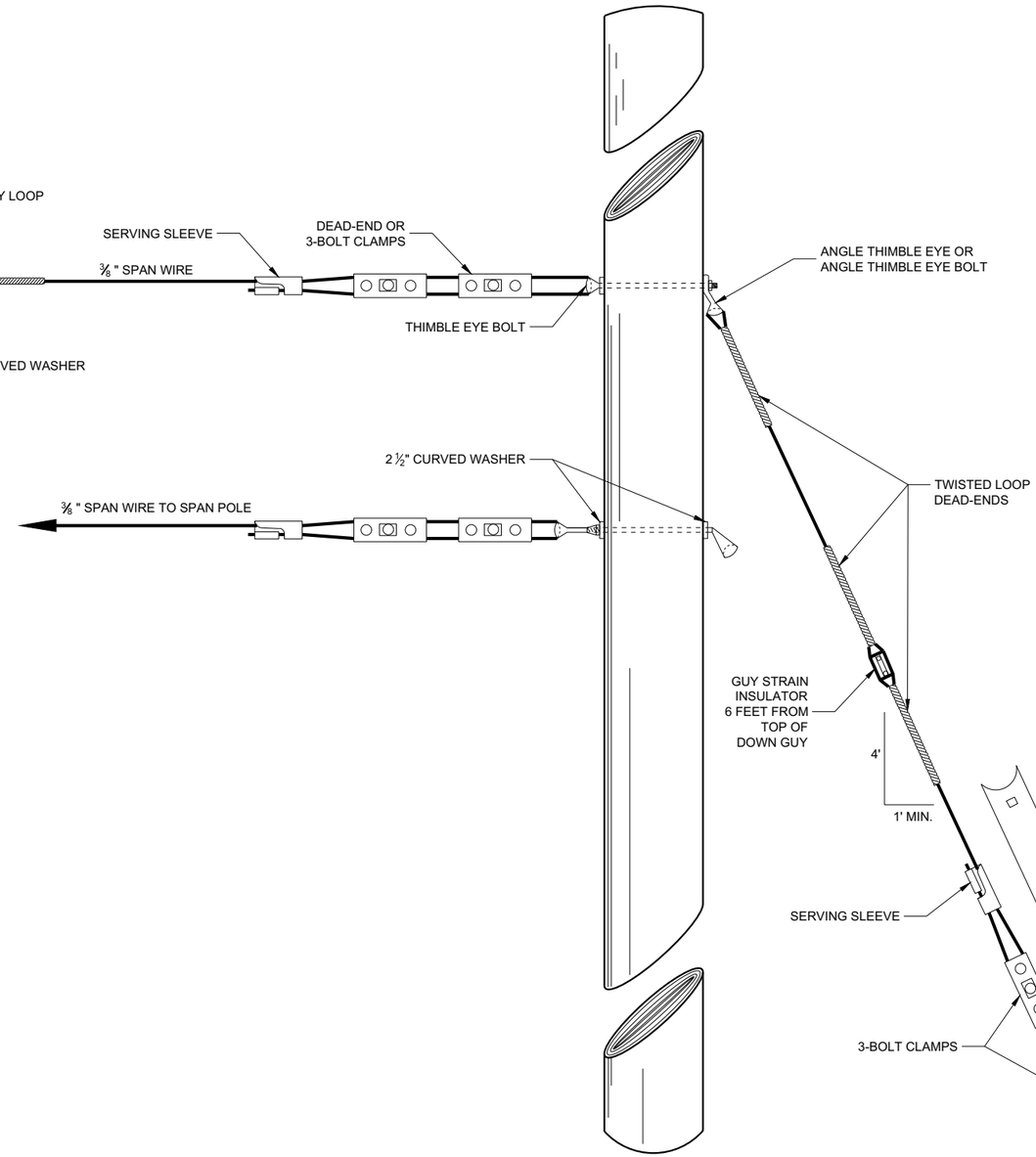
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GENERAL NOTES

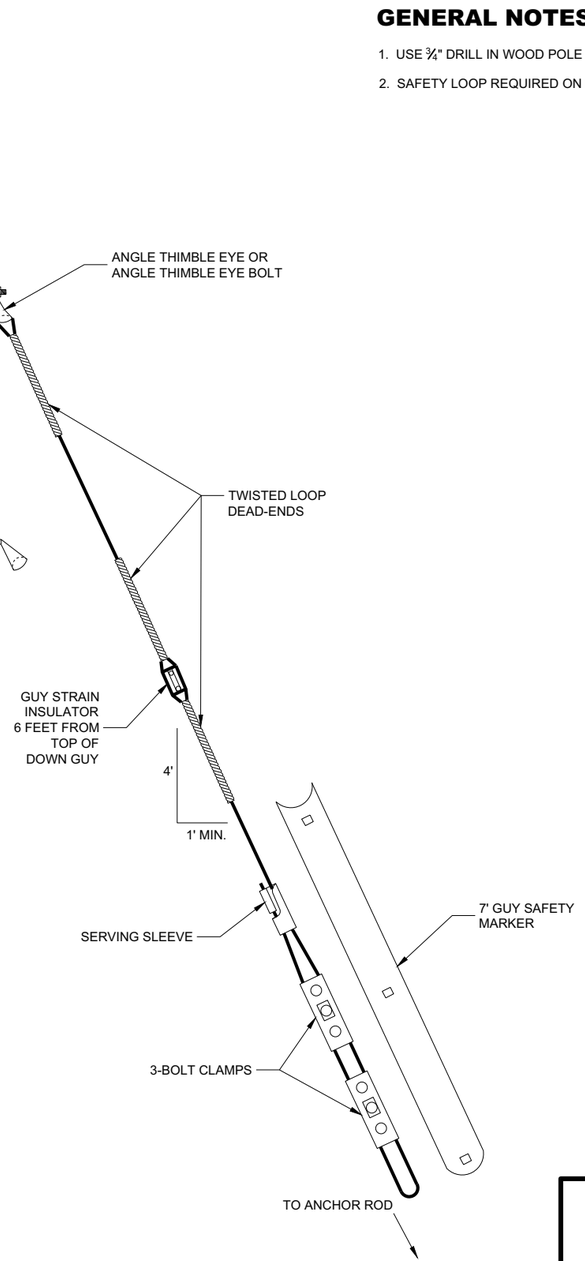
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER
FHWA

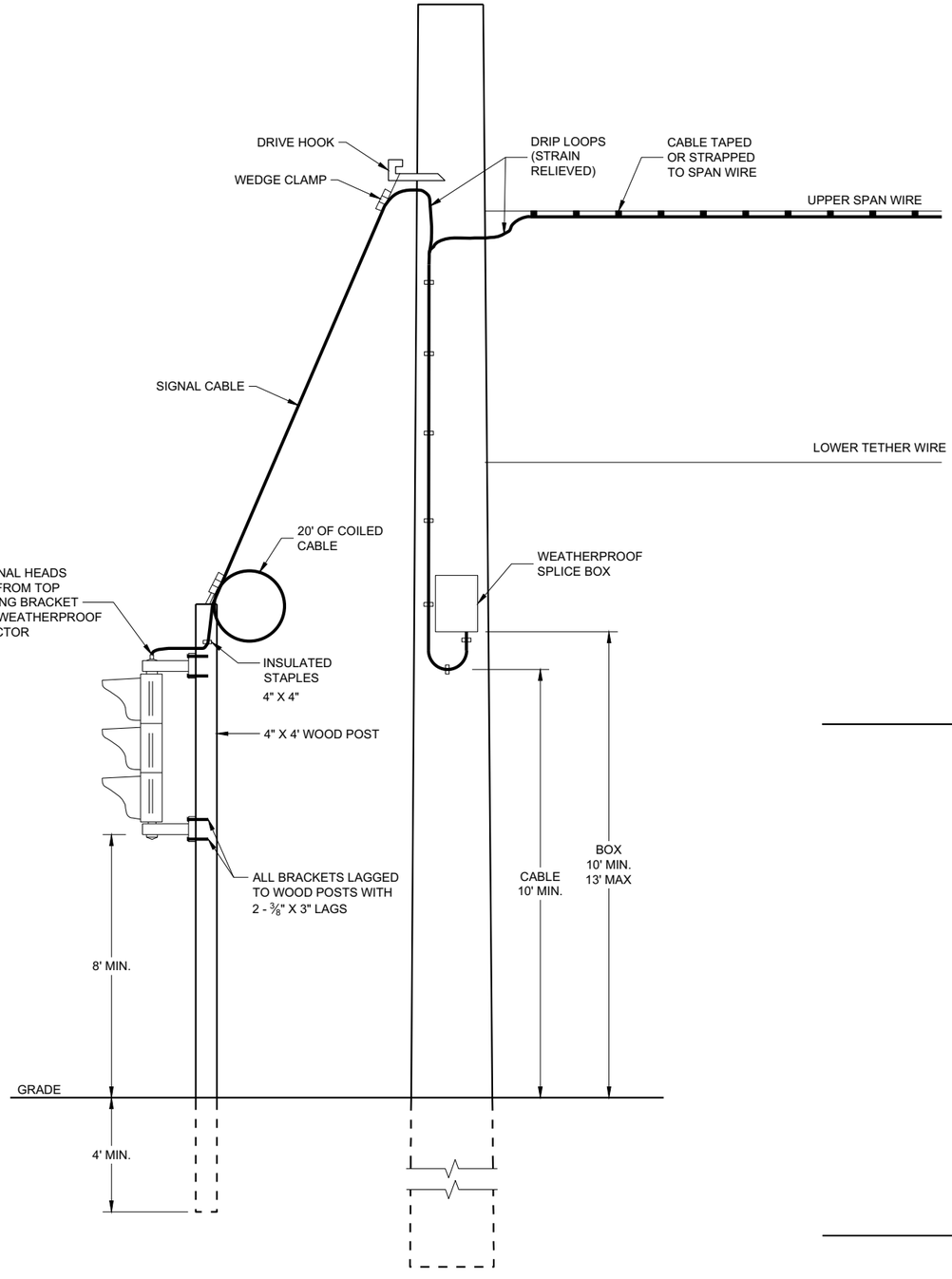
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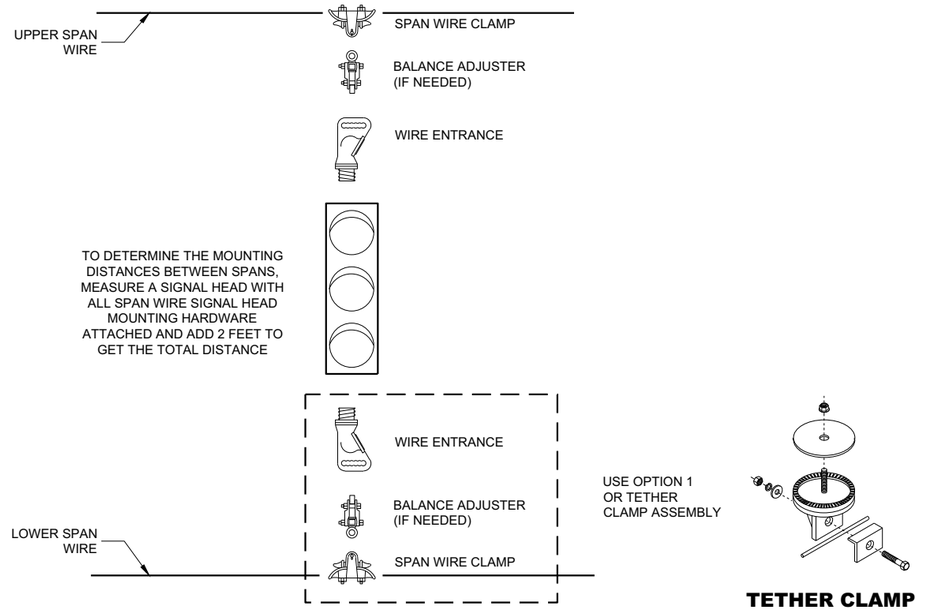
SDD 09G01 - 4e

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SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

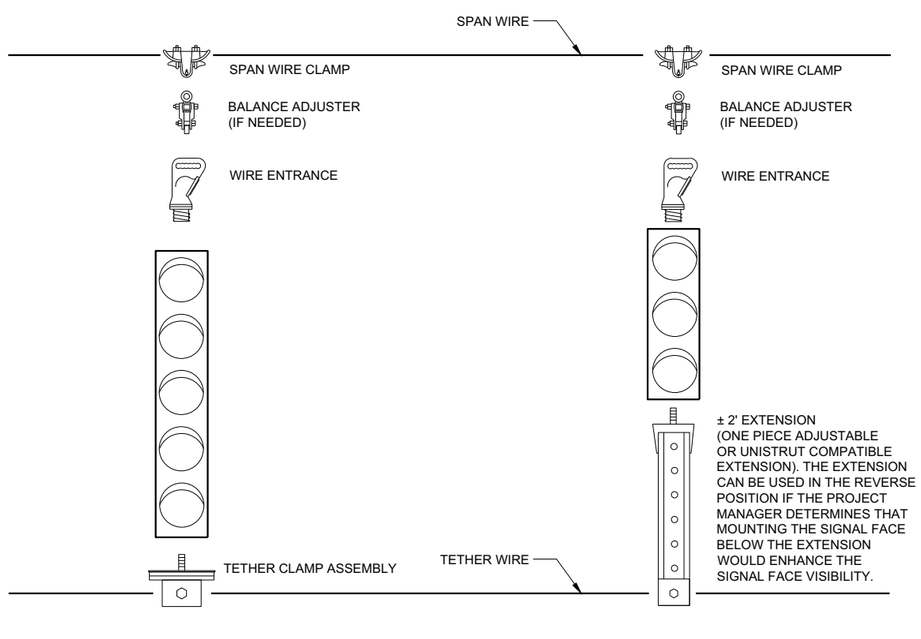


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

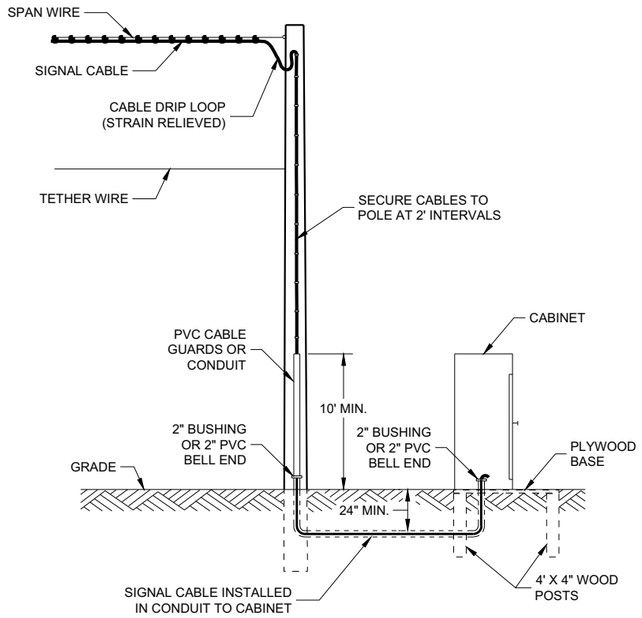
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

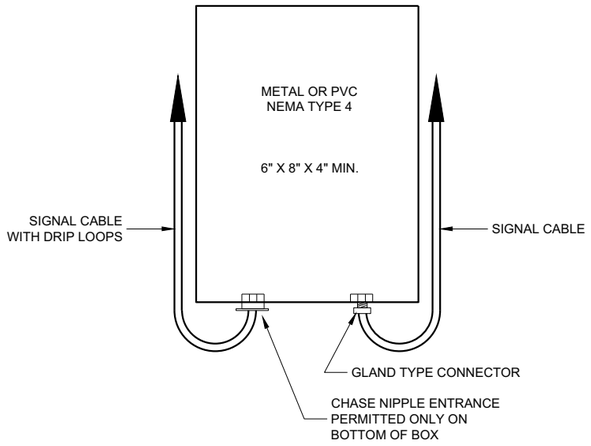
APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

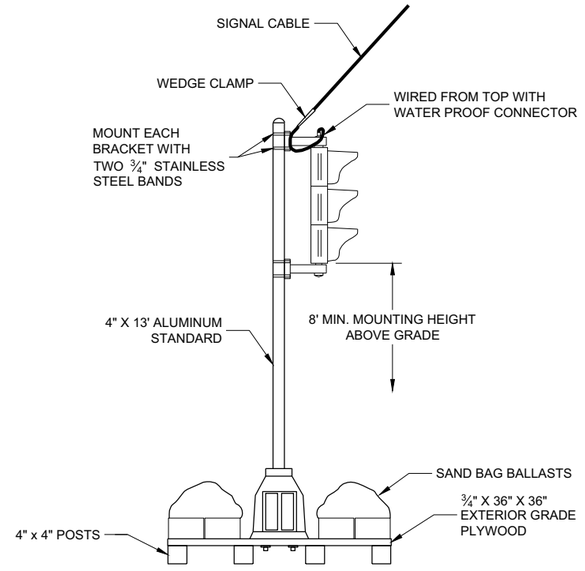
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SDD 09G01 - 4f

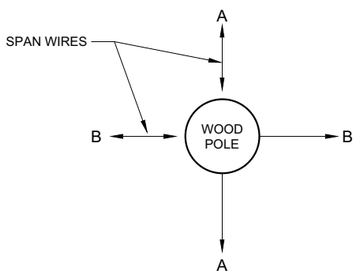




SPLICE BOX

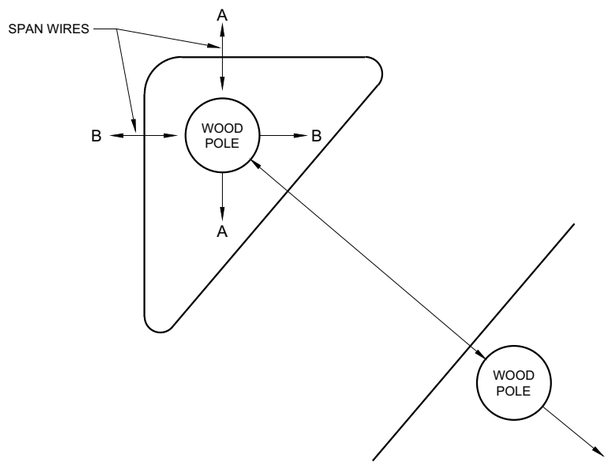


TYPICAL SKID TYPE TEMPORARY

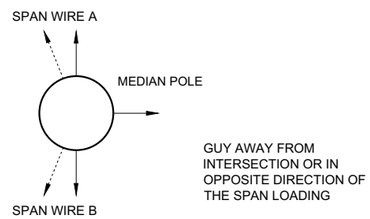


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

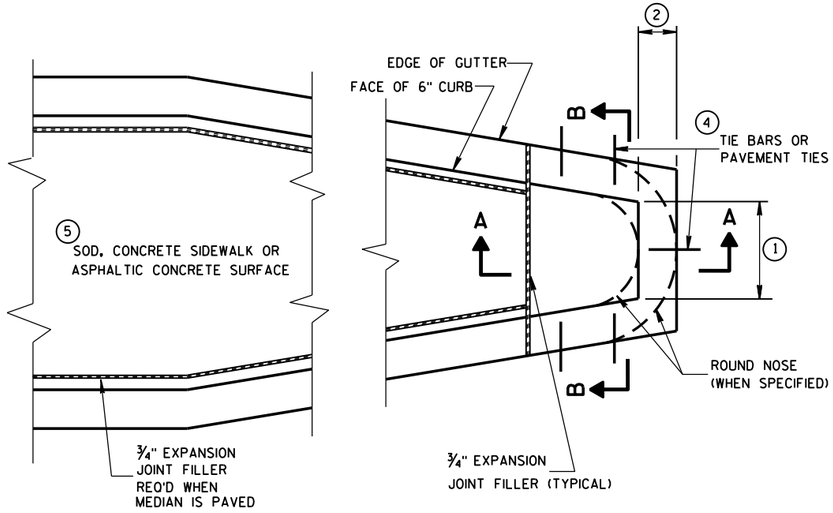
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

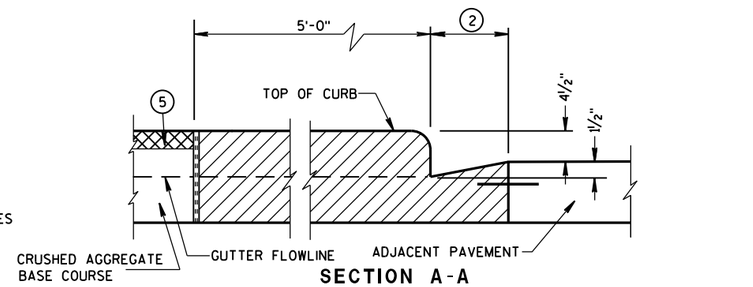
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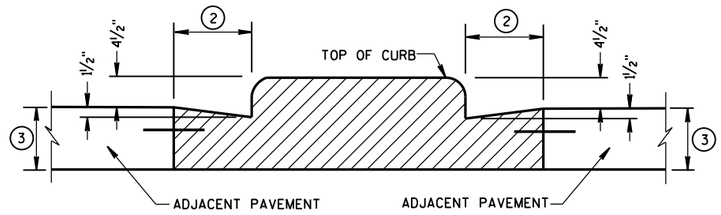
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SDD 09G01 - 4g







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

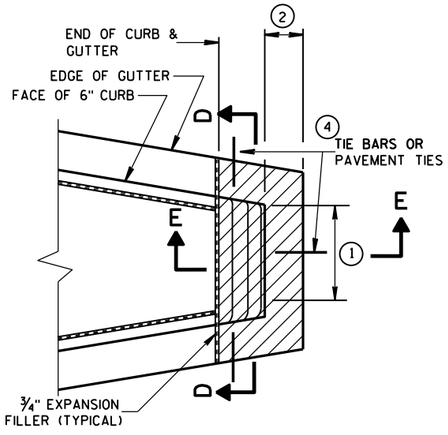
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

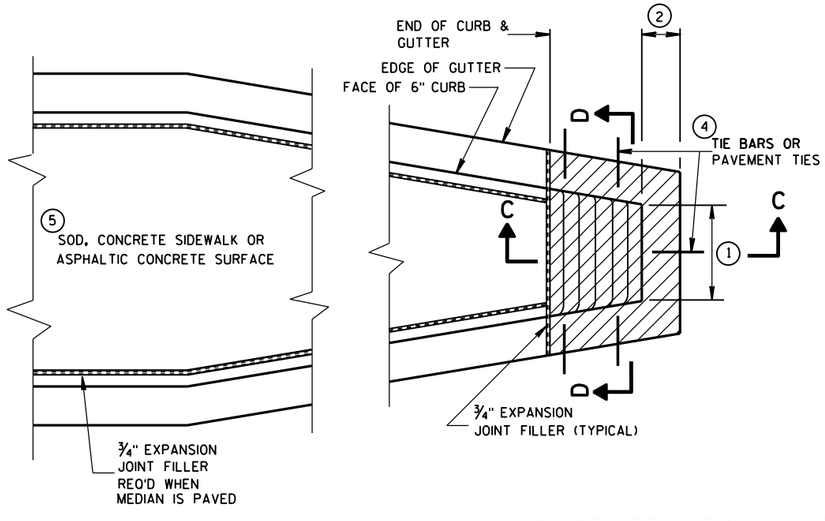
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

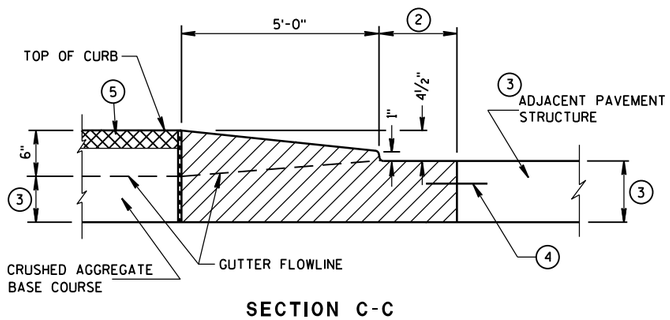
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

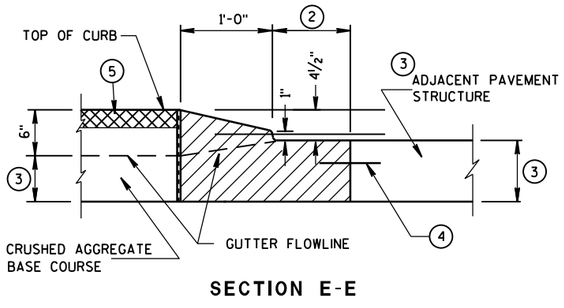
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



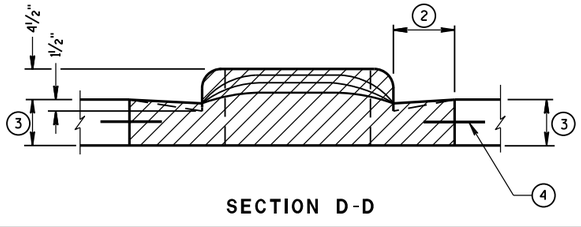




CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

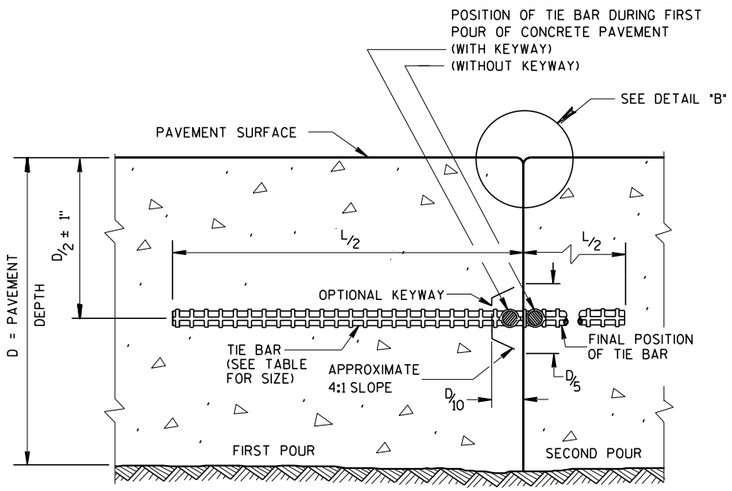
APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
538
FHWA

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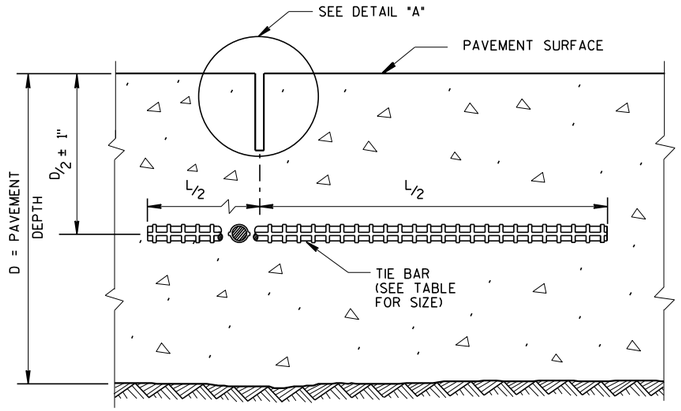
S.D.D. 11 B 2-2

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S.D.D. 11 B 2-2



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

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

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

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

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

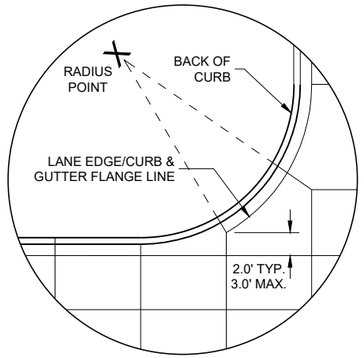
APPROVED
March 2018
DATE
/S/ Peter Kemp, PE
PAVEMENT SUPE
FHWA

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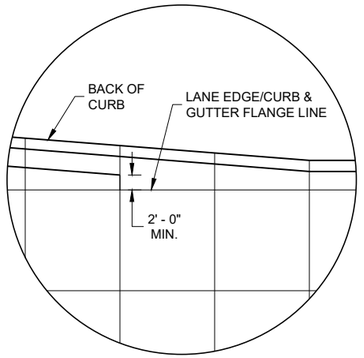
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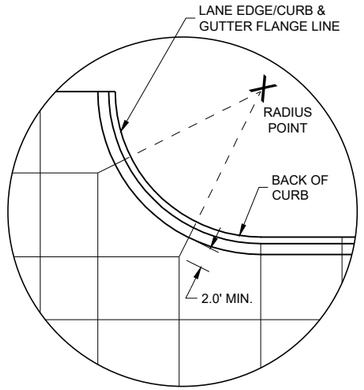
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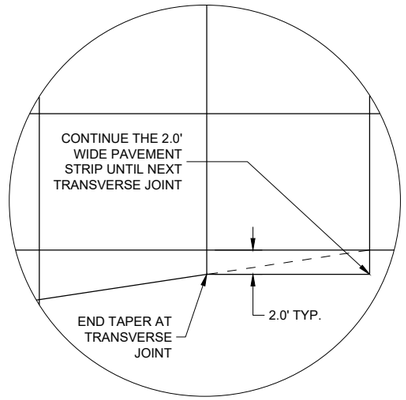
DETAIL "A"



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.

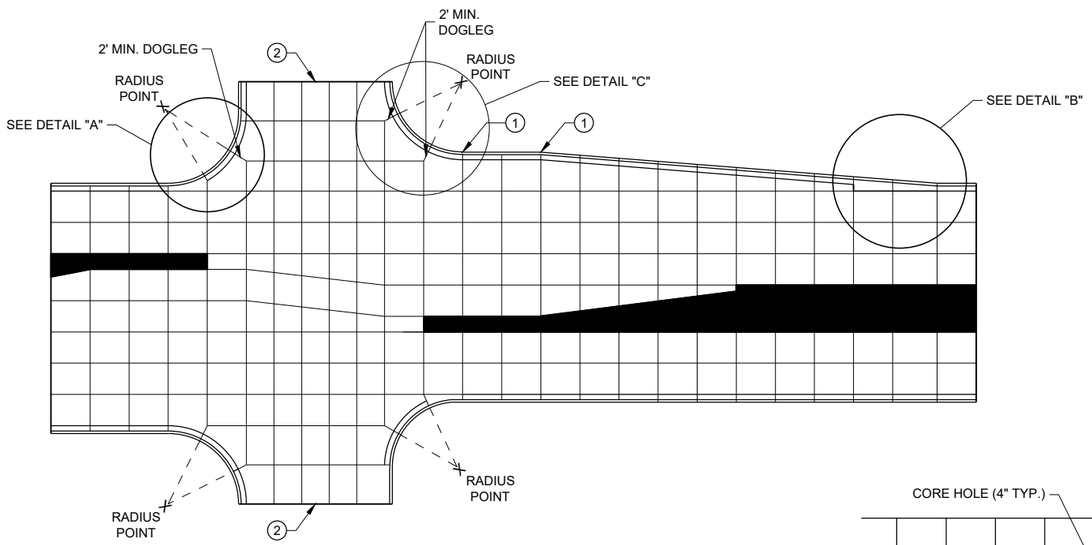
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

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.

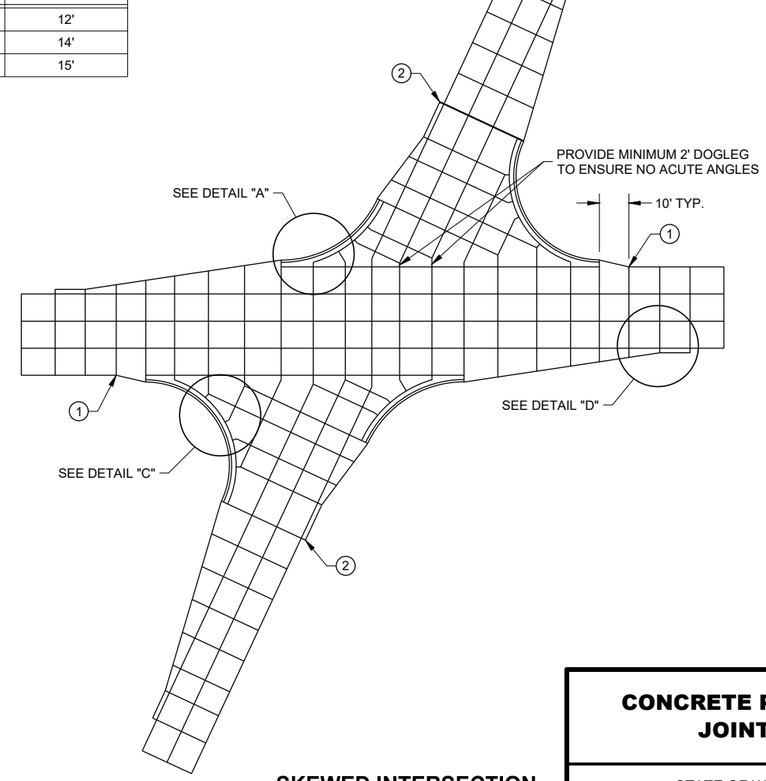
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



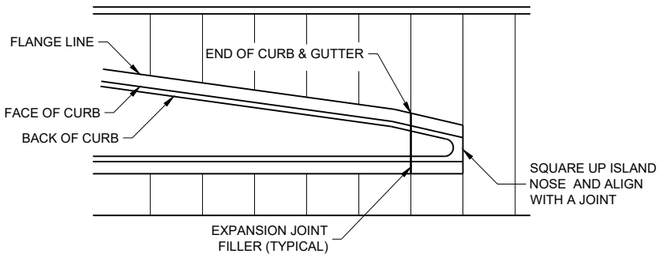
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

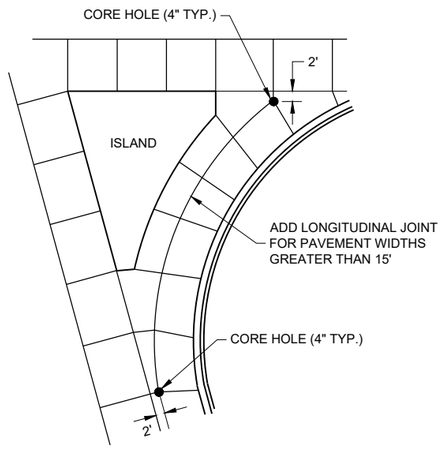
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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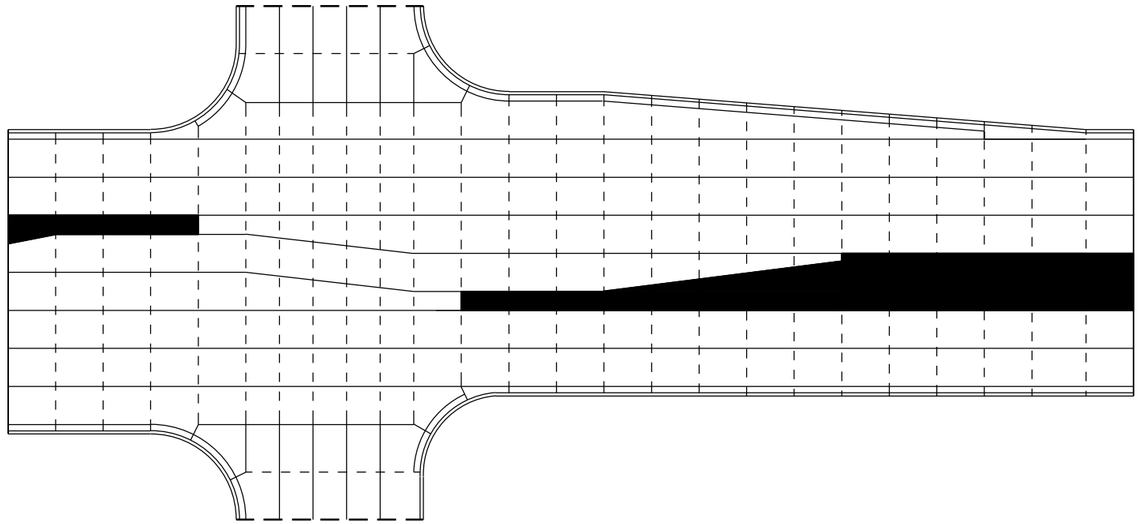
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

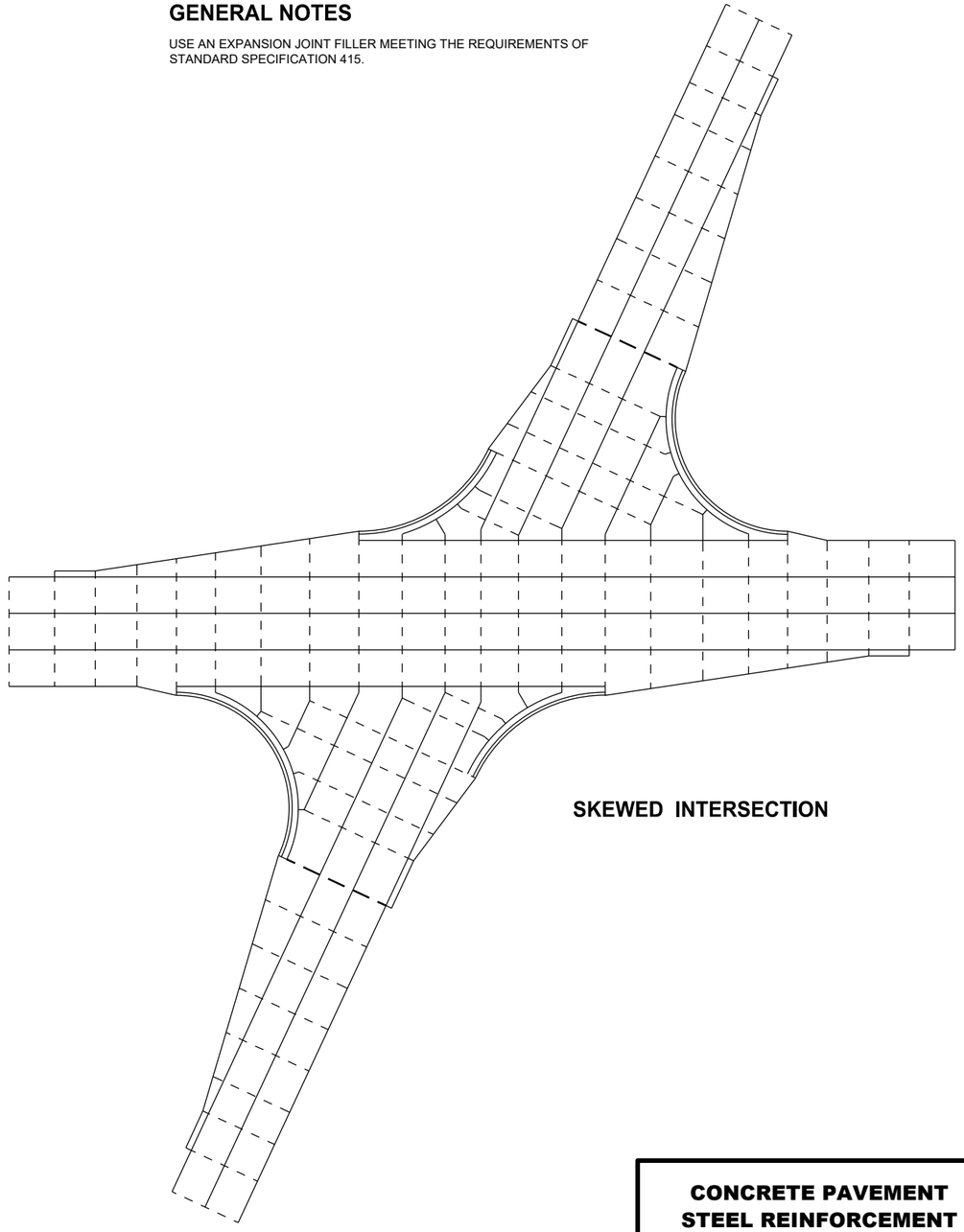
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

6

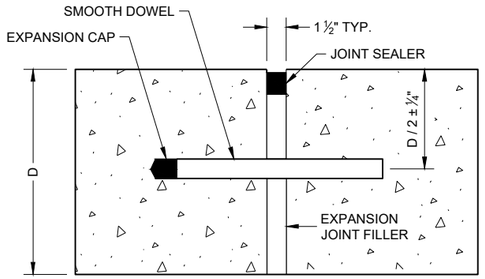
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

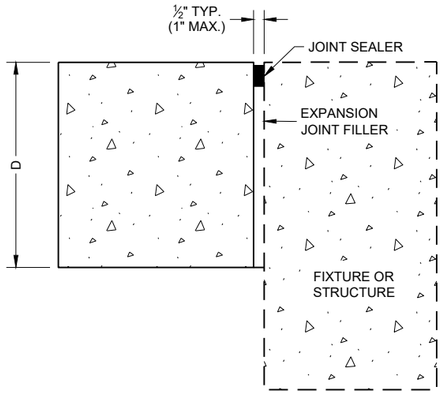
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

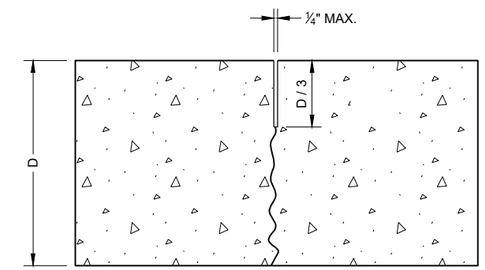
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

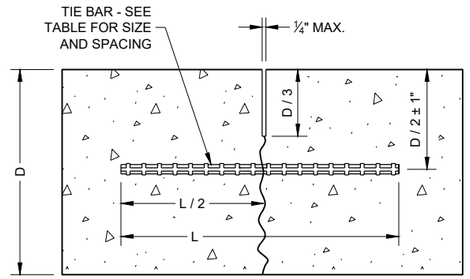
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

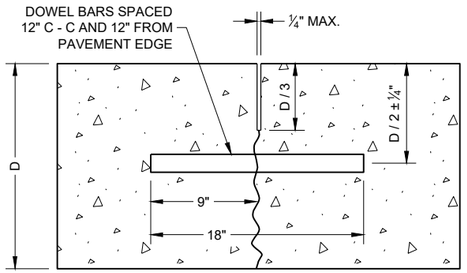
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

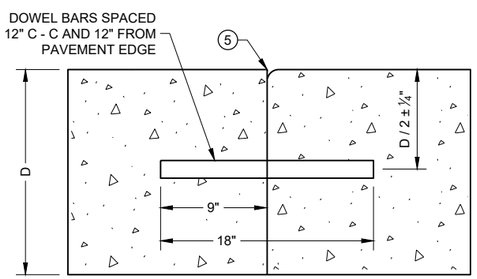


TIED LONGITUDINAL

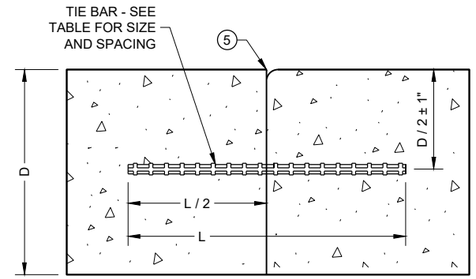


DOWELED TRANSVERSE

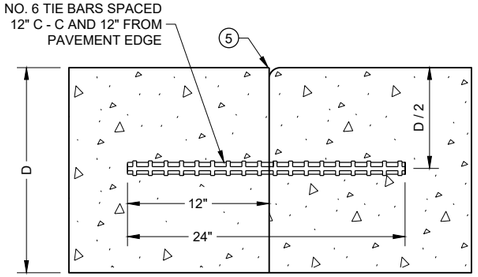
CONTRACTION JOINTS (2)



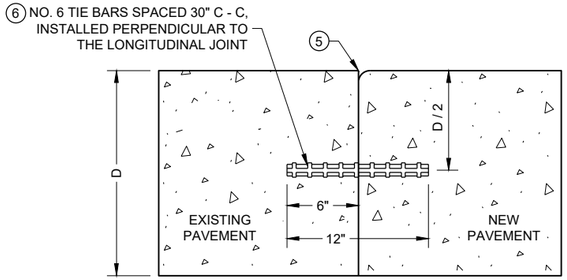
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



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



TIED LONGITUDINAL TO EXISTING

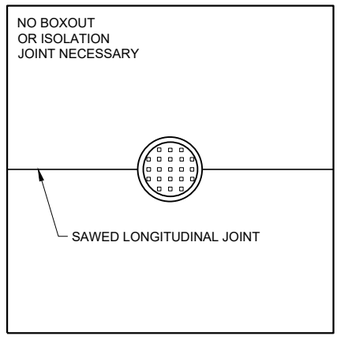
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

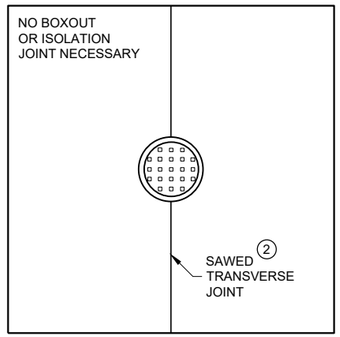
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

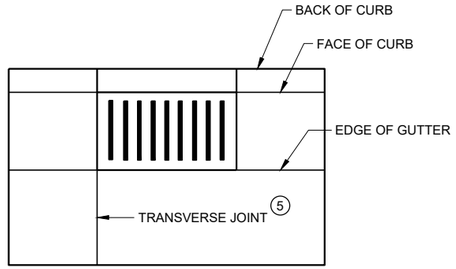
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



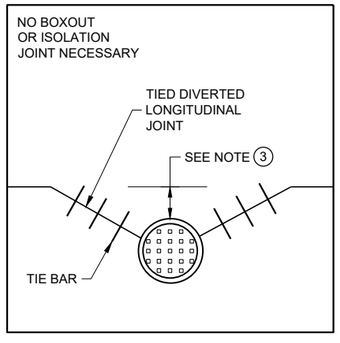
MANHOLE WITH TRANSVERSE JOINT



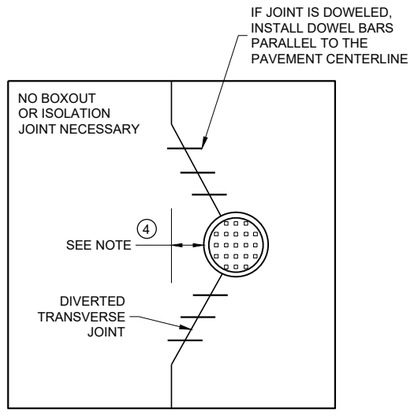
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

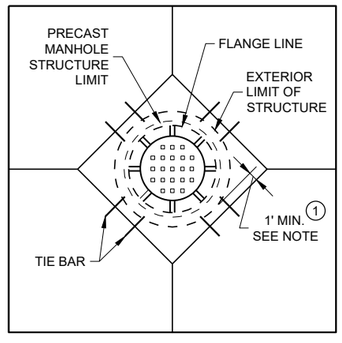
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

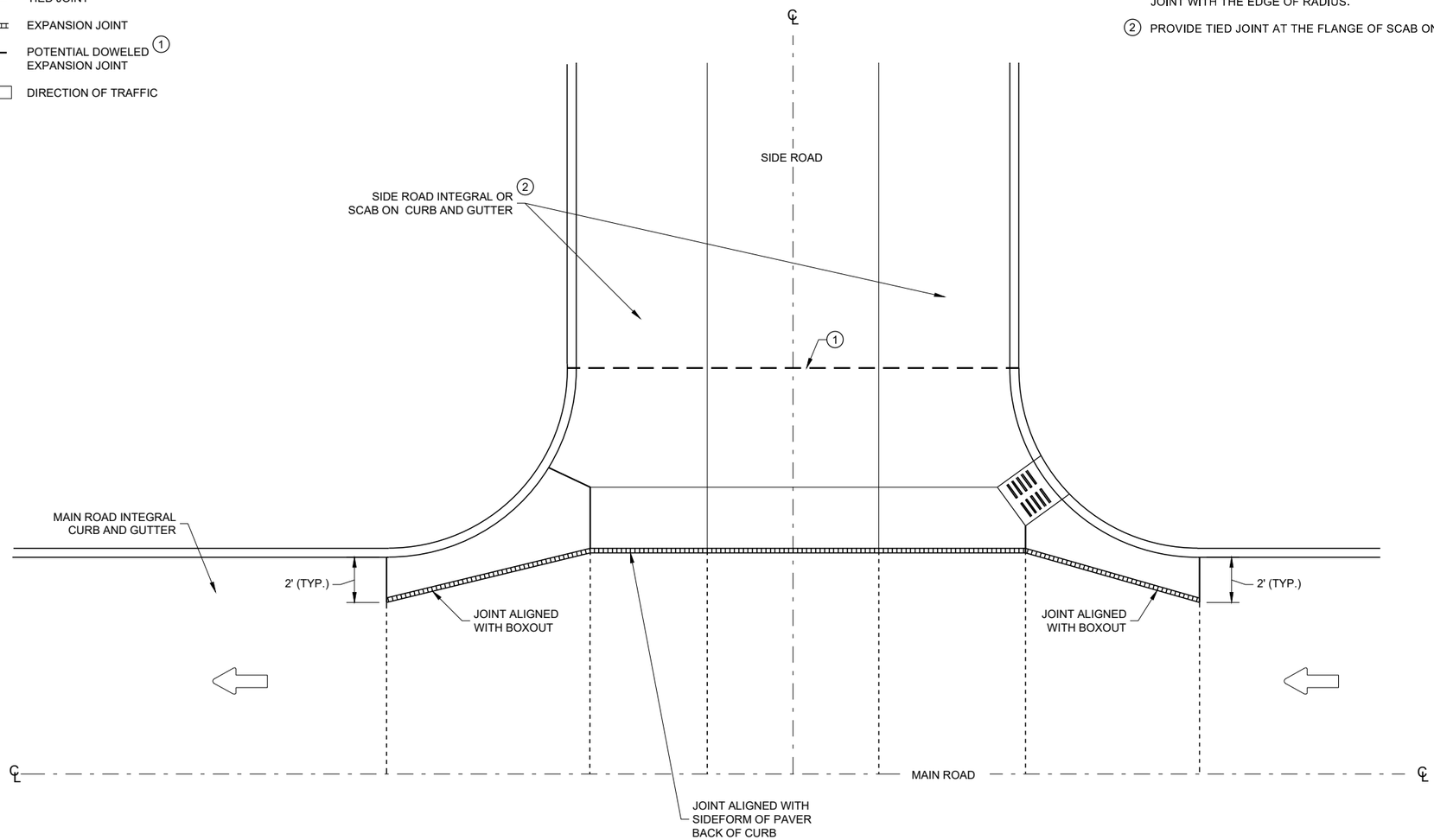
FHWA

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SDD13C18 - 08d
SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

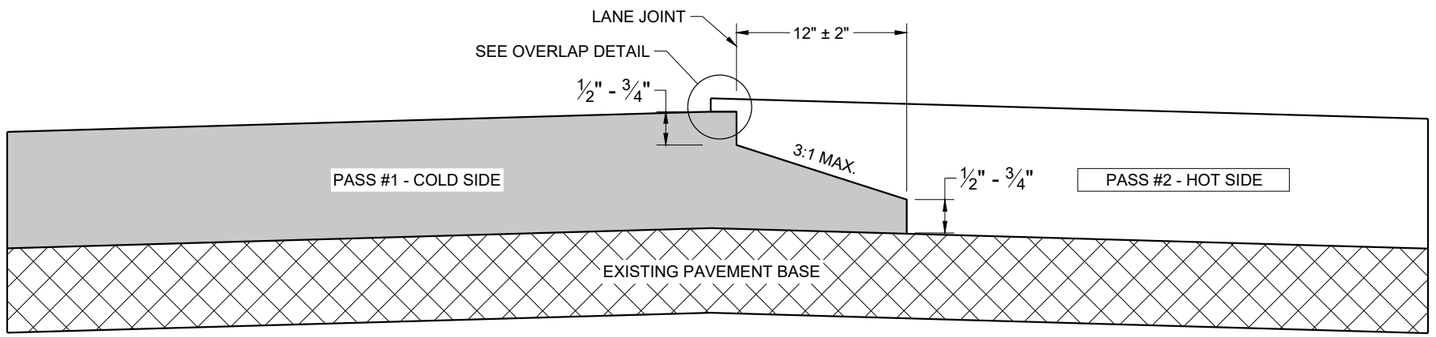
FHWA

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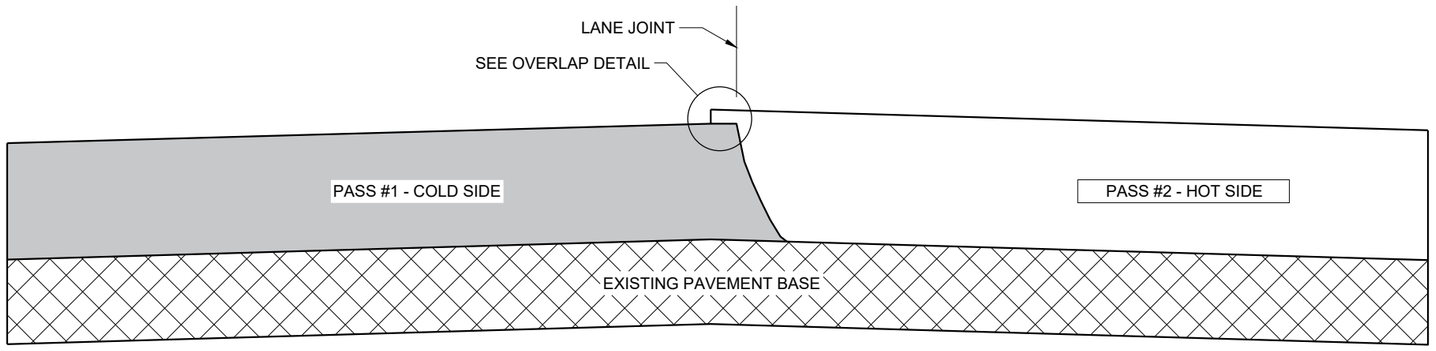
SDD 13C18 - 08f

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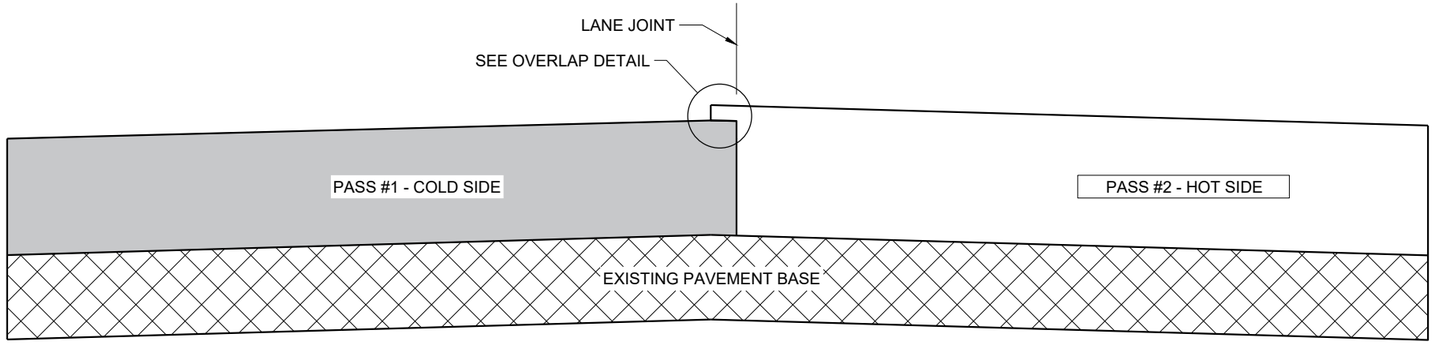
SDD 13C18 - 08f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

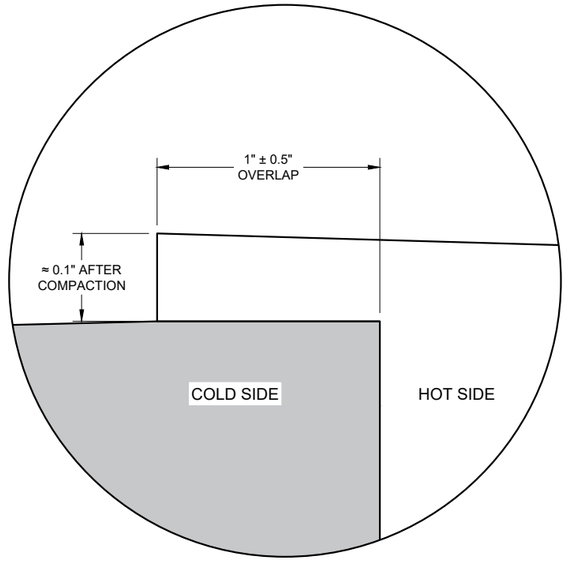
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

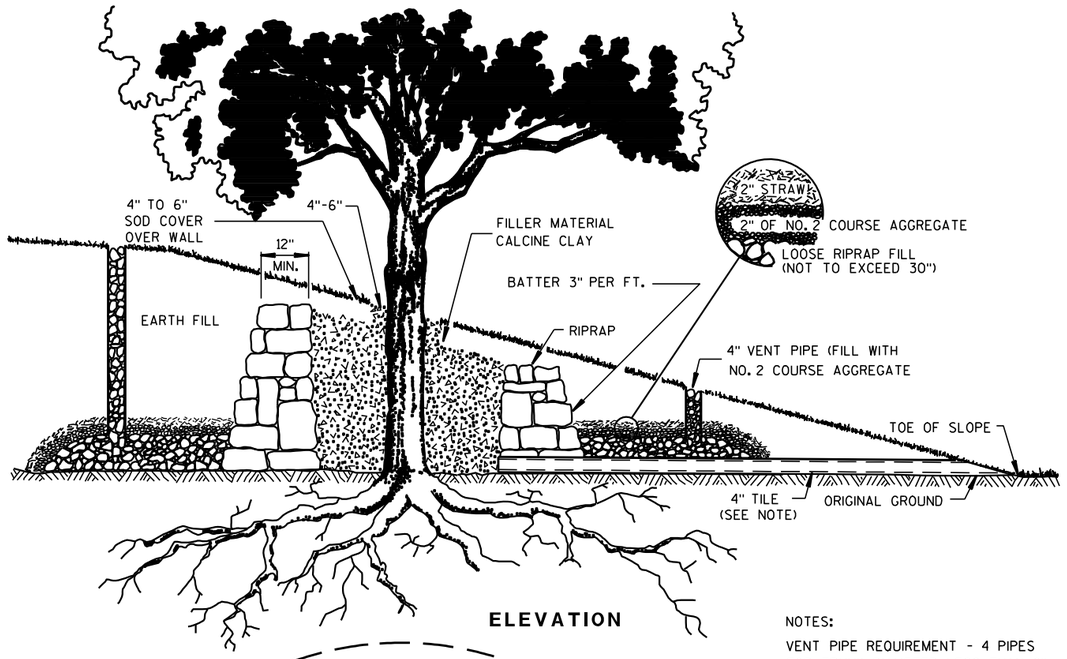
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

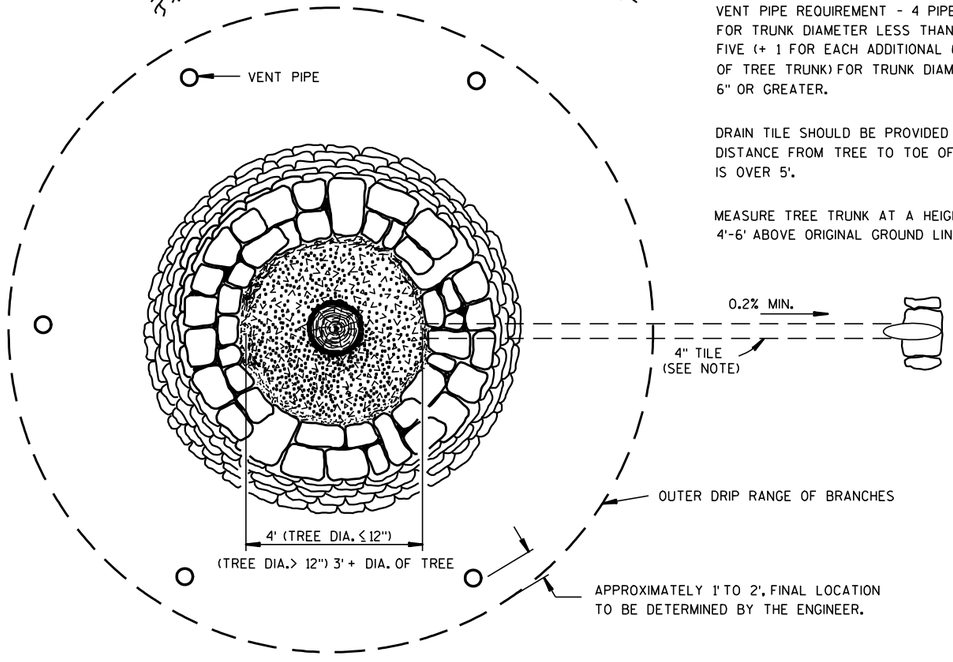
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



ELEVATION



PLAN

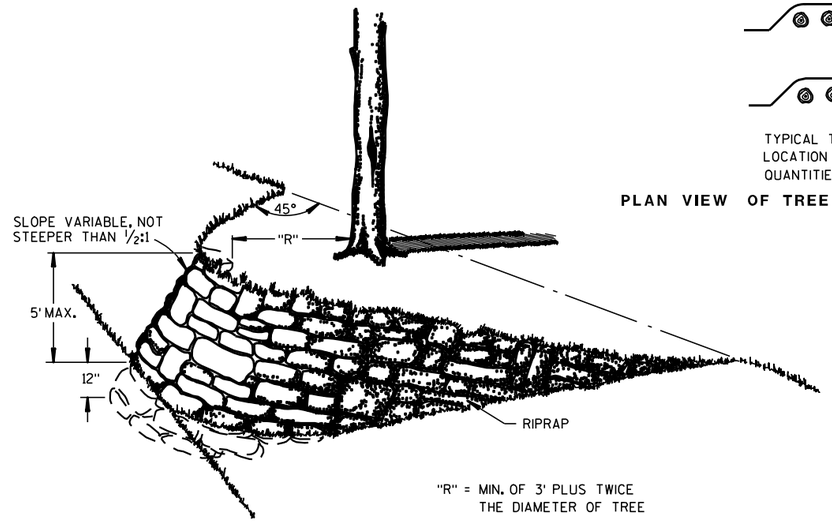
FULL TREE WELL WITH RIPRAP WALL

NOTES:

VENT PIPE REQUIREMENT - 4 PIPES FOR TRUNK DIAMETER LESS THAN 6". FIVE (+ 1 FOR EACH ADDITIONAL 6" OF TREE TRUNK) FOR TRUNK DIAMETER 6" OR GREATER.

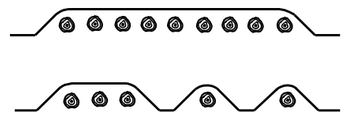
DRAIN TILE SHOULD BE PROVIDED IF DISTANCE FROM TREE TO TOE OF SLOPE IS OVER 5'.

MEASURE TREE TRUNK AT A HEIGHT 4'-6' ABOVE ORIGINAL GROUND LINE.



"R" = MIN. OF 3' PLUS TWICE THE DIAMETER OF TREE

DETAILS OF TREE ISLAND AND ROOT PROTECTION



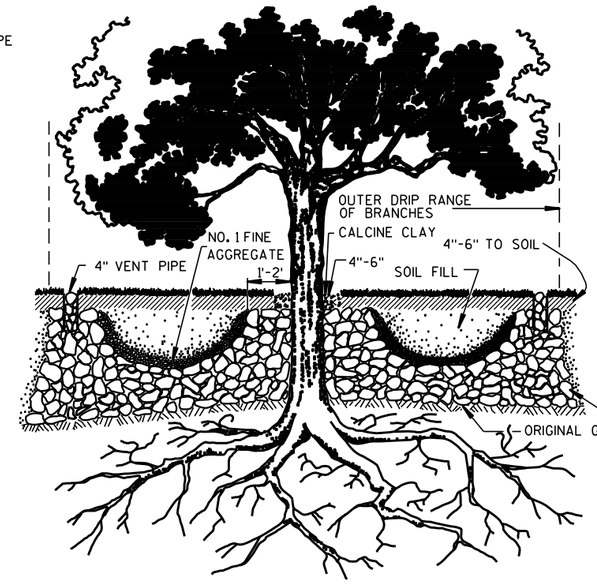
TYPICAL TREATMENTS OF ROOT PROTECTION. LOCATION SHOWN ON MISCELLANEOUS QUANTITIES SHEET.

PLAN VIEW OF TREE ISLANDS FOR ONE OR MORE TREES

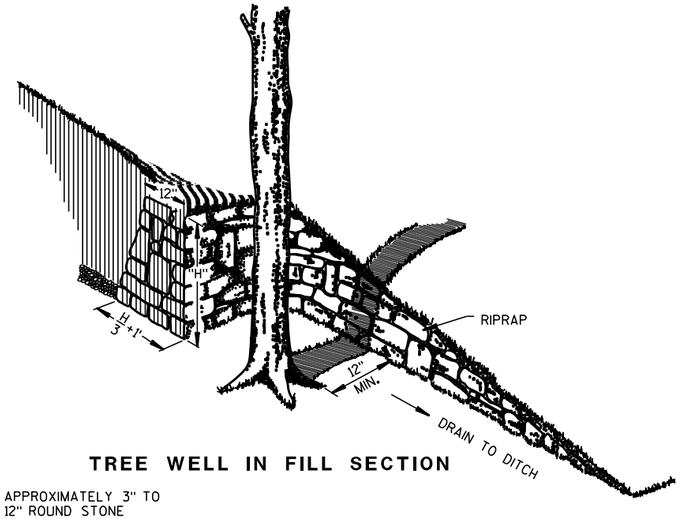
GENERAL NOTES

WALLS TO BE BUILT TO APPROXIMATE SHAPE AND DIMENSIONS SHOWN. STONE TO CONFORM TO SPECIFICATIONS FOR RIPRAP.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.



TREE WELL WITHOUT WALL



TREE WELL IN FILL SECTION

DETAILS FOR TREE WELLS

TREE PRESERVATION DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/25/76 DATE — /S/ D. L. Strand STATE DESIGN ENGINEER — WYS

FHWA

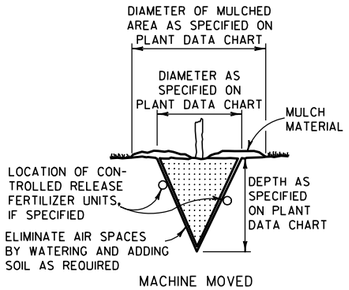
546

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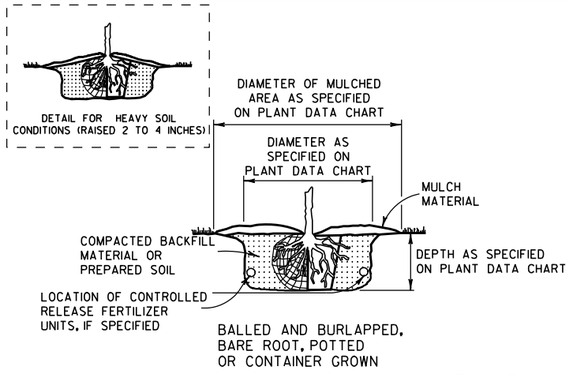
S.D.D. 14 A 1-3

6

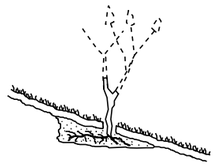
S.D.D. 14 A 1-3



MACHINE MOVED

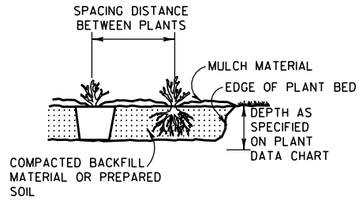


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



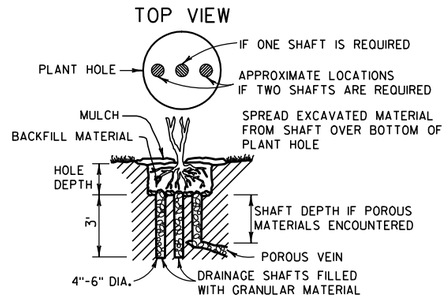
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



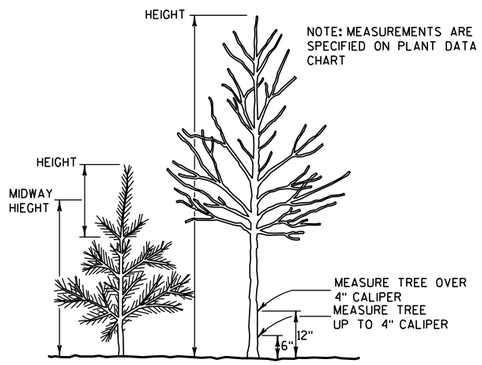
PREPARED BED (BARE ROOT AND POTTED)

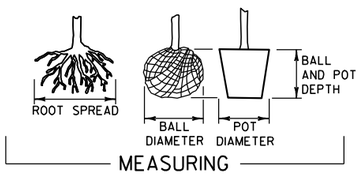
PLANTING



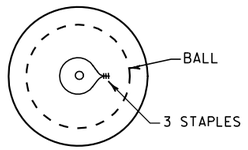
NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

DRAINING

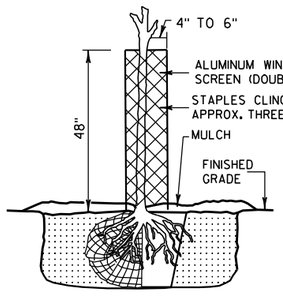




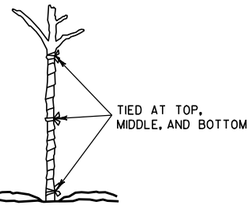
MEASURING



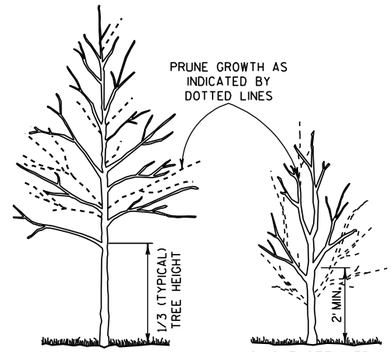
TOP VIEW



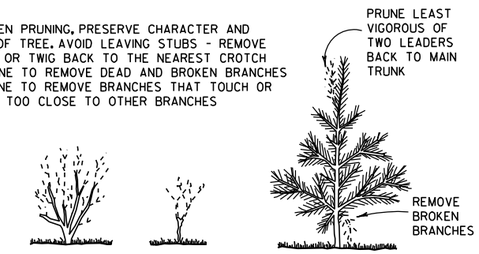
RODENT PROTECTION



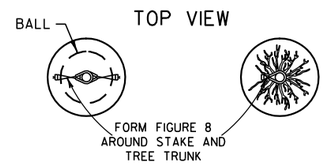
WRAPPING

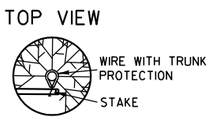


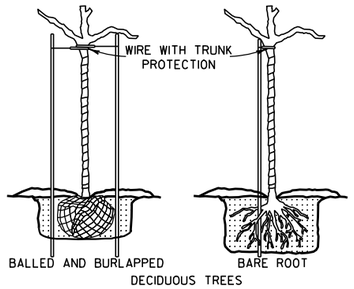
NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

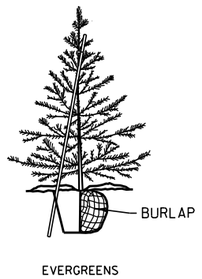


PRUNING



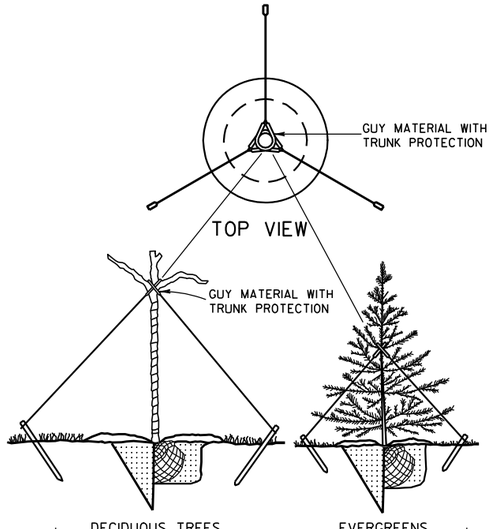




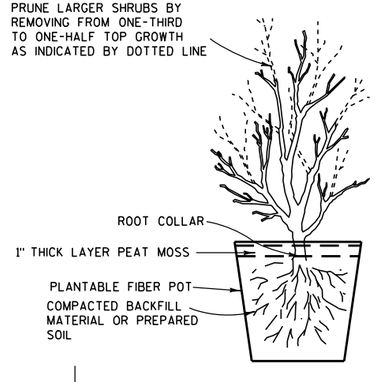


NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING



POTTING

NOTES

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

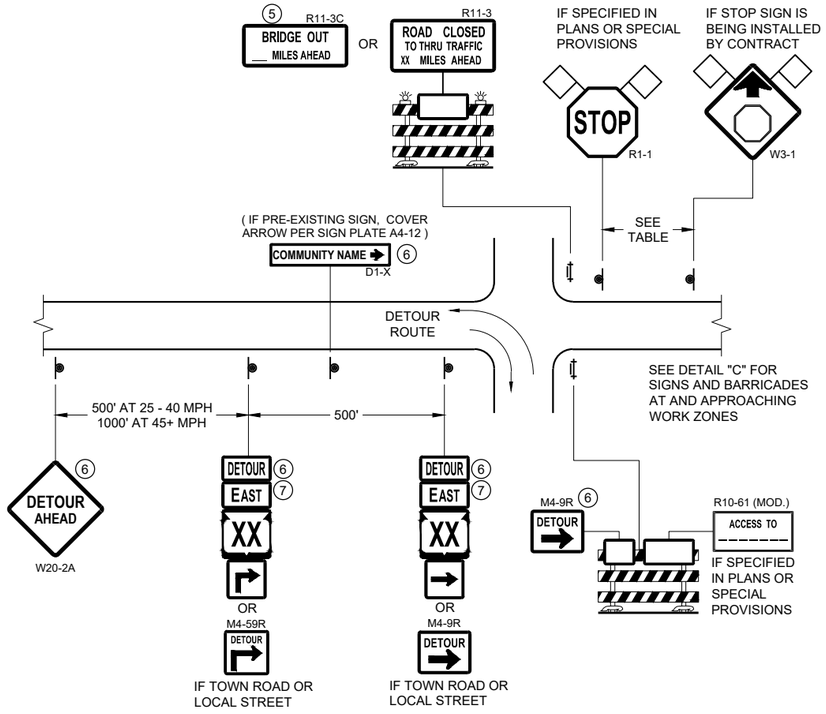
BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

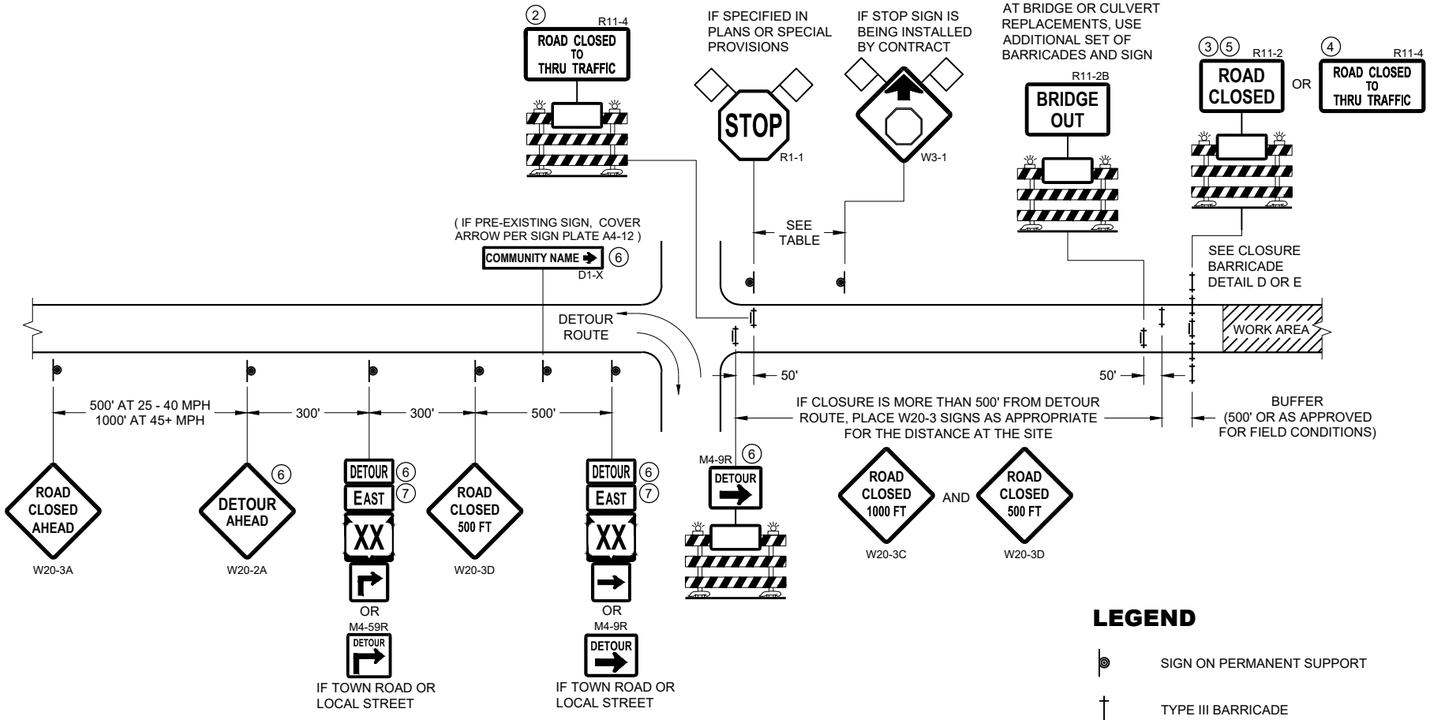
APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 A 2-1



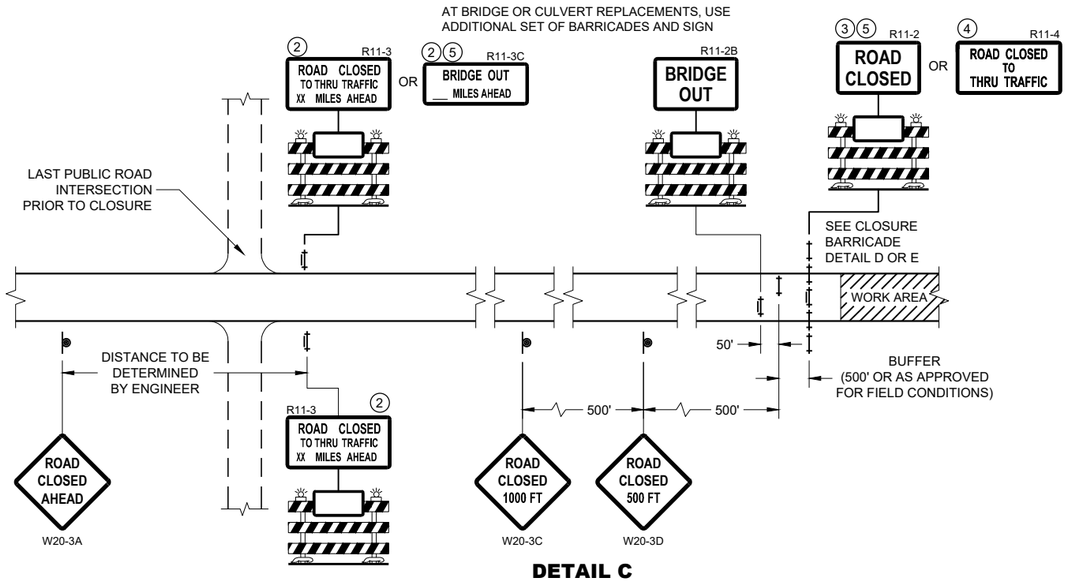
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

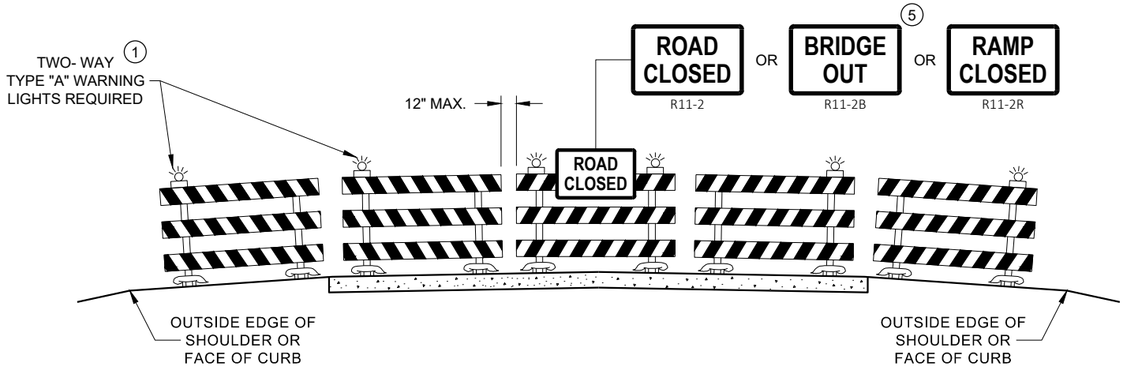
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

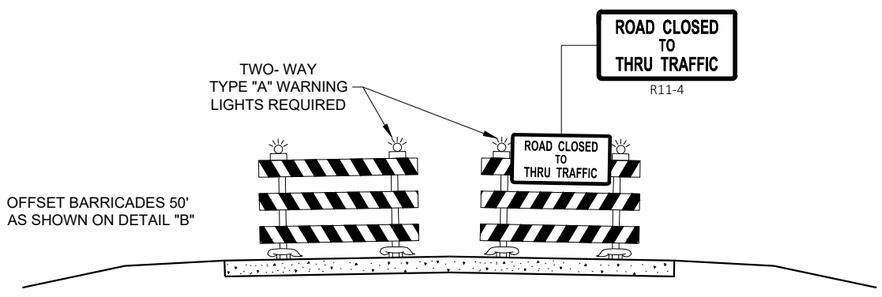
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SDD 15C02 - 09a

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

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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.

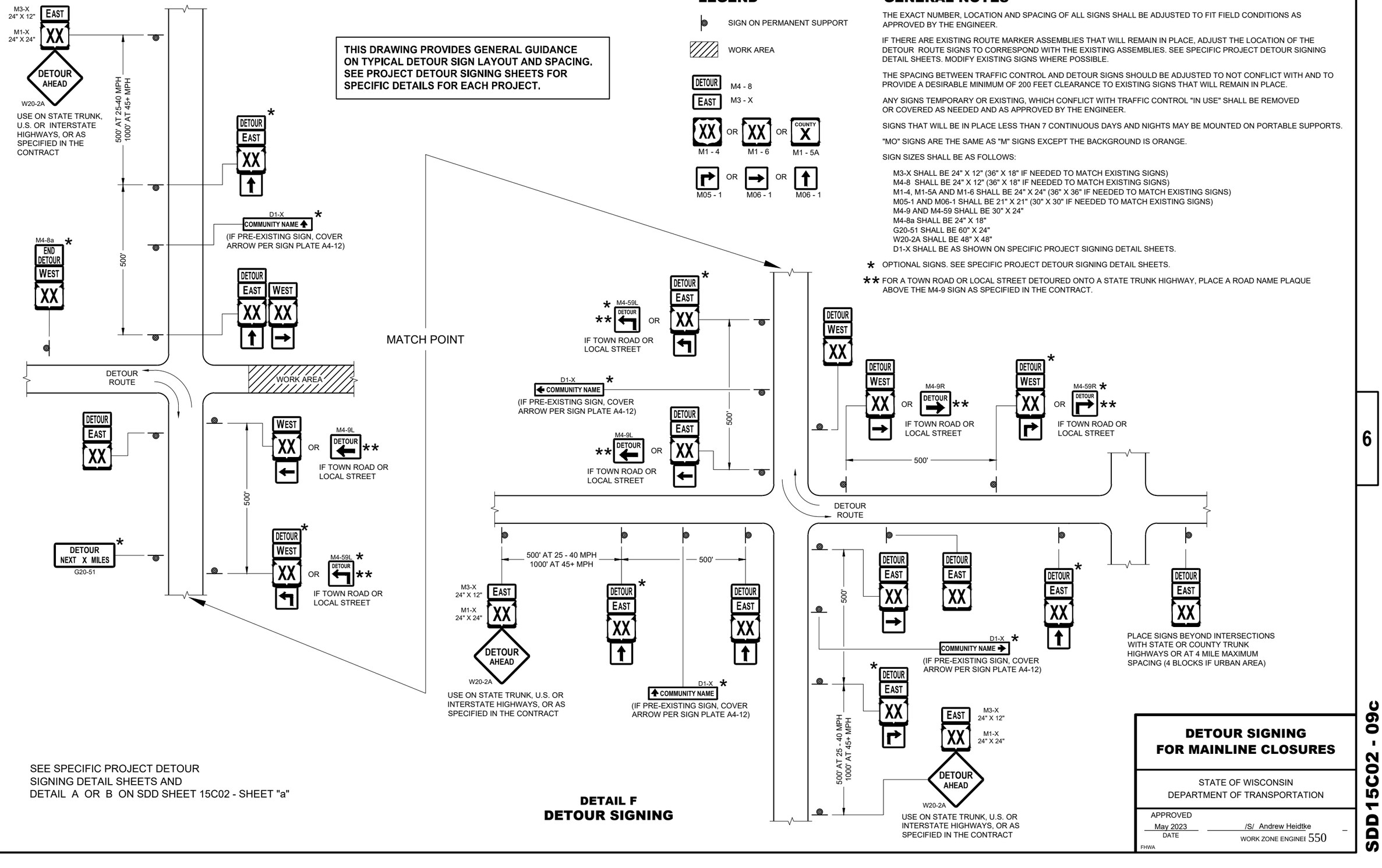
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

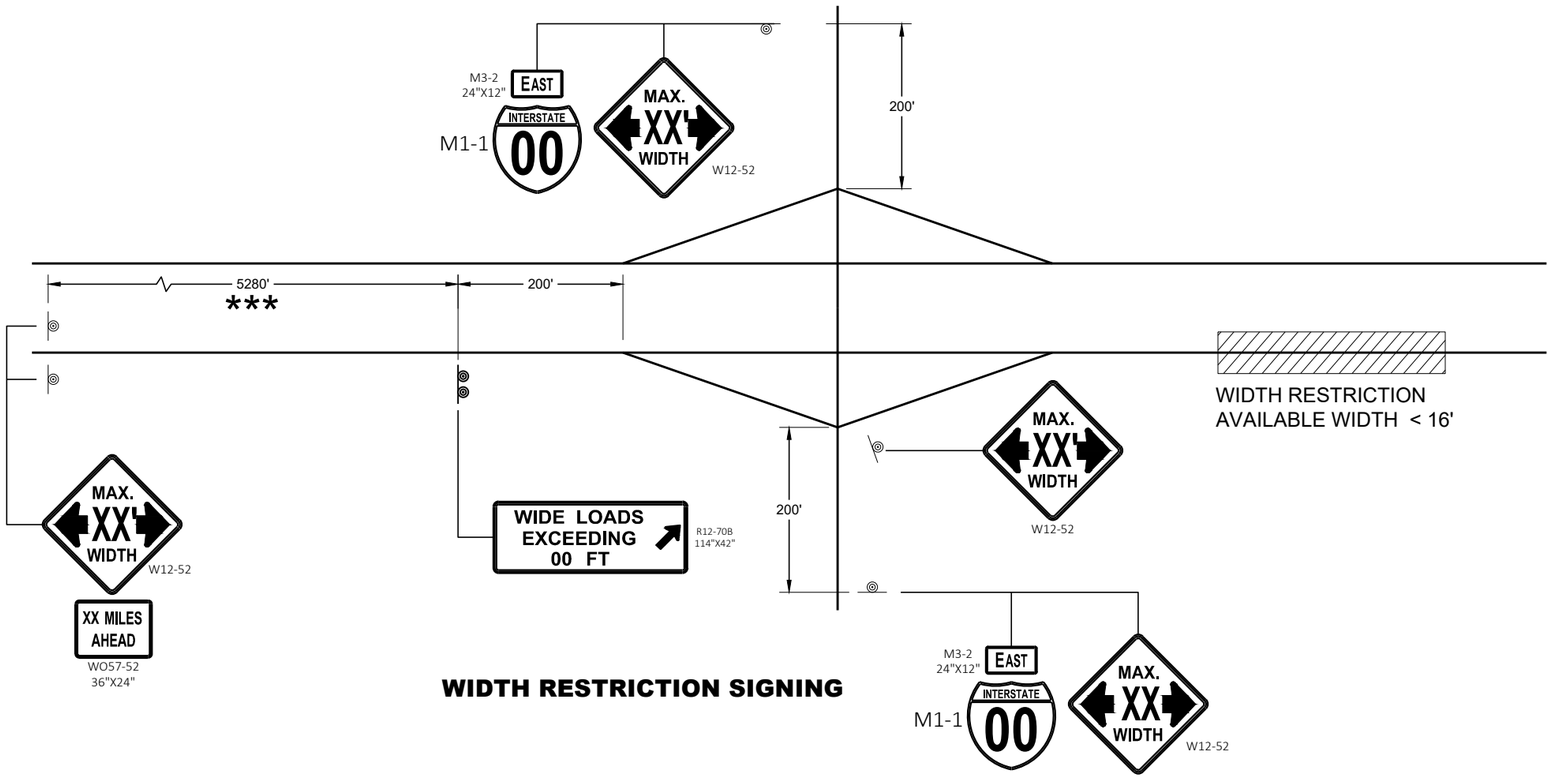
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

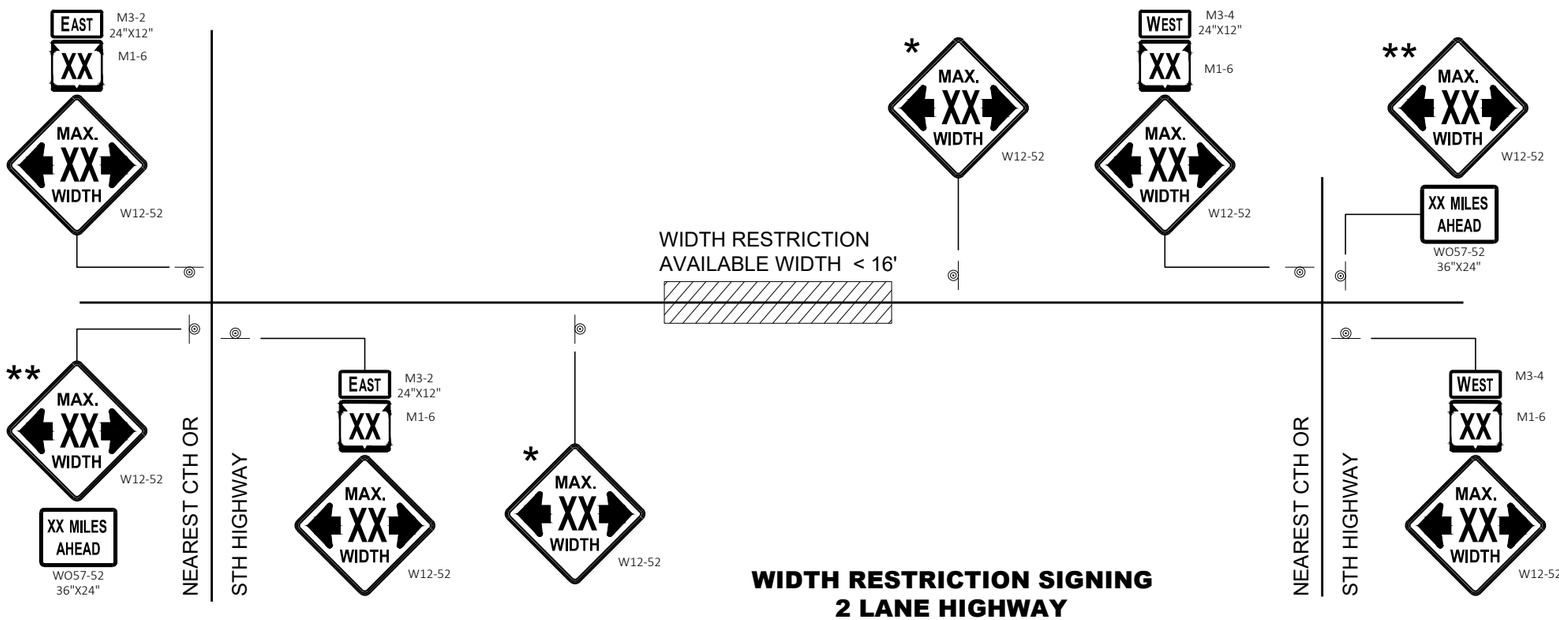
FHWA

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SDD 15C02 - 09c



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

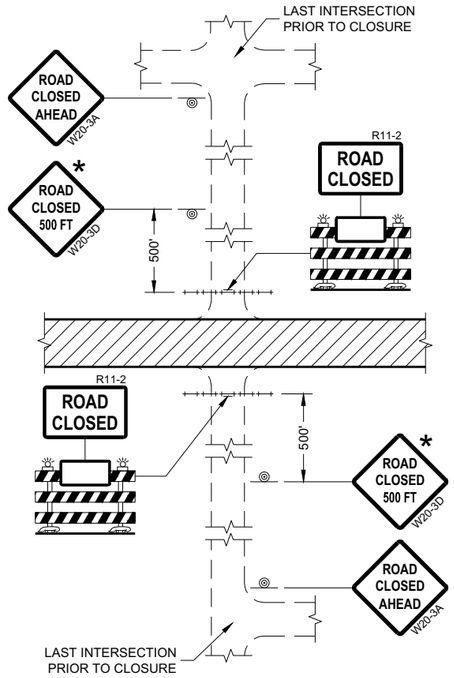
FHWA

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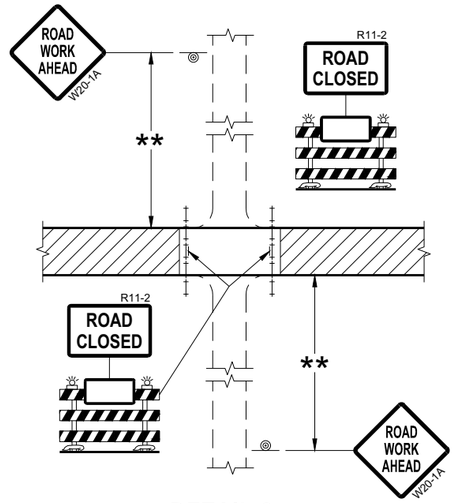
SDD 15C02 - 09f

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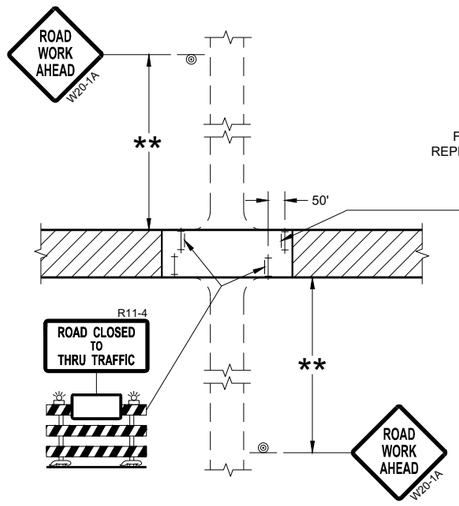
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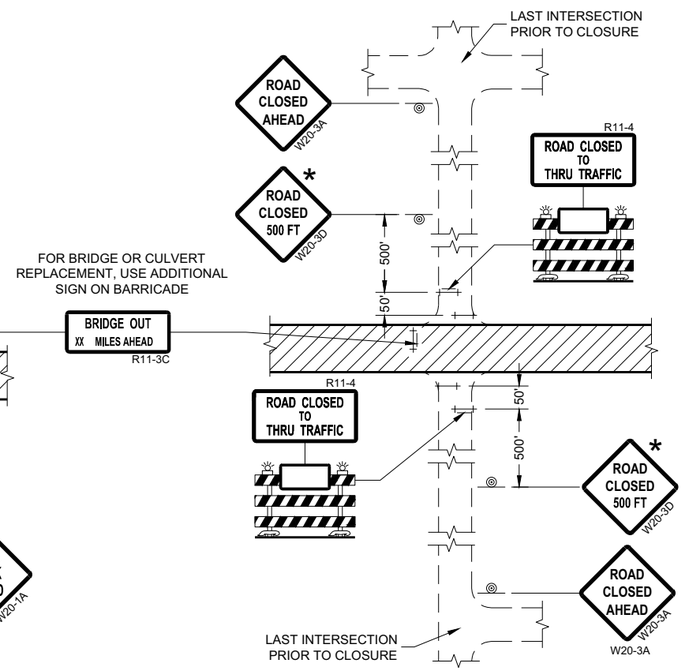
DETAIL 1
(NO ACCESS TO PROJECT)



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

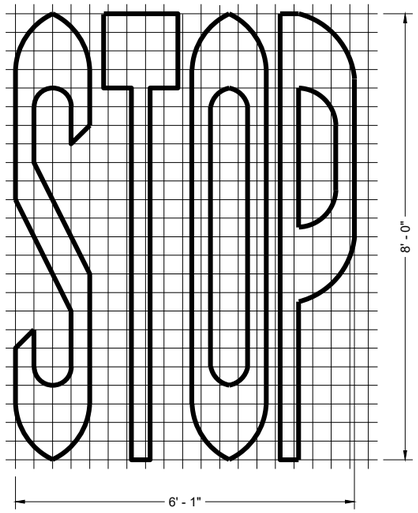
APPROVED
July 2018
DATE

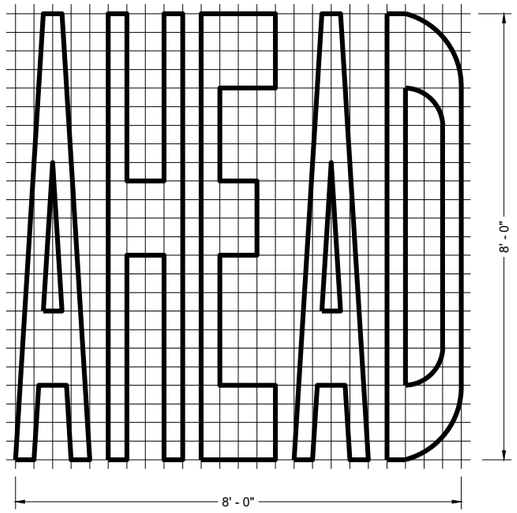
/S/ Andrew Heidtke
WORK ZONE ENGINEE

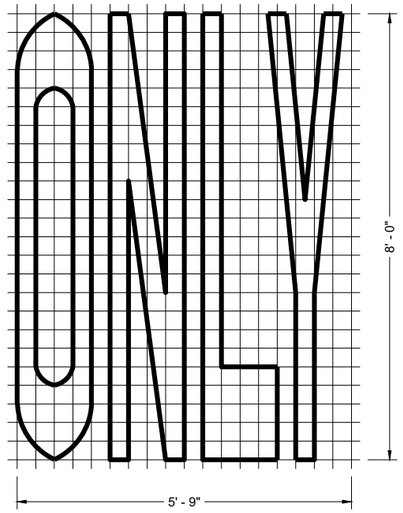
FHWA

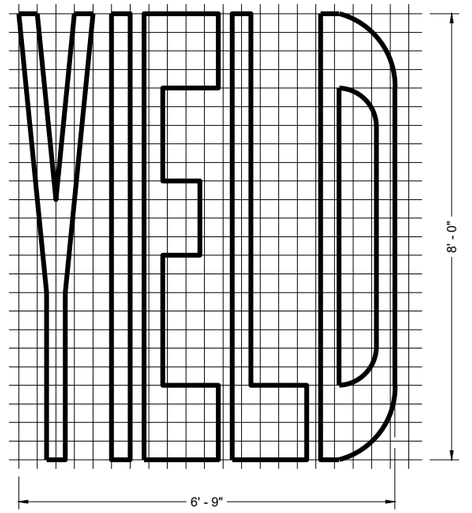
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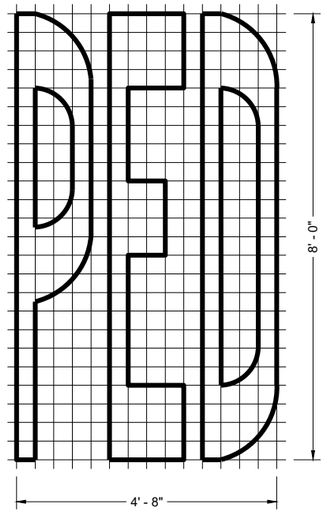
SDD 15C03 - 05

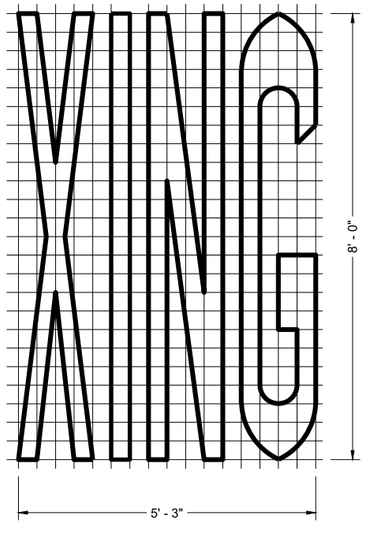


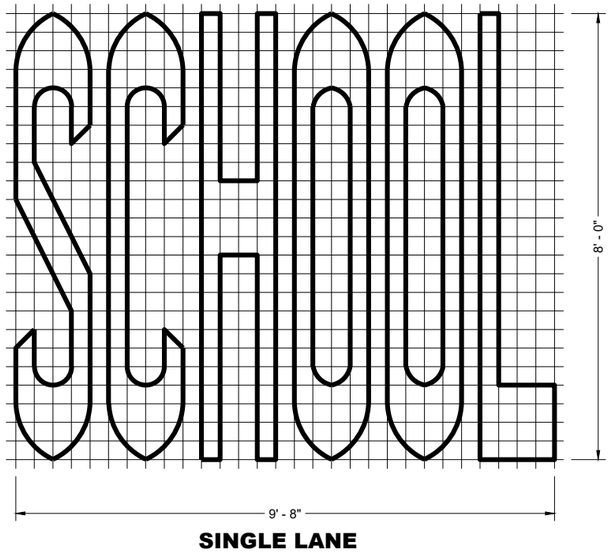




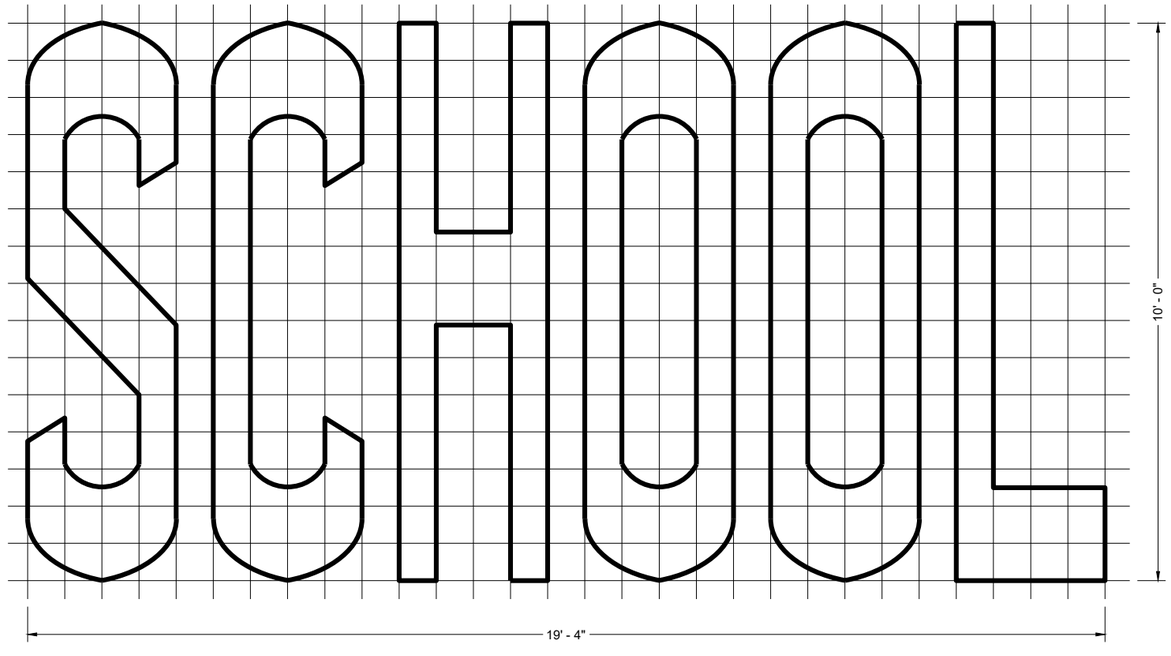








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

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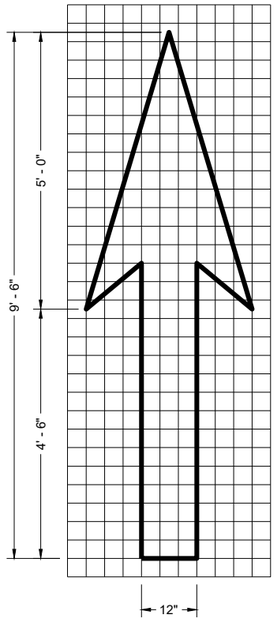
SDD 15C07-16b

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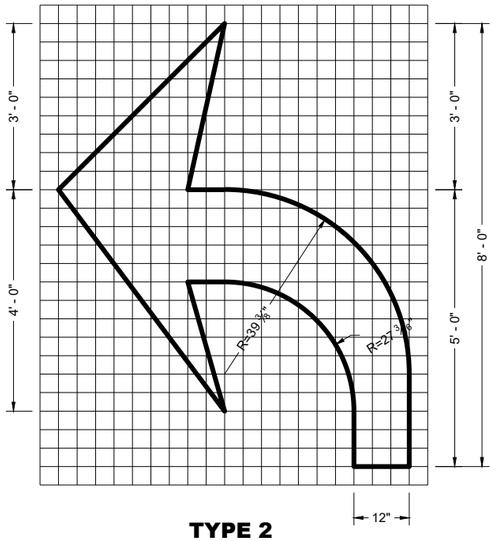
SDD 15C07-16b

GENERAL NOTES

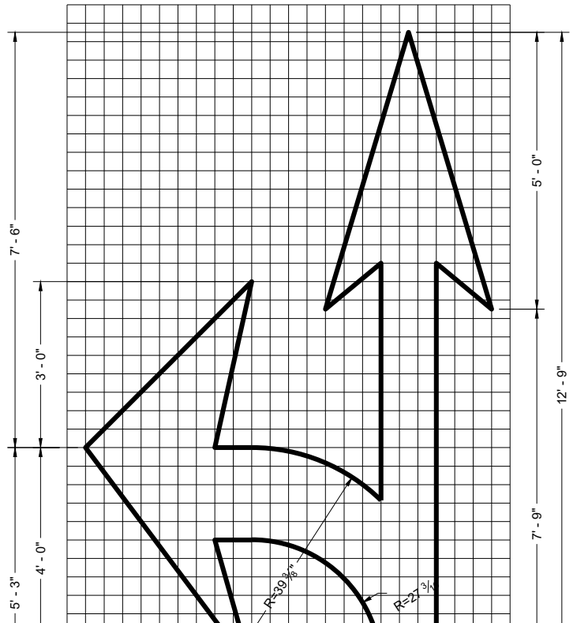
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



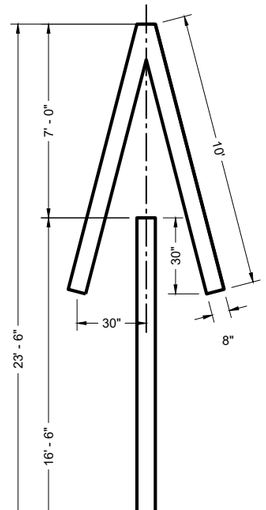
TYPE 1



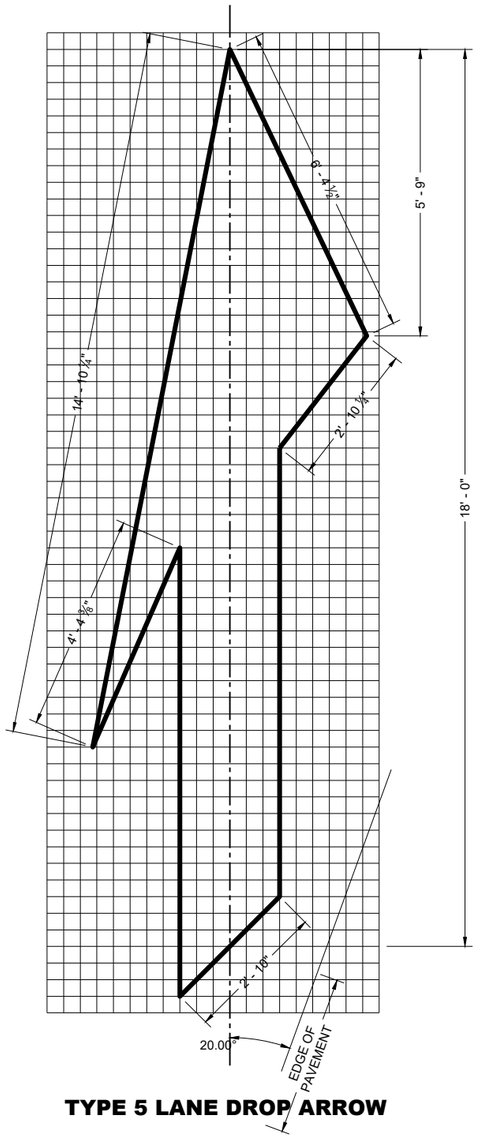
TYPE 2



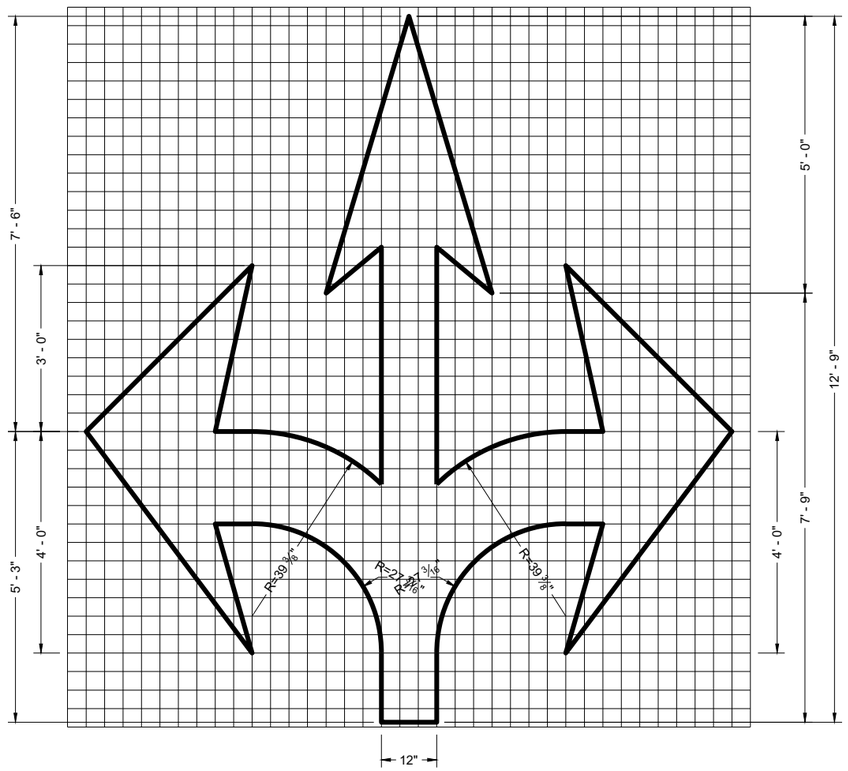
TYPE 3



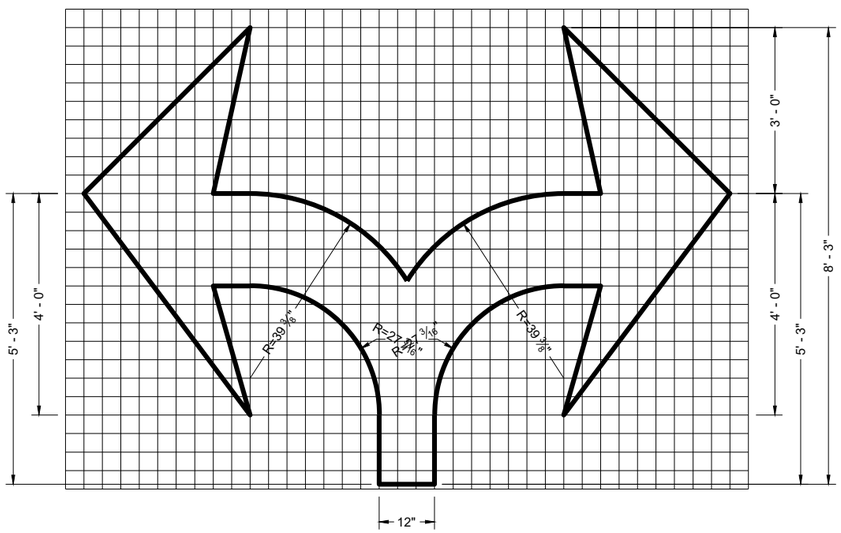
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

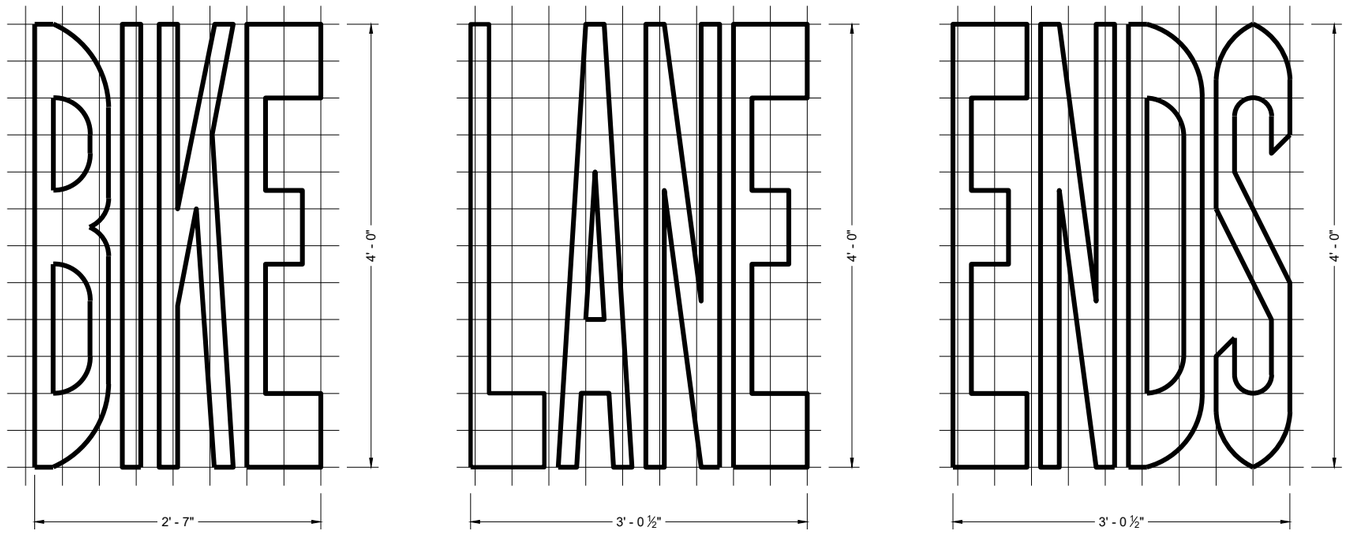
FHWA

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SDD 15C07-16c

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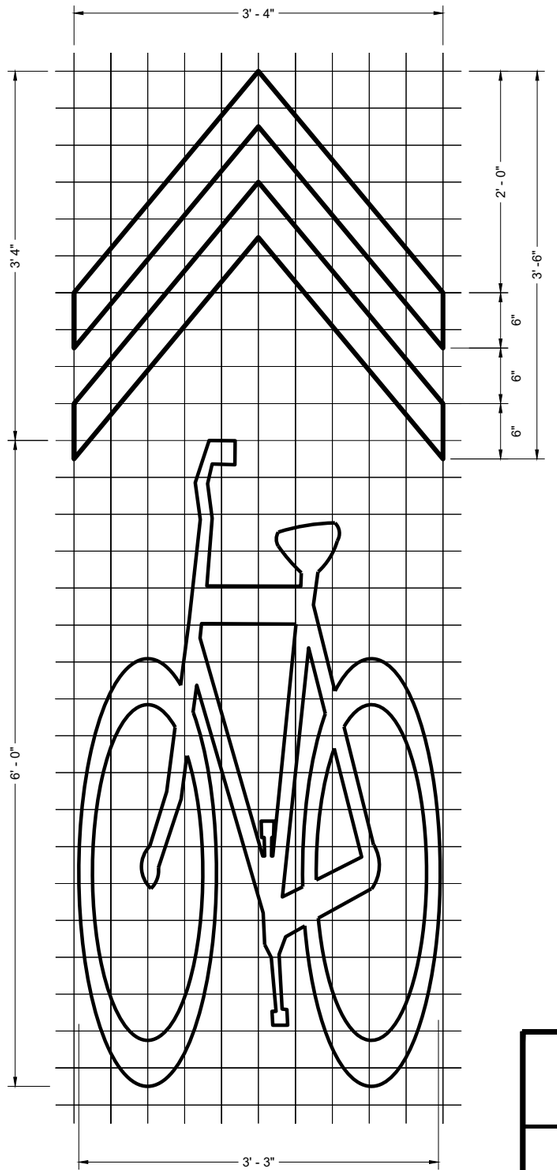
SDD 15C07-16c



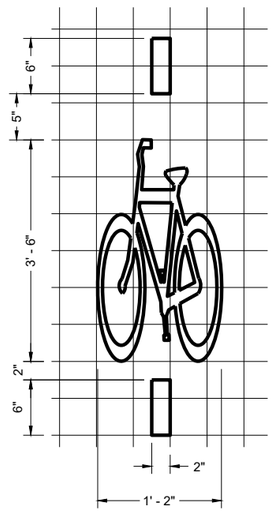
BIKE LANE WORDS

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
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/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

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SDD 15C07-16e

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SDD 15C07-16e

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

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

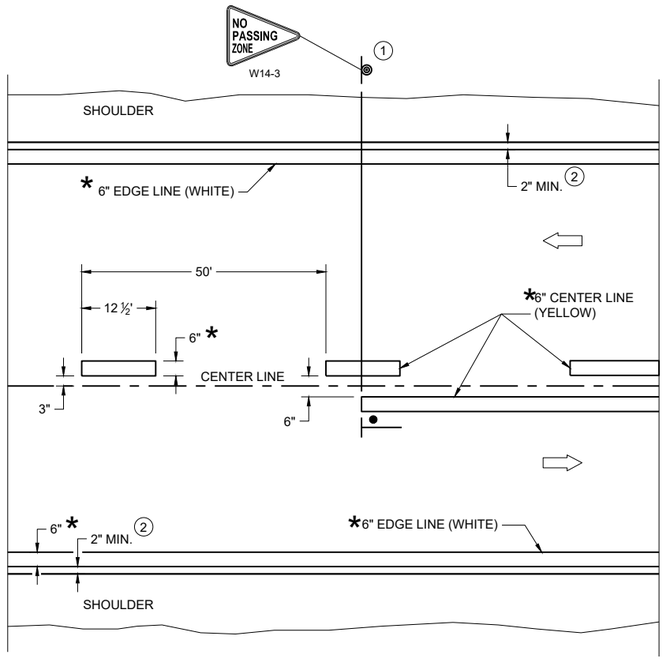
LEGEND

"T" MARKING

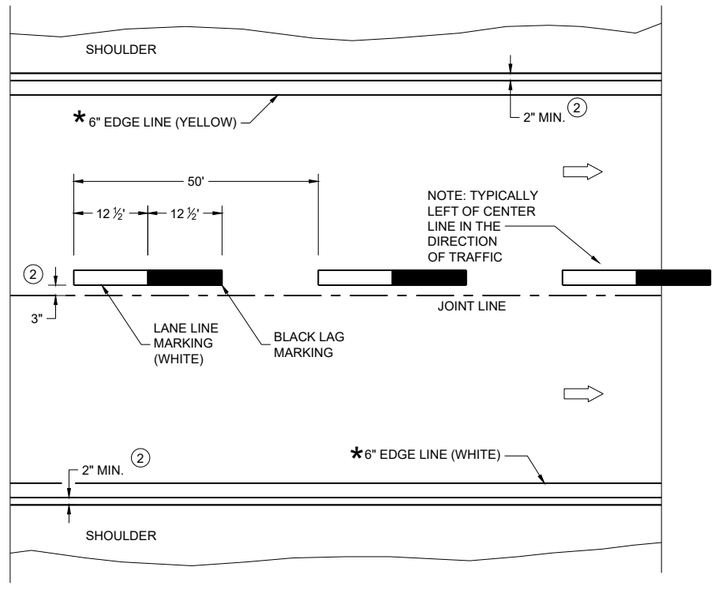
SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

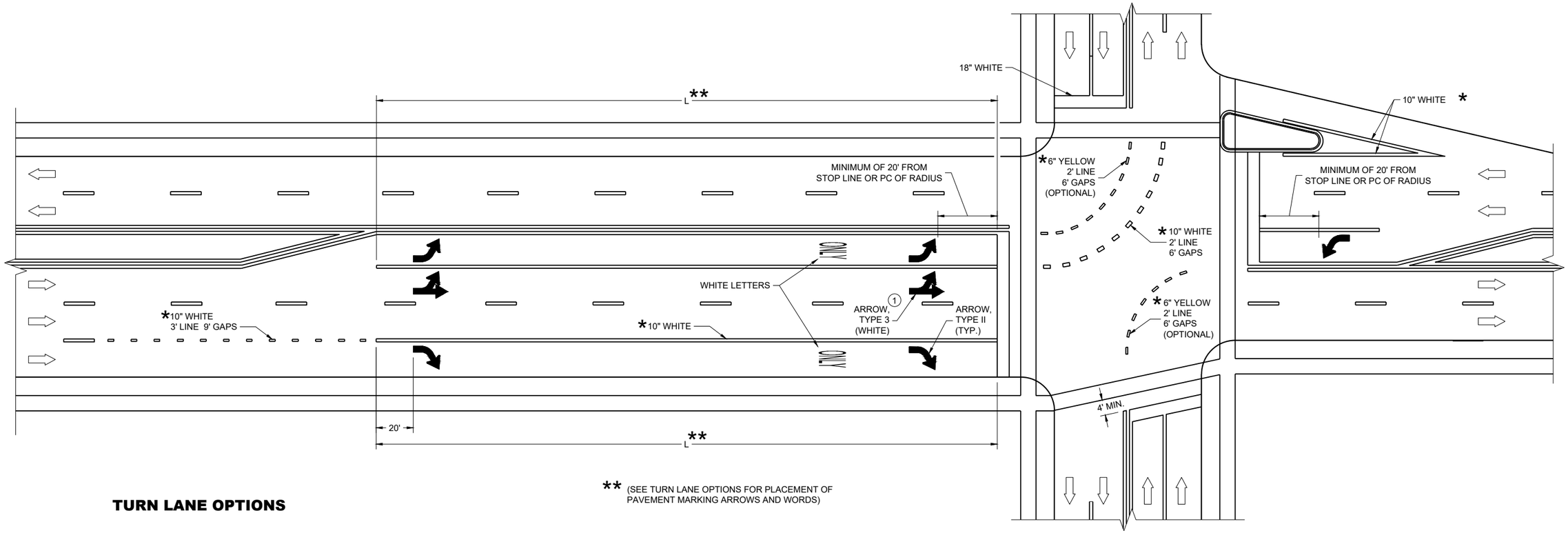
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

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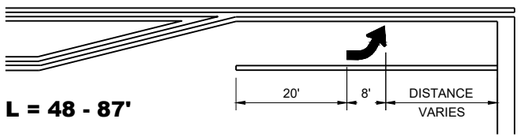
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SDD 15C08-24a



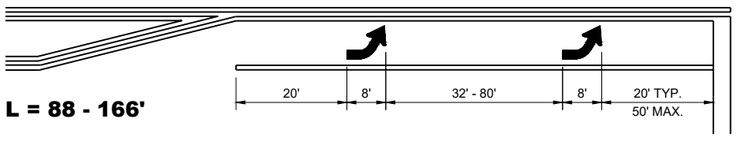
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

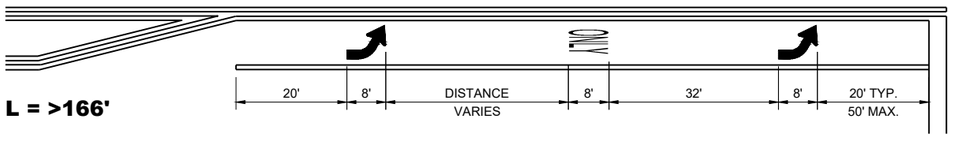
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

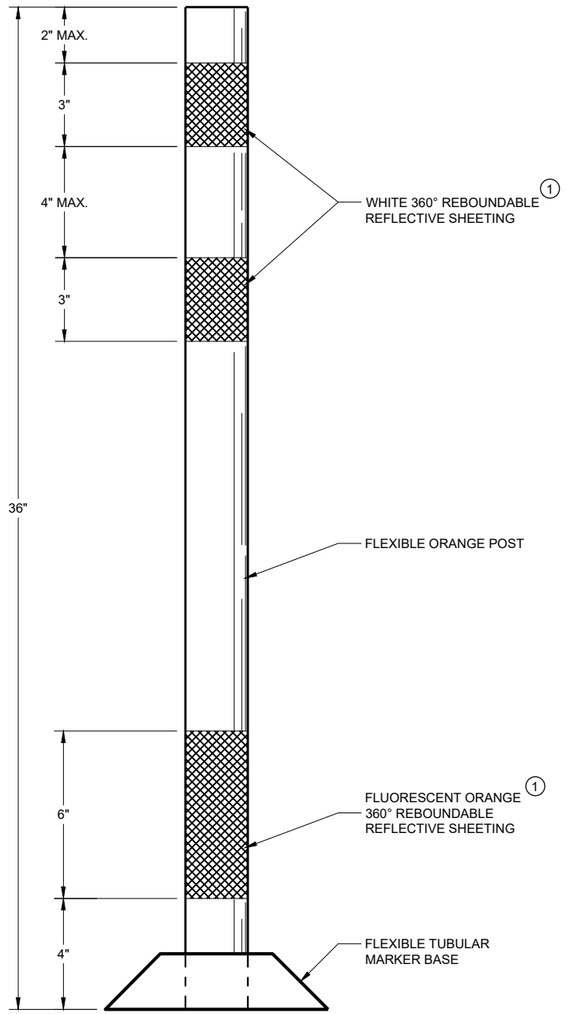
DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 10a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

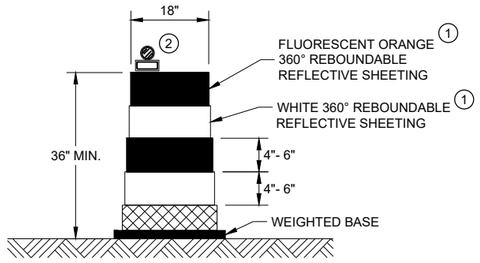
FHWA

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SDD 15C11 - 10a

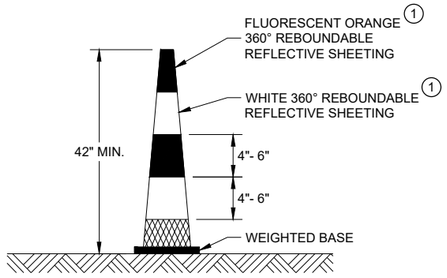
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

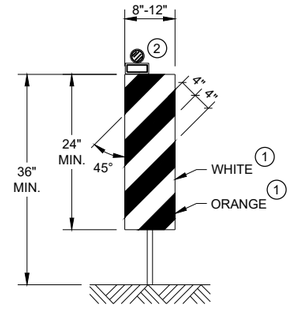
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

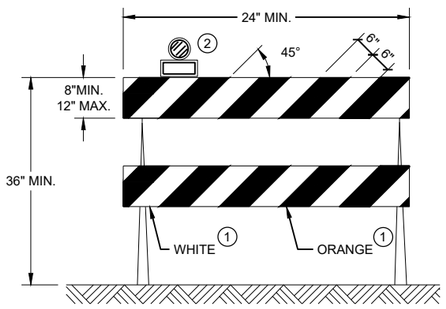
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



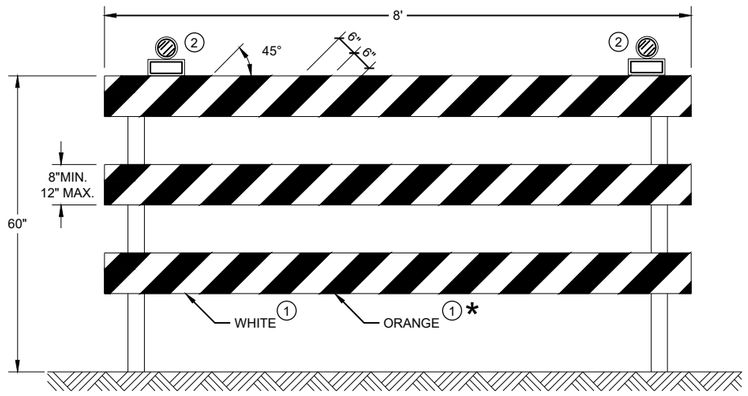
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

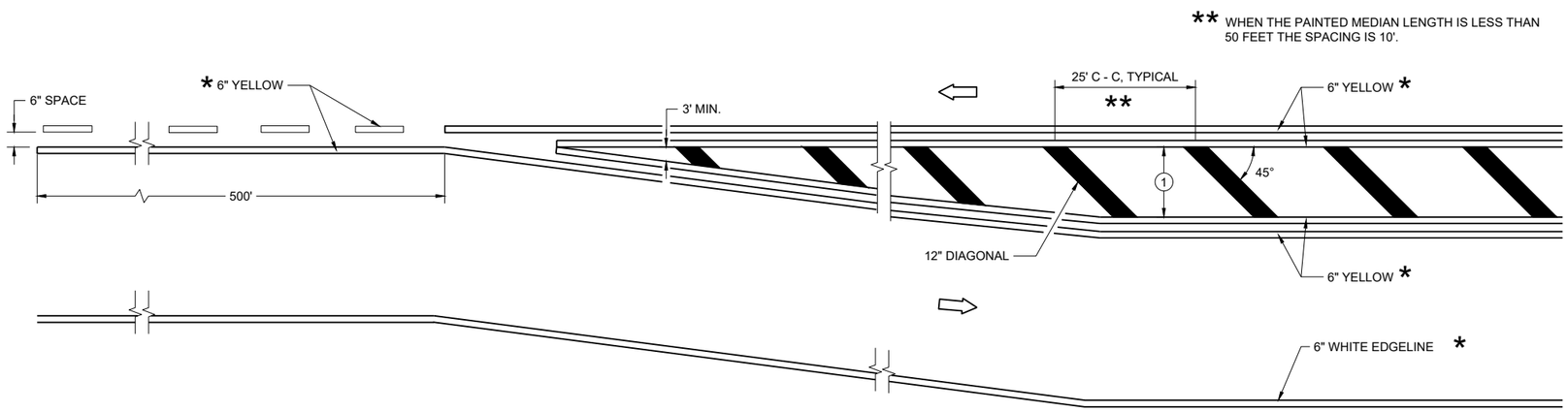
APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b
SDD 15C11 - 10b



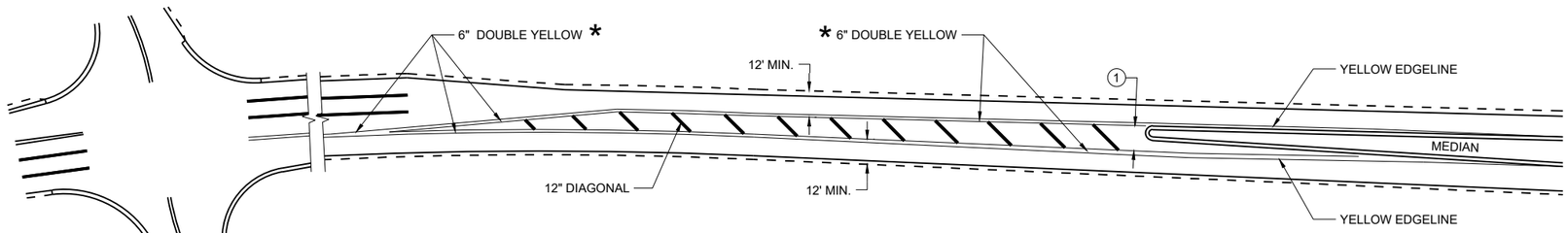
MEDIAN ISLAND DETAIL

GENERAL NOTES

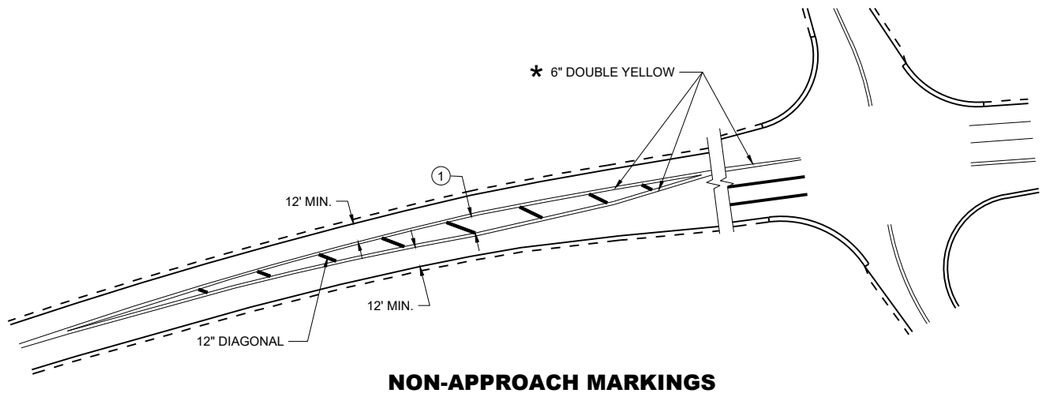
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

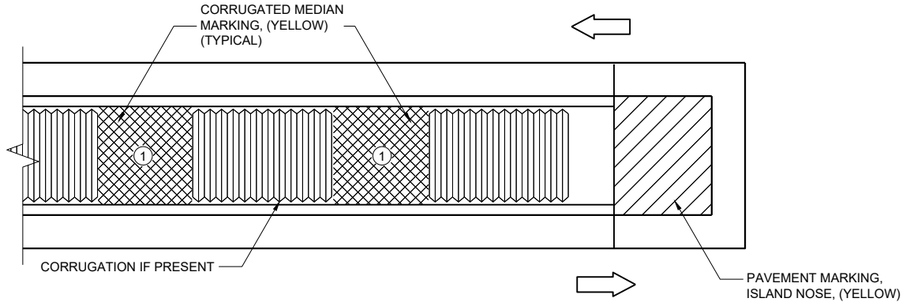
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

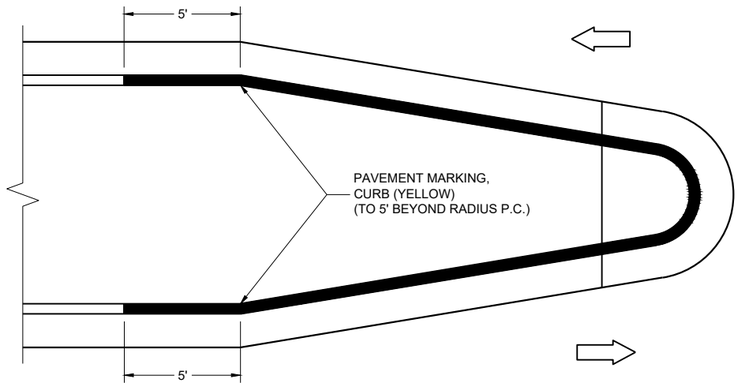
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SDD 15C18-09a

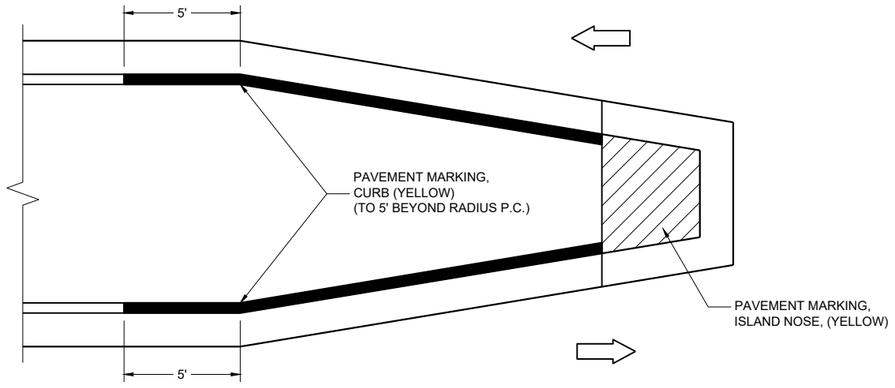
SDD 15C18-09a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

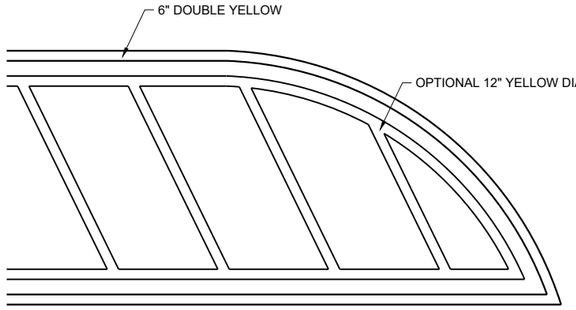
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

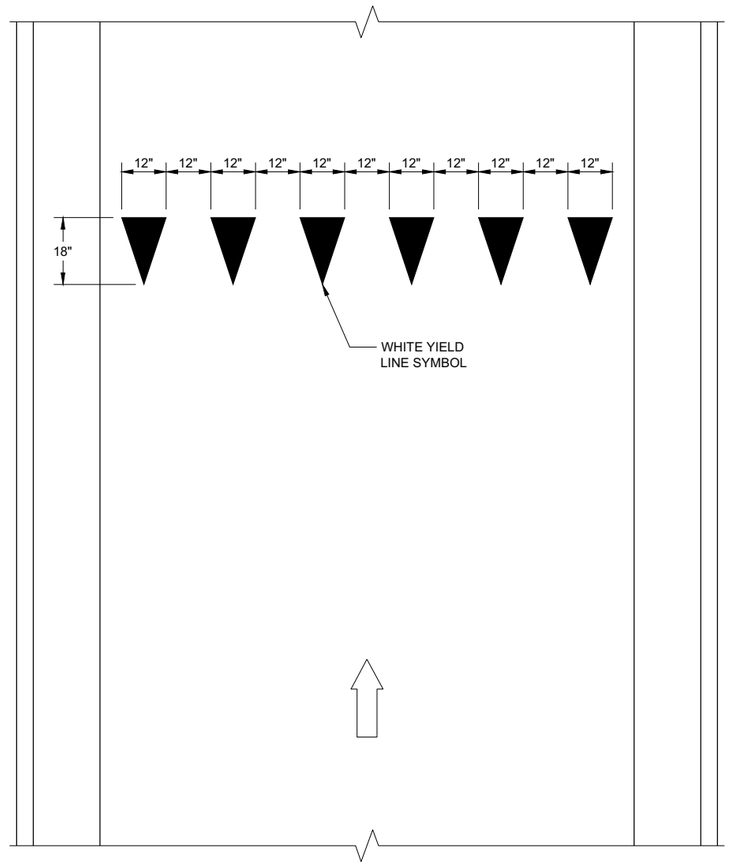
APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

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SDD 15C18-09b

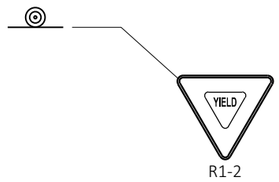


YIELD LINE

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



R1-2

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-81-2016
DATE

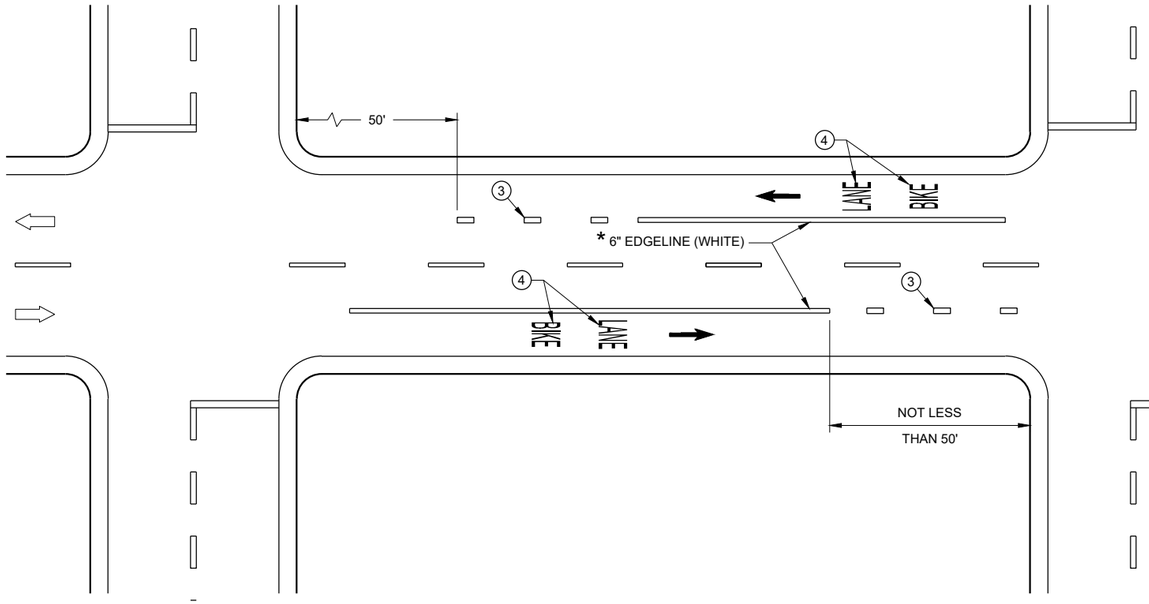
/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

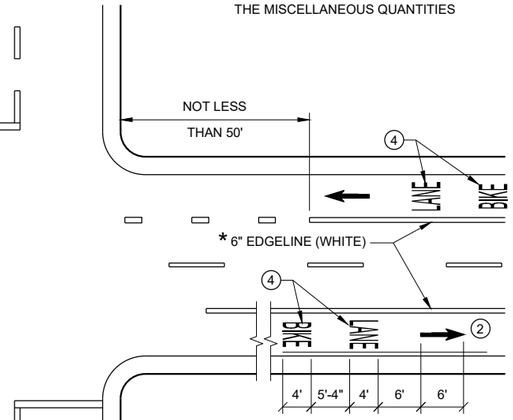
FHWA

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SDD 15C20 - 02

SDD 15C20 - 02





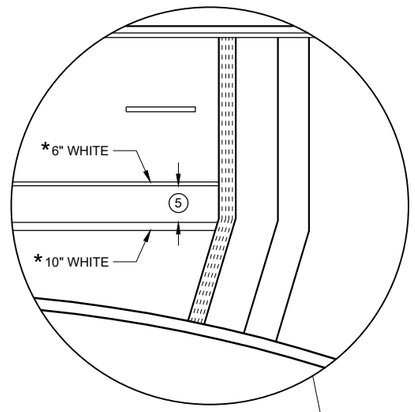
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

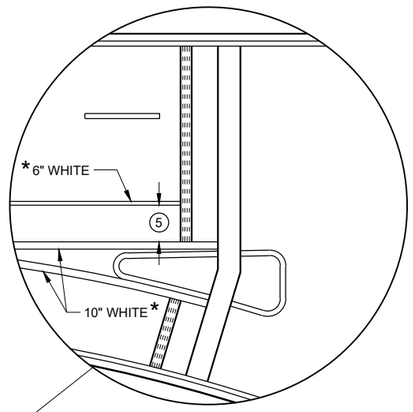
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 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

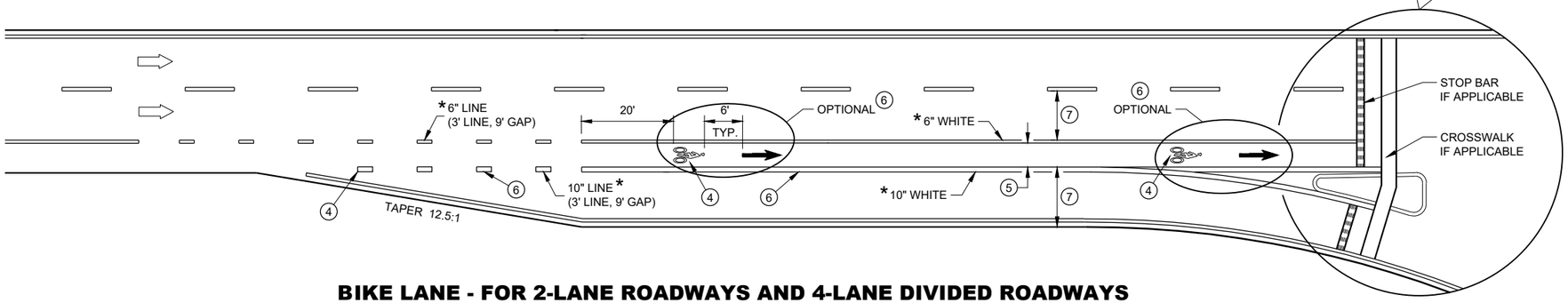
DESIGNATED BIKE LANE - NO PARKING



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
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SDD 15C29-08a

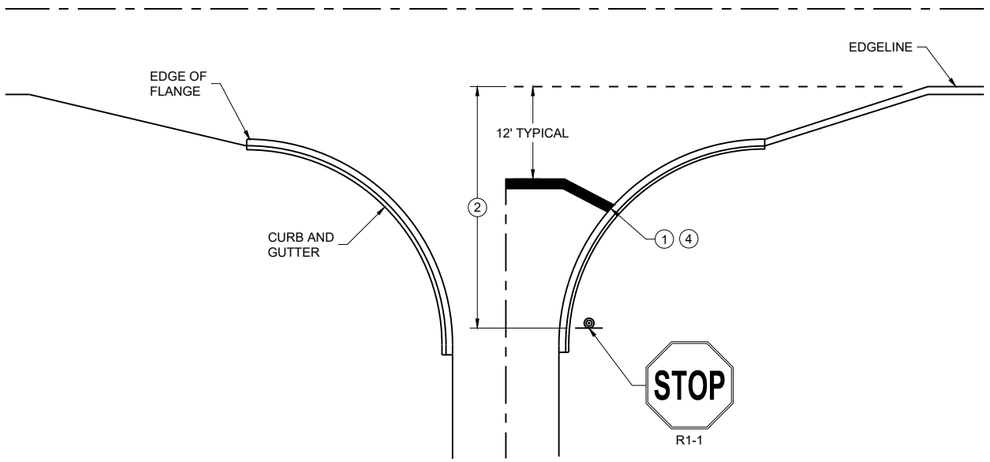
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SDD 15C29-08a

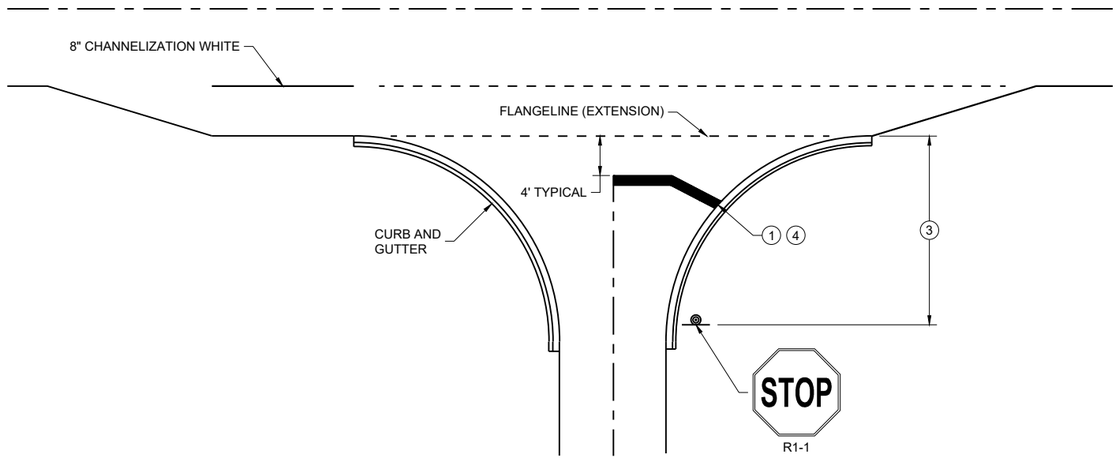
GENERAL NOTES

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

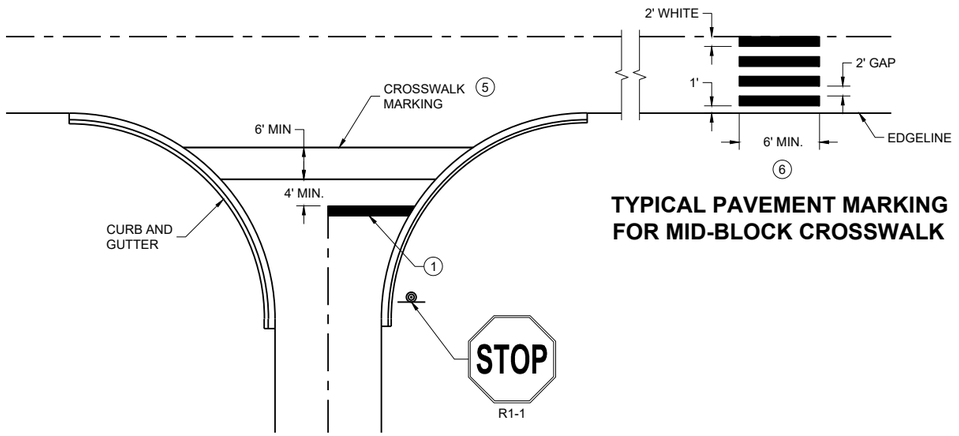
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

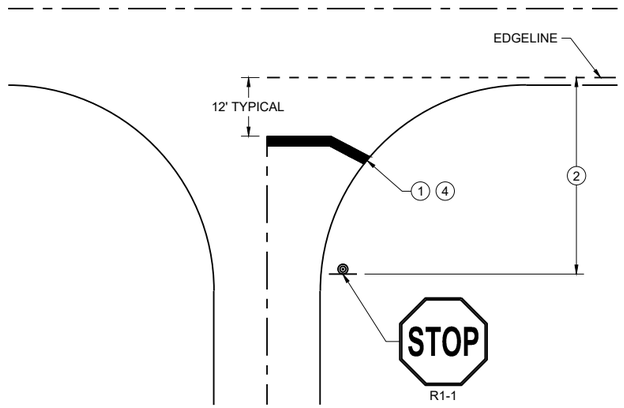


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C33-05

6

SDD 15C33-05

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

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

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

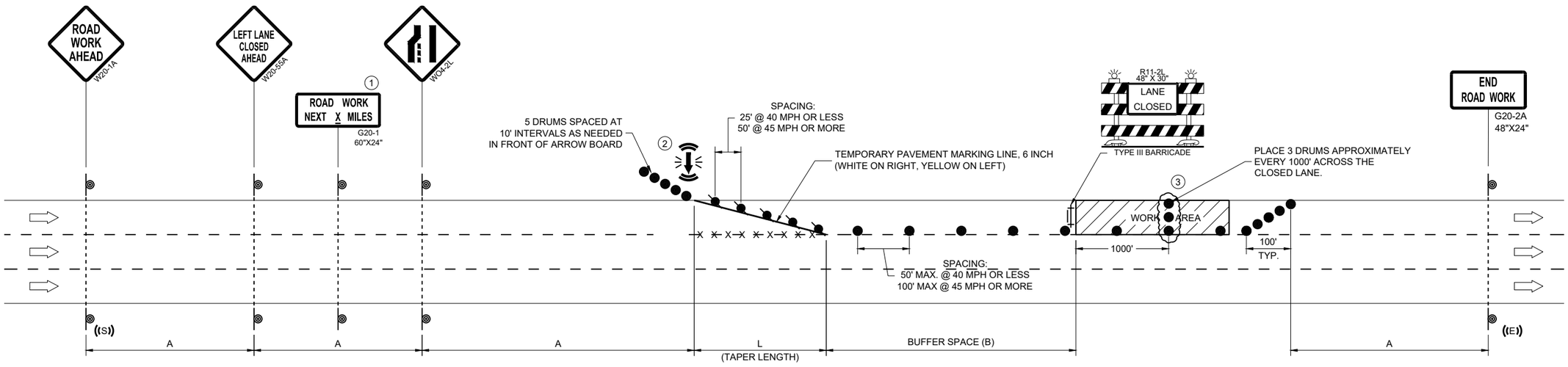
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.

(3) DRUMS 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.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-11a
SDD 15D20-11a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

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

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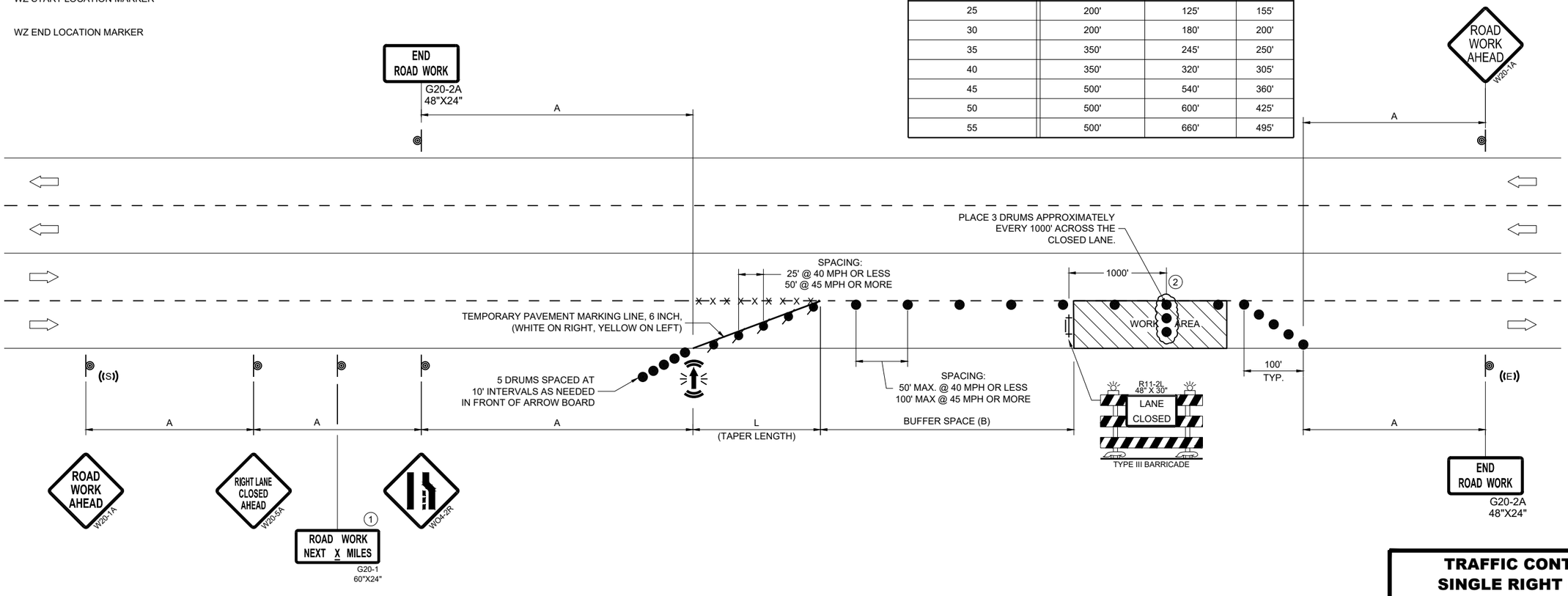
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45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-11b

6

SDD 15D20-11b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
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DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

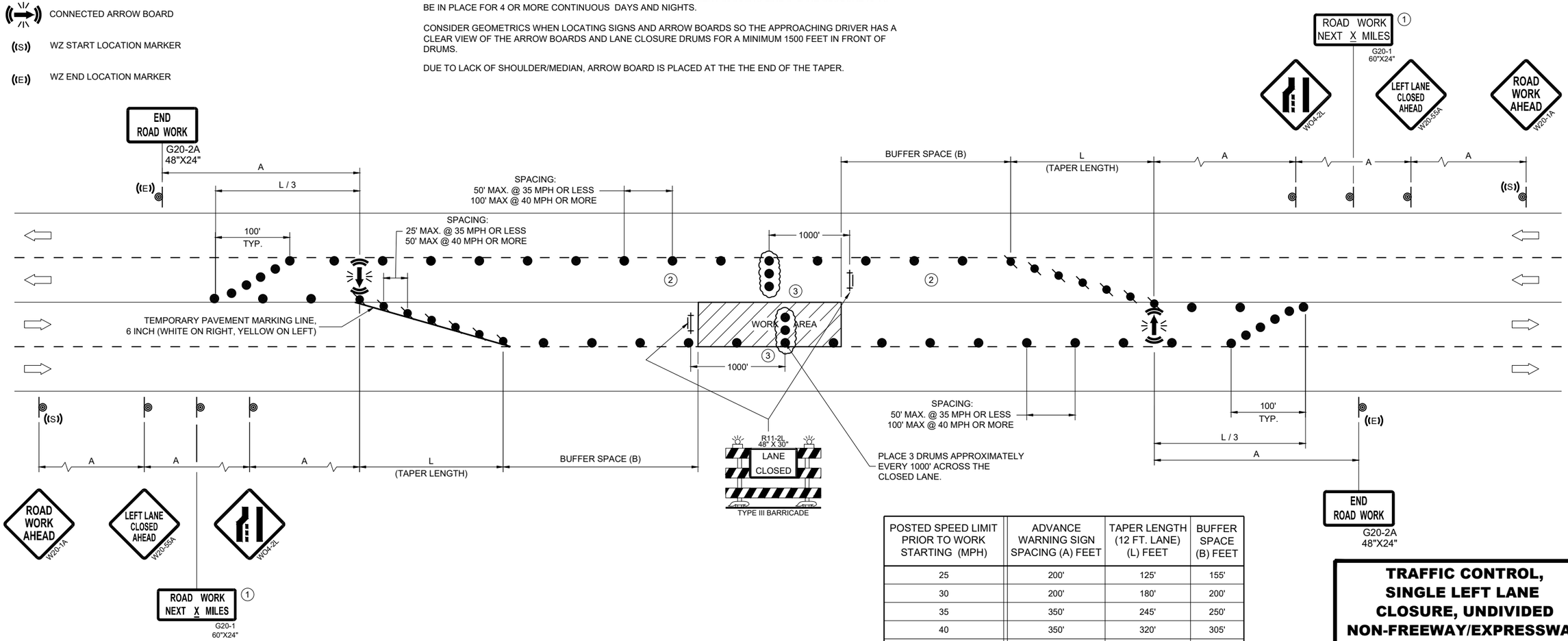
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.

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



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TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

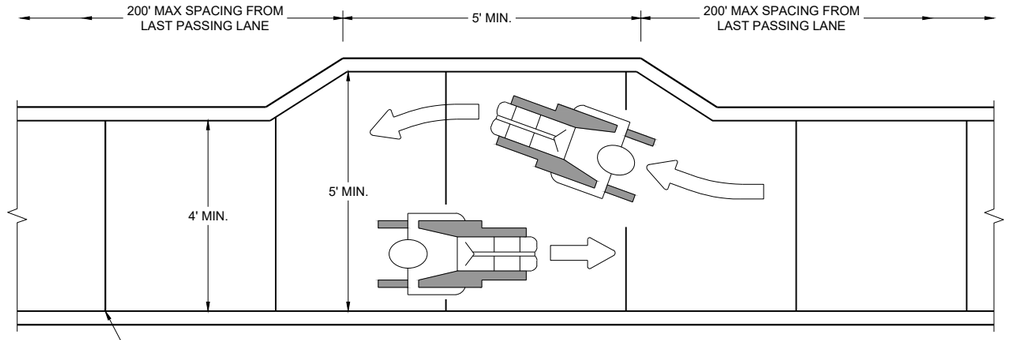
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

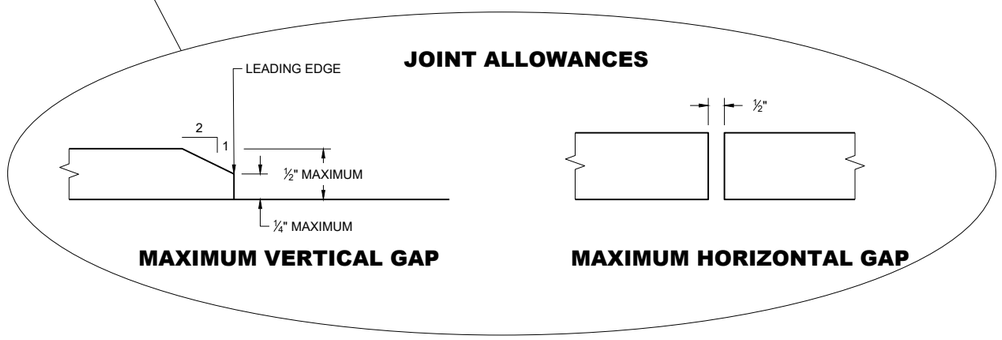
FHWA

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SDD 15D20-11c
SDD 15D20-11c



NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

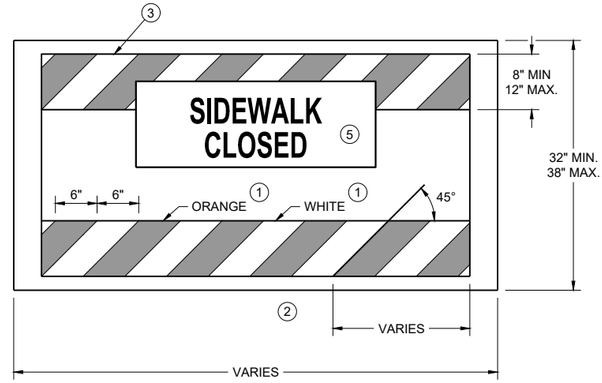
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

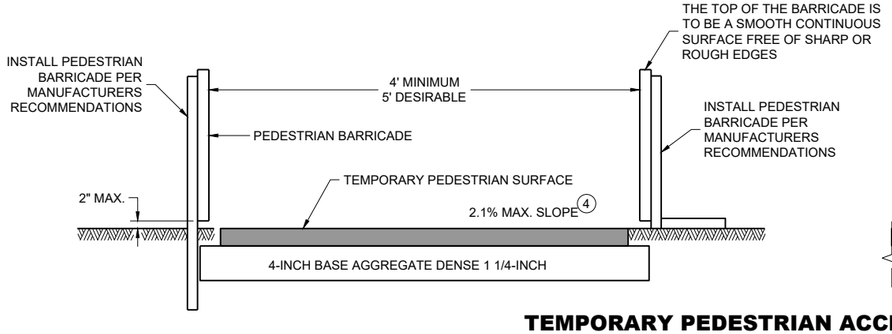
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

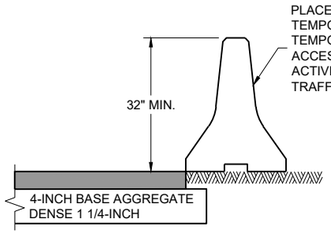
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

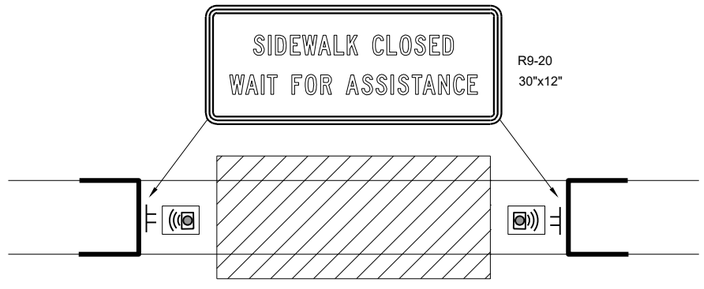


TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS





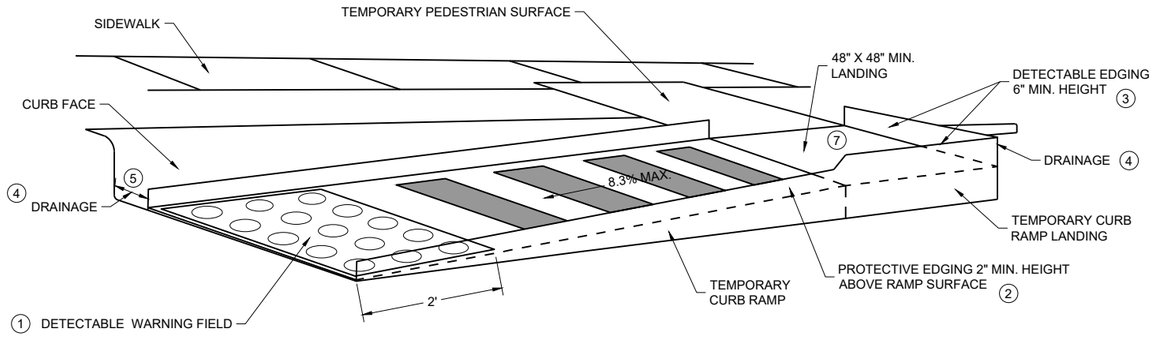
TEMPORARY PEDESTRIAN FLAGGING

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW

GENERAL NOTES

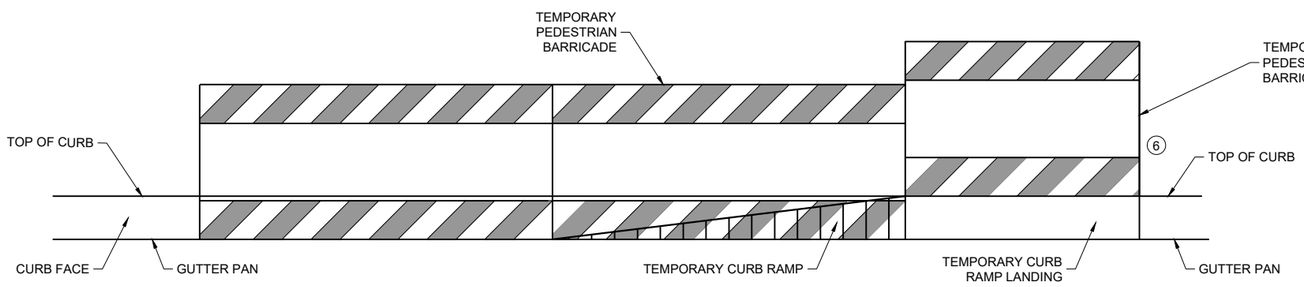
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

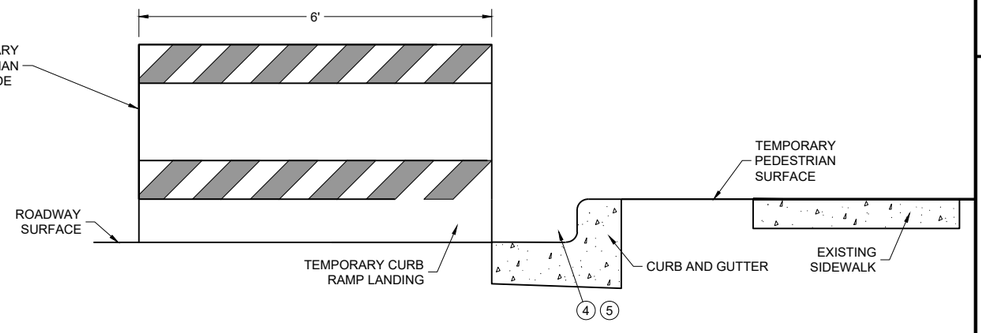
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



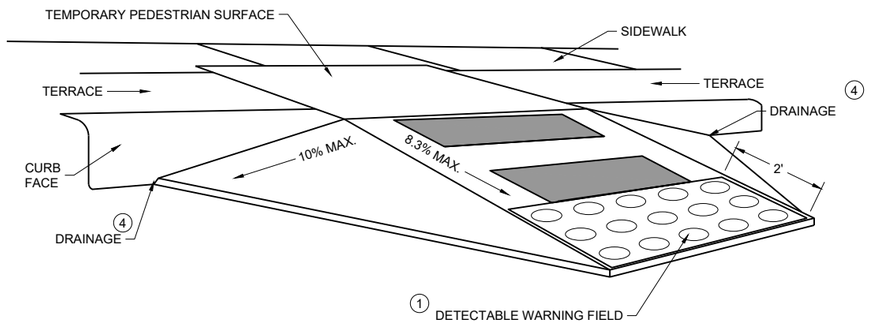
SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

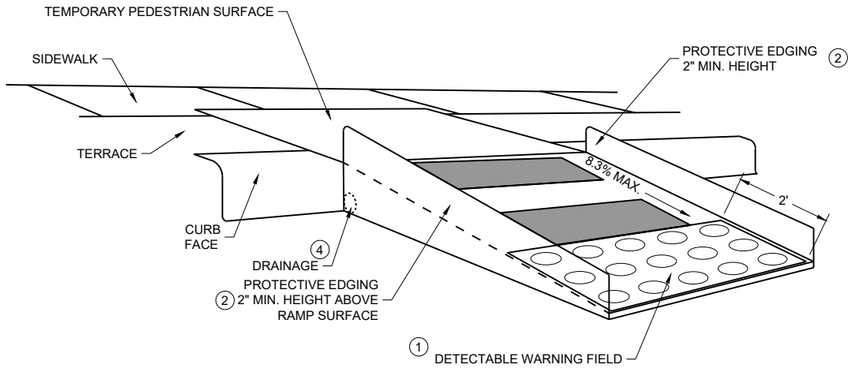
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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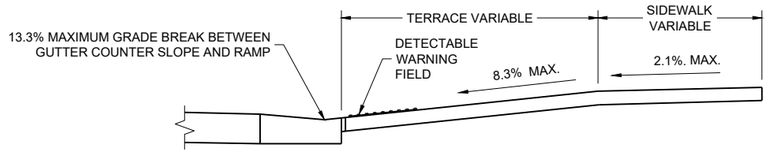
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(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

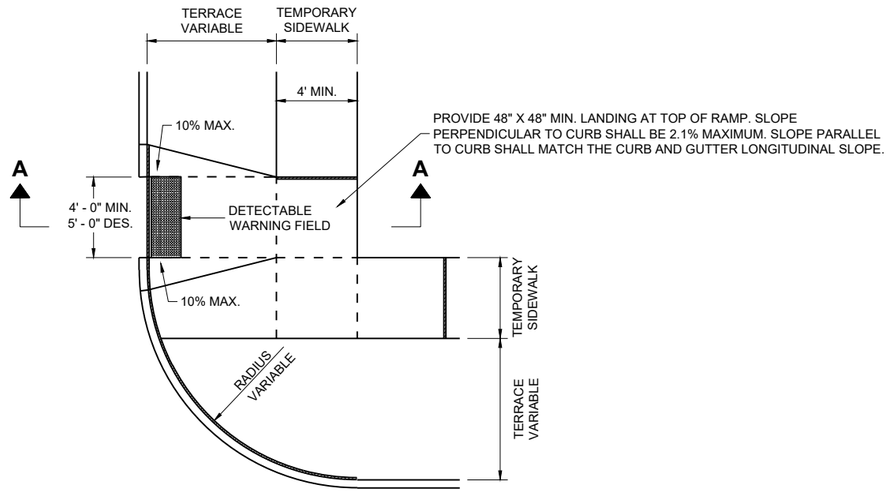
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



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

6

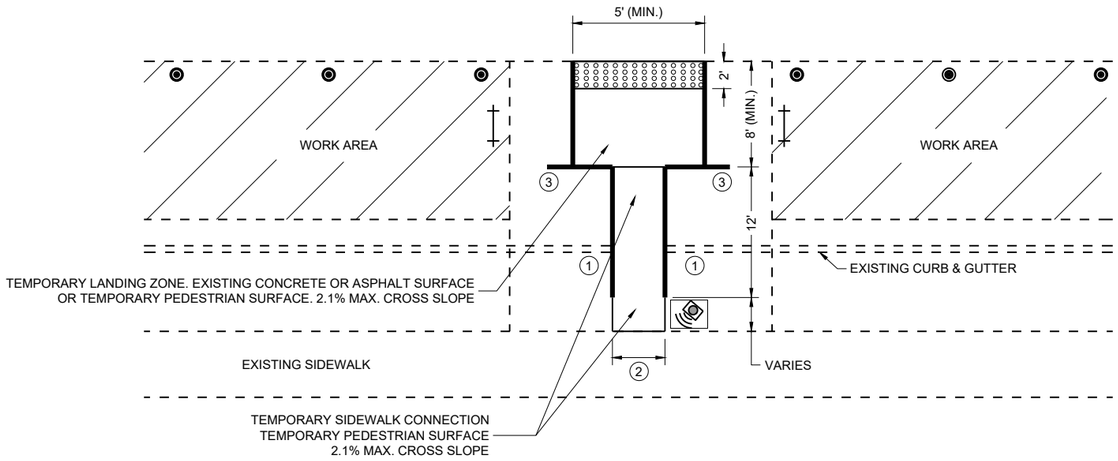
SDD 15D30-12d

6

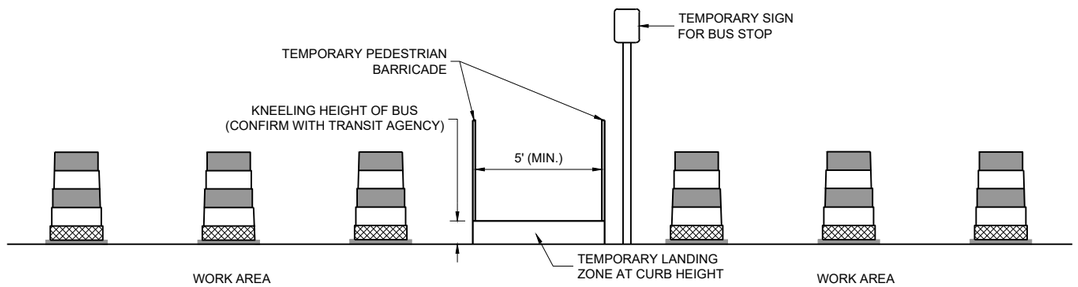
SDD 15D30-12d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW



PROFILE VIEW TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

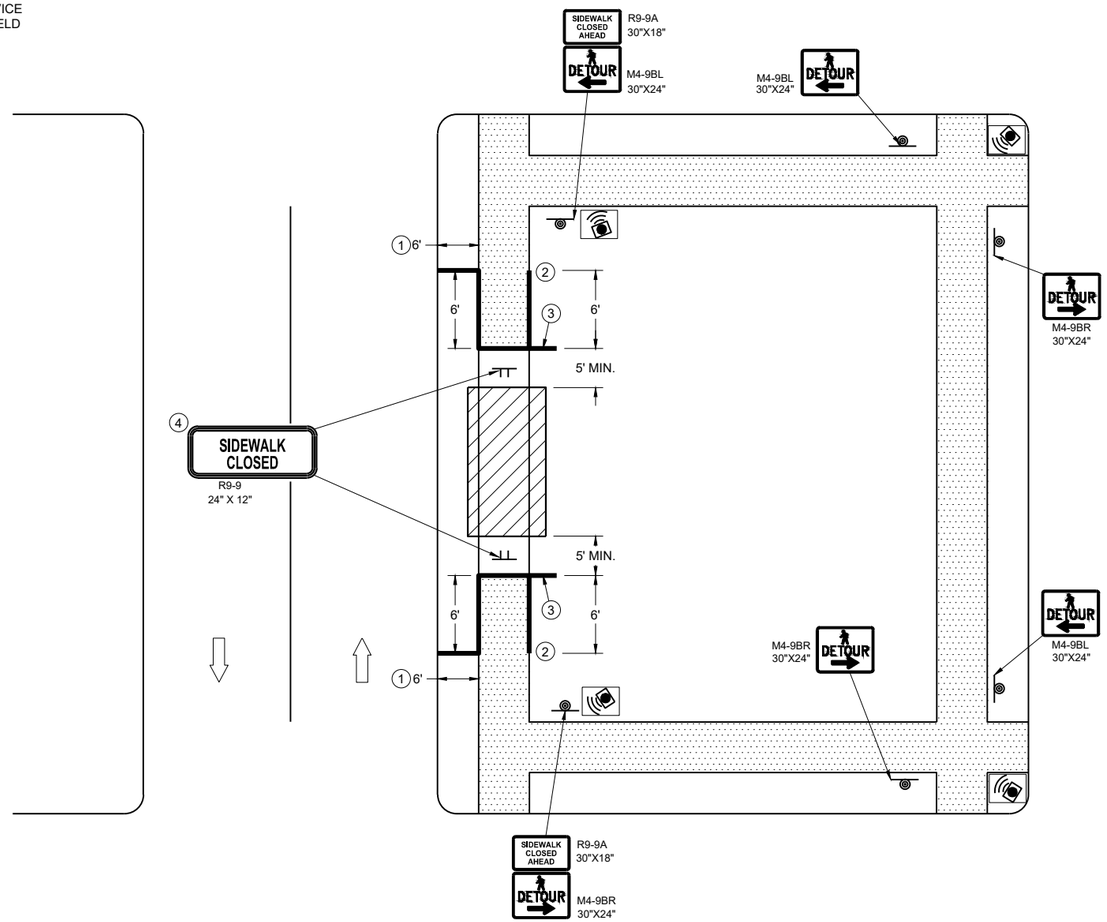
SDD 15D30-12e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

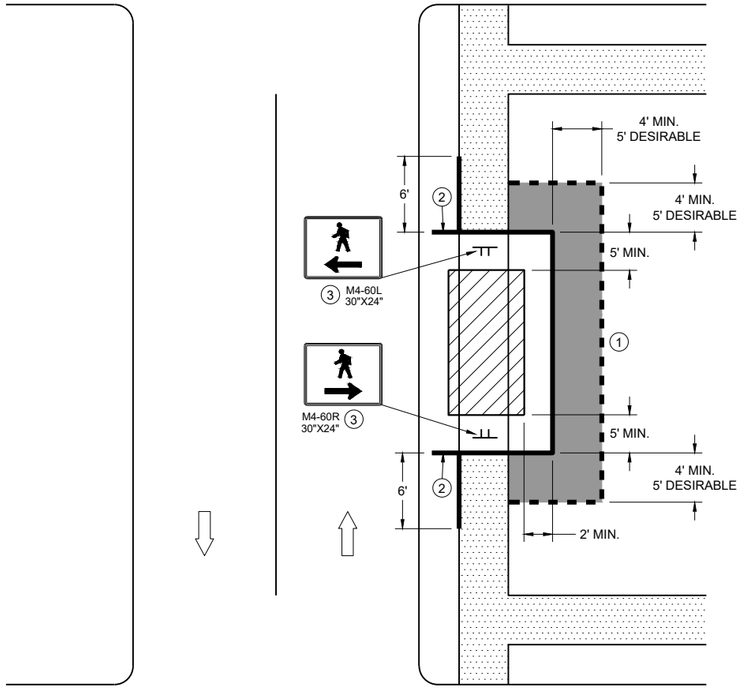
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

SDD 15D30-12g

6

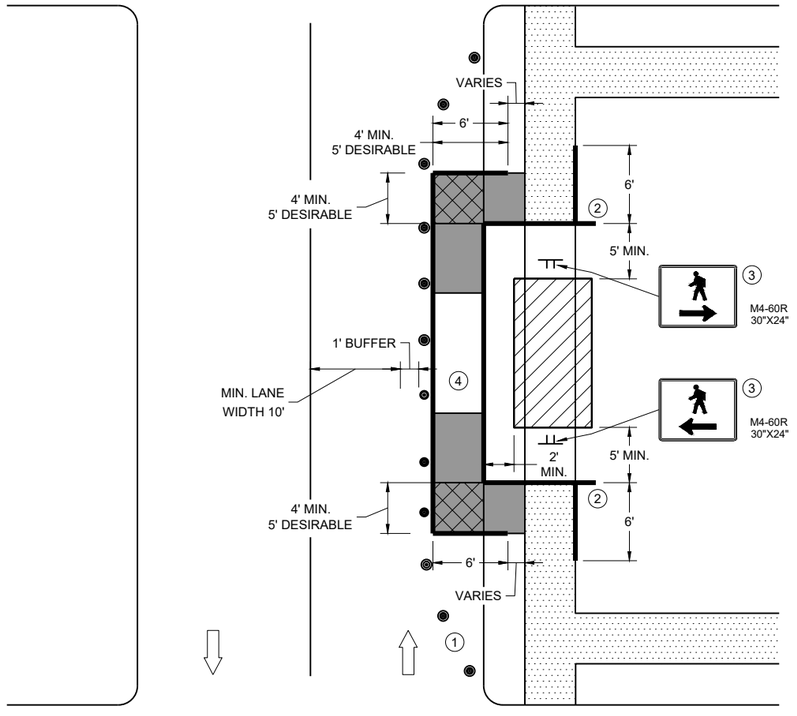
SDD 15D30-12g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK BYPASS, SINGLE SIDE

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

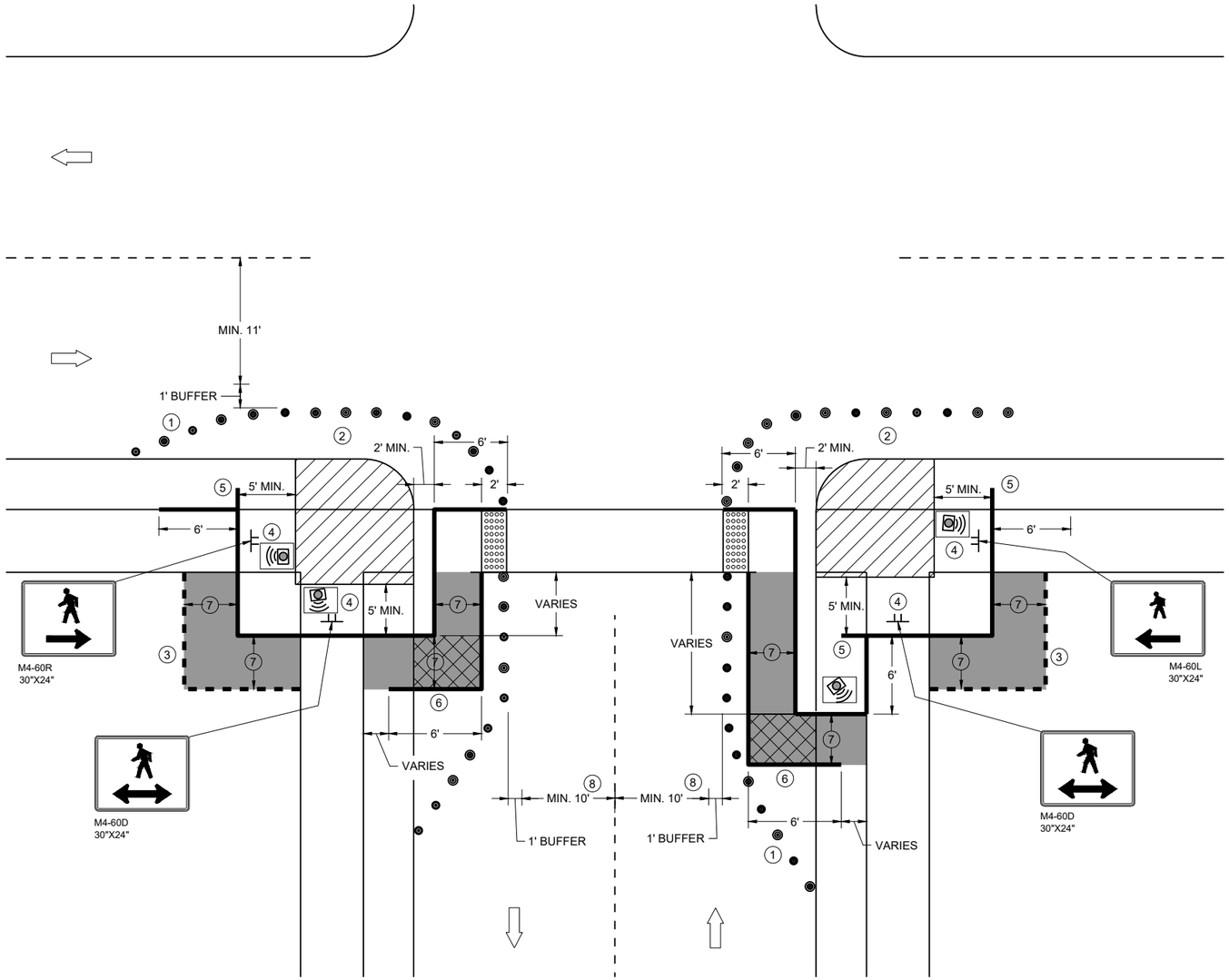
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

6

SDD 15D30-12h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

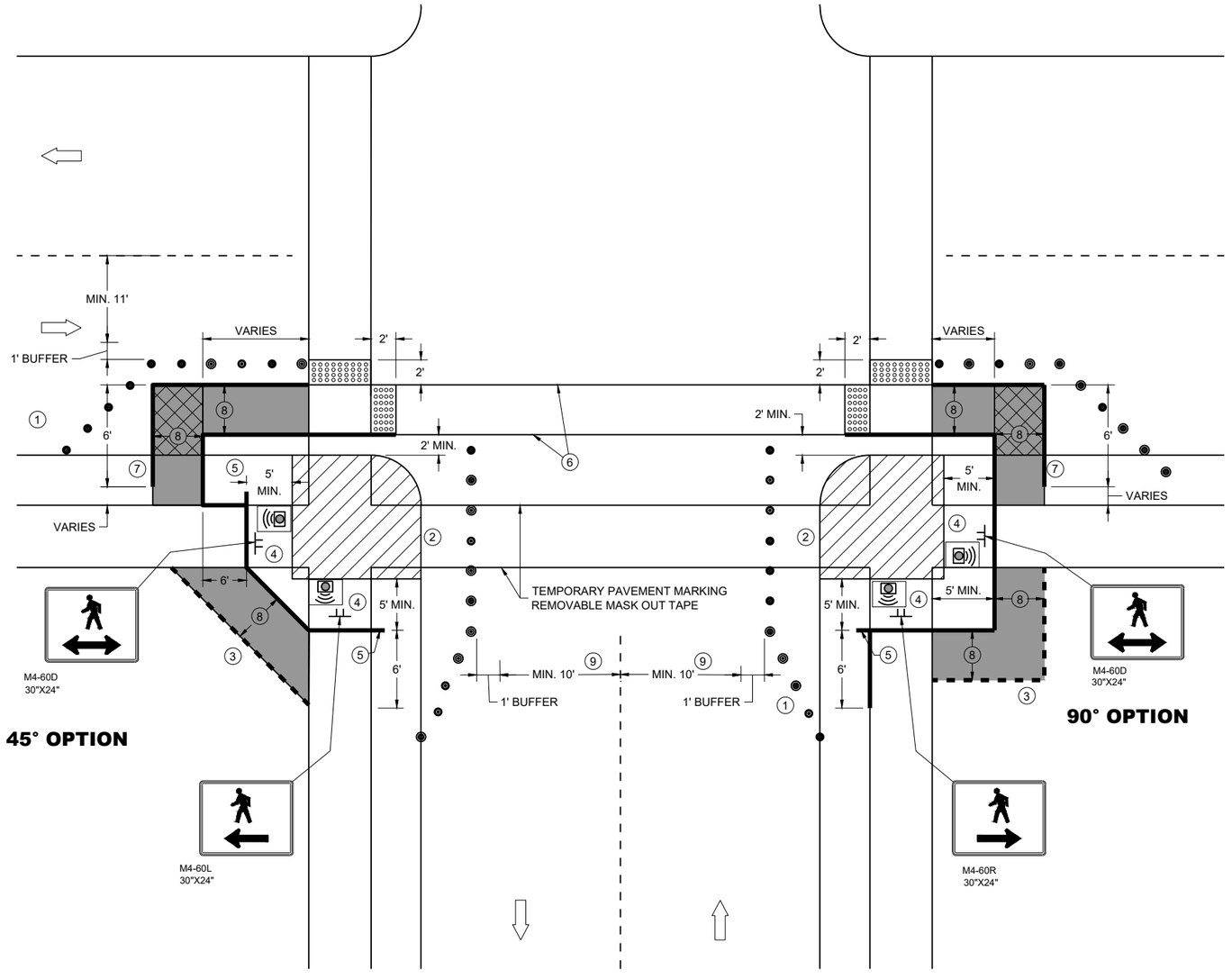
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

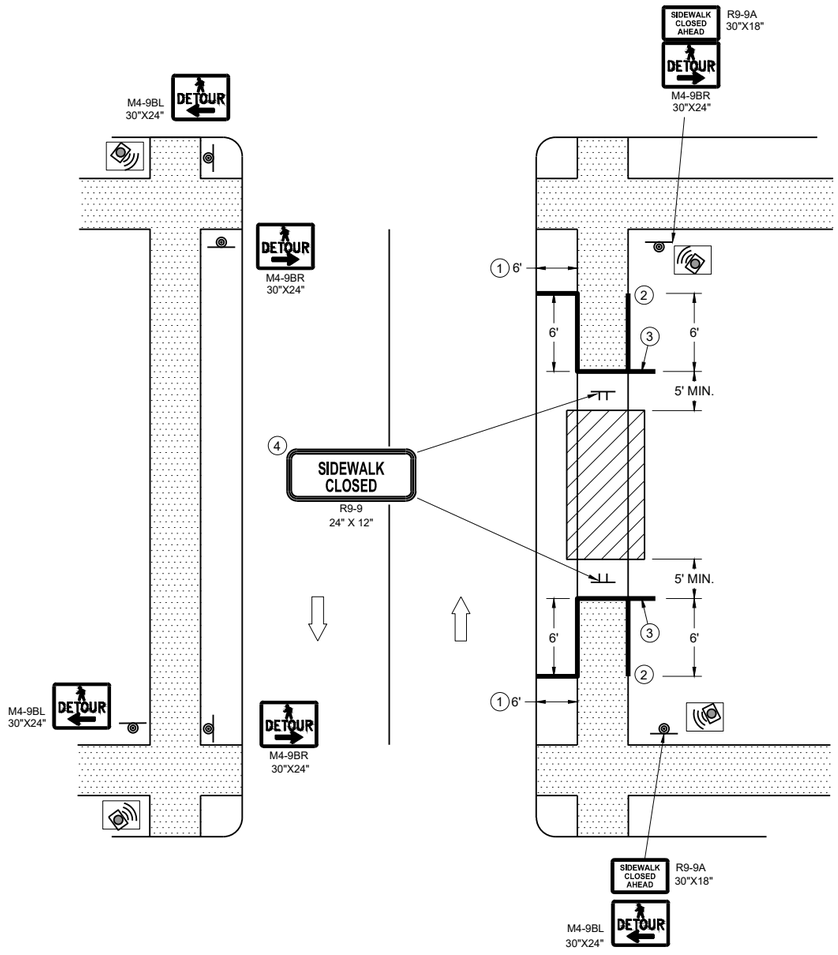
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30-12j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

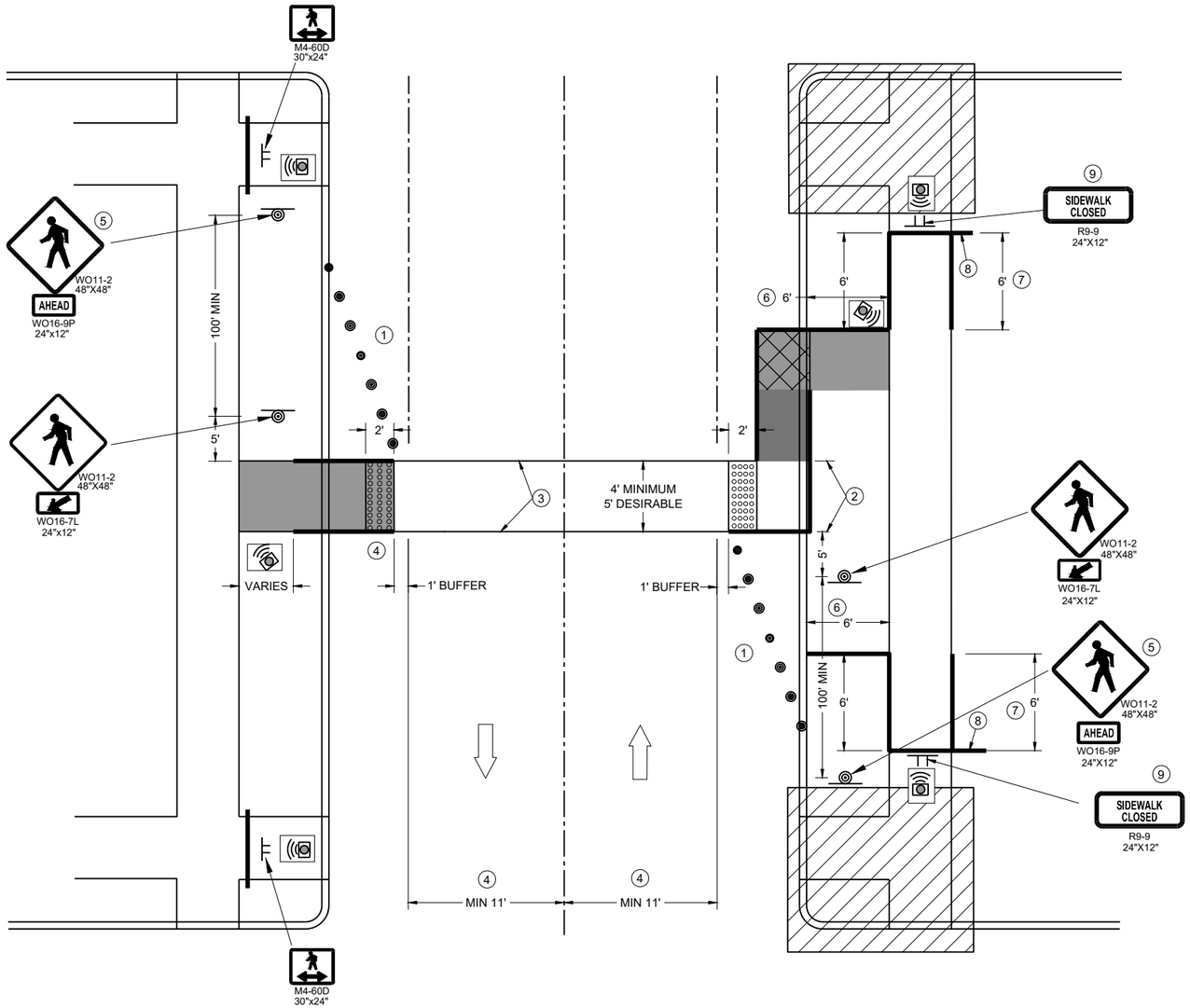
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D30-12I

LEGEND

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	155
30	200	75	83	90	98	105	200
35	350	102	112	123	133	143	250
40	350	133	147	160	173	187	305
45	500	225	248	270	293	315	360

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

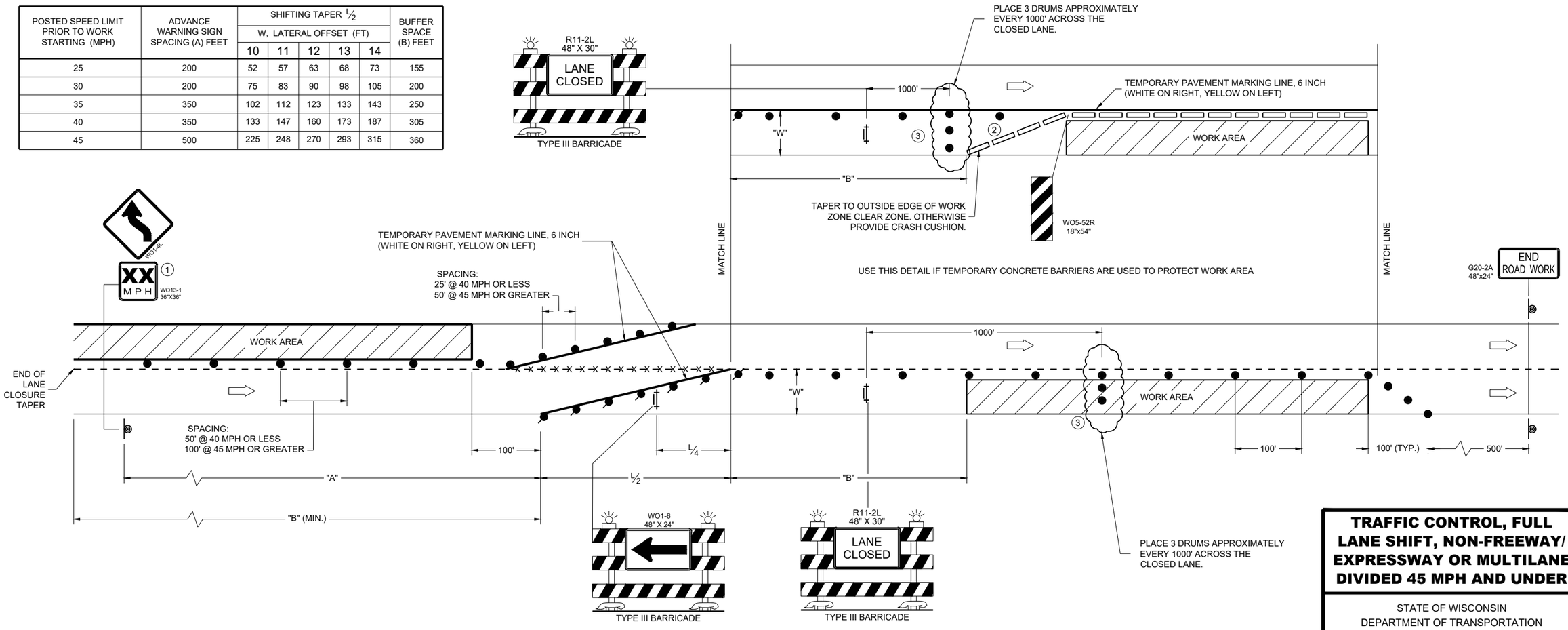
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER

SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

(3) DRUMS 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.



TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-07a

LEGEND

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

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

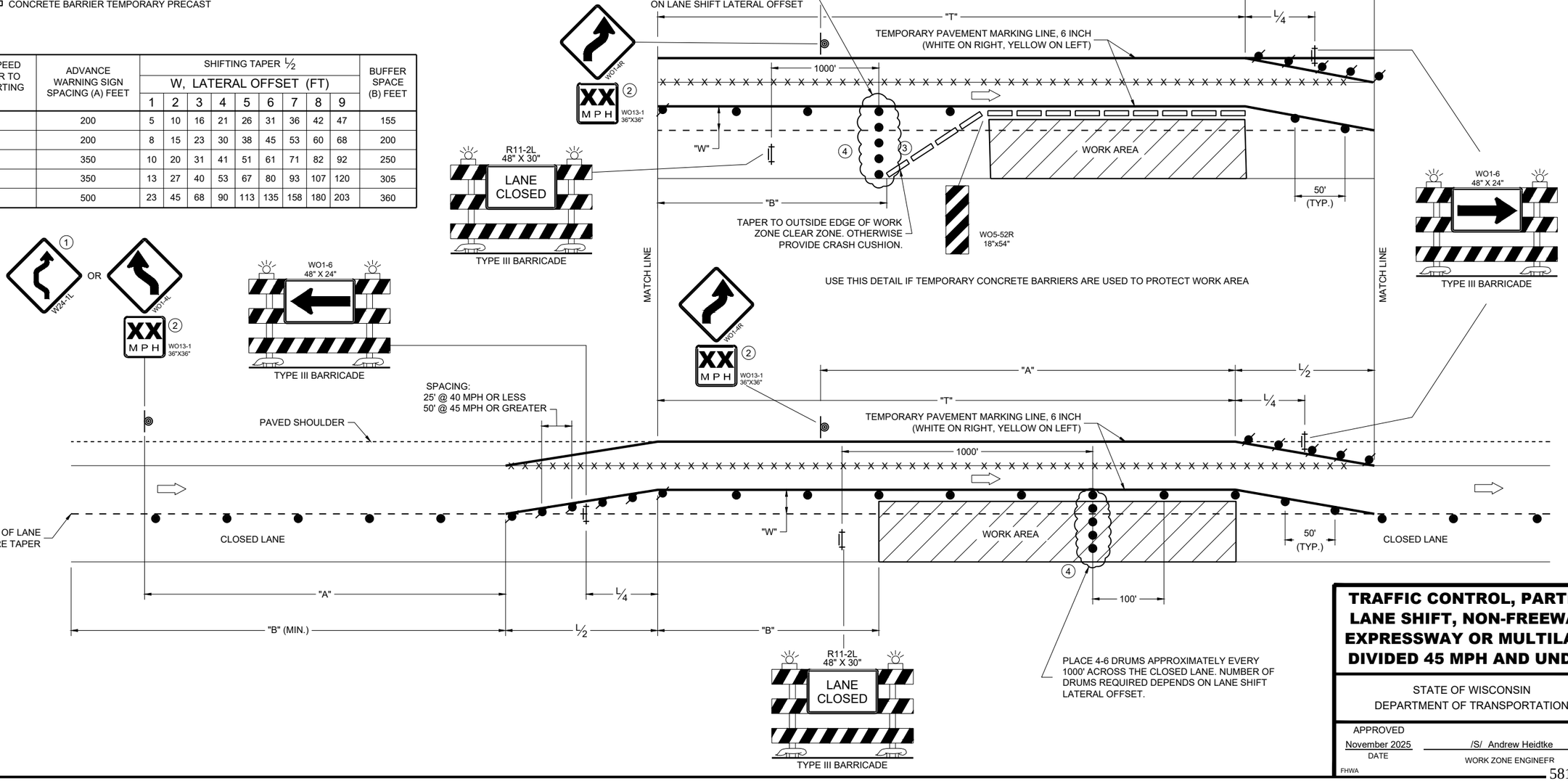
(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

(4) DRUMS 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.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER 1/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	155
30	200	8	15	23	30	38	45	53	60	68	200
35	350	10	20	31	41	51	61	71	82	92	250
40	350	13	27	40	53	67	80	93	107	120	305
45	500	23	45	68	90	113	135	158	180	203	360



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-07c

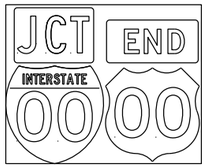
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SDD 15D40-07c

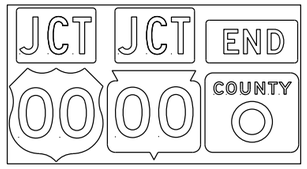
TYPICAL ASSEMBLIES



J1-1



J1-2



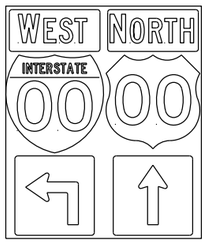
J1-3



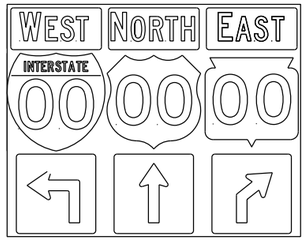
JR1-1



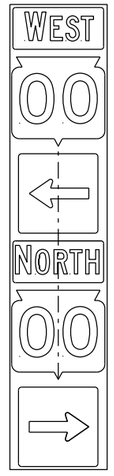
J2-1



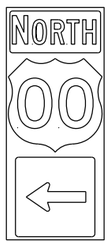
J2-2



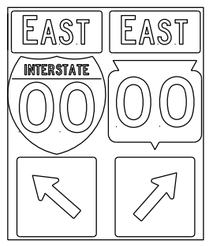
J2-3



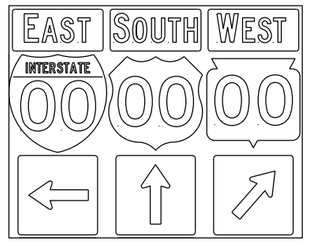
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



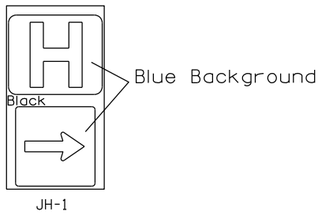
J3-1



J3-2



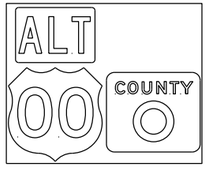
J3-3



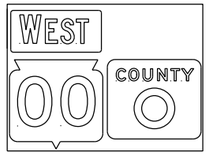
JH-1



J4-1



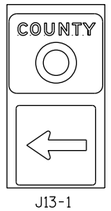
J4-2



J4-2



J12-1



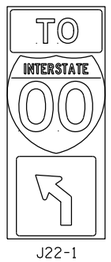
J13-1



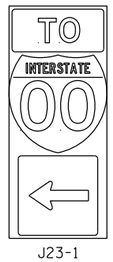
J32-1



J33-1



J22-1



J23-1



JR13-1



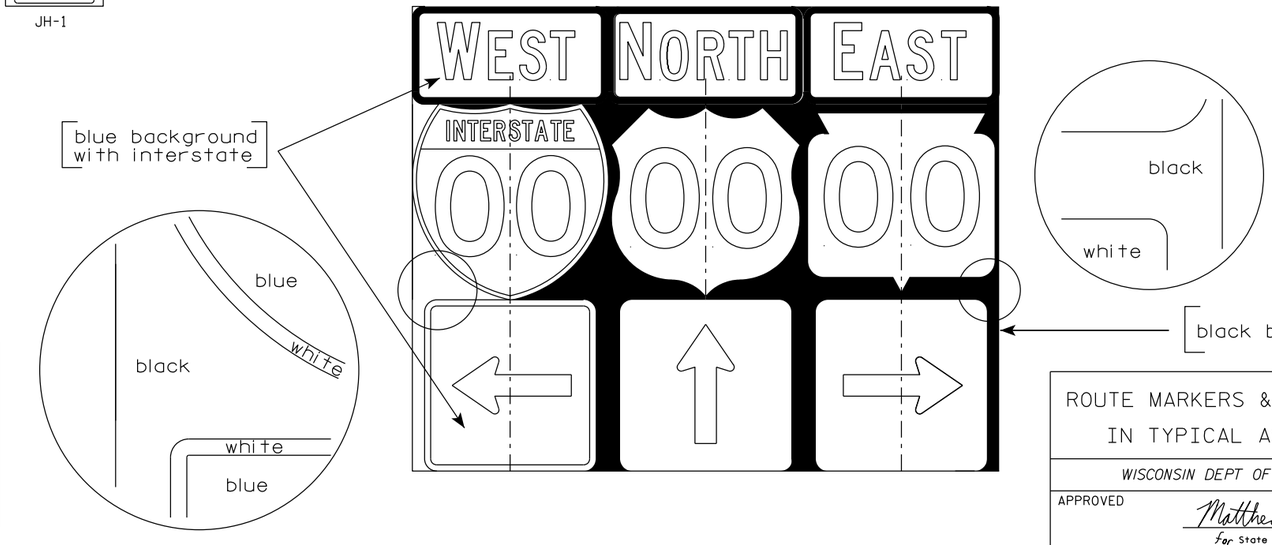
JR23-1



JR99-1

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

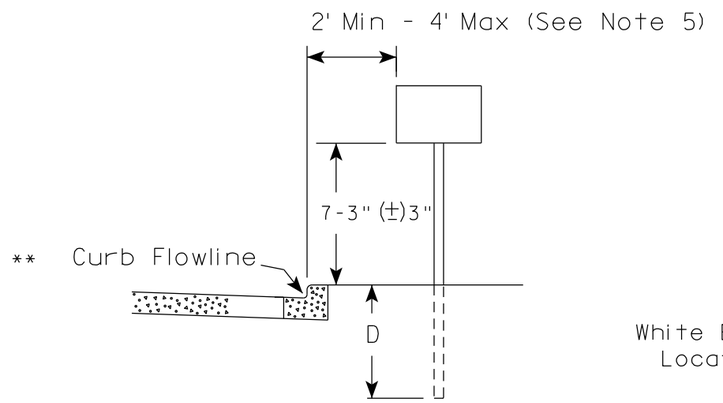
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

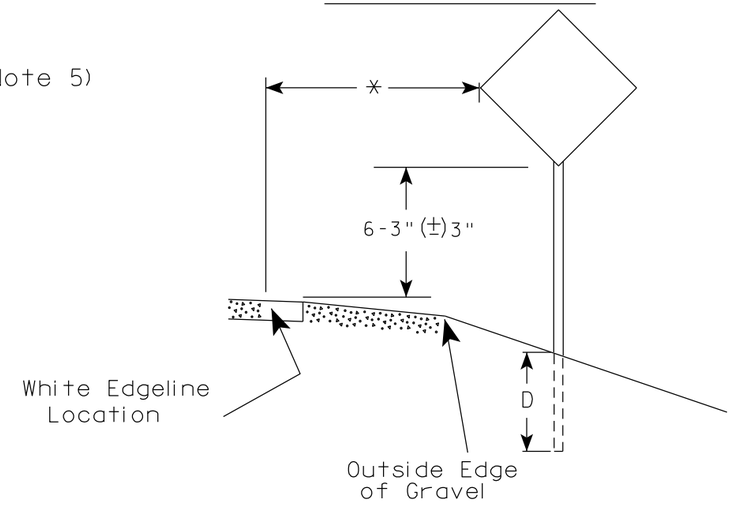
PROJECT NO:

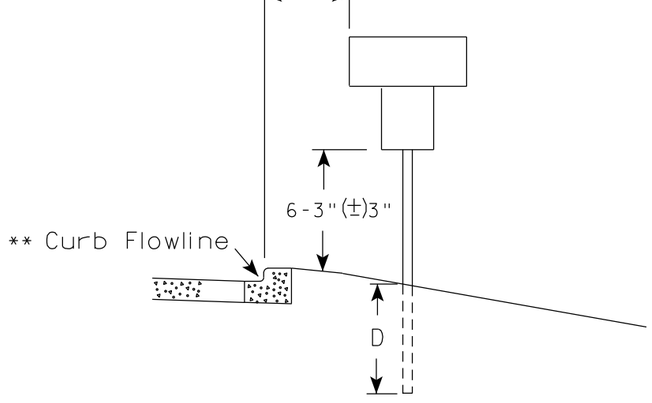
SHEET NO: 582 E

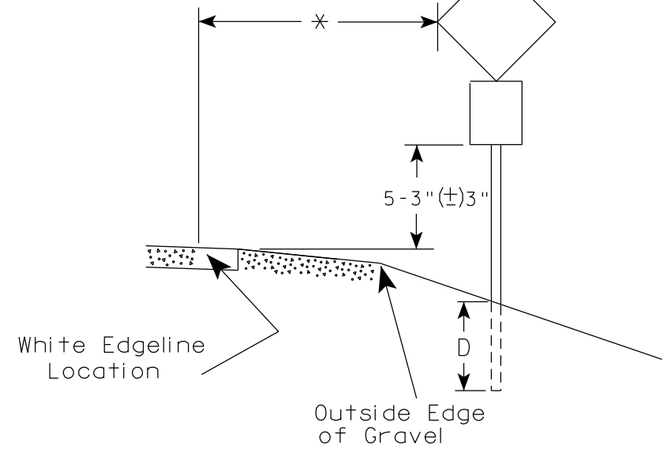
URBAN AREA



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.

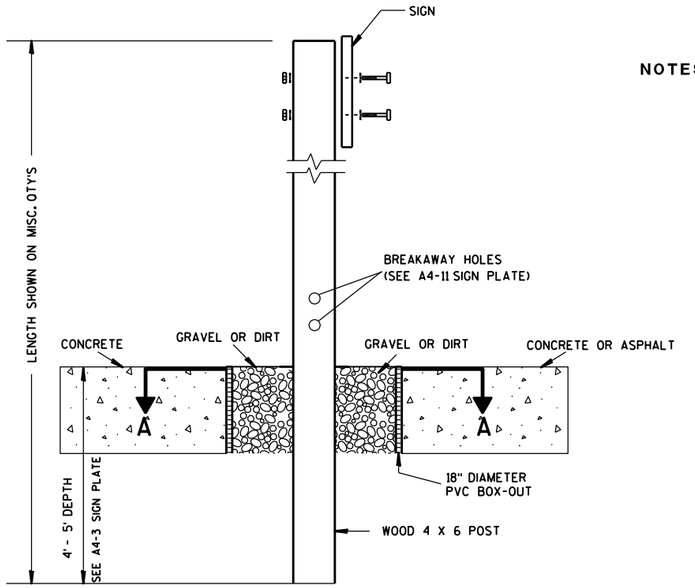
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

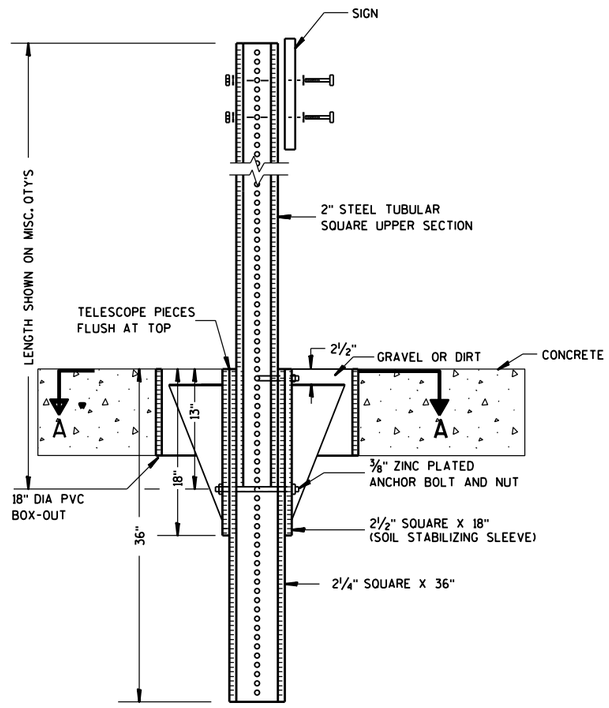
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 583	E



ELEVATION VIEW

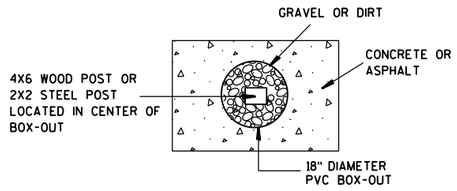
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

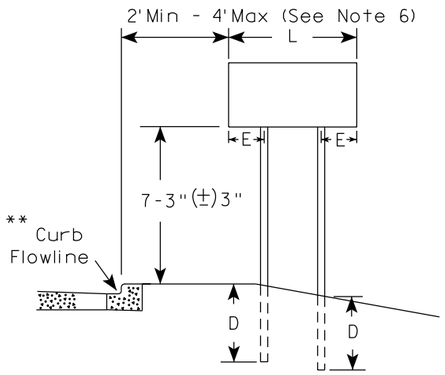
APPROVED Matthew R Rauch
for State Traffic Engineer

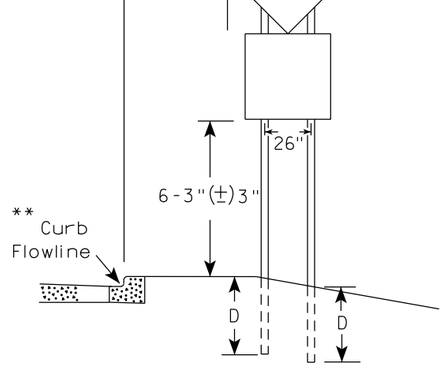
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

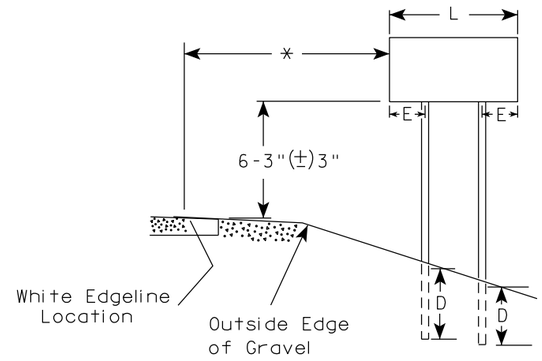
URBAN AREA

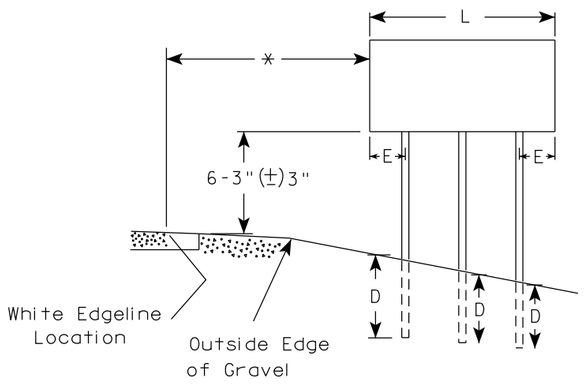


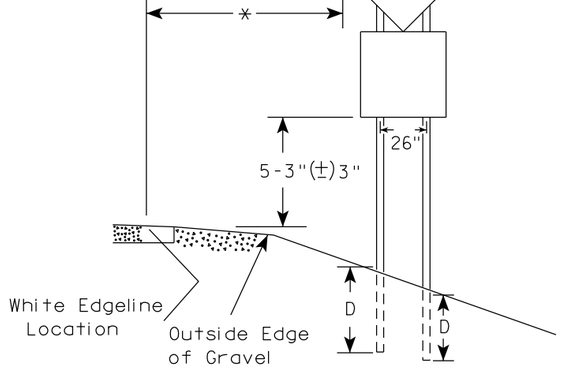


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

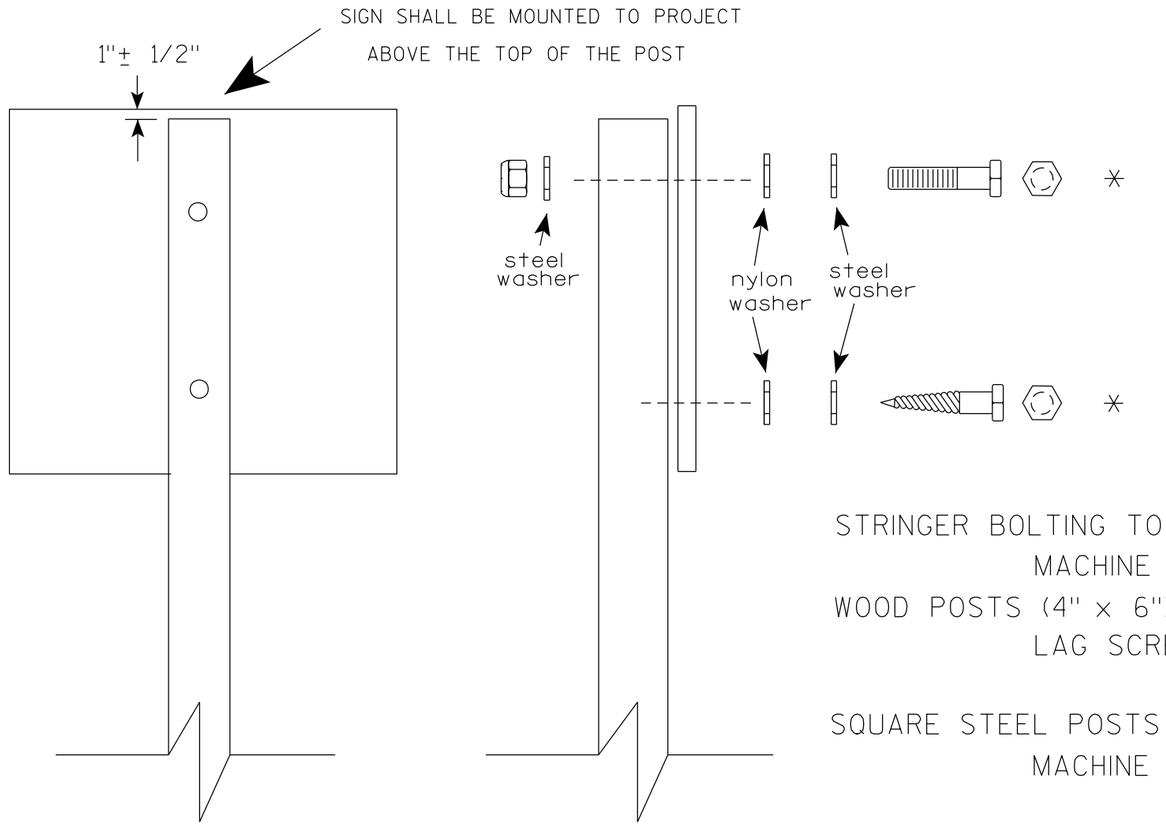
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 585	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

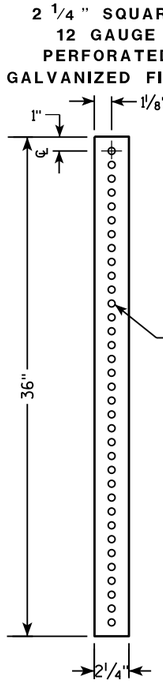
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

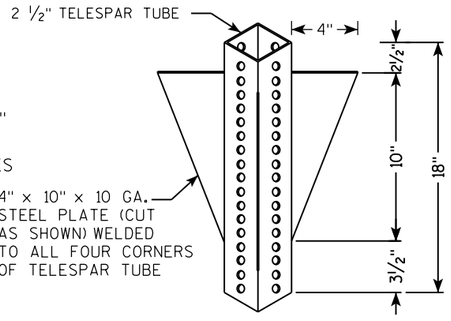
SHEET NO: 586 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

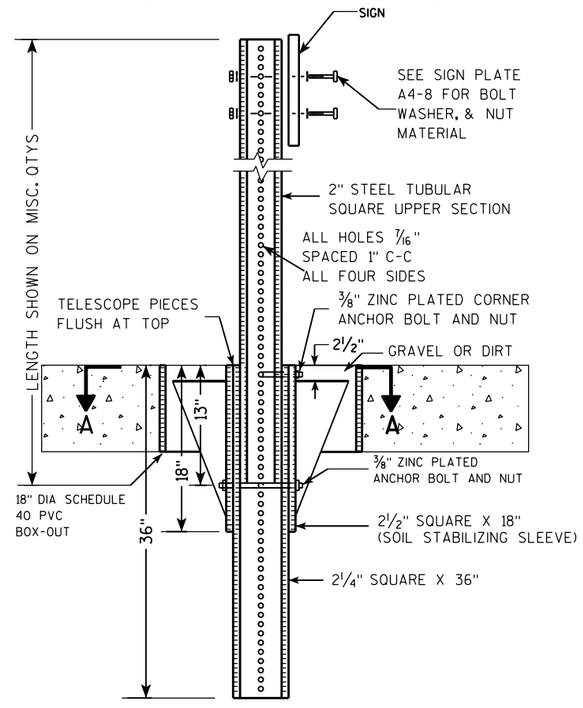
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



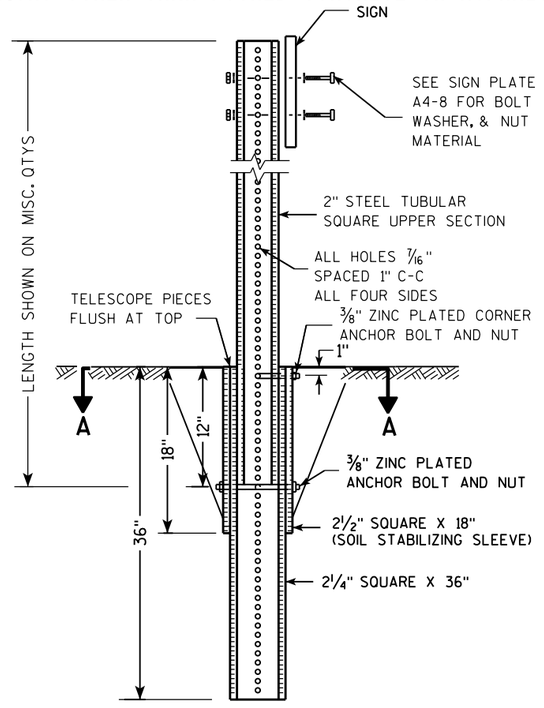
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

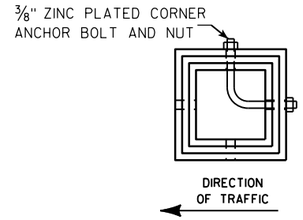


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

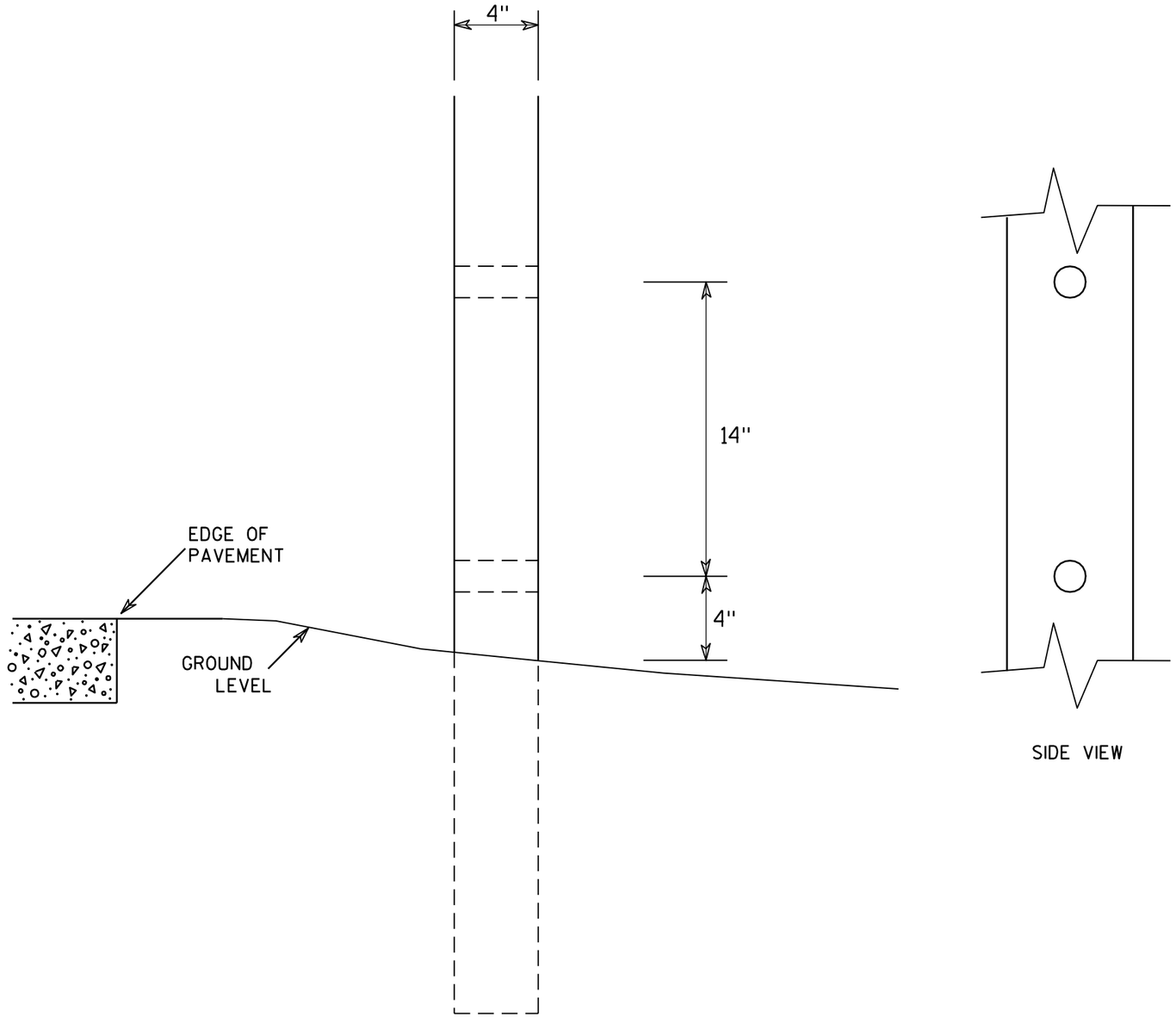
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 587 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.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

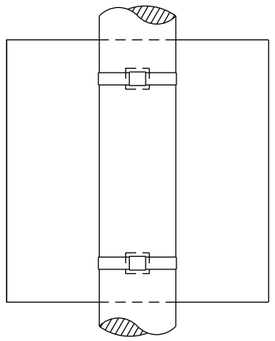
APPROVED Chester J Spang for State Traffic Engineer

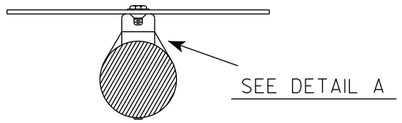
DATE 3/27/97 PLATE NO. A4-11.2

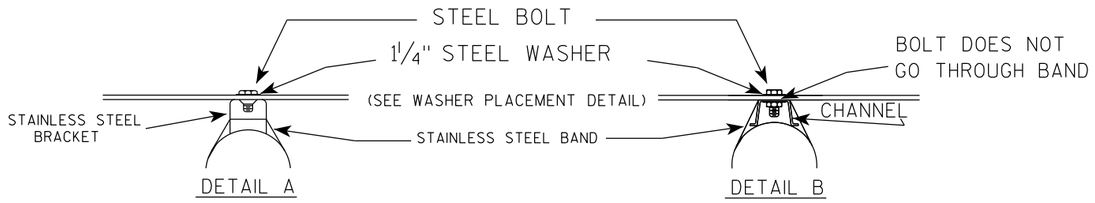
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 588	E

BANDING

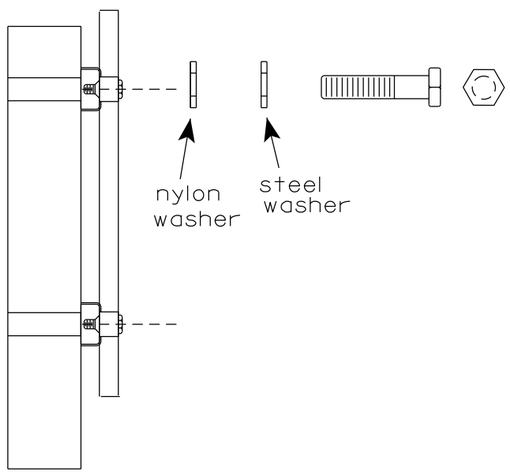
SINGLE SIGN







WASHER PLACEMENT

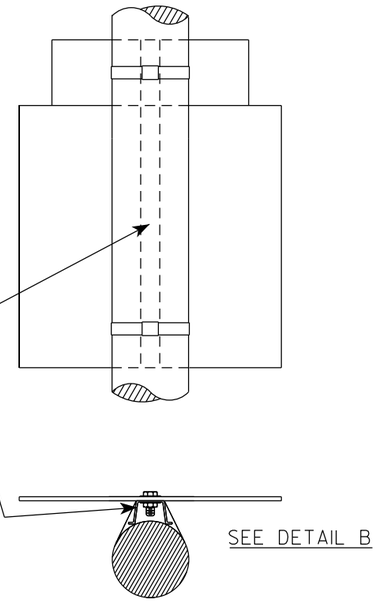


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

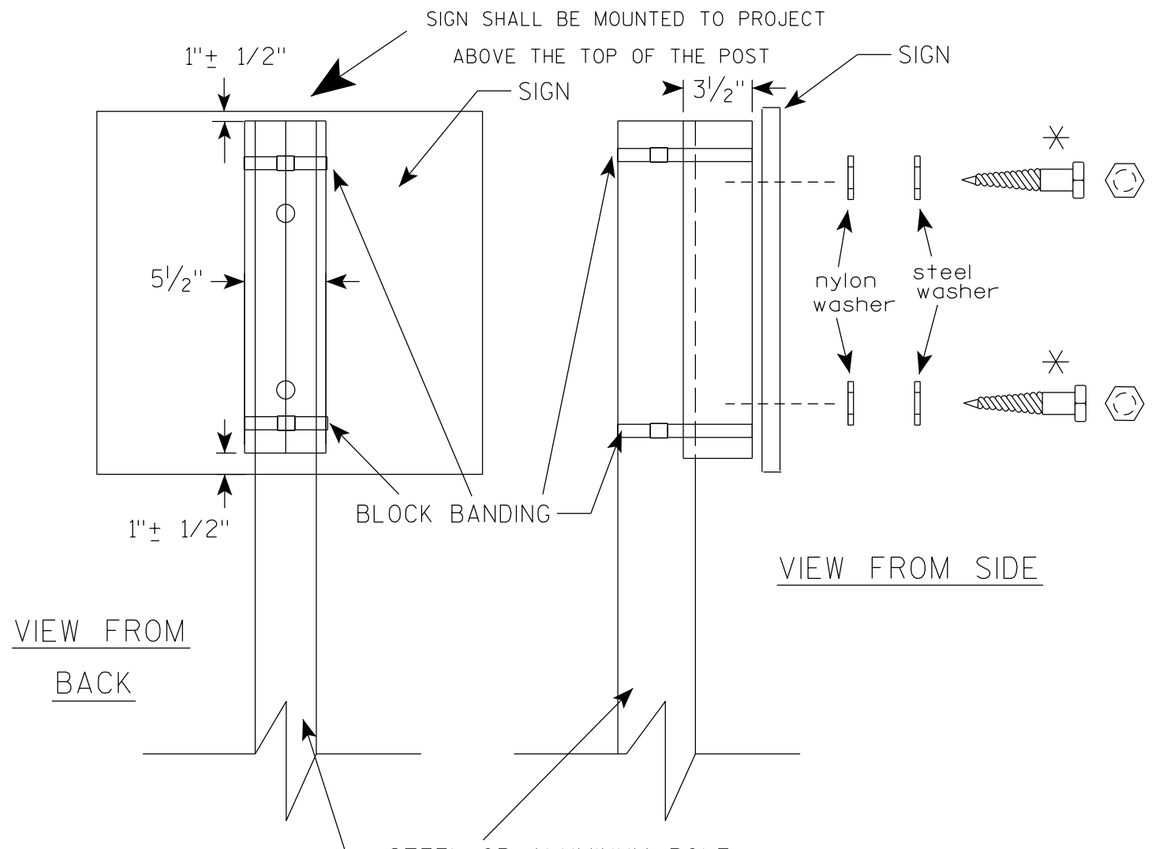
DATE 6/10/19 PLATE NO. A5-9.4

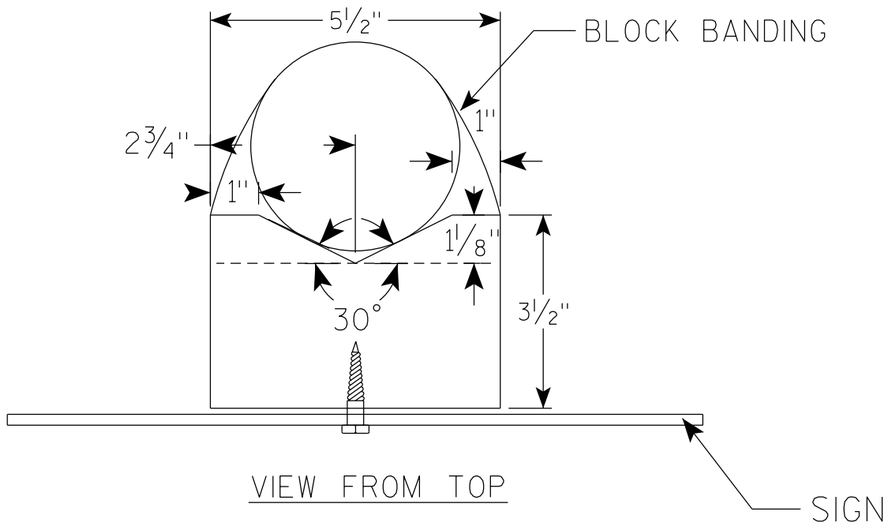
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 589	E

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)

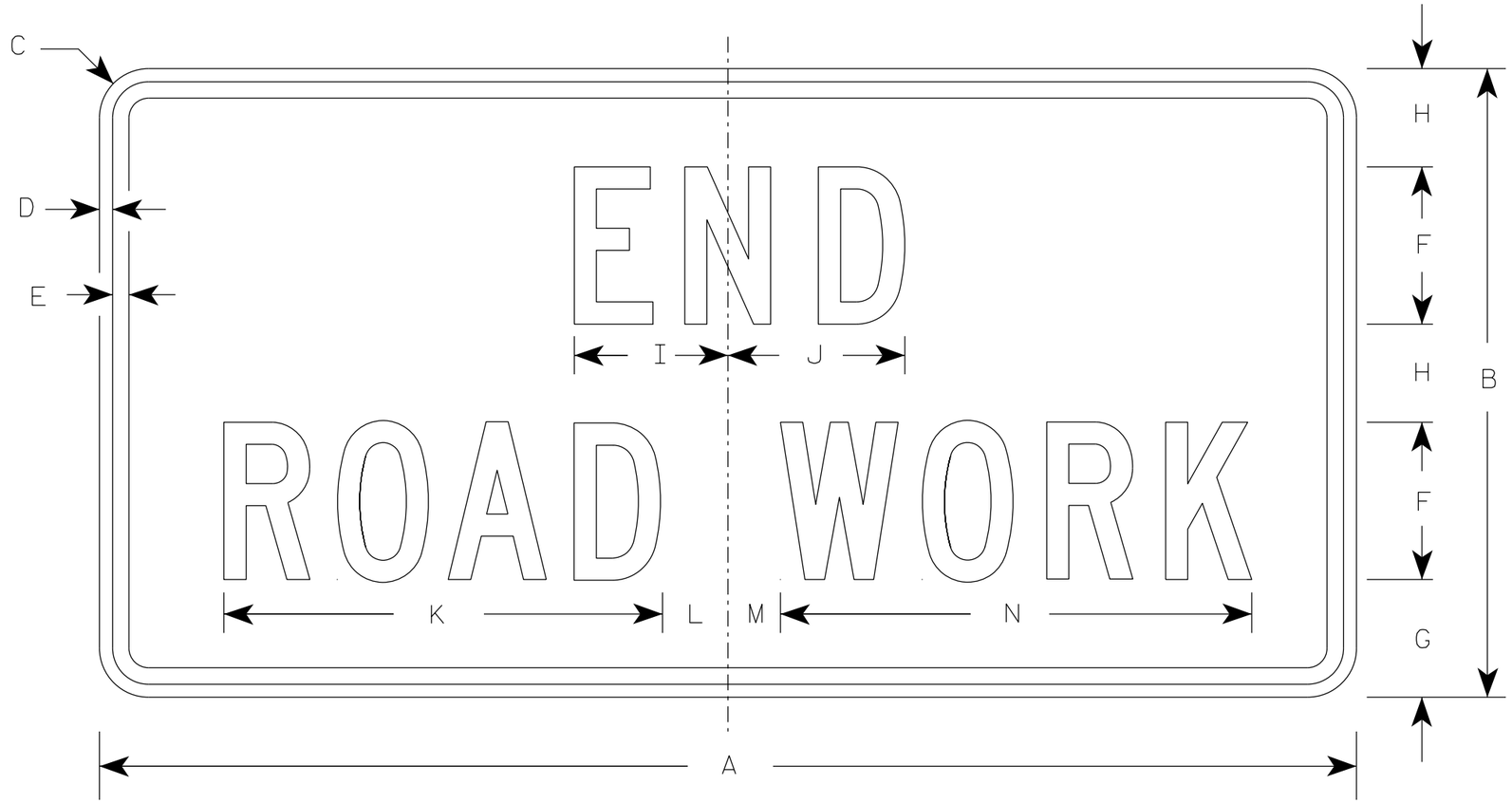
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 590 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

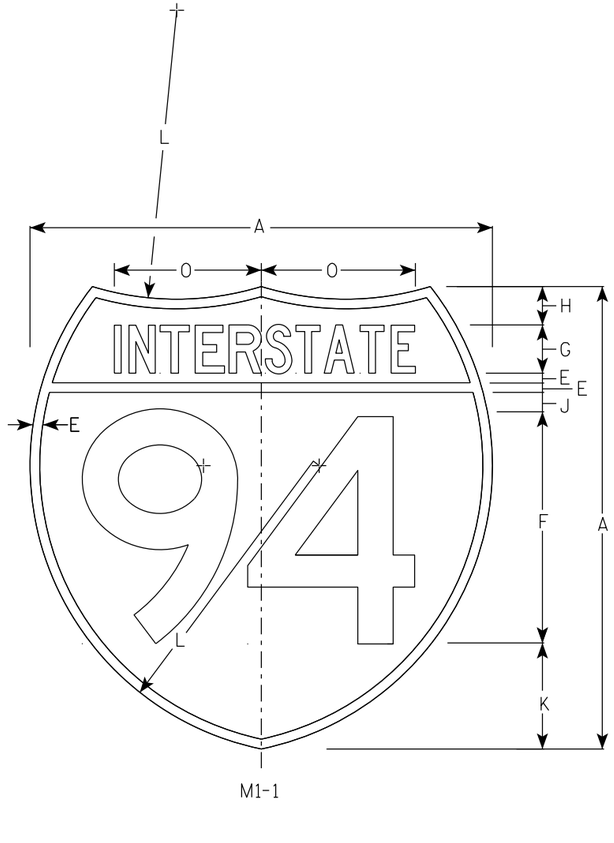
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

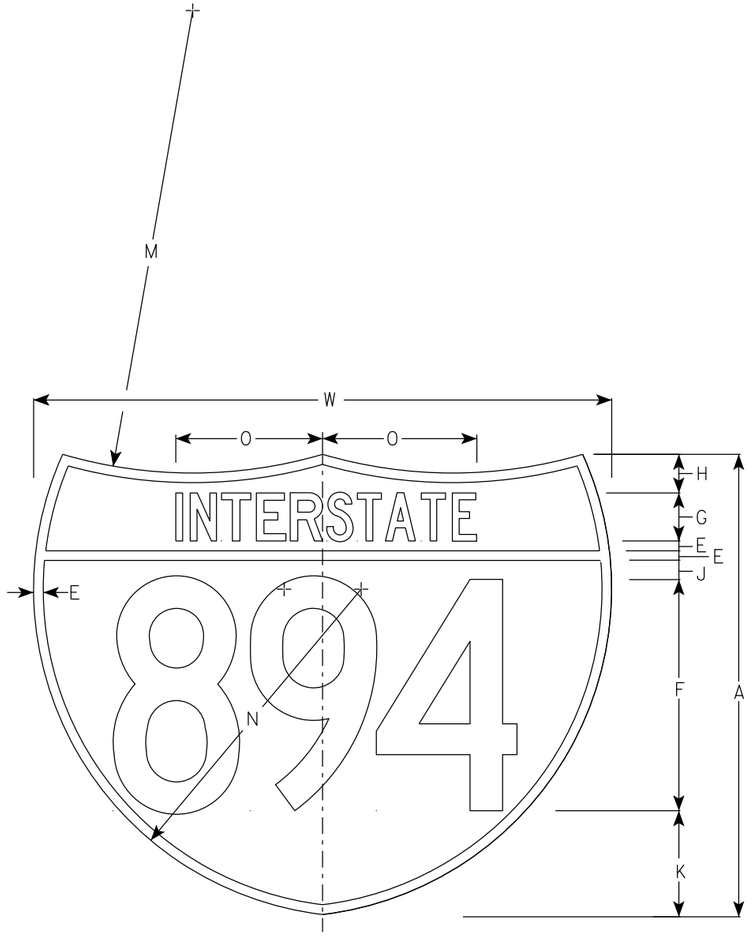
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 591 E

7

7



M1-1



M1-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Top Red - Bottom Blue
   Message - White
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.
1																											
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
2M	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79

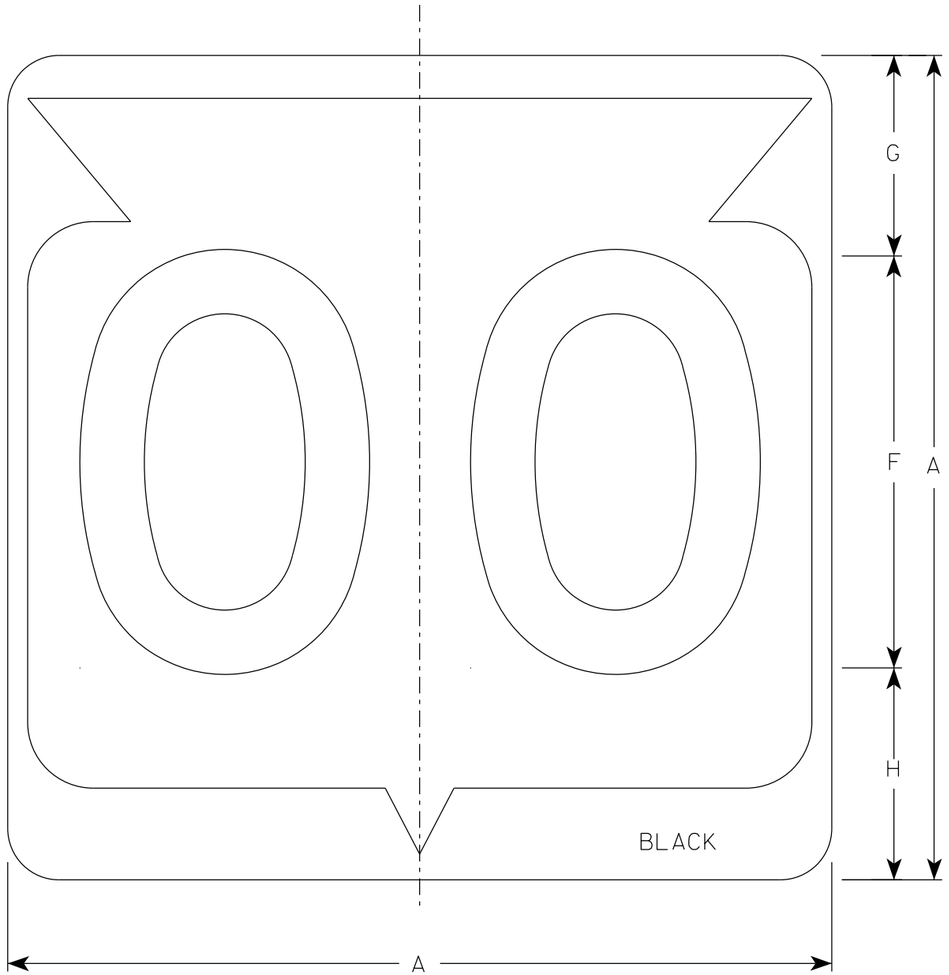
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/7/2022 PLATE NO. M1-1.9

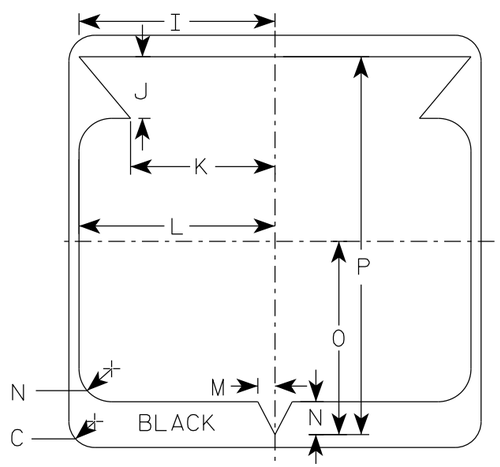
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 592 | E



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

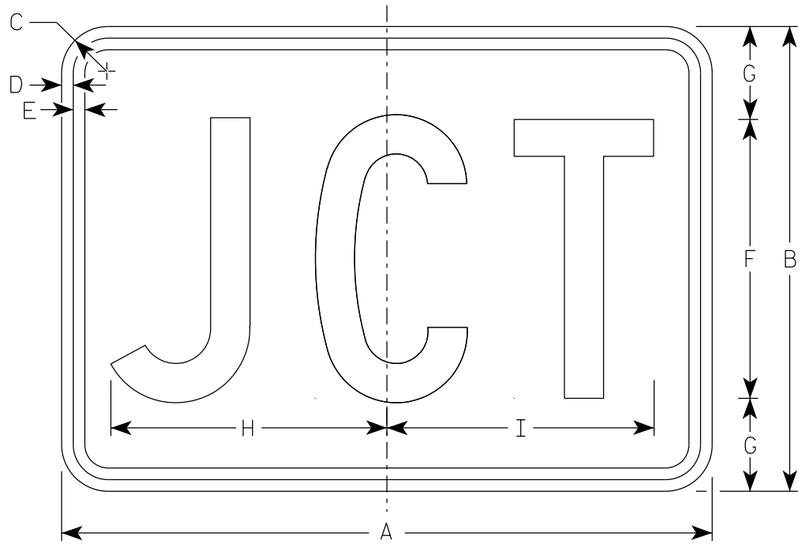
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

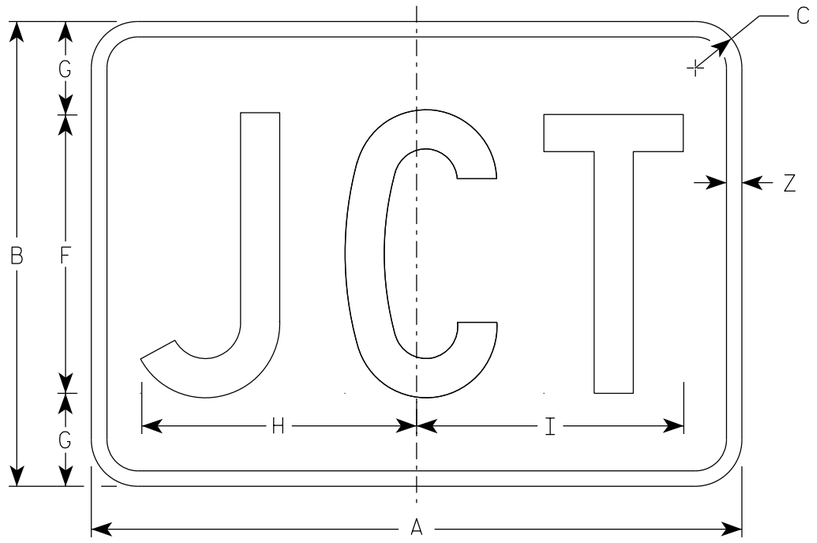
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 593	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

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	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
2M	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
3	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
4	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
5	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40

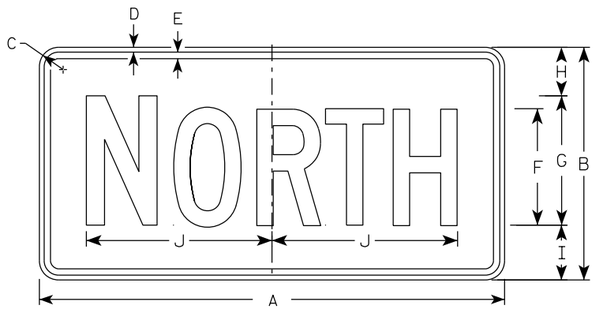
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

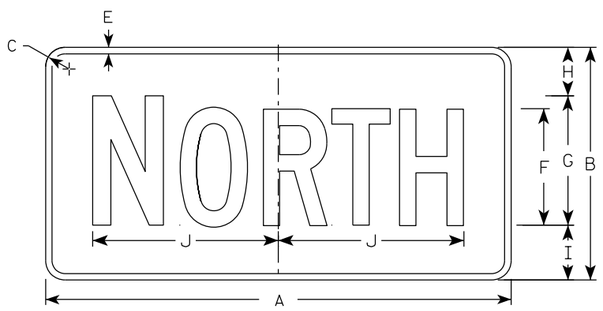
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

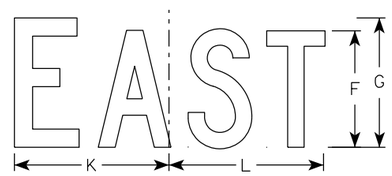
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 594 | E



M3-1
MM3-1
MP3-1



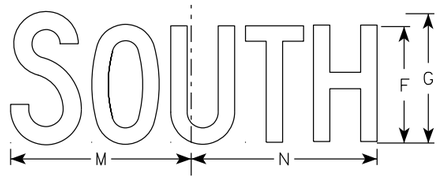
MB3-1
MK3-1
MN3-1



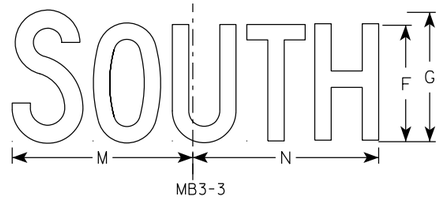
M3-2
MM3-2
MP3-2



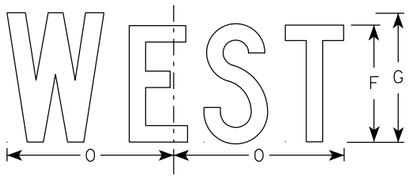
MB3-2
MK3-2
MN3-2



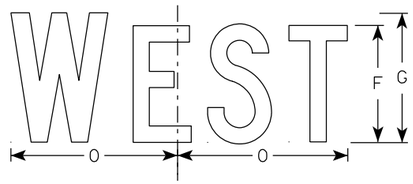
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

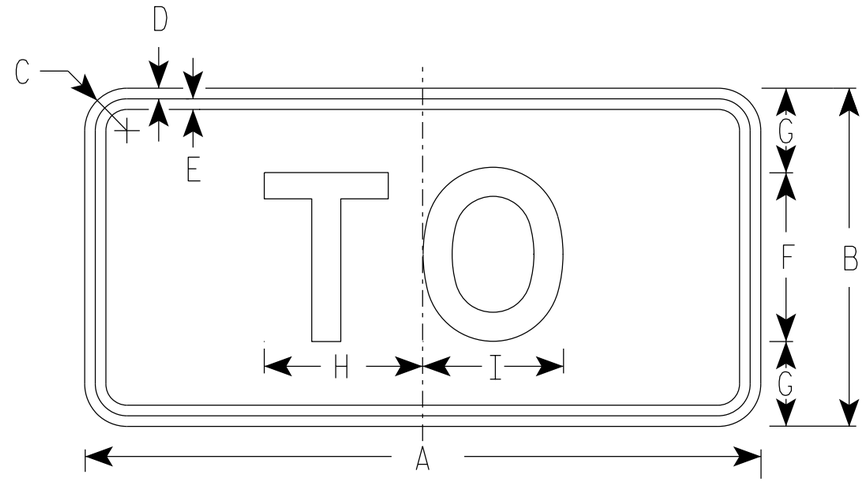
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

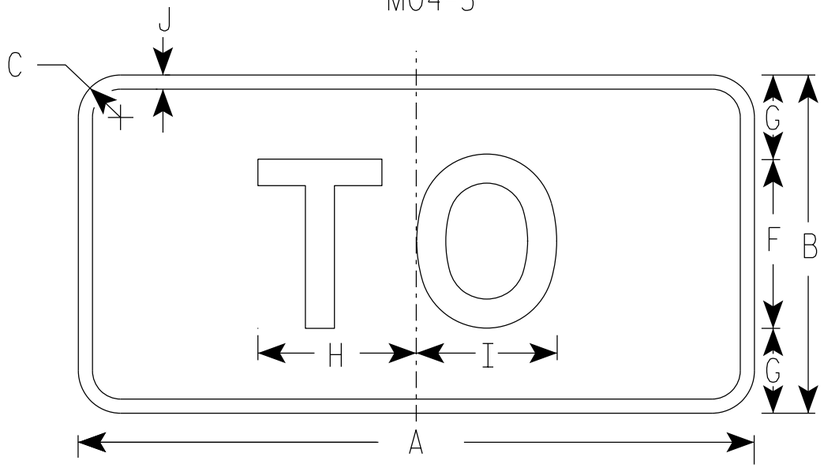
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 595 | E



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	⅜	⅜	6	3	5 ⅜	5 ¼	½																	2.00
2M	24	12	1 ½	⅜	⅜	6	3	5 ⅜	5 ¼	½																	2.00
3	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5
4	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5
5	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5

STANDARD SIGN
M4-5

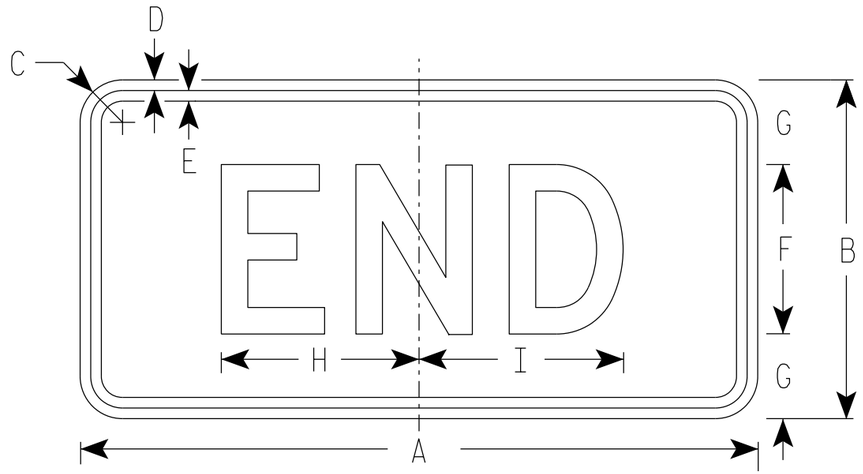
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

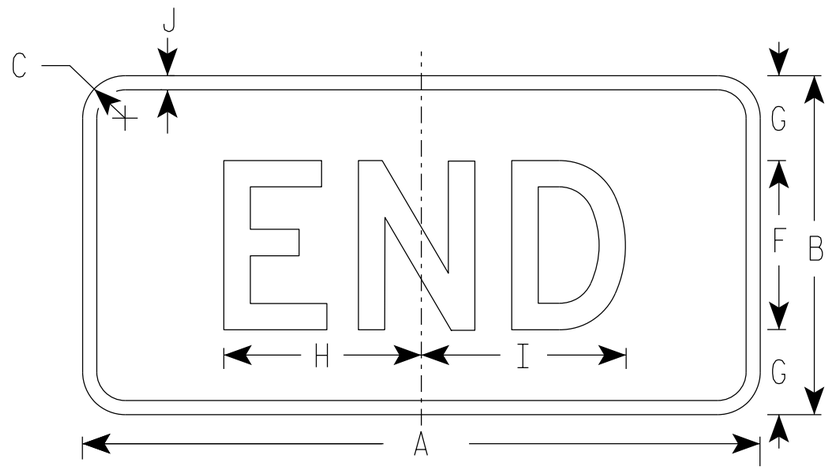
DATE 2/8/2023 PLATE NO. M4-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 596 E

7



M4-6
MM4-6
MP4-6



MB4-6
MK4-6
MN4-6
MR4-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. M4-6 Background - White
   Message - Black
   MB4-6 Background - Blue
   Message - White
   MK4-6 Background - Green
   Message - White
   MM4-6 Background - White
   Message - Green
   MN4-6 Background - Brown
   Message - White
   MP4-6 Background - White
   Message - Blue
   MR4-6 Background - Brown
   Message - Yellow

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	6	3	7	7 ¼	½																	2.00
2M	24	12	1 ½	⅜	⅜	6	3	7	7 ¼	½																	2.00
3	36	18	1 ½	⅜	½	9	4 ½	12	11 ⅞	½																	4.5
4	36	18	1 ½	⅜	½	9	4 ½	12	11 ⅞	½																	4.5
5	36	18	1 ½	⅜	½	9	4 ½	12	11 ⅞	½																	4.5

STANDARD SIGN
M4-6

WISCONSIN DEPT OF TRANSPORTATION

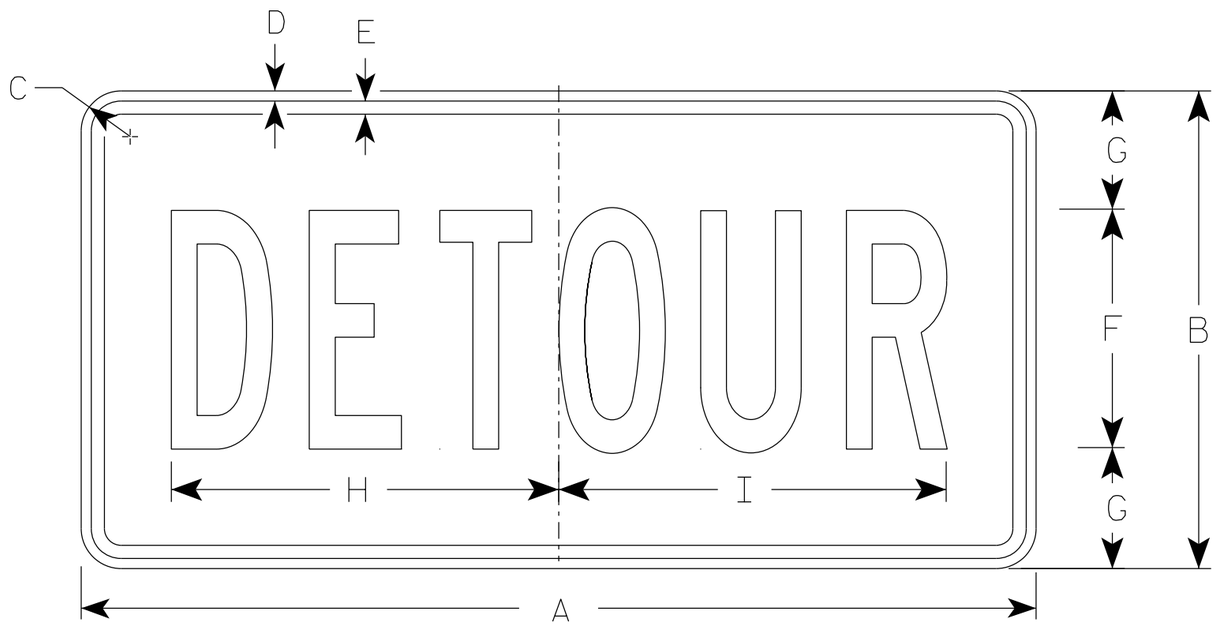
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M4-7.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 597 | 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

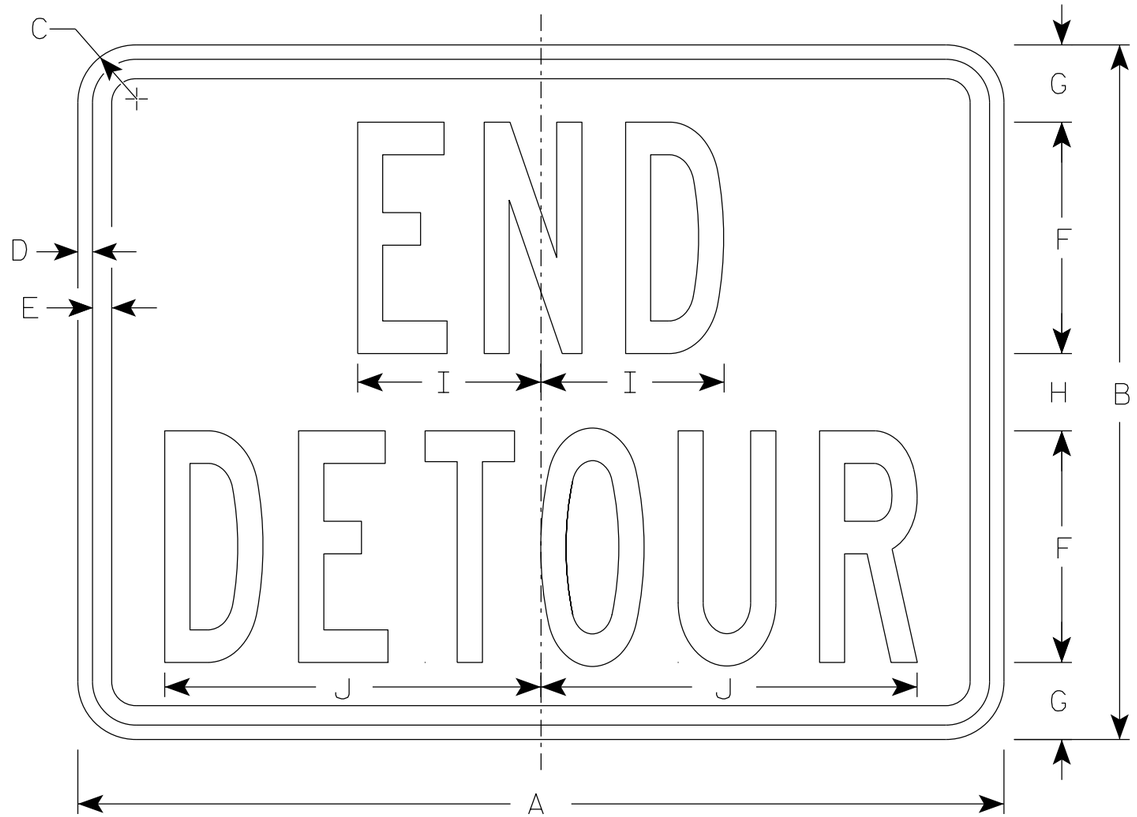
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M48.dgn PLOT DATE : 9-FEB 2023 7:38 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
2M	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
5	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0

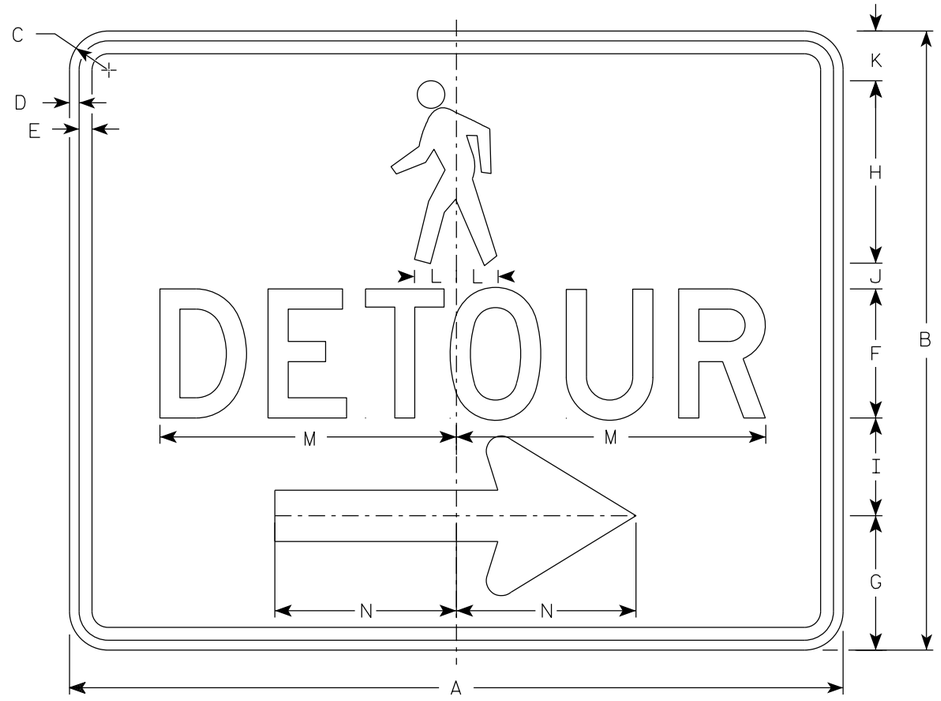
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

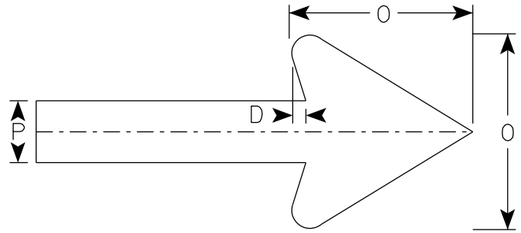
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 599 | E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

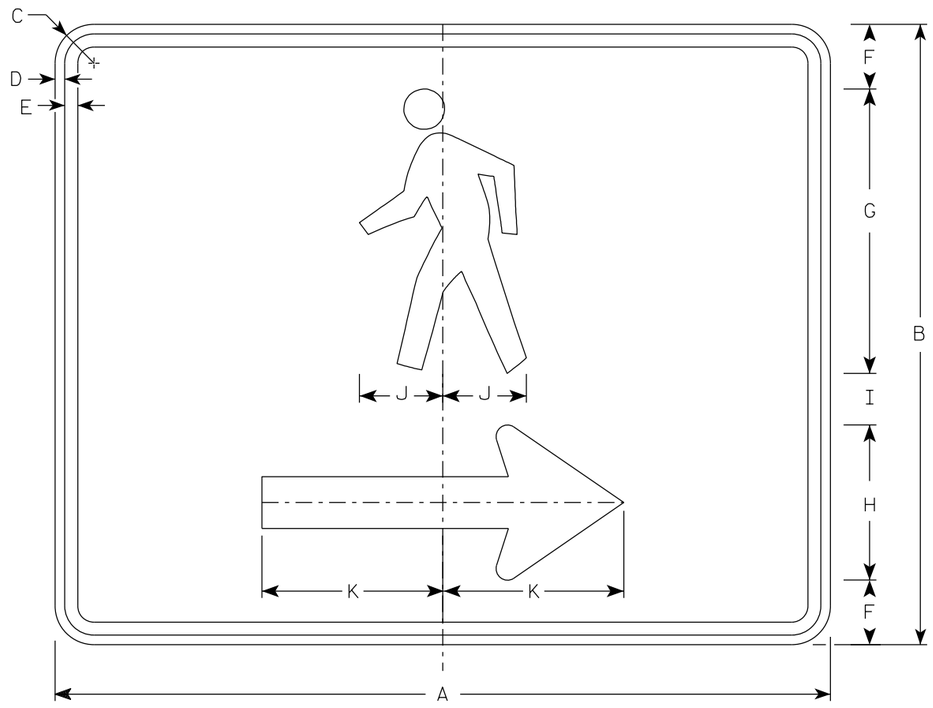
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

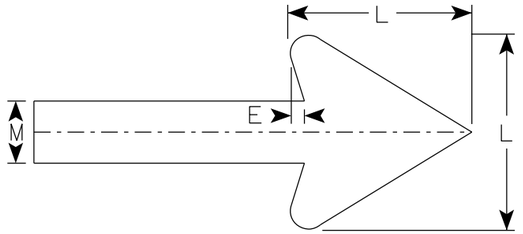
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 600	E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

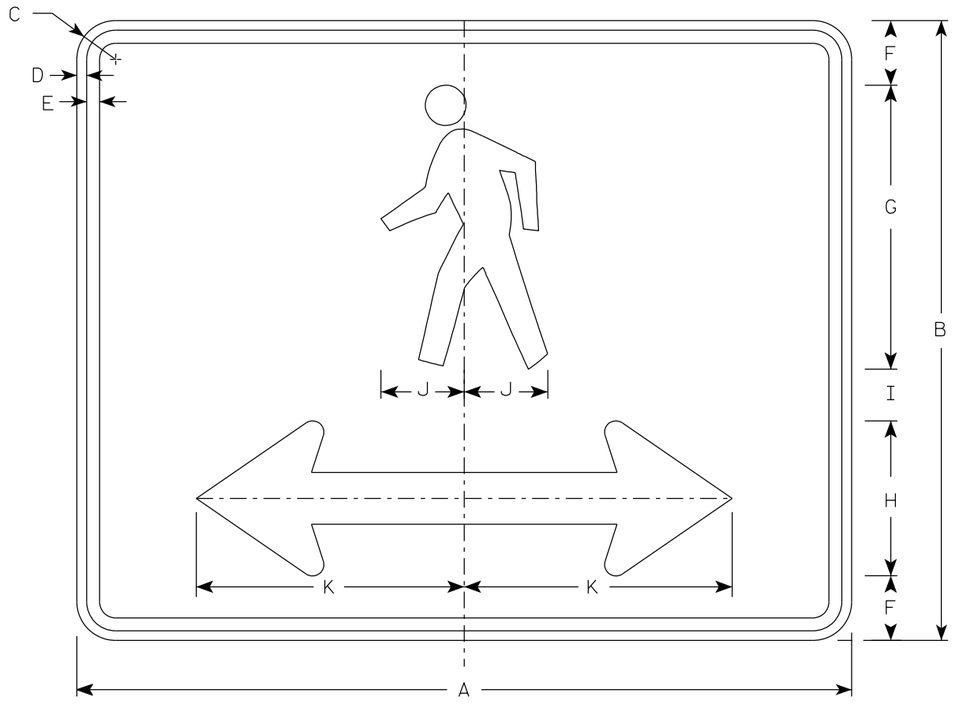
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

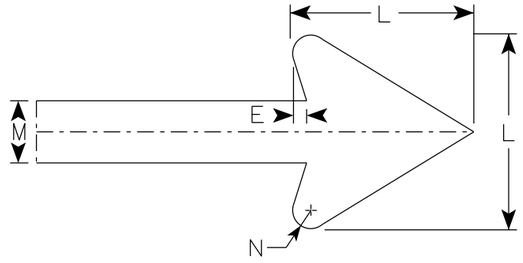
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 601 | E



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																											

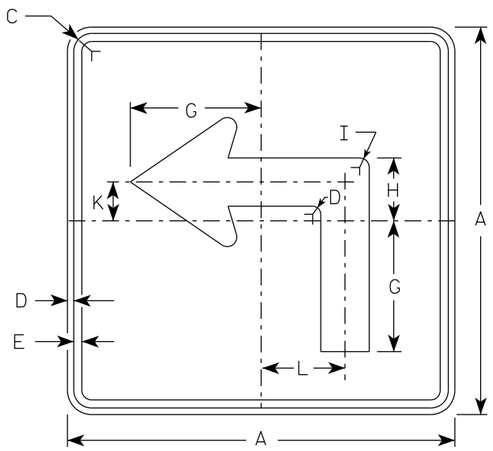
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

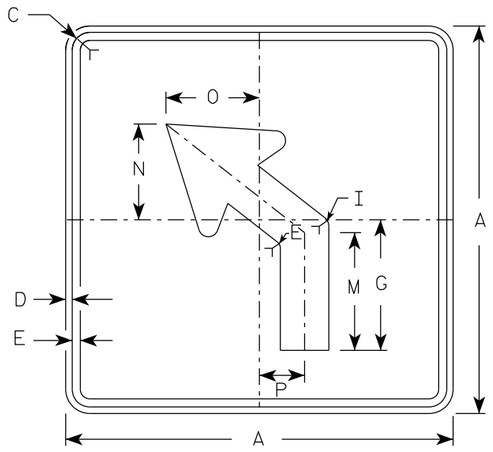
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

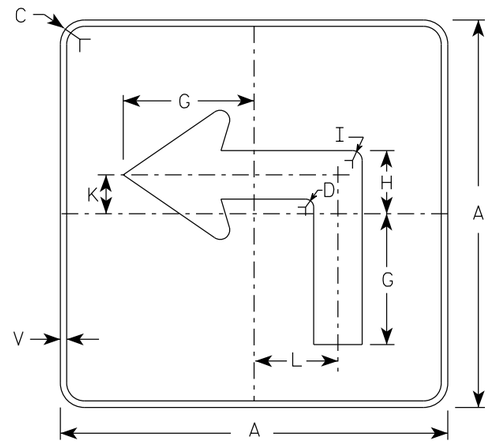
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 602 | E



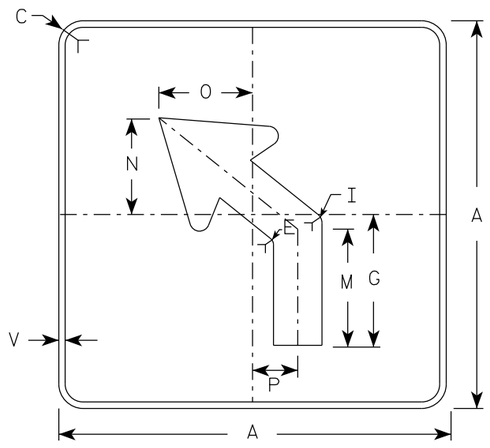
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

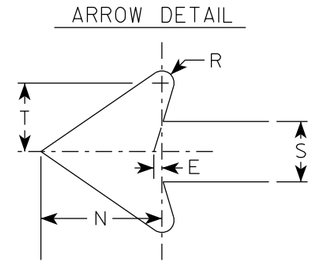


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

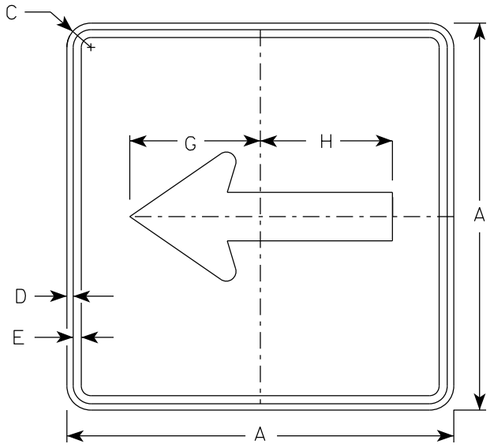
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

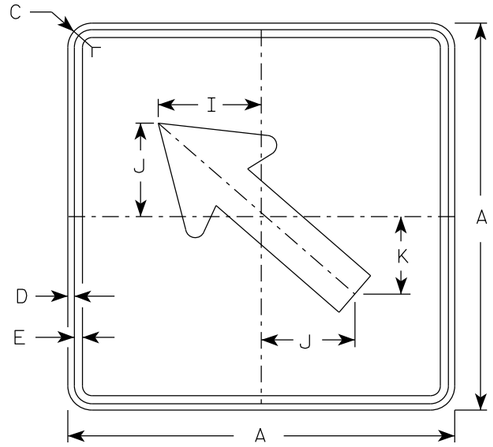
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

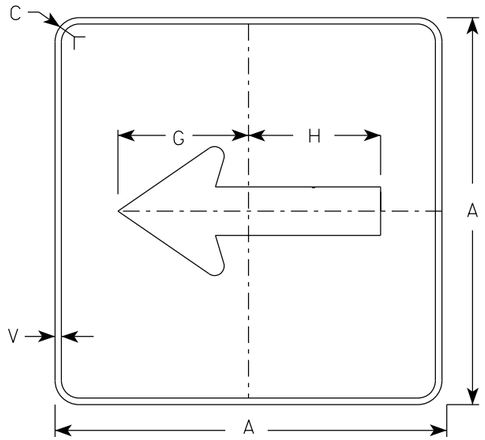
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 603 | E



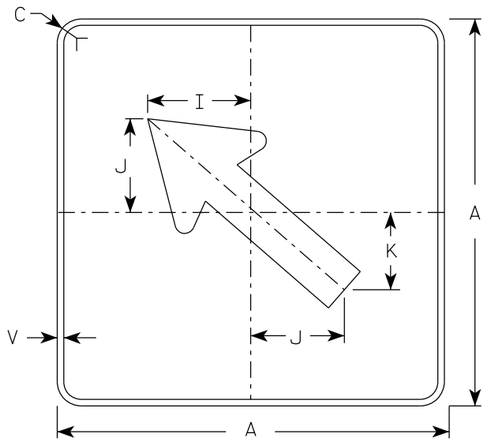
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

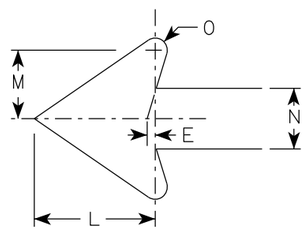


MB6-2
MK6-2
MN6-2
MR6-2

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

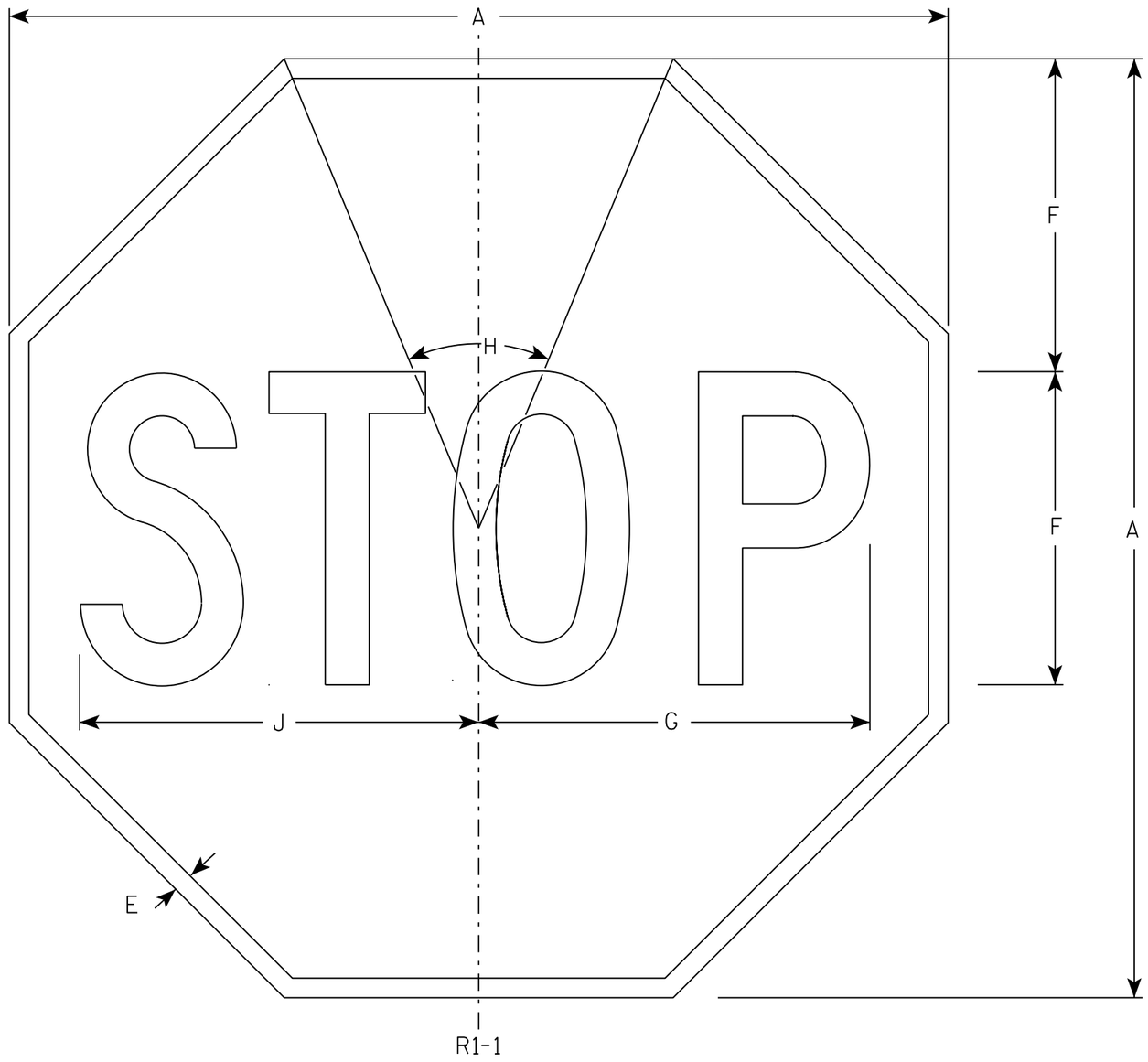
STANDARD SIGN
M6-1 & M6-2
SERIES

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: 604 | E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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

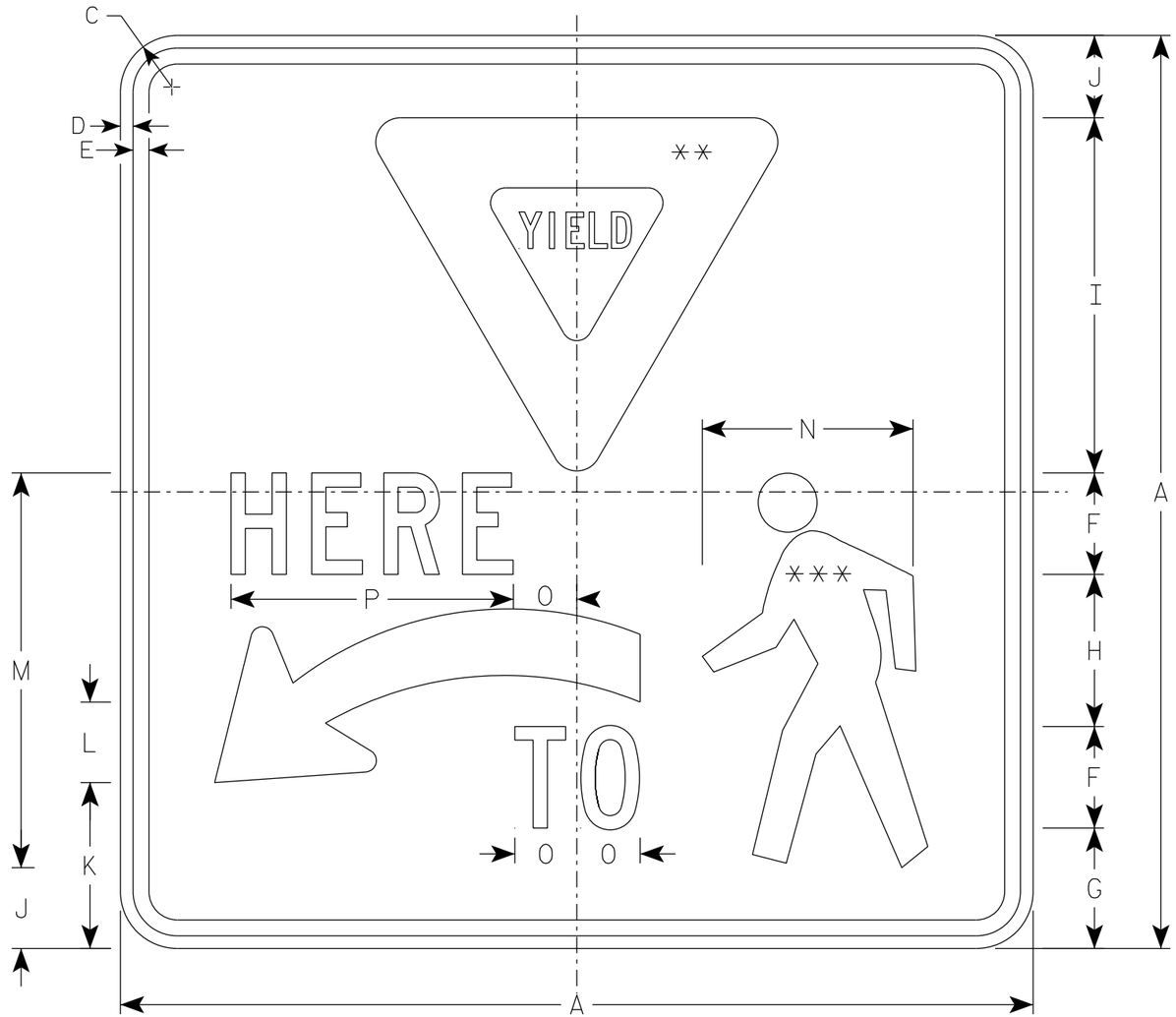
STANDARD SIGN
R1-1

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: 605	E



R1-5L

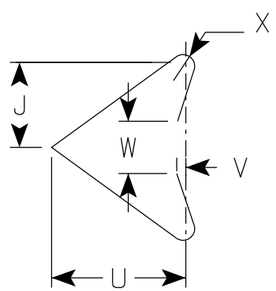
NOTES

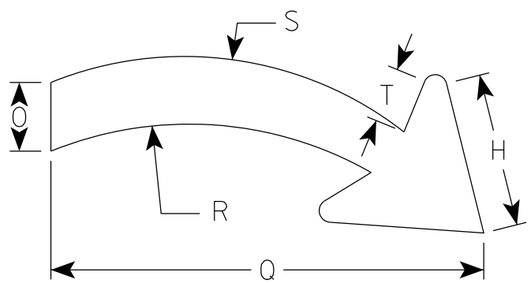
1. Sign is Type II - Type H Reflective
2. Color:
   - Background - WHITE
   - Message - BLACK
   - YIELD SYMBOL - RED ON WHITE
   - PED SYMBOL - BLACK ON WHITE
3. Message Series - D

** 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	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2S	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2M	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
3	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
4																											
5																											

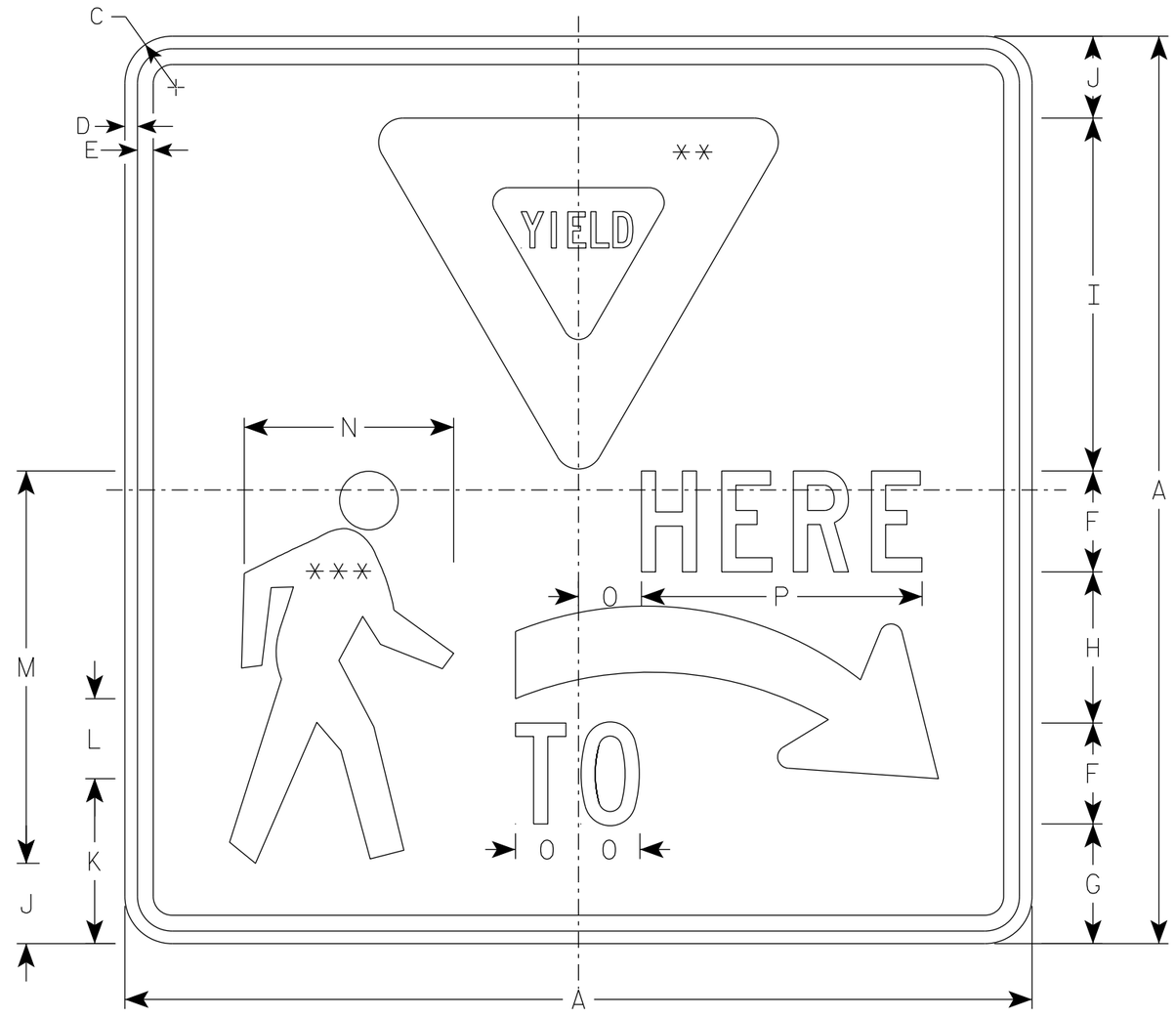
STANDARD SIGN
R1-5L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/19/23 PLATE NO. R1-5L.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 606 | E



R1-5R

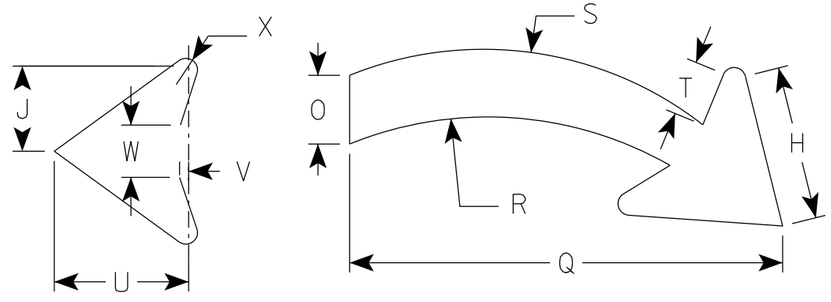
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message 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	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2S	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2M	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
3	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
4																											
5																											

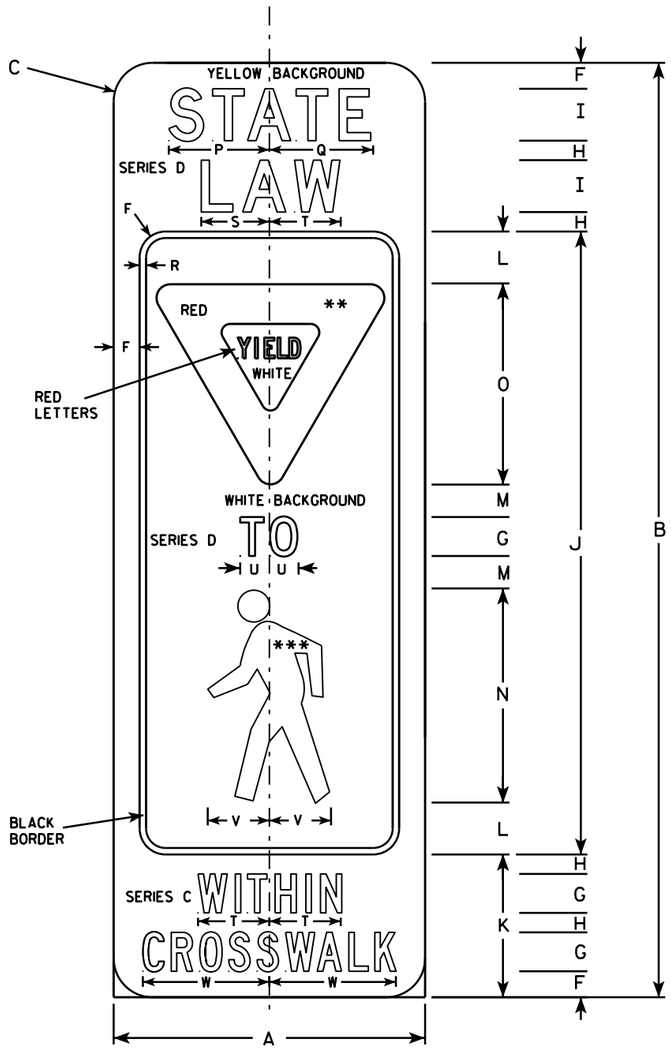
STANDARD SIGN
R1-5R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/19/23 PLATE NO. R1-5R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 607 | E



R1-6

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - YELLOW
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message Series - AS SHOWN AND IN TABLE
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	12	36	1 ½			1	1 ½C	¾	2 D	24	5 ½	2	1 ¼	8 ¼	7 ¾	3 ⅞	4	¼	2 ⅝	2 ¾	1 ⅛	2 ⅜	4 ⅞				3.0
2M	12	36	1 ½			1	1 ½C	¾	2 D	24	5 ½	2	1 ¼	8 ¼	7 ¾	3 ⅞	4	¼	2 ⅝	2 ¾	1 ⅛	2 ⅜	4 ⅞				3.0
3																											
4																											
5																											

STANDARD SIGN
R1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

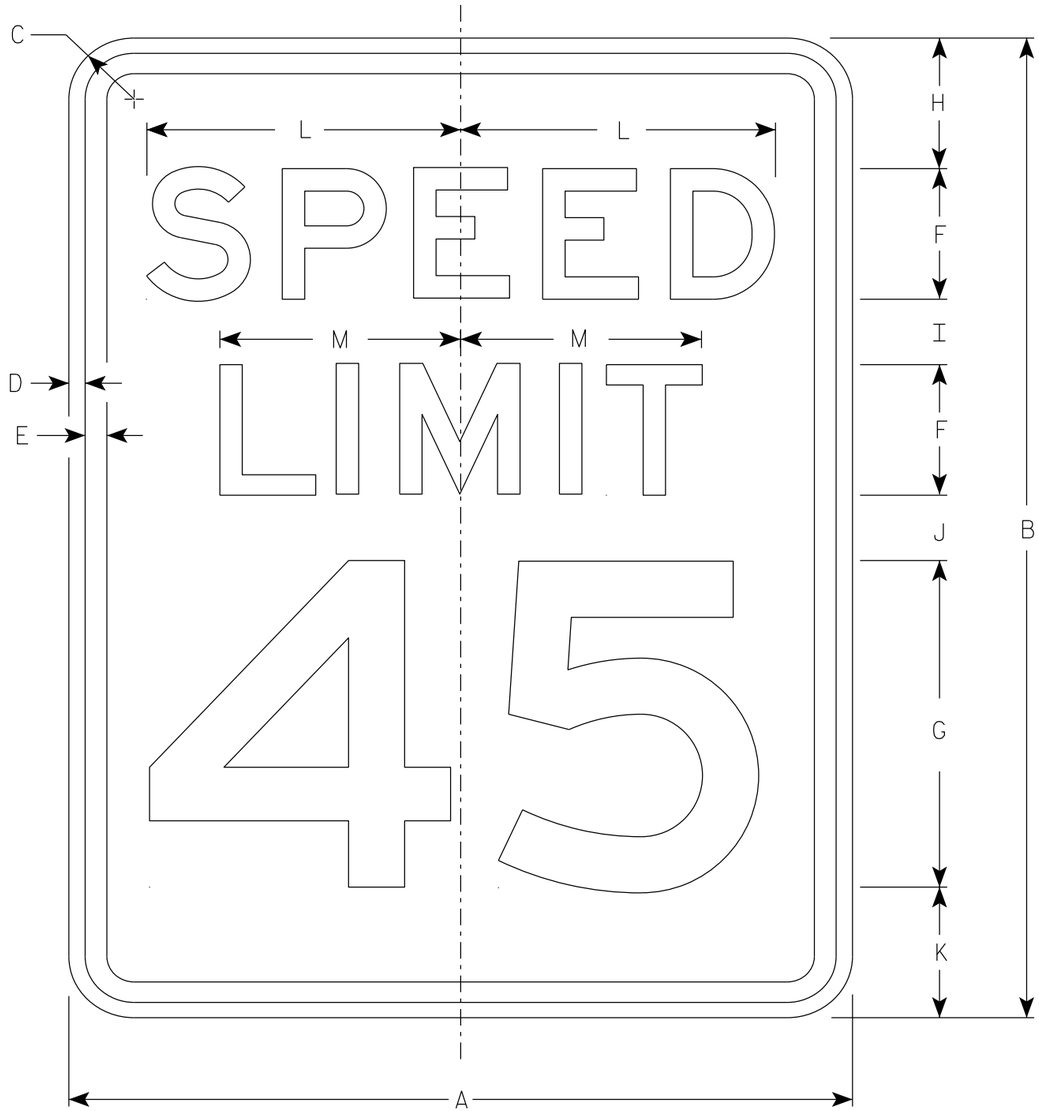
DATE 4/29/14 PLATE NO. R1-6.3

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R16.DGN PLOT DATE : 30-APR-2014 10:49 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



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

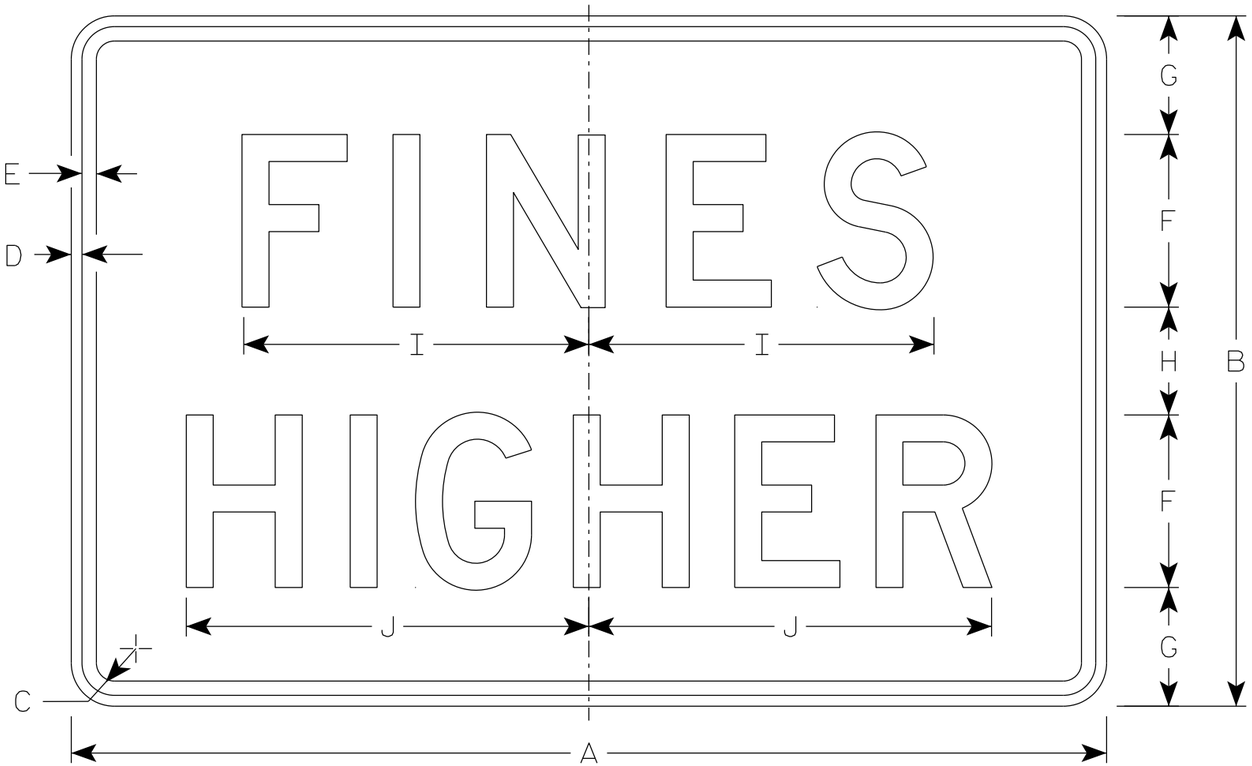
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 609 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R2-6P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/2	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/2	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/2	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/2	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 7/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

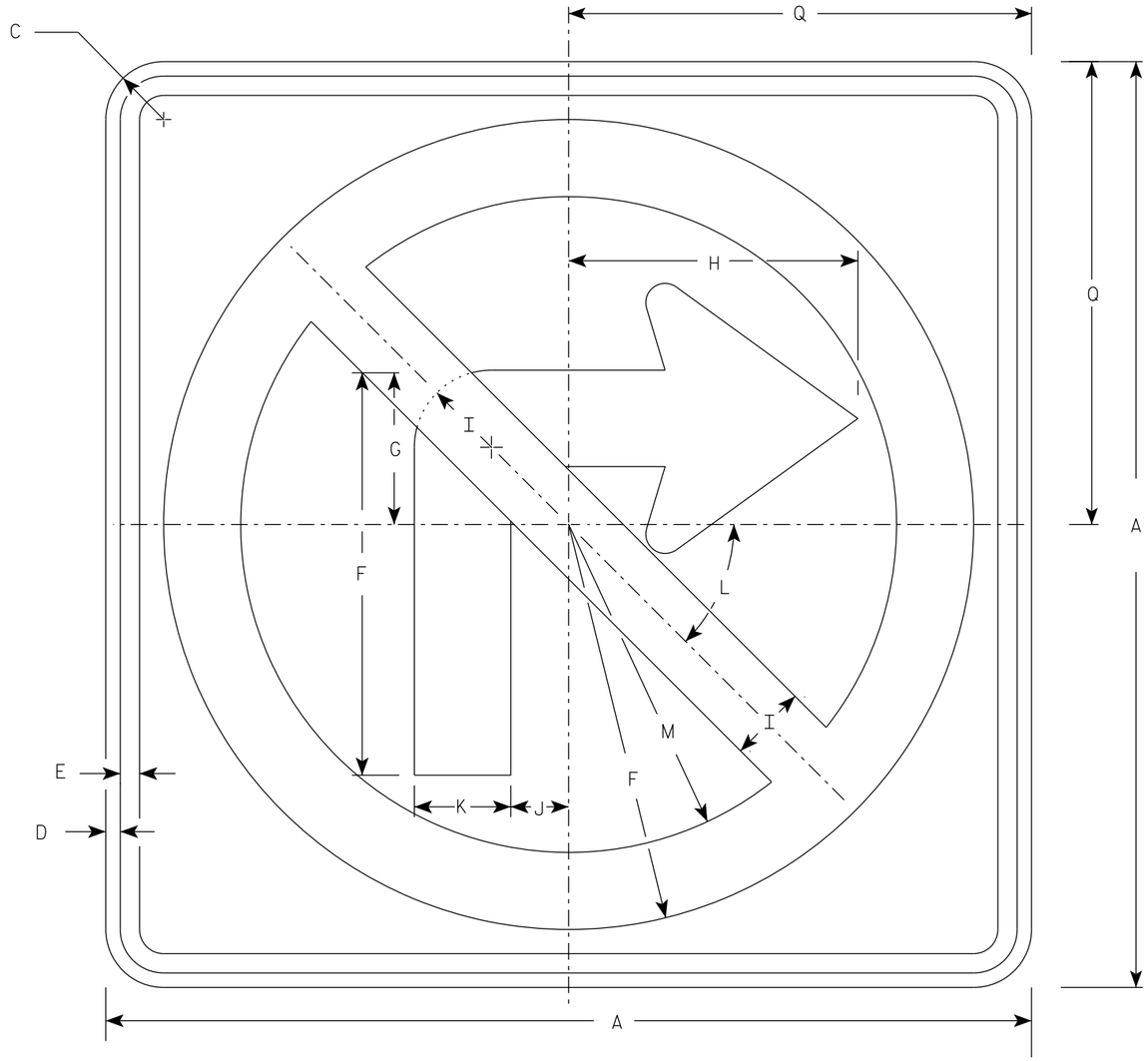
STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-6P.3

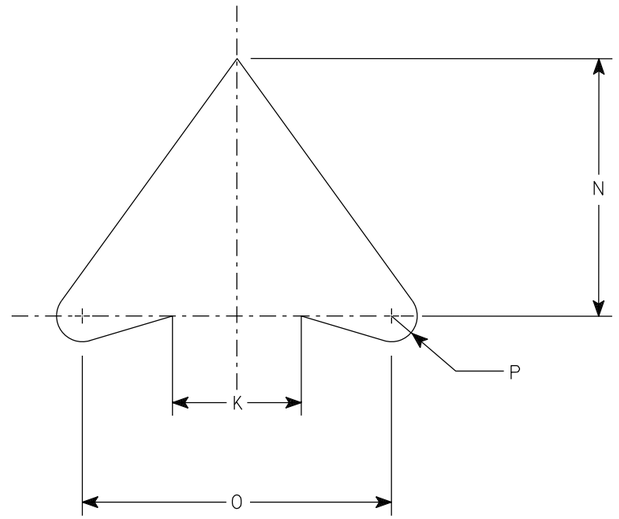
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 610	E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

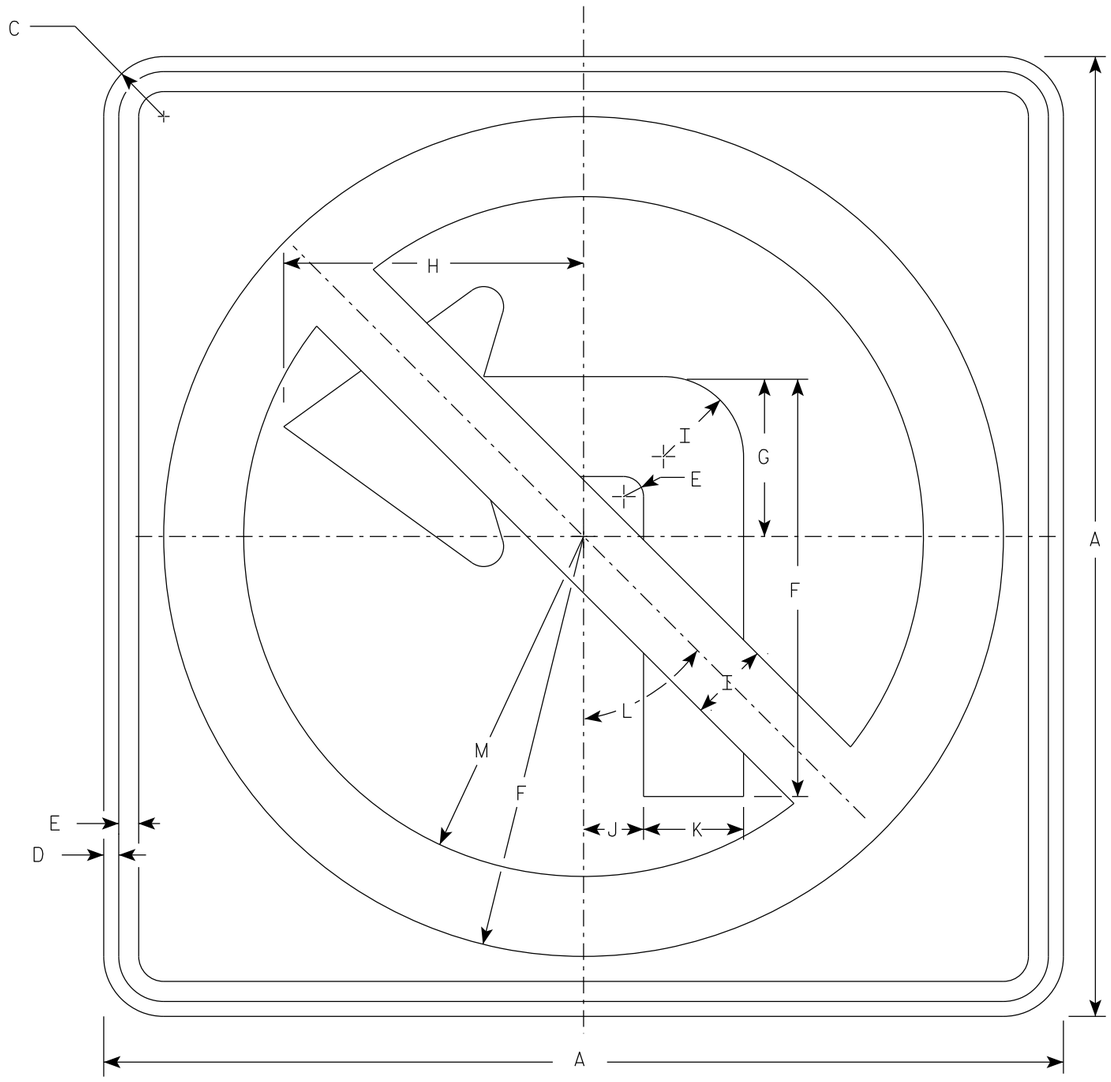
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

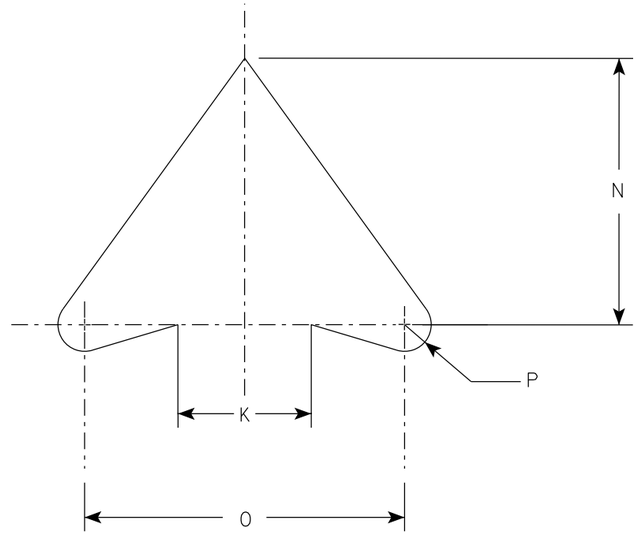
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 611 | E



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

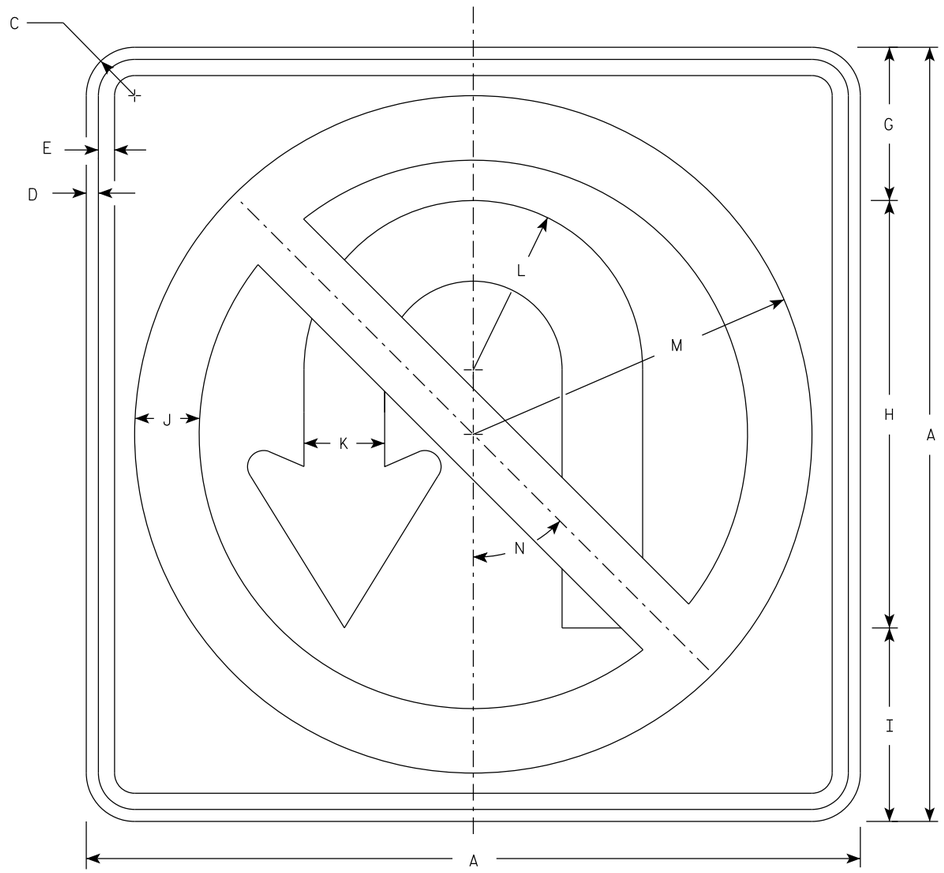
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

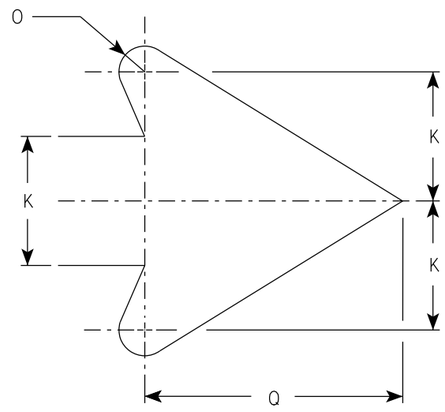
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 612 | E



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

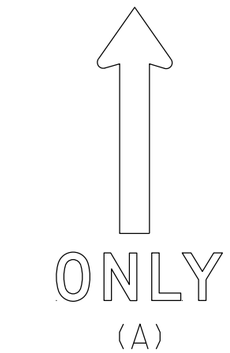
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-4.12

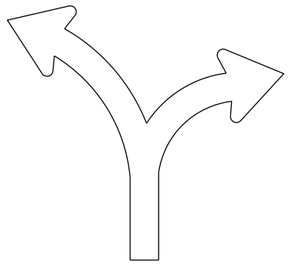
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 613 | E

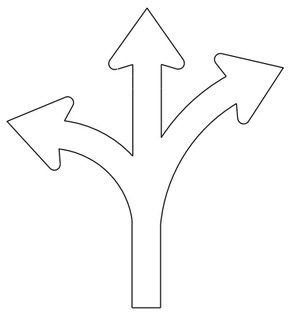


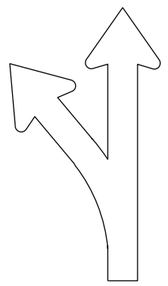
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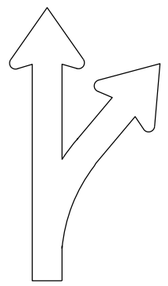


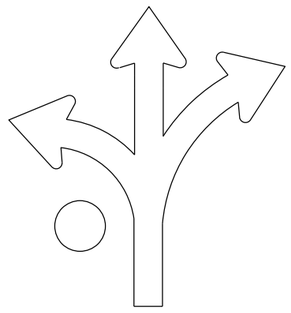
(B)

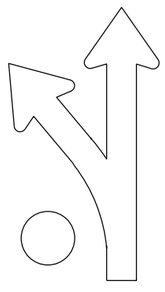

(C)

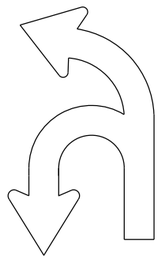

(D)

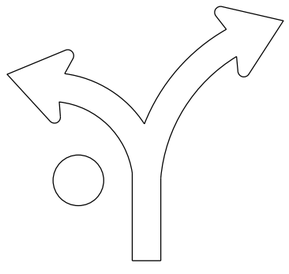

(E)

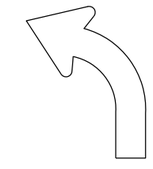

(F)


(G)

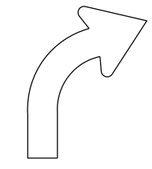

(H)


(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: 614 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

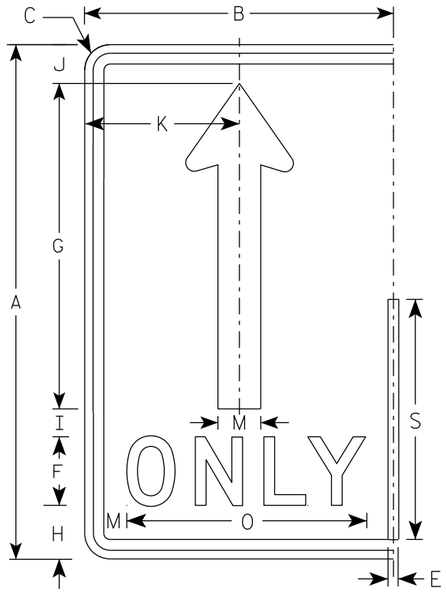
WISDOT/CADDS SHEET 42

7

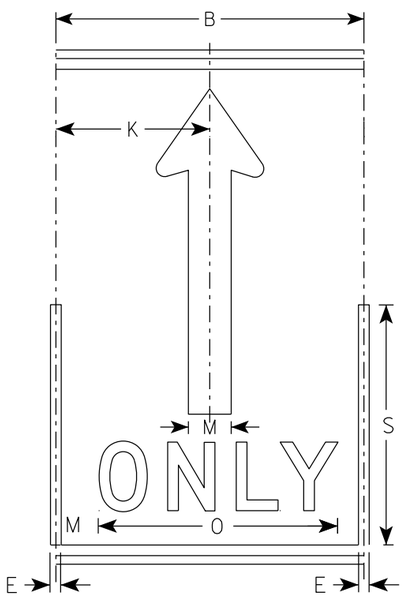
7

NOTES

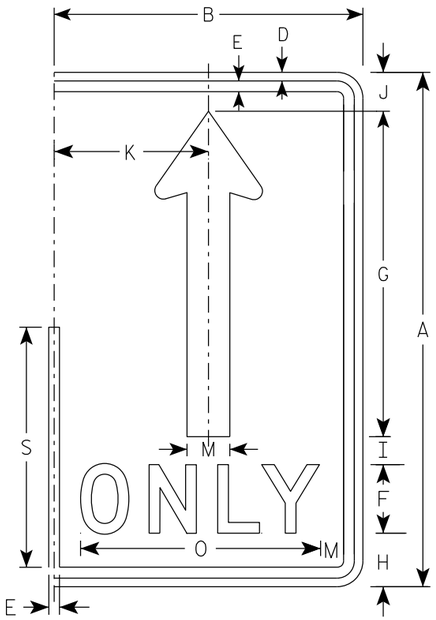
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



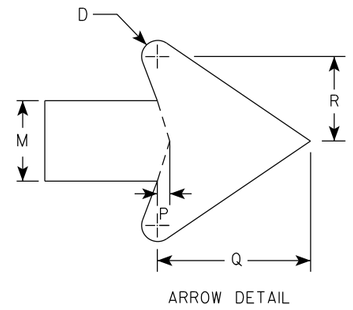
(A)



(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

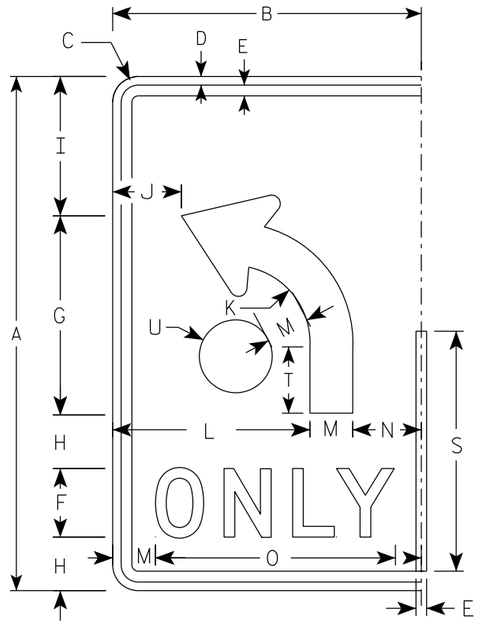
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

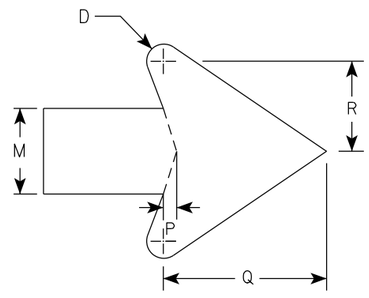
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 615 | E

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

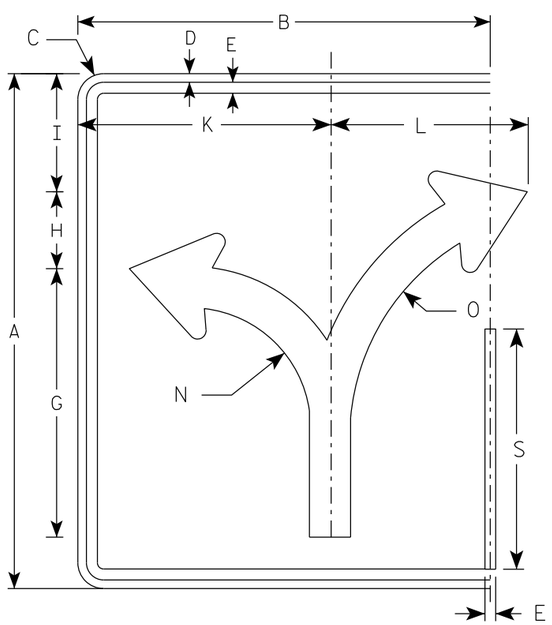
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

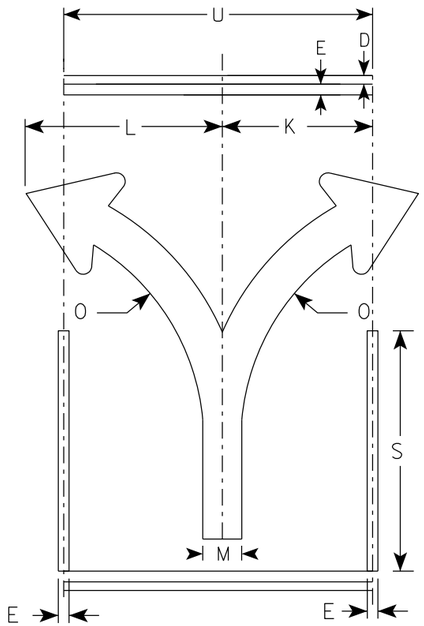
SHEET NO: 616 E

NOTES

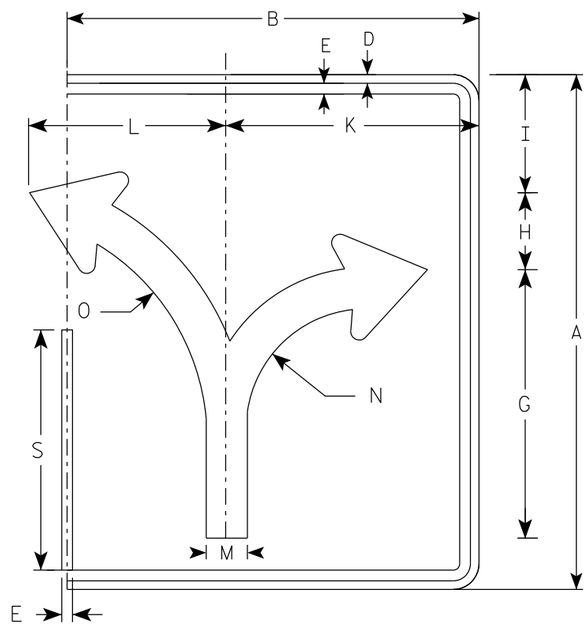
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



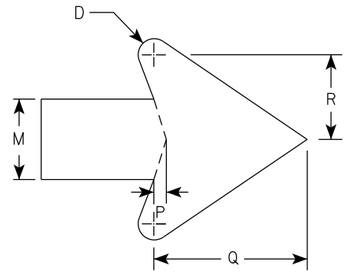
(C)



(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

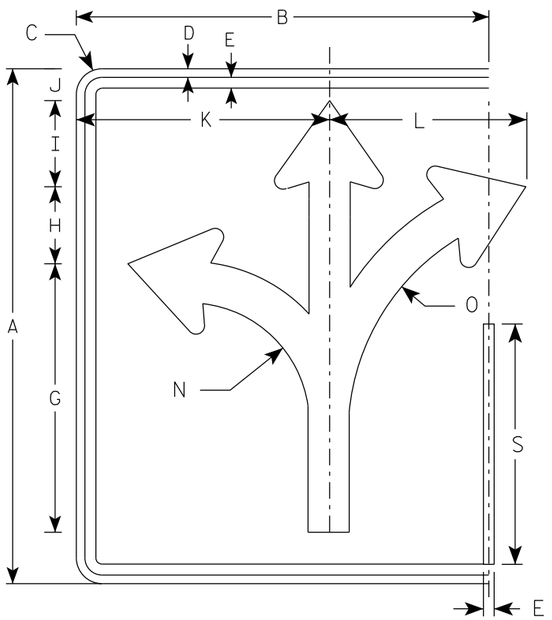
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

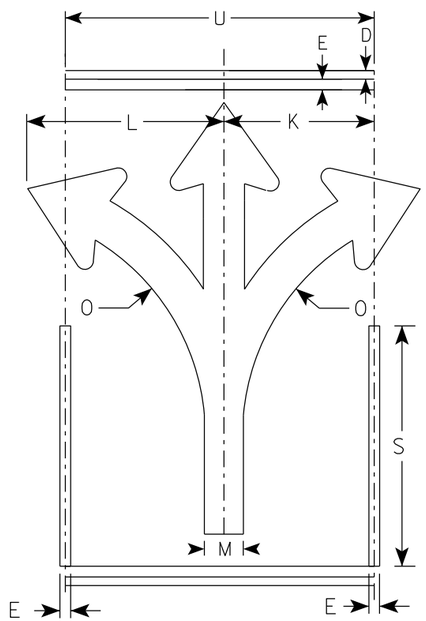
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 617 | E

NOTES

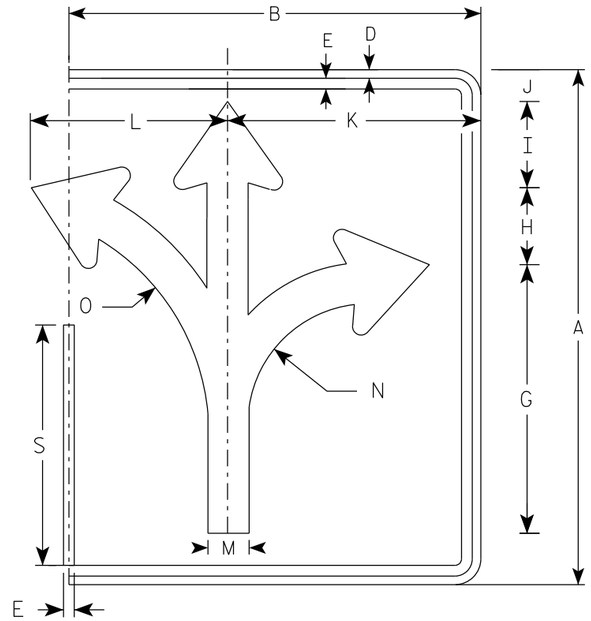
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



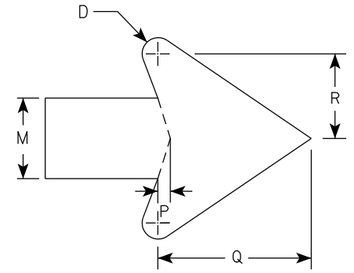
(D)



(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

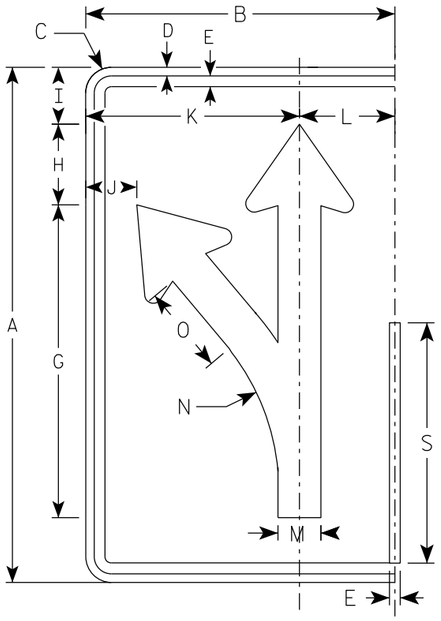
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

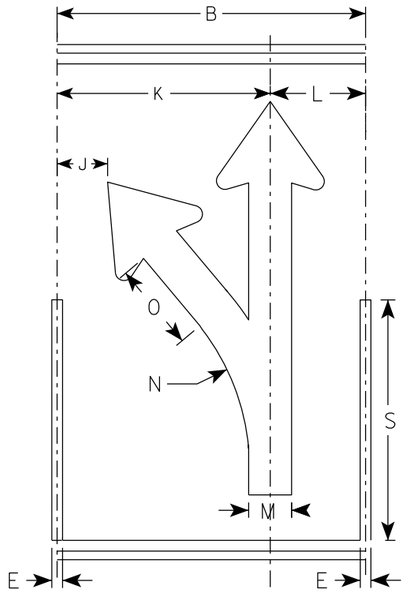
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 618 | E

NOTES

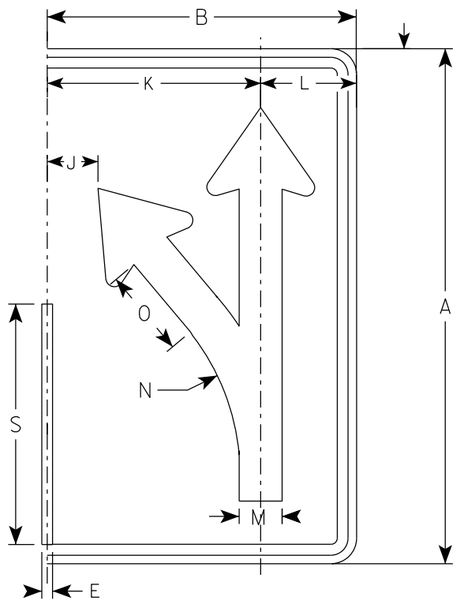
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



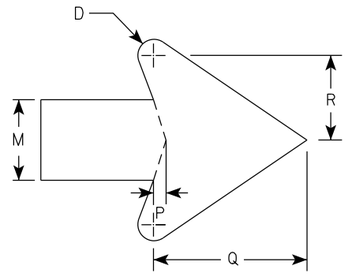
(E)



(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

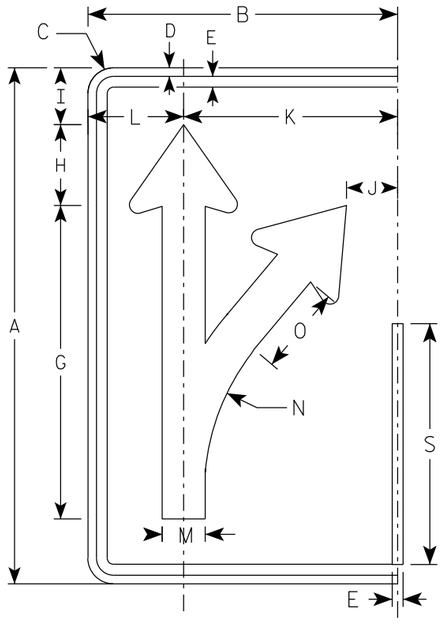
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

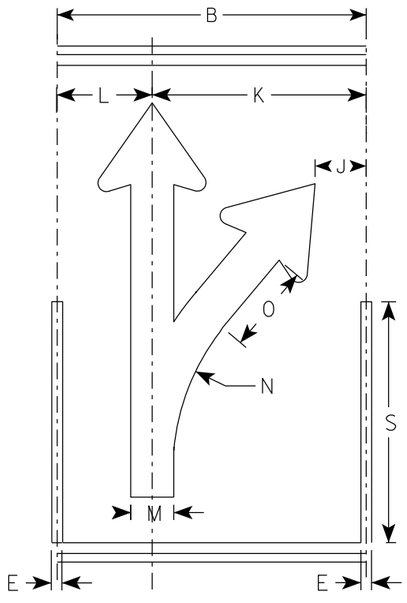
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 619 | E

NOTES

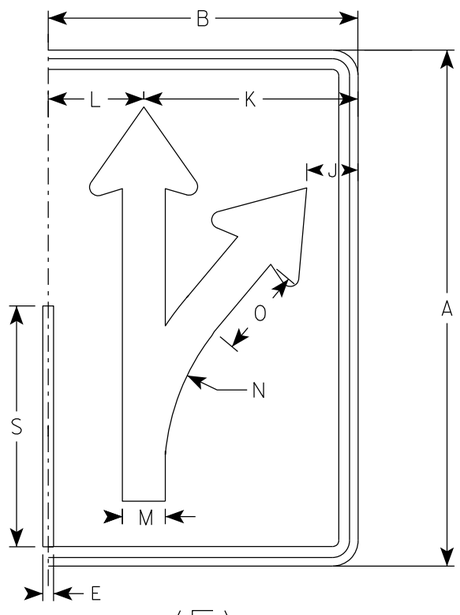
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



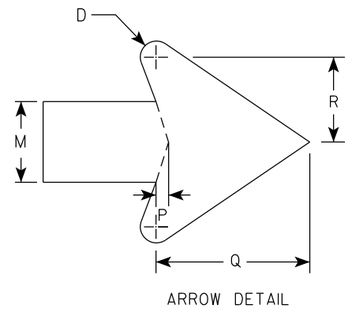
(F)



(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

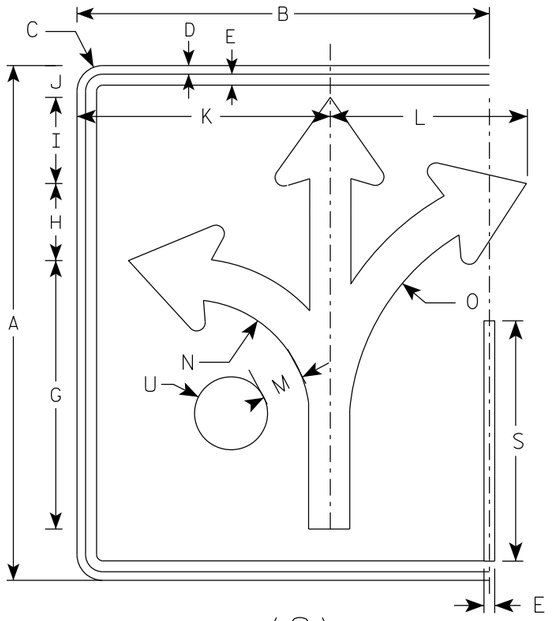
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

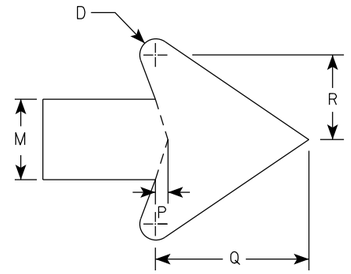
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 620 | E

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

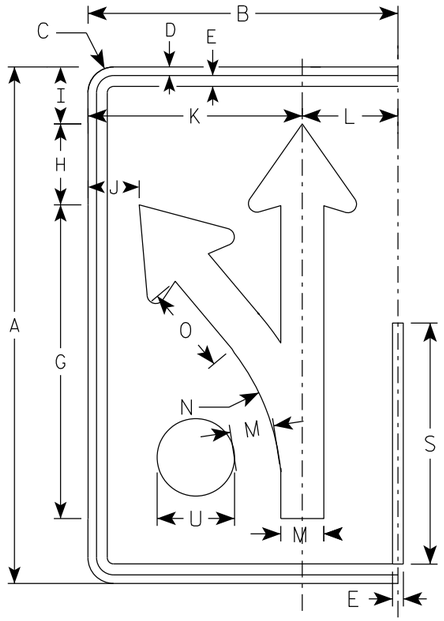
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

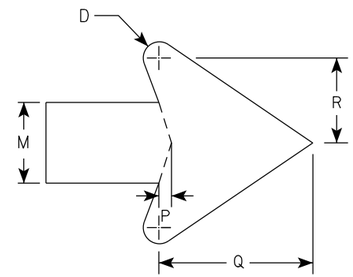
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 621	E

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

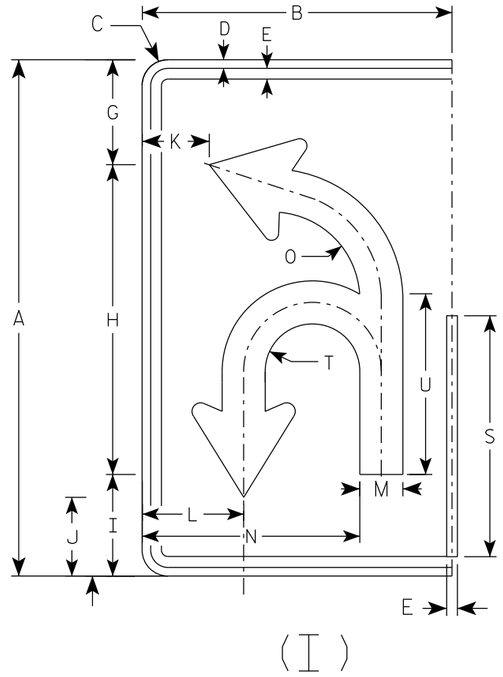
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

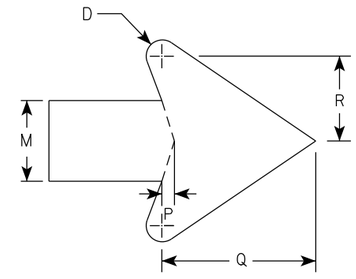
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 622 | E

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

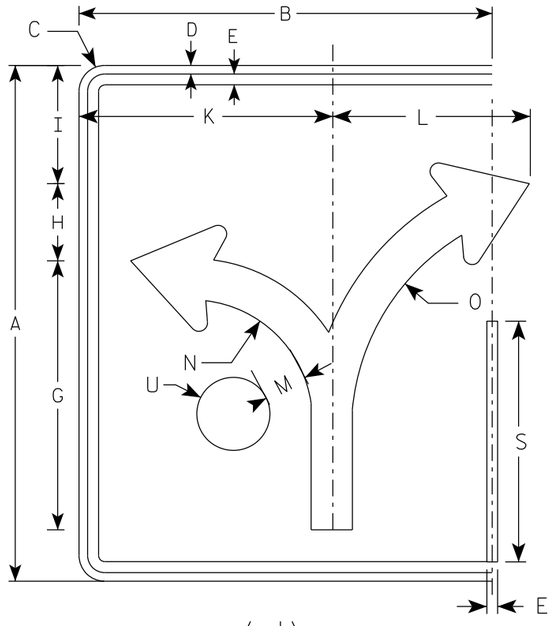
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

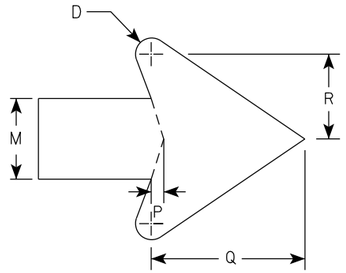
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 623 | E

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

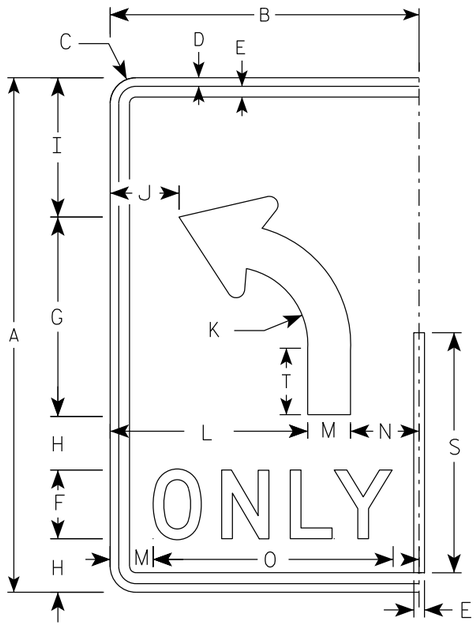
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

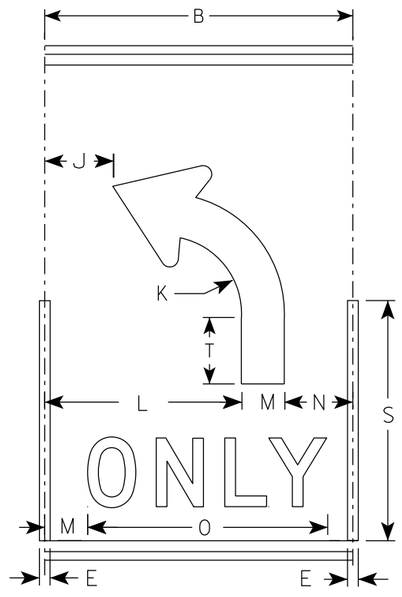
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 624 | E

NOTES

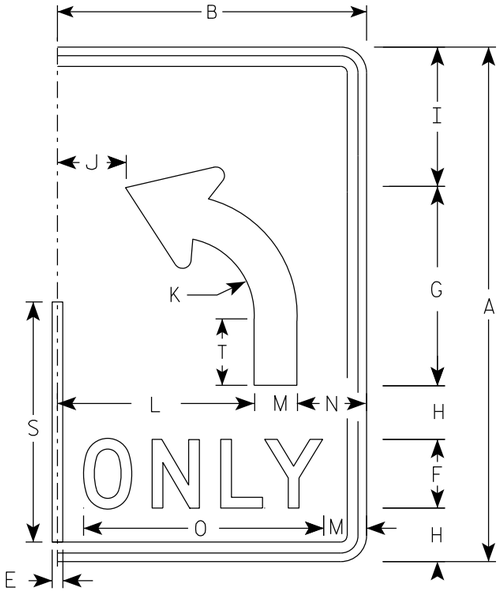
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



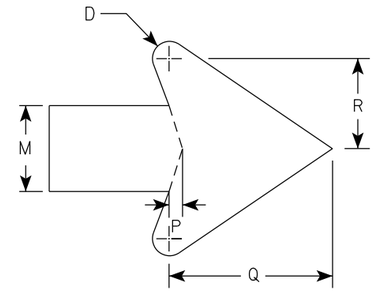
(L)



(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

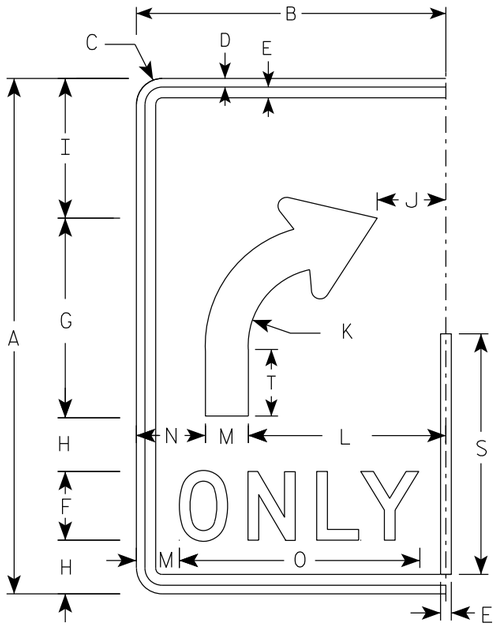
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

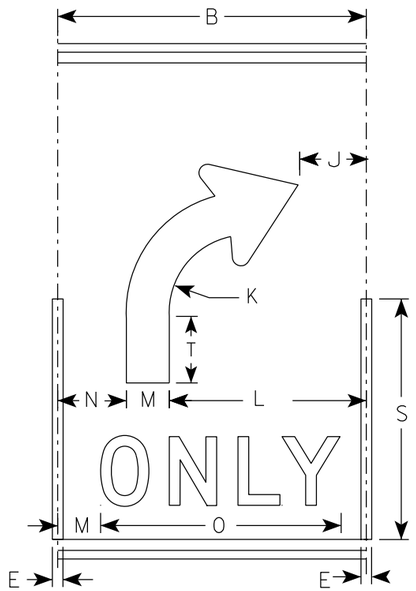
SHEET NO: 625 E

NOTES

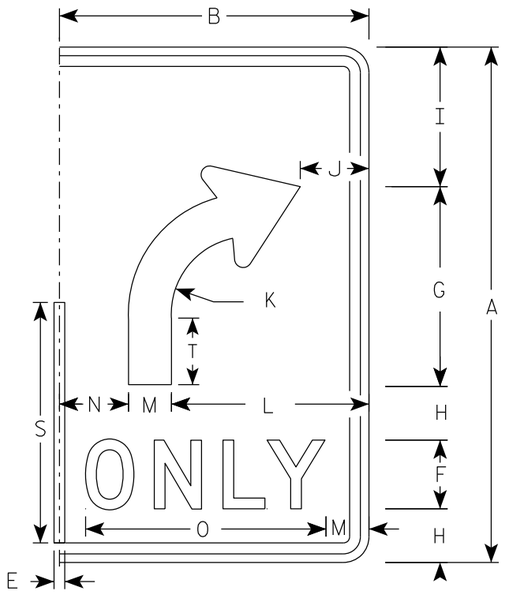
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



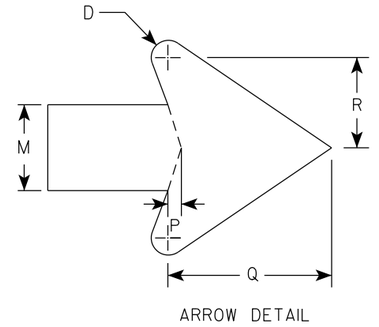
(R)



(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:

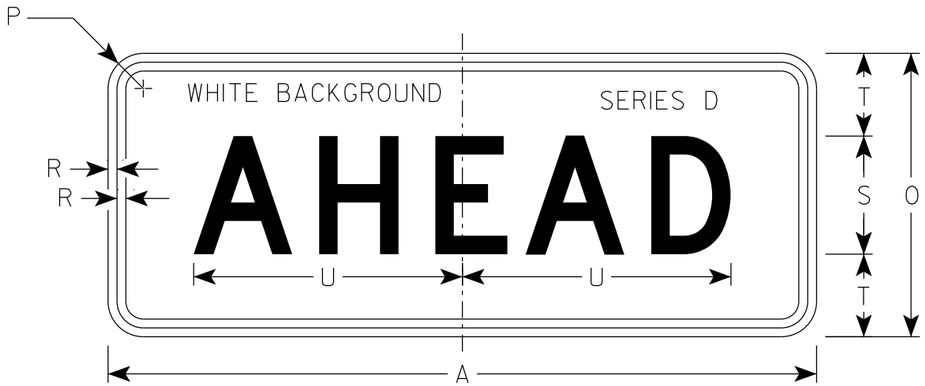
SHEET NO: 626 **E**



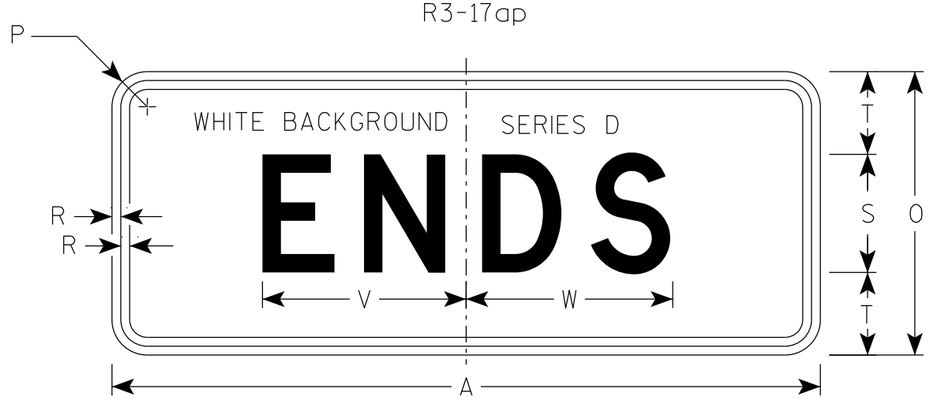
R3-17

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted



R3-17ap



R3-17bp

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	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

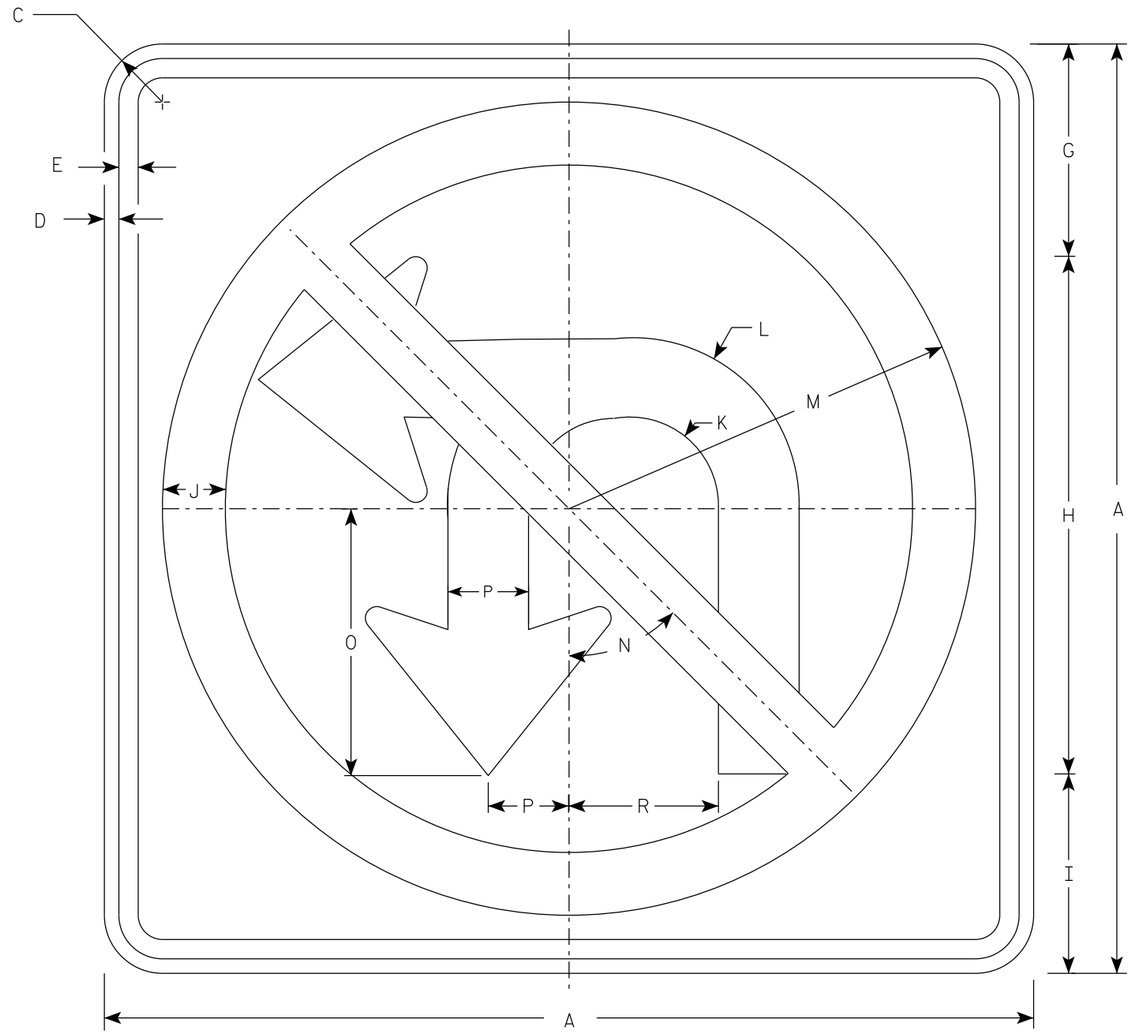
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-17.3

PROJECT NO:

SHEET NO: 627 E



R3-18

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2		5 1/2	13 3/8	5 1/8	1 5/8	2 1/4	4 1/4	10 1/2	45°	6 7/8	2 1/8		3 7/8									4.0
2M	36		2 1/4	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45°	10 3/8	3 1/8		5 3/4									9.0
3	36		2 1/4	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
4	36		2 1/4	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
5	48		2 1/4	3/4	1		11	26 3/4	10 1/4	3 1/4	4 5/8	8 5/8	21	45°	13 3/4	4 1/8		7 3/4									16.0

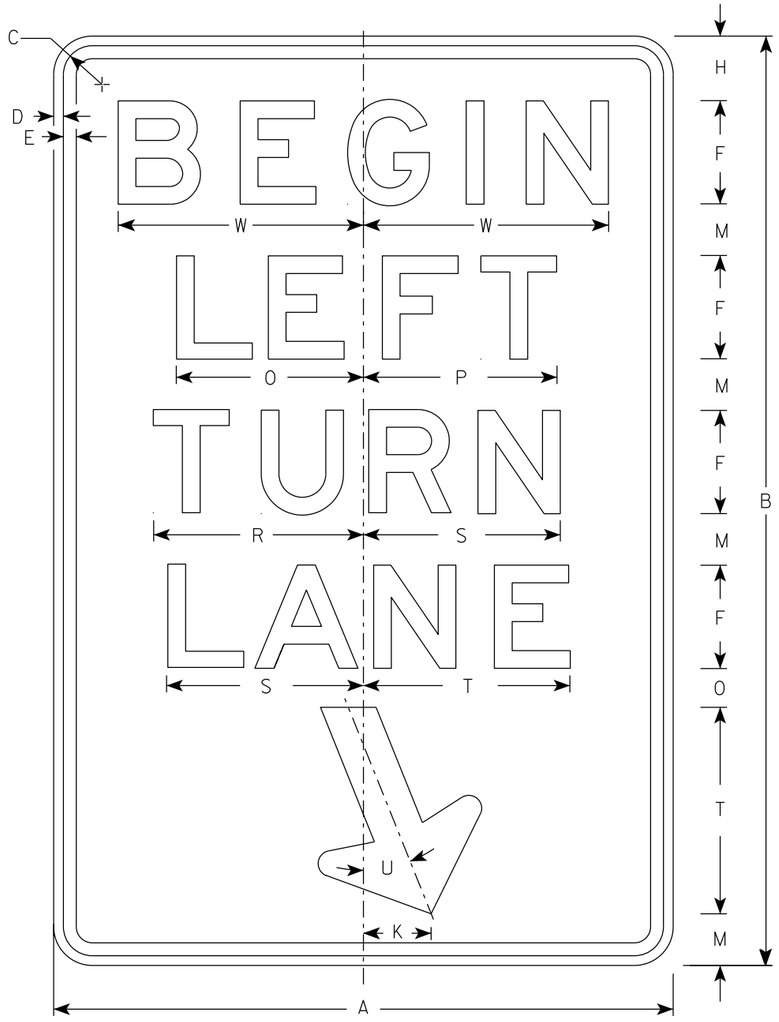
STANDARD SIGN
R3-18

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-18.3

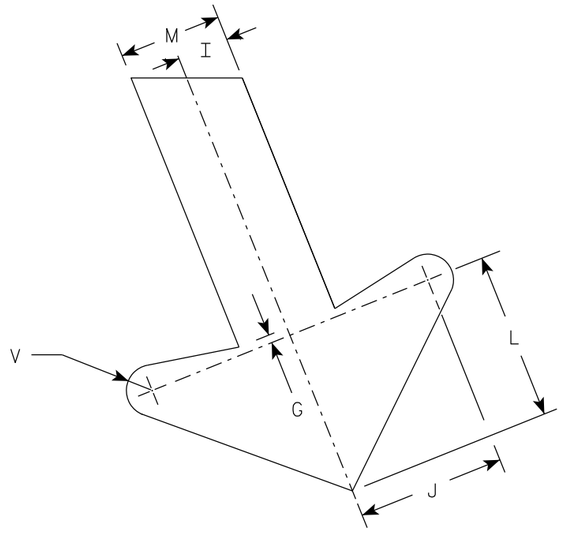
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 628 | E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

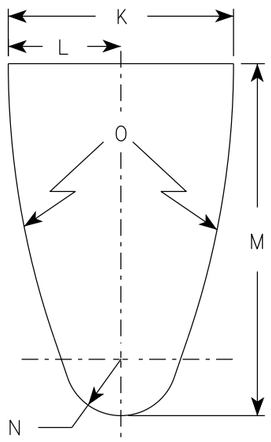
DATE 2/23/23 PLATE NO. R3-20L.8

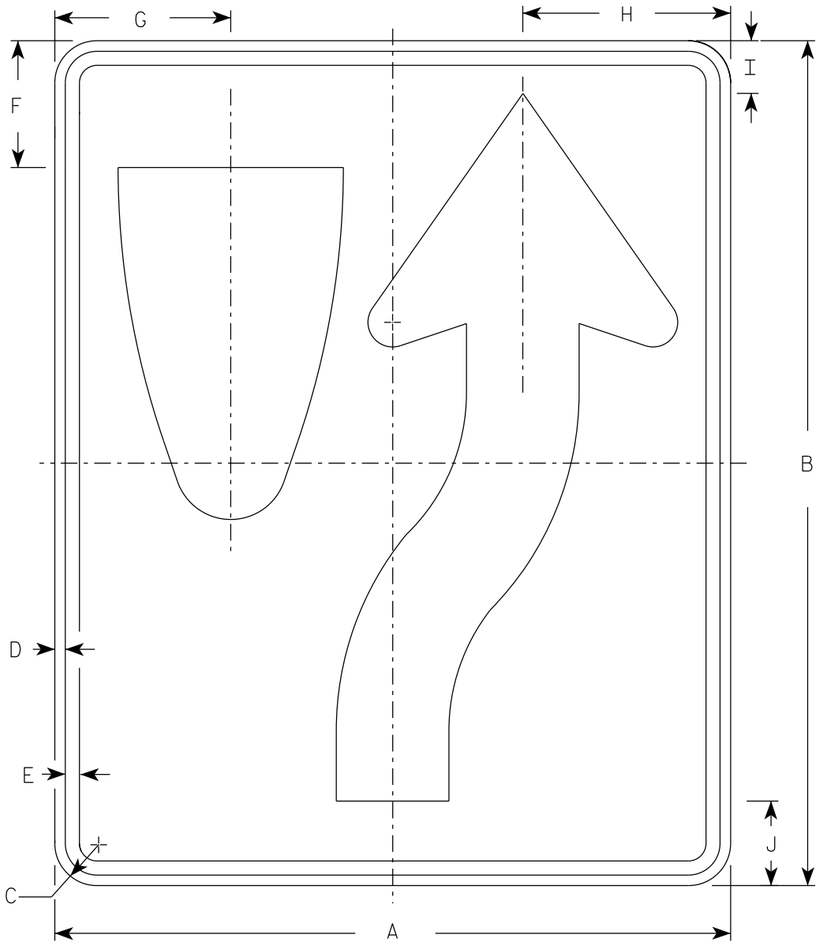
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 629	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

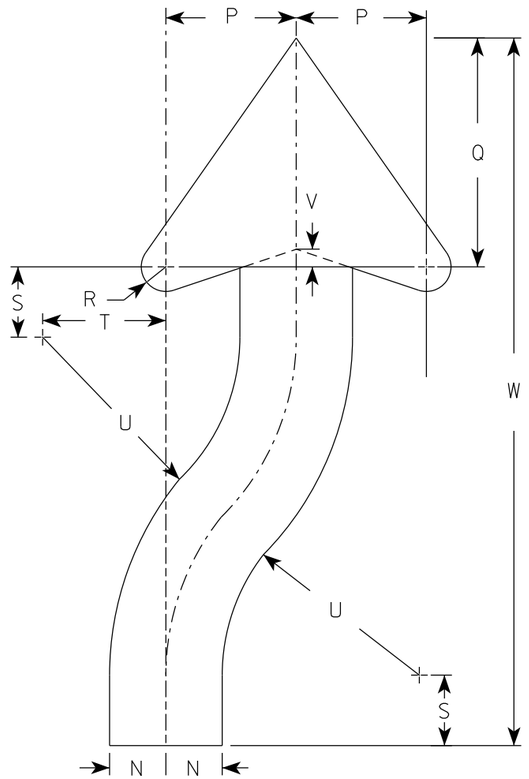
DIVIDER DETAIL





R4-7

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

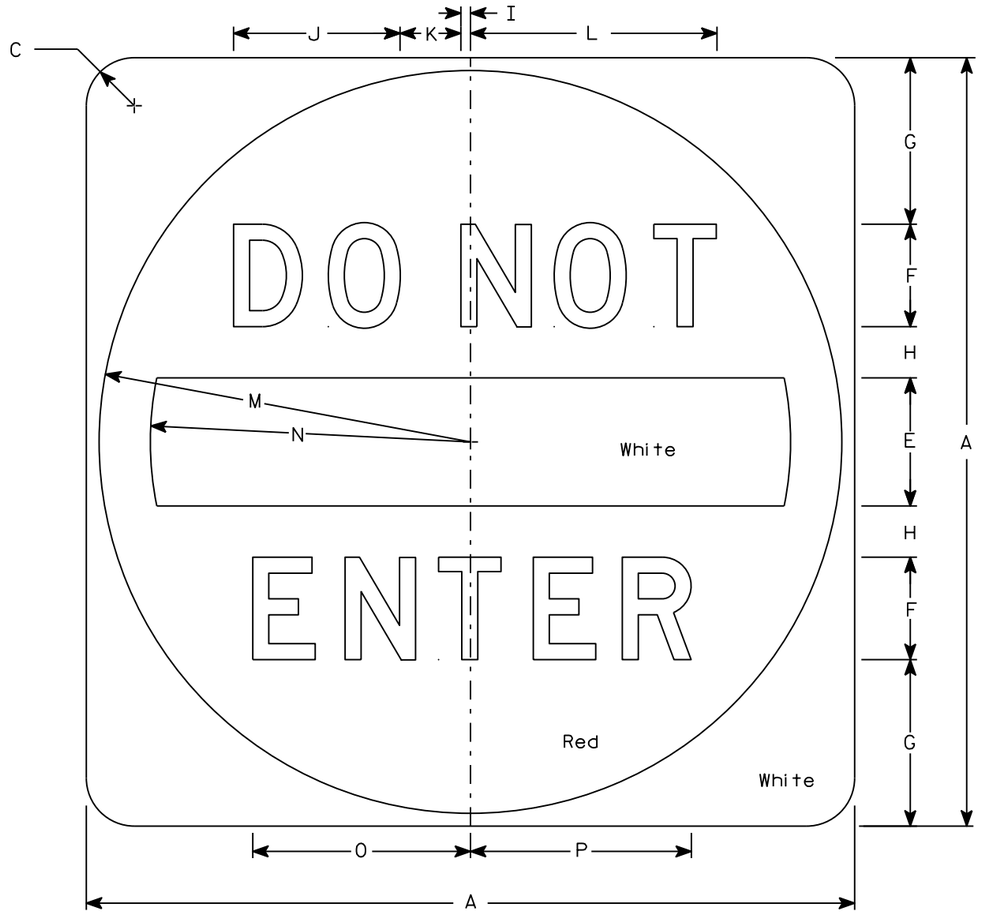
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 630	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

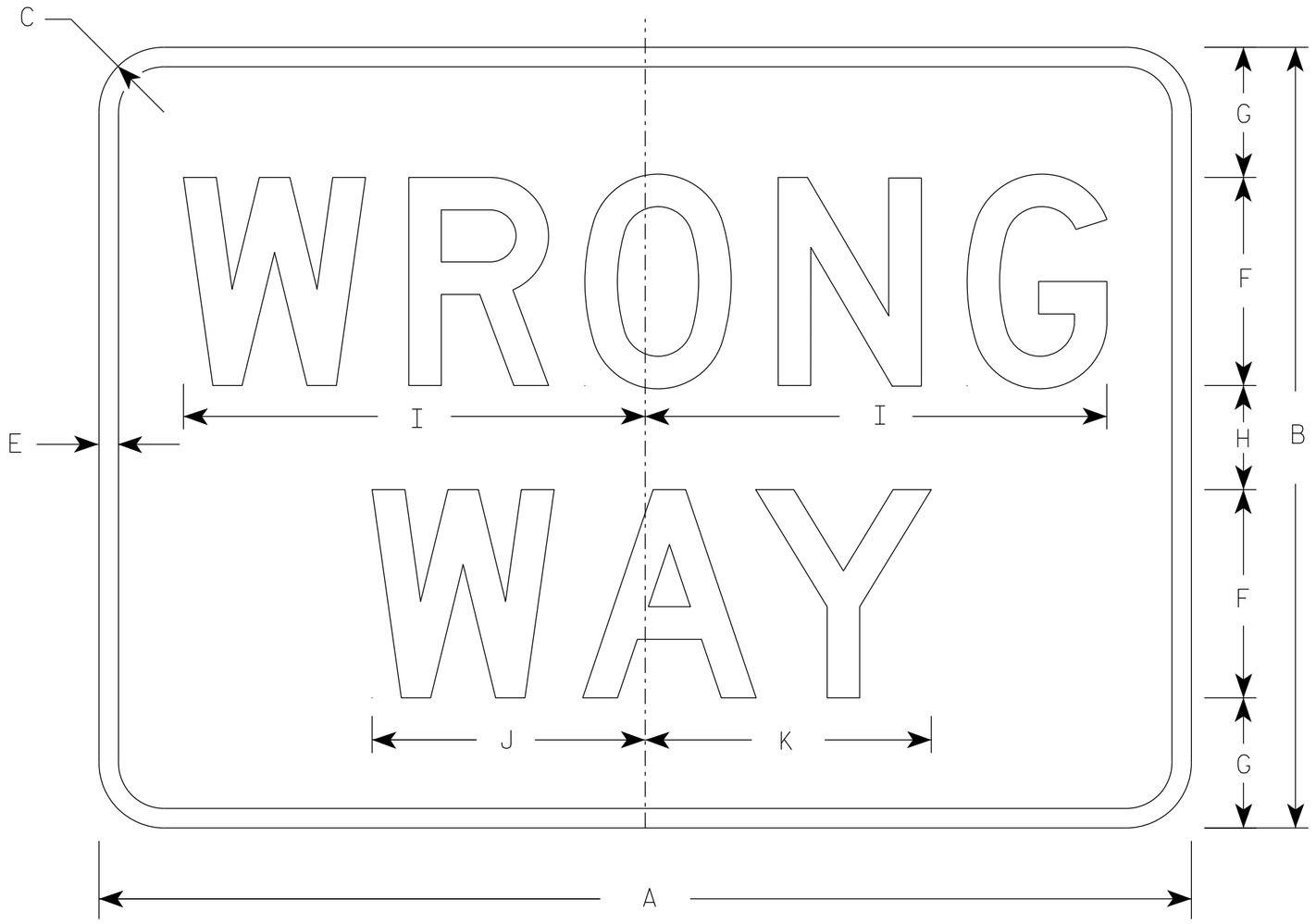
STANDARD SIGN
R5-1

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: 631 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	1 1/2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75

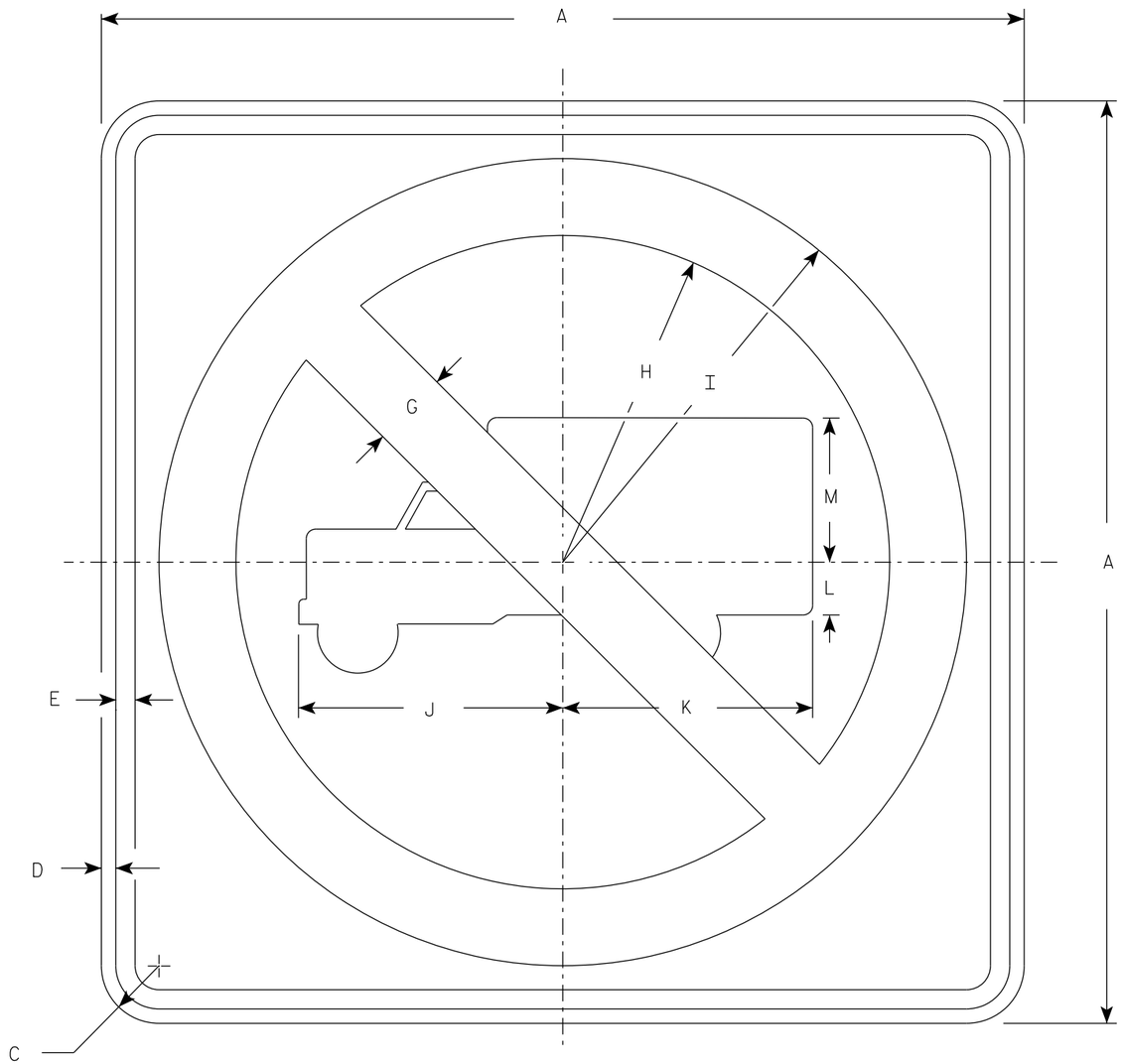
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 632 | E



R5-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See Note 3
3. Circle & Diagonal - Red
   Truck Symbol & Border - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 7/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		2 1/4	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

STANDARD SIGN
R5-2

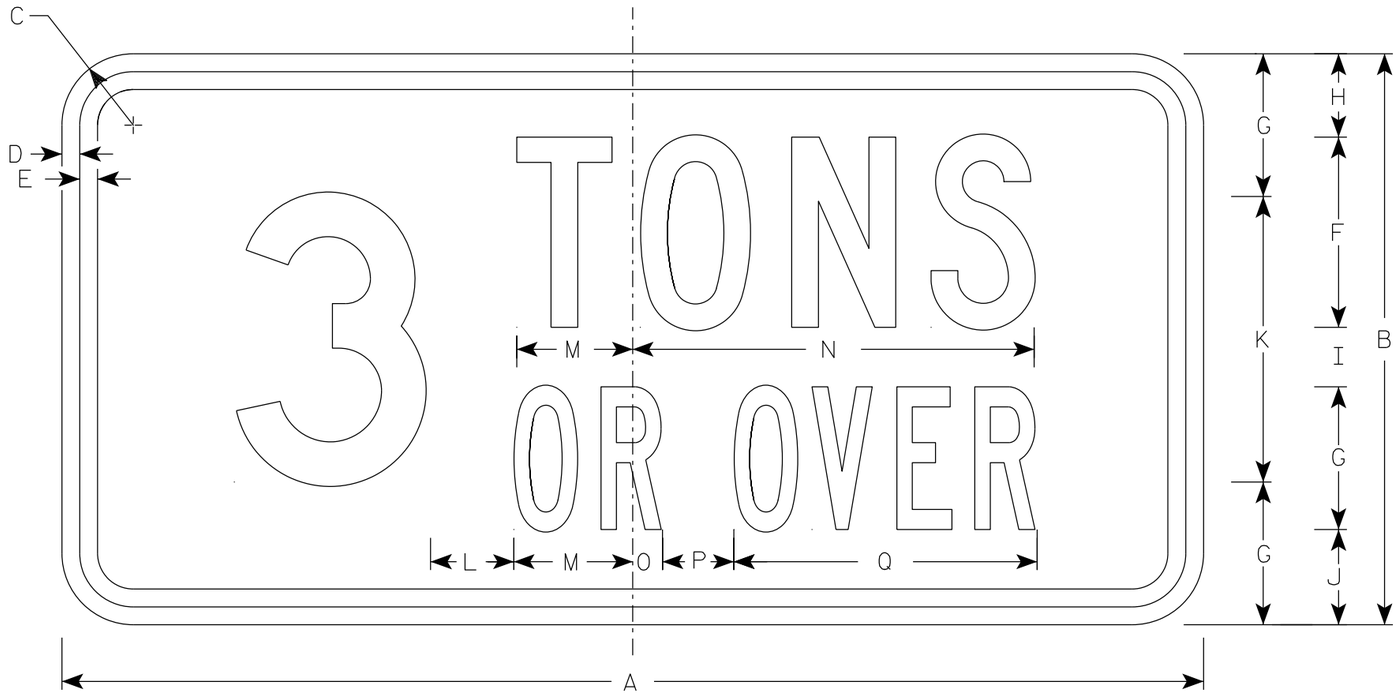
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-2.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 633 | E

7



R5-2A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - See note 4
4. Line 1 is Series "C"
   Line 2 is Series "B"
   Numeral is Series "D"
5. Substitute appropriate numerals.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	4	3	1 3/4	1 1/4	2	6	1 3/4	2 1/2	8 1/2	5/8	1 1/2	6 3/8										2.0
2M	24	12	1 1/2	3/8	3/8	4	3	1 3/4	1 1/4	2	6	1 3/4	2 1/2	8 1/2	5/8	1 1/2	6 3/8										2.0
3	30	15	1 1/2	3/8	1/2	5	4	2 1/8	1 3/8	2 1/2	7	2 1/4	3 1/8	10 1/2	1	2 3/8	8 1/2										2.25
4	36	18	1 1/2	3/8	1/2	6	5	2 5/8	1 3/8	3	9	2 1/2	3 3/4	12 5/8	1 3/8	3 1/8	10 1/2										4.5
5	48	24	1 7/8	3/8	5/8	8	6	3 1/2	2 1/2	4	12	3 1/2	4 7/8	16 7/8	1 1/4	3	12 3/4										8.0

STANDARD SIGN
R5-2A

WISCONSIN DEPT OF TRANSPORTATION

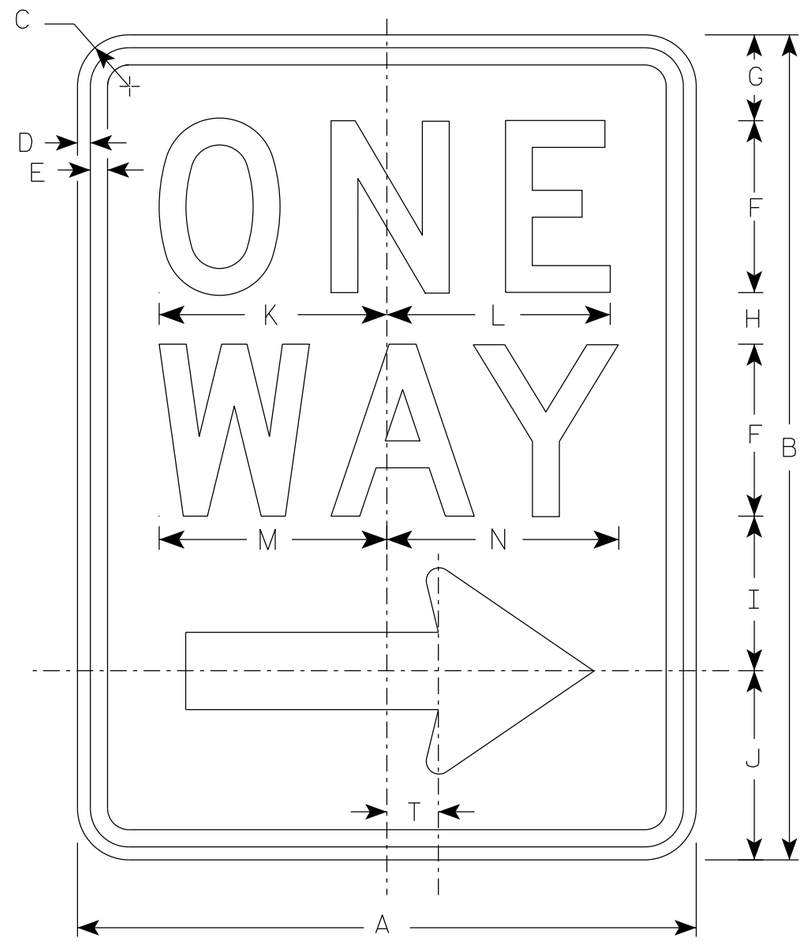
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-2A.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 634 | E

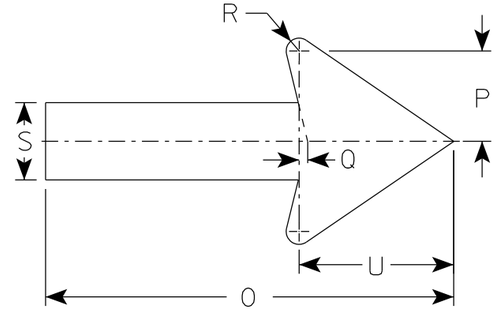
NOTES

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																										

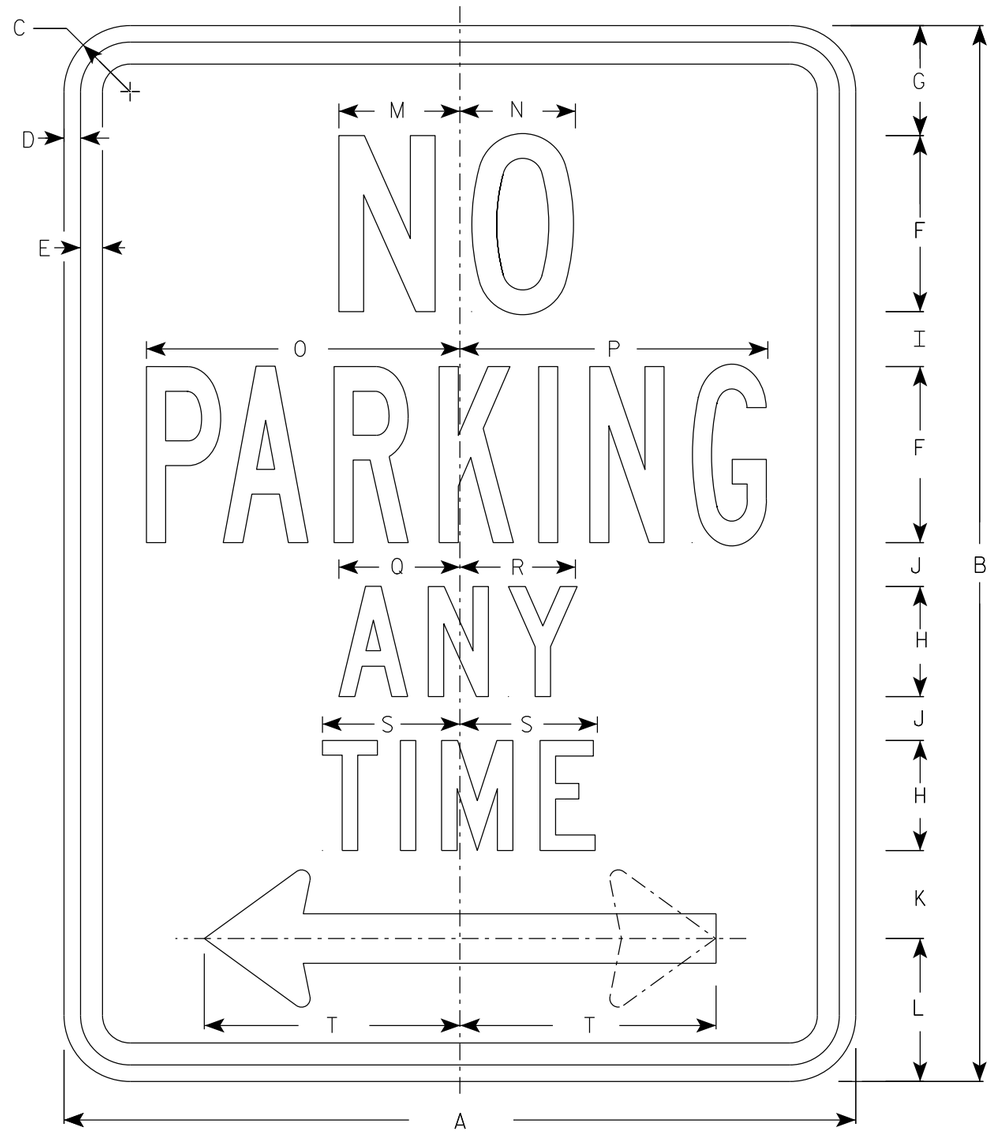
STANDARD SIGN
R6-2 R&L

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: 635 | E

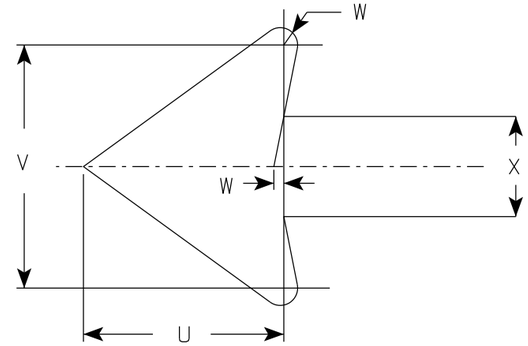


R7-1

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

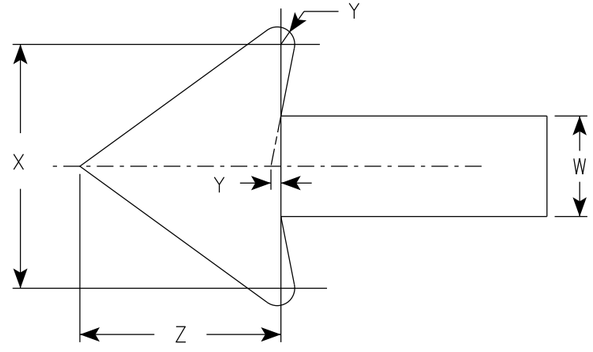
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 636	E



R7-51

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.
4. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left 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	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	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	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	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	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	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	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

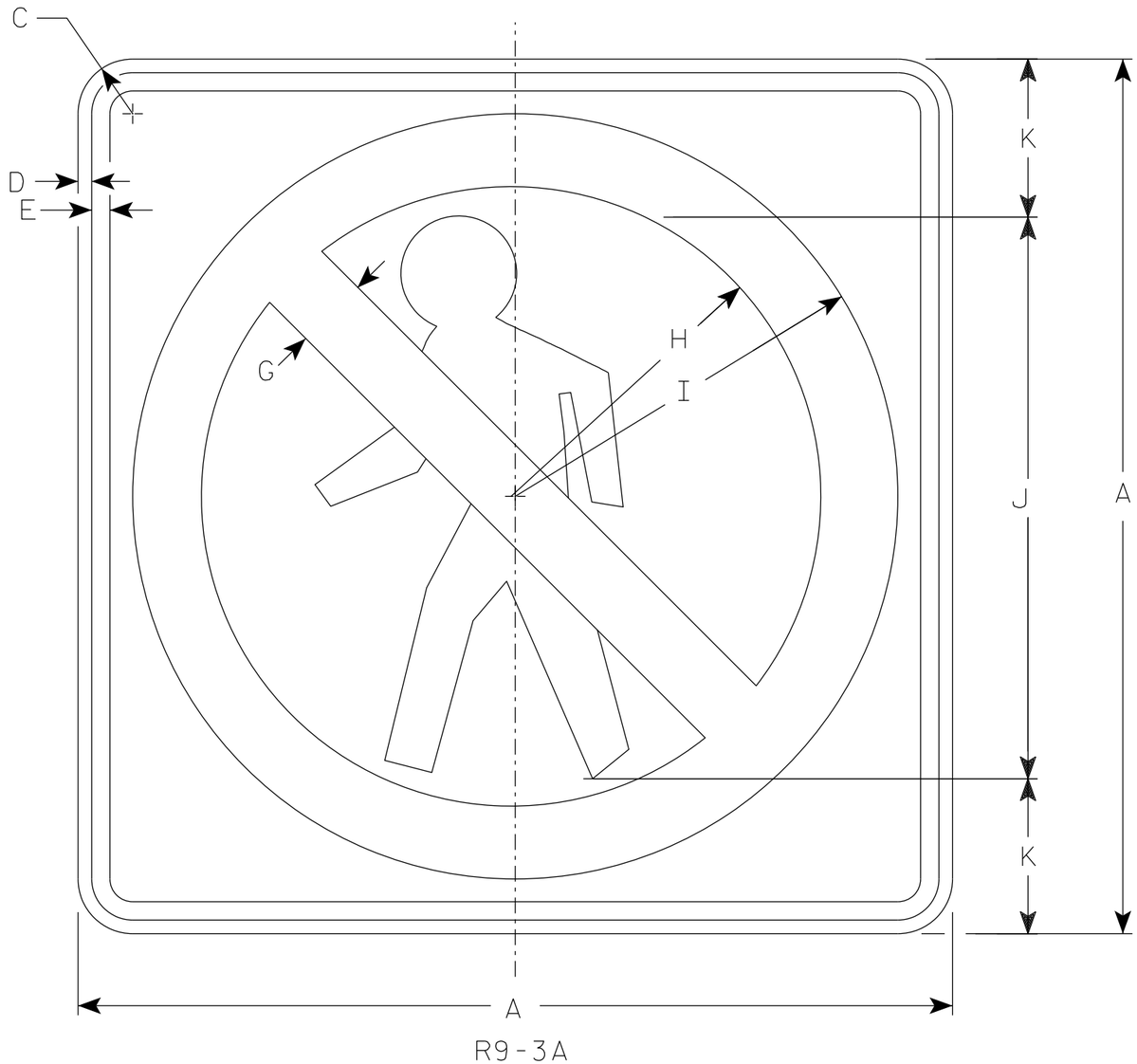
STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/9/23 PLATE NO. R7-51.7

PROJECT NO:	HWY:	COUNTY:			SHEET NO: 637	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

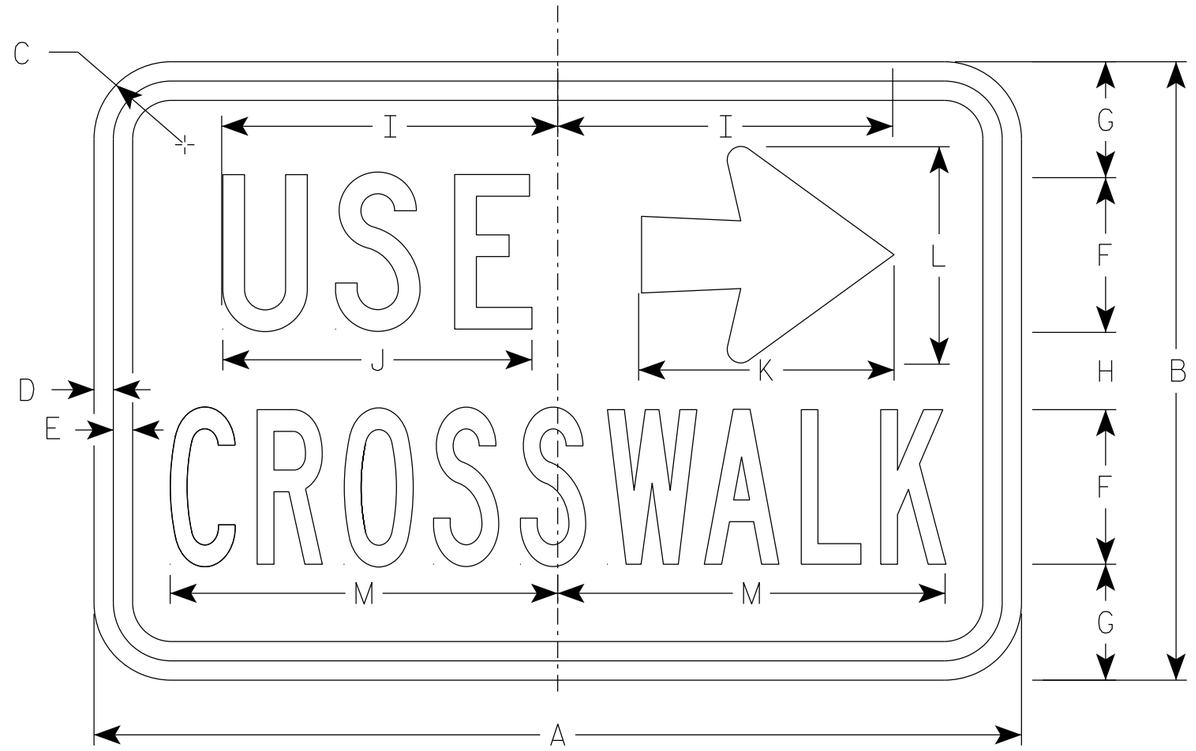
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 638 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 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																											

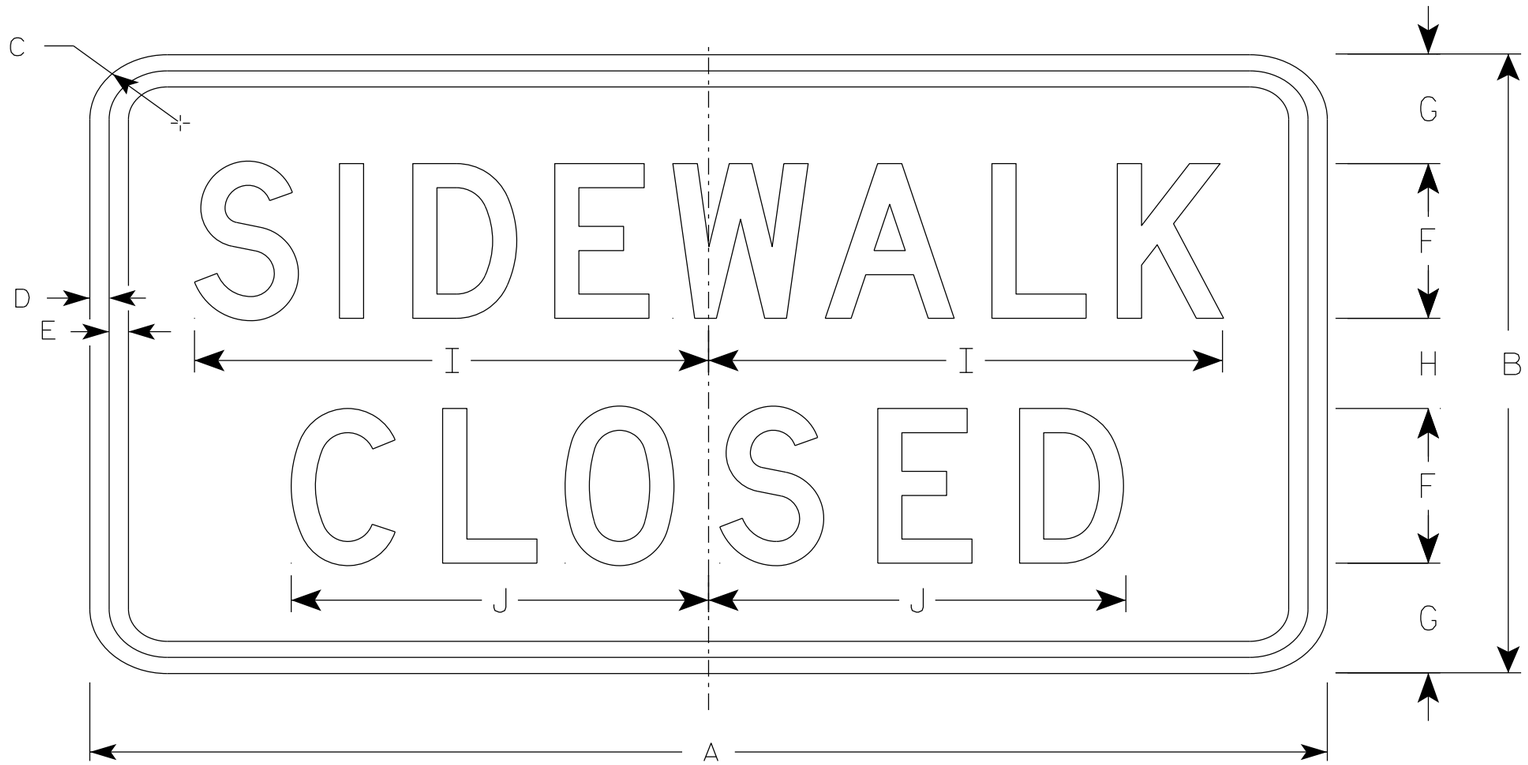
STANDARD SIGN
R9-3B

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: 639 | 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

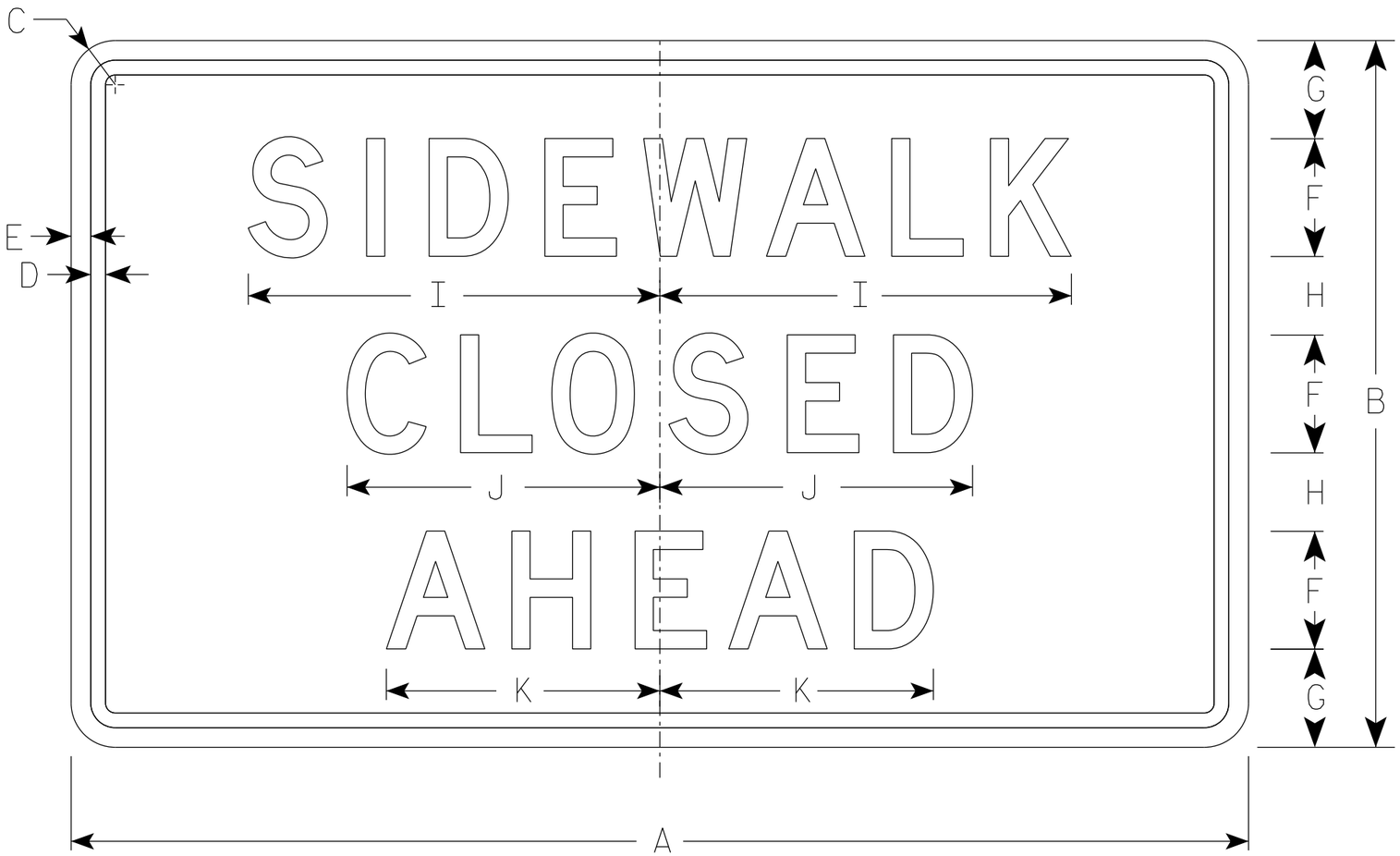
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 640 | 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																											

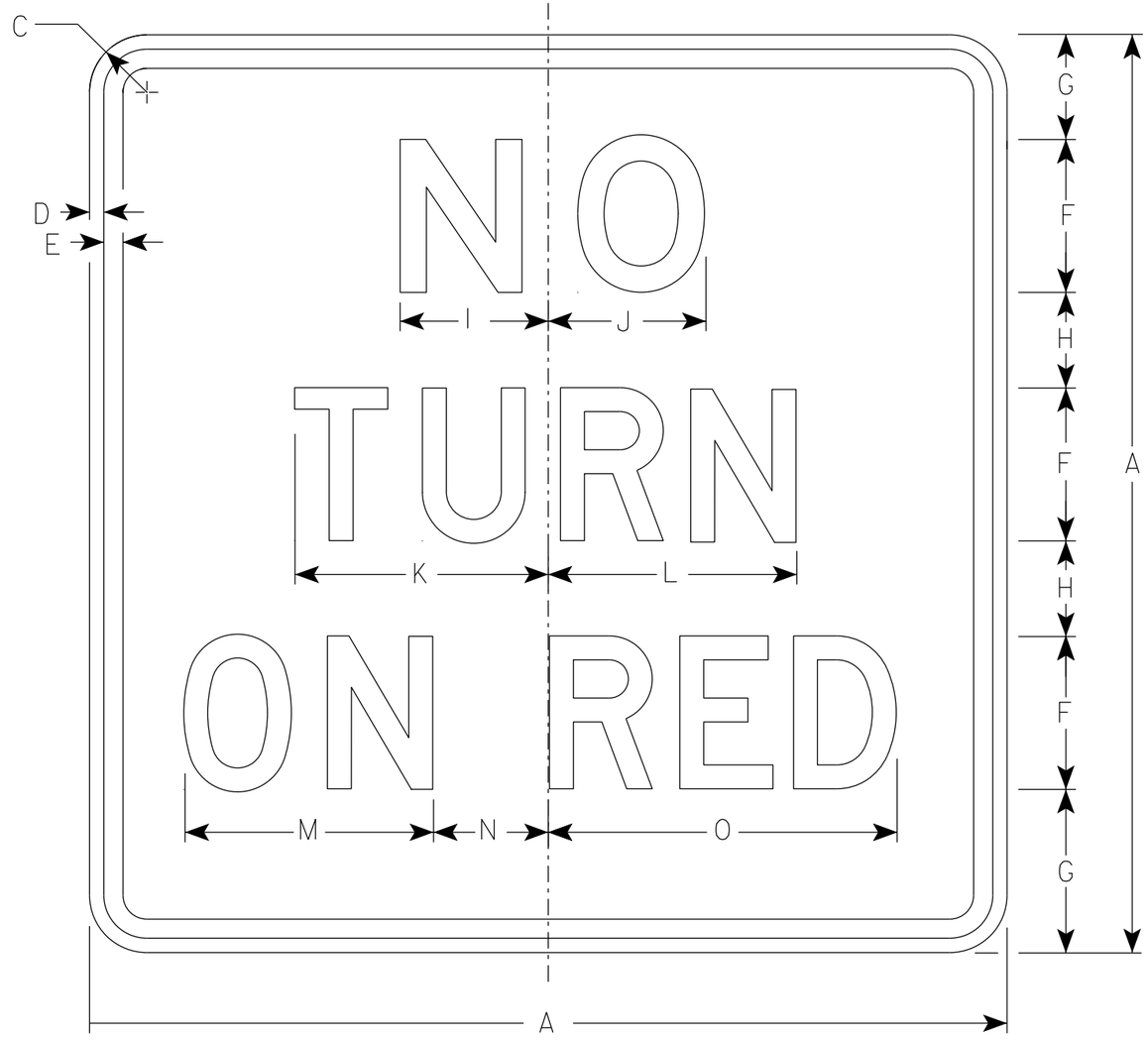
STANDARD SIGN
R9-9A

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: 641 | E



R10-11B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series E.
   Lines 2 and 3 are 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	18		1 1/2	3/8	3/8	3	2 3/4	1 3/4	3	3 1/8	5	4 7/8	5 1/4	1 7/8	7 1/8												2.25
2S	24		1 1/2	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
2M	24		1 1/2	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
3	30		1 7/8	1/2	5/8	5	4 1/2	3	4 7/8	5 1/4	8 1/4	8 1/8	7 3/4	4 1/8	11 7/8												6.25
4																											
5																											

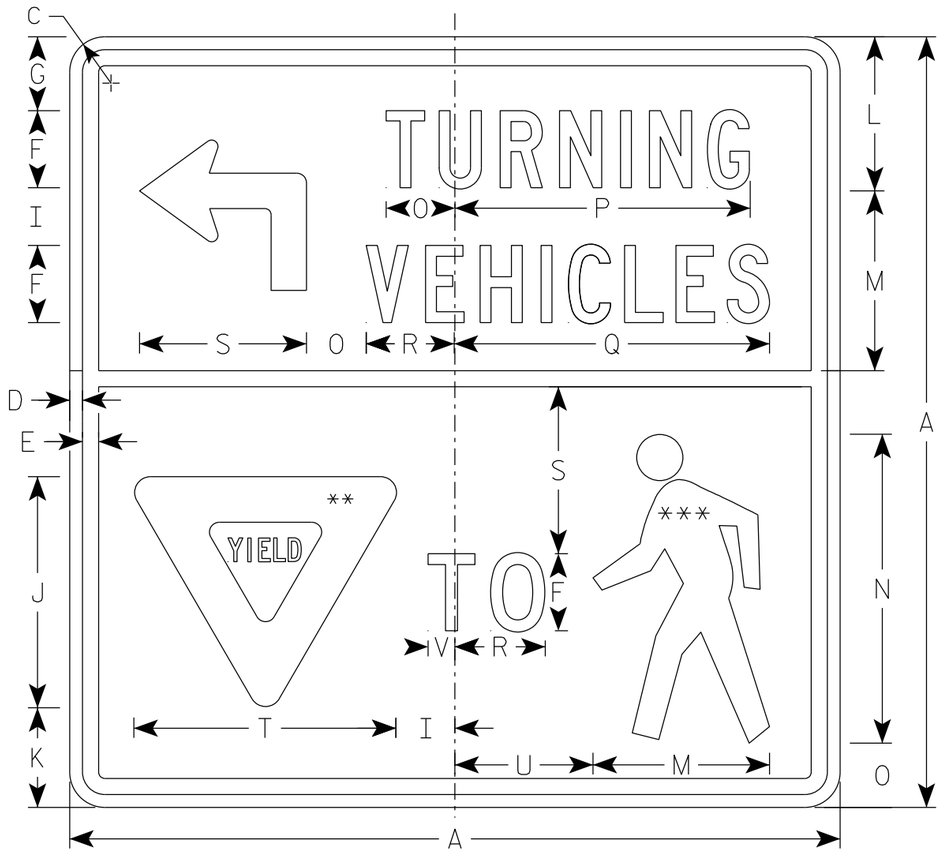
STANDARD SIGN
R10-11B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/31/24 PLATE NO. R10-11B.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 642 E



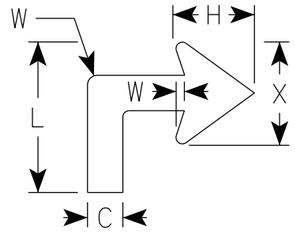
R10-15L

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																											

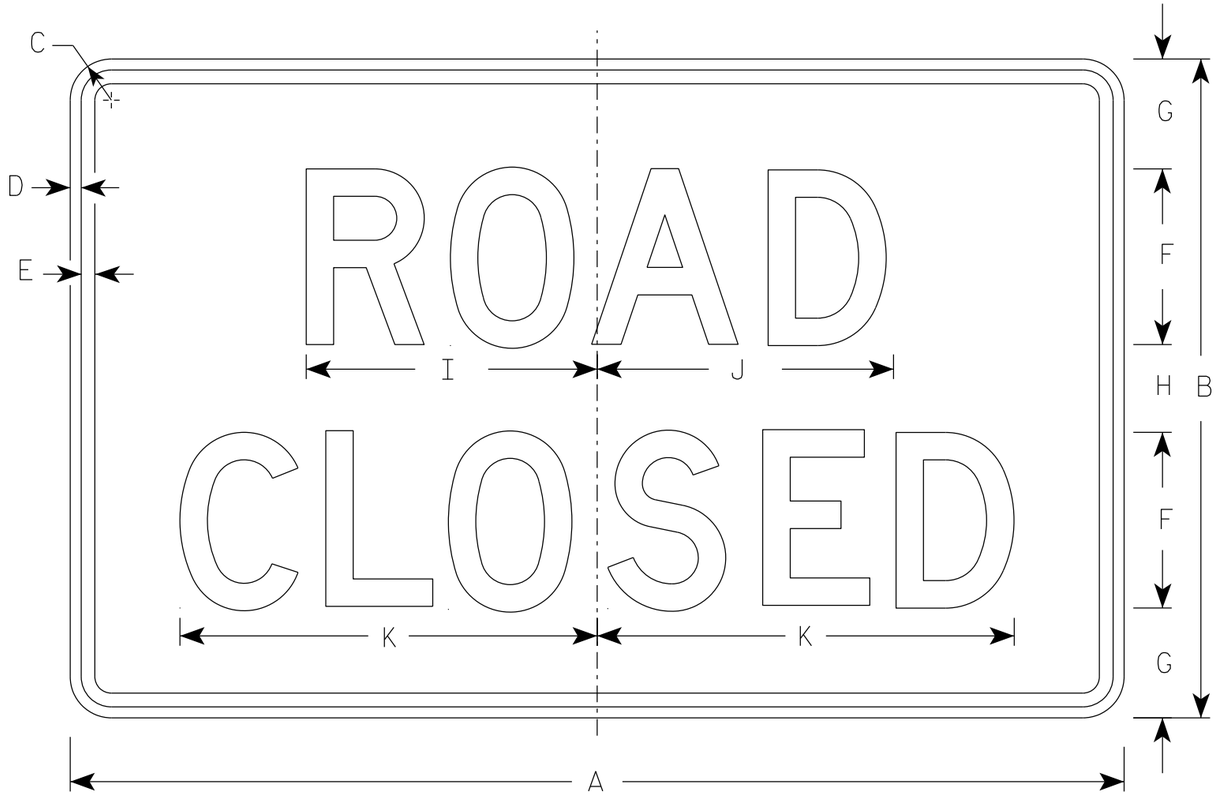
STANDARD SIGN
R10-15L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/24 PLATE NO. R10-15L.3

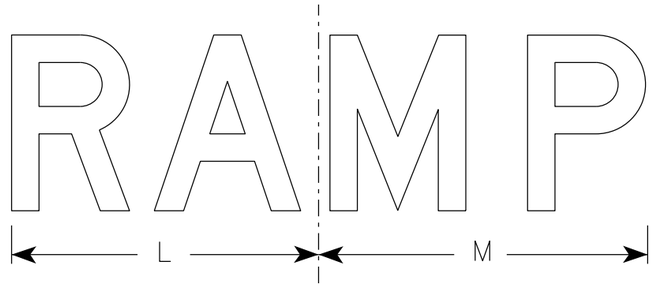
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 643 E



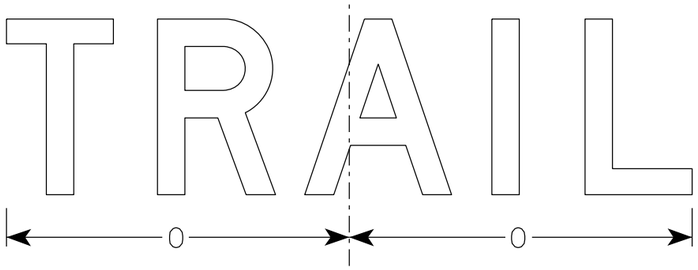
R11-2

NOTES

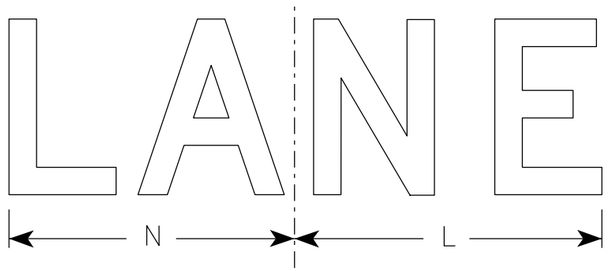
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

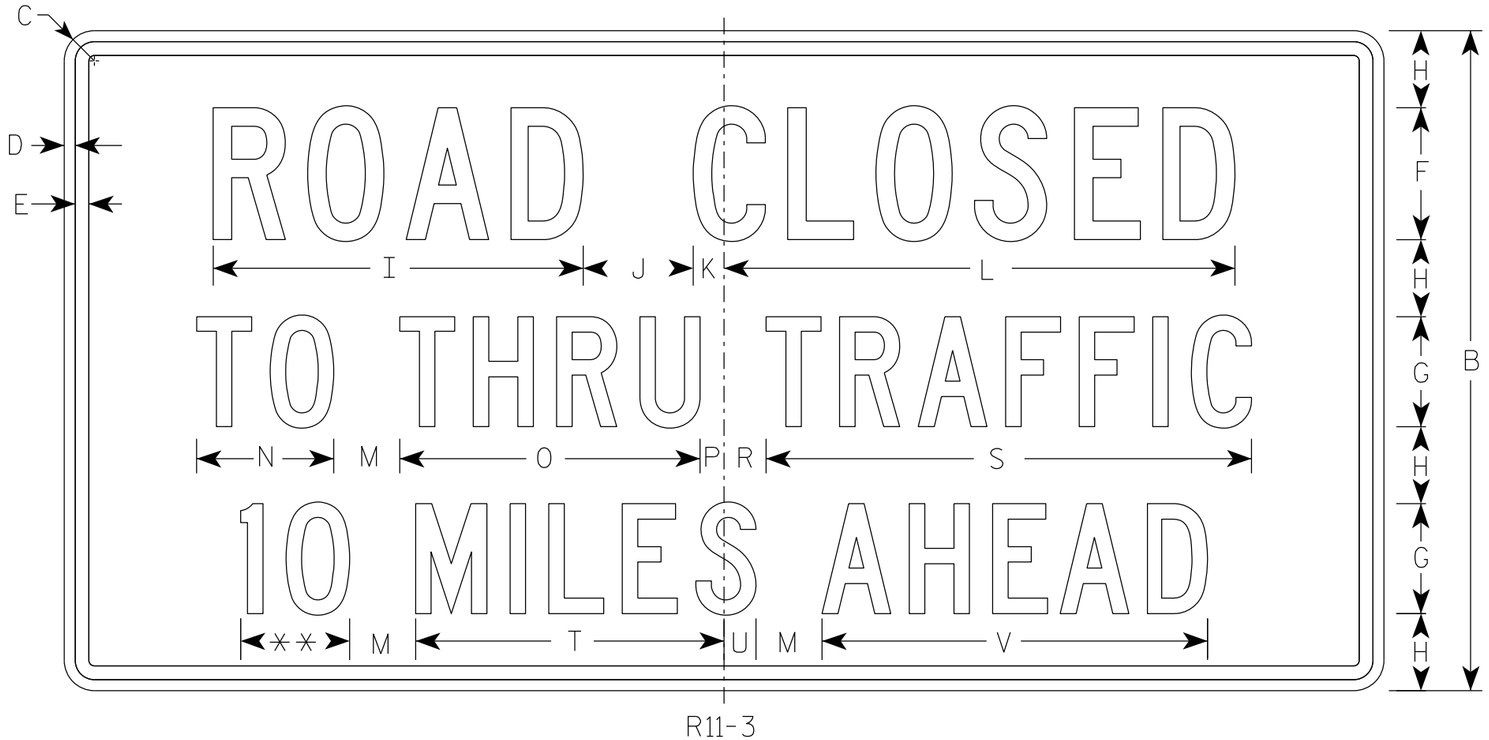
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

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

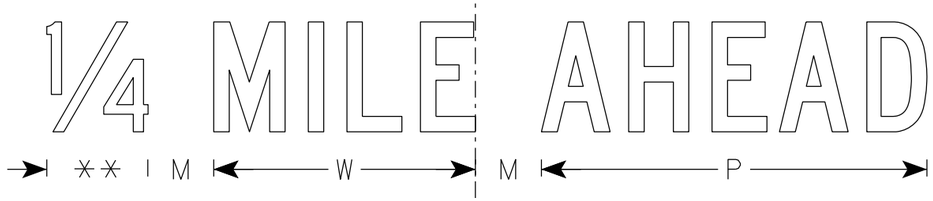
NOTES

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																											

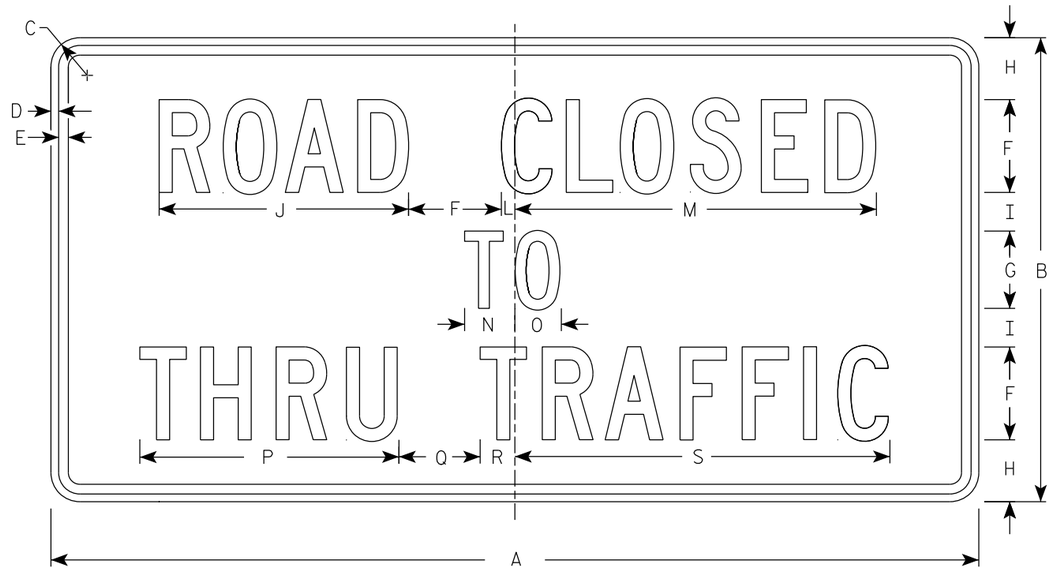
STANDARD SIGN
R11-3

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: 645	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

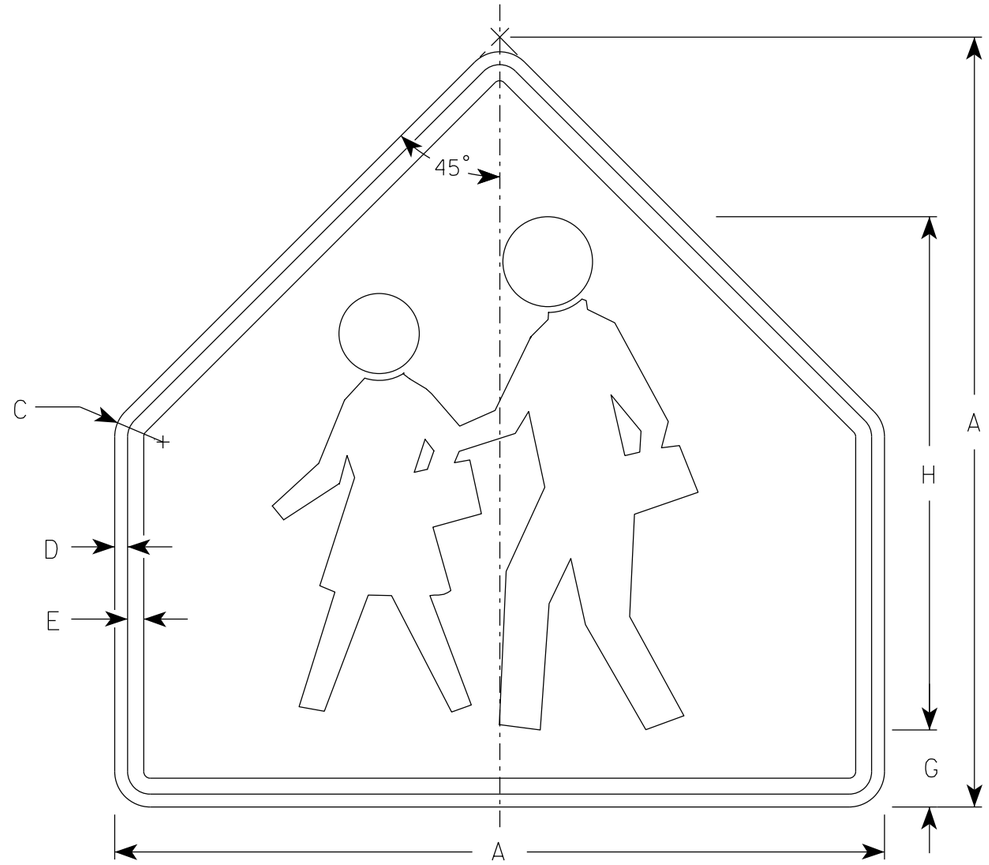
DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 646 E

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black



S1-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2S	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
2M	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		1 7/8	3/4	1		4 3/4	32																			12
5																											

STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

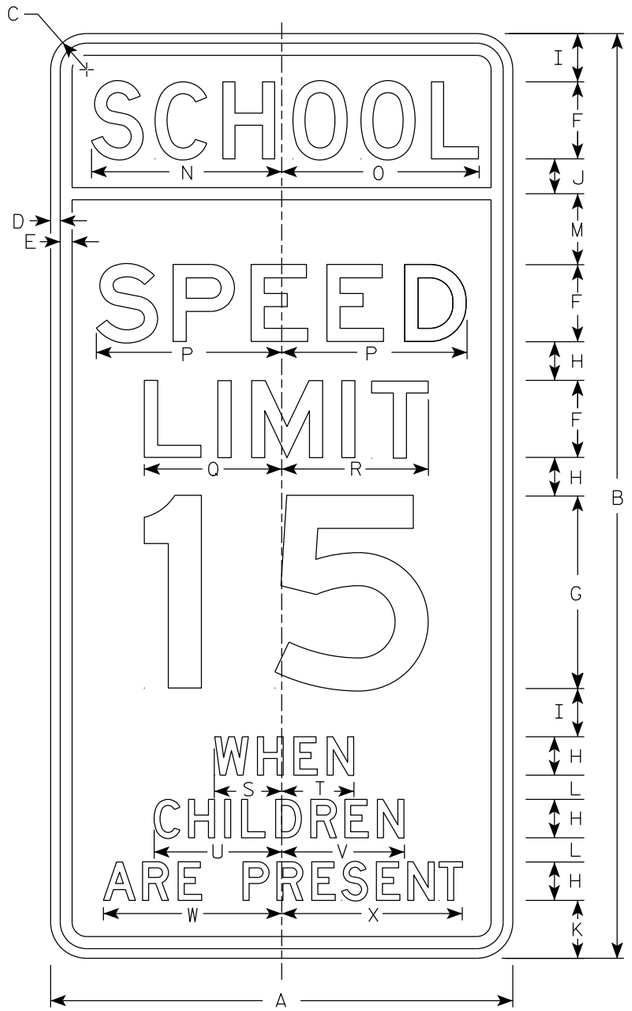
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/16/2023 PLATE NO. S1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 647 | E

7

7



S4-51

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
   Background - See Note 4
   Message - Black
3. Message Series - See Note 5
4. Top panel (SCHOOL) background - Yellow Green - Type F Reflective
   Lower panel background - White - Type SH Reflective
5. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
6. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	48	1 7/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00
2M	24	48	1 7/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00
3	36	72	3	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00
4																											
5																											

STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

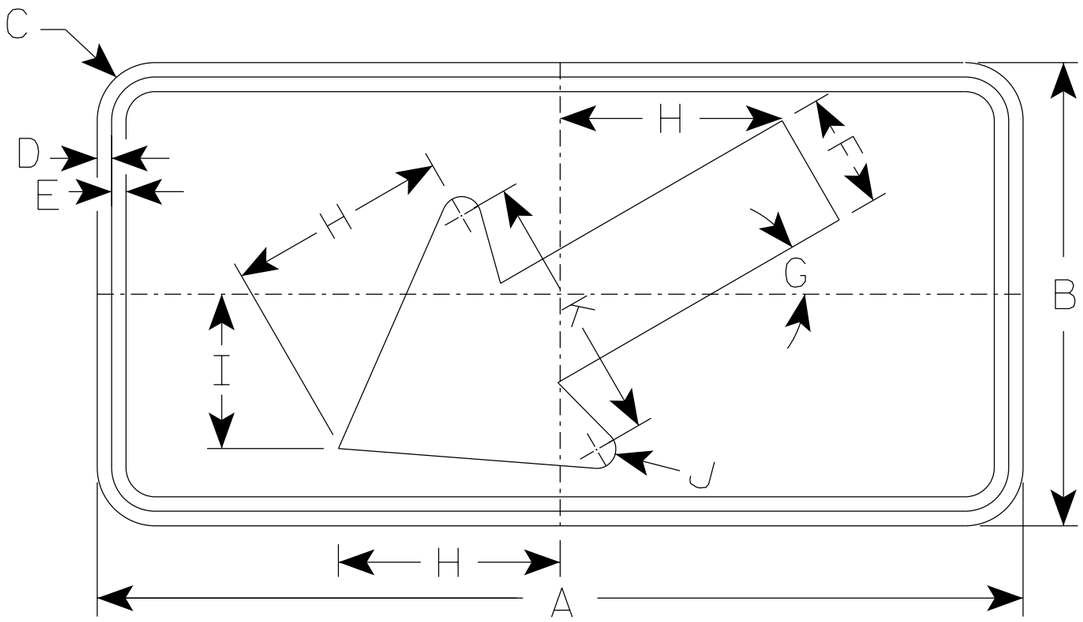
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/22/2023 PLATE NO. S4-51.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 648	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. S16-7R is the same as S16-7L except the arrow is reversed along the vertical centerline.



S16-7L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 ½	⅜	⅜	3	30°	5 ¾	4	½	7																2.0
2S	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
2M	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
3	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
5																											

STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

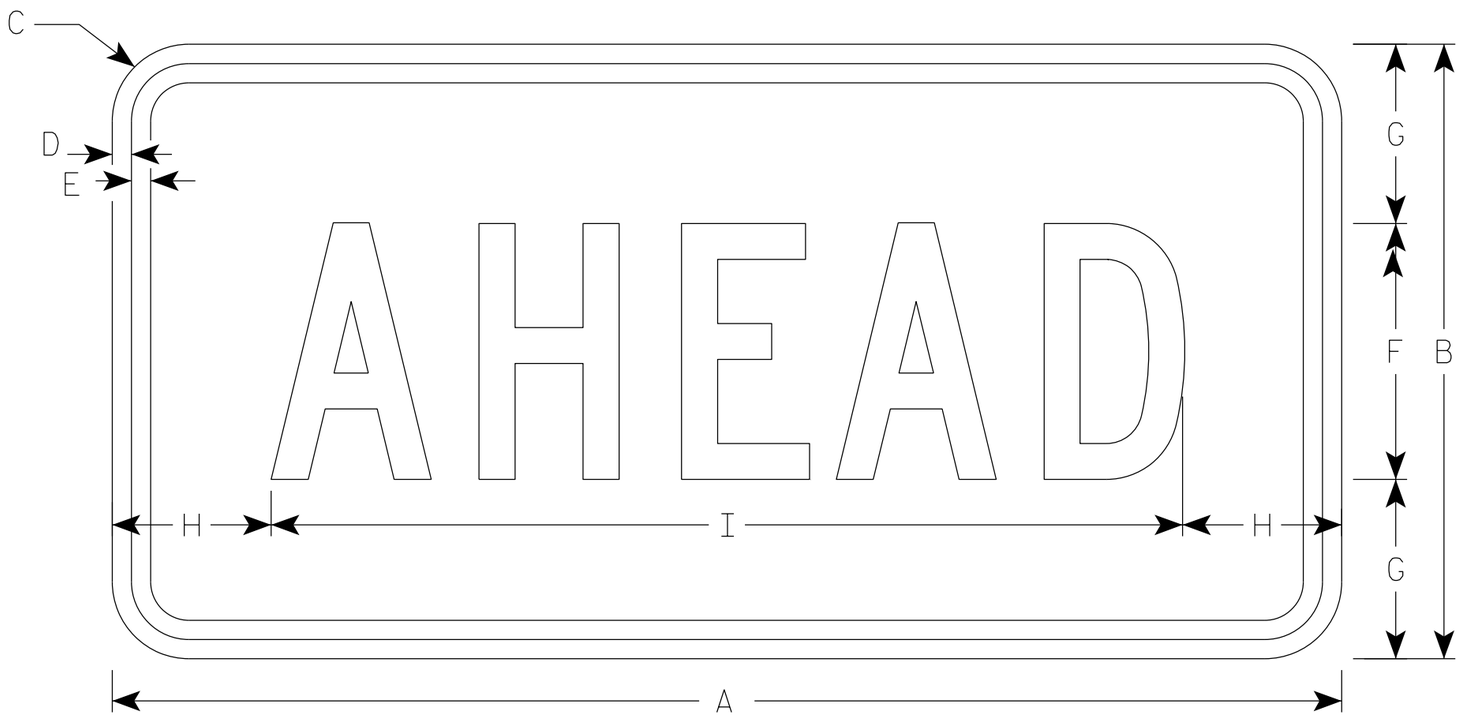
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S16-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 649 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. Message Series - C



S16-9P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
S16-9P

WISCONSIN DEPT OF TRANSPORTATION

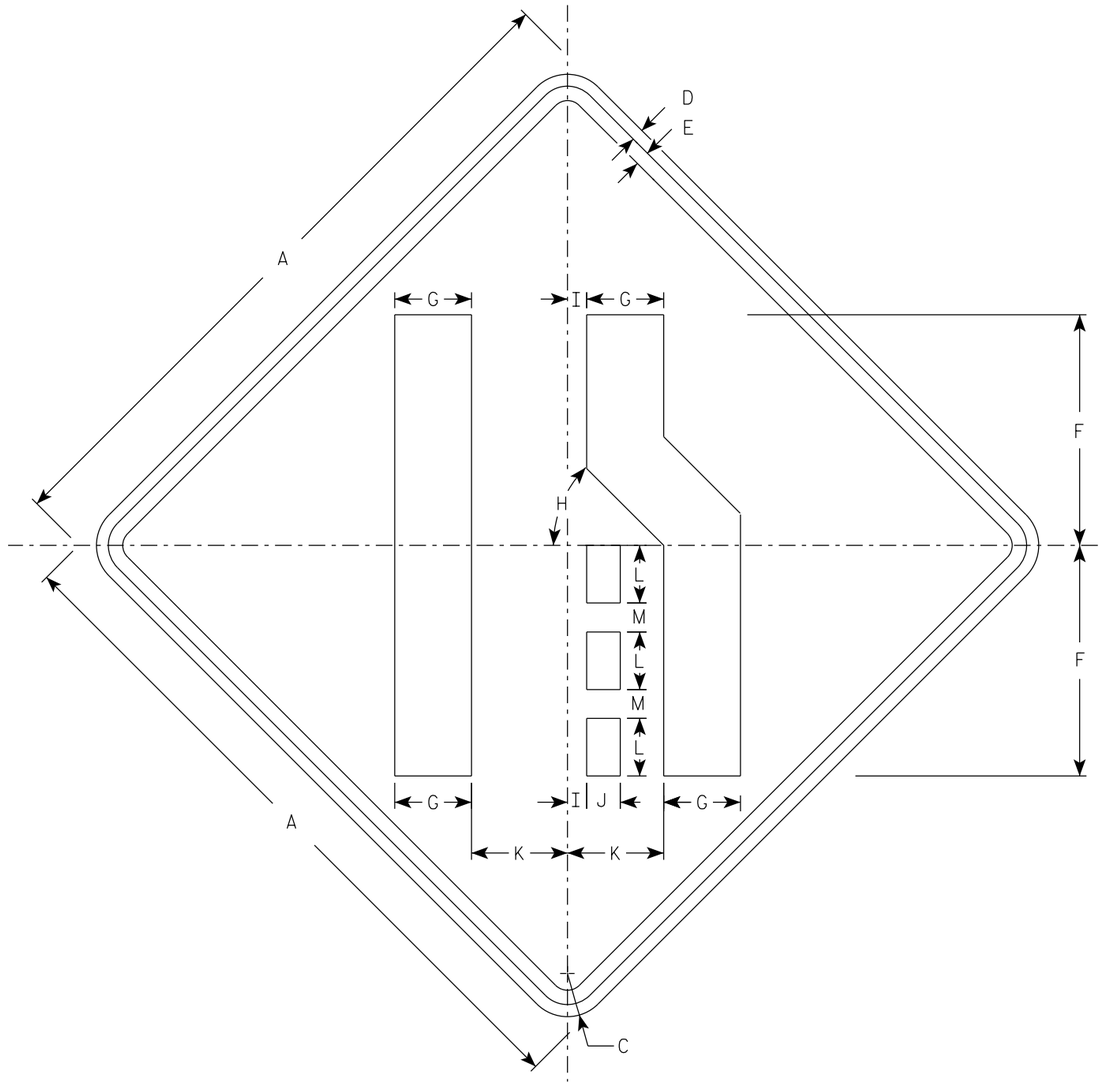
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/2023 PLATE NO. S16-9P.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\S169P.dgn PLOT DATE : 23-FEB 2023 10:32 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



W4-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W4-2L is the same as W4-2R except the symbolis reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

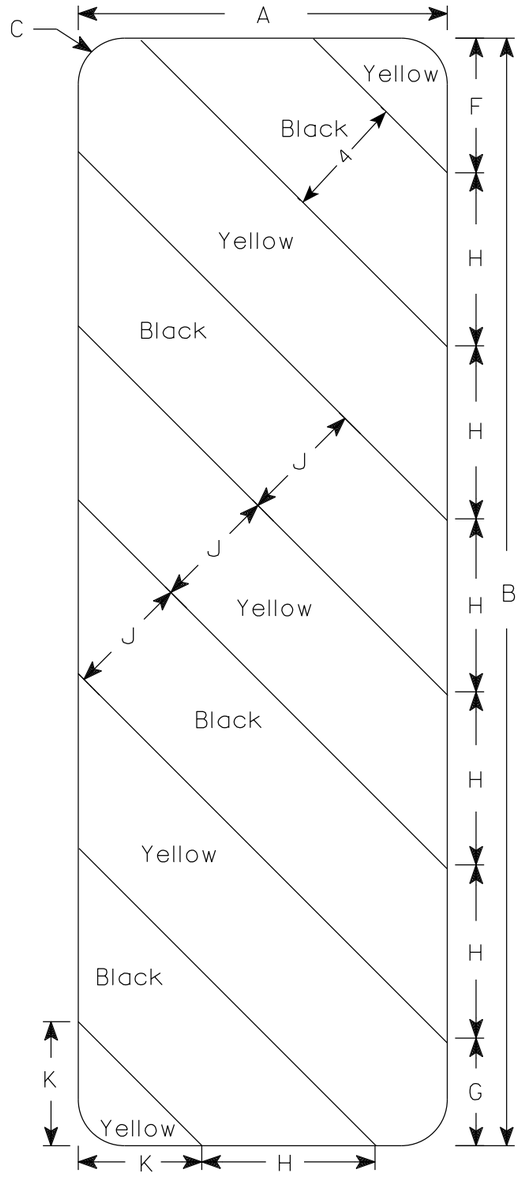
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

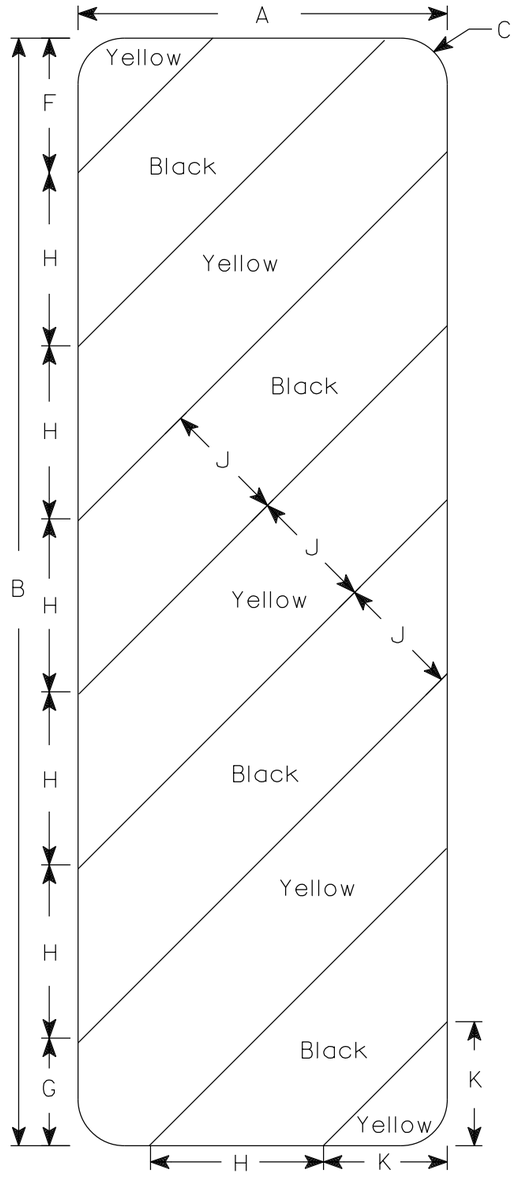
DATE 8/31/2023 PLATE NO. W4-2.15

PROJECT NO:

SHEET NO: 651 E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W5-52L & W5-52R

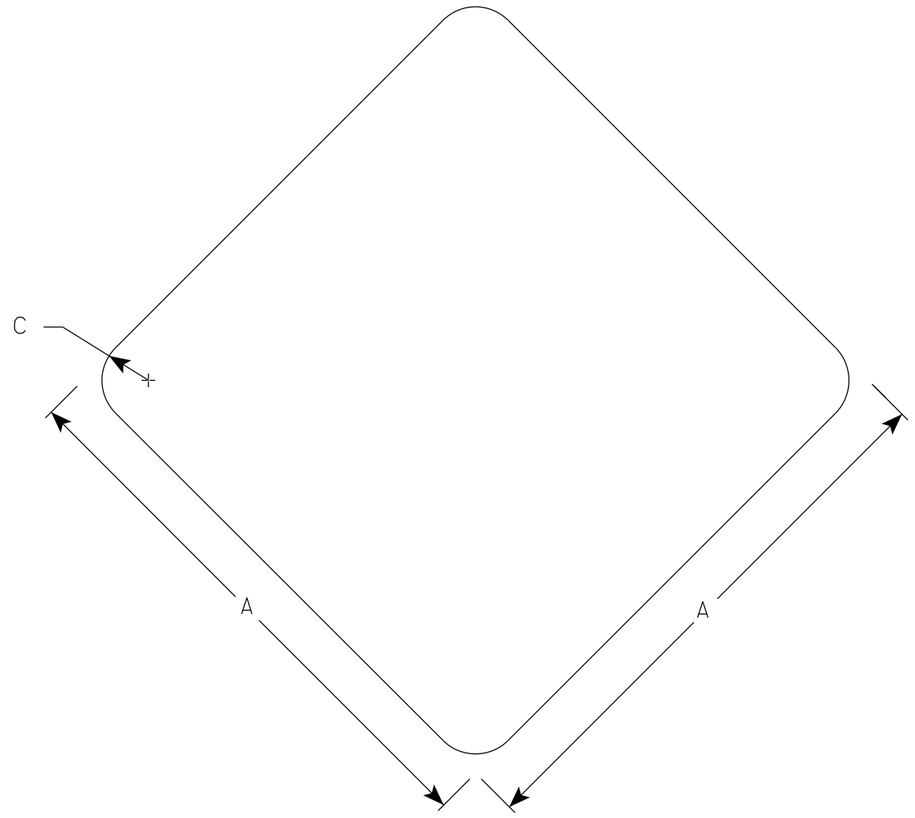
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/4/2024 PLATE NO. W5-52.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 652 E

7



W5-54

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow

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		1 ½																								1.0
2S	18		1 ½																								2.25
2M	18		1 ½																								2.25
3																											
4																											
5																											

STANDARD SIGN
W5-54

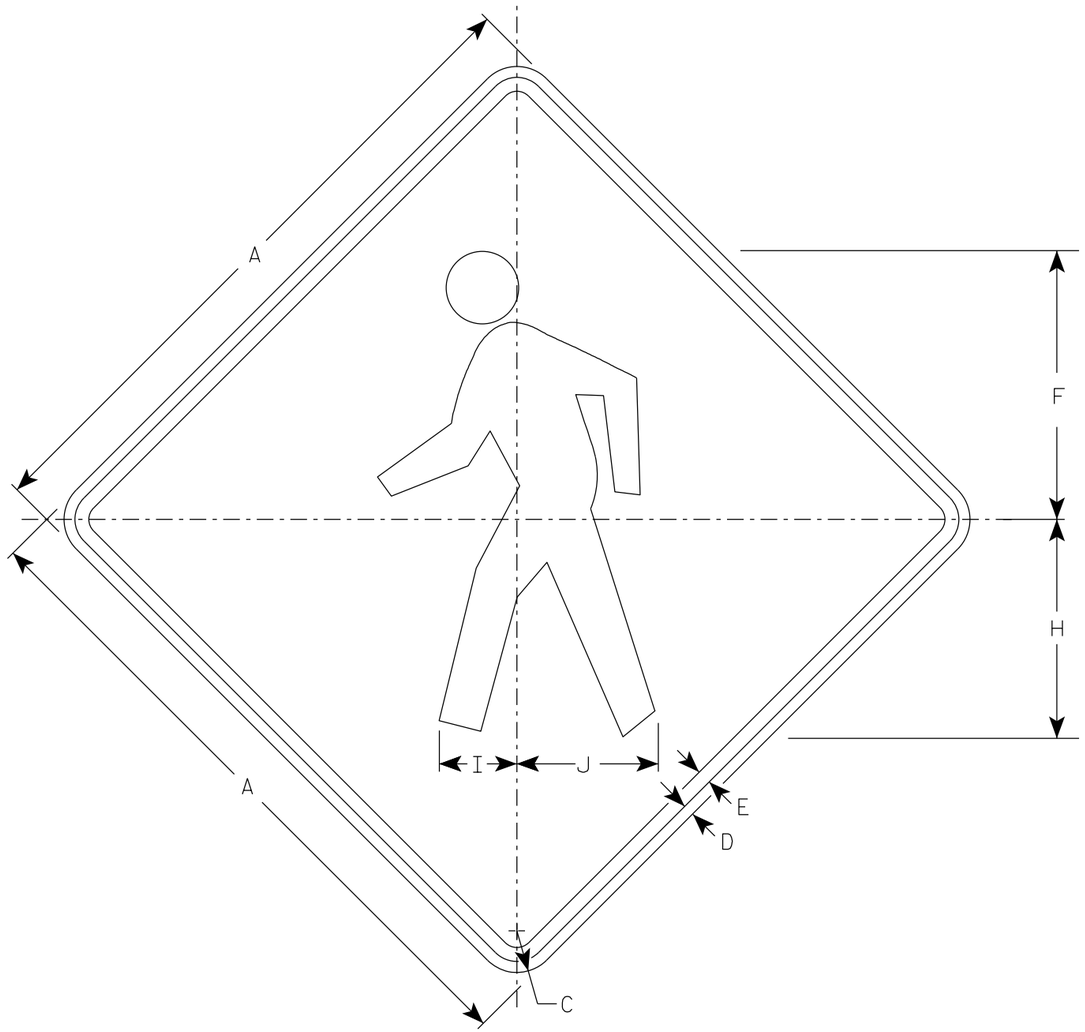
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/2024 PLATE NO. W5-54.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W554.dgn PLOT DATE : 5-MARCH 2024 11:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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																											

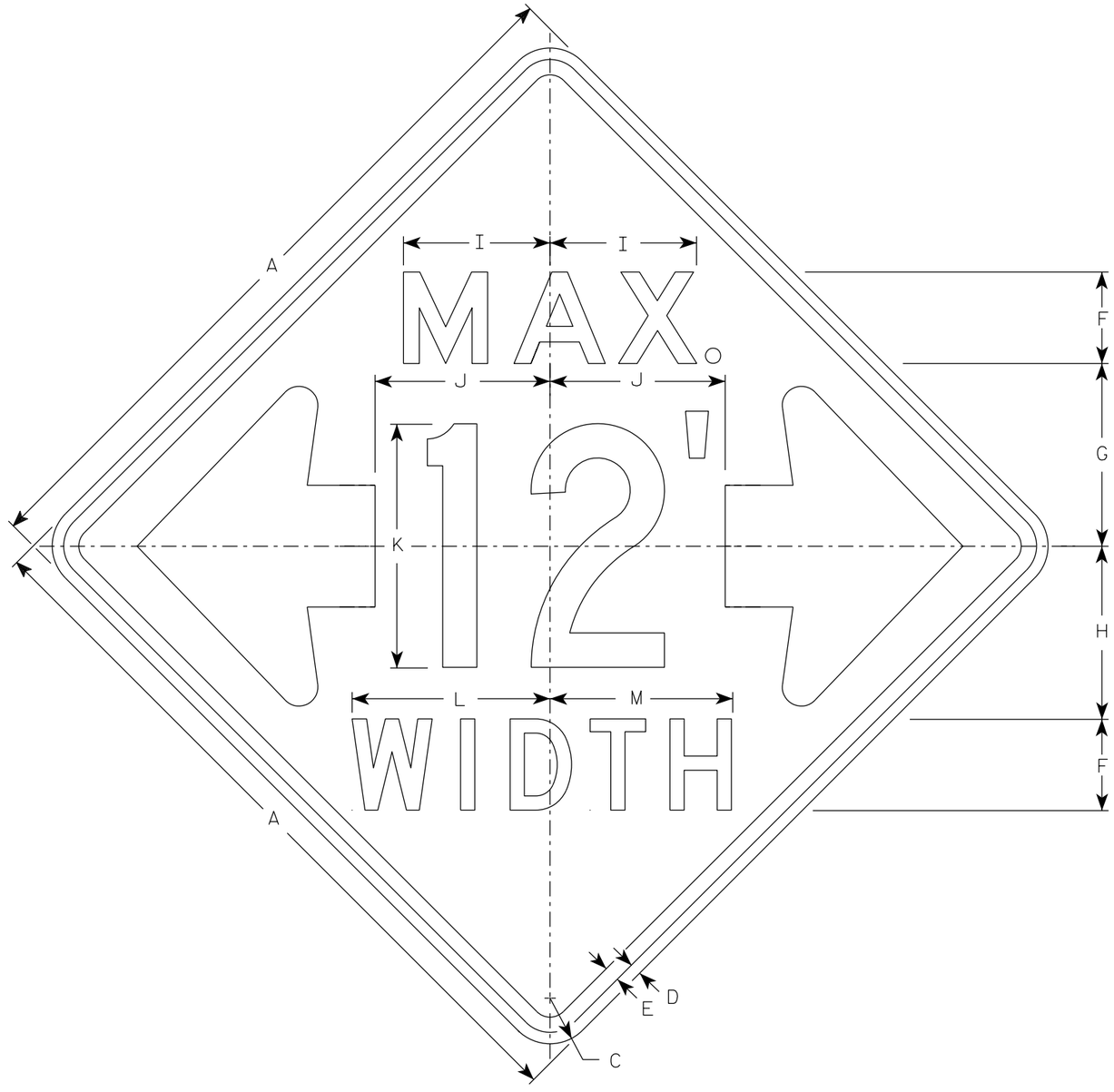
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-2.9

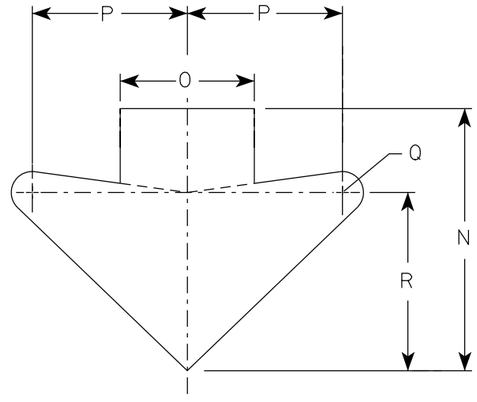
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 654 E



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. Substitute appropriate numerals and adjust spacing as required.



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	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

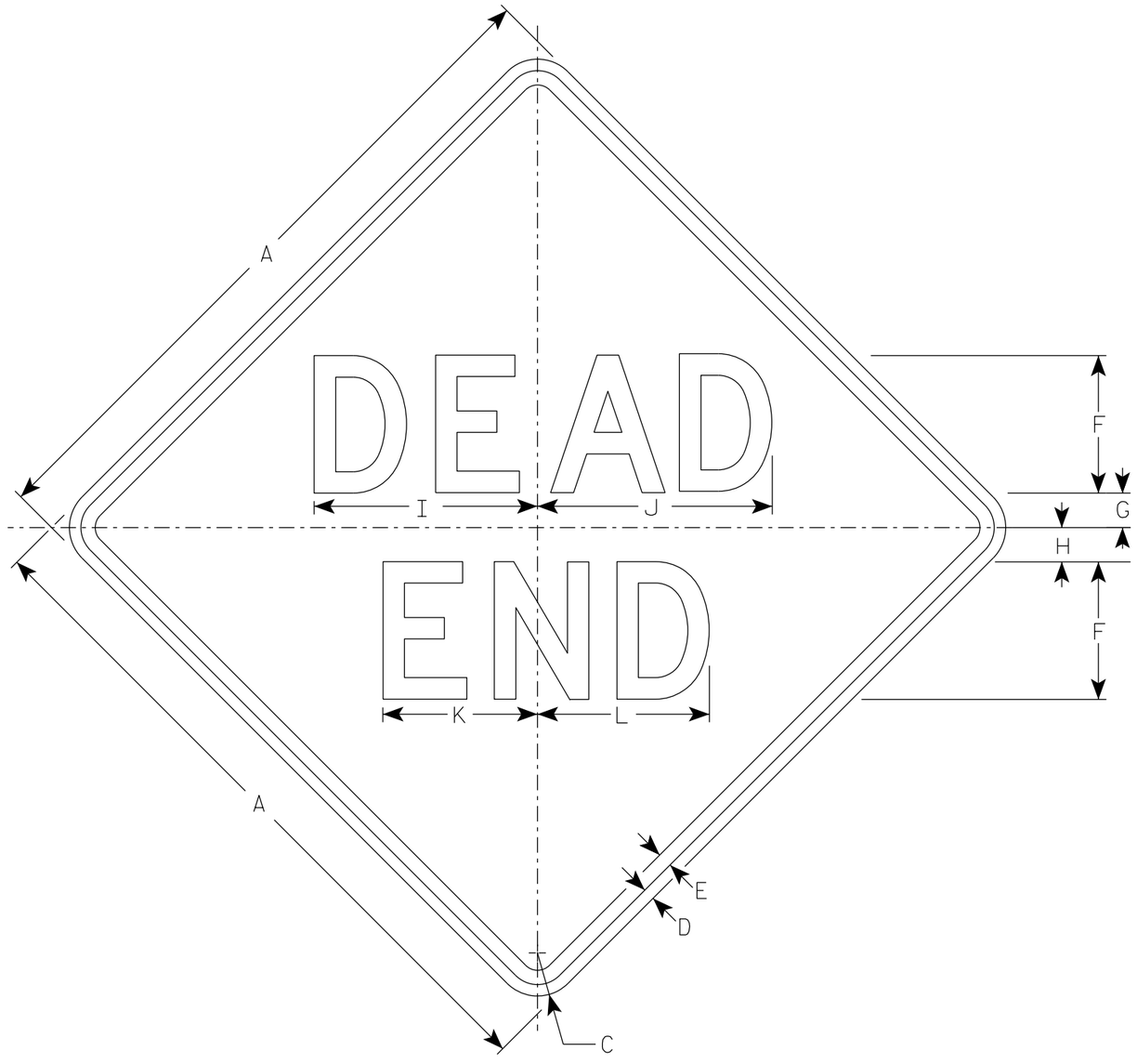
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 655 | E



W14-1

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	Areq sq. ft.
1	24		1 1/2	3/8	1/2	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0
2S	30		1 7/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
2M	30		1 7/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
3	36		2 1/4	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0
4																											
5																											

STANDARD SIGN
W14-1

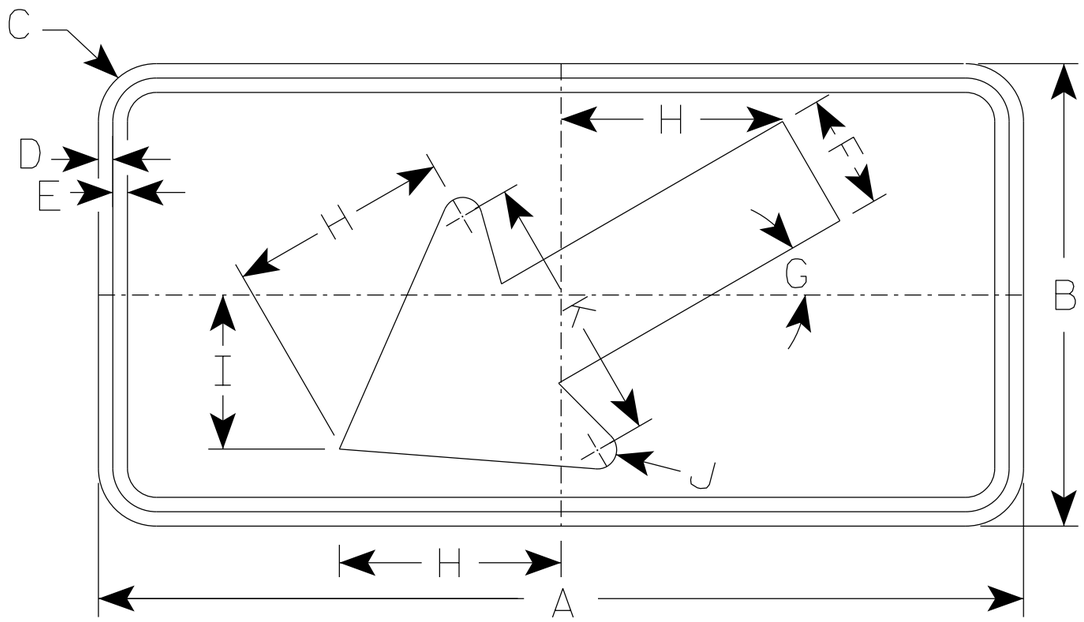
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/8/2024 PLATE NO. W14-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 656 E

7



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

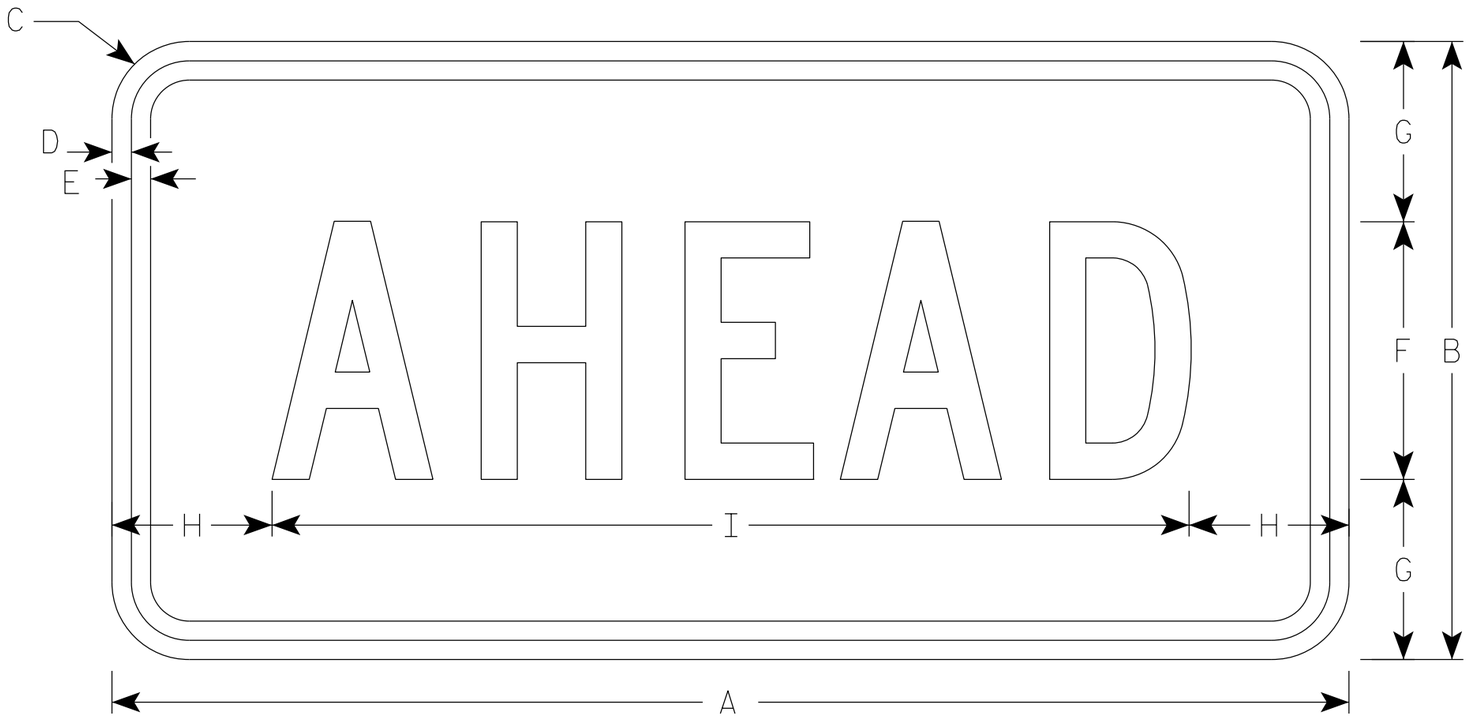
DATE 1/9/2024 PLATE NO. W16-7.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 657 E

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

* For 36" x 36" Warning Signs, use 30" x 18" W16-9P signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-9P signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
*	2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
*	3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
*	4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
	5																											

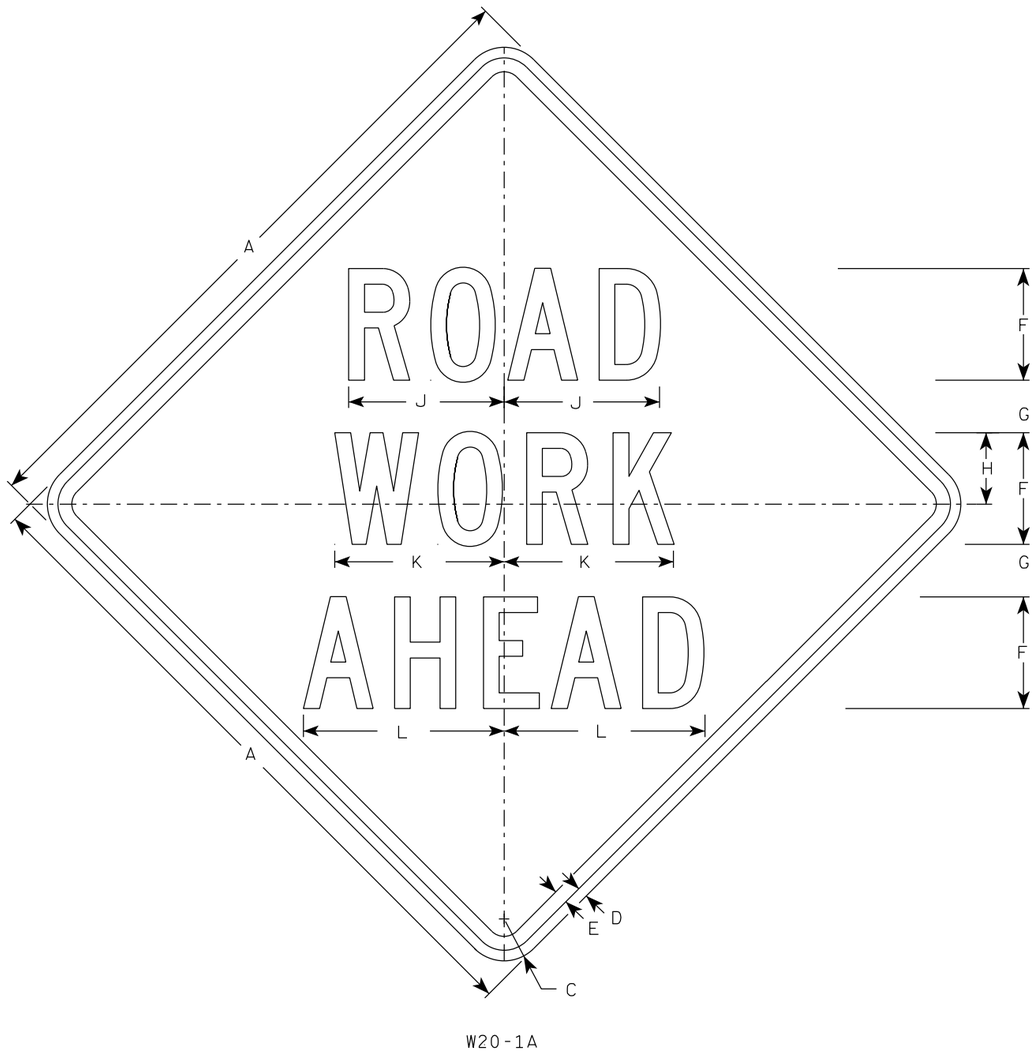
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

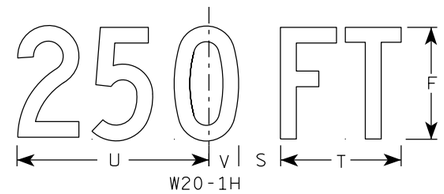
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-9P.9

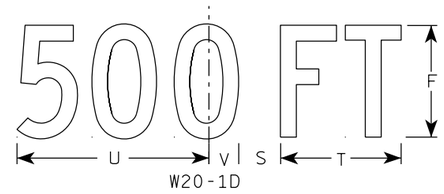
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 658 E



W20-1A



W20-1H



W20-1D



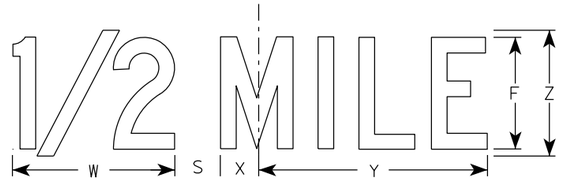
W20-1C



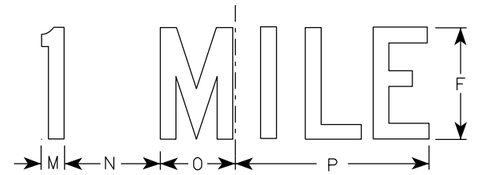
W20-1B

NOTES

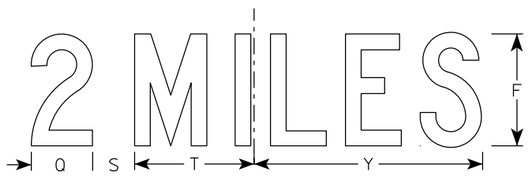
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

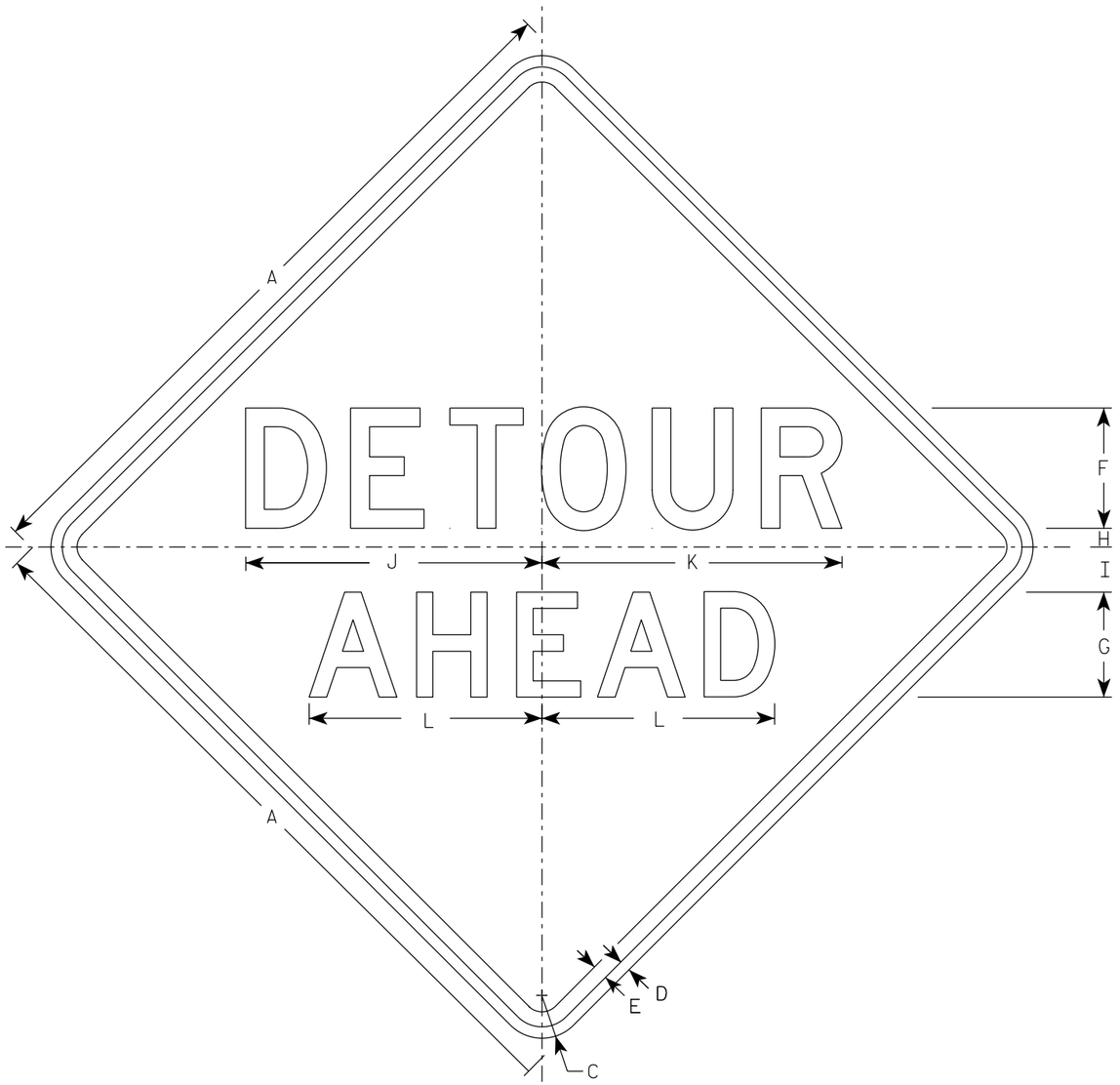
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

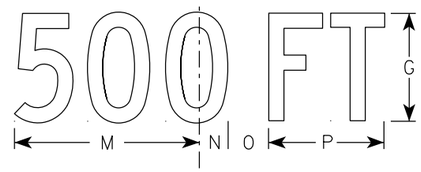
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

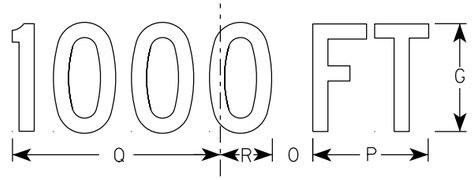
SHEET NO: 659 E



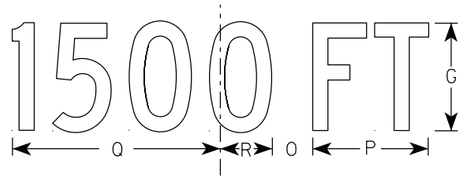
W20-2A



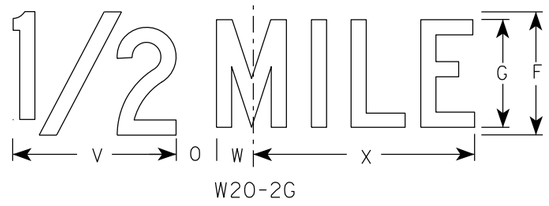
W20-2D



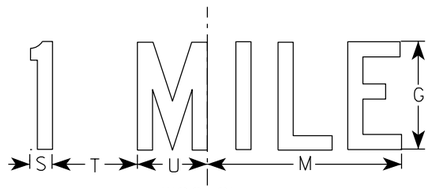
W20-2C



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

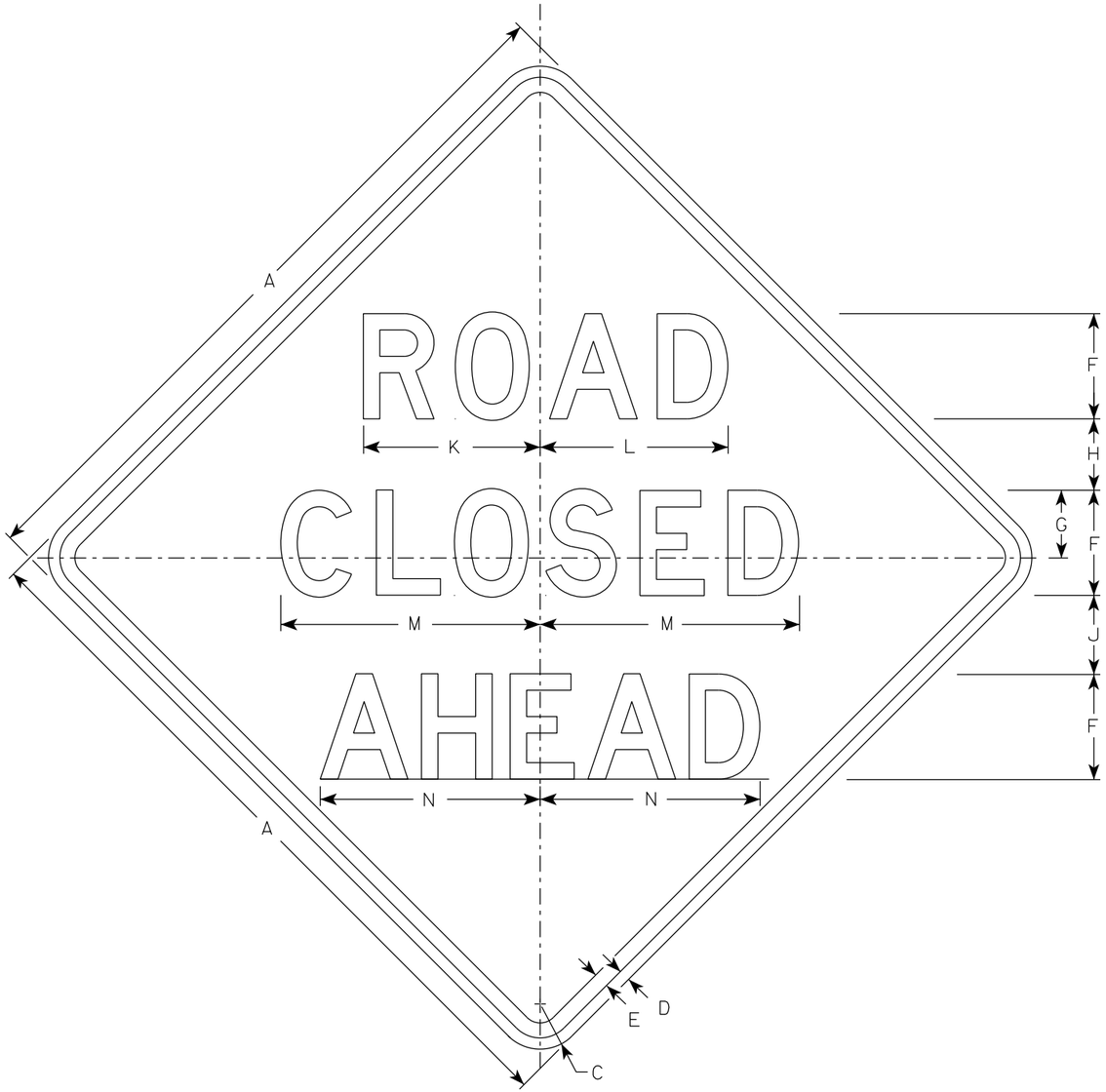
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

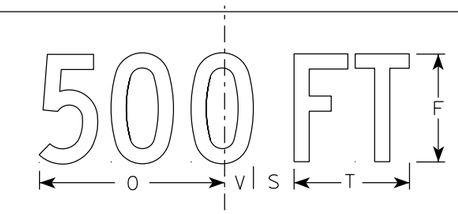
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

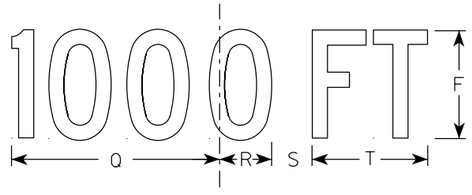
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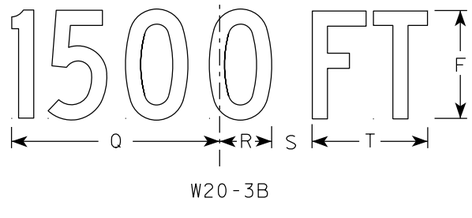
W20-3A



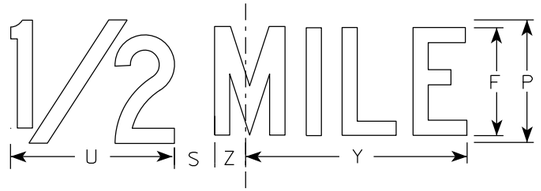
W20-3D



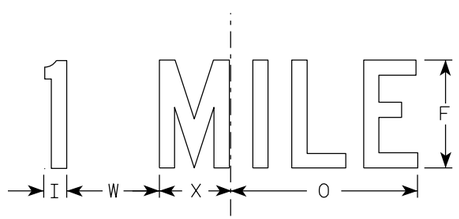
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

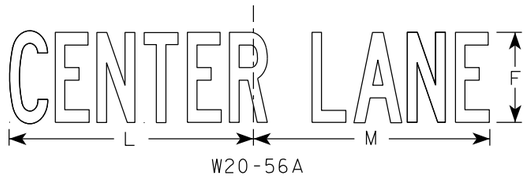
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

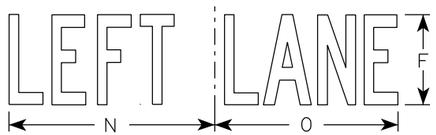
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

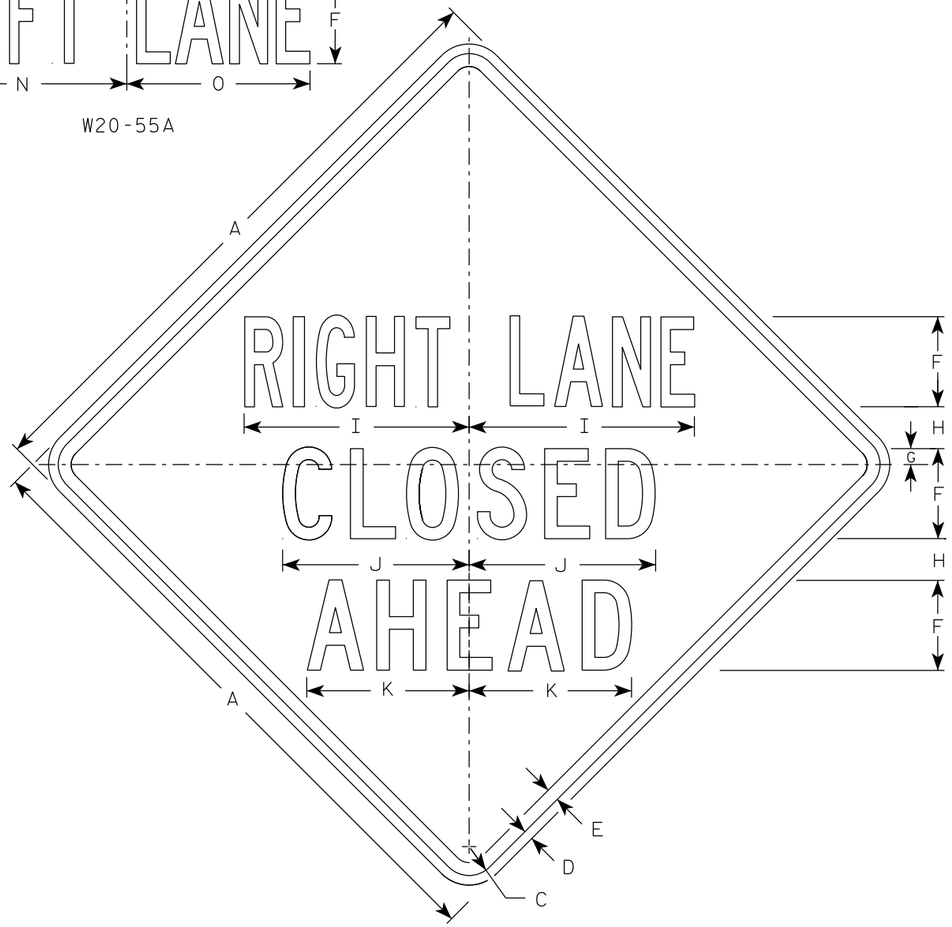
7



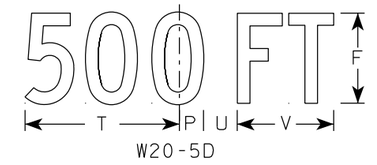
W20-56A



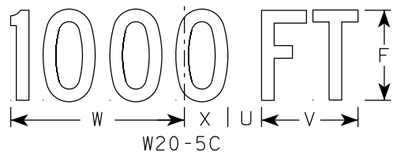
W20-55A



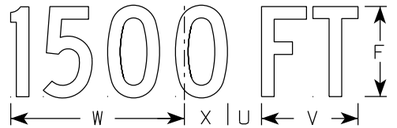
W20-5A



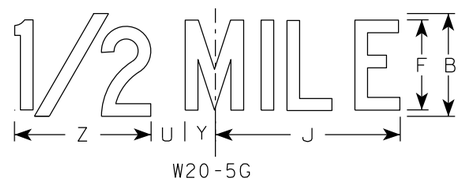
W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

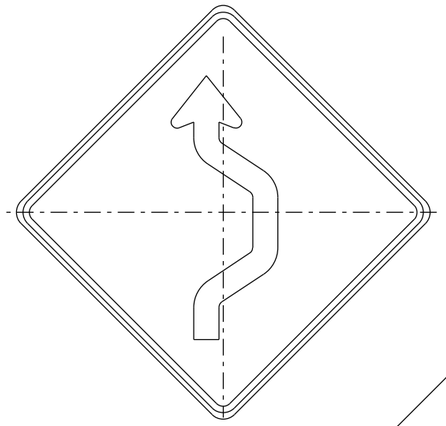
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

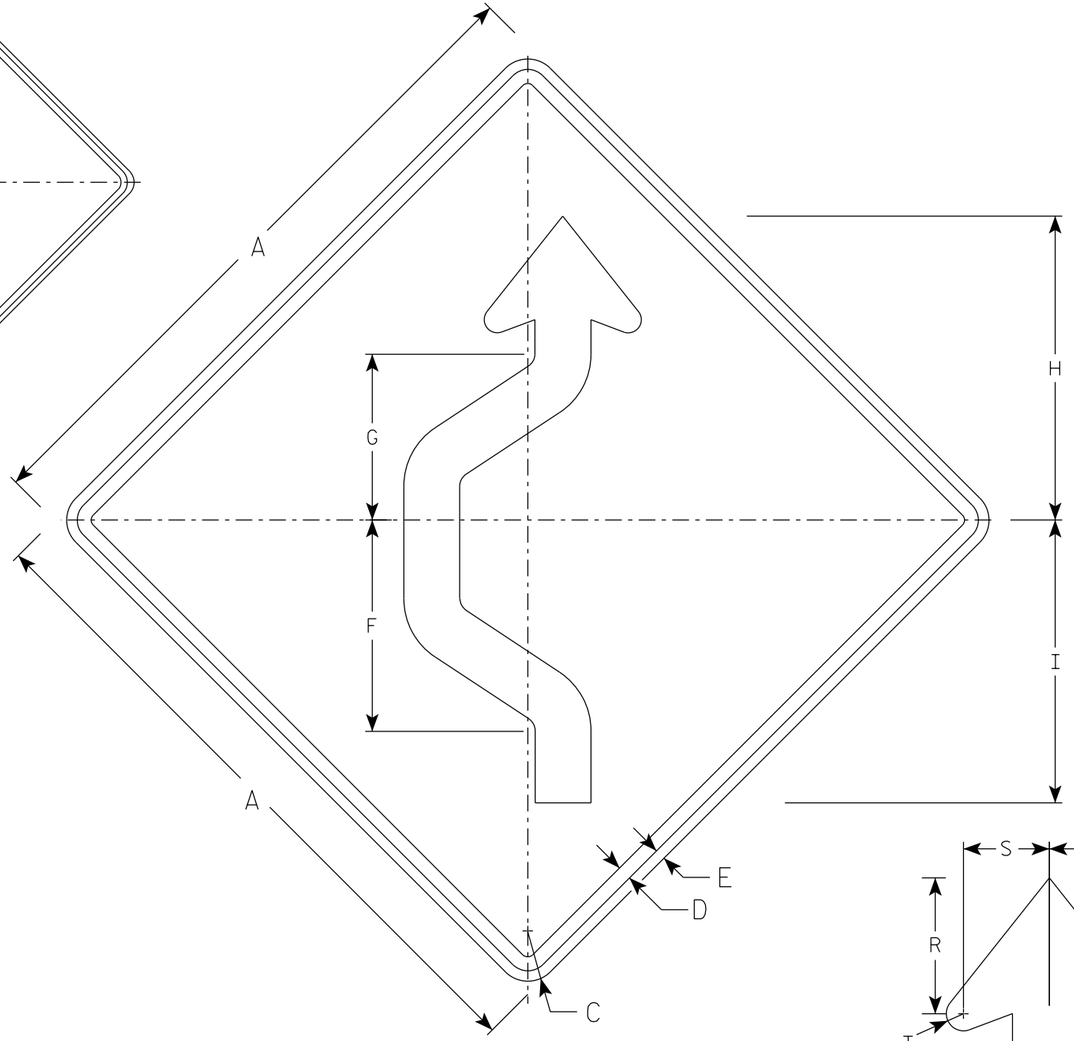
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

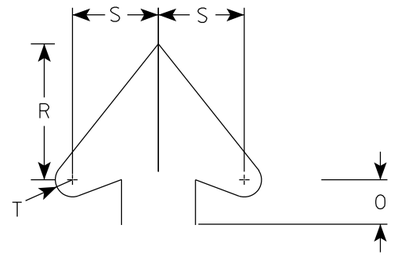
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 662	E



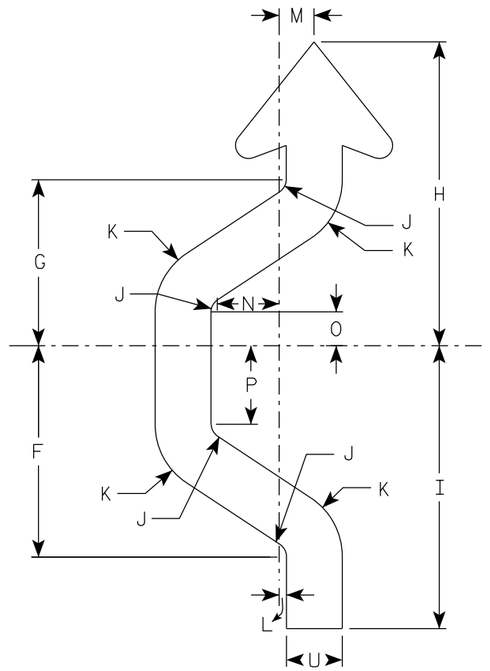
W24-1R



W24-1L



Arrowhead Detail



Arrow Detail

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W24-1R is the same as W24-1L except reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		2 1/4	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9.0
2M	36		2 1/4	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9.0
3																											
4																											
5																											

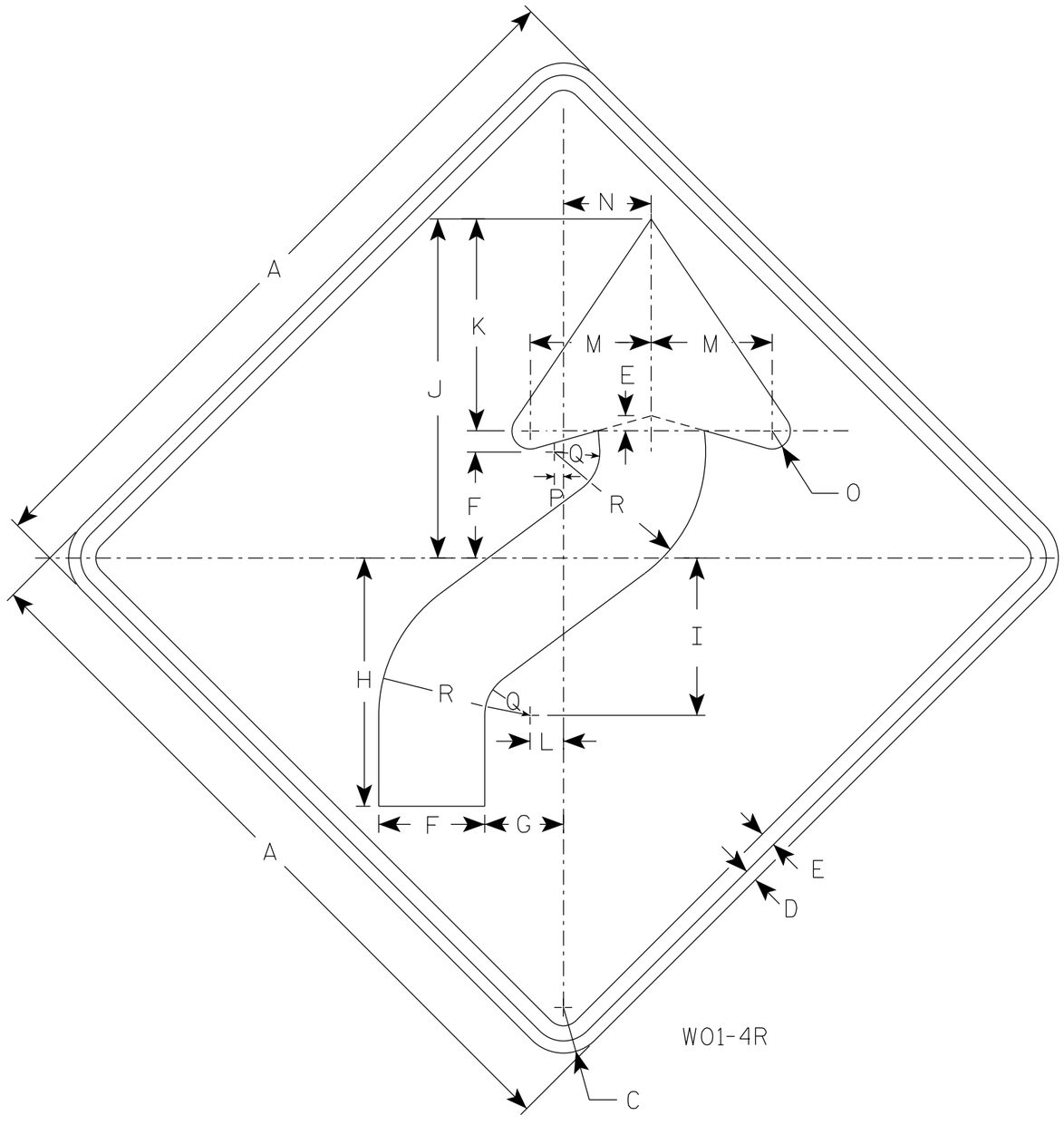
STANDARD SIGN
W24-1L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/22/2024 PLATE NO. W24-1.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 663	E



WO1-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

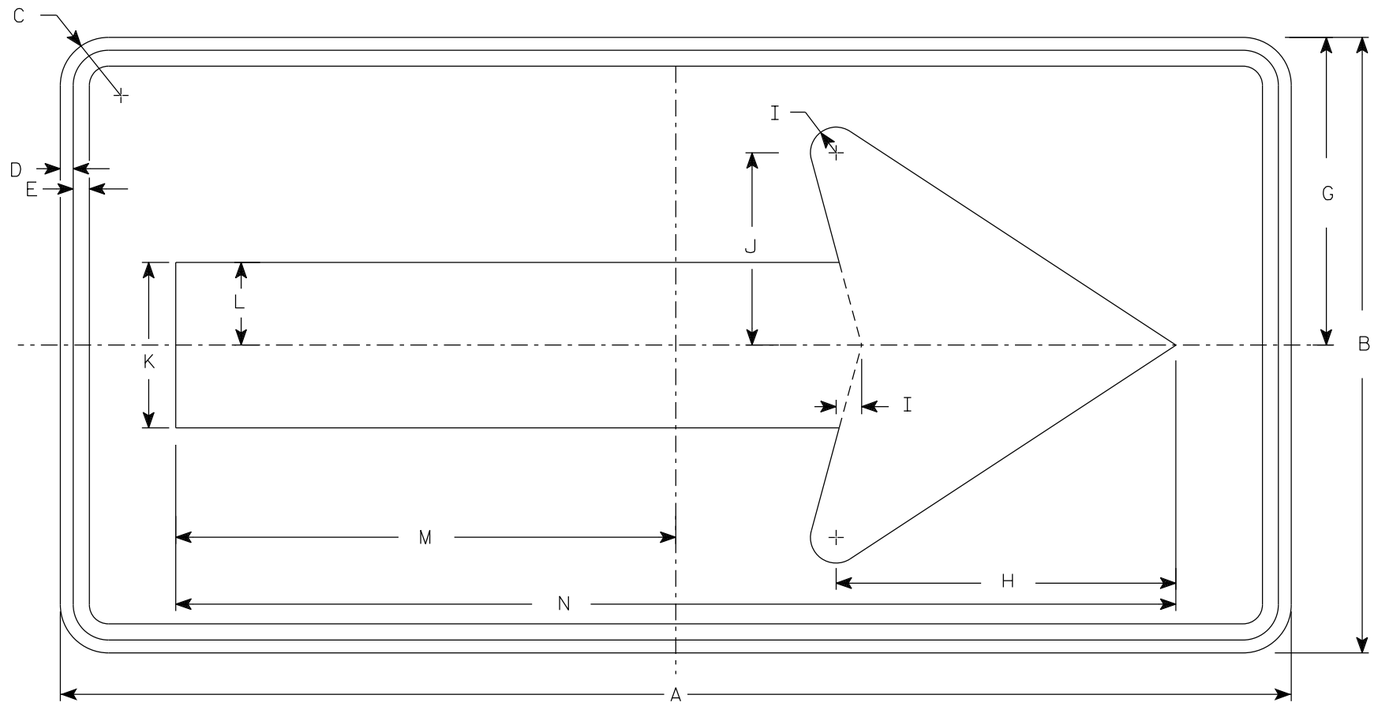
STANDARD SIGN
WO1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 664 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

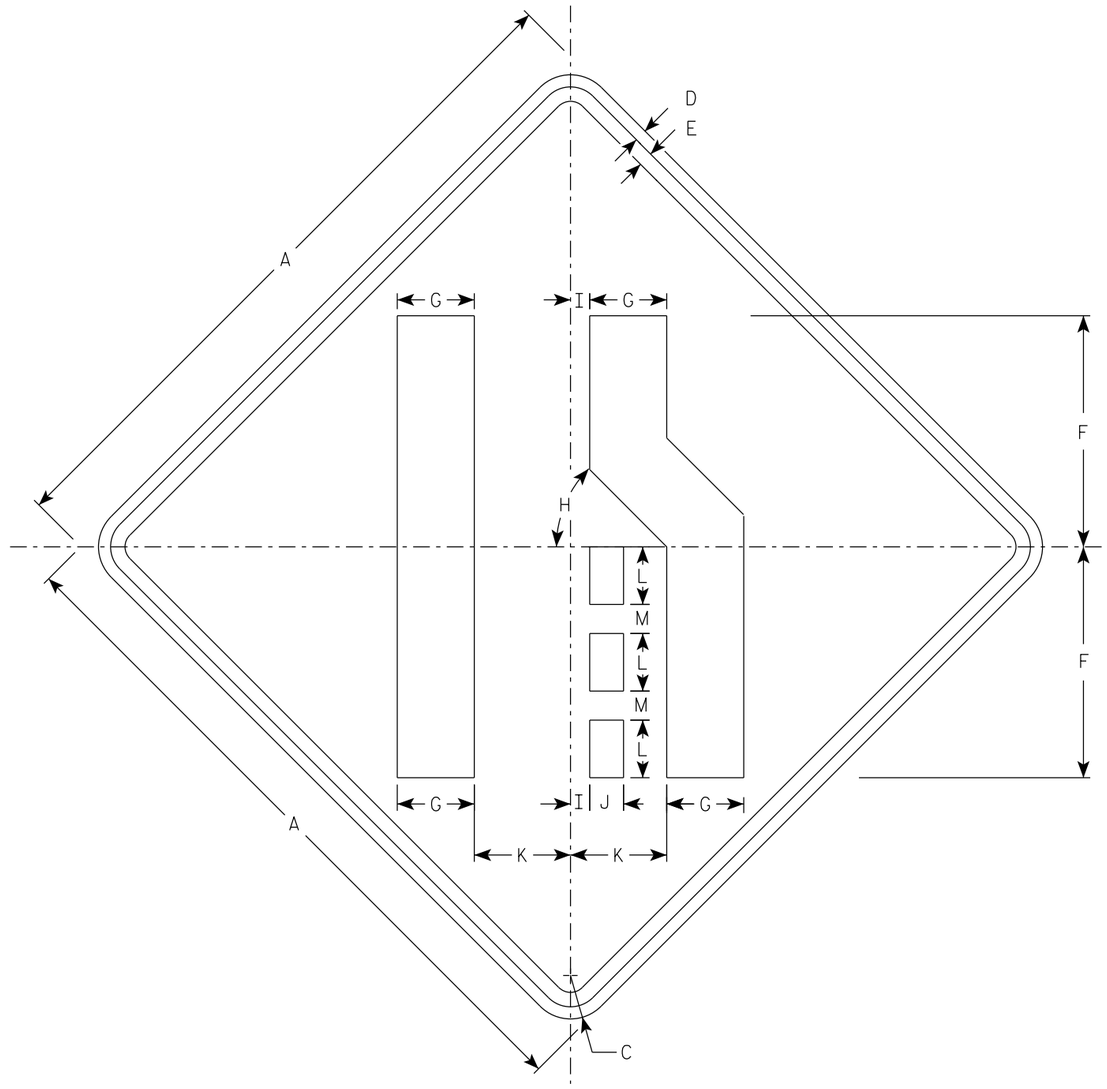
STANDARD SIGN
WO1-6

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



W04-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

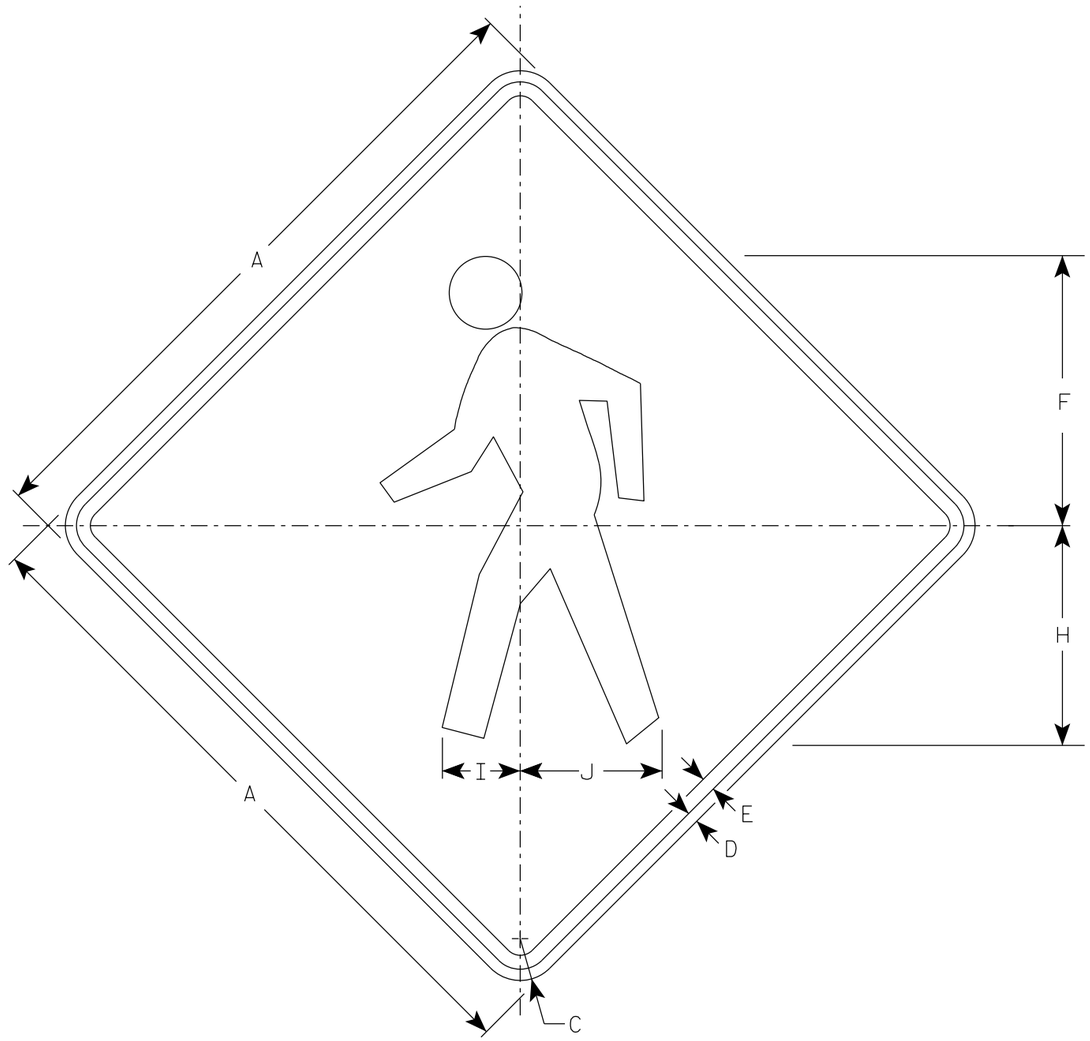
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 666 E



WO11-2

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	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

WO11-2

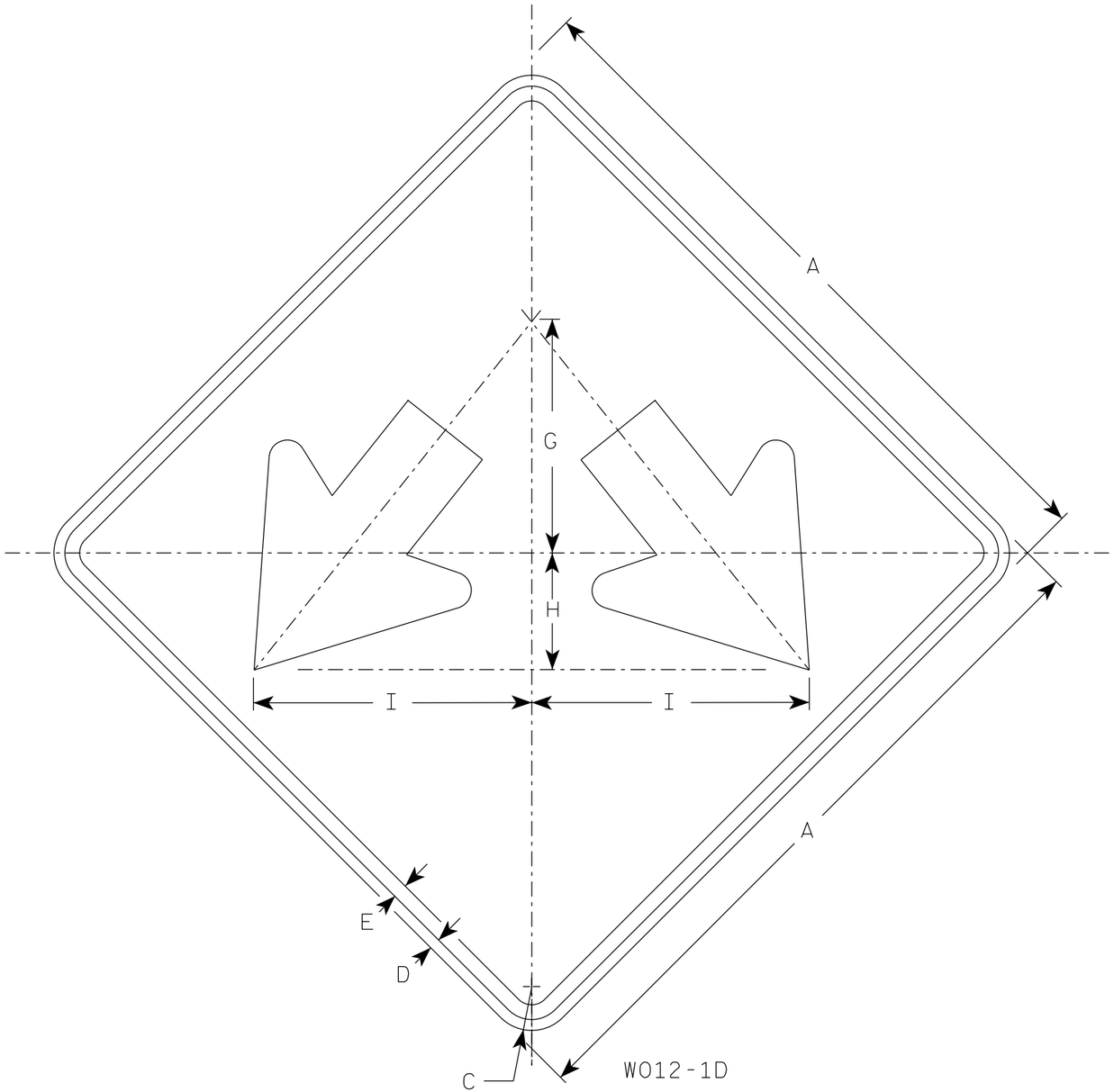
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

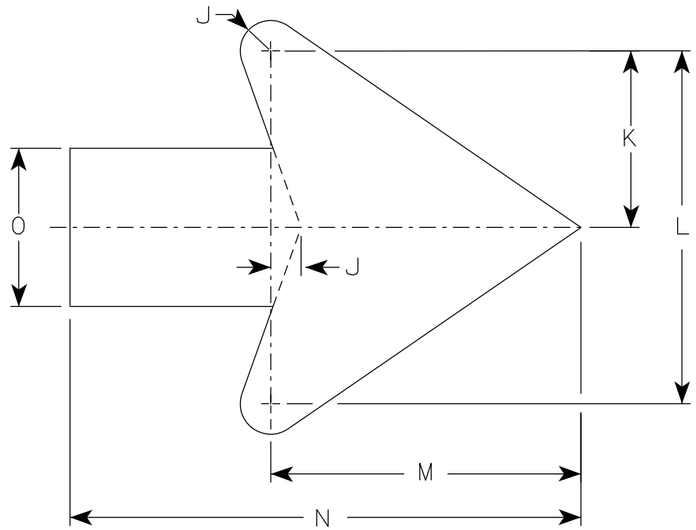
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 667 | E



W012-1D

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2S	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 7/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		2 1/4	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	36		2 1/4	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0

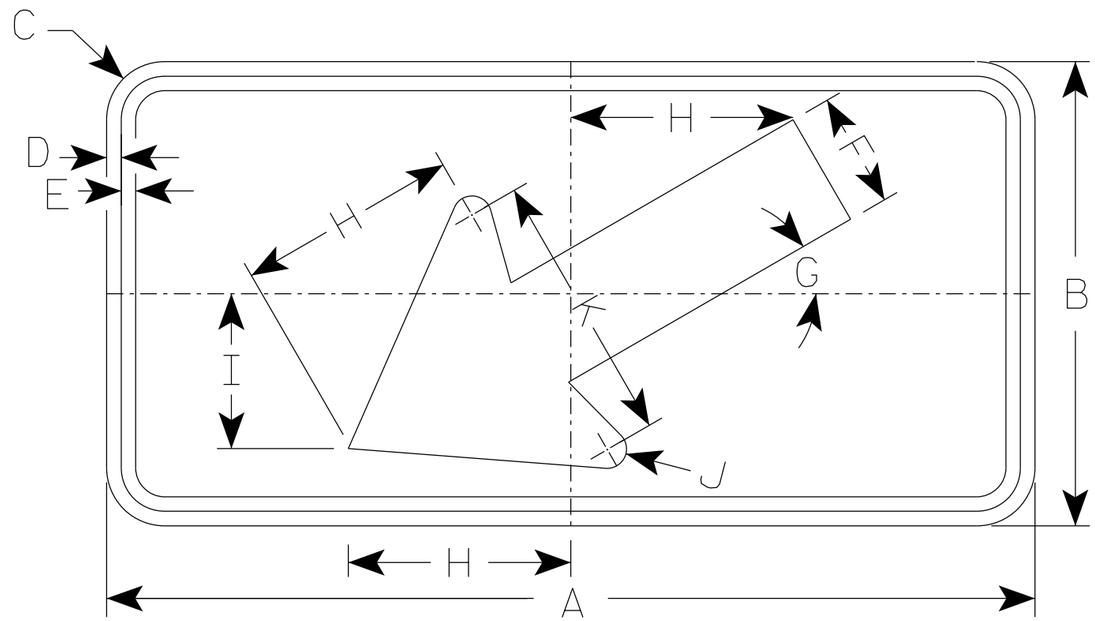
STANDARD SIGN
W012-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W012-1D.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 668	E



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
2S	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
2M	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
3	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
5	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0

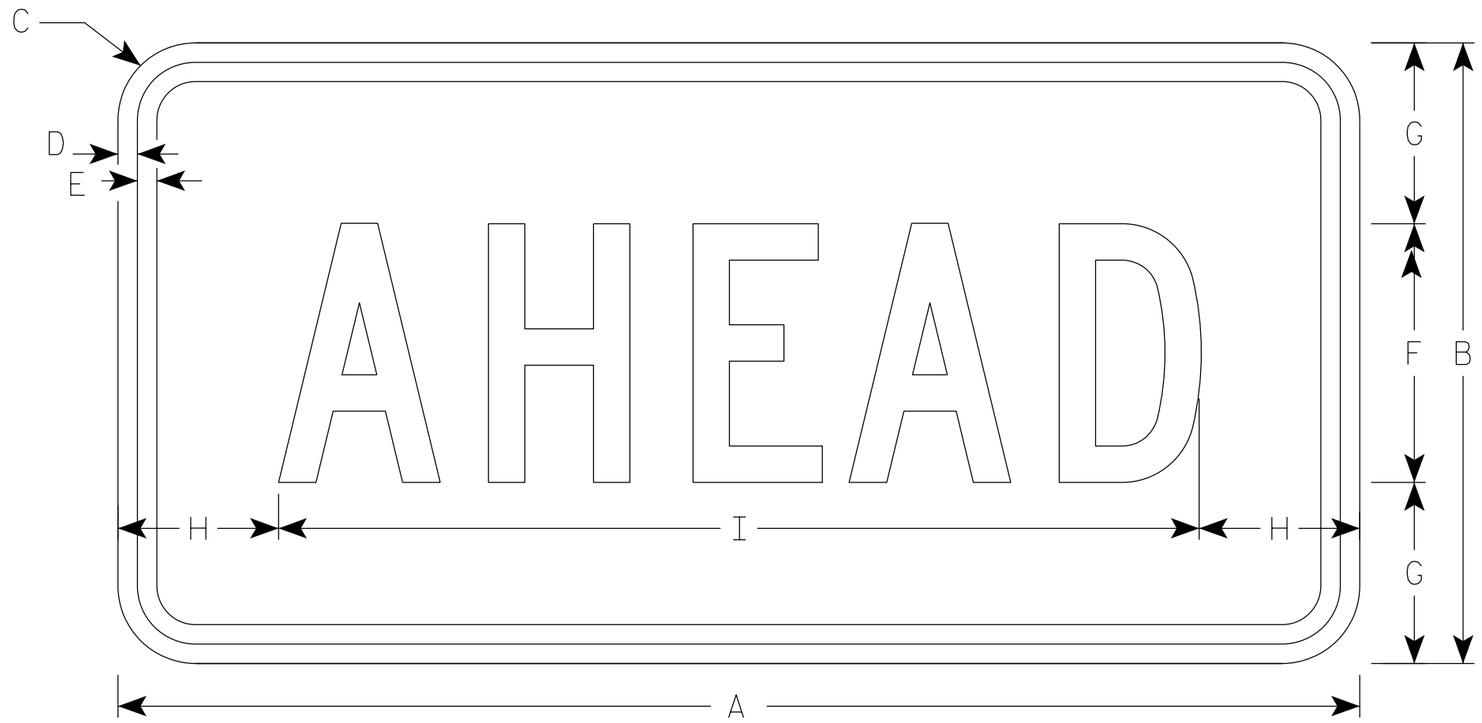
STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 669 E



W016-9P

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

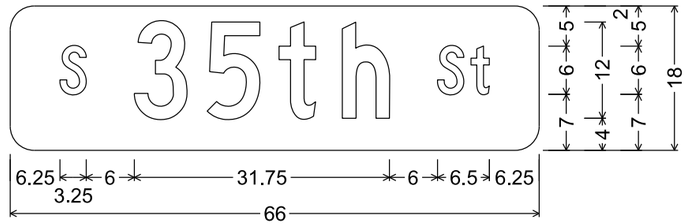
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

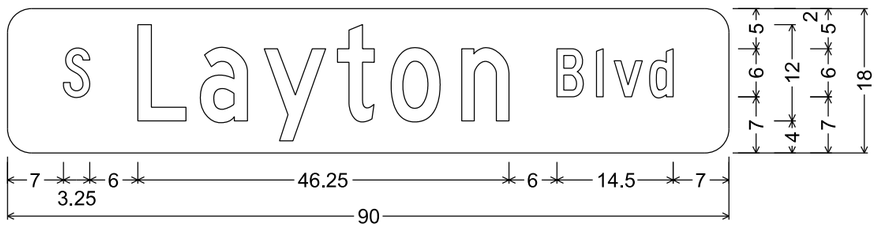
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 670 E

NOTES

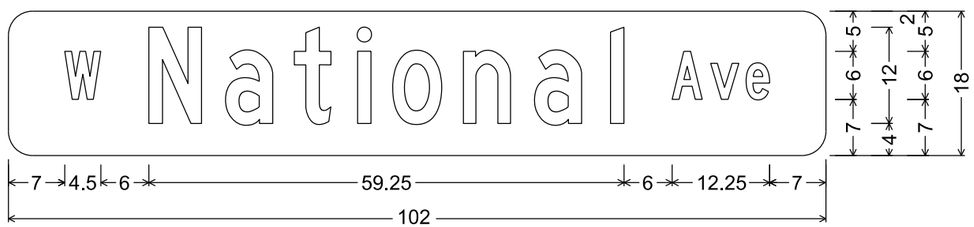
1. Signs are Type II - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C



M1-94H; 3.000" Radius, No border



M1-94H; 3.000" Radius, No border



M1-94H; 3.000" Radius, No border

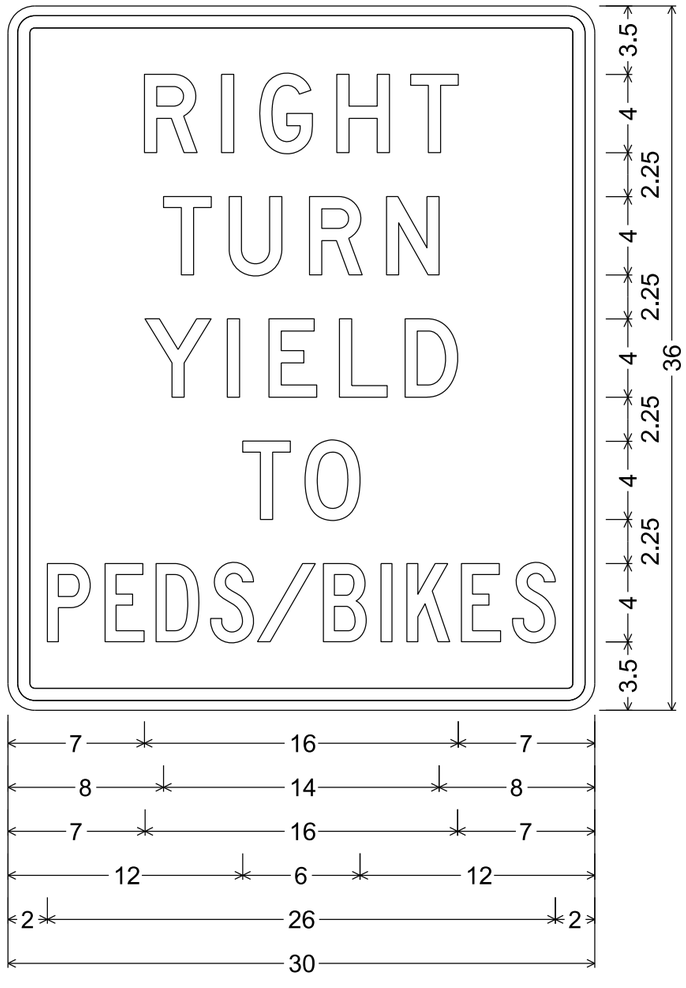
7

7

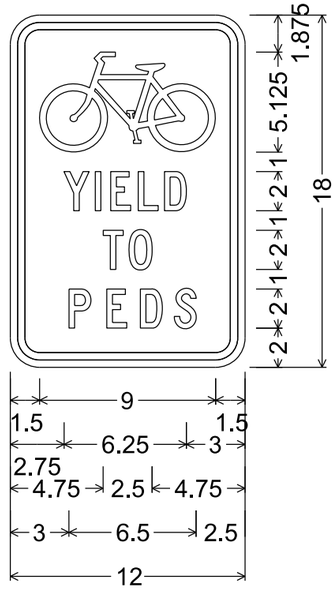
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET NO: 671	E

NOTES

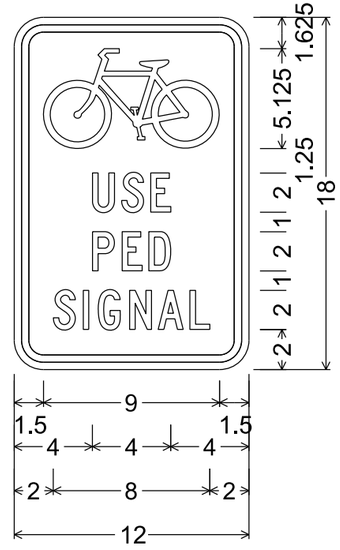
1. Signs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except as noted



1.375" Radius, 0.625" Border, 0.500" Indent, Black on White;
"RIGHT", D; "TURN", D; "YIELD", D;
"TO", D; "PEDS/BIKES", C



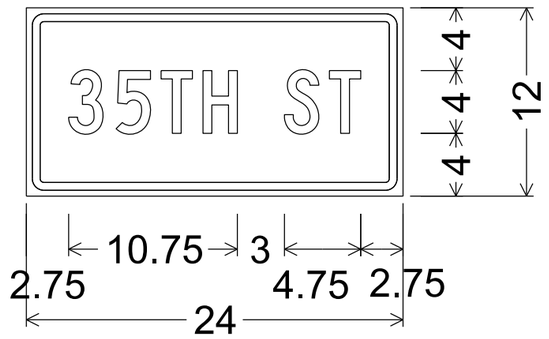
R9-6_12x18;
1.500" Radius, 0.375" Border, 0.375" Indent



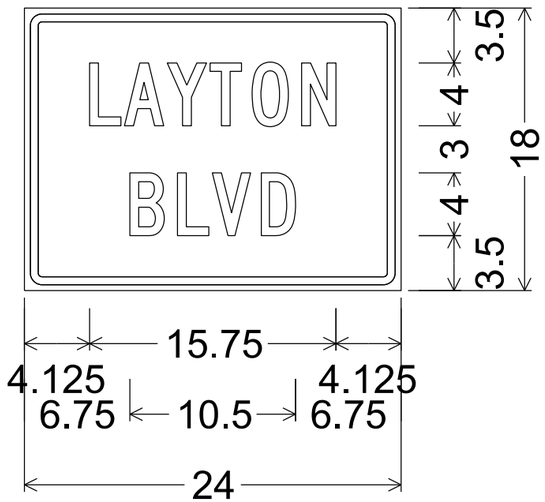
R9-5_12x18;
1.500" Radius, 0.375" Border, 0.375" Indent

NOTES

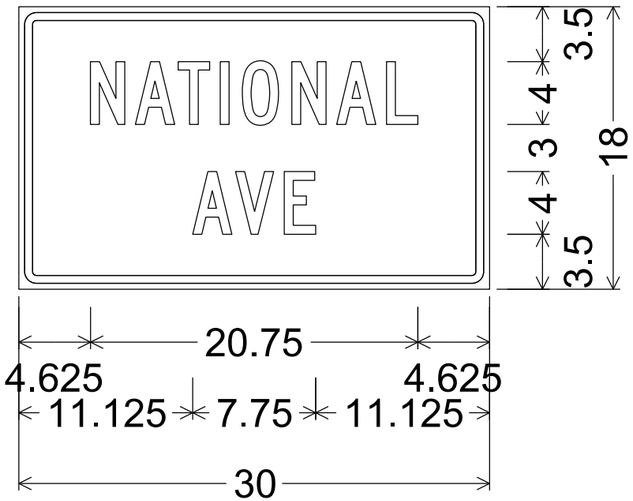
1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



1.125" Radius, 0.500" Border, 0.375" Indent



1.125" Radius, 0.500" Border, 0.375" Indent

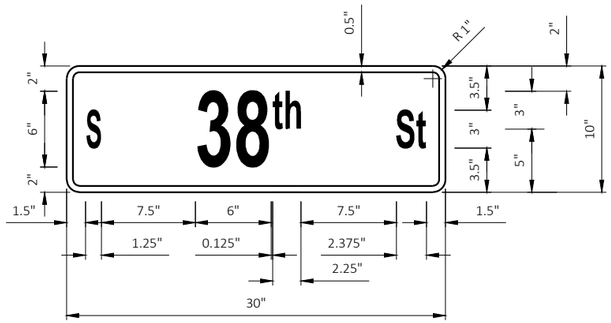


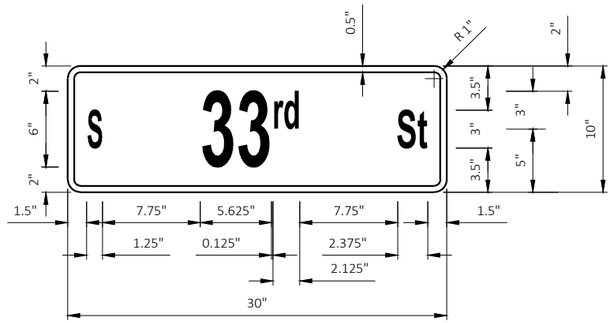
1.125" Radius, 0.500" Border, 0.375" Indent

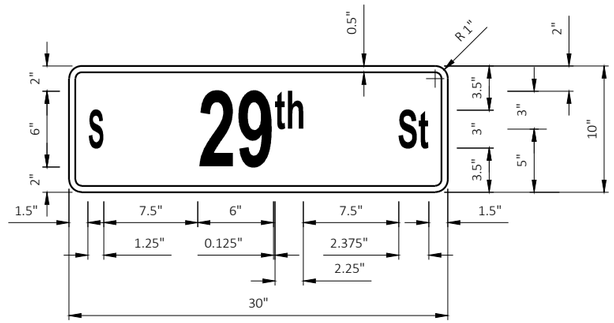
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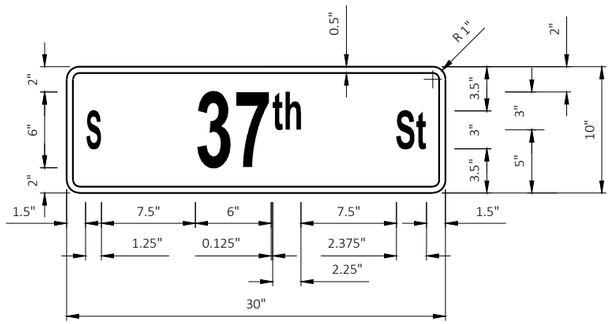
7

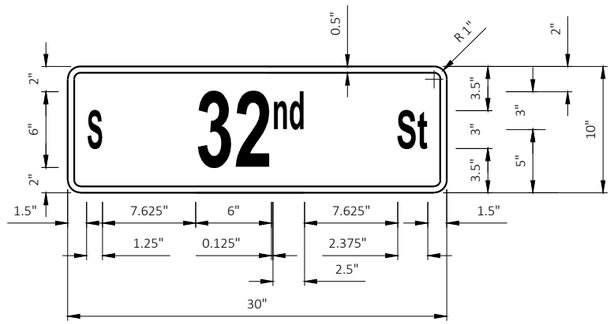
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	TEMPORARY SIGNING	SHEET NO: 673	E

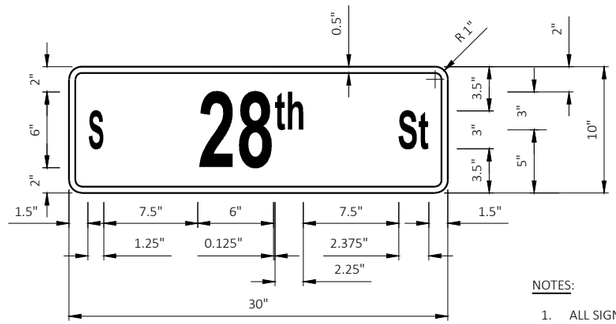






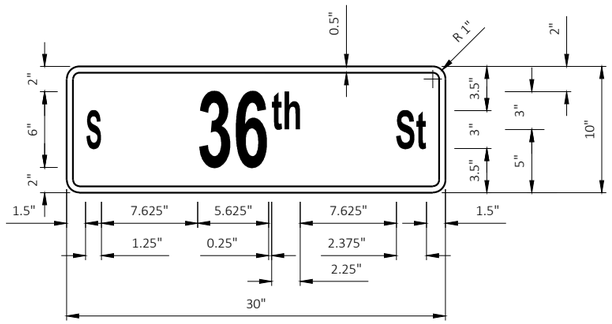


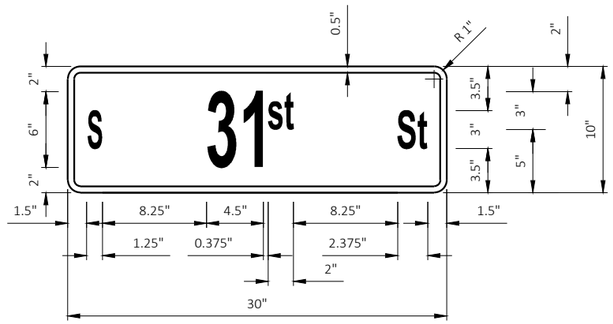


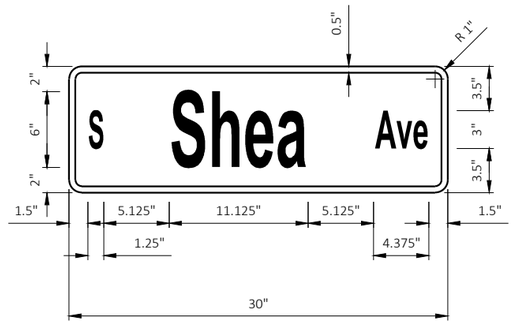


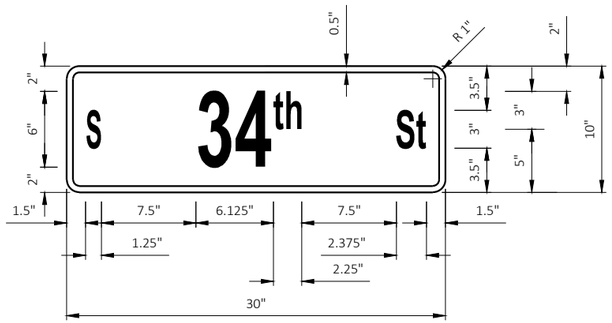
NOTES:

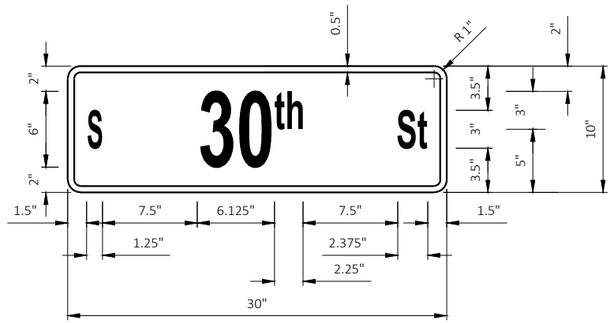
1. ALL SIGNS TYPE II - TYPE SH REFLECTIVE
2. COLOR:
   BACKGROUND - GREEN
   MESSAGE - WHITE
3. MESSAGE SERIES - B
4. SHEETING APPLIED TO BOTH SIDES OF SUBSTRATE

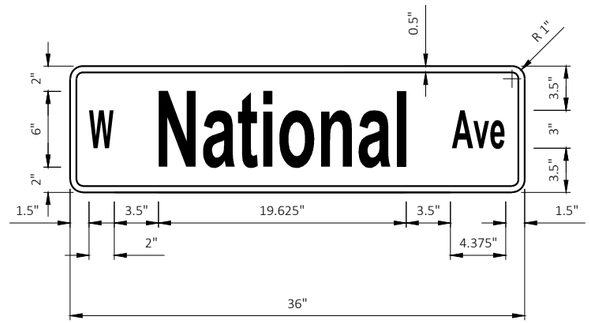








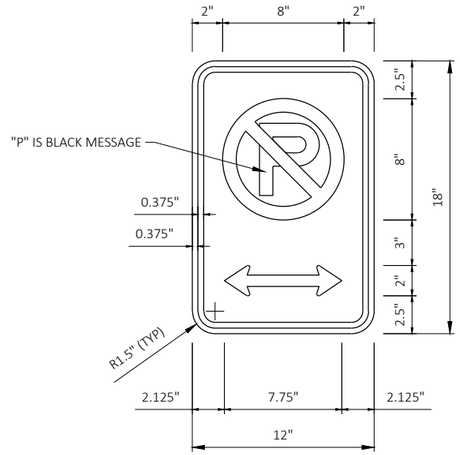




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PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	SIGN DETAILS	SHEET 674	E

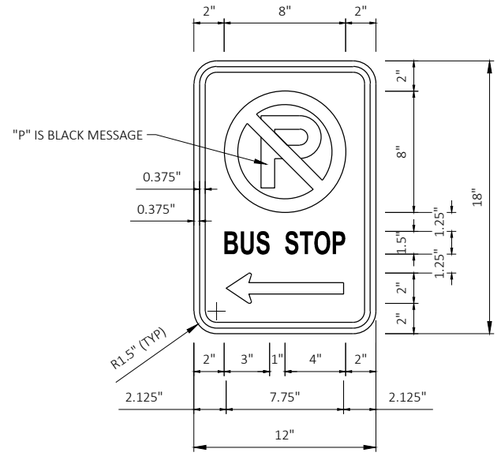


R7-1-MKE

TYPE II - TYPE SH REFLECTIVE

L = LEFT ARROW
R = RIGHT ARROW
D = DOUBLE ARROW

BACKGROUND COLOR: WHITE
MESSAGE COLOR: RED

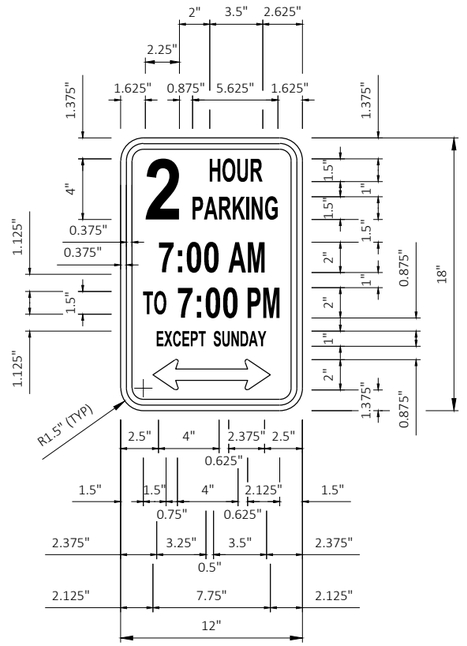


R7-1-MKE 1

TYPE II - TYPE SH REFLECTIVE

L = LEFT ARROW
R = RIGHT ARROW
D = DOUBLE ARROW

BACKGROUND COLOR: WHITE
MESSAGE COLOR: RED
MESSAGE SERIES C



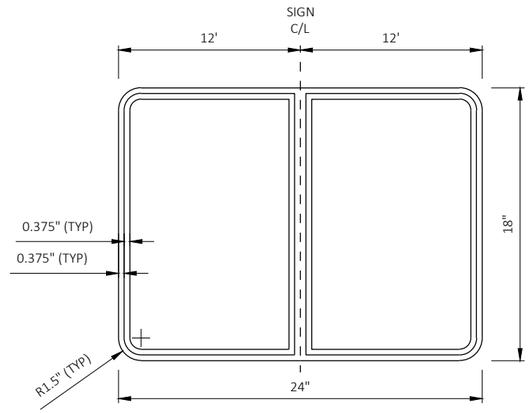
R7-5-MKE 1

TYPE II - TYPE SH REFLECTIVE

L = LEFT ARROW
R = RIGHT ARROW
D = DOUBLE ARROW

BACKGROUND COLOR: WHITE
MESSAGE COLOR: GREEN
MESSAGE SERIES B: HOUR, PARKING, 7:00 AM, TO, 7:00 PM, EXCEPT SUNDAY
MESSAGE SERIES C: 2

SIGN MESSAGE VARIES. SEE SIGNING PLANS FOR SPECIFIC SIGN MESSAGES.



JP-MKE

TYPE II - TYPE SH REFLECTIVE

BACKGROUND COLOR: WHITE
MESSAGE COLOR: VARIES
MESSAGE SERIES VARIES

SIGN MESSAGES ARE VARIABLE. SEE SIGNING PLAN FOR SPECIFIC ASSEMBLY MESSAGE.

STH 59 / W NATIONAL AVE - STAGE 1

(1 OF 2)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		PAVEMENT MATERIAL				PAVEMENT MATERIAL				CUT	EXPANDED FILL	MASS ORDINATE
		CUT	ASPHALT	CONCRETE	FILL	CUT	ASPHALT	CONCRETE	FILL	1.00	1.15	
14+99.00	0.00	94.77	11.66	18.32	0.15	0	0	0	0	0	0	0
15+36.86	37.86	97.97	12.73	20.01	0.05	135	17	27	0	91	0	91
15+50.00	13.14	104.36	13.22	20.77	0.32	49	6	10	0	124	0	124
16+00.00	50.00	127.68	13.78	21.65	0.00	215	25	39	0	275	0	275
16+50.00	50.00	115.19	13.84	21.74	0.01	225	26	40	0	434	0	434
17+00.00	50.00	186.15	26.62	35.20	0.00	279	37	53	0	623	0	623
17+18.48	18.48	203.43	29.17	39.02	0.00	133	19	25	0	712	0	712
17+50.00	31.52	102.39	15.88	24.96	3.81	179	26	37	2	828	2	826
18+00.00	50.00	107.76	15.65	24.60	4.09	195	29	46	7	948	10	938
18+42.28	42.28	125.22	13.29	20.88	0.00	182	23	36	3	1,071	14	1,057
18+50.00	7.72	124.37	13.27	20.86	0.00	36	4	6	0	1,097	14	1,083
19+00.00	50.00	134.38	15.68	24.64	0.00	240	27	42	0	1,268	14	1,254
19+50.00	50.00	134.15	15.58	24.48	0.00	249	29	45	0	1,443	14	1,429
20+00.00	50.00	128.10	15.47	24.31	1.25	243	29	45	1	1,612	15	1,597
20+50.00	50.00	125.85	15.37	24.15	1.70	235	29	45	3	1,773	18	1,755
21+00.00	50.00	92.98	15.27	23.99	0.00	203	28	45	2	1,903	21	1,882
21+50.00	50.00	188.09	29.64	37.36	0.00	260	42	57	0	2,064	21	2,043
22+00.00	50.00	112.25	15.50	24.36	0.08	278	42	57	0	2,243	21	2,222
22+50.00	50.00	133.93	15.57	24.47	0.88	228	29	45	1	2,397	22	2,375
23+00.00	50.00	142.17	15.64	24.58	0.62	256	29	45	1	2,579	23	2,556
23+50.00	50.00	129.73	15.71	24.69	0.03	252	29	46	1	2,756	24	2,732
24+00.00	50.00	127.69	13.35	24.80	1.67	238	27	46	2	2,921	26	2,895
24+50.00	50.00	155.90	27.63	36.99	0.00	263	38	57	2	3,089	29	3,060
24+62.19	12.19	149.35	27.89	37.41	0.00	69	13	17	0	3,128	29	3,099
25+00.00	37.81	123.41	12.94	28.24	0.00	191	29	46	0	3,244	29	3,215
25+50.00	50.00	149.83	11.98	28.31	0.33	253	23	52	0	3,422	29	3,393
26+00.00	50.00	144.87	11.52	28.38	0.74	273	22	52	1	3,621	30	3,591
26+50.00	50.00	140.44	14.99	28.44	0.40	264	25	53	1	3,807	31	3,776
27+00.00	50.00	137.21	14.93	28.51	0.00	257	28	53	0	3,983	31	3,952
27+50.00	50.00	165.18	25.96	40.79	0.00	280	38	64	0	4,161	31	4,130
27+80.03	30.03	178.48	26.84	42.18	0.00	191	29	46	0	4,277	31	4,246
28+00.00	19.97	172.11	27.43	43.10	0.00	130	20	32	0	4,355	31	4,324
28+50.00	50.00	111.11	14.11	27.31	2.26	262	38	65	2	4,514	33	4,481
29+00.00	50.00	128.64	14.30	27.22	0.16	222	26	50	2	4,660	36	4,624
29+50.00	50.00	150.16	12.40	27.12	0.00	258	25	50	0	4,843	36	4,807
30+00.00	50.00	142.65	11.23	27.03	0.00	271	22	50	0	5,042	36	5,006
30+50.00	50.00	140.34	11.37	26.94	0.00	262	21	50	0	5,233	36	5,197
31+00.00	50.00	197.81	20.02	48.51	0.00	313	29	70	0	5,447	36	5,411
31+26.85	26.85	212.07	24.46	38.43	0.00	204	22	43	0	5,586	36	5,550
31+50.00	23.15	118.86	17.54	27.56	0.00	142	18	28	0	5,682	36	5,646
32+00.00	50.00	146.19	15.50	27.46	0.00	245	31	51	0	5,845	36	5,809
32+50.00	50.00	125.00	16.70	26.24	1.06	251	30	50	1	6,016	37	5,979
33+00.00	50.00	124.85	15.71	24.69	0.51	231	30	47	1	6,170	38	6,132
33+32.35	32.35	125.61	15.72	24.70	0.80	150	19	30	1	6,271	39	6,232
33+50.00	17.65	127.22	15.72	24.70	0.81	83	10	16	1	6,328	40	6,288
34+00.00	50.00	124.00	15.73	24.71	1.45	233	29	46	2	6,486	43	6,443
34+50.00	50.00	139.61	18.18	29.26	0.00	244	31	50	1	6,649	44	6,605
34+71.09	21.09	183.71	26.03	38.63	0.00	126	17	27	0	6,731	44	6,687
35+00.00	28.91	98.64	15.68	24.64	0.00	151	22	34	0	6,826	44	6,782
35+50.00	50.00	116.44	15.68	24.64	0.89	199	29	46	1	6,950	45	6,905

STH 59 / W NATIONAL AVE - STAGE 1

(2 OF 2)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			PAVEMENT MATERIAL				PAVEMENT MATERIAL					
		CUT	ASPHALT	CONCRETE	FILL	CUT	ASPHALT	CONCRETE	FILL	CUT 1.00	EXPANDED FILL 1.15	MASS ORDINAT
36+00.00	50.00	116.22	15.69	24.65	0.15	215	29	46	1	7,090	46	7,044
36+50.00	50.00	109.86	15.69	24.66	1.23	209	29	46	1	7,224	47	7,177
37+00.00	50.00	106.21	15.70	24.67	0.92	200	29	46	2	7,349	49	7,300
37+50.00	50.00	91.70	15.69	24.66	3.25	183	29	46	4	7,457	54	7,403
38+00.00	50.00	165.87	21.53	47.21	0.00	238	34	67	3	7,594	58	7,537
38+04.86	4.86	166.39	21.65	46.69	0.00	30	4	8	0	7,612	58	7,555
38+50.00	45.14	97.01	15.66	24.61	0.00	220	31	60	0	7,741	58	7,684
39+00.00	50.00	115.37	15.66	24.61	1.23	197	29	46	1	7,863	59	7,804
39+50.00	50.00	121.61	15.66	24.60	0.75	219	29	46	2	8,007	61	7,946
40+00.00	50.00	114.63	15.65	24.60	1.33	219	29	46	2	8,151	63	8,088
40+50.00	50.00	132.42	15.65	24.60	0.01	229	29	46	1	8,305	64	8,241
41+00.00	50.00	123.87	15.65	24.59	0.00	237	29	46	0	8,467	64	8,403
41+50.00	50.00	218.41	22.83	51.65	0.00	317	36	71	0	8,677	64	8,613
42+00.00	50.00	126.48	15.98	25.12	0.00	319	36	71	0	8,889	64	8,825
42+50.00	50.00	114.29	15.97	25.10	0.72	223	30	46	1	9,036	66	8,970
43+00.00	50.00	123.49	15.96	25.08	0.60	220	30	46	1	9,180	67	9,113
43+50.00	50.00	123.19	15.95	25.06	0.46	228	30	46	1	9,332	68	9,264
44+00.00	50.00	105.80	13.01	25.05	0.00	212	27	46	0	9,471	68	9,403
44+50.00	50.00	231.86	23.05	49.64	0.00	313	33	69	0	9,682	68	9,614
45+00.00	50.00	140.47	13.24	24.90	0.00	345	34	69	0	9,924	68	9,856
45+50.00	50.00	125.62	15.83	24.88	0.51	246	27	46	0	10,097	68	10,029
46+00.00	50.00	128.22	15.82	24.86	0.31	235	29	46	1	10,257	69	10,188
46+50.00	50.00	125.27	15.81	24.84	0.64	235	29	46	1	10,417	70	10,347
47+00.00	50.00	124.16	15.80	24.83	0.97	231	29	46	1	10,573	71	10,502
47+50.00	50.00	190.71	18.21	29.33	0.00	292	31	50	1	10,784	72	10,712
47+71.04	21.04	195.86	28.00	44.01	0.00	151	18	29	0	10,888	72	10,816
48+00.00	28.96	105.72	13.32	20.83	0.00	162	22	35	0	10,993	72	10,921
48+50.00	50.00	115.23	15.72	24.70	1.19	205	27	42	1	11,129	74	11,055
49+00.00	50.00	114.08	15.69	24.65	1.06	212	29	46	2	11,266	76	11,190
49+50.00	50.00	114.62	15.65	24.60	1.24	212	29	46	2	11,403	78	11,325
50+00.00	50.00	120.70	15.62	24.55	0.51	218	29	46	2	11,546	81	11,466
50+50.00	50.00	130.56	12.39	24.50	0.00	233	26	45	0	11,708	81	11,628
50+85.06	35.06	208.69	24.03	43.67	0.00	220	24	44	0	11,860	81	11,780
51+00.00	14.94	162.10	19.33	30.70	0.00	103	12	21	0	11,930	81	11,850
51+50.00	50.00	137.98	12.35	27.80	0.21	278	29	54	0	12,125	81	12,045
52+00.00	50.00	145.20	12.89	27.99	0.22	262	23	52	0	12,312	81	12,232
52+50.00	50.00	160.63	15.66	28.05	0.00	283	26	52	0	12,517	81	12,437
53+00.00	50.00	161.34	15.69	28.05	0.10	298	29	52	0	12,734	81	12,654
53+50.00	50.00	160.95	15.68	28.04	0.25	298	29	52	0	12,951	81	12,871
54+00.00	50.00	193.53	20.05	43.02	0.00	328	33	66	0	13,180	81	13,100
54+36.35	36.35	191.73	19.88	44.87	0.00	259	27	59	0	13,353	81	13,273
54+50.00	13.65	199.72	19.81	45.56	0.00	99	10	23	0	13,419	81	13,339
55+00.00	50.00	136.02	16.34	28.59	0.00	311	33	69	0	13,628	81	13,548
55+50.00	50.00	144.01	16.42	28.61	0.00	259	30	53	0	13,804	81	13,724
56+00.00	50.00	133.38	14.97	28.63	0.01	257	29	53	0	13,979	81	13,899
56+19.96	19.96	139.24	13.81	28.64	0.00	101	11	21	0	14,048	81	13,968
					SUBTOTAL	20,889	2,522	4,319	70	14,048		

STH 59 / W NATIONAL AVE - STAGE 2

(1 OF 2)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		PAVEMENT MATERIAL				PAVEMENT MATERIAL				CUT	EXPANDED FILL	MASS ORDINATE
		CUT	ASPHALT	CONCRETE	FILL	CUT	ASPHALT	CONCRETE	FILL	1.00	1.15	
14+99.00	0.00	103.71	13.13	20.63	0.03	0	0	0	0	0	0	0
15+36.86	37.86	132.58	21.28	33.44	0.00	166	24	38	0	104	0	104
15+50.00	13.14	128.71	20.38	32.02	0.00	64	10	16	0	142	0	142
16+00.00	50	82.15	10.03	15.76	0.76	195	28	44	1	265	1	264
16+50.00	50	87.10	10.32	16.21	0.00	157	19	30	1	373	2	371
17+00.00	50	95.08	10.36	16.28	0.23	169	19	30	0	493	2	491
17+18.48	18.48	76.90	8.65	13.59	0.69	59	7	10	0	535	2	533
17+50.00	31.52	63.57	7.30	11.47	0.76	82	9	15	1	593	3	590
18+00.00	50	69.32	8.18	12.86	0.96	123	14	23	2	679	6	673
18+42.28	42.28	159.74	27.18	27.49	0.00	179	28	32	1	798	7	791
18+50.00	7.72	153.49	26.93	27.08	0.00	45	8	8	0	827	7	820
19+00.00	50	71.36	8.30	13.05	1.05	208	33	37	1	965	8	957
19+50.00	50	69.30	8.45	13.28	1.34	130	16	24	2	1,055	10	1,045
20+00.00	50	79.03	8.58	13.48	1.34	137	16	25	2	1,151	13	1,138
20+50.00	50	71.31	8.69	13.66	1.95	139	16	25	3	1,249	16	1,233
21+00.00	50	66.90	8.80	13.84	2.36	128	16	25	4	1,336	21	1,315
21+50.00	50	155.02	25.25	28.52	0.00	205	32	39	2	1,470	23	1,447
22+00.00	50	57.84	8.59	13.50	0.00	197	31	39	0	1,597	23	1,574
22+50.00	50	75.01	8.51	13.38	0.54	123	16	25	0	1,679	23	1,656
23+00.00	50	76.17	8.43	13.25	0.69	140	16	25	1	1,778	24	1,754
23+50.00	50	85.18	8.36	13.13	0.00	149	16	24	1	1,887	25	1,862
24+00.00	50	71.51	8.77	13.78	1.01	145	16	25	1	1,991	26	1,965
24+50.00	50	134.55	18.29	28.74	0.00	191	25	39	1	2,118	28	2,090
24+62.19	12.19	131.62	20.42	30.23	0.00	60	9	13	0	2,156	28	2,128
25+00.00	37.81	70.21	11.09	17.42	0.00	141	22	33	0	2,242	28	2,214
25+50.00	50	79.43	11.03	17.33	0.24	139	20	32	0	2,329	28	2,301
26+00.00	50	85.65	10.97	17.23	0.27	153	20	32	0	2,430	28	2,402
26+50.00	50	90.72	10.91	17.14	0.00	163	20	32	0	2,541	28	2,513
27+00.00	50	82.23	10.85	17.04	0.05	160	20	32	0	2,649	28	2,621
27+50.00	50	92.82	12.07	18.97	0.00	162	21	33	0	2,757	28	2,729
27+80.03	30.03	167.26	23.42	36.05	0.00	145	20	31	0	2,851	28	2,823
28+00.00	19.97	163.11	22.83	35.13	0.00	122	17	26	0	2,930	28	2,902
28+50.00	50	71.50	11.73	18.44	0.00	217	32	50	0	3,065	28	3,037
29+00.00	50	90.42	11.79	18.52	0.03	150	22	34	0	3,159	28	3,131
29+50.00	50	85.84	11.90	18.69	0.78	163	22	34	1	3,266	29	3,237
30+00.00	50	87.53	11.46	18.01	0.64	161	22	34	1	3,371	30	3,341
30+50.00	50	85.08	11.44	17.98	0.72	160	21	33	1	3,477	31	3,446
31+00.00	50	70.89	11.44	17.98	0.00	144	21	33	1	3,567	32	3,535
31+26.85	26.85	114.91	17.60	31.09	0.00	92	14	24	0	3,621	32	3,589
31+50.00	23.15	104.15	16.34	28.86	0.00	94	15	26	0	3,674	32	3,642
32+00.00	50	65.20	9.36	14.70	0.40	157	24	40	0	3,767	32	3,735
32+50.00	50	65.52	8.74	13.73	1.05	121	17	26	1	3,845	33	3,812
33+00.00	50	53.68	8.47	13.16	0.00	110	16	25	1	3,914	35	3,880
33+32.35	32.35	117.65	22.28	23.79	0.00	103	18	22	0	3,977	35	3,943
33+50.00	17.65	121.39	22.27	23.87	0.00	78	15	16	0	4,024	35	3,990
34+00.00	50	79.37	8.45	13.28	0.00	186	28	34	0	4,148	35	4,114
34+50.00	50	68.08	8.43	13.25	1.03	137	16	25	1	4,244	36	4,208
34+71.09	21.09	65.41	8.43	13.24	1.47	52	7	10	1	4,279	37	4,242
35+00.00	28.91	66.44	8.41	13.22	1.50	71	9	14	2	4,327	39	4,288
35+50.00	50	65.78	8.39	13.19	1.27	122	16	24	3	4,409	43	4,366

STH 59 / W NATIONAL AVE - STAGE 2

(2 OF 2)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		PAVEMENT MATERIAL				PAVEMENT MATERIAL				CUT	EXPANDED FILL	MASS ORDINATE
		CUT	ASPHALT	CONCRETE	FILL	CUT	ASPHALT	CONCRETE	FILL	1.00	1.15	
36+00.00	50	67.95	8.37	13.15	1.10	124	16	24	2	4,493	45	4,448
36+50.00	50	64.91	8.35	13.12	1.03	123	15	24	2	4,577	47	4,530
37+00.00	50	61.83	8.33	13.08	1.02	117	15	24	2	4,655	49	4,606
37+50.00	50	57.68	8.31	13.06	0.19	111	15	24	1	4,727	51	4,676
38+00.00	50	143.27	14.39	38.43	0.00	186	21	48	0	4,844	51	4,793
38+04.86	4.86	149.23	14.21	40.56	0.00	26	3	7	0	4,860	51	4,809
38+50.00	45.14	44.21	8.43	13.25	0.00	162	19	45	0	4,958	51	4,907
39+00.00	50	64.43	8.65	13.60	0.20	101	16	25	0	5,018	51	4,967
39+50.00	50	69.08	8.65	13.60	0.06	124	16	25	0	5,101	51	5,050
40+00.00	50	65.28	8.66	13.60	0.16	124	16	25	0	5,184	51	5,133
40+50.00	50	64.58	8.66	13.61	0.30	120	16	25	0	5,263	51	5,212
41+00.00	50	65.33	8.66	13.61	0.00	120	16	25	0	5,342	51	5,291
41+50.00	50	166.52	23.80	28.57	0.00	215	30	39	0	5,488	51	5,437
42+00.00	50	69.47	8.24	12.95	0.00	219	30	38	0	5,639	51	5,588
42+50.00	50	65.09	8.24	12.95	0.00	125	15	24	0	5,725	51	5,674
43+00.00	50	65.12	8.24	12.95	0.06	121	15	24	0	5,807	51	5,756
43+50.00	50	65.01	8.24	12.95	0.03	120	15	24	0	5,888	51	5,837
44+00.00	50	63.57	8.24	12.95	0.00	119	15	24	0	5,968	51	5,917
44+50.00	50	153.96	15.48	43.10	0.00	201	22	52	0	6,095	51	6,044
45+00.00	50	52.80	8.41	13.22	0.14	191	22	52	0	6,212	51	6,161
45+50.00	50	64.66	8.43	13.24	0.15	109	16	25	0	6,280	51	6,229
46+00.00	50	66.86	8.44	13.26	0.04	122	16	25	0	6,361	51	6,310
46+50.00	50	65.68	8.45	13.28	0.12	123	16	25	0	6,443	51	6,392
47+00.00	50	55.43	8.46	13.30	0.04	112	16	25	0	6,514	51	6,463
47+50.00	50	56.09	6.62	10.40	0.00	103	14	22	0	6,581	51	6,530
47+71.04	21.04	128.24	15.65	32.63	0.00	72	9	17	0	6,627	51	6,576
48+00.00	28.96	45.55	9.17	14.42	0.00	93	13	25	0	6,682	51	6,631
48+50.00	50	60.69	8.48	13.33	0.66	98	16	26	1	6,738	52	6,686
49+00.00	50	59.75	8.52	13.40	0.88	112	16	25	1	6,809	53	6,756
49+50.00	50	61.09	8.57	13.47	0.48	112	16	25	1	6,880	54	6,826
50+00.00	50	63.30	8.62	13.54	0.40	115	16	25	1	6,954	55	6,899
50+50.00	50	51.34	9.53	14.98	0.00	106	17	26	0	7,017	55	6,962
50+85.06	35.06	125.60	17.93	28.18	0.00	115	18	28	0	7,086	55	7,031
51+00.00	14.94	121.98	17.61	27.68	0.00	68	10	15	0	7,129	55	7,074
51+50.00	50	57.11	11.45	17.99	0.48	166	27	42	0	7,226	55	7,171
52+00.00	50	66.96	11.34	17.81	1.17	115	21	33	2	7,287	58	7,230
52+50.00	50	57.29	11.30	17.76	1.08	115	21	33	2	7,348	60	7,288
53+00.00	50	87.39	11.31	17.78	0.05	134	21	33	1	7,428	61	7,367
53+50.00	50	117.56	11.33	17.80	0.00	190	21	33	0	7,564	61	7,503
54+00.00	50	159.06	14.58	22.92	0.00	256	24	38	0	7,758	61	7,697
54+36.35	36.35	150.76	20.19	31.73	0.00	209	23	37	0	7,907	61	7,846
54+50.00	13.65	146.67	19.70	30.95	0.00	75	10	16	0	7,956	61	7,895
55+00.00	50	71.62	10.87	17.08	0.00	202	28	44	0	8,086	61	8,025
55+50.00	50	81.28	10.85	17.05	0.55	142	20	32	1	8,176	62	8,114
56+00.00	50	79.75	10.82	17.01	0.00	149	20	32	1	8,273	63	8,210
56+19.96	19.96	83.23	10.81	16.99	0.00	60	8	13	0	8,312	63	8,249
					SUBTOTAL	12,716	1,720	2,684	55	8,312		

35TH ST - STAGE 1

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			PAVEMENT MATERIAL				PAVEMENT MATERIAL			CUT	EXPANDED FILL	MASS ORDINATE
		CUT	ASPHALT	CONCRETE	FILL	CUT	ASPHALT	CONCRETE	FILL	1.00	1.15	
15+50.00	0.00	165.14	19.76	26.52	0	0	0	0	0	0	0	0
16+00.00	50.00	218.52	25.01	43.44	0	355	41	65	0	249	0	249
16+50.00	50.00	220.01	25.09	44.53	0	406	46	81	0	528	0	528
16+70.85	20.85	202.77	25.13	44.73	0	163	19	34	0	638	0	638
					SUBTOTAL	924	106	180	0	638		

35TH ST - STAGE 2

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			PAVEMENT MATERIAL				PAVEMENT MATERIAL			CUT	EXPANDED FILL	MASS ORDINATE
		CUT	ASPHALT	CONCRETE	FILL	CUT	ASPHALT	CONCRETE	FILL	1.00	1.15	
17+90.30	0.00	242.52	28.32	0	0.05	0	0	0	0	0	0	0
18+00.00	9.7	242.22	28.28	0	0.04	87	10	0	0	77	0	77
18+50.00	50	216.47	28.11	0	0.39	425	52	0	0	450	0	450
19+00.00	50	190.67	25.81	0	0.33	377	50	0	1	777	1	776
19+50.00	50	191.98	23.74	0	0.00	354	46	0	0	1,085	1	1,084
					SUBTOTAL	1,243	158	0	1	1,085		

34TH ST - STAGE 2

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			PAVEMENT MATERIAL				PAVEMENT MATERIAL			CUT	EXPANDED FILL	MASS ORDINAT
		CUT	ASPHALT	CONCRETE	FILL	CUT	ASPHALT	CONCRETE	FILL	1.00	1.15	
12+50.00	0.00	26.36	0	20.50	0.00	0	0	0	0	0	0	0
12+75.00	25.00	48.61	0	15.81	0.02	35	0	17	0	18	0	18
					SUBTOTAL	35	0	17	0	18		

33RD ST - STAGE 1

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			PAVEMENT MATERIAL				PAVEMENT MATERIAL			CUT	EXPANDED FILL	MASS ORDINATE
		CUT	ASPHALT	CONCRETE	FILL	CUT	ASPHALT	CONCRETE	FILL	1.00	1.15	
11+20.00	0.00	45.80	10.95	0	0.29	0	0	0	0	0	0	0
11+41.42	21.42	42.68	10.90	0	0.00	35	9	0	0	26	0	26
					SUBTOTAL	35	9	0	0	26		

28TH ST - STAGE 1

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	PAVEMENT MATERIAL		FILL	CUT	PAVEMENT MATERIAL		FILL	CUT	EXPANDED FILL	MASS ORDINATE
			ASPHALT	CONCRETE			ASPHALT	CONCRETE		1.00	1.15	
11+45.00	0.00	43.57	0	18.23	0.01	0	0	0	0	0	0	0
11+50.00	5.00	42.28	0	18.07	0.02	8	0	3	0	8	0	8
					SUBTOTAL	8	0	3	0	5		

28TH ST - STAGE 2

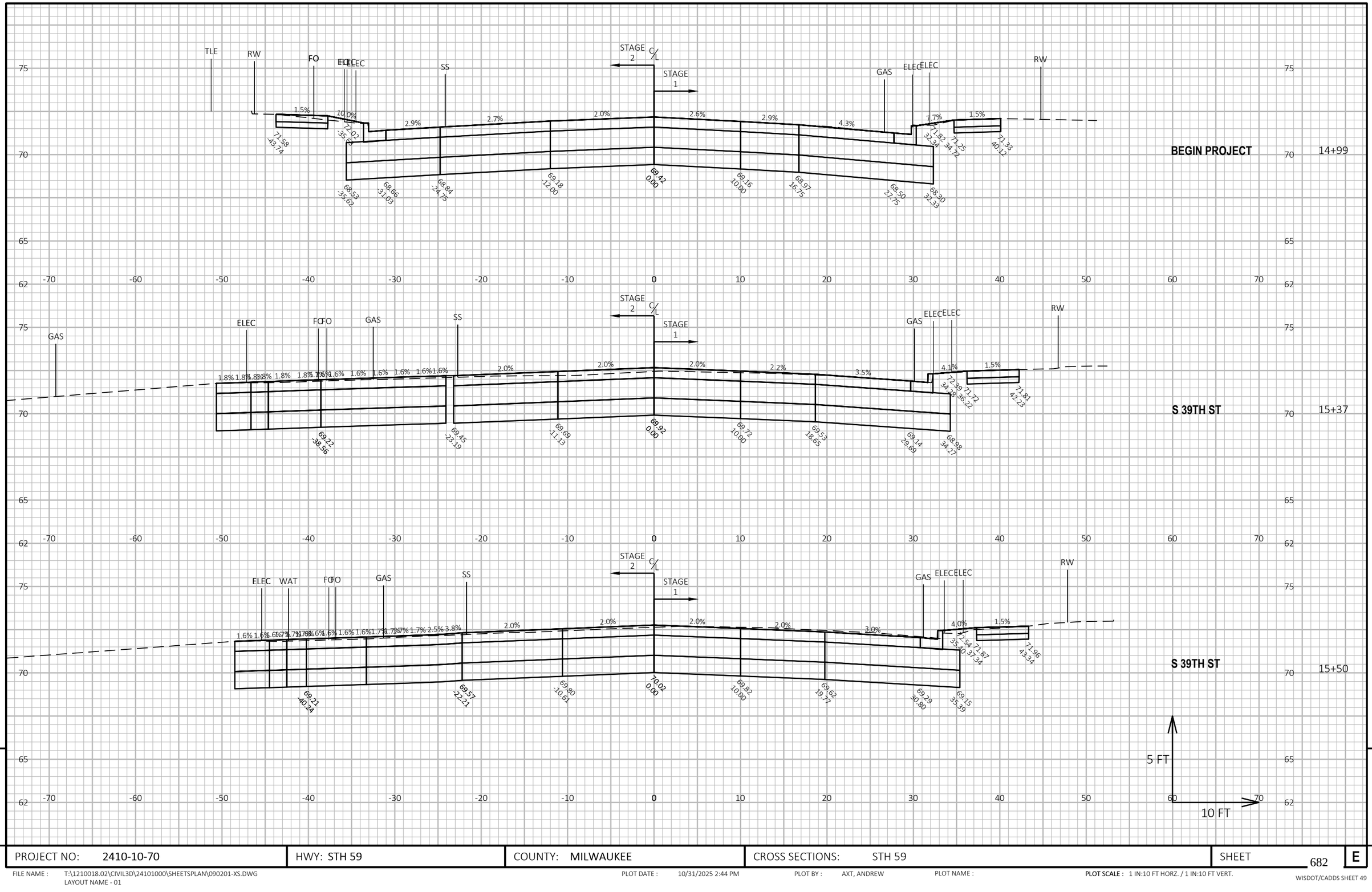
STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	PAVEMENT MATERIAL		FILL	CUT	PAVEMENT MATERIAL		FILL	CUT	EXPANDED FILL	MASS ORDINATE
			ASPHALT	CONCRETE			ASPHALT	CONCRETE		1.00	1.15	
12+52.91	0.00	48.49	11.12	17.48	0	0	0	0	0	0	0	0
12+75.00	22.09	45.89	10.92	17.16	0	39	9	14	0	16	0	16
					SUBTOTAL	39	9	14	0	16		

S LAYTON BLVD - STAGE 1

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	PAVEMENT MATERIAL		FILL	CUT	PAVEMENT MATERIAL		FILL	CUT	EXPANDED FILL	MASS ORDINATE
			ASPHALT	CONCRETE			ASPHALT	CONCRETE		1.00	1.15	
15+28.66	0.00	222.26	0	36.08	0.23	0	0	0	0	0	0	0
15+50.00	21.34	229.58	0	44.75	0.12	179	0	32	0	147	0	147
16+00.00	50.00	246.25	0	48.54	0.00	441	0	86	0	502	0	502
16+50.00	50.00	242.76	0	52.66	0.00	453	0	94	0	861	0	861
16+90.32	40.32	217.36	0	48.62	0.06	344	0	76	0	1,129	0	1,129
					SUBTOTAL	1,417	0	288	0	1,129		

S LAYTON BLVD - STAGE 2

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	PAVEMENT MATERIAL		FILL	CUT	PAVEMENT MATERIAL		FILL	CUT	EXPANDED FILL	MASS ORDINATE
			ASPHALT	CONCRETE			ASPHALT	CONCRETE		1.00	1.15	
18+06.18	0.00	274.71	29.63	46.56	0.00	0	0	0	0	0	0	0
18+50.00	43.82	283.35	29.59	25.26	0.01	453	48	58	0	347	0	347
19+00.00	50	259.62	29.04	5.39	0.25	503	54	28	0	768	0	768
19+50.00	50	245.35	26.14	0.00	0.44	468	51	5	1	1,180	1	1,179
19+65.60	15.6	242.83	25.23	0.00	0.22	141	15	0	0	1,306	1	1,305
					SUBTOTAL	1,565	168	91	1	1,306		

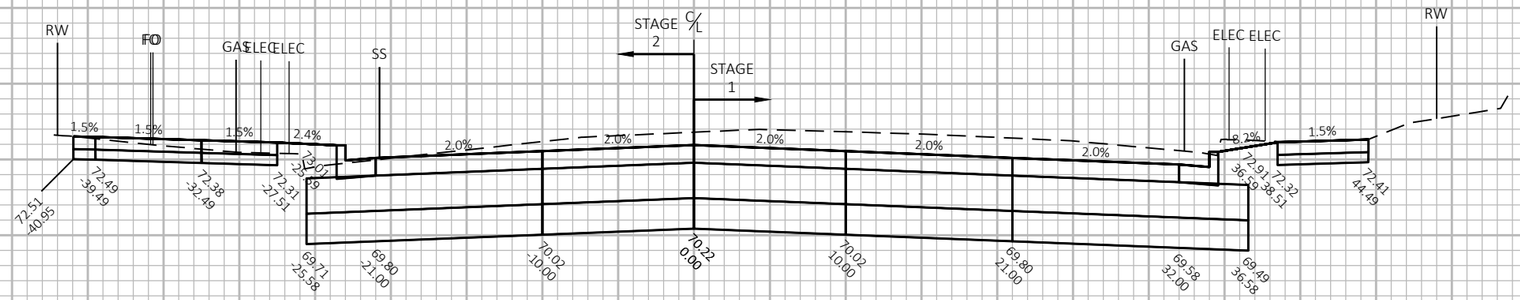


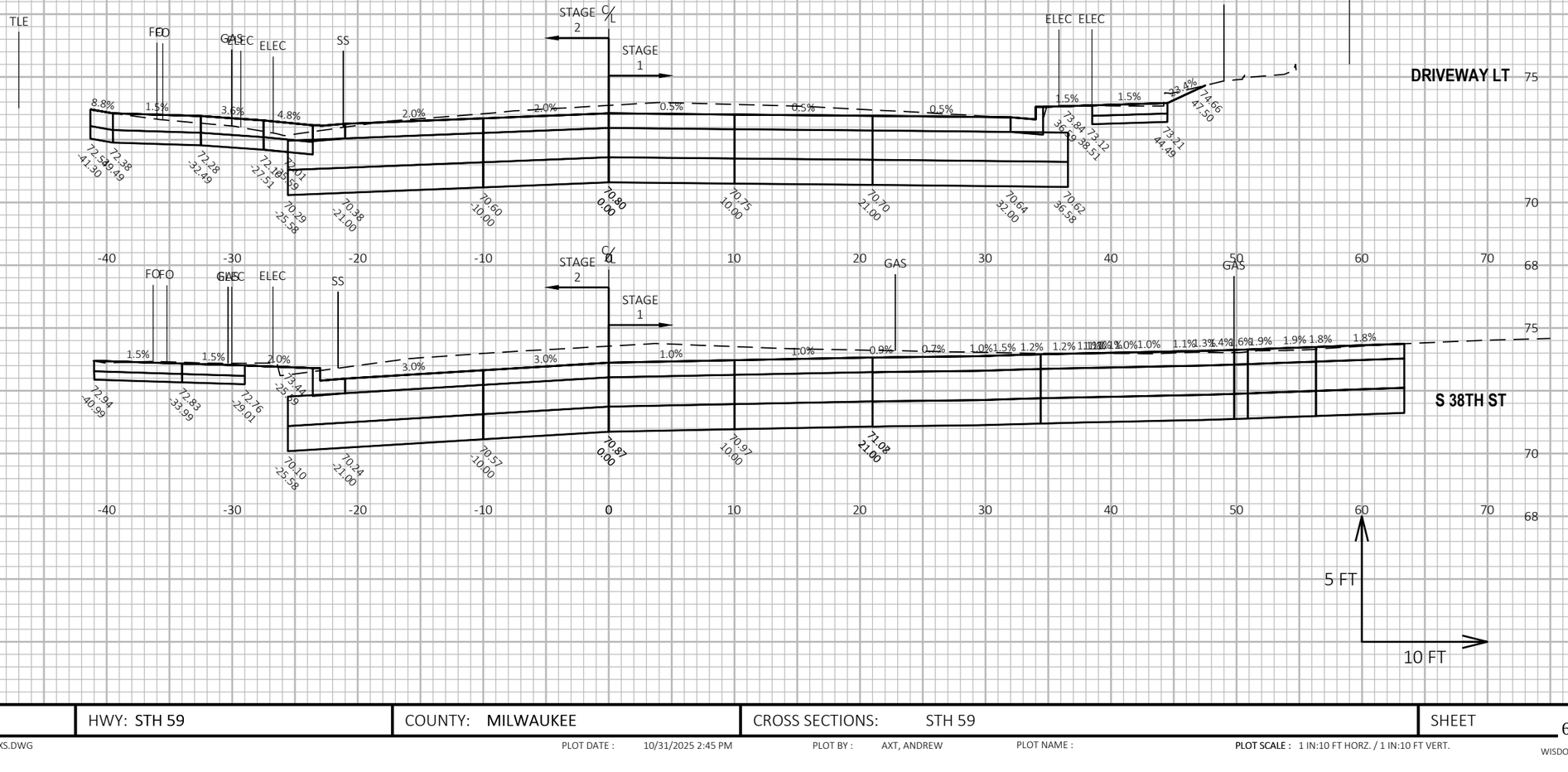
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LAYOUT NAME - 01

PLOT DATE : 10/31/2025 2:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



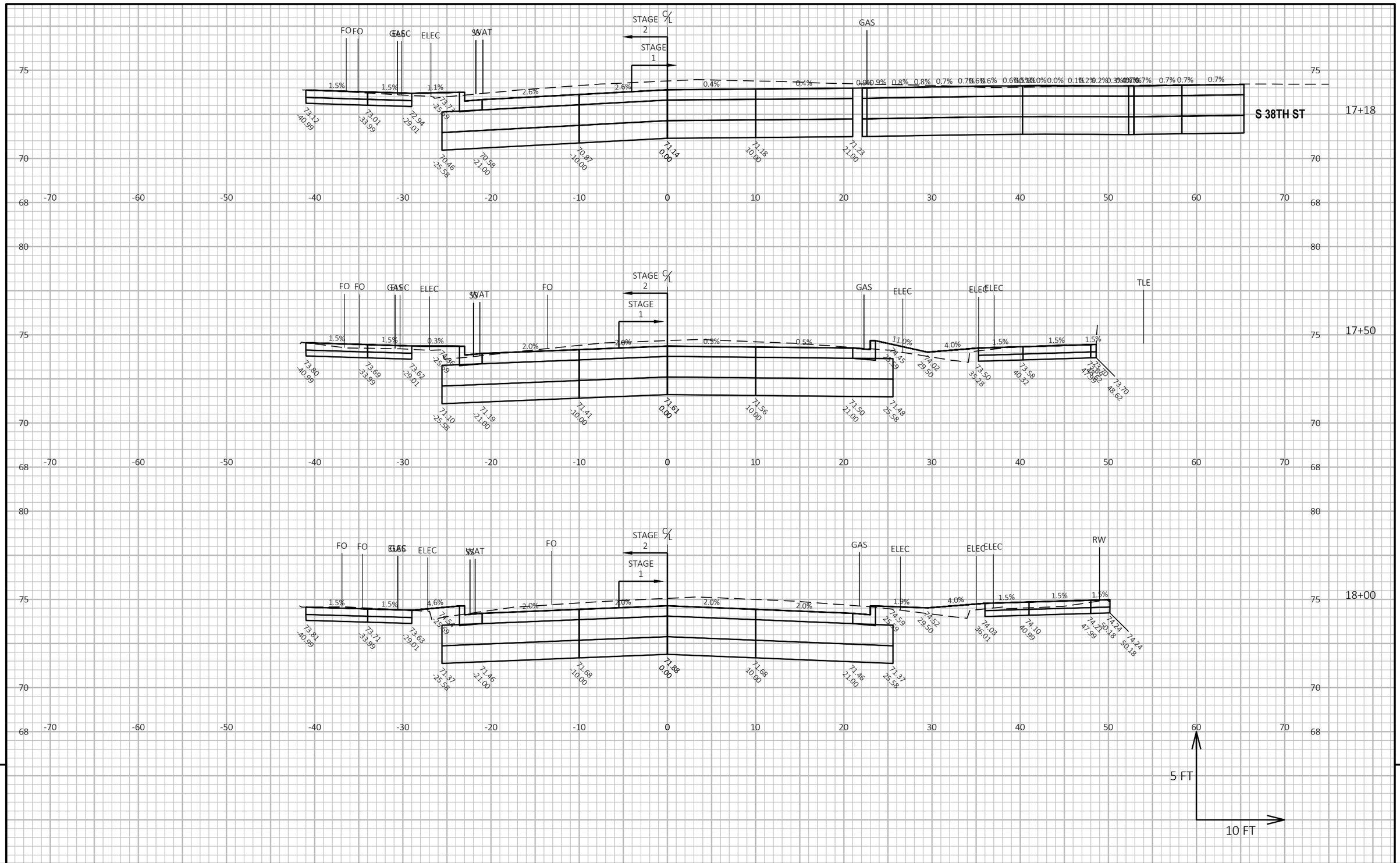


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PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 683	E

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PLOT DATE : 10/31/2025 2:45 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

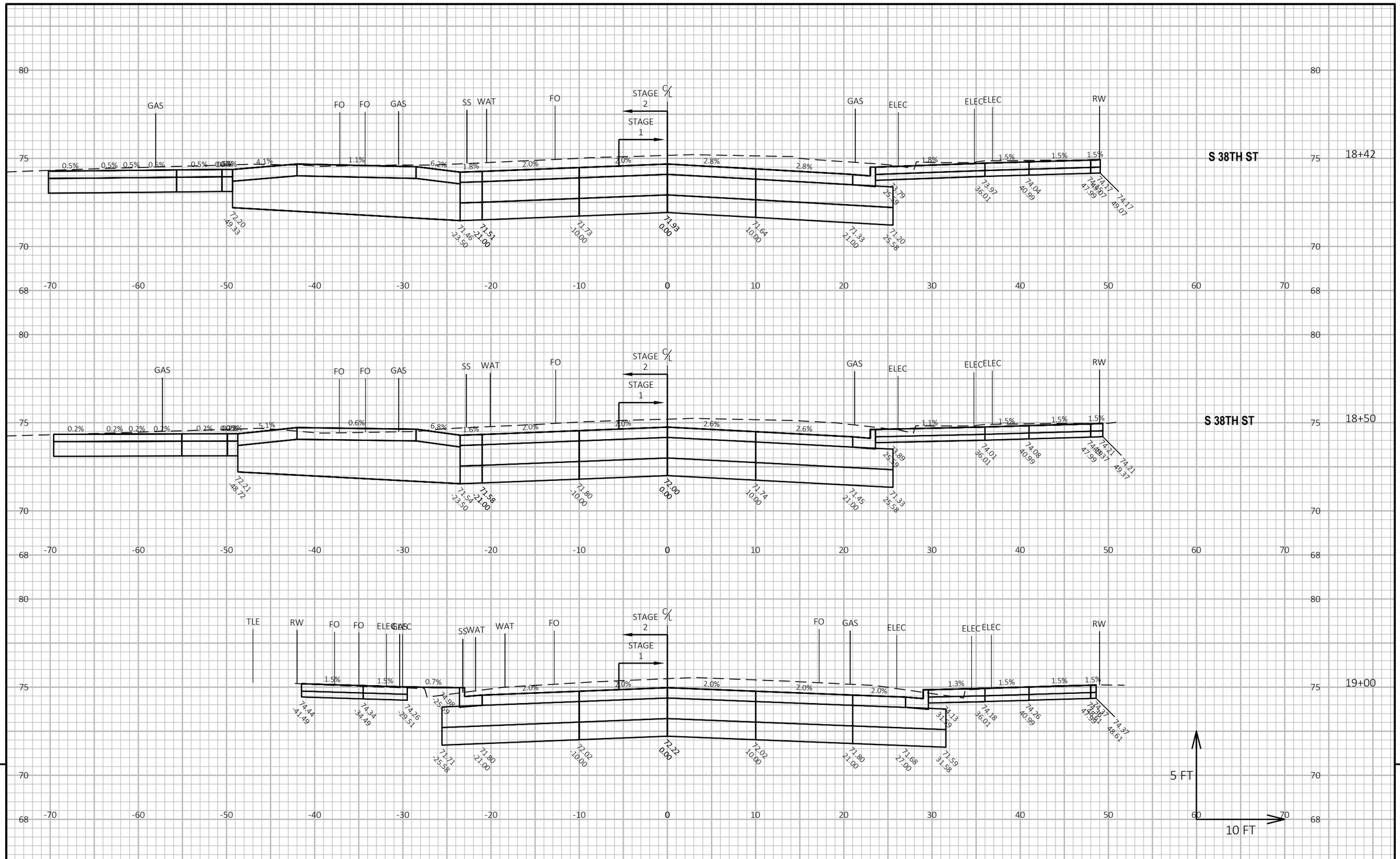


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LAYOUT NAME - 03

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WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 685	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

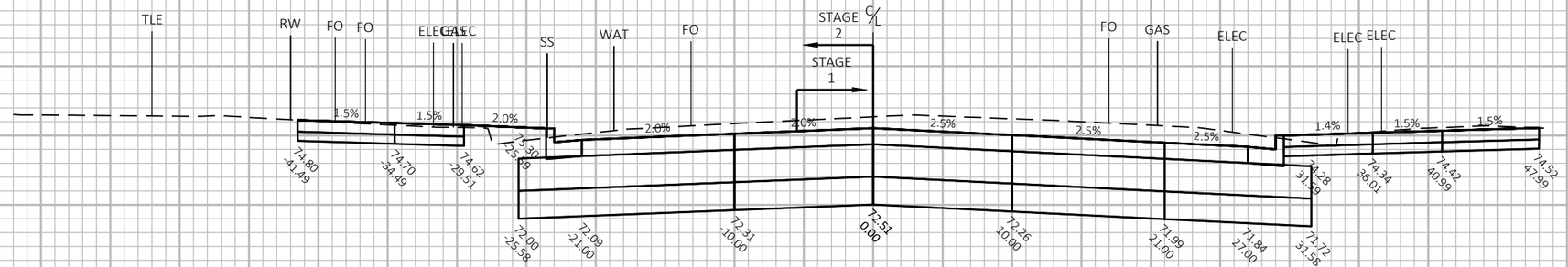
PLOT DATE : 10/31/2025 2:45 PM

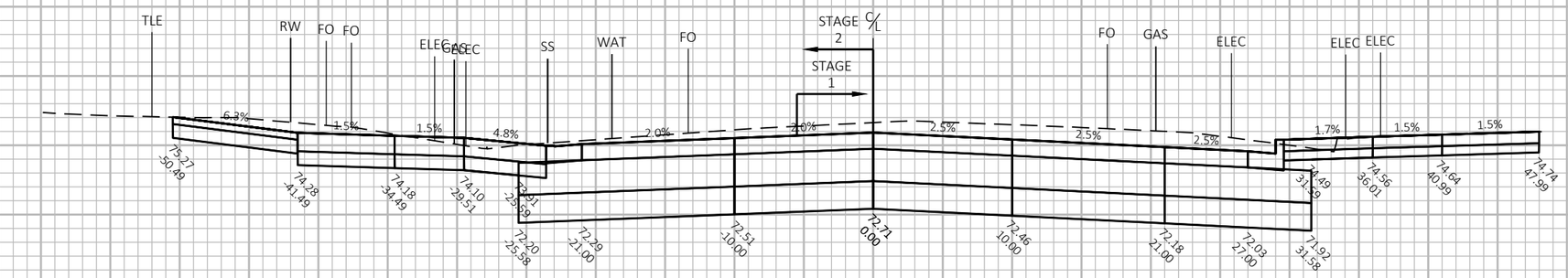
PLOT BY : AXT, ANDREW

PLOT NAME :

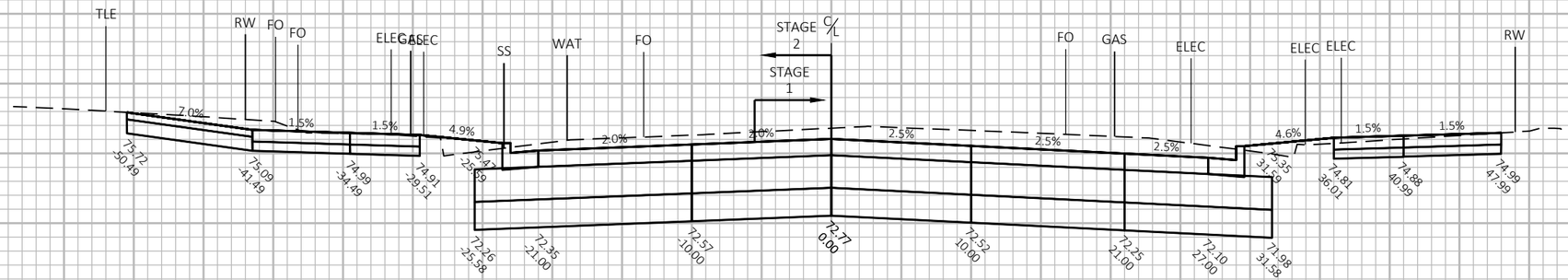
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

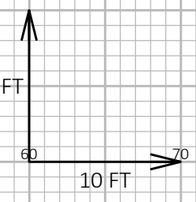
WISDOT/CADDS SHEET 49





DRIVEWAY LT
NOT FOR YARDAGE





9

9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 686	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

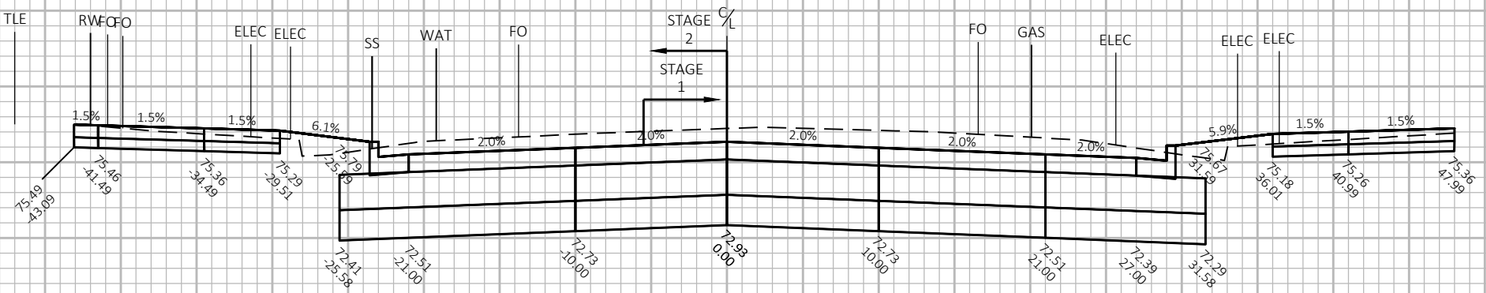
PLOT DATE : 10/31/2025 2:45 PM

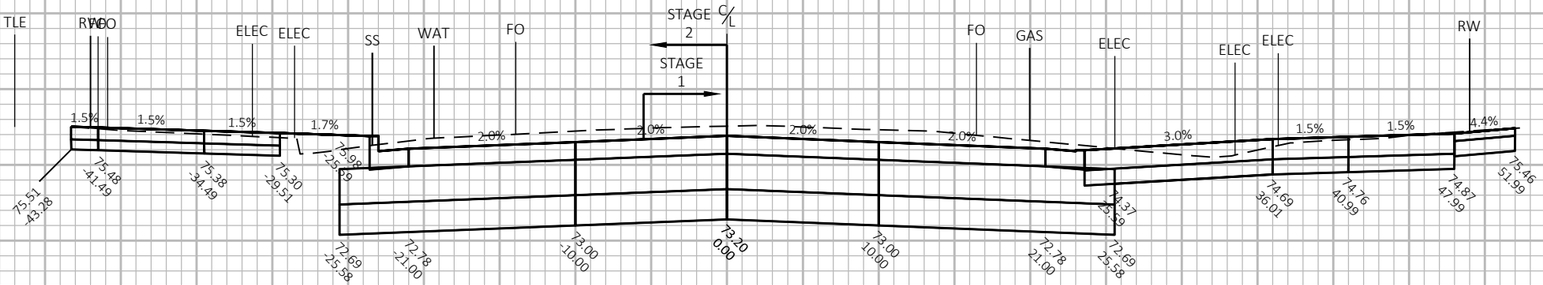
PLOT BY : AXT, ANDREW

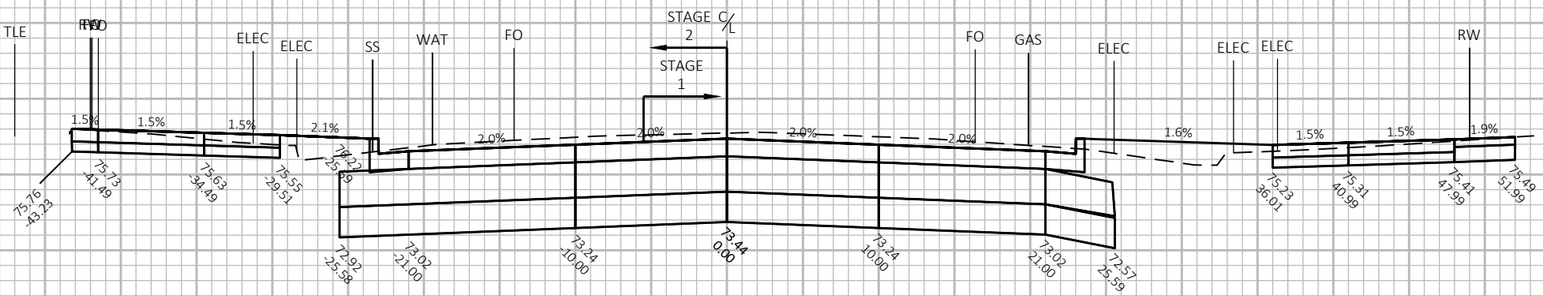
PLOT NAME :

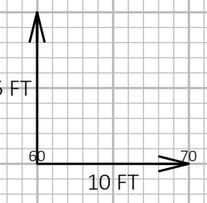
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









20+50

20+81

21+00

DRIVEWAY RT
NOT FOR YARDAGE

9

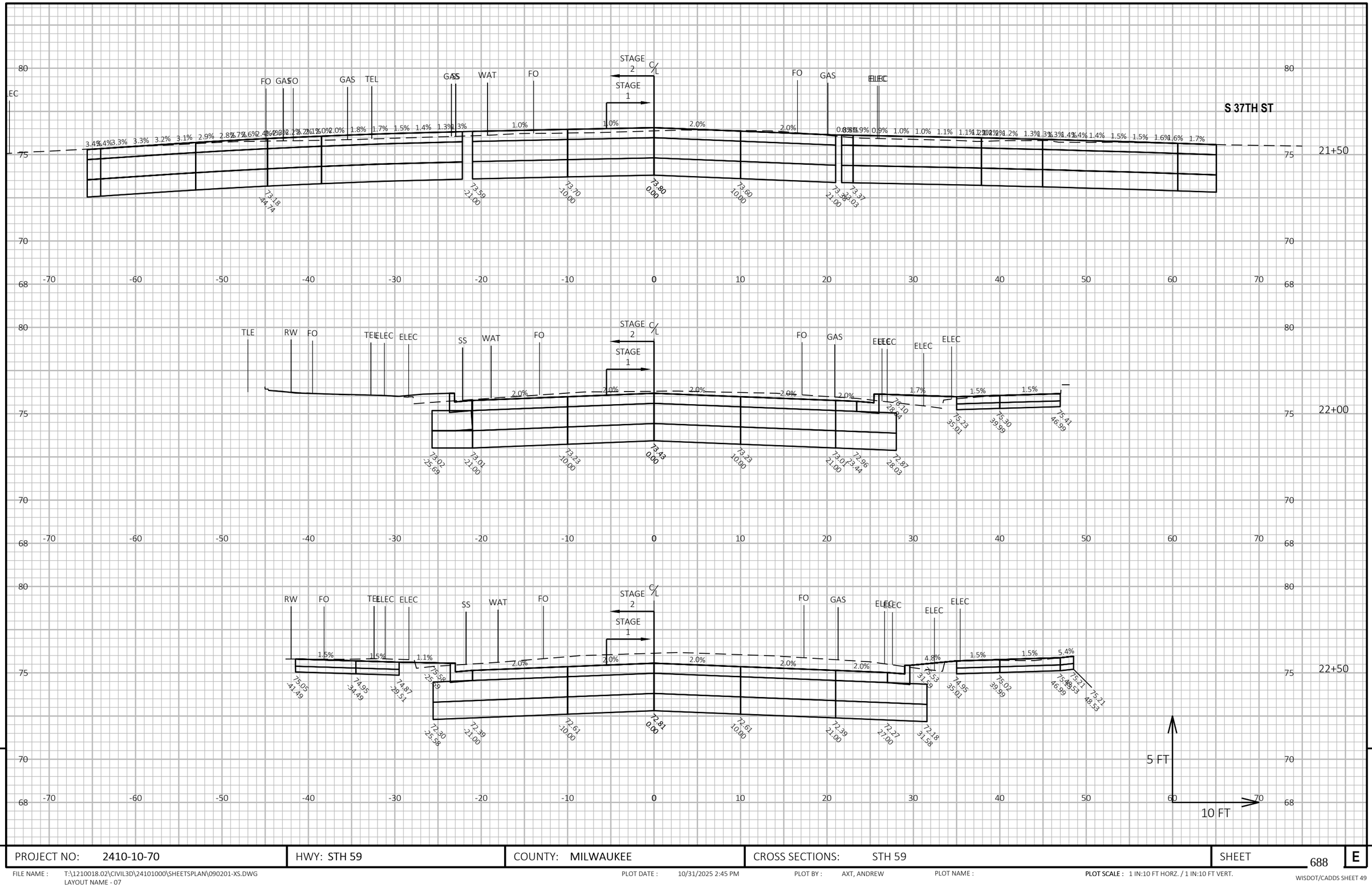
9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 687	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 10/31/2025 2:45 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

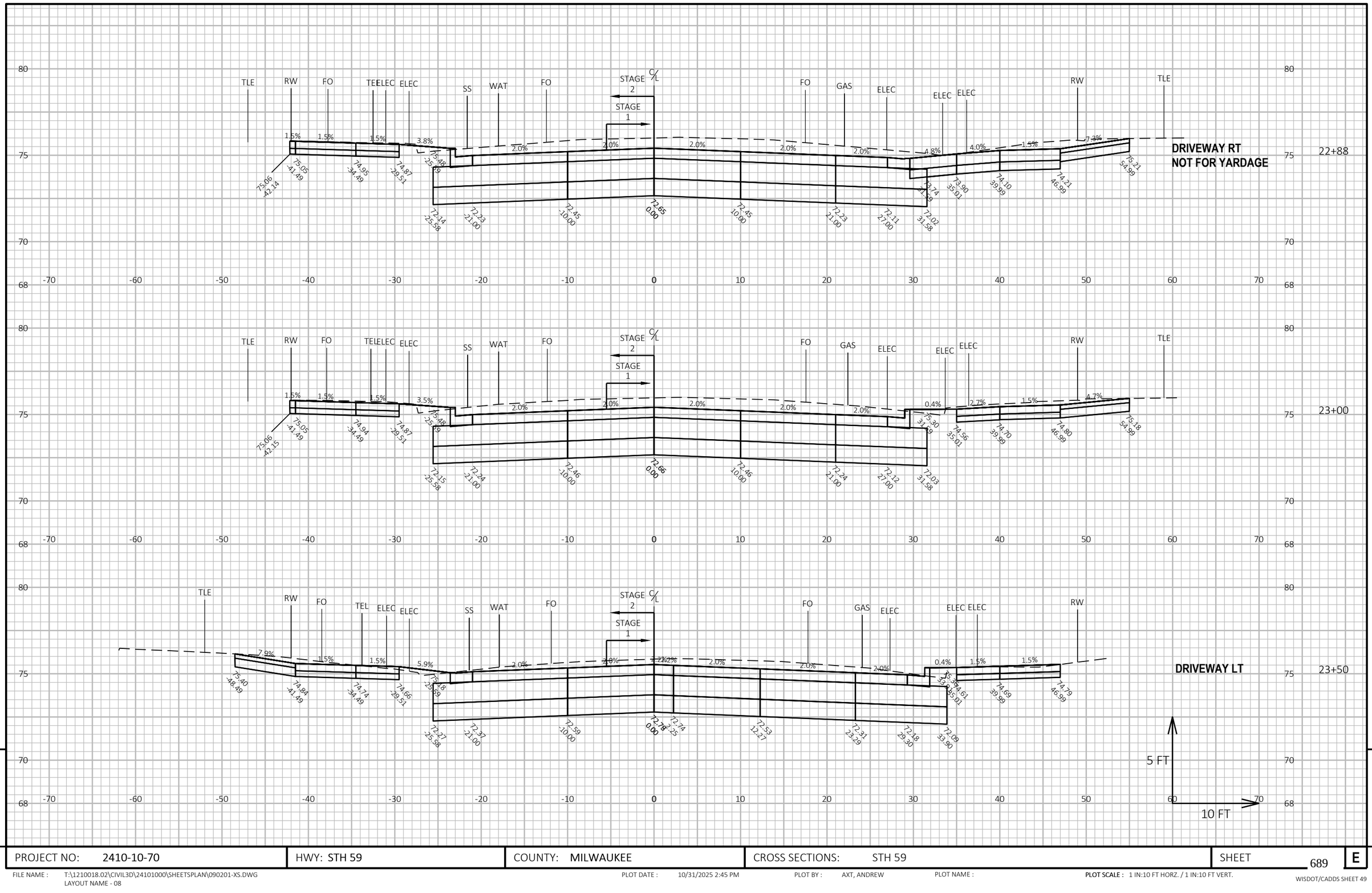
9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 688	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/31/2025 2:45 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



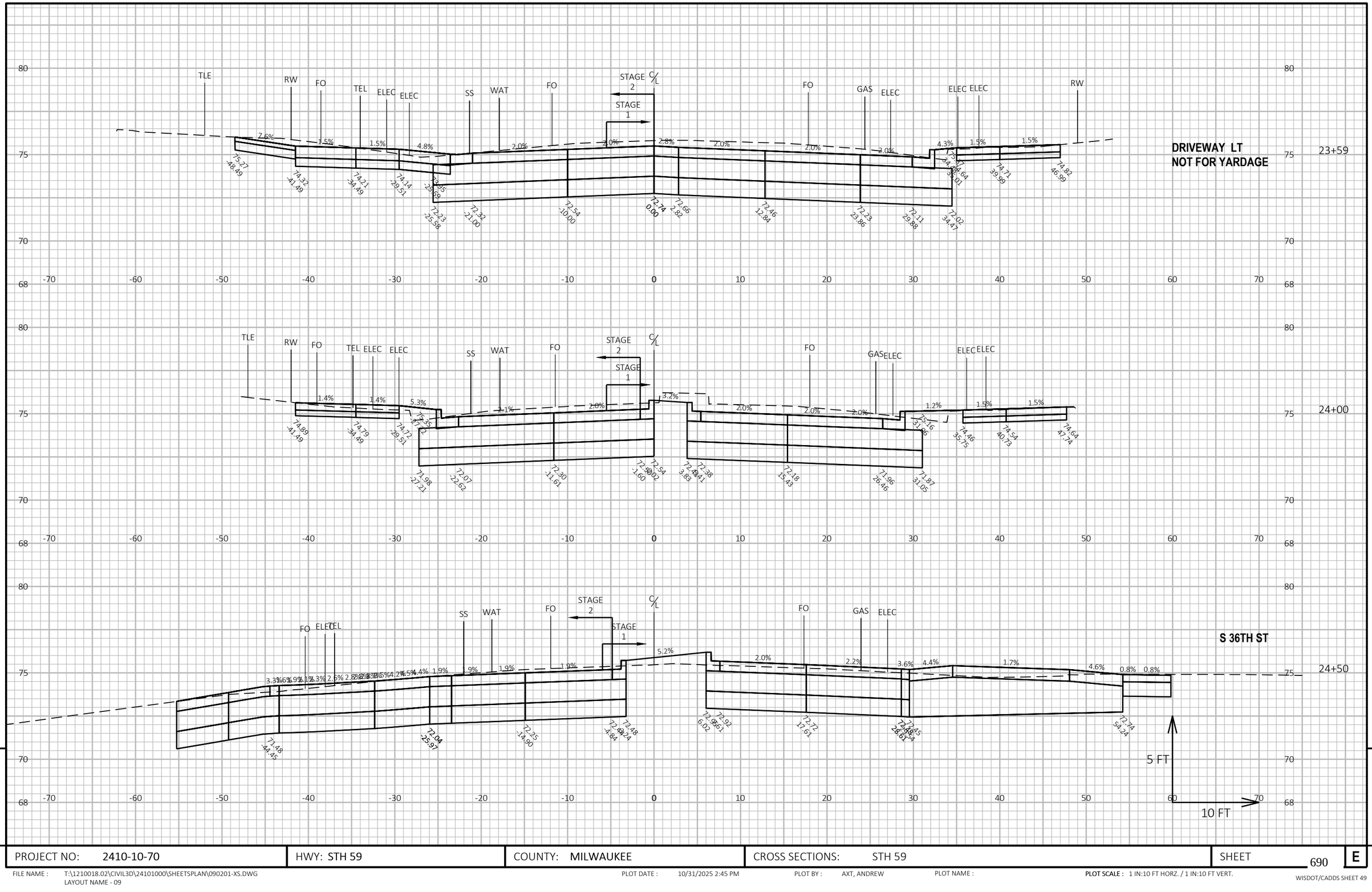
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 689	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/31/2025 2:45 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9 9

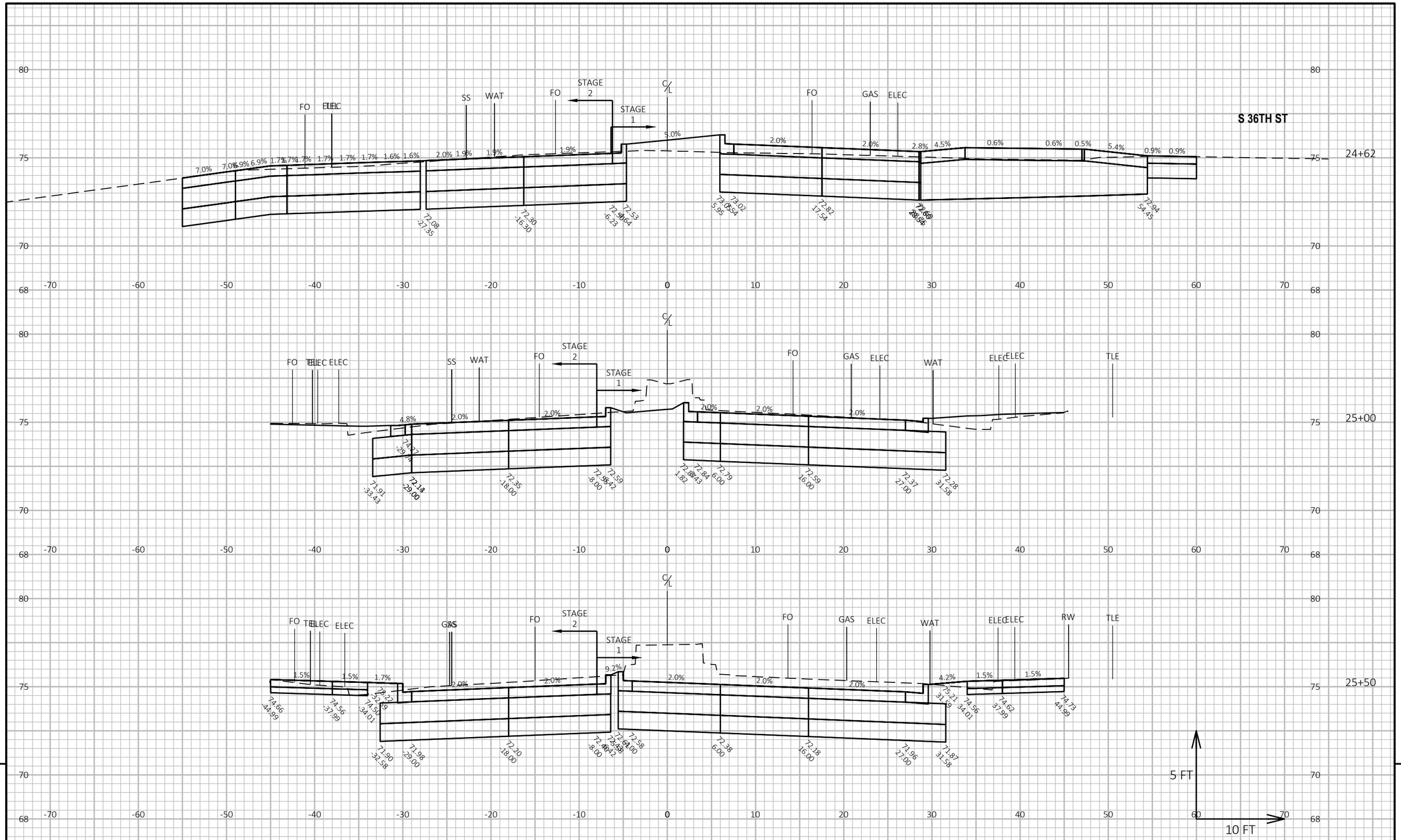


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 690 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 10/31/2025 2:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 691	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

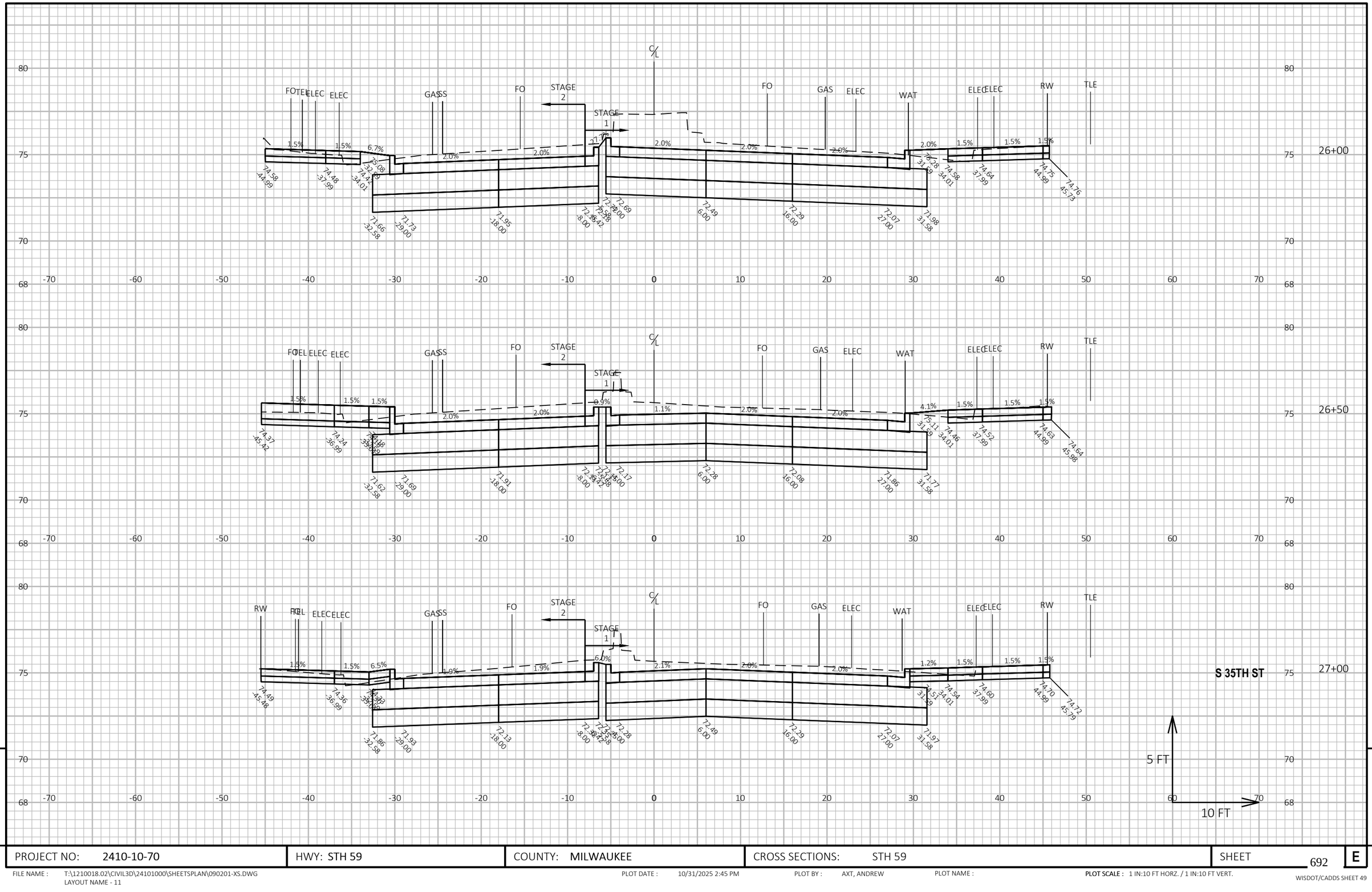
PLOT DATE : 10/31/2025 2:45 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

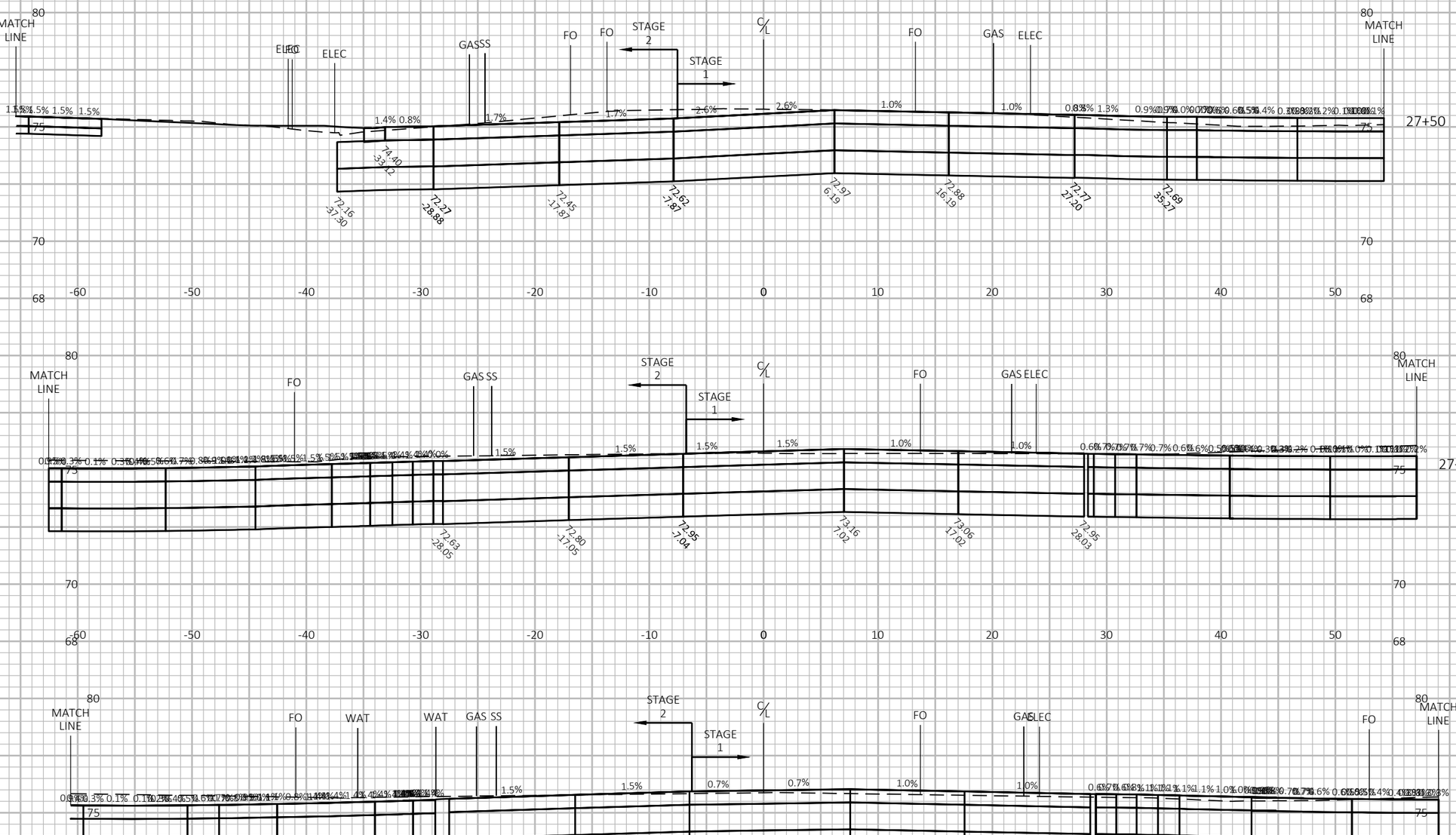
9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 692	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 10/31/2025 2:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

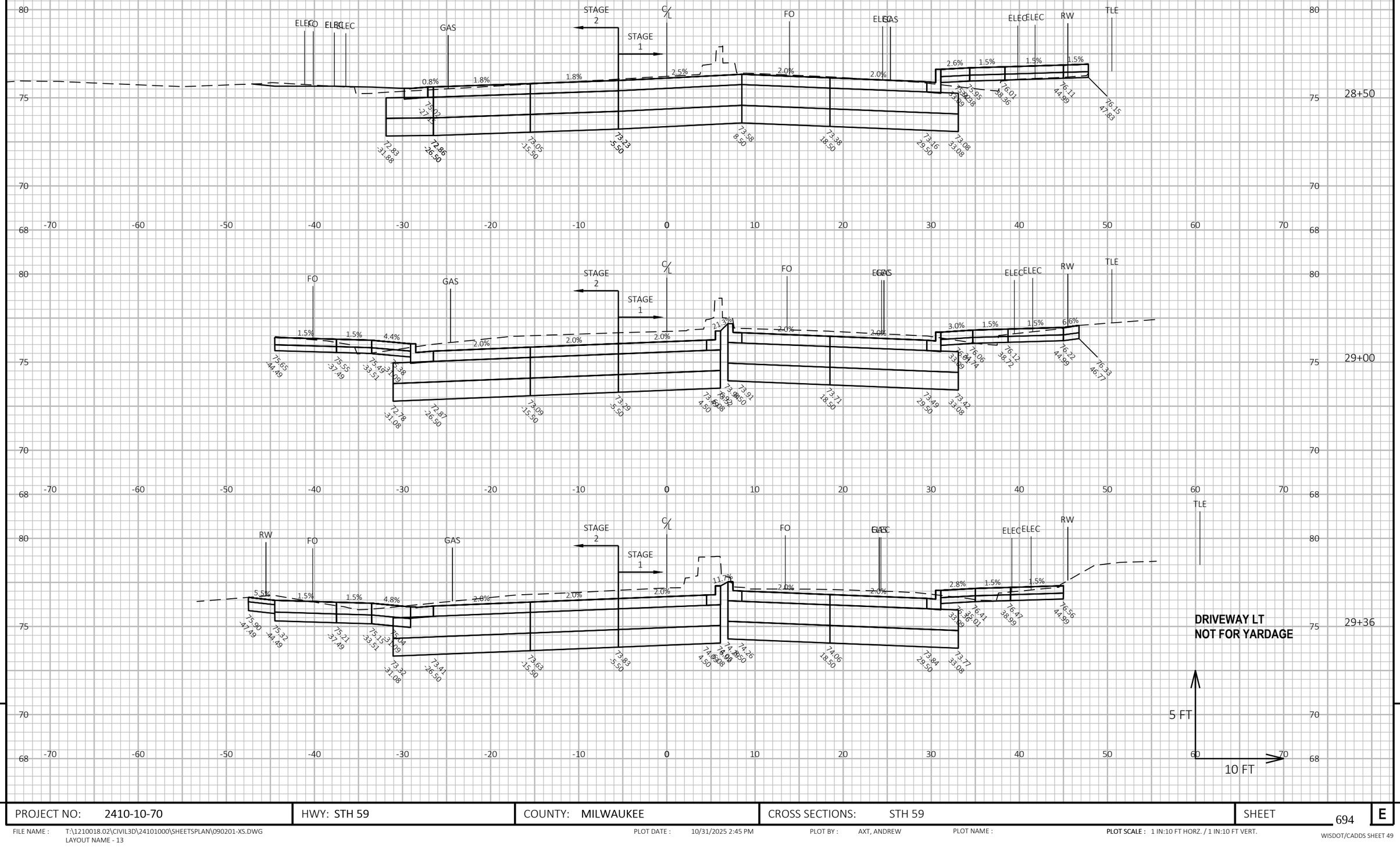
9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 693	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/31/2025 2:45 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

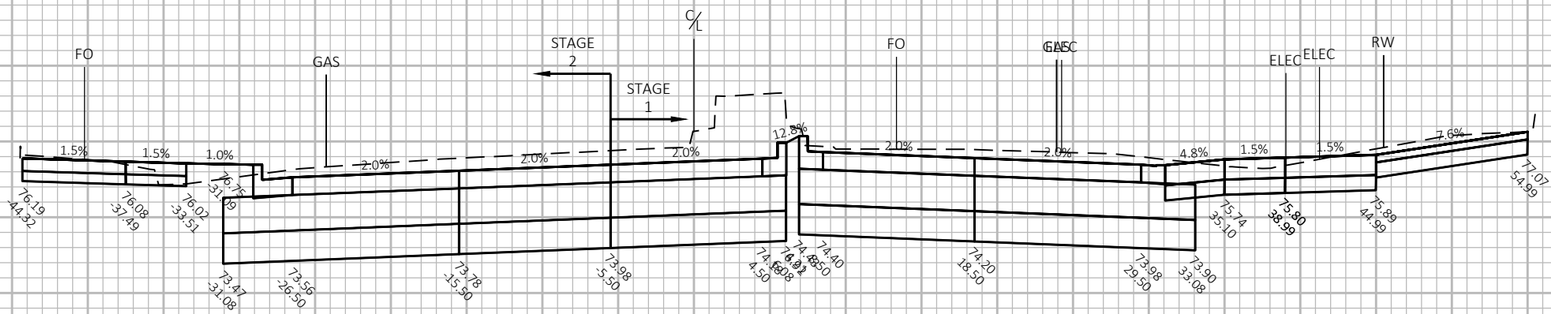


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 694	E

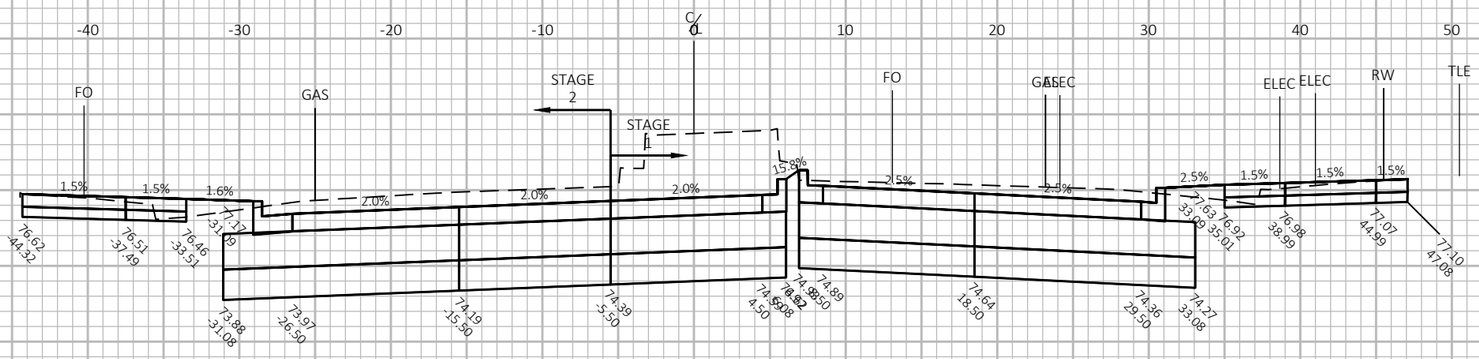
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/31/2025 2:45 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

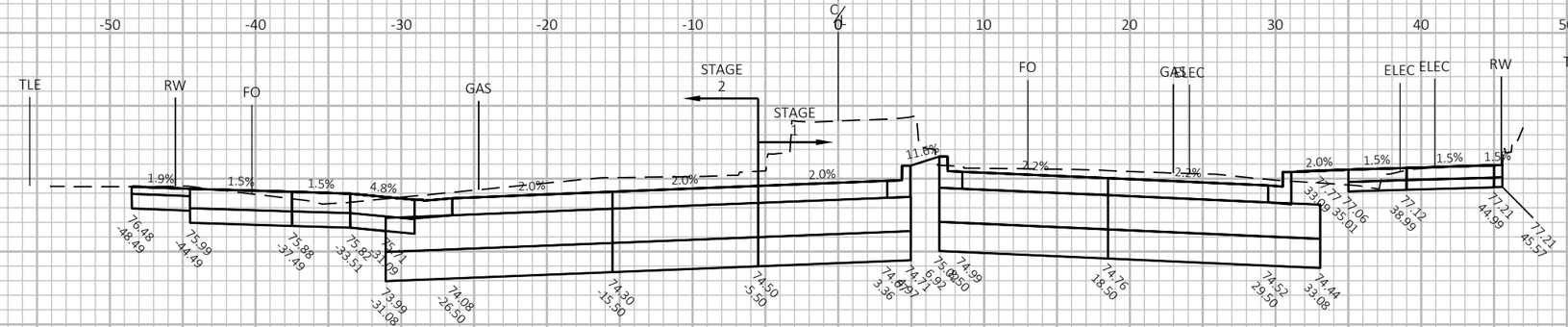
WISDOT/CADDS SHEET 49



DRIVEWAY RT 29+50



30+00



DRIVEWAY LT
NOT FOR YARDAGE

30+14

5 FT
10 FT

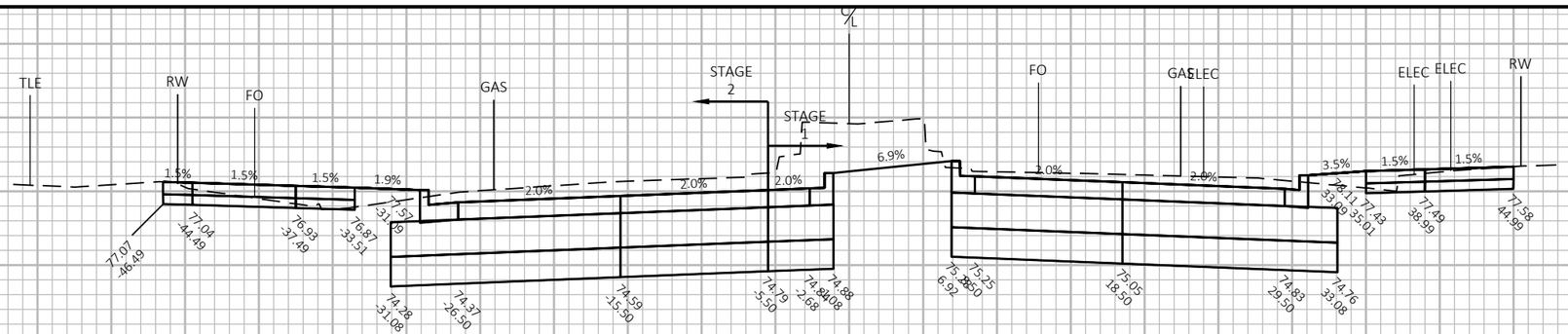
9 9

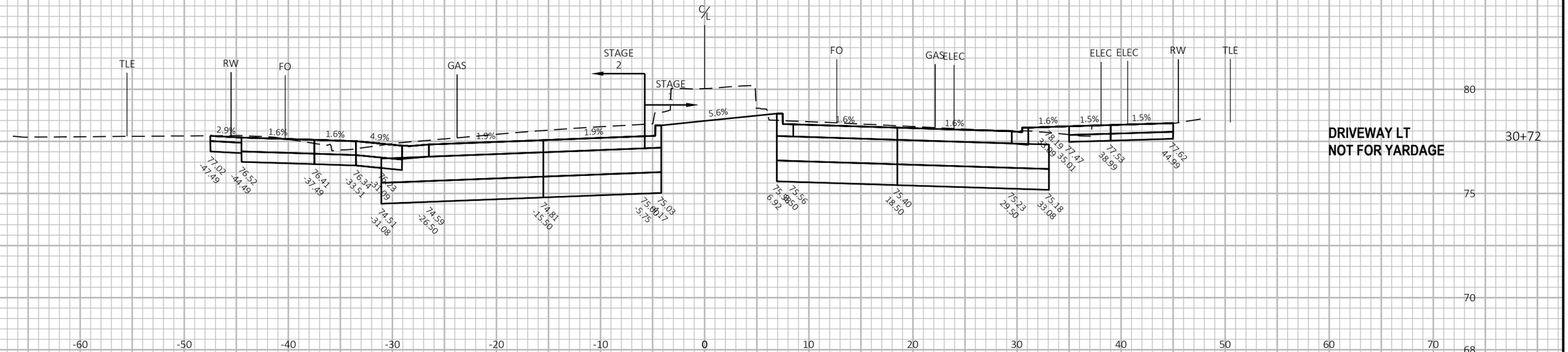
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 695	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 10/31/2025 2:45 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

9

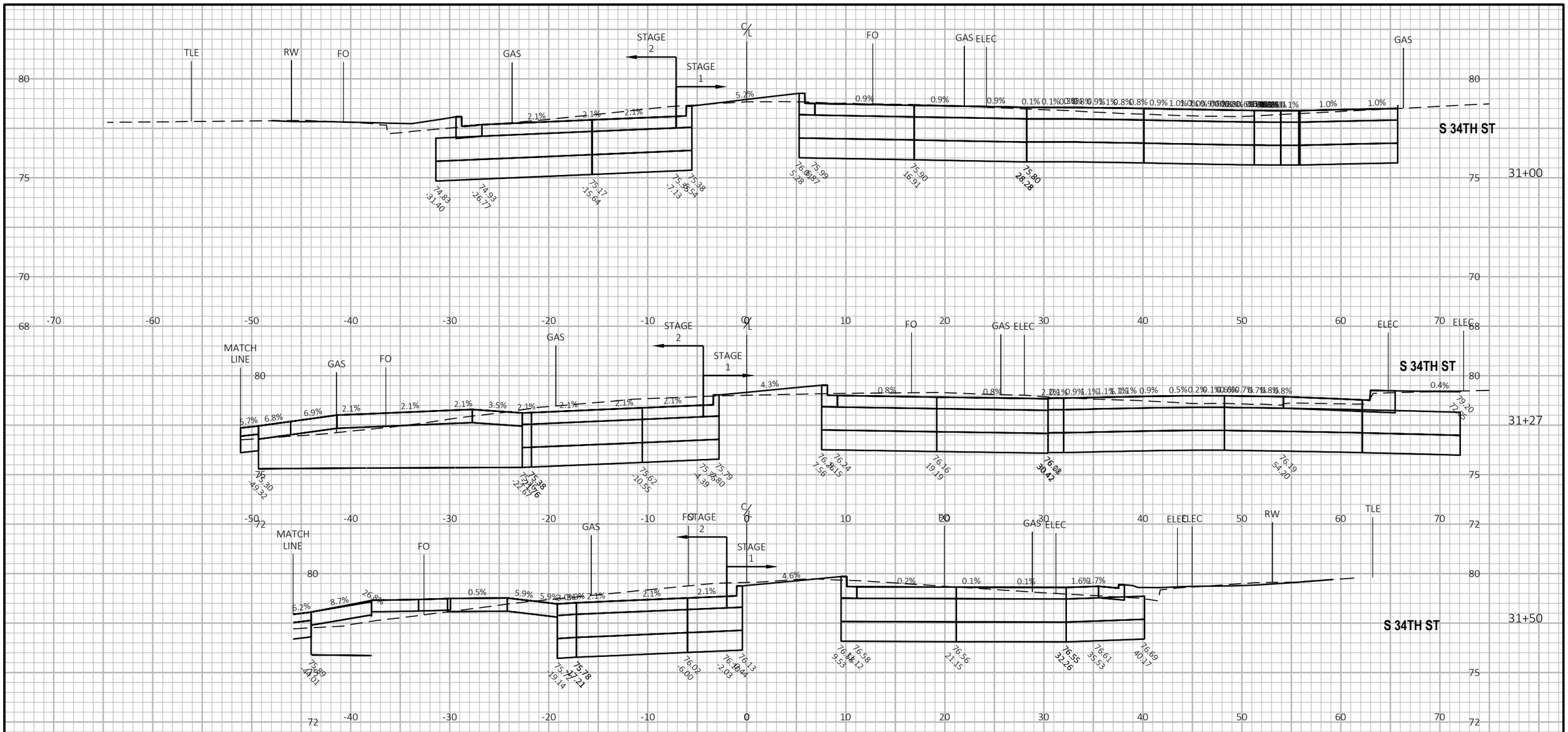
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 696	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 10/31/2025 2:46 PM PLOT BY : AXT, ANDREW PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

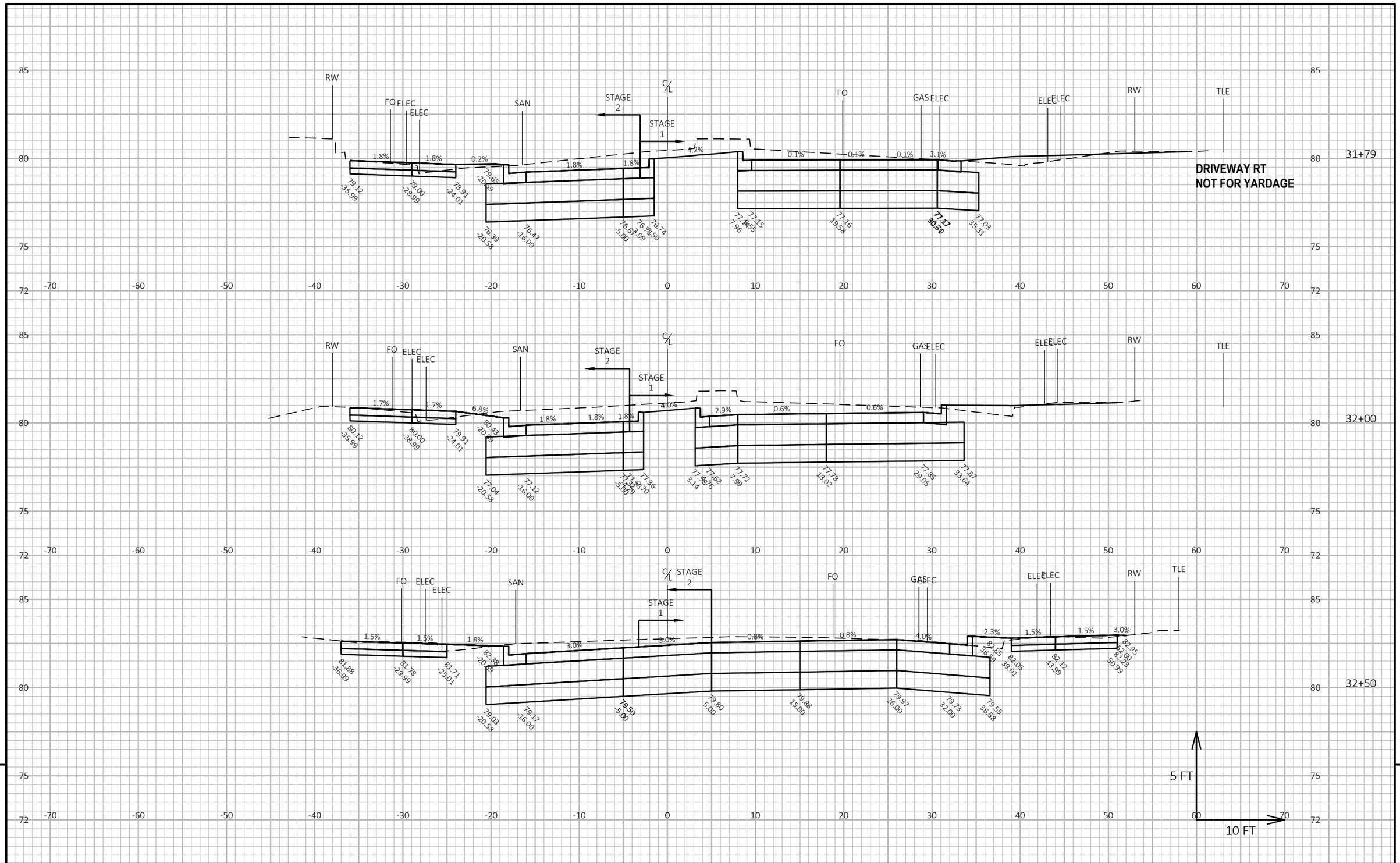
9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 697	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 10/31/2025 2:46 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

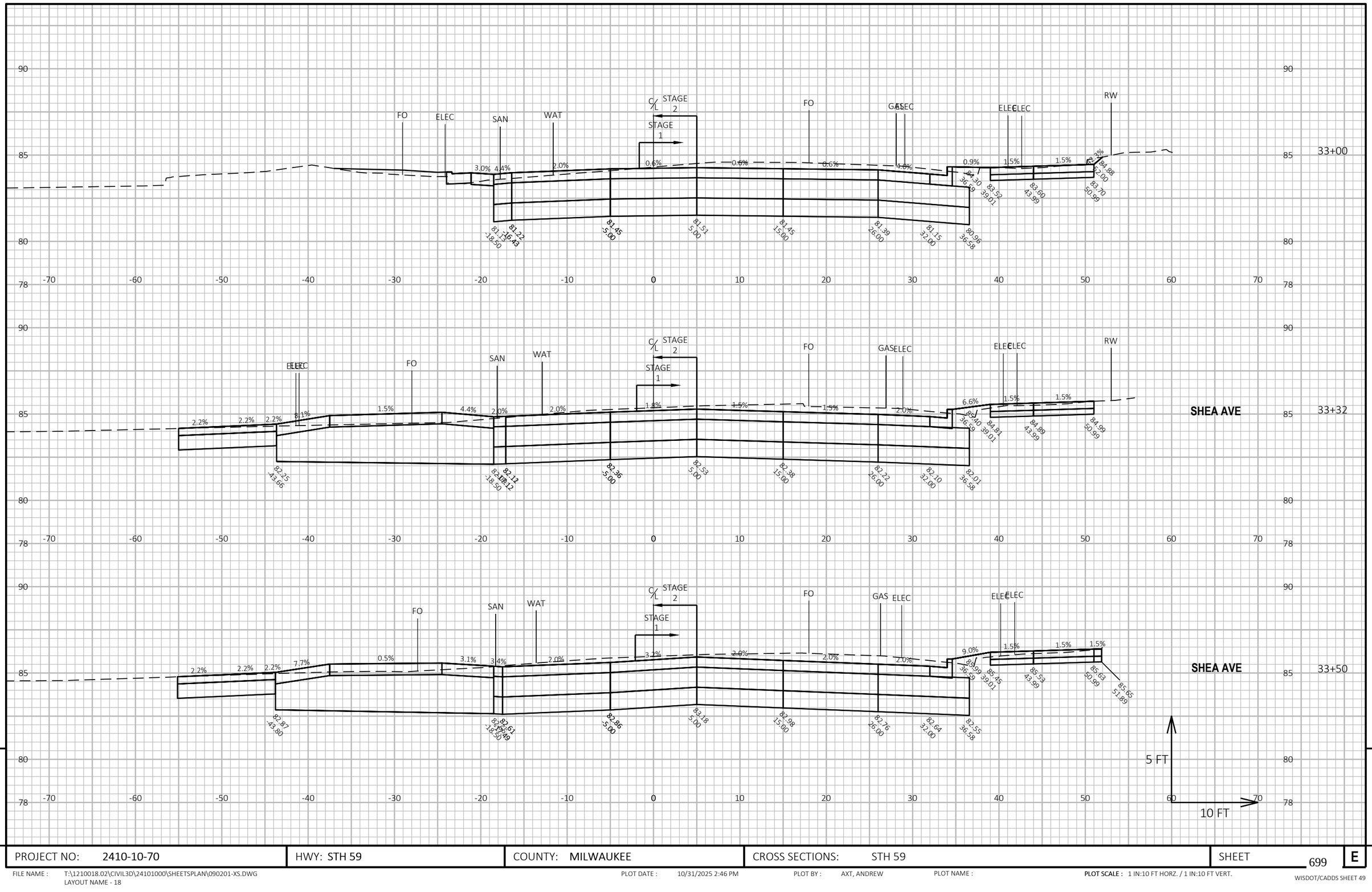


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 698	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 10/31/2025 2:46 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

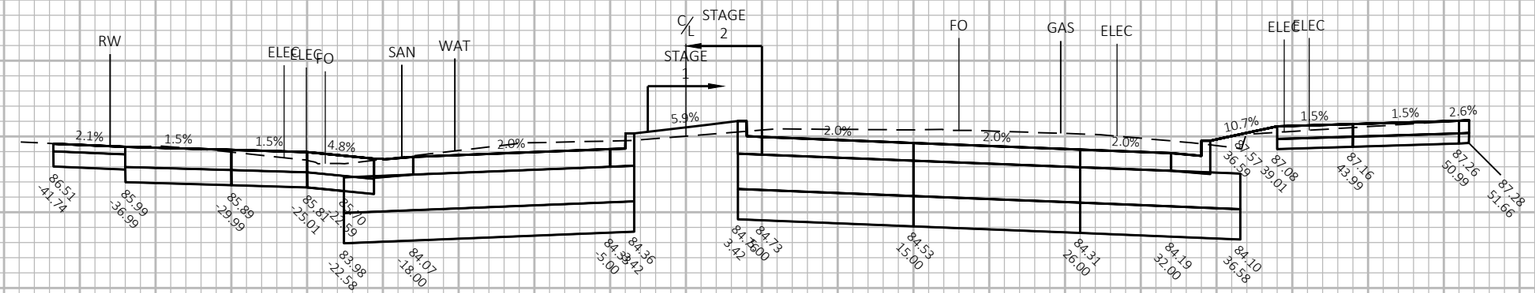


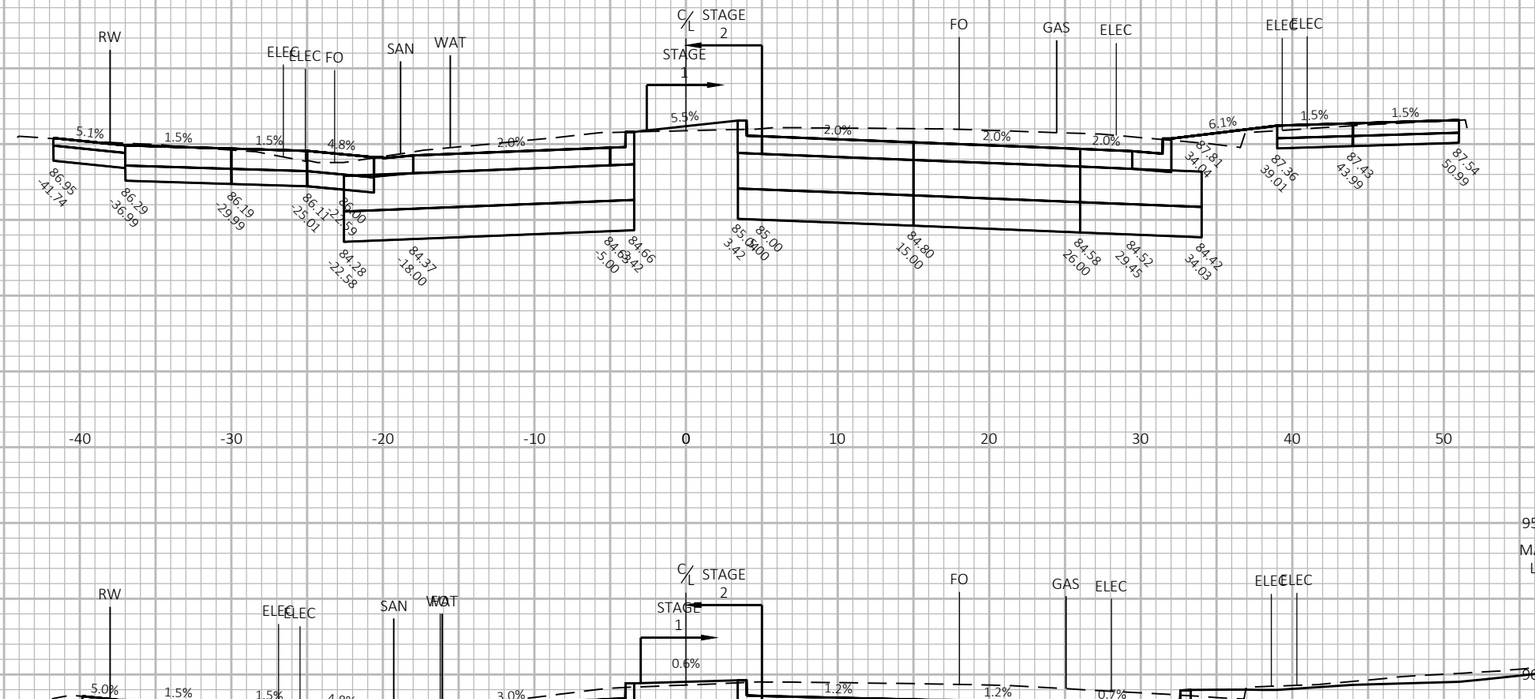
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 699	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 10/31/2025 2:46 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



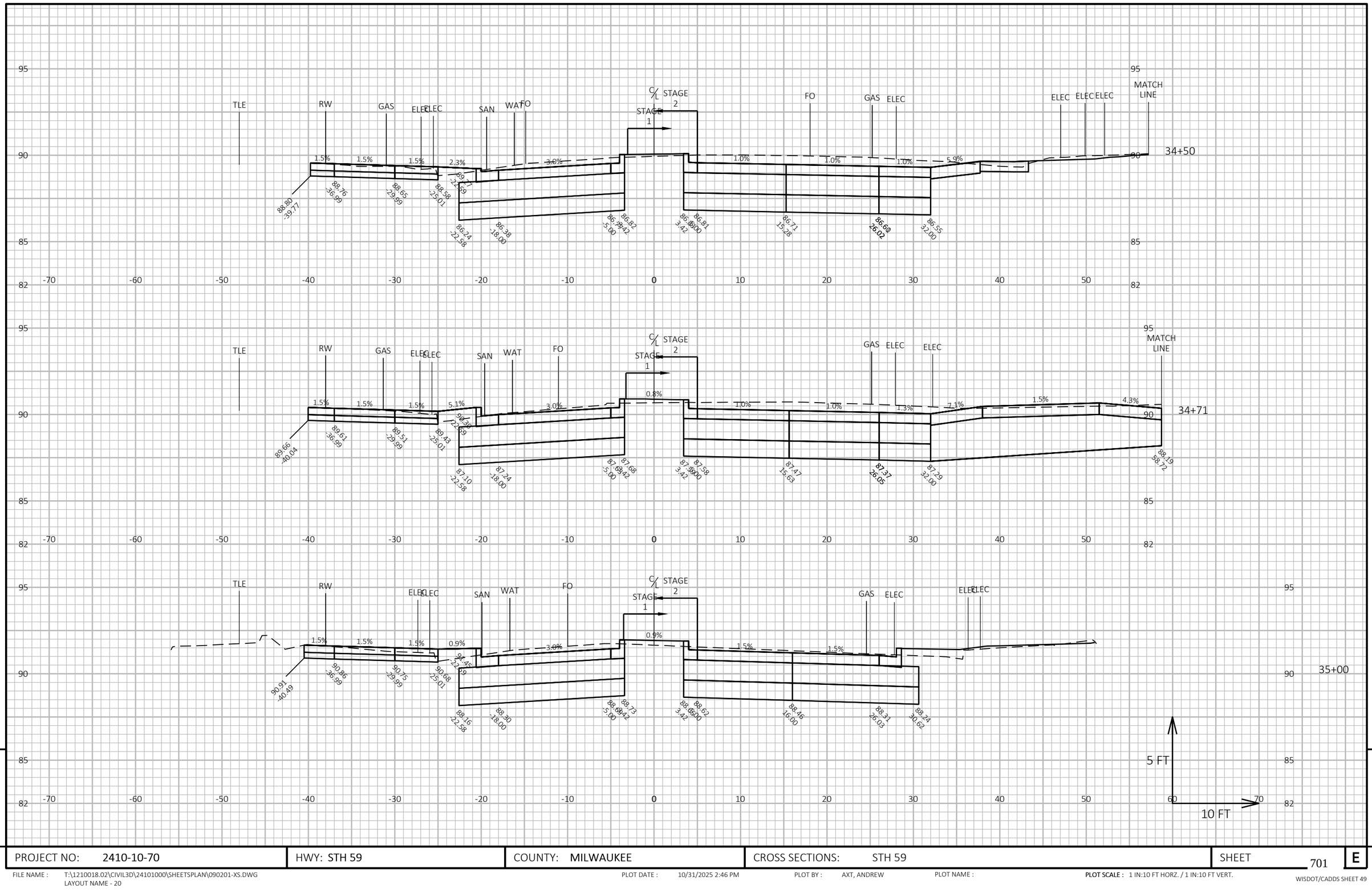


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 700 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 10/31/2025 2:46 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

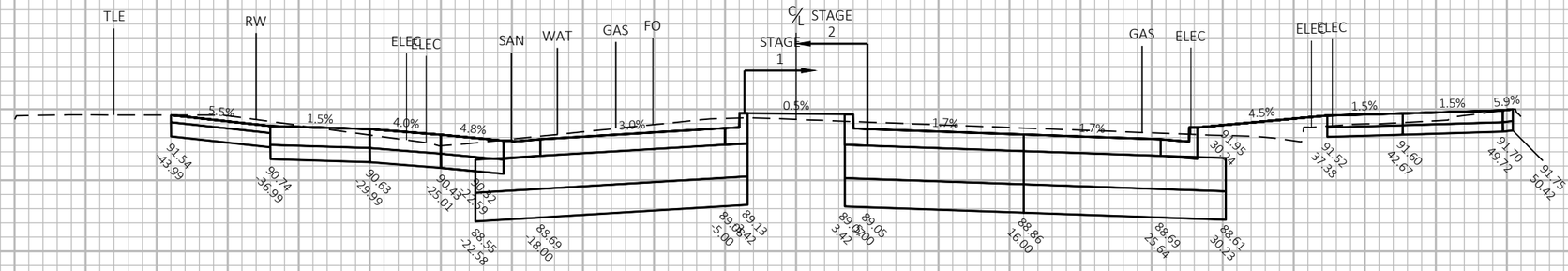


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 701	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 20

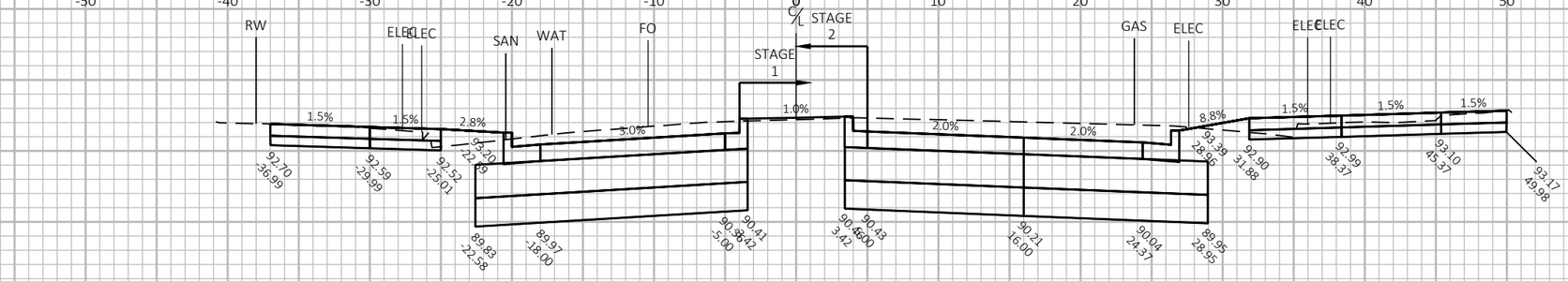
PLOT DATE : 10/31/2025 2:46 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

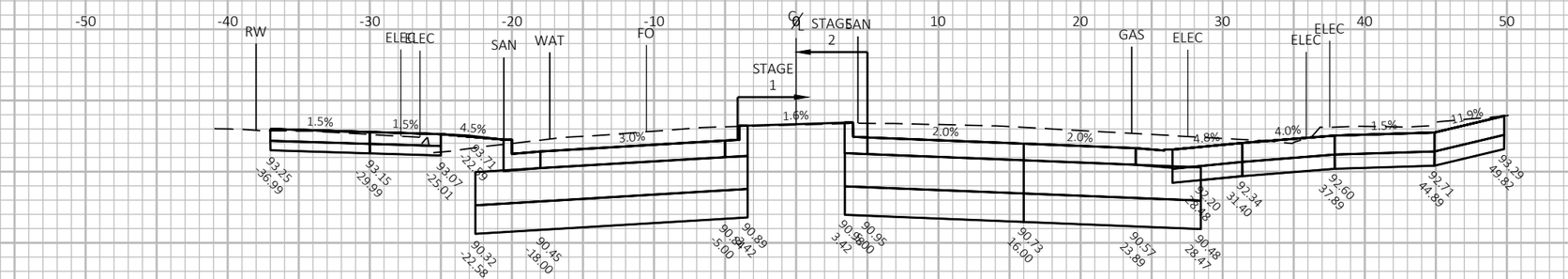


DRIVEWAY LT
NOT FOR YARDAGE

35+12



35+50



DRIVEWAY RT
NOT FOR YARDAGE

35+64

5 FT

10 FT

9

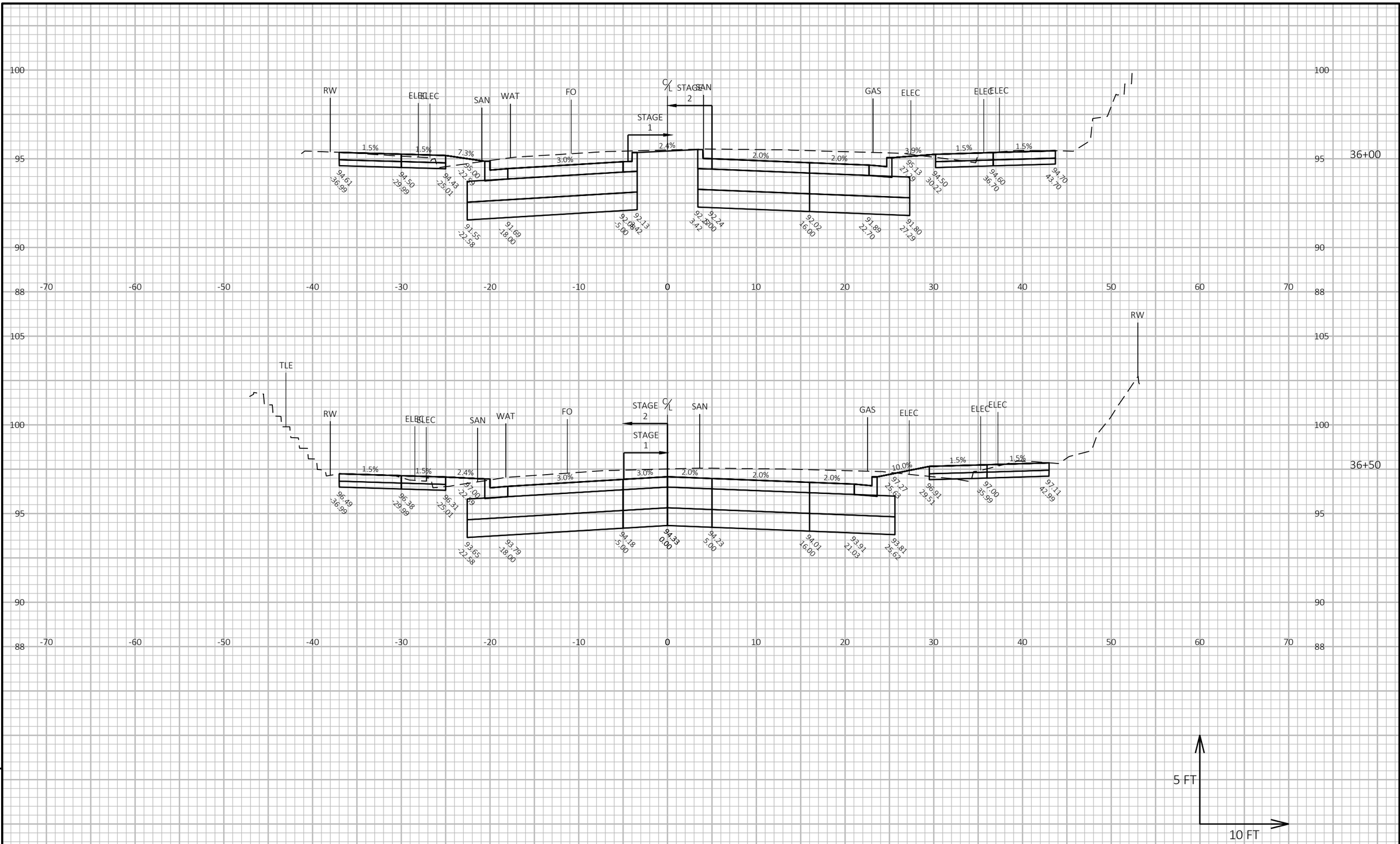
9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 702	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 10/31/2025 2:46 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

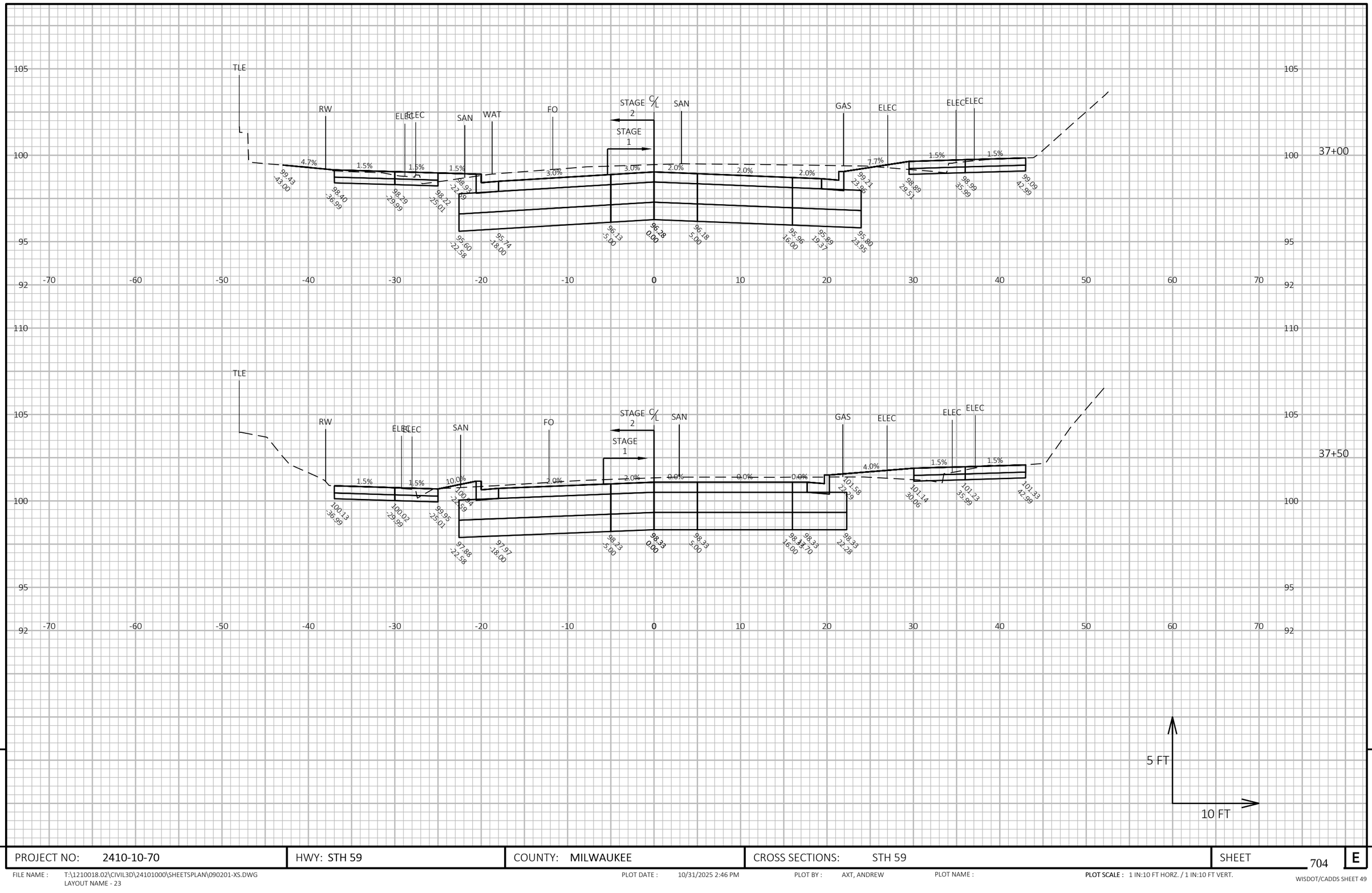


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 703	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 10/31/2025 2:46 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

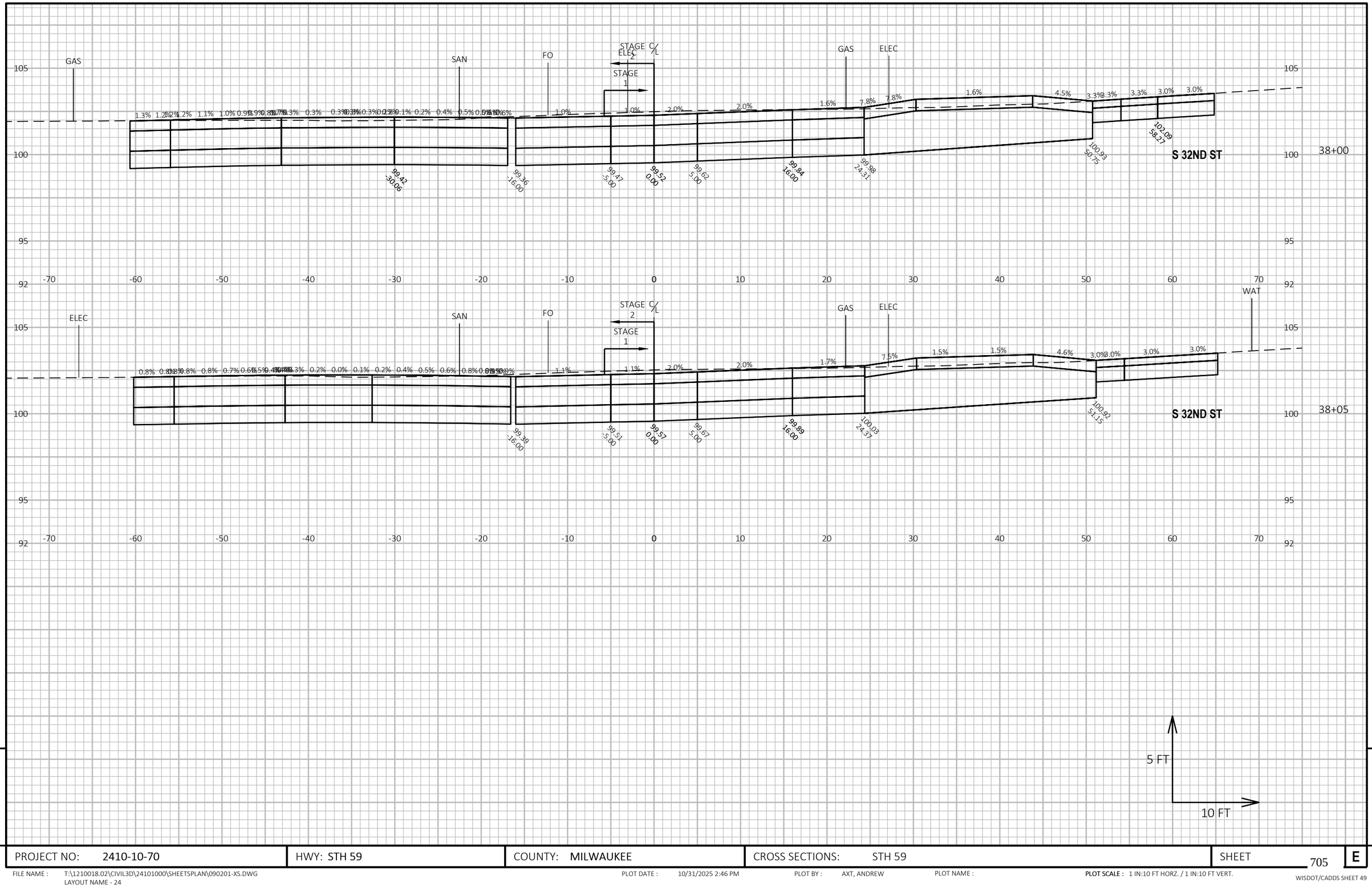
9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 704	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 10/31/2025 2:46 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

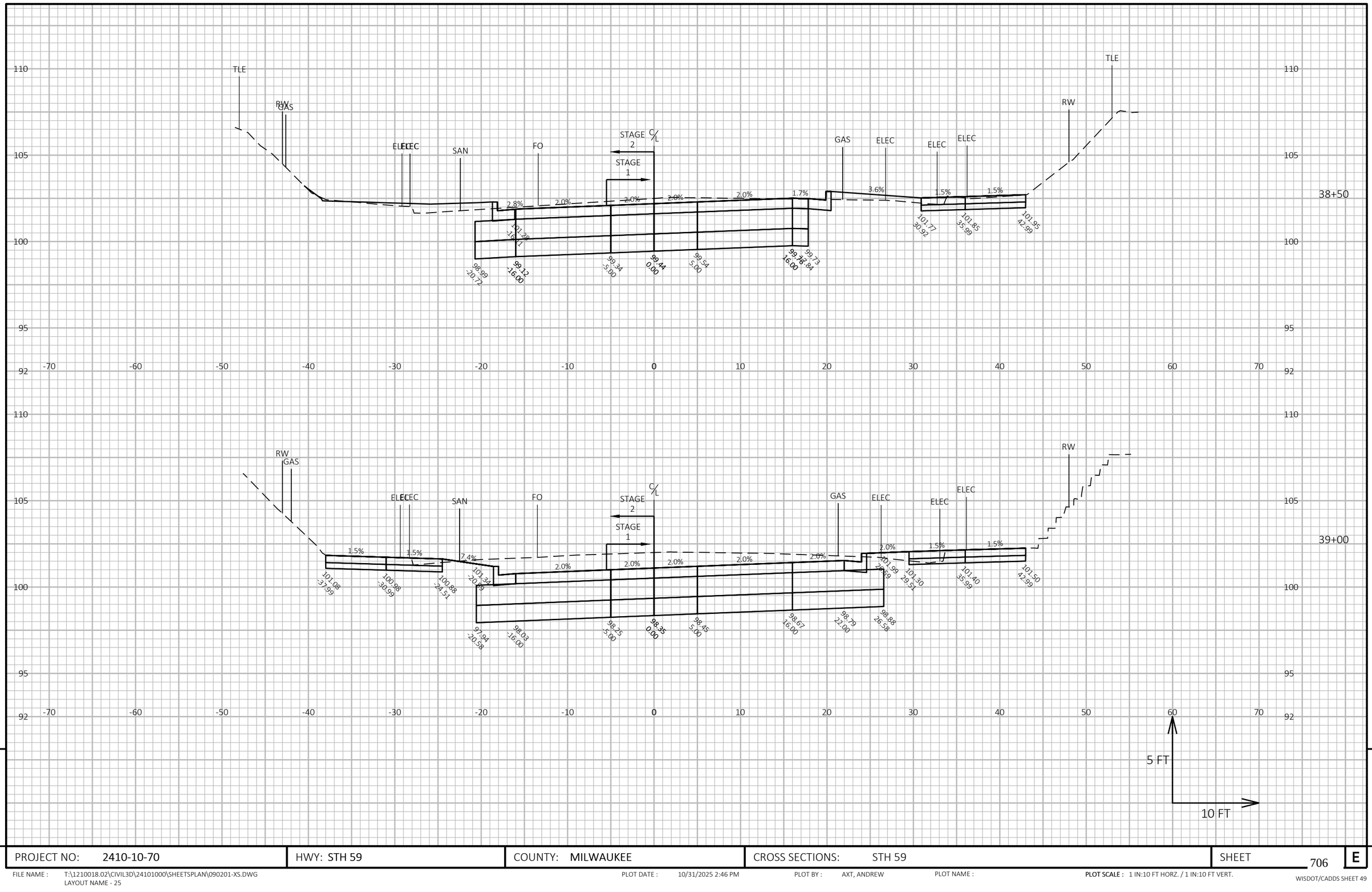


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 705 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 10/31/2025 2:46 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

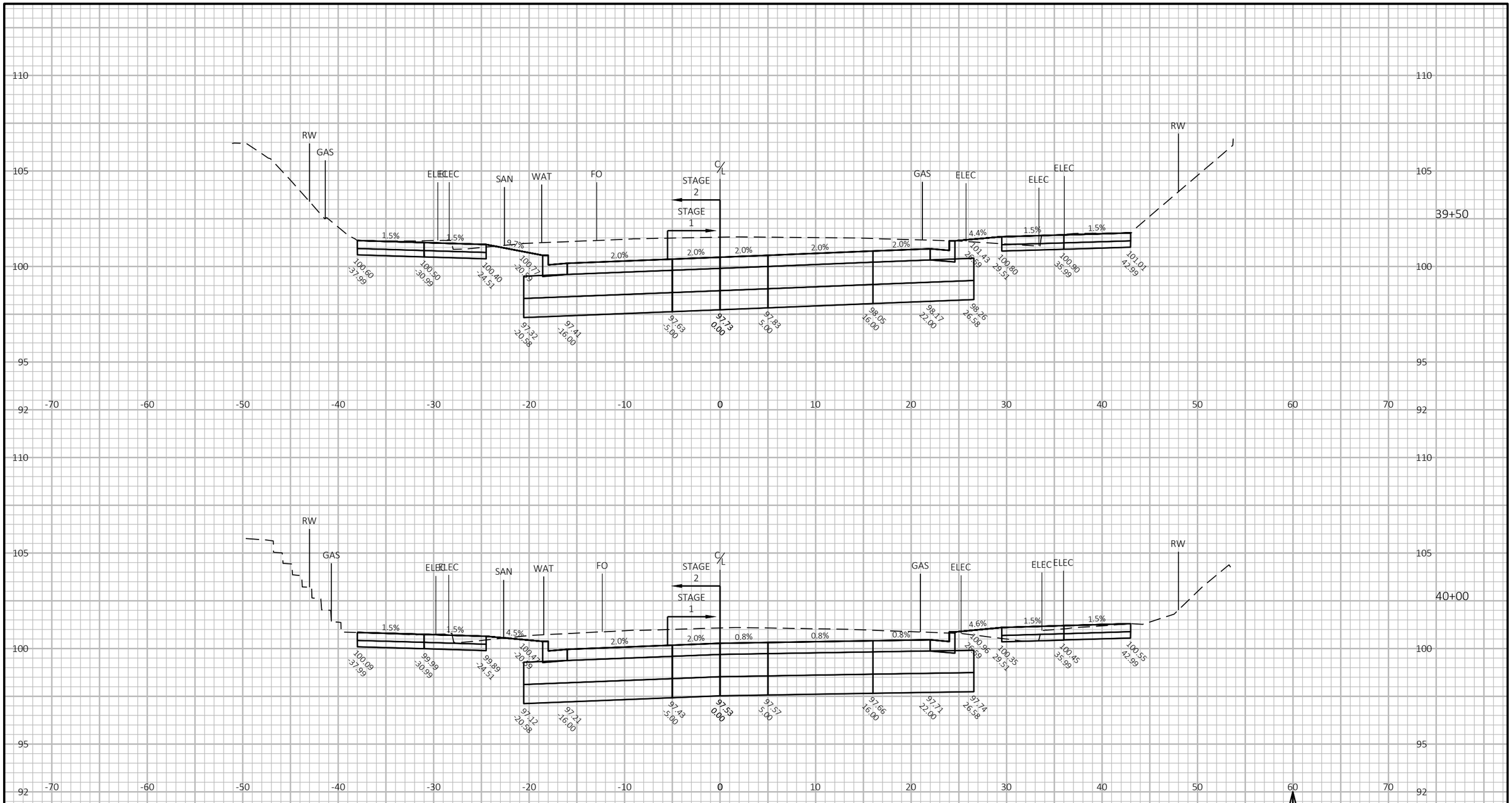


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 706	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 10/31/2025 2:46 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

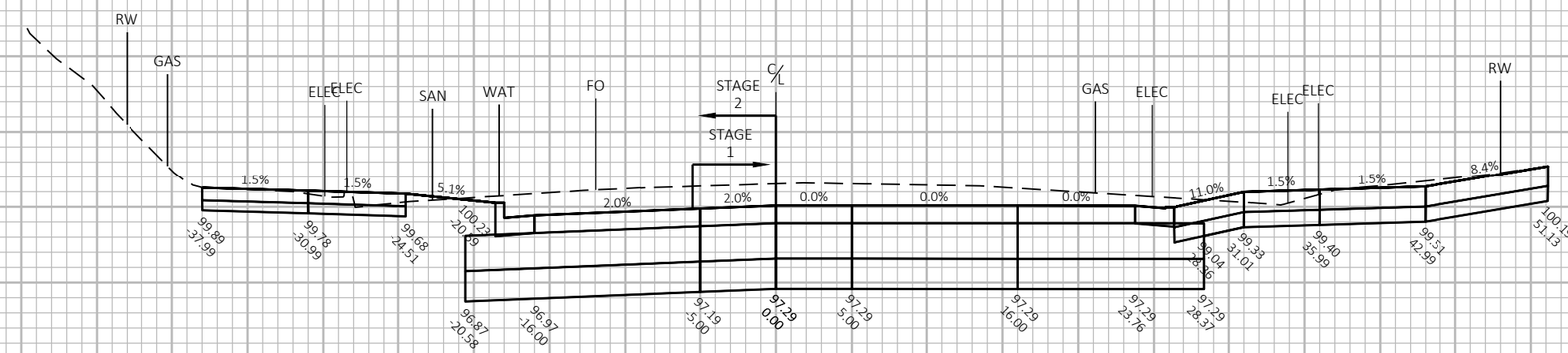


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 707	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 01

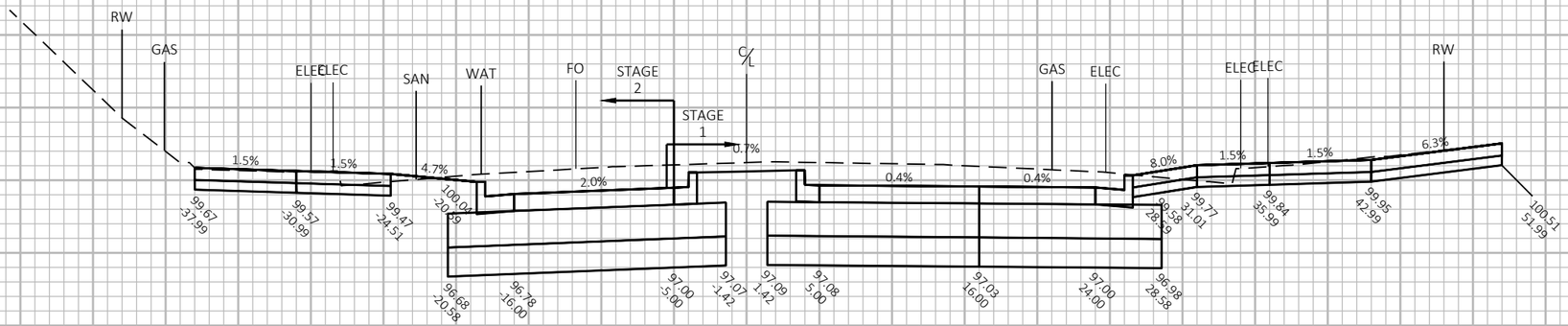
PLOT DATE : 10/31/2025 2:47 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



DRIVEWAY RT
NOT FOR YARDAGE

40+33



40+50

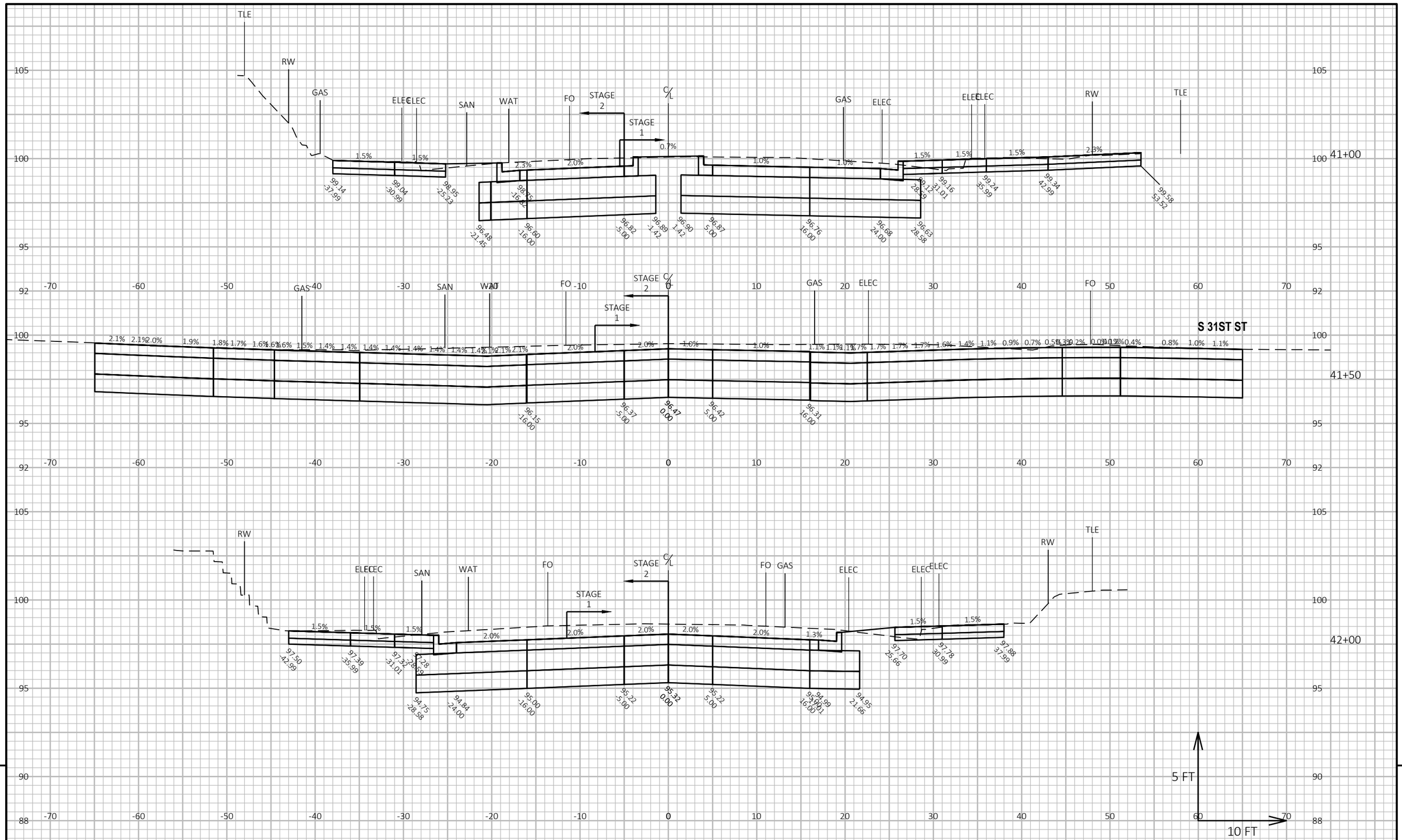
5 FT
10 FT

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 708	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/31/2025 2:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



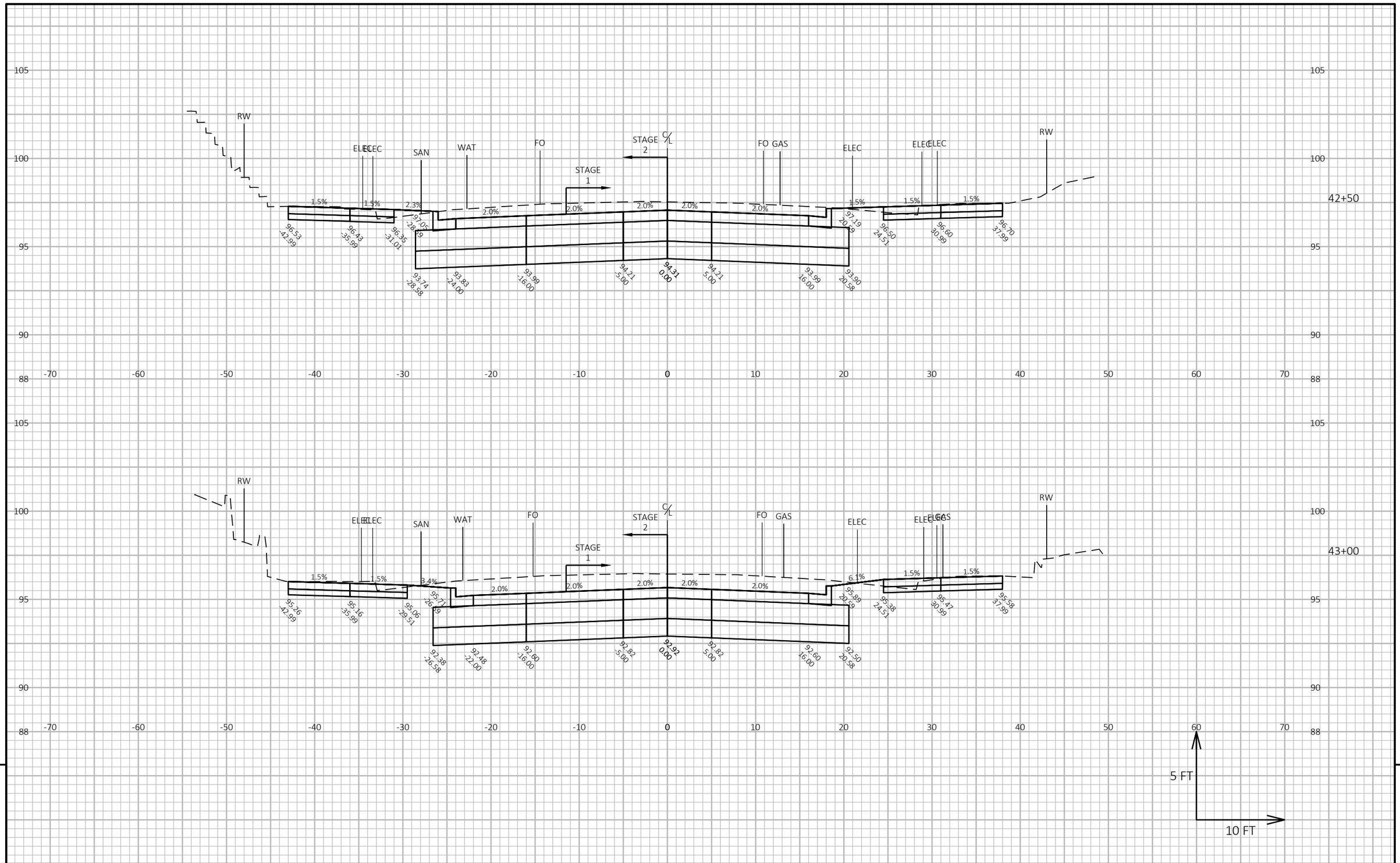
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 709 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/31/2025 2:47 PM PLOT BY : AXT, ANDREW PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 710	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 04

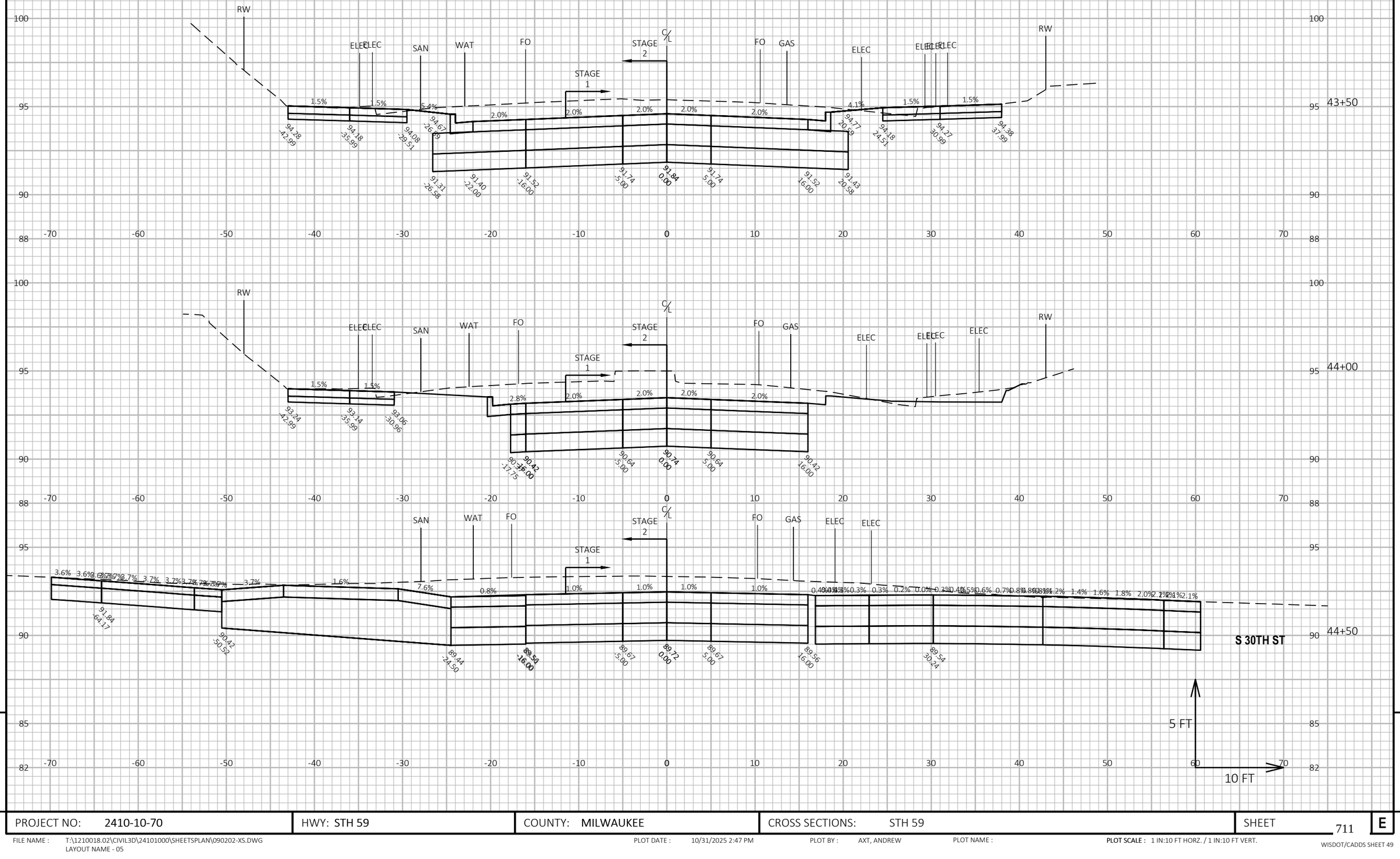
PLOT DATE : 10/31/2025 2:47 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

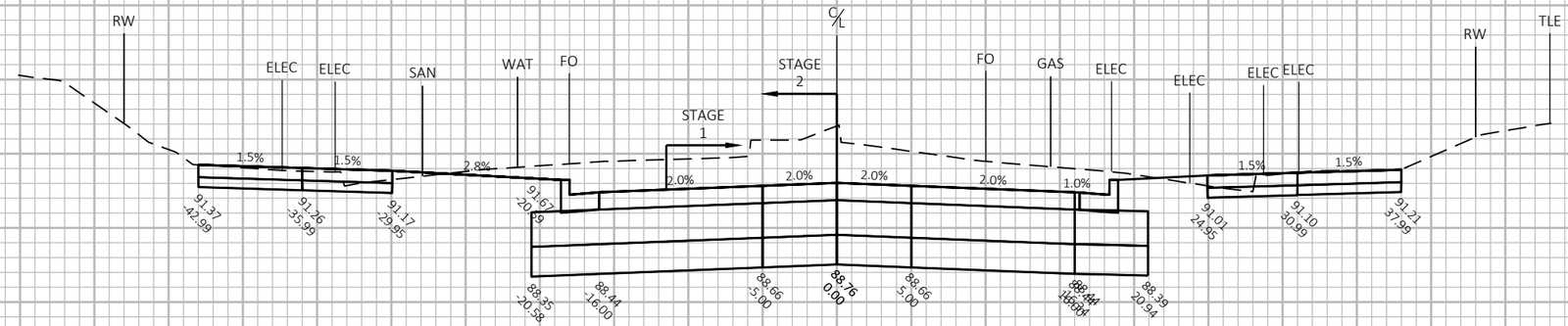


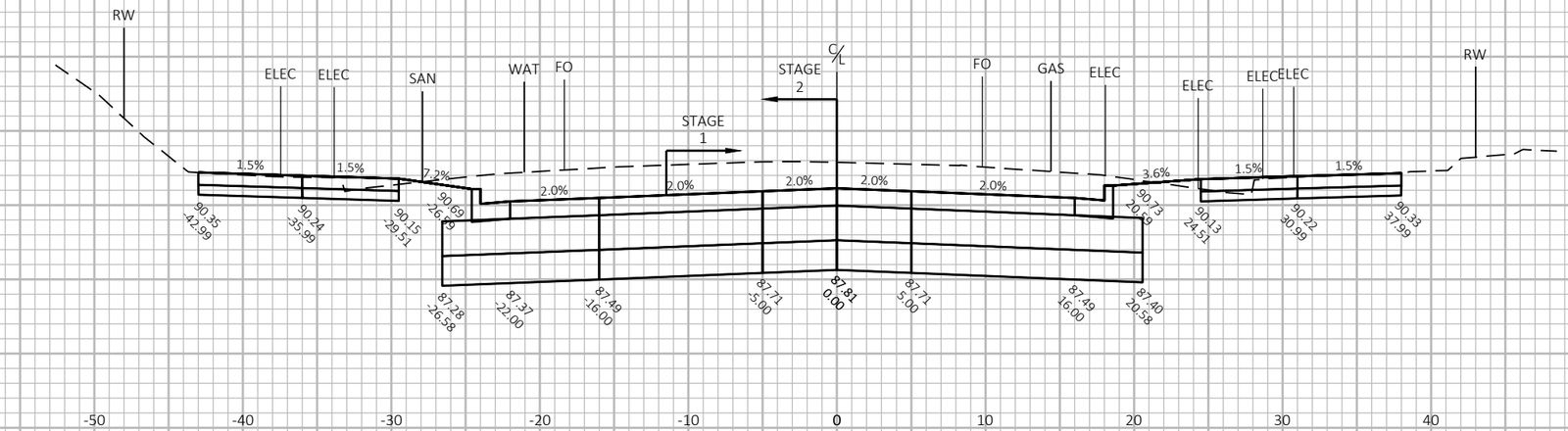
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 711	E

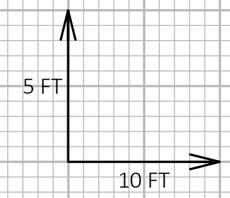
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 10/31/2025 2:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

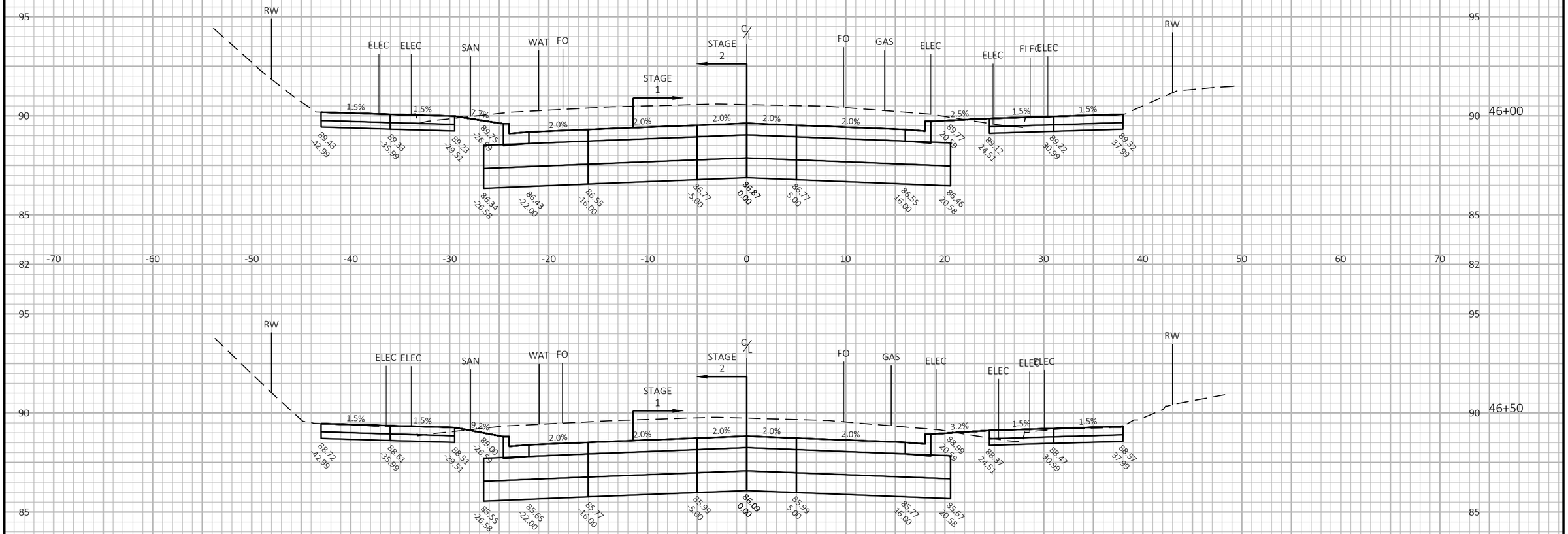
9

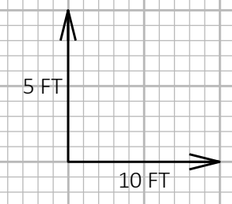
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 712	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 10/31/2025 2:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 713	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 07

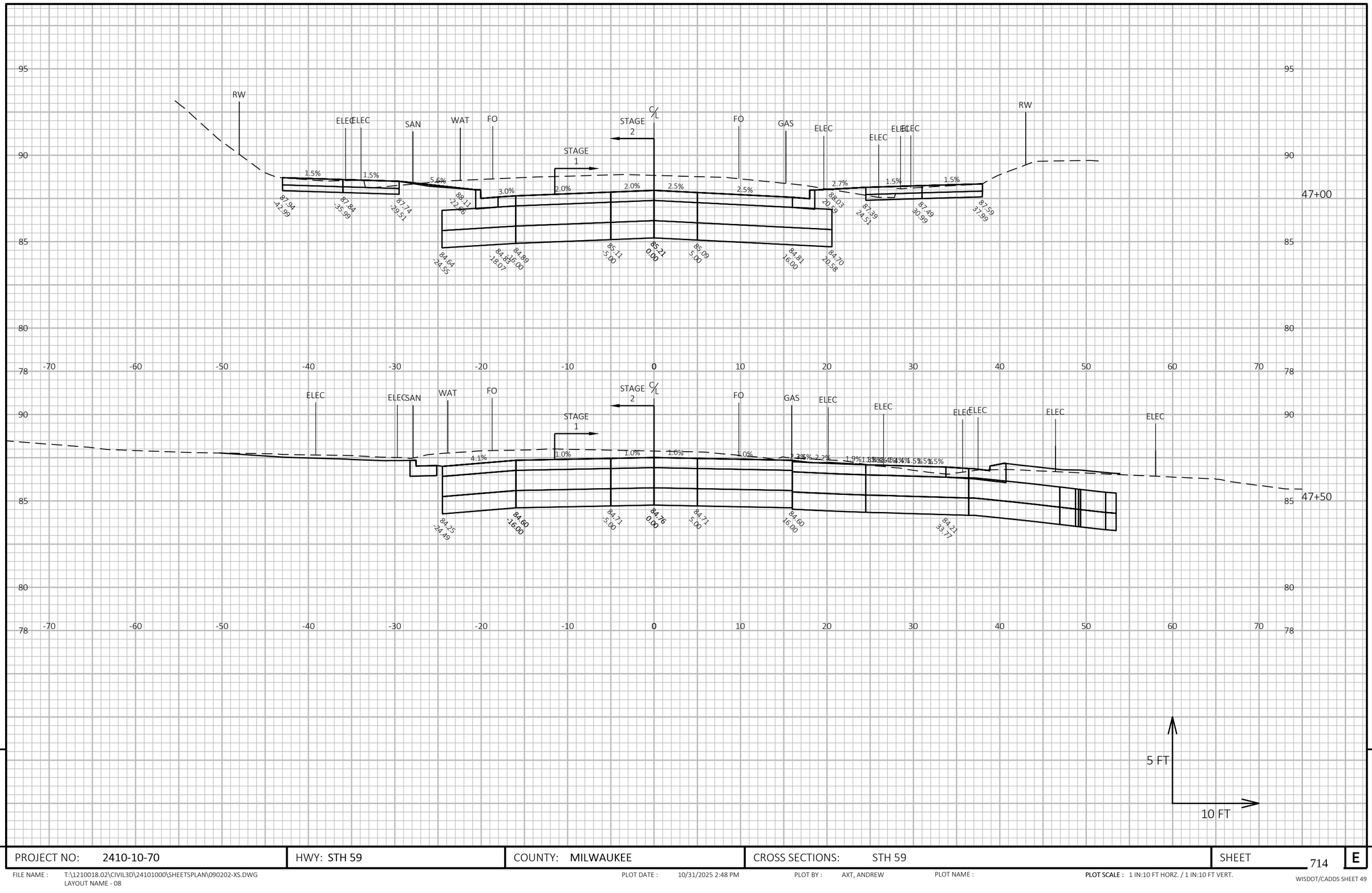
PLOT DATE : 10/31/2025 2:47 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

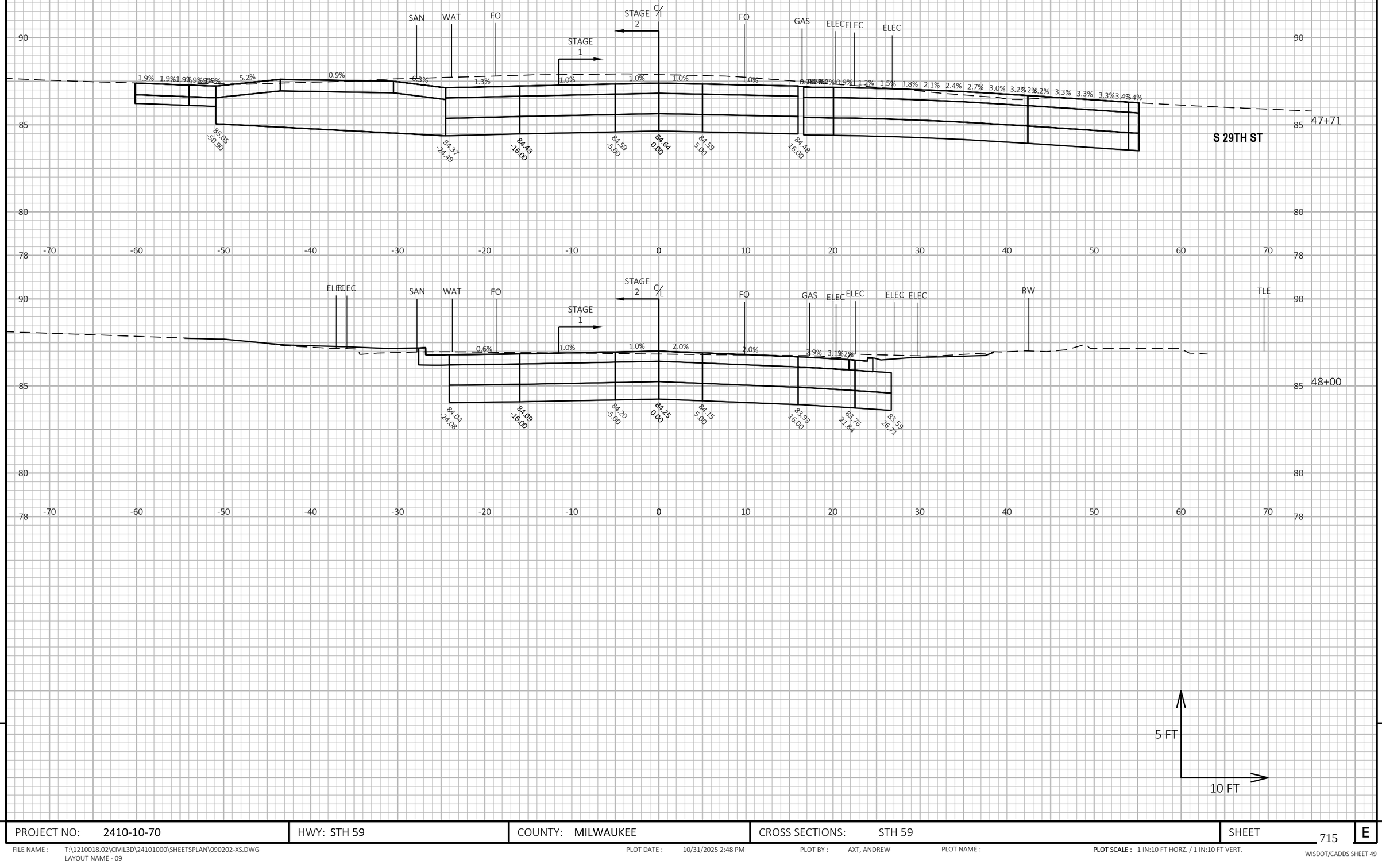


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 714	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/31/2025 2:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

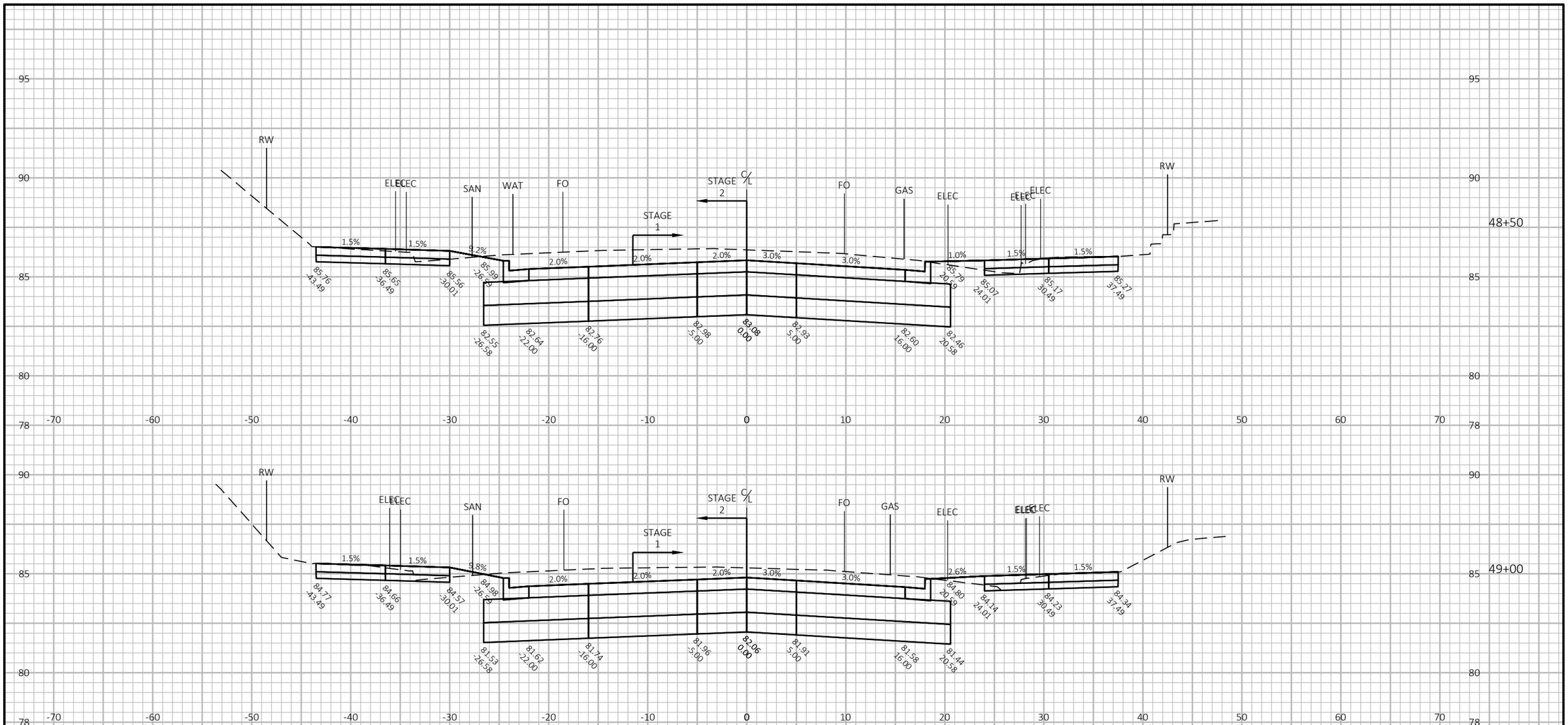


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 715	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 10/31/2025 2:48 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

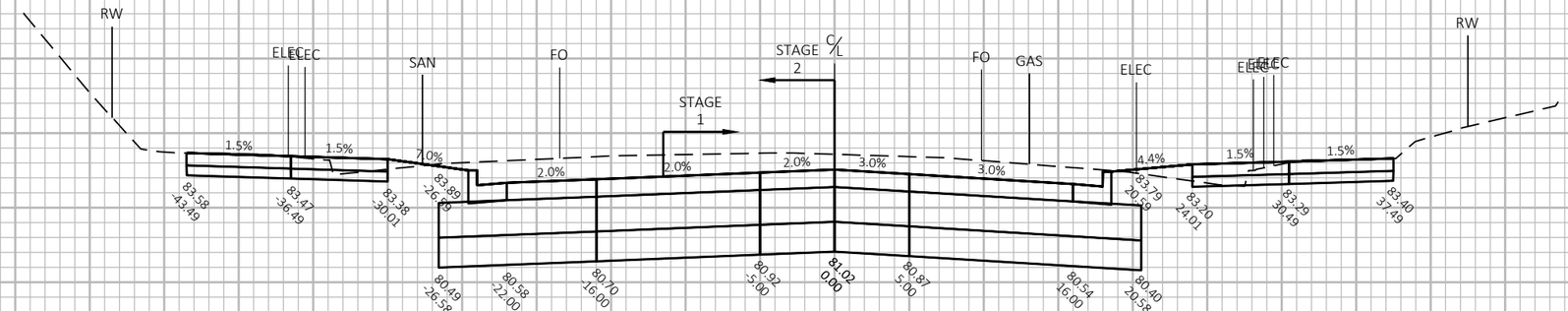


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 716	E

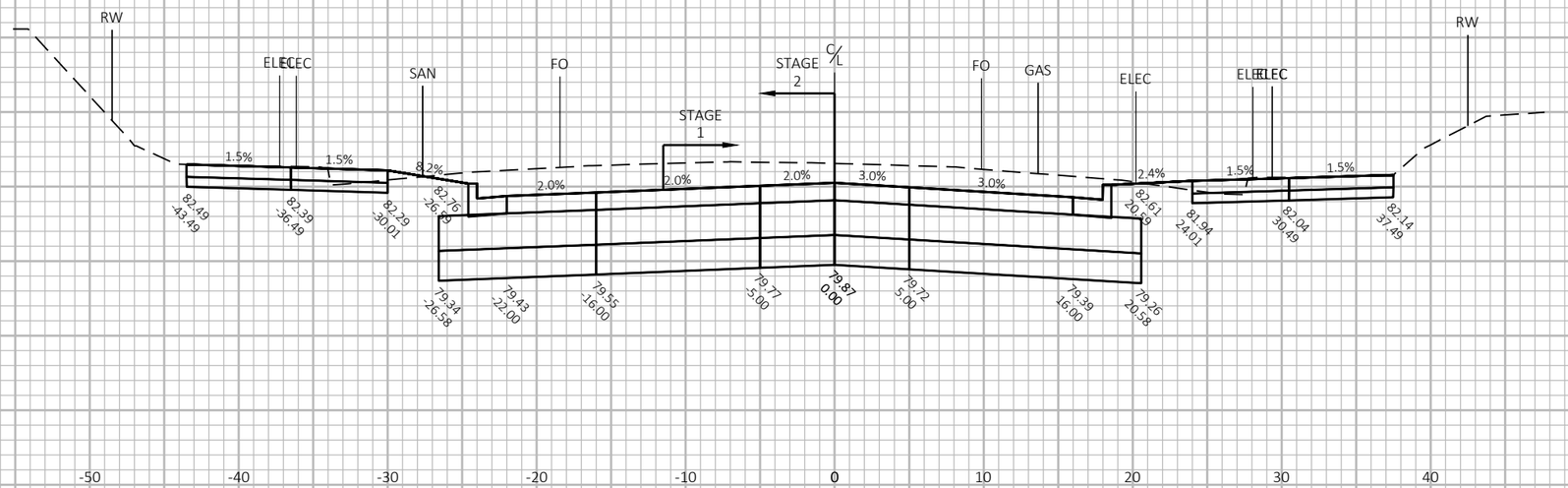
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 10/31/2025 2:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



49+50



50+00

5 FT

10 FT

9

9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 717	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 11

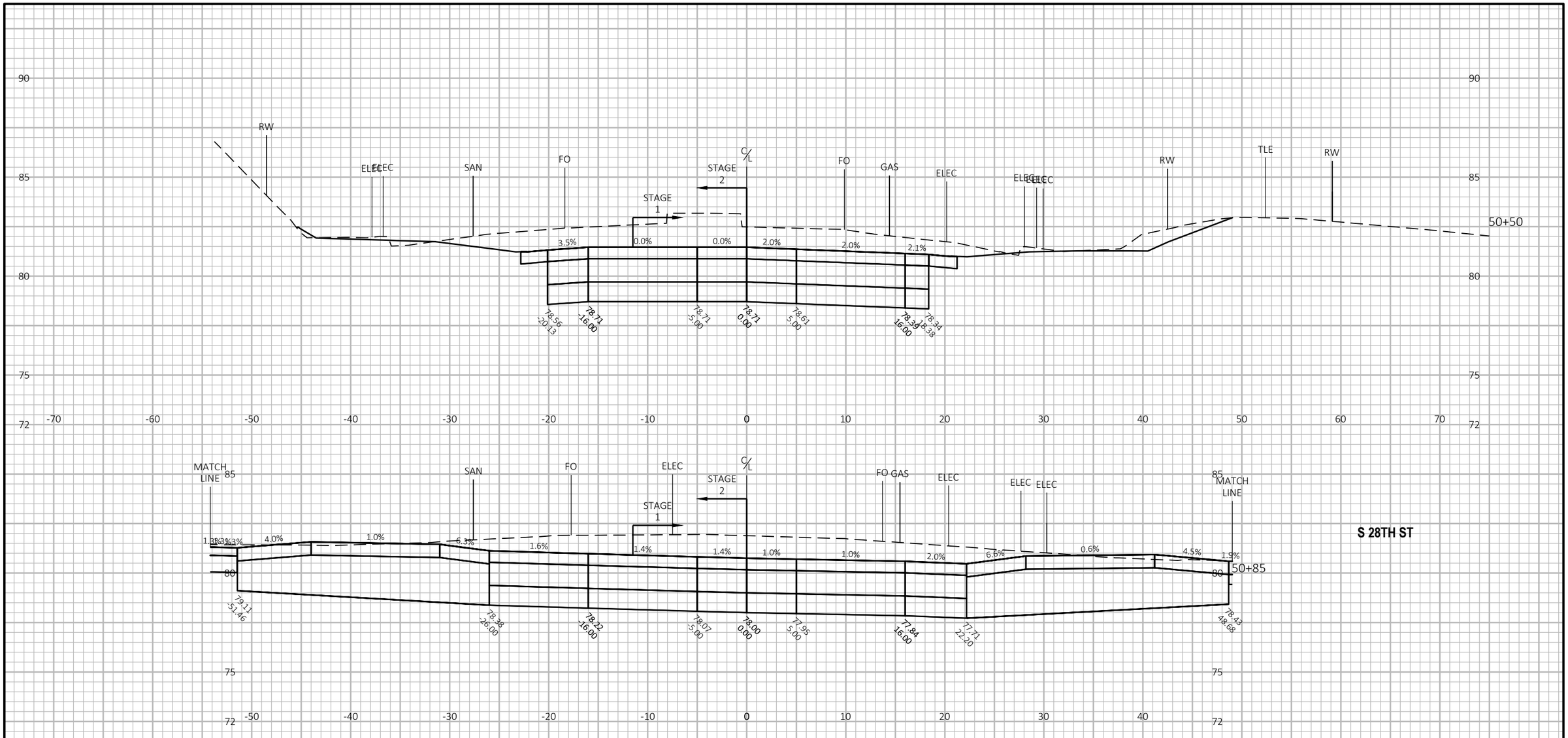
PLOT DATE : 10/31/2025 2:48 PM

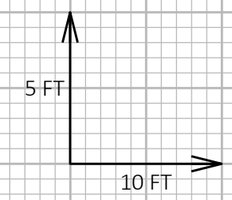
PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

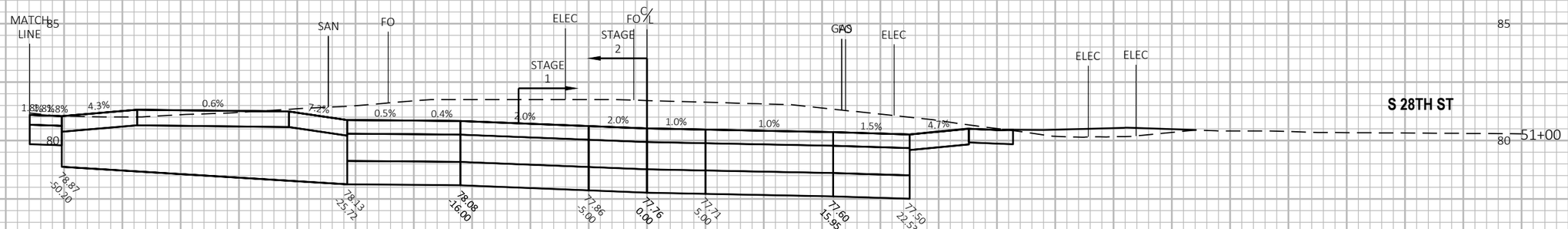
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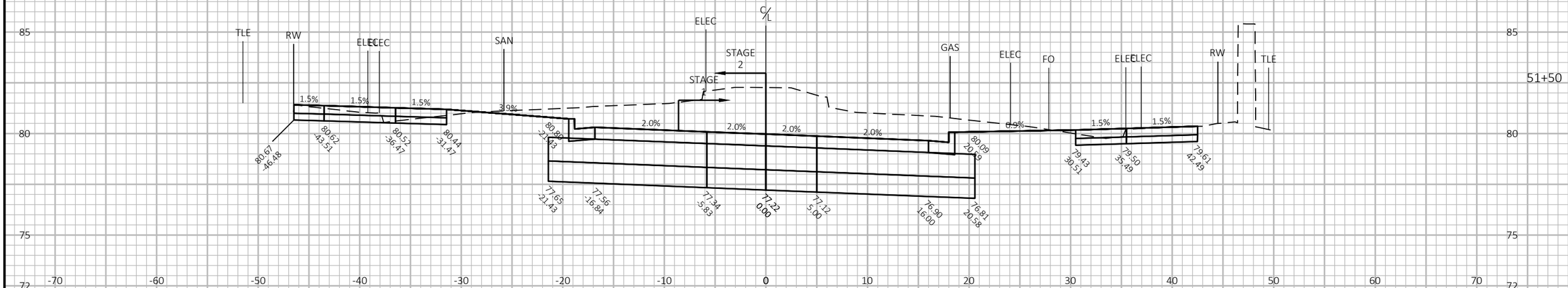
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 718	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/31/2025 2:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 719	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/31/2025 2:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 720 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 14

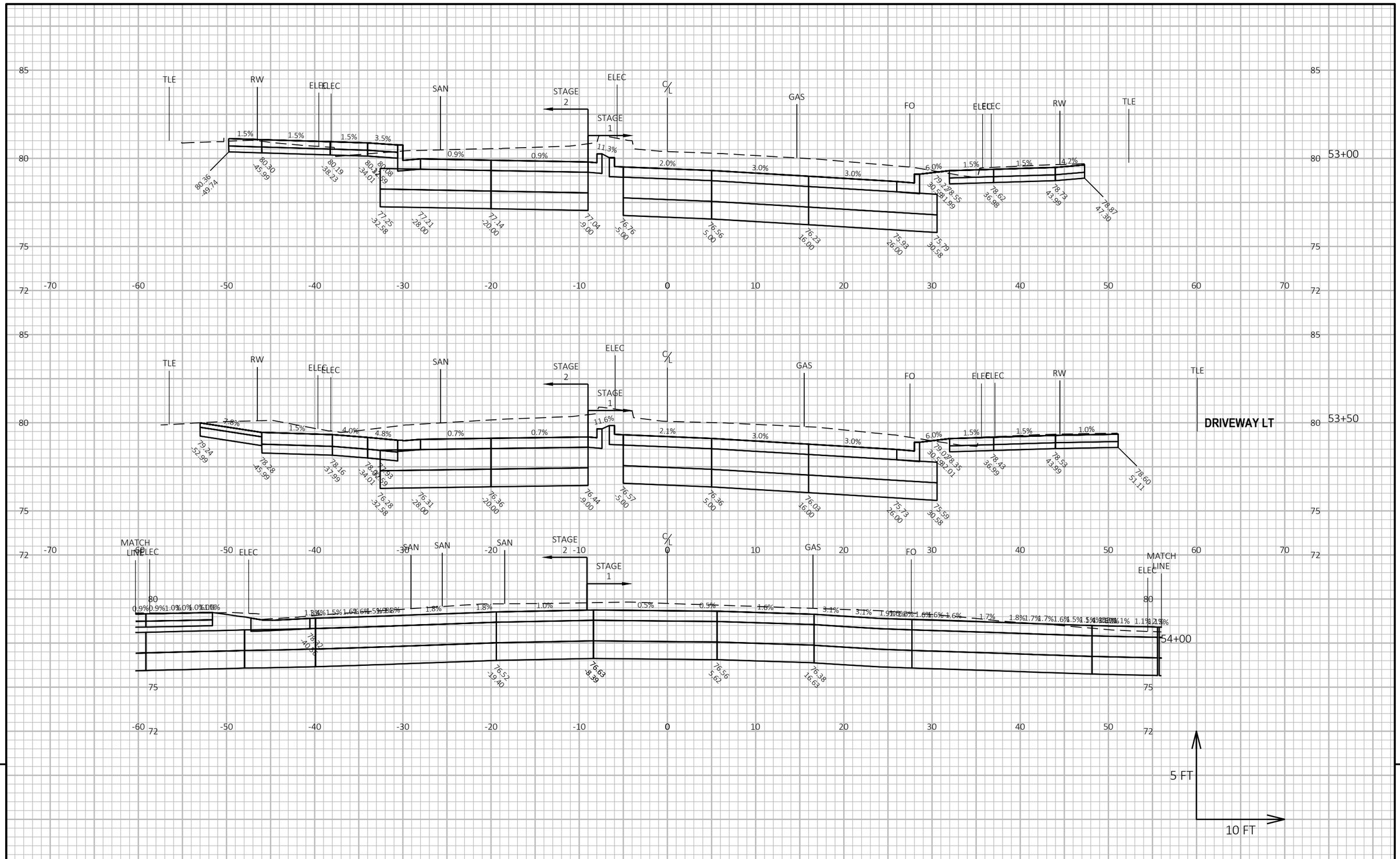
PLOT DATE : 10/31/2025 2:48 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 721	E

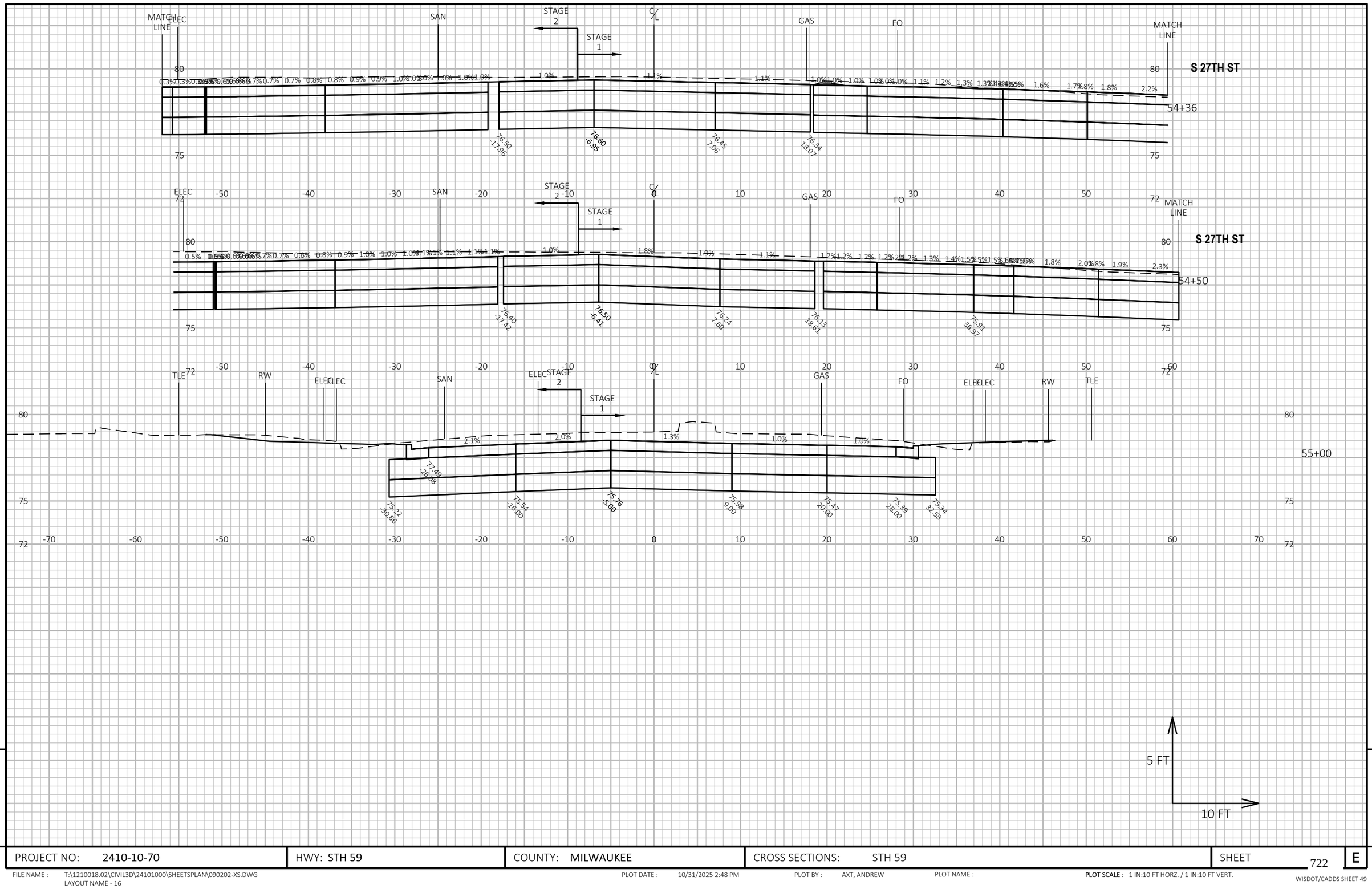
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 10/31/2025 2:48 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

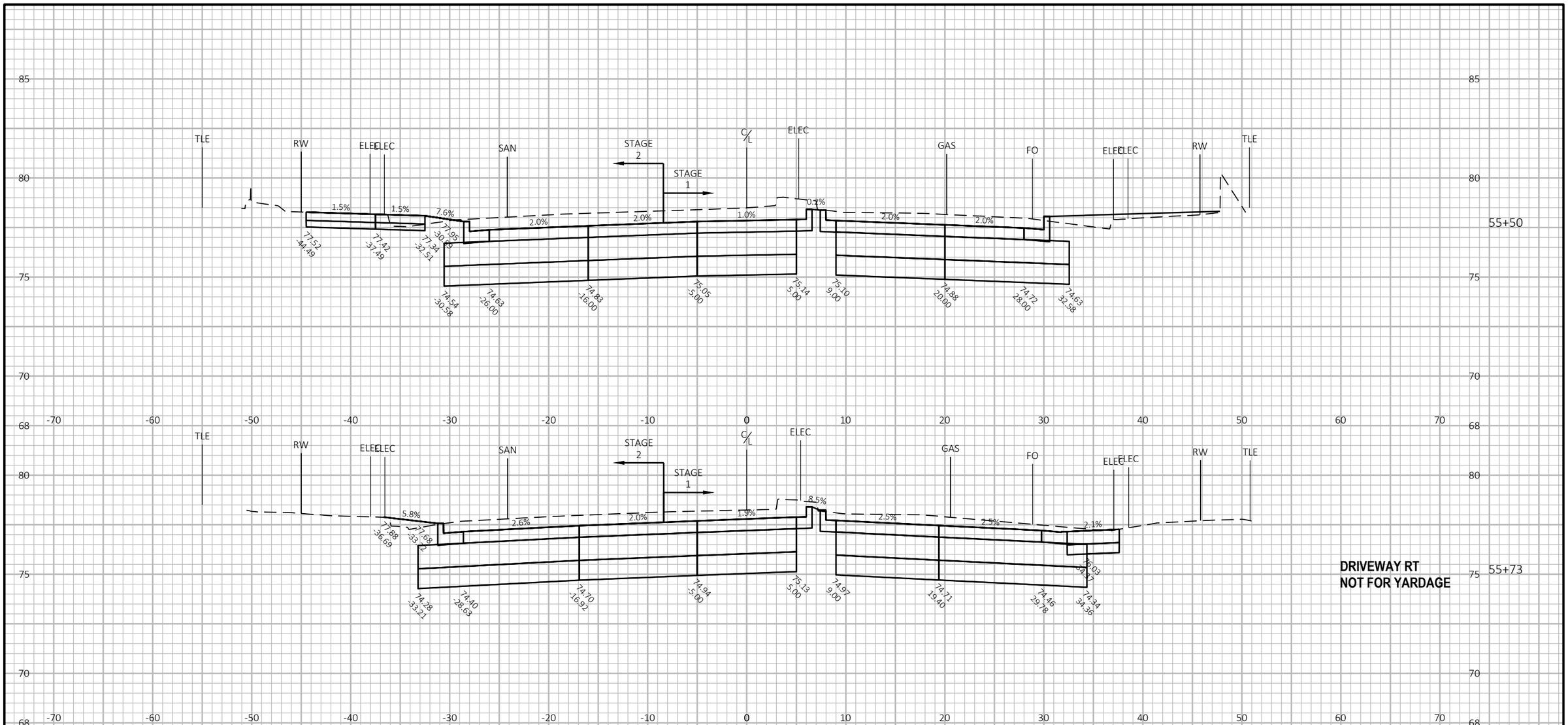


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 722	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 10/31/2025 2:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

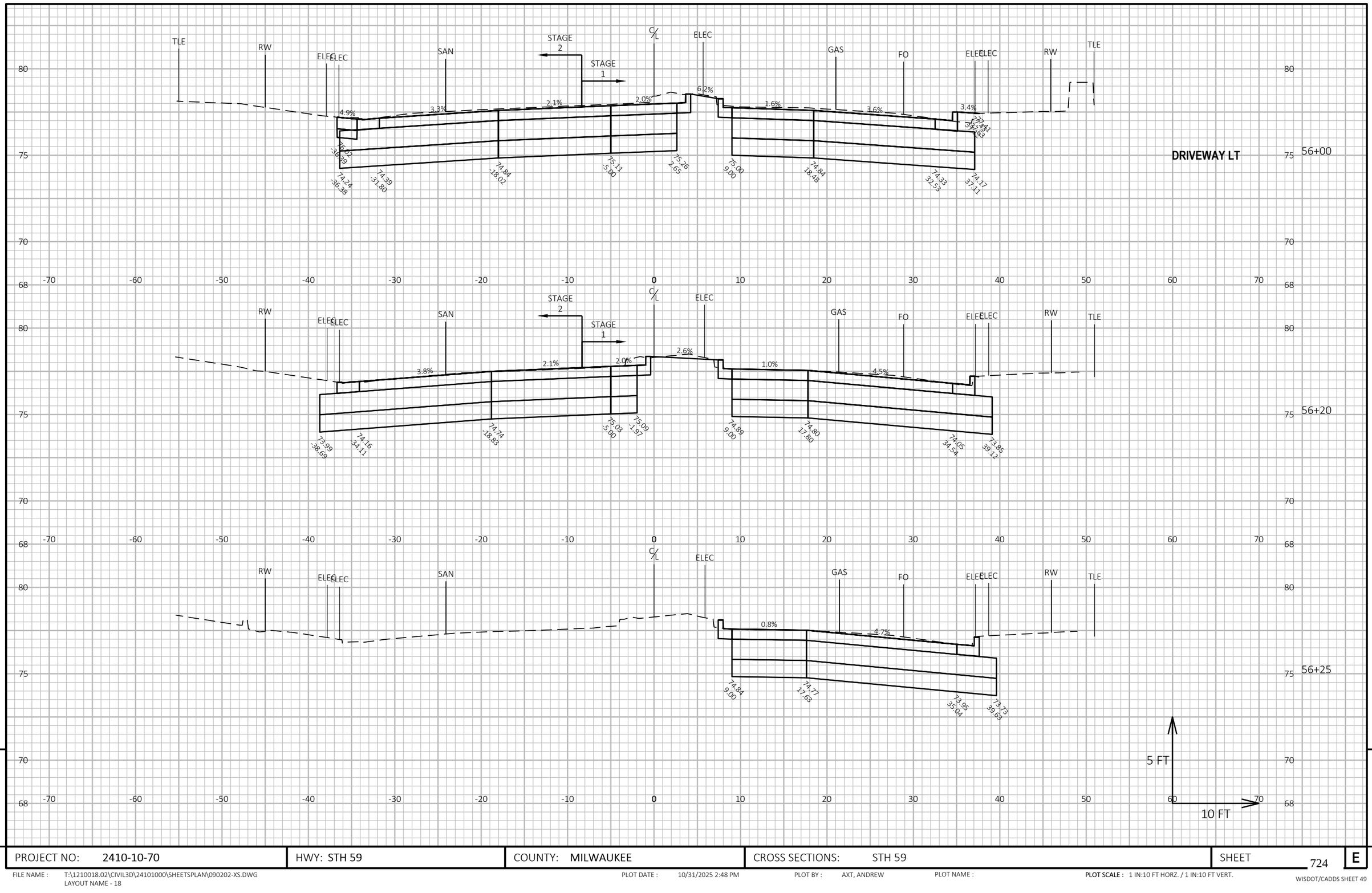


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 723	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 10/31/2025 2:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 724	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 10/31/2025 2:48 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

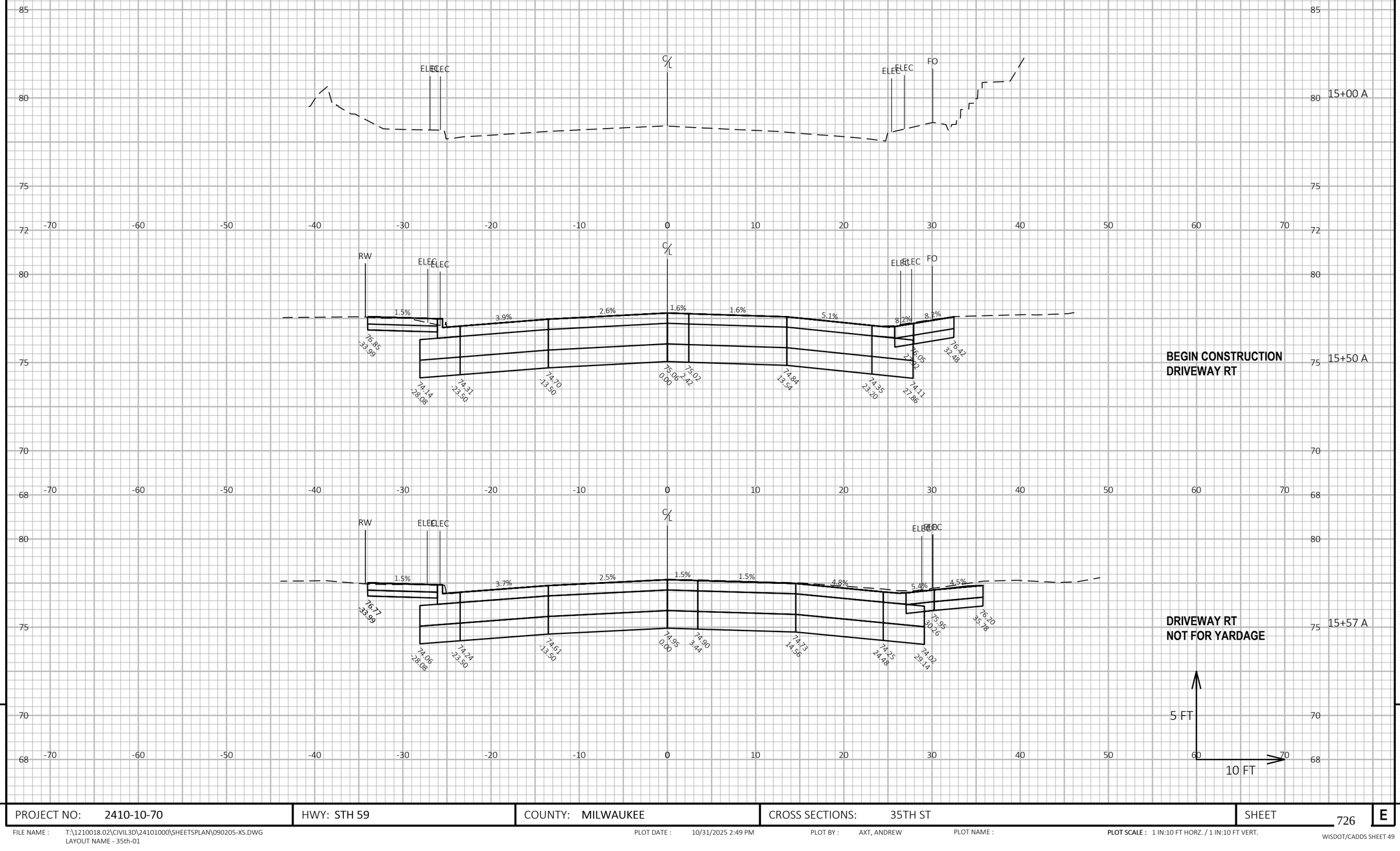
9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 59	SHEET 725	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 10/31/2025 2:48 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

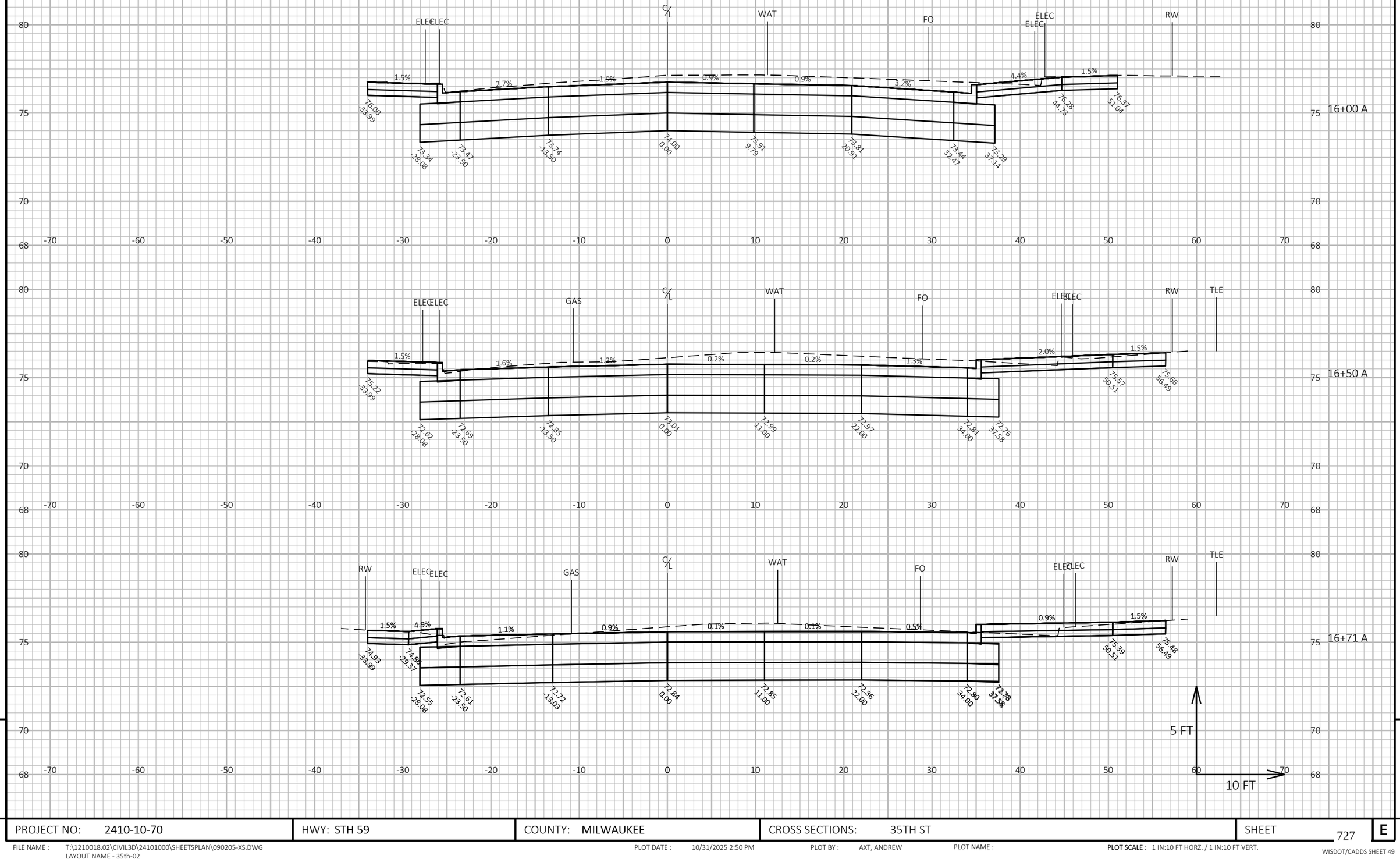
WISDOT/CADDS SHEET 49



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 35TH ST	SHEET 726	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 35th-01

PLOT DATE : 10/31/2025 2:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

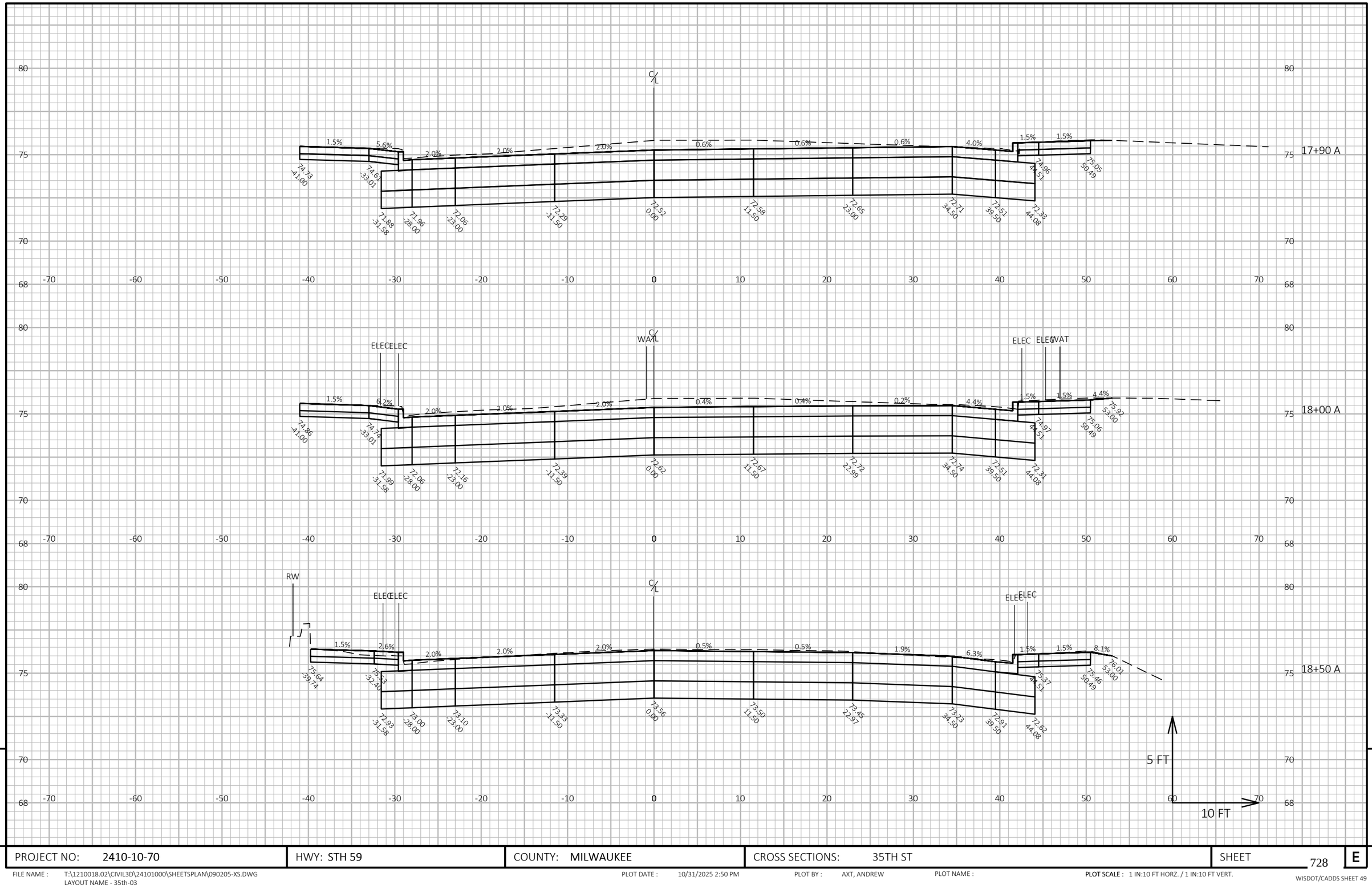


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 35TH ST	SHEET 727 E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 35th-02

PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 35TH ST	SHEET 728	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 35th-03

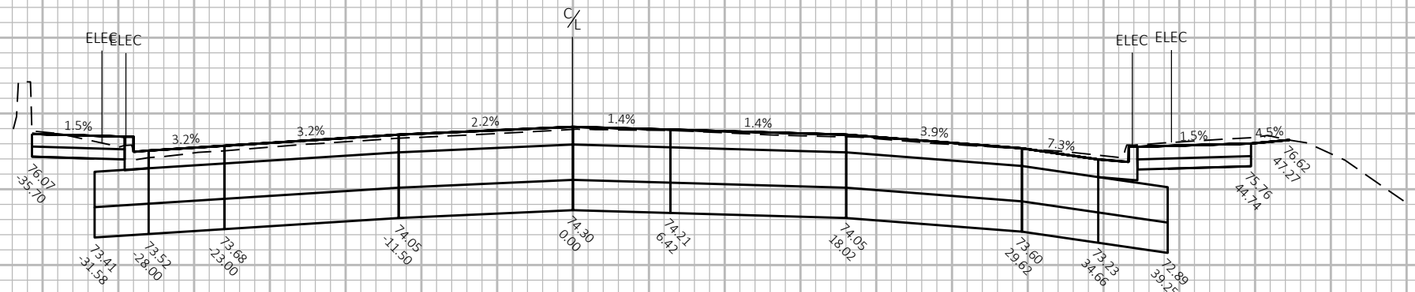
PLOT DATE : 10/31/2025 2:50 PM

PLOT BY : AXT, ANDREW

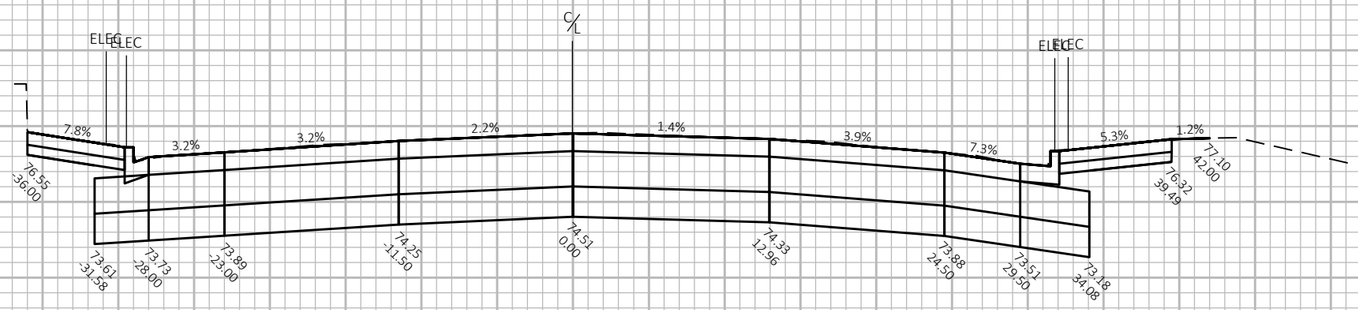
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

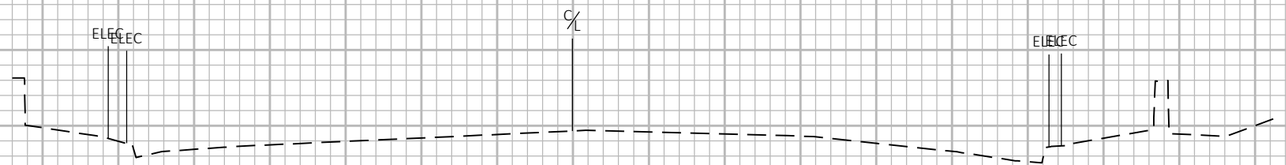


19+00 A

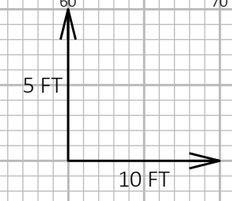


END CONSTRUCTION

19+50 A



19+75 A



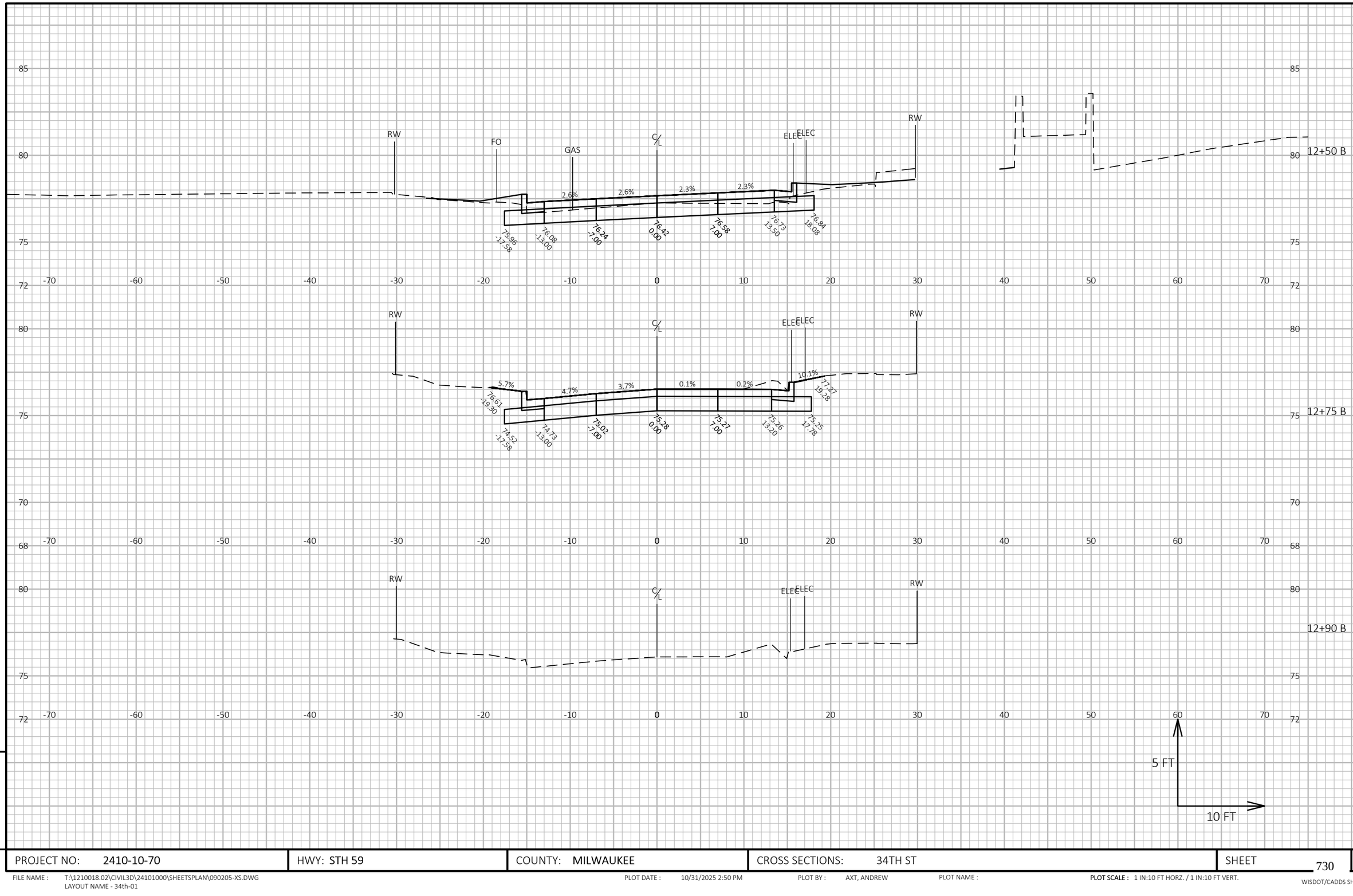
9

9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 35TH ST	SHEET 729	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 35th-04

PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

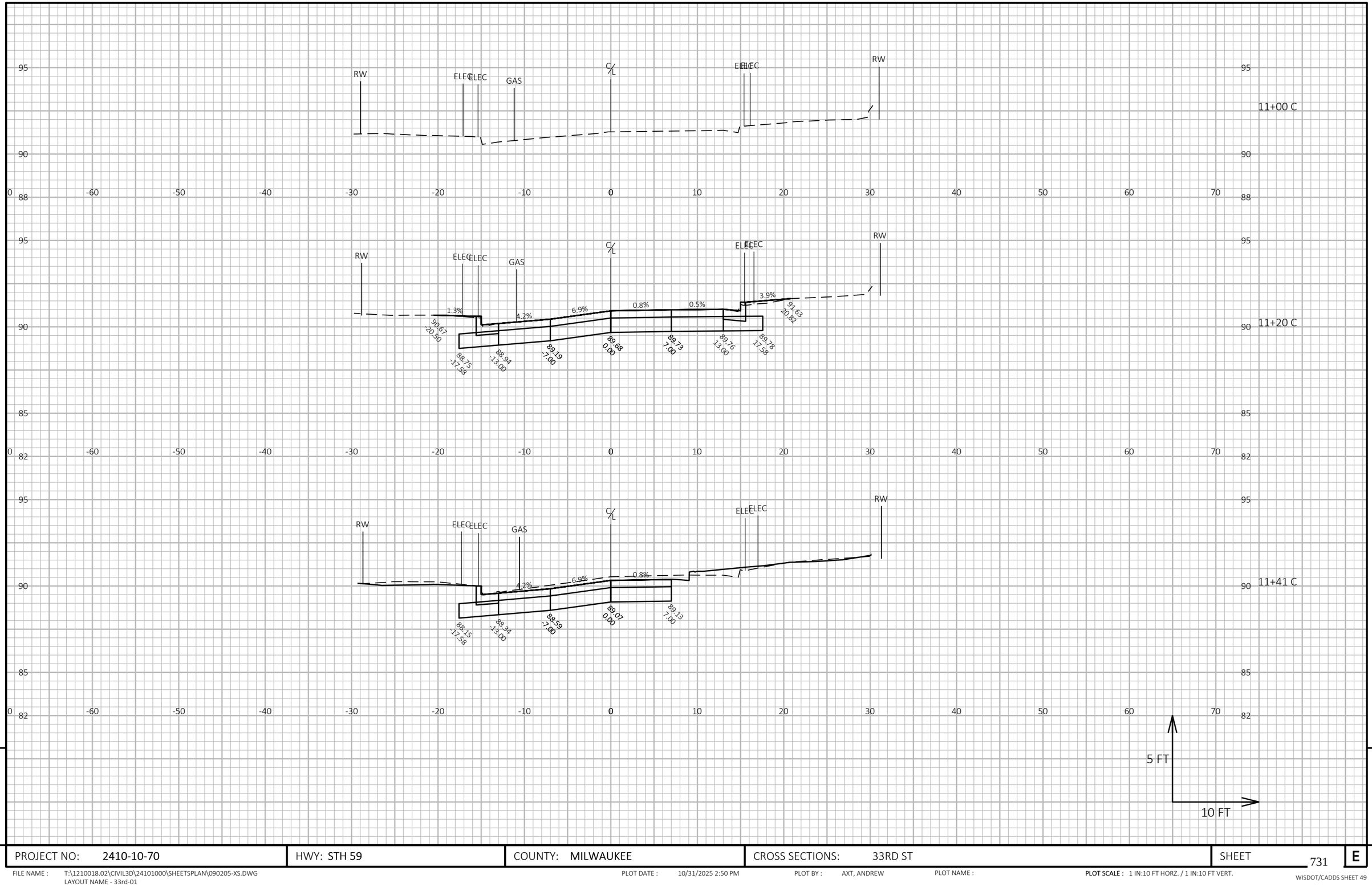


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 34TH ST	SHEET 730	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 34th-01

PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

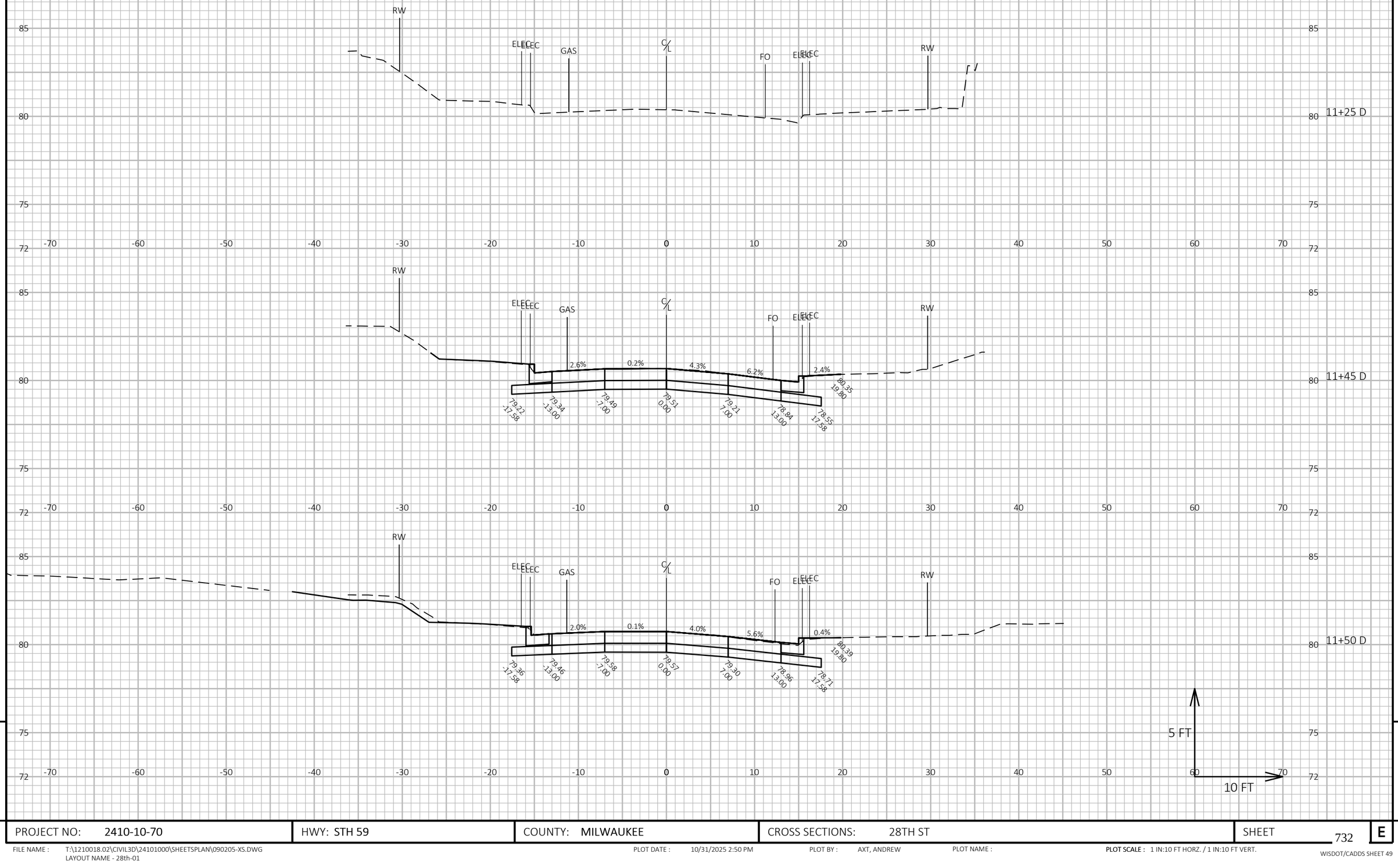
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 33RD ST	SHEET 731	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 33rd-01

PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW 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: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 28TH ST	SHEET 732	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 28th-01

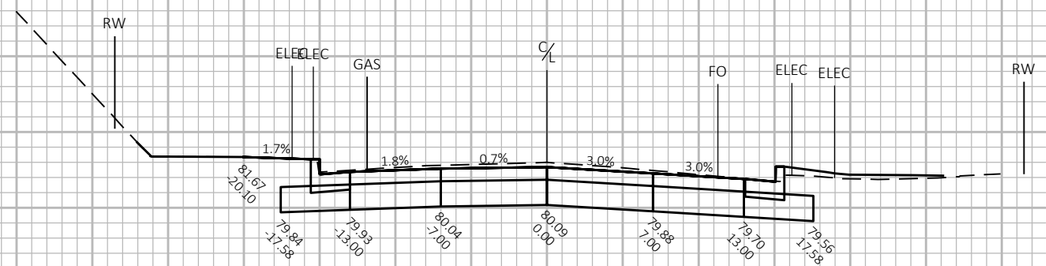
PLOT DATE : 10/31/2025 2:50 PM

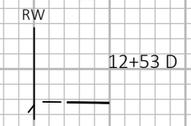
PLOT BY : AXT, ANDREW

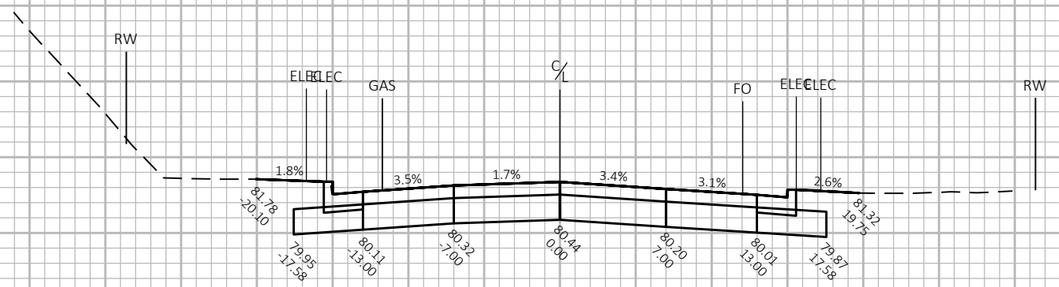
PLOT NAME :

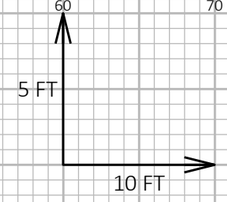
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







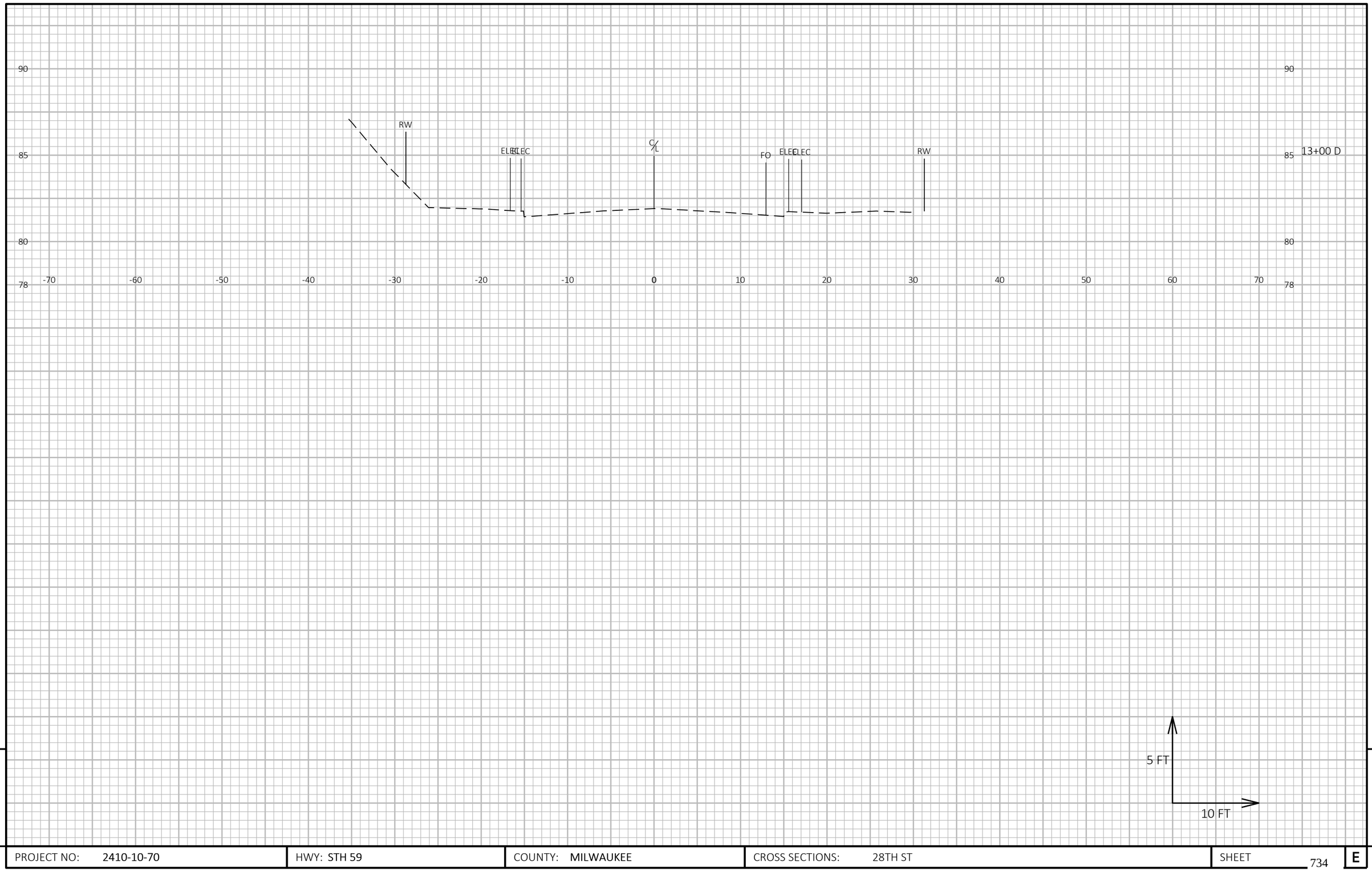


PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 28TH ST	SHEET 733	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 28th-02

PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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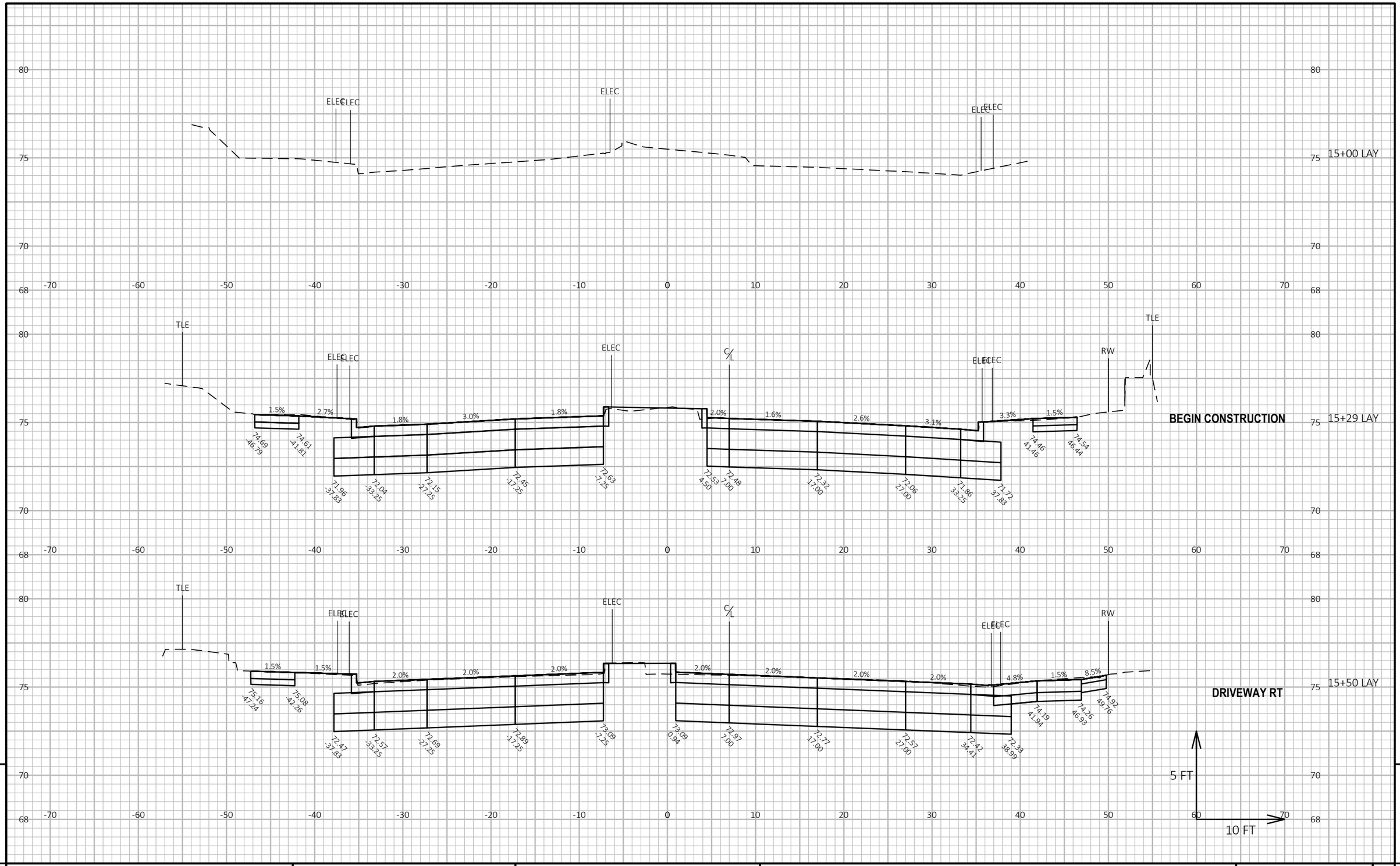
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PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 28TH ST	SHEET 734	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 28th-03

PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

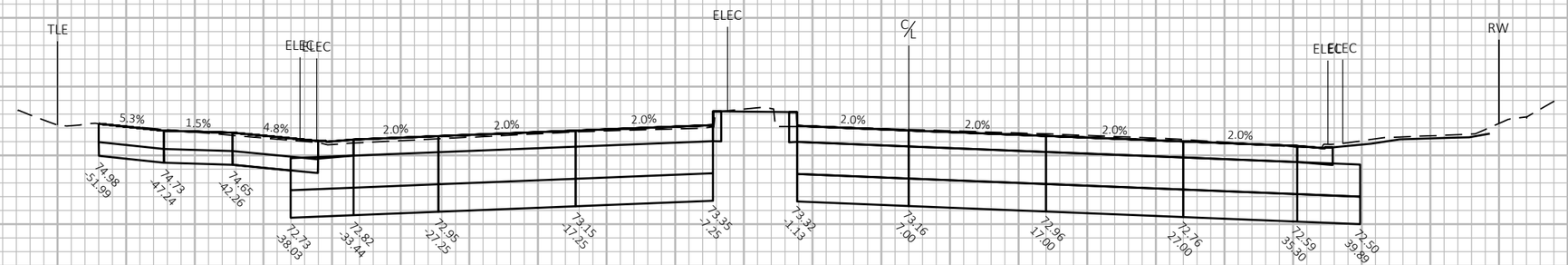
9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 27TH ST	SHEET 735	E

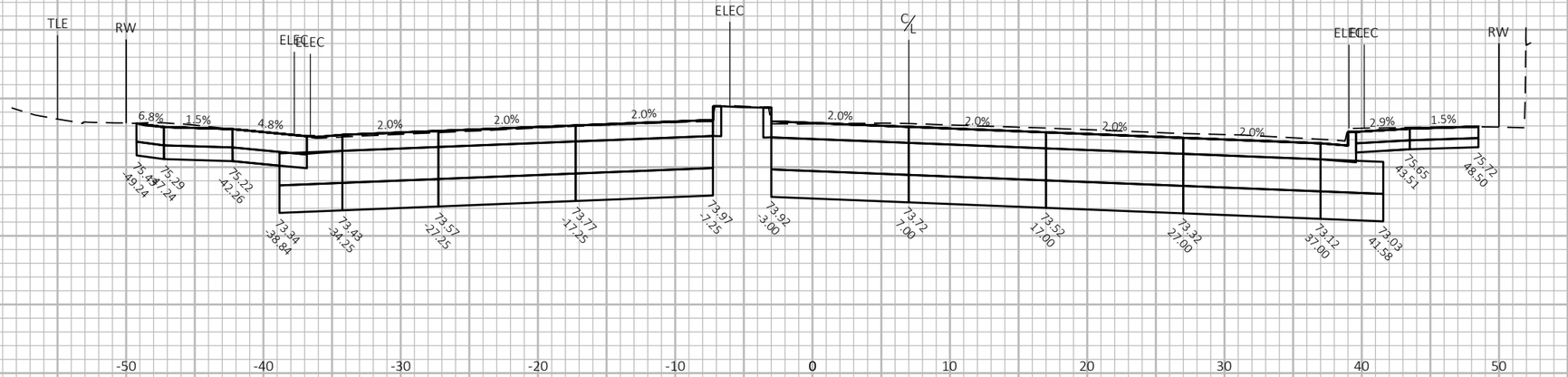
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 27th-01

PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

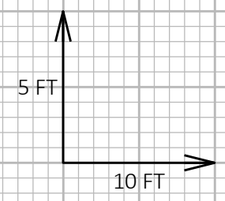
WISDOT/CADDS SHEET 49



DRIVEWAY LT 15+62 LAY



DRIVEWAY LT 15+93 LAY



9

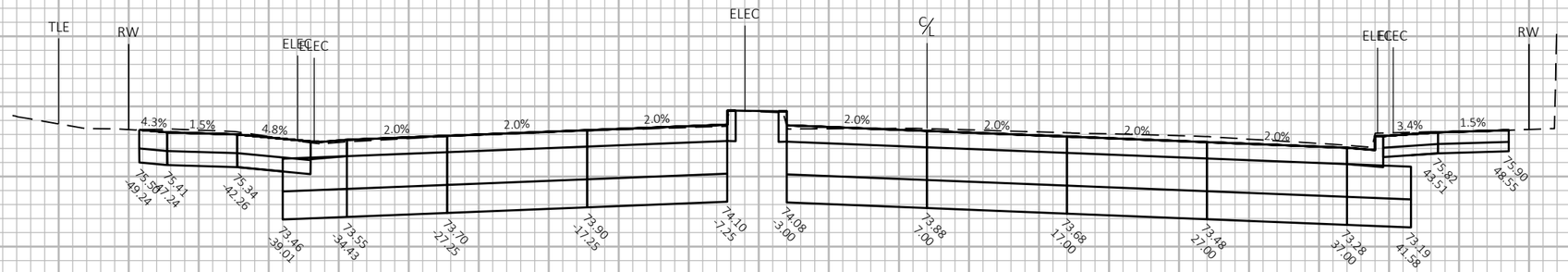
9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 27TH ST	SHEET 736	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 27th-02

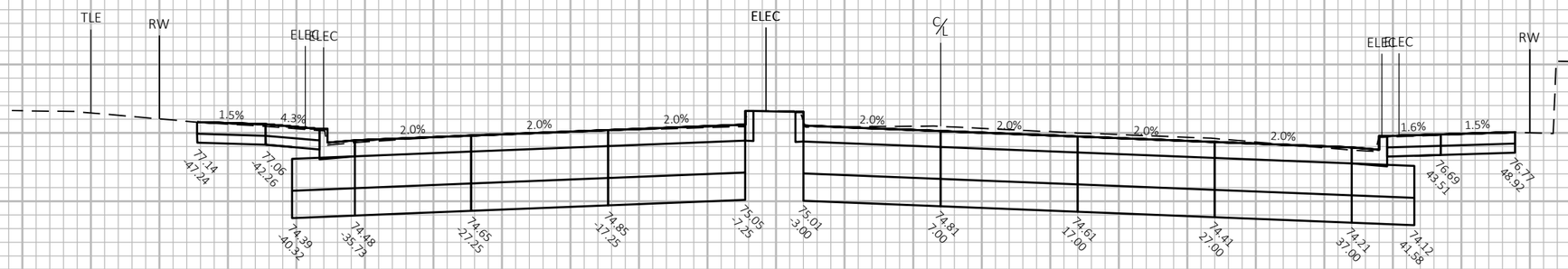
PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

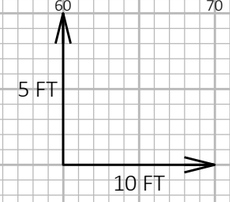


DRIVEWAY LT
NOT FOR YARDAGE

16+00 LAY



16+50 LAY



PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 27TH ST	SHEET 737	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 27th-03

PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

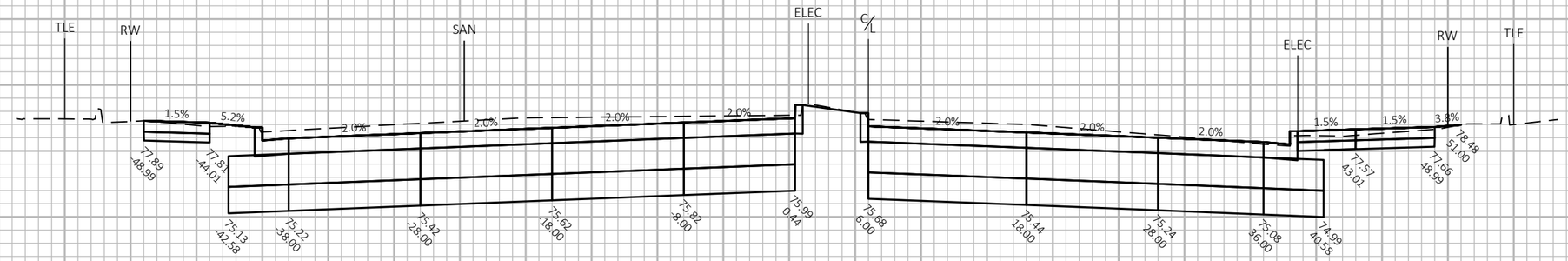
WISDOT/CADDS SHEET 49

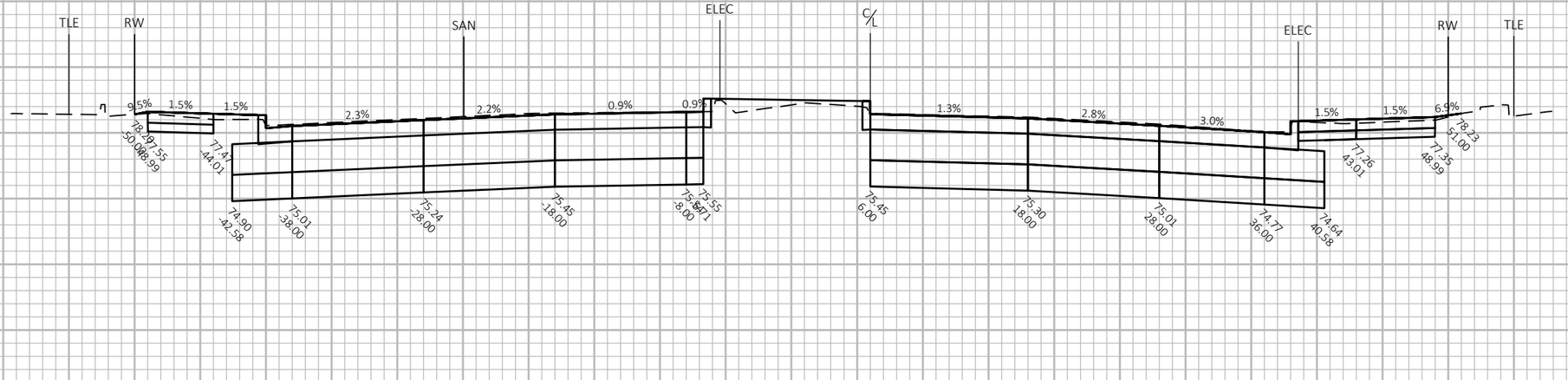
PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 27TH ST	SHEET 738	E

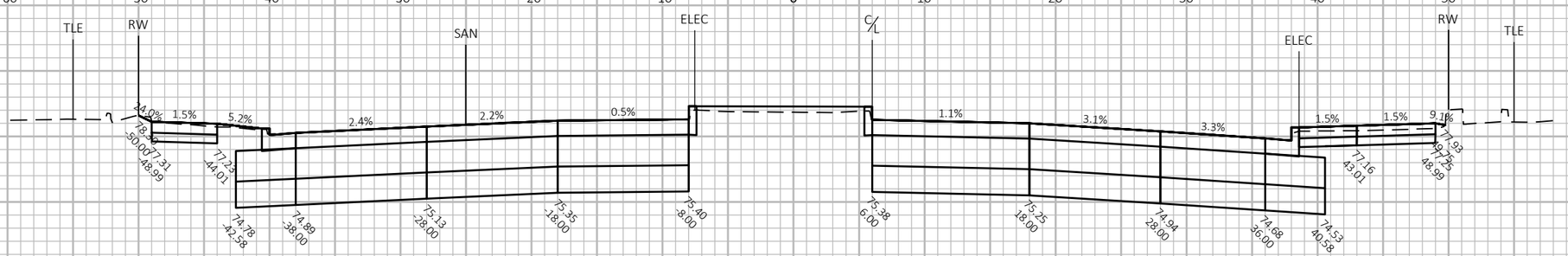
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 27th-04

PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







19+00 LAY

19+50 LAY

END CONSTRUCTION 19+66 LAY

5 FT

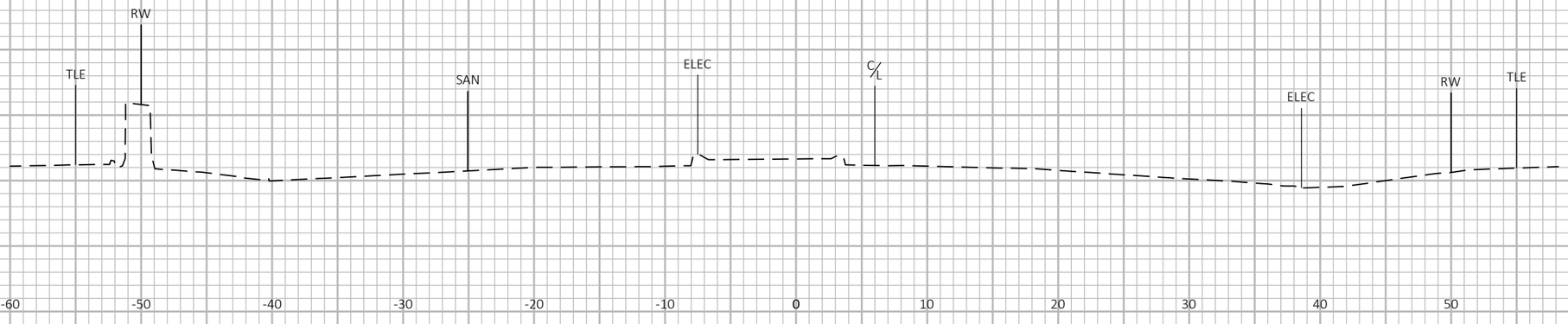
10 FT

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 27TH ST	SHEET 739	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 27th-05

PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



85
80
75
72

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

19+75 LAY

5 FT
10 FT

9

PROJECT NO: 2410-10-70	HWY: STH 59	COUNTY: MILWAUKEE	CROSS SECTIONS: 27TH ST	SHEET 740	E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 27th-06

PLOT DATE : 10/31/2025 2:50 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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