WKE

JULY 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 = 918

PROJECT ID: WITH: N/A

2030-10-71

COUNTY: MILWAUKEE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

N MAYFAIR RD/N LOVERS LN

W BURLEIGH ST TO W SILVER SPRING DR

STH 100

MILWAUKEE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2030-10-71	WISC 2026378	1

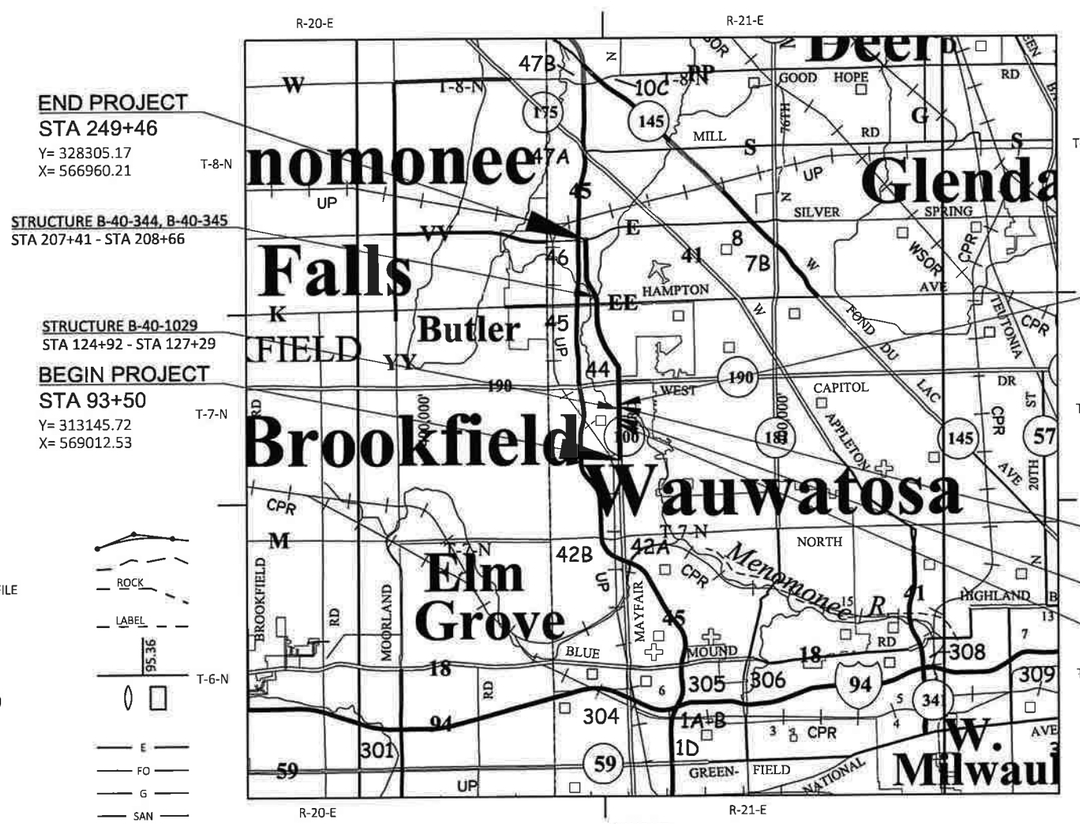
STATE PROJECT NUMBER

2030-10-71

04

DESIGN DESIGNATION

A.A.D.T.	2025	=	22,900
A.A.D.T.	2045	=	24,500
D.H.V.		=	960
D.D.		=	62/38
T.		=	6.2%
DESIGN SPEED		=	45 MPH
ESALS (PCC)		=	4,200,000
ESALS (HMA)		=	2,800,000



LAYOUT

SCALE 0 2.0 MI

TOTAL NET LENGTH OF CENTERLINE = 2.954

CONVENTIONAL SYMBOLS

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

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

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

ORIGINAL PLANS PREPARED BY

GRAEF 275 W. Wisconsin Avenue, Suite 300 Milwaukee, WI 53203

WISCONSIN MARY E. PETTIT 33101 WATERFORD, WI PROFESSIONAL ENGINEER

DATE: 1/22/2026 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	GRAEF
Project Manager	JAMES SCHUMACHER
Regional Examiner	
Regional Supervisor	WAFA ELQAQ

APPROVED FOR THE DEPARTMENT

DATE: 2/1/2026 James Schumacher (Signature)

E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 1/19/2026 7:16 AM

PLOT BY : STRASSER, JEFFREY

PLOT NAME :

GENERAL NOTES

THE LOCATION OF KNOWN EXISTING UTILITIES IN THE VICINITY OF THE PROJECT ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITIES IN THE AREA THAT ARE NOT SHOWN.

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

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

THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL RADIUS DIMENSIONS FOR CURB & GUTTER ARE GIVEN TO THE FLANGE. ALL ELEVATIONS ALONG CURB & GUTTER ARE GIVEN TO THE FLANGE. OFFSETS NOTED ARE TO THE FLANGE OR EDGE OF LANE IF NO CURB, UNLESS OTHERWISE NOTED.

HMA PAVEMENT, WHERE INDICATED ON THE PLANS, SHALL CONSIST OF LAYERS AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.

PAVEMENT THICKNESS	HMA PAVEMENT	TOTAL PAVEMENT LAYER THICKNESS	LAYER
4" DEPTH	3 MT 58-28 S	2¼ -INCHES	LOWER
	4 MT 58-28 S	1¾ -INCHES	UPPER
6" DEPTH	3 MT 58-28 S	4 -INCHES	LOWER
	4 MT 58-28 S	2-INCHES	UPPER

ALL EROSION CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL ON THE SITE.

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
CONC	CONCRETE
D	DEGREE OF CURVE
FE	FIELD ENTRANCE
HERCP	HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
NC	NORMAL CROWN
NTS	NOT TO SCALE
PB	PULL BOX
PC	POINT-OF-CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASMENT
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RAD	RADIUS
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
RCHESS	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL STORM SEWER
RCPSS	REINFORCED CONCRETE PIPE - STORM SEWER
REQD	REQUIRED
RO	RUN OFF LENGTH
ROE	RIGHT OF ENTRY
SALV	SALVAGED
SB	SIGNAL BASE
T	TANGENT LENGTH
TC	TOP OF CURB
TLE	TEMPORARY LIMITED EASEMENT

DEPT. OF NATURAL RESOURCES

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WISDOT CONTACT

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ROB MERRY
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FAX 262-547-1103
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ZYOUSU@MILWAUKEE.GOV

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

CITY OF MILWAUKEE - WATER
MWW CONTROL CENTER (24/7 CONTACT)
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MILWAUKEE, WI 53202
PHONE: 414-286-3710

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CITY OF WAUWATOSA - STREET LIGHTING
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PHONE: 414-471-8429
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MOBILE: 414-704-1026
BRAHIM.GADDOUR@LUMEN.COM

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CSCHMUKI@MIDWESTFIBERNETWORKS.COM

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RANDY.CICATELLO@VERIZON.COM

VERIZON WIRELESS - ELECTRIC LINE
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MOBILE: 920-594-0020
NHRYCRUN@INFRASERVICES.COM

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AFLORIN@WAUWATOSA.NET

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MOBILE: 414-750-8548

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WEST ALLIS, WI 53214
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KYLE.BRAHM@DOT.WI.GOV

INDEX OF TYPICAL SECTION AND DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
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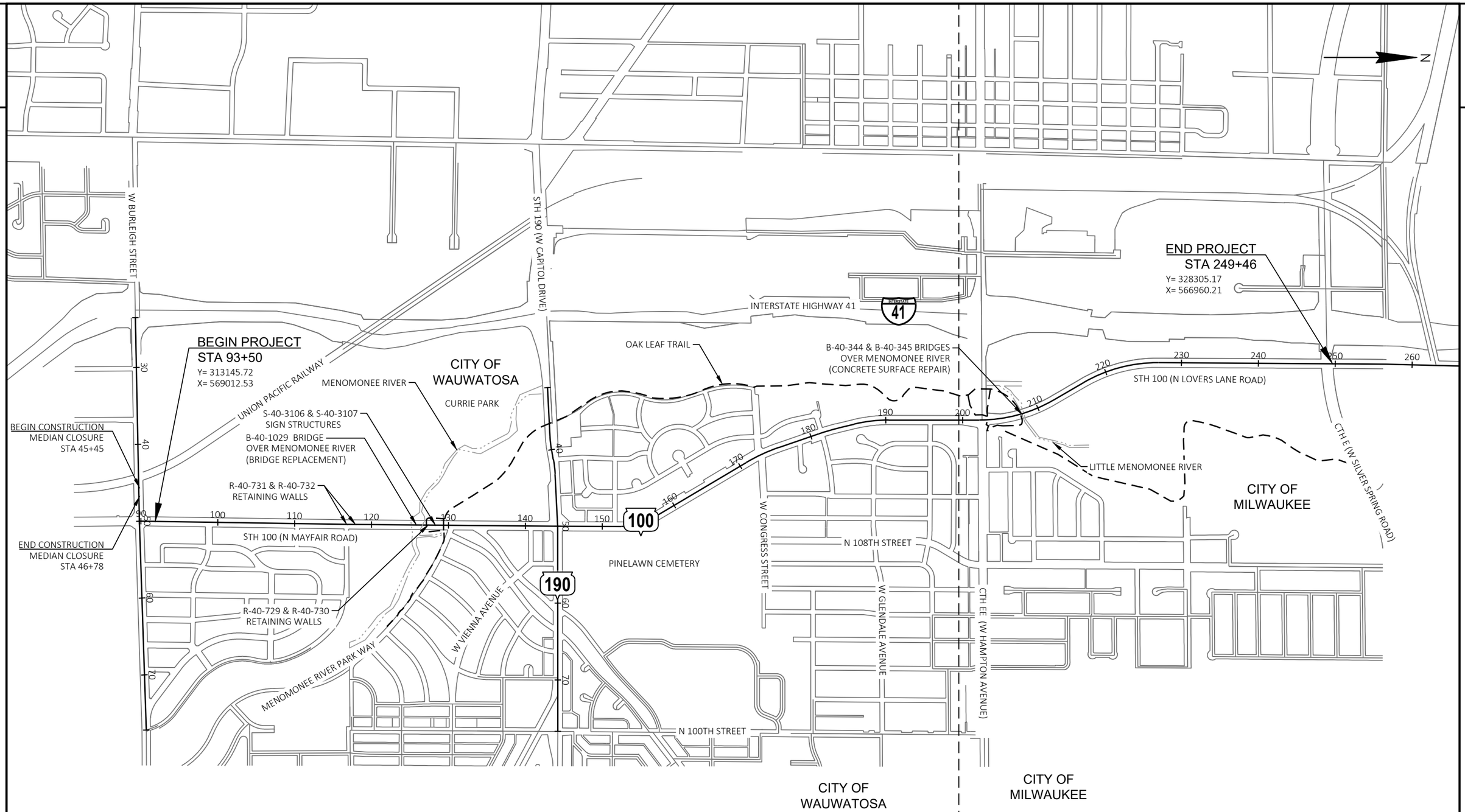
REMOVAL PLAN
PLAN DETAILS
JOINT DETAILS
EROSION CONTROL PLAN
STORM SEWER PLAN
PERMANENT SIGNING
LIGHTING REMOVAL PLAN
LIGHTING PLAN
TRAFFIC SIGNAL PLAN
TRAFFIC CONTROL PLAN
DETOUR PLAN
FENCING PLAN
ALIGNMENT PLAN

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



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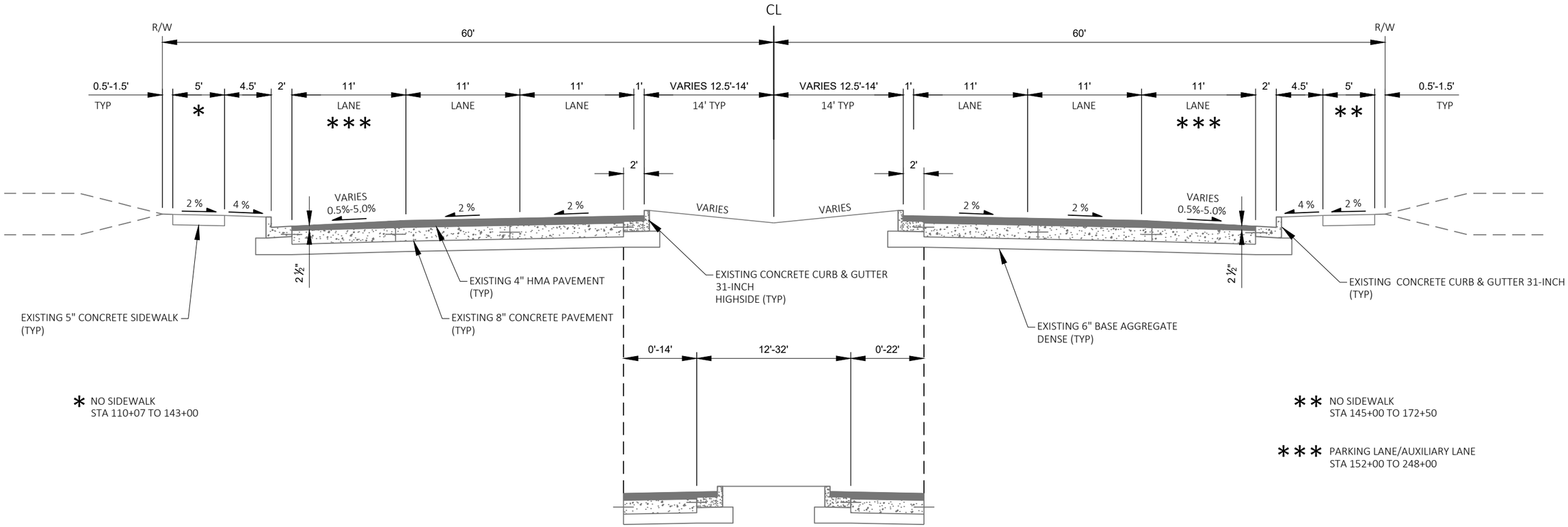

* NO SIDEWALK
STA 110+07 TO 143+00

** NO SIDEWALK
STA 145+00 TO 172+50

*** PARKING LANE/AUXILIARY LANE
STA 152+00 TO 248+00

STA 138+90 TO 152+42
STA 196+00 TO 206+70

TYPICAL EXISTING SECTION
STH 100 - MAYFAIR ROAD/LOVERS LANE

STA 93+50 TO 249+45.75

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 4	E

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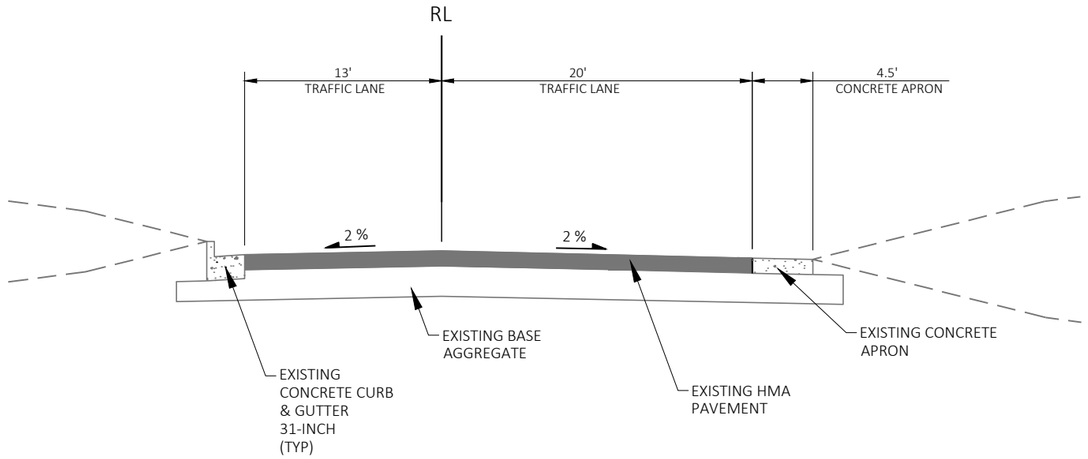
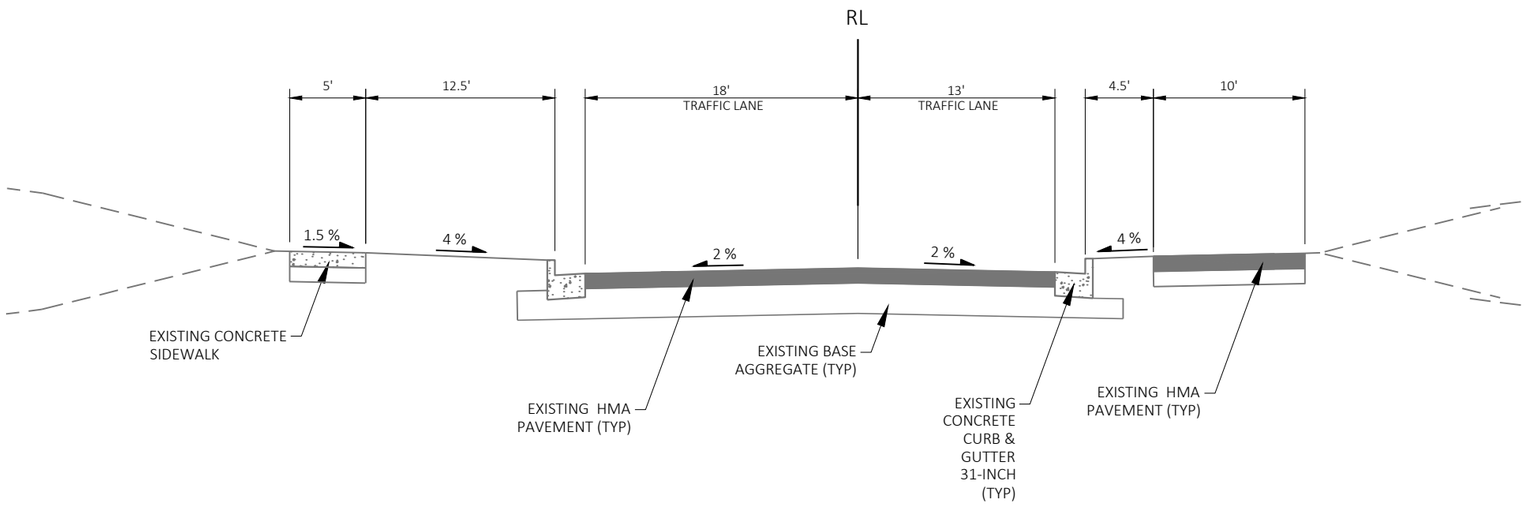


TYPICAL EXISTING SECTION

STA 20+94 TO 22+42

MENOMONEE RIVER PARKWAY



TYPICAL EXISTING SECTION

STA 23+45 TO 24+65

MENOMONEE RIVER PARKWAY

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 5	E

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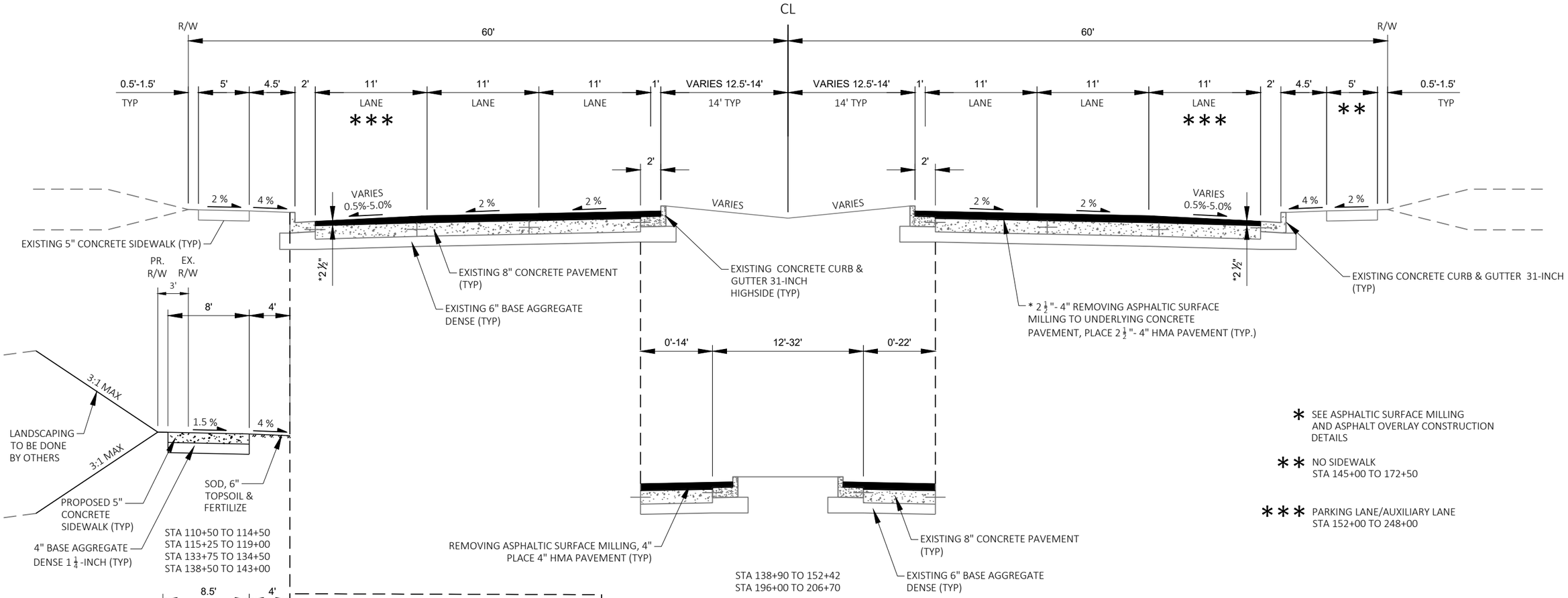

TYPICAL FINISHED SECTION
STH 100 - MAYFAIR ROAD/LOVERS LANE

STA 93+50 TO 119+00
STA 133+75 TO 249+45.75

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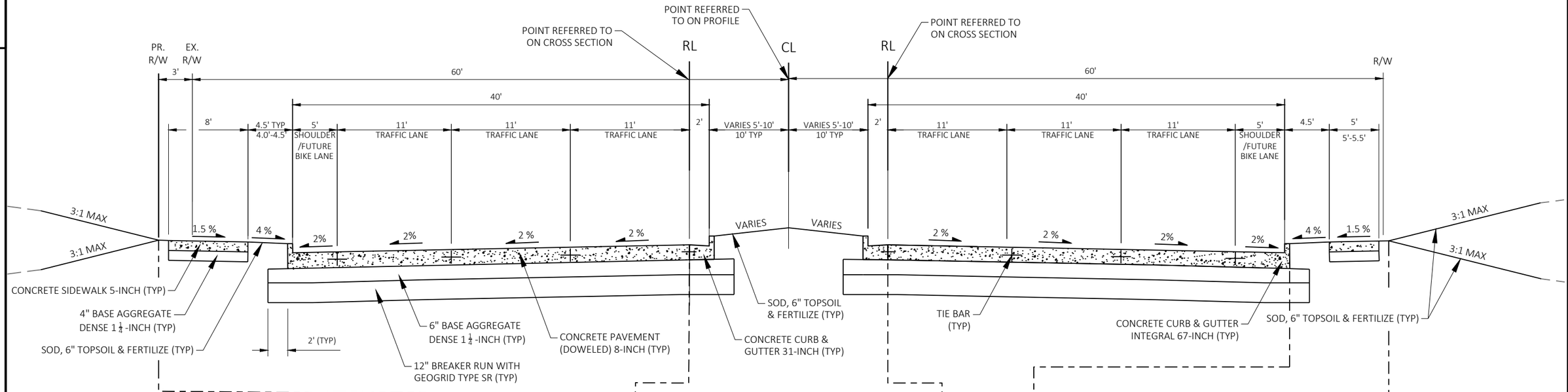
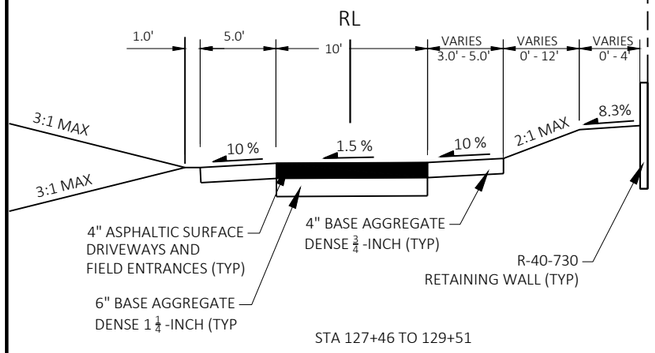
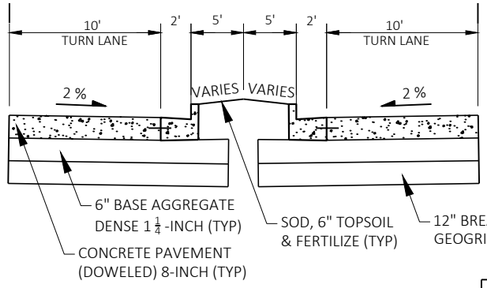


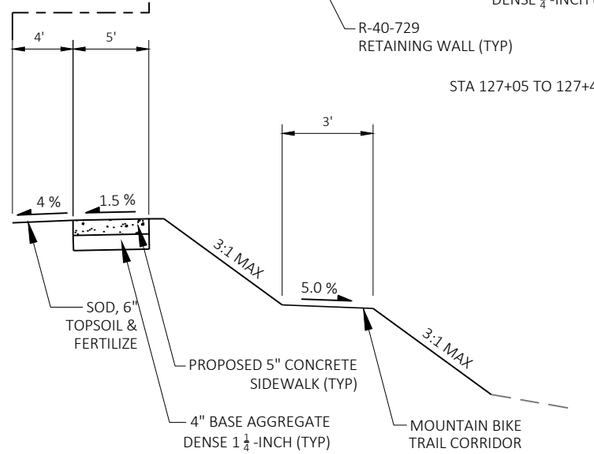


STA 127+46 TO 129+51



TYPICAL FINISHED SECTION

STA 119+00 TO 133+75



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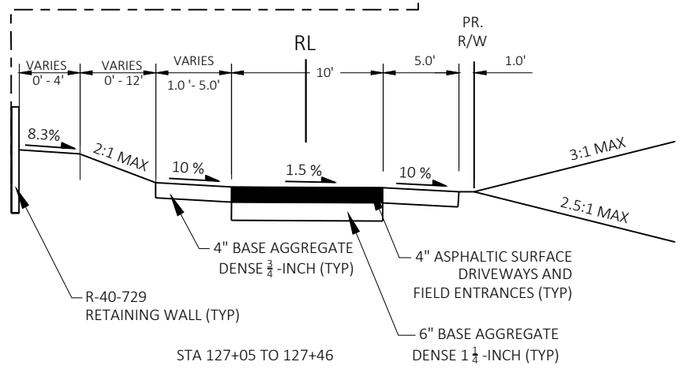

STA 127+05 TO 127+46

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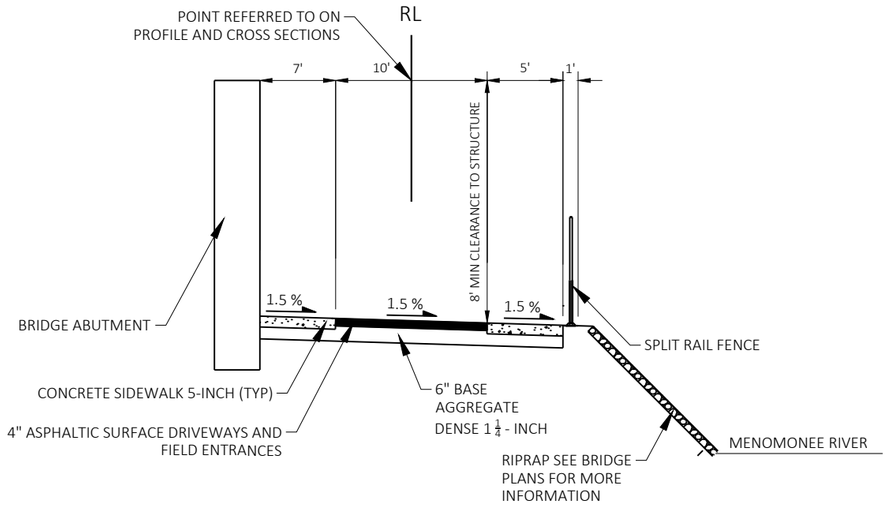

OAK LEAF TRAIL UNDER MENOMONEE RIVER BRIDGE

LOOKING EAST
2+47 TO 3+64

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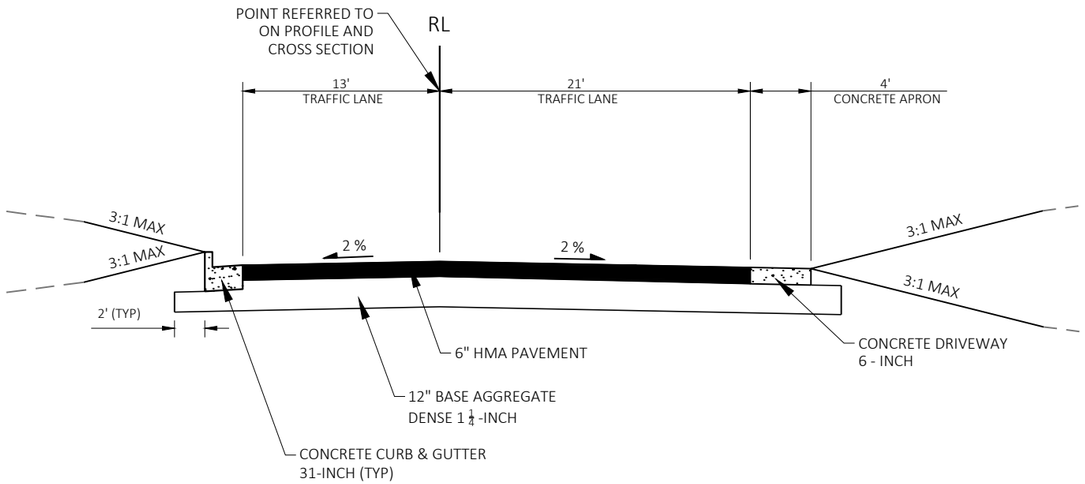
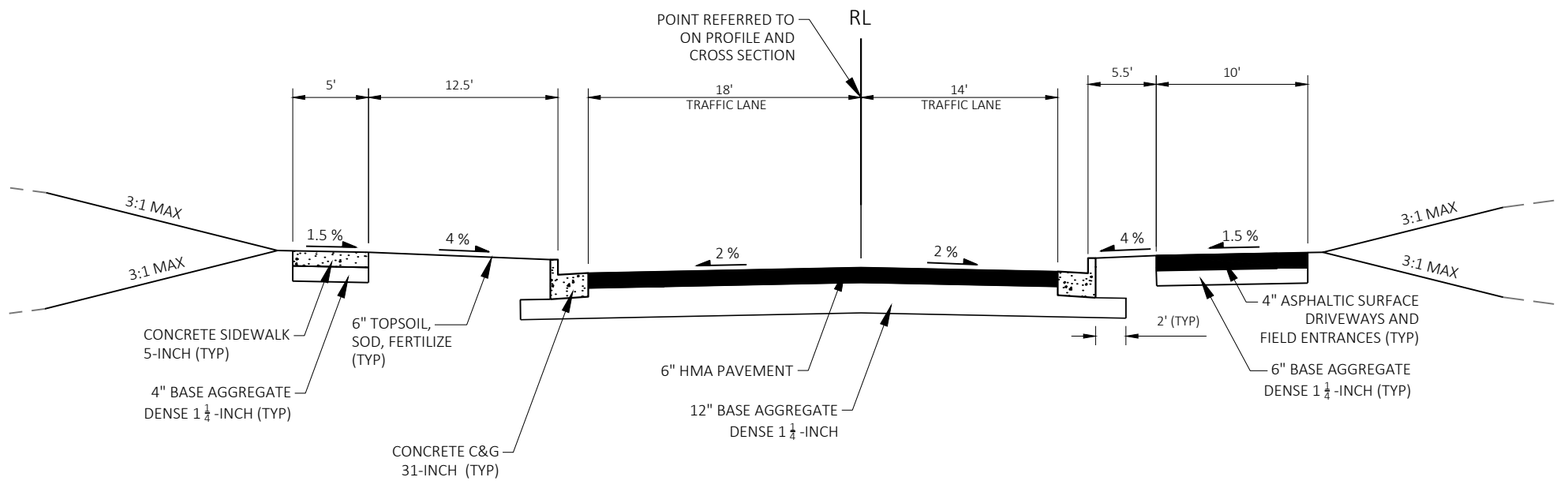


TYPICAL FINISHED SECTION

STA 20+94 TO 22+42

MENOMONEE RIVER PARKWAY

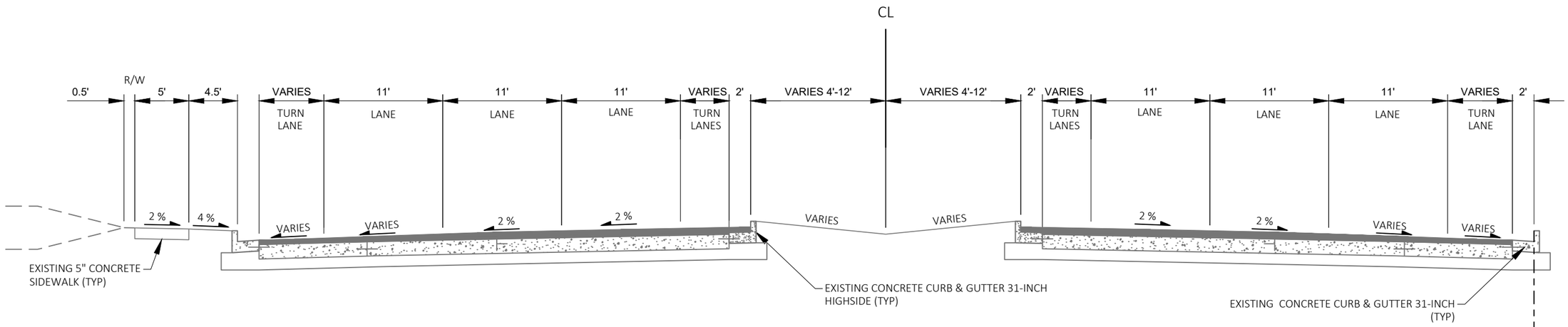


TYPICAL FINISHED SECTION

STA 23+45 TO 24+65

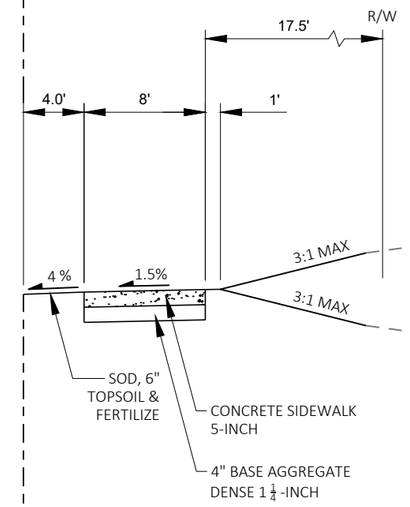
MENOMONEE RIVER PARKWAY

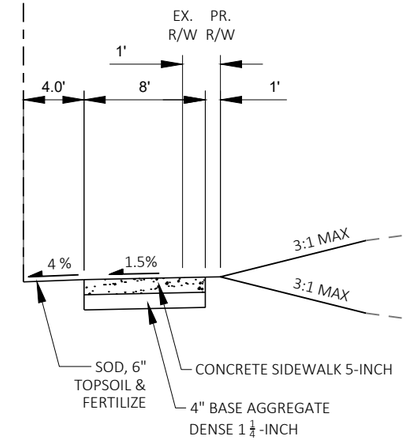
2



TYPICAL FINISHED SECTION
STH 190 - W. CAPITOL DR.

STA 41+32 TO 48+52





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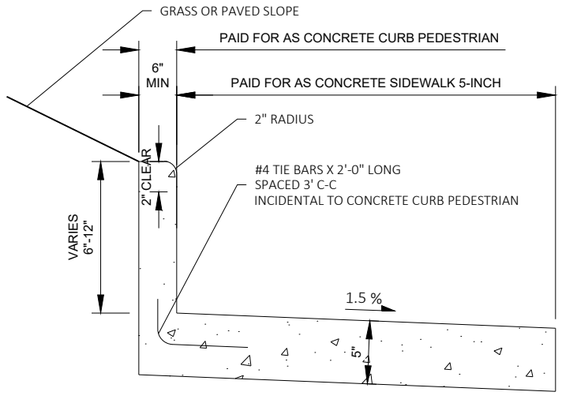
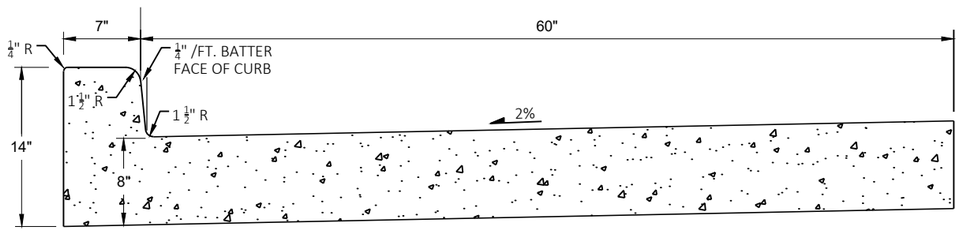
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



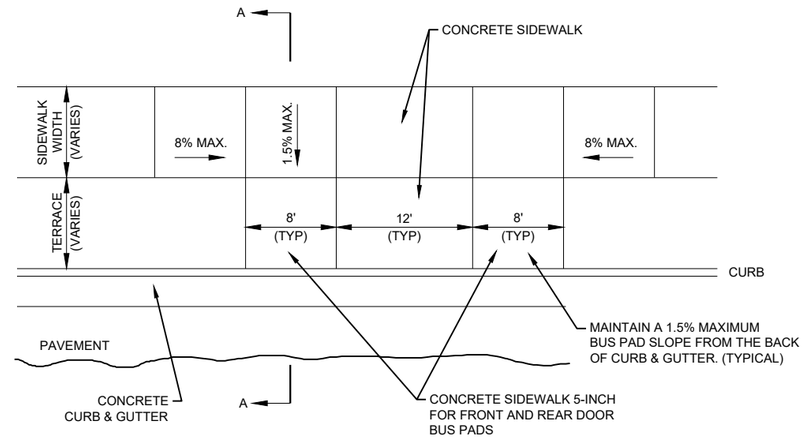
CONCRETE CURB PEDESTRIAN 6-INCH TO 12-INCH HEIGHT

PAID FOR AS CONCRETE CURB PEDESTRIAN
SEE PLAN DETAILS FOR LOCATIONS



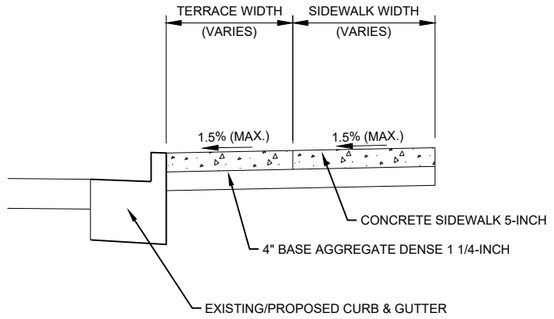
CONCRETE CURB & GUTTER INTEGRAL

67-INCH



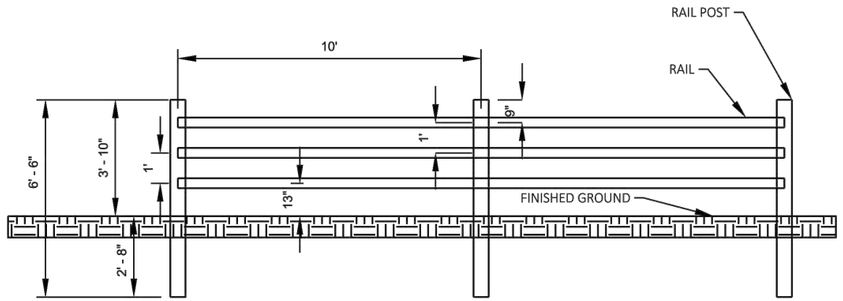
PLAN VIEW - SIDEWALK WITH TERRACE

NOTE: DEPRESS SIDEWALK AS NEEDED TO MAINTAIN 1.5% MAXIMUM CROSS SLOPE IN TERRACE AREA.



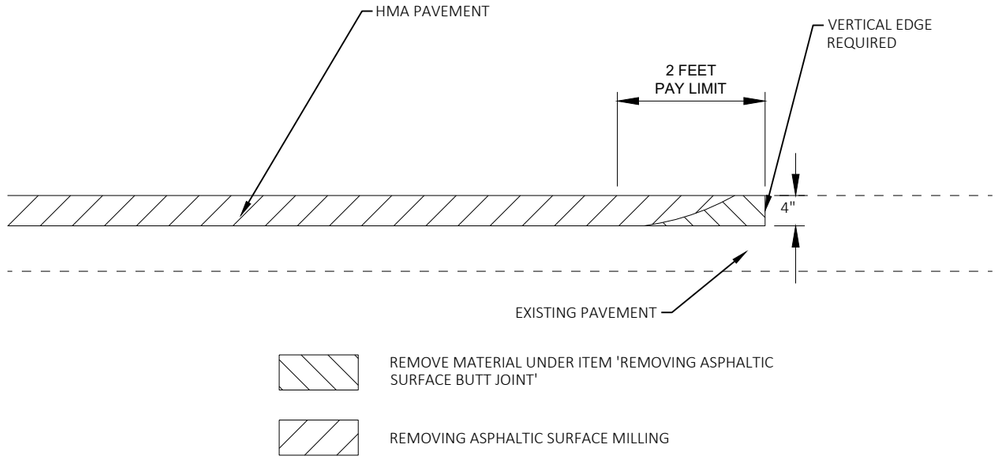
SECTION A-A

CONCRETE BUS PAD DETAIL

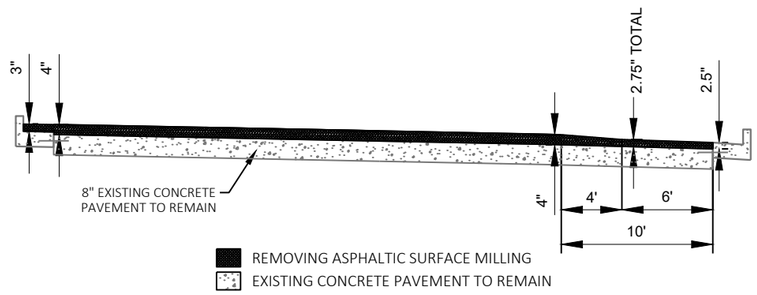


SPLIT RAIL FENCE DETAIL

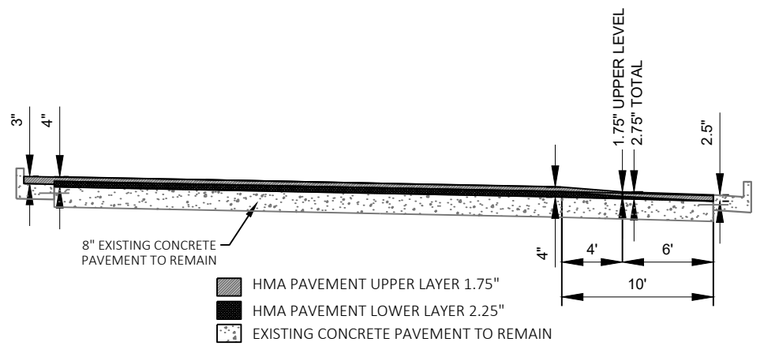
SEE PLAN DETAILS FOR LOCATIONS



BUTT JOINT - NO CHANGE IN PROFILE



ASPHALTIC SURFACE MILLING
DETAIL ALONG MAYFAIR ROAD



ASPHALT OVERLAY DETAIL
ALONG MAYFAIR ROAD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 12	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021001_CD.DWG
LAYOUT NAME - 02
PLOT DATE : 5/21/2026 6:33 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

PRIOR TO MILLING AND PAVING.

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

AFTER PAVING HMA LOWER LAYER(S)

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

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

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

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

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

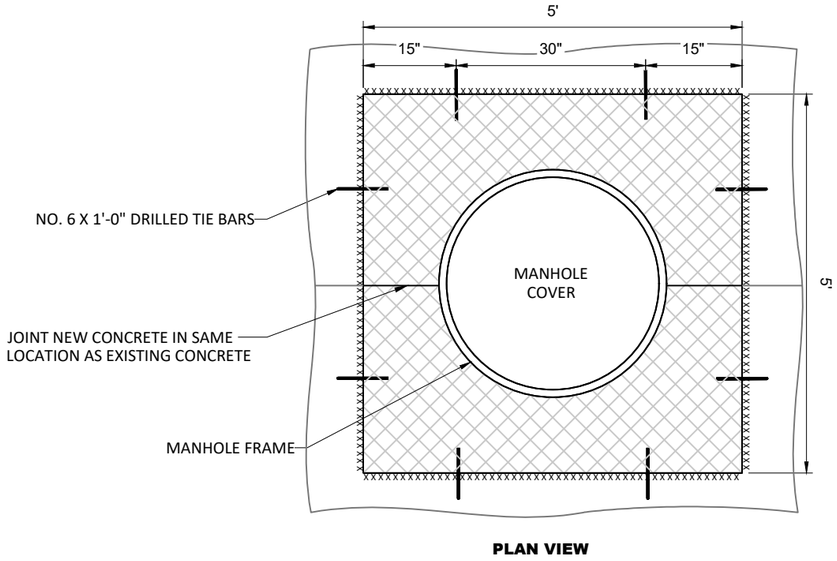
*SAWCUT WILL ONLY BE PAID ONCE. REMOVE ASPHALT SURFACE PATCHING MATERIAL TO THE ORIGINAL SAWCUT LIMITS.

X X X SAWING CONCRETE

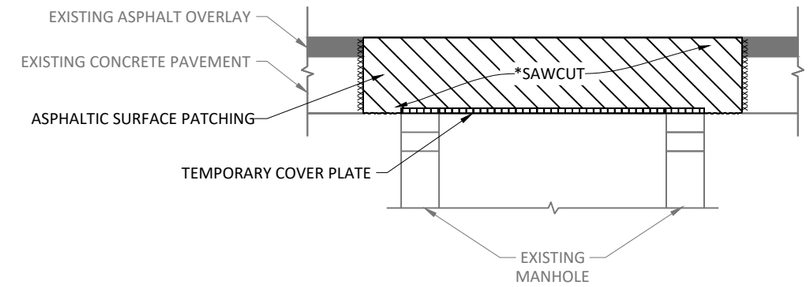
REMOVING PAVEMENT
(INCIDENTAL TO ADJUSTING / RECOSNTRUCTING BID ITEMS)

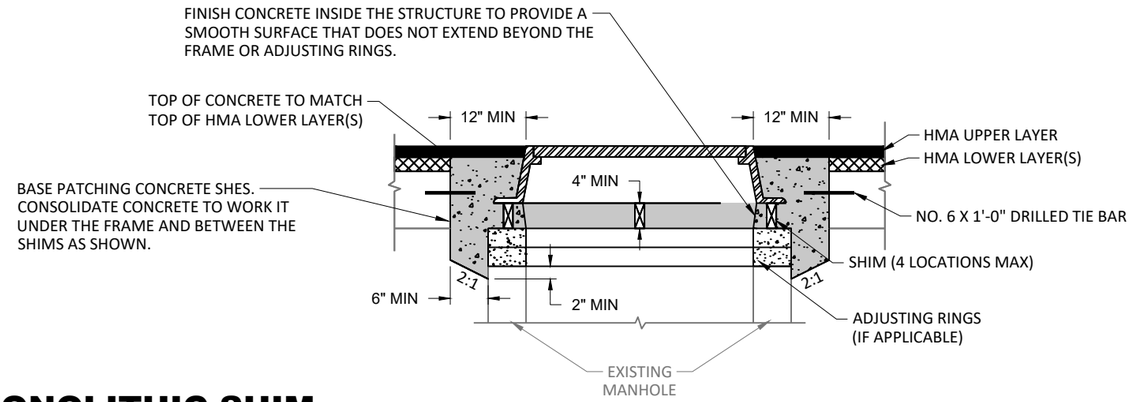
ASPHALTIC SURFACE PATCHING

MONOLITHIC CONCRETE



PLAN VIEW





ADJUSTING / RECONSTRUCTING MANHOLES - MONOLITHIC SHIM

2

PRIOR TO MILLING AND PAVING.

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

AFTER PAVING HMA LOWER LAYER(S)

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

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

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

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

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

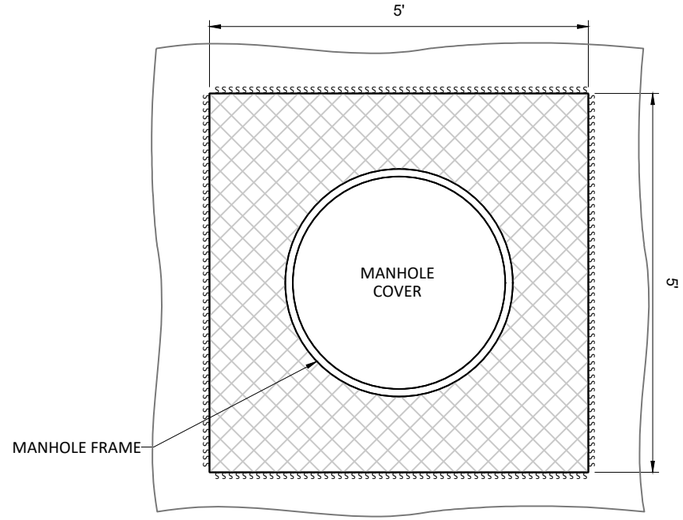
*SAWCUT WILL ONLY BE PAID ONCE. REMOVE ASPHALT SURFACE PATCHING MATERIAL TO THE ORIGINAL SAWCUT LIMITS.

S S S SAWING ASPHALT

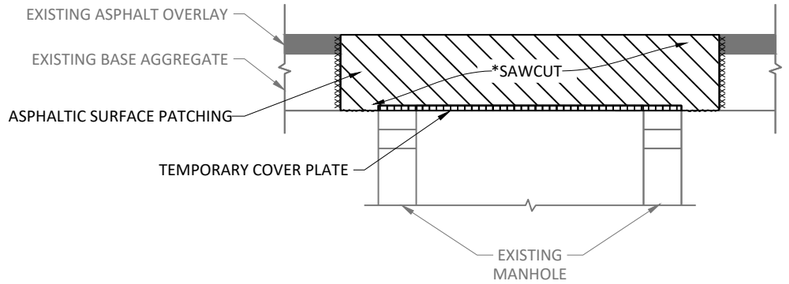
REMOVING PAVEMENT
(INCIDENTAL TO ADJUSTING / RECOSNTRUCTING BID ITEMS)

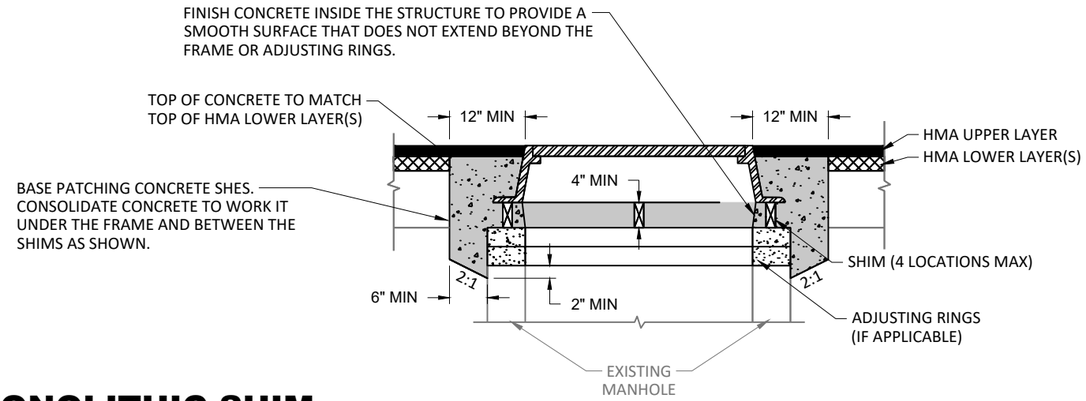
ASPHALTIC SURFACE PATCHING

MONOLITHIC CONCRETE



PLAN VIEW





ADJUSTING / RECONSTRUCTING MANHOLES - MONOLITHIC SHIM

2

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

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

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.

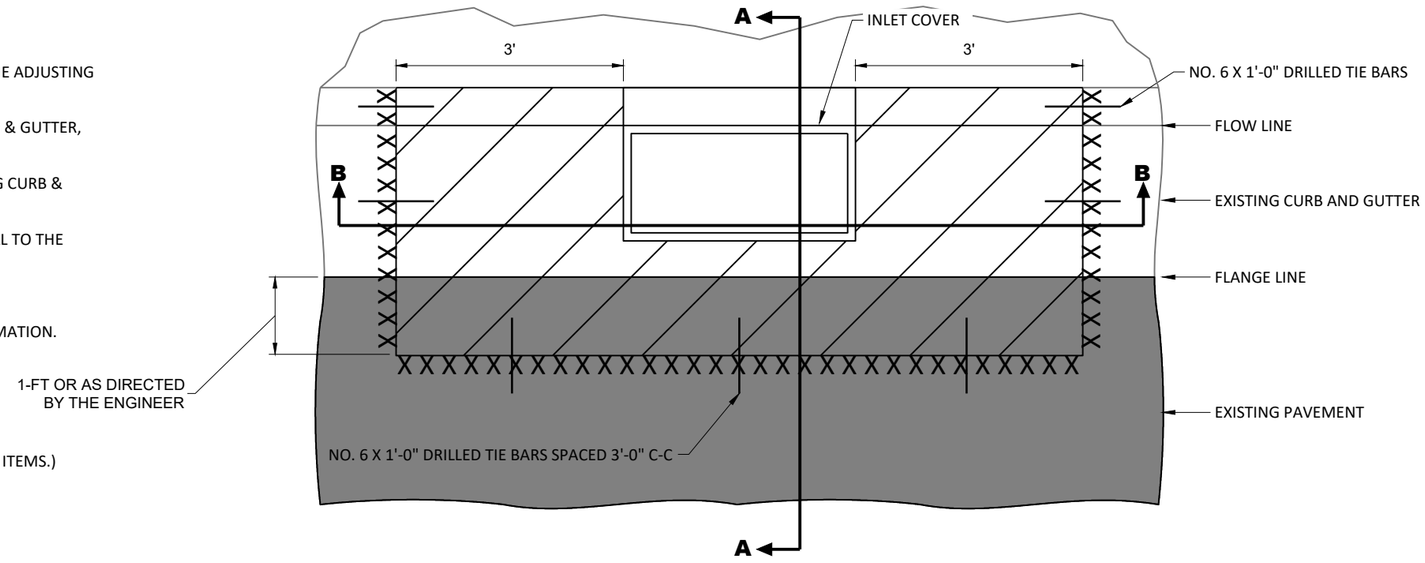
PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

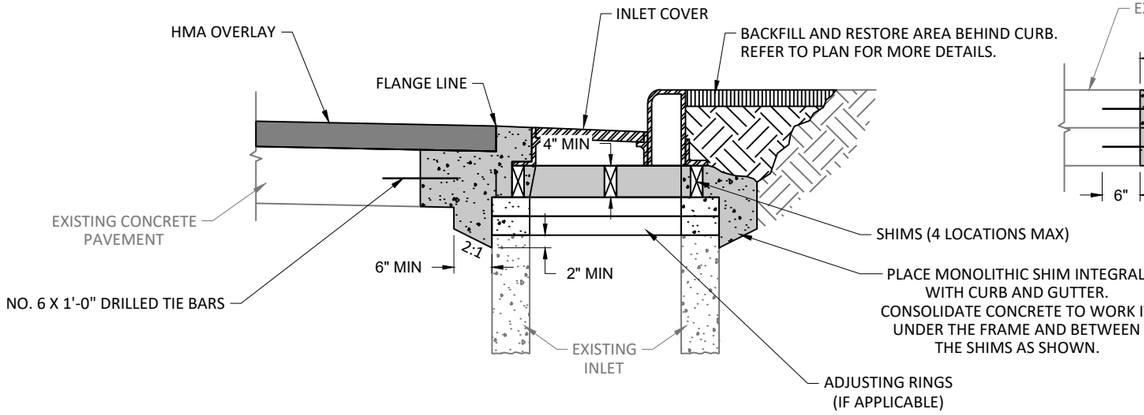
X X X SAWING CONCRETE

REMOVING CURB & GUTTER AND PAVEMENT.
(REMOVING PAVEMENT INCIDENTAL TO REMOVING CURB & GUTTER BID ITEMS.)

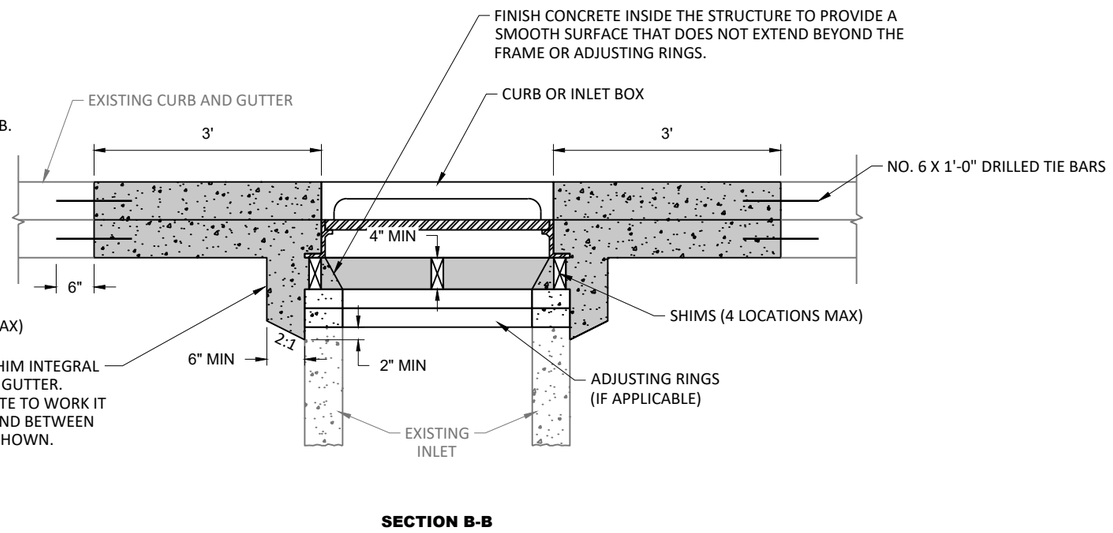
MONOLITHIC CONCRETE



PLAN VIEW



SECTION A-A



SECTION B-B

ADJUSTING / RECONSTRUCTING CATCH BASINS & INLETS - MONOLITHIC SHIM

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

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

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.

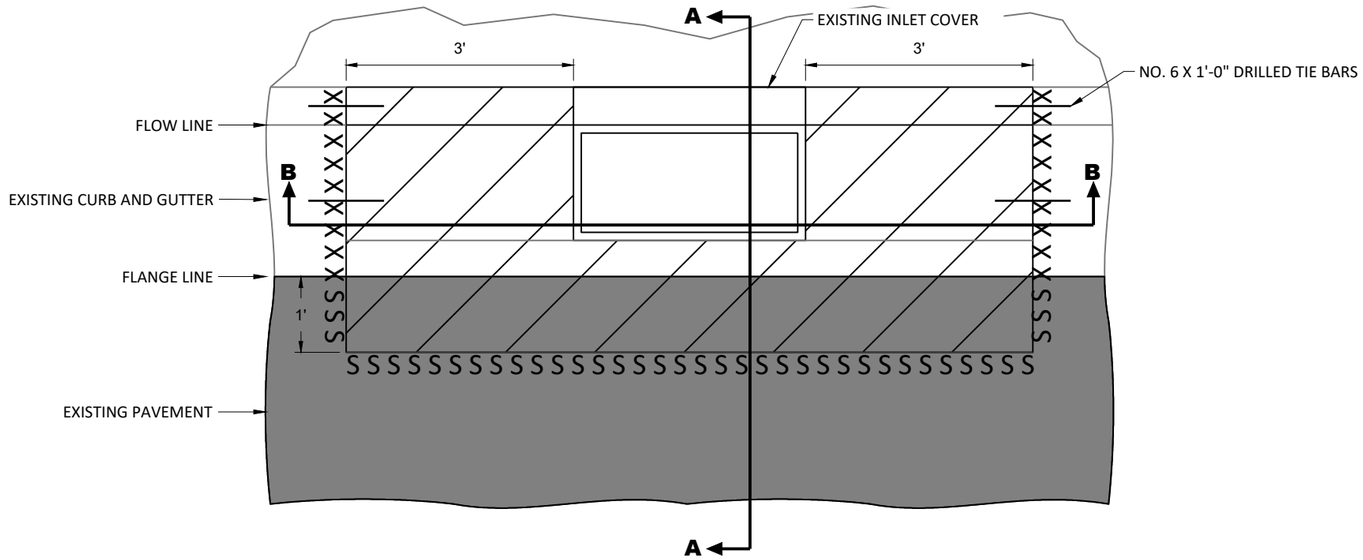
REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

S S S SAWING ASPHALT

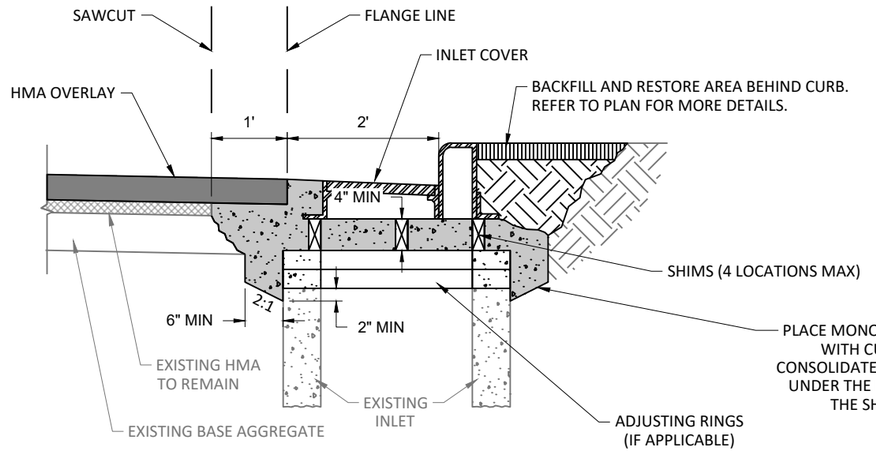
X X X SAWING CONCRETE

REMOVING CURB & GUTTER AND PAVEMENT.
(REMOVING PAVEMENT INCIDENTAL TO REMOVING CURB & GUTTER BID ITEMS.)

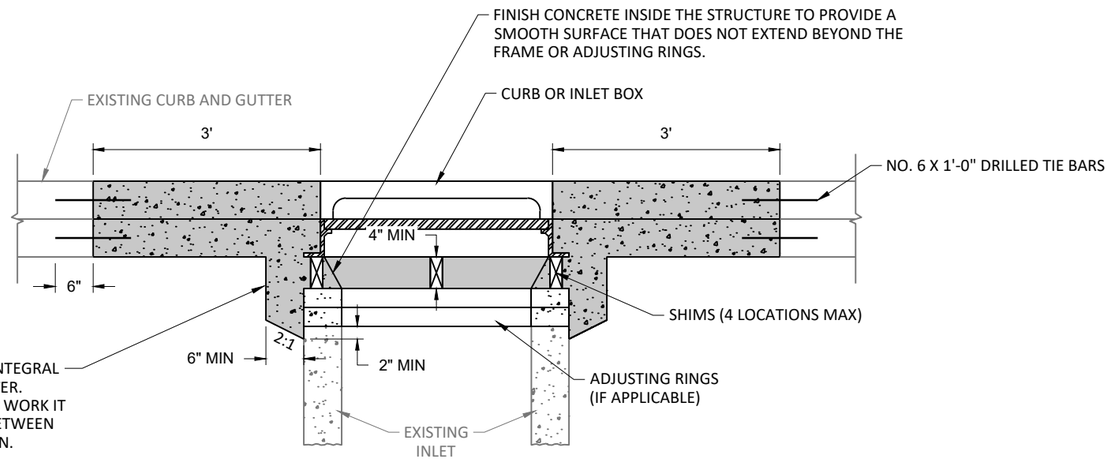
MONOLITHIC CONCRETE



PLAN VIEW

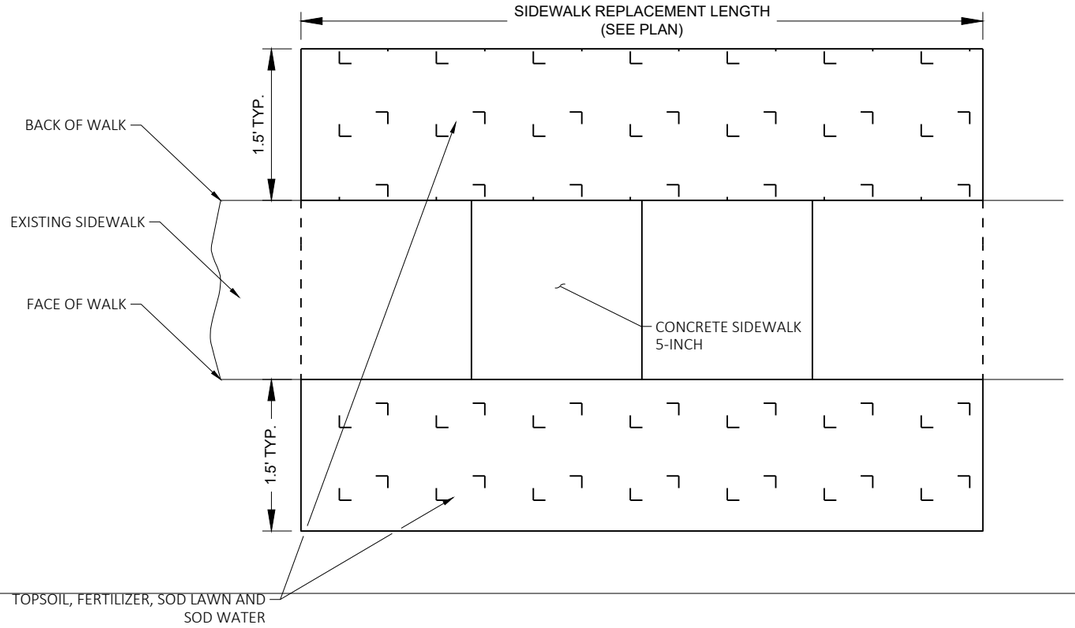


SECTION A-A

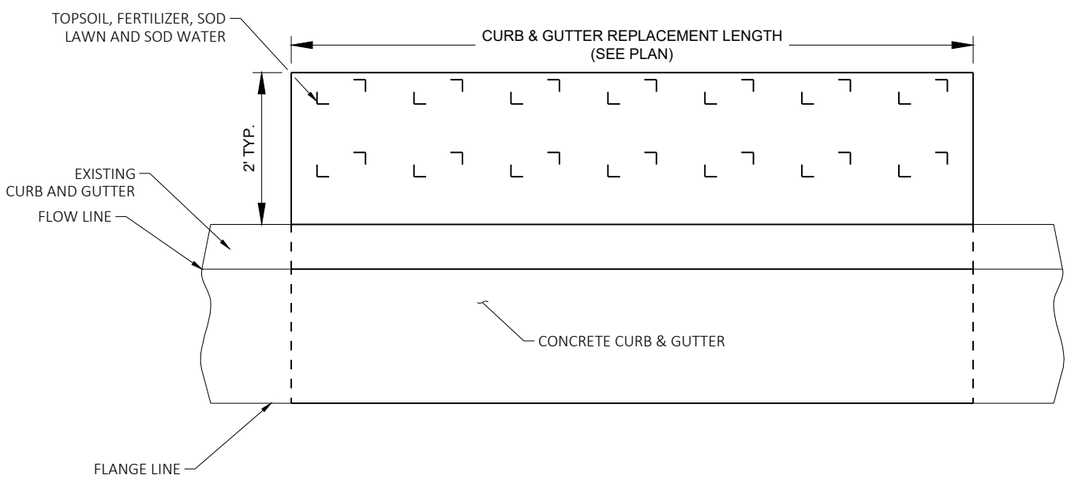


SECTION B-B

ADJUSTING / RECONSTRUCTING CATCH BASINS & INLETS - MONOLITHIC SHIM

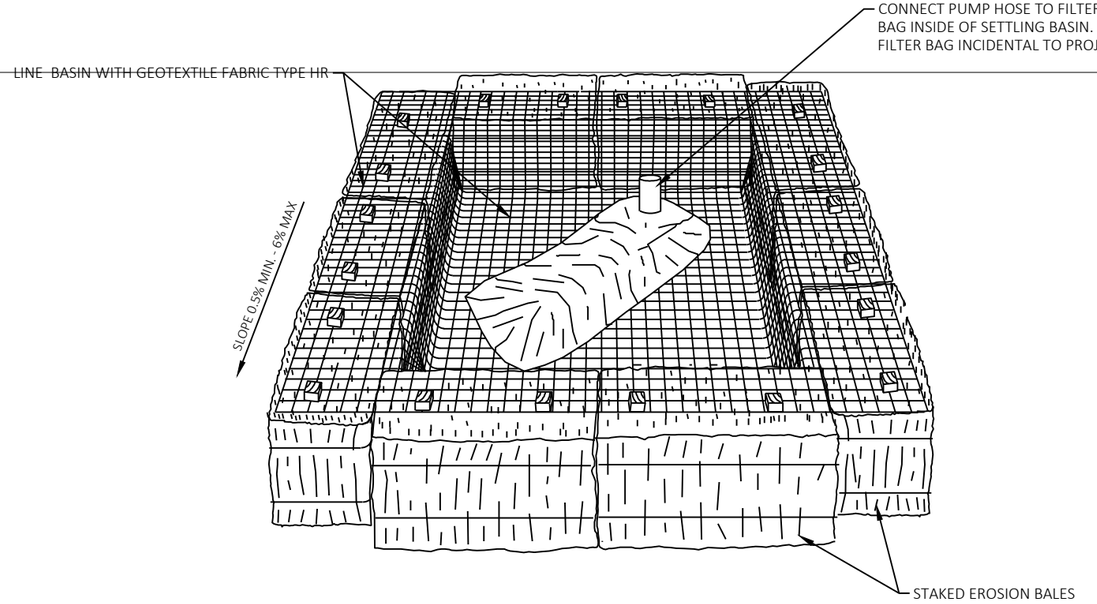


PERMANENT EROSION CONTROL AT SIDEWALK REPLACEMENT



PERMANENT EROSION CONTROL AT CURB & GUTTER REPLACEMENT

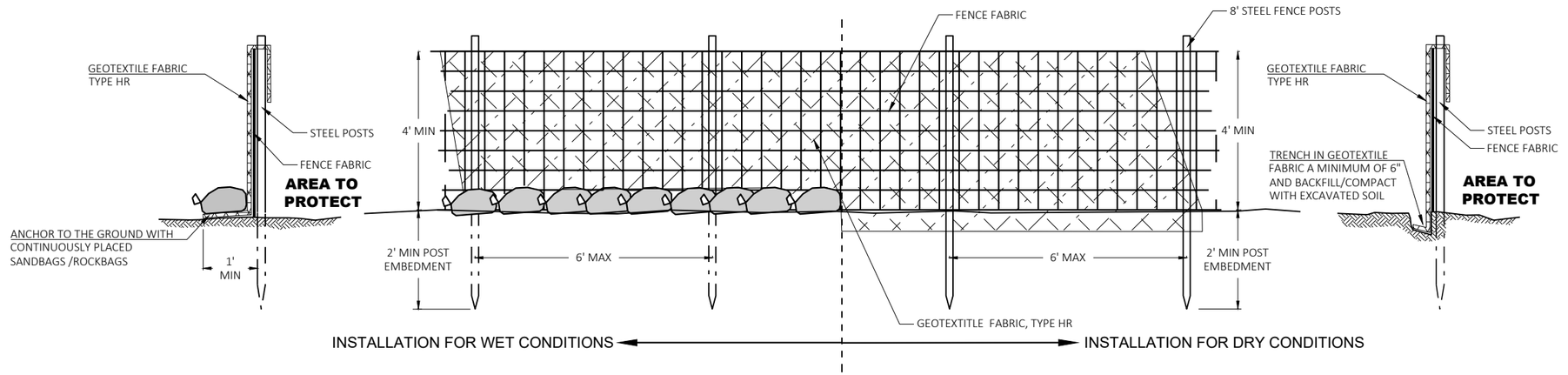
1. PUMP FROM DEWATERING OPERATIONS INTO TEMPORARY SETTLING BASINS PRIOR TO DISCHARGING INTO ROADSIDE DITCHES.
2. BASIN SHALL BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS SHALL BE DISPOSED BY THE CONTRACTOR OFF THE PROJECT SITE.
3. SETTLING BASIN SHALL BE PLACED IN AN UPLAND,FLAT, VEGETATED AREA OR EQUIVALENT LOCATION APPROVED BY THE ENGINEER.
4. SIZE OF SETTLING BASIN AND FILTER BAG SHALL BE DETERMINED BY THE CONTRACTOR AS PART OF THE EROSION CONTROL IMPLEMENTATION PLAN.
5. ONLY ONE HOSE PER BAG ALLOWED AT A TIME. SIZE BASIN APPROPRIATELY FOR ADDITIONAL BAGS IF MORE THAN ONE HOSE IS NEEDED.
6. THE NECK OF THE BAG WHERE THE HOSE ATTACHES SHALL BE PLACED ON THE UPSTREAM CORNER OF THE SETTLING BASIN.
4. REPLACE SEDIMENT BAG, BALES, AND FABRIC AS NECESSARY OR AS DIRECTED BY THE ENGINEER. REMOVE SPENT BAGS PRIOR TO REPLACING. DO NOT STACK NEW BAG ON TOP OF SPENT BAG.
5. ALL ITEMS ARE INCIDENTAL TO THE CONTRACT. INCLUDING DISPOSAL AND REPLACEMENT OF BAGS AND BASIN MATERIALS



TEMPORARY SETTLING BASIN WITH SEDIMENT BAG

SER (20240905)

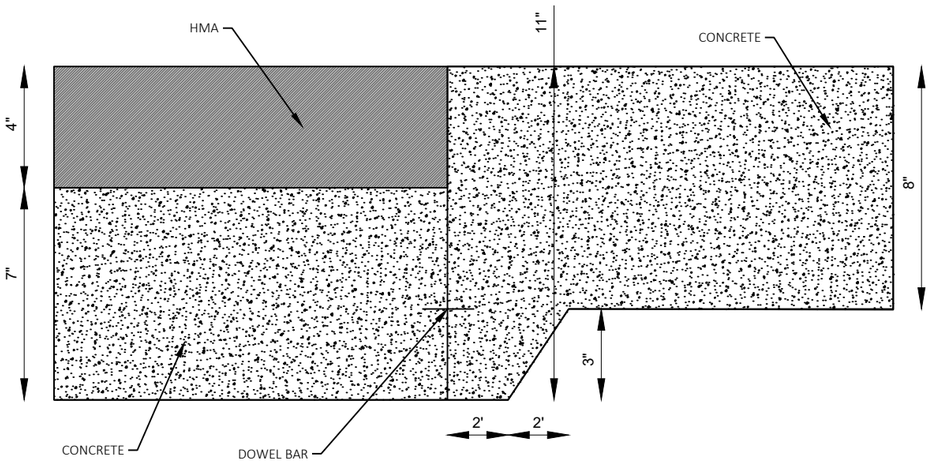
2



SILT FENCE HEAVY DUTY

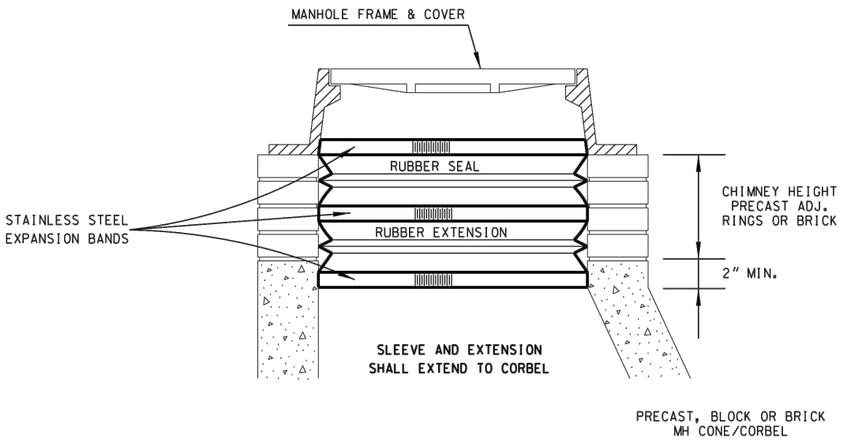
GENERAL NOTES:

1. ATTACH FENCE FABRIC TO POSTS A MINIMUM OF 3 TIES PER POST (TOP, MIDDLE, BOTTOM)
2. ATTACH GEOTEXTILE FABRIC TO FENCE FABRIC AND/OR POSTS AT A MAXIMUM SPACING OF EVERY 2 FEET ALONG THE TOP AND ADDITIONALLY AS NECESSARY TO PREVENT DISPLACEMENT BY WIND AND WAVE ACTIONS.



THICKENED EDGE DETAIL*

*INCIDENTAL TO 8" CONCRETE PAVEMENT BID ITEM.

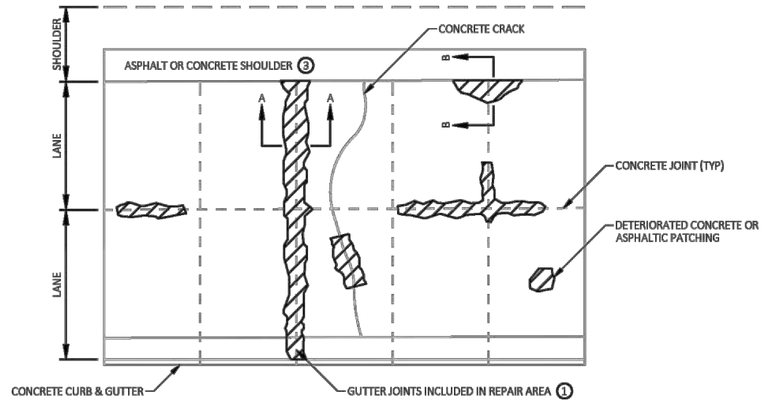


INTERNAL SANITARY MANHOLE SEAL

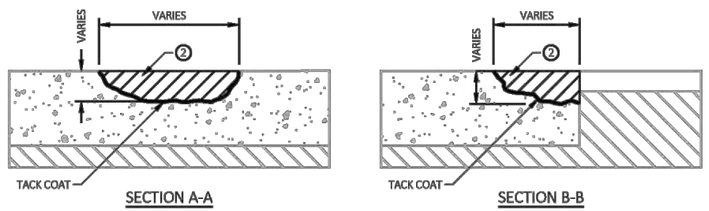
NOTES:

1. PERFORM CONCRETE JOINT AND CRACK CLEANING AND REPAIR IF ASPHALT OVERLAY WILL BE PLACED ON CONCRETE GUTTER
2. REMOVE UNSOUND AND DETERIORATED MATERIAL INCLUDING EXISTING ASPHALTIC PATCHING
3. EXISTING CONCRETE SHOULDER 5-FOOT OR LESS INCLUDED IN REPAIR AREA OF ADJACENT LANE

ASPHALTIC SURFACE
EXISTING CONCRETE PAVEMENT
EXISTING BASE COURSE

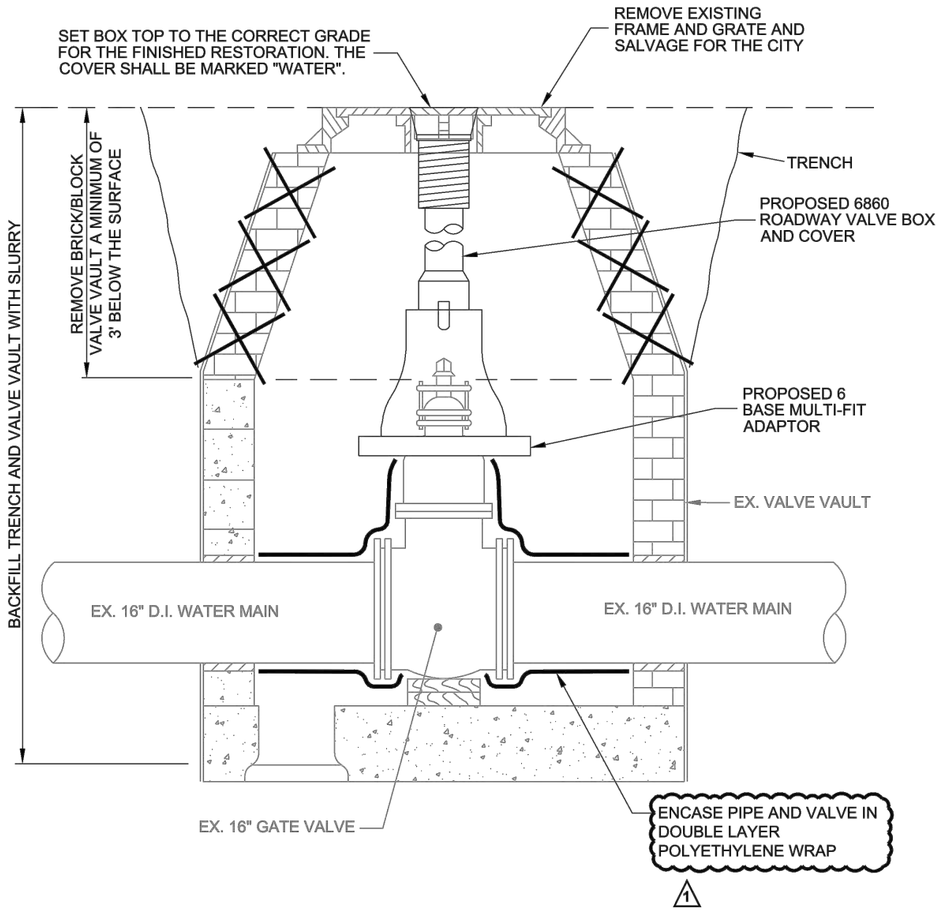


PLAN VIEW

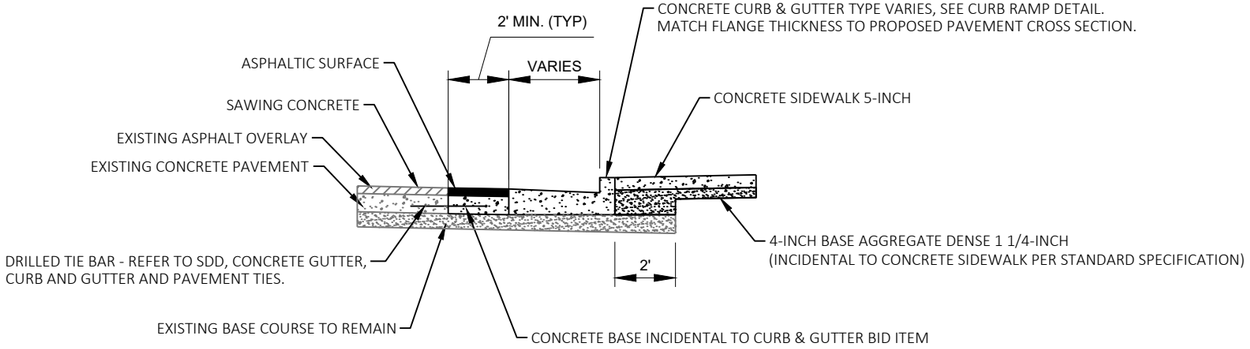


SECTION A-A SECTION B-B

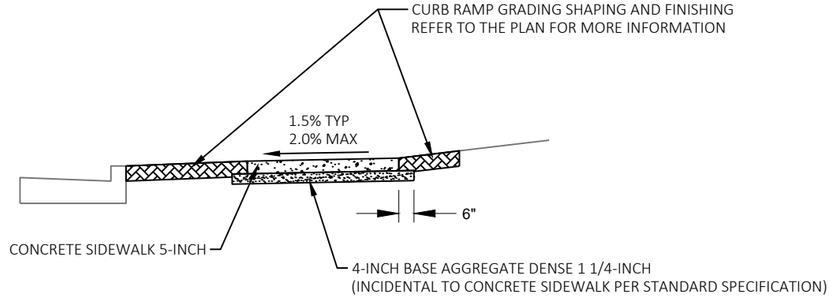
CONCRETE JOINT AND CRACK CLEANING AND REPAIR



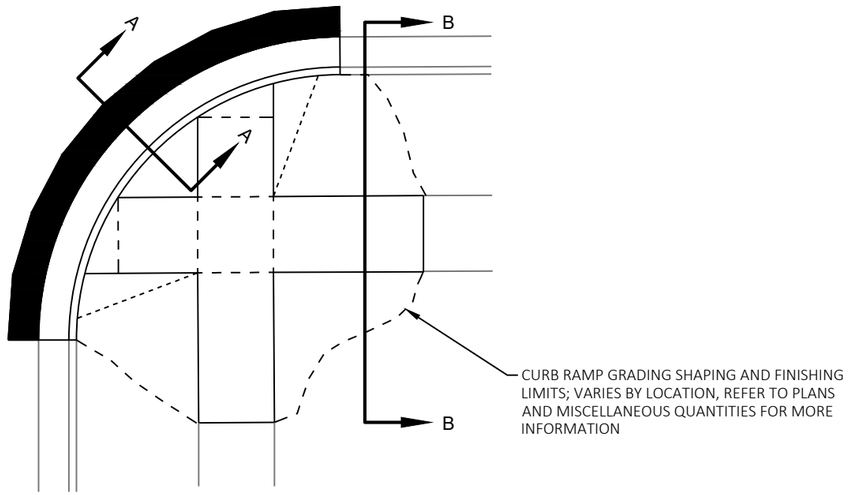
PROPOSED VALVE VAULT ABANDONMENT
1" = 2'



SECTION A-A

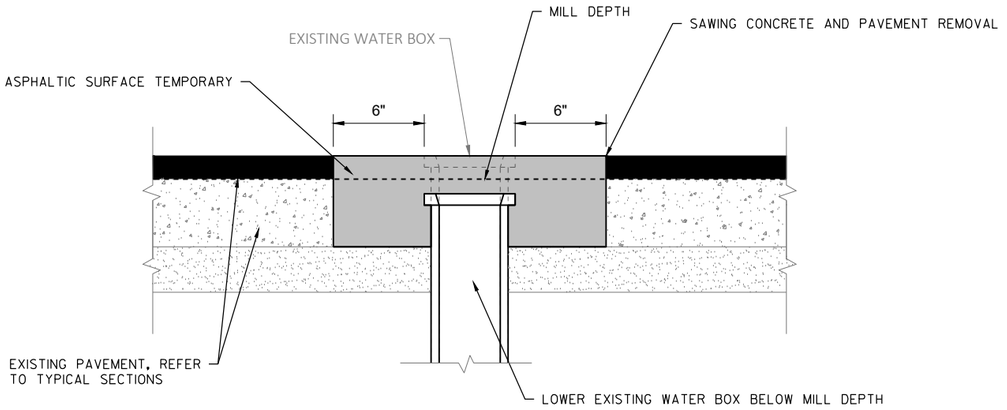


SECTION B-B

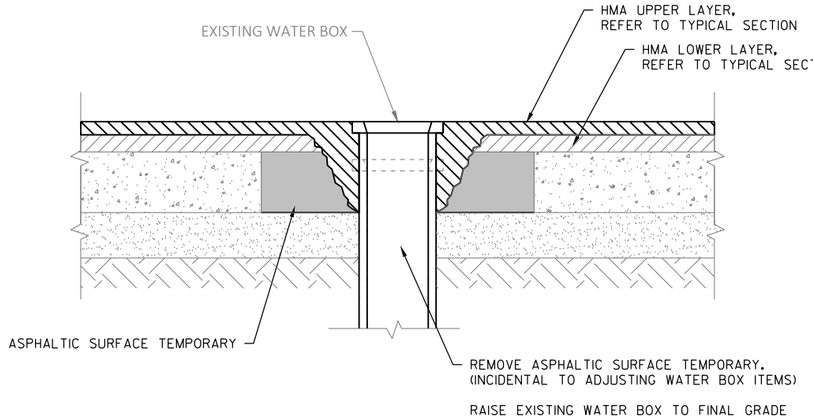


PLAN VIEW

NOTES:
1. SEE CURB RAMP DETAILS FOR CURB & GUTTER SIZE AND GUTTER PAN SLOPES.
2. INSTALL 2 DRILLED TIE BARS AT EACH CONNECTION TO EXISTING CURB & GUTTER.
3. SUPPLEMENT BASE AGGREGATE AFTER REMOVAL OF PAVEMENT AND CURB AND GUTTER AS NEEDED TO REACH PLAN GRADES. INCIDENTAL TO CURB AND GUTTER OR PAVEMENT BID ITEM(S).

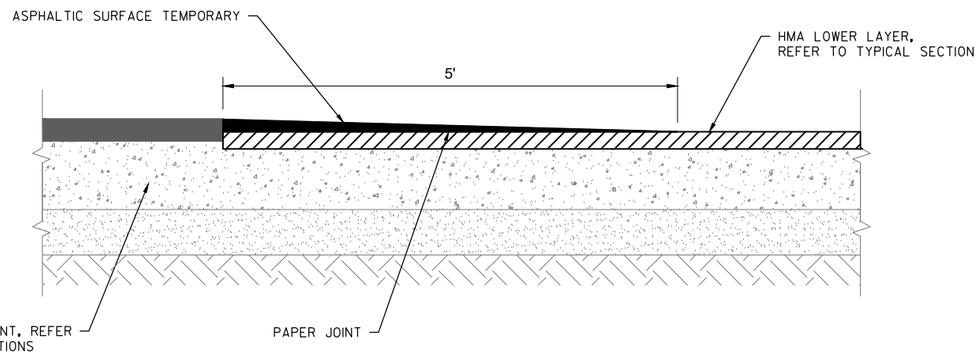


PRIOR TO MILLING



PRIOR TO PAVING UPPER LAYER

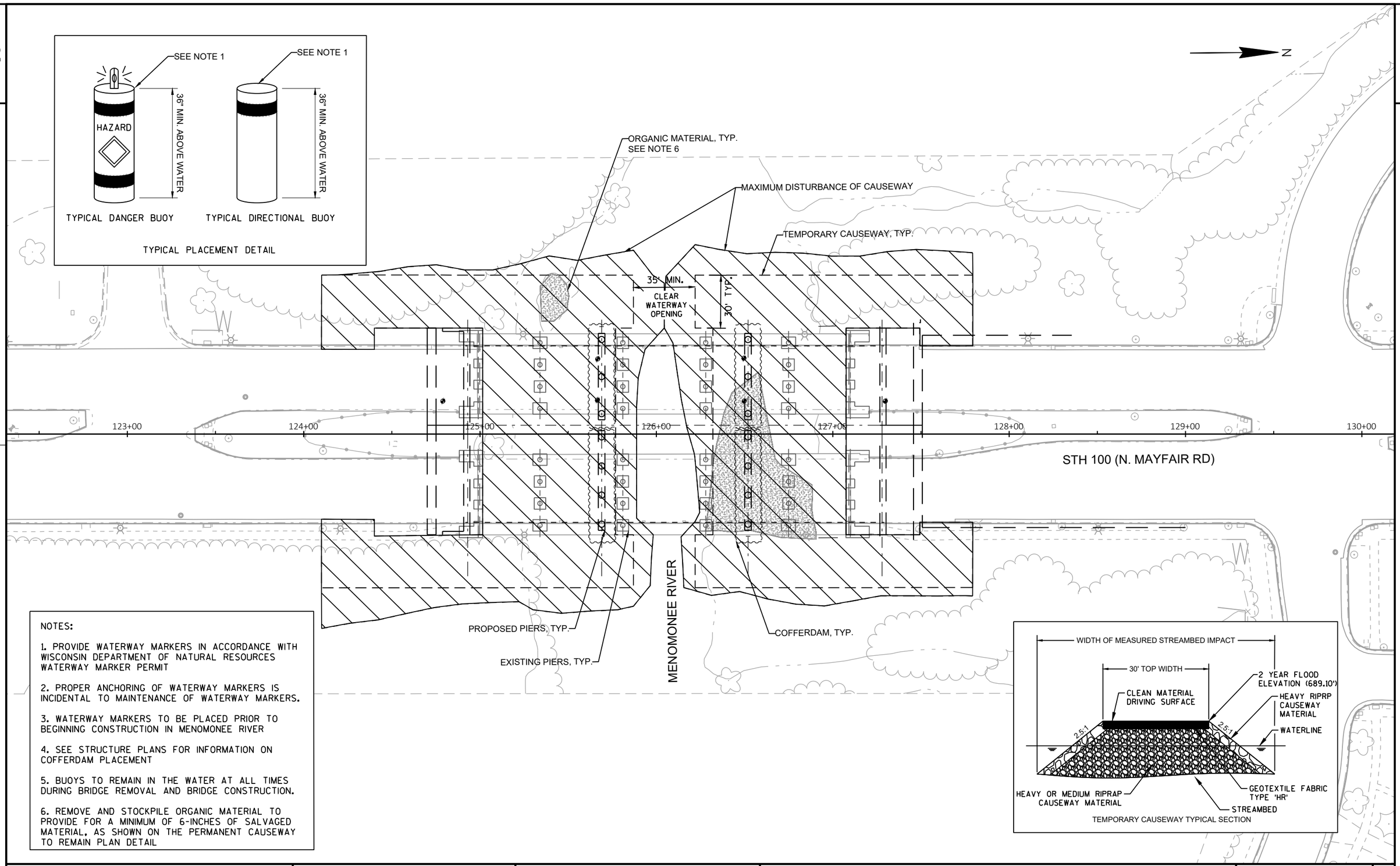
ADJUSTING WATER VALVE BOXES



NOTES

1. PROVIDE PAPER JOINT RAMP AT THE TRANSITION FROM BINDER TO UN-MILLED OR UPPER LAYER SURFACE BEFORE OPENING TO TRAFFIC
2. RAMP MATERIAL SHALL BE PAID FOR AS ASPHALTIC SURFACE TEMPORARY
3. INSTALLATION, REMOVAL AND DISPOSAL OF WEDGE CONSIDERED INCIDENTAL TO ASPHALTIC SURFACE TEMPORARY BID ITEM.

PAPER JOINT RAMP



NOTES:

1. PROVIDE WATERWAY MARKERS IN ACCORDANCE WITH WISCONSIN DEPARTMENT OF NATURAL RESOURCES WATERWAY MARKER PERMIT

2. PROPER ANCHORING OF WATERWAY MARKERS IS INCIDENTAL TO MAINTENANCE OF WATERWAY MARKERS.

3. WATERWAY MARKERS TO BE PLACED PRIOR TO BEGINNING CONSTRUCTION IN MENOMONEE RIVER

4. SEE STRUCTURE PLANS FOR INFORMATION ON COFFERDAM PLACEMENT

5. BUOYS TO REMAIN IN THE WATER AT ALL TIMES DURING BRIDGE REMOVAL AND BRIDGE CONSTRUCTION.

6. REMOVE AND STOCKPILE ORGANIC MATERIAL TO PROVIDE FOR A MINIMUM OF 6-INCHES OF SALVAGED MATERIAL, AS SHOWN ON THE PERMANENT CAUSEWAY TO REMAIN PLAN DETAIL

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CONSTRUCTION DETAIL - CAUSEWAY	SHEET 23	E

2

CURRIE GOLF COURSE ENTRANCE

TEMPORARY CAUSEWAY SLOPE INTERCEPT (TYP.)

BRIDGE PIERS SEE STRUCTURE PLANS FOR MORE INFORMATION

N

688.5

689.0

STH 100 (N. MAYFAIR RD)

123+00

124+00

125+00

126+00

127+00

128+00

129+00

B-40-1029

CAUSEWAY OUTLINE

SEE BRIDGE PLANS STRUCTURE B-40-1029 FOR MORE INFORMATION

AREA SHOWN ON PLAN VIEW

FINISH WITH 6" SALVAGED ORGANIC SILT/CLAY MATERIAL

PROPOSED MULTI-USE PATH

ORDINARY HIGH WATER ELEVATION 687.9'

TEMPORARY CAUSEWAY TO BE REMOVED

2.5:1

687.9

689.0

PROPOSED CAUSEWAY TO REMAIN

EXISTING SURFACE

HEAVY/MEDIUM RIPRAP MATERIAL, FILLED WITH CRUSHED MATERIAL FOR TRAVEL CORRIDOR

SECTION VIEW PERMANENT CAUSEWAY

LOOKING WEST

LEGEND

CAUSEWAY TO REMAIN, HEAVY/MEDIUM RIPRAP, CRUSHED MATERIAL FOR TRAVEL CORRIDOR, AND 6" SALVAGED ORGANIC SILT/CLAY MATERIAL

NOTES:

1. SEEDING TO BE PAID FOR UNDER BID ITEM 630.0160 SEEDING MIXTURE NO. 60 AS SHOWN IN THE EROSION CONTROL PLANS

2. EROSION MAT TO BE PAID FOR UNDER BID ITEM 628.2008 EROSION MAT URBAN CLASS 1 TYPE B AS SHOWN IN THE EROSION CONTROL PLANS

3. THIS PLAN HAS BEEN COORDINATED WITH WISDNR AND USACOE. IF THE CONTRACTOR WOULD LIKE TO USE AN ALTERNATIVE DESIGN THEY MUST COORDINATE WITH ALL PERMITTING AGENCIES

4. REFERENCE THE TEMPORARY CAUSEWAY SPECIAL PROVISION FOR ADDITIONAL INFORMATION AND REQUIREMENTS

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS - PERMANENT CAUSEWAY	SHEET 24	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023101_PL.DWG
LAYOUT NAME - Plan 1 IN 40 FT

PLOT DATE : 5/21/2026 6:33 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

W. BURLEIGH ST

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

CANOPY

EX. R/W

90+00

91+00

92+00

93

MATCHLINE STA. 93+00

VACUUM CANOPY

W. BURLEIGH ST

EX. R/W

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 25	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021201_pd

PLOT DATE : 5/21/2026 6:34 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCHLINE STA. 93+00

MATCHLINE STA. 98+00

EX. R/W

EX. R/W

TLE

SLOPE INTERCEPT (TYP.)

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

93+00

94+00

95+00

96+00

97+00

98+00

EX. R/W

EX. R/W

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 26	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021202_pd

PLOT DATE : 5/21/2026 6:34 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE STA. 98+00

MATCHLINE STA. 103+50

STH 100 (N. MAYFAIR RD)

EX. R/W

TLE

SLOPE INTERCEPT (TYP.)

W. AUER AVE

99+00

100+00

101+00

102+00

103+00

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 27	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021203_pd

PLOT DATE : 5/21/2026 6:34 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCHLINE STA. 103+50

MATCHLINE STA. 109+50

104+00 105+00 106+00 107+00 108+00 109+00

EX. R/W

EX. R/W

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

EX. R/W

EX. R/W

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 28	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021204_pd

PLOT DATE : 5/21/2026 6:34 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

ROE

ROE

EX. R/W

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 109+50

MATCHLINE STA. 115+00

110+00

111+00

112+00

113+00

114+00

115

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

EX. R/W

EX. R/W

TLE

TLE

W. TOWNSEND ST

EX. R/W

EX. R/W

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 29	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021205_pd

PLOT DATE : 5/21/2026 6:34 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

ROE

ROE

EX. R/W

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 115+00

+00

116+00

117+00

118+00

119+00

120

MATCHLINE STA. 120+00

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

EX. R/W

ROE

EX. R/W

W. KEEFE AVE

EX. R/W

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 30	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021206_pd

PLOT DATE : 5/21/2026 6:34 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

CURRIE GOLF COURSE ENTRANCE

ROE

XXXXXXXXXXXX

ROE

ROE

ROE

EX. R/W

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 120+00

+00

121+00

122+00

123+00

124+00

125+00

MATCHLINE STA. 125+50

REMOVE EXISTING GUARDRAIL

EX. R/W

EX. R/W

ROE

LEGEND

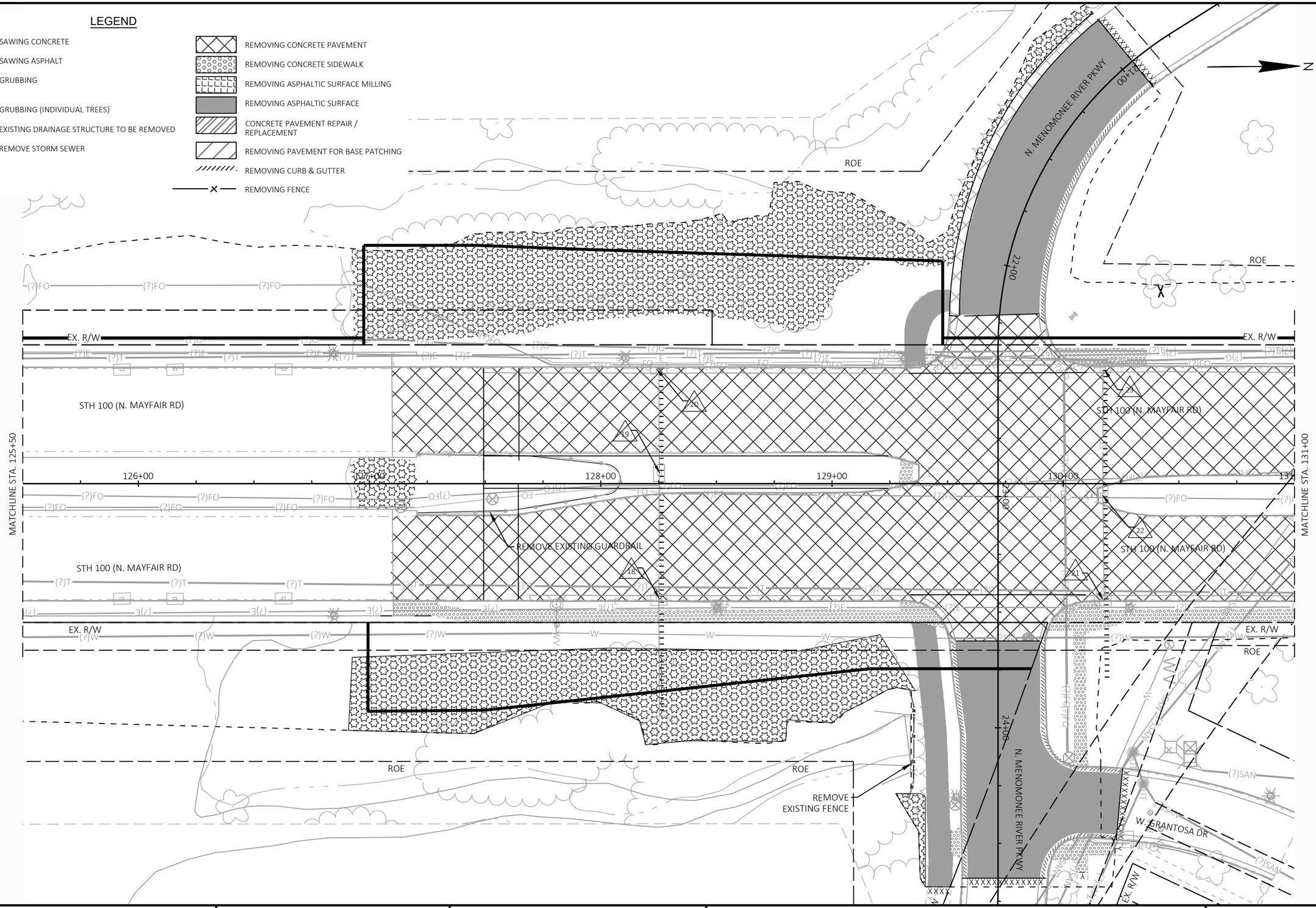
- YYYYYY. SAWING CONCRETE
- XXXXXX. SAWING ASPHALT
- GRUBBING
- X GRUBBING (INDIVIDUAL TREES)
- XX EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 31	E

2

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 32	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021208_pd

PLOT DATE : 5/21/2026 6:34 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

N

ROE

EX. R/W

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 131+00

MATCHLINE STA. 136+00

+00 132+00 133+00 134+00 135+00 136

29

24

W. GRANTOSA DR

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 33	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021209_pd

PLOT DATE : 5/21/2026 6:34 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

ROE

EX. R/W

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 136+00

MATCHLINE STA. 141+50

137+00

138+00

139+00

140+00

141+00

25

W. YORK PL

TLE

EX. R/W

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- XX EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 34	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021210_pd

PLOT DATE : 5/21/2026 6:35 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCH LINE STA. 48+75

MATCHLINE STA. 141+50

MATCHLINE STA. 147+00

EX. R/W

ROE

STH 100 (N. MAYFAIR RD)

142+00

143+00

144+00

145+00

146+00

147

CANOPY

STH 190 (W. CAPITOL DR)

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 35	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
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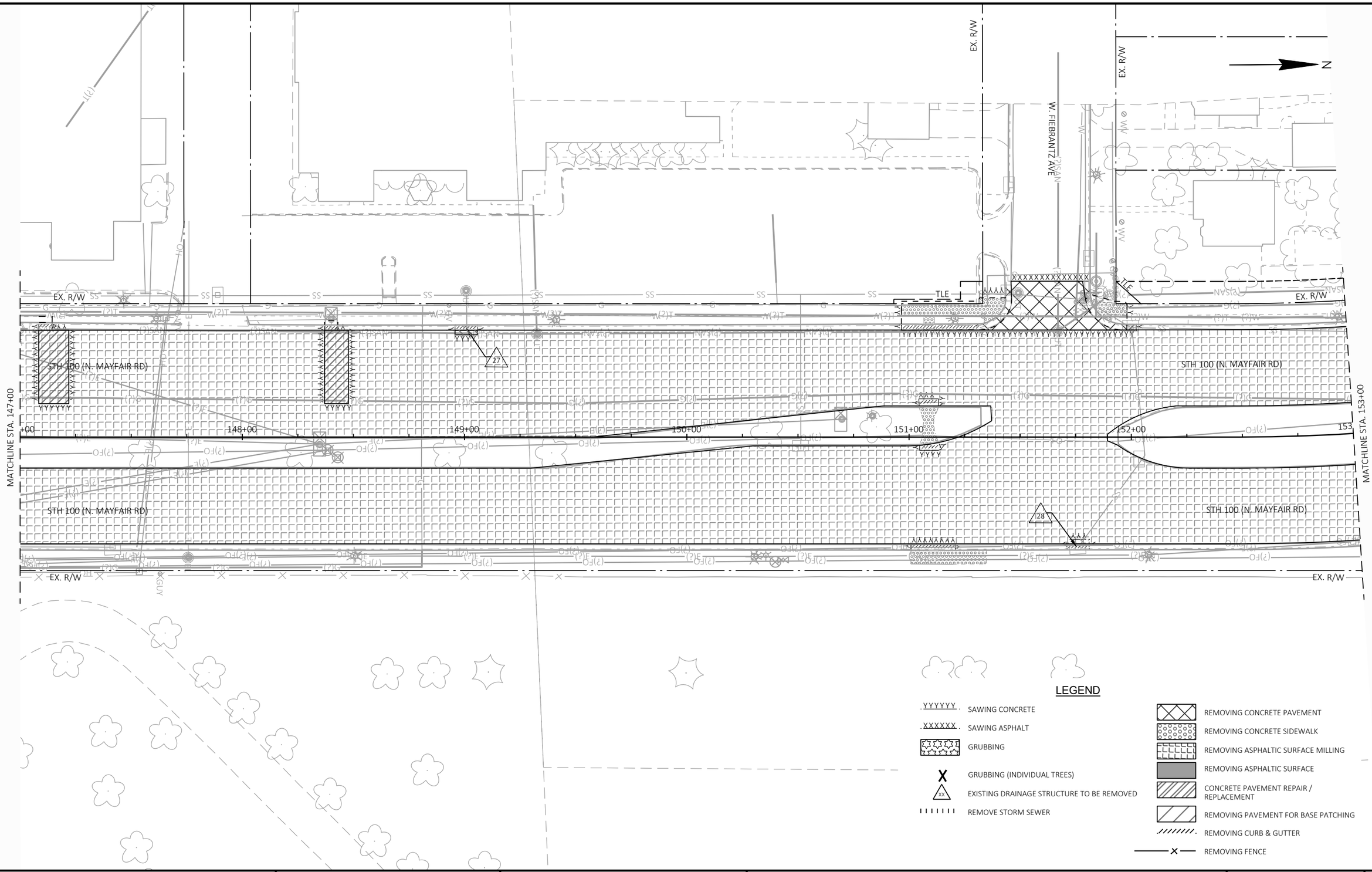
PLOT DATE : 5/21/2026 6:35 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 36	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
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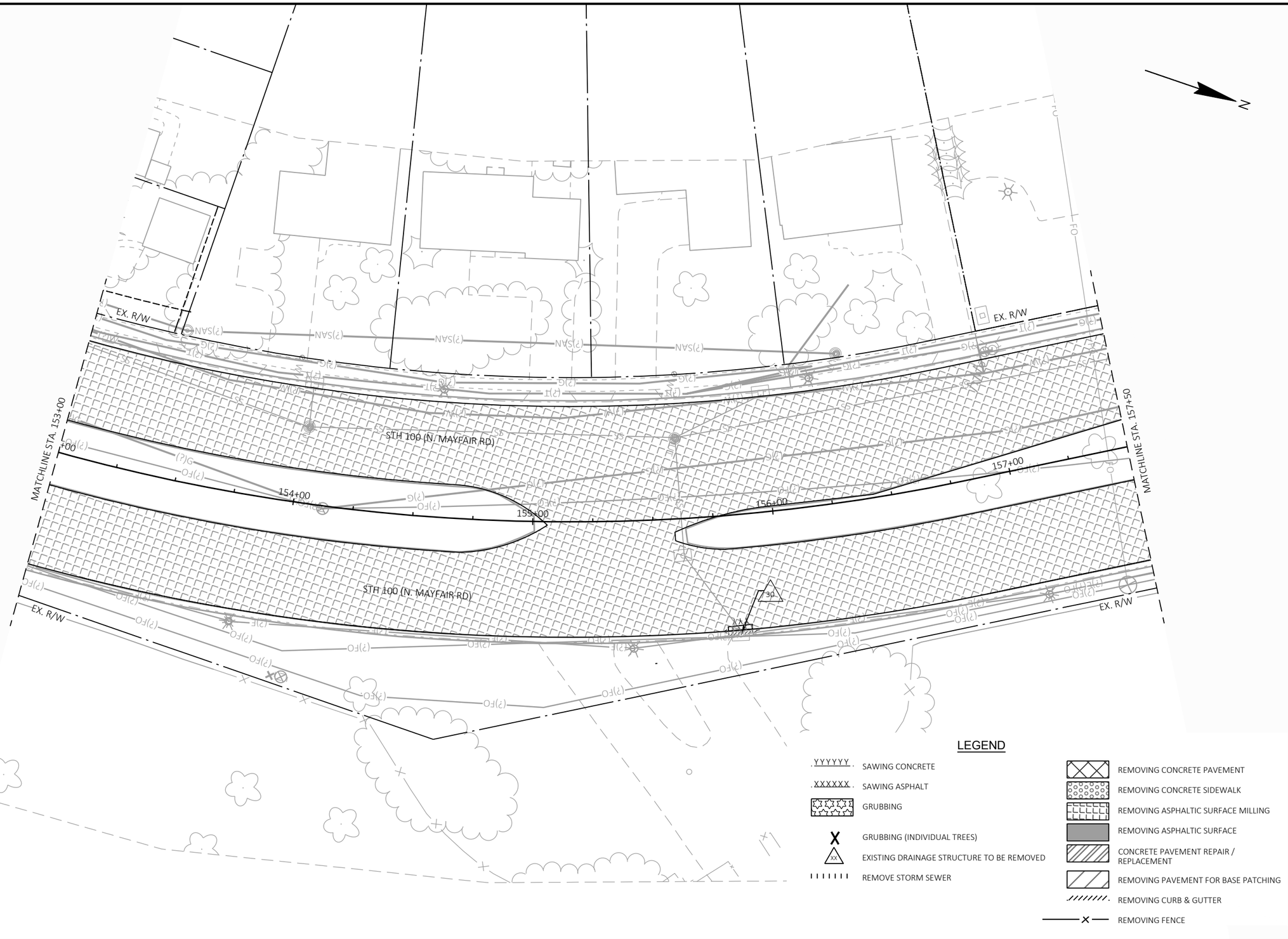

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 37	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021213_pd

PLOT DATE : 5/21/2026 6:35 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

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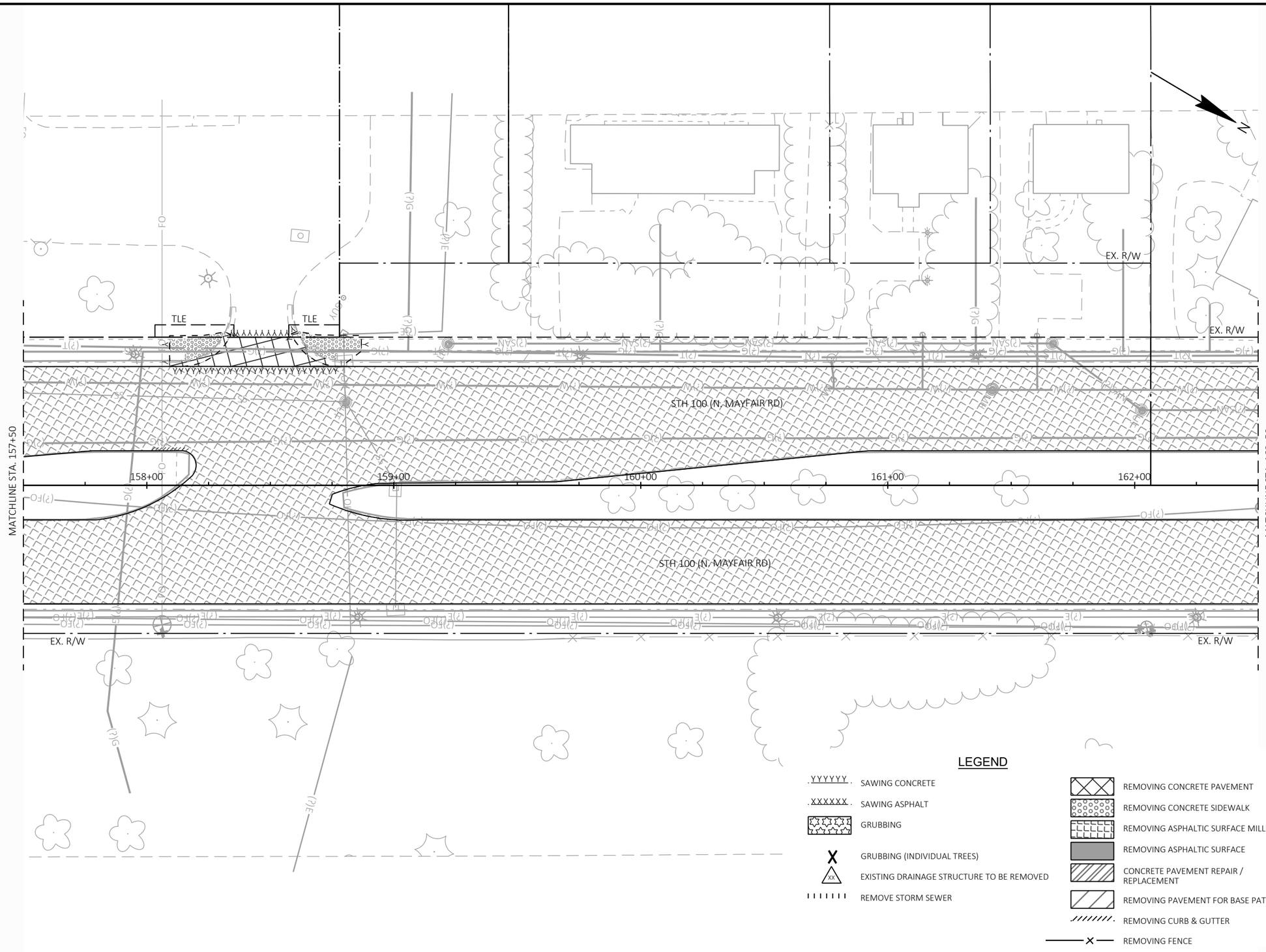

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 38	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021214_pd

PLOT DATE : 5/21/2026 6:35 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

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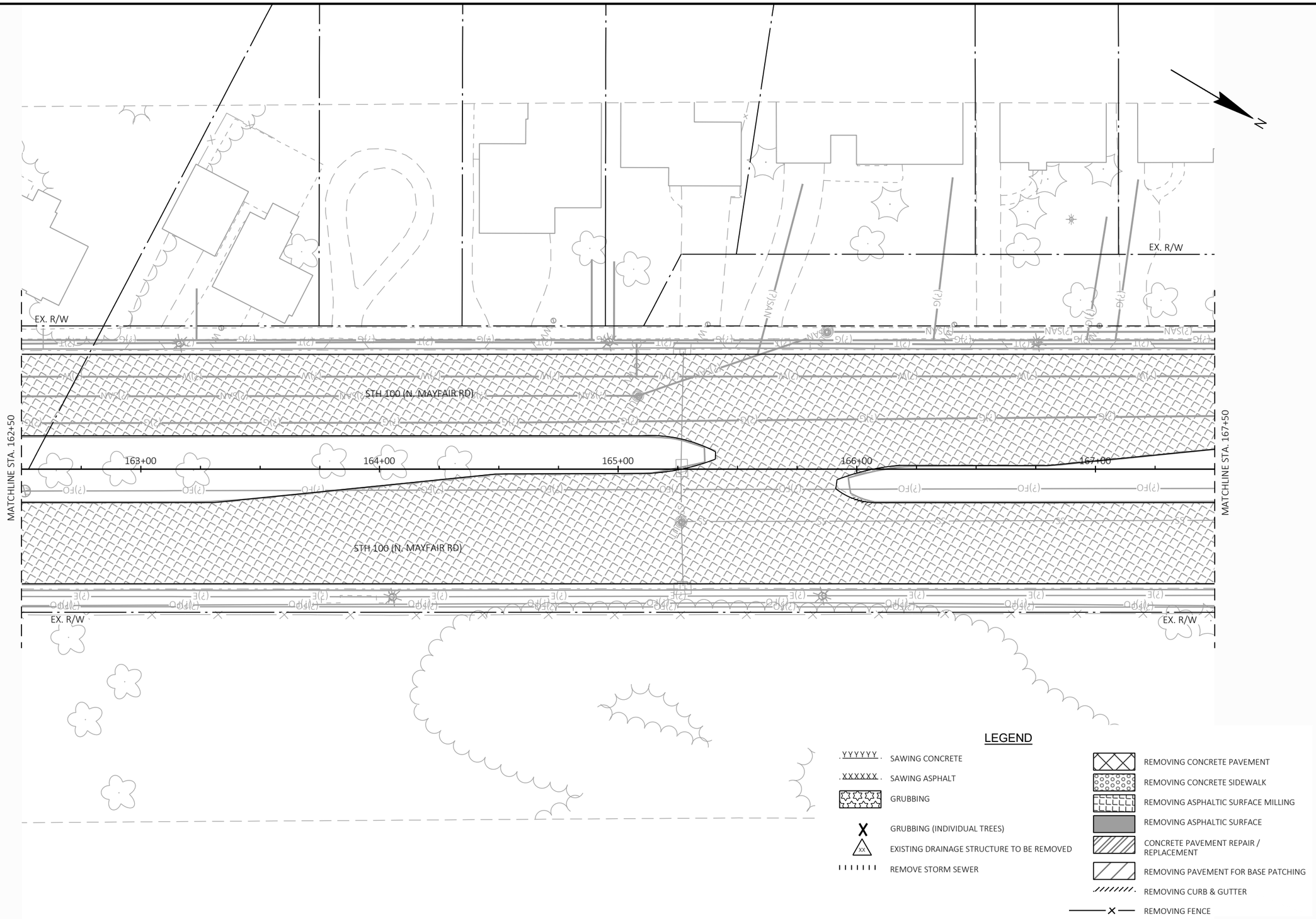

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 39	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021215_pd

PLOT DATE : 5/21/2026 6:35 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

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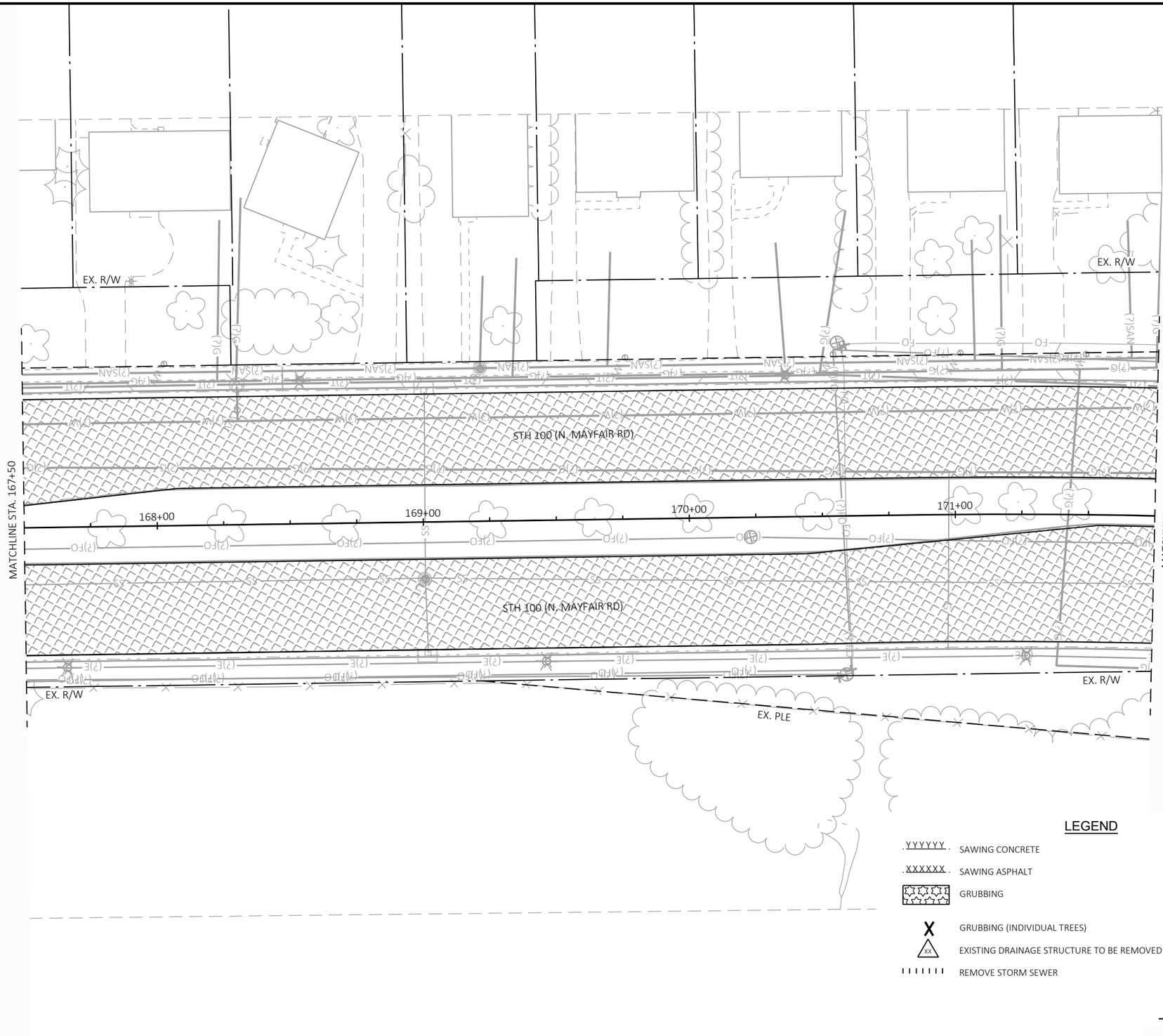


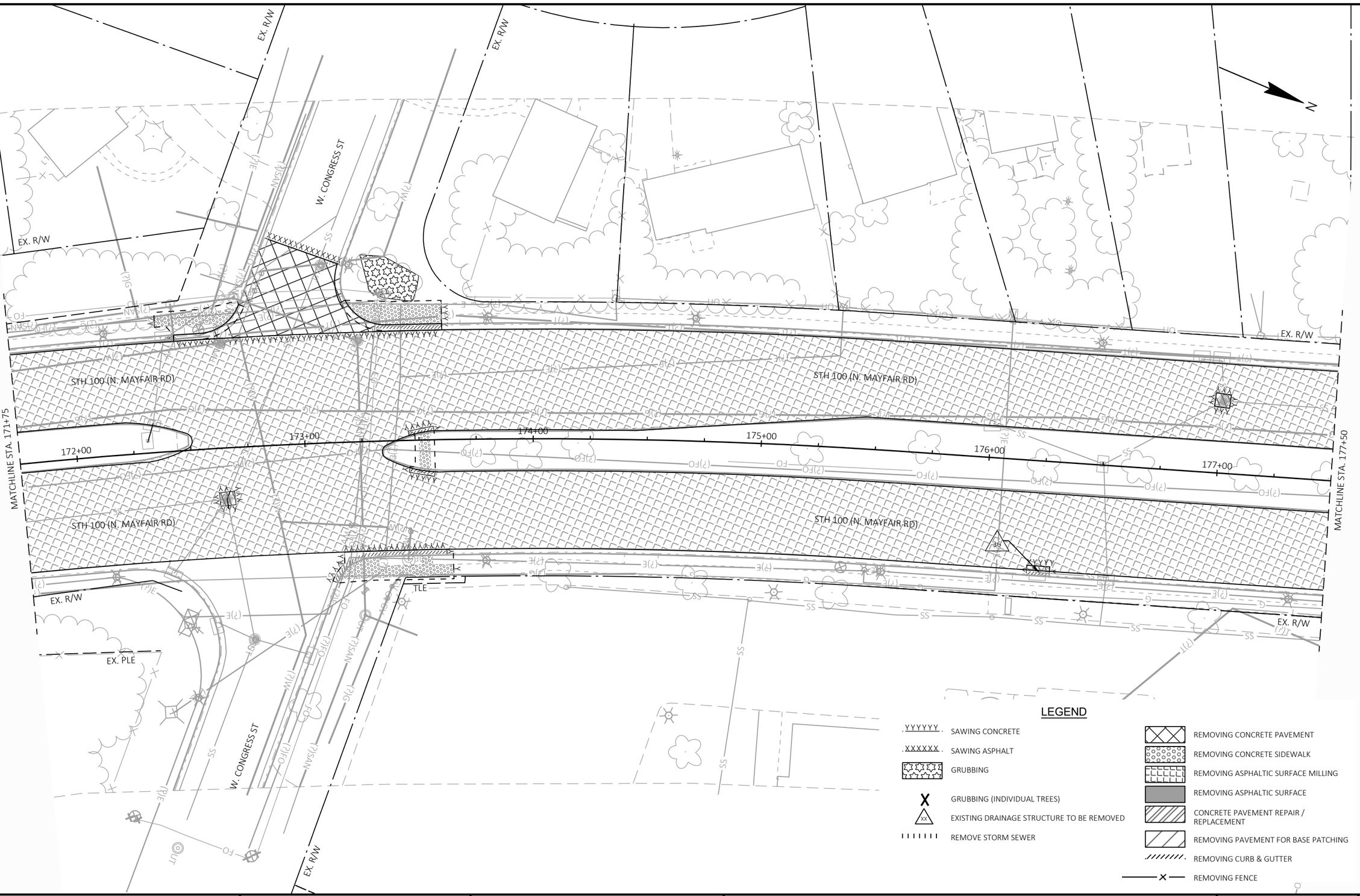
LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 40	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021216_pd
PLOT DATE : 5/21/2026 6:35 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

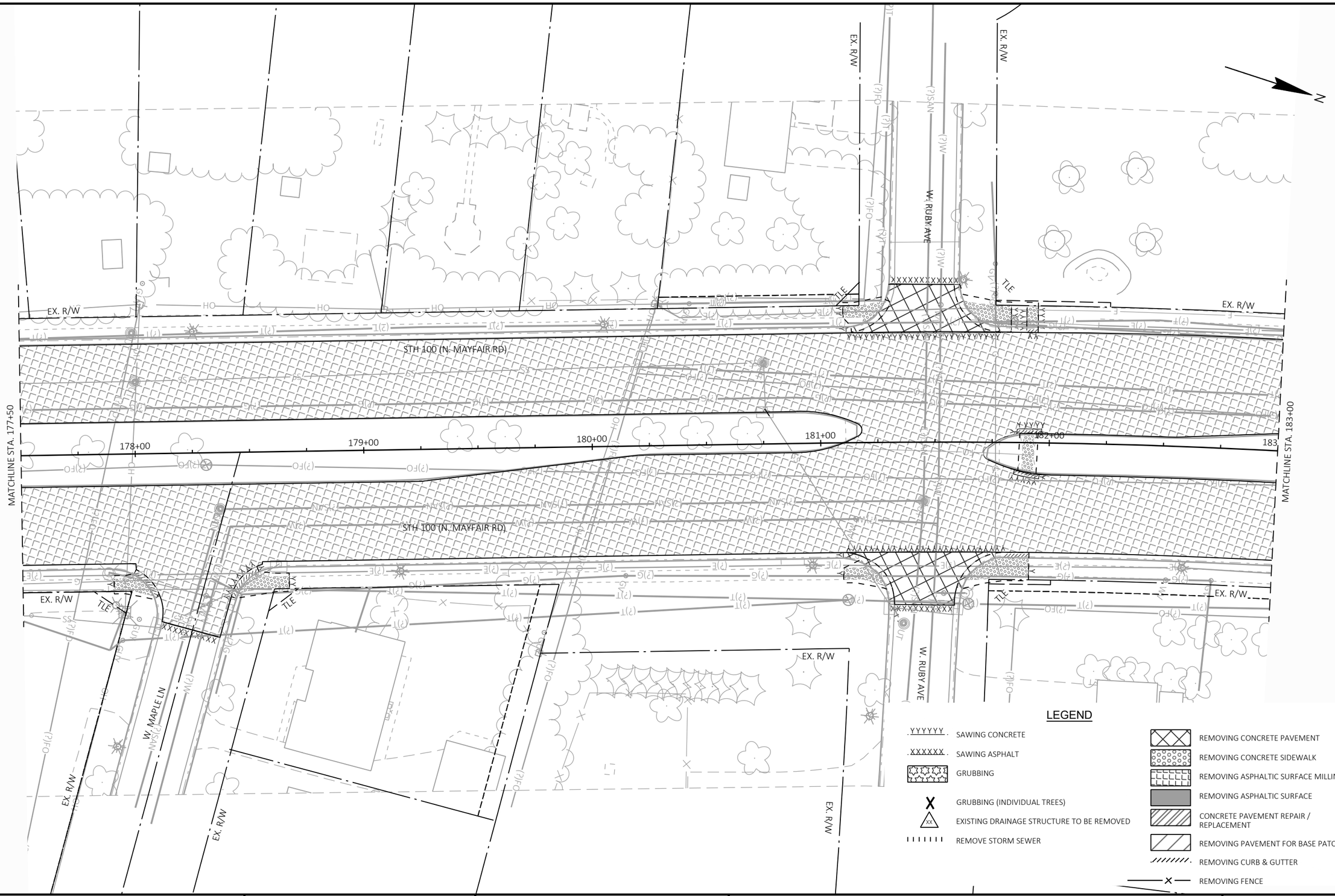


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 41	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021217_pd

PLOT DATE : 5/21/2026 6:35 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 42	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021218_pd
PLOT DATE : 5/21/2026 6:35 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

EX. R/W

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 183+00

184+00

185+00

186+00

187+00

MATCHLINE STA. 188+00

EX. R/W

STH 100 (N. MAYFAIR RD)

EX. R/W

EX. R/W

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 43	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021219_pd

PLOT DATE : 5/21/2026 6:35 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

EX. R/W

EX. R/W

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 188+00

MATCHLINE STA. 193+50

188+00

189+00

190+00

191+00

192+00

193+00

50

STH 100 (N. MAYFAIR RD)

EX. R/W

EX. R/W

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 44	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021220_pd

PLOT DATE : 5/21/2026 6:35 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

EX. R/W

EX. R/W

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 193+50

194+00

195+00

196+00

197+00

198+00

199

MATCHLINE STA. 199+00

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

EX. R/W

EX. R/W

W. COURTLAND AVE

EX. R/W

EX. R/W

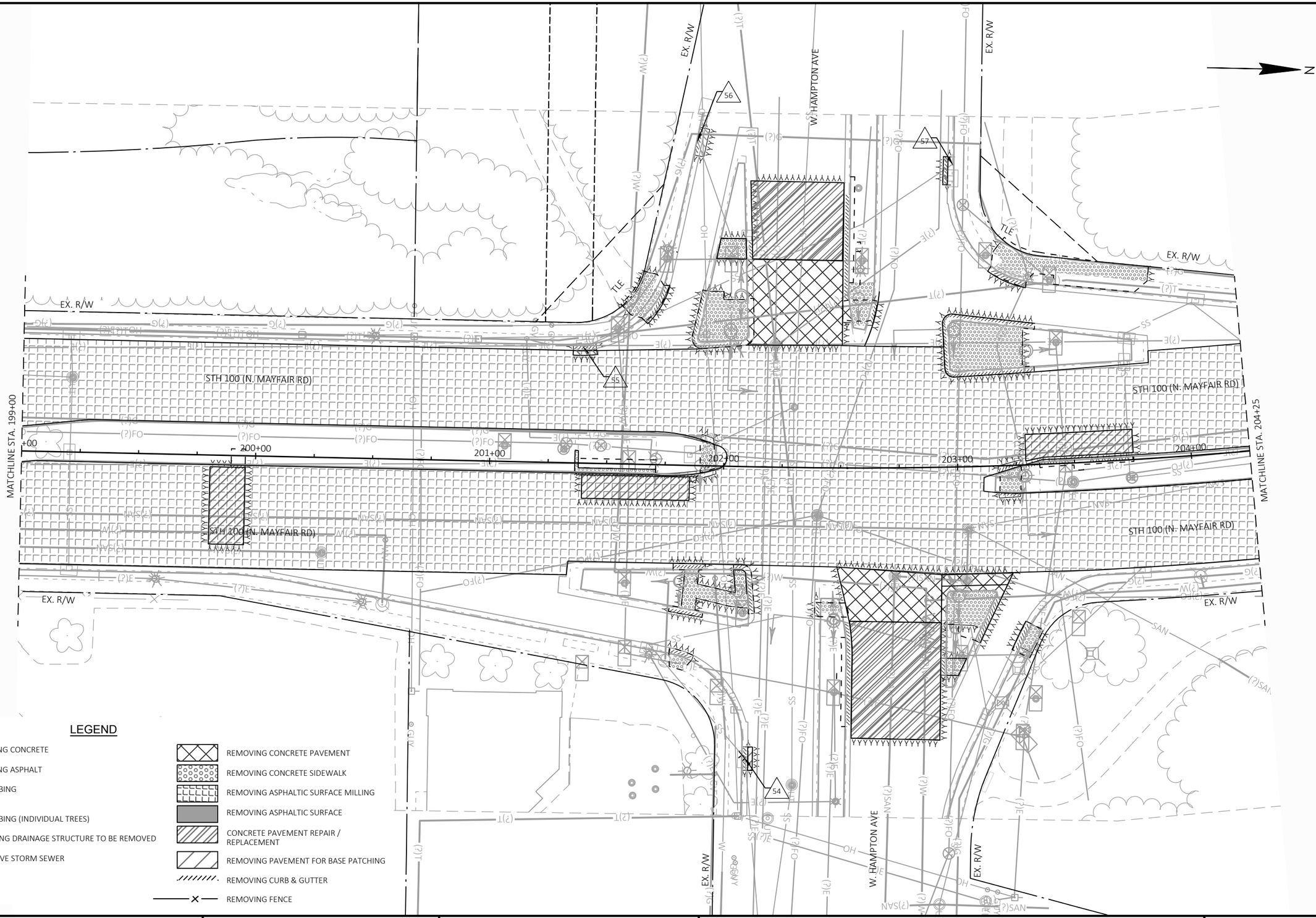
LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- XX EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 45	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021221_pd
PLOT DATE : 5/21/2026 6:35 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2



LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 46	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021222_pd
PLOT DATE : 5/21/2026 6:35 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

EX. R/W

EX. R/W

MATCHLINE STA. 204+25

MATCHLINE STA. 209+75

205+00

206+00

207+00

208+00

209+00

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

60

EX. R/W

EX. R/W

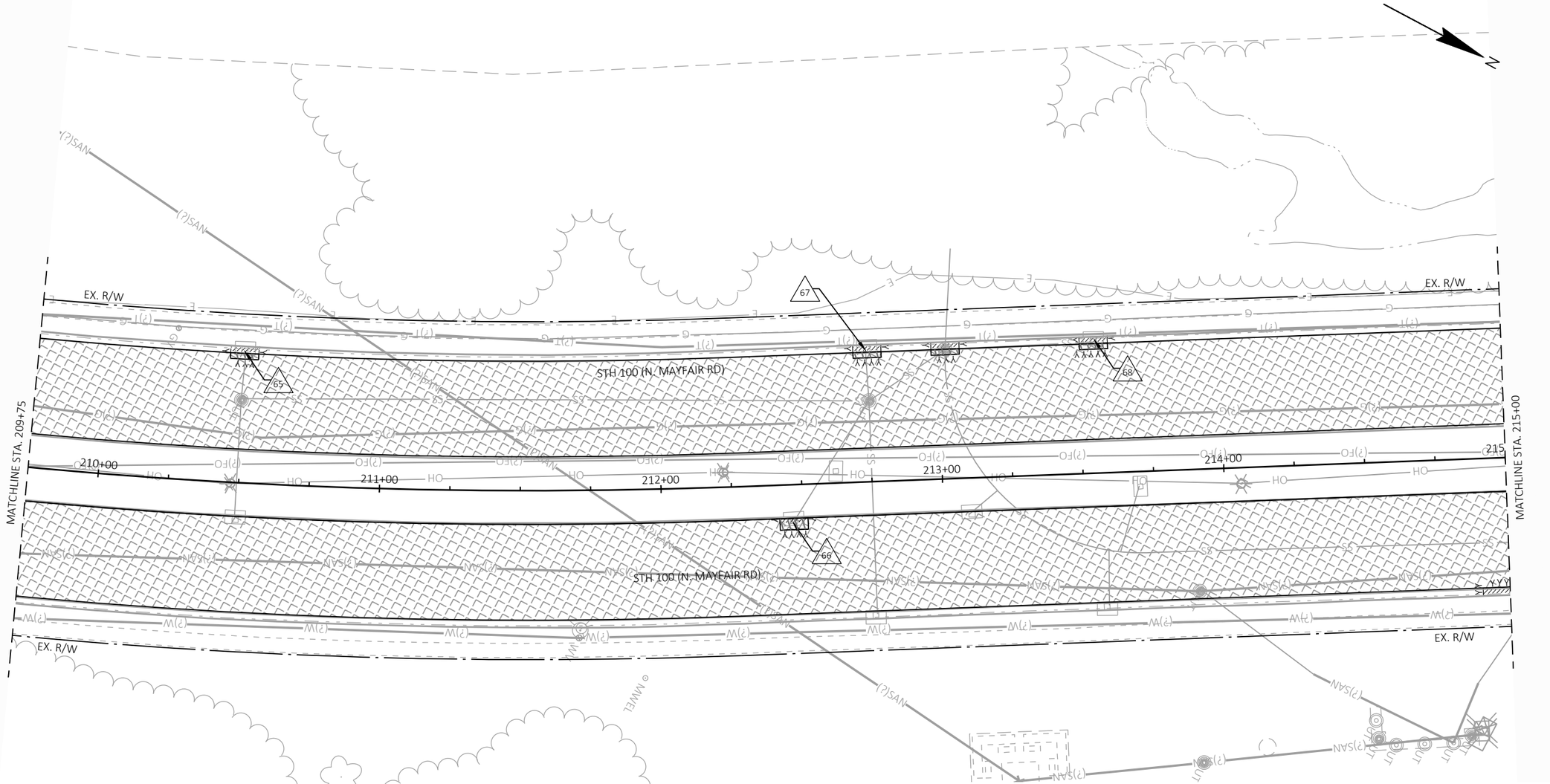
LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 47	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021223_pd
PLOT DATE : 5/21/2026 6:36 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

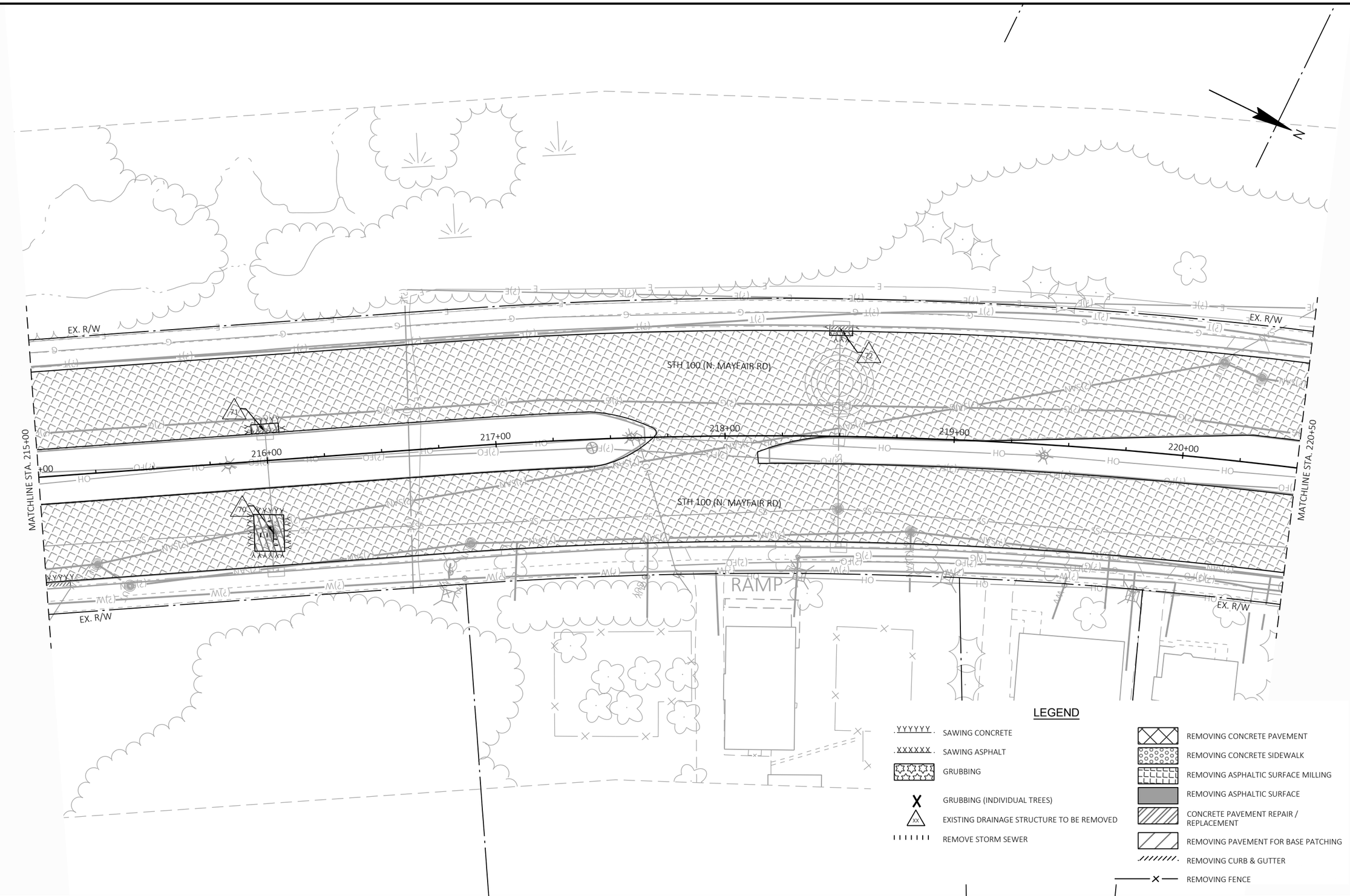
- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 48	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021224_pd

PLOT DATE : 5/21/2026 6:36 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 49	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021225_pd

PLOT DATE : 5/21/2026 6:36 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

EX. R/W

STH 100 (N. MAYFAIR RD)

221+00

222+00

223+00

224+00

225+00

MATCHLINE STA. 220+50

MATCHLINE STA. 225+50

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 50	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021226_pd

PLOT DATE : 5/21/2026 6:36 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

EX. R/W

STH 100 (N. MAYFAIR RD)

226+00

227+00

228+00

229+00

230+00

231

MATCHLINE STA. 225+50

MATCHLINE STA. 231+00

EX. R/W

EX. R/W

STH 100 (N. MAYFAIR RD)

EX. R/W

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 51	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021227_pd

PLOT DATE : 5/21/2026 6:36 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

EX. R/W

EX. R/W

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 231+00

MATCHLINE STA. 235+25

+00

232+00

233+00

234+00

235+00

STH 100 (N. MAYFAIR RD)

EX. R/W

EX. R/W

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 52	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021228_pd

PLOT DATE : 5/21/2026 6:36 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

EX. R/W

EX. R/W

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

236+00

237+00

238+00

239+00

240+00

241

MATCHLINE STA. 235+25

MATCHLINE STA. 241+00

EX. R/W

EX. R/W

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 53	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021229_pd

PLOT DATE : 5/21/2026 6:36 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

CANOPY

EX. R/W

EX. R/W

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

EX. R/W

EX. R/W

MATCHLINE STA. 241+00

MATCHLINE STA. 246+25

+00

242+00

243+00

244+00

245+00

246+00

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 54	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021230_pd

PLOT DATE : 5/21/2026 6:36 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

EX. R/W

W. SILVER SPRING DR

EX. R/W

CANOPY

EX. R/W

STH 100 (N. MAYFAIR RD)

85

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 246+25

247+00

248+00

249+00

250+00

251+00

STH 100 (N. MAYFAIR RD)

N. LOVERS LANE RD.

STH 100 (N. MAYFAIR RD)

EX. R/W

EX. R/W

EX. R/W

W. SILVER SPRING DR.

W. SILVER SPRING DR

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 55	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021231_pd

PLOT DATE : 5/21/2026 6:36 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

EX. R/W

N. 110TH ST

EX. R/W

PT: 40+19.96

STH 190 (W. CAPITOL DR)

PC: 41+29.17

PT: 43+22.74

41+00

42+00

43+00

44+00

45

MATCH LINE STA. 45+00

END CONSTRUCTION
STA 41+06 'CAPITOL DRIVE'

STH 190 (W. CAPITOL DR)

EX. R/W

ROE

SLOPE INTERCEPT (TYP.)

ROE

EX. R/W

CANOPY

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVAL PLANS	SHEET 56	E

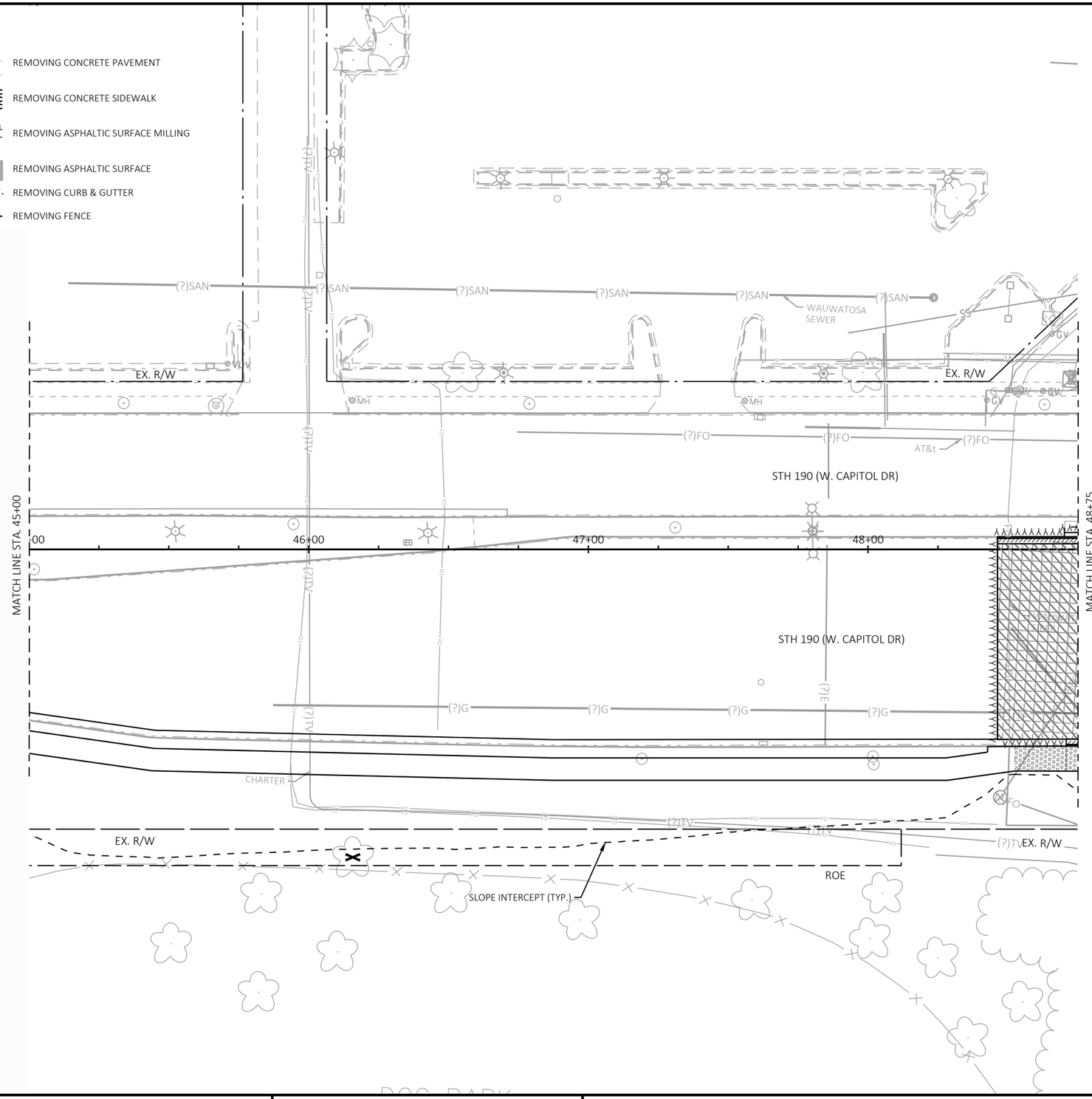
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM_SIDE ROADS.DWG
LAYOUT NAME - 021201_PD

PLOT DATE : 5/21/2026 6:37 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER
- REMOVING FENCE



2

2

N

REMOVING PERMANENT FLEXIBLE TUBULAR MARKER POST

90

EX. R/W

EX. R/W

STH 100 (N. MAYFAIR RD)

91+00

90+00

44+00

45+00

46+00

47+00

48+00

49+00

50+00

UNION PACIFIC RAILROAD

W. BURLEIGH ST

W. BURLEIGH ST.

WE ENERGIES

WAUWATOSA ELECTRIC

WISDOT

CHARTER

AT&t

WAUWATOSA SEWER

WIN

MH

UT

TEL

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- GRUBBING
- GRUBBING (INDIVIDUAL TREES)
- EXISTING DRAINAGE STRUCTURE TO BE REMOVED
- REMOVE STORM SEWER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING CURB & GUTTER
- REMOVING FENCE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	REMOVALS W. BURLEIGH ST	SHEET 58	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021101_RM_MEDIAN.DWG
LAYOUT NAME - 021101_rm_Median

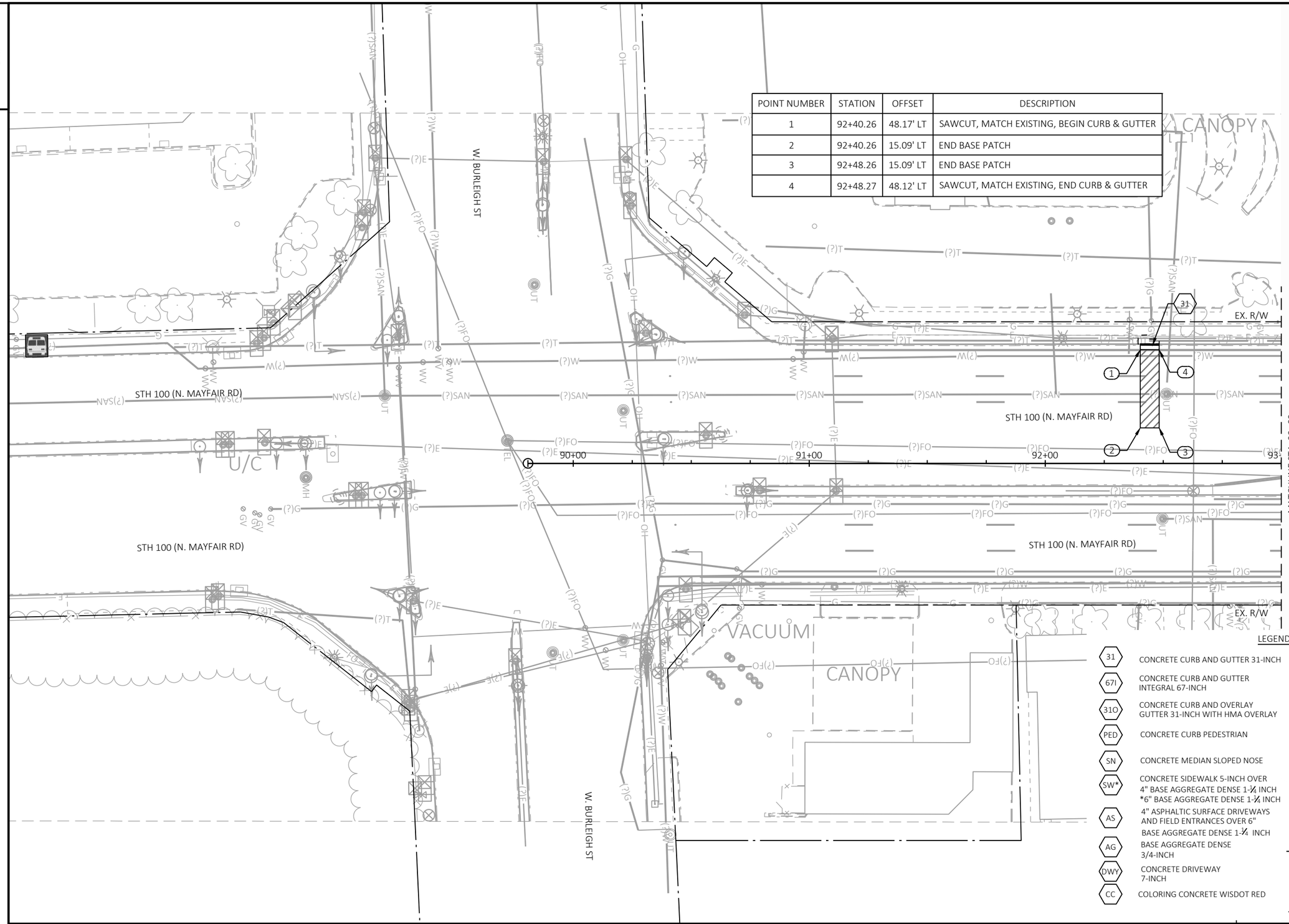
PLOT DATE : 5/21/2026 6:37 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

POINT NUMBER	STATION	OFFSET	DESCRIPTION
1	92+40.26	48.17' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
2	92+40.26	15.09' LT	END BASE PATCH
3	92+48.26	15.09' LT	END BASE PATCH
4	92+48.27	48.12' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER



LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 59	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_pd
PLOT DATE : 5/22/2026 5:30 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT CURB RAMP GRADING, SHAPING, AND FINISHING

N

EX. R/W

STH 100 (N. MAYFAIR RD)

DRIVEWAY TYPE Y

BEGIN PROJECT
STA 93+50 'STH 100'
MATCH EXISTING

MATCHLINE STA. 93+00

MATCHLINE STA. 98+00

93+00 94+00 95+00 96+00 97+00 98

34'

18'

44'

POINT NUMBER	STATION	OFFSET	DESCRIPTION
5	93+50.00	50.00' LT	SAWCUT, MATCH EXISTING, BEGIN PAV 1
6	93+50.00	50.00' RT	SAWCUT, MATCH EXISTING, BEGIN PAV 1
7	93+81.03	5.03' LT	BEGIN BASE PATCH
8	93+81.03	47.96' LT	BEGIN BASE PATCH
9	93+88.10	48.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
10	93+94.10	48.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
11	93+94.10	6.58' LT	END BASE PATCH
12	94+97.34	48.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
13	95+07.34	48.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
14	95+10.82	48.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
14A	95+00.50	48.00' RT	BEGIN BASE PATCH
14B	95+00.50	29.14' RT	BEGIN BASE PATCH

POINT NUMBER	STATION	OFFSET	DESCRIPTION
15	95+19.66	54.50' LT	SAWCUT, MATCH EXISTING, BEGIN SIDEWALK
16	95+20.82	48.00' RT	SAWCUT, MATCH EXISTING, ENDCURB & GUTTER
16A	95+20.49	28.84' RT	END BASE PATCH
17	95+19.66	48.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
18	95+36.66	59.50' LT	SAWCUT, END CURB & GUTTER
19	95+36.66	74.23' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
20	95+61.68	68.50' LT	END 8' RADIUS
21	95+61.68	59.50' LT	END CURB & GUTTER
22	95+63.68	54.50' LT	BEGIN APRON FLARE, END DRIVEWAY
23	95+64.09	74.23' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 8' RADIUS
24	95+66.69	50.58' LT	END DRIVEWAY APRON
25	95+69.68	68.50' LT	8' RADIUS

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 60 E

2

POINT NUMBER	STATION	OFFSET	DESCRIPTION
28	98+11.61	13.91' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
29	98+11.71	4.25' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
30	98+21.07	13.82' LT	SAWCUT, MATCH EXISTING, ENDCURB & GUTTER
31	98+21.18	4.13' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
32	98+26.34	48.20' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
33	98+33.48	59.78' RT	SAWCUT, BEGIN SIDEWALK
34	98+35.58	48.21' RT	BEGIN 20' RADIUS
35	98+36.27	68.19' RT	20' RADIUS
36	98+56.27	67.82' RT	SAWCUT, MATCH EXISTING, END 20' RADIUS, END CURB & GUTTER
37	98+56.62	79.36' RT	SAWCUT, MATCH EXISTING, END PAV1
38	98+64.21	48.00' LT	BEGIN CURB & GUTTER

POINT NUMBER	STATION	OFFSET	DESCRIPTION
39	98+65.29	54.50' LT	SAWCUT, MATCH EXISTING, BEGIN SIDEWALK
40	98+72.33	64.18' RT	BEGIN 12' RADIUS
41	98+72.39	66.78' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
42	98+77.29	50.58' LT	END DRIVEWAY APRON
43	98+80.29	54.50' LT	BEGIN APRON FLARE, BEGIN DRIVEWAY
44	98+82.29	59.50' LT	END CURB & GUTTER
45	98+82.30	70.75' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
46	98+84.33	63.90' RT	12' RADIUS
47	98+96.33	63.66' RT	END 12' RADIUS
48	98+96.40	66.66' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
49	99+12.64	79.52' RT	SAWCUT, MATCH EXISTING, END PAV1

POINT NUMBER	STATION	OFFSET	DESCRIPTION
50	99+13.56	70.07' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
51	99+13.56	59.50' LT	END CURB & GUTTER
52	99+13.68	62.84' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 22' RADIUS
53	99+15.56	54.50' LT	BEGIN APRON FLARE,END DRIVEWAY
54	99+18.56	50.58' LT	END DRIVEWAY APRON
55	99+30.56	54.50' LT	SAWCUT, MATCH EXISTING, END SIDEWALK
56	99+32.93	48.39' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 22' RADIUS
57	99+34.36	70.35' RT	22' RADIUS
58	99+34.88	48.00' LT	END CURB & GUTTER
59	99+34.89	59.67' RT	SAWCUT, END SIDEWALK

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 61 E

2

LEGEND

- 31 — CONCRETE CURB AND GUTTER 31-INCH
- 67I — CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
- 31O — CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
- PED — CONCRETE CURB PEDESTRIAN
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW* — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
- AS — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- AG — BASE AGGREGATE DENSE 3/4-INCH
- DWY — CONCRETE DRIVEWAY 7-INCH
- CC — COLORING CONCRETE WISDOT RED
- PAV1 — 4" MILL & 4" HMA OVERLAY
- PAV2 — 6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- PAV3 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- PAV4 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
- PAV5 — CONCRETE PAVEMENT APPROACH SLAB
- PAV6 — CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- R1 — CURB RAMP TYPE
- TEMPORARY FENCE
- CONCRETE BASE PATCH
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- CURB RAMP GRADING, SHAPING, AND FINISHING

N

GOLF COURSE

EX. R/W

376

377

31

PAV1

STH 100 (N. MAYFAIR RD)

34'

28'

MATCHLINE STA. 103+50

104+00

105+00

106+00

107+00

108+00

109+00

MATCHLINE STA. 109+50

POINT NUMBER	STATION	OFFSET	DESCRIPTION
376	107+49.53	47.95' LT	BEGIN C&G REPLACEMENT
377	107+55.53	47.82' LT	END C&G REPLECMENT

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 62	E

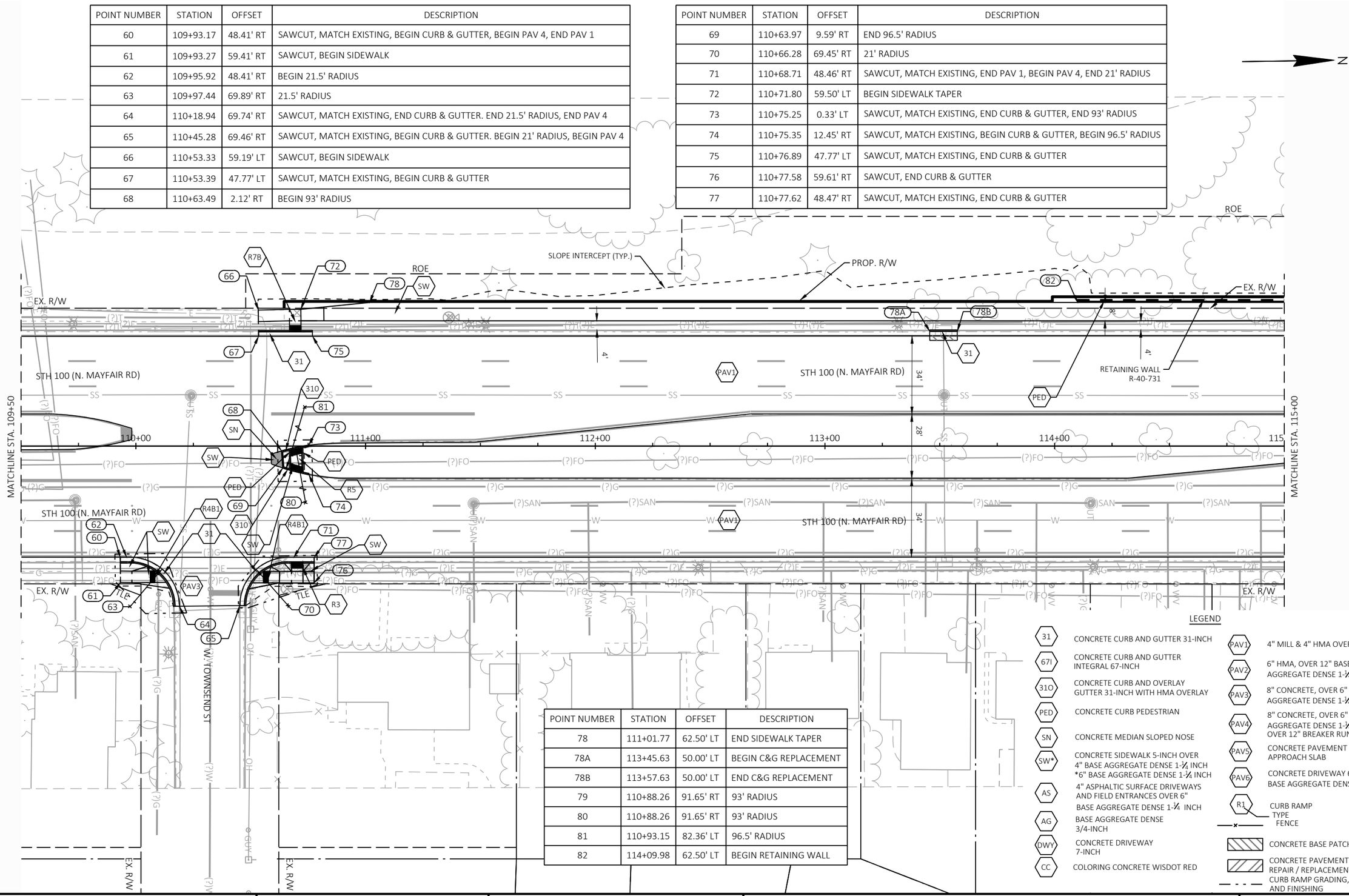
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021204_pd

PLOT DATE : 5/22/2026 5:30 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

POINT NUMBER	STATION	OFFSET	DESCRIPTION
60	109+93.17	48.41' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN PAV 4, END PAV 1
61	109+93.27	59.41' RT	SAWCUT, BEGIN SIDEWALK
62	109+95.92	48.41' RT	BEGIN 21.5' RADIUS
63	109+97.44	69.89' RT	21.5' RADIUS
64	110+18.94	69.74' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER. END 21.5' RADIUS, END PAV 4
65	110+45.28	69.46' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER. BEGIN 21' RADIUS, BEGIN PAV 4
66	110+53.33	59.19' LT	SAWCUT, BEGIN SIDEWALK
67	110+53.39	47.77' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
68	110+63.49	2.12' RT	BEGIN 93' RADIUS

POINT NUMBER	STATION	OFFSET	DESCRIPTION
69	110+63.97	9.59' RT	END 96.5' RADIUS
70	110+66.28	69.45' RT	21' RADIUS
71	110+68.71	48.46' RT	SAWCUT, MATCH EXISTING, END PAV 1, BEGIN PAV 4, END 21' RADIUS
72	110+71.80	59.50' LT	BEGIN SIDEWALK TAPER
73	110+75.25	0.33' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 93' RADIUS
74	110+75.35	12.45' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 96.5' RADIUS
75	110+76.89	47.77' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
76	110+77.58	59.61' RT	SAWCUT, END CURB & GUTTER
77	110+77.62	48.47' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER



POINT NUMBER	STATION	OFFSET	DESCRIPTION
78	111+01.77	62.50' LT	END SIDEWALK TAPER
78A	113+45.63	50.00' LT	BEGIN C&G REPLACEMENT
78B	113+57.63	50.00' LT	END C&G REPLACEMENT
79	110+88.26	91.65' RT	93' RADIUS
80	110+88.26	91.65' RT	93' RADIUS
81	110+93.15	82.36' LT	96.5' RADIUS
82	114+09.98	62.50' LT	BEGIN RETAINING WALL

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 63	E

2

N

GOLF COURSE

ROE

SLOPE INTERCEPT (TYP.)

ROE

EX. R/W

PROP. R/W

EX. R/W

RETAINING WALL R-40-731

RETAINING WALL R-40-732

RETAINING WALL R-40-732

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

BEGIN RECONSTRUCT
STA 119+00 'STH 100'
MATCH EXISTING
SAW CUT REQ'D

MATCHLINE STA. 115+00

MATCHLINE STA. 120+00

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

W. KEEFE AVE

EX. R/W

EX. R/W

ROE

ROE

SLOPE INTERCEPT (TYP.)

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 64	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021206_pd

PLOT DATE : 5/22/2026 5:30 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

POINT NUMBER	STATION	OFFSET	DESCRIPTION
83	115+70.00	62.50' LT	END RETAINING WALL
84	116+42.35	59.55' RT	SAWCUT, MATCH EXISTING, BEGIN SIDEWALK
85	116+44.53	64.24' RT	16' RADIUS
86	116+44.98	48.45' RT	SAWCUT, MATCH EXISTING, BEGIN 16' RADIUS, END PAV 1, BEGIN PAV 4
87	116+60.29	63.00' RT	END 16' RADIUS
88	116+60.83	72.99' RT	SAWCUT, END CURB & GUTTER, MATCH EXISTING, END PAV 4
89	116+76.83	62.50' LT	BEGIN RETAINING WALL
90	116+86.67	72.21' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 23.5' RADIUS, END PAV 4
91	116+93.33	48.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
92	117+06.92	1.20' RT	BEGIN 65.5' RADIUS
93	117+07.01	8.98' RT	END 47' RADIUS
94	117+09.69	48.23' RT	SAWCUT, MATCH EXISTING, END PAV 1, BEGIN PAV 4, END 23.5' RADIUS
95	117+09.74	71.73' RT	23.5' RADIUS
96	117+21.94	13.85' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 47' RADIUS
97	117+22.02	3.16' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 65.5' RADIUS
98	117+23.88	48.20' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
99	117+23.92	59.69' RT	SAWCUT, END SIDEWALK
100	117+27.97	29.38' LT	44' RADIUS
101	117+32.49	61.42' RT	65' RADIUS
102	117+35.49	62.50' LT	END RETAINING WALL
103	117+39.27	48.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
104	119+00.00	50.00' LT	END PAV 1, BEGIN PAV 3, SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
105	119+00.00	15.58' LT	END PAV 1, BEGIN PAV 3, SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
106	119+00.00	16.00' RT	END PAV 1, BEGIN PAV 3, SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
107	119+00.00	59.50' RT	SAWCUT, BEGIN SIDEWALK
108	119+00.00	48.26' RT	END PAV 1, BEGIN PAV 3, SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
109	119+04.40	16.00' RT	BEGIN 175' SHIFTING TAPER
110	119+04.40	16.01' LT	BEGIN 175' SHIFTING TAPER

2

N

COORDINATE WITH CURRIE PARK WHILE CONSTRUCTING DRIVEWAY ENTRANCE

4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 12" BASE AGGREGATE DENSE 1-1/4 INCH

CURRIE GOLF COURSE ENTRANCE

REMOVE HMOD PID DF9522 AND PROVIDE TO ENGINEER
SEE SPECIAL PROVISIONS FOR MORE INFORMATION.

STRUCTURE B-40-1029
STA 124+92 - STA 127+28

ROE

SLOPE INTERCEPT (TYP.)

EX. R/W

PROP. R/W

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 120+00

MATCHLINE STA. 125+50

121+00

122+00

123+00

124+00

125+00

STRUCTURAL APPROACH SLAB

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 66	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021208_pd
PLOT DATE : 5/22/2026 5:31 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

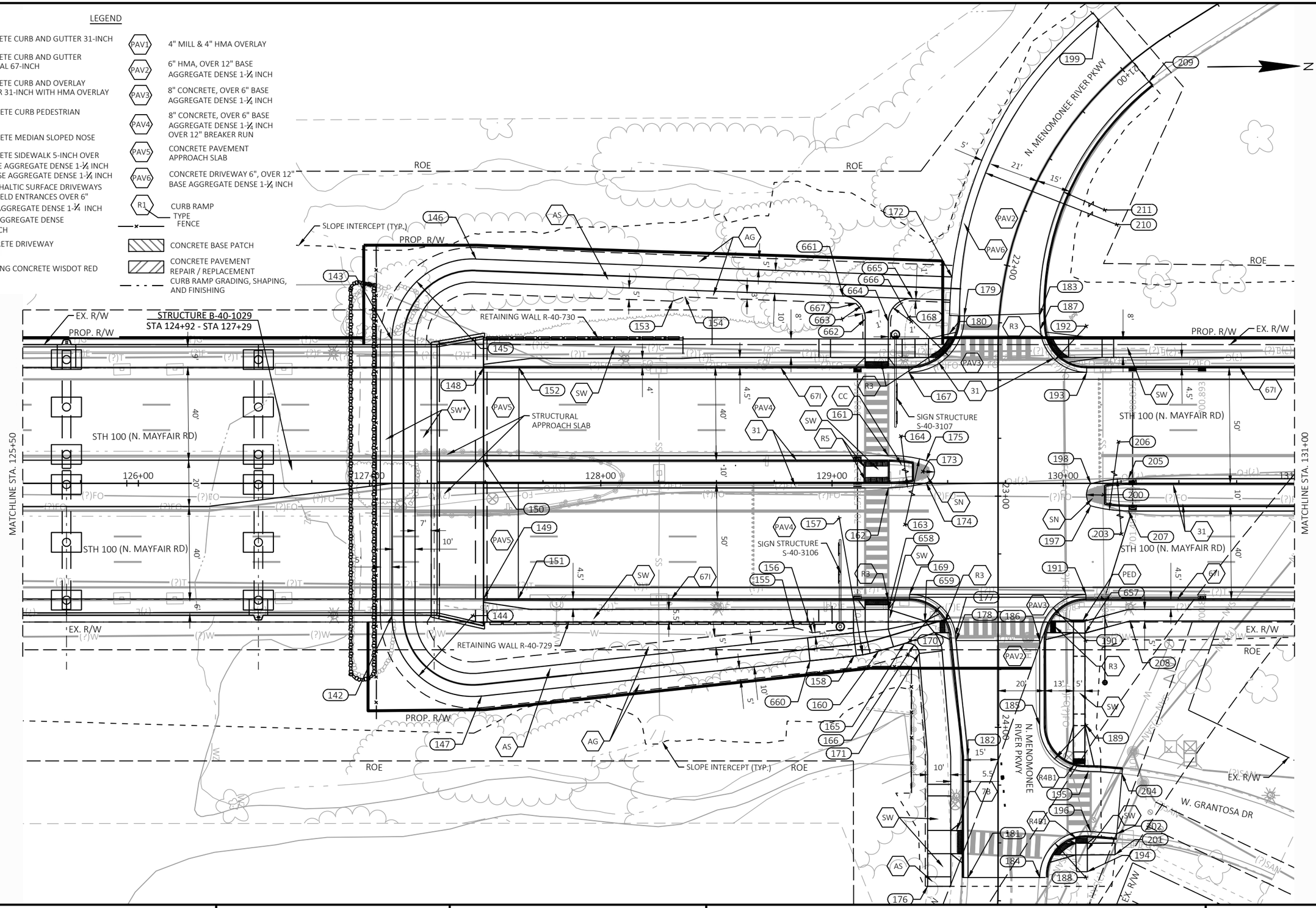
2

POINT NUMBER	STATION	OFFSET	DESCRIPTION
111	120+79.43	12.00' LT	END 175' SHFITING TAPER
112	120+92.42	11.99' RT	END 175' SHIFTING TAPER, BEGIN 80' SHIFTING TAPER
113	121+67.64	2.00' RT	END 80' TAPER
114	122+43.46	2.00' RT	BEGIN 63' RADIUS
115	122+43.46	61.00' LT	63' RADIUS
116	122+68.46	48.00' LT	BEGIN 20' RADIUS
117	122+68.46	68.00' LT	20' RADIUS
118	122+69.38	8.00' LT	4' RADIUS
119	122+69.38	12.00' LT	END 4' RADIUS
120	122+71.14	4.41' LT	BEGIN 4' RADIUS, END 63' RADIUS
121	122+88.46	68.00' LT	SAWCUT, MATCH EXISTING, END 20' RADIUS, END PAV 4, BEGIN AS
122	123+16.98	101.07' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, END AS
123	123+20.43	68.00' LT	SAWCUT, MATCH EXISTING, END PAV 4, BEGIN AS
124	123+20.65	65.92' LT	BEGIN 20' RADIUS
125	123+27.81	0.73' RT	END 62' RADIUS, BEGIN 7' RADIUS
126	123+31.84	12.00' LT	BEGIN 7' RADIUS
127	123+31.84	5.00' LT	7' RADIUS
128	123+40.54	48.00' LT	END 20' RADIUS
129	123+40.54	68.00' LT	20' RADIUS
130	123+63.46	50.00' LT	62' RADIUS
131	123+63.46	12.00' RT	BEGIN 62' RADIUS
132	124+44.32	59.50' RT	BEGIN SIDEWALK TAPER
133	124+44.43	62.50' LT	BEGIN SIDEWALK TAPER
134	124+56.54	12.00' RT	END PAV 5, BEGIN PAV 5
135	124+56.55	50.00' LT	END PAV 4, BEGIN PAV 5
136	124+56.54	50.00' RT	END PAV 4, BEGIN PAV 5
137	124+56.55	12.00' LT	END PAV 4, BEGIN PAV 5
138	124+71.67	12.00' LT	MATCH EXISTING, END CURB & GUTTER
139	124+71.67	12.00' RT	MATCH EXISTING, END CURB & GUTTER
140	124+71.67	50.00' RT	END CURB & GUTTER
141	124+71.67	47.97' LT	MATCH EXISTING, END CURB & GUTTER
655	124+71.55	59.02' LT	END SIDEWALK TAPER
656	124+71.67	56.00' RT	END SIDEWALK TAPER
657	130+09.39	64.77' RT	BEGIN SIDEWALK TAPER
674	120+79.44	12.00' RT	Detail Sheets

2

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT CURB RAMP GRADING, SHAPING, AND FINISHING



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 68 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021210_pd
PLOT DATE : 5/22/2026 5:31 AM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

POINT NUMBER	STATION	OFFSET	DESCRIPTION
142	127+09.67	57.22' RT	END 35' RADIUS
143	127+09.67	62.04' LT	BEGIN 35' RADIUS
144	127+44.67	57.22' RT	35' RADIUS
145	127+44.67	62.04' LT	35' RADIUS
146	127+45.99	97.02' LT	END 35' RADIUS
147	127+48.41	92.02' RT	BEGIN 35' RADIUS
148	127+49.29	50.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
149	127+49.29	50.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
150	127+49.31	10.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
151	127+64.30	50.00' RT	END PAV 5, BEGIN PAV 3
152	127+64.59	50.00' LT	END PAV 5, BEGIN PAV 3
153	128+31.08	78.80' LT	BEGIN SHOULDER TAPER
154	128+36.44	80.56' LT	END SHOULDER TAPER
155	128+83.64	62.40' RT	BEGIN SHOULDER TAPER
156	128+91.45	64.57' RT	END SHOULDER TAPER
157	129+03.12	15.04' RT	60' RADIUS
158	129+09.54	74.70' RT	BEGIN 60' RADIUS
160	129+20.05	72.61' RT	END 60' RADIUS
161	129+24.31	12.00' LT	BEGIN 62' RADIUS
162	129+24.31	2.00' RT	END 63' RADIUS
163	129+24.31	50.00' RT	62' RADIUS
164	129+24.31	61.00' LT	63' RADIUS
165	129+31.27	69.31' RT	BEGIN 5' RADIUS
166	129+32.68	74.10' RT	5' RADIUS
167	129+33.21	48.00' LT	BEGIN 24' RADIUS
168	129+33.21	72.00' LT	24' RADIUS
169	129+33.51	48.00' RT	END 20' RADIUS
170	129+33.51	68.00' RT	20' RADIUS
171	129+37.65	73.55' RT	END 5' RADIUS
172	129+51.79	89.26' LT	END PAV AS
173	129+39.11	4.98' LT	5' RADIUS
174	129+40.71	0.17' LT	END 5' RADIUS, BEGIN 63' RADIUS
175	129+40.73	9.79' LT	END 62' RADIUS, BEGIN 5' RADIUS
176	129+41.31	174.26' RT	SAWCUT, MATCH EXISTING, END SIDEWALK
177	129+53.38	65.79' RT	BEGIN 20' RADIUS
178	129+53.65	68.00' RT	SAWCUT, MATCH EXISTING, END PAV 3, BEGIN PAV 2
179	129+57.21	72.49' LT	END CURB & GUTTER, END 24' RADIUS, BEGIN 159.5' RADIUS
180	129+50.79	64.79' LT	BEGIN PAV 6
181	129+58.81	170.48' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END PAV 2
182	129+58.81	118.00' RT	Detail Sheets
183	129+89.70	72.55' LT	SAWCUT, MATCH EXISTING, END PAV 3, BEGIN PAV 2
184	129+89.81	170.48' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 20' RADIUS, END PAV 2
185	129+89.81	104.56' RT	END 20' RADIUS
186	129+89.81	68.00' RT	SAWCUT, MATCH EXISTING, END PAV 3, BEGIN PAV 2, BEGIN 20' RADIUS
187	129+90.01	66.53' LT	END 125' RADIUS, BEGIN 20' RADIUS
188	130+09.81	170.48' RT	20' RADIUS
189	130+09.81	104.56' RT	20' RADIUS
190	130+09.81	68.00' RT	20' RADIUS
191	130+09.81	48.00' RT	END 20' RADIUS
192	130+09.96	68.00' LT	20' RADIUS
193	130+10.12	48.00' LT	END 20' RADIUS
194	130+10.39	167.97' RT	Detail Sheets
195	130+10.85	124.54' RT	BEGIN 20' RADIUS
196	130+11.79	150.58' RT	BEGIN 20' RADIUS
197	130+11.81	9.80' RT	END 62' RADIUS. BEGIN 7.4' RADIUS
198	130+11.83	0.15' RT	END 7.4' RADIUS, BEGIN 63' RADIUS
199	130+15.27	200.47' LT	SAWCUT, MATCH EXISTING. END PAV 6, END 159.5' RADIUS, END PAV 2
200	130+17.44	4.99' RT	7.4' RADIUS
201	130+22.40	160.60' RT	SAWCUT, MATCH EXISTING, END SIDEWALK
202	130+23.13	151.49' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, END PAV 2
203	130+25.13	21.90' RT	63' RADIUS
204	130+25.40	125.52' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, END PAV 2
205	130+28.16	2.00' LT	END 63' RADIUS
206	130+28.16	50.00' LT	62' RADIUS
207	130+28.16	12.00' RT	BEGIN 62' RADIUS
208	130+28.83	59.50' RT	END SIDEWALK TAPER
209	130+37.07	173.73' LT	SAWCUT, MATCH EXISTING, END PAV 2, END CURB & GUTTER, END 125' RADIUS
658	129+24.31	54.50' RT	BEGIN SIDEWALK TAPER
659	129+40.16	59.58' RT	END SIDEWALK TAPER
660	128+90.46	76.75' RT	END PAV AS BEGIN PAV SW
661	129+04.71	81.03' LT	Detail Sheets
662	129+14.33	71.01' LT	Detail Sheets
663	129+04.33	71.04' LT	Detail Sheets
664	129+24.33	69.93' LT	Detail Sheets
665	129+34.71	79.90' LT	Detail Sheets
666	129+34.33	69.91' LT	Detail Sheets
667	129+10.25	77.82' LT	TRANSITION TO 1' SHOULDER

2

2

N

ATHLETIC FIELD

ROE

ROE

SLOPE INTERCEPT (TYP.)

EX. R/W

PROP. R/W

EX. R/W

672

PED

8'

67I

SW

PAV4

STH 100 (N. MAYFAIR RD)

4.5'

217

218

31

31O

34'

STH 100 (N. MAYFAIR RD)

214

212

MATCHLINE STA. 131+00

132+00

133+00

134+00

135+00

136

MATCHLINE STA. 136+00

END RECONSTRUCT
STA 133+76 'STH 100'
MATCH EXISTING
SAW CUT REQ'D

28'

213

PAV4

67I

STH 100 (N. MAYFAIR RD)

4.5'

5'

219

216

31

220

31O

SW

226

222

PAV1

PED

31

228

232

233

238

241

34'

STH 100 (N. MAYFAIR RD)

239

EX. R/W

ROE

ROE

SW

SLOPE INTERCEPT (TYP.)

PAV3

224

225

229

R4B

R3

231

PAV3

PED

237

240

R6

230

234

235

227

221

223

215

236

SW

EX. R/W

W. GRANITOSA DR

EX. R/W

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED

PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 70 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021212_pd

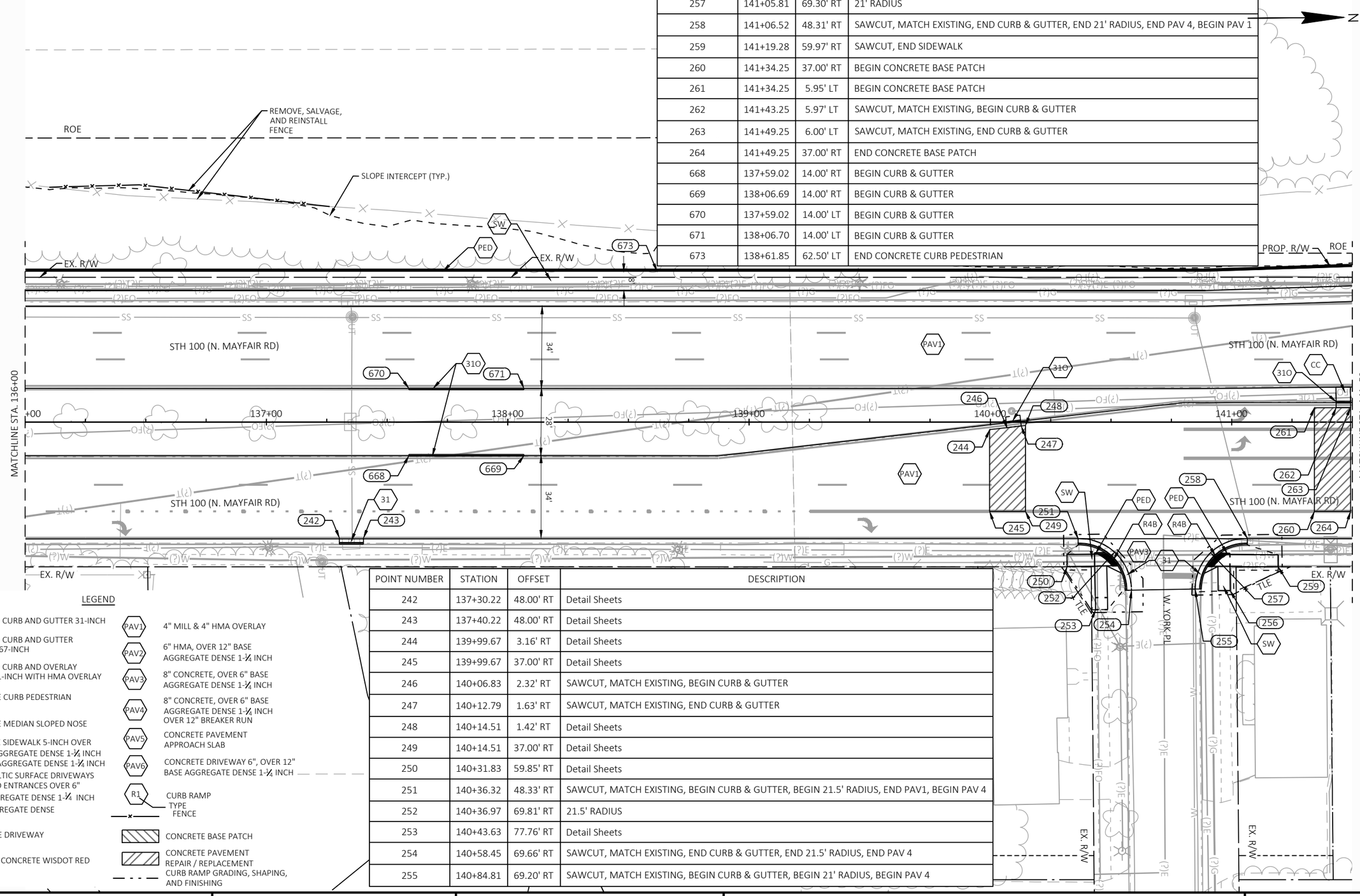
PLOT DATE : 5/22/2026 5:31 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

POINT NUMBER	STATION	OFFSET	DESCRIPTION
210	131+14.67	75.74' LT	125' RADIUS
211	131+14.67	75.74' LT	159.5' RADIUS
212	131+20.71	2.00' LT	BEGIN 80' TAPER
213	131+96.95	12.00' RT	BEGIN SHIFTING TAPER
214	132+00.62	12.00' LT	END 80' TAPER, BEGIN 175' SHIFTING TAPER
215	133+69.82	99.00' RT	51' RADIUS
216	133+69.82	48.00' RT	BEGIN 51' RADIUS
217	133+75.30	48.09' LT	SAWCUT, MATCH EXISTING, END PAV 3, BEGIN PAV 1, END CURB & GUTTER
218	133+75.60	16.00' LT	SAWCUT, MATCH EXISTING, END PAV 3, BEGIN PAV 1, END CURB & GUTTER
219	133+75.85	16.00' RT	SAWCUT, MATCH EXISTING, END PAV 3, BEGIN PAV 1, END CURB & GUTTER
220	133+75.85	48.00' RT	SAWCUT, MATCH EXISTING, END PAV 3, BEGIN PAV 4, BEGIN PAV 1
221	134+11.74	69.95' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END PAV 4
222	134+32.12	48.39' RT	SAWCUT, MATCH EXISTING, BEGIN PAV 4, END PAV 1
223	134+33.54	65.98' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, END PAV 4
224	134+34.08	53.07' RT	BEGIN 3' RADIUS
225	134+36.48	53.02' RT	3' RADIUS
226	134+37.07	50.00' RT	END 3' RADIUS
227	134+70.42	73.18' RT	SAWCUT, MATCH EXISTING, END PAV 4
228	134+71.79	50.00' RT	BEGIN 4' RADIUS
229	134+71.87	53.97' RT	4' RADIUS
230	134+73.10	65.16' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
231	134+75.22	56.06' RT	END 4' RADIUS
232	134+77.34	48.43' RT	SAWCUT, MATCH EXISTING, END PAV 1, BEGIN PAV 4
233	134+78.35	55.09' RT	Detail Sheets
234	134+85.93	76.63' RT	SAWCUT, MATCH EXISTING, END PAV 4
235	134+85.95	77.40' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 35.5' RADIUS
236	135+03.68	99.44' RT	SAWCUT, BEGIN SIDEWALK, BEGIN 25' RADIUS
237	135+20.84	83.96' RT	35.5' RADIUS
238	135+21.16	48.46' RT	END 35.5' RADIUS, END PAV 1, BEGIN PAV 4
239	135+23.87	60.04' RT	SAWCUT, END SIDEWALK, END 25' RADIUS
240	135+24.12	85.04' RT	24' RADIUS
241	135+29.93	48.48' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
672	134+60.00	62.50' LT	BEGIN CONCRETE CURB PEDESTRIAN

2

POINT NUMBER	STATION	OFFSET	DESCRIPTION
256	140+99.38	69.86' RT	SAWCUT, BEGIN SIDEWALK
257	141+05.81	69.30' RT	21' RADIUS
258	141+06.52	48.31' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 21' RADIUS, END PAV 4, BEGIN PAV 1
259	141+19.28	59.97' RT	SAWCUT, END SIDEWALK
260	141+34.25	37.00' RT	BEGIN CONCRETE BASE PATCH
261	141+34.25	5.95' LT	BEGIN CONCRETE BASE PATCH
262	141+43.25	5.97' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
263	141+49.25	6.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
264	141+49.25	37.00' RT	END CONCRETE BASE PATCH
668	137+59.02	14.00' RT	BEGIN CURB & GUTTER
669	138+06.69	14.00' RT	BEGIN CURB & GUTTER
670	137+59.02	14.00' LT	BEGIN CURB & GUTTER
671	138+06.70	14.00' LT	BEGIN CURB & GUTTER
673	138+61.85	62.50' LT	END CONCRETE CURB PEDESTRIAN



LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

POINT NUMBER	STATION	OFFSET	DESCRIPTION
242	137+30.22	48.00' RT	Detail Sheets
243	137+40.22	48.00' RT	Detail Sheets
244	139+99.67	3.16' RT	Detail Sheets
245	139+99.67	37.00' RT	Detail Sheets
246	140+06.83	2.32' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
247	140+12.79	1.63' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
248	140+14.51	1.42' RT	Detail Sheets
249	140+14.51	37.00' RT	Detail Sheets
250	140+31.83	59.85' RT	Detail Sheets
251	140+36.32	48.33' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 21.5' RADIUS, END PAV1, BEGIN PAV 4
252	140+36.97	69.81' RT	21.5' RADIUS
253	140+43.63	77.76' RT	Detail Sheets
254	140+58.45	69.66' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 21.5' RADIUS, END PAV 4
255	140+84.81	69.20' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 21' RADIUS, BEGIN PAV 4

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 72 E

2

N

MATCH LINE STA. 48+75

MATCHLINE STA. 141+50

MATCHLINE STA. 147+00

STH 100 (N. MAYFAIR RD)

EX. R/W

PROP. R/W

ROE

SLOPE INTERCEPT (TYP.)

SEC WISDOT PID 721029. PLEASE NOTE IN PLAN

PI: 56+00.00

142+00

143+00

144+00

145+00

146+00

147

CANOPY

STH 190 (W. CAPITOL DR)

ONLY

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT CURB RAMP GRADING, SHAPING, AND FINISHING

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 73	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021215_pd
PLOT DATE : 5/22/2026 5:31 AM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

POINT NUMBER	STATION	OFFSET	DESCRIPTION
265	142+66.20	66.64' LT	SIDEWALK PI
266	142+82.37	15.00' RT	BEGIN BASE PATCH CONCRETE
267	142+82.37	6.51' LT	Detail Sheets
268	142+94.35	6.51' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
269	143+06.61	52.52' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 40.5' RADIUS
270	143+07.03	93.02' LT	40.5' RADIUS
271	143+10.19	6.51' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
272	143+14.07	75.76' LT	BEGIN 10' RADIUS
273	143+15.94	65.94' LT	10' RADIUS
274	143+22.01	73.89' LT	BEGIN 10' RADIUS
275	143+28.80	15.00' RT	END CONCRETE BASE PATCH
276	143+28.81	6.50' LT	END COCNRETE BASE PATCH
277	143+34.06	84.24' LT	SAWCUT, BEGIN SIDEWALK
278	143+34.80	104.17' LT	SAWCUT, END SIDEWALK
279	143+36.70	48.29' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 30' RADIUS
280	143+41.62	48.25' RT	BEGIN 30' RADIUS
281	143+41.86	78.25' RT	30' RADIUS
282	143+47.35	97.21' LT	BEGIN COCNRETE BASE PATCH
282A	143+44.00	149.29' LT	END CONCRETE BASE PATCH
283	143+47.52	92.03' LT	END 40.5' RADIUS
284	143+71.82	76.65' RT	END 30' RADIUS
285	143+71.89	77.81' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
286	143+72.19	83.62' RT	SAWCUT, MATCH EXISTING, END PAV 1
287	144+07.46	84.03' RT	SAWCUT, MATCH EXISTING, END PAV 1
288	144+15.93	75.52' RT	BEGIN CONCRETE BASE PATCH
289	144+15.99	81.94' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
290	144+16.36	120.94' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER

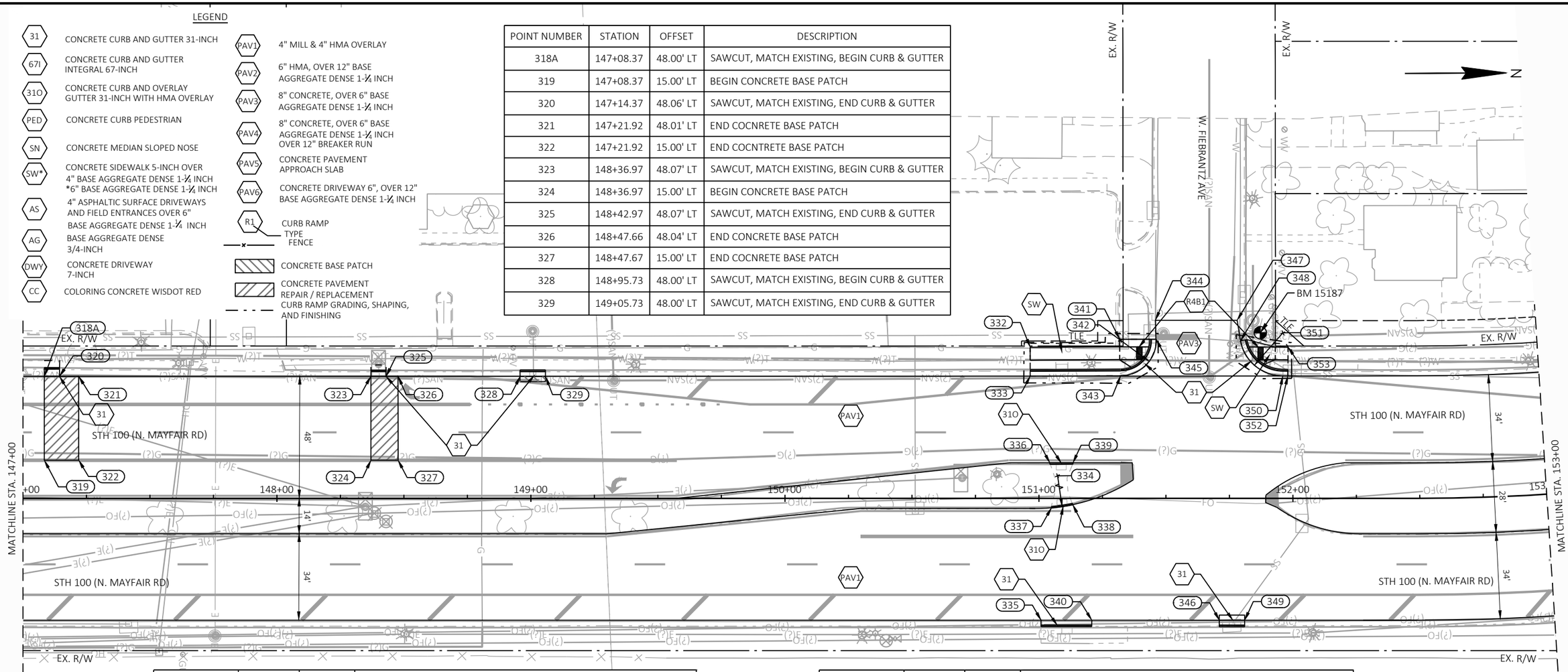
POINT NUMBER	STATION	OFFSET	DESCRIPTION
292	144+16.43	128.62' RT	SAWCUT, MATCH EXISTING, CONCRETE PANEL REPAIR / REPLACEMENT
293	144+16.93	102.11' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
293A	144+13.76	153.58' LT	END CONCRETE BASE PATCH
294	144+16.97	101.50' LT	BEGIN CONCRET BASE PATCH
295	144+27.50	100.55' LT	SAWCUT, MATCH EXISTING, END PAV 1
296	144+61.46	101.86' LT	SAWCUT, MATCH EXISTING, END PAV 1
296A	144+64.26	105.49' LT	END SIDEWALK REPLACEMENT
296B	144+64.49	101.50' LT	BEGIN SIDEWALK REPLACEMENT
296C	144+70.47	101.84' LT	BEGIN SIDEWALK REPLACEMENT
296D	144+70.25	105.84' LT	END SIDEWALK REPLACEMENT
297	144+71.56	107.46' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
298	144+71.60	83.60' RT	BEGIN 35.5' RADIUS
300	144+71.69	128.31' RT	SAWCUT, MATCH EXISTING, CONCRETE PANEL REPAIR / REPLACEMENT
301	144+72.61	75.20' RT	BEGIN CONCRETE BASE PATCH
302	144+80.09	60.46' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
303	144+99.89	12.15' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 61.5' RADIUS
304	144+99.93	2.50' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 82.6' RADIUS
305	145+07.10	83.63' RT	35.5' RADIUS
306	145+10.92	0.29' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 82.6' RADIUS
307	145+10.93	13.89' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 61.5' RADIUS
307A	145+07.69	57.00' RT	BEGIN SIDEWALK & C&G REPLACEMENT
307B	145+07.69	51.05' RT	BEGIN SIDEWALK REPLACEMENT
307C	145+11.69	51.00' RT	END SIDEWALK REPLACEMENT
307D	145+11.69	57.00' RT	END SIDEWALK & C&G REPLACEMENT
308	145+11.50	1.00' LT	Detail Sheets
309	145+11.50	15.00' LT	Detail Sheets
310	145+14.91	47.35' LT	61.5' RADIUS

POINT NUMBER	STATION	OFFSET	DESCRIPTION
311	145+21.67	82.19' RT	82.6' RADIUS
312	145+31.70	1.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
313	145+37.89	1.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
314	145+58.36	1.00' LT	END CONCRETE BASE PATCH
315	145+58.36	15.00' LT	END CONCTRETE BASE PATCH
316	146+67.28	48.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
316A	146+72.48	48.04' LT	BEGIN C&G REPLACEMENT
316B	146+87.48	48.04' LT	END C&G REPLACEMENT
317	146+77.28	48.00' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
318	144+16.06	99.98' RT	END CONCRETE BASE PATCH, BEGIN CONCRETE PAVEMENT REPAIR/REPLACEMENT
319	144+71.72	99.70' RT	END CONCRETE BASE PATCH, BEGIN CONCRETE PAVEMENT REPAIR/REPLACEMENT

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT CURB RAMP GRADING, SHAPING, AND FINISHING

POINT NUMBER	STATION	OFFSET	DESCRIPTION
318A	147+08.37	48.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
319	147+08.37	15.00' LT	BEGIN CONCRETE BASE PATCH
320	147+14.37	48.06' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
321	147+21.92	48.01' LT	END COCNRETE BASE PATCH
322	147+21.92	15.00' LT	END COCNTRETE BASE PATCH
323	148+36.97	48.07' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
324	148+36.97	15.00' LT	BEGIN CONCRETE BASE PATCH
325	148+42.97	48.07' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
326	148+47.66	48.04' LT	END CONCRETE BASE PATCH
327	148+47.67	15.00' LT	END COCNRETE BASE PATCH
328	148+95.73	48.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
329	149+05.73	48.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER



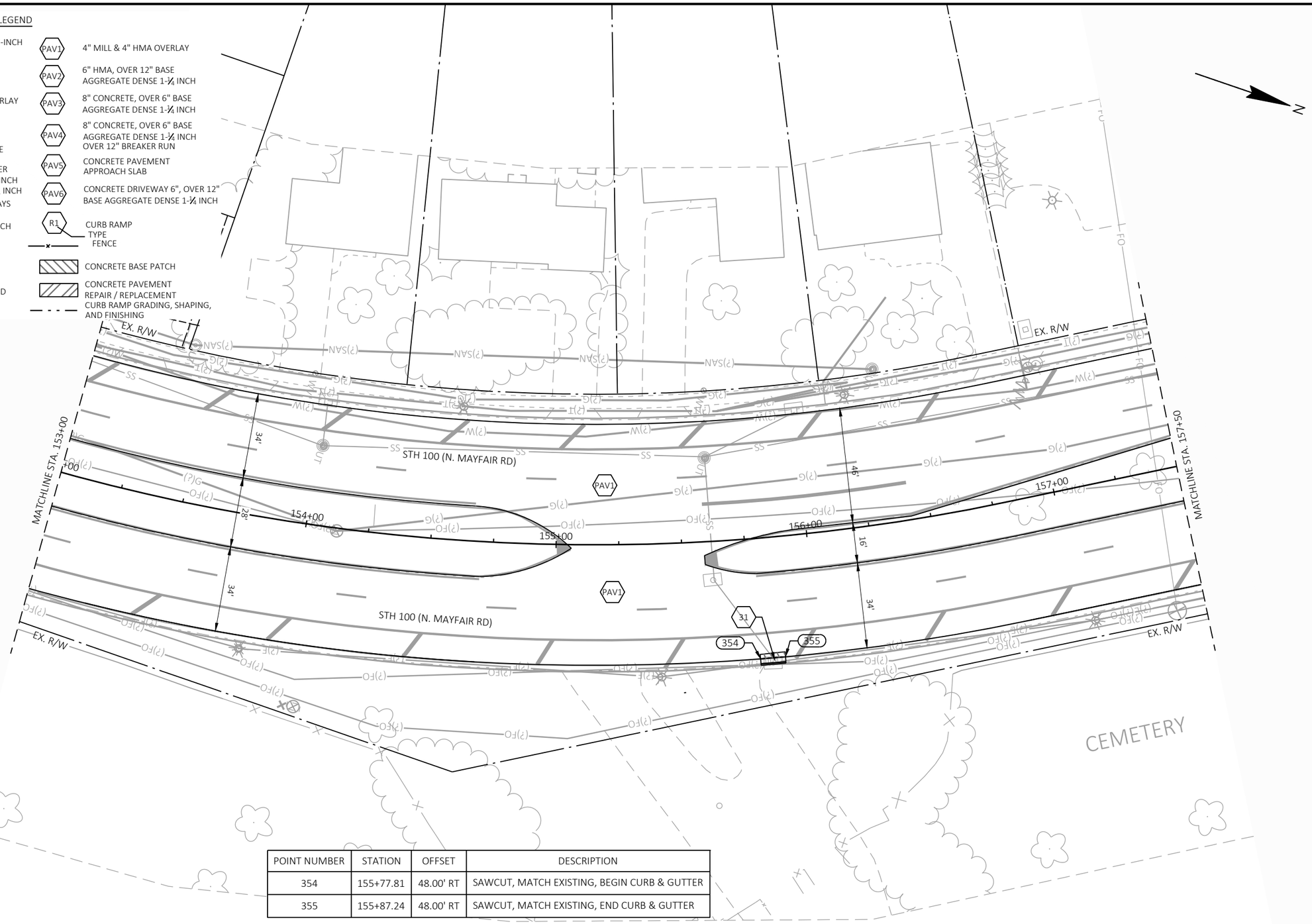
POINT NUMBER	STATION	OFFSET	DESCRIPTION
332	150+96.56	59.55' LT	SAWCUT, BEGIN SIDEWALK
333	150+96.59	48.13' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
334	150+98.53	67.55' LT	71.6' RADIUS
335	151+00.82	48.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
336	151+04.30	13.99' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
337	151+04.96	3.75' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 71.6' RADIUS
338	151+13.34	2.49' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 71.6' RADIUS
339	151+13.40	13.99' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
340	151+20.82	48.00' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
341	151+31.83	62.63' LT	SAWCUT, BEGIN SIDEWALK
342	151+32.13	62.26' LT	14' RADIUS
343	151+32.21	48.26' LT	BEGIN 14' RADIUS

POINT NUMBER	STATION	OFFSET	DESCRIPTION
344	151+45.87	70.15' LT	END PAV 4
345	151+46.13	62.65' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 14' RADIUS
346	151+71.05	48.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
347	151+78.08	70.14' LT	END PAV 4
348	151+79.38	62.04' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 17' RADIUS
349	151+81.05	48.00' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
350	151+96.04	48.19' LT	END 17' RADIUS
351	151+96.08	65.19' LT	17' RADIUS
352	151+98.04	48.18' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
353	151+98.12	59.52' LT	SAWCUT, END SIDEWALK

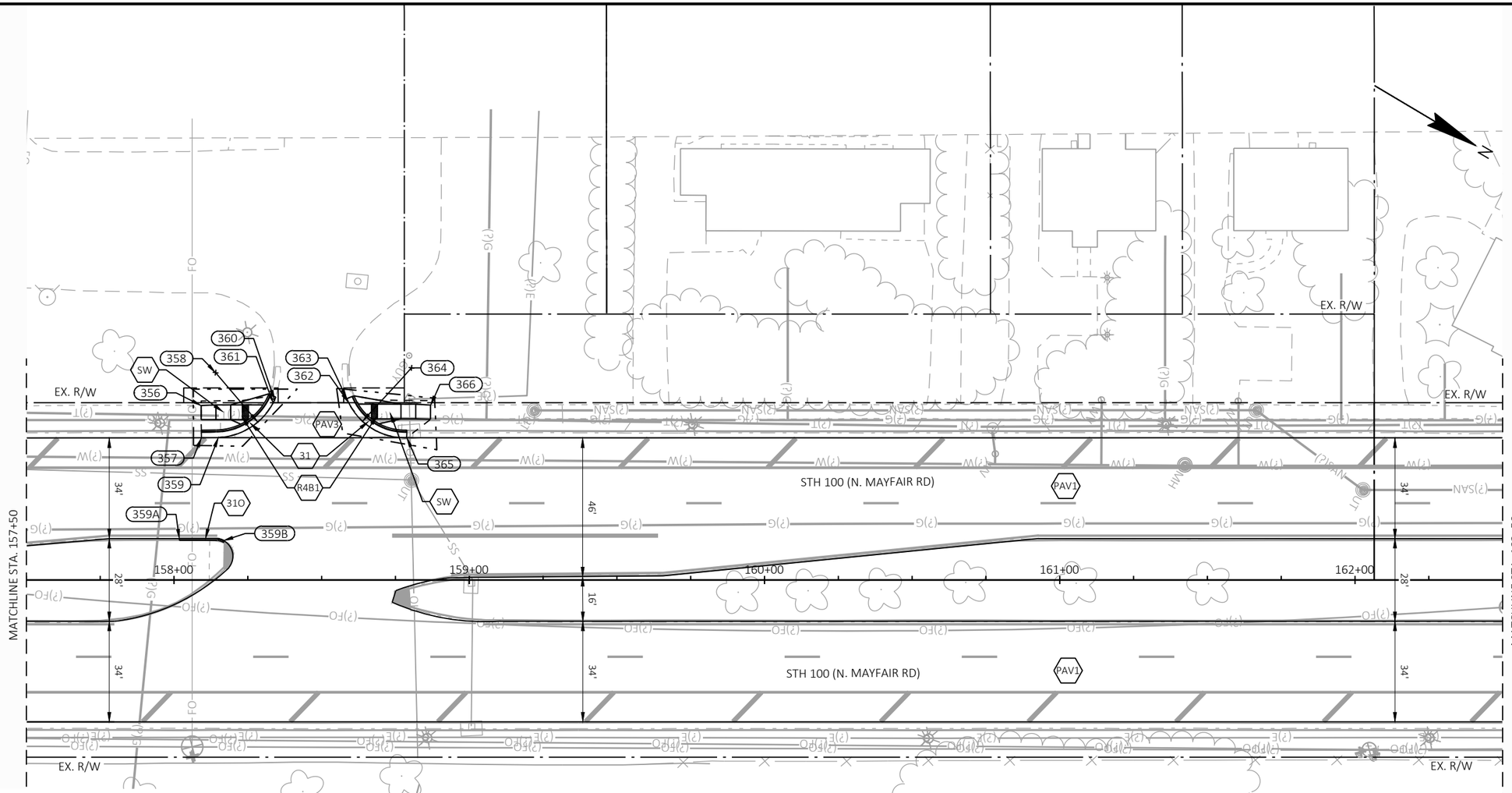
BM	STATION	OFFSET	DESCRIPTION	ELEVATION
BM 15187	151+87.16	65.22 Lt	CHISELED CROSS "X" IN TOP NW FLANGE BOLT FOR FIRE HYDRANT @ NW COR OF STH 100 & W. FIEBRANTZ AVE.	746.2700

LEGEND

- 31 — CONCRETE CURB AND GUTTER 31-INCH
- 67I — CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
- 31O — CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
- PED — CONCRETE CURB PEDESTRIAN
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW* — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
- AS — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- AG — BASE AGGREGATE DENSE 3/4-INCH
- DWY — CONCRETE DRIVEWAY 7-INCH
- CC — COLORING CONCRETE WISDOT RED
- PAV1 — 4" MILL & 4" HMA OVERLAY
- PAV2 — 6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- PAV3 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- PAV4 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
- PAV5 — CONCRETE PAVEMENT APPROACH SLAB
- PAV6 — CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- R1 — CURB RAMP TYPE
- FENCE
- CONCRETE BASE PATCH
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- CURB RAMP GRADING, SHAPING, AND FINISHING



POINT NUMBER	STATION	OFFSET	DESCRIPTION
354	155+77.81	48.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
355	155+87.24	48.00' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER



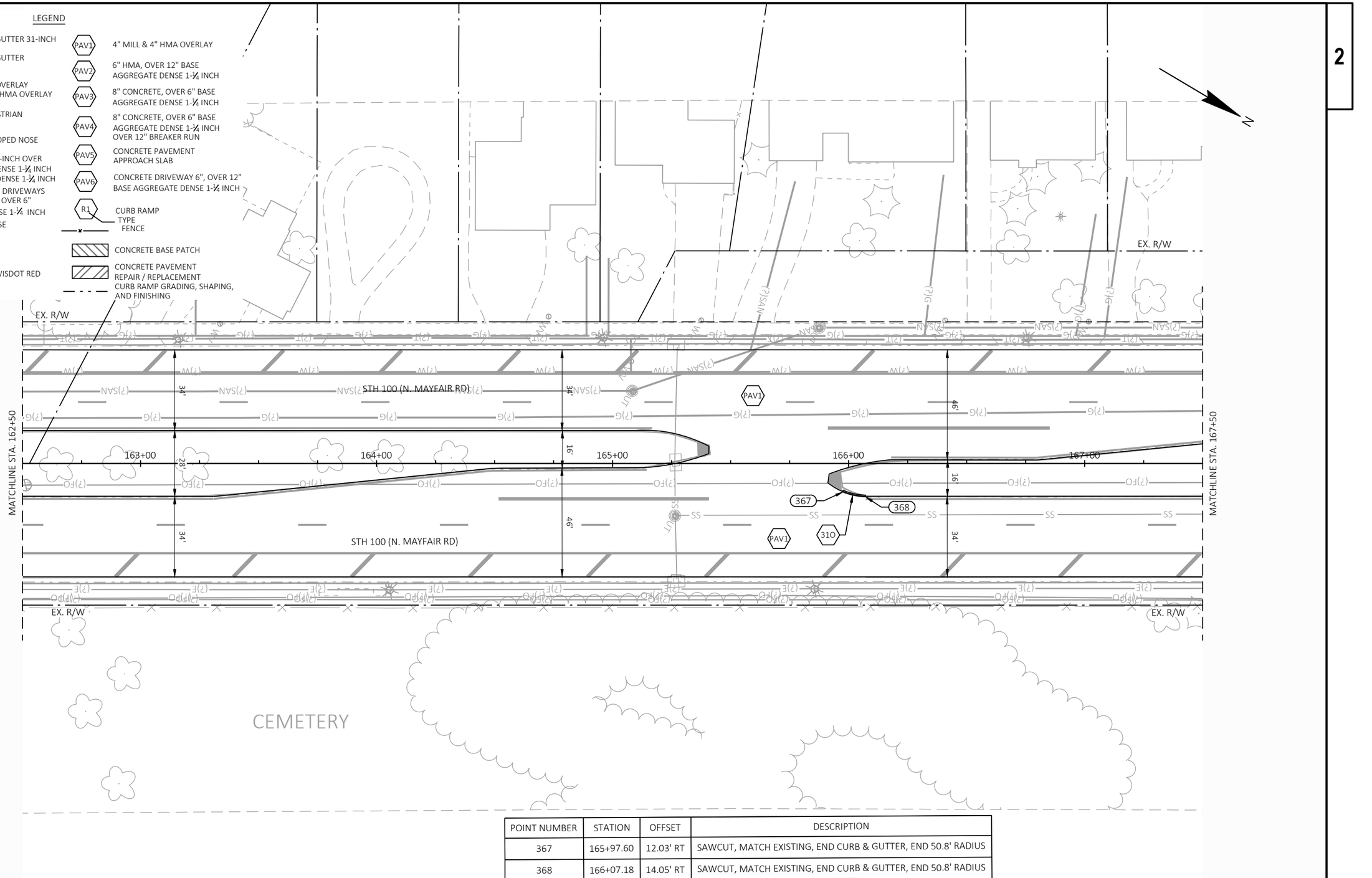
LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

POINT NUMBER	STATION	OFFSET	DESCRIPTION
356	158+09.17	59.06' LT	SAWCUT, END SIDEWALK
357	158+09.26	48.14' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, END PAV 1, BEGIN PAV 4
358	158+14.05	70.19' LT	22' RADIUS
359	158+15.04	48.21' LT	BEGIN 22' RADIUS
359A	158+01.80	14.00' LT	BEGIN C&G REPLACEMENT
359B	158+16.80	13.30' LT	END C&G REPLACEMENT
360	158+34.05	61.02' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 22' RADIUS
361	158+33.55	60.00' LT	END PAV 4
362	158+59.14	60.00' LT	END PAV 4
363	158+58.53	61.38' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 21' RADIUS
364	158+78.04	69.15' LT	21' RADIUS
365	158+78.82	48.15' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 21' RADIUS
366	158+86.89	59.18' LT	SAWCUT, END SIDEWALK

LEGEND

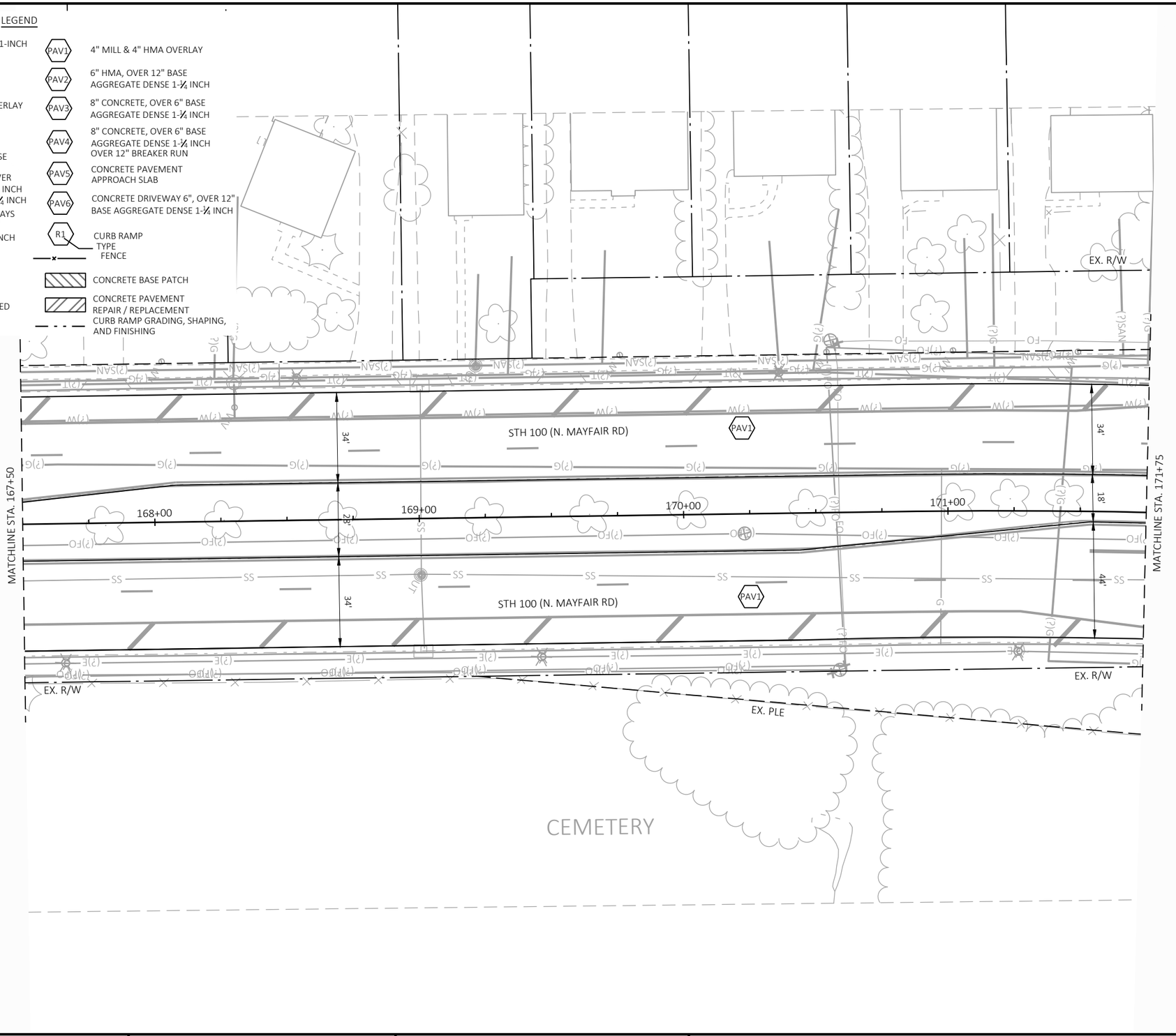
- 31 — CONCRETE CURB AND GUTTER 31-INCH
- 67I — CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
- 31O — CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
- PED — CONCRETE CURB PEDESTRIAN
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW* — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
- AS — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- AG — BASE AGGREGATE DENSE 3/4-INCH
- DWY — CONCRETE DRIVEWAY 7-INCH
- CC — COLORING CONCRETE WISDOT RED
- PAV1 — 4" MILL & 4" HMA OVERLAY
- PAV2 — 6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- PAV3 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- PAV4 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
- PAV5 — CONCRETE PAVEMENT APPROACH SLAB
- PAV6 — CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- R1 — CURB RAMP TYPE
- FENCE
- CONCRETE BASE PATCH
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- CURB RAMP GRADING, SHAPING, AND FINISHING



POINT NUMBER	STATION	OFFSET	DESCRIPTION
367	165+97.60	12.03' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 50.8' RADIUS
368	166+07.18	14.05' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 50.8' RADIUS

LEGEND

- 31 — CONCRETE CURB AND GUTTER 31-INCH
- 67I — CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
- 31O — CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
- PED — CONCRETE CURB PEDESTRIAN
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW* — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
- AS — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- AG — BASE AGGREGATE DENSE 3/4-INCH
- DWY — CONCRETE DRIVEWAY 7-INCH
- CC — COLORING CONCRETE WISDOT RED
- PAV1 — 4" MILL & 4" HMA OVERLAY
- PAV2 — 6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- PAV3 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- PAV4 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
- PAV5 — CONCRETE PAVEMENT APPROACH SLAB
- PAV6 — CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- R1 — CURB RAMP TYPE
- FENCE
- CONCRETE BASE PATCH
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- CURB RAMP GRADING, SHAPING, AND FINISHING



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LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

EX. R/W
W. CONGRESS ST
STH 100 (N. MAYFAIR RD)
MATCHLINE STA. 171+75
MATCHLINE STA. 177+50
172+00
173+00
174+00
175+00
176+00
177+00
34'
44'
28'
18'
EX. PLE
TLE

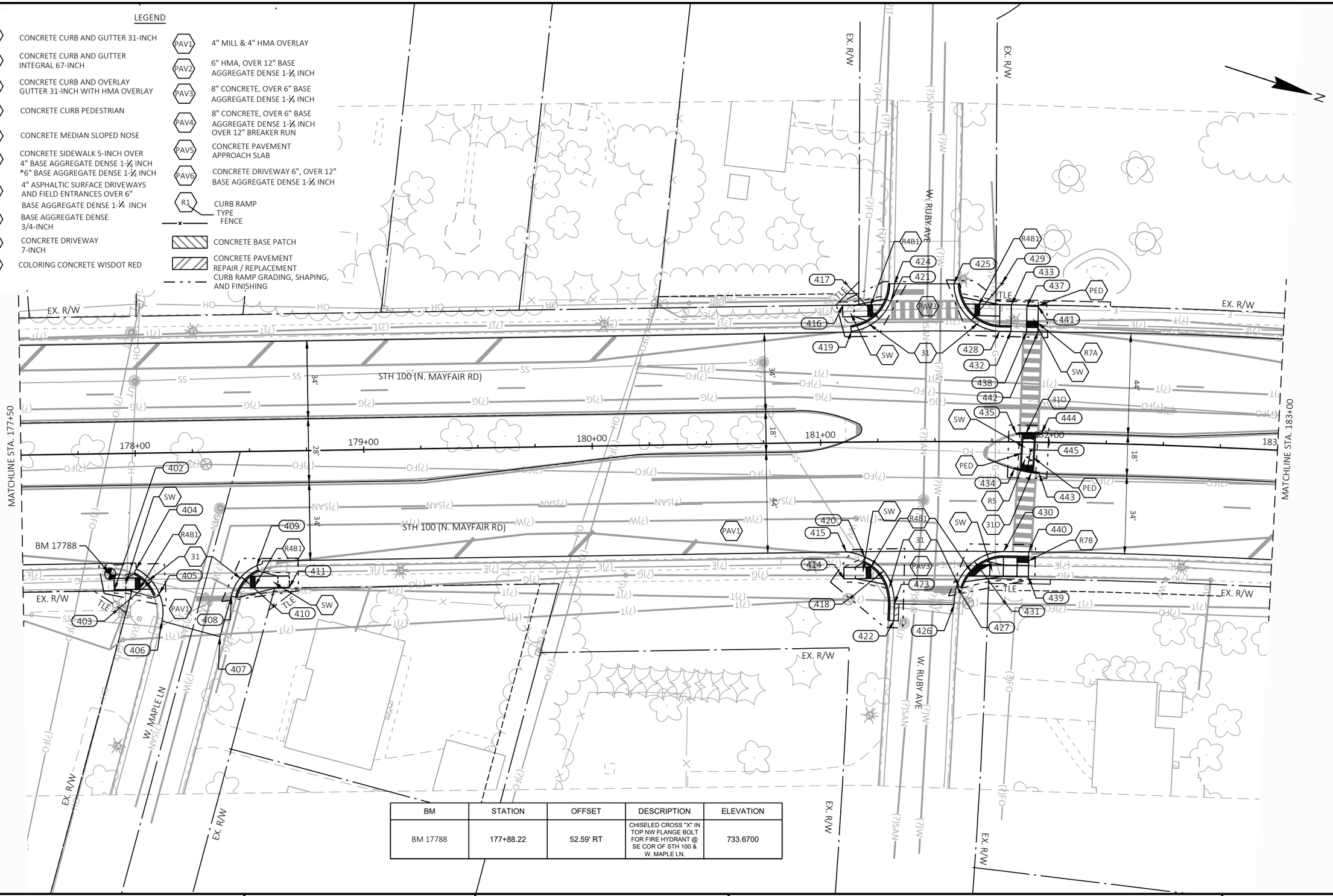
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 80 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021222_pd
PLOT DATE : 5/22/2026 5:32 AM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

POINT NUMBER	STATION	OFFSET	DESCRIPTION
372	172+37.97	59.76' LT	SAWCUT, BEGIN SIDEWALK
374	172+45.69	48.19' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, END PAV 1, BEGIN PAV 4
375	172+56.90	70.18' LT	22' RADIUS
376	172+56.91	48.15' LT	BEGIN 22' RADIUS
378	172+76.55	61.38' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 22' RADIUS
379	172+88.29	90.21' LT	END PAV 4
381	173+09.87	60.49' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 18' RADIUS
382	173+15.58	48.01' RT	END PAV 1, BEGIN PAV 4
383	173+17.05	78.16' LT	END PAV 4
384	173+17.48	61.11' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 22' RADIUS
385	173+28.88	68.14' RT	18' RADIUS
386	173+28.99	50.14' RT	END 18' RADIUS
387	173+36.85	48.25' LT	BEGIN 22' RADIUS
388	173+36.93	70.25' LT	22' RADIUS
389	173+45.67	2.09' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 50.8' RADIUS
390	173+45.67	12.04' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 50.8' RADIUS
391	173+56.67	4.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 50.8' RADIUS
392	173+56.85	14.07' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 50.8' RADIUS
393	173+59.96	46.68' RT	50.8' RADIUS
394	173+60.15	36.57' LT	50.8' RADIUS
395	173+60.72	59.49' LT	SAWCUT, END SIDEWALK
396	173+60.76	48.27' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, END PAV 1, BEGIN PAV 4
397	173+64.22	48.07' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
397A	173+64.33	59.54' RT	SAWCUT, END SIDEWALK
397B	173+48.94	59.58' RT	END SIDEWALK, END PED CURB
400	176+19.69	47.95' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
401	176+29.69	47.96' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT CURB RAMP GRADING, SHAPING, AND FINISHING



BM	STATION	OFFSET	DESCRIPTION	ELEVATION
BM 17788	177+88.22	52.59' RT	CHISELED CROSS "X" IN TOP NW FLANGE BOLT FOR FIRE HYDRANT @ SE COR OF STH 100 & W. MAPLE LN.	733.6700

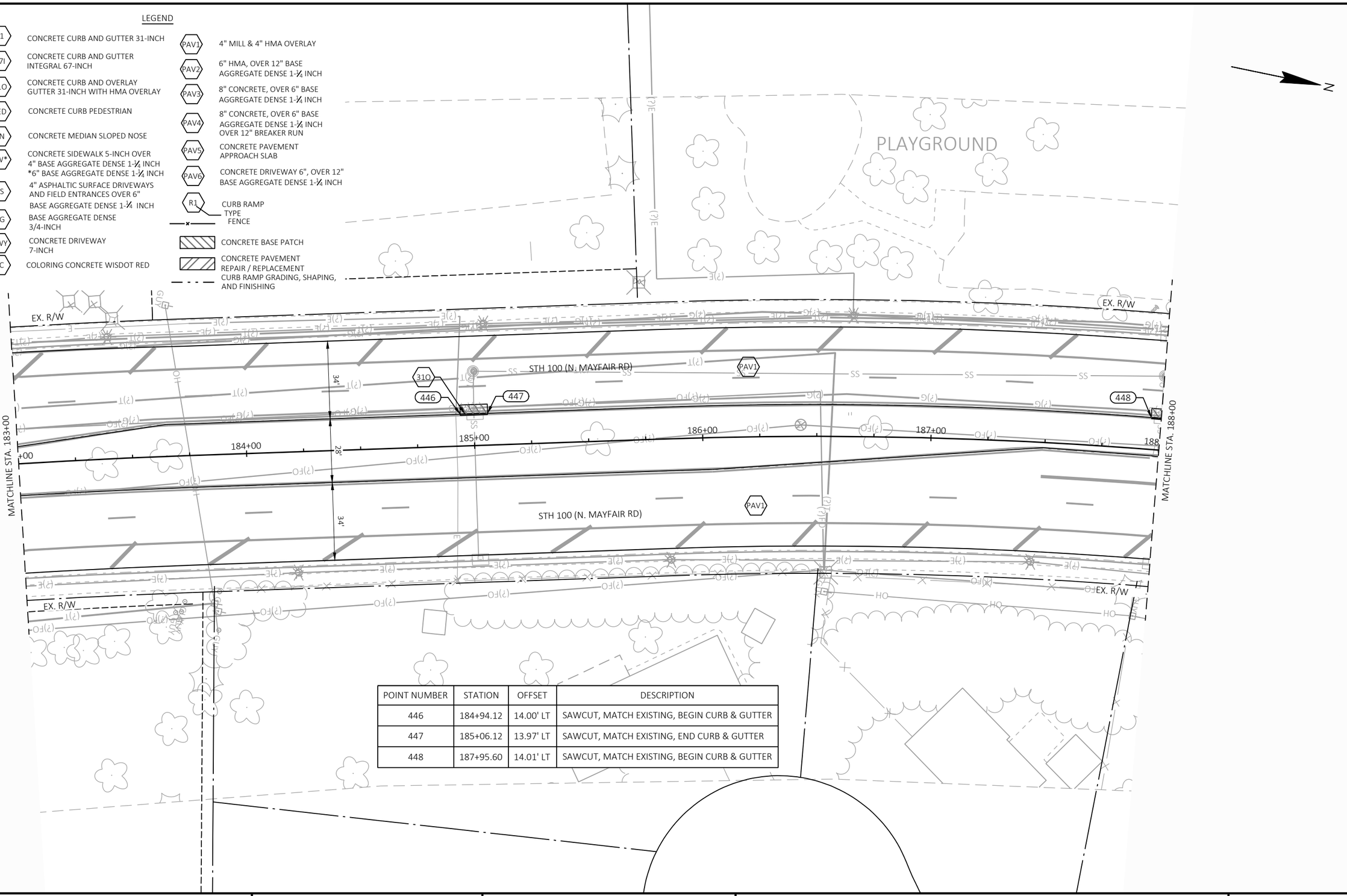
POINT NUMBER	STATION	OFFSET	DESCRIPTION
402	177+89.94	59.60' RT	SAWCUT, MATCH EXISTING, BEGIN SIDEWALK
403	177+89.98	69.22' RT	21' RADIUS
404	177+99.65	50.58' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 21' RADIUS
405	178+09.54	61.60' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 21' RADIUS
406	178+10.54	73.52' RT	END PAV 1
407	178+35.81	80.83' RT	END PAV 1
408	178+41.04	63.17' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 19' RADIUS
409	178+52.42	50.04' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 19' RADIUS
410	178+59.50	67.67' RT	19' RADIUS
411	178+66.53	59.70' RT	END SIDEWALK
414	181+09.33	59.81' RT	SAWCUT, MATCH EXISTING, BEGIN SIDEWALK
415	181+10.51	48.00' RT	END PAV 4, BEGIN PAV 1
416	181+10.52	59.85' LT	SAWCUT, BEGIN SIDEWALK
417	181+11.89	69.54' LT	21.2' RADIUS
418	181+12.69	67.71' RT	18' RADIUS
419	181+14.14	48.39' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 21.2' RADIUS, END PAV 1, BEGIN PAV 4
420	181+18.70	50.43' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 18' RADIUS
421	181+31.13	61.45' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 21.2' RADIUS
422	181+31.44	78.36' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
423	181+31.74	70.98' RT	END 18' RADIUS, END PAV 4
424	181+32.85	69.15' LT	END PAV 4
425	181+58.24	68.97' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 21' RADIUS, END PAV 4

POINT NUMBER	STATION	OFFSET	DESCRIPTION
426	181+58.61	71.37' RT	END PAV 4
427	181+59.68	63.36' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 22' RADIUS
428	181+77.84	48.33' LT	END 21' RADIUS
429	181+78.74	69.32' LT	21' RADIUS
430	181+80.56	48.08' RT	END 22' RADIUS, END PAV 1, BEGIN PAV 4
431	181+81.13	70.07' RT	22' RADIUS
432	181+82.77	48.28' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
433	181+82.88	59.95' LT	SAWCUT, END SIDEWALK
434	181+84.92	11.85' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 68' RADIUS
435	181+85.47	3.74' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
437	181+89.51	59.41' LT	SAWCUT, BEGIN SIDEWALK
438	181+89.53	48.24' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
439	181+91.70	58.97' RT	SAWCUT, END SIDEWALK
440	181+91.75	48.08' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
441	181+94.40	59.34' LT	SAWCUT, BEGIN SIDEWALK
442	181+94.45	48.22' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
443	181+95.90	13.75' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 68' RADIUS
444	181+96.59	4.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
445	182+01.79	54.06' LT	68' RADIUS

2

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING



POINT NUMBER	STATION	OFFSET	DESCRIPTION
446	184+94.12	14.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
447	185+06.12	13.97' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
448	187+95.60	14.01' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER

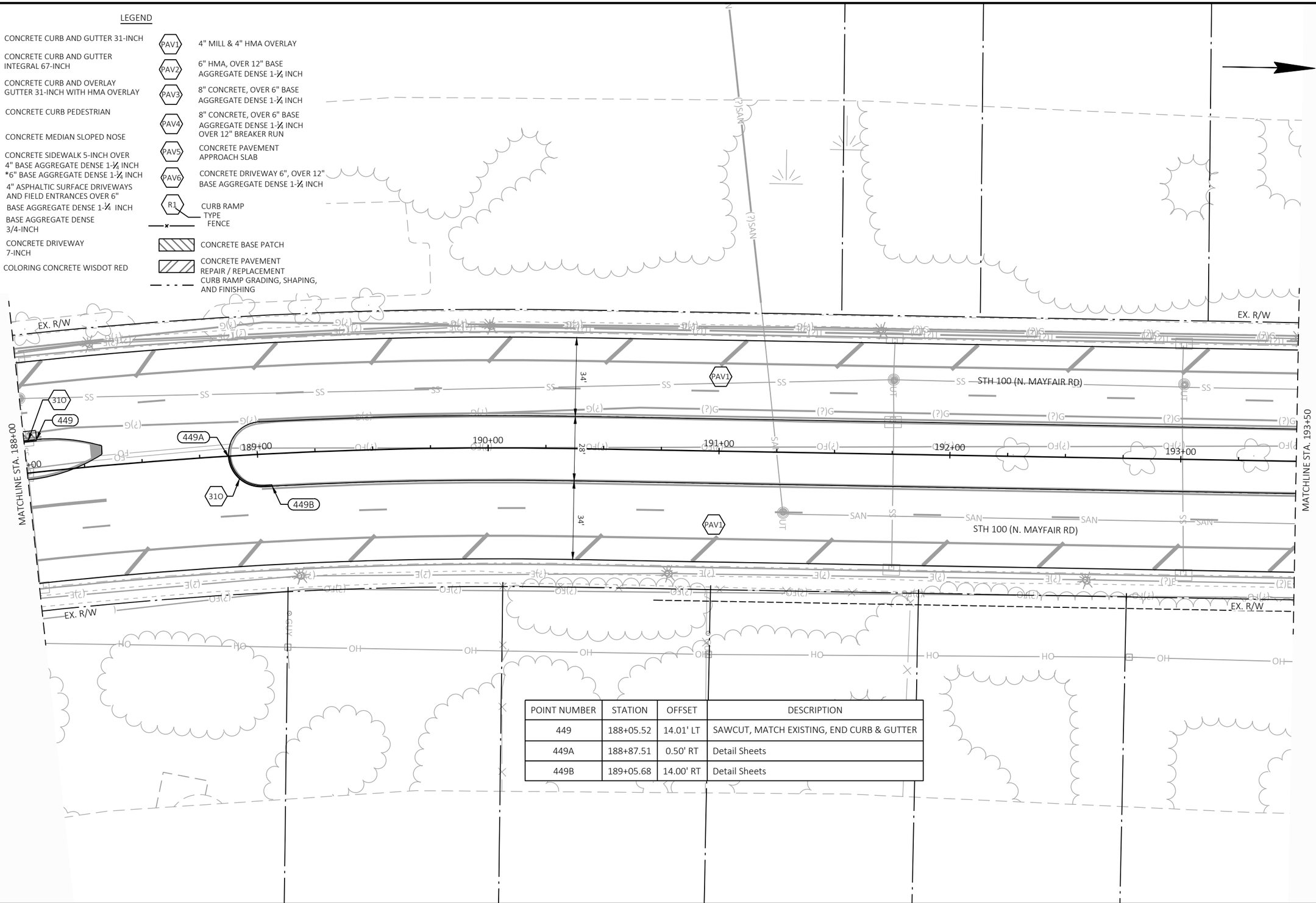
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 84	E

2

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED

PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING



POINT NUMBER	STATION	OFFSET	DESCRIPTION
449	188+05.52	14.01' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
449A	188+87.51	0.50' RT	Detail Sheets
449B	189+05.68	14.00' RT	Detail Sheets

2

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

POINT NUMBER	STATION	OFFSET	DESCRIPTION
452	195+39.80	60.00' RT	SAWCUT, BEGIN SIDEWALK
453	195+44.30	69.51' RT	21' RADIUS
454	195+53.43	50.60' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 21' RADIUS
455	195+64.86	65.23' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 21' RADIUS
456	195+65.47	70.08' RT	END PAV 1
457	195+92.13	70.40' RT	END PAV 1
458	195+93.07	63.31' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 22' RADIUS
459	196+13.48	59.98' RT	SAWCUT, END SIDEWALK
460	196+13.87	48.35' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 22' RADIUS
461	196+13.91	70.35' RT	22' RADIUS
462	196+27.08	59.36' LT	SAWCUT, BEGIN SIDEWALK
463	196+27.14	48.28' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
464	196+29.75	14.00' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER

N

EX. R/W

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 193+50

MATCHLINE STA. 199+00

194+00 195+00 196+00 197+00 198+00 199

34' 28' 48' 14'

W. COURTLAND AVE

TILE

POINT NUMBER	STATION	OFFSET	DESCRIPTION
465	196+29.93	1.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
466	196+33.25	54.91' RT	SAWCUT, END SIDEWALK
466A	196+38.65	54.90' RT	SAWCUT, MATCH EXISTING
467	196+61.68	48.42' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
468	196+42.75	14.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
469	196+42.93	1.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
470	196+44.08	59.34' LT	SAWCUT, END SIDEWALK
471	196+44.15	48.26' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
472	198+30.43	14.16' RT	BEGIN CONCRETE BASE PATCH
473	198+30.43	37.99' RT	BEGIN CONCRETE BASE PATCH
474	198+40.71	12.92' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
475	198+46.66	12.19' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
476	198+46.66	38.00' RT	END CONCRETE BASE PATCH

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 86	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021228_pd

PLOT DATE : 5/22/2026 5:32 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- 31 — CONCRETE CURB AND GUTTER 31-INCH
- 67I — CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
- 31O — CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
- PED — CONCRETE CURB PEDESTRIAN
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW* — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
- AS — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- AG — BASE AGGREGATE DENSE 3/4-INCH
- DWY — CONCRETE DRIVEWAY 7-INCH
- CC — COLORING CONCRETE WISDOT RED
- PAV1 — 4" MILL & 4" HMA OVERLAY
- PAV2 — 6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- PAV3 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- PAV4 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
- PAV5 — CONCRETE PAVEMENT APPROACH SLAB
- PAV6 — CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- R1 — CURB RAMP TYPE
- FENCE
- CONCRETE BASE PATCH
- CONCRETE PAVEMENT REPAIR / REPLACEMENT CURB RAMP GRADING, SHAPING, AND FINISHING

N

EX. R/W
W. HAMPTON AVE
ROE
STH 100 (N. MAYFAIR RD)
MATCHLINE STA. 199+00
MATCHLINE STA. 204+25
200+00
201+00
202+00
203+00
204+00
34'
38'
44'
18'
14'

2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 87	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021229_pd

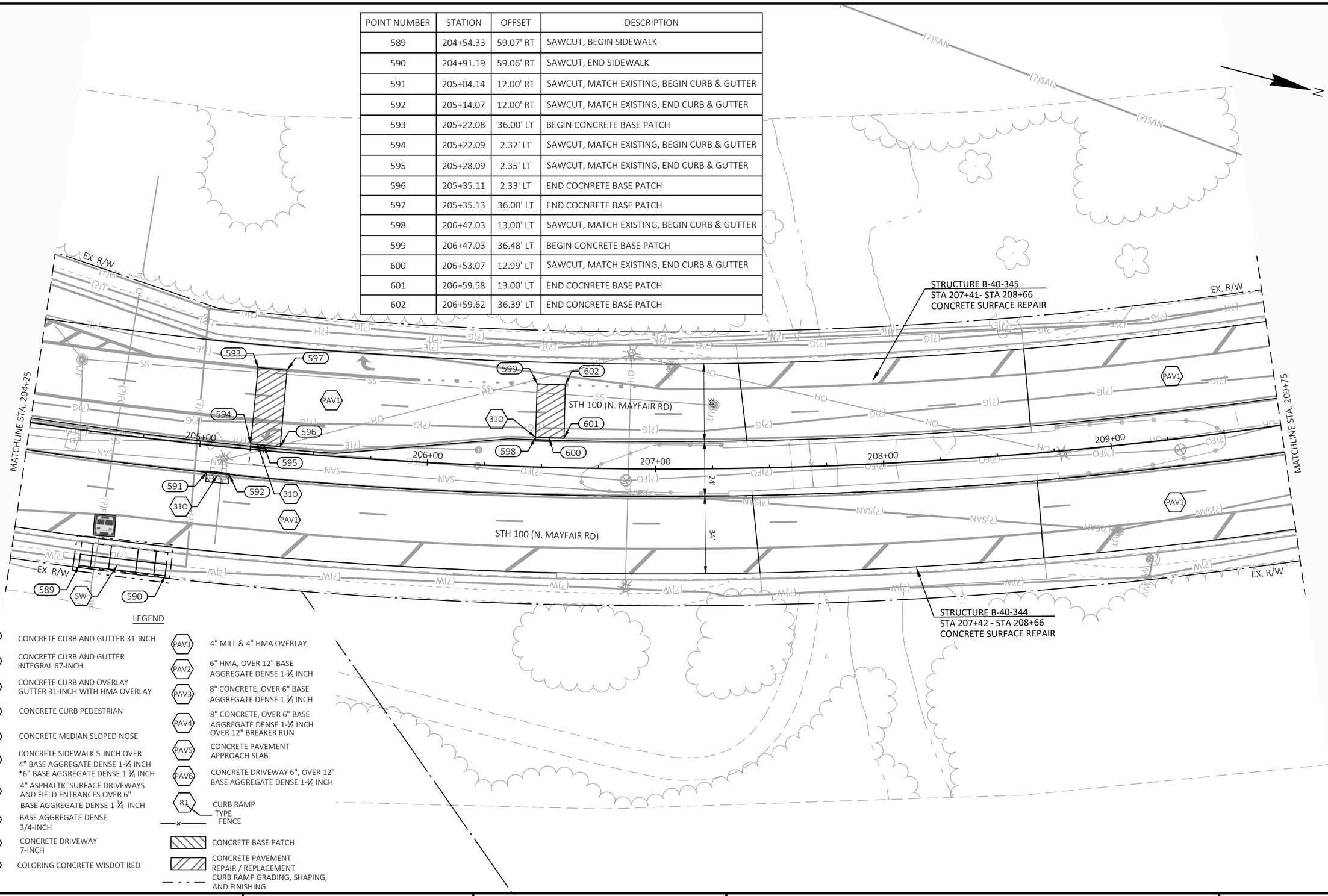
PLOT DATE : 5/22/2026 5:32 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

POINT NUMBER	STATION	OFFSET	DESCRIPTION
477	199+80.56	5.00' RT	BEGIN CONCRETE BASE PATCH
478	199+80.56	38.00' RT	BEGIN CONCRETE BASE PATCH
479	199+89.63	5.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
480	199+95.63	5.00' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
481	199+95.63	38.00' RT	END CONCRETE BASE PATCH
482	201+34.72	48.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
483	201+36.37	5.00' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
484	201+38.20	86.47' LT	28.5' RADIUS
485	201+39.52	5.00' RT	BEGIN CONCRETE BASE PATCH
486	201+39.52	15.00' RT	BEGIN CONCRETE BASE PATCH
487	201+44.72	48.49' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
488	201+55.53	67.35' LT	SAWCUT, BEGIN SIDEWALK
489	201+63.79	62.46' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 28.5' RADIUS
490	201+64.95	82.33' LT	SAWCUT, END SIDEWALK
491	201+66.73	82.14' RT	110' RADIUS
492	201+72.57	117.60' RT	40' RADIUS
493	201+73.07	76.67' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 28.5' RADIUS
494	201+78.81	77.99' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 40' RADIUS
495	201+79.14	86.11' RT	SAWCUT, MATCH EXISTING, END SIDEWALK
496	201+81.56	40.00' LT	END 45' RADIUS
497	201+81.56	5.00' RT	END 45' RADIUS
498	201+77.81	62.56' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
499	201+83.96	118.00' LT	END PAV 1
501	201+79.36	42.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
502	201+85.52	4.83' RT	END CONCRETE BAE PATCH
503	201+85.52	15.00' RT	END CONCRTETE BASE PATCH
504	201+86.71	132.23' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
505	201+86.94	62.48' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
506	202+09.37	67.47' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
507	201+88.90	81.17' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 40' RADIUS
508	201+88.99	144.05' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
509	201+89.52	75.10' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
510	201+90.30	4.14' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 45' RADIUS
511	202+10.03	42.00' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
512	201+94.11	50.36' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
513	201+95.13	88.60' LT	SAWCUT, MATCH EXISTING, CONCRETE SIDEWALK PI
514	201+96.90	97.29' LT	SAWCUT, MATCH EXISTING, CONCRETE SIDEWALK PI
515	202+00.07	50.94' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER

POINT NUMBER	STATION	OFFSET	DESCRIPTION
516	202+07.51	97.37' LT	SAWCUT, MATCH EXISTING, CONCRETE SIDEWALK PI
517	202+07.87	88.69' LT	SAWCUT, MATCH EXISTING, CONCRETE SIDEWALK PI
518	202+08.99	122.12' LT	END CONCRETE PAVEMENT REPAIR / REPLACEMENT
519	202+10.04	96.60' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
520	202+10.36	88.79' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN CONCRETE PAVEMENT REPAIR / REPLACEMENT END PAV 3
521	202+11.06	71.93' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
522	202+11.07	71.55' LT	BEGIN CONCRETE BASE PATCH
523	202+11.45	62.51' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
524	202+12.28	115.05' RT	END PAV 1
525	202+12.86	45.76' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
526	202+14.14	60.23' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
527	202+39.23	115.17' RT	END PAV 1
528	202+39.47	63.51' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
529	202+39.50	57.51' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
530	202+50.57	62.20' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
531	202+50.61	71.53' LT	BEGIN CONCRETE BASE PATCH
532	202+50.95	116.92' LT	END CURB & GUTTER
533	202+50.99	121.89' LT	END CONCRETE PAVEMENT REPAIR / REPLACEMENT
535	202+52.55	57.70' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 90' RADIUS
536	202+53.80	65.49' RT	END PAV 3, BEGIN CONCRETE PAVEMENT REPAIR / REPLACEMENT
538	202+54.68	110.52' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
539	202+54.67	115.41' RT	END CONCRETE PAVEMENT REPAIR / REPLACEMENT
540	202+55.01	83.78' RT	END 90' RADIUS
541	202+64.35	62.80' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
542	202+66.37	71.79' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
543	202+90.43	116.49' RT	END CONCRETE PAVEMENT REPAIR / REPLACEMENT
544	202+91.20	88.90' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
545	202+91.41	81.47' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
546	202+91.83	66.88' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
547	202+91.84	66.37' RT	BEGIN CONCRETE BASE PATCH
549	202+94.13	54.68' RT	BEGIN 2' RADIUS
550	202+94.88	56.62' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
551	202+95.16	47.61' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
552	202+96.60	52.74' RT	END 2' RADIUS
553	202+98.22	120.56' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
554	202+98.33	116.46' LT	END PAV 1
555	202+98.70	132.55' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
556	203+02.39	117.01' RT	END PAV 1

POINT NUMBER	STATION	OFFSET	DESCRIPTION
557	203+07.62	75.31' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
558	203+15.22	83.27' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER, BEGIN 41' RADIUS
559	203+13.41	52.76' RT	BEGIN 2' RADIUS
560	203+15.13	55.66' RT	END 2' RADIUS
561	203+17.71	11.55' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
562	203+18.10	2.84' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
563	203+00.02	38.42' LT	BEGIN CONCRETE CURB & GUTTER
564	203+20.65	78.65' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
565	202+96.66	64.82' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
566	203+21.17	95.20' LT	SAWCUT, BEGIN SIDEWALK
568	203+22.22	45.83' RT	END PAV 3
569	203+24.99	69.78' RT	BEGIN 46.8' RADIUS
570	203+26.65	12.01' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
571	203+26.76	66.67' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 46.8' RADIUS
572	203+27.23	0.26' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
573	203+29.23	1.63' LT	BEGIN CONCRETE BASE PATCH
574	203+29.23	13.00' LT	BEGIN cONCRETE BASE PATCH
575	203+34.38	39.61' LT	END CONCRETE CURB & GUTTER
576	203+35.45	60.28' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
577	203+32.03	75.84' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER, END 41' RADIUS
578	203+86.95	80.69' LT	SAWCUT, END SIDEWALK
579	203+41.98	115.50' LT	41' RADIUS
580	203+48.07	3.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
581	203+55.40	3.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
582	203+64.23	92.44' RT	46.8' RADIUS
585	203+75.28	3.00' LT	END COCNRETE BASE PATCH
586	203+75.29	13.00' LT	END CONCRETE BASE PATCH
587	202+08.36	51.90' LT	BEGIN PAV 3
588	202+50.52	52.35' LT	BEGIN PAV 3
589	202+48.55	42.27' RT	BEGIN PAV 3
591	202+50.40	88.65' LT	BEGIN CONCRETE PAVEMENT REPAIR / REPLACEMENT END PAV 3
592	202+12.72	66.73' RT	40' RADIUS
593	202+12.16	43.85' RT	RADIUS

POINT NUMBER	STATION	OFFSET	DESCRIPTION
589	204+54.33	59.07' RT	SAWCUT, BEGIN SIDEWALK
590	204+91.19	59.06' RT	SAWCUT, END SIDEWALK
591	205+04.14	12.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
592	205+14.07	12.00' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
593	205+22.08	36.00' LT	BEGIN CONCRETE BASE PATCH
594	205+22.09	2.32' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
595	205+28.09	2.35' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
596	205+35.11	2.33' LT	END COCNRETE BASE PATCH
597	205+35.13	36.00' LT	END COCNRETE BASE PATCH
598	206+47.03	13.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
599	206+47.03	36.48' LT	BEGIN CONCRETE BASE PATCH
600	206+53.07	12.99' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
601	206+59.58	13.00' LT	END COCNRETE BASE PATCH
602	206+59.62	36.39' LT	END CONCRETE BASE PATCH



LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED

PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

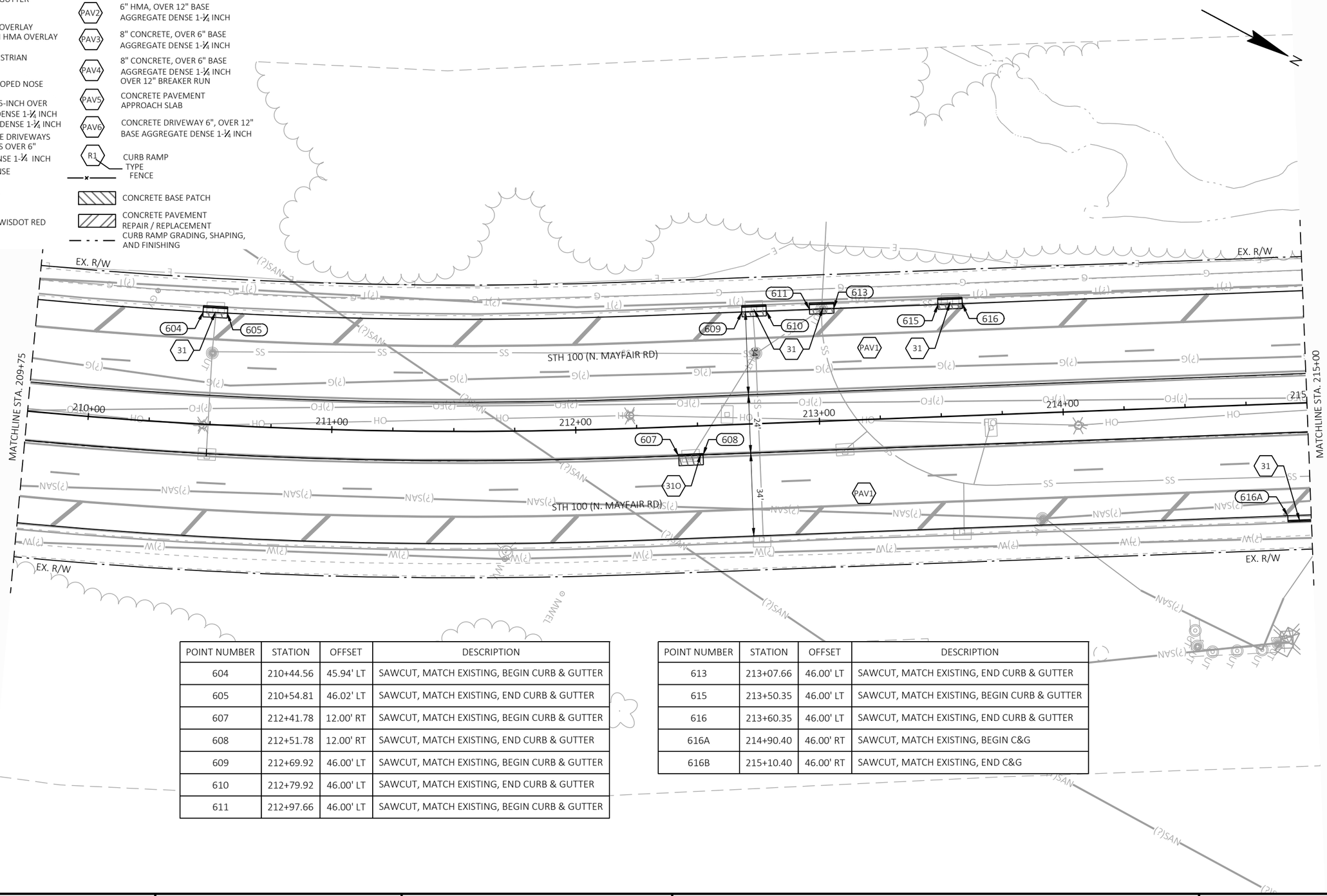
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 90	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021232_pd
PLOT DATE : 5/22/2026 5:33 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- 31 — CONCRETE CURB AND GUTTER 31-INCH
- 67I — CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
- 31O — CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
- PED — CONCRETE CURB PEDESTRIAN
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW* — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
- AS — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- AG — BASE AGGREGATE DENSE 3/4-INCH
- DWY — CONCRETE DRIVEWAY 7-INCH
- CC — COLORING CONCRETE WISDOT RED
- PAV1 — 4" MILL & 4" HMA OVERLAY
- PAV2 — 6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- PAV3 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- PAV4 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
- PAV5 — CONCRETE PAVEMENT APPROACH SLAB
- PAV6 — CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- R1 — CURB RAMP TYPE
- FENCE
- CONCRETE BASE PATCH
- CONCRETE PAVEMENT REPAIR / REPLACEMENT CURB RAMP GRADING, SHAPING, AND FINISHING

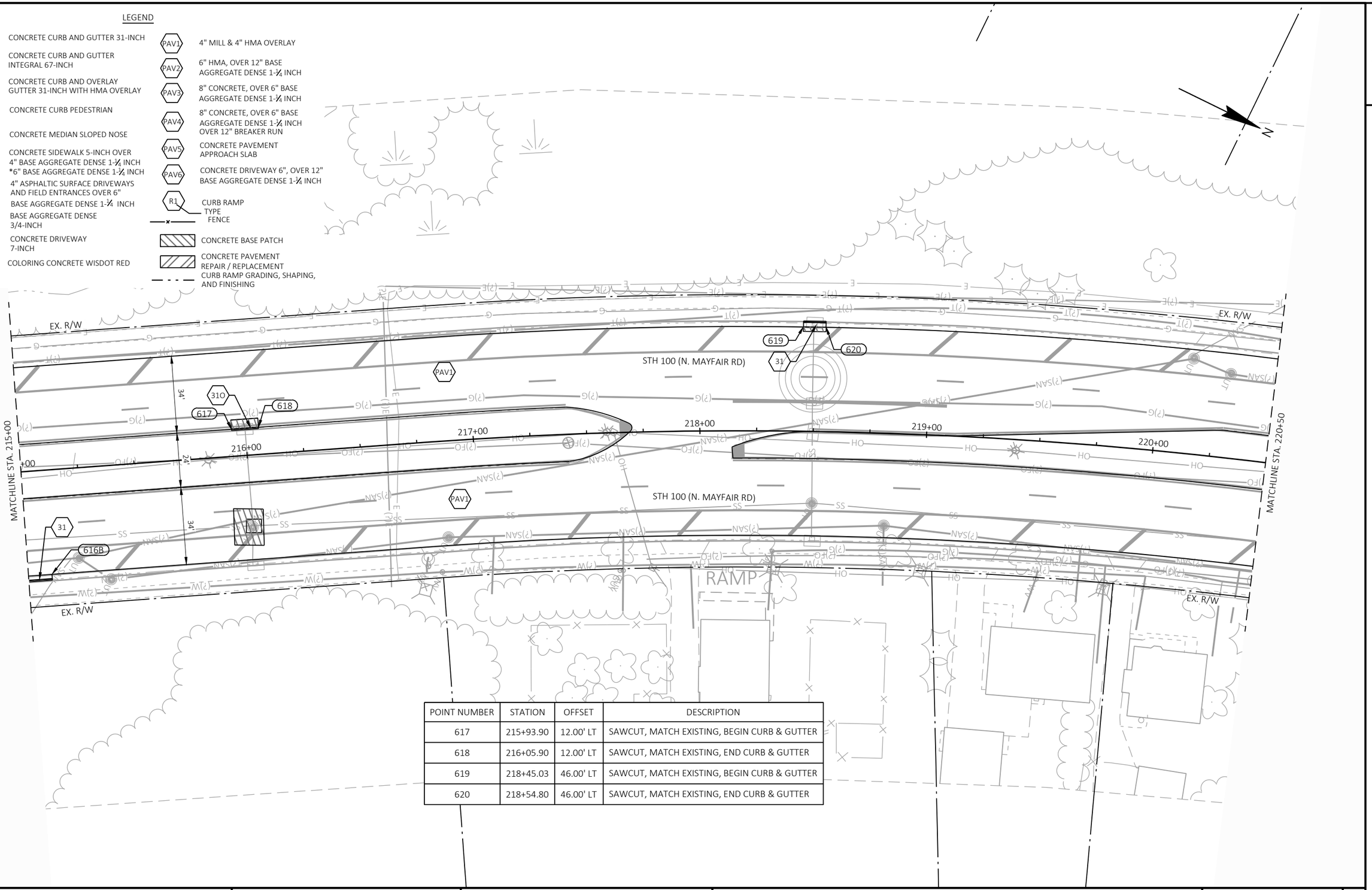


POINT NUMBER	STATION	OFFSET	DESCRIPTION
604	210+44.56	45.94' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
605	210+54.81	46.02' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
607	212+41.78	12.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
608	212+51.78	12.00' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
609	212+69.92	46.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
610	212+79.92	46.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
611	212+97.66	46.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER

POINT NUMBER	STATION	OFFSET	DESCRIPTION
613	213+07.66	46.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
615	213+50.35	46.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
616	213+60.35	46.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
616A	214+90.40	46.00' RT	SAWCUT, MATCH EXISTING, BEGIN C&G
616B	215+10.40	46.00' RT	SAWCUT, MATCH EXISTING, END C&G

LEGEND

- 31 — CONCRETE CURB AND GUTTER 31-INCH
- 67I — CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
- 31O — CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
- PED — CONCRETE CURB PEDESTRIAN
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW* — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
- AS — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- AG — BASE AGGREGATE DENSE 3/4-INCH
- DWY — CONCRETE DRIVEWAY 7-INCH
- CC — COLORING CONCRETE WISDOT RED
- PAV1 — 4" MILL & 4" HMA OVERLAY
- PAV2 — 6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- PAV3 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- PAV4 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
- PAV5 — CONCRETE PAVEMENT APPROACH SLAB
- PAV6 — CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- R1 — CURB RAMP TYPE
- FENCE
- CONCRETE BASE PATCH
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- CURB RAMP GRADING, SHAPING, AND FINISHING

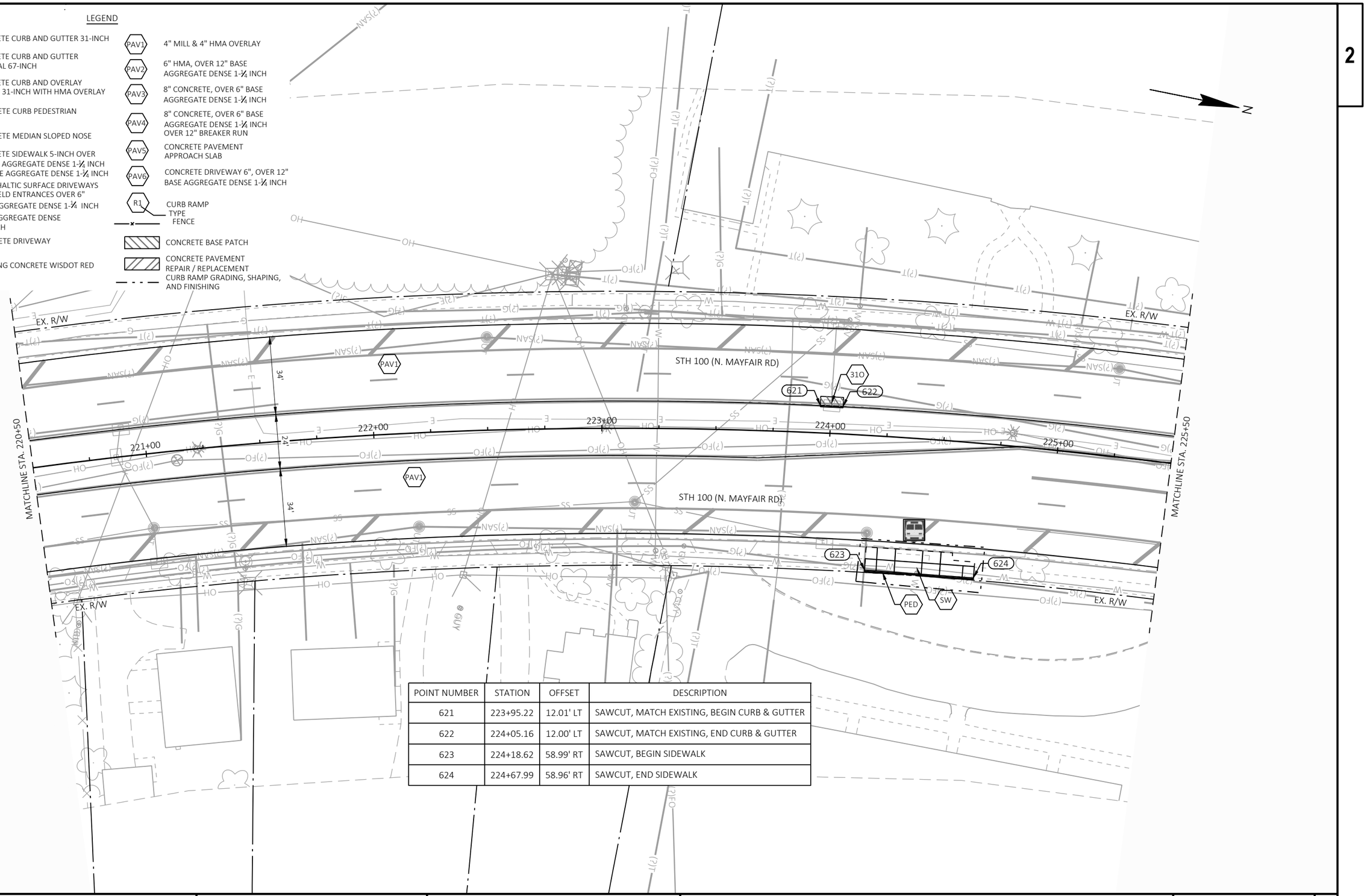


POINT NUMBER	STATION	OFFSET	DESCRIPTION
617	215+93.90	12.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
618	216+05.90	12.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
619	218+45.03	46.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
620	218+54.80	46.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER

2

LEGEND

- 31 — CONCRETE CURB AND GUTTER 31-INCH
- 67I — CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
- 31O — CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
- PED — CONCRETE CURB PEDESTRIAN
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW* — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
- AS — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- AG — BASE AGGREGATE DENSE 3/4-INCH
- DWY — CONCRETE DRIVEWAY 7-INCH
- CC — COLORING CONCRETE WISDOT RED
- PAV1 — 4" MILL & 4" HMA OVERLAY
- PAV2 — 6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- PAV3 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- PAV4 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
- PAV5 — CONCRETE PAVEMENT APPROACH SLAB
- PAV6 — CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- R1 — CURB RAMP TYPE
- FENCE
- CONCRETE BASE PATCH
- CONCRETE PAVEMENT REPAIR / REPLACEMENT CURB RAMP GRADING, SHAPING, AND FINISHING



POINT NUMBER	STATION	OFFSET	DESCRIPTION
621	223+95.22	12.01' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
622	224+05.16	12.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
623	224+18.62	58.99' RT	SAWCUT, BEGIN SIDEWALK
624	224+67.99	58.96' RT	SAWCUT, END SIDEWALK

2

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

N

EX. R/W

626

628

629

630

31

PAV1

STH 100 (N. MAYFAIR RD)

24'

34'

MATCHLINE STA. 225+50

MATCHLINE STA. 231+00

226+00

227+00

228+00

229+00

230+00

231

EX. R/W

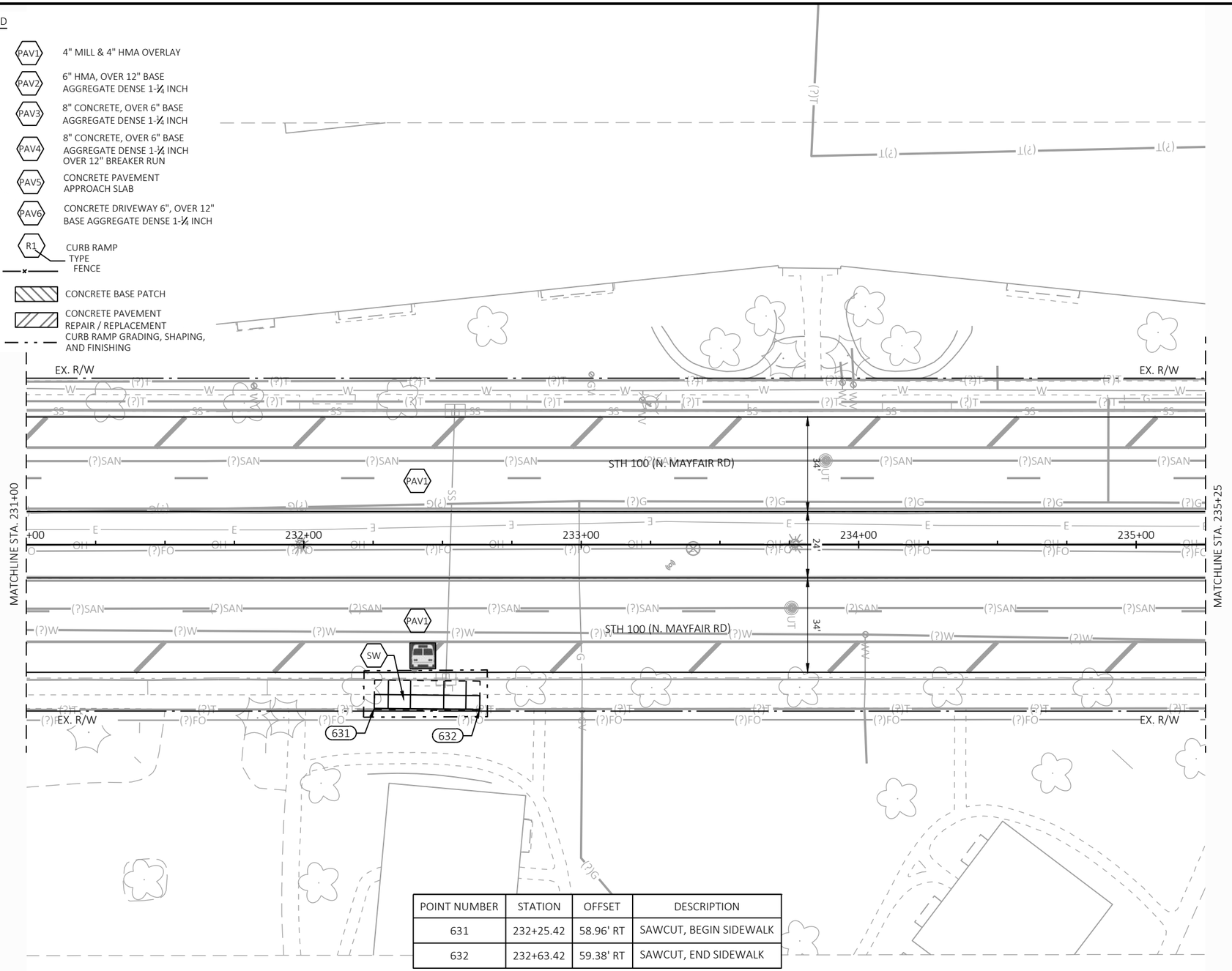
EX. R/W

POINT NUMBER	STATION	OFFSET	DESCRIPTION
626	226+95.49	46.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
628	227+05.38	46.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
629	229+95.31	48.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
630	230+05.31	48.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED

PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT CURB RAMP GRADING, SHAPING, AND FINISHING



POINT NUMBER	STATION	OFFSET	DESCRIPTION
631	232+25.42	58.96' RT	SAWCUT, BEGIN SIDEWALK
632	232+63.42	59.38' RT	SAWCUT, END SIDEWALK

2

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED

PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

BM	STATION	OFFSET	DESCRIPTION	ELEVATION
BM 23820	238+20.19	51.40 Lt	CHISELED CROSS "X" IN TOP NW FLANGE BOLT FOR FIRE HYDRANT	743.0800

N

BM 23820

EX. R/W

EX. R/W

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 235+25

236+00

237+00

238+00

239+00

240+00

241

MATCHLINE STA. 241+00

PAV1

34'

24'

STH 100 (N. MAYFAIR RD)

PAV1

SW

633

634

PED

EX. R/W

EX. R/W

POINT NUMBER	STATION	OFFSET	DESCRIPTION
633	239+14.34	59.10' RT	SAWCUT, BEGIN SIDEWALK
634	239+52.34	59.11' RT	SAWCUT, END SIDEWALK

2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 96 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021238_pd

PLOT DATE : 5/22/2026 5:33 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- 31 — CONCRETE CURB AND GUTTER 31-INCH
- 67I — CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
- 31O — CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
- PED — CONCRETE CURB PEDESTRIAN
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW* — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
- AS — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- AG — BASE AGGREGATE DENSE 3/4-INCH
- DWY — CONCRETE DRIVEWAY 7-INCH
- CC — COLORING CONCRETE WISDOT RED
- PAV1 — 4" MILL & 4" HMA OVERLAY
- PAV2 — 6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- PAV3 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- PAV4 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
- PAV5 — CONCRETE PAVEMENT APPROACH SLAB
- PAV6 — CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- R1 — CURB RAMP TYPE
- FENCE
- CONCRETE BASE PATCH
- CONCRETE PAVEMENT REPAIR / REPLACEMENT
- CURB RAMP GRADING, SHAPING, AND FINISHING

N

EX. R/W

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 241+00

MATCHLINE STA. 246+25

241+00 242+00 243+00 244+00 245+00 246+00

34'

24'

634A 634B 634C 634D 635 636 PED SW PAV1 31

POINT NUMBER	STATION	OFFSET	DESCRIPTION
634A	243+24.95	46.00' RT	BEGIN CURB & GUTTER
634B	243+34.95	46.00' RT	END CURB & GUTTER
634C	243+98.75	46.00' RT	BEGIN CURB & GUTTER
634D	244+13.75	46.00' RT	END CURB & GUTTER
635	244+96.99	58.88' RT	SAWCUT, BEGIN SIDEWALK
636	245+34.99	58.93' RT	SAWCUT, END SIDEWALK

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 97	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021239_pd

PLOT DATE : 5/22/2026 5:33 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT
	CURB RAMP GRADING, SHAPING, AND FINISHING

N

POINT NUMBER	STATION	OFFSET	DESCRIPTION
639	248+04.32	46.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
639A	247+97.91	46.00' LT	BEGIN BASE PATCH
640	248+14.32	46.14' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER & BASE PATCH
641	248+37.81	73.53' LT	END PAV 1
642	248+54.72	118.88' RT	END PAV 1
643	248+81.37	75.00' LT	END PAV 1
644	248+83.89	116.29' RT	END PAV 1
645	248+96.44	75.43' LT	END PAV 1
646	249+09.89	87.62' RT	END PAV 1
647	249+41.17	77.69' LT	END PAV 1

POINT NUMBER	STATION	OFFSET	DESCRIPTION
648	249+49.52	84.50' RT	END PAV 1
649	249+72.24	16.15' LT	END PAV 1
650	249+72.56	44.62' LT	END PAV 1
651	249+76.22	14.17' RT	END PAV 1
652	249+76.22	46.00' RT	END PAV 1
653	246+92.49	58.93' LT	SAWCUT, BEGIN SIDEWALK, BEGIN CURB
654	247+30.49	58.87' LT	SAWCUT, END SIDEWALK, END CURB

MATCHLINE STA. 246+25

247+00 248+00 249+00 250+00 251+00

STH 100 (N. MAYFAIR RD)

N. LOVERS LANE RD.

W. SILVER SPRING DR

W. SILVER SPRING DR.

EX. R/W

END PROJECT STA 249+46 MATCH EXISTING

PROJECT NO:	2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS STH 100	SHEET 98 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021240_pd

PLOT DATE : 5/22/2026 5:33 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- 31 — CONCRETE CURB AND GUTTER 31-INCH
- 67I — CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
- 31O — CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
- PED — CONCRETE CURB PEDESTRIAN
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW* — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
- AS — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- AG — BASE AGGREGATE DENSE 3/4-INCH
- DWY — CONCRETE DRIVEWAY 7-INCH
- CC — COLORING CONCRETE WISDOT RED
- PAV1 — 4" MILL & 4" HMA OVERLAY
- PAV2 — 6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- PAV3 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- PAV4 — 8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
- PAV5 — CONCRETE PAVEMENT APPROACH SLAB
- PAV6 — CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- R1 — CURB RAMP TYPE
- FENCE
- CONCRETE BASE PATCH
- CONCRETE PAVEMENT REPAIR / REPLACEMENT

N

EX. R/W
N. 110TH ST
PT: 40+19.96
STH 190 (W. CAPITOL DR)
PC: 41+29.17
41+00
42+00
43+00
PT: 43+22.74
44+00
45
MATCH LINE STA. 45+00
EX. R/W
BEGIN CONSTRUCTION
STA 41+16 'CAPITOL DRIVE'
DRIVEWAY TYPE Y
6.5
8
PROP. R/W
ROE
SLOPE INTERCEPT (TYP.)
EX. R/W
CANOPY

LEGEND

- 31 — CONCRETE CURB AND GUTTER 31-INCH
- 67I — CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
- 31O — CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
- PED — CONCRETE CURB PEDESTRIAN
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW* — CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
- AS — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
- AG — BASE AGGREGATE DENSE 3/4-INCH
- DWY — CONCRETE DRIVEWAY 7-INCH
- CC — COLORING CONCRETE WISDOT RED
- PAV1 — 4" MILL & 4" HMA OVERLAY
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- PAV5 — CONCRETE PAVEMENT APPROACH SLAB
- PAV6 — CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
- R1 — CURB RAMP TYPE
- FENCE
- CONCRETE BASE PATCH
- CONCRETE PAVEMENT REPAIR / REPLACEMENT

N

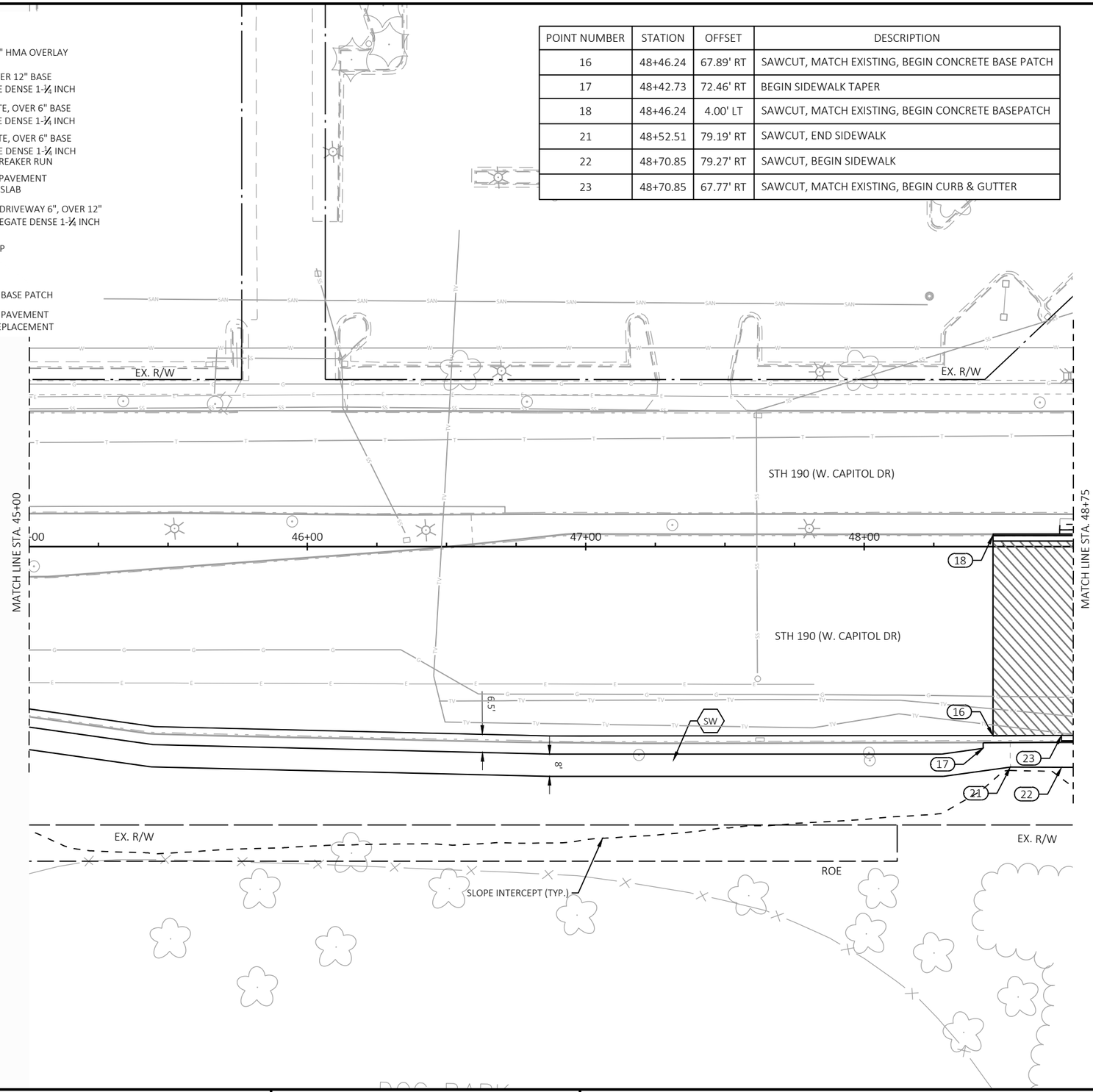
2

POINT NUMBER	STATION	OFFSET	DESCRIPTION
1	41+06.29	60.50' RT	SAWCUT, BEGIN SIDEWALK
2	41+10.36	77.35' RT	SAWCUT, MATCH EXISTING, END AS
3	41+28.47	78.66' RT	SAWCUT, MATCH EXISTING, END AS
4	41+09.19	46.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
5	41+35.39	46.00' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
6	41+71.62	48.28' RT	SAWCUT, MATCH EXISTING, BEGIN CURB
7	41+82.99	48.30' RT	SAWCUT, MATCH EXISTING, END CURB
12	41+70.36	59.18' LT	SAWCUT, BEGIN SIDEWALK
13	42+11.72	59.14' LT	SAWCUT, END SIDEWALK
14	41+72.20	47.66' LT	SAWCUT, MATCH EXISTING, BEGIN CURB
15	42+11.92	47.64' LT	SAWCUT, MATCH EXISTING, END CURB
24	41+12.18	52.44' RT	SAWCUT, MATCH EXISTING, END DRW
25	41+32.30	52.39' RT	SAWCUT, MATCH EXISTING, END DRW
26	41+12.15	60.44' RT	SAWCUT, MATCH EXISTING, BEGIN AS
27	41+31.40	60.39' RT	SAWCUT, MATCH EXISTING, BEGIN AS
28	41+10.18	48.58' RT	END DRIVEWAY
29	41+34.36	48.58' RT	END DRIVEWAY
30	44+12.50	60.50' RT	SIDEWALK BREAK POINT
31	41+25.34	1544.90' RT	1485' RADIUS
32	43+22.74	60.50' RT	END 1485' RADIUS
33	41+86.42	13.54' RT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
34	41+65.83	9.39' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
35	41+66.77	0.42' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
36	41+84.22	1.81' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
DWY	CONCRETE DRIVEWAY 7-INCH
CC	COLORING CONCRETE WISDOT RED
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
R1	CURB RAMP TYPE FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT

POINT NUMBER	STATION	OFFSET	DESCRIPTION
16	48+46.24	67.89' RT	SAWCUT, MATCH EXISTING, BEGIN CONCRETE BASE PATCH
17	48+42.73	72.46' RT	BEGIN SIDEWALK TAPER
18	48+46.24	4.00' LT	SAWCUT, MATCH EXISTING, BEGIN CONCRETE BASEPATCH
21	48+52.51	79.19' RT	SAWCUT, END SIDEWALK
22	48+70.85	79.27' RT	SAWCUT, BEGIN SIDEWALK
23	48+70.85	67.77' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER



2

N

STH 100 (N. MAYFAIR RD)

44+00 45+00 46+00 47+00 48+00 49+00 50+00 90+00 91+00

EX. R/W

UNION PACIFIC RAILROAD

AT&T

WISDOT FIBER

CITY OF WAUWATOSA FIBER

W. BURLEIGH ST

W. BURLEIGH ST.

WE ENERGIES

WAUWATOSA ELECTRIC

WISDOT

CHARTER

AT&t

WAUWATOSA SEWER

LEGEND

31	CONCRETE CURB AND GUTTER 31-INCH
67I	CONCRETE CURB AND GUTTER INTEGRAL 67-INCH
31O	CONCRETE CURB AND OVERLAY GUTTER 31-INCH WITH HMA OVERLAY
PED	CONCRETE CURB PEDESTRIAN
SN	CONCRETE MEDIAN SLOPED NOSE
SW*	CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1-¼ INCH *6" BASE AGGREGATE DENSE 1-¼ INCH
AS	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
AG	BASE AGGREGATE DENSE 3/4-INCH
AG2	6" BASE AGGREGATE DENSE 1-¼ INCH
DWY	CONCRETE DRIVEWAY 7-INCH
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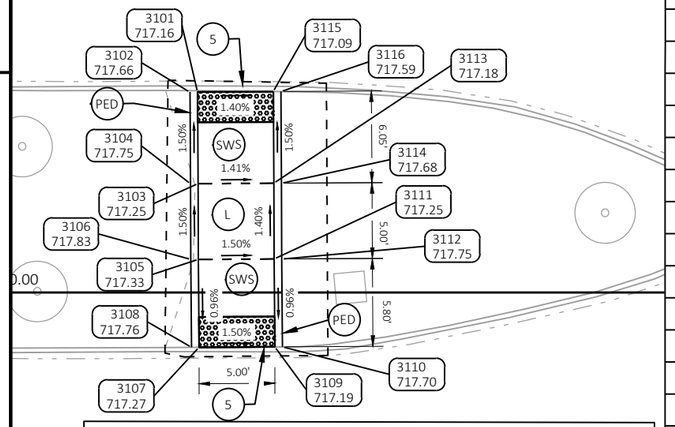
PAV1	4" MILL & 4" HMA OVERLAY
PAV2	6" HMA, OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV3	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH
PAV4	8" CONCRETE, OVER 6" BASE AGGREGATE DENSE 1-¼ INCH OVER 12" BREAKER RUN
PAV5	CONCRETE PAVEMENT APPROACH SLAB
PAV6	CONCRETE DRIVEWAY 6", OVER 12" BASE AGGREGATE DENSE 1-¼ INCH
PAV7	3" HMA, OVER 9" CONCRETE BASE
R1	CURB RAMP TYPE
	FENCE
	CONCRETE BASE PATCH
	CONCRETE PAVEMENT REPAIR / REPLACEMENT

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN DETAILS W. BURLEIGH ST.	SHEET 102	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_PD_MEDIAN.DWG
LAYOUT NAME - 021201_pd_Median
PLOT DATE : 5/22/2026 5:34 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



STH 100 MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3101	98+12.58	13.23' LT	717.16	313608.65	568992.26
3102	98+12.08	13.22' LT	717.66	313608.15	568992.25
3103	98+12.61	7.18' LT	717.25	313608.60	568998.31
3104	98+12.11	7.18' LT	717.75	313608.10	568998.30
3105	98+12.64	2.18' LT	717.33	313608.55	569003.31
3106	98+12.14	2.18' LT	717.83	313608.05	569003.30
3107	98+12.68	3.62' RT	717.27	313608.50	569009.10
3108	98+12.18	3.62' RT	717.76	313608.00	569009.10
3109	98+17.68	3.59' RT	717.19	313613.50	569009.15
3110	98+18.18	3.58' RT	717.70	313614.00	569009.15
3111	98+17.64	2.21' LT	717.25	313613.55	569003.35
3112	98+18.14	2.21' LT	717.75	313614.05	569003.36
3113	98+17.61	7.21' LT	717.18	313613.60	568998.35
3114	98+18.11	7.21' LT	717.68	313614.10	568998.36
3115	98+17.58	13.25' LT	717.09	313613.65	568992.31
3116	98+18.08	13.26' LT	717.59	313614.15	568992.31

SB STH 100

STH 100 R/L

LEGEND

N

- X — CURB RAMP TYPE
- SOD — SOD
- SWS — CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- XX YYYY.YY — POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- L — LANDING
- T — TRAVERSABLE FLARE
- NT — PAVED NON-TRAVERSABLE
- U — UNPAVED NON-TRAVERSABLE

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
AUER MEDIAN - SOUTH	9.4'	4.1'	10.8 SF	5.2'
AURE MEDIAN - NORTH	9.4'	4.1'	10.8 SF	5.2'

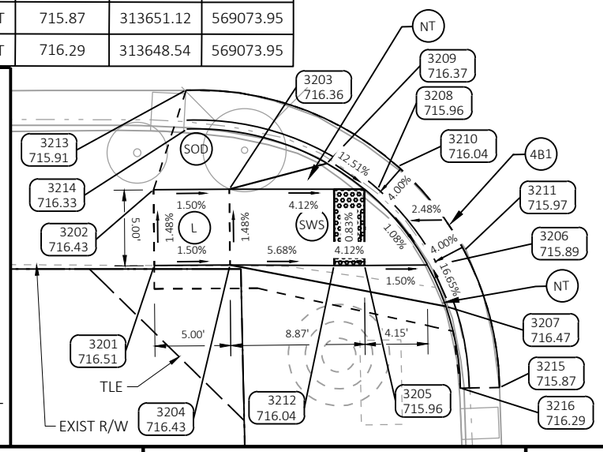
99+50.00

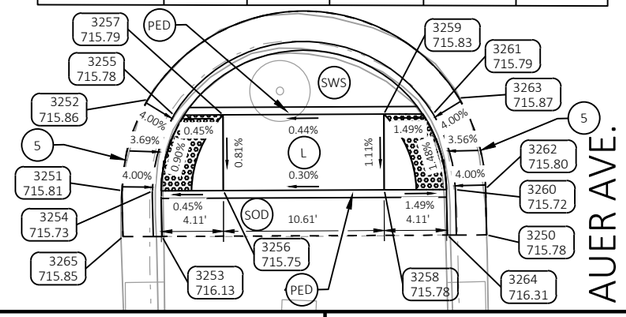
AUER NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3301	99+15.66	58.75' RT	715.64	313710.64	569065.78
3302	99+20.66	53.13' RT	715.69	313715.72	569060.23
3303	99+16.50	62.73' RT	716.00	313711.42	569069.77
3304	99+17.43	59.69' RT	715.56	313712.40	569066.75
3305	99+21.91	54.70' RT	715.62	313716.95	569061.82
3306	99+25.43	53.10' RT	716.11	313720.50	569060.28
3307	99+22.89	59.68' RT	715.66	313717.86	569066.81
3308	99+29.89	59.67' RT	716.10	313724.86	569066.91
3309	99+29.89	54.67' RT	716.05	313724.93	569061.91
3310	99+34.89	54.67' RT	716.13	313729.93	569061.98
3311	99+34.89	59.67' RT	716.20	313729.86	569066.98
3312	99+13.68	62.84' RT	715.55	313708.60	569069.83
3313	99+16.11	63.72' RT	715.97	313711.01	569070.75
3314	99+32.93	48.39' RT	715.80	313728.06	569055.68
3315	99+33.09	50.97' RT	716.22	313728.19	569058.26

AUER SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3201	98+33.48	59.78' RT	716.51	313628.45	569065.57
3202	98+33.44	54.78' RT	716.43	313628.49	569060.57
3203	98+38.44	54.74' RT	716.36	313633.49	569060.61
3204	98+38.48	59.74' RT	716.43	313633.45	569065.61
3205	98+47.35	59.77' RT	715.96	313642.32	569065.77
3206	98+52.16	59.73' RT	715.89	313647.14	569065.80
3207	98+52.73	62.48' RT	716.47	313647.66	569068.55
3208	98+48.22	54.73' RT	715.96	313643.27	569060.75
3209	98+44.87	53.05' RT	716.37	313639.94	569059.01
3210	98+49.55	53.24' RT	716.04	313644.62	569059.27
3211	98+53.93	58.79' RT	715.97	313648.91	569064.89
3212	98+45.35	59.77' RT	716.04	313640.32	569065.74
3213	98+35.58	48.21' RT	715.91	313630.73	569054.03
3214	98+35.62	50.79' RT	716.33	313630.73	569056.61
3215	98+56.27	67.82' RT	715.87	313651.12	569073.95
3216	98+53.69	67.86' RT	716.29	313648.54	569073.95

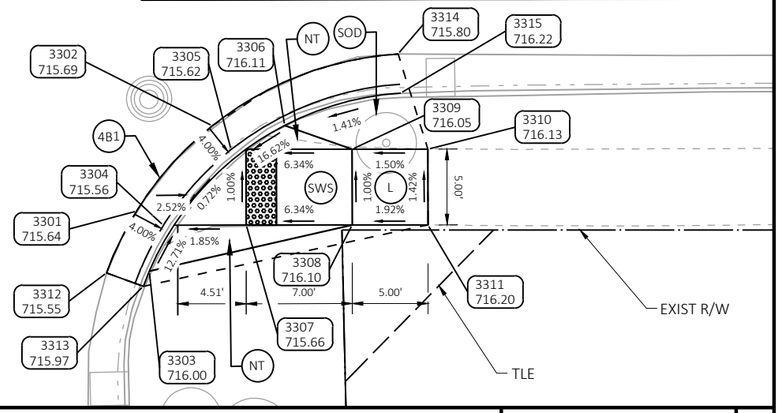
NB STH 100

AUER MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3250	98+96.40	66.66' RT	715.78	313691.26	569073.40
3251	98+72.33	63.74' RT	715.81	313667.24	569070.12
3252	98+74.04	57.73' RT	715.86	313669.04	569064.13
3253	98+74.98	66.76' RT	716.13	313669.84	569073.18
3254	98+74.33	63.77' RT	715.73	313669.24	569070.17
3255	98+75.75	58.76' RT	715.78	313670.74	569065.19
3256	98+79.02	63.75' RT	715.75	313673.93	569070.22
3257	98+79.00	58.75' RT	715.79	313673.99	569065.22
3258	98+89.64	63.70' RT	715.78	313684.55	569070.33
3259	98+89.61	58.70' RT	715.83	313684.60	569065.33
3260	98+94.33	63.67' RT	715.72	313689.24	569070.38
3261	98+92.86	58.68' RT	715.79	313687.84	569065.36
3262	98+96.33	63.63' RT	715.80	313691.24	569070.36
3263	98+94.56	57.64' RT	715.87	313689.57	569064.34
3264	98+93.81	66.68' RT	716.31	313688.68	569073.37
3265	98+72.39	66.78' RT	715.85	313667.26	569073.15





AUER AVE.



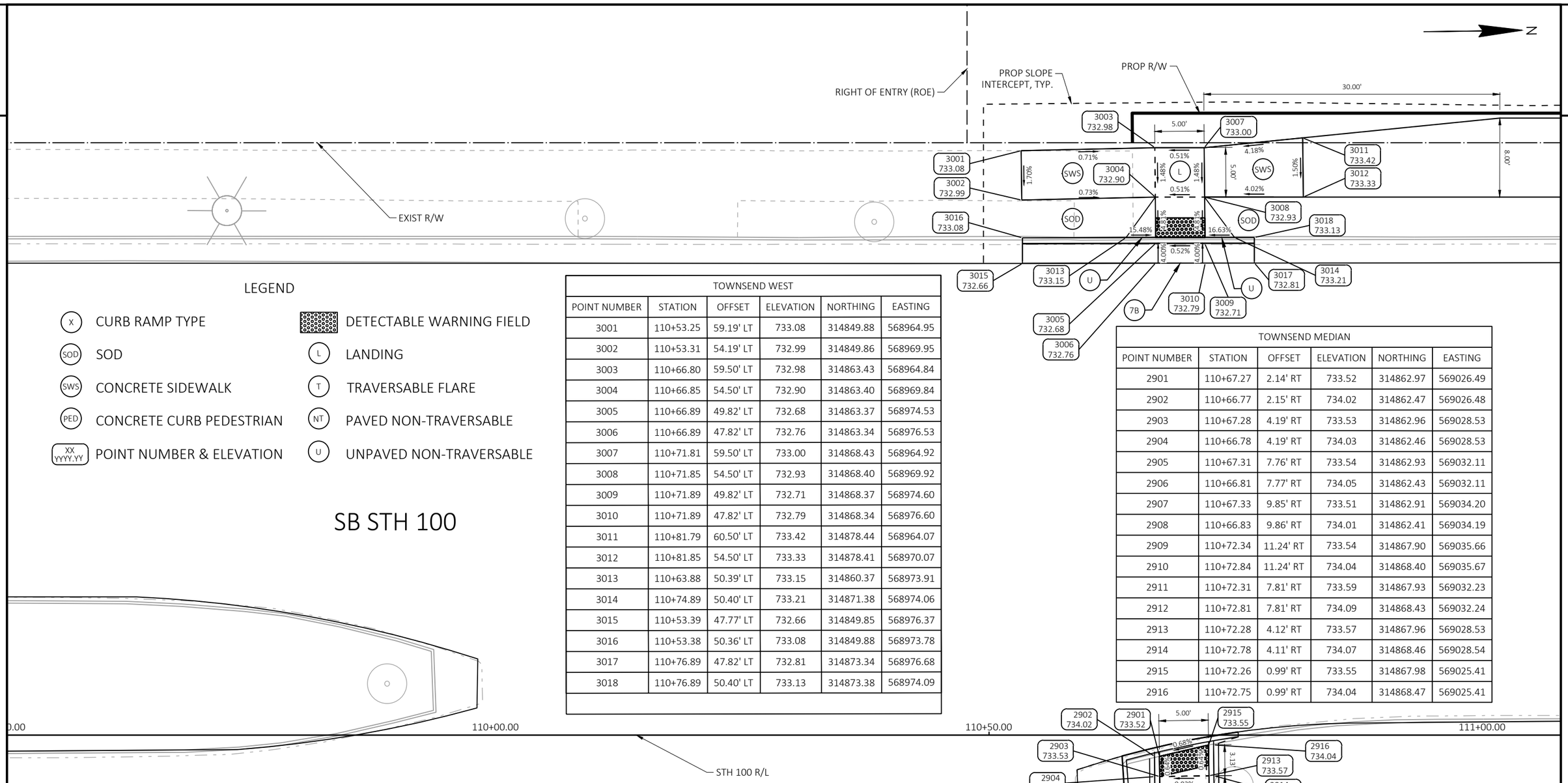
CURB RAMP DETAILS PREPARED BY

HNTB
250 E WISCONSIN AVE
SUITE 2000
MILWAUKEE, WI 53202
(414) 359-2300

WISCONSIN PROFESSIONAL ENGINEER
JOSHUA W. DEPIES
E-49584
MILWAUKEE
WI

DATE: 1/30/2026 (Professional Engineer Signature)

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - AUER AVE.	SHEET 103	E



LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SWS — CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- XX YYYY.YY — POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- L — LANDING
- T — TRAVERSABLE FLARE
- NT — PAVED NON-TRAVERSABLE
- U — UNPAVED NON-TRAVERSABLE

TOWNSEND WEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3001	110+53.25	59.19' LT	733.08	314849.88	568964.95
3002	110+53.31	54.19' LT	732.99	314849.86	568969.95
3003	110+66.80	59.50' LT	732.98	314863.43	568964.84
3004	110+66.85	54.50' LT	732.90	314863.40	568969.84
3005	110+66.89	49.82' LT	732.68	314863.37	568974.53
3006	110+66.89	47.82' LT	732.76	314863.34	568976.53
3007	110+71.81	59.50' LT	733.00	314868.43	568964.92
3008	110+71.85	54.50' LT	732.93	314868.40	568969.92
3009	110+71.89	49.82' LT	732.71	314868.37	568974.60
3010	110+71.89	47.82' LT	732.79	314868.34	568976.60
3011	110+81.79	60.50' LT	733.42	314878.44	568964.07
3012	110+81.85	54.50' LT	733.33	314878.41	568970.07
3013	110+63.88	50.39' LT	733.15	314860.37	568973.91
3014	110+74.89	50.40' LT	733.21	314871.38	568974.06
3015	110+53.39	47.77' LT	732.66	314849.85	568976.37
3016	110+53.38	50.36' LT	733.08	314849.88	568973.78
3017	110+76.89	47.82' LT	732.81	314873.34	568976.68
3018	110+76.89	50.40' LT	733.13	314873.38	568974.09

TOWNSEND MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2901	110+67.27	2.14' RT	733.52	314862.97	569026.49
2902	110+66.77	2.15' RT	734.02	314862.47	569026.48
2903	110+67.28	4.19' RT	733.53	314862.96	569028.53
2904	110+66.78	4.19' RT	734.03	314862.46	569028.53
2905	110+67.31	7.76' RT	733.54	314862.93	569032.11
2906	110+66.81	7.77' RT	734.05	314862.43	569032.11
2907	110+67.33	9.85' RT	733.51	314862.91	569034.20
2908	110+66.83	9.86' RT	734.01	314862.41	569034.19
2909	110+72.34	11.24' RT	733.54	314867.90	569035.66
2910	110+72.84	11.24' RT	734.04	314868.40	569035.67
2911	110+72.31	7.81' RT	733.59	314867.93	569032.23
2912	110+72.81	7.81' RT	734.09	314868.43	569032.24
2913	110+72.28	4.12' RT	733.57	314867.96	569028.53
2914	110+72.78	4.11' RT	734.07	314868.46	569028.54
2915	110+72.26	0.99' RT	733.55	314867.98	569025.41
2916	110+72.75	0.99' RT	734.04	314868.47	569025.41

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - TOWNSEND ST.	SHEET 104	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\022102-CR-TOWNSEND.DWG
LAYOUT NAME - TOWNSEND ST (2)
PLOT DATE : 10/8/2025 4:22 PM
PLOT BY : AARON SCHMITT
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

TOWNSEND SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2701	109+93.27	54.41' RT	732.58	314788.19	569077.63
2702	109+93.27	59.41' RT	732.65	314788.12	569082.63
2704	109+98.27	54.43' RT	732.51	314793.19	569077.73
2705	110+04.77	52.46' RT	732.59	314799.72	569075.85
2706	110+10.45	52.78' RT	732.07	314805.40	569076.26
2707	110+09.24	54.37' RT	731.99	314804.17	569077.83
2708	110+06.28	59.38' RT	732.09	314801.13	569082.80
2709	110+13.83	59.33' RT	731.88	314808.68	569082.86
2710	110+15.51	58.25' RT	731.96	314810.38	569081.81
2711	110+14.61	61.95' RT	732.37	314809.42	569085.50
2712	109+93.17	48.41' RT	732.16	314788.18	569071.63
2713	109+93.19	50.99' RT	732.48	314788.17	569074.21
2714	109+96.46	48.41' RT	732.19	314791.47	569071.69
2715	110+18.94	69.74' RT	731.85	314813.63	569093.35
2716	110+16.36	69.76' RT	732.27	314811.05	569093.33
2717	110+06.27	54.40' RT	732.04	314801.19	569077.82
2718	109+98.27	59.44' RT	732.58	314793.12	569082.74

TOWNSEND NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2801	110+48.39	58.45' RT	732.17	314843.25	569082.51
2802	110+50.09	59.50' RT	732.09	314844.93	569083.58
2803	110+49.36	62.18' RT	732.55	314844.16	569086.25
2804	110+53.27	52.96' RT	732.29	314848.21	569077.09
2805	110+54.51	54.53' RT	732.21	314849.43	569078.68
2806	110+58.86	52.59' RT	732.83	314853.81	569076.81
2807	110+55.57	59.52' RT	732.17	314850.41	569083.68
2808	110+62.50	54.55' RT	732.61	314857.42	569078.81
2809	110+62.48	59.55' RT	732.55	314857.32	569083.81
2810	110+67.64	48.46' RT	732.60	314862.65	569072.80
2811	110+72.68	48.46' RT	732.67	314867.68	569072.88
2812	110+67.64	50.46' RT	732.52	314862.62	569074.80
2813	110+72.68	50.46' RT	732.59	314867.65	569074.88

TOWNSEND NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2814	110+67.73	54.57' RT	732.79	314862.65	569078.91
2815	110+72.73	54.59' RT	732.86	314867.64	569079.01
2816	110+67.71	59.57' RT	732.83	314862.55	569083.91
2817	110+72.71	59.59' RT	732.90	314867.55	569084.01
2818	110+77.60	54.61' RT	733.07	314872.51	569079.10
2819	110+77.58	59.61' RT	733.15	314872.42	569084.10
2820	110+45.28	69.46' RT	731.99	314839.97	569093.47
2821	110+47.86	69.46' RT	732.41	314842.55	569093.51
2822	110+64.64	51.11' RT	732.96	314859.60	569075.41
2823	110+66.31	48.45' RT	732.57	314861.31	569072.78
2824	110+75.67	51.05' RT	733.10	314870.64	569075.52
2825	110+77.62	48.47' RT	732.73	314872.62	569072.96
2826	110+77.61	51.05' RT	733.15	314872.58	569075.55

109+50.00 110+00.00 110+50.00 111+00.00

STH 100 R/L

N

NB STH 100

TOWNSEND ST.

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SWS — CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- XX YYYY.YY — POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- L — LANDING
- T — TRAVERSABLE FLARE
- NT — PAVED NON-TRAVERSABLE
- U — UNPAVED NON-TRAVERSABLE

TLE

PROP SLOPE INTERCEPT, TYP.

EXIST R/W

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - TOWNSEND ST.	SHEET 105	E

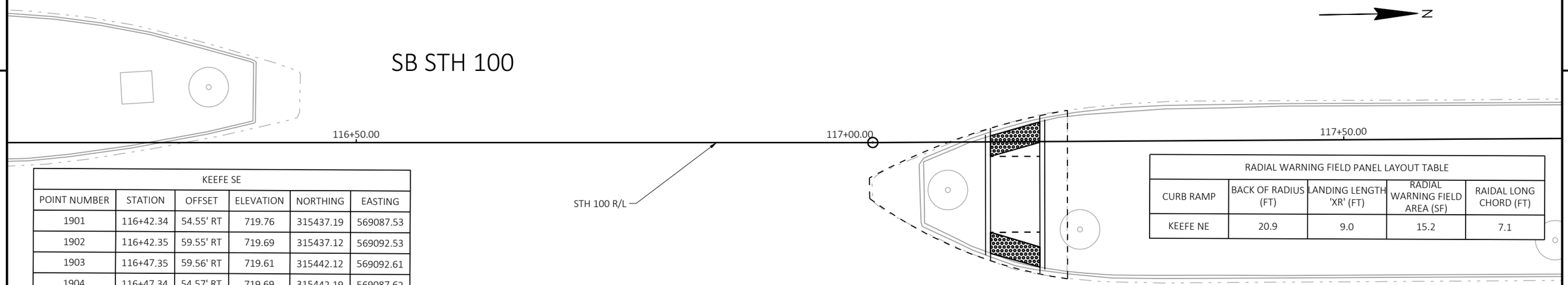
FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\022102-CR-TOWNSEND.DWG
LAYOUT NAME - TOWNSEND ST

PLOT DATE : 10/3/2025 2:36 PM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

SB STH 100

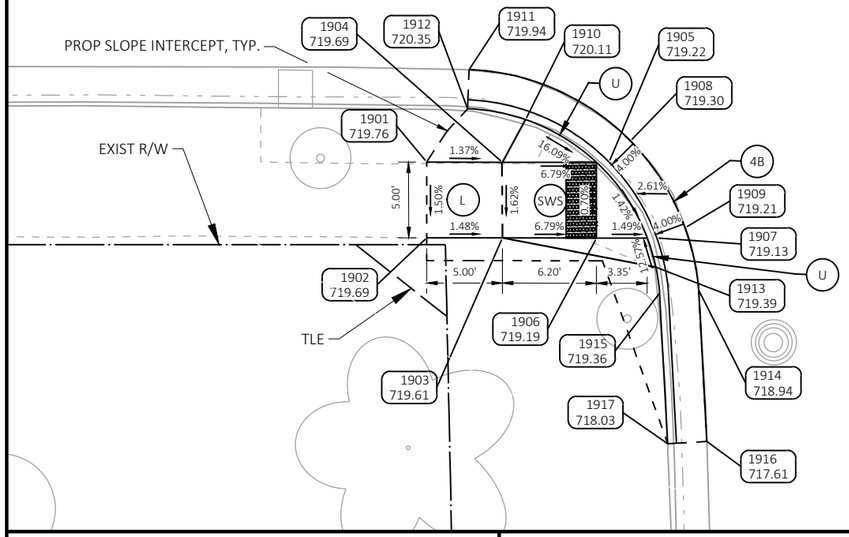


KEEFE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1901	116+42.34	54.55' RT	719.76	315437.19	569087.53
1902	116+42.35	59.55' RT	719.69	315437.12	569092.53
1903	116+47.35	59.56' RT	719.61	315442.12	569092.61
1904	116+47.34	54.57' RT	719.69	315442.19	569087.62
1905	116+54.37	54.56' RT	719.22	315449.22	569087.72
1906	116+53.55	59.57' RT	719.19	315448.32	569092.72
1907	116+57.52	59.56' RT	719.13	315452.29	569092.77
1908	116+55.80	53.15' RT	719.30	315450.67	569086.34
1909	116+59.40	58.88' RT	719.21	315454.18	569092.11
1910	116+48.87	51.75' RT	720.11	315443.76	569084.83
1911	116+45.14	48.45' RT	719.94	315440.08	569081.48
1912	116+45.04	51.03' RT	720.35	315439.95	569084.06
1913	116+57.46	61.48' RT	719.39	315452.21	569094.69
1914	116+60.29	63.00' RT	718.94	315455.01	569096.25
1915	116+57.72	63.20' RT	719.36	315452.43	569096.41
1916	116+60.83	72.99' RT	717.61	315455.40	569106.25
1917	116+58.25	73.13' RT	718.03	315452.82	569106.35

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RAIDAL LONG CHORD (FT)
KEEFE NE	20.9	9.0	15.2	7.1

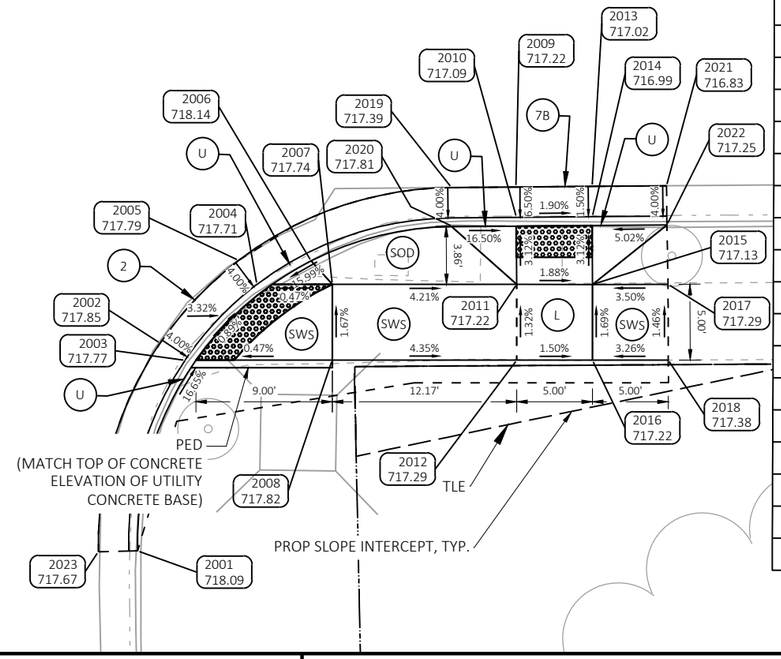
LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE



W. KEEFE AVE.

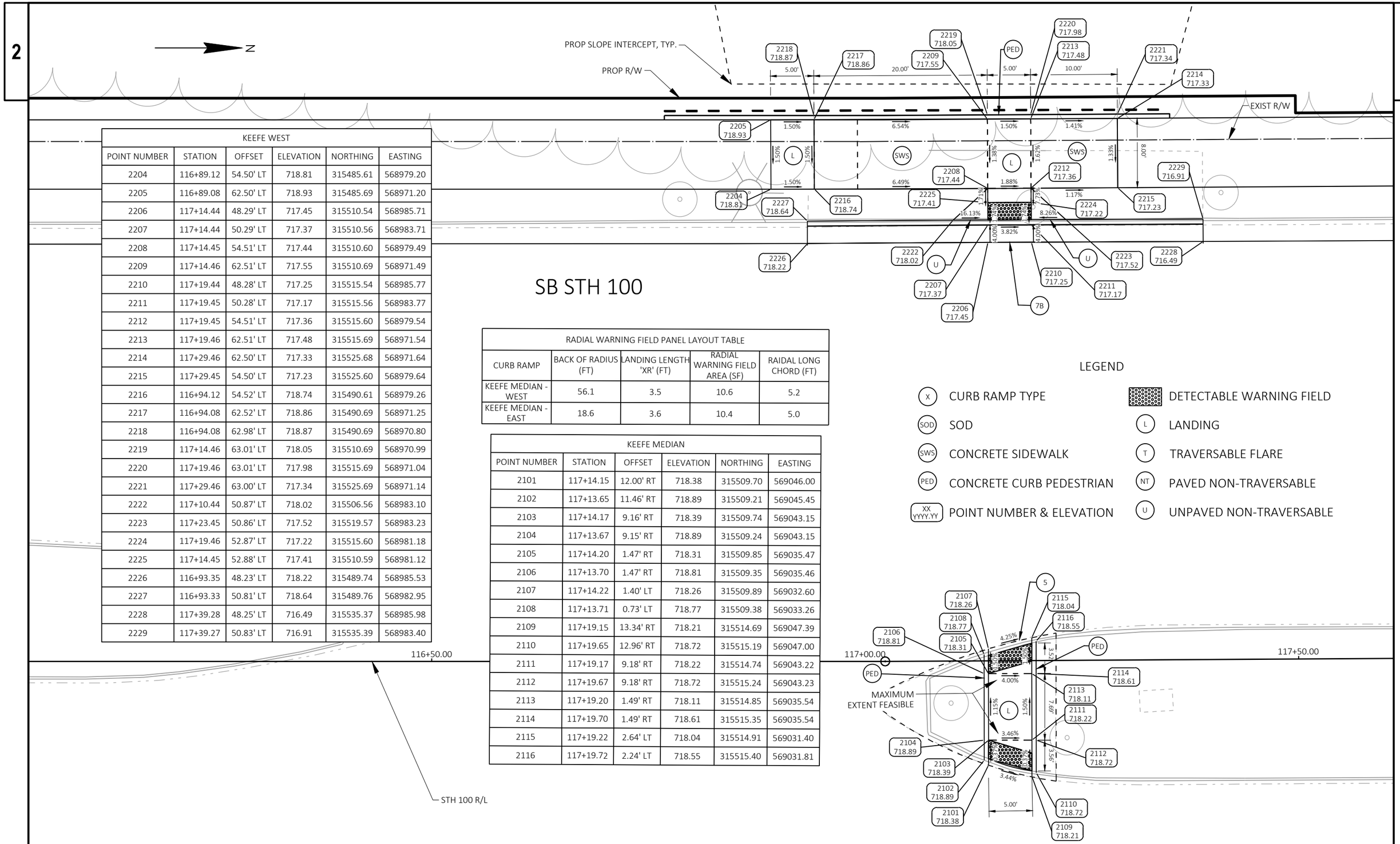
NB STH 100



KEEFE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2001	116+89.25	72.15' RT	718.09	315483.83	569105.84
2002	116+90.74	58.45' RT	717.85	315485.53	569092.16
2003	116+92.40	59.58' RT	717.77	315487.16	569093.31
2004	116+97.13	54.58' RT	717.71	315491.98	569088.39
2005	116+95.92	52.99' RT	717.79	315490.79	569086.78
2006	117+00.72	53.02' RT	718.14	315495.58	569086.88
2007	117+02.11	54.56' RT	717.74	315496.95	569088.44
2008	117+02.11	59.56' RT	717.82	315496.88	569093.44
2009	117+13.94	48.22' RT	717.22	315509.17	569082.21
2010	117+13.96	50.22' RT	717.09	315509.16	569084.21
2011	117+13.96	54.63' RT	717.22	315509.13	569088.63
2012	117+13.92	59.63' RT	717.29	315509.05	569093.63
2013	117+18.96	48.21' RT	717.02	315514.19	569082.25
2014	117+18.97	50.21' RT	716.99	315514.17	569084.25
2015	117+18.95	54.68' RT	717.13	315514.12	569088.71
2016	117+18.92	59.66' RT	717.22	315514.04	569093.70
2017	117+23.94	54.69' RT	717.29	315519.11	569088.78
2018	117+23.92	59.69' RT	717.38	315519.04	569093.78
2019	117+09.69	48.23' RT	717.39	315504.92	569082.18
2020	117+09.70	50.81' RT	717.81	315504.90	569084.76
2021	117+23.88	48.20' RT	716.83	315519.11	569082.28
2022	117+23.89	50.78' RT	717.25	315519.09	569084.87
2023	116+86.67	72.21' RT	717.67	315481.25	569105.86

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W. KEEFE AVE	SHEET 106	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\022103-CR-KEEFE.DWG
LAYOUT NAME - W. KEEFE
PLOT DATE : 10/3/2025 2:36 PM
PLOT BY : AARON SCHMITT
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



KEEFE WEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2204	116+89.12	54.50' LT	718.81	315485.61	568979.20
2205	116+89.08	62.50' LT	718.93	315485.69	568971.20
2206	117+14.44	48.29' LT	717.45	315510.54	568985.71
2207	117+14.44	50.29' LT	717.37	315510.56	568983.71
2208	117+14.45	54.51' LT	717.44	315510.60	568979.49
2209	117+14.46	62.51' LT	717.55	315510.69	568971.49
2210	117+19.44	48.28' LT	717.25	315515.54	568985.77
2211	117+19.45	50.28' LT	717.17	315515.56	568983.77
2212	117+19.45	54.51' LT	717.36	315515.60	568979.54
2213	117+19.46	62.51' LT	717.48	315515.69	568971.54
2214	117+29.46	62.50' LT	717.33	315525.68	568971.64
2215	117+29.45	54.50' LT	717.23	315525.60	568979.64
2216	116+94.12	54.52' LT	718.74	315490.61	568979.26
2217	116+94.08	62.52' LT	718.86	315490.69	568971.25
2218	116+94.08	62.98' LT	718.87	315490.69	568970.80
2219	117+14.46	63.01' LT	718.05	315510.69	568970.99
2220	117+19.46	63.01' LT	717.98	315515.69	568971.04
2221	117+29.46	63.00' LT	717.34	315525.69	568971.14
2222	117+10.44	50.87' LT	718.02	315506.56	568983.10
2223	117+23.45	50.86' LT	717.52	315519.57	568983.23
2224	117+19.46	52.87' LT	717.22	315515.60	568981.18
2225	117+14.45	52.88' LT	717.41	315510.59	568981.12
2226	116+93.35	48.23' LT	718.22	315489.74	568985.53
2227	116+93.33	50.81' LT	718.64	315489.76	568982.95
2228	117+39.28	48.25' LT	716.49	315535.37	568985.98
2229	117+39.27	50.83' LT	716.91	315535.39	568983.40

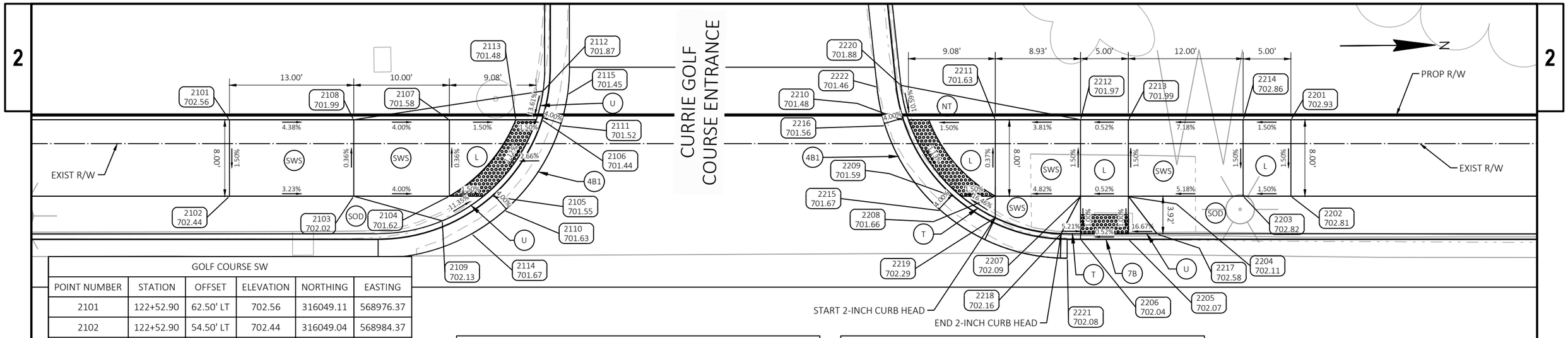
RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RAIDAL LONG CHORD (FT)
KEEFE MEDIAN - WEST	56.1	3.5	10.6	5.2
KEEFE MEDIAN - EAST	18.6	3.6	10.4	5.0

KEEFE MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2101	117+14.15	12.00' RT	718.38	315509.70	569046.00
2102	117+13.65	11.46' RT	718.89	315509.21	569045.45
2103	117+14.17	9.16' RT	718.39	315509.74	569043.15
2104	117+13.67	9.15' RT	718.89	315509.24	569043.15
2105	117+14.20	1.47' RT	718.31	315509.85	569035.47
2106	117+13.70	1.47' RT	718.81	315509.35	569035.46
2107	117+14.22	1.40' LT	718.26	315509.89	569032.60
2108	117+13.71	0.73' LT	718.77	315509.38	569033.26
2109	117+19.15	13.34' RT	718.21	315514.69	569047.39
2110	117+19.65	12.96' RT	718.72	315515.19	569047.00
2111	117+19.17	9.18' RT	718.22	315514.74	569043.22
2112	117+19.67	9.18' RT	718.72	315515.24	569043.23
2113	117+19.20	1.49' RT	718.11	315514.85	569035.54
2114	117+19.70	1.49' RT	718.61	315515.35	569035.54
2115	117+19.22	2.64' LT	718.04	315514.91	569031.40
2116	117+19.72	2.24' LT	718.55	315515.40	569031.81

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W. KEEFE AVE	SHEET 107	E



GOLF COURSE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2101	122+52.90	62.50' LT	702.56	316049.11	568976.37
2102	122+52.90	54.50' LT	702.44	316049.04	568984.37
2103	122+65.90	54.50' LT	702.02	316062.04	568984.49
2104	122+75.90	54.50' LT	701.62	316072.04	568984.58
2105	122+80.37	54.50' LT	701.55	316076.50	568984.62
2106	122+85.60	62.50' LT	701.44	316081.80	568976.67
2107	122+75.90	62.50' LT	701.58	316072.11	568976.58
2108	122+65.90	62.50' LT	701.99	316062.11	568976.49
2109	122+75.17	51.93' LT	702.13	316071.28	568987.15
2110	122+81.69	53.00' LT	701.63	316077.81	568986.13
2111	122+87.50	61.89' LT	701.52	316083.70	568977.30
2112	122+85.70	65.50' LT	701.87	316081.93	568973.66
2113	122+82.86	62.50' LT	701.48	316079.07	568976.64
2114	122+78.25	50.56' LT	701.67	316074.35	568988.54
2115	122+88.25	65.13' LT	701.45	316084.48	568974.06

GOLF COURSE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2201	123+63.94	62.50' LT	702.93	316160.14	568977.38
2202	123+63.94	54.50' LT	702.81	316160.07	568985.38
2203	123+58.94	54.50' LT	702.82	316155.07	568985.33
2204	123+46.94	54.50' LT	702.11	316143.07	568985.22
2205	123+46.94	50.00' LT	702.07	316143.03	568989.72
2206	123+41.94	50.00' LT	702.04	316138.03	568989.68
2207	123+41.94	54.50' LT	702.09	316138.07	568985.18
2208	123+33.01	54.50' LT	701.66	316129.14	568985.10
2209	123+28.66	54.46' LT	701.59	316124.79	568985.10
2210	123+23.41	62.44' LT	701.48	316119.61	568977.07
2211	123+33.01	62.50' LT	701.63	316129.21	568977.10
2212	123+41.94	62.50' LT	701.97	316138.14	568977.18
2213	123+46.94	62.50' LT	701.99	316143.14	568977.22
2214	123+58.94	62.50' LT	702.86	316155.14	568977.33
2215	123+27.31	52.99' LT	701.67	316123.43	568986.55

GOLF COURSE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2216	123+21.50	61.88' LT	701.56	316117.69	568977.61
2217	123+49.94	50.58' LT	702.58	316146.03	568989.17
2218	123+39.90	50.59' LT	702.16	316136.00	568989.07
2219	123+33.01	52.25' LT	702.29	316129.12	568987.34
2220	123+23.14	66.10' LT	701.88	316119.38	568973.41
2221	123+40.54	48.00' LT	702.08	316136.61	568991.67
2222	123+20.65	65.92' LT	701.46	316116.88	568973.56

SB STH 100

123+00.00

NB STH 100

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

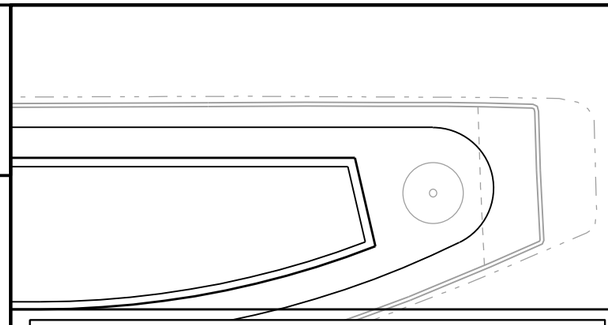
RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
GOLF COURSE - SW	17.4'	9.1'	20.5 SF	9.7'
GOLF COURSE - NW	17.4'	9.1'	20.5 SF	9.7'

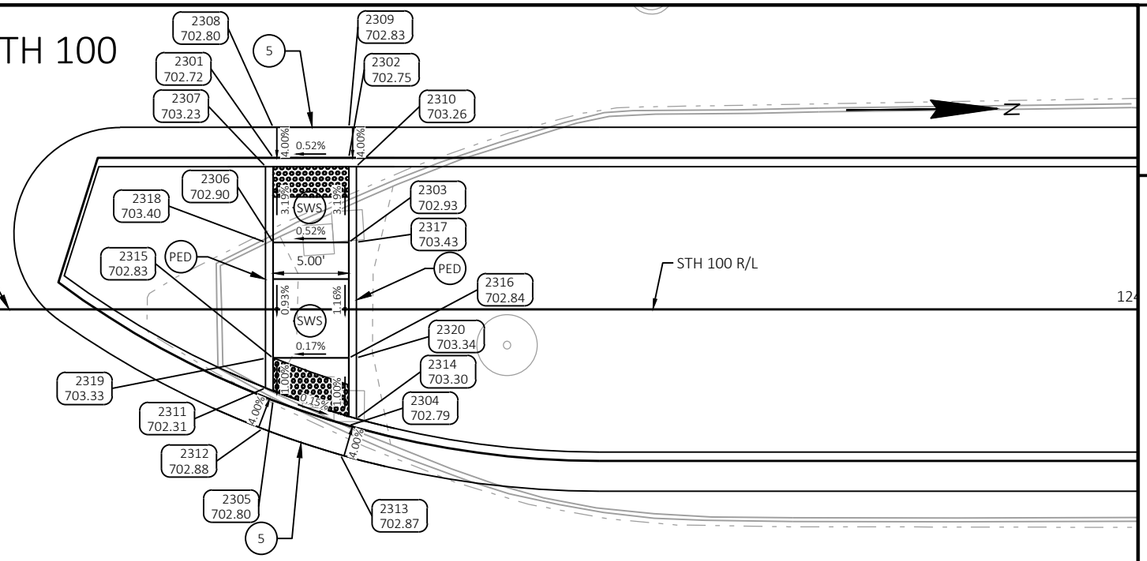
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - GOLF COURSE ENTRANCE	SHEET 108	E

2

SB STH 100

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
MEDIAN - EAST	59.1'	3.9'	10.6 SF	5.3'





GOLF COURSE MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2301	123+41.94	10.00' LT	702.72	316137.66	569029.68
2302	123+46.94	10.00' LT	702.75	316142.66	569029.72
2303	123+46.94	4.42' LT	702.93	316142.61	569035.30
2304	123+46.94	7.68' RT	702.79	316142.50	569047.40
2305	123+41.94	6.01' RT	702.80	316137.52	569045.68
2306	123+41.94	4.42' LT	702.90	316137.61	569035.26
2307	123+41.44	9.42' LT	703.23	316137.16	569030.25
2308	123+41.94	12.00' LT	702.80	316137.68	569027.68
2309	123+46.94	12.00' LT	702.83	316142.68	569027.72
2310	123+47.44	9.42' LT	703.26	316143.16	569030.31

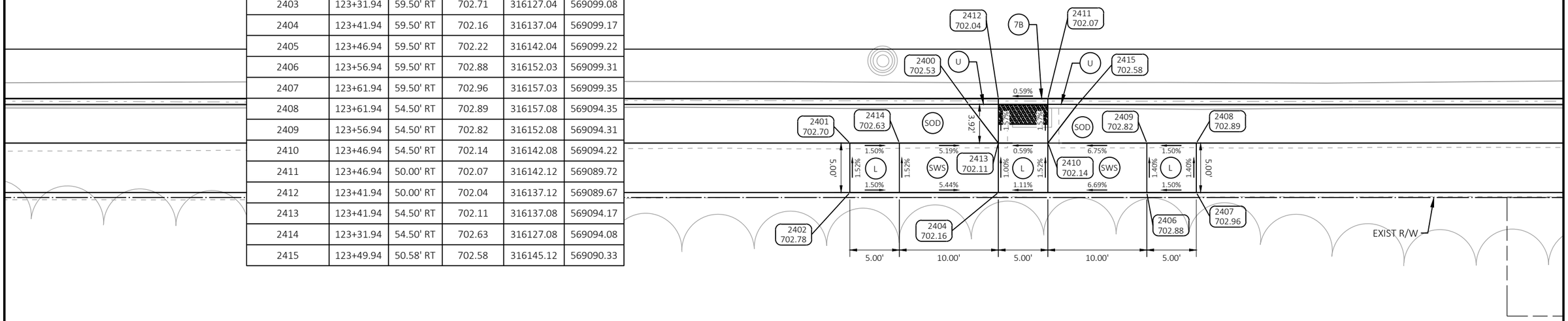
GOLF COURSE MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2311	123+41.44	5.18' RT	702.31	316137.03	569044.85
2312	123+41.22	7.88' RT	702.88	316136.78	569047.54
2313	123+46.39	9.60' RT	702.87	316141.94	569049.32
2314	123+47.43	7.21' RT	703.30	316143.00	569046.94
2315	123+41.94	3.21' RT	702.83	316137.54	569042.89
2316	123+46.94	3.21' RT	702.84	316142.54	569042.93
2317	123+47.44	4.42' LT	703.43	316143.11	569035.31
2318	123+41.44	4.42' LT	703.40	316137.11	569035.25
2319	123+41.44	3.23' RT	703.33	316137.04	569042.90
2320	123+47.44	3.21' RT	703.34	316143.04	569042.94

LEGEND

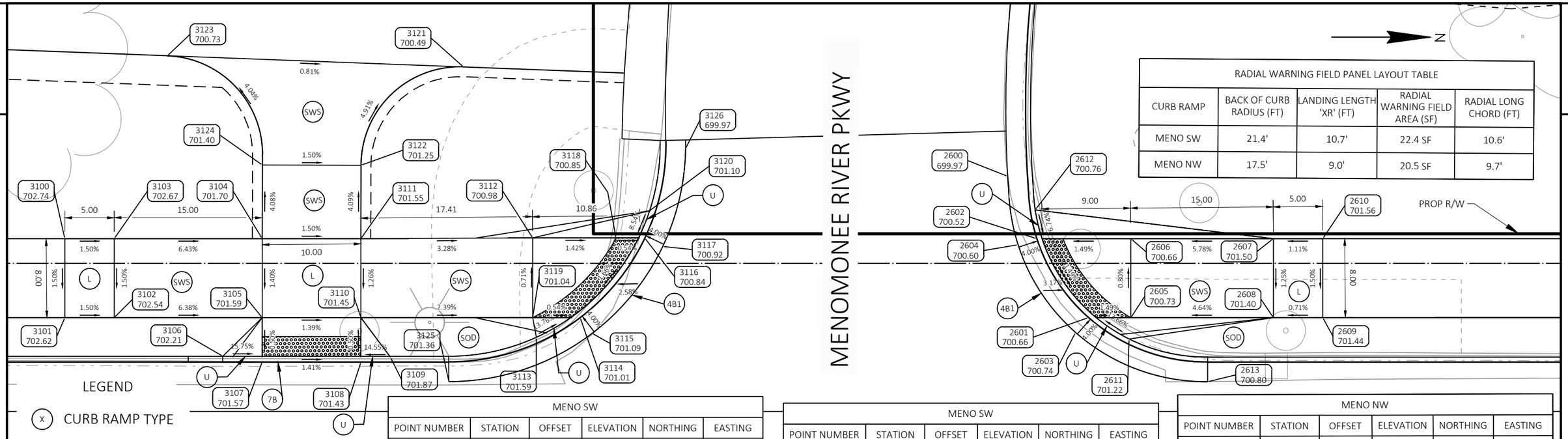
(X) CURB RAMP TYPE	DETECTABLE WARNING FIELD
(SOD) SOD	(L) LANDING
(SWS) CONCRETE SIDEWALK	(T) TRAVERSABLE FLARE
(PED) CONCRETE CURB PEDESTRIAN	(NT) PAVED NON-TRAVERSABLE
(XX YYYY.YY) POINT NUMBER & ELEVATION	(U) UNPAVED NON-TRAVERSABLE

NB STH 100

GOLF COURSE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2400	123+38.94	50.58' RT	702.53	316134.12	569090.23
2401	123+26.94	54.50' RT	702.70	316122.08	569094.04
2402	123+26.94	59.50' RT	702.78	316122.04	569099.04
2403	123+31.94	59.50' RT	702.71	316127.04	569099.08
2404	123+41.94	59.50' RT	702.16	316137.04	569099.17
2405	123+46.94	59.50' RT	702.22	316142.04	569099.22
2406	123+56.94	59.50' RT	702.88	316152.03	569099.31
2407	123+61.94	59.50' RT	702.96	316157.03	569099.35
2408	123+61.94	54.50' RT	702.89	316157.08	569094.35
2409	123+56.94	54.50' RT	702.82	316152.08	569094.31
2410	123+46.94	54.50' RT	702.14	316142.08	569094.22
2411	123+46.94	50.00' RT	702.07	316142.12	569089.72
2412	123+41.94	50.00' RT	702.04	316137.12	569089.67
2413	123+41.94	54.50' RT	702.11	316137.08	569094.17
2414	123+31.94	54.50' RT	702.63	316127.08	569094.08
2415	123+49.94	50.58' RT	702.58	316145.12	569090.33



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - GOLF COURSE ENTRANCE	SHEET 109	E



RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
MENO SW	21.4'	10.7'	22.4 SF	10.6'
MENO NW	17.5'	9.0'	20.5 SF	9.7'

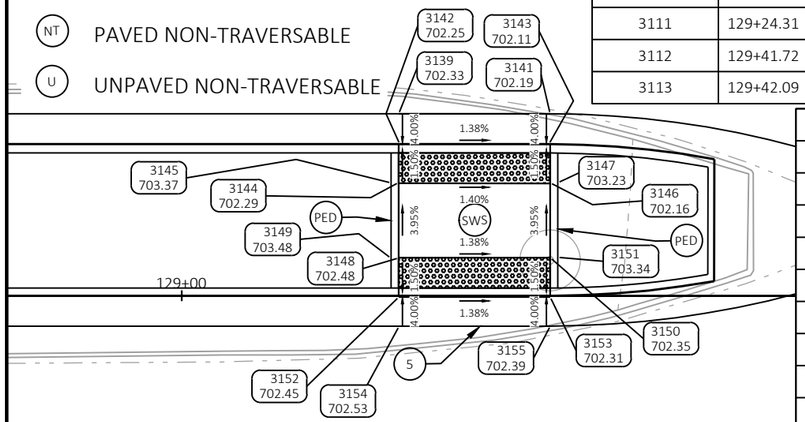
LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

MENO SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3100	128+94.31	62.50' LT	702.74	316690.49	568982.18
3101	128+94.31	54.50' LT	702.62	316690.42	568990.17
3102	128+99.31	54.50' LT	702.54	316695.42	568990.22
3103	128+99.31	62.50' LT	702.67	316695.49	568982.22
3104	129+14.31	62.50' LT	701.70	316710.49	568982.35
3105	129+14.31	54.50' LT	701.59	316710.42	568990.35
3106	129+10.31	50.58' LT	702.21	316706.38	568994.23
3107	129+14.31	50.00' LT	701.57	316710.38	568994.85
3108	129+24.31	50.00' LT	701.43	316720.38	568994.94
3109	129+27.31	50.50' LT	701.87	316723.38	568994.47
3110	129+24.31	54.50' LT	701.45	316720.42	568990.44
3111	129+24.31	62.50' LT	701.55	316720.49	568982.44
3112	129+41.72	62.58' LT	700.98	316737.90	568982.52
3113	129+42.09	52.51' LT	701.59	316738.18	568992.59

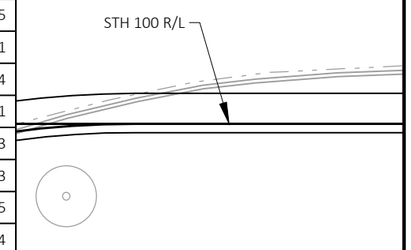
MENO SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3114	129+46.55	54.50' LT	701.01	316742.65	568990.65
3115	129+47.76	52.91' LT	701.09	316743.85	568992.25
3116	129+53.09	62.56' LT	700.84	316749.26	568982.64
3117	129+54.90	61.71' LT	700.92	316751.06	568983.51
3118	129+50.19	62.59' LT	700.85	316746.37	568982.59
3119	129+41.72	54.50' LT	701.04	316737.83	568990.60
3120	129+53.56	65.32' LT	701.10	316749.76	568979.89
3121	129+34.71	79.90' LT	700.49	316731.04	568965.14
3122	129+24.33	69.93' LT	701.25	316720.58	568975.01
3123	129+04.71	81.03' LT	700.73	316701.06	568963.74
3124	129+14.33	69.96' LT	701.40	316710.58	568974.90
3125	129+33.23	48.00' LT	701.36	316729.28	568997.02
3126	129+57.21	71.60' LT	699.97	316753.47	568973.64

MENO NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2600	129+89.86	68.81' LT	699.97	316786.09	568976.73
2601	129+98.05	54.50' LT	700.66	316794.15	568991.11
2602	129+92.82	62.50' LT	700.52	316788.99	568983.06
2603	129+96.73	53.00' LT	700.74	316792.82	568992.60
2604	129+90.91	61.89' LT	700.60	316787.08	568983.66
2605	130+02.34	54.50' LT	700.73	316798.44	568991.15
2606	130+02.34	62.50' LT	700.66	316798.52	568983.15
2607	130+16.80	62.50' LT	701.50	316812.97	568983.28
2608	130+16.80	54.50' LT	701.40	316812.90	568991.28
2609	130+21.80	54.50' LT	701.44	316817.90	568991.33
2610	130+21.80	62.50' LT	701.56	316817.97	568983.33
2611	130+02.17	52.33' LT	701.22	316798.25	568993.32
2612	129+92.65	65.42' LT	700.76	316788.85	568980.15
2613	130+10.12	48.00' LT	700.80	316806.17	568997.72

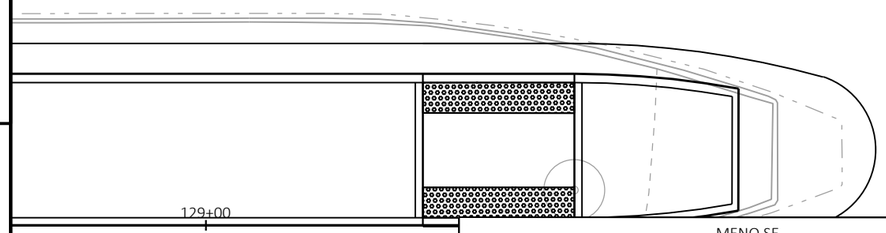


MENO MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3139	129+14.31	12.00' LT	702.33	316710.03	569032.85
3140	???	???' ???	70.23	3.06	3.22
3141	129+24.31	12.00' LT	702.19	316720.03	569032.94
3142	129+14.31	10.00' LT	702.25	316710.02	569034.85
3143	129+24.31	10.00' LT	702.11	316720.01	569034.94
3144	129+14.31	7.42' LT	702.29	316709.99	569037.44
3145	129+13.81	7.46' LT	703.37	316709.49	569037.38
3146	129+24.31	7.41' LT	702.16	316719.99	569037.53
3147	129+24.81	7.46' LT	703.23	316720.49	569037.49

MENO MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3148	129+14.31	2.50' LT	702.48	316709.95	569042.35
3149	129+13.81	2.54' LT	703.48	316709.45	569042.31
3150	129+24.31	2.50' LT	702.35	316719.94	569042.44
3151	129+24.81	2.54' LT	703.34	316720.45	569042.41
3152	129+14.31	0.08' RT	702.45	316709.93	569044.93
3153	129+24.31	0.08' RT	702.31	316719.92	569045.03
3154	129+14.31	2.00' RT	702.53	316709.91	569046.85
3155	129+24.31	2.00' RT	702.39	316719.91	569046.94



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - MENOMONEE RIVER PKWY	SHEET 110	E



N

STH 100 R/L

130+00

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

MENO SE

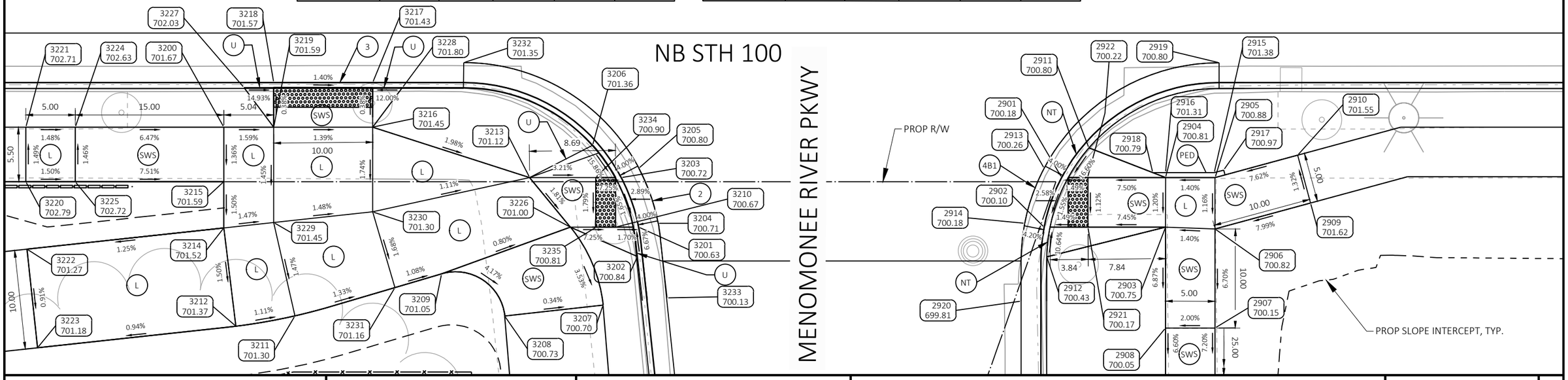
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3200	129+09.27	54.50' RT	701.67	316704.39	569099.30
3201	129+51.18	64.58' RT	700.63	316746.21	569109.77
3202	129+51.06	67.55' RT	700.84	316746.06	569112.73
3203	129+49.42	59.58' RT	700.72	316744.49	569104.75
3204	129+53.14	64.20' RT	700.71	316748.17	569109.40
3205	129+51.18	58.65' RT	700.80	316746.27	569103.83
3206	129+46.54	56.33' RT	701.36	316741.64	569101.47
3207	129+47.58	72.44' RT	700.70	316742.54	569117.59
3208	129+37.65	73.55' RT	700.73	316732.59	569118.61
3209	129+31.27	69.31' RT	701.05	316726.25	569114.31
3210	129+48.85	64.58' RT	700.67	316743.88	569109.74
3211	129+16.46	73.54' RT	701.30	316711.41	569118.41
3212	129+10.50	74.59' RT	701.37	316705.44	569119.40
3213	129+40.16	59.58' RT	701.12	316735.23	569104.67
3214	129+09.27	64.66' RT	701.52	316704.30	569109.46
3215	129+09.27	60.00' RT	701.59	316704.34	569104.80
3216	129+24.31	54.50' RT	701.45	316719.43	569099.44
3217	129+24.31	50.00' RT	701.43	316719.47	569094.94

MENO SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3218	129+14.31	50.00' RT	701.57	316709.47	569094.85
3219	129+14.31	54.50' RT	701.59	316709.43	569099.35
3220	128+89.27	60.00' RT	702.79	316684.34	569104.62
3221	128+89.27	54.50' RT	702.71	316684.39	569099.12
3222	128+89.39	66.81' RT	701.27	316684.40	569111.43
3223	128+90.46	76.75' RT	701.18	316685.38	569121.38
3224	128+94.27	54.50' RT	702.63	316689.39	569099.17
3225	128+94.27	60.00' RT	702.72	316689.34	569104.67
3226	129+44.27	64.58' RT	701.00	316739.30	569109.70
3227	129+11.31	50.50' RT	702.03	316706.47	569095.32
3228	129+27.31	50.50' RT	701.80	316722.47	569095.47
3229	129+14.31	64.12' RT	701.45	316709.35	569108.97
3230	129+24.31	63.04' RT	701.30	316719.36	569107.98
3231	129+26.56	70.69' RT	701.16	316721.54	569115.65
3232	129+33.51	48.00' RT	701.35	316728.68	569093.02
3233	129+54.04	71.72' RT	700.13	316749.01	569116.93
3234	129+46.85	59.58' RT	700.90	316741.92	569104.73
3235	129+46.85	64.58' RT	700.81	316741.88	569109.73

MENO NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2901	129+93.90	59.58' RT	700.18	316788.97	569105.15
2902	129+92.14	64.58' RT	700.10	316787.16	569110.14
2903	130+04.40	64.58' RT	700.75	316799.43	569110.25
2904	130+04.40	59.58' RT	700.81	316799.47	569105.25
2905	130+09.40	59.59' RT	700.88	316804.47	569105.30
2906	130+09.40	64.76' RT	700.82	316804.42	569110.47
2907	130+09.39	74.77' RT	700.15	316804.32	569120.48
2908	130+04.39	74.76' RT	700.05	316799.32	569120.43
2909	130+19.05	62.15' RT	701.62	316814.10	569107.95
2910	130+17.74	57.32' RT	701.55	316812.83	569103.11
2911	129+96.66	56.58' RT	700.80	316791.75	569102.18
2912	129+92.40	67.58' RT	700.43	316787.40	569113.14
2913	129+92.13	58.65' RT	700.26	316787.21	569104.20
2914	129+90.17	64.20' RT	700.18	316785.20	569109.74
2915	130+09.31	59.09' RT	701.38	316804.39	569104.80
2916	130+04.40	59.08' RT	701.31	316799.48	569104.75
2917	130+10.28	58.83' RT	700.97	316805.35	569104.55
2918	130+03.11	59.08' RT	700.79	316798.18	569104.73
2919	130+09.81	48.00' RT	700.80	316804.98	569093.71
2920	129+89.81	72.05' RT	699.81	316784.77	569117.58
2921	129+96.56	64.58' RT	700.17	316791.59	569110.18
2922	129+96.56	59.58' RT	700.22	316791.63	569105.18

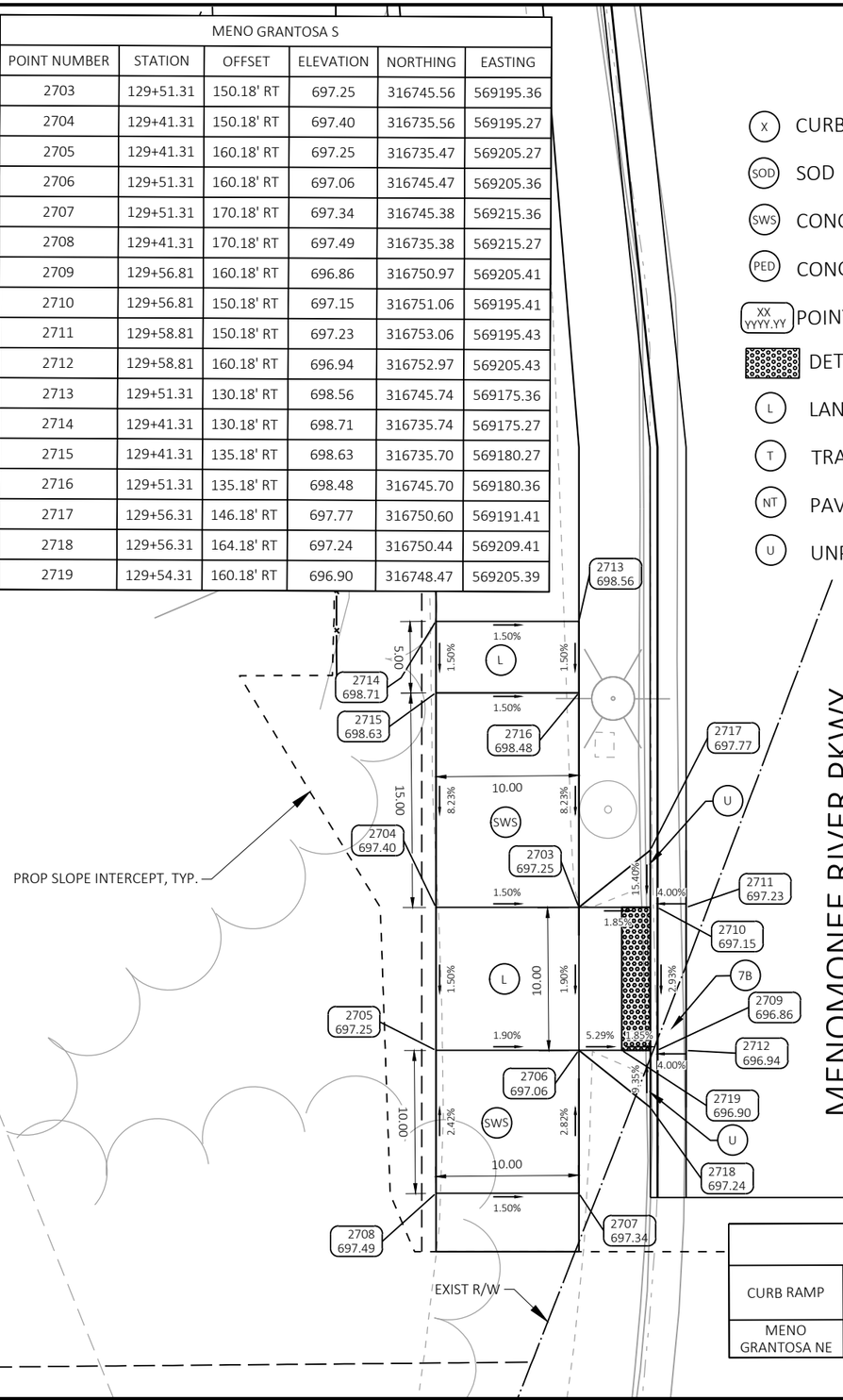


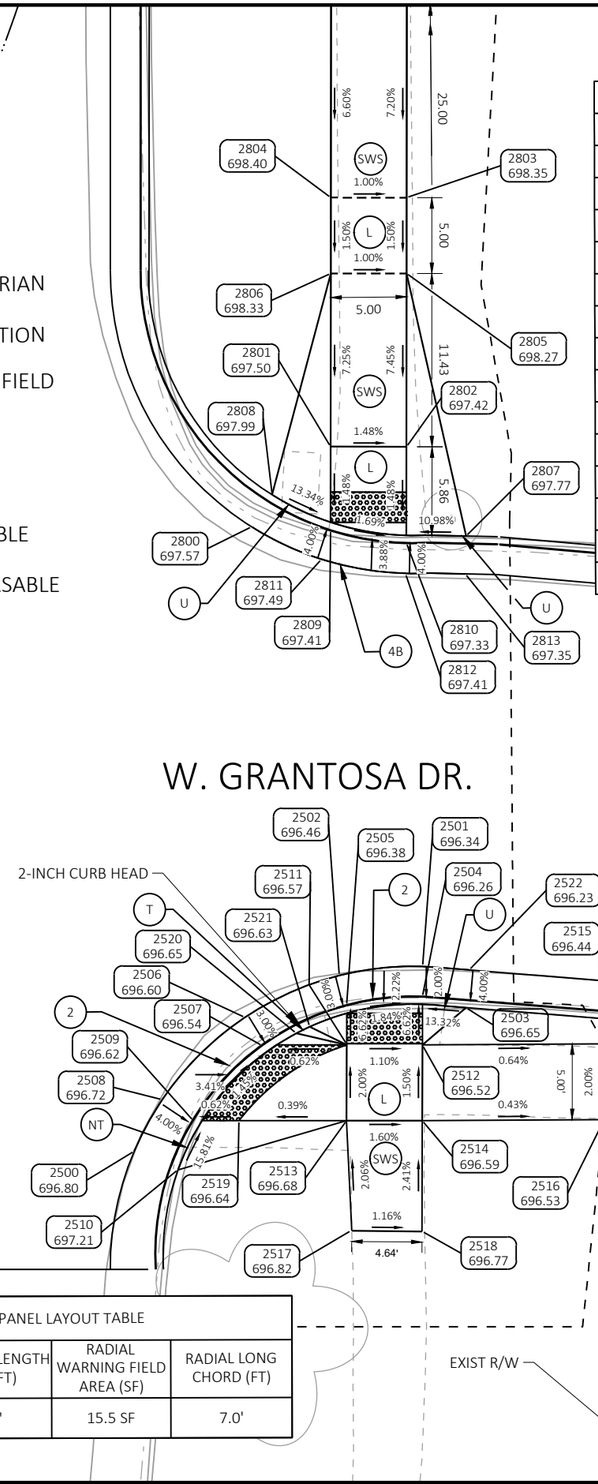
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - MENOMONEE RIVER PKWY	SHEET 111	E

MENO GRANTOSA S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2703	129+51.31	150.18' RT	697.25	316745.56	569195.36
2704	129+41.31	150.18' RT	697.40	316735.56	569195.27
2705	129+41.31	160.18' RT	697.25	316735.47	569205.27
2706	129+51.31	160.18' RT	697.06	316745.47	569205.36
2707	129+51.31	170.18' RT	697.34	316745.38	569215.36
2708	129+41.31	170.18' RT	697.49	316735.38	569215.27
2709	129+56.81	160.18' RT	696.86	316750.97	569205.41
2710	129+56.81	150.18' RT	697.15	316751.06	569195.41
2711	129+58.81	150.18' RT	697.23	316753.06	569195.43
2712	129+58.81	160.18' RT	696.94	316752.97	569205.43
2713	129+51.31	130.18' RT	698.56	316745.74	569175.36
2714	129+41.31	130.18' RT	698.71	316735.74	569175.27
2715	129+41.31	135.18' RT	698.63	316735.70	569180.27
2716	129+51.31	135.18' RT	698.48	316745.70	569180.36
2717	129+56.31	146.18' RT	697.77	316750.60	569191.41
2718	129+56.31	164.18' RT	697.24	316750.44	569209.41
2719	129+54.31	160.18' RT	696.90	316748.47	569205.39

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE



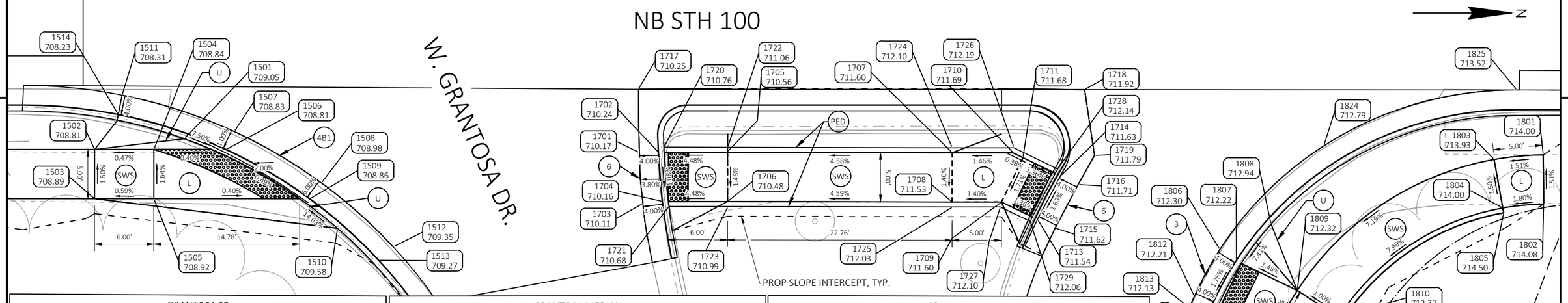


RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
MENO GRANTOSA NE	16.5'	9.5'	15.5 SF	7.0'

MENO GRANTOSA NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2800	129+99.14	121.48' RT	697.57	316793.65	569167.10
2801	130+04.36	116.19' RT	697.50	316798.91	569161.85
2802	130+09.36	116.21' RT	697.42	316803.91	569161.91
2803	130+09.37	99.77' RT	698.35	316804.08	569145.47
2804	130+04.37	99.76' RT	698.40	316799.08	569145.43
2805	130+09.37	104.77' RT	698.27	316804.03	569150.47
2806	130+04.37	104.76' RT	698.33	316799.03	569150.43
2807	130+13.29	122.10' RT	697.77	316807.80	569167.84
2808	130+00.49	119.38' RT	697.99	316795.02	569165.00
2809	130+04.35	121.72' RT	697.41	316798.86	569167.38
2810	130+09.35	122.56' RT	697.33	316803.85	569168.27
2811	130+03.75	123.62' RT	697.49	316798.24	569169.28
2812	130+09.30	124.56' RT	697.41	316803.78	569170.26
2813	130+13.24	124.59' RT	697.35	316807.72	569170.33

MENO GRANTOSA NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2500	129+91.39	162.68' RT	696.80	316785.53	569208.22
2501	130+10.42	150.49' RT	696.34	316804.67	569196.20
2502	130+04.93	151.08' RT	696.46	316799.17	569196.75
2503	130+13.29	153.21' RT	696.65	316807.52	569198.95
2504	130+10.42	152.49' RT	696.26	316804.65	569198.20
2505	130+05.42	153.06' RT	696.38	316799.64	569198.72
2506	129+98.70	153.85' RT	696.60	316792.91	569199.46
2507	129+99.84	155.71' RT	696.54	316794.04	569201.33
2508	129+93.24	159.28' RT	696.72	316787.41	569204.84
2509	129+95.28	160.65' RT	696.62	316789.44	569206.23
2510	129+94.28	163.90' RT	697.21	316788.41	569209.47
2511	130+05.40	155.66' RT	696.57	316799.60	569201.33
2512	130+10.41	155.67' RT	696.52	316804.61	569201.38
2513	130+05.40	160.66' RT	696.68	316799.56	569206.33
2514	130+10.40	160.67' RT	696.59	316804.56	569206.38
2515	130+22.41	155.60' RT	696.44	316816.61	569201.42
2516	130+22.40	160.60' RT	696.53	316816.56	569206.42
2517	130+05.71	167.92' RT	696.82	316799.80	569213.59
2518	130+10.39	167.97' RT	696.77	316804.48	569213.68
2519	129+98.30	160.66' RT	696.64	316792.46	569206.26
2520	130+02.08	154.90' RT	696.65	316796.29	569200.54
2521	130+02.97	154.46' RT	696.63	316797.19	569200.11
2522	130+13.49	150.71' RT	696.23	316807.74	569196.46

NB STH 100



GRANTOSA SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1501	133+86.10	53.40' RT	709.05	317181.21	569102.52
1502	133+77.02	54.50' RT	708.81	317172.12	569103.53
1503	133+77.02	59.50' RT	708.89	317172.08	569108.53
1504	133+83.02	54.50' RT	708.84	317178.12	569103.59
1505	133+83.02	59.50' RT	708.92	317178.08	569108.59
1506	133+90.33	54.50' RT	708.81	317185.43	569103.65
1507	133+91.17	52.68' RT	708.83	317186.29	569101.85
1508	134+00.00	57.89' RT	708.98	317195.07	569107.13
1509	133+98.82	59.50' RT	708.86	317193.87	569108.73
1510	134+01.63	62.50' RT	709.58	317196.66	569111.76
1511	133+79.80	48.99' RT	708.31	317174.95	569098.05
1512	134+07.27	64.38' RT	709.35	317202.28	569113.69
1513	134+05.80	65.74' RT	709.27	317200.80	569115.03
1514	133+79.41	50.95' RT	708.23	317174.54	569100.00

GRANTOSA MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1701	134+32.23	54.82' RT	710.17	317227.33	569104.36
1702	134+34.17	54.79' RT	710.24	317229.26	569104.34
1703	134+32.58	59.98' RT	710.11	317227.63	569109.52
1704	134+34.57	59.78' RT	710.16	317229.62	569109.33
1705	134+41.16	54.78' RT	710.56	317236.26	569104.39
1706	134+41.16	59.78' RT	710.48	317236.21	569109.39
1707	134+63.93	54.82' RT	711.60	317259.02	569104.64
1708	134+63.92	59.82' RT	711.53	317258.97	569109.64
1709	134+68.92	59.83' RT	711.60	317263.97	569109.69
1710	134+70.07	54.83' RT	711.69	317265.16	569104.71
1711	134+71.10	55.33' RT	711.68	317266.19	569105.21
1712	134+70.77	64.06' RT	712.00	317265.78	569113.94
1713	134+72.58	61.58' RT	711.54	317267.61	569111.48
1714	134+74.90	57.17' RT	711.63	317269.98	569107.09
1715	134+74.37	62.47' RT	711.62	317269.39	569112.39
1716	134+76.70	58.05' RT	711.61	317271.77	569107.98
1717	134+32.12	48.39' RT	710.25	317227.28	569097.93
1718	134+77.34	48.43' RT	711.92	317272.49	569098.37
1719	134+78.35	55.09' RT	711.79	317273.44	569105.04
1720	134+34.72	54.27' RT	710.76	317229.83	569103.82
1721	134+35.22	60.27' RT	710.68	317230.27	569109.83
1722	134+41.17	54.28' RT	711.06	317236.27	569103.89
1723	134+41.16	60.28' RT	710.99	317236.21	569109.89
1724	134+63.93	54.32' RT	712.10	317259.03	569104.14
1725	134+63.98	60.32' RT	712.03	317259.03	569110.14
1726	134+70.19	54.33' RT	712.19	317265.28	569104.21
1727	134+68.80	60.33' RT	712.10	317263.85	569110.19
1728	134+74.60	56.47' RT	712.14	317269.68	569106.39
1729	134+71.83	61.79' RT	712.06	317266.86	569111.69

GRANTOSA NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1801	135+23.82	55.07' RT	714.00	317318.91	569105.43
1802	135+23.87	60.04' RT	714.08	317318.92	569110.40
1803	135+18.85	55.51' RT	713.93	317313.94	569105.83
1804	135+19.73	60.43' RT	714.00	317314.77	569110.76
1805	135+19.82	60.92' RT	714.01	317314.85	569111.25
1806	134+91.05	64.65' RT	712.30	317286.05	569114.71
1807	134+92.73	65.74' RT	712.22	317287.72	569115.82
1808	134+96.24	62.08' RT	712.94	317291.27	569112.19
1809	134+98.89	68.81' RT	712.32	317293.86	569118.95
1810	135+03.10	71.52' RT	712.37	317298.04	569121.69
1811	135+03.52	71.79' RT	712.87	317298.46	569121.97
1812	134+88.46	69.39' RT	712.21	317283.43	569119.43
1813	134+90.29	70.21' RT	712.13	317285.24	569120.27
1814	134+89.40	74.19' RT	712.41	317284.32	569124.24
1815	134+96.55	73.23' RT	712.23	317291.47	569123.35
1816	135+01.14	75.20' RT	712.31	317296.05	569125.36
1817	135+01.60	75.40' RT	712.80	317296.51	569125.56
1818	135+02.03	95.63' RT	710.56	317296.75	569145.79
1819	135+01.58	95.85' RT	710.55	317296.30	569146.00
1820	134+97.07	98.01' RT	710.48	317291.77	569148.12
1821	135+03.68	99.44' RT	710.48	317298.37	569149.61
1822	134+99.59	102.31' RT	710.40	317294.26	569152.45
1823	134+85.95	77.38' RT	711.79	317280.84	569127.40
1824	135+01.58	54.14' RT	712.79	317296.67	569104.30
1825	135+21.16	48.46' RT	713.52	317316.31	569098.80

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
GRANTOSA SE	48.7'	14.8'	22.3 SF	10.2'

NB STH 100

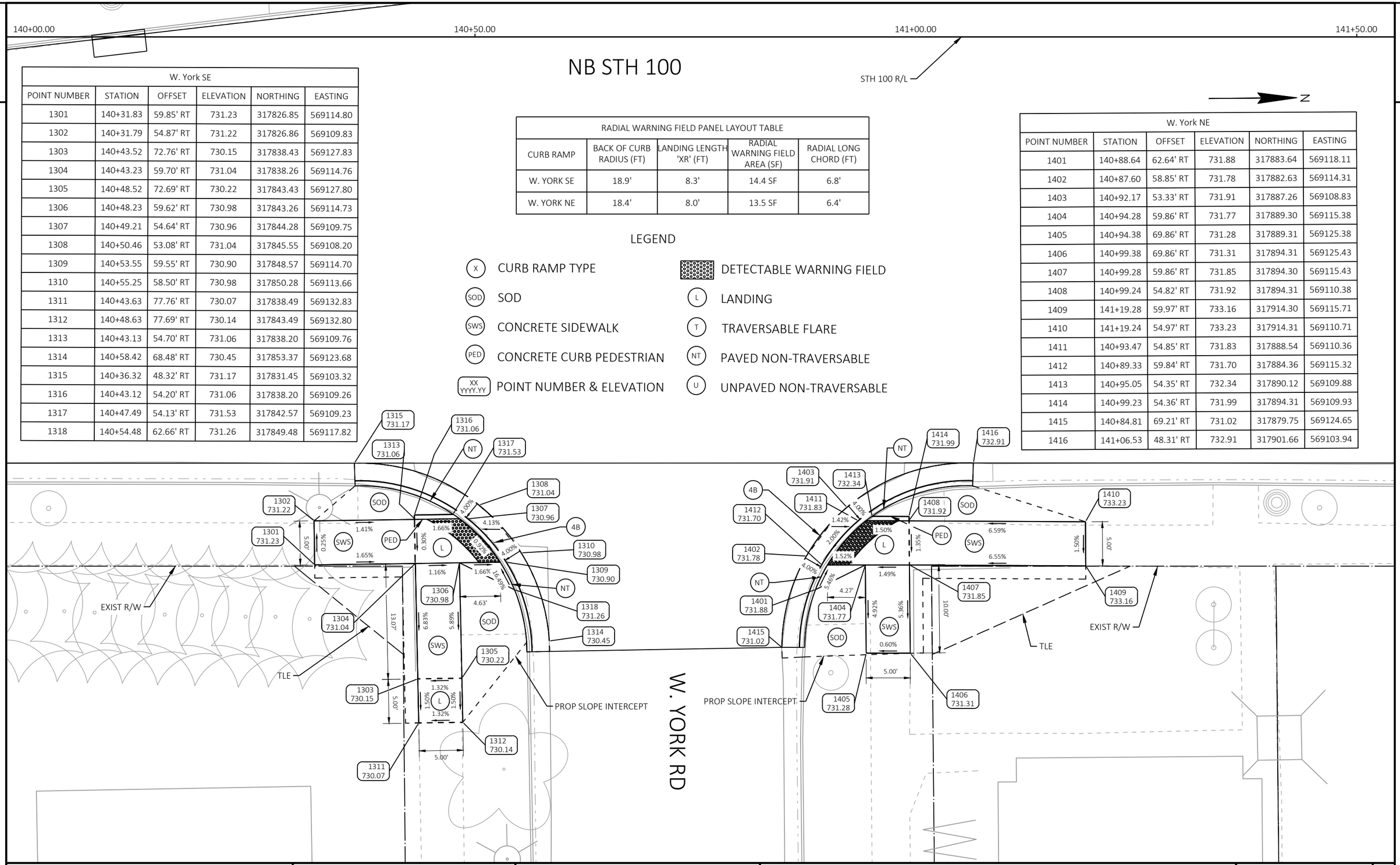
W. York SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1301	140+31.83	59.85' RT	731.23	317826.85	569114.80
1302	140+31.79	54.87' RT	731.22	317826.86	569109.83
1303	140+43.52	72.76' RT	730.15	317838.43	569127.83
1304	140+43.23	59.70' RT	731.04	317838.26	569114.76
1305	140+48.52	72.69' RT	730.22	317843.43	569127.80
1306	140+48.23	59.62' RT	730.98	317843.26	569114.73
1307	140+49.21	54.64' RT	730.96	317844.28	569109.75
1308	140+50.46	53.08' RT	731.04	317845.55	569108.20
1309	140+53.55	59.55' RT	730.90	317848.57	569114.70
1310	140+55.25	58.50' RT	730.98	317850.28	569113.66
1311	140+43.63	77.76' RT	730.07	317838.49	569132.83
1312	140+48.63	77.69' RT	730.14	317843.49	569132.80
1313	140+43.13	54.70' RT	731.06	317838.20	569109.76
1314	140+58.42	68.48' RT	730.45	317853.37	569123.68
1315	140+36.32	48.32' RT	731.17	317831.45	569103.32
1316	140+43.12	54.20' RT	731.06	317838.20	569109.26
1317	140+47.49	54.13' RT	731.53	317842.57	569109.23
1318	140+54.48	62.66' RT	731.26	317849.48	569117.82

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
W. YORK SE	18.9'	8.3'	14.4 SF	6.8'
W. YORK NE	18.4'	8.0'	13.5 SF	6.4'

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

W. York NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1401	140+88.64	62.64' RT	731.88	317883.64	569118.11
1402	140+87.60	58.85' RT	731.78	317882.63	569114.31
1403	140+92.17	53.33' RT	731.91	317887.26	569108.83
1404	140+94.28	59.86' RT	731.77	317889.30	569115.38
1405	140+94.38	69.86' RT	731.28	317889.31	569125.38
1406	140+99.38	69.86' RT	731.31	317894.31	569125.43
1407	140+99.28	59.86' RT	731.85	317894.30	569115.43
1408	140+99.24	54.82' RT	731.92	317894.31	569110.38
1409	141+19.28	59.97' RT	733.16	317914.30	569115.71
1410	141+19.24	54.97' RT	733.23	317914.31	569110.71
1411	140+93.47	54.85' RT	731.83	317888.54	569110.36
1412	140+89.33	59.84' RT	731.70	317884.36	569115.32
1413	140+95.05	54.35' RT	732.34	317890.12	569109.88
1414	140+99.23	54.36' RT	731.99	317894.31	569109.93
1415	140+84.81	69.21' RT	731.02	317879.75	569124.65
1416	141+06.53	48.31' RT	732.91	317901.66	569103.94



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W. YORK RD.	SHEET 114	E

143+50.00 144+00.00 144+50.00

CAPITOL SE1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
121	143+36.72	50.87' RT	740.35	318131.81	569108.58
122	143+36.78	59.40' RT	740.30	318131.80	569117.12
123	143+36.78	59.90' RT	740.31	318131.79	569117.62
124	143+45.57	48.48' RT	740.06	318140.69	569106.27
125	143+45.32	50.46' RT	739.98	318140.42	569108.25
126	143+44.40	59.47' RT	740.12	318139.42	569117.25
127	143+44.40	59.97' RT	740.62	318139.41	569117.75
128	143+53.16	50.46' RT	740.11	318148.26	569108.32
129	143+52.41	52.31' RT	740.03	318147.49	569110.17
130	143+49.39	59.72' RT	740.15	318144.41	569117.55
131	143+49.31	60.21' RT	740.65	318144.32	569118.04
132	143+57.95	56.05' RT	740.22	318153.00	569113.96
133	143+54.15	61.30' RT	740.23	318149.15	569119.17
134	143+53.92	61.74' RT	740.73	318148.92	569119.61
135	143+36.70	48.29' RT	739.93	318131.81	569106.00

CAPITOL SE2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
221	143+62.48	60.18' RT	740.28	318157.49	569118.13
222	143+58.04	64.07' RT	740.30	318153.02	569121.98
223	143+57.70	64.43' RT	740.80	318152.67	569122.34
224	143+68.40	64.27' RT	740.32	318163.37	569122.26
225	143+66.63	65.20' RT	740.24	318161.60	569123.18
226	143+61.12	68.10' RT	740.33	318156.06	569126.04
227	143+60.68	68.34' RT	740.83	318155.62	569126.27
228	143+70.90	70.71' RT	740.40	318165.81	569128.73
229	143+68.96	71.21' RT	740.32	318163.87	569129.21
230	143+62.81	72.80' RT	740.41	318157.71	569130.75
231	143+62.32	72.90' RT	740.91	318157.22	569130.85
232	143+71.89	77.81' RT	740.43	318166.74	569135.84
233	143+63.33	78.39' RT	740.70	318158.17	569136.34
234	143+62.83	78.42' RT	740.71	318157.67	569136.37
235	143+69.31	77.97' RT	740.68	318164.16	569135.97

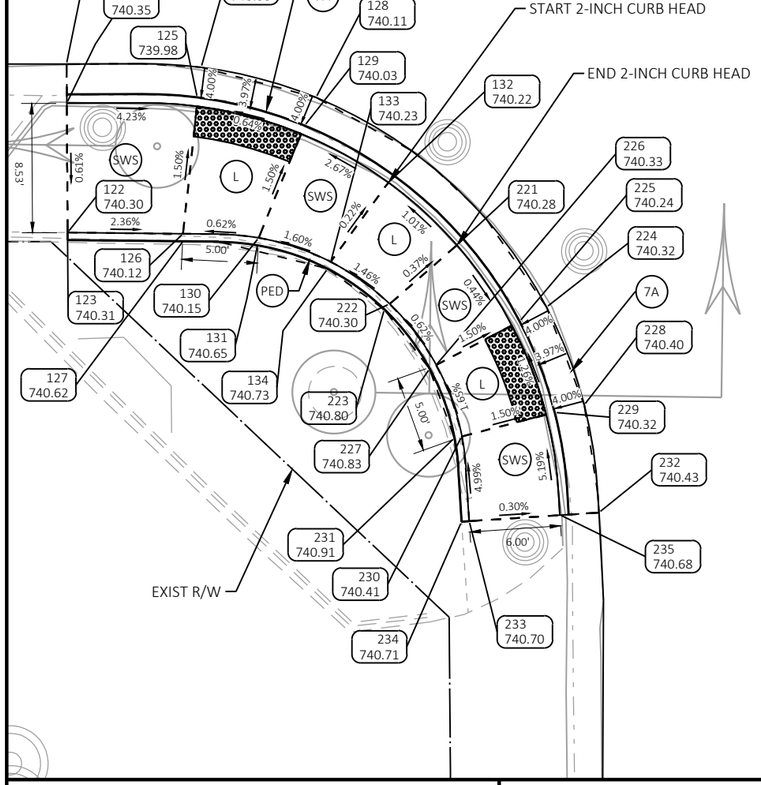
STH 100 R/L

N

NB STH 100

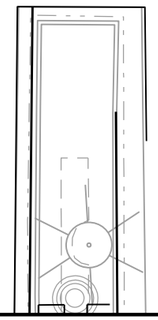
CAPITOL NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
161	144+74.16	94.34' RT	741.20	318269.27	569153.07
162	144+80.16	94.35' RT	741.39	318275.27	569153.11
163	144+74.17	89.34' RT	741.21	318269.30	569148.07
164	144+79.67	89.35' RT	741.30	318274.80	569148.11
165	144+80.17	89.35' RT	741.31	318275.30	569148.11
166	144+71.67	81.27' RT	740.80	318266.84	569139.99
167	144+73.67	81.40' RT	740.72	318268.84	569140.13
168	144+79.74	81.81' RT	740.81	318274.91	569140.56
169	144+80.24	81.88' RT	741.31	318275.40	569140.63
170	144+72.68	74.92' RT	740.82	318267.88	569133.64
171	144+74.62	75.41' RT	740.74	318269.82	569134.14
172	144+81.00	77.02' RT	741.33	318276.19	569135.78
173	144+80.52	76.90' RT	740.83	318275.71	569135.66
174	144+78.63	67.09' RT	741.20	318273.87	569125.84
175	144+83.39	69.86' RT	741.28	318278.61	569128.63
176	144+83.82	70.11' RT	741.29	318279.04	569128.88
177	144+82.11	62.20' RT	741.13	318277.37	569120.96
178	144+86.29	65.78' RT	741.21	318281.53	569124.56
179	144+71.58	94.34' RT	740.79	318266.69	569153.06
180	144+80.15	60.52' RT	740.71	318275.42	569119.27

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
W. CAPITOL SE 1	27.4'	7.4'	13.7 SF	7.1'
W. CAPITOL SE 2	27.4'	5.6'	12.1 SF	6.3'

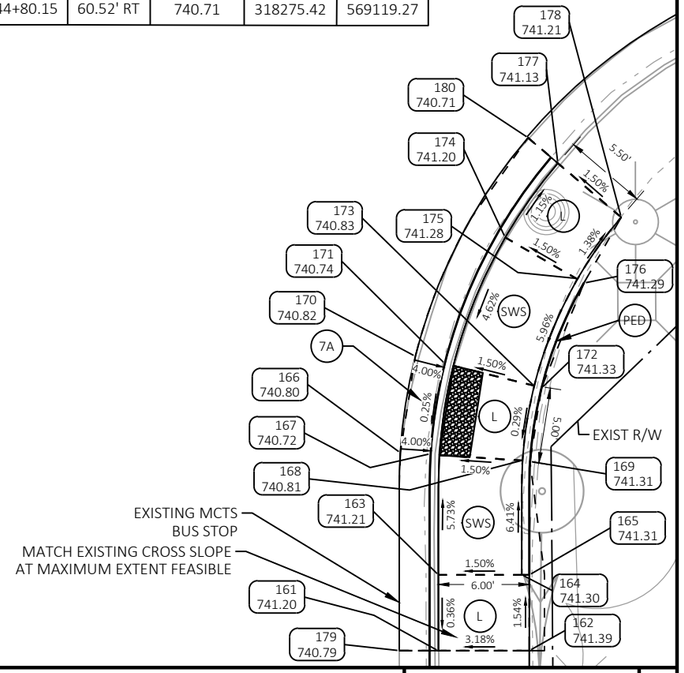


LEGEND

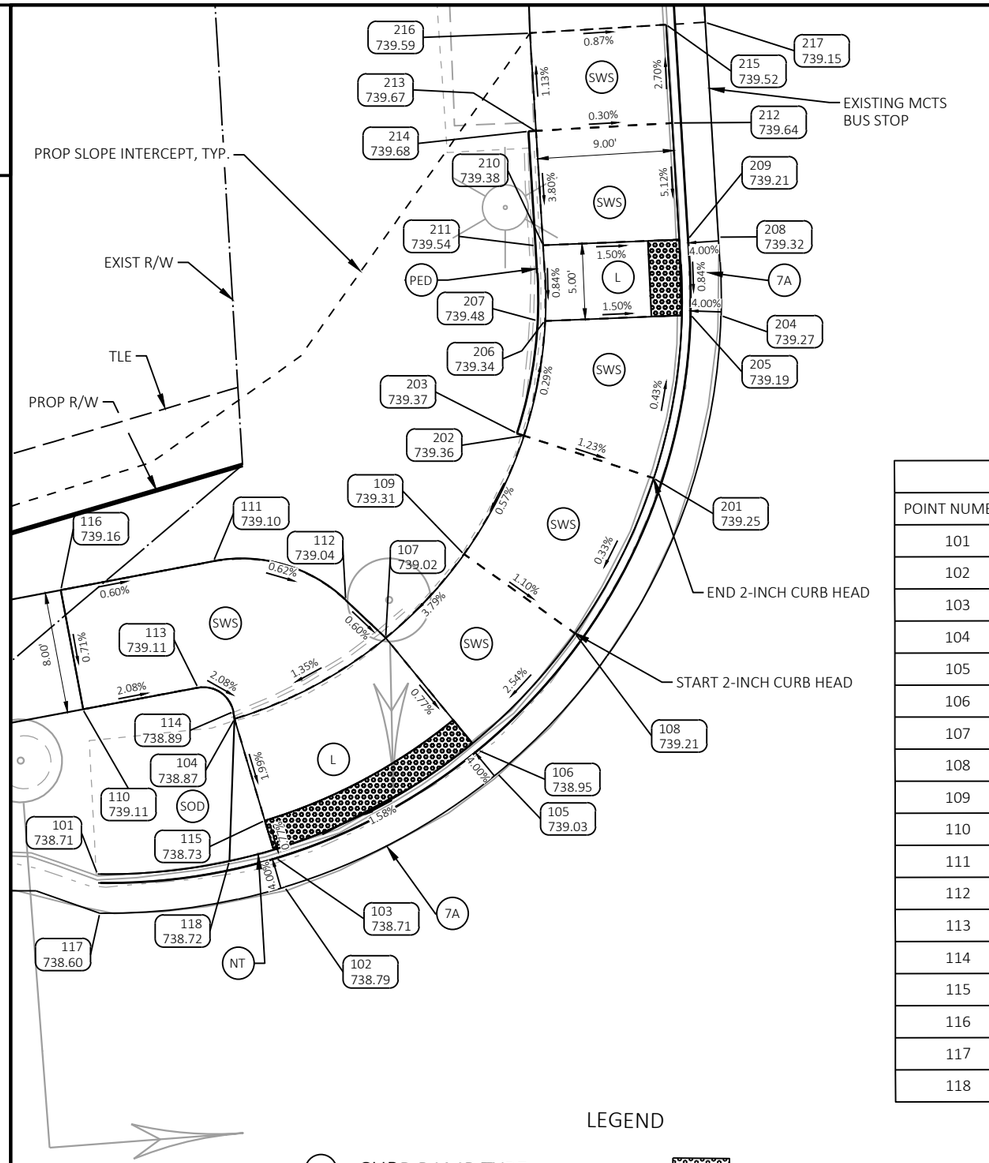
- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

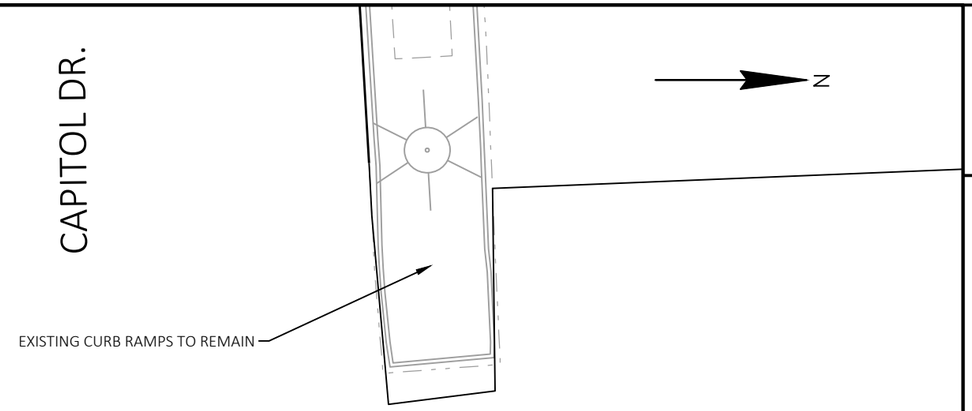


CAPITOL DR.



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - CAPITOL DR SE & NE	SHEET 115	E





CAPITOL SW1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	143+06.45	55.11' LT	738.71	318102.50	569002.33
102	143+18.81	54.27' LT	738.79	318114.85	569003.28
103	143+18.23	56.19' LT	738.71	318114.30	569001.36
104	143+15.48	65.37' LT	738.87	318111.62	568992.16
105	143+32.82	61.80' LT	739.03	318128.93	568995.89
106	143+31.55	63.34' LT	738.95	318127.67	568994.33
107	143+25.44	70.73' LT	739.02	318121.64	568986.89
108	143+37.93	71.05' LT	739.21	318134.13	568986.68
109	143+30.60	76.27' LT	739.31	318126.84	568981.40
110	143+05.49	65.98' LT	739.11	318101.65	568991.45
111	143+14.07	75.76' LT	739.10	318110.31	568981.75
112	143+22.80	73.22' LT	739.04	318119.01	568984.38
113	143+13.05	67.42' LT	739.11	318109.21	568990.08
114	143+15.39	65.83' LT	738.89	318111.54	568991.70
115	143+17.49	58.66' LT	738.73	318113.57	568998.88
116	143+04.00	73.84' LT	739.16	318100.22	568983.58
117	143+06.61	52.52' LT	738.60	318102.64	569004.92
118	143+15.16	55.99' LT	738.72	318111.23	569001.53

CAPITOL SW2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	143+43.09	81.31' LT	739.25	318139.38	568976.47
202	143+34.53	84.08' LT	739.36	318130.84	568973.62
203	143+34.06	84.24' LT	739.37	318130.37	568973.45
204	143+47.52	92.03' LT	739.27	318143.90	568965.78
205	143+45.52	92.08' LT	739.19	318141.91	568965.72
206	143+35.91	91.66' LT	739.34	318132.30	568966.06
207	143+35.41	91.68' LT	739.48	318131.80	568966.03
208	143+47.35	97.21' LT	739.32	318143.78	568960.61
209	143+45.35	97.08' LT	739.21	318141.78	568960.72
210	143+35.77	96.66' LT	739.38	318132.20	568961.06
211	143+35.28	96.62' LT	739.54	318131.70	568961.08
212	143+44.28	104.73' LT	739.64	318140.78	568953.06
213	143+35.30	104.20' LT	739.67	318131.80	568953.51
214	143+34.80	104.17' LT	739.68	318131.30	568953.53
215	143+43.87	111.22' LT	739.52	318140.43	568946.56
216	143+34.89	110.64' LT	739.59	318131.44	568947.06
217	143+46.45	111.38' LT	739.15	318143.01	568946.43

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

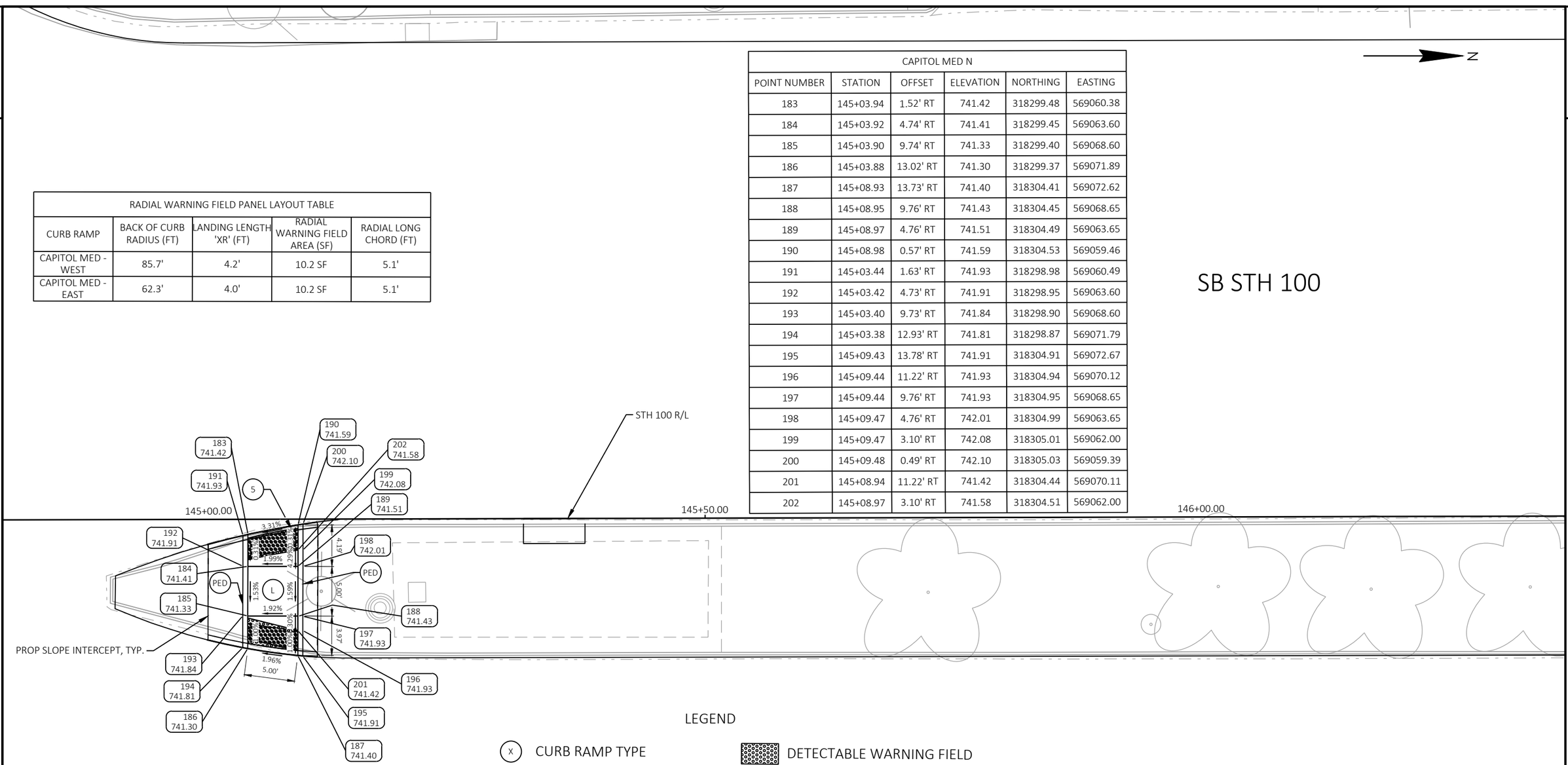
RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
W. CAPITOL SW 1	37.9'	9.0'	29.2 SF	14.9'

SB STH 100

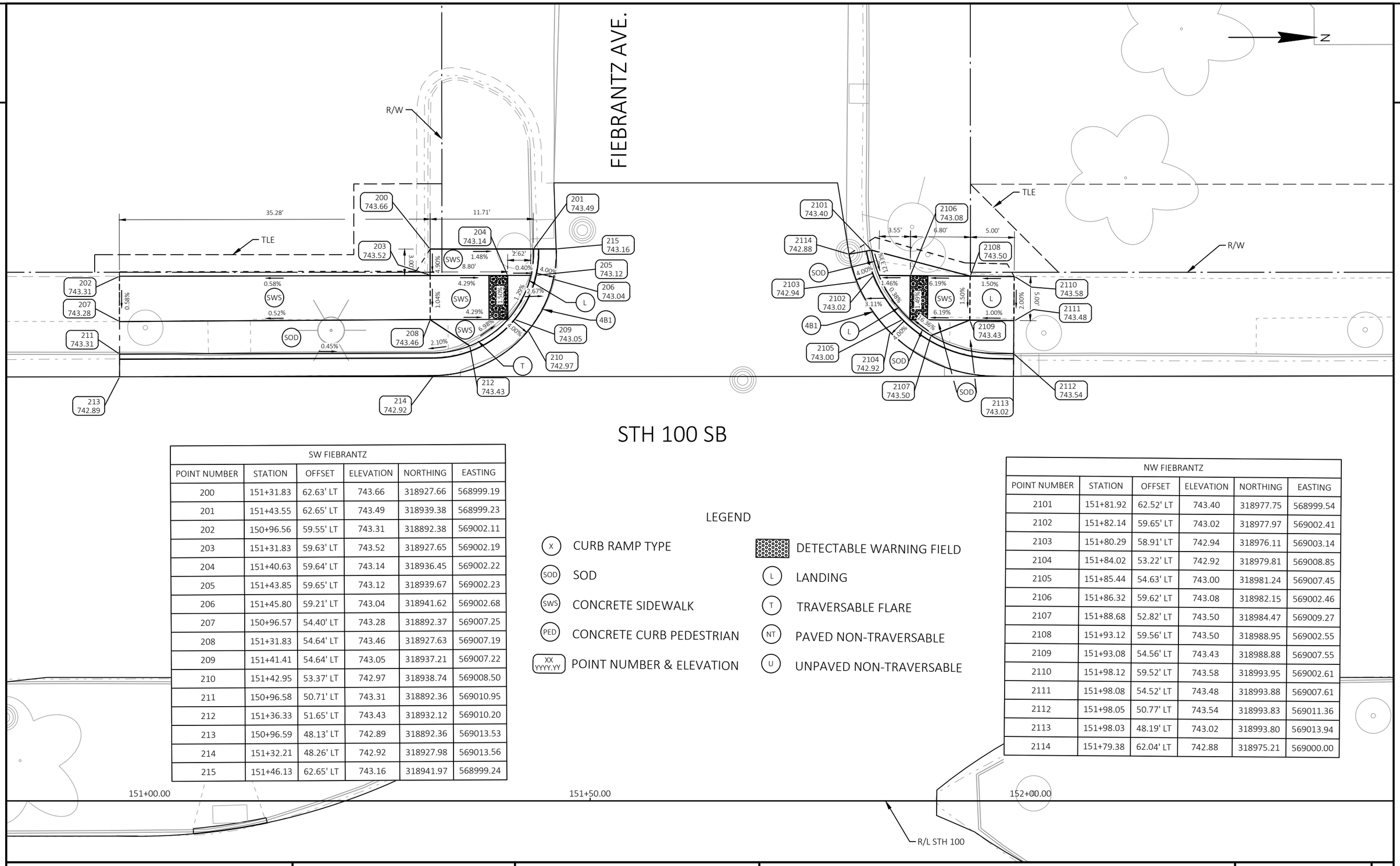
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - CAPITOL DR. SW	SHEET 116	E

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
CAPITOL MED - WEST	85.7'	4.2'	10.2 SF	5.1'
CAPITOL MED - EAST	62.3'	4.0'	10.2 SF	5.1'

CAPITOL MED N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
183	145+03.94	1.52' RT	741.42	318299.48	569060.38
184	145+03.92	4.74' RT	741.41	318299.45	569063.60
185	145+03.90	9.74' RT	741.33	318299.40	569068.60
186	145+03.88	13.02' RT	741.30	318299.37	569071.89
187	145+08.93	13.73' RT	741.40	318304.41	569072.62
188	145+08.95	9.76' RT	741.43	318304.45	569068.65
189	145+08.97	4.76' RT	741.51	318304.49	569063.65
190	145+08.98	0.57' RT	741.59	318304.53	569059.46
191	145+03.44	1.63' RT	741.93	318298.98	569060.49
192	145+03.42	4.73' RT	741.91	318298.95	569063.60
193	145+03.40	9.73' RT	741.84	318298.90	569068.60
194	145+03.38	12.93' RT	741.81	318298.87	569071.79
195	145+09.43	13.78' RT	741.91	318304.91	569072.67
196	145+09.44	11.22' RT	741.93	318304.94	569070.12
197	145+09.44	9.76' RT	741.93	318304.95	569068.65
198	145+09.47	4.76' RT	742.01	318304.99	569063.65
199	145+09.47	3.10' RT	742.08	318305.01	569062.00
200	145+09.48	0.49' RT	742.10	318305.03	569059.39
201	145+08.94	11.22' RT	741.42	318304.44	569070.11
202	145+08.97	3.10' RT	741.58	318304.51	569062.00



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - CAPITOL DR. MEDIAN	SHEET 117	E



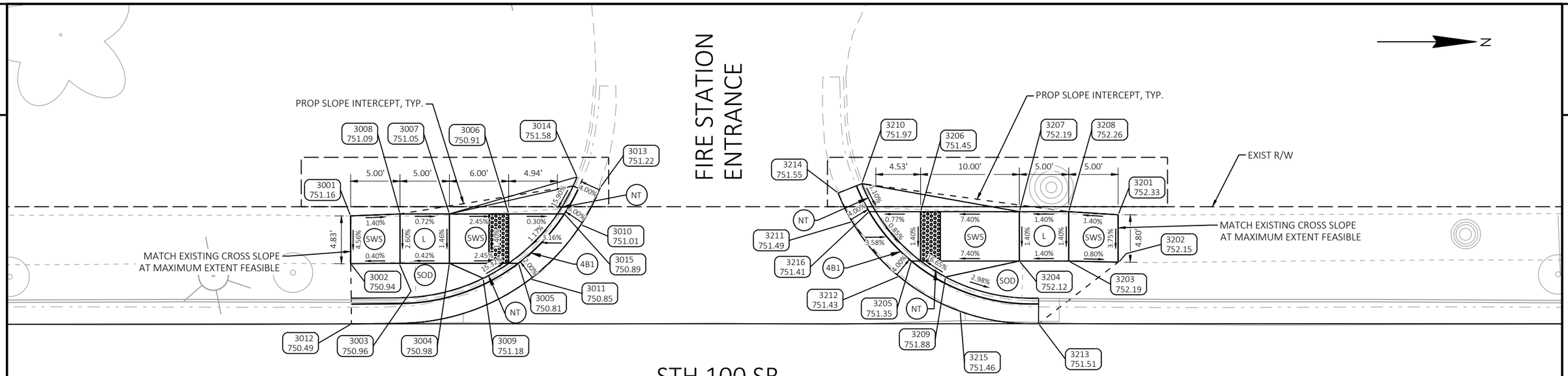
SW FIEBRANTZ					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	151+31.83	62.63' LT	743.66	318927.66	568999.19
201	151+43.55	62.65' LT	743.49	318939.38	568999.23
202	150+96.56	59.55' LT	743.31	318892.38	569002.11
203	151+31.83	59.63' LT	743.52	318927.65	569002.19
204	151+40.63	59.64' LT	743.14	318936.45	569002.22
205	151+43.85	59.65' LT	743.12	318939.67	569002.23
206	151+45.80	59.21' LT	743.04	318941.62	569002.68
207	150+96.57	54.40' LT	743.28	318892.37	569007.25
208	151+31.83	54.64' LT	743.46	318927.63	569007.19
209	151+41.41	54.64' LT	743.05	318937.21	569007.22
210	151+42.95	53.37' LT	742.97	318938.74	569008.50
211	150+96.58	50.71' LT	743.31	318892.36	569010.95
212	151+36.33	51.65' LT	743.43	318932.12	569010.20
213	150+96.59	48.13' LT	742.89	318892.36	569013.53
214	151+32.21	48.26' LT	742.92	318927.98	569013.56
215	151+46.13	62.65' LT	743.16	318941.97	568999.24

LEGEND

(X) CURB RAMP TYPE	DETECTABLE WARNING FIELD
(SOD) SOD	(L) LANDING
(SWS) CONCRETE SIDEWALK	(T) TRAVERSABLE FLARE
(PED) CONCRETE CURB PEDESTRIAN	(NT) PAVED NON-TRAVERSABLE
(XX YYYY.YY) POINT NUMBER & ELEVATION	(U) UNPAVED NON-TRAVERSABLE

NW FIEBRANTZ					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2101	151+81.92	62.52' LT	743.40	318977.75	568999.54
2102	151+82.14	59.65' LT	743.02	318977.97	569002.41
2103	151+80.29	58.91' LT	742.94	318976.11	569003.14
2104	151+84.02	53.22' LT	742.92	318979.81	569008.85
2105	151+85.44	54.63' LT	743.00	318981.24	569007.45
2106	151+86.32	59.62' LT	743.08	318982.15	569002.46
2107	151+88.68	52.82' LT	743.50	318984.47	569009.27
2108	151+93.12	59.56' LT	743.50	318988.95	569002.55
2109	151+93.08	54.56' LT	743.43	318988.88	569007.55
2110	151+98.12	59.52' LT	743.58	318993.95	569002.61
2111	151+98.08	54.52' LT	743.48	318993.88	569007.61
2112	151+98.05	50.77' LT	743.54	318993.83	569011.36
2113	151+98.03	48.19' LT	743.02	318993.80	569013.94
2114	151+79.38	62.04' LT	742.88	318975.21	569000.00

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAULKEE	CURB RAMP DETAILS - FIEBRANTZ AVE.	SHEET 118 E



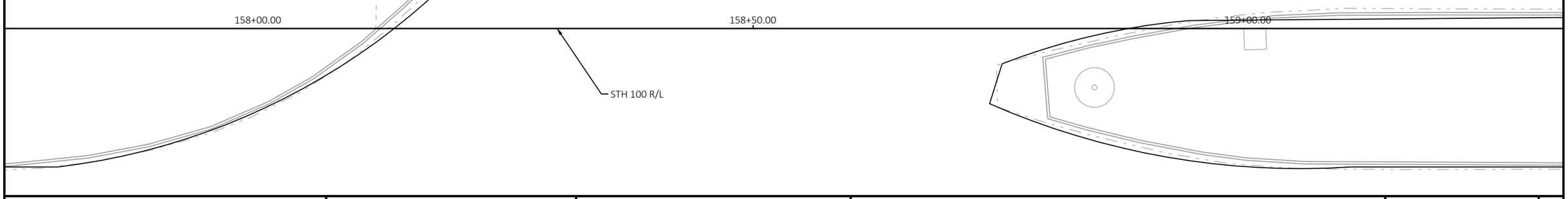
STH 100 SB

FIRE STATION SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3001	158+09.17	59.06' LT	751.16	319536.35	568833.93
3002	158+09.17	54.23' LT	750.94	319538.81	568838.08
3003	158+14.17	54.27' LT	750.96	319543.09	568835.50
3004	158+19.17	54.27' LT	750.98	319547.39	568832.95
3005	158+26.16	54.27' LT	750.81	319553.40	568829.38
3006	158+25.17	59.27' LT	750.91	319550.00	568825.58
3007	158+19.17	59.27' LT	751.05	319544.84	568828.65
3008	158+14.17	59.27' LT	751.09	319540.54	568831.20
3009	158+22.58	52.75' LT	751.18	319551.10	568832.51
3010	158+32.48	58.18' LT	751.01	319556.84	568822.79
3011	158+27.37	52.68' LT	750.85	319555.25	568830.13
3012	158+09.26	48.14' LT	750.49	319541.99	568843.27
3013	158+34.44	61.94' LT	751.22	319556.61	568818.56
3014	158+32.09	63.01' LT	751.58	319554.04	568818.83
3015	158+30.81	59.27' LT	750.89	319554.85	568822.71

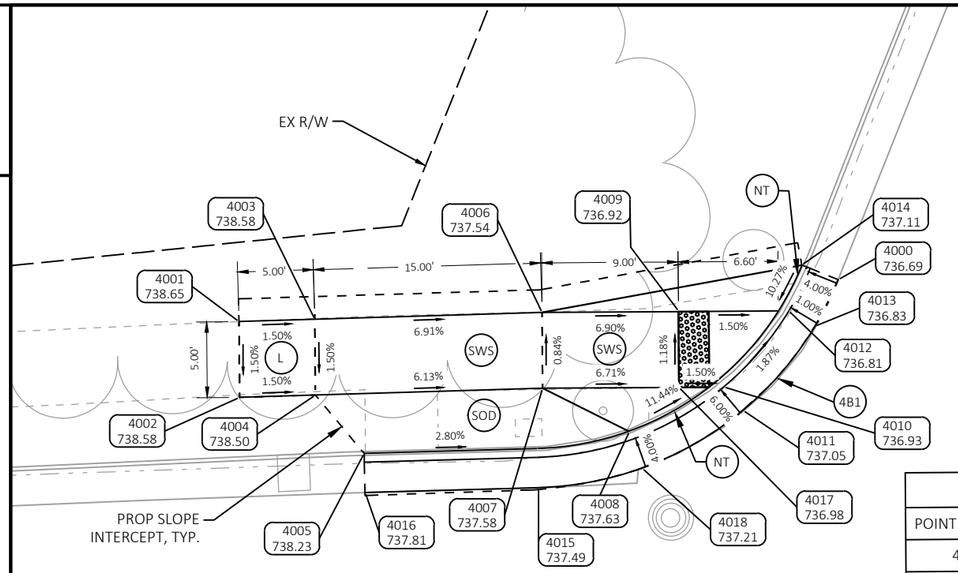
LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

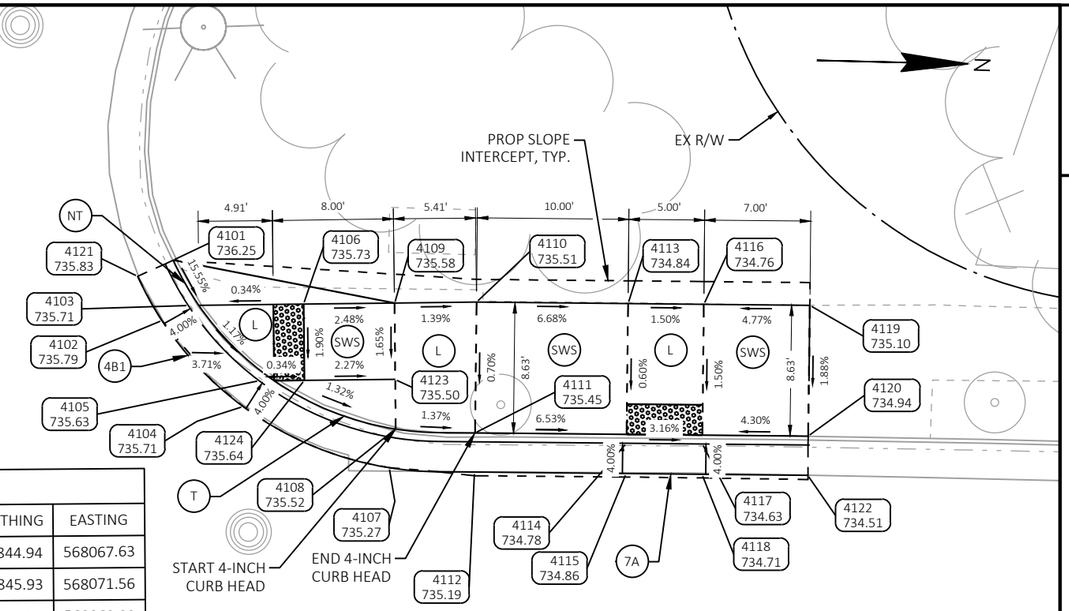
FIRE STATION NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3201	158+86.89	59.18' LT	752.33	319603.12	568794.16
3202	158+86.89	54.38' LT	752.15	319605.58	568798.30
3203	158+81.89	54.50' LT	752.19	319601.22	568800.75
3204	158+76.89	54.50' LT	752.12	319596.92	568803.30
3205	158+65.95	54.50' LT	751.35	319587.51	568808.88
3206	158+66.89	59.50' LT	751.45	319585.76	568804.10
3207	158+76.89	59.50' LT	752.19	319594.36	568799.00
3208	158+81.89	59.50' LT	752.26	319598.66	568796.45
3209	158+69.42	52.88' LT	751.88	319591.31	568808.50
3210	158+60.93	62.34' LT	751.97	319579.19	568804.70
3211	158+59.96	58.48' LT	751.49	319580.32	568808.51
3212	158+64.68	52.95' LT	751.43	319587.20	568810.86
3213	158+78.82	48.15' LT	751.51	319601.82	568807.77
3214	158+58.53	61.38' LT	751.55	319577.61	568806.74
3215	158+70.88	49.41' LT	751.46	319594.34	568810.74
3216	158+61.68	59.50' LT	751.41	319581.28	568806.76



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - FIRE STATION ENTRANCE	SHEET 119	E



W CONGRESS ST.

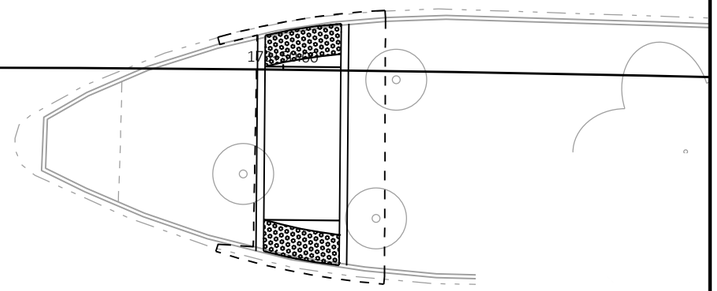


SW CONGRESS					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4000	172+76.55	61.38' LT	736.69	320805.22	568087.44
4001	172+37.97	59.76' LT	738.65	320770.51	568106.55
4002	172+37.82	54.76' LT	738.58	320772.64	568111.07
4003	172+42.85	59.73' LT	738.58	320774.99	568104.31
4004	172+42.71	54.73' LT	738.50	320777.12	568108.84
4005	172+45.72	50.78' LT	738.23	320781.66	568110.98
4006	172+57.47	59.70' LT	737.54	320788.40	568097.61
4007	172+57.36	54.70' LT	737.58	320790.54	568102.13
4008	172+62.85	51.71' LT	737.63	320796.89	568102.31
4009	172+66.24	59.52' LT	736.92	320796.54	568093.77
4010	172+69.02	54.47' LT	736.93	320801.34	568097.04
4011	172+70.24	52.91' LT	737.05	320803.14	568097.89
4012	172+73.34	59.40' LT	736.81	320803.13	568090.66
4013	172+74.99	58.34' LT	736.83	320805.12	568090.88
4014	172+74.24	62.40' LT	737.11	320802.64	568087.56
4015	172+56.91	48.15' LT	737.49	320793.04	568108.20
4016	172+45.71	48.19' LT	737.81	320782.81	568113.29
4017	172+66.15	54.52' LT	736.98	320798.68	568098.29
4018	172+63.64	49.26' LT	737.21	320798.71	568104.15

NW Congress					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4101	173+19.77	62.17' LT	736.25	320844.94	568067.63
4102	173+19.03	58.19' LT	735.79	320845.93	568071.56
4103	173+20.73	59.18' LT	735.71	320847.10	568069.93
4104	173+24.25	52.51' LT	735.71	320853.17	568074.46
4105	173+25.29	54.21' LT	735.63	320853.42	568072.47
4106	173+28.15	59.27' LT	735.73	320853.97	568066.65
4107	173+33.73	48.49' LT	735.27	320863.65	568074.06
4108	173+34.11	51.05' LT	735.52	320862.94	568071.58
4109	173+34.00	59.32' LT	735.58	320859.40	568064.10
4110	173+39.28	59.45' LT	735.51	320864.26	568061.74
4111	173+39.23	50.82' LT	735.45	320867.80	568069.61
4112	173+39.22	48.24' LT	735.19	320868.86	568071.97
4113	173+49.03	59.44' LT	734.84	320873.38	568057.62
4114	173+49.02	50.23' LT	734.78	320877.15	568066.03
4115	173+49.02	48.23' LT	734.86	320877.98	568067.85
4116	173+53.90	59.45' LT	734.76	320877.94	568055.57
4117	173+53.92	50.24' LT	734.63	320881.72	568063.97
4118	173+53.92	48.24' LT	734.71	320882.54	568065.79
4119	173+60.72	59.49' LT	735.10	320884.32	568052.69
4120	173+60.75	50.86' LT	734.94	320887.84	568060.57
4121	173+17.48	61.11' LT	735.83	320843.25	568069.59
4122	173+60.76	48.27' LT	734.51	320888.90	568062.92
4123	173+34.07	54.32' LT	735.50	320861.54	568068.62
4124	173+28.20	54.25' LT	735.64	320856.12	568071.19

LEGEND

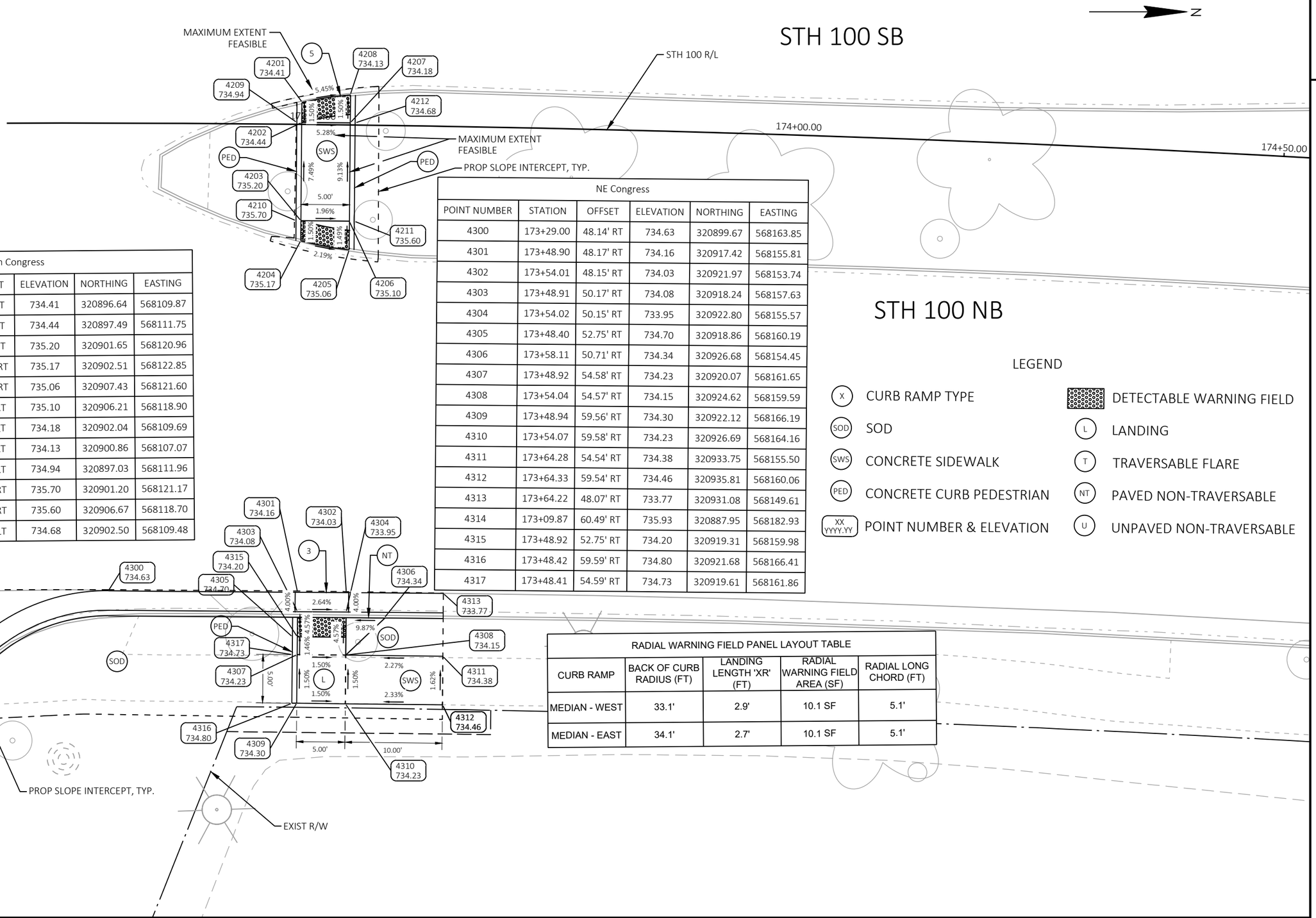
- X — CURB RAMP TYPE
- SOD — SOD
- SWS — CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- XX YYYY.YY — POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- L — LANDING
- T — TRAVERSABLE FLARE
- NT — PAVED NON-TRAVERSABLE
- U — UNPAVED NON-TRAVERSABLE



STH 100 NB

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY:	CURB RAMP DETAILS - CONGRESS ST.	SHEET 120	E

2



Median Congress					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4201	173+48.80	2.25' LT	734.41	320896.64	568109.87
4202	173+48.80	0.19' LT	734.44	320897.49	568111.75
4203	173+48.82	9.92' RT	735.20	320901.65	568120.96
4204	173+48.83	11.99' RT	735.17	320902.51	568122.85
4205	173+53.86	12.87' RT	735.06	320907.43	568121.60
4206	173+53.85	9.91' RT	735.10	320906.21	568118.90
4207	173+53.80	0.20' LT	734.18	320902.04	568109.69
4208	173+53.79	3.08' LT	734.13	320900.86	568107.07
4209	173+48.30	0.19' LT	734.94	320897.03	568111.96
4210	173+48.32	9.92' RT	735.70	320901.20	568121.17
4211	173+54.35	9.90' RT	735.60	320906.67	568118.70
4212	173+54.30	0.21' LT	734.68	320902.50	568109.48

NE Congress					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4300	173+29.00	48.14' RT	734.63	320899.67	568163.85
4301	173+48.90	48.17' RT	734.16	320917.42	568155.81
4302	173+54.01	48.15' RT	734.03	320921.97	568153.74
4303	173+48.91	50.17' RT	734.08	320918.24	568157.63
4304	173+54.02	50.15' RT	733.95	320922.80	568155.57
4305	173+48.40	52.75' RT	734.70	320918.86	568160.19
4306	173+58.11	50.71' RT	734.34	320926.68	568154.45
4307	173+48.92	54.58' RT	734.23	320920.07	568161.65
4308	173+54.04	54.57' RT	734.15	320924.62	568159.59
4309	173+48.94	59.56' RT	734.30	320922.12	568166.19
4310	173+54.07	59.58' RT	734.23	320926.69	568164.16
4311	173+64.28	54.54' RT	734.38	320933.75	568155.50
4312	173+64.33	59.54' RT	734.46	320935.81	568160.06
4313	173+64.22	48.07' RT	733.77	320931.08	568149.61
4314	173+09.87	60.49' RT	735.93	320887.95	568182.93
4315	173+48.92	52.75' RT	734.20	320919.31	568159.98
4316	173+48.42	59.59' RT	734.80	320921.68	568166.41
4317	173+48.41	54.59' RT	734.73	320919.61	568161.86

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
MEDIAN - WEST	33.1'	2.9'	10.1 SF	5.1'
MEDIAN - EAST	34.1'	2.7'	10.1 SF	5.1'

2

N

R/L STH 100

178+00.00

178+50.00

179+00.00

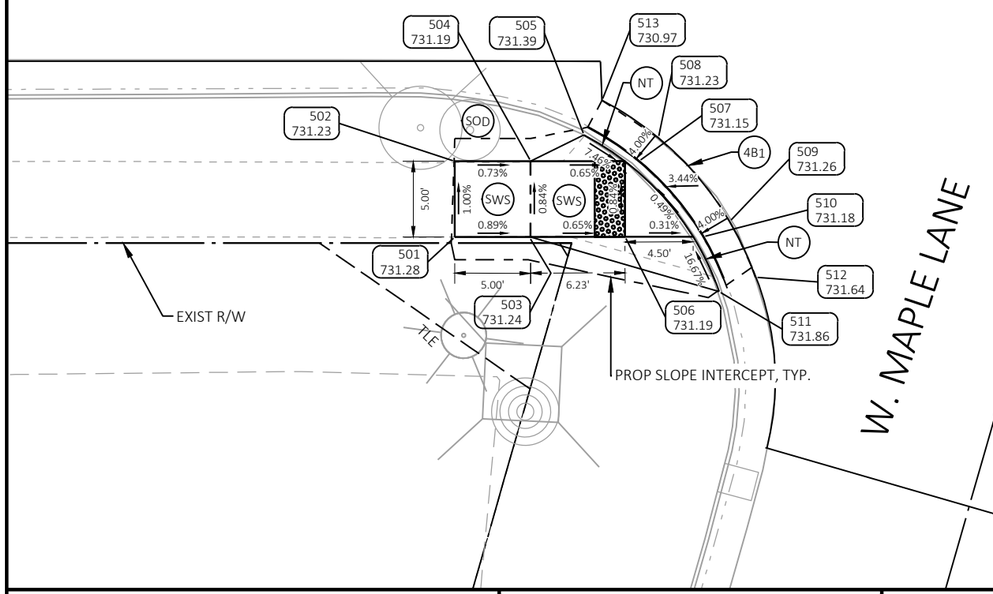
SE MAPLE RD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
501	177+89.94	59.60' RT	731.28	321330.67	568015.69
502	177+89.94	54.60' RT	731.23	321329.04	568010.96
503	177+94.94	59.60' RT	731.24	321335.40	568014.07
504	177+94.94	54.60' RT	731.19	321333.77	568009.34
505	177+98.46	52.87' RT	731.39	321336.53	568006.56
506	178+01.17	59.58' RT	731.19	321341.28	568012.03
507	178+02.10	54.59' RT	731.15	321340.53	568007.00
508	178+03.37	53.05' RT	731.23	321341.24	568005.13
509	178+08.07	58.57' RT	731.26	321347.48	568008.82
510	178+06.35	59.57' RT	731.18	321346.17	568010.33
511	178+07.38	63.19' RT	731.86	321348.33	568013.42
512	178+09.79	62.26' RT	731.64	321350.30	568011.75
513	177+99.65	50.58' RT	730.97	321336.91	568004.01

STH 100 NB

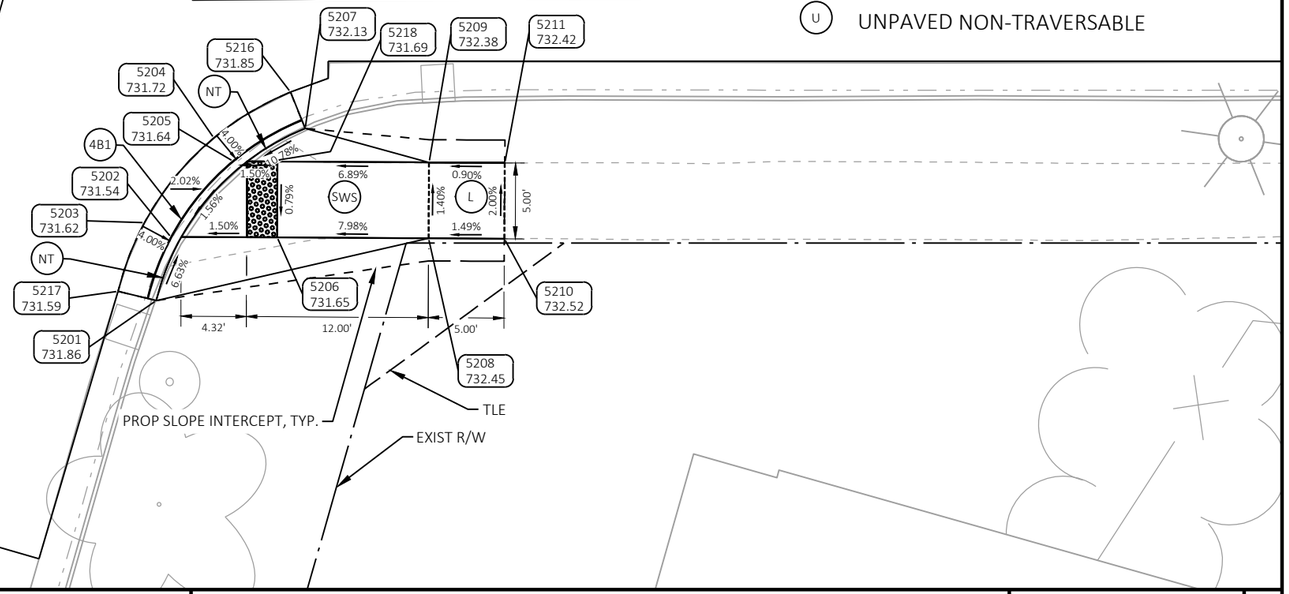
NE MAPLE RD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5201	178+43.55	63.79' RT	731.86	321382.72	568002.21
5202	178+44.53	59.61' RT	731.54	321382.29	567997.94
5203	178+42.77	58.66' RT	731.62	321380.32	567997.61
5204	178+47.35	53.06' RT	731.72	321382.82	567990.83
5205	178+48.63	54.60' RT	731.64	321384.53	567991.87
5206	178+51.53	59.62' RT	731.65	321388.91	567995.67
5207	178+53.38	52.43' RT	732.13	321388.32	567988.28
5208	178+61.53	59.68' RT	732.45	321398.38	567992.47
5209	178+61.56	54.67' RT	732.38	321396.78	567987.73
5210	178+66.53	59.70' RT	732.52	321403.12	567990.87
5211	178+66.56	54.70' RT	732.42	321401.52	567986.13
5212	178+41.04	63.17' RT	731.59	321380.15	568002.45
5213	178+52.42	50.04' RT	0.00	321386.63	567986.32
5214	178+52.42	50.04' RT	0.00	321386.63	567986.32
5215	178+52.42	50.04' RT	731.85	321386.63	567986.32
5216	178+52.42	50.04' RT	731.85	321386.63	567986.32
5217	178+41.04	63.17' RT	731.59	321380.15	568002.45
5218	178+51.56	54.62' RT	731.69	321387.31	567990.93

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE



W. MAPLE LANE



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - W. MAPLE LANE	SHEET 122	E

LEGEND

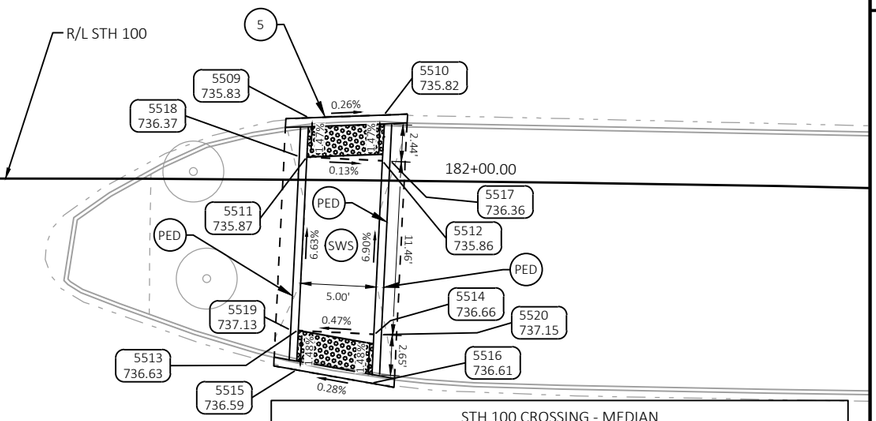
- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

STH 100

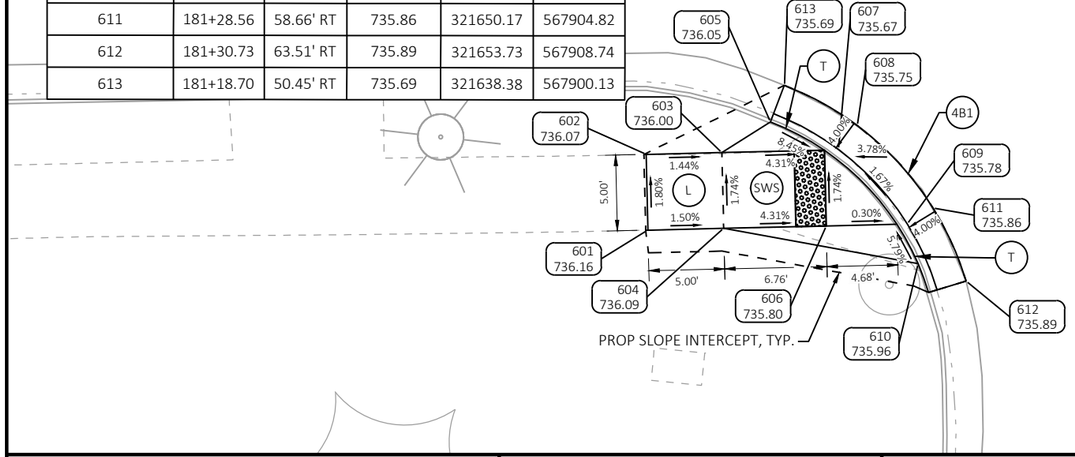
RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
MEDIAN - WEST	54.7'	2.4'	10.1 SF	5.0'
MEDIAN - EAST	37.7'	2.7'	10.1 SF	5.0'
RUBY NE	19.6'	9.3'	15.1 SF	7.1'

RUBY SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
601	181+09.33	59.81' RT	736.16	321632.70	567911.97
602	181+09.31	54.81' RT	736.07	321631.06	567907.25
603	181+14.41	54.79' RT	736.00	321635.79	567905.60
604	181+14.44	59.79' RT	736.09	321637.43	567910.32
605	181+17.70	52.82' RT	736.05	321638.21	567902.70
606	181+21.34	59.74' RT	735.80	321643.82	567908.10
607	181+22.26	54.71' RT	735.67	321643.05	567903.05
608	181+23.54	53.15' RT	735.75	321643.74	567901.17
609	181+26.82	59.70' RT	735.78	321648.88	567906.34
610	181+27.51	62.32' RT	735.96	321650.36	567908.62
611	181+28.56	58.66' RT	735.86	321650.17	567904.82
612	181+30.73	63.51' RT	735.89	321653.73	567908.74
613	181+18.70	50.45' RT	735.69	321638.38	567900.13

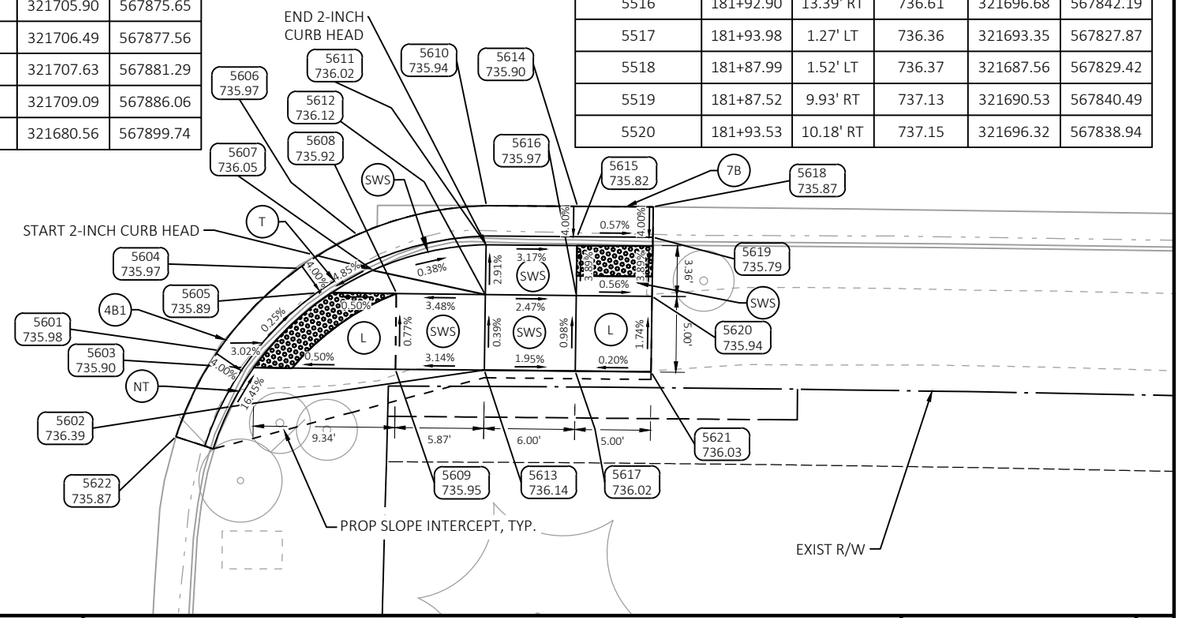
RUBY NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5601	181+62.55	57.66' RT	735.98	321681.48	567893.45
5602	181+63.35	61.37' RT	736.39	321683.37	567896.74
5603	181+64.23	58.80' RT	735.90	321683.40	567894.03
5604	181+67.95	52.25' RT	735.97	321684.87	567886.68
5605	181+69.14	53.87' RT	735.89	321686.48	567887.86
5606	181+71.84	50.04' RT	735.97	321687.83	567883.41
5607	181+72.92	52.38' RT	736.05	321689.55	567885.32
5608	181+74.51	53.89' RT	735.92	321691.50	567886.28
5609	181+74.47	58.89' RT	735.95	321692.98	567891.06
5610	181+80.56	48.08' RT	735.94	321695.41	567878.95
5611	181+80.54	50.67' RT	736.02	321696.16	567881.42
5612	181+80.51	53.94' RT	736.12	321697.12	567884.54
5613	181+80.47	58.93' RT	736.14	321698.59	567889.32
5614	181+86.66	48.09' RT	735.90	321701.13	567877.15
5615	181+86.65	50.09' RT	735.82	321701.72	567879.06
5616	181+86.63	53.97' RT	735.97	321702.85	567882.77
5617	181+86.59	58.95' RT	736.02	321704.32	567887.54
5618	181+91.75	48.08' RT	735.87	321705.90	567875.65
5619	181+91.74	50.08' RT	735.79	321706.49	567877.56
5620	181+91.72	53.98' RT	735.94	321707.63	567881.29
5621	181+91.70	58.97' RT	736.03	321709.09	567886.06
5622	181+59.68	63.36' RT	735.87	321680.56	567899.74



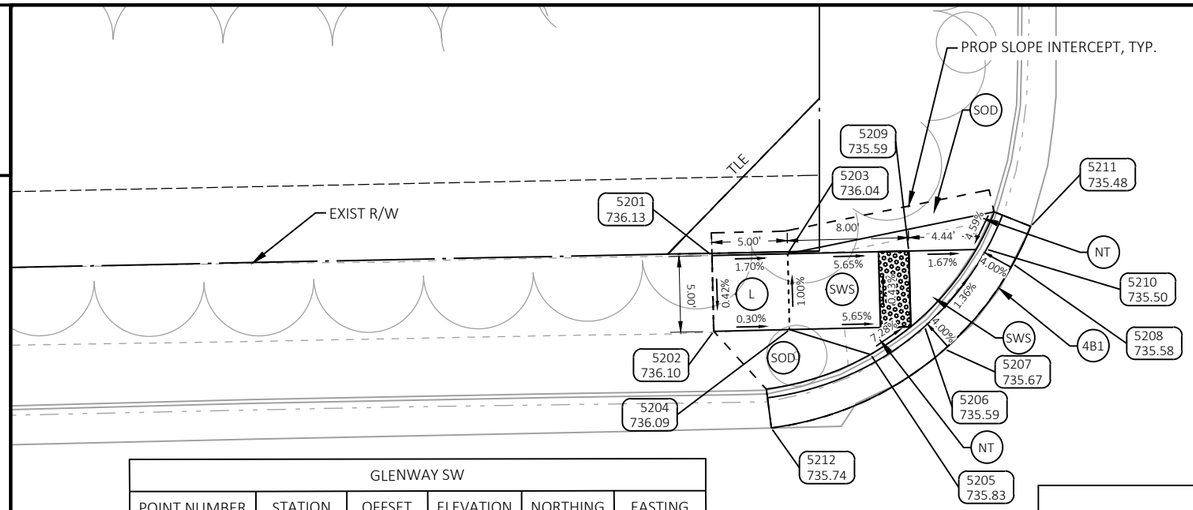
STH 100 CROSSING - MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5509	181+88.60	4.09' LT	735.83	321687.37	567826.79
5510	181+93.55	4.31' LT	735.82	321692.04	567825.09
5511	181+88.49	1.50' LT	735.87	321688.04	567829.29
5512	181+93.48	1.29' LT	735.86	321692.87	567828.00
5513	181+88.02	9.95' RT	736.63	321691.01	567840.36
5514	181+93.03	10.16' RT	736.66	321695.84	567839.07
5515	181+87.91	12.56' RT	736.59	321691.68	567842.88
5516	181+92.90	13.39' RT	736.61	321696.68	567842.19
5517	181+93.98	1.27' LT	736.36	321693.35	567827.87
5518	181+87.99	1.52' LT	736.37	321687.56	567829.42
5519	181+87.52	9.93' RT	737.13	321690.53	567840.49
5520	181+93.53	10.18' RT	737.15	321696.32	567838.94



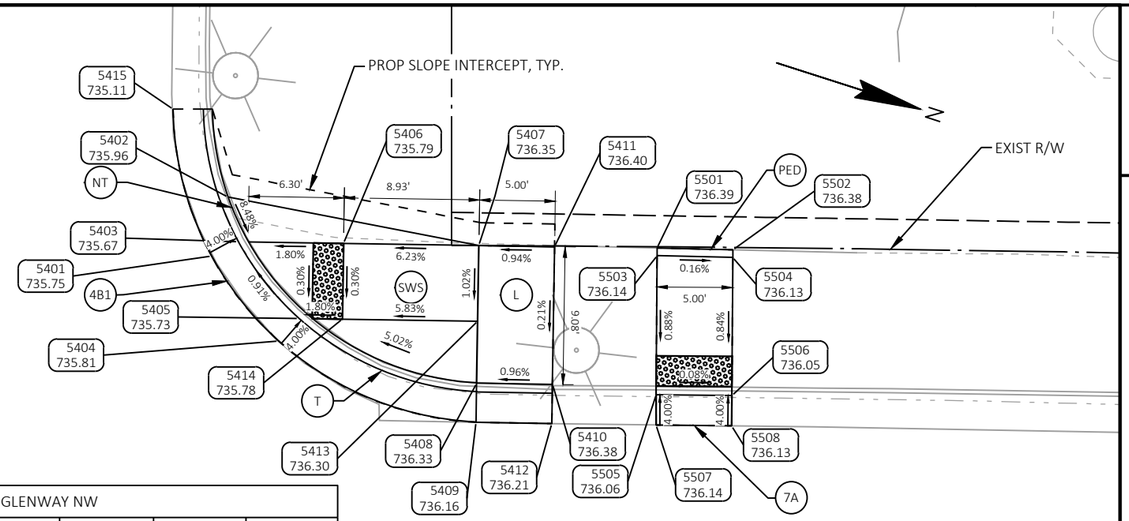
W. RUBY AVE.



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - RUBY AVE	SHEET 123	E



GLENWAY ST.



GLENWAY SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5201	181+10.51	59.85' LT	736.13	321594.97	567798.40
5202	181+10.52	54.84' LT	736.10	321596.61	567803.13
5203	181+15.40	59.87' LT	736.05	321599.69	567796.77
5204	181+15.43	54.87' LT	736.03	321601.33	567801.49
5205	181+20.65	53.14' LT	735.83	321606.93	567801.42
5206	181+24.18	54.93' LT	735.62	321609.76	567798.57
5207	181+25.47	53.42' LT	735.69	321611.48	567799.58
5208	181+29.95	58.98' LT	735.59	321614.04	567792.85
5209	181+23.23	59.93' LT	735.59	321607.24	567794.14
5210	181+28.24	59.97' LT	735.51	321612.08	567792.47
5211	181+31.12	61.45' LT	735.48	321614.39	567790.13
5212	181+14.14	48.39' LT	735.74	321602.18	567808.04

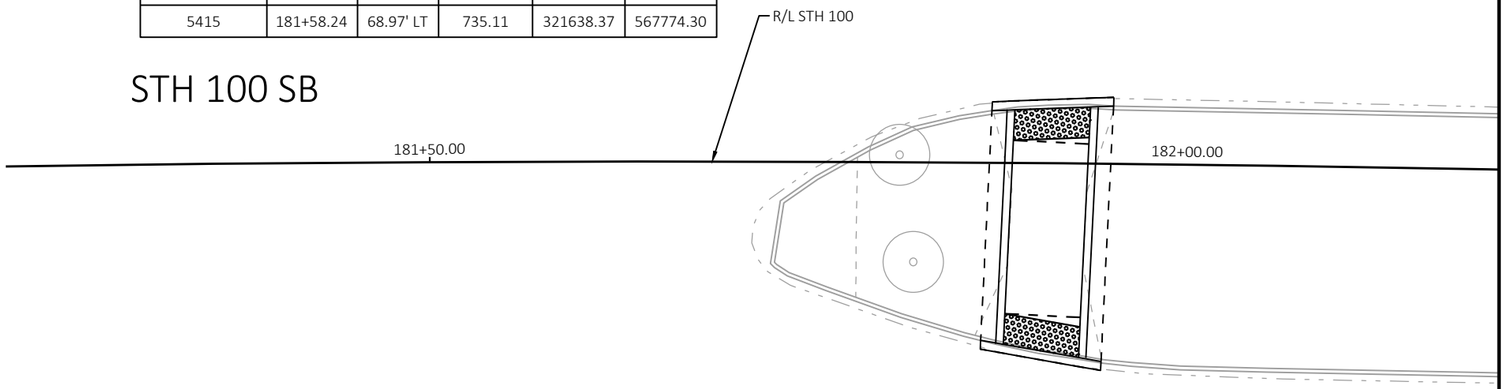
GLENWAY NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5401	181+60.70	59.28' LT	735.75	321643.76	567782.75
5402	181+61.77	63.17' LT	735.96	321643.60	567778.71
5403	181+62.43	60.23' LT	735.67	321645.14	567781.30
5404	181+65.02	53.67' LT	735.70	321649.68	567786.73
5405	181+66.34	55.15' LT	735.73	321650.50	567784.91
5406	181+69.24	60.12' LT	735.79	321651.80	567779.28
5407	181+77.98	60.00' LT	736.35	321660.34	567776.68
5408	181+77.88	50.92' LT	736.33	321662.98	567785.37
5409	181+77.84	48.34' LT	736.16	321663.73	567787.84
5410	181+82.79	50.86' LT	736.38	321667.77	567783.91
5411	181+82.88	59.95' LT	736.40	321665.12	567775.22
5412	181+82.77	48.28' LT	736.21	321668.52	567786.39
5413	181+77.93	55.00' LT	736.30	321661.80	567781.46
5414	181+69.17	55.12' LT	735.78	321653.26	567784.06
5415	181+58.24	68.97' LT	735.11	321638.37	567774.30

STH 100 CROSSING - GLENWAY					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5501	181+89.50	59.91' LT	736.39	321671.59	567773.23
5502	181+94.40	59.84' LT	736.38	321676.38	567771.81
5503	181+89.52	59.41' LT	736.14	321671.75	567773.71
5504	181+94.40	59.34' LT	736.13	321676.53	567772.29
5505	181+89.53	50.24' LT	736.06	321674.49	567782.46
5506	181+94.44	50.22' LT	736.05	321679.27	567780.99
5507	181+89.53	48.24' LT	736.14	321675.09	567784.37
5508	181+94.45	48.22' LT	736.13	321679.87	567782.90

LEGEND

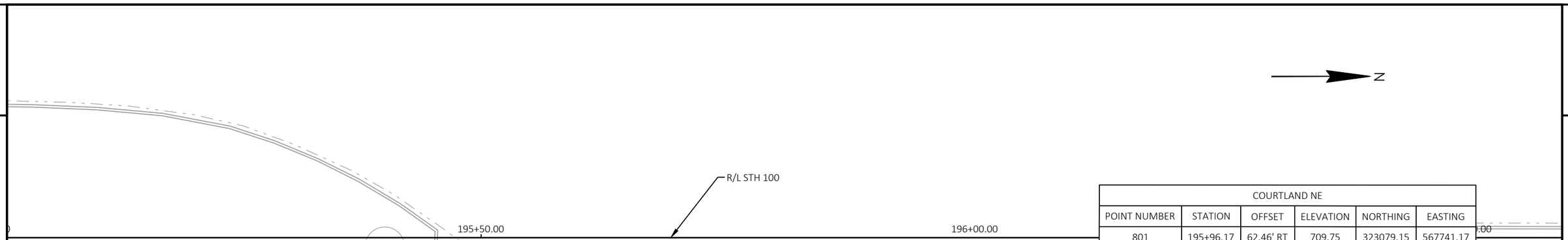
- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

STH 100 SB



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - GLENWAY ST.	SHEET 124	E

2



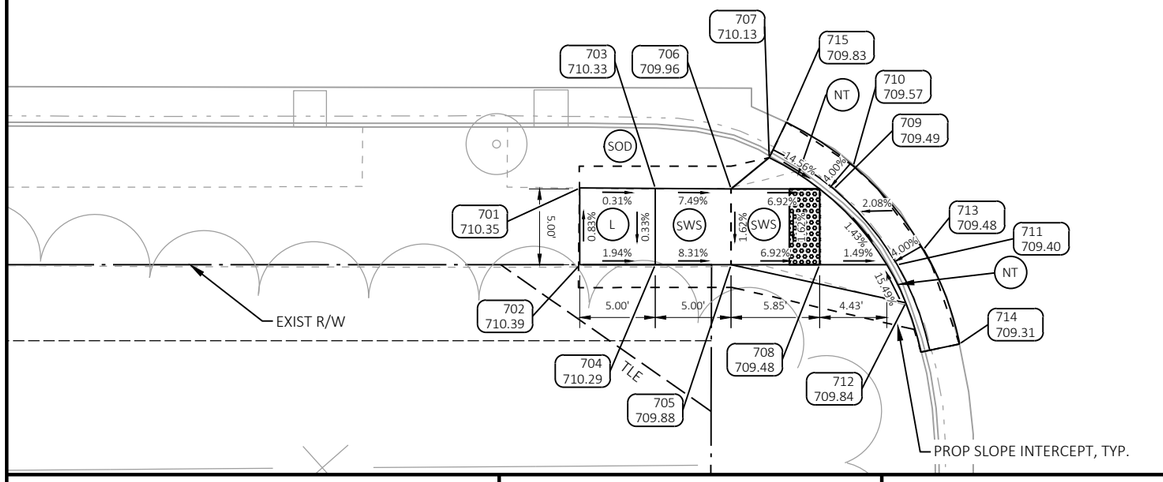
COURTLAND SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
701	195+39.80	54.93' RT	710.35	323022.78	567733.59
702	195+39.80	60.00' RT	710.39	323022.78	567738.65
703	195+44.79	54.97' RT	710.34	323027.78	567733.63
704	195+44.79	60.00' RT	710.30	323027.77	567738.66
705	195+49.79	60.00' RT	709.88	323032.77	567738.66
706	195+49.79	55.00' RT	709.96	323032.77	567733.66
707	195+52.31	52.93' RT	710.13	323035.30	567731.59
708	195+55.64	60.00' RT	709.48	323038.62	567738.67
709	195+56.56	55.00' RT	709.49	323039.55	567733.67
710	195+57.86	53.47' RT	709.57	323040.84	567732.15
711	195+60.75	60.00' RT	709.40	323043.73	567738.68
712	195+61.33	62.50' RT	709.84	323044.31	567741.18
713	195+62.48	59.00' RT	709.48	323045.46	567737.68
714	195+64.86	65.23' RT	709.31	323047.83	567743.91
715	195+53.43	50.60' RT	709.83	323036.42	567729.27

LEGEND

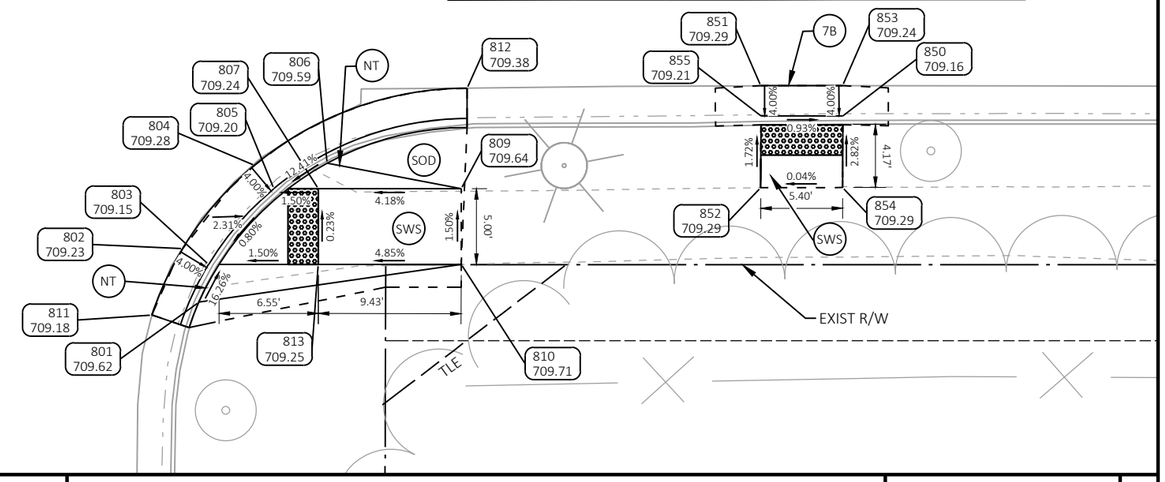
- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

COURTLAND NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
801	195+96.17	62.46' RT	709.75	323079.15	567741.17
802	195+95.11	58.93' RT	709.70	323078.09	567737.64
803	195+96.82	59.97' RT	709.17	323079.80	567738.68
804	195+99.85	53.43' RT	709.29	323082.83	567732.15
805	196+01.13	54.97' RT	709.21	323084.11	567733.69
806	196+04.63	53.30' RT	709.59	323087.62	567732.01
807	196+04.06	54.97' RT	0.50	323087.04	567733.69
809	196+13.48	54.98' RT	709.64	323096.46	567733.71
810	196+13.48	59.98' RT	709.71	323096.46	567738.71
811	195+93.07	63.31' RT	709.18	323076.04	567742.02
812	196+13.87	48.35' RT	709.38	323096.86	567727.08
813	196+04.05	59.97' RT	709.25	323087.03	567738.69

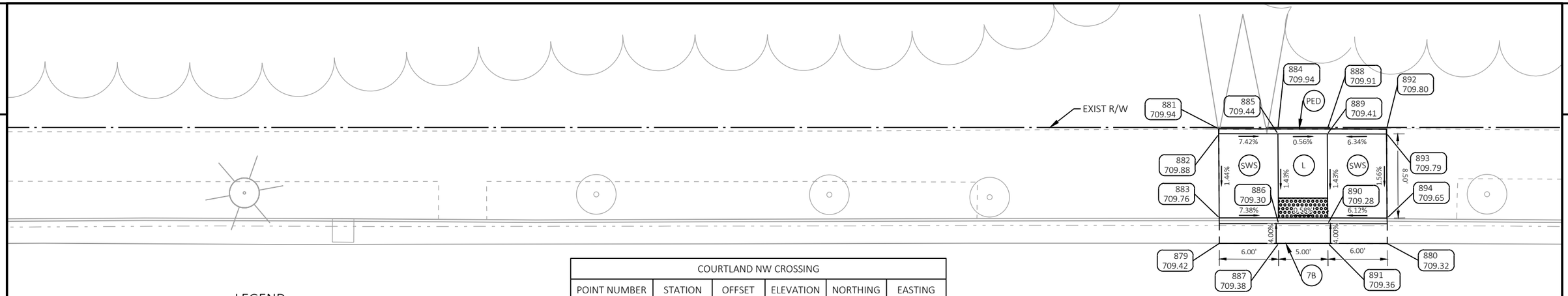
COURTLAND NE CROSSING					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
850	196+38.67	50.17' RT	709.16	323121.66	567728.93
851	196+33.26	48.18' RT	709.29	323116.25	567726.93
852	196+33.25	54.91' RT	709.29	323116.23	567733.66
853	196+38.66	48.17' RT	709.24	323121.65	567726.93
854	196+38.65	54.90' RT	709.29	323121.63	567733.65
855	196+33.26	50.18' RT	709.21	323116.25	567728.93



COURTLAND AVE



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - COURTLAND AVE.	SHEET 125	E

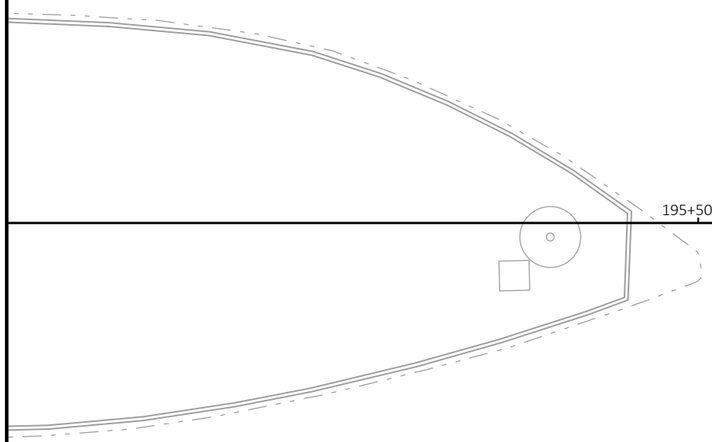


LEGEND

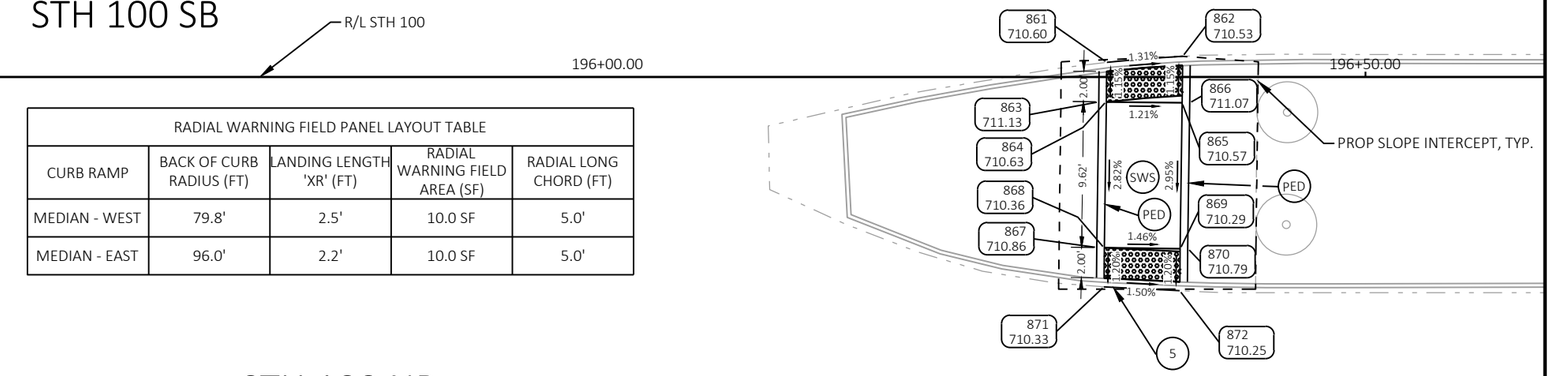
X — CURB RAMP TYPE	DETECTABLE WARNING FIELD
SOD — SOD	L — LANDING
SWS — CONCRETE SIDEWALK	T — TRAVERSABLE FLARE
PED — CONCRETE CURB PEDESTRIAN	NT — PAVED NON-TRAVERSABLE
XX YYYY.YY — POINT NUMBER & ELEVATION	U — UNPAVED NON-TRAVERSABLE

COURTLAND NW CROSSING					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
879	196+27.14	48.28' LT	709.42	323110.23	567630.46
880	196+44.15	48.26' LT	709.32	323127.23	567630.50
881	196+27.08	59.86' LT	709.94	323110.17	567618.88
882	196+27.08	59.29' LT	709.88	323110.17	567619.45
883	196+27.13	50.86' LT	709.76	323110.22	567627.88
884	196+33.08	59.85' LT	709.94	323116.17	567618.89
885	196+33.08	59.35' LT	709.44	323116.17	567619.39
886	196+33.13	50.27' LT	709.30	323116.22	567628.48
887	196+33.15	48.27' LT	709.38	323116.23	567630.48
888	196+38.08	59.85' LT	709.91	323121.18	567618.91
889	196+38.08	59.35' LT	709.41	323121.17	567619.41
890	196+38.13	50.26' LT	709.28	323121.22	567628.49
891	196+38.15	48.26' LT	709.36	323121.23	567630.49
892	196+44.08	59.84' LT	709.80	323127.17	567618.92
893	196+44.08	59.38' LT	709.79	323127.17	567619.38
894	196+44.13	50.84' LT	709.65	323127.22	567627.92

STH 100 MEDIAN CROSSING					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
861	196+32.94	0.95' LT	710.60	323115.97	567677.79
862	196+37.94	1.35' LT	710.53	323120.98	567677.40
863	196+32.40	1.64' RT	711.13	323115.44	567680.39
864	196+32.90	1.65' RT	710.63	323115.94	567680.39
865	196+37.90	1.71' RT	710.57	323120.94	567680.46
866	196+38.40	1.72' RT	711.07	323121.44	567680.47
867	196+32.28	11.26' RT	710.86	323115.31	567690.01
868	196+32.78	11.27' RT	710.36	323115.81	567690.01
869	196+37.78	11.33' RT	710.29	323120.80	567690.08
870	196+38.28	11.34' RT	710.79	323121.30	567690.09
871	196+32.75	13.85' RT	710.33	323115.77	567692.60
872	196+37.74	14.10' RT	710.25	323120.77	567692.86



STH 100 SB



RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
MEDIAN - WEST	79.8'	2.5'	10.0 SF	5.0'
MEDIAN - EAST	96.0'	2.2'	10.0 SF	5.0'

STH 100 NB

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - COURTLAND AVE.	SHEET 126	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\022114-CR-COURTLAND.DWG
LAYOUT NAME - courtland (2)
PLOT DATE : 10/3/2025 2:42 PM
PLOT BY : AARON SCHMITT
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STH 100 NB

HAMPTON SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	201+78.36	80.55' RT	706.75	323661.32	567759.83
801	201+80.95	78.43' RT	706.50	323663.91	567757.71
802	201+80.49	80.38' RT	706.42	323663.45	567759.66
803	201+79.14	86.11' RT	706.78	323662.09	567765.39
804	201+86.94	80.33' RT	706.47	323669.90	567759.61
805	201+86.19	82.18' RT	706.39	323669.15	567761.47
806	201+84.05	87.51' RT	706.79	323667.00	567766.80
807	201+87.81	83.52' RT	706.72	323670.77	567762.80
808	201+79.89	82.92' RT	706.60	323662.84	567762.20

HAMPTON SE PORK CHOP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
901	201+84.86	42.10' RT	706.96	323667.85	567721.39
902	201+89.91	41.98' RT	706.95	323672.91	567721.27
903	201+84.94	44.10' RT	706.98	323667.93	567723.39
904	201+89.96	43.98' RT	706.97	323672.95	567723.27
905	201+84.44	50.57' RT	707.05	323667.43	567729.85
906	201+89.43	50.95' RT	707.04	323672.41	567730.24
907	201+84.06	55.55' RT	706.99	323667.04	567734.84
908	201+89.04	56.01' RT	706.96	323672.02	567735.30
909	201+83.61	61.44' RT	706.65	323666.58	567740.72
910	201+83.24	63.41' RT	706.63	323666.22	567742.69
911	202+03.62	59.25' RT	706.77	323686.59	567738.55
912	202+04.33	54.29' RT	706.85	323687.31	567733.60
913	201+88.26	64.19' RT	706.60	323671.23	567743.48
914	202+11.77	54.91' RT	706.77	323694.76	567734.22
915	202+12.26	59.89' RT	706.72	323695.24	567739.20
916	202+13.76	54.71' RT	706.79	323696.75	567734.02
917	202+14.25	59.69' RT	706.74	323697.23	567739.01

HAMPTON SE PORK CHOP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
918	201+88.79	59.24' RT	706.79	323671.77	567738.53
919	201+88.56	62.21' RT	706.62	323671.54	567741.50
920	202+08.72	59.69' RT	706.75	323691.70	567739.00
922	201+83.94	50.53' RT	707.55	323666.93	567729.81
923	201+83.56	55.51' RT	707.49	323666.54	567734.80
926	201+89.95	50.57' RT	707.54	323672.94	567729.86
927	201+89.49	56.64' RT	707.46	323672.47	567735.93
929	202+03.57	59.75' RT	707.26	323686.54	567739.05
930	202+04.39	53.80' RT	707.32	323687.38	567733.10
931	201+79.37	42.24' RT	706.98	323662.36	567721.52
932	202+07.81	41.54' RT	706.94	323690.81	567720.85
933	202+11.25	42.80' RT	706.93	323694.24	567722.11
934	202+12.91	46.05' RT	706.91	323695.90	567725.36
935	202+14.54	62.58' RT	706.71	323697.51	567741.90
936	202+13.15	66.29' RT	706.62	323696.12	567745.61
937	202+09.37	67.47' RT	706.53	323692.34	567746.78
938	201+77.77	62.56' RT	706.66	323660.74	567741.83

HAMPTON MEDIAN EAST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
941	202+39.51	58.00' RT	707.03	323723.19	567737.20
942	202+39.49	63.00' RT	706.98	323723.23	567742.20
943	202+41.46	58.02' RT	707.14	323725.19	567737.20
944	202+41.43	63.02' RT	707.11	323725.23	567742.20
945	202+42.02	57.53' RT	707.65	323725.77	567736.70
946	202+43.96	58.05' RT	707.19	323727.78	567737.19
947	202+43.93	63.05' RT	707.16	323727.81	567742.19
948	202+47.75	58.11' RT	707.24	323731.68	567737.19
949	202+47.69	63.11' RT	707.23	323731.70	567742.19
950	202+41.99	63.53' RT	707.62	323725.81	567742.70
951	202+43.97	57.55' RT	707.68	323727.78	567736.69
952	202+50.39	58.15' RT	707.22	323734.40	567737.19
953	202+51.43	63.17' RT	707.21	323735.56	567742.19
954	202+52.33	58.18' RT	707.29	323736.40	567737.19
955	202+53.37	63.20' RT	707.20	323737.56	567742.19
956	202+43.92	63.55' RT	707.66	323727.81	567742.69
957	202+47.75	57.61' RT	707.74	323731.67	567736.69
958	202+47.68	63.61' RT	707.73	323731.70	567742.69
959	202+49.70	57.64' RT	707.73	323733.68	567736.70
960	202+50.96	63.66' RT	707.63	323735.08	567742.69

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (XX YYYY.YY) POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

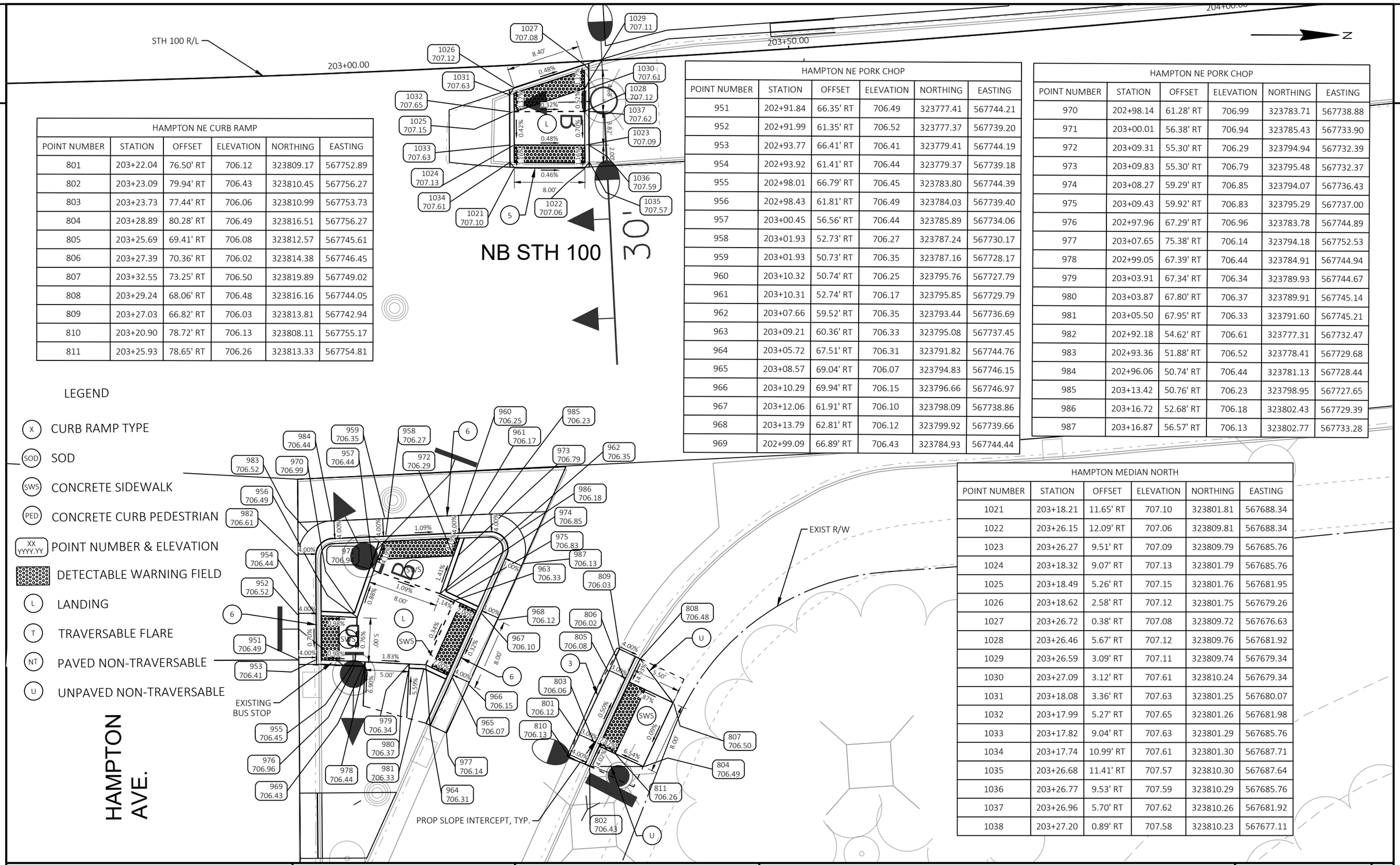
HAMPTON AVE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - HAMPTON AVE SE	SHEET 127	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\022115-CR-HAMPTON.DWG
LAYOUT NAME - hampton1

PLOT DATE : 1/6/2026 10:10 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



HAMPTON NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
801	203+22.04	76.50' RT	706.12	323809.17	567752.89
802	203+23.09	79.94' RT	706.43	323810.45	567756.27
803	203+23.73	77.44' RT	706.06	323810.99	567753.73
804	203+28.89	80.28' RT	706.49	323816.51	567756.27
805	203+25.69	69.41' RT	706.08	323812.57	567745.61
806	203+27.39	70.36' RT	706.02	323814.38	567746.45
807	203+32.55	73.25' RT	706.50	323819.89	567749.02
808	203+29.24	68.06' RT	706.48	323816.16	567744.05
809	203+27.03	66.82' RT	706.03	323813.81	567742.94
810	203+20.90	78.72' RT	706.13	323808.11	567755.17
811	203+25.93	78.65' RT	706.26	323813.33	567754.81

LEGEND

- (X) CURB RAMP TYPE
- (SOD) SOD
- (SWS) CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- XX YYYY.YY POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- (L) LANDING
- (T) TRAVERSABLE FLARE
- (NT) PAVED NON-TRAVERSABLE
- (U) UNPAVED NON-TRAVERSABLE

HAMPTON NE PORK CHOP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
951	202+91.84	66.35' RT	706.49	323777.41	567744.21
952	202+91.99	61.35' RT	706.52	323777.37	567739.20
953	202+93.77	66.41' RT	706.41	323779.41	567744.19
954	202+93.92	61.41' RT	706.44	323779.37	567739.18
955	202+98.01	66.79' RT	706.45	323783.80	567744.39
956	202+98.43	61.81' RT	706.49	323784.03	567739.40
957	203+00.45	56.56' RT	706.44	323785.89	567734.06
958	203+01.93	52.73' RT	706.27	323787.24	567730.17
959	203+01.93	50.73' RT	706.35	323787.16	567728.17
960	203+10.32	50.74' RT	706.25	323795.76	567727.79
961	203+10.31	52.74' RT	706.17	323795.85	567729.79
962	203+07.66	59.52' RT	706.35	323793.44	567736.69
963	203+09.21	60.36' RT	706.33	323795.08	567737.45
964	203+05.72	67.51' RT	706.31	323791.82	567744.76
965	203+08.57	69.04' RT	706.07	323794.83	567746.15
966	203+10.29	69.94' RT	706.15	323796.66	567746.97
967	203+12.06	61.91' RT	706.10	323798.09	567738.86
968	203+13.79	62.81' RT	706.12	323799.92	567739.66
969	202+99.09	66.89' RT	706.43	323784.93	567744.44

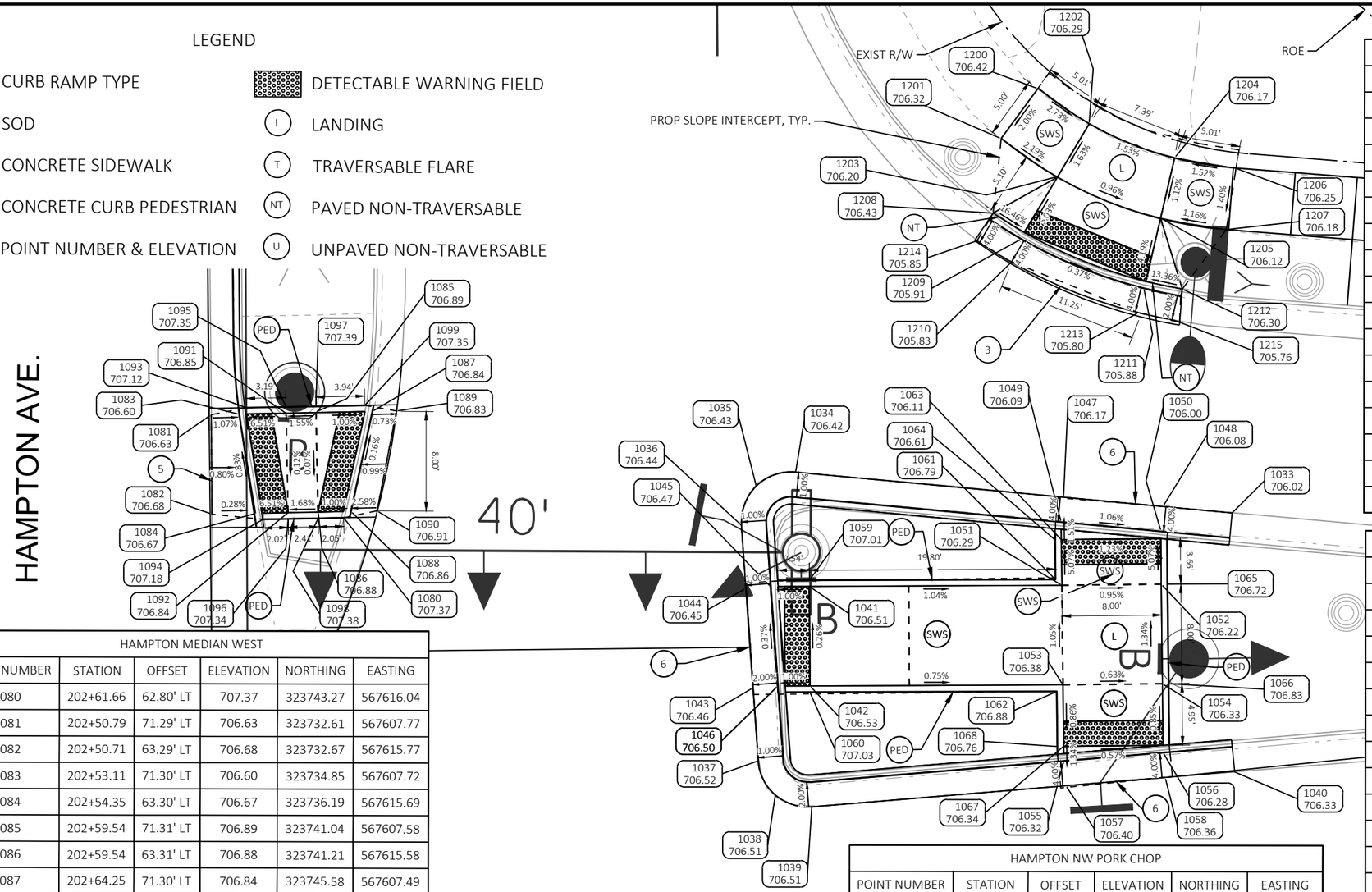
HAMPTON NE PORK CHOP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
970	202+98.14	61.28' RT	706.99	323783.71	567738.88
971	203+00.01	56.38' RT	706.94	323785.43	567733.90
972	203+09.31	55.30' RT	706.29	323794.94	567732.39
973	203+09.83	55.30' RT	706.79	323795.48	567732.37
974	203+08.27	59.29' RT	706.85	323794.07	567736.43
975	203+09.43	59.92' RT	706.83	323795.29	567737.00
976	202+97.96	67.29' RT	706.96	323783.78	567744.89
977	203+07.65	75.38' RT	706.14	323794.18	567752.53
978	202+99.05	67.39' RT	706.44	323784.91	567744.94
979	203+03.91	67.34' RT	706.34	323789.93	567744.67
980	203+03.87	67.80' RT	706.37	323789.91	567745.14
981	203+05.50	67.95' RT	706.33	323791.60	567745.21
982	202+92.18	54.62' RT	706.61	323777.31	567732.47
983	202+93.36	51.88' RT	706.52	323778.41	567729.68
984	202+96.06	50.74' RT	706.44	323781.13	567728.44
985	203+13.42	50.76' RT	706.23	323798.95	567727.65
986	203+16.72	52.68' RT	706.18	323802.43	567729.39
987	203+16.87	56.57' RT	706.13	323802.77	567733.28

HAMPTON MEDIAN NORTH					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1021	203+18.21	11.65' RT	707.10	323801.81	567688.34
1022	203+26.15	12.09' RT	707.06	323809.81	567688.34
1023	203+26.27	9.51' RT	707.09	323809.79	567685.76
1024	203+18.32	9.07' RT	707.13	323801.79	567685.76
1025	203+18.49	5.26' RT	707.15	323801.76	567681.95
1026	203+18.62	2.58' RT	707.12	323801.75	567679.26
1027	203+26.72	0.38' RT	707.08	323809.72	567676.63
1028	203+26.46	5.67' RT	707.12	323809.76	567681.92
1029	203+26.59	3.09' RT	707.11	323809.74	567679.34
1030	203+27.09	3.12' RT	707.61	323810.24	567679.34
1031	203+18.08	3.36' RT	707.63	323801.25	567680.07
1032	203+17.99	5.27' RT	707.65	323801.26	567681.98
1033	203+17.82	9.04' RT	707.63	323801.29	567685.76
1034	203+17.74	10.99' RT	707.61	323801.30	567687.71
1035	203+26.68	11.41' RT	707.57	323810.30	567687.64
1036	203+26.77	9.53' RT	707.59	323810.29	567685.76
1037	203+26.96	5.70' RT	707.62	323810.26	567681.92
1038	203+27.20	0.89' RT	707.58	323810.23	567677.11

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - HAMPTON AVE.	SHEET 128	E

LEGEND

(X) CURB RAMP TYPE	DETECTABLE WARNING FIELD
(SOD) SOD	(L) LANDING
(SWS) CONCRETE SIDEWALK	(T) TRAVERSABLE FLARE
(PED) CONCRETE CURB PEDESTRIAN	(NT) PAVED NON-TRAVERSABLE
(XX YYYY.YY) POINT NUMBER & ELEVATION	(U) UNPAVED NON-TRAVERSABLE



HAMPTON NW CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1200	203+21.17	95.20' LT	706.42	323799.04	567581.49
1201	203+17.87	91.35' LT	706.32	323796.11	567585.50
1202	203+25.38	92.19' LT	706.29	323803.20	567584.28
1203	203+22.45	88.04' LT	706.20	323800.64	567588.57
1204	203+32.42	89.07' LT	706.17	323810.07	567587.00
1205	203+30.93	84.28' LT	706.12	323808.94	567591.87
1206	203+37.53	87.93' LT	706.25	323815.01	567587.85
1207	203+36.39	83.05' LT	706.18	323814.23	567592.78
1208	203+16.89	85.42' LT	706.43	323795.48	567591.47
1209	203+19.13	83.22' LT	705.91	323797.74	567593.56
1210	203+18.21	81.41' LT	705.83	323796.95	567595.41
1211	203+29.22	78.72' LT	705.88	323807.63	567597.52
1212	203+32.41	78.49' LT	706.30	323810.69	567597.57
1213	203+28.63	76.80' LT	705.80	323807.17	567599.46
1214	203+15.41	83.25' LT	705.85	323794.18	567593.71
1215	203+31.64	76.01' LT	705.76	323810.11	567600.09

HAMPTON NW PORK CHOP

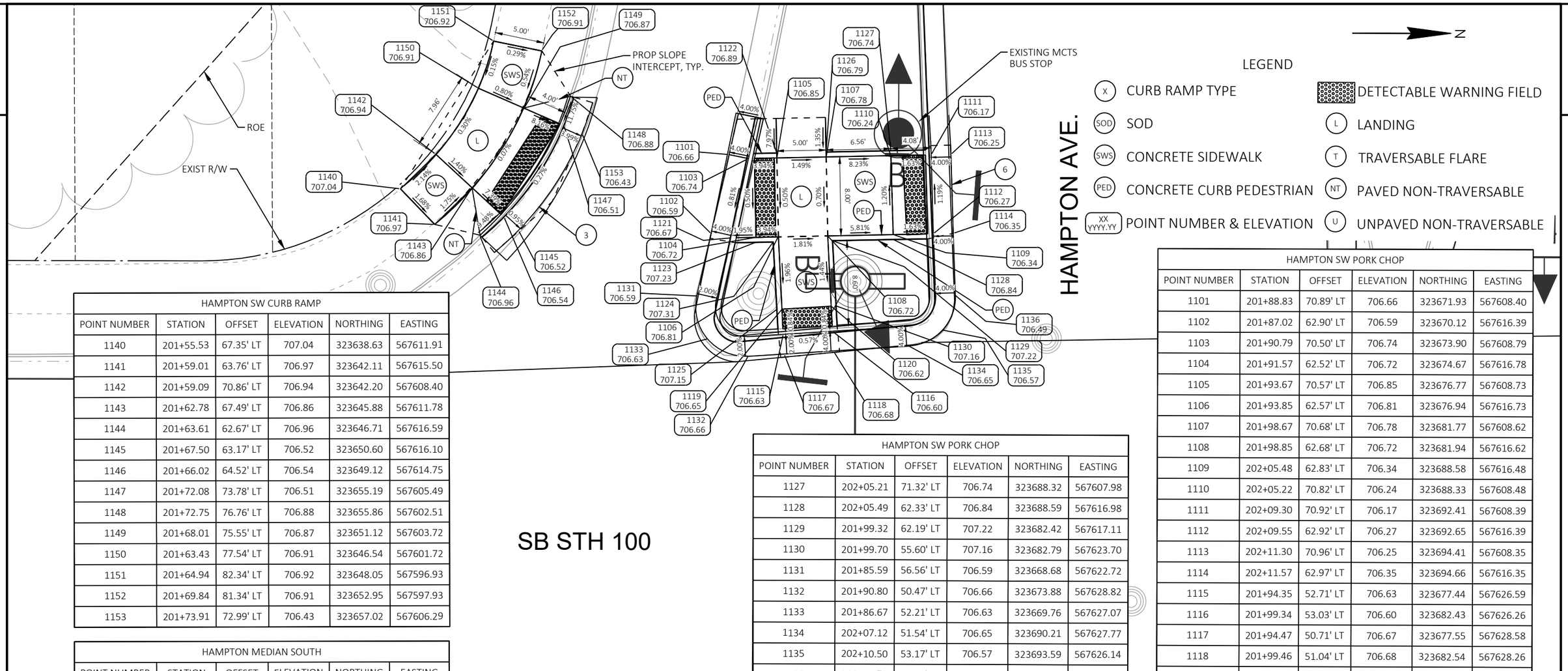
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1033	203+35.45	60.28' LT	706.02	323814.72	567615.57
1034	202+99.38	65.34' LT	706.42	323779.62	567612.32
1035	202+96.05	64.34' LT	706.43	323776.45	567613.45
1036	202+94.69	61.25' LT	706.44	323775.26	567616.59
1037	202+95.31	42.27' LT	706.52	323776.63	567635.54
1038	202+96.62	39.46' LT	706.51	323778.02	567638.29
1039	202+99.57	38.39' LT	706.51	323780.96	567639.24
1040	203+34.33	39.52' LT	706.33	323814.90	567636.36
1041	203+00.13	56.11' LT	706.51	323780.74	567621.51
1042	202+99.82	48.11' LT	706.53	323780.78	567629.51
1043	202+95.12	48.14' LT	706.46	323776.20	567629.67
1044	202+94.86	56.16' LT	706.45	323775.63	567621.67
1045	202+96.91	56.22' LT	706.47	323777.61	567621.53
1046	202+97.17	48.21' LT	706.50	323778.20	567629.53
1047	203+21.53	62.31' LT	706.17	323801.16	567614.31
1048	203+29.74	61.12' LT	706.08	323809.15	567615.05
1049	203+21.23	60.33' LT	706.09	323800.97	567616.30
1050	203+29.43	59.15' LT	706.00	323808.97	567617.04
1051	203+21.02	55.25' LT	706.29	323801.04	567621.39
1052	203+29.25	54.89' LT	706.22	323809.04	567621.31
1053	203+20.68	47.25' LT	706.38	323801.14	567629.40
1054	203+28.88	46.90' LT	706.33	323809.14	567629.30
1055	203+20.42	41.14' LT	706.32	323801.22	567635.51

HAMPTON MEDIAN WEST

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1080	202+61.66	62.80' LT	707.37	323743.27	567616.04
1081	202+50.79	71.29' LT	706.63	323732.61	567607.77
1082	202+50.71	63.29' LT	706.68	323732.67	567615.77
1083	202+53.11	71.30' LT	706.60	323734.85	567607.72
1084	202+54.35	63.30' LT	706.67	323736.19	567615.69
1085	202+59.54	71.31' LT	706.89	323741.04	567607.58
1086	202+59.54	63.31' LT	706.88	323741.21	567615.58
1087	202+64.25	71.30' LT	706.84	323745.58	567607.49
1088	202+62.28	63.30' LT	706.86	323743.86	567615.53
1089	202+66.26	71.29' LT	706.83	323747.50	567607.45
1090	202+64.45	63.30' LT	706.91	323745.96	567615.48
1091	202+57.04	71.30' LT	706.85	323738.63	567607.64
1092	202+57.05	63.30' LT	706.84	323738.80	567615.63
1093	202+53.72	71.80' LT	707.12	323735.43	567607.21
1094	202+54.96	62.80' LT	707.18	323736.79	567616.18
1095	202+57.04	71.80' LT	707.35	323738.62	567607.14
1096	202+57.05	62.80' LT	707.34	323738.81	567616.13
1097	202+59.54	71.81' LT	707.39	323741.03	567607.08
1098	202+59.54	62.81' LT	707.38	323741.22	567616.08
1099	202+63.63	71.80' LT	707.35	323744.97	567607.00

HAMPTON NW PORK CHOP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1056	203+28.62	41.38' LT	706.28	323809.21	567634.83
1057	203+20.49	39.15' LT	706.40	323801.39	567637.50
1058	203+28.66	39.38' LT	706.36	323809.37	567636.82
1059	203+00.15	56.60' LT	707.01	323780.73	567621.02
1060	202+99.80	47.61' LT	707.03	323780.79	567630.02
1061	203+20.52	55.75' LT	706.79	323800.53	567620.92
1062	203+20.15	46.75' LT	706.88	323800.65	567629.93
1063	203+21.17	58.90' LT	706.11	323800.99	567617.73
1064	203+20.66	58.92' LT	706.61	323800.49	567617.74
1065	203+29.76	54.88' LT	706.72	323809.54	567621.29
1066	203+29.39	46.88' LT	706.83	323809.64	567629.29
1067	203+20.47	42.30' LT	706.34	323801.20	567634.35



HAMPTON SW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1140	201+55.53	67.35' LT	707.04	323638.63	567611.91
1141	201+59.01	63.76' LT	706.97	323642.11	567615.50
1142	201+59.09	70.86' LT	706.94	323642.20	567608.40
1143	201+62.78	67.49' LT	706.86	323645.88	567611.78
1144	201+63.61	62.67' LT	706.96	323646.71	567616.59
1145	201+67.50	63.17' LT	706.52	323650.60	567616.10
1146	201+66.02	64.52' LT	706.54	323649.12	567614.75
1147	201+72.08	73.78' LT	706.51	323655.19	567605.49
1148	201+72.75	76.76' LT	706.88	323655.86	567602.51
1149	201+68.01	75.55' LT	706.87	323651.12	567603.72
1150	201+63.43	77.54' LT	706.91	323646.54	567601.72
1151	201+64.94	82.34' LT	706.92	323648.05	567596.93
1152	201+69.84	81.34' LT	706.91	323652.95	567597.93
1153	201+73.91	72.99' LT	706.43	323657.02	567606.29

HAMPTON MEDIAN SOUTH					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1001	201+91.24	2.73' RT	707.83	323674.27	567682.03
1002	201+96.24	1.15' RT	707.92	323679.28	567680.45
1003	201+90.75	1.04' LT	708.37	323673.79	567678.25
1004	201+91.25	1.05' LT	707.87	323674.29	567678.24
1005	201+96.25	1.04' LT	707.94	323679.29	567678.26
1006	201+96.75	1.04' LT	708.44	323679.79	567678.26
1007	201+90.77	6.04' LT	708.30	323673.81	567673.25
1008	201+91.27	6.04' LT	707.80	323674.31	567673.25
1009	201+96.27	6.02' LT	707.82	323679.31	567673.27
1010	201+96.77	6.02' LT	708.32	323679.81	567673.28
1011	201+91.28	10.61' LT	707.76	323674.33	567668.68
1012	201+96.27	8.77' LT	707.79	323679.32	567670.52

HAMPTON SW PORK CHOP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1127	202+05.21	71.32' LT	706.74	323688.32	567607.98
1128	202+05.49	62.33' LT	706.84	323688.59	567616.98
1129	201+99.32	62.19' LT	707.22	323682.42	567617.11
1130	201+99.70	55.60' LT	707.16	323682.79	567623.70
1131	201+85.59	56.56' LT	706.59	323668.68	567622.72
1132	201+90.80	50.47' LT	706.66	323673.88	567628.82
1133	201+86.67	52.21' LT	706.63	323669.76	567627.07
1134	202+07.12	51.54' LT	706.65	323690.21	567627.77
1135	202+10.50	53.17' LT	706.57	323693.59	567626.14
1136	202+11.79	56.70' LT	706.49	323694.88	567622.61

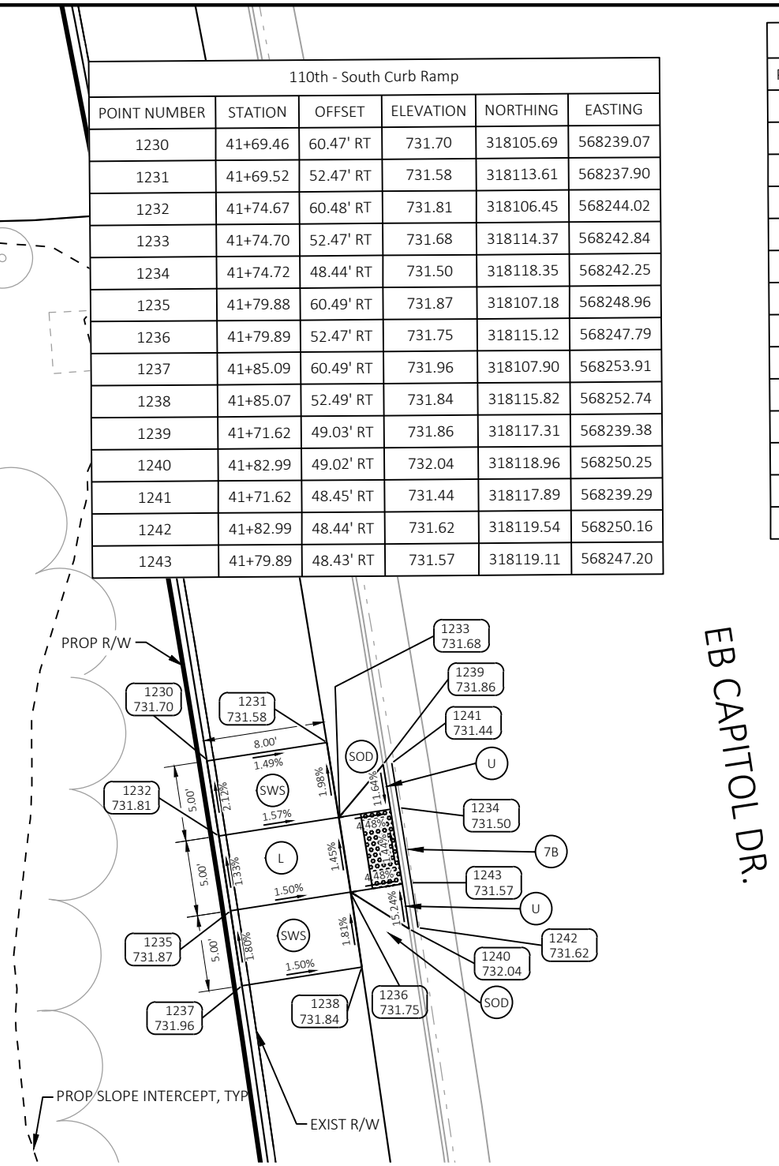
HAMPTON SW PORK CHOP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1101	201+88.83	70.89' LT	706.66	323671.93	567608.40
1102	201+87.02	62.90' LT	706.59	323670.12	567616.39
1103	201+90.79	70.50' LT	706.74	323673.90	567608.79
1104	201+91.57	62.52' LT	706.72	323674.67	567616.78
1105	201+93.67	70.57' LT	706.85	323676.77	567608.73
1106	201+93.85	62.57' LT	706.81	323676.94	567616.73
1107	201+98.67	70.68' LT	706.78	323681.77	567608.62
1108	201+98.85	62.68' LT	706.72	323681.94	567616.62
1109	202+05.48	62.83' LT	706.34	323688.58	567616.48
1110	202+05.22	70.82' LT	706.24	323688.33	567608.48
1111	202+09.30	70.92' LT	706.17	323692.41	567608.39
1112	202+09.55	62.92' LT	706.27	323692.65	567616.39
1113	202+11.30	70.96' LT	706.25	323694.41	567608.35
1114	202+11.57	62.97' LT	706.35	323694.66	567616.35
1115	201+94.35	52.71' LT	706.63	323677.44	567626.59
1116	201+99.34	53.03' LT	706.60	323682.43	567626.26
1117	201+94.47	50.71' LT	706.67	323677.55	567628.58
1118	201+99.46	51.04' LT	706.68	323682.54	567628.26
1119	201+94.22	55.26' LT	706.65	323677.31	567624.04
1120	201+99.21	55.57' LT	706.62	323682.30	567623.73
1121	201+88.97	62.46' LT	706.67	323672.07	567616.83
1122	201+93.65	71.07' LT	706.89	323676.76	567608.23
1123	201+91.54	62.02' LT	707.23	323674.64	567617.28
1124	201+93.32	62.06' LT	707.31	323676.42	567617.24
1125	201+93.71	55.23' LT	707.15	323676.80	567624.06
1126	201+98.66	71.18' LT	706.79	323681.76	567608.12

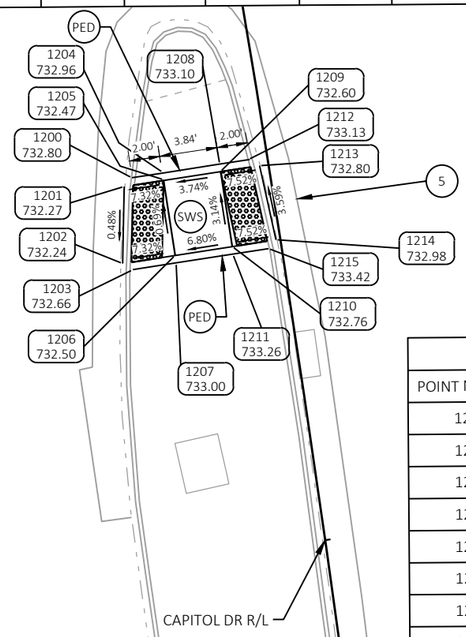
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - HAMPTON AVE.	SHEET 130	E

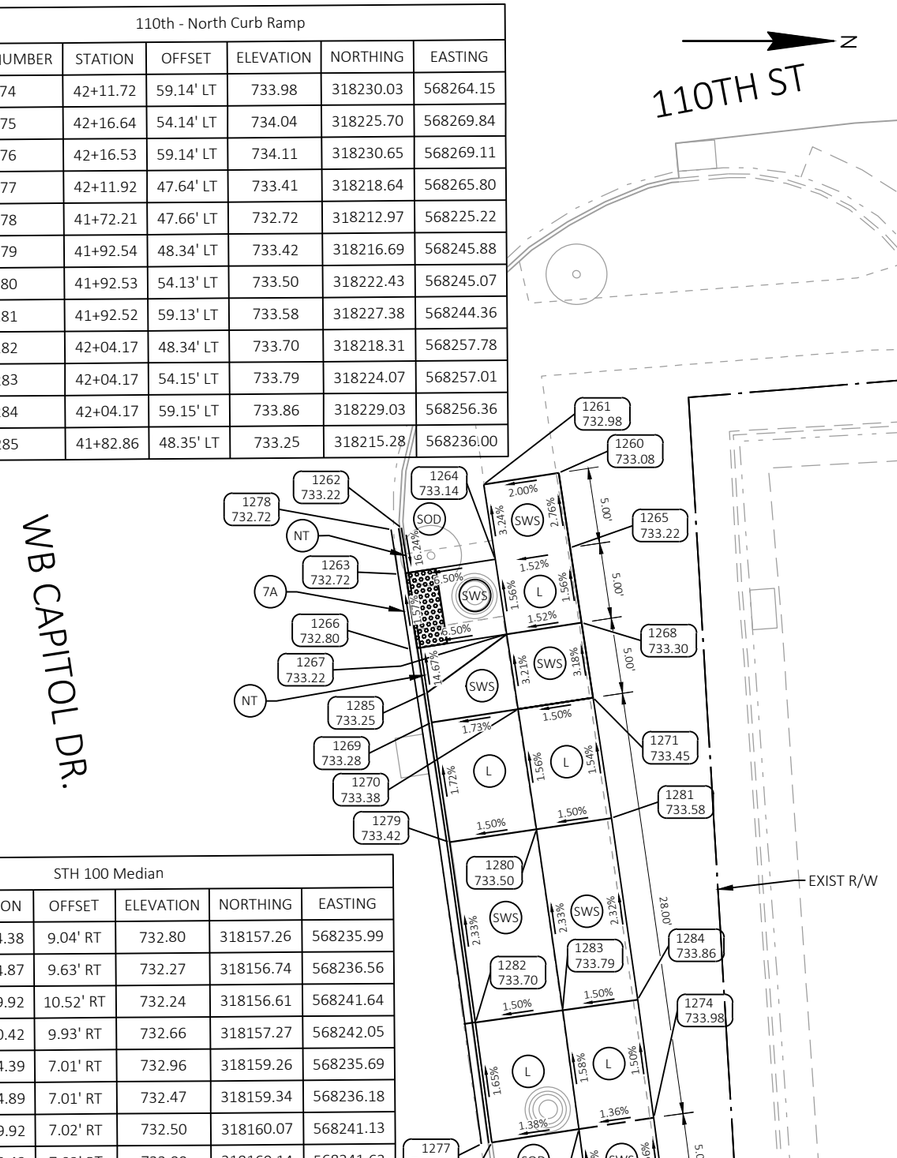
110th - South Curb Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1230	41+69.46	60.47' RT	731.70	318105.69	568239.07
1231	41+69.52	52.47' RT	731.58	318113.61	568237.90
1232	41+74.67	60.48' RT	731.81	318106.45	568244.02
1233	41+74.70	52.47' RT	731.68	318114.37	568242.84
1234	41+74.72	48.44' RT	731.50	318118.35	568242.25
1235	41+79.88	60.49' RT	731.87	318107.18	568248.96
1236	41+79.89	52.47' RT	731.75	318115.12	568247.79
1237	41+85.09	60.49' RT	731.96	318107.90	568253.91
1238	41+85.07	52.49' RT	731.84	318115.82	568252.74
1239	41+71.62	49.03' RT	731.86	318117.31	568239.38
1240	41+82.99	49.02' RT	732.04	318118.96	568250.25
1241	41+71.62	48.45' RT	731.44	318117.89	568239.29
1242	41+82.99	48.44' RT	731.62	318119.54	568250.16
1243	41+79.89	48.43' RT	731.57	318119.11	568247.20

110th - North Curb Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1260	41+70.36	59.18' LT	733.08	318224.06	568221.57
1261	41+70.31	54.18' LT	732.98	318219.11	568222.29
1262	41+72.20	48.35' LT	733.22	318213.65	568225.11
1263	41+75.10	47.66' LT	732.72	318213.42	568228.17
1264	41+75.14	54.14' LT	733.14	318219.83	568227.24
1265	41+75.17	59.14' LT	733.22	318224.78	568226.52
1266	41+79.96	47.66' LT	732.80	318214.16	568233.13
1267	41+79.96	54.12' LT	733.22	318220.55	568232.18
1268	41+79.98	59.12' LT	733.30	318225.50	568231.46
1269	41+84.79	48.34' LT	733.28	318215.57	568237.96
1270	41+84.79	54.11' LT	733.38	318221.27	568237.13
1271	41+84.78	59.11' LT	733.45	318226.22	568236.41
1272	42+11.92	48.33' LT	733.83	318219.33	568265.71
1273	42+11.81	54.14' LT	733.91	318225.09	568264.87

110th - North Curb Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1274	42+11.72	59.14' LT	733.98	318230.03	568264.15
1275	42+16.64	54.14' LT	734.04	318225.70	568269.84
1276	42+16.53	59.14' LT	734.11	318230.65	568269.11
1277	42+11.92	47.64' LT	733.41	318218.64	568265.80
1278	41+72.21	47.66' LT	732.72	318212.97	568225.22
1279	41+92.54	48.34' LT	733.42	318216.69	568245.88
1280	41+92.53	54.13' LT	733.50	318222.43	568245.07
1281	41+92.52	59.13' LT	733.58	318227.38	568244.36
1282	42+04.17	48.34' LT	733.70	318218.31	568257.78
1283	42+04.17	54.15' LT	733.79	318224.07	568257.01
1284	42+04.17	59.15' LT	733.86	318229.03	568256.36
1285	41+82.86	48.35' LT	733.25	318215.28	568236.00





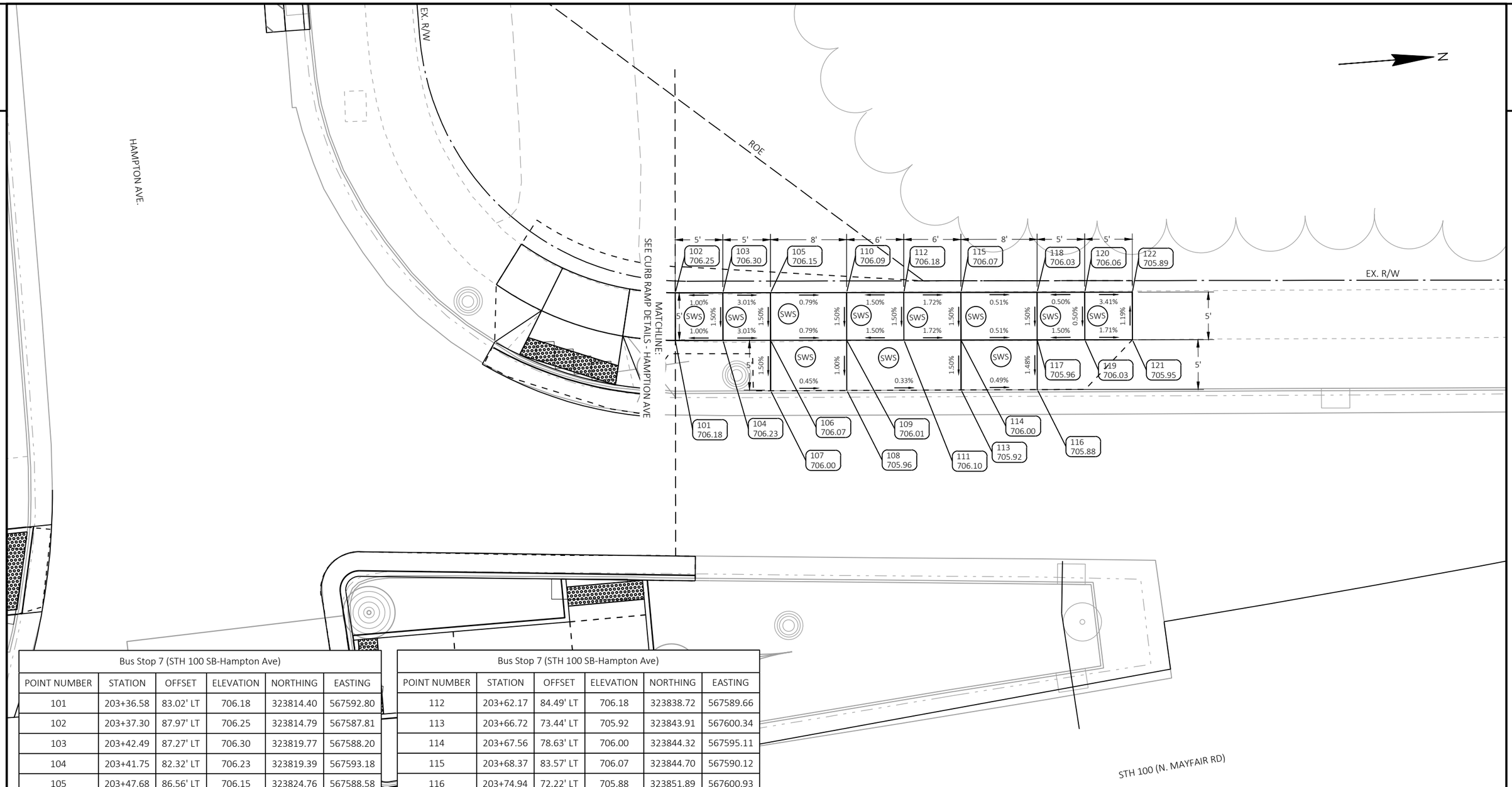


STH 100 Median					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1200	41+74.38	9.04' RT	732.80	318157.26	568235.99
1201	41+74.87	9.63' RT	732.27	318156.74	568236.56
1202	41+79.92	10.52' RT	732.24	318156.61	568241.64
1203	41+80.42	9.93' RT	732.66	318157.27	568242.05
1204	41+74.39	7.01' RT	732.96	318159.26	568235.69
1205	41+74.89	7.01' RT	732.47	318159.34	568236.18
1206	41+79.92	7.02' RT	732.50	318160.07	568241.13
1207	41+80.42	7.02' RT	733.00	318160.14	568241.63
1208	41+74.41	3.19' RT	733.10	318163.05	568235.13
1209	41+74.91	3.22' RT	732.60	318163.09	568235.63
1210	41+79.92	3.20' RT	732.76	318163.85	568240.57
1211	41+80.42	3.20' RT	733.26	318163.93	568241.07
1212	41+74.42	1.27' RT	733.13	318164.94	568234.85
1213	41+74.92	0.60' RT	732.80	318165.68	568235.25
1214	41+79.92	0.29' RT	732.98	318166.73	568240.15
1215	41+80.42	0.88' RT	733.42	318166.22	568240.73

LEGEND

- X — CURB RAMP TYPE
- SOD — SOD
- SWS — CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- XX YYYY.YY — POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD
- L — LANDING
- T — TRAVERSABLE FLARE
- NT — PAVED NON-TRAVERSABLE
- U — UNPAVED NON-TRAVERSABLE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - CAPITOL DR CROSSING AT 110TH ST	SHEET 131	E



Bus Stop 7 (STH 100 SB-Hampton Ave)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	203+36.58	83.02' LT	706.18	323814.40	567592.80
102	203+37.30	87.97' LT	706.25	323814.79	567587.81
103	203+42.49	87.27' LT	706.30	323819.77	567588.20
104	203+41.75	82.32' LT	706.23	323819.39	567593.18
105	203+47.68	86.56' LT	706.15	323824.76	567588.58
106	203+46.92	81.61' LT	706.07	323824.37	567593.57
107	203+46.13	76.36' LT	706.00	323823.97	567598.86
108	203+54.37	75.22' LT	705.96	323831.94	567599.45
109	203+55.19	80.44' LT	706.01	323832.35	567594.18
110	203+55.96	85.39' LT	706.09	323832.74	567589.20
111	203+61.38	79.55' LT	706.10	323838.33	567594.64

Bus Stop 7 (STH 100 SB-Hampton Ave)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
112	203+62.17	84.49' LT	706.18	323838.72	567589.66
113	203+66.72	73.44' LT	705.92	323843.91	567600.34
114	203+67.56	78.63' LT	706.00	323844.32	567595.11
115	203+68.37	83.57' LT	706.07	323844.70	567590.12
116	203+74.94	72.22' LT	705.88	323851.89	567600.93
117	203+75.80	77.38' LT	705.96	323852.29	567595.72
118	203+76.63	82.31' LT	706.03	323852.68	567590.74
119	203+80.95	76.58' LT	706.03	323857.28	567596.11
120	203+81.79	81.51' LT	706.06	323857.66	567591.12
121	203+86.08	75.76' LT	705.95	323862.26	567596.49
122	203+86.94	80.69' LT	705.89	323862.65	567591.50

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS - BUS STOP 7	SHEET 132	E

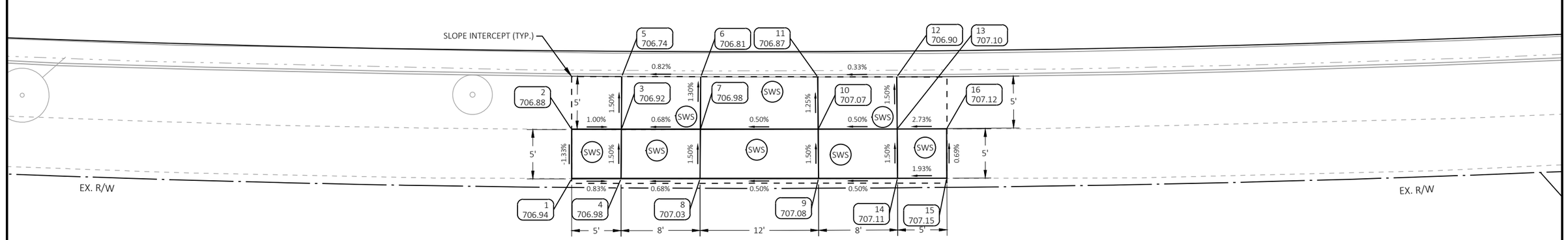
204+00

205+00

2

Bus Stop 1 (STH 100 NB)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	204+54.33	59.11' RT	706.94	323944.05	567723.42
2	204+54.28	54.11' RT	706.88	323943.38	567718.47
3	204+59.18	54.03' RT	706.92	323948.37	567717.76
4	204+59.18	59.07' RT	706.98	323949.00	567722.76
5	204+59.18	48.70' RT	706.74	323947.70	567712.47
6	204+66.98	48.69' RT	706.81	323955.63	567711.44
7	204+66.96	54.05' RT	706.98	323956.31	567716.76
8	204+66.94	59.02' RT	707.03	323956.93	567721.69
9	204+78.58	59.01' RT	707.08	323968.82	567720.08
10	204+78.56	54.01' RT	707.07	323968.12	567715.13
11	204+78.54	48.71' RT	706.87	323967.38	567709.88
12	204+86.34	48.74' RT	706.90	323975.31	567708.82
13	204+86.34	54.02' RT	707.10	323976.05	567714.04
14	204+86.34	59.02' RT	707.11	323976.75	567718.99
15	204+91.16	59.06' RT	707.15	323981.68	567718.33
16	204+91.20	54.06' RT	707.12	323981.01	567713.38

STH 100 (N. MAYFAIR RD)



LEGEND

- SOD — SOD
- SWS — CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- XX YYYY.YY — POINT NUMBER & ELEVATION
- L — LEVELING PAD

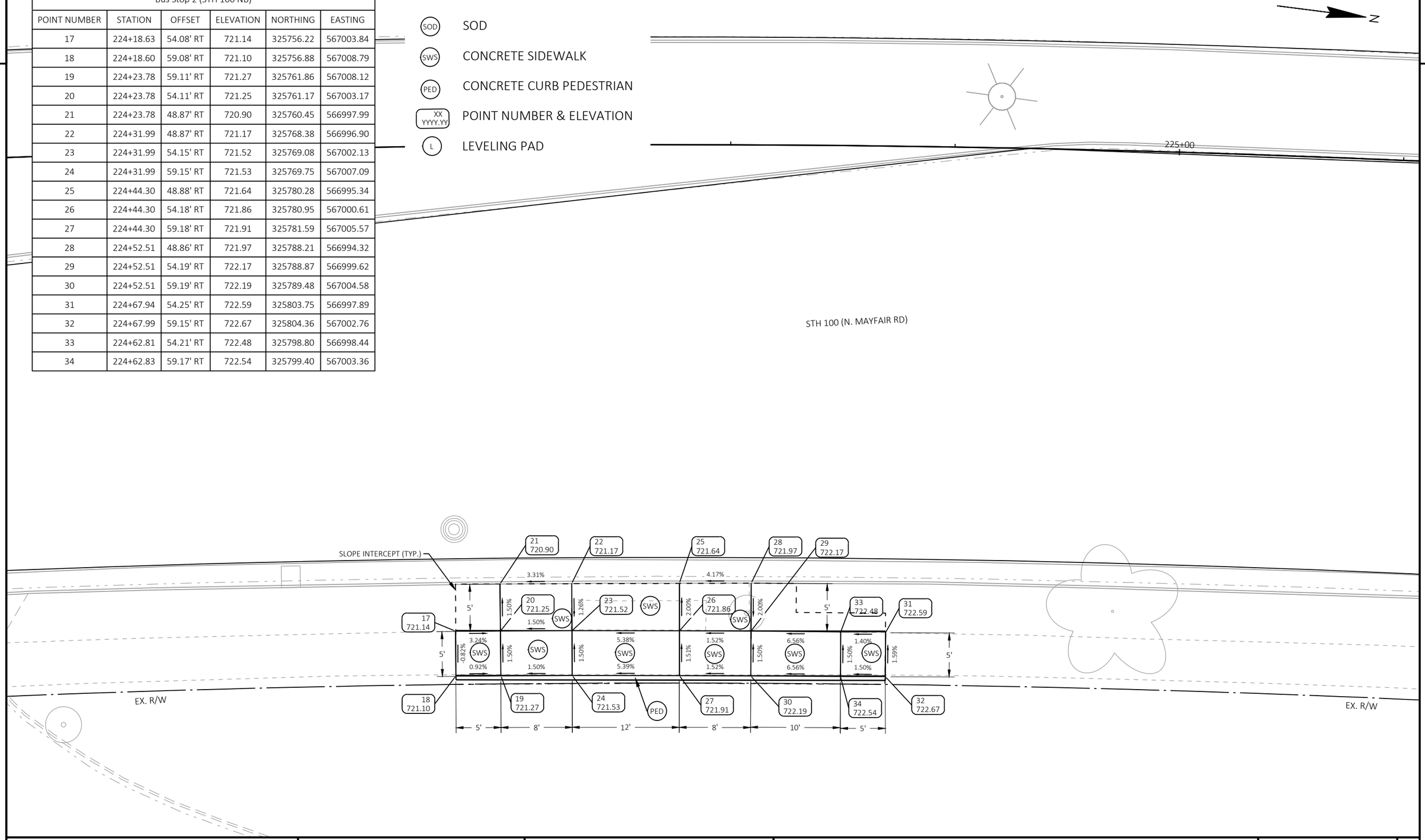
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 133	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021301_cr
PLOT DATE : 1/19/2026 1:59 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

Bus Stop 2 (STH 100 NB)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17	224+18.63	54.08' RT	721.14	325756.22	567003.84
18	224+18.60	59.08' RT	721.10	325756.88	567008.79
19	224+23.78	59.11' RT	721.27	325761.86	567008.12
20	224+23.78	54.11' RT	721.25	325761.17	567003.17
21	224+23.78	48.87' RT	720.90	325760.45	566997.99
22	224+31.99	48.87' RT	721.17	325768.38	566996.90
23	224+31.99	54.15' RT	721.52	325769.08	567002.13
24	224+31.99	59.15' RT	721.53	325769.75	567007.09
25	224+44.30	48.88' RT	721.64	325780.28	566995.34
26	224+44.30	54.18' RT	721.86	325780.95	567000.61
27	224+44.30	59.18' RT	721.91	325781.59	567005.57
28	224+52.51	48.86' RT	721.97	325788.21	566994.32
29	224+52.51	54.19' RT	722.17	325788.87	566999.62
30	224+52.51	59.19' RT	722.19	325789.48	567004.58
31	224+67.94	54.25' RT	722.59	325803.75	566997.89
32	224+67.99	59.15' RT	722.67	325804.36	567002.76
33	224+62.81	54.21' RT	722.48	325798.80	566998.44
34	224+62.83	59.17' RT	722.54	325799.40	567003.36

LEGEND

- SOD — SOD
- SWS — CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- XX YYYY.YY — POINT NUMBER & ELEVATION
- L — LEVELING PAD



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 134	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021302_cr

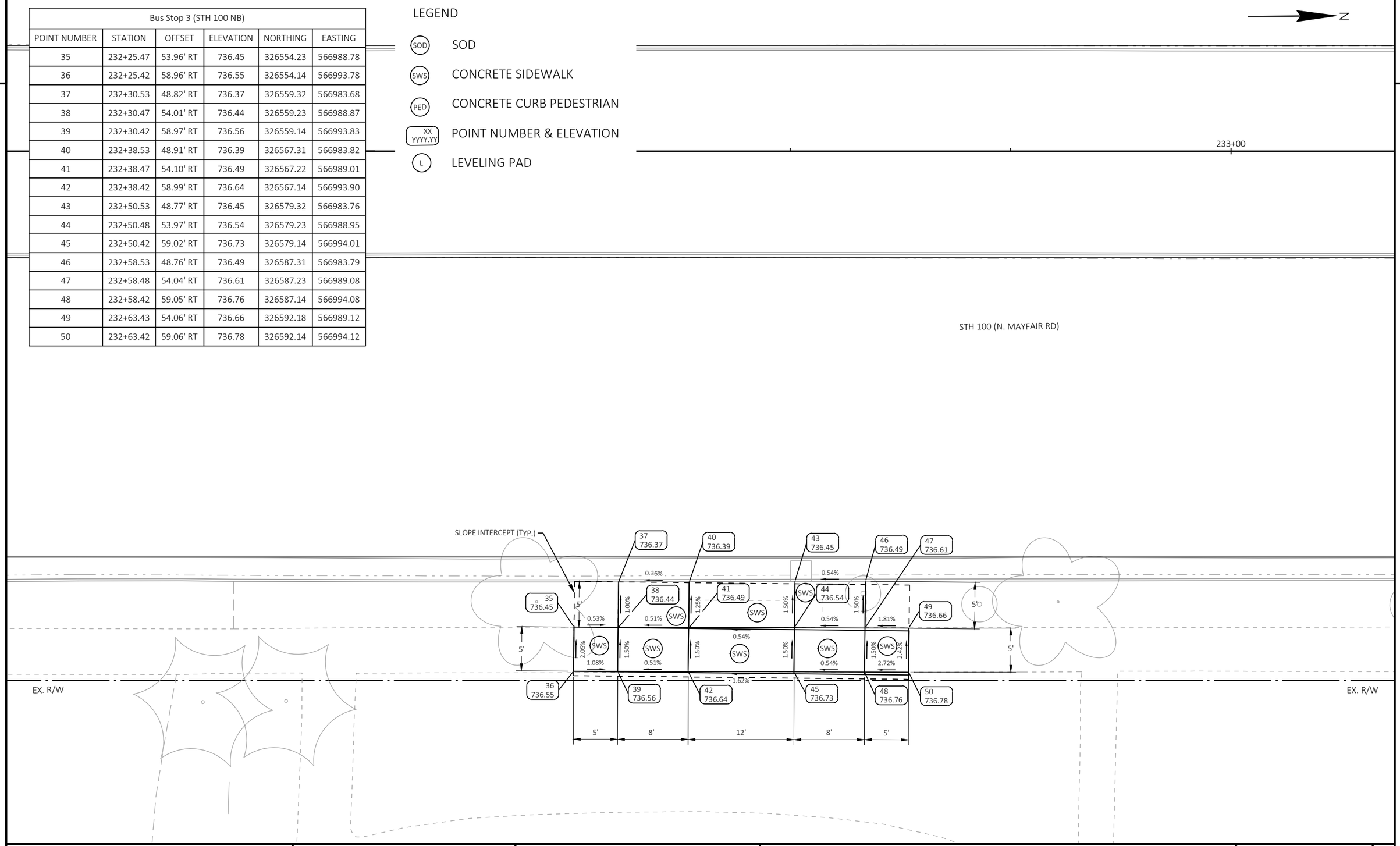
PLOT DATE : 1/19/2026 1:59 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

Bus Stop 3 (STH 100 NB)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
35	232+25.47	53.96' RT	736.45	326554.23	566988.78
36	232+25.42	58.96' RT	736.55	326554.14	566993.78
37	232+30.53	48.82' RT	736.37	326559.32	566983.68
38	232+30.47	54.01' RT	736.44	326559.23	566988.87
39	232+30.42	58.97' RT	736.56	326559.14	566993.83
40	232+38.53	48.91' RT	736.39	326567.31	566983.82
41	232+38.47	54.10' RT	736.49	326567.22	566989.01
42	232+38.42	58.99' RT	736.64	326567.14	566993.90
43	232+50.53	48.77' RT	736.45	326579.32	566983.76
44	232+50.48	53.97' RT	736.54	326579.23	566988.95
45	232+50.42	59.02' RT	736.73	326579.14	566994.01
46	232+58.53	48.76' RT	736.49	326587.31	566983.79
47	232+58.48	54.04' RT	736.61	326587.23	566989.08
48	232+58.42	59.05' RT	736.76	326587.14	566994.08
49	232+63.43	54.06' RT	736.66	326592.18	566989.12
50	232+63.42	59.06' RT	736.78	326592.14	566994.12

LEGEND

- SOD — SOD
- SWS — CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- XX YYYY.YY — POINT NUMBER & ELEVATION
- L — LEVELING PAD



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 135	E

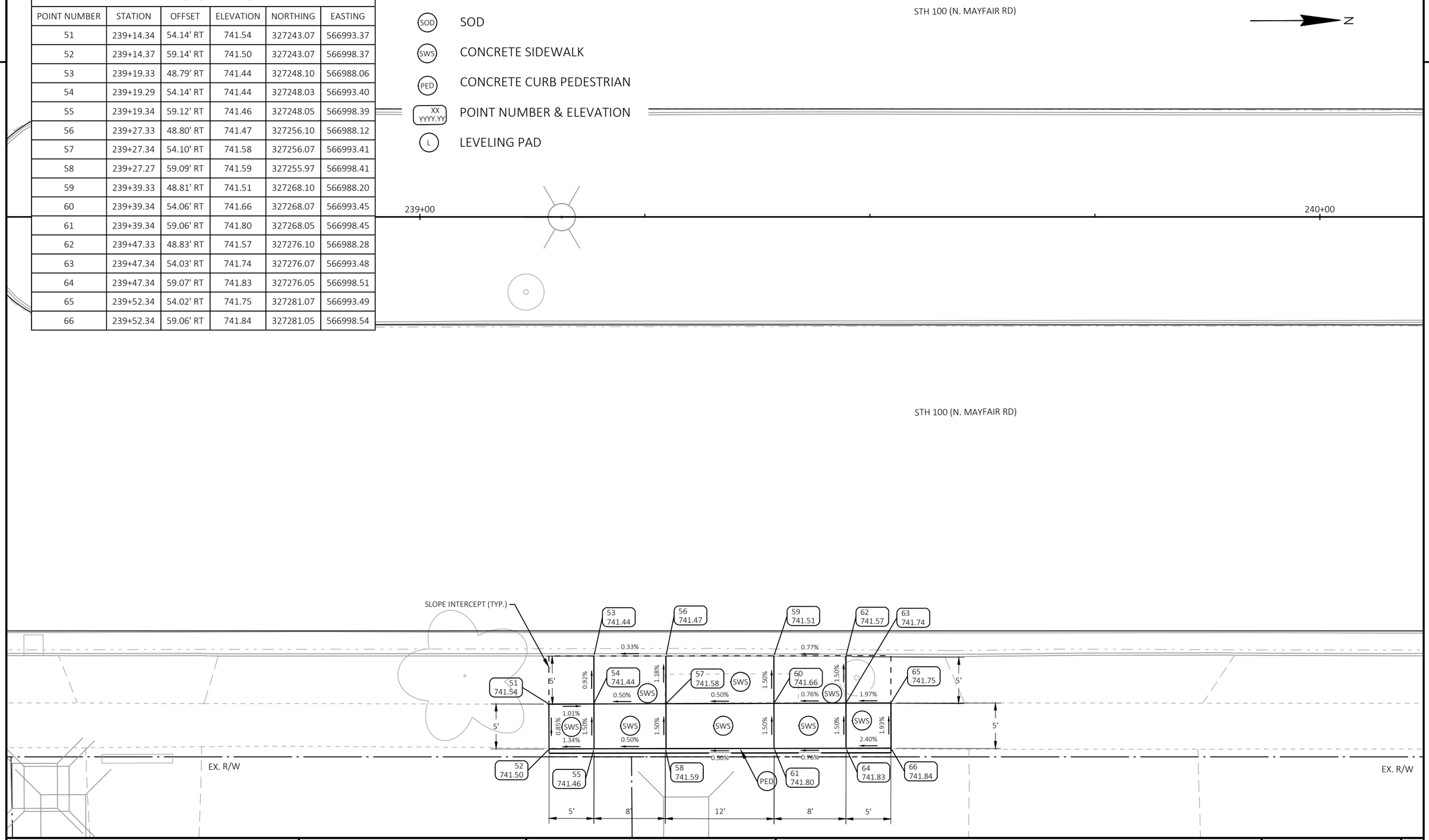
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021303_cr

PLOT DATE : 1/19/2026 1:59 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:10 FT

Bus Stop 4 (STH 100 NB)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
51	239+14.34	54.14' RT	741.54	327243.07	566993.37
52	239+14.37	59.14' RT	741.50	327243.07	566998.37
53	239+19.33	48.79' RT	741.44	327248.10	566988.06
54	239+19.29	54.14' RT	741.44	327248.03	566993.40
55	239+19.34	59.12' RT	741.46	327248.05	566998.39
56	239+27.33	48.80' RT	741.47	327256.10	566988.12
57	239+27.34	54.10' RT	741.58	327256.07	566993.41
58	239+27.27	59.09' RT	741.59	327255.97	566998.41
59	239+39.33	48.81' RT	741.51	327268.10	566988.20
60	239+39.34	54.06' RT	741.66	327268.07	566993.45
61	239+39.34	59.06' RT	741.80	327268.05	566998.45
62	239+47.33	48.83' RT	741.57	327276.10	566988.28
63	239+47.34	54.03' RT	741.74	327276.07	566993.48
64	239+47.34	59.07' RT	741.83	327276.05	566998.51
65	239+52.34	54.02' RT	741.75	327281.07	566993.49
66	239+52.34	59.06' RT	741.84	327281.05	566998.54

LEGEND

- SOD — SOD
- SWS — CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- XX YYYY.YY — POINT NUMBER & ELEVATION
- L — LEVELING PAD



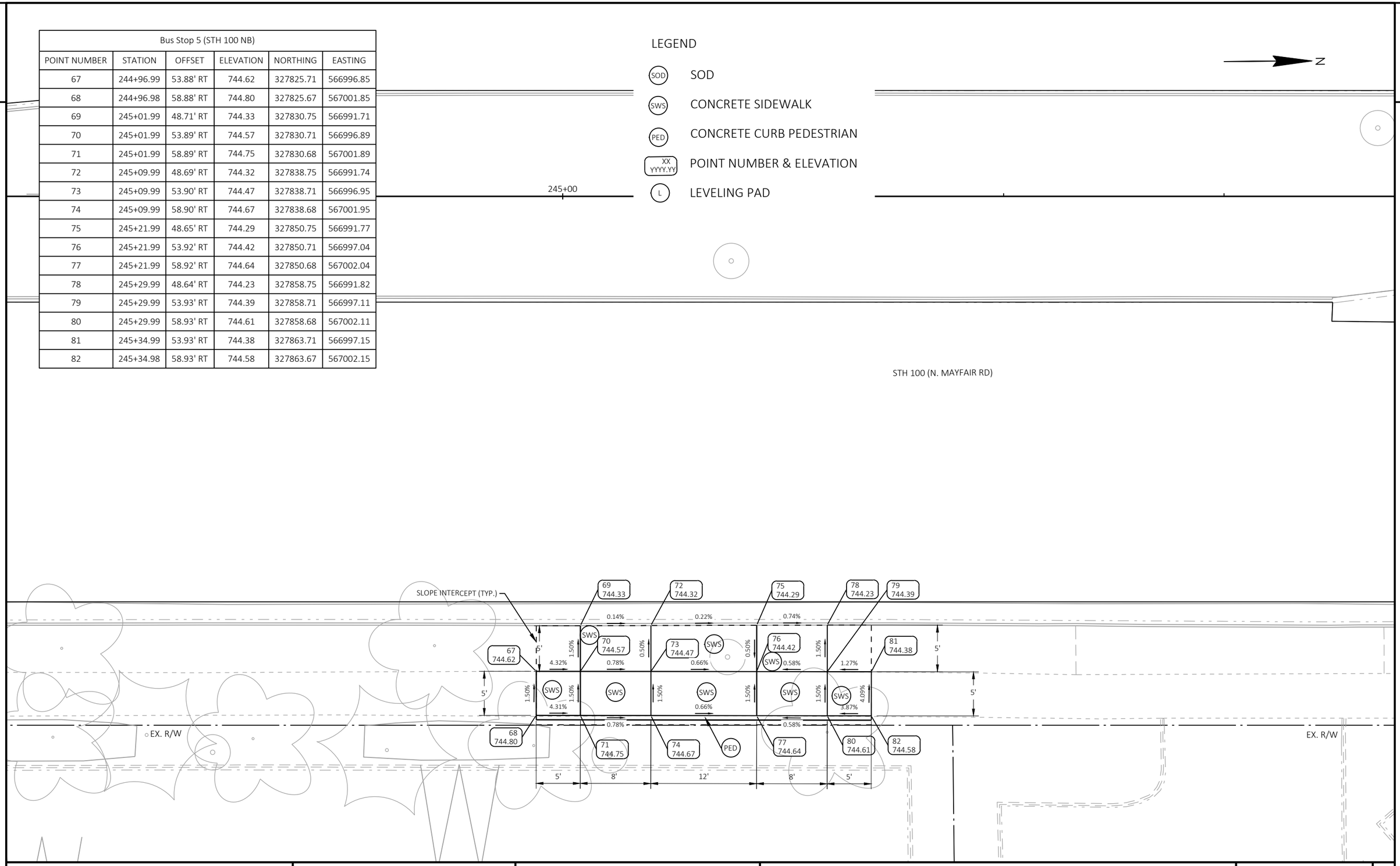
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 136	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021304_cr
PLOT DATE : 1/19/2026 1:59 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:10 FT

Bus Stop 5 (STH 100 NB)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
67	244+96.99	53.88' RT	744.62	327825.71	566996.85
68	244+96.98	58.88' RT	744.80	327825.67	567001.85
69	245+01.99	48.71' RT	744.33	327830.75	566991.71
70	245+01.99	53.89' RT	744.57	327830.71	566996.89
71	245+01.99	58.89' RT	744.75	327830.68	567001.89
72	245+09.99	48.69' RT	744.32	327838.75	566991.74
73	245+09.99	53.90' RT	744.47	327838.71	566996.95
74	245+09.99	58.90' RT	744.67	327838.68	567001.95
75	245+21.99	48.65' RT	744.29	327850.75	566991.77
76	245+21.99	53.92' RT	744.42	327850.71	566997.04
77	245+21.99	58.92' RT	744.64	327850.68	567002.04
78	245+29.99	48.64' RT	744.23	327858.75	566991.82
79	245+29.99	53.93' RT	744.39	327858.71	566997.11
80	245+29.99	58.93' RT	744.61	327858.68	567002.11
81	245+34.99	53.93' RT	744.38	327863.71	566997.15
82	245+34.98	58.93' RT	744.58	327863.67	567002.15

LEGEND

- SOD — SOD
- SWS — CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYYY.YY — POINT NUMBER & ELEVATION
- L — LEVELING PAD

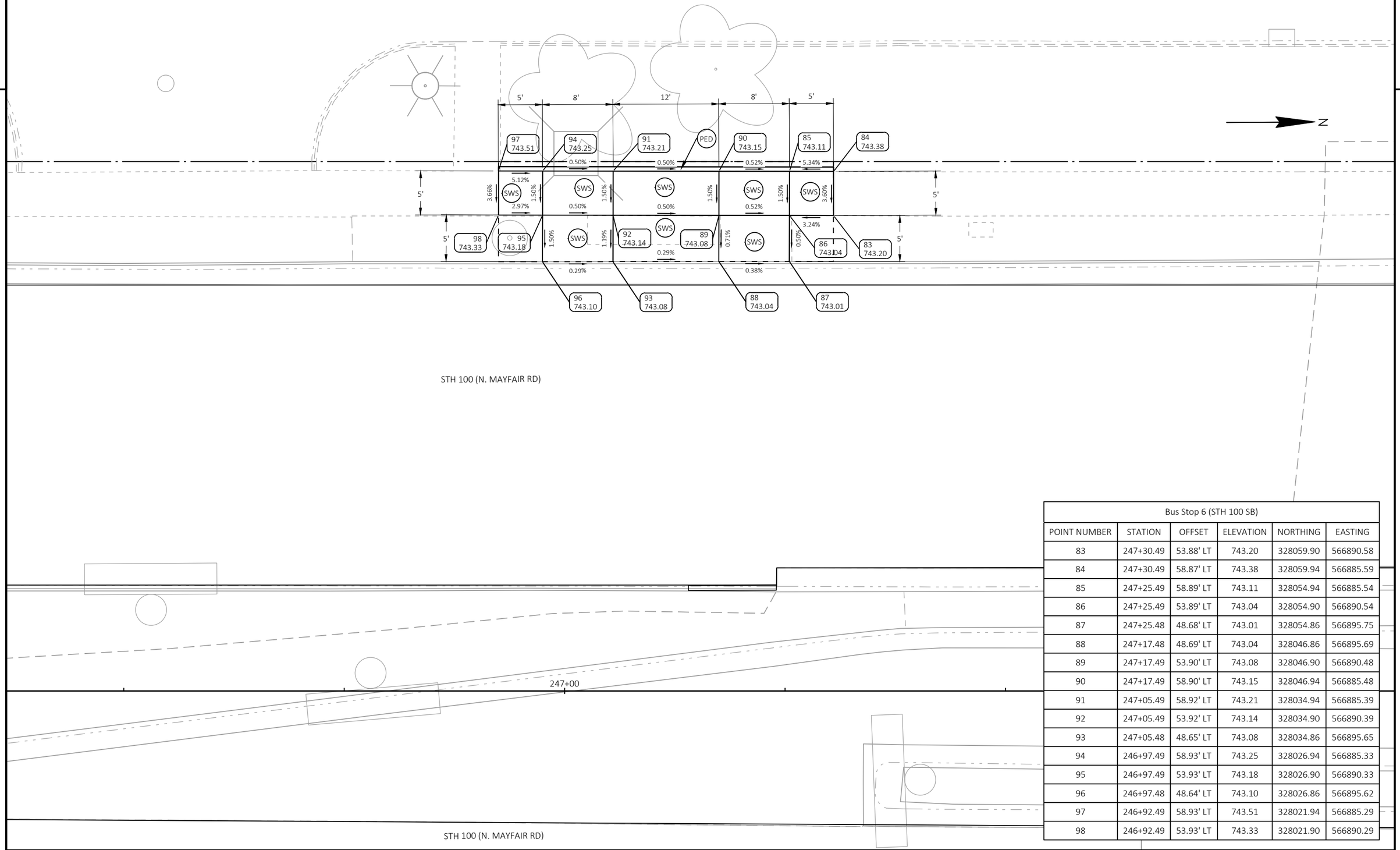


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 137	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021305_cr

PLOT DATE : 1/19/2026 1:59 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

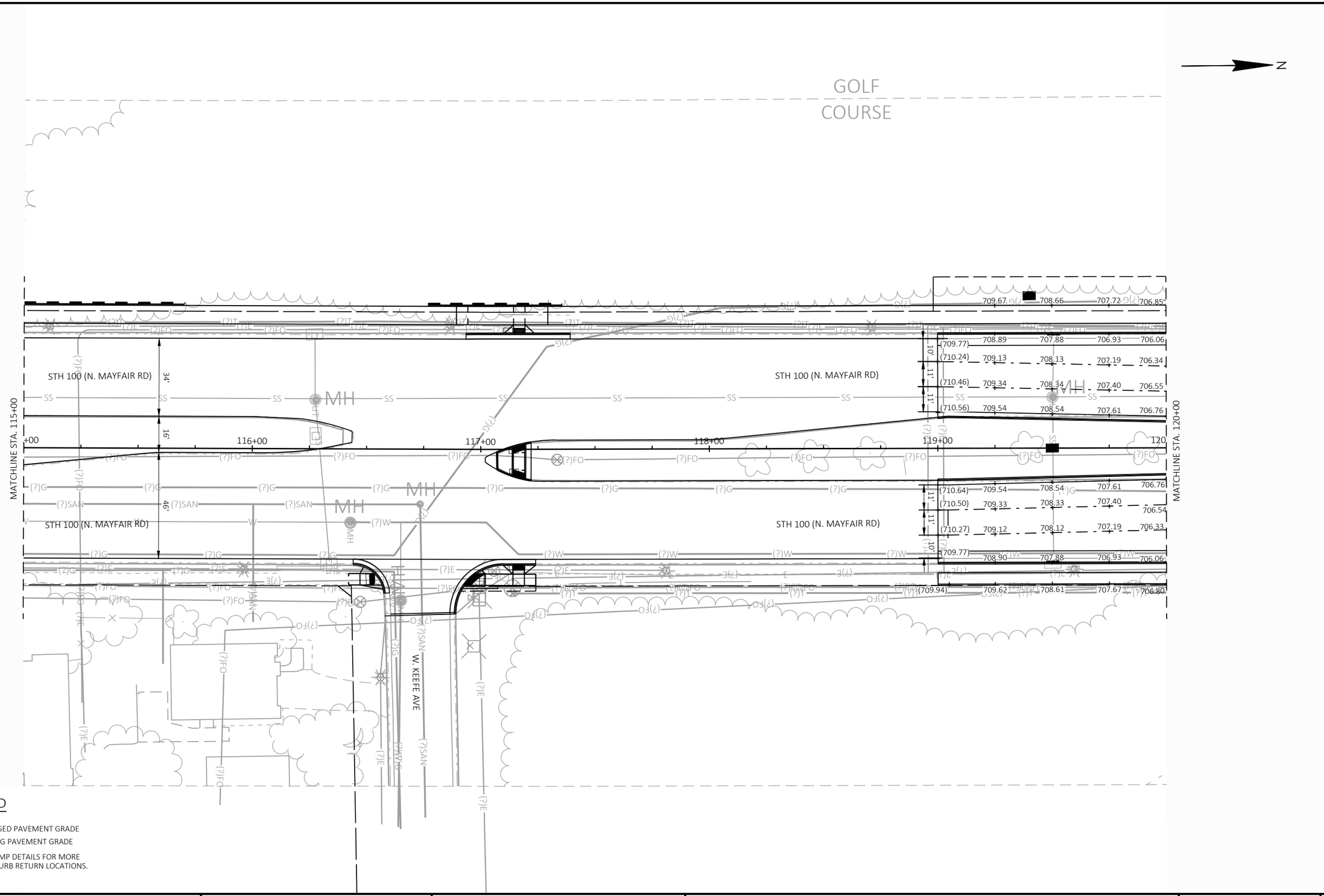


Bus Stop 6 (STH 100 SB)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
83	247+30.49	53.88' LT	743.20	328059.90	566890.58
84	247+30.49	58.87' LT	743.38	328059.94	566885.59
85	247+25.49	58.89' LT	743.11	328054.94	566885.54
86	247+25.49	53.89' LT	743.04	328054.90	566890.54
87	247+25.48	48.68' LT	743.01	328054.86	566895.75
88	247+17.48	48.69' LT	743.04	328046.86	566895.69
89	247+17.49	53.90' LT	743.08	328046.90	566890.48
90	247+17.49	58.90' LT	743.15	328046.94	566885.48
91	247+05.49	58.92' LT	743.21	328034.94	566885.39
92	247+05.49	53.92' LT	743.14	328034.90	566890.39
93	247+05.48	48.65' LT	743.08	328034.86	566895.65
94	246+97.49	58.93' LT	743.25	328026.94	566885.33
95	246+97.49	53.93' LT	743.18	328026.90	566890.33
96	246+97.48	48.64' LT	743.10	328026.86	566895.62
97	246+92.49	58.93' LT	743.51	328021.94	566885.29
98	246+92.49	53.93' LT	743.33	328021.90	566890.29

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CURB RAMP DETAILS	SHEET 138	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 021306_cr
PLOT DATE : 1/19/2026 1:59 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



LEGEND

XXX.XX PROPOSED PAVEMENT GRADE

(XXX.XX) EXISTING PAVEMENT GRADE

NOTE: SEE CURB RAMP DETAILS FOR MORE INFORMATION AT CURB RETURN LOCATIONS.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	JOINT DETAILS	SHEET 139	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021401_JD.DWG
LAYOUT NAME - 021206_pd

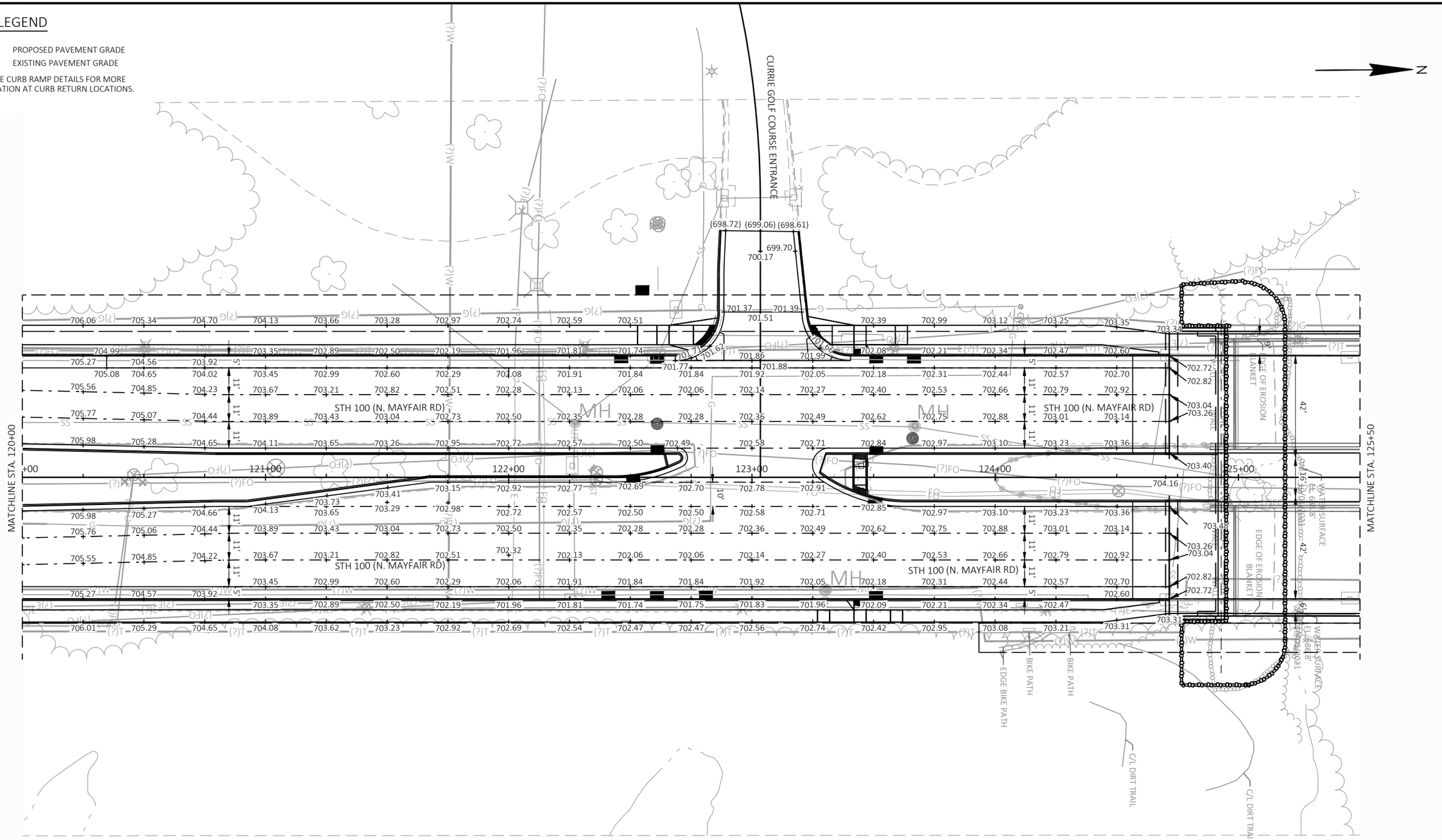
PLOT DATE : 5/21/2026 6:38 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

XXX.XX PROPOSED PAVEMENT GRADE
(XXX.XX) EXISTING PAVEMENT GRADE

NOTE: SEE CURB RAMP DETAILS FOR MORE INFORMATION AT CURB RETURN LOCATIONS.



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	JOINT DETAILS	SHEET 140	E

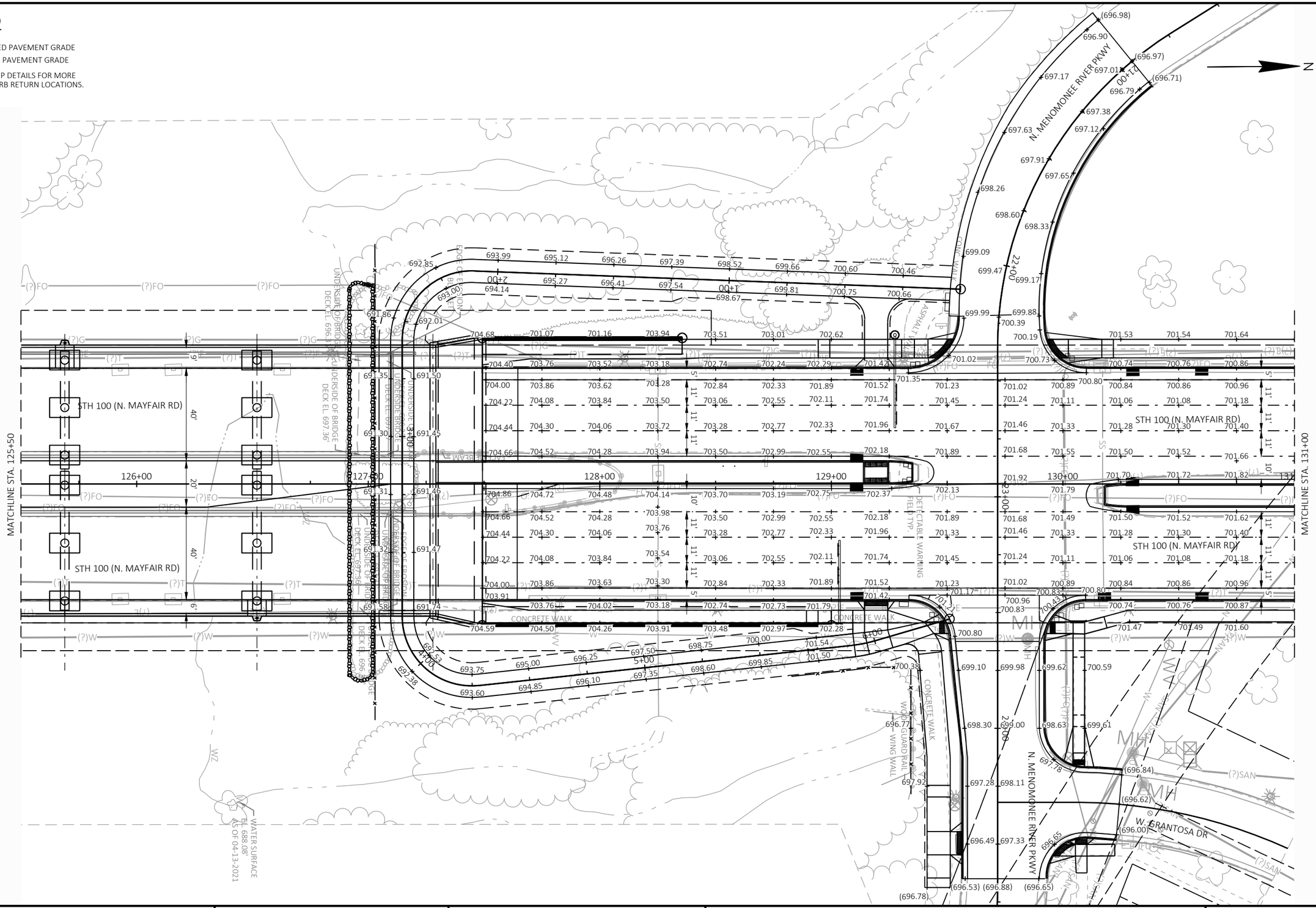
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021401_JD.DWG
LAYOUT NAME - 021207_pd
PLOT DATE : 5/21/2026 6:38 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

XXX.XX PROPOSED PAVEMENT GRADE
(XXX.XX) EXISTING PAVEMENT GRADE

NOTE: SEE CURB RAMP DETAILS FOR MORE INFORMATION AT CURB RETURN LOCATIONS.



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	JOINT DETAILS	SHEET 141	E

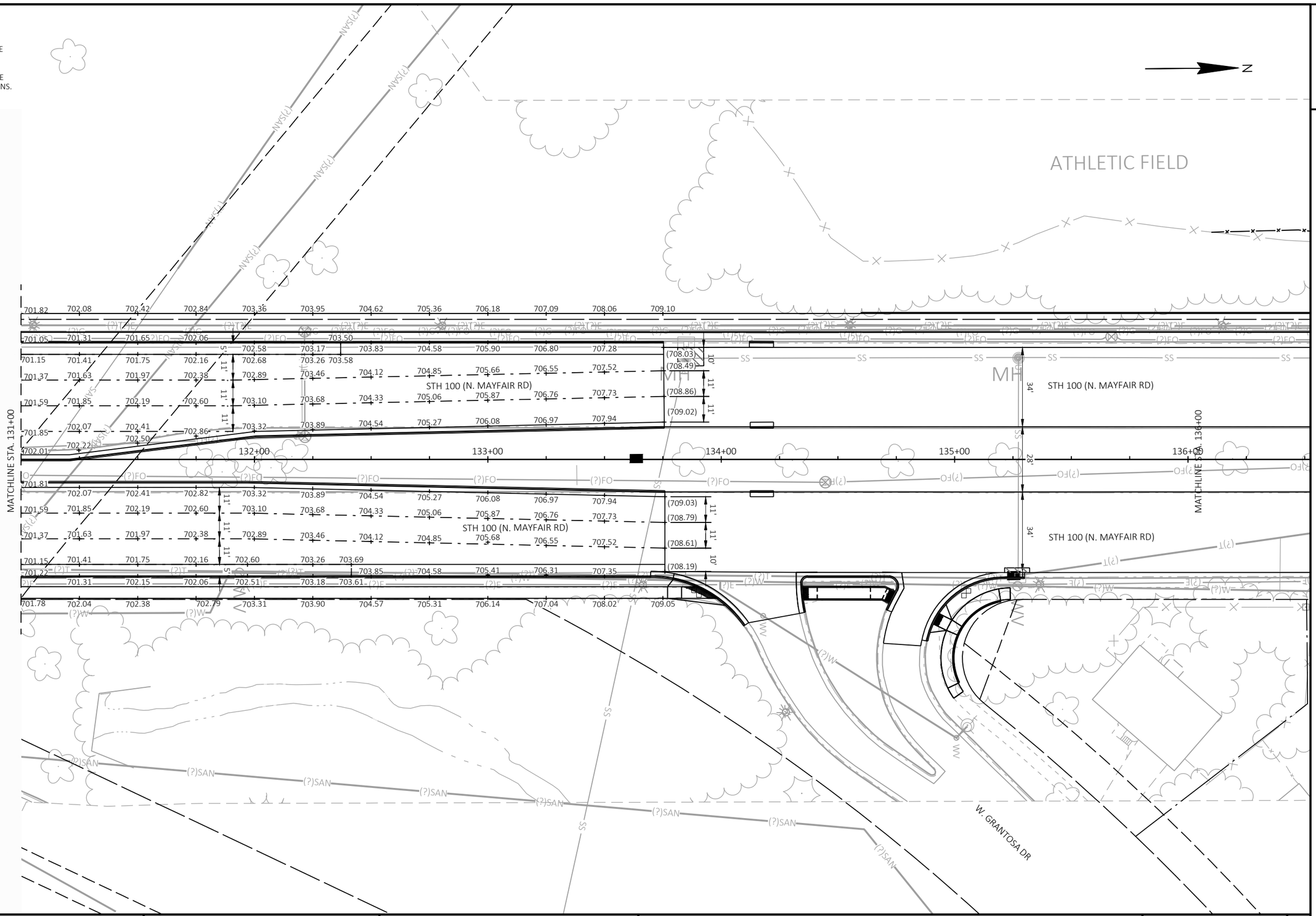
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021401_JD.DWG
LAYOUT NAME - 021208_pd
PLOT DATE : 5/21/2026 6:38 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

XXX.XX PROPOSED PAVEMENT GRADE
(XXX.XX) EXISTING PAVEMENT GRADE

NOTE: SEE CURB RAMP DETAILS FOR MORE INFORMATION AT CURB RETURN LOCATIONS.



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	JOINT DETAILS	SHEET 142	E

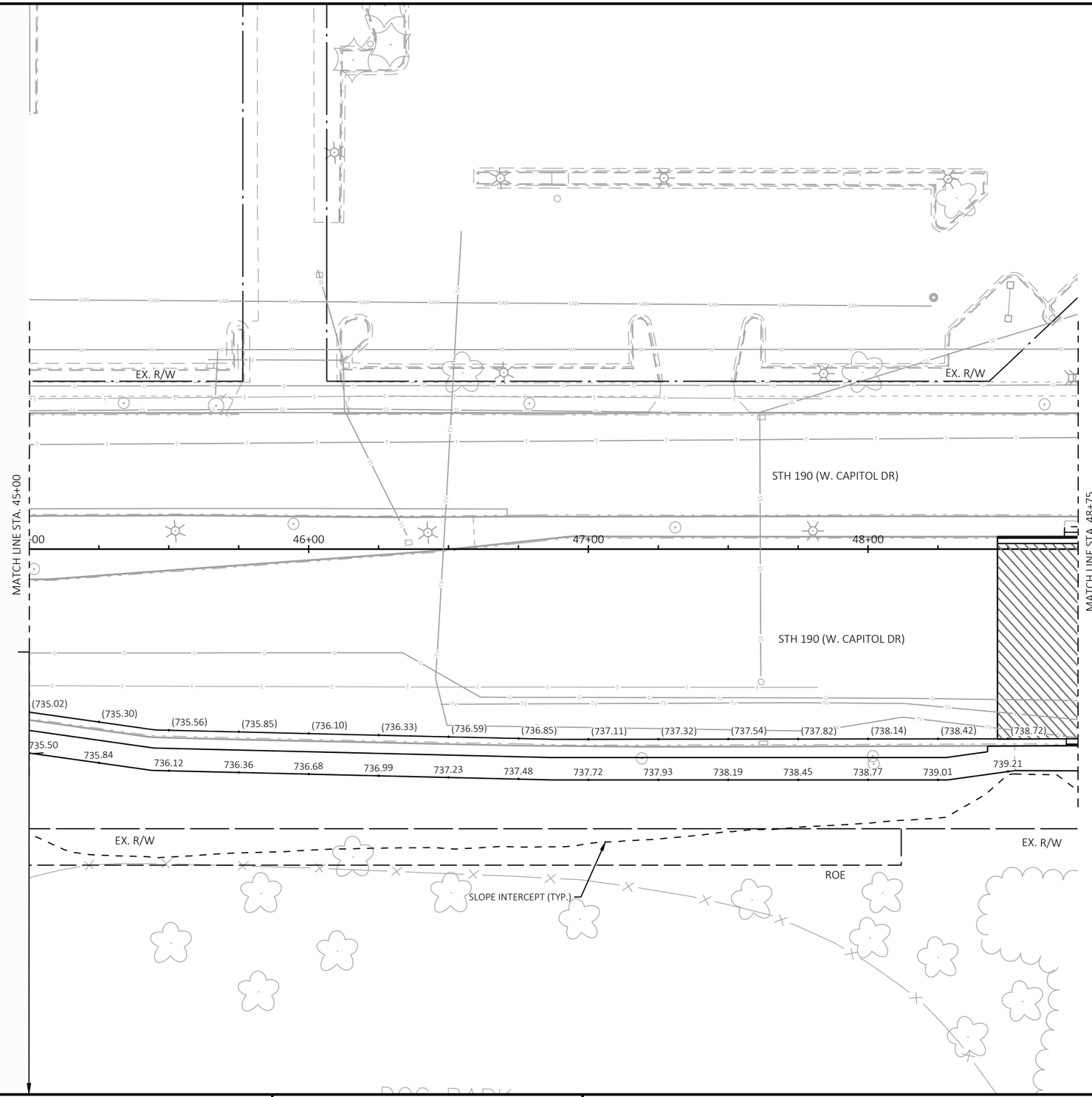
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021401_JD.DWG
LAYOUT NAME - 021209_pd
PLOT DATE : 5/21/2026 6:38 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

XXX.XX PROPOSED PAVEMENT GRADE
(XXX.XX) EXISTING PAVEMENT GRADE

NOTE: SEE CURB RAMP DETAILS FOR MORE INFORMATION AT CURB RETURN LOCATIONS.

N



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	JOINT DETAILS STH190	SHEET 143	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021401_JD_SIDE ROADS.DWG
LAYOUT NAME - Sidewalk on STH190_1
PLOT DATE : 5/21/2026 6:39 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

XXX.XX PROPOSED PAVEMENT GRADE
(XXX.XX) EXISTING PAVEMENT GRADE

NOTE: SEE CURB RAMP DETAILS FOR MORE INFORMATION AT CURB RETURN LOCATIONS.

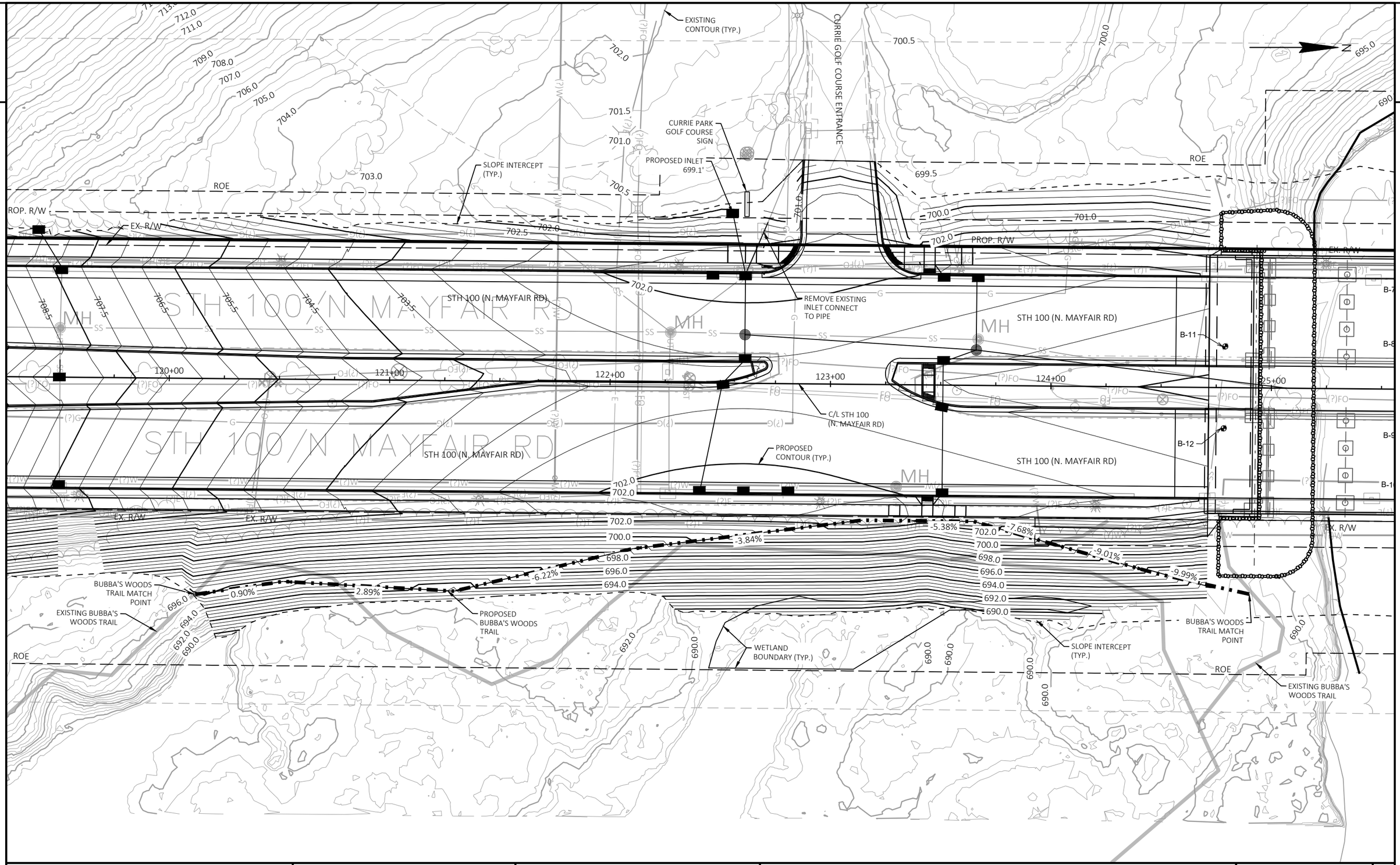
N

2

EX. R/W
N. 110TH ST
PC: 41+29.17
PT: 40+19.96
STH 190 (W. CAPITOL DR)
41+00
42+00
43+00
PT: 43+22.74
44+00
45
MATCH LINE STA. 45+00
EX. R/W
STH 190 (W. CAPITOL DR)
BEGIN CONSTRUCTION
STA 40+59 'CAPITOL DRIVE'
(727.39) (728.18) (728.85) (729.49) 730.04 (730.80) (731.21) (731.68) (732.25) (732.70) (732.92) (733.20) (733.49) (733.67) (733.85) (734.01) (734.18) (734.42) (734.70)
??? 730.45 731.20 731.81 732.26 732.69 733.18 733.47 733.76 734.06 734.34 734.50 734.55 734.75 735.05 735.25
EX. R/W
ROE
SLOPE INTERCEPT (TYP.)
PROP. R/W
ROE
EX. R/W
CANOPY

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	JOINT DETAILS STH190	SHEET 144	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021401_JD_SIDE ROADS.DWG
LAYOUT NAME - Sidewalk on STH190
PLOT DATE : 5/21/2026 6:39 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	BUBBA'S WOODS EXHIBIT	SHEET 145	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021701_CM.DWG
LAYOUT NAME - Bridge

PLOT DATE : 5/21/2026 6:39 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

W. BURLEIGH ST

CANOPY

EX. R/W

STH 100 (N. MAYFAIR RD)

BP: 89+80.80

90+00

91+00

92+00

93

MATCHLINE STA. 93+00

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

EX. R/W

VACUUM

CANOPY

W. BURLEIGH ST

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 146	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 01

PLOT DATE : 5/21/2026 6:40 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

EX. R/W

TLE

EX. R/W

C

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 93+00

-00

94+00

95+00

96+00

97+00

98+

MATCHLINE STA. 98+00

B

STH 100 (N. MAYFAIR RD)

EX. R/W

EX. R/W

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- (X) INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 147	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 02

PLOT DATE : 5/21/2026 6:40 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

TLE

EX. R/W

EX. R/W

D

B

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 98+00

MATCHLINE STA. 103+50

-00

99+00

100+00

101+00

102+00

103+00

B

B

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

D

D

D

D

D

D

C

EX. R/W

TLE

TLE

EX. R/W

W. AUER AVE

W. AUER AVE

INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLETS

EX. R/W

EX. R/W

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- X — INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 148	E

2

N

EX. R/W

EX. R/W

C

C

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 103+50

104+00

105+00

106+00

107+00

108+00

109+00

MATCHLINE STA. 109+50

B

C

C

STH 100 (N. MAYFAIR RD)

EX. R/W

EX. R/W

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- (X) INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 149	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 04

PLOT DATE : 5/21/2026 6:40 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

ROE

ROE

EX. R/W

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

C

MATCHLINE STA. 109+50

110+00

111+00

112+00

113+00

114+00

115

MATCHLINE STA. 115+00

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

C

EX. R/W

TLE

TLE

EX. R/W

C

C

W. TOWNSEND ST

C

INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLETS

EX. R/W

EX. R/W

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE X
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 150	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 05

PLOT DATE : 5/21/2026 6:40 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

ROE

ROE

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

PI: 117+02.30

MATCHLINE STA. 115+00

MATCHLINE STA. 120+00

+00

116+00

117+00

118+00

119+00

120

EXISTING INLET

A

B

C

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

EXISTING INLET

EX. R/W

EX. R/W

EX. R/W

ROE

ROE

W. KEEFE AVE

INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLETS

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE X
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 151	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 06

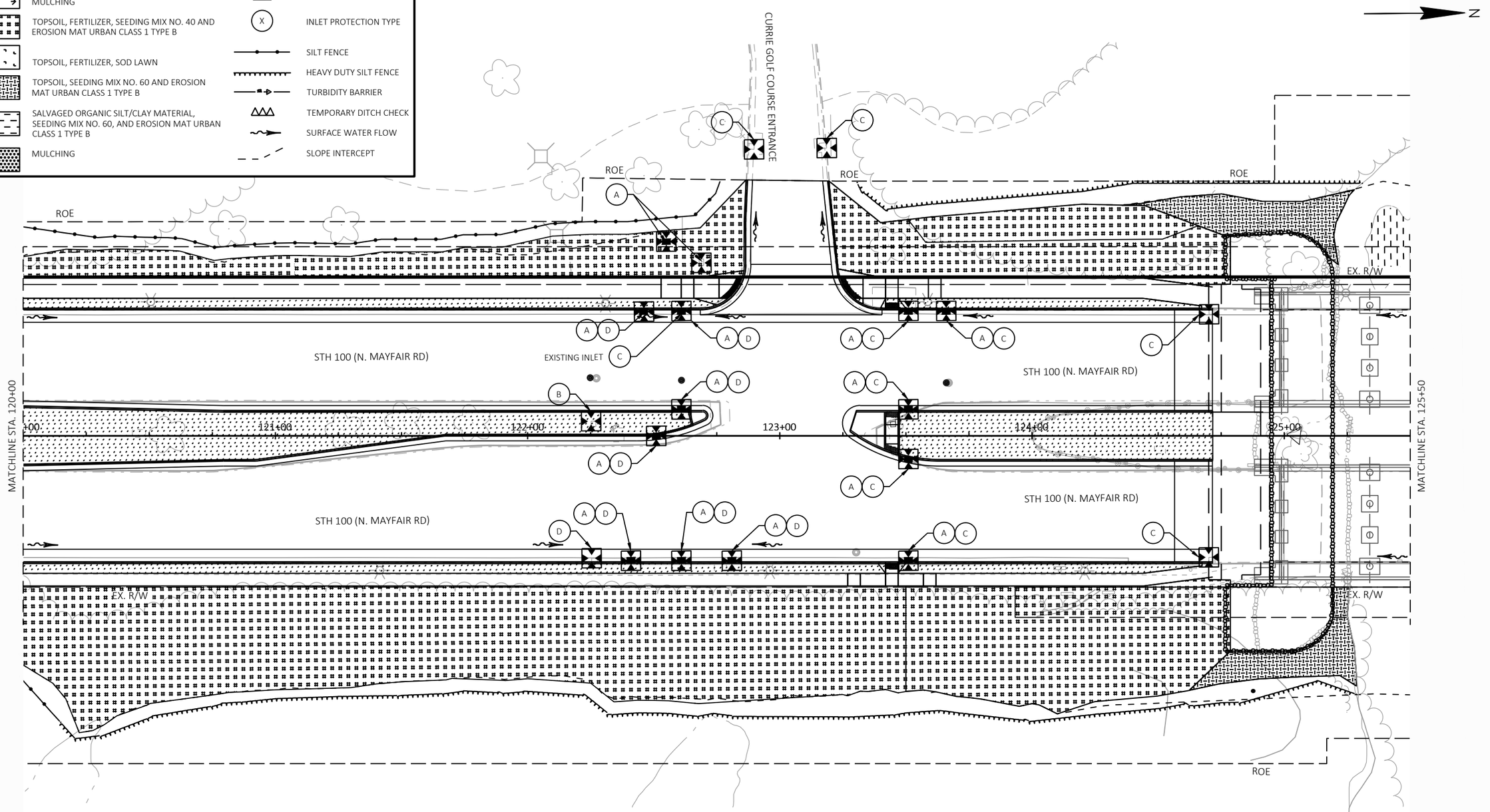
PLOT DATE : 5/21/2026 6:40 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- (X) INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



NOTES:

1. SALVAGED ORGANIC SILT/CLAY MATERIAL TO BE PAID FOR UNDER BID ITEM SPV.0060.14 AS SHOWN ON THE PERMANENT CAUSEWAY CONSTRUCTION DETAIL

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 152	E

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- (X) INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

ROE

EX. R/W

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 125+50

126+00

127+00

128+00

129+00

130+00

131

MATCHLINE STA. 131+00

N. MENOMONEE RIVER PKWY

21+00

22+00

23+00

24+00

INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLET

EXISTING INLET

W. GRANTOSA DR

NOTES:

1. SALVAGED ORGANIC SILT/CLAY MATERIAL TO BE PAID FOR UNDER BID ITEM SPV.0060.14 AS SHOWN ON THE PERMANENT CAUSEWAY CONSTRUCTION DETAIL

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 153	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 08

PLOT DATE : 5/21/2026 6:40 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- (X) INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

ROE

ROE

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

A

B

C

C

MATCHLINE STA. 131+00

MATCHLINE STA. 136+00

+00

132+00

133+00

134+00

135+00

136

EX. R/W

ROE

ROE

EX. R/W

EX. R/W

EX. R/W

W. GRANTOSA DR

INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLETS

2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 154	E

2

N

ROE

PROP. R/W

ROE

EX. R/W

C

STH 100 (N. MAYFAIR RD)

C

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 136+00

+00

137+00

B

138+00

139+00

140+00

141+00

MATCHLINE STA. 141+50

C

STH 100 (N. MAYFAIR RD)

C

STH 100 (N. MAYFAIR RD)

EX. R/W

TILE

TILE

EX. R/W

W. YORK PL

C

INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLETS

EX. R/W

EX. R/W

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- X — INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 155	E

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- (X) INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

MATCH LINE STA. 48+75

EX. R/W

ROE

SLOPE INTERCEPT (TYP.)

PROP. R/W

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 141+50

142+00

143+00

144+00

PI: 144+21.21

145+00

146+00

147

MATCHLINE STA. 147+00

B

C

CANOPY

INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLETS

STH 190 (W. CAPITOL DR)

INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLET

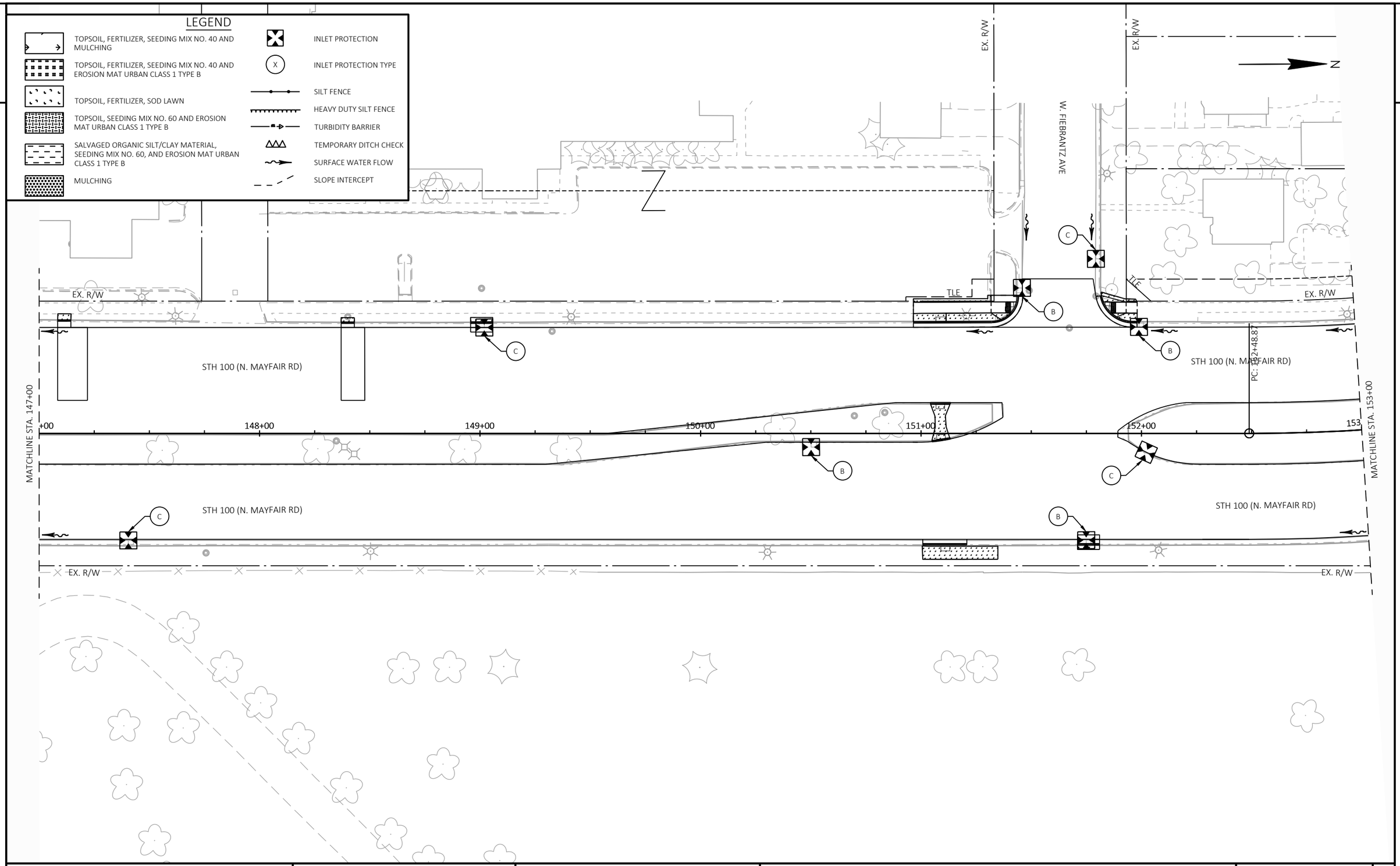
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 156	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 11
PLOT DATE : 5/21/2026 6:41 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- (X) INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 157	E

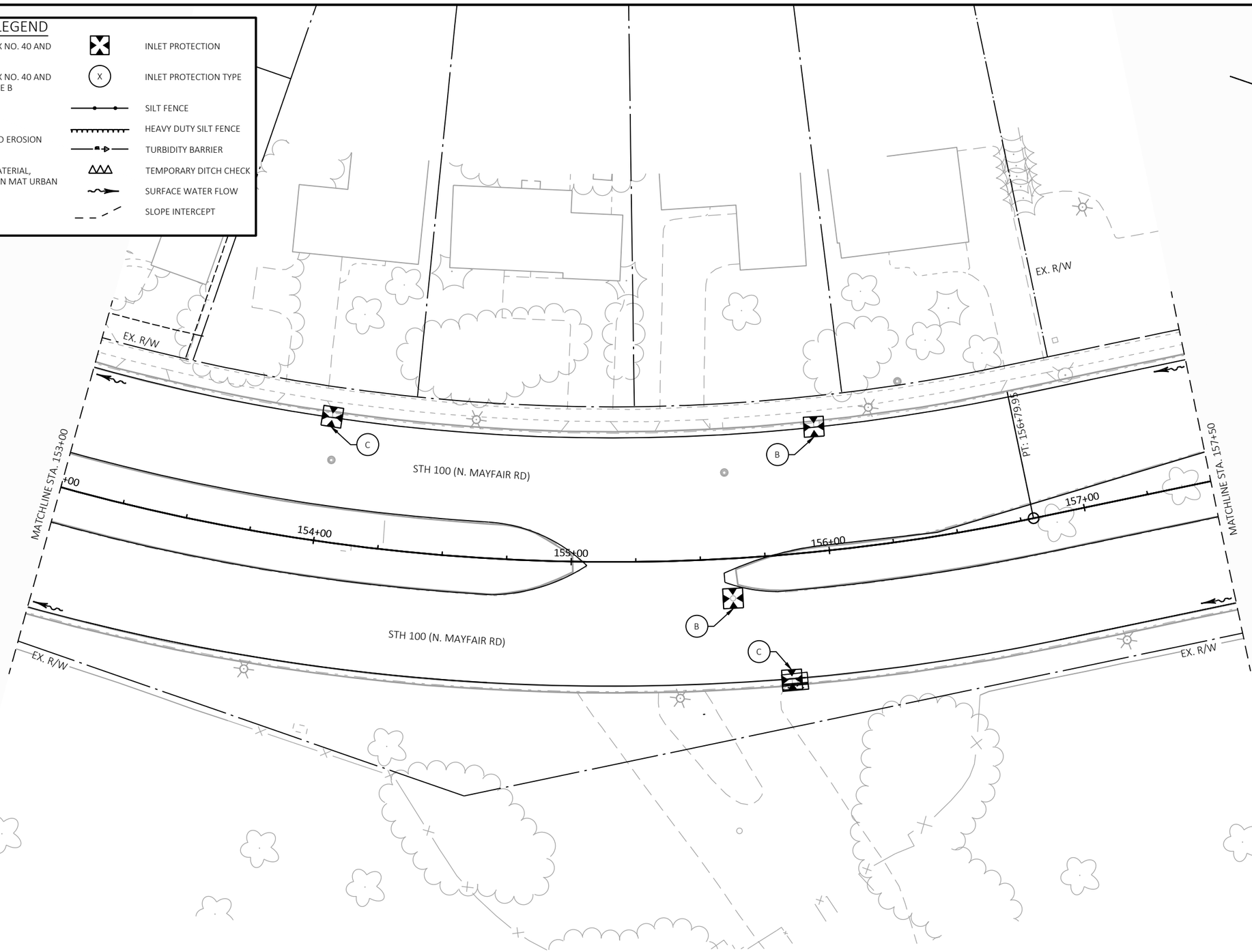
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 12

PLOT DATE : 5/21/2026 6:41 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- (X) INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



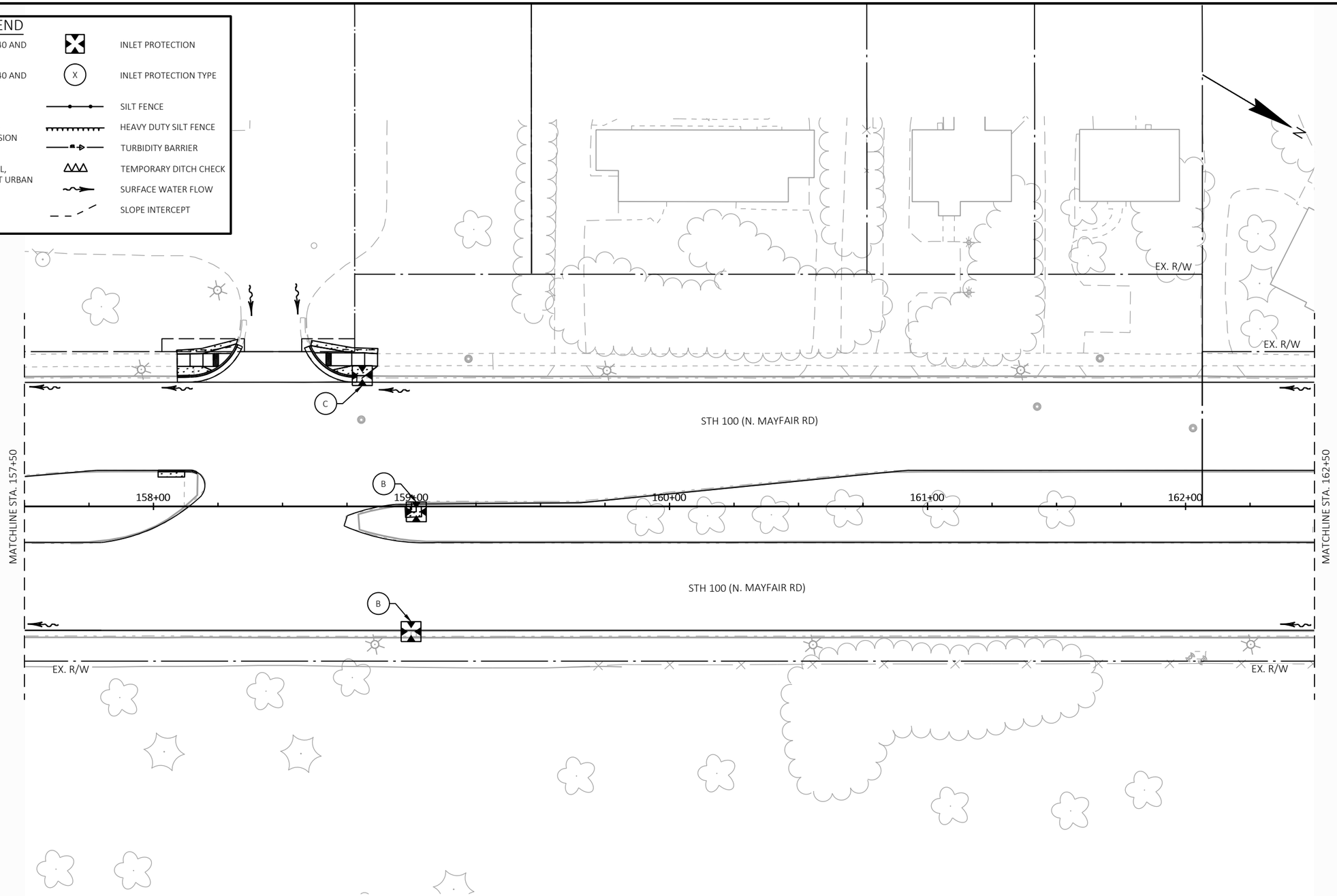
2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 158	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 13
PLOT DATE : 5/21/2026 6:41 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

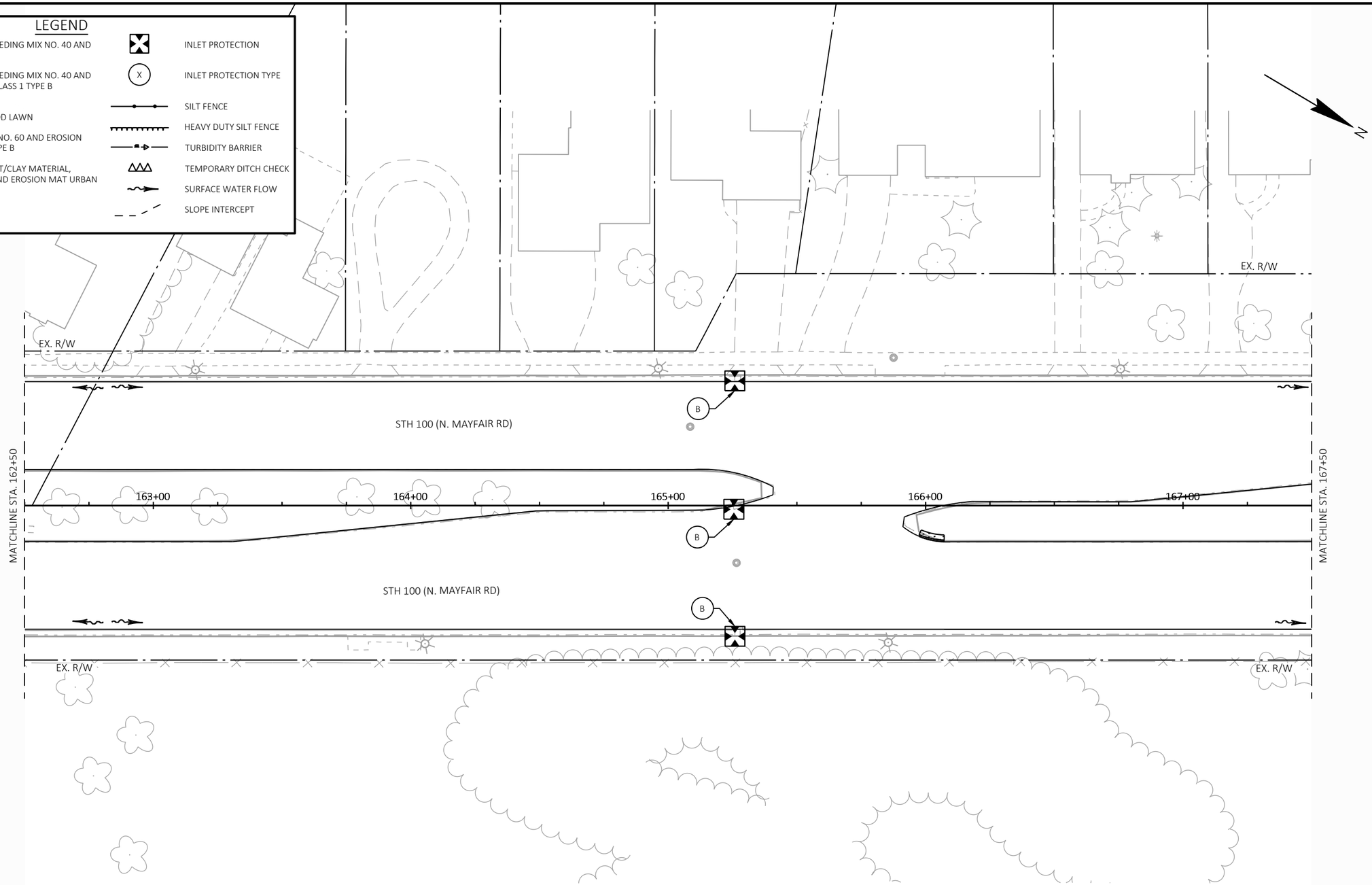
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- (X) INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 160	E

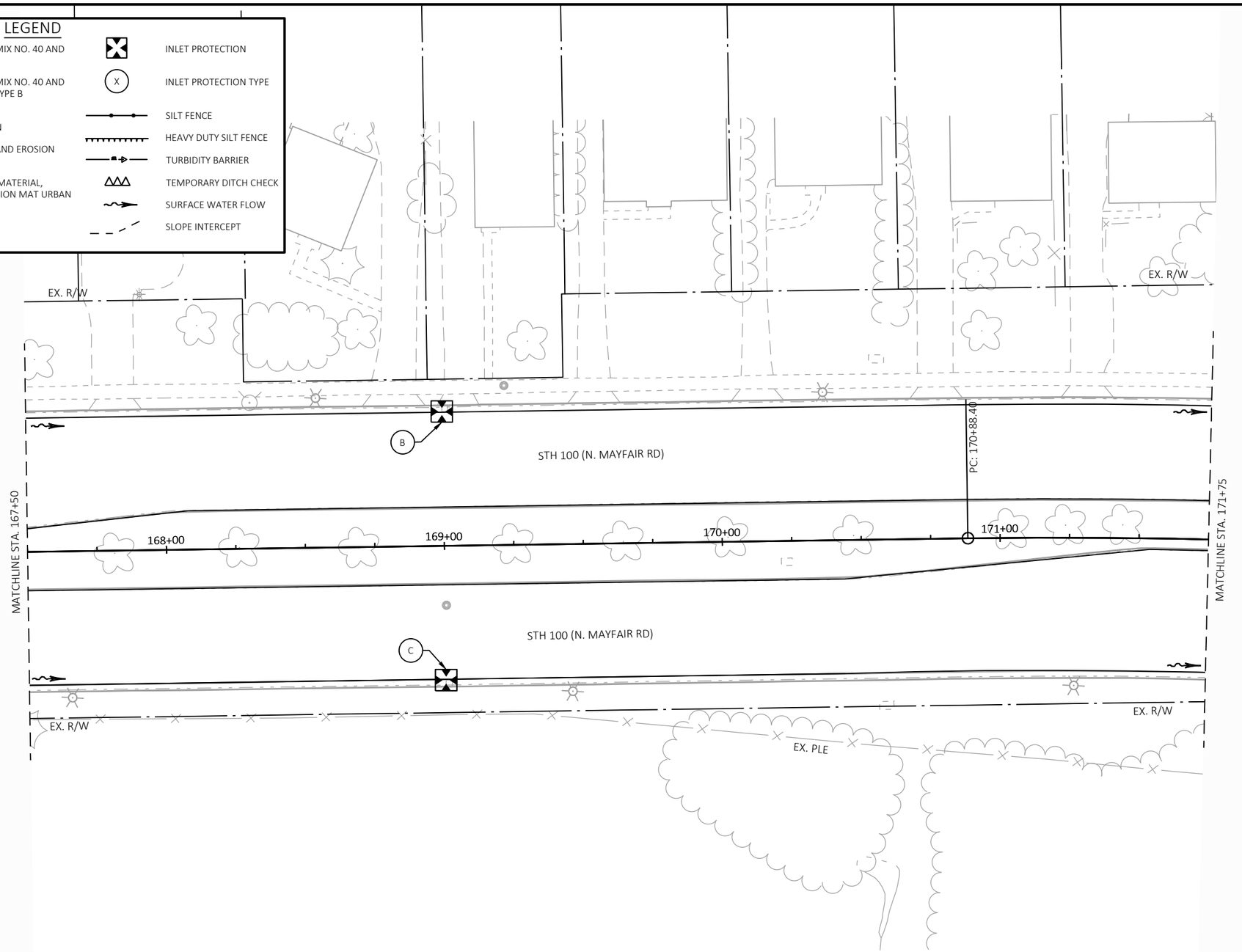
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 15

PLOT DATE : 5/21/2026 6:41 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



2

2

INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLETS

EX. R/W

W. CONGRESS ST

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 171+75

172+00

173+00

174+00

175+00

PT: 175+59.90

176+00

177+00

MATCHLINE STA. 177+50

EX. PLE

TIE

LEGEND

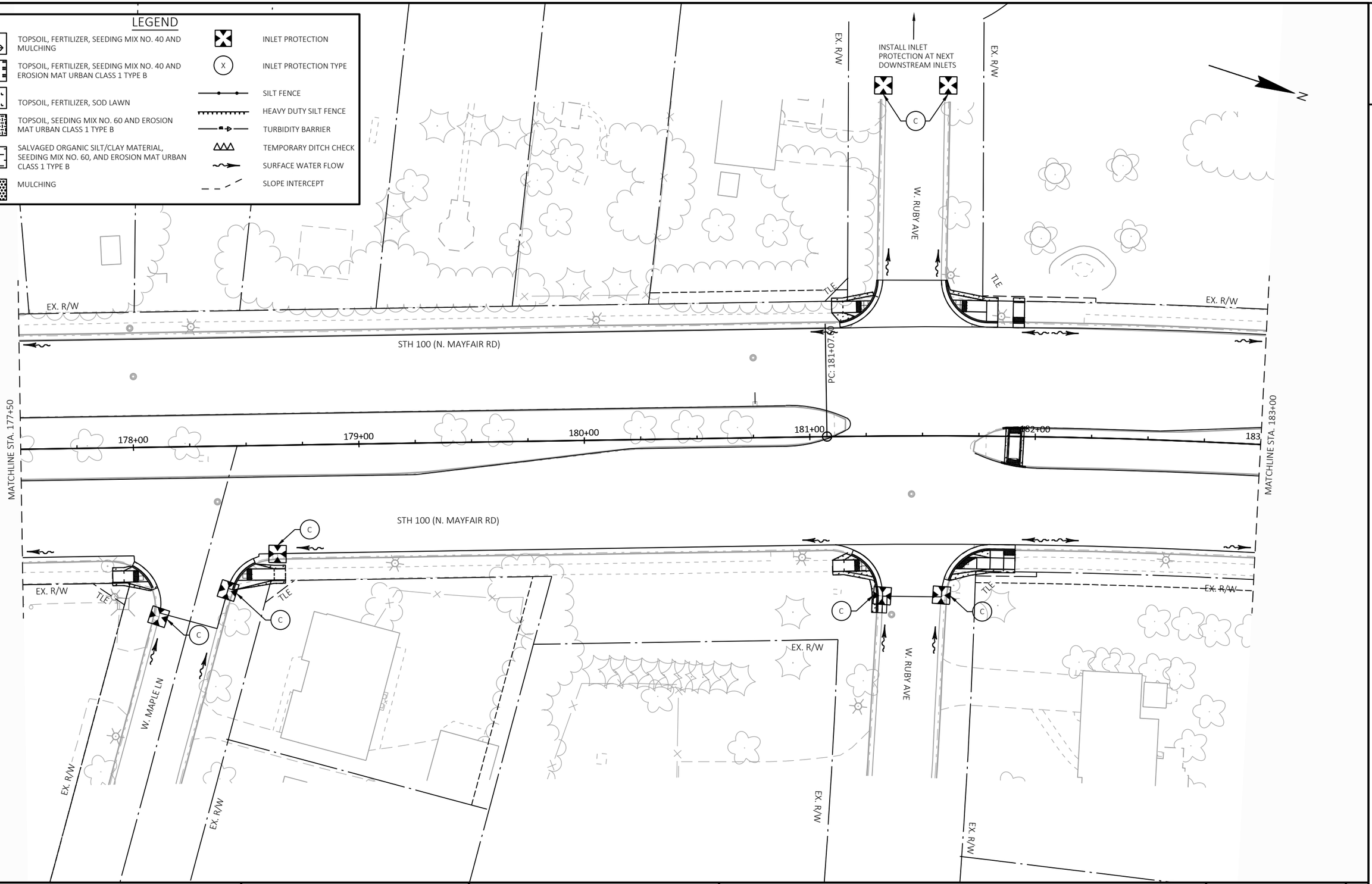
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE X
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 162	E

2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



2

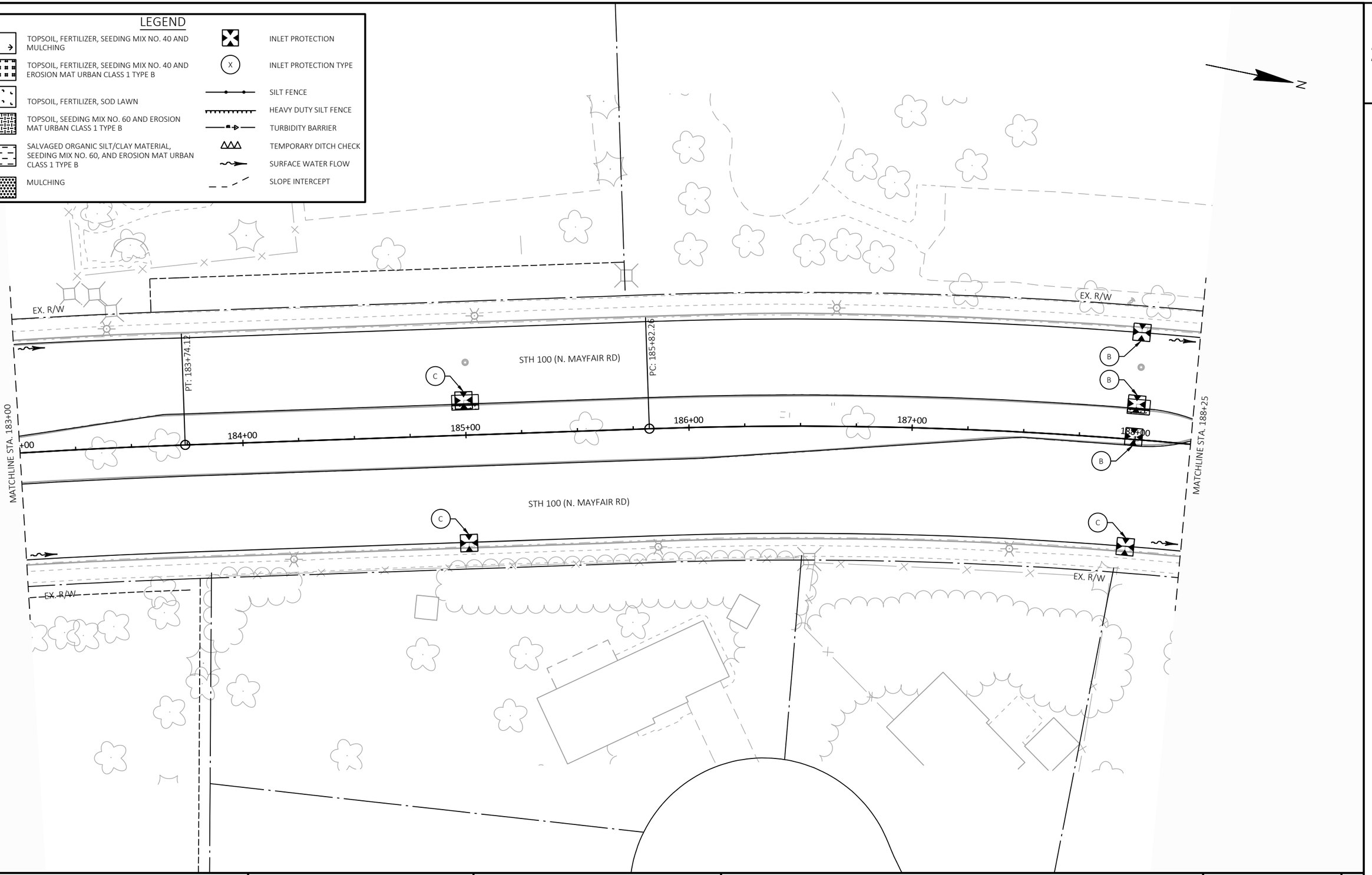
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 163	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 18

PLOT DATE : 5/21/2026 6:41 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

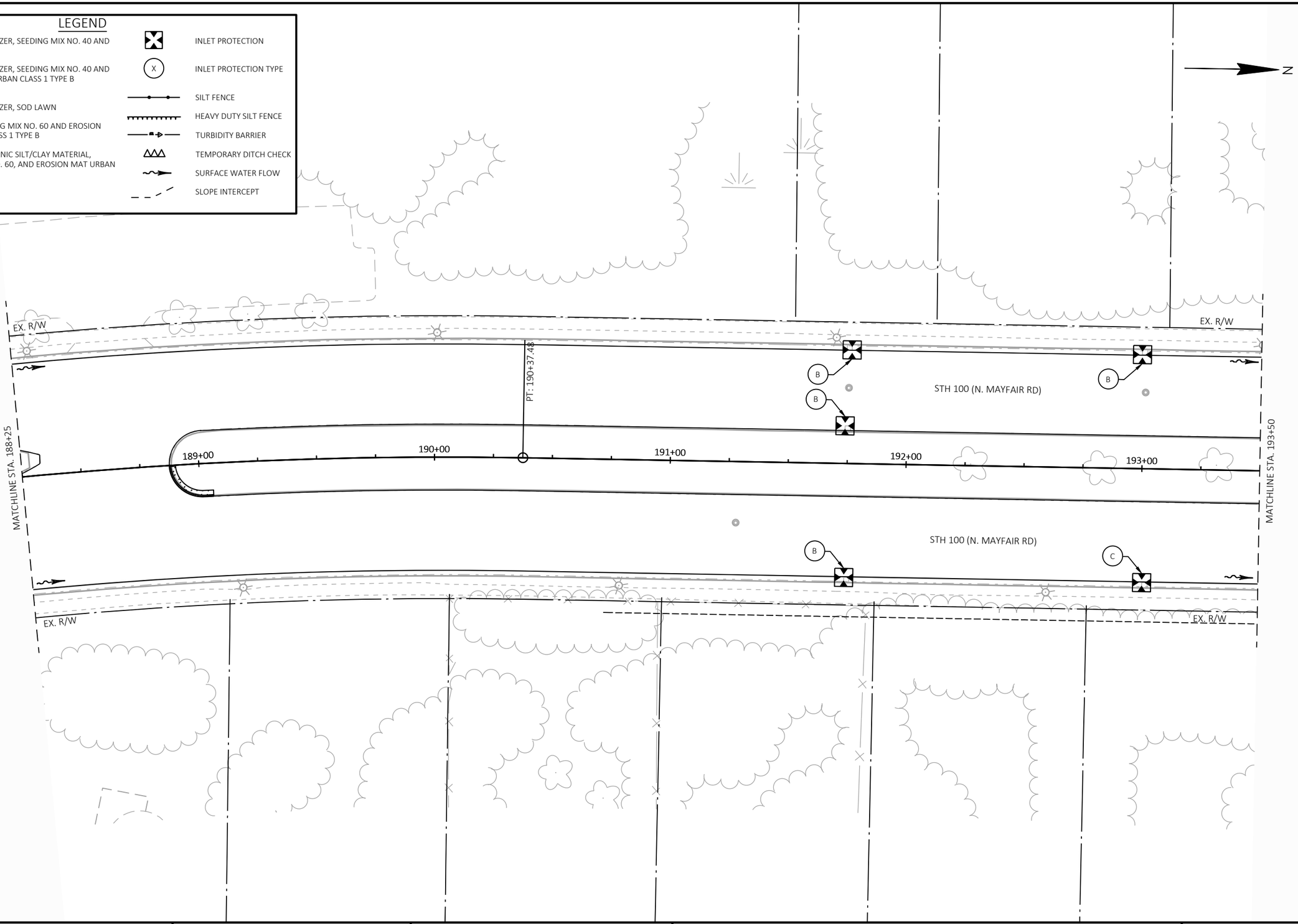


2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 164	E

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

EX. R/W

EX. R/W

C

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 193+50

194+00

195+00

196+00

197+00

198+00

199

MATCHLINE STA. 199+00

B

STH 100 (N. MAYFAIR RD)

B

B

STH 100 (N. MAYFAIR RD)

EX. R/W

TLE

TLE

EX. R/W

C

W. COURTLAND AVE

C

EX. R/W

EX. R/W

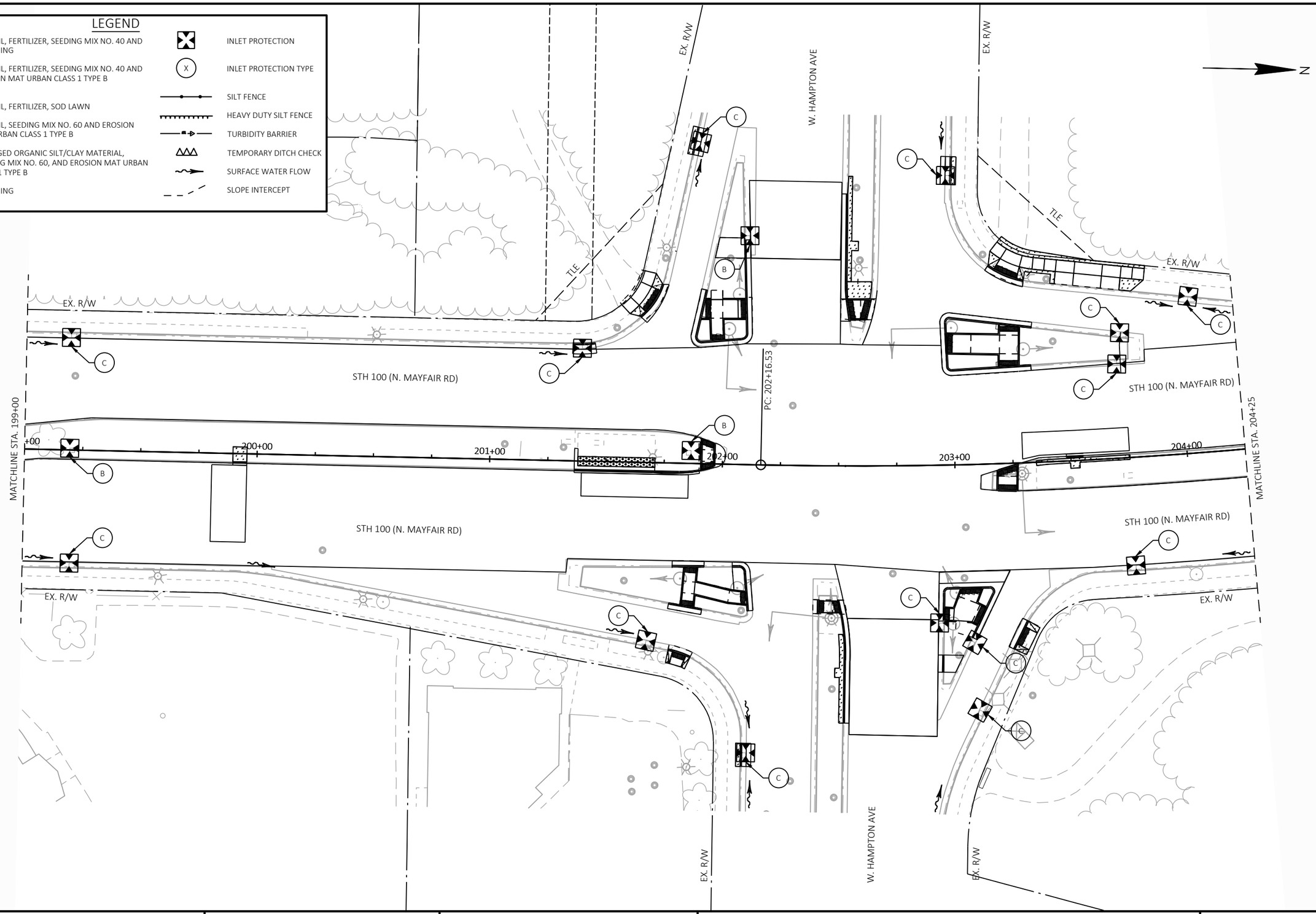
INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLETS

2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 166	E

LEGEND

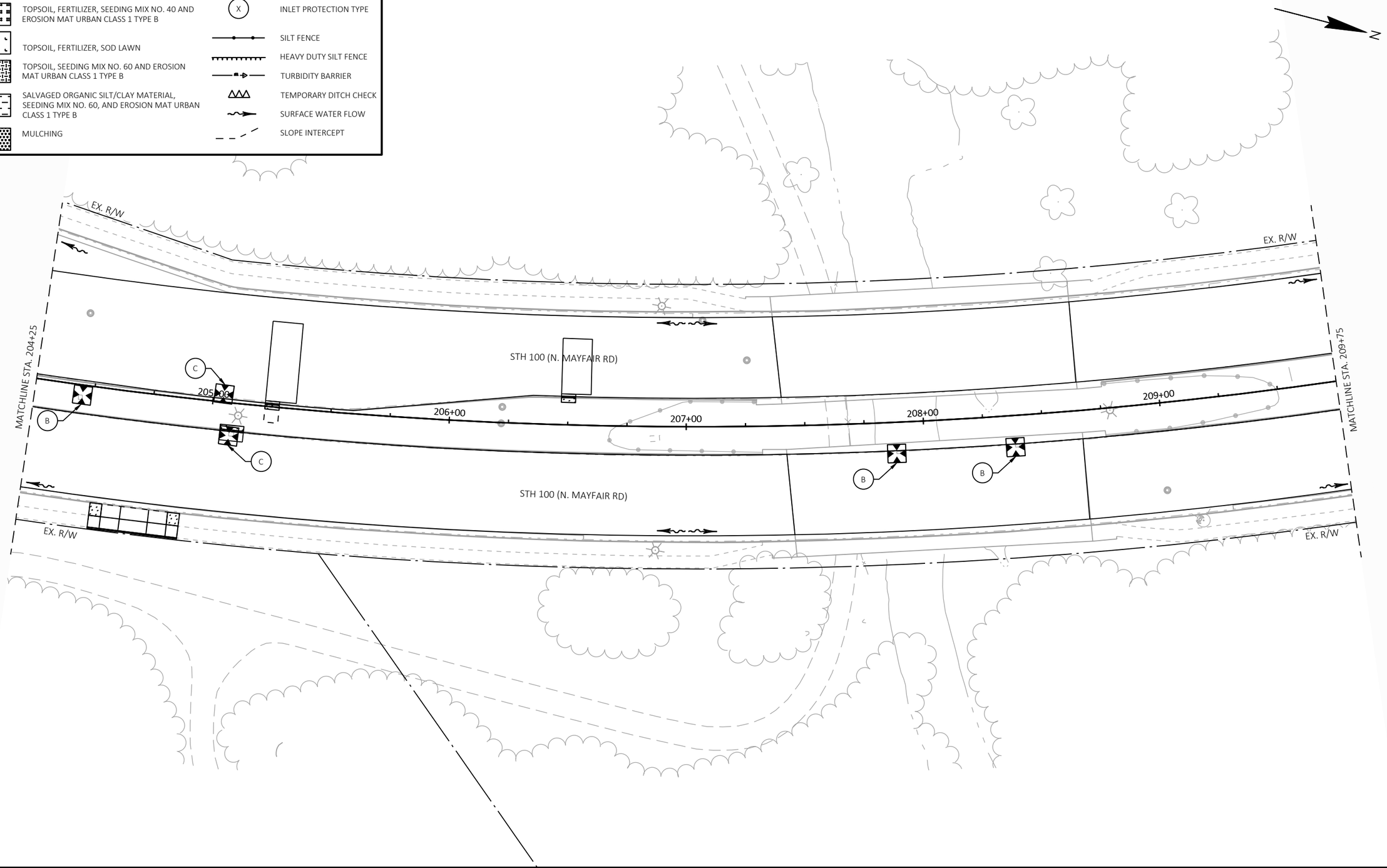
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 168	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 23

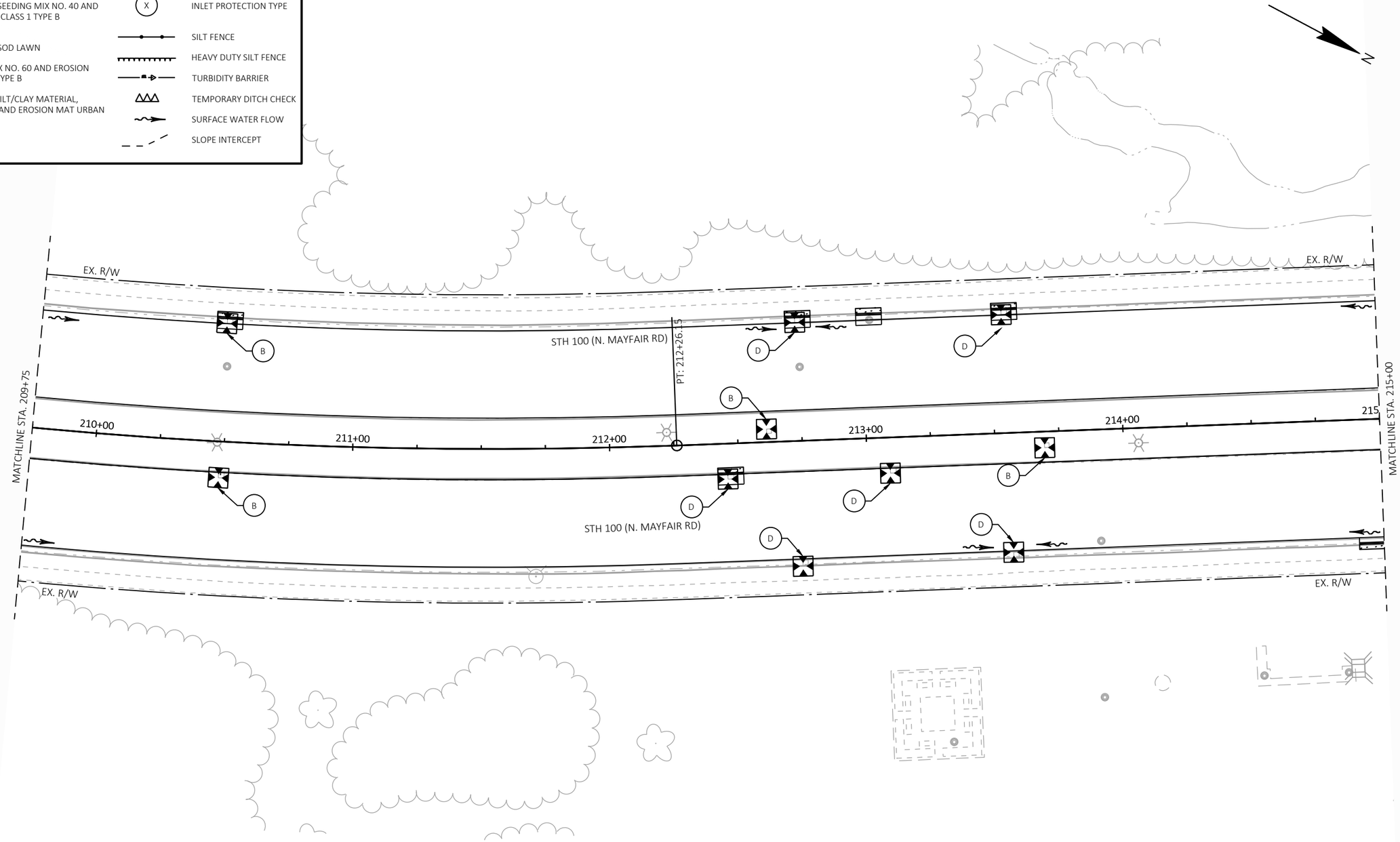
PLOT DATE : 5/21/2026 6:42 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 169	E

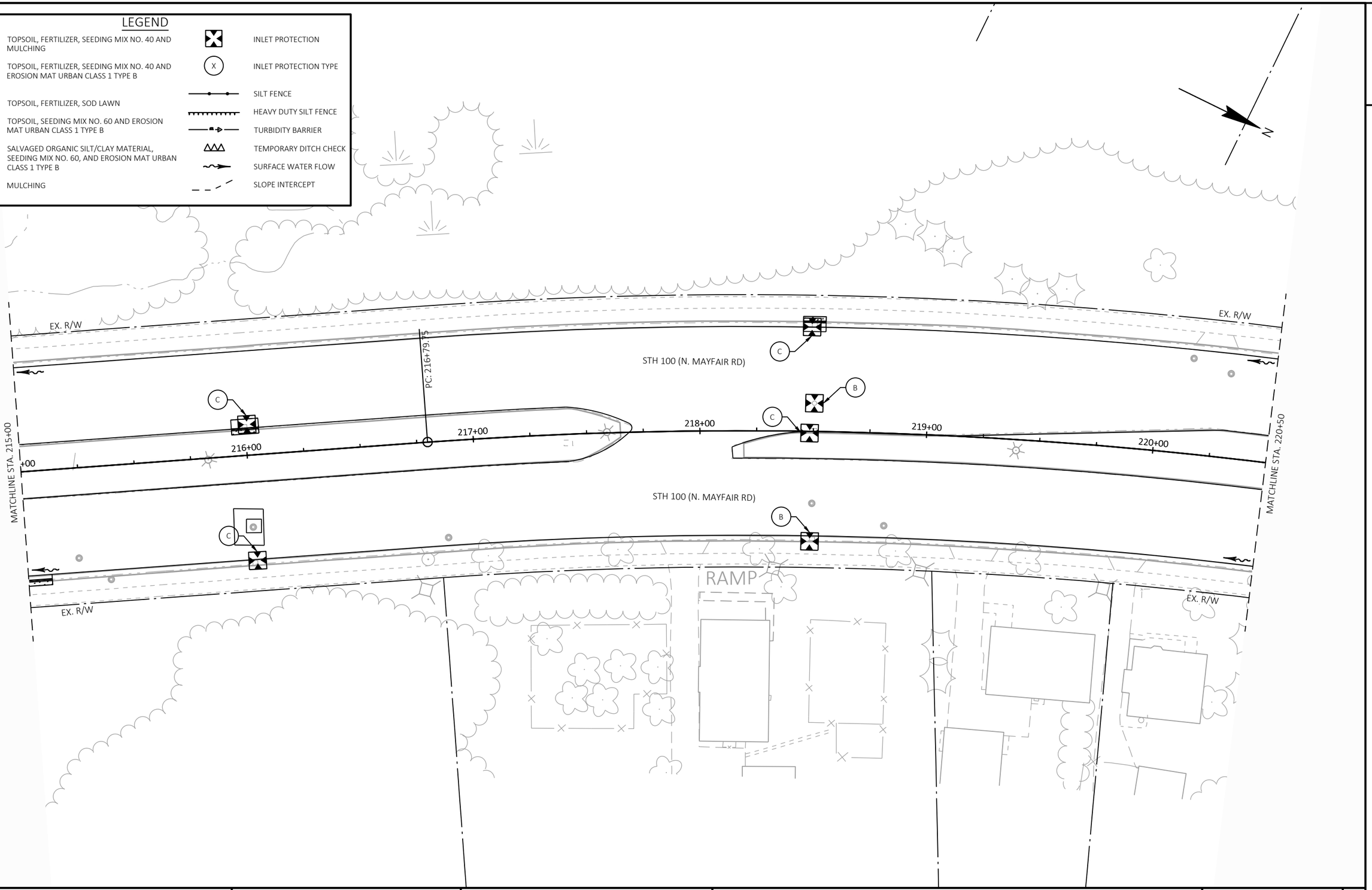
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 24

PLOT DATE : 5/21/2026 6:42 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- (X) INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

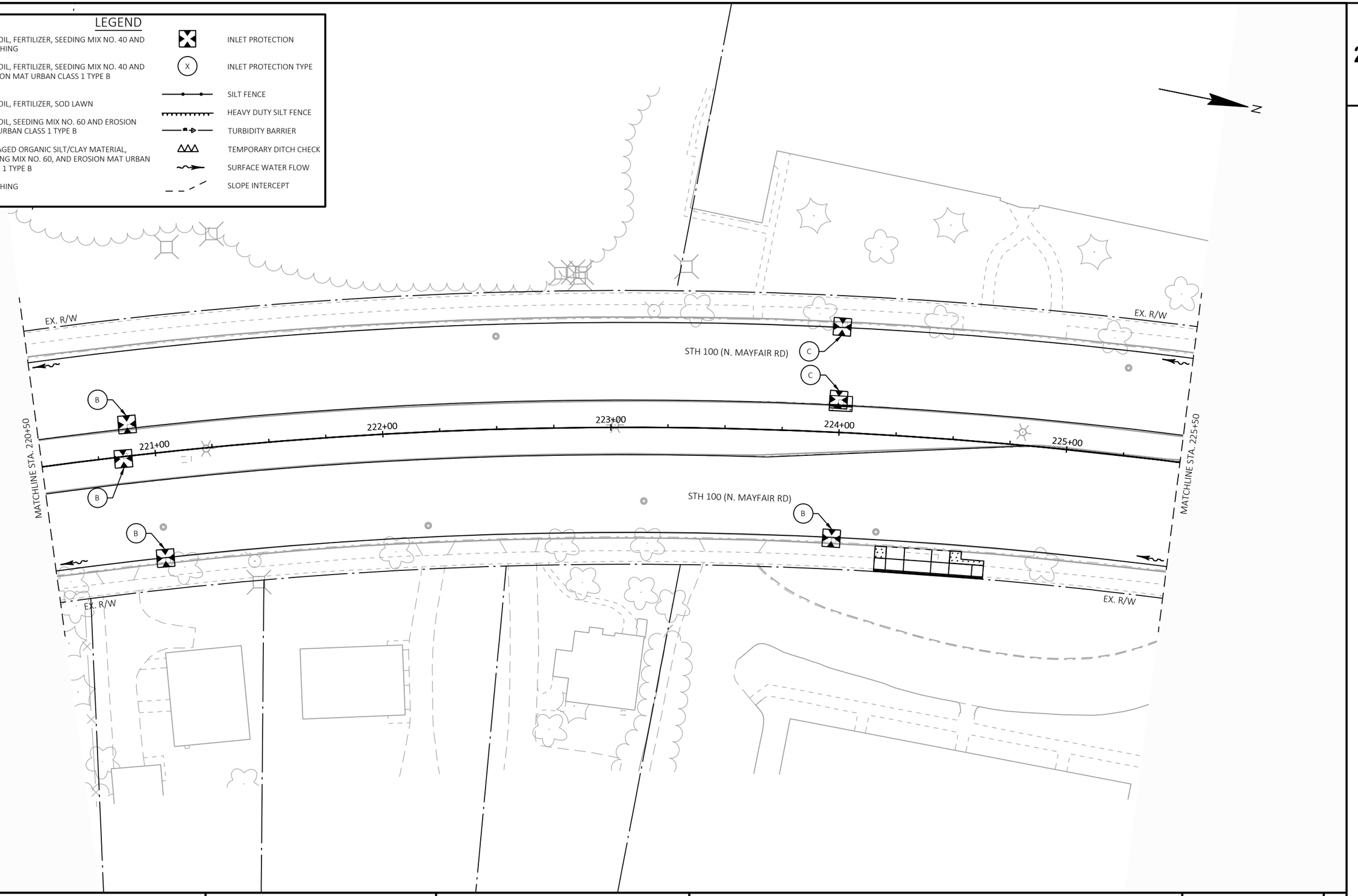


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 170	E

2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 171	E

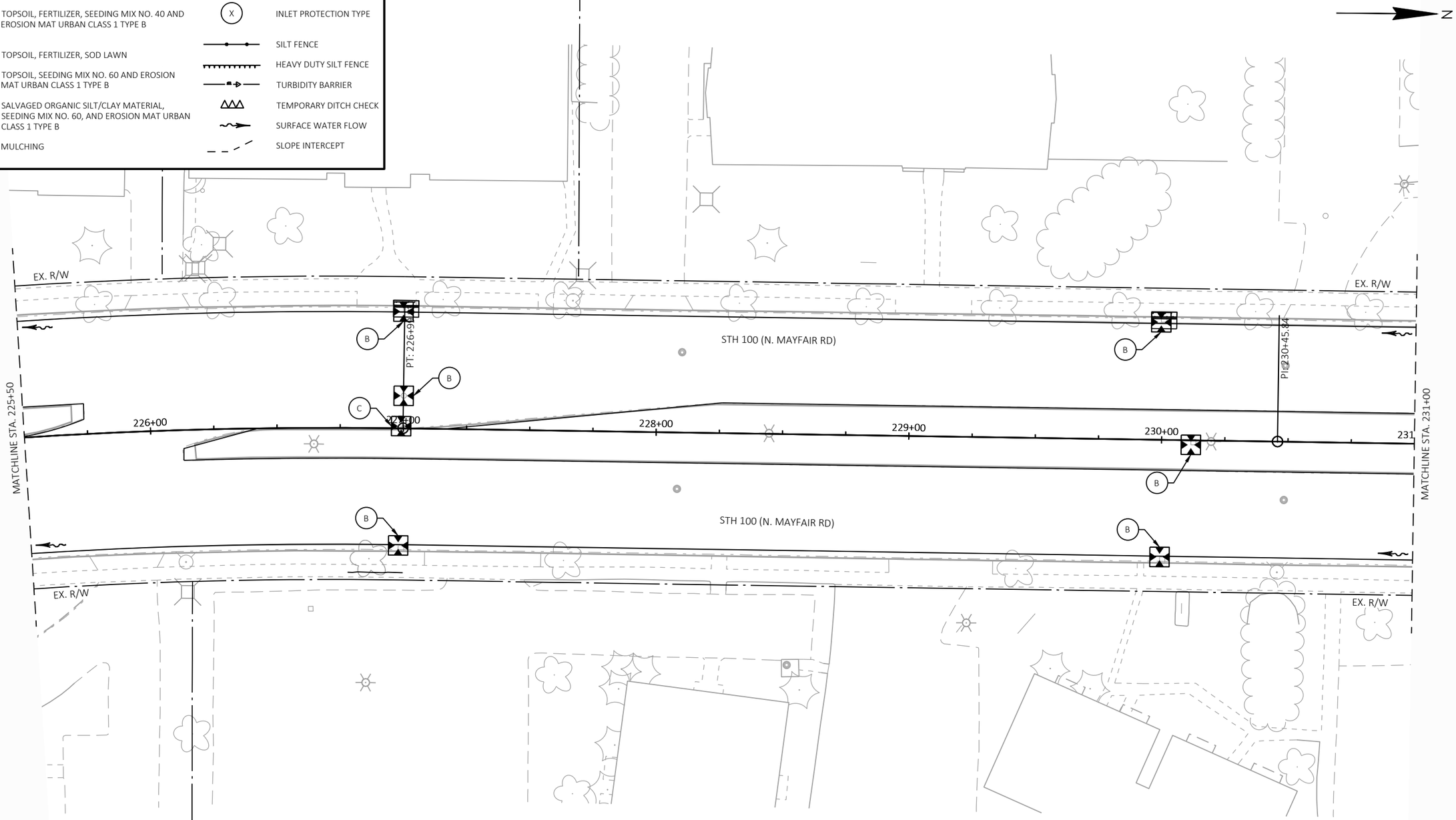
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 26

PLOT DATE : 5/21/2026 6:42 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

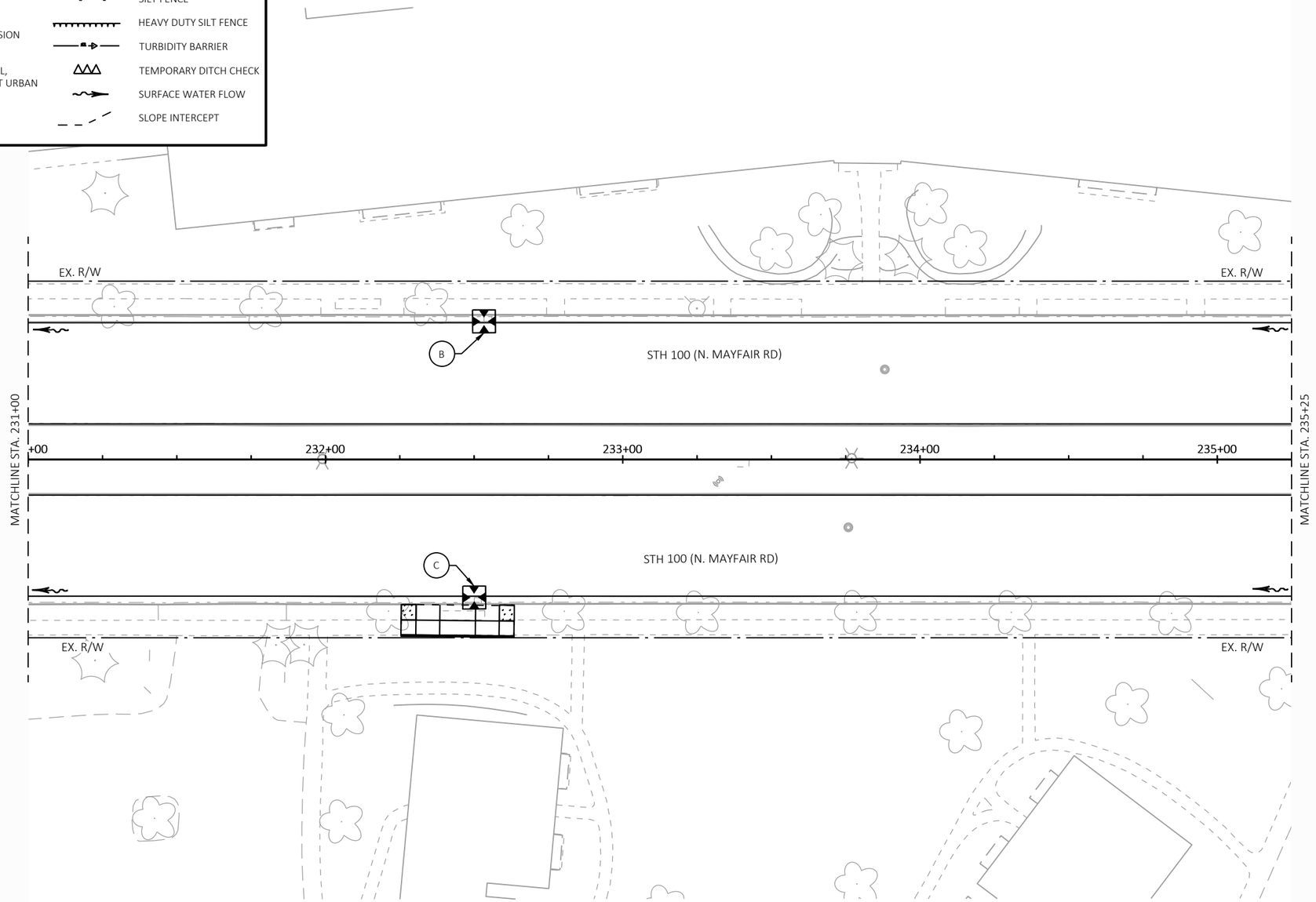


2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 173	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 28

PLOT DATE : 5/21/2026 6:42 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

EX. R/W

B

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 235+25

236+00

237+00

238+00

239+00

240+00

241

MATCHLINE STA. 241+00

B

STH 100 (N. MAYFAIR RD)

EX. R/W

2

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

CANOPY

EX. R/W

EX. R/W

C

STH 100 (N. MAYFAIR RD)

B

B

MATCHLINE STA. 241+00

+00

242+00

243+00

244+00

245+00

246+00

MATCHLINE STA. 246+25

STH 100 (N. MAYFAIR RD)

B

C

EX. R/W

EX. R/W

2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 175	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 30

PLOT DATE : 5/21/2026 6:42 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT URBAN CLASS 1 TYPE B
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE
- SILT FENCE
- HEAVY DUTY SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

EX. R/W
INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLET
W. SILVER SPRING DR
CANOPY
TLE
STH 100 (N. MAYFAIR RD)
MATCHLINE STA. 246+25
247+00
248+00
249+00
250+00
251+00
N. LOVERS LANE RD
INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLETS
W. SILVER SPRING DR.
N

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 100	SHEET 176	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 31
PLOT DATE : 5/21/2026 6:42 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

- TOPSOIL, SEEDING TEMPORARY, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, SEEDING TEMPORARY, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING TEMPORARY, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE (X)
- SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

N. 110TH ST

EX. R/W

PT: 40+19.96

PC: 41+29.17

PT: 43+22.74

STH 190 (W. CAPITOL DR)

41+00

42+00

43+00

44+00

45

MATCH LINE STA. 45+00

END CONSTRUCTION
STA 40+59 'CAPITOL DRIVE'

INSTALL INLET PROTECTION AT NEXT DOWNSTREAM INLET

PROP. R/W

ROE

SLOPE INTERCEPT (TYP.)

CANOPY

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 190	SHEET 177	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022002_EC.DWG
LAYOUT NAME - 01

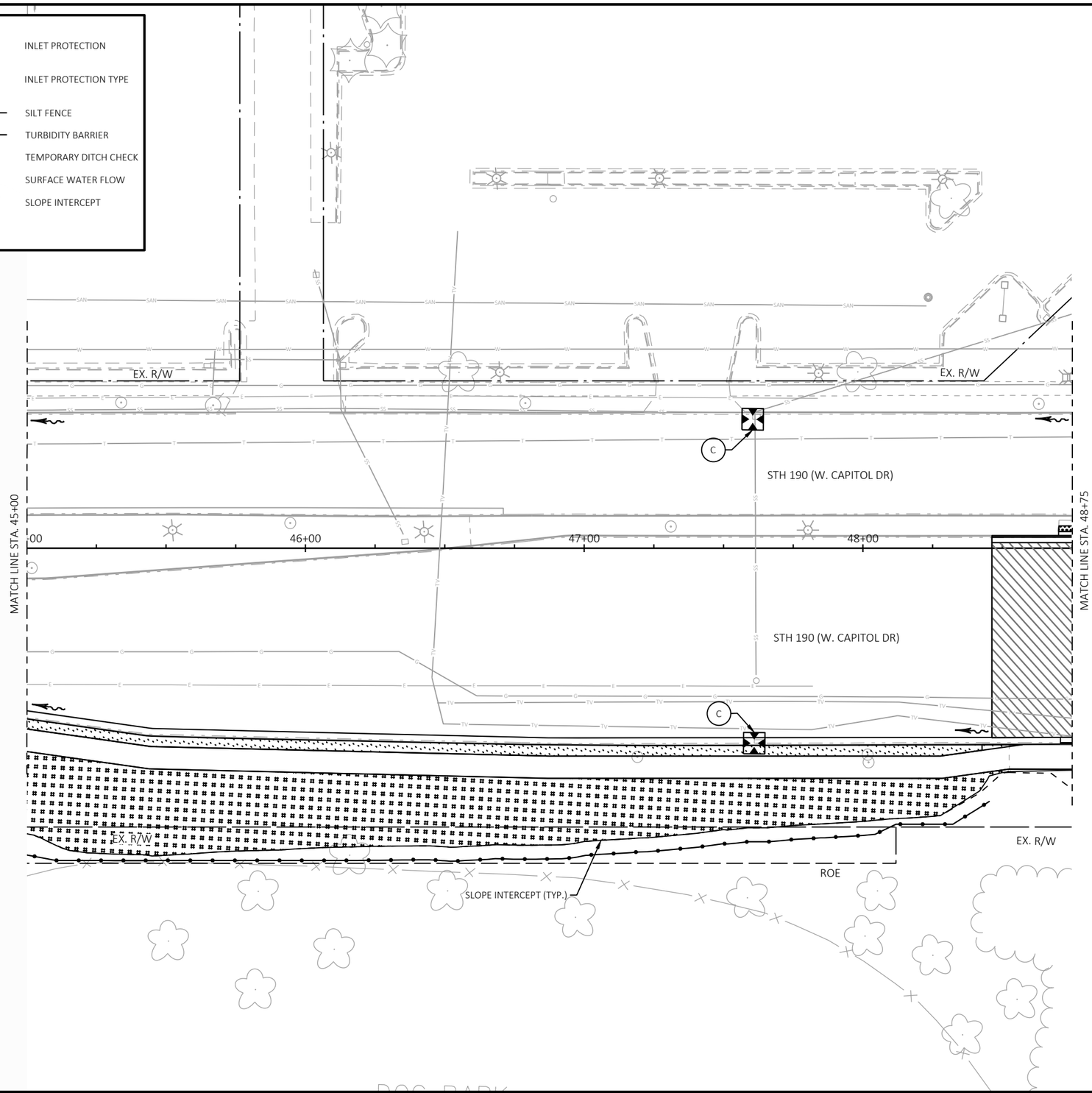
PLOT DATE : 5/21/2026 6:43 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- TOPSOIL, SEEDING TEMPORARY, FERTILIZER, SEEDING MIX NO. 40 AND MULCHING
- TOPSOIL, SEEDING TEMPORARY, FERTILIZER, SEEDING MIX NO. 40 AND EROSION MAT
- TOPSOIL, FERTILIZER, SOD LAWN
- TOPSOIL, SEEDING TEMPORARY, SEEDING MIX NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE B
- SALVAGED ORGANIC SILT/CLAY MATERIAL, SEEDING MIX NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE B
- MULCHING
- INLET PROTECTION
- INLET PROTECTION TYPE
- SILT FENCE
- TURBIDITY BARRIER
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N



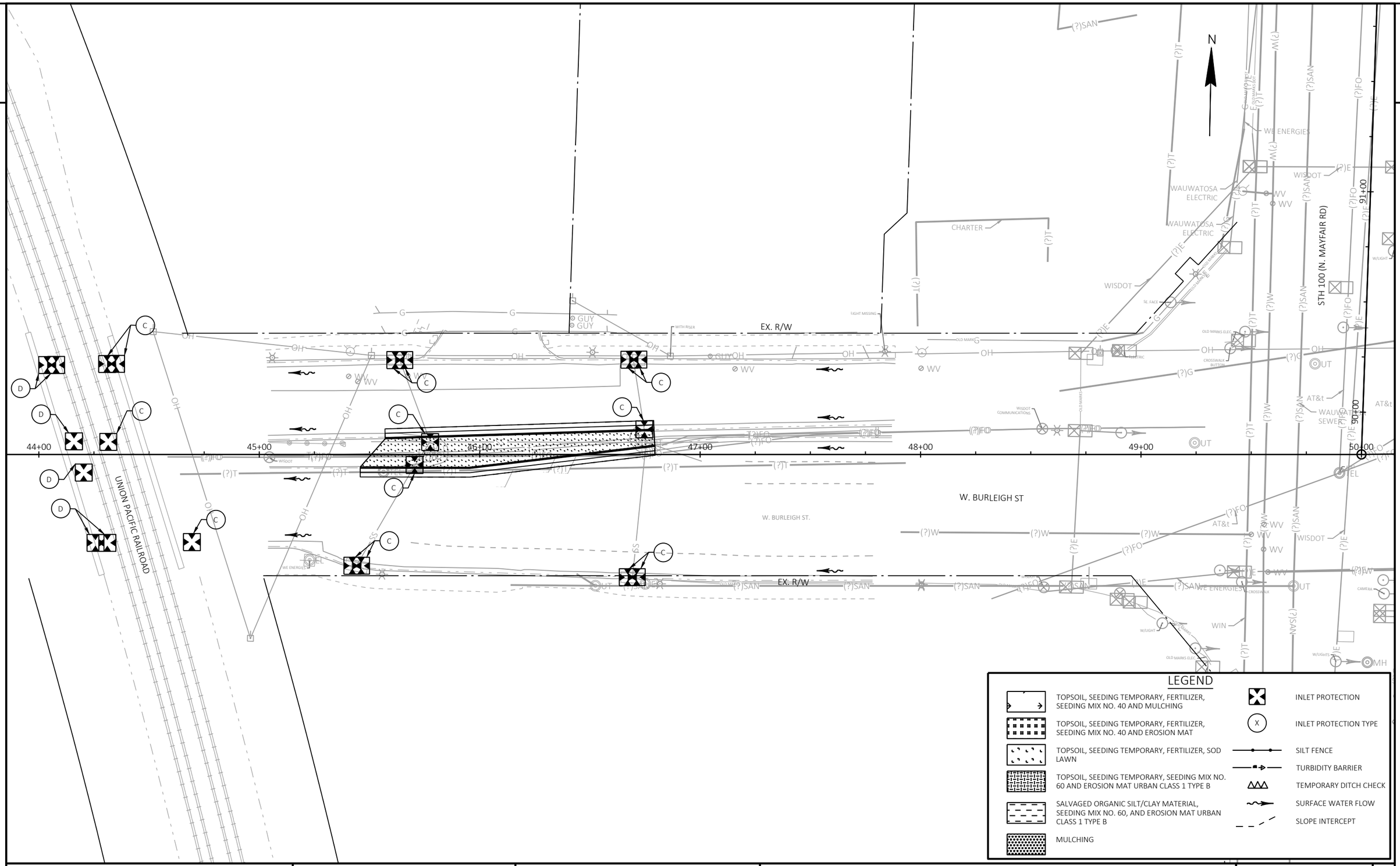
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL STH 190	SHEET 178	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022002_EC.DWG
LAYOUT NAME - 02

PLOT DATE : 5/21/2026 6:43 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	EROSION CONTROL W. BURLEIGH ST.	SHEET 179	E

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

N

W. BURLEIGH ST

STH 100 (N. MAYFAIR RD)

SPECTRUM

WE ENERGIES GAS

WISDOT

WAUWATOSA WATER

WAUWATOSA SEWER

WAUWATOSA ELECTRIC

WE ENERGIES ELECTRIC

AT&T

VERIZON

SANITARY SEWER LATERAL

CANOPY

VACUUM

EX. R/W

90+00

91+00

92+00

93+00

MATCHLINE STA. 93+00

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 180	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021201_pd

PLOT DATE : 5/21/2026 6:44 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

N

MATCHLINE STA. 93+00

MATCHLINE STA. 98+00

EX. R/W

EX. R/W

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

SANITARY SEWER LATERAL

WE ENERGIES GAS

WAUWATOSA ELECTRIC

SPECTRUM

AT&T

WIN

WAUWATOSA WATER

WAUWATOSA SEWER

WISDOT WITH MWFN IN DUCT

SANITARY SEWER LATERAL

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 181	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021202_pd

PLOT DATE : 5/21/2026 6:44 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

MATCHLINE STA. 98+00

MATCHLINE STA. 103+50

EX. R/W

STH 100 (N. MAYFAIR RD)

99+00

100+00

101+00

102+00

103+00

W. AUER AVE

MMSD

WE ENERGIES GAS

AT&T

SANITARY SEWER LATERAL

SPECTRUM

WAUWATOSA WATER

WAUWATOSA ELECTRIC

WAUWATOSA SEWER

WAUWATOSA FIBER

WISDOT WITH MWFN IN DUCT

WIN

VERIZON

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 182	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021203_pd
PLOT DATE : 5/21/2026 6:44 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

SANITARY SEWER LATERAL

EX. R/W

WIN

WAUWATOSA ELECTRIC

WAUWATOSA WATER

SPECTRUM

AT&T

WE ENERGIES ELECTRIC ELECTRIC

MILWAUKEE COUNTY STORM

GAS

CONNECT TO EXISTING PIPE WITH COUPLER

WE ENERGIES ELECTRIC

STH 100 (N. MAYFAIR RD)

WAUWATOSA GAS

MATCHLINE STA. 103+50

MATCHLINE STA. 109+50

104+00 105+00 106+00 107+00 108+00 109+00

WISDOT WITH MWFN IN DUCT

FO

WE ENERGIES GAS

WAUWATOSA FIBER

SANITARY SEWER LATERAL

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 183	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021204_pd
PLOT DATE : 5/21/2026 6:44 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

2

WAUWATOSA ELECTRIC

WE ENERGIES ELECTRIC

EX. R/W

WE ENERGIES ELECTRIC

WIN

217

STH 100 (N. MAYFAIR RD)

AT&T

MH

MH

MATCHLINE STA. 109+50

MATCHLINE STA. 115+00

110+00

111+00

112+00

113+00

114+00

115

SPECTRUM

WISDOT WITH MWFN IN DUCT

WAUWATOSA SEWER

WAUWATOSA WATER

WE ENERGIES ELECTRIC

MH

WAUWATOSA SEWER

STH 100 (N. MAYFAIR RD)

WE ENERGIES GAS

MH

WAUWATOSA SEWER

EX. R/W

WAUWATOSA ELECTRIC

SANITARY SEWER LATERAL

WE ENERGIES GAS

W. TOWNSEND ST

WAUWATOSA WATER

SANITARY SEWER LATERAL

WE ENERGIES GAS

SANITARY SEWER LATERAL

WE ENERGIES GAS

WE ENERGIES GAS

SANITARY SEWER LATERAL

WAUWATOSA FIBER

SANITARY SEWER LATERAL

SANITARY SEWER LATERAL

WE ENERGIES GAS

SANITARY SEWER LATERAL

WE ENERGIES GAS

EX. R/W

EX. R/W

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

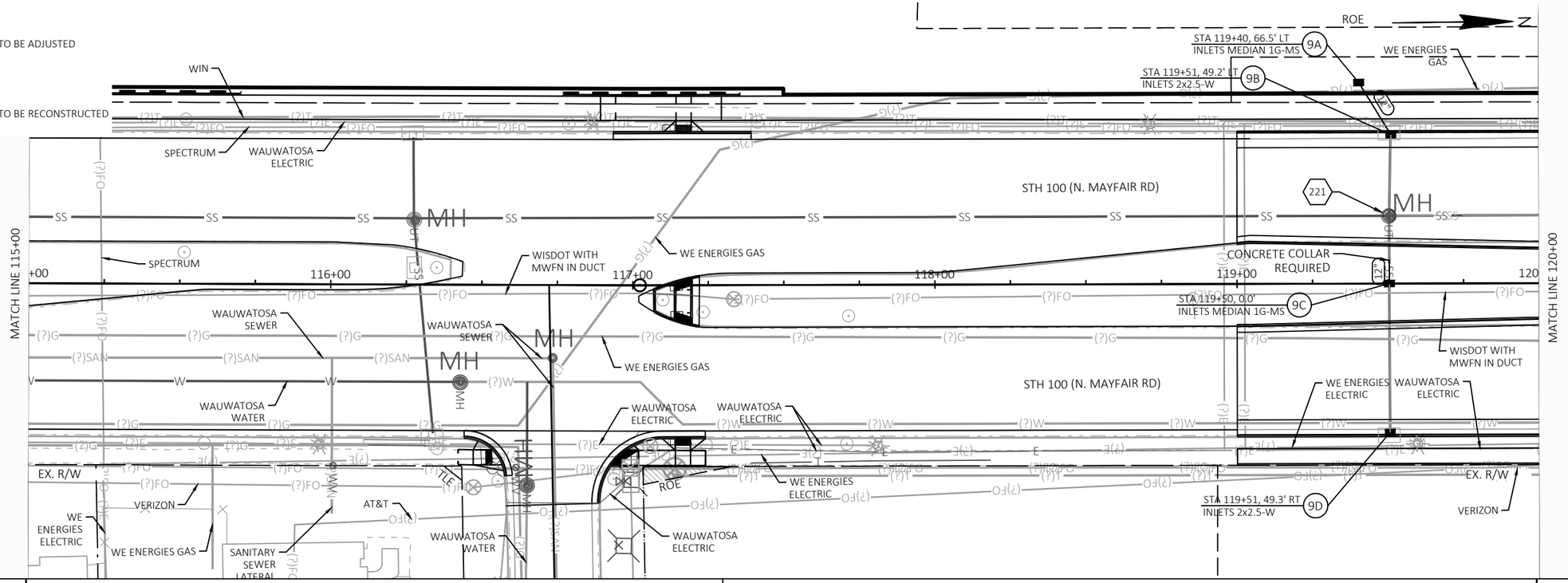
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 184	E

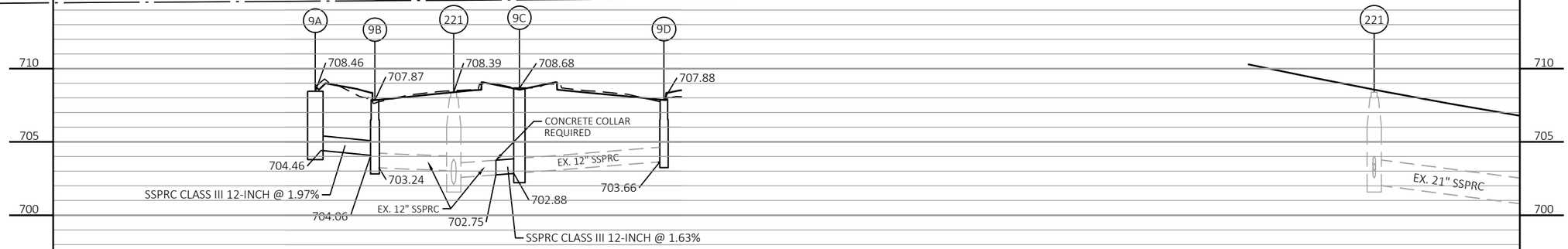
LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

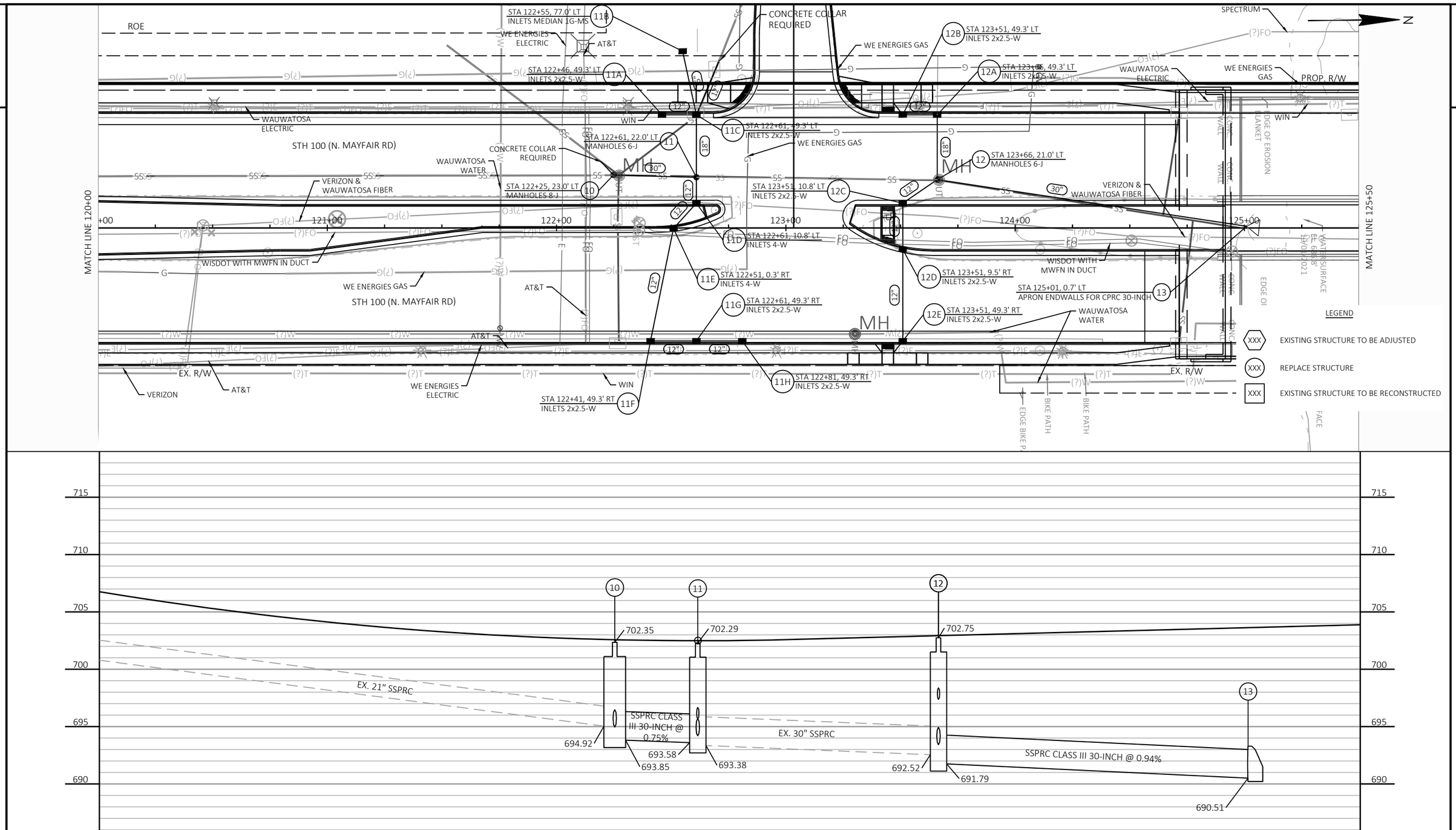




NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

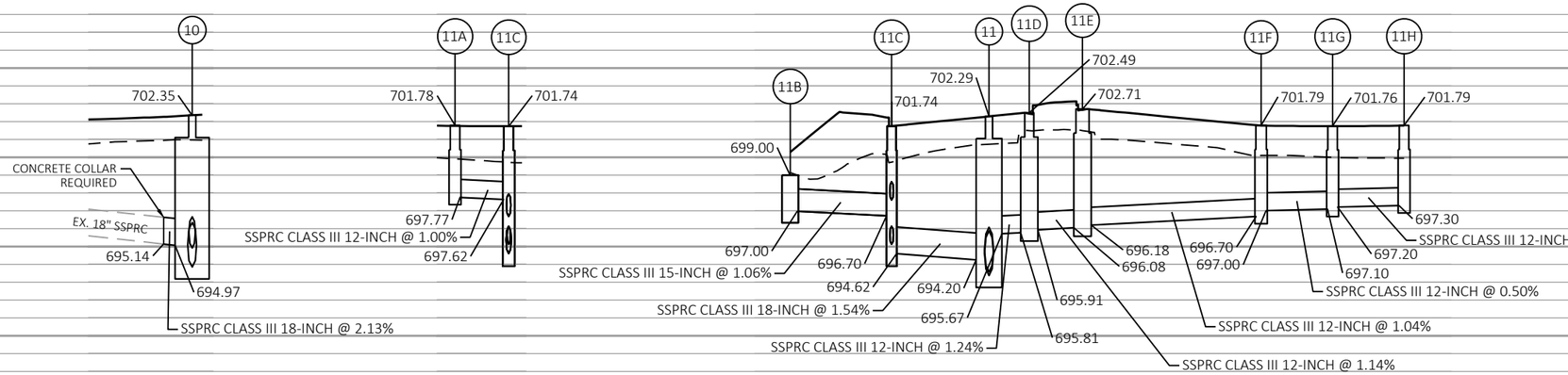
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 185	E

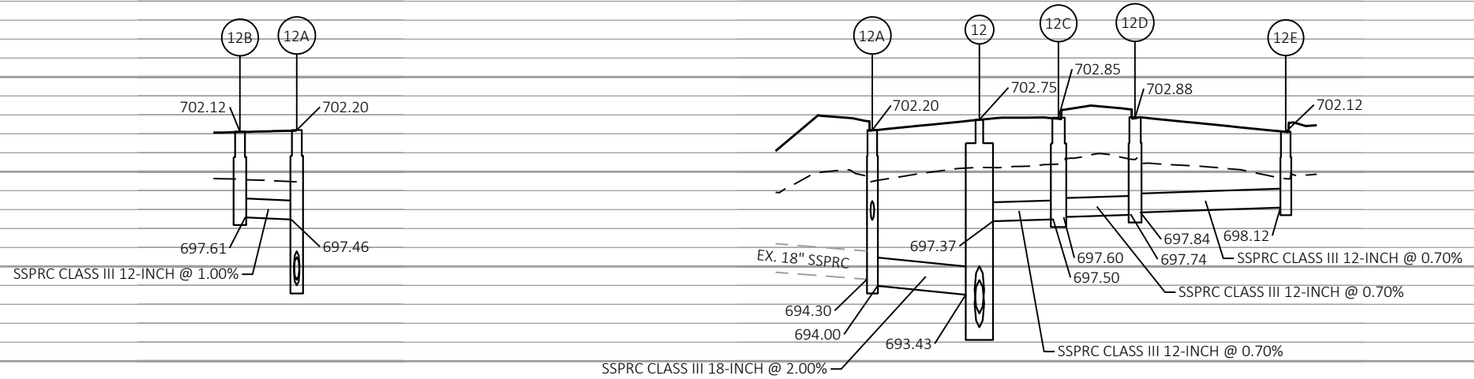


NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 186	E



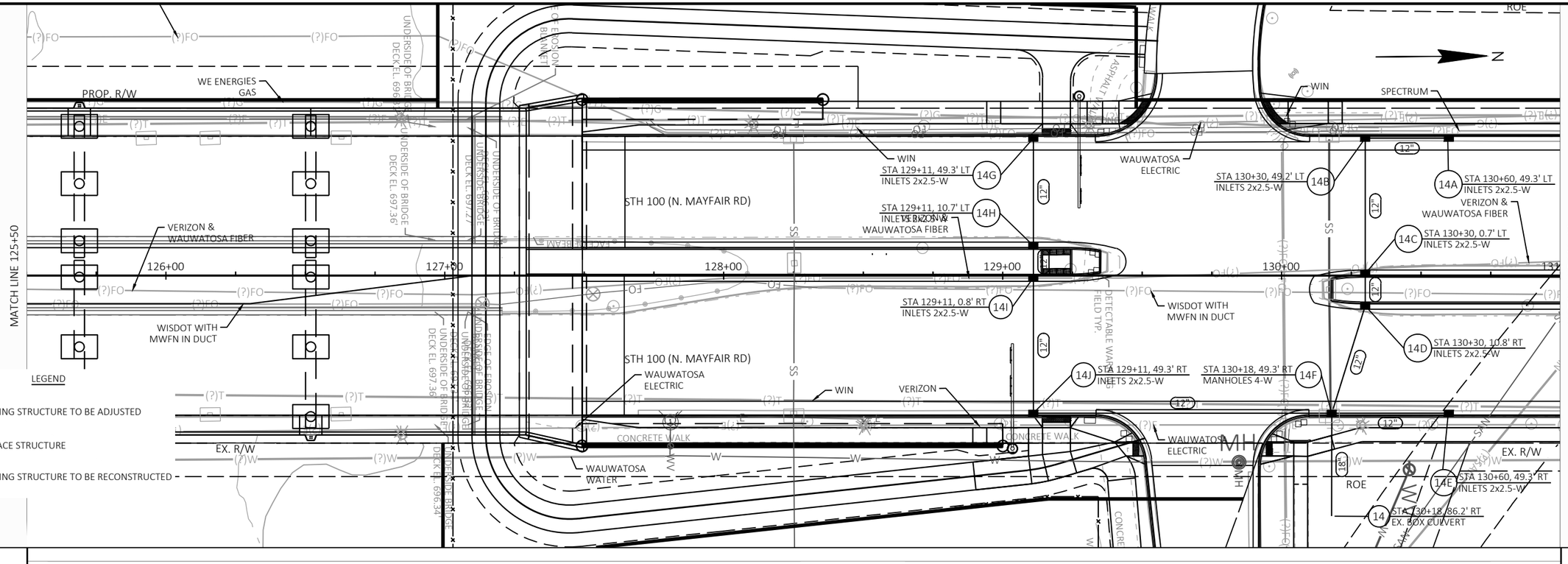


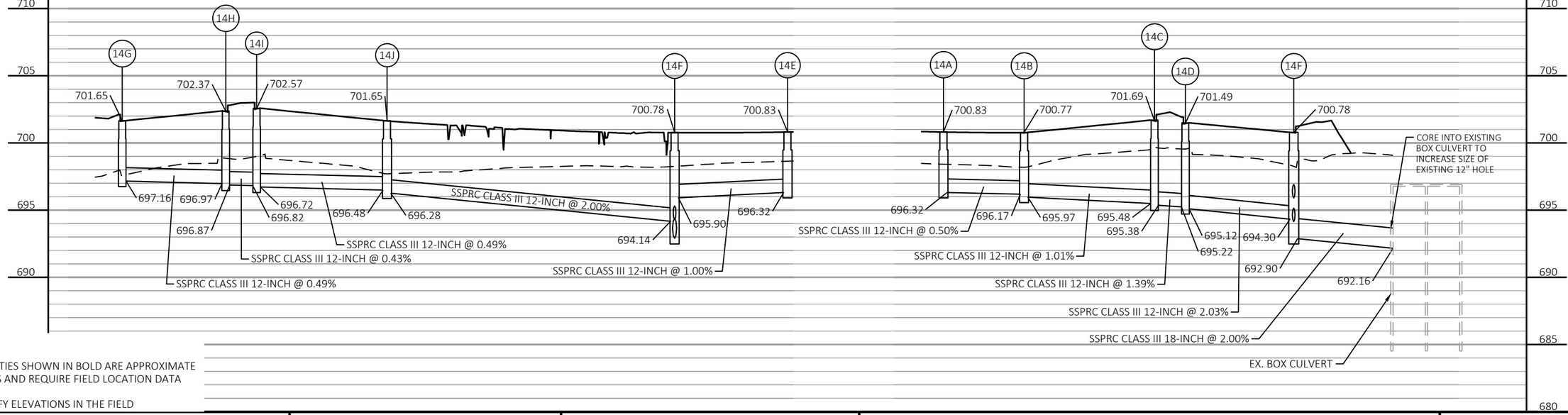
NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 187	E

2





NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 188	E

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

ROE
MMSD
MMSD
SAN
WIN
VERIZON
WAUWATOSA ELECTRIC
WE ENERGIES GAS
SPECTRUM
WAUWATOSA FIBER
VERIZON
MH
MH
29
STH 100 (N. MAYFAIR RD)
MATCH LINE 131+00
MATCH LINE 136+00
132+00
133+00
134+00
135+00
CONCRETE COLLAR REQUIRED
15A
STA 133+63, 0.0'
INLETS MEDIAN 1G-MS
WISDOT WITH MWFN IN DUCT
24
STH 100 (N. MAYFAIR RD)
WIN
EX. R/W
ROE
ROE
WAUWATOSA WATER
EX. R/W
WAUWATOSA WATER

715
710
705
700
695
690
685
680

15A
29
708.70
SSPRC CLASS III 18-INCH @ 4.75%
CONCRETE COLLAR REQUIRED
EX. 18" SSPRC
EX. 18" SSPRC
699.51
699.89
699.89

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 189	E

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

VERIZON

WIN

WIN

WE ENERGIES GAS

WAUWATOSA ELECTRIC

WIN

SS

SS MH

SPECTRUM

STH 100 (N. MAYFAIR RD)

SS MH

WIN

MATCHLINE STA. 136+00

+00

137+00

WISDOT WITH MWFN IN DUCT

138+00

139+00

MH 140+00

141+00

MATCHLINE STA. 141+50

WISDOT

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

25

WAUWATOSA ELECTRIC

WAUWATOSA ELECTRIC

MWFN

MH

EX. R/W

MH

WAUWATOSA WATER

WE ENERGIES GAS

EX. R/W

W. YORK PL

WAUWATOSA ELECTRIC

WAUWATOSA ELECTRIC

WAUWATOSA ELECTRIC

MWFN

EX. R/W

EX. R/W

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 190	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021210_pd

PLOT DATE : 5/21/2026 6:46 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

MATCH LINE STA. 48+75

MATCHLINE STA. 141+50

MATCHLINE STA. 147+00

SPECTRUM

EX. R/W

WAUWATOSA FIBER

CITY OF MILWAUKEE STREET LIGHTING

WE ENERGIES GAS

VERIZON

WAUWATOSA WATER

WAUWATOSA SEWER

STH 100 (N. MAYFAIR RD)

MWFN

WISDOT WITH MWFN IN DUCT

WE ENERGIES ELECTRIC

CANOPY

STH 190 (W. CAPITOL DR)

WISDOT

AT&T

SANITARY SEWER LATERAL

WISDOT

26

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 191	E

LEGEND

- XXX — EXISTING STRUCTURE TO BE ADJUSTED
- XXX — REPLACE STRUCTURE
- XXX — EXISTING STRUCTURE TO BE RECONSTRUCTED

N

EX. R/W

W. FIEBRANTZ AVE

WE ENERGIES GAS

WAUWATOSA SEWER

WAUWATOSA WATER

SANITARY SEWER LATERAL

VERIZON

WE ENERGIES ELECTRIC

WISDOT

STH 100 (N. MAYFAIR RD)

MH

250

27

28

MATCHLINE STA. 147+00

MATCHLINE STA. 153+00

148+00

149+00

150+00

151+00

152+00

WISDOT WITH MWFN IN DUCT

WAUWATOSA FIBER

WAUWATOSA ELECTRIC

GUY

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

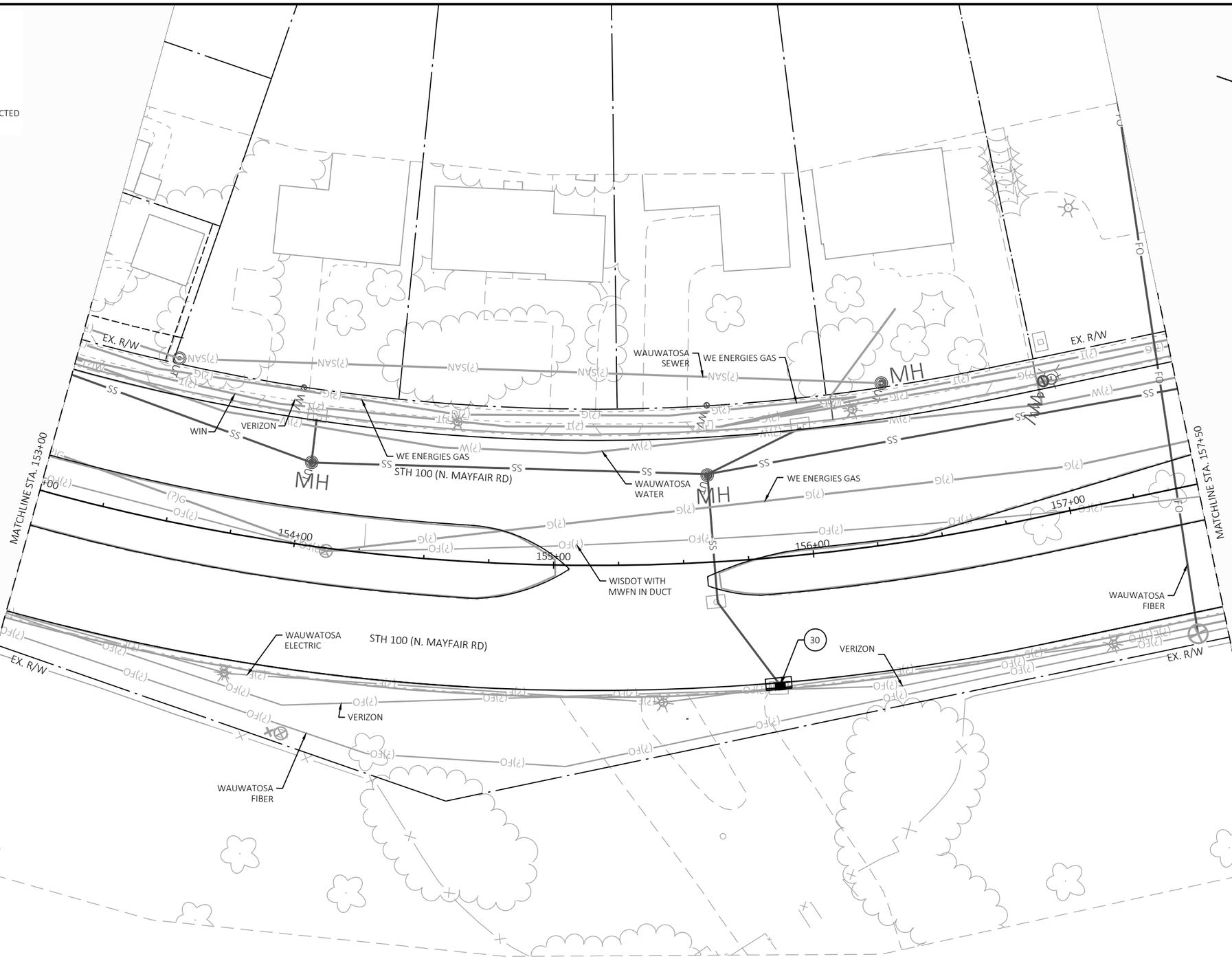
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 192	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021212_pd

PLOT DATE : 5/21/2026 6:47 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- XXX — EXISTING STRUCTURE TO BE ADJUSTED
- XXX — REPLACE STRUCTURE
- XXX — EXISTING STRUCTURE TO BE RECONSTRUCTED



NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 193	E

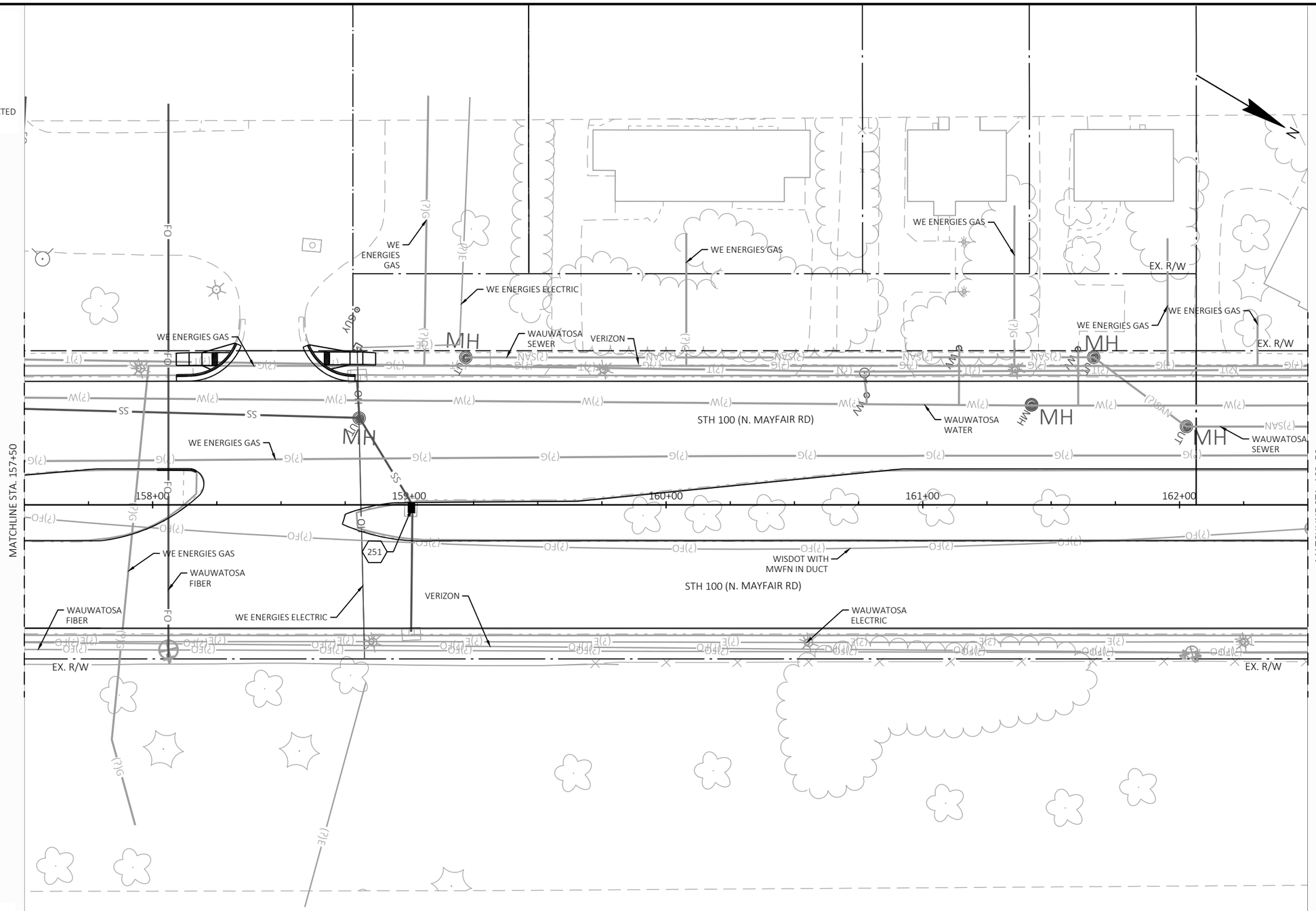
2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED



NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 194	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021214_pd

PLOT DATE : 5/21/2026 6:47 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

EX. R/W

WE ENERGIES GAS

VERIZON

WE ENERGIES GAS

WE ENERGIES GAS

SANITARY SEWER LATERAL

WE ENERGIES GAS

WE ENERGIES GAS

EX. R/W

WAUWATOSA SEWER

MH

WIN

WAUWATOSA WATER

STH 100 (N. MAYFAIR RD)

MH

WE ENERGIES GAS

MATCHLINE STA. 162+50

163+00

164+00

165+00

166+00

167+00

MATCHLINE STA. 167+50

WISDOT WITH MWFN IN DUCT

MH

STH 100 (N. MAYFAIR RD)

WAUWATOSA FIBER

VERIZON

WAUWATOSA ELECTRIC

EX. R/W

EX. R/W

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 195	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021215_pd

PLOT DATE : 5/21/2026 6:47 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

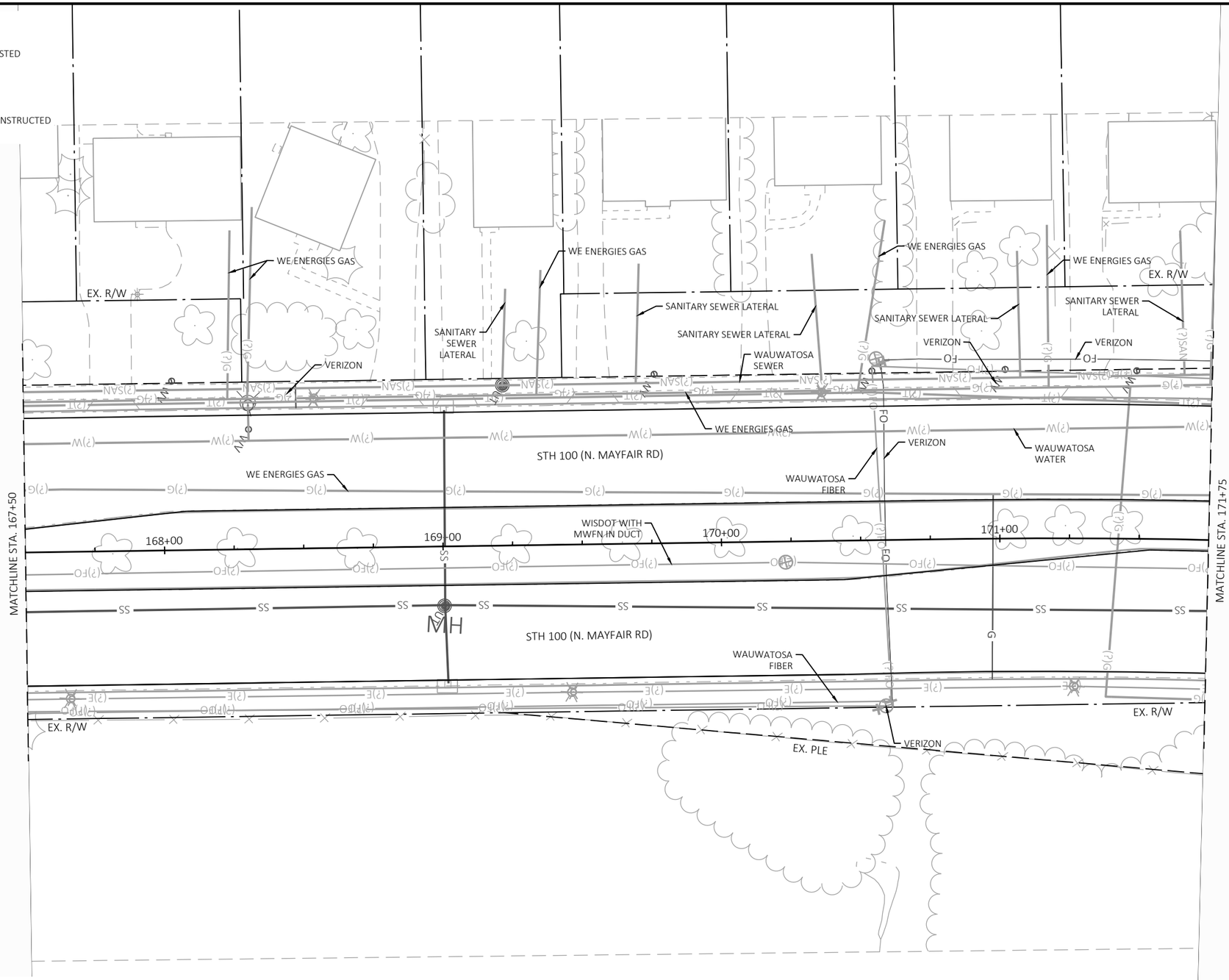
2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED



NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 196	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021216_pd

PLOT DATE : 5/21/2026 6:47 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

EX. R/W
WAUWATOSA WATER
EX. R/W
W. CONGRESS ST
WE ENERGIES ELECTRIC
SANITARY SEWER LATERAL
WE ENERGIES GAS
AT&T
WAUWATOSA SEWER
EX. R/W
VERIZON
269
AT&T
WAUWATOSA WATER
WAUWATOSA SEWER
VERIZON
VERIZON
WE ENERGIES GAS
STH 100 (N. MAYFAIR RD)
WAUWATOSA FIBER
WAUWATOSA SEWER
VERIZON
WE ENERGIES ELECTRIC
WE ENERGIES ELECTRIC
STH 100 (N. MAYFAIR RD)
EX. R/W
273
VERIZON
WE ENERGIES GAS
WAUWATOSA SEWER
172+00
173+00
174+00
175+00
176+00
177+00
MATCHLINE STA. 171+75
MATCHLINE STA. 177+50
100
WAUWATOSA WATER
WISDOT WITH MWFN IN DUCT
WISDOT WITH MWFN IN DUCT
WE ENERGIES ELECTRIC
STH 100 (N. MAYFAIR RD)
STH 100 (N. MAYFAIR RD)
36
WAUWATOSA WATER
WAUWATOSA ELECTRIC
EX. R/W
WAUWATOSA ELECTRIC
WAUWATOSA ELECTRIC
WE ENERGIES GAS
EX. R/W
EX. PLE
VERIZON
SANITARY SEWER LATERAL
SPECTRUM
WAUWATOSA SEWER
WE ENERGIES GAS
WAUWATOSA ELECTRIC
WAUWATOSA FIBER
W. CONGRESS ST
WAUWATOSA WATER
VERIZON
EX. R/W

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 197	E

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 198	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021218_pd

PLOT DATE : 5/21/2026 6:47 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

MATCHLINE STA. 183+00

MATCHLINE STA. 188+00

EX. R/W

WE ENERGIES ELECTRIC

VERIZON

WAUWATOSA ELECTRIC

WAUWATOSA ELECTRIC

EX. R/W

WE ENERGIES GAS

WIN

MH

45

STH 100 (N. MAYFAIR RD)

AT&T

WE ENERGIES GAS

WISDOT WITH MWFN IN DUCT

184+00

185+00

186+00

187+00

STH 100 (N. MAYFAIR RD)

AT&T

AT&T

EX. R/W

SPECTRUM

AT&T

HO

HO

HO

EX. R/W

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 199	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021219_pd
PLOT DATE : 5/21/2026 6:47 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

EX. R/W

WE ENERGIES GAS

VERIZON

WIN

EX. R/W

MH

SS

WISDOT WITH MWFN IN DUCT

50

MATCHLINE STA. 188+00

189+00

190+00

191+00

SAN

MMSD

192+00

STH 100 (N. MAYFAIR RD)

WE ENERGIES GAS

WISDOT WITH MWFN IN DUCT

193+00

MATCHLINE STA. 193+50

MH

MMSD

SAN

STH 100 (N. MAYFAIR RD)

EX. R/W

HO

OH

GUY

EX. R/W

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 200	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021220_pd

PLOT DATE : 5/21/2026 6:47 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

EX. R/W

VERIZON

WE ENERGIES GAS

WE ENERGIES ELECTRIC

STH 100 (N. MAYFAIR RD)

WISDOT WITH MWFN IN DUCT

MATCHLINE STA. 193+50

194+00

195+00

196+00

197+00

198+00

199

MATCHLINE STA. 199+00

MMSD

WAUWATOSA SEWER

WAUWATOSA ELECTRIC

AT&T

WAUWATOSA WATER

W. COURTLAND AVE

WISDOT

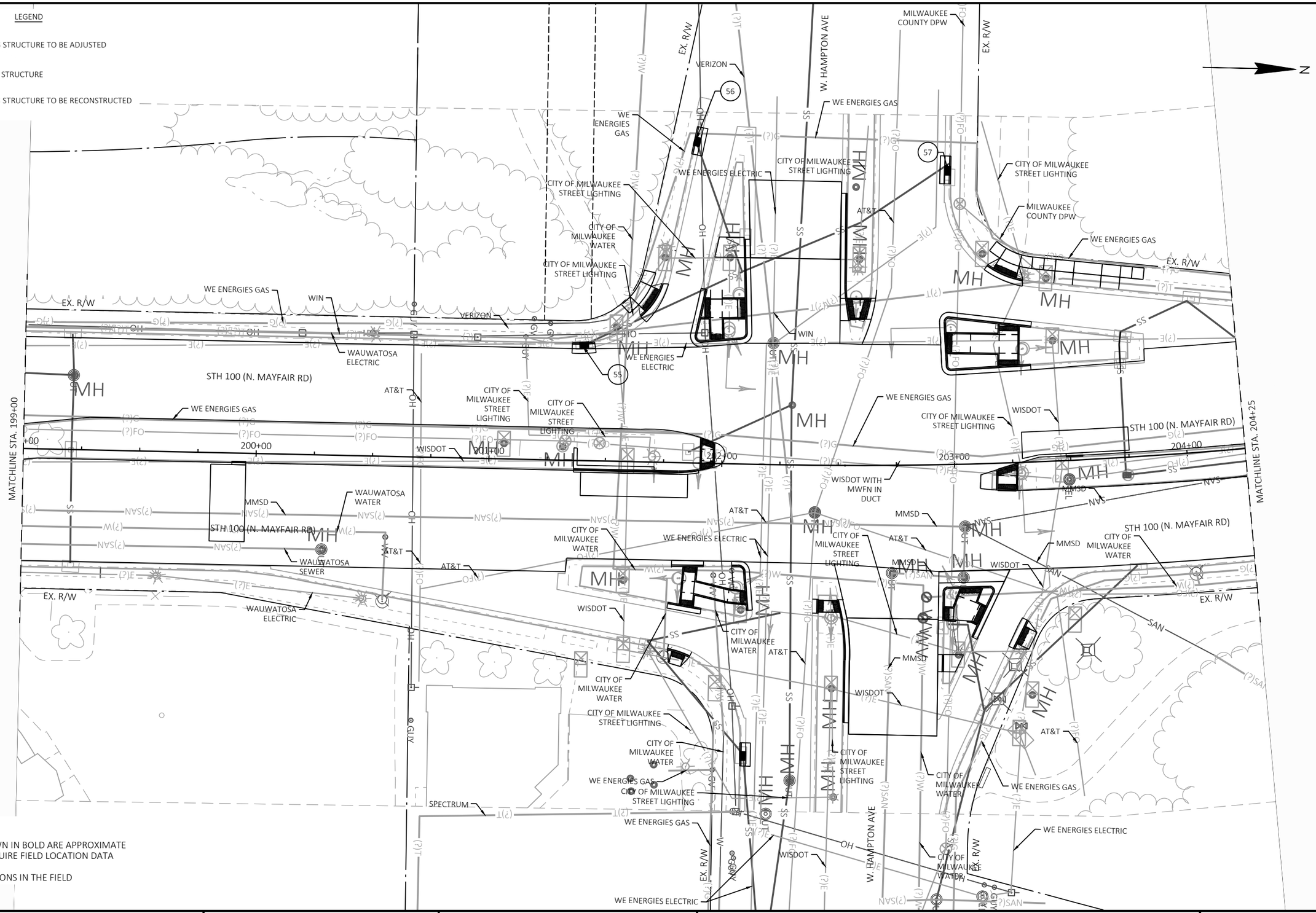
NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 201	E

LEGEND

- XXX — EXISTING STRUCTURE TO BE ADJUSTED
- XXX — REPLACE STRUCTURE
- XXX — EXISTING STRUCTURE TO BE RECONSTRUCTED



NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 202	E

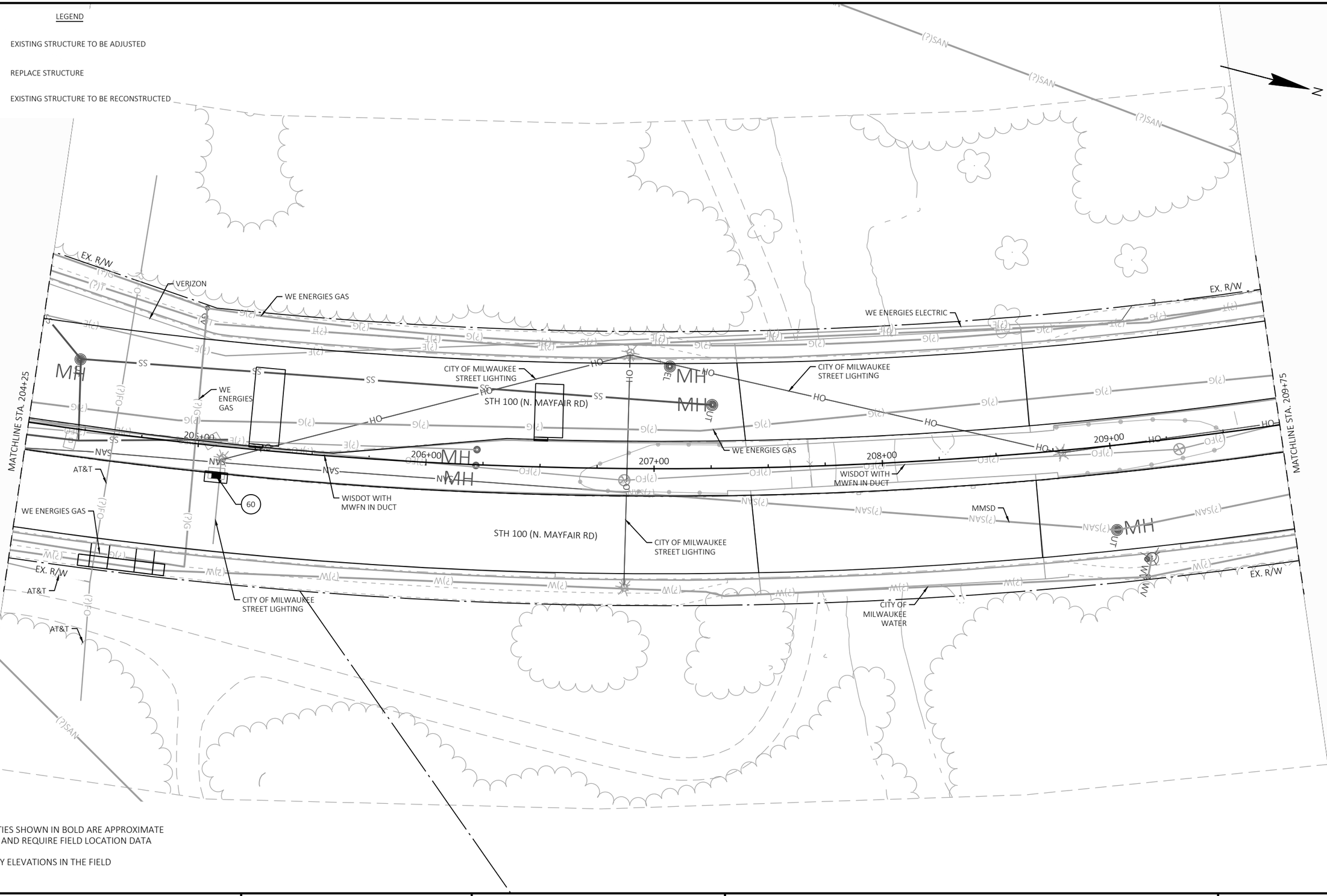
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021222_pd

PLOT DATE : 5/21/2026 6:48 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- XXX — EXISTING STRUCTURE TO BE ADJUSTED
- XXX — REPLACE STRUCTURE
- XXX — EXISTING STRUCTURE TO BE RECONSTRUCTED



NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 203	E

2

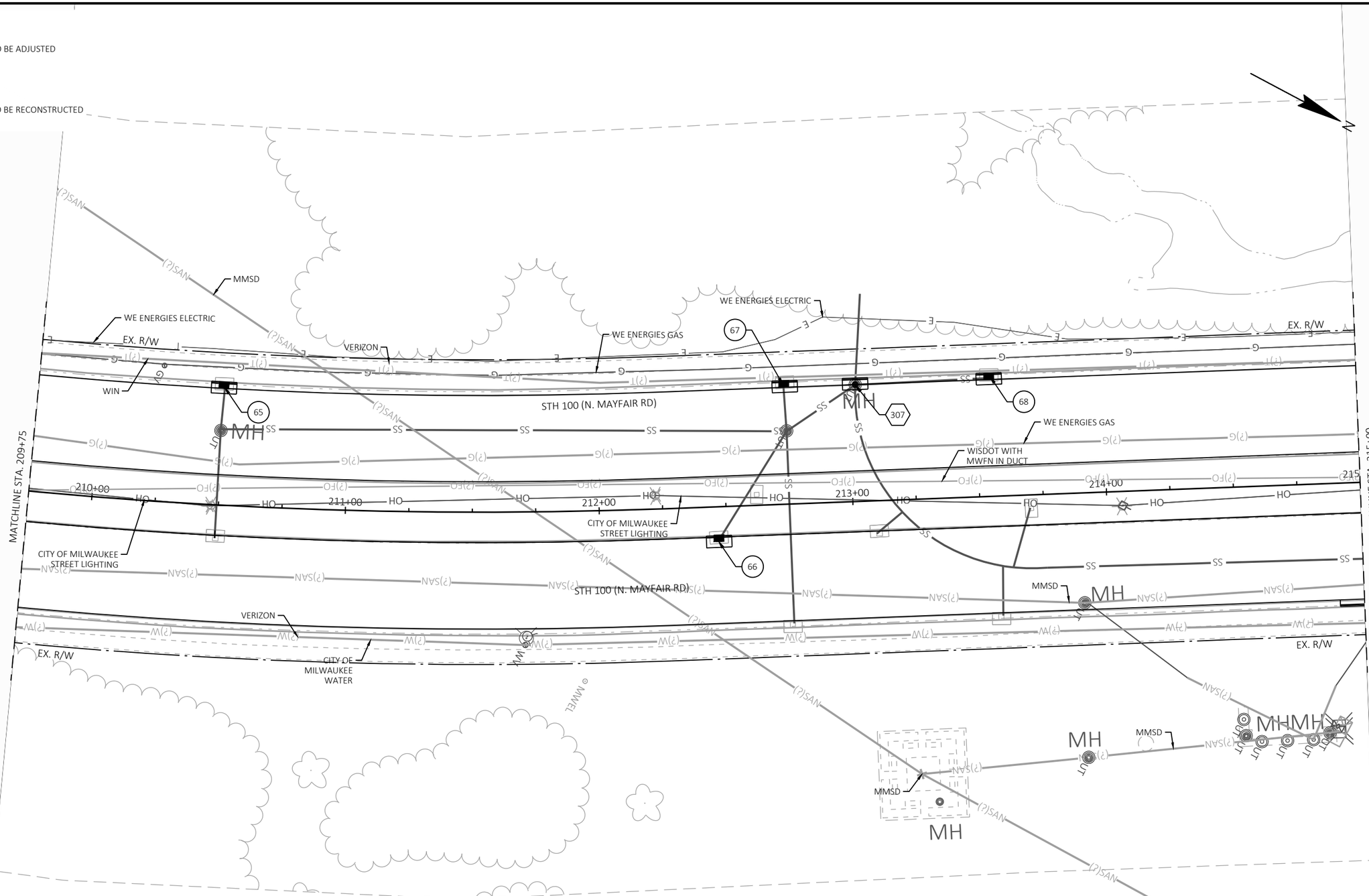
2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED



NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 204	E

2

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

MATCHLINE STA. 215+00

MATCHLINE STA. 220+50

WE ENERGIES ELECTRIC

WE ENERGIES GAS

EX. R/W

VERIZON

CITY OF MILWAUKEE STREET LIGHTING

STH 100 (N. MAYFAIR RD)

MMSD

CITY OF MILWAUKEE SEWER

WISDOT WITH MWFN IN DUCT

CITY OF MILWAUKEE WATER

RAMP

71

72

70

216+00

217+00

218+00

219+00

220+00

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 205	E

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

MATCHLINE STA. 220+50

MATCHLINE STA. 225+50

CITY OF MILWAUKEE SEWER

WE ENERGIES ELECTRIC

EX. R/W

WIN

VERIZON

WE ENERGIES GAS

WE ENERGIES ELECTRIC

AT&T

CITY OF MILWAUKEE WATER

SPECTRUM

CITY OF MILWAUKEE SEWER

STH 100 (N. MAYFAIR RD)

CITY OF MILWAUKEE WATER

WE ENERGIES GAS

WE ENERGIES

GAS

75

76

221+00

222+00

223+00

224+00

225+00

WISDOTWITH MWFN IN DUCT

CITY OF MILWAUKEE STREET LIGHTING

MH

CITY OF MILWAUKEE SEWER

CITY OF MILWAUKEE WATER

CITY OF MILWAUKEE SEWER

STH 100 (N. MAYFAIR RD)

WE ENERGIES GAS

EX. R/W

CITY OF MILWAUKEE WATER

CITY OF MILWAUKEE SEWER

WE ENERGIES GAS

CITY OF MILWAUKEE WATER

CITY OF MILWAUKEE SEWER

WE ENERGIES GAS

SPECTRUM

AT&T

CITY OF MILWAUKEE WATER

AT&T

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA

2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 206	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021226_pd

PLOT DATE : 5/21/2026 6:48 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

MATCHLINE STA. 225+50

MATCHLINE STA. 231+00

AT&T

SPECTRUM

CITY OF MILWAUKEE WATER

WE ENERGIES GAS

CITY OF MILWAUKEE SEWER

VERIZON

EX. R/W

80

81

STH 100 (N. MAYFAIR RD)

MH

CITY OF MILWAUKEE STREET LIGHTING

WISDOTWITH MWFN IN DUCT

226+00

227+00

228+00

229+00

230+00

231

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 207	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021227_pd

PLOT DATE : 5/21/2026 6:48 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

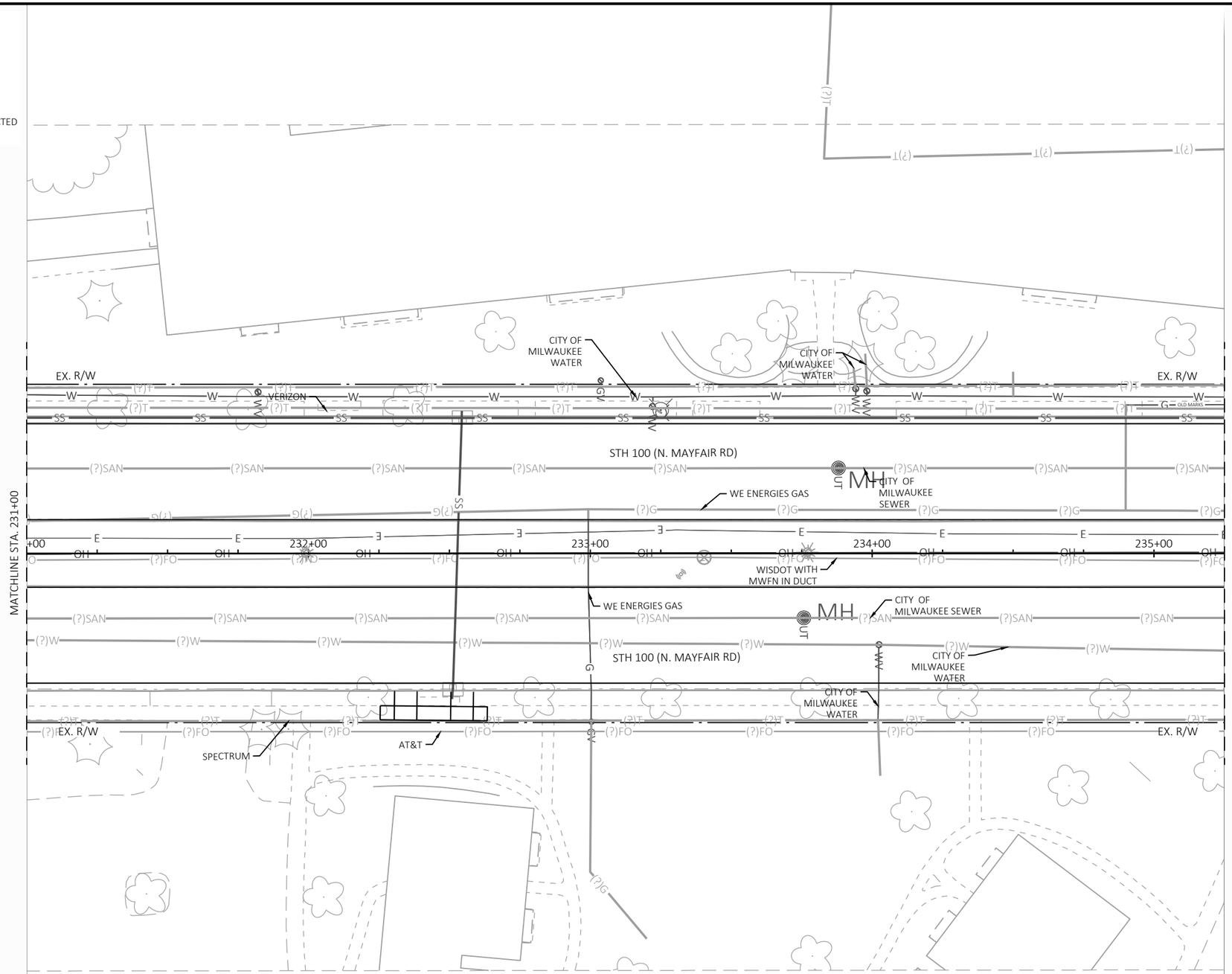
2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED



NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 208	E

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

MATCHLINE STA. 235+25

MATCHLINE STA. 241+00

EX. R/W

CITY OF MILWAUKEE SEWER

CITY OF MILWAUKEE WATER

SPECTRUM

WE ENERGIES GAS

WE ENERGIES ELECTRIC

AT&T

VERIZON

WISDOT WITH MWFN IN DUCT

STH 100 (N. MAYFAIR RD)

236+00

237+00

238+00

239+00

240+00

241

MH

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 209	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021229_pd

PLOT DATE : 5/21/2026 6:48 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

N

CANOPY

CITY OF MILWAUKEE WATER

WE ENERGIES GAS

CITY OF MILWAUKEE WATER

SPECTRUM

CITY OF MILWAUKEE SEWER

CITY OF MILWAUKEE WATER

EX. R/W

CITY OF MILWAUKEE WATER

CITY OF MILWAUKEE SEWER

CITY OF MILWAUKEE WATER

CITY OF MILWAUKEE SEWER

WE ENERGIES GAS

WE ENERGIES GAS

AT&T

WE ENERGIES GAS

EX. R/W

VERIZON

MH

MH

MH

SPECTRUM

CITY OF MILWAUKEE SEWER

STH 100 (N. MAYFAIR RD)

CITY OF MILWAUKEE STREET LIGHTING

WE ENERGIES GAS

WE ENERGIES ELECTRIC

WISDOT WITH MWFN IN DUCT

MATCHLINE STA. 241+00

242+00

243+00

244+00

245+00

246+00

MATCHLINE STA. 246+25

CITY OF MILWAUKEE STREET LIGHTING

WE ENERGIES GAS

CITY OF MILWAUKEE SEWER

STH 100 (N. MAYFAIR RD)

CITY OF MILWAUKEE WATER

CITY OF MILWAUKEE WATER

CITY OF MILWAUKEE WATER

AT&T

WE ENERGIES GAS

MH

MH

EX. R/W

SPECTRUM

CITY OF MILWAUKEE SEWER

AT&T

WE ENERGIES ELECTRIC

CITY OF MILWAUKEE SEWER

SPECTRUM

CITY OF MILWAUKEE SEWER

CITY OF MILWAUKEE SEWER

CITY OF MILWAUKEE SEWER

WE ENERGIES ELECTRIC

CITY OF MILWAUKEE SEWER

WE ENERGIES ELECTRIC

AT&T

EX. R/W

CITY OF MILWAUKEE WATER

CITY OF MILWAUKEE WATER

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 210	E

2

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

MATCHLINE STA. 246+25

STH 100 (N. MAYFAIR RD)

N. LOVERS LANE RD.

W. SILVER SPRING DR

W. SILVER SPRING DR.

CANOPY

MH

247+00 248+00 249+00 250+00 251+00

EX. R/W

VERIZON

WISDOT WITH MWFN IN DUCT

CITY OF MILWAUKEE SEWER

CITY OF MILWAUKEE WATER

WE ENERGIES GAS

SPECTRUM

WE ENERGIES ELECTRIC

AT&T

CITY OF MILWAUKEE STREET LIGHTING

WISDOT

NOTES:

1. UTILITIES SHOWN IN BOLD ARE APPROXIMATE LINES AND REQUIRE FIELD LOCATION DATA
2. VERIFY ELEVATIONS IN THE FIELD

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER	SHEET 211	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 021231_pd

PLOT DATE : 5/21/2026 6:48 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

XXX EXISTING STRUCTURE TO BE ADJUSTED

XXX REPLACE STRUCTURE

XXX EXISTING STRUCTURE TO BE RECONSTRUCTED

15LF - 12" RCP CLASS III @ 1.0%

EXISTING MANHOLE
RIM 720.88'
EX. 12" NW IE. 716.75'
12" NE IE. 717.56'
12" SW IE. 715.12'
EX. 36" E IE. 709.43'
EX. 36" W IE. 709.43

NEW INELT 348
2X2- TYPE R COVER
RIM 721.71'
12"SW IE. 717.71

800

700

701

10

2X2- TYPE R COVER
RIM 720.77'
12" NE IE. 715.27
EX. 12"SW IE. 715.46

13LF - 12" RCP CLASS III @ 1.0%

EX. R/W

W. BURLEIGH ST

STH 100 (N. MAYFAIR RD)

UNION PACIFIC RAILROAD

44+00 45+00 46+00 47+00 48+00 49+00 50+00 90+00 91+00

N

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	STORM SEWER W. BURLEIGH ST.	SHEET 212	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\022501_SS_MEDIAN.DWG
LAYOUT NAME - 022501_ss_Median

PLOT DATE : 5/21/2026 6:49 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND	PROPOSED	EXISTING
FTMS CONVENTIONAL SYMBOLS		
POLE MOUNTED CABINET		
METER BREAKER PEDESTAL		
CSCP PULL BOX		
FTMS (ITS) CONDUIT		
BREAKER DISCONNECT BOX		
COMMUNICATIONS VAULT, TYPE 1		
CCTV BASE, POLE, AND CAMERA		
ITS FIELD CABINET AND CONCRETE BASE		

FTMS STANDARD ABBREVIATIONS

CCTV	CLOSED CIRCUIT TELEVISION SITE
CV	COMMUNICATIONS VAULT
PB	PULL BOX
EX	EXISTING
FOC	FIBER OPTIC CABLE
S-F	STATE-FURNISHED

1. THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND TECHNICAL SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR TECHNICAL SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES OTHER THAN MINOR ADJUSTMENTS.

2. BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.

3. BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUITS, PULLBOXES, POLES, CABINET FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

4. NO TREES (AND/OR SHRUBS) SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

5. AREAS WITHIN THE RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR FTMS CONSTRUCTION SHALL BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, SEED, AND EROSION MAT, AND SHALL BE INCLUDED IN THE COST OF INSTALLING FTMS ITEMS. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS BUT ALSO CONTAINING FTMS CONSTRUCTION SHALL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS.

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

7. DUE TO RAMP, LANE, SHOULDER CLOSURE RESTRICTIONS, AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.

8. THE CONTRACTOR IS FULLY RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.

9. THE CONTRACTOR SHALL CONTACT THE WISDOT STATEWIDE TRAFFIC OPERATIONS CENTER AT (414)227-2166 FIVE (5) WORKING DAYS PRIOR TO ENTERING ANY EXISTING WISDOT FTMS OR ITS CABINET.

10. ALL LOOP DETECTORS ARE STATIONED TO CENTER OF LEADING EDGE AS APPROACHED BY NORMAL VEHICLE PATH.

11. HAND DIG TRENCHES CROSSING EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE.

12. VISUALLY VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE OR SPECIAL METHOD.

2

N

EXPOSE AND PROTECT EXISTING FTMS CONDUIT

EXISTING DUCT
1. REMOVE WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE.
(DO NOT DISTURB OTHER CABLES)
2. INSTALL IN EXISTING CONDUIT
(1) 72-COUNT FOC (S-F) AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

NOTE: DO NOT REMOVE EXISTING WISDOT CABLES UNTIL READY TO INSTALL PROPOSED.

EXISTING DUCT
1. REMOVE WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE.
(DO NOT DISTURB OTHER CABLES)
2. INSTALL IN EXISTING CONDUIT
(1) 72-COUNT FOC (S-F) AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

NOTE: DO NOT REMOVE EXISTING WISDOT CABLES UNTIL READY TO INSTALL PROPOSED.

W BURLEIGH ST

STH 100 /N MAYFAIR RD

90+00 91+00 92+00 93+00 94+00 95+00

95+50.00

EXCV93

EXCV85
1. DISCONNECT EXISTING 72-COUNT FOC TO NORTH OF EXCV85 SO THAT THAT CABLE MAY BE REMOVED.
2. SPLICE 2 STRANDS OF 6-COUNT FOC TO EX-CCTV-40-0108 THAT WERE SPLICED TO 72-COUNT FOC TO NORTH TO REMAINING 72-COUNT FOC TO SOUTH.
(2) F.O. SPLICES IN EXISTING SPLICE ENCLOSURE.
3. SPLICE NEW 72-COUNT FOC TO NORTH OF EXCV85 ONTO EXISTING 72-COUNT FOC TO SOUTH AND SPLICE 6-COUNT FOC TO EX-CCTV-40-0108 SO THAT 2 STRANDS GO SOUTH AND 2 STRANDS GO NORTH.
(72) F.O. SPLICES IN NEW S-F SPLICE ENCLOSURE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	FTMS DESIGN SHEETS	SHEET 214	E

FILE NAME : I:\77532\BASE\MILWAUKEE\20301071_HWY100\20301071_FTMS.DWG
LAYOUT NAME - Sheet - (14)
PLOT DATE : 5/6/2026 12:08 PM PLOT BY : MATTHEW MAY PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

EXISTING DUCT
1. REMOVE WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE.
(OTHER EXISTING CABLES TO BE REMOVED BY OTHERS)
2. INSTALL IN EXISTING CONDUIT
(1) 72-COUNT FOC (S-F) AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

NOTE: DO NOT REMOVE EXISTING WISDOT CABLES UNTIL READY TO INSTALL PROPOSED.

EXISTING DUCT
1. REMOVE WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE.
(OTHER EXISTING CABLES TO BE REMOVED BY OTHERS)
2. INSTALL IN EXISTING CONDUIT
(1) 72-COUNT FOC (S-F) AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

NOTE: DO NOT REMOVE EXISTING WISDOT CABLES UNTIL READY TO INSTALL PROPOSED.

N

95+50.00

110+25.00

STH 100 /N MAYFAIR RD

96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00

W AUER AVE

GOLF COURSE

EXCV100

EXCV110

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	FTMS DESIGN SHEETS	SHEET 215	E

FILE NAME : I:\77532\BASE\MILWAUKEE\20301071_HWY100\20301071_FTMS.DWG
LAYOUT NAME - Sheet - (15)

PLOT DATE : 5/6/2026 12:17 PM PLOT BY : MATTHEW MAY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

EXISTING DUCT
1. REMOVE WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE.
(OTHER EXISTING CABLES TO BE REMOVED BY OTHERS)
2. INSTALL IN EXISTING CONDUIT
(1) 72-COUNT FOC (S-F) AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

NOTE: DO NOT REMOVE EXISTING WISDOT CABLES UNTIL READY TO INSTALL PROPOSED.

(4) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CV125
INTERCEPT WISDOT, W.I.N, AND MWFN DUCTS INSTALLED IN BRIDGE

110+25.00

125+00.00

GOLF COURSE

GOLF COURSE

CURRIE GOLF CRSE

STH 100 /N MAYFAIR RD

111+00 112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00

W TOWNSEND ST

W KEEFE ST

POOL

EXCV118
(1) INSTALL PROPOSED CONDUIT INTO EXISTING COMMUNICATIONS VAULT

CUT EXISTING WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE IN VAULT.

EXCV125
(1) REMOVE EXISTING COMMUNICATIONS VAULT

EXISTING DUCT
REMOVE WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE.
(DO NOT DISTURB OTHER CABLES)

EXJB125

EXISTING DUCT
REMOVE WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE.
(OTHER EXISTING CABLES TO BE REMOVED BY OTHERS)

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	FTMS DESIGN SHEETS	SHEET 216	E

FILE NAME : I:\77532\BASE\MILWAUKEE\20301071_HWY100\20301071_FTMS.DWG
LAYOUT NAME - Sheet - (16)

PLOT DATE : 5/6/2026 12:27 PM PLOT BY : MATTHEW MAY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

125+00.00

139+75.00

IN WISDOT DUCT INSTALLED IN BRIDGE
INSTALL (1) 72-COUNT FOC AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CV127
INTERCEPT WISDOT, W.I.N, AND MWFN
DUCTS INSTALLED IN BRIDGE

(4) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

EXISTING DUCT
1. REMOVE WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE.
(DO NOT DISTURB OTHER CABLES)
2. INSTALL IN EXISTING CONDUIT
(1) 72-COUNT FOC (S-F) AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

NOTE: DO NOT REMOVE EXISTING WISDOT CABLES UNTIL READY TO INSTALL PROPOSED.

MENOMONEE RIVER PKWY

STH 100 /N MAYFAIR RD

ATHLETIC FIELD

W GRANTOSA DR

EXISTING DUCT
REMOVE WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE.
(DO NOT DISTURB OTHER CABLES)

EXCV127
(1) REMOVE EXISTING COMMUNICATIONS VAULT

EXJB127

EXISTING DUCT IN BRIDGE
REMOVE WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE.
(DO NOT DISTURB OTHER CABLES)

EXCV135
(1) INSTALL PROPOSED CONDUIT INTO EXISTING COMMUNICATIONS VAULT

CUT EXISTING WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE IN VAULT.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	FTMS DESIGN SHEETS	SHEET 217	E

FILE NAME : I:\77532\BASE\MILWAUKEE\20301071_HWY100\20301071_FTMS.DWG
LAYOUT NAME - Sheet - (17)

PLOT DATE : 5/6/2026 12:34 PM PLOT BY : MATTHEW MAY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

139+75.00

STH 100 /N MAYFAIR RD

DOG PARK

STH 190/CAPITOL DR

140+00 141+00 142+00 143+00 144+00 145+00 146+00 147+00 148+00 149+00 150+00 151+00 152+00 153+00 154+00

W YORK PL

STH 190/CAPITOL DR

CEMETERY

EXISTING DUCT
1. REMOVE WISDOT 72-COUNT FOC AND EXISTING LOCATE WIRE.
   (DO NOT DISTURB OTHER CABLES)
2. INSTALL IN EXISTING CONDUIT
   (1) 72-COUNT FOC (S-F) AND (1) NO. 10 AWG TRAFFIC SIGNAL WIRE

NOTE: DO NOT REMOVE EXISTING WISDOT CABLES UNTIL READY TO INSTALL PROPOSED.

EX-CCTV-40-0107

EXCV148
1. DISCONNECT EXISTING 72-COUNT FOC TO NORTH OF EXCV148 SO THAT THAT CABLE MAY BE REMOVED.
2. SPLICE 2 STRANDS OF 6-COUNT FOC TO EX-CCTV-40-0107 THAT WERE SPLICED TO 72-COUNT FOC TO NORTH TO REMAINING 72-COUNT FOC TO SOUTH.
   (2) F.O. SPLICES IN EXISTING SPLICE ENCLOSURE.
3. SPLICE NEW 72-COUNT FOC TO NORTH OF EXCV148 ONTO EXISTING 72-COUNT FOC TO SOUTH AND SPLICE 6-COUNT FOC TO EX-CCTV-40-0108 SO THAT 2 STRANDS GO SOUTH AND 2 STRANDS GO NORTH.
   (72) F.O. SPLICES IN NEW S-F SPLICE ENCLOSURE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	FTMS DESIGN SHEETS	SHEET 218	E

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

STH 100 (N. MAYFAIR RD)

W. BURLEIGH ST

WISDOT

WAUWATOSA WATER

WE ENERGIES GAS

WE ENERGIES ELECTRIC

WAUWATOSA ELECTRIC

WAUWATOSA SEWER

AT&T

SPECTRUM

CHARTER

VERIZON

SANITARY SEWER LATERAL

CANOPY

VACUUM CANOPY

U/C

EX. R/W

90+00

91+00

92+00

93

MATCHLINE STA. 93+00

2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 219	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023001_up

PLOT DATE : 5/21/2026 6:50 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

2

MATCHLINE STA. 93+00

EX. R/W

SANITARY SEWER LATERAL

WE ENERGIES GAS

TLE

AT&T

WAUWATOSA ELECTRIC

SPECTRUM

WAUWATOSA WATER

WAUWATOSA SEWER

STH 100 (N. MAYFAIR RD)

WISDOT WITH MWFN IN DUCT

94+00

95+00

96+00

97+00

98

MATCHLINE STA. 98+00

SANITARY SEWER LATERAL

SEWER LATERAL (TYP.)

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 220	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023002_up

PLOT DATE : 5/21/2026 6:50 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

MATCHLINE STA. 98+00

MATCHLINE STA. 103+50

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

W. AUER AVE

W. AUER AVE

99+00 100+00 101+00 102+00 103+00

EX. R/W

TLE

WE ENERGIES GAS

SANITARY SEWER LATERAL

SANITARY SEWER LATERAL

SANITARY SEWER LATERAL

SPECTRUM

WE ENERGIES GAS

AT&T

AT&T

AT&T

AT&T

WAUWATOSA ELECTRIC

WAUWATOSA WATER

WAUWATOSA WATER

WAUWATOSA WATER

WAUWATOSA ELECTRIC

WAUWATOSA SEWER

WAUWATOSA WATER

WISDOT WITH MWFN IN DUCT

WISDOT WITH MWFN IN DUCT

WAUWATOSA SEWER

WAUWATOSA SEWER

WAUWATOSA WATER

WAUWATOSA ELECTRIC

WAUWATOSA FIBER

WAUWATOSA ELECTRIC

VERIZON

WAUWATOSA WATER

MMSD

SPECTRUM

SANITARY SEWER LATERAL

WE ENERGIES GAS

WAUWATOSA FIBER

SANITARY SEWER LATERAL

WE ENERGIES GAS

SPECTRUM

SANITARY SEWER LATERAL

WE ENERGIES GAS

WAUWATOSA FIBER

SANITARY SEWER LATERAL

SANITARY SEWER LATERAL

WE ENERGIES GAS

WE ENERGIES GAS

EX. R/W

EX. R/W

EX. R/W

EX. R/W

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 221 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023003_up

PLOT DATE : 5/21/2026 6:50 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

GOLF COURSE

MATCHLINE STA. 103+50

EX. R/W

SANITARY SEWER LATERAL

SANITARY SEWER LATERAL

WAUWATOSA ELECTRIC

WAUWATOSA FIBER

WE ENERGIES GAS

WE ENERGIES GAS

WE ENERGIES GAS

WAUWATOSA WATER

SANITARY SEWER LATERAL

SANITARY SEWER LATERAL

SANITARY SEWER LATERAL

SANITARY SEWER LATERAL

SANITARY SEWER LATERAL

SANITARY SEWER LATERAL

WAUWATOSA WATER

WAUWATOSA WATER

WAUWATOSA GAS

WE ENERGIES ELECTRIC

WE ENERGIES ELECTRIC

MILWAUKEE COUNTY STORM

MILWAUKEE COUNTY STORM

SPECTRUM

SPECTRUM

AT&T

AT&T

AT&T

AT&T

GAS

WISDOT WITH MWFN IN DUCT

WISDOT WITH MWFN IN DUCT

WAUWATOSA WATER

WAUWATOSA WATER

WAUWATOSA WATER

WAUWATOSA WATER

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

104+00

105+00

106+00

107+00

108+00

109+00

10

10

11

11

12

13

14

2

EX. R/W

MATCHLINE STA. 109+50

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 222	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023004_up

PLOT DATE : 5/21/2026 6:50 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

GOLF COURSE

ROE

WAUWATOSA ELECTRIC

WE ENERGIES ELECTRIC

EX. R/W

AT&T

MATCHLINE STA. 109+50

STH 100 (N. MAYFAIR RD)

WIN

110+00 111+00 112+00 113+00 114+00 115

SPECTRUM

CHARTER

WISDOT WITH MWFN IN DUCT

WAUWATOSA SEWER

WAUWATOSA WATER

WE ENERGIES GAS

WAUWATOSA ELECTRIC

SANITARY SEWER LATERAL

WAUWATOSA FIBER

WE ENERGIES GAS

WAUWATOSA WATER

W TOWNSEND ST

12 13 14 15 16 17

MATCHLINE STA. 115+00

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 223	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023005_up

PLOT DATE : 5/21/2026 6:50 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

GOLF COURSE

ROE

ROE

WE ENERGIES GAS

WIN

SPECTRUM

WAUWATOSA ELECTRIC

MATCHLINE STA. 115+00

STH 100 (N. MAYFAIR RD)

SS

SPECTRUM

WISDOT WITH MWFN IN DUCT

WE ENERGIES GAS

+00

116+00

117+00

118+00

119+00

120

WAUWATOSA SEWER

WAUWATOSA SEWER

WISDOT WITH MWFN IN DUCT

WAUWATOSA WATER

WE ENERGIES GAS

15

18

WAUWATOSA ELECTRIC

WAUWATOSA ELECTRIC

STH 100 (N. MAYFAIR RD)

WE ENERGIES ELECTRIC

WAUWATOSA ELECTRIC

MATCHLINE STA. 120+00

EX. R/W

VERIZON

WE ENERGIES ELECTRIC

WE ENERGIES GAS

SANITARY SEWER LATERAL

AT&T

AT&T

WAUWATOSA WATER

WE ENERGIES GAS

ROE

WE ENERGIES ELECTRIC

WAUWATOSA ELECTRIC

WAUWATOSA ELECTRIC

W. KEEFE AVE

WAUWATOSA ELECTRIC

EX. R/W

WAUWATOSA SEWER

WAUWATOSA GAS

ROE

EX. R/W

VERIZON

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 224	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023006_up

PLOT DATE : 5/21/2026 6:50 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

CURRIE GOLF COURSE ENTRANCE

MATCHLINE STA. 120+00

WAUWATOSA WATER

WE ENERGIES ELECTRIC

AT&T

ROE

WE ENERGIES GAS

SPECTRUM

WAUWATOSA ELECTRIC

WE ENERGIES GAS

PROP. R/W

WIN

WAUWATOSA ELECTRIC

WAUWATOSA WATER

VERIZON & WAUWATOSA FIBER

STH 100 (N. MAYFAIR RD)

+00

121+00

122+00

123+00

124+00

125+00

WISDOT WITH MWFN IN DUCT

21

20

19

WE ENERGIES GAS

AT&T

WE ENERGIES ELECTRIC

AT&T

EX. R/W

VERIZON

AT&T

WE ENERGIES ELECTRIC

1

WIN

2

WAUWATOSA WATER

22

23

EX. R/W

MATCHLINE STA. 125+50

ROE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 225	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023007_up

PLOT DATE : 5/21/2026 6:50 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

ROE

ROE

N. MENOMONEE RIVER PKWY

21+00

22+00

ROE

SPECTRUM

(?)FO

PROP. R/W

WE ENERGIES GAS

(?)G

(?)E

(?)T

(?)F

(?)I

WIN

WAUWATOSA ELECTRIC

SPECTRUM

MATCHLINE STA. 125+50

STH 100 (N. MAYFAIR RD)

VERIZON & WAUWATOSA FIBER

WISDOT WITH MWFN IN DUCT

126+00

127+00

128+00

129+00

130+00

131+00

WAUWATOSA FIBER

SS

VERIZON

WISDOT WITH MWFN IN DUCT

WISDOT WITH MWFN IN DUCT

STH 100 (N. MAYFAIR RD)

WAUWATOSA ELECTRIC

WIN

VERIZON

WAUWATOSA ELECTRIC

WAUWATOSA WATER

24

EX. R/W

(?)W

ROE

ROE

N. MENOMONEE RIVER PKWY

24+00

27

26

3

25

EX. R/W

ROE

MMSD

(?)SAN

W. GRANTOSA DR

EX. R/W

MATCHLINE STA. 131+00

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 226	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023008_up

PLOT DATE : 5/21/2026 6:50 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

ATHLETIC FIELD

ROE

MMSD

MMSD

MMSD

WAUWATOSA ELECTRIC

WE ENERGIES GAS

WIN

VERIZON

SPECTRUM

STH 100 (N. MAYFAIR RD)

WAUWATOSA FIBER

VERIZON

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 131+00

132+00

133+00

134+00

135+00

136

WISDOT WITH MWFN IN DUCT

WAUWATOSA WATER

STH 100 (N. MAYFAIR RD)

WIN

STH 100 (N. MAYFAIR RD)

30

EX. R/W

WAUWATOSA WATER

ROE

28

ROE

29

EX. R/W

WAUWATOSA WATER

MATCHLINE STA. 136+00

(?)SAN

W. GRANITOSA DR

EX. R/W

EX. R/W

2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 227	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023009_up

PLOT DATE : 5/21/2026 6:51 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

ROE

VERIZON

WIN

WIN

WE ENERGIES GAS

WAUWATOSA ELECTRIC

ROE

WIN

SPECTRUM

MATCHLINE STA. 136+00

STH 100 (N. MAYFAIR RD)

WE ENERGIES

WISDOT WITH MWFN IN DUCT

WAUWATOSA ELECTRIC

STH 100 (N. MAYFAIR RD)

WIN

WISDOT WITH MWFN IN DUCT

+00

137+00

138+00

139+00

140+00

141+00

WISDOT

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 141+50

EX. R/W

WAUWATOSA WATER

WE ENERGIES GAS

WAUWATOSA ELECTRIC

WAUWATOSA ELECTRIC

TLE

EX. R/W

31

32

W. YORK PL

WAUWATOSA ELECTRIC

WAUWATOSA ELECTRIC

WAUWATOSA ELECTRIC

MWFN

WAUWATOSA ELECTRIC

EX. R/W

EX. R/W

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 228	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023010_up

PLOT DATE : 5/21/2026 6:51 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

MATCHLINE STA. 141+50

MATCHLINE STA. 147+00

STH 100 (N. MAYFAIR RD)

STH 190 (W. CAPITOL DR)

SPECTRUM

WAUWATOSA FIBER

WE ENERGIES GAS

WE ENERGIES ELECTRIC

AT&T

VERIZON

WAUWATOSA WATER

WAUWATOSA SEWER

CITY OF MILWAUKEE STREET LIGHTING

WISDOT

WISDOT WITH MWFN IN DUCT

MWFN

WIN

SANITARY SEWER LATERAL

EX. R/W

ROE

CANOPY

16 17 18 33 34

142+00 143+00 144+00 145+00 146+00 147+00

2

2

SPECTRUM

CHARTER

EX. R/W

EX. R/W

N

W. FIEBRANTZ AVE

WE ENERGIES GAS

SANITARY SEWER LATERAL

SEWER LATERAL (TYP.)

WE ENERGIES GAS

VERIZON

WE ENERGIES GAS

WE ENERGIES GAS

35

TLE

WAUWATOSA SEWER

WAUWATOSA WATER

WE ENERGIES GAS

37

36

EX. R/W

EX. R/W

MATCHLINE STA. 147+00

WSDOT

WE ENERGIES ELECTRIC

STH 100 (N. MAYFAIR RD)

19

WAUWATOSA WATER

20

STH 100 (N. MAYFAIR RD)

WE ENERGIES GAS

WE ENERGIES GAS

WISDOT

WISDOT WITH MWFN IN DUCT

WISDOT WITH MWFN IN DUCT

WISDOT WITH MWFN IN DUCT

WISDOT WITH MWFN IN DUCT

+00

148+00

149+00

150+00

151+00

152+00

153

WISDOT WITH MWFN IN DUCT

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

VERIZON

VERIZON

MATCHLINE STA. 153+00

EX. R/W

EX. R/W

WAUWATOSA FIBER

WE ENERGIES GAS

WAUWATOSA ELECTRIC

CEMETERY

LEGEND

XXX ADJUST SANITARY SEWER MANHOLE

XXX ADJUST PULL BOXES

XXX ADJUSTING WATER VALVE BOXES/MANHOLE

XXX ADJUSTING HYDRANT

XXX REPLACE VALVE VAULT WITH BOX

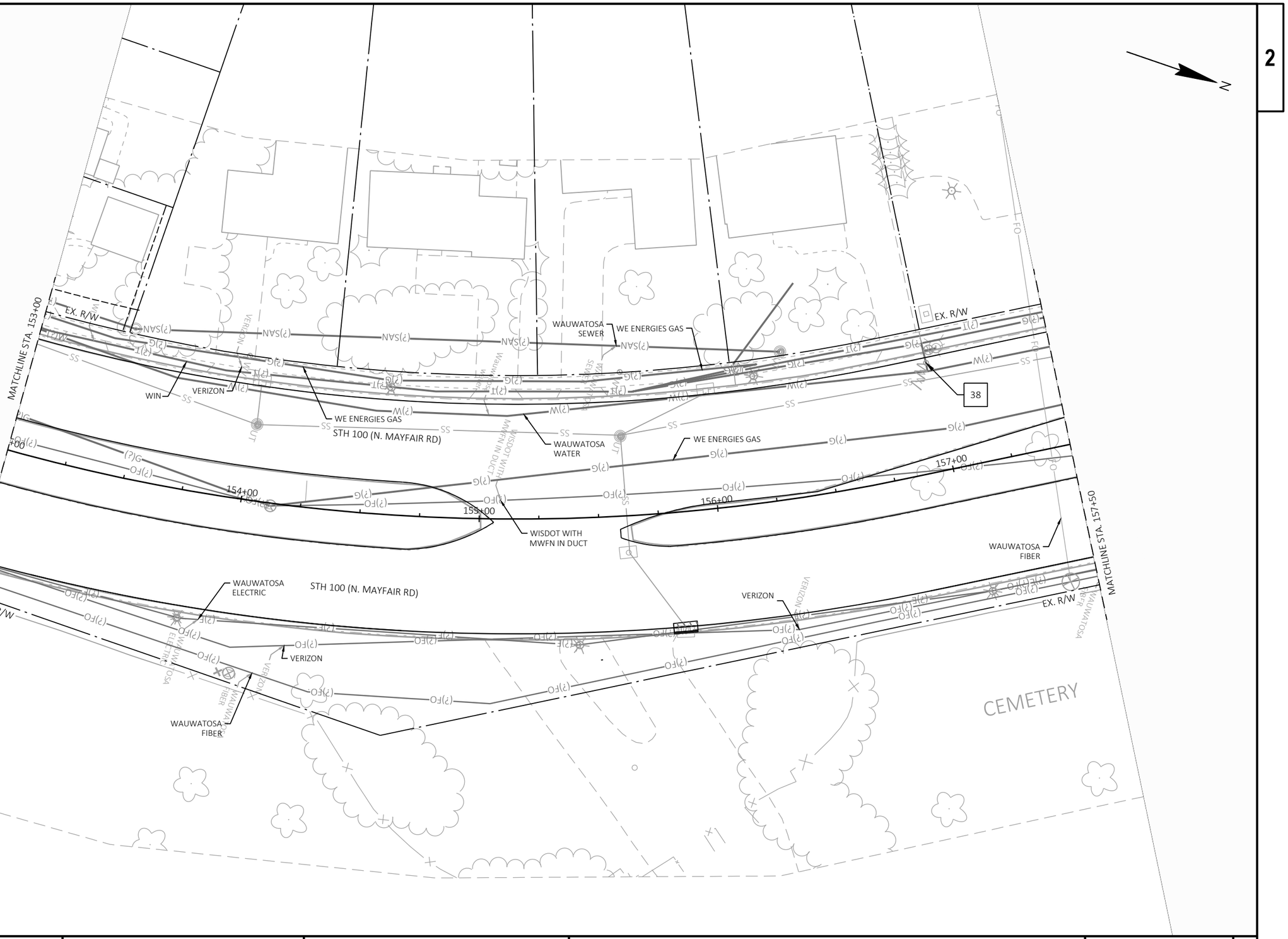
	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 230 E

ON\SHEETSPLAN\023001_UP.DWG PLOT DATE : 5/21/2026 6:51 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX



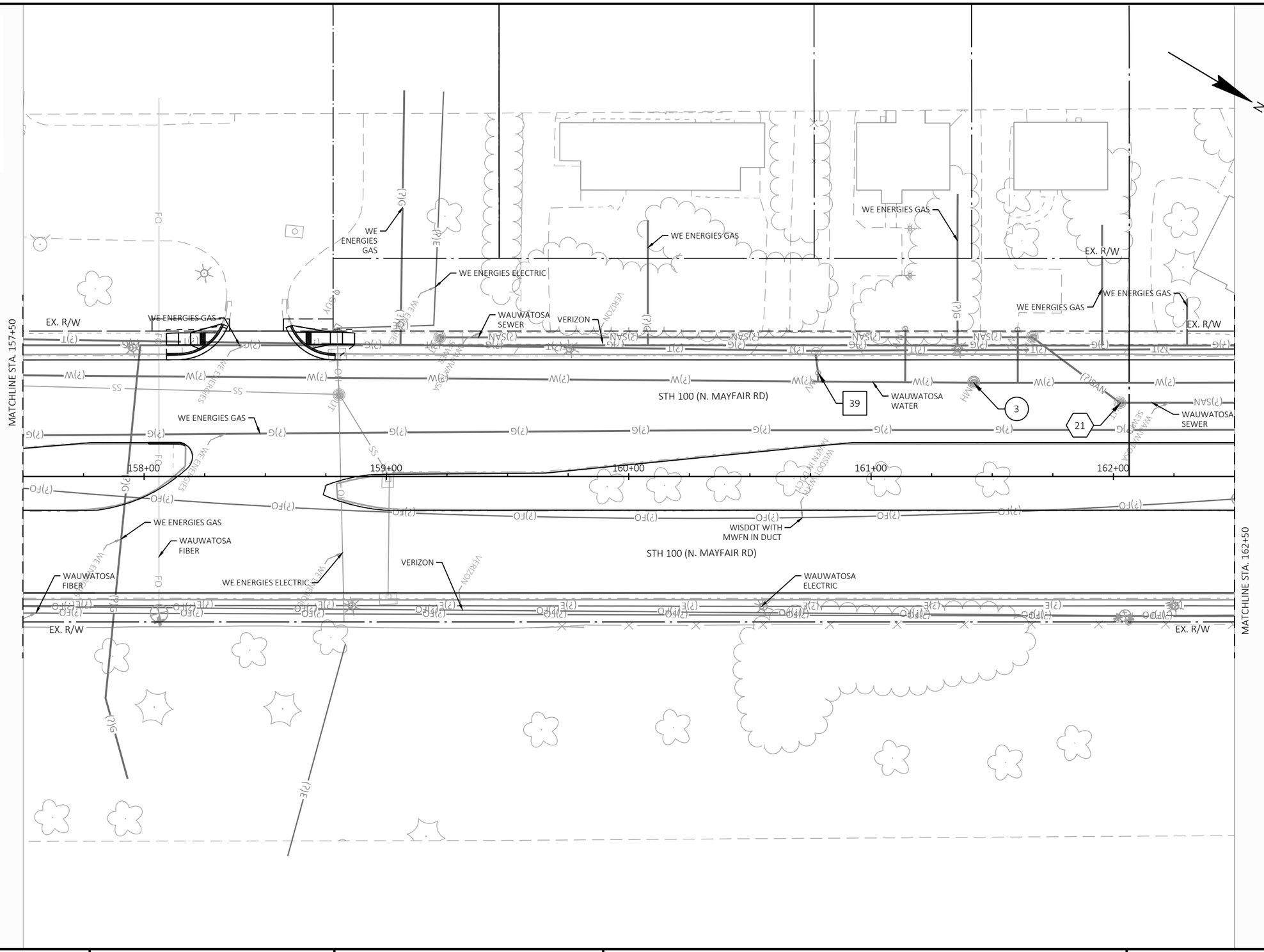
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 231	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023013_up

PLOT DATE : 5/21/2026 6:51 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX



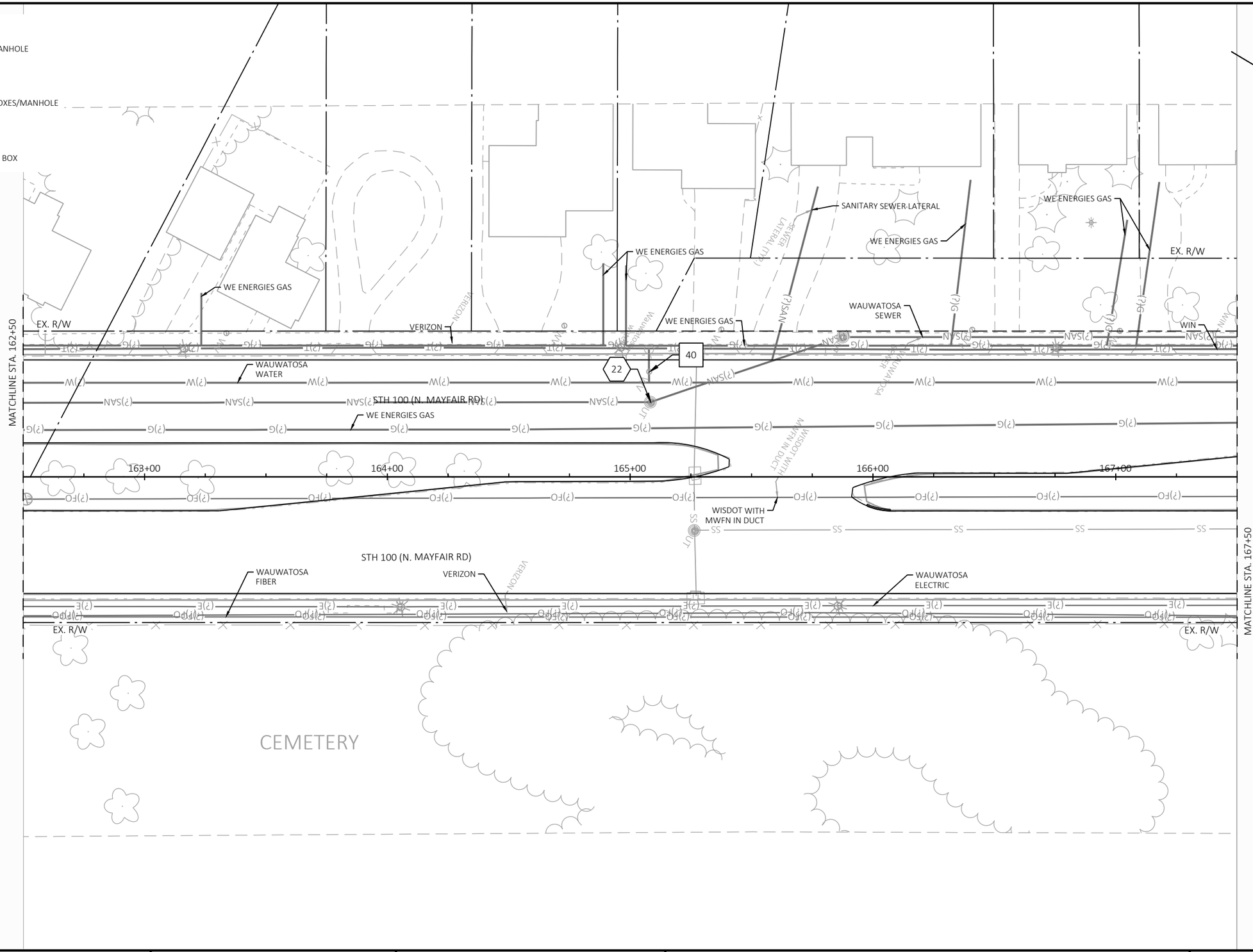
2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 232	E

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 233	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023015_up

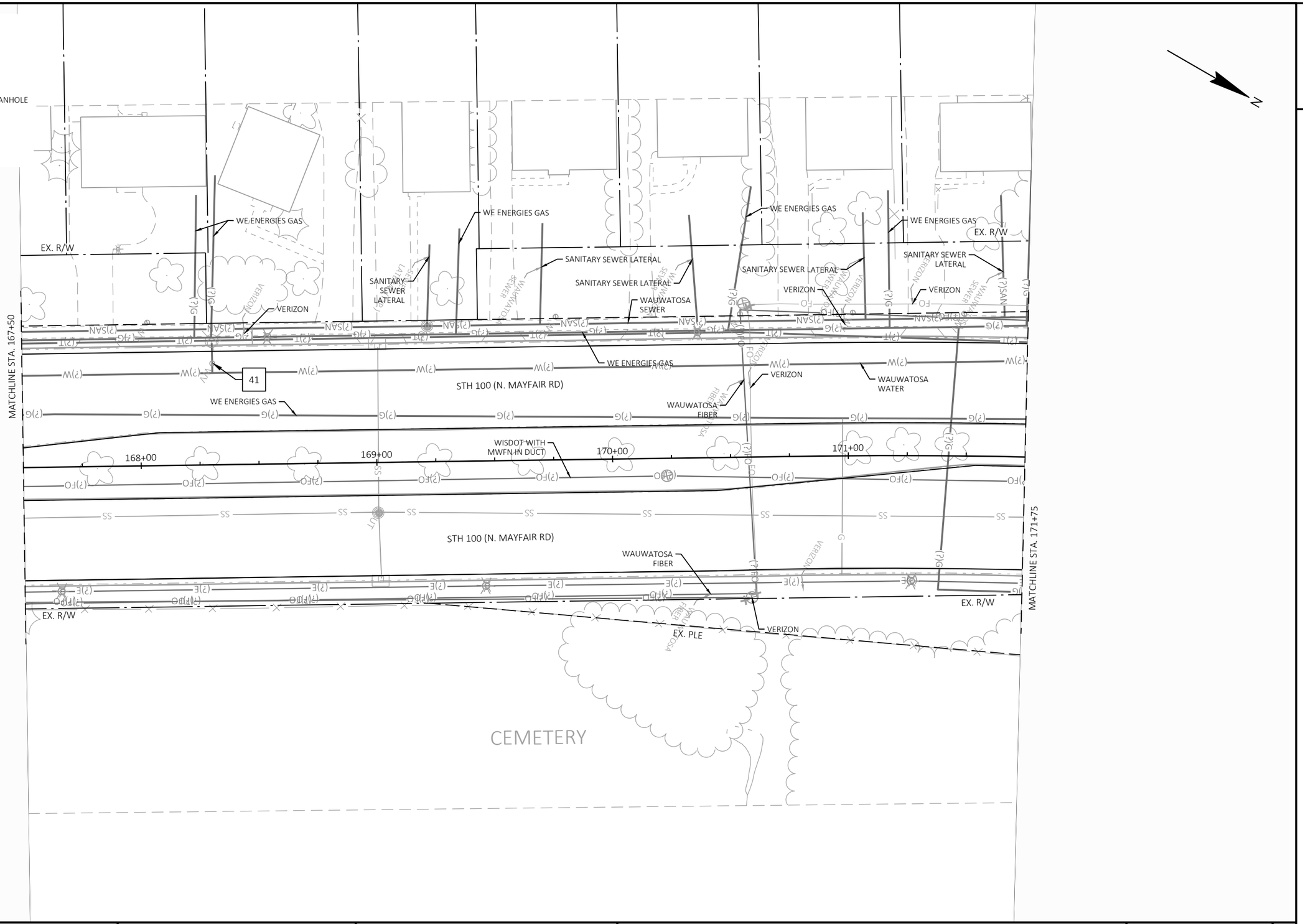
PLOT DATE : 5/21/2026 6:51 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX



2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 234	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023016_up

PLOT DATE : 5/21/2026 6:51 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

EX. R/W
WAUWATOSA WATER
WE ENERGIES ELECTRIC
SANITARY SEWER LATERAL
WE ENERGIES GAS
AT&T
WAUWATOSA SEWER
VERIZON
WAUWATOSA WATER
WAUWATOSA FIBER
W. CONGRESS ST
MATCHLINE STA. 171+75
STH 100 (N. MAYFAIR RD)
WISDOT WITH MWFN IN DUCT
WAUWATOSA ELECTRIC
EX. PLE
SPECTRUM
MATCHLINE STA. 177+50
172+00
173+00
174+00
175+00
176+00
177+00
42
43
44
45
46
4
23

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 235	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023017_up
PLOT DATE : 5/21/2026 6:52 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

MATCHLINE STA. 177+50

MATCHLINE STA. 183+00

STH 100 (N. MAYFAIR RD)

W. RUBY AVE

W. MAPLE LN

EX. R/W

TLE

SPECTRUM

AT&T

VERIZON

WE ENERGIES GAS

WE ENERGIES ELECTRIC

WIN

WAUWATOSA ELECTRIC

WAUWATOSA WATER

WAUWATOSA SEWER

WISDOT WITH MWFN IN DUCT

24

25

47

48

49

50

178+00

179+00

180+00

181+00

182+00

183

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 236	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023018_up

PLOT DATE : 5/21/2026 6:52 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

PLAYGROUND

PLAYGROUND

WAUWATOSA ELECTRIC

WE ENERGIES ELECTRIC

VERIZON

WAUWATOSA ELECTRIC

EX. R/W

EX. R/W

WE ENERGIES GAS

WIN

MATCHLINE STA. 183+00

STH 100 (N. MAYFAIR RD)

AT&T

WE ENERGIES GAS

WISDOT WITH MWFN IN DUCT

184+00

185+00

186+00

187+00

STH 100 (N. MAYFAIR RD)

AT&T

MATCHLINE STA. 188+00

AT&T

EX. R/W

EX. R/W

SPECTRUM

2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 237	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023019_up

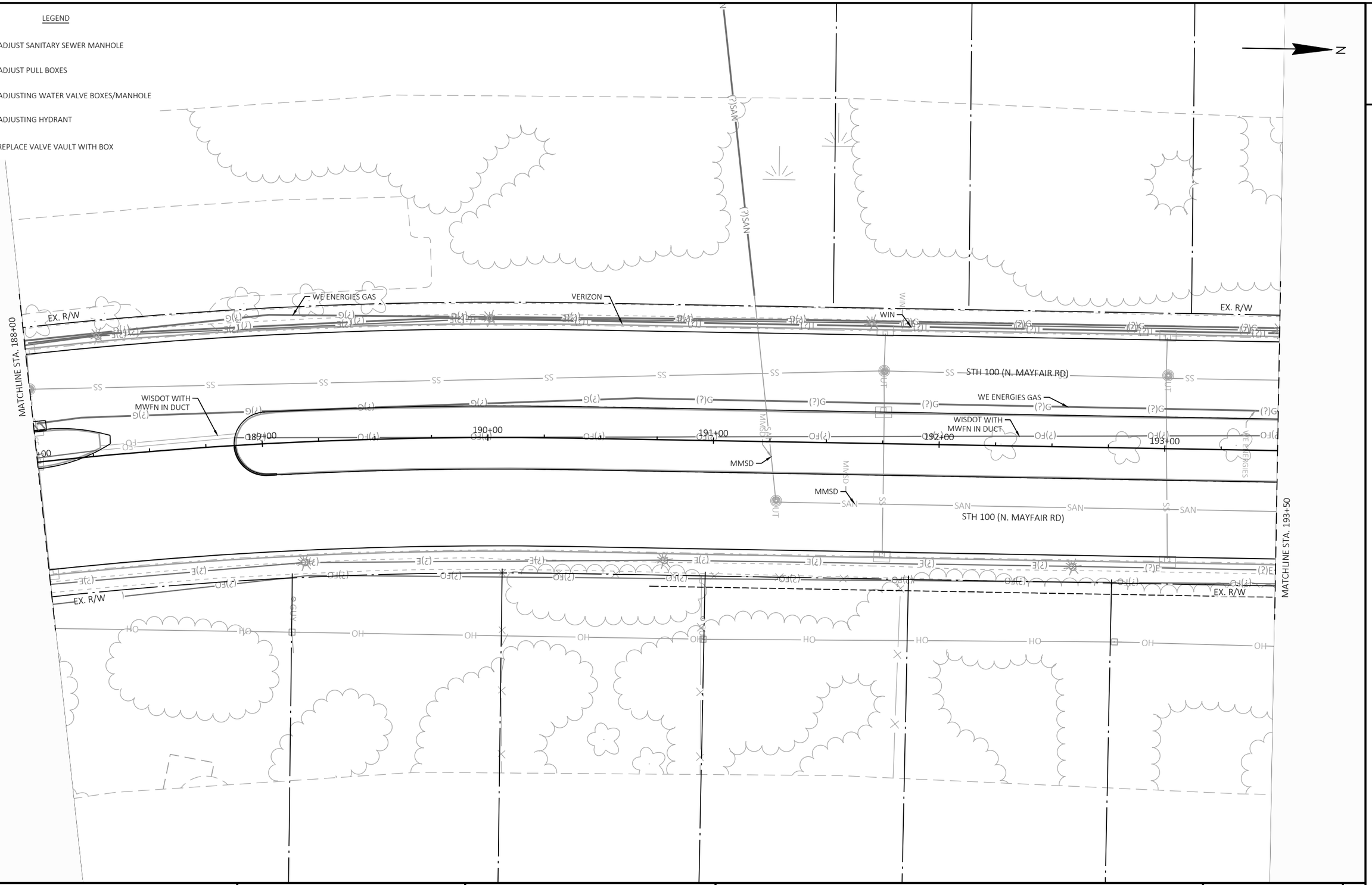
PLOT DATE : 5/21/2026 6:52 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 238	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023020_up

PLOT DATE : 5/21/2026 6:52 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

2

MATCHLINE STA. 193+50

EX. R/W

VERIZON

WE ENERGIES GAS

WE ENERGIES ELECTRIC

WISDOT WITH MWFN IN DUCT

STH 100 (N. MAYFAIR RD)

194+00

195+00

196+00

197+00

198+00

199

MMSD

WAUWATOSA SEWER

26

27

28

52

51

WAUWATOSA ELECTRIC

WAUWATOSA WATER

AT&T

WISDOT

W. COURTLAND AVE

MATCHLINE STA. 199+00

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 239	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023021_up

PLOT DATE : 5/21/2026 6:52 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

MATCHLINE STA. 199+00

MATCHLINE STA. 204+25

STH 100 (N. MAYFAIR RD)

W. HAMPTON AVE

EX. R/W

VERIZON

WE ENERGIES GAS

WE ENERGIES ELECTRIC

WIN

WAUWATOSA ELECTRIC

AT&T

CITY OF MILWAUKEE STREET LIGHTING

CITY OF MILWAUKEE WATER

MILWAUKEE COUNTY DPW

WISDOT

WISDOT WITH MWFN IN DUCT

MMSD

WAUWATOSA WATER

WAUWATOSA SEWER

SPECTRUM

200+00

201+00

202+00

203+00

204+00

29

53

1

30

31

2

3

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 240	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023022_up

PLOT DATE : 5/21/2026 6:52 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

MATCHLINE STA. 204+25

EX. R/W

VERIZON

WE ENERGIES GAS

WE ENERGIES ELECTRIC

CITY OF MILWAUKEE STREET LIGHTING

STH 100 (N. MAYFAIR RD)

205+00

206+00

207+00

208+00

209+00

AT&T

WISDOT WITH MWFN IN DUCT

MMSD

CITY OF MILWAUKEE WATER

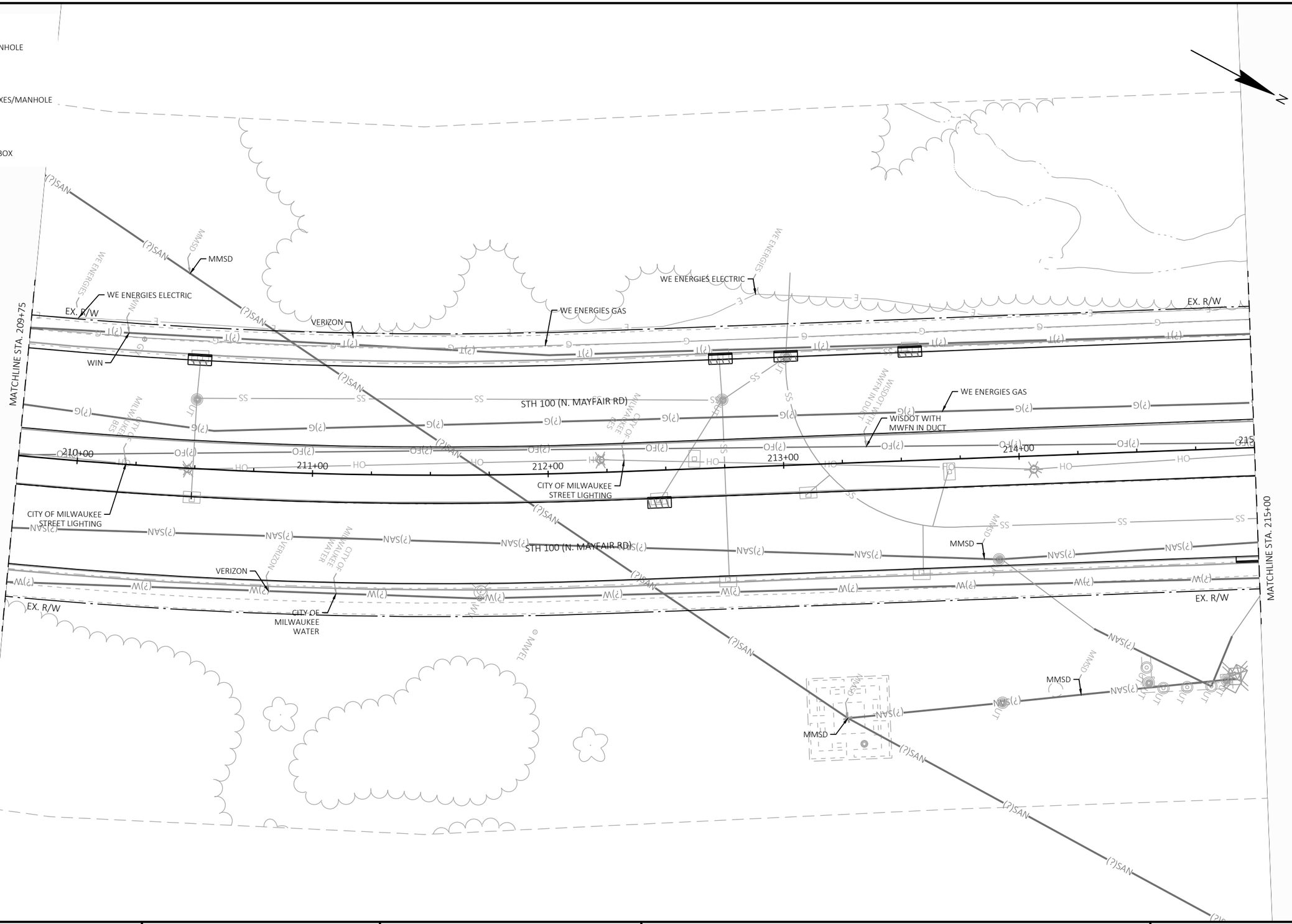
MATCHLINE STA. 209+75

2

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 242	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023024_up

PLOT DATE : 5/21/2026 6:52 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

MATCHLINE STA. 215+00

EX. R/W

WE ENERGIES ELECTRIC

WE ENERGIES GAS

VERIZON

CITY OF MILWAUKEE STREET LIGHTING

STH 100 (N. MAYFAIR RD)

216+00

217+00

218+00

219+00

220+00

MMSD

CITY OF MILWAUKEE SEWER

3

WISDOT WITH MWFN IN DUCT

CITY OF MILWAUKEE STREET LIGHTING

WE ENERGIES ELECTRIC

1

CITY OF MILWAUKEE SEWER

2

CITY OF MILWAUKEE WATER

RAMP

WE ENERGIES GAS

CITY OF MILWAUKEE SEWER

MATCHLINE STA. 220+50

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 243	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023025_up

PLOT DATE : 5/21/2026 6:52 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

MATCHLINE STA. 220+50

EX. R/W

CITY OF MILWAUKEE SEWER

WE ENERGIES ELECTRIC

WE ENERGIES GAS

WIN VERIZON

CITY OF MILWAUKEE WATER

STH 100 (N. MAYFAIR RD)

SPECTRUM

AT&T

WISDOTWITH MWFN IN DUCT

CITY OF MILWAUKEE STREET LIGHTING

221+00 222+00 223+00 224+00 225+00

5 7 4 6 4

MATCHLINE STA. 225+50

2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 244	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023026_up

PLOT DATE : 5/21/2026 6:53 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

2

MATCHLINE STA. 225+50

EX. R/W

AT&T

SPECTRUM

CITY OF MILWAUKEE WATER

CITY OF MILWAUKEE SEWER

WE ENERGIES GAS

VERIZON

CHARTER

WISDOTWITH MWFN IN DUCT

STH 100 (N. MAYFAIR RD)

CITY OF MILWAUKEE STREET LIGHTING

226+00

227+00

228+00

229+00

230+00

231

MATCHLINE STA. 231+00

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 245	E

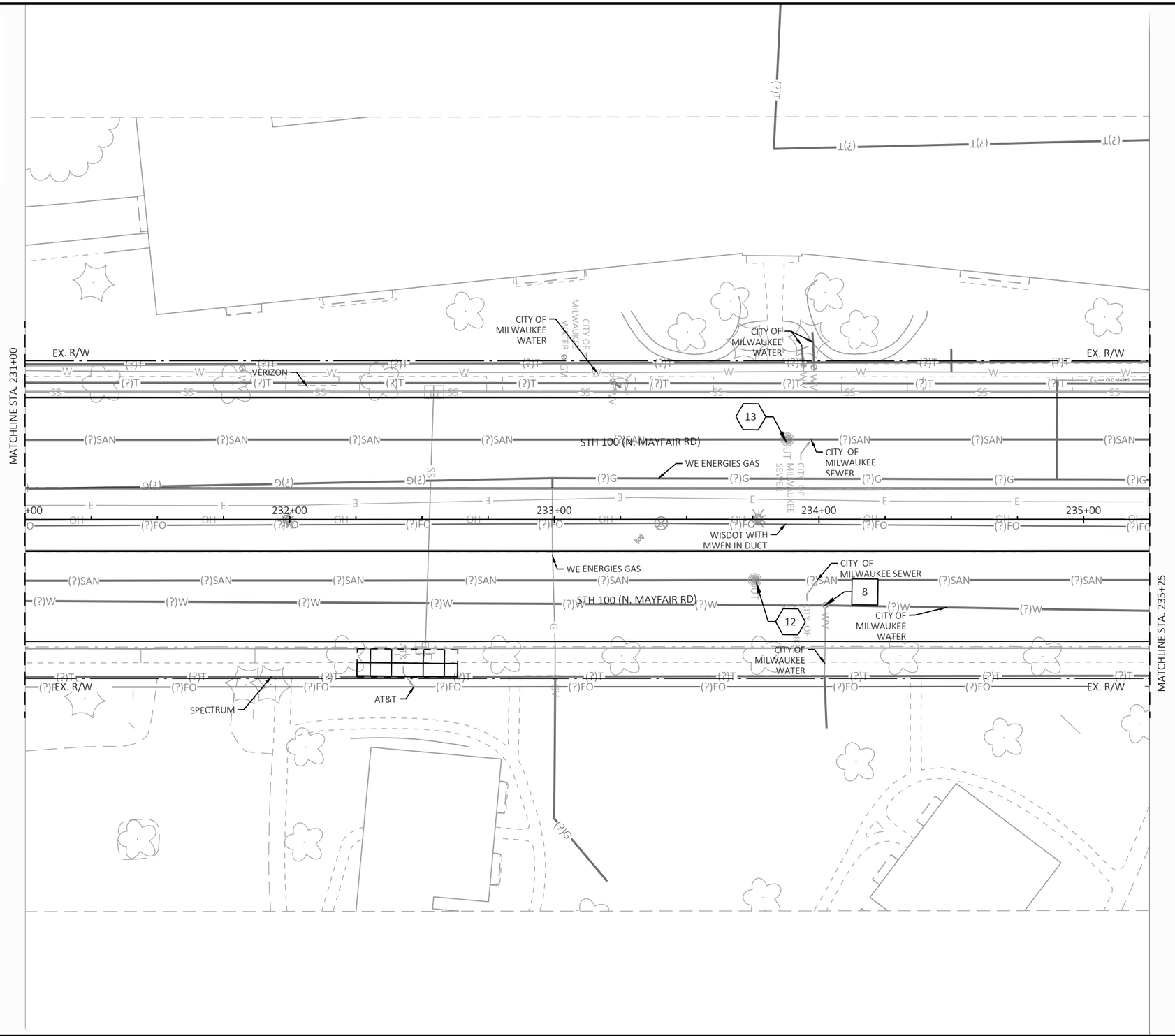
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023027_up

PLOT DATE : 5/21/2026 6:53 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX



2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

2

MATCHLINE STA. 235+25

EX. R/W

CITY OF MILWAUKEE SEWER

CITY OF MILWAUKEE WATER

SPECTRUM

WE ENERGIES GAS

WIN

AT&T

VERIZON

15

STH 100 (N. MAYFAIR RD)

WE ENERGIES ELECTRIC

236+00

237+00

238+00

239+00

240+00

241

WISDOT WITH MWFN IN DUCT

17

9

14

16

10

STH 100 (N. MAYFAIR RD)

CITY OF MILWAUKEE WATER

MATCHLINE STA. 241+00

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN	SHEET 247	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023029_up

PLOT DATE : 5/21/2026 6:53 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

2

CANOPY

CITY OF MILWAUKEE WATER
WE ENERGIES GAS
SPECTRUM
CITY OF MILWAUKEE SEWER
EX. R/W
MATCHLINE STA. 241+00
STH 100 (N. MAYFAIR RD)
CITY OF MILWAUKEE STREET LIGHTING
AT&T
VERIZON
WE ENERGIES ELECTRIC
WISDOT WITH MWFN IN DUCT
+00
242+00
243+00
244+00
245+00
246+00
11
12
13
18
19
20
MATCHLINE STA. 246+25

2

LEGEND

- XXX — ADJUST SANITARY SEWER MANHOLE
- XXX — ADJUST PULL BOXES
- XXX — ADJUSTING WATER VALVE BOXES/MANHOLE
- XXX — ADJUSTING HYDRANT
- XXX — REPLACE VALVE VAULT WITH BOX

N

MATCHLINE STA. 246+25

EX. R/W

WISDOT WITH MWFN IN DUCT

W. SILVER SPRING DR

VERIZON

CANOPY

CITY OF MILWAUKEE SEWER

CITY OF MILWAUKEE WATER

WE ENERGIES GAS

SPECTRUM

STH 100 (N. MAYFAIR RD)

247+00

248+00

249+00

250+00

251+00

AT&T

CITY OF MILWAUKEE STREET LIGHTING

WISDOT

N. LOVERS LANE RD.

WE ENERGIES ELECTRIC

W. SILVER SPRING DR.

21

22

14

15

16

2

PROJECT NO: 2030-10-71 | HWY: STH 100 | COUNTY: MILWAUKEE | UTILITY PLAN | SHEET 249 | E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP.DWG
LAYOUT NAME - 023031_up

PLOT DATE : 5/21/2026 6:53 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

EX. R/W

N. 110TH ST

EX. R/W

PT: 40+19.96

STH 190 (W. CAPITOL DR)

PC: 41+29.17

PT: 43+22.74

41+00

42+00

43+00

44+00

45

MATCH LINE STA. 45+00

END CONSTRUCTION
STA 41+06 'CAPITOL DRIVE'

STH 190 (W. CAPITOL DR)

EX. R/W

ROE

SLOPE INTERCEPT (TYP.)

ROE

EX. R/W

CANOPY

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN STH 190	SHEET 250	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP_SIDE ROADS.DWG
LAYOUT NAME - 021201_PD

PLOT DATE : 5/21/2026 6:54 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

(?)SAN (?)SAN (?)SAN (?)SAN (?)SAN (?)SAN

WAUWATOSA SEWER

EX. R/W

EX. R/W

MH MH

(?)FO (?)FO (?)FO

AT&t

STH 190 (W. CAPITOL DR)

MATCH LINE STA. 45+00

46+00 47+00 48+00

MATCH LINE STA. 48+75

(?)TV (?)TV (?)TV

STH 190 (W. CAPITOL DR)

(?)G (?)G (?)G (?)G (?)G

(?)E

CHARTER

(?)TV (?)TV (?)TV

EX. R/W

EX. R/W

ROE

SLOPE INTERCEPT (TYP.)

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN STH 190	SHEET 251	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023001_UP_SIDE ROADS.DWG
LAYOUT NAME - 021202_PD

PLOT DATE : 5/21/2026 6:54 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

EX. R/W

EX. R/W

STH 100 (N. MAYFAIR RD)

91+00

90+00

44+00

45+00

46+00

47+00

48+00

49+00

50+00

W. BURLEIGH ST

W. BURLEIGH ST.

AT&T

WISDOT FIBER

CITY OF WAUWATOSA FIBER

UNION PACIFIC RAILROAD

WE ENERGIES

WAUWATOSA ELECTRIC

CHARTER

WISDOT

AT&t

WAUWATOSA SEWER

OLD MARKS ELEC

WISDOT COMMUNICATIONS

WISDOT FREEWAY OPERATIONS CABINET

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UTILITY PLAN W. BURLEIGH ST.	SHEET 252	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\021201_UP_MEDIAN -.DWG
LAYOUT NAME - 021201_pd_Median

PLOT DATE : 5/21/2026 6:54 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

W. BURLEIGH ST

SIGN SIGN SIGN

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

S1-1 ESTR
AHEAD S16-9P ESTR
FINES HIGHER R2-6P ESTR
ESTR JV NORTH INTERSTATE 41 45
R6-2R ESTR ONE WAY
R3-20L ESTR BEGIN LEFT TURN LANE
ESTR Burleigh St 3100 N
ESTR R7-1D NO PARKING ANY TIME
ESTR W3-3
TLE
SIGN
EX. R/W
MATCHLINE STA. 93+00
STH 100 (N. MAYFAIR RD)
94+00
95+00
96+00
97+00
98+00
MATCHLINE STA. 98+00
SPEED LIMIT 40 R2-1 ESTR
NO PARKING ANY TIME R7-1D ESTR
W11-2 ESTR
W16-9P ESTR
NO PARKING 6 AM - 9 AM 3 PM - 6 PM EXCEPT SAT SUN & HOL ESTR
WRONG WAY R5-1A ESTR
NO PARKING R7-7L ESTR
S16-7R ESTR
S16-7L ESTR

SHEET 2 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 254	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023202_ps
PLOT DATE : 5/21/2026 6:55 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

ESTR W11-2

ESTR R4-7

ESTR R6-2L ONE WAY

S16-7L ESTR

2 REMOVE DO NOT ENTER

DO NOT ENTER R5-1 (2M)

ESTR Mayfair Business District / Mount Mary University / Burleigh Business District

ESTR R2-1 SPEED LIMIT 40

TLE

EX. R/W

SIGN

MATCHLINE STA. 98+00

STH 100 (N. MAYFAIR RD)

99+00

100+00

101+00

102+00

103+00

MATCHLINE STA. 103+50

BUS STOP BY OTHERS (MCTS)

W. AUER AVE

ONE WAY R6-2L (2M) ESTR

R4-7 ESTR

ONE WAY REMOVE 1

STOP R1-1 ESTR

DIVIDED HIGHWAY R6-3A ESTR

NO PARKING 6 AM - 9 AM 3 PM - 6 PM EXCEPT SAT SUN & HOL ESTR

R5-2 ESTR

W Auer AVE

N Mayfair RD

BY OTHERS ESTR

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 3 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 255	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023203_ps

PLOT DATE : 5/21/2026 6:55 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

GOLF COURSE

SIGN

ESTR R7-1D NO PARKING ANY

ESTR R5-1A WRONG WAY

ONE WAY R6-2L ESTR

EX. R/W

MATCHLINE STA. 103+50

STH 100 (N. MAYFAIR RD)

104+00 105+00 106+00 107+00 108+00 109+00

MATCHLINE STA. 109+50

R4-7 ESTR

ONE WAY R6-2L ESTR

R4-7 ESTR

SPEED LIMIT 40 R2-1 ESTR

NO PARKING 6 AM - 9 AM 3 PM - 6 PM EXCEPT SAT SUN & HOL ESTR

U-TURN ONLY ESTR

WRONG WAY R5-1A ESTR

NO PARKING 6 AM - 9 AM 3 PM - 6 PM EXCEPT SAT SUN & HOL ESTR

SHEET 4 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 256 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023204_ps

PLOT DATE : 5/21/2026 6:55 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

GOLF COURSE

7 REMOVE
NO PARKING ANY TIME
NO PARKING ANY TIME
R7-1D(2M)

ESTR R6-2L
ONE WAY

ESTR R7-1D
NO PARKING ANY TIME

ROE

ROE

EX. R/W

MATCHLINE STA. 109+50

SIGN

SIGN

SIGN

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

SIGN

110+00

111+00

112+00

113+00

114+00

115

SIGN

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

SIGN

SIGN

SIGN

MATCHLINE STA. 115+00

EX. R/W

TLE

TLE

EX. R/W

W. TOWNSEND ST

DO NOT ENTER
R5-1 (2M)

DO NOT ENTER
REMOVE
3

R4-7
ESTR

STOP
R1-1 (2M)

DIVIDED HIGHWAY
R6-3A (2S)

STOP REMOVE

DIVIDED HIGHWAY REMOVE

4

5

W Townsend ST
N Mayfair RD
BY OTHERS
ESTR

EX. R/W

EX. R/W

NO PARKING 6 AM - 9 AM 3 PM - 6 PM EXCEPT SAT SUN & HOL
ESTR

R4-7 (2M)
REMOVE
6

NO PARKING 6 AM - 9 AM 3 PM - 6 PM EXCEPT SAT SUN & HOL
ESTR

U-TURN ONLY
ESTR

EX. R/W

LEGEND

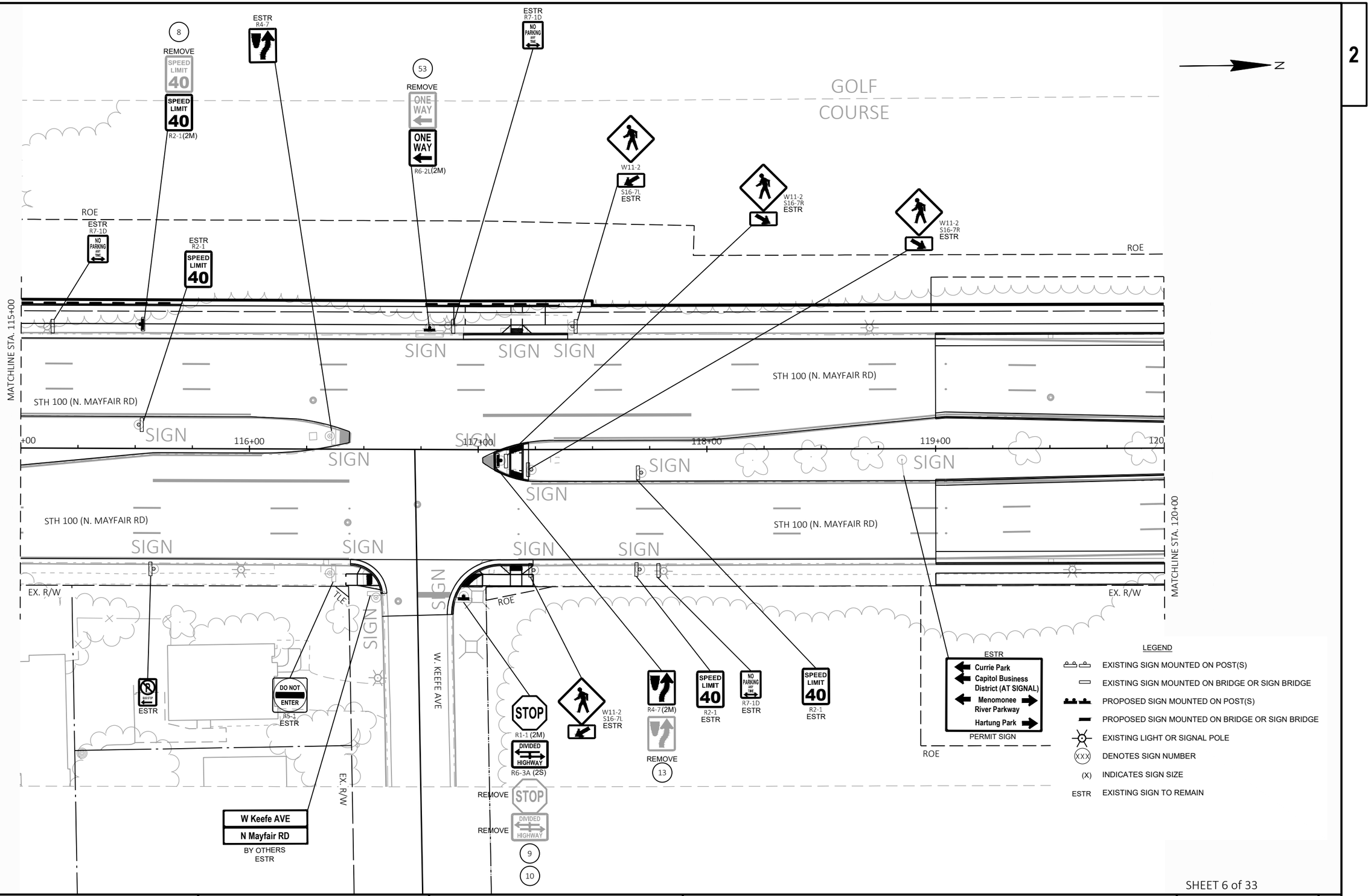
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 5 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 257	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023205_ps

PLOT DATE : 5/21/2026 6:55 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT



SHEET 6 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 258	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023206_ps

PLOT DATE : 5/21/2026 6:55 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

CURRIE GOLF COURSE ENTRANCE

MATCHLINE STA. 120+00

MATCHLINE STA. 125+50

STH 100 (N. MAYFAIR RD)

ROE

PROP. R/W

EX. R/W

SIGN

61 62 STOP REMOVE; DIVIDED HIGHWAY REMOVE; STOP R1-1 (2M); DIVIDED HIGHWAY R6-3A (2S)

63 64 W11-2 (2M) W16-7L (2M)

65 66 W11-2 (2M) W16-7R (2M)

67 REMOVE DO NOT ENTER R5-1 (2M); DO NOT ENTER

14 BEGIN LEFT TURN LANE R3-20L (2M) REMOVE

15 NO PARKING ANY TIME R7-1D (2M) ON L.P. REMOVE

16 R4-7 (2M) REMOVE

17 ONE WAY R6-2L (2S) ON L.P. REMOVE

18 R4-7 (2M) REMOVE

19 20 W11-2 (2M) W16-7R (2M)

21 22 W11-2 (2M) W16-7L (2M)

23 24 W11-15 (2M) AHEAD W16-9P (2M) REMOVE

25 26 W11-15 (2M) AHEAD W16-9P (2M) REMOVE

27 NO PARKING ANY TIME R7-1D (2M) ON L.P. REMOVE

28 REMOVE

SHEET 7 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 259	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023207_ps

PLOT DATE : 5/21/2026 6:55 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

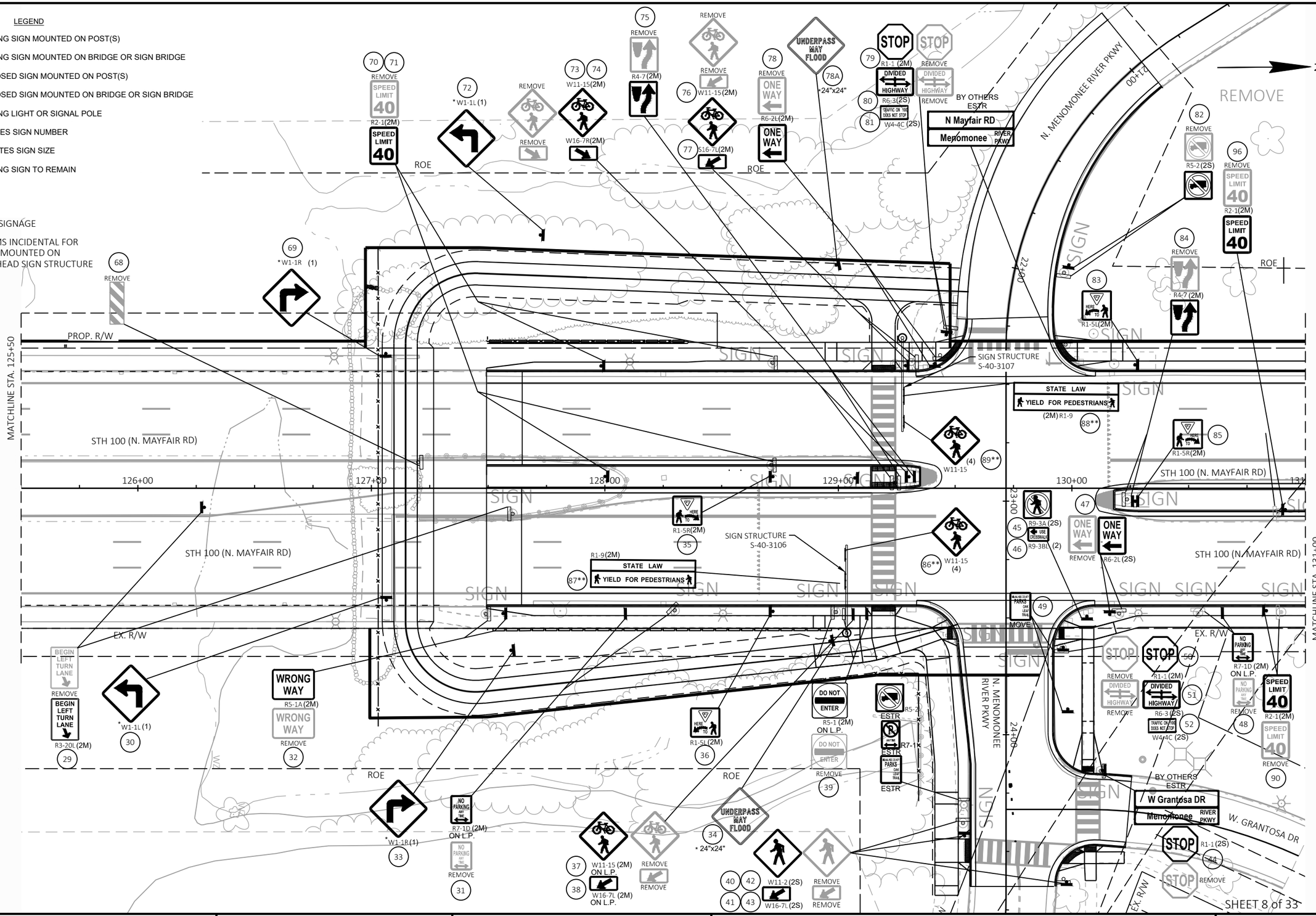
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

* TRAIL SIGNAGE

** I BEAMS INCIDENTAL FOR SIGNS MOUNTED ON OVERHEAD SIGN STRUCTURE



SHEET 8 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 260	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023208_ps

PLOT DATE : 5/21/2026 6:55 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

97 REMOVE BEGIN LEFT TURN LANE

R3-2OL(2M) BEGIN LEFT TURN LANE

98 REMOVE WRONG WAY

ON L.P. R5-1A (2M) WRONG WAY

99

100 REMOVE

REMOVE AHEAD

ON L.P. W11-15(2M)

ON L.P. W16-9P(2M) AHEAD

ATHLETIC FIELD

ROE

ROE

W11-15 AHEAD W16-9P ESTR

MATCHLINE STA. 131+00

STH 100 (N. MAYFAIR RD)

SIGN

STH 100 (N. MAYFAIR RD)

+00 132+00 133+00 134+00 135+00 136

SIGN SIGN SIGN SIGN SIGN

STH 100 (N. MAYFAIR RD)

W Grantosa DR

N Mayfair Rd

BY OTHERS ESTR

ONE WAY R6-2R ESTR

STH 100 (N. MAYFAIR RD)

SIGN SIGN

MATCHLINE STA. 136+00

EX. R/W

ROE

ROE

EX. R/W

NO PARKING ANY TIME R7-1D (2M)

REMOVE 91

ESTR W Capitol Dr NEXT SIGNAL PERMIT SIGN

STOP R1-1(2M)

R3-2 (2S)

STOP REMOVE

REMOVE 92

93

STOP R1-1(2M)

RIGHT TURN ONLY R3-53R (2S)

STOP REMOVE

RIGHT TURN ONLY REMOVE

94

95

NO PARKING ANY TIME R7-1D ESTR

JCT 190 ESTR J1-1

EX. R/W

W. GRANTOSA DR

EX. R/W

EX. R/W

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 9 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 261	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

MATCHLINE STA. 136+00

MATCHLINE STA. 141+50

STH 100 (N. MAYFAIR RD)

ROE

EX. R/W

101 REMOVE NO PARKING ANY TIME R7-1D(2M) ON L.P.

102 103 REMOVE SPEED LIMIT 40 REMOVE NO PARKING ANY TIME R7-1D(2M) ON L.P. SPEED LIMIT 40 R2-1(2M) ON L.P.

WEST 190 EAST 190 ESTR J2-2

ESTR R2-1 SPEED LIMIT 40

103A R3-8LL (2M)

111 REMOVE SOUTH 100 J4-1 (2M) SOUTH 100

104A ONE WAY R6-2R (2S)

R9-3A (2S) R9-3BR (2S) USE CROSSWALK

105A 105B

W3-3 ESTR

R3-5R ESTR ONLY

R7-1D ESTR NO PARKING ANY TIME

ESTR J2-1 EAST 190

BEGIN LEFT TURN LANE R3-20L ESTR

RIGHT LANE MUST TURN RIGHT R3-7R ESTR

AT SIGNAL ESTR

N Mayfair RD

W York PL

BY OTHERS ESTR

W. YORK PL

STOP R1-1 (2M)

RIGHT TURN ONLY R3-53R (2S)

STOP REMOVE

RIGHT TURN ONLY REMOVE

104 105

R9-3A (2S) R9-3BL (2S) USE CROSSWALK

WRONG WAY R5-1A ESTR

111A 111B

TLE

SIGN

SHEET 10 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 262	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023210_ps
PLOT DATE : 5/21/2026 6:55 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

ESTR
N 110TH ST
W Capitol DR

STOP
R1-1

DIVIDED HIGHWAY

BUS STOP
BY OTHERS (MCTS)

DO NOT ENTER
R5-1
ESTR

R5-2
ESTR

110

REMOVE
R4-7(2M)

ESTR

R3-2

4 - 6 PM
ESTR

R4-7
ESTR

SIGN

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

STH 190 (W. CAPITOL DR)

MATCH LINE STA. 48+75

CANOPY

DOG PARK

STOP
R1-1
ESTR

ONE WAY
R6-2L(2S)

ONE WAY
REMOVE

109

BUS STOP
BY OTHERS (MCTS)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 11 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 263	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023211_ps

PLOT DATE : 5/21/2026 6:55 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

MATCH LINE STA. 48+75

ESTR JV TO 41 45

NO PARKING ANY TIME R7-1D ESTR

ONE WAY R6-2R ESTR

ESTR SPEED LIMIT 45 R2-1

NO PARKING ANY TIME R7-1D ESTR

ESTR J3-2 NORTH 100 SOUTH 100

113

114

RIGHT LANE MUST TURN RIGHT R3-7R(2M)

RIGHT LANE MUST TURN RIGHT REMOVE

EXCEPT BUSES MOVE

NORTH EAST SOUTH 100 190 100

ESTR J2-3

SIGN

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

NORTH 100 SOUTH 100 NORTH 100 SOUTH 100 REMOVE

NORTH 100 NORTH 100 SOUTH 100 J3-2 (2M)

107

W3-3 ESTR

STH 190 (W. CAPITOL DR)

W3-3(2M)

REMOVE

108

NORTH 100 SOUTH 100 ESTR J2-2

BEGIN LEFT TURN LANE R3-20L ESTR

R5-1A(2M) WRONG WAY REMOVE

WRONG WAY 106

TURNING VEHICLES YIELD TO R10-15R(2M)

TURNING VEHICLES YIELD TO REMOVE

112

CANOPY

SHEET 12 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 264	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023212_ps

PLOT DATE : 5/21/2026 6:56 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

MATCH LINE STA. 48+75

MATCHLINE STA. 141+50

MATCHLINE STA. 147+00

STH 190 (W. CAPITOL DR)

STH 100 (N. MAYFAIR RD)

142+00 143+00 144+00 145+00 146+00 147

N

R1-1F ESTR STOP
R6-3A ESTR DIVIDED HIGHWAY
BY OTHERS (MCTS) BUS STOP
R6-2L ESTR ONE WAY
R5-1 ESTR DO NOT ENTER
ESTR W Capitol Dr
I55-56 ESTR ADOPT A HIGHWAY
R4-7 ESTR
ESTR J4-1 WEST 190
ESTR N Mayfair Rd
ESTR J3-1 WEST 190
ESTR EAST 190
ESTR J4-1 EAST 190
ESTR J3-2 EAST WEST 190 190
M3-4 ESTR WEST 190
M1-6 ESTR
M6-1 ESTR
R6-2R ESTR ONE WAY
R2-1 ESTR SPEED LIMIT 40
R7-4D ESTR NO STOPPING OR STANDING
R7-1D ESTR NORTH 190 NO PARKING ANY TIME
R3-4 ESTR

SIGN, CANOPY, EX. R/W, ROE, ONLY

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 13 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 265	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023213_ps

PLOT DATE : 5/21/2026 6:56 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

R7-1D ESTR NO PARKING ANY TIME
J2-2 ESTR EAST 190 WEST 190
JV ESTR TO INTERSTATE 41 41 45
R3-20L ESTR BEGIN LEFT TURN LANE
115 116 REMOVE STOP
REMOVE DIVIDED HIGHWAY
R1-1(2M) STOP
R6-3A(2M) DIVIDED HIGHWAY
R7-1D ESTR NO PARKING ANY TIME
R6-2R ESTR ONE WAY
W3-3 ESTR
BY OTHERS ESTR
N Mayfair 4100 RD
W Fiebrantz AVE
116A
R7-1D (2M) NO PARKING ANY TIME
REMOVE

EX. R/W
W. FIEBRANTZ AVE
TLE
SIGN
MATCHLINE STA. 147+00
MATCHLINE STA. 153+00
STH 100 (N. MAYFAIR RD)
148+00
149+00
150+00
151+00
152+00
153
CURB LANE BICYCLES AND RIGHT TURNS ONLY
R3-52 ESTR
I55-56 ESTR
ADOPT A HIGHWAY
R4-7 ESTR
CEMETERY
R7-1D ESTR NO PARKING ANY TIME
R6-2L ESTR ONE WAY
W11-8 ESTR

SHEET 14 of 33

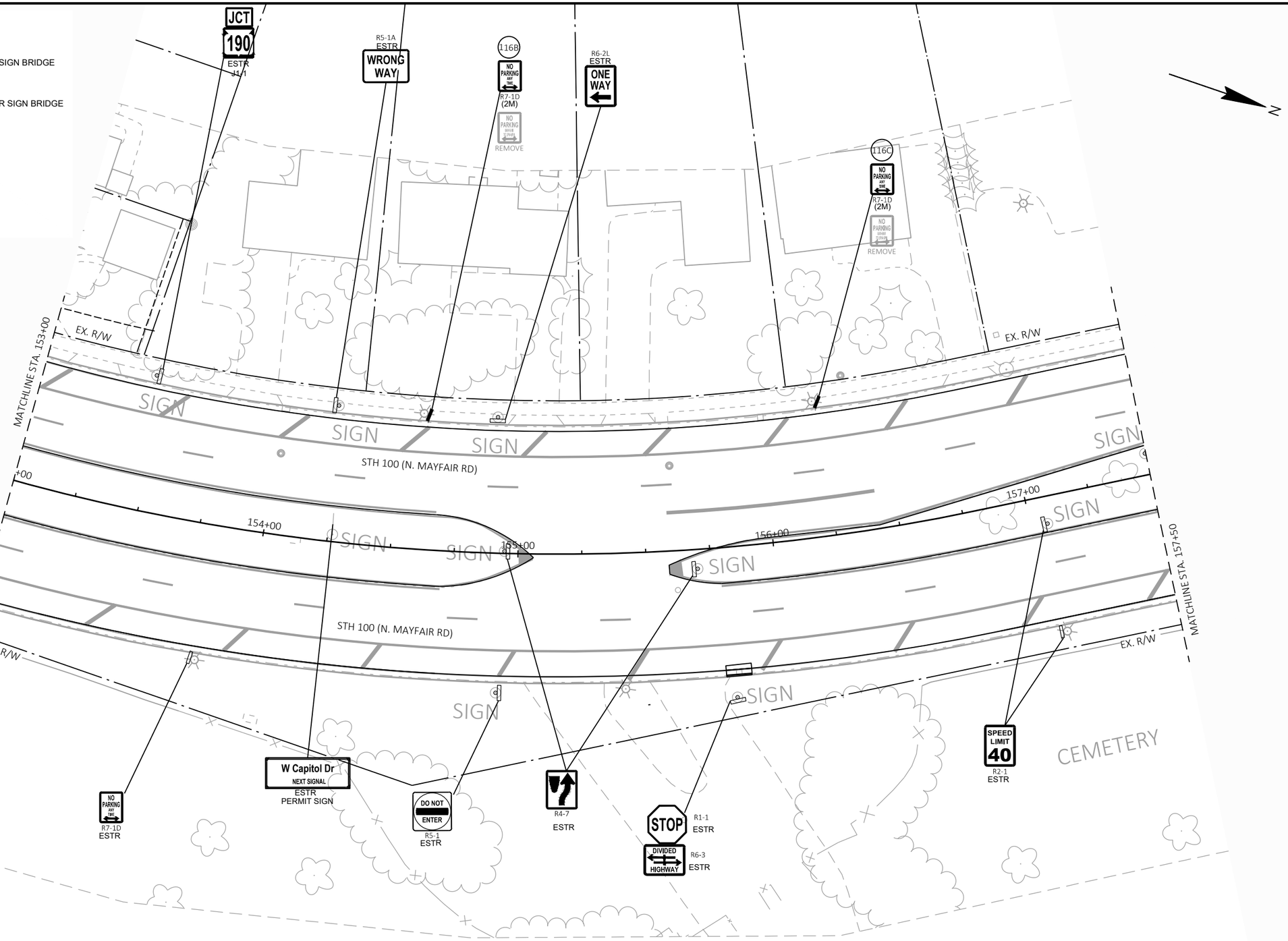
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 266	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023214_ps
PLOT DATE : 5/21/2026 6:56 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 15 of 33

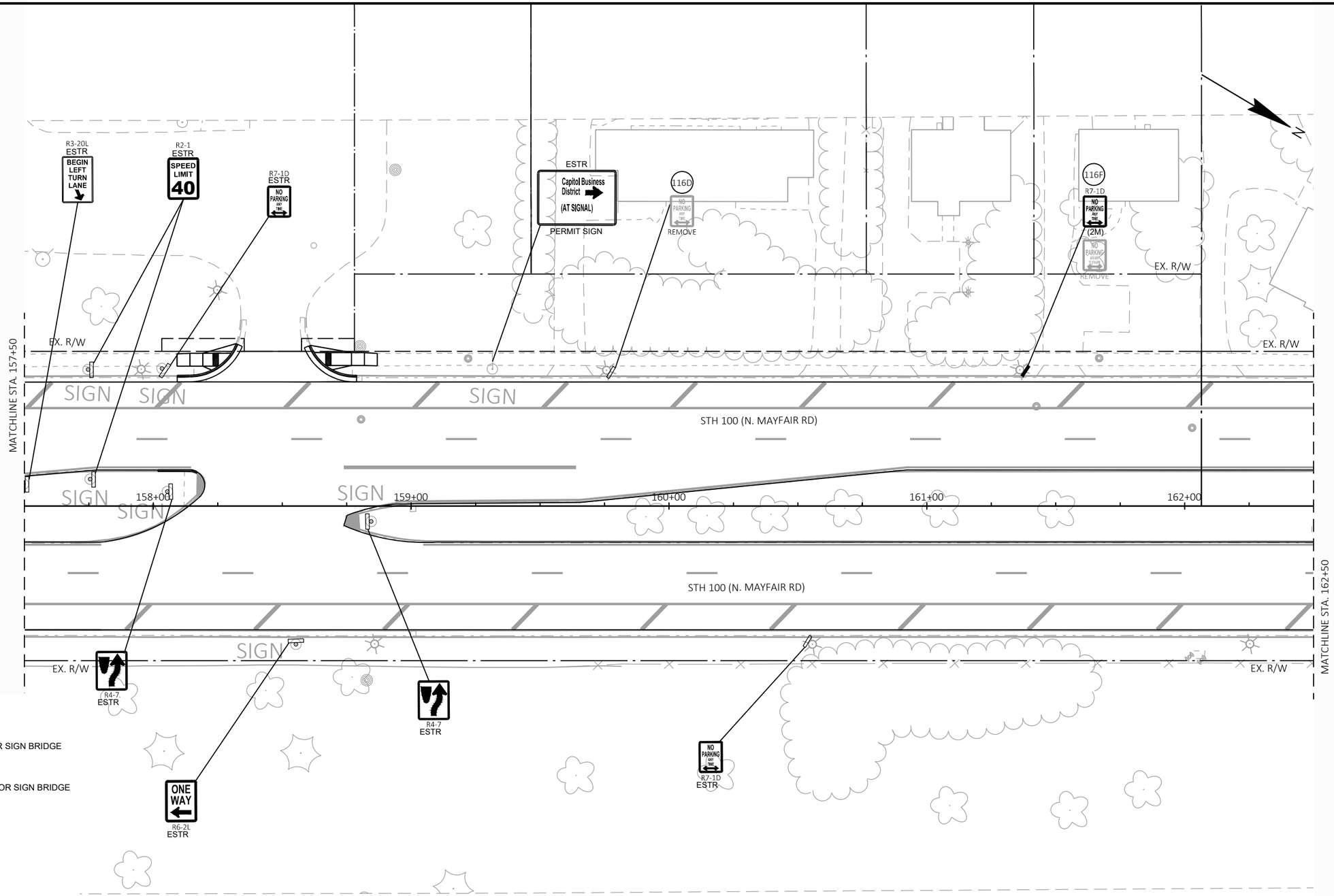
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 267	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023215_ps

PLOT DATE : 5/21/2026 6:56 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 16 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 268	E

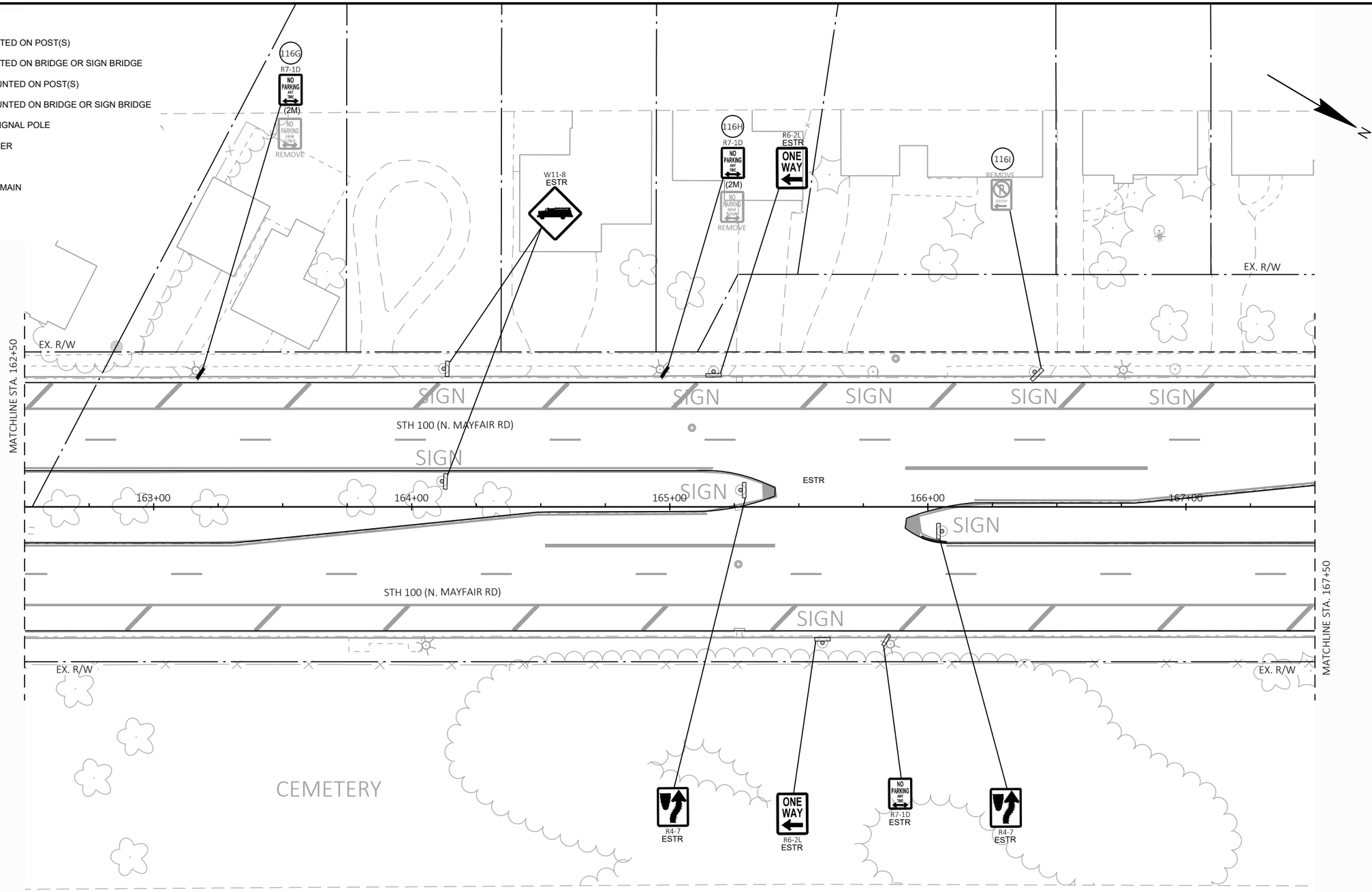
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023216_ps

PLOT DATE : 5/21/2026 6:56 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 17 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 269	E

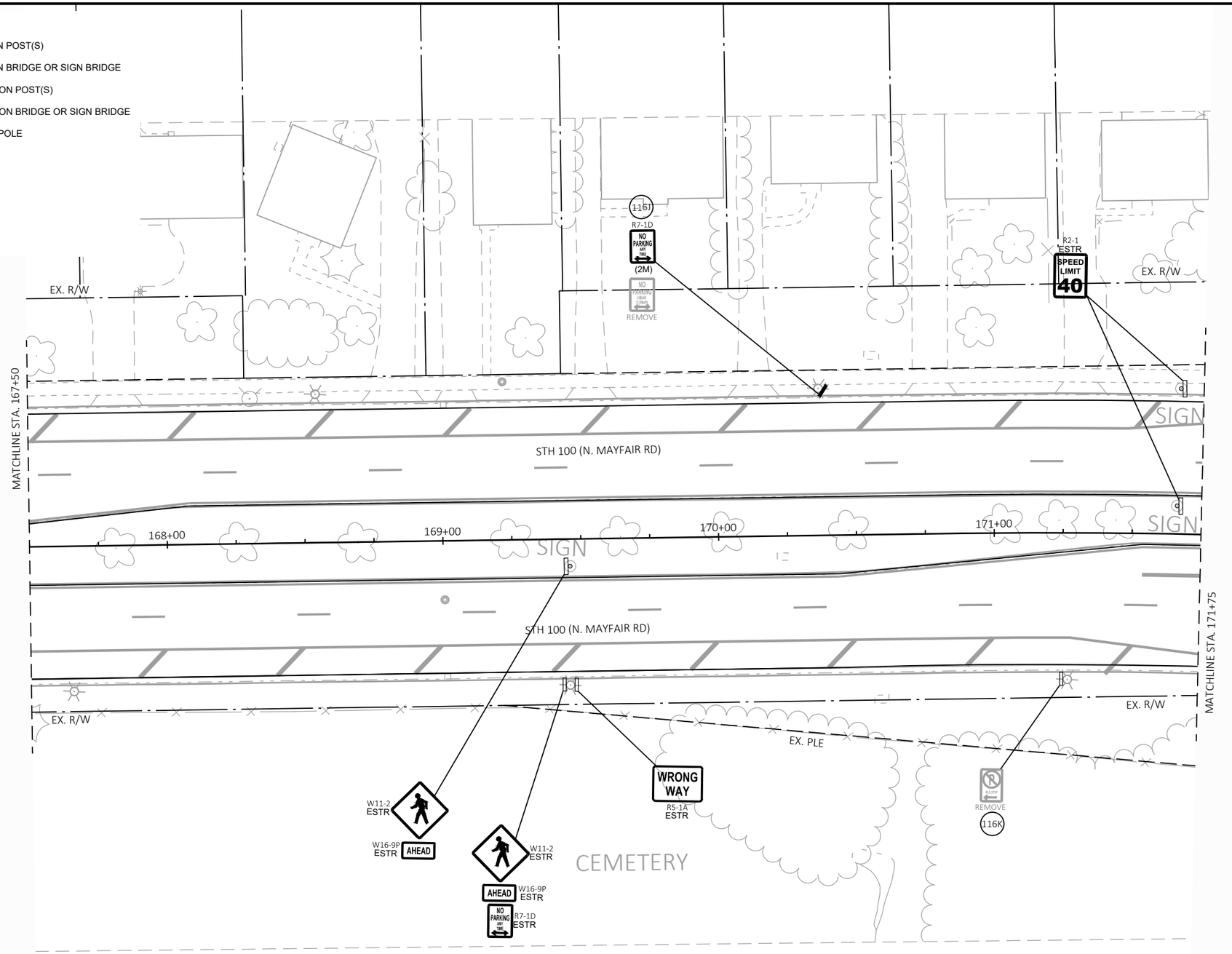
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023217_ps

PLOT DATE : 5/21/2026 6:56 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

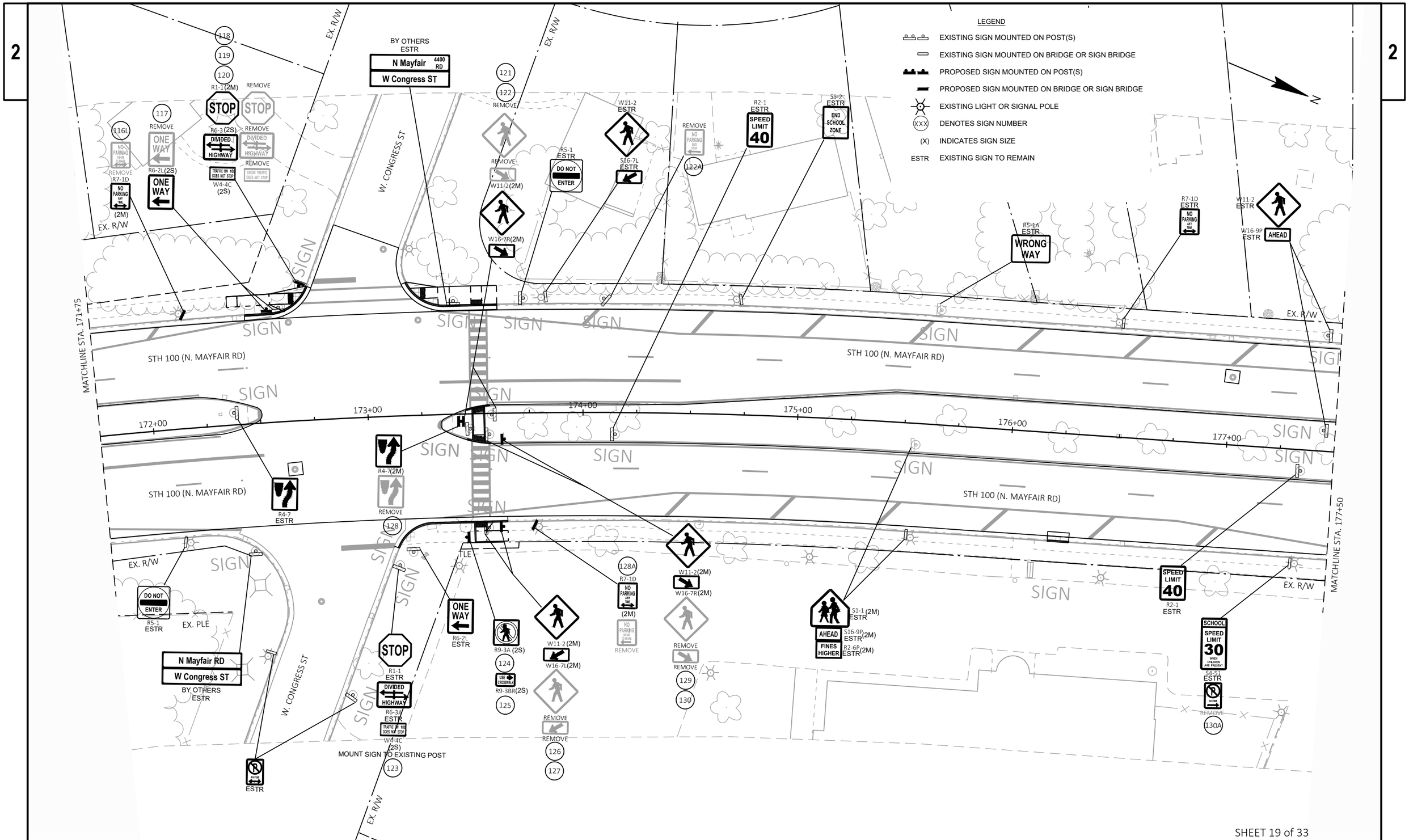
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 270	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023218_ps
PLOT DATE : 5/21/2026 6:56 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



SHEET 19 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 271	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023219_ps
PLOT DATE : 5/21/2026 6:56 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

MATCHLINE STA. 177+50

EX. R/W

SIGN

STH 100 (N. MAYFAIR RD)

178+00

179+00

180+00

181+00

182+00

183

MATCHLINE STA. 183+00

W. RUBY AVE

W. MAPLE LN

TLE

R7-1D ESTR NO PARKING ANY TIME

R2-1 ESTR SPEED LIMIT 40

131 ONE WAY REMOVE R6-2L (2S)

R1-1 ESTR STOP

R6-3A ESTR DIVIDED HIGHWAY

BY OTHERS ESTR
N Mayfair 4500 RD
W Ruby AVE

139

140 ON L.P. S1-1 (2)

141 S1-1 ESTR

AHEAD REMOVE
FINES HIGHER REMOVE

ON L.P. S16-7L

MOUNT SIGN TO EXISTING POST

S16-7R (2M)

R5-1 ESTR DO NOT ENTER

R6-2R ESTR ONE WAY

R4-7 ESTR

130B R7-1D NO PARKING ANY TIME (2M)
NO PARKING 6 AM - 9 AM 3 PM - 6 PM EXCEPT SAT SUN & HOL
REMOVE

WRONG WAY R5-1A ESTR

N Mayfair 4400 RD
Maple Lane
BY OTHERS ESTR

R1-1 ESTR STOP

RIGHT TURN ONLY R3-53R ESTR

R1-1 (2M) STOP

R6-3 (2S) DIVIDED HIGHWAY

R6-2L (2S) ONE WAY

REMOVE 134

REMOVE 135

136

REMOVE 132

133

S1-1 (2) S16-7L (2M)

S1-1 (2) S16-7R (2M)

137

138

R7-1D (2M) ESTR NO PARKING ANY TIME

BM	STATION	OFFSET	DESCRIPTION	ELEVATION
BM 17788	177+88.22	52.59' RT	CHISELED CROSS "X" IN TOP NW FLANGE BOLT FOR FIRE HYDRANT @ SE COR OF STH 100 & W. MAPLE LN.	733.6700

SHEET 20 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 272	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023220_ps

PLOT DATE : 5/21/2026 6:56 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

PLAYGROUND

PLAYGROUND

142 SCHOOL SPEED LIMIT 30 WHEN CHILDREN ARE PRESENT
REMOVE S4-51(2M)

S4-51 ESTR SCHOOL SPEED LIMIT 30 WHEN CHILDREN ARE PRESENT

R7-1D ESTR NO PARKING ANY TIME

R7-1D ESTR NO PARKING ANY TIME

S1-1 ESTR AHEAD
S16-9P ESTR FINES HIGHER
R2-6P ESTR

R2-1 ESTR SPEED LIMIT 40

SIGN

SIGN

SIGN

SIGN

SIGN

SIGN

EX. R/W

EX. R/W

MATCHLINE STA. 183+00

STH 100 (N. MAYFAIR RD)

184+00

185+00

186+00

187+00

188

+00

STH 100 (N. MAYFAIR RD)

S1-1 (2M) AHEAD
S16-9P (2M) FINES HIGHER
R2-6P (2M) ESTR

142A

142B

142C

EX. R/W

EX. R/W

MATCHLINE STA. 188+00

SPEED LIMIT 40 R2-1 ESTR

END SCHOOL ZONE S5-2 ESTR

SPEED LIMIT 40 R2-1 ESTR

SHEET 21 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 273	E

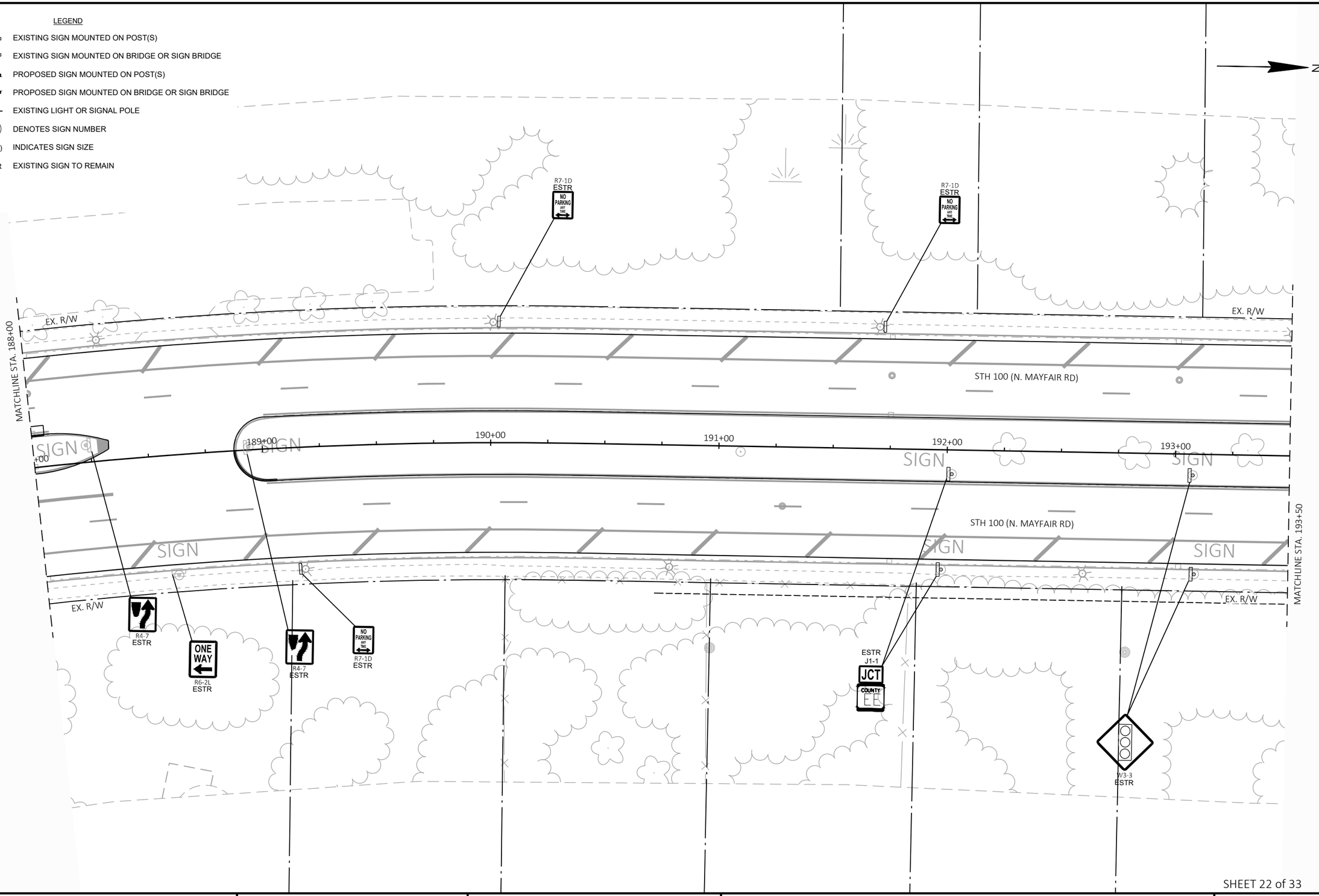
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023221_ps

PLOT DATE : 5/21/2026 6:56 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 22 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 274	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023222_ps

PLOT DATE : 5/21/2026 6:56 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

MATCHLINE STA. 193+50

MATCHLINE STA. 199+00

STH 100 (N. MAYFAIR RD)

EX. R/W

SIGN

194+00 195+00 196+00 197+00 198+00 199

147 148 147A 143A 143 144 145 146

R7-1D ESTR NO PARKING ANY TIME

R7-1D (2M) NO PARKING BUS ANY TIME REMOVE

R6-2L ESTR ONE WAY

REMOVE W11-2 (2M)

W16-7R (2M)

W11-2 ESTR

S16-7L ESTR

R3-52 ESTR CURB LANE BICYCLES AND RIGHT TURNS ONLY

I55-56 ESTR ADOPT A HIGHWAY

W11-2 ESTR

W16-9P ESTR AHEAD

R4-7 ESTR

N Mayfair RD 4700

Courtland AVE

MOVE STREET NAME SIGNS BY CITY

R1-1 ESTR STOP (2M)

R6-3A ESTR DIVIDED HIGHWAY (2M)

W. COURTLAND AVE

TLE

R7-1D ESTR NO PARKING ANY TIME

W11-2 (2M)

W16-7L (2M)

W16-7R (2M)

REMOVE

ESTR J2-2 WEST COUNTY EAST COUNTY

ESTR J33-1 TO 45

I5-1 ESTR

M6-1 ESTR

R3-20L ESTR BEGIN LEFT TURN LANE

SHEET 23 of 33

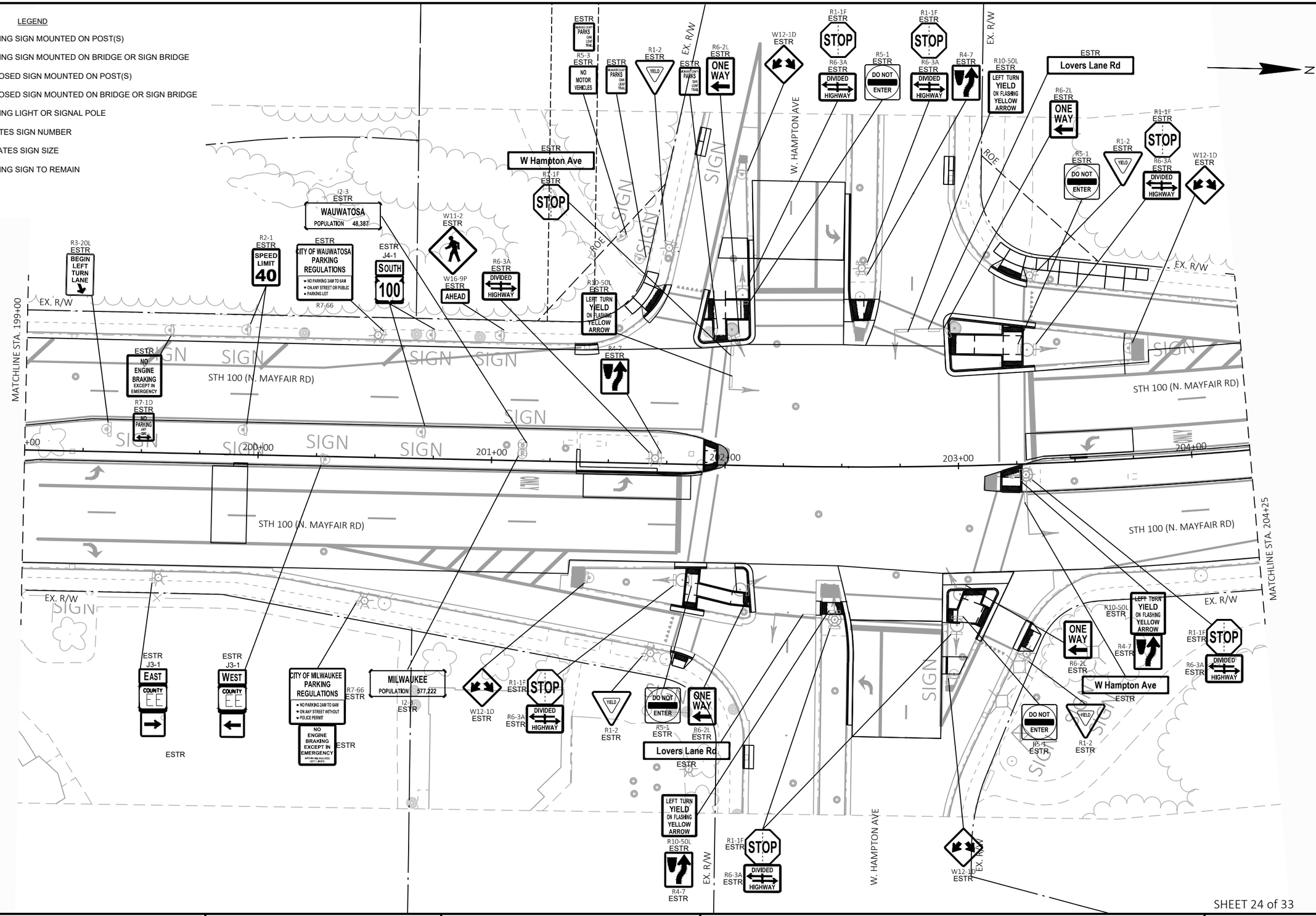
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 275	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023223_ps
PLOT DATE : 5/21/2026 6:57 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 24 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 276	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023224_ps

PLOT DATE : 5/21/2026 6:57 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

R3-20L ESTR — BEGIN LEFT TURN LANE

149 REMOVE — EAST COUNTY EE

J3-1 (2M) — EAST COUNTY EE

ESTR J23-1 — TO 45

ESTR J3-1 — WEST COUNTY EE

W5-52L ESTR

R7-1D ESTR — NO PARKING ANY TIME

EX. R/W

MATCHLINE STA. 204+25

STH 100 (N. MAYFAIR RD)

205+00

206+00

207+00

208+00

209+00

SIGN

MATCHLINE STA. 209+75

I55-56 ESTR — ADOPT A HIGHWAY

BUS STOP — MOVE BY OTHERS

SPEED LIMIT 40 — R2-1 ESTR

CURB LANE — BICYCLES AND RIGHT TURNS ONLY — R3-5J ESTR

W5-52L ESTR

R7-1D ESTR — NO PARKING ANY TIME

EAST SOUTH WEST — COUNTY EE 100 COUNTY EE — ESTR J2-3

SHEET 25 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 277	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023225_ps

PLOT DATE : 5/21/2026 6:57 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

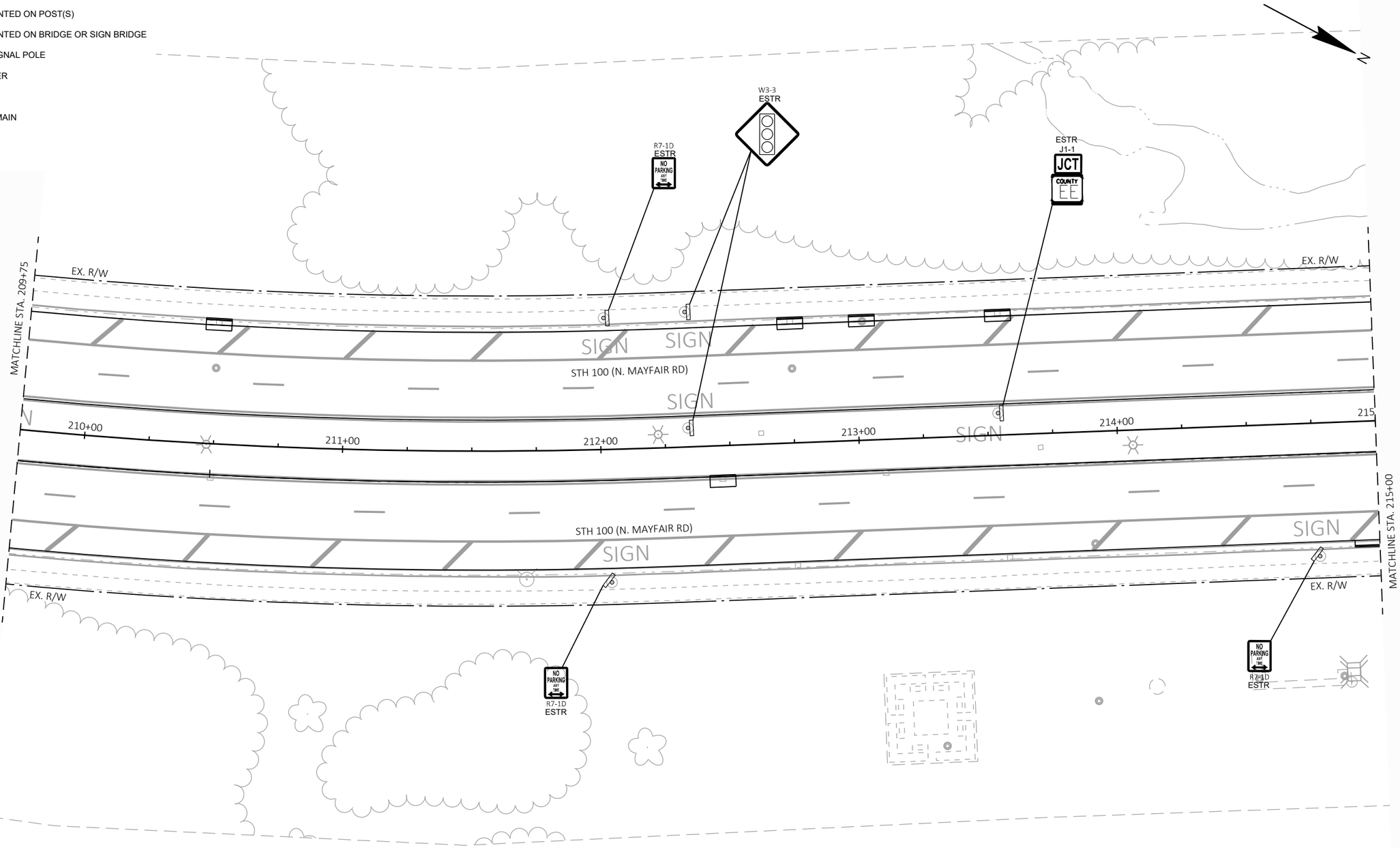
WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 26 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 278	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023226_ps

PLOT DATE : 5/21/2026 6:57 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

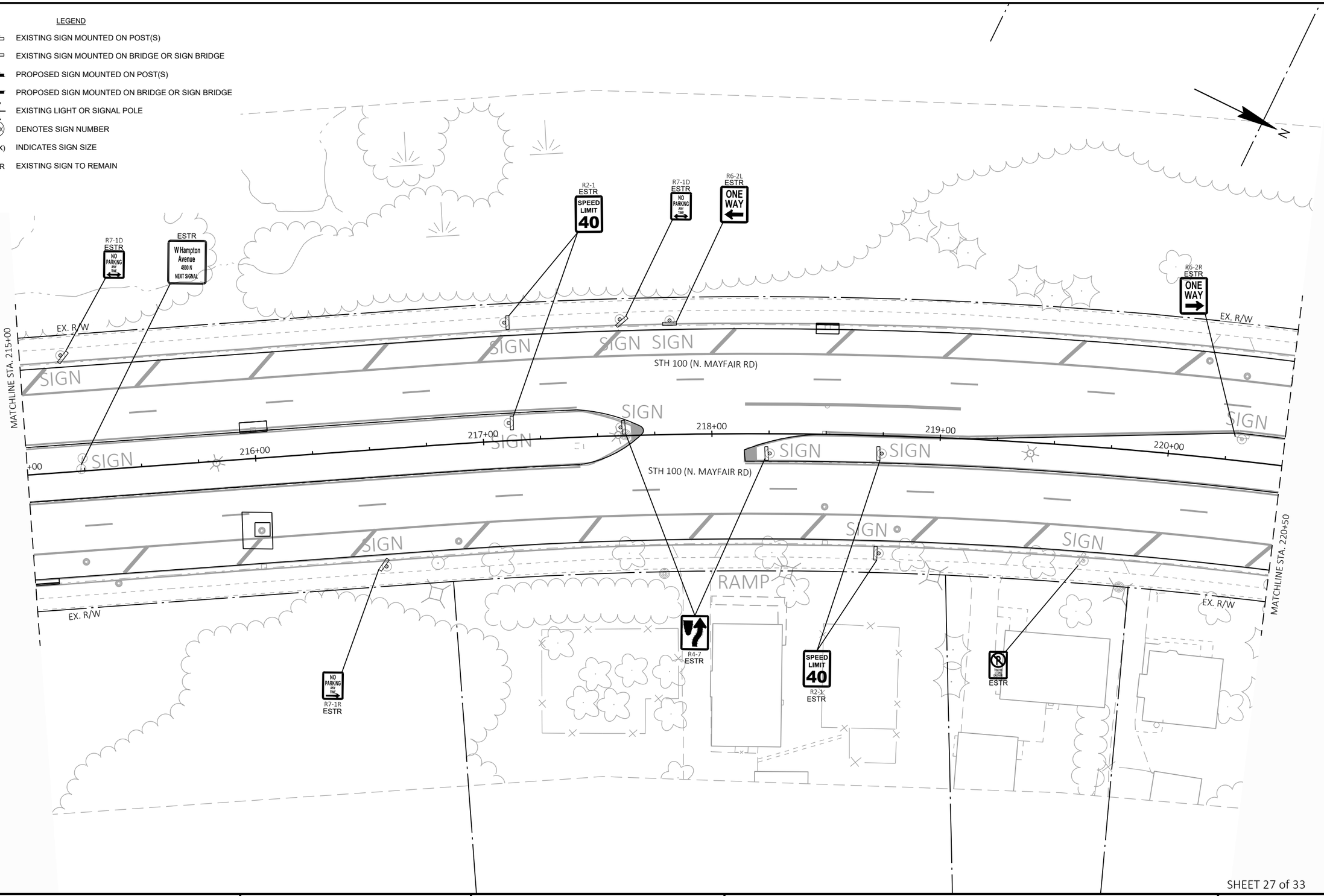
WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 27 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 279	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023227_ps

PLOT DATE : 5/21/2026 6:57 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

R7-1D
ESTR
NO PARKING ANY TIME

EX. R/W

MATCHLINE STA. 220+50

SIGN

STH 100 (N. MAYFAIR RD)

221+00

222+00

223+00

224+00

225+00

EX. R/W

SIGN

SIGN

SIGN

SIGN

STH 100 (N. MAYFAIR RD)

MATCHLINE STA. 225+50

EX. R/W

ONE WAY
R6-2R
ESTR

U-TURN ONLY
ESTR

BUS STOP
MOVE BY OTHERS

SIGN

SHEET 28 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 280	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023228_ps

PLOT DATE : 5/21/2026 6:57 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

R6-2L
ESTR
ONE WAY

R2-1
ESTR
SPEED LIMIT 40

SIGN

EX. R/W

MATCHLINE STA. 225+50

STH 100 (N. MAYFAIR RD)

226+00 227+00 228+00 229+00 230+00 231

MATCHLINE STA. 231+00

R7-8
ESTR

R4-7
ESTR

SHEET 29 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 281	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023229_ps

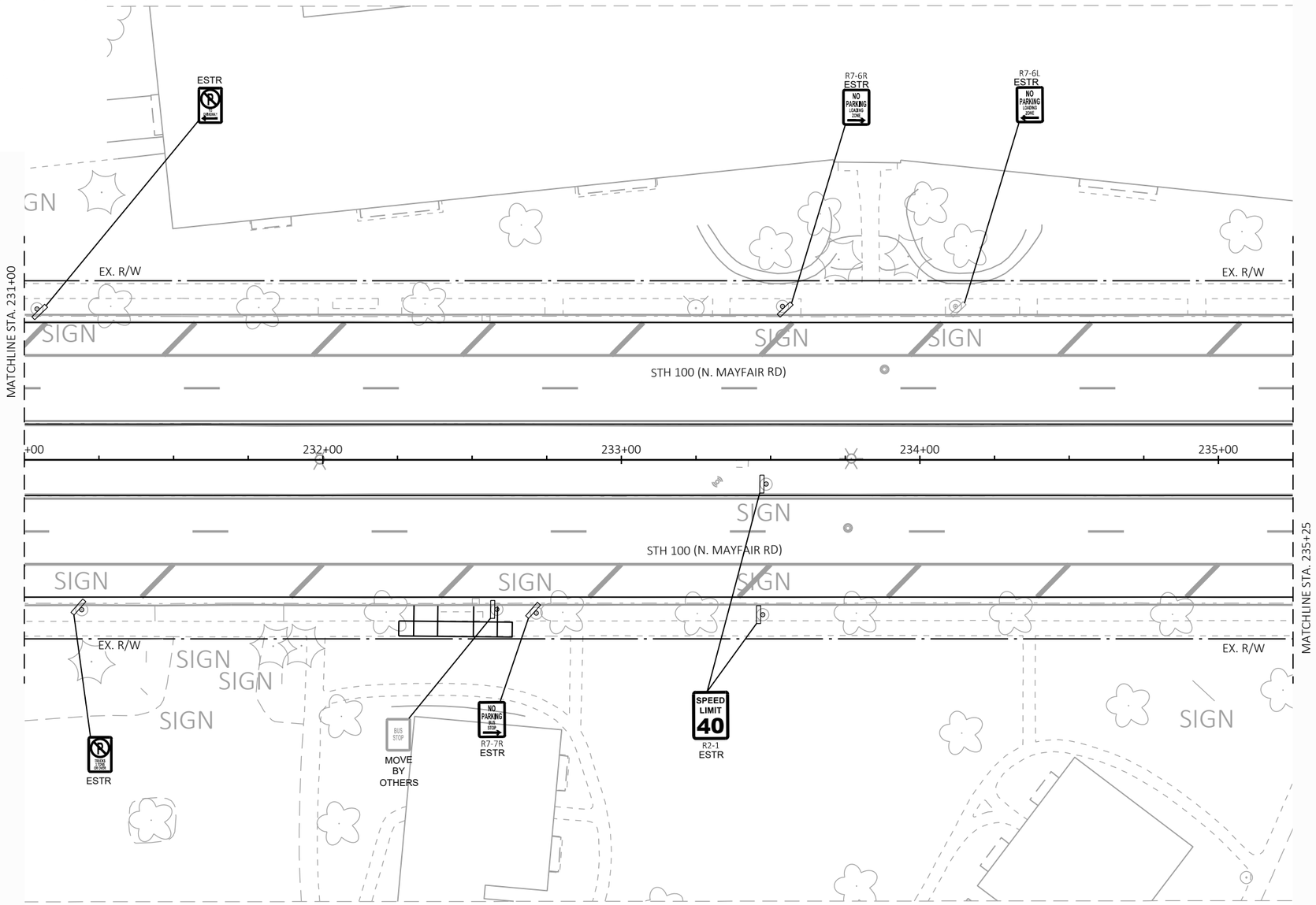
PLOT DATE : 5/21/2026 6:57 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N



SHEET 30 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 282	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023230_ps

PLOT DATE : 5/21/2026 6:57 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

MATCHLINE STA. 235+25

EX. R/W

SIGN

SIGN

SIGN

SIGN

SIGN

SIG

EX. R/W

SIGN

STH 100 (N. MAYFAIR RD)

236+00 237+00 238+00 239+00 240+00 241

SIGN

SIGN

SIGN

SIGN

SIGN

STH 100 (N. MAYFAIR RD)

SIGN

SIGN

SIGN

EX. R/W

SIGN

EX. R/W

MATCHLINE STA. 241+00

M2-1 ESTR

JCT

M1-5A ESTR

COUNTY E

DO NOT ENTER

R5-1 ESTR

BUS STOP

MOVE BY OTHERS

W3-3 ESTR

SHEET 31 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 283	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023231_ps

PLOT DATE : 5/21/2026 6:57 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

CANOPY

SIGN

EX. R/W

MATCHLINE STA. 241+00

STH 100 (N. MAYFAIR RD)

242+00 243+00 244+00 245+00 246+00

R3-52 ESTR
CURB LANE
BICYCLES AND RIGHT TURNS ONLY

R2-1 ESTR
SPEED LIMIT 40

BEGIN LEFT TURN LANE
R3-20L ESTR

MATCHLINE STA. 246+25

R4-7 ESTR

ESTR J32-2
TO NORTH
41 100
45

ESTR J2-3
TO WEST EAST
45 COUNTY COUNTY

WEST EAST
COUNTY COUNTY
J3-2 (2M)
REMOVE
150 151

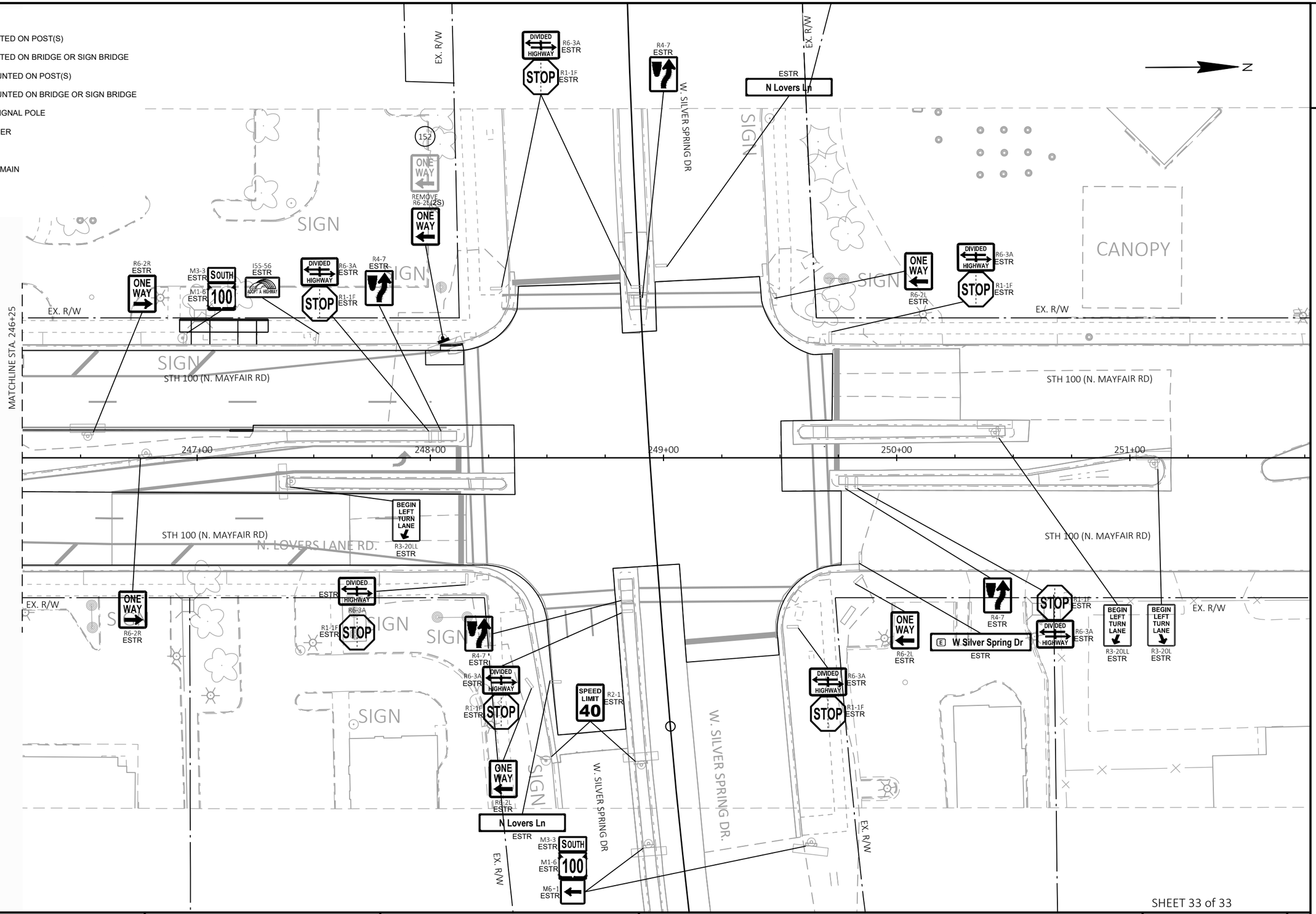
BUS STOP
MOVE BY OTHERS

SHEET 32 of 33

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 284	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PERMANENT SIGNING	SHEET 285	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023233_ps

PLOT DATE : 5/21/2026 6:57 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- ROADWAY LIGHT FIXTURE
- LIGHTING CONTROL CABINET
- UNDERDECK LIGHT FIXTURE (UDL)

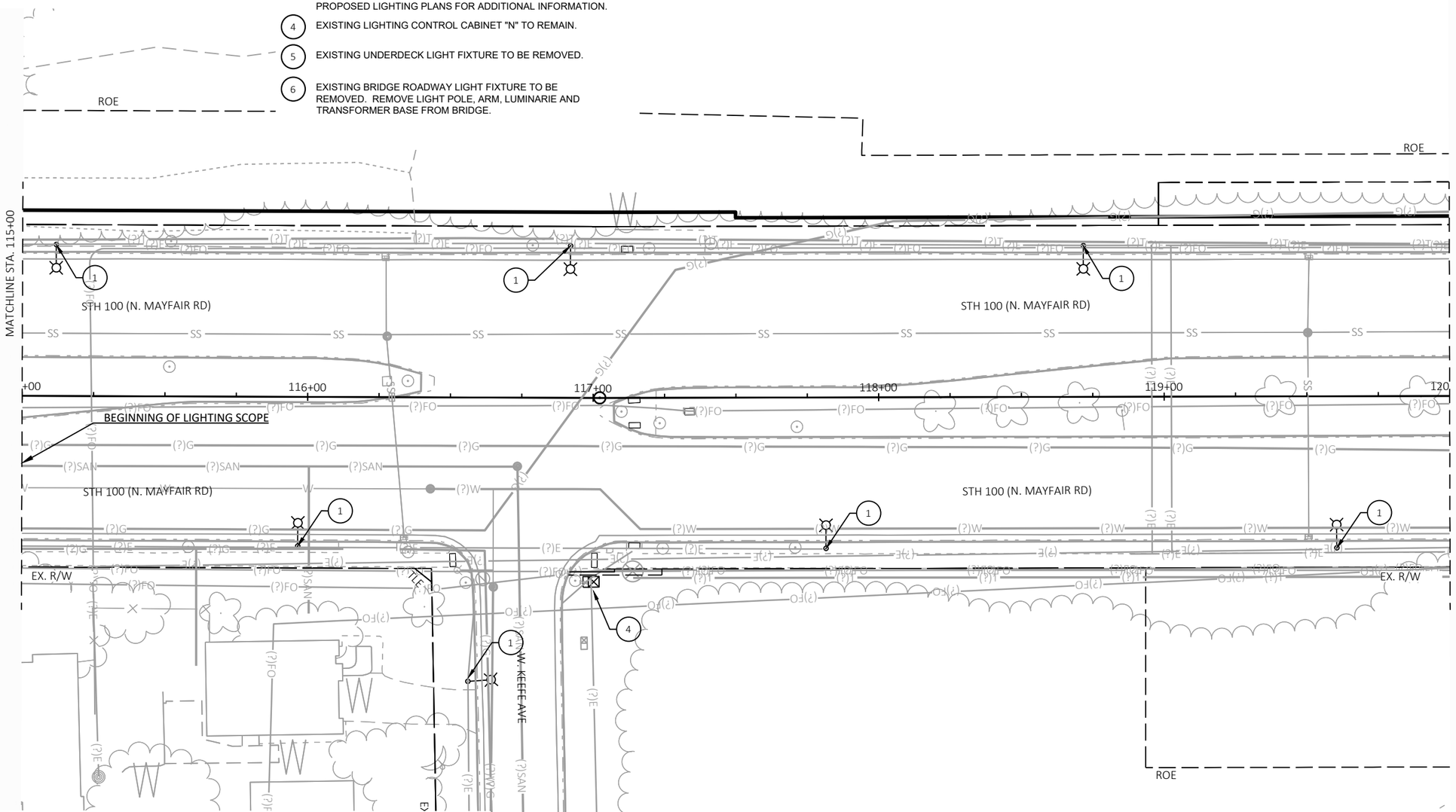
KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT FIXTURE TO BE REMOVED.
3. EXISTING ROADWAY LIGHT FIXTURE. REMOVE EXISTING LUMINAIRE AND REMOVE EXISTING CONCRETE BASE. EXISTING LUMINAIRE MOUNTING ARM, POLE, AND TRANSFORMER BASE SHALL BE RELOCATED. PROVIDE NEW LUMINAIRE AS SCHEDULED AND NEW CONCRETE BASE AS DETAILED. SEE PROPOSED LIGHTING PLANS FOR ADDITIONAL INFORMATION.
4. EXISTING LIGHTING CONTROL CABINET "N" TO REMAIN.
5. EXISTING UNDERDECK LIGHT FIXTURE TO BE REMOVED.
6. EXISTING BRIDGE ROADWAY LIGHT FIXTURE TO BE REMOVED. REMOVE LIGHT POLE, ARM, LUMINARIE AND TRANSFORMER BASE FROM BRIDGE.

GENERAL NOTES

1. TEMPORARY LIGHTING WILL BE PROVIDED BY THE CITY OF WAUWATOSA. VERIFY WITH THE CITY PRIOR TO DE-ENERGIZE AND REMOVAL OF EXISTING LIGHTING.
2. EXISTING BRIDGE WORK WILL BE PERFORMED IN IT'S ENTIRETY. BOTH NORTHBOUND AND SOUTHBOUND BRIDGE LANES WILL SIMULTANEOUSLY BE OUT OF SERVICE FOR THE DURATION OF THE BRIDGE RECONSTRUCTION. ROADWAY LIGHTING NORTH AND SOUTH OF THE BRIDGE WILL BE REQUIRED TO REMAIN IN SERVICE.
3. CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF LIGHTING UNITS AND CONCRETE BASES THAT ARE SHOWING TO BE REMOVED.

N



ROADWAY LIGHTING PLANS - DEFINITIONS:

LIGHTING CONTROL CABINET (LCC) - LIGHTING CONTROL AND DISTRIBUTION ASSEMBLY CONSISTING OF MULTIPLE COMPONENTS INCLUDING A FREESTANDING WEATHERPROOF ENCLOSURE, SERVICE ENTRANCE METERING PEDESTAL, CONCRETE BASE, MAIN SERVICE DISCONNECTING MEANS, CONTROL CONTACTOR, DISTRIBUTION PANELBOARD WITH BREAKERS, LIGHTING CONTROL DEVICES SUCH AS PHOTOCELLS AND/OR TIME CLOCKS, AND OTHER ASSOCIATED COMPONENTS.

ROADWAY LIGHT FIXTURE - COMPLETE ROADWAY LIGHTING ASSEMBLY INCLUDING, BUT NOT LIMITED TO, CONCRETE BASE, POLE, LUMINAIRE, LUMINAIRE MOUNTING ARM (WHERE REQUIRED), TRANSFORMER BASE (WHERE REQUIRED), BANNER ARMS (WHERE REQUIRED), AND OTHER ASSOCIATED COMPONENTS.

LEGEND

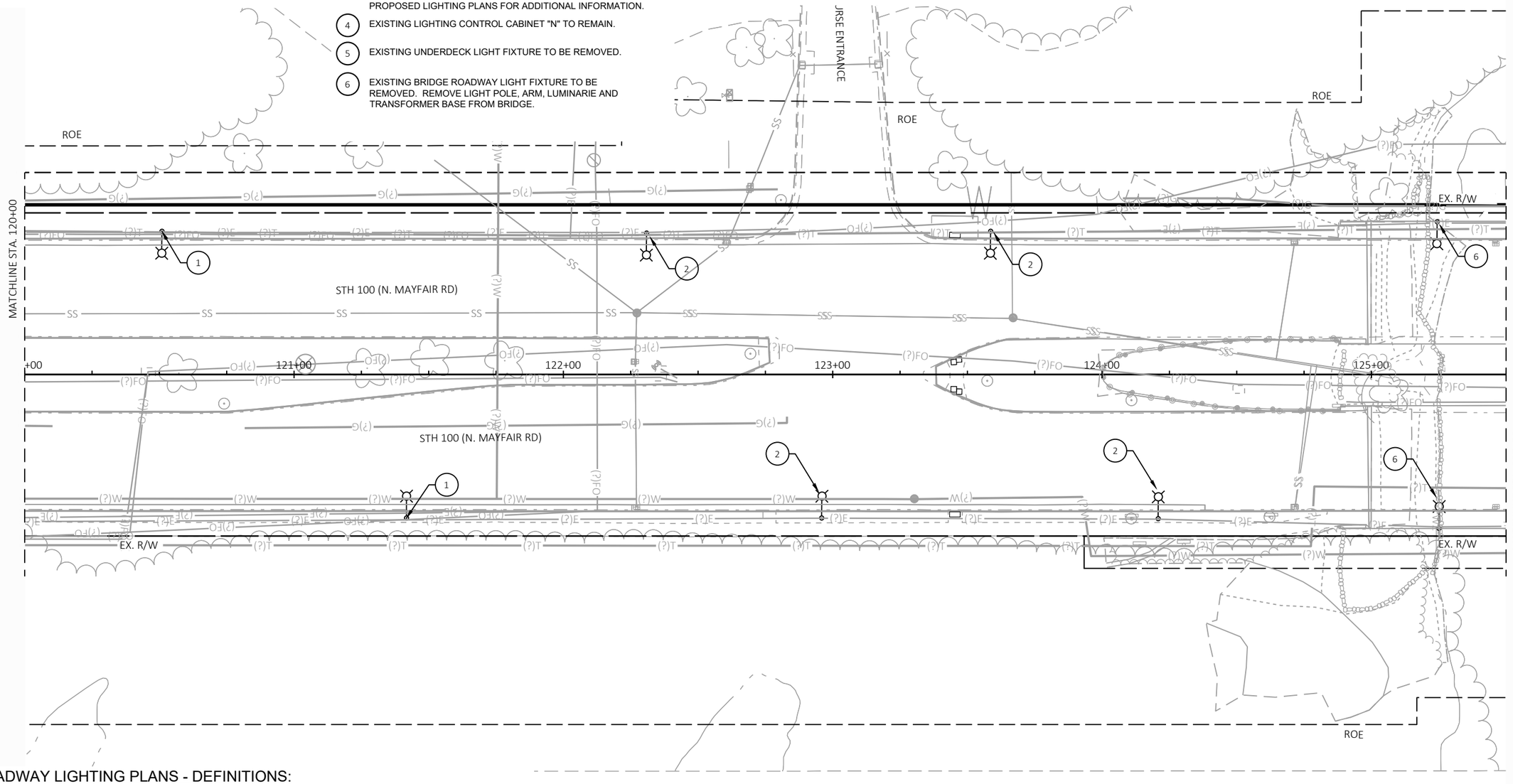
- ROADWAY LIGHT FIXTURE
- LIGHTING CONTROL CABINET
- UNDERDECK LIGHT FIXTURE (UDL)

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT FIXTURE TO BE REMOVED.
3. EXISTING ROADWAY LIGHT FIXTURE. REMOVE EXISTING LUMINAIRE AND REMOVE EXISTING CONCRETE BASE. EXISTING LUMINAIRE MOUNTING ARM, POLE, AND TRANSFORMER BASE SHALL BE RELOCATED. PROVIDE NEW LUMINAIRE AS SCHEDULED AND NEW CONCRETE BASE AS DETAILED. SEE PROPOSED LIGHTING PLANS FOR ADDITIONAL INFORMATION.
4. EXISTING LIGHTING CONTROL CABINET "N" TO REMAIN.
5. EXISTING UNDERDECK LIGHT FIXTURE TO BE REMOVED.
6. EXISTING BRIDGE ROADWAY LIGHT FIXTURE TO BE REMOVED. REMOVE LIGHT POLE, ARM, LUMINARIE AND TRANSFORMER BASE FROM BRIDGE.

GENERAL NOTES

1. TEMPORARY LIGHTING WILL BE PROVIDED BY THE CITY OF WAUWATOSA. VERIFY WITH THE CITY PRIOR TO DE-ENERGIZE AND REMOVAL OF EXISTING LIGHTING.
2. EXISTING BRIDGE WORK WILL BE PERFORMED IN IT'S ENTIRETY. BOTH NORTHBOUND AND SOUTHBOUND BRIDGE LANES WILL SIMULTANEOUSLY BE OUT OF SERVICE FOR THE DURATION OF THE BRIDGE RECONSTRUCTION. ROADWAY LIGHTING NORTH AND SOUTH OF THE BRIDGE WILL BE REQUIRED TO REMAIN IN SERVICE.
3. CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF LIGHTING UNITS AND CONCRETE BASES THAT ARE SHOWING TO BE REMOVED.



ROADWAY LIGHTING PLANS - DEFINITIONS:

LIGHTING CONTROL CABINET (LCC) - LIGHTING CONTROL AND DISTRIBUTION ASSEMBLY CONSISTING OF MULTIPLE COMPONENTS INCLUDING A FREESTANDING WEATHERPROOF ENCLOSURE, SERVICE ENTRANCE METERING PEDESTAL, CONCRETE BASE, MAIN SERVICE DISCONNECTING MEANS, CONTROL CONTACTOR, DISTRIBUTION PANELBOARD WITH BREAKERS, LIGHTING CONTROL DEVICES SUCH AS PHOTOCELLS AND/OR TIME CLOCKS, AND OTHER ASSOCIATED COMPONENTS.

ROADWAY LIGHT FIXTURE - COMPLETE ROADWAY LIGHTING ASSEMBLY INCLUDING, BUT NOT LIMITED TO, CONCRETE BASE, POLE, LUMINAIRE, LUMINAIRE MOUNTING ARM (WHERE REQUIRED), TRANSFORMER BASE (WHERE REQUIRED), BANNER ARMS (WHERE REQUIRED), AND OTHER ASSOCIATED COMPONENTS.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLAN	SHEET 287	E

LEGEND

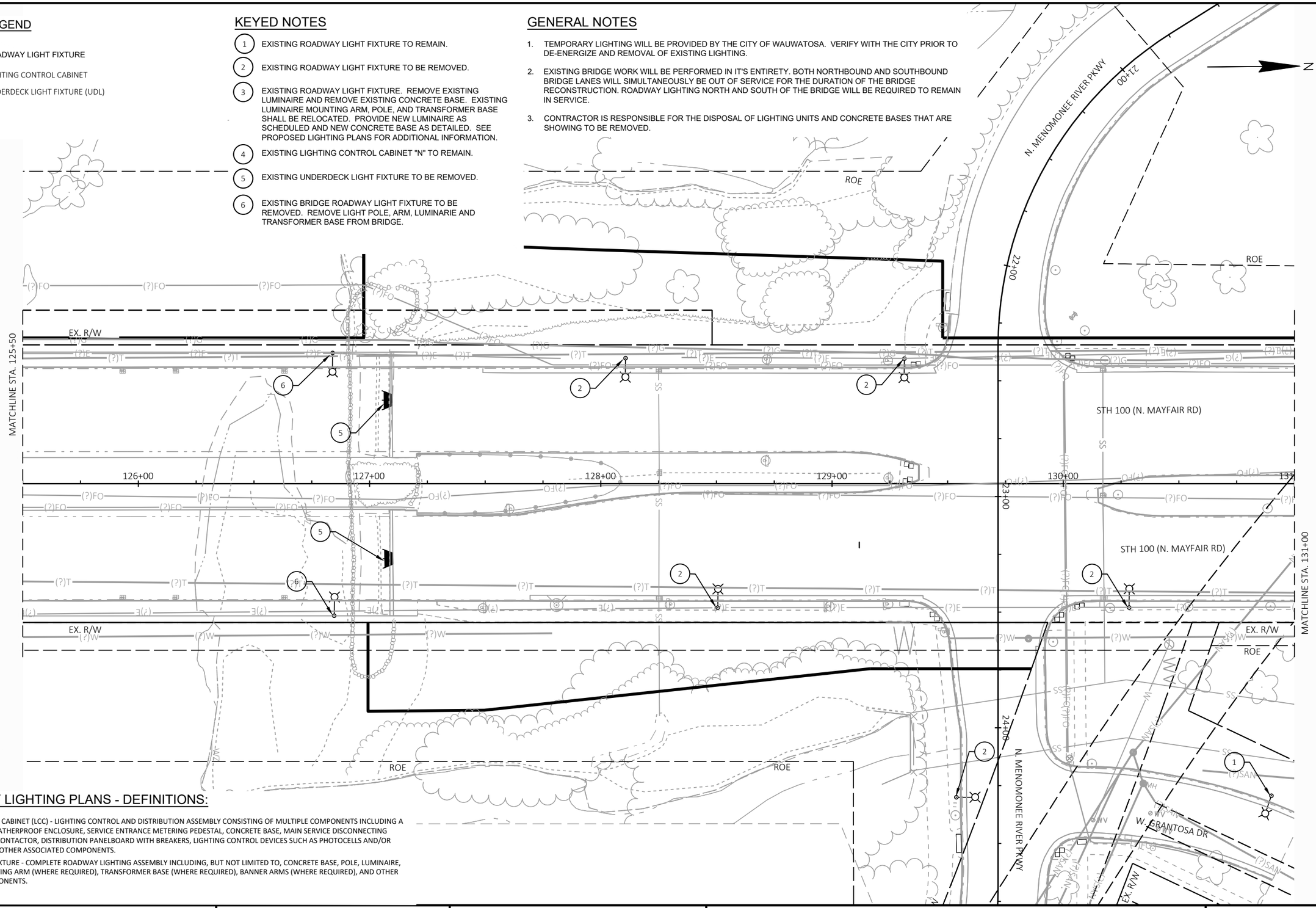
- ROADWAY LIGHT FIXTURE
- LIGHTING CONTROL CABINET
- UNDERDECK LIGHT FIXTURE (UDL)

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT FIXTURE TO BE REMOVED.
3. EXISTING ROADWAY LIGHT FIXTURE. REMOVE EXISTING LUMINAIRE AND REMOVE EXISTING CONCRETE BASE. EXISTING LUMINAIRE MOUNTING ARM, POLE, AND TRANSFORMER BASE SHALL BE RELOCATED. PROVIDE NEW LUMINAIRE AS SCHEDULED AND NEW CONCRETE BASE AS DETAILED. SEE PROPOSED LIGHTING PLANS FOR ADDITIONAL INFORMATION.
4. EXISTING LIGHTING CONTROL CABINET "N" TO REMAIN.
5. EXISTING UNDERDECK LIGHT FIXTURE TO BE REMOVED.
6. EXISTING BRIDGE ROADWAY LIGHT FIXTURE TO BE REMOVED. REMOVE LIGHT POLE, ARM, LUMINARIE AND TRANSFORMER BASE FROM BRIDGE.

GENERAL NOTES

1. TEMPORARY LIGHTING WILL BE PROVIDED BY THE CITY OF WAUWATOSA. VERIFY WITH THE CITY PRIOR TO DE-ENERGIZE AND REMOVAL OF EXISTING LIGHTING.
2. EXISTING BRIDGE WORK WILL BE PERFORMED IN IT'S ENTIRETY. BOTH NORTHBOUND AND SOUTHBOUND BRIDGE LANES WILL SIMULTANEOUSLY BE OUT OF SERVICE FOR THE DURATION OF THE BRIDGE RECONSTRUCTION. ROADWAY LIGHTING NORTH AND SOUTH OF THE BRIDGE WILL BE REQUIRED TO REMAIN IN SERVICE.
3. CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF LIGHTING UNITS AND CONCRETE BASES THAT ARE SHOWING TO BE REMOVED.



ROADWAY LIGHTING PLANS - DEFINITIONS:

LIGHTING CONTROL CABINET (LCC) - LIGHTING CONTROL AND DISTRIBUTION ASSEMBLY CONSISTING OF MULTIPLE COMPONENTS INCLUDING A FREESTANDING WEATHERPROOF ENCLOSURE, SERVICE ENTRANCE METERING PEDESTAL, CONCRETE BASE, MAIN SERVICE DISCONNECTING MEANS, CONTROL CONTACTOR, DISTRIBUTION PANELBOARD WITH BREAKERS, LIGHTING CONTROL DEVICES SUCH AS PHOTOCELLS AND/OR TIME CLOCKS, AND OTHER ASSOCIATED COMPONENTS.

ROADWAY LIGHT FIXTURE - COMPLETE ROADWAY LIGHTING ASSEMBLY INCLUDING, BUT NOT LIMITED TO, CONCRETE BASE, POLE, LUMINAIRE, LUMINAIRE MOUNTING ARM (WHERE REQUIRED), TRANSFORMER BASE (WHERE REQUIRED), BANNER ARMS (WHERE REQUIRED), AND OTHER ASSOCIATED COMPONENTS.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLAN	SHEET 288	E

LEGEND

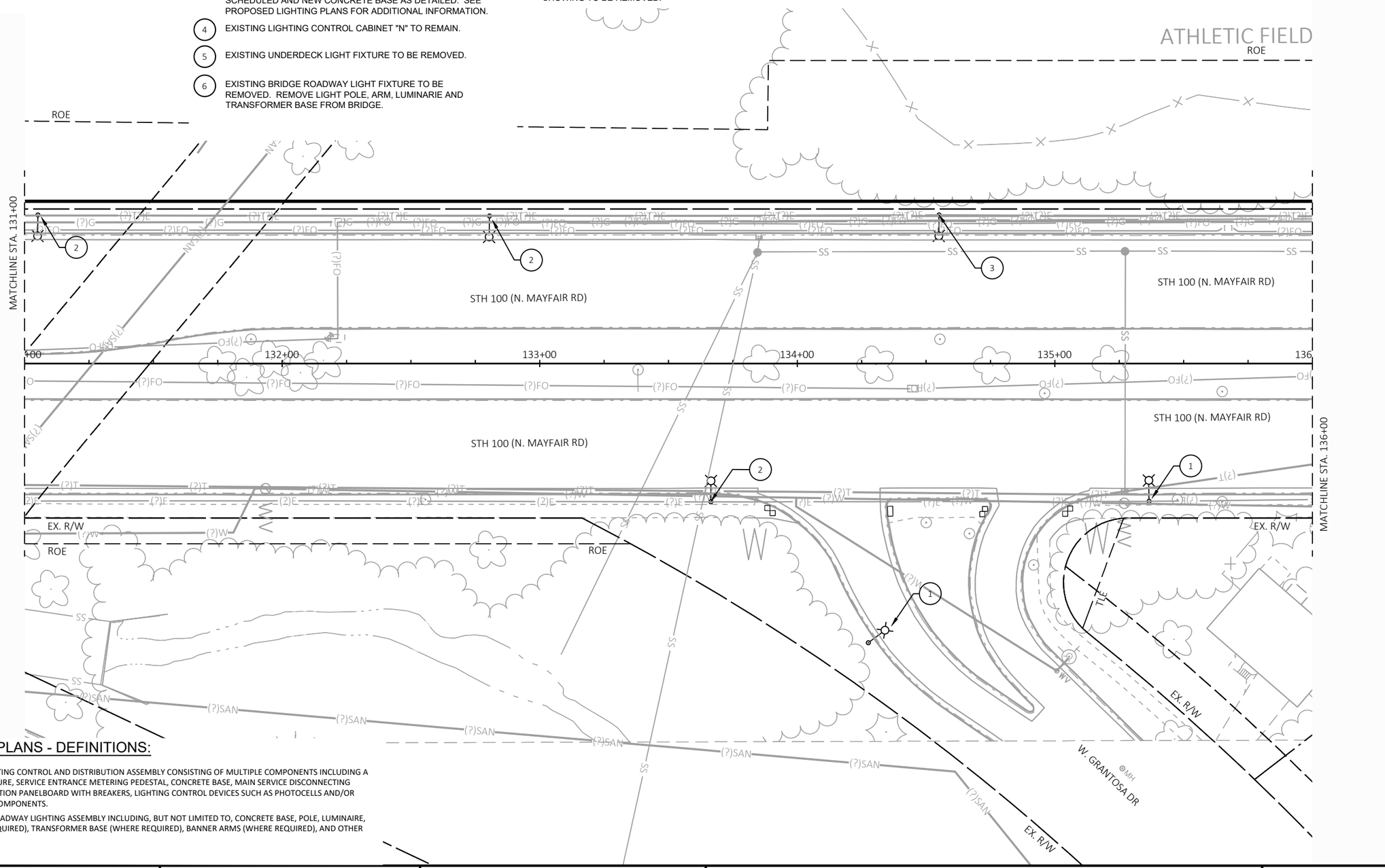
- ROADWAY LIGHT FIXTURE
- LIGHTING CONTROL CABINET
- UNDERDECK LIGHT FIXTURE (UDL)

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT FIXTURE TO BE REMOVED.
3. EXISTING ROADWAY LIGHT FIXTURE. REMOVE EXISTING LUMINAIRE AND REMOVE EXISTING CONCRETE BASE. EXISTING LUMINAIRE MOUNTING ARM, POLE, AND TRANSFORMER BASE SHALL BE RELOCATED. PROVIDE NEW LUMINAIRE AS SCHEDULED AND NEW CONCRETE BASE AS DETAILED. SEE PROPOSED LIGHTING PLANS FOR ADDITIONAL INFORMATION.
4. EXISTING LIGHTING CONTROL CABINET "N" TO REMAIN.
5. EXISTING UNDERDECK LIGHT FIXTURE TO BE REMOVED.
6. EXISTING BRIDGE ROADWAY LIGHT FIXTURE TO BE REMOVED. REMOVE LIGHT POLE, ARM, LUMINARIE AND TRANSFORMER BASE FROM BRIDGE.

GENERAL NOTES

1. TEMPORARY LIGHTING WILL BE PROVIDED BY THE CITY OF WAUWATOSA. VERIFY WITH THE CITY PRIOR TO DE-ENERGIZE AND REMOVAL OF EXISTING LIGHTING.
2. EXISTING BRIDGE WORK WILL BE PERFORMED IN IT'S ENTIRETY. BOTH NORTHBOUND AND SOUTHBOUND BRIDGE LANES WILL SIMULTANEOUSLY BE OUT OF SERVICE FOR THE DURATION OF THE BRIDGE RECONSTRUCTION. ROADWAY LIGHTING NORTH AND SOUTH OF THE BRIDGE WILL BE REQUIRED TO REMAIN IN SERVICE.
3. CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF LIGHTING UNITS AND CONCRETE BASES THAT ARE SHOWING TO BE REMOVED.



ROADWAY LIGHTING PLANS - DEFINITIONS:

LIGHTING CONTROL CABINET (LCC) - LIGHTING CONTROL AND DISTRIBUTION ASSEMBLY CONSISTING OF MULTIPLE COMPONENTS INCLUDING A FREESTANDING WEATHERPROOF ENCLOSURE, SERVICE ENTRANCE METERING PEDESTAL, CONCRETE BASE, MAIN SERVICE DISCONNECTING MEANS, CONTROL CONTACTOR, DISTRIBUTION PANELBOARD WITH BREAKERS, LIGHTING CONTROL DEVICES SUCH AS PHOTOCELLS AND/OR TIME CLOCKS, AND OTHER ASSOCIATED COMPONENTS.

ROADWAY LIGHT FIXTURE - COMPLETE ROADWAY LIGHTING ASSEMBLY INCLUDING, BUT NOT LIMITED TO, CONCRETE BASE, POLE, LUMINAIRE, LUMINAIRE MOUNTING ARM (WHERE REQUIRED), TRANSFORMER BASE (WHERE REQUIRED), BANNER ARMS (WHERE REQUIRED), AND OTHER ASSOCIATED COMPONENTS.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLAN	SHEET 289	E

LEGEND

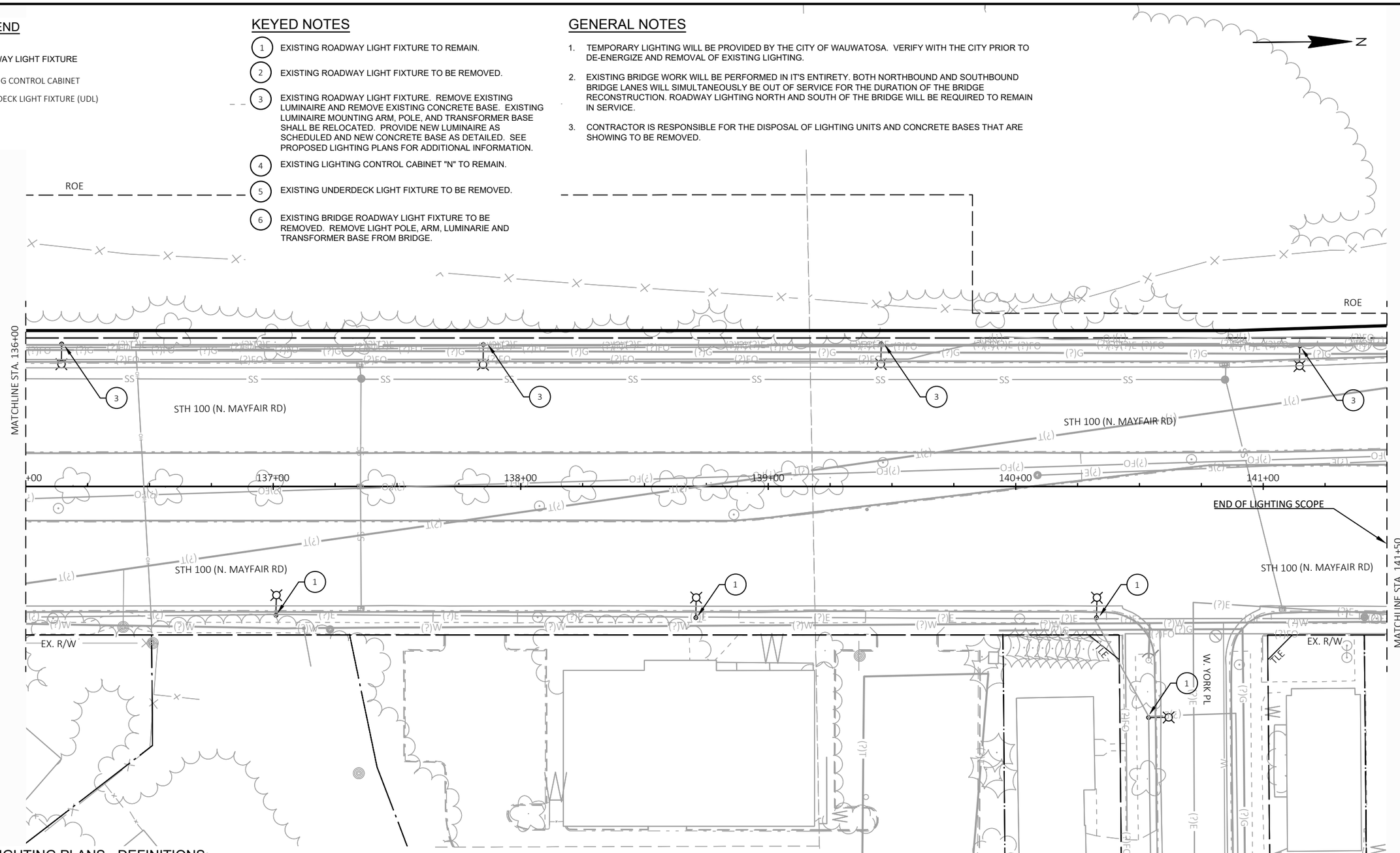
- ROADWAY LIGHT FIXTURE
- LIGHTING CONTROL CABINET
- UNDERDECK LIGHT FIXTURE (UDL)

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT FIXTURE TO BE REMOVED.
3. EXISTING ROADWAY LIGHT FIXTURE. REMOVE EXISTING LUMINAIRE AND REMOVE EXISTING CONCRETE BASE. EXISTING LUMINAIRE MOUNTING ARM, POLE, AND TRANSFORMER BASE SHALL BE RELOCATED. PROVIDE NEW LUMINAIRE AS SCHEDULED AND NEW CONCRETE BASE AS DETAILED. SEE PROPOSED LIGHTING PLANS FOR ADDITIONAL INFORMATION.
4. EXISTING LIGHTING CONTROL CABINET "N" TO REMAIN.
5. EXISTING UNDERDECK LIGHT FIXTURE TO BE REMOVED.
6. EXISTING BRIDGE ROADWAY LIGHT FIXTURE TO BE REMOVED. REMOVE LIGHT POLE, ARM, LUMINARIE AND TRANSFORMER BASE FROM BRIDGE.

GENERAL NOTES

1. TEMPORARY LIGHTING WILL BE PROVIDED BY THE CITY OF WAUWATOSA. VERIFY WITH THE CITY PRIOR TO DE-ENERGIZE AND REMOVAL OF EXISTING LIGHTING.
2. EXISTING BRIDGE WORK WILL BE PERFORMED IN IT'S ENTIRETY. BOTH NORTHBOUND AND SOUTHBOUND BRIDGE LANES WILL SIMULTANEOUSLY BE OUT OF SERVICE FOR THE DURATION OF THE BRIDGE RECONSTRUCTION. ROADWAY LIGHTING NORTH AND SOUTH OF THE BRIDGE WILL BE REQUIRED TO REMAIN IN SERVICE.
3. CONTRACTOR IS RESPONSIBLE FOR THE DISPOSAL OF LIGHTING UNITS AND CONCRETE BASES THAT ARE SHOWING TO BE REMOVED.



ROADWAY LIGHTING PLANS - DEFINITIONS:

LIGHTING CONTROL CABINET (LCC) - LIGHTING CONTROL AND DISTRIBUTION ASSEMBLY CONSISTING OF MULTIPLE COMPONENTS INCLUDING A FREESTANDING WEATHERPROOF ENCLOSURE, SERVICE ENTRANCE METERING PEDESTAL, CONCRETE BASE, MAIN SERVICE DISCONNECTING MEANS, CONTROL CONTACTOR, DISTRIBUTION PANELBOARD WITH BREAKERS, LIGHTING CONTROL DEVICES SUCH AS PHOTOCELLS AND/OR TIME CLOCKS, AND OTHER ASSOCIATED COMPONENTS.

ROADWAY LIGHT FIXTURE - COMPLETE ROADWAY LIGHTING ASSEMBLY INCLUDING, BUT NOT LIMITED TO, CONCRETE BASE, POLE, LUMINAIRE, LUMINAIRE MOUNTING ARM (WHERE REQUIRED), TRANSFORMER BASE (WHERE REQUIRED), BANNER ARMS (WHERE REQUIRED), AND OTHER ASSOCIATED COMPONENTS.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	LIGHTING REMOVAL PLAN	SHEET 290	E

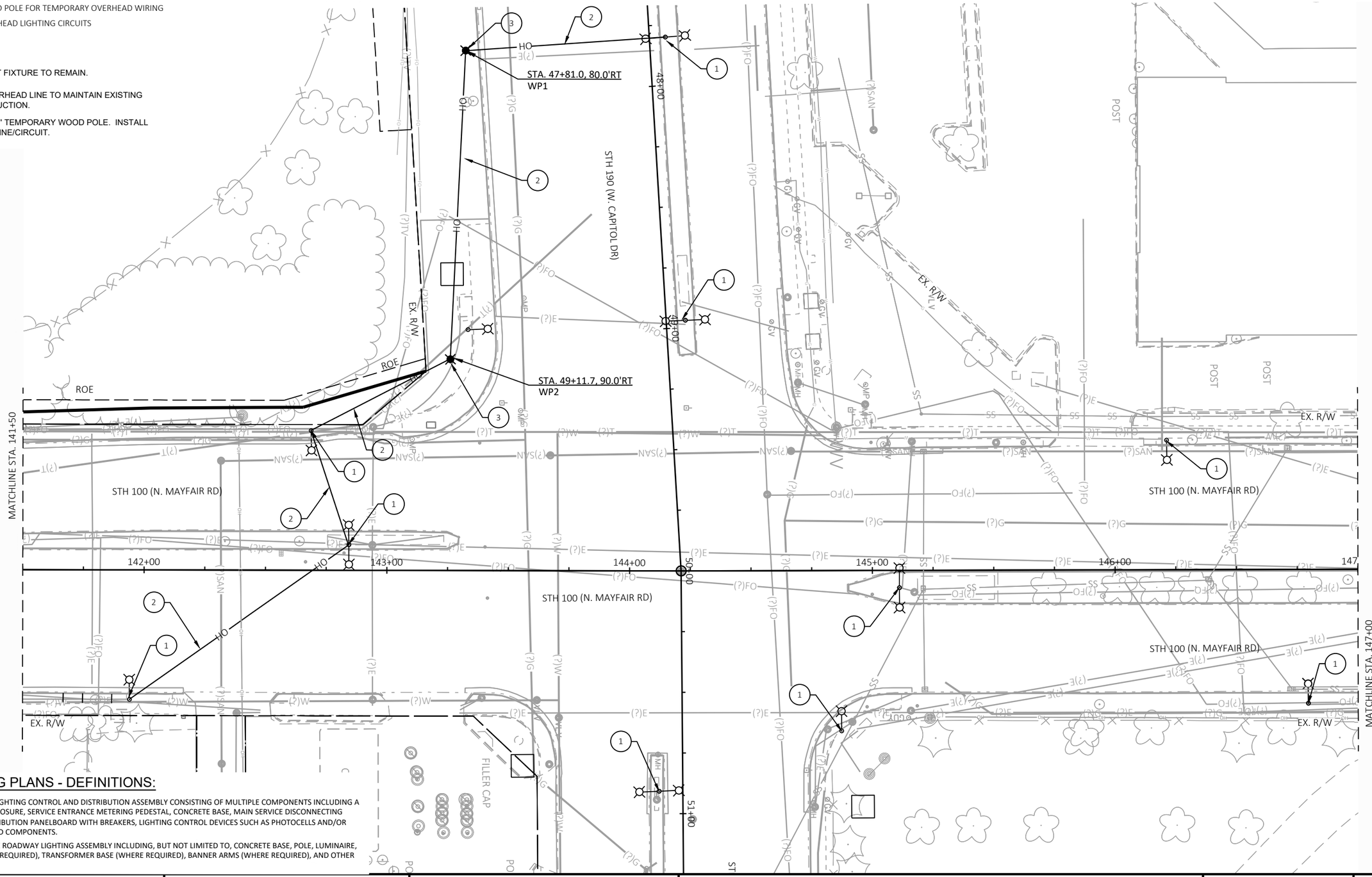
2

LIGHTING REMOVAL LEGEND

- EXISTING LIGHT POLE - DUAL LUMINAIRE.
- EXISTING LIGHT POLE - SINGLE LUMINAIRE.
- TEMPORARY WOOD POLE FOR TEMPORARY OVERHEAD WIRING
- —OH— TEMPORARY OVERHEAD LIGHTING CIRCUITS

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. INSTALL TEMPORARY OVERHEAD LINE TO MAINTAIN EXISTING CIRCUIT DURING CONSTRUCTION.
3. INSTALL TEMPORARY 35'-0" TEMPORARY WOOD POLE. INSTALL TEMPORARY OVERHEAD LINE/CIRCUIT.



ROADWAY LIGHTING PLANS - DEFINITIONS:

LIGHTING CONTROL CABINET (LCC) - LIGHTING CONTROL AND DISTRIBUTION ASSEMBLY CONSISTING OF MULTIPLE COMPONENTS INCLUDING A FREESTANDING WEATHERPROOF ENCLOSURE, SERVICE ENTRANCE METERING PEDESTAL, CONCRETE BASE, MAIN SERVICE DISCONNECTING MEANS, CONTROL CONTACTOR, DISTRIBUTION PANELBOARD WITH BREAKERS, LIGHTING CONTROL DEVICES SUCH AS PHOTOCELLS AND/OR TIME CLOCKS, AND OTHER ASSOCIATED COMPONENTS.

ROADWAY LIGHT FIXTURE - COMPLETE ROADWAY LIGHTING ASSEMBLY INCLUDING, BUT NOT LIMITED TO, CONCRETE BASE, POLE, LUMINAIRE, LUMINAIRE MOUNTING ARM (WHERE REQUIRED), TRANSFORMER BASE (WHERE REQUIRED), BANNER ARMS (WHERE REQUIRED), AND OTHER ASSOCIATED COMPONENTS.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TEMPORARY LIGHTING PLAN	SHEET 291	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023401_LP_TEMP.DWG
LAYOUT NAME - 023401_lp_Temp
PLOT DATE : 5/22/2026 5:44 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : ##########

LIGHTING LEGEND

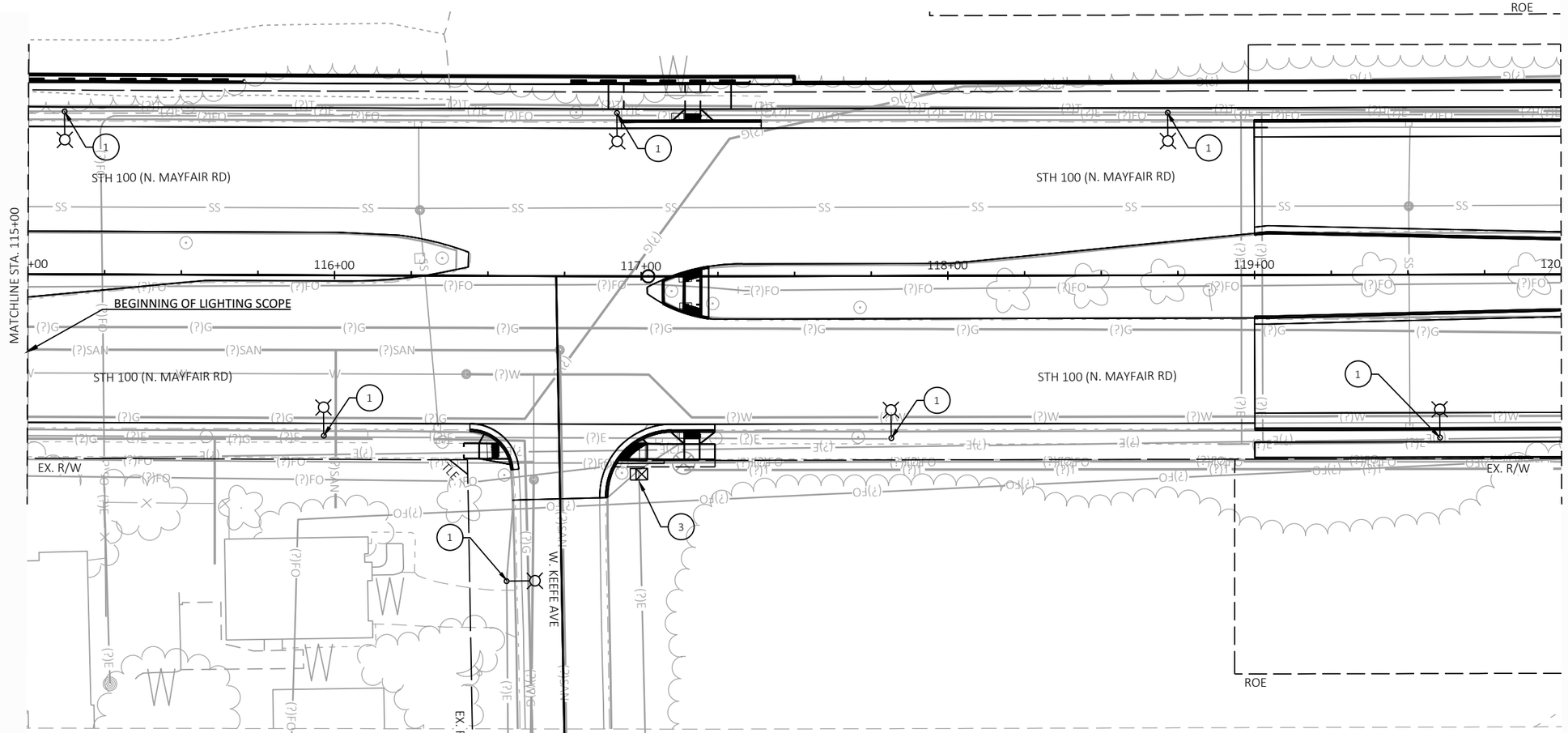
- CONTROL CABINET DESIGNATION
- POLE NUMBER / LIGHTING CIRCUIT(S)
- N-7-1 / STA 865+55.00, 22.0' LT / C-5(T)-6
  - LOCATION (TO CENTER OF POLE)
  - LUMINAIRE ARM LENGTH IN FEET
  - POLE TYPE (T) INCLUDES TRANSFORMER BASE
  - LUMINAIRE DESIGNATION
- ROADWAY LIGHTING PULLBOX
- LIGHTING CONTROL CABINET
- UNDERDECK LIGHT FIXTURE (UDL)
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- PROPOSED 3" SCHEDULE 80 PVC SLEEVE
- PROPOSED ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.
- EXISTING ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT POLE, ARM AND TRANSFORMER BASE RELOCATED (NEW LOCATION). INSTALL NEW CONCRETE BASE TYPE 5 AND NEW FIXTURE HEAD.
3. EXISTING LIGHTING CONTROL CABINET "N" TO REMAIN.
4. PROPOSED ROADWAY LIGHT FIXTURE. SEE B-40-1029 STRUCTURAL BRIDGE DRAWINGS FOR LIGHT POLE BLISTER DETAILS AND ANCHORAGE.
5. PROPOSED ROADWAY LIGHT FIXTURE. SEE B-40-1030 STRUCTURAL BRIDGE DRAWINGS FOR LIGHT POLE BLISTER DETAILS AND ANCHORAGE.
6. PROPOSED LOCATION OF NEW ROADWAY LIGHT FIXTURE.

CABLE AND CONDUIT LEGEND

- A — DIRECT BURIED ONE (1) 3-4 AWG CABLE IN DUCT.
- B — ONE (1) 3-4 AWG CABLE IN DUCT IN 3" SCHEDULE 80 CONDUIT RIGID NONMETALLIC CONDUIT SLEEVE UNDER ROADWAY. EXTEND CONDUIT 5 FEET BEYOND THE EACH SIDE OF ROADWAY EDGE.
- C — ONE (1) 3-4 AWG CABLE IN DUCT IN CONDUIT. CONDUIT PROVIDED BY OTHERS.



ROADWAY LIGHTING PLANS - DEFINITIONS:

LIGHTING CONTROL CABINET (LCC) - LIGHTING CONTROL AND DISTRIBUTION ASSEMBLY CONSISTING OF MULTIPLE COMPONENTS INCLUDING A FREESTANDING WEATHERPROOF ENCLOSURE, SERVICE ENTRANCE METERING PEDESTAL, CONCRETE BASE, MAIN SERVICE DISCONNECTING MEANS, CONTROL CONTACTOR, DISTRIBUTION PANELBOARD WITH BREAKERS, LIGHTING CONTROL DEVICES SUCH AS PHOTOCELLS AND/OR TIME CLOCKS, AND OTHER ASSOCIATED COMPONENTS.

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PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PROPOSED LIGHTING PLAN	SHEET 292	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023601_lp
PLOT DATE : 5/21/2026 6:59 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LIGHTING LEGEND

- CONTROL CABINET DESIGNATION
- POLE NUMBER / LIGHTING CIRCUIT(S)
- N-7-1 / STA 865+55.00, 22.0' LT — LOCATION (TO CENTER OF POLE)
- C-5(T)-6 — LUMINAIRE ARM LENGTH IN FEET; POLE TYPE (T) INCLUDES TRANSFORMER BASE; LUMINAIRE DESIGNATION
- ROADWAY LIGHTING PULLBOX
- LIGHTING CONTROL CABINET
- UNDERDECK LIGHT FIXTURE (UDL)
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- PROPOSED 3" SCHEDULE 80 PVC SLEEVE
- PROPOSED ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.
- EXISTING ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT POLE, ARM AND TRANSFORMER BASE RELOCATED (NEW LOCATION). INSTALL NEW CONCRETE BASE TYPE 5 AND NEW FIXTURE HEAD.
3. EXISTING LIGHTING CONTROL CABINET "N" TO REMAIN.
4. PROPOSED ROADWAY LIGHT FIXTURE. SEE B-40-1029 STRUCTURAL BRIDGE DRAWINGS FOR LIGHT POLE BLISTER DETAILS AND ANCHORAGE.
5. PROPOSED ROADWAY LIGHT FIXTURE. SEE B-40-1030 STRUCTURAL BRIDGE DRAWINGS FOR LIGHT POLE BLISTER DETAILS AND ANCHORAGE.
6. PROPOSED LOCATION OF NEW ROADWAY LIGHT FIXTURE.

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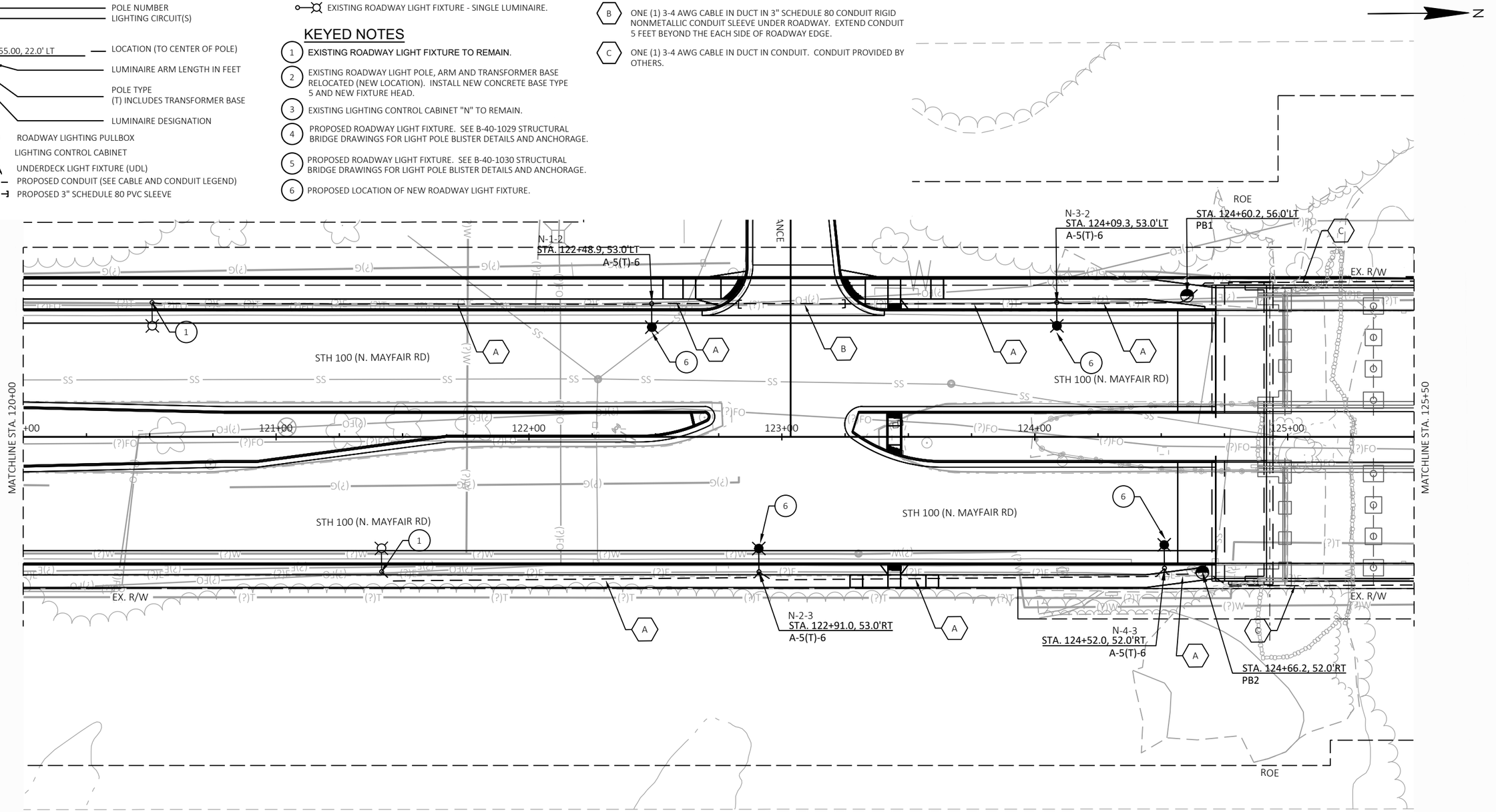
- B — ONE (1) 3-4 AWG CABLE IN DUCT IN 3" SCHEDULE 80 CONDUIT RIGID NONMETALLIC CONDUIT SLEEVE UNDER ROADWAY. EXTEND CONDUIT 5 FEET BEYOND THE EACH SIDE OF ROADWAY EDGE.
- C — ONE (1) 3-4 AWG CABLE IN DUCT IN CONDUIT. CONDUIT PROVIDED BY OTHERS.



ROADWAY LIGHTING PLANS - DEFINITIONS:

LIGHTING CONTROL CABINET (LCC) - LIGHTING CONTROL AND DISTRIBUTION ASSEMBLY CONSISTING OF MULTIPLE COMPONENTS INCLUDING A FREESTANDING WEATHERPROOF ENCLOSURE, SERVICE ENTRANCE METERING PEDESTAL, CONCRETE BASE, MAIN SERVICE DISCONNECTING MEANS, CONTROL CONTACTOR, DISTRIBUTION PANELBOARD WITH BREAKERS, LIGHTING CONTROL DEVICES SUCH AS PHOTOCELLS AND/OR TIME CLOCKS, AND OTHER ASSOCIATED COMPONENTS.

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LIGHTING LEGEND

N-7-1
STA 865+55.00, 22.0' LT
C-5(T)-6

- CONTROL CABINET DESIGNATION
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION

- ROADWAY LIGHTING PULLBOX
- LIGHTING CONTROL CABINET
- UNDERDECK LIGHT FIXTURE (UDL)
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- PROPOSED 3" SCHEDULE 80 PVC SLEEVE

- PROPOSED ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.
- EXISTING ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT POLE, ARM AND TRANSFORMER BASE RELOCATED (NEW LOCATION). INSTALL NEW CONCRETE BASE TYPE 5 AND NEW FIXTURE HEAD.
3. EXISTING LIGHTING CONTROL CABINET "N" TO REMAIN.
4. PROPOSED ROADWAY LIGHT FIXTURE. SEE B-40-1029 STRUCTURAL BRIDGE DRAWINGS FOR LIGHT POLE BLISTER DETAILS AND ANCHORAGE.
5. PROPOSED ROADWAY LIGHT FIXTURE. SEE B-40-1030 STRUCTURAL BRIDGE DRAWINGS FOR LIGHT POLE BLISTER DETAILS AND ANCHORAGE.
6. PROPOSED LOCATION OF NEW ROADWAY LIGHT FIXTURE.

CABLE AND CONDUIT LEGEND

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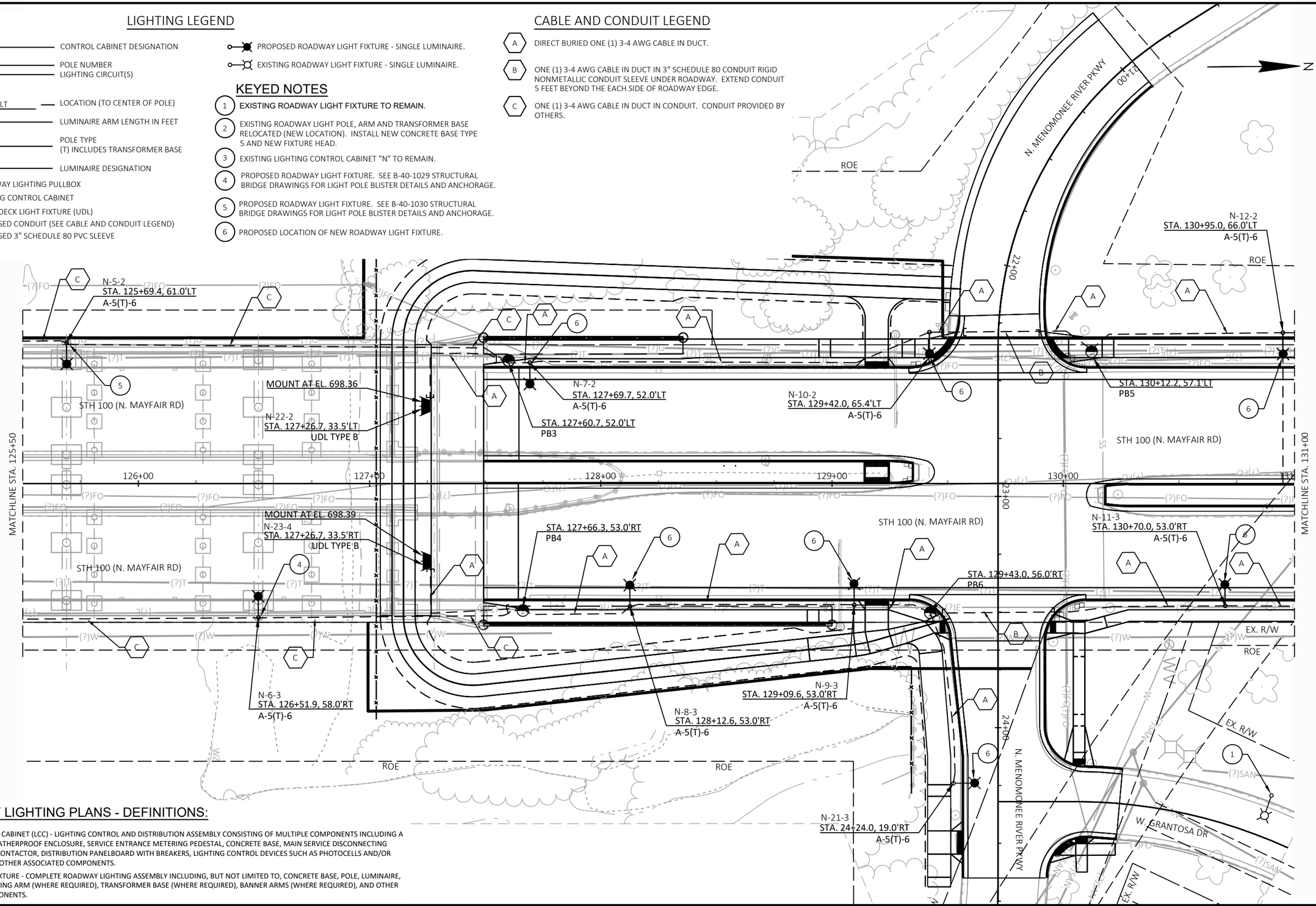
- B — ONE (1) 3-4 AWG CABLE IN DUCT IN 3" SCHEDULE 80 CONDUIT RIGID NONMETALLIC CONDUIT SLEEVE UNDER ROADWAY. EXTEND CONDUIT 5 FEET BEYOND THE EACH SIDE OF ROADWAY EDGE.
- C — ONE (1) 3-4 AWG CABLE IN DUCT IN CONDUIT. CONDUIT PROVIDED BY OTHERS.



ROADWAY LIGHTING PLANS - DEFINITIONS:

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PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PROPOSED LIGHTING PLAN	SHEET 294	E

LIGHTING LEGEND

N-7-1
STA 865+55.00, 22.0' LT
C-5(T)-6

- CONTROL CABINET DESIGNATION
- POLE NUMBER / LIGHTING CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION
- ROADWAY LIGHTING PULLBOX
- LIGHTING CONTROL CABINET
- UNDERDECK LIGHT FIXTURE (UDL)
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- PROPOSED 3" SCHEDULE 80 PVC SLEEVE
- PROPOSED ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.
- EXISTING ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT POLE, ARM AND TRANSFORMER BASE RELOCATED (NEW LOCATION). INSTALL NEW CONCRETE BASE TYPE 5 AND NEW FIXTURE HEAD.
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5. PROPOSED ROADWAY LIGHT FIXTURE. SEE B-40-1030 STRUCTURAL BRIDGE DRAWINGS FOR LIGHT POLE BLISTER DETAILS AND ANCHORAGE.
6. PROPOSED LOCATION OF NEW ROADWAY LIGHT FIXTURE.

CABLE AND CONDUIT LEGEND

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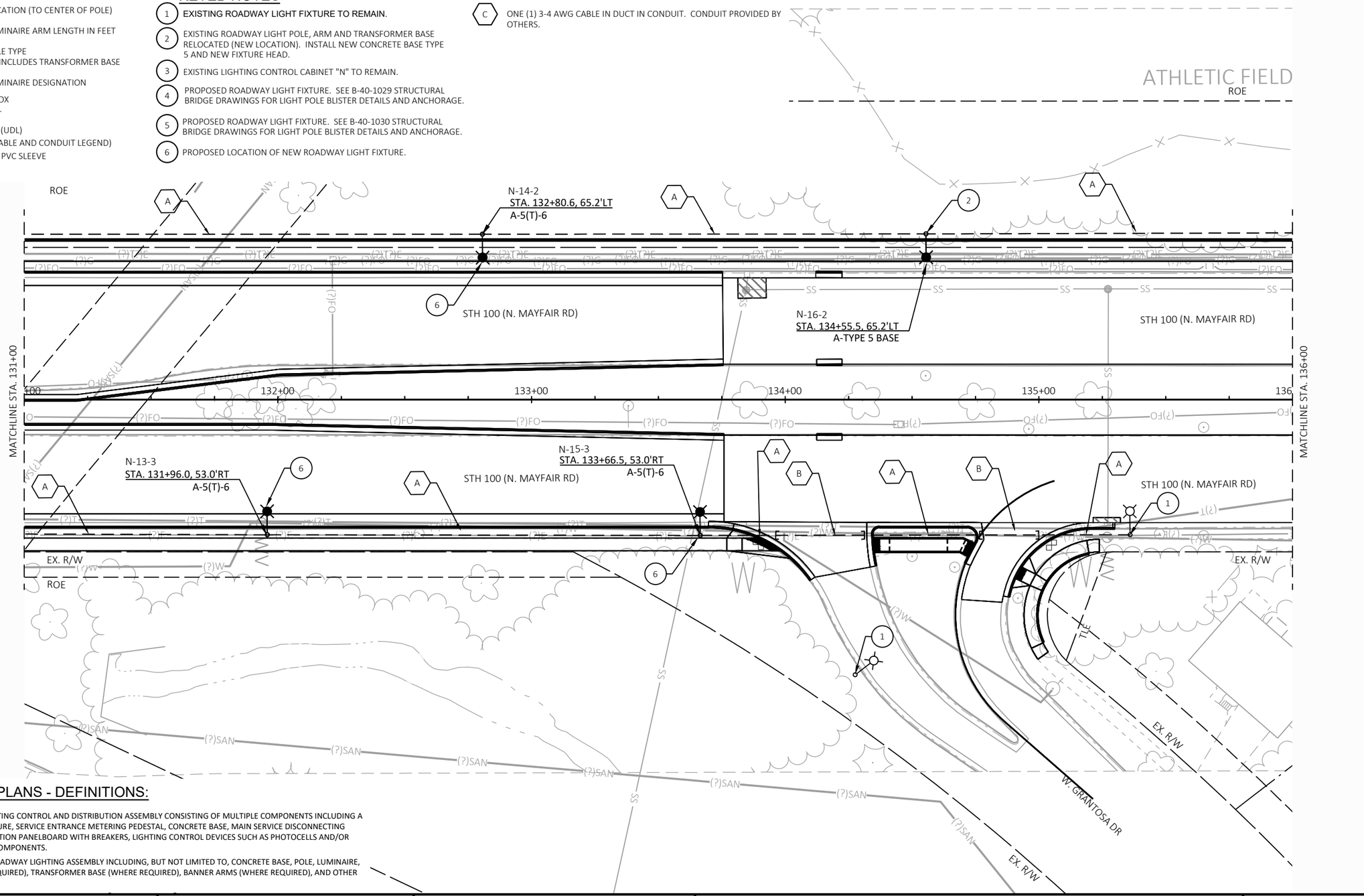
- B — ONE (1) 3-4 AWG CABLE IN DUCT IN 3" SCHEDULE 80 CONDUIT RIGID NONMETALLIC CONDUIT SLEEVE UNDER ROADWAY. EXTEND CONDUIT 5 FEET BEYOND THE EACH SIDE OF ROADWAY EDGE.
- C — ONE (1) 3-4 AWG CABLE IN DUCT IN CONDUIT. CONDUIT PROVIDED BY OTHERS.



ROADWAY LIGHTING PLANS - DEFINITIONS:

LIGHTING CONTROL CABINET (LCC) - LIGHTING CONTROL AND DISTRIBUTION ASSEMBLY CONSISTING OF MULTIPLE COMPONENTS INCLUDING A FREESTANDING WEATHERPROOF ENCLOSURE, SERVICE ENTRANCE METERING PEDESTAL, CONCRETE BASE, MAIN SERVICE DISCONNECTING MEANS, CONTROL CONTACTOR, DISTRIBUTION PANELBOARD WITH BREAKERS, LIGHTING CONTROL DEVICES SUCH AS PHOTOCELLS AND/OR TIME CLOCKS, AND OTHER ASSOCIATED COMPONENTS.

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PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PROPOSED LIGHTING PLAN	SHEET 295	E

LIGHTING LEGEND

N-7-1
STA 865+55.00, 22.0' LT
C-5(T)-6

- CONTROL CABINET DESIGNATION
- POLE NUMBER / LIGHTING CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION

- ROADWAY LIGHTING PULLBOX
- LIGHTING CONTROL CABINET
- UNDERDECK LIGHT FIXTURE (UDL)
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- PROPOSED 3" SCHEDULE 80 PVC SLEEVE

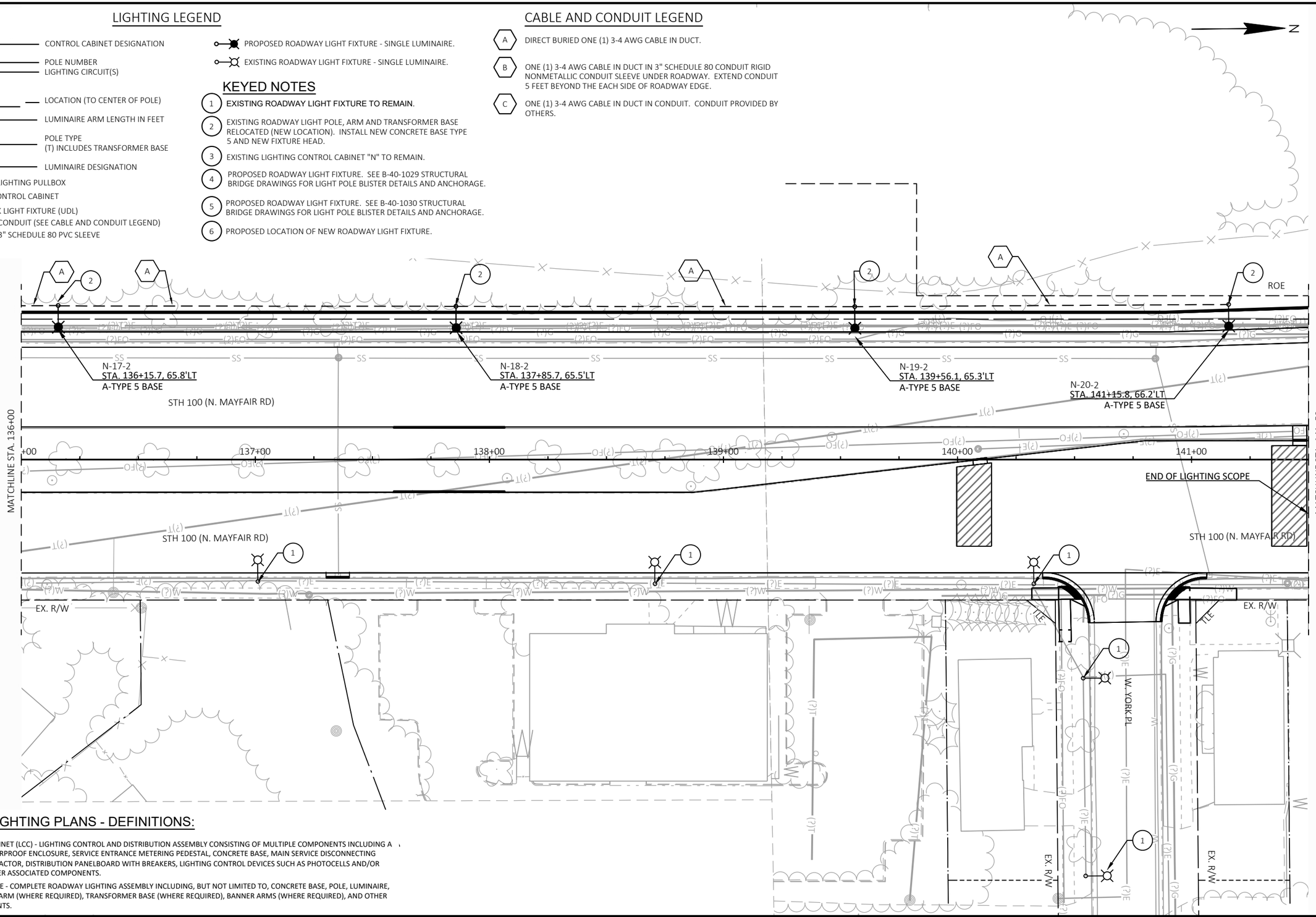
- PROPOSED ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.
- EXISTING ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT POLE, ARM AND TRANSFORMER BASE RELOCATED (NEW LOCATION). INSTALL NEW CONCRETE BASE TYPE 5 AND NEW FIXTURE HEAD.
3. EXISTING LIGHTING CONTROL CABINET "N" TO REMAIN.
4. PROPOSED ROADWAY LIGHT FIXTURE. SEE B-40-1029 STRUCTURAL BRIDGE DRAWINGS FOR LIGHT POLE BLISTER DETAILS AND ANCHORAGE.
5. PROPOSED ROADWAY LIGHT FIXTURE. SEE B-40-1030 STRUCTURAL BRIDGE DRAWINGS FOR LIGHT POLE BLISTER DETAILS AND ANCHORAGE.
6. PROPOSED LOCATION OF NEW ROADWAY LIGHT FIXTURE.

CABLE AND CONDUIT LEGEND

- A — DIRECT BURIED ONE (1) 3-4 AWG CABLE IN DUCT.
- B — ONE (1) 3-4 AWG CABLE IN DUCT IN 3" SCHEDULE 80 CONDUIT RIGID NONMETALLIC CONDUIT SLEEVE UNDER ROADWAY. EXTEND CONDUIT 5 FEET BEYOND THE EACH SIDE OF ROADWAY EDGE.
- C — ONE (1) 3-4 AWG CABLE IN DUCT IN CONDUIT. CONDUIT PROVIDED BY OTHERS.



ROADWAY LIGHTING PLANS - DEFINITIONS:

LIGHTING CONTROL CABINET (LCC) - LIGHTING CONTROL AND DISTRIBUTION ASSEMBLY CONSISTING OF MULTIPLE COMPONENTS INCLUDING A FREESTANDING WEATHERPROOF ENCLOSURE, SERVICE ENTRANCE METERING PEDESTAL, CONCRETE BASE, MAIN SERVICE DISCONNECTING MEANS, CONTROL CONTACTOR, DISTRIBUTION PANELBOARD WITH BREAKERS, LIGHTING CONTROL DEVICES SUCH AS PHOTOCELLS AND/OR TIME CLOCKS, AND OTHER ASSOCIATED COMPONENTS.

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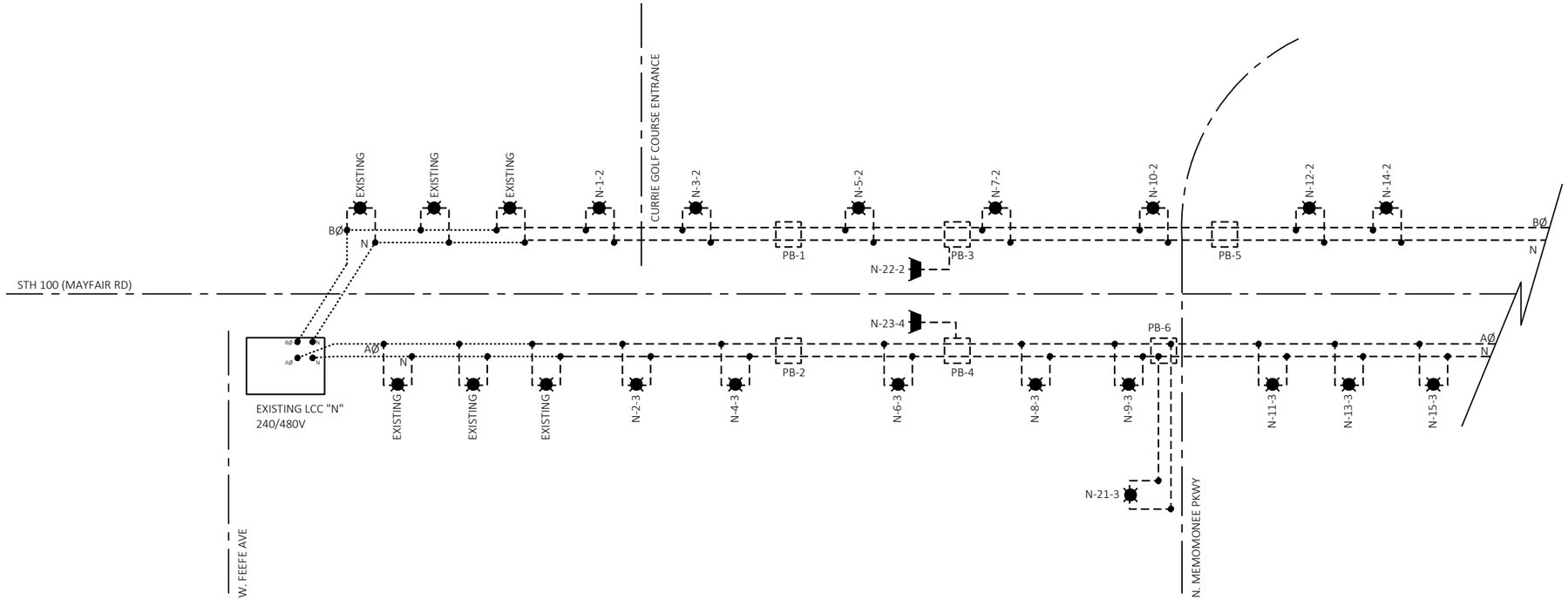
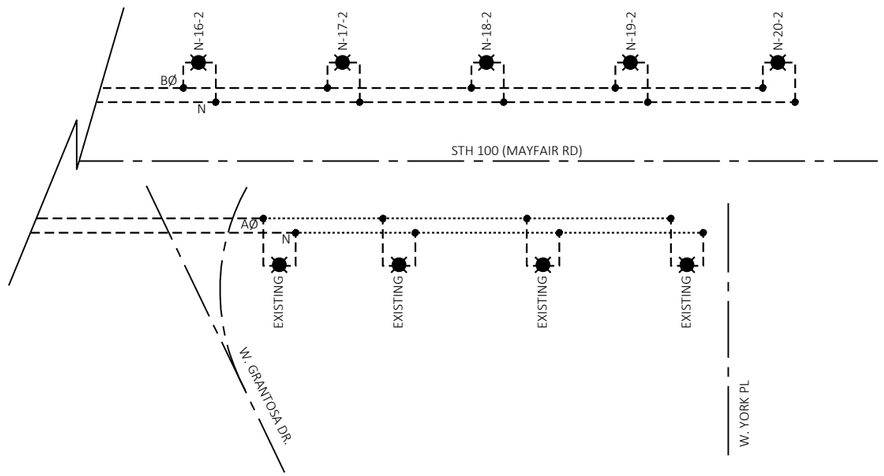
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PROPOSED LIGHTING PLAN	SHEET 296	E





GENERAL NOTE

1. GROUNDING CONDUCTOR NOT SHOWN, BUT INCLUDED IN CID.

LIGHTING LEGEND

- LED LUMINAIRE
- UNDERDECK LIGHT FIXTURE (UDL)
- SPLICE
- PULL BOX
- NEW CABLE IN DUCT
- EXISTING CABLE IN DUCT
- BØ PHASE WIRE
- N NEUTRAL WIRE

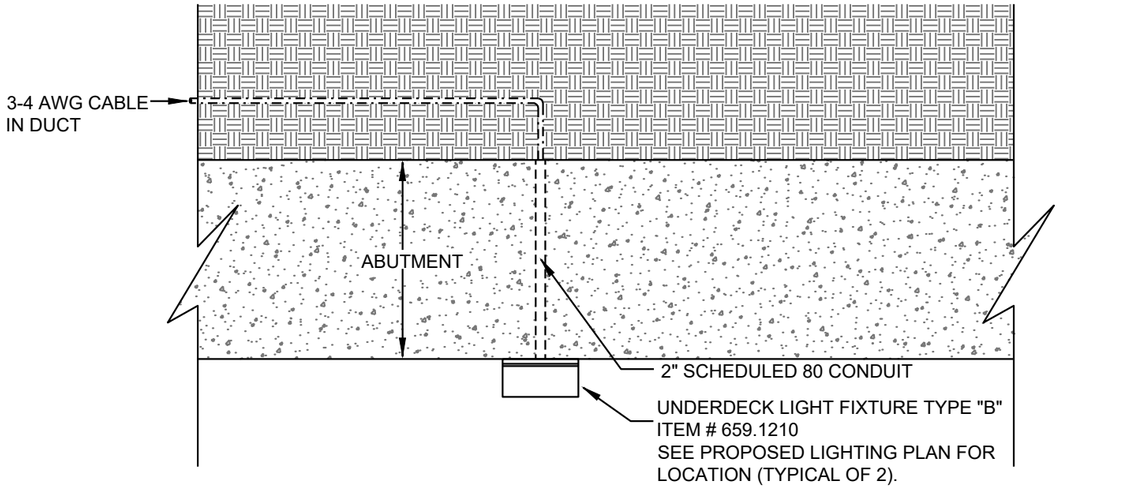
WIRING DIAGRAM - CABINET "N" (240/480V)

NTS

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	WIRING DIAGRAM	SHEET 297	E

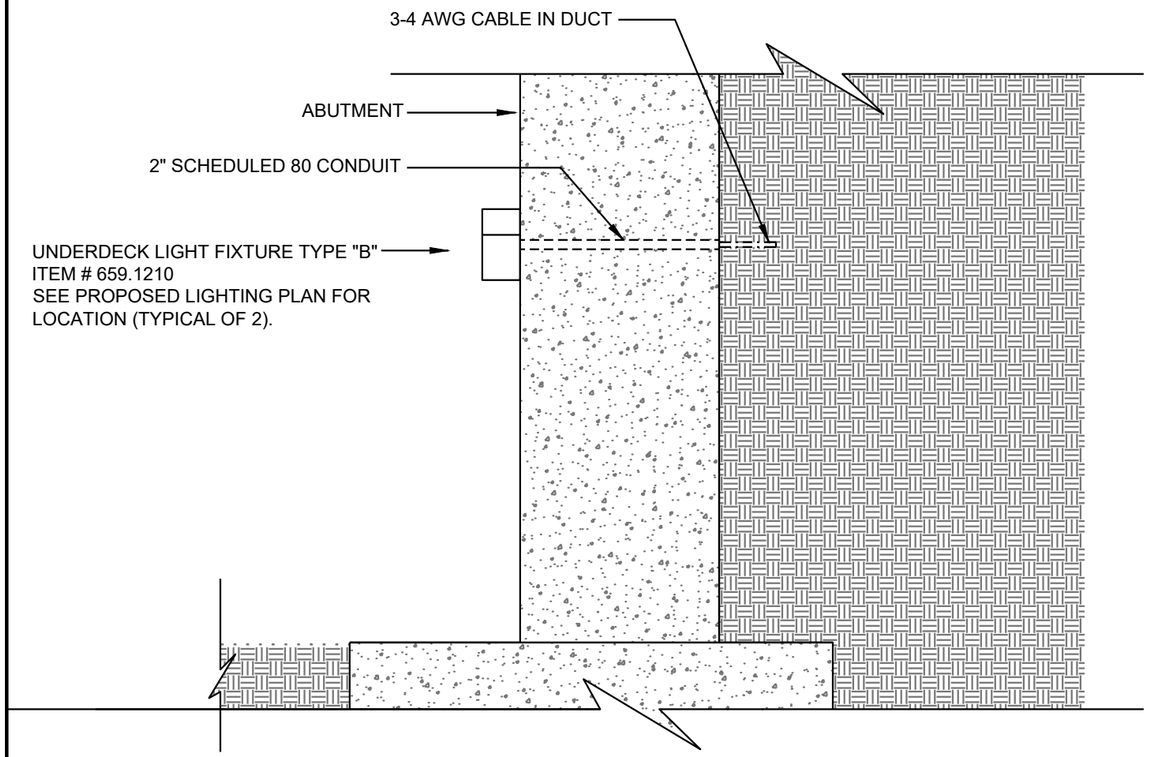
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023502_LP_WIRING DIAGRAM.DWG
LAYOUT NAME - Wiring Diagram

PLOT DATE : 5/21/2026 6:59 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : ##########



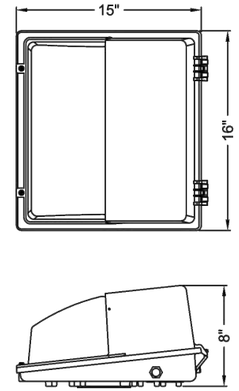
UNDERDECK LIGHTING DETAIL - PLAN VIEW

NTS



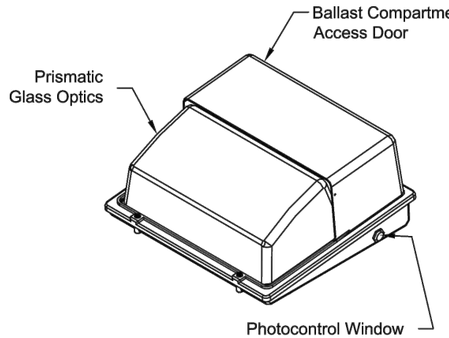
UNDERDECK LIGHTING DETAIL - SECTION

NTS



Maximum Weight - 28 Lbs.

659.1210 Luminaires Underdeck LED B



W4GLED 20C 1000 30K T3M MVOLT GYSDP

Series	LED's	DRIVE CURRENT	COLOR TEMPERATURE	DISTRIBUTION
W4GLED	10C = 10 LED (ONE ENGINE) 20C = 20 LED (TWO ENGINES) 30C = 30 LED (ONE ENGINE)	1000 = 1000 mA (1A)	30K = 3000K 40K = 4000K 50K = 5000K	T3M = TYPE III MEDIUM

ORDERING INFORMATION:

VOLTAGE
- MVOLT = MULTIVOLT [1] 120,208,240,277 [1]
- 120 = 120 VOLT [1]
- 208 = 208 VOLT [1]
- 240 = 240 VOLT [1]
- 277 = 277 VOLT [1]
- 347 = 347 VOLT [2]
- 480 = 480 VOLT [2]

CONTROL OPTIONS
- DMG = 0-10V DIMMING DRIVER
- PE = PHOTOELECTRIC CELL [3] BUTTON TYPE
- PER = NEMA TWIST-LOCK RECEPTACLE ONLY (NO CONTROLS)

OPTIONS
SHIPPED INSTALLED
- SF = SINGLE FUSING 120, 277 & 347 VOLTS [4]
- DF = DOUBLE FUSING 208, 240 & 480 VOLTS [4]
- TP = TAMPER RESISTANT SCREWS
- NOM = NOM CERTIFIED
- SPD = SEPERATE SURGE PROTECTION [5]
- ELSW = EMERGENCY BATTERY BACKUP (STANDARD 0°C) [6]
- ELCW = EMERGENCY BATTERY BACKUP (COLD WEATHER -20°C) [6]
- LWG = WIRE GUARD [9]
- LVG = VANDAL GUARD [9]

FINISH
- BKSDP = BLACK
- GYSDP = GRAY
- WHSDP = WHITE
- BZSDP = BRONZE

ACCESSORIES
- DLL127F 1.5 JU = PHOTOCELL -SSL TWIST-LOCK (120-277V) [7]
- DLL347 1.5 CUL JU = PHOTOCELL -SSL TWIST-LOCK (347V) [7]
- DLL480 1.5 CUL JU = PHOTOCELL -SSL TWIST-LOCK (480V) [7]
- SC U = SHORTING CAP [7]
- W4GVGU = VANDAL GUARD [8]
- W4GWGU = WIRE GUARD [8]

NOTES:

1. MVOLT driver operates on any line voltage from 120- 277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options) or photocontrol (PE).
2. Not available with 10C option.
3. Must specify voltage; not available with MVOLT.
4. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
5. See the electrical section on page 2 for more details.
6. Not available with 30C, 347, 480, PER, or SPD.
7. Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item.
8. Requires field modification (only when ordered as a separate accessory).
9. Casting is pre-drilled for guard. Wire Guard ships separately.

Wallpack® IV GLASS LED

INFRASTUCTURE OUTDOOR

HOLOPHANE® LEADER IN LIGHTING SOLUTIONS An AcuityBrands Company

THIS DRAWING, WHEN APPROVED, SHALL BECOME THE COMPLETE SPECIFICATION FOR THE MATERIAL TO BE FURNISHED BY HOLOPHANE SHIPMENTS WILL BE MADE ONLY AFTER APPROVAL BY THE CUSTOMER IN WRITING. ON PICK ORDERS AN ANCHOR BOLT TEMPLATE PRINT WILL BE FURNISHED. ALL DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES. THIS PRINT IS THE PROPERTY OF HOLOPHANE AND IS LOANED SUBJECT TO RETURN REQUEST AND IN CONSIDERATION OF THE CONDITION THAT IT WILL NOT BE USED DIRECTLY OR INDIRECTLY IN CONNECTION WITH MATERIAL FURNISHED BY HOLOPHANE.

ORDER #:
TYPE:
DRAWN: BGW
DATE: 5/24/17
DWG #: W4GLED

1 of 2

UNDERDECK LIGHTING CUTSHEET

NTS

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	UNDERDECK LIGHTING DETAIL	SHEET 298	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\023503_LP_LIGHTING_UNDERDECK DETAIL.DWG
LAYOUT NAME - Underdeck Lgt

PLOT DATE : 5/21/2026 6:59 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

2

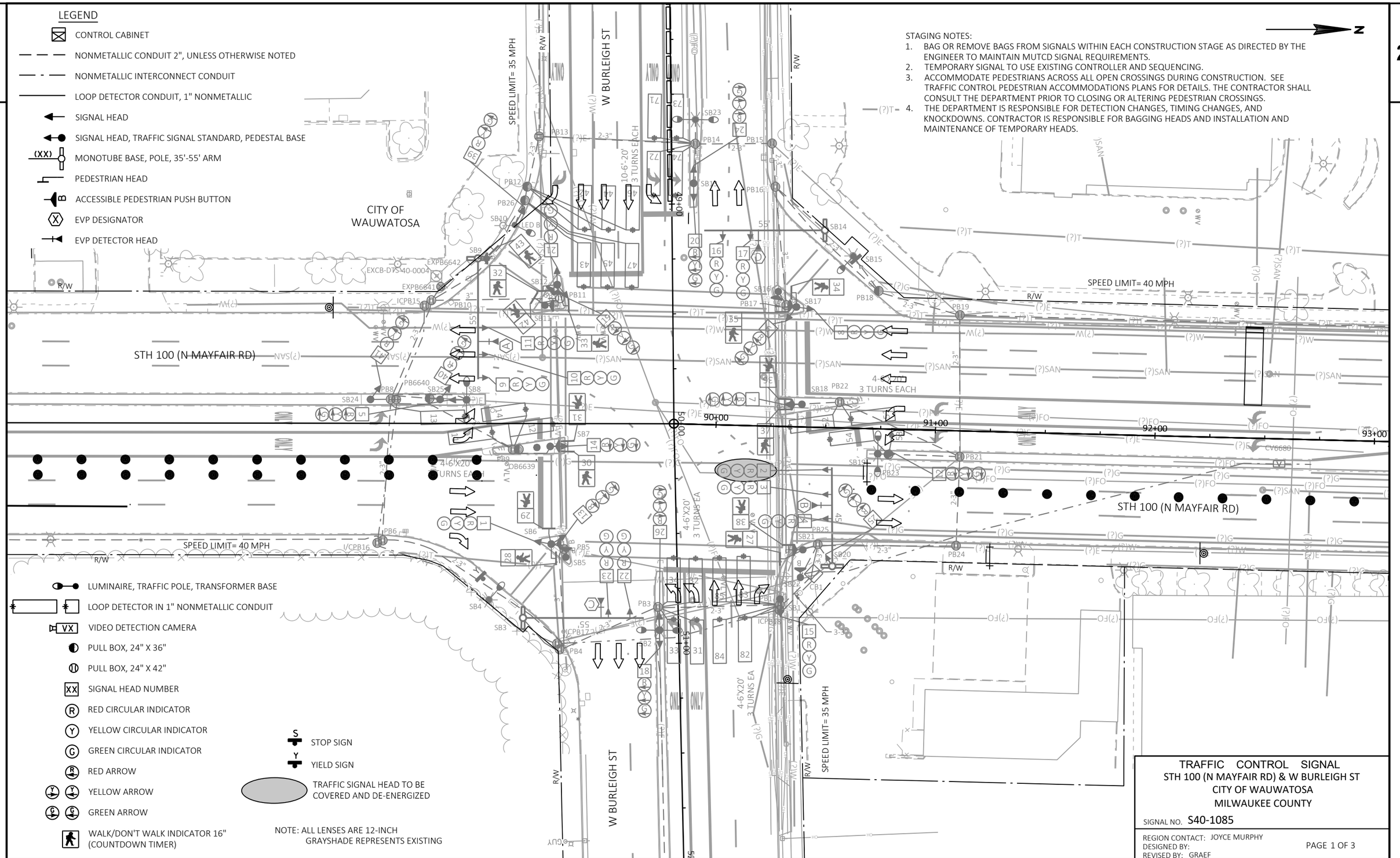
LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD
- B ACCESSIBLE PEDESTRIAN PUSH BUTTON
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

STAGING NOTES:

1. BAG OR REMOVE BAGS FROM SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. TEMPORARY SIGNAL TO USE EXISTING CONTROLLER AND SEQUENCING.
3. ACCOMMODATE PEDESTRIANS ACROSS ALL OPEN CROSSINGS DURING CONSTRUCTION. SEE TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS PLANS FOR DETAILS. THE CONTRACTOR SHALL CONSULT THE DEPARTMENT PRIOR TO CLOSING OR ALTERING PEDESTRIAN CROSSINGS.
4. THE DEPARTMENT IS RESPONSIBLE FOR DETECTION CHANGES, TIMING CHANGES, AND KNOCKDOWNS. CONTRACTOR IS RESPONSIBLE FOR BAGGING HEADS AND INSTALLATION AND MAINTENANCE OF TEMPORARY HEADS.

N



- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)

- S STOP SIGN
- Y YIELD SIGN
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 100 (N MAYFAIR RD) & W BURLEIGH ST
CITY OF WAUWATOSA
MILWAUKEE COUNTY

SIGNAL NO. S40-1085

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PAGE 1 OF 3

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION STAGE 1, 2B	SHEET 299 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\01_BURLEIGH\024102B_SP1.DWG
LAYOUT NAME - 024102b_sp1

PLOT DATE : 1/27/2026 8:22 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

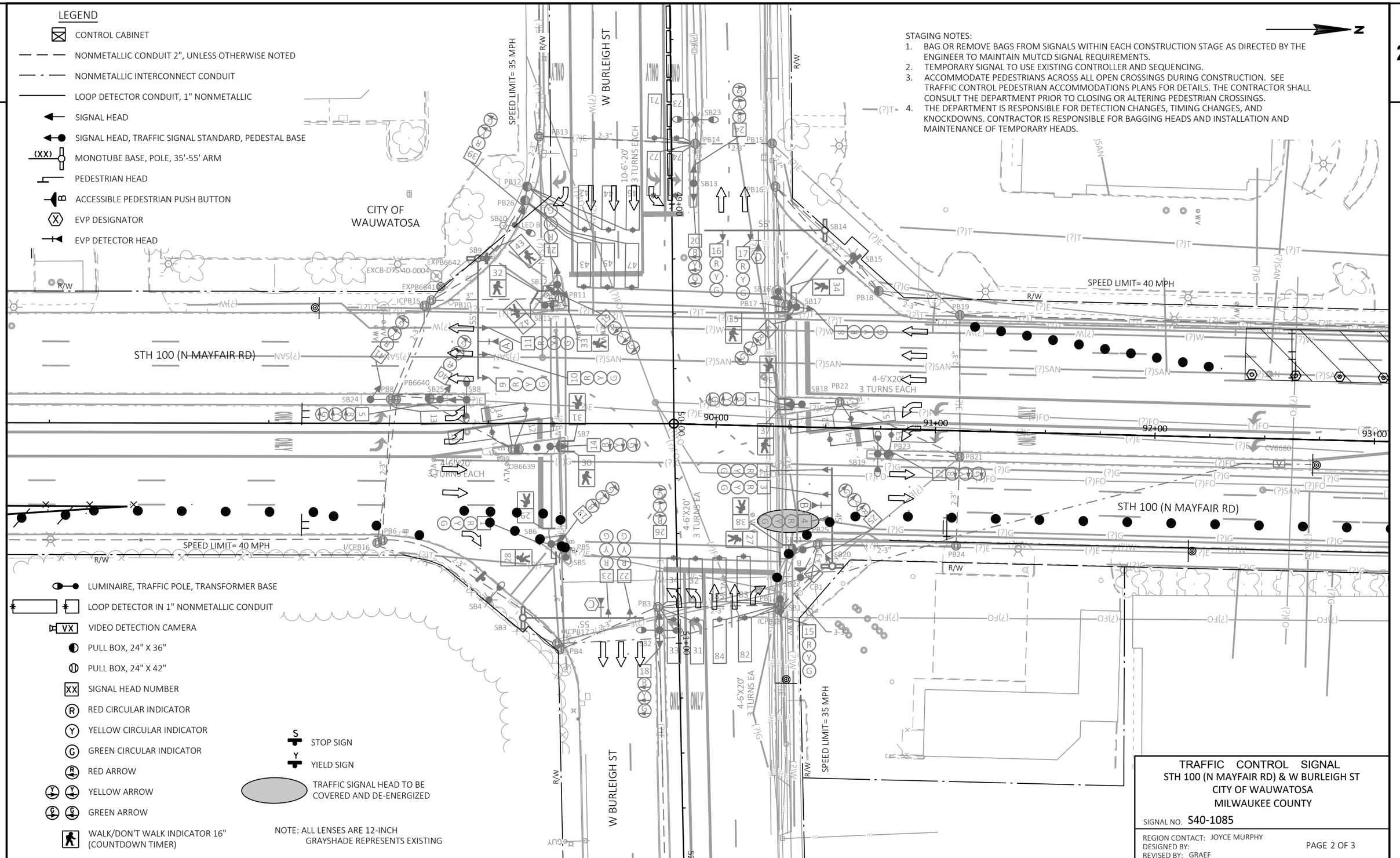
2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD
- B ACCESSIBLE PEDESTRIAN PUSH BUTTON
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

STAGING NOTES:

1. BAG OR REMOVE BAGS FROM SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. TEMPORARY SIGNAL TO USE EXISTING CONTROLLER AND SEQUENCING.
3. ACCOMMODATE PEDESTRIANS ACROSS ALL OPEN CROSSINGS DURING CONSTRUCTION. SEE TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS PLANS FOR DETAILS. THE CONTRACTOR SHALL CONSULT THE DEPARTMENT PRIOR TO CLOSING OR ALTERING PEDESTRIAN CROSSINGS.
4. THE DEPARTMENT IS RESPONSIBLE FOR DETECTION CHANGES, TIMING CHANGES, AND KNOCKDOWNS. CONTRACTOR IS RESPONSIBLE FOR BAGGING HEADS AND INSTALLATION AND MAINTENANCE OF TEMPORARY HEADS.



LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE

LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

VX VIDEO DETECTION CAMERA

PULL BOX, 24" X 36"

PULL BOX, 24" X 42"

XX SIGNAL HEAD NUMBER

(R) RED CIRCULAR INDICATOR

(Y) YELLOW CIRCULAR INDICATOR

(G) GREEN CIRCULAR INDICATOR

RED ARROW

YELLOW ARROW

GREEN ARROW

WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)

S STOP SIGN

Y YIELD SIGN

TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL

STH 100 (N MAYFAIR RD) & W BURLEIGH ST
CITY OF WAUWATOSA
MILWAUKEE COUNTY

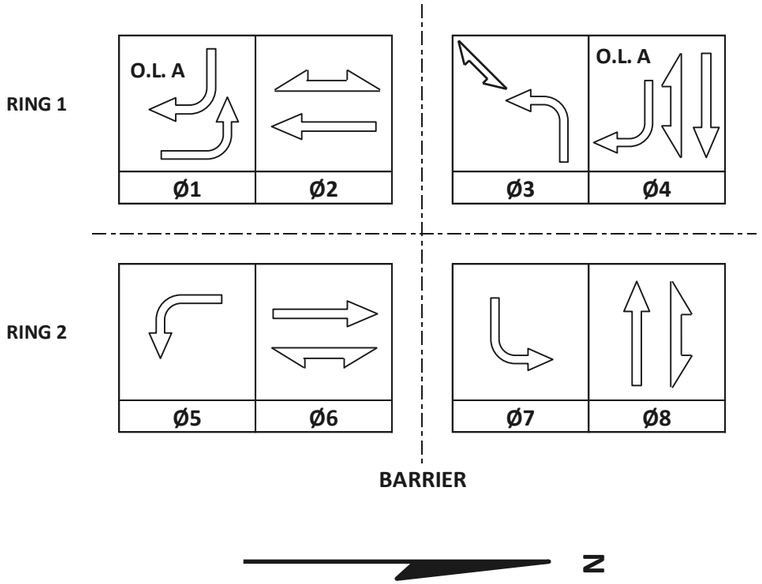
SIGNAL NO. S40-1085

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION STAGE 2A	SHEET 300 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\01_BURLEIGH\024102A_SP1.DWG
LAYOUT NAME - 024102a_sp1
PLOT DATE : 1/27/2026 8:22 AM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	5,6,7	R
Ø2	8,9,10,11	R
Ø3	18,19,20	R
Ø4	21,22,23	R
Ø5	12,13,14	R
Ø6	1,2,3,4	R
Ø7	24,25,26	R
Ø8	15,16,17	R
Ø2P	33,34	
Ø3P	42,43	
Ø4P	29,30,31,32	
Ø6P	27,28	
Ø8P	35,36,37,38	
OLA	39,40,41	R
OLE		
OLF		
OLG		
OLH		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3		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	←	→	O.L. A ↓	↑
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	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	X
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS- 40-0013

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	21	11/12	46	33/34	53/54	42/45	82/83	71/72
CALLED PHASE	2	1	4	3	5	4	8	7
CALL OPTION	X	X	X	X	X	X	X	X
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME								
USE ADDED INITIAL	X							
CROSS SWITCH PHASE								

DETECTOR INPUT	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)	74	47						
CALLED PHASE	7	4						
CALL OPTION	X	X						
DELAY TIME								
EXTENTION OPTION	X	X						
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	31/32	13/14	43/44	41	61	51/52	84/85	81
CALLED PHASE	3	1	4	4	6	5	8	8
CALL OPTION	X	X	X		X	X	X	
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME				X				X
USE ADDED INITIAL					X			
CROSS SWITCH PHASE								

DETECTOR INPUT	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)		73						
CALLED PHASE		7						
CALL OPTION		X						
DELAY TIME								
EXTENTION OPTION		X						
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

GENERAL NOTES:

1. INTERSECTION UTILIZES VIDEO DETECTION CAMERAS FOR INSYNC ADAPTIVE CONTROL. THESE DETECTION ZONES ARE NOT INCLUDED IN THE DETECTOR LOGIC CHART. REFER TO INSYNC PROGRAMMING FOR DETAILS.

GENERAL NOTES MODIFIED FOR CONSTRUCTION:

1. REFER TO TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS PLANS FOR WHERE PEDESTRIANS ARE ACCOMODATED DURING CONSTRUCTION STAGING. CONTRACTOR SHALL CONSULT THE DEPARTMENT PRIOR TO CLOSING OR ALTERING PEDESTRAIN CROSSINGS.

STH 100 (N MAYFAIR RD) & W BURLEIGH ST
CITY OF WAUWATOSA
MILWAUKEE COUNTY
SIGNAL NO: S40-1085 CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE
DATE: 2/2026 PAGE NUMBER: 3 OF 3

LEGEND

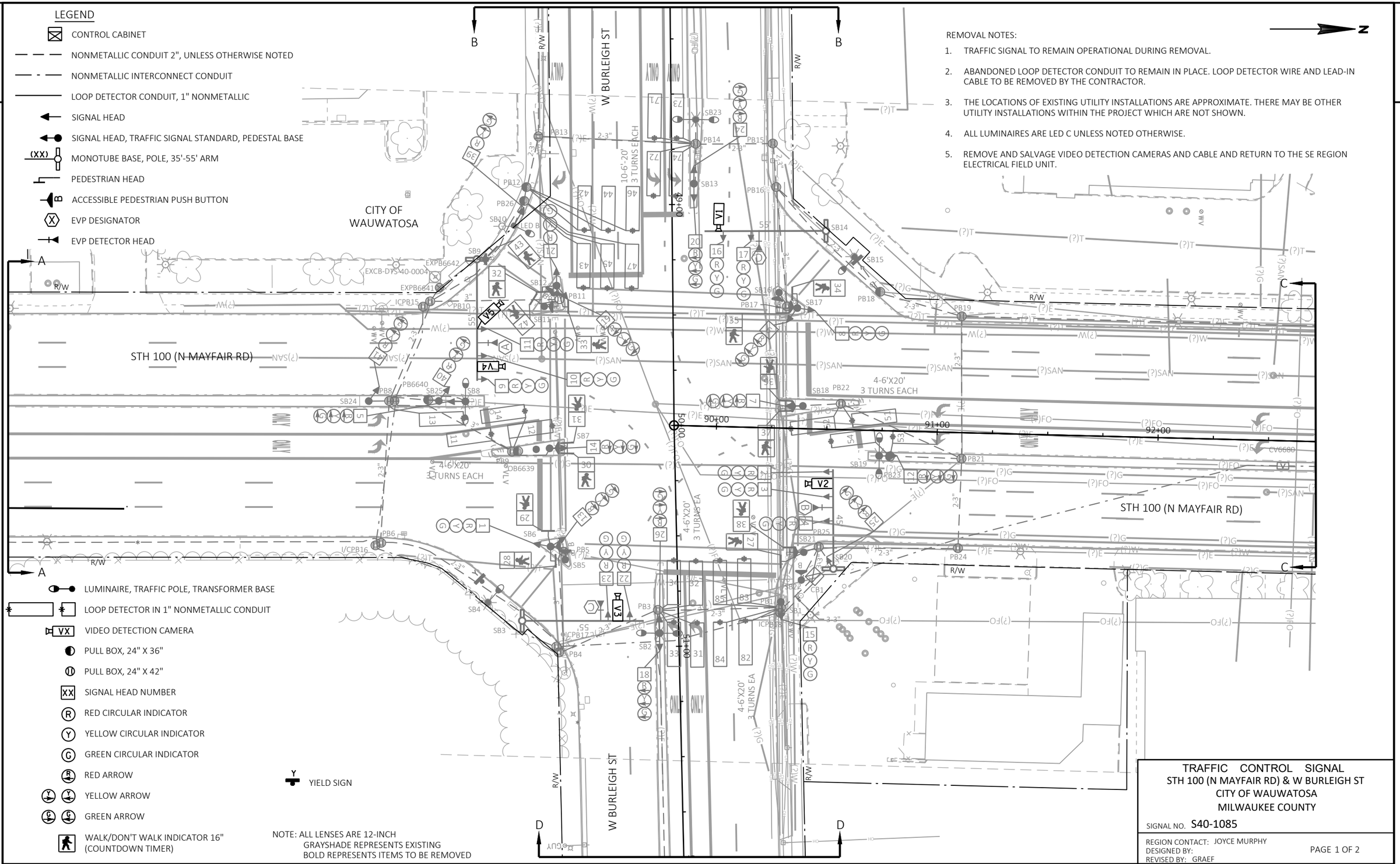
- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD
- B ACCESSIBLE PEDESTRIAN PUSH BUTTON
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- Y YIELD SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS ITEMS TO BE REMOVED

REMOVAL NOTES:

1. TRAFFIC SIGNAL TO REMAIN OPERATIONAL DURING REMOVAL.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED C UNLESS NOTED OTHERWISE.
5. REMOVE AND SALVAGE VIDEO DETECTION CAMERAS AND CABLE AND RETURN TO THE SE REGION ELECTRICAL FIELD UNIT.



TRAFFIC CONTROL SIGNAL
STH 100 (N MAYFAIR RD) & W BURLEIGH ST
CITY OF WAUWATOSA
MILWAUKEE COUNTY

SIGNAL NO. S40-1085

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PAGE 1 OF 2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 302 E

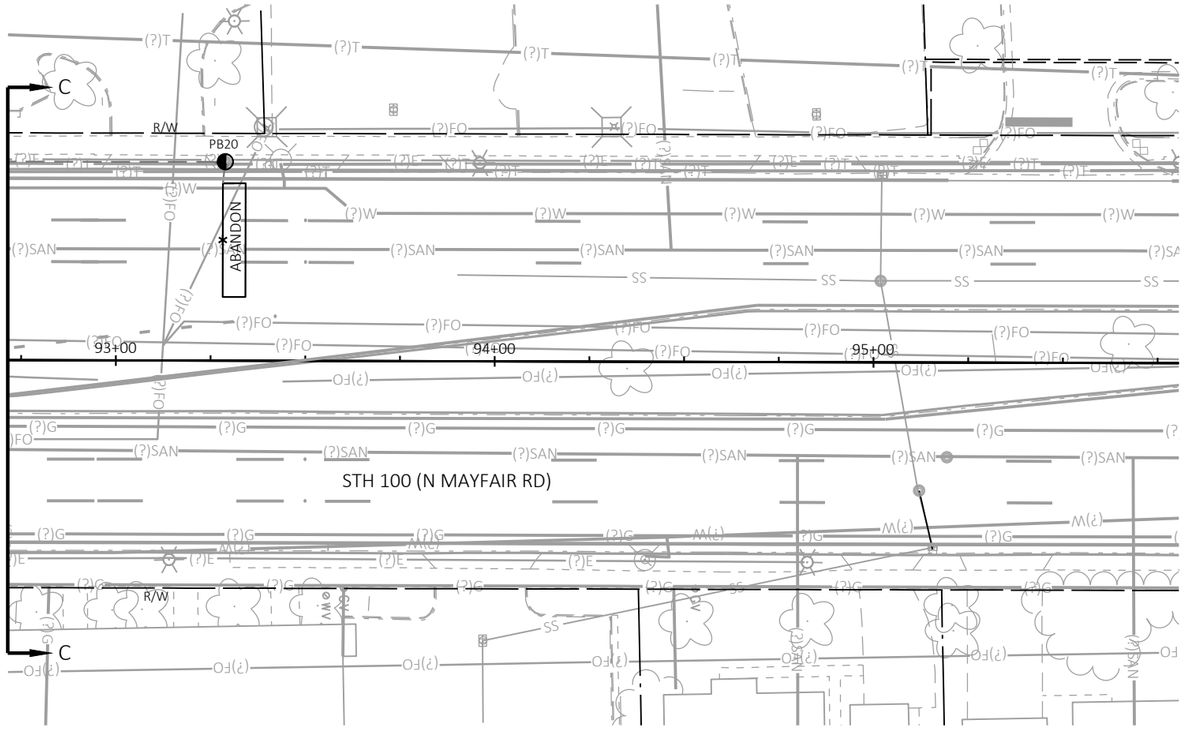
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\01_BURLEIGH\024001_SP1.DWG
LAYOUT NAME - S40-1085_R8_PG1

PLOT DATE : 1/21/2026 9:51 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

N



TRAFFIC CONTROL SIGNAL
STH 100 (N MAYFAIR RD) & W BURLEIGH ST
CITY OF WAUWATOSA
MILWAUKEE COUNTY

SIGNAL NO. S40-1085

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PAGE 2 OF 2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 303	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\01_BURLEIGH\024001_SP1.DWG
LAYOUT NAME - S40-1085_R8_PG2

PLOT DATE : 1/21/2026 9:52 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : ##########

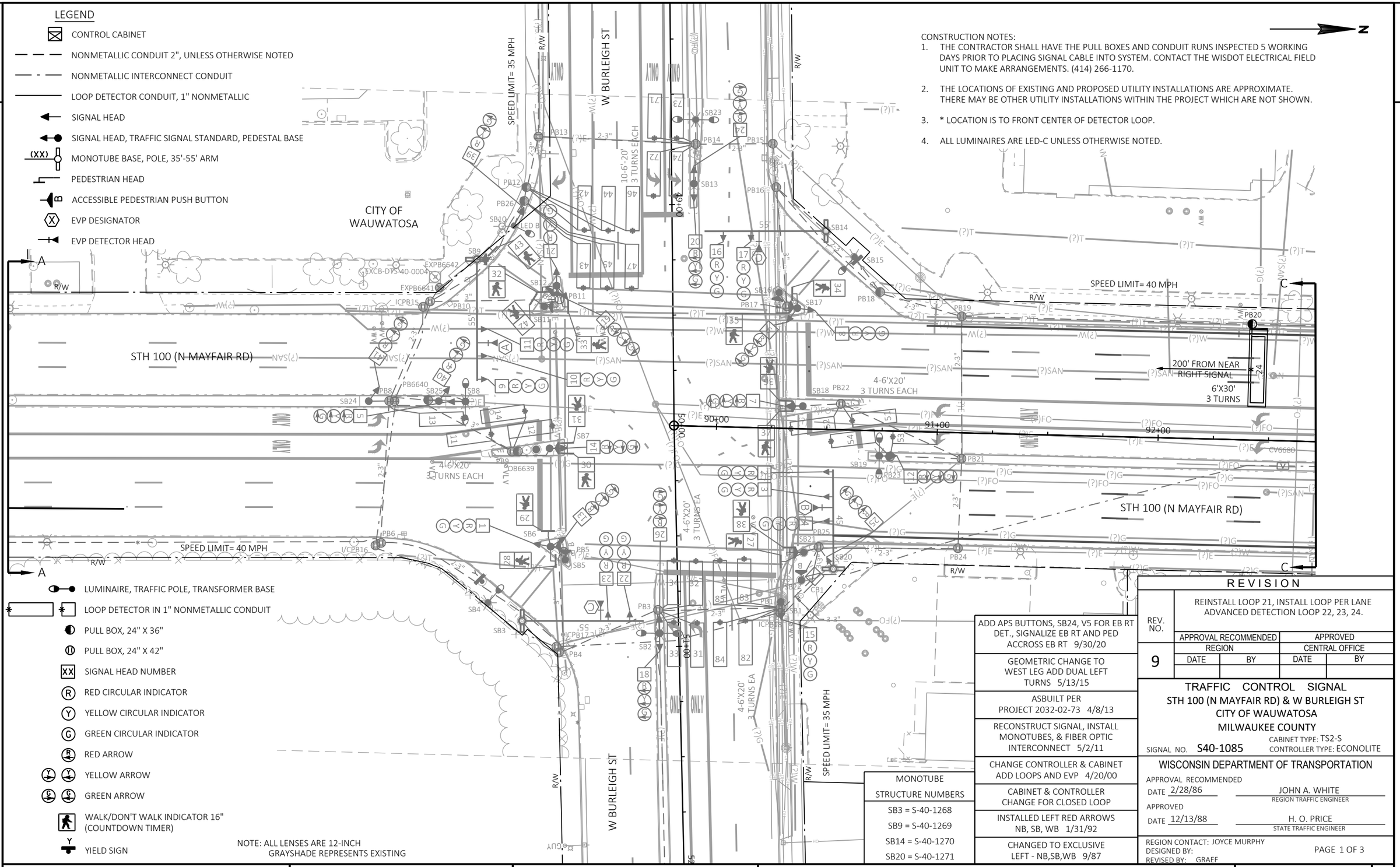
2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD
- B ACCESSIBLE PEDESTRIAN PUSH BUTTON
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
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. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
4. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.



- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- Y YIELD SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

MONOTUBE STRUCTURE NUMBERS
SB3 = S-40-1268
SB9 = S-40-1269
SB14 = S-40-1270
SB20 = S-40-1271

REVISION
ADD APS BUTTONS, SB24, V5 FOR EB RT DET., SIGNALIZE EB RT AND PED ACCROSS EB RT 9/30/20
GEOMETRIC CHANGE TO WEST LEG ADD DUAL LEFT TURNS 5/13/15
ASBUILT PER PROJECT 2032-02-73 4/8/13
RECONSTRUCT SIGNAL, INSTALL MONOTUBES, & FIBER OPTIC INTERCONNECT 5/2/11
CHANGE CONTROLLER & CABINET ADD LOOPS AND EVP 4/20/00
CABINET & CONTROLLER CHANGE FOR CLOSED LOOP
INSTALLED LEFT RED ARROWS NB, SB, WB 1/31/92
CHANGED TO EXCLUSIVE LEFT - NB,SB,WB 9/87

REVISION

REINSTALL LOOP 21, INSTALL LOOP PER LANE ADVANCED DETECTION LOOP 22, 23, 24.

REV. NO.	APPROVAL RECOMMENDED REGION DATE	APPROVAL RECOMMENDED REGION BY	APPROVED CENTRAL OFFICE DATE	APPROVED CENTRAL OFFICE BY
9				

TRAFFIC CONTROL SIGNAL
STH 100 (N MAYFAIR RD) & W BURLEIGH ST
CITY OF WAUWATOSA
MILWAUKEE COUNTY

SIGNAL NO. S40-1085
CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 2/28/86 — JOHN A. WHITE, REGION TRAFFIC ENGINEER

APPROVED
DATE 12/13/88 — H. O. PRICE, STATE TRAFFIC ENGINEER

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

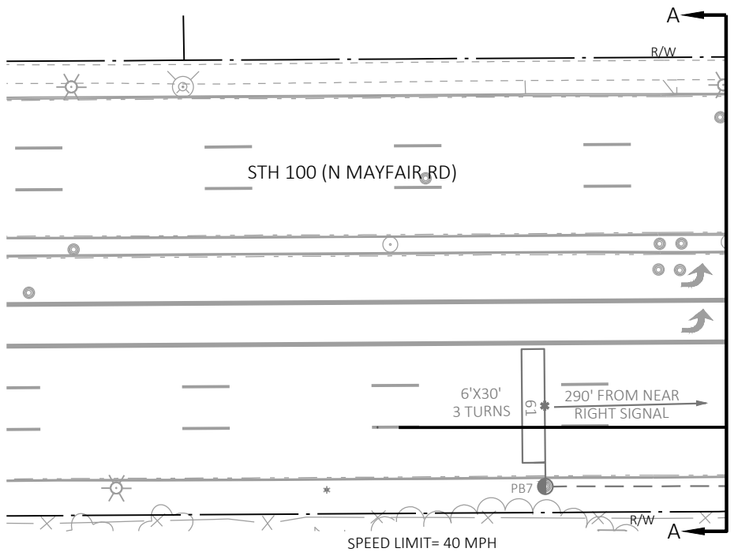
PAGE 1 OF 3

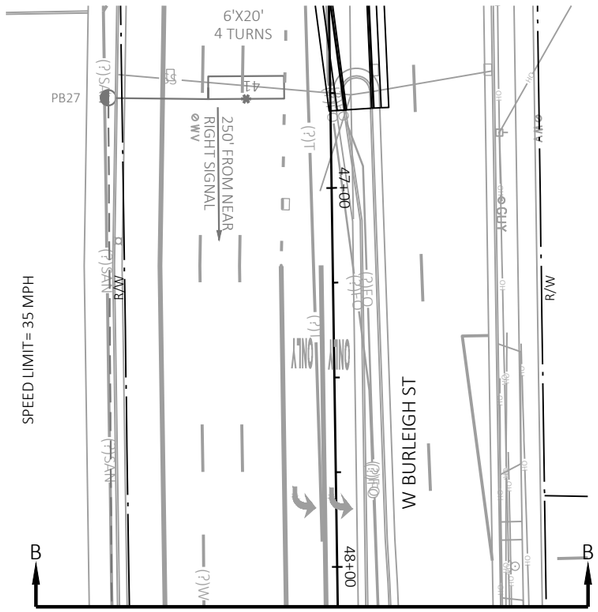
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 304 E

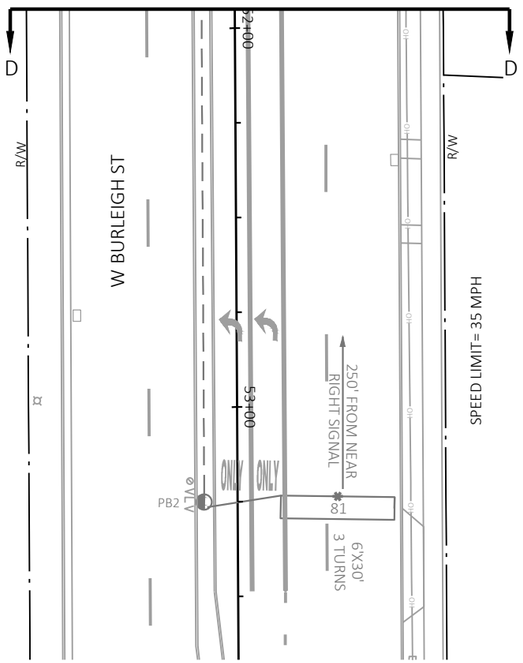
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\01_BURLEIGH\024021_SP1.DWG
LAYOUT NAME - S40-1085_R8_PG1

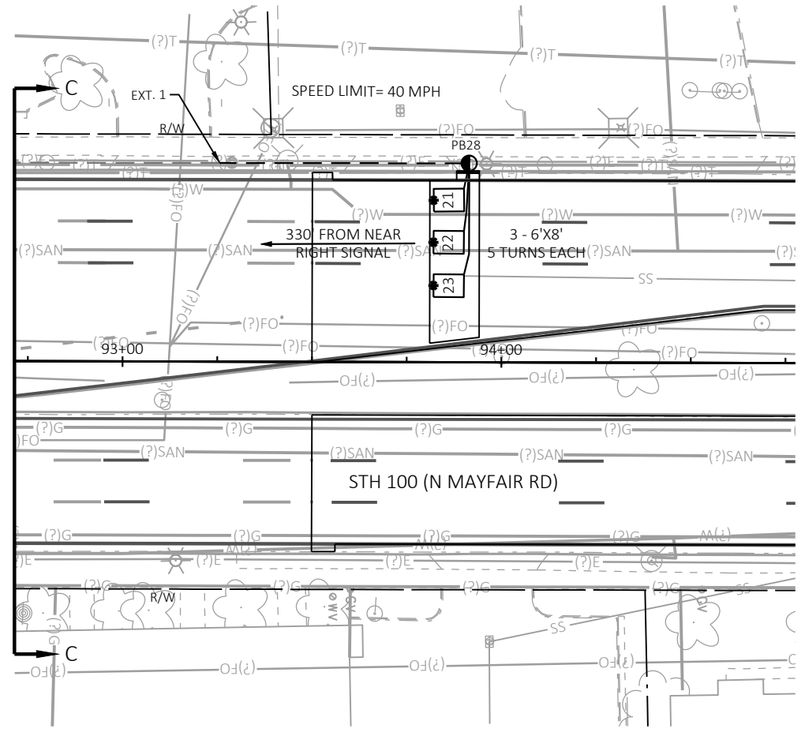
PLOT DATE : 1/21/2026 9:52 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42









TRAFFIC CONTROL SIGNAL
STH 100 (N MAYFAIR RD) & W BURLEIGH ST
CITY OF WAUWATOSA
MILWAUKEE COUNTY

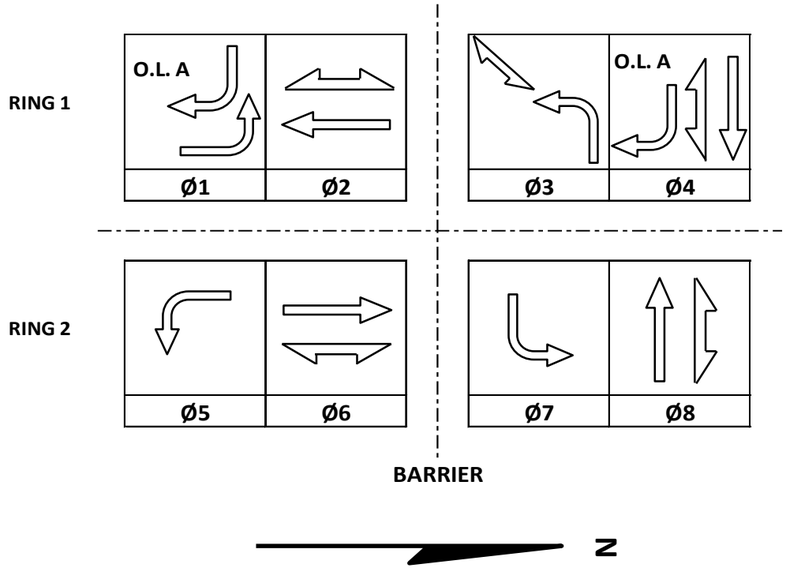
SIGNAL NO. S40-1085

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 305 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\01_BURLEIGH\024021_SP1.DWG
LAYOUT NAME - S40-1085_R8_PG2
PLOT DATE : 1/21/2026 9:52 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : ##########

	HEAD NUMBERS	FLASH
Ø1	5, 6, 7	R
Ø2	8, 9, 10, 11	R
Ø3	18, 19, 20	R
Ø4	21, 22, 23	R
Ø5	12, 13, 14	R
Ø6	1, 2, 3, 4	R
Ø7	24, 25, 26	R
Ø8	15, 16, 17	R
Ø2P	33, 34	
Ø3P	42, 43	
Ø4P	29, 30, 31, 32	
Ø6P	27, 28	
Ø8P	35, 36, 37, 38	
OLA	39, 40, 41	R



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			O.L. A	
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	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	X
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS- 40-0013

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11/12	21	23	31/32	41	44/45	47	53/54
CALLED PHASE	1	2	2	3	4	4	4	5
CALL OPTION	X	X	X	X		X	X	X
DELAY TIME								
EXTENTION OPTION	X	X	X	X		X	X	X
EXTEND TIME					X			
USE ADDED INITIAL		X	X					
CROSS SWITCH PHASE								

DETECTOR INPUT	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)	71/72	74	82/83					
CALLED PHASE	7	7	8					
CALL OPTION	X	X	X					
DELAY TIME								
EXTENTION OPTION	X	X	X					
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	13/14	22	24	33/34	42/43	46	51/52	61
CALLED PHASE	1	2	2	3	4	4	5	6
CALL OPTION	X	X	X	X	X	X	X	X
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME								
USE ADDED INITIAL		X	X					X
CROSS SWITCH PHASE								

DETECTOR INPUT	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)	73	81	84/85					
CALLED PHASE	7	8	8					
CALL OPTION	X		X					
DELAY TIME								
EXTENTION OPTION	X		X					
EXTEND TIME		X						
USE ADDED INITIAL								
CROSS SWITCH PHASE								

STH 100 (N MAYFAIR RD) & W BURLEIGH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: S40-1085 CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE
DATE: 2/2026 PAGE NO. 3 OF 3

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE, UNDER PERMIT TO LOCAL MUNICIPALITY
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VX VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

N

STH 100 (N MAYFAIR RD)

STH 190 (W CAPITOL DR)

SPEED LIMIT 45 MPH

SPEED LIMIT 40 MPH

SPEED LIMIT 35 MPH

CITY OF WAUWATOSA

CITY OF MILWAUKEE

MUNICIPAL BOUNDARY

R/W

OMIT RIGHT-TURN OVERLAP PHASE DURING STAGE 2A, SEE EXISTING SEQUENCE OF OPERATIONS MODIFIED FOR CONSTRUCTION.

STAGING NOTES:

1. BAG OR REMOVE BAGS FROM SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. CABLING FOR THE INSTALLATION OF TEMPORARY SIGNAL HEADS SHALL BE FROM ADDITIONAL CABLES WITHIN THE POLE, OR FROM SPLICING EXISTING TRAFFIC SIGNAL CABLE WITHIN THE SIGNAL POLE. NO CABLING FORM THE CONTROL CABINET SHALL BE DONE FOR THE TEMPORARY SIGNALS.
4. INSTALL NEW VIDEO DETECTION CAMERA PRIOR TO REMOVING EXISTING VIDEO DETECTION SYSTEM. EXISTING VIDEO DETECTION SYSTEM TO REMAIN OPERATIONAL UNTIL NEW LOOPS ARE ACTIVE. DETECTION CAMERAS AND ZONES TO BE UPDATED FOR CHANGES IN STAGING.
5. ACCOMMODATE PEDESTRIANS ACROSS ALL OPEN CROSSINGS DURING CONSTRUCTION. SEE TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS PLANS FOR DETAILS. THE CONTRACTOR SHALL CONSULT THE DEPARTMENT PRIOR TO CLOSING OR ALTERING PEDESTRIAN CROSSINGS.
6. THE DEPARTMENT IS RESPONSIBLE FOR DETECTION CHANGES, TIMING CHANGES, AND KNOCKDOWNS. CONTRACTOR IS RESPONSIBLE FOR BAGGING HEADS AND INSTALLATION AND MAINTENANCE OF TEMPORARY HEADS.

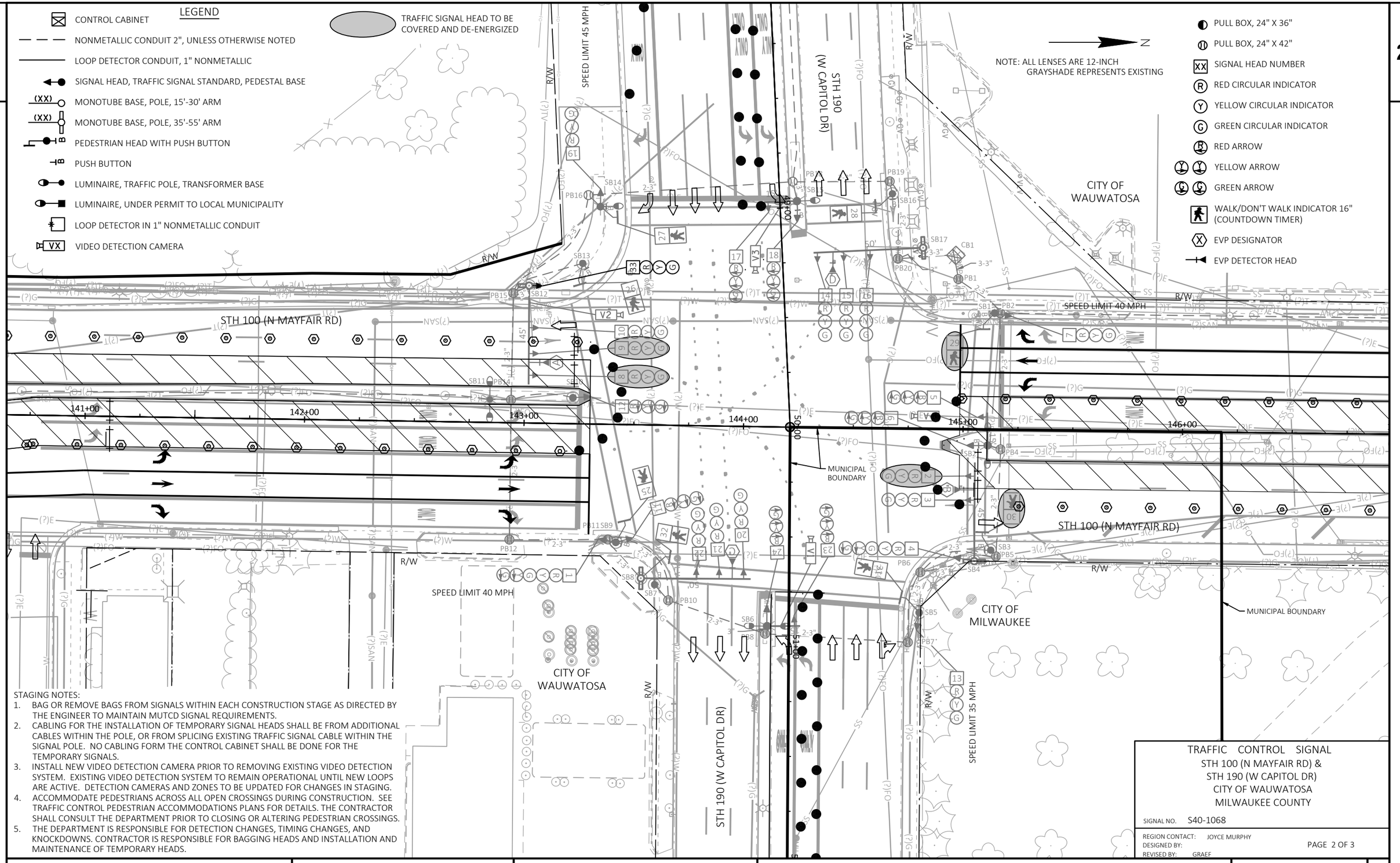
TRAFFIC CONTROL SIGNAL
STH 100 (N MAYFAIR RD) &
STH 190 (W CAPITOL DR)
CITY OF WAUWATOSA
MILWAUKEE COUNTY

SIGNAL NO. S40-1068

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION STAGE 2A	SHEET 307 E

FILE NAME : X:\MI\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\02_STH 190 (CAPITOL DR)\024102A_SP2.DWG
LAYOUT NAME - 024102a_sp2
PLOT DATE : 1/21/2026 9:53 AM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



STAGING NOTES:

1. BAG OR REMOVE BAGS FROM SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. CABLING FOR THE INSTALLATION OF TEMPORARY SIGNAL HEADS SHALL BE FROM ADDITIONAL CABLES WITHIN THE POLE, OR FROM SPLICING EXISTING TRAFFIC SIGNAL CABLE WITHIN THE SIGNAL POLE. NO CABLING FORM THE CONTROL CABINET SHALL BE DONE FOR THE TEMPORARY SIGNALS.
3. INSTALL NEW VIDEO DETECTION CAMERA PRIOR TO REMOVING EXISTING VIDEO DETECTION SYSTEM. EXISTING VIDEO DETECTION SYSTEM TO REMAIN OPERATIONAL UNTIL NEW LOOPS ARE ACTIVE. DETECTION CAMERAS AND ZONES TO BE UPDATED FOR CHANGES IN STAGING.
4. ACCOMMODATE PEDESTRIANS ACROSS ALL OPEN CROSSINGS DURING CONSTRUCTION. SEE TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS PLANS FOR DETAILS. THE CONTRACTOR SHALL CONSULT THE DEPARTMENT PRIOR TO CLOSING OR ALTERING PEDESTRIAN CROSSINGS.
5. THE DEPARTMENT IS RESPONSIBLE FOR DETECTION CHANGES, TIMING CHANGES, AND KNOCKDOWNS. CONTRACTOR IS RESPONSIBLE FOR BAGGING HEADS AND INSTALLATION AND MAINTENANCE OF TEMPORARY HEADS.

TRAFFIC CONTROL SIGNAL
STH 100 (N MAYFAIR RD) &
STH 190 (W CAPITOL DR)
CITY OF WAUWATOSA
MILWAUKEE COUNTY

SIGNAL NO. S40-1068

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PAGE 2 OF 3

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION STAGE 2B	SHEET 308 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\02_STH 190 (CAPITOL DR)\024102B_SP2.DWG
LAYOUT NAME - 024102b_sp2

PLOT DATE : 1/21/2026 9:53 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
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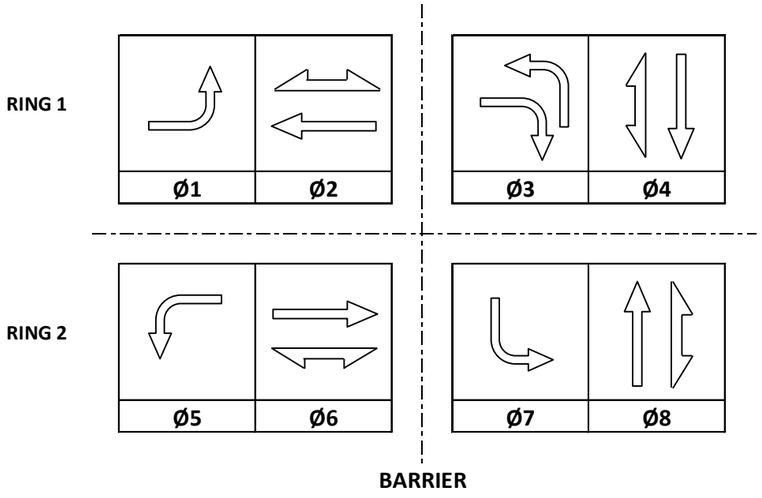
Ø2	7,8,9,10 ,33	R
Ø3	1,4,17,18	- , R ←
Ø4	19,20,21,22	R
Ø5	11,12	R ←
Ø6	1,2,3,4	R
Ø7	23,24	R ←
Ø8	13,14,15,16	R
Ø2P	27,28	
Ø4P	25,26	
Ø6P	31,32	
Ø8P	29,30	
OLA		
OLB		
OLC		
OLD		



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	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	22	31	43	51	62	71	81
CALLED PHASE	1	2	3	4	5	6	7	8
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								

DETECTOR INPUT	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)	21	41	61					
CALLED PHASE	2	4	6					
CALL OPTION	X		X					
DELAY TIME								
EXTENTION OPTION	X	X	X					
EXTEND TIME		X						
USE ADDED INITIAL	X		X					
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)			42	44				82
CALLED PHASE			4	4				8
CALL OPTION				X				X
DELAY TIME				X				
EXTENTION OPTION			X	X				X
EXTEND TIME			X					
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

GENERAL NOTES:

1. ALL PHASES ON LOCKING AS OF 2/22/19. ONGOING DETECTION PROBLEMS WITH ITERIS VIDEO CAMERAS - DROPPING CALLS WHILE VEHICLES ARE IN THE ZONES

GENERAL NOTES MODIFIED FOR CONSTRUCTION:

1. REFER TO TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS PLANS FOR WHERE PEDESTRIANS ARE ACCOMODATED DURING CONSTRUCTION STAGING. CONTRACTOR SHALL CONSULT THE DEPARTMENT PRIOR TO CLOSING OR ALTERING PEDESTRAIN CROSSINGS.
2. DURING STAGE 2A, OMIT THE NORTHBOUND RIGHT-TURN OVERLAP OCCURING DURING PHASE 3.
   DURING STAGE 2B, THE NORTHBOUND RIGHT-TURN OVERLAP MAY BE ACTIVE.
3. DURING STAGE 2B, PHASES 1 AND 5 SHALL NOT RUN CONCURRENTLY.

STH 100 (N. MAYFAIR RD.) & STH 190 (W. CAPITOL DR.)
CITY OF WAUWATOSA
MILWAUKEE COUNTY
SIGNAL NO: S40-1068 CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE
DATE: 2/2026 PAGE NUMBER: 3 OF 3

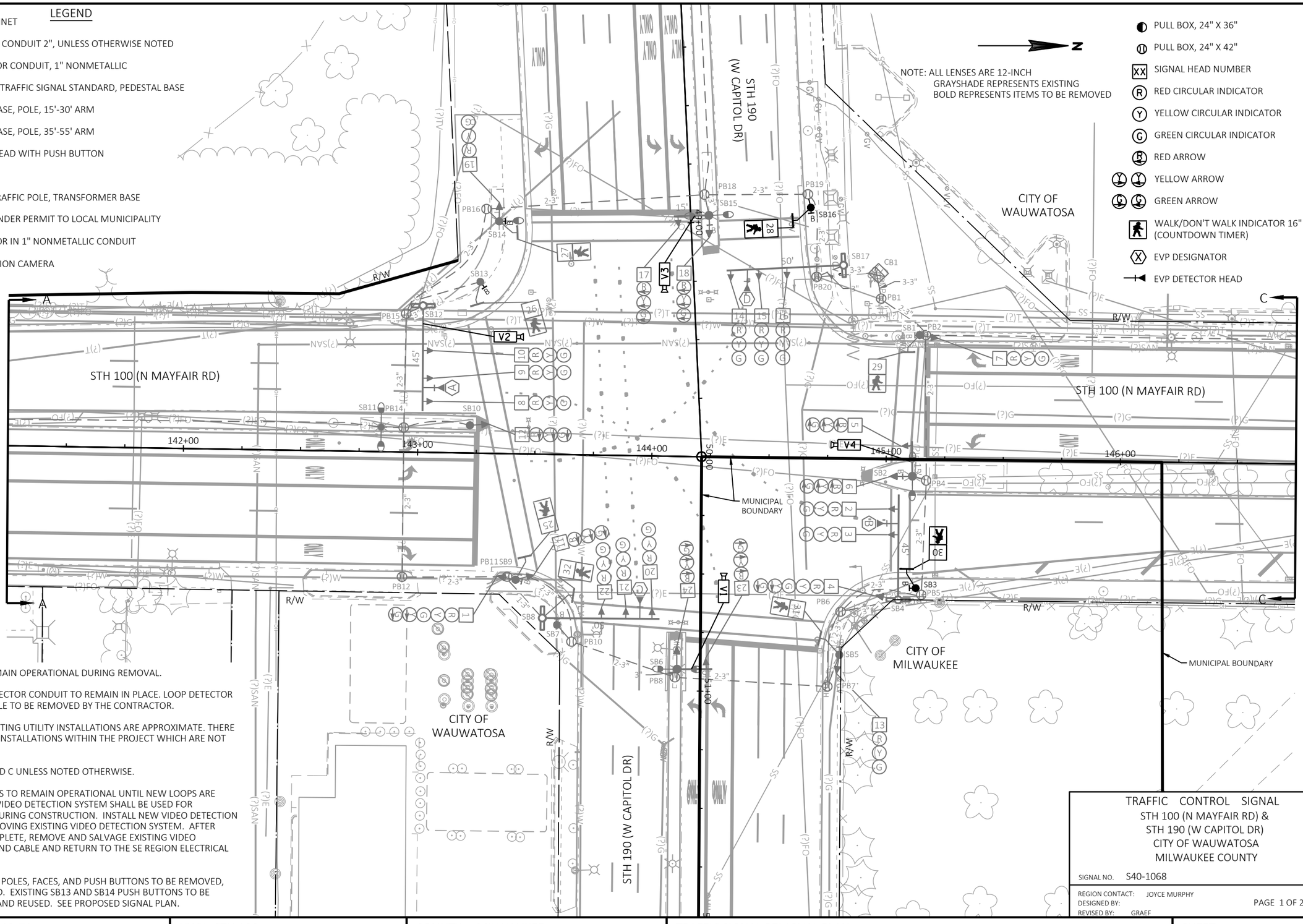
2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE, UNDER PERMIT TO LOCAL MUNICIPALITY
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VX VIDEO DETECTION CAMERA

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS ITEMS TO BE REMOVED



REMOVAL NOTES:

1. TRAFFIC SIGNAL TO REMAIN OPERATIONAL DURING REMOVAL.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED C UNLESS NOTED OTHERWISE.
5. VIDEO DETECTION UNITS TO REMAIN OPERATIONAL UNTIL NEW LOOPS ARE ACTIVE. THE EXISTING VIDEO DETECTION SYSTEM SHALL BE USED FOR TEMPORARY SIGNALS DURING CONSTRUCTION. INSTALL NEW VIDEO DETECTION CAMERA PRIOR TO REMOVING EXISTING VIDEO DETECTION SYSTEM. AFTER CONSTRUCTION IS COMPLETE, REMOVE AND SALVAGE EXISTING VIDEO DETECTION CAMERAS AND CABLE AND RETURN TO THE SE REGION ELECTRICAL FIELD UNIT.
6. EXISTING SB3 AND SB16 POLES, FACES, AND PUSH BUTTONS TO BE REMOVED, SALVAGED, AND REUSED. EXISTING SB13 AND SB14 PUSH BUTTONS TO BE REMOVED, SALVAGED, AND REUSED. SEE PROPOSED SIGNAL PLAN.

TRAFFIC CONTROL SIGNAL
STH 100 (N MAYFAIR RD) &
STH 190 (W CAPITOL DR)
CITY OF WAUWATOSA
MILWAUKEE COUNTY

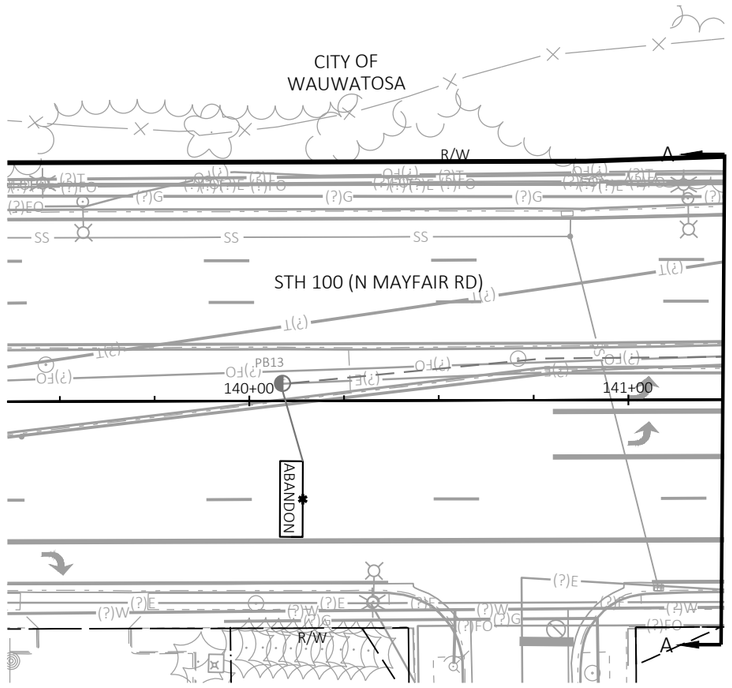
SIGNAL NO. S40-1068

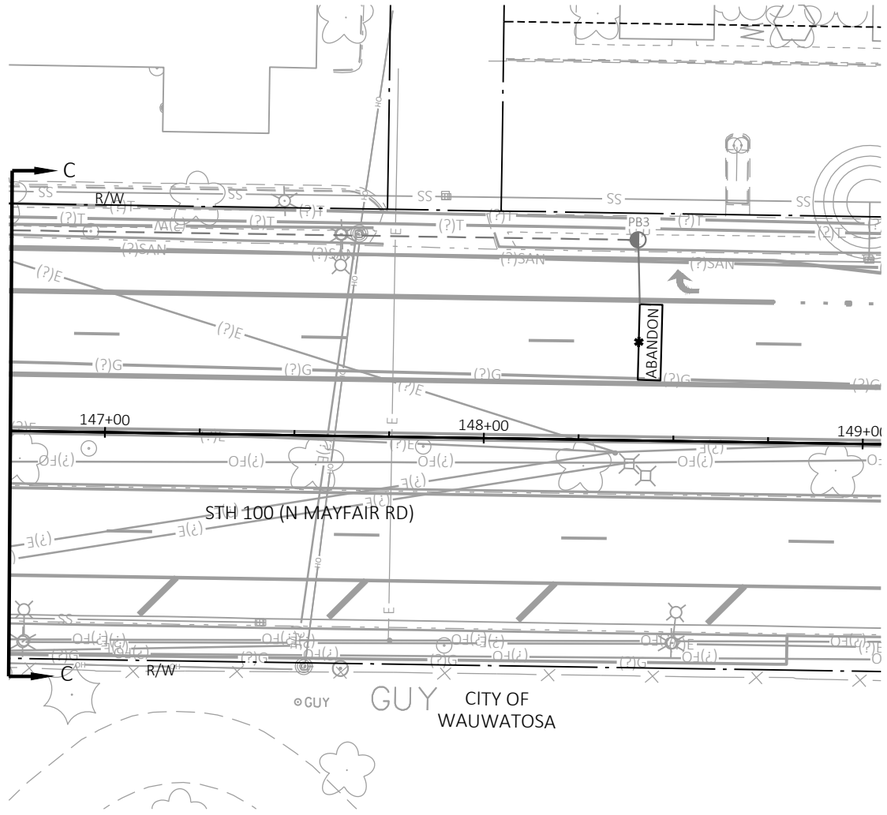
REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 310 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\02_STH 190 (CAPITOL DR)\024001_SP2.DWG
LAYOUT NAME - S40-1068_R2_PG1
PLOT DATE : 1/21/2026 9:54 AM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2





TRAFFIC CONTROL SIGNAL
STH 100 (N MAYFAIR RD) &
STH 190 (W CAPITOL DR)
CITY OF WAUWATOSA
MILWAUKEE COUNTY

SIGNAL NO. S40-1068

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PAGE 2 OF 2

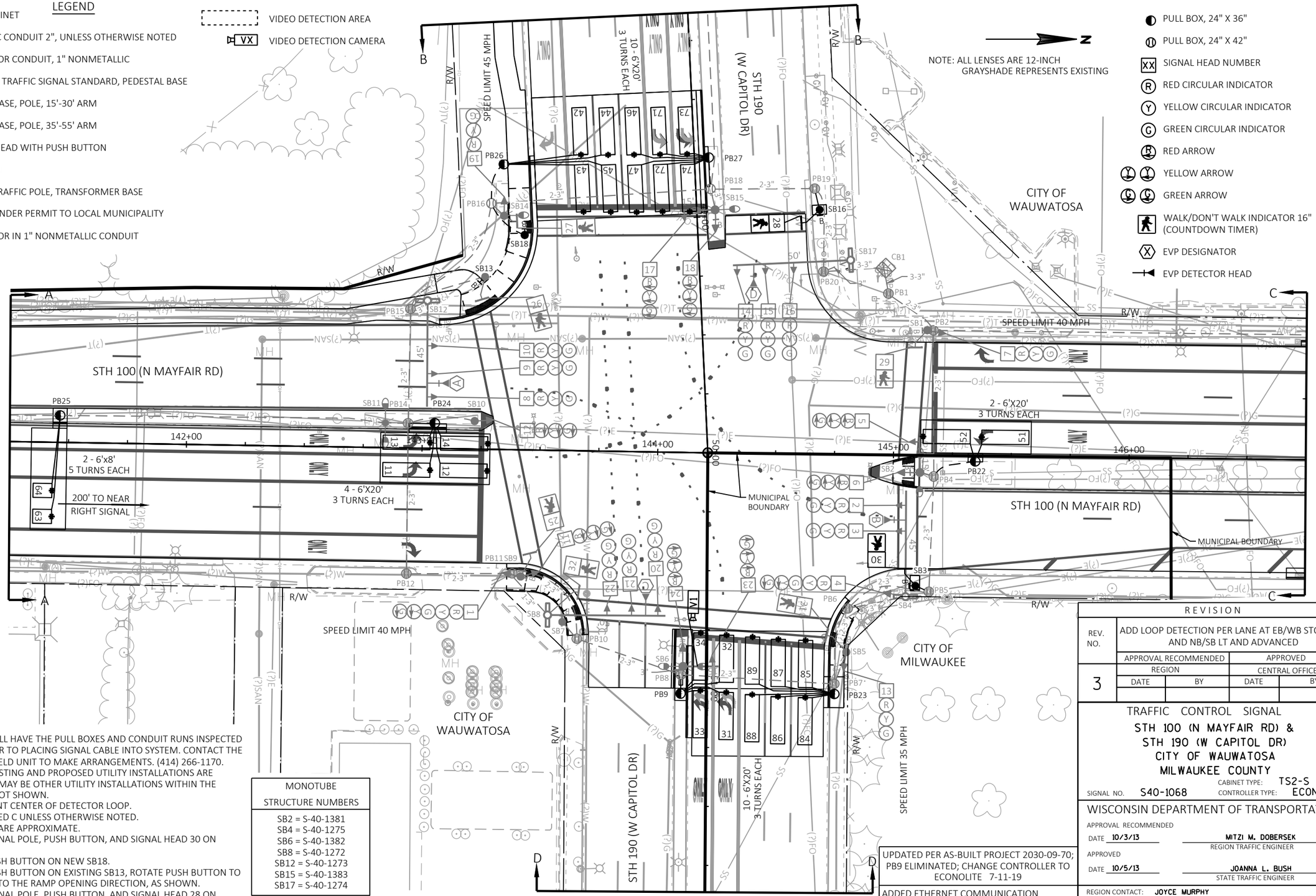
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 311 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\02_STH 190 (CAPITOL DR)\024001_SP2.DWG
LAYOUT NAME - S40-1068_R2_PG2

PLOT DATE : 1/21/2026 9:54 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : ##########

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE, UNDER PERMIT TO LOCAL MUNICIPALITY
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y Y YELLOW ARROW
- G G GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- X EVP DESIGNATOR
- EVP DETECTOR HEAD



CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
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. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
4. ALL LUMINAIRES ARE LED C UNLESS OTHERWISE NOTED.
5. VIDEO ZONES SHOWN ARE APPROXIMATE.
6. INSTALL SALVAGED SIGNAL POLE, PUSH BUTTON, AND SIGNAL HEAD 30 ON CONCRETE BASE SB3.
7. INSTALL SALVAGED PUSH BUTTON ON NEW SB18.
8. INSTALL SALVAGED PUSH BUTTON ON EXISTING SB13, ROTATE PUSH BUTTON TO FACE PERPENDICULAR TO THE RAMP OPENING DIRECTION, AS SHOWN.
9. INSTALL SALVAGED SIGNAL POLE, PUSH BUTTON, AND SIGNAL HEAD 28 ON CONCRETE BASE SB16.

MONOTUBE STRUCTURE NUMBERS
SB2 = S-40-1381
SB4 = S-40-1275
SB6 = S-40-1382
SB8 = S-40-1272
SB12 = S-40-1273
SB15 = S-40-1383
SB17 = S-40-1274

UPDATED PER AS-BUILT PROJECT 2030-09-70; PB9 ELIMINATED; CHANGE CONTROLLER TO ECONOLITE 7-11-19

ADDED ETHERNET COMMUNICATION THROUGH PROJECT. DJW 1-7-2015

REVISION

REV. NO.				
3	ADD LOOP DETECTION PER LANE AT EB/WB STOP BAR, AND NB/SB LT AND ADVANCED			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY

TRAFFIC CONTROL SIGNAL

STH 100 (N MAYFAIR RD) &
STH 190 (W CAPITOL DR)
CITY OF WAUWATOSA
MILWAUKEE COUNTY

SIGNAL NO. S40-1068
CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 10/3/13 — MITZI M. DOBERSEK, REGION TRAFFIC ENGINEER

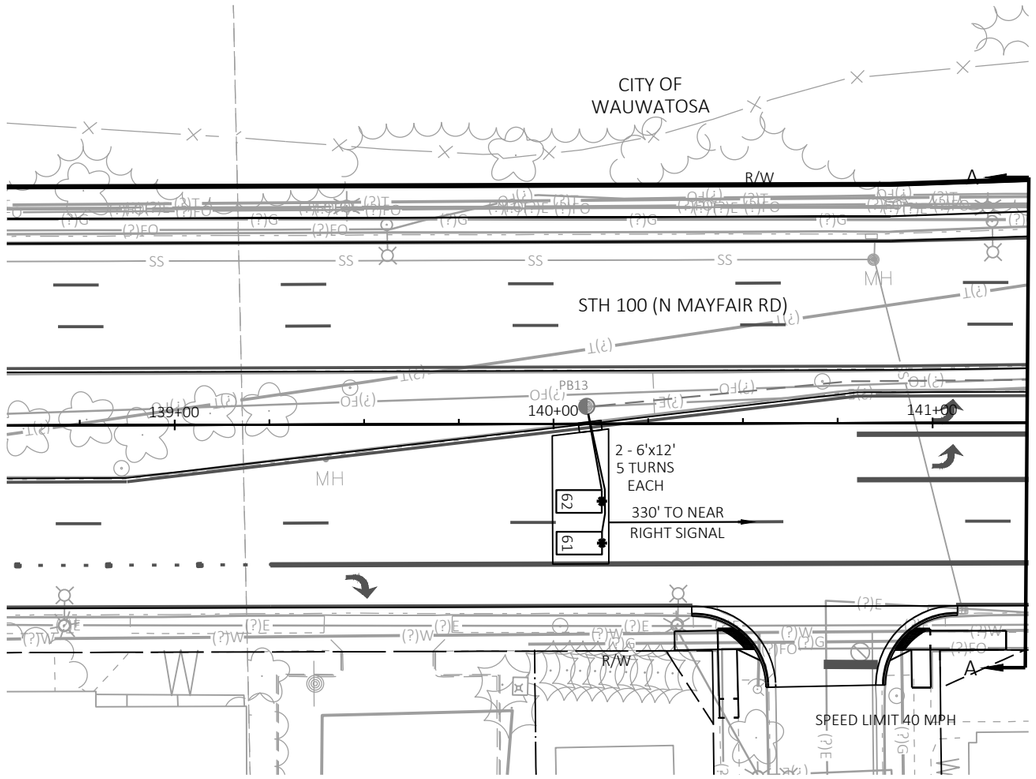
APPROVED
DATE 10/5/13 — JOANNA L. BUSH, STATE TRAFFIC ENGINEER

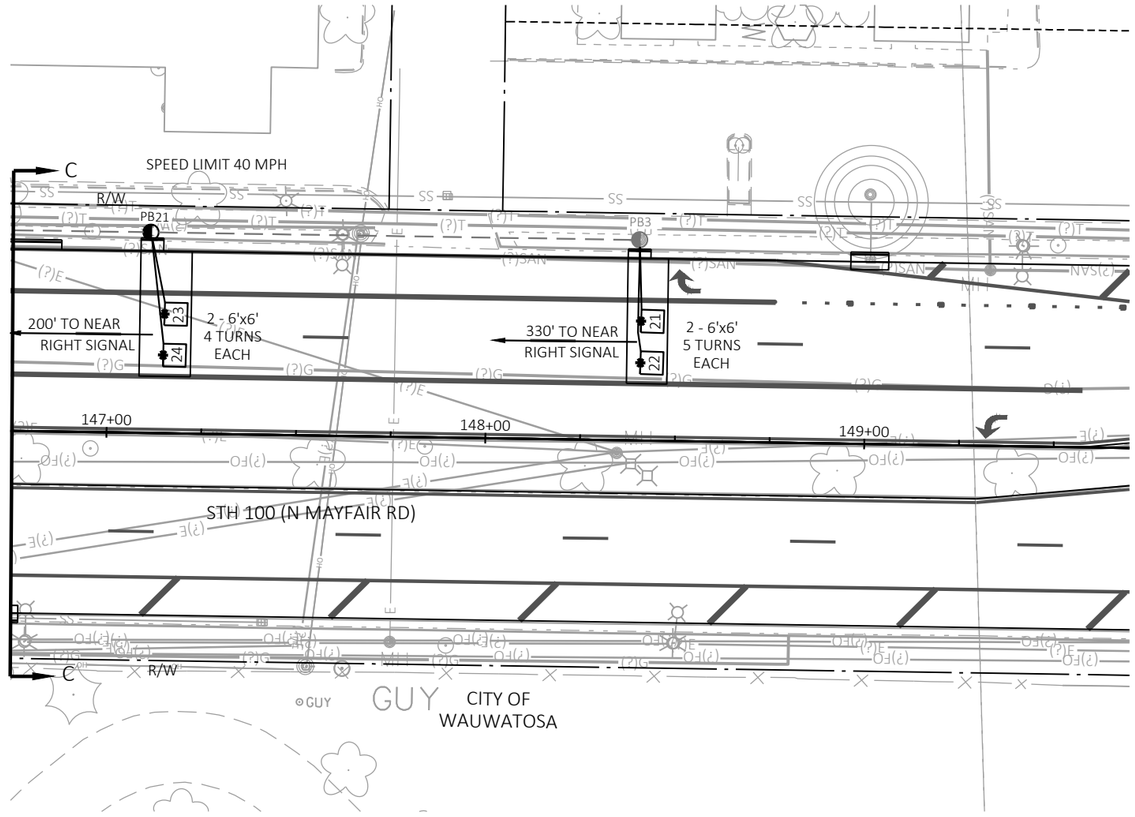
REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 312 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\02_STH 190 (CAPITOL DR)\024021_SP2.DWG
LAYOUT NAME - S40-1068_R2_PG1
PLOT DATE : 1/21/2026 9:54 AM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2





TRAFFIC CONTROL SIGNAL
STH 100 (N MAYFAIR RD) &
STH 190 (W CAPITOL DR)
CITY OF WAUWATOSA
MILWAUKEE COUNTY

SIGNAL NO. S40-1068

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PAGE 2 OF 4

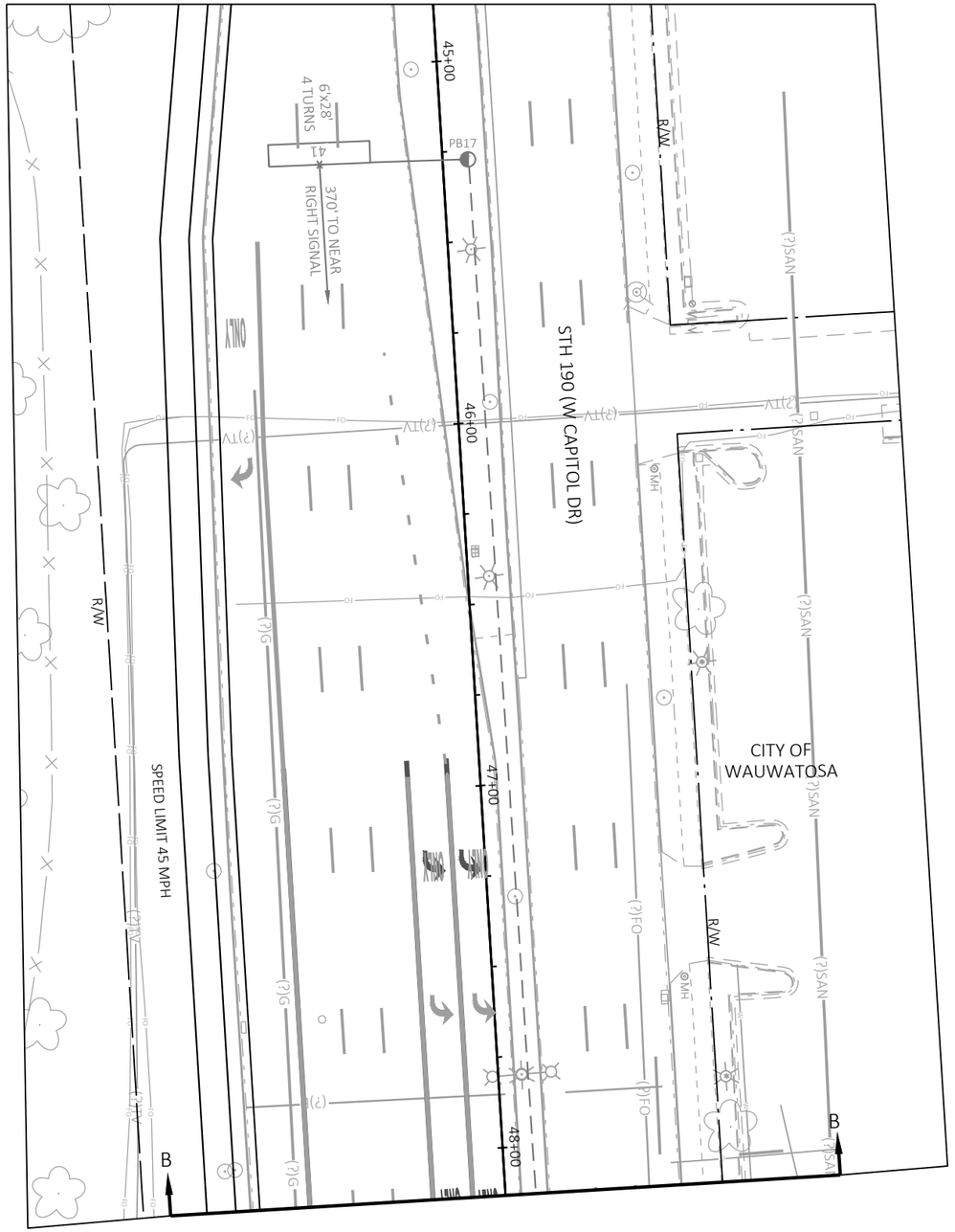
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 313 E

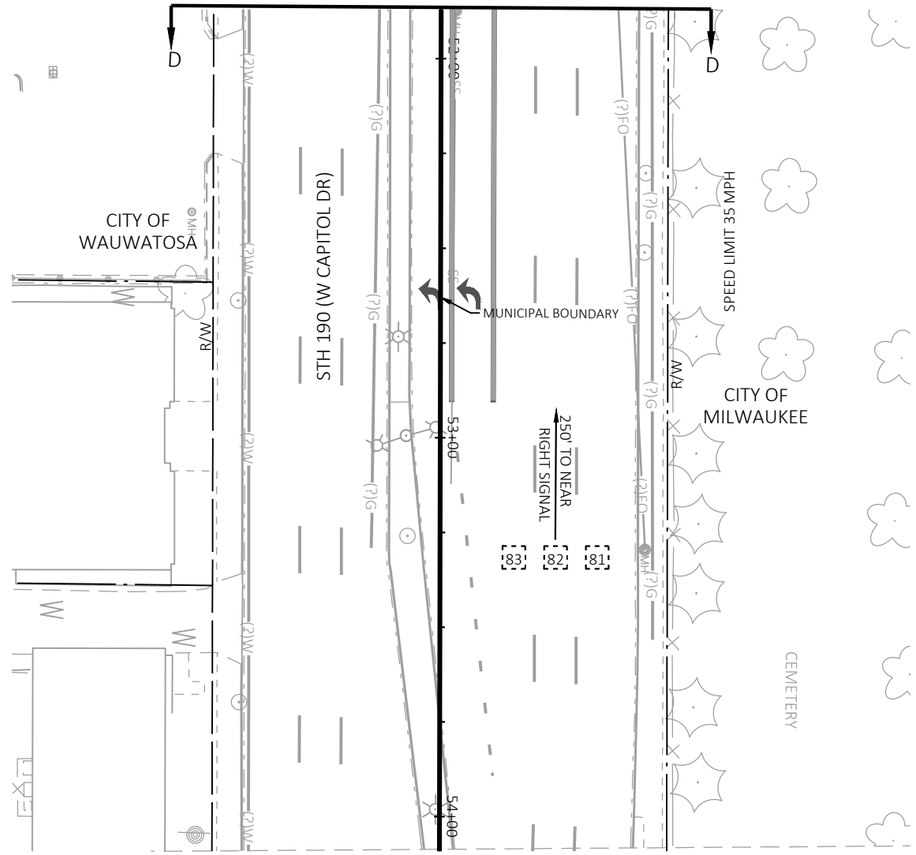
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\02_STH 190 (CAPITOL DR)\024021_SP2.DWG
LAYOUT NAME - S40-1068_R2_PG2

PLOT DATE : 1/21/2026 9:54 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2





TRAFFIC CONTROL SIGNAL
STH 100 (N MAYFAIR RD) &
STH 190 (W CAPITOL DR)
CITY OF WAUWATOSA
MILWAUKEE COUNTY

SIGNAL NO. S40-1068

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

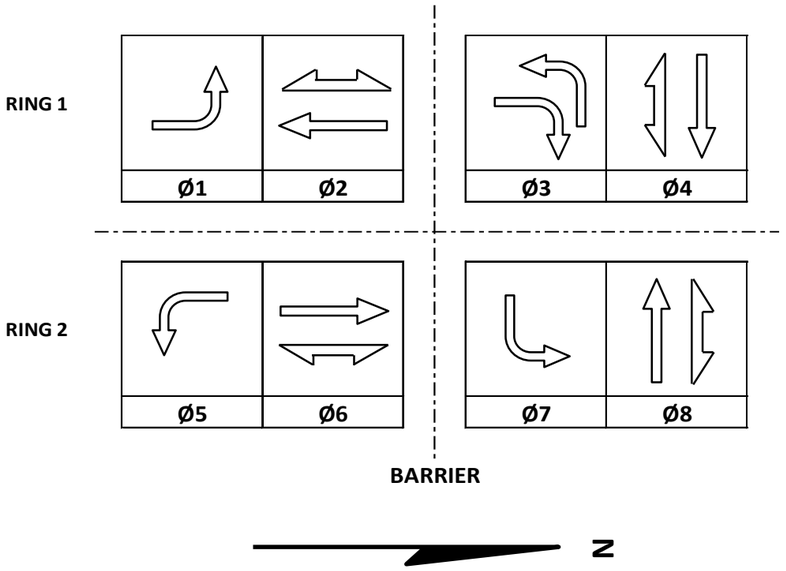
PAGE 3 OF 4

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 314 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\02_STH 190 (CAPITOL DR)\024021_SP2.DWG
LAYOUT NAME - S40-1068_R2_PG3

PLOT DATE : 1/21/2026 9:55 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : ##########

	HEAD NUMBERS	FLASH
Ø1	5, 6	R ←
Ø2	7, 8, 9, 10	R
Ø3	1, 4, 17, 18	- , R ←
Ø4	19, 20, 21, 22	R
Ø5	11, 12	R ←
Ø6	1, 2, 3, 4	R
Ø7	23, 24	R ←
Ø8	13, 14, 15, 16	R
Ø2P	27, 28	
Ø4P	25, 26	
Ø6P	31, 32	
Ø8P	29, 30	



CONTROLLER LOGIC

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

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	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	35	33	39	37	43	41	47	45	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	13	21	23	31	33	41	43	45	47	52	62	64	72	74	82	84	86	88						PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	1	2	2	3	3	4	4	4	4	5	6	6	7	7	8	8	8	8						CALLED PHASE
CALL OPTION	X	X	X	X	X	X		X	X	X	X	X	X	X	X		X	X	X						CALL OPTION
DELAY TIME																	X								DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						EXTENTION OPTION
EXTEND TIME							X									X									EXTEND TIME
USE ADDED INITIAL			X	X								X	X												USE ADDED INITIAL
CROSS SWITCH PHASE																									CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	36	34	40	38	44	42	48	46	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	12	14	22	24	32	34	42	44	46	51	61	63	71	73	81	83	85	87	89						PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	1	2	2	3	3	4	4	4	5	6	6	7	7	8	8	8	8	8						CALLED PHASE
CALL OPTION	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X						CALL OPTION
DELAY TIME																	X								DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						EXTENTION OPTION
EXTEND TIME															X	X									EXTEND TIME
USE ADDED INITIAL			X	X							X	X													USE ADDED INITIAL
CROSS SWITCH PHASE																									CROSS SWITCH PHASE

STH 100 (N MAYFAIR RD) & STH 190 (W CAPITOL DR)
CITY OF WAUWATOSA
MILWAUKEE COUNTY

SIGNAL NO: S40-1068 CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE
DATE: 2/2026 PAGE NO. 4 OF 4

PROJECT ID:	2030-10-71
INTERSECTION:	STH 100 (N LOVERS LANE RD) & STH 190 (W CAPITOL DR)

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

			SIGNAL INDICATION WIRE COLOR									PED BUTTON
CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	FLASHING <YELLOW>	D/WALK	WALK	
SB1	12	7	RED	ORG	GRN							
		29								BLK	BLU	
		B										WHT/BLK
SB2	12	5				RED	ORG	GRN				
		6				RED	ORG	GRN				
SB3	7	30								BLK	BLU	
		B										WHT/BLK
SB4	12	2	RED	ORG	GRN							
		3	RED	ORG	GRN							
		4	RED	ORG	GRN		ORG/BLK	GRN/BLK				
SB5	12	13	RED	ORG	GRN							
		31								BLK	BLU	
		B										WHT/BLK
SB6	12	23				RED	ORG	GRN				
		24				RED	ORG	GRN				
SB7	7	32								BLK	BLU	
		B										WHT/BLK
SB8	12	20	RED	ORG	GRN							
		21	RED	ORG	GRN							
		22	RED	ORG	GRN							
SB9	15	1	RED	ORG	GRN		ORG/BLK	GRN/BLK				
		11				RED/WHT	BLU/WHT	GRN/WHT				
		25								BLK	BLU	
		B										WHT/BLK
SB10	7	12				RED	ORG	GRN				
SB12	12	8	RED	ORG	GRN							
		9	RED	ORG	GRN							
		10	RED	ORG	GRN							
SB13	7	26								BLK	BLU	
		B										WHT/BLK
SB14	12	19	RED	ORG	GRN							
		27								BLK	BLU	
SB15	12	17				RED	ORG	GRN				
		18				RED	ORG	GRN				
SB16	7	28								BLK	BLU	
		B										WHT/BLK
SB17	12	14	RED	ORG	GRN							
		15	RED	ORG	GRN							
		16	RED	ORG	GRN							
SB18	7	B										WHT/BLK

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB12
SB12	SB13
SB13	SB18
SB18	SB14
SB14	SB15
SB15	SB16
SB16	SB17
SB17	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	HEAD A (SB12)
CB1	HEAD B (SB4)
CB1	HEAD C (SB8)
CB1	HEAD D (SB17)

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB1	SB2
SB2	SB6
CB1	SB15
SB15	SB14
SB14	SB11

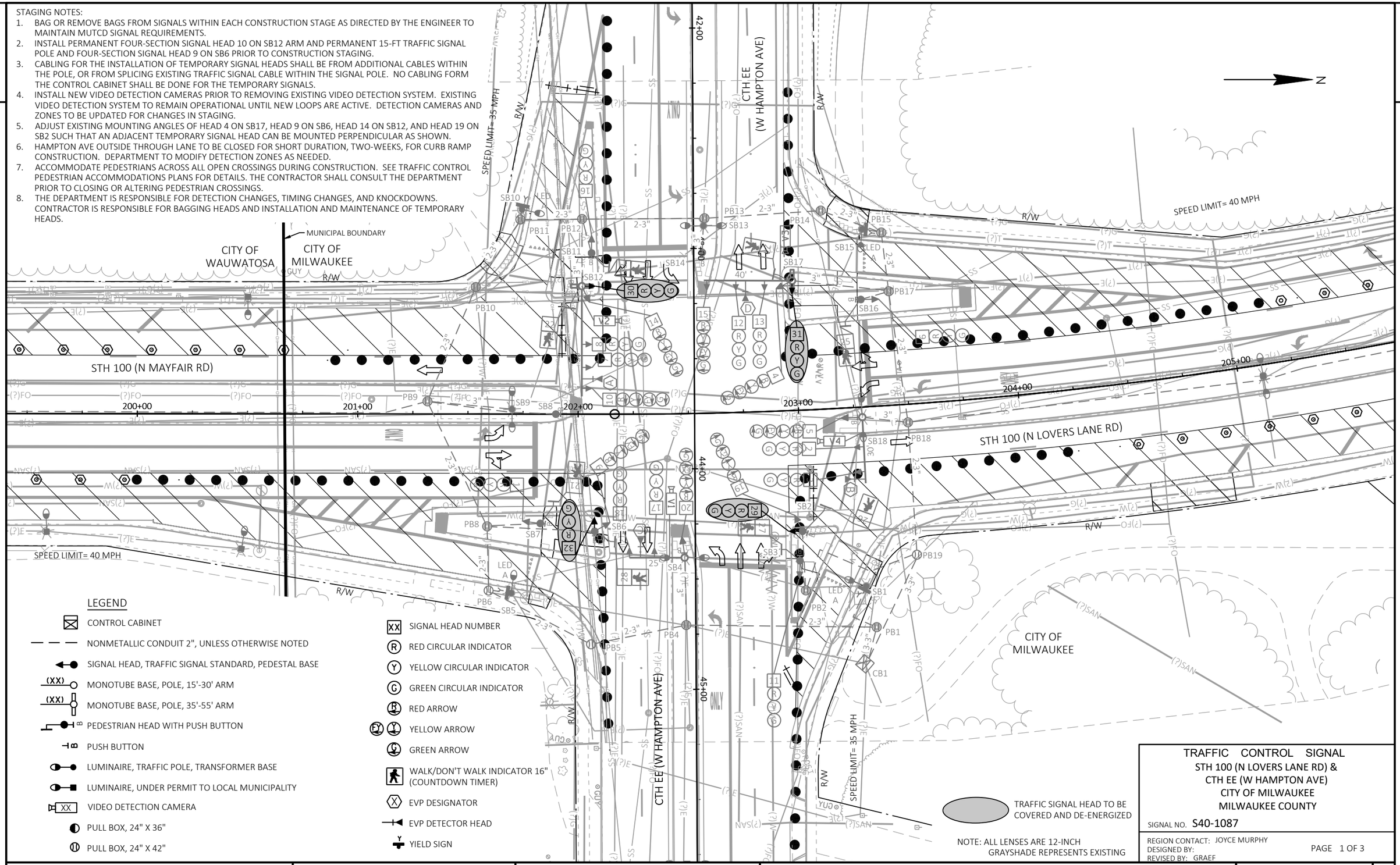
PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB1	PB2
SB2	PB4
SB3	PB5
SB4	PB6
SB5	PB7
SB6	PB8
SB7	PB9
SB7	PB10
SB9	PB11
SB9	PB12
SB11	PB14
SB12	PB15
SB14	PB16
SB15	PB18
SB16	PB19
SB17	PB20
SB18	PB16

VIDEO DETECTION CABLE	
FROM	TO
CB1	V1 (SB6)

NOTES:
*USE WHITE CONDUCTOR IN THE SIGNAL CABLE 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.
*RECONNECT THE GROUNDING CONDUCTORS WHENEVER THE CIRCUIT HAS BEEN INTERRUPTED TO ENSURE THE GROUNDING CIRCUIT IS COMPLETE.

STAGING NOTES:

1. BAG OR REMOVE BAGS FROM SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. INSTALL PERMANENT FOUR-SECTION SIGNAL HEAD 10 ON SB12 ARM AND PERMANENT 15-FT TRAFFIC SIGNAL POLE AND FOUR-SECTION SIGNAL HEAD 9 ON SB6 PRIOR TO CONSTRUCTION STAGING.
3. CABLING FOR THE INSTALLATION OF TEMPORARY SIGNAL HEADS SHALL BE FROM ADDITIONAL CABLES WITHIN THE POLE, OR FROM SPLICING EXISTING TRAFFIC SIGNAL CABLE WITHIN THE SIGNAL POLE. NO CABLING FORM THE CONTROL CABINET SHALL BE DONE FOR THE TEMPORARY SIGNALS.
4. INSTALL NEW VIDEO DETECTION CAMERAS PRIOR TO REMOVING EXISTING VIDEO DETECTION SYSTEM. EXISTING VIDEO DETECTION SYSTEM TO REMAIN OPERATIONAL UNTIL NEW LOOPS ARE ACTIVE. DETECTION CAMERAS AND ZONES TO BE UPDATED FOR CHANGES IN STAGING.
5. ADJUST EXISTING MOUNTING ANGLES OF HEAD 4 ON SB17, HEAD 9 ON SB6, HEAD 14 ON SB12, AND HEAD 19 ON SB2 SUCH THAT AN ADJACENT TEMPORARY SIGNAL HEAD CAN BE MOUNTED PERPENDICULAR AS SHOWN.
6. HAMPTON AVE OUTSIDE THROUGH LANE TO BE CLOSED FOR SHORT DURATION, TWO-WEEKS, FOR CURB RAMP CONSTRUCTION. DEPARTMENT TO MODIFY DETECTION ZONES AS NEEDED.
7. ACCOMMODATE PEDESTRIANS ACROSS ALL OPEN CROSSINGS DURING CONSTRUCTION. SEE TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS PLANS FOR DETAILS. THE CONTRACTOR SHALL CONSULT THE DEPARTMENT PRIOR TO CLOSING OR ALTERING PEDESTRIAN CROSSINGS.
8. THE DEPARTMENT IS RESPONSIBLE FOR DETECTION CHANGES, TIMING CHANGES, AND KNOCKDOWNS. CONTRACTOR IS RESPONSIBLE FOR BAGGING HEADS AND INSTALLATION AND MAINTENANCE OF TEMPORARY HEADS.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE, UNDER PERMIT TO LOCAL MUNICIPALITY
- XX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- YIELD SIGN

TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 100 (N LOVERS LANE RD) &
CTH EE (W HAMPTON AVE)
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1087

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PAGE 1 OF 3

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION STAGE 2A	SHEET 317	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\03_CTH EE (HAMPTON AVE)\024102A_SP3.DWG
LAYOUT NAME - 024102a_sp3

PLOT DATE : 1/21/2026 9:55 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

STAGING NOTES:

1. BAG OR REMOVE BAGS FROM SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. INSTALL PERMANENT FOUR-SECTION SIGNAL HEAD 10 ON SB12 ARM AND PERMANENT 15-FT TRAFFIC SIGNAL POLE AND FOUR-SECTION SIGNAL HEAD 9 ON SB6 PRIOR TO CONSTRUCTION STAGING.
3. CABLING FOR THE INSTALLATION OF TEMPORARY SIGNAL HEADS SHALL BE FROM ADDITIONAL CABLES WITHIN THE POLE, OR FROM SPLICING EXISTING TRAFFIC SIGNAL CABLE WITHIN THE SIGNAL POLE. NO CABLING FORM THE CONTROL CABINET SHALL BE DONE FOR THE TEMPORARY SIGNALS.
4. INSTALL NEW VIDEO DETECTION CAMERAS PRIOR TO REMOVING EXISTING VIDEO DETECTION SYSTEM. EXISTING VIDEO DETECTION SYSTEM TO REMAIN OPERATIONAL UNTIL NEW LOOPS ARE ACTIVE. DETECTION CAMERAS AND ZONES TO BE UPDATED FOR CHANGES IN STAGING.
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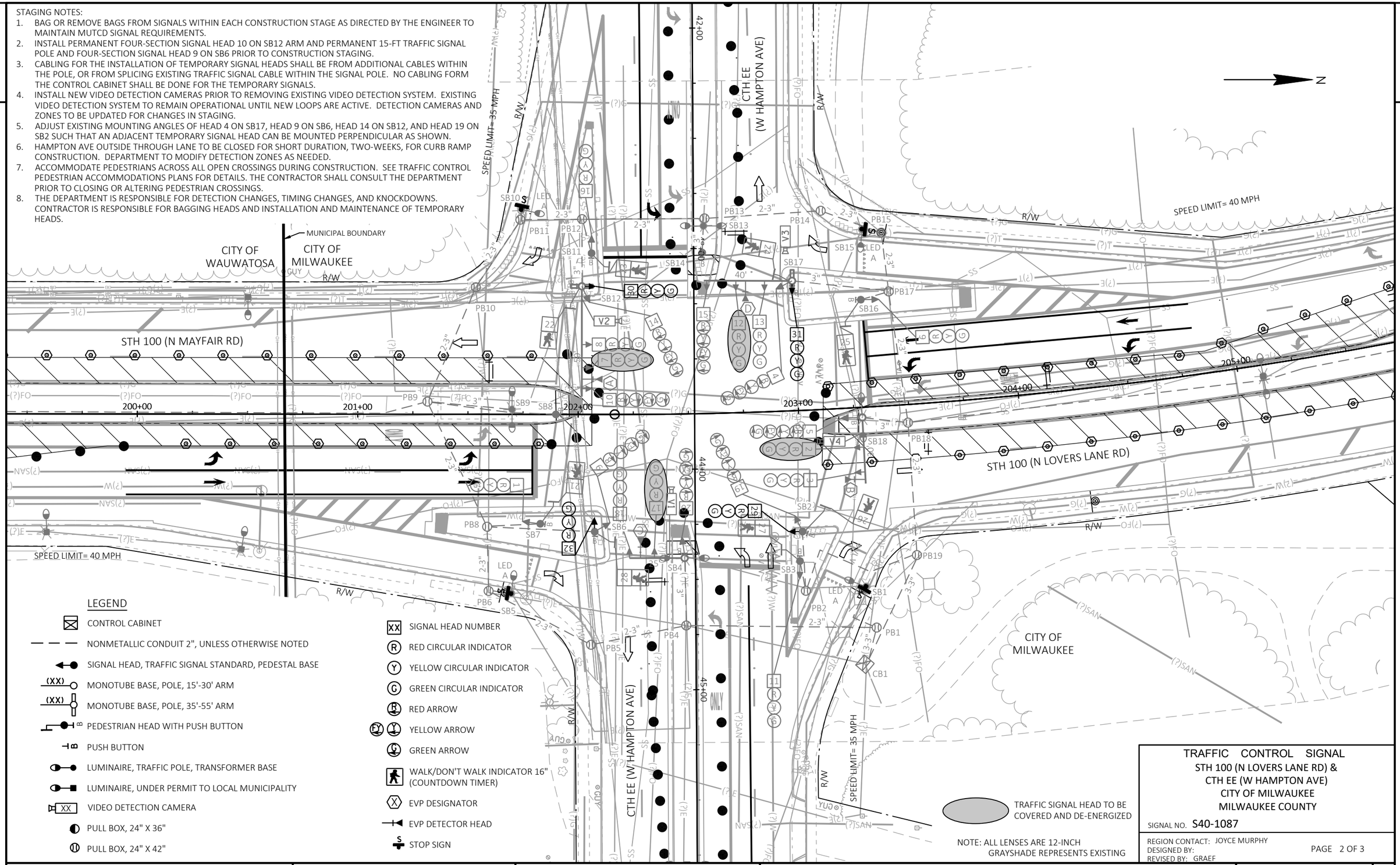
6. HAMPTON AVE OUTSIDE THROUGH LANE TO BE CLOSED FOR SHORT DURATION, TWO-WEEKS, FOR CURB RAMP CONSTRUCTION. DEPARTMENT TO MODIFY DETECTION ZONES AS NEEDED.
7. ACCOMMODATE PEDESTRIANS ACROSS ALL OPEN CROSSINGS DURING CONSTRUCTION. SEE TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS PLANS FOR DETAILS. THE CONTRACTOR SHALL CONSULT THE DEPARTMENT PRIOR TO CLOSING OR ALTERING PEDESTRIAN CROSSINGS.
8. THE DEPARTMENT IS RESPONSIBLE FOR DETECTION CHANGES, TIMING CHANGES, AND KNOCKDOWNS. CONTRACTOR IS RESPONSIBLE FOR BAGGING HEADS AND INSTALLATION AND MAINTENANCE OF TEMPORARY HEADS.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE, UNDER PERMIT TO LOCAL MUNICIPALITY
- XX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- STOP SIGN

TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 100 (N LOVERS LANE RD) &
CTH EE (W HAMPTON AVE)
CITY OF MILWAUKEE
MILWAUKEE COUNTY

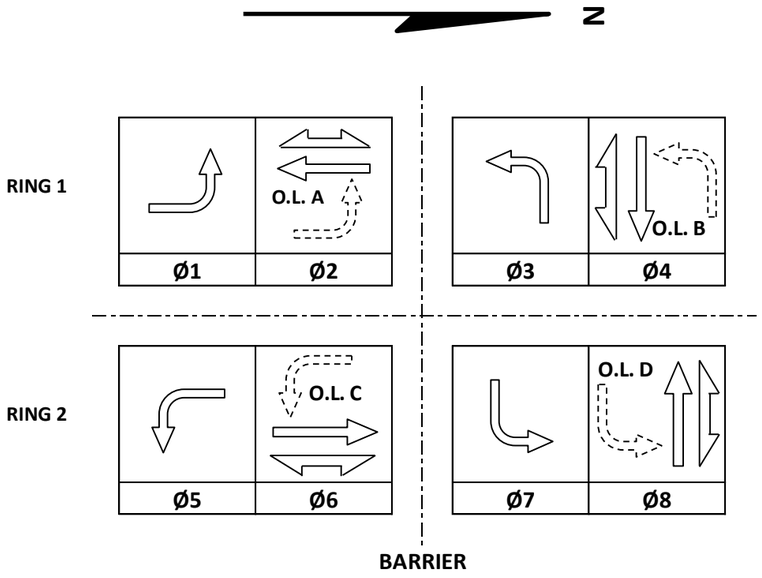
SIGNAL NO. S40-1087

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION STAGE 2B	SHEET 318	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\03_CTH EE (HAMPTON AVE)\024102B_SP3.DWG
LAYOUT NAME - 024102b_sp3
PLOT DATE : 1/21/2026 9:56 AM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	-
Ø2	6,7,8,30	R
Ø3	14,15	-
Ø4	16,17,18,32	R
Ø5	9,10	-
Ø6	1,2,3,29	R
Ø7	19,20	-
Ø8	11,12,13,31	R
Ø2P	23,24	
Ø4P	21,22	
Ø6P	27,28	
Ø8P	25,26	
OLA	4,5	R ←
OLB	14,15	R ←
OLC	9,10	R ←
OLD	19,20	R ←



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				
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+6	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+6 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	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS- 40-0203

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	22	31	41	62	71	81	61
CALLED PHASE	1	2	3	4	6	7	8	6
CALL OPTION	X	X	X		X	X		X
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME				X			X	
USE ADDED INITIAL		X			X			X
CROSS SWITCH PHASE	2		4			8		

DETECTOR INPUT	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)	51							
CALLED PHASE	5							
CALL OPTION	X							
DELAY TIME								
EXTENTION OPTION	X							
EXTEND TIME								
USE ADDED INITIAL	X							
CROSS SWITCH PHASE	6							

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)				42			82	21
CALLED PHASE				4			8	2
CALL OPTION				X			X	X
DELAY TIME								
EXTENTION OPTION				X			X	X
EXTEND TIME								
USE ADDED INITIAL								X
CROSS SWITCH PHASE								

DETECTOR INPUT	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

GENERAL NOTES MODIFIED FOR CONSTRUCTION:

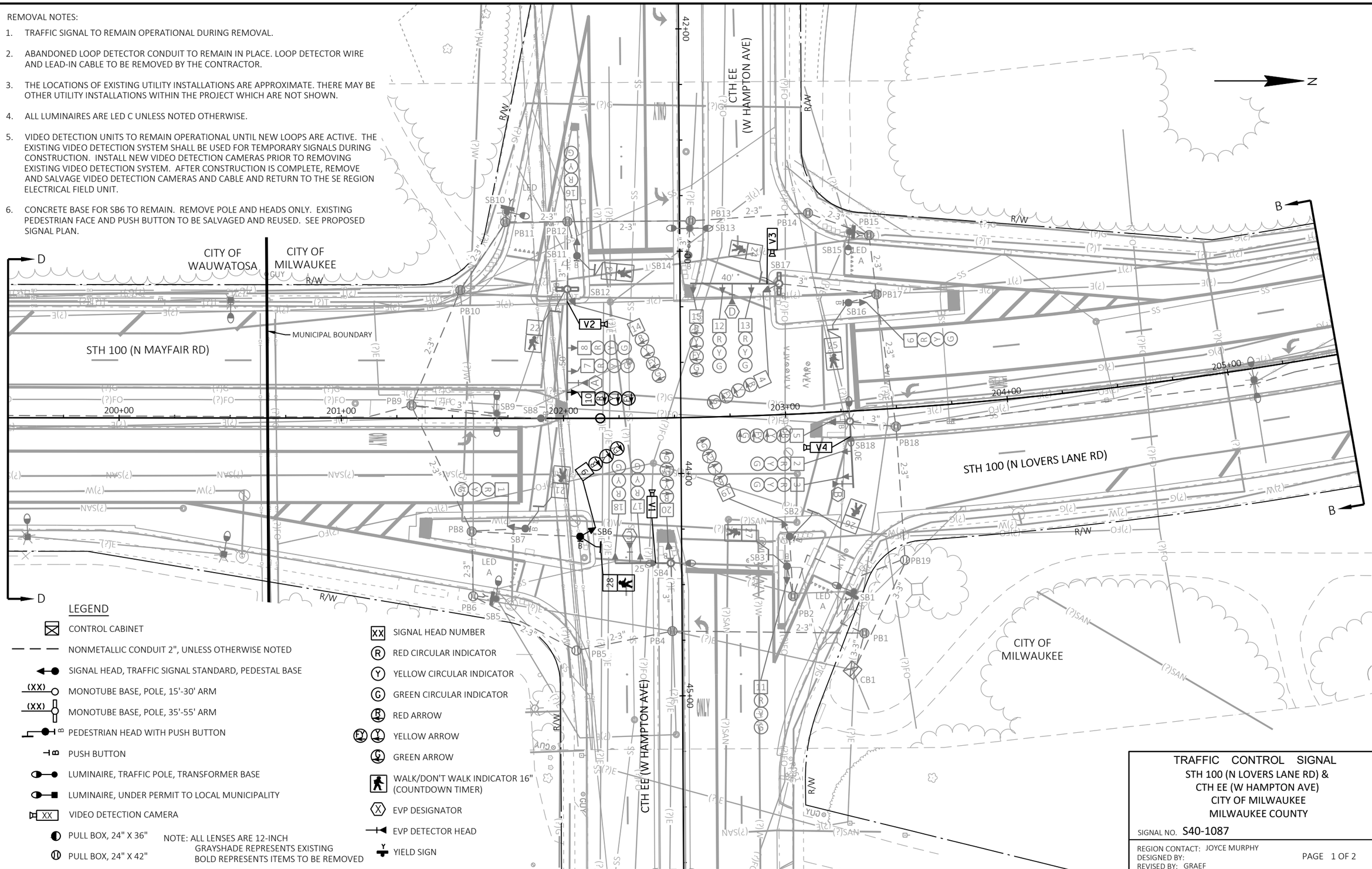
1. REFER TO TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS PLANS FOR WHERE PEDESTRIANS ARE ACCOMODATED DURING CONSTRUCTION STAGING. CONTRACTOR SHALL CONSULT THE DEPARTMENT PRIOR TO CLOSING OR ALTERING PEDESTRAIN CROSSINGS.
2. PRIOR TO CONSTRUCTION STAGING, INSTALL PERMANENT FOUR-SECTION HEADS FOR PHASE 5, ALLOWING FOR PERMITTED-PROTECTED LEFT-TURN PHASING FOR PHASE 5, SEE SIGNAL PLAN.
3. DURING STAGE 2B, PHASES 1 & 5 AND PHASES 3 & 7 SHALL NOT RUN CONCURRENTLY.

STH 100 (N. LOVERS LANE RD/N. MAYFAIR RD) &
CTH EE (W. HAMPTON AVE)
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: S40-1087 CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE
DATE: 2/2026 PAGE NUMBER: 3 OF 3

REMOVAL NOTES:

1. TRAFFIC SIGNAL TO REMAIN OPERATIONAL DURING REMOVAL.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. ALL LUMINAIRES ARE LED C UNLESS NOTED OTHERWISE.
5. VIDEO DETECTION UNITS TO REMAIN OPERATIONAL UNTIL NEW LOOPS ARE ACTIVE. THE EXISTING VIDEO DETECTION SYSTEM SHALL BE USED FOR TEMPORARY SIGNALS DURING CONSTRUCTION. INSTALL NEW VIDEO DETECTION CAMERAS PRIOR TO REMOVING EXISTING VIDEO DETECTION SYSTEM. AFTER CONSTRUCTION IS COMPLETE, REMOVE AND SALVAGE VIDEO DETECTION CAMERAS AND CABLE AND RETURN TO THE SE REGION ELECTRICAL FIELD UNIT.
6. CONCRETE BASE FOR SB6 TO REMAIN. REMOVE POLE AND HEADS ONLY. EXISTING PEDESTRIAN FACE AND PUSH BUTTON TO BE SALVAGED AND REUSED. SEE PROPOSED SIGNAL PLAN.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE, UNDER PERMIT TO LOCAL MUNICIPALITY
- XX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS ITEMS TO BE REMOVED

- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- Y YIELD SIGN

TRAFFIC CONTROL SIGNAL
STH 100 (N LOVERS LANE RD) &
CTH EE (W HAMPTON AVE)
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1087

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PAGE 1 OF 2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 320 E

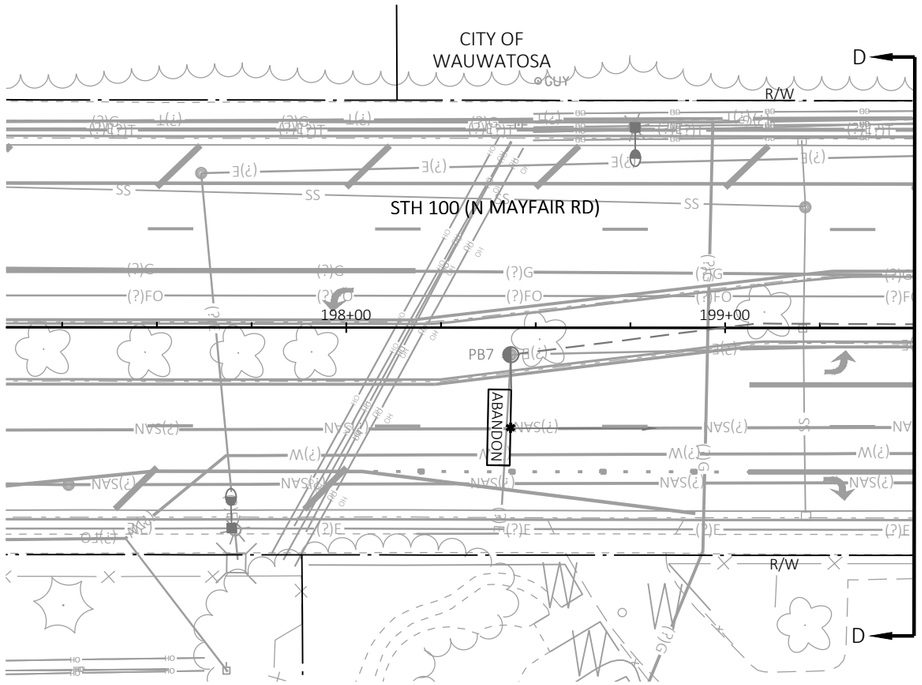
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\03_CTH EE (HAMPTON AVE)\024001_SP3.DWG
LAYOUT NAME - S40-1087_R1_PG1

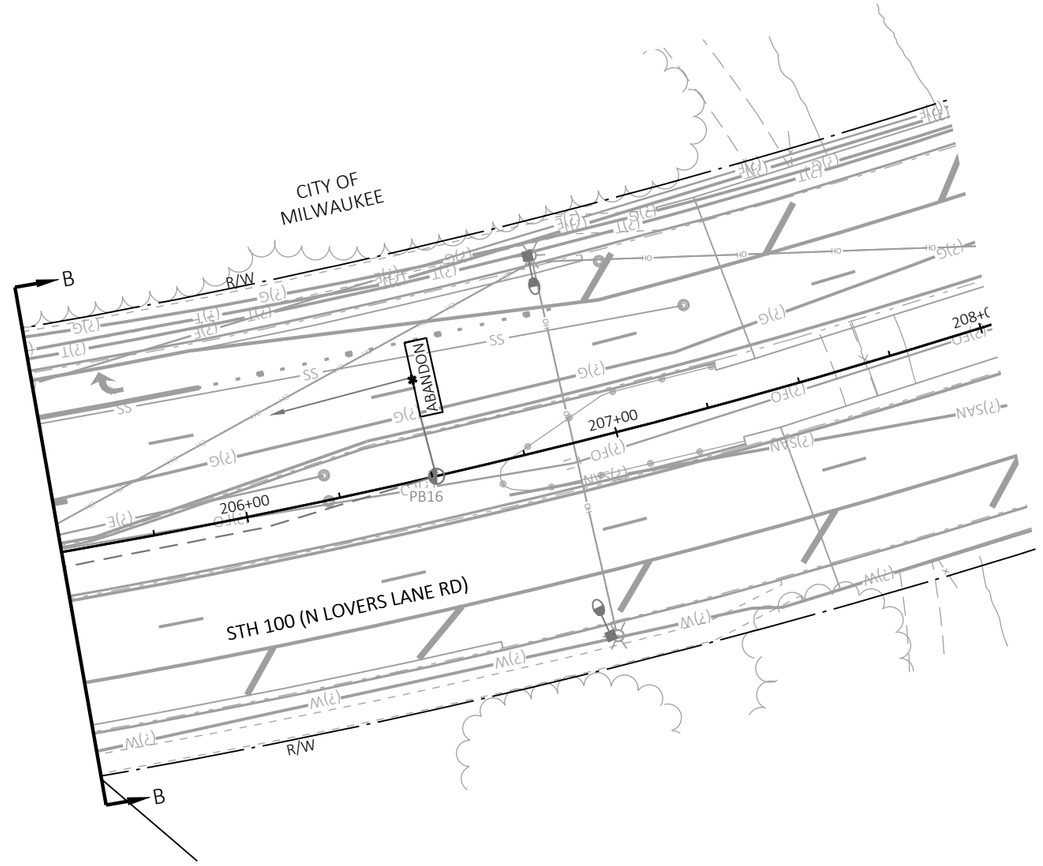
PLOT DATE : 1/21/2026 9:56 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
STH 100 (N LOVERS LANE RD) &
CTH EE (W HAMPTON AVE)
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1087

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PAGE 2 OF 2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 321	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\03_CTH EE (HAMPTON AVE)\024001_SP3.DWG
LAYOUT NAME - S40-1087_R1_PG2

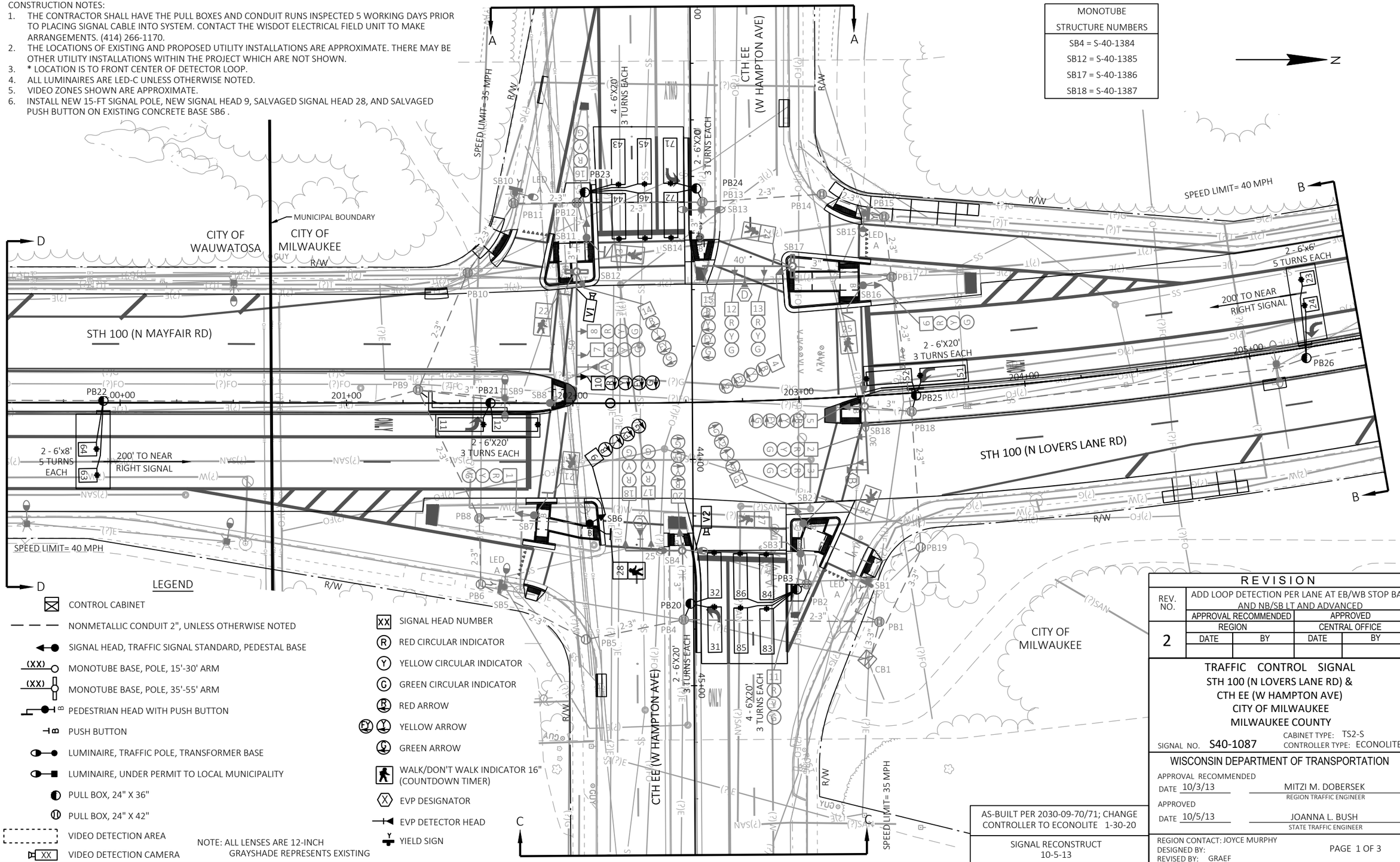
PLOT DATE : 1/21/2026 9:56 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
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. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
4. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.
5. VIDEO ZONES SHOWN ARE APPROXIMATE.
6. INSTALL NEW 15-FT SIGNAL POLE, NEW SIGNAL HEAD 9, SALVAGED SIGNAL HEAD 28, AND SALVAGED PUSH BUTTON ON EXISTING CONCRETE BASE SB6 .

MONOTUBE STRUCTURE NUMBERS
SB4 = S-40-1384
SB12 = S-40-1385
SB17 = S-40-1386
SB18 = S-40-1387



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE, UNDER PERMIT TO LOCAL MUNICIPALITY
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- VIDEO DETECTION AREA
- XX VIDEO DETECTION CAMERA

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- YIELD SIGN

AS-BUILT PER 2030-09-70/71; CHANGE CONTROLLER TO ECONOLITE 1-30-20

SIGNAL RECONSTRUCT 10-5-13

REVISION

REV. NO.	ADD LOOP DETECTION PER LANE AT EB/WB STOP BAR, AND NB/SB LT AND ADVANCED			
	APPROVAL RECOMMENDED		APPROVED	
2	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY

TRAFFIC CONTROL SIGNAL
STH 100 (N LOVERS LANE RD) &
CTH EE (W HAMPTON AVE)
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1087
CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 10/3/13 MITZI M. DOBERSEK
REGION TRAFFIC ENGINEER

APPROVED
DATE 10/5/13 JOANNA L. BUSH
STATE TRAFFIC ENGINEER

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PAGE 1 OF 3

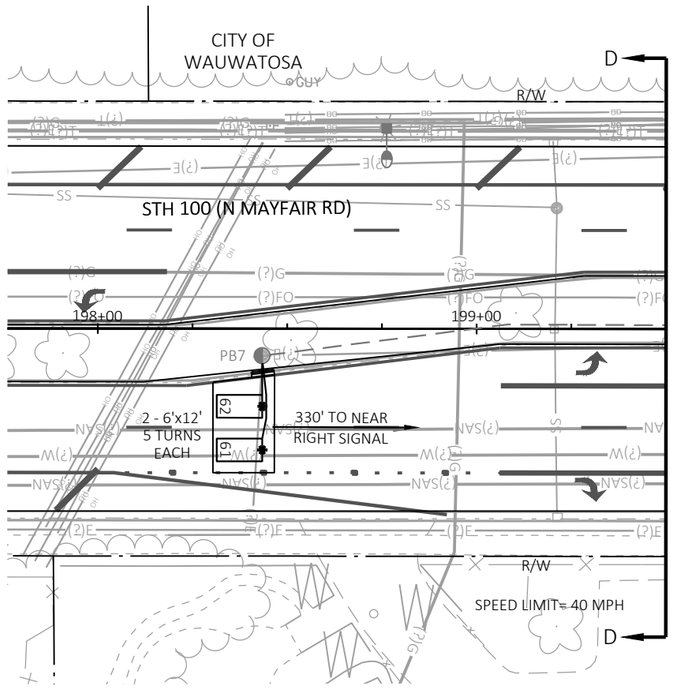
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 322	E

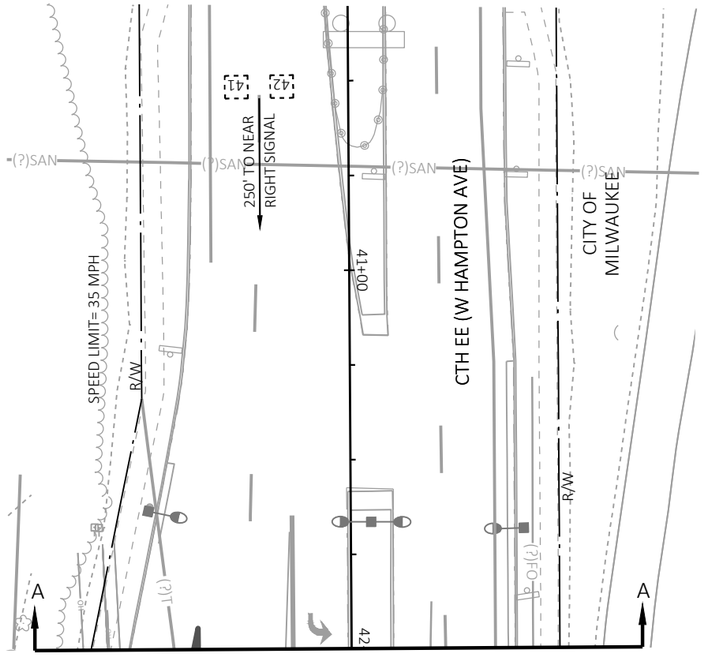
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\03_CTH EE (HAMPTON AVE)\024021_SP3.DWG
LAYOUT NAME - S40-1087_R1_PG1

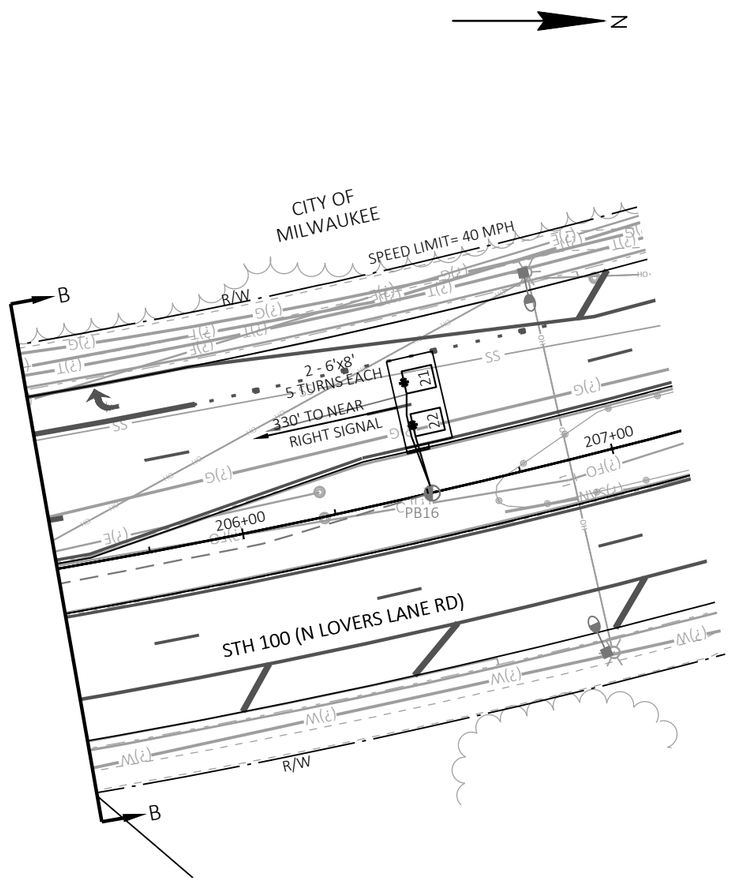
PLOT DATE : 1/21/2026 9:57 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

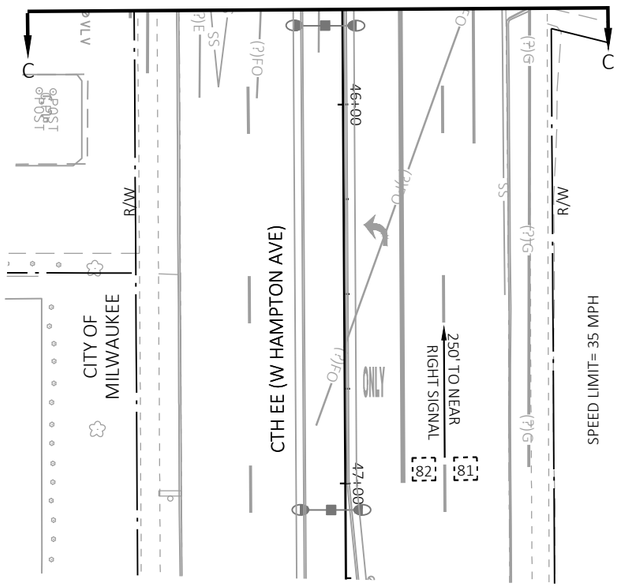
WISDOT/CADDS SHEET 42

2









TRAFFIC CONTROL SIGNAL
STH 100 (N LOVERS LANE RD) &
CTH EE (W HAMPTON AVE)
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1087

REGION CONTACT: JOYCE MURPHY
DESIGNED BY:
REVISED BY: GRAEF

PAGE 2 OF 3

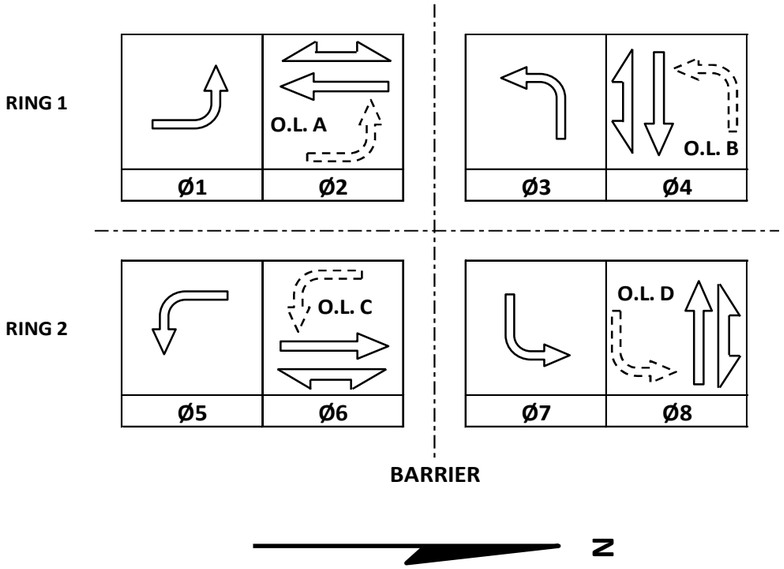
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 323	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\SIGNALS\03_CTH EE (HAMPTON AVE)\024021_SP3.DWG
LAYOUT NAME - S40-1087_R1_PG2

PLOT DATE : 1/21/2026 9:57 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

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



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	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

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

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	
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	45	51	61	63	71	81	83	85			PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	2	2	3	4	4	4	5	6	6	7	8	8	8			CALLED PHASE
CALL OPTION	X	X	X	X		X	X	X	X	X	X		X	X			CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X	X	X	X	X	X	X	X			EXTENTION OPTION
EXTEND TIME					X							X					EXTEND TIME
USE ADDED INITIAL		X	X						X	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)	12	22	24	32	42	44	46	52	62	64	72	82	84	86			PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	2	2	3	4	4	4	5	6	6	7	8	8	8			CALLED PHASE
CALL OPTION	X	X	X	X		X	X	X	X	X	X		X	X			CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X	X	X	X	X	X	X	X			EXTENTION OPTION
EXTEND TIME					X							X					EXTEND TIME
USE ADDED INITIAL		X	X						X	X							USE ADDED INITIAL
CROSS SWITCH PHASE	2			4				6			8						CROSS SWITCH PHASE

STH 100 (N LOVERS LANE RD) & CTH EE (W HAMPTON AVE)
CITY OF MILWAUKEE
MILWAUKEE COUNTY
SIGNAL NO: S40-1087 CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE
DATE: 2/2026 PAGE NO. 3 OF 3

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

PROJECT ID:	2030-10-71
INTERSECTION:	STH 100 (N LOVERS LANE RD) & CTH EE (W HAMPTON AVE)

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

			SIGNAL INDICATION WIRE COLOR									PED BUTTON
CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	FLASHING <YELLOW>	D/WALK	WALK	
SB2	12	19				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		26								BLK	BLU	
		B										WHT/BLK
SB3	12	11	RED	ORG	GRN							
		27								BLK	BLU	
		B										WHT/BLK
SB4	12	17	RED	ORG	GRN							
		18	RED	ORG	GRN							
		20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
SB6	12	9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		28								BLK	BLU	
		B										WHT/BLK
SB7	12	1	RED	ORG	GRN							
		21								BLK	BLU	
		B										WHT/BLK
SB11	12	16	RED	ORG	GRN							
		23								BLK	BLU	
		B										WHT/BLK
SB12	15	7	RED	ORG	GRN							
		8	RED	ORG	GRN							
		10				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		14				RED/WHT	BLU/BLK	GRN/WHT	BLU/WHT			
		22								BLK	BLU	
		B										WHT/BLK
SB16	12	6	RED	ORG	GRN							
		25								BLK	BLU	
		B										WHT/BLK
SB17	15	4				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK			
		12	RED	ORG	GRN							
		13	RED	ORG	GRN							
		15				RED/WHT	BLU/BLK	BLU/WHT	GRN/WHT			
		24								BLK	BLU	
		B										WHT/BLK
SB18	12	2	RED	ORG	GRN							
		3	RED	ORG	GRN							
		5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB2
SB2	SB3
SB3	SB4
SB4	SB6
SB6	SB7
SB7	SB8
SB8	SB11
SB11	SB12
SB12	SB14
SB14	SB16
SB16	SB17
SB17	SB18
SB18	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB3	PB2
CB1	PB3
SB4	PB4
SB4	PB5
SB6	PB6
SB7	PB8
SB9	PB9
SB9	PB10
SB11	PB11
SB11	PB12
SB14	PB13
SB16	PB14
SB16	PB15
SB16	PB17
SB18	PB18
CB1	PB19

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	HEAD A (SB12)
CB1	HEAD B (SB18)
CB1	HEAD C (SB4)
CB1	HEAD D (SB17)

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB1	SB1
SB1	SB4
SB4	SB5
SB5	SB9
CB1	SB18
SB18	SB15
SB15	SB13
SB13	SB10

NOTES:

*USE WHITE CONDUCTOR IN THE SIGNAL CABLE 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.
*RECONNECT THE GROUNDING CONDUCTORS WHENEVER THE CIRCUIT HAS BEEN INTERRUPTED TO ENSURE THE GROUNDING CIRCUIT IS COMPLETE.

2

2

N

STH 100 (N. MAYFAIR RD)

MATCHLINE 651+95

646+00 647+00 648+00 649+00 650+00 651+00

STH 100 (N. MAYFAIR RD)

2

PAVEMENT MARKING LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE	9	MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)	10	MARKING ISLAND NOSE EPOXY
		11	MARKING YIELD LINE EPOXY 18-INCH, WHITE
3	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE	12	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
4	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)	13	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
		14	MARKING CURB EPOXY
5	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)	15*	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
6	MARKING ARROW EPOXY, TYPE 2, WHITE	16	MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
7	MARKING WORD EPOXY, WHITE	17	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING STOP LINE EPOXY 18-INCH, WHITE	18	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 326	E

2

N

2

MATCHLINE 651+95

STH 100 (N. MAYFAIR RD)

APPROXIMATELY 650' FROM BURLIEGH

652+00 653+00 654+00 655+00 656+00 657+00 658+00

2

STH 100 (N. MAYFAIR RD)

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 327	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021201_pd (2)

PLOT DATE : 5/21/2026 7:09 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

N

W. BURLEIGH ST

STH 100 (N. MAYFAIR RD)

EP: 664+84.53

+94

+41

+54

663+00

664+00

90+00

91+00

92

U/C

MATCHLINE STA. 92+00

VACUUM

CANOPY

PAVEMENT MARKING LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6	MARKING ARROW EPOXY, TYPE 2, WHITE
7	MARKING WORD EPOXY, WHITE
8	MARKING STOP LINE EPOXY 18-INCH, WHITE
9	MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10	MARKING ISLAND NOSE EPOXY
11	MARKING YIELD LINE EPOXY 18-INCH, WHITE
12	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14	MARKING CURB EPOXY
15*	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16	MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17	MARKING LINE EPOXY 4-INCH, WHITE
18	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 328	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021201_pd

PLOT DATE : 5/21/2026 7:09 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW

N

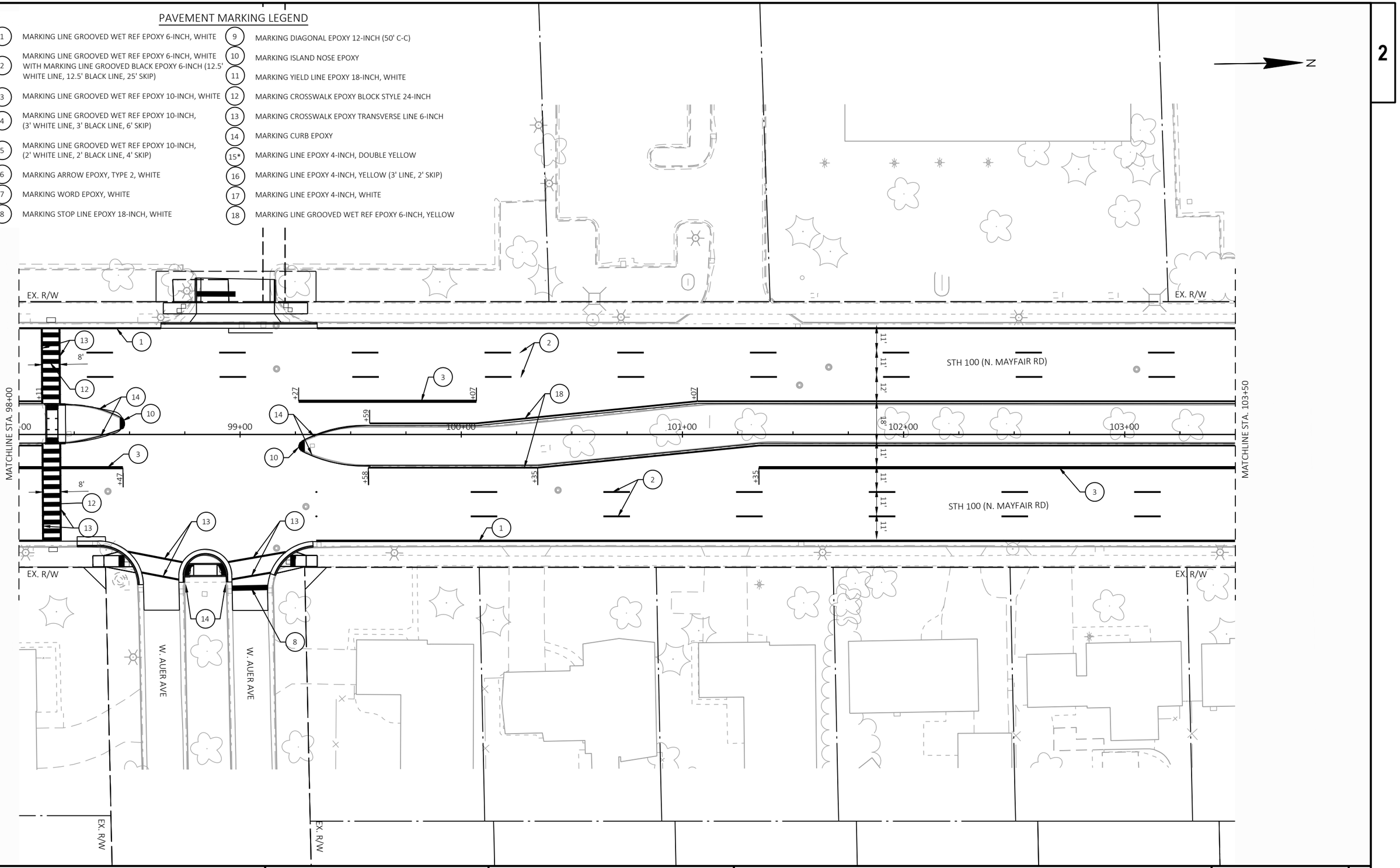
EX. R/W
EX. R/W
EX. R/W
STH 100 (N. MAYFAIR RD)
STH 100 (N. MAYFAIR RD)
11'
11'
12'
18'
11'
11'
11'
11'
11'
11'
93+00
94+00
95+00
96+00
97+00
98+
+69
+02
+02
+03
MATCHLINE STA. 98+00
BEGIN PROJECT
STA 93+50 'STH 100'
MATCH EXISTING
EX. R/W
EX. R/W
EX. R/W

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 329	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021202_pd
PLOT DATE : 5/21/2026 7:09 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW

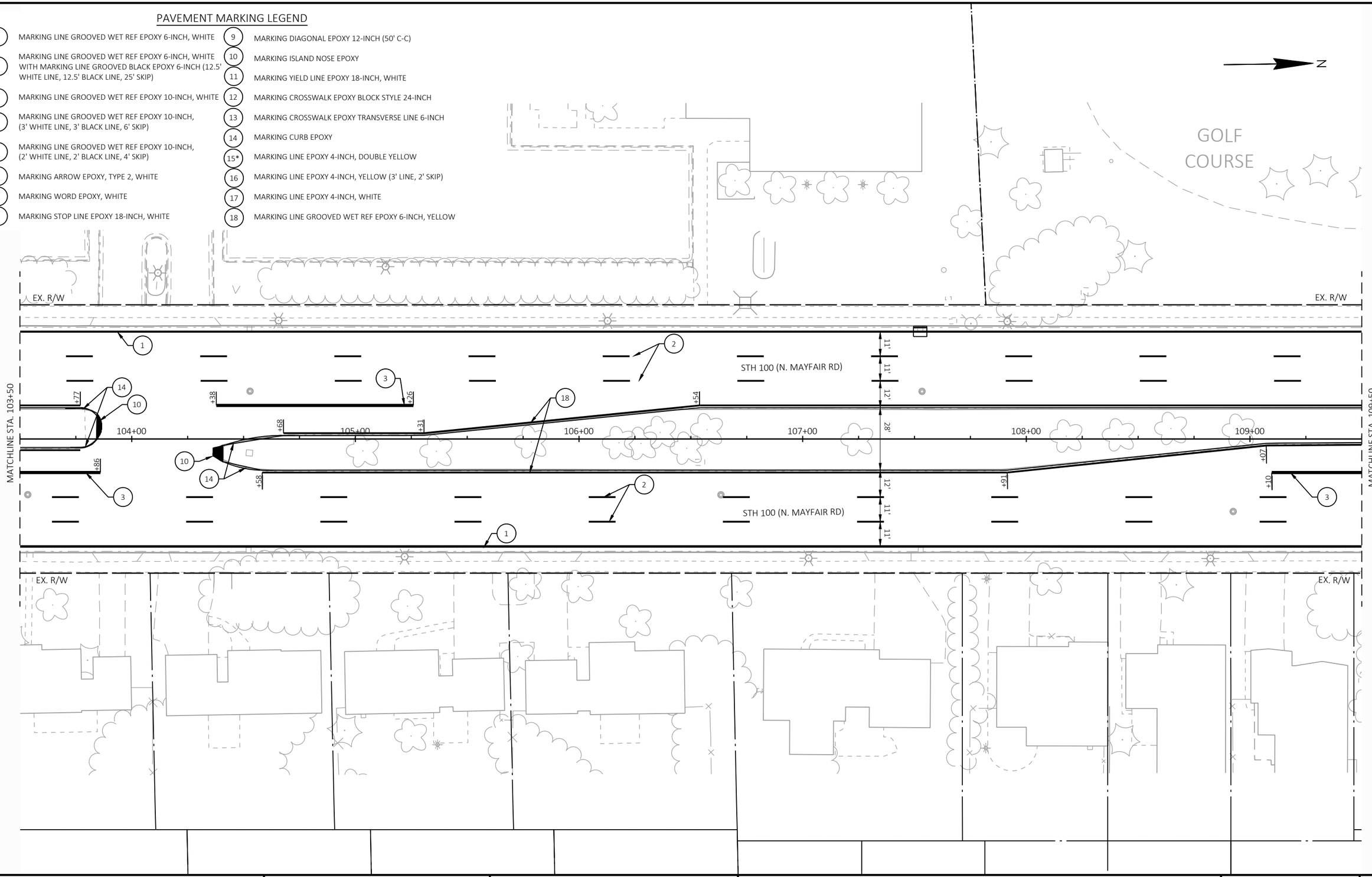


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 330	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021203_pd
PLOT DATE : 5/21/2026 7:09 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

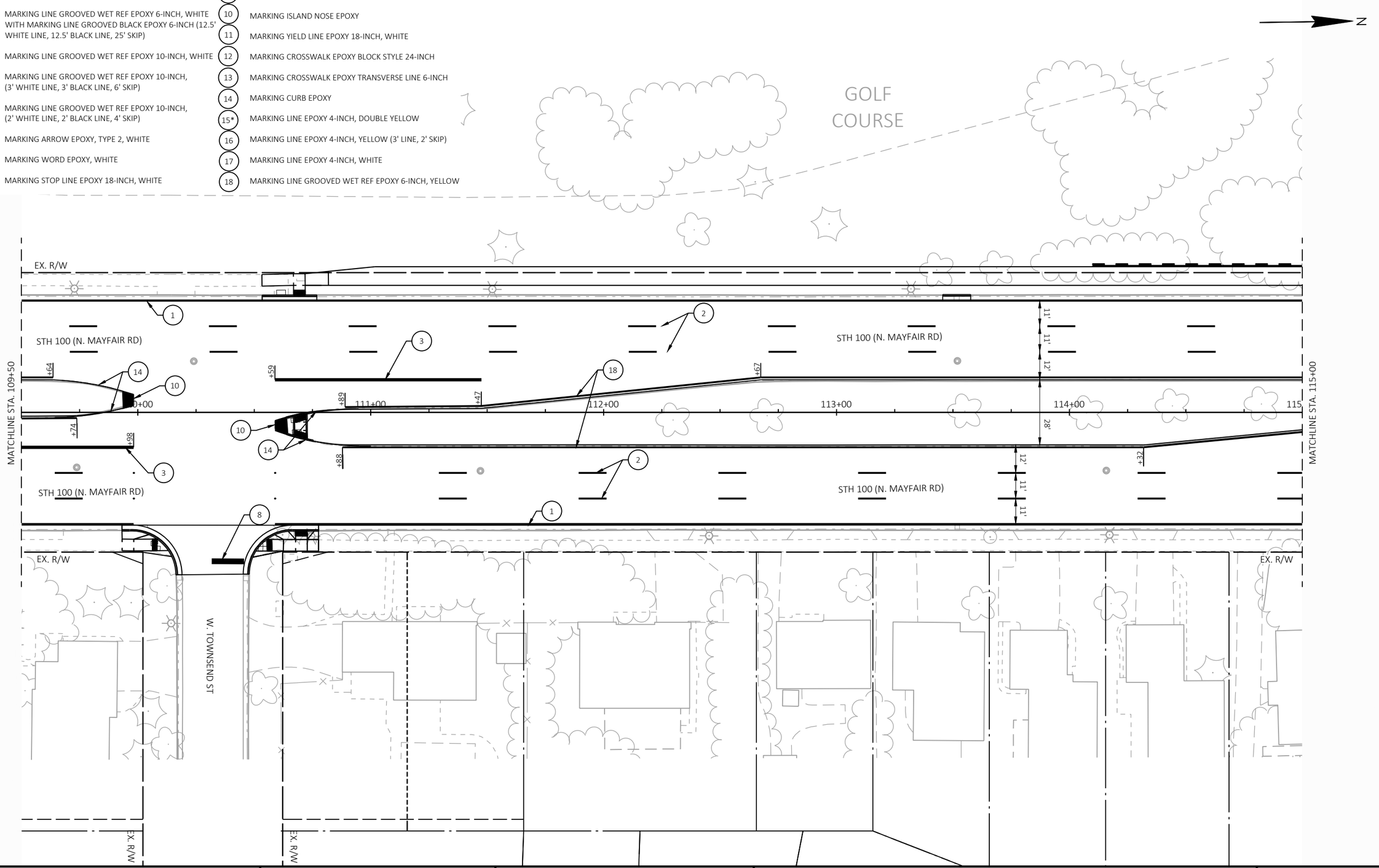
1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 331	E

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW

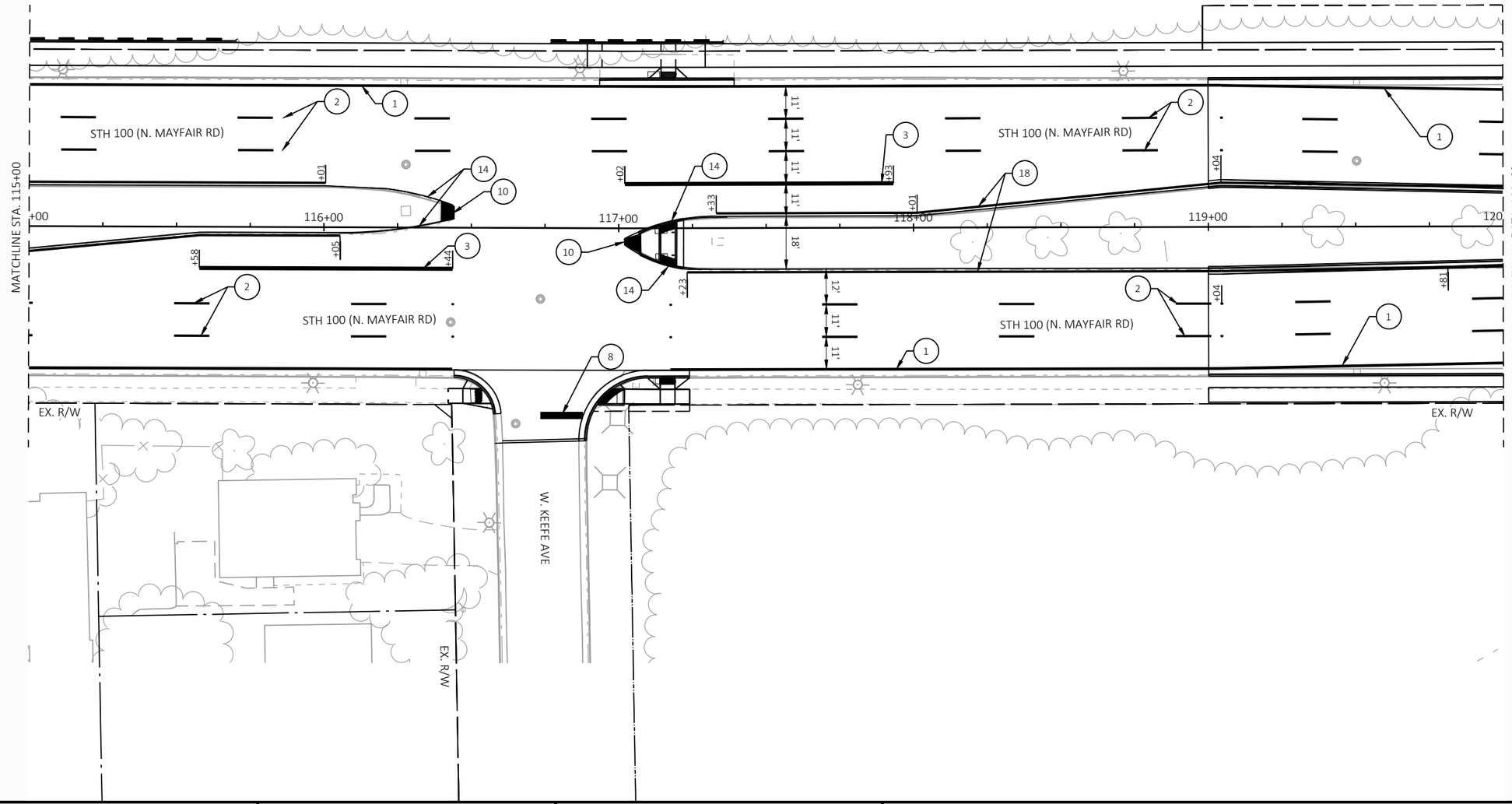


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 332	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021205_pd
PLOT DATE : 5/21/2026 7:09 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 333	E

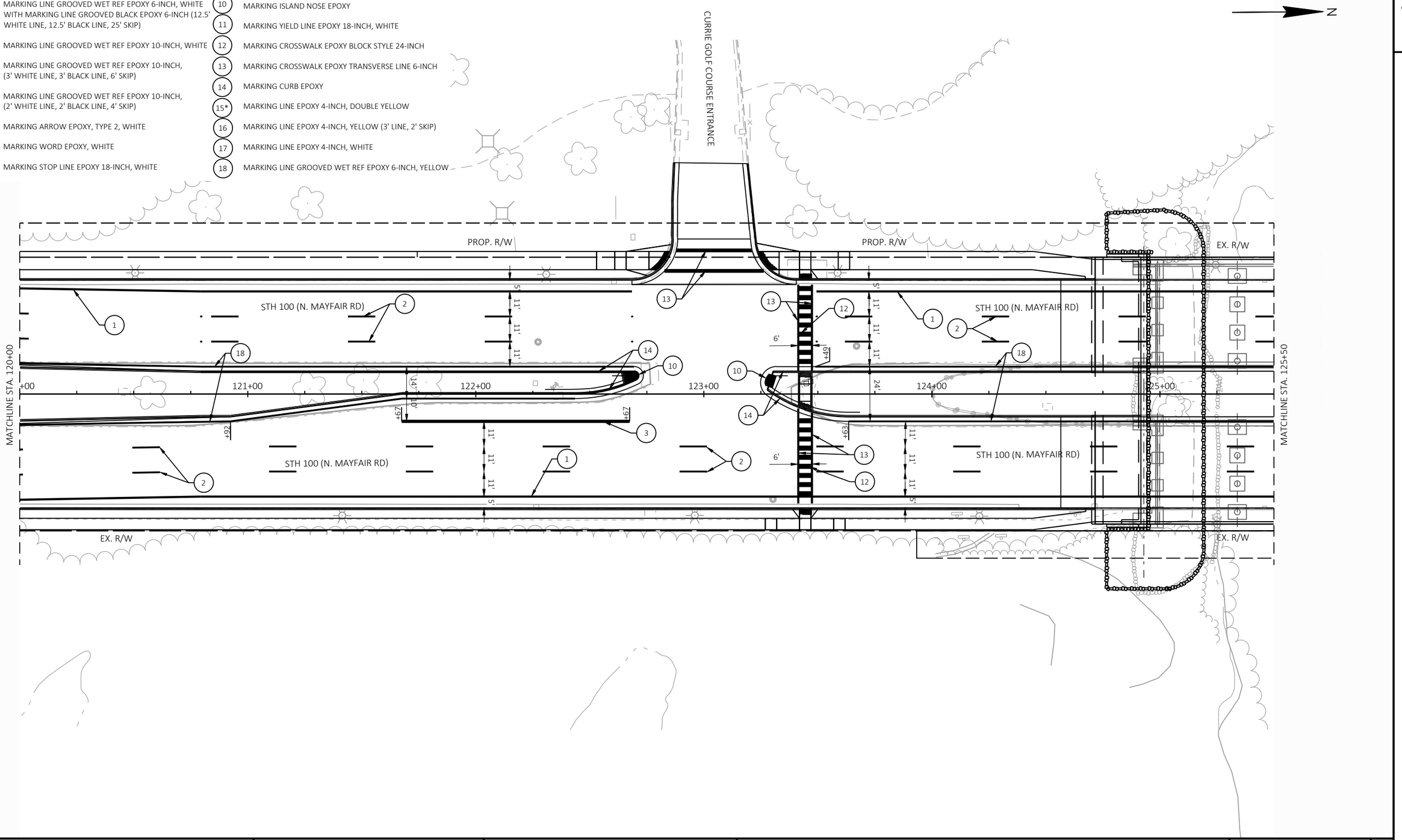
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021206_pd

PLOT DATE : 5/21/2026 7:09 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

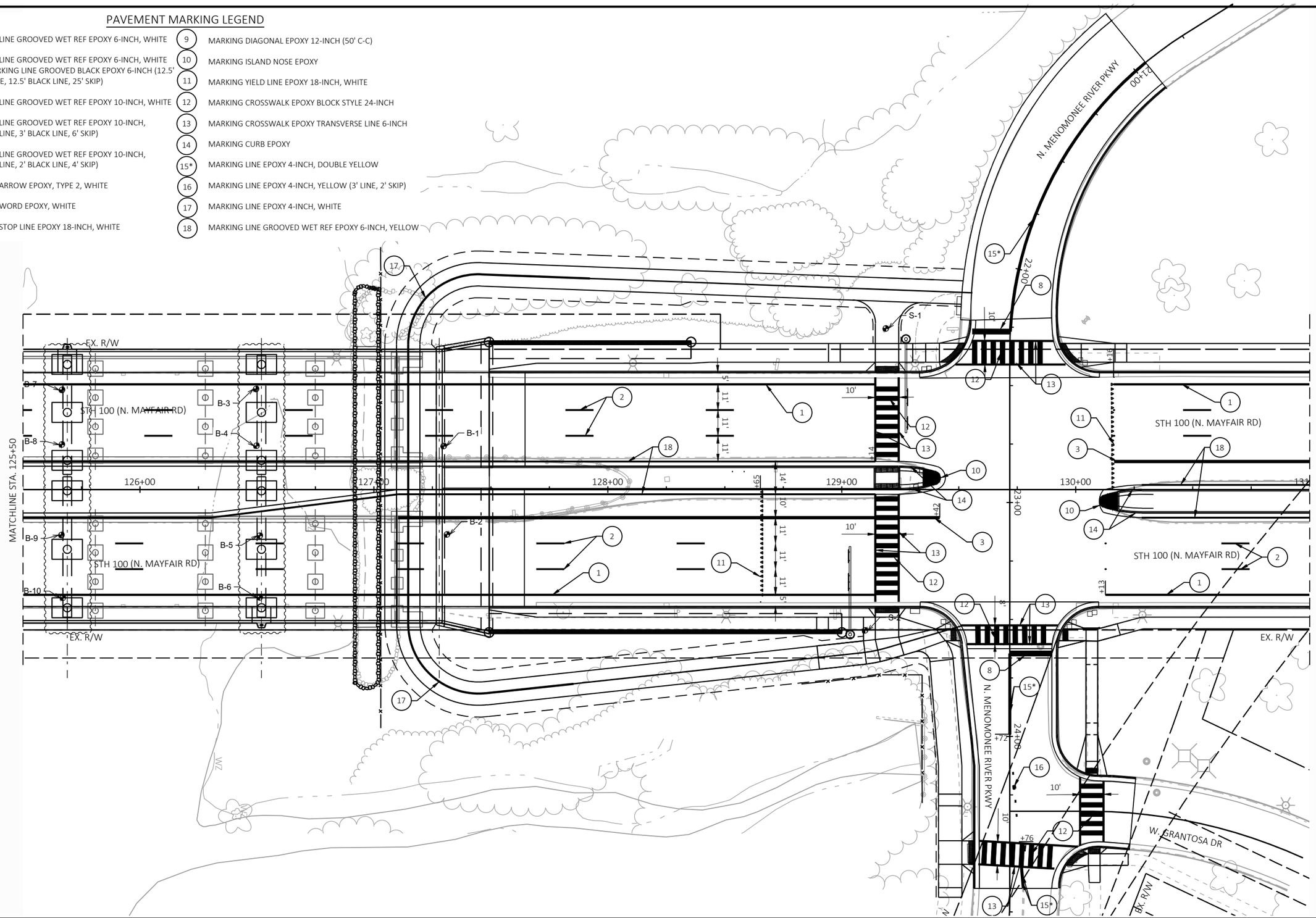
1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 334	E

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



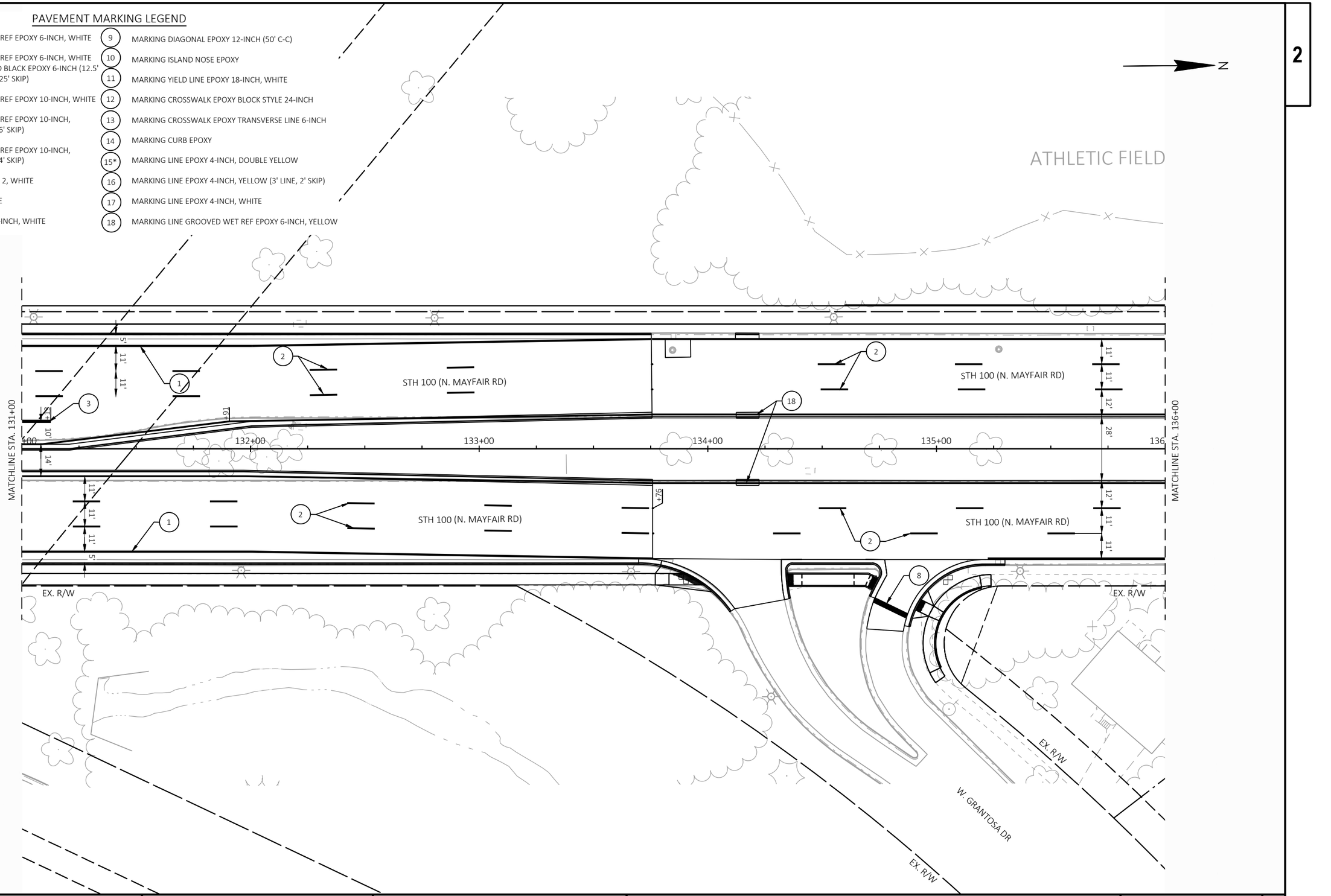
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 335 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG PLOT DATE : 5/21/2026 7:09 PM PLOT BY : STRASSER, JEFFREY PLOT NAME :

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



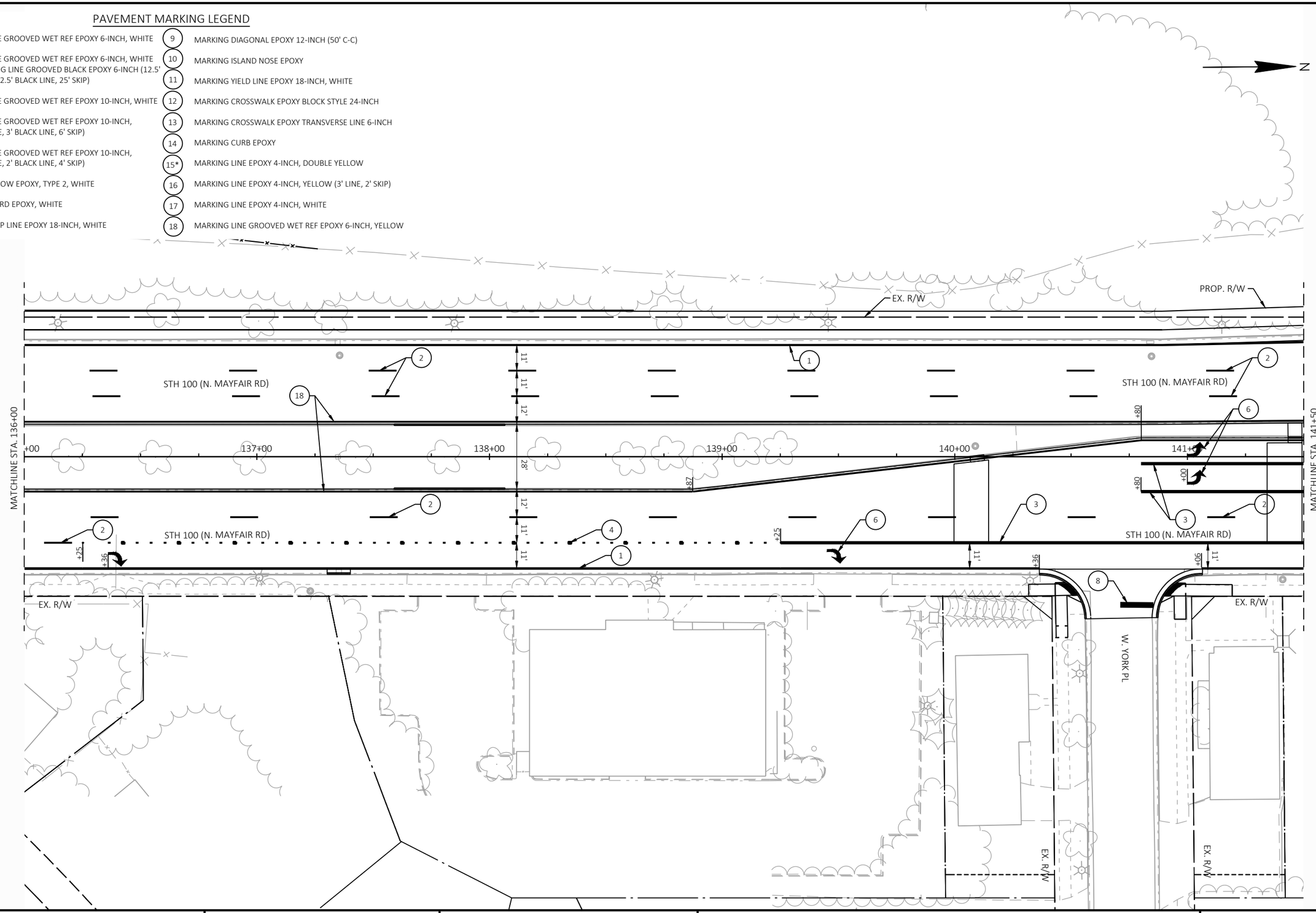
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 336	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021209_pd
PLOT DATE : 5/21/2026 7:09 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



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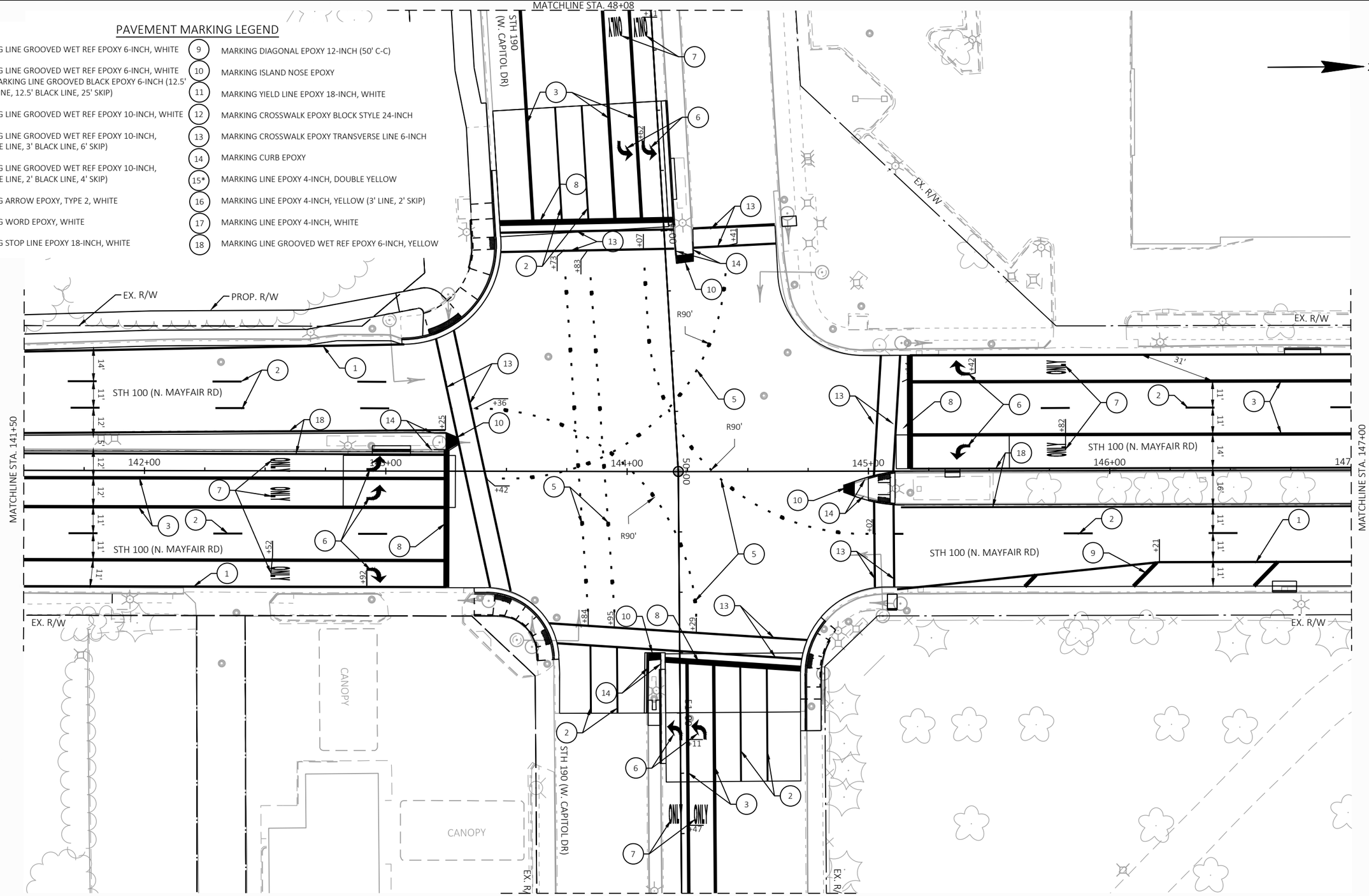
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 337	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021210_pd
PLOT DATE : 5/21/2026 7:09 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE	9	MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)	10	MARKING ISLAND NOSE EPOXY
3	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE	11	MARKING YIELD LINE EPOXY 18-INCH, WHITE
4	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)	12	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
5	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)	13	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
6	MARKING ARROW EPOXY, TYPE 2, WHITE	14	MARKING CURB EPOXY
7	MARKING WORD EPOXY, WHITE	15*	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
8	MARKING STOP LINE EPOXY 18-INCH, WHITE	16	MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
		17	MARKING LINE EPOXY 4-INCH, WHITE
		18	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW

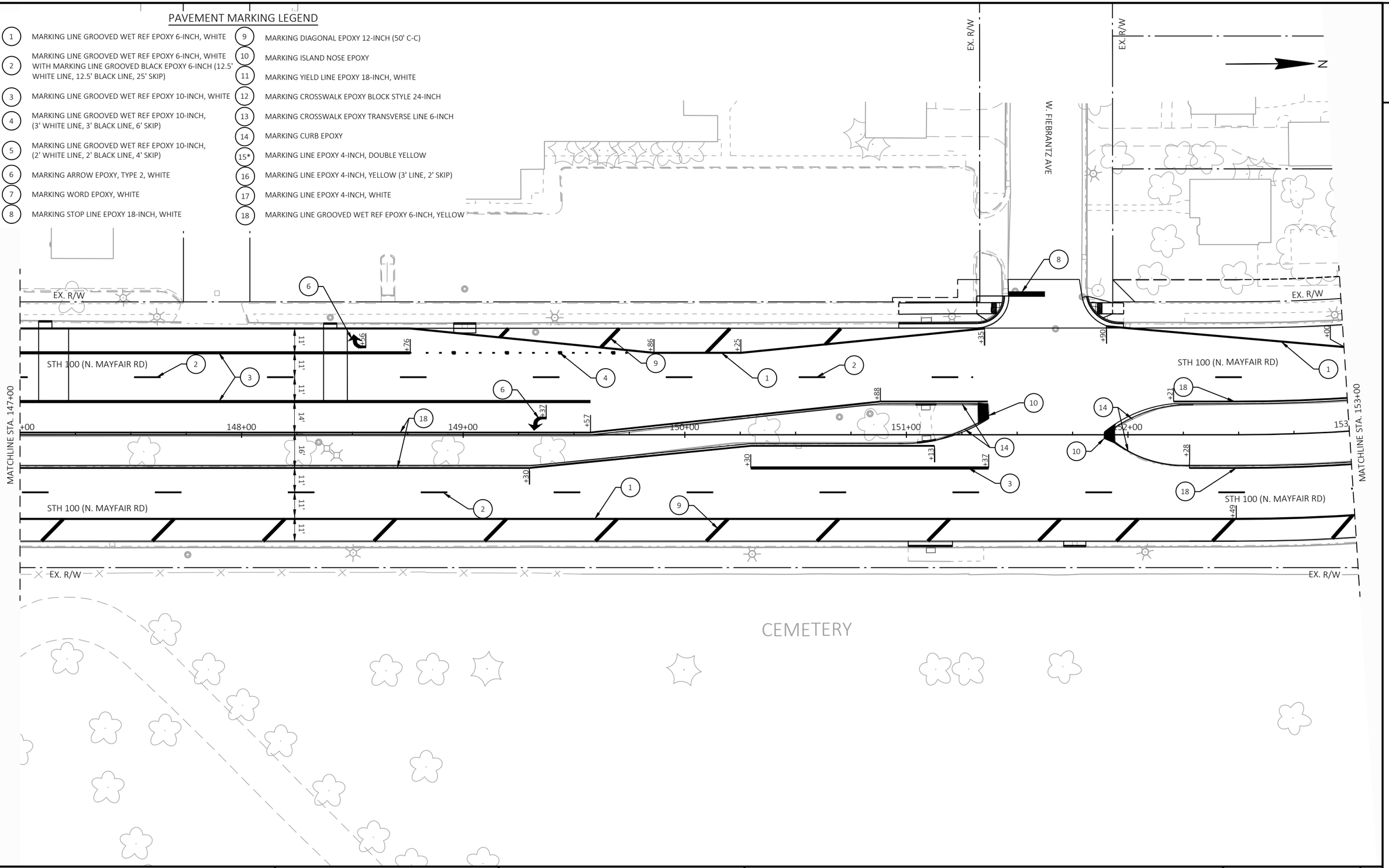


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 338 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021211_pd
PLOT DATE : 5/21/2026 7:10 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



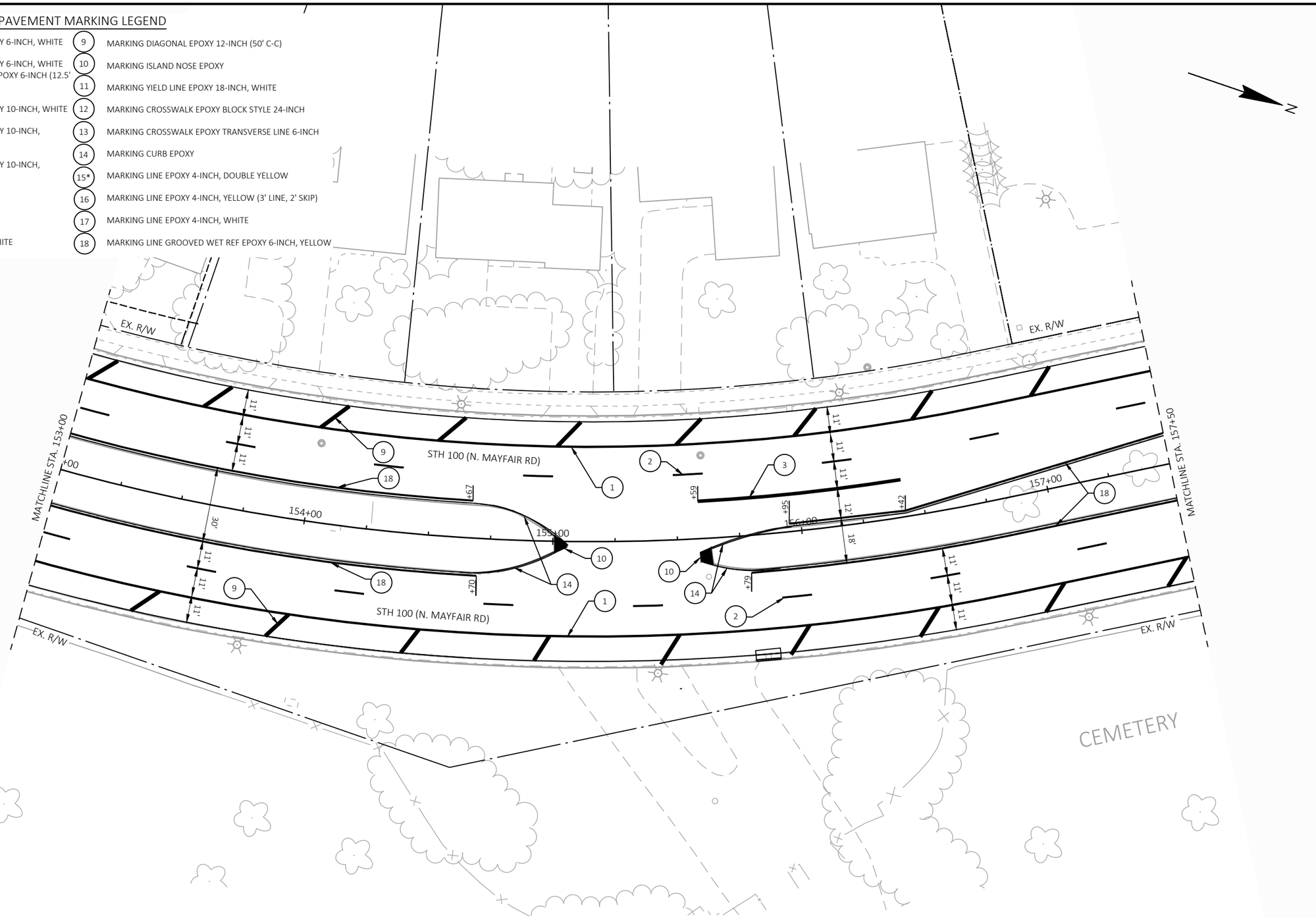
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 339	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021212_pd
PLOT DATE : 5/21/2026 7:10 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



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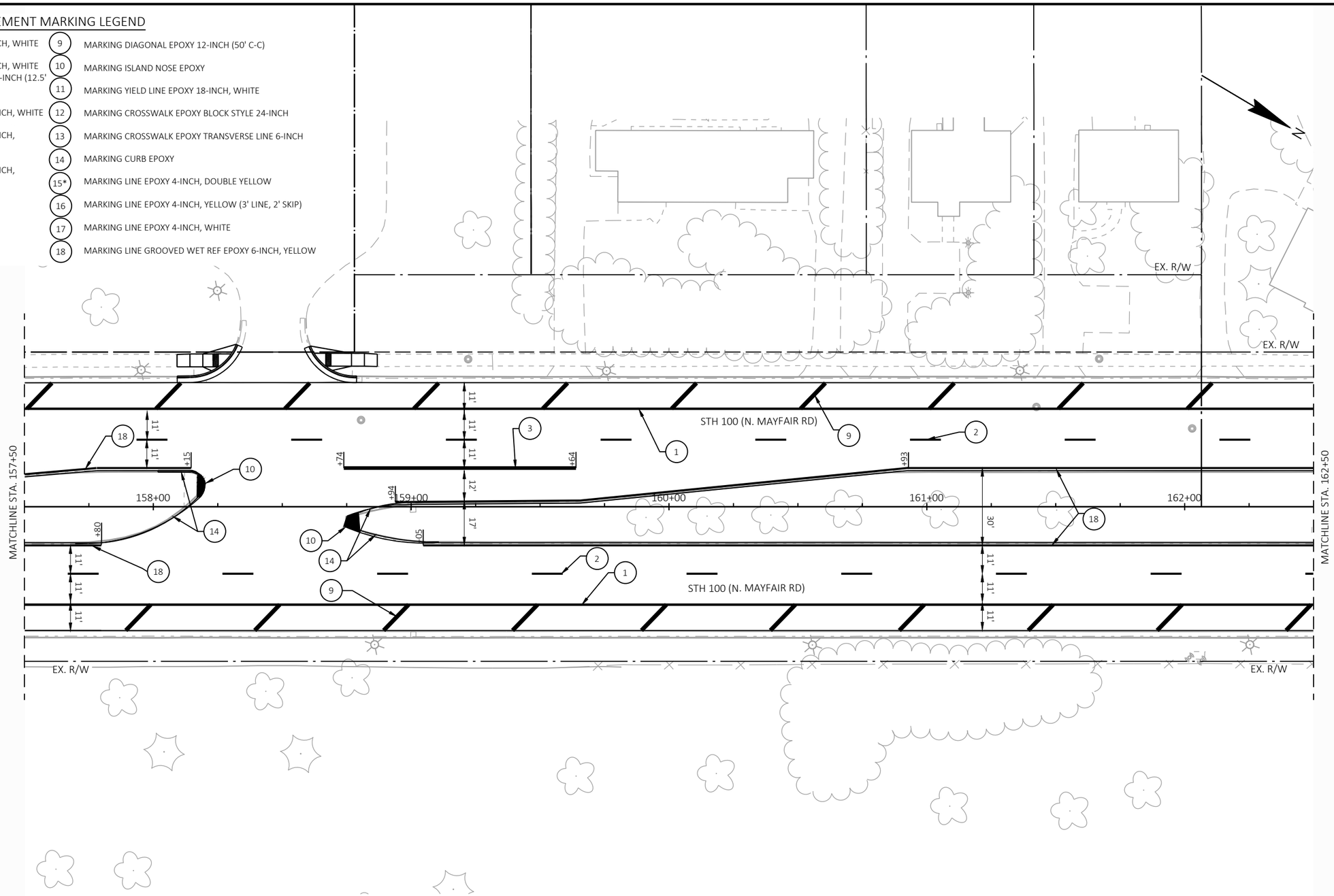
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 340	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021213_pd
PLOT DATE : 5/21/2026 7:10 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

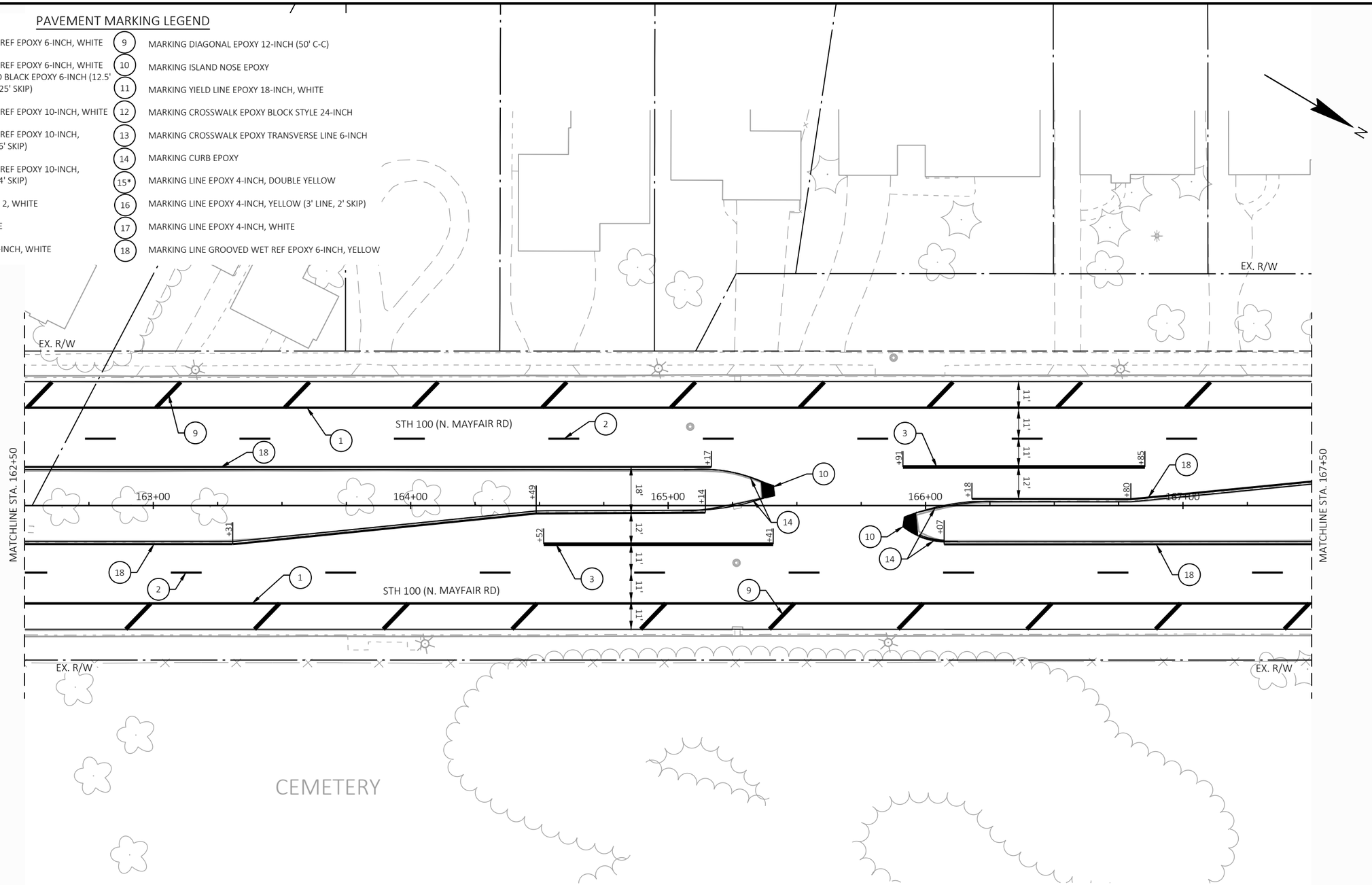
PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PAVEMENT MARKING LEGEND

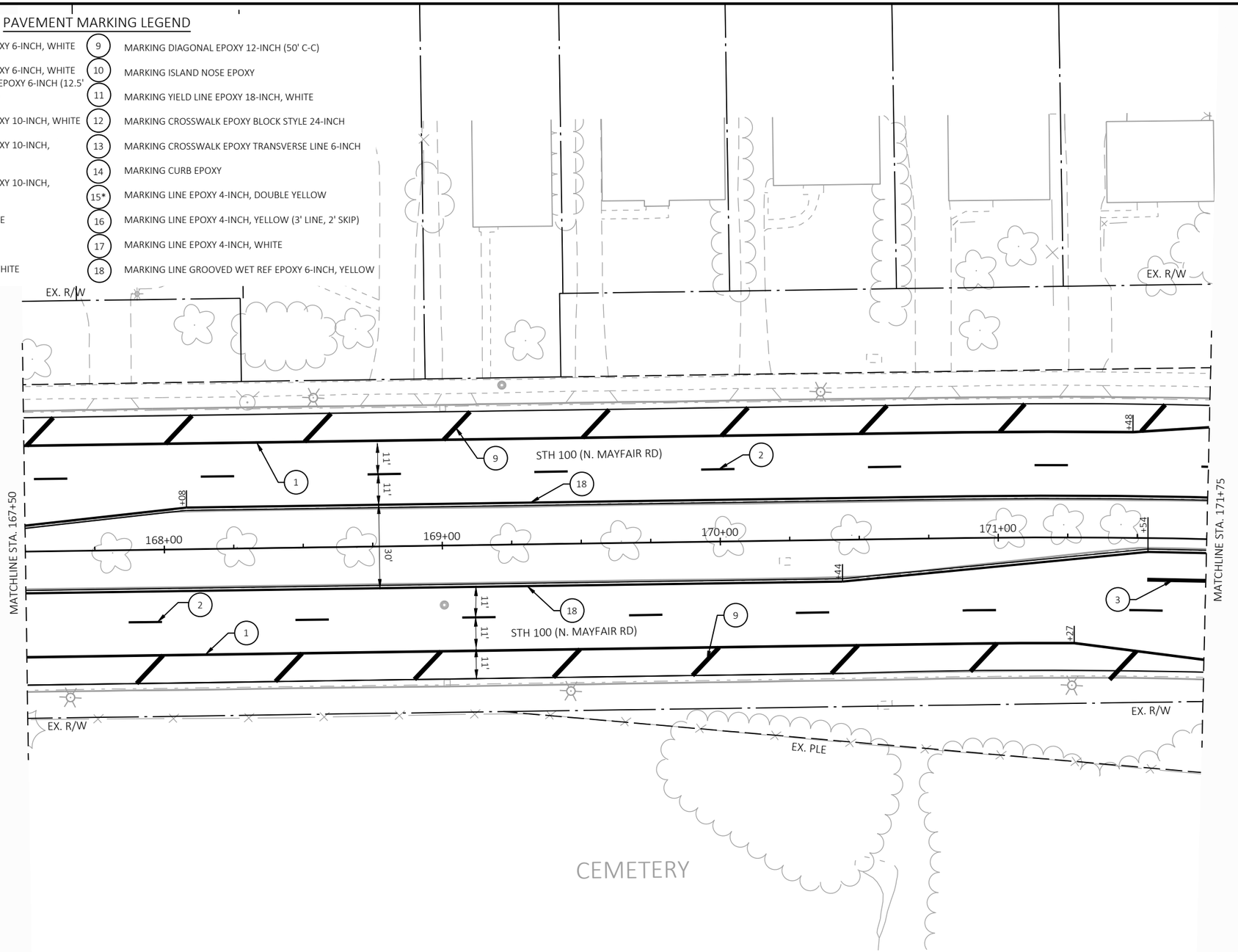
1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 342	E

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



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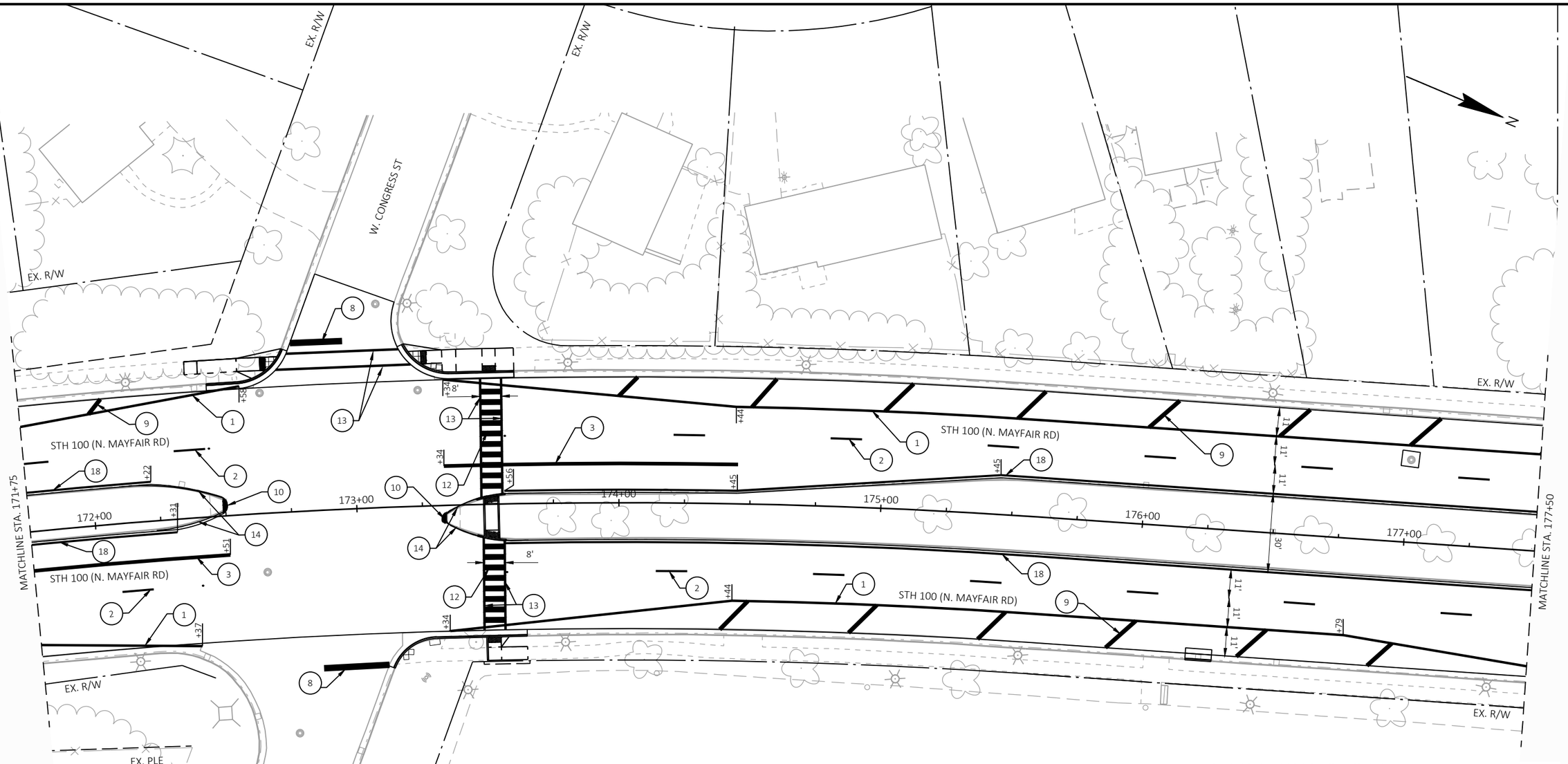


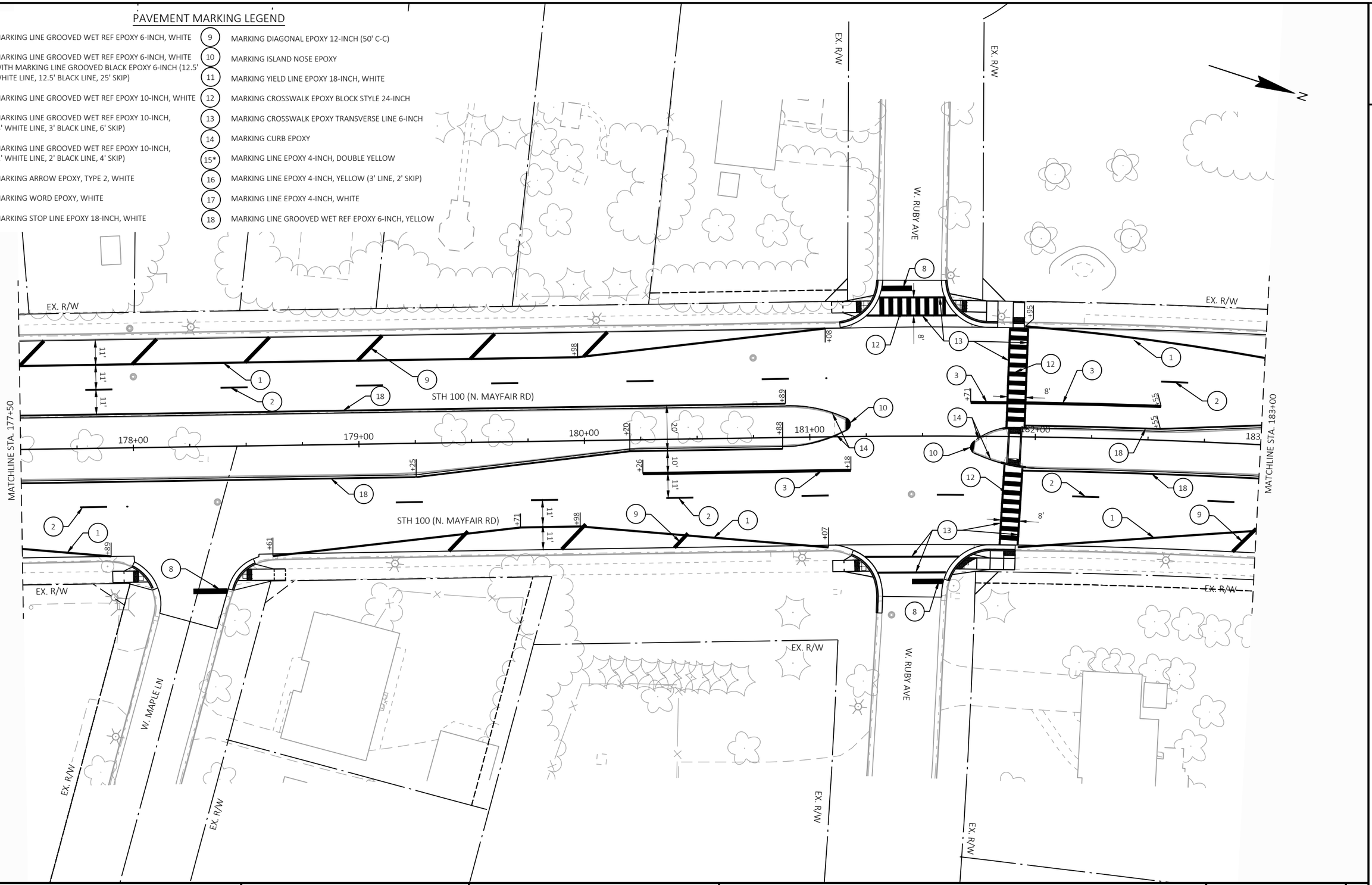
PAVEMENT MARKING LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE	9	MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)	10	MARKING ISLAND NOSE EPOXY
		11	MARKING YIELD LINE EPOXY 18-INCH, WHITE
3	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE	12	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
4	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)	13	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
		14	MARKING CURB EPOXY
5	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)	15*	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
6	MARKING ARROW EPOXY, TYPE 2, WHITE	16	MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
7	MARKING WORD EPOXY, WHITE	17	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING STOP LINE EPOXY 18-INCH, WHITE	18	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 344 E

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 345	E

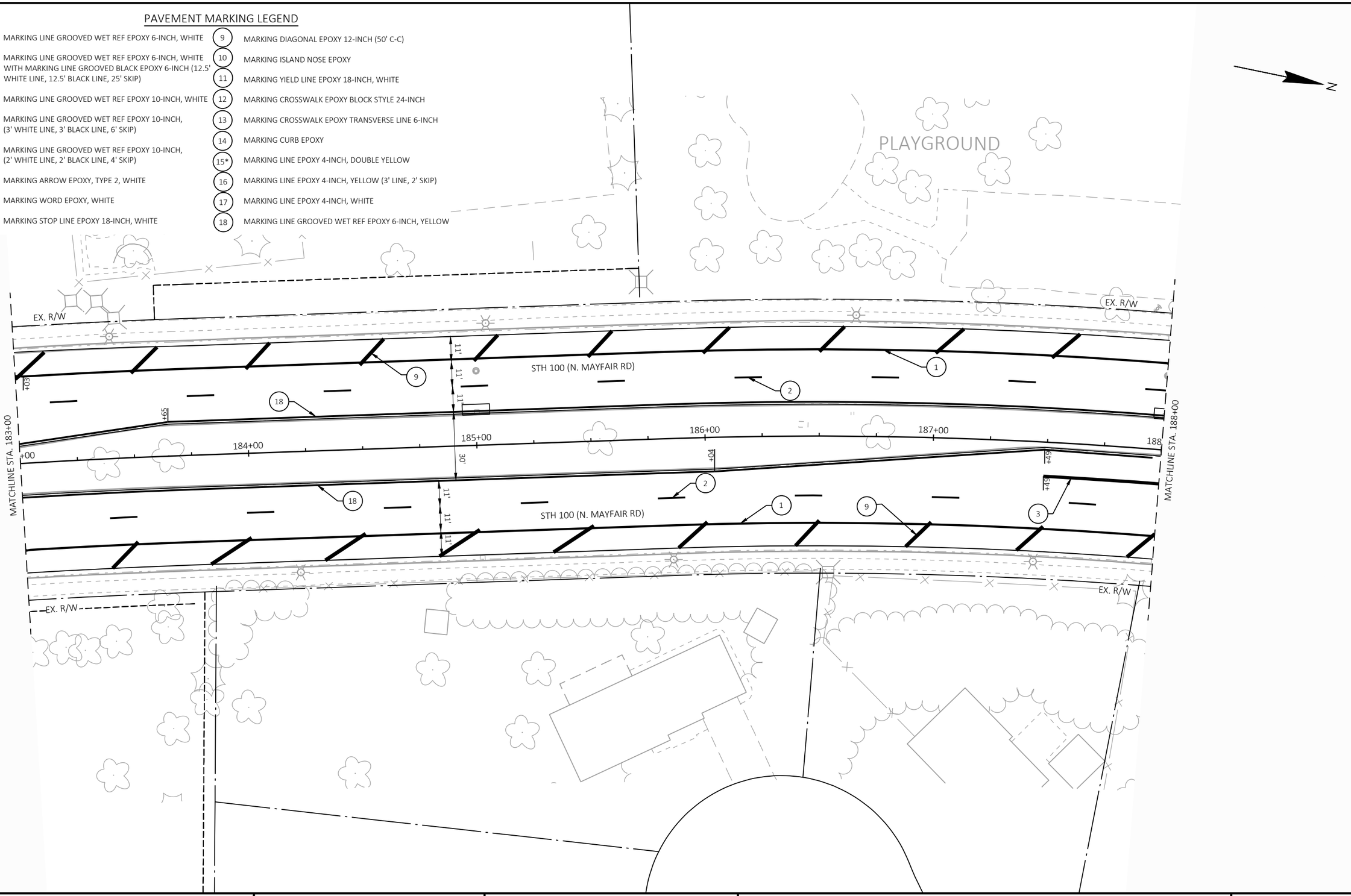
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021218_pd

PLOT DATE : 5/21/2026 7:10 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 346	E

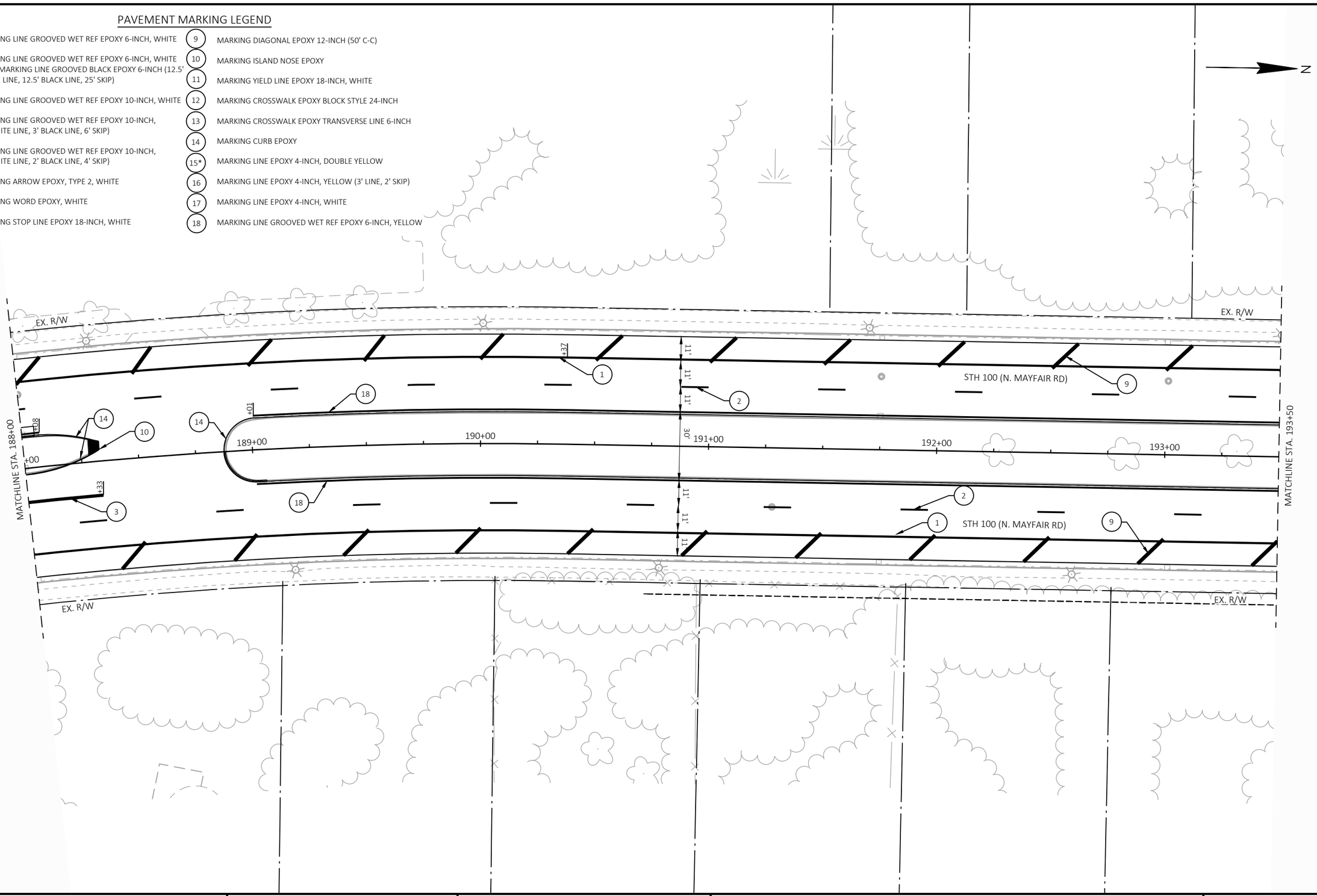
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021219_pd

PLOT DATE : 5/21/2026 7:10 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 347	E

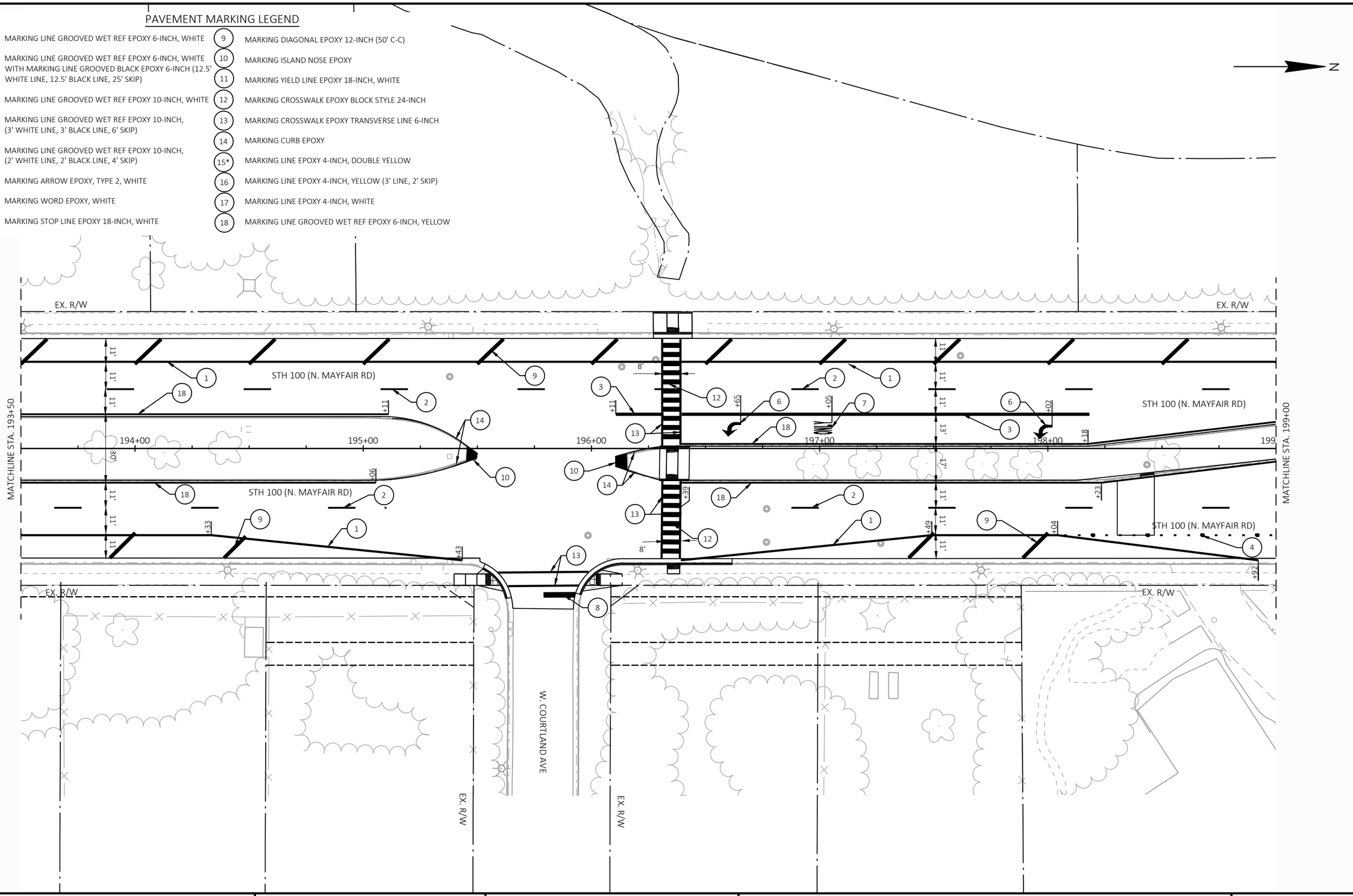
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021220_pd

PLOT DATE : 5/21/2026 7:10 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW

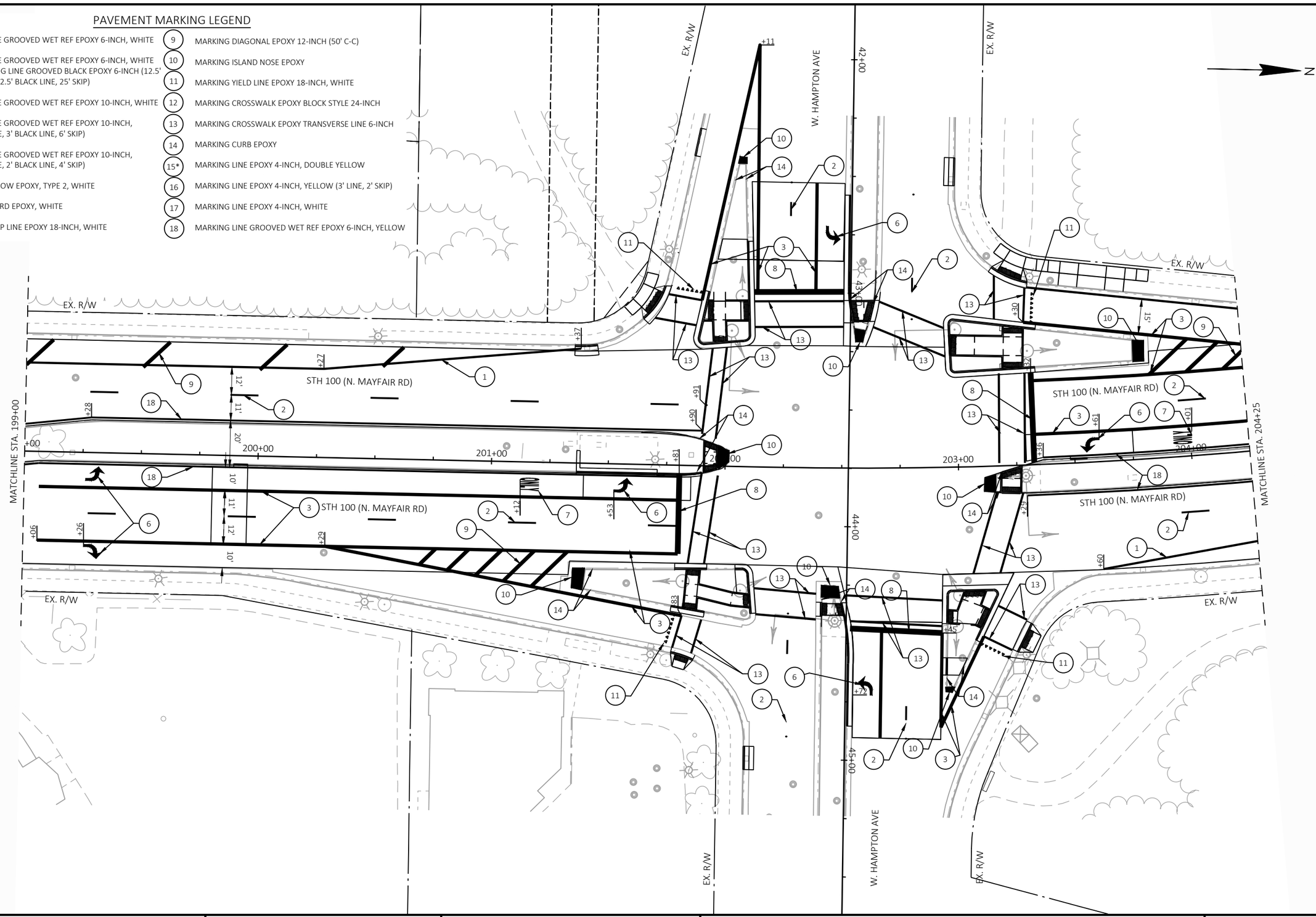


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 348	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021221_pd
PLOT DATE : 5/21/2026 7:10 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

PAVEMENT MARKING LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE	9	MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)	10	MARKING ISLAND NOSE EPOXY
		11	MARKING YIELD LINE EPOXY 18-INCH, WHITE
3	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE	12	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
4	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)	13	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
		14	MARKING CURB EPOXY
5	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)	15*	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
6	MARKING ARROW EPOXY, TYPE 2, WHITE	16	MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
7	MARKING WORD EPOXY, WHITE	17	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING STOP LINE EPOXY 18-INCH, WHITE	18	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 349	E

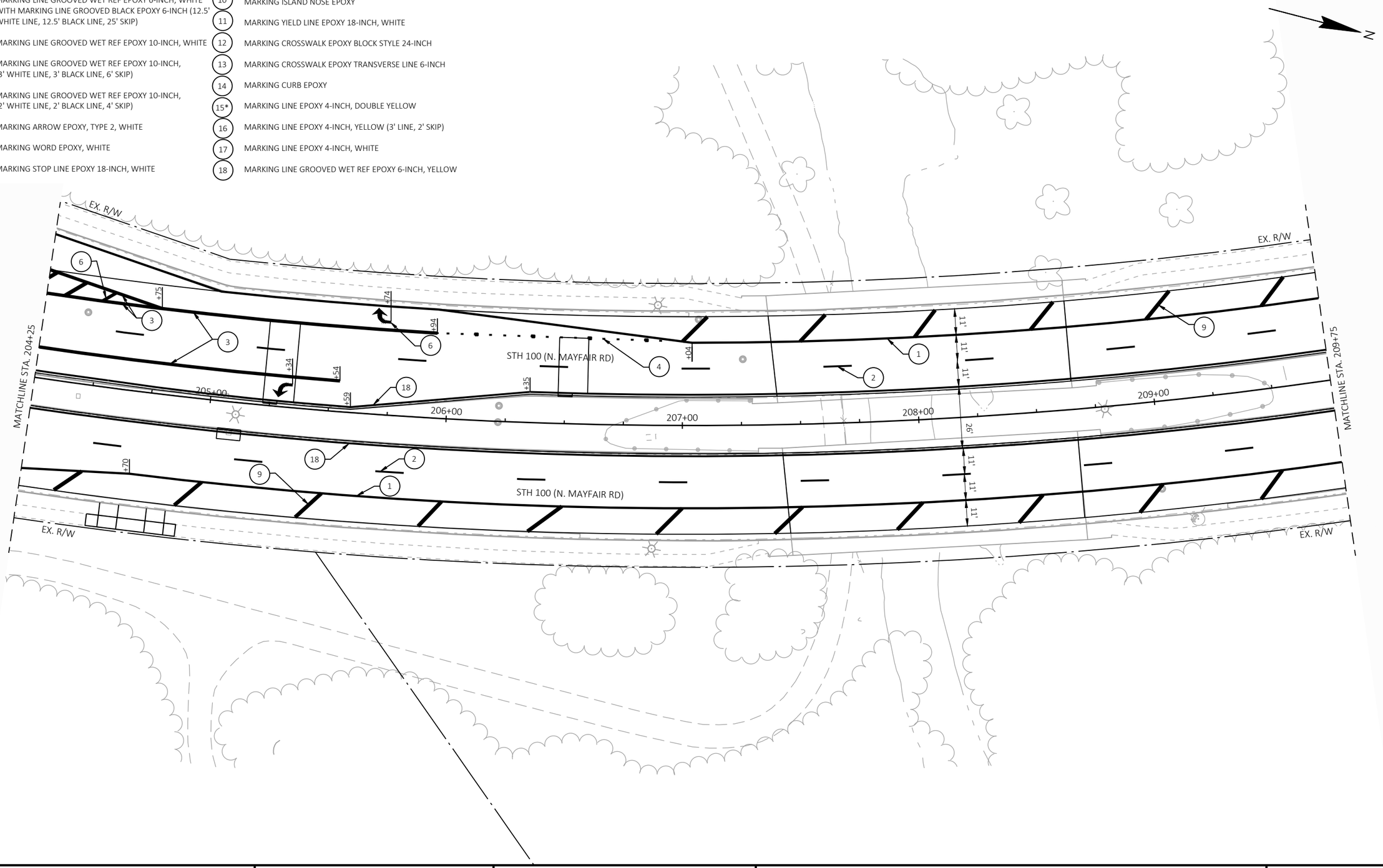
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021222_pd

PLOT DATE : 5/21/2026 7:10 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



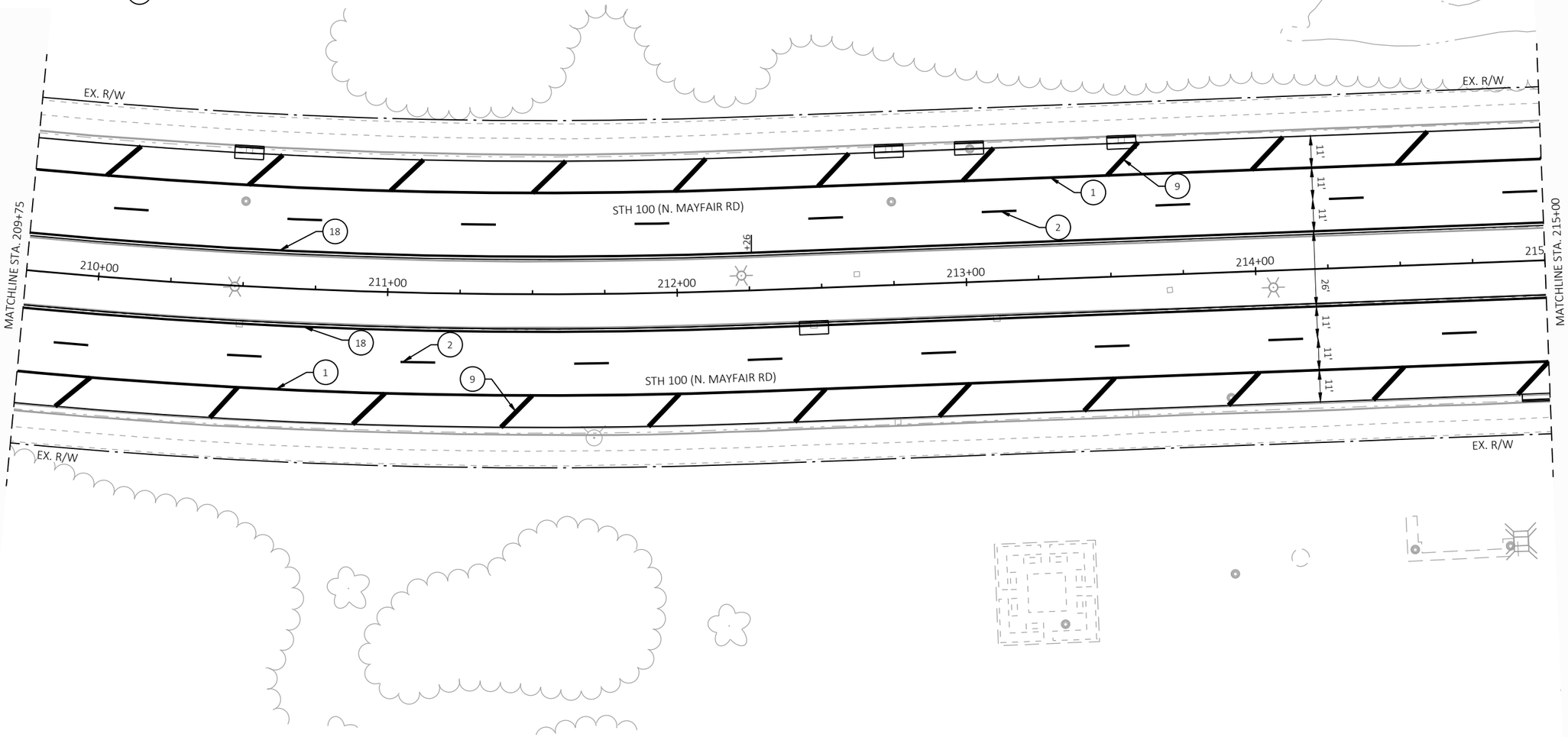
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 350	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021223_pd
PLOT DATE : 5/21/2026 7:10 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



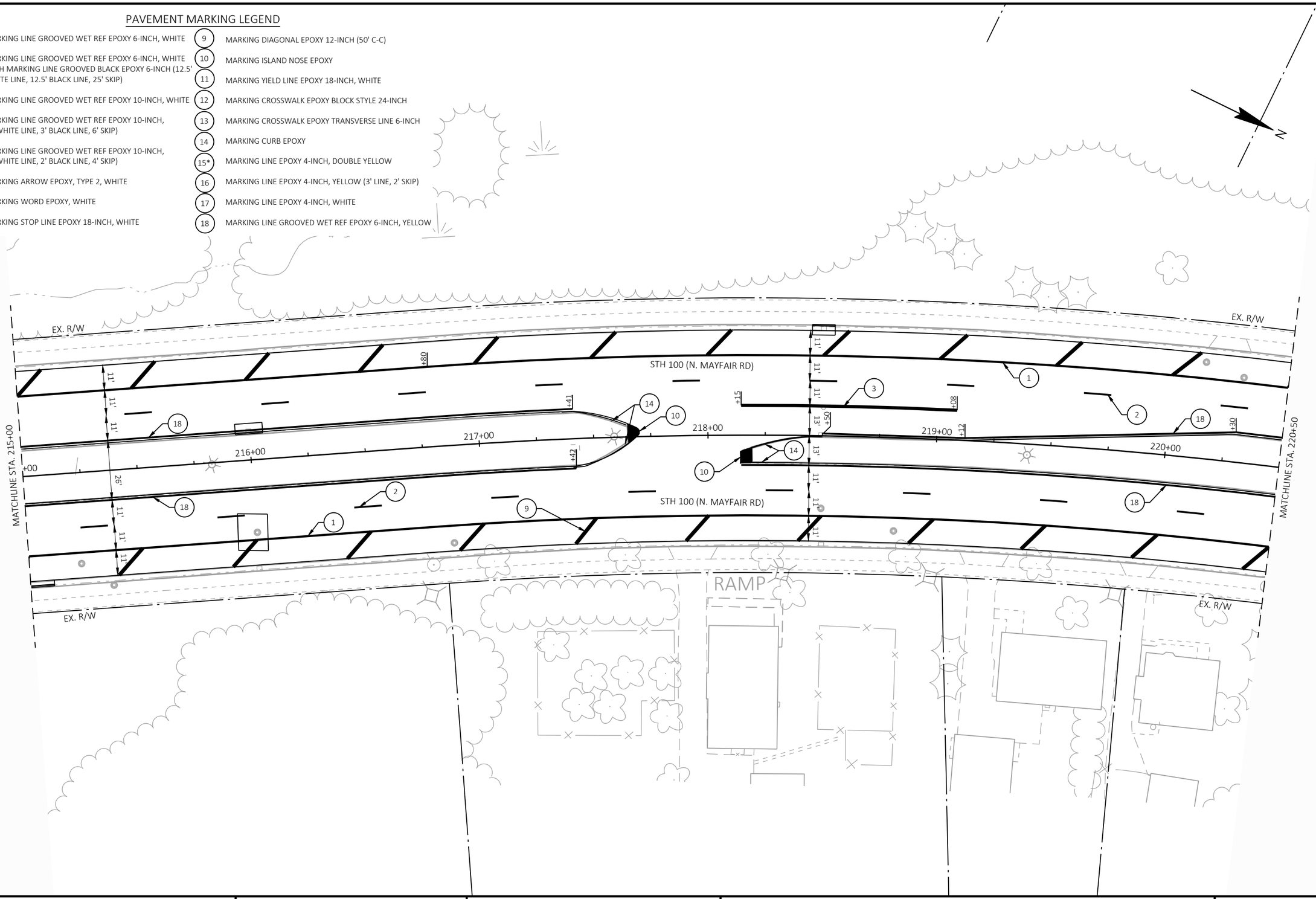
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 351	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021224_pd

PLOT DATE : 5/21/2026 7:11 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 352	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021225_pd

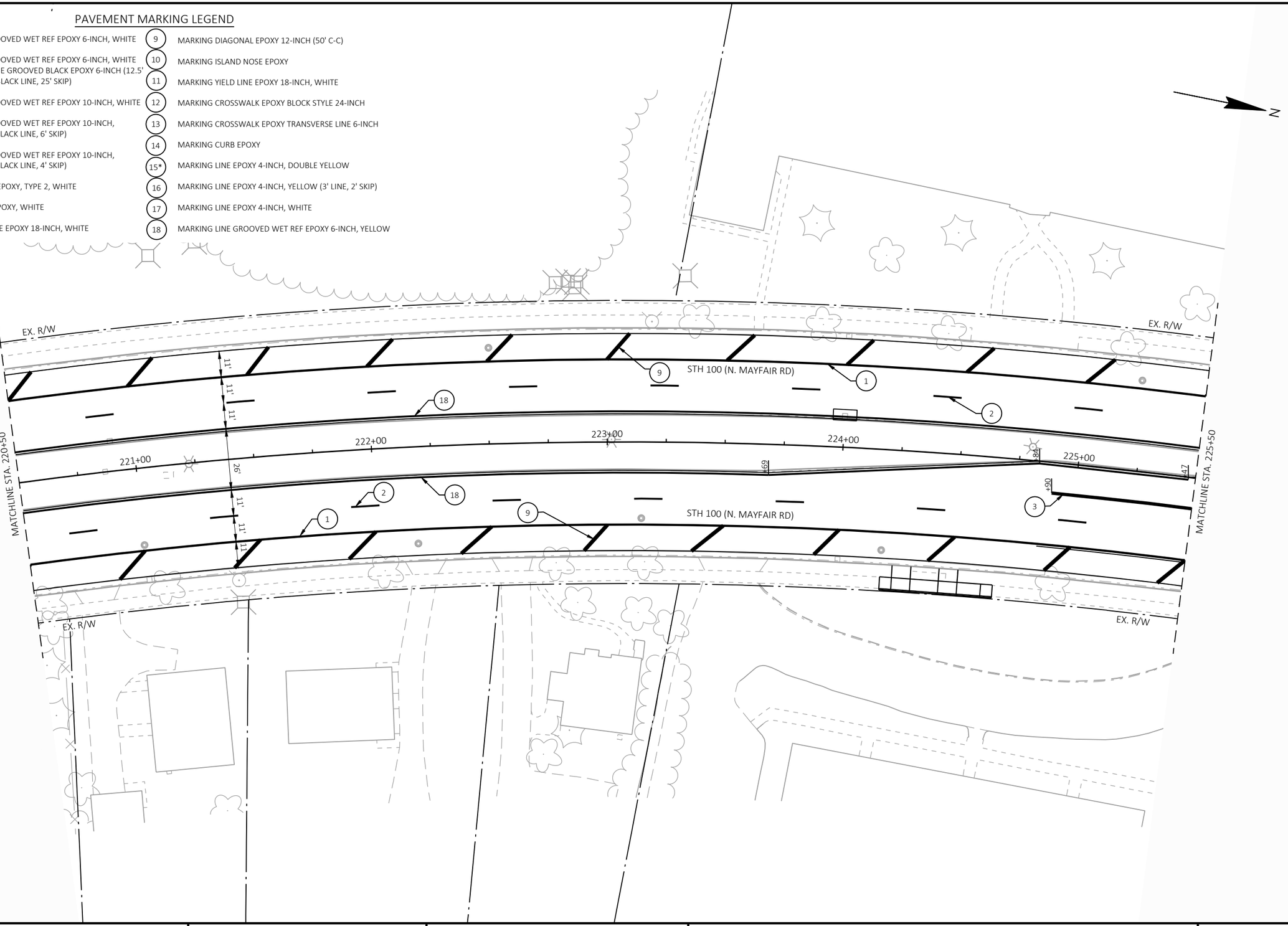
PLOT DATE : 5/21/2026 7:11 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 353	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021226_pd

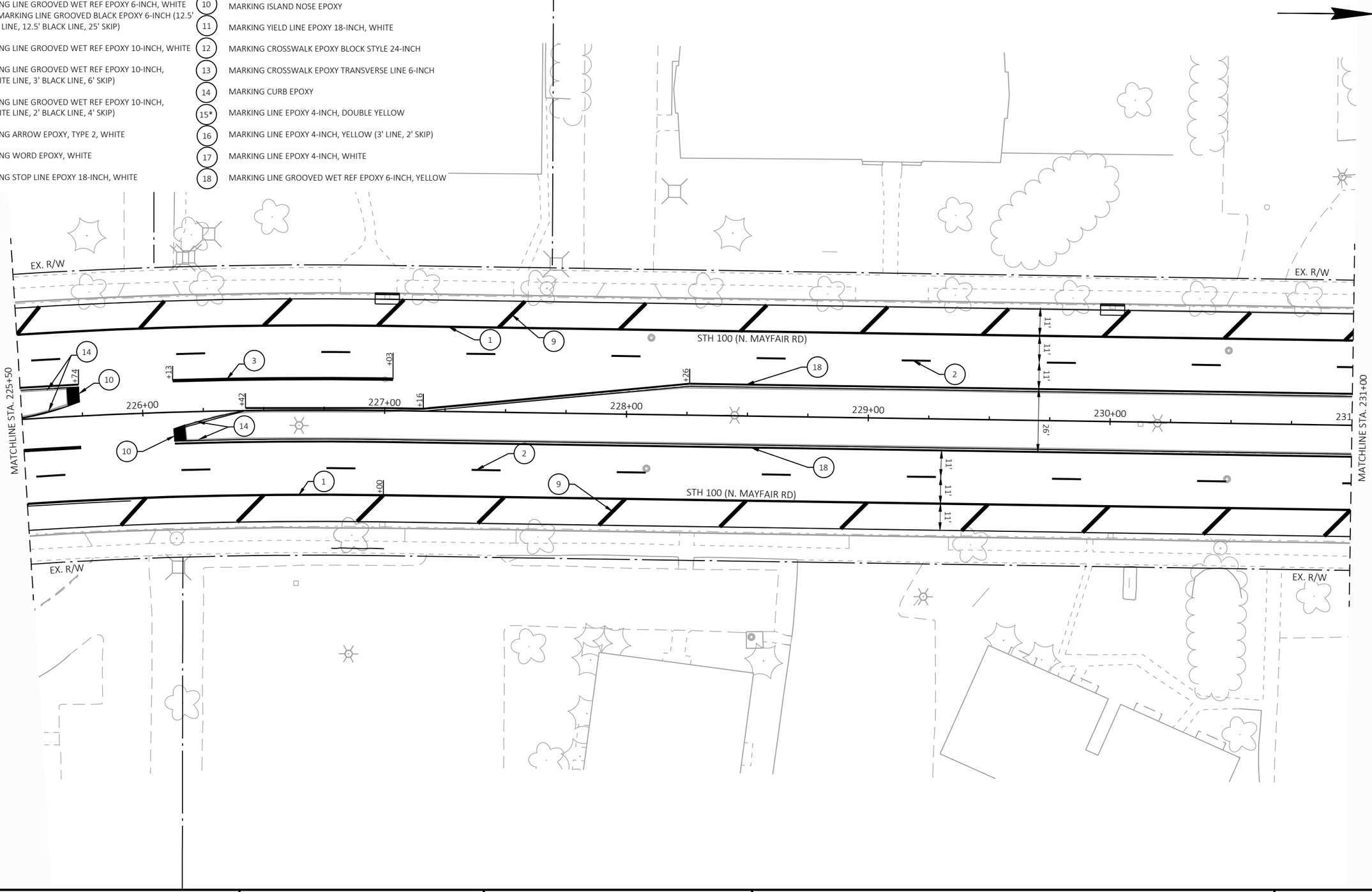
PLOT DATE : 5/21/2026 7:11 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 354	E

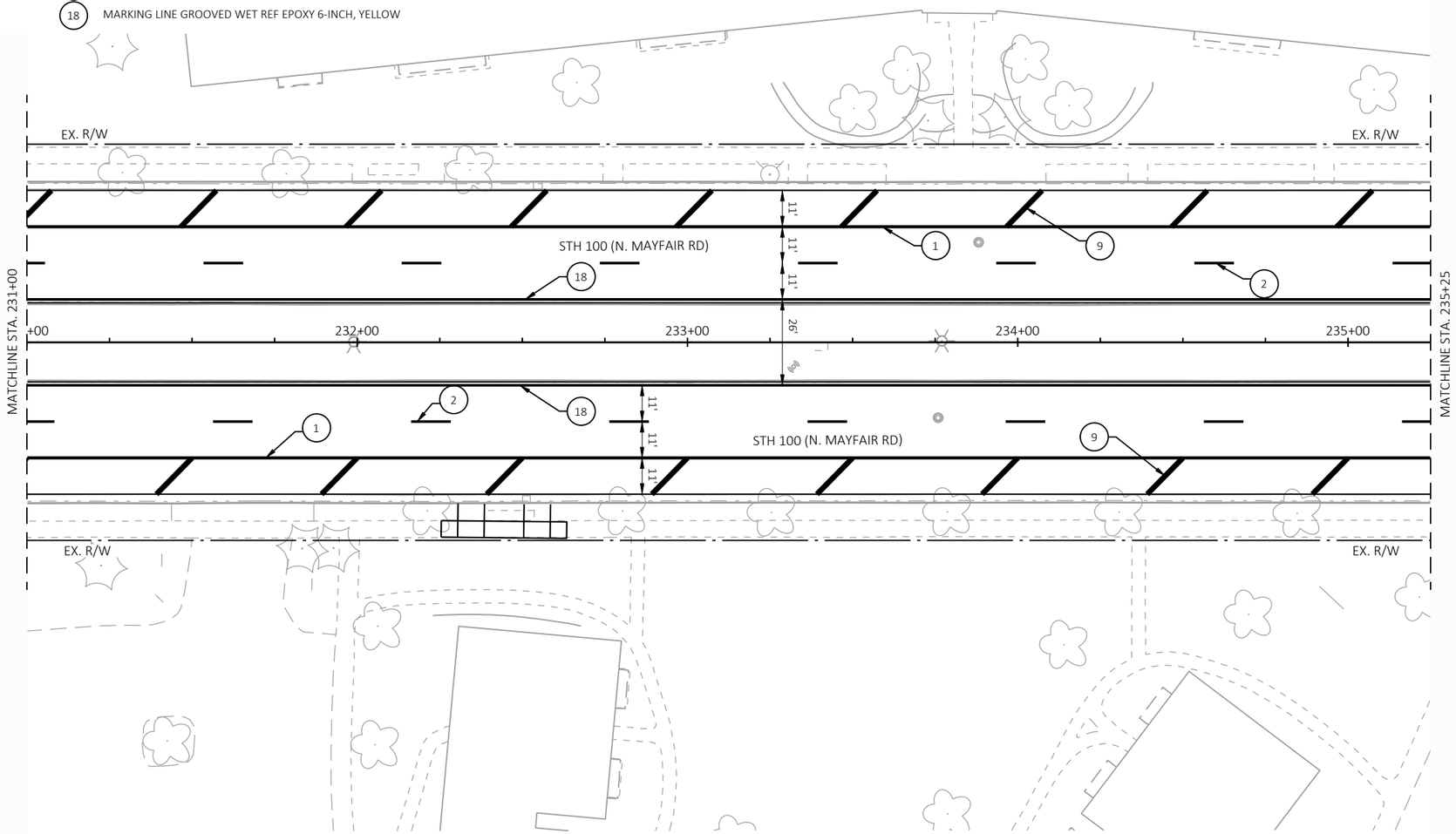
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021227_pd
PLOT DATE : 5/21/2026 7:11 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW

N



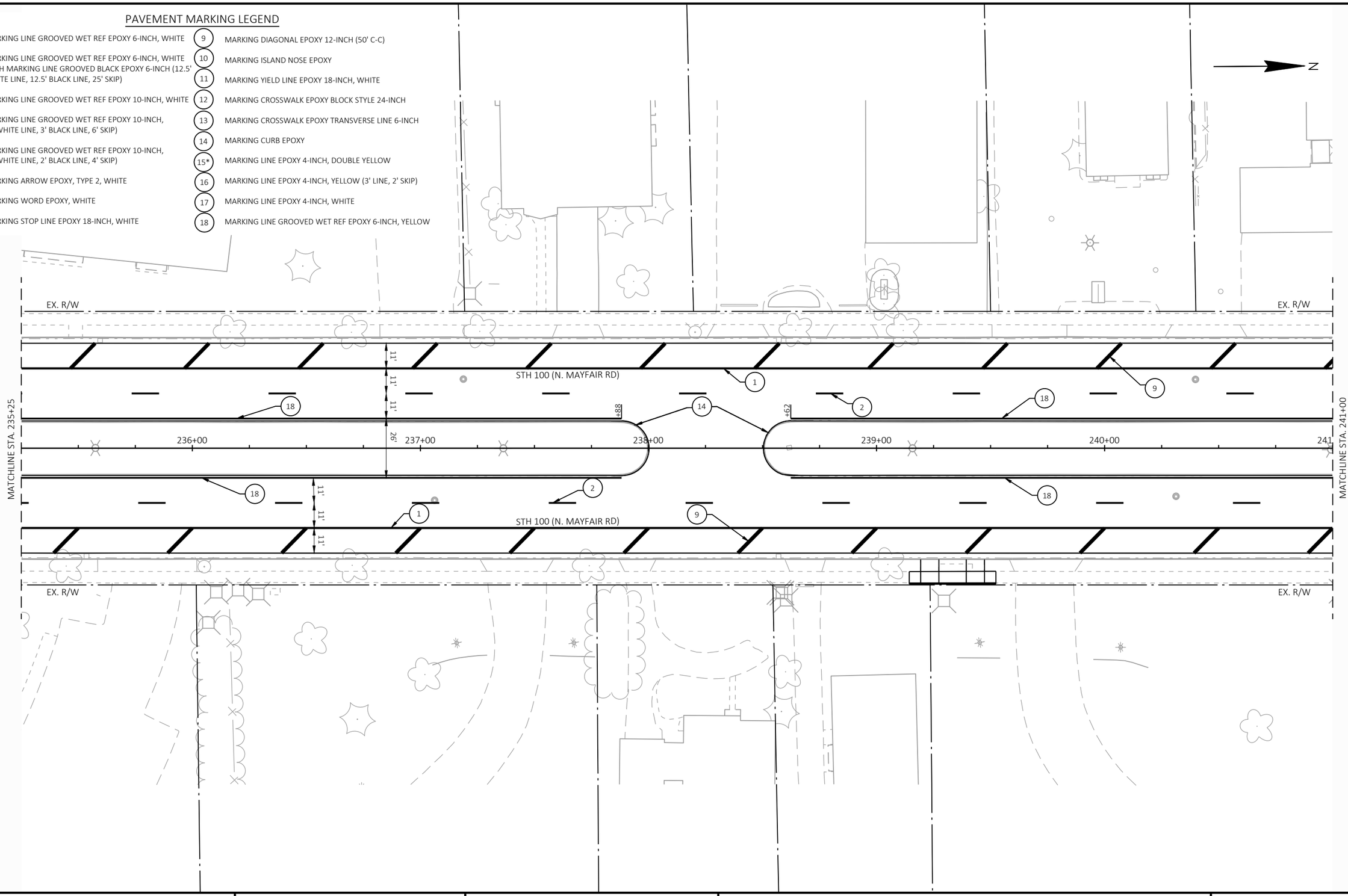
2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 355	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021228_pd
PLOT DATE : 5/21/2026 7:11 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW

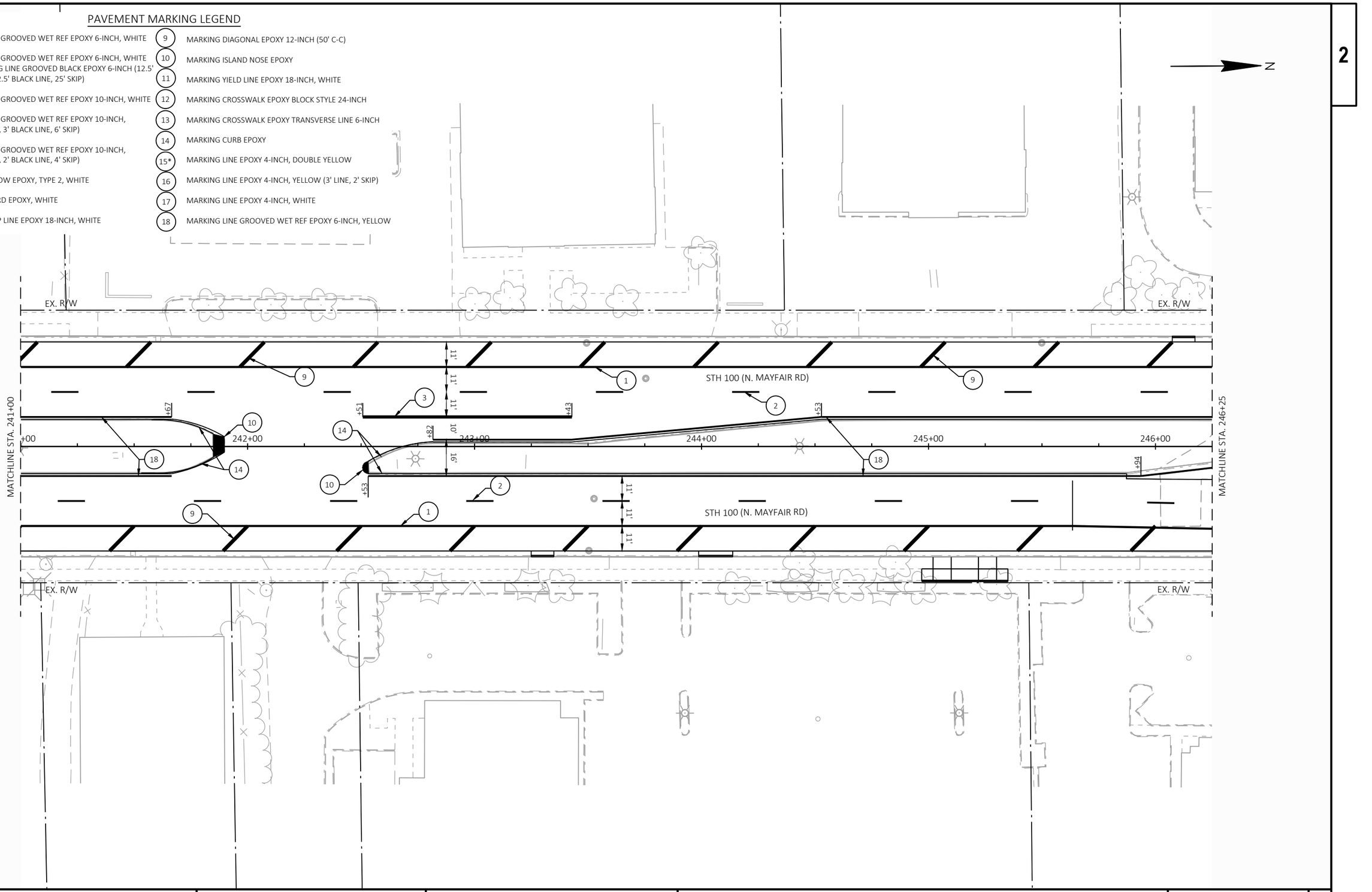


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 356	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021229_pd
PLOT DATE : 5/21/2026 7:11 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE
18. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



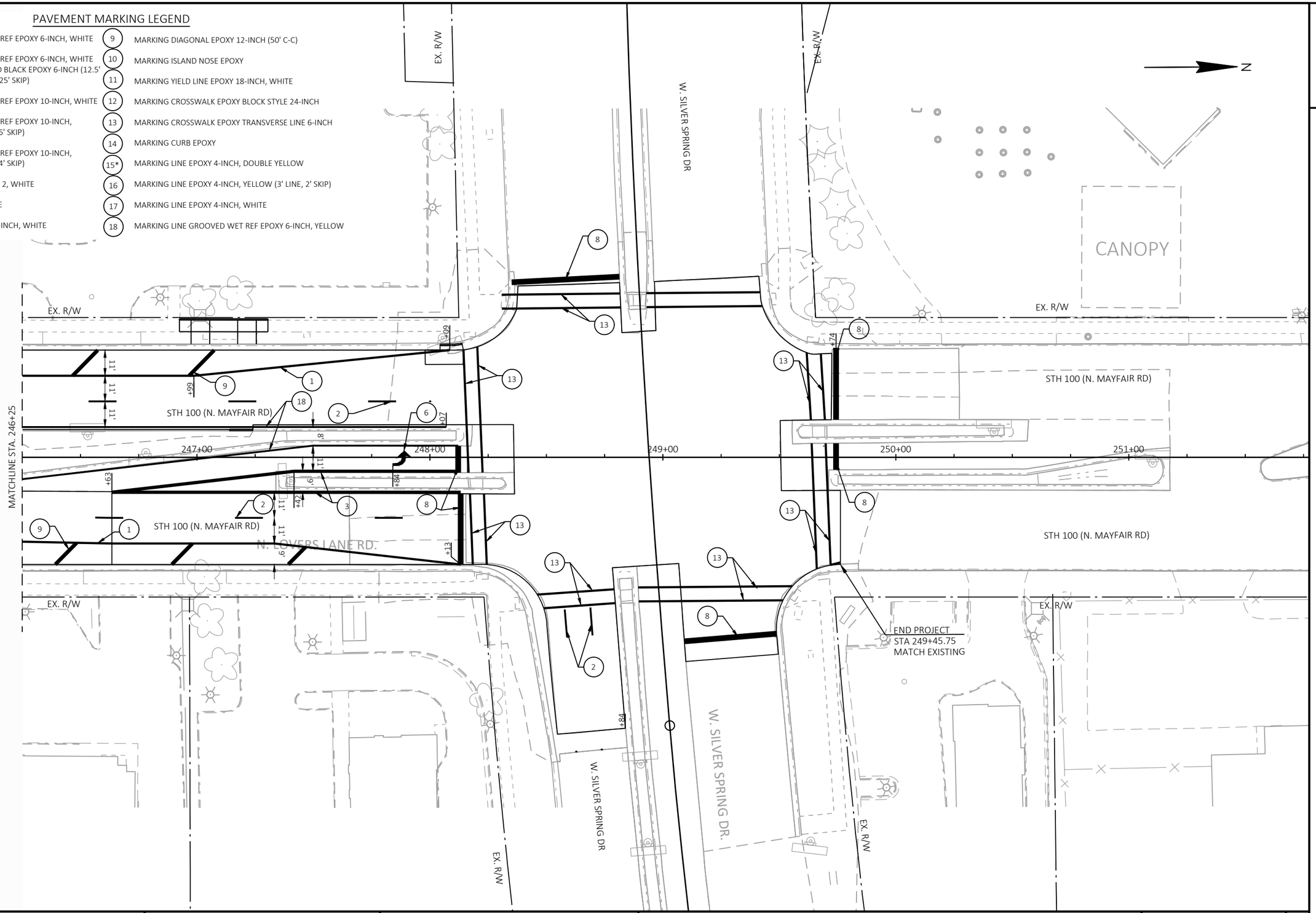
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 357	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021230_pd

PLOT DATE : 5/21/2026 7:11 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

PAVEMENT MARKING LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE	9	MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)	10	MARKING ISLAND NOSE EPOXY
		11	MARKING YIELD LINE EPOXY 18-INCH, WHITE
3	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE	12	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
4	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (3' WHITE LINE, 3' BLACK LINE, 6' SKIP)	13	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
		14	MARKING CURB EPOXY
5	MARKING LINE GROOVED WET REF EPOXY 10-INCH, (2' WHITE LINE, 2' BLACK LINE, 4' SKIP)	15*	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
6	MARKING ARROW EPOXY, TYPE 2, WHITE	16	MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
7	MARKING WORD EPOXY, WHITE	17	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING STOP LINE EPOXY 18-INCH, WHITE	18	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW



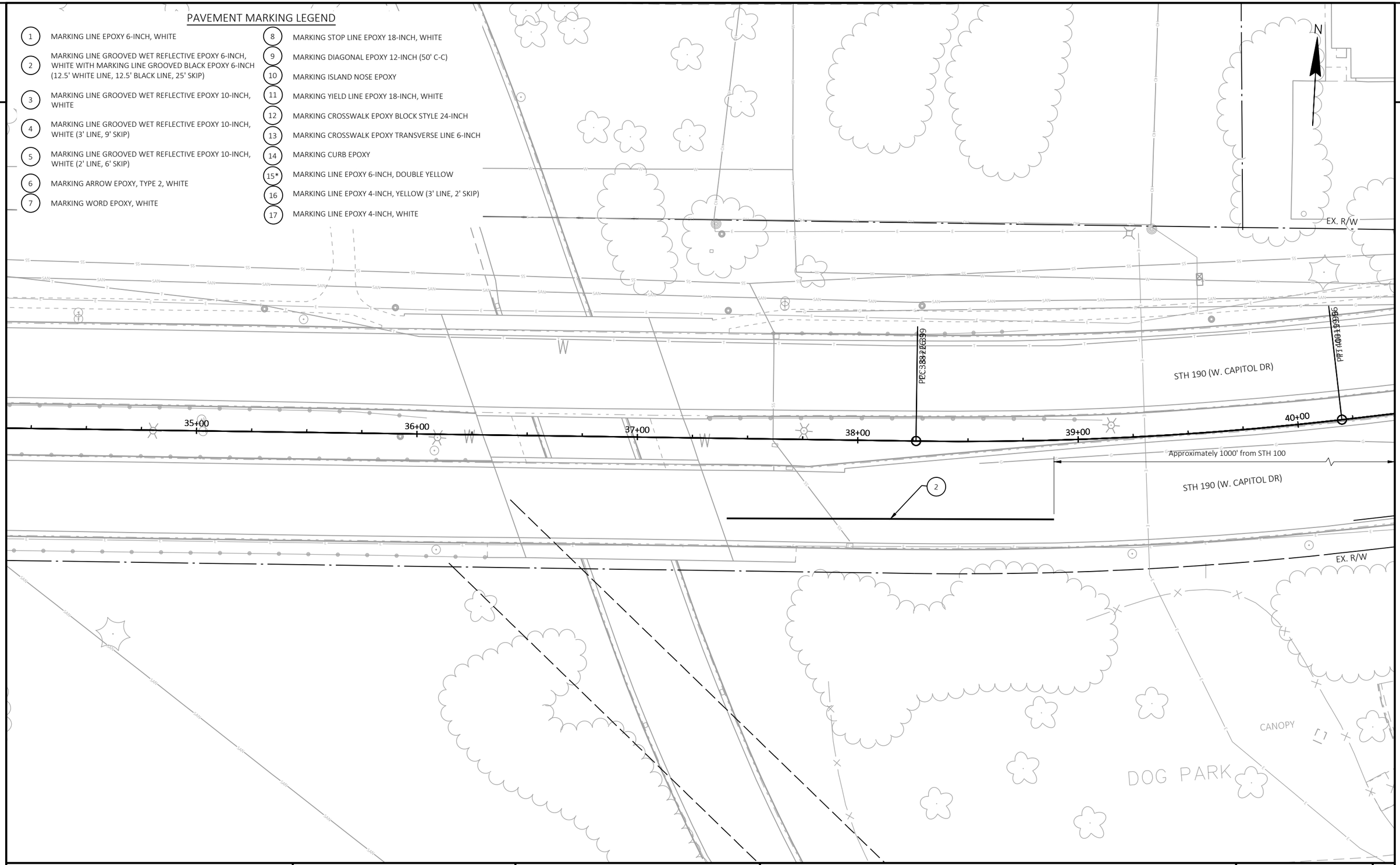
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 358 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 021231_pd

PLOT DATE : 5/21/2026 7:11 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE (3' LINE, 9' SKIP)
5. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE (2' LINE, 6' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15* MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING SIDE ROADS - W. CAPITOL DR	SHEET 359	E

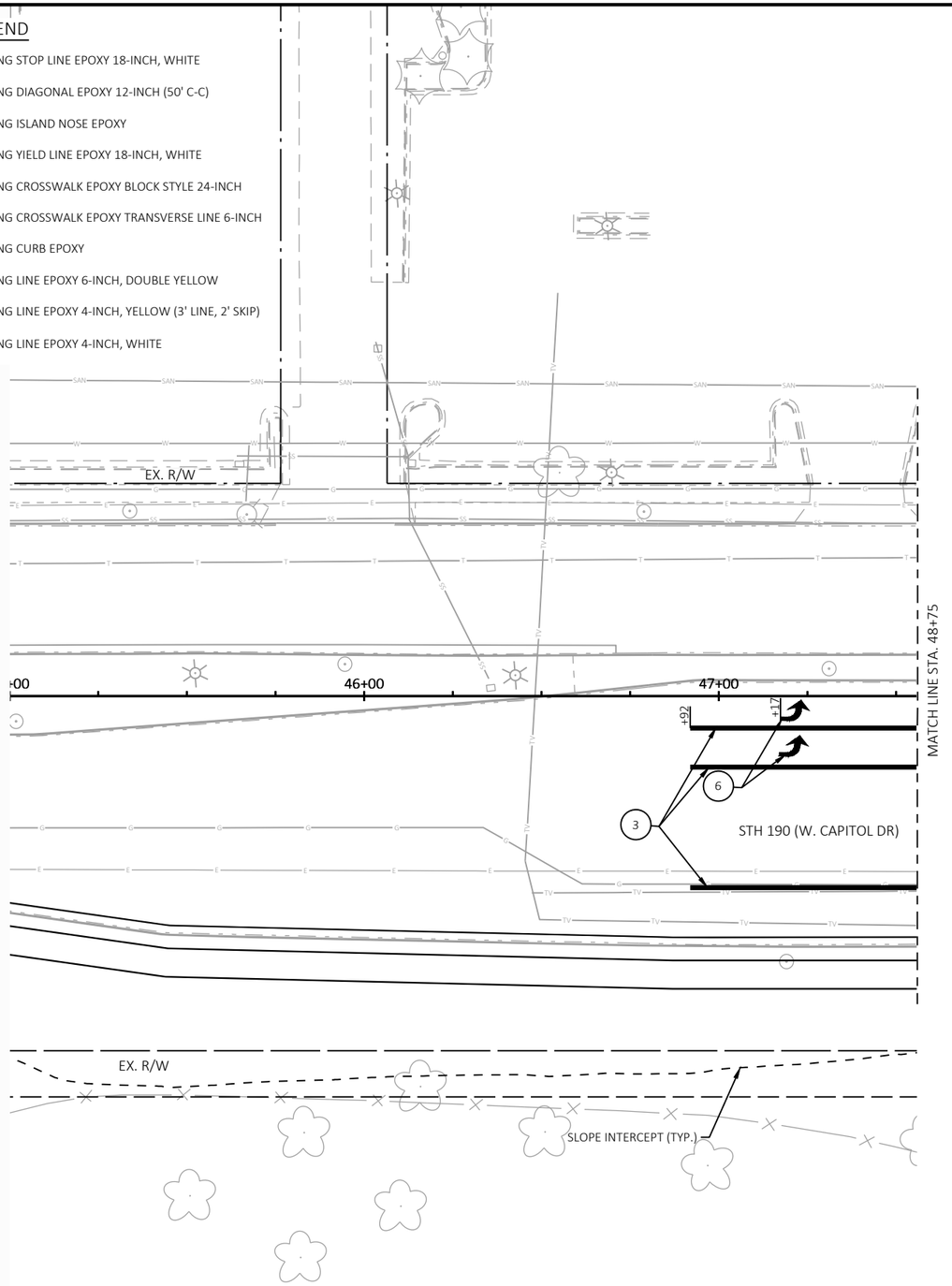
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM_SIDE ROADS.DWG
LAYOUT NAME - North on STH190 (2)

PLOT DATE : 5/21/2026 7:12 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE (3' LINE, 9' SKIP)
5. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE (2' LINE, 6' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15* MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE

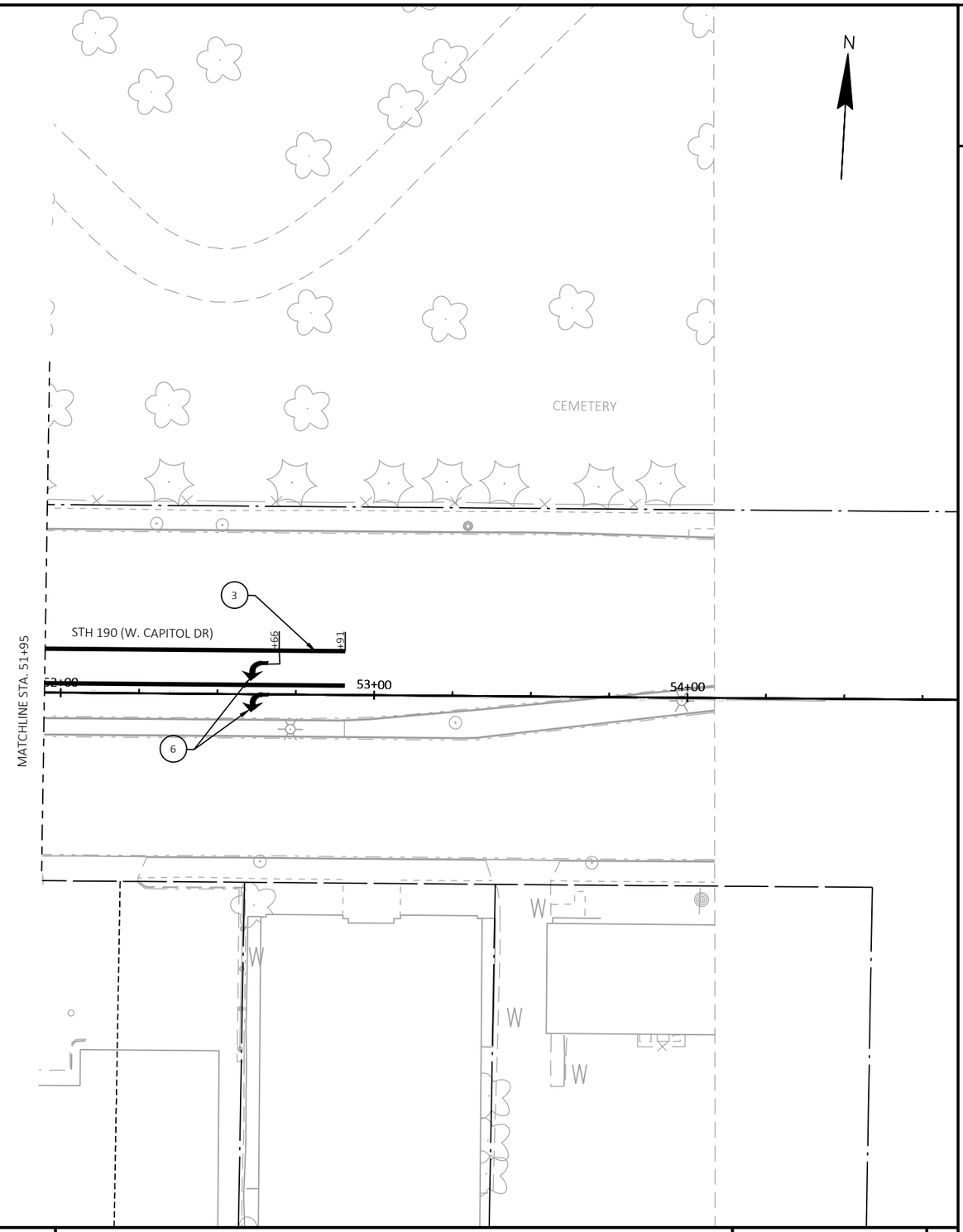


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING SIDE ROADS - W. CAPITOL DR	SHEET 360	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM_SIDE ROADS.DWG
LAYOUT NAME - North on STH190
PLOT DATE : 5/21/2026 7:12 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE (3' LINE, 9' SKIP)
5. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE (2' LINE, 6' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15* MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE



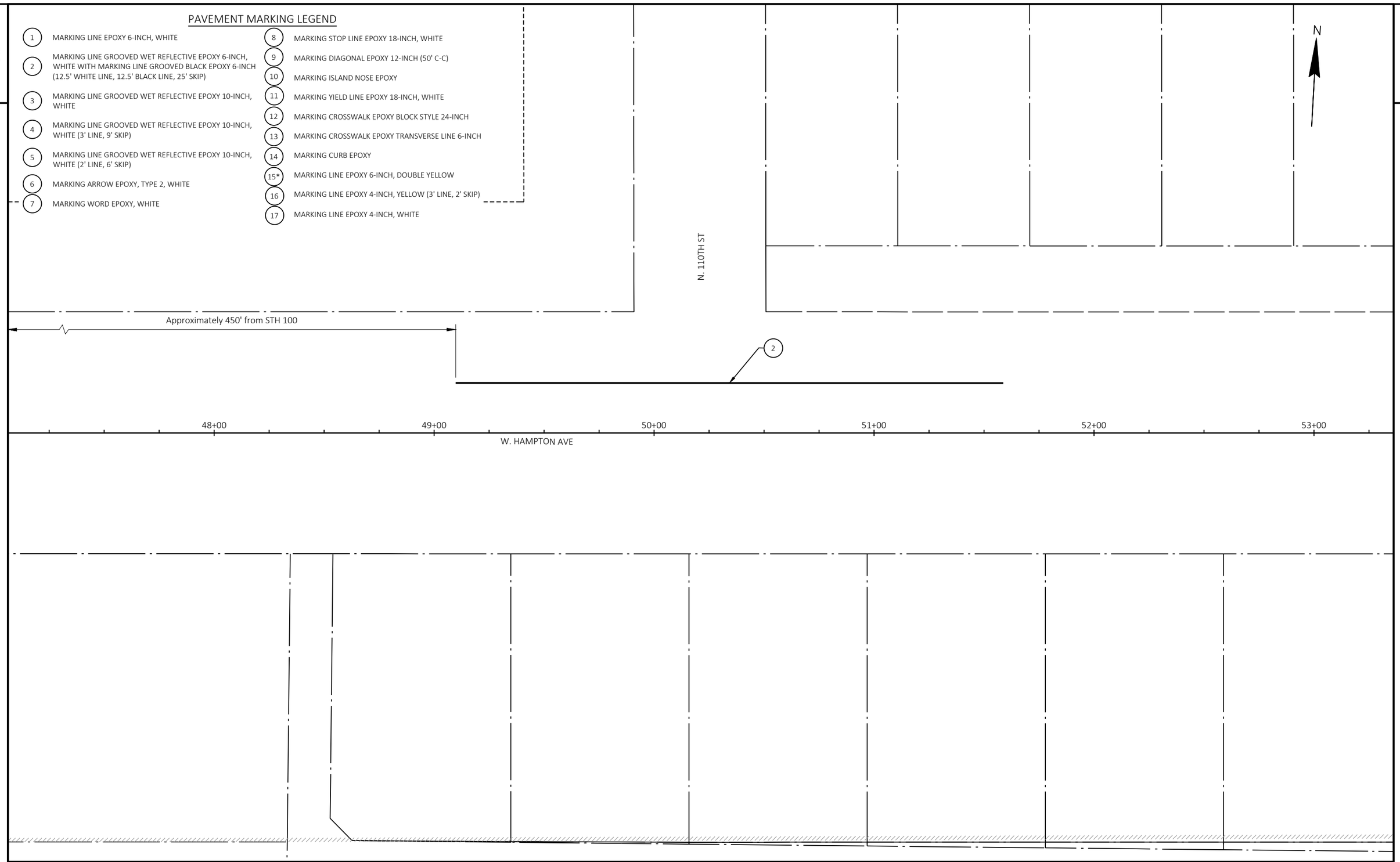
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING SIDE ROADS - W. CAPITOL DR	SHEET 361	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM_SIDE ROADS.DWG
LAYOUT NAME - South on STH190
PLOT DATE : 5/21/2026 7:12 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH, WHITE WITH MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' WHITE LINE, 12.5' BLACK LINE, 25' SKIP)
3. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE
4. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE (3' LINE, 9' SKIP)
5. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH, WHITE (2' LINE, 6' SKIP)
6. MARKING ARROW EPOXY, TYPE 2, WHITE
7. MARKING WORD EPOXY, WHITE
8. MARKING STOP LINE EPOXY 18-INCH, WHITE
9. MARKING DIAGONAL EPOXY 12-INCH (50' C-C)
10. MARKING ISLAND NOSE EPOXY
11. MARKING YIELD LINE EPOXY 18-INCH, WHITE
12. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15*. MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
16. MARKING LINE EPOXY 4-INCH, YELLOW (3' LINE, 2' SKIP)
17. MARKING LINE EPOXY 4-INCH, WHITE



2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PAVEMENT MARKING SIDE ROADS - W. HAMPTOM AVE	SHEET 362	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\024501_PM_SIDE ROADS.DWG
LAYOUT NAME - South on Hampton

PLOT DATE : 5/21/2026 7:12 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

TRAFFIC CONTROL PLANS PREPARED BY

WISCONSIN
JOSHUA W.
DEPIES
E-49584
MILWAUKEE
WI
PROFESSIONAL ENGINEER

DATE: 1/30/2026 (Professional Engineer Signature)

LEGEND

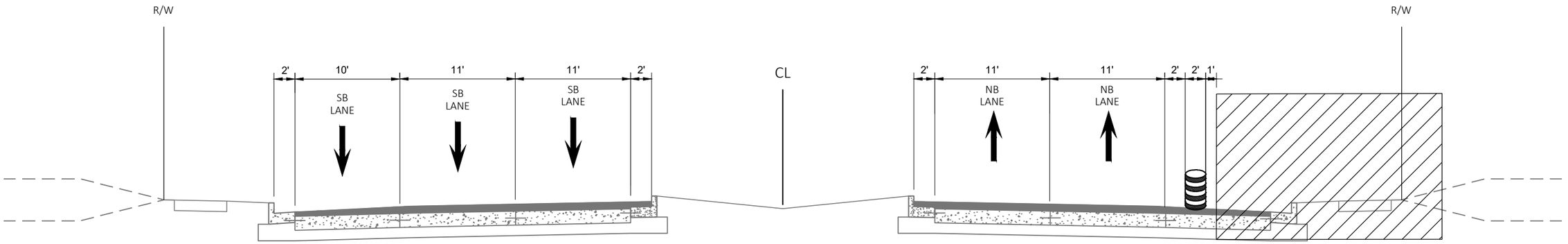
- WORK AREA
- TEMPORARY PAVEMENT
- DIRECTION OF TRAVEL
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- CONNECTED ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- PCMS — PORTABLE CHANGABLE MESSAGE BOARD
- PST — PORTABLE SPEED TRAILER
- PAVEMENT MARKING REMOVAL
- (S) — WORK AREA START LOCATION MARKER
- (E) — WORK AREA END LOCATION MARKER

- (42) TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- (43) TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- (44) TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- (45) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- (46) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- (49) TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- (50) TEMPORARY MARKING ARROW REMOVABLE TAPE
- (51) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (52) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 6-INCH, 12.5' LINE 37.5' SKIP (WHITE)

GENERAL NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL

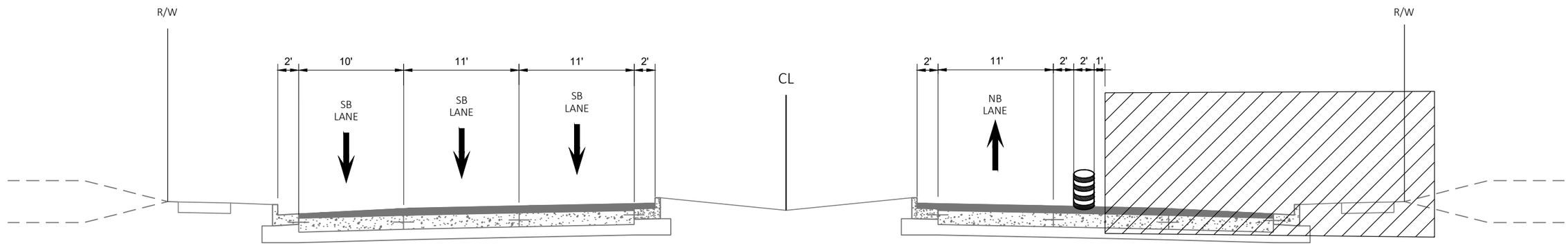
1) DRIVEWAY ACCESS MUST BE MAINTAINED TO ALL BUSINESSES AND RESIDENCES FOR THE DURATION OF THE PROJECT
2) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER
3) ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
4) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE
5) ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS
6) WORK AREAS SHOWN MAY NOT ILLUSTRATE ALL REMOVALS. SEE REMOVAL SHEETS FOR ADDITIONAL INFORMATION
7) WHEN A SEGMENT OF THE PROJECT IS NOT SHOWN ON THE STAGING PLANS, USE THE SAME TRAFFIC CONTROL AS THE PREVIOUS STAGE FOR THAT SEGMENT
8) ALL EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL BE DONE BY GRINDING ON ANY EXISTING OR TEMPORARY PAVEMENT OR BY WATER BLASTING ON ANY PERMANENT PAVEMENT OR EXISTING PAVEMENT THAT WILL REMAIN IN PLACE
9) BARRICADE STRIPES ARE TO BE SLOPED DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW
10) ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE COVERED OR REMOVED AS NEEDED AND/OR AS DIRECTED BY THE ENGINEER. IN LIEU OF COVERING POST MOUNTED SIGNS, THE CONTRACT MAY CHOOSE TO REMOVE AND REINSTALL THEM
11) CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKINGS WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER
12) CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN IN THESE PLANS
13) PLACE PORTABLE CHANGEABLE MESSAGE BOARD 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY ENGINEER
14) SEE PEDESTRIAN DETOURS FOR CROSSWALK CLOSURE STAGING REQUIREMENTS

2



STAGE 1 TYPICAL SECTION

BURLEIGH STREET TO TOWNSEND STREET
STATION 89+90 TO STATION 110+60

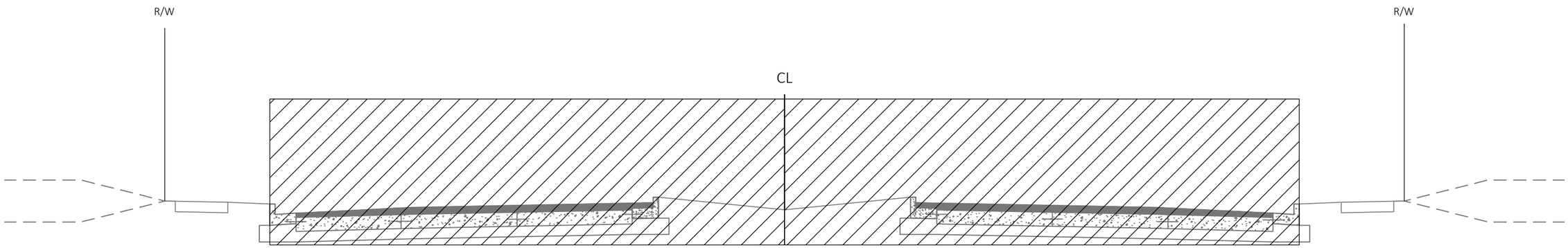


STAGE 1 TYPICAL SECTION

TOWNSEND STREET TO CURRIE GOLF COURSE ENTRANCE
STATION 110+60 TO STATION 123+37.50

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC STAGING: TYPICAL SECTIONS	SHEET 364	E

2



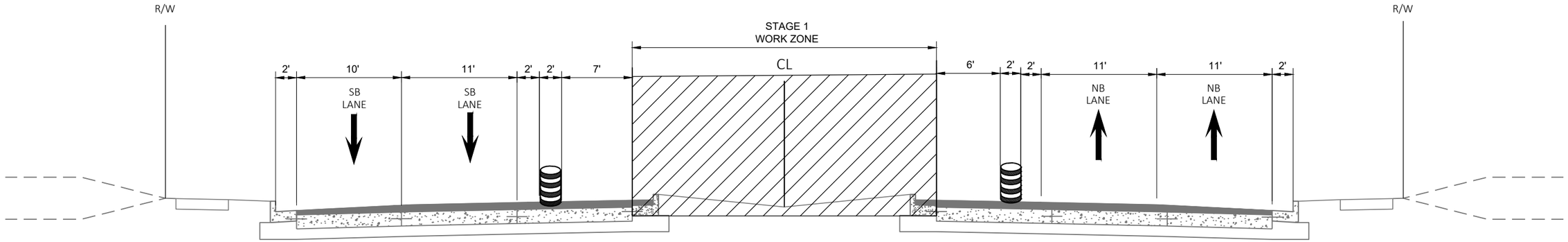
STAGE 1 TYPICAL SECTION

CURRIE GOLF COURSE ENTRANCE TO MENOMINEE RIVER PARKWAY
STATION 123+37.50 TO STATION 130+12.00

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC STAGING: TYPICAL SECTIONS	SHEET 365	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025002_TC_TS.DWG
LAYOUT NAME - 025002_tc_2
PLOT DATE : 12/2/2025 11:15 AM
PLOT BY : AARON SCHMITT
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



STAGE 1

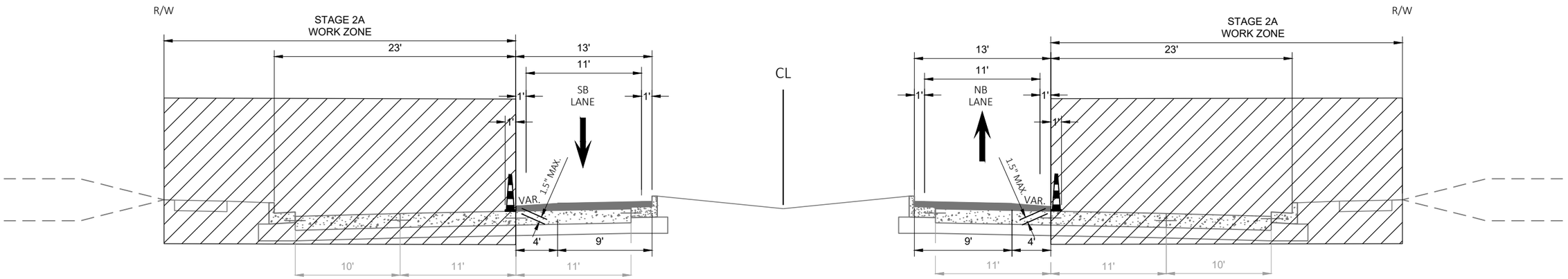
MENOMINEE RIVER PARKWAY TO CAPITOL DRIVE

STATION 130+12.00 TO STATION 145+00.00

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC STAGING: TYPICAL SECTIONS	SHEET 366	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025002_TC_TS.DWG
LAYOUT NAME - Stage 1A MRP-Capitol

PLOT DATE : 12/2/2025 11:15 AM PLOT BY : AARON SCHMITT PLOT NAME : ##########

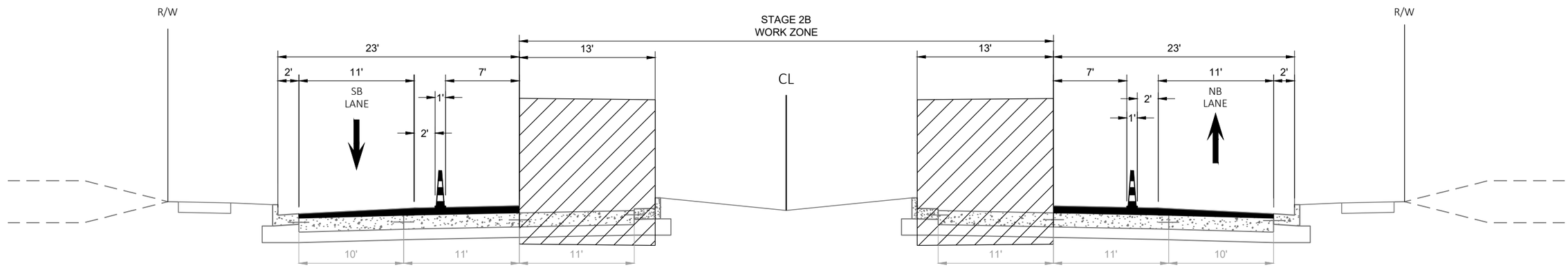


STAGE 2A TYPICAL SECTION

BURLEIGH STREET TO KEEFE AVENUE
STATION 89+80.00 TO STATION 117+00.00

YORK PLACE TO CAPITOL DRIVE
STATION 140+36.00 TO STATION 145+00.00

CAPITOL DRIVE TO SILVER SPRING DRIVE
STATION 145+00.00 TO STATION 249+50.00



STAGE 2B TYPICAL SECTION

BURLEIGH STREET TO KEEFE AVENUE
STATION 89+80.00 TO STATION 117+00.00

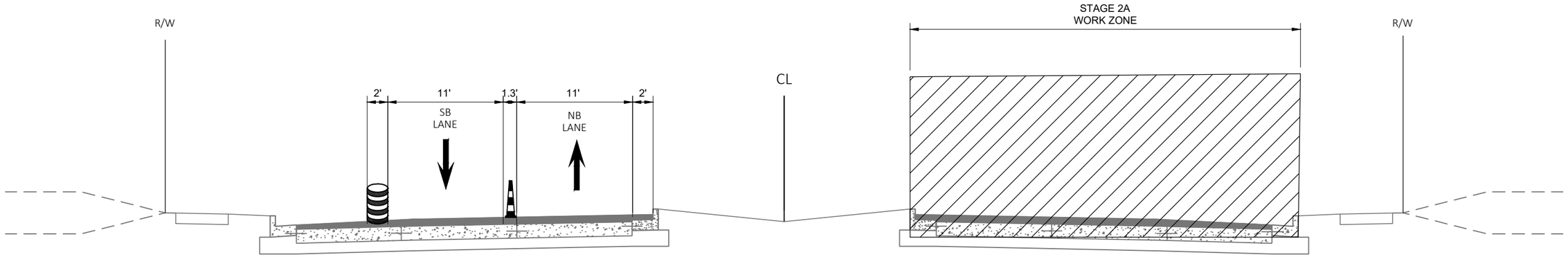
YORK PLACE TO CAPITOL DRIVE
STATION 140+36.00 TO STATION 145+00.00

CAPITOL DRIVE TO SILVER SPRING DRIVE
STATION 145+00.00 TO STATION 249+50.00

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC STAGING: TYPICAL SECTIONS	SHEET 367	E

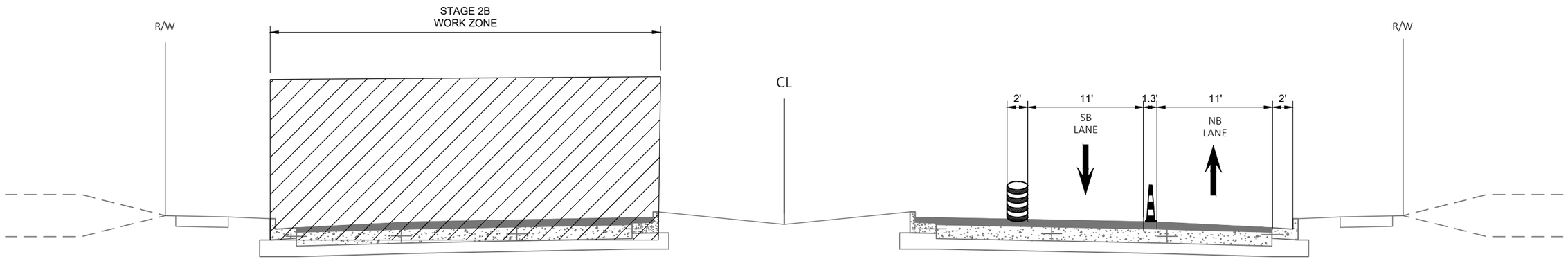
FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025002_TC_TS.DWG
LAYOUT NAME - Stage 1B MRP-Capitol
PLOT DATE : 12/2/2025 11:16 AM PLOT BY : AARON SCHMITT PLOT NAME : ##########
WISDOT/CADDS SHEET 42

2



STAGE 2A

KEEFE AVE TO CURRIE GOLF COURSE ENTRANCE
STATION 116+48.30 TO STATION 123+03.23



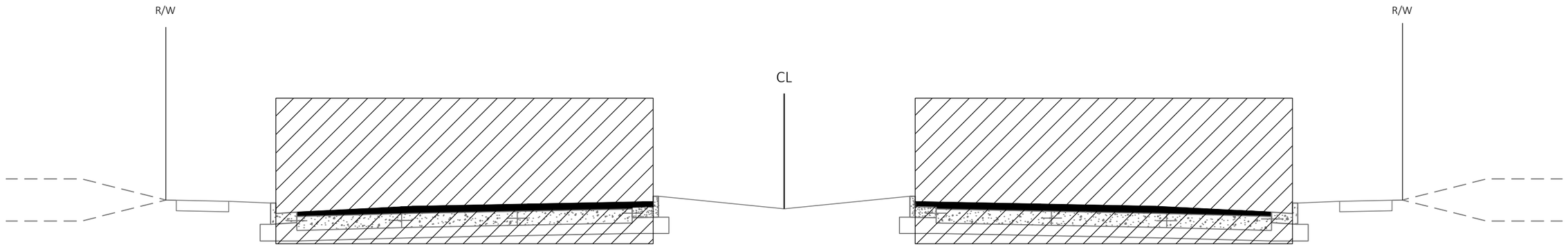
STAGE 2B

KEEFE AVE TO CURRIE GOLF COURSE ENTRANCE
STATION 116+48.30 TO STATION 123+03.23

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC STAGING: TYPICAL SECTIONS	SHEET 368	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025002_TC_TS.DWG
LAYOUT NAME - Stage 2A Keefe-Currie
PLOT DATE : 12/2/2025 11:16 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



STAGE 3 TYPICAL SECTION

BURLEIGH STREET TO KEEFE AVENUE
STATION 89+80.00 TO STATION 117+00.00

YORK PLACE TO CAPITOL DRIVE
STATION 140+36.00 TO STATION 145+00.00

CAPITOL DRIVE TO SILVER SPRING DRIVE
STATION 145+00.00 TO STATION 249+50.00

2

CONSTRUCTION

STH 100 - MAYFAIR ROAD (BURLEIGH STREET TO STH 190 - CAPITOL DRIVE)
- BEGIN CONSTRUCTING STRUCTURE B-40-1029
- BEGIN CONSTRUCTING RETAINING WALLS R-40-729, R-40-730, R-40-731, AND R-40-732.
- COMPLETE ALL IN-STREAM WORK NECESSARY FOR BRIDGE CONSTRUCTION PRIOR TO MARCH 1ST
- COMPLETE CLEARING AND GRUBBING ACTIVITIES IN ACCORDANCE WITH THE SPECIAL PROVISIONS
- CONSTRUCT TEMPORARY PARKING LOT ACCESS ACROSS MEDIAN TO BUSINESSES AT 3800 N MAYFAIR ROAD

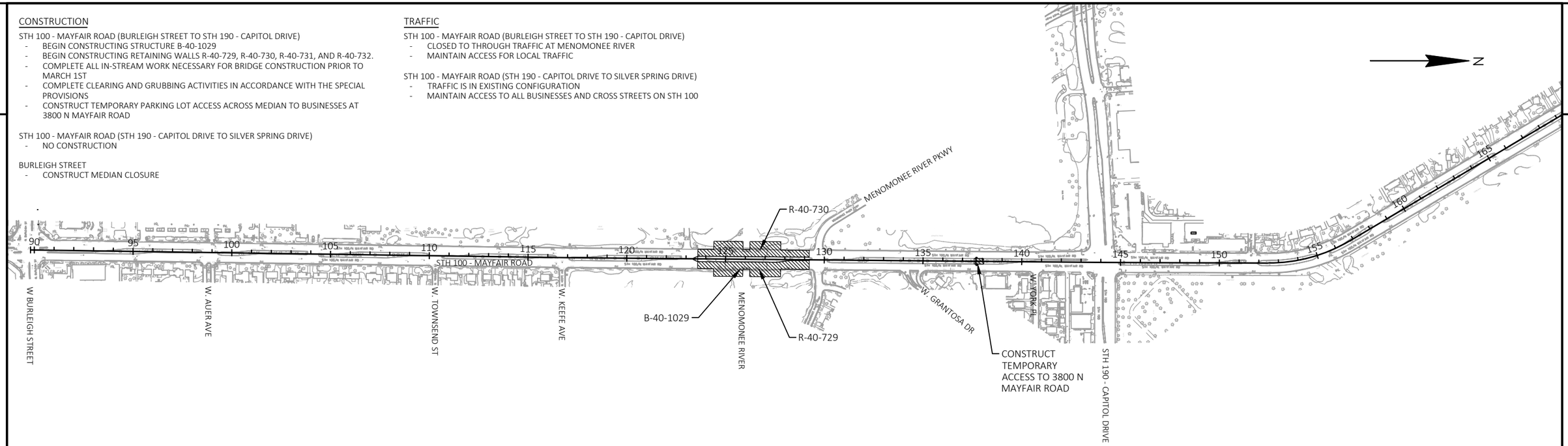
STH 100 - MAYFAIR ROAD (STH 190 - CAPITOL DRIVE TO SILVER SPRING DRIVE)
- NO CONSTRUCTION

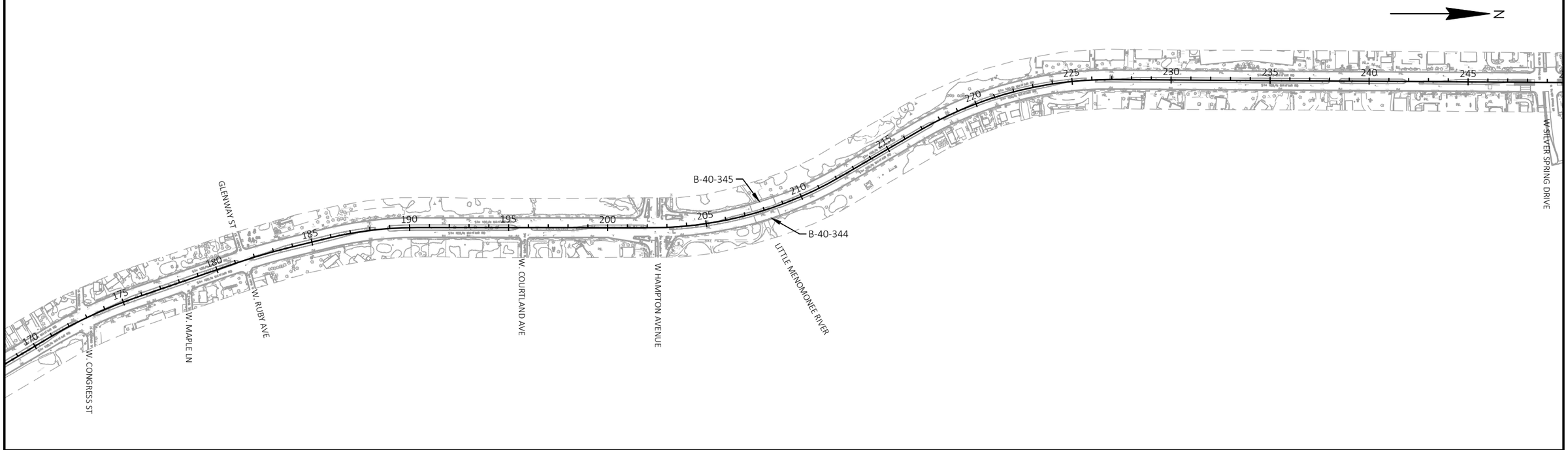
BURLEIGH STREET
- CONSTRUCT MEDIAN CLOSURE

TRAFFIC

STH 100 - MAYFAIR ROAD (BURLEIGH STREET TO STH 190 - CAPITOL DRIVE)
- CLOSED TO THROUGH TRAFFIC AT MENOMONEE RIVER
- MAINTAIN ACCESS FOR LOCAL TRAFFIC

STH 100 - MAYFAIR ROAD (STH 190 - CAPITOL DRIVE TO SILVER SPRING DRIVE)
- TRAFFIC IS IN EXISTING CONFIGURATION
- MAINTAIN ACCESS TO ALL BUSINESSES AND CROSS STREETS ON STH 100





PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC CONTROL OVERVIEW - STAGE 1	SHEET 370	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025010_TC_S1-OVERVIEW.DWG
LAYOUT NAME - Stage 1

PLOT DATE : 12/5/2025 2:49 PM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

N

MATCH EXISTING PAVEMENT MARKING START LOCATION

STH 100 (N. MAYFAIR RD)

25' TYP.

15' TYP.

50' TYP.

42

STH 100 (N. MAYFAIR RD)

MATCHLINE

350'

350'

350'

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5A

W04-2L

BEGIN LEFT TURN LANE R3-20L 24"X36"

R11-2L 48" X 30"

LANE CLOSED

TYPE III BARRICADE

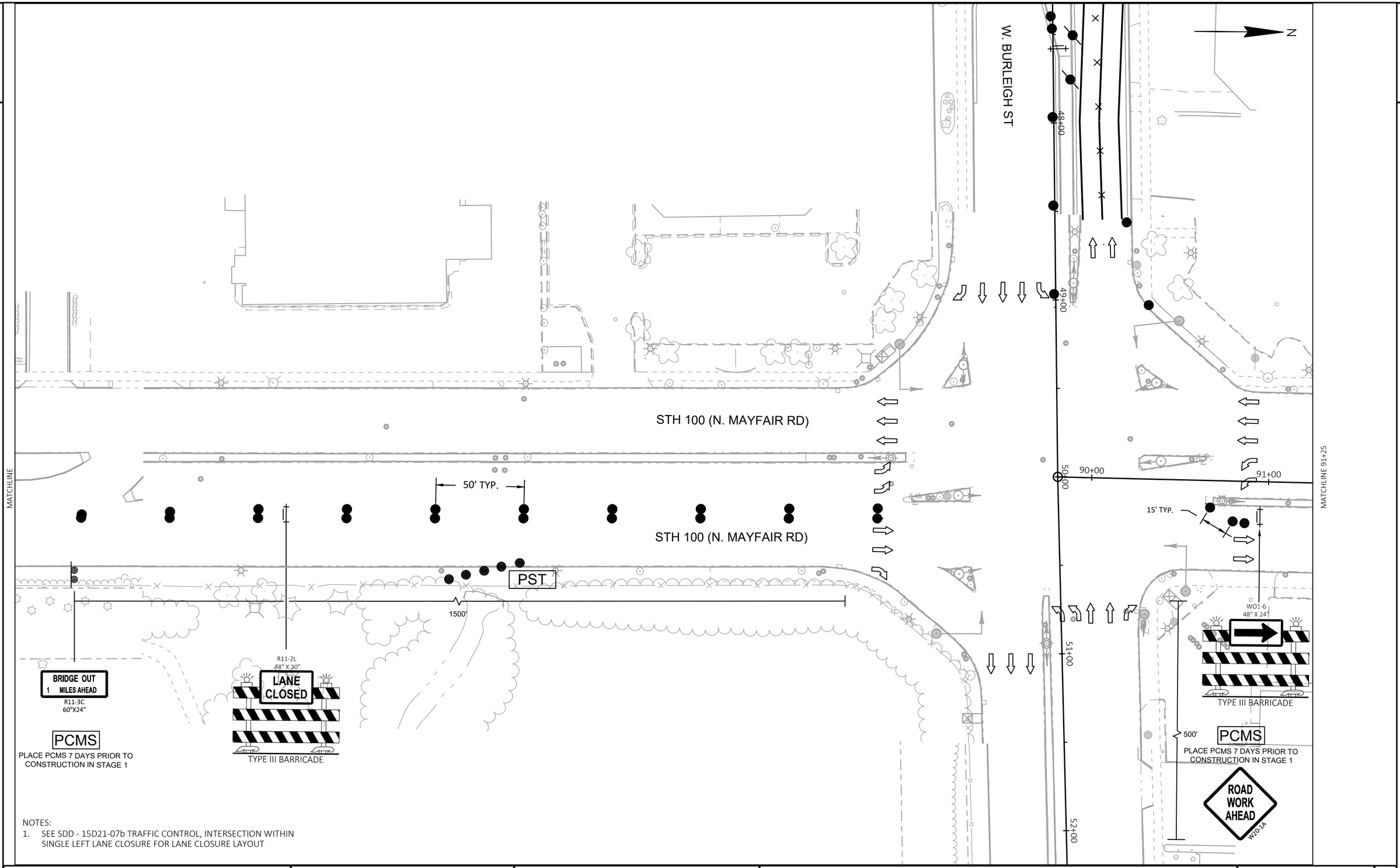
NOTES:
1. SEE SDD - 15D20-11a TRAFFIC CONTROL SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY FOR LANE CLOSURE LAYOUT

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 371	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - STH100 TC SHEET 1

PLOT DATE : 1/29/2026 9:37 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



NOTES:
1. SEE SDD - 15D21-07b TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE FOR LANE CLOSURE LAYOUT

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 372	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - STH100 TC SHEET 2
PLOT DATE : 1/29/2026 9:37 AM
PLOT BY : AARON SCHMITT
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

N

STH 100 (N. MAYFAIR RD)

R/L STH 100

92+00 93+00 94+00 95+00 96+00 97+00

MATCHLINE 91+25

MATCHLINE 97+75

50' TYP.

50' TYP.

STH 100 (N. MAYFAIR RD)

BEGIN LEFT TURN LANE

R3-20L
24"X36"

ROAD CLOSED AHEAD

W20-3A

W01-4BL

BRIDGE OUT
1/2 MILES AHEAD

R11-3C
60"X24"

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 373	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - STH100 TC SHEET 3

PLOT DATE : 1/29/2026 9:37 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

STH 100 (N. MAYFAIR RD)

MATCHLINE 97+75

98+00 99+00 100+00 101+00 102+00 103+00 104+00

R/L STH 100

15' TYP.

25' TYP.

STH 100 (N. MAYFAIR RD)

50' TYP.

15' TYP.

MATCHLINE 104+75

BEGIN LEFT TURN LANE

R3-20L
24"X36"

W. AUER AVE

WO1-6
48" X 24"

TYPE III BARRICADE

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

WO1-6
48" X 24"

TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 374	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - STH100 TC SHEET 4

PLOT DATE : 1/29/2026 9:37 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

STH 100 (N. MAYFAIR RD)

MATCHLINE 104+75

MATCHLINE 112+25

105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00

R/L STH 100

STA 106+90
26.0' RT

25' TYP.

STA 105+44
37.3' RT

42

43

STH 100 (N. MAYFAIR RD)

25' TYP.

W04-3R

W. TOWNSEND ST

15' TYP.

STA 112+07
36.1' RT

43

WO1-6
48" X 24"

TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 375	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - STH100 TC SHEET 5

PLOT DATE : 1/29/2026 9:37 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

STH 100 (N. MAYFAIR RD)

R/L STH 100

113+00 114+00 115+00 116+00 117+00 118+00 119+00

MATCHLINE 112+25

MATCHLINE 119+75

STA 115+27
25.9' RT

15' TYP.

25' TYP.

43

STH 100 (N. MAYFAIR RD)

W. KEEFE AVE

50' TYP.

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

STA 119+00
92.1' RT

FENCE SAFETY

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 376	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - STH100 TC SHEET 6

PLOT DATE : 1/29/2026 9:38 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

CURRIE GOLF COURSE ENTRANCE

R3-2
24"X24"

POST

STH 100 (N. MAYFAIR RD)

MATCHLINE 119+75

120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00

R/L STH 100

MATCHLINE 127+25

50' TYP.

25' TYP.

STH 100 (N. MAYFAIR RD)

STA 120+17
90.4' RT

STA 120+32
108.8' RT

STA 120+45
108.3' RT

500' TYP.

STA 121+50
97.5' RT

FENCE SAFETY

STA 122+25
97.0' RT

STA 122+35
104.4' RT

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN BARRICADE

STA 123+95
106.9' RT

STA 123+42
100.6' RT

STA 124+32
98.0' RT

500' TYP.

STA 125+03
95.6' RT

500' TYP.

MENOMONEE RIVER

B-40-1029

TRAIL CLOSED
R11-2T
48"X30"
AHEAD
WO16-9P
48"X12"

TYPE III BARRICADE

R11-2T
48" X 30"
TRAIL CLOSED

TYPE III BARRICADE

R11-2B
48" X 30"
BRIDGE OUT

TYPE III BARRICADE

R11-2T
48" X 30"
TRAIL CLOSED

TYPE III BARRICADE

TRAIL CLOSED
R11-2T
48"X30"
AHEAD
WO16-9P
48"X12"

R11-2T
48" X 30"
TRAIL CLOSED

TYPE III BARRICADE

TRAIL CLOSED
R11-2T
48"X30"
AHEAD
WO16-9P
48"X12"

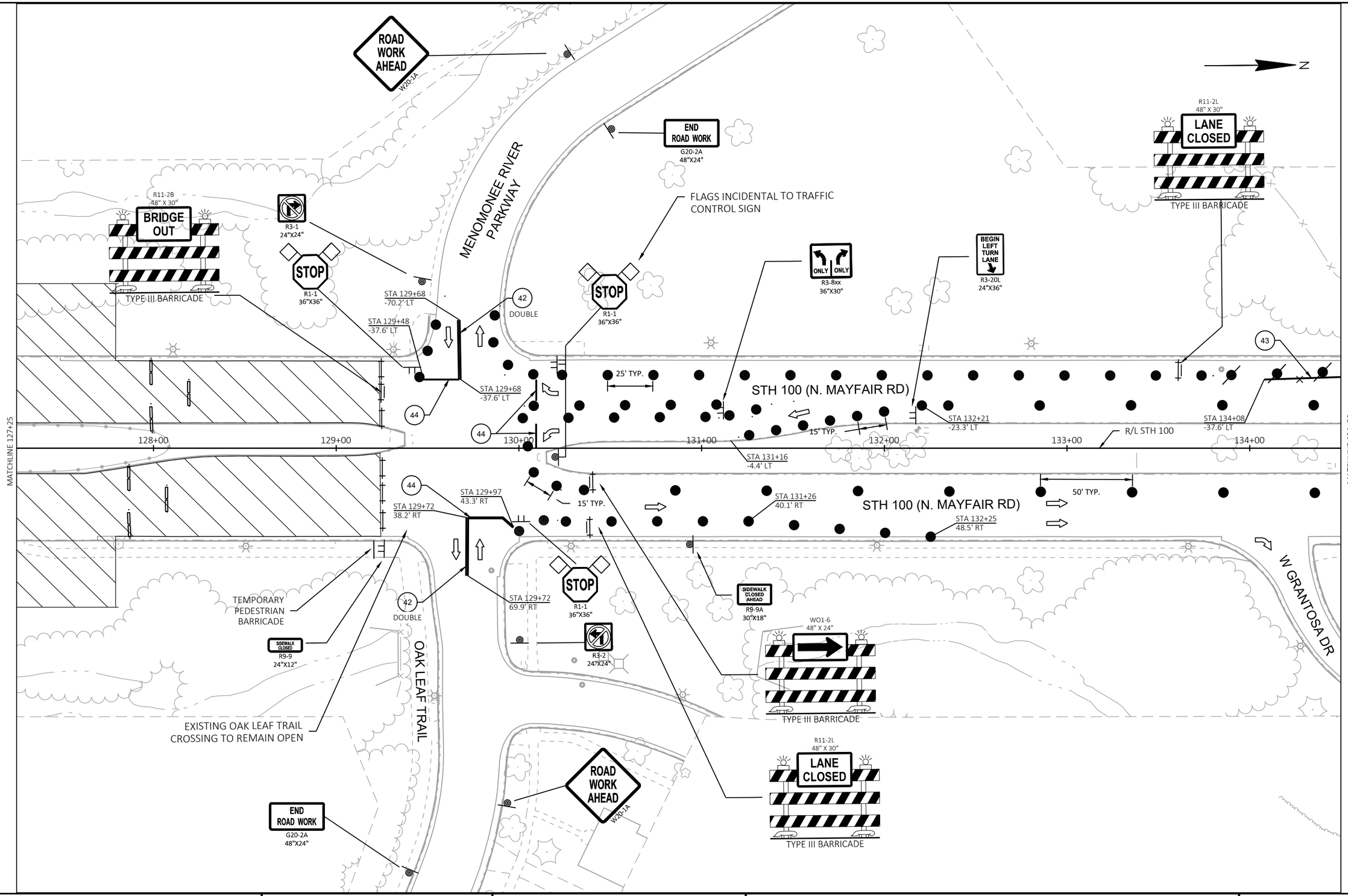
PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 377	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - STH100 TC SHEET 7

PLOT DATE : 1/29/2026 9:38 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL - STAGE 1	SHEET 378	E

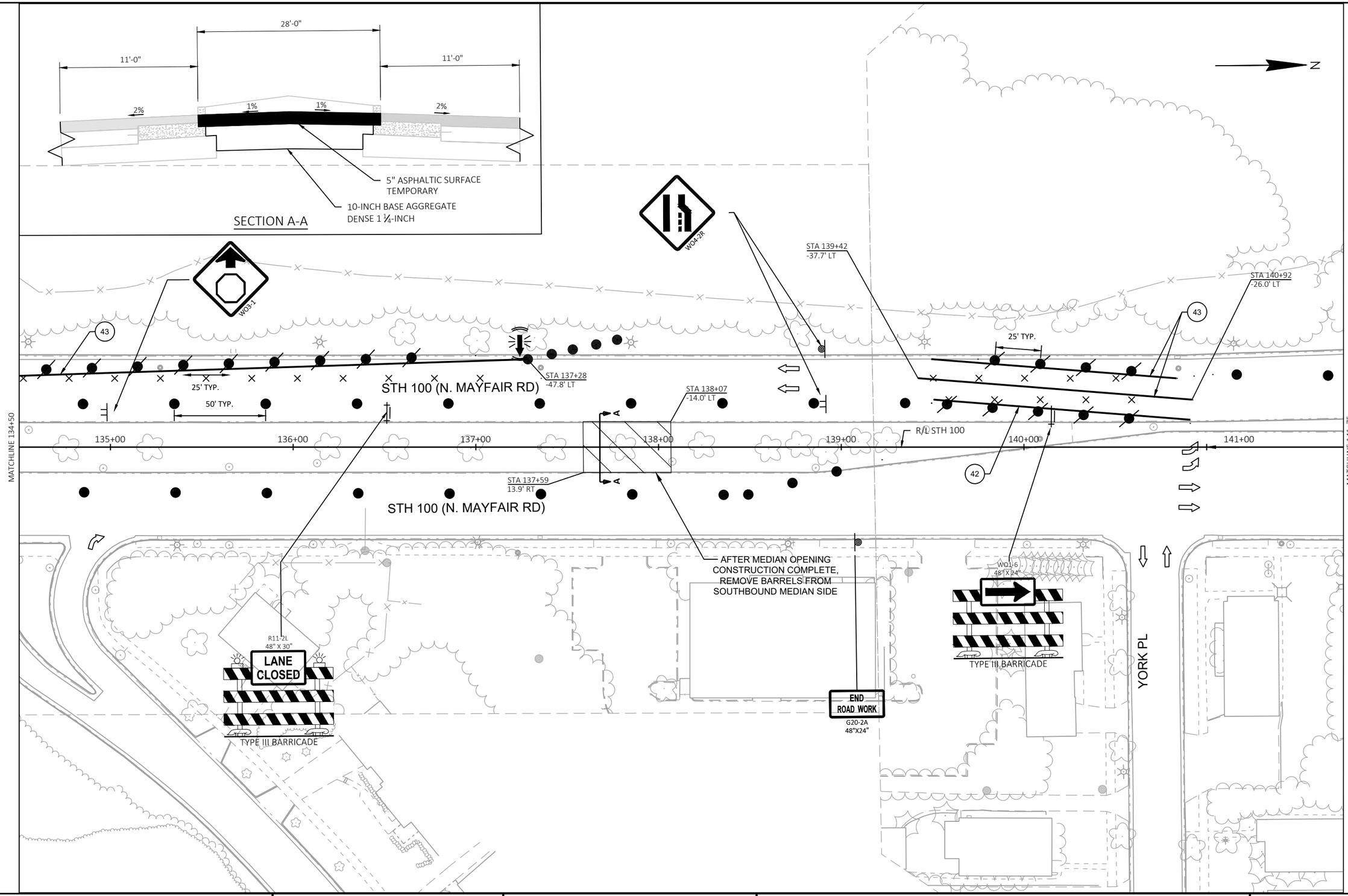
FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - STH100 TC SHEET 8

PLOT DATE : 1/29/2026 9:38 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

28'-0"
11'-0"
11'-0"
2%
1%
1%
2%
5" ASPHALTIC SURFACE
TEMPORARY
10-INCH BASE AGGREGATE
DENSE 1 ¼-INCH

SECTION A-A


N
W03-1
W04-2R
STA 139+42
-37.7' LT
STA 140+92
-26.0' LT
43
25' TYP.
50' TYP.
STA 137+28
-47.8' LT
STH 100 (N. MAYFAIR RD)
STA 138+07
-14.0' LT
R/L STH 100
135+00
136+00
137+00
138+00
139+00
140+00
141+00
42
STA 137+59
13.9' RT
STH 100 (N. MAYFAIR RD)
MATCHLINE 134+50
MATCHLINE 141+75
AFTER MEDIAN OPENING
CONSTRUCTION COMPLETE,
REMOVE BARRELS FROM
SOUTHBOUND MEDIAN SIDE
W01-6
48" X 24"
TYPE III BARRICADE
R11-2L
48" X 30"
LANE
CLOSED
TYPE III BARRICADE
END
ROAD WORK
G20-2A
48"X24"
YORK PL

2

2

43

STA 48+03
65.9' RT

48+00

R/L STH 190

49+00

R11-2B
48" X 30"

BRIDGE OUT

ROAD OPEN TO MENOMONEE RIVER PARKWAY

FIXED MESSAGE SIGN
(SEE TEMPORARY SIGNING DETAILS)

TYPE III BARRICADE

W01-4BR

15' TYP.

PST

50' TYP.

PCMS

PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 1

BRIDGE OUT
1/2 MILES AHEAD

R11-3C
60"X24"

1500'

STH 100 (N. MAYFAIR RD)

MATCHLINE 141+75

142+00

143+00

144+00

50+00

145+00

146+00

R/L STH 100

147+00

148+00

149+00

STH 100 (N. MAYFAIR RD)

STA 50+76
-1.2' LT

51+00

STH 190 (W. CAPITOL DR)

52+00

STH 190 (W. CAPITOL DR)

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 1	SHEET 380	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - STH100 TC SHEET 10

PLOT DATE : 1/29/2026 9:38 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

END ROAD WORK
G20-2A
48"X24"

37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+

MATCHLINE 44+00

R/L BURLEIGH

STA 40+63
8.6' RT

45

25'
TYP.

STA 43+07
19.5' RT

50'
TYP.

350' 350' 350'

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5A

W04-2L

PCMS
PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 1

*DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT-OF- WAY

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 1	SHEET 381	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - BURLEIGH TC SHEET 1

PLOT DATE : 1/29/2026 9:39 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

W. BURLEIGH ST

STA 45+13
-29.8' LT

STA 48+55
-26.8' LT

45

46

33'

22'

25' TYP.

50' TYP.

R/L BURLEIGH

MATCHLINE 44+00

45+00

46+00

47+00

48+00

49+00

50+00

51+00

90+00

91+00

92+00

R/L STH 100

ROAD WORK AHEAD
W20-3A

W01-4BR

350'

W. BURLEIGH ST

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

END ROAD WORK
G20-2A
48"X24"
(E)

5

5

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 1	SHEET 382	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - BURLEIGH TC SHEET 2

PLOT DATE : 1/29/2026 9:39 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

N

STH 190 (W. CAPITOL DR)

R/L STH 190

40+00 41+00 42+00 43+00 44+00 45+00 46+00 47

STH 190 (W. CAPITOL DR)

MATCH LINE 47+00

STA 44+94
57.6' RT

STA 45+44
53.6' RT

STA 46+99
55.2' RT

8:1

WO5-52R
12"X36"

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

BEGIN RIGHT TURN LANE

R3-20R
24"X36"

ROAD WORK AHEAD

W20-1A

PCMS

PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 1

DOG PARK

5

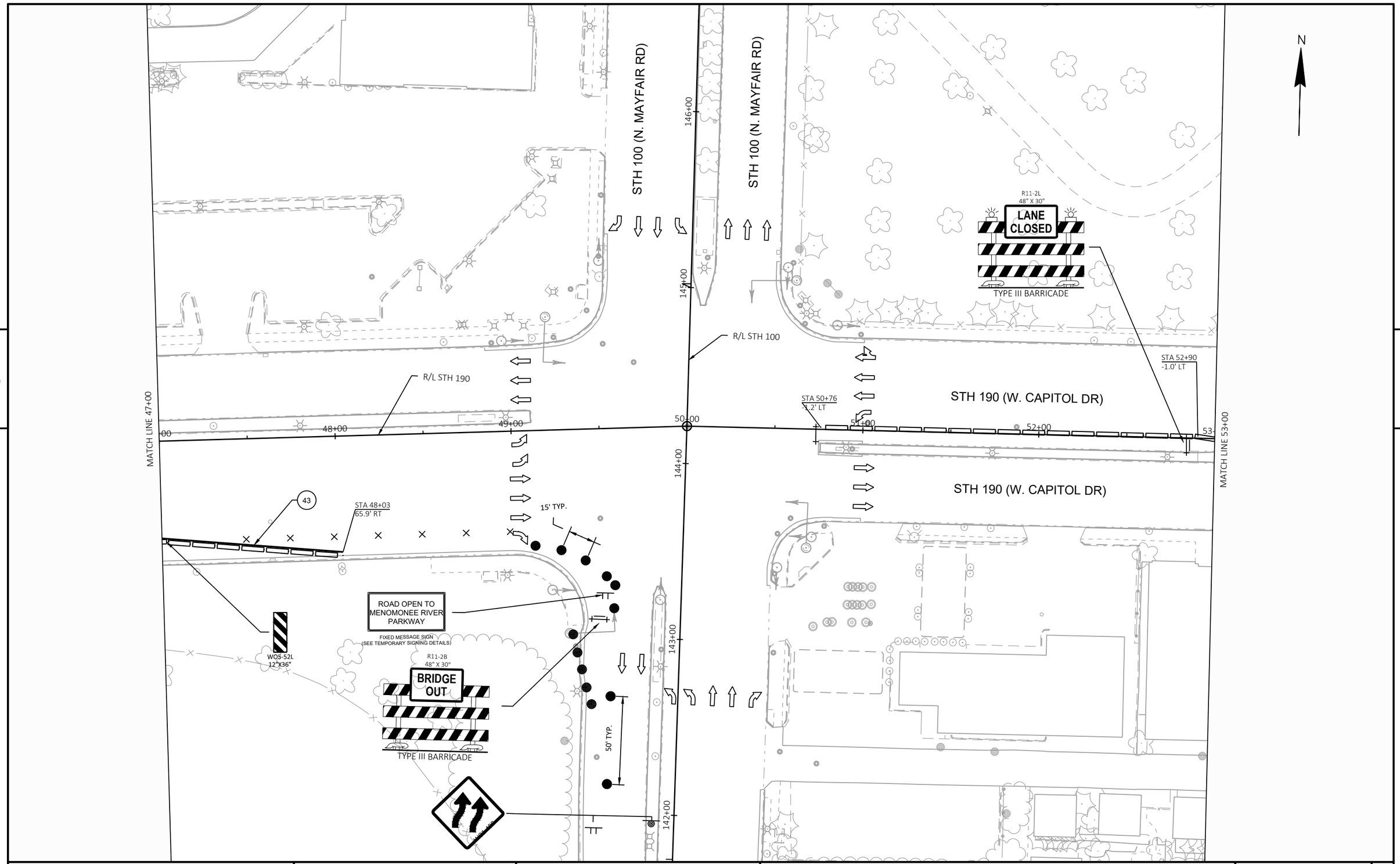
5

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 1	SHEET 383	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - CAPITOL TC SHEET 1

PLOT DATE : 1/29/2026 9:39 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 1	SHEET 384 E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - CAPITOL TC SHEET 2

PLOT DATE : 5/26/2026 8:38 AM PLOT BY : JOSHUA DEPIES PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

N

PCMS

PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 1

ROAD WORK AHEAD

W20-1A

5

5

STH 190 (W. CAPITOL DR)

STA 53+30
4.3' RT

6:1

54+00

55+00

56+00

57+00

58+00

59+00

60+00

MATCH LINE 53+00

STH 190 (W. CAPITOL DR)

POST

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 1	SHEET 385	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - CAPITOL TC SHEET 3

PLOT DATE : 1/29/2026 9:39 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

N

STH 100 (N. MAYFAIR RD)

205+00

204+00

203+00

W. HAMPTON AVE

HWY 100 SOUTH
BRIDGE OUT
AT MENOMONEE RIVER
USE ALTERNATE ROUTE

FIXED MESSAGE SIGN
(SEE TEMPORARY SIGN DETAILS)

SIGN

PROP

43+00

44+00

45+00

46+00

47+00

48+00

49+00

50+00

W. HAMPTON AVE

202+00

201+00

STH 100 (N. MAYFAIR RD)

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 1	SHEET 386	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025011_TC_S1.DWG
LAYOUT NAME - HAMPTON AVE TC SHEET 1

PLOT DATE : 1/29/2026 9:39 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

STAGE 2A

CONSTRUCTION

STH 100 - MAYFAIR ROAD (BURLEIGH STREET TO STH 190 - CAPITOL DRIVE)
- BEGIN CONSTRUCTING STH 100 - MAYFAIR ROAD LANES FROM STA 119+04 TO STA 133+76.
- BEGIN CONSTRUCTING CURB RAMPS.
- CONTINUE CONSTRUCTING STRUCTURE B-40-1029.
- CONTINUE CONSTRUCTING RETAINING WALLS R-40-729, R-40-730, R-40-731, AND R-40-732.
- BEGIN CONSTRUCTING SIGN STRUCTURES S-40-3106 AND S-40-3107.
- CONSTRUCT BASE PATCHING OF OUTSIDE LANE
- CONSTRUCT BASE PATCHING OF INSIDE LANE DURING OFF-PEAK HOURS
- CONSTRUCT TEMPORARY PAVEMENT FOR OAK LEAF TRAIL CROSSING OF STH 100

STH 100 - MAYFAIR ROAD (STH 190 - CAPITOL DRIVE TO SILVER SPRING DRIVE)
- BEGIN CONSTRUCTING CURB RAMPS.
- CONSTRUCT BASE PATCHING ON OUTSIDE LANE AND MIDDLE LANES.
- CONSTRUCT UNDERDECK PATCHING ON STRUCTURES B-40-344 AND B-40-345.

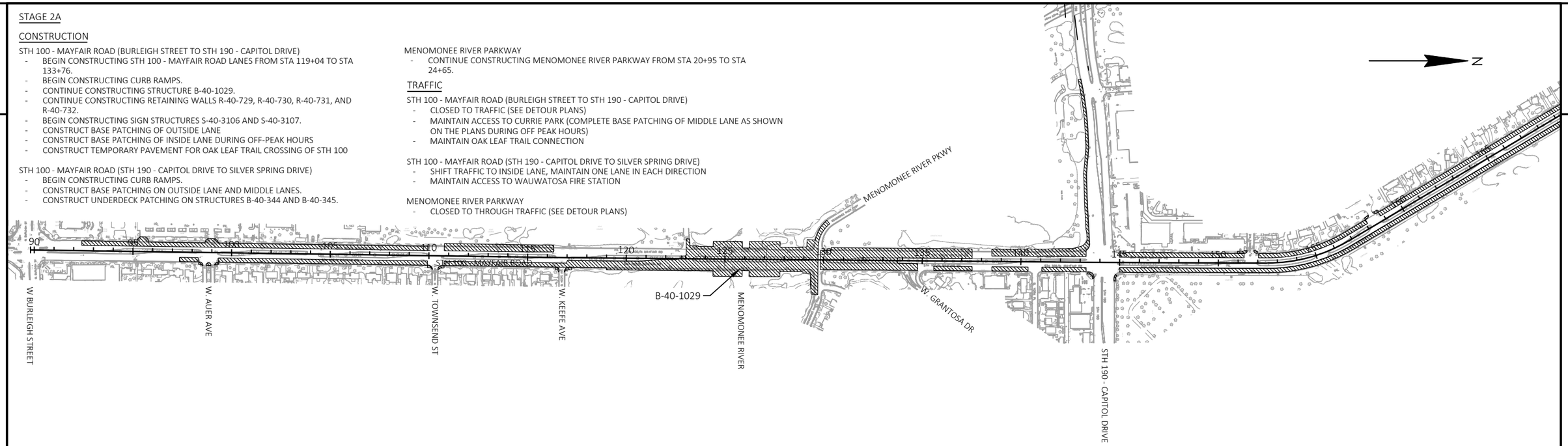
MENOMONEE RIVER PARKWAY
- CONTINUE CONSTRUCTING MENOMONEE RIVER PARKWAY FROM STA 20+95 TO STA 24+65.

TRAFFIC

STH 100 - MAYFAIR ROAD (BURLEIGH STREET TO STH 190 - CAPITOL DRIVE)
- CLOSED TO TRAFFIC (SEE DETOUR PLANS)
- MAINTAIN ACCESS TO CURRIE PARK (COMPLETE BASE PATCHING OF MIDDLE LANE AS SHOWN ON THE PLANS DURING OFF PEAK HOURS)
- MAINTAIN OAK LEAF TRAIL CONNECTION

STH 100 - MAYFAIR ROAD (STH 190 - CAPITOL DRIVE TO SILVER SPRING DRIVE)
- SHIFT TRAFFIC TO INSIDE LANE, MAINTAIN ONE LANE IN EACH DIRECTION
- MAINTAIN ACCESS TO WAUWATOSA FIRE STATION

MENOMONEE RIVER PARKWAY
- CLOSED TO THROUGH TRAFFIC (SEE DETOUR PLANS)



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC CONTROL OVERVIEW - STAGE 2A	SHEET 387	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025020_TC_S2A-OVERVIEW.DWG
LAYOUT NAME - Stage 2A
PLOT DATE : 12/2/2025 11:20 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

N

STH 100 (N. MAYFAIR RD)

5

5

644+00 645+00 646+00 647+00 R/L STH 100 648+00 649+00 650+00 651+00

MATCHLINE 651+50.00

25' TYP.

STH 100 (N. MAYFAIR RD)

STA 648+33
48.5' RT

46

PST

350' 350' 350'

ROAD WORK AHEAD
W20-1A

RIGHT LANE CLOSED AHEAD
W20-5A

W04-2R

PCMS
PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 2A
(S)

ROAD WORK NEXT 3 MILES
G20-1
60"X24"

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 388	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH 100 TC SHEET

PLOT DATE : 1/29/2026 9:43 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : ##########

N

STH 100 (N. MAYFAIR RD)

652+00 653+00 654+00 655+00 R/L STH 100 656+00 657+00 658+00

MATCHLINE 651+50.00

MATCHLINE 658+75.00

46

STA 651+53
37.2' RT

STH 100 (N. MAYFAIR RD)

50' TYP.

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

5

5

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 389	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH 100 TC SHEET0

PLOT DATE : 1/29/2026 9:43 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : ######

2

2

MATCHLINE 658+75.00

MATCHLINE 91+00

659+00

660+00

661+00

662+00

663+00

664+00

48+00

49+00

50+00

90+00

91

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

N

END ROAD WORK
G20-2A
48"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R/L BURLEIGH

STA 662+16
39.4' RT

STA 663+16
39.4' RT

50' TYP.

25' TYP.

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

W. BURLEIGH ST

51+00

52+00

360'

ROAD WORK AHEAD
W20-1A

PCMS
PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 2A

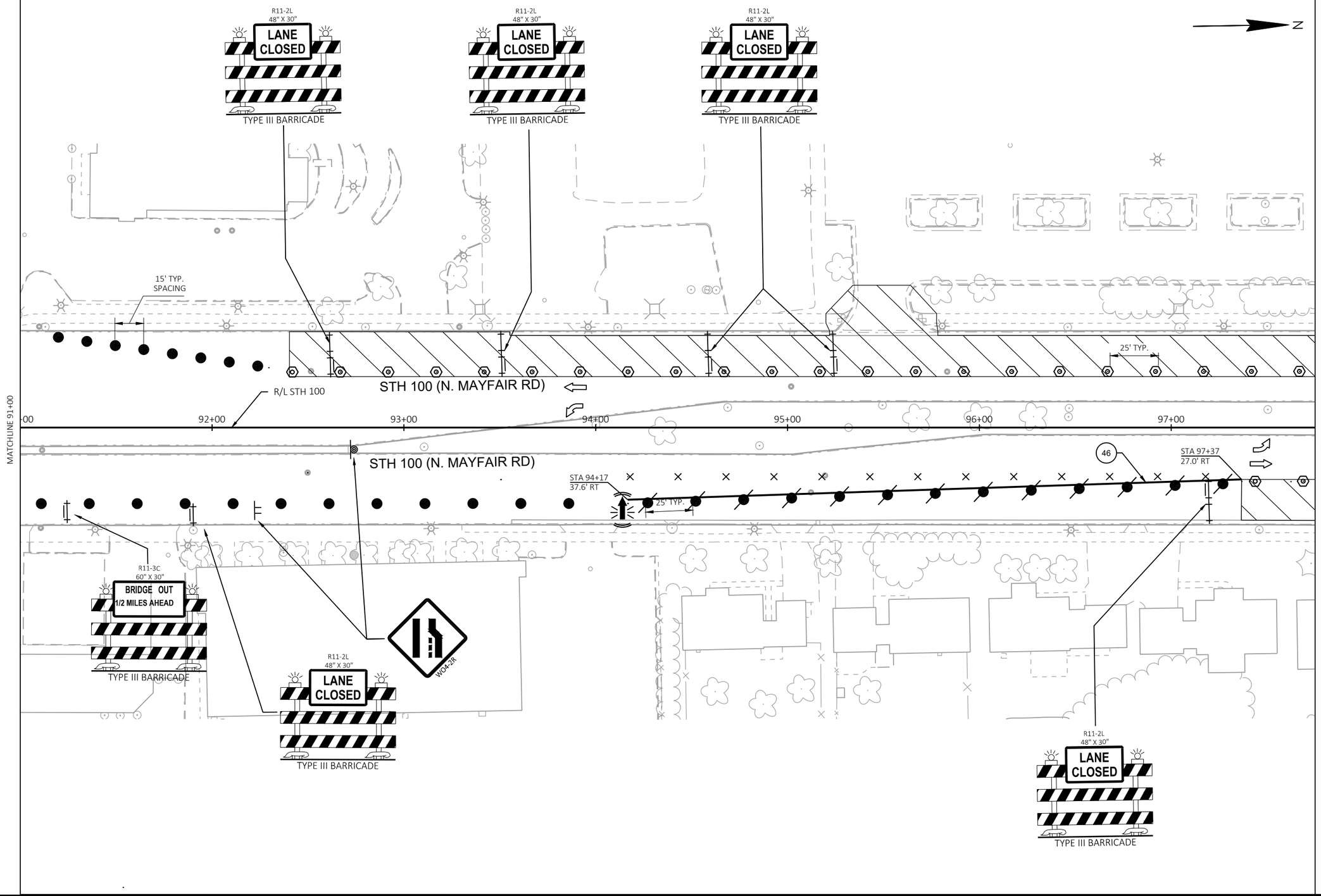
PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 390	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 1

PLOT DATE : 1/29/2026 9:43 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 391	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 2

PLOT DATE : 1/29/2026 9:43 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

MAINTAIN ACCESS TO
3289 N. MAYFAIR
ROAD AT ALL TIMES

MATCH LINE 97+75

STH 100 (N. MAYFAIR RD)

R/L STH 100

98+00 99+00 100+00 101+00 102+00 103+00 104+00

MATCH LINE 104+75

25' TYP.

STH 100 (N. MAYFAIR RD)

15' TYP.

AT 107TH STREET

ROAD WORK AHEAD
W20-1A

W. AUER AVE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 392	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 3

PLOT DATE : 1/29/2026 9:43 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

MATCH LINE 104+75

MATCH LINE 112+25

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PROVIDE AND MAINTAIN AN OVERSTEER PATH FOR FIRE ENGINE AND SEMI-TRUCK U-TURN NAVIGATION

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STH 100 (N. MAYFAIR RD)

R/L STH 100

105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00

25' TYP.

STH 100 (N. MAYFAIR RD)

15' TYP.

INTERSECTION TO REMAIN OPEN AT ALL TIMES
SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE

AT 107TH STREET

W. TOWNSEND ST

ROAD WORK AHEAD
W20-1A

WO14L

25 MPH
WO13-1
36"X36"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 393	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 4

PLOT DATE : 1/29/2026 9:43 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 112+25

MATCH LINE 119+75

STH 100 (N. MAYFAIR RD)

113+00

114+00

115+00

R/L STH 100

116+00

117+00

118+00

119+00

STA 114+18
27.1' RT

25' TYP.

STA 115+58
13.5' RT

STA 116+28
13.5' RT

STA 116+33
-15.6' LT

STA 117+31
-4.0' LT

STA 117+98
-4.2' LT

STA 118+01
-27.0' LT

STA 119+04
-13.9' LT

STA 119+17
-38.5' LT

STA 119+00
92.1' RT

45

46

15

11'

WO6-3

WO1-6
48" X 24"

TYPE III BARRICADE

TEMPORARY
PEDESTRIAN
BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

AT 107TH STREET

ROAD CLOSED AHEAD
W20-3A

FENCE SAFETY

R11-2L
48" X 30"
LANE CLOSED

R11-2
48" X 30"
ROAD CLOSED

W. KEEFE AVE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 394	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 5

PLOT DATE : 1/29/2026 9:43 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

CURRIE GOLF COURSE ENTRANCE

N

MAINTAIN TWO LANES OF TRAFFIC TO CURRIE PARK AT ALL TIMES.

DURING PAVING OPERATIONS, MAINTAIN ONE LANE OF TRAFFIC WITH FLAGGER.

SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE.

WO1-6 48" X 24"

WO1-4L

R3-2 24"X24"

TYPE III BARRICADE

45

46

DOUBLE

25' TYP.

STA 122+68 -26.6' LT

STH 100 (N. MAYFAIR RD)

MATCH LINE 119+75

120+00 121+00 122+00 123+00 124+00 125+00 126+00 R/L STH 100 127+00

MATCH LINE 127+25

STH 100 (MAYFAIR RD.)

MENOMONEE RIVER

B-40-1029

STA 120+17 90.4' RT

STA 120+32 108.8' RT

STA 120+45 108.3' RT

STA 121+50 97.5' RT

FENCE SAFETY

STA 122+25 97.0' RT

STA 122+35 104.4' RT

STA 123+42 100.6' RT

STA 123+95 106.9' RT

STA 124+32 98.0' RT

STA 125+03 95.6' RT

500' TYP.

500' TYP.

500' TYP.

TRAIL CLOSED
R11-2T
48"X30"
AHEAD
WO16-9P
48"X12"

TYPE III BARRICADE

R11-2T 48" X 30"
TRAIL CLOSED

TYPE III BARRICADE

R11-2B 48" X 30"
BRIDGE OUT

TYPE III BARRICADE

R11-2T 48" X 30"
TRAIL CLOSED

TYPE III BARRICADE

TRAIL CLOSED
R11-2T
48"X30"
AHEAD
WO16-9P
48"X12"

R11-2T 48" X 30"
TRAIL CLOSED

TYPE III BARRICADE

TRAIL CLOSED
R11-2T
48"X30"
AHEAD
WO16-9P
48"X12"

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 395	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 6

PLOT DATE : 5/26/2026 8:50 AM PLOT BY : JOSHUA DEPIES PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

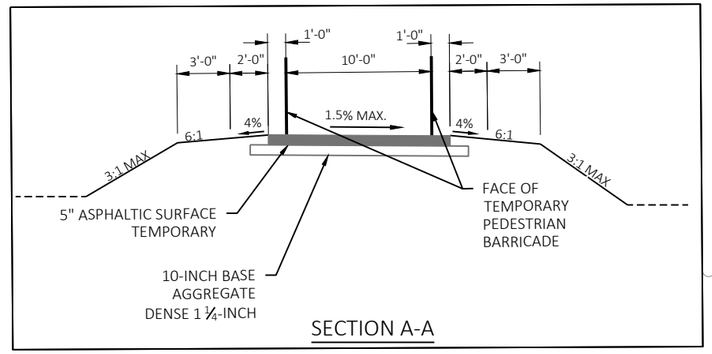
R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

MENOMONEE RIVER PARKWAY

GAP OR OFFSET BARRICADES FOR OAK LEAF TRAIL ACCESS

CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE DURING AND AFTER CONSTRUCTION OF TEMPORARY PATH. COST IS INCIDENTAL TO TEMPORARY PATH CONSTRUCTION.

CONTRACTOR TO LOCATE 20' WIDE CONSTRUCTION ACCESS ACROSS PATH. INCREASE ASPHALT DEPTH AT CONSTRUCTION ACCESS. KEEP ASPHALT PATH CLEAR OF DIRT OR ANY OTHER DEBRIS AT ALL TIMES



SECTION A-A

N

STA 134+37
-111.4' LT

STA 134+55
-102.4' LT

20'

A

A

128+00

129+00

130+00

131+00

132+00

133+00

R/L STH 100

134+00

STH 100 (MAYFAIR RD.)

STH 100 (MAYFAIR RD.)

TEMPORARY PEDESTRIAN BARRICADE

B

B

10'

MATCH LINE 127+25

MATCH LINE 134+60

OAK LEAF TRAIL

W. GRANTOSA DR

PCMS

PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 2A

ROAD CLOSED AHEAD SIGNS REQUIRED AT INTERSECTION WITH VIENNA

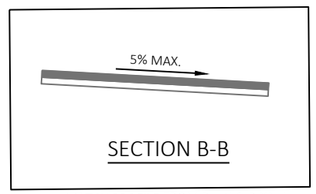
DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

TEMPORARY PEDESTRIAN SURFACE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE



SECTION B-B

NOTE: MATCH PROFILE FROM PLAN & PROFILE SHEET FOR MENOMONEE RIVER PARKWAY

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 396	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 7
PLOT DATE : 1/29/2026 9:44 AM
PLOT BY : AARON SCHMITT
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

N

R11-2B
48" X 30"
BRIDGE OUT
TYPE III BARRICADE

STA 135+55
-114.3' LT

STA 136+05
-116.0' LT

STA 136+92
-99.9' LT

STA 139+51
-82.9' LT

STA 139+80
-84.1' LT

PROVIDE AND MAINTAIN AN OVERSTEER PATH FOR FIRE ENGINE AND SEMI-TRUCK U-TURN NAVIGATION

STH 100 (N. MAYFAIR RD)

135+00 136+00 137+00 138+00 139+00 140+00 141+00

R/L STH 100

MATCH LINE 134+60

MATCHLINE 141+75

STH 100 (N. MAYFAIR RD)

15' TYP.

25' TYP.

INTERSECTION TO REMAIN OPEN AT ALL TIMES SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE

ROAD WORK AHEAD
W20-1A

500'

500'

DO NOT ENTER
R5-1
30"X30"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

MAINTAIN ACCESS TO 3800 N. MAYFAIR ROAD AT ALL TIMES

INTERSECTION TO REMAIN OPEN AT ALL TIMES SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE

W. YORK PL

500'

ROAD WORK AHEAD
W20-1A

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 397	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 8

PLOT DATE : 1/29/2026 9:44 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

EXISTING MCTS BUS STOP TO BE TEMPORARILY RELOCATED DURING CONSTRUCTION. COORDINATE WITH MCTS

STA 48+02
57.9' RT

25' TYP.

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

48+00

STH 190 (W. CAPITOL DR)

49+00

INTERSECTION TO REMAIN OPEN AT ALL TIMES
SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

MATCHLINE 141+75

142+00 143+00 144+00 145+00 146+00 147+00 148+00 149

R/L STH 100

STH 100 (N. MAYFAIR RD)

MATCHLINE 149+00

15' TYP.

STA 143+30
27.0' RT

R/L STH 190

25' TYP.

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

51+00

STH 190 (W. CAPITOL DR)

52+00

EXISTING MCTS BUS STOP TO BE TEMPORARILY RELOCATED DURING CONSTRUCTION. COORDINATE WITH MCTS

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

NOTE: BASE PATCH MIDDLE LANES AT INTERSECTION DURING OFF PEAK FULL CLOSURE

2

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 398	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 9

PLOT DATE : 1/29/2026 9:44 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK AHEAD
W20-1A

500'

R/L FIEBRANTZ

W. FIEBRANTZ AVE

18+00

END ROAD WORK
G20-2A
48"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

19+00

INTERSECTION TO REMAIN
OPEN AT ALL TIMES
SEE PLAN DETAILS FOR
CONCRETE PAVEMENT TYPE

15' TYP.

MATCHLINE 149+00

149+00

150+00

151+00

STH 100 (N. MAYFAIR RD)

152+00

153+00

R/L STH 100

154+00

155+00

156+00

MATCHLINE 156+00

STH 100 (N. MAYFAIR RD)

25' TYP.

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 399	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 10

PLOT DATE : 1/29/2026 9:44 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

MAINTAIN ACCESS TO FIRE STATION AT ALL TIMES

SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE

15' TYP.

STH 100 (N. MAYFAIR RD)

MATCH LINE 156+25

157+00 158+00 159+00 160+00 161+00 162+00 163+00

R/L STH 100

MATCHLINE 163+50

25' TYP.

STH 100 (N. MAYFAIR RD)

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

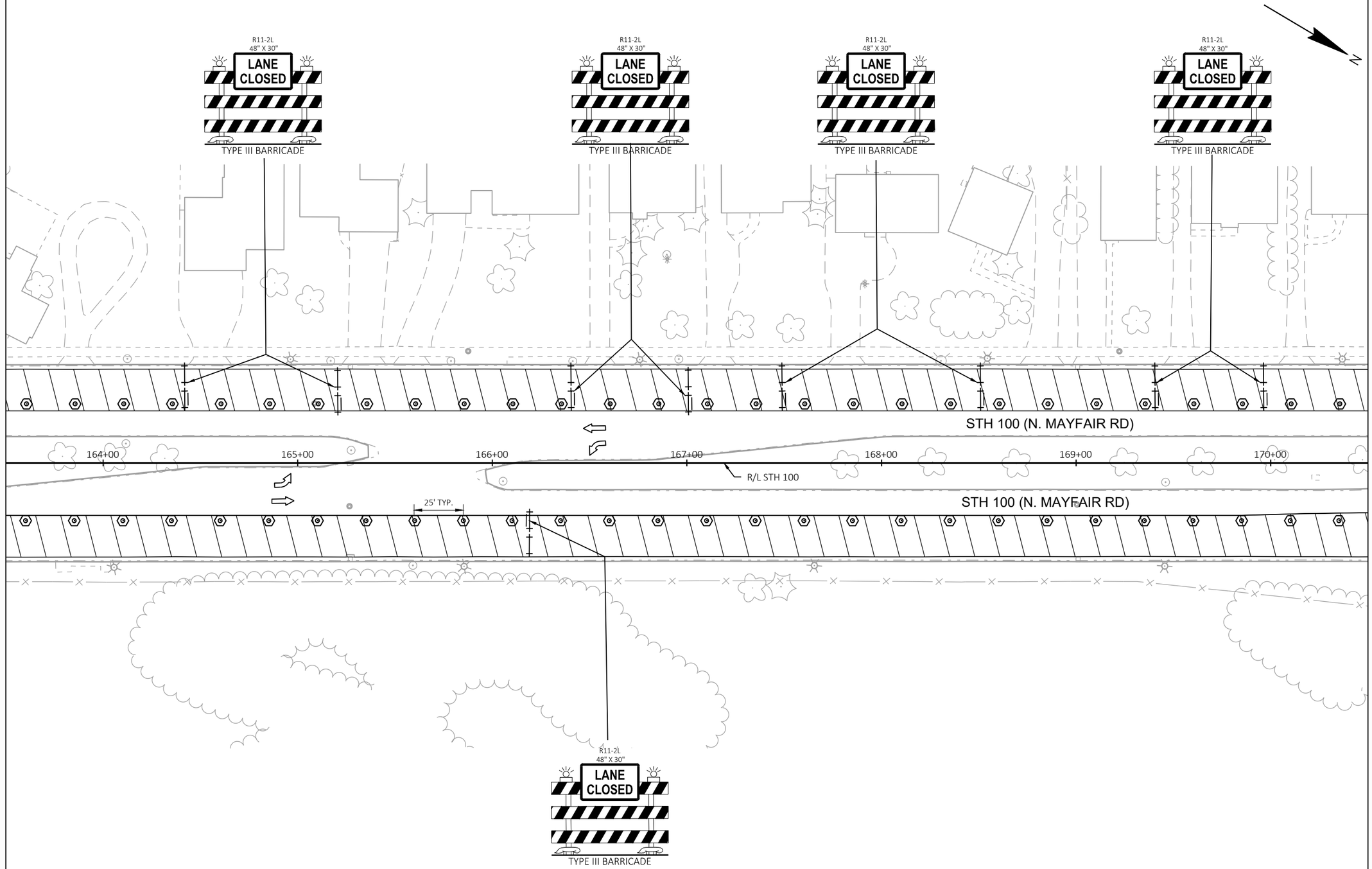
2

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 400	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 11

PLOT DATE : 1/29/2026 9:44 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



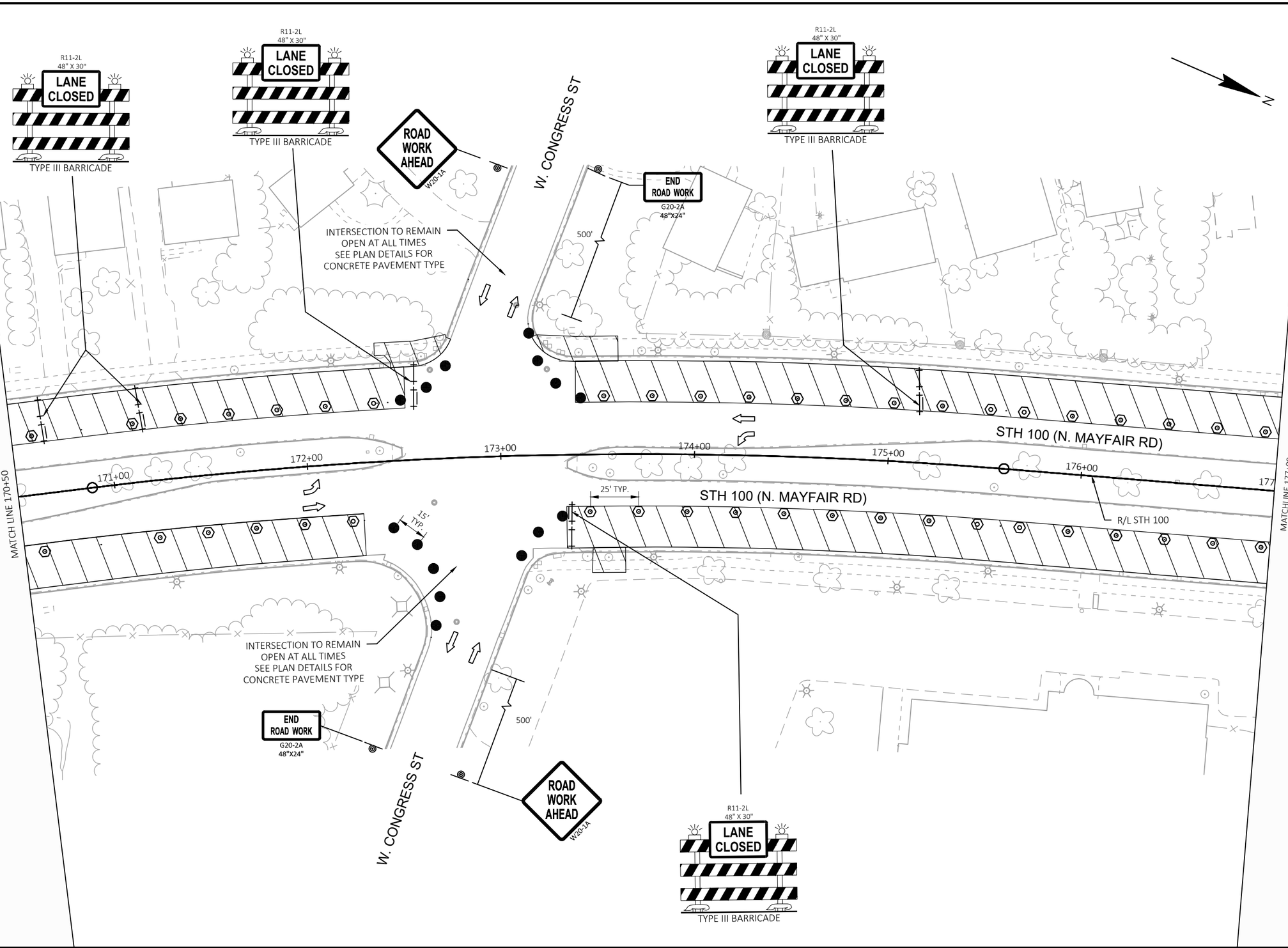
2

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 401	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 12

PLOT DATE : 1/29/2026 9:45 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 402	E

2

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

ROAD WORK AHEAD
W20-1A

GLENWAY ST

END ROAD WORK
G20-2A
48"X24"

500'

INTERSECTION TO REMAIN OPEN AT ALL TIMES
SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE

STH 100 (N. MAYFAIR RD)

R/L STH 100

178+00
179+00
180+00
181+00
182+00
183+00
184+00

MATCH LINE 177+00

MATCHLINE 184+25

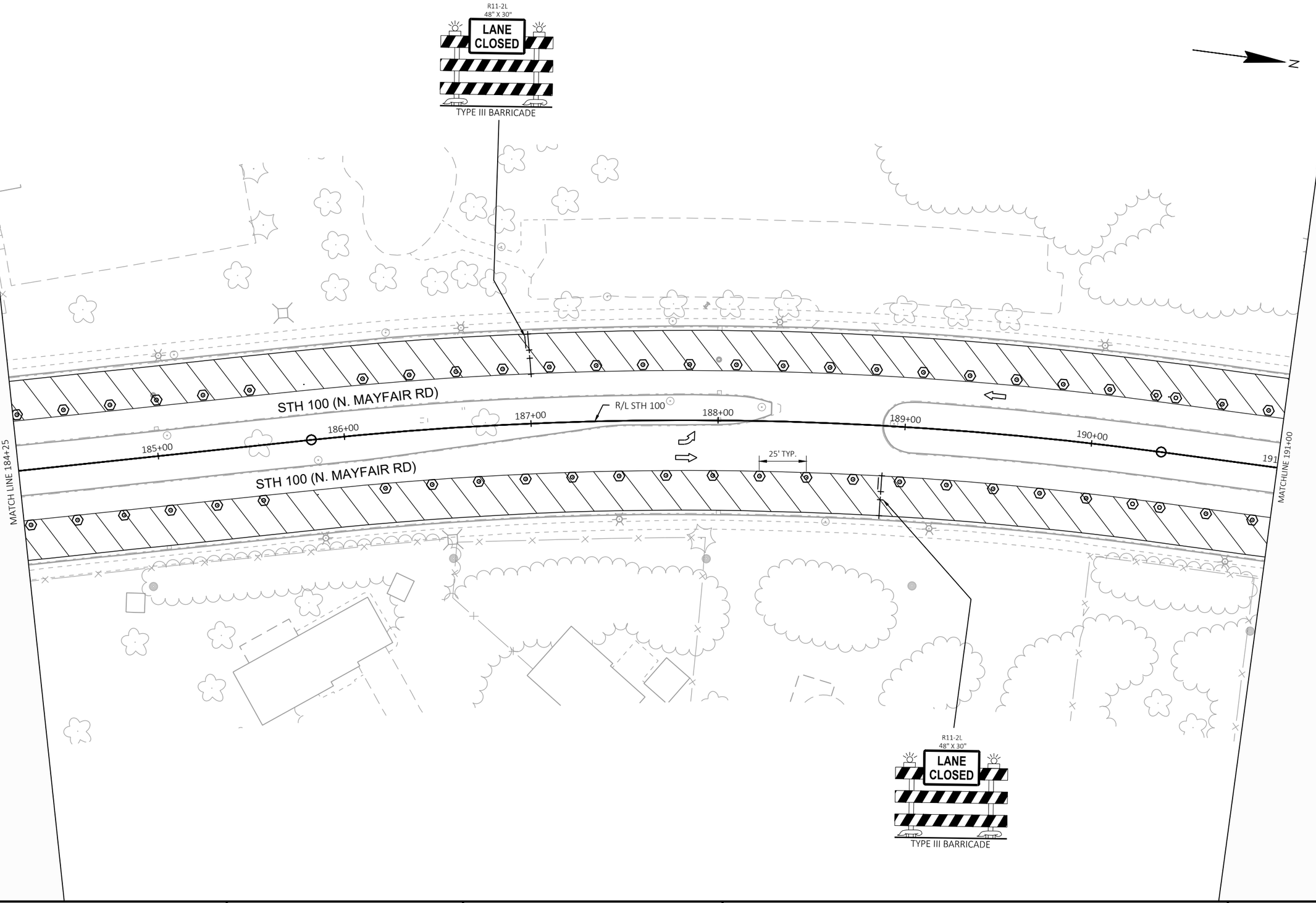
25' TYP.

15' TYP.

W. MAPLE LN

W. RUBY AVE

2



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 404	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 15

PLOT DATE : 1/29/2026 9:46 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

MATCH LINE 191+00

STH 100 (N. MAYFAIR RD)

192+00 193+00 194+00 195+00 196+00 197+00 198

R/L STH 100

STH 100 (N. MAYFAIR RD)

25' TYP.

15' TYP.

MATCHLINE 198+00

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

W. COURTLAND AVE

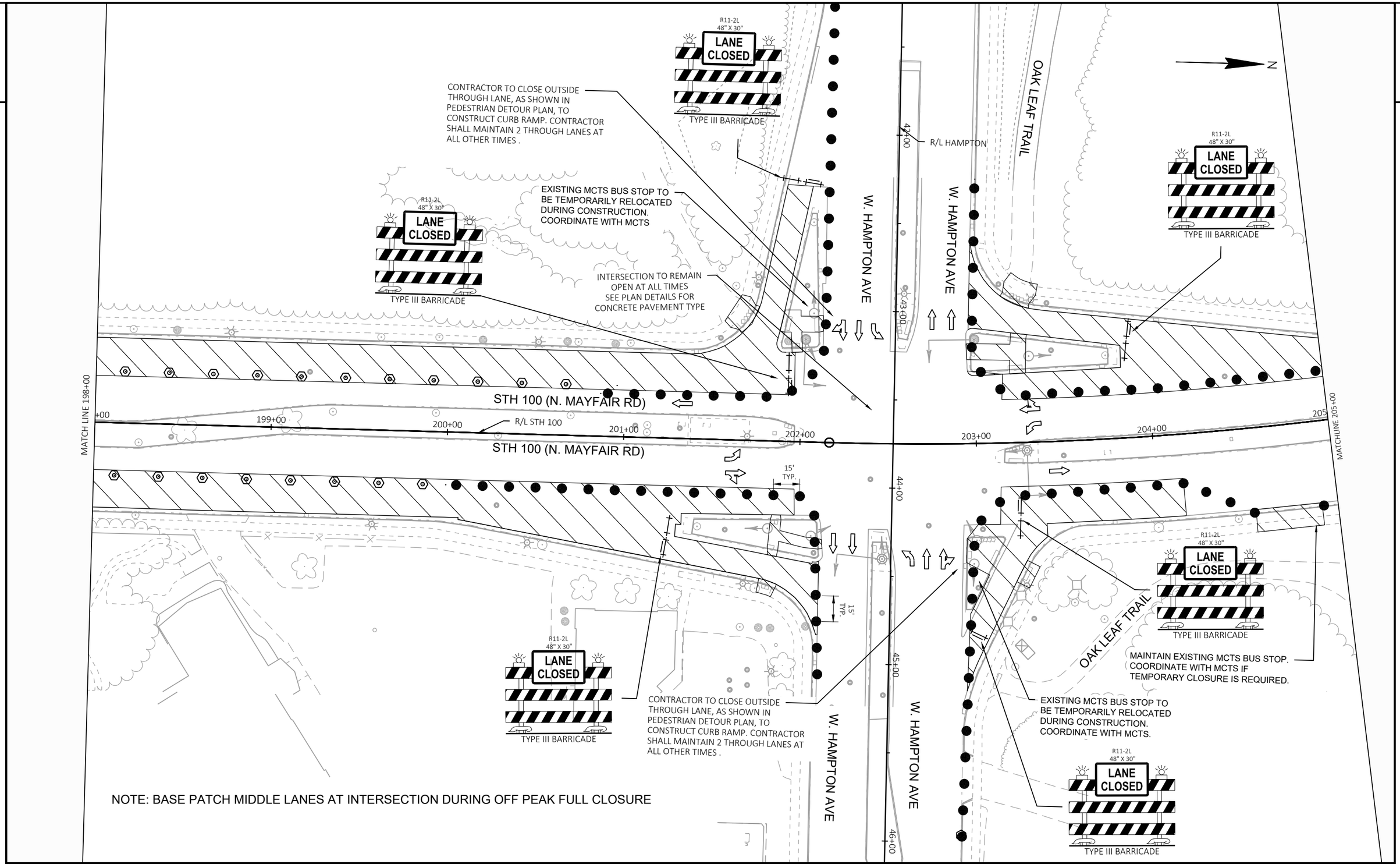
500'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 405	E

2



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 406	E

2

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

OAK LEAF TRAIL

DO NOT CLOSE SIDEWALK DURING CONSTRUCTION. PROVIDE FLAGGING OR TEMPORARY PEDESTRIAN ACCOMMODATIONS, IF NECESSARY.

HWY 100 SOUTH
BRIDGE OUT
AT MENOMONEE RIVER
ROAD CLOSED
FOLLOW DETOUR
FIXED MESSAGE SIGN
(SEE TEMPORARY SIGN DETAILS)

B-40-345

MATCH LINE 205+00

206+00

207+00

R/L STH 100

208+00

209+00

210+00

211+00

212+00

MATCHLINE 212+50

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

B-40-344

LITTLE MENOMONEE RIVER

OAK LEAF TRAIL

TEMPORARY PEDESTRIAN BARRICADE

PLACE ONLY DURING ACTIVE CONSTRUCTION ACTIVITIES UNDERNEATH B-40-344/345

SIDEWALK CLOSED
R9-9
24"X12"

CONCRETE SURFACE SEALING AND MINOR SURFACE REPAIR TO PARAPETS AND UNDERDECK. SEE STRUCTURE PLANS.

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 407	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 18

PLOT DATE : 1/29/2026 9:46 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STH 100 (N. MAYFAIR RD)

MATCHLINE 212+50

213+00 214+00 R/L STH 100 215+00 216+00 217+00 218+00 219+00

MATCHLINE 219+50

25' TYP.

STH 100 (N. MAYFAIR RD)

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 408	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 19

PLOT DATE : 1/29/2026 9:46 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

STH 100 (N. MAYFAIR RD)

220+00 221+00 222+00 223+00 224+00 225+00 226+00

R/L STH 100

25' TYP.

MATCH LINE 219+50

MATCHLINE 226+50

MAINTAIN EXISTING MCTS BUS STOP.
COORDINATE WITH MCTS IF
TEMPORARY CLOSURE IS REQUIRED.

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 409	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 20

PLOT DATE : 1/29/2026 9:47 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

STH 100 (N. MAYFAIR RD)

227+00 228+00 R/L STH 100 229+00 230+00 231+00 232+00 233+00

MATCH LINE 226+50

MATCHLINE 233+50

25' TYP.

STH 100 (N. MAYFAIR RD)

MAINTAIN EXISTING
MCTS BUS STOP.
COORDINATE WITH
MCTS IF TEMPORARY
CLOSURE IS REQUIRED.

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 410	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 21

PLOT DATE : 1/29/2026 9:47 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STH 100 (N. MAYFAIR RD)

MATCH LINE 233+50

234+00 235+00 236+00 237+00 R/L STH 100 238+00 239+00 240+00

MATCHLINE 240+50

STH 100 (N. MAYFAIR RD)

25' TYP.

MAINTAIN EXISTING
MCTS BUS STOP.
COORDINATE WITH
MCTS IF TEMPORARY
CLOSURE IS REQUIRED.

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 411	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 22

PLOT DATE : 1/29/2026 9:47 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STH 100 (N. MAYFAIR RD)

MATCH LINE 240+50

241+00

R/L STH 100

242+00

243+00

244+00

245+00

246+00

247+00

MATCHLINE 247+75

STH 100 (N. MAYFAIR RD)

MAINTAIN EXISTING MCTS BUS STOP.
COORDINATE WITH MCTS IF
TEMPORARY CLOSURE IS REQUIRED.

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

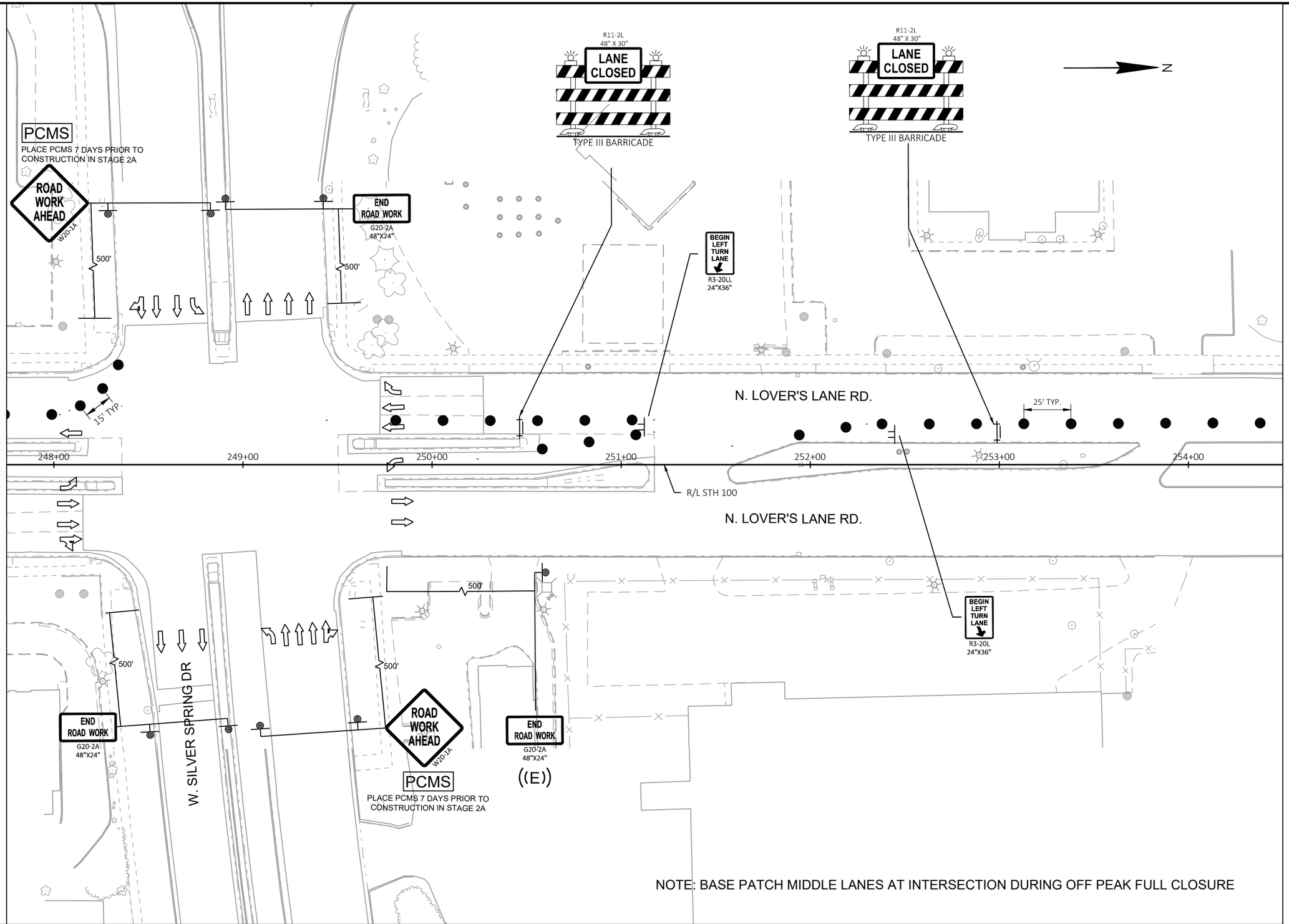
PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 412	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 23

PLOT DATE : 1/29/2026 9:47 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 413	E

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

WO1-6
48" X 24"
TYPE III BARRICADE

N

PCMS
PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 2A

WO1-4R

ROAD WORK AHEAD
W20-1A

350'

350'

N. LOVER'S LANE RD.

25' TYP.

MATCHLINE 254+50

255+00

256+00

257+00

258+00

259+00

260+00

261+00

STA 257+99
0.3' RT

45

STA 259+24
34.2' RT

PST

N. LOVER'S LANE RD.

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 414	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - STH100 TC SHEET 25

PLOT DATE : 1/29/2026 9:48 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

R/L BURLEIGH

44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00

W. BURLEIGH ST

92+00 91+00 90+00

R11-3B
60" X 30"
BRIDGE OUT
1/2 Miles Ahead
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R/L STH 100

664+00 663+00

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

ROAD WORK AHEAD
W20-1A

PCMS
PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 2A

*DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT-OF-WAY

END ROAD WORK
G20-2A
48"X24"

STA 663+16
39.4' RT

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

2

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 415	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - BURLEIGH TC SHEET

PLOT DATE : 1/29/2026 9:48 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

STH 190 (W. CAPITOL DR)

32+00 33+00 34+00 35+00 36+00 37+00 38+00 39

R/L STH 190

MATCHLINE 39+00

STH 190 (W. CAPITOL DR)

46

STA 37+41
43.9' RT

STA 38+65
35.9' RT

25' TYP.

350' 350' 350'

ROAD WORK AHEAD
W20-1A

RIGHT LANE CLOSED AHEAD
W20-5A

W04-2R

PCMS

PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 2A

2

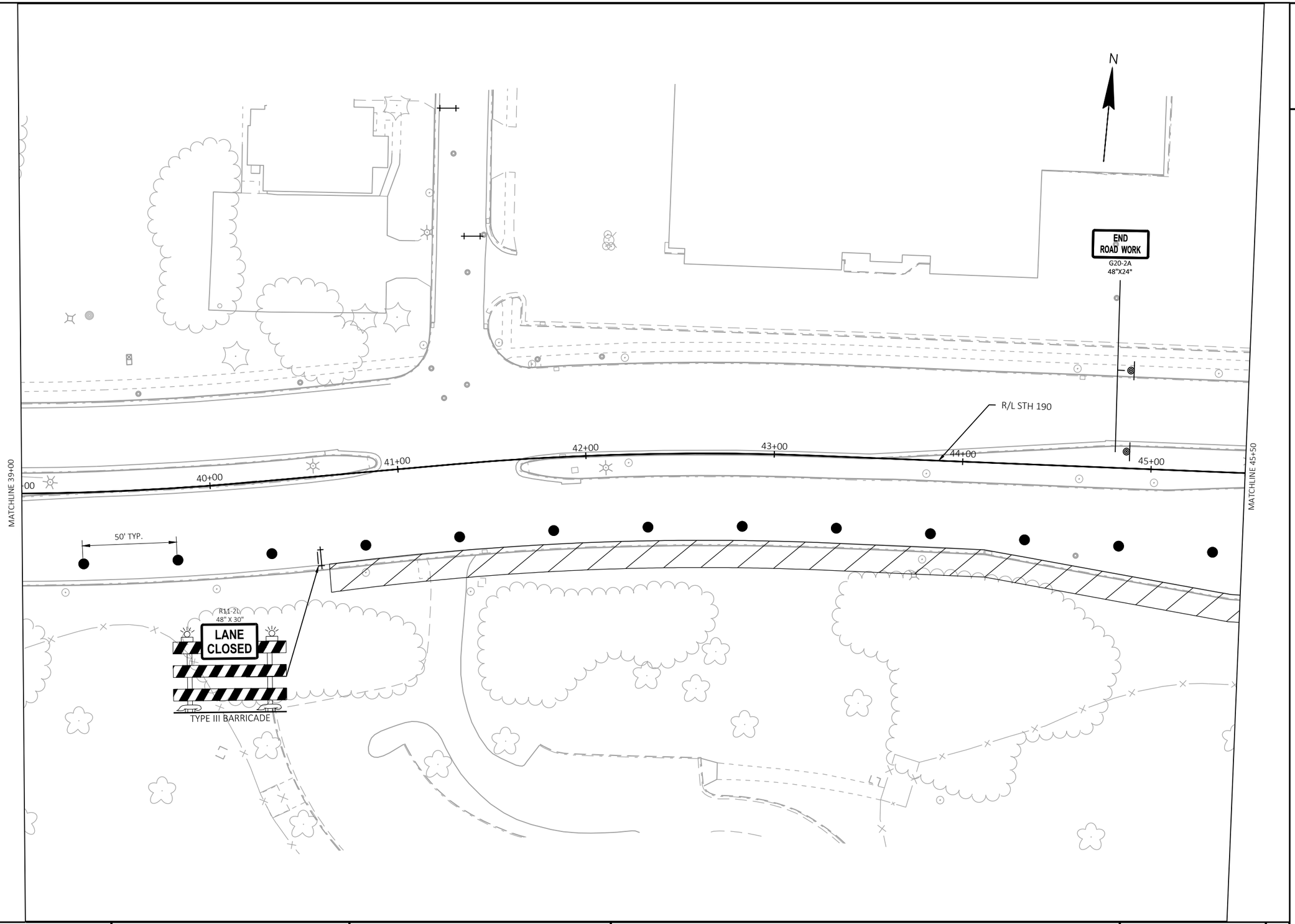
PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 416	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - CAPITOL DRIVE TC SHEET 1

PLOT DATE : 1/29/2026 9:48 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 417	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - CAPITOL DRIVE TC SHEET 2

PLOT DATE : 1/29/2026 9:49 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R/L STH 100

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

EXISTING MCTS BUS STOP TO BE TEMPORARILY RELOCATED DURING CONSTRUCTION. COORDINATE WITH MCTS

BEGIN LEFT TURN LANE
R3-20LL
24"X36"

INTERSECTION TO REMAIN OPEN AT ALL TIMES
SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE

STH 190 (W. CAPITOL DR)

STH 190 (W. CAPITOL DR)

STH 190 (W. CAPITOL DR)

STH 190 (W. CAPITOL DR)

MATCHLINE 45+50

MATCHLINE 52+50

46+00
47+00
48+00
49+00
50+00
51+00
52+00

146+00
145+00
144+00
143+00
142+00

R/L STH 190

STA 46+03
44.5' RT

STA 47+03
47.0' RT

STA 48+02
57.9' RT

25' TYP.

15' TYP.

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

EXISTING MCTS BUS STOP TO BE TEMPORARILY RELOCATED DURING CONSTRUCTION. COORDINATE WITH MCTS

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

NOTE: BASE PATCH MIDDLE LANES AT INTERSECTION DURING OFF PEAK FULL CLOSURE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 418	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - CAPITOL DRIVE TC SHEET 3

PLOT DATE : 1/29/2026 9:49 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

PCMS

PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 2A

W04-2R

350'

RIGHT LANE CLOSED AHEAD

W20-5A

350'

ROAD WORK AHEAD

W20-1A

STA 53+86
-46.0' LT

STH 190 (W. CAPITOL DR)

R/L STH 190

25' TYP.

MATCHLINE 52+50

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+0

STH 190 (W. CAPITOL DR)

BEGIN LEFT TURN LANE

R3-20LL
24"X36"

END ROAD WORK

G20-2A
48"X24"

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 419	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - CAPITOL DRIVE TC SHEET 4

PLOT DATE : 1/29/2026 9:49 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

TEMPORARY PEDESTRIAN BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

PLACE ONLY DURING ACTIVE CONSTRUCTION ACTIVITIES UNDERNEATH B-40-344/345

W. HAMPTON AVE

R/L HAMPTON

34+00 35+00 36+00 37+00 38+00 39+00 40+00

MATCHLINE 40+50

W. HAMPTON AVE

25'

25' TYP.

1600' 1000' 700'

ROAD WORK AHEAD W20-1A

RIGHT SHOULDER CLOSED AHEAD W21-5B

RIGHT SHOULDER CLOSED W21-5A

PCMS

PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 2A

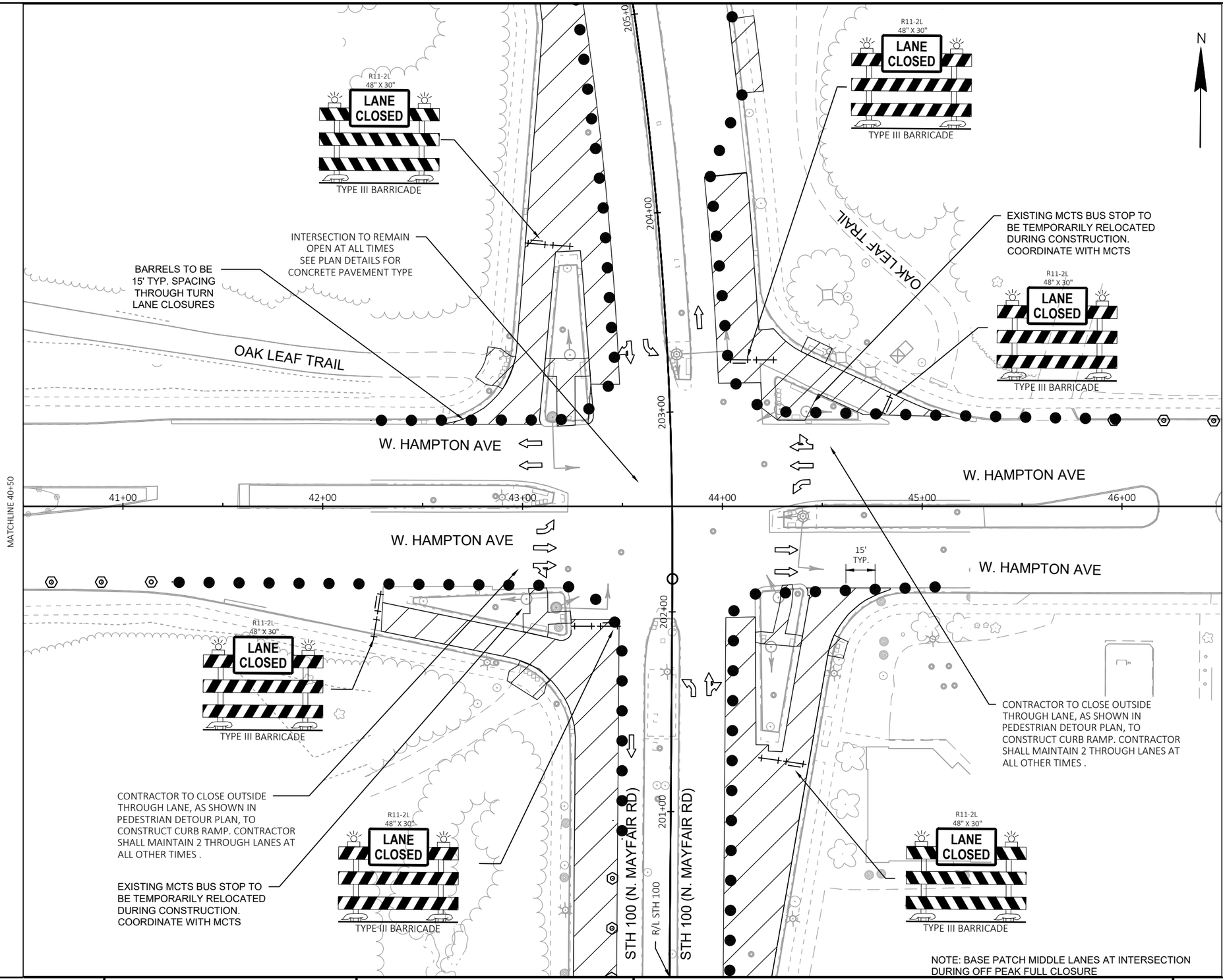
2

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 420	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - HAMPTON AVE TC SHEET 1

PLOT DATE : 1/29/2026 9:49 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 421	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - HAMPTON AVE TC SHEET 2

PLOT DATE : 1/29/2026 9:50 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

PCMS

PLACE PCMS 7 DAYS PRIOR TO CONSTRUCTION IN STAGE 2A

N

RIGHT SHOULDER CLOSED W21-5A

RIGHT SHOULDER CLOSED AHEAD W21-5B

ROAD WORK AHEAD W20-1A

700'

1000'

1600'

HWY 100 SOUTH
BRIDGE OUT
AT MENOMONEE RIVER
USE ALTERNATE ROUTE

FIXED MESSAGE SIGN
(SEE TEMPORARY SIGN DETAILS)

25' TYP.

W. HAMPTON AVE

MATCHLINE 46+50

47+00 48+00 49+00 50+00 51+00 52+00 53+00

R/L HAMPTON

W. HAMPTON AVE

2

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2A	SHEET 422	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025021_TC_S2A.DWG
LAYOUT NAME - HAMPTON AVE TC SHEET 3

PLOT DATE : 1/29/2026 9:50 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

STAGE 2B

CONSTRUCTION

STH 100 - MAYFAIR ROAD (BURLEIGH STREET TO STH 190 - CAPITOL DRIVE)
- FINISH CONSTRUCTING STH 100 - MAYFAIR ROAD LANES FROM STA 119+04 TO STA 133+76.
- FINISH CONSTRUCTING CURB RAMPS.
- FINISH CONSTRUCTING STRUCTURE B-40-1029.
- FINISH CONSTRUCTING RETAINING WALLS R-40-729, R-40-730, R-40-731, AND R-40-732.
- FINISH CONSTRUCTING SIGN STRUCTURES S-40-3106 AND S-40-3107.
- FINISH CONSTRUCTING BASE PATCHING OF OUTSIDE LANE
- FINISH CONSTRUCTING BASE PATCHING OF INSIDE LANE DURING OFF-PEAK HOURS
- FINISH CONSTRUCTING TEMPORARY PAVEMENT CONNECTION TO CURRIE PARK
- FINISH CONSTRUCTING TEMPORARY PAVEMENT FOR OAK LEAF TRAIL CROSSING OF STH 100

STH 100 - MAYFAIR ROAD (STH 190 - CAPITOL DRIVE TO SILVER SPRING DRIVE)
- FINISH CONSTRUCTING CURB RAMPS.
- CONSTRUCT BASE PATCHING ON INSIDE LANE.

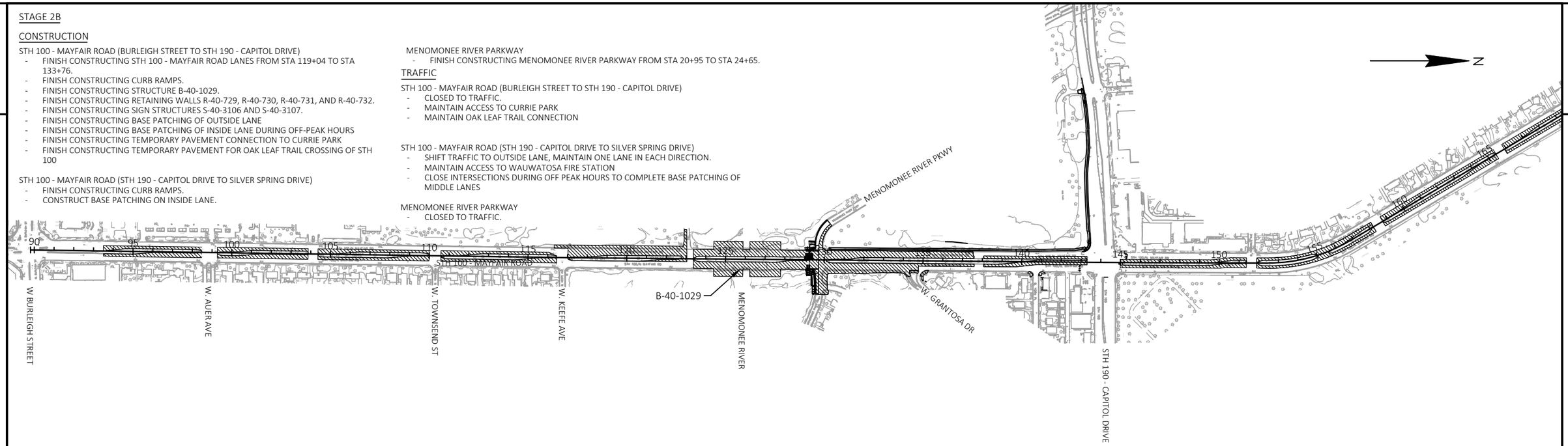
MENOMONEE RIVER PARKWAY
- FINISH CONSTRUCTING MENOMONEE RIVER PARKWAY FROM STA 20+95 TO STA 24+65.

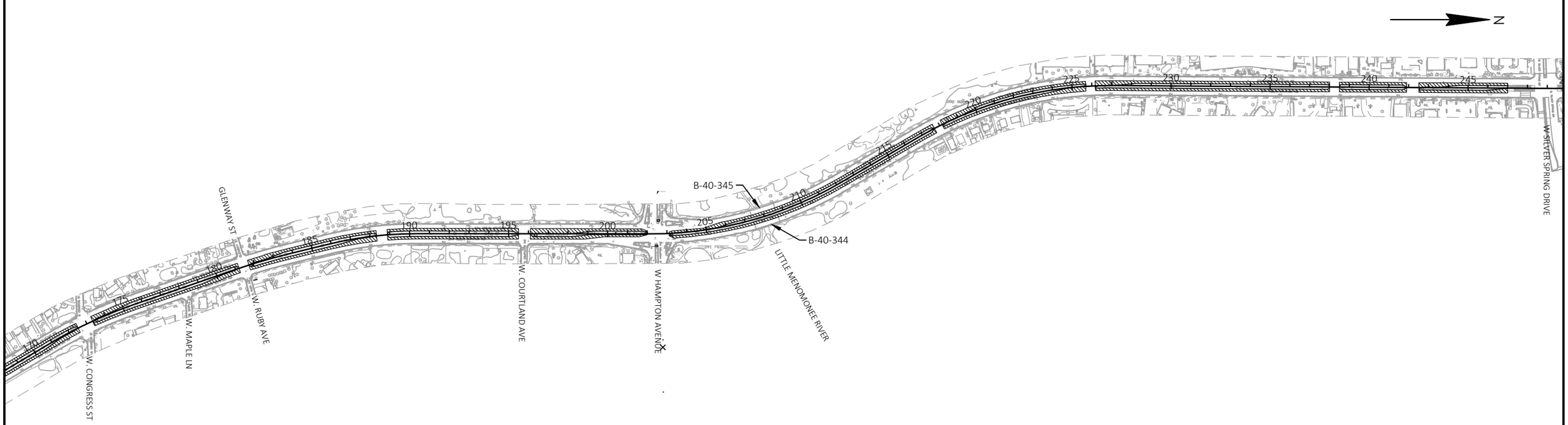
TRAFFIC

STH 100 - MAYFAIR ROAD (BURLEIGH STREET TO STH 190 - CAPITOL DRIVE)
- CLOSED TO TRAFFIC.
- MAINTAIN ACCESS TO CURRIE PARK
- MAINTAIN OAK LEAF TRAIL CONNECTION

STH 100 - MAYFAIR ROAD (STH 190 - CAPITOL DRIVE TO SILVER SPRING DRIVE)
- SHIFT TRAFFIC TO OUTSIDE LANE, MAINTAIN ONE LANE IN EACH DIRECTION.
- MAINTAIN ACCESS TO WAUWATOSA FIRE STATION
- CLOSE INTERSECTIONS DURING OFF PEAK HOURS TO COMPLETE BASE PATCHING OF MIDDLE LANES

MENOMONEE RIVER PARKWAY
- CLOSED TO TRAFFIC.





PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC CONTROL OVERVIEW - STAGE 2B	SHEET 423	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025025_TC_S2B-OVERVIEW.DWG
LAYOUT NAME - Stage 2B

PLOT DATE : 12/2/2025 11:27 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

2

N

SIGN

SIGN

SIGN

SIGN

STH 100 (N. MAYFAIR RD)

644+00

645+00

646+00

647+00

R/L STH 100

648+00

649+00

650+00

651+00

MATCHLINE 651+35

STH 100 (N. MAYFAIR RD)

PST

STA 648+33
48.3' RT

46

25' TYP.

350'

350'

350'

ROAD WORK AHEAD
W20-1A

RIGHT LANE CLOSED AHEAD
W20-5A

W04-2R

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 424	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET

PLOT DATE : 12/4/2025 4:37 PM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

W01-4BR

STH 100 (N. MAYFAIR RD)

MATCHLINE 651+35

652+00 653+00 654+00 655+00 656+00 657+00 658+00

MATCHLINE 658+75

46

45

STA 651+53
37.2' RT

50' TYP.

STA 653+23
26.3' RT

11'

11'

STA 654+73
37.2' RT

25' TYP.

STH 100 (N. MAYFAIR RD)

46

W01-4BR

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
24"X36"

BEGIN LEFT TURN LANE
R3-20LL
24"X36"

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 425	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 0

PLOT DATE : 12/4/2025 4:38 PM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

END ROAD WORK
G20-2A
48"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STH 100 (N. MAYFAIR RD)

R/L BURLEIGH

MATCHLINE 658+75.00

659+00 660+00 661+00 662+00 663+00 664+00

25' TYP.

STA 663+97
23.6' RT

48+00 49+00 50+00 90+00

STA 90+63
27.9' RT

MATCHLINE 91+00

STH 100 (N. MAYFAIR RD)

51+00 52+00

500'

W. BURLEIGH ST

ROAD WORK AHEAD
W20-1A

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 426	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 1

PLOT DATE : 12/2/2025 11:27 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

STH 100 (N. MAYFAIR RD)

25' TYP.

MATCHLINE 91+00

92+00

93+00

94+00

R/L STH 100

95+00

96+00

97+00

MATCH LINE 97+75

46

25' TYP.

STA 93+44
29.7' RT

STA 96+70
37.0' RT

STH 100 (N. MAYFAIR RD)

W04-2L

BRIDGE OUT
0.5 MILES AHEAD
R11-3C

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 427	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 2

PLOT DATE : 12/4/2025 4:40 PM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

WO1-6
48" X 24"
TYPE III BARRICADE

WO1-6
48" X 24"
TYPE III BARRICADE

N

MAINTAIN ACCESS TO
3289 N. MAYFAIR
ROAD AT ALL TIMES

STH 100 (N. MAYFAIR RD)

25' TYP.

15' TYP.

MATCH LINE 97+75

98+00 99+00 100+00 101+00 102+00 103+00 104+00

R/L STH 100

MATCH LINE 104+75

STH 100 (N. MAYFAIR RD)

AT 107TH STREET

W. AUER AVE

ROAD
WORK
AHEAD
W20-1A

WO1-6
48" X 24"
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 428	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 3

PLOT DATE : 12/2/2025 11:27 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

WO1-6
48" X 24"
TYPE III BARRICADE

15' TAPER

25' TYP.

STH 100 (N. MAYFAIR RD)

MATCH LINE 104+75

105+00 106+00 107+00 108+00 R/L STH 100 109+00 110+00 111+00 112+00

MATCH LINE 112+25

STH 100 (N. MAYFAIR RD)

W. TOWNSEND ST

AT 107TH STREET

ROAD WORK AHEAD
W20-1A

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 429	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 4

PLOT DATE : 12/2/2025 11:28 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

GOLF COURSE

GOLF COURSE

STA 115+65
-48.1' LT

STA 116+37
-29.5' LT

STH 100 (N. MAYFAIR RD)

STA 115+58
-34.6' LT

STA 116+30
-16.0' LT

STA 117+01
6.1' RT

STA 117+74
25.2' RT

STA 116+89
16.7' RT

STA 117+62
35.7' RT

STA 117+56
36.7' RT

46

45

45

15'

50' TYP.

25' TYP.

113+00

114+00

115+00

116+00

117+00

118+00

119+00

R/L STH 100

STH 100 (N. MAYFAIR RD)

MATCH LINE 112+25

MATCH LINE 119+75

WO1-4R

15 MPH

WO13-1
36"X36"

DOUBLE

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

WO6-3

AT 107TH STREET

ROAD CLOSED AHEAD
W20-3A

STA 119+00
92.1' RT

FENCE SAFETY

W. KEEFE AVE

R11-2
48" X 30"

ROAD CLOSED

TYPE III BARRICADE

NOTE: BASE PATCH WITHIN CROSS OVER DURING OFF PEAK FULL CLOSURE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 430	E

2

2

CURRIE GOLF COURSE ENTRANCE

N

MAINTAIN TWO LANES OF TRAFFIC TO CURRIE PARK AT ALL TIMES.

DURING PAVING OPERATIONS, MAINTAIN ONE LANE OF TRAFFIC WITH FLAGGER.

SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE

MATCH LINE 119+75

STH 100 (N. MAYFAIR RD)

120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00

R/L STH 100

MATCH LINE 127+25

50' TYP.

25' TYP.

46

45

DOUBLE

STH 100 (N. MAYFAIR RD)

STA 120+17
90.4' RT

STA 120+32
108.8' RT

STA 120+45
108.3' RT

STA 121+50
97.5' RT

STA 122+25
97.0' RT

STA 122+35
104.4' RT

STA 123+05
35.8' RT

STA 123+42
100.6' RT

STA 123+95
106.9' RT

STA 124+32
98.0' RT

STA 125+03
95.6' RT

500' TYP.

500' TYP.

500' TYP.

FENCE SAFETY

SIDEWALK CLOSED
R9-9
24"X12"
TEMPORARY PEDESTRIAN BARRICADE

MENOMONEE RIVER

B-40-1029

R11-2T
48" X 30"
TRAIL CLOSED
R11-2T
48"X30"
AHEAD
WO16-9P
48"X12"

TYPE III BARRICADE

R11-2B
48" X 30"
BRIDGE OUT

TYPE III BARRICADE

R11-2T
48" X 30"
TRAIL CLOSED

TYPE III BARRICADE

R11-2T
48" X 30"
TRAIL CLOSED
R11-2T
48"X30"
AHEAD
WO16-9P
48"X12"

R11-2T
48" X 30"
TRAIL CLOSED

TYPE III BARRICADE

R11-2T
48" X 30"
TRAIL CLOSED
R11-2T
48"X30"
AHEAD
WO16-9P
48"X12"

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 431	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 6

PLOT DATE : 5/26/2026 8:51 AM PLOT BY : JOSHUA DEPIES PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

GAP OR OFFSET BARRICADES FOR OAK LEAF TRAIL ACCESS

MENOMONEE RIVER PARKWAY

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

N

COMPLETE NEW OAK LEAF TRAIL CROSSING PRIOR TO CLOSING TEMPORARY CROSSING CONSTRUCTED IN PREVIOUS STAGE

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN BARRICADE

10'

MAINTAIN TEMPORARY PATH ON WB MENOMONEE RIVER PARKWAY UNTIL EB MENOMONEE RIVER PARKWAY IS CONSTRUCTED AND PERMANENT CROSSING IS OPEN

CONSTRUCT TEMPORARY CONNECTION TO NEW SIDEWALK CREATED IN PREVIOUS STAGE. MAINTAIN TEMPORARY CONNECTION UNTIL SIDEWALK ON NB STH 100 IS COMPLETED AND OPEN

CONSTRUCT SIDEWALK ON WEST SIDE OF STH 100 PRIOR TO PAVING MAINLINE AND DETOURING BICYCLISTS AND PEDESTRIANS

STA 134+37
-111.4' LT

CONSTRUCT TEMPORARY CROSSING TO DETOUR OAK LEAF TRAIL USERS VIA VIENNA AVE. DURING PAVING OPERATIONS

MATCH LINE 127+25

TEMPORARY PEDESTRIAN BARRICADE

STH 100 (N. MAYFAIR RD)

128+00 129+00 130+00 131+00 132+00 133+00 134+00

R/L STH 100

20'

10'

CONSTRUCTION ACCESS

MATCH LINE 134+50

STH 100 (N. MAYFAIR RD)

OAK LEAF TRAIL

TEMPORARY PEDESTRIAN BARRICADE

UTILIZE PEDESTRIAN DETOUR PLAN VIA WOODWARD AVE/GRANTOSA DRIVE WHEN PAVING STH 100 MAINLINE AT MENOMONEE RIVER PARKWAY INTERSECTION

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

CONSTRUCT ALL CURB RAMPS AT GRANTOSA DRIVE PRIOR TO PAVING MAINLINE AND DETOURING BICYCLISTS AND PEDESTRIANS

W. GRANTOSA DR

GAP OR OFFSET BARRICADES WHEN OAK LEAF TRAIL DETOUR IN PLACE VIA WOODWARD AVE/GRANTOSA DRIVE

ROAD CLOSED AHEAD SIGNS REQUIRED AT INTERSECTION WITH VIENNA

TEMPORARY PEDESTRIAN BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 432	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 7

PLOT DATE : 12/2/2025 11:28 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

R11-2B
48" X 30"
BRIDGE OUT
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STA 134+55
-102.4' LT

STA 135+55
-114.3' LT

STA 136+05
-116.0' LT

STA 136+92
-99.9' LT

PROVIDE AND MAINTAIN AN OVERSTEER PATH FOR FIRE ENGINE AND SEMI-TRUCK U-TURN NAVIGATION

STA 139+51
-82.9' LT

STA 139+80
-84.1' LT

STH 100+16.05
30.51' LT

15' TYP.

25' TYP.

STH 100 (N. MAYFAIR RD)

MATCH LINE 134+50

135+00

R/L STH 100

136+00

137+00

138+00

139+00

140+00

141+00

STA 141+00
24.8' RT

MATCHLINE 141+75

11'

11'

13'

STA 138+92
35.0' RT

STA 138+93
46.0' RT

STH 100 (N. MAYFAIR RD)

STA 140+99
35.8' RT

46

50

49

R11-2L
48" X 30"
LANE CLOSED

STA 137+77
34.8' RT

CONSTRUCT CURB RAMPS IN WEEKEND CLOSURE

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN BARRICADE

500'

ROAD WORK AHEAD
W20-1A

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN BARRICADE

TYPE III BARRICADE

DO NOT ENTER
R5-1
30"X30"

MAINTAIN ACCESS TO 3800 N MAYFAIR ROAD AT ALL TIMES

CONSTRUCT CURB RAMPS IN STAGES. MAINTAIN ACCESS TO YORK PL.

500'

ROAD WORK AHEAD
W20-1A

W. YORK PL

NOTE: BASE PATCH INSIDE LANES AT MEDIAN OPENING DURING OFF PEAK FULL CLOSURE

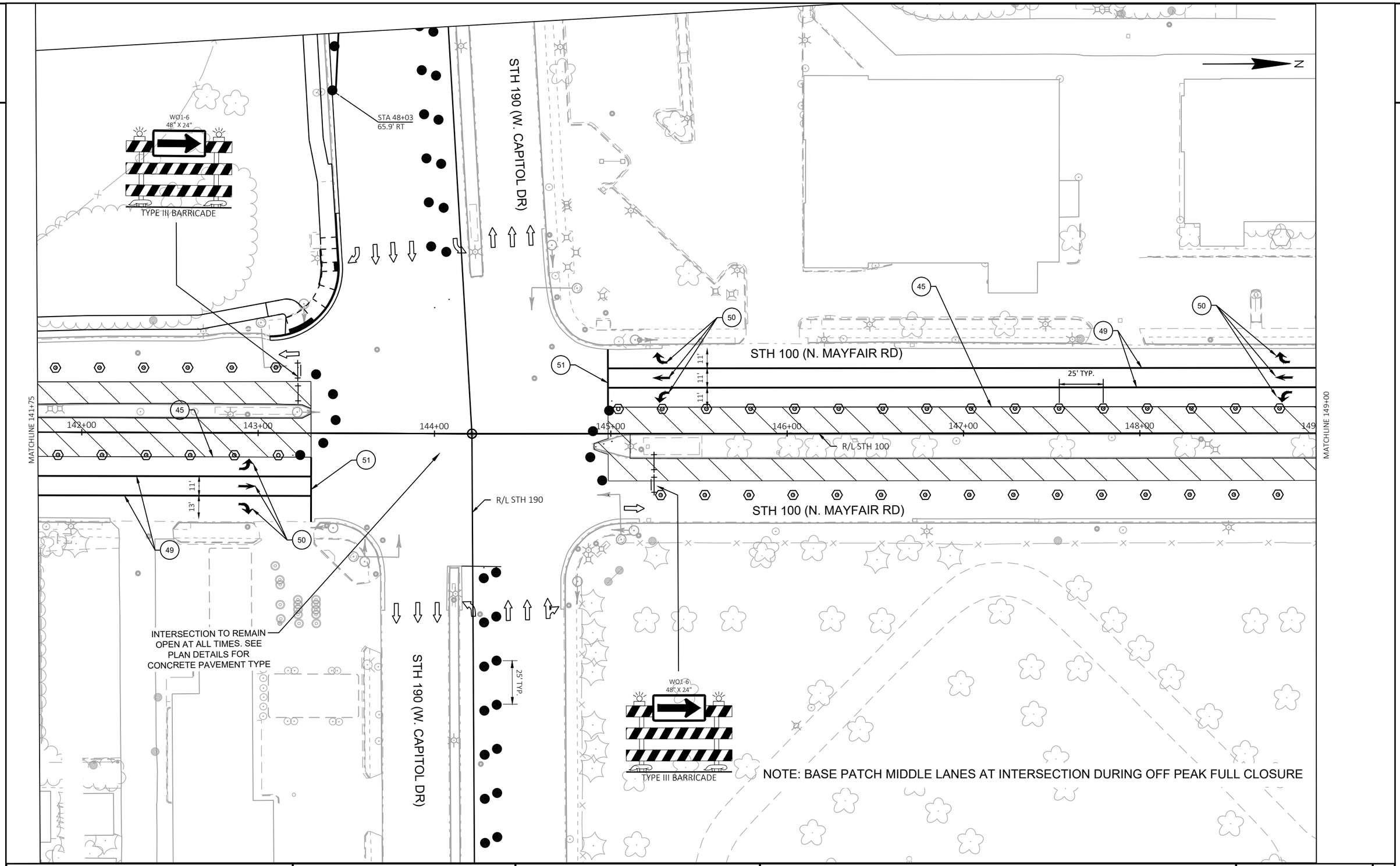
PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 433	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 8

PLOT DATE : 12/2/2025 11:28 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 434	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 9
PLOT DATE : 12/2/2025 11:29 AM
PLOT BY : AARON SCHMITT
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 156+25

ROAD WORK AHEAD
W20-1A

500'

W. FIEBRANTZ AVE

END ROAD WORK
G20-2A
48"X24"

WO1-6
48" X 24"
TYPE III BARRICADE

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

49

STA 149+60
-26.0' LT

MATCHLINE 149+00

149+00

150+00

151+00

STA 150+32
34.9' RT

STA 151+37
34.9' RT

49

CEMETERY

15' TYP.

25' TYP.

152+00

153+00

R/L STH 100

154+00

155+00

156+00

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

WO1-6
48" X 24"
TYPE III BARRICADE

WO1-6
48" X 24"
TYPE III BARRICADE

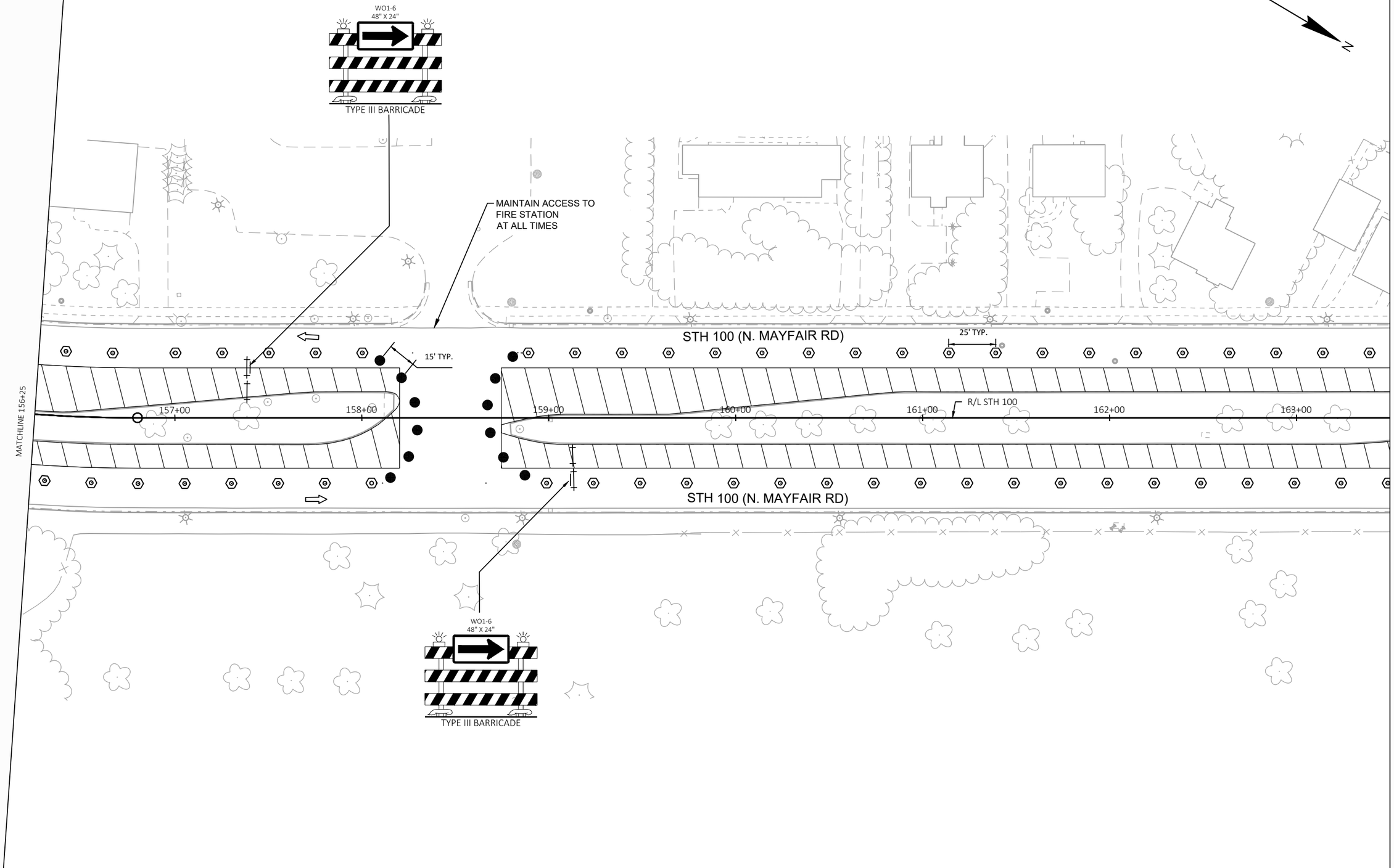
PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 435	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 10

PLOT DATE : 12/2/2025 11:29 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



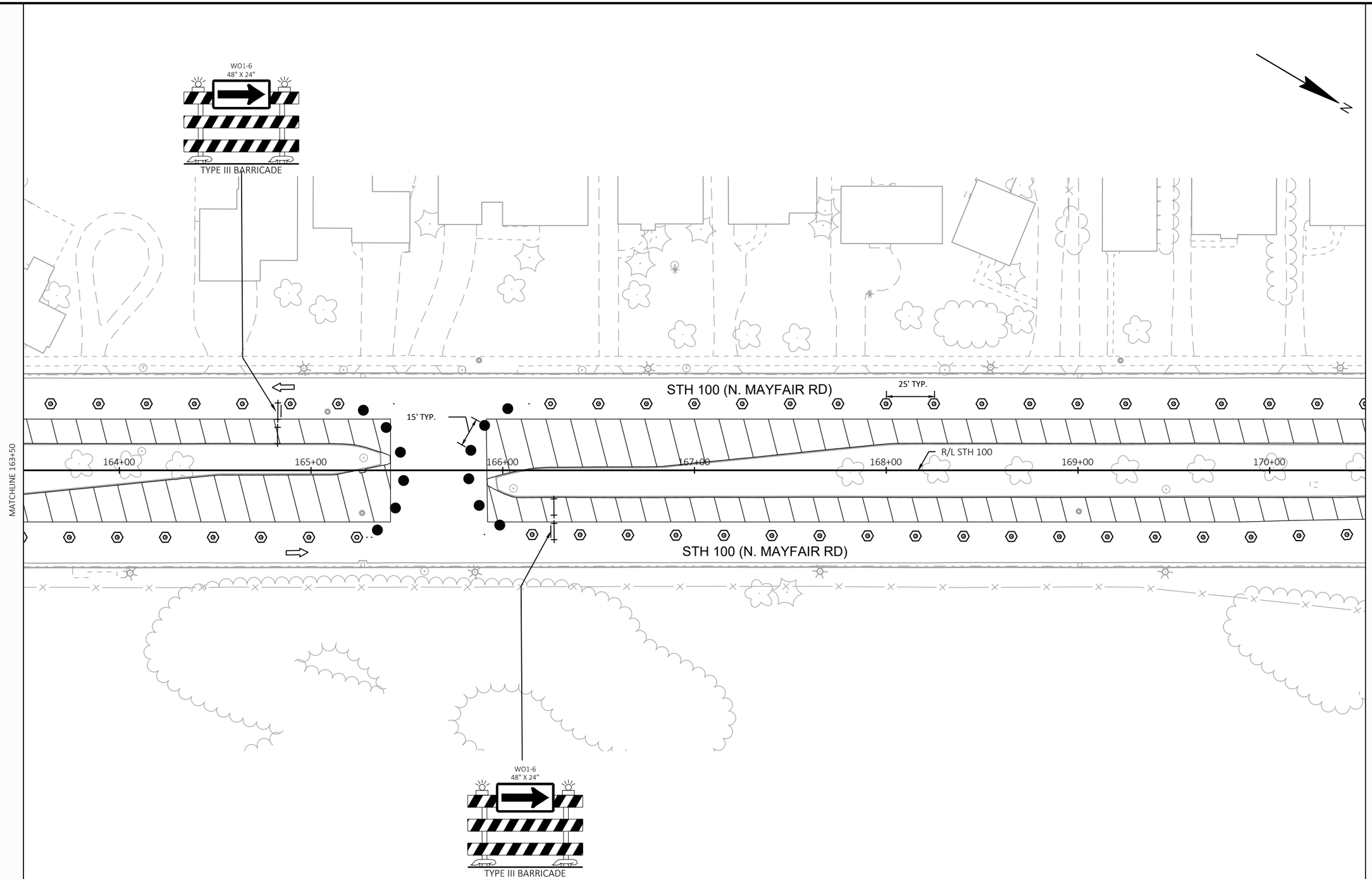
2

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 436	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 11

PLOT DATE : 12/2/2025 11:29 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



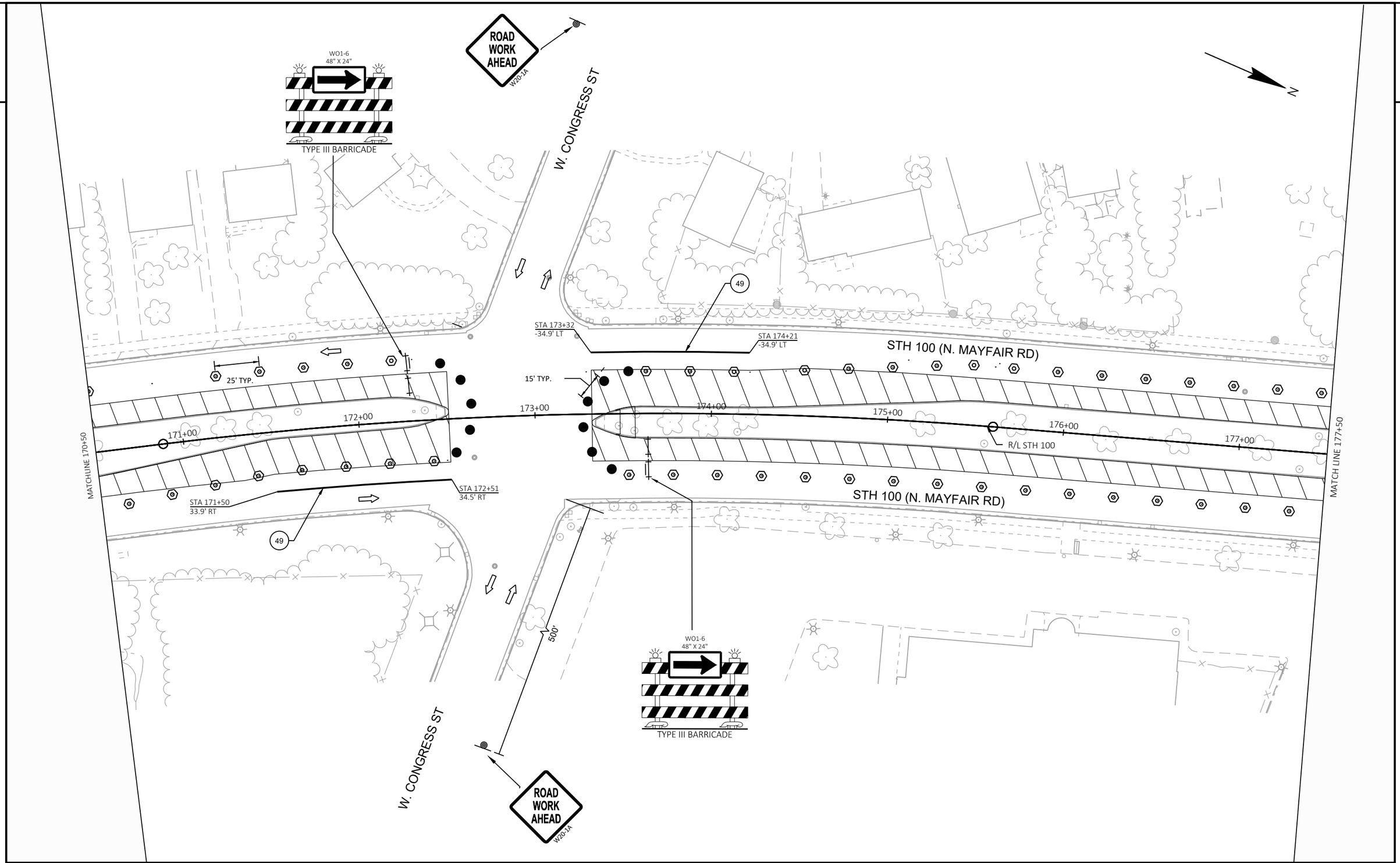
PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 437	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 12

PLOT DATE : 12/2/2025 11:29 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 438	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 13
PLOT DATE : 12/2/2025 11:29 AM
PLOT BY : AARON SCHMITT
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

WO1-6
48" X 24"
TYPE III BARRICADE

ROAD WORK AHEAD
W20-1A

GLENWAY ST

STH 100 (N. MAYFAIR RD)

MATCHLINE 177+50

178+00 179+00 180+00 181+00

R/L STH 100

182+00 183+00 184+00

MATCH LINE 184+25

STA 181+71
-34.8' LT

STA 182+44
-34.7' LT

49

STA 180+40
33.1' RT

STA 181+18
32.9' RT

STH 100 (N. MAYFAIR RD)

W. MAPLE LN

W. RUBY AVE

500'

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

WO1-6
48" X 24"
TYPE III BARRICADE

ROAD WORK AHEAD
W20-1A

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 439	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 14

PLOT DATE : 12/2/2025 11:29 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

STH 100 (N. MAYFAIR RD)

185+00
186+00
187+00
R/L STH 100
188+00
189+00
190+00
191
25' TYP.

MATCHLINE 184+25

MATCH LINE 191+00

STH 100 (N. MAYFAIR RD)

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 440	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 15

PLOT DATE : 12/2/2025 11:30 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

WO1-6
48" X 24"
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

WO1-6
48" X 24"
TYPE III BARRICADE

STH 100 (N. MAYFAIR RD)

MATCHLINE 191+00

+00

192+00

193+00

194+00

R/L STH 100

195+00

196+00

197+00

198

MATCH LINE 198+00

15' TYP.

25' TYP.

STH 100 (N. MAYFAIR RD)

46

STA 197+84
-46.2' LT

45

W. COURTLAND AVE

500'

WO1-6
48" X 24"
TYPE III BARRICADE

END
ROAD WORK
G20-2A
48"X24"

ROAD
WORK
AHEAD
W20-1A

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 441	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 16

PLOT DATE : 12/2/2025 11:30 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

WO1-6
48" X 24"
TYPE III BARRICADE

STOP
R1-1

WO1-4R

R/L HAMPTON

25' TYP.

42+00

WO1-6
48" X 24"
TYPE III BARRICADE

N

STOP
R1-1

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

INTERSECTION TO REMAIN OPEN AT ALL TIMES. SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE

46

STA 198+63
-38.6' LT

45

STH 100 (N. MAYFAIR RD)

25' TYP.

MATCHLINE 198+00

199+00

200+00

R/L STH 100

201+00

45

202+00

15' TYP.

43+00

50

45

49

STA 204+82
-32.3' LT

51

11'

11'

204+00

203+00

205

25' TYP.

STH 100 (N. MAYFAIR RD)

STA 199+95
36.5' RT

51

STA 201+79
36.3' RT

11'

11'

50

49

50

44+00

15' TYP.

STH 100 (N. MAYFAIR RD.)

MATCH LINE 205+00

STA 198+26
34.9' RT

BEGIN LEFT TURN LANE

R3-20L
24"X36"

W. HAMPTON AVE

W. HAMPTON AVE

45+00

WO1-6
48" X 24"

STOP
R1-1

TYPE III BARRICADE

STOP
R1-1

WO1-6
48" X 24"
TYPE III BARRICADE

WO1-4R

NOTE: BASE PATCH MIDDLE LANES DURING OFF PEAK FULL CLOSURE

46+00

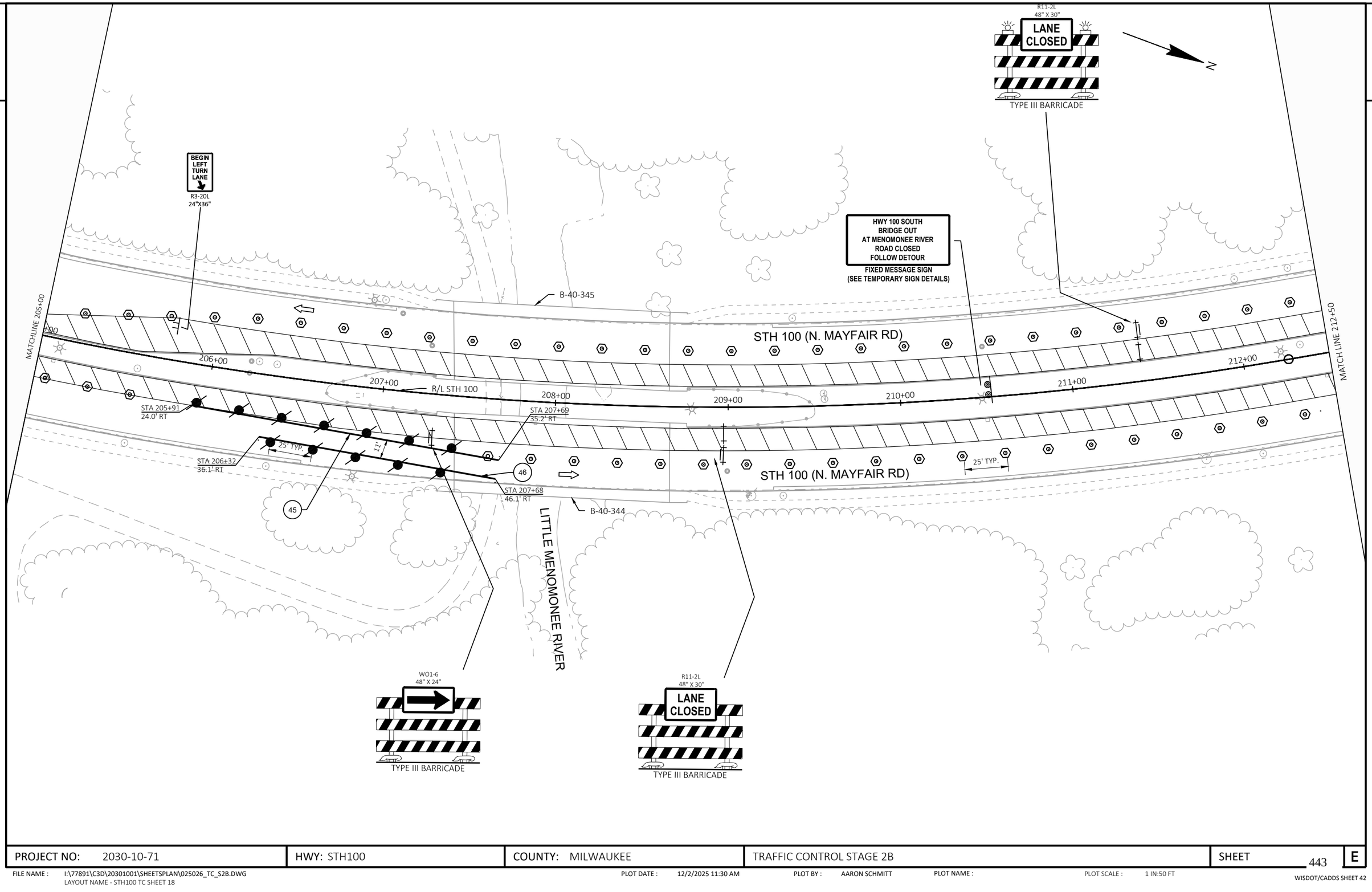
PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 442	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 17

PLOT DATE : 12/2/2025 11:30 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 443	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 18
PLOT DATE : 12/2/2025 11:30 AM
PLOT BY : AARON SCHMITT
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

STH 100 (N. MAYFAIR RD)

25' TYP.

15' TYP.

MATCHLINE 212+50

213+00

214+00

215+00

216+00

217+00

218+00

219+00

R/L STH 100

MATCH LINE 219+50

STH 100 (N. MAYFAIR RD)

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 444	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 19

PLOT DATE : 12/2/2025 11:30 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

WO1-6
48" X 24"

TYPE III BARRICADE

N

STH 100 (N. MAYFAIR RD)

25' TYP.

220+00

221+00

222+00

R/L STH 100

223+00

224+00

225+00

226+00

15' TYP.

MATCHLINE 219+50

MATCH LINE 226+50

STH 100 (N. MAYFAIR RD)

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 445	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 20

PLOT DATE : 12/2/2025 11:30 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STH 100 (N. MAYFAIR RD)

227+00 228+00 229+00 230+00 R/L STH 100 231+00 232+00 233+00

MATCHLINE 226+50

MATCH LINE 233+50

25' TYP.

STH 100 (N. MAYFAIR RD)

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 446	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 21

PLOT DATE : 12/2/2025 11:31 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

WO1-6
48" X 24"

TYPE III BARRICADE

N

STH 100 (N. MAYFAIR RD)

25' TYP.

15' TYP.

MATCHLINE 233+50

234+00 235+00 236+00 237+00 238+00 239+00 240+00

R/L STH 100

MATCH LINE 240+50

STH 100 (N. MAYFAIR RD)

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

WO1-6
48" X 24"

TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 447	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 22

PLOT DATE : 12/2/2025 11:31 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

WO1-6
48" X 24"
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

STH 100 (N. MAYFAIR RD)

MATCHLINE 240+50

241+00

242+00

15' TYP.

243+00

244+00

R/L STH 100

245+00

246+00

247+00

25' TYP.

STH 100 (N. MAYFAIR RD)

MATCH LINE 247+75

WO1-6
48" X 24"
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 448	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 23

PLOT DATE : 12/2/2025 11:31 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

WO1-6
48" X 24"
TYPE III BARRICADE

R/L SILVER SPRING DRIVE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

BEGIN LEFT TURN LANE
R3-20LL
24"X36"

125+00

126+00

15' TYP.

MATCHLINE 247+75

248+00

249+00

250+00

251+00

N. LOVER'S LANE RD.

252+00

253+00

25' TYP.

254+00

255+00

R/L STH 100

N. LOVER'S LANE RD.

BEGIN LEFT TURN LANE
R3-20L
24"X36"

127+00

W. SILVER SPRING DR

128+00

END ROAD WORK
G20-2A
48"X24"

((E))

NOTE: BASE PATCH MIDDLE LANES DURING OFF PEAK FULL CLOSURE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 449	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - STH100 TC SHEET 24
PLOT DATE : 5/26/2026 8:52 AM
PLOT BY : JOSHUA DEPIES
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

N

END
ROAD WORK
G20-2A
48"X24"

STH 190 (W. CAPITOL DR)

MATCLINE 46+65.71

STH 190 (W. CAPITOL DR)

STA 46+08
15.7' RT

25' TYP.

STA 44+50
51.4' RT

ROAD
WORK
AHEAD
W20-1A

DOG PAR

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 450	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - CAPITOL DRIVE TC SHEET 1

PLOT DATE : 12/2/2025 11:31 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

STH 100 (N. MAYFAIR RD)

STH 100 (N. MAYFAIR RD)

146+00

145+00

144+00

143+00

142+00

R/L STH 100

R/L STH 190

STH 190 (W. CAPITOL DR)

STH 190 (W. CAPITOL DR)

MATCLINE 46+65.71

MATCLINE 54+00

BEGIN LEFT TURN LANE
R3-20LL
24"X36"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

25' TYP.

STA 46+99
55.2' RT

STA 48+03
65.9' RT

46

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

INTERSECTION TO REMAIN OPEN AT ALL TIMES. SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE

BEGIN LEFT TURN LANE
R3-20LL
24"X36"

NOTE: BASE PATCH MIDDLE LANES AT INTERSECTION DURING OFF PEAK FULL CLOSURE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 451	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - CAPITOL DRIVE TC SHEET 2

PLOT DATE : 12/2/2025 11:32 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD
WORK
AHEAD
W20-1A

STH 190 (W. CAPITOL DR)

MATCLINE 54+00

0 55+00 56+00 57+00 58+00 59+00

STH 190 (W. CAPITOL DR)

END
ROAD WORK
G20-2A
48"X24"

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 452	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - CAPITOL DRIVE TC SHEET 3

PLOT DATE : 12/2/2025 11:32 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

WO1-6
48" X 24"

TYPE III BARRICADE

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

W. HAMPTON AVE

33+00 34+00 35+00 36+00 37+00 38+00 39+00 40+

MATCH LINE 40+00

STA 36+44
12.8' RT

45

W. HAMPTON AVE

STA 38+89
23.6' RT

25' TYP.

BEGIN LEFT TURN LANE
R3-20L
24"X36"

350' 350' 350'

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5A

W04-2L

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 453	E

2

2

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

WO1-4R

WO1-6
48" X 24"
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP
R1-1

WO1-6
48" X 24"
TYPE III BARRICADE

STOP
R1-1

STH 100 (N. MAYFAIR RD.)

204+00

203+00

MATCH LINE 40+00

MATCH LINE 47+50

R/L HAMPTON

41+00

42+00

43+00

44+00

45+00

46+00

47+00

STA 44+39
-23.9' LT

STA 45+56
-24.5' LT

49

50

51

25' TYP.

STA 41+01
24.3' RT

STOP
R1-1

INTERSECTION TO REMAIN OPEN AT ALL TIMES. SEE PLAN DETAILS FOR CONCRETE PAVEMENT TYPE

202+00

WO1-4R

201+00

WO1-6
48" X 24"
TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
24"X36"

STOP
R1-1

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N. MAYFAIR RD)

NOTE: BASE PATCH MIDDLE LANES AT INTERSECTION DURING OFF PEAK FULL CLOSURE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 454	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - HAMPTON AVE TC SHEET 2

PLOT DATE : 12/2/2025 11:32 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 47+50

HWY 100 SOUTH
BRIDGE OUT
AT MENOMONEE RIVER
USE ALTERNATE ROUTE

FIXED MESSAGE SIGN
(SEE TEMPORARY SIGN DETAILS)

W4-2L

LEFT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

350'
350'
350'

25' TYP.

STA 49+04
-22.7' LT

W. HAMPTON AVE

STA 51+49
-11.9' LT

50' TYP.

48+00
49+00
50+00
45
51+00
52+00
53+00
54+00

W. HAMPTON AVE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

W01-6
48" X 24"
TYPE III BARRICADE

PROJECT NO: 2030-10-71	HWY: STH100	COUNTY: MILWAUKEE	TRAFFIC CONTROL STAGE 2B	SHEET 455	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025026_TC_S2B.DWG
LAYOUT NAME - HAMPTON AVE TC SHEET 3
PLOT DATE : 12/2/2025 11:32 AM
PLOT BY : AARON SCHMITT
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

CONSTRUCTION

STH 100 - MAYFAIR ROAD (BURLEIGH STREET TO STH 190 - CAPITOL DRIVE)
- PLACE SURFACE COURSE

STH 100 - MAYFAIR ROAD (STH 190 - CAPITOL DRIVE TO SILVER SPRING DRIVE)
- PLACE SURFACE COURSE

CONCURRENT PAVING OPERATIONS OF SEGMENTS NOTED BELOW NOT PERMITTED.
- BURLEIGH STREET TO STH 190-CAPITOL DRIVE
- STH190-CAPITOL DRIVE TO HAMPTON AVENUE
- HAMPTON AVENUE TO SILVER SPRING DRIVE

INTERSECTION WORK AT STH 190 - CAPITOL DRIVE AND AT HAMPTON AVENUE TO BE DONE WITH OFF PEAK CLOSURES SEPARATE THAN THE SEGMENTS ABOVE.

TRAFFIC

STH 100 - MAYFAIR ROAD (BURLEIGH STREET TO STH 190 - CAPITOL DRIVE)
- OPEN TO TRAFFIC.
- CLOSE DURING OFF-PEAK HOURS FOR PAVING OPERATIONS.

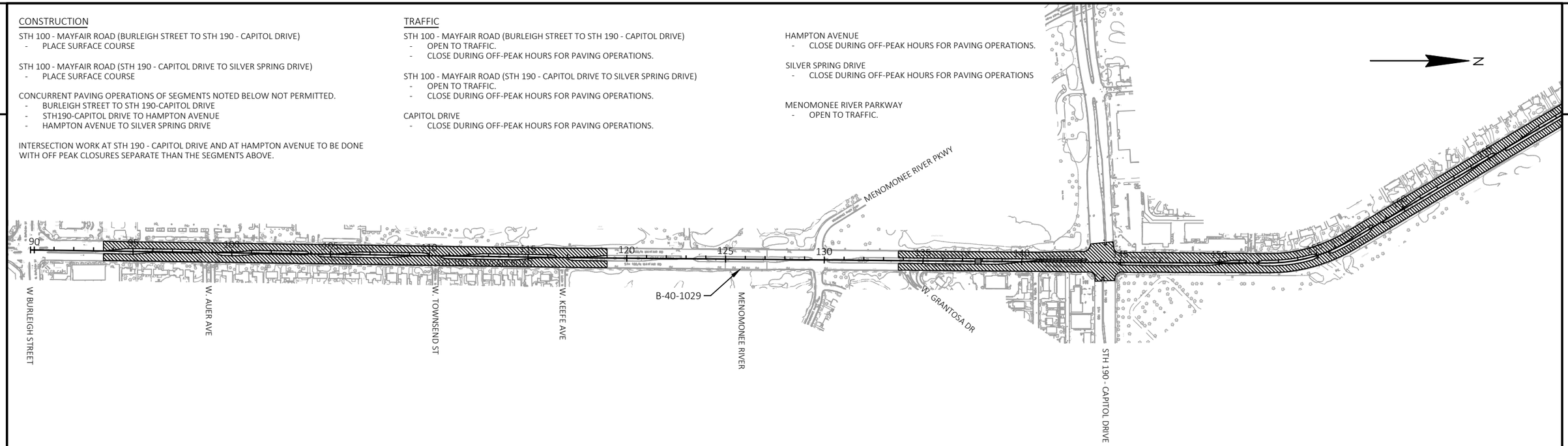
STH 100 - MAYFAIR ROAD (STH 190 - CAPITOL DRIVE TO SILVER SPRING DRIVE)
- OPEN TO TRAFFIC.
- CLOSE DURING OFF-PEAK HOURS FOR PAVING OPERATIONS.

CAPITOL DRIVE
- CLOSE DURING OFF-PEAK HOURS FOR PAVING OPERATIONS.

HAMPTON AVENUE
- CLOSE DURING OFF-PEAK HOURS FOR PAVING OPERATIONS.

SILVER SPRING DRIVE
- CLOSE DURING OFF-PEAK HOURS FOR PAVING OPERATIONS

MENOMONEE RIVER PARKWAY
- OPEN TO TRAFFIC.



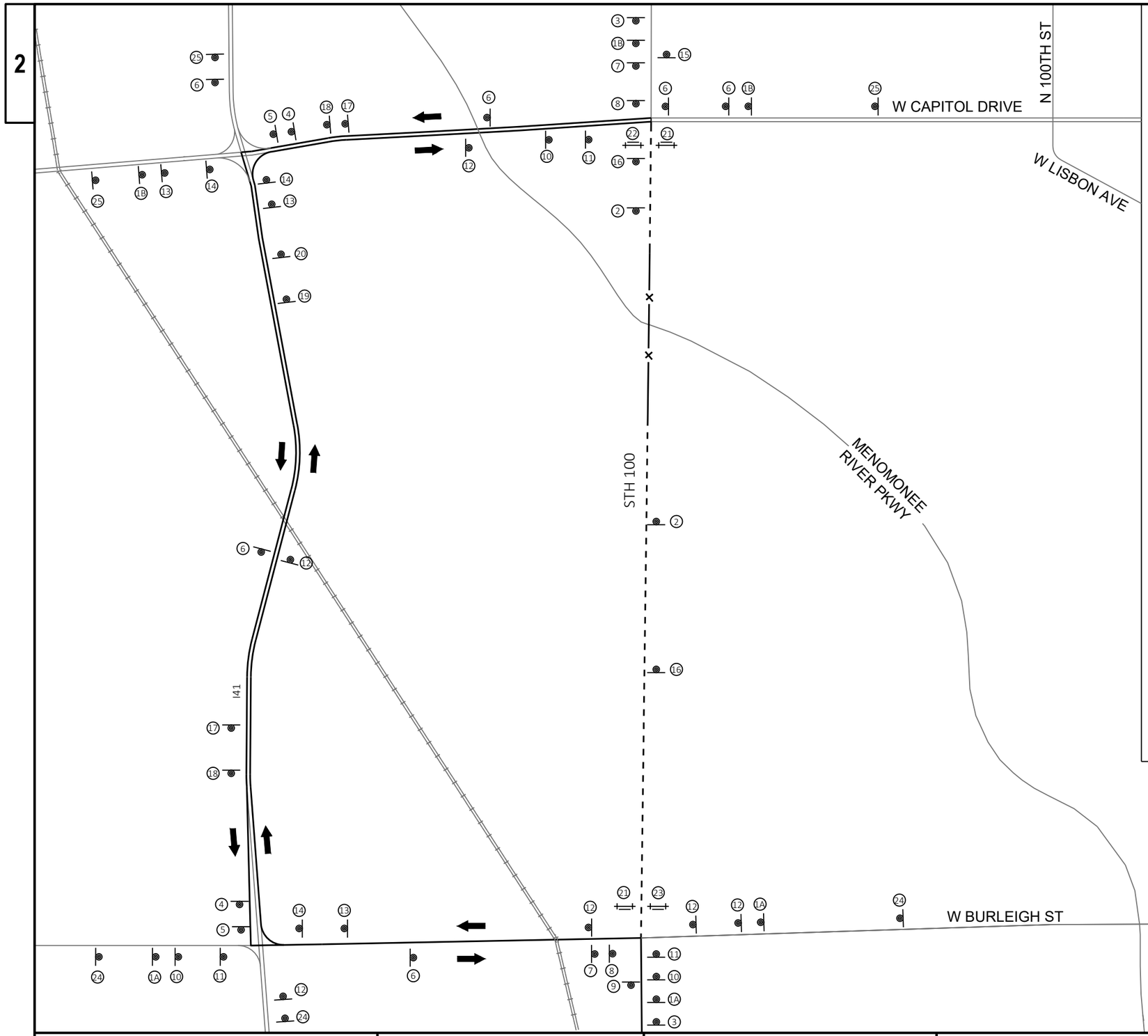
2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	TRAFFIC CONTROL OVERVIEW - STAGE 3	SHEET 456	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\025030_TC_S3-OVERVIEW.DWG
LAYOUT NAME - Stage 3

PLOT DATE : 12/2/2025 11:32 AM PLOT BY : AARON SCHMITT PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42



LEGEND

- TRAFFIC CONTROL SIGN
- WORK ZONE LIMITED ACCESS
- ROAD CLOSED
- DETOUR TRAFFIC FLOW DIRECTION
- DETOUR ROUTE
- TYPE III BARRICADE WITH SIGN

N

NOTES:

1. SEE TRAFFIC CONTROL PLANS FOR ADDITIONAL SIGNING
2. COVER ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH TRAFFIC CONTROL
3. PLACE SIGNS ON BOTH SIDES OF DIVIDED HIGHWAY
4. DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT-OF-WAY

* USE 36"X18" SIGN SIZE ON IH 41, STH 190 & WEST OF STH 100

** USE 36"X36" SIGN SIZE ON IH 41, STH 190 & WEST OF STH 100

*** USE 30"X30" SIGN SIZE ON IH 41, STH 190 & WEST OF STH 100

**** FIXED MESSAGE SIGN. SEE TEMPORARY SIGNING DETAILS.

1A NORTH 100 M3-1 24"X12" M1-6 24"X24"

1B SOUTH 100 M3-3 24"X12" M1-6 24"X24"

DETOUR AHEAD W20-2A

2 ROAD CLOSED 500 FT W20-3D

3 ROAD CLOSED AHEAD W20-3A

16 ROAD CLOSED 1000 FT W20-3C

21 BRIDGE OUT 1/2 MILES AHEAD R11-3C 60"X24"

22 DETOUR M4-9R 30"X24"

23 DETOUR M4-9L 30"X24"

4, 5, 6, 7, 8, 9, 17, 18: DETOUR M4-8 24"X12"*; SOUTH M3-3 24"X12"*; 100 M1-6 24"X24"**; MO5-1L 21"X21"***; MO6-1 21"X21"***; MO6-1 21"X21"***; MO5-1R 21"X21"; MO6-1 21"X21"; END DETOUR M4-8A 24"X18"; SOUTH M3-3 24"X12"; 100 M1-6 24"X24"; MO5-2R 21"X21"***; MO6-2 21"X21"***

10, 11, 12, 13, 14, 15, 19, 20: DETOUR M4-8 24"X12"*; NORTH M3-1 24"X12"*; 100 M1-6 24"X24"**; MO5-1L 21"X21"***; MO6-1 21"X21"***; MO6-1 21"X21"***; MO5-1R 21"X21"; MO6-1 21"X21"; END DETOUR M4-8A 24"X18"; NORTH M3-1 24"X12"; 100 M1-6 24"X24"; MO5-2R 21"X21"***; MO6-2 21"X21"***

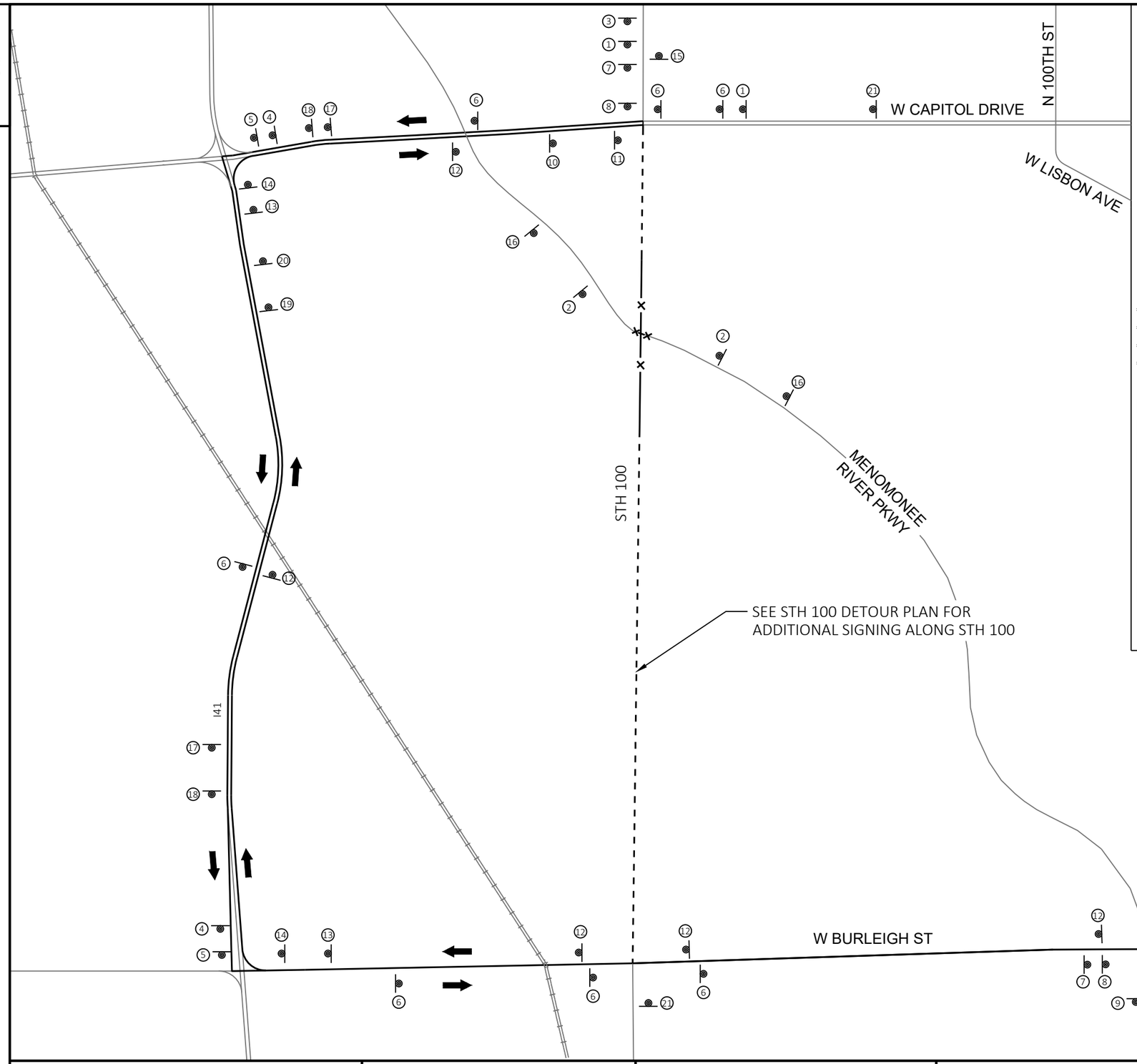
24 HWY 100 NORTH BRIDGE OUT AT MENOMONEE RIVER ROAD CLOSED FOLLOW DETOUR ****

25 HWY 100 SOUTH BRIDGE OUT AT MENOMONEE RIVER ROAD CLOSED FOLLOW DETOUR ****

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	DETOUR PLAN STH 100	SHEET 457	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\027001_DT.DWG PLOT DATE : 4/24/2024 9:07 AM PLOT BY : JAVIER RETANA PLOT NAME : PLOT SCALE : 1 IN:700 FT

WISDOT/CADDS SHEET 42



LEGEND

- TRAFFIC CONTROL SIGN
- WORK ZONE LIMITED ACCESS
- ROAD CLOSED
- DETOUR TRAFFIC FLOW DIRECTION
- DETOUR ROUTE
- TYPE III BARRICADE WITH SIGN

NOTES:

1. SEE TRAFFIC CONTROL PLANS FOR ADDITIONAL SIGNING
2. COVER ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH TRAFFIC CONTROL
3. PLACE SIGNS ON BOTH SIDES OF DIVIDED HIGHWAY
4. DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT-OF-WAY

N

1 DETOUR AHEAD W20-2A

2 ROAD CLOSED 500 FT W20-3D

3 ROAD CLOSED AHEAD W20-3A

16 ROAD CLOSED 1000 FT W20-3F

21 MENOMONEE RIVER PKWY CLOSED AT HWY 100 ****

* USE 36"X18" SIGN SIZE ON IH 41, STH 190 & WEST OF STH 100

** USE 36"X36" SIGN SIZE ON IH 41, STH 190 & WEST OF STH 100

*** USE 30"X30" SIGN SIZE ON IH 41, STH 190 & WEST OF STH 100

**** FIXED MESSAGE SIGN. SEE TEMPORARY SIGNING DETAILS.

4	5	6	7	8	9	17	18
DETOUR M4-8 24"X12" *	DETOUR M4-8 24"X12" *	DETOUR M4-8 24"X12" *	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	END DETOUR M4-8A 24"X18"	DETOUR M4-8 24"X12" *	DETOUR M4-8 24"X12" *
SOUTH M3-3 24"X12" *	SOUTH M3-3 24"X12" *	SOUTH M3-3 24"X12" *	SOUTH M3-3 24"X12" *	SOUTH M3-3 24"X12" *	SOUTH M3-3 24"X12" *	SOUTH M3-3 24"X12" *	SOUTH M3-3 24"X12" *
Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****
MO5-1L 21"X21" ***	MO6-1 21"X21" ***	MO6-1 21"X21" ***	MO5-1R 21"X21"	MO6-1 21"X21"		MO5-2R 21"X21" ***	MO6-2 21"X21" ***

10	11	12	13	14	15	19	20
DETOUR M4-8 24"X12" *	DETOUR M4-8 24"X12" *	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	END DETOUR M4-8A 24"X18"	DETOUR M4-8 24"X12" *	DETOUR M4-8 24"X12" *
NORTH M3-1 24"X12" *	NORTH M3-1 24"X12" *	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	NORTH M3-3 24"X12" *	NORTH M3-3 24"X12" *
Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****	Menomonee River Pkwy 30"X24" ****
MO5-1L 21"X21" ***	MO6-1 21"X21" ***	MO6-1 21"X21"	MO5-1R 21"X21"	MO6-1 21"X21"		MO5-2R 21"X21" ***	MO6-2 21"X21" ***

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	DETOUR PLAN MENOMONEE RIVER PKWY	SHEET 458	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\027001_DT.DWG PLOT DATE : 4/24/2024 9:07 AM PLOT BY : JAVIER RETANA PLOT NAME : PLOT SCALE : 1 IN:700 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL SIGN
- WORK ZONE LIMITED ACCESS
- ROAD CLOSED
- DETOUR TRAFFIC FLOW DIRECTION
- DETOUR ROUTE

NOTES:

1. SEE TRAFFIC CONTROL PLANS FOR ADDITIONAL SIGNING
2. COVER ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH TRAFFIC CONTROL

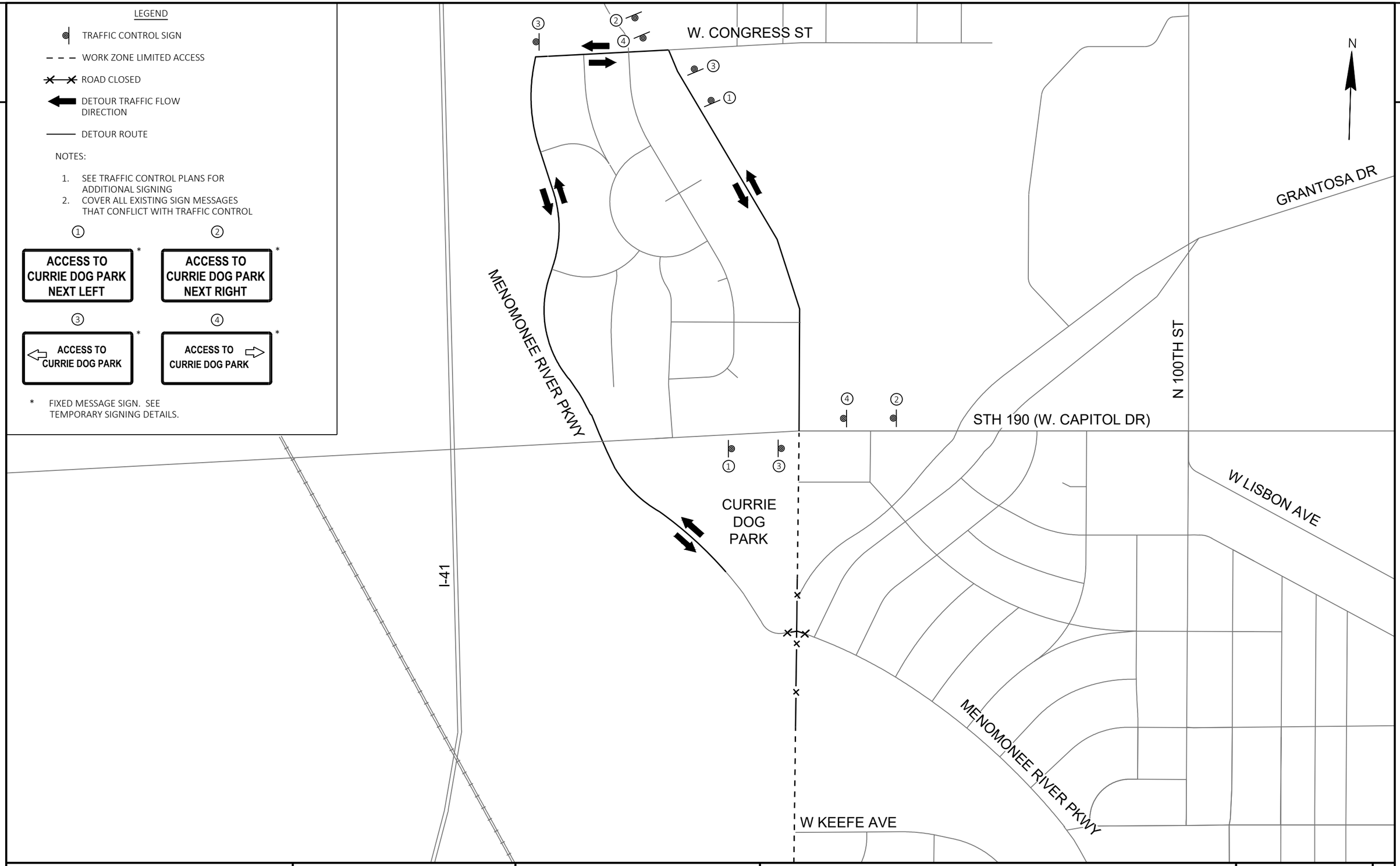
① ACCESS TO CURRIE DOG PARK NEXT LEFT *

② ACCESS TO CURRIE DOG PARK NEXT RIGHT *

③ ACCESS TO CURRIE DOG PARK *

④ ACCESS TO CURRIE DOG PARK *

* FIXED MESSAGE SIGN. SEE TEMPORARY SIGNING DETAILS.



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	DETOUR: CURRIE DOG PARK	SHEET 459	E

2

LEGEND

- TRAFFIC CONTROL SIGN
- WORK ZONE LIMITED ACCESS
- ROAD CLOSED
- DETOUR TRAFFIC FLOW DIRECTION
- DETOUR ROUTE
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTES:

1. SEE TRAFFIC CONTROL PLANS FOR ADDITIONAL SIGNING
2. COVER ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH TRAFFIC CONTROL

* PLACE TRAFFIC CONTROL SIGN IN STAGES 1 AND 2A ONLY

** PLACE TRAFFIC CONTROL SIGN IN STAGE 2B ONLY

① DETOUR M4-9BR 30"X24"

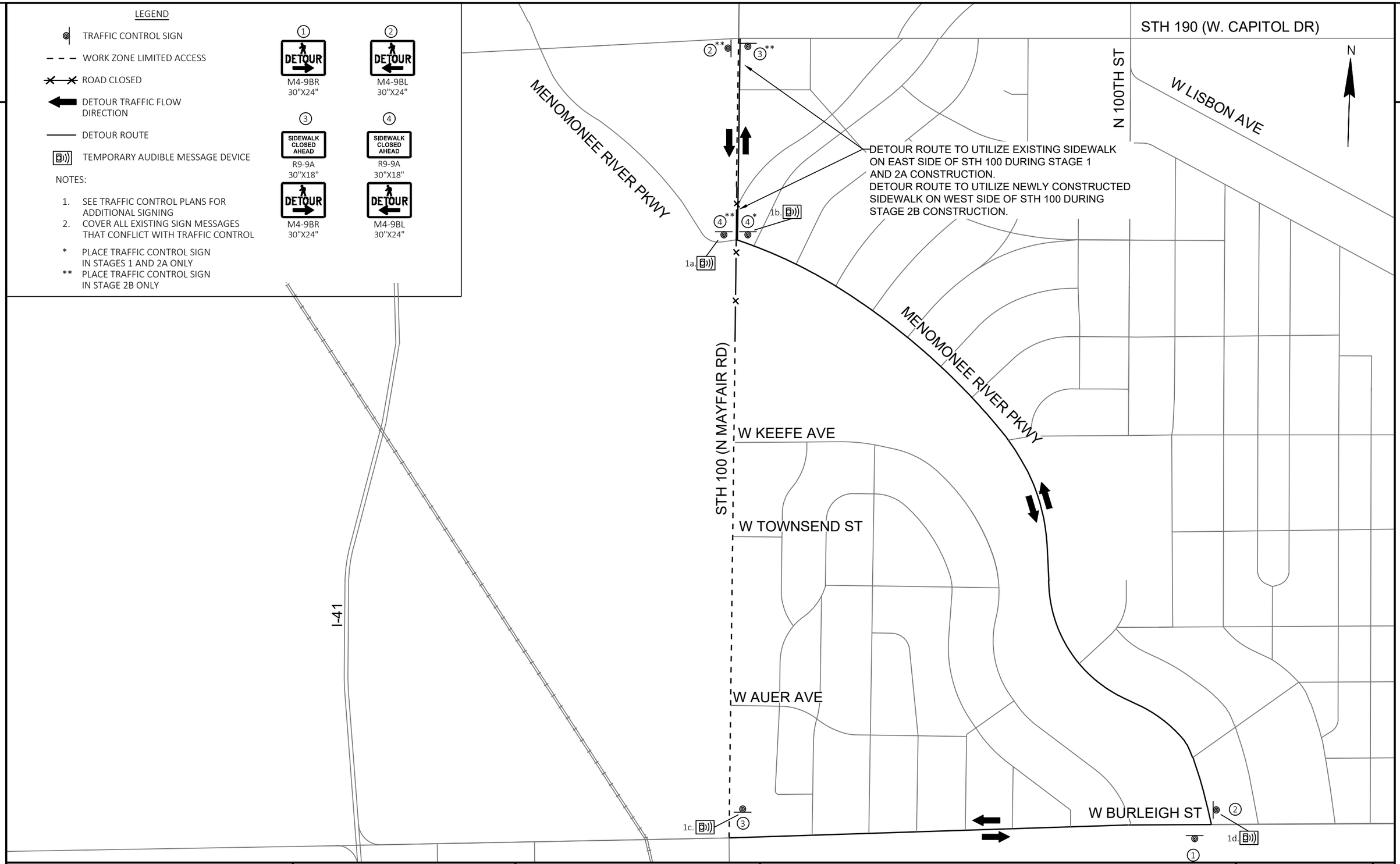
② DETOUR M4-9BL 30"X24"

③ SIDEWALK CLOSED AHEAD R9-9A 30"X18"

④ SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	DETOUR: STH 100 OVER THE MENOMONEE RIVER	SHEET 460	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\027002_DT.DWG
LAYOUT NAME - Sheet 3

PLOT DATE : 12/4/2025 2:38 PM PLOT BY : ZOE TIFFIN PLOT NAME : PLOT SCALE : 1":600'

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL SIGN
- OAK LEAF TRAIL
- DETOUR TRAFFIC FLOW DIRECTION
- DETOUR ROUTE
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTES:

1. SEE TRAFFIC CONTROL PLANS AND PEDESTRIAN DETOURS FOR ADDITIONAL SIGNING
2. DETOUR OAK LEAF TRAIL ONLY DURING UNDERDECK WORK FOR STRUCTURES B-40-344/345

① M4-9BR 30"X24"

② M4-9BL 30"X24"

③ SIDEWALK CLOSED AHEAD R9-9A 30"X18" / DETOUR M4-9BR 30"X24"

④ SIDEWALK CLOSED AHEAD R9-9A 30"X18" / DETOUR M4-9BL 30"X24"

N

W STARK ST

N 110TH ST

N 108TH ST

W JEFFREY LN

OAK LEAF TRAIL

2b.

IF NEEDED, PLACE DURING ACTIVE CONSTRUCTION ACTIVITIES TO B-40-344/345

2a.

I-41

W HAMPTON AVE

OAK LEAF TRAIL DETOUR TO UTILIZE STH 100 CROSSING NORTH OF HAMPTON. SEE PEDESTRIAN DETOUR PLANS FOR CORRESPONDING CROSSWALK DETOUR.

STH 100 (N MAYFAIR RD)

N 110TH ST

W DERBY AVE

OAK LEAF TRAIL

W COURTLAND AVE

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	DETOUR: OAK LEAF TRAIL	SHEET 461	E

FILE NAME : I:\77891\C3D\20301001\SHEETSPLAN\027002_DT.DWG
LAYOUT NAME - Sheet 5

PLOT DATE : 12/4/2025 2:38 PM PLOT BY : ZOE TIFFIN PLOT NAME : PLOT SCALE : 1 IN:200 FT

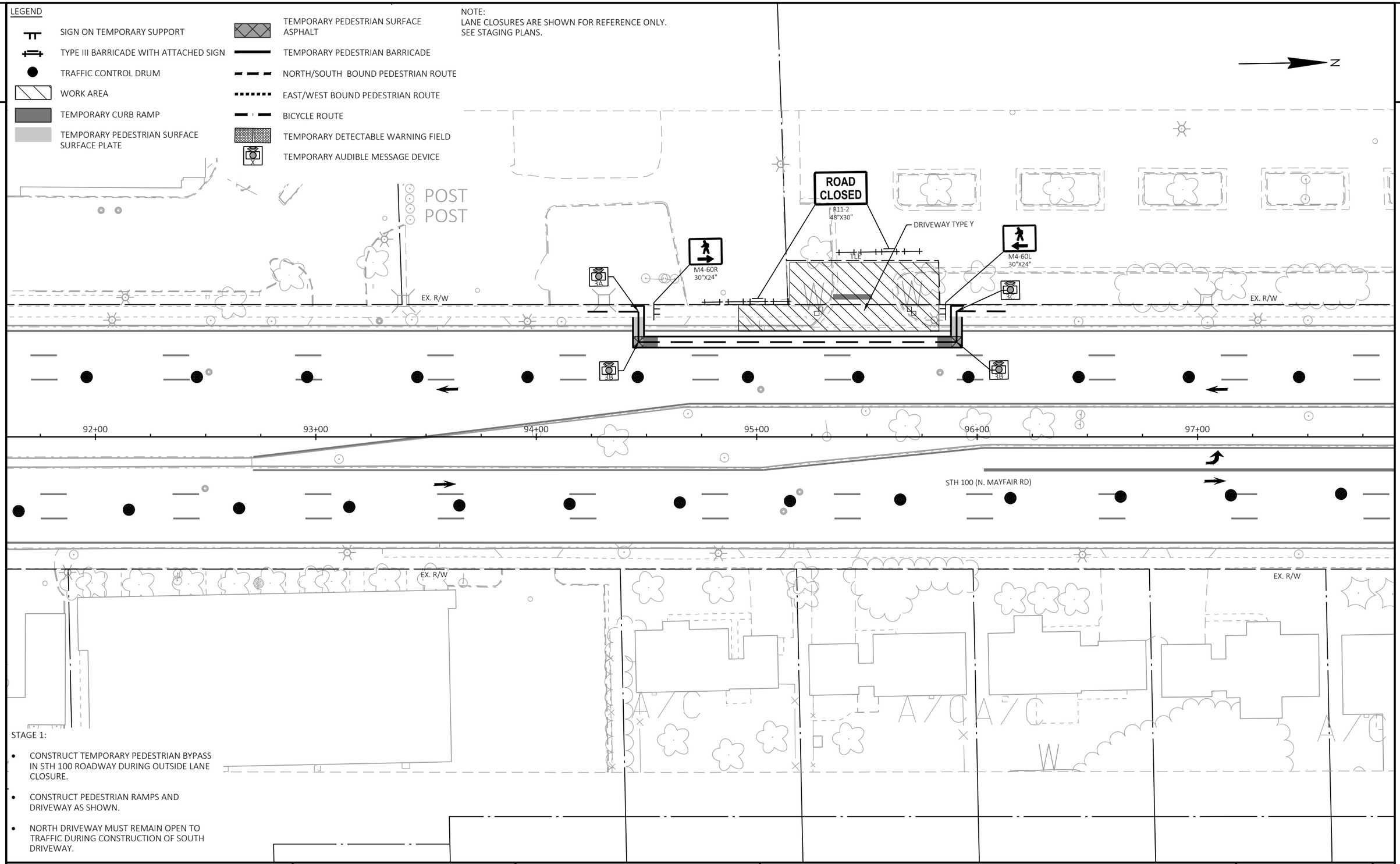
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 1:

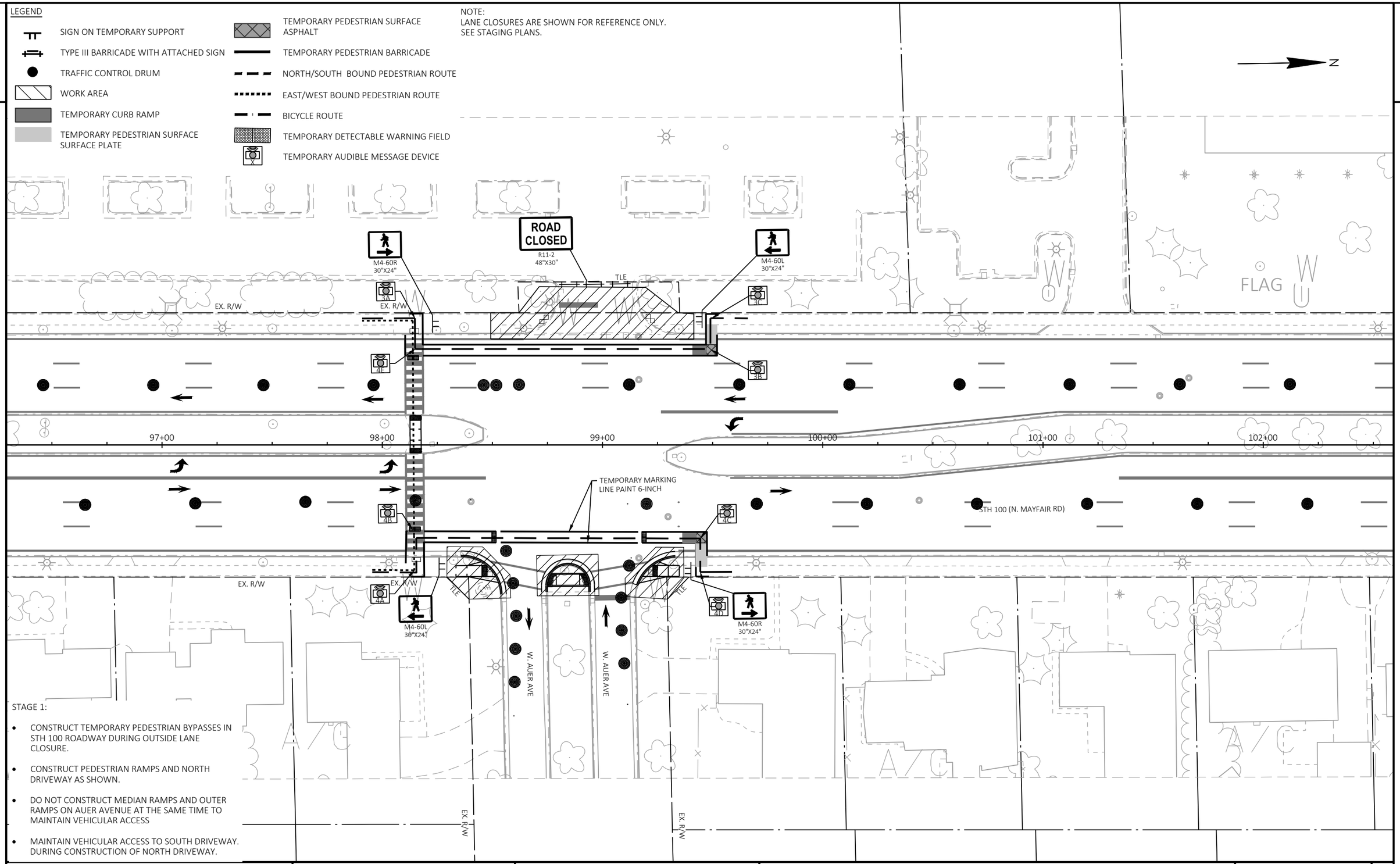
- CONSTRUCT TEMPORARY PEDESTRIAN BYPASS IN STH 100 ROADWAY DURING OUTSIDE LANE CLOSURE.
- CONSTRUCT PEDESTRIAN RAMPS AND DRIVEWAY AS SHOWN.
- NORTH DRIVEWAY MUST REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF SOUTH DRIVEWAY.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A- SOUTH DRIVE WAY	SHEET 462	E

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 1:

- CONSTRUCT TEMPORARY PEDESTRIAN BYPASSES IN STH 100 ROADWAY DURING OUTSIDE LANE CLOSURE.
- CONSTRUCT PEDESTRIAN RAMPS AND NORTH DRIVEWAY AS SHOWN.
- DO NOT CONSTRUCT MEDIAN RAMPS AND OUTER RAMPS ON AUER AVENUE AT THE SAME TIME TO MAINTAIN VEHICULAR ACCESS
- MAINTAIN VEHICULAR ACCESS TO SOUTH DRIVEWAY. DURING CONSTRUCTION OF NORTH DRIVEWAY.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A - NORTH DRIVEWAY TO AT HOME & AMERICAN FREIGHT	SHEET 463	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025102_tc
PLOT DATE : 1/19/2026 8:40 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.

N

EX. R/W
EX. R/W
TLE
M4-60R
30"X24"
5A
5B
5A
5B
M4-60R
30"X24"
96+00
97+00
98+00
99+00
100+00
101+00
STH 100 (N. MAYFAIR RD)
STH 100 (N. MAYFAIR RD)
EX. R/W
EX. R/W
TLE
TLE
W. AUER AVE
W. AUER AVE
EX. R/W
EX. R/W

STAGE 2:

- CONSTRUCT TEMPORARY PEDESTRIAN CROSSING OF STH 100 AS SHOWN.
- CONSTRUCT MEDIAN PEDESTRIAN RAMPS DURING INSIDE LANE CLOSURE OF STH 100.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B - NORTH DRIVEWAY	SHEET 464	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025102_tc_s2

PLOT DATE : 1/19/2026 8:40 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.

N

GOLF COURSE

EX. R/W

6B

M4-60R 30"X24"

108+00 109+00 110+00 111+00 112+00 113+00

TEMPORARY MARKING LINE PAINT 6-INCH

4C 6A 4C 4A 4D

STH 100 (N. MAYFAIR RD)

EX. R/W

TLE TLE

M4-60L 30"X24"

M4-60R 30"X24"

W. TOWNSEND ST.

POOL

EX. R/W EX. R/W

STAGE 1:

- CONSTRUCT TEMPORARY EAST-WEST PEDESTRIAN BYPASS ON SOUTH SIDE OF INTERSECTION.
- CONSTRUCT TEMPORARY NORTH -SOUTH PEDESTRIAN BYPASS ON EAST SIDE OF INTERSECTION.
- CONSTRUCT OUTSIDE PED RAMPS DURING STH 100 OUTSIDE LANE CLOSURES.
- MAINTAIN VEHICULAR ACCESS AT TOWNSEND ST.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A - TOWNSEND ST	SHEET 465	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025103_tc
PLOT DATE : 1/19/2026 8:40 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.

N

GOLF COURSE

EX. R/W

M4-60R
30"X24"

STH 100 (N. MAYFAIR RD)

7A

7B

7B

7A

108+00 109+00 110+00 111+00 112+00 113+00

M4-60L
30"X24"

EX. R/W

TLE

TLE

W. TOWNSEND ST.

A/C

W

POOL

EX. R/W

EX. R/W

STAGE 2:

- TEMPORARY EAST-WEST PEDESTRIAN BYPASS CONSTRUCTED IN STAGE 1 TO REMAIN.
- CONSTRUCT MEDIAN PEDESTRIAN CURB RAMPS DURING STH 100 INSIDE LANE CLOSURES.

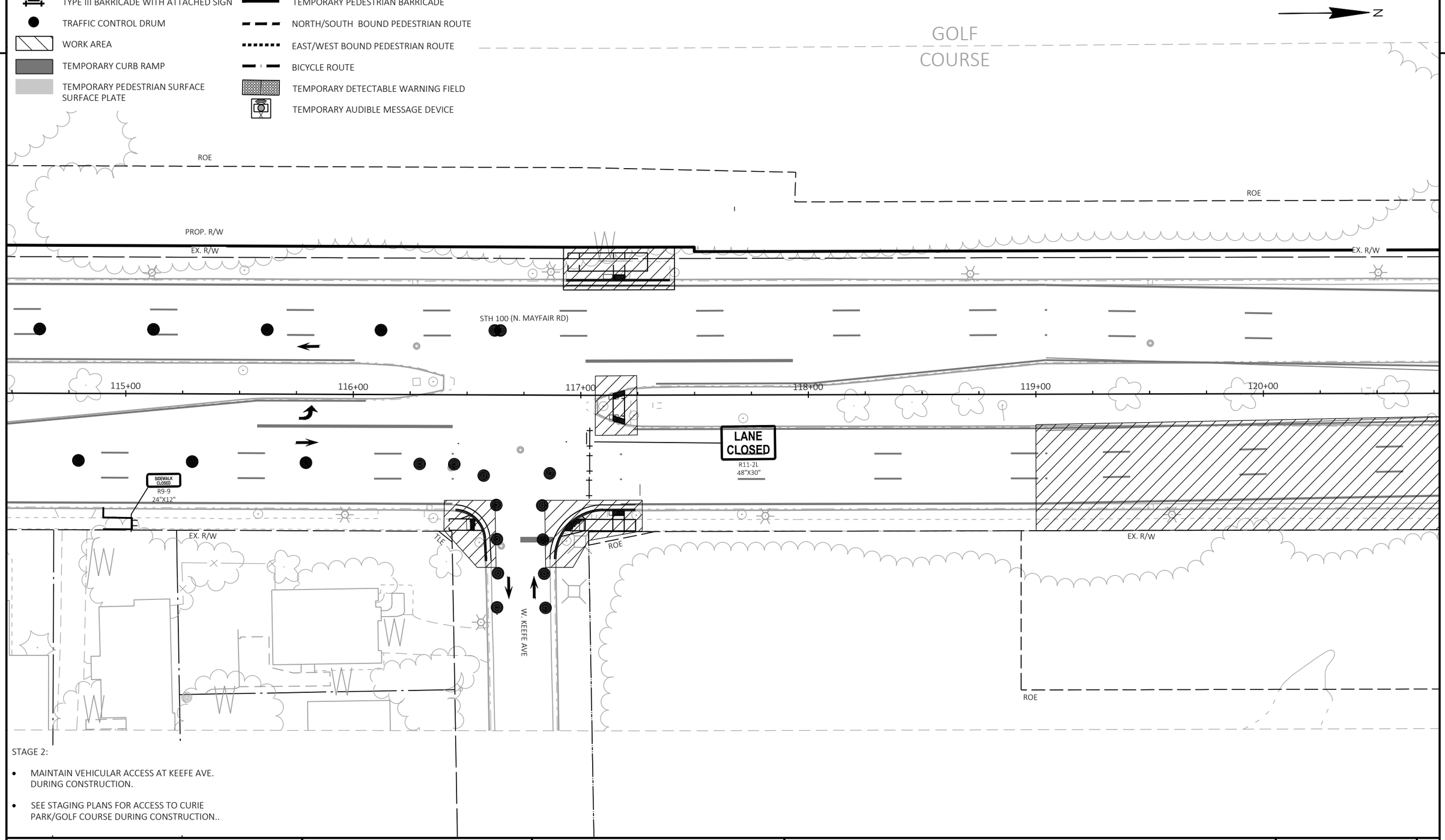
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B - TOWNSEND ST.	SHEET 466	E

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 2:

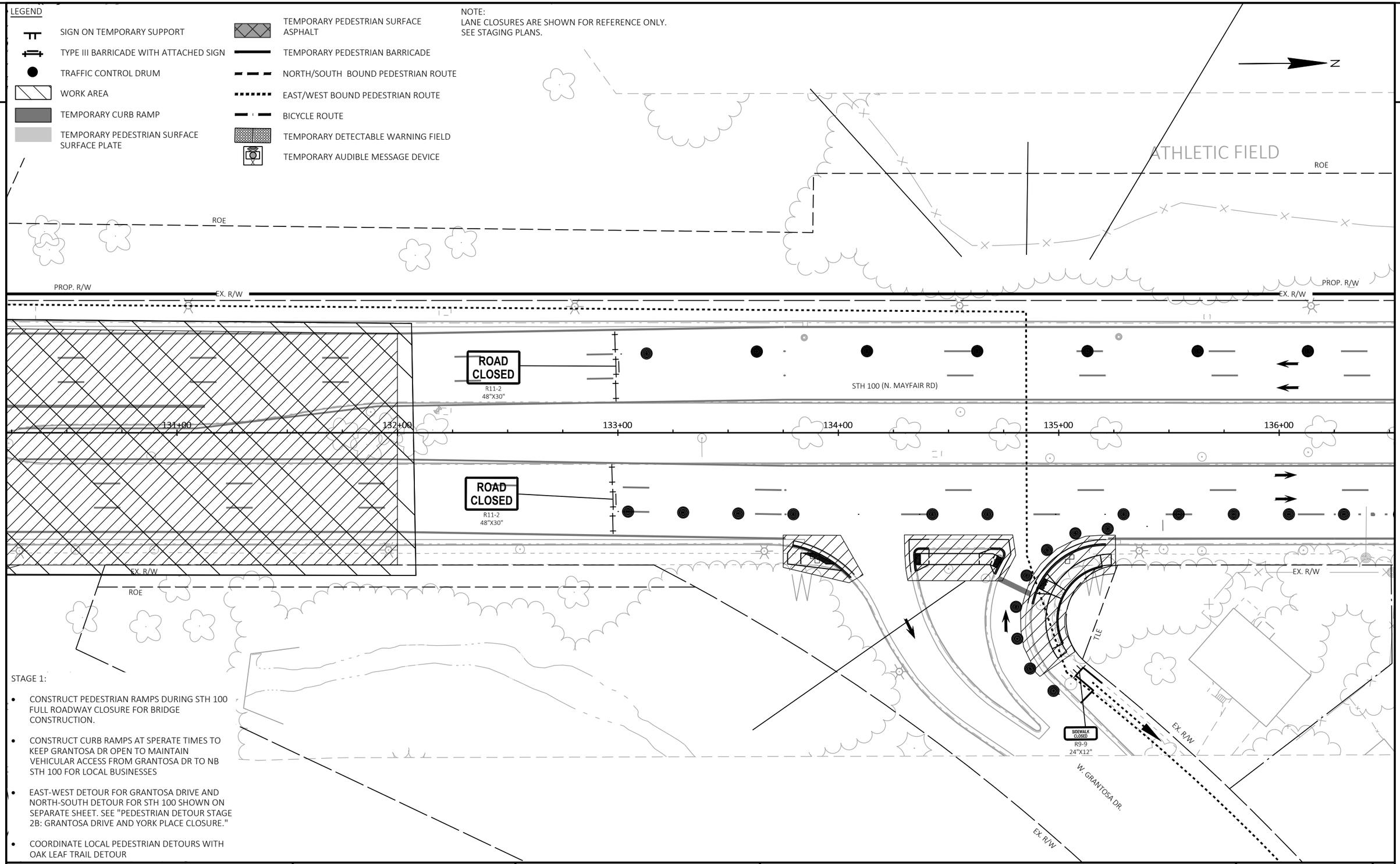
- MAINTAIN VEHICULAR ACCESS AT KEEFE AVE. DURING CONSTRUCTION.
- SEE STAGING PLANS FOR ACCESS TO CURIE PARK/GOLF COURSE DURING CONSTRUCTION..

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A - KEEFE AVE	SHEET 467	E

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 1:

- CONSTRUCT PEDESTRIAN RAMPS DURING STH 100 FULL ROADWAY CLOSURE FOR BRIDGE CONSTRUCTION.
- CONSTRUCT CURB RAMPS AT SPERATE TIMES TO KEEP GRANTOSA DR OPEN TO MAINTAIN VEHICULAR ACCESS FROM GRANTOSA DR TO NB STH 100 FOR LOCAL BUSINESSES
- EAST-WEST DETOUR FOR GRANTOSA DRIVE AND NORTH-SOUTH DETOUR FOR STH 100 SHOWN ON SEPARATE SHEET. SEE "PEDESTRIAN DETOUR STAGE 2B: GRANTOSA DRIVE AND YORK PLACE CLOSURE."
- COORDINATE LOCAL PEDESTRIAN DETOURS WITH OAK LEAF TRAIL DETOUR

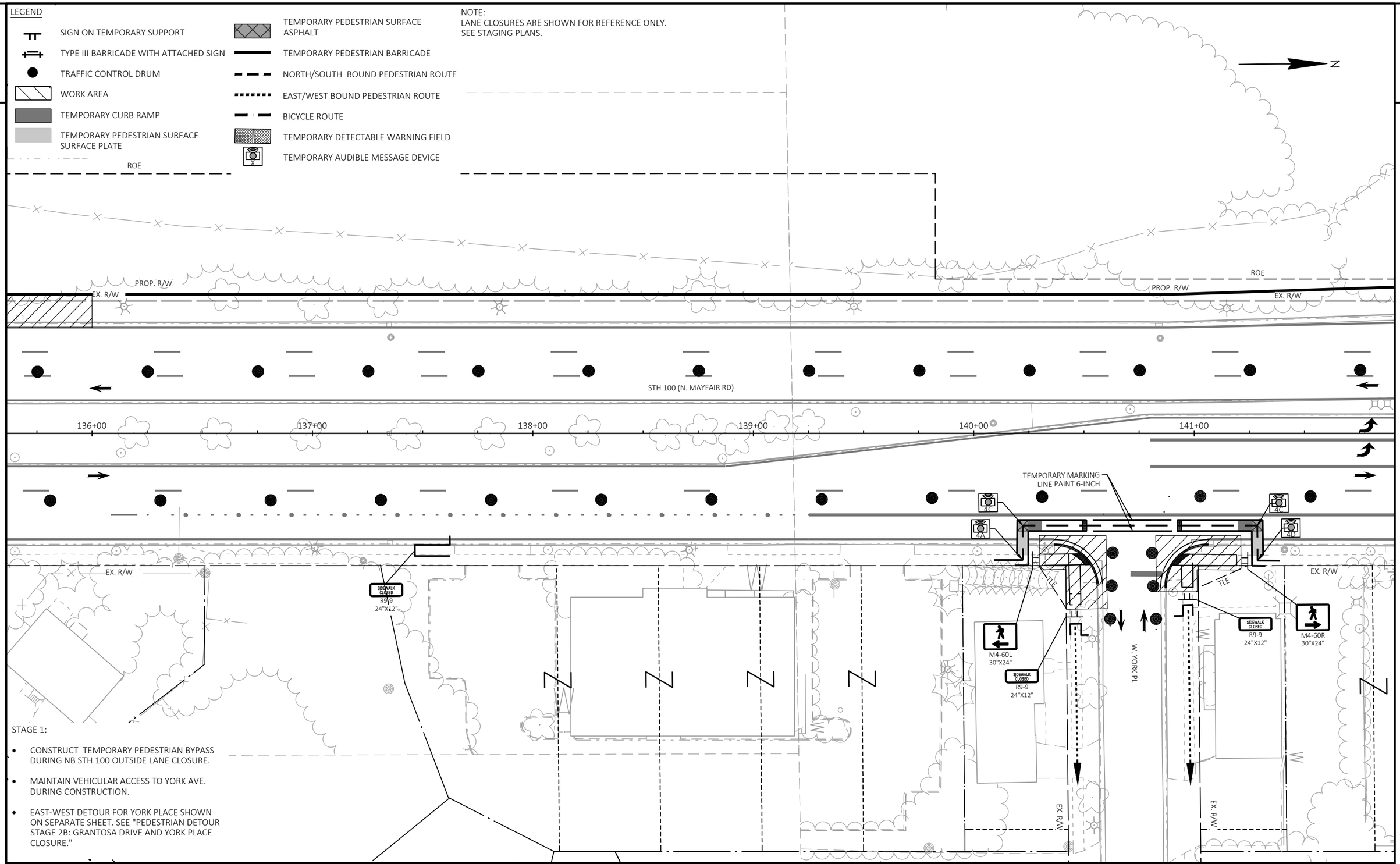
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B - GRANTOSA DR	SHEET 468	E

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 1:

- CONSTRUCT TEMPORARY PEDESTRIAN BYPASS DURING NB STH 100 OUTSIDE LANE CLOSURE.
- MAINTAIN VEHICULAR ACCESS TO YORK AVE. DURING CONSTRUCTION.
- EAST-WEST DETOUR FOR YORK PLACE SHOWN ON SEPARATE SHEET. SEE "PEDESTRIAN DETOUR STAGE 2B: GRANTOSA DRIVE AND YORK PLACE CLOSURE."

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B - YORK PL	SHEET 469	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025106_tc
PLOT DATE : 1/19/2026 8:41 AM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.

STH 100 (N. MAYFAIR RD)
STH 190 (W. CAPITOL DR.)
142+00
143+00
144+00
145+00
146+00
147+00
49+00
50+00
51+00
EX. R/W
ROE
SIDEWALK CLOSED
R9-9
24"X12"
M4-60L
30"X24"
M4-60R
30"X24"
ROAD CLOSED
R11-2
48"X30"
4A
4C
3B
5B
3A
8C
CANOPY
FILLER CAP
POST

STAGE 1:

- RELOCATE EXISTING BUS STOP IN SW QUADRANT TO TEMPORARY LOCATION IN SE QUADRANT.
- CONSTRUCT PEDESTRIAN RAMPS IN SW AND SE QUADRANT.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A-1 - CAPITOL DR.	SHEET 470	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025107_tc
PLOT DATE : 1/19/2026 8:41 AM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.

STH 190 (W. CAPITOL DR.)

STH 100 (N. MAYFAIR RD)

49+00 50+00 51+00

142+00 143+00 144+00 145+00 146+00 147+00

EX. R/W

ROE

POST

CANOPY

FILLER CAP

M4-9BR 30"X24"

M4-9BL 30"X24"

9A 9B

STAGE 1B:

- RELOCATE TEMPORARY BUS STOP IN SE QUADRANT BACK TO ITS PERMANENT LOCATION IN SW QUADRANT.
- CONSTRUCT PEDESTRIAN RAMPS IN NE QUADRANT.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR- STAGE 2A-2 - CAPITOL DR.	SHEET 471	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025107_tc_s1b

PLOT DATE : 1/19/2026 8:42 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

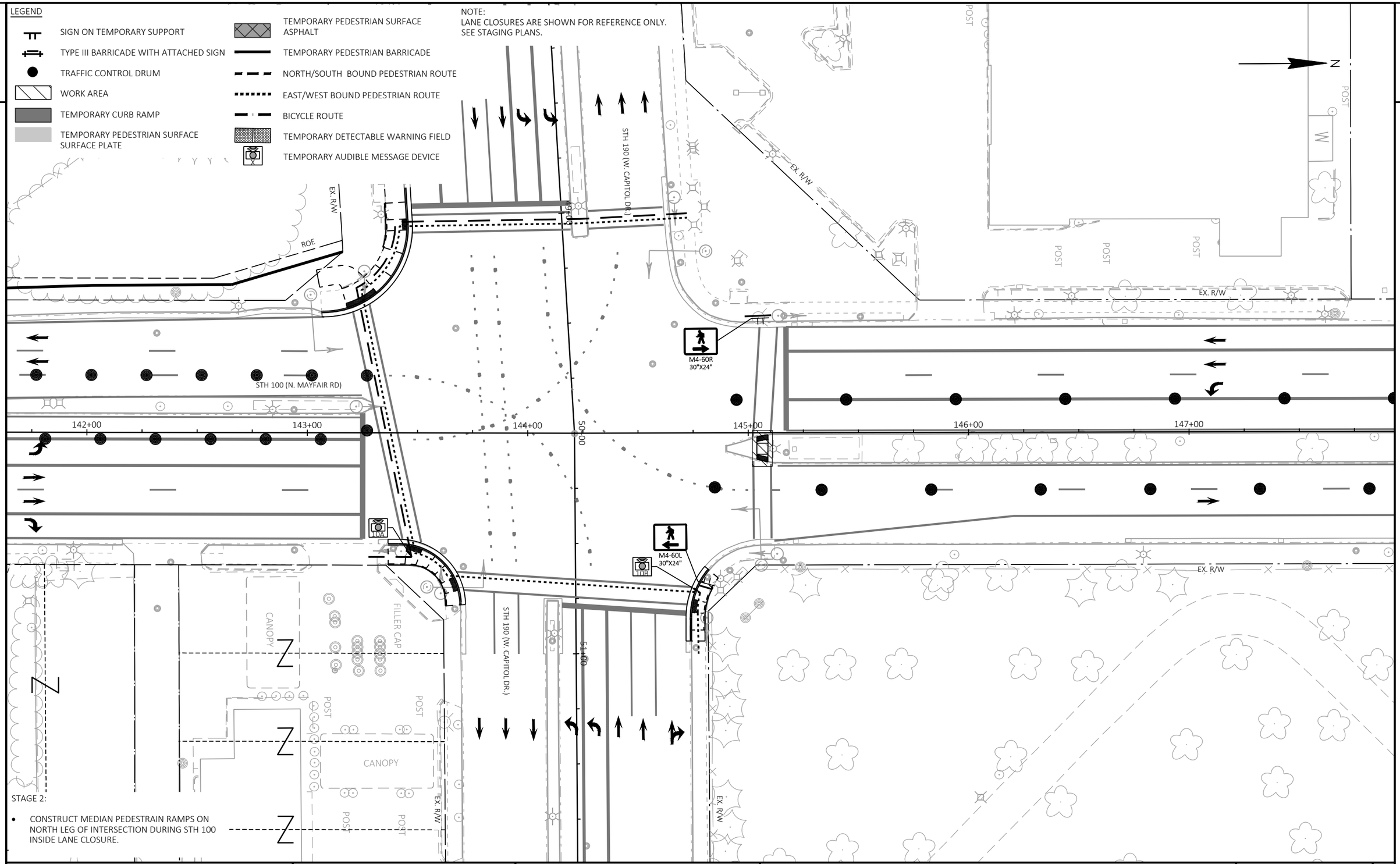
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 2:

- CONSTRUCT MEDIAN PEDESTRAIN RAMPS ON NORTH LEG OF INTERSECTION DURING STH 100 INSIDE LANE CLOSURE.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR- STAGE 2B: CAPITOL DR.	SHEET 472	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025107_tc_s2

PLOT DATE : 1/19/2026 8:42 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

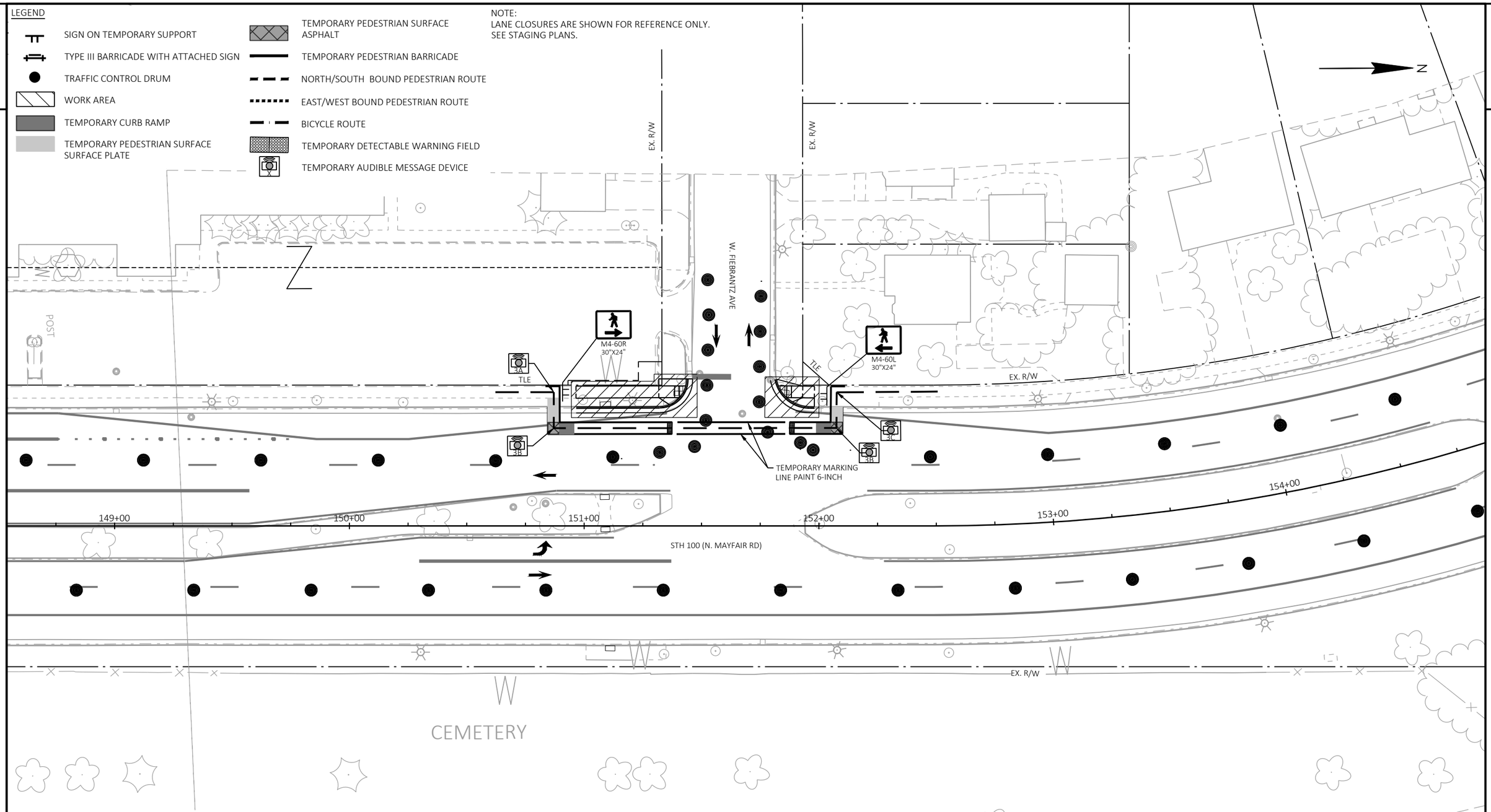
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 1:

- CONSTRUCT TEMPORARY PEDESTRIAN BYPASS IN STH 100 DURING OUTSIDE LANE CLOSURE.
- CONSTRUCT PEDETRIAN RAMPS AS SHOWN.
- MAINTAIN VEHICULAR ACCESS TO STH 100 AT FIEBRANTZ AVE.

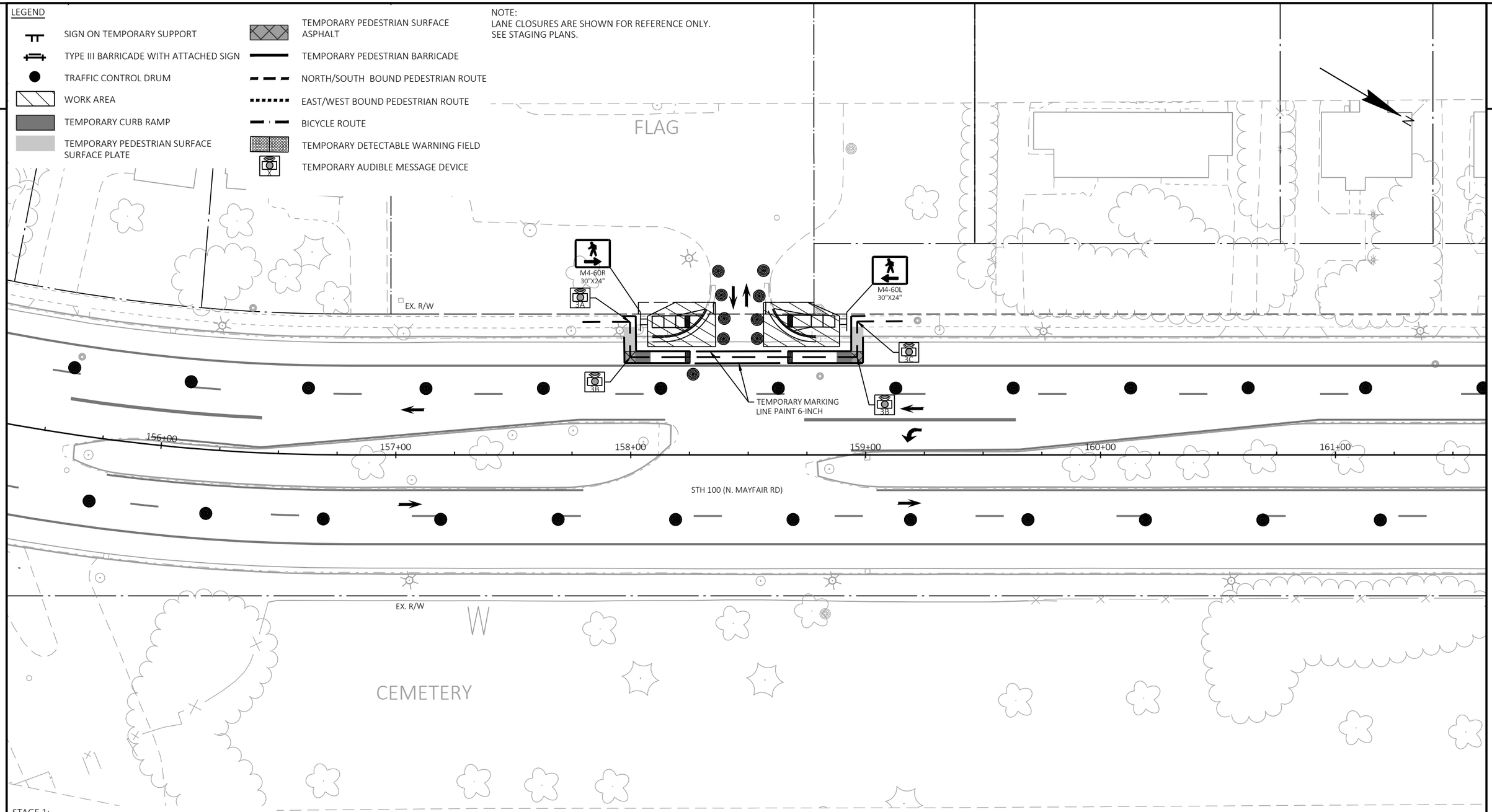
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A - FRIEBRANTZ AVE	SHEET 473	E

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 1:

- CONSTRUCT TEMPORARY PEDESTRIAN BYPASS IN STH 100 DURING OUTSIDE LANE CLOSURE.
- CONSTRUCT DRIVEWAY AND RAMPS ONE SIDE AT A TIME
- MAINTAIN VEHICULAR ACCESS AT ALL TIMES TO THE FIRE STATION DRIVEWAY.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A - FIRE STATION	SHEET 474	E

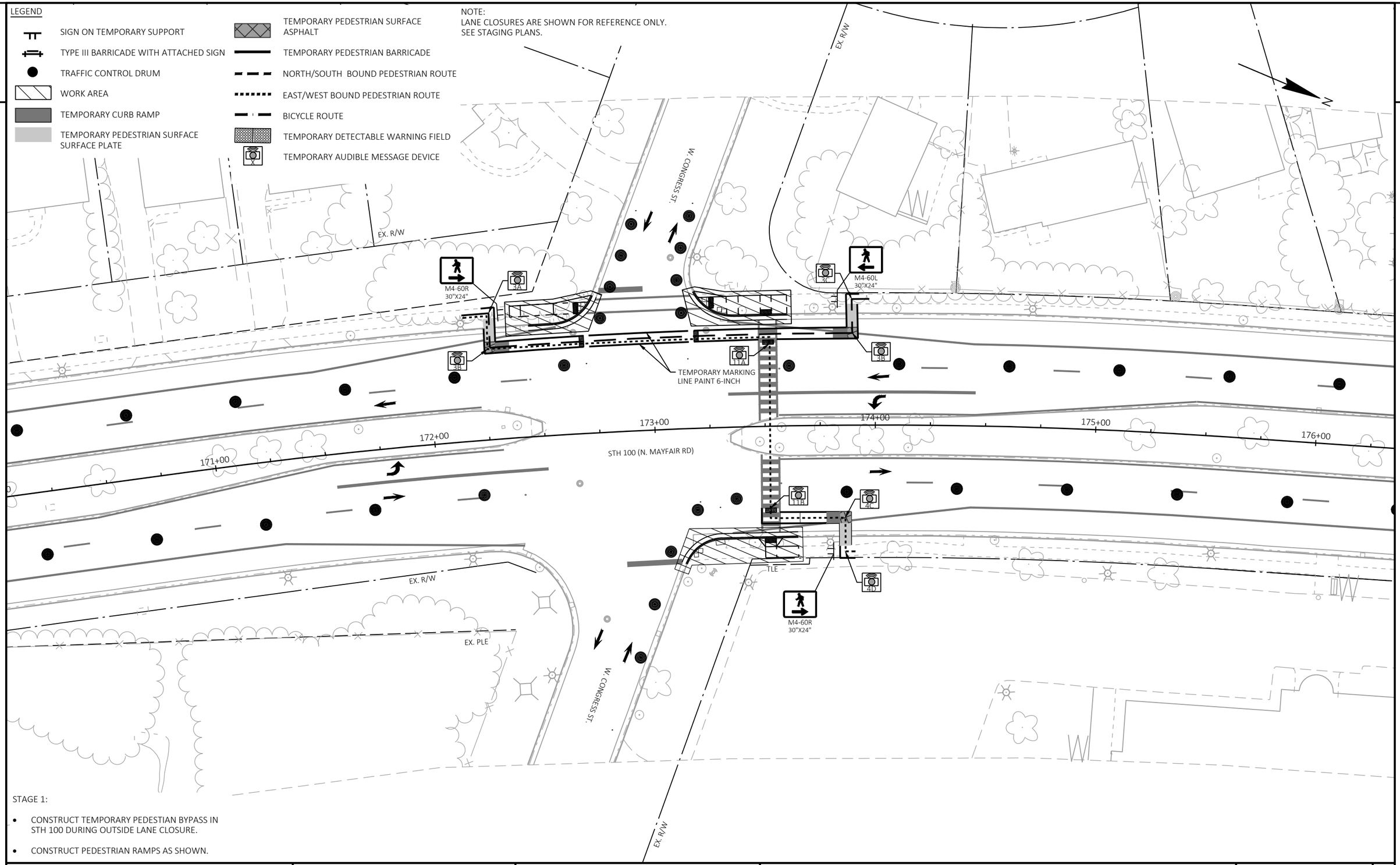
FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025109_tc
PLOT DATE : 1/19/2026 8:42 AM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 1:

- CONSTRUCT TEMPORARY PEDESTIAN BYPASS IN STH 100 DURING OUTSIDE LANE CLOSURE.
- CONSTRUCT PEDESTRIAN RAMPS AS SHOWN.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A - CONGRESS ST.	SHEET 475	E

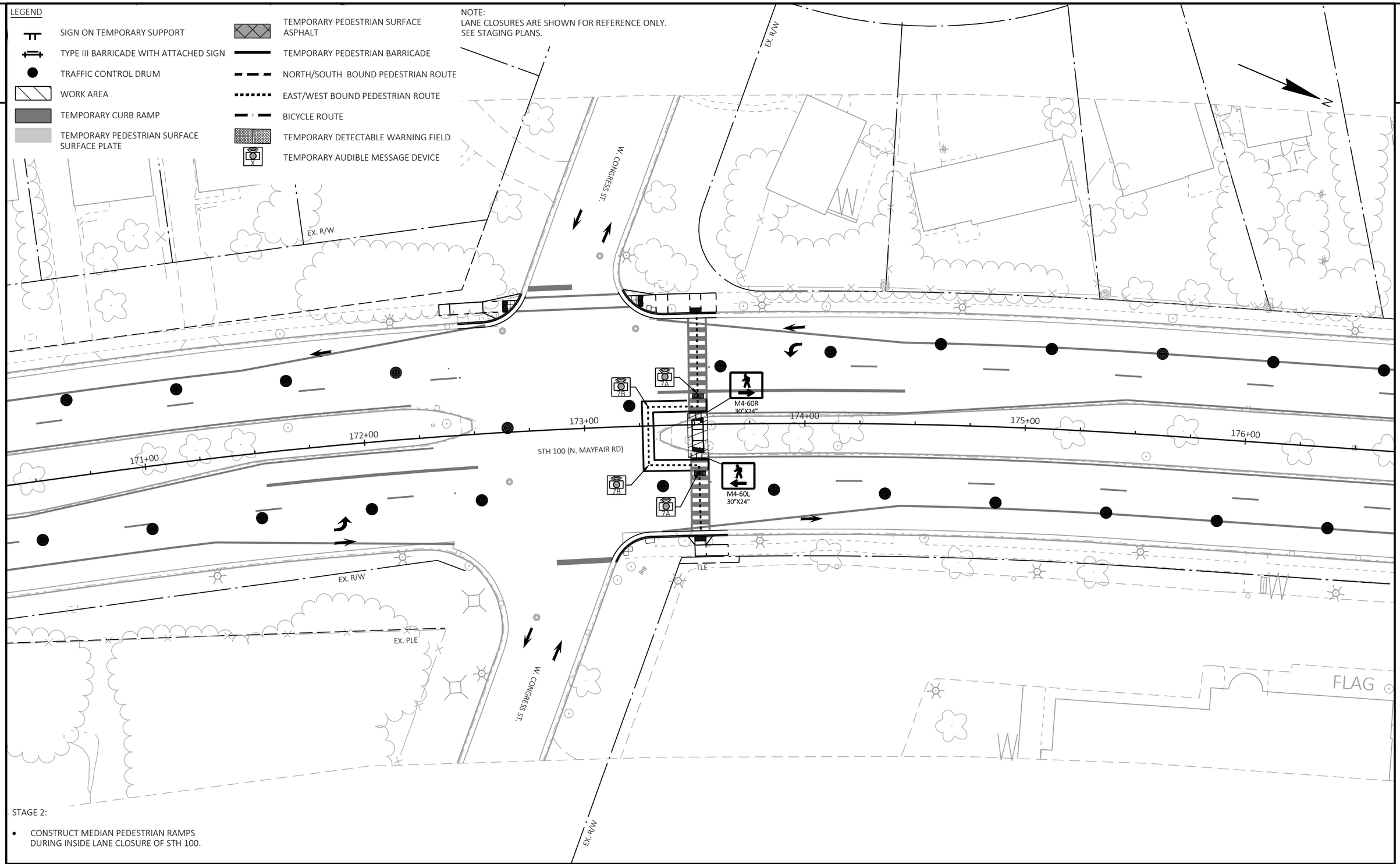
FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025110_tc
PLOT DATE : 1/19/2026 8:42 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 2:

- CONSTRUCT MEDIAN PEDESTRIAN RAMPS DURING INSIDE LANE CLOSURE OF STH 100.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B - CONGRESS ST.	SHEET 476	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025110_tc_s2

PLOT DATE : 1/19/2026 8:43 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

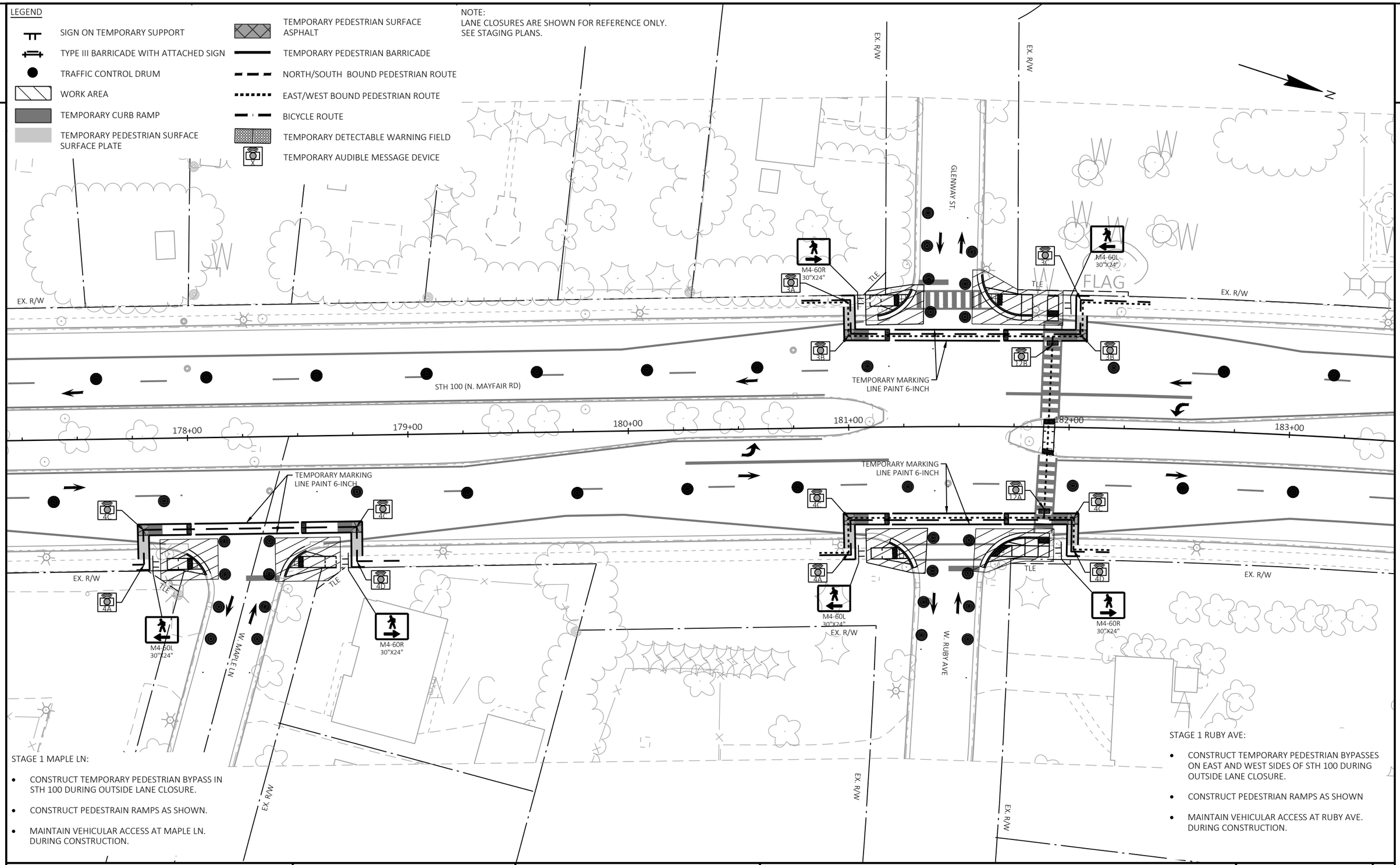
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 1 MAPLE LN:

- CONSTRUCT TEMPORARY PEDESTRIAN BYPASS IN STH 100 DURING OUTSIDE LANE CLOSURE.
- CONSTRUCT PEDESTRAIN RAMPS AS SHOWN.
- MAINTAIN VEHICULAR ACCESS AT MAPLE LN. DURING CONSTRUCTION.

STAGE 1 RUBY AVE:

- CONSTRUCT TEMPORARY PEDESTRIAN BYPASSES ON EAST AND WEST SIDES OF STH 100 DURING OUTSIDE LANE CLOSURE.
- CONSTRUCT PEDESTRIAN RAMPS AS SHOWN
- MAINTAIN VEHICULAR ACCESS AT RUBY AVE. DURING CONSTRUCTION.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A - RUBY AVE. & MAPLE LN.	SHEET 477	E

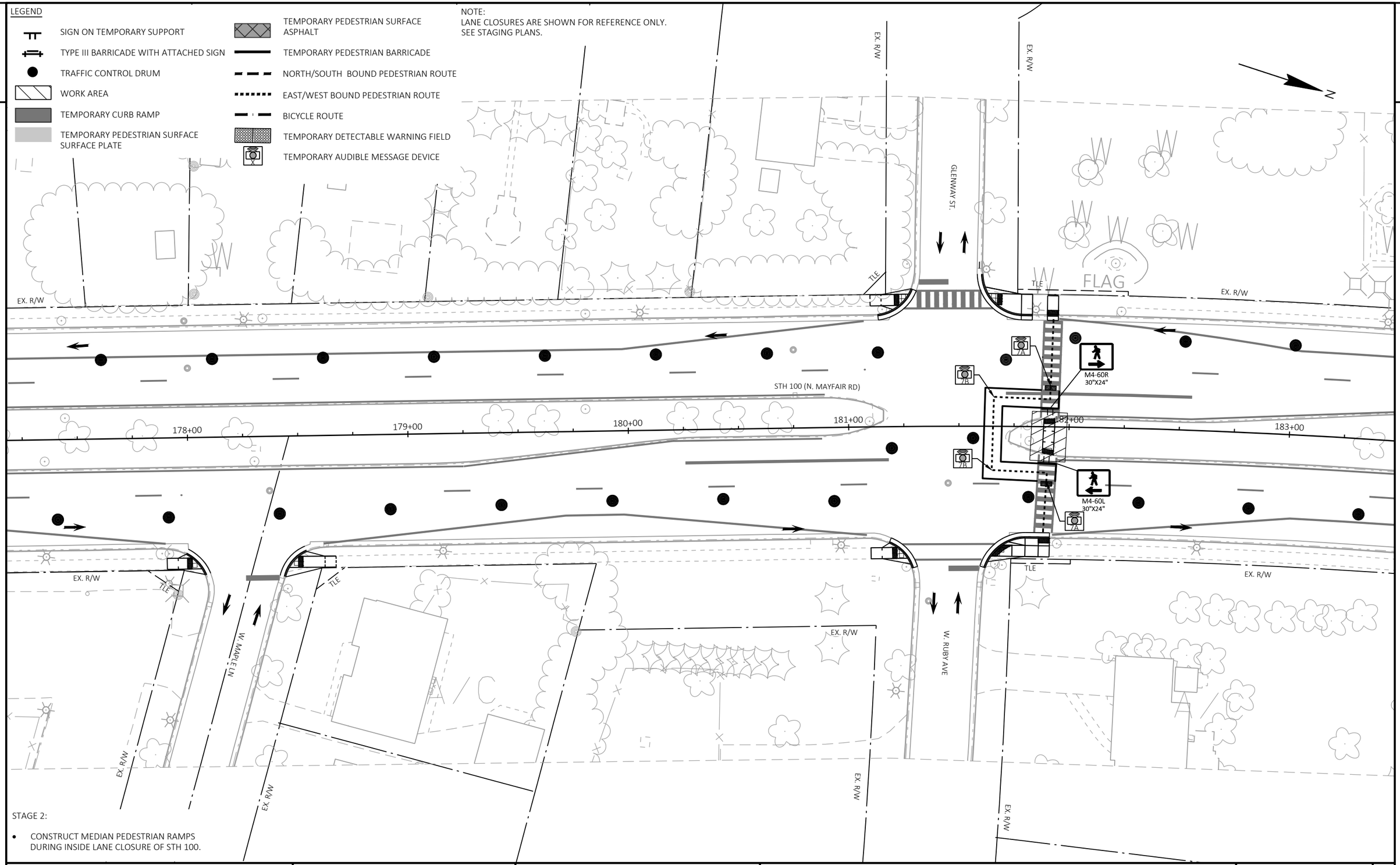
FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025111_tc
PLOT DATE : 1/19/2026 8:43 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 2:

- CONSTRUCT MEDIAN PEDESTRIAN RAMPS DURING INSIDE LANE CLOSURE OF STH 100.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B - RUBY AVE.	SHEET 478	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025111_tc_s2
PLOT DATE : 1/19/2026 8:43 AM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.

N

M4-60R 30"X24"

M4-60L 30"X24"

EX. R/W

EX. R/W

3A

3C

3B

13B

3B

STH 100 (N. MAYFAIR RD)

194+00

195+00

196+00

197+00

198+00

199+00

TEMPORARY MARKING LINE PAINT 6-INCH

13A

4C

4C

4A

4D

TLE

TLE

EX. R/W

EX. R/W

M4-60L 30"X24"

M4-60R 30"X24"

W. COURTLAND AVE

EX. R/W

STAGE 1:

- CONSTRUCT TEMPORARY PEDESTRIAN BYPASS CONCURRENT WITH NB STH 100 OUTSIDE LANE CLOSURE.
- MAINTAIN VEHICULAR ACCESS AT COURTLAND AVE DURING CONSTRUCTION.

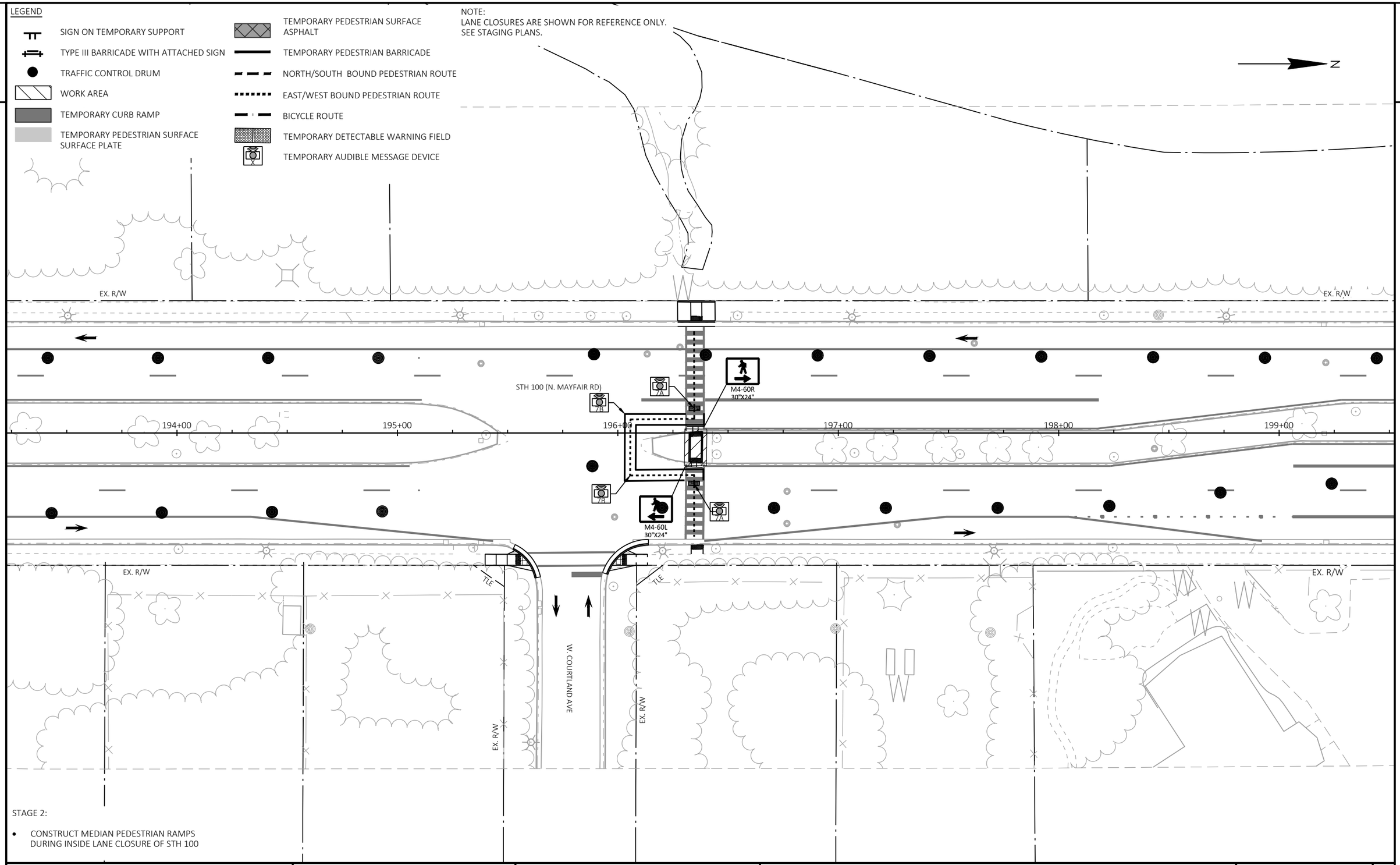
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A - COURTLAND AVE	SHEET 479	E

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 2:

- CONSTRUCT MEDIAN PEDESTRIAN RAMPS DURING INSIDE LANE CLOSURE OF STH 100

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B - COURTLAND AVE	SHEET 480	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025112_tc_s2

PLOT DATE : 1/19/2026 8:43 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.

PLACE SIGNS AT CONNECTION TO OAK LEAF TRAIL
M4-60L 30"X24"
SIDEWALK CLOSED R9-9 24"X12"
M4-60L 30"X24"
SIDEWALK CLOSED R9-9 24"X12"
M4-60R 30"X24"
EX. R/W
W. HAMPTON AVE
PLACE SIGN AT CONNECTION TO OAK LEAF TRAIL
M4-60R 30"X24"
EX. R/W
STH 100 (N. MAYFAIR RD)
199+00
200+00
201+00
202+00
203+00
204+00
205+00
POST
FILLER CAP
M4-60L 30"X24"
M4-60R 30"X24"
M4-60L 30"X24"
M4-60R 30"X24"
W. HAMPTON AVE
EX. R/W
EX. R/W
EX. R/W
EX. R/W
N

STAGE 1A:

- CONSTRUCT TEMPORARY PEDESTRIAN BYPASS IN SE AND SW QUADRANT.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A-1 - HAMPTON AVE	SHEET 481	E

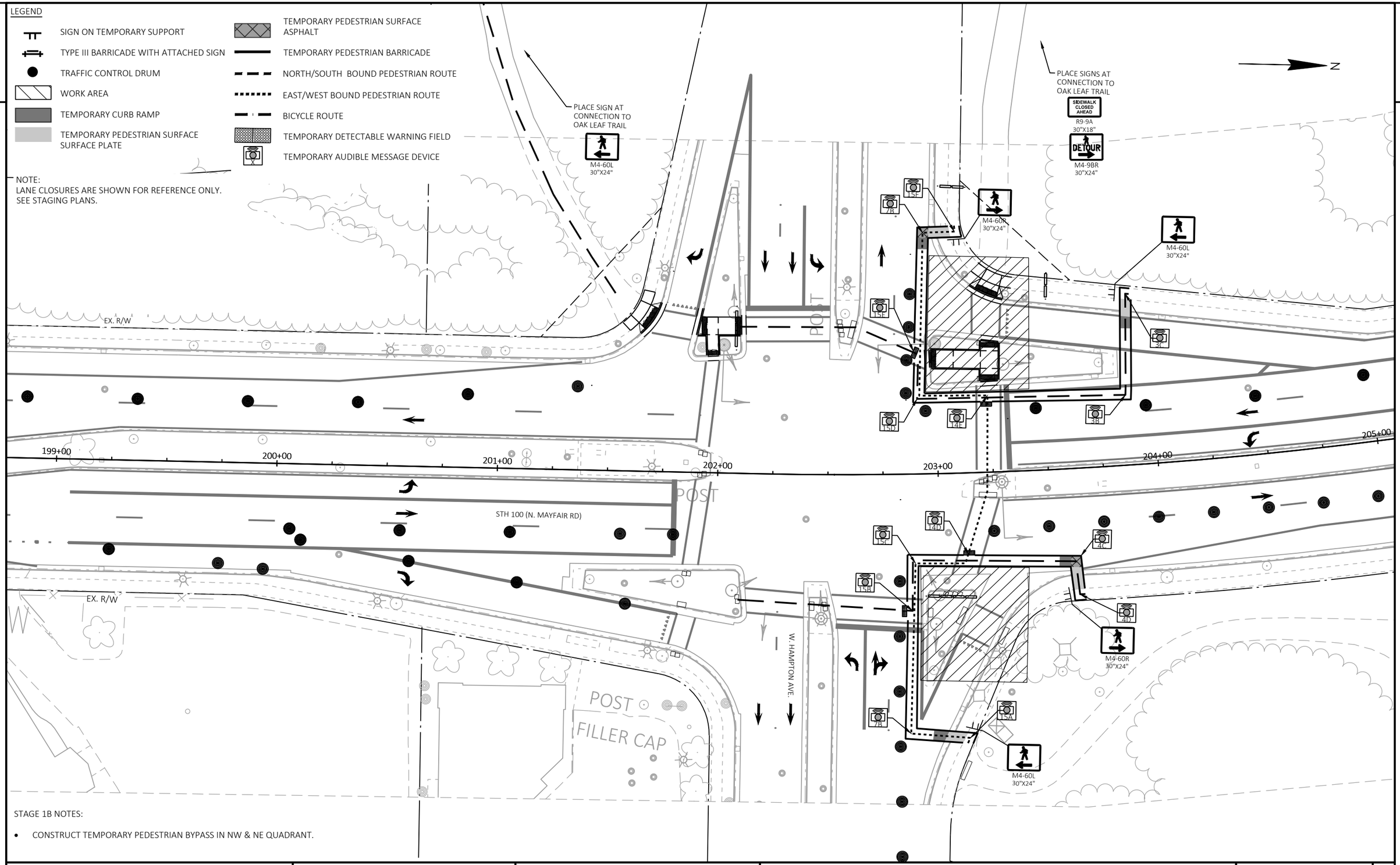
FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025113_tc
PLOT DATE : 2/1/2026 7:46 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 1B NOTES:

- CONSTRUCT TEMPORARY PEDESTRIAN BYPASS IN NW & NE QUADRANT.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A-2 - HAMPTON AVE	SHEET 482	E

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
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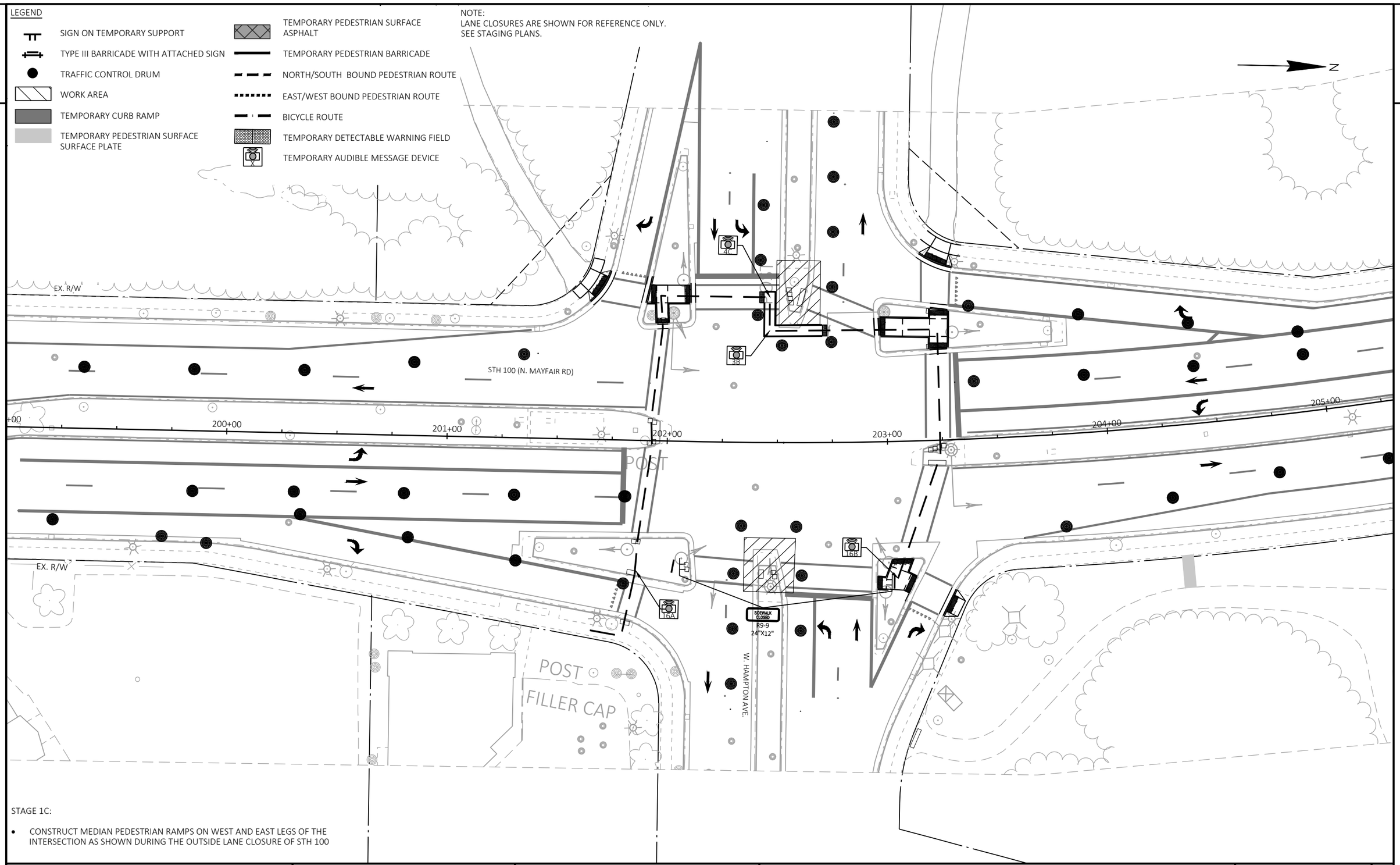
SEE STAGING PLANS.



STAGE 1C:

- CONSTRUCT MEDIAN PEDESTRIAN RAMPS ON WEST AND EAST LEGS OF THE INTERSECTION AS SHOWN DURING THE OUTSIDE LANE CLOSURE OF STH 100

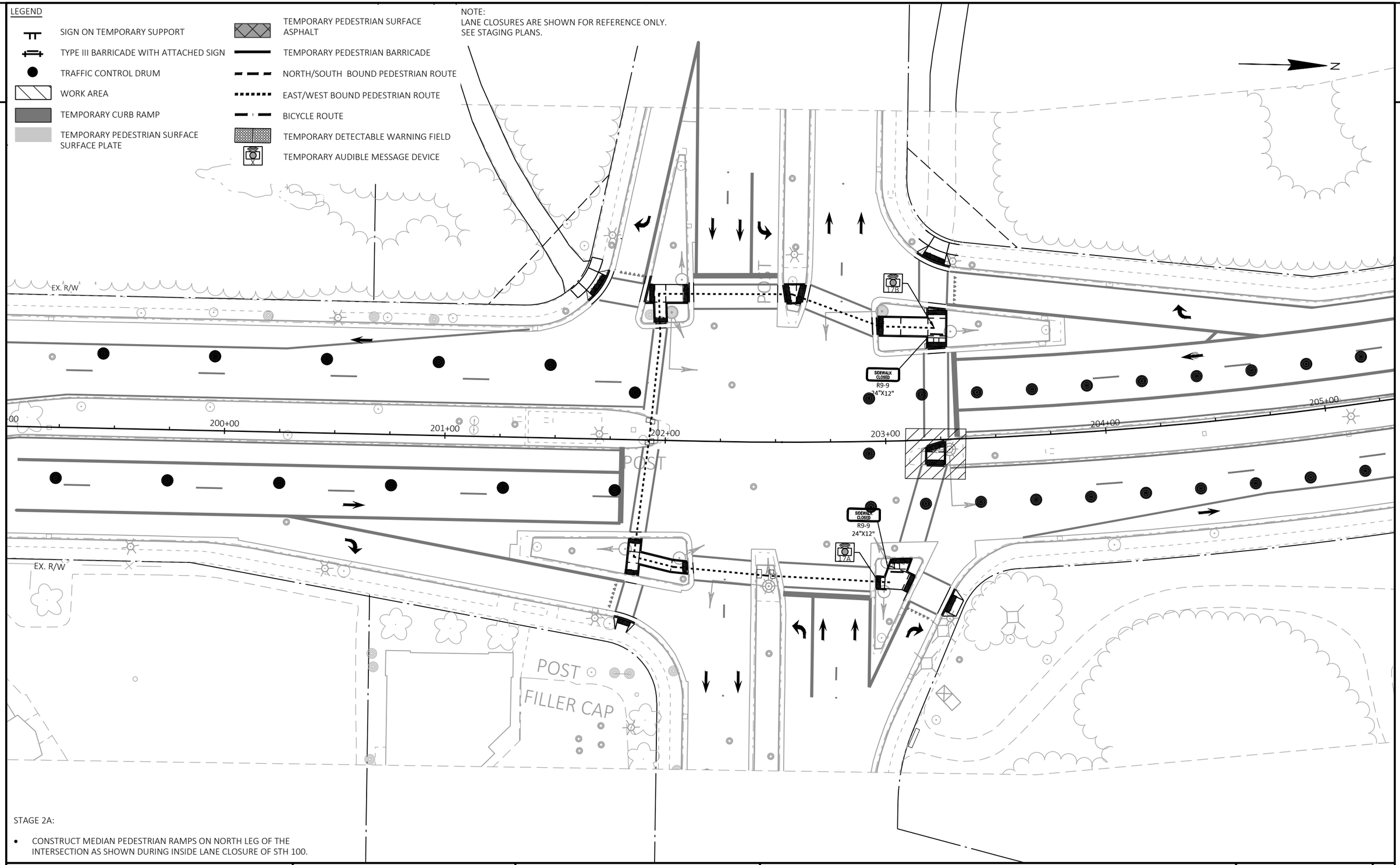
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A-3 - HAMPTON AVE	SHEET 483	E

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 2A:

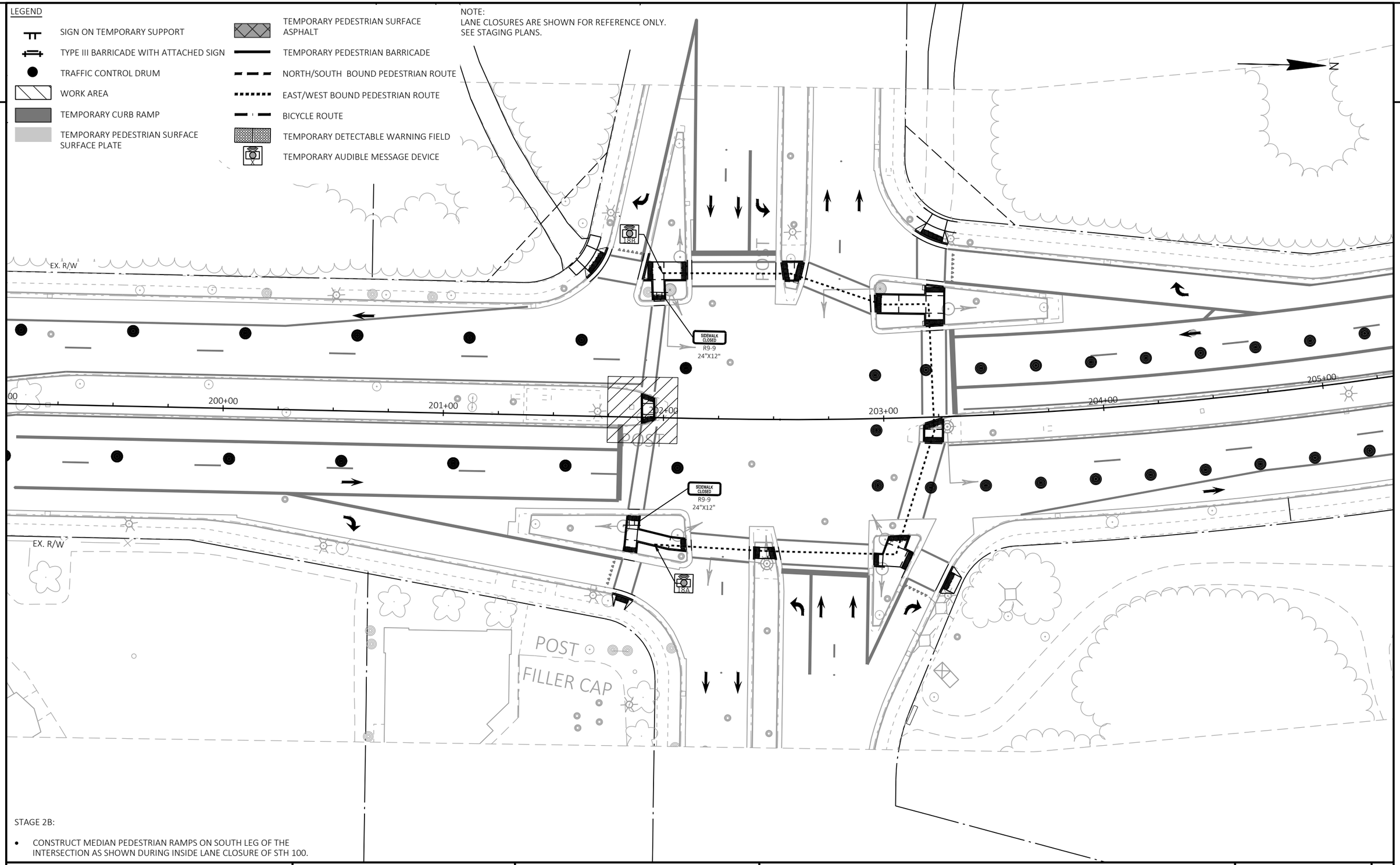
- CONSTRUCT MEDIAN PEDESTRIAN RAMPS ON NORTH LEG OF THE INTERSECTION AS SHOWN DURING INSIDE LANE CLOSURE OF STH 100.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B-1 - HAMPTON AVE	SHEET 484	E

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



STAGE 2B:

- CONSTRUCT MEDIAN PEDESTRIAN RAMPS ON SOUTH LEG OF THE INTERSECTION AS SHOWN DURING INSIDE LANE CLOSURE OF STH 100.

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B-2 - HAMPTON AVE	SHEET 485	E

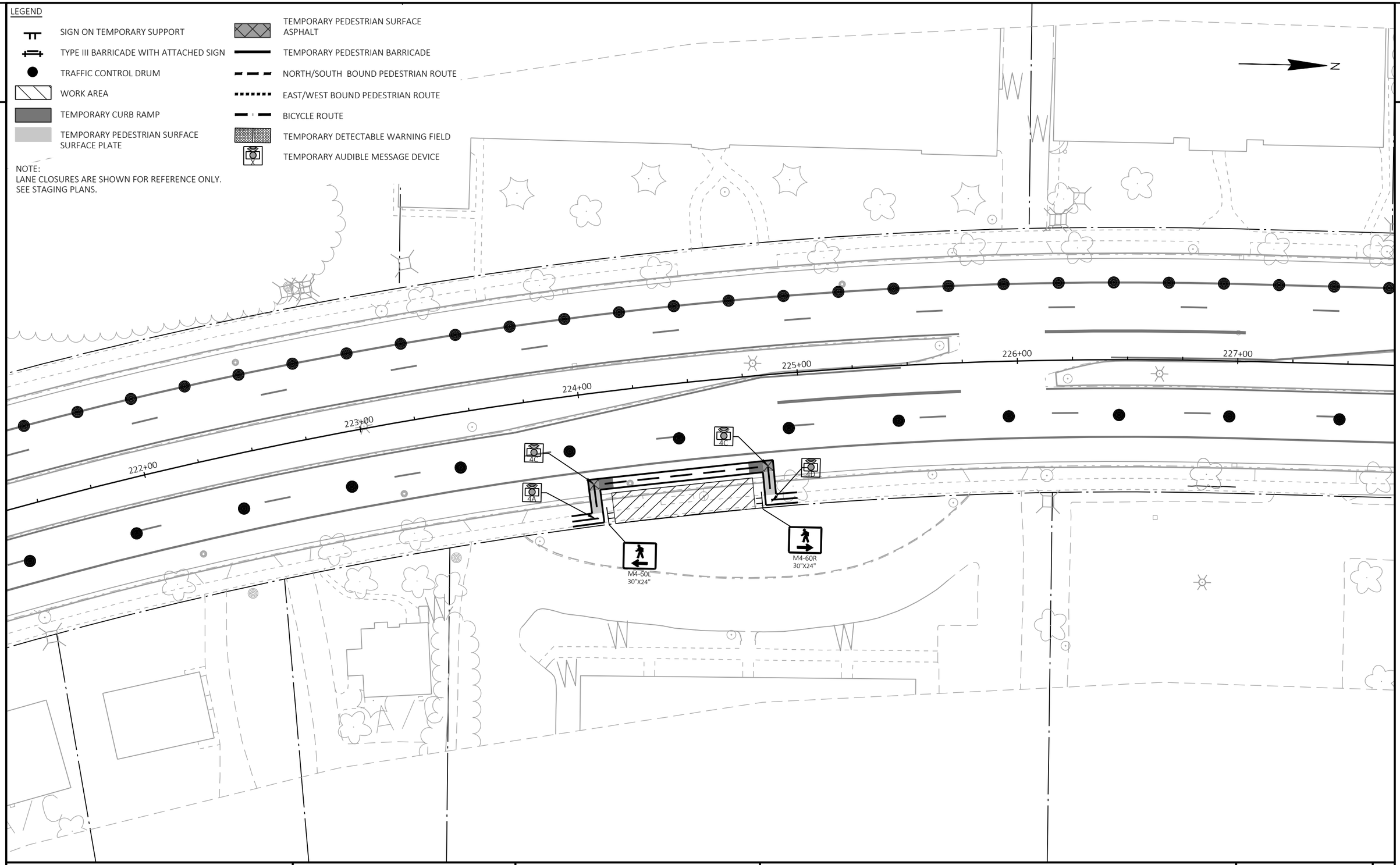
FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025113_tc_s2b
PLOT DATE : 1/27/2026 2:36 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A-1 - BUS STOP	SHEET 486	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025114_tc s2a

PLOT DATE : 2/1/2026 7:53 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

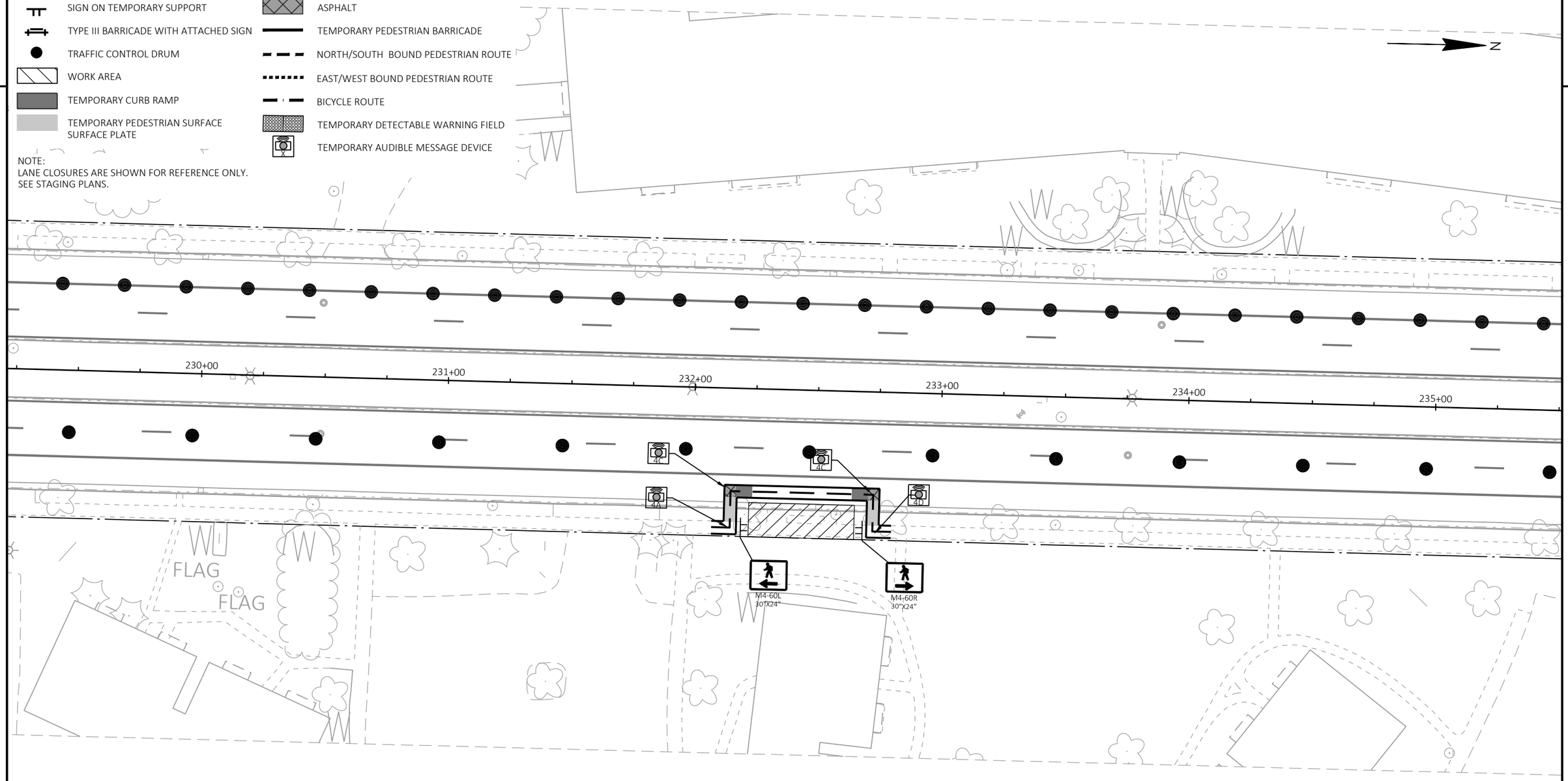
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A-1 - BUS STOP	SHEET 487	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025114_tc s2a (2)
PLOT DATE : 2/1/2026 7:53 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.

N

CANOPY

237+00 238+00 239+00 240+00 241+00 242+00

4A 4C 4D

M4-60L
30"X24"

M4-60R
30"X24"

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A-1 - BUS STOP	SHEET 488	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025114_tc s2a (3)

PLOT DATE : 2/1/2026 7:53 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.

N

M4-60R 30"X24"

M4-60L 30"X24"

3A

3B

3C

4A

4C

4D

M4-60L 30"X24"

M4-60R 30"X24"

244+00 245+00 246+00 247+00 248+00 249+00

N. LOVERS LANE RD.

W. SILVER SPRING DR.

CONCRETE ISLAND

CONC. WALK

CONC.

NEW 5" ASPHALT

DETECTABLE WARNING FIELD

NO DETECTABLE WARNING FIELD

ONE WAY

SPEED LIMIT 40

POST

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2A-1 - BUS STOP	SHEET 489	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025114_tc (4)

PLOT DATE : 2/1/2026 7:53 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
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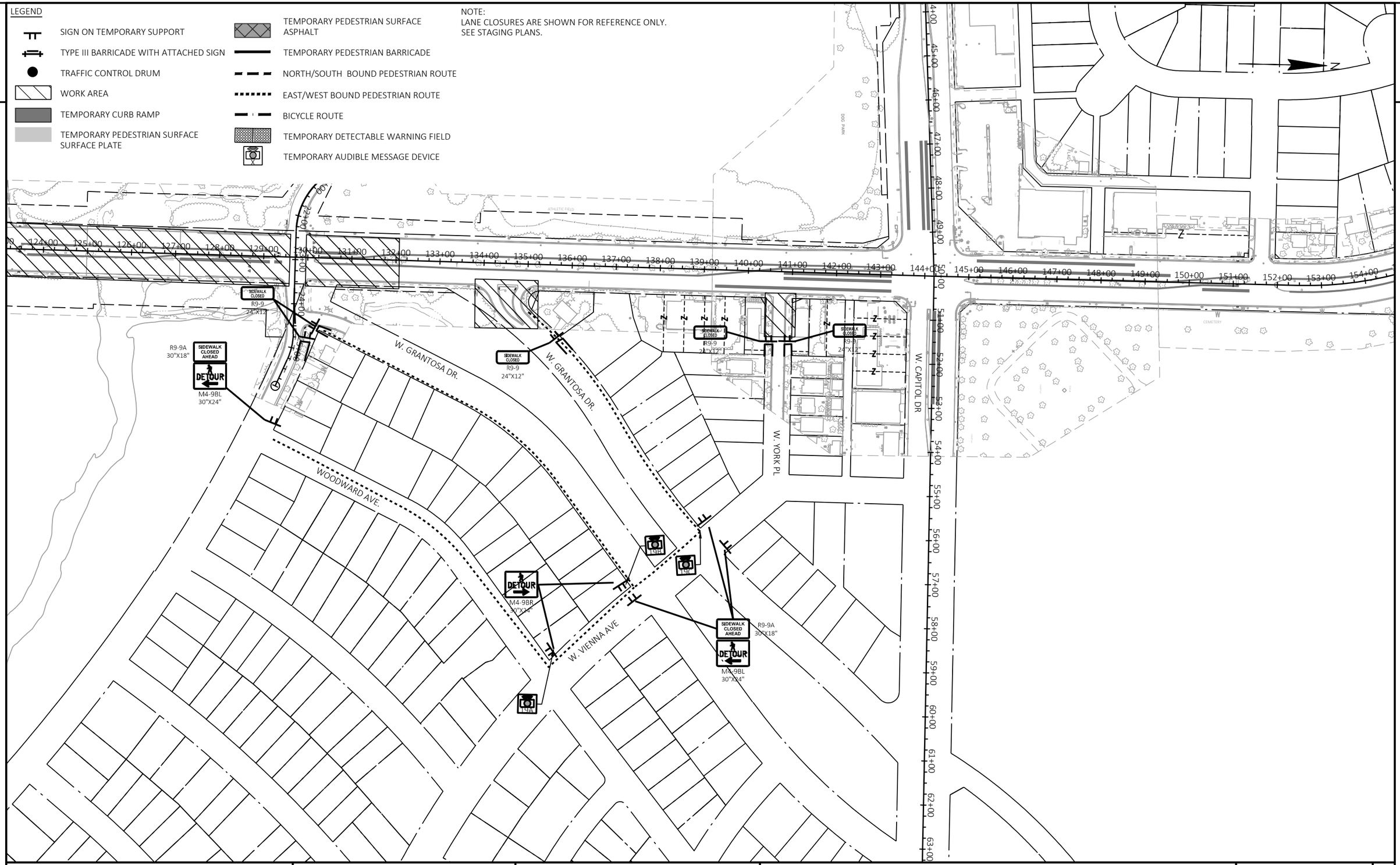
SEE STAGING PLANS.



2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B: GRANTOSA DRIVE AND YORK PLACE CLOSURE	SHEET 490	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025115_tc

PLOT DATE : 1/27/2026 2:37 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:200 FT

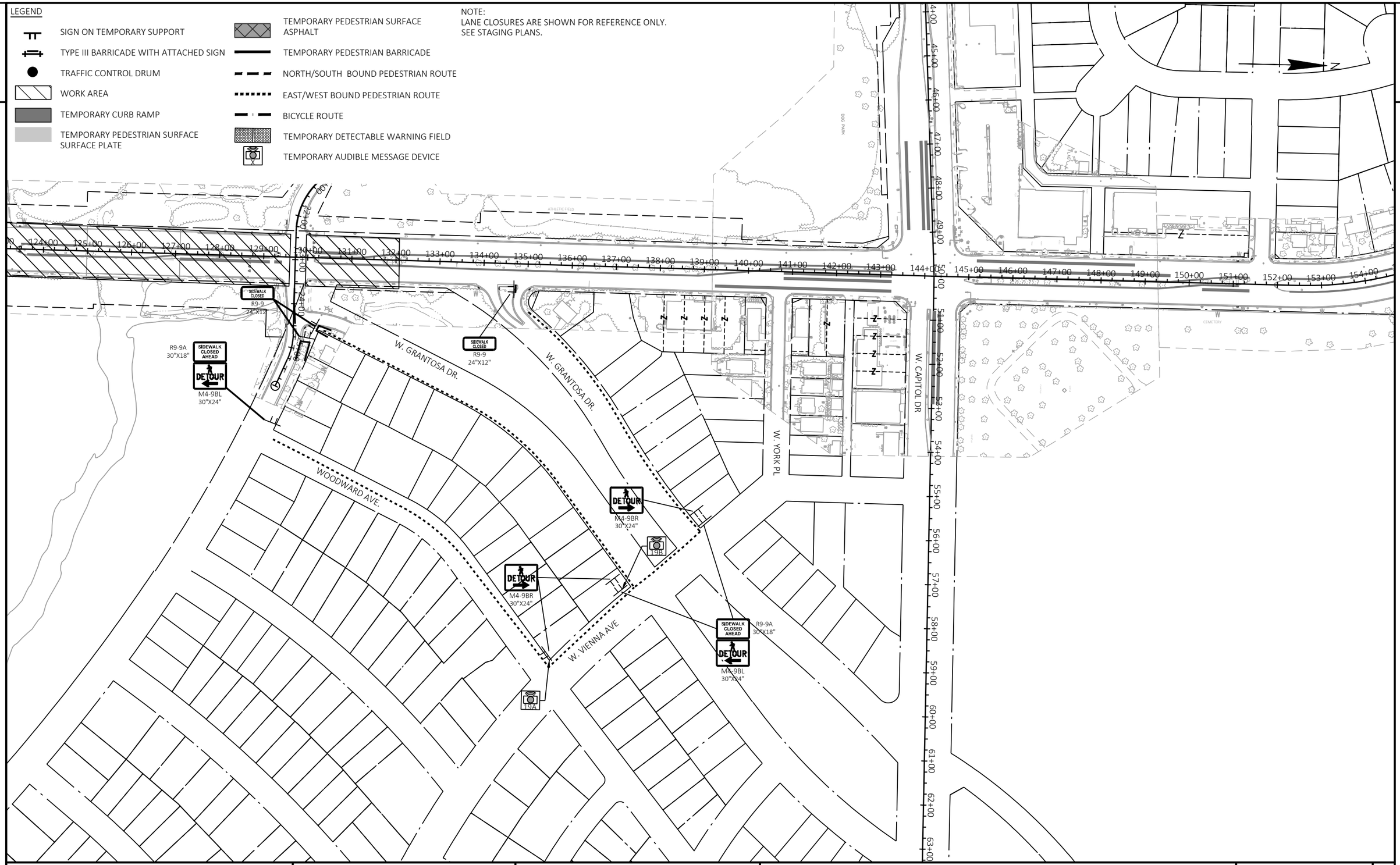
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



2

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B - MENOMONEE RIVER PARKWAY OPEN	SHEET 491	E

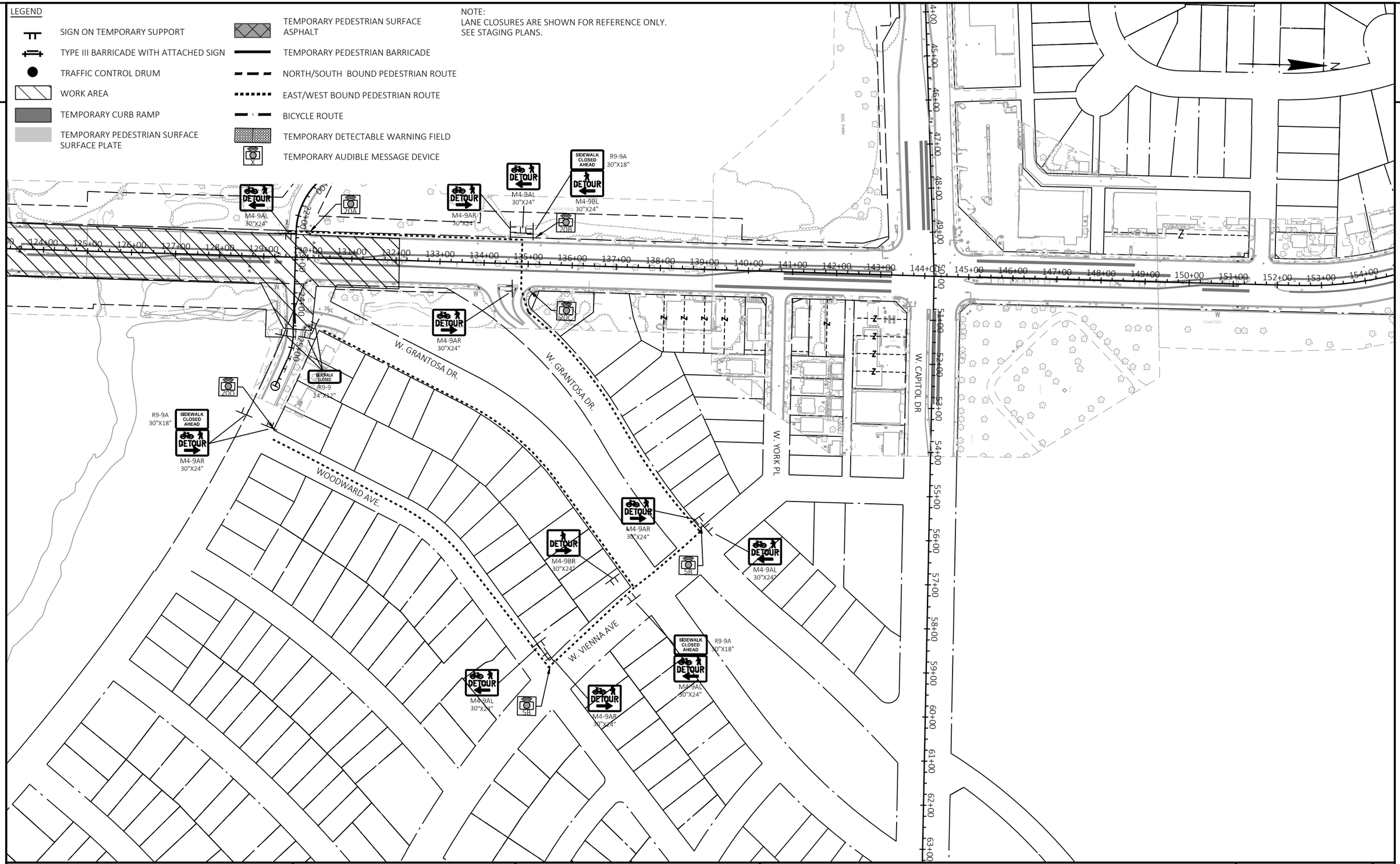
FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025115_tc (2)
PLOT DATE : 1/27/2026 2:37 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

2

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN BARRICADE
- NORTH/SOUTH BOUND PEDESTRIAN ROUTE
- EAST/WEST BOUND PEDESTRIAN ROUTE
- BICYCLE ROUTE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY AUDIBLE MESSAGE DEVICE

NOTE:
LANE CLOSURES ARE SHOWN FOR REFERENCE ONLY.
SEE STAGING PLANS.



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PEDESTRIAN DETOUR STAGE 2B - MENOMONEE RIVER PARKWAY CLOSED	SHEET 492	E

FILE NAME : X:\ML\2021\20210100\DESIGN\CALCS\CURB RAMP STAGING EXHIBITS\025100_TC_PED.DWG
LAYOUT NAME - 025115_tc (3)
PLOT DATE : 1/27/2026 2:38 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

TEMPORARY AUDIBLE MESSAGE DEVICES - SEE PEDESTRIAN DETOUR SHEET FOR LOCATIONS

1a. ATTENTION SOUTHBOUND MAYFAIR ROAD PEDESTRIANS: MAYFAIR ROAD CLOSED AHEAD AT MENOMONEE RIVER PARKWAY. FOLLOW DETOUR BY TURNING LEFT TO GO SOUTH ON MONOMONEE RIVER PARKWAY.
1b. ATTENTION MAYFAIR ROAD DETOUR PEDESTRIANS. YOU ARE AT THE CORNER OF MENOMONEE RIVER PARKWAY AND BURLEIGH STREET. SOUTHBOUND PEDESTRIANS TURN RIGHT AND CONTINUE WEST. EASTBOUND PEDESTRIANS TURN LEFT AND CONTINUE NORTH.
1c. ATTENTION NORTHBOUND MAYFAIR ROAD PEDESTRIANS: MAYFAIR ROAD CLOSED 3/4 MILE AHEAD AT MENOMONEE RIVER PARKWAY. FOLLOW DETOUR BY TURNING RIGHT TO GO EAST ON BURLEIGH STREET.
1d. ATTENTION MAYFAIR ROAD DETOUR PEDESTRIANS. YOU ARE AT THE CORNER OF MAYFAIR ROAD AND MENOMONEE RIVER PARKWAY. NORTHBOUND PEDESTRIANS TURN RIGHT AND CONTINUE NORTH.

2a. ATTENTION NORTHBOUND OAK LEAD TRAIL USERS. OAK LEAF TRAIL ROUTE ALONG LITTLE MENOMONEE RIVER TEMPORARILY CLOSED, FOLLOW OAK LEAF TRAIL ROUTE VIA HAMPTON AVENUE.
2b. ATTENTION SOUTHBOUND OAK LEAF TRAIL USERS. OAK LEAF TRAIL ROUTE ALONG LITTLE MENOMONEE RIVER TEMPORARILY CLOSED, FOLLOW OAK LEAF TRAIL ROUTE ALONG HAMPTON AVENUE.

3a. ATTENTION NORTHBOUND MAYFAIR ROAD PEDESTRIANS. CONSTRUCTION AHEAD. SHORT PEDESTRIAN DETOUR. NORTHBOUND PEDESTRIANS TURN RIGHT. SOUTHBOUND PEDESTRIANS TURN LEFT AND REJOIN MAYFIAR ROAD SIDEWALK SOUTH.
3b. NORTHBOUND PEDESTRIANS TURN LEFT. SOUTHBOUND PEDESTRIANS TURN RIGHT.
3c. ATTENTION SOUTHBOUND MAYFAIR ROAD PEDESTRIANS. CONSTRUCTION AHEAD. SHORT PEDESTRIAN DETOUR. SOUTHBOUND PEDESTRIANS TURN LEFT. NORTHBOUND PEDESTRIANS TURN RIGHT AND REJOIN MAYFAIR ROAD SIDEWALK NORTH.

4a. ATTENTION NORTHBOUND MAYFAIR ROAD PEDESTRIANS. CONSTRUCTION AHEAD. SHORT PEDESTRIAN DETOUR. NORTHBOUND PEDESTRIANS TURN LEFT. SOUTHBOUND PEDESTRIANS TURN RIGHT AND REJOIN MAYFIAR ROAD SIDEWALK SOUTH.
4b. ATTENTION MAYFAIR ROAD PEDESTRIANS. YOU ARE AT THE CROSSWALK TO AUER AVENUE. NORTHBOUND PEDESTRIANS, TURN RIGHT TO CONTINUE NORTH ON MAYFAIR ROAD. SOUTHBOUND PEDESTRIANS, TURN LEFT TO CONTINUE SOUTH ON MAYFAIR ROAD. EASTBOUND PEDESTRIANS, TURN LEFT TO GO NORTH, TURN RIGHT AFTER 15 FEET TO GO SOUTH.
4c. NORTHBOUND PEDESTRIANS TURN RIGHT. SOUTHBOUND PEDESTRIANS TURN LEFT.
4d. ATTENTION SOUTHBOUND MAYFAIR ROAD PEDESTRIANS. CONSTRUCTION AHEAD. SHORT PEDESTRIAN DETOUR. SOUTHBOUND PEDESTRIANS TURN RIGHT. NORTHBOUND PEDESTRIANS TURN LEFT AND REJOIN MAYFIAR ROAD SIDEWALK NORTH.
4e. ATTENTION MAYFAIR ROAD PEDESTRIANS. YOU ARE AT THE CROSSWALK TO AUER AVENUE. NORTHBOUND PEDESTRIANS, TURN LEFT TO CONTINUE NORTH ON MAYFAIR ROAD. SOUTHBOUND PEDESTRIANS, TURN RIGHT TO CONTINUE SOUTH ON MAYFAIR ROAD. WESTBOUND PEDESTRIANS FROM AUER AVE, TURN RIGHT TO GO NORTH, TURN LEFT AFTER 15 FEET TO GO SOUTH.

5a. ATTENTION MAYFAIR ROAD PEDESTRIAN. SHORT PEDESTRIAN DETOUR, AROUND MEDIAN. WESTBOUND PEDESTRIANS TURN RIGHT. EASTBOUND PEDESTRIANS TURN LEFT.
5b. WESTBOUND PEDESTRIANS TURN LEFT. EASTBOUND PEDESTRIANS TURN RIGHT.

6a. ATTENTION MAYFAIR ROAD DETOUR PEDESTRIANS. YOU ARE AT THE TOWNSEND STREET CROSSWALK. EASTBOUND PEDESTRIANS, TURN RIGHT TO GO SOUTH, TURN LEFT TO GO NORTH.
6b. ATTENTION NORTHBOUND MAYFAIR ROAD PEDESTRIANS. SIDEWALK CLOSED TO THE NORTH. NORTHBOUND PEDESTRIANS TURN RIGHT AND WALK EASTBOUND CROSSING AT MAYFAIR ROAD. SOUTHBOUND PEDESTRIANS TURN LEFT AND REJOIN MAYFIAR ROAD SIDEWALK SOUTH.

7a. ATTENTION MAYFAIR ROAD PEDESTRIANS. SHORT PEDESTRIAN DETOUR, AROUND MEDIAN. WESTBOUND PEDESTRIANS TURN LEFT. EASTBOUND PEDESTRIANS TURN RIGHT.
7b. WESTBOUND PEDESTRIANS TURN RIGHT. EASTBOUND PEDESTRIANS TURN LEFT.

8a. ATTENTION WESTBOUND MAYFAIR ROAD PEDESTRIANS. CONSTRUCTION AHEAD. SHORT PEDESTRIAN DETOUR. WESTBOUND PEDESTRIANS TURN RIGHT. EASTBOUND PEDESTRIANS TURN LEFT AND REJOIN CAPITOL DRIVE EAST.
8b. ATTENTION MAYFAIR ROAD PEDESTRIANS, YOU ARE AT THE CAPITOL DRIVE CROSSWALK. NORTHBOUND PEDESTRIANS, TURN LEFT TO CONTINUE NORTH. SOUTHBOUND PEDESTRIANS, TURN RIGHT TO CONTINUE SOUTH. WESTBOUND PEDESTRIANS, TURN RIGHT TO UTILIZE EXISTING CROSSWALK AT THE NORTH SIDE OF STREET TO CONTINUE WESTBOUND.
8c. ATTENTION WESTBOUND CAPITOL DRIVE PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF CAPITOL DRIVE AND MAYFAIR ROAD CONSTRUCTION AHEAD. UTILIZE EXISTING CROSSWALK AT THE NORTH SIDE OF STREET TO CONTINUE WESTBOUND.

9a. ATTENTION WESTBOUND CAPITOL DRIVE PEDESTRIANS. CONSTRUCTION AHEAD. SHORT PEDESTRIAN DETOUR. WESTBOUND PEDESTRIANS TURN LEFT. EASTBOUND PEDESTRIANS TURN RIGHT AND REJOIN CROSSWALK EASTBOUND.
9b. ATTENTION CAPITOL DRIVE PEDESTRIANS. CONSTRUCTION AHEAD. SHORT PEDESTRIAN DETOUR. EASTBOUND PEDESTRIANS TURN RIGHT. WESTBOUND PEDESTRIANS TURN LEFT AND REJOIN CROSSWALK WESTBOUND.

10a. ATTENTION NORTHBOUND CAPITOL DRIVE ROAD PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF MAYFAIR ROAD AND CAPITAL DRIVE. THE NORTHEAST CROSSWALK WESTBOUND TO THE NORTHWEST CORNER OF MAYFAIR ROAD AND CAPITAL DRIVE IS TEMPORARILY CLOSED. UTILIZE EXISTING CROSSWALK AT THE SOUTH SIDE OF STREET TO CONTINUE WESTBOUND.
10b. ATTENTION WESTBOUND CAPITOL DRIVE PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF MAYFAIR ROAD AND CAPITAL DRIVE. THE NORTH CROSSWALK WESTBOUND TO THE NORTHWEST CORNER OF MAYFAIR ROAD AND CAPITAL DRIVE IS TEMPORARILY CLOSED. UTILIZE EXISTING CROSSWALK AT THE SOUTH SIDE OF STREET TO CONTINUE WESTBOUND.

11a. ATTENTION MAYFAIR ROAD DETOUR PEDESTRIANS. YOU ARE AT THE CROSSWALK TO CONGRESS STREET. WESTBOUND PEDESTRIANS FROM CONGRESS STREET, TURN RIGHT TO GO NORTH, TURN LEFT TO GO SOUTH.
11b. ATTENTION MAYFAIR ROAD DETOUR PEDESTRIANS. YOU ARE AT THE CROSSWALK TO CONGRESS STREET. SOUTHBOUND PEDESTRIANS, TURN RIGHT AND CONTINUE WEST TO CONGRESS STREET. EASTBOUND PEDESTRIANS TURN LEFT TO CONTINUE NORTH.

12a. ATTENTION MAYFAIR ROAD DETOUR PEDESTRIANS. YOU ARE AT THE CROSSWALK TO GLENWAY STREET. EASTBOUND PEDESTRIANS FROM GLENWAY STREET, TURN RIGHT TO GO SOUTH, TURN LEFT TO GO NORTH.
12b. ATTENTION MAYFAIR ROAD DETOUR PEDESTRIANS. YOU ARE AT THE CROSSWALK TO RUBY AVENUE. WESTBOUND PEDESTRIANS FROM RUBY AVENUE, TURN RIGHT TO GO NORTH, TURN LEFT TO GO SOUTH.

13a. ATTENTION MAYFAIR ROAD DETOUR PEDESTRIANS. YOU ARE AT A CROSSWALK TO COURTLAND AVENUE. EASTBOUND PEDESTRIANS, TURN RIGHT TO GO SOUTH, TURN LEFT TO GO NORTH.
13b. ATTENTION MAYFAIR ROAD DETOUR PEDESTRIANS. YOU ARE AT A CROSSWALK TO COURTLAND AVENUE. WESTBOUND PEDESTRIANS, TURN RIGHT TO GO NORTH, TURN LEFT TO GO SOUTH.

TEMPORARY AUDIBLE MESSAGE DEVICES - SEE PEDESTRIAN DETOUR SHEET FOR LOCATIONS

14a. ATTENTION WESTBOUND HAMPTON AVENUE PEDESTRIANS. CONSTRUCTION AHEAD. SHORT PEDESTRIAN DETOUR. WESTBOUND PEDESTRIANS TURN RIGHT. EASTBOUND PEDESTRIANS TURN LEFT AND REJOIN HAMPTON AVENUE SIDEWALK EAST.
14b. ATTENTION MAYFAIR ROAD PEDESTRIANS, YOU ARE AT THE HAMPTON AVENUE CROSSWALK. NORTHBOUND PEDESTRIANS, TURN LEFT TO CONTINUE NORTH. SOUTHBOUND PEDESTRIANS, TURN RIGHT TO CONTINUE SOUTH.
14c. NORTHBOUND AND EASTBOUND PEDESTRIANS TURN RIGHT. SOUTHBOUND AND WESTBOUND PEDESTRIANS TURN LEFT.
14d. ATTENTION MAYFAIR ROAD PEDESTRIANS, YOU ARE AT THE MAYFAIR ROAD CROSSWALK. EASTBOUND PEDESTRIANS, TURN LEFT TO GO NORTH, TURN RIGHT TO GO SOUTH.
14e. ATTENTION MAYFAIR ROAD PEDESTRIANS, YOU ARE AT THE MAYFAIR ROAD CROSSWALK. WESTBOUND PEDESTRIANS, TURN RIGHT TO GO NORTH, TURN LEFT TO GO SOUTH.
14f. NORTHBOUND AND WESTBOUND PEDESTRIANS TURN LEFT. SOUTHBOUND AND EASTBOUND PEDESTRIANS TURN RIGHT.
14g. ATTENTION MAYFAIR ROAD PEDESTRIANS, YOU ARE AT THE HAMPTON AVENUE CROSSWALK. NORTHBOUND PEDESTRIANS, TURN RIGHT TO CONTINUE NORTH. SOUTHBOUND PEDESTRIANS, TURN LEFT TO CONTINUE SOUTH.
14h. ATTENTION EASTBOUND HAMPTON AVENUE PEDESTRIANS. CONSTRUCTION AHEAD. SHORT PEDESTRIAN DETOUR. EASTBOUND PEDESTRIANS TURN LEFT. WESTBOUND PEDESTRIANS TURN RIGHT AND REJOIN HAMPTON AVENUE SIDEWALK WEST.

15a. ATTENTION WESTBOUND HAMPTON AVENUE PEDESTRIANS. CONSTRUCTION AHEAD. SHORT PEDESTRIAN DETOUR. WESTBOUND PEDESTRIANS TURN LEFT. EASTBOUND PEDESTRIANS TURN RIGHT AND REJOIN HAMPTON AVENUE SIDEWALK EAST.
15b. ATTENTION MAYFAIR ROAD PEDESTRIANS, YOU ARE AT THE HAMPTON AVENUE CROSSWALK. NORTHBOUND PEDESTRIANS, TURN LEFT TO CONTINUE NORTH. SOUTHBOUND PEDESTRIANS, TURN RIGHT TO CONTINUE SOUTH.
15c. NORTHBOUND AND WESTBOUND PEDESTRIANS TURN RIGHT. SOUTHBOUND AND EASTBOUND PEDESTRIANS TURN LEFT.
15d. NORTHBOUND AND EASTBOUND PEDESTRIANS TURN LEFT. SOUTHBOUND AND WESTBOUND PEDESTRIANS TURN RIGHT.
15e. ATTENTION MAYFAIR ROAD PEDESTRIANS, YOU ARE AT THE HAMPTON AVENUE CROSSWALK. NORTHBOUND PEDESTRIANS, TURN RIGHT TO CONTINUE NORTH. SOUTHBOUND PEDESTRIANS, TURN LEFT TO CONTINUE SOUTH.
15f. ATTENTION EASTBOUND HAMPTON AVENUE PEDESTRIANS. CONSTRUCTION AHEAD. SHORT PEDESTRIAN DETOUR. EASTBOUND PEDESTRIANS TURN RIGHT. WESTBOUND PEDESTRIANS TURN LEFT AND REJOIN HAMPTON AVENUE SIDEWALK WEST.

16a. ATTENTION NORTHBOUND MAYFAIR ROAD PEDESTRIANS. CROSSWALK CLOSURE NORTHBOUND. CROSS MAYFAIR ROAD AND UTILIZE CROSSWALK ON WEST SIDE OF STREET.
16b. ATTENTION SOUTHBOUND MAYFAIR ROAD PEDESTRIANS. CROSSWALK CLOSURE SOUTHBOUND. CROSS MAYFAIR ROAD AND UTILIZE CROSSWALK ON WEST SIDE OF STREET.

17a. ATTENTION MAYFAIR ROAD PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF MAYFAIR ROAD AND HAMPTON AVENUE. WESTBOUND CROSSWALK IS TEMPORARILY CLOSED. CROSS MAYFAIR ROAD AND UTILIZE CROSSWALK ON SOUTH SIDE OF STREET.
17b. ATTENTION MAYFAIR ROAD PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF MAYFAIR ROAD AND HAMPTON AVENUE. EASTBOUND CROSSWALK IS TEMPORARILY CLOSED. CROSS MAYFAIR ROAD AND UTILIZE CROSSWALK ON SOUTH SIDE OF STREET.

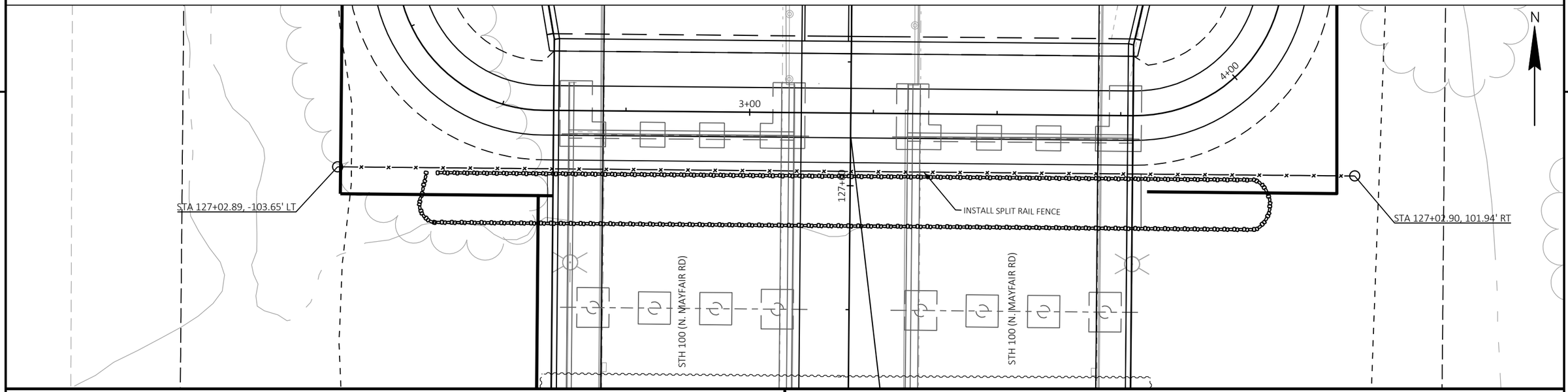
18a. ATTENTION MAYFAIR ROAD PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF MAYFAIR ROAD AND HAMPTON AVENUE. WESTBOUND CROSSWALK IS TEMPORARILY CLOSED. CROSS MAYFAIR ROAD AND UTILIZE CROSSWALK ON NORTH SIDE OF STREET.
18b. ATTENTION MAYFAIR ROAD PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF MAYFAIR ROAD AND HAMPTON AVENUE. EASTBOUND CROSSWALK IS TEMPORARILY CLOSED. CROSS MAYFAIR ROAD AND UTILIZE CROSSWALK ON NORTH SIDE OF STREET.

19a. ATTENTION PEDESTRIANS. TEMPORARY SIDEWALK CLOSURE AT THE NORTHWEST CORNER OF MENOMONEE RIVER PARKWAY AND WOODWARD AVENUE, NO WESTBOUND ACCESS TO MAYFAIR ROAD.
19b. ATTENTION PEDESTRIANS. TEMPORARY SIDEWALK CLOSURE AT THE NORTHEAST CORNER OF MENOMONEE RIVER PARKWAY AND GRANTOSA DRIVE, NO WESTBOUND ACCESS TO MAYFAIR ROAD.
19c. ATTENTION PEDESTRIANS. TEMPORARY SIDEWALK CLOSURE AT THE NORTHEAST CORNER OF MAYFAIR ROAD AND GRANTOSA DRIVE, NO WESTBOUND ACCESS TO MAYFAIR ROAD.

20a. ATTENTION EASTBOUND PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF MAYFAIR ROAD AND MENOMONEE RIVER PARKWAY. EASTBOUND CROSSWALK IS TEMPORARILY CLOSED AHEAD. UTILIZE PEDESTRIAN DETOUR. EASTBOUND PEDESTRIANS TURN LEFT. WESTBOUND PEDESTRIANS TURN RIGHT AND REJOIN MENOMONEE RIVER PARKWAY WEST.
20b. ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE GRANTOSA DRIVE CROSSWALK. EASTBOUND PEDESTRIANS TURN RIGHT. WESTBOUND PEDESTRIANS TURN LEFT.
20c. ATTENTION DETOUR PEDESTRIANS. YOU ARE AT THE GRANTOSA DRIVE CROSSWALK.
20d. ATTENTION WESTBOUND PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF MENOMONEE RIVER PARKWAY AND WOODWARD AVENUE. WESTBOUND CROSSWALK IS TEMPORARILY CLOSED AHEAD. UTILIZE PEDESTRIAN DETOUR. WESTBOUND PEDESTRIANS TURN RIGHT. EASTBOUND PEDESTRIANS TURN LEFT AND REJOIN MENOMONEE RIVER PARKWAY EAST.

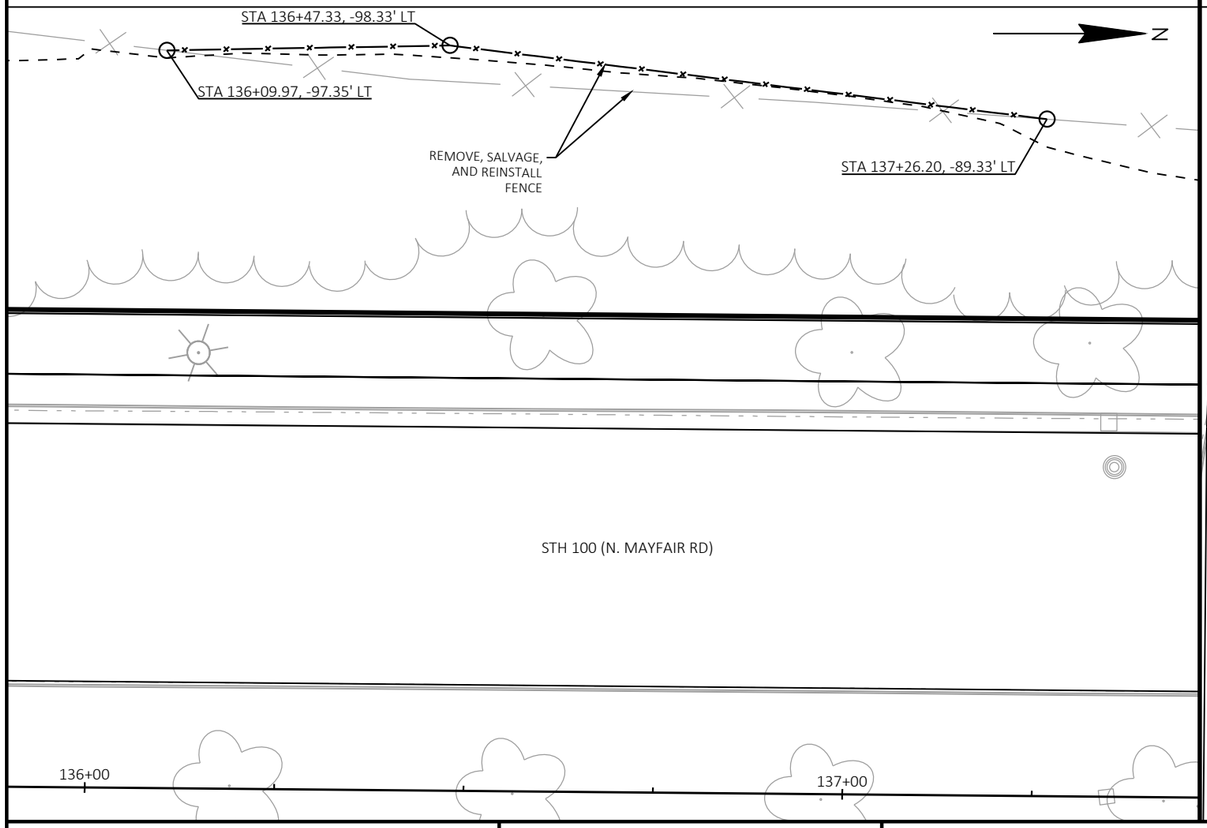
2

FENCE ALONG TRAIL BYPASS UNDER BRIDGE

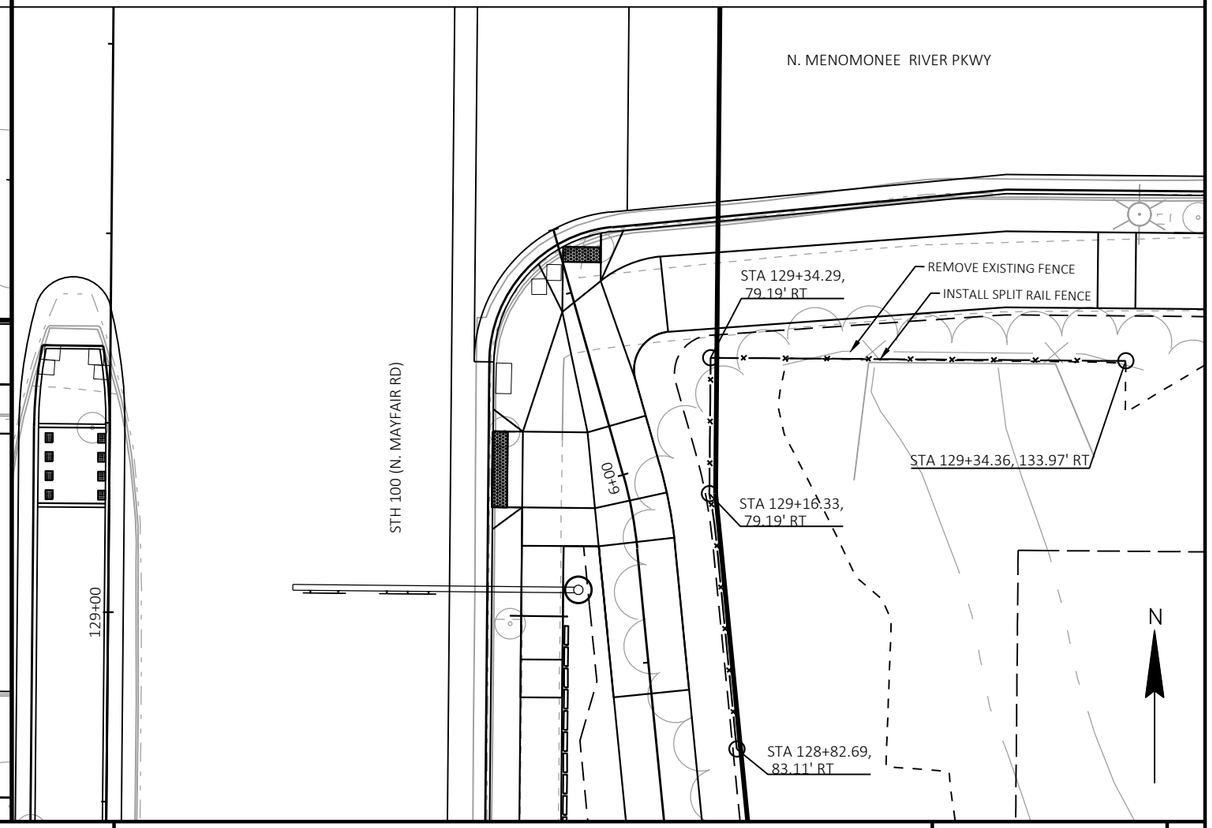


2

FENCE ALONG CURRIE DOG PARK AREA



FENCE AT MENOMONEE RIVER PARK WAY CULVERT



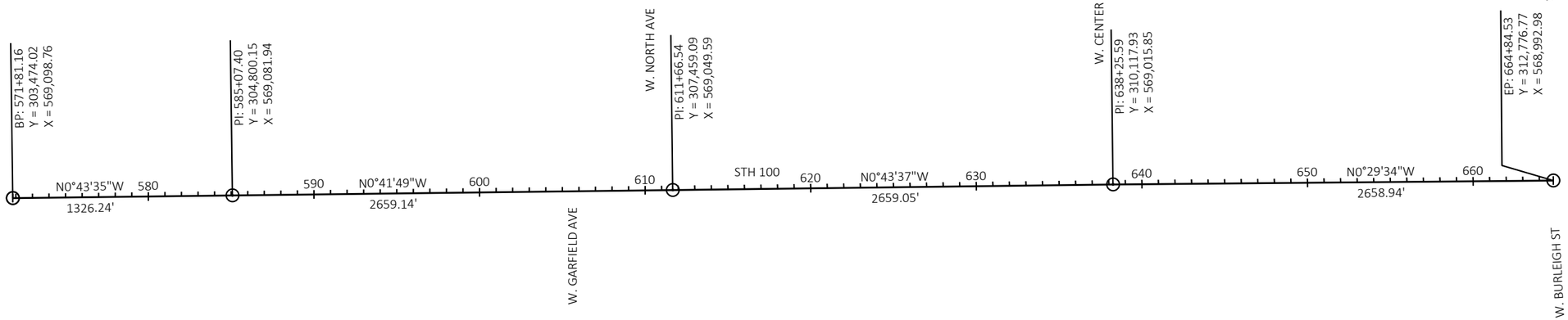
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	FENCING PLAN	SHEET 495	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\027101_FN.DWG
LAYOUT NAME - Plan Dbl 1 IN 40 FT

PLOT DATE : 5/21/2026 7:16 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

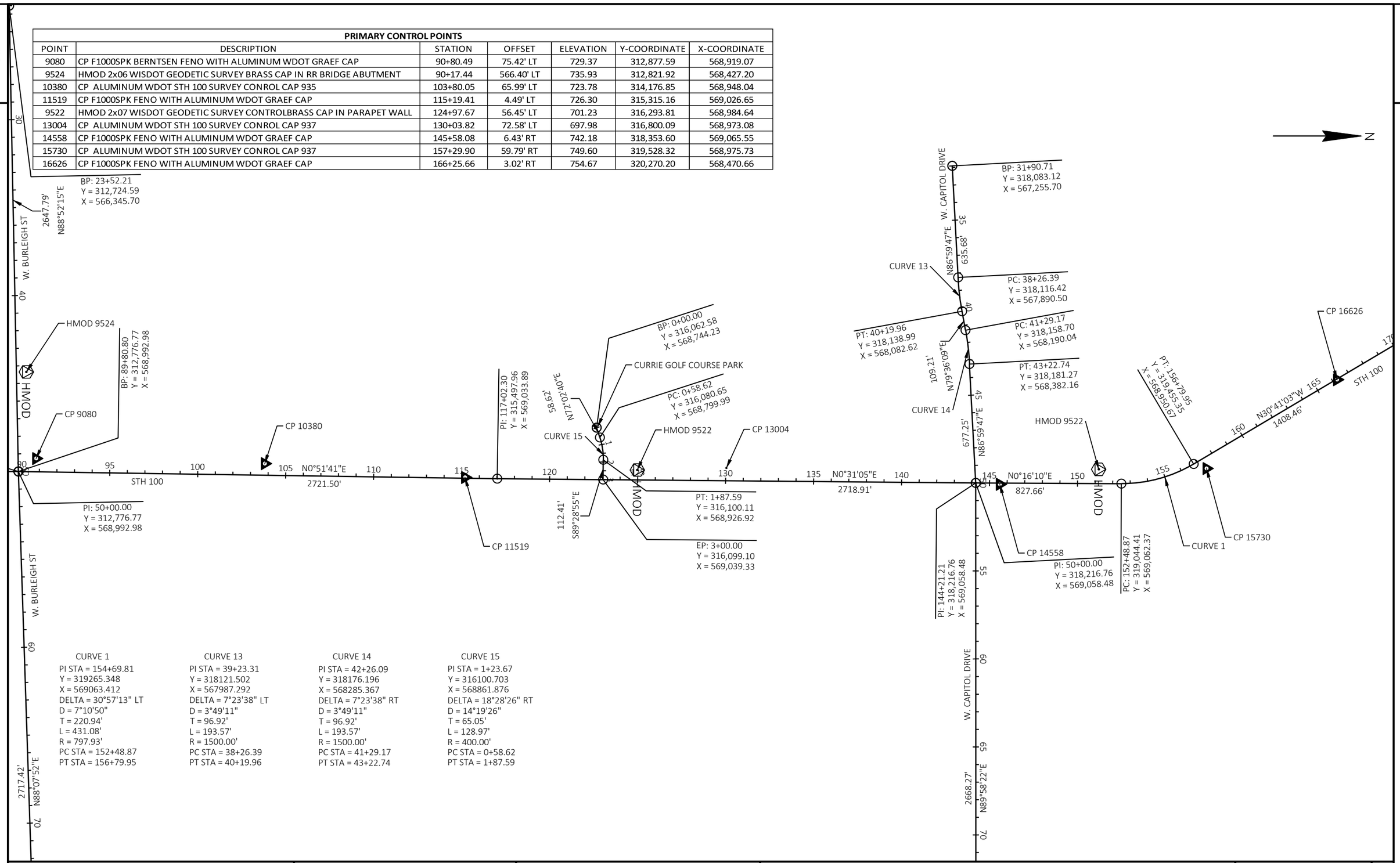


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 496	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027201_ad

PLOT DATE : 5/21/2026 7:16 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN: 750FT

PRIMARY CONTROL POINTS						
POINT	DESCRIPTION	STATION	OFFSET	ELEVATION	Y-COORDINATE	X-COORDINATE
9080	CP F1000SPK BERNTSEN FENO WITH ALUMINUM WDOT GRAEF CAP	90+80.49	75.42' LT	729.37	312,877.59	568,919.07
9524	HMOD 2x06 WISDOT GEODETIC SURVEY BRASS CAP IN RR BRIDGE ABUTMENT	90+17.44	566.40' LT	735.93	312,821.92	568,427.20
10380	CP ALUMINUM WDOT STH 100 SURVEY CONROL CAP 935	103+80.05	65.99' LT	723.78	314,176.85	568,948.04
11519	CP F1000SPK FENO WITH ALUMINUM WDOT GRAEF CAP	115+19.41	4.49' LT	726.30	315,315.16	569,026.65
9522	HMOD 2x07 WISDOT GEODETIC SURVEY CONTROLBRASS CAP IN PARAPET WALL	124+97.67	56.45' LT	701.23	316,293.81	568,984.64
13004	CP ALUMINUM WDOT STH 100 SURVEY CONROL CAP 937	130+03.82	72.58' LT	697.98	316,800.09	568,973.08
14558	CP F1000SPK FENO WITH ALUMINUM WDOT GRAEF CAP	145+58.08	6.43' RT	742.18	318,353.60	569,065.55
15730	CP ALUMINUM WDOT STH 100 SURVEY CONROL CAP 937	157+29.90	59.79' RT	749.60	319,528.32	568,975.73
16626	CP F1000SPK FENO WITH ALUMINUM WDOT GRAEF CAP	166+25.66	3.02' RT	754.67	320,270.20	568,470.66



CURVE 1
PI STA = 154+69.81
Y = 319265.348
X = 569063.412
DELTA = 30°57'13" LT
D = 7°10'50"
T = 220.94'
L = 431.08'
R = 797.93'
PC STA = 152+48.87
PT STA = 156+79.95

CURVE 13
PI STA = 39+23.31
Y = 318121.502
X = 567987.292
DELTA = 7°23'38" LT
D = 3°49'11"
T = 96.92'
L = 193.57'
R = 1500.00'
PC STA = 38+26.39
PT STA = 40+19.96

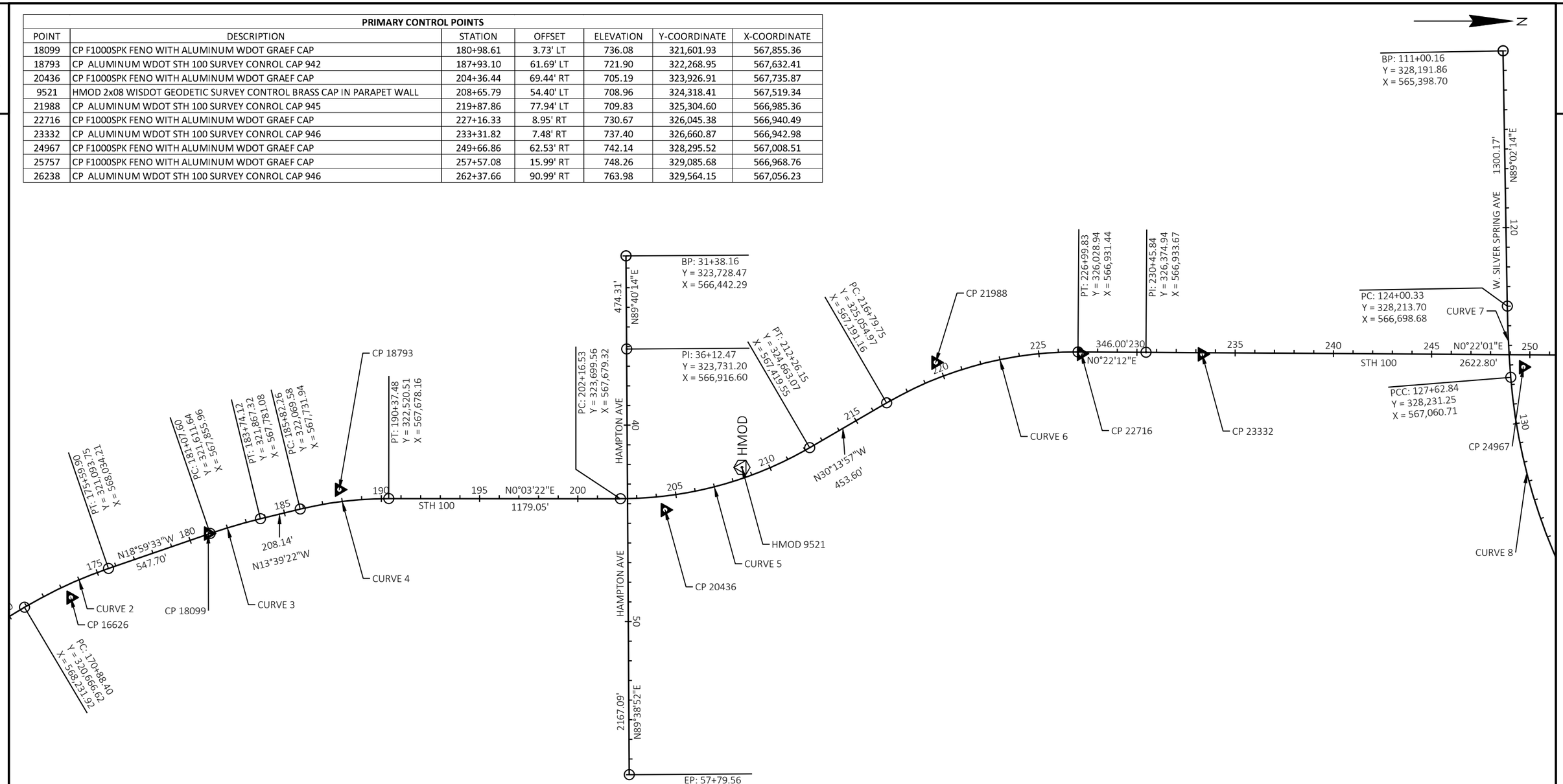
CURVE 14
PI STA = 42+26.09
Y = 318176.196
X = 568285.367
DELTA = 7°23'38" RT
D = 3°49'11"
T = 96.92'
L = 193.57'
R = 1500.00'
PC STA = 41+29.17
PT STA = 43+22.74

CURVE 15
PI STA = 1+23.67
Y = 316100.703
X = 568861.876
DELTA = 18°28'26" RT
D = 14°19'26"
T = 65.05'
L = 128.97'
R = 400.00'
PC STA = 0+58.62
PT STA = 1+87.59

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 497	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027202_ad
PLOT DATE : 5/21/2026 7:16 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:500 FT

PRIMARY CONTROL POINTS						
POINT	DESCRIPTION	STATION	OFFSET	ELEVATION	Y-COORDINATE	X-COORDINATE
18099	CP F1000SPK FENO WITH ALUMINUM WDOT GRAEF CAP	180+98.61	3.73' LT	736.08	321,601.93	567,855.36
18793	CP ALUMINUM WDOT STH 100 SURVEY CONROL CAP 942	187+93.10	61.69' LT	721.90	322,268.95	567,632.41
20436	CP F1000SPK FENO WITH ALUMINUM WDOT GRAEF CAP	204+36.44	69.44' RT	705.19	323,926.91	567,735.87
9521	HMOD 2x08 WISDOT GEODETIC SURVEY CONTROL BRASS CAP IN PARAPET WALL	208+65.79	54.40' LT	708.96	324,318.41	567,519.34
21988	CP ALUMINUM WDOT STH 100 SURVEY CONROL CAP 945	219+87.86	77.94' LT	709.83	325,304.60	566,985.36
22716	CP F1000SPK FENO WITH ALUMINUM WDOT GRAEF CAP	227+16.33	8.95' RT	730.67	326,045.38	566,940.49
23332	CP ALUMINUM WDOT STH 100 SURVEY CONROL CAP 946	233+31.82	7.48' RT	737.40	326,660.87	566,942.98
24967	CP F1000SPK FENO WITH ALUMINUM WDOT GRAEF CAP	249+66.86	62.53' RT	742.14	328,295.52	567,008.51
25757	CP F1000SPK FENO WITH ALUMINUM WDOT GRAEF CAP	257+57.08	15.99' RT	748.26	329,085.68	566,968.76
26238	CP ALUMINUM WDOT STH 100 SURVEY CONROL CAP 946	262+37.66	90.99' RT	763.98	329,564.15	567,056.23



CURVE 2
PI STA = 173+24.97
Y = 320870.062
X = 568111.199
DELTA = 11°41'30" RT
D = 2°28'47"
T = 236.57'
L = 471.49'
R = 2310.57'
PC STA = 170+88.40
PT STA = 175+59.90

CURVE 3
PI STA = 182+40.96
Y = 321737.736
X = 567812.561
DELTA = 5°20'11" RT
D = 2°00'08"
T = 133.36'
L = 266.52'
R = 2861.61'
PC STA = 181+07.60
PT STA = 183+74.12

CURVE 4
PI STA = 188+10.96
Y = 322291.813
X = 567677.940
DELTA = 13°42'44" RT
D = 3°00'44"
T = 228.70'
L = 455.22'
R = 1902.11'
PC STA = 185+82.26
PT STA = 190+37.48

CURVE 5
PI STA = 207+33.43
Y = 324216.468
X = 567679.821
DELTA = 30°17'19" LT
D = 3°00'00"
T = 516.90'
L = 1009.62'
R = 1909.86'
PC STA = 202+16.53
PT STA = 212+26.15

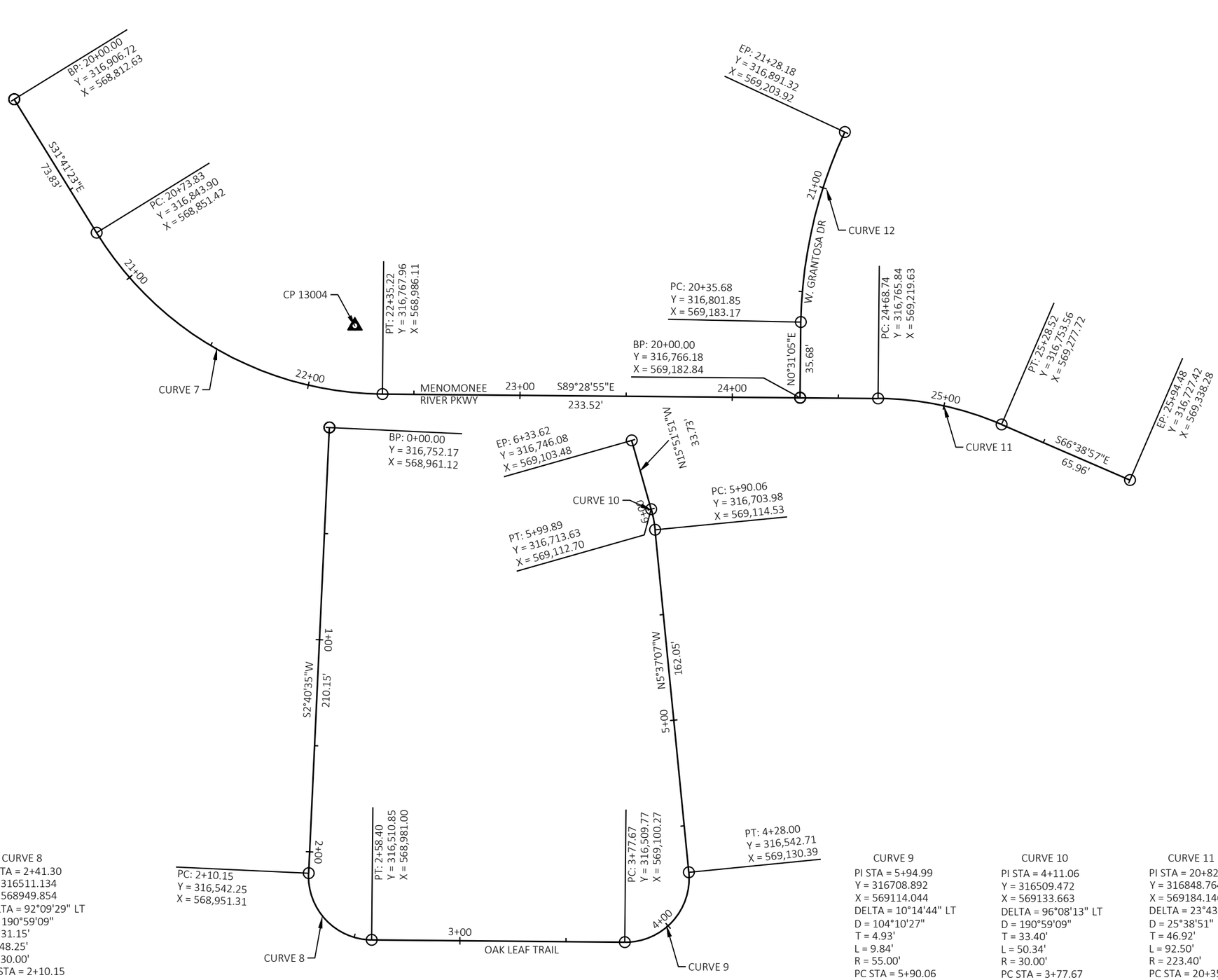
CURVE 6
PI STA = 222+02.27
Y = 325506.427
X = 566928.064
DELTA = 30°36'10" RT
D = 3°00'00"
T = 522.53'
L = 1020.09'
R = 1909.86'
PC STA = 216+79.75
PT STA = 226+99.83

CURVE 7
PI STA = 133+31.30
Y = 328276.724
X = 567627.349
DELTA = 22°26'47" LT
D = 2°00'00"
T = 568.46'
L = 1122.34'
R = 2864.83'
PC STA = 127+62.84
PT STA = 138+85.18

CURVE 8
PI STA = 125+81.65
Y = 328216.751
X = 566879.975
DELTA = 3°37'30" LT
D = 1°00'00"
T = 181.32'
L = 362.52'
R = 5729.80'
PC STA = 124+00.33
PT STA = 127+62.84

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 498	E

2



CURVE 7
PI STA = 21+62.14
Y = 316768.755
X = 568897.807
DELTA = 57°47'31" LT
D = 35°48'36"
T = 88.31'
L = 161.39'
R = 160.00'
PC STA = 20+73.83
PT STA = 22+35.22

CURVE 8
PI STA = 2+41.30
Y = 316511.134
X = 568949.854
DELTA = 92°09'29" LT
D = 190°59'09"
T = 31.15'
L = 48.25'
R = 30.00'
PC STA = 2+10.15
PT STA = 2+58.40

CURVE 9
PI STA = 5+94.99
Y = 316708.892
X = 569114.044
DELTA = 10°14'44" LT
D = 104°10'27"
T = 4.93'
L = 9.84'
R = 55.00'
PC STA = 5+90.06
PT STA = 5+99.89

CURVE 10
PI STA = 4+11.06
Y = 316509.472
X = 569133.663
DELTA = 96°08'13" LT
D = 190°59'09"
T = 33.40'
L = 50.34'
R = 30.00'
PC STA = 3+77.67
PT STA = 4+28.00

CURVE 11
PI STA = 20+82.60
Y = 316848.764
X = 569184.146
DELTA = 23°43'26" RT
D = 25°38'51"
T = 46.92'
L = 92.50'
R = 223.40'
PC STA = 20+35.68
PT STA = 21+28.18

CURVE 12
PI STA = 24+99.03
Y = 316765.570
X = 569249.915
DELTA = 22°49'58" RT
D = 38°11'50"
T = 30.29'
L = 59.78'
R = 150.00'
PC STA = 24+68.74
PT STA = 25+28.52

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 499	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027204_ad
PLOT DATE : 5/21/2026 7:16 PM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

Estimate Of Quantities

2030-10-71

Line	Item	Item Description	Unit	Total	Qty
0002	108.4400	CPM Progress Schedule	EACH	1.000	1.000
0004	201.0205	Grubbing	STA	36.000	36.000
0006	201.0220	Grubbing	ID	36.000	36.000
0008	203.0211.S	Abatement of Asbestos Containing Material (structure) 01. B-40-339	EACH	1.000	1.000
0010	203.0211.S	Abatement of Asbestos Containing Material (structure) 02. B-40-340	EACH	1.000	1.000
0012	203.0250	Removing Structure Over Waterway Remove Debris (structure) 01. B-40-339	EACH	1.000	1.000
0014	203.0250	Removing Structure Over Waterway Remove Debris (structure) 02. B-40-340	EACH	1.000	1.000
0016	203.0335	Debris Containment Over Waterway (structure) 01. B-40-344	EACH	1.000	1.000
0018	203.0335	Debris Containment Over Waterway (structure) 02. B-40-345	EACH	1.000	1.000
0020	204.0100	Removing Concrete Pavement	SY	13,535.000	13,535.000
0022	204.0110	Removing Asphaltic Surface	SY	1,588.000	1,588.000
0024	204.0115	Removing Asphaltic Surface Butt Joints	SY	178.000	178.000
0026	204.0120	Removing Asphaltic Surface Milling	SY	126,404.000	126,404.000
0028	204.0130	Removing Curb	LF	250.000	250.000
0030	204.0150	Removing Curb & Gutter	LF	2,811.000	2,811.000
0032	204.0155	Removing Concrete Sidewalk	SY	2,373.000	2,373.000
0034	204.0165	Removing Guardrail	LF	368.000	368.000
0036	204.0170	Removing Fence	LF	48.000	48.000
0038	204.0195	Removing Concrete Bases	EACH	23.000	23.000
0040	204.0210	Removing Manholes	EACH	5.000	5.000
0042	204.0220	Removing Inlets	EACH	41.000	41.000
0044	204.0245	Removing Storm Sewer (size) 01. 8-Inch	LF	29.000	29.000
0046	204.0245	Removing Storm Sewer (size) 02. 12-Inch	LF	578.000	578.000
0048	204.0245	Removing Storm Sewer (size) 03. 15-Inch	LF	8.000	8.000
0050	204.0245	Removing Storm Sewer (size) 04. 18-Inch	LF	51.000	51.000
0052	204.0245	Removing Storm Sewer (size) 05. 30-Inch	LF	170.000	170.000
0054	204.0245	Removing Storm Sewer (size) 06. 36-Inch	LF	8.000	8.000
0056	204.0245	Removing Storm Sewer (size) 07. 21-Inch	LF	3.000	3.000
0058	204.9060.S	Removing (item description) 01. Removing Loop Detector Wire And Lead-In Cable (STH 100 & W Burleigh St)	EACH	1.000	1.000
0060	204.9060.S	Removing (item description) 02. Removing Loop Detector Wire And Lead-In Cable (STH100 & STH190)	EACH	1.000	1.000
0062	204.9060.S	Removing (item description) 03. Removing Loop Detector Wire And Lead-In Cable (STH100 & CTH E)	EACH	1.000	1.000
0064	204.9060.S	Removing (item description) 04. Removing Lighting System	EACH	17.000	17.000
0066	204.9060.S	Removing (item description) 05. Removing Communication Vault	EACH	2.000	2.000
0068	204.9060.S	Removing (item description) 06. Removing Traffic Signals (STH 100 & STH 190)	EACH	1.000	1.000
0070	204.9060.S	Removing (item description) 07. Removing Traffic Signals (STH 100 & CTH EE)	EACH	1.000	1.000
0072	204.9060.S	Removing (item description) 08. Removing Permanent Tubular Marker Post	EACH	44.000	44.000
0074	205.0100	Excavation Common	CY	8,109.000	8,109.000
0076	206.1001	Excavation for Structures Bridges (structure) 01. B-40-1029	EACH	1.000	1.000
0078	206.1050.S	Underwater Foundation Inspection (location) 01. Pier 1	EACH	1.000	1.000
0080	206.1050.S	Underwater Foundation Inspection (location) 02. Pier 2	EACH	1.000	1.000
0082	206.3001	Excavation for Structures Retaining Walls (structure) 01. R-40-731	EACH	1.000	1.000
0084	206.3001	Excavation for Structures Retaining Walls (structure) 02. R-40-732	EACH	1.000	1.000
0086	206.5001	Cofferdams (structure) 01. B-40-1029	EACH	1.000	1.000
0088	208.0100	Borrow	CY	11,411.000	11,411.000
0090	209.1500	Backfill Granular Grade 1	TON	16.000	16.000
0092	210.1500	Backfill Structure Type A	TON	3,573.000	3,573.000
0094	213.0100	Finishing Roadway (project) 01. 2030-10-71	EACH	1.000	1.000

2030-10-71

Line	Item	Item Description	Unit	Total	Qty
0096	305.0110	Base Aggregate Dense 3/4-Inch	TON	120.000	120.000
0098	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	8,138.000	8,138.000
0100	310.0110	Base Aggregate Open-Graded	TON	43.000	43.000
0102	311.0110	Breaker Run	TON	8,154.000	8,154.000
0104	320.0145	Concrete Base 8-Inch	SY	243.000	243.000
0106	390.0100	Removing Pavement for Base Patching	CY	3,111.000	3,111.000
0108	390.0305	Base Patching Concrete HES	CY	3,067.000	3,067.000
0110	390.0405	Base Patching Concrete SHES	CY	43.000	43.000
0112	405.0100	Coloring Concrete WisDOT Red	CY	17.000	17.000
0114	415.0080	Concrete Pavement 8-Inch	SY	9,658.000	9,658.000
0116	415.0410	Concrete Pavement Approach Slab	SY	238.000	238.000
0118	415.1080	Concrete Pavement HES 8-Inch	SY	1,160.000	1,160.000
0120	416.0610	Drilled Tie Bars	EACH	4,692.000	4,692.000
0122	416.0620	Drilled Dowel Bars	EACH	6,408.000	6,408.000
0124	416.1720	Concrete Pavement Replacement	SY	534.000	534.000
0126	455.0605	Tack Coat	GAL	14,706.000	14,706.000
0128	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0130	460.6223	HMA Pavement 3 MT 58-28 S	TON	15,799.000	15,799.000
0132	460.6224	HMA Pavement 4 MT 58-28 S	TON	12,225.000	12,225.000
0134	465.0110	Asphaltic Surface Patching	TON	36.000	36.000
0136	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	218.000	218.000
0138	465.0125	Asphaltic Surface Temporary	TON	260.000	260.000
0140	502.0100	Concrete Masonry Bridges	CY	2,221.000	2,221.000
0142	502.0110.S	Concrete Masonry Soldier Pile Footings	CY	57.000	57.000
0144	502.1100	Concrete Masonry Seal	CY	817.000	817.000
0146	502.3200	Protective Surface Treatment	SY	3,624.000	3,624.000
0148	502.3205	Pigmented Surface Sealer Reseal	SY	208.000	208.000
0150	502.3215	Protective Surface Treatment Reseal	SY	1,159.000	1,159.000
0152	502.9000.S	Underwater Substructure Inspection (structure) 01. B-40-1029	EACH	1.000	1.000
0154	503.0137	Prestressed Girder Type I 36W-Inch	LF	3,064.000	3,064.000
0156	504.0500	Concrete Masonry Retaining Walls	CY	99.000	99.000
0158	505.0400	Bar Steel Reinforcement HS Structures	LB	85,960.000	85,960.000
0160	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	295,640.000	295,640.000
0162	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	3,600.000	3,600.000
0164	506.0105	Structural Steel Carbon	LB	55.000	55.000
0166	506.0605	Structural Steel HS	LB	25,092.000	25,092.000
0168	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	65.000	65.000
0170	506.2610	Bearing Pads Elastomeric Laminated	EACH	13.000	13.000
0172	506.4000	Steel Diaphragms (structure) 01. B-40-1029	EACH	48.000	48.000
0174	507.0200	Treated Lumber and Timber	MBM	7.200	7.200
0176	509.1500	Concrete Surface Repair	SF	735.000	735.000
0178	513.7021	Railing Steel Type C4	LF	779.000	779.000
0180	516.0500	Rubberized Membrane Waterproofing	SY	139.000	139.000
0182	517.0601	Painting Epoxy System (structure) 01. R-40-731	EACH	1.000	1.000
0184	517.0601	Painting Epoxy System (structure) 02. R-40-732	EACH	1.000	1.000
0186	517.1010.S	Concrete Staining (structure) 01. B-40-1029	SF	14,594.000	14,594.000
0188	517.1010.S	Concrete Staining (structure) 02. R-40-729	SF	1,337.000	1,337.000
0190	517.1010.S	Concrete Staining (structure) 03. R-40-730	SF	766.000	766.000
0192	517.1015.S	Concrete Staining Multi-Color (structure) 01. B-40-1029	SF	983.000	983.000

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Line	Item	Item Description	Unit	Total	Qty
0194	517.1015.S	Concrete Staining Multi-Color (structure) 02. R-40-729	SF	411.000	411.000
0196	517.1015.S	Concrete Staining Multi-Color (structure) 03. R-40-730	SF	214.000	214.000
0198	517.1050.S	Architectural Surface Treatment (structure) 01. B-40-1029	SF	983.000	983.000
0200	517.1050.S	Architectural Surface Treatment (structure) 02. R-40-729	SF	411.000	411.000
0202	517.1050.S	Architectural Surface Treatment (structure) 03. R-40-730	SF	214.000	214.000
0204	520.8000	Concrete Collars for Pipe	EACH	13.000	13.000
0206	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0208	531.2042	Drilling Shaft 42-Inch	LF	36.000	36.000
0210	531.5130	Foundation Single-Shaft Type MC-III (structure) 01. S-40-3106	EACH	1.000	1.000
0212	531.5130	Foundation Single-Shaft Type MC-III (structure) 02. S-40-3107	EACH	1.000	1.000
0214	531.8990	Anchor Assemblies Poles on Structures	EACH	2.000	2.000
0216	532.5130	Monotube Cantilever Type III (structure) 01. S-40-3106	EACH	1.000	1.000
0218	532.5130	Monotube Cantilever Type III (structure) 02. S-40-3107	EACH	1.000	1.000
0220	550.0010	Pre-Boring Unconsolidated Materials	LF	220.000	220.000
0222	550.0020	Pre-Boring Rock or Consolidated Materials	LF	66.000	66.000
0224	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	330.000	330.000
0226	601.0331	Concrete Curb & Gutter 31-Inch	LF	6,765.000	6,765.000
0228	601.0600	Concrete Curb Pedestrian	LF	1,593.000	1,593.000
0230	602.0410	Concrete Sidewalk 5-Inch	SF	51,550.000	51,550.000
0232	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	1,006.000	1,006.000
0234	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	344.000	344.000
0236	602.0810	Concrete Driveway 6-Inch	SY	62.000	62.000
0238	602.0815	Concrete Driveway 7-Inch	SY	93.000	93.000
0240	603.8000	Concrete Barrier Temporary Precast Delivered	LF	747.000	747.000
0242	603.8125	Concrete Barrier Temporary Precast Installed	LF	747.000	747.000
0244	606.0300	Riprap Heavy	CY	615.000	615.000
0246	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	736.000	736.000
0248	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	36.000	36.000
0250	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	108.000	108.000
0252	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	173.000	173.000
0254	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	9.000	9.000
0256	608.6008	Storm Sewer Pipe Composite 8-Inch	LF	27.000	27.000
0258	611.0420	Reconstructing Manholes	EACH	2.000	2.000
0260	611.0430	Reconstructing Inlets	EACH	5.000	5.000
0262	611.0530	Manhole Covers Type J	EACH	6.000	6.000
0264	611.0642	Inlet Covers Type MS	EACH	4.000	4.000
0266	611.0648	Inlet Covers Type R	EACH	25.000	25.000
0268	611.0651	Inlet Covers Type S	EACH	1.000	1.000
0270	611.0657	Inlet Covers Type W	EACH	25.000	25.000
0272	611.2004	Manholes 4-FT Diameter	EACH	3.000	3.000
0274	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0276	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000
0278	611.2008	Manholes 8-FT Diameter	EACH	1.000	1.000
0280	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000
0282	611.3220	Inlets 2x2-FT	EACH	25.000	25.000
0284	611.3225	Inlets 2x2.5-FT	EACH	23.000	23.000
0286	611.3901	Inlets Median 1 Grate	EACH	4.000	4.000
0288	611.8110	Adjusting Manhole Covers	EACH	7.000	7.000
0290	611.8115	Adjusting Inlet Covers	EACH	5.000	5.000

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Line	Item	Item Description	Unit	Total	Qty
0292	611.8120.S	Cover Plates Temporary	EACH	63.000	63.000
0294	612.0106	Pipe Underdrain 6-Inch	LF	258.000	258.000
0296	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	478.000	478.000
0298	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	550.000	550.000
0300	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	2.000	2.000
0302	616.0700.S	Fence Safety	LF	1,194.000	1,194.000
0304	618.0100	Maintenance and Repair of Haul Roads (project) 01. 2030-10-71	EACH	1.000	1.000
0306	619.1000	Mobilization	EACH	1.000	1.000
0308	620.0300	Concrete Median Sloped Nose	SF	322.000	322.000
0310	624.0100	Water	MGAL	112.000	112.000
0312	625.0100	Topsoil	SY	17,716.000	17,716.000
0314	627.0200	Mulching	SY	2,302.000	2,302.000
0316	628.1504	Silt Fence	LF	1,862.000	1,862.000
0318	628.1520	Silt Fence Maintenance	LF	1,862.000	1,862.000
0320	628.1535.S	Silt Fence Heavy Duty Maintenance	LF	1,550.000	1,550.000
0322	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0324	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0326	628.2008	Erosion Mat Urban Class I Type B	SY	10,776.000	10,776.000
0328	628.6005	Turbidity Barriers	SY	633.000	633.000
0330	628.7005	Inlet Protection Type A	EACH	32.000	32.000
0332	628.7010	Inlet Protection Type B	EACH	74.000	74.000
0334	628.7015	Inlet Protection Type C	EACH	133.000	133.000
0336	628.7020	Inlet Protection Type D	EACH	40.000	40.000
0338	628.7504	Temporary Ditch Checks	LF	30.000	30.000
0340	628.7560	Tracking Pads	EACH	4.000	4.000
0342	629.0205	Fertilizer Type A	CWT	11.000	11.000
0344	630.0140	Seeding Mixture No. 40	LB	204.000	204.000
0346	630.0160	Seeding Mixture No. 60	LB	29.000	29.000
0348	630.0200	Seeding Temporary	LB	380.000	380.000
0350	630.0500	Seed Water	MGAL	253.000	253.000
0352	631.0300	Sod Water	MGAL	58.000	58.000
0354	631.1000	Sod Lawn	SY	5,118.000	5,118.000
0356	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	81.000	81.000
0358	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	4.000	4.000
0360	636.0050.S	Foundation Drilling (diameter) 01. 24-Inch	LF	649.000	649.000
0362	637.2210	Signs Type II Reflective H	SF	621.240	621.240
0364	637.2230	Signs Type II Reflective F	SF	376.750	376.750
0366	638.2102	Moving Signs Type II	EACH	2.000	2.000
0368	638.2602	Removing Signs Type II	EACH	128.000	128.000
0370	638.3000	Removing Small Sign Supports	EACH	70.000	70.000
0372	643.0300	Traffic Control Drums	DAY	167,365.000	167,365.000
0374	643.0420	Traffic Control Barricades Type III	DAY	64,543.000	64,543.000
0376	643.0705	Traffic Control Warning Lights Type A	DAY	123,414.000	123,414.000
0378	643.0715	Traffic Control Warning Lights Type C	DAY	17,272.000	17,272.000
0380	643.0810	Traffic Control Connected Arrow Boards	DAY	1,184.000	1,184.000
0382	643.0900	Traffic Control Signs	DAY	250,093.000	250,093.000
0384	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000
0386	643.1000	Traffic Control Signs Fixed Message	SF	165.500	165.500
0388	643.1050	Traffic Control Signs PCMS	DAY	280.000	280.000

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Line	Item	Item Description	Unit	Total	Qty
0390	643.1070	Traffic Control Cones 42-Inch	DAY	232,937.000	232,937.000
0392	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	770.000	770.000
0394	643.3165	Temporary Marking Line Paint 6-Inch	LF	3,093.000	3,093.000
0396	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	9,875.000	9,875.000
0398	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	2,742.000	2,742.000
0400	643.3550	Temporary Marking Arrow Removable Tape	EACH	25.000	25.000
0402	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	72.000	72.000
0404	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	200.000	200.000
0406	643.4100	Traffic Control Interim Lane Closure	EACH	10.000	10.000
0408	643.5000	Traffic Control	EACH	1.000	1.000
0410	644.1410	Temporary Pedestrian Surface Asphalt	SF	1,075.000	1,075.000
0412	644.1430	Temporary Pedestrian Surface Plate	SF	2,089.000	2,089.000
0414	644.1601	Temporary Pedestrian Curb Ramp	DAY	686.000	686.000
0416	644.1605	Temporary Pedestrian Detectable Warning Field	SF	640.000	640.000
0418	644.1810	Temporary Pedestrian Barricade	LF	11,635.000	11,635.000
0420	644.1900.S	Temporary Audible Message Devices	DAY	2,394.000	2,394.000
0422	645.0111	Geotextile Type DF Schedule A	SY	504.000	504.000
0424	645.0120	Geotextile Type HR	SY	1,051.000	1,051.000
0426	645.0220	Geogrid Type SR	SY	12,905.000	12,905.000
0428	646.1020	Marking Line Epoxy 4-Inch	LF	968.000	968.000
0430	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	9,608.000	9,608.000
0432	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	65,385.000	65,385.000
0434	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	9,132.000	9,132.000
0436	646.5020	Marking Arrow Epoxy	EACH	30.000	30.000
0438	646.5120	Marking Word Epoxy	EACH	12.000	12.000
0440	646.6120	Marking Stop Line Epoxy 18-Inch	LF	816.000	816.000
0442	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	73.000	73.000
0444	646.7120	Marking Diagonal Epoxy 12-Inch	LF	5,359.000	5,359.000
0446	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	3,988.000	3,988.000
0448	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	1,238.000	1,238.000
0450	646.8120	Marking Curb Epoxy	LF	2,046.000	2,046.000
0452	646.8220	Marking Island Nose Epoxy	EACH	45.000	45.000
0454	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	6,025.000	6,025.000
0456	646.9200	Marking Removal Line Wide	LF	72.000	72.000
0458	650.4000	Construction Staking Storm Sewer	EACH	62.000	62.000
0460	650.4500	Construction Staking Subgrade	LF	1,476.000	1,476.000
0462	650.5000	Construction Staking Base	LF	921.000	921.000
0464	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	6,050.000	6,050.000
0466	650.6501	Construction Staking Structure Layout (structure) 01. B-40-1029	EACH	1.000	1.000
0468	650.6501	Construction Staking Structure Layout (structure) 02. R-40-729	EACH	1.000	1.000
0470	650.6501	Construction Staking Structure Layout (structure) 03. R-40-730	EACH	1.000	1.000
0472	650.6501	Construction Staking Structure Layout (structure) 04. R-40-731	EACH	1.000	1.000
0474	650.6501	Construction Staking Structure Layout (structure) 05. R-40-732	EACH	1.000	1.000
0476	650.7000	Construction Staking Concrete Pavement	LF	1,476.000	1,476.000
0478	650.8000	Construction Staking Resurfacing Reference	LF	14,120.000	14,120.000
0480	650.9000	Construction Staking Curb Ramps	EACH	59.000	59.000
0482	650.9500	Construction Staking Sidewalk (project) 01. 2030-10-71	EACH	1.000	1.000
0484	650.9911	Construction Staking Supplemental Control (project) 01. 2030-10-71	EACH	1.000	1.000
0486	650.9920	Construction Staking Slope Stakes	LF	3,655.000	3,655.000

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Line	Item	Item Description	Unit	Total	Qty
0488	652.0125	Conduit Rigid Metallic 2-Inch	LF	132.000	132.000
0490	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	2,485.000	2,485.000
0492	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	255.000	255.000
0494	652.0605	Conduit Special 2-Inch	LF	66.000	66.000
0496	652.0700.S	Install Conduit into Existing Item	EACH	2.000	2.000
0498	652.0800	Conduit Loop Detector	LF	5,104.000	5,104.000
0500	653.0135	Pull Boxes Steel 24x36-Inch	EACH	24.000	24.000
0502	653.0222	Junction Boxes 18x12x6-Inch	EACH	2.000	2.000
0504	653.0905	Removing Pull Boxes	EACH	1.000	1.000
0506	654.0101	Concrete Bases Type 1	EACH	3.000	3.000
0508	654.0105	Concrete Bases Type 5	EACH	19.000	19.000
0510	655.0124	Cable In Duct 3-4 AWG	LF	4,180.000	4,180.000
0512	655.0230	Cable Traffic Signal 5-14 AWG	LF	152.000	152.000
0514	655.0240	Cable Traffic Signal 7-14 AWG	LF	295.000	295.000
0516	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	6,466.000	6,466.000
0518	655.0610	Electrical Wire Lighting 12 AWG	LF	1,984.000	1,984.000
0520	655.0700	Loop Detector Lead In Cable	LF	18,164.000	18,164.000
0522	655.0800	Loop Detector Wire	LF	18,708.000	18,708.000
0524	657.0100	Pedestal Bases	EACH	2.000	2.000
0526	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	16.000	16.000
0528	657.0322	Poles Type 5-Aluminum	EACH	16.000	16.000
0530	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	1.000	1.000
0532	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000
0534	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	16.000	16.000
0536	658.0174	Traffic Signal Face 4S 12-Inch	EACH	2.000	2.000
0538	658.5070	Signal Mounting Hardware (location) 01. STH 100 & STH 190	EACH	1.000	1.000
0540	658.5070	Signal Mounting Hardware (location) 02. STH 100 & CTH EE	EACH	1.000	1.000
0542	659.0601	Underdeck Lighting (structure) 01. B-40-1029	EACH	2.000	2.000
0544	659.1125	Luminaires Utility LED C	EACH	21.000	21.000
0546	659.1210	Luminaires Underdeck LED B	EACH	4.000	4.000
0548	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	23.000	23.000
0550	670.0201	ITS Documentation	EACH	1.000	1.000
0552	671.0142	Conduit HDPE 4-Duct 2-Inch	LF	1,415.000	1,415.000
0554	673.0105	Communication Vault Type 1	EACH	2.000	2.000
0556	674.0300	Remove Cable	LF	15,915.000	15,915.000
0558	678.0072	Install Fiber Optic Cable Outdoor Plant 72-CT	LF	7,060.000	7,060.000
0560	678.0200	Fiber Optic Splice Enclosure	EACH	2.000	2.000
0562	678.0300	Fiber Optic Splice	EACH	148.000	148.000
0564	678.0501	Communication System Testing	EACH	1.000	1.000
0566	690.0150	Sawing Asphalt	LF	2,030.000	2,030.000
0568	690.0250	Sawing Concrete	LF	8,638.000	8,638.000
0570	715.0502	Incentive Strength Concrete Structures	DOL	13,920.000	13,920.000
0572	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	2,969.000	2,969.000
0574	740.0440	Incentive IRI Ride	DOL	35,400.000	35,400.000
0576	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	9,100.000	9,100.000
0578	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	18,000.000	18,000.000
0580	SPV.0045	Special 01. Portable Speed Trailer	DAY	670.000	670.000
0582	SPV.0055	Special 01. Incentive Density PWL HMA Pavement Core Only	DOL	16,975.000	16,975.000
0584	SPV.0055	Special 02. PWL Incentive Air Voids HMA Pavement Core Only	DOL	27,288.000	27,288.000

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Line	Item	Item Description	Unit	Total	Qty
0586	SPV.0055	Special 03. Incentive Density HMA Pavement Longitudinal Joint	DOL	34,083.000	34,083.000
0588	SPV.0060	Special 01. Ground Improvement System R-40-729	EACH	1.000	1.000
0590	SPV.0060	Special 02. Ground Improvement System R-40-730	EACH	1.000	1.000
0592	SPV.0060	Special 03. Embedded Galvanic Anodes	EACH	485.000	485.000
0594	SPV.0060	Special 04. Modifying Existing Traffic Signal During Construction STH 100 & Burleigh St	EACH	1.000	1.000
0596	SPV.0060	Special 05. Modifying Existing Traffic Signal During Construction STH 100 & STH 190	EACH	1.000	1.000
0598	SPV.0060	Special 06. Modifying Existing Traffic Signal During Construction STH 100 & CTH EE	EACH	1.000	1.000
0600	SPV.0060	Special 07. Remove Video Equipment STH 100 & Burleigh St	EACH	1.000	1.000
0602	SPV.0060	Special 08. Remove Video Equipment STH 100 & STH 190	EACH	1.000	1.000
0604	SPV.0060	Special 09. Remove Video Equipment STH 100 & CTH EE	EACH	1.000	1.000
0606	SPV.0060	Special 11. Connect to Existing Box Culvert	EACH	1.000	1.000
0608	SPV.0060	Special 12. Curb Ramp Grading, Shaping, and Finishing	EACH	58.000	58.000
0610	SPV.0060	Special 13. Temporary Causeway	EACH	1.000	1.000
0612	SPV.0060	Special 14. Permanant causeway to be Left-In-Place	EACH	1.000	1.000
0614	SPV.0060	Special 15. Galvanizing Steel Soldier Piles	EACH	29.000	29.000
0616	SPV.0060	Special 16. Adjusting City of Milwaukee Water Valve Boxes	EACH	17.000	17.000
0618	SPV.0060	Special 17. Adjusting City of Wauwatosa Water Valve Boxes	EACH	52.000	52.000
0620	SPV.0060	Special 18. Adjusting Sanitary Manhole, Wauwatosa	EACH	30.000	30.000
0622	SPV.0060	Special 19. Field Facilities Office Space	EACH	1.000	1.000
0624	SPV.0060	Special 20. Utility Line Opening	EACH	5.000	5.000
0626	SPV.0060	Special 21. Removing, Salvaging, & Reinstalling Traffic Signal Equipment STH 100 & STH	EACH	1.000	1.000
0628	SPV.0060	Special 22. Removing, Salvaging, & Reinstalling Traffic Signal Equipment STH 100 & CTH	EACH	1.000	1.000
0630	SPV.0060	Special 23. Install State-Furnished Video Detection System STH 100 & STH 190	EACH	1.000	1.000
0632	SPV.0060	Special 24. Install State-Furnished Video Detection System STH 100 & CTH EE	EACH	1.000	1.000
0634	SPV.0060	Special 25. Water Hydrant Extension	EACH	3.000	3.000
0636	SPV.0060	Special 26. Water Valve Vault Manhole 60” Riser	EACH	1.000	1.000
0638	SPV.0060	Special 27. Replace City Water Valve Vault With Water Valve Boxes	EACH	4.000	4.000
0640	SPV.0060	Special 28. Temporary Lighting System	EACH	1.000	1.000
0642	SPV.0060	Special 29. Sanitary Sewer Manhole Adjustment	EACH	22.000	22.000
0644	SPV.0060	Special 30. Sanitary Manhole Internal Seal Replacement	EACH	22.000	22.000
0646	SPV.0090	Special 01. Split Rail Fence	LF	316.000	316.000
0648	SPV.0090	Special 02. Concrete Curb and Gutter Integral 67-Inch	LF	2,165.000	2,165.000
0650	SPV.0090	Special 03. Remove, Salvage, And Reinstall Fence	LF	117.000	117.000
0652	SPV.0090	Special 04. Concrete Joint and Crack Cleaning and Repair	LF	7,920.000	7,920.000
0654	SPV.0090	Special 05. State Furnished Silt Fence Heavy Duty	LF	1,550.000	1,550.000
0656	SPV.0165	Special 01. Wall Concrete Panel Mechanically Stabilized Earth R-40-729	SF	788.000	788.000
0658	SPV.0165	Special 02. Wall Concrete Panel Mechanically Stabilized Earth R-40-730	SF	430.000	430.000
0660	SPV.0165	Special 03. Removing Loose Concrete	SF	205.000	205.000
0662	SPV.0195	Special 01. Infill Riprap B-40-1029	TON	32.000	32.000

3

CLEARING & GRUBBING

STATION TO STATION		201.0205 GRUBBING STA	201.0220 GRUBBING ID
STH 100			
	90+00 - 119+00	6	-
	119+00 - 133+76	18	20
	133+76 - 147+00	11	16
	147+00 - 204+25	1	-
	204+25 - 249+46	-	-
	TOTALS	36	36

REMOVING CONCRETE PAVEMENT

STATION TO STATION		204.0100 REMOVING CONCRETE PAVEMENT SY
STH 100		
	90+00 - 119+00	609
	119+00 - 133+76	11,746
	133+76 - 147+00	297
	147+00 - 204+25	883
	204+25 - 249+46	-
	UNDISTRIBUTED	-
	TOTALS	13,535

REMOVING ASPHALTIC SURFACE

STATION TO STATION		204.0110 REMOVING ASPHALTIC SURFACE SY
STH 100		
	90+00 - 119+00	79
	119+00 - 133+76	1,262
	133+76 - 147+00	247
	147+00 - 204+25	-
	204+25 - 249+46	-
	TOTALS	1,588

3

REMOVING ASPHALTIC SURFACE MILLING

STATION TO STATION			CATEGORY 1020 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
STH 100			
		90+00 - 119+00	22,238
		119+00 - 133+76	-
		133+76 - 147+00	13,560
		147+00 - 204+25	48,590
		204+25 - 249+46	35,821
STH 100	STAGE		
	2A	93+00 - 119+04	1,158
	2A	133+76 - 143+70	442
	2A	143+70 - 202+40	2,609
	2A	202+40 - 247+07	1,986
		PROJECT TOTAL	126,404

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION TO STATION		204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
STH 100		
	90+00 - 119+00	44
	119+00 - 133+76	14
	133+76 - 147+00	15
	147+00 - 204+25	12
	204+25 - 249+46	93
	TOTALS	178

REMOVING CURB

STATION TO STATION		204.0130 REMOVING CURB LF
STH 100		
	90+00 - 119+00	36
	119+00 - 133+76	-
	133+76 - 147+00	173
	147+00 - 204+25	41
	204+25 - 249+46	-
	TOTALS	250

REMOVING CURB & GUTTER

STATION TO STATION		204.0150 REMOVING CURB & GUTTER LF
STH 100		
	90+00 - 119+00	361
	119+00 - 133+76	407
	133+76 - 147+00	732
	147+00 - 204+25	1,113
	204+25 - 249+46	198
	TOTALS	2,811

REMOVING CONCRETE SIDEWALK

STATION TO STATION		204.0155 REMOVING CONCRETE SIDEWALK SY
STH 100		
	90+00 - 119+00	232
	119+00 - 133+76	829
	133+76 - 147+00	365
	147+00 - 204+25	630
	204+25 - 249+46	317
	TOTALS	2,373

REMOVING GUARDRAIL

STATION TO STATION		204.0165 REMOVING GUARDRAIL LF
STH 100		
	90+00 - 119+00	-
	119+00 - 133+76	368
	133+76 - 147+00	-
	147+00 - 204+25	-
	204+25 - 249+46	-
	TOTALS	368

REMOVING FENCE

STATION TO STATION		204.0170 REMOVING FENCE LF
STH 100		
	90+00 - 119+00	-
	119+00 - 133+76	48
	133+76 - 147+00	-
	147+00 - 204+25	-
	204+25 - 249+46	-
	TOTALS	48

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

REMOVING INLETS

STATION	204.0220 REMOVING INLETS EACH
STH 100	
95+02, 49' LT	1
95+16, 49' RT	1
98+35, 49' RT	1
99+10, 49' LT	1
107+53, 49' LT	1
119+50, 49' RT	1
119+51, 49' LT	1
122+26, 5' LT	1
122+27, 48' RT	1
122+60, 48' LT	1
122+70, 69' LT	1
124+72, 51' RT	1
124+72, 49' LT	1
128+24, 49' LT	1
128+25, 49' RT	1
128+25, 5' LT	1
130+17, 50' RT	1
130+17, 5' RT	1
130+17, 49' LT	1
135+27, 49' RT	1
137+36, 49' RT	1
149+01, 49' LT	1
151+75, 49' RT	1
155+83, 49' RT	1
176+25, 49' RT	1
188+00, 15' LT	1
201+39, 50' LT	1
201+86, 139' LT	1
202+11,125' RT	1
203+01, 129' LT	1
205+09, 13' RT	1
210+50, 47' LT	1
212+46, 13' RT	1
212+74, 47' LT	1
213+56, 47' LT	1
216+00, 13' LT	1
218+50, 47' LT	1
220+93, 0' LT/RT	1
224+00, 14' LT	1
248+09, 47' LT	1
W.BURLEIGH 45+70.58 , 5' RT	1
TOTALS	41

BASE AGGREGATE DENSE 3/4-INCH

STATION TO STATION	CATEGORY 8020 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON
STH 100	
90+00 - 119+00	-
119+00 - 133+76	120
133+76 - 147+00	-
147+00 - 204+25	-
204+25 - 249+46	-
TOTALS	120

REMOVING STORM SEWER

STATION TO STATION	204.0245.01 8-INCH LF	204.0245.02 12-INCH LF	204.0245.03 15-INCH LF	204.0245.04 18-INCH LF	204.0245.05 30-INCH LF	204.0245.06 36-INCH LF	204.0245.07 21-INCH LF
STH 100							
90+00 - 119+00	-	16	-	-	-	-	-
119+00 - 133+76	-	531	-	46	170	-	3
133+76 - 147+00	-	-	8	5	-	-	-
147+00 - 204+25	-	19	-	-	-	-	-
204+25 - 249+46	29	-	-	-	-	8	-
W. BURLEIGH ST							
45+50 - 46+75	-	12	-	-	-	-	-
TOTALS	29	578	8	51	170	8	3

REMOVING MANHOLES

STATION	204.0210 REMOVING MANHOLES EACH
STH 100	
95+12, 33' RT	1
122+25, 23' LT	1
123+66, 21' LT	1
133+84, 43' LT	1
216+00, 32' RT	1
TOTALS	5

REMOVING PERMANET TUBULAR MARKER POST

STATION	204.9060.S REMOVING PERMANET TUBULAR EACH
W. BURLEIGH ST	
45+50 - 46+75	44
TOTALS	44

BACKFILL GRANULAR GRADE 1

STATION TO STATION	209.1500 BACKFILL GRANULAR GRADE 1 TON
STH 100	
90+00 - 119+00	-
119+00 - 133+76	16
133+76 - 147+00	-
147+00 - 204+25	-
204+25 - 249+46	-
TOTALS	16

BASE AGGREGATE DENSE 1 1/4-INCH

STATION TO STATION			CATEGORY 1000 305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	CATEGORY 8020 305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON
STH 100				
		90+00 - 119+00	318	-
		119+00 - 133+76	5,625	297
		133+76 - 147+00	480	-
		147+00 - 204+25	230	-
		204+25 - 249+46	-	-
STH 100	STAGE			
	1	137+59 - 137+59	62	-
	2B	129+14 - 129+25	40	-
	2B	129+72 - 130+22	4	-
	2B	134+12 - 134+23	15	-
	2B	134+12 - 134+22	4	-
MENOMONEE RIVER PARKWAY	STAGE			
	2A	20+94 - 24+71	40	-
		CATEGORY TOTAL	6,818	297
		*PROJECT TOTAL	8,138	

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON STRUCTURE PLAN SHEETS

BREAKER RUN

STATION TO STATION	311.0110 BREAKER RUN TON
STH 100	
90+00 - 119+00	-
119+00 - 133+76	7,575
133+76 - 147+00	-
147+00 - 204+25	-
204+25 - 249+46	-
UNDISTRIBUTED	579
TOTALS	8,154

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (7) FACTOR 1.20	MASS ORDINATE +/- (8)	WASTE	208.0100 BORROW	COMMENT
DIVISION 1												
STH 100	110+55/143+10		7,455	0	4,026	3,429	12,099	14,519	-11,090	0	11,090	
MENOMONEE RIVER PARKWAY	21+00/24+50		231	0	141	90	201	241	-151	0	151	
CAPITOL DRIVE	40+59/48+51		249	0	0	249	349	419	-170	0	170	
UNDISTRIUBTED			97	77								
DIVISION 1 SUBTOTAL			8,032	77	4,167	3,768	12,649	15,179	-11,411	0	11,411	
GRAND TOTAL			8,032	77	4,167	3,768	12,649	15,179	-11,411	0	11,411	
TOTAL COMMON EXC			8,109									

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(7) EXPANDED FILL FACTOR = 1.2

(8) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

CONCRETE BASE

STATION TO STATION	320.0145 8-INCH SY
STH 100	
90+00 - 119+00	-
119+00 - 133+76	-
133+76 - 147+00	-
147+00 - 204+25	-
204+25 - 249+46	-
UNDISTRBUITED	243
TOTALS	243

BASE PATCHING

STATION TO STATION	CATEGORY 1020 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY	CATEGORY 1020 390.0405 BASE PATCHING CONCRETE SHES CY	CATEGORY 1020 390.0305 BASE PATCHING CONCRETE HES CY
STH 100			
90+00 - 119+00	34	-	34
119+00 - 133+76	-	-	-
133+76 - 147+00	197	-	197
147+00 - 204+25	72	-	72
204+25 - 249+46	33	-	33
UNDISTRIBUTED	2,775	43	2,731
TOTALS	3,111	43	3,067

CONCRETE PAVEMENT

STATION TO STATION	415.0080 8-INCH SY	416.1720 REPLACEMENT SY	415.1080 HES 8-INCH SY
STH 100			
90+00 - 119+00	-	-	174
119+00 - 133+76	9,658	-	-
133+76 - 147+00	-	178	228
147+00 - 204+25	-	356	758
204+25 - 249+46	-	-	-
TOTALS	9,658	534	1,160

3

CONCRETE PAVEMENT APPROACH SLAB

STATION TO STATION	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY
STH 100	
90+00 - 119+00	-
119+00 - 133+76	238
133+76 - 147+00	-
147+00 - 204+25	-
204+25 - 249+46	-
TOTALS	238

COLORED CONCRETE WISDOT RED

STATION TO STATION	405.0100 COLORED CONCRETE WISDOT RED CY
STH 100	
90+00 - 119+00	2
119+00 - 133+76	5
133+76 - 147+00	3
147+00 - 204+25	7
204+25 - 249+46	-
TOTALS	17

DRILLED TIE BARS

STATION TO STATION	416.0610 DRILLED TIE BARS EACH
STH 100	
90+00 - 119+00	315
119+00 - 133+76	30
133+76 - 147+00	531
147+00 - 204+25	827
204+25 - 249+46	203
UNDISTRIBUTED	2,786
TOTALS	4,692

DRILLED DOWEL BARS

STATION TO STATION	416.0620 DRILLED DOWEL BARS EACH
STH 100	
90+00 - 119+00	112
119+00 - 133+76	-
133+76 - 147+00	344
147+00 - 204+25	344
204+25 - 249+46	80
UNDISTRIBUTED	5,528
TOTALS	6,408

CONCRETE DRIVEWAY

STATION TO STATION	602.0810 6-INCH SY	602.0815 7-INCH SY
STH 100		
90+00 - 119+00	-	66
119+00 - 133+76	62	-
133+76 - 147+00	-	27
147+00 - 204+25	-	-
204+25 - 249+46	-	-
TOTALS	62	93

HMA PAVEMENT

STATION TO STATION	CATEGORY 1020 460.6223 3 MT 58-28 S TON	CATEGORY 1020 460.6224 4 MT 58-28 S TON	CATEGORY 1000 465.0120 DRIVEWAYS AND FIELD ENTRANCES TON	CATEGORY 8020 465.0120 DRIVEWAYS AND FIELD ENTRANCES TON	CATEGORY 1000 465.0110 ASPHALTIC SURFACE PATCHING TON	CATEGORY 1020 455.0605 TACK COAT GAL	CATEGORY 8020 455.0605 TACK COAT GAL
STH 100							
90+00 - 119+00	2,880	2,240	18	-	-	2,763	-
119+00 - 133+76	227	114	42	150	-	130	39
133+76 - 147+00	1,750	1,361	8	-	-	1,625	-
147+00 - 204+25	6,308	4,906	-	-	-	5,851	-
204+25 - 249+46	4,634	3,604	-	-	-	4,298	-
UNDISTRIBUTED	-	-	-	-	36	-	-
CATEGORY TOTAL	15,799	12,225	68	150	36	14,667	39
PROJECT TOTAL	15,799	12,225	218		36	14,706	

ALL ITEMS CATEGORY 1000 UNLESS NOTED

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	MISCELLANEOUS QUANTITIES	SHEET: 510 E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

HMA MIXTURE USE TABLE - STH 100: CONSTRUCTION

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

STREET	LIMIT	STATION			MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
11 FOOT DRIVING LANES (NB AND SB) STH 100	W. BURLIEGH ST. TO RECONSTRUCTION LIMIT	93+50	TO	119+00	LOWER LAYER	MILLED EXISTING SURFACE	HMA PAVEMENT 3 MT 58-28 S	2,493	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	INCENTIVE DENSITY PWL HMA PAVEMENT CORE ONLY SPV.0055.01
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	1,939	1.75		
MEDIAN TURN LANES/INTERSECTIONS (NB AND SB) STH 100	W. BURLIEGH ST. TO RECONSTRUCTION LIMIT	93+50	TO	119+00	LOWER LAYER	MILLED EXISTING SURFACE	HMA PAVEMENT 3 MT 58-28 S	364	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	283	1.75		
SIDEROADS	W. BURLIEGH ST. TO RECONSTRUCTION LIMIT	93+50	TO	119+00	LOWER LAYER	CONCRETE BASE	HMA PAVEMENT 3 MT 58-28 S	23	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	18	1.75		
SIDEROADS	MENOMONEE RIVER PARKWAY	20+94/ 23+43	TO	22+47/ 24+65	LOWER LAYER	BASE AGGREGATE	HMA PAVEMENT 3 MT 58-28 S	234	4	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	117	2		
11 FOOT DRIVING LANES (NB AND SB) STH 100	RECONSTRUCTION LIMIT TO CAPITOL DR.	133+76	TO	147+00	LOWER LAYER	MILLED EXISTING SURFACE	HMA PAVEMENT 3 MT 58-28 S	927	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	INCENTIVE DENSITY PWL HMA PAVEMENT CORE ONLY SPV.0055.01
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	721	1.75		
MEDIAN TURN LANES/INTERSECTIONS (NB AND SB) STH 100	RECONSTRUCTION LIMIT TO CAPITOL DR.	133+76	TO	147+00	LOWER LAYER	MILLED EXISTING SURFACE	HMA PAVEMENT 3 MT 58-28 S	517	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	402	1.75		
SIDEROADS	RECONSTRUCTION LIMIT TO CAPITOL DR.	133+76	TO	147+00	LOWER LAYER	CONCRETE BASE	HMA PAVEMENT 3 MT 58-28 S	0	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	0	1.75		
11 FOOT DRIVING LANES (NB AND SB) STH 100	CAPITOL DR. TO W. HAMPTON AVE.	147+00	TO	204.25	LOWER LAYER	MILLED EXISTING SURFACE	HMA PAVEMENT 3 LT 58-28 S	3,123	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	INCENTIVE DENSITY PWL HMA PAVEMENT CORE ONLY SPV.0055.01
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	2,429	1.75		
11 FOOT PARKING, AUXILIARY, AND TURN LANES (NB AND SB) STH 100	CAPITOL DR. TO W. HAMPTON AVE.	147+00	TO	204.25	LOWER LAYER	MILLED EXISTING SURFACE	HMA PAVEMENT 3 MT 58-28 S	1,301	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	1,012	1.75		
MEDIAN TURN LANES/INTERSECTIONS (NB AND SB) STH 100	CAPITOL DR. TO W. HAMPTON AVE.	147+00	TO	204.25	LOWER LAYER	MILLED EXISTING SURFACE	HMA PAVEMENT 3 MT 58-28 S	636	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	495	1.75		
SIDEROADS	CAPITOL DR. TO W. HAMPTON AVE.	147+00	TO	204.25	LOWER LAYER	CONCRETE BASE	HMA PAVEMENT 3 MT 58-28 S	26	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	20	1.75		
11 FOOT DRIVING LANES (NB AND SB) STH 100	W. HAMPTON AVE. TO W. SILVER SPRING DR.	204+25	TO	249+46	LOWER LAYER	MILLED EXISTING SURFACE	HMA PAVEMENT 3 MT 58-28 S	3,006	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	INCENTIVE DENSITY PWL HMA PAVEMENT CORE ONLY SPV.0055.01
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	2,338	1.75		
11 FOOT PARKING, AUXILIARY, AND TURN LANES (NB AND SB) STH 100	W. HAMPTON AVE. TO BRIDGE	204+25	TO	208+25	LOWER LAYER	MILLED EXISTING SURFACE	HMA PAVEMENT 3 MT 58-28 S	126	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	98	1.75		
11 FOOT PARKING, AUXILIARY, AND TURN LANES (NB AND SB) STH 100	BRIDGE TO W. SILVER SPRING DR.	209+25	TO	249+46	LOWER LAYER	MILLED EXISTING SURFACE	HMA PAVEMENT 3 MT 58-28 S	1,874	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	1,457	1.75		
MEDIAN TURN LANES/INTERSECTIONS (NB AND SB) STH 100	W. HAMPTON AVE. TO W. SILVER SPRING DR.	204+25	TO	249+46	LOWER LAYER	MILLED EXISTING SURFACE	HMA PAVEMENT 3 MT 58-28 S	736	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	573	1.75		
SIDEROADS	W. HAMPTON AVE. TO W. SILVER SPRING DR.	204+25	TO	249+46	LOWER LAYER	CONCRETE BASE	HMA PAVEMENT 3 MT 58-28 S	0	2.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT CORE ONLY SPV.0055.02	DEPARTMENT ACCEPTANCE CORE ONLY *NOT ELIGIBLE FOR INCENTIVE
					UPPER LAYER	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	0	1.75		
ASHPALTIC SURFACE	STH 100	93+50	TO	249+46	LOWER LAYER	BASE AGGREGATE	ASPHALTIC SURFACE	194	4	QMP AS PER SS 465	ACCPTANCE BY ORDINARY COMPACTION

HMA PERCENT WITHIN LIMITS (PWL)

LIMIT	STATION			460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH
W. BURLIEGH ST. TO RECONSTRUCTION LIMIT	93+50	TO	119+00	2
RECONSTRUCTION LIMIT TO CAPITOL DR.	133+76	TO	147+00	
CAPITOL DR. TO W. HAMPTON AVE.	147+00	TO	204.25	
W. HAMPTON AVE. TO W. SILVER SPRING DR.	204+25	TO	249+46	
TOTAL				2

NOTES:

1. DEPARTMENT ACCEPTANCE CORES WILL BE CUT AND TESTED BY THE CONTRACTOR UNDER THE SUPERVISION OF THE ENGINEER. THE DEPARTMENT WILL MAINTAIN CUSTODY OF THE CORES.

ALL ITEMS CATEGORY 1000 UNLESS NOTED

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CONCRETE CURB & GUTTER

STATION TO STATION	601.0331 31-INCH LF	SPV.0090.02 67-INCH INTEGRAL LF
STH 100		
90+00 - 119+00	617	-
119+00 - 133+76	2,699	2,165
133+76 - 147+00	802	-
147+00 - 204+25	1,381	-
204+25 - 249+46	218	-
UNDISTRIBUTED	1,048	-
TOTALS	6,765	2,165

CONCRETE CURB

STATION TO STATION		CATEGORY 1000 601.0600 PEDESTRIAN LF	CATEGORY 8020 601.0600 PEDESTRIAN LF
STH 100			
90+00 - 119+00		-	218
119+00 - 133+76		-	-
133+76 - 147+00		-	402
147+00 - 204+25		-	-
204+25 - 249+46		165	-
STH 100	OFFSET		
98+12 - 98+18	LT/RT	34	-
98+75 - 98+93	RT	34	-
110+67 - 110+73	RT	19	-
116+93 - 117+39	LT	35	-
117+14 - 117+19	LT/RT	26	-
123+41 - 123+47	LT	34	-
129+14 - 129+25	LT	18	-
130+03 - 130+10	RT	6	-
134+35 - 134+75	RT	82	-
135+02 - 135+20	RT	45	-
143+37 - 143+63	RT	37	-
143+34 - 143+35	LT	20	-
143+80 - 143+83	RT	20	-
145+03 - 145+09	RT	22	-
173+48 - 173+54	LT/RT	28	-
181+88 - 181+94	LT/RT	34	-
181+90 - 181+95	LT	5	-
196+27 - 196+44	LT	17	-
196+32 - 196+38	LT/RT	28	-
201+83 - 202+12	RT	74	-
201+90 - 201+96	LT/RT	24	-
201+89 - 202+09	LT	31	-
202+95 - 203+12	RT	28	-
202+98 - 203+29	LT	70	-
203+18 - 203+27	RT	20	-
STH 190 - CAPITLOL DRIVE			
41+74 - 41+80	RT	17	-
CATEGORY TOTAL		973	620
PROJECT TOTAL		1,593	

CONCRETE SIDEWALK

STATION TO STATION	CATEGORY 1010 602.0410 5-INCH SF	CATEGORY 8020 602.0410 5-INCH SF
STH 100		
90+00 - 119+00	8,549	-
119+00 - 133+76	16,794	1,406
133+76 - 147+00	16,389	-
147+00 - 204+25	4,971	-
204+25 - 249+46	3,441	-
CATEGORY TOTAL	50,144	1,406
PROJECT TOTAL	51,550	

CONCRETE MEDIAN NOSE

STATION TO STATION	620.0300 SLOPED NOSE SF
STH 100	
90+00 - 119+00	53
119+00 - 133+76	269
133+76 - 147+00	-
147+00 - 204+25	-
204+25 - 249+46	-
TOTALS	322

COVER PLATES TEMPORARY

STATION	611.8120.S COVER PLATES TEMPORARY EACH
STH 100	
UNDISTRIBUTED	63
TOTALS	63

WATER

STATION TO STATION	624.0100 WATER MGAL
STH 100	
90+00 - 119+00	5
119+00 - 133+76	91
133+76 - 147+00	9
147+00 - 204+25	6
204+25 - 249+46	1
TOTALS	112

ALL ITEMS CATEGORY 1000 UNLESS NOTED

STORM SEWER PIPES

FROM	-	TO	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.6008 STORM SEWER PIPE COMPOSITE 8-INCH LF	VERIFY ELEVATIONS IN THE FIELD INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
1	-	2	HIGHWAY 100 (4) RLRW		16						719.93	719.83	0.0062
7	-		HIGHWAY 100 (4) RLRW							11	728.51	728.46	0.0047
9A	-	9B	HIGHWAY 100 (4) RLRW		20						704.46	704.06	0.0197
9C	-		HIGHWAY 100 (4) RLRW	1	8						702.88	702.75	0.0163
10	-	11	HIGHWAY 100 (4) RLRW					36			693.85	693.58	0.0075
11A	-	11C	HIGHWAY 100 (4) RLRW		15						697.77	697.62	0.0100
11B	-	11C	HIGHWAY 100 (4) RLRW			28					697.00	696.70	0.0106
	-	11C	HIGHWAY 100 (4) RLRW	1	26						695.65	695.14	0.0196
11C	-	11	HIGHWAY 100 (4) RLRW				27				694.62	694.20	0.0154
11D	-	11	HIGHWAY 100 (4) RLRW		11						695.81	695.67	0.0124
11E	-	11D	HIGHWAY 100 (4) RLRW		15						696.08	695.91	0.0114
11F	-	11E	HIGHWAY 100 (4) RLRW		50						696.70	696.18	0.0104
11G	-	11F	HIGHWAY 100 (4) RLRW		20						697.10	697.00	0.0050
11H	-	11G	HIGHWAY 100 (4) RLRW		20						697.30	697.20	0.0050
12	-	13	HIGHWAY 100 (4) RLRW					137			691.79	690.51	0.0094
12A	-	12	HIGHWAY 100 (4) RLRW				28				694.00	693.43	0.0200
12B	-	12A	HIGHWAY 100 (4) RLRW		15						697.61	697.46	0.0100
12C	-	12	HIGHWAY 100 (4) RLRW		18						697.50	697.37	0.0070
12D	-	12C	HIGHWAY 100 (4) RLRW		20						697.74	697.60	0.0070
12E	-	12D	HIGHWAY 100 (4) RLRW		40						698.12	697.84	0.0070
14A	-	14B	HIGHWAY 100 (4) RLRW		30						696.32	696.17	0.0050
14B	-	14C	HIGHWAY 100 (4) RLRW		49						695.97	695.48	0.0101
14C	-	14D	HIGHWAY 100 (4) RLRW		12						695.38	695.22	0.0139
14D	-	14F	HIGHWAY 100 (4) RLRW		40						695.12	694.30	0.0203
14E	-	14F	HIGHWAY 100 (4) RLRW		42						696.32	695.90	0.0100
14F	-	14	HIGHWAY 100 (4) RLRW				37				692.90	692.16	0.0200
14G	-	14H	HIGHWAY 100 (4) RLRW		39						697.16	696.97	0.0049
14H	-	14I	HIGHWAY 100 (4) RLRW		12						696.87	696.82	0.0043
14I	-	14J	HIGHWAY 100 (4) RLRW		49						696.72	696.48	0.0049
14J	-	14F	HIGHWAY 100 (4) RLRW		107						696.28	694.14	0.0200
15A	-		HIGHWAY 100 (4) RLRW	1			8				699.89	699.51	0.0475
	-	10	HIGHWAY 100 (4) RLRW	1			8				695.14	694.97	0.0213
70	-		HIGHWAY 100 (4) RLRW	1						8	702.17	701.93	-0.0300
	-	70	HIGHWAY 100 (4) RLRW	1					9		701.96	698.84	0.3897
70	-		HIGHWAY 100 (4) RLRW	1						8	703.10	703.06	-0.0048
29	-		HIGHWAY 100 (4) RLRW	1	7						644.27	644.04	-0.0340
29	-		HIGHWAY 100 (4) RLRW	1		8					643.31	643.01	-0.0380
50	-		HIGHWAY 100 (4) RLRW	1	15						715.91	715.71	-0.0135
	-	75	HIGHWAY 100 (4) RLRW	1	12						707.55	707.45	0.0082
10	-	800	W. BURLEIGH ST RLRW	1	13						715.27	715.12	-0.0100
348	-	800	W. BURLEIGH ST RLRW	1	15						717.71	717.56	-0.0100
			TOTALS	13	736	36	108	173	9	27			

ALL ITEMS CATEGORY 1000 UNLESS NOTED

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET*	LOCATION	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0642 INLET COVERS TYPE MS EACH	611.0648 INLET COVERS TYPE R EACH	611.0651 INLET COVERS TYPE S EACH	611.0657 INLET COVERS TYPE W EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3220 INLETS 2X2-FT EACH	611.3225 INLETS 2X2.5-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	VERIFY ELEVATIONS IN THE FIELD RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT
1	95+15.82	49.58' RT	HIGHWAY 100 (4) RLRW								1							1					1	722.69	719.93	4.50
2	95+12.14	33.86' RT	HIGHWAY 100 (4) RLRW				1					1											1	723.35	718.85	3.43
3	95+02.38	49.58' LT	HIGHWAY 100 (4) RLRW						1								1						1	723.10	718.97	4.60
5	98+34.45	49.78' RT	HIGHWAY 100 (4) RLRW						1								1						1	715.80	711.30	4.50
6	99+10.66	49.58' LT	HIGHWAY 100 (4) RLRW						1								1						1	715.51	711.01	4.20
7	107+52.46	50.06' LT	HIGHWAY 100 (4) RLRW						1								1						1	730.18	728.18	3.30
9A	119+40.38	66.54' LT	HIGHWAY 100 (4) RLRW					1											1				1	708.46	704.46	4.17
9B	119+50.99	49.25' LT	HIGHWAY 100 (4) RLRW								1							1					1	707.87	703.24	4.50
9C	119+50.40	0	HIGHWAY 100 (4) RLRW					1											1				1	708.68	702.88	5.97
9D	119+50.55	49.25' RT	HIGHWAY 100 (4) RLRW								1							1					1	707.88	703.66	4.10
10	122+24.78	23.01' LT	HIGHWAY 100 (4) RLRW				1								1								1	702.35	693.85	7.55
11	122+61.00	22.00' LT	HIGHWAY 100 (4) RLRW				1							1									1	702.29	693.38	7.96
11A	122+46.00	49.25' LT	HIGHWAY 100 (4) RLRW								1							1					1	701.78	697.77	2.82
11B	122+55.00	77.00' LT	HIGHWAY 100 (4) RLRW					1											1				1	699.00	697.00	2.19
11C	122+61.00	49.25' LT	HIGHWAY 100 (4) RLRW								1							1					1	701.74	694.31	4.60
11D	122+61.00	10.75' LT	HIGHWAY 100 (4) RLRW								1					1							1	702.49	695.81	5.49
11E	122+51.00	0.29' RT	HIGHWAY 100 (4) RLRW								1					1							1	702.71	696.08	5.44
11F	122+41.00	49.25' RT	HIGHWAY 100 (4) RLRW								1							1					1	701.79	696.70	3.90
11G	122+61.00	49.25' RT	HIGHWAY 100 (4) RLRW								1							1					1	701.76	697.10	3.48
11H	122+81.00	49.25' RT	HIGHWAY 100 (4) RLRW								1							1					1	701.79	697.30	3.30
12	123+66.00	21.00' LT	HIGHWAY 100 (4) RLRW				1							1									1	702.75	691.79	7.17
12A	123+66.00	49.25' LT	HIGHWAY 100 (4) RLRW								1							1					1	702.20	694.00	7.06
12B	123+51.00	49.27' LT	HIGHWAY 100 (4) RLRW								1							1					1	702.12	697.61	3.33
12C	123+51.00	10.75' LT	HIGHWAY 100 (4) RLRW								1							1					1	702.85	697.50	4.16
12D	123+51.00	9.46' RT	HIGHWAY 100 (4) RLRW								1							1					1	702.88	697.74	3.95
12E	123+51.00	49.25' RT	HIGHWAY 100 (4) RLRW								1							1					1	702.12	698.12	2.82
13	125+01.04	0.68' LT	HIGHWAY 100 (4) RLRW	1																			1		690.51	
14A	130+60.00	49.25' LT	HIGHWAY 100 (4) RLRW								1							1					1	700.83	696.32	3.32
14B	130+30.00	49.25' LT	HIGHWAY 100 (4) RLRW								1							1					1	700.77	695.97	3.61
14C	130+30.00	0.75' LT	HIGHWAY 100 (4) RLRW								1							1					1	701.69	695.38	5.12
14D	130+30.00	10.75' RT	HIGHWAY 100 (4) RLRW								1							1					1	701.49	695.12	5.18
14E	130+60.00	49.25' RT	HIGHWAY 100 (4) RLRW								1							1					1	700.83	696.32	3.32
14F	130+18.00	49.25' RT	HIGHWAY 100 (4) RLRW								1	1											1	700.78	692.90	5.30
14G	129+11.00	49.25' LT	HIGHWAY 100 (4) RLRW								1							1					1	701.65	697.16	3.30
14H	129+11.00	10.75' LT	HIGHWAY 100 (4) RLRW								1							1					1	702.37	696.87	4.32
14I	129+11.00	0.75' RT	HIGHWAY 100 (4) RLRW								1							1					1	702.57	696.72	4.67
14J	129+11.00	49.25' RT	HIGHWAY 100 (4) RLRW								1							1					1	701.65	696.28	4.18
15A	133+63.44	0	HIGHWAY 100 (4) RLRW					1											1				1	708.70	699.89	9.01
24	135+26.86	50.05' RT	HIGHWAY 100 (4) RLRW						1								1						1	713.70	709.20	4.80
25	137+35.09	49.25' RT	HIGHWAY 100 (4) RLRW						1								1						1	721.49	716.99	4.70
26	146+72.35	49.25' RT	HIGHWAY 100 (4) RLRW			1																		741.15	736.15	3.92
27	149+00.73	49.25' LT	HIGHWAY 100 (4) RLRW						1								1						1	741.75	737.25	3.17
28	151+75.92	49.58' RT	HIGHWAY 100 (4) RLRW						1								1						1	744.28	739.78	4.06
29	133+84.52	43.15' LT	HIGHWAY 100 (4) RLRW				1					1											1	708.59	643.01	6.38
30	155+82.40	49.57' RT	HIGHWAY 100 (4) RLRW						1								1						1	747.80	743.30	4.80

ALL ITEMS CATEGORY 1000 UNLESS NOTED

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STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET*	LOCATION	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0642 INLET COVERS TYPE MS EACH	611.0648 INLET COVERS TYPE R EACH	611.0651 INLET COVERS TYPE S EACH	611.0657 INLET COVERS TYPE W EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3220 INLETS 2X2-FT EACH	611.3225 INLETS 2X2.5-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	VERIFY ELEVATIONS IN THE FIELD RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT
36	176+24.55	49.58' RT	HIGHWAY 100 (4) RLRW						1								1						1	729.89	725.39	4.80
40	181+30.08	71.79' RT	HIGHWAY 100 (4) RLRW			1																		735.85	730.85	3.92
45	185+00.54	14.40' LT	HIGHWAY 100 (4) RLRW			1																		729.67	724.67	3.92
50	188+00.54	14.78' LT	HIGHWAY 100 (4) RLRW						1								1						1	720.32	715.71	6.20
55	201+39.78	50.00' LT	HIGHWAY 100 (4) RLRW						1								1						1	706.83	702.33	3.17
56	201+86.63	138.44' LT	HIGHWAY 100 (4) RLRW						1								1						1	706.20	701.70	3.17
57	202+99.61	123.35' LT	HIGHWAY 100 (4) RLRW						1								1						1	706.14	701.64	3.17
58	202+11.73	125.02' RT	HIGHWAY 100 (4) RLRW																			1		706.08	701.08	3.92
60	205+09.16	12.74' RT	HIGHWAY 100 (4) RLRW						1								1						1	705.85	701.35	3.17
65	210+49.73	47.26' LT	HIGHWAY 100 (4) RLRW						1								1						1	705.52	701.02	3.17
66	212+46.75	12.75' RT	HIGHWAY 100 (4) RLRW						1								1						1	704.95	700.45	3.17
67	212+74.91	47.25' LT	HIGHWAY 100 (4) RLRW						1								1						1	704.48	699.98	3.17
68	213+55.43	47.21' LT	HIGHWAY 100 (4) RLRW						1								1						1	704.57	700.07	3.17
70	216+00.39	31.75' RT	HIGHWAY 100 (4) RLRW				1						1										1	706.34	697.51	7.59
71	215+99.80	12.75' LT	HIGHWAY 100 (4) RLRW						1								1						1	706.81	702.31	3.17
72	218+49.91	47.24' LT	HIGHWAY 100 (4) RLRW						1								1						1	709.37	704.87	3.17
75	220+86.79	0.01' LT	HIGHWAY 100 (4) RLRW							1								1					1	711.26	707.45	4.40
76	224+00.23	12.75' LT	HIGHWAY 100 (4) RLRW						1								1						1	720.08	715.58	4.10
80	227+00.37	47.25' LT	HIGHWAY 100 (4) RLRW			1																		729.55	724.55	8.20
81	230+00.34	47.25' LT	HIGHWAY 100 (4) RLRW			1																		734.73	729.73	8.60
85	248+09.35	47.26' LT	HIGHWAY 100 (4) RLRW						1								1						1	742.12	737.62	4.30
100	172+64.52	22.56' RT	HIGHWAY 100 (4) RLRW		1																			737.34	732.34	4.17
200	95+01.73	21.48' LT	HIGHWAY 100 (4) RLRW																		1			723.86	718.83	7.45
207	99+01.12	49.23' LT	HIGHWAY 100 (4) RLRW																			1		715.49	710.49	3.92
217	113+51.65	50.02' LT	HIGHWAY 100 (4) RLRW																			1		730.29	725.29	3.92
221	119+50.34	22.40' LT	HIGHWAY 100 (4) RLRW																		1			708.39	702.08	6.00
250	151+48.91	64.77' LT	HIGHWAY 100 (4) RLRW																		1			743.19	738.19	4.17
251	159+00.60	0.91' RT	HIGHWAY 100 (4) RLRW																			1		752.51	747.51	5.40
269	173+10.03	77.71' LT	HIGHWAY 100 (4) RLRW																		1			735.96	730.96	4.17
273	177+00.43	31.51' LT	HIGHWAY 100 (4) RLRW																		1			730.29	725.29	7.20
307	213+02.67	45.93' LT	HIGHWAY 100 (4) RLRW																		1			704.48	699.48	8.80
10	45+69.51	6.74' RT	W. BURLEIGH ST RLRW						1								1						1	720.77	715.27	
800	45+77.48	5.73' LT	W. BURLEIGH ST RLRW		1																			720.88	715.12	
700	46+74.69	11.89' LT	W. BURLEIGH ST RLRW																			1		725.85	721.17	
701	46+75.55	5.46' LT	W. BURLEIGH ST RLRW																		1			726.40	709.20	
348	45+91.73	9.18' LT	W. BURLEIGH ST RLRW						1								1						1	721.71	717.71	8.80
			TOTALS	1	2	5	6	4	25	1	25	3	1	2	1	2	25	23	4	7	5	62			

REMARKS:

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

TOPSOIL

STATION TO STATION	625.0100 TOPSOIL SY
STH 100	
90+00 - 119+00	1,624
119+00 - 133+76	9,537
133+76 - 147+00	3,804
147+00 - 204+25	343
204+25 - 249+46	97
UNDISTRIBUTED	2,311
TOTALS	17,716

SILT FENCE

STATION TO STATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
STH 100		
90+00 - 119+00	-	-
119+00 - 133+76	1,365	1,365
133+76 - 147+00	497	497
147+00 - 204+25	-	-
204+25 - 249+46	-	-
TOTALS	1,862	1,862

EROSION CONTROL MOBILIZATIONS

STREET	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
STH 100	3	6
TOTALS	3	6

3

EROSION MATTING

STATION TO STATION	628.2008 EROSION MAT URBAN CLASS I TYPE B SY
STH 100	
90+00 - 119+00	772
119+00 - 133+76	5,891
133+76 - 147+00	2,707
147+00 - 204+25	-
204+25 - 249+46	-
UNDISTRIBUTED	1,406
TOTALS	10,776

TURBIDITY BARRIERS

STATION TO STATION	628.6005 TURBIDITY BARRIERS SY
STH 100	
90+00 - 119+00	-
119+00 - 133+76	633
133+76 - 147+00	-
147+00 - 204+25	-
204+25 - 249+46	-
TOTALS	633

DITCH CHECKS

STATION TO STATION	628.7504 TEMPORARY DITCH CHECKS LF
STH 100	
90+00 - 119+00	20
119+00 - 133+76	10
133+76 - 147+00	-
147+00 - 204+25	-
204+25 - 249+46	-
TOTALS	30

TRACKING PADS

STREET	628.7560 TRACKING PADS EACH
STH 100	4
TOTALS	4

INLET PROTECTION

STATION TO STATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
STH 100				
90+00 - 119+00	3	7	30	14
119+00 - 133+76	29	3	23	16
133+76 - 147+00	-	7	13	-
147+00 - 204+25	-	28	44	4
204+25 - 249+46	-	29	23	6
TOTALS	32	74	133	40

MULCHING & SEEDING

STATION TO STATION	627.0200 MULCHING SY	630.0140 SEEDING MIXTURE NO. 40 LB	630.0160 SEEDING MIXTURE NO. 60 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
STH 100					
90+00 - 119+00	183	17	-	-	21
119+00 - 133+76	1,704	110	25	-	169
133+76 - 147+00	100	50	-	-	63
147+00 - 204+25	15	-	-	-	-
204+25 - 249+46	-	-	-	-	-
UNDISTRIBUTED	300	27	4	380	0
TOTALS	2,302	204	29	380	253

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

SOD

STATION TO STATION	629.0205 FERTILIZER TYPE A CWT	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
STH 100			
90+00 - 119+00	1.0	8	669
119+00 - 133+76	5.7	33	2,925
133+76 - 147+00	2.4	10	869
147+00 - 204+25	0.2	2	146
204+25 - 249+46	0.1	0	44
UNDISTRIBUTED	2	5	465
TOTALS	11	58	5,118

3

TRAFFIC CONTROL

STAGE	643.4100** TRAFFIC CONTROL INTERIM LANE CLOSURE EACH
STH 100	
UNDISTRIBUTED	10
TOTALS	10

** FOR UTILIY ADJUSTMENTS PRIOR TO MILLING/PLACING UPER LIFT

TEMPORARY PEDESTRIAN FACILITIES

STAGE	644.1410 SURFACE ASPHALT SF	644.1430 SURFACE PLATE SF	644.1601 CURB RAMP DAY	644.1605 DETECTABLE WARNING FIELD SF
STH 100				
STAGE 2A	1,025	1,979	658	420
STAGE 2B	50	110	28	120
TEMPORARY BUS STOP PADS	-	-	-	100
TOTALS	1,075	2,089	686	640

644.1900.S* TEMPORARY AUDIBLE MESSAGE DEVICES

STAGE	DAY
STH 100	
STAGE 2A BUS STOPS STA. 204+25- 247+50	336
TOTALS	336

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONSTRUCTION STAKING

ITEM	QUANTITY	UNIT	DESCRIPTION
650.4500	1,476	LF	CONSTRUCTION STAKING SUBGRADE
650.5000	921	LF	CONSTRUCTION STAKING BASE
650.5500	6,050	LF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER
650.6501.01	1	EACH	CONSTRUCTION STAKING STRUCTURE LAYOUT (B-40-1029)
650.6501.02	1	EACH	CONSTRUCTION STAKING STRUCTURE LAYOUT (R-40-729)
650.6501.03	1	EACH	CONSTRUCTION STAKING STRUCTURE LAYOUT (R-40-730)
650.6501.04	1	EACH	CONSTRUCTION STAKING STRUCTURE LAYOUT (R-40-731)
650.6501.05	1	EACH	CONSTRUCTION STAKING STRUCTURE LAYOUT (R-40-732)
650.7000	1,476	LF	CONSTRUCTION STAKING CONCRETE PAVEMENT
650.8000	14,120	LF	CONSTRUCTION STAKING RESURFACING REFERENCE
650.9000	59	EACH	CONSTRUCTION STAKING CURB RAMPS
650.9500	1	EACH	CONSTRUCTION STAKING SIDEWALK (2030-10-71)
650.9911	1	EACH	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (2030-10-71)
650.9920	3,655	LF	CONSTRUCTION STAKING SLOPE STAKES

ALL ITEMS CATEGORY 1000 UNLESS NOTED

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"X18' [EA]	634.0808 POSTS TUBULAR STEEL 2"X 2"X8' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	R6-2L (2M)	II	--	30 x 36	7.50	--	1	1	1	--	--	--	--
2	R5-1 (2M)	II	--	36 x 36	9.00	--	1	1	1	--	--	--	--
3	R5-1 (2M)	II	--	36 x 36	9.00	--	1	1	1	--	--	--	--
4	R1-1 (2M)	II	--	36 x 36	7.46	--	1	1	1	--	--	--	--
5	R6-3A (2S)	II	--	30 x 24	5.00	--	1	--	--	--	--	4	--
6	R4-7 (2M)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
7	R7-1D (2M)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
8	R2-1 (2M)	II	40	30 x 36	7.50	--	1	1	1	--	--	--	--
9	R1-1 (2M)	II	--	36 x 36	7.46	--	1	1	1	--	--	--	--
10	R6-3A (2S)	II	--	30 x 24	5.00	--	1	--	--	--	--	9	--
11	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--
12	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--
13	R4-7 (2M)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
14	R3-20L (2M)	II	--	24 x 36	6.00	--	1	1	1	--	--	--	--
15	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
16	R4-7 (2M)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
17	R6-2L (2S)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
18	R4-7 (2M)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
19	W11-2 (2M)	II	--	36 x 36	--	9.00	--	--	1	--	--	--	--
20	W16-7R (2M)	II	--	30 x 18	--	3.75	--	--	--	--	--	19	--
21	W11-2 (2M)	II	--	36 x 36	--	9.00	--	--	1	--	--	--	--
22	W16-7L (2M)	II	--	30 x 18	--	3.75	--	--	--	--	--	21	--
23	W11-15 (2M)	II	--	36 x 36	--	9.00	1	1	1	--	--	--	--
24	W16-9P (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	23	--
25	W11-15 (2M)	II	--	36 x 36	--	9.00	1	1	1	--	--	--	--
26	W16-9P (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	25	--
27	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
28	W5-52L (--)	--	--	-- x --	--	--	1	1	--	--	--	--	--
29	R3-20L (2M)	II	--	24 x 36	6.00	--	1	1	1	--	--	--	--
30	W1-1L (1)	II	--	24 x 24	--	4.00	--	--	1	--	--	--	--

ALL ITEMS CATEGORY 1000 UNLESS NOTED

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"X18' [EA]	634.0808 POSTS TUBULAR STEEL 2"X 2"X8' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
31	R7-1D (2M)	--	--	24 x 30	5.00	--	1	1	--	--	--	--	--
32	R5-1A (2M)	II	--	36 x 36	9.00	--	1	1	1	--	--	--	--
33	W1-1R (1)	II	--	24 x 24	--	4.00	--	--	1	--	--	--	--
34	SEE DETAIL	II	UNDERPASS MAY FLOOD	18 x 18	--	2.25	--	--	1	--	--	--	
35	R1-5R (2M)	II	--	36 x 36	9.00	--	--	--	1	--	--	--	--
36	R1-5L (2M)	II	--	36 x 36	9.00	--	--	--	1	--	--	--	--
37	W11-15 (2M)	II	--	36 x 36	--	9.00	1	1	--	--	--	--	ON LIGHT POLE
38	W16-7L (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	--	ON LIGHT POLE
39	R5-1 (2M)	II	--	36 x 36	9.00	--	1	--	--	--	--	--	ON LIGHT POLE
40	W11-2 (2S)	II	--	30 x 30	--	6.25	1	1	1	--	--	--	--
41	W16-7L (2S)	II	--	24 x 12	--	2.00	1	--	--	--	--	40	--
42	W11-2 (2S)	II	--	30 x 30	--	6.25	1	1	1	--	--	--	--
43	W16-7L (2S)	II	--	24 x 12	--	2.00	1	--	--	--	--	42	--
44	R1-1 (2S)	II	--	30 x 30	5.18	--	1	1	1	--	--	--	--
45	R9-3A (2S)	II	--	24 x 24	4.00	--	--	--	--	1	--	--	--
46	R9-3BL (2)	II	--	18 x 12	1.50	--	--	--	--	--	--	45	--
47	R6-2L (2S)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
48	R7-1D (2M)	II	--	24 x 30	5.00	--	1	1	--	--	--	--	ON LIGHT POLE
49	-- (--)	--	MILWAUKEE COUNTY PARKS	-- x --	--	--	--	--	1	--	1	--	--
50	R1-1 (2M)	II	--	36 x 36	7.46	--	1	1	1	--	--	--	--
51	R6-3 (2S)	II	--	30 x 24	5.00	--	1	--	--	--	--	50	--
52	W4-4C (2S)	II	TRAFFIC ON 100 DOES NOT STOP	24 x 12	--	2.00	--	--	--	--	--	50	--
53	R6-2L (2M)	II	--	30 x 36	7.50	--	1	1	1	--	--	--	--
54	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--
55	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--
56	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--
57	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--
58	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--
59	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--
60	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--

ALL ITEMS CATEGORY 1000 UNLESS NOTED

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"X18' [EA]	634.0808 POSTS TUBULAR STEEL 2"X 2"X8' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
61	R1-1 (2M)	II	--	36 x 36	7.46	--	1	1	1	--	--	--	--
62	R6-3A (2S)	II	--	30 x 24	5.00	--	1	--	--	--	--	61	--
63	W11-2 (2M)	II	--	36 x 36	--	9.00	--	--	1	--	--	--	--
64	W16-7L (2M)	II	--	30 x 18	--	3.75	--	--	--	--	--	63	--
65	W11-2 (2M)	II	--	36 x 36	--	9.00	--	--	--	--	--	18	--
66	W16-7R (2M)	II	--	30 x 18	--	3.75	--	--	--	--	--	18	--
67	R5-1 (2M)	II	--	36 x 36	9.00	--	1	1	1	--	--	--	--
68	W5-52L (--)	--	--	-- x --	--	--	1	1	--	--	--	--	--
69	W1-1R (1)	II	--	24 x 24	--	4.00	--	--	1	--	--	--	--
70	R2-1 (2M)	II	40	30 x 36	7.50	--	1	1	1	--	--	--	--
71	R2-1 (2M)	II	40	30 x 36	7.50	--	1	1	1	--	--	--	--
72	W1-1L (1)	II	--	24 x 24	--	4.00	--	--	1	--	--	--	--
73	W11-15 (2M)	II	--	36 x 36	--	9.00	1	1	1	--	--	--	--
74	W16-7R (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	73	--
75	R4-7 (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	73	--
76	W11-15 (2M)	II	--	36 x 36	--	9.00	1	--	1	--	--	--	--
77	W16-7L (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	76	--
78	R6-2L (2S)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
78A	SEE DETAIL	II	UNDERPASS MAY FLOOD	18 x 18	--	2.25	--	--	1	--	--	--	--
79	R1-1 (2M)	II	--	36 x 36	7.46	--	1	1	1	--	--	--	--
80	R6-3 (2S)	II	--	30 x 24	5.00	--	1	--	--	--	--	79	--
81	W4-4C (2S)	II	TRAFFIC ON 100 DOES NOT STOP	24 x 12	--	2.00	1	--	--	--	--	79	--
82	R5-2 (2S)	II	--	24 x 24	4.00	--	1	1	1	--	--	--	--
83	R1-5L (2M)	II	--	36 x 36	9.00	--	--	--	1	--	--	--	--
84	R4-7 (2M)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
85	R1-5R (2M)	II	--	36 x 36	9.00	--	--	--	--	--	--	84	--
86	W11-15 (4)	II	--	48 x 48	--	16.00	--	--	--	--	--	--	OVERHEAD SIGN STRUCTURE S-40-3106, I BEAMS INCIDENTAL
87	R1-9 (--)	II	--	90 x 24	--	15.00	--	--	--	--	--	--	OVERHEAD SIGN STRUCTURE S-40-3106, I BEAMS INCIDENTAL
88	R1-9 (--)	II	--	90 x 24	--	15.00	--	--	--	--	--	--	OVERHEAD SIGN STRUCTURE S-40-3107, I BEAMS INCIDENTAL
89	W11-15 (4)	II	--	48 x 48	--	16.00	--	--	--	--	--	--	OVERHEAD SIGN STRUCTURE S-40-3107, I BEAMS INCIDENTAL

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SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X6"X18' [EA]	634.0808 POSTS TUBULAR STEEL 2"X2"X8' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
90	R2-1 (2M)	II	40	30 x 36	7.50	--	1	1	1	--	--	--	--
91	R7-1D (2M)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
92	R1-1 (2M)	II	--	36 x 36	7.46	--	1	1	1	--	--	--	--
93	R3-2 (2S)	II	--	24 x 24	4.00	--	1	--	--	--	--	92	--
94	R1-1 (2M)	II	--	36 x 36	7.46	--	1	1	1	--	--	--	--
95	R3-53R (2S)	II	--	24 x 30	5.00	--	1	--	--	--	--	94	--
96	R2-1 (2M)	II	40	30 x 36	7.50	--	1	1	1	--	--	--	--
97	R3-20L (2M)	II	--	24 x 36	6.00	--	1	1	1	--	--	--	--
98	R5-1A (2M)	II	--	42 x 30	8.75	--	1	--	--	--	--	--	ON LIGHT POLE
99	W11-15 (2M)	II	--	36 x 36	--	9.00	1	--	--	--	--	--	ON LIGHT POLE
100	W16-9P (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	--	ON LIGHT POLE
101	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
102	R2-1 (2M)	II	40	30 x 36	7.50	--	1	--	--	--	--	--	ON LIGHT POLE
103	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
103A	R3-8LL (2M)	II	--	30 x 36	7.50	--	--	--	1	--	--	--	--
104	R1-1 (2M)	II	--	36 x 36	7.46	--	1	1	1	--	--	--	--
104A	R6-2R (2S)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
105	R3-53R (2S)	II	--	24 x 30	5.00	--	1	--	--	--	--	104	--
105A	R9-3A (2S)	II	--	24 x 24	4.00	--	--	--	--	1	--	--	--
105B	R9-3BR (2S)	II	--	18 x 12	1.50	--	--	--	--	--	--	105A	--
106	R5-1A (2M)	II	--	42 x 30	8.75	--	1	1	1	--	--	--	--
107	J3-2 (2M)	II	--	48 x 57	19.00	--	1	--	--	--	--	106	--
108	W3-3 (2M)	II	--	36 x 36	--	9.00	1	1	1	--	--	--	--
109	R6-2L (2S)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
110	R4-7 (2M)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
111	J4-1 (2M)	II	--	24 x 36	6.00	--	1	1	1	--	--	--	--
111A	R9-3A (2S)	II	--	24 x 24	4.00	--	--	--	--	1	--	--	--
111B	R9-3BR (2S)	II	--	18 x 12	1.50	--	--	--	--	--	--	111A	--
112	R10-15R (2M)	II	--	30 x 30	6.25	--	1	1	1	--	--	--	--
113	R3-7R (2M)	II	--	30 x 30	6.25	--	1	1	1	--	--	--	--
114	-- (--)	--	EXCEPT BUSES	-- x --	--	--	--	--	--	--	1	113	--

ALL ITEMS CATEGORY 1000 UNLESS NOTED

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"X18' [EA]	634.0808 POSTS TUBULAR STEEL 2"X 2"X8' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
115	R1-1 (2M)	II	--	36 x 36	7.46	--	1	1	1	--	--	--	--
116	R6-3A (2M)	II	--	30 x 24	5.00	--	1	--	--	--	--	115	--
116A	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
116B	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
116C	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
116D	R7-1D (--)	II	--	-- x --	--	--	1	--	--	--	--	--	ON LIGHT POLE
116F	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	
116G	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
116H	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
116I	R7-1L(MOD) (--)	II	--	-- x --	--	--	1	--	--	--	--	--	ON LIGHT POLE
116J	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
116K	R7-1L(MOD) (--)	II	--	-- x --	--	--	1	--	--	--	--	--	ON LIGHT POLE
116L	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
117	R6-2L (2S)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
118	R1-1 (2M)	II	--	36 x 36	7.46	--	1	1	1	--	--	--	--
119	R6-3 (2S)	II	--	30 x 24	5.00	--	1	--	--	--	--	118	--
120	W4-4C (2S)	II	TRAFFIC ON 100 DOES NOT STOP	24 x 12	--	2.00	1	--	--	--	--	118	--
121	W11-2 (2M)	II	--	36 x 36	--	9.00	1	1	1	--	--	--	--
122	W16-7R (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	121	--
122A	R7-7L (--)	II	--	-- x --	--	--	1	1	--	--	--	--	--
123	W4-4C (2S)	II	TRAFFIC ON 100 DOES NOT STOP	24 x 12	--	2.00	--	--	--	--	--	--	MOUNT SIGN TO EXISTING POST
124	R9-3A (2S)	II	--	24 x 24	4.00	--	--	--	--	1	--	--	--
125	R9-3BR (2S)	II	--	18 x 12	1.50	--	--	--	--	--	--	124	--
126	W11-2 (2M)	II	--	36 x 36	--	9.00	1	1	1	--	--	--	--
127	W16-7L (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	126	--
128	R4-7 (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	121	--
128A	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	121	--
129	W11-2 (2M)	II	--	36 x 36	--	9.00	1	1	1	--	--	--	--
130	W16-7R (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	129	--
130A	R7-1R(MOD) (--)	II	--	-- x --	--	--	1	--	--	--	--	--	--

ALL ITEMS CATEGORY 1000 UNLESS NOTED

TYPE II PERMANENT SIGNING

2030-10-71 STH 100

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X6"X18' [EA]	634.0808 POSTS TUBULAR STEEL 2"X2"X8' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
130B	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
131	R6-2L (2S)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
132	R1-1 (2M)	II	--	36 x 36	7.46	--	1	1	1	--	--	--	--
133	R6-3 (2S)	II	--	30 x 24	5.00	--	1	--	--	--	--	132	--
134	R6-2L (2S)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
135	S1-1 (2M)	II	--	36 x 36	--	6.75	1	1	1	--	--	--	--
136	S16-7L (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	135	--
137	S1-1 (2M)	II	--	36 x 36	--	6.75	--	--	1	--	--	--	--
138	S16-7R (2M)	II	--	30 x 18	--	3.75	--	--	--	--	--	137	--
139	S1-1 (2M)	II	--	36 x 36	--	6.75	--	--	--	--	--	--	ON LIGHT POLE
140	S16-7L (2M)	II	--	30 x 18	--	3.75	--	--	--	--	--	--	ON LIGHT POLE
141	S16-7R (2M)	II	--	30 x 18	--	3.75	--	--	--	--	--	--	MOUNT SIGN TO EXISTING POST
142	S4-51 (2M)	II	30	24 x 48	--	8.00	2	1	1	--	--	--	--
142A	S1-1 (2M)	II	--	36 x 36	--	6.75	--	--	1	--	--	--	--
142B	S16-9P (2M)	II	--	30 x 18	--	3.75	--	--	--	--	--	142A	--
142C	R2-6P (2M)	II	--	24 x 18	--	3.00	--	--	--	--	--	142A	--
143A	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
143	W11-2 (2M)	II	--	36 x 36	--	9.00	1	1	1	--	--	--	--
144	W16-7L (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	143	--
145	W11-2 (2M)	II	--	36 x 36	--	9.00	1	1	1	--	--	--	--
146	W16-7R (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	145	--
147	W11-2 (2M)	II	--	36 x 36	--	9.00	1	1	1	--	--	--	--
147A	R7-1D (2M)	II	--	24 x 30	5.00	--	1	--	--	--	--	--	ON LIGHT POLE
148	W16-7R (2M)	II	--	30 x 18	--	3.75	1	--	--	--	--	147	--
149	J3-1 (2M)	II	--	24 x 57	9.50	--	1	1	1	--	--	--	--
150	J3-2 (2M)	II	--	48 x 57	19.00	--	1	1	1	--	--	--	--
151	J3-2 (2M)	II	--	48 x 57	19.00	--	1	1	1	--	--	--	--
152	R6-2L (2S)	II	--	24 x 30	5.00	--	1	1	1	--	--	--	--
TOTALS					621.24	376.75	128	70	81	4	2		

ALL ITEMS CATEGORY 1000 UNLESS NOTED

PROJECT NO: 2030-10-71 | HWY: STH 100 | COUNTY: MILWAUKEE | MISCELLANEOUS QUANTITIES | SHEET: 523 E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

3

GEOGRID TYPE SR

STATION TO STATION	645.0220 GEOGRID TYPE SR SY
STH 100	
90+00 - 119+00	-
119+00 - 133+76	12,905
133+76 - 147+00	-
147+00 - 204+25	-
204+25 - 249+46	-
TOTALS	12,905

MARKING LINE

STATION TO STATION	CATEGORY 8020 646.1020 EPOXY 4-INCH (WHITE) LF	CATEGORY 1000 646.1020 EPOXY 4-INCH (YELLOW) LF	646.2025 GROOVED BLACK EPOXY 6-INCH LF	646.2040 GROOVED WET REF EPOXY 6-INCH LF	646.4040 GROOVED WET REF EPOXY 10-INCH LF
STH 100					
90+00 - 119+00	-	-	2,421	11,568	1,010
119+00 - 133+76	302	666	1,335	6,834	418
133+76 - 147+00	-	-	930	5,236	2,832
147+00 - 204+25	-	-	2,700	22,329	3,816
204+25 - 249+46	-	-	2,222	19,562	1,056
SUBTOTALS	302	666	9,608	65,385	9,132
CATEGORY TOTAL	302	666	9,608	65,385	9,132
PROJECT TOTAL	968		9,608	65,385	9,132

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MARKING OTHER

STATION TO STATION	646.5020 ARROW EPOXY EACH	646.5120 WORD EPOXY EACH	646.6120 STOP LINE EPOXY 18-INCH LF	646.6220 YIELD LINE EPOXY 18-INCH EACH	646.7120 DIAGONAL EPOXY 12-INCH LF	646.7420 CROSSWALK EPOXY TRAVERSE LINE 6-INCH LF	646.7520 CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8120 CURB EPOXY LF	646.8220 ISLAND NOSE EPOXY EACH
STH 100									
90+00 - 119+00	-	-	80	-	-	243	152	437	8
119+00 - 133+76	-	-	34	47	-	689	582	138	4
133+76 - 147+00	17	9	263	-	35	805	-	85	4
147+00 - 204+25	10	3	269	26	2,719	1,485	504	1,029	23
204+25 - 249+46	3	-	170	-	2,605	766	-	357	6
TOTALS	30	12	816	73	5,359	3,988	1,238	2,046	45

SAWING

STATION TO STATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
STH 100		
90+00 - 119+00	285	1,244
119+00 - 133+76	192	10
133+76 - 147+00	80	2,043
147+00 - 204+25	251	2,826
204+25 - 249+46	-	848
UNDISTRIBUTED	1,222	1,667
TOTALS	2,030	8,638

HEAVY DUTY SILT FENCE

STATION TO STATION	628.1535.S SILT FENCE HEAVY DUTY MAINTENANCE LF	SPV.0090.05 STATE FURNISHED HEAVY DUTY SILT FENCE LF
STH 100		
90+00 - 119+00	-	-
119+00 - 133+76	1,250	1,250
133+76 - 147+00	-	-
147+00 - 204+25	-	-
204+25 - 249+46	-	-
UNDISTRIBUTED	300	300
TOTALS	1,550	1,550

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

UTILITY LINE OPENING (ULO)

	SPV.0060.20 UTILITY LINE OPENING (ULO) EACH
STH 100	
UNDISTRIBUTED	5
TOTALS	5

SPV ITEMS

STATION TO STATION	SPV.0060.11 CONNECT TO EXISTING BOX CULVERT EACH
STH 100	
90+00 - 119+00	-
119+00 - 133+76	1
133+76 - 147+00	-
147+00 - 204+25	-
204+25 - 249+46	-
TOTALS	1

CURB RAMP GRADING, SHAPING AND FINISHING

STATION TO STATION	SPV.0060.12 CURB RAMP GRADING, SHAPING AND FINISHING EACH
STH 100	
90+00 - 119+00	10
119+00 - 133+76	-
133+76 - 147+00	11
147+00 - 204+25	31
204+25 - 249+46	6
TOTALS	58

CURB RAMP GRADING, SHAPING, AND FINISHING

FOR INFORMATIONAL USE

LOCATION	EXCAVATION COMMON CY	BASE AGGREGATE DENSE 1 1/4-INCH TON	TOPSOIL SY	FERTILIZER TYPE A CWT	SOD LAWN LB	SOD WATER MGAL
STH 100						
W. AUER AVE	8	7	22	0.7	0.4	0.5
W. TOWNSEND ST	10	9	19	0.6	0.3	0.4
W. KEEFE AVE	9	8	28	0.9	0.5	0.6
N. MENOMONEE RIVER PKWY	17	15	34	1.1	0.6	0.8
W. GRANTOSA DR	15	14	65	2.1	1.2	1.5
W. YORK PL	10	9	36	1.1	0.6	0.8
STH 190 (W. CAPITOL DR)	17	15	18	0.6	0.3	0.4
W. FIEBRANTZ AVE	10	9	42	1.3	0.8	0.9
FIRE STATION DRIVEWAY	6	5	20	0.6	0.4	0.4
W. CONGRESS ST	20	18	78	2.5	1.4	1.8
W. MAPLE LN	5	4	7	0.2	0.1	0.2
W. RUBY AVE	16	15	33	1.1	0.6	0.7
W. COURTLAND AVE	11	10	22	0.7	0.4	0.5
W. HAMPTON AVE	41	36	56	1.8	1.0	1.3
TOTALS	195	174	480	15	9	11

PERMANENT CAUSEWAY TO BE LEFT-IN-PLACE

STREET	SPV.0060.14 PERMANENT CAUSEWAY TO BE LEFT-IN-PLACE EACH
STH 100	
STA. 119+00 -133+76	1
TOTALS	1

FENCE

STATION TO STATION	CATEGORY 1000 SPV.0090.01 SPLIT RAIL FENCE LF	CATEGORY 8020 SPV.0090.01 SPLIT RAIL FENCE LF	CATEGORY 8020 SPV.0090.03 REMOVE, SALVAGE, AND REINSTALL FENCE LF
STH 100			
90+00 - 119+00	-	-	-
119+00 - 133+76	110	206	-
133+76 - 147+00	-	-	117
147+00 - 204+25	-	-	-
204+25 - 249+46	-	-	-
CATEGORY TOTAL	110	206	117
PROJECT TOTAL	316		117

JOINT AND CRACK REPAIR

	SPV.0090 .04 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF
STH 100	
90+00 - 249+46	7,920
TOTALS	7,920

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

SPV ITEMS			CATEGORY 8000 SPV.0060.29 SANITARY MANHOLE ADJUSTMENT	CATEGORY 8000 SPV.0060.30 SANITARY MANHOLE INTERNAL SEAL REPLACEMENT
STATION			EACH	EACH
STH 100				
216+86	42'	RT	1	1
218+82	41'	RT	1	1
220+31	37'	RT	1	1
222+18	41'	RT	1	1
222+51	41'	LT	1	1
224+19	43'	RT	1	1
225+24	38'	LT	1	1
228+10	32'	LT	1	1
228+09	22'	RT	1	1
230+48	23'	RT	1	1
230+49	29'	LT	1	1
233+76	23'	RT	1	1
233+88	30'	LT	1	1
237+19	30'	LT	1	1
237+07	23'	RT	1	1
240+40	30'	LT	1	1
240+31	21'	RT	1	1
243+53	23'	RT	1	1
243+75	30'	LT	1	1
245+84	30'	LT	1	1
246+89	21'	RT	1	1
247+83	30'	LT	1	1
TOTALS			22	22

SPV ITEMS			CATEGORY 8050 SPV.0060.16 ADJUSTING WATER VALVE BOXES
STATION			EACH
STH 100			
202+14	45.83	RT	1
202+86	56.14	RT	1
202+88	56.65	RT	1
224+39	59.00	RT	1
227+91	34.33'	RT	1
230+41	35.14'	RT	1
230+45	30.89	RT	1
234+03	32.69	RT	1
235+96	35.65	RT	1
236+90	31.97'	RT	1
240+31	32.09'	RT	1
241+16	34.95'	RT	1
242+50	28.77'	RT	1
243+23	31.39'	RT	1
248+22	31.37	RT	1
248+40	34.60'	RT	1
249+51	47.96	LT	1
TOTALS			17

SPV ITEMS			CATEGORY 8030 SPV.0060.17 ADJUSTING WATER VALVE BOXES	CATEGORY 8030 SPV.0060.25 WATER HYDRANT EXTENSION	CATEGORY 8030 SPV.0060.26 WATER VALVE VAULT MANHOLE 60" RISER	CATEGORY 8030 SPV.0060.27 REPLACE CITY WATER VALVE VAULT WITH WATER VALVE BOXES
STATION	OFFSET		EACH	EACH	EACH	EACH
STH 100						
96+99.42	41.03'	LT	-	-	-	1
98+39.28	45.11'	RT	-	-	-	1
98+69.66	28.43'	RT	1	-	-	-
98+71.19	60.18'	RT	1	-	-	-
99+28.02	36.83'	LT	-	1	-	-
99+29.75	32.62'	RT	1	-	-	-
100+55.57	41.85'	LT	1	-	-	-
102+35.28	38.49'	LT	1	-	-	-
102+48.89	44.63'	RT	-	1	-	-
103+13.77	39.19'	LT	-	-	1	-
104+11.34	42.20'	LT	1	-	-	-
106+69.09	45.93'	RT	1	-	-	-
107+71.10	41.72'	LT	-	1	-	-
107+72.06	28.83'	RT	1	-	-	-
108+27.28	30.90'	RT	1	-	-	-
108+92.27	32.45'	RT	1	-	-	-
110+32.41	62.23'	RT	1	-	-	-
110+61.97	45.22'	RT	1	-	-	-
113+66.50	45.45'	RT	1	-	-	-
117+06.00	46.00'	RT	1	-	-	-
121+69.00	46.00'	RT	1	-	-	-
121+71.82	48.07'	RT	1	-	-	-
121+72.00	53.00'	RT	1	-	-	-
121+75.29	43.67'	RT	-	-	-	1
123+90.00	54.00'	RT	1	-	-	-
123+90.00	55.00'	RT	-	-	-	1
123+97.19	57.16'	RT	1	-	-	-
128+08.00	74.00'	RT	1	-	-	-
130+13.14	145.69'	RT	1	-	-	-
130+36.00	69.00'	RT	1	-	-	-
130+36.38	65.05'	RT	1	-	-	-
130+45.92	64.93'	RT	1	-	-	-
132+36.79	64.19'	RT	1	-	-	-
134+17.98	67.33'	RT	1	-	-	-
135+26.68	53.95'	RT	1	-	-	-
140+54.73	59.97'	RT	1	-	-	-
140+83.97	61.12'	RT	1	-	-	-
143+61.60	53.72'	RT	1	-	-	-
143+71.46	60.60'	RT	1	-	-	-
151+33.30	54.55'	LT	1	-	-	-
151+75.21	60.86'	LT	1	-	-	-
151+78.15	64.80'	LT	1	-	-	-
156+97.82	45.86'	LT	1	-	-	-
160+78.34	42.57'	LT	1	-	-	-
161+42.31	38.62'	LT	1	-	-	-
165+07.83	43.11'	LT	1	-	-	-
168+31.04	43.06'	LT	1	-	-	-
172+45.53	48.88'	LT	1	-	-	-
172+65.61	45.58'	LT	1	-	-	-
172+81.21	68.23'	LT	1	-	-	-
172+84.68	75.42'	LT	1	-	-	-
173+18.83	36.51'	RT	1	-	-	-
173+45.66	40.05'	RT	1	-	-	-
178+30.02	62.70'	RT	1	-	-	-
178+31.47	66.43'	RT	1	-	-	-
181+52.38	59.92'	LT	1	-	-	-
181+53.99	66.13'	RT	1	-	-	-
195+86.80	57.52'	RT	1	-	-	-
195+90.49	59.67'	RT	1	-	-	-
200+56.28	34.61'	RT	1	-	-	-
TOTALS			52	3	1	4

SPV ITEMS			CATEGORY 8040 SPV.0060.18 ADJUSTING MANHOLE COVERS
STATION	OFFSET		EACH
STH 100			
95+19	25'	RT	1
95+83	29'	LT	1
98+40	26'	RT	1
99+16	30'	LT	1
99+16	49'	LT	1
100+44	25'	RT	1
101+66	30'	LT	1
103+05	30'	LT	1
103+54	24'	LT	1
106+63	25'	RT	1
109+74	24'	RT	1
111+47	26'	RT	1
114+16	25'	RT	1
116+74	24'	RT	1
142+32	45'	RT	1
143+67	48'	LT	1
144+67	49'	LT	1
149+33	46'	LT	1
151+67	48'	LT	1
162+03	30'	LT	1
165+09	31'	LT	1
173+24	44'	LT	1
178+37	25'	RT	1
181+45	26'	RT	1
195+98	38'	RT	1
196+76	41'	RT	1
197+27	42'	RT	1
200+29	41'	RT	1
202+73	46'	RT	1
203+02	49'	RT	1
TOTALS			30

ALL ITEMS CATEGORY 1000 UNLESS NOTED

ASPHALTIC SURFACE TEMPORARY

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	465.0125 ASPHALTIC SURFACE TEMPORARY TONS
1000	1	STH 100				
			137+59	-	137+59	31
	2A	MENOMONEE RIVER PARKWAY				
			20+94	-	24+71	113
	2B	STH 100				
			129+14	-	129+25	20
			129+72	-	130+22	12
			134+12	-	134+23	7
			134+12	-	134+22	2
SUBTOTAL						185
		TEMPORARY BUS STOP PADS				35
		UNDISTRIBUTED				40
PROJECT 2030-10-71 TOTAL						**260**

TRAFFIC CONTROL

CATEGORY	STAGE	LOCATION	643.5000 TRAFFIC CONTROL EACH
1000	ALL	PROJECT	1
PROJECT 2030-10-71 TOTAL			**1**

COVERING SIGNS

CATEGORY	STAGE	LOCATION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH
1000	ALL	UNDISTRIBUTED	10
PROJECT 2030-10-71 TOTAL			**10**

TEMPORARY CAUSEWAY

CATEGORY	STAGE	LOCATION	SPV.0060.13 TEMPORARY CAUSEWAY EACH
1000	ALL	PROJECT	1
PROJECT 2030-10-71 TOTAL			**1**

3

TRAFFIC CONTROL SIGNS PCMS

CATEGORY	STAGE	ROADWAY	DURATION DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH**	DAYS
1000	1	STH 100	7	3	21
		BURLEIGH ROAD	7	1	7
		STH 190	7	2	14
	STAGE 1 SUBTOTAL				42
	2A	STH 100	7	2	14
		BURLEIGH ROAD	7	2	14
		STH 190	7	2	14
		HAMPTON AVE	7	2	14
		SILVERS PRING DRIVE	7	2	14
	STAGE 2A SUBTOTAL				70
	2B	STH 100	7	2	14
		STH 190	7	2	14
		HAMPTON AVE	7	2	14
	STAGE 2B SUBTOTAL				42
	3	STH 100	7	6	42
		BURLEIGH ROAD	7	2	14
		STH 190	7	4	28
		HAMPTON AVE	7	4	28
		SILVERS PRING DRIVE	7	2	14
	STAGE 3 SUBTOTAL				126
	PROJECT 2030-10-71 TOTAL				**280**

**FOR INFORMATION ONLY

CURB RAMP DETECTABLE WARNING FIELD

CATEGORY	ROADWAY	STATION	OFFSET	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	COMMENTS
1000	STH 100					
		98+15	4RT	10	--	-
		98+15	13LT	10	--	-
		98+47	57RT	10	--	-
		98+75	61RT	--	10.8	-
		98+93	61RT	--	10.8	-
		99+23	57RT	10	--	-
		110+08	57RT	10	--	-
		110+56	57RT	10	--	-
		110+70	51RT	10	--	-
		110+70	11RT	10	--	SKEWED
		110+70	2RT	10	--	SKEWED
		110+70	50LT	10	--	-
		116+54	57RT	10	--	-
		116+95	57RT	--	15.2	-
		117+17	51RT	10	--	-
		117+17	12RT	--	10.4	-
		117+17	1LT	--	10.6	-
		117+17	51LT	10	--	-
		122+81	56LT	--	20.5	-
		123+44	51RT	10	--	-
		123+45	6RT	--	10.6	-
		123+44	9LT	10	--	-
		123+28	56LT	--	20.5	-
		123+44	51LT	10	--	-
		129+19	1LT	20	--	-
		129+19	10LT	20	--	-
		129+19	51RT	20	--	-
		129+19	51LT	20	--	-
		129+49	62RT	10	--	-
		129+50	58LT	--	22.5	-
		129+96	58LT	--	20.5	-
		133+94	57RT	--	22.3	-
		134+35	57RT	10	--	-
		134+73	59RT	10	--	-
		134+92	68RT	10	--	-
		140+50	57RT	--	14.4	-
		140+92	57RT	--	13.5	-
		143+25	60RT	30	--	-
		143+49	52RT	14	--	-
		145+06	1RT	10	--	-
		145+06	13RT	10	--	-
		151+41	57LT	10	--	-
		151+86	57LT	10	--	-
		158+25	57LT	10	--	-
		158+67	57LT	10	--	-
		172+68	57LT	10	--	-
		173+26	57LT	10	--	-
		173+52	51LT	10	--	-
		173+51	3LT	--	10.1	-
		173+51	13RT	--	10.1	-
		173+51	51RT	10	--	-
		178+0	57RT	10	--	-
		178+50	57RT	10	--	-
		181+23	57LT	10	--	-
		181+21	57RT	10	--	-
		181+67	58RT	10	--	-
		181+67	56RT	--	15.1	-
		181+90	13RT	10	--	-

NOTE: SKEWED DWFs ARE REQUIRED TO BE CUT TO MATCH THE WIDTH OF THE CURB RAMP

CURB RAMP DETECTABLE WARNING FIELD

CATEGORY	ROADWAY	STATION	OFFSET	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	COMMENTS
1000	STH 100					
		181+89	51RT	10	--	-
		181+91	4' LT	--	10.1	-
		181+91	51' LT	--	10.1	-
		195+56	58' RT	10	--	-
		196+02	58' RT	10	--	-
		196+35	13' RT	--	10.0	-
		196+36	51' RT	10	--	-
		196+35	1' LT	--	10.0	-
		196+36	51' LT	10	--	-
		201+69	69' LT	21	--	-
		201+92	67' LT	16	--	-
		201+97	53' LT	10	--	-
		201+93	10' LT	10	--	-
		201+93	2' RT	10	--	-
		201+87	45' RT	10	--	-
		201+86	62' RT	10	--	-
		201+83	82' RT	12	--	-
		203+06	53' RT	17	--	SKEWED
		203+10	65' RT	16	--	-
		203+26	74' RT	16	--	-
		203+22	11' RT	16	--	-
		203+23	2' RT	16	--	SKEWED
		203+25	42' LT	16	--	-
		203+25	59' LT	16	--	-
		203+24	82' LT	20	--	-
W. HAMPTON AVENUE						
		43+08	1' LT	16	--	SKEWED
		43+08	9' LT	16	--	SKEWED
		43+08	44' RT	16	--	-
		43+22	43' LT	16	--	-
		44+36	2' RT	10	--	SKEWED
		44+33	42' RT	10	--	-
		44+36	11' RT	10	--	-
		44+38	43' LT	10	--	-
MENOMONEE RIVER PARKWAY						
		22+36	22' RT	--	22.4	-
		22+37	24' LT	--	20.5	-
		23+57	23' RT	10	--	-
		23+57	23' LT	10	--	-
		24+50	17' RT	20	--	-
		24+53	27' LT	--	23.0	-
		24+16	35' LT	10	--	-
		24+49	36' LT	10	--	-
						-
STH 190 - CAPITOL DRIVE						-
		41+77	49' RT	10	--	-
		41+77	9' RT	10	--	-
		41+77	1' RT	10	--	-
		41+78	48' LT	10	--	-
		49+01	70' RT	10	--	-
		50+68	54' RT	12	--	-
		50+79	53' RT	14	--	-
PROJECT 2030-10-71 TOTAL				**1,006**	**344.0**	

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TEMPORARY CONCRETE BARRIER

						603.8000 CONCRETE BARRIER TEMPORARY PRECAST	603.8125
						DELIVERED	INSTALLED
CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	LF	LF
1000	1	STH 100					
			124+29	-	128+19	180	180
	1	STH 190					
			44+92	-	48+03	312	312
			50+76	-	53+30	255	255
PROJECT 2030-10-71 TOTAL						**747**	**747**

PORTABLE SPEED TRAILER

CATEGORY	STAGE	ROADWAY	DURATION DAYS	SPV.0045.01 PORTABLE SPEED TRAILER PCMS EACH**	DAYS
1000	1	STH 100	100	2	200
	STAGE 1 SUBTOTAL				200
	2A	STH 100	157	2	314
	STAGE 2A SUBTOTAL				314
	2B	STH 100	78	2	156
	STAGE 2B SUBTOTAL				156
	PROJECT 2030-10-71 TOTAL				**670**

**FOR INFORMATION ONLY

FENCE SAFETY

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	LOCATION	OFFSET	616.0700.S. FENCE SAFETY LF
1000	1/2A/2B	STH 100	119+00	-	125+00	RT	92.00	624
	2A/2B	STH 100	134+37	-	139+80	LT	111.00	570
	PROJECT 2030-10-71 TOTAL							**1194**

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TRAFFIC CONTROL ITEMS

CATEGORY	STAGE	LOCATION	ESTIMATED DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0810 TRAFFIC CONTOL CONNECTED ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS		643.1070 TRAFFIC CONTROL CONES 42-INCH		643.1220 CONNECTED WORKZONE START AND END LOCATION MARKERS	
				EACH**	DAYS	EACH**	DAYS	EACH**	DAYS	EACH**	DAYS	EACH**	DAYS	EACH**	DAYS	EACH	DAYS	EACH	DAY
1000	1		100																
		STH 100		313	31,300	31	3,100	62	6,200	49	4,900	3	300	134	13,400	--	--	1	100
		BURLEIGH STREET		34	3,400	4	400	8	800	14	1,400	1	100	105	10,500	9	900	2	200
		STH 190-CAPITOL DRIVE		--	--	3	300	6	600	--	--	--	--	105	10,500	--	--	--	--
		HAMPTON AVE.		--	--	--	--	--	--	--	--	--	--	8	800	--	--	--	--
		OTHER		--	--	2	200	4	400	--	--	--	--	100	10,000	--	--	--	--
		UNDISTRIBUTED		--	--	10	1,000	--	--	--	--	--	--	--	--	--	--	--	--
		STAGE 1 SUBTOTAL			34,700		5,000		8,000		6,300		400		45,200		900		300
	2A		157																
		STH 100		377	59,189	262	41,134	524	82,268	52	5,200	2	314	275	43,175	1,001	157,157	2	314
		BURLEIGH STREET		--	--	--	--	--	--	--	--	--	--	188	29,516	--	--	--	--
		STH 190-CAPITOL DRIVE		84	13,188	5	785	10	1,570	--	--	--	--	193	30,301	--	--	--	--
		HAMPTON AVENUE		55	8,635	3	471	6	942	--	--	2	314	17	2,669	30	--	--	--
		SILVER SPRING DRIVE		17	2,669		--	--	--	--	--	--	--	8	1,256	--	--	--	--
		OTHER		--	--	19	2,983	38	5,966	--	--	--	--	215	33,755	--	--	--	--
		TEMPORARY PEDESTRIAN FACILITIES	14			19	266	--	--					74	1,036				
		TEMPORARY BUS STOP PADS				10	1,570	20	3,140					5	785				
		UNDISTRIBUTED		--	--	10	1,570	--	--	--	--	--	--	10	140	--	--	--	--
		STAGE 2A SUBTOTAL			83,681		48,779		93,886		5,200		628		142,633		157,157		314
	2B		78																
		STH 100		480	37,440	92	7,176	184	14,352	54	4,212	2	156	203	15,834	952	74,256	2	156
		BURLEIGH STREET		--	--	--	--	--	--	--	--	--	--	188	14,664	--	--	--	--
		STH 190-CAPITOL DRIVE		59	4,602		--	--	--	--	--	--	--	179	13,962	--	--	--	--
		HAMPTON AVENUE		79	6,162	7	546	14	1,092	20	1,560	--	--	26	2,028	--	--	--	--
		SILVER SPRING DRIVE		10	780	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		OTHER		--	--	19	1,482	38	2,964	--	--	--	--	197	15,366	8	624	--	--
		TEMPORARY PEDESTRIAN FACILITIES	14	--	--	--	--	--	--	--	--	--	--	29	406	--	--	--	--
		UNDISTRIBUTED		--	--	20	1,560	40	3,120	--	--	--	--	--	--	--	--	--	--
		STAGE 2B SUBTOTAL			48,984		10,764		21,528		5,772		156		62,260		74,880		156
		PROJECT 2030-10-71 TOTAL			**167,365**		**64,543**		**123,414**		**17,272**		**1,184**		**250,093**		**232,937**		**770**

** FOR INFORMATION ONLY

TRAFFIC CONTROL FIXED MESSAGE SIGNING ITEMS

CATEGORY	STAGE	ROADWAY	SIGN DIMENSIONS FT**			NO. OF SIGNS EACH**	SIGN AREA SF**	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF**	MESSAGE
1000		STH 100							
	1		5.0	X	3.0	2	15.00	30.00	ROAD OPEN TO MENOMONEE RIVER PKWY
	1/2A/2B		3.5	X	2.0	1	7.00	7.00	ACCESS TO CURRIE DOG PARK NEXT RIGHT
	1/2A/2B		3.5	X	2.0	1	7.00	7.00	ACCESS TO CURRIE DOG PARK NEXT LEFT
	1/2A/2B		4.5	X	1.5	1	6.75	6.75	ACCESS TO CURRIE DOG PARK "LEFT ARROW"
	1/2A/2B		4.5	X	1.5	1	6.75	6.75	ACCESS TO CURRIE DOG PARK "RIGHT ARROW"
	1/2A/2B		3.5	X	1.5	1	5.25	5.25	LOCAL BUSINESS ACCESS ONLY
	1/2A/2B		4.5	X	1.5	1	6.75	6.75	HWY 100 SOUTH BRIDGE OUT AT MENONOMEE RIVER ROAD CLOSED FOLLOW DETOUR
		STH 190							
	1/2A/2B		4.0	X	3.5	1	14.00	14.00	HWY 100 NORTH BRIDGE OUT AT MENONOMEE RIVER ROAD CLOSED FOLLOW DETOUR
	1/2A/2B		4.0	X	3.5	1	14.00	14.00	HWY 100 SOUTH BRIDGE OUT AT MENONOMEE RIVER ROAD CLOSED FOLLOW DETOUR
	1/2A/2B		3.5	X	2.0	1	7.00	7.00	ACCESS TO CURRIE DOG PARK NEXT RIGHT
	1/2A/2B		3.5	X	2.0	1	7.00	7.00	ACCESS TO CURRIE DOG PARK NEXT LEFT
	1/2A/2B		4.5	X	1.5	1	6.75	6.75	ACCESS TO CURRIE DOG PARK "LEFT ARROW"
	1/2A/2B		4.5	X	1.5	1	6.75	6.75	ACCESS TO CURRIE DOG PARK "RIGHT ARROW"
		HAMTPON AVENUE							
	1/2A/2B		4.0	X	2.5	1	10.00	10.00	HWY 100 SOUTH BRIDGE OUT AT MENONOMEE RIVER USE ALTERNATE ROUTE
		W. CONGRESS STREET							
	1/2A/2B		4.5	X	1.5	1	6.75	6.75	ACCESS TO CURRIE DOG PARK "LEFT ARROW"
		MENOMONEE RIVER PARKWAY							
	1/2A/2B		3.5	X	2.5	1	8.75	8.75	MENOMONEE RIVER PARKWAY CLOSED AT STH 100
	UNIDISTRIBUTED							15.00	
	PROJECT 2030-10-71 TOTAL							**165.50**	

**FOR INFORMATION ONLY

TEMPORARY PEDESTRIAN BARRICADE

CATEGORY	STAGE	ROADWAY	ALIGNMENT	STATION	TO	STATION	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
1000							
	1	STH 100					
			STH 100	123+25	-	123+25	10
			STH 100	127+87	-	127+87	10
	2A	STH 100		115+07	-	115+07	10
				205+50	-	205+50	10
		MENOMONEE RIVER PARKWAY		20+94	-	24+84	912
		HAMPTON		39+71	-	39+71	10
	2B	STH 100		123+39	-	123+39	10
				135+01	-	135+01	10
				135+31	-	135+31	10
		MENOMONEE RIVER PARKWAY		22+40	-	24+69	519
				20+94	-	22+40	446
		TEMPORARY BUS STOP PADS		-	-	-	210
	2A	TEMPORARY PEDESTRIAN FACILITIES		-	-	-	7368
	2B	TEMPORARY PEDESTRIAN FACILITIES		-	-	-	2100
		PROJECT 2030-10-71 TOTAL					**11,635**

TEMPORARY MARKING ITEMS

CATEGORY	STAGE	ROADWAY	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH WHITE LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW LF	643.3280 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH WHITE LF	643.3550 TEMPORARY MARKING ARROW REMOVABLE TAPE EACH	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH WHITE LF	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH WHITE LF	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF
1000	1	STH 100	1,190	609	--	--	--	--	25	--	1,520	--
		STH 190	104	--	--	--	--	--	--	--	185	--
		SIDE ROADS	--	129	686	588	--	--	47	--	706	--
		STAGE 1 SUBTOTAL	2,032		1,274		--	--	72	0	2,411	0
	2A	STH 100	--	--	1,761	1,265	--	--	--	--	2,574	25
		STH 190	--	--	125	--	--	--	--	--	149	--
		SIDE ROADS	--	--	--	--	--	--	--	--	-	47
		TEMPORARY PEDESTRIAN FACILITIES	989	--	--	--	--	--	--	--	--	--
		STAGE 2A SUBTOTAL	989		3,151		--	--	--	--	2,723	72
	2B	STH 100	--	--	2,337	2,518	2,422	20	--	120	627	--
		STH 190	--	--	104	--	--	--	--	--	--	--
		HAMPTON AVE.	--	--	--	491	320	5	--	80	264	--
		SIDE ROADS	--	--	--	--	--	--	--	--	--	--
		TEMPORARY PEDESTRIAN FACILITIES	72	--	--	--	--	--	--	--	--	--
		STAGE 2B SUBTOTAL	72		5,450		2,742	25	--	200	891	--
		PROJECT 2030-10-71 TOTAL	**3,093**		**9,875**		**2,742**	**25**	**72**	**200**	**6,025**	**72**

TEMPORARY AUDIBLE MESSAGE DEVICES

CATEGORY	DURATION DAY	STAGE	LOCATION	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES EACH**	DAY
1000	14		STH 100 OVER THE MENOMONEE RIVER	4	56
	14		OAK LEAF TRAIL	2	28
	14	2A	SOUTH DRIVEWAY	4	56
	14	2A	NORTH DRIVEWAY TO AT HOME & AMERICAN FREIGHT	8	112
	14	2B	NORTH DRIVEWAY	4	56
	14	2A	TOWNSEND ST	6	84
	14	2B	TOWNSEND ST	4	56
	14	2B	YORK PL	4	56
	14	2A-1	CAPITOL DR	7	98
	14	2A-2	CAPITOL DR	3	42
	14	2B	CAPITOL DR	2	28
	14	2A	FRIEBRANTZ AVE	4	56
	14	2A	FIRE STATION	4	56
	14	2A	CONGRESS ST	8	112
	14	2B	CONGRESS ST	4	56
	14	2A	RUBY AVE & MAPLE LN	14	196
	14	2B	RUBY AVE	4	56
	14	2A	COURTLAND AVE	10	140
	14	2B	COURTLAND AVE	4	56
	14	2A-1	HAMPTON AVE	14	196
	14	2A-2	HAMPTON AVE	14	196
	14	2A-3	HAMPTON AVE	4	56
	14	2B-1	HAMPTON AVE	2	28
	14	2B-2	HAMPTON AVE	2	28
	14	2B	GRANTOSA DR & YORK PL CLOSED	3	42
	14	2B	MENOMONEE RIVER PRKWY OPEN	2	28
	14	2B	MENOMONEE RIVER PRKWY CLOSED	6	84
	14	2A	BUS STOP STA. 204+75	4	56
	14	2A	BUS STOP STA. 224+50	4	56
	14	2A	BUS STOP STA. 232+50	4	56
	14	2A	BUS STOP STA. 239+50	4	56
	14	2A	BUS STOP STA. 245+00 - 247+50	8	112
PROJECT 2030-10-71 TOTAL					2,394

**FOR INFORMATION ONLY

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LIGHTING REMOVAL

STATION	OFFSET	CATEGORY 1000 204.9060.S.04 REMOVING LIGHTING SYSTEM EACH	CATEGORY 1000 659.5000.S* LAMP DISPOSAL EACH	CATEGORY 8020 659.5000.S LAMP DISPOSAL EACH	CATEGORY 1000 204.0195* REMOVING CONCRETE BASES EACH	CATEGORY 8020 204.0195 REMOVING CONCRETE BASES EACH	CATEGORY 8020 SPV.0060.28 TEMPORARY LIGHTING SYSTEM EACH
STH 100							
122+31.0	LT	1	1	-	1	-	
122+96.0	RT	1	1	-	1	-	
123+58.6	LT	1	1	-	1	-	
124+20.8	RT	1	1	-	1	-	
125+25.1	RT	1	1	-	1	-	
125+24.4	LT	1	1	-	1	-	
126+84.0	LT	1	1	-	1	-	
126+84.0	RT	1	1	-	1	-	
127+26.7	LT	1	1	-	0	-	
127+26.7	RT	1	1	-	0	-	
128+10.7	LT	1	1	-	1	-	
128+50.6	RT	1	1	-	1	-	
129+31.8	LT	1	1	-	1	-	
24+30.0	RT	1	1	-	1	-	
130+28.4	RT	1	1	-	1	-	
131+05.1	LT	1	1	-	1	-	
132+80.4	LT	0	0	-	1	-	
133+66.4	RT	1	1	-	1	-	
134+55.0	LT	-	-	1	-	1	
136+14.5	LT	-	-	1	-	1	
137+84.4	LT	-	-	1	-	1	
139+45.6	LT	-	-	1	-	1	
141+14.8	LT	-	-	1	-	1	
INTERSECTION OF STH 100 & CAPITOL DR.							1
	CATEGORY TOTAL	17	18	5	18	5	1
	PROJECT TOTAL	17	23*		23*		

***PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON SIGNAL MISCELLANEOUS QUANTITY TABLES**

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

STREET LIGHTING WIRING AND CONDUIT

FROM	TO	Linear Distance From Site Plans LF	CATEGORY 1000 652.0335 CONDUIT RIGID NON-METALLIC SCHEDULE 80 3-INCH LF	CATEGORY 8020 652.0335 CONDUIT RIGID NON-METALLIC SCHEDULE 80 3-INCH LF	CATEGORY 1000 655.0124 CABLE IN DUCT 3-4 AWG (UNDERGROUND PHASE AND NEUTRAL WIRES AND GROUND) WIRE LIGHTING 12 AWG (UNDERGROUND PHASE AND NEUTRAL WIRES) LF	CATEGORY 8020 655.0124 CABLE IN DUCT 3-4 AWG (UNDERGROUND PHASE AND NEUTRAL WIRES AND GROUND) WIRE LIGHTING 12 AWG (UNDERGROUND PHASE AND NEUTRAL WIRES) LF
STH 100						
EXISTING POLE	N-1-2	198	0	-	214	-
N-1-2	N-3-2	160	60	-	176	-
N-3-2	PB1	52	0	-	68	-
PB1	N-5-2	110	0	-	120	-
N-5-2	PB3	193	0	-	203	-
PB3	N-7-2	9	0	-	25	-
N-22-2	PB3	75	0	-	83	-
N-7-2	N-10-2	165	0	-	181	-
N-10-2	PB5	79	65	-	95	-
PB5	N-12-2	84	0	-	100	-
N-12-2	N-14-2	186	0	-	202	-
N-14-2	N-16-2	177	0	-	193	-
EXISTING POLE	N-2-3	152	0	-	168	-
N-2-3	N-4-3	163	0	-	179	-
N-4-3	PB2	17	0	-	33	-
PB2	N-6-3	188	0	-	204	-
N-6-3	PB4	115	0	-	131	-
N-23-4	PB4	85	0	-	93	-
PB4	N-8-3	49	0	-	65	-
N-8-3	N-9-3	100	0	-	116	-
N-9-3	PB6	34	0	-	50	-
PB6	N-11-3	122	65	-	138	-
PB6	N-21-3	77	0	-	93	-
N-11-3	N-13-3	126	0	-	142	-
N-13-3	N-15-3	171	0	-	187	-
N-16-2	N-17-2	163	-	0	-	179
N-17-2	N-18-2	173	-	0	-	189
N-18-2	N-19-2	173	-	0	-	189
N-19-2	N-20-2	162	-	0	-	178
N-15-3	EXISTING POLE	170	-	65	-	186
	CATEGORY TOTAL		190	65	3,259	921
	PROJECT TOTAL		255		4,180	

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

3

LUMINAIRE AND POLE MOUNTINGS

DESCRIPTION	STATION	OFFSET	CATEGORY 1000 654.0105 CONCRETE BASE TYPE 5 EACH	CATEGORY 8020 654.0105 CONCRETE BASE TYPE 5	657.0255 TRANSFORMER BASES BREAKAWAY $11^1/_2$ INCH BOLT CIRCLE EACH	657.0322 POLES EACH	657.0610 LUMINAIRE ARM MEMBER $4^1/_2$ INCH - CLAMP 6 FOOT LONG EACH	CATEGORY 1000 659.1125 LUMINAIRE UTILITY LED C EACH	CATEGORY 8020 659.1125 LUMINAIRE UTILITY LED C	CATEGORY 1000 659.1210 UNDERDECK LIGHTING EACH	CATEGORY 8020 659.1210 UNDERDECK LIGHTING EACH
STH 100											
N-1-2	122+48.9	53.0'LT	1	-	1	1	1	1	-	0	-
N-2-3	122+91.0	53.0'RT	1	-	1	1	1	1	-	0	-
N-3-2	124+09.3	53.0'LT	1	-	1	1	1	1	-	0	-
N-4-3	124+52.0	52.0'RT	1	-	1	1	1	1	-	0	-
N-5-2	125+69.4	61.0'LT	0	-	1	1	1	1	-	0	-
N-6-3	126+51.9	58.0'RT	0	-	1	1	1	1	-	0	-
N-7-2	127+69.7	52.0'LT	1	-	1	1	1	1	-	0	-
N-8-3	128+12.6	53.0'RT	1	-	1	1	1	1	-	0	-
N-9-3	129+09.6	53.0'RT	1	-	1	1	1	1	-	0	-
N-10-2	129+42.0	65.4'LT	1	-	1	1	1	1	-	0	-
N-11-3	130+70.0	53.0'RT	1	-	1	1	1	1	-	0	-
N-12-2	130+95.5	66.0'LT	1	-	1	1	1	1	-	0	-
N-13-3	131+96.0	53.0'RT	1	-	1	1	1	1	-	0	-
N-14-2	132+80.6	65.2'LT	1	-	1	1	1	1	-	0	-
N-15-3	133+66.5	53.0'RT	1	-	1	1	1	1	-	0	-
N-21-3	24+24.00	19.0'RT	1	-	1	1	1	1	-	0	-
N-22-2	127+26.7	33.5'LT	0	-	0	0	0	0	-	1	-
N-23-4	127+26.7	33.5'RT	0	-	0	0	0	0	-	1	-
N-16-2	134+55.5	65.2'LT	-	1	-	-	-	-	1	-	0
N-17-2	136+15.7	65.8'LT	-	1	-	-	-	-	1	-	0
N-18-2	137+85.7	65.5'LT	-	1	-	-	-	-	1	-	0
N-19-2	139+56.1	65.3'LT	-	1	-	-	-	-	1	-	0
N-20-2	141+15.8	66.2'LT	-	1	-	-	-	-	1	-	0
		B-40-1029	-	-	-	-	-	-	-	-	1
	-	B-40-1030	-	0	-	-	-	-	0		1
		CATEGORY TOTAL	14	5	16	16	16	16	5	2	2
		PROJECT TOTAL	19		16	16	16	21		4	

ALL ITEMS CATEGORY 1000 UNLESS NOTED

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	MISCELLANEOUS QUANTITIES	SHEET: 538	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

POLE WIRING

DESCRIPTION	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (POLE PHASE AND NEUTRAL LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (POLE GROUND WIRES) LF
STH 100		
N-1-2	81	43
N-2-3	81	43
N-3-2	81	43
N-4-3	81	43
N-5-2	81	43
N-6-3	81	43
N-7-2	81	43
N-8-3	81	43
N-9-3	81	43
N-10-2	81	43
N-11-3	81	43
N-12-2	81	43
N-13-3	81	43
N-14-2	81	43
N-15-3	81	43
N-21-3	81	43
SUBTOTAL	1,296	688
PROJECT TOTAL	1,984	

PULL BOXES

DESCRIPTION	STATION	OFFSET	*653.0135 STEEL 24X36 EACH
STH 100 LIGHTING			
PB1	124+60.2	56.0' LT	1
PB2	124+66.2	52.0'RT	1
PB3	127+60.7	52.0' LT	1
PB4	127+66.3	53.0' RT	1
PB5	130+12.2	57.1' LT	1
PB6	129+43.0	56.0' RT	1
		LIGHTING TOTAL	6
		*PROJECT TOTAL	24

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN WITH THE SIGNAL MISCELLANEOUS QUANTITY TABLES

ALL ITEMS CATEGORY 1000 UNLESS NOTED

FTMS EACH REMOVALS

CATEGORY	ROADWAY	ITEM ID.	204.9060.S.200 REMOVING COMMUNICATION VAULT EACH
1300	STH 100		
		EXCV125	1
		EXCV127	1
		TOTALS	2

FTMS CABLE REMOVALS

CATEGORY	ROADWAY	ITEM ID	674.0300 REMOVE CABLE LF
1300	STH 100		
		EXCV85 - EXCV93	725
		EXCV93 - EXCV100	780
		EXCV100 - EXCV110	935
		EXCV110 - EXCV118	760
		EXCV118 - EXCV125	725
		EXCV125 - EXJB125	10
		EXJB125 - EXJB127	300
		EXJB127 - EXCV127	10
		EXCV127 - EXCV135	690
		EXCV135 - EXCV148	1345
		EXCV148 - EXCV154	620
		EXCV154 - EXCV163	845
		EXCV163 - EXCV170	770
		EXCV170 - EXCV178	420
		EXCV178 - EXCV186	805
		EXCV186 - EXCV195	820
		EXCV195 - EXCV202	710
		EXCV202 - EXCV204	255
		EXCV204 - EXCV207	285
		EXCV207 - EXCV209	240
		EXCV209 - EXCV211	810
		EXCV217 - EXCV225	800
		EXCV225 - EXCV233	800
		EXCV233 - EXCV241	810
		EXCV241 - EXCV248	645
		TOTAL	15,915

FTMS PULL BOXES AND VAULTS

CATEGORY	ROADWAY	ITEM ID.	LOCATION STATION	LOCATION OFFSET	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	673.0105 COMMUNICATION VAULT TYPE 1 EACH	678.0200 FIBER OPTIC SPLICE ENCLOSURE EACH	678.0300 FIBER OPTIC SPLICE EACH
1300	STH 100							
		EXCV85	--		--	--	1	74
		EXCV118	--		1	--	--	--
		CV125	124+59	7.5' LT	--	1	--	--
		CV127	127+65	7.5' LT	--	1	--	--
		EXCV135	--		1	--	--	--
		EXCV148	--		--	--	1	74
		TOTALS			2	2	2	148

FTMS CONDUIT AND WIRE

CATEGORY	ROADWAY	ITEM ID	LINEAR DISTANCE	655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	671.0142 CONDUIT HDPE 4-DUCT 2-INCH LF	678.0072 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 72-CT LF
1300	STH 100					
		EXCV85 - EXCV93	725	725	--	825
		EXCV93 - EXCV100	780	780	--	880
		EXCV100 - EXCV110	935	935	--	1,035
		EXCV110 - EXCV118	760	760	--	860
		EXCV118 - CV125	725	725	725	825
		CV125 - CV127	300	300	--	400
		CV127 - EXCV135	690	690	690	790
		EXCV135 - EXCV148	1345	1,345	--	1,445
		CATEGORY TOTAL		6,260	1,415	7,060
		PROJECT TOTAL		6,466*	1,415	7,060

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON SIGNAL MISCELLANEOUS QUANTITY TABLES

MISCELLANEOUS ITEMS

CATEGORY	ROADWAY	670.0201 ITS DOCUMENTATION EACH	678.0501 COMMUNICATION SYSTEM TESTING EACH
1300	STH 100 PROJECT	1	1
	TOTALS	1	1

INTERSECTION OF
STH 100 & W BURLEIGH ST
ALL ITEMS CATEGORY 1000

3

TRAFFIC SIGNAL REMOVALS

204.9060.S.01
REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION	EACH
STH 100 & W BURLEIGH ST	1
TOTALS	1

REMOVING PULL BOXES

653.0905*
REMOVING PULL BOXES

PULL BOX NO.	EACH
PB20	1
INTERSECTION TOTAL	1
*PROJECT TOTAL	24*

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON SIGNAL AND LIGHTING MISCELLANEOUS QUANTITY TABLES

CONDUIT

652.0605
CONDUIT SPECIAL 2-INCH

FROM	TO	LF
EXT. 1	PB28	66
	TOTALS	66

3

LOOP DETECTORS

LOOP NO.	HOME RUN PB	STATION	LOCATION	SIZE	NO. OF TURNS	SDD INSTALLATION REF	652.0800* CONDUIT LOOP DETECTOR LF	655.0700* LOOP DETECTOR LEAD IN CABLE LF	655.0800* LOOP DETECTOR WIRE LF
21	PB28	93+82.0	42.5' LT	6'X8'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	42	328	220
22	PB28	93+82.0	31.5' LT	6'X8'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	480	330
23	PB28	93+82.0	20.0' LT	6'X8'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	86	480	440
24	PB20	92+41.3	31.5' LT	6'X30'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	84	480	262
						TOTALS	276	1,768	1,252

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE
** STATION AND LOCATION IS TO FRONT CENTER OF DETECTION LOOP
*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

PULL BOXES

653.0135*
PULL BOXES STEEL 24X36-INCH

PULL BOX NO.	STATION	LOCATION	EACH
PB20	92+41.4	52.5' LT	1
PB28	93+91.4	52.5' LT	1
		INTERSECTION TOTALS	2
		*PROJECT TOTALS	24

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON SIGNAL AND LIGHTING MISCELLANEOUS QUANTITY TABLES

MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION

SPV.0060.04
MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION

LOCATION	EACH
STH 100 & W BURLEIGH ST	1
TOTALS	1

REMOVE VIDEO DETECTION EQUIPMENT

SPV.0060.07
REMOVE VIDEO DETECTION EQUIPMENT

LOCATION	EACH
STH 100 & W BURLEIGH ST	1
TOTALS	1

SHEET 1 OF 1

INTERSECTION OF
STH 100 & STH 190
ALL ITEMS CATEGORY 1000

3

REMOVING CONCRETE BASES

EXISTING BASE NO.	204.0195* REMOVING CONCRETE BASES EACH
SB3	1
SB16	1
INTERSECTION TOTAL	2
*PROJECT TOTAL	23

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON SIGNAL AND LIGHTING MISCELLANEOUS QUANTITY TABLES

TRAFFIC SIGNAL REMOVALS

LOCATION	204.9060.S.06 REMOVING TRAFFIC SIGNALS EACH
STH 100 & STH 190	1
TOTALS	1

TRAFFIC SIGNAL REMOVALS

LOCATION	204.9060.S.02 REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE EACH
STH 100 & STH 190	1
TOTALS	1

CONCRETE BASES

BASE NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH
SB3	145+10.0	55.4' RT	1
SB16	144+67.5	103.6' RT	1
SB18	143+42.2	91.1' LT	1
		TOTALS	3

3

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
PB4	PB22	20
PB5	SB3	7
PB7	PB23	5
PB8	PB9	8
PB14	PB24	11
PB16	SB18	20
PB16	PB26	19
PB18	PB27	13
PB19	SB16	9
	SUBTOTAL	112
	*PROJECT TOTAL	2485

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON STRUCTURE PLANS

PULL BOXES

PULL BOX NO.	STATION	LOCATION	653.0135* PULL BOXES STEEL 24X36-INCH EACH
PB9	144+11.4	102.3' RT	1
PB21	147+11.0	53.0' LT	1
PB22	145+34.7	2.3' RT	1
PB23	144+76.1	101.7' RT	1
PB24	143+05.2	10.7' LT	1
PB25	141+46.3	11.4' LT	1
PB26	143+32.8	121.0' LT	1
PB27	144+19.6	125.2' LT	1
		INTERSECTION TOTAL	8
		*PROJECT TOTAL	24

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON SIGNAL AND LIGHTING MISCELLANEOUS QUANTITY TABLES

TRAFFIC SIGNAL CABLE

FROM	TO	655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF
CB1	SB3	-	-
SB3	HEAD 30	18	-
CB1	SB18	-	295
CB1	SB16	-	-
SB16	HEAD 28	18	-
	TOTALS	36	295

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SHEET 1 OF 3

3

3

LOOP DETECTORS

LOOP NO.	HOME RUN PB	STATION	LOCATION	SIZE	NO. OF TURNS	SDD INSTALLATION REF	652.0800* CONDUIT LOOP DETECTOR LF	655.0700* LOOP DETECTOR LEAD IN CABLE LF	655.0800* LOOP DETECTOR WIRE LF
11	PB24	143+03.4	9.0' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	86	330	268
12	PB24	143+27.8	9.0' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	86	330	268
13	PB24	143+03.4	2.5' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	330	202
14	PB24	143+27.8	2.5' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	330	202
21	PB3	148+40.6	31.5' LT	6'X6'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	62	359	320
22	PB3	148+40.6	20.5' LT	6'X6'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	359	420
23	PB21	147+14.9	31.5' LT	6'X6'	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	62	230	258
24	PB21	147+14.7	20.5' LT	6'X6'	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	230	338
31	PB9	144+30.3	101.5' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	290	274
32	PB9	144+30.2	77.3' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	290	274
33	PB9	144+19.7	100.9' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	290	202
34	PB9	144+19.5	76.5' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	290	214
42	PB26	143+65.4	125.6' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	230	346
43	PB26	143.66.9	101.4' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	230	346
44	PB26	143+76.9	125.7' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	134	230	412
45	PB26	143+78.4	101.5' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	134	230	412
46	PB27	143+87.9	125.9' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	110	131	340
47	PB27	143+89.4	101.5' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	110	131	340
51	PB22	145+37.4	8.0' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	117	214
52	PB22	145+12.5	8.0' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	117	214
61	PB13	140+12.7	20.5' RT	6'X12'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	104	596	530
62	PB13	140+12.7	31.5' RT	6'X12'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	596	420
63	PB25	141+43.3	20.5' RT	6'X8'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	459	570
64	PB25	141+43.3	31.5' RT	6'X8'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	459	460
71	PB27	143+98.9	126.2' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	131	274
72	PB27	144+00.4	102.0' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	131	274
73	PB27	144+10.4	126.6' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	131	202
74	PB27	144+11.9	102.2' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	131	202
84	PB23	144+63.8	103.3' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	222	220
85	PB23	144+63.7	79.1' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	222	220
86	PB23	144+52.2	103.1' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	94	222	292
87	PB23	144+52.1	78.8' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	94	222	292
88	PB23	144+41.3	102.4' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	116	222	358
89	PB23	144+41.2	77.9' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	118	222	364
						TOTALS	2,998	9,040	10,542

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE
** STATION AND LOCATION IS TO FRONT CENTER OF DETECTION LOOP
*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

3

ELECTRICAL WIRE TRAFFIC SIGNALS

655.0515*

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

FROM	TO	LF
SB13	SB18	154
SB18	SB14	52
	CATEGORY TOTAL	206
	*PROJECT TOTAL	6,466

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON THE FTMS MISCELLANEOUS QUANTITY TABLES

POLES AND ARMS

	657.0100*	657.0405
	PEDESTAL BASES	TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FOOT
SIGNAL BASE NO.	EACH	EACH
SB18	1	1
TOTALS	1	1

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SIGNAL MOUNTING HARDWARE

658.5070.01
SIGNAL MOUNTING HARDWARE

LOCATION	EACH
STH 100 & STH 190	1
TOTALS	1

3

MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION

SPV.0060.05
MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION

LOCATION	EACH
STH 100 & STH 190	1
TOTALS	1

REMOVE VIDEO DETECTION EQUIPMENT

SPV.0060.08
REMOVE VIDEO DETECTION EQUIPMENT

LOCATION	EACH
STH 100 & STH 190	1
TOTALS	1

REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT

SPV.0060.21
REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT

LOCATION	EACH
STH 100 & STH 190	1
TOTALS	1

INSTALL STATE FURNISHED VIDEO DETECTION SYSTEM

SPV.0060.23
INSTALL STATE-FURNISHED VIDEO DETECTION SYSTEM

LOCATION	EACH
STH 100 & STH 190	1
TOTALS	1

CAMERA	INSTALLATION METHOD
V1 (SB6)	ON LUMINAIRE ARM

INTERSECTION OF
STH 100 & CTH EE
ALL ITEMS CATEGORY 1000

3

3

TRAFFIC SIGNAL REMOVALS

204.9060.S.03
REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION	EACH
STH 100 & CTH EE	1
TOTALS	1

TRAFFIC SIGNAL REMOVALS

204.9060.S.07
REMOVING TRAFFIC SIGNALS

LOCATION	EACH
STH 100 & CTH EE	1
TOTALS	1

TRAFFIC SIGNAL CABLE

655.0230*
CABLE TRAFFIC SIGNAL 5-14 AWG

FROM	TO	LF
CB1	SB6	-
SB6	HEAD 9	22
SB6	HEAD 28	18
CB1	SB12	-
SB12	HEAD 10	76
TOTALS		116

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LAMP, BALLAST, LED, SWITCH DISPOAL BY CONTRACTOR

659.5000.S*
LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

FIXTURE TYPE	EACH
TRAFFIC SIGNAL, THREE SECTION	2
INTERSECTION TOTAL	2
*PROJECT TOTAL	23

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON SIGNAL AND LIGHTING MISCELLANEOUS QUANTITY TABLES

LAMP, BALLAST, LED, SWITCH DISPOAL BY CONTRACTOR

(FOR INFORMATION ONLY)

SIGNAL BASE NO.	TRAFFIC SIGNAL, THREE SECTION EACH
SB6	1
SB12	1
TOTAL	2

PULL BOXES

653.0135*
PULL BOXES STEEL 24X36-INCH

PULL BOX NO.	STATION	LOCATION	EACH
PB3	202+95.6	84.0' RT	1
PB20	202+50.6	88.9' RT	1
PB21	201+63.6	0.0' RT	1
PB22	199+92.6	0.9' LT	1
PB23	202+05.2	93.1' LT	1
PB24	202+56.4	94.5' LT	1
PB25	203+51.7	1.2' RT	1
PB26	205+24.7	4.7' RT	1
		INTERSECTION TOTAL	8
		*PROJECT TOTAL	24

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON SIGNAL AND LIGHTING MISCELLANEOUS QUANTITY TABLES

POLES AND ARMS

657.0100* PEDESTAL BASES
657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FOOT

SIGNAL BASE NO.	657.0100* EACH	657.0425 EACH
SB6	1	1
TOTALS	1	1

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC SIGNAL FACES

658.0174
TRAFFIC SIGNAL FACE 4S 12-INCH

SIGNAL HEAD NO.	SIGNAL BASE NO.	EACH
9	SB6	1
10	SB12	1
	TOTALS	2

CONDUIT

652.0225*
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH

FROM	TO	LF
PB2	PB3	5
PB4	PB20	8
PB9	PB21	33
PB12	PB23	6
PB13	PB24	7
PB18	PB25	7
	SUBTOTAL	66
	*PROJECT TOTAL	2,485

*PROJECT TOTAL INCLUDES ADDITIONAL QUANTITIES SHOWN ON STRUCTURE PLANS

SIGNAL MOUNTING HARDWARE

658.5070.02
SIGNAL MOUNTING HARDWARE

LOCATION	EACH
STH 100 & CTH EE	1
TOTALS	1

MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION

SPV.0060.06
MODIFY EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION

LOCATION	EACH
STH 100 & CTH EE	1
TOTALS	1

SHEET 1 OF 2

3

3

LOOP DETECTORS

LOOP NO.	HOME RUN PB	STATION	LOCATION	SIZE	NO. OF TURNS	SDD INSTALLATION REF	652.0800* CONDUIT LOOP DETECTOR LF	655.0700* LOOP DETECTOR LEAD IN CABLE LF	655.0800* LOOP DETECTOR WIRE LF
11	PB21	201+60.5	9.5' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	339	208
12	PB21	201+84.6	9.5' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	339	202
21	PB16	206+50.4	30.0' LT	6'X8'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	431	420
22	PB16	206+50.2	18.5' LT	6'X8'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	60	431	310
23	PB26	205+28.0	30.0' LT	6'X6'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	92	304	470
24	PB26	205+27.6	18.5' LT	6'X6'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	304	360
31	PB20	202+60.6	90.6' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	125	220
32	PB20	202+61.0	66.5' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	125	214
43	PB23	202+20.3	96.6' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	76	359	238
44	PB23	202+20.5	72.6' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	76	359	238
45	PB23	202+32.4	96.8' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	359	310
46	PB23	202+32.5	72.9' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	359	310
51	PB25	203+54.2	7.5' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	135	202
52	PB25	203+30.3	7.5' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	135	202
61	PB7	198+43.4	32.0' RT	6'X12'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	80	596	410
62	PB7	198+43.4	20.5' RT	6'X12'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	56	596	290
63	PB22	199+89.9	32.0' RT	6'X8'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	446	450
64	PB22	199+89.6	20.5' RT	6'X8'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	446	330
71	PB24	202+44.5	97.0' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	304	220
72	PB24	202+44.4	73.0' LT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	304	220
83	PB3	202+82.6	91.9' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	78	140	244
84	PB3	202+83.2	67.9' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	74	140	232
85	PB3	202+71.6	91.2' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	140	310
86	PB3	202+72.1	67.2' RT	6'X20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	98	140	304
						TOTALS	1,830	7,356	6,914

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE
** STATION AND LOCATION IS TO FRONT CENTER OF DETECTION LOOP
*** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

REMOVE VIDEO DETECTION EQUIPMENT

SPV.0060.09
REMOVE VIDEO DETECTION EQUIPMENT

LOCATION	EACH
STH 100 & CTH EE	1
TOTALS	1

REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT

SPV.0060.22
REMOVING, SALVAGING, & REINSTALLING TRAFFIC SIGNAL EQUIPMENT

LOCATION	EACH
STH 100 & CTH EE	1
TOTALS	1

INSTALL STATE FURNISHED VIDEO DETECTION SYSTEM

SPV.0060.24
INSTALL STATE-FURNISHED VIDEO DETECTION SYSTEM

LOCATION	EACH
STH 100 & CTH EE	1
TOTALS	1

CAMERA	INSTALLATION METHOD
V1 (SB12)	ON LUMINAIRE ARM
V2 (SB4)	ON LUMINAIRE ARM

TRANSPORTATION PROJECT PLAT NO: 2030-10-21/22 - 4.01

THAT PART OF LOTS 1 AND 16, BLOCK 1 AND LOT 1, BLOCK 2, CURRIE PARKWAY IN AND INCLUDING THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 8. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 AND THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 7, ALL IN TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.

RELOCATION ORDER: STH 100, CITY OF WAUWATOSA, N MAYFAIR RD/LOVERS LN, (W. BURLEIGH STREET TO W. SILVER SPRING DRIVE), MILWAUKEE COUNTY.

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

BASIS OF EXISTING RIGHT-OF-WAY			
HIGHWAY	BASIS	YEAR	WIDTH
N. MAYFAIR ROAD (STH 100)	ROW PLAT T058-I(41)	1967	120'
N. MAYFAIR ROAD (STH 100)	TPP 2030-9-20	2013	120'
W. TOWNSEND STREET	CURRIE PARKWAY	1928	60'
W. KEEFE AVE.	CURRIE PARKWAY	1928	60'

R/W COURSE TABLE		
POINT	BEARING	DISTANCE
PRW1-PRW2	N89°08'19"W	3.00'
PRW3-PRW4	N89°08'19"W	2.00'
PRW5-PRW6	N00°32'19"E	50.50'
PRW6-PRW7	S89°28'55"E	2.00'
103-104	S89°28'55"E	63.00'

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES (WCCS), MILWAUKEE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ⅝" X 24" IRON REBARS), UNLESS OTHERWISE NOTED.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

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.

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA, WISCONSIN.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

(100) WE ENERGIES-GAS 15' WIDE UTILITY EASEMENT-DOC. 4404654 AFFECTS PARCEL 1

DOC # 11317318
RECORDED:
02/10/2023 08:19 AM
ISRAEL RAMON
REGISTER OF DEEDS
MILWAUKEE COUNTY, WI
AMOUNT: 25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 2030-10-21/22 4.01
AMENDMENT NO:

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; BRIDGE; TO BE REMOVED; CULVERT

SECTION CORNER SYMBOL; SECTION CORNER MONUMENT; R/W MONUMENT (TO BE SET); NON-MONUMENTED R/W POINT; FOUND IRON PIN (1-INCH UNLESS NOTED); GEODETIC SURVEY MONUMENT; SIXTEENTH CORNER MONUMENT; SIGN; OFF-PREMISE SIGN

	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

	NON COMPENSABLE	COMPENSABLE
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
POWER POLE	○	■
TELEPHONE POLE	⌀	■
TELEPHONE PEDESTAL	⌑	■
ELECTRIC TOWER	⊠	

TLE COURSE TABLE		
POINT	BEARING	DISTANCE
TLE2-TLE3	S89°08'18"E	5.01'
TLE3-TLE1	S21°37'42"W	14.12'
TLE1-TLE2	N00°51'41"E	13.20'
TLE4-TLE5	N00°51'41"E	20.39'
TLE5-TLE6	S12°56'51"E	21.00'
TLE6-TLE4	N89°08'18"W	5.01'
TLE7-TLE8	N89°37'41"E	4.74'
TLE8-TLE9	S39°04'45"W	7.66'
TLE9-TLE7	N00°51'41"E	5.91'

FOUND CONCRETE MONUMENT WITH CAST IRON PLUG Y=315407.24 X=566365.66

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=312724.59 X=566345.70

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=312776.77 X=568992.98

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=312865.39 X=571708.96

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=318076.56 X=566386.42

This is a copy. The original is at the register of deeds.

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP IN HAND HOLE Y=318216.76 X=569058.48

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=315515.35 X=571711.08

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=318218.03 X=571726.75

CITY OF WAUWATOSA
NE-SE
SEC-7

CITY OF WAUWATOSA
SW-NW
SEC-8

SE-NE
SEC-7

NW-SW
SEC-8

SOUTH LIMITS
STA 109+46.42
Y=314742.16
X=569022.53

GOLF COURSE

UNPLATTED LANDS

SECTION LINE S 88°52'15" W 2647.79'

1/4 SECTION LINE S 88°03'10" W 2669.77' 2604.69'

SECTION LINE S 86°59'47" W 2675.74'

SEE TPP 2030-10-21/22 4.02

1/4 SECTION LINE N 89°37'40" E 2677.25'

SECTION LINE N 88°07'52" E 2717.42'

SECTION LINE N 89°58'22" E 2668.27'

N. MAYFAIR RD. S.T.H. 100

R/L = SECTION LINE N00°51'41"E 700.09'

R/L = SECTION LINE N 00°31'05" E 697.70'

2021.41'

STA. 89+80.80

STA. 144+21.21

PI: 117+02.30
Δ = 00°20'36" LT

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=315497.96 X=569033.89

W. TOWNSEND ST. (60' WIDE R/W)

W. KEEFE AVE. (R/W WIDTH VARIES)

BLOCK 1
CURRIE PARKWAY

BLOCK 2
CURRIE PARKWAY

110+02.21 60.00'
110+64.53 63.00' PRW2 60.00' PRW1
62.32' N00°51'41"E 334.50'
113+99.02 PRW4 65.00' PRW3 63.00'
116+99.11 65.00' PRW5
117+50 65.00' PRW6 63.00' PRW7
124+00 63.00'
N00°31'05"E 650.00'
110+02.21 0.00'
109+89.01 TLE1 60.00'
110+02.21 60.00' TLE2 65.01' TLE3
110+62.21 60.00' TLE4 65.01' TLE6
110+82.60 60.00' TLE5
116+43.58 TLE7 60.00'
116+37.66 TLE9 60.00'
116+43.68 TLE8 64.74'
124+00 0.00'

SHEET LOCATION T-7-N T-8-N
R-20-E R-21-E
WAUKESHA CO.
MILWAUKEE CO.
N. MAYFAIR RD.
W. CAPITOL DR.
W. HAMPTON AVE.
LOCATION SKETCH NOT TO SCALE
PROJECT LOCATION
MILWAUKEE COUNTY, WISCONSIN

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
100	WE ENERGIES-GAS	ROR

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANCE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	PROJECT FUNDING I.D.	OWNER(S)	INTERESTS REQUIRED	R/W REQUIRED (ACRES OR S.F.) NEW	EXISTING	TOTAL	T.L.E.
				S.F.	S.F.	S.F.	S.F.
1	2030-10-22	MILWAUKEE COUNTY PARKWAY-CURRIE PARK	FEE	4707	0	4707	0
2	2030-10-21	DAMIR KOVACEVIC AND ERVINA KOVACEVIC HUSBAND AND WIFE	TLE	0	0	0	33
3	2030-10-21	ANDREW J. BACKES AND JENNIFER L. BACKES	TLE	0	0	0	51
4	2030-10-21	ANDREW B. CHRISTOPHERSON, A SINGLE PERSON	TLE	0	0	0	14
			PURPOSE OF ALL OF THE TLES IS FOR CURB RAMP MODIFICATIONS				

SCALE, FEET 0 50 100

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM
ACRES	AC	RIGHT-OF-ENTRY	ROE
AND OTHERS	ET AL	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC
CERTIFIED SURVEY MAP	CSM	STATION	STA
CORNER	COR	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC	VOLUME	V
EASEMENT	EASE		
HIGHWAY EASEMENT	HE	**CURVE DATA**	
LAND CONTRACT	LC	LONG CHORD	LCH
MONUMENT	MON	LONG CHORD BEARING	LCB
PAGE	P	RADIUS	R
PERMANENT LIMITED EASEMENT	PLE	DEGREE OF CURVE	D
PROPERTY LINE	PL	CENTRAL ANGLE OR DELTA	Δ/DELTA
RECORDED AS	(100')	LENGTH OF CURVE	L
REFERENCE LINE	R/L	TANGENT	TAN

GRÄEF
The Avenue
275 West Wisconsin Avenue, Suite 300,
Milwaukee, WI 53203
414 / 259 1500 414 / 259 0037 fax
www.graef-usa.com

I, CARLA J. ROLLINS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN CARLA J. ROLLINS S-3207 SHEBOYGAN, WI LAND SURVEYOR

SIGNATURE: DATE: 02/01/23
PRINT NAME: CARLA J. ROLLINS
REGISTRATION NUMBER: S-3207

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION

SIGNATURE: DATE: 02/03/23
PRINT NAME: ROBERT L. DUFFECK

FILE NAME : X:\ML\2021\20210100\SURVEY\TPP-STH 100.DWG
APPRAISAL PLAT DATE : 08/25/2022
PLOT DATE : 2/1/2023 1:23 PM
PLOT BY : ROLLINS, CARLA
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

TRANSPORTATION PROJECT PLAT NO: 2030-10-21/22 - 4.02

THAT PART OF LOT 11, BLOCK 5, PARK RIDGE IN AND INCLUDING THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 8. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 AND THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 7, ALL IN TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.

RELOCATION ORDER: STH 100, CITY OF WAUWATOSA, N MAYFAIR RD/LOVERS LN, (W. BURLEIGH STREET TO W. SILVER SPRING DRIVE), MILWAUKEE COUNTY.

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

CONVENTIONAL UTILITY SYMBOLS

		NON COMPENSABLE	COMPENSABLE
WATER	W		
GAS	G		
TELEPHONE	T		
OVERHEAD TRANSMISSION LINES	OH		
ELECTRIC	E		
CABLE TELEVISION	TV		
FIBER OPTIC	FO		
SANITARY SEWER	SAN		
STORM SEWER	SS		
POWER POLE			
TELEPHONE POLE			
TELEPHONE PEDESTAL			
ELECTRIC TOWER			

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; 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

R/W MONUMENT (TO BE SET); NON-MONUMENTED R/W POINT; FOUND IRON PIN (1-INCH UNLESS NOTED) IP

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM
ACRES	AC	RIGHT-OF-ENTRY	ROE
AND OTHERS	ET AL	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC
CERTIFIED SURVEY MAP	CSM	STATION	STA
CORNER	COR	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC	VOLUME	V
EASEMENT	EASE		
HIGHWAY EASEMENT	HE		
LAND CONTRACT	LC		
MONUMENT	MON		
PAGE	P		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	TAN

DOC # 11317319
RECORDED:
02/10/2023 08:19 AM
ISRAEL RAMON
REGISTER OF DEEDS
MILWAUKEE COUNTY, WI
AMOUNT: 25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 2030-10-21/22-4.02
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANCE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	PROJECT FUNDING I.D.	OWNER(S)	INTERESTS REQUIRED	R/W REQUIRED (ACRES OR S.F.) NEW	EXISTING	TOTAL	T.L.E.
				S.F.	S.F.	S.F.	S.F.
1	2030-10-22	MILWAUKEE COUNTY PARKWAY-CURRIE PARK	FEE	3448	0	3448	0
5	2030-10-22	COUNTY PARKS ADMINISTRATION	FEE	8218	0	8218	0
6	2030-10-21	BRIAN SCHULTZ	TLE	0	0	0	485
9	2030-10-22	MILWAUKEE COUNTY PARKWAY-CURRIE PARK	FEE	10064	0	10064	0
			PURPOSE OF ALL OF THE TLES IS FOR CURB RAMP MODIFICATIONS				

(100) WE ENERGIES-GAS 15' WIDE UTILITY EASEMENT-DOC. 4404654 AFFECTS PARCELS 1 & 9

(101) MMSD 40' WIDE TUNNEL EASEMENT FOR SANITARY SEWER-DOC. 8666892 AFFECTS PARCEL 1

(102) CITY OF WAUWATOSA 12' WIDE WATER DISTRIBUTION EASEMENT-DOC. 3963127 AFFECTS PARCEL 5

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	BASIS	YEAR	WIDTH
N. MAYFAIR ROAD (STH 100)	ROW PLAT T058-I(41)	1967	120'
N. MAYFAIR ROAD (STH 100)	TPP 2030-9-20	2013	120'
MENOMONEE RIVER PARKWAY	PARK RIDGE	1927	70'
W. GRANTOSA DRIVE	PARK RIDGE	1927	70'

This is a copy. he original is at the register of deeds.

FOUND CONCRETE MONUMENT WITH CAST IRON PLUG Y=315407.24 X=566365.66

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=315497.96 X=569033.89

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=318076.56 X=566386.42

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP IN HAND HOLE Y=318216.76 X=569058.48

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=315515.35 X=571711.08

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=318218.03 X=571726.75

SE-NE SEC-7

CITY OF WAUWATOSA
NE-NE SEC-7

CITY OF WAUWATOSA
SW-NW SEC-8

NW-NW SEC-8

UNPLATTED LANDS

ATHLETIC FIELD

RIVER

MENOMONEE RIVER PKWY.

MENOMONEE RIVER PKWY. (70' WIDE R/W)

W. GRANTOSA DR. (70' WIDE R/W)

SECTION LINE

1/4 SECTION LINE

SIXTEENTH LINE

FEE WATERWAY 517 SQ. FT.

FEE 892 SQ. FT.

FEE 2556 SQ. FT.

BRIDGE STRUCTURE #40-1030 (SB)

BRIDGE STRUCTURE #40-1029 (NB)

N. MAYFAIR RD. S.T.H. 100

R/L = SECTION LINE N00°31'05"E

BLOCK 5 PARK RIDGE

SEE TPP 2030-10-21/22-4.01

SEE TPP 2030-10-21/22-4.03

STA. 117+02.30

STA. 144+21.21

SHEET LOCATION T-7-N T-8-N R-20-E R-21-E

WAUKESHA CO. MILWAUKEE CO.

N. MAYFAIR RD.

W. CAPITOL DR.

W. HAMPTON AVE.

LOCATION SKETCH NOT TO SCALE

PROJECT LOCATION

MILWAUKEE COUNTY, WISCONSIN

SCALE, FEET 0 50 100

GN

R/W CURVE TABLE

CURVE	LONG CHORD BEARING (LCB)	LONG CHORD DISTANCE (LCH)	LENGTH OF CURVE (L)	RADIUS (R)
1	S70°04'26"E	21.20'	21.20'	3239.00'
3	S69°05'28"E	45.62'	57.46'	25.00'

TLE COURSE TABLE

POINT	BEARING	DISTANCE
TLE10-TLE11	S69°05'28"E	45.62'
TLE11-TLE10	SEE CURVE 3	

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
100	WE ENERGIES-GAS	ROR
101	MILWAUKEE METROPOLITAN SEWERAGE DISTRICT	ROR
102	CITY OF WAUWATOSA	ROR

R/W COURSE TABLE

POINT	BEARING	DISTANCE
104-103	N89°28'55"W	63.00'
107-108	S89°28'55"E	63.00'
108-109	S89°28'55"E	60.00'
112-PRW29	S00°31'05"W	74.04'
PRW29-PRW30	SEE CURVE 1	
105-104	N89°28'55"W	60.00'

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES (WCCS), MILWAUKEE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

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.

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA, WISCONSIN.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

GRÄEF
The Avenue
275 West Wisconsin Avenue, Suite 300,
Milwaukee, WI 53203
414 / 259 1500 414 / 259 0037 fax
www.graef-usa.com

I, CARLA J. ROLLINS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

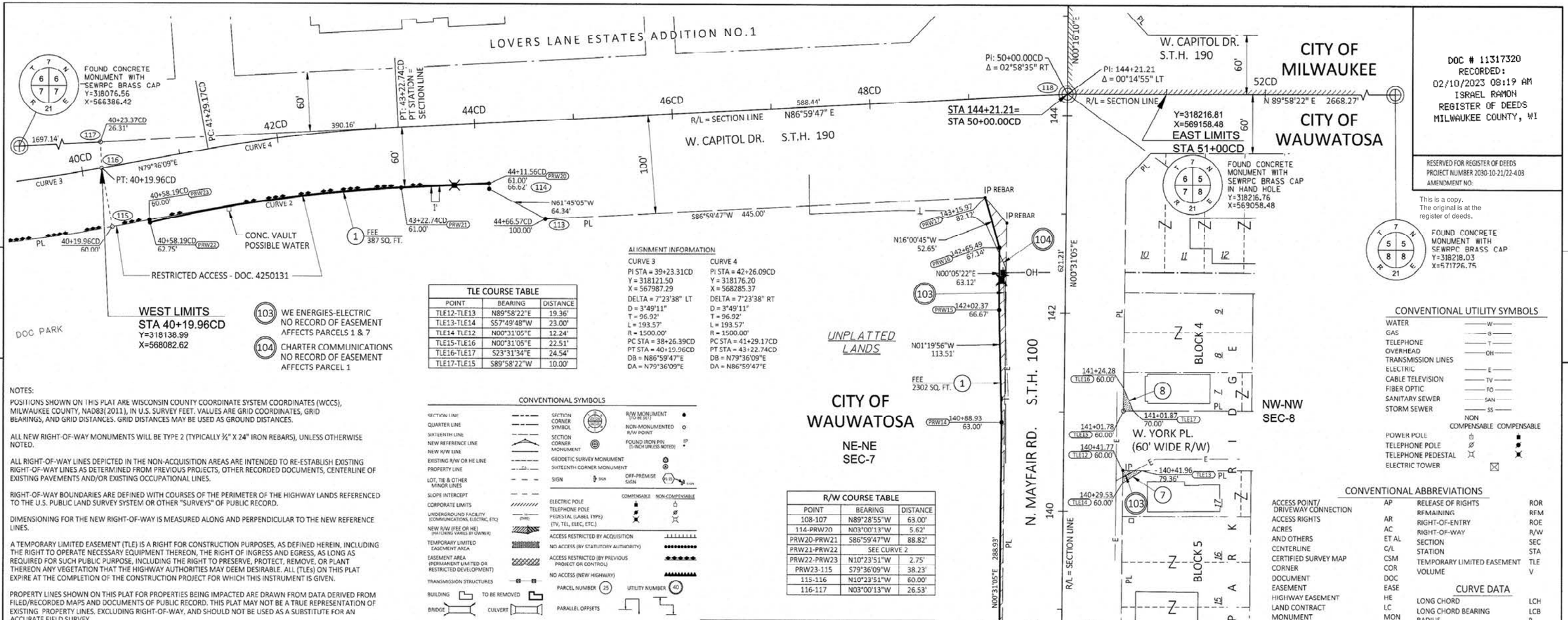
WISCONSIN CARLA J. ROLLINS S-3207 SHEBOYGAN, WI LAND SURVEYOR

SIGNATURE: Carla J. Rollins DATE: 02/01/23
PRINT NAME: CARLA J. ROLLINS
REGISTRATION NUMBER: S-3207

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION

SIGNATURE: Robert L. Duffeck DATE: 02/03/23
PRINT NAME: ROBERT L. DUFFECK

FILE NAME : X:\ML\2021\20210100\SURVEY\TPP-STH 100.DWG
APPRAISAL PLAT DATE : 08/25/2022
PLOT DATE : 2/1/2023 1:23 PM PLOT BY : ROLLINS, CARLA PLOT NAME : PLOT SCALE : 1 IN:50 FT



DOC # 11317320
RECORDED: 02/10/2023 08:19 AM
ISRAEL RAMON
REGISTER OF DEEDS
MILWAUKEE COUNTY, WI

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 2030-10-21/22-4.03
AMENDMENT NO:

This is a copy.
The original is at the register of deeds.

TLE COURSE TABLE		
POINT	BEARING	DISTANCE
TLE12-TLE13	N89°58'22"E	19.36'
TLE13-TLE14	S57°49'48"W	23.00'
TLE14 TLE12	N00°31'05"E	12.24'
TLE15-TLE16	N00°31'05"E	22.51'
TLE16-TLE17	S23°31'34"E	24.54'
TLE17-TLE15	S89°58'22"W	10.00'

ALIGNMENT INFORMATION

CURVE 3	CURVE 4
PI STA = 39+23.31CD	PI STA = 42+26.09CD
Y = 318121.50	Y = 318176.20
X = 567987.29	X = 568285.37
DELTA = 7°23'38" LT	DELTA = 7°23'38" RT
D = 3°49'11"	D = 3°49'11"
T = 96.92'	T = 96.92'
L = 193.57'	L = 193.57'
R = 1500.00'	R = 1500.00'
PC STA = 38+26.39CD	PC STA = 41+29.17CD
PT STA = 40+19.96CD	PT STA = 43+22.74CD
DB = N86°59'47"E	DB = N79°36'09"E
DA = N79°36'09"E	DA = N86°59'47"E

R/W COURSE TABLE		
POINT	BEARING	DISTANCE
108-107	N89°28'55"W	63.00'
114-PRW20	N03°00'13"W	5.62'
PRW20-PRW21	S86°59'47"W	88.82'
PRW21-PRW22	SEE CURVE 2	
PRW22-PRW23	N10°23'51"W	2.75'
PRW23-115	S79°36'09"W	38.23'
115-116	N10°23'51"W	60.00'
116-117	N03°00'13"W	26.53'

R/W CURVE TABLE				
CURVE	LONG CHORD BEARING (LCB)	LONG CHORD DISTANCE (LCH)	LENGTH OF CURVE (L)	RADIUS (R)
2	S81°53'09"W	256.37'	256.71'	1439.00'

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; 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

R/W MONUMENT (TO BE SET); NON-MONUMENTED R/W POINT; FOUND IRON PIN (1-INCH UNLESS NOTED) IP; OFF-PREMISE SIGN (R-15); COMPENSABLE; NON-COMPENSABLE

CONVENTIONAL UTILITY SYMBOLS

	COMPENSABLE	NON COMPENSABLE
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM
ACRES	AC	RIGHT-OF-ENTRY	ROE
AND OTHERS	ET AL	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC
CERTIFIED SURVEY MAP	CSM	STATION	STA
CORNER	COR	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC	VOLUME	V
EASEMENT	EASE		
HIGHWAY EASEMENT	HE		
LAND CONTRACT	LC		
MONUMENT	MON		
PAGE	P		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	TAN

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES (WCCS), MILWAUKEE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA, WISCONSIN.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANCE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	PROJECT FUNDING I.D.	OWNER(S)	INTERESTS REQUIRED	R/W REQUIRED (ACRES OR S.F.) NEW	EXISTING	TOTAL	T.L.E.
				S.F.	S.F.	S.F.	S.F.
1	2030-10-22	MILWAUKEE COUNTY PARKWAY-CURRIE PARK	FEE	2689	0	2689	0
7	2030-10-21	YASSIR S. AL HASSANI AND RENNE R. AL JASSANI	TLE	0	0	0	118
8	2030-10-21	L & D SOLUTIONS, LLC	TLE	0	0	0	113
			PURPOSE OF ALL OF THE TLES IS FOR CURB RAMP MODIFICATIONS				

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
103	WE ENERGIES-ELECTRIC	ROR
104	CHARTER COMMUNICATIONS	ROR

MILWAUKEE COUNTY, WISCONSIN

TRANSPORTATION PROJECT PLAT NO: 2030-10-21/22 - 4.03

THAT PART OF LOT 17, BLOCK 5 AND LOT 7, BLOCK 4, PARK RIDGE IN AND INCLUDING THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 8. ALSO THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 7, ALL IN TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.

RELOCATION ORDER: STH 100, CITY OF WAUWATOSA, N MAYFAIR RD/LOVERS LN, (W. BURLEIGH STREET TO W. SILVER SPRING DRIVE), MILWAUKEE COUNTY.

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

BASIS OF EXISTING RIGHT-OF-WAY			
HIGHWAY	BASIS	YEAR	WIDTH
N. MAYFAIR ROAD (STH 100)	ROW PLAT T058-I(41)	1967	120'
N. MAYFAIR ROAD (STH 100)	TPP 2030-9-20	2013	120'
W. YORK PLACE	PARK RIDGE	1927	60'
W. CAPITOL DRIVE (STH 190)	PARK RIDGE	1927	60' TO C/L
W. CAPITOL DRIVE (STH 190)	LOVERS LANE ESTATES ADD NO.1	1946	60' TO C/L
W. CAPITOL DRIVE (STH 190)	ROW PLAT U06-I(37)	1958	60' TO C/L
W. CAPITOL DRIVE (STH 190)	ROW PLAT T06-I(20)	1969	60' TO C/L
W. CAPITOL DRIVE (STH 190)	TPP 2030-9-20	2013	100' TO C/L

GN

SCALE, FEET
0 50 100

GRÄEF
The Avenue
275 West Wisconsin Avenue, Suite 300,
Milwaukee, WI 53203
414 / 259 1500 414 / 259 0037 fax
www.graef-usa.com

I, CARLA J. ROLLINS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN CARLA J. ROLLINS S-3207 SHEBOYGAN, WI LAND SURVEYOR

SIGNATURE: DATE: 02/01/23
PRINT NAME: CARLA J. ROLLINS
REGISTRATION NUMBER: S-3207

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARMENT OF TRANSPORTATION

SIGNATURE: DATE: 02/03/23
PRINT NAME: ROBERT L. DUFFECK

FILE NAME : X:\ML\2021\20210100\SURVEY\TPP-STH 100.DWG
APPRAISAL PLAT DATE : 08/25/2022
PLOT DATE : 2/1/2023 1:23 PM
PLOT BY : ROLLINS, CARLA
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2030-10-21/22 4.03

NOTES:
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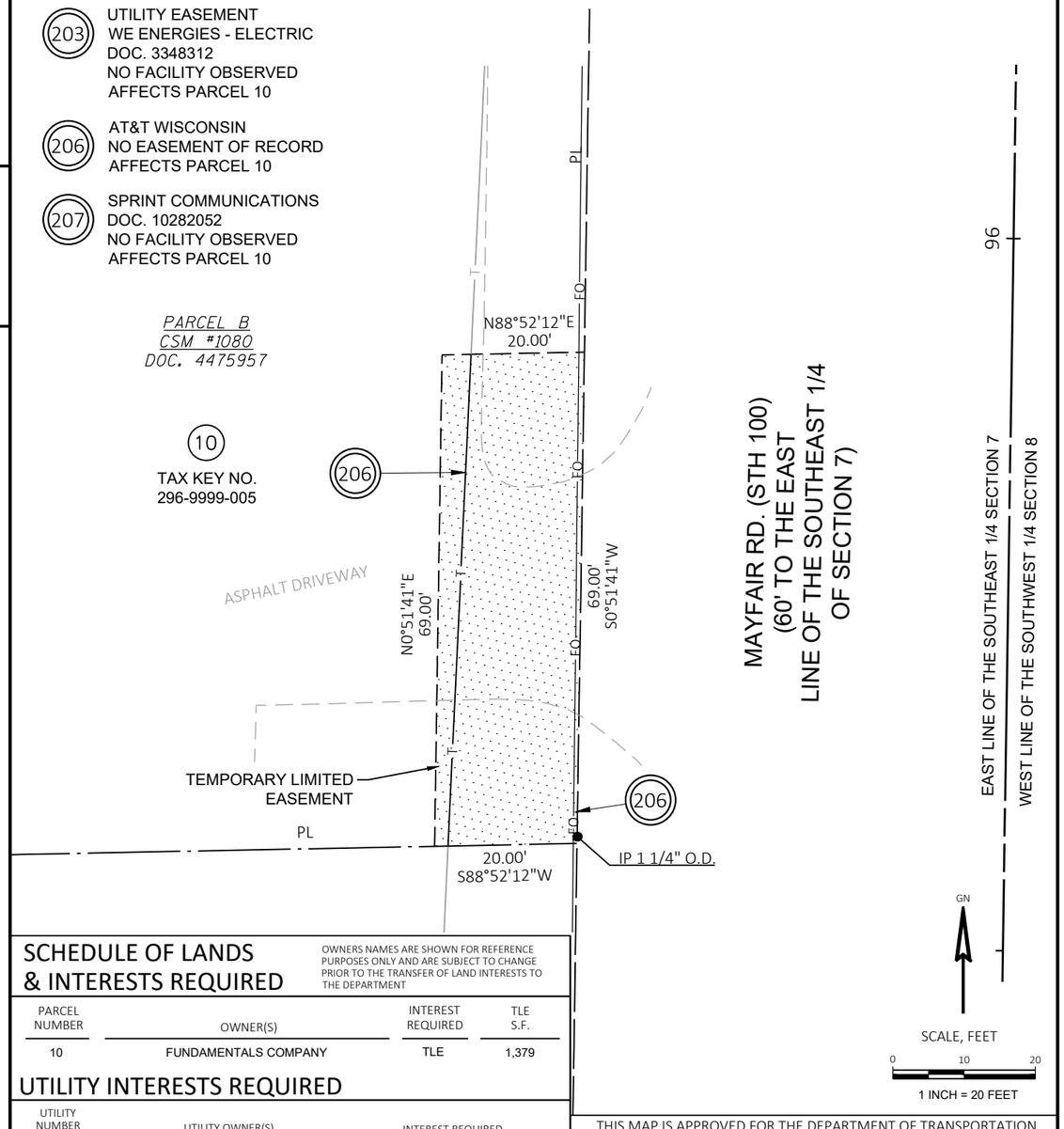
LINEWORK IS BASED ON FILE SUPPLIED BY WISDOT - PROJECT # 2030-00-20 ROW PLAT T058-1(41).

R/W PROJECT NUMBER: 2030-10-21 | SHEET NUMBER: 4.04

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 7, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
10	FUNDAMENTALS COMPANY	TLE	1,379

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
203	WE ENERGIES - ELECTRIC	ROR
206	AT&T WISCONSIN	ROR
207	SPRINT COMMUNICATIONS COMPANY	ROR

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUHTEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

NOTES:
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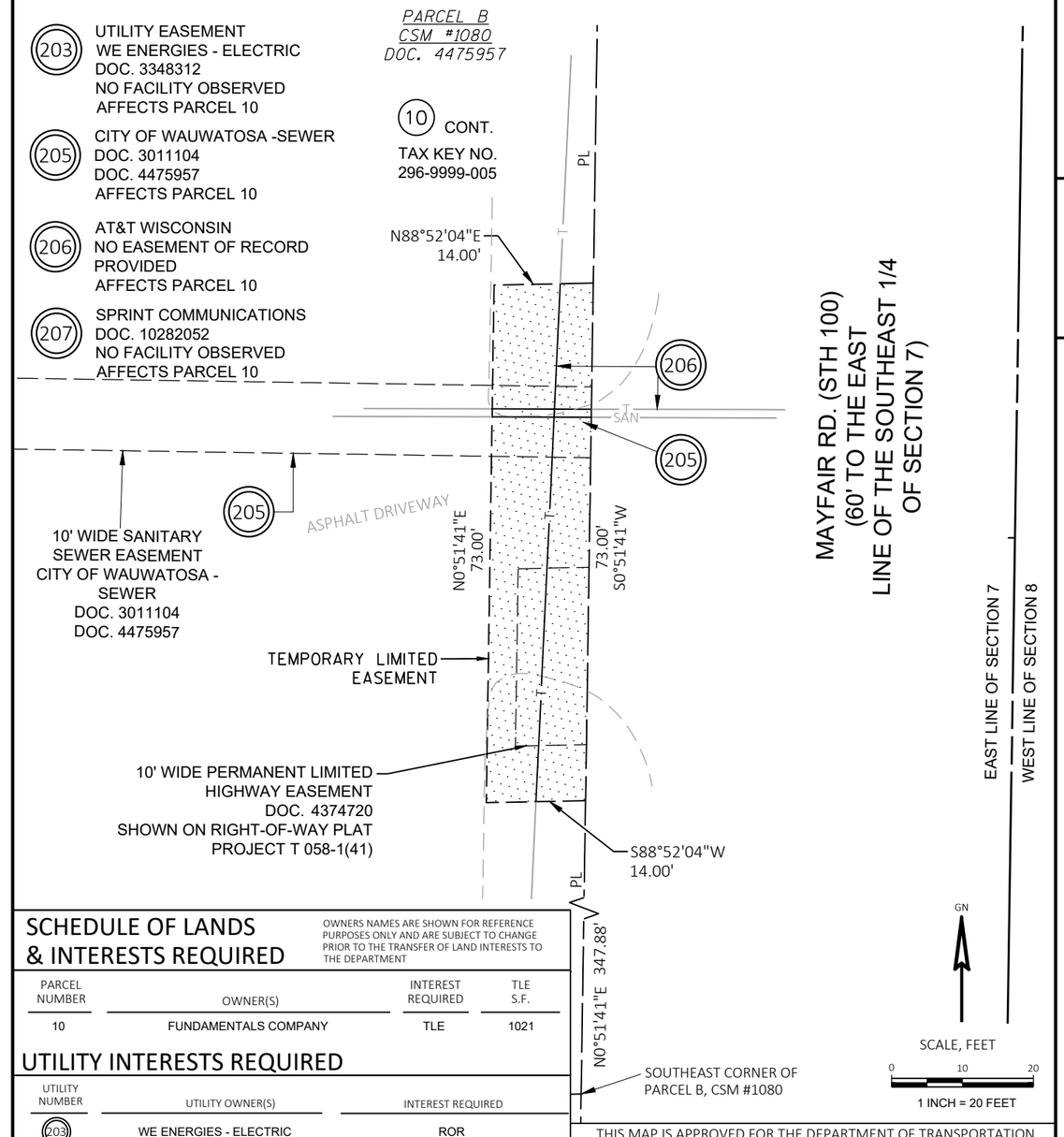
LINEWORK IS BASED ON FILE SUPPLIED BY WISDOT - PROJECT # 2030-00-20 ROW PLAT T058-1(41).

R/W PROJECT NUMBER: 2030-10-21 | SHEET NUMBER: 4.05

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 7, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
10	FUNDAMENTALS COMPANY	TLE	1021

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
203	WE ENERGIES - ELECTRIC	ROR
205	CITY OF WAUWATOSA - SEWER	ROR
206	AT&T WISCONSIN	ROR
207	SPRINT COMMUNICATIONS COMPANY	ROR

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

FILE NAME : STH 100_2030-10-01_RW_EXHIBIT.DWG PLOT DATE : 4/7/2023 6:43 PM R/W PROJECT: 2030-10-22

NOTES:
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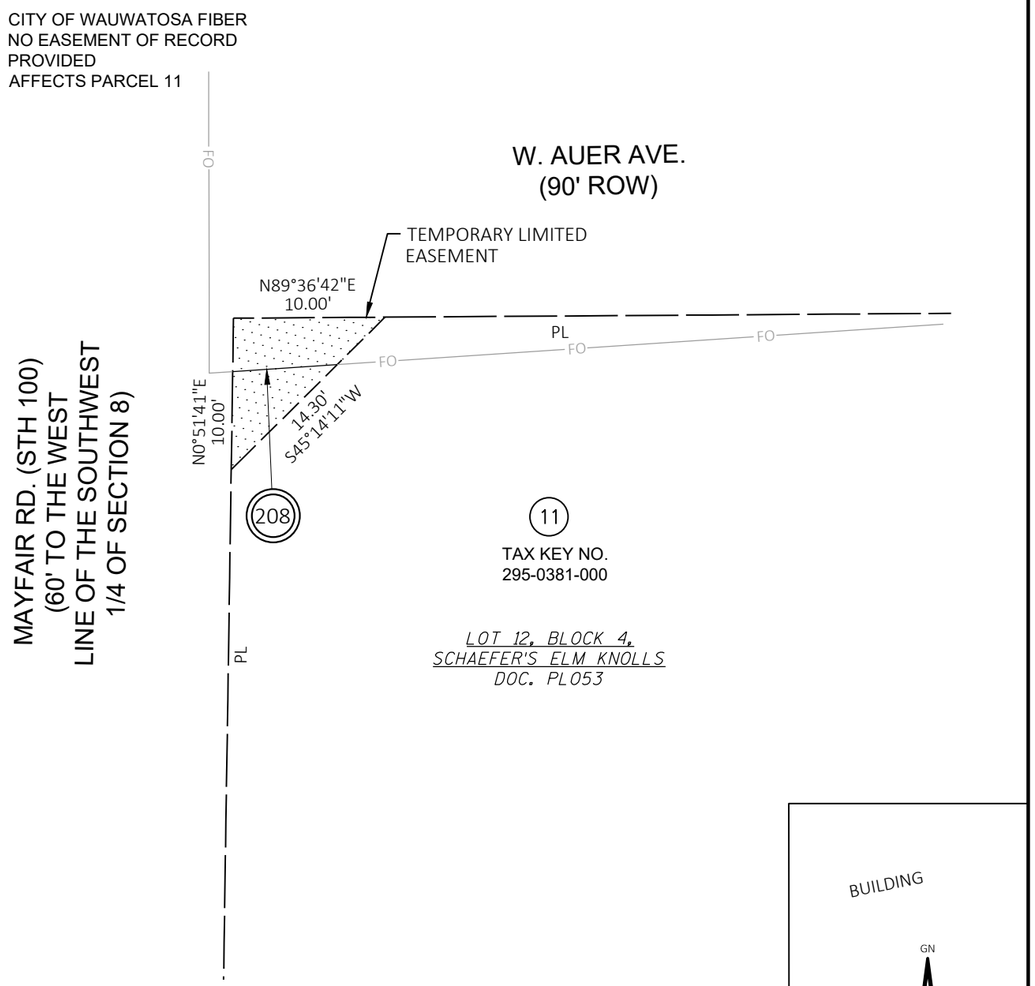
LINEWORK IS BASED ON FILE SUPPLIED BY WISDOT - PROJECT # 2030-00-20 ROW PLAT T058-1(41).

R/W PROJECT NUMBER: 2030-10-21 | SHEET NUMBER: 4.06

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SW 1/4 OF THE SW 1/4 OF SECTION 8, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
11	WILLIAM R. GILE AND JACQUELINE L. GILE	TLE	50

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
208	CITY OF WAUWATOSA - FIBER	ROR

GN
SCALE, FEET
0 5 10
1 INCH = 10 FEET

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUHTEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

NOTES:
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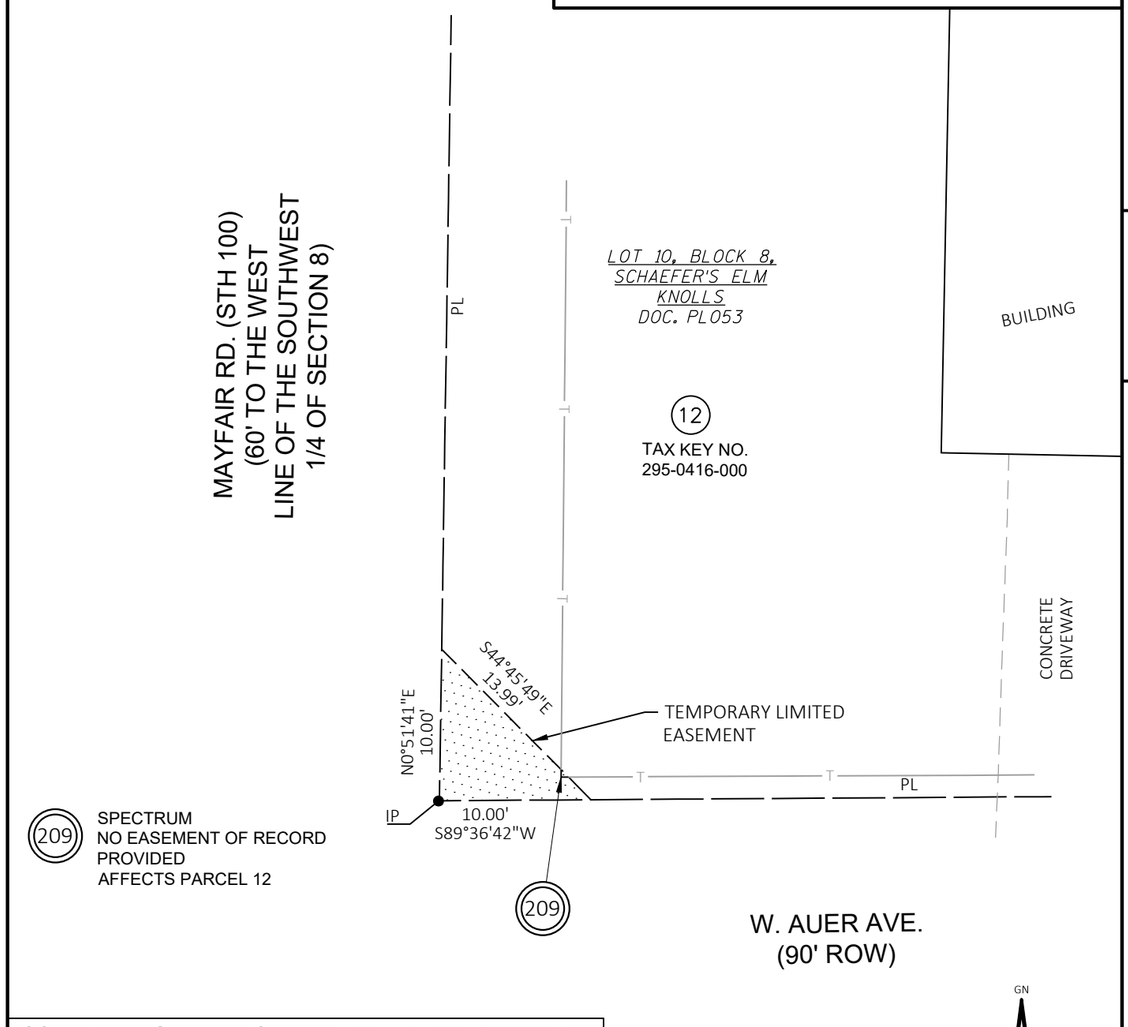
LINEWORK IS BASED ON FILE SUPPLIED BY WISDOT - PROJECT # 2030-00-20 ROW PLAT T058-1(41)

R/W PROJECT NUMBER: 2030-10-21 | SHEET NUMBER: 4.07

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SW 1/4 OF THE SW 1/4 OF SECTION 8, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
12	WADE E. CHARLES	TLE	50

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
209	SPECTRUM	ROR

GN
SCALE, FEET
0 5 10
1 INCH = 10 FEET

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

NOTES:
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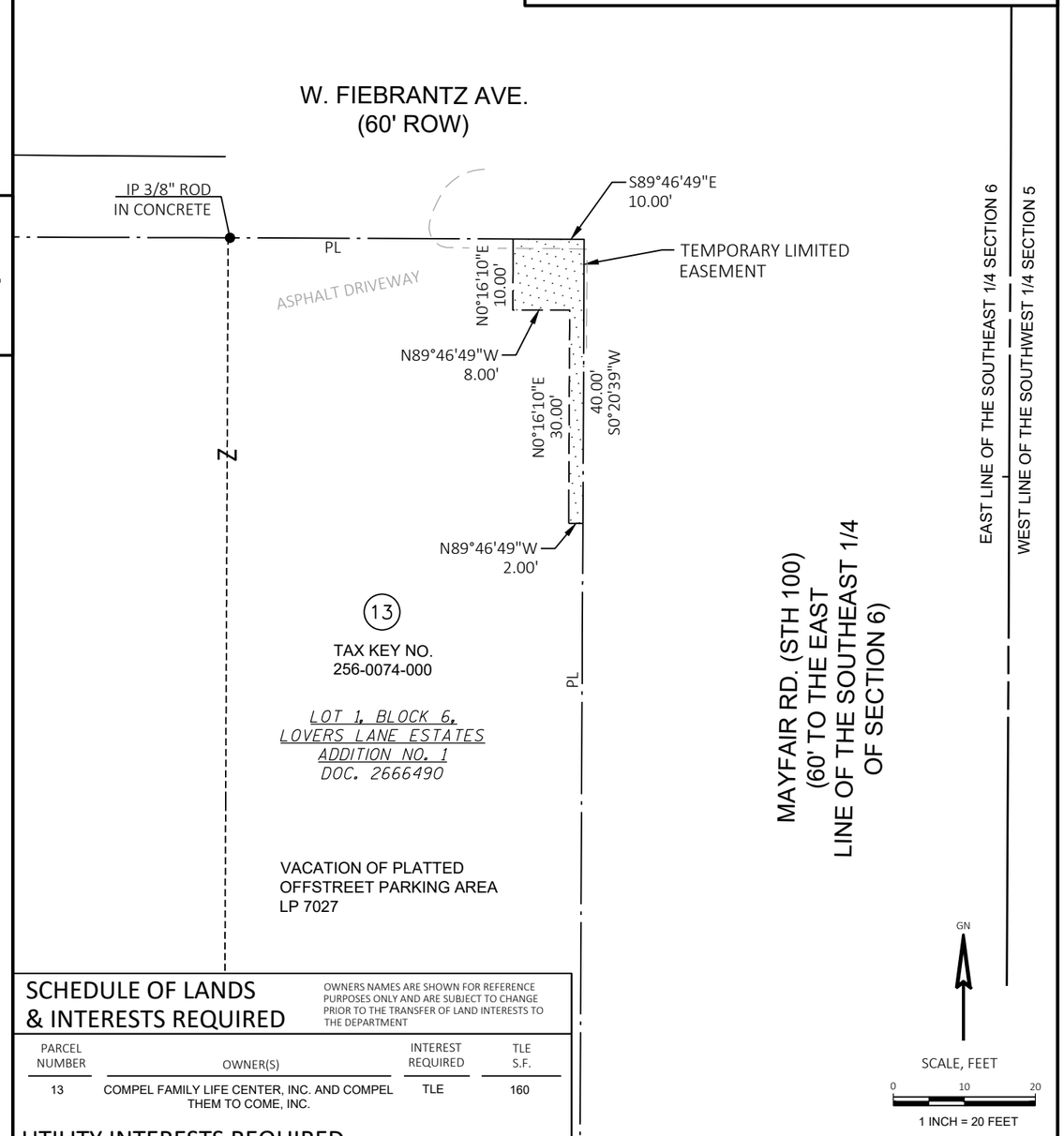
LINEWORK IS BASED ON FILE SUPPLIED BY WISDOT - PROJECT # 2030-00-20 ROW PLAT T058-1(41).

R/W PROJECT NUMBER: 2030-10-21 | SHEET NUMBER: 4.08

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 6, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
13	COMPEL FAMILY LIFE CENTER, INC. AND COMPEL THEM TO COME, INC.	TLE	160

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
-	-	-

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

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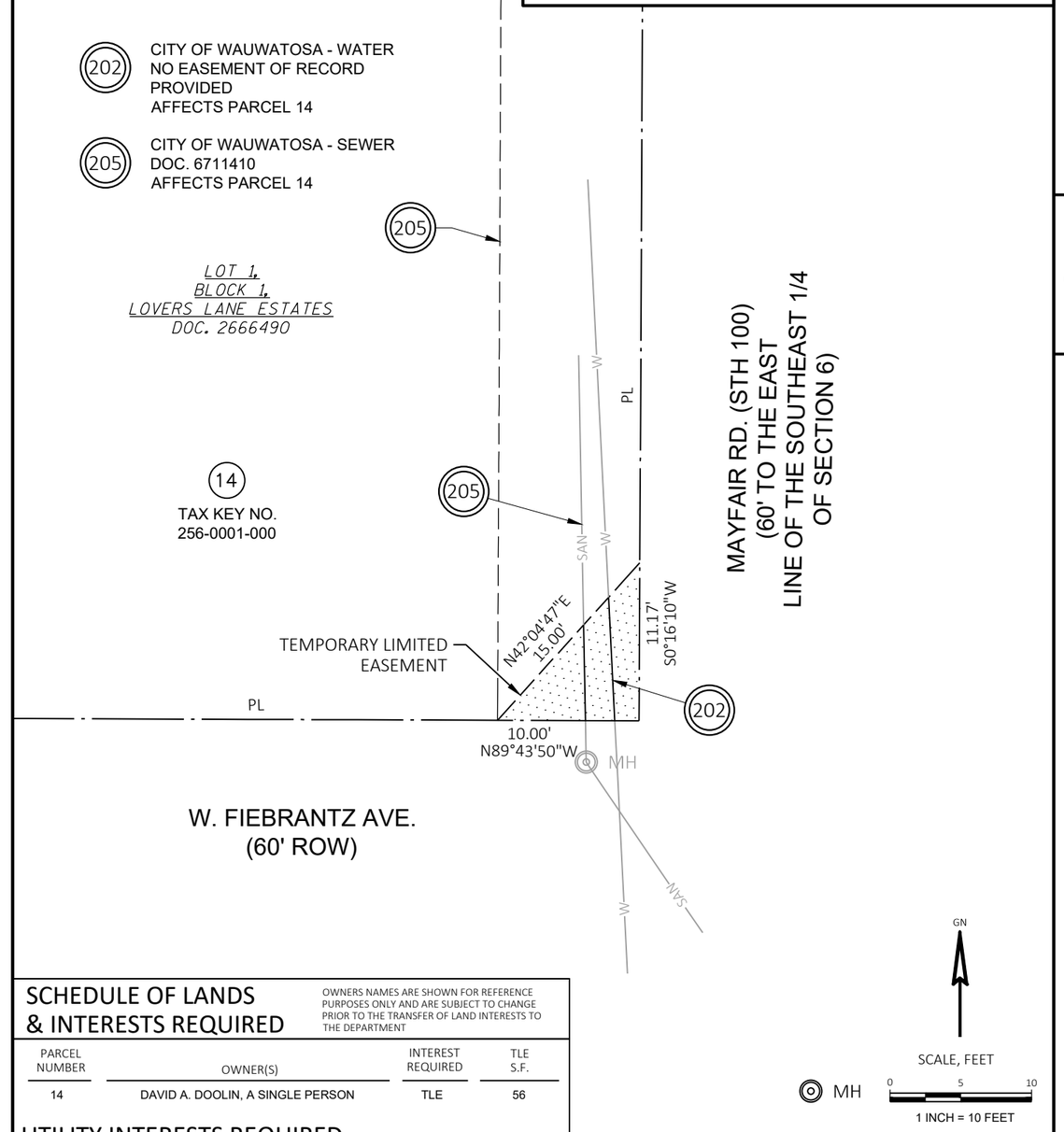
R/W PROJECT NUMBER: 2030-10-21 | SHEET NUMBER: 4.09

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 6, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
14	DAVID A. DOOLIN, A SINGLE PERSON	TLE	56

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	CITY OF WAUWATOSA - WATER	ROR
205	CITY OF WAUWATOSA - SEWER	ROR

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

FILE NAME : STH 100_2030-10-01_RW_EXHIBIT.DWG PLOT DATE : 4/7/2023 6:43 PM R/W PROJECT: 2030-10-22

NOTES:
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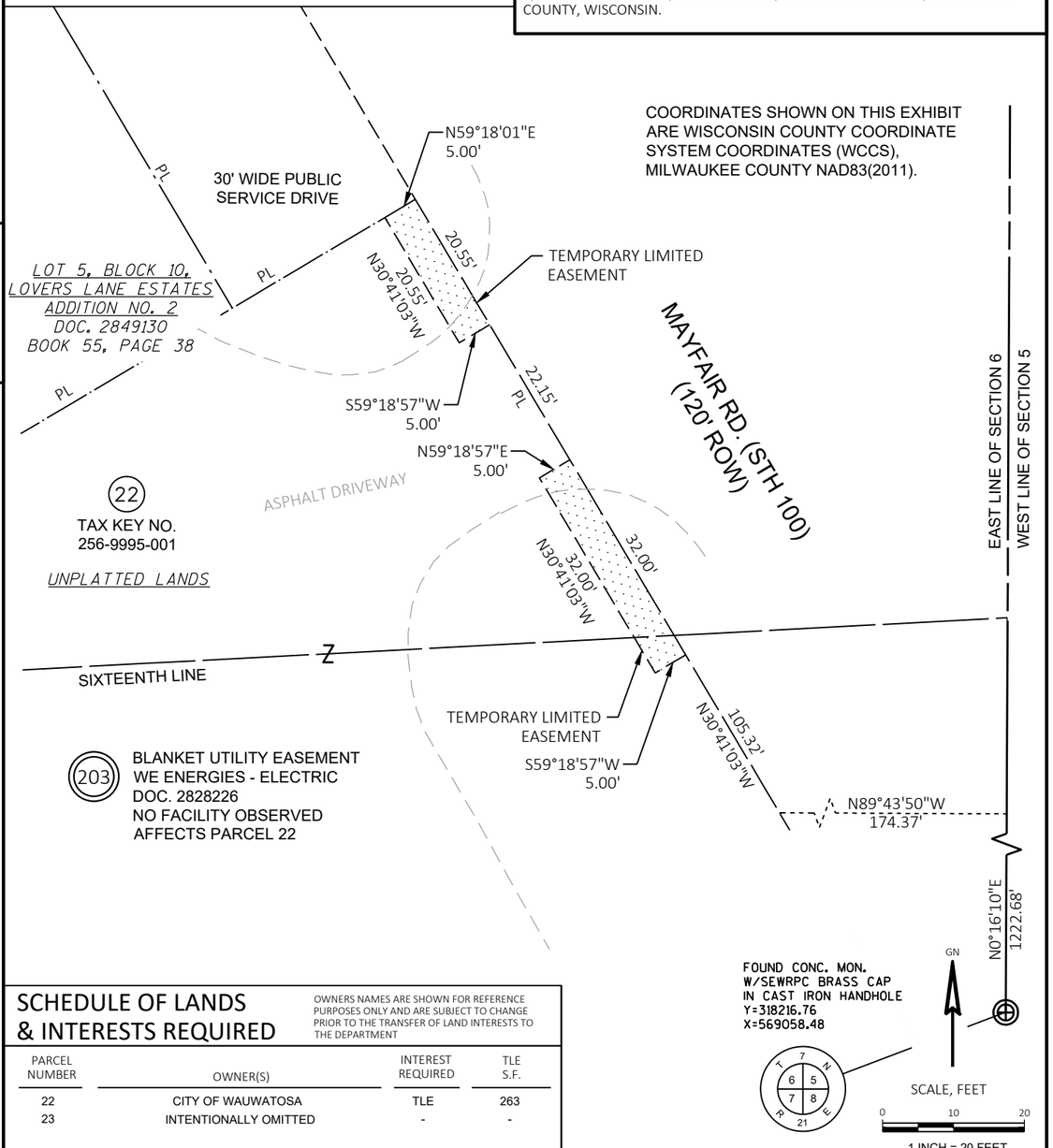
R/W PROJECT NUMBER: 2030-10-21	SHEET NUMBER: 4.10

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PARTS OF THE NE 1/4 OF THE SE 1/4 AND THE SE 1/4 OF THE SE 1/4 OF SECTION 6, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
22	CITY OF WAUWATOSA	TLE	263
23	INTENTIONALLY OMITTED	-	-

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
203	WE ENERGIES - ELECTRIC	ROR

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

FILE NAME : STH 100_2030-10-01_RW_EXHIBIT.DWG PLOT DATE : 4/7/2023 6:43 PM R/W PROJECT: 2030-10-22

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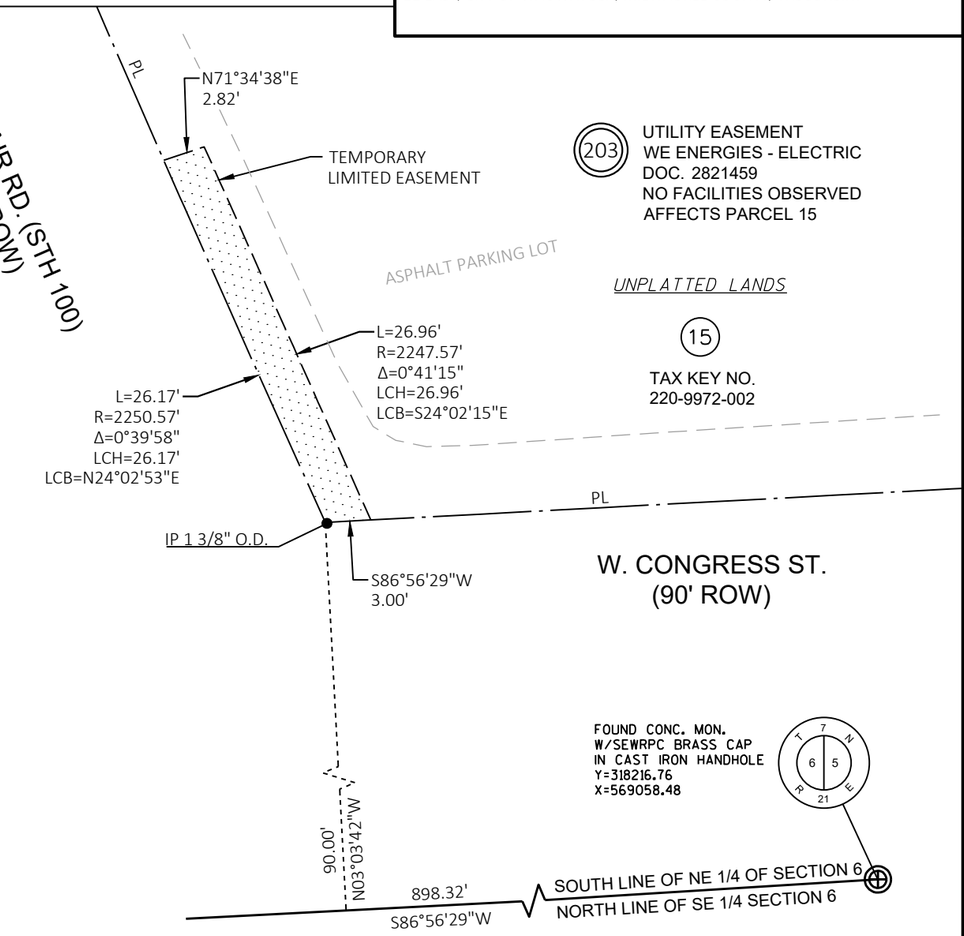
R/W PROJECT NUMBER: 2030-10-21	SHEET NUMBER: 4.11

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.

4



COORDINATES SHOWN ON THIS EXHIBIT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES (WCCS), MILWAUKEE COUNTY NAD83(2011).

GN

SCALE, FEET
0 5 10
1 INCH = 10 FEET

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
15	GRACE HMONG ALLIANCE CHURCH, INC	TLE	74

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
203	WE ENERGIES - ELECTRIC	ROR

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

FILE NAME : STH 100_2030-10-01_RW_EXHIBIT.DWG PLOT DATE : 4/7/2023 6:43 PM R/W PROJECT: 2030-10-22

NOTES:
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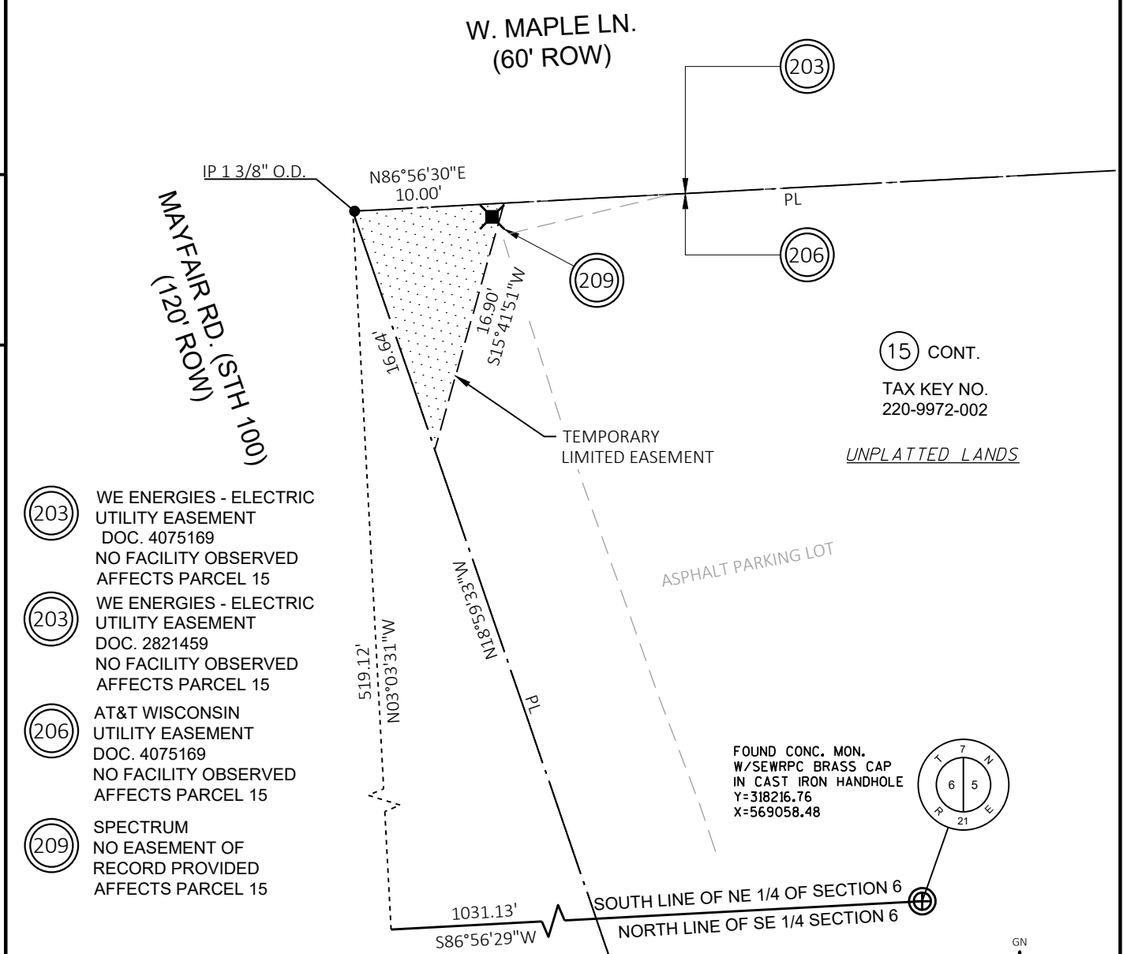
LINEWORK IS BASED ON FILE SUPPLIED BY WISDOT - PROJECT # 2030-00-20 ROW PLAT T058-1(41).

R/W PROJECT NUMBER: 2030-10-21 | SHEET NUMBER: 4.12

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.



203 WE ENERGIES - ELECTRIC
UTILITY EASEMENT
DOC. 4075169
NO FACILITY OBSERVED
AFFECTS PARCEL 15

203 WE ENERGIES - ELECTRIC
UTILITY EASEMENT
DOC. 2821459
NO FACILITY OBSERVED
AFFECTS PARCEL 15

206 AT&T WISCONSIN
UTILITY EASEMENT
DOC. 4075169
NO FACILITY OBSERVED
AFFECTS PARCEL 15

209 SPECTRUM
NO EASEMENT OF
RECORD PROVIDED
AFFECTS PARCEL 15

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
15	GRACE HMONG ALLIANCE CHURCH, INC.	TLE	80

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
203	WE ENERGIES - ELECTRIC	ROR
206	AT&T WISCONSIN	ROR
209	SPECTRUM	ROR

COORDINATES SHOWN ON THIS EXHIBIT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES (WCCS), MILWAUKEE COUNTY NAD83(2011).

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

NOTES:
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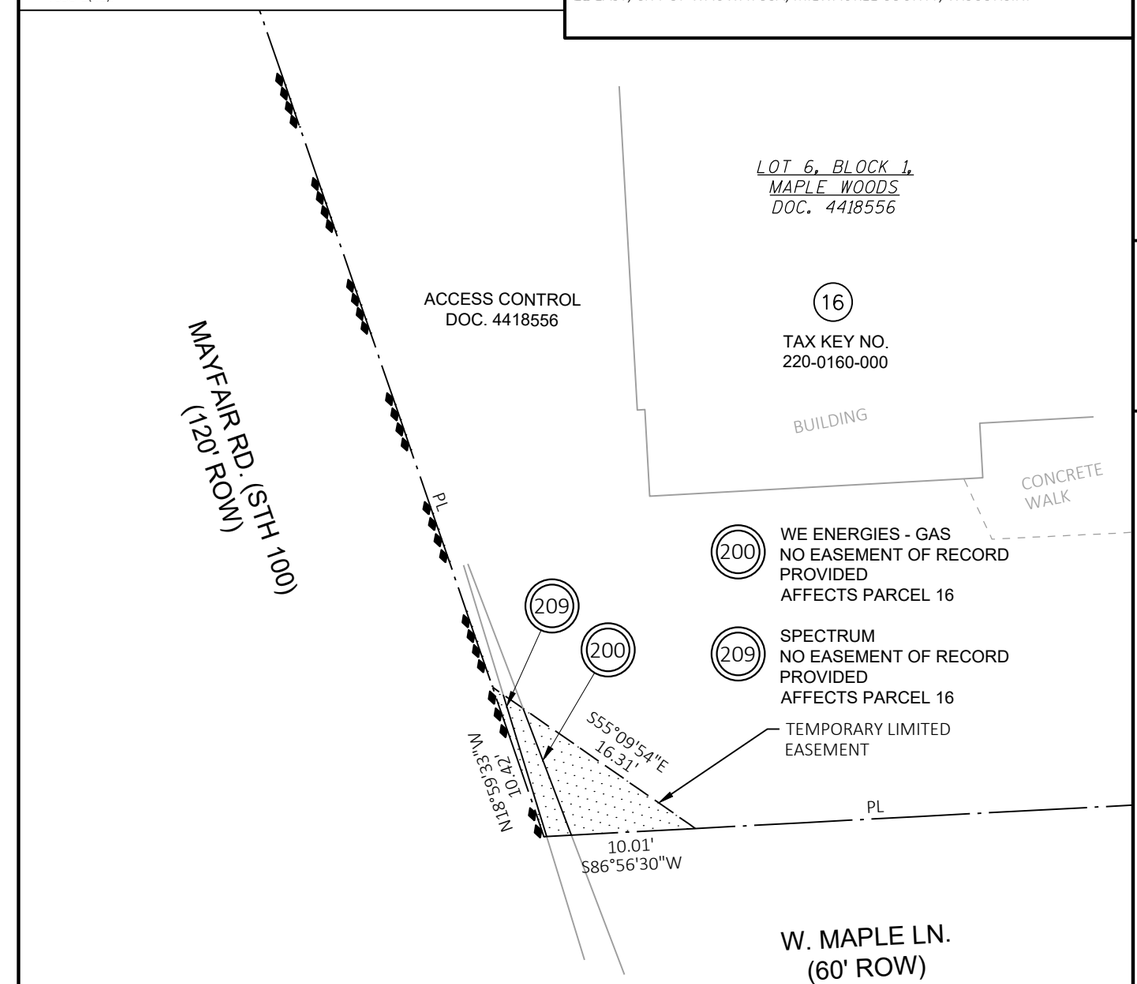
LINEWORK IS BASED ON FILE SUPPLIED BY WISDOT - PROJECT # 2030-00-20 ROW PLAT T058-1(41).

R/W PROJECT NUMBER: 2030-10-21 | SHEET NUMBER: 4.13

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.



200 WE ENERGIES - GAS
NO EASEMENT OF RECORD
PROVIDED
AFFECTS PARCEL 16

209 SPECTRUM
NO EASEMENT OF RECORD
PROVIDED
AFFECTS PARCEL 16

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
16	JAMES MCCANTS	TLE	50

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	WE ENERGIES - GAS	ROR
209	SPECTRUM	ROR

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

FILE NAME : STH 100_2030-10-01_RW_EXHIBIT.DWG PLOT DATE : 4/7/2023 6:44 PM R/W PROJECT: 2030-10-22

NOTES:
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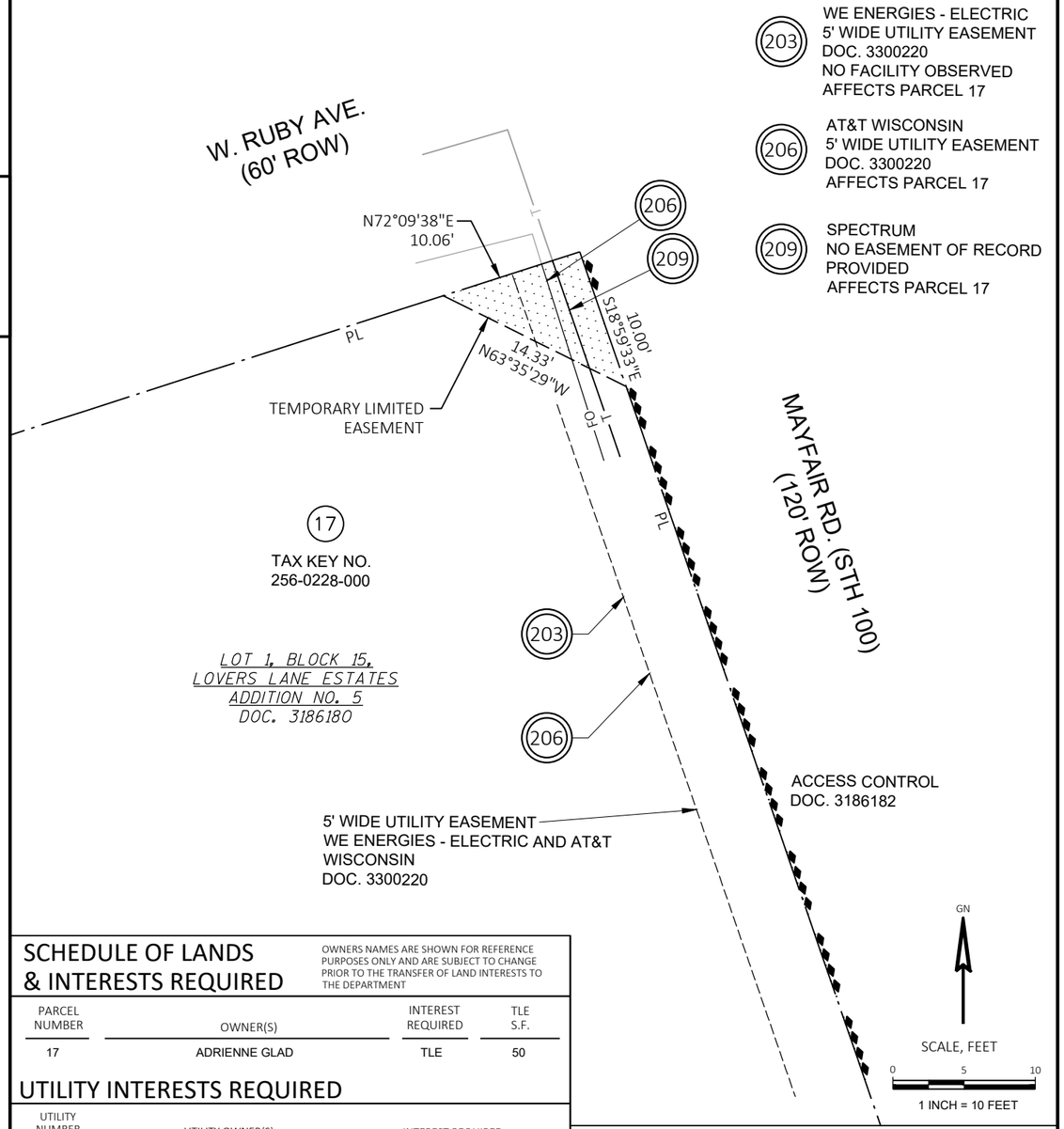
R/W PROJECT NUMBER: 2030-10-21 | SHEET NUMBER: 4.14

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.

4



(203) WE ENERGIES - ELECTRIC
5' WIDE UTILITY EASEMENT
DOC. 3300220
NO FACILITY OBSERVED
AFFECTS PARCEL 17

(206) AT&T WISCONSIN
5' WIDE UTILITY EASEMENT
DOC. 3300220
AFFECTS PARCEL 17

(209) SPECTRUM
NO EASEMENT OF RECORD PROVIDED
AFFECTS PARCEL 17

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
17	ADRIENNE GLAD	TLE	50

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
203	WE ENERGIES - ELECTRIC	ROR
206	AT&T WISCONSIN	ROR
209	SPECTRUM	ROR

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

NOTES:
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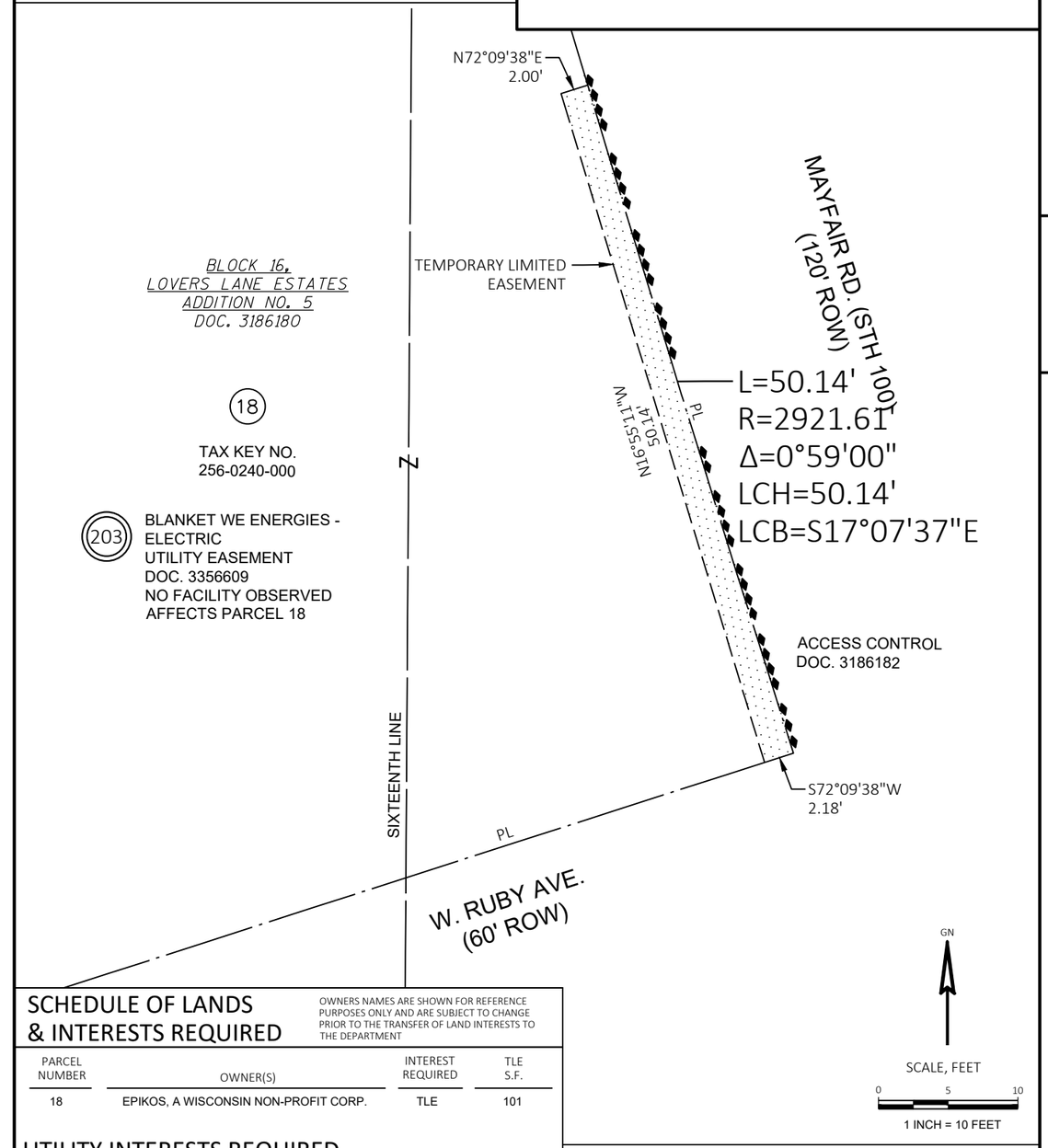
R/W PROJECT NUMBER: 2030-10-21 | SHEET NUMBER: 4.15

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.

4



(203) BLANKET WE ENERGIES - ELECTRIC
UTILITY EASEMENT
DOC. 3356609
NO FACILITY OBSERVED
AFFECTS PARCEL 18

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
18	EPIKOS, A WISCONSIN NON-PROFIT CORP.	TLE	101

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
203	WE ENERGIES - ELECTRIC	ROR

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

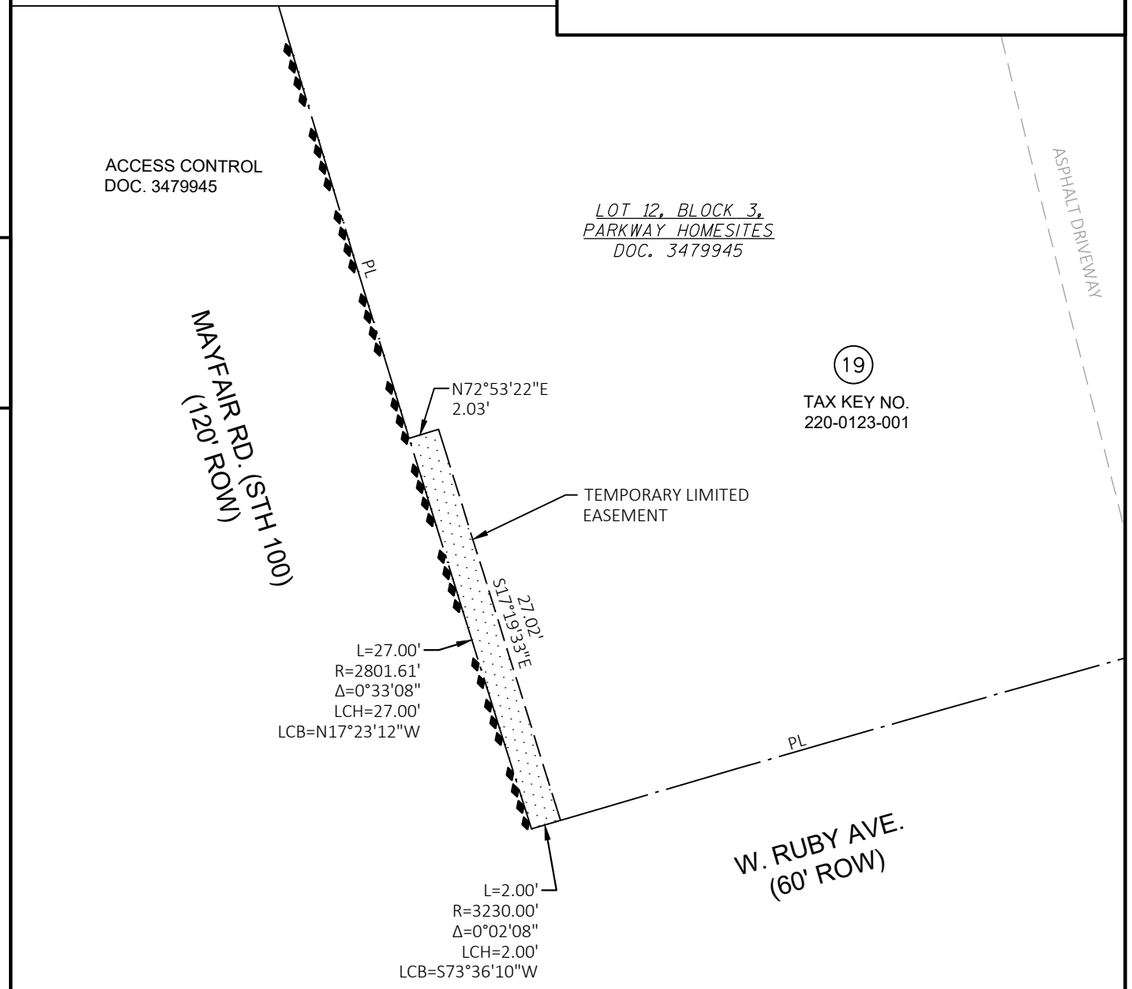
FILE NAME : STH 100_2030-10-01_RW_EXHIBIT.DWG PLOT DATE : 4/7/2023 6:44 PM R/W PROJECT: 2030-10-22

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION, AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.
PURPOSE OF ALL TEMPORARY LIMITED EASEMENTS IS FOR CURB RAMP REPLACEMENT UNLESS OTHERWISE NOTED.
LINEWORK IS BASED ON FILE SUPPLIED BY WISDOT - PROJECT # 2030-00-20 ROW PLAT T058-1(41).

R/W PROJECT NUMBER: 2030-10-21	SHEET NUMBER: 4.16

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
19	KENNETH KOLBY AND CHARLOTTE KOLBY	TLE	55

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
-	-	-

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

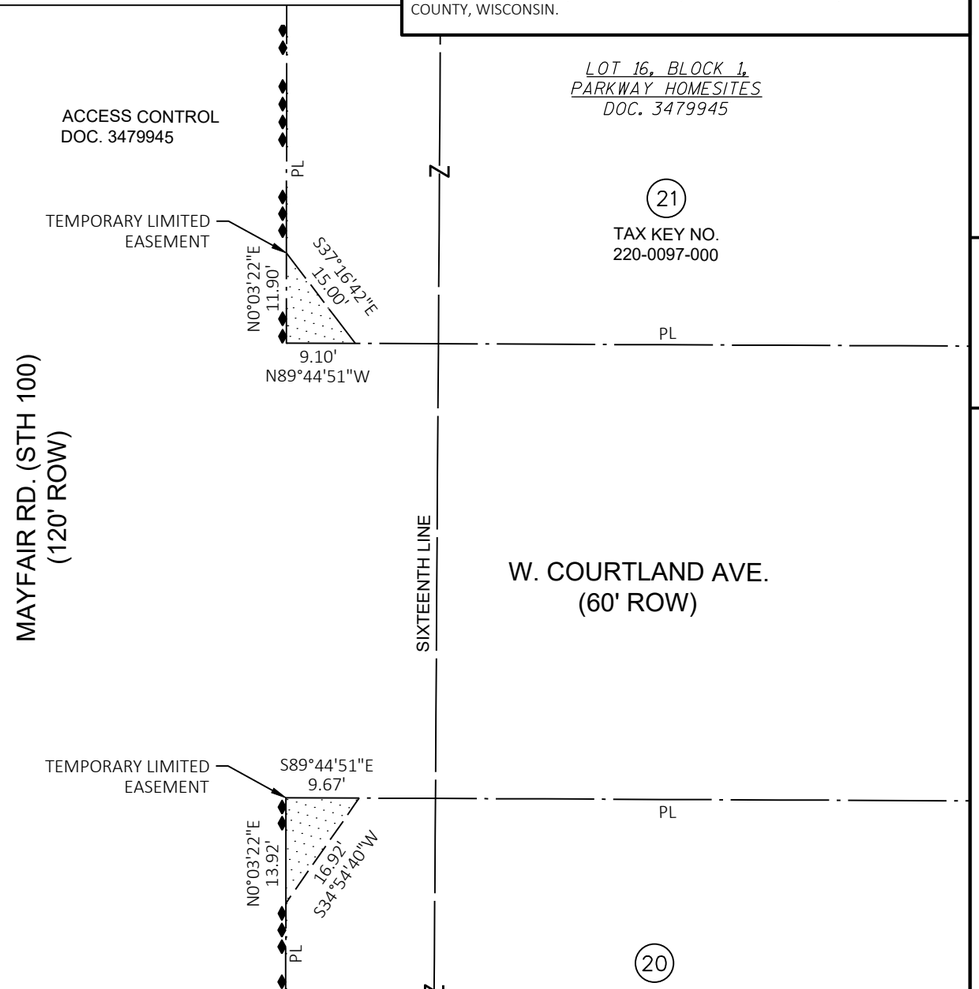
PRINT NAME: ROBERT DUFFECK

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION, AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.
PURPOSE OF ALL TEMPORARY LIMITED EASEMENTS IS FOR CURB RAMP REPLACEMENT UNLESS OTHERWISE NOTED.
LINEWORK IS BASED ON FILE SUPPLIED BY WISDOT - PROJECT # 2030-00-20 ROW PLAT T058-1(41).

R/W PROJECT NUMBER: 2030-10-21	SHEET NUMBER: 4.17

TLE ACQUISITION EXHIBIT
CITY OF WAUWATOSA, MAYFAIR RD.
BURLEIGH ST. TO HAMPTON AVE. (CTH EE)
STH 100 MILWAUKEE COUNTY

PART OF THE NW 1/4 OF THE NE 1/4 AND THE NE 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 7 NORTH, RANGE 21 EAST, CITY OF WAUWATOSA, MILWAUKEE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
20	LINDSEY D. DRAPER	TLE	67
21	KLAY V. KNUEPPEL AND LISA M. KNUEPPEL	TLE	54

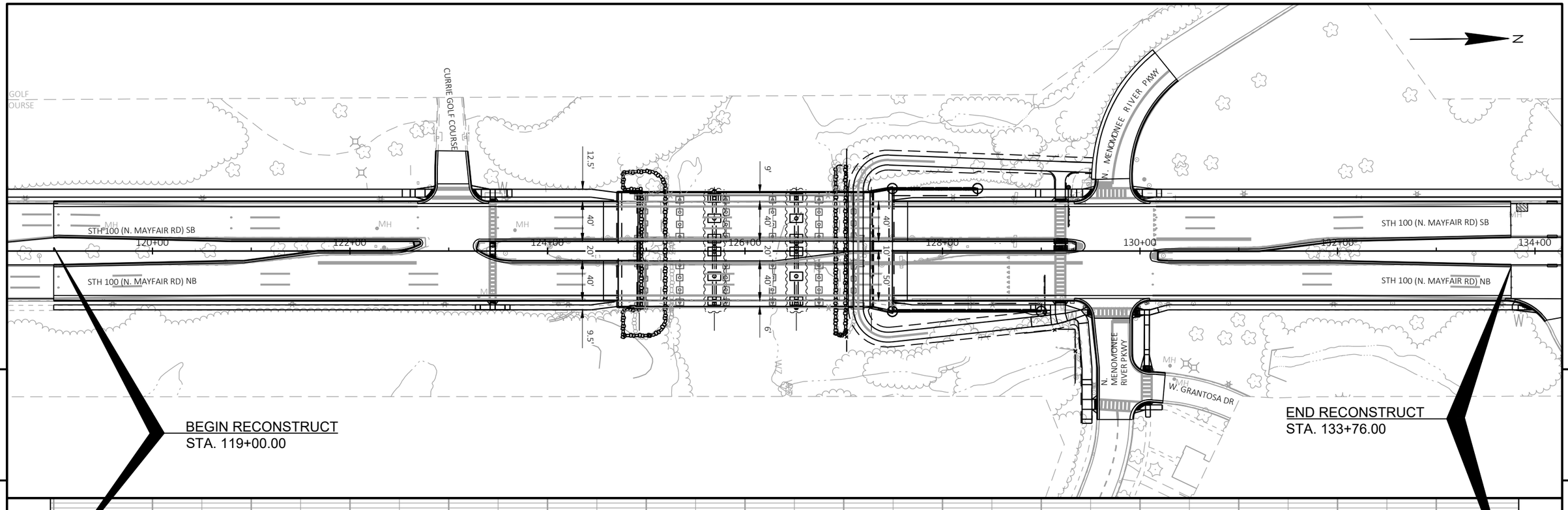
UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
-	-	-

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SOUTHEAST REGION - WAUKESHA

SIGNATURE: _____ DATE: _____

PRINT NAME: ROBERT DUFFECK

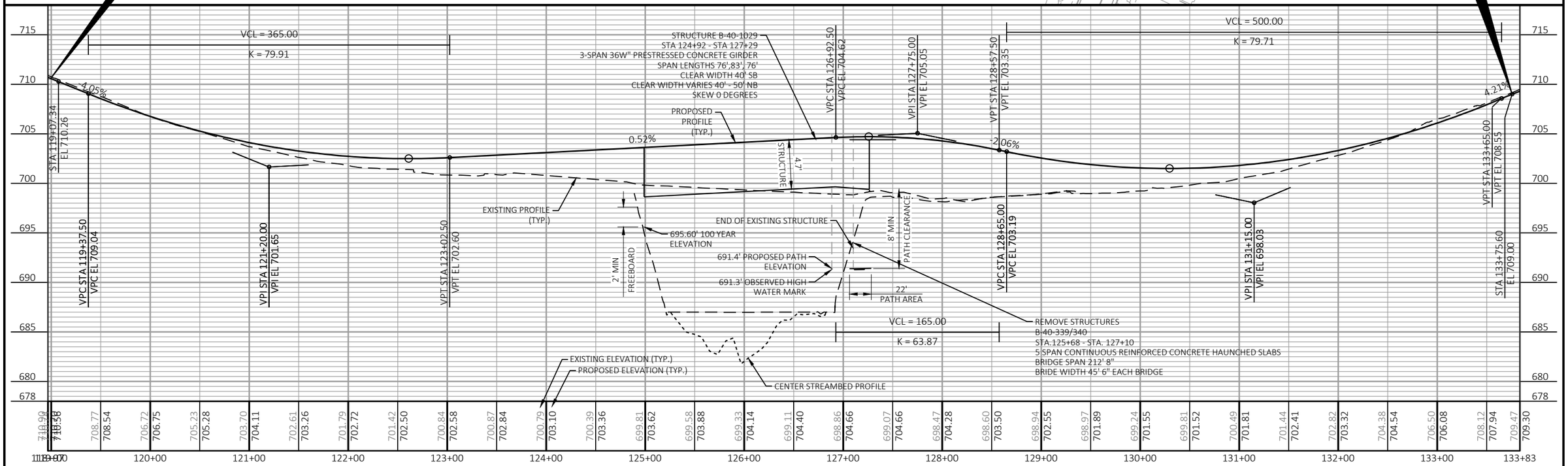


5

BEGIN RECONSTRUCT
STA. 119+00.00

END RECONSTRUCT
STA. 133+76.00

5

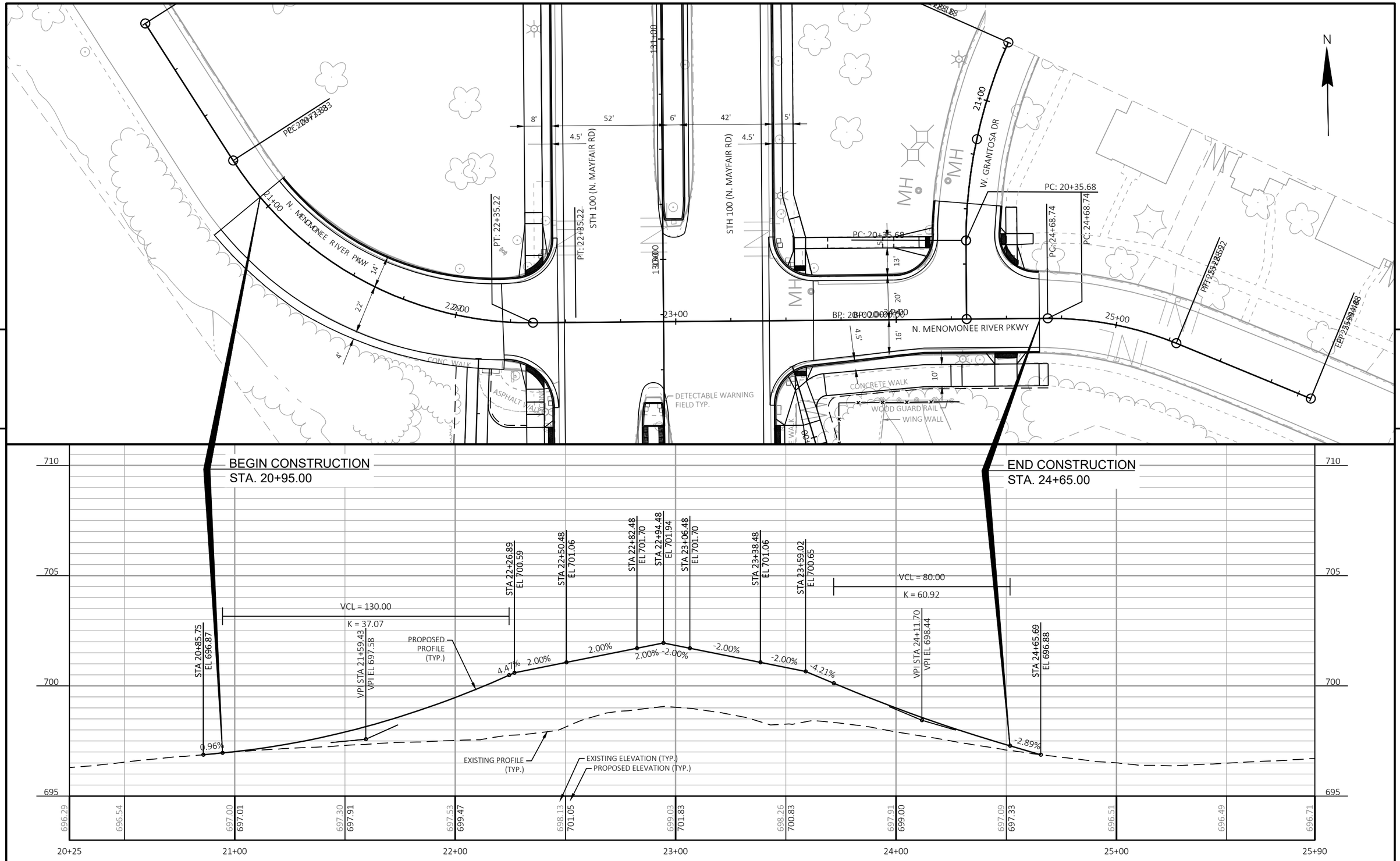


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN AND PROFILE: STH 100	SHEET 557	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\050102_PP_ALT 1 LOWER BRIDGE CLEARANCE.DWG
LAYOUT NAME - 050101_pp

PLOT DATE : 5/21/2026 7:16 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

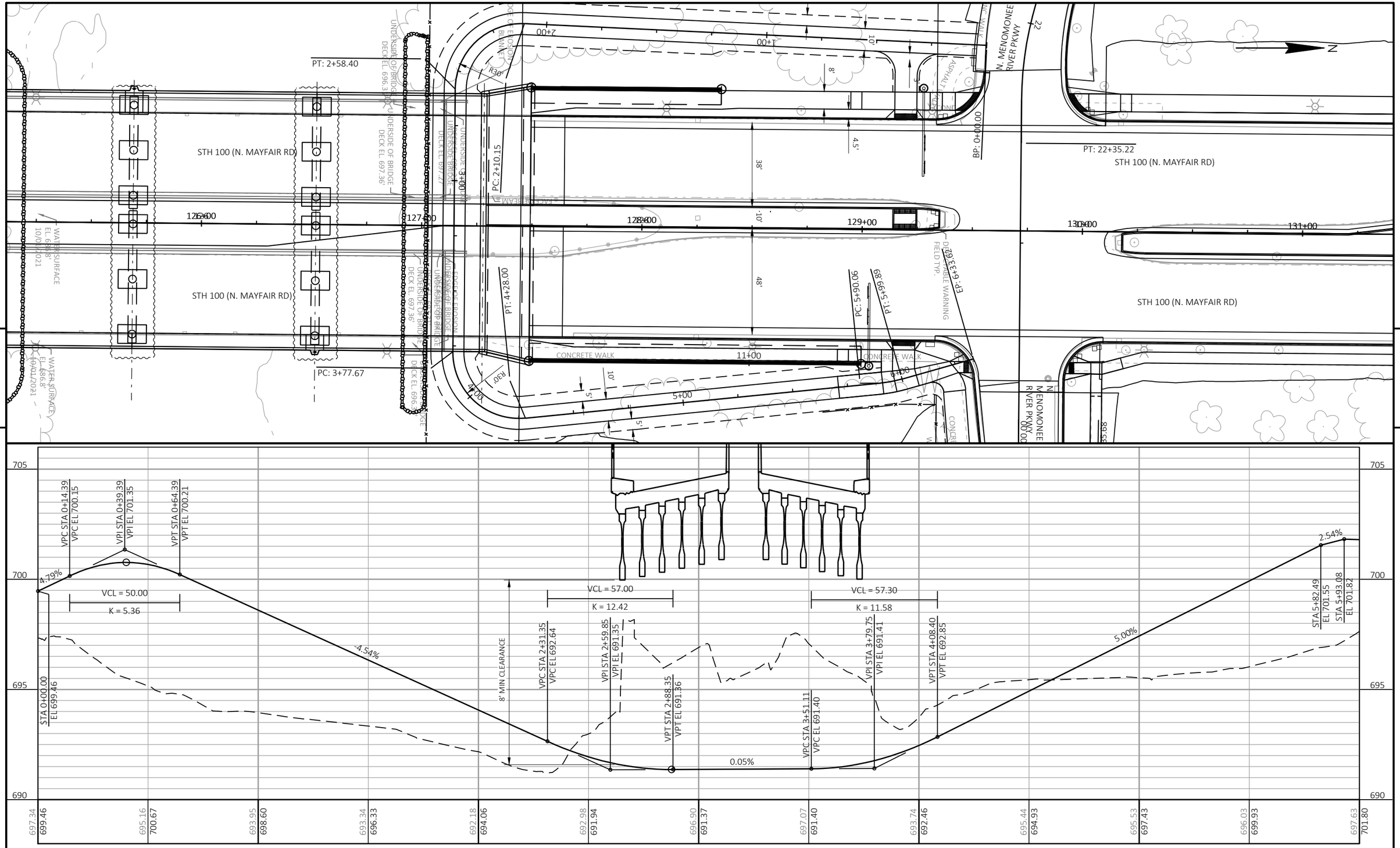


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN AND PROFILE: MENOMONEE RIVER PARKWAY	SHEET 558	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\050103_PP_SIDE ROADS ALT 1_LOWER BRIDGE.DWG
LAYOUT NAME - 050101_pp

PLOT DATE : 5/21/2026 7:16 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	PLAN AND PROFILE: OAK LEAF TRAIL UNDER MENOMONEE RIVER BRIDGE	SHEET 559	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\DESIGN\ALIPROFS\ALIPROF_MULTI-USE PATH.DWG
LAYOUT NAME - 050101_pp

PLOT DATE : 5/21/2026 7:17 PM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

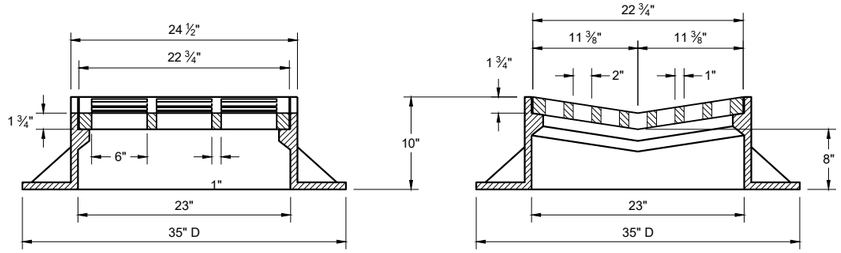
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
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
08D17-06	MANHOLES, MANHOLE & INLET COVERS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
09A11-01	DRIVEWAY AND SIDEWALK RAMPS TYPE X AND Y
09B02-10	CONDUIT
09B04-13	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-16B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-16D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-16G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09H09-02	COMMUNICATION VAULT TYPE 1
10A04-03	IDENTIFICATION PLAQUES UNDERDECK AND HIGH MAST LIGHTING
10A15-04A	ELECTRICAL DETAILS UNDERDECK LIGHTING
10A15-04B	ELECTRICAL DETAILS UNDERDECK LIGHTING
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13B02-09B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C15-08A	CONCRETE BASE
13C15-08B	CONCRETE BASE
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

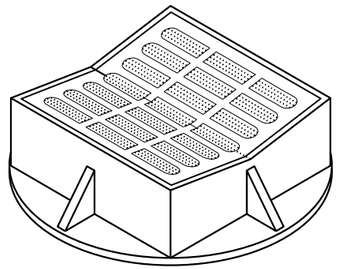
6

Standard Detail Drawing List

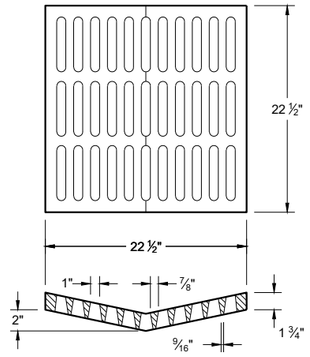
14B07-16G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16J	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16K	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16L	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16N	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-10F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C19-11C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C20-02	YIELD MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-11A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-08	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D23-07A	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D23-07B	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D27-05	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-07A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-07C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D41-06A	TRAFFIC CONTROL, MULTIPLE LANE SHIFT, MULTILANE DIVIDED ROAD
15D50-04A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-04B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT
16A02-01	GEODETIC SURVEY MONUMENT

6





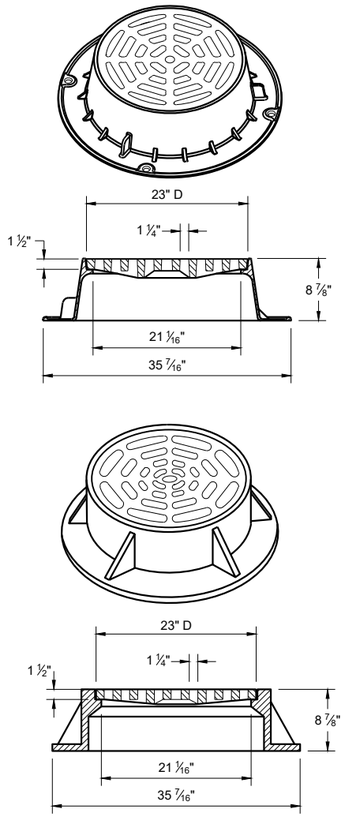
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

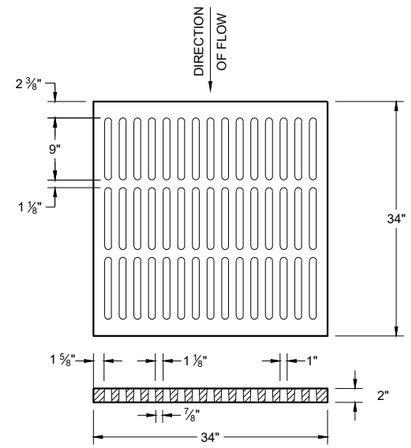
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

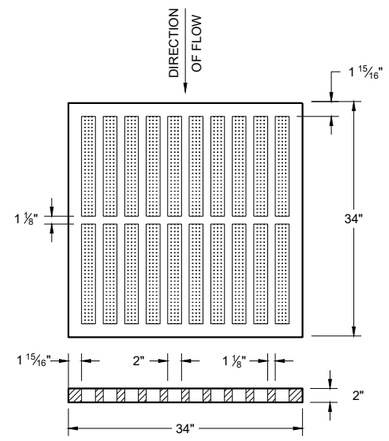
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

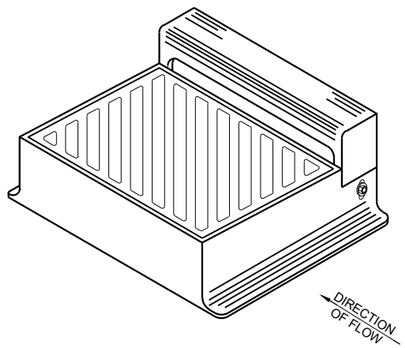
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



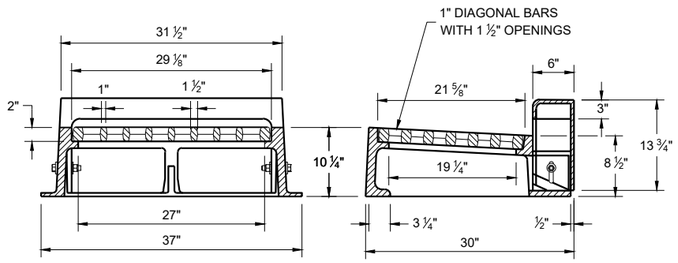
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE

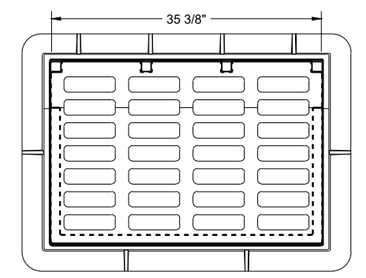


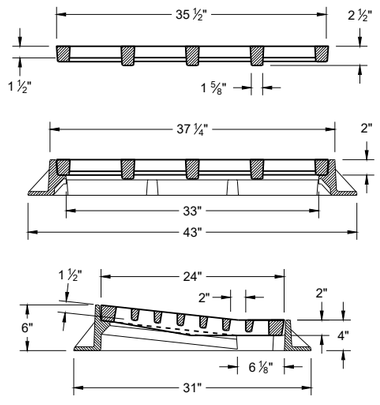
DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.

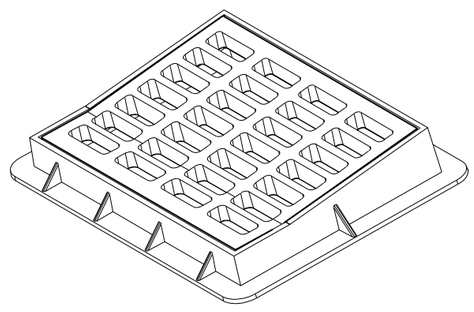


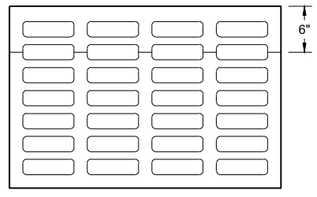
TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"









TYPE "DW"

NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.

INLET COVERS
TYPES B, B-A, C,
MS, MS-A ,DW AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

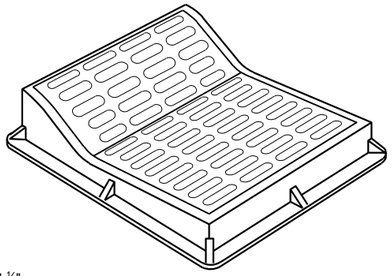
SDD 08A05-22b

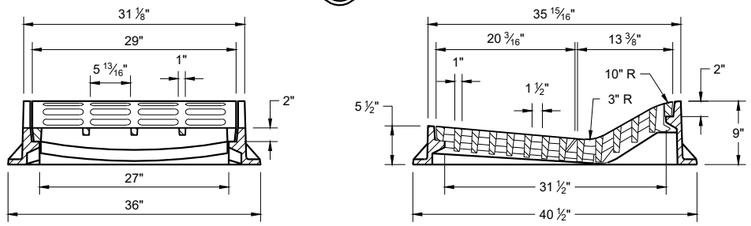
SDD 08A05-22b

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

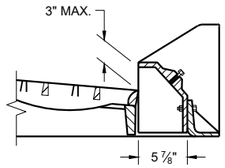
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

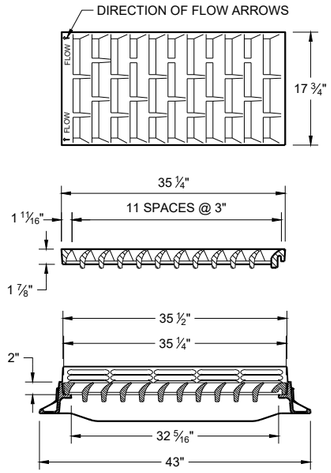


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

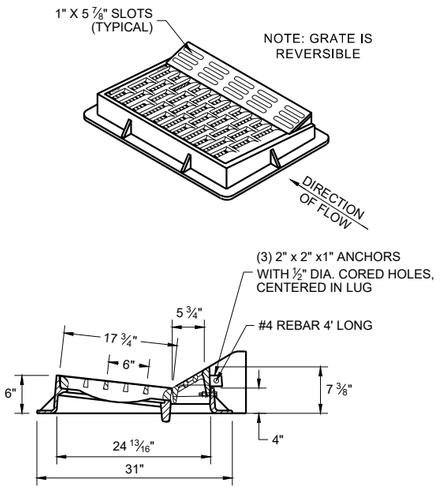
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



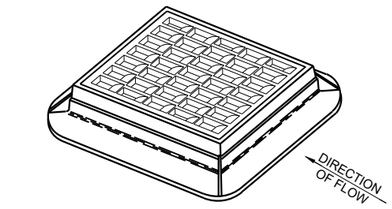
TYPE "HM"

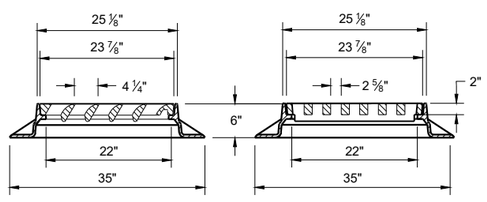
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



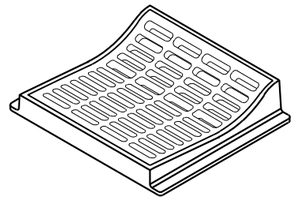
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

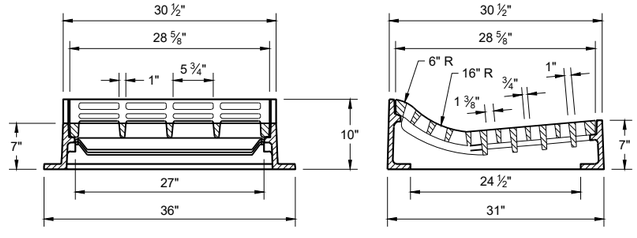
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

INLET COVERS
TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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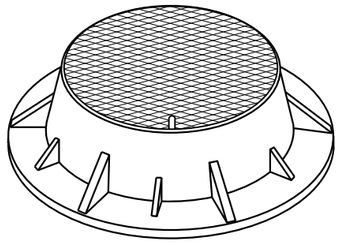
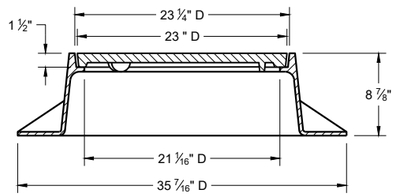
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

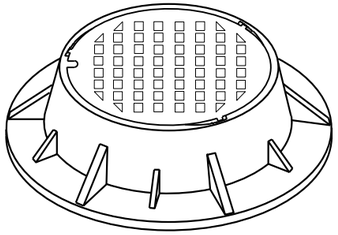
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

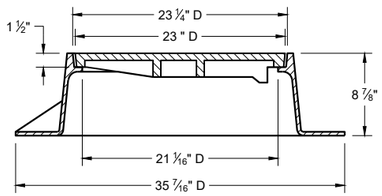




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

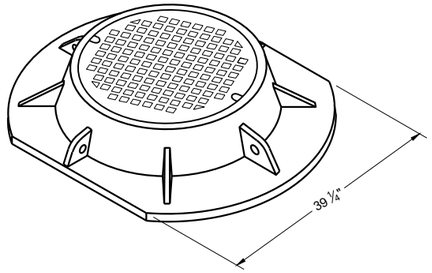


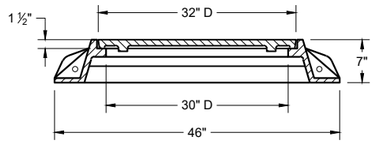


TYPE "J" SPECIAL

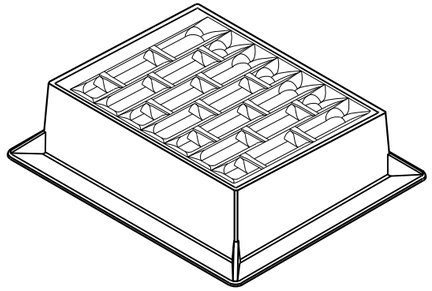
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

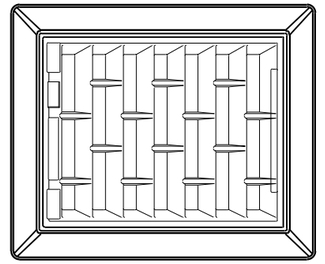
NOTE: EITHER CASTING IS ACCEPTABLE

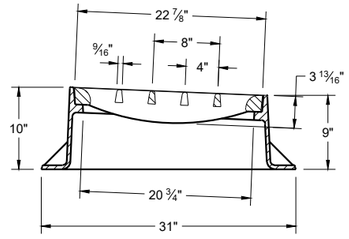


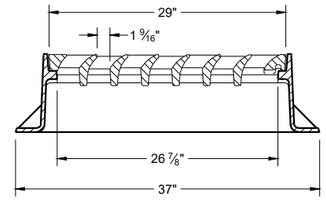


TYPE "K"

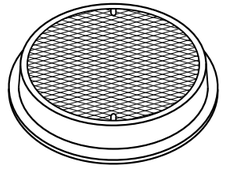


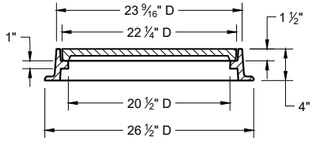




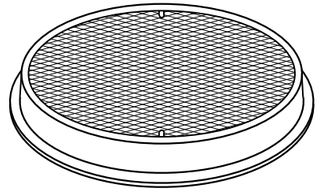


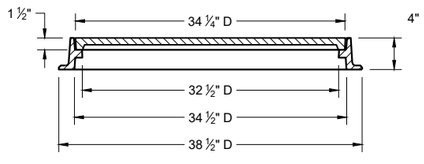
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
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February 2025 — DATE
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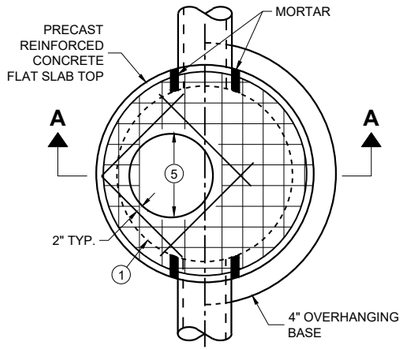
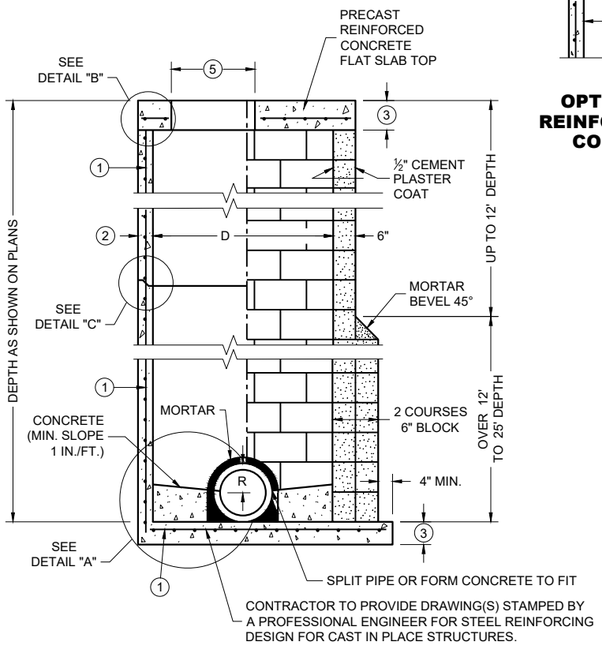


PLAN VIEW

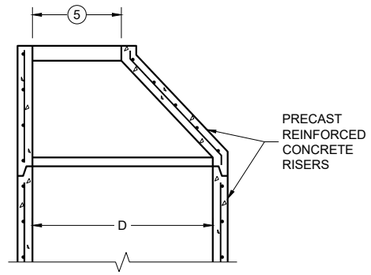
CIRCULAR OPENING



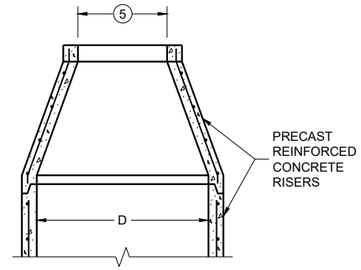
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

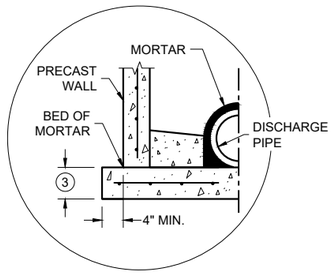
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



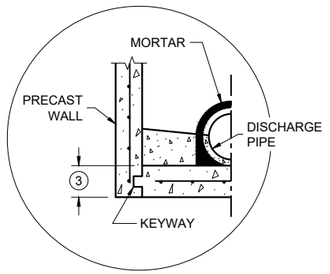
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

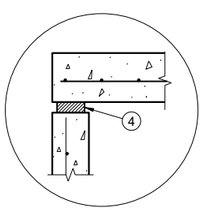


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

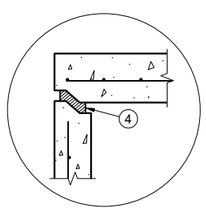


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

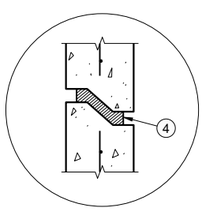


TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"

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".

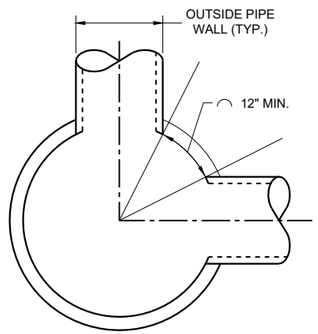
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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

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SDD 08B09-04

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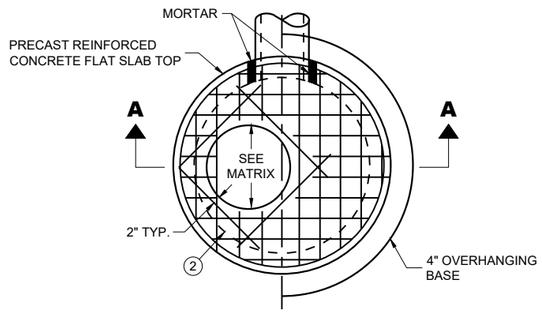
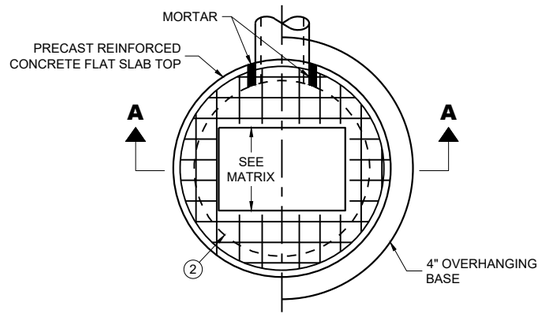
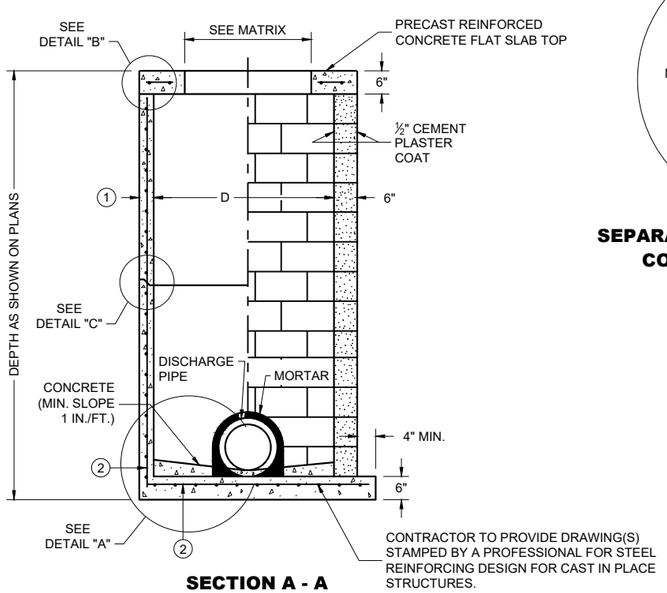
SDD 08B09-04



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

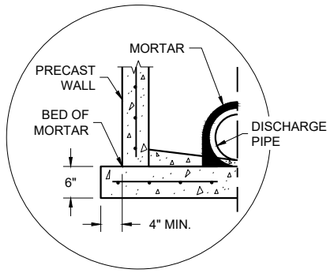
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

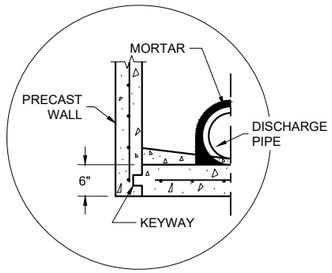
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

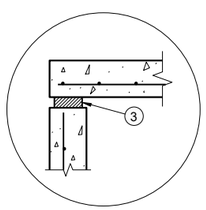


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

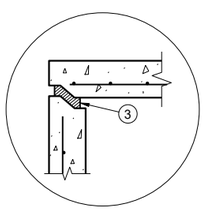


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

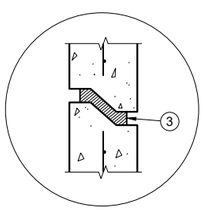
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

GENERAL NOTES

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 INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

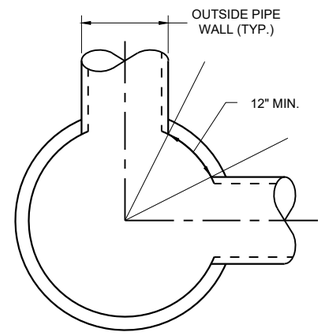
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

INLETS 3-FT AND 4-FT DIAMETER

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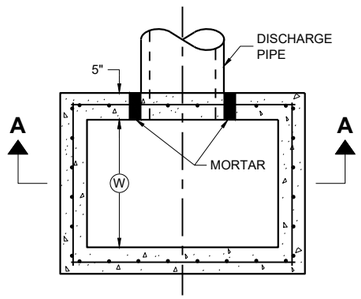
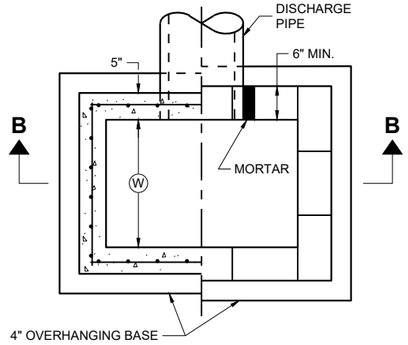
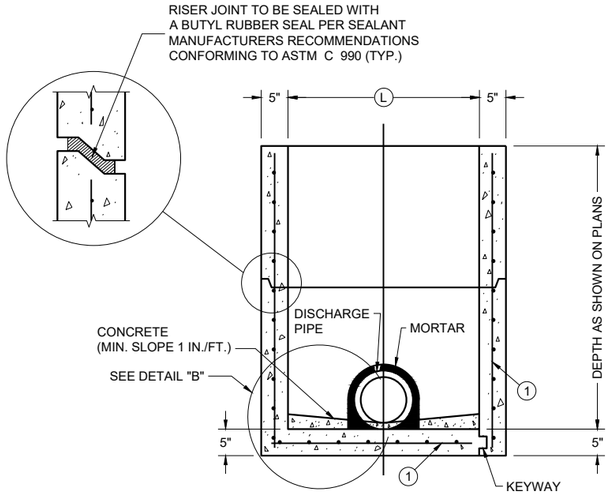


PLAN VIEW



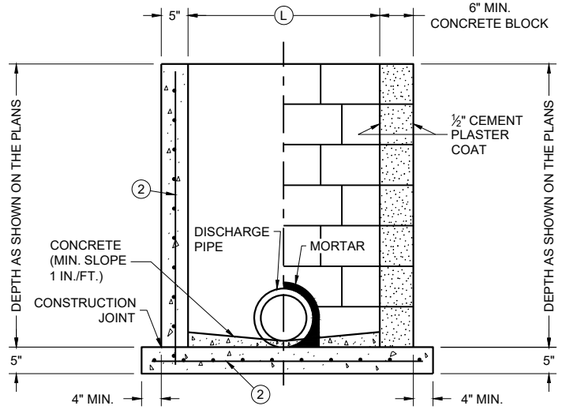
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

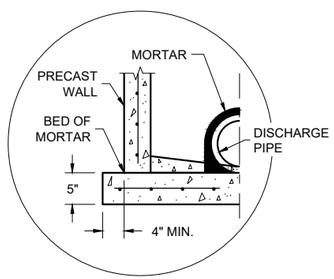
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

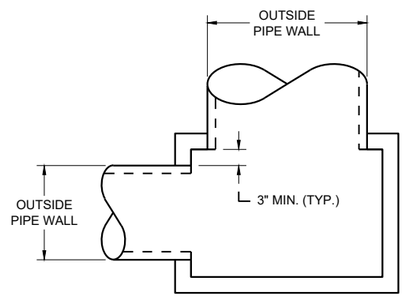
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T 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 INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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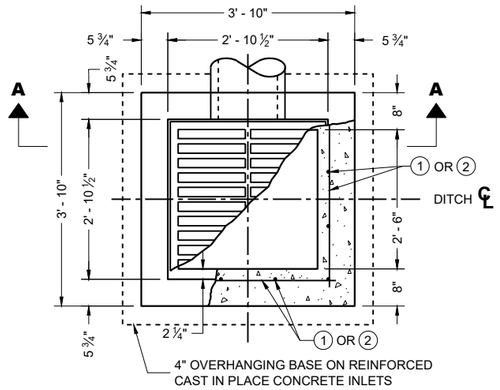
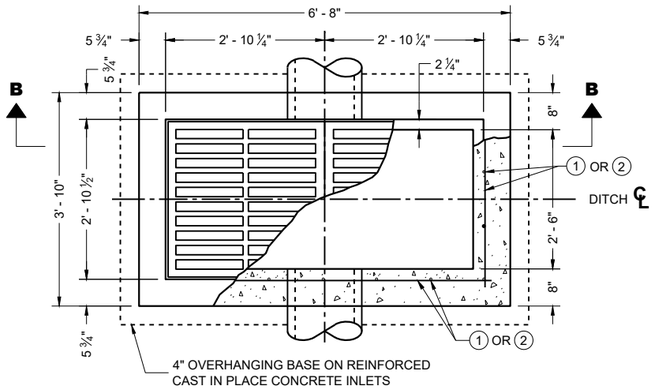
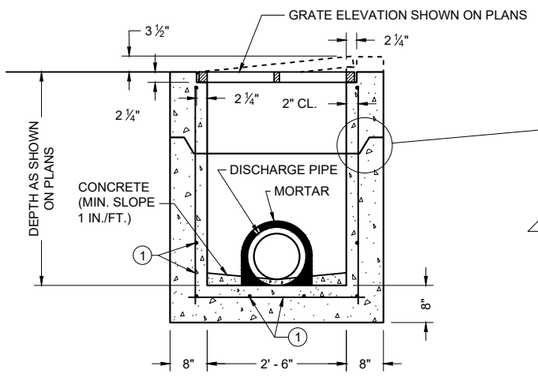


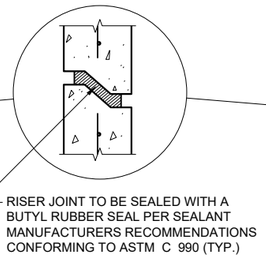
PLAN VIEW

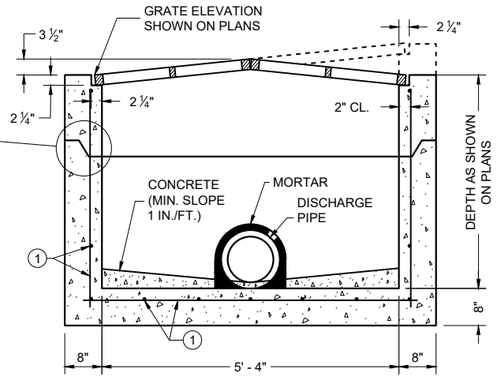


PLAN VIEW

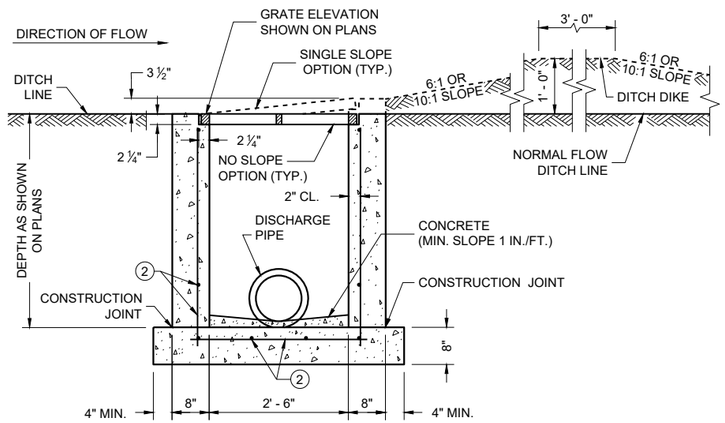


PRECAST REINFORCED CONCRETE SECTION A - A



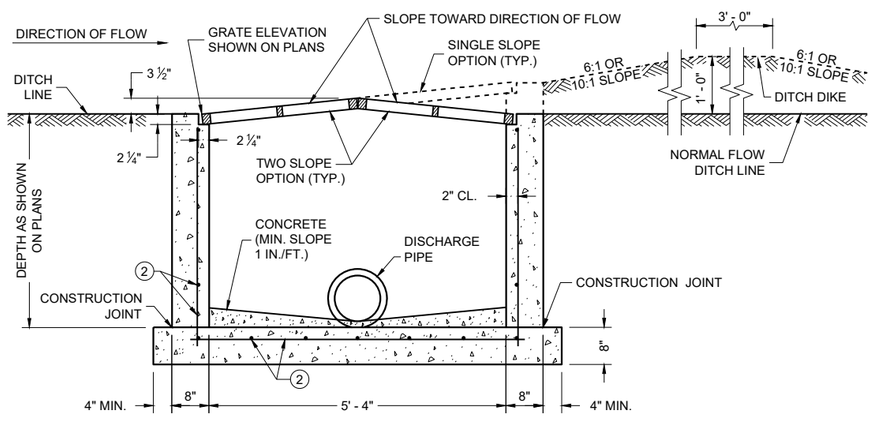


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T 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 INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

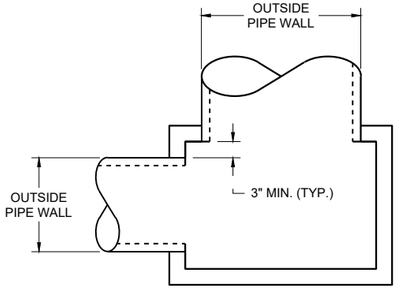
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
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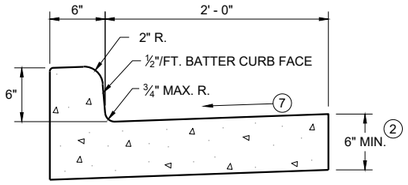
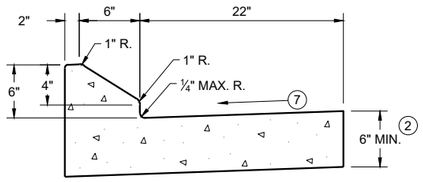
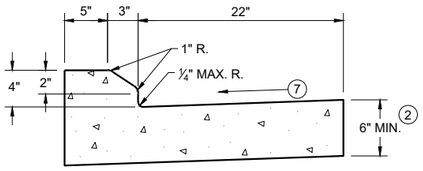


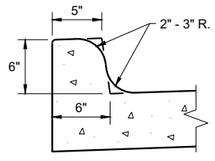
TYPES A (1) & D



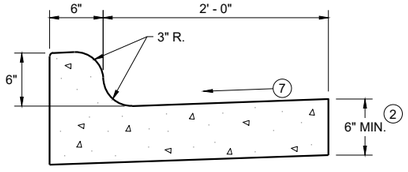
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

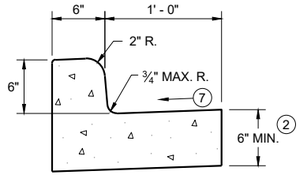


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



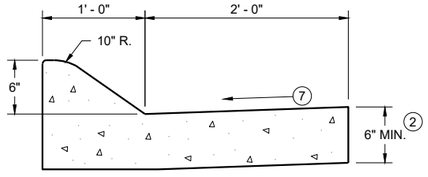
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

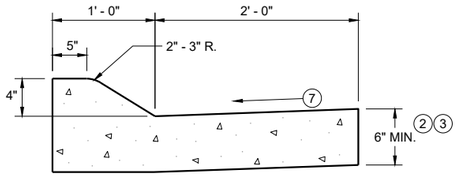


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

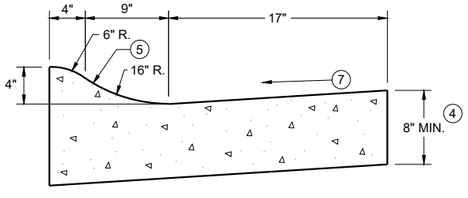


6" SLOPED CURB TYPES A (1) & D



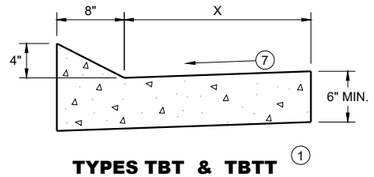
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

TBT & TBTT	X
30"	22"
36"	28"

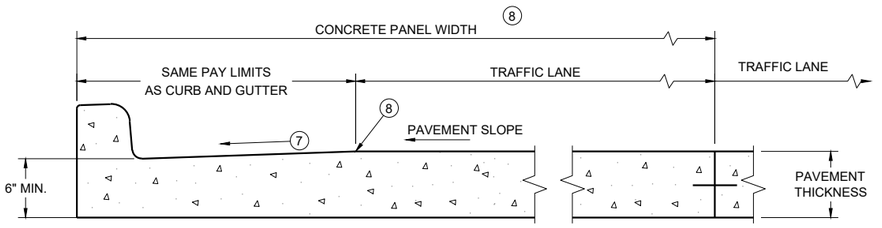


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

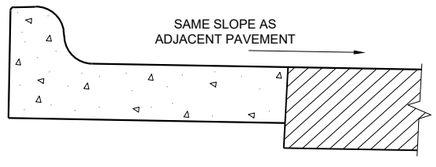
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(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.

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

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

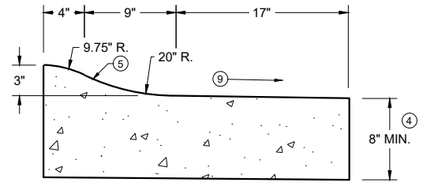
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

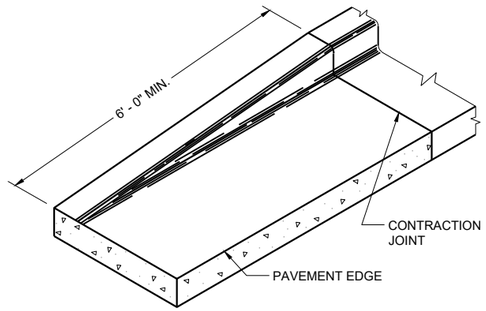
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



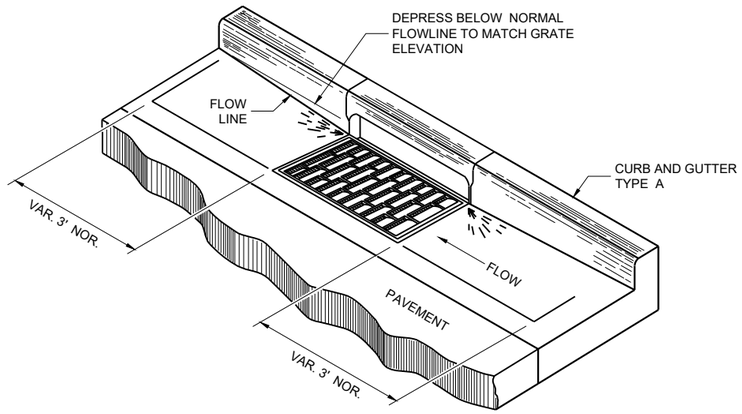
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

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.

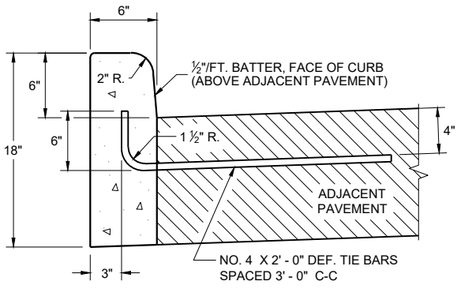
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

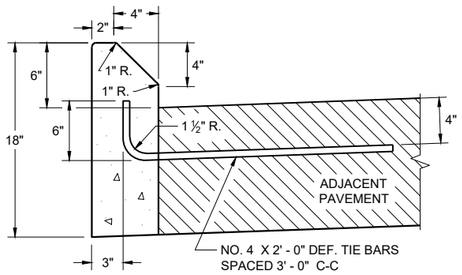
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

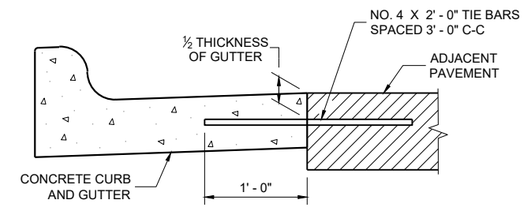


TYPES A (1) & D

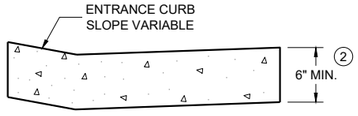


TYPES G (1) & J

CONCRETE CURB

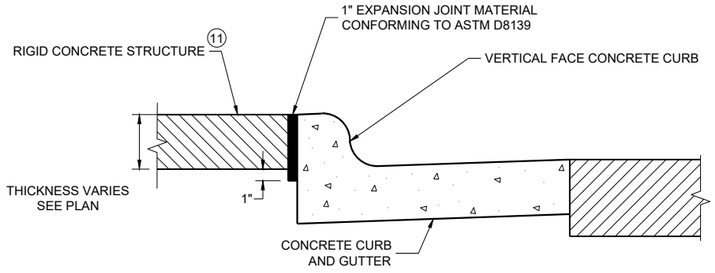


TYPICAL TIE BAR LOCATION (1)

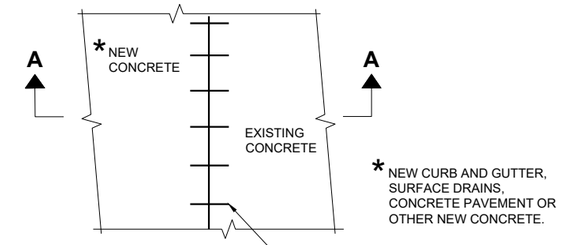


DRIVEWAY ENTRANCE CURB (10)

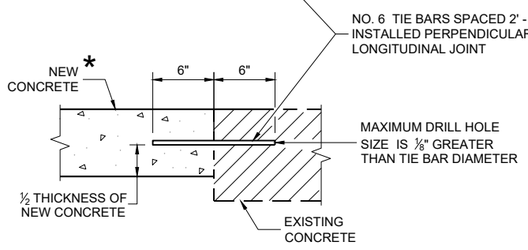
(WHEN DIRECTED BY THE ENGINEER)



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

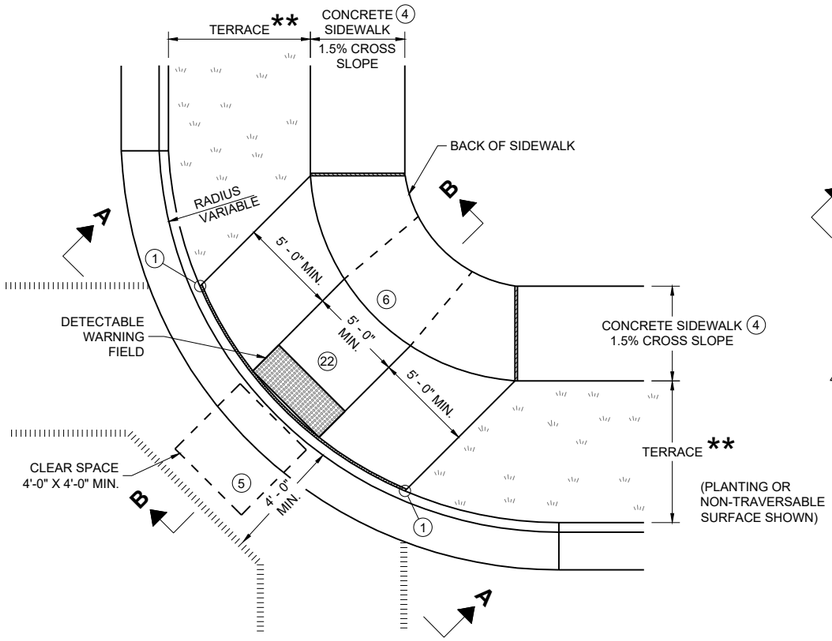
FHWA

6

SDD 08D01-24b

6

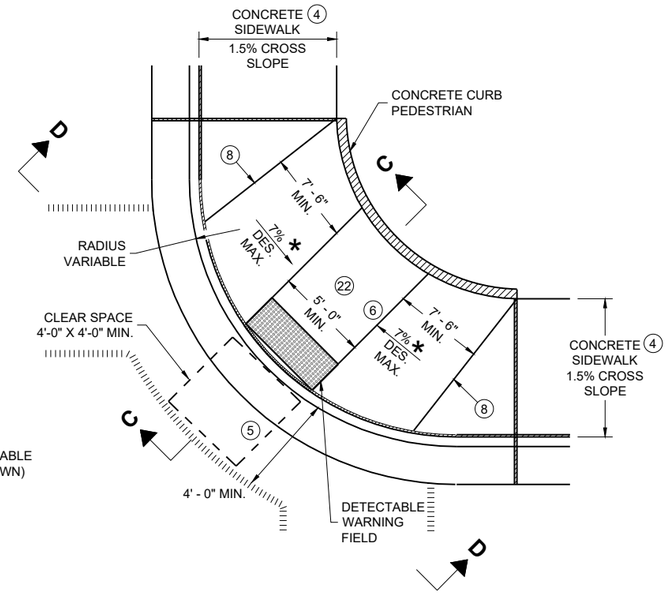
SDD 08D01-24b



PLAN VIEW

CURB RAMP TYPE 1

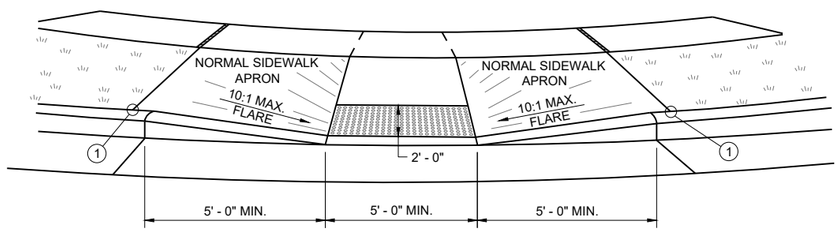
(CENTER OF CORNER RADIUS)



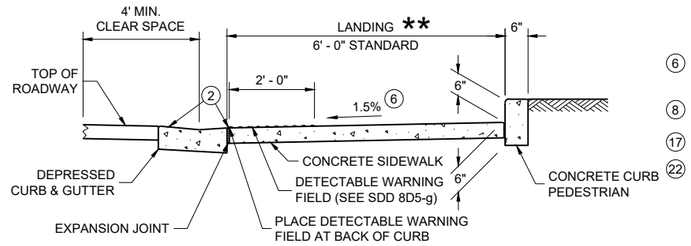
PLAN VIEW

CURB RAMP TYPE 1 - A

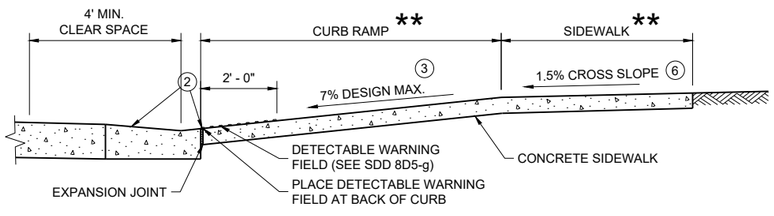
(NO TERRACE)



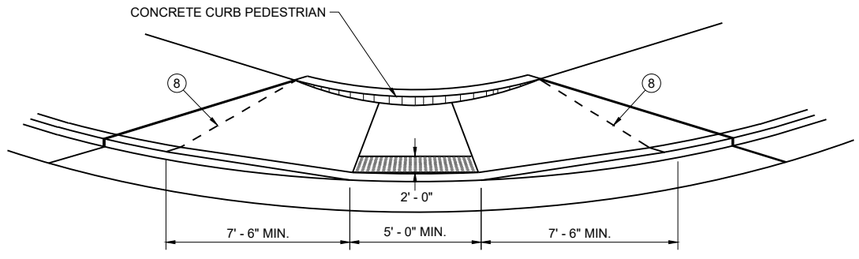
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE CURB RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF CURB RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE CURB RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

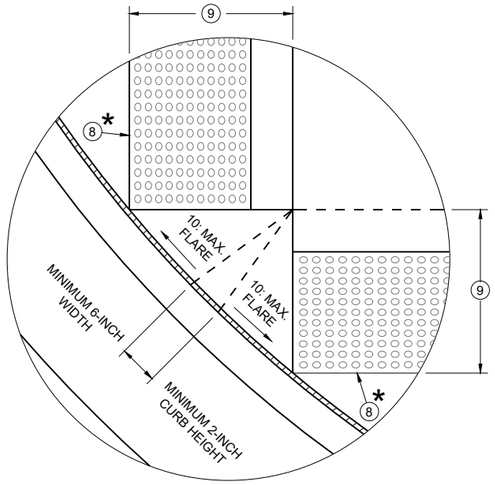
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

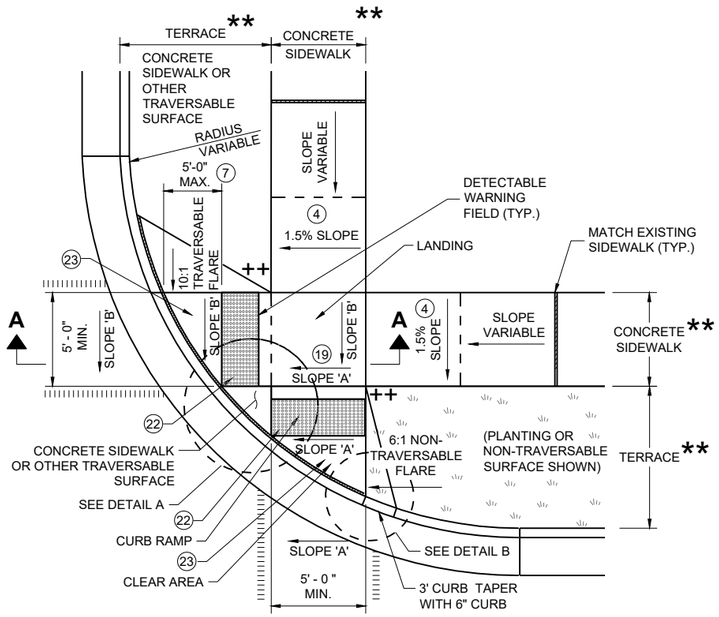
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



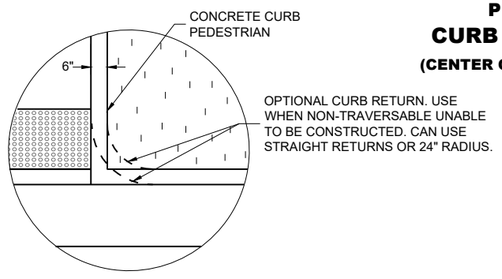
DETAIL A



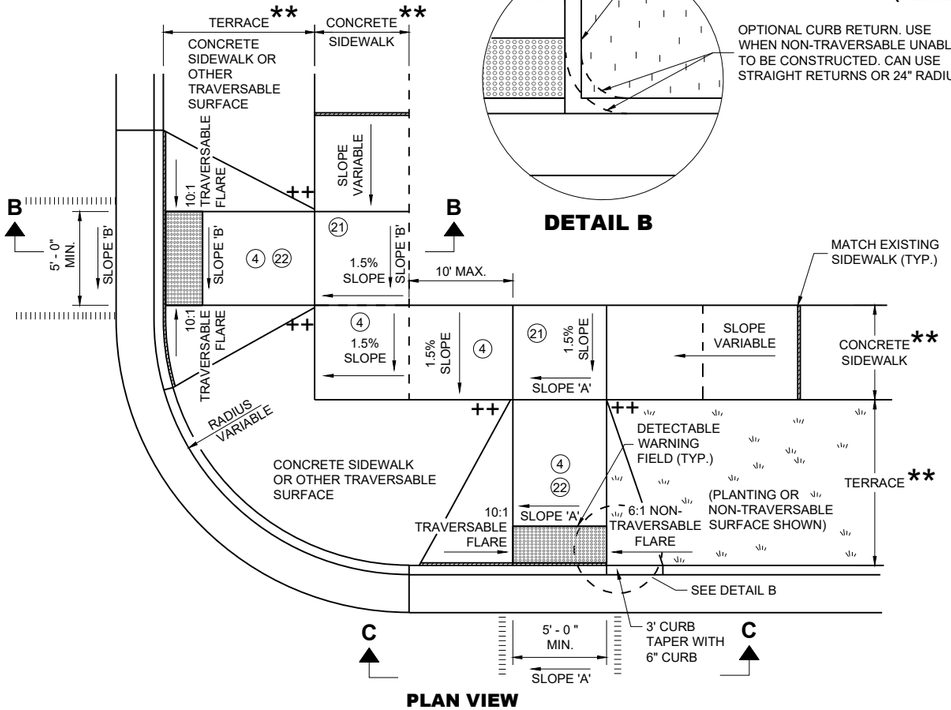
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



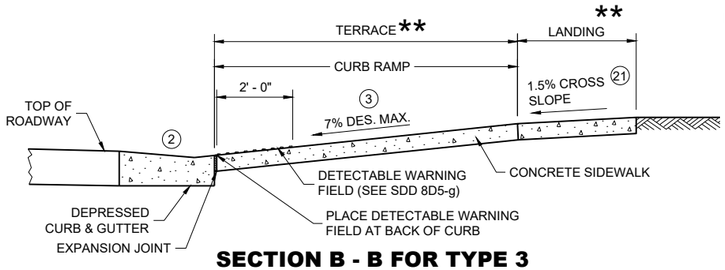
DETAIL B



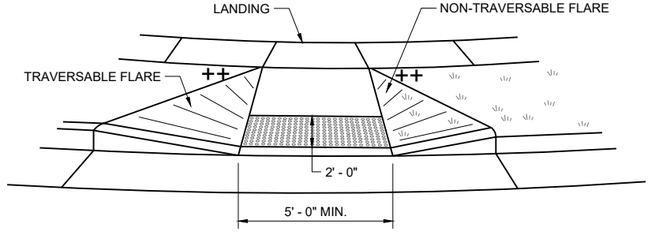
PLAN VIEW

CURB RAMP TYPE 3

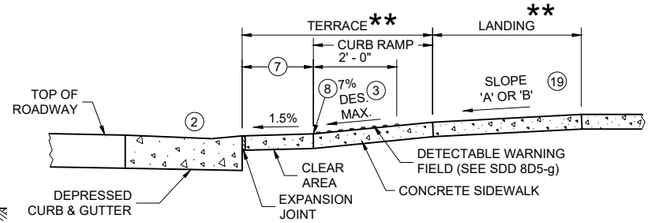
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A 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.

(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.

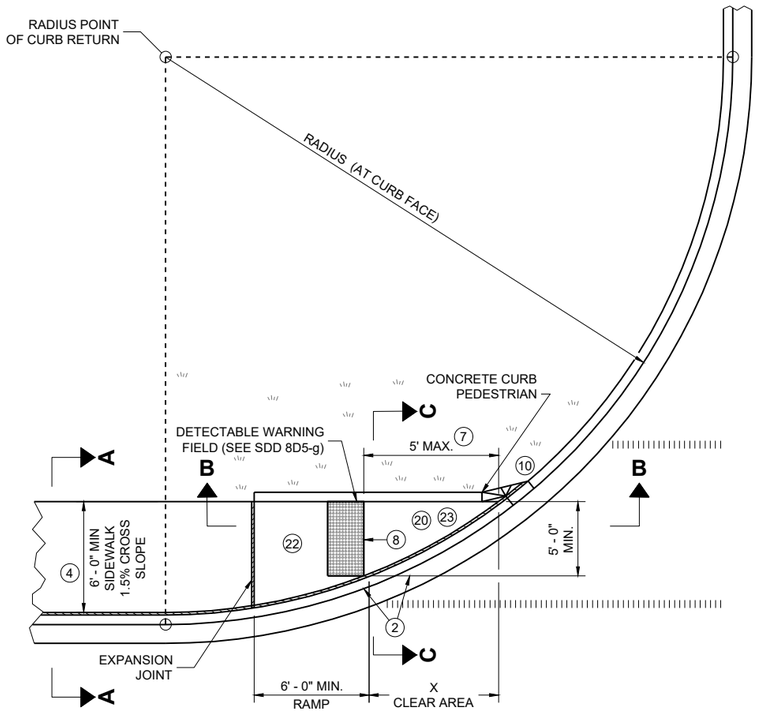
LEGEND

▨	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

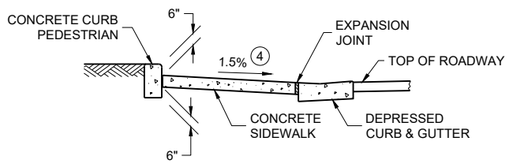
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-22b

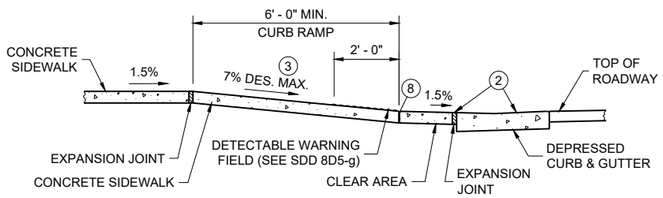


PLAN VIEW

CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



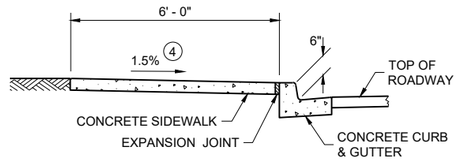
SECTION B - B FOR TYPE 4A AND TYPE 4A1

LEGEND

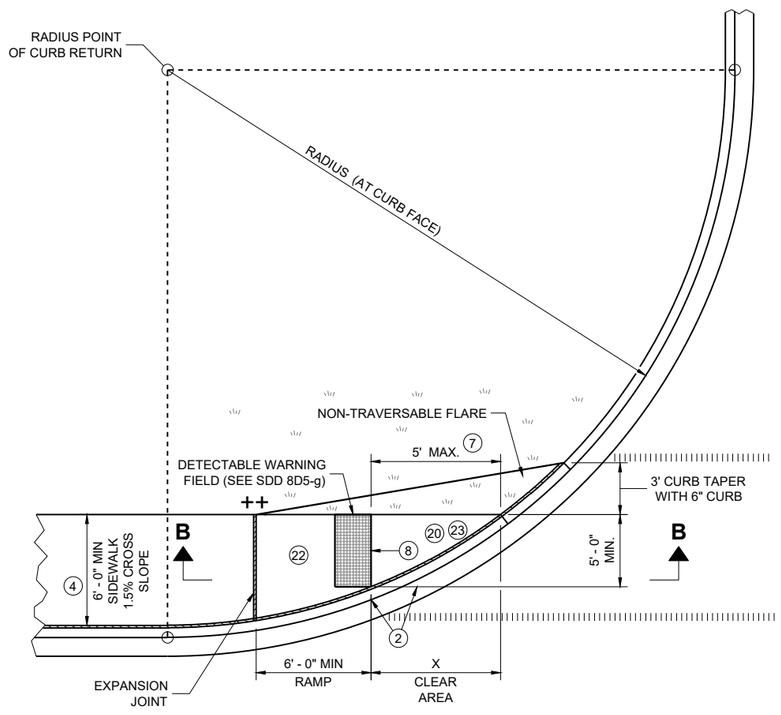
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW

CURB RAMP TYPE 4A1

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

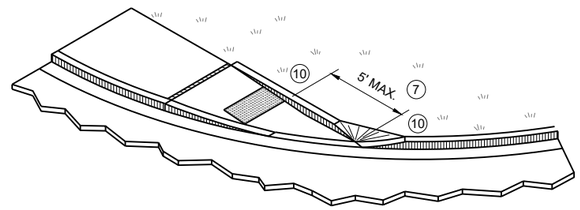
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

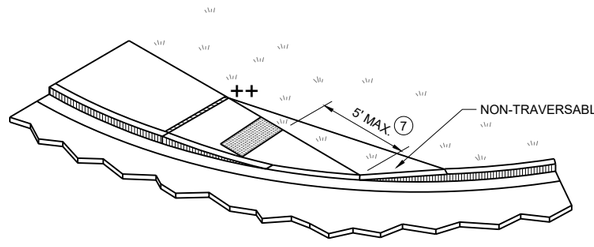
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



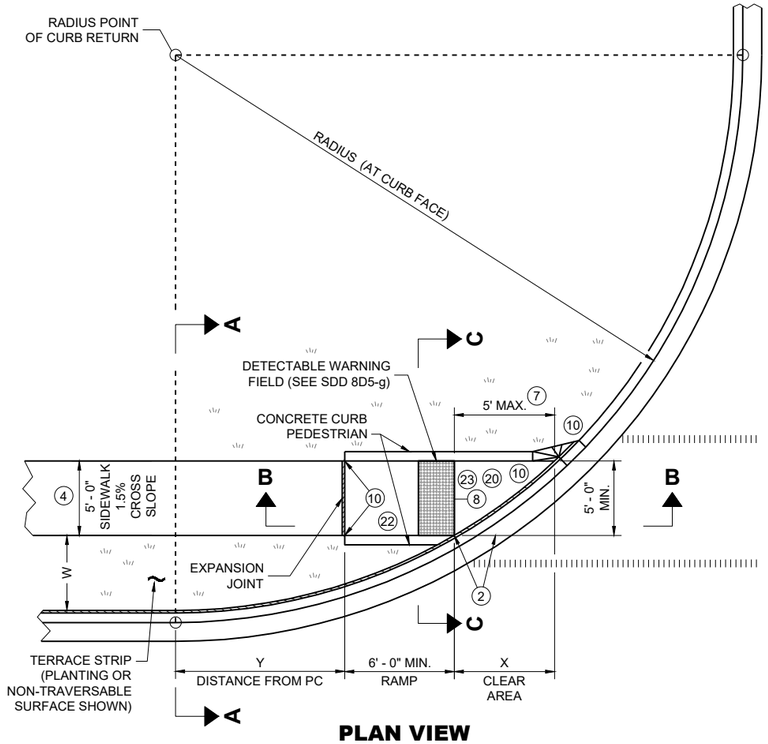
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

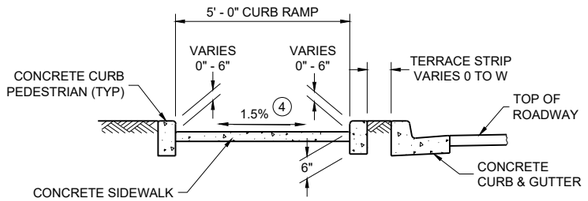
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

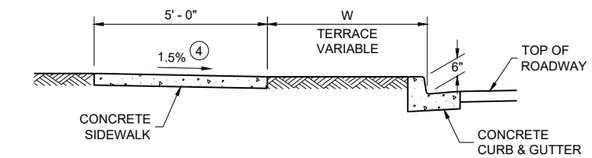
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

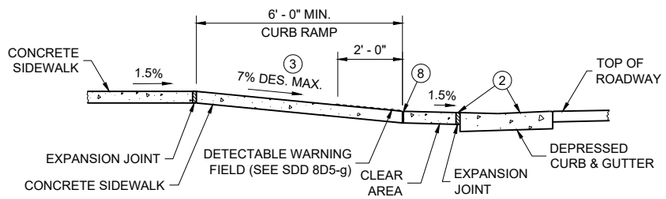
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(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.

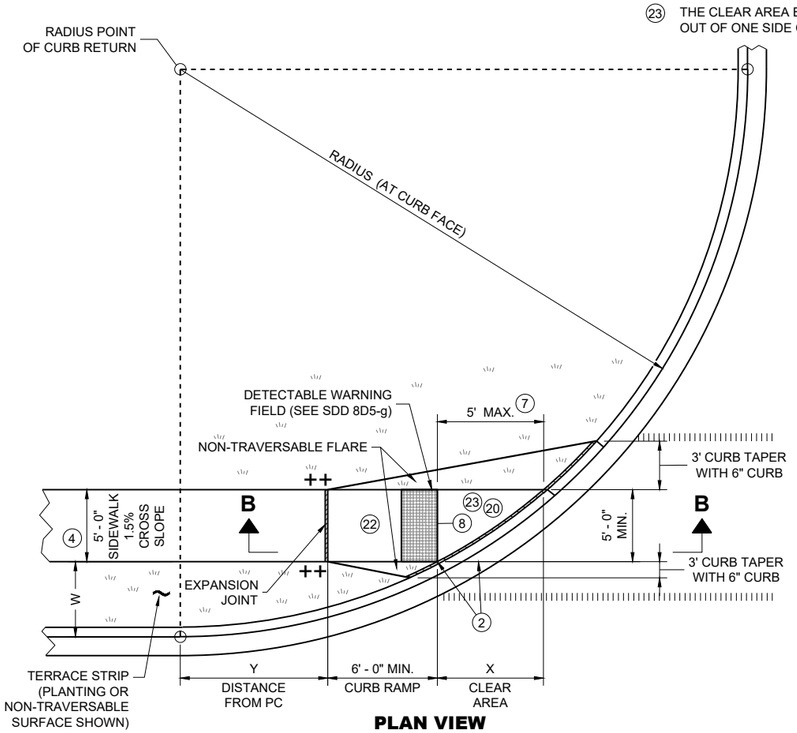
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



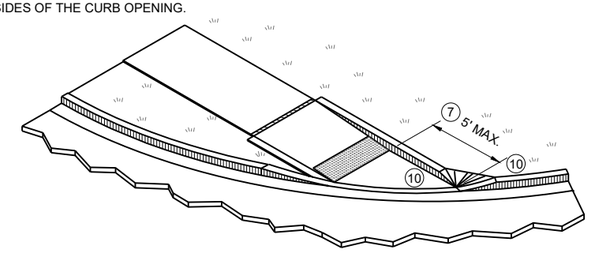
SECTION A - A FOR TYPE 4B



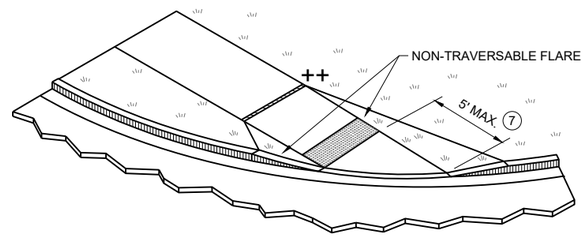
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



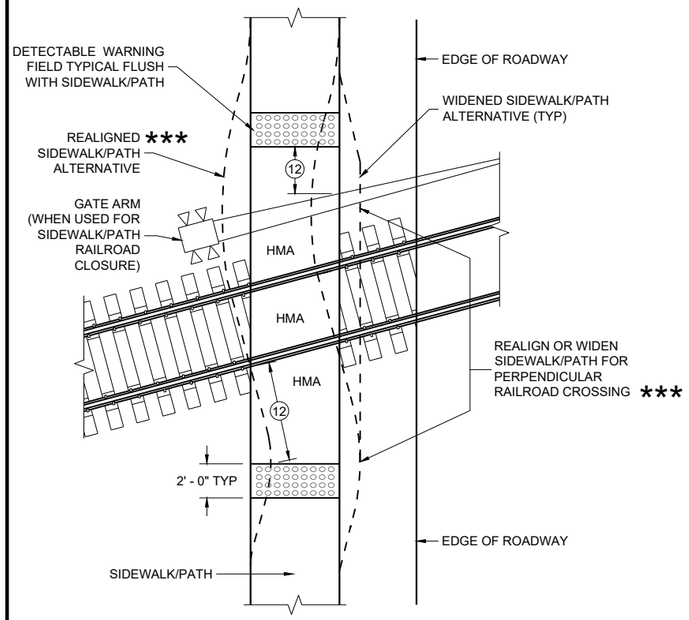
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

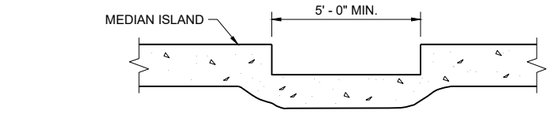
6

SDD 08D05-22d

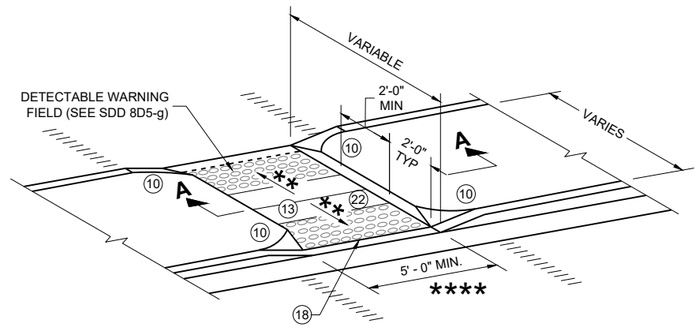


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

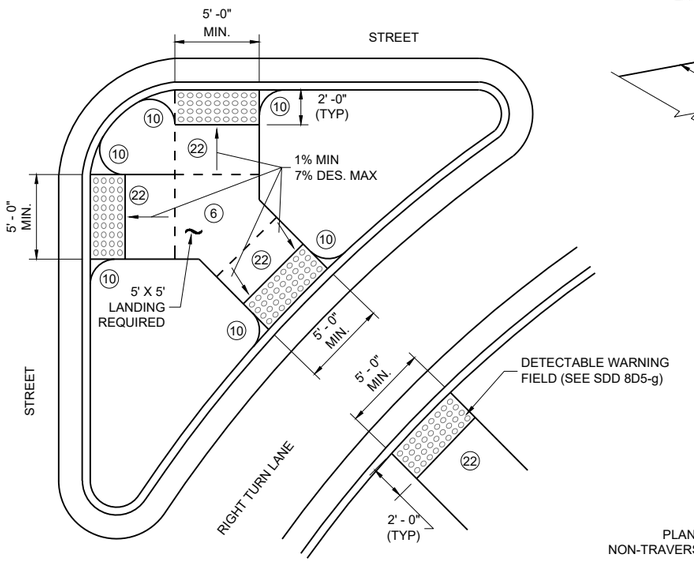
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

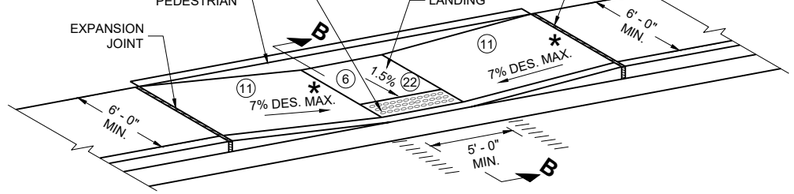
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



CURB RAMP TYPE 6

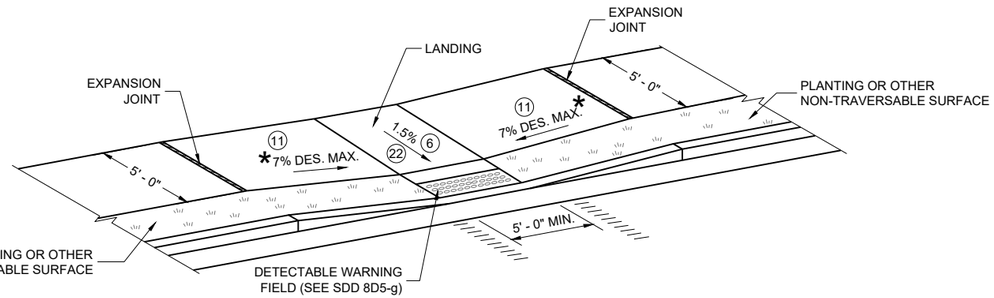
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

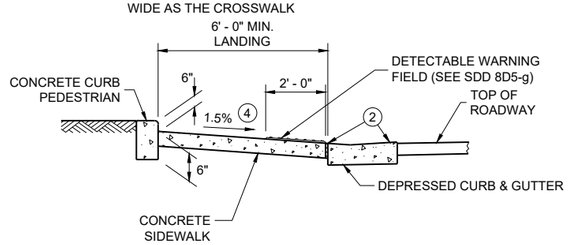


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	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

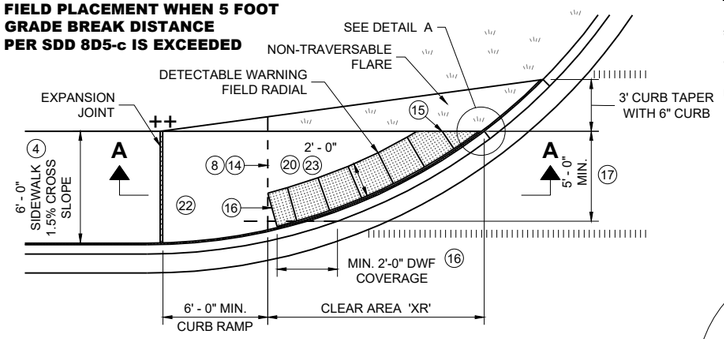
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-22e

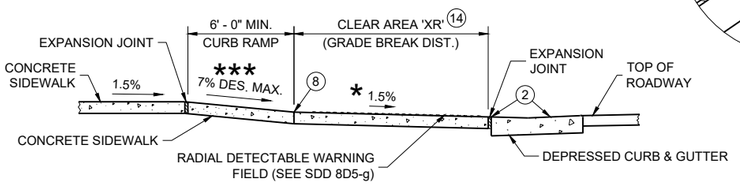
6

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



PLAN VIEW

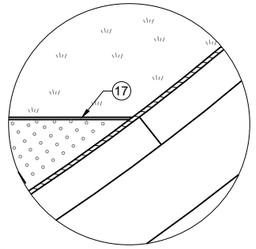
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.3%
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

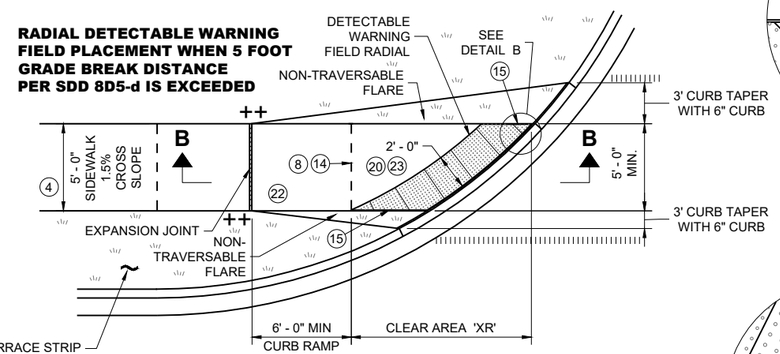
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

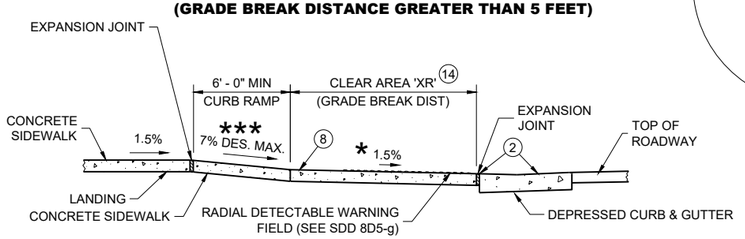
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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

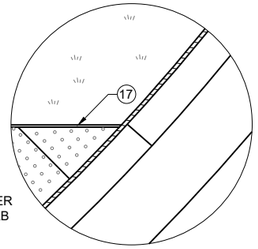


PLAN VIEW

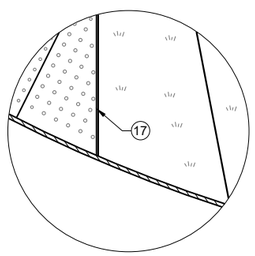
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

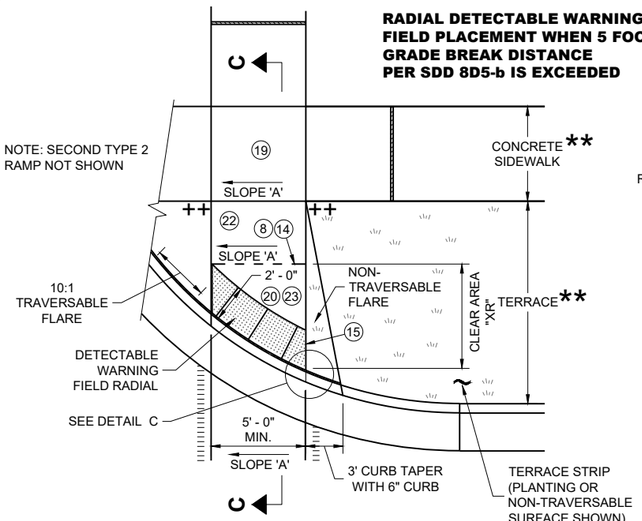


DETAIL B



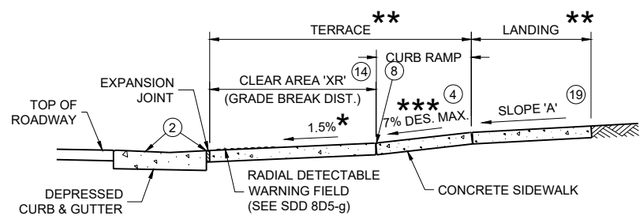
DETAIL C

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



PLAN VIEW

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



SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

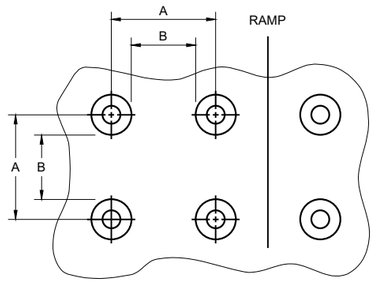
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

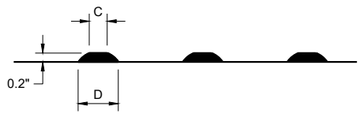
SDD 08D05-22f

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

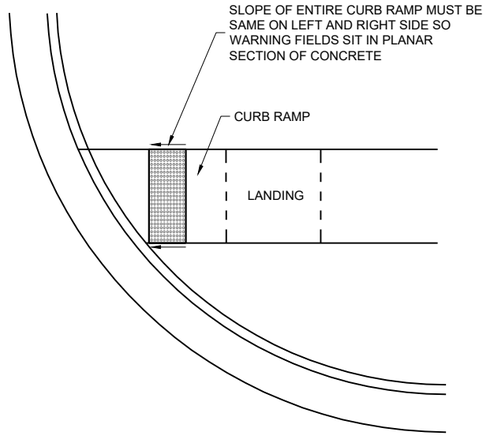
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

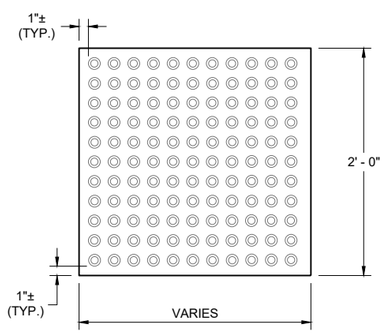
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

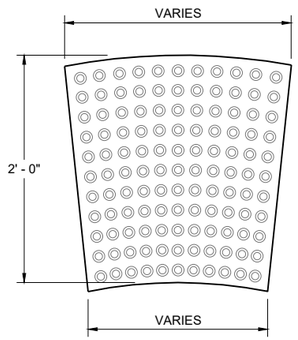
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

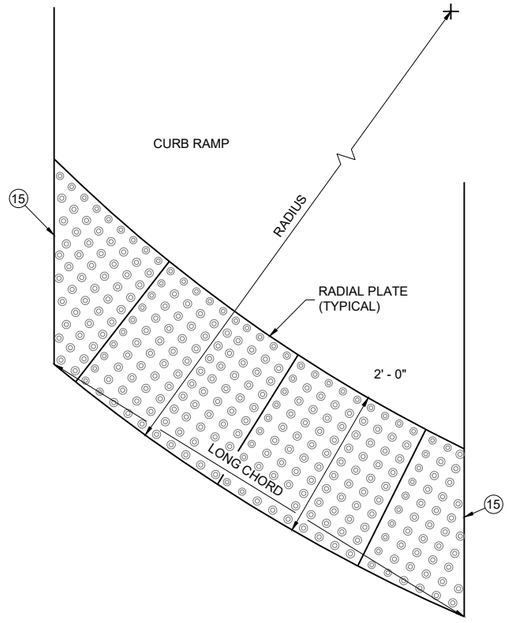


RECTANGULAR PLATES

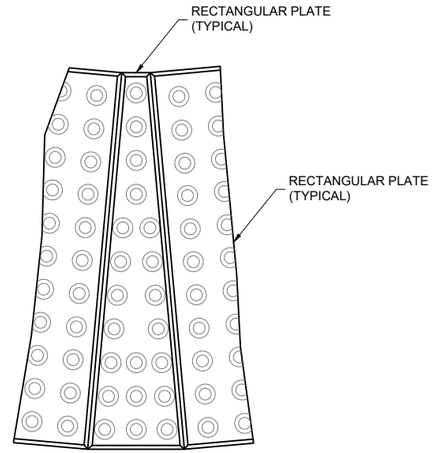


RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>

FHWA

6

SDD 08D05-22g

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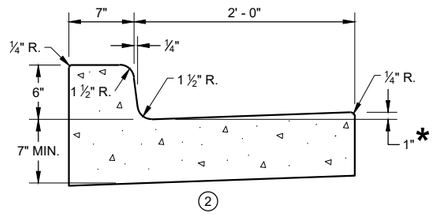
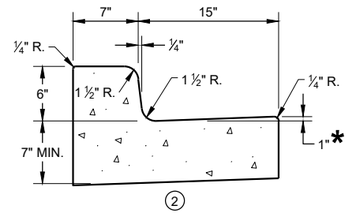
SDD 08D05-22g

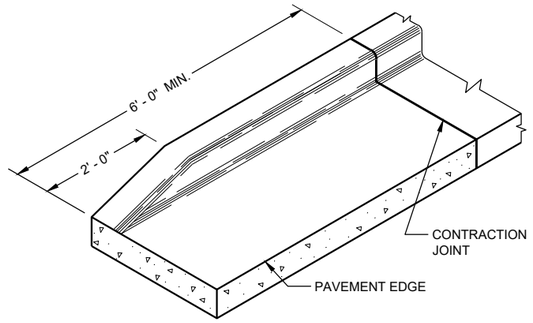


CONCRETE CURB AND GUTTER 31" ①

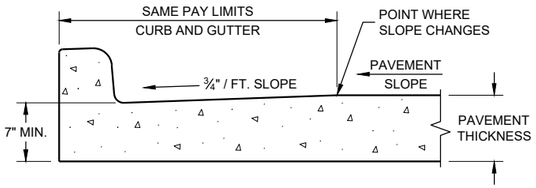
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



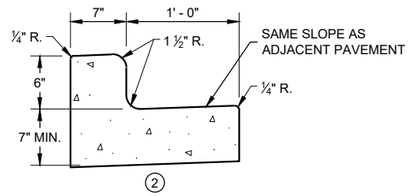
CONCRETE CURB AND GUTTER 22" ①



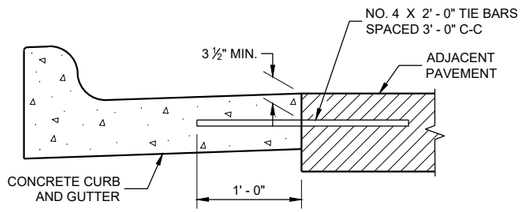
END SECTIONCURB AND GUTTER



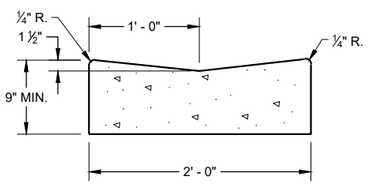
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



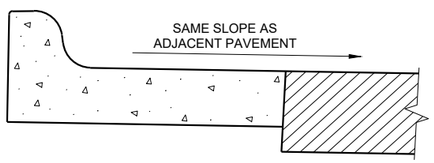
CONCRETE CURB AND GUTTER 19" ①



TYPICAL TIE BAR LOCATION ①



CONCRETE GUTTER 24" ①



HIGH SIDE SECTION ③

(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

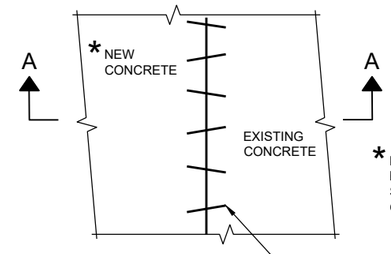
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

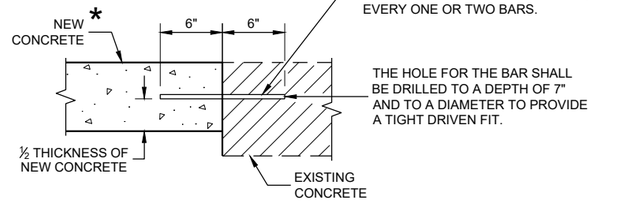
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



PLAN VIEW

*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.



SECTION A - A

PAVEMENT TIES

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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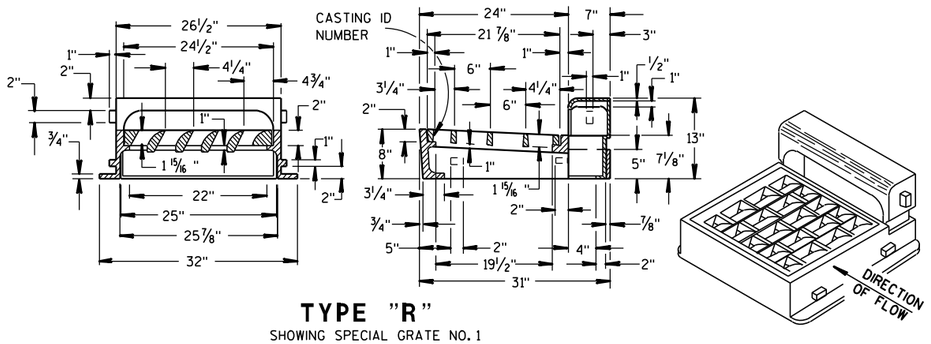
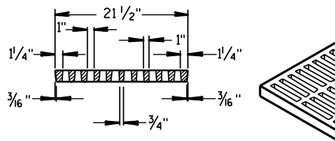
SDD 08D16 - 11
SDD 08D16 - 11

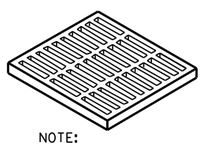
INLET COVERS



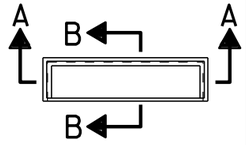
TYPE "R"

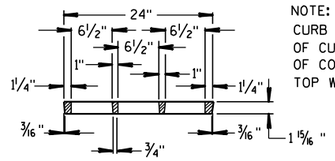
SHOWING SPECIAL GRATE NO. 1
(TO BE NOTED AS R-1 IN DRAINAGE TABLE)



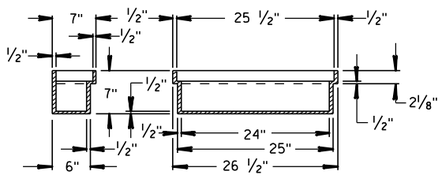


(APPROX. WEIGHT - 510 LBS.)
FRAME..... 245 LBS.
CURB..... 120 LBS.
GRATE..... 145 LBS.





NOTE:
CURB PLUG USED IN PLACE OF CURB BOX IN ABSENCE OF CONC. CURB. FILL TO TOP WITH CONCRETE.



GRATE FOR TYPE "R" INLET COVER

(GRATE..... 150 LBS.)
(TO BE USED UNLESS OTHERWISE NOTED IN DRAINAGE TABLE)

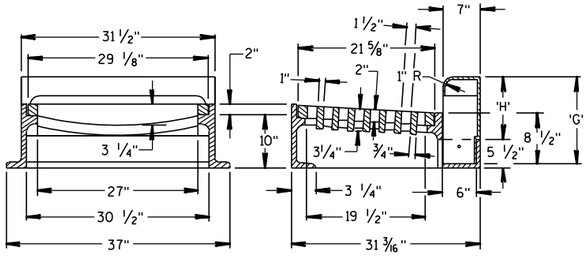
SECTION B-B SECTION A-A

SPECIAL CURB PLUG "P"

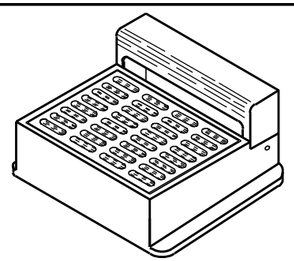
(CURB PLUG..... 85 LBS.)
(TO BE NOTED AS R-P IN DRAINAGE TABLE)

'H' = 9" FOR 6" CURB
'H' = 11" FOR 8" CURB

'G' = 13 3/4" FOR 6" CURB
'G' = 15 3/4" FOR 8" CURB



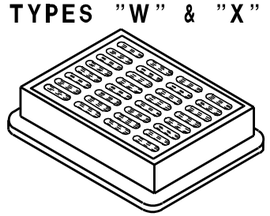
TYPE "W"

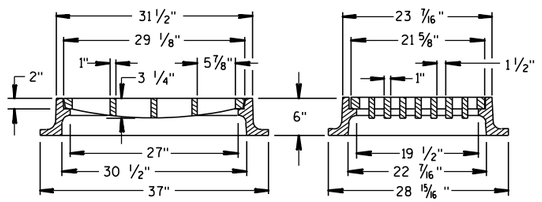


(APPROX. WEIGHT - 670 LBS.)
FRAME..... 350 LBS.
CURB BOX..... 135 LBS.
GRATE..... 185 LBS.

ALTERNATE GRATE
(FOR EXPRESSWAY RAMPS)

TYPES "W" & "X"

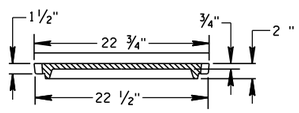




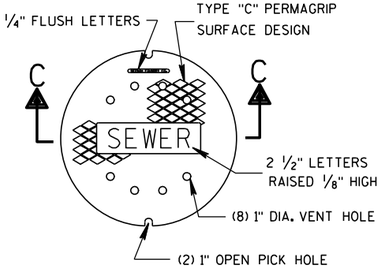
TYPE "X"

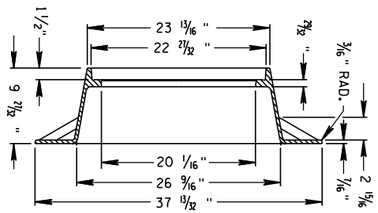
(APPROX. WEIGHT - 470 LBS.)

MANHOLE COVER



SECTION C-C





TYPE "Q"

(APPROX. WEIGHT - 290 LBS.)

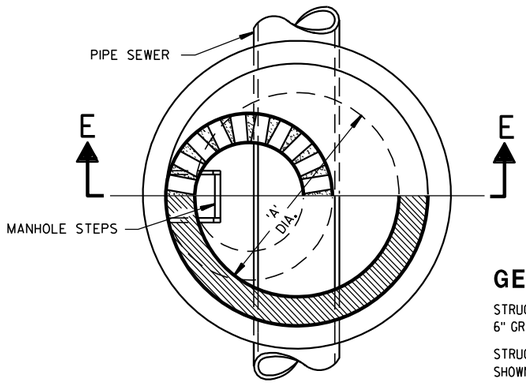
TABLE OF DIMENSIONS

TYPE	'A'	'B'	'C'
11	3'-6"	2'-8"	12" - 36"*
12	4'-0"	3'-8"	12" - 42"**
13	5'-0"	5'-8"	42" - 48"
14	6'-0"	7'-8"	54" - 60"

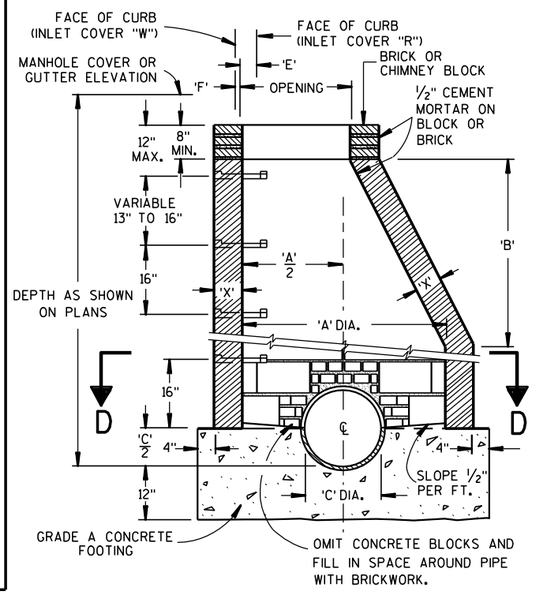
* 12" - 21" FOR PRECAST MANHOLES
** 12" - 24" FOR PRECAST MANHOLES

THE FIRST STEP SHALL BE PLACED 16" ABOVE THE BENCH.

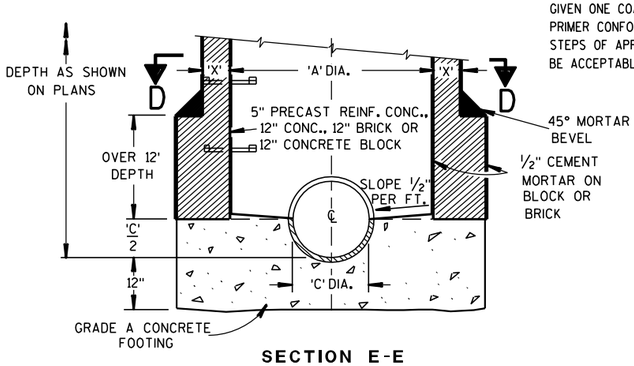
MANHOLE



HALF SECTION D-D



SECTION E-E



SECTION E-E

TYPES 11, 12, 13 & 14

TABLE OF OPENING DIMENSIONS

COVER TYPE	COVER DESCRIPTION	OPENING	'E'	'F'
"O"	ROUND	2'-2" DIA.	—	—
"W"	CURB BOX	1'-8" X 2'-6"	—	1"
"X"	INLET	1'-10" X 2'-6"	—	—
"R"	CURB BOX	2'-0" X 2'-1"	4"	—

GENERAL NOTES

STRUCTURE WALL THICKNESS 'X' TO BE 8" BRICK, 6" CONCRETE BLOCK, 6" GRADE A CONCRETE OR 5" PRECAST REINFORCED CONCRETE.

STRUCTURE FOOTINGS ARE TO BE GRADE A CONCRETE OF THE THICKNESS SHOWN IN THE DETAIL OR 5" PRECAST REINFORCED CONCRETE.

REINFORCEMENT FOR 5" PRECAST REINFORCED CONCRETE SHALL BE 6" X 6" W16 X W16 WELDED SREEL WIRE FABRIC AND SHALL BE EMBEDDED 2" CLEAR.

PRECAST INLET UNITS AND BASES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

PRECAST CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6" IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACK-FILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

SET FRAME ELEVATION 0.03 FT. LOWER THAN ELEVATION INDICATED ON THE PLANS.

THE CONTRACTOR MAY FORM AND POUR MONOLITHIC CONCRETE INVERT PROVIDED THE PIPE ENDS ARE EXTENDED INTO THE M.H. AND NOT TERMINATED WITHIN THE M.H. WALLS.

MANHOLE STEPS

STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH; 16 INCH C-C MAX. SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM WALL EMBEDMENT OF 3 INCHES IN PRECAST MANHOLE AND 6 INCHES IN 8 INCH BRICK OR 6 INCH BLOCK MANHOLE; TREAD OF STEP SHALL HAVE A NON-SKID SURFACE AND BE FLANKED BY CLEATS, WITH A MINIMUM OF 10 INCHES CLEAR BETWEEN CLEATS, TO PREVENT FOOT SLIPPING OFF THE EDGE CLEATS SHALL BE A MINIMUM OF 3/4 INCH HIGH BY 3/4 INCH WIDE HAVING A MINIMUM THICKNESS OF 3/8 INCH. STEPS SHALL BE CAPABLE OF SUPPORTING A CONCENTRATED LOAD OF 300 LBS. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

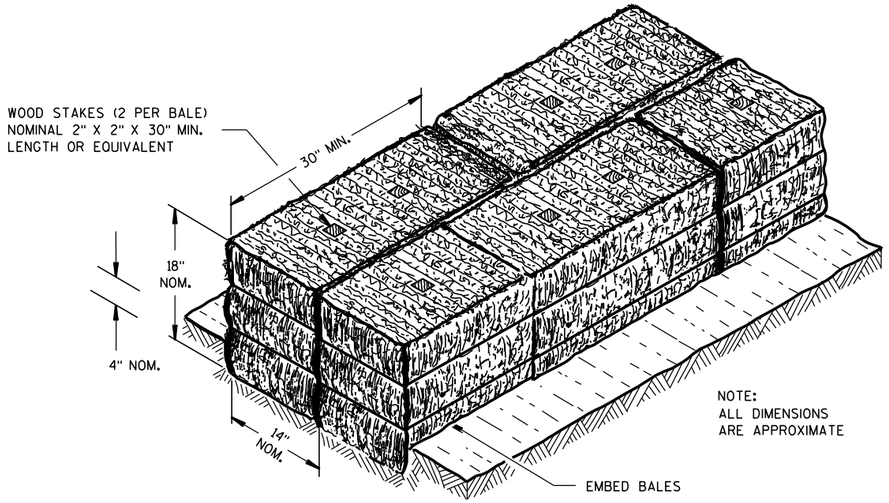
SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT. STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCING BAR WILL BE ACCEPTABLE.

MANHOLES, MANHOLE & INLET COVERS

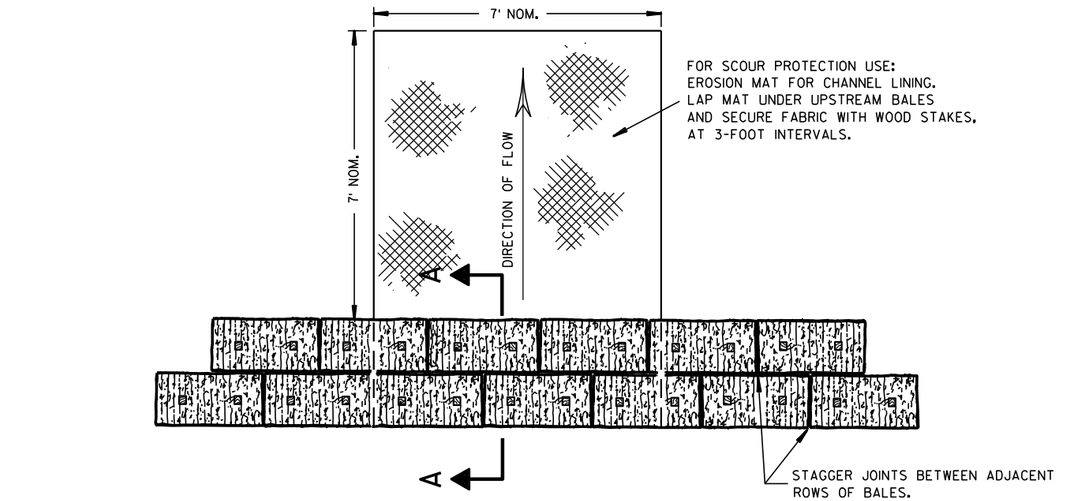
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/12/2011 — DATE
/S/ Jerry H. Zogg — ROADSIDE STANDARDS ENGINEER
579
FHWA

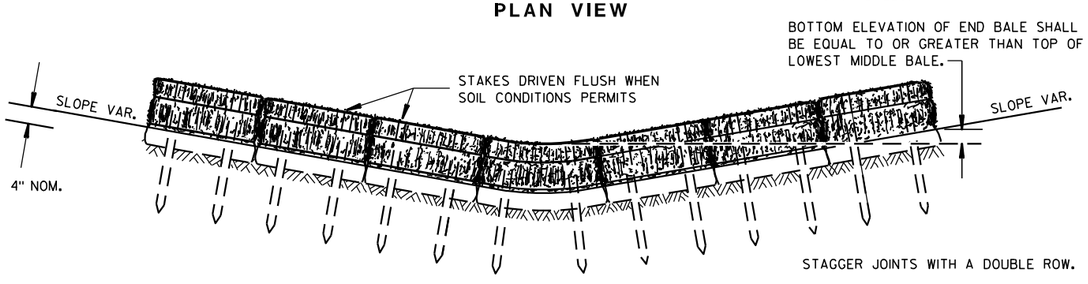
6
S.D.D. 8 D 17-6



SECTION A-A



PLAN VIEW



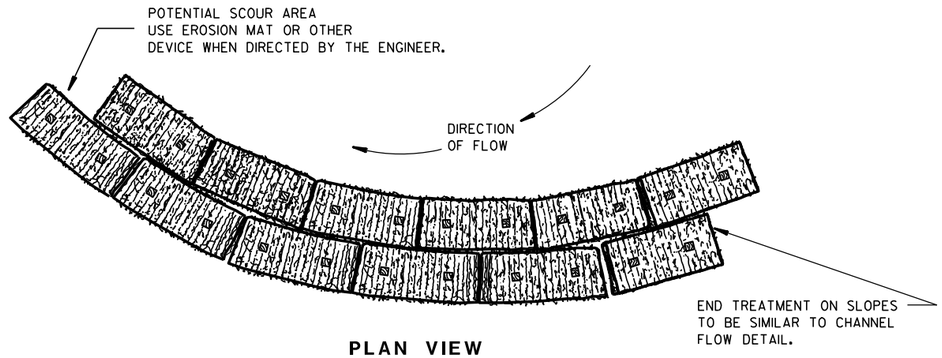
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

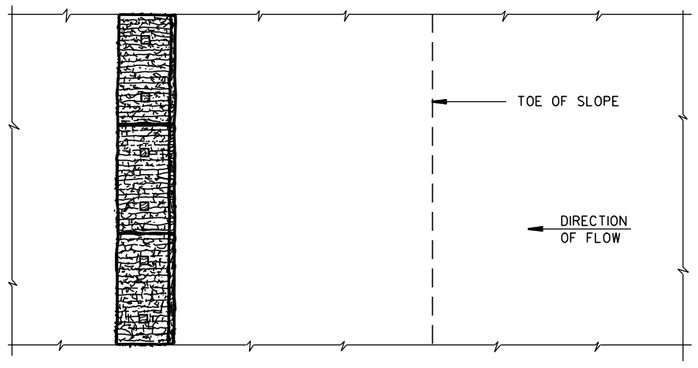
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

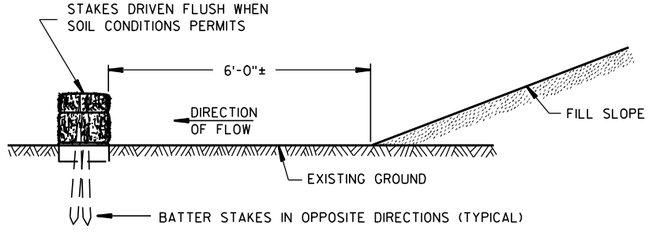


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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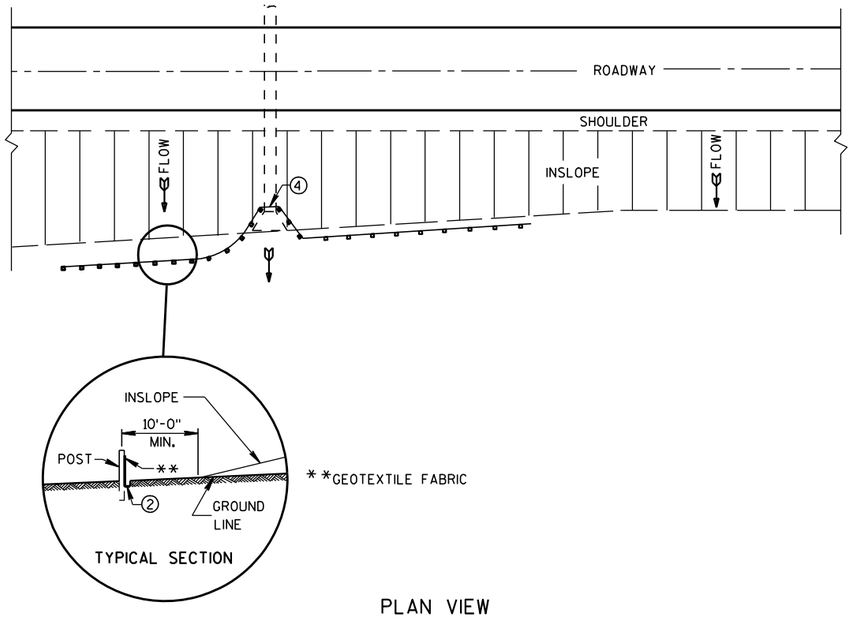
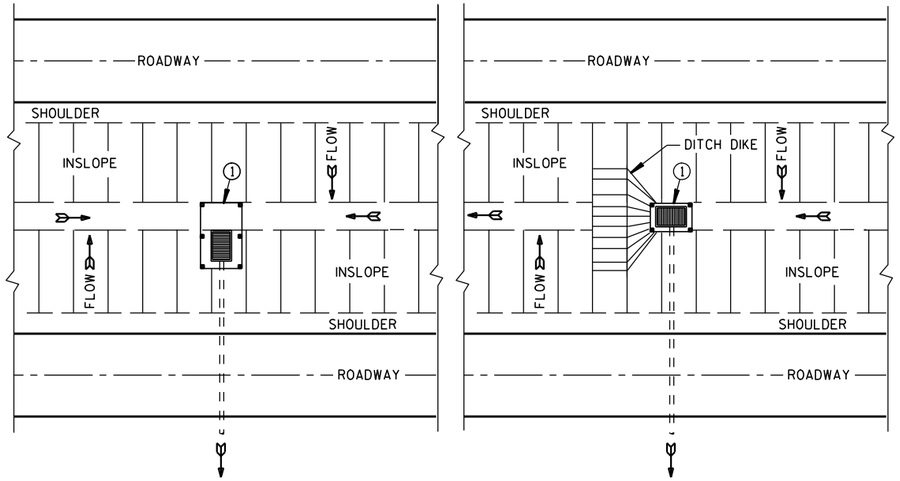
S.D.D. 8 E 8-3



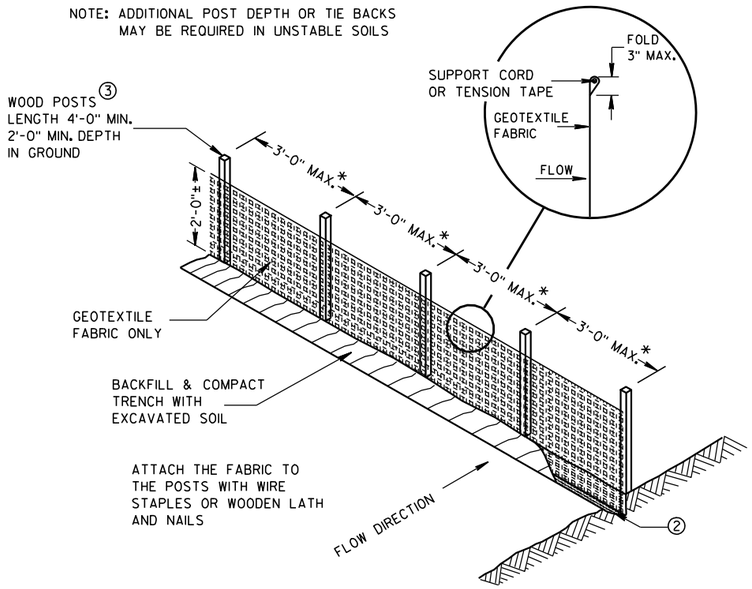
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



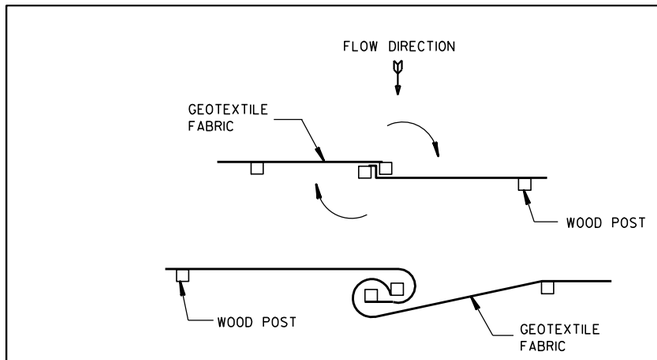
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

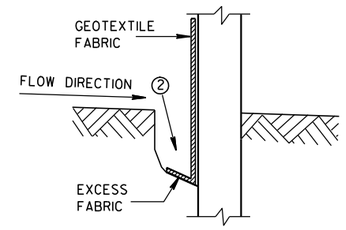


JOINING TWO LENGTHS OF SILT FENCE 5

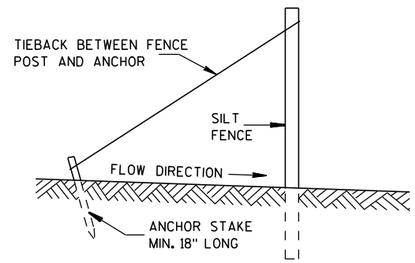
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 9-6

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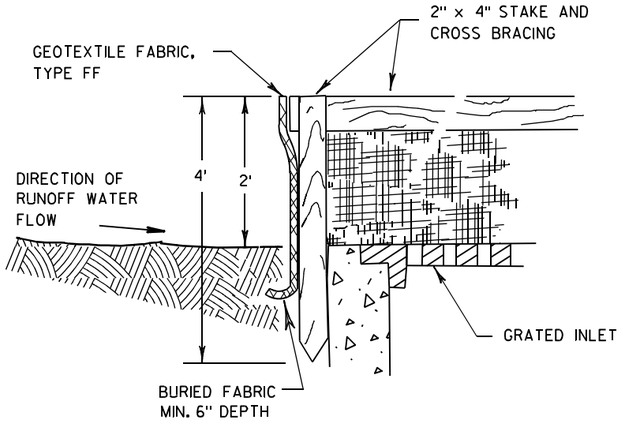
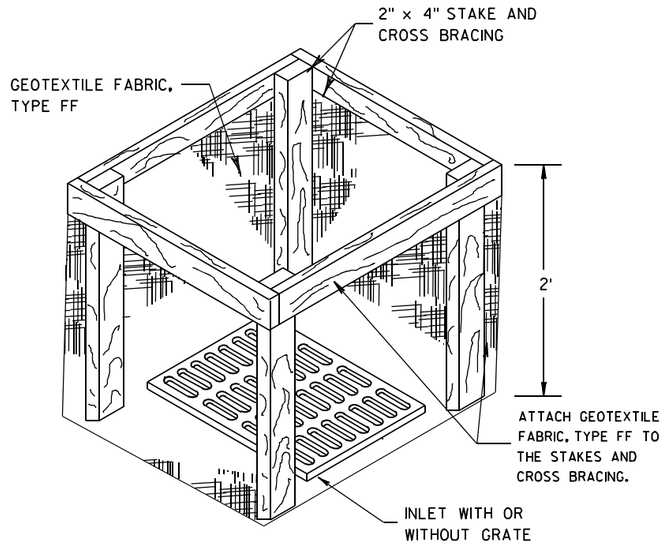
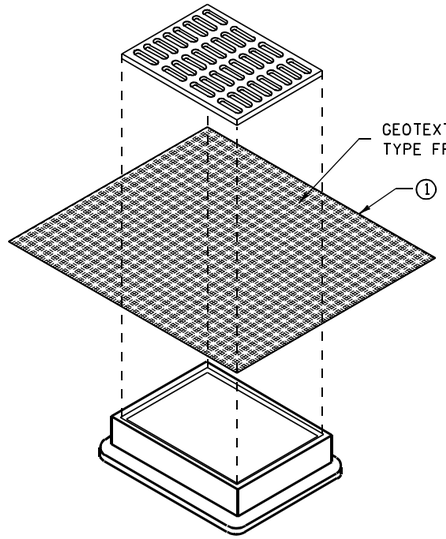
S.D.D. 8 E 9-6



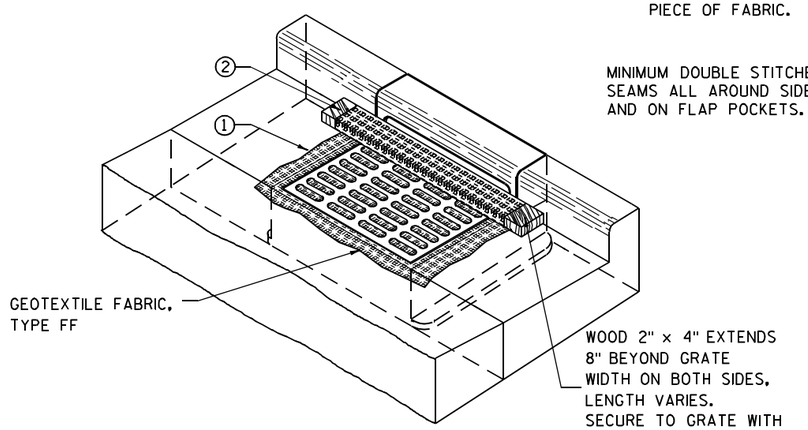


INLET PROTECTION, TYPE A

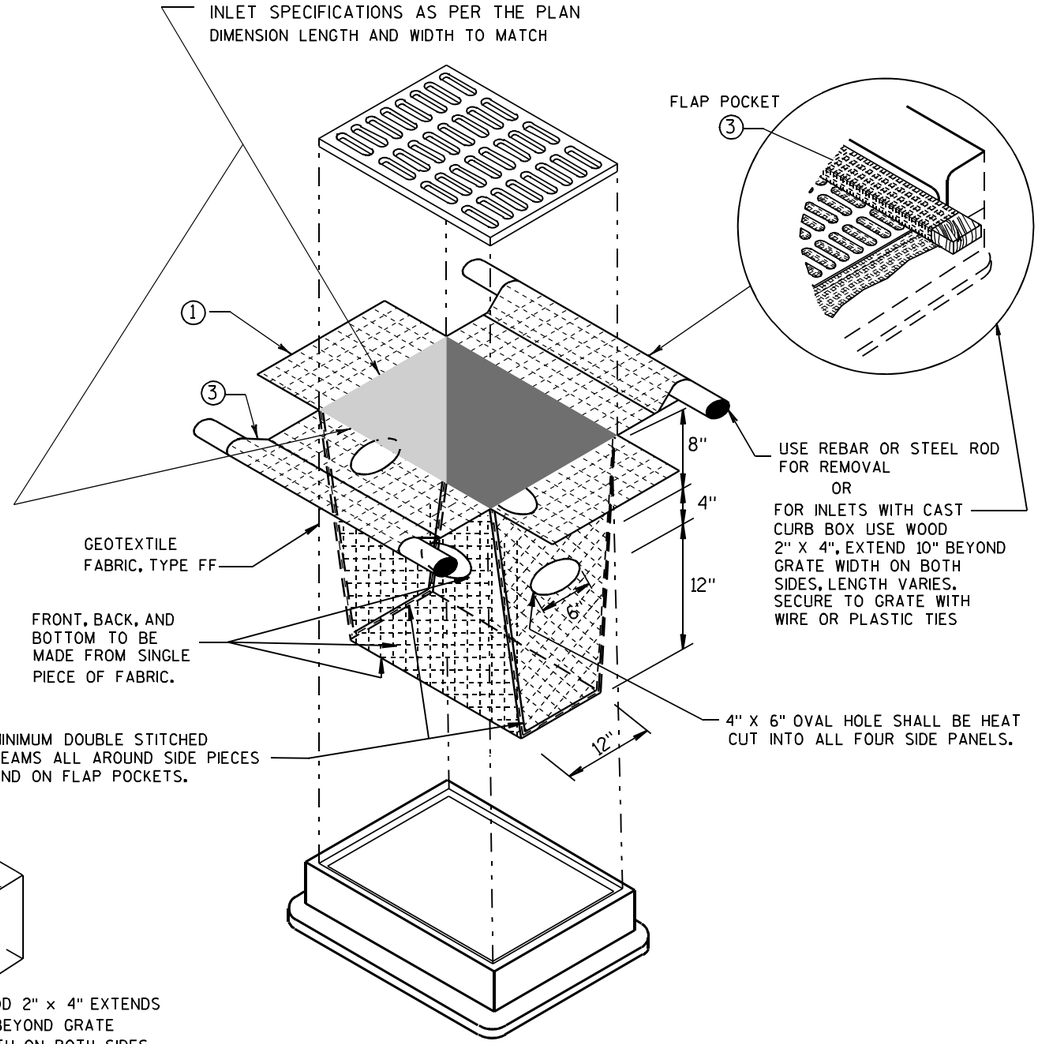


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 10-2

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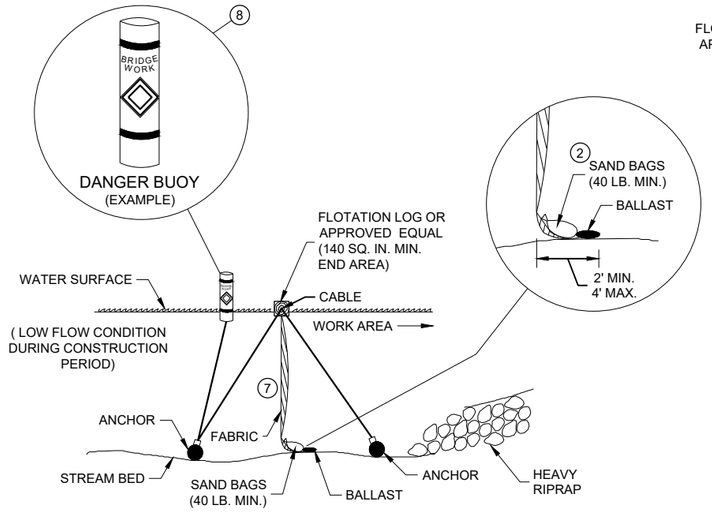
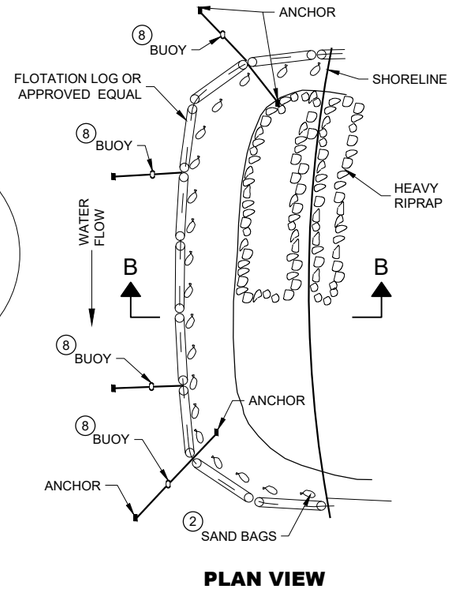
S.D.D. 8 E 10-2

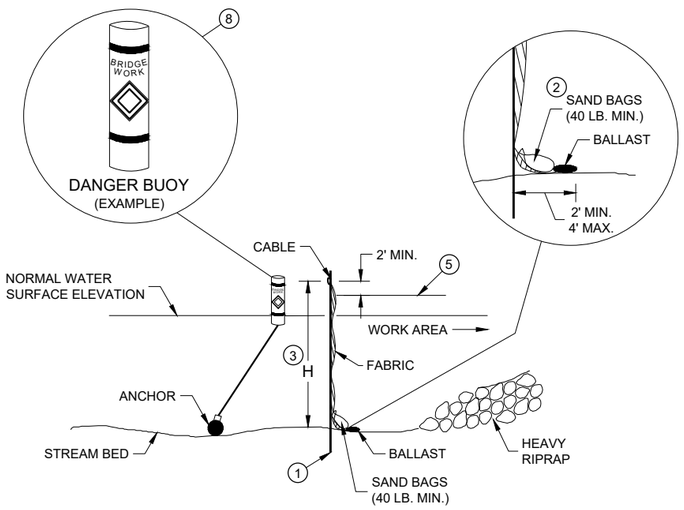


SECTION B - B

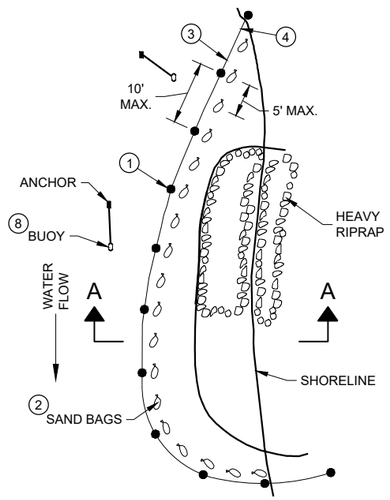


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

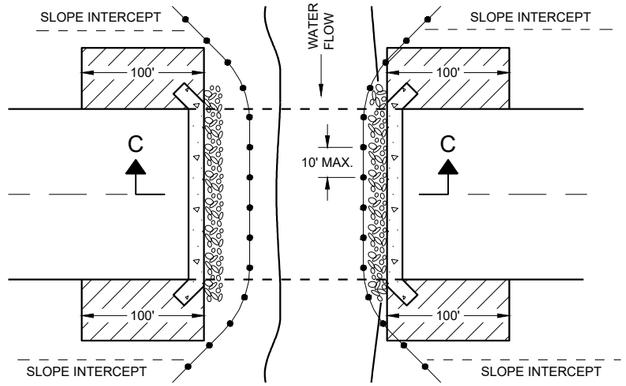
TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

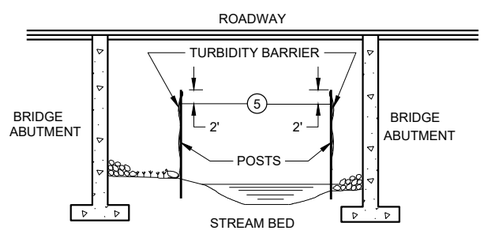
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

1. DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.
2. SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.
3. WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.
4. IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.
5. ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.
6. FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.
7. ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.
8. USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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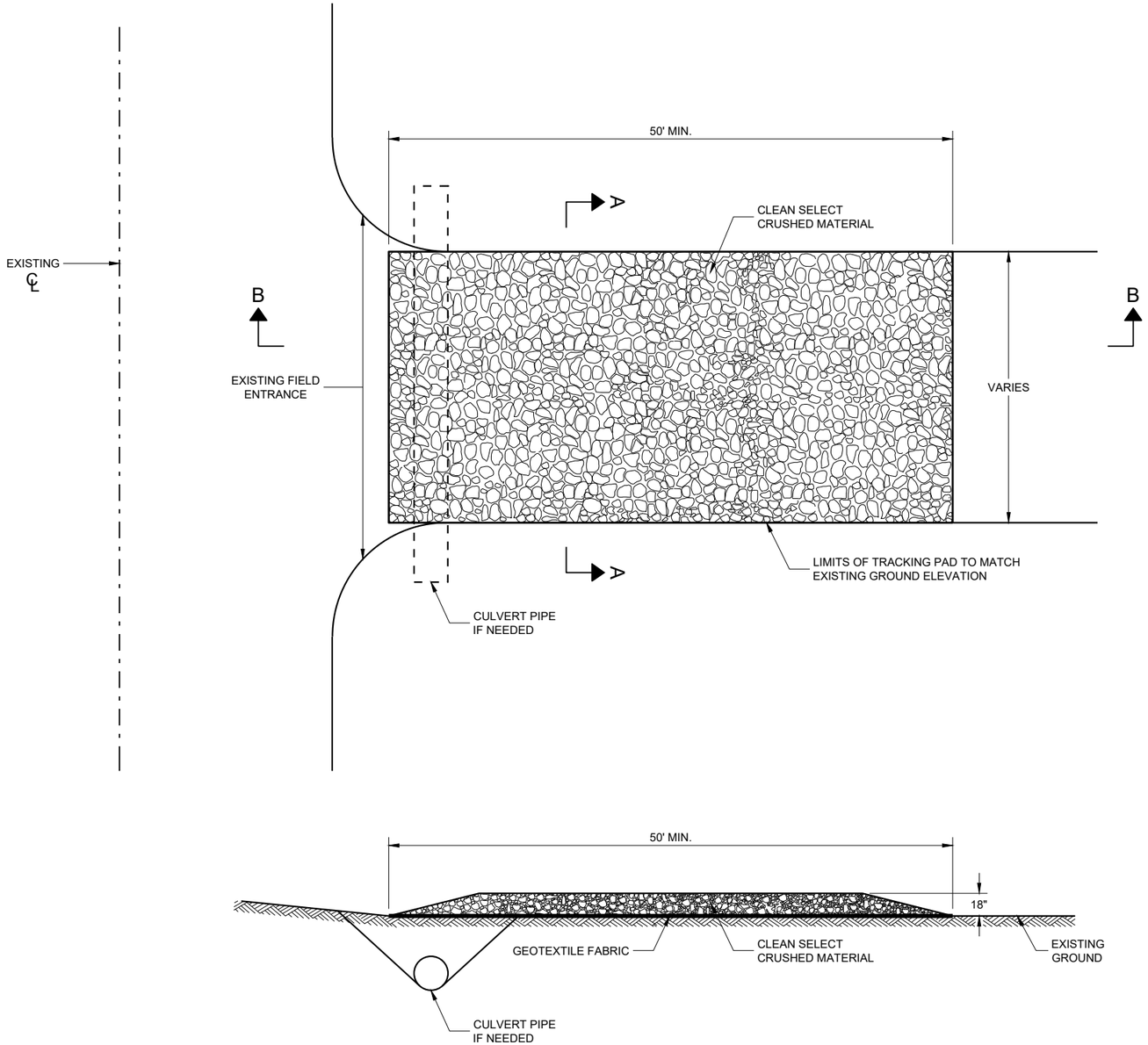
SDD 08E11 - 02



SECTION B - B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

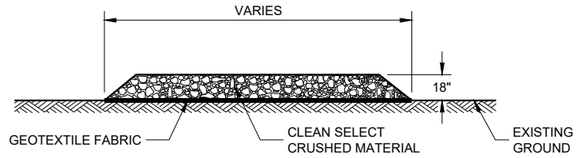
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 08E14 - 01

METAL APRON ENDWALLS

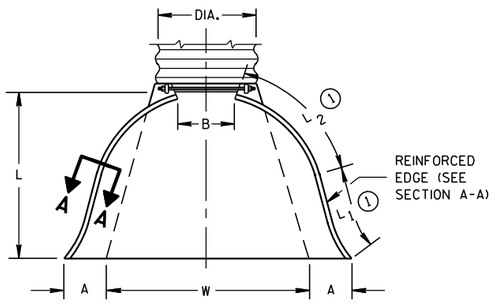
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

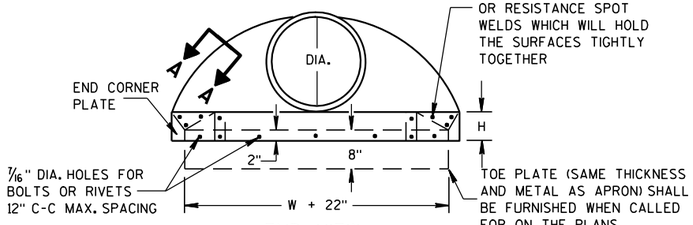
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

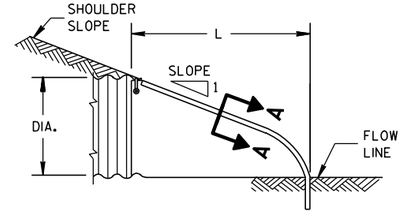
*MINIMUM
**MAXIMUM



PLAN VIEW

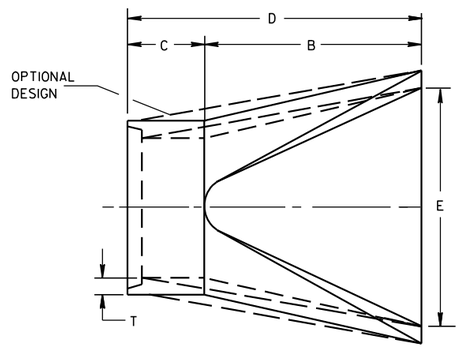


END VIEW

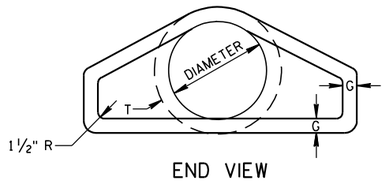


SIDE ELEVATION

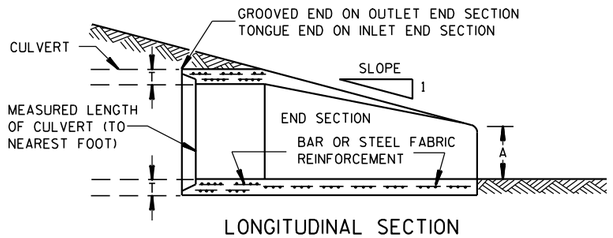
METAL ENDWALLS



PLAN

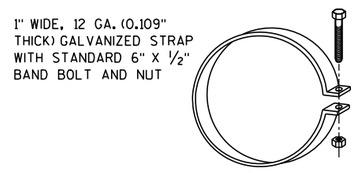


END VIEW



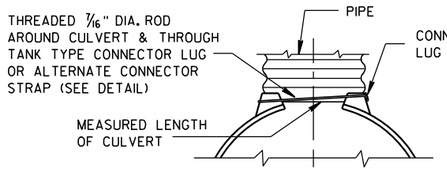
LONGITUDINAL SECTION

CONCRETE ENDWALLS

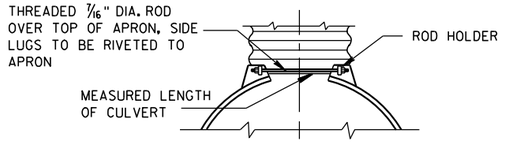


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

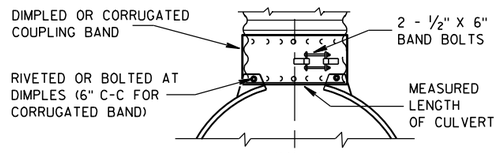


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

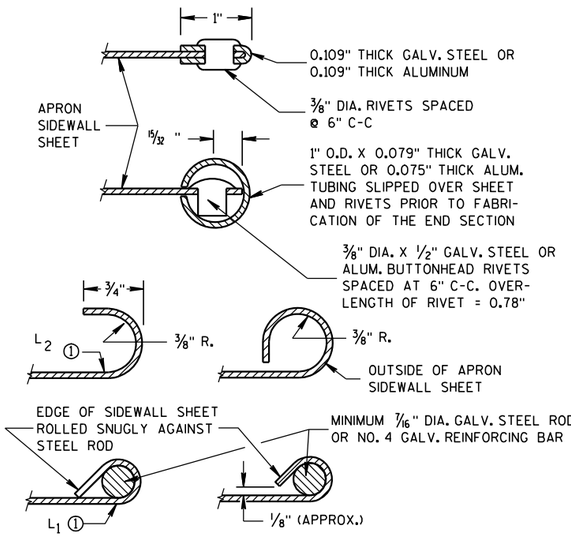
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

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.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

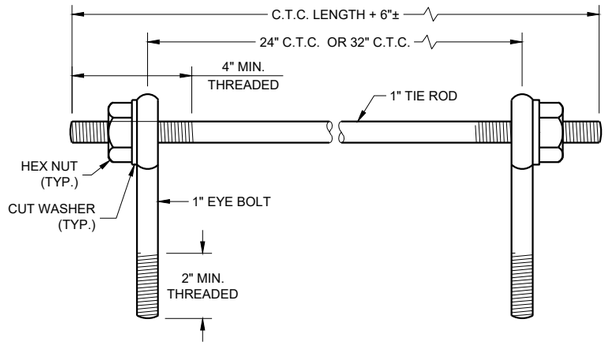
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

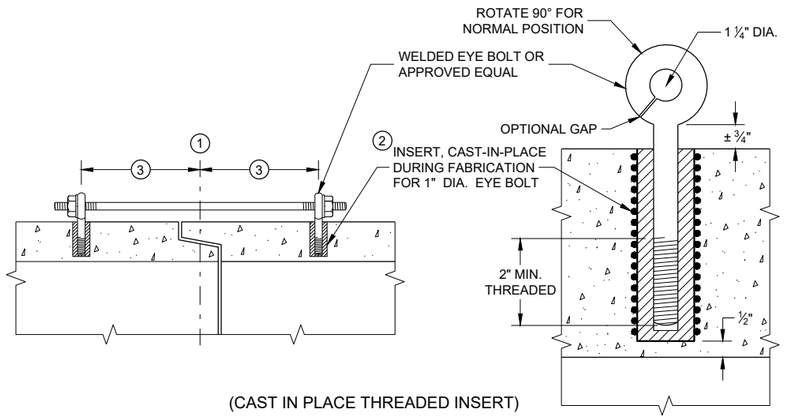
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith 585
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

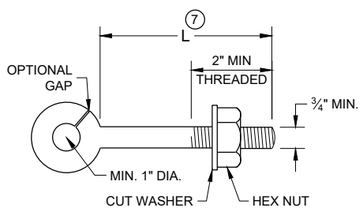
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

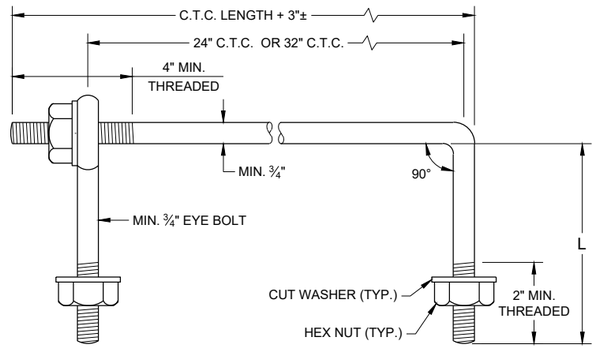
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

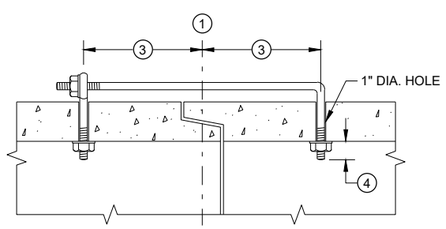


EYE BOLT (7)

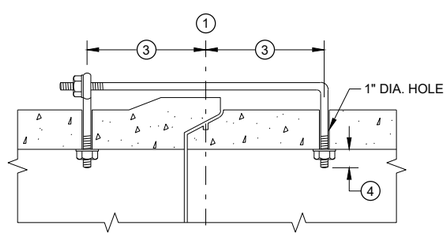
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

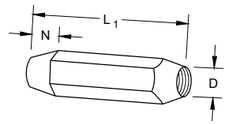
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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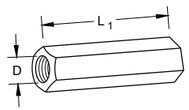
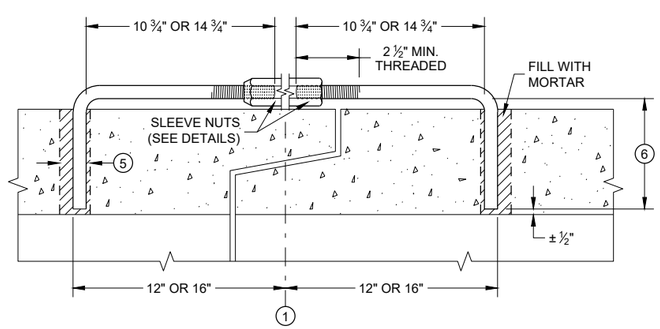


PLAIN

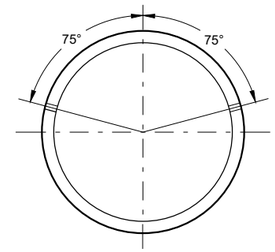
RIGHT AND LEFT THREADS

SLEEVE NUTS



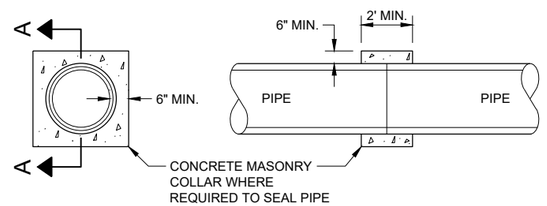
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

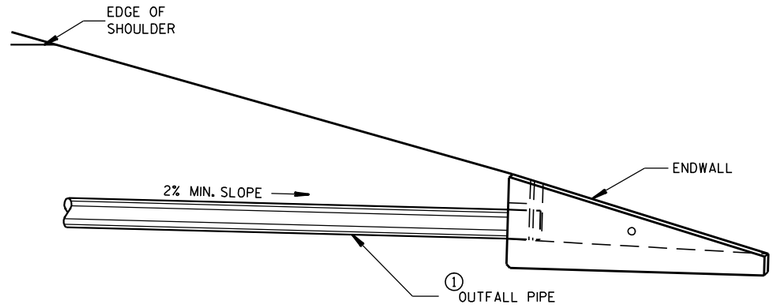
FHWA

SDD 08F04 - 08

SDD 08F04 - 08

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION 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.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

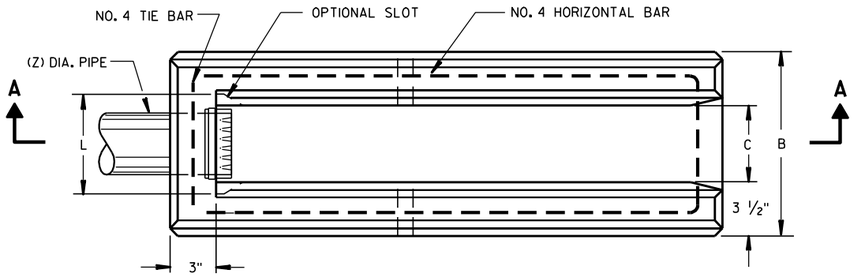
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

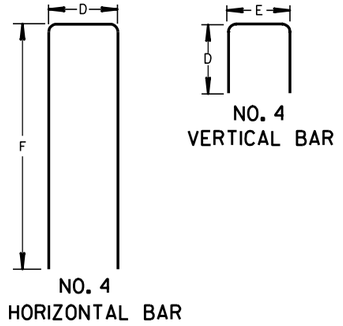
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

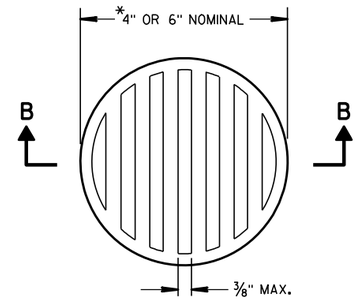
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

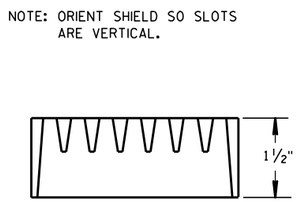


PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

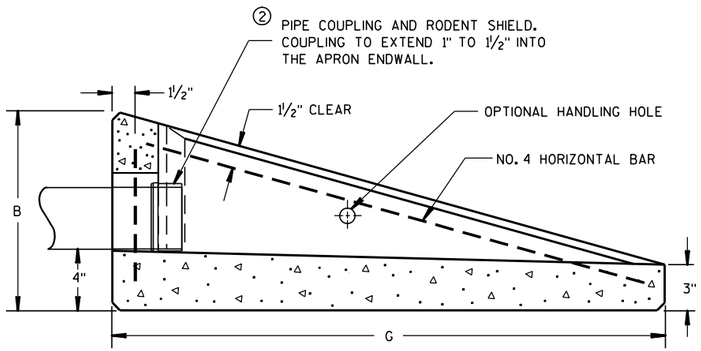




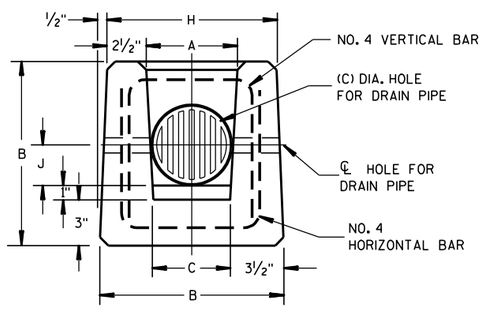
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

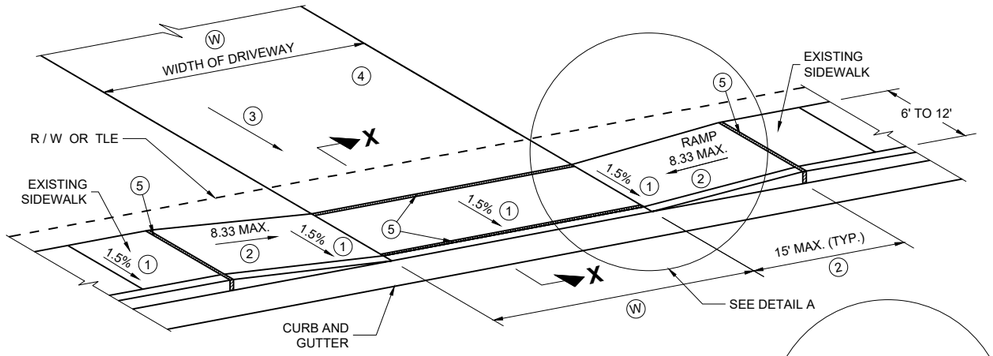
REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

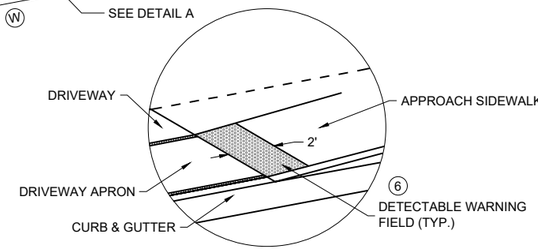
APPROVED
3/10/98 DATE
/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

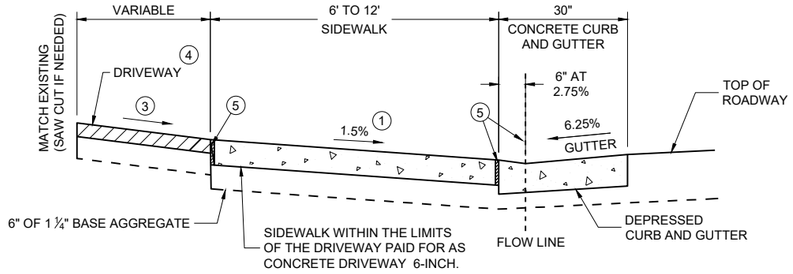
S.D.D. 8 F 6-4



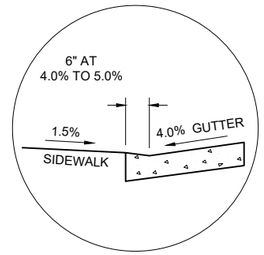
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A



SECTION X - X

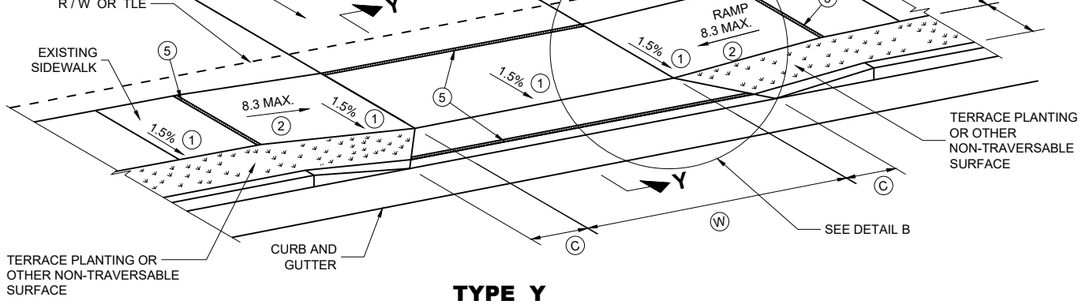


SECTION X - X
4% GUTTER SLOPE

Ⓦ : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
- ~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
- ~ RESIDENTIAL & AGRICULTURAL (NONCOMMERCIAL) 16' MIN. - 24' MAX.

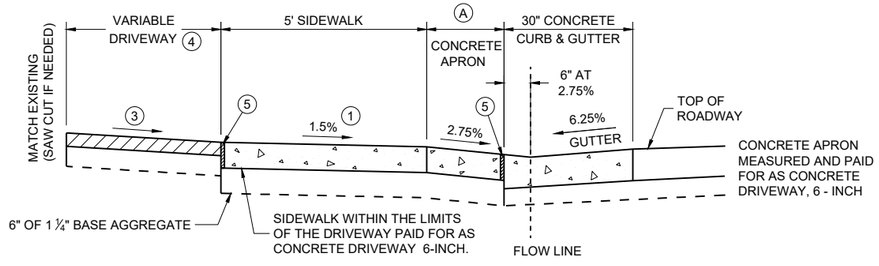
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'



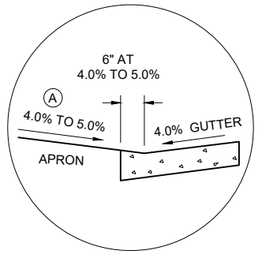
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y



SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

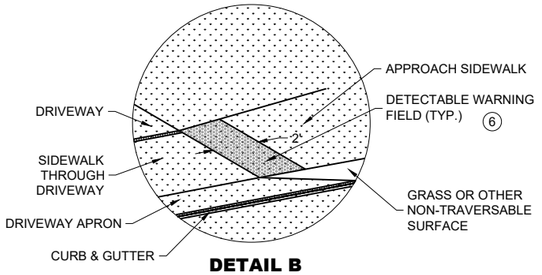
② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL 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

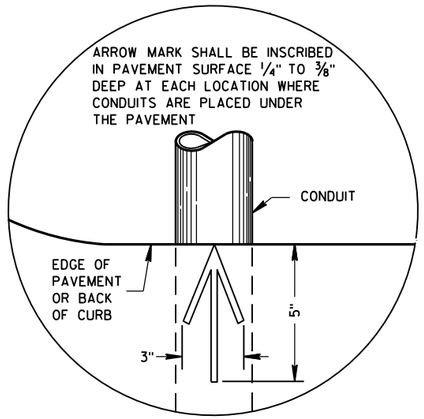
DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

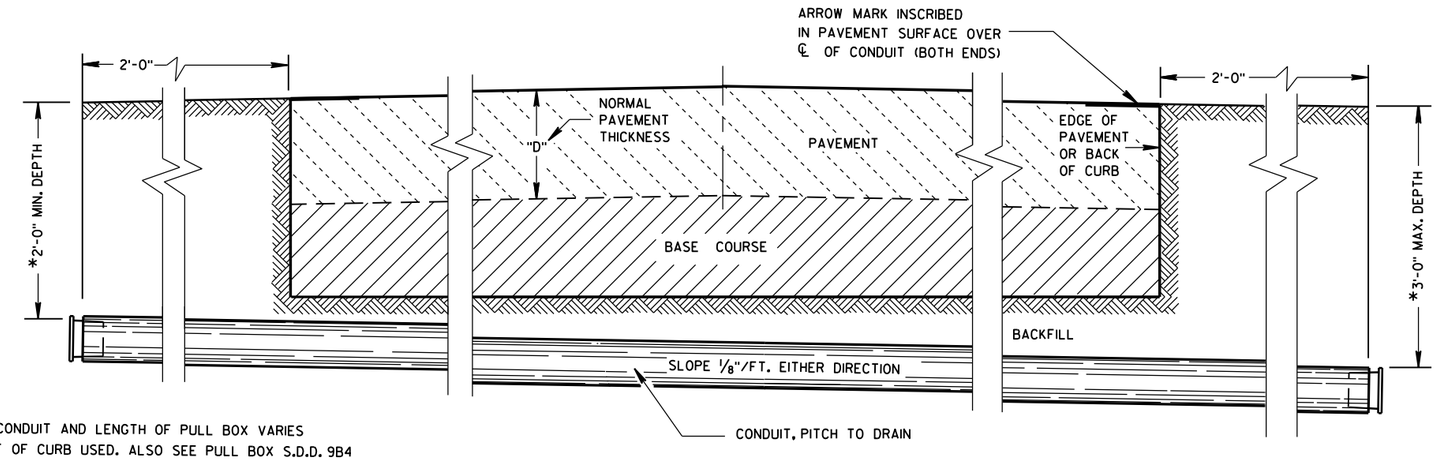
SDD 09A11-01

SDD 09A11-01



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.

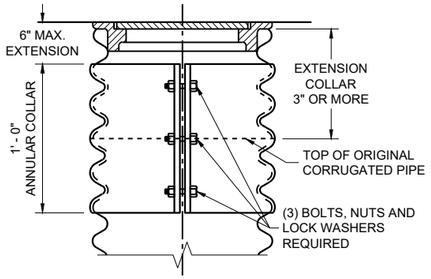
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

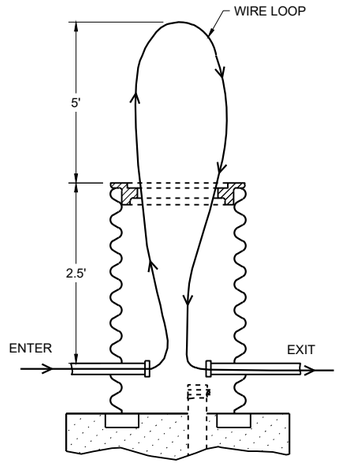
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 589
FHWA

6

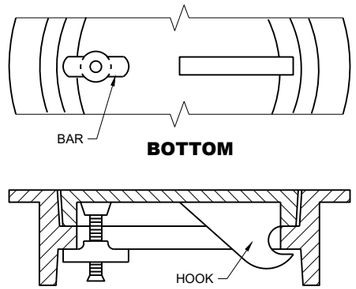
S.D.D. 9 B 2-10



CORRUGATED PIPE EXTENDER



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



BOTTOM

SECTION

ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

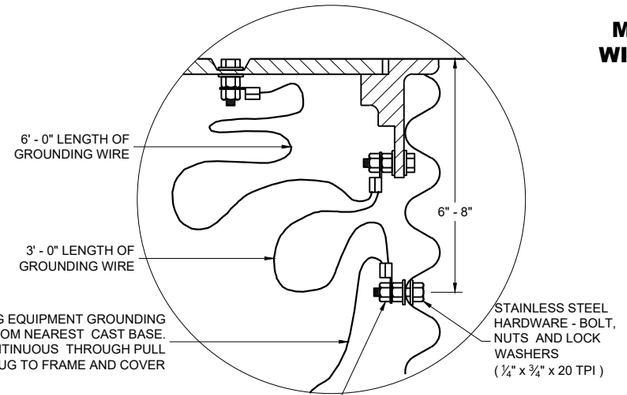
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

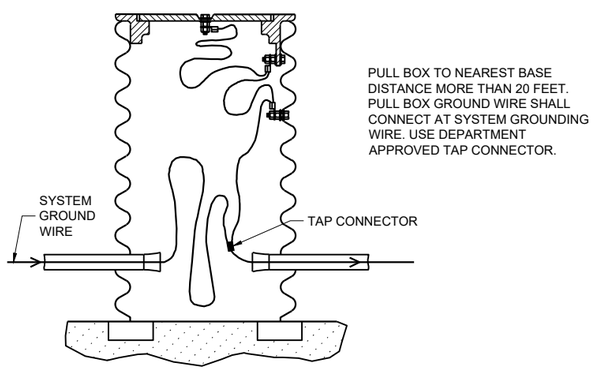
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

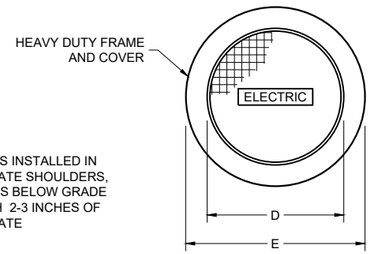
WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



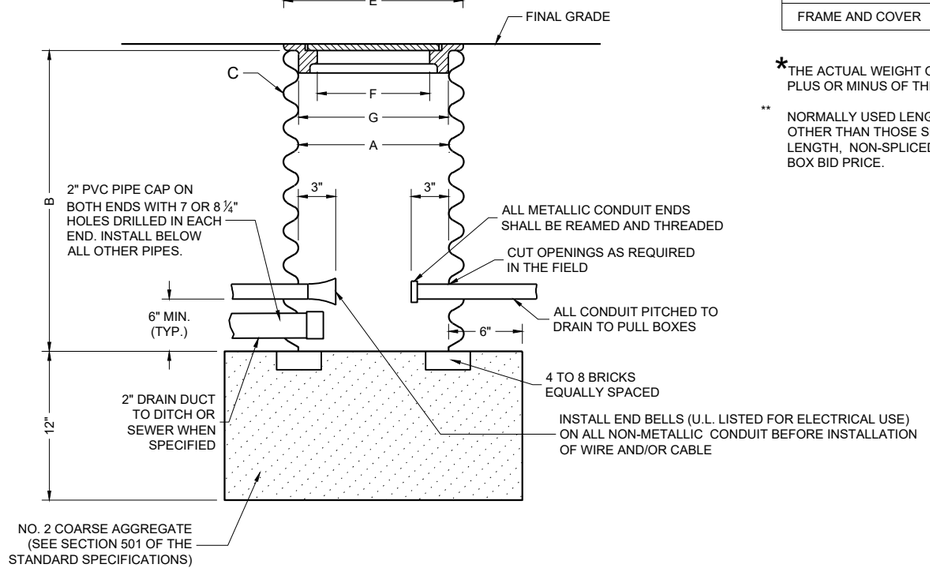
EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE



PULL BOX

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

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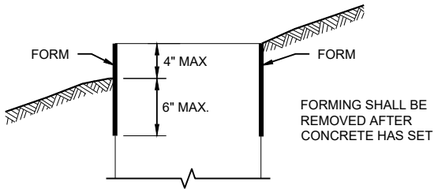
SDD 09B04-13

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

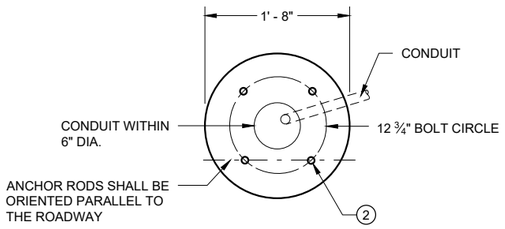
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

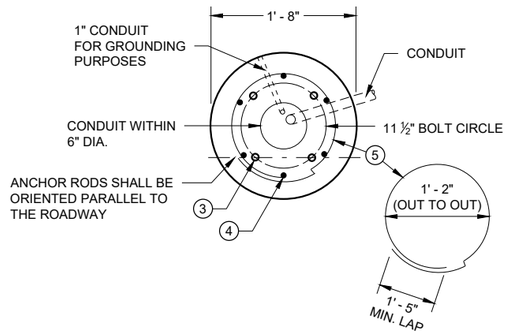
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

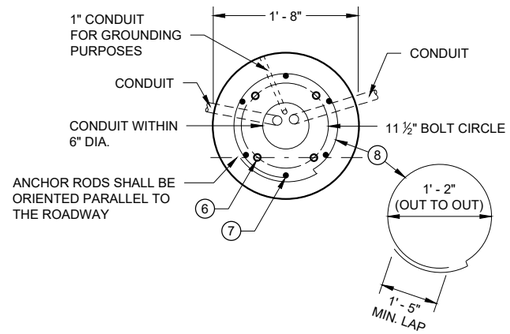
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

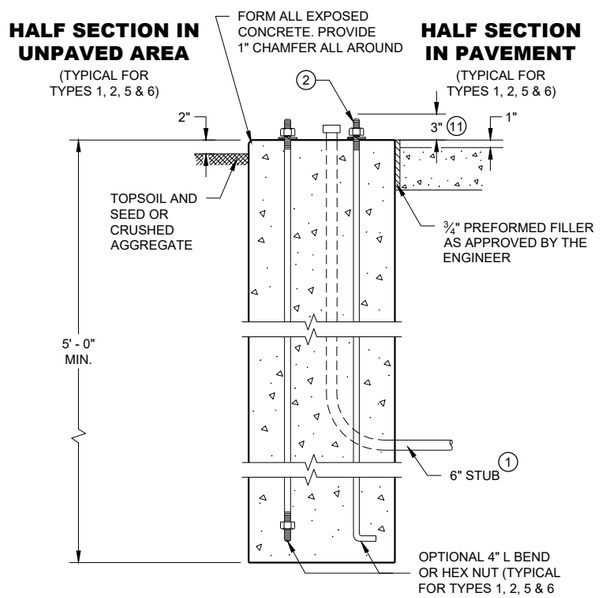
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

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

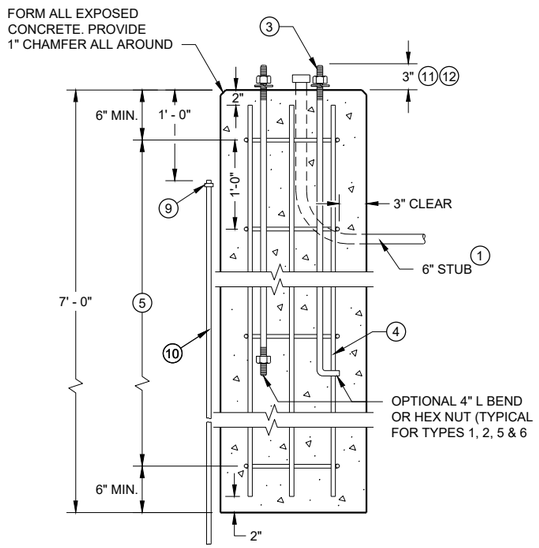




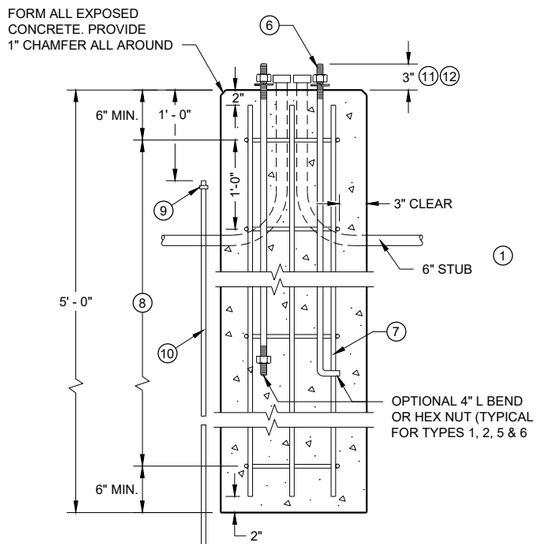




TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

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

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

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

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

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

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 591
FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

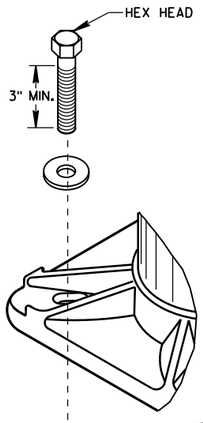
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

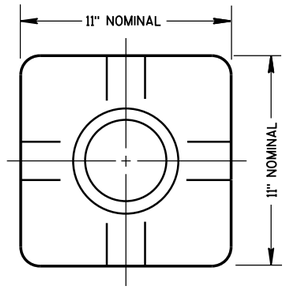
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

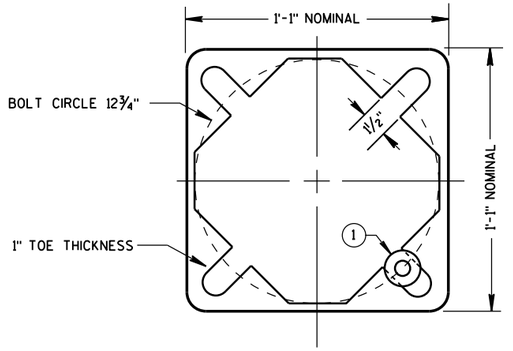
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

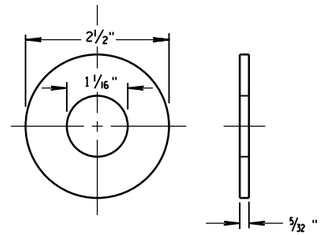




TOP VIEW
(PEDESTAL BASE)

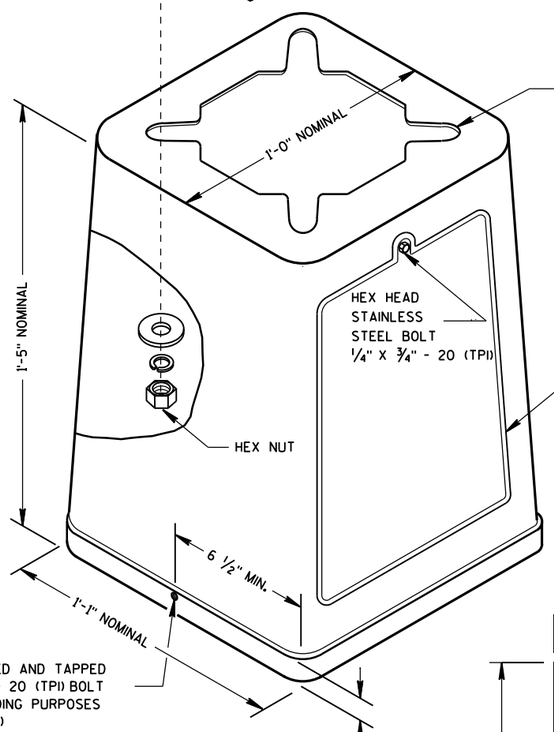


BOTTOM VIEW
(PEDESTAL BASE)

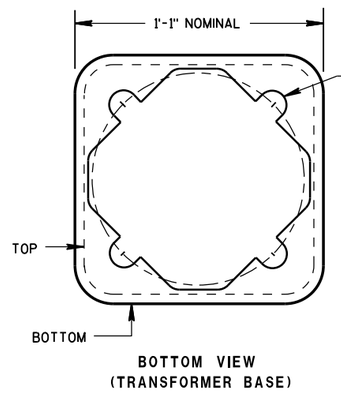


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

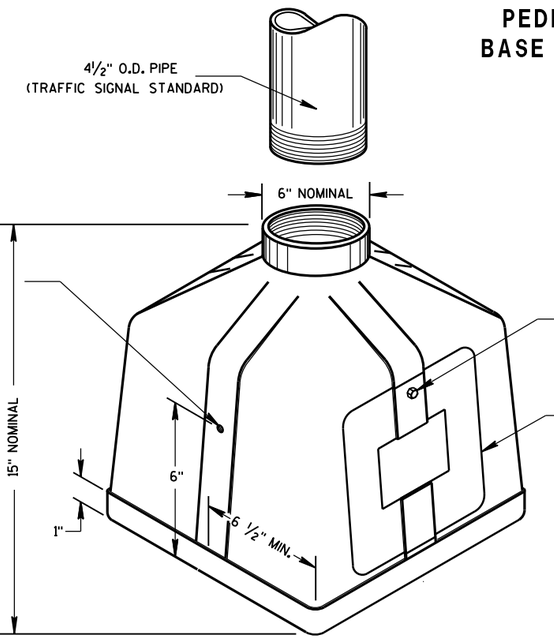
PEDESTAL BASE WASHER (1)



ISOMETRIC VIEW

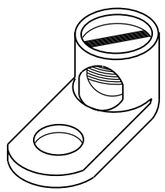


BOTTOM VIEW
(TRANSFORMER BASE)



ISOMETRIC VIEW

PEDESTAL BASE

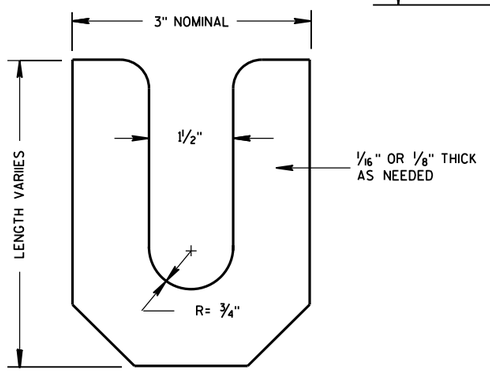


TYPICAL MECHANICAL CONNECTOR LUG

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

592

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S.D.D. 9 C 3-4

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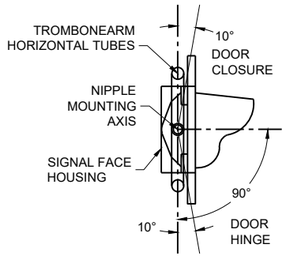
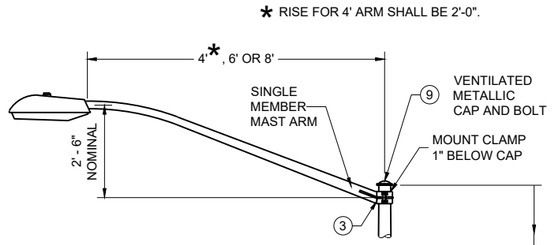
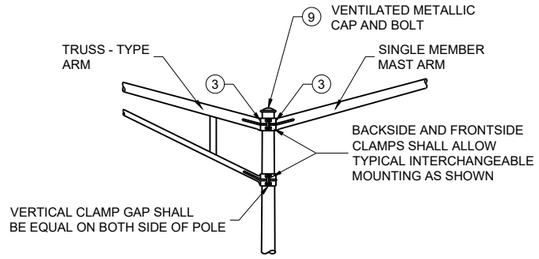
S.D.D. 9 C 3-4

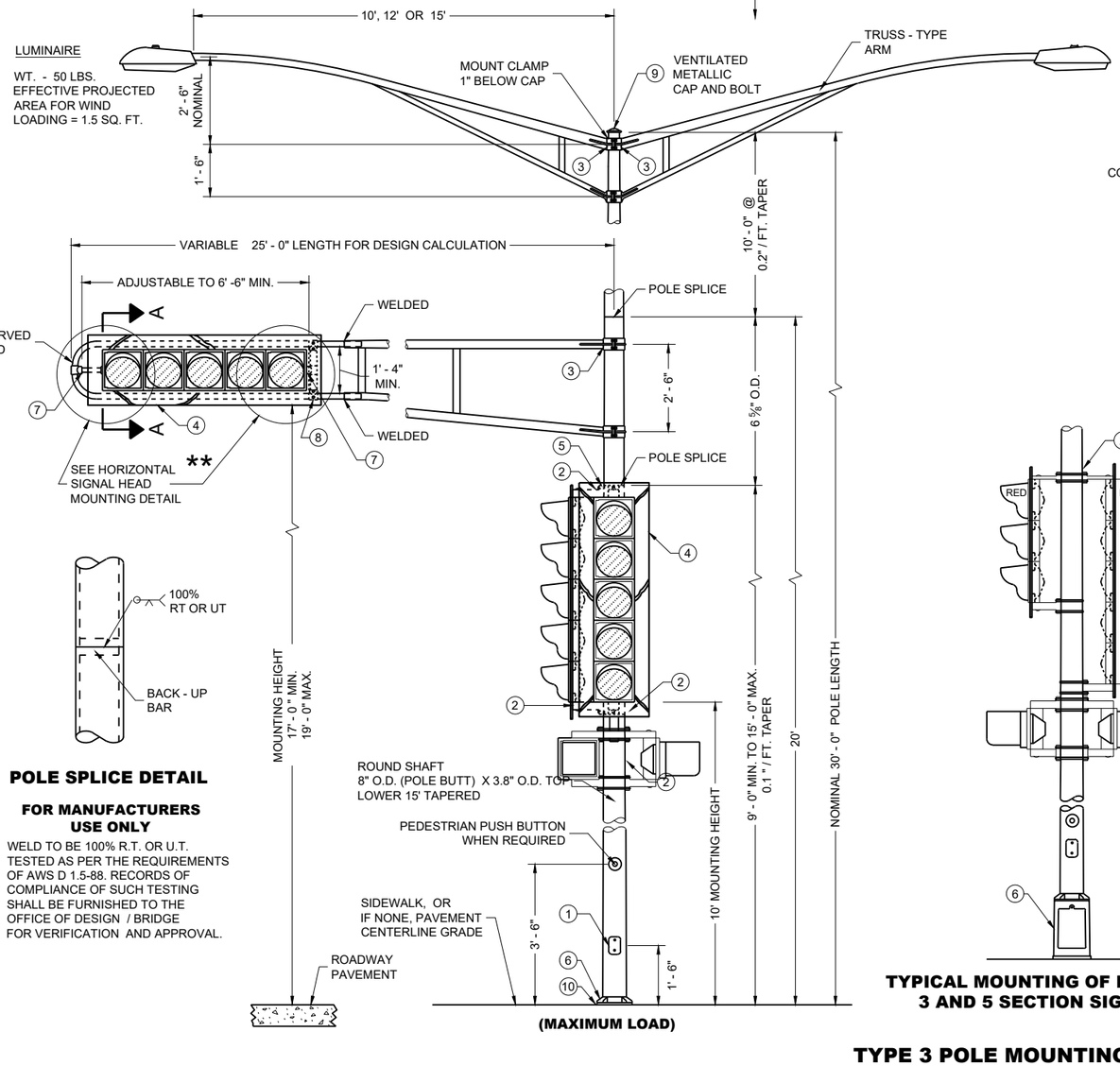


SECTION A-A





INTERCHANGEABLE MOUNTING DETAIL

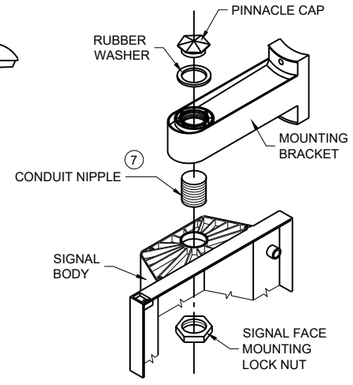


POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

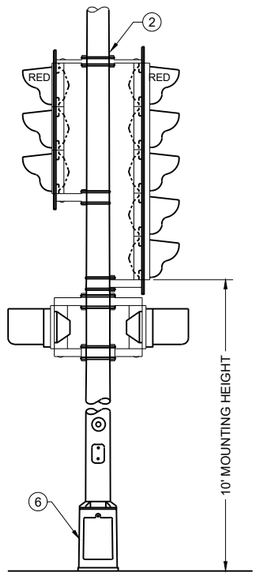
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.

(MAXIMUM LOAD)

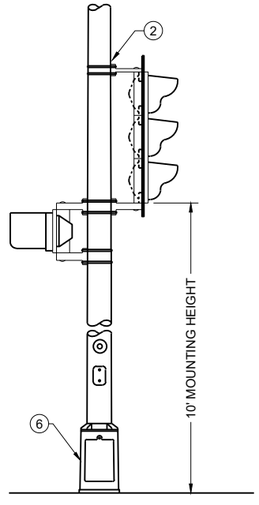


SIGNAL FACE MOUNTING DETAIL

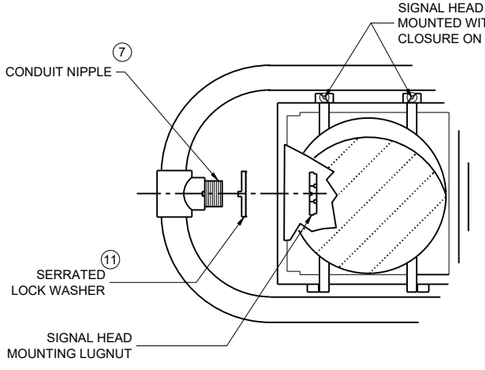
(BANDED)



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 ⅜" INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼"X¾" - 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 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACK PLATES, 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. 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"X¾" - 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 ¼"X¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT. ONE (1)

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

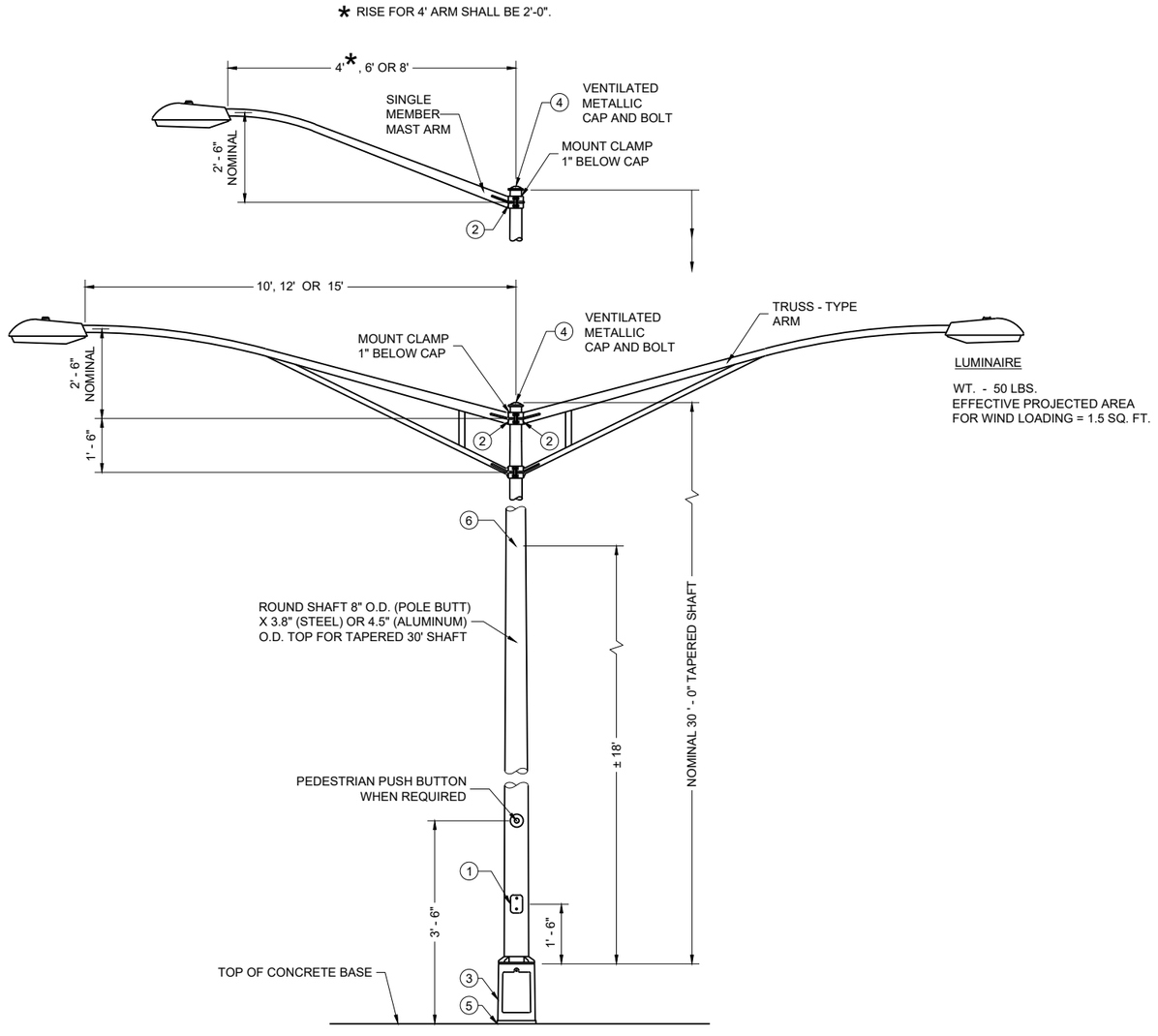
(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 09E01-16b



TYPE 5 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA
FOR WIND LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜" INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼"X¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

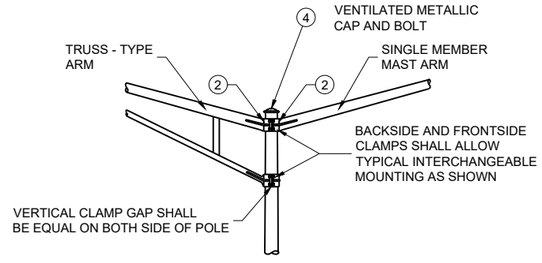
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ¼"X¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT. ONE (1)

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

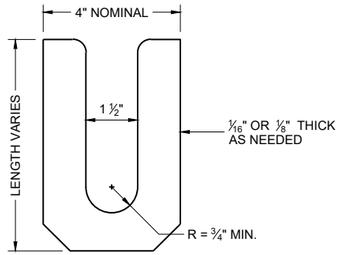
(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

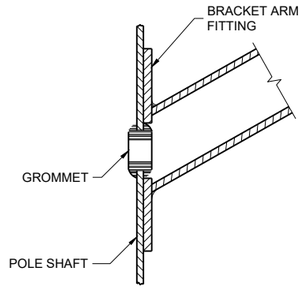
POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

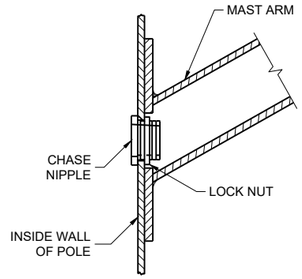


①

LEVELING SHIM
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.

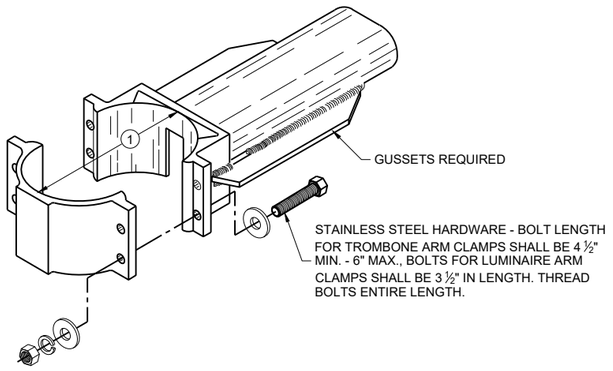
① 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

② INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

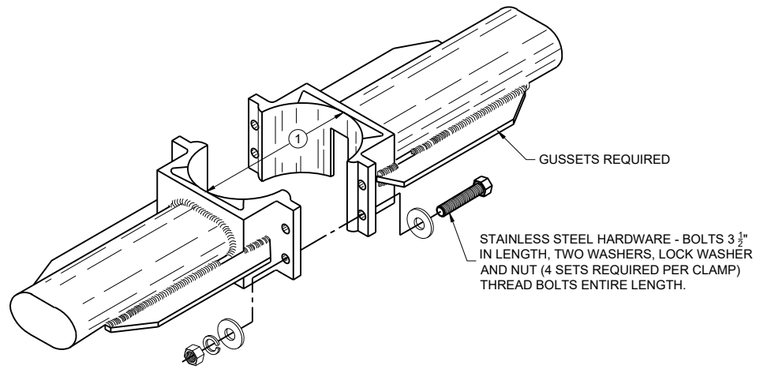
③ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

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.

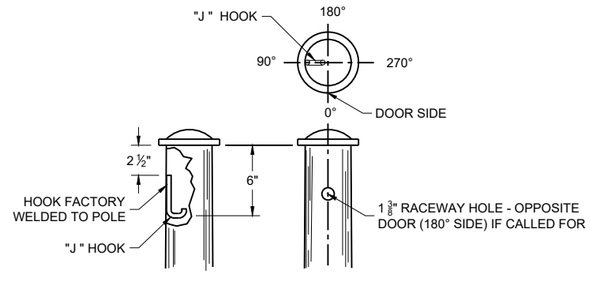
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



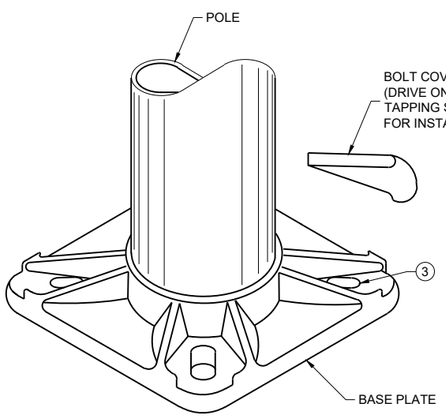
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



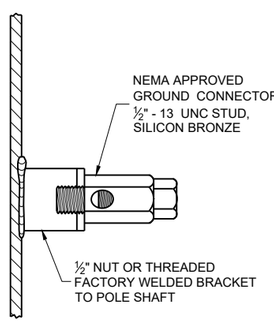
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

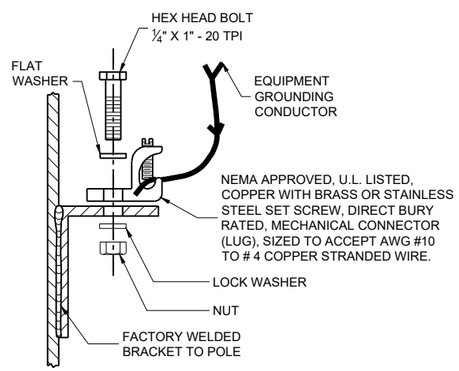


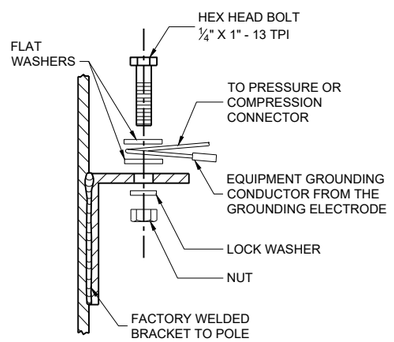
TYPICAL "J" HOOK LOCATION



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 2025 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

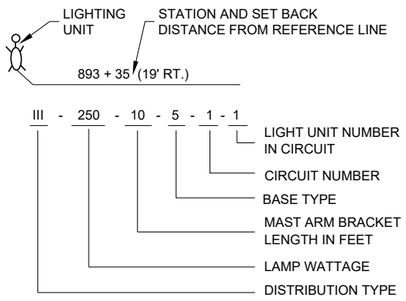
6
SDD 09E01-16g

GENERAL NOTES

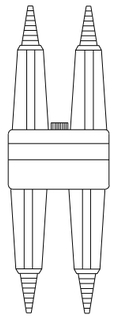
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

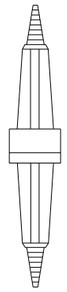
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



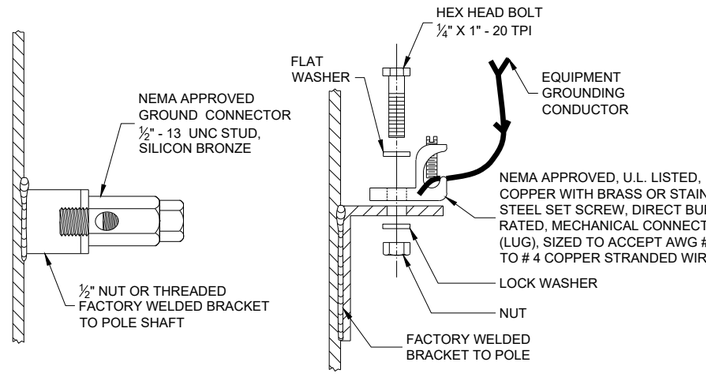
LIGHTING UNIT CODE
(TYPICAL)



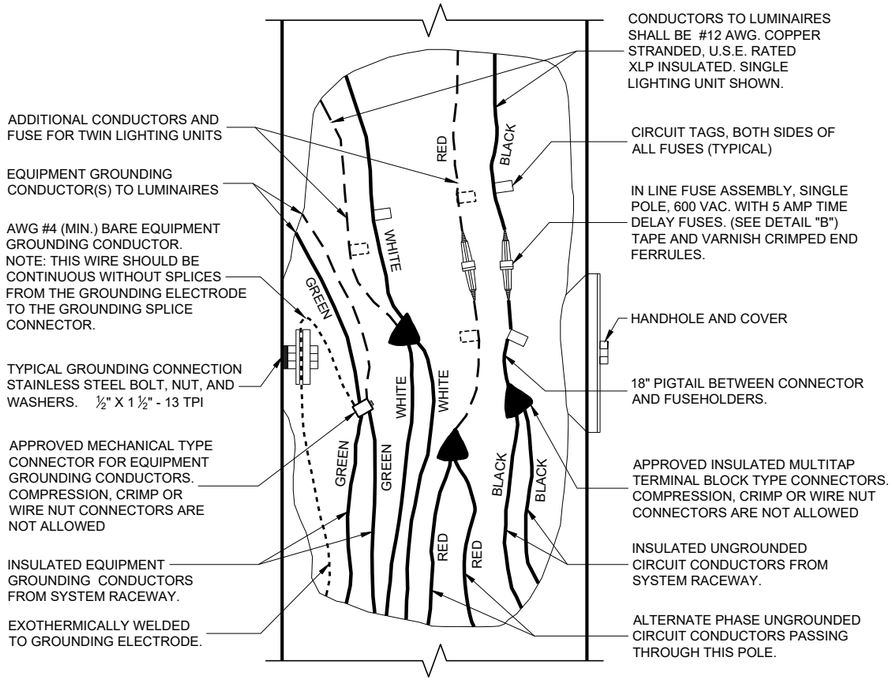
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



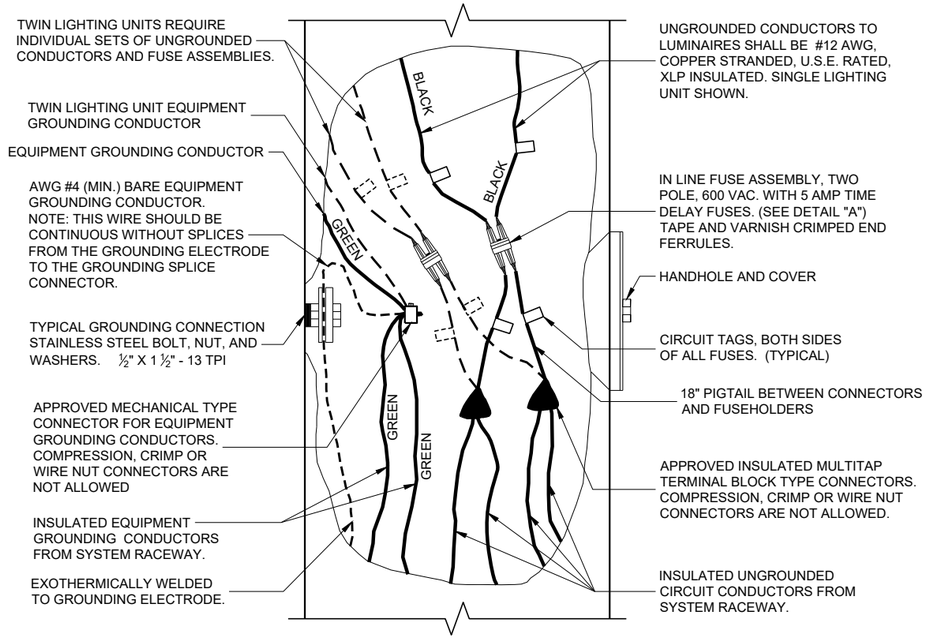
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 596

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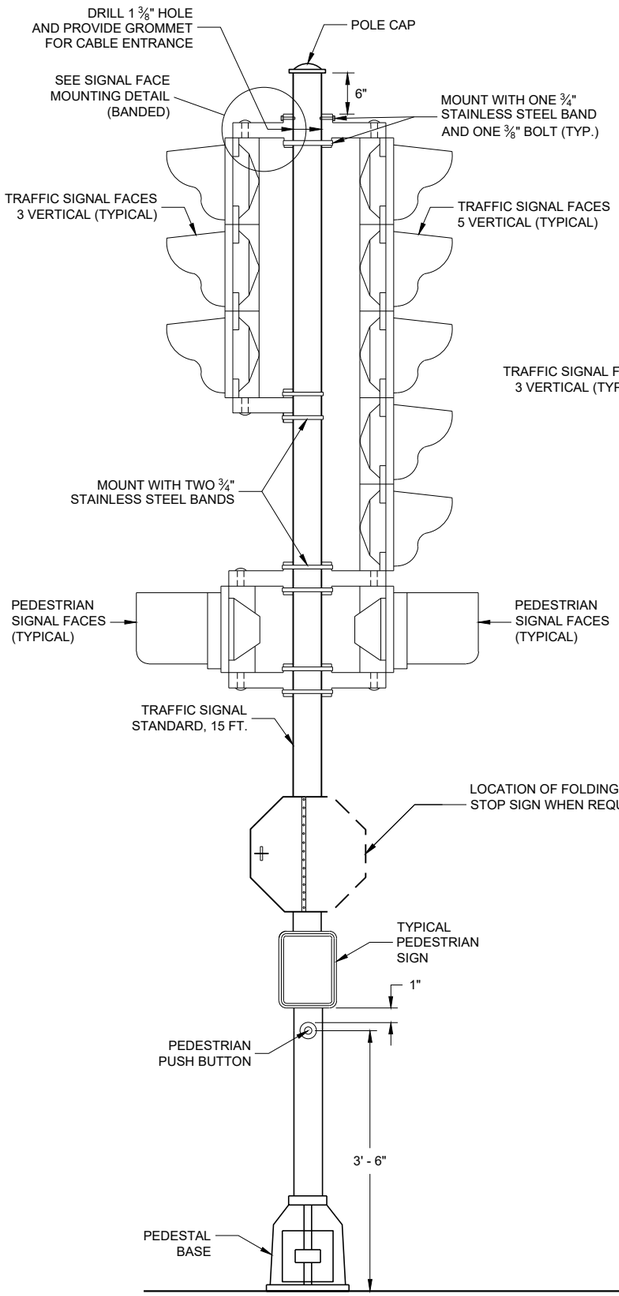
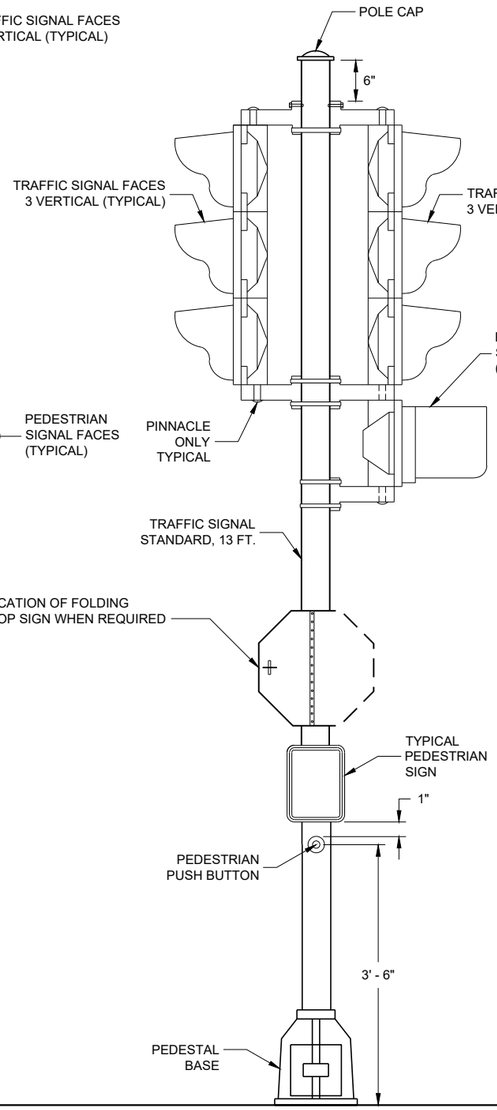
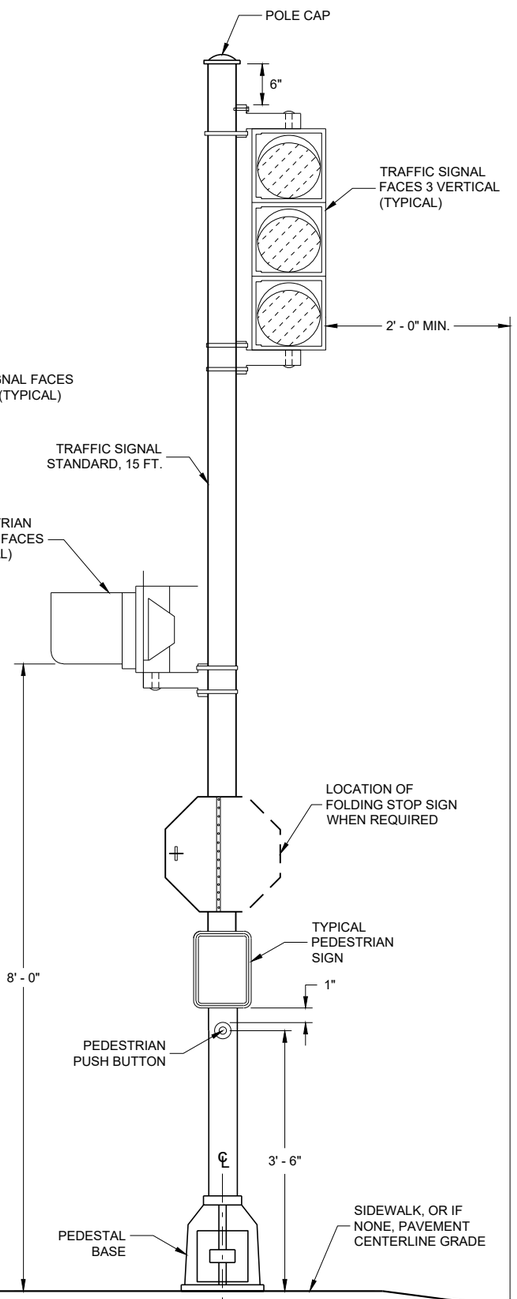


TRAFFIC SIGNAL STANDARD - 15 FT.



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.

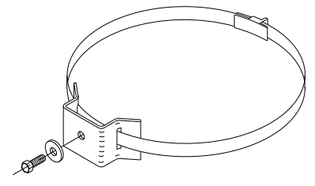
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

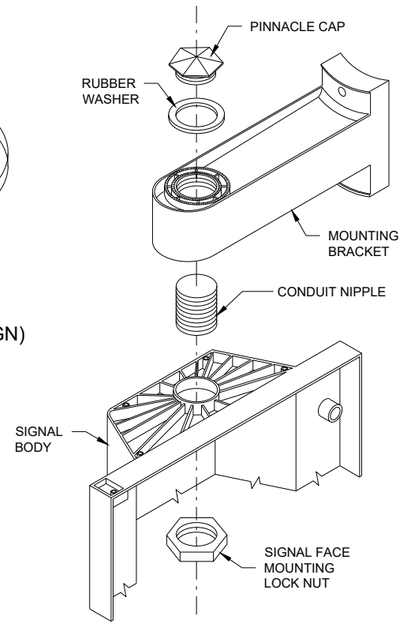
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

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
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APPROVED
2/28/2013
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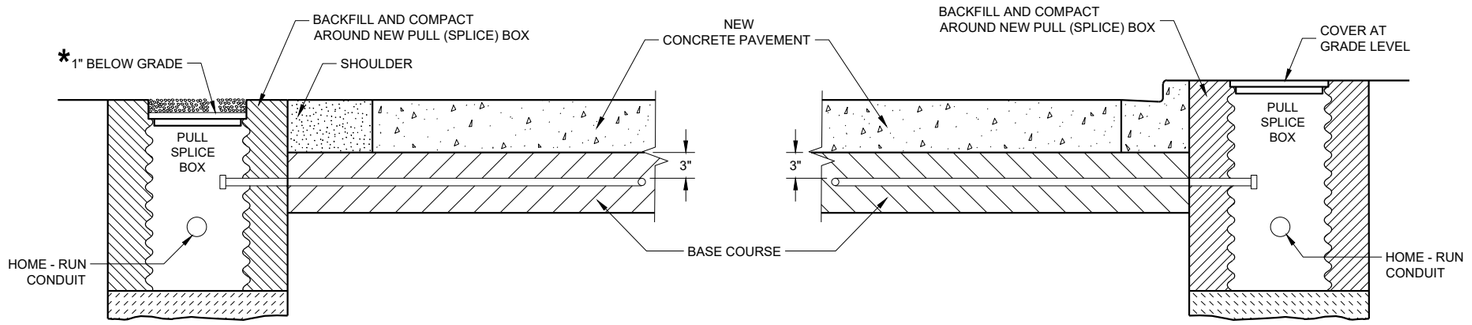


SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

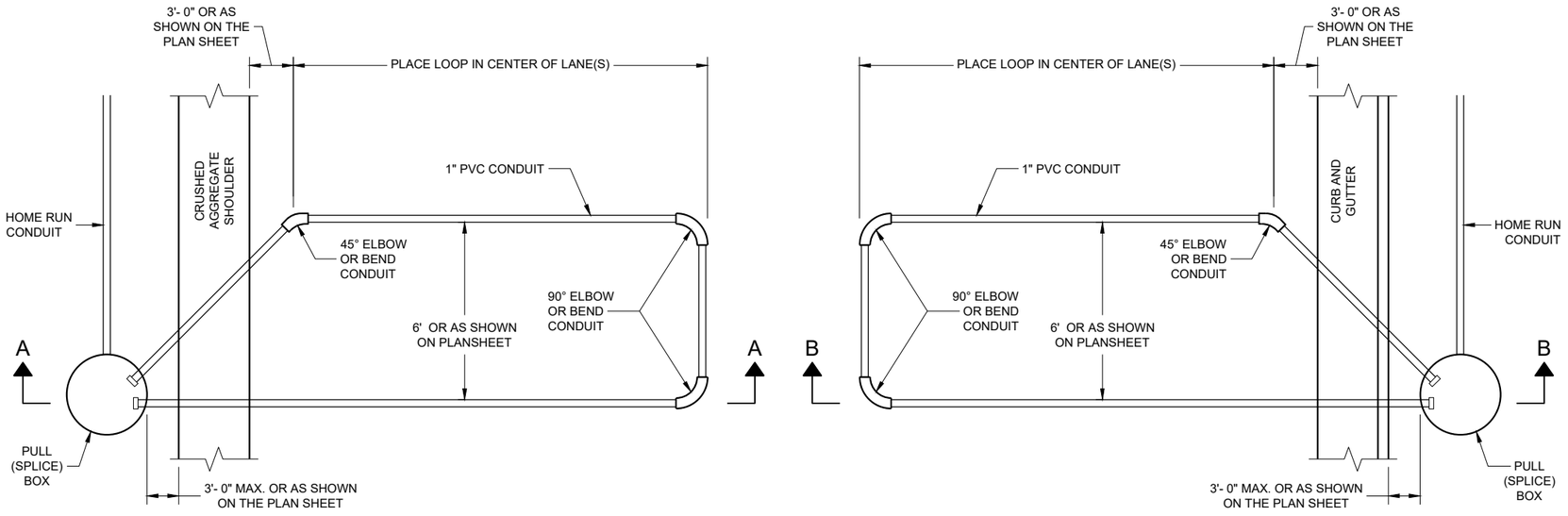
THE #12 AWG LOOP WIRE IN THE ROADSIDE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 598
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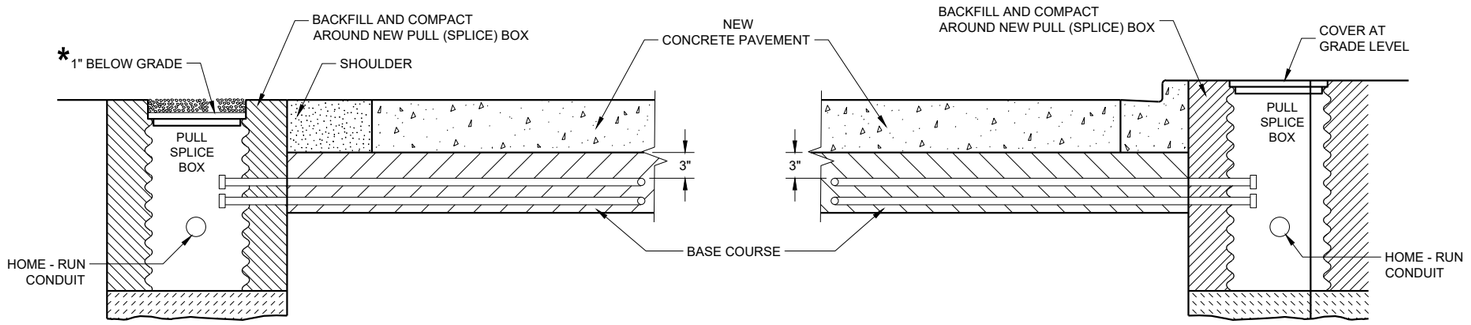


SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

* RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

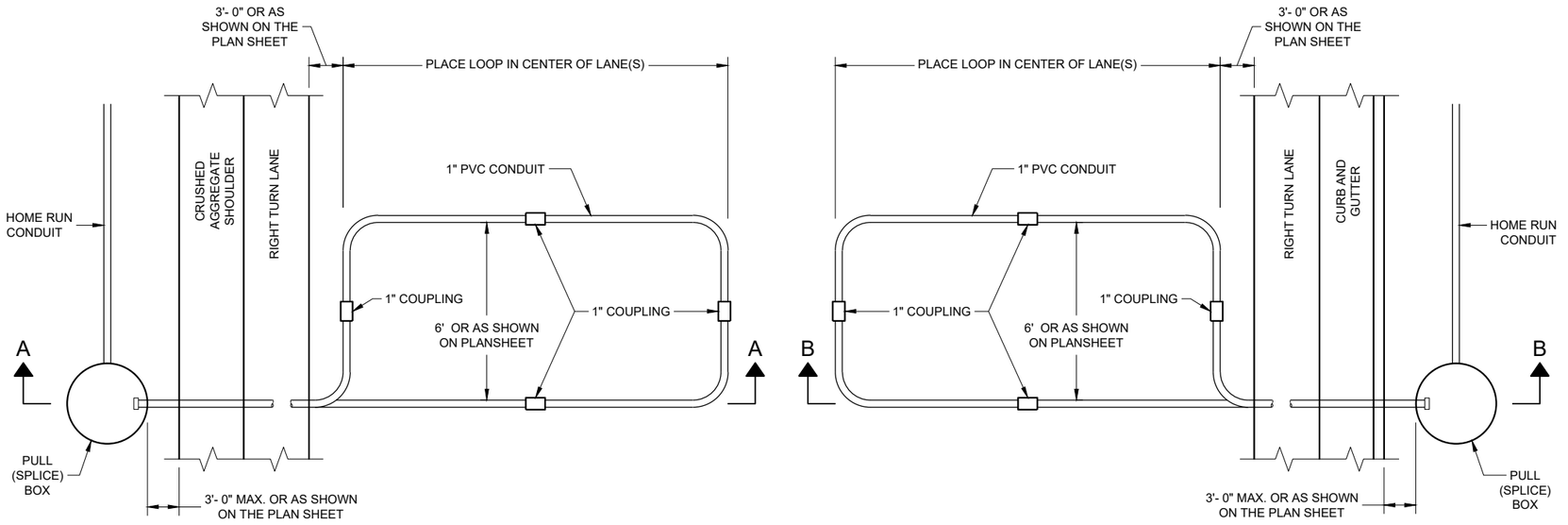
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

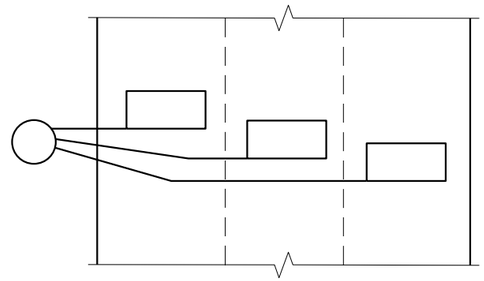
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN LOOP DETECTOR
WITH 24" PULL (SPLICE) BOX



MULTI-LANE
INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
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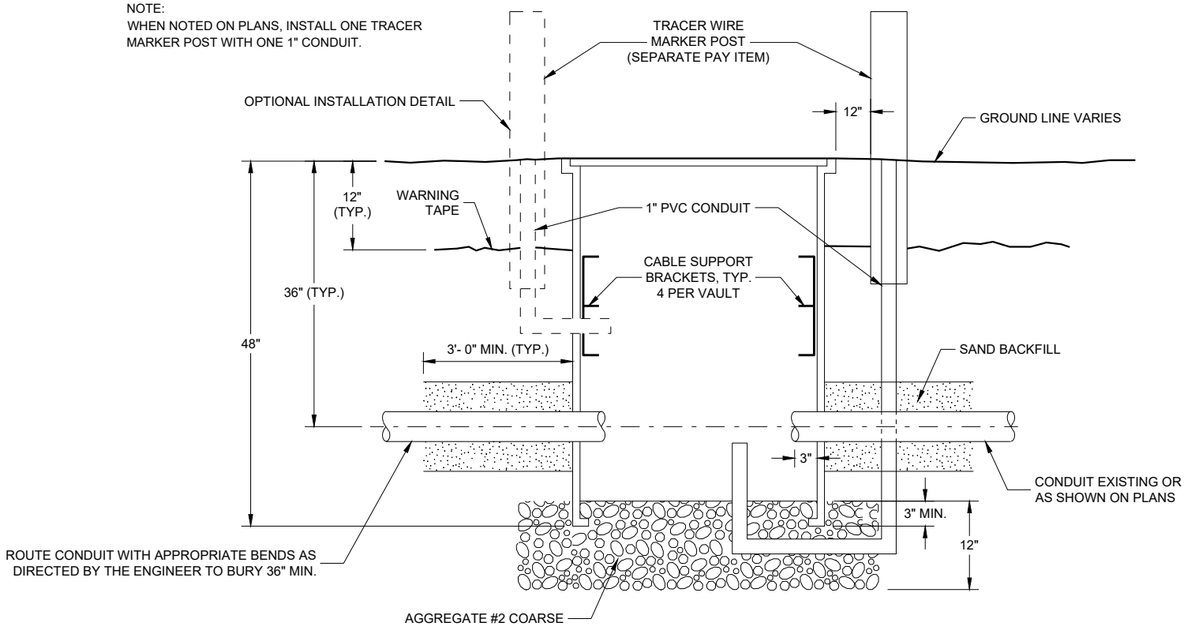
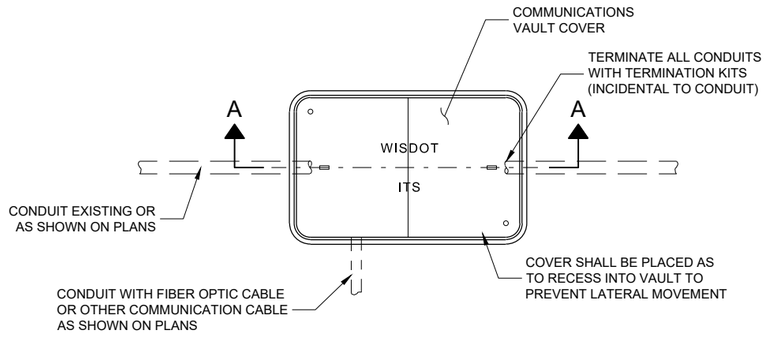
NOTE:
WHEN NOTED ON PLANS, INSTALL ONE TRACER MARKER POST WITH ONE 1" CONDUIT.



SECTION A - A



PLAN VIEW

COMMUNICATIONS VAULT TYPE 1

GENERAL NOTES

PROVIDE VAULT WITH OPEN BASE.

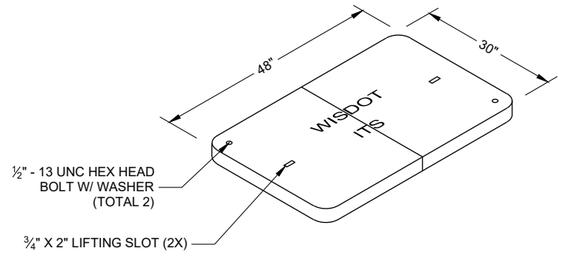
COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

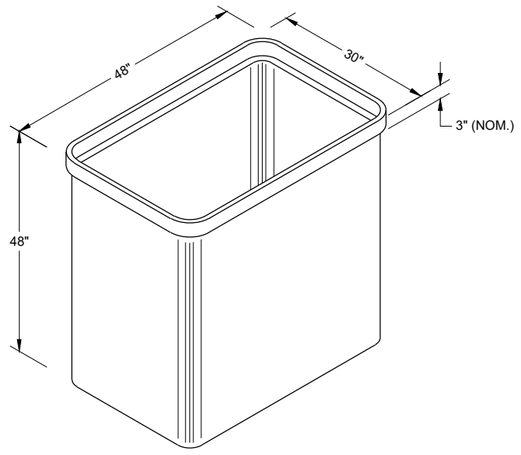
ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

FIBER TRACER MARKER POSTS SHALL BE CONSTRUCTED WITH HIGH-IMPACT PLASTIC MATERIAL WHICH IS FADE RESISTANT AND UV STABLE. ALL HARDWARE SHALL BE STAINLESS STEEL AND CONTAIN A MINIMUM OF FIVE STANDARD TERMINALS.





ISOMETRIC VIEW

COMMUNICATION VAULT TYPE 1	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
May 2017 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGI 600
FHWA	

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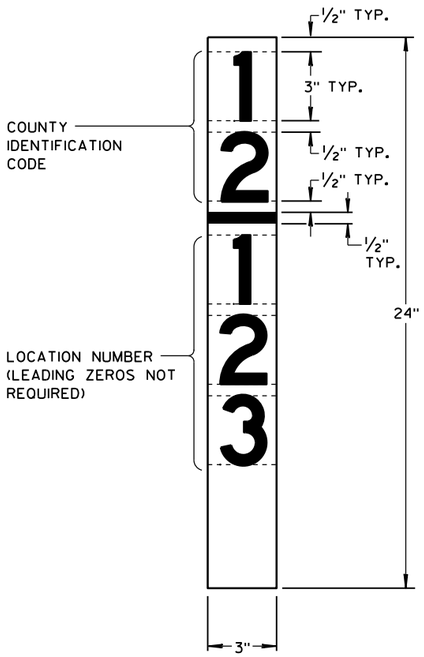
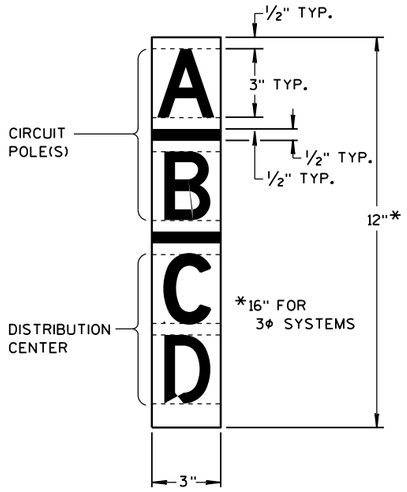
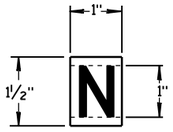


HIGH MAST LIGHT TOWER STRUCTURE PLAQUE

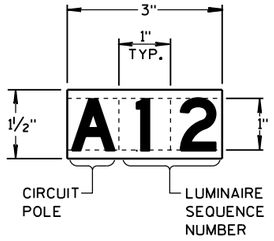


UNDERDECK LIGHTING OR HIGH MAST LIGHT TOWER CIRCUIT PLAQUE



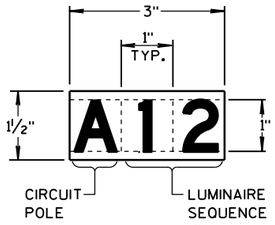
HIGH MAST LIGHT TOWER NORTH PLAQUE

(MOUNT ON LOWERING RING - INDICATING NORTH HEADING ^{2} ± 10°^{3} WHEN RING IS RAISED AND LATCHED)



HIGH MAST LIGHT TOWER LUMINAIRE SEQUENCE PLAQUE

(MOUNT ON LUMINAIRE RING)



UNDER DECK LUMINAIRE SEQUENCE DECAL

(MOUNT ON LUMINAIRE)

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

CONCRETE SURFACE - MASONRY ANCHORS

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

PLAQUE MATERIALS:

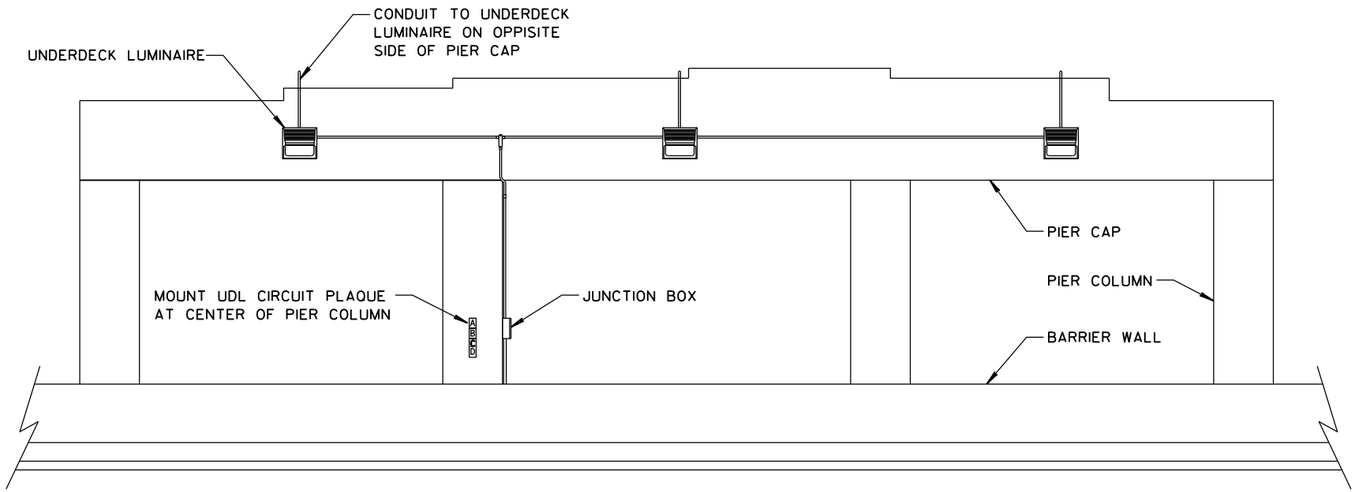
BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

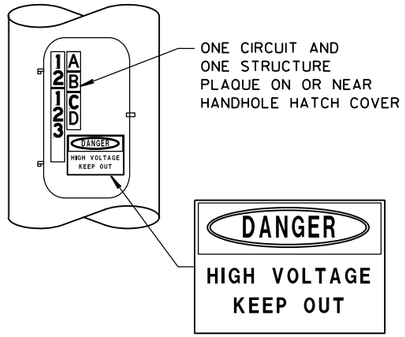
LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.



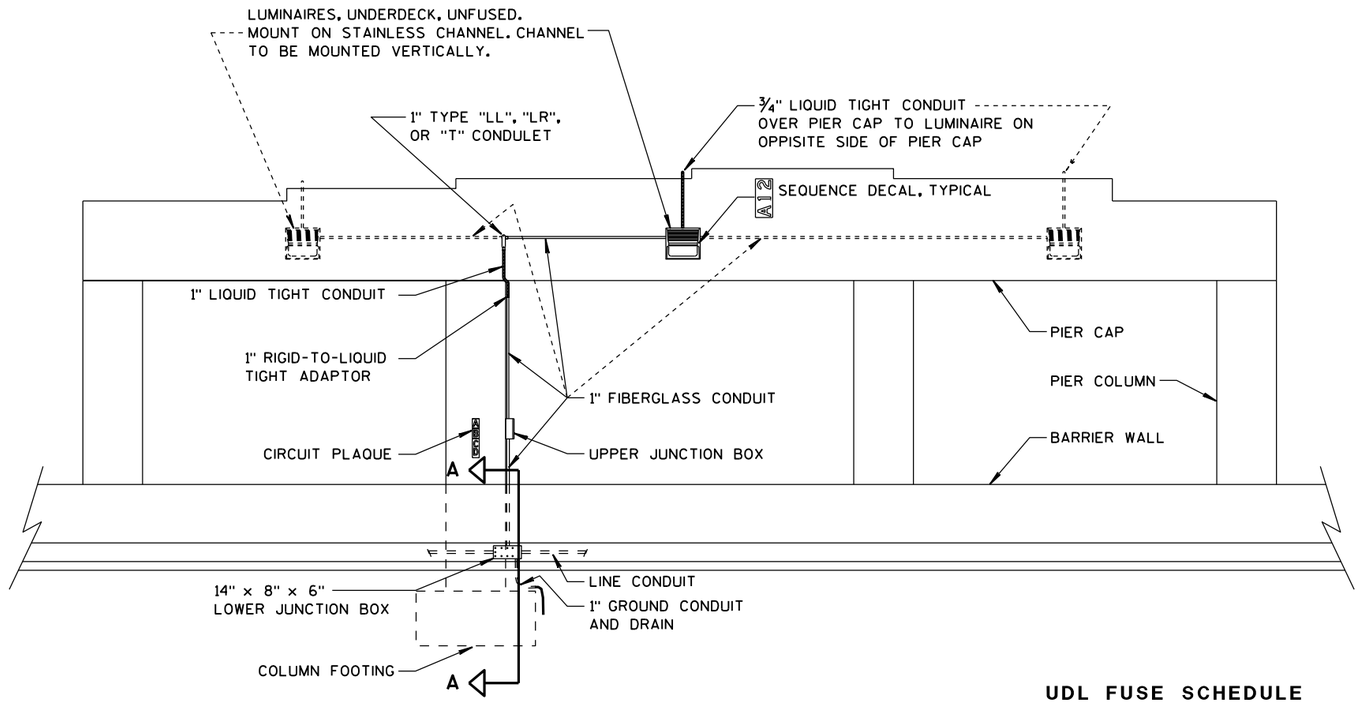
LOCATION OF UNDERDECK LIGHTING CIRCUIT PLAQUE



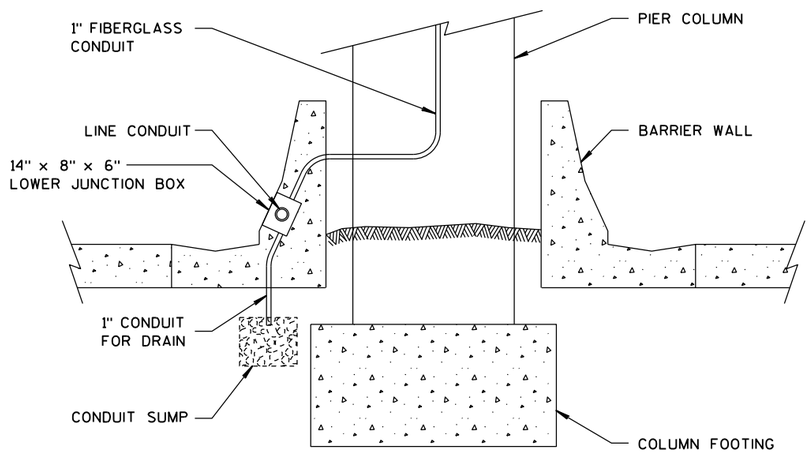
NOTE: NEMA PLAQUE SHOWN ABOVE IS REQUIRED ONLY IN PARK AND RIDE LOTS OR IN OTHER PEDESTRIAN ACCESSIBLE AREAS.

LOCATION OF HIGH MAST LIGHT TOWER STRUCTURE PLAQUE AND CIRCUIT PLAQUE

IDENTIFICATION PLAQUES UNDERDECK AND HIGH MAST LIGHTING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June, 2015 (DATE)	/S/ Ahmet Demriblek (STATE ELECTRICAL)
FHWA	601



TYPICAL UNDERDECK LIGHTING INSTALLATION



SECTION "A-A"

UDL FUSE SCHEDULE

LINE VOLTAGE ϕ-GROUND	TOP JUNCTION BOX FUSES
120VAC	5 A
208VAC	5 A
240VAC	5 A
480VAC	3 A

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING, SUBSTITUTING THE LOWER JUNCTION BOX FOR THE HANDHOLE SHOWN IN THAT DETAIL.

THE PLANS WILL SHOW WHICH CIRCUIT LEGS(S) ARE CONNECTED TO EACH INSTALLATION AND THE REQUIRED NUMBER OF LUMINAIRES.

THE UPPER JUNCTION BOX (FOR FUSE ASSEMBLIES) SHALL CONFORM TO THE APPLICABLE PROVISIONS OF SECTION 653.2.2 OF THE STANDARD SPECIFICATIONS; SHALL BE SUITABLE FOR SURFACE MOUNTING WITH EXTERNAL MOUNTING LUGS; AND SHALL HAVE A HINGED COVER, WING-NUT FASTENERS, AND PADLOCK HASP. ALL HARDWARE SHALL BE STAINLESS STEEL. FURNISH O-Z/GEDNEY YW-120603, SPRING CITY HC-12-06-04, CROUSE-HINDS WTB-120604, OR APPROVED EQUAL.

MEDIAN CONFIGURATIONS VARY; NOT ALL CASES CAN BE SHOWN IN THIS DETAIL.

WIRING FOR THE FIRST LUMINAIRE PAIR IS SHOWN IN SOLID LINES. WIRING FOR ADDITIONAL LUMINAIRE PAIRS, WHERE REQUIRED, IS SHOWN IN DOTTED LINES.

LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
ϕ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	UNFUSED LUMINAIRE
	SINGLE POLE (1P) FUSE ASSEMBLY
	TERMINAL
	SPLICE
	CONDUCTOR

ELECTRICAL DETAILS
UNDERDECK LIGHTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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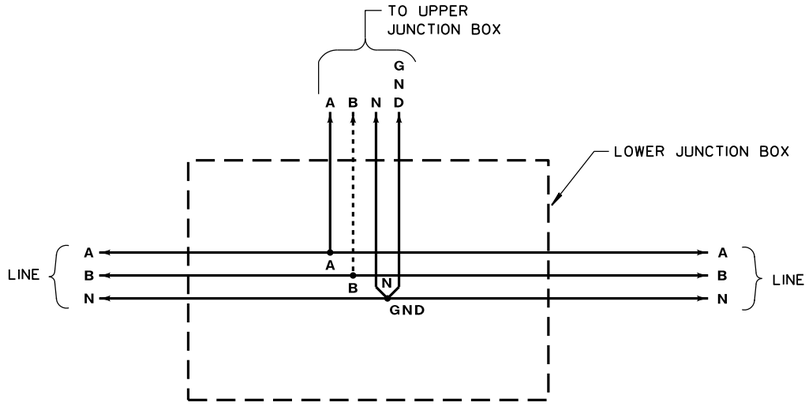
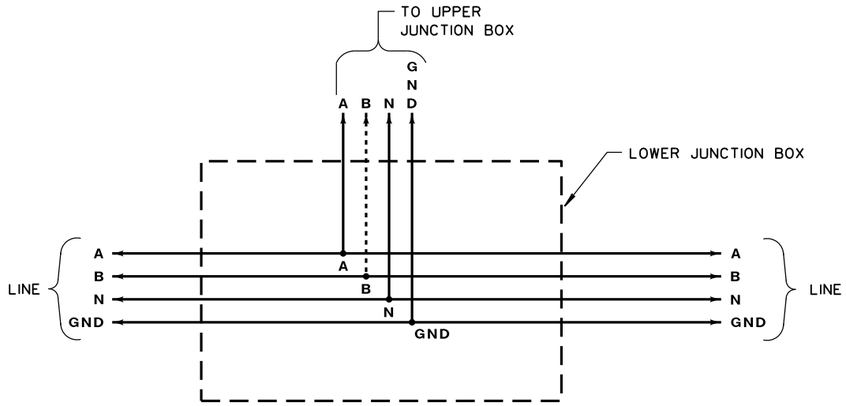


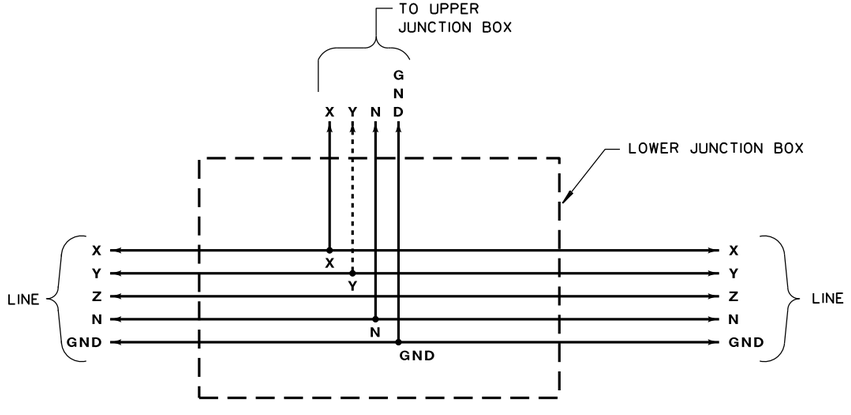
TYPICAL WIRING DIAGRAM, LOWER JUNCTION BOX

GROUNDED NEUTRAL SYSTEM
1-ϕ 240/480VAC OR 3 WIRE OR 480VAC 2 WIRE



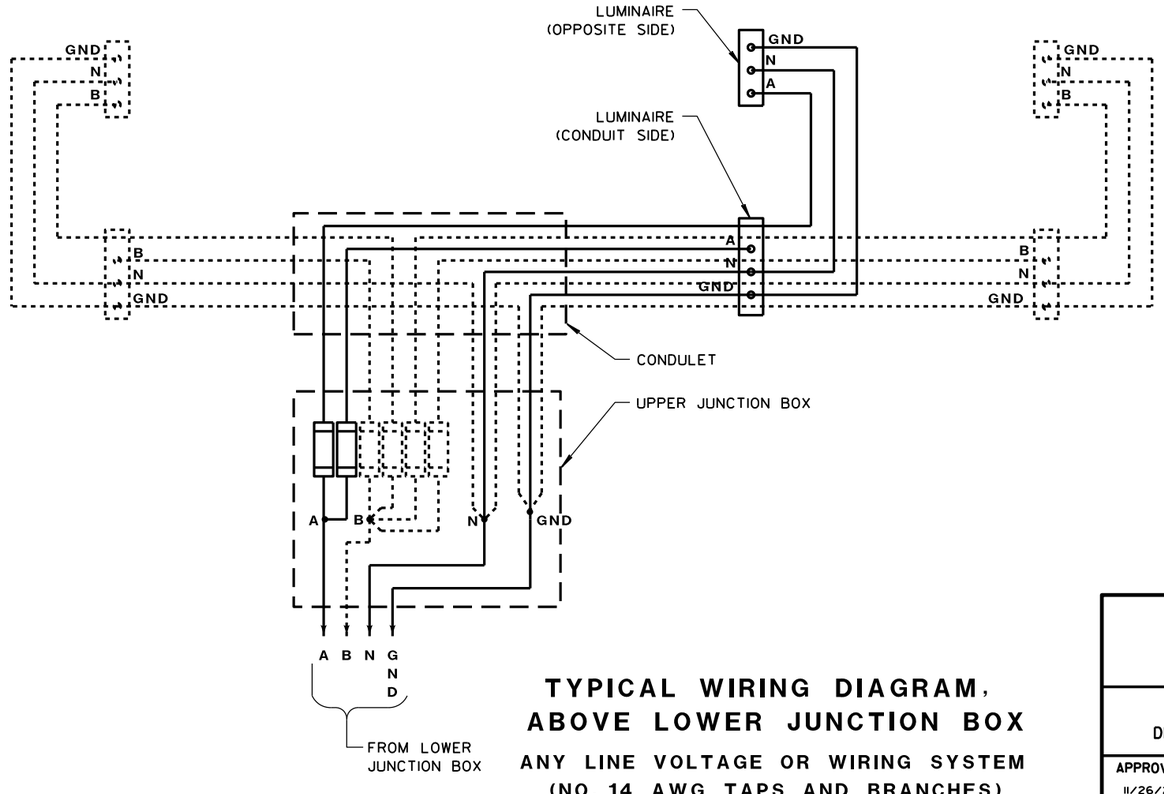
TYPICAL WIRING DIAGRAM, LOWER JUNCTION BOX

ISOLATED NEUTRAL SYSTEM
1-ϕ 120/240VAC OR 240/480VAC 3 WIRE



TYPICAL WIRING DIAGRAM, LOWER JUNCTION BOX

ISOLATED NEUTRAL SYSTEM
3-ϕ 208Y/120VAC OR 480Y/277VAC 4 WIRE



TYPICAL WIRING DIAGRAM, ABOVE LOWER JUNCTION BOX

ANY LINE VOLTAGE OR WIRING SYSTEM
(NO. 14 AWG TAPS AND BRANCHES)

ELECTRICAL DETAILS
UNDERDECK LIGHTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/26/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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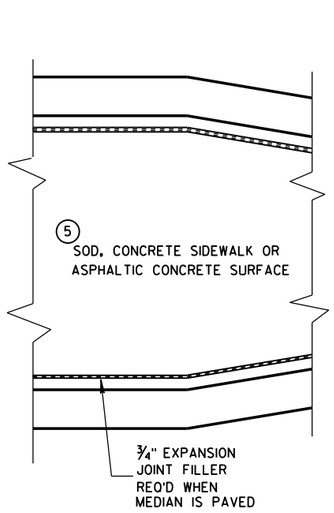
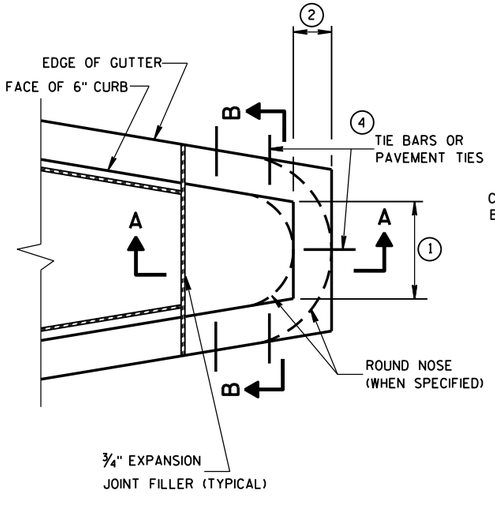
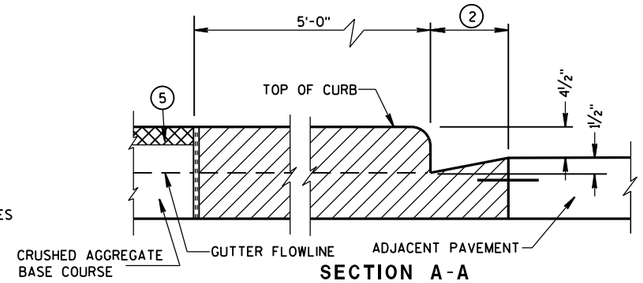
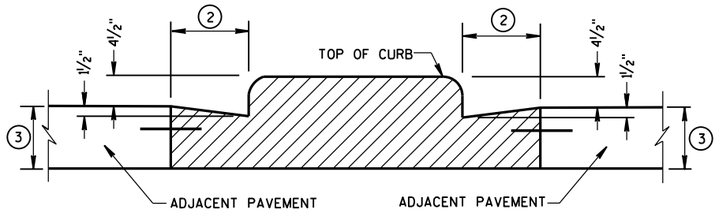
S.D.D. 10 A 15-4b







SECTION A-A



SECTION B-B

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.

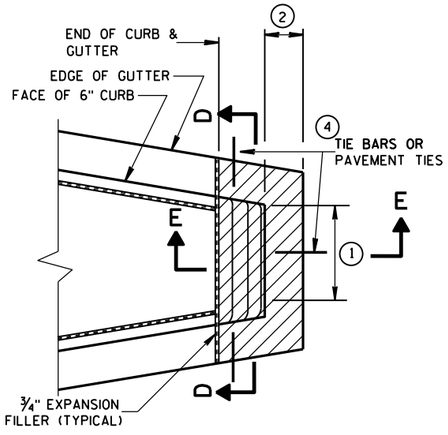
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

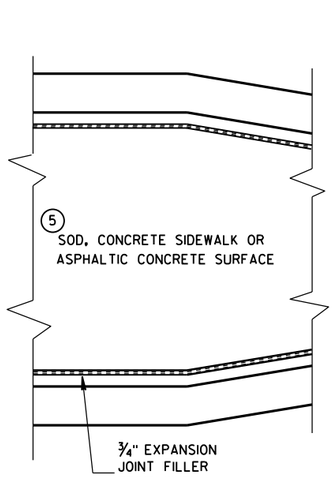
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

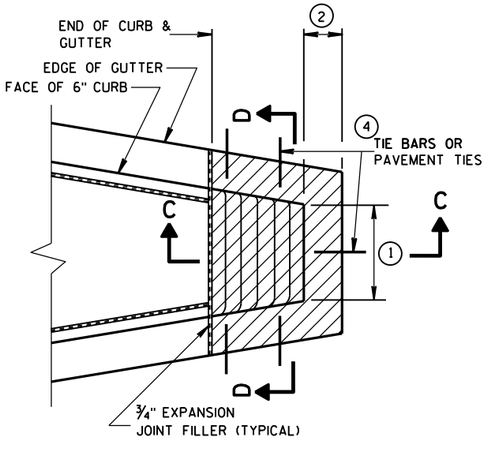
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

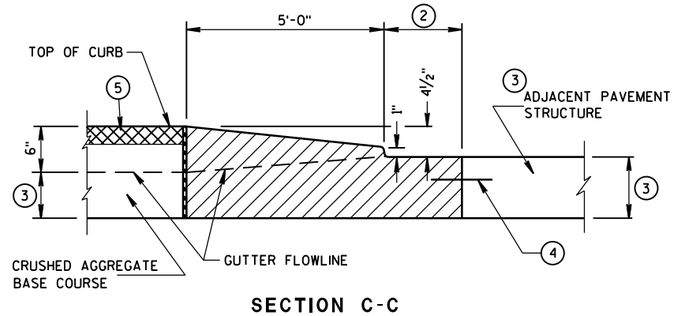
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



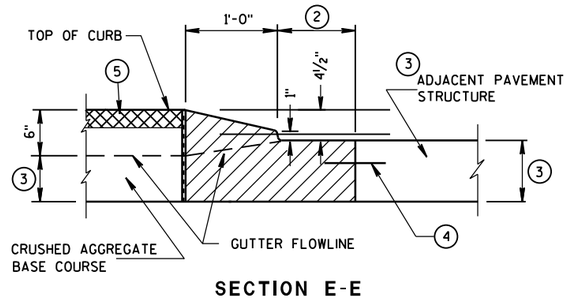




CONCRETE MEDIAN SLOPED NOSE TYPE 1

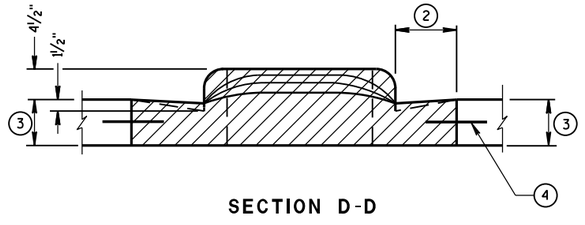


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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S.D.D. 11 B 2-2

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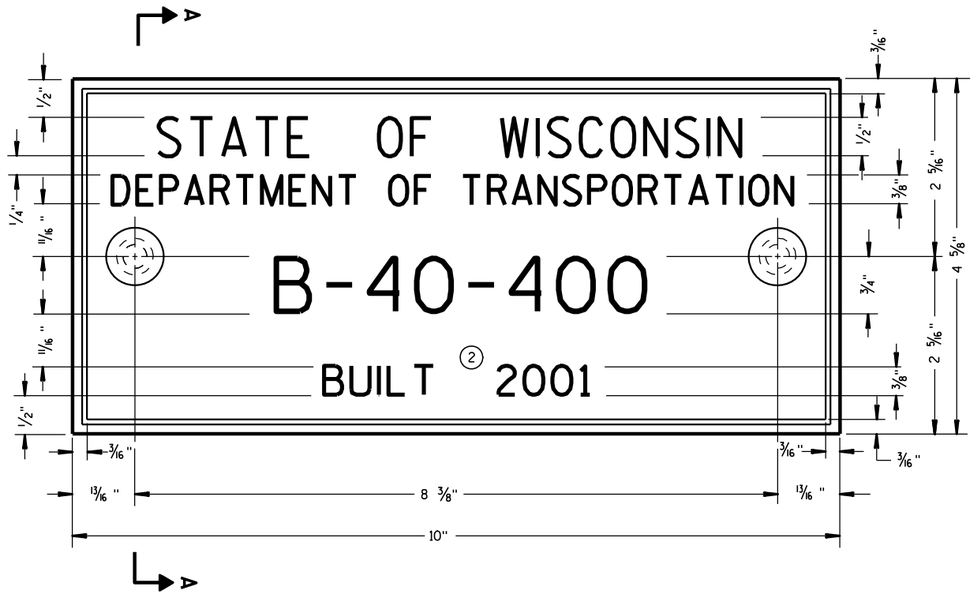
S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

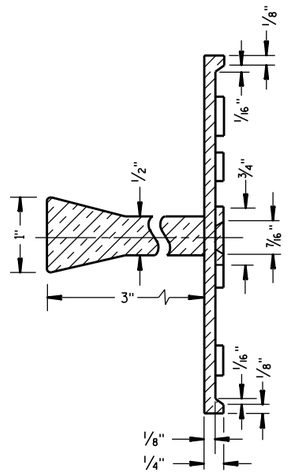
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

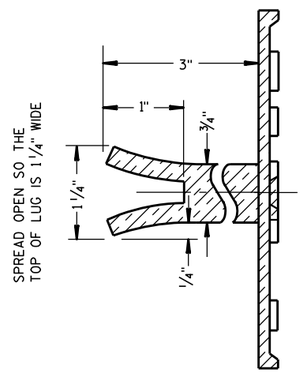
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

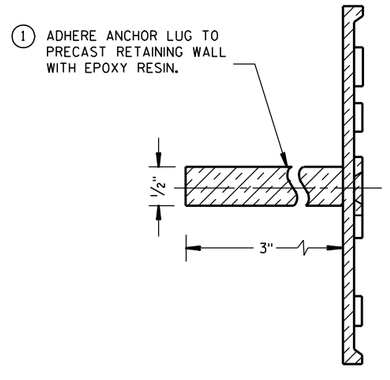
COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

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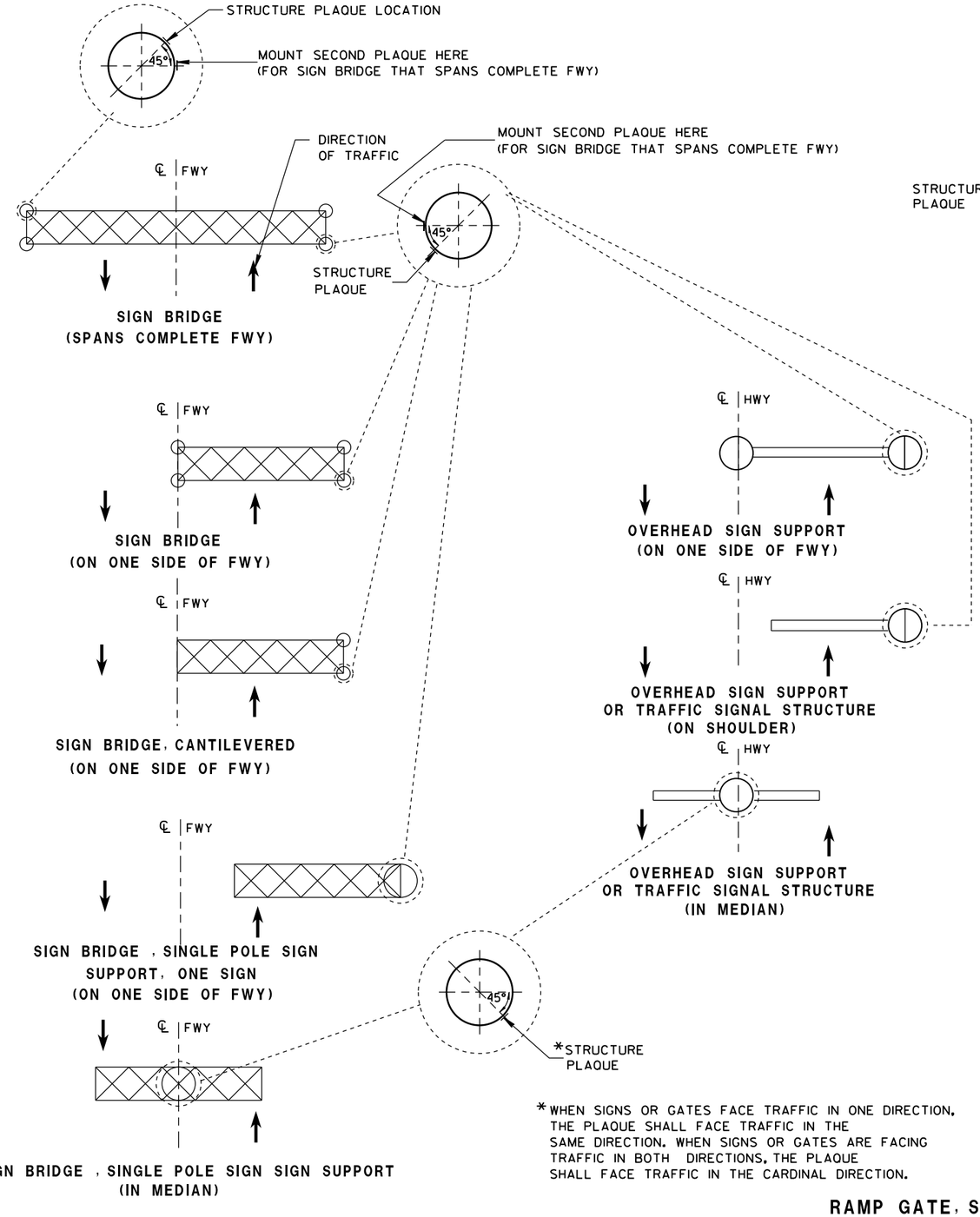
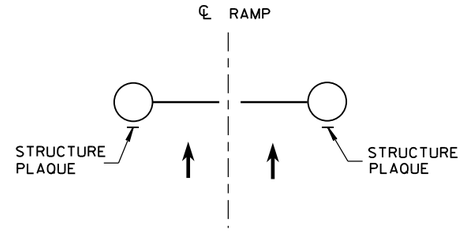
S.D.D. 12 A 3-10

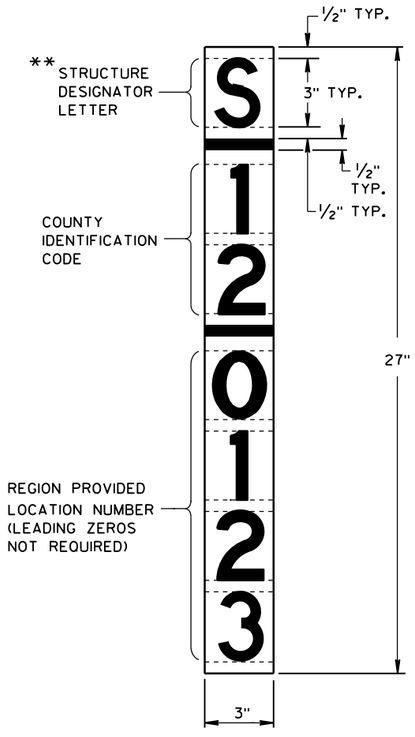


LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES

* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

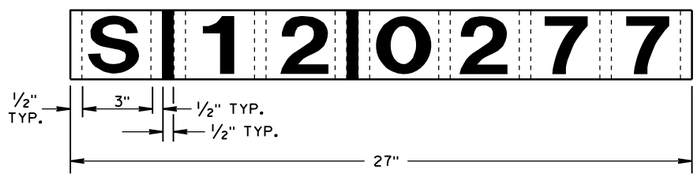
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 12 A 4-3

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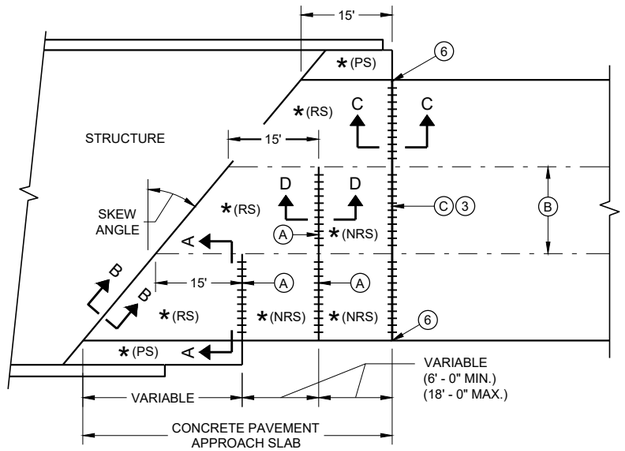
S.D.D. 12 A 4-3



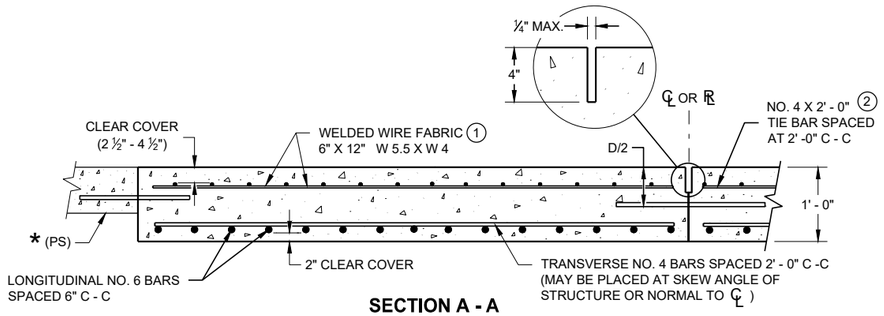
SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)

* (RS) = REINFORCED CONCRETE SLAB

* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

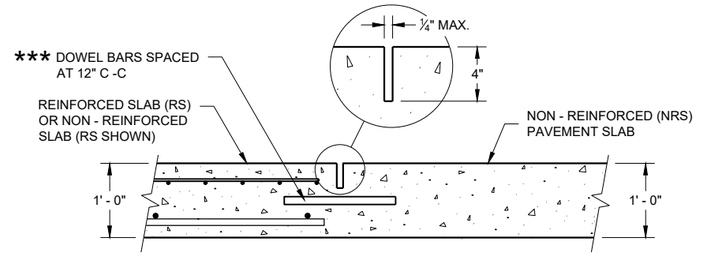
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

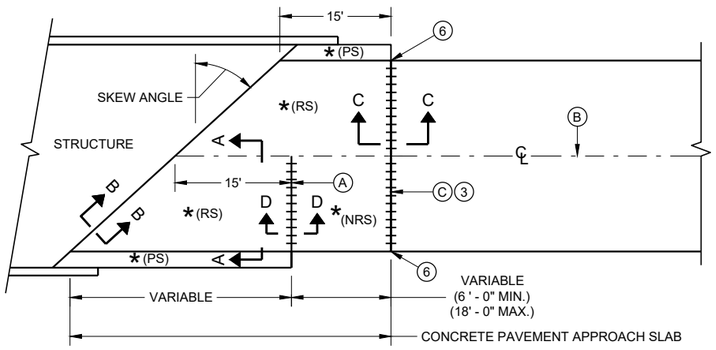
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .

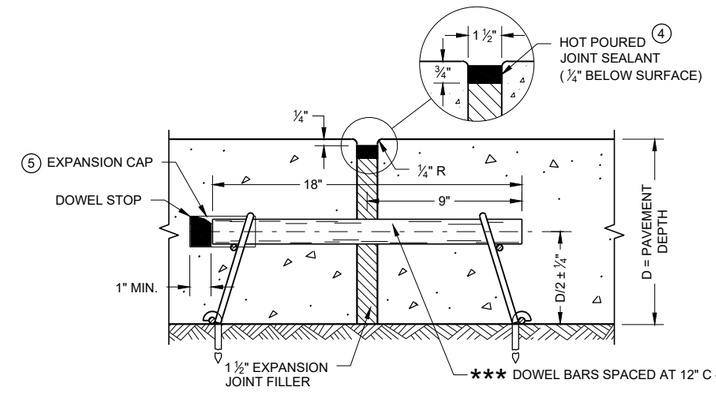


SECTION D - D
CONTRACTION JOINT



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')

SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT DETAIL

SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

APPROACH SLAB AND ADJACENT PAVEMENT

SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISOR

607

FHWA

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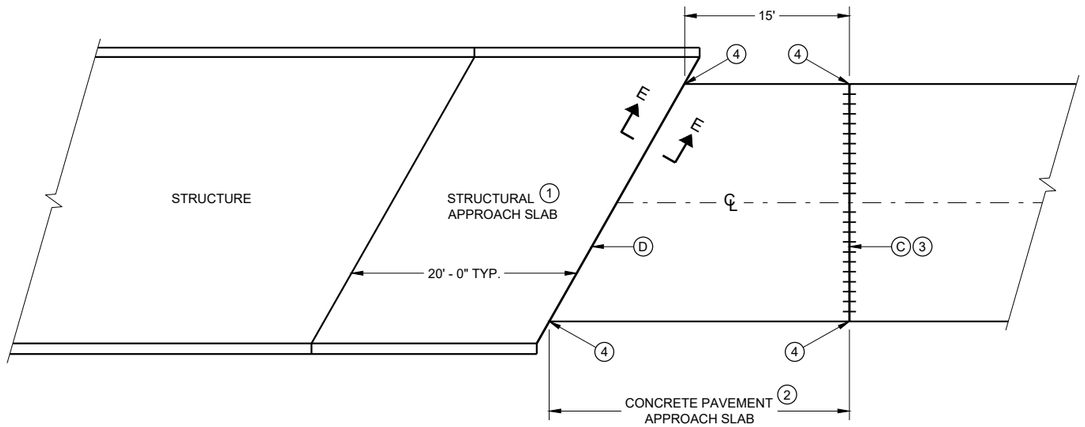
SDD 13B02 - 09a



BRIDGE APPROACHES

GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

(1) SEE BRIDGE PLAN.

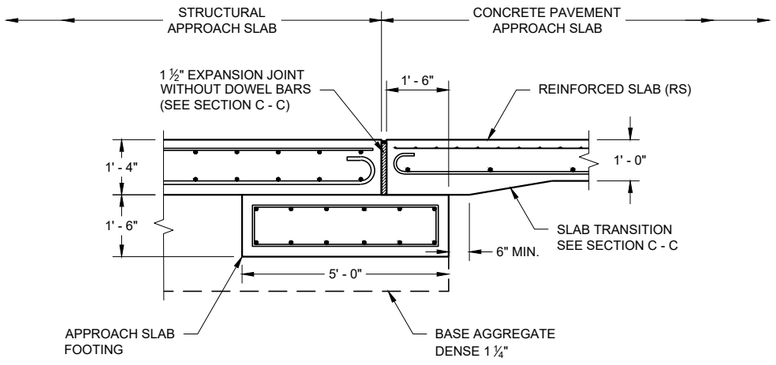
(2) CONFORM TO SDD 13B02 SHEET A FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞.

(D) 1 ½" EXPANSION JOINT (NO DOWELS)



SECTION E - E
FOOTING DETAIL
STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS 608

FHWA

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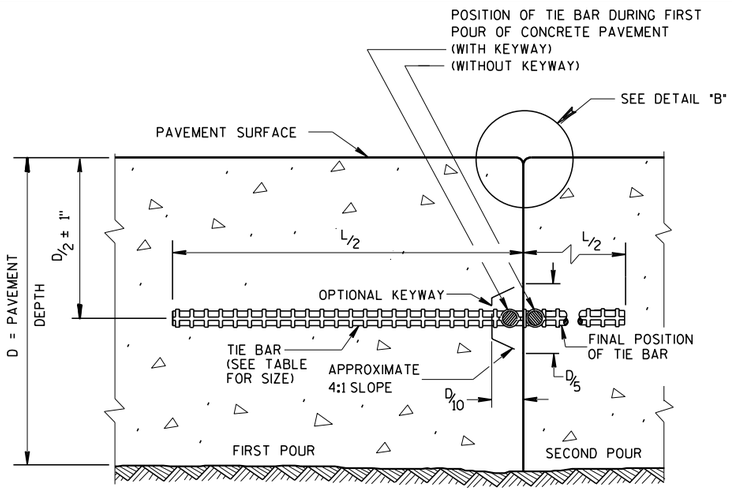
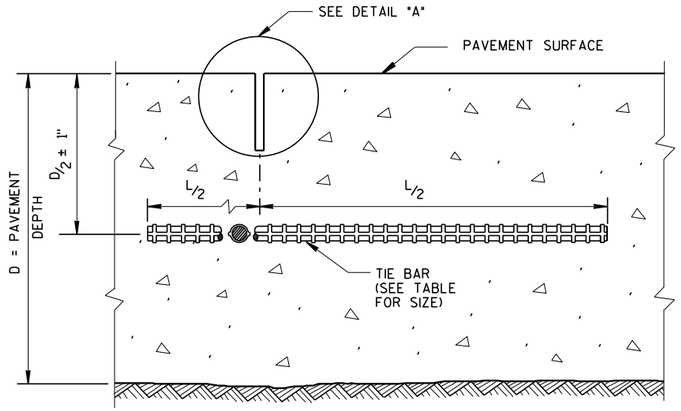
SDD 13B02 - 09b



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

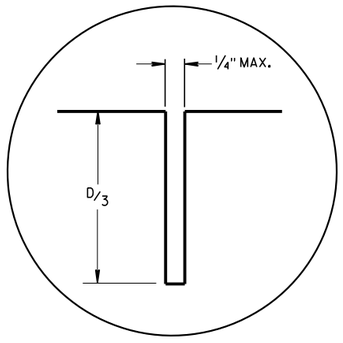
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

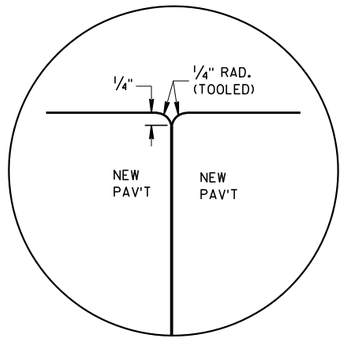
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



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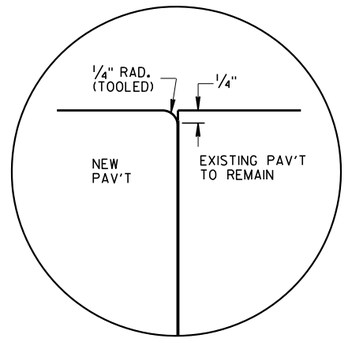


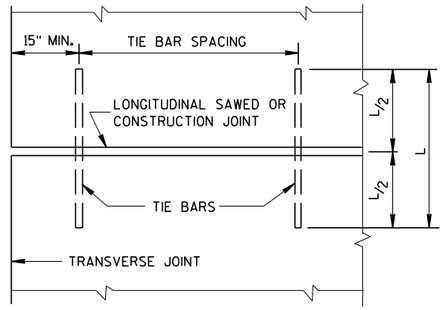
DETAIL "C"

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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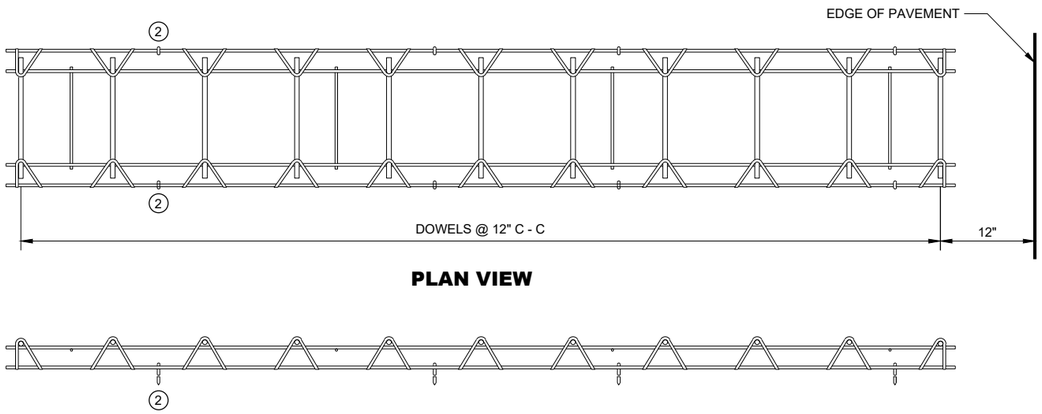
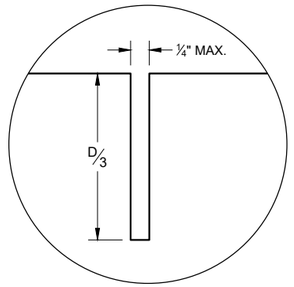
S.D.D. 13 C 1-19



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

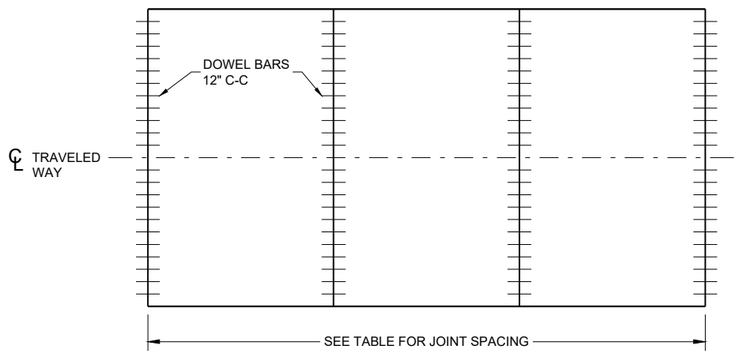
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

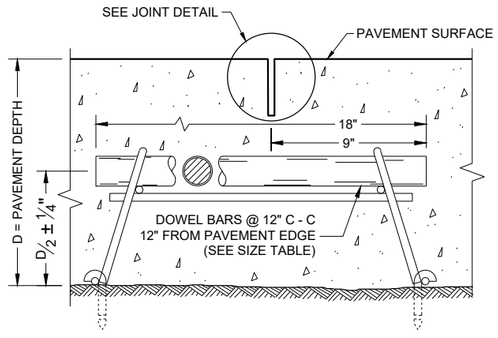
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



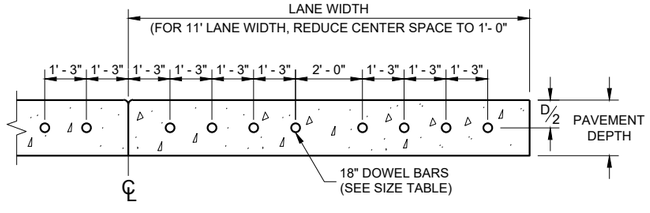
CONTRACTION JOINT LOCATIONS



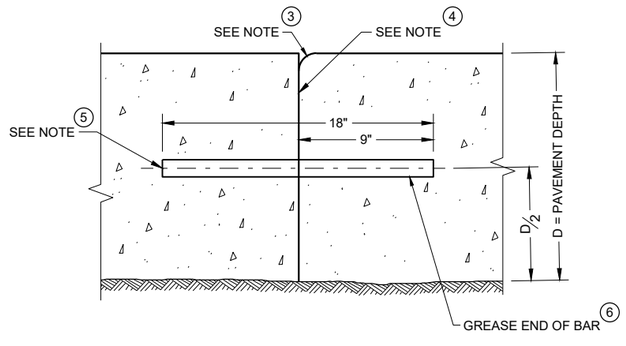
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

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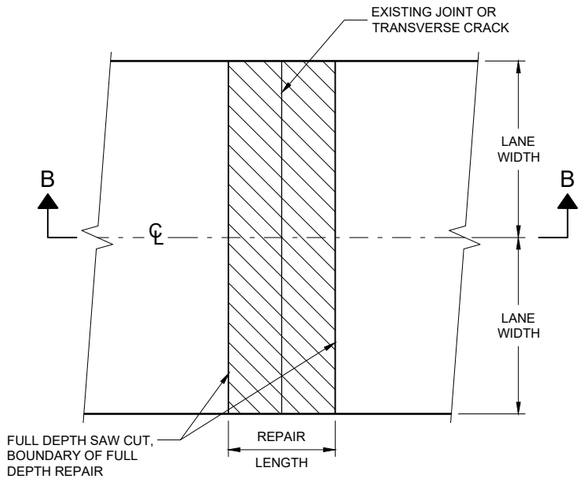
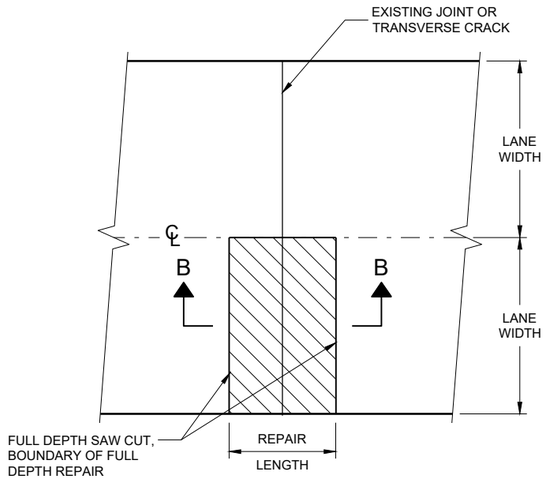


PLAN VIEW
DOUBLE LANE REPAIR



PLAN VIEW
SINGLE LANE REPAIR

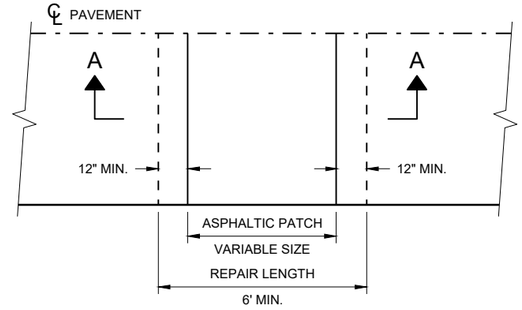
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

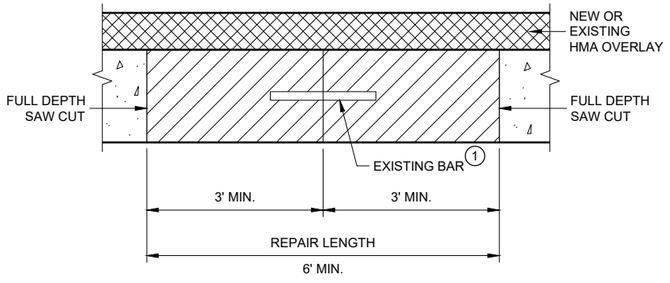
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.

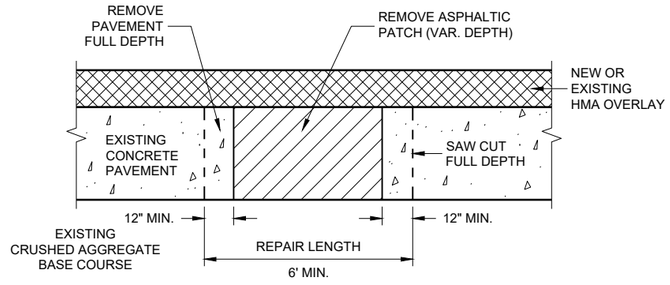


PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B
CONCRETE REMOVAL



SECTION A - A

HMA PATCH REMOVAL

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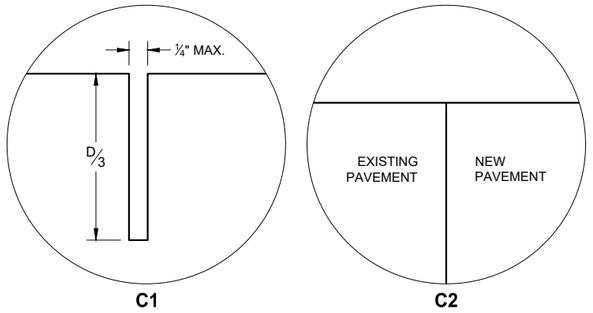
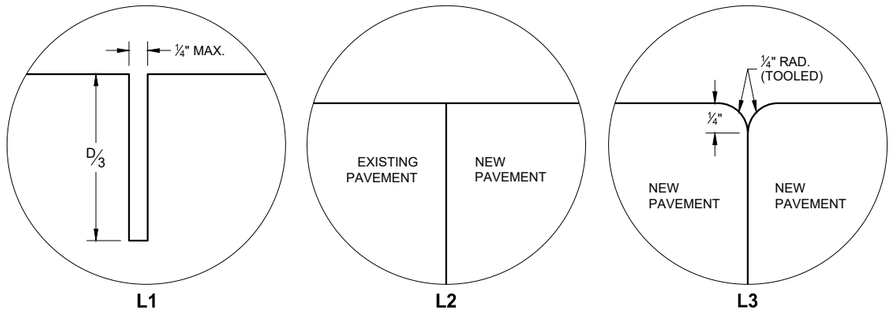
BASE PATCHING CONCRETE

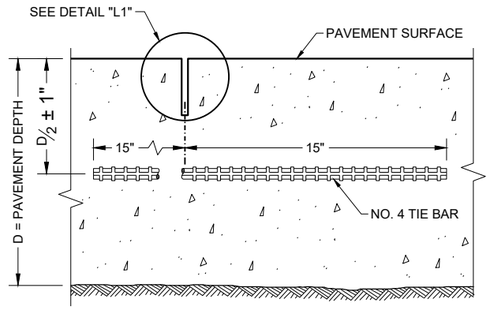
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 611



TRANSVERSE JOINTS

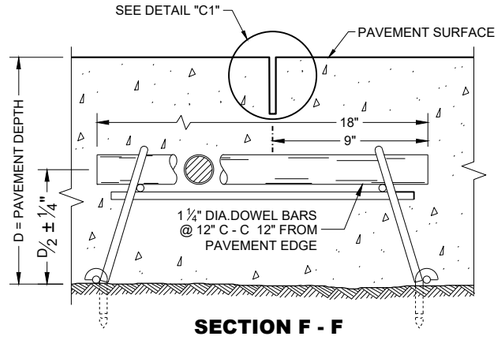


LONGITUDINAL JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

CONTRACTION JOINT

GENERAL NOTES

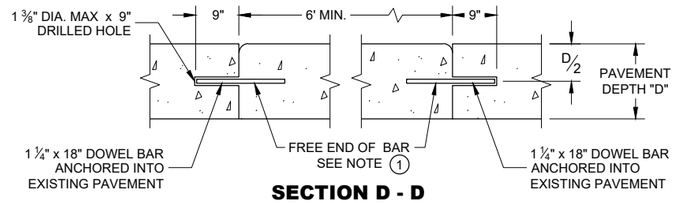
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

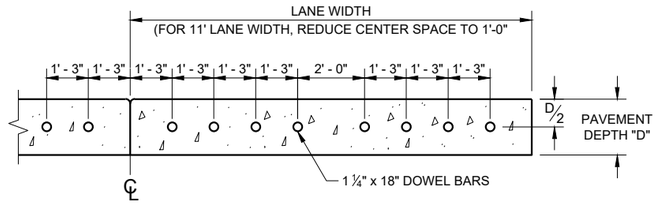
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT O EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

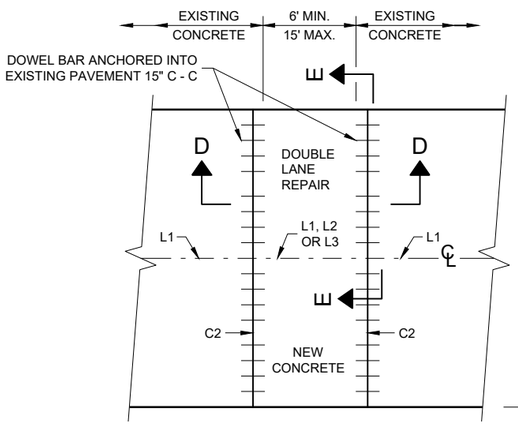


SECTION D - D



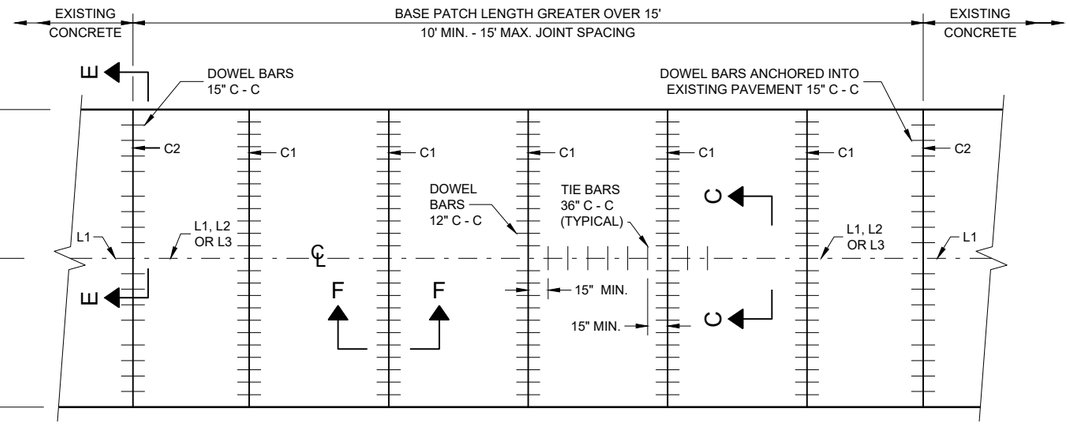
SECTION E - E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

MULTILANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTILANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 612

SDD 13C14 - 07b

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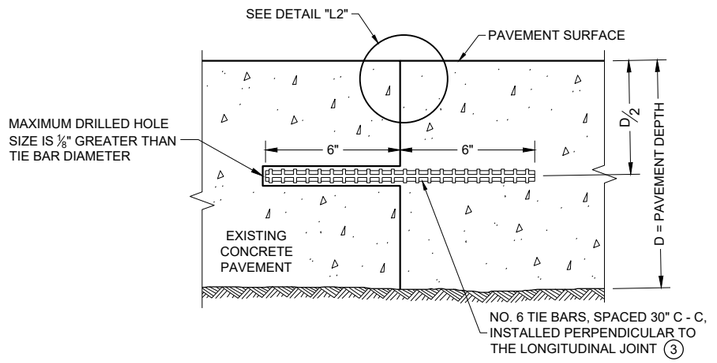
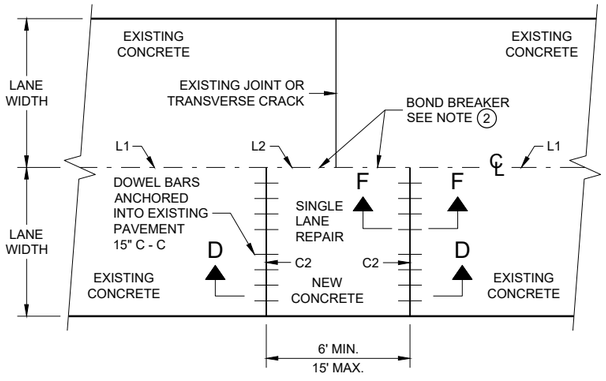


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

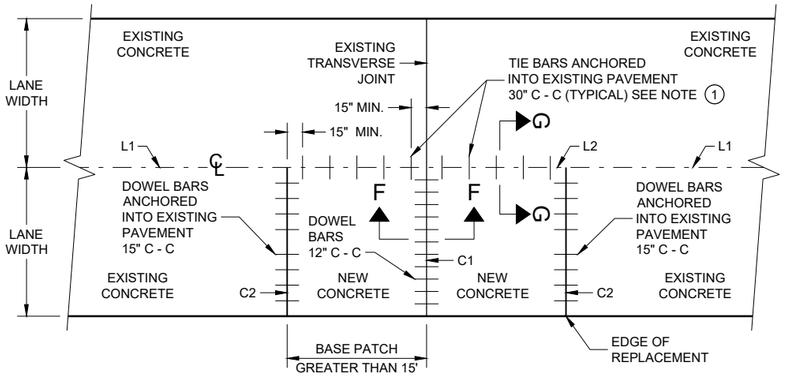
GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

FHWA

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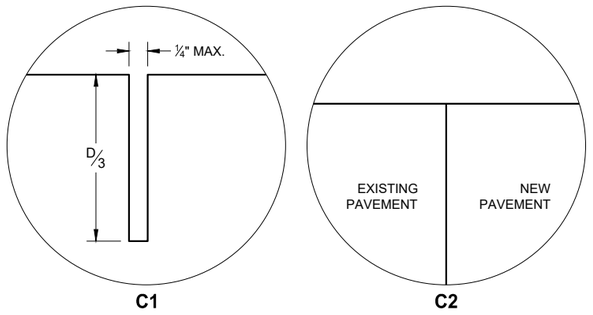
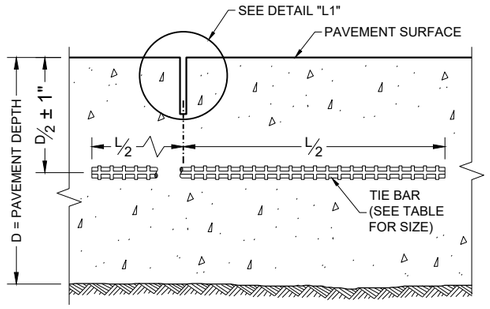
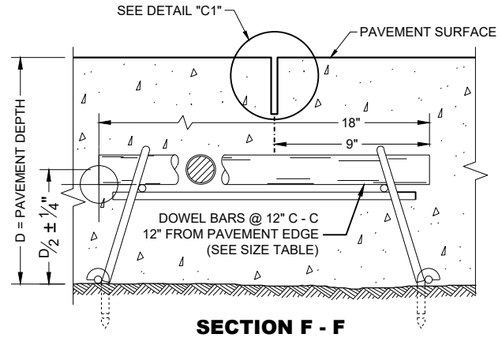


TRANSVERSE JOINTS



SECTION C - C

SAWED JOINT



SECTION F - F

CONTRACTION JOINT

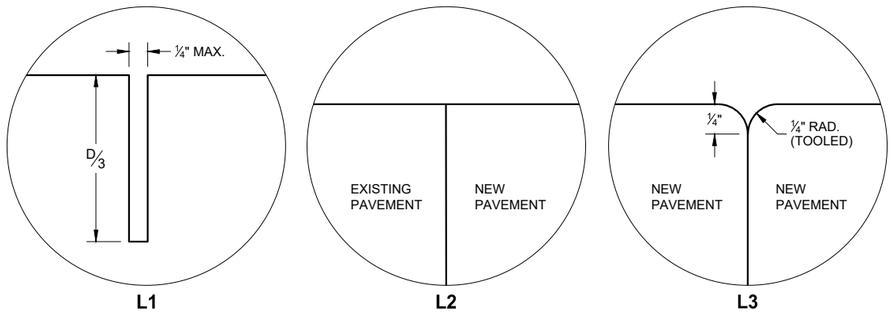
GENERAL NOTES

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

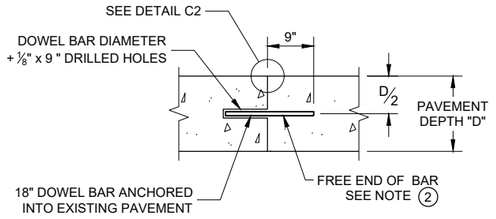
PROVIDE A MIMIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

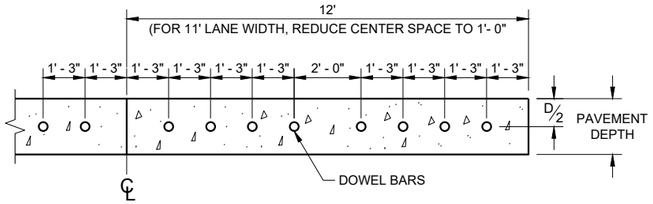
(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



LONGITUDINAL JOINTS

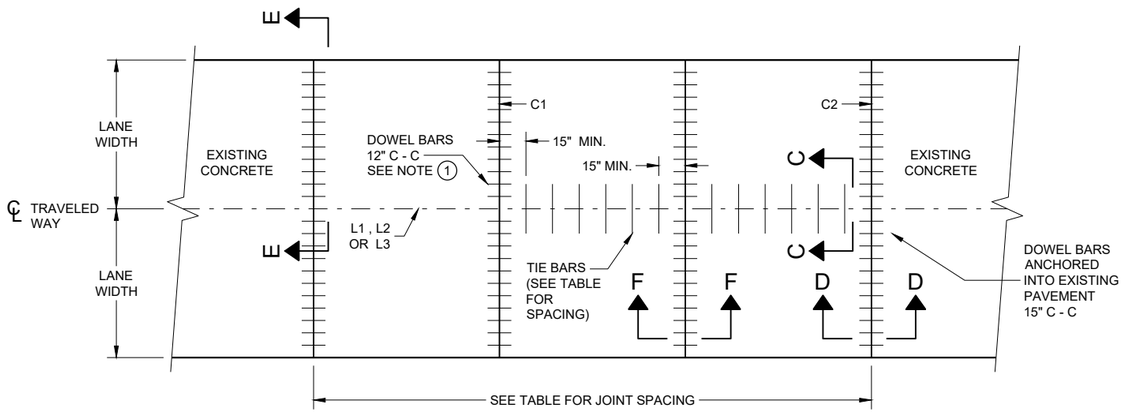


SECTION D - D



SECTION E - E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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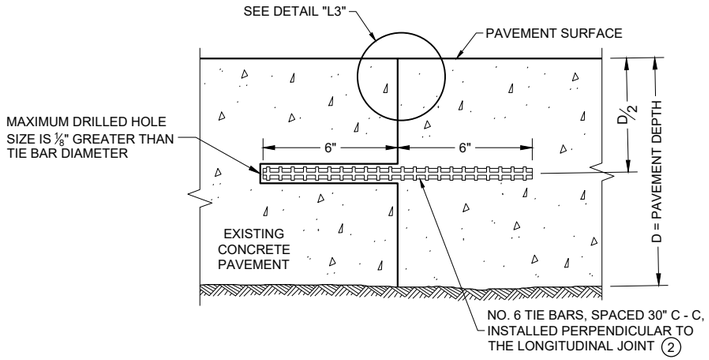
SDD 13C15 - 08a

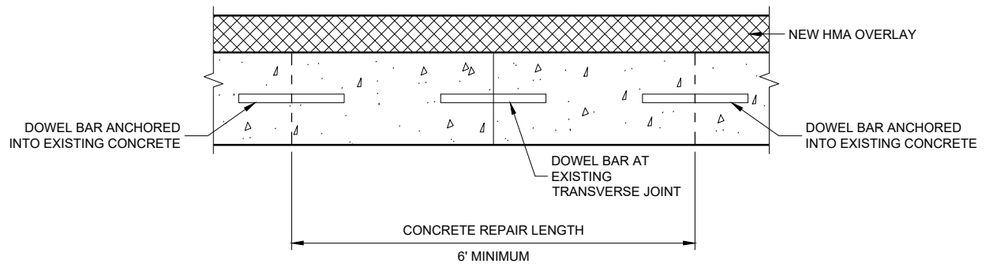
GENERAL NOTES

1. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.
2. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
3. PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

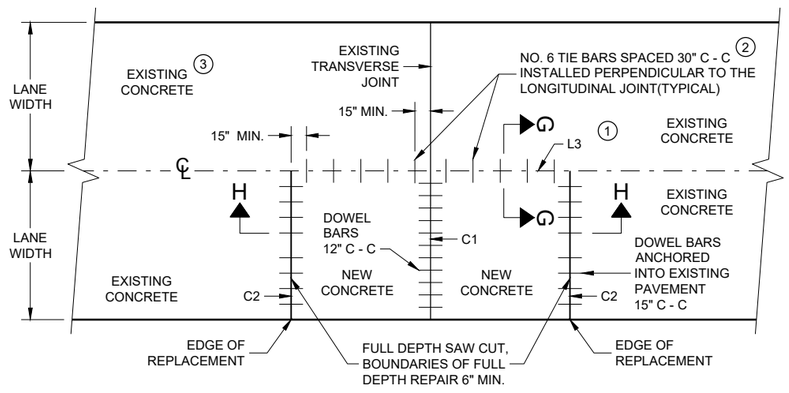


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H - H



PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR

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SDD 13C15 - 08b

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
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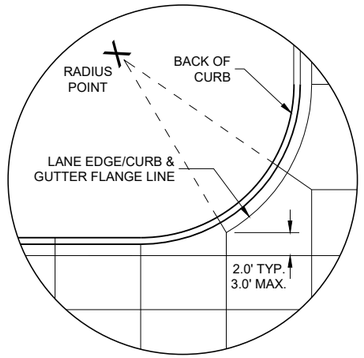
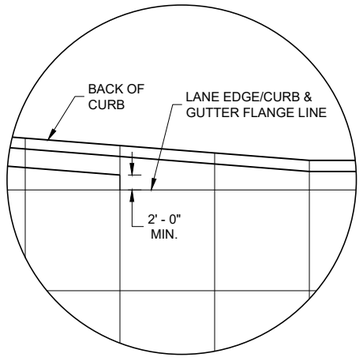


DETAIL "A"



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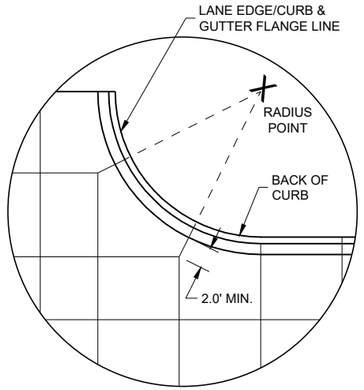

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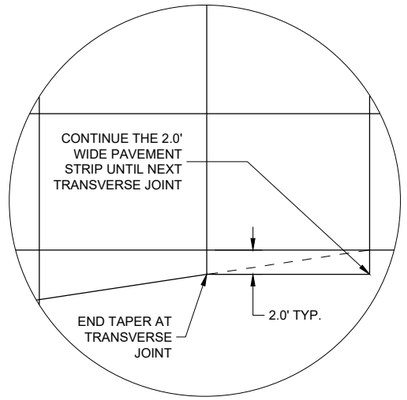


DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

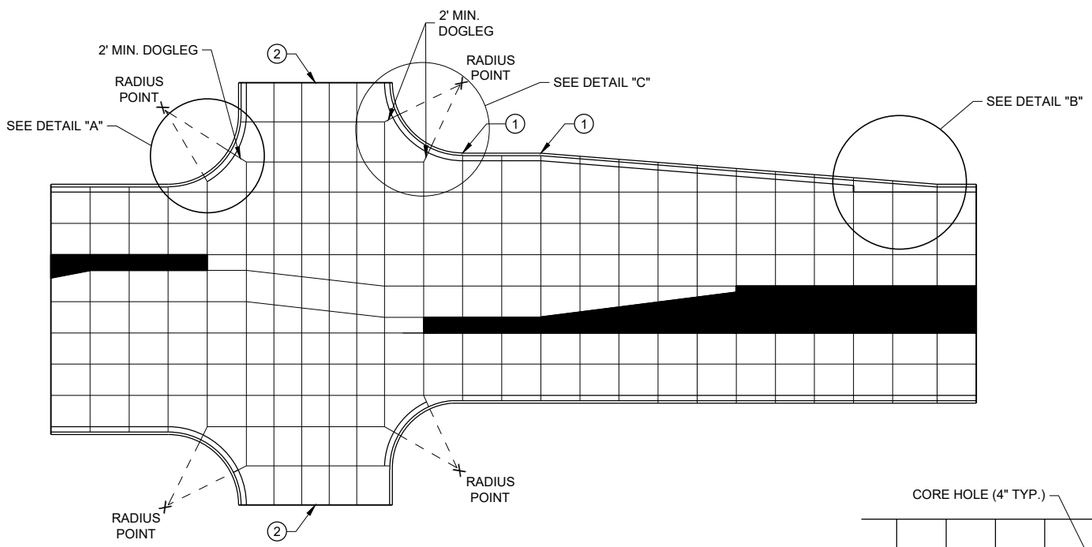
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

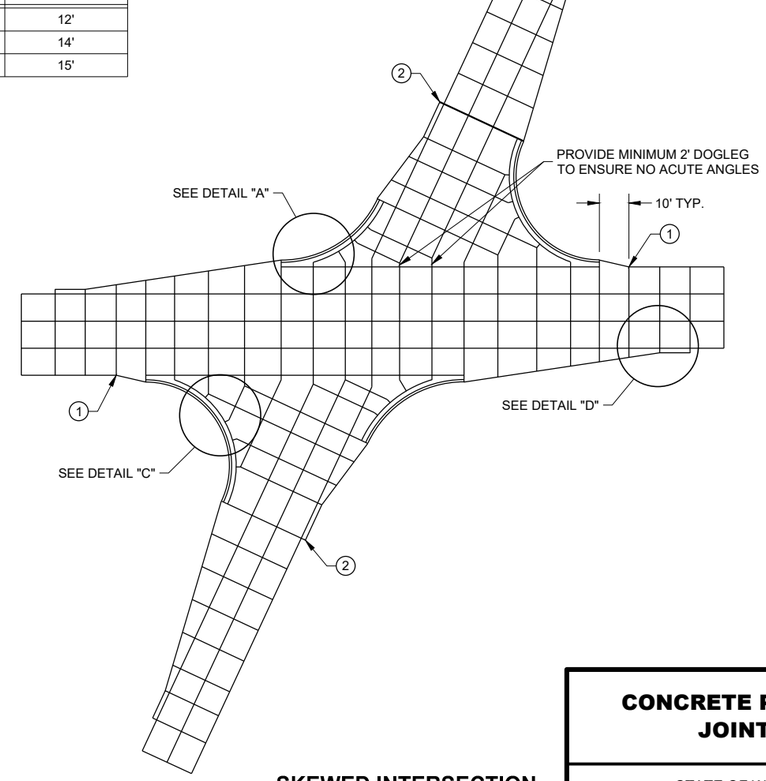
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



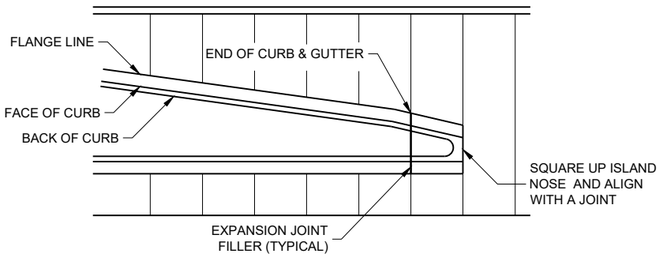
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

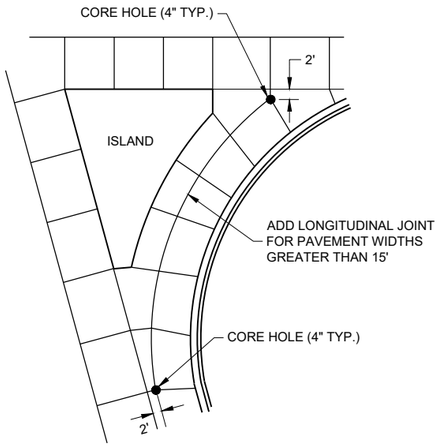
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

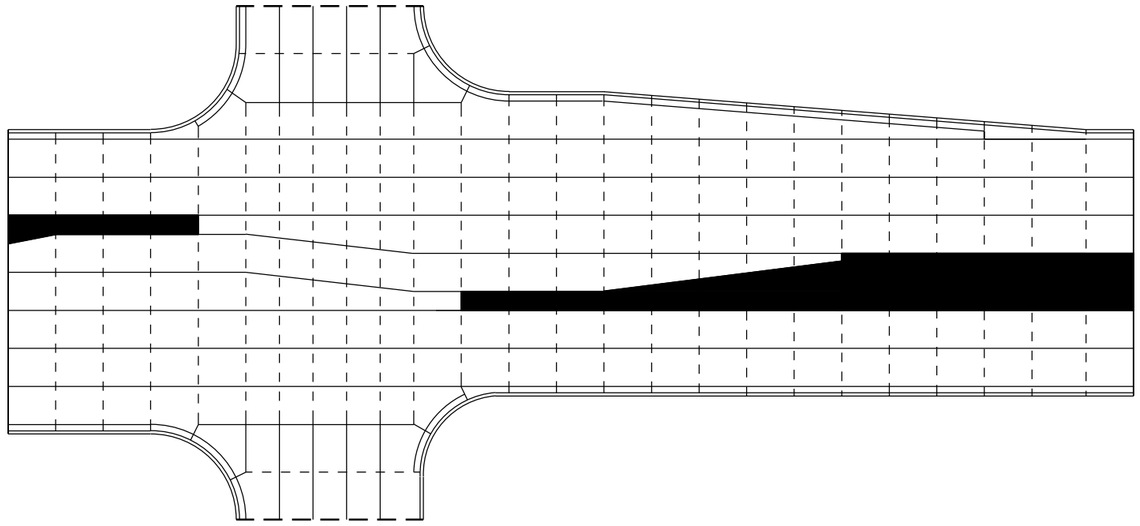
6
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

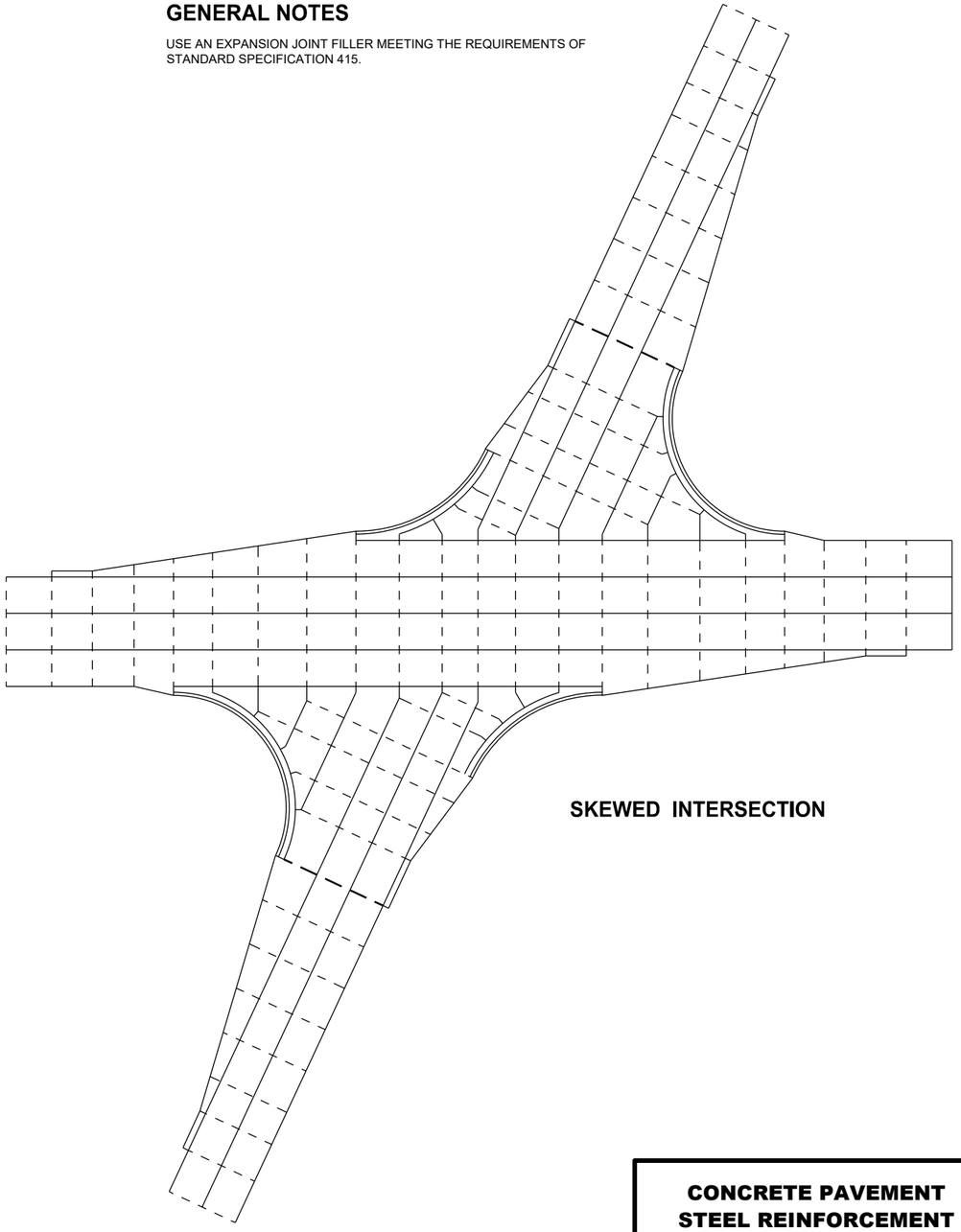
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

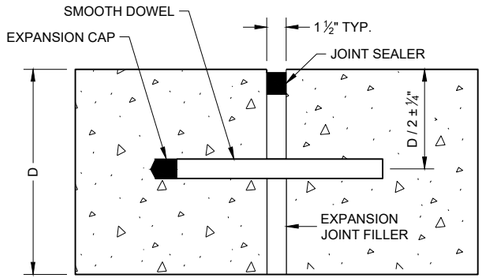
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

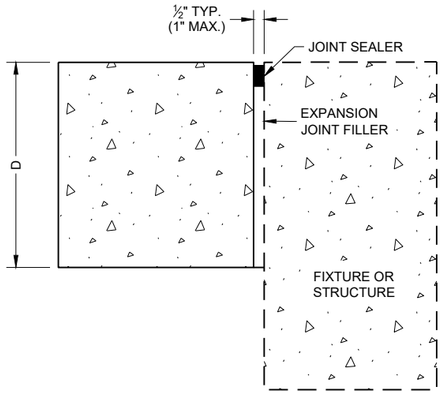
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

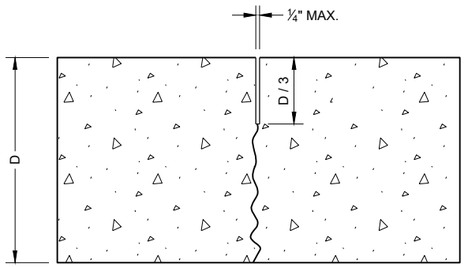
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

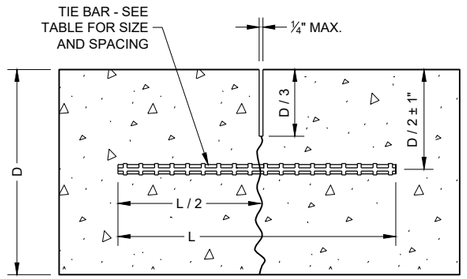
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

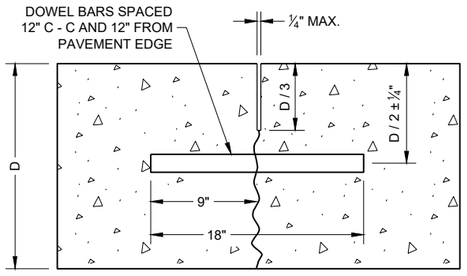
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM 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

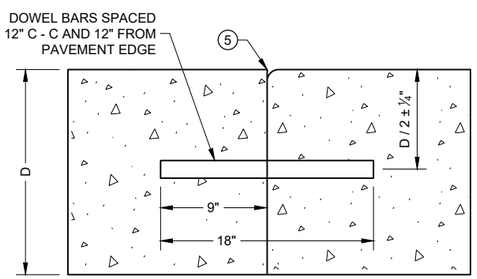


TIED LONGITUDINAL

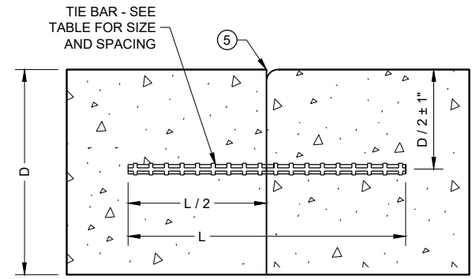


DOWELED TRANSVERSE

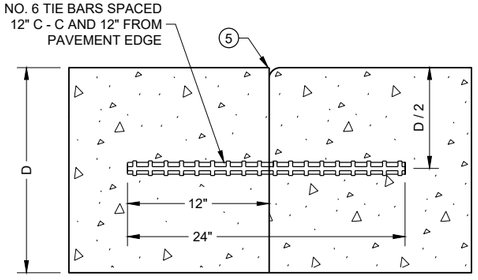
CONTRACTION JOINTS (2)



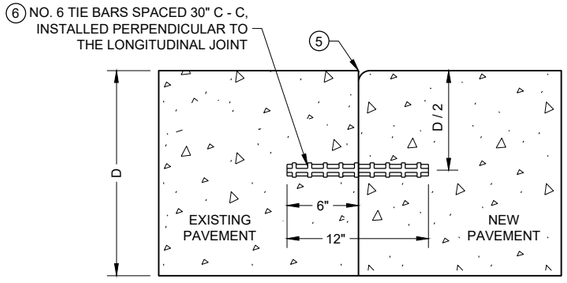
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

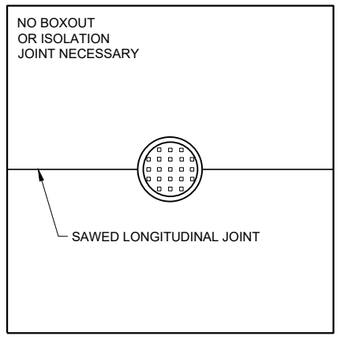
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

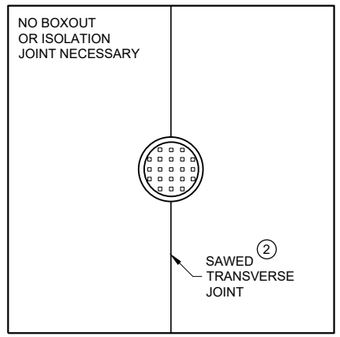
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

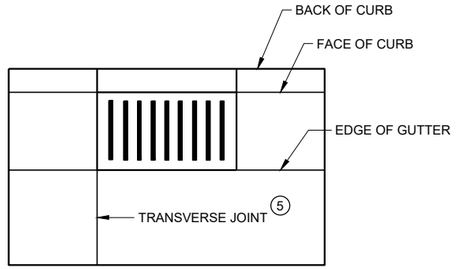
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



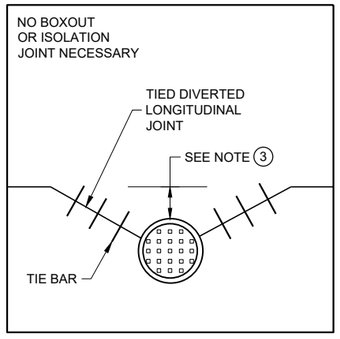
MANHOLE WITH TRANSVERSE JOINT



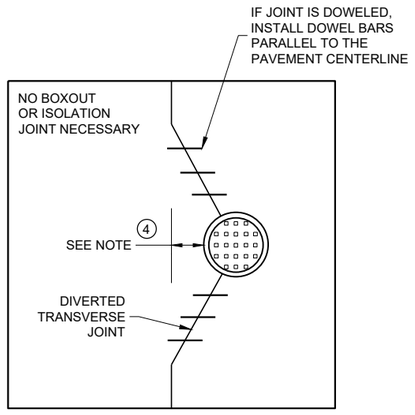
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

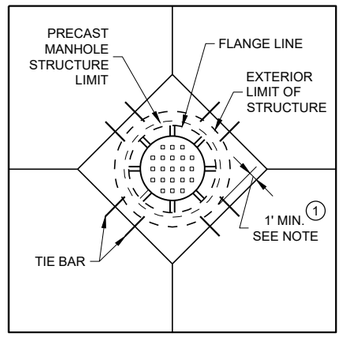
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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 SUPERVISO

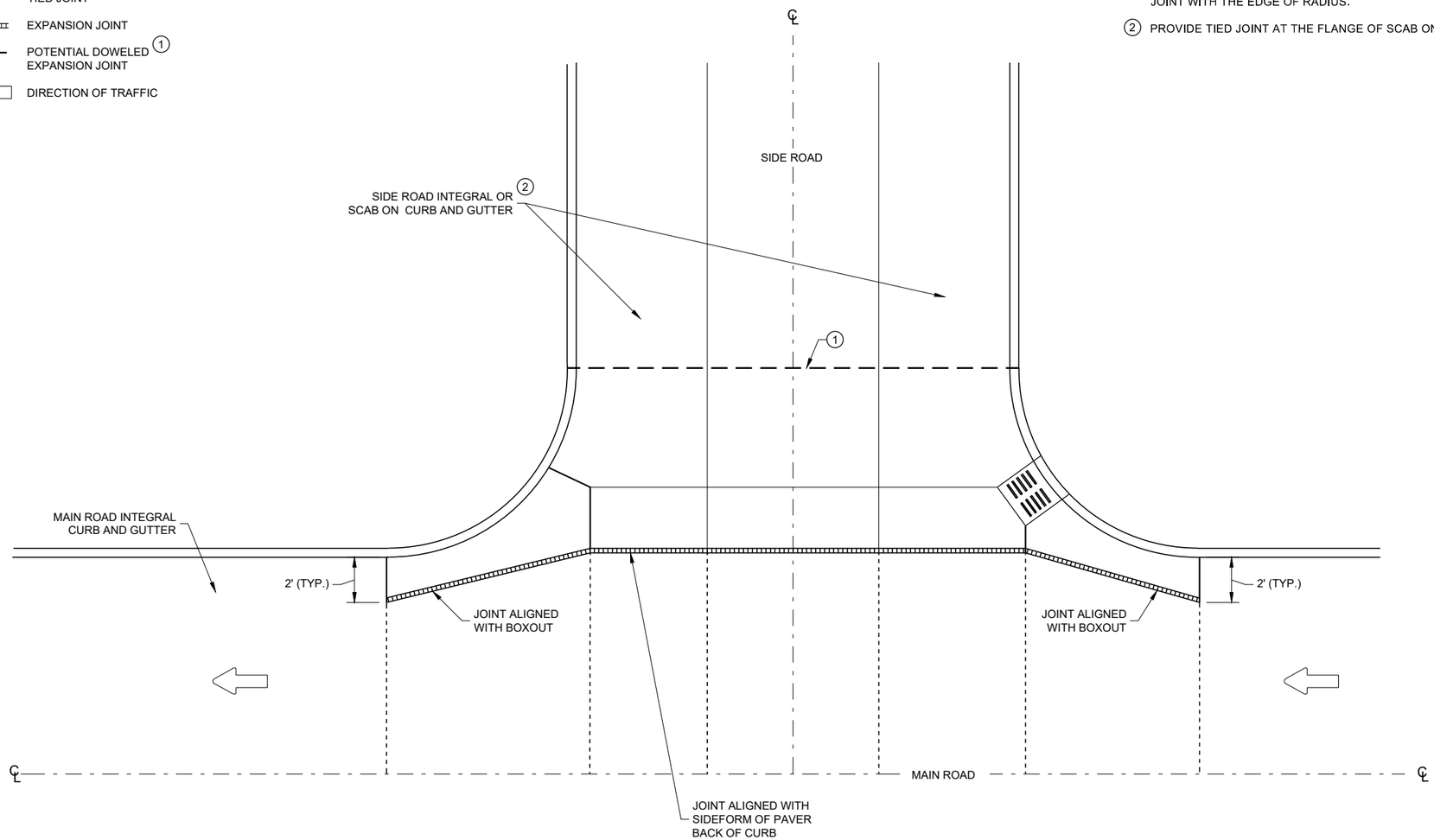
FHWA

6

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 620

FHWA

6

SDD 13C18 - 08f

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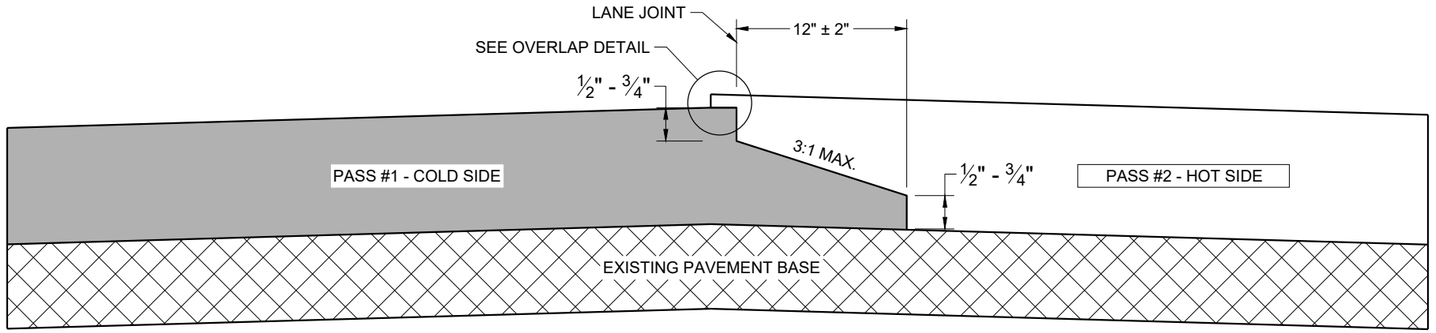
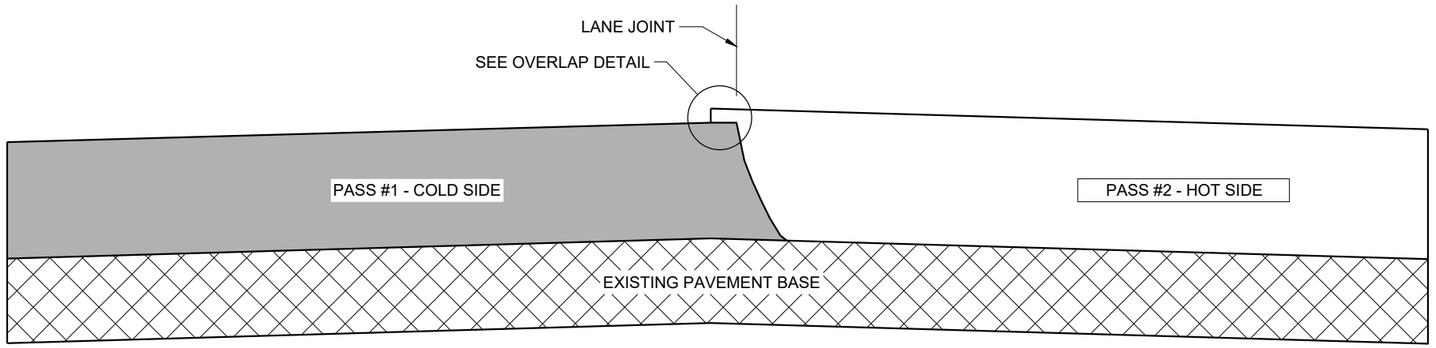
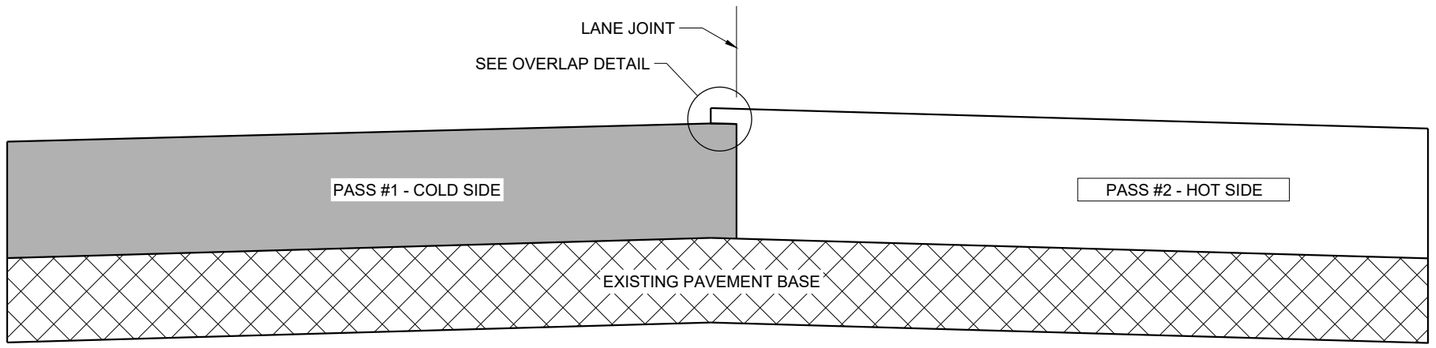
SDD 13C18 - 08f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

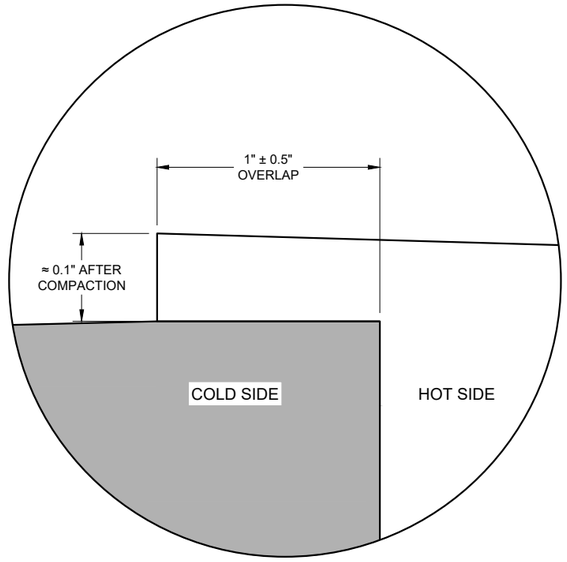
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

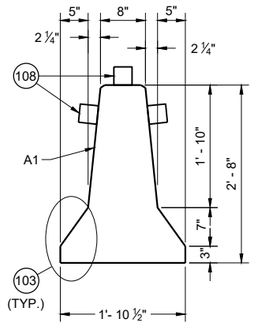
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

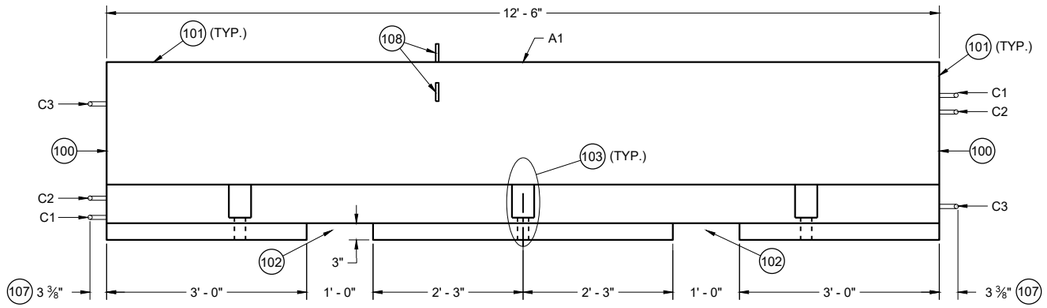
FHWA

6

SDD 13C19 - 03



CROSS SECTION



PROFILE VIEW

GENERAL NOTES

PLACE BARRIER ON PAVED SURFACE. BEFORE PLACEMENT OF TEMPORARY BARRIER, REMOVE ALL LOOSE MATERIAL FROM PAVED SURFACE.

LOOP BARS C1, C2 AND C3 ARE NOT FOR PLACEMENT OR MOVEMENT OF BARRIER.

(100) PERMANENTLY FORM INTO ONE END OF BARRIER THE FOLLOWING INFORMATION:
- A. TYPE OF BARRIER: WI-CBTP
- B. MANUFACTURER
- C. DATE OF MANUFACTURE (MONTH AND YEAR)

(101) 1" OPTIONAL CHAMFER

(102) SEE LIFTING SLOT DETAIL

(103) SEE ANCHOR BLOCK DETAIL

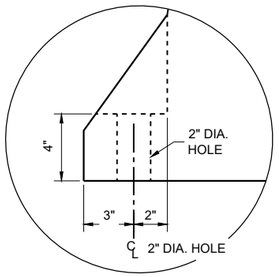
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

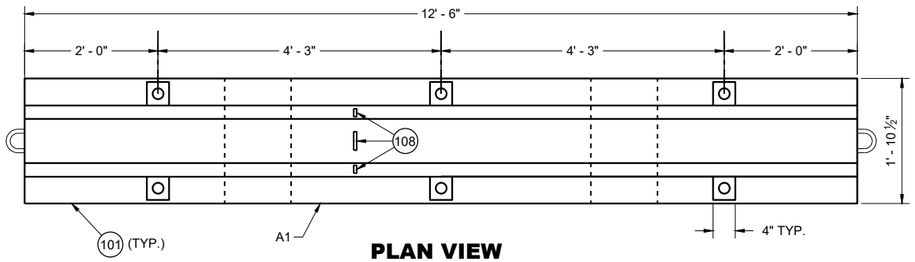
(106) 1" MIN. CLEAR COVER

(107) ± ⅛" MEASURED FROM FACE OF CONCRETE BARRIER TO OUTSIDE OF LOOP BAR (TYP.)

(108) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURERS INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED LEFT OF TRAFFIC AND WHITE WHEN BARRIER IS LOCATED RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART, PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO SIDE MOUNTED DELINEATORS ON BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAT 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

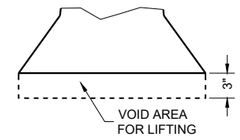


ANCHOR BLOCK DETAIL

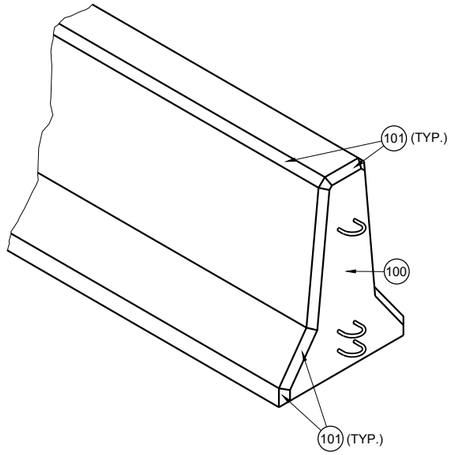


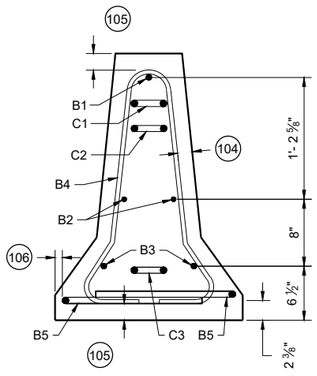
PLAN VIEW

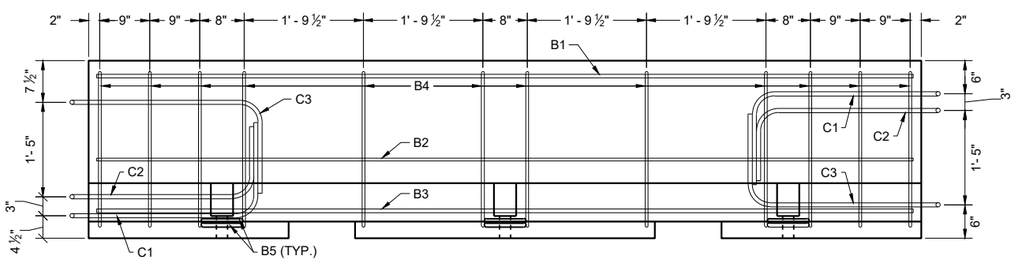
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

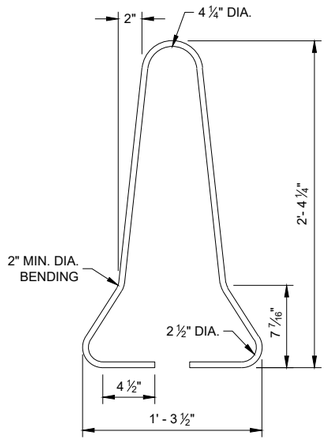
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

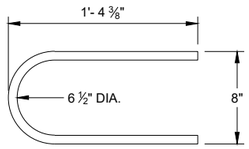
SDD 14B07-16a

6

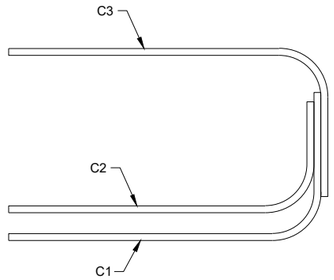
SDD 14B07-16a



B4 BAR DETAIL

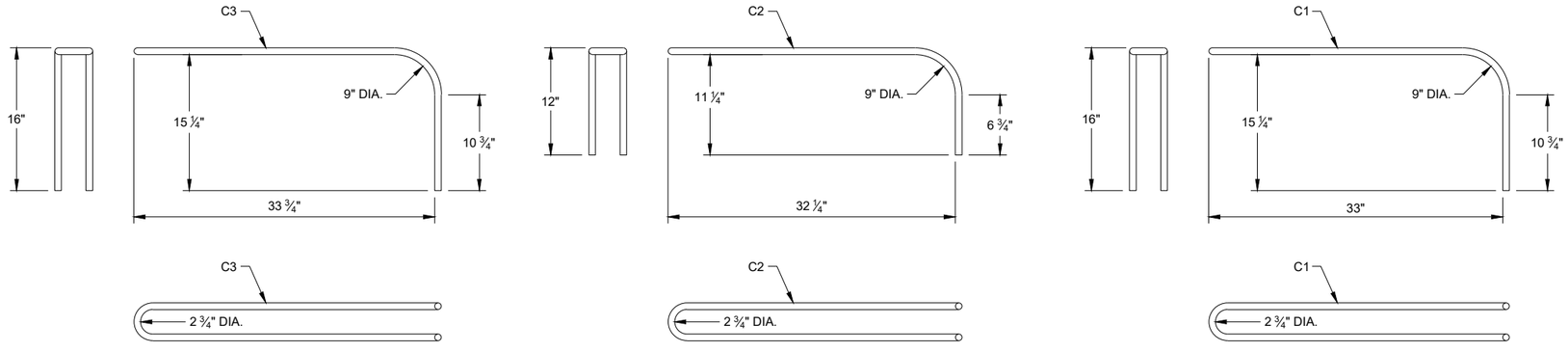


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



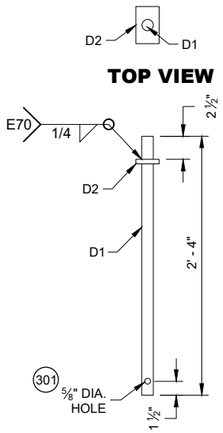
C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

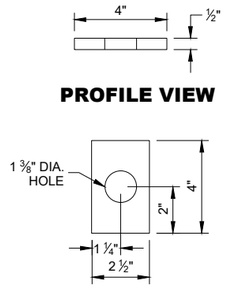
SDD 14B07-16b



TOP VIEW

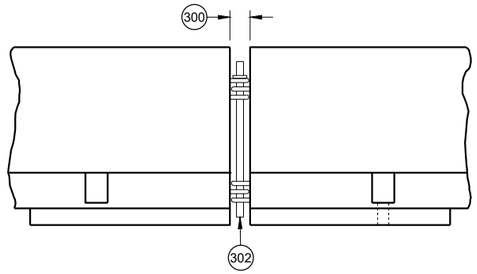
PROFILE VIEW

CONNECTOR PIN ASSEMBLY



PROFILE VIEW

TOP VIEW D2



CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

304 CONCRETE DECK.

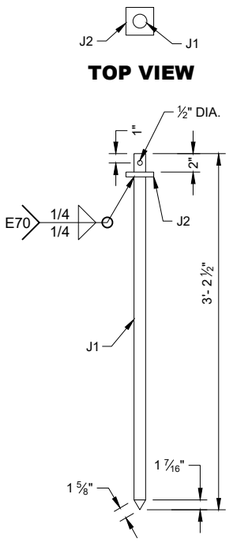
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY

308 IF DRILLING A PILOT HOLE, THE MAX, DIA. OF THE HOLE IS 3/4"

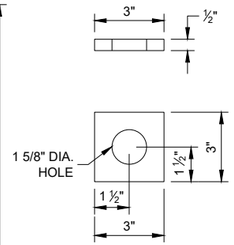
309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.



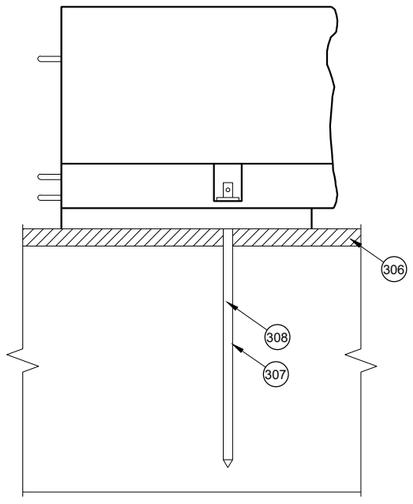
TOP VIEW

PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

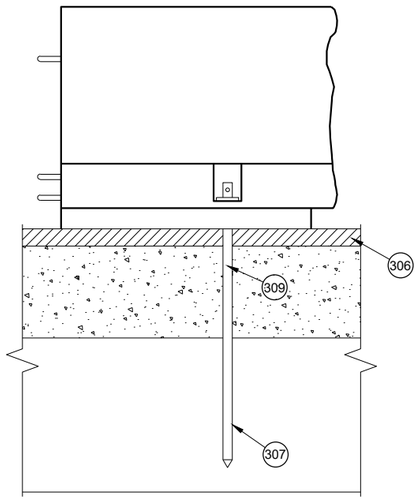


TOP VIEW J2



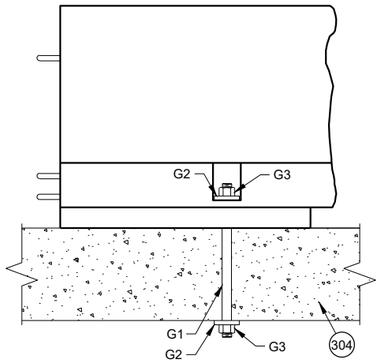
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



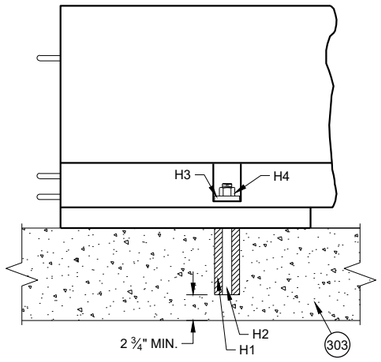
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION (305)



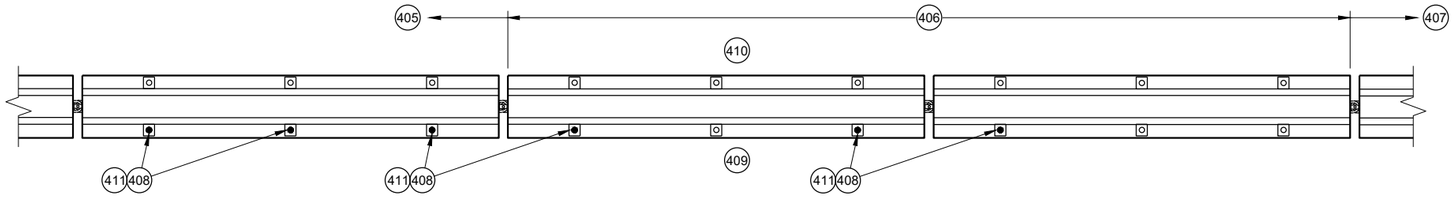
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION (305)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

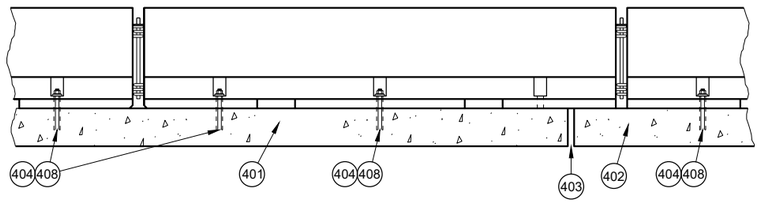
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16c



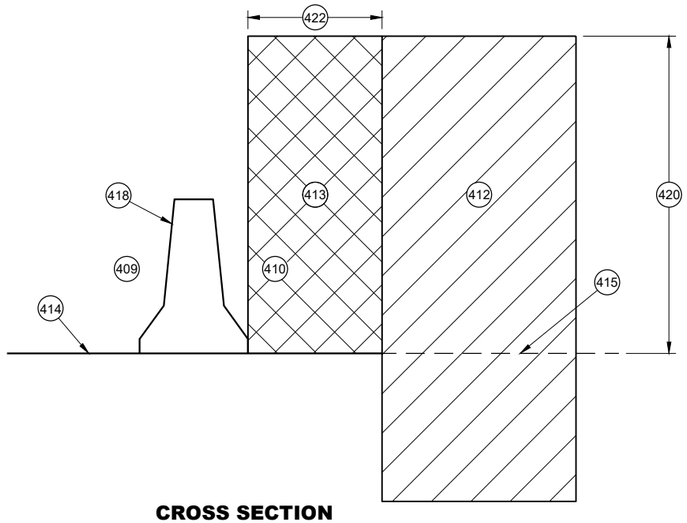
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



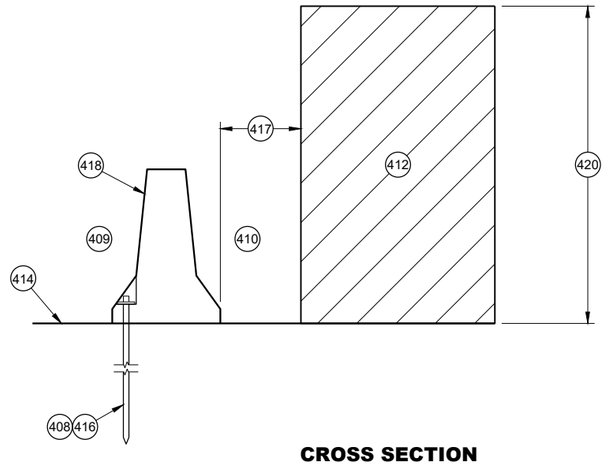
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



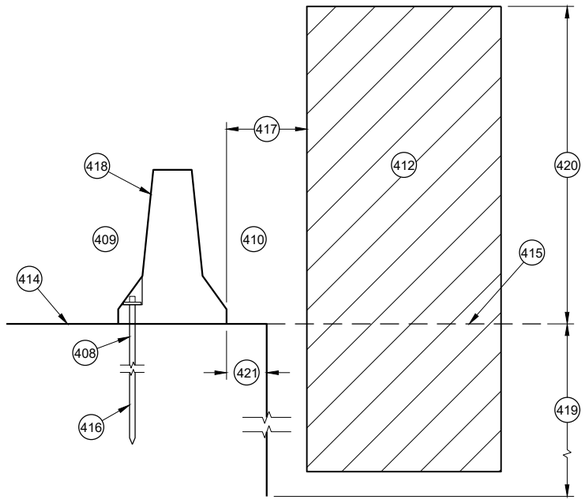
CROSS SECTION

FREE STANDING BARRIER



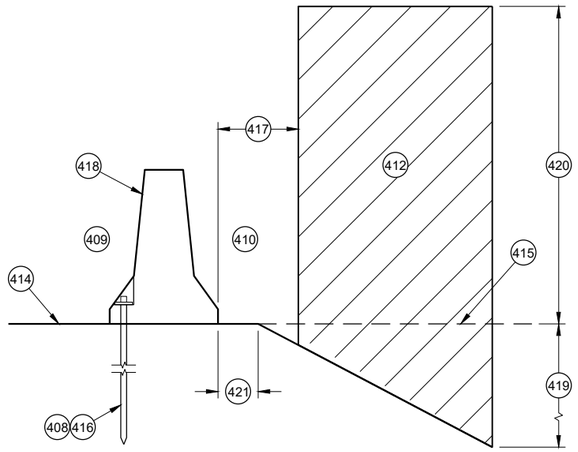
CROSS SECTION

ANCHORED BARRIER FOR OBJECTS ABOVE THE GRADE LINE AND NEAR THE BARRIER



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

(400) NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

(408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

(416) ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.

(417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.

(418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B07-16d

GENERAL NOTES

(500) EXISTING RIGID BARRIERS (VARIES)

(501) TEMPORARY BARRIER

(502) SEE OTHER DETAIL ON HOW TO ANCHOR TEMPORARY BARRIER (BARRIER ASPHALT ANCHOR SHOWN).

(503) ANCHORS ARE REQUIRED ON BOTH SIDE OF THE TEMPORARY BARRIER.

(504) NESTED RAILS ARE REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

(505) TRAFFIC TRAVELS FROM PERMANENT BARRIER TO TEMPORARY BARRIER.

(506) TRAFFIC TRAVELS FROM TEMPORARY BARRIER TO PERMANENT BARRIER.

(507) VERTICAL BARRIER

(508) SAFETY SHAPE BARRIER

(509) SINGLE SLOPE BARRIER

(510) CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF RIGID BARRIER.

(511) BENT THRIE BEAM TO FIT.

(512) THRIE BEAM PIECES ARE OFFSET 15 ¼" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.

(513) TWO (2) P1, P2 AND P3 ARE REQUIRED

(514) FIVE (5) N1, N2 AND N3 ARE REQUIRED

(515) TWO (2) R1, R2 AND R3 ARE REQUIRED

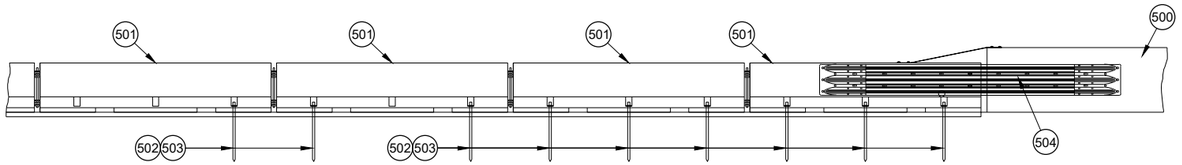
(516) CUT WOOD BLOCK TO FIT.

(517) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

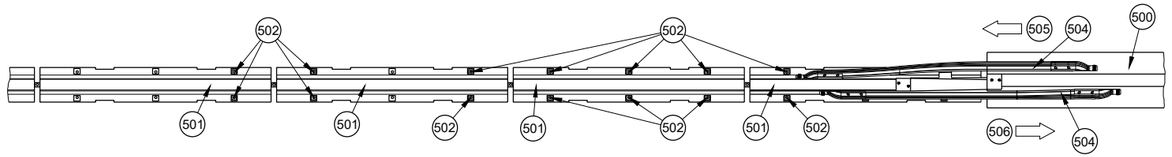
(518) CAP ASSEMBLY

(519) 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

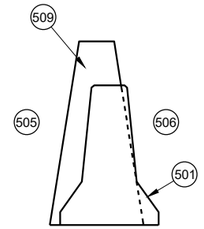
(520) ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



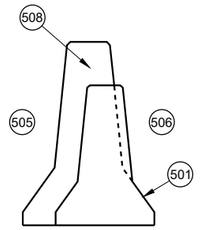
PROFILE VIEW



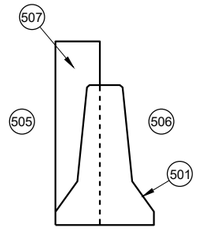
PLAN VIEW
TRANSITION TO RIGID BARRIER



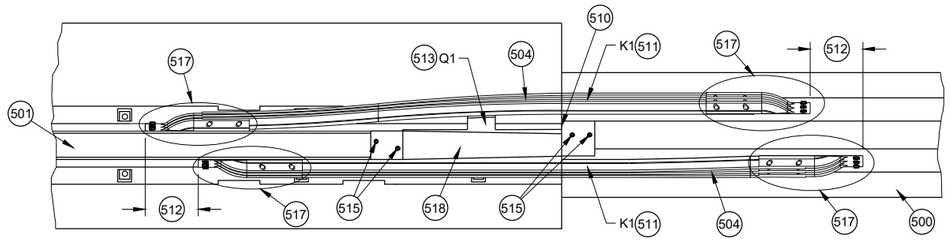
CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE



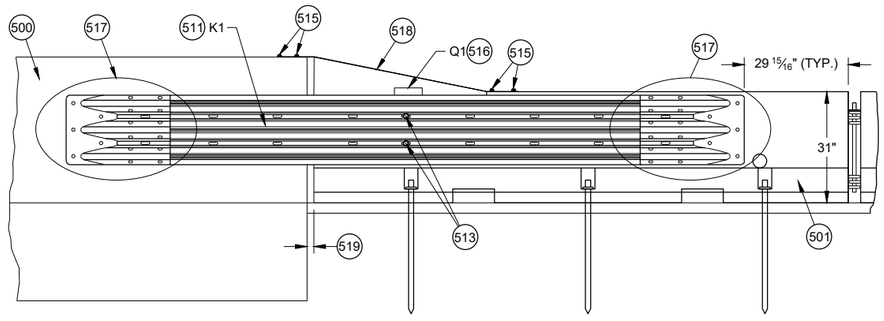
CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE



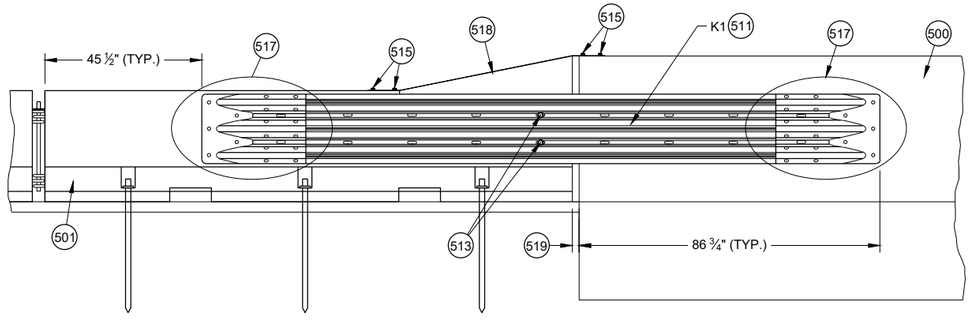
CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL



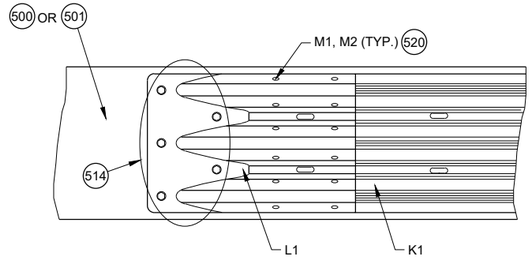
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER



(517) **DETAIL PLAN VIEW**
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

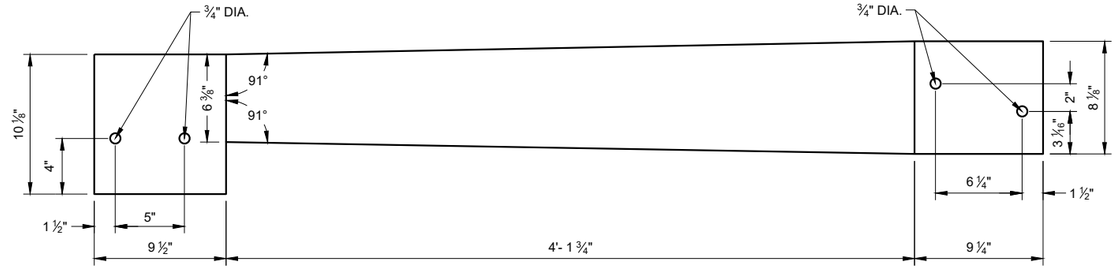
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16e

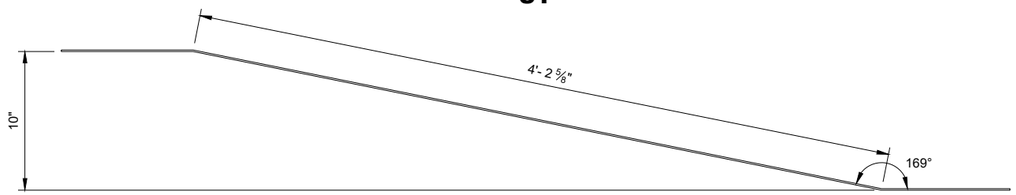
6

SDD 14B07-16e



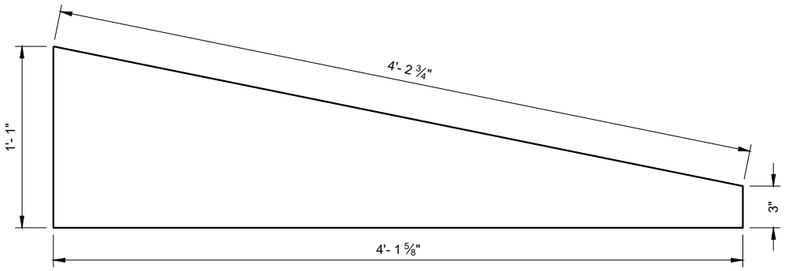
TOP VIEW

S1



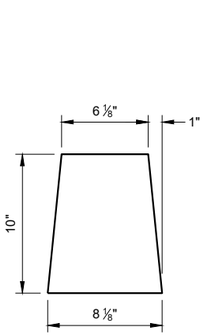
ELEVATION VIEW

S1

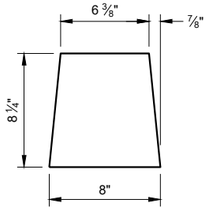


SIDE VIEW

S3



S2



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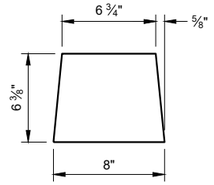
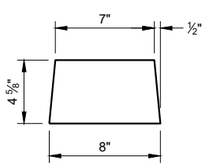
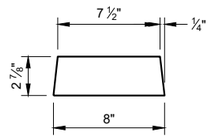


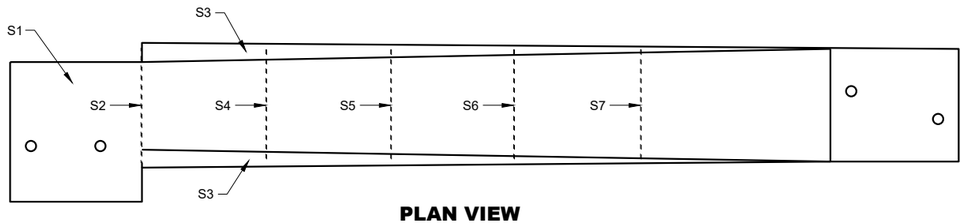
S5



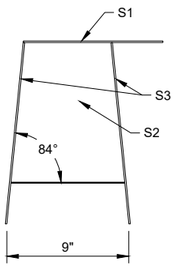
S6



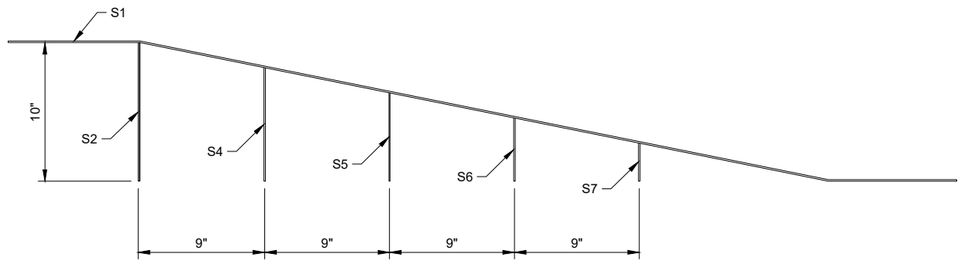
S7



PLAN VIEW



BACK VIEW



SIDE VIEW (600)

42" TOP CAP ASSEMBLY

GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THREE SIDES

STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

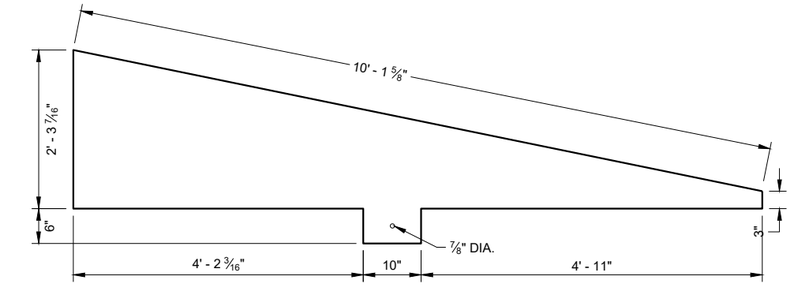
627

6

SDD 14B07-16f

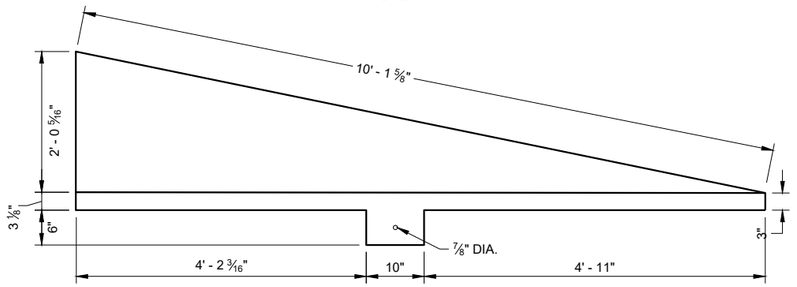
6

SDD 14B07-16f



SIDE VIEW
T4

END VIEW



SIDE VIEW
T3

END VIEW

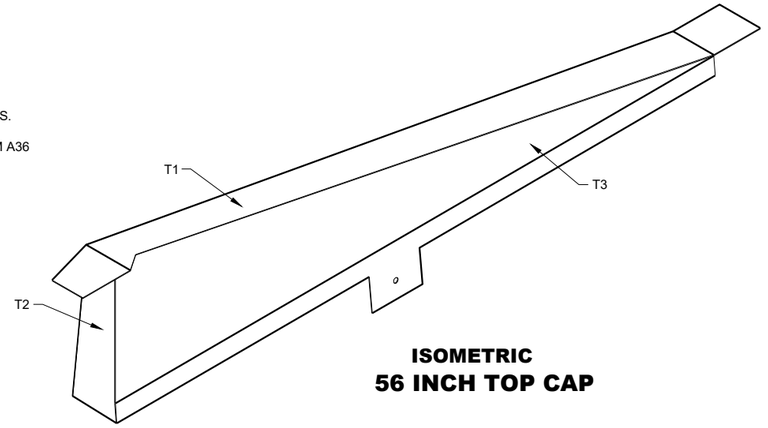
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

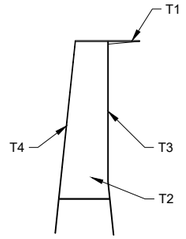
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

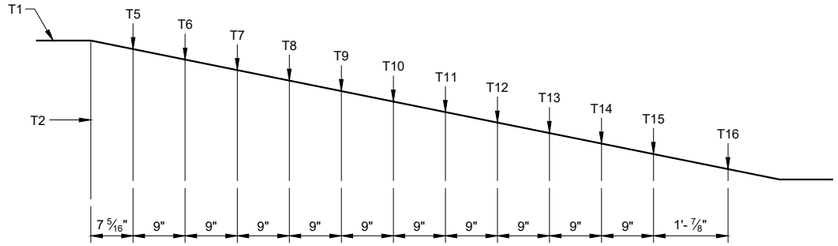
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



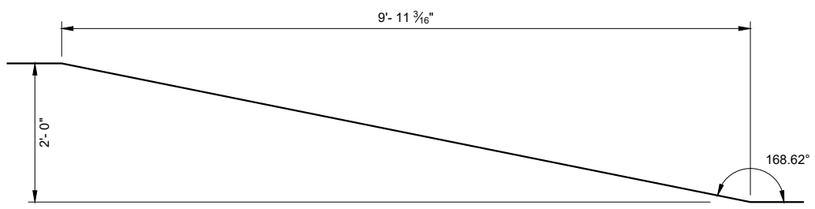
ISOMETRIC
56 INCH TOP CAP



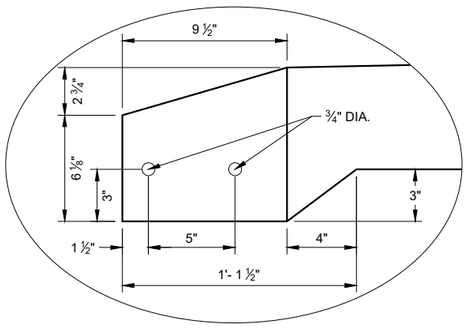
END VIEW
56 INCH TOP CAP



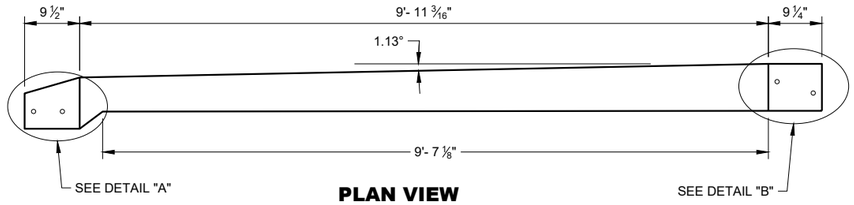
SIDE VIEW (700)
56 INCH TOP CAP



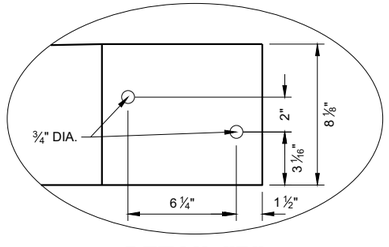
SIDE VIEW
TOP PLATE T1



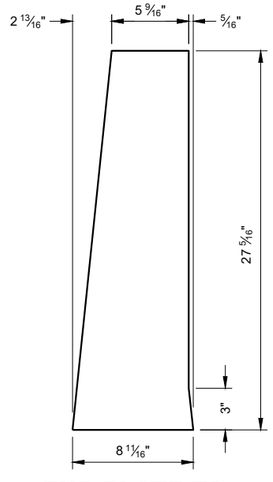
DETAIL "A"



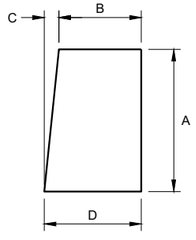
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



GUSSET PLATES
T5 - T16

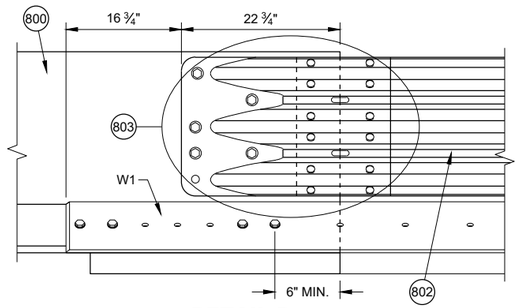
GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	7"	1 1/16"	8 1/16"
T13	8 5/16"	7 3/16"	7/8"	8 1/16"
T14	6 1/2"	7 3/8"	1 1/16"	8 1/16"
T15	4 11/16"	7 9/16"	1/2"	8"
T16	2 7/8"	7 3/4"	1/4"	8"

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

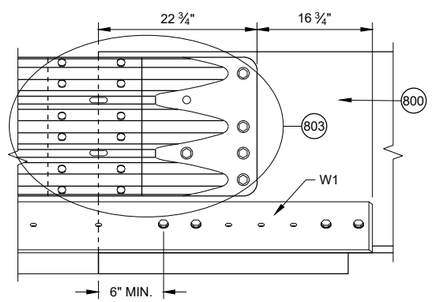
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

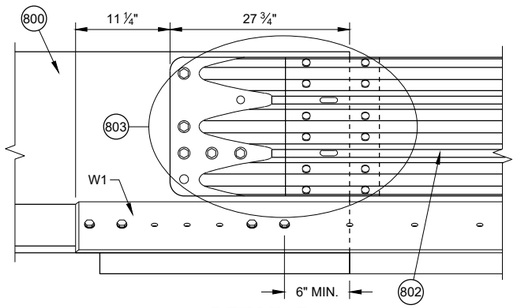
SDD 14B07-16g



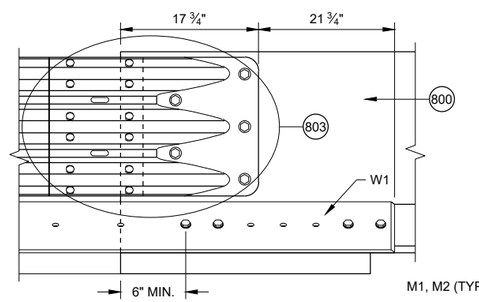
DETAIL D



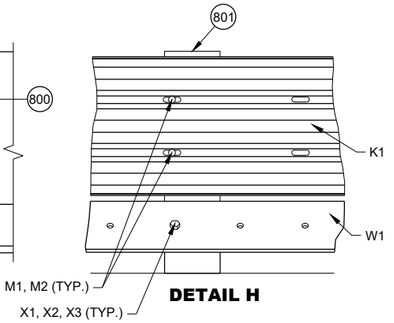
DETAIL E



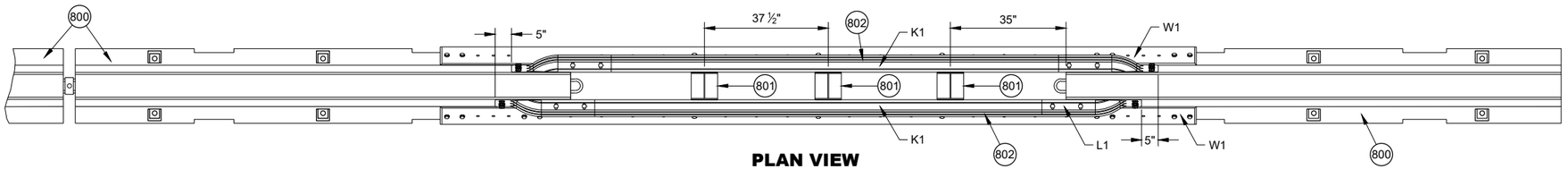
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

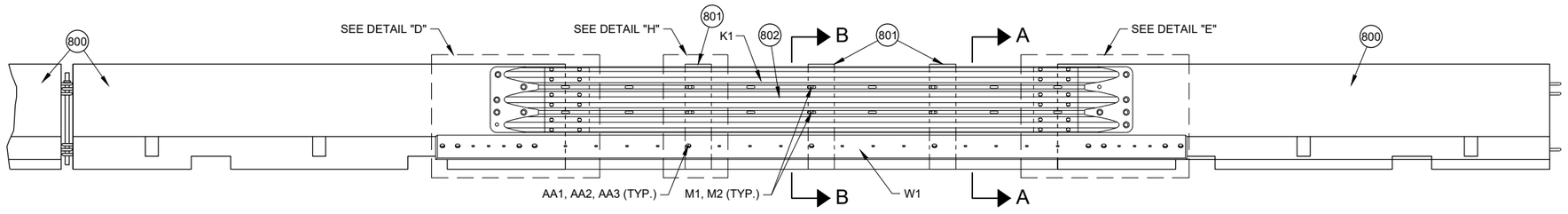
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

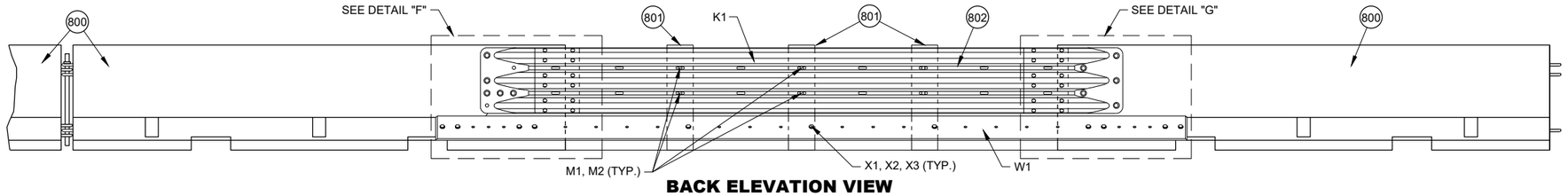
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



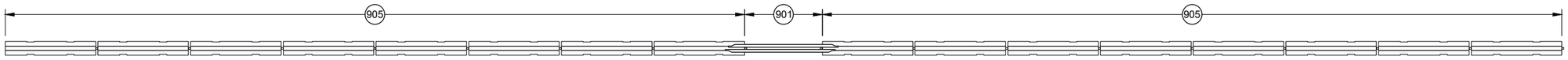
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

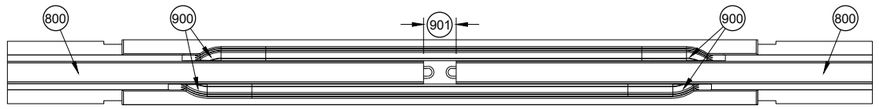
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16h



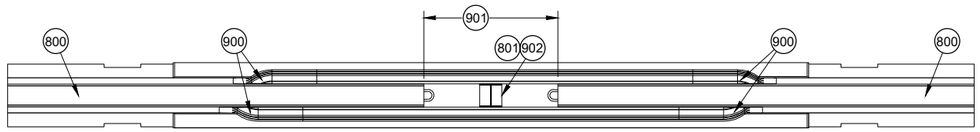
PLAN VIEW
GAP WITHIN SPACING



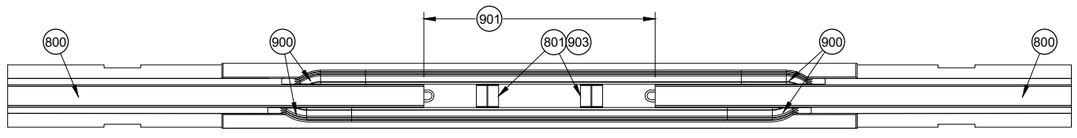
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

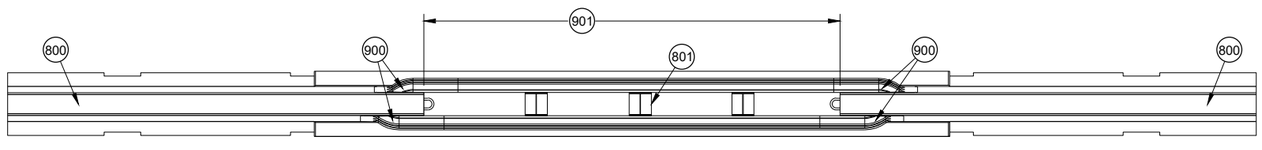
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)

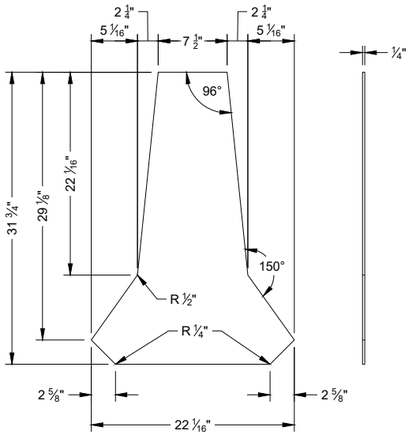


PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

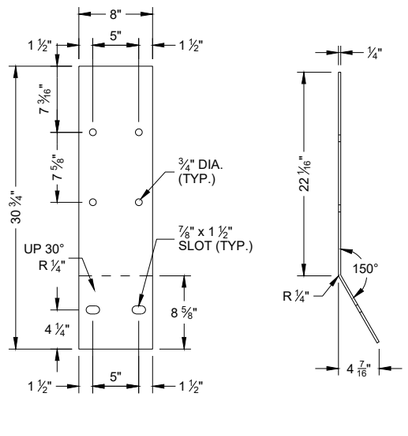
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16i



PROFILE VIEW SIDE VIEW

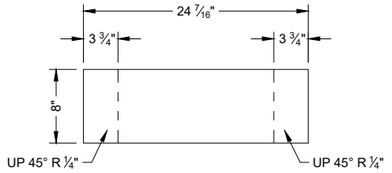
STIFFENER ASSEMBLY CENTER PANEL U1



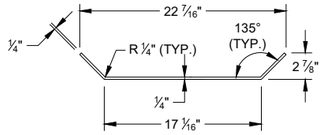
FLAT PATTERN

SIDE VIEW

STIFFENER ASSEMBLY SIDE PANEL U2

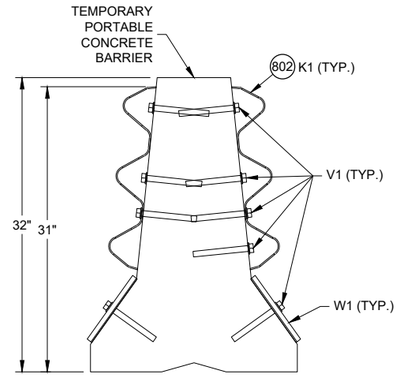


FLAT PATTERN

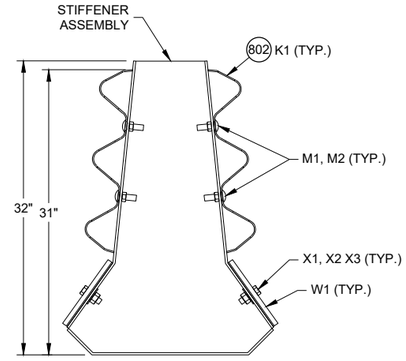


PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

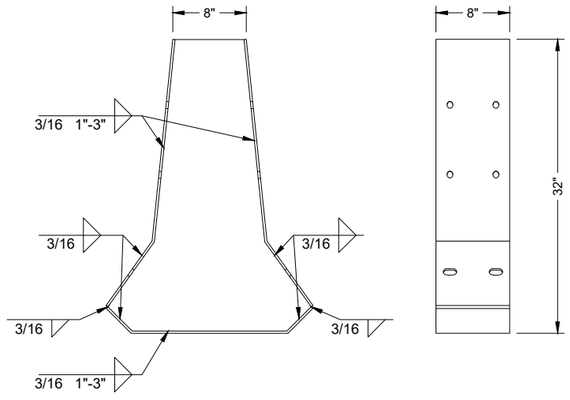


SECTION A - A



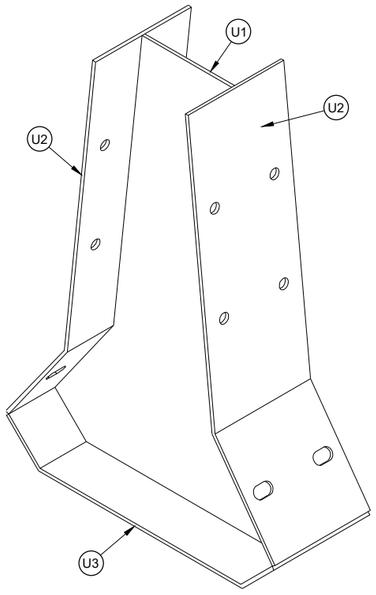
SECTION B - B

PLAN VIEW



PROFILE VIEW

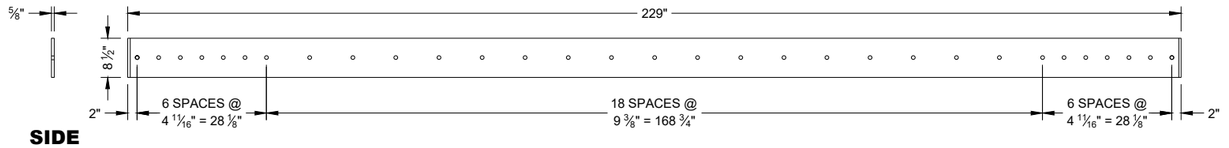
SIDE VIEW



ISOMETRIC

GAP STIFFENER ASSEMBLY

PLAN VIEW



SIDE VIEW

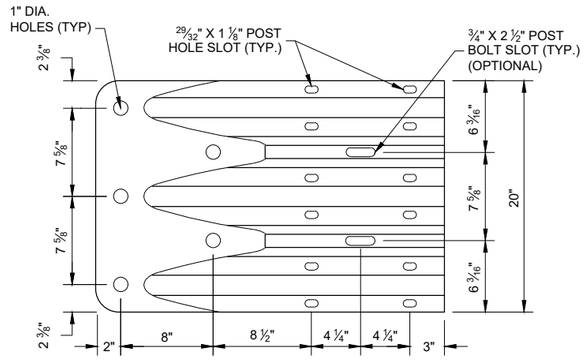
ELEVATION VIEW

W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

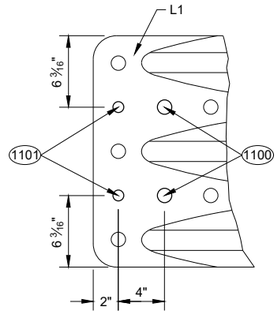
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16j



ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

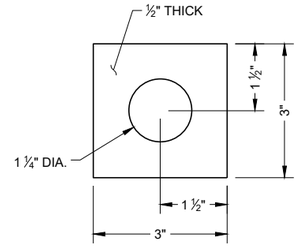


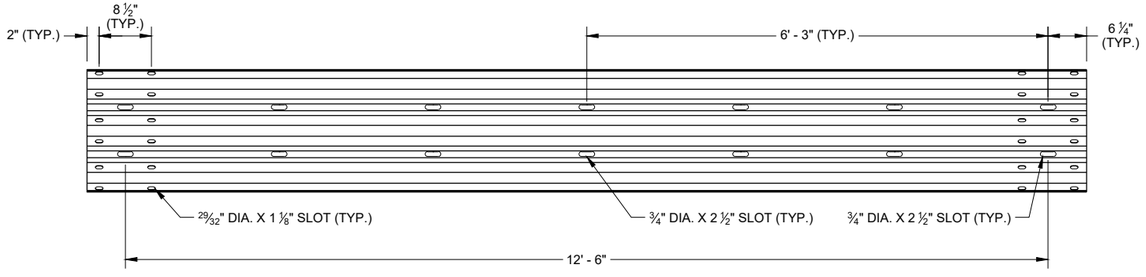
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

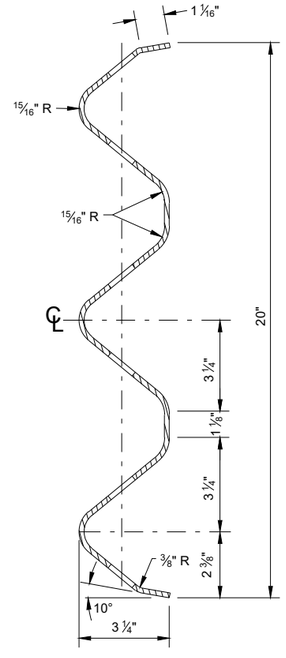
(1100) 1" DIA. HOLE

(1101) 3/4" DIA. HOLE

(1102) PROVIDE HOLES IN THRIE BEAM TERMINAL CONNECTOR TO LIMIT STEEL REINFORCEMENT OR LOOP BAR CONFLICT. CONTRACTOR MAY FIELD DRILL ADDITIONAL HOLE OR PROVIDE THRIE BEAM TERMINAL CONNECTOR WITH ADDITIONAL HOLES FROM SUPPLIER.



SLOTTED THRIE BEAM RAIL K1

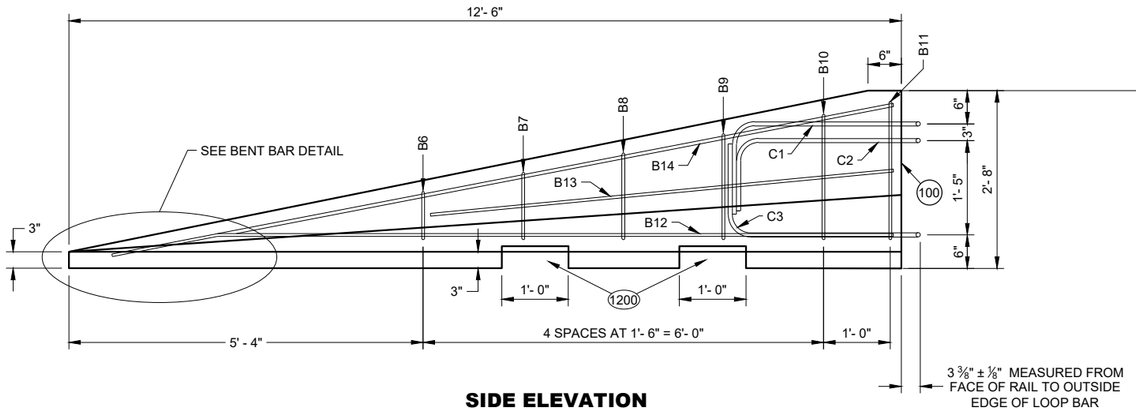


SECTION THROUGH BEAM K1

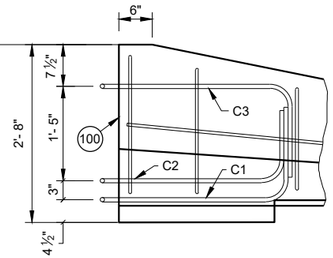
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16k



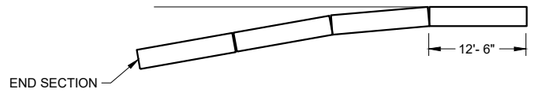
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

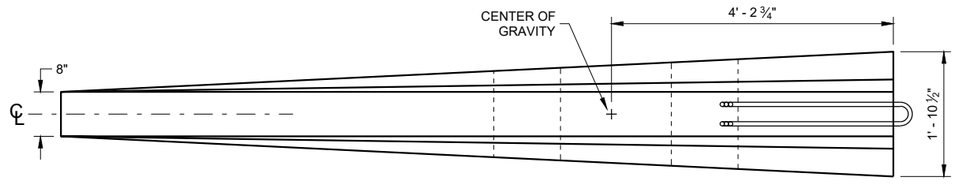
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

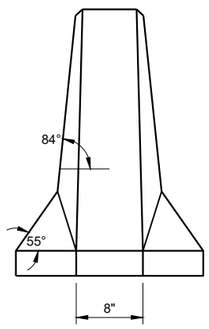


FLARE AT BARRIER END

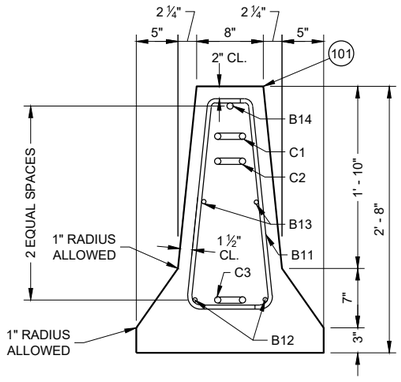
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



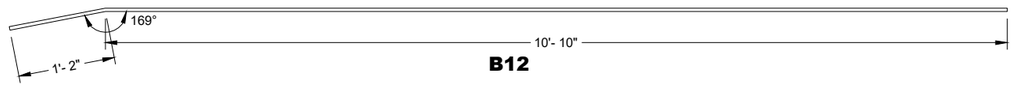
PLAN VIEW



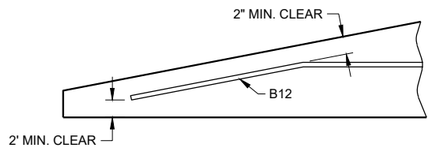
FRONT ELEVATION



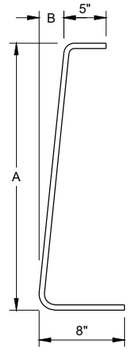
END SECTION



B12



BENT BAR DETAIL



BAR	A	B
B6	10"	1"
B7	1'- 1"	1 ¼"
B8	1'- 5"	1 ⅝"
B9	1'- 8"	1 ⅞"
B10	2'- 0 ½"	2 ⅜"
B11	2'- 3"	2 ¾"

B BARS
2 OF EACH SIZE REQUIRED FOR STIRRUP ASSEMBLY

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16I

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	PRECAST TEMPORARY BARRIER - CONCRETE	MIN. = f'c 5000 PSI	
B1	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B2	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-2"
B3	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B4	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 6'-0"
B5	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#6 REBAR, LENGTH 2'-11"
B6	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 1'-11"
B7	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-2"
B8	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-6"
B9	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-9"
B10	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-2"
B11	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-4"
B12	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-0"
B13	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 7'-9"
B14	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 11'-9"
C1	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C2	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C3	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
D1	CONNECTION PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ¼" DIA.
D2	CONNECTION PIN - TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G1	BOLT THROUGH ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A OR SAE J429 GRADE 2 UNC	1 ⅛" DIA.
G2	BOLT THROUGH ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G3	BOLT THROUGH ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
H1	ADHESIVE ANCHOR - ADHESIVE	ICC-ES-AC308 5 ¼" EMBEDMENT WITH A MIN. BOND STRENGTH OF 1,650 PSI. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
H2	ADHESIVE ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A / SAE J429 GRADE 2 UNC	1 ⅛" DIA.
H3	ADHESIVE ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
H4	ADHESIVE ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
J1	ASPHALT ANCHOR PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ½" DIA.
J2	ASPHALT ANCHOR PIN - STOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
K1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE
L1	THRIE BEAM RAIL - TERMINAL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
M1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	⅝" DIA.
M2	SPLICE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
N1	THRIE BEAM RAIL TERMINAL - MECHANICAL ANCHOR	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA. LENGTH 6"
N2	THRIE BEAM RAIL TERMINAL - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
N3	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
P1	THRIE BEAM RAIL CONNECTION 1-BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA.
P2	THRIE BEAM RAIL CONNECTION 1-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
P3	THRIE BEAM RAIL CONNETION 1- MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
Q1	BLOCK WOOD	SEE STANDARD SPEC. 614	
R1	CAP - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	⅝" DIA.
R2	CAP- BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
R3	CAP - BOLT - MECHANICAL ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	12 GAUGE
S1	CAP 42-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S2	CAP 42-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S3	CAP 42-INCH SIDE PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S4	CAP 42-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S5	CAP 42-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S6	CAP 42-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S7	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE

6

SDD 14B07-16m

6

SDD 14B07-16m

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
T1	CAP 56-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T2	CAP 56-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T3	CAP 56-INCH SIDE PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T4	CAP 56-INCH SIDE PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T5	CAP 56-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T6	CAP 56-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T7	CAP 56-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T8	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T9	CAP 42-INCH GUSSET 5	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T10	CAP 42-INCH GUSSET 6	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T11	CAP 42-INCH GUSSET 7	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T12	CAP 42-INCH GUSSET 8	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T13	CAP 42-INCH GUSSET 9	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T14	CAP 42-INCH GUSSET 10	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T15	CAP 42-INCH GUSSET 11	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T16	CAP 42-INCH GUSSET 12	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
U1	GAP STIFFENER	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U2	GAP STIFFENER - CONNECTOR PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U3	GAP STIFFENER - CONNECTOR PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
V1	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 24.0 KIPS AND ULTIMATE SHEAR LOAD 21.5 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	¾" DIA.
V2	GAP STIFFENER - BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C O R MECHANICAL GALVANIZE TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
W1	TOE PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
X1	TOE PLATE - CONNECTION BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC HEAVY HEX HEAD OR AASTHO M180 HEAD, ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED. PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	¾" DIA.
X2	TOE PLATE - CONNECTION BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1 (HARDEN WASHER ONLY)	
X3	TOE PLATE - CONNECTION BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	

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SDD 14B07-16n

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

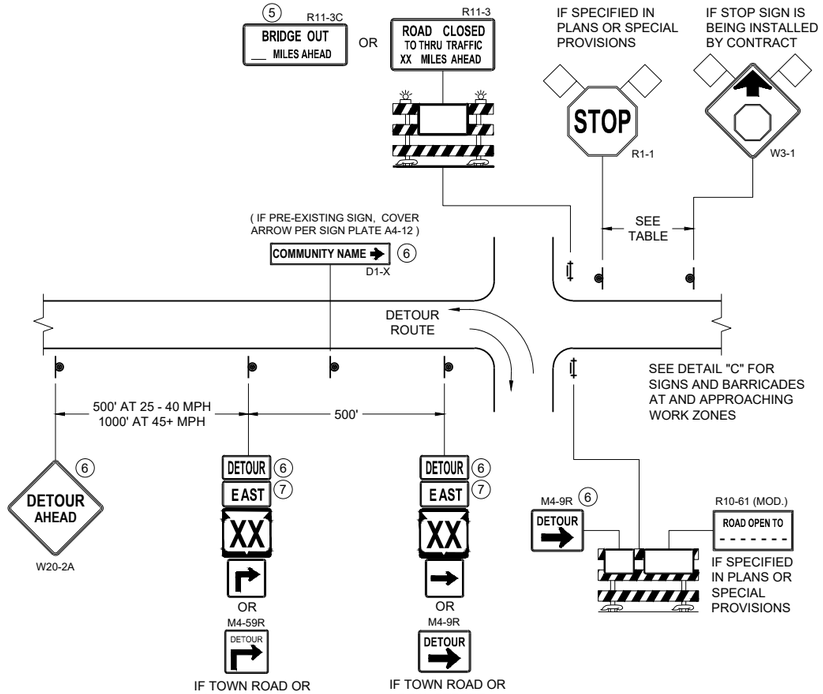
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

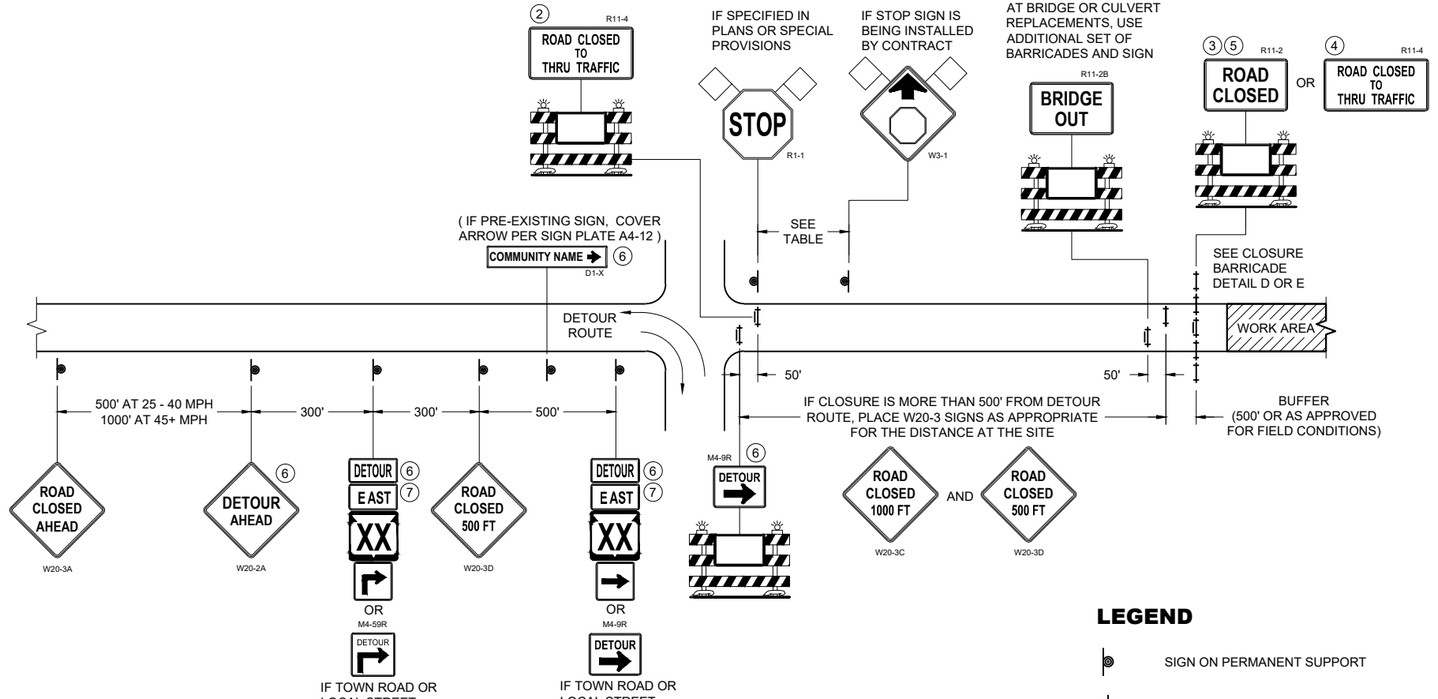
SDD 14B07-16n



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

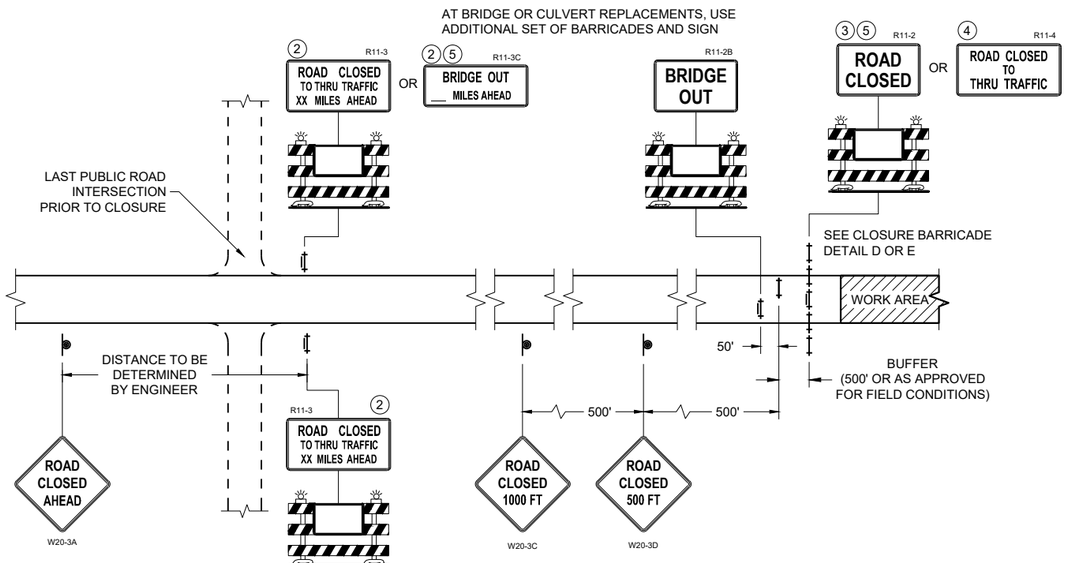
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



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

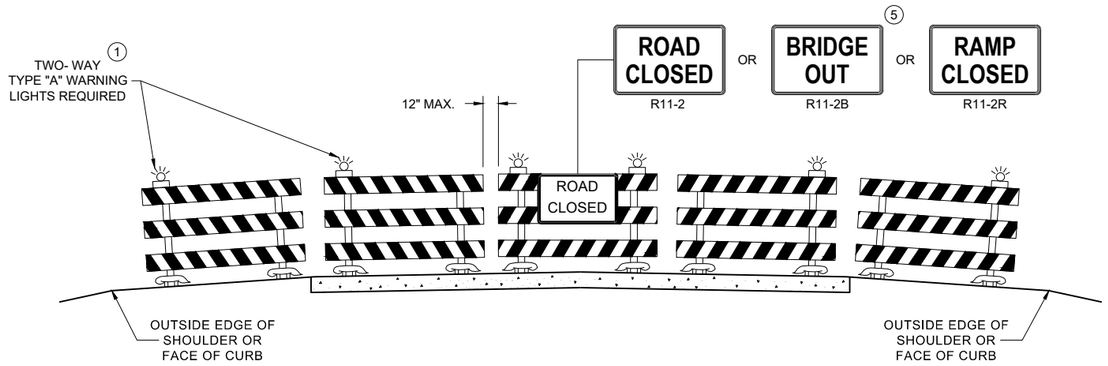
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

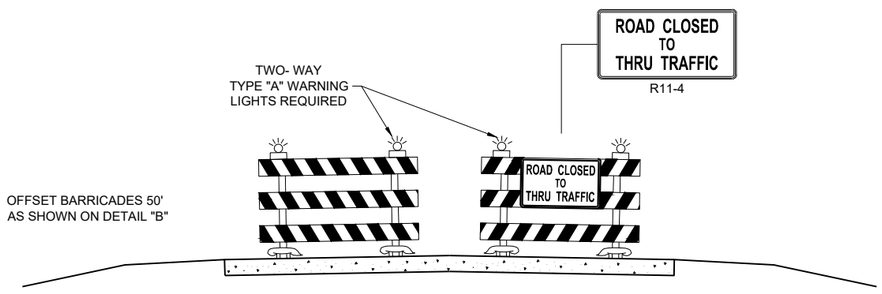
SDD 15C02-10a



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.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

"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"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

(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
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

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SDD 15C02-10b

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.

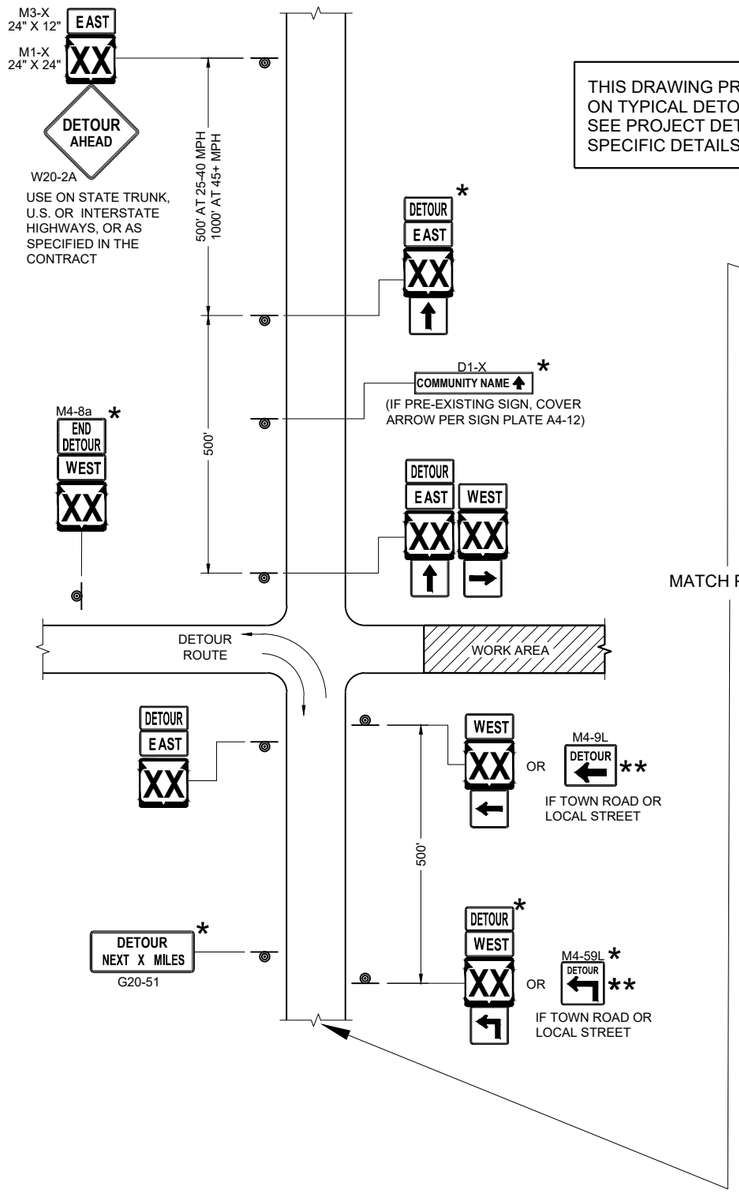
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

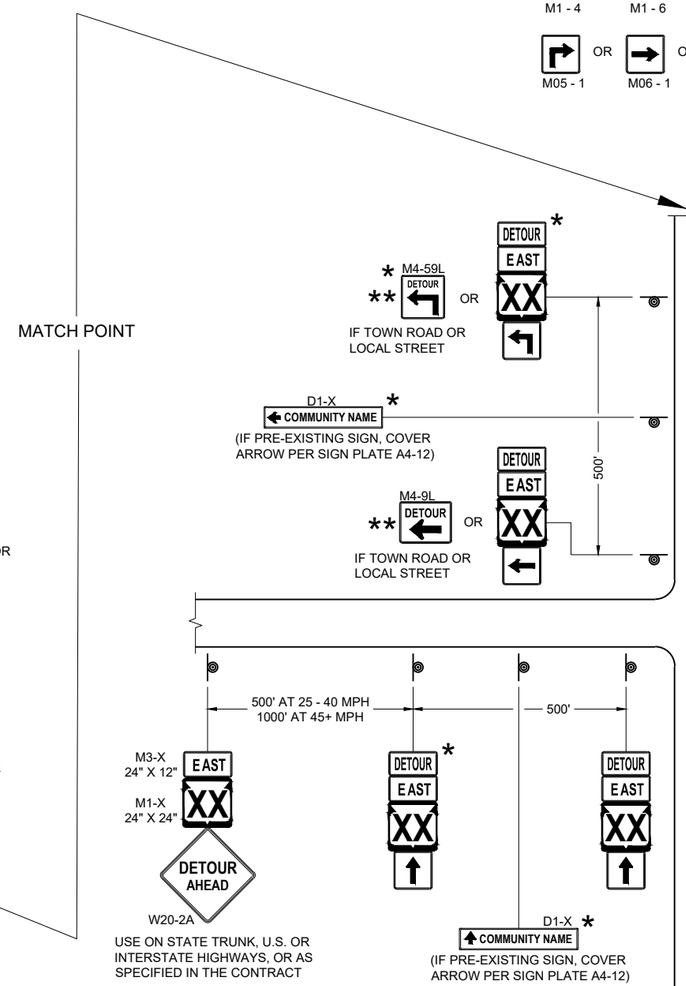
SIGN SIZES SHALL BE AS FOLLOWS:

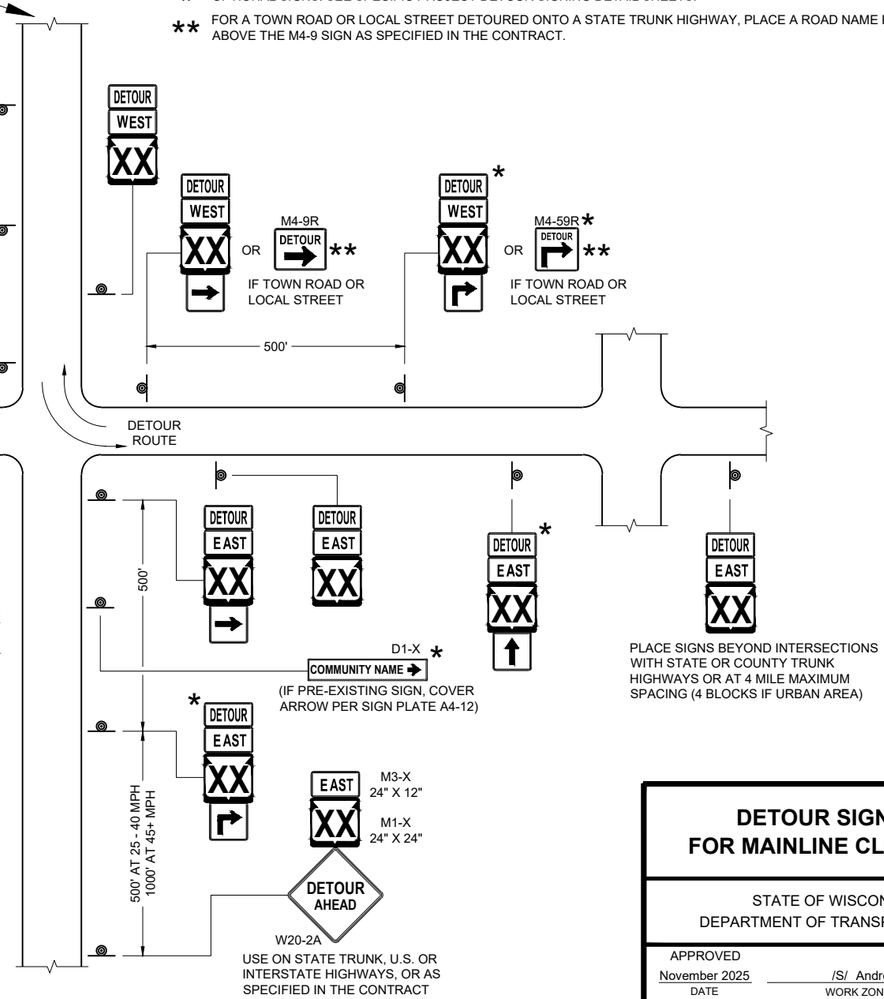
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING 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
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

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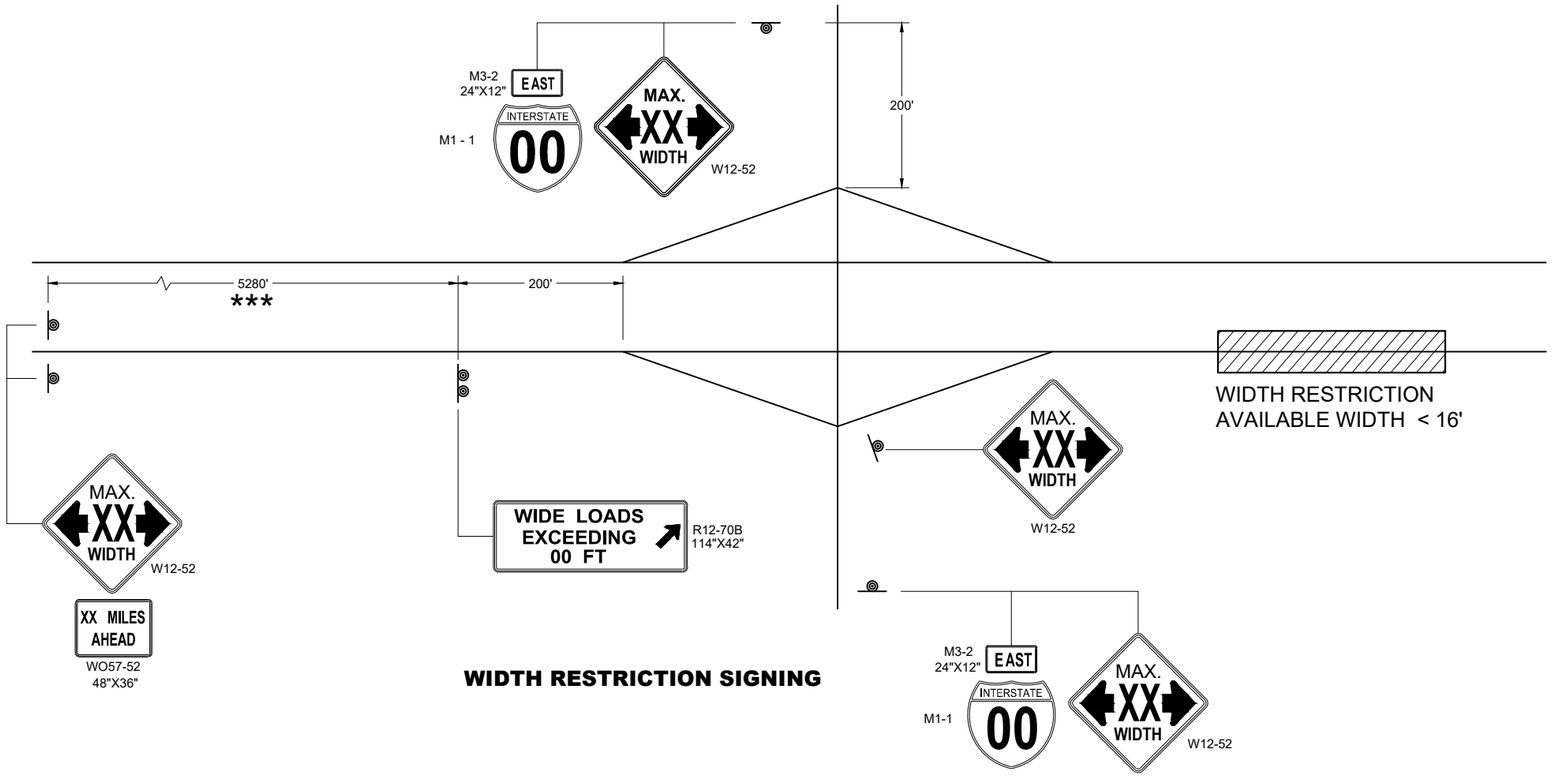
SDD 15C02-10c



WIDTH RESTRICTION SIGNING

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.

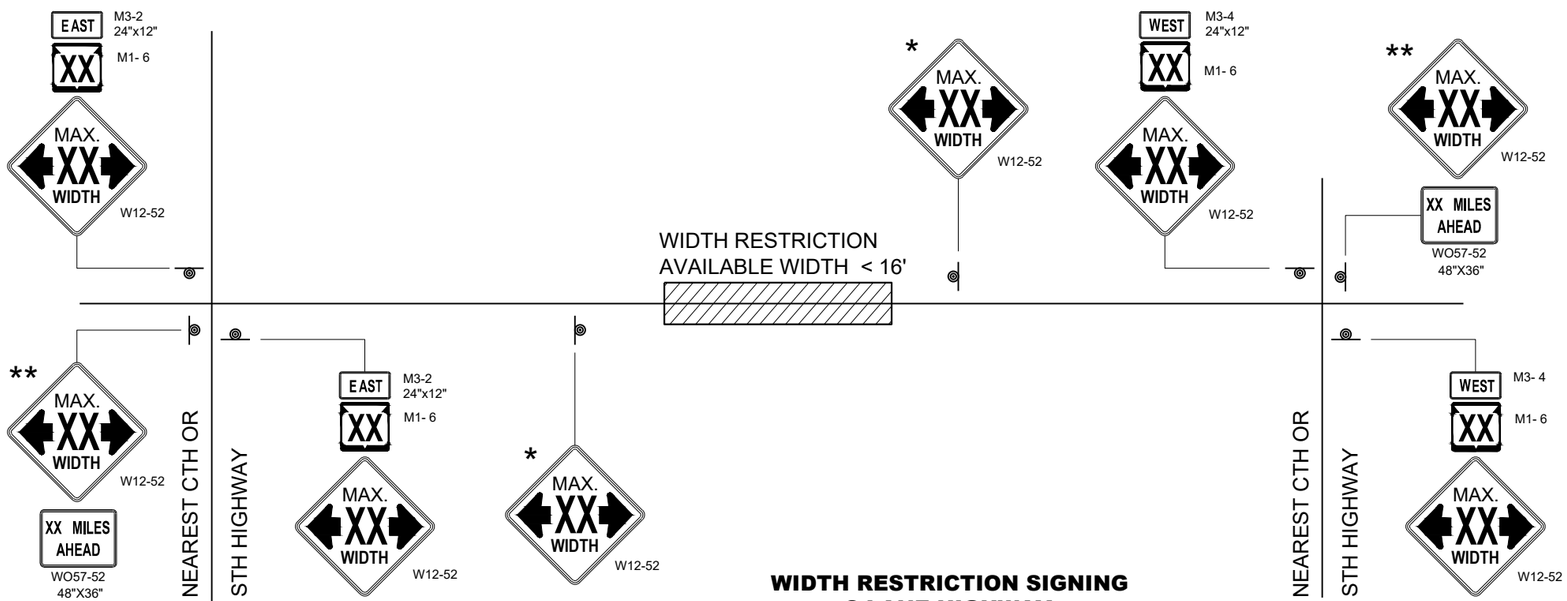
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* 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



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

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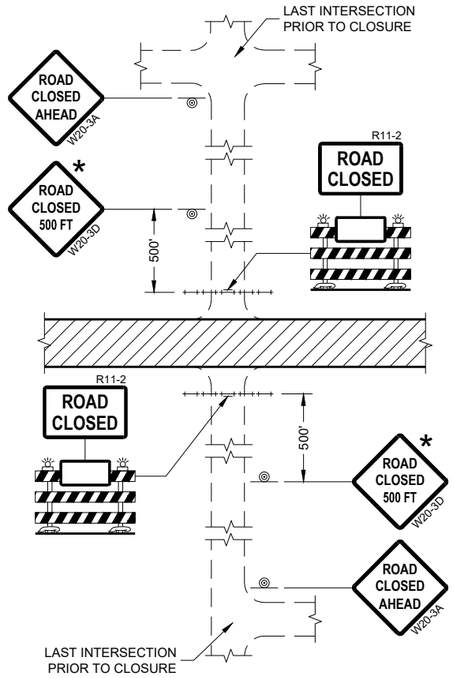
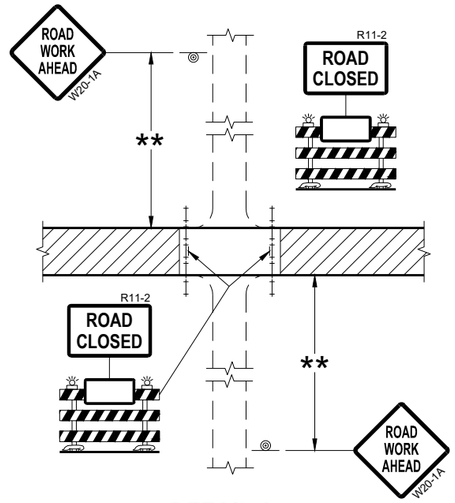
SDD 15C02-10f

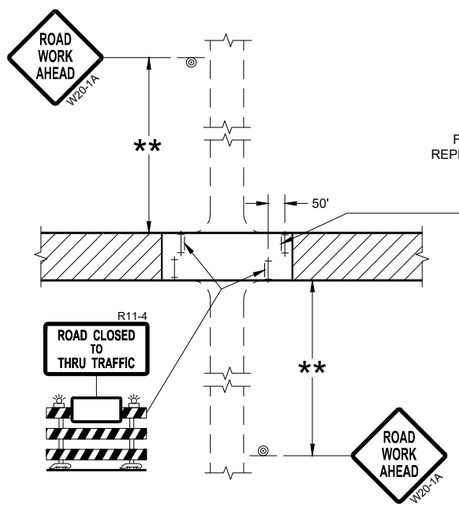
SDD 15C02-10f



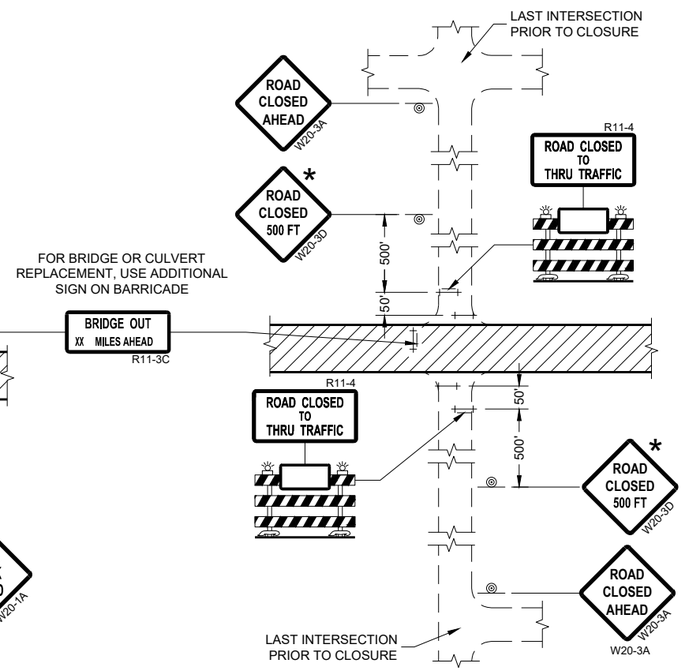
DETAIL 1
(NO ACCESS TO PROJECT)



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

6
SDD 15C03 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

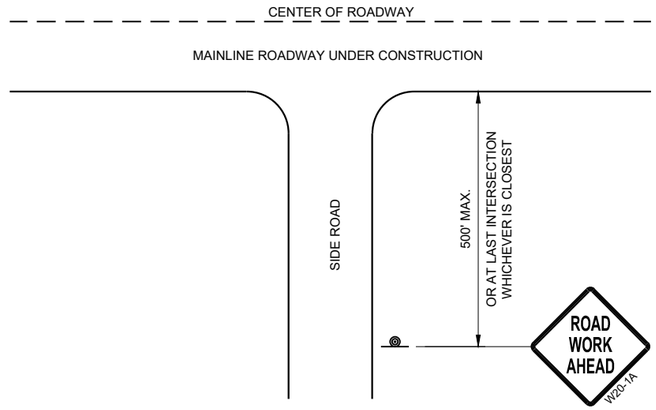
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



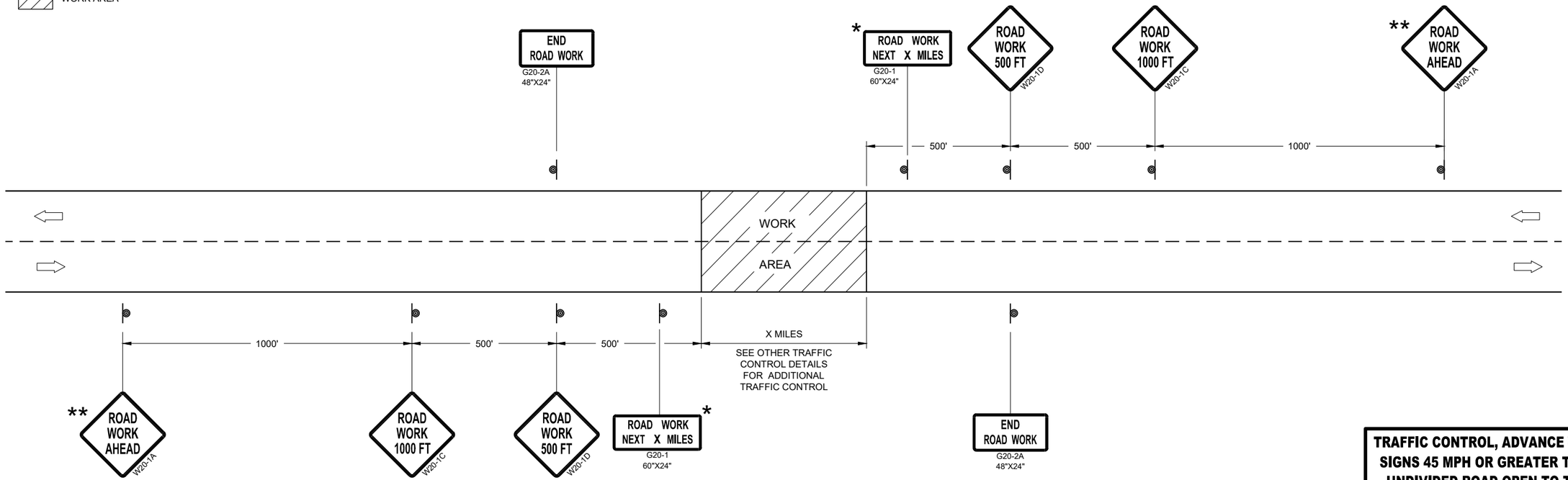
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C04 - 05

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SDD 15C04 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

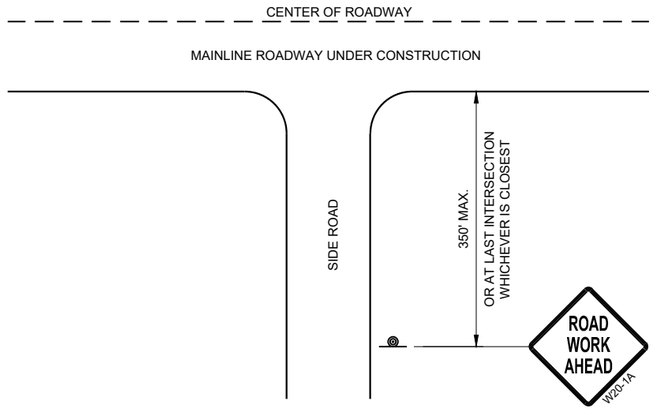
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



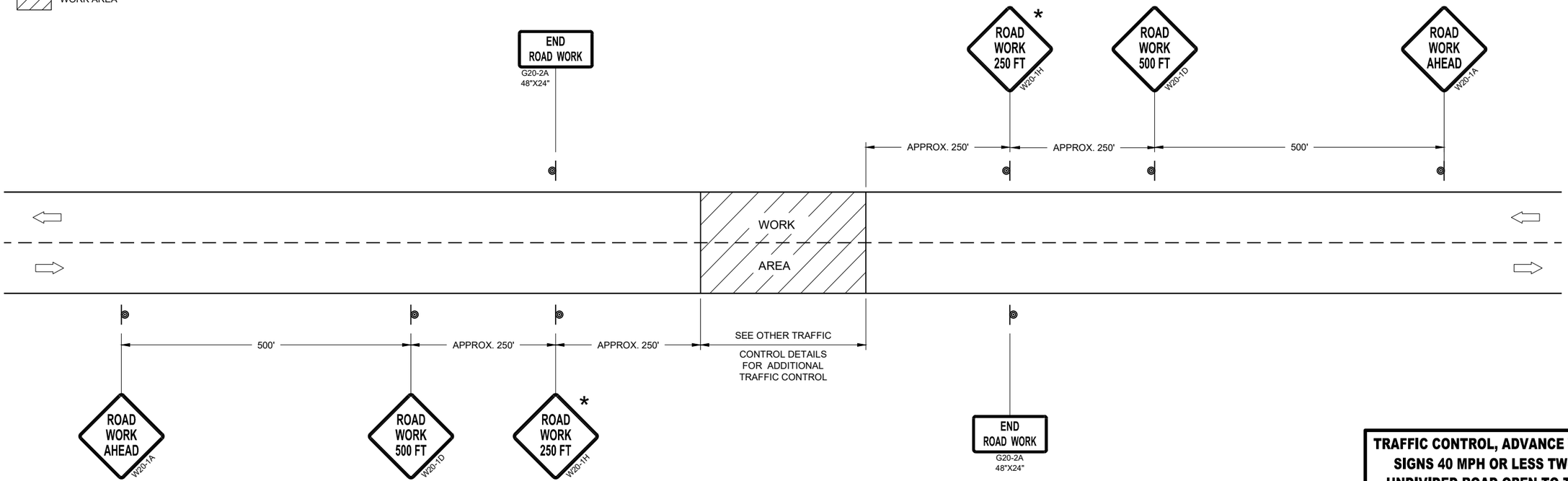
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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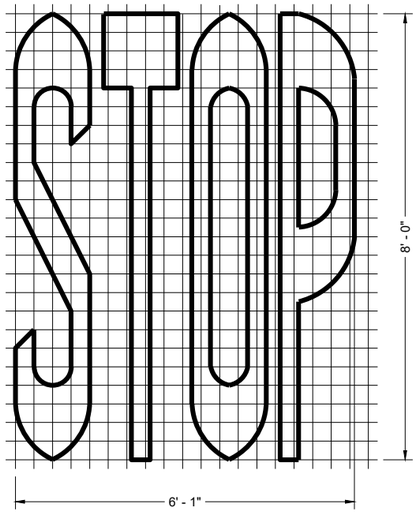
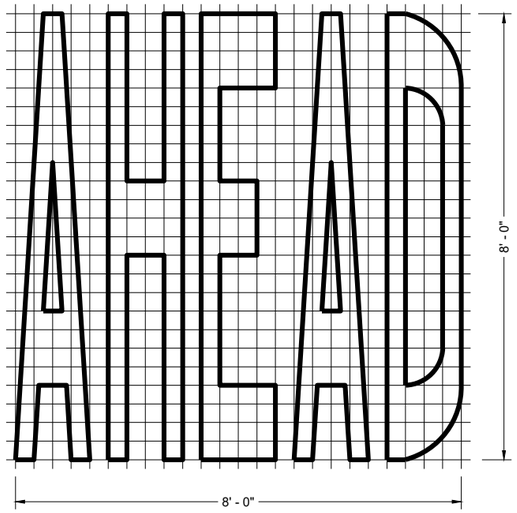
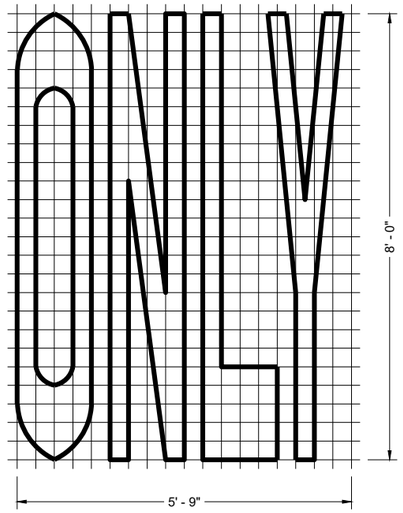
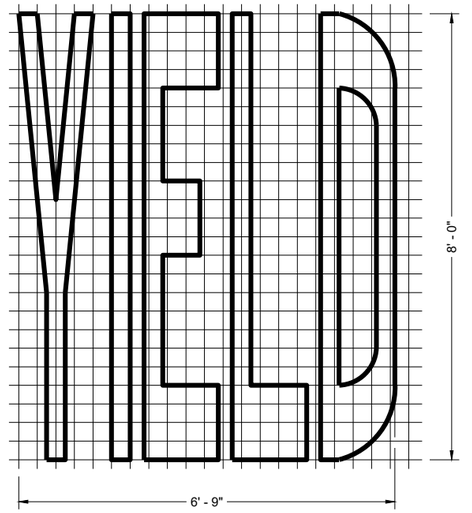
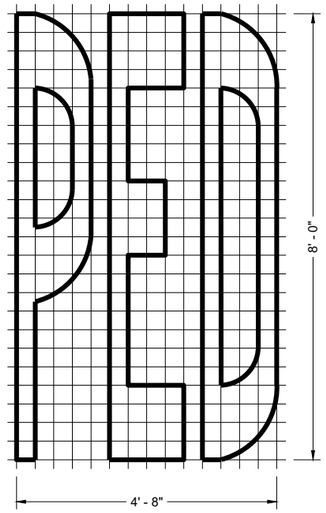
SDD 15C05 - 05

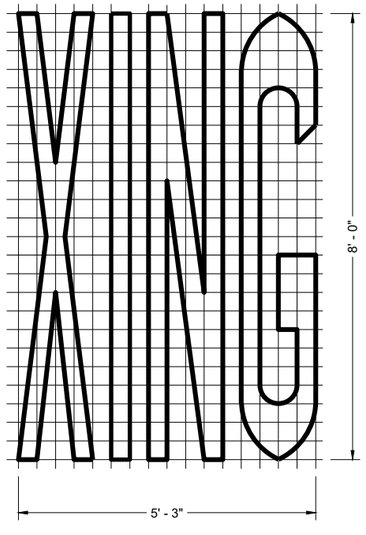


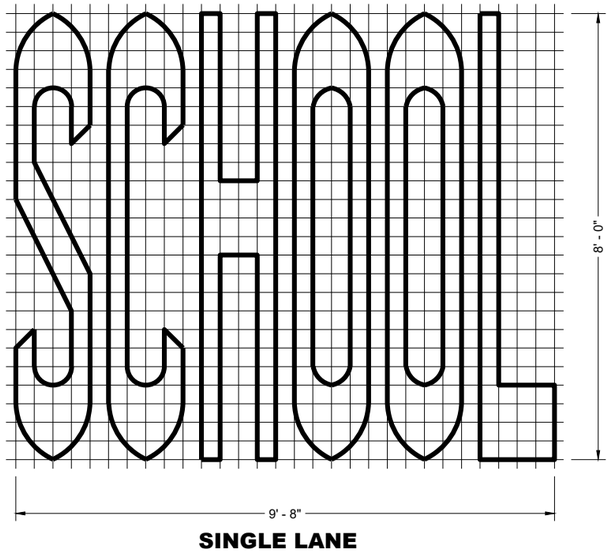




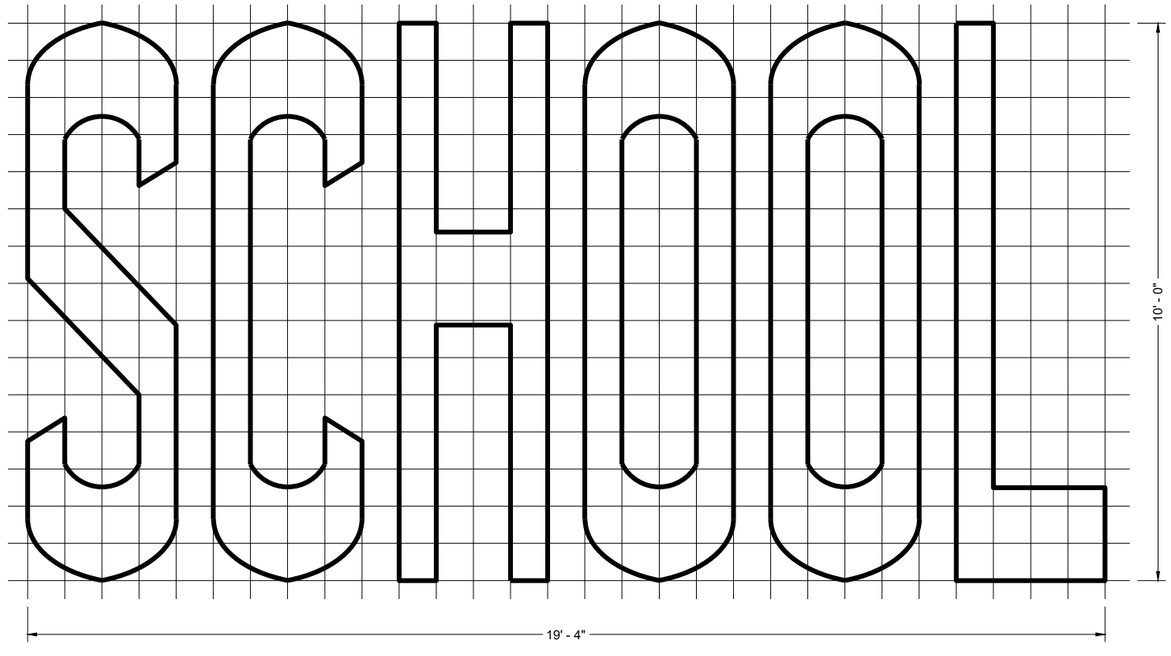








SINGLE LANE



TWO - LANE

GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C07-16b

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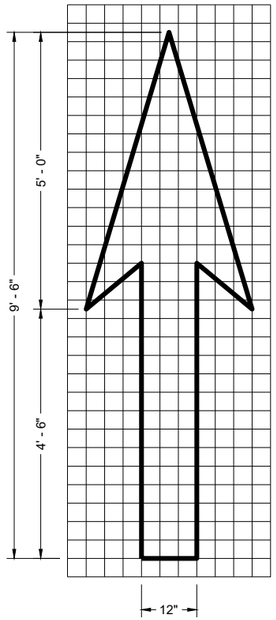
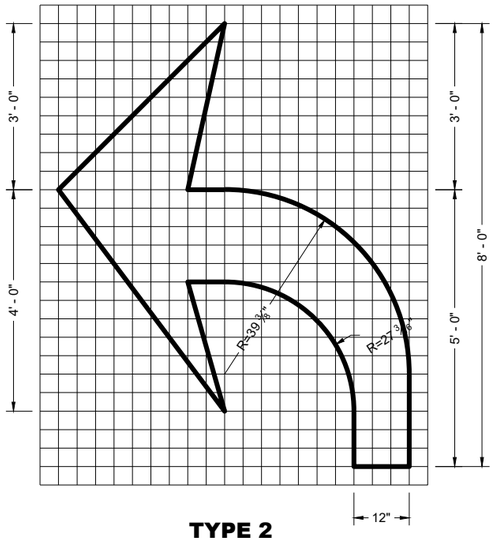
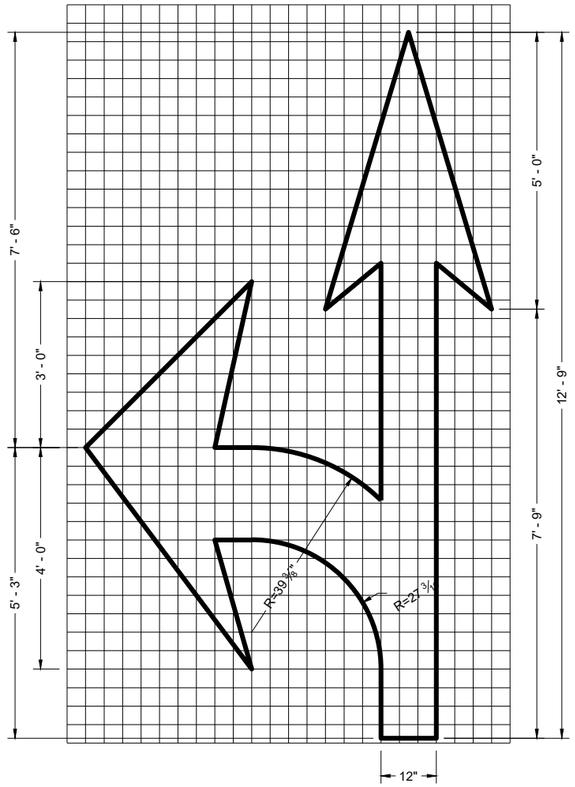
SDD 15C07-16b



TYPE 1



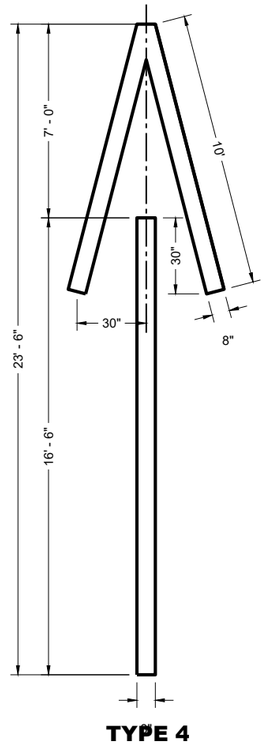
TYPE 2



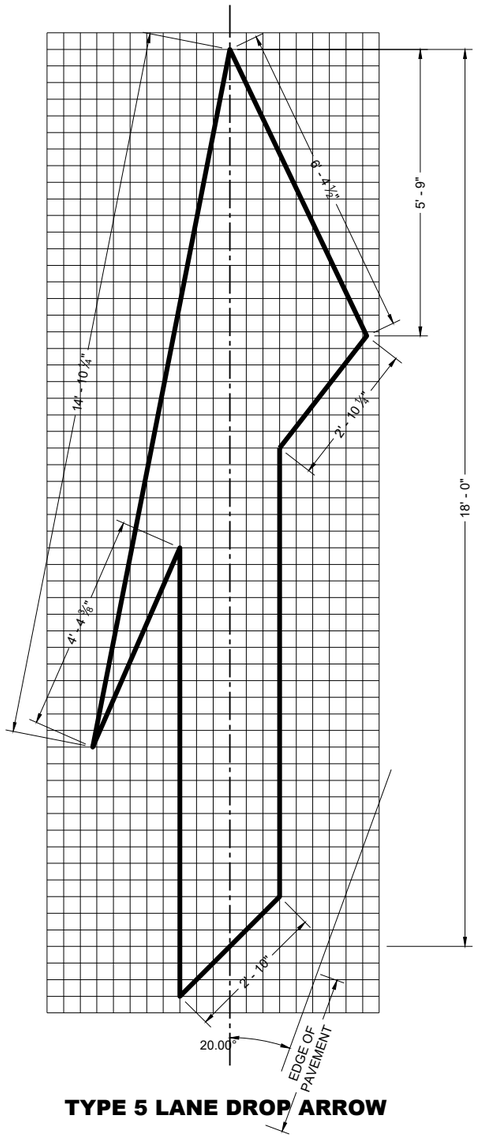
TYPE 3

GENERAL NOTES

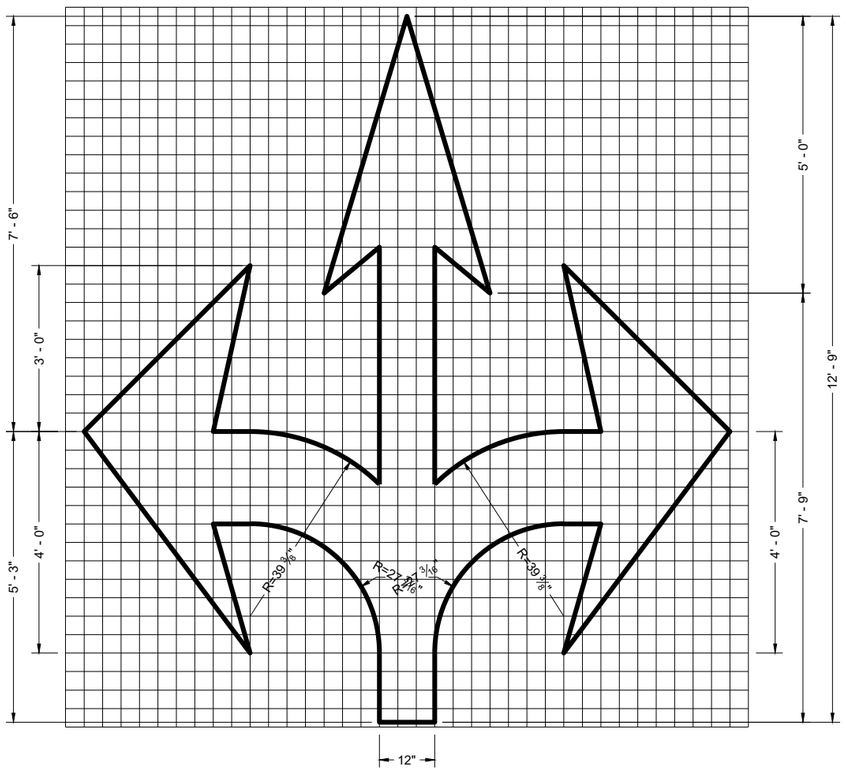
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



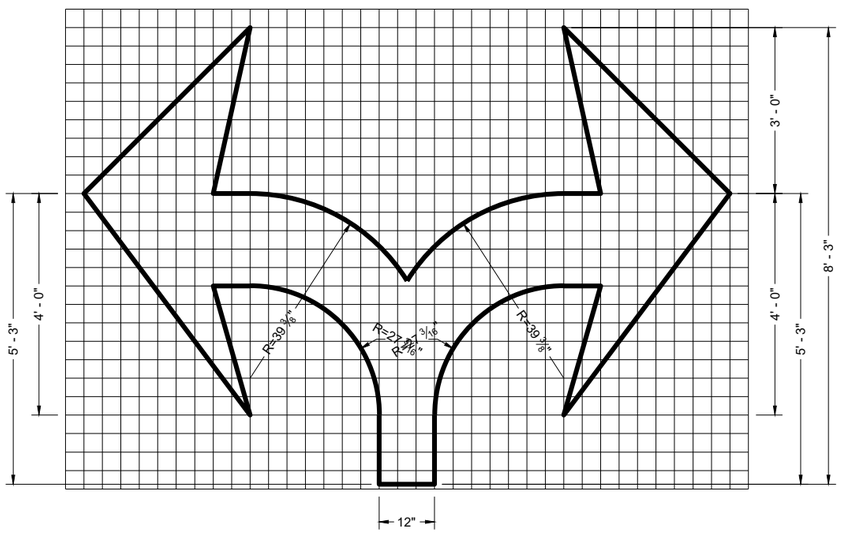
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07-16c

SDD 15C07-16c

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

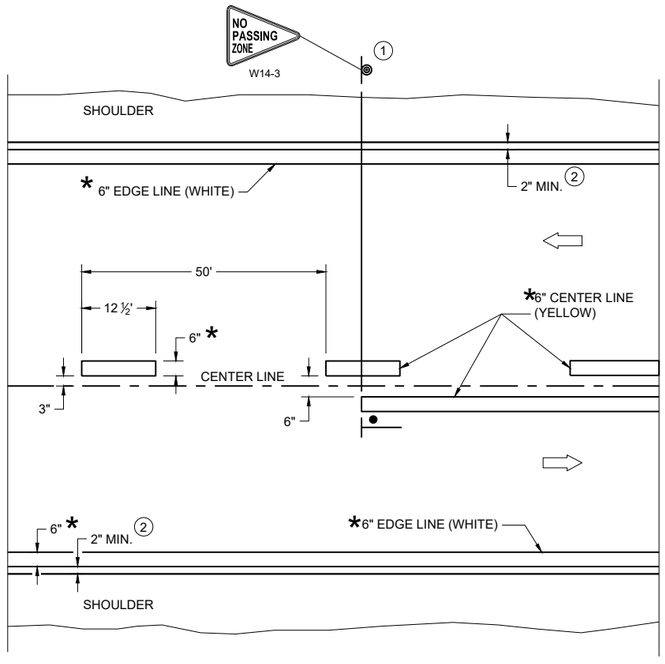
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

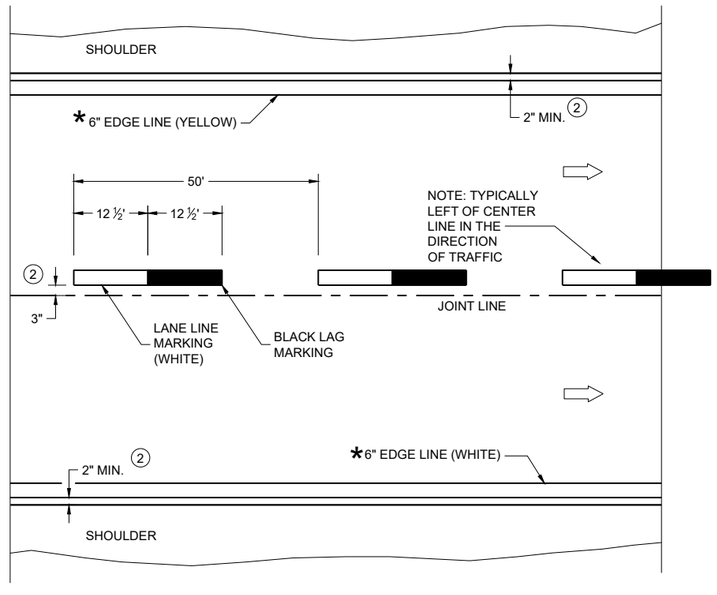
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	

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SDD 15C08-24a

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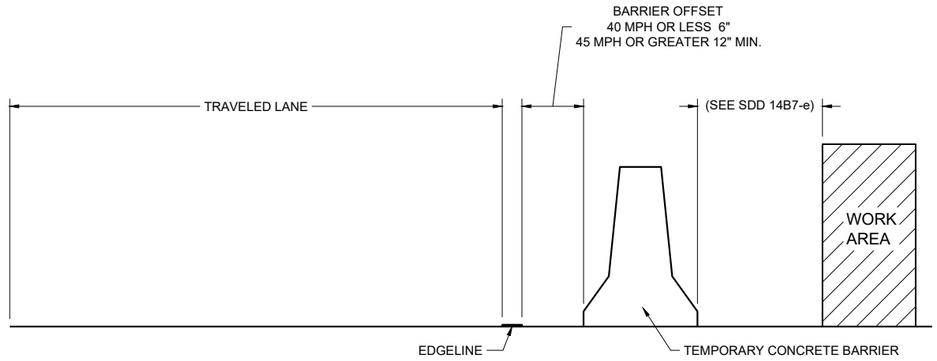
SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

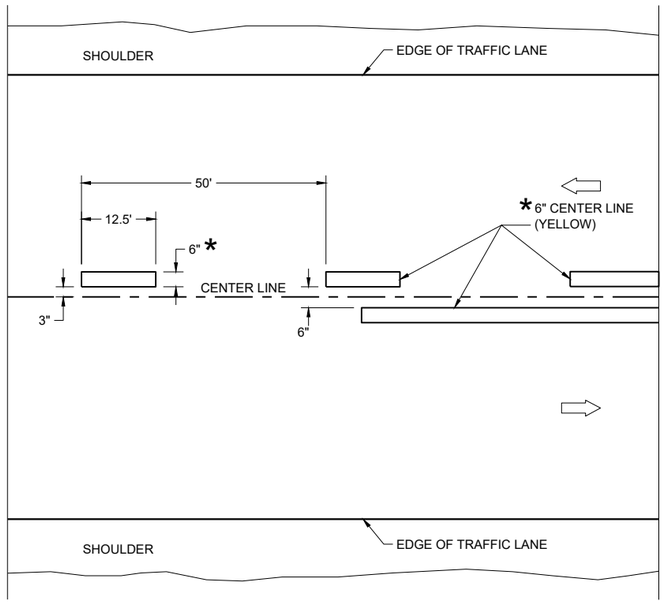
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

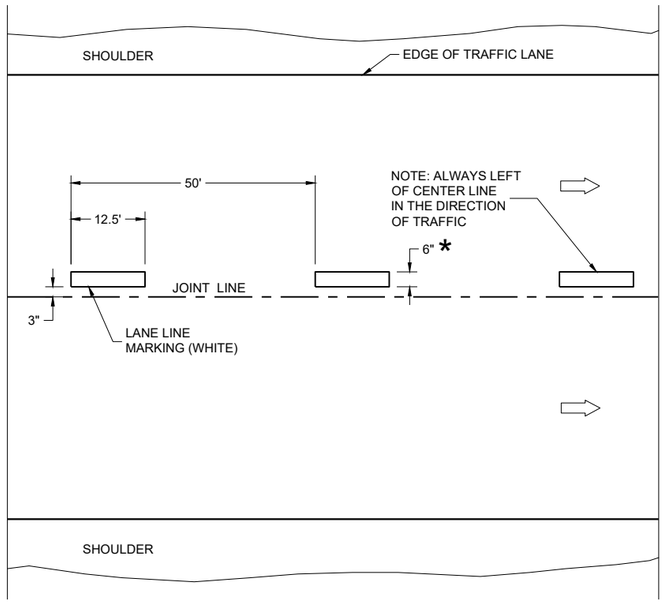
LEGEND

⇨ DIRECTION OF TRAFFIC

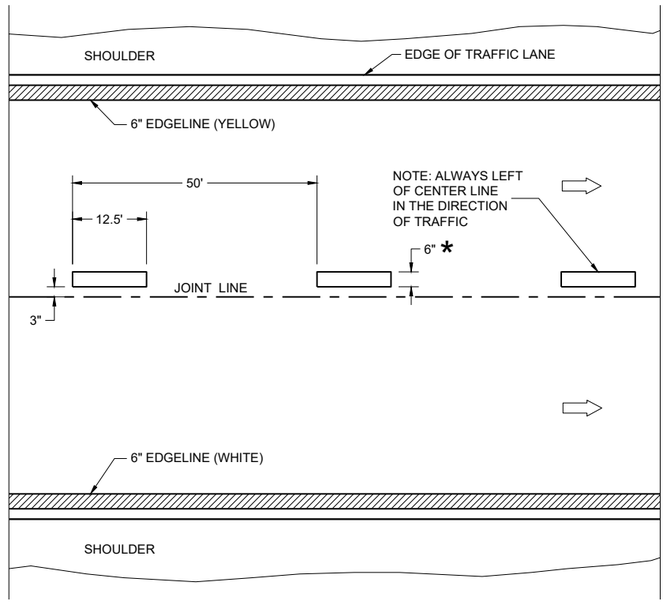
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6

SDD 15C08-24b

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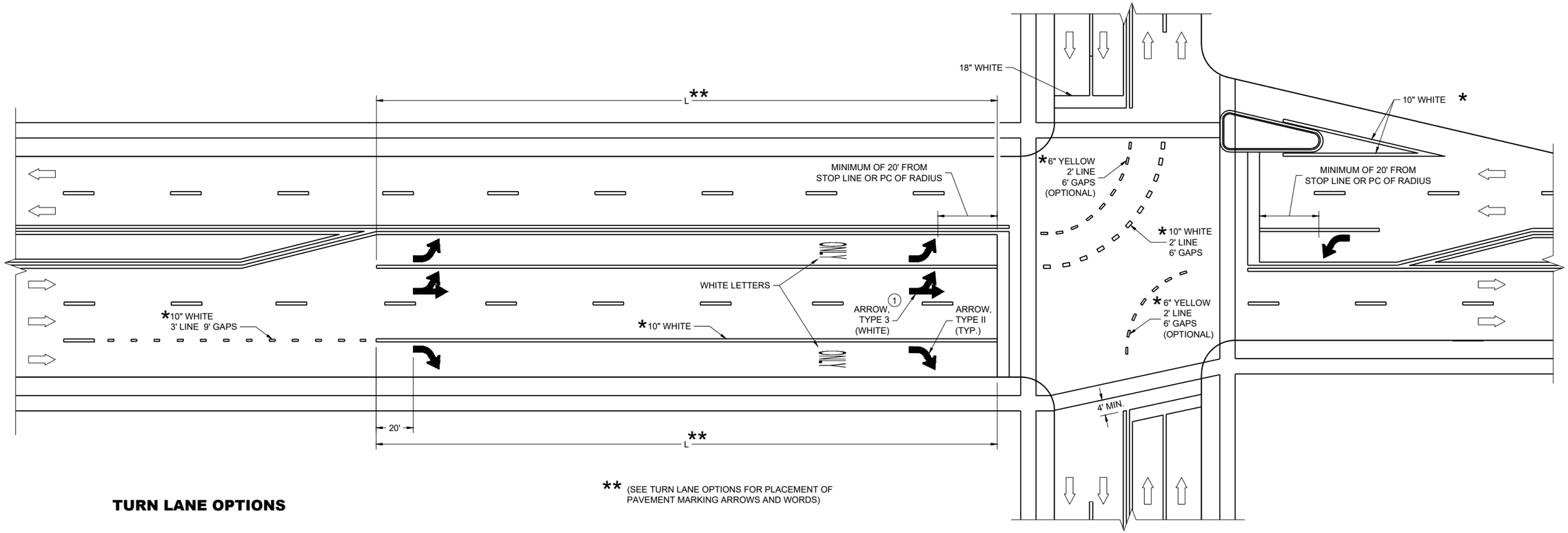
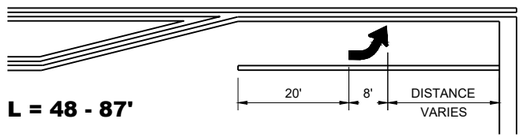
SDD 15C08-24b



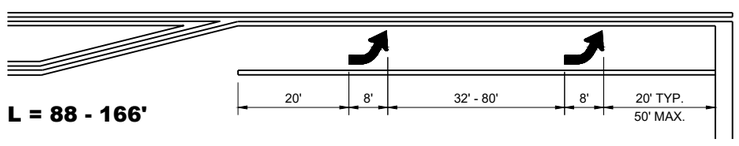
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

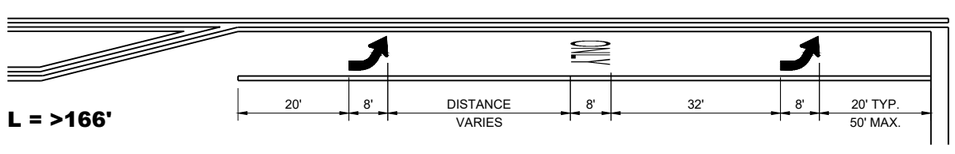
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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

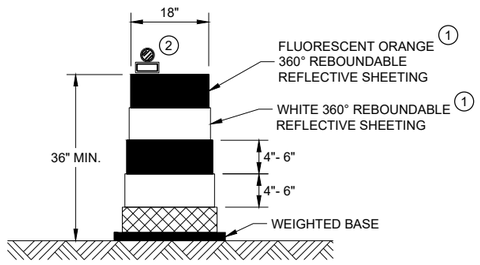
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

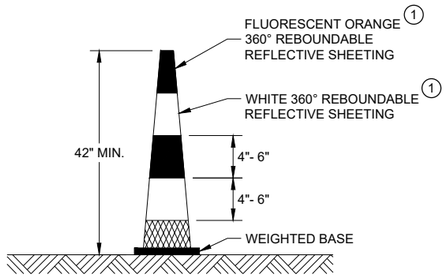
GENERAL NOTES

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

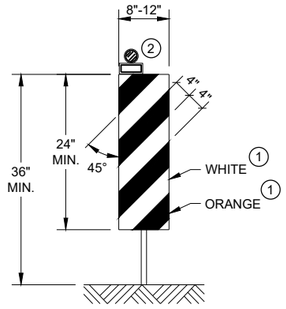
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

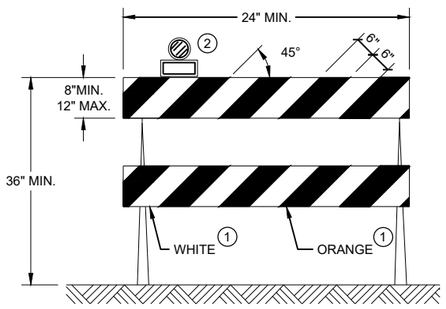
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



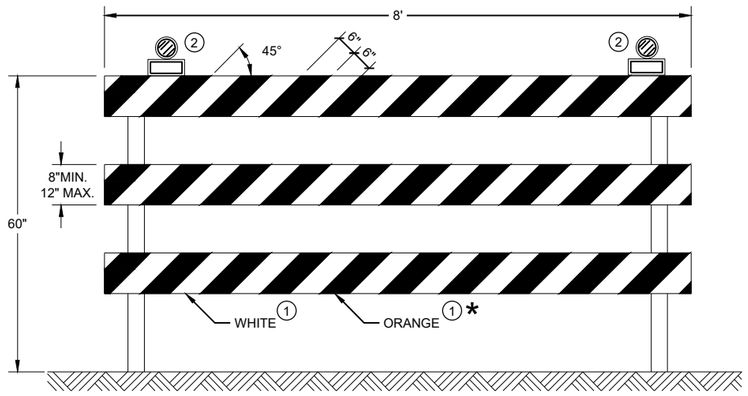
VERTICAL PANEL

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

6
SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

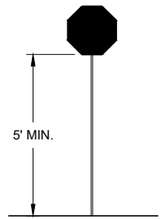
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



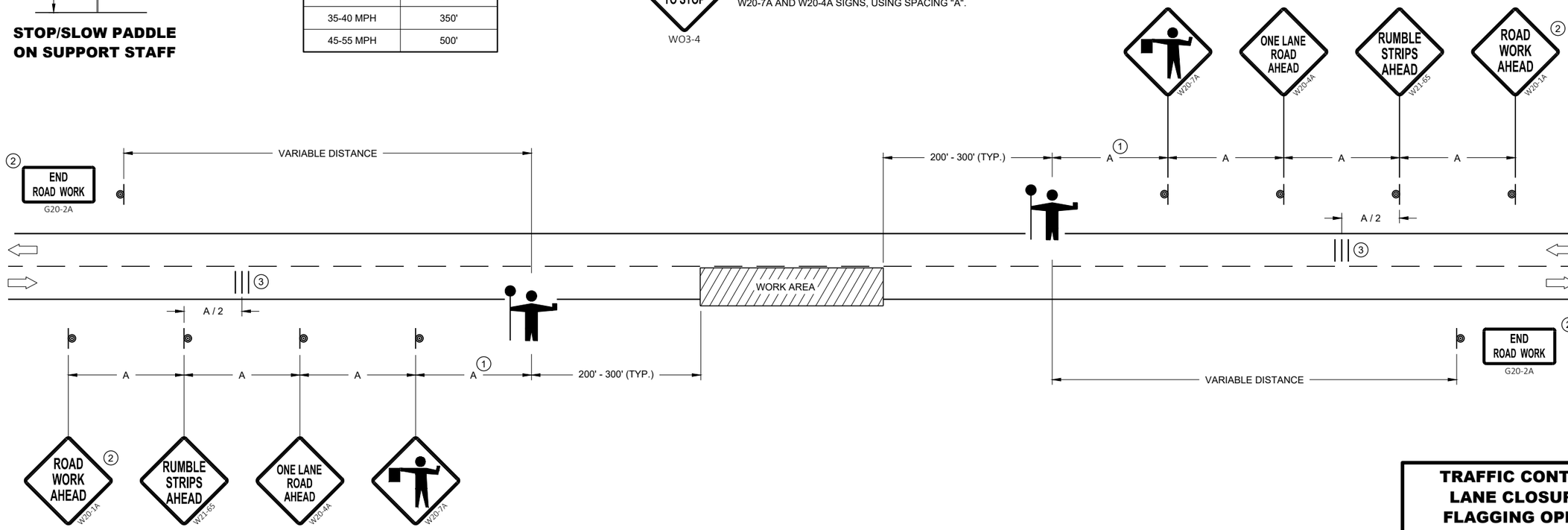
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

649

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SDD 15C12 - 09a

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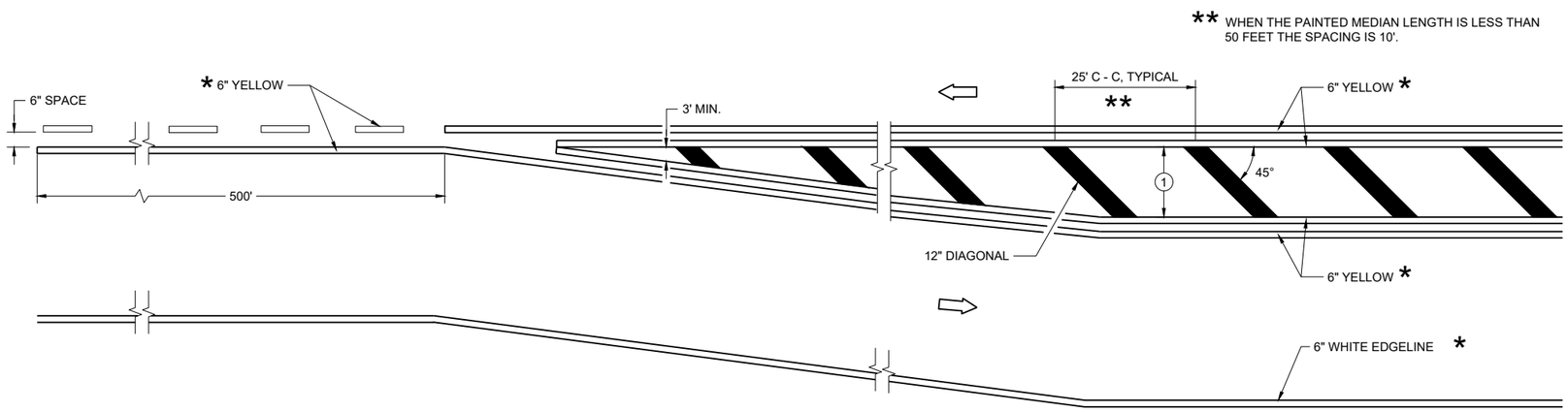
SDD 15C12 - 09a



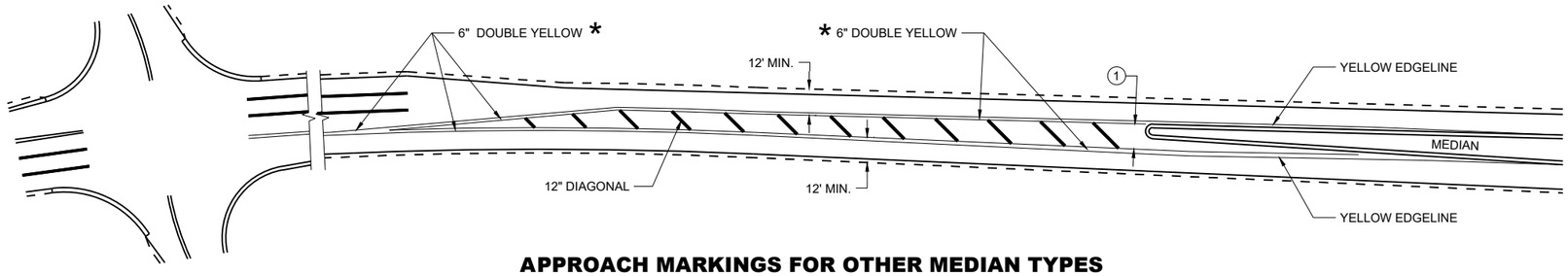
MEDIAN ISLAND DETAIL

GENERAL NOTES

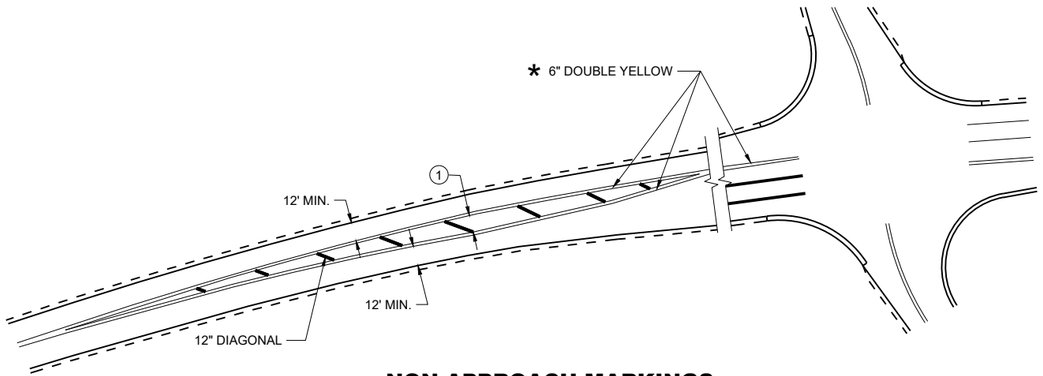
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

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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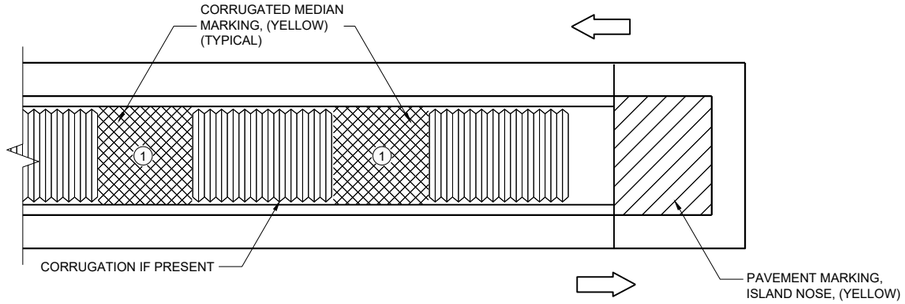
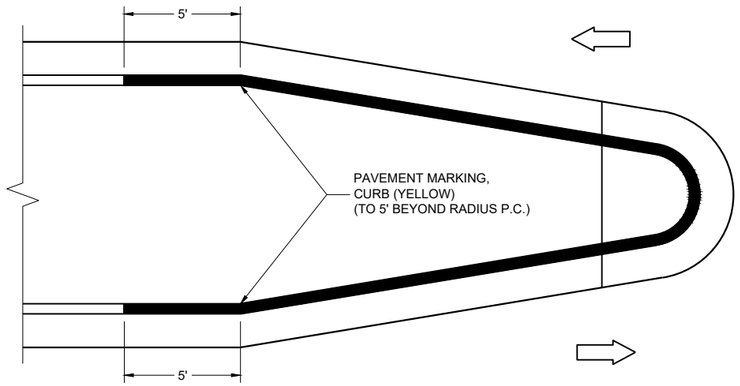
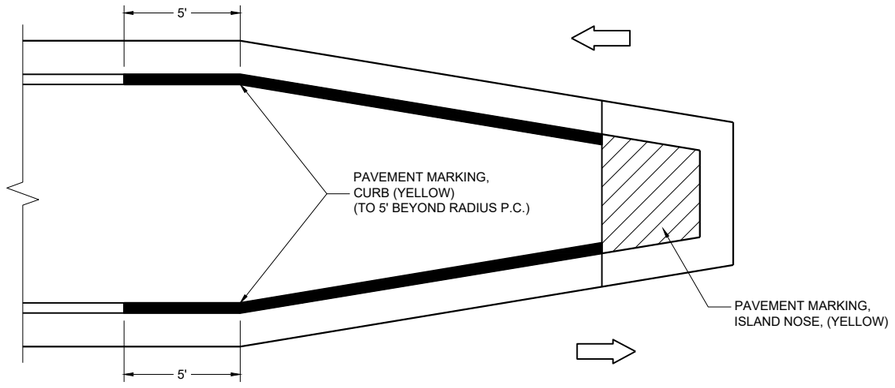
SDD 15C18-09a



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.

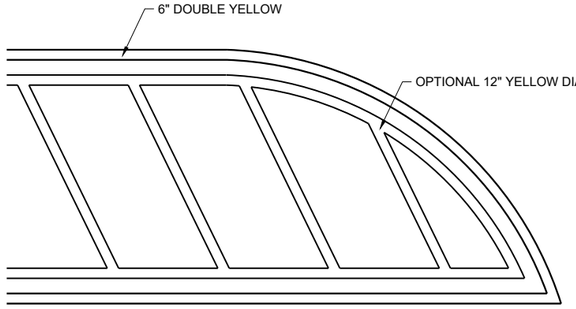
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

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

FHWA

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SDD 15C18-09b

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

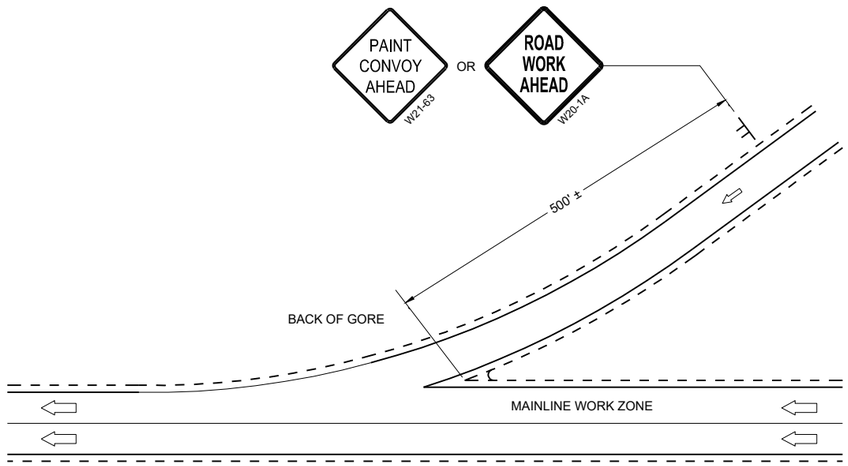
V3 TRAIL VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

ARROW PANEL (CAUTION)



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

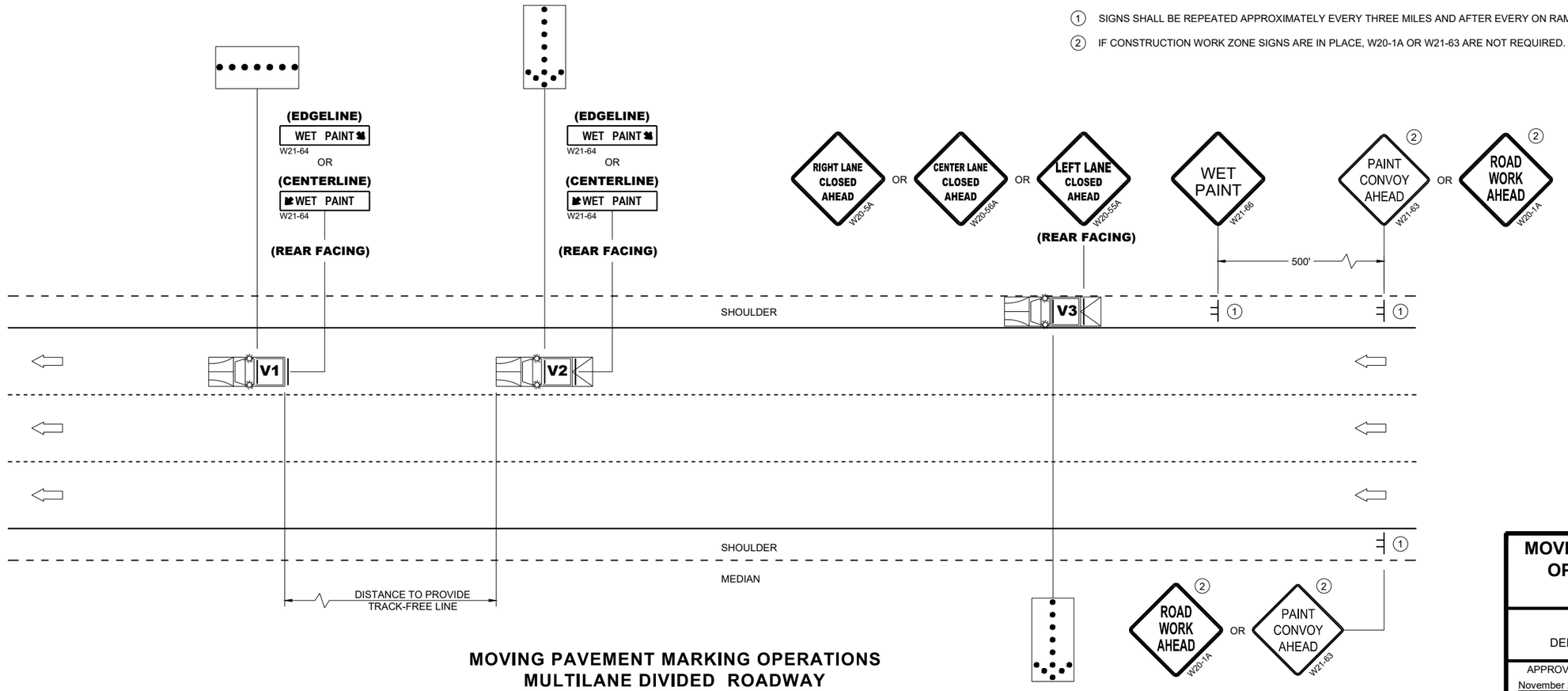
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
STATE ELECTRICAL ENGINEER

FHWA

6

SDD 15C19-11c

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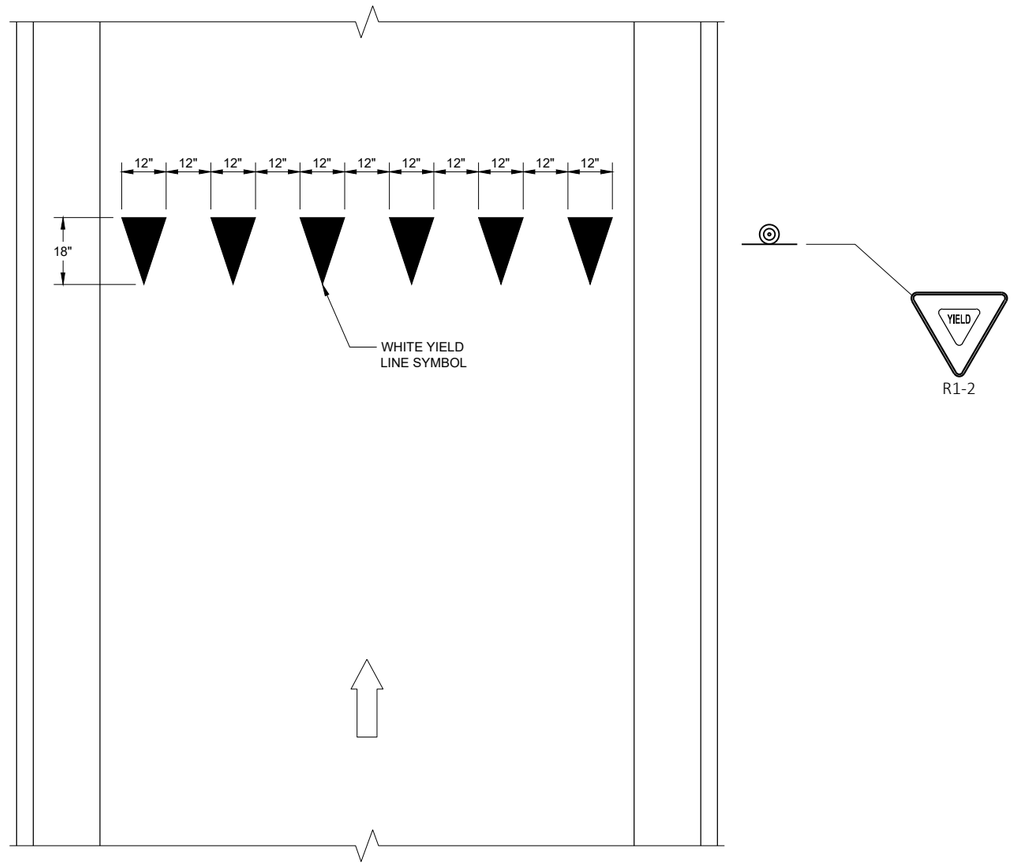
SDD 15C19-11c

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



R1-2

YIELD LINE

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-81-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

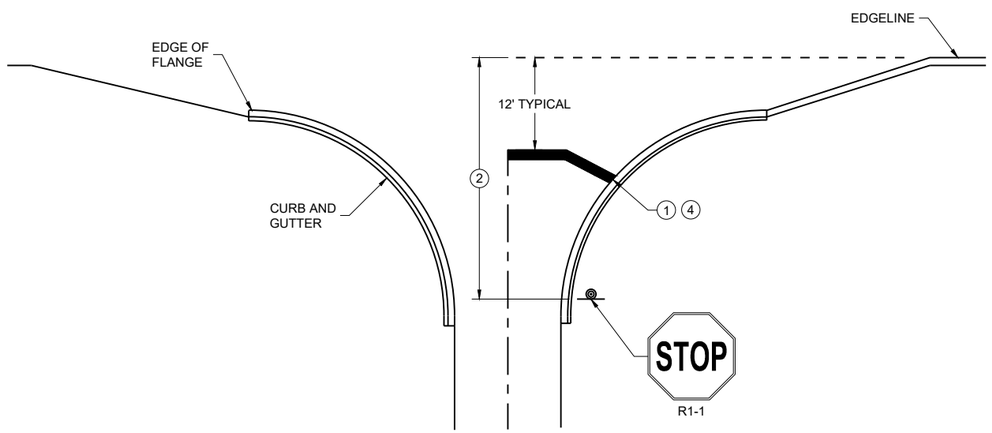
6

SDD 15C20 - 02

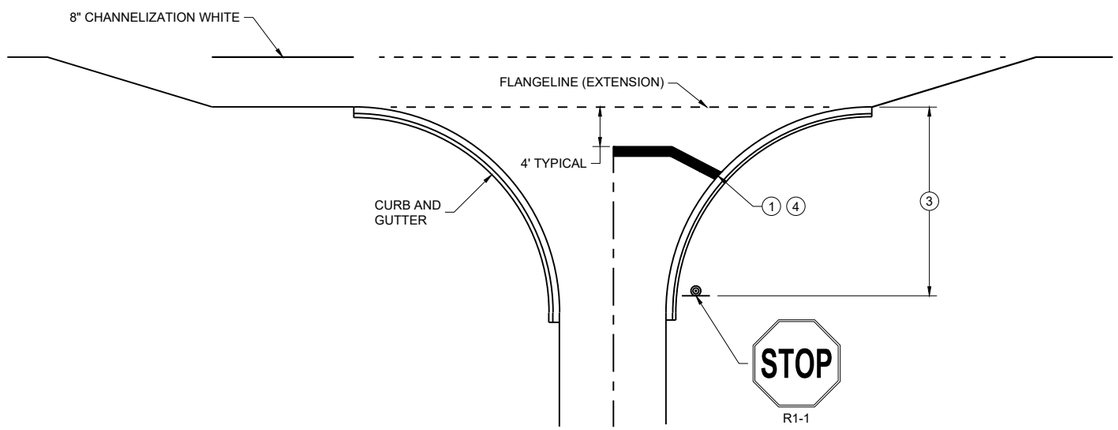
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

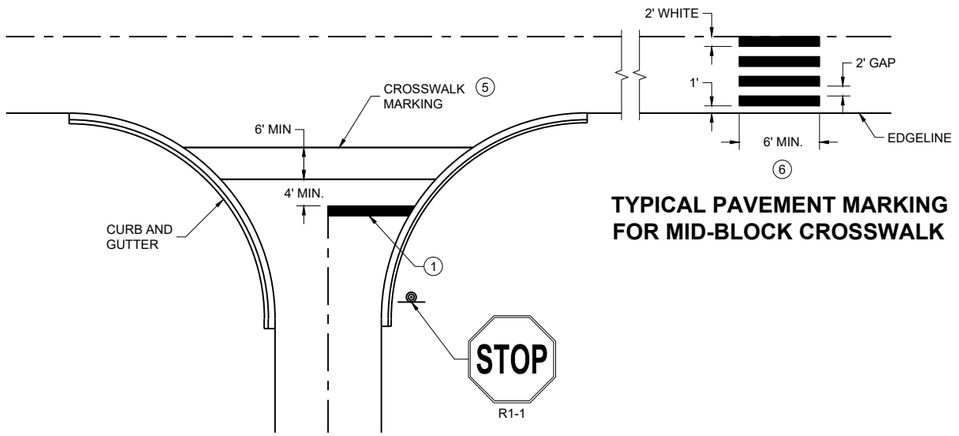
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

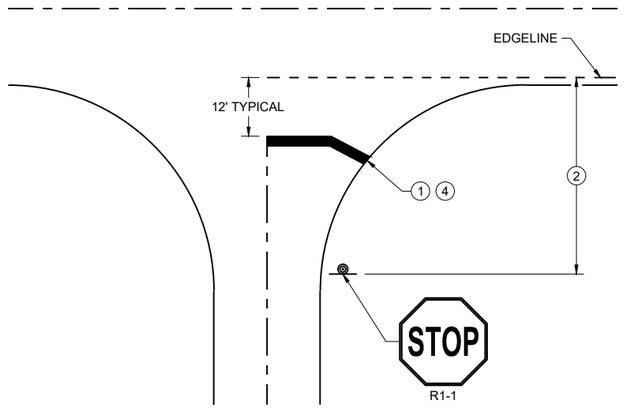


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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.

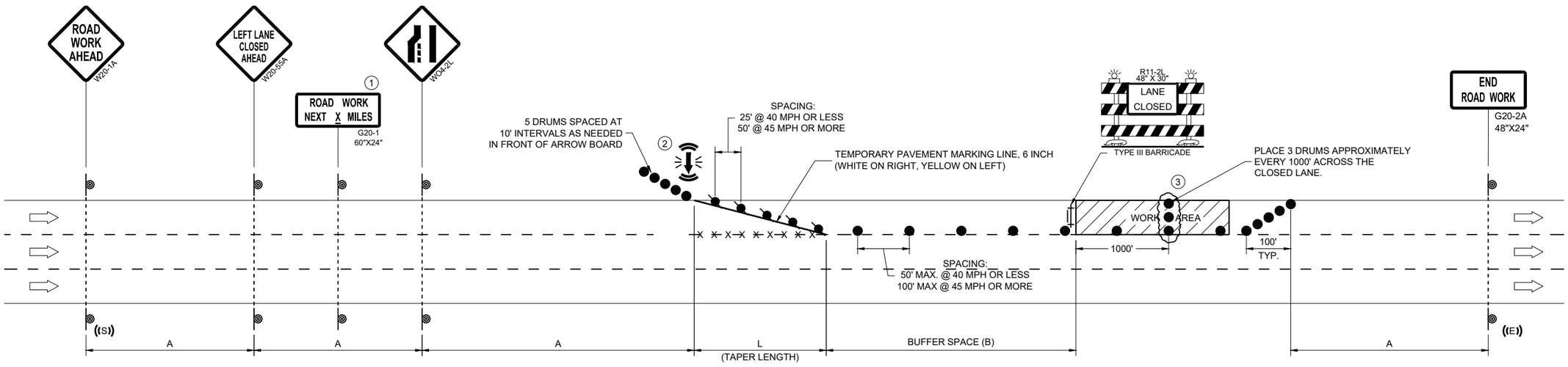
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

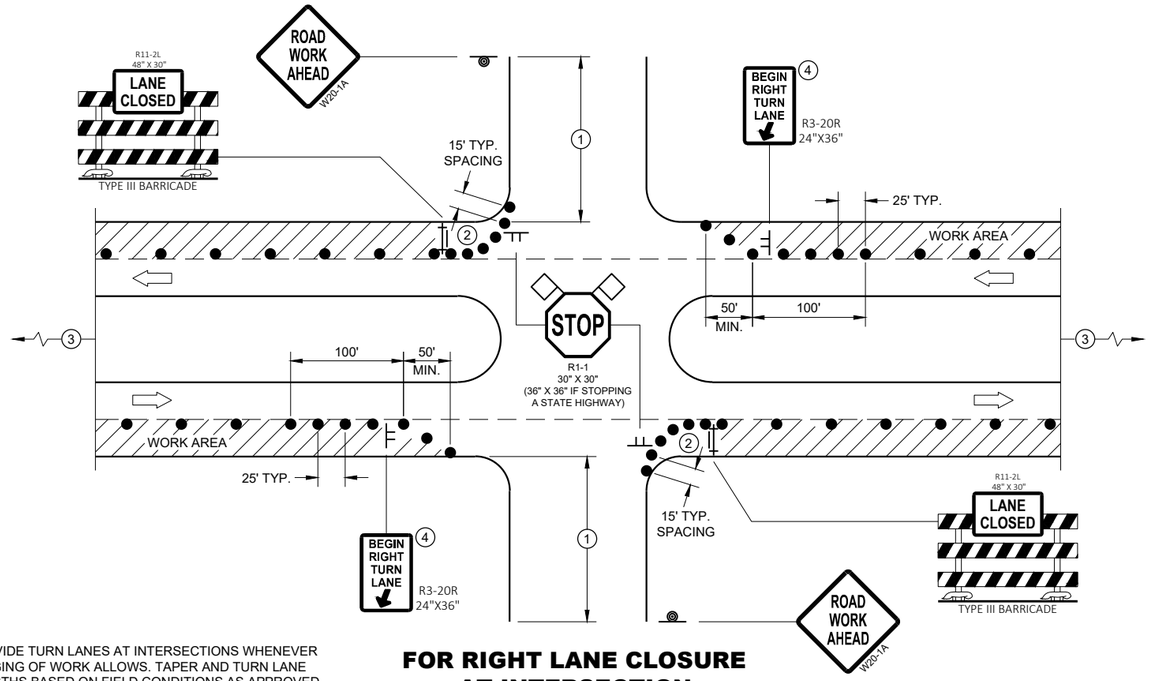
FHWA

6

SDD 15D20-11a

6

SDD 15D20-11a



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

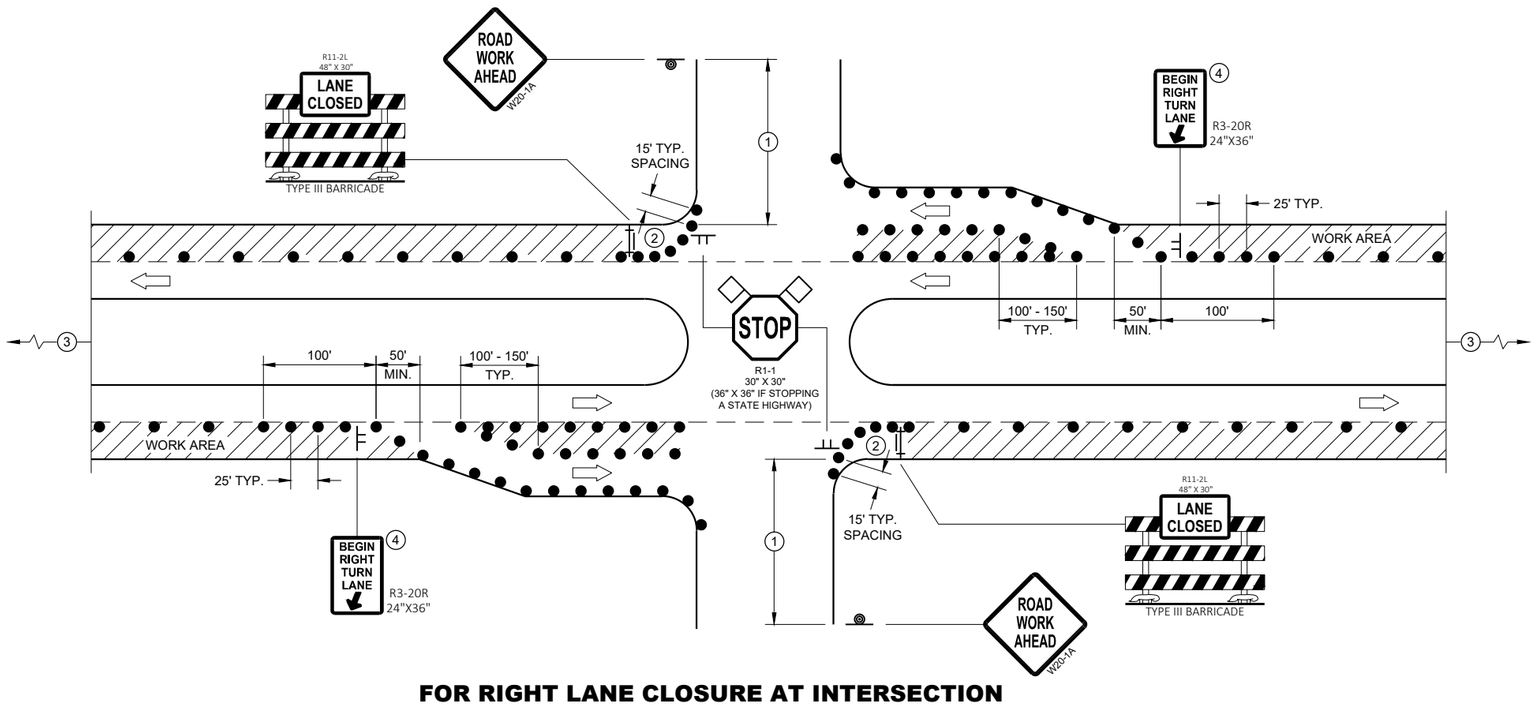
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

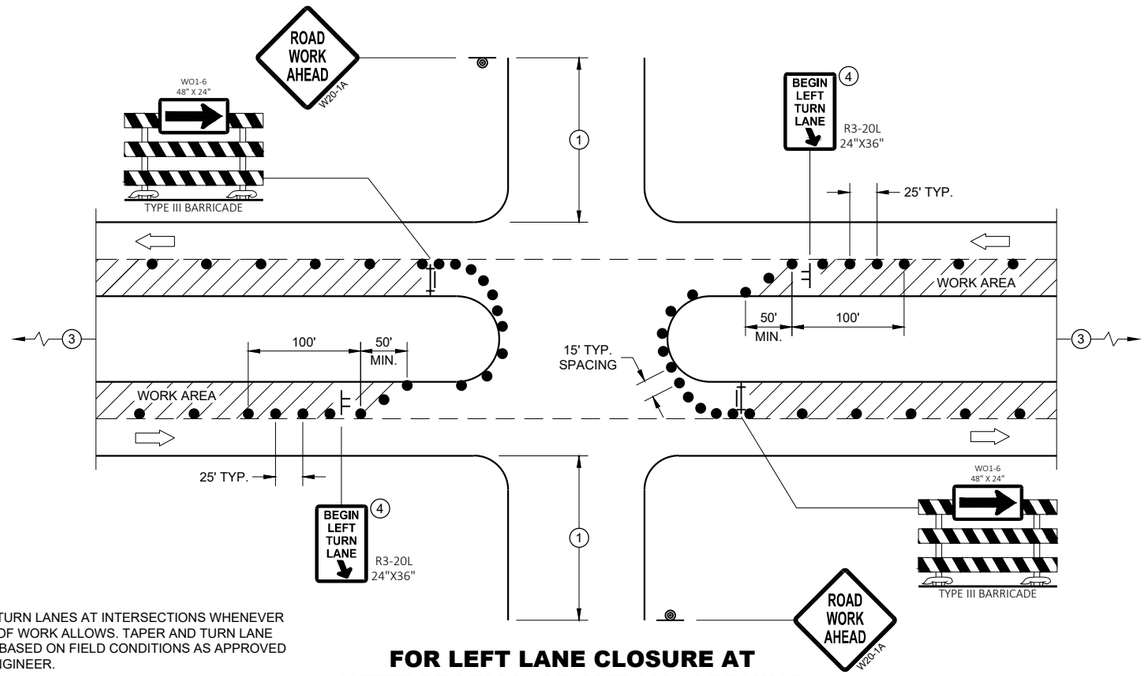
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a
SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

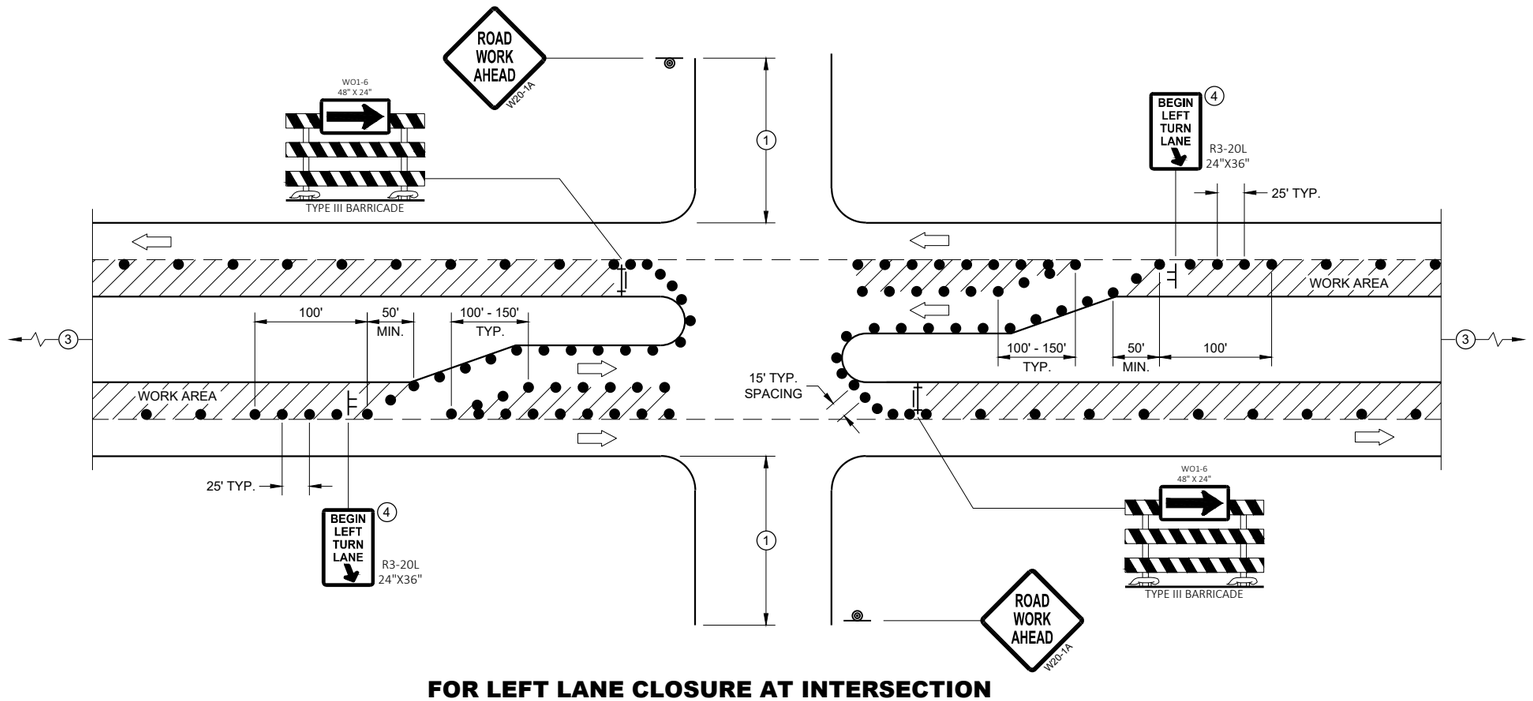
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- -X–X–X- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA
- CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45 MPH, USE SDD 15D14.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES.
FOR CLOSING LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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 LINES 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.

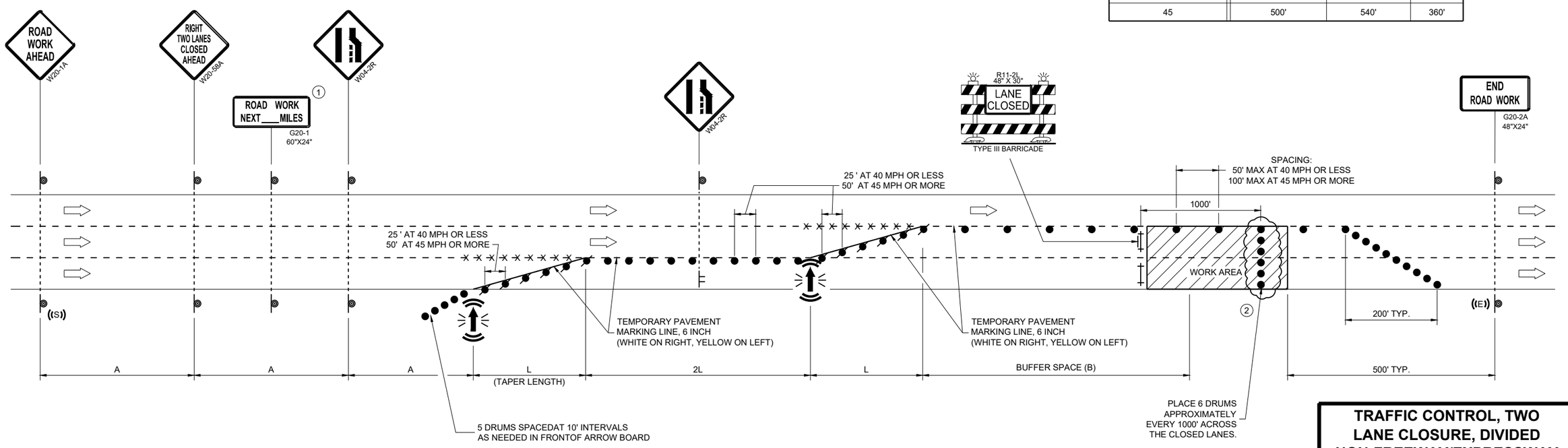
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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) 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, TWO LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

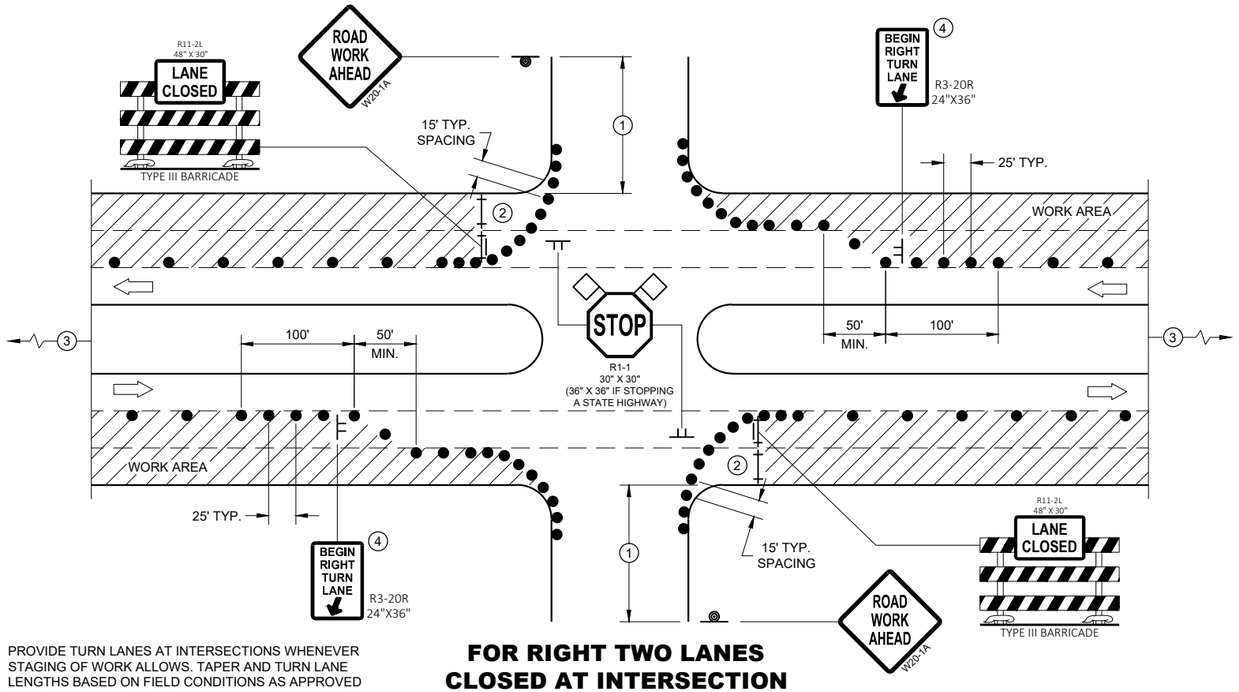
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15D22-08



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT TWO LANES CLOSED AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

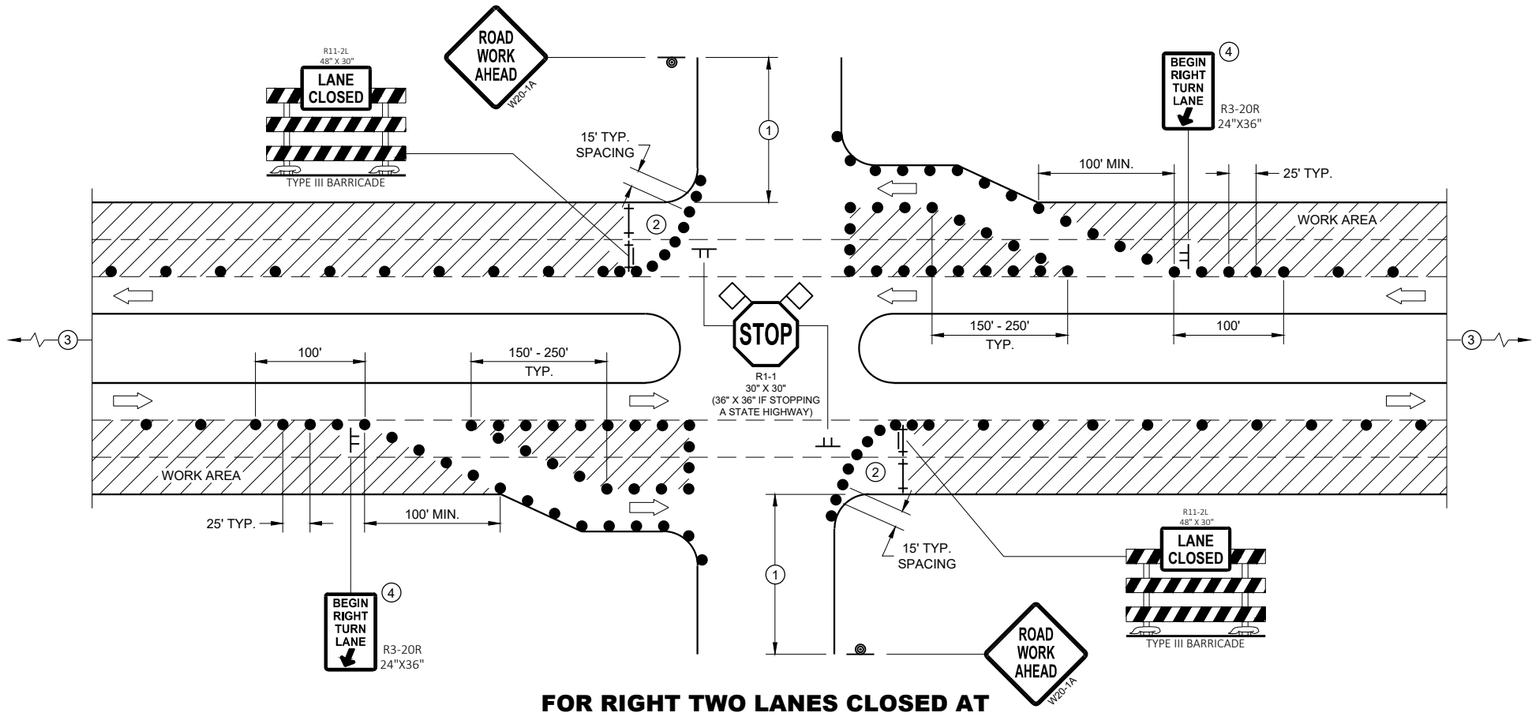
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT TWO LANES CLOSED AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN TWO RIGHT LANE CLOSURE

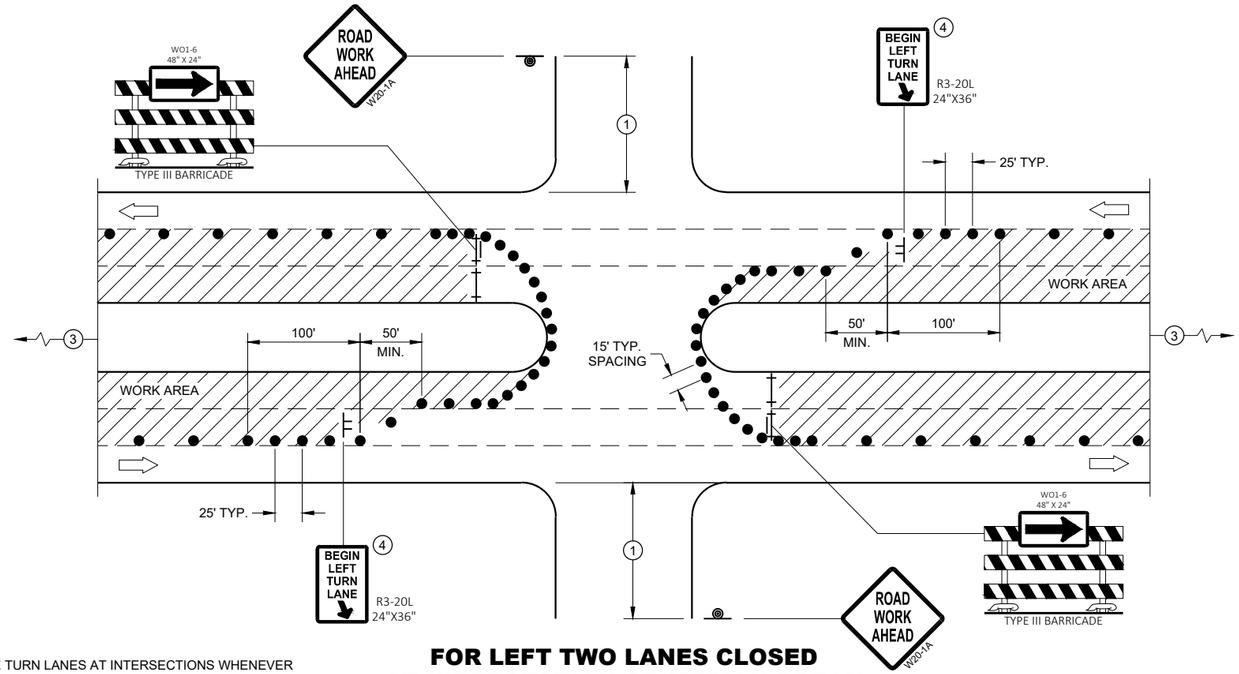
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D23 - 07a

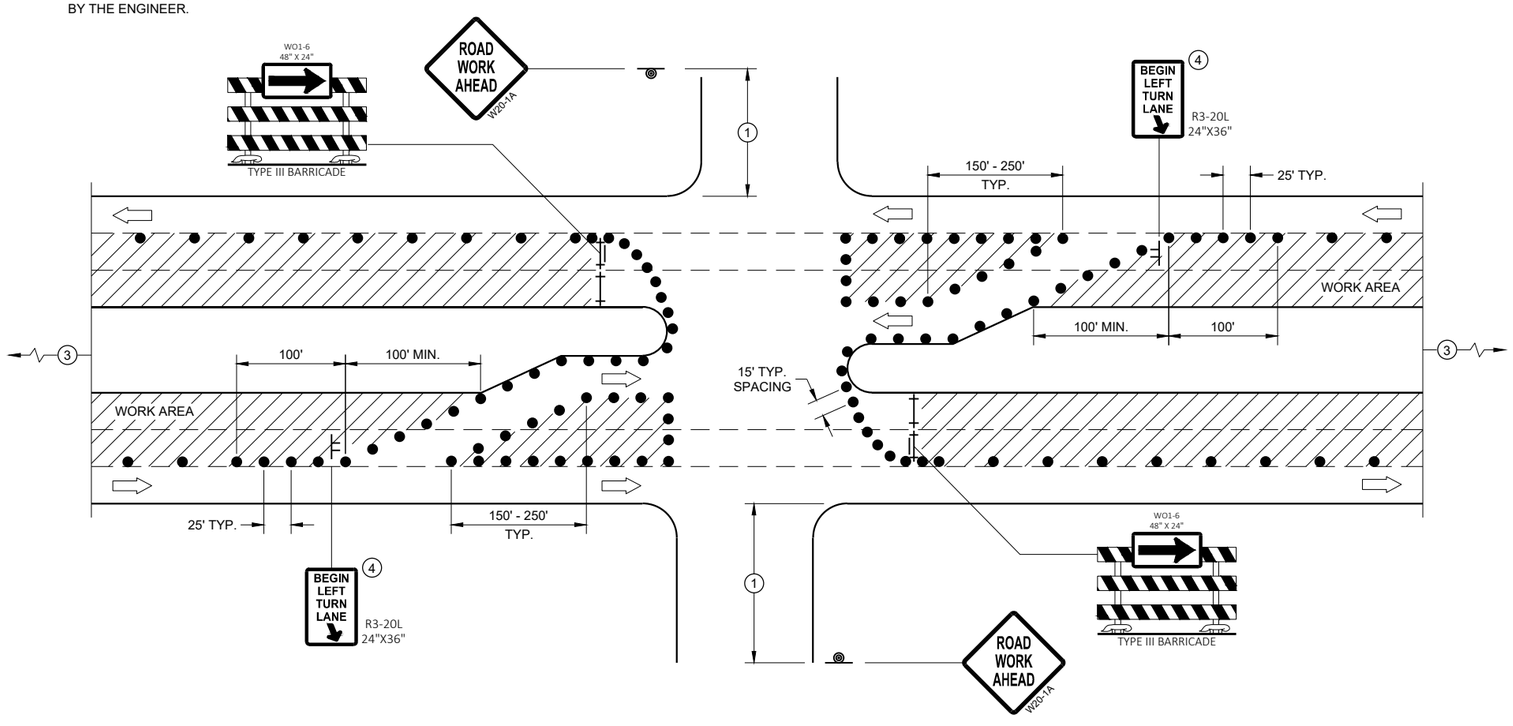
6

SDD 15D23 - 07a



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN TWO LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

660

FHWA

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- CONNECTED ARROW BOARD
- WORK AREA
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

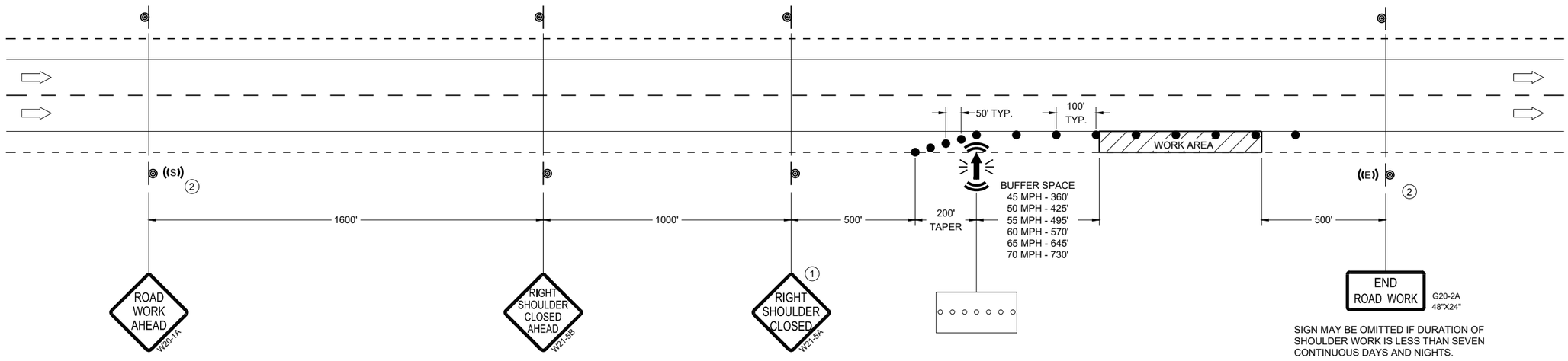
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

(1) FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR THE W21-5A SIGN MAY BE OMITTED.

(2) IF ALREADY PRESENT WITHIN PROJECT , DO NOT INCLUDE ADDITIONAL DEVICE.



SIGN MAY BE OMITTED IF DURATION OF SHOULDER WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

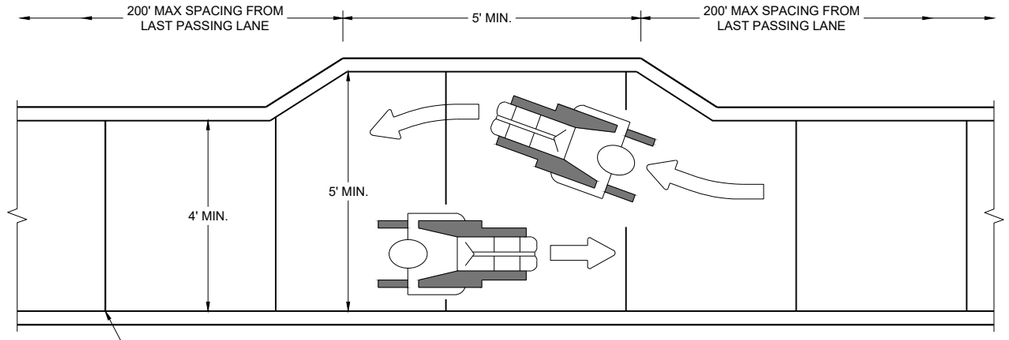
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

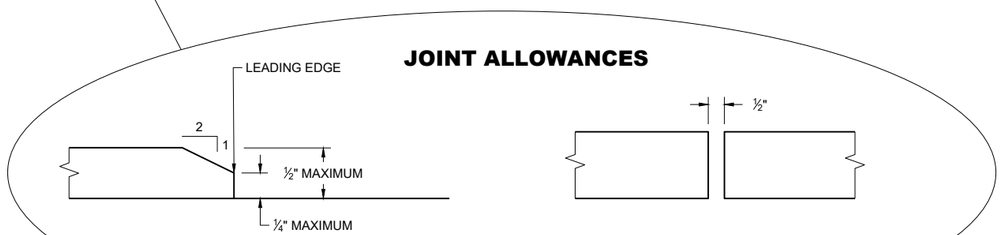
Noveber 2025
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA



NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

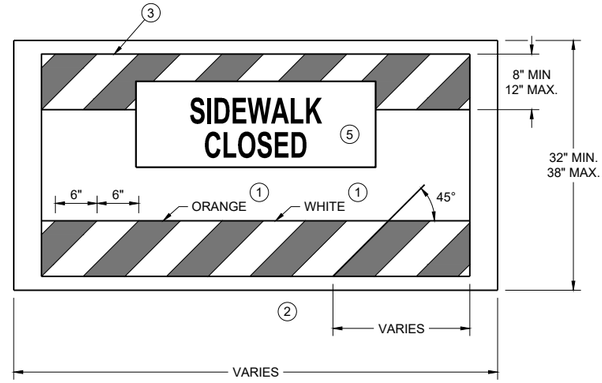
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

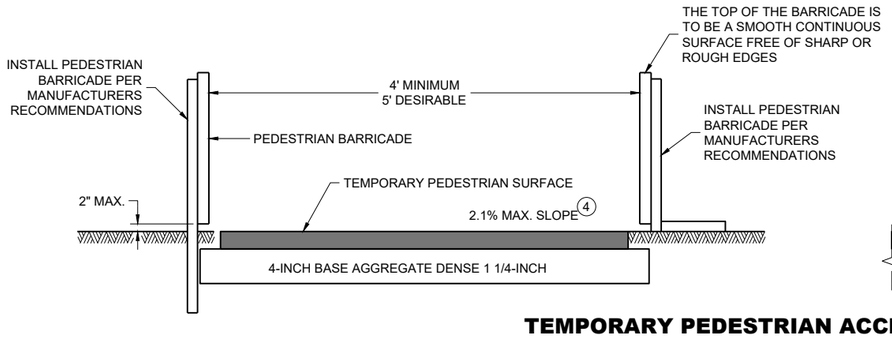
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

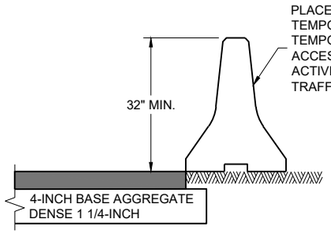
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE 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.

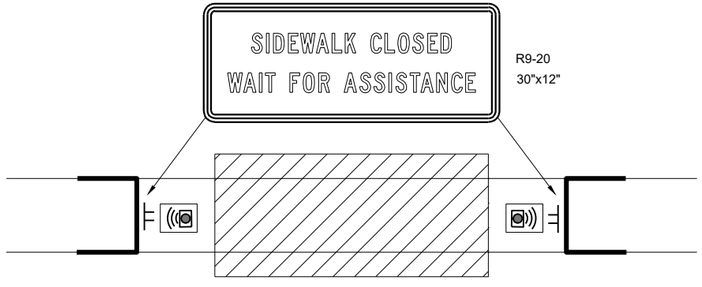


TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS





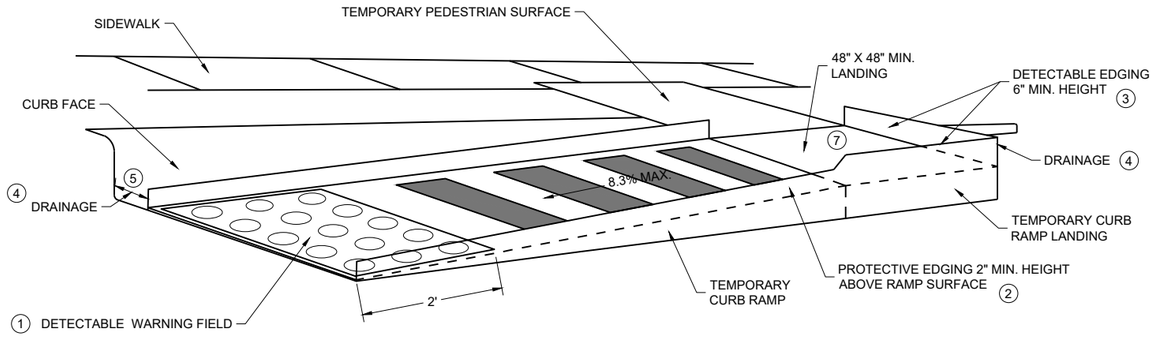
TEMPORARY PEDESTRIAN FLAGGING

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

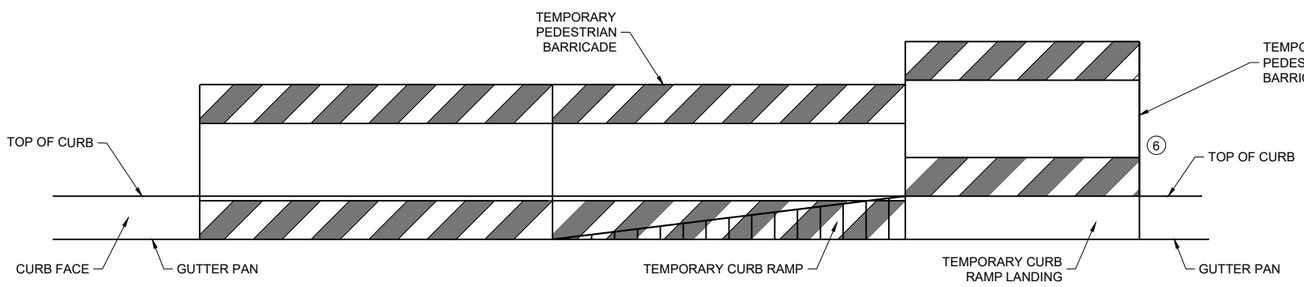
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

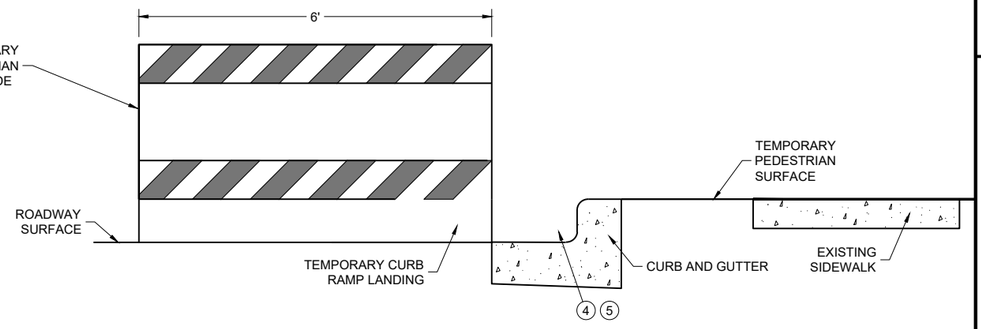
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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



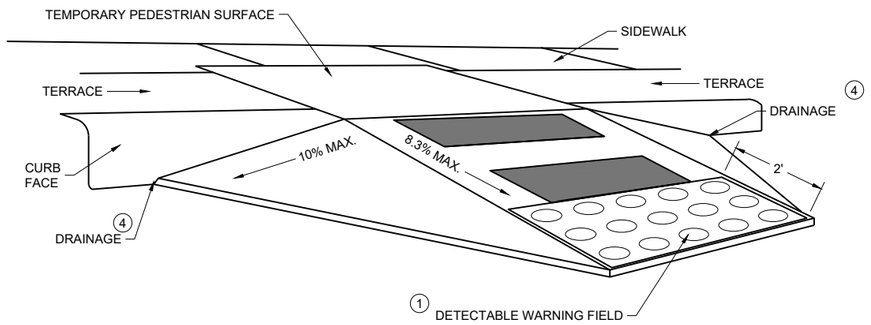
SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

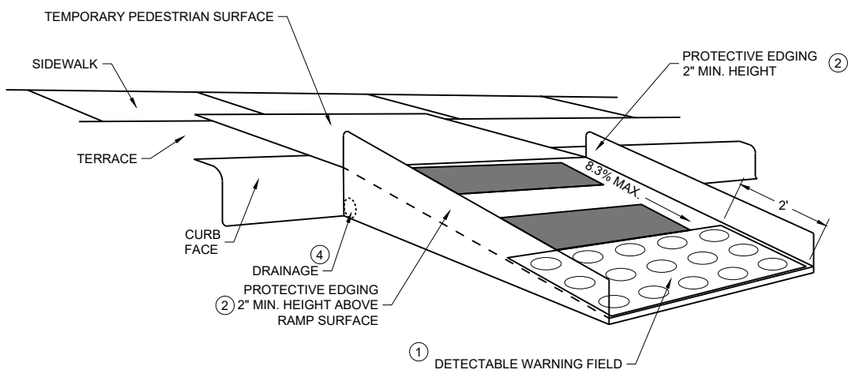
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

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".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

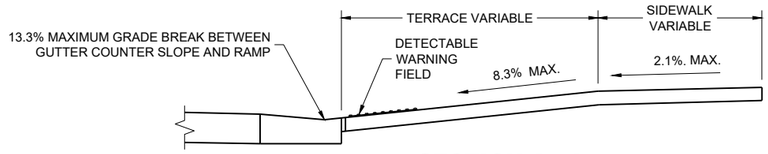
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

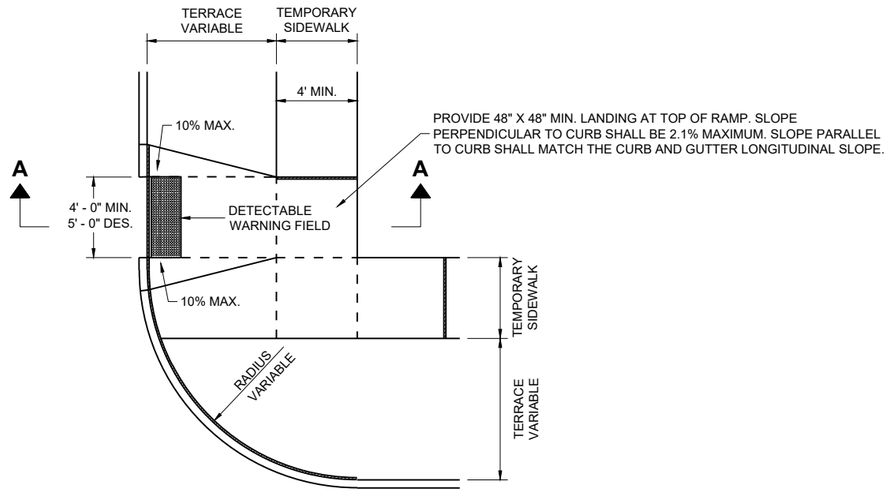
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

6

SDD 15D30-12d

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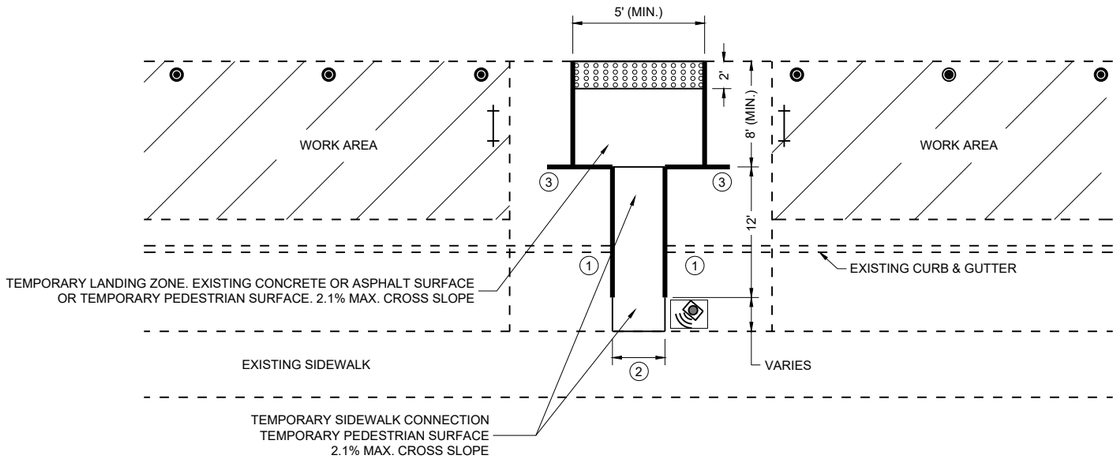
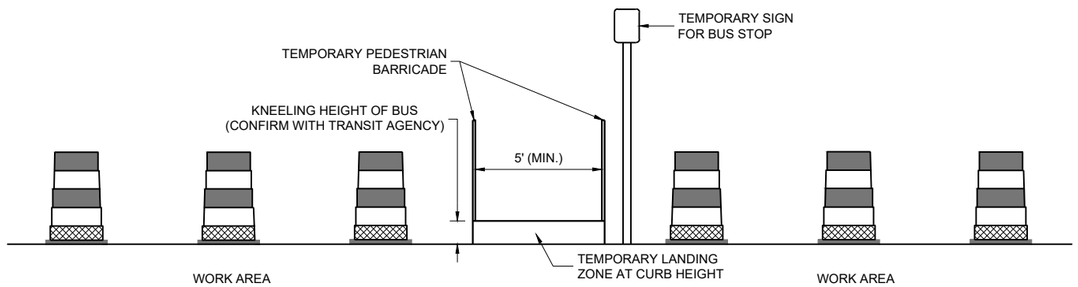
SDD 15D30-12d

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

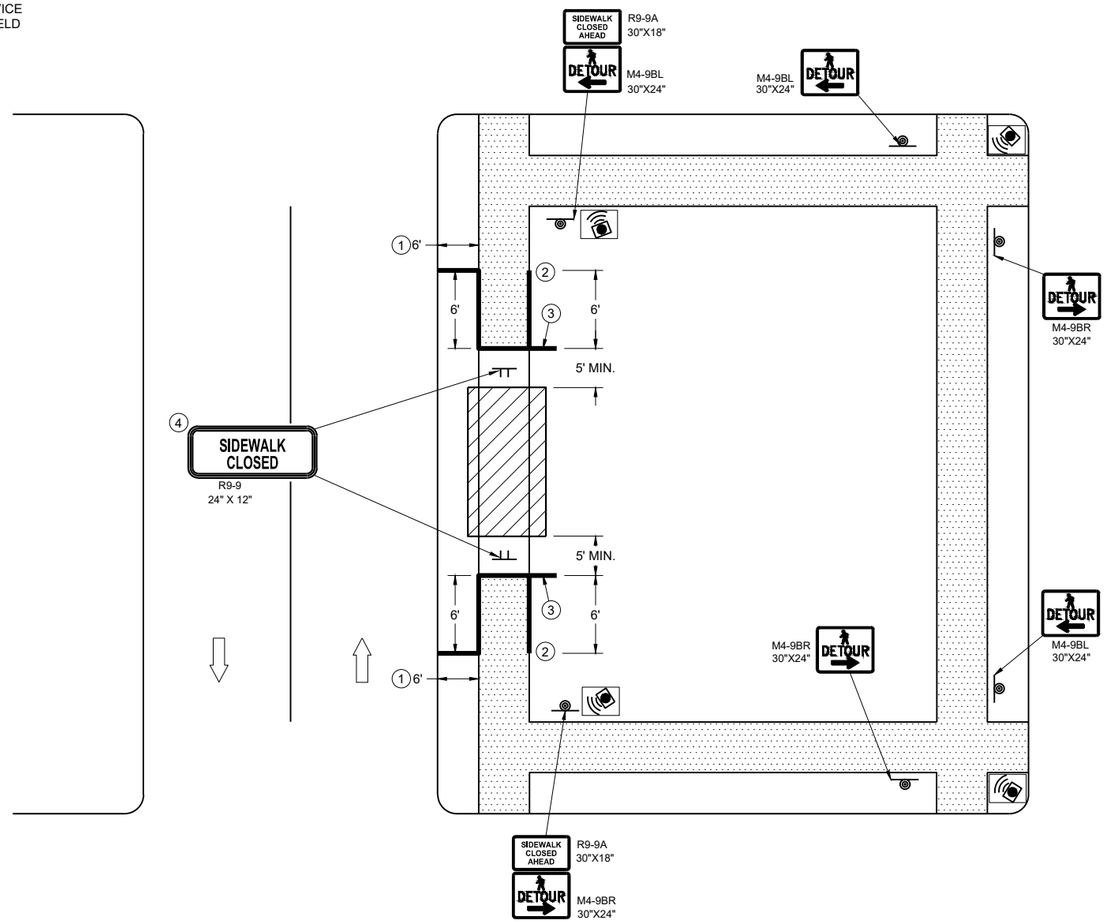
SDD 15D30-12e

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.

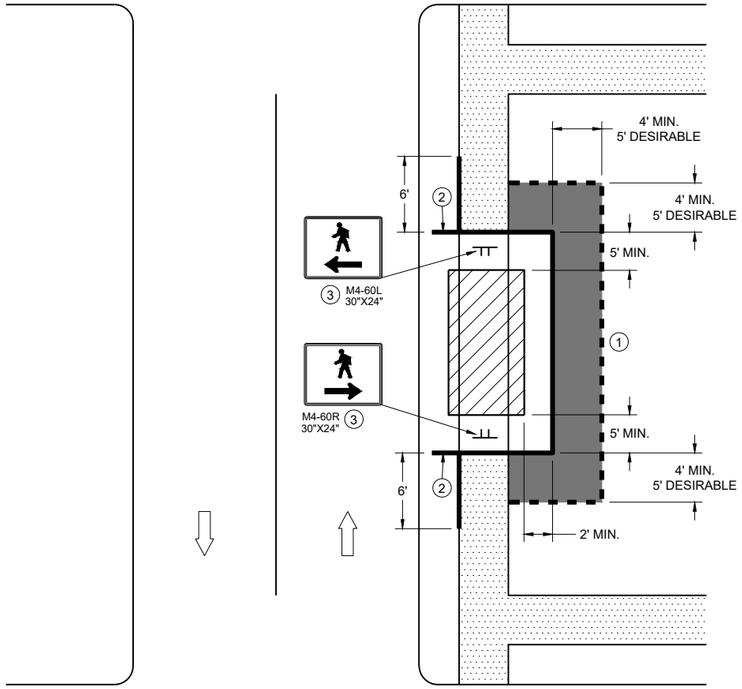
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

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SDD 15D30-12g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

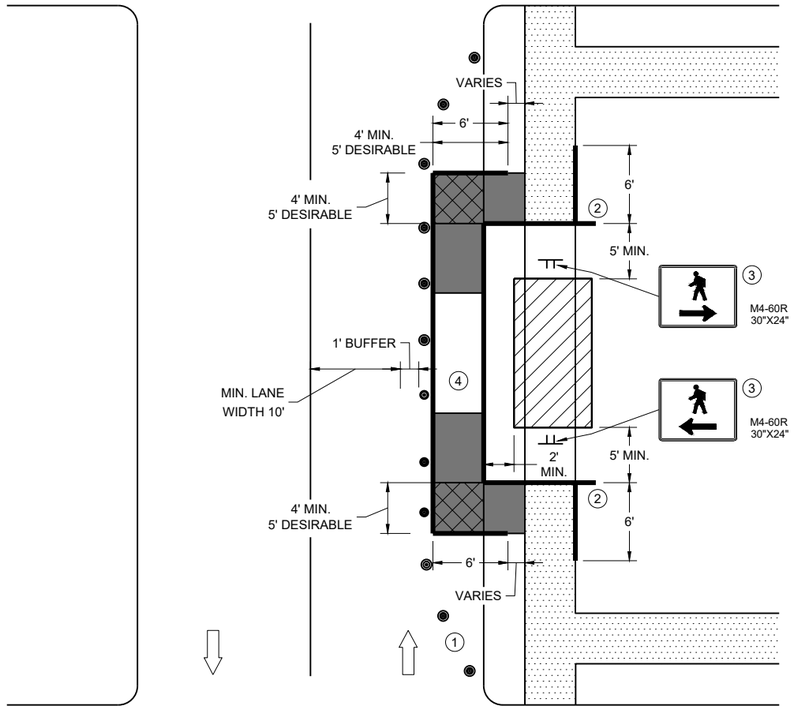
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

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SDD 15D30-12h

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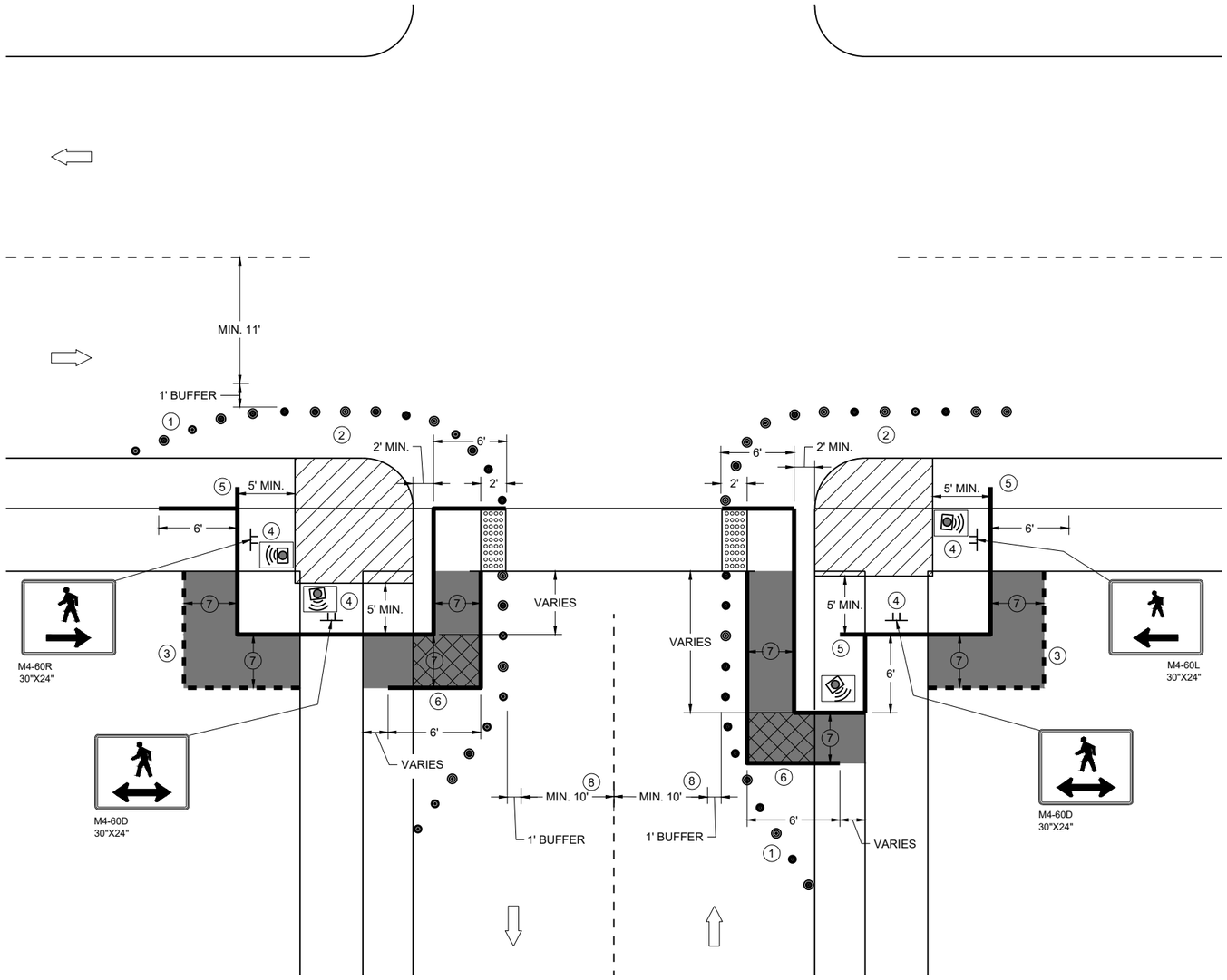
SDD 15D30-12h

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

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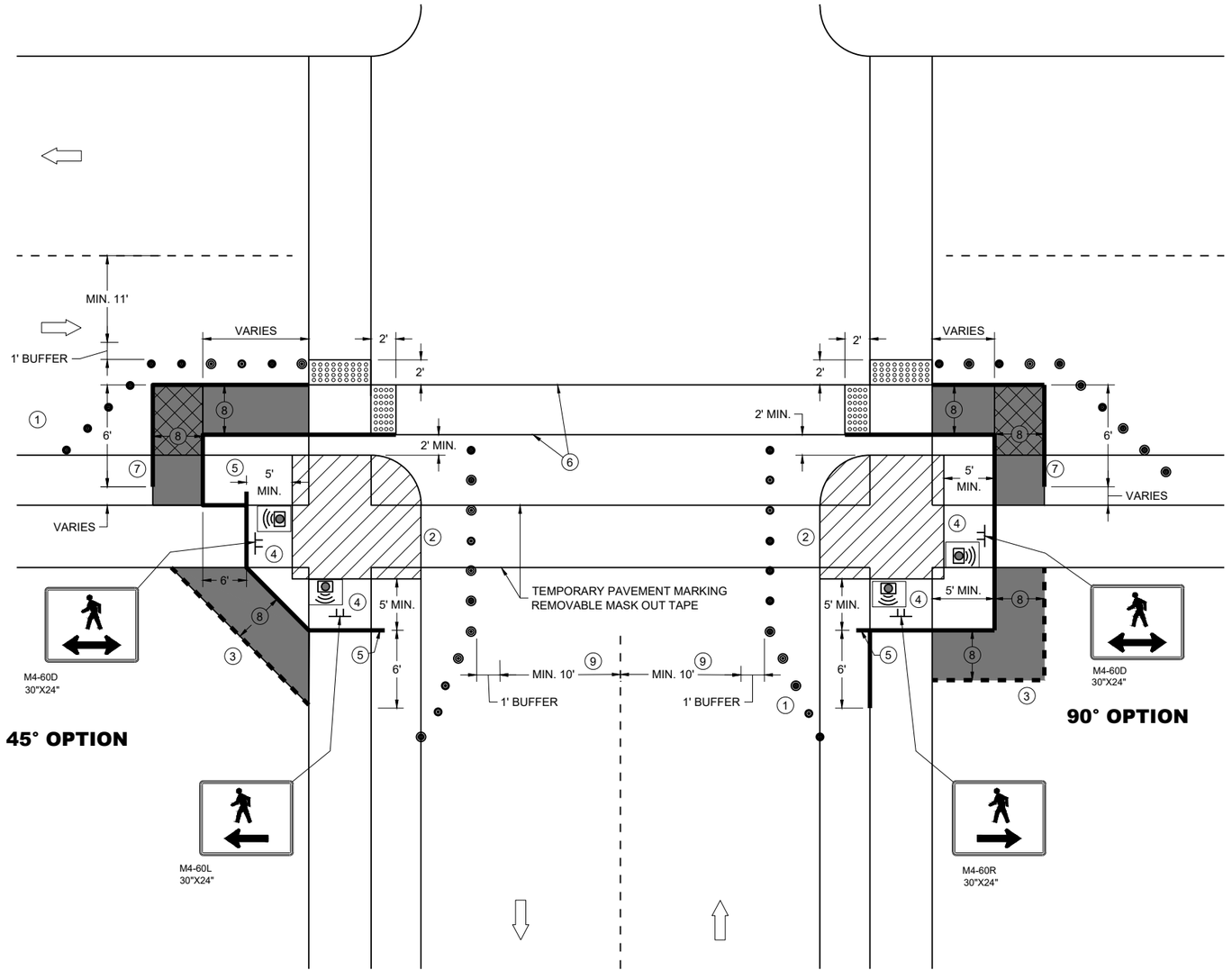
SDD 15D30-12i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

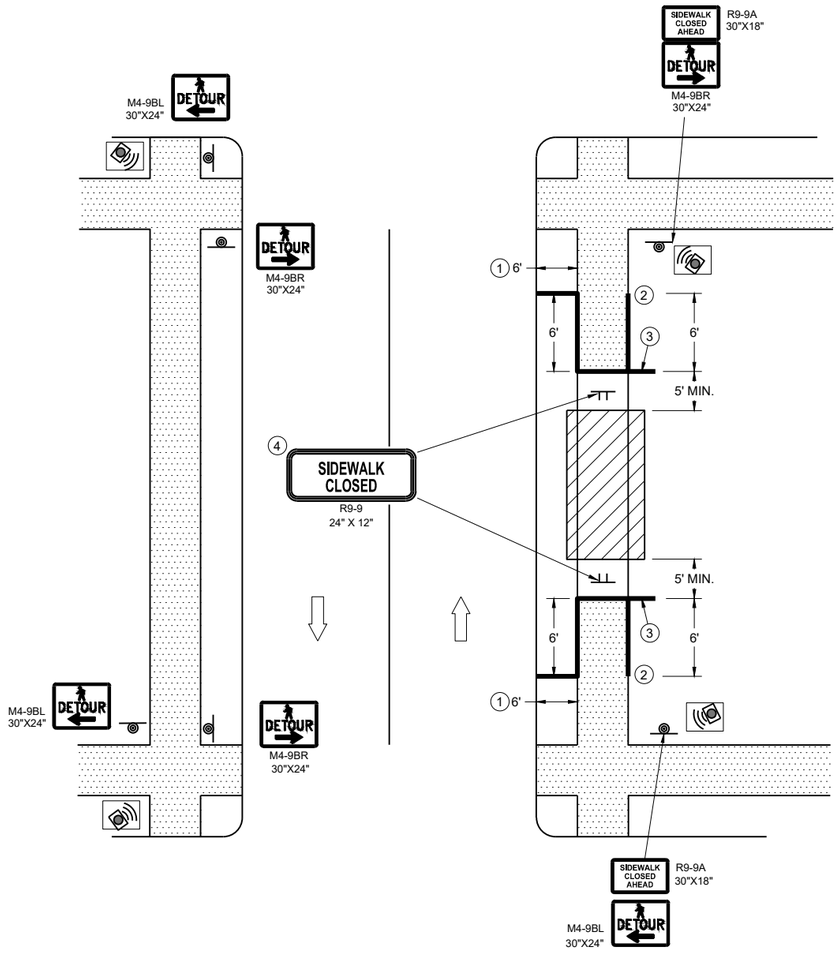
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

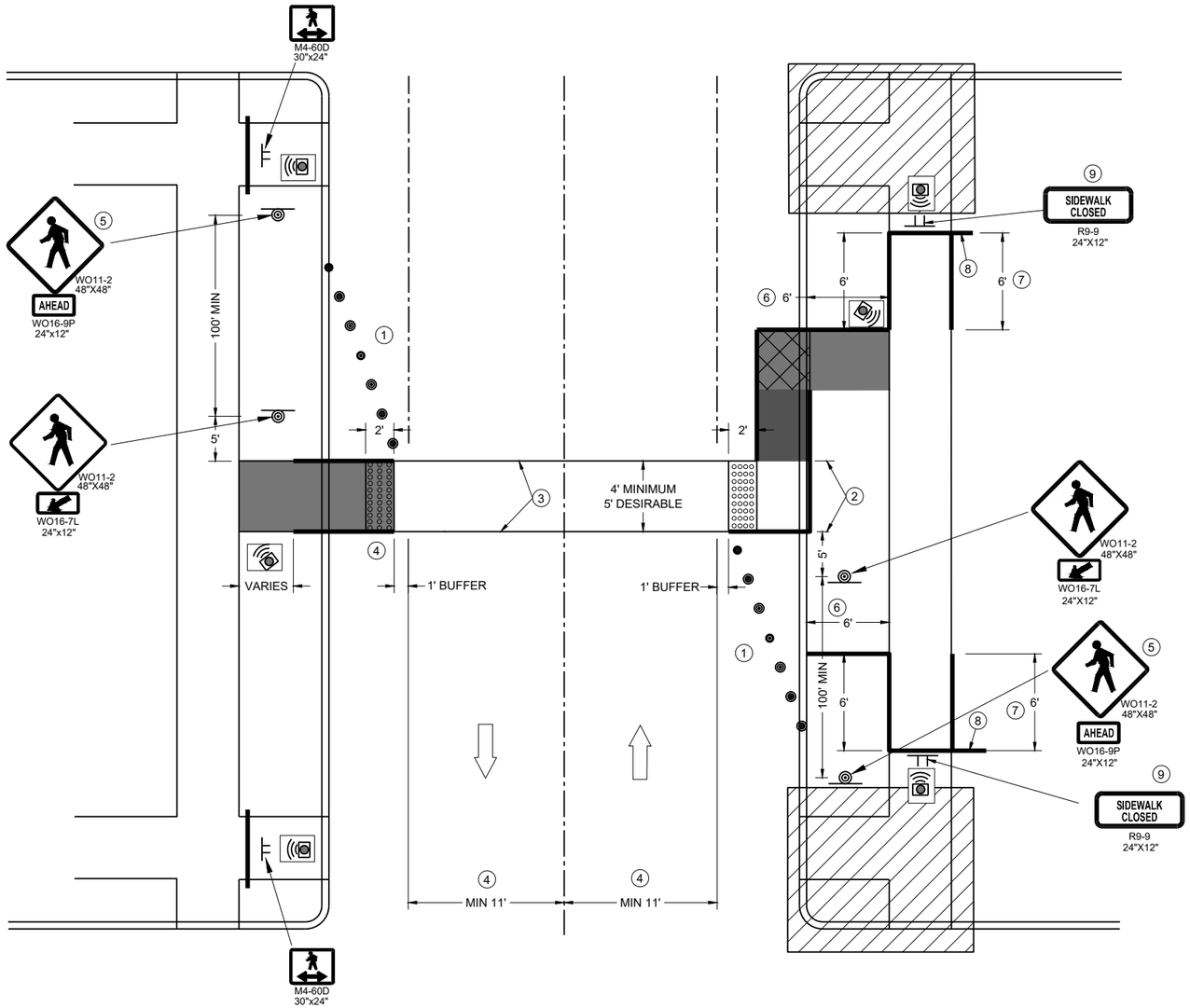
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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.

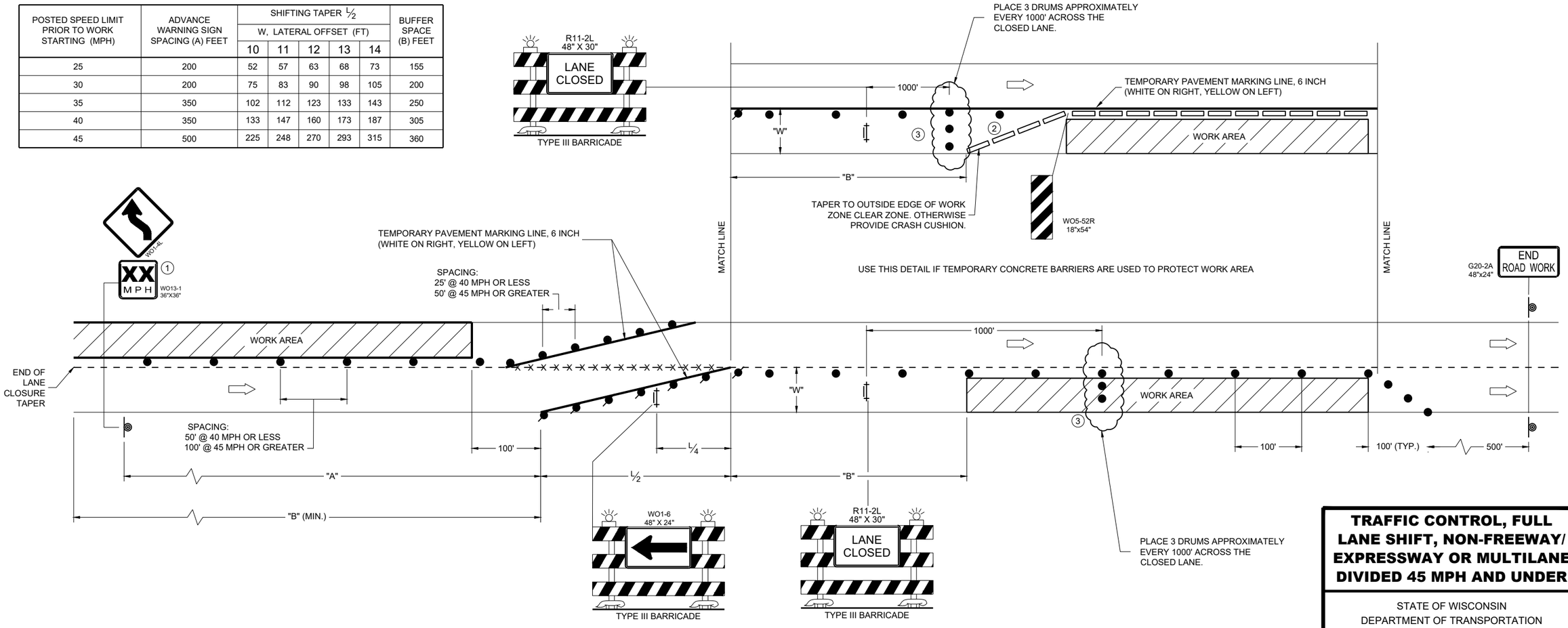
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER

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.

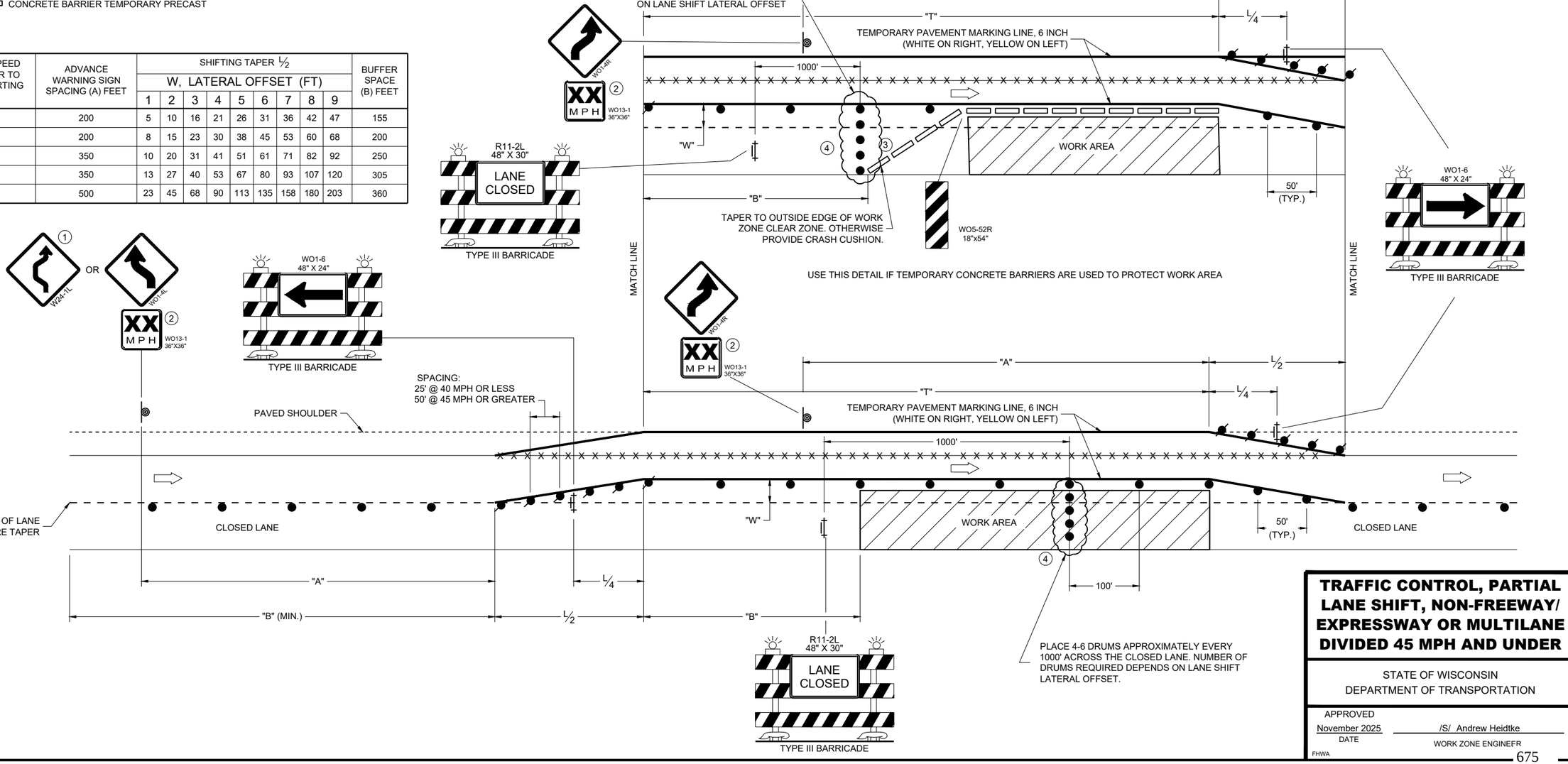
(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(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 ENGINEFR

FHWA

6

SDD 15D40-07c

6

SDD 15D40-07c

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

CONCRETE BARRIER TEMPORARY PRECAST

TYPE "A" WARNING LIGHT (FLASHING)

WORK AREA

OR

LOCATED
3000 FEET BEYOND THE
"ROAD WORK 1 MILE"
(W20-1F) SIGN

R2-1
48"X60"

OR

R2-1
48"X60"

(BLACK AND WHITE)
LOCATED
700 FEET BEYOND THE
W03-5 SIGN

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 3 MILES.

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.

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.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

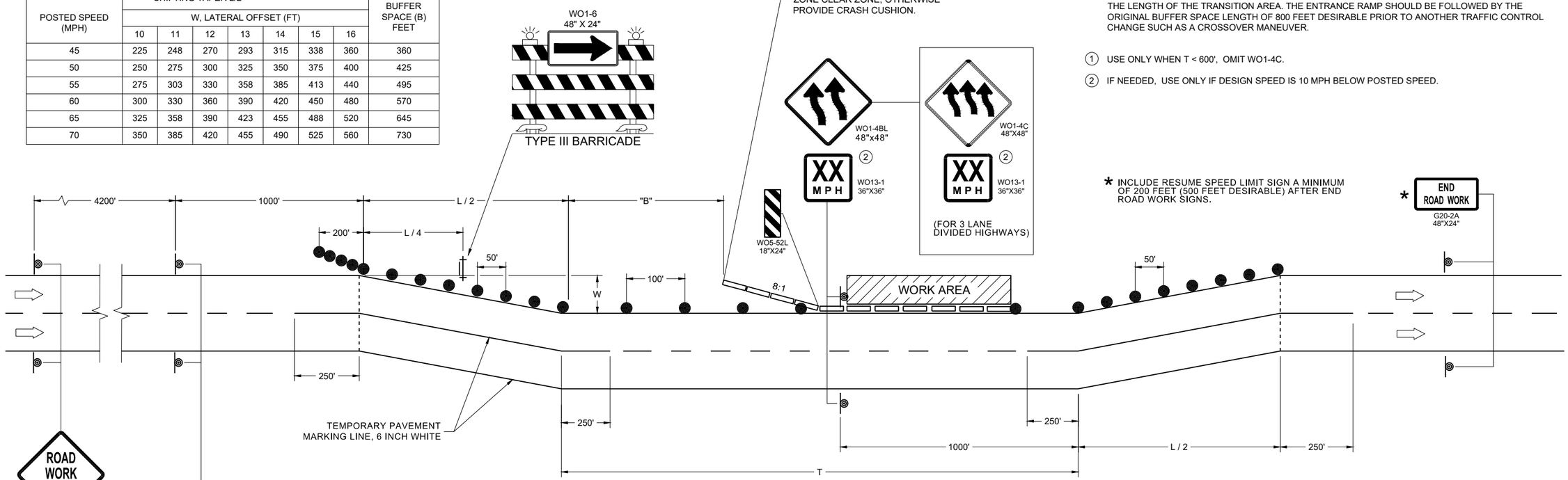
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP 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 WO1-4C.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

FULL SHIFT

POSTED SPEED (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)							BUFFER SPACE (B) FEET
	10	11	12	13	14	15	16	
45	225	248	270	293	315	338	360	360
50	250	275	300	325	350	375	400	425
55	275	303	330	358	385	413	440	495
60	300	330	360	390	420	450	480	570
65	325	358	390	423	455	488	520	645
70	350	385	420	455	490	525	560	730



PARTIAL SHIFT

POSTED SPEED PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
	1	2	3	4	5	6	7	8	9	
45	23	45	68	90	113	135	158	180	203	360
50	25	50	75	100	125	150	175	200	225	425
55	28	55	83	110	138	165	193	220	248	495
60	30	60	90	120	150	180	210	240	270	570
65	33	65	98	130	163	195	228	260	293	645
70	35	70	105	140	175	210	245	280	315	730

TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6
SDD 15D41-06a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

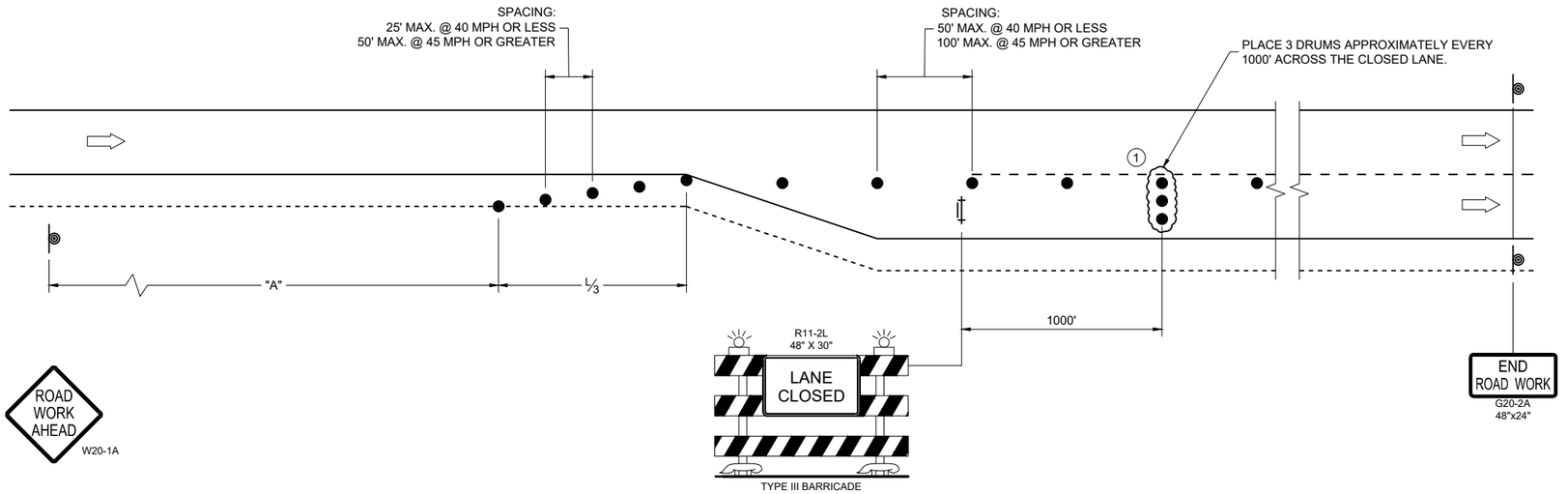
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

(1) 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
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D50-04a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER (L/2) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

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

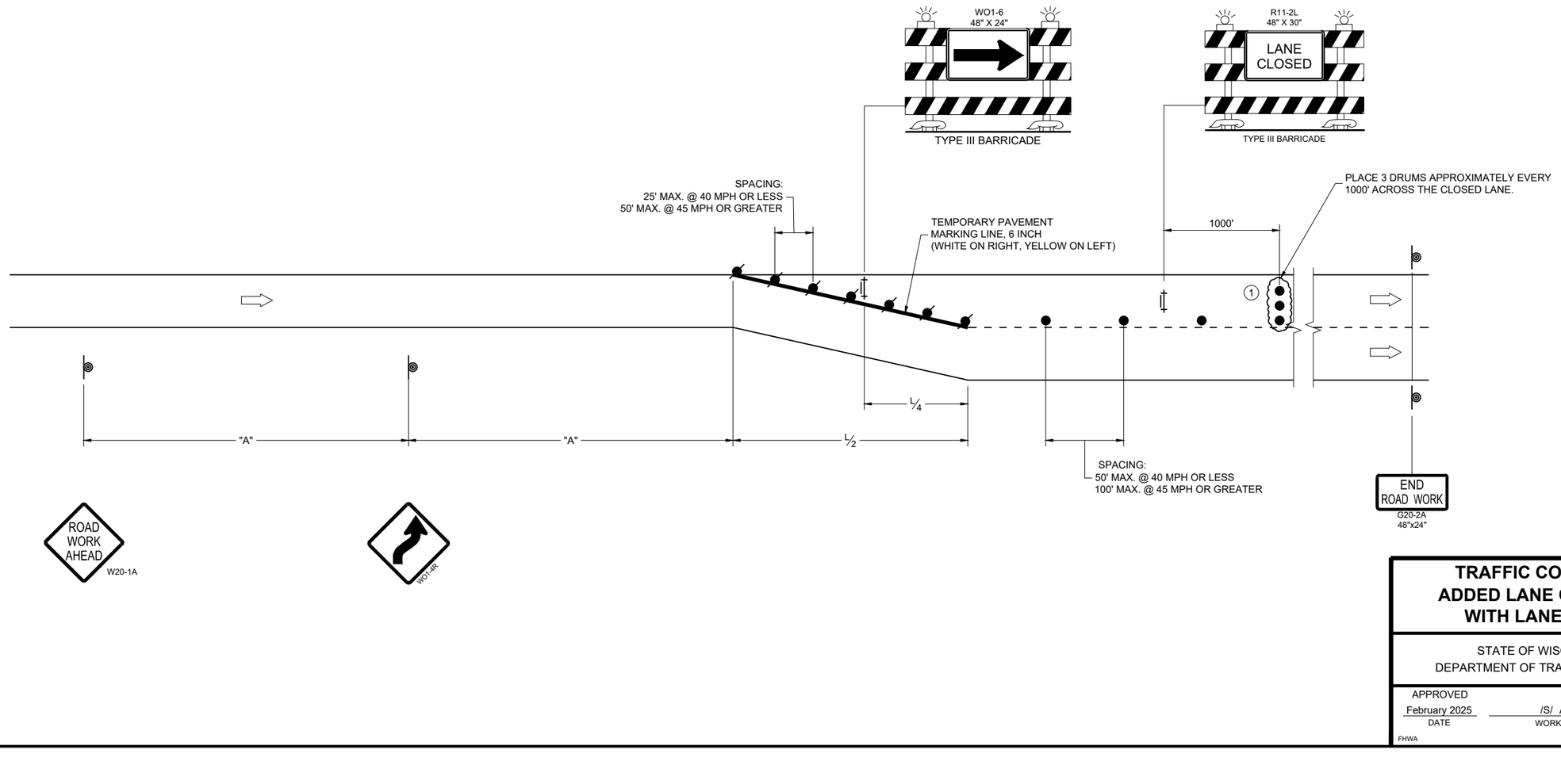
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

PLACE TEMPORARY PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

(1) 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, ADDED LANE CLOSURE WITH LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D50-04b

6

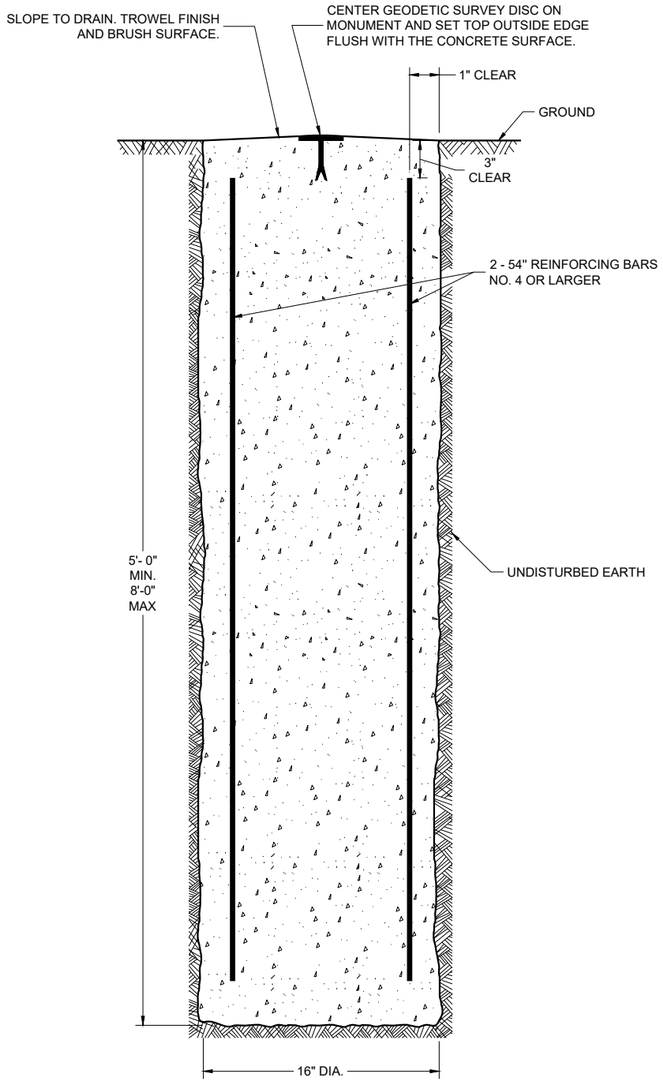
SDD 15D50-04b

GENERAL NOTES

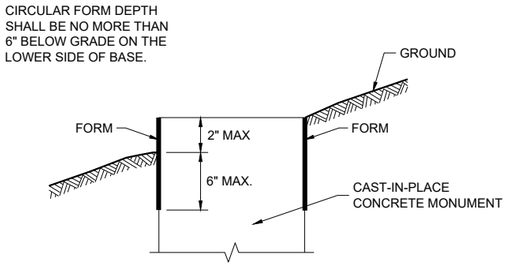
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SURVEY MONUMENT SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

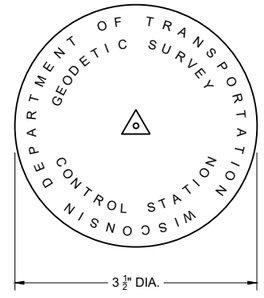
IF A SURVEY MONUMENT REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.



CAST-IN-PLACE CONCRETE MONUMENT



FORMING DETAIL



GEODETIC SURVEY DISC
FURNISHED BY WISDOT

GEODETIC SURVEY MONUMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2025 — DATE
/S/ DAVID J. LAYTON — CHIEF SURVEY AND MAPPING ENGINEER

FHWA

6

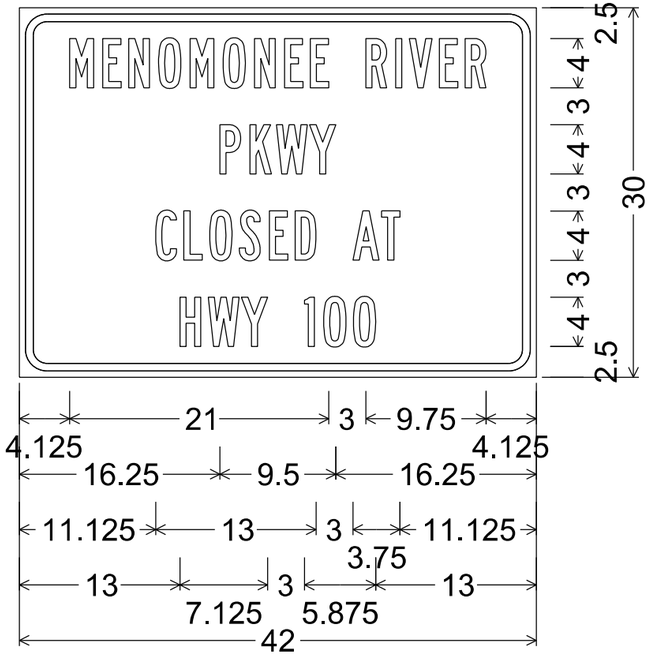
SDD 16A02-01

6

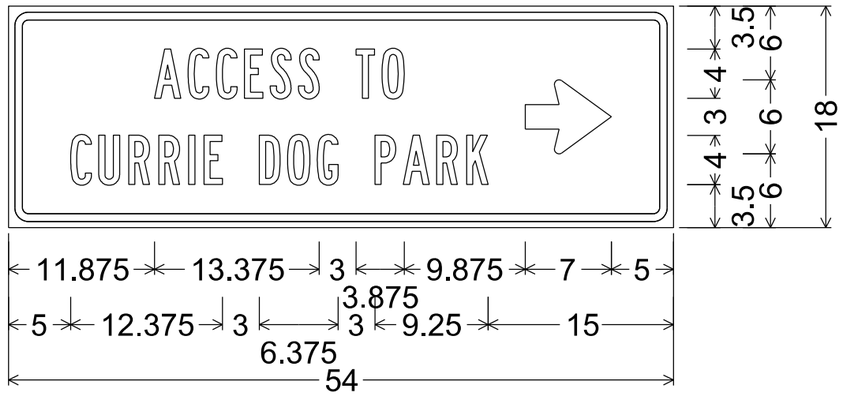
SDD 16A02-01

NOTES

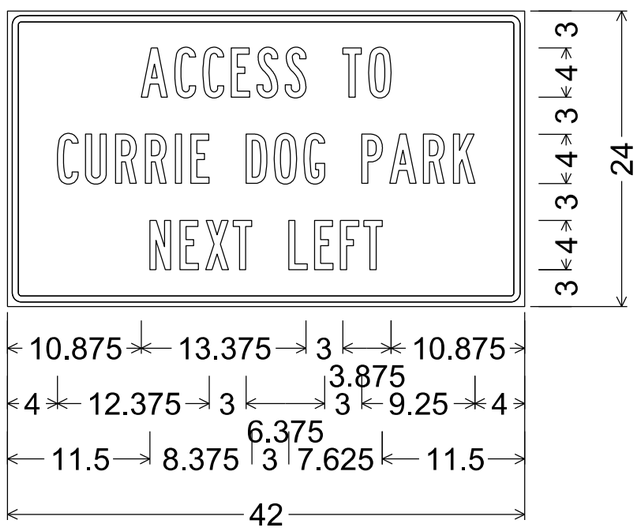
1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B



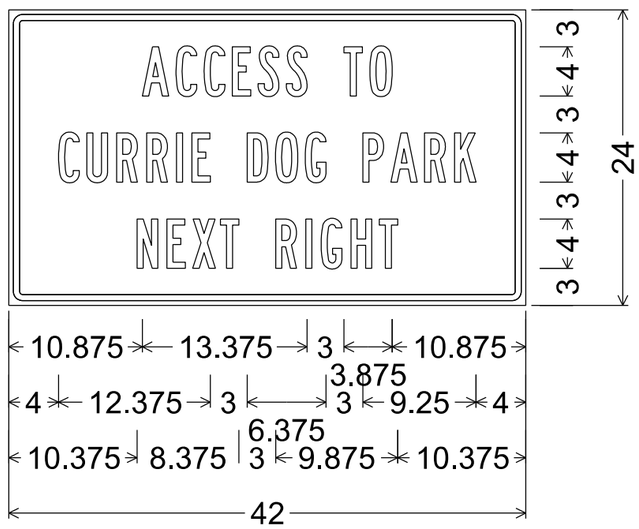
2.250" Radius, 0.625" Border, 0.500" Indent



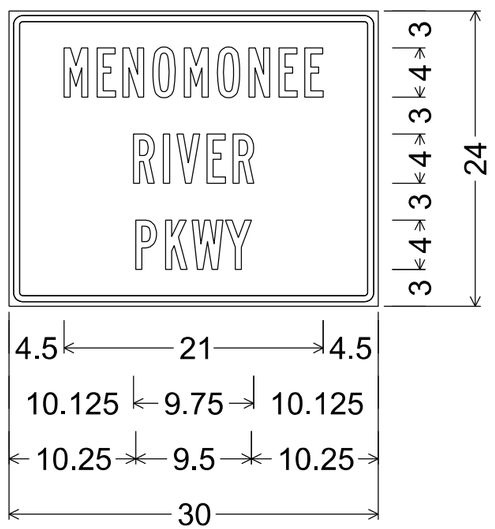
1.625" Radius, 0.625" Border, 0.500" Indent



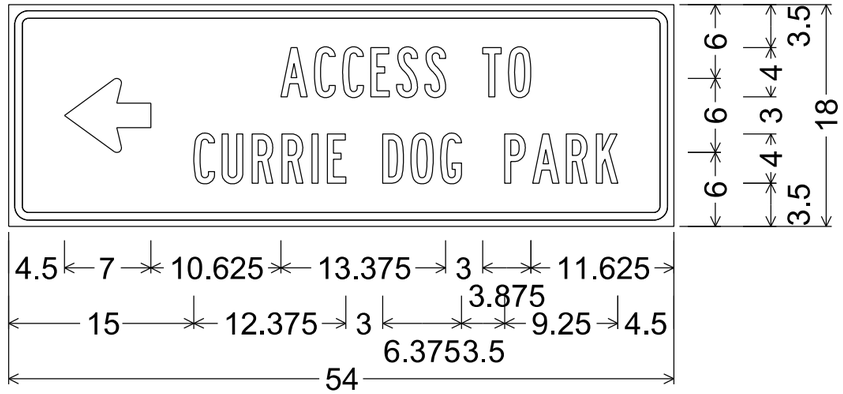
1.125" Radius, 0.500" Border, 0.375" Indent



1.125" Radius, 0.500" Border, 0.375" Indent



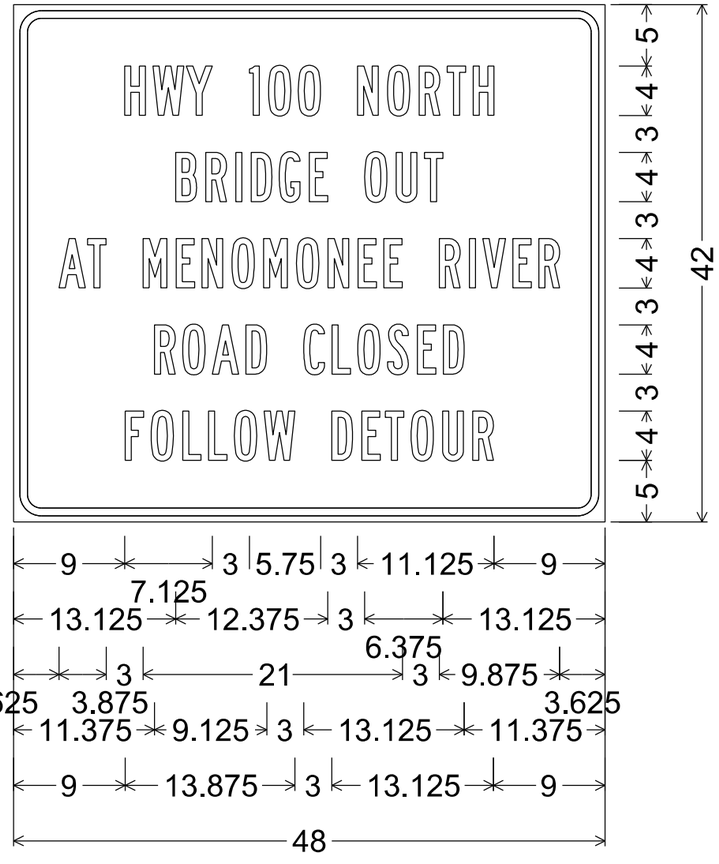
2.250" Radius, 0.625" Border, 0.500" Indent



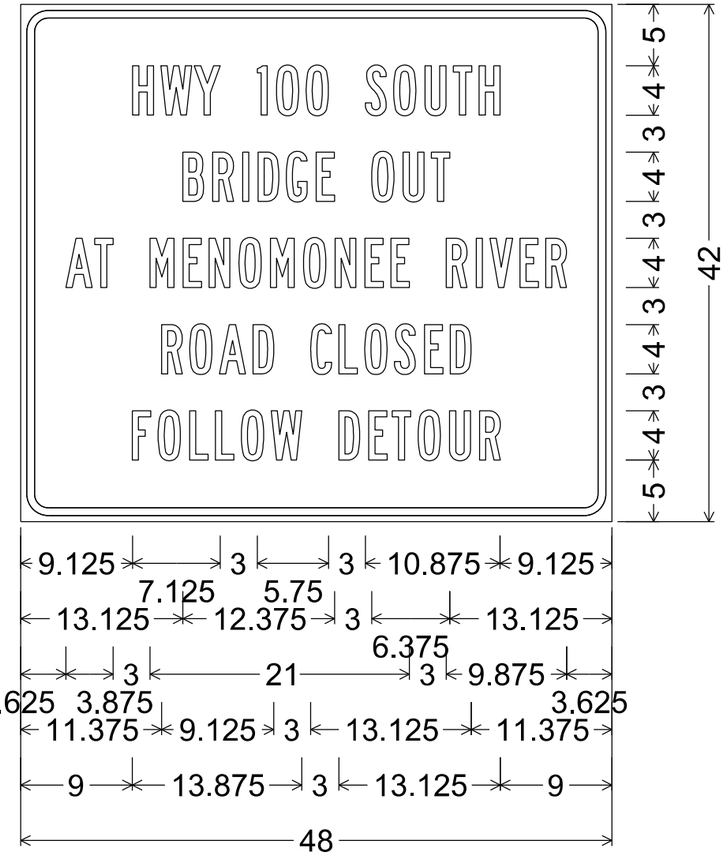
1.625" Radius, 0.625" Border, 0.500" Indent

NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B



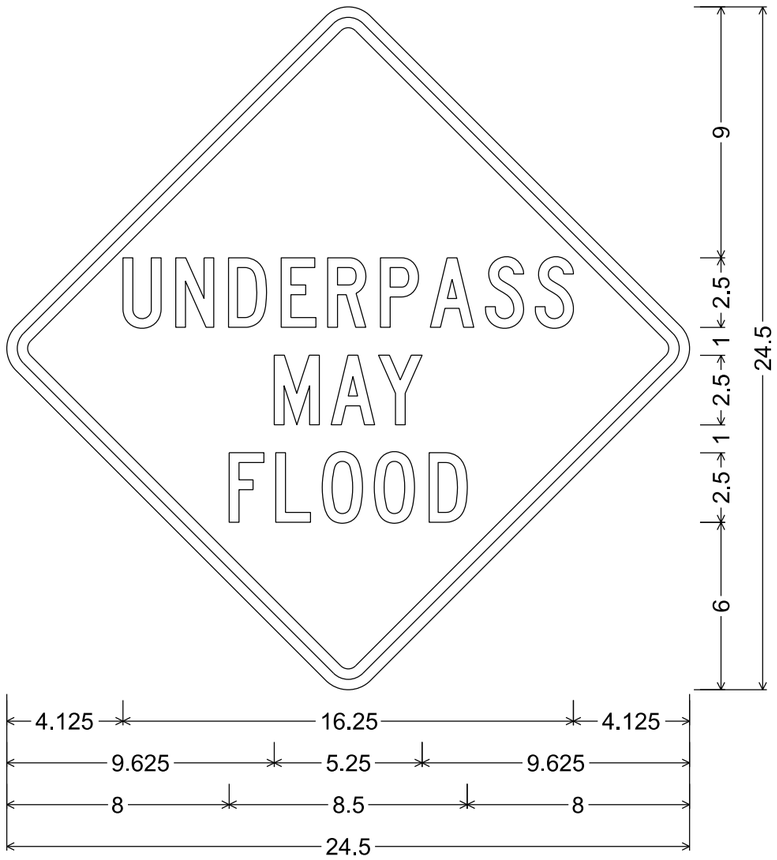
2.250" Radius, 0.625" Border, 0.500" Indent



2.250" Radius, 0.625" Border, 0.500" Indent

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



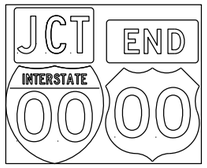
18.000" across sides 1.5" Radius, 0.375" Border, 0.375" Indent

7

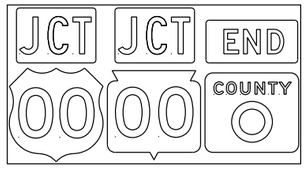
7

TYPICAL ASSEMBLIES

J1-1



J1-2

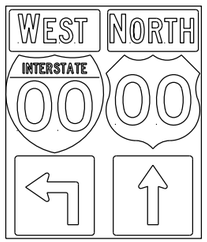


J1-3

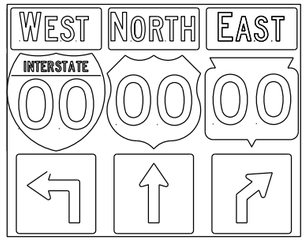
JR1-1

JV
(Typical Vertical J-Assembly
See Note 10 and 11)

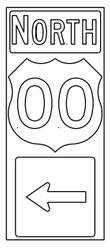
J2-1



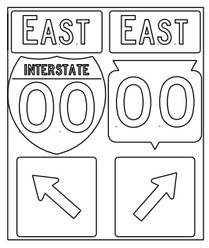
J2-2



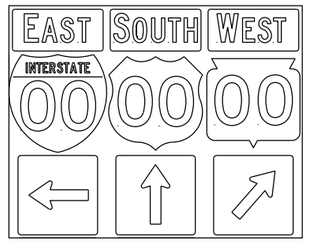
J2-3



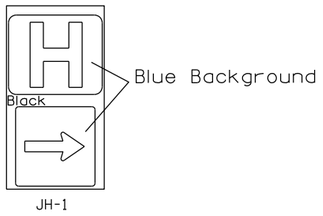
J3-1



J3-2

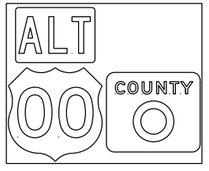


J3-3

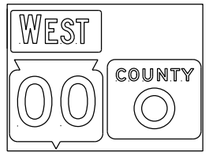


JH-1

J4-1

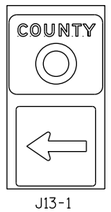


J4-2



J4-2

J12-1



J13-1

J32-1

J33-1

J22-1

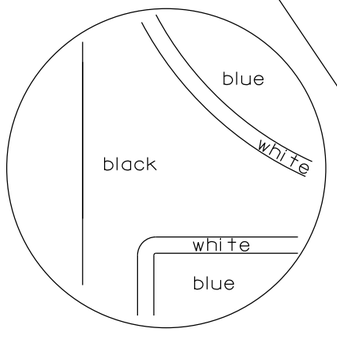
J23-1

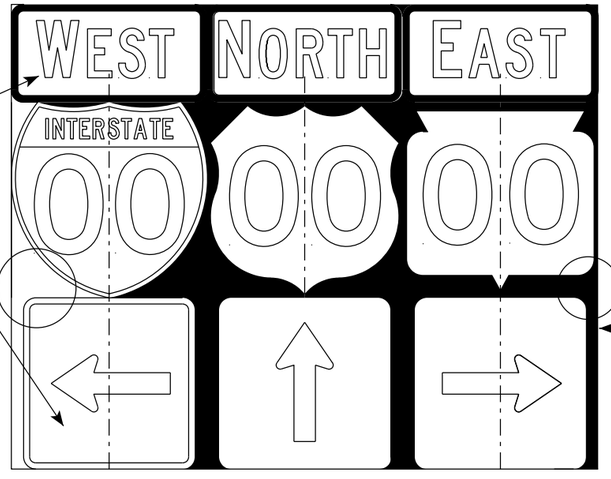
JR13-1

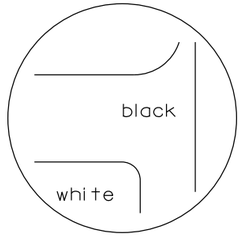
JR23-1

JR99-1

blue background with interstate







black background

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

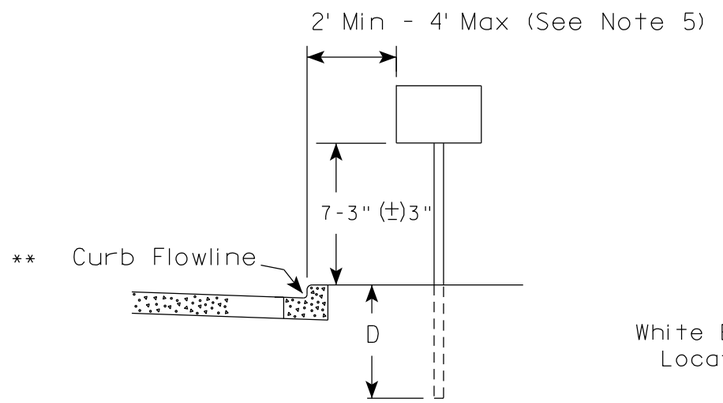
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

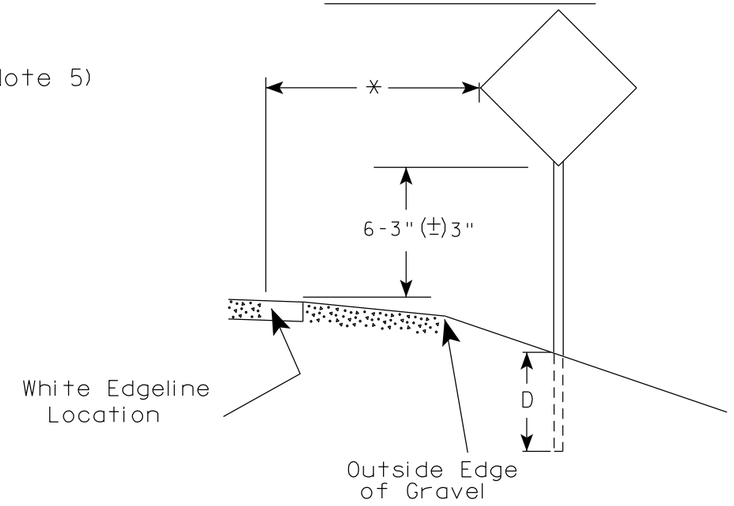
PROJECT NO:

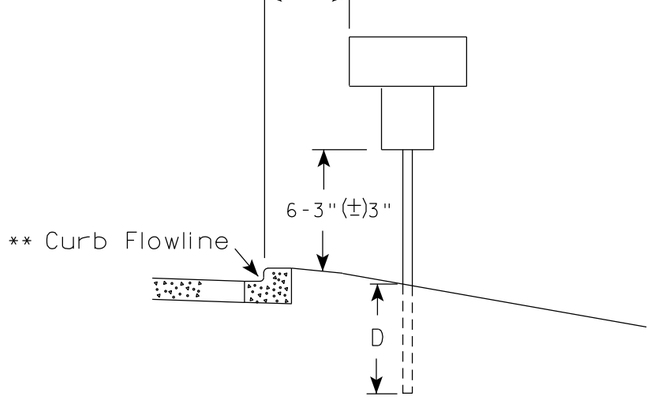
SHEET NO: 683 E

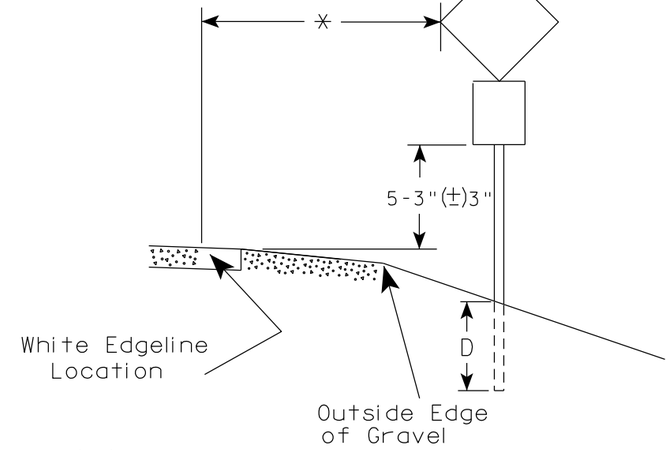
URBAN AREA



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

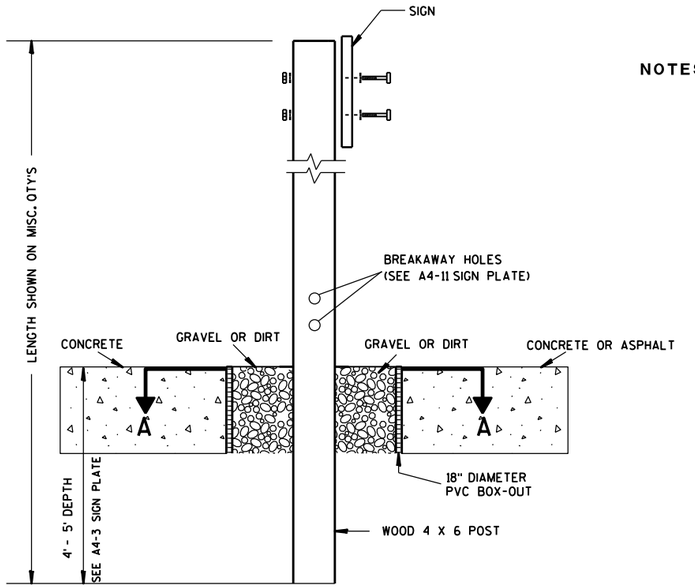
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

7

7

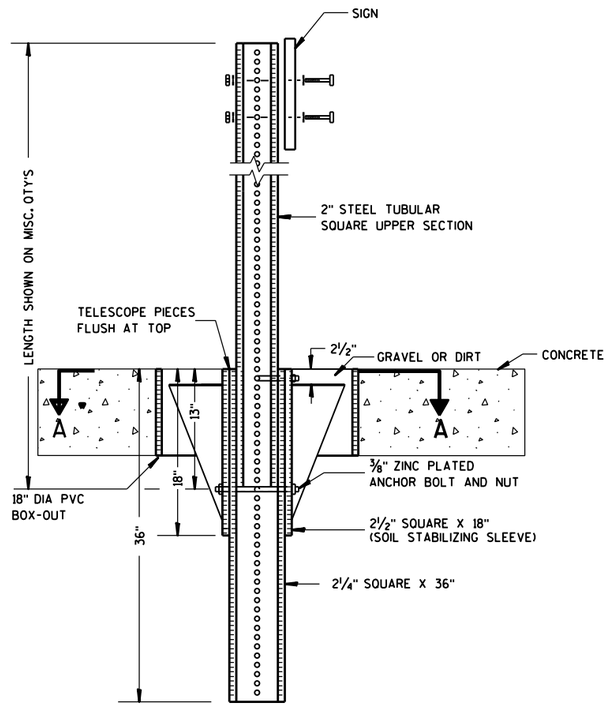
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 684	E



ELEVATION VIEW

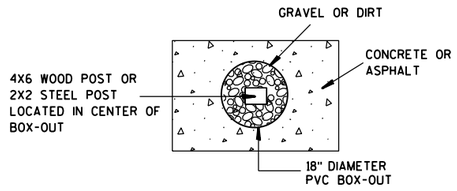
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

685

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

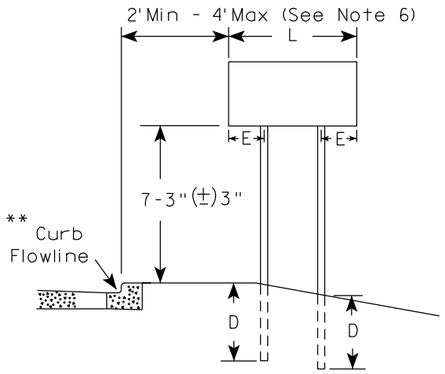
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

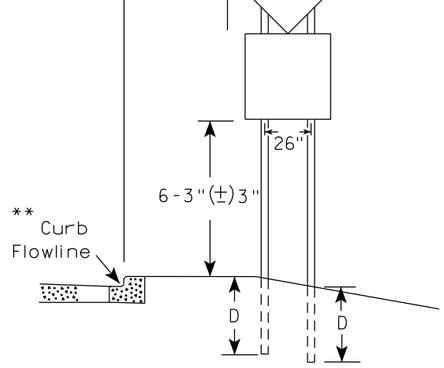
WISDOT/CADDS SHEET 42

7

7

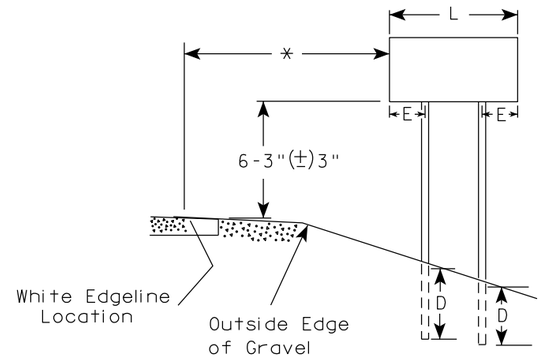
URBAN AREA

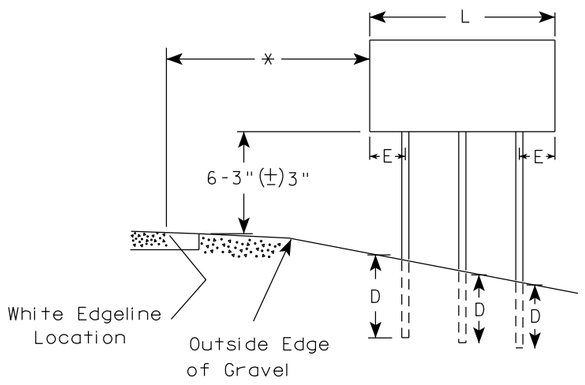


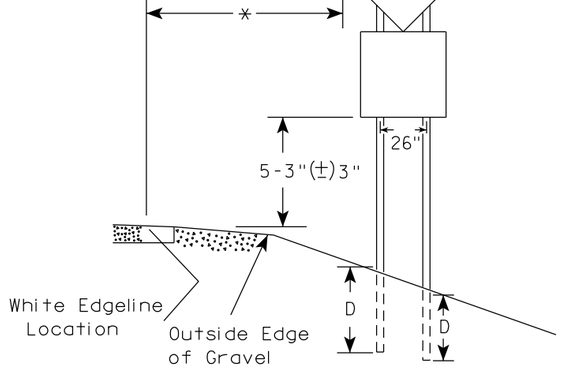


48" DIAMOND WARNING SIGN

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'

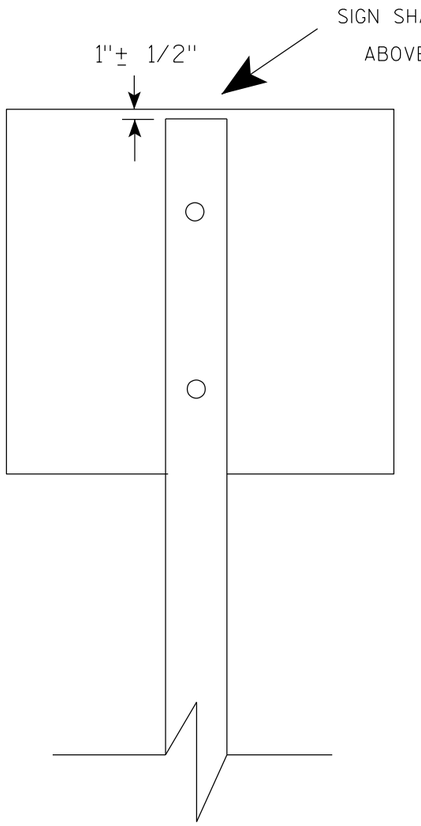
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

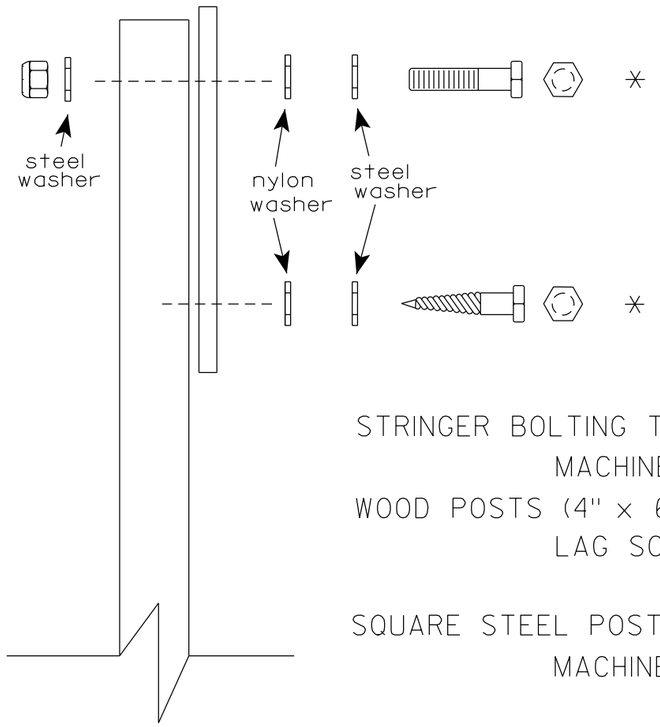
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 686	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: 687 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

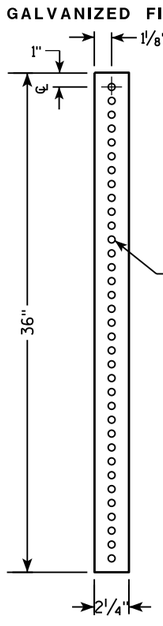
WISDOT/CADDS SHEET 42

7

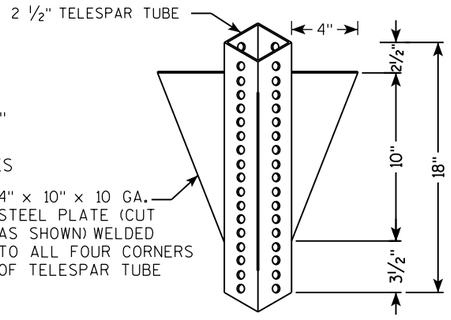
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

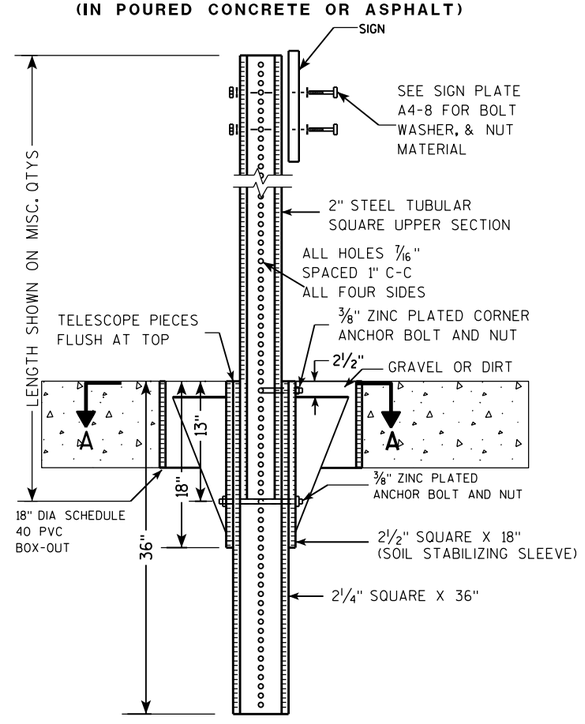
2 ¼ " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



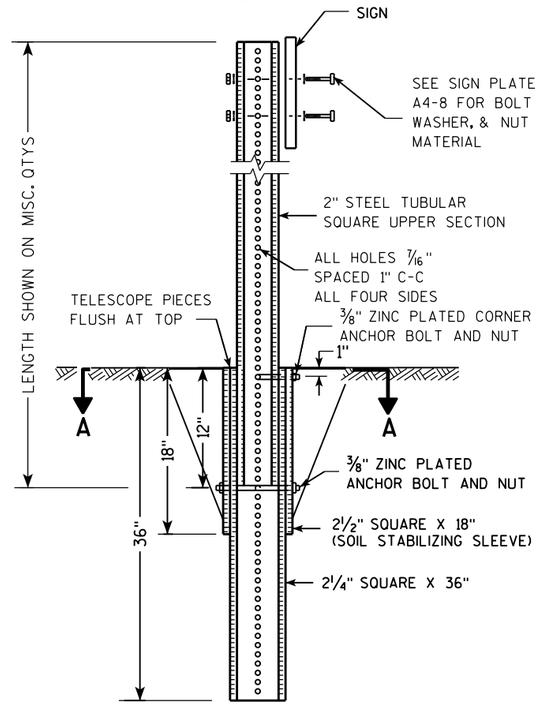
2 ½ " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

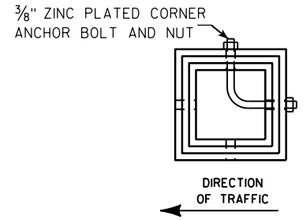


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

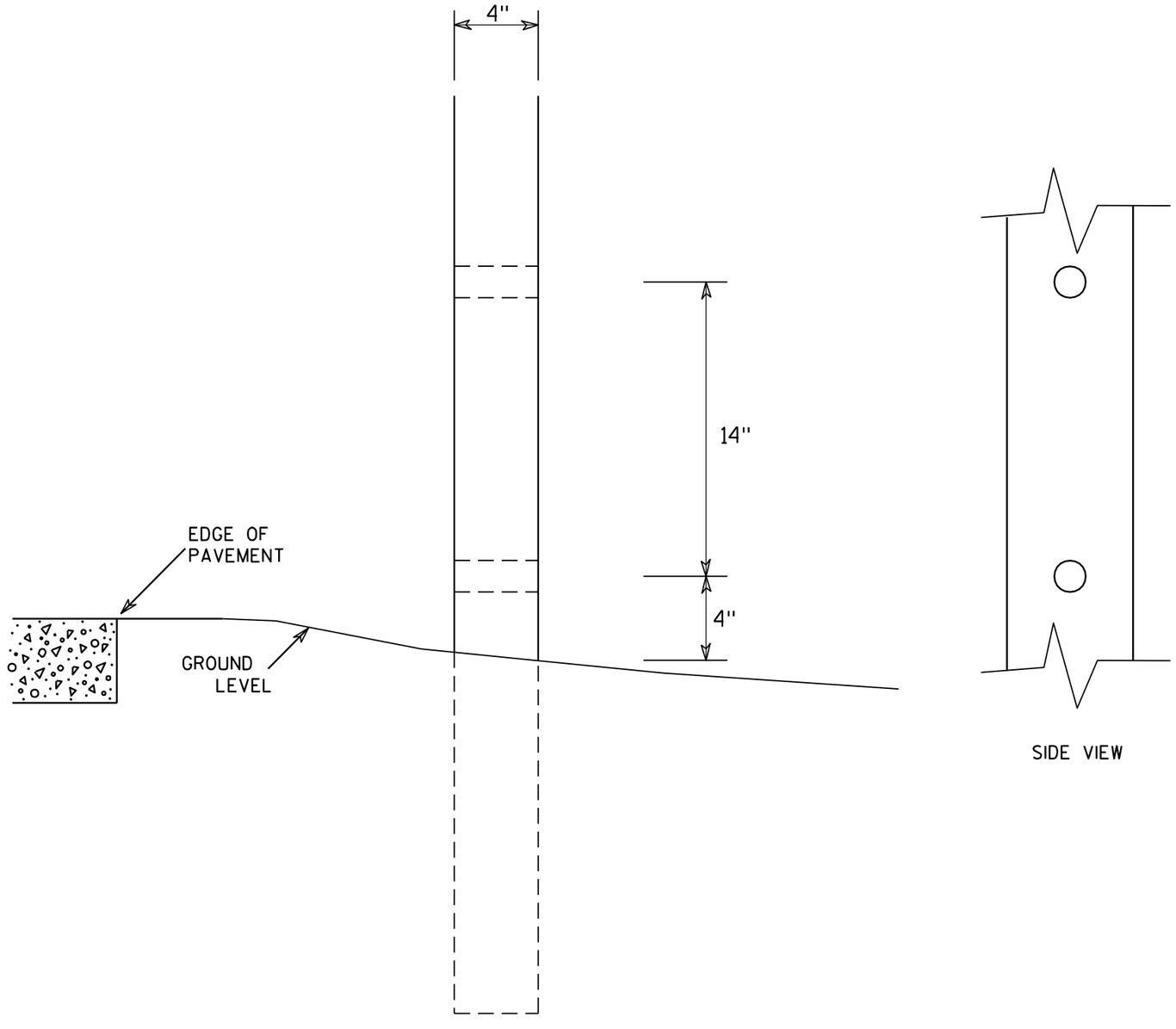
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 688 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

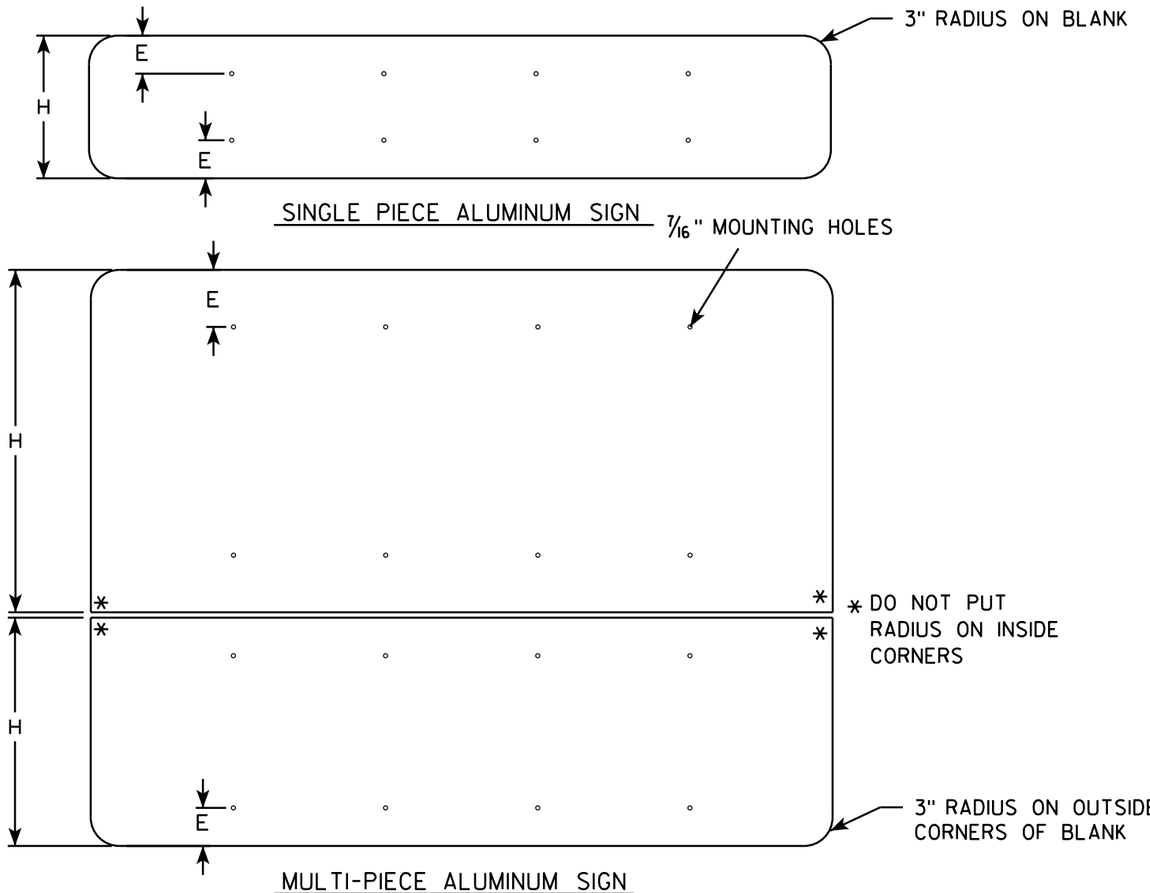
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

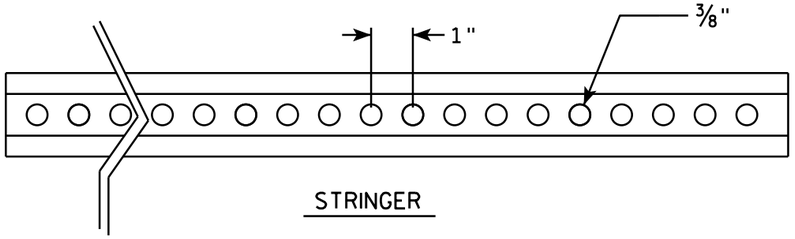
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 689	E

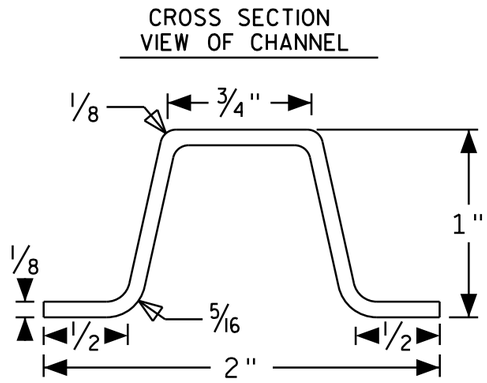


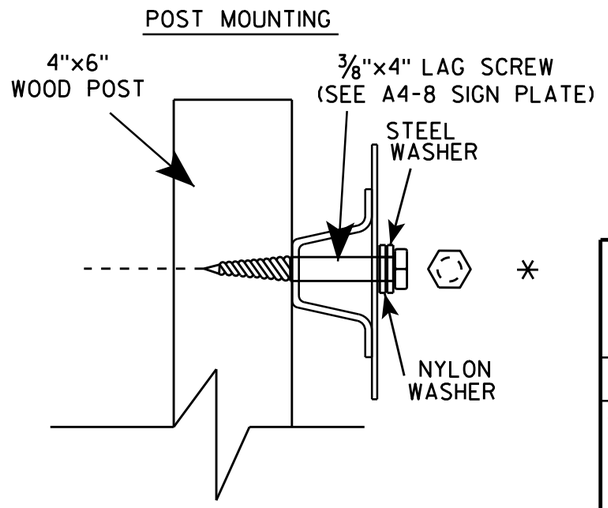
GENERAL NOTES

- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"







SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

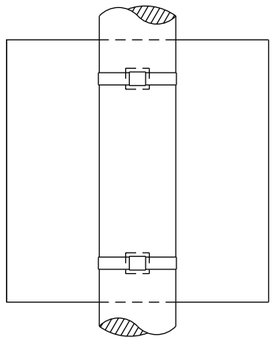
DATE 4/26/16 PLATE NO A4-18.1

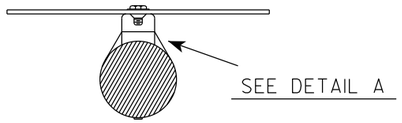
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

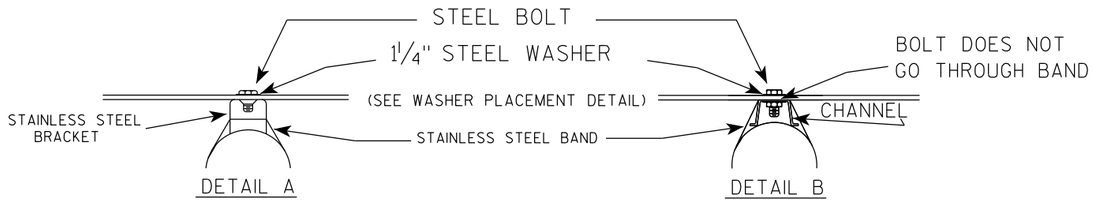
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

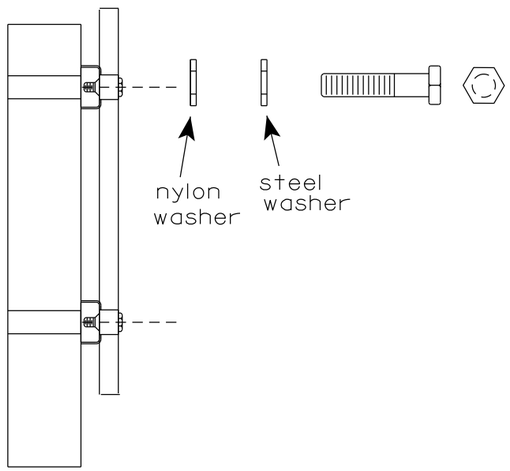
SINGLE SIGN







WASHER PLACEMENT

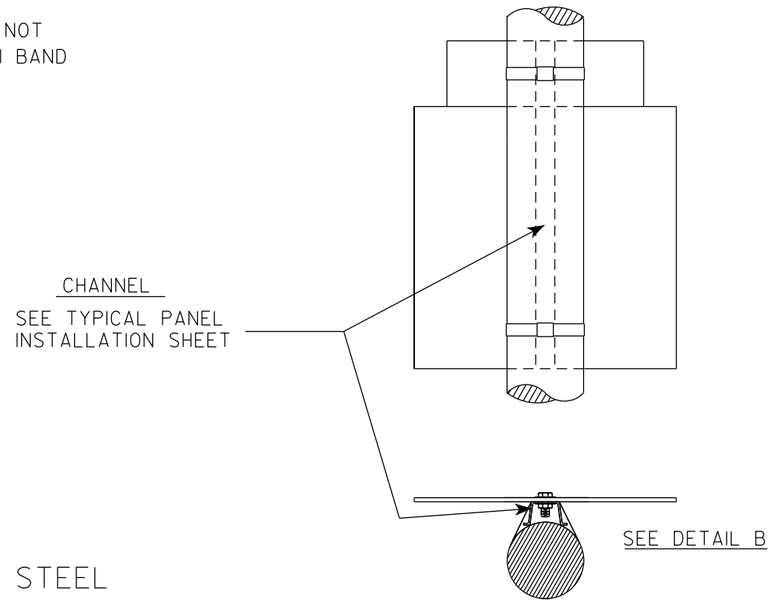


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

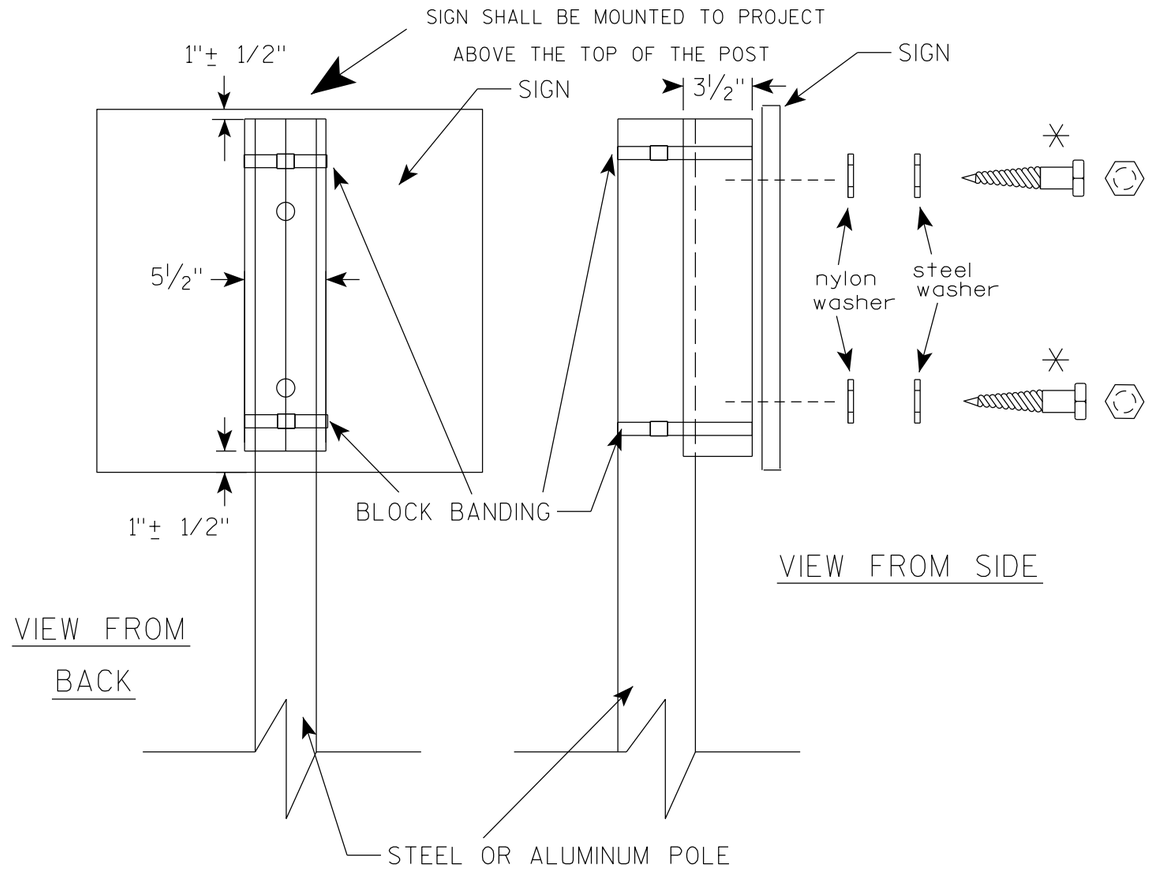
WISCONSIN DEPT OF TRANSPORTATION

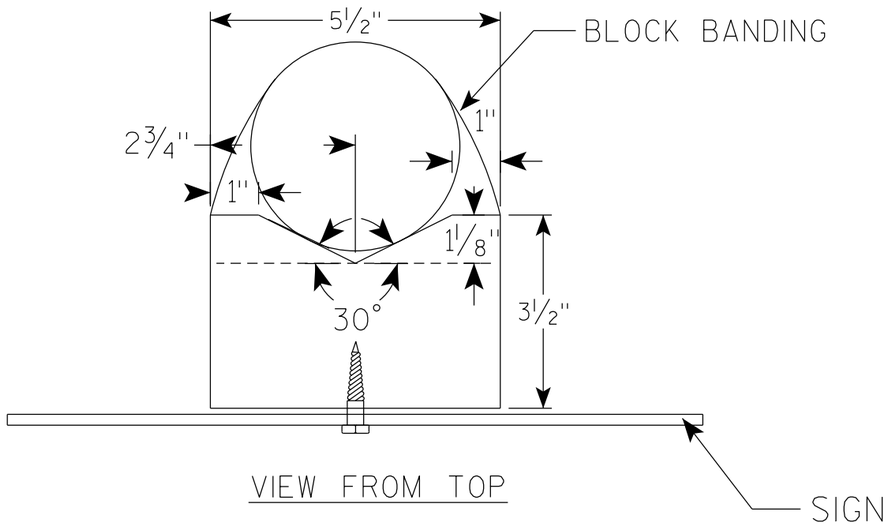
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 691	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

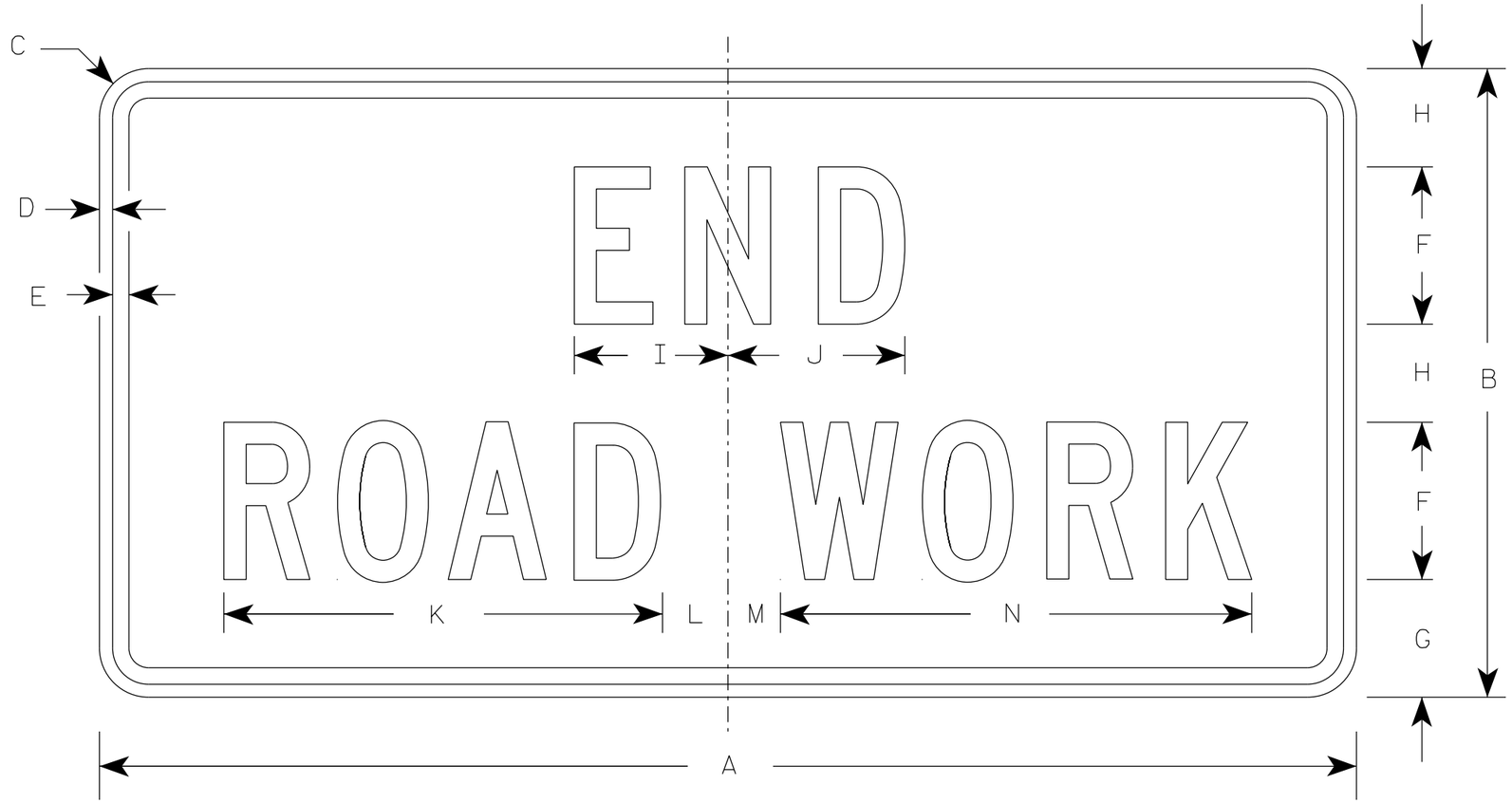
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 692 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

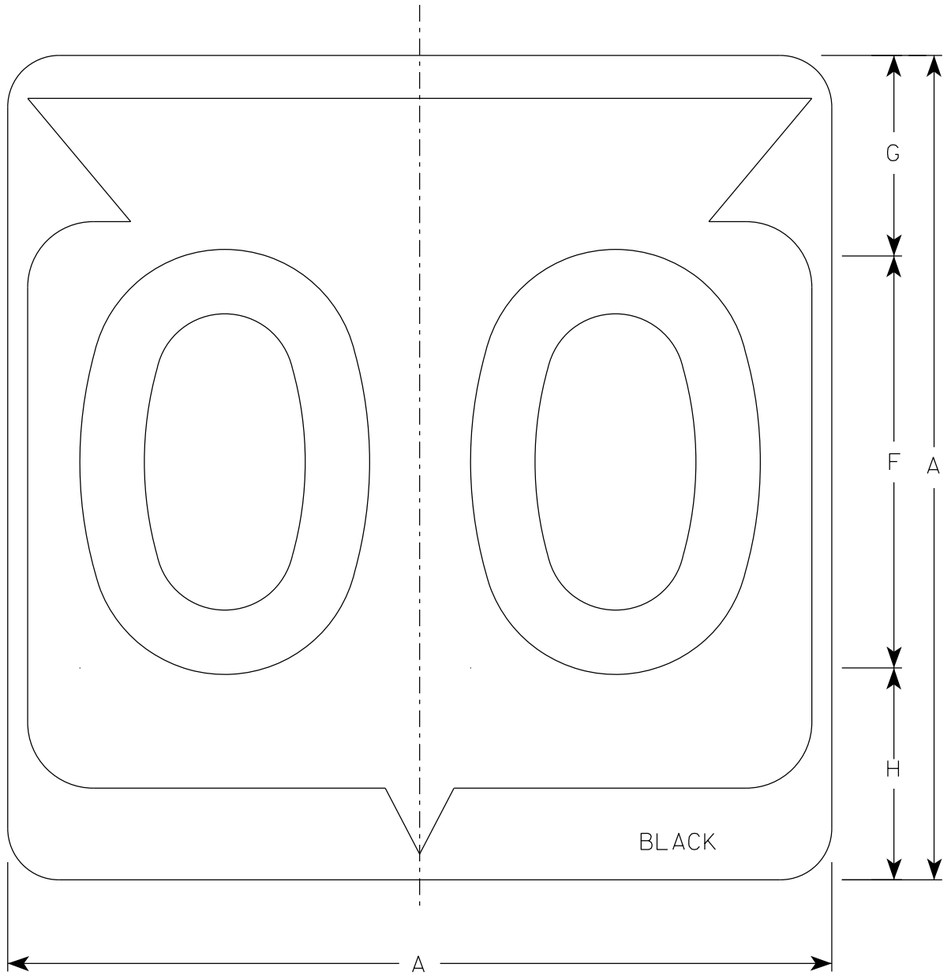
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 693 E

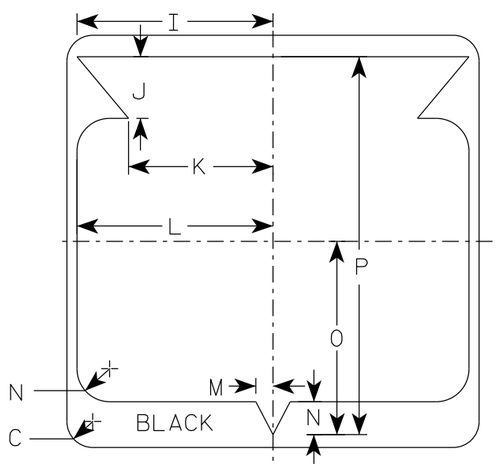
7



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

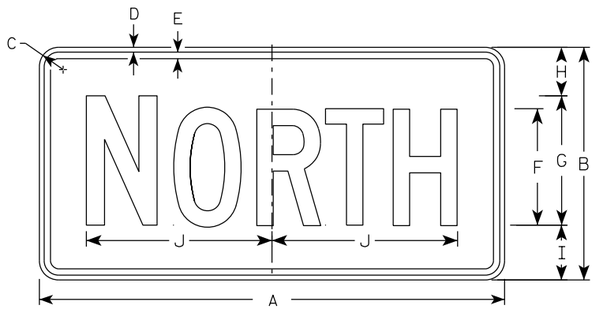
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

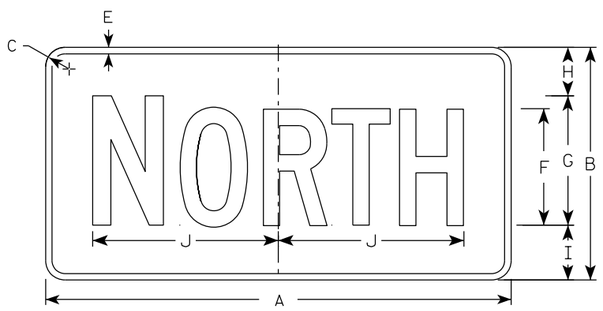
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

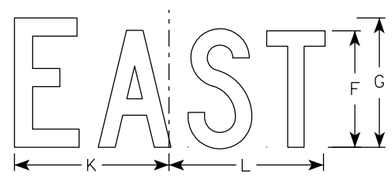
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 694	E



M3-1
MM3-1
MP3-1

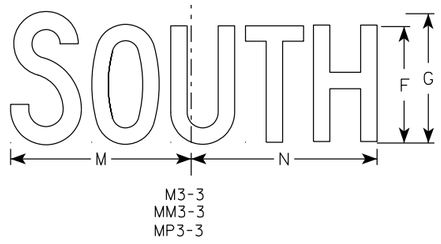


MB3-1
MK3-1
MN3-1

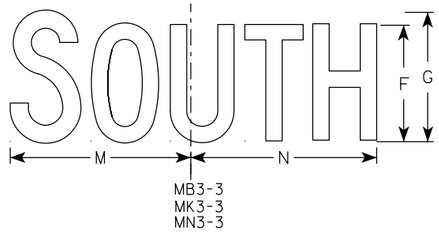


M3-2
MM3-2
MP3-2

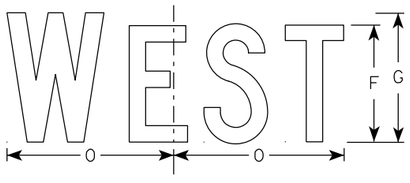
MB3-2
MK3-2
MN3-2



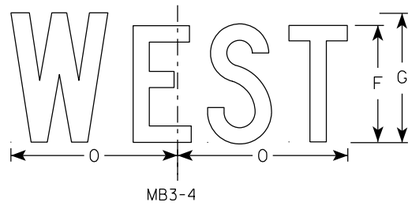
M3-3
MM3-3
MP3-3



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

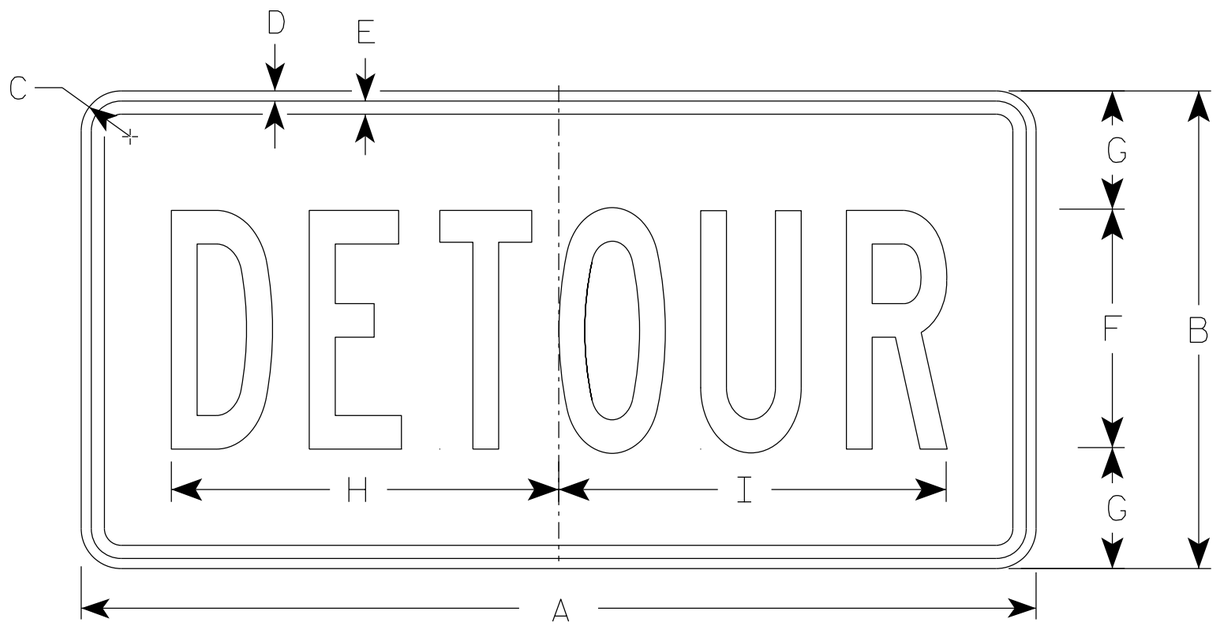
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 695 | 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

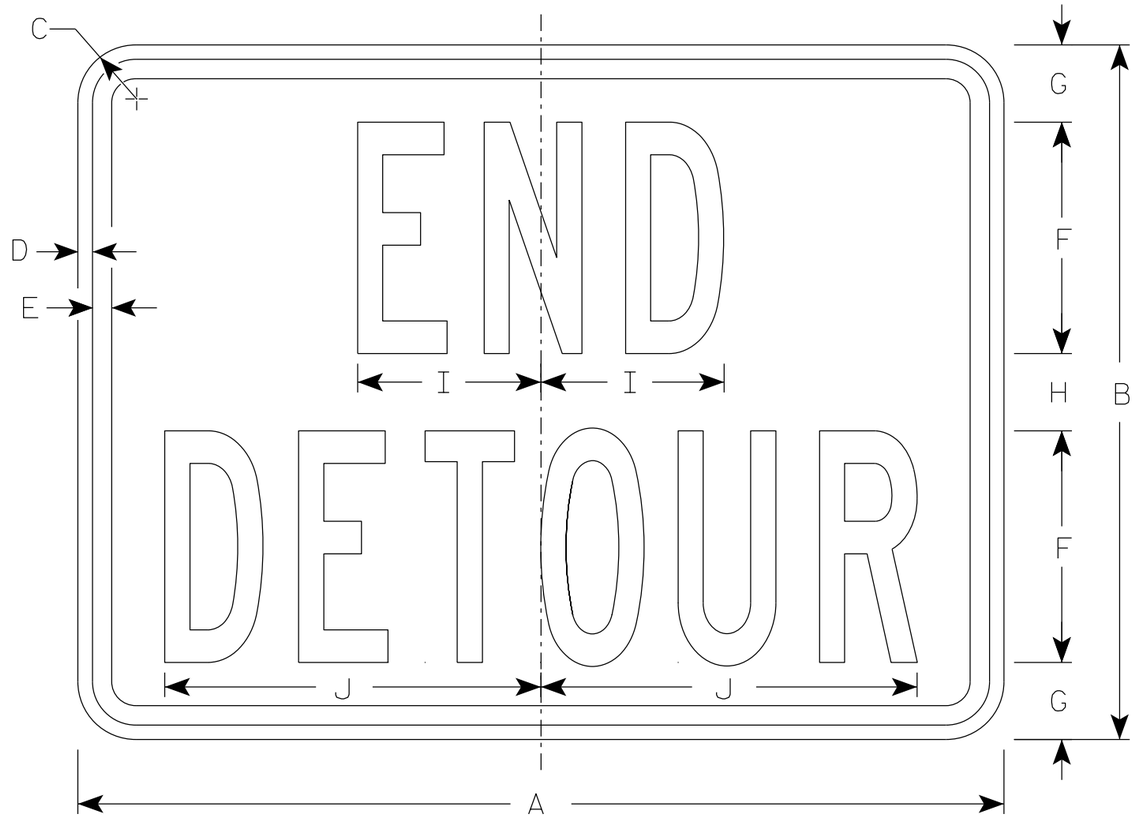
STANDARD SIGN
M4-8

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: 696	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

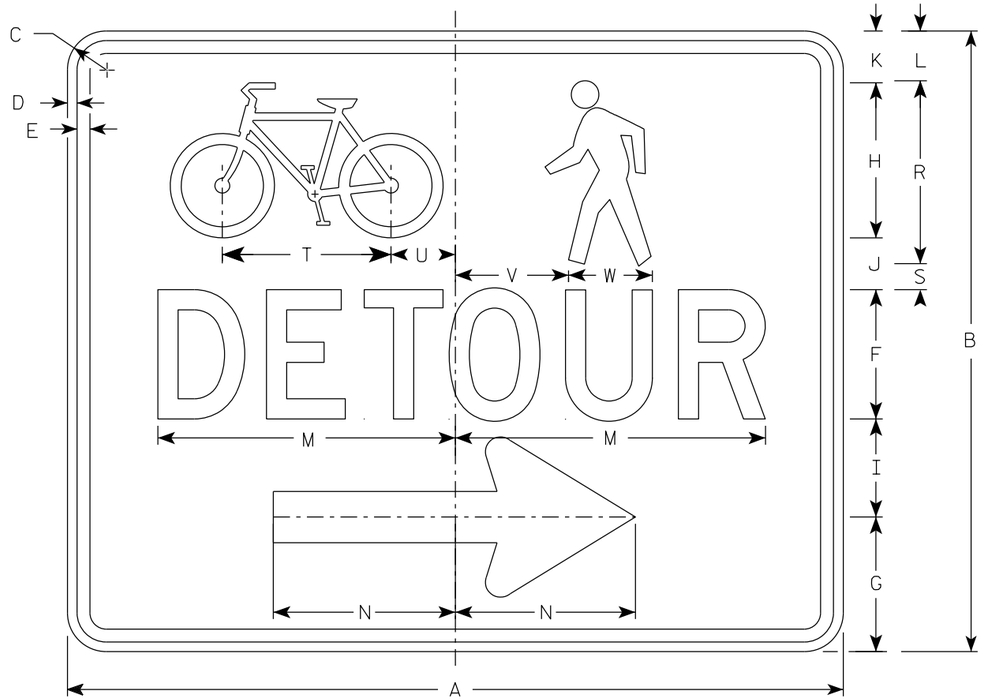
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

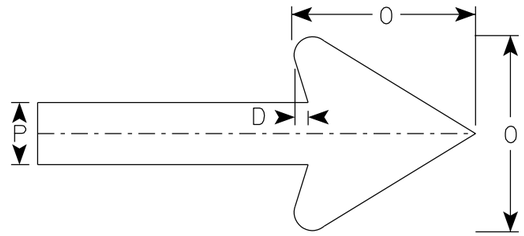
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 697 | E



M4-9AR

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. M4-9AL is the same as M4-9AR 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	6	3 3/4	2	2	1 7/8	11 3/4	7	6	2		7 1/8	1	6 1/2	2 1/2	4 3/8	3 1/4				5.00
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	6	3 3/4	2	2	1 7/8	11 3/4	7	6	2		7 1/8	1	6 1/2	2 1/2	4 3/8	3 1/4				5.00
3																											
4																											
5																											

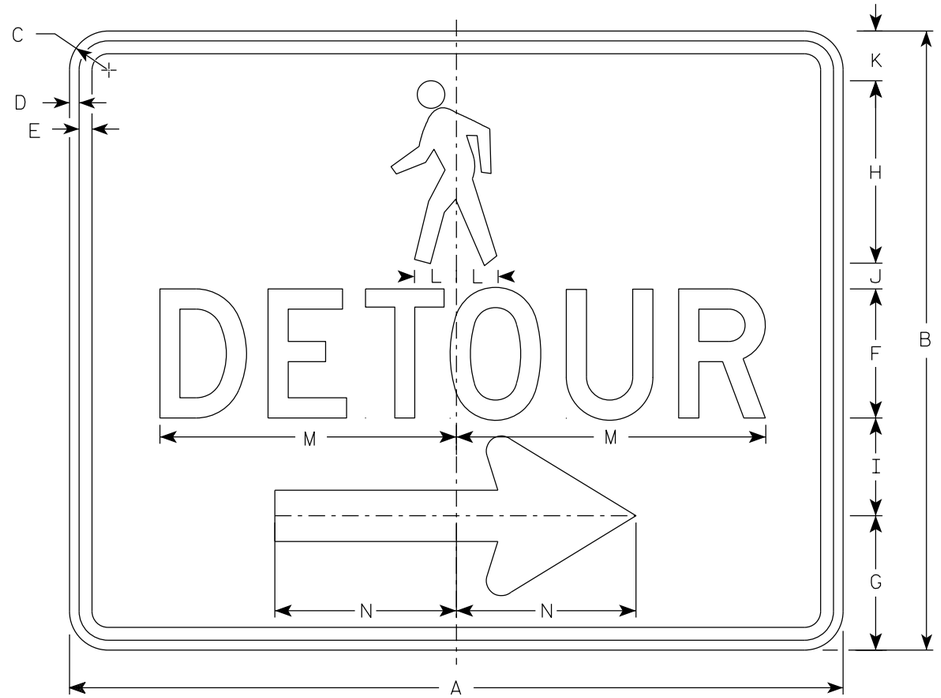
STANDARD SIGN
M4-9A L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9A.3

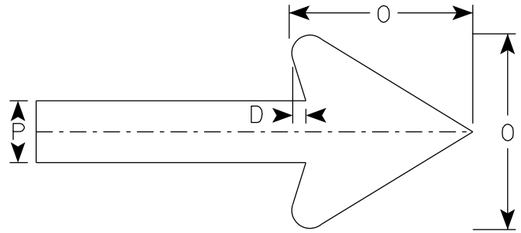
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 698	E



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																											

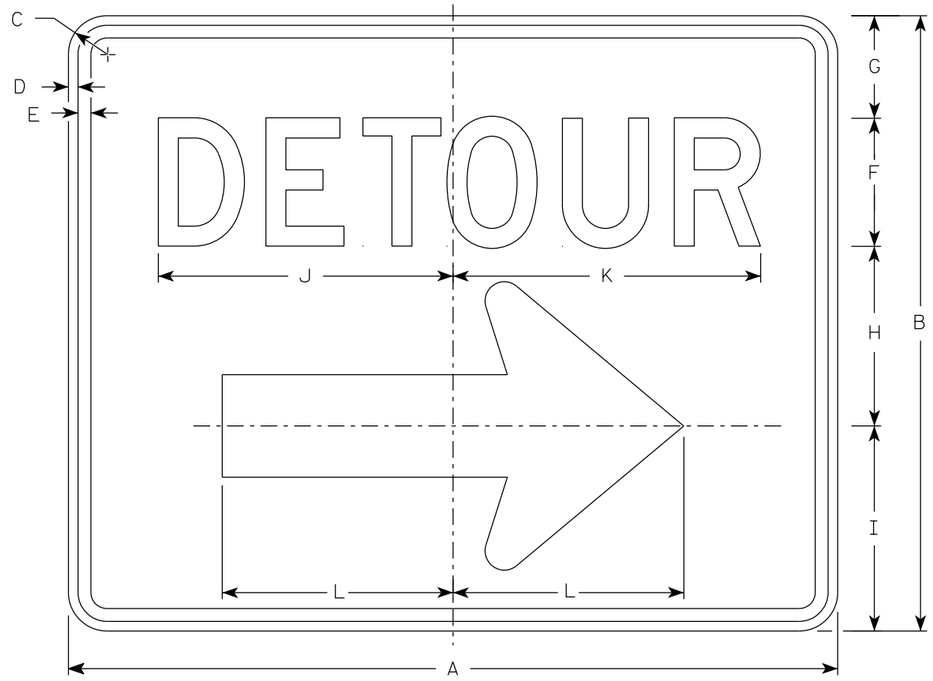
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

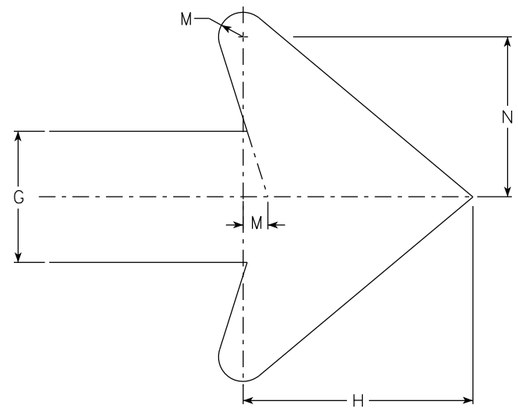
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 699 | E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

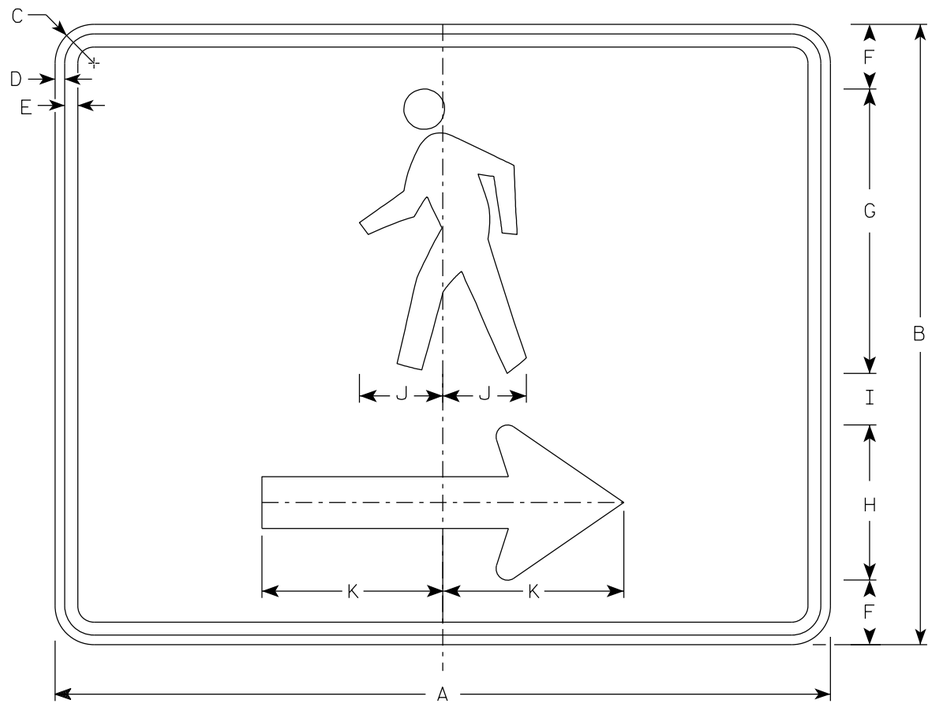
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

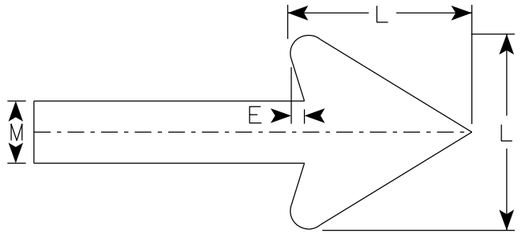
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

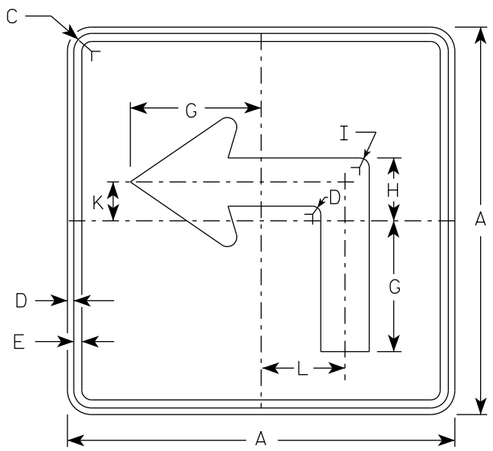
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

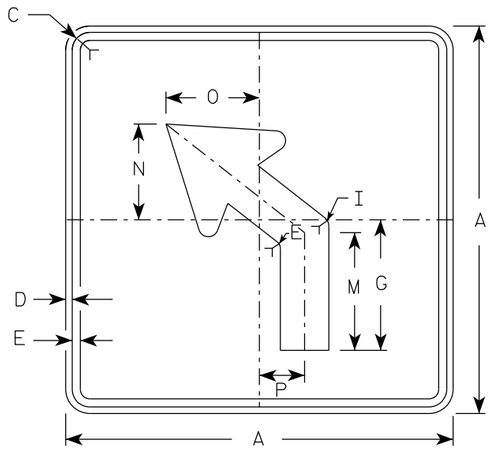
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

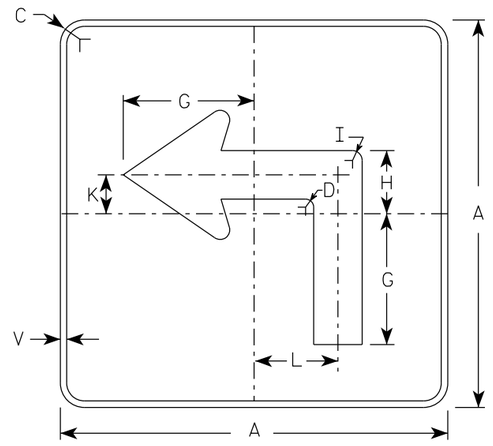
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 701 | E



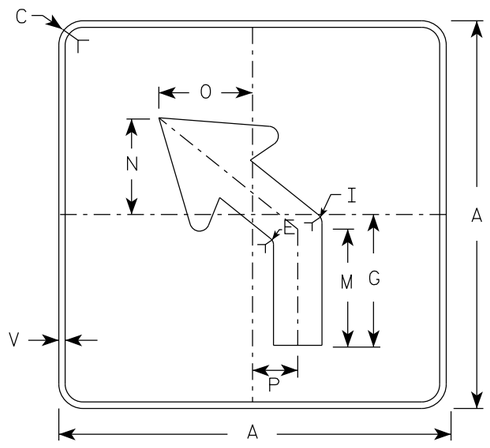
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

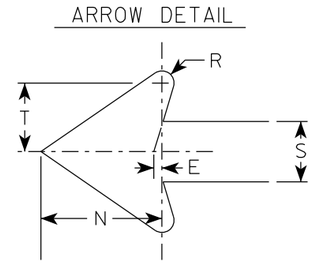


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

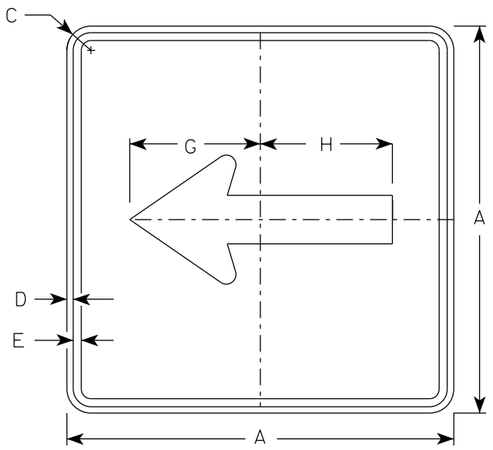
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

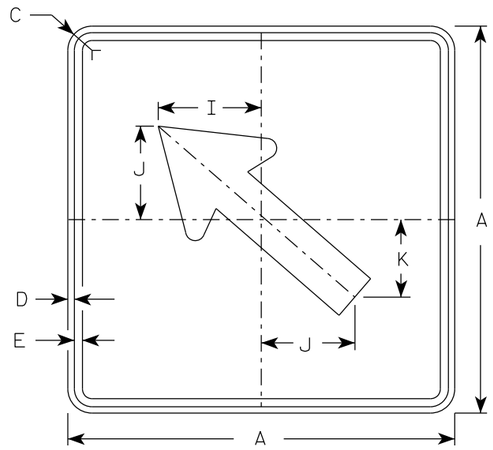
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

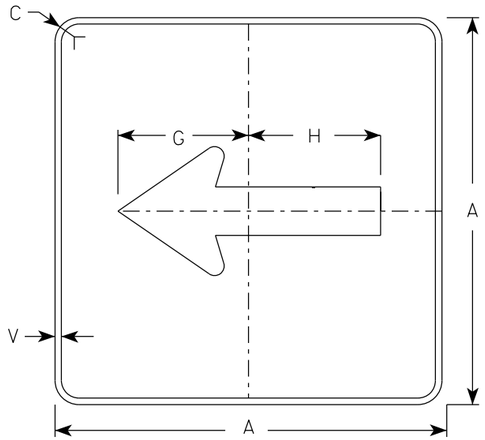
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 702 | E



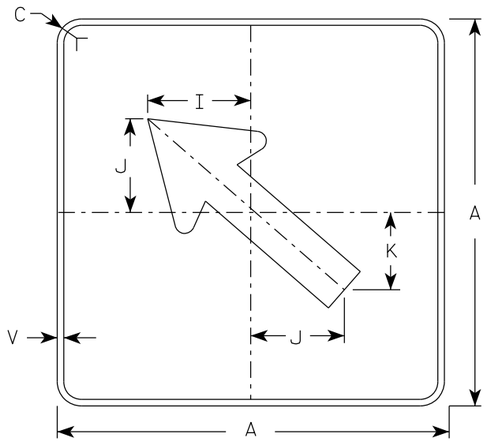
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

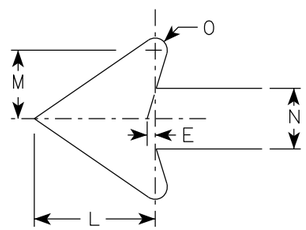


MB6-2
MK6-2
MN6-2
MR6-2

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

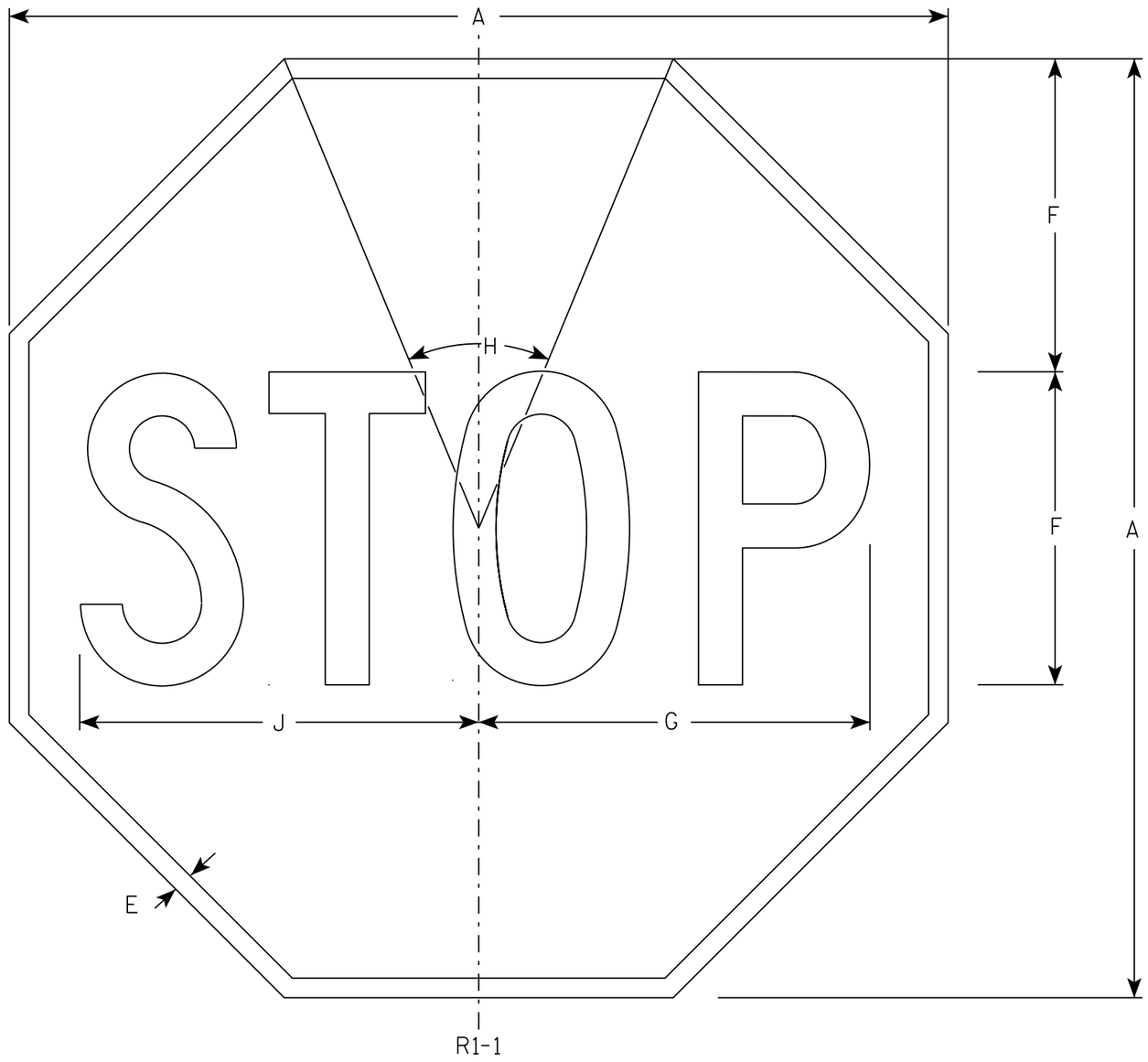
STANDARD SIGN M6-1 & M6-2 SERIES

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: 703 | 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

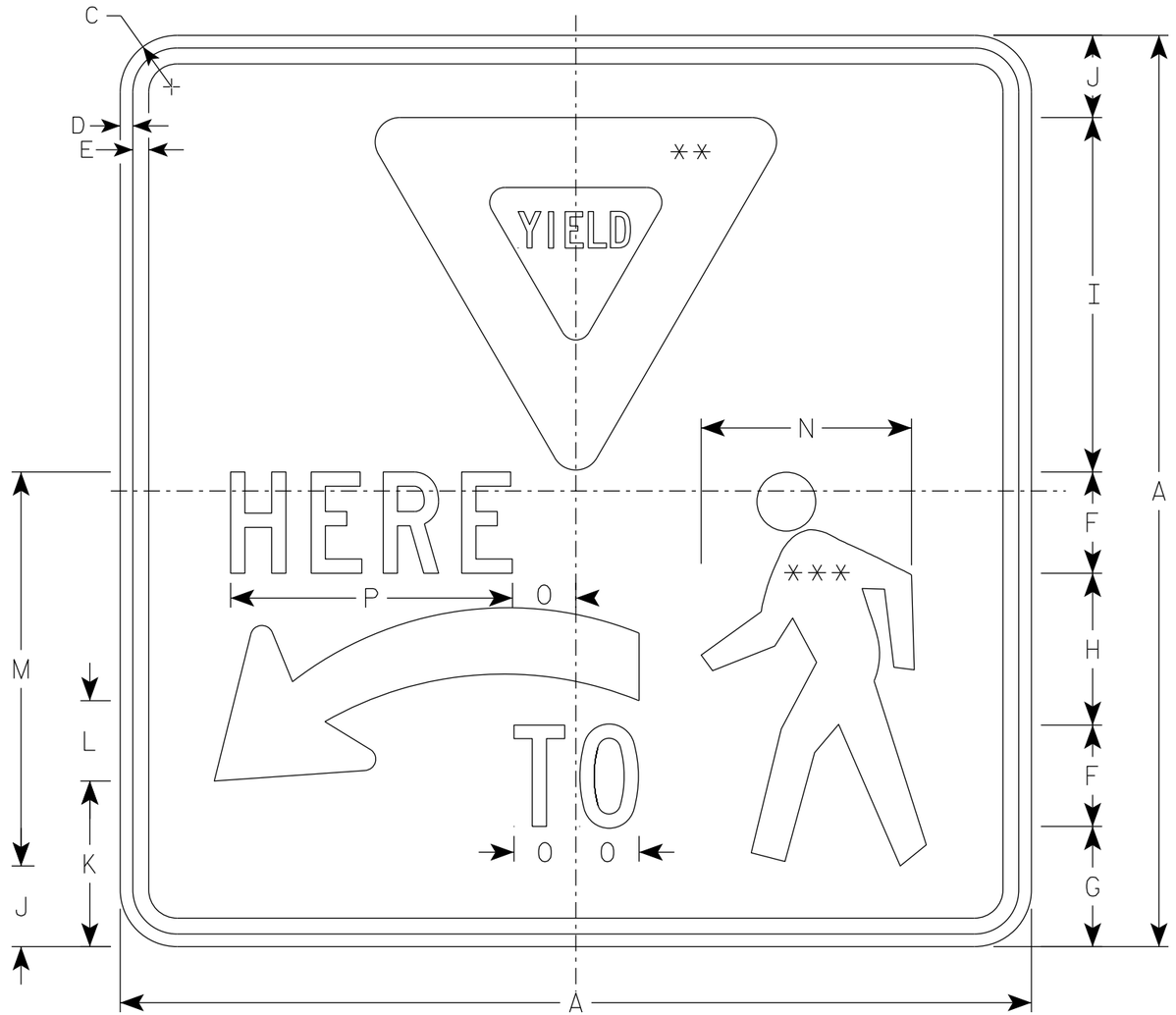
STANDARD SIGN
R1-1

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: 704	E



R1-5L

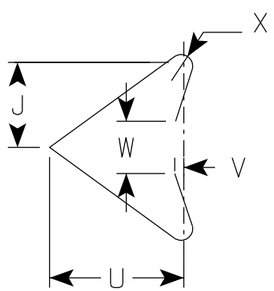
NOTES

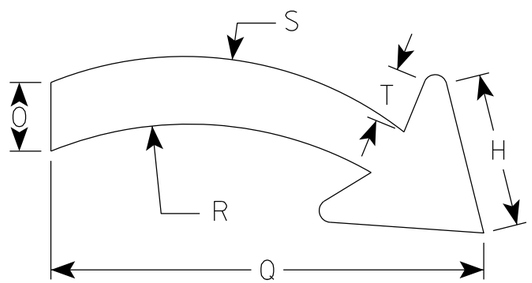
1. Sign is Type II - Type H Reflective
2. Color:
   - Background - WHITE
   - Message - BLACK
   - YIELD SYMBOL - RED ON WHITE
   - PED SYMBOL - BLACK ON WHITE
3. Message Series - D

** 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																											

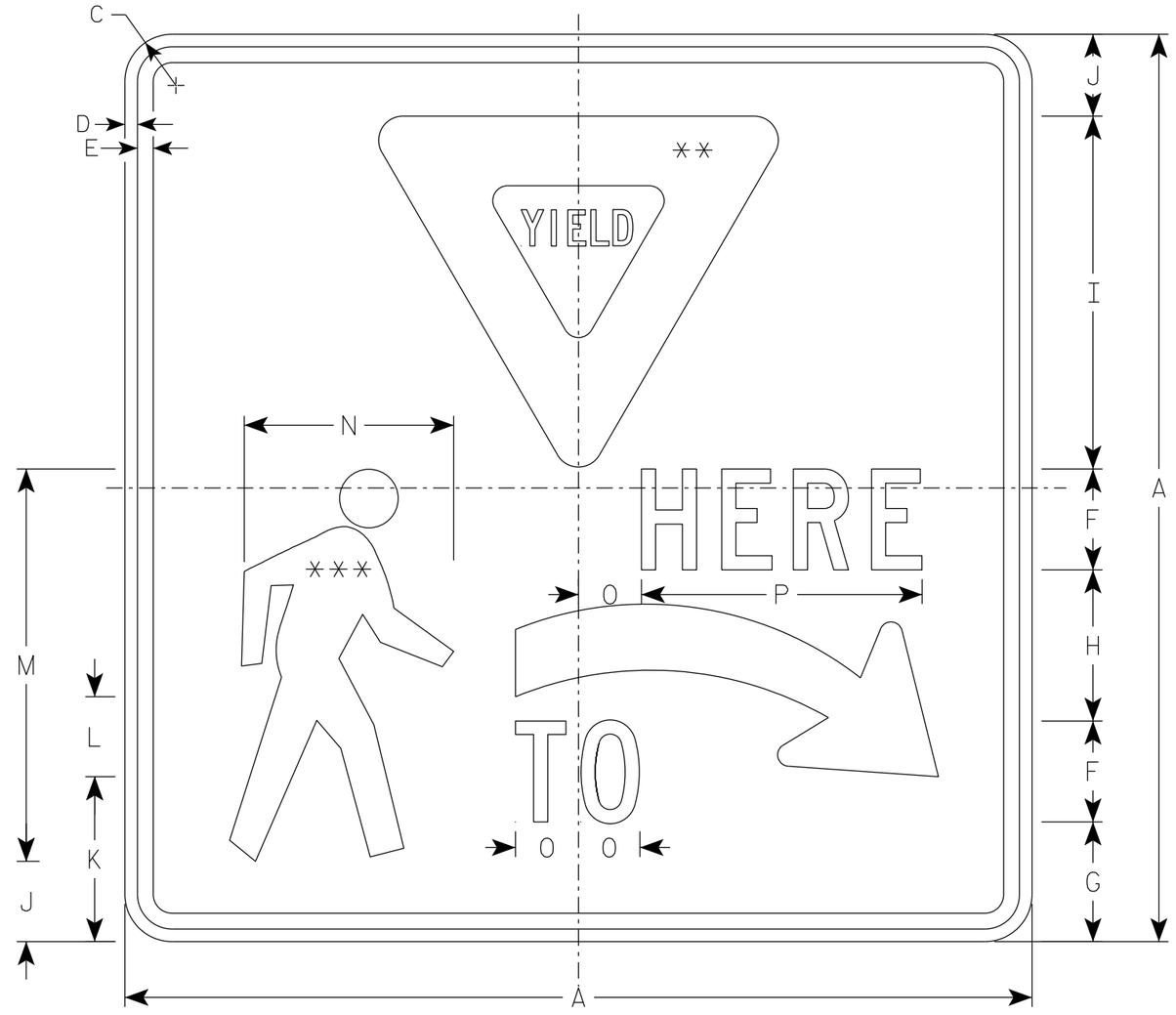
STANDARD SIGN
R1-5L

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: 705	E



R1-5R

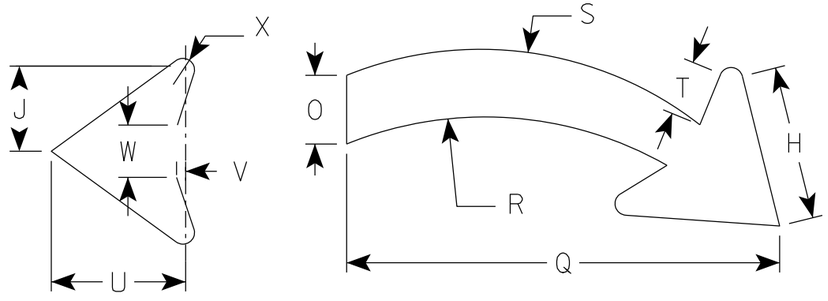
NOTES

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

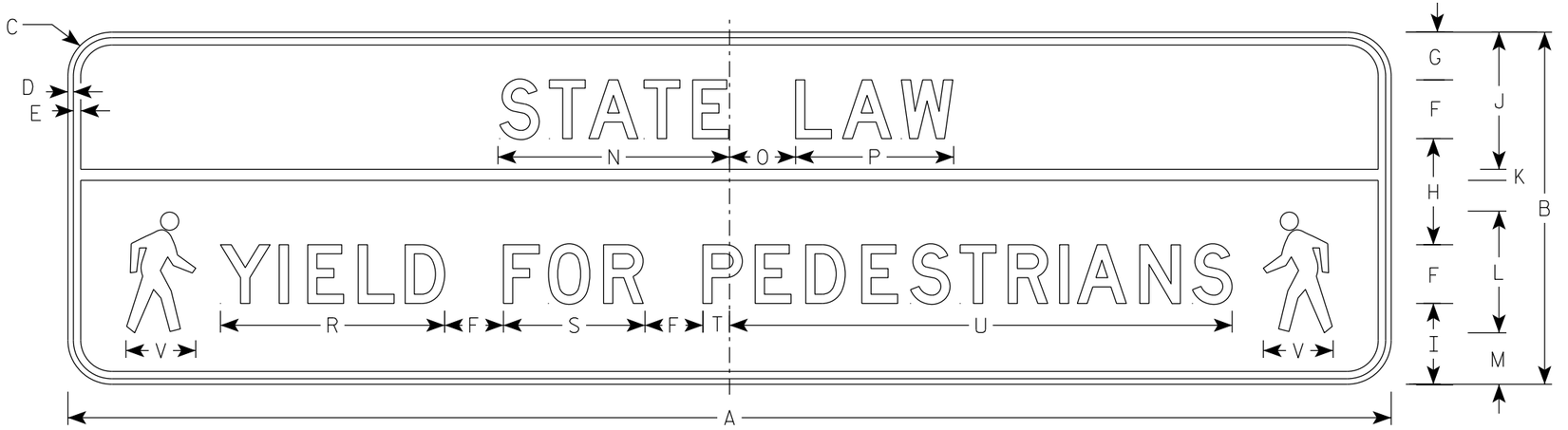
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/19/23 PLATE NO. R1-5R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 706	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Top Panel Yellow, Bottom Panel White Type H
   Message - Black
3. Message Series - D



R1-9

OVERHEAD PEDESTRIAN CROSSING

SIZE	A	B	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	90	24	3	3/8	1/2	4	3 1/4	7 1/4	5 1/2	9 3/8	3/4	8 1/4	3 1/2	15 3/4	4 1/2	10 3/4		15 1/4	9 5/8	1 7/8	34 1/4	4 3/4					15.0
2M	90	24	3	3/8	1/2	4	3 1/4	7 1/4	5 1/2	9 3/8	3/4	8 1/4	3 1/2	15 3/4	4 1/2	10 3/4		15 1/4	9 5/8	1 7/8	34 1/4	4 3/4					15.0
3																											
4																											
5																											

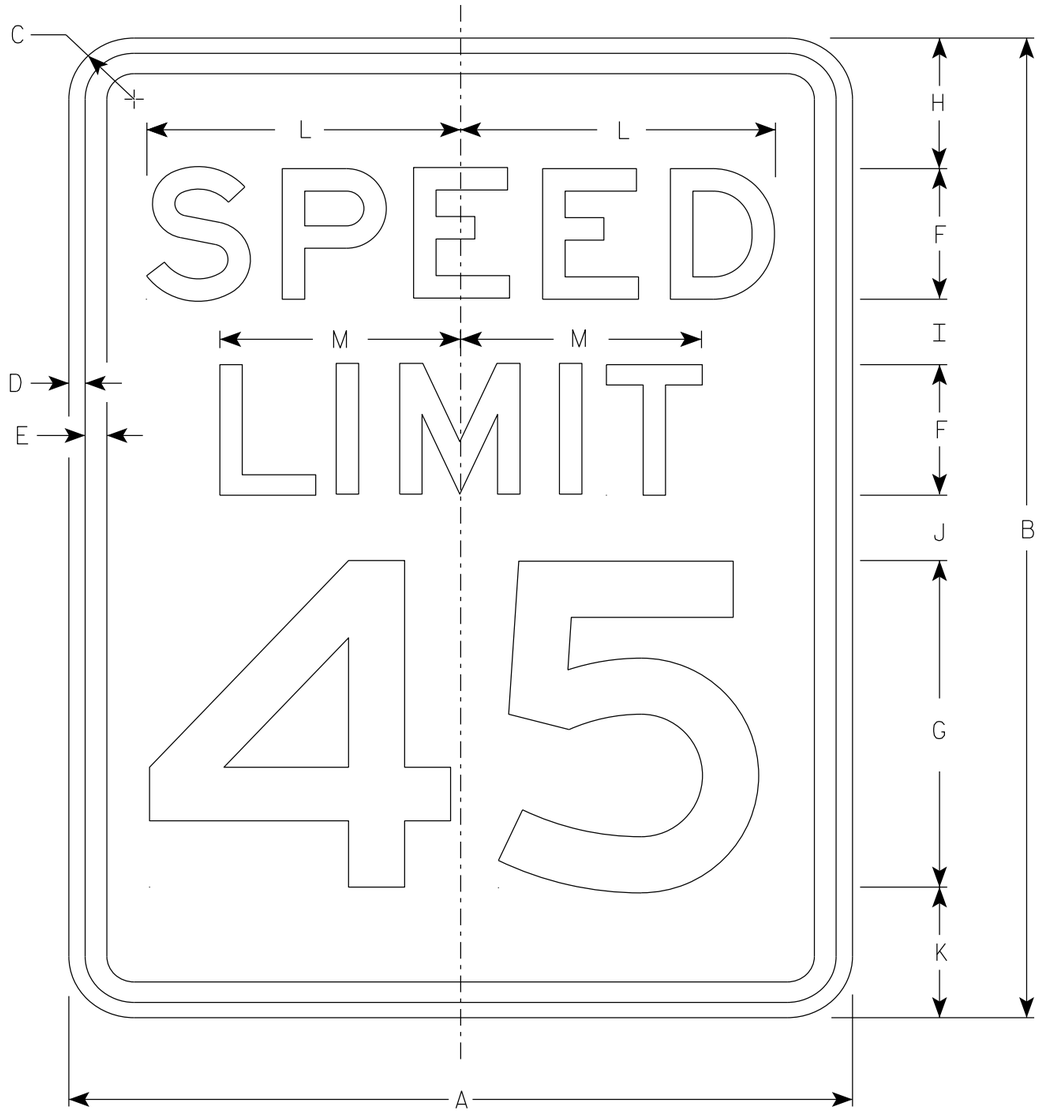
STANDARD SIGN
R1-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/26/24 PLATE NO. R1-9.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 707 | E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

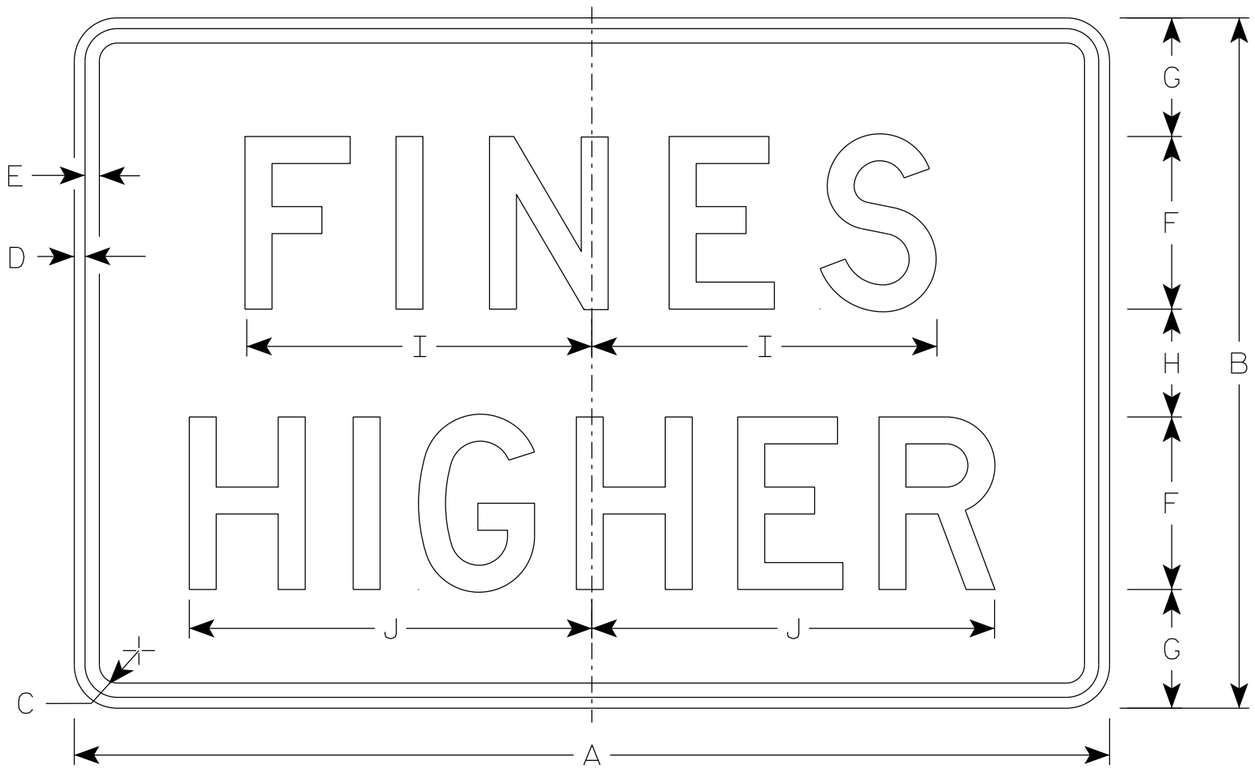
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 708 | 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

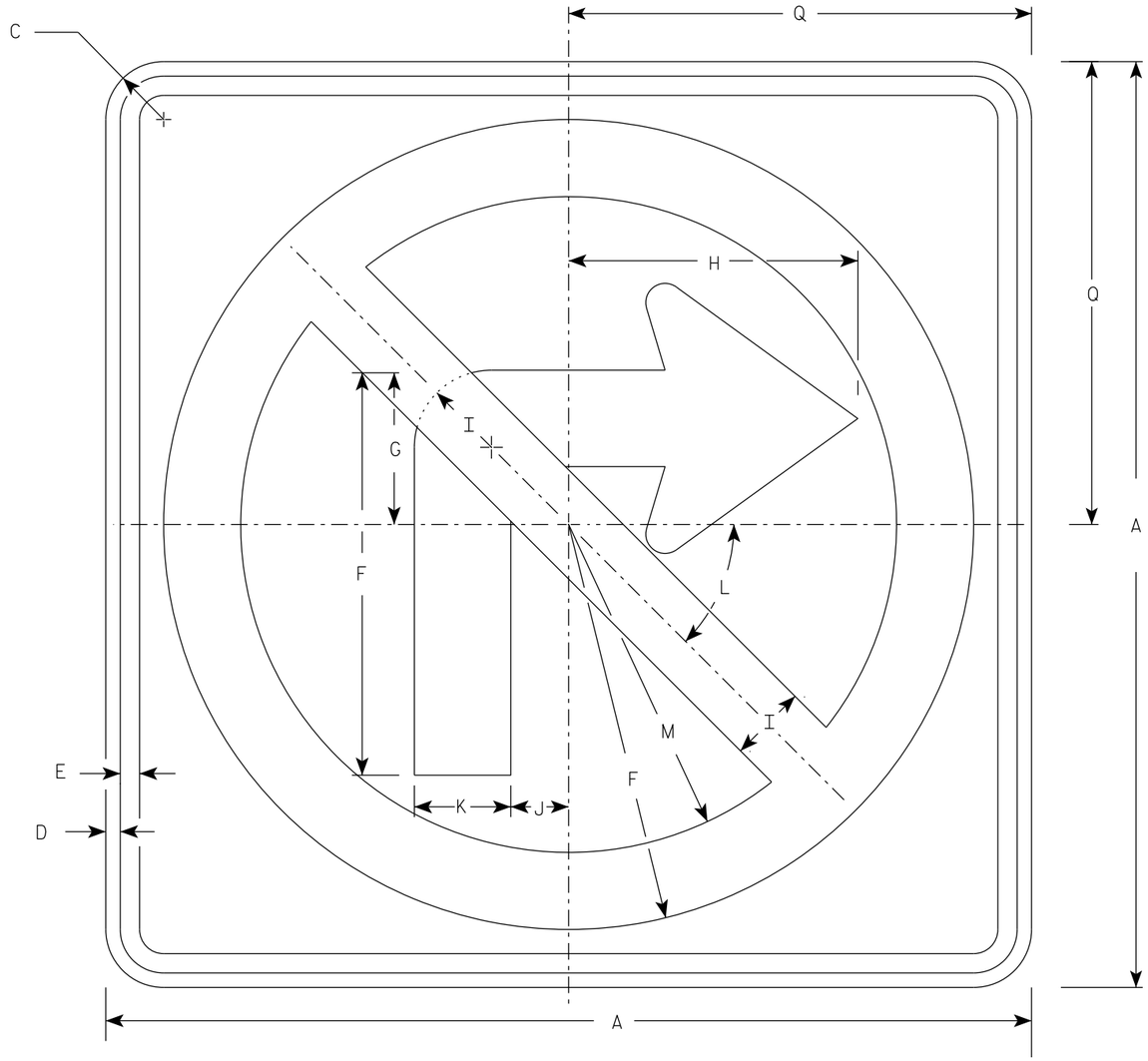
STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-6P.3

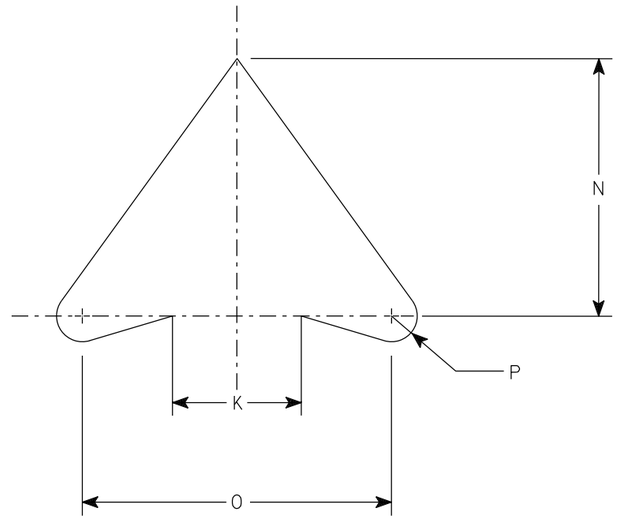
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 709 | E



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

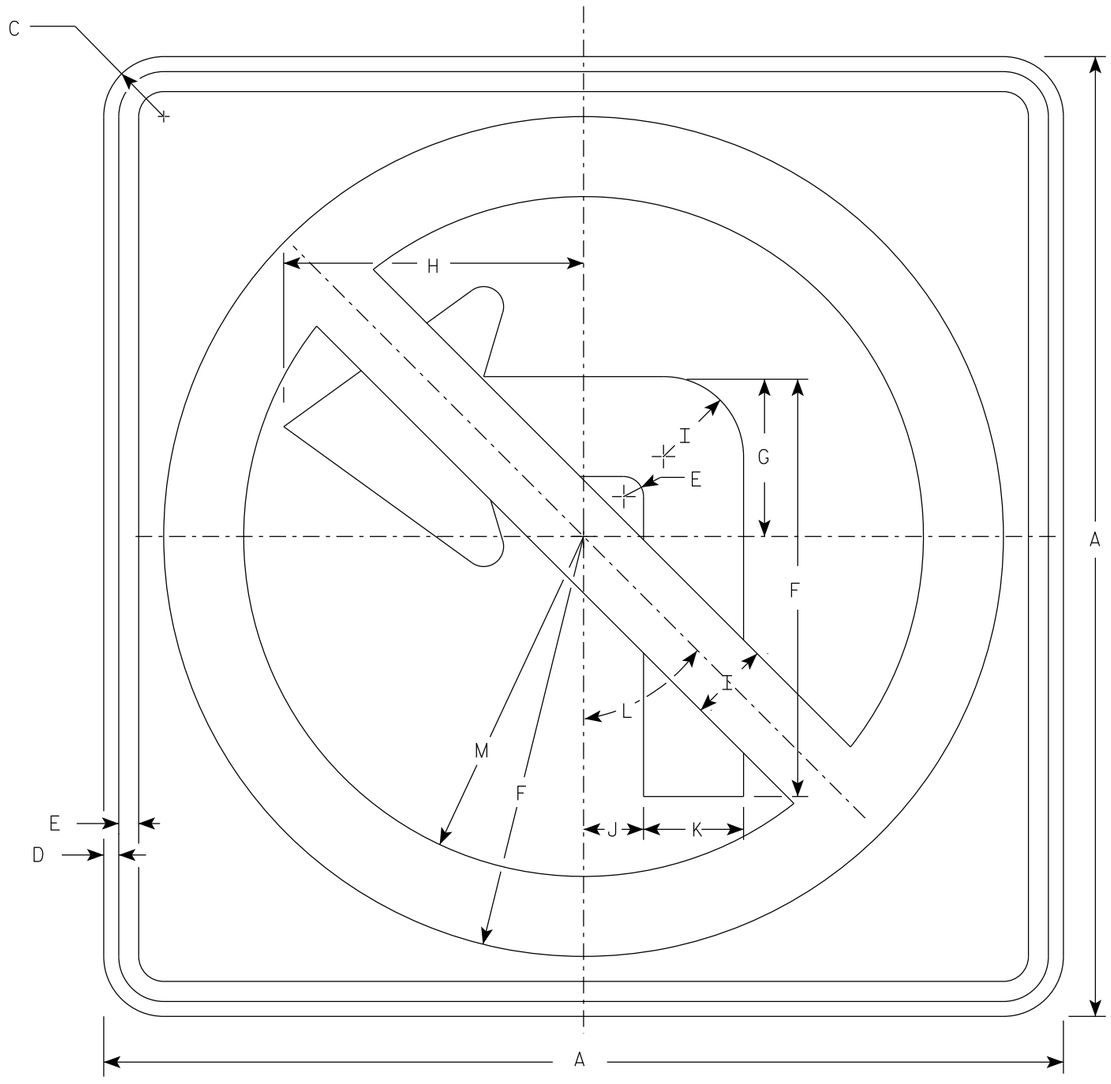
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

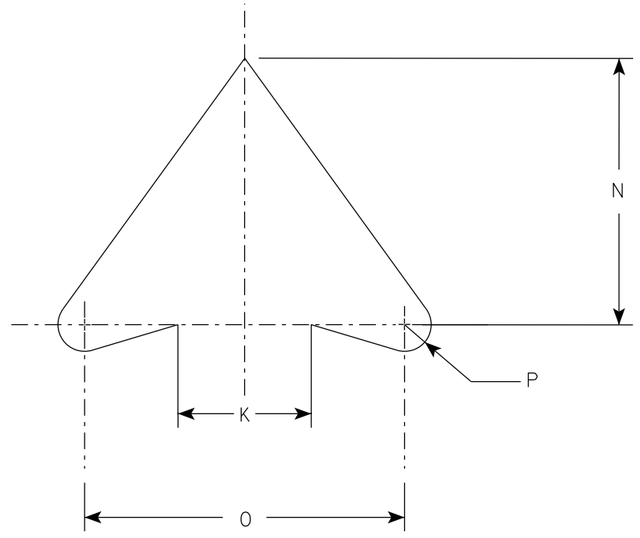
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 710 | E

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.



R3-2



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

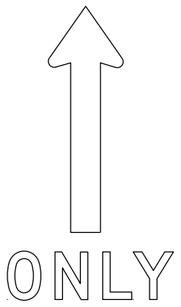
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

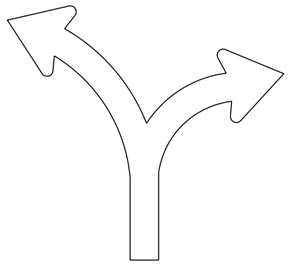
DATE 2/2/23 PLATE NO. R3-2.11

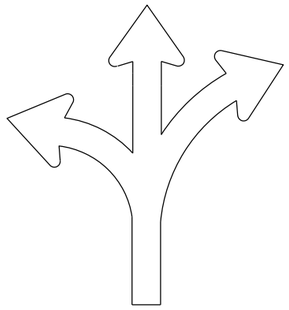
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 711 | E

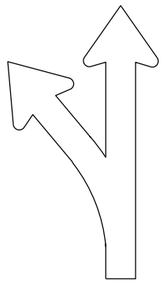


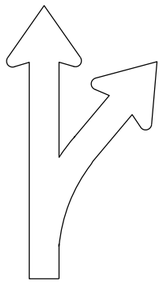
(A)

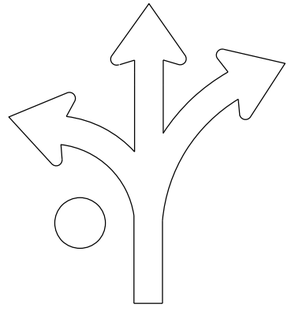
(B)

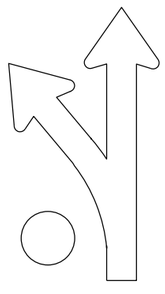

(C)

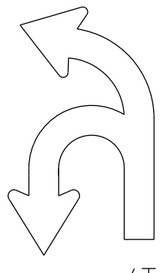

(D)

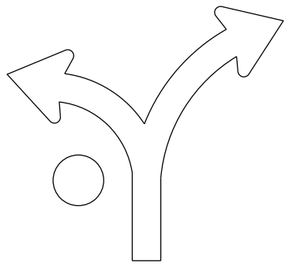

(E)

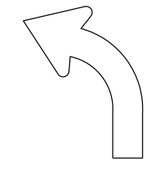

(F)


(G)

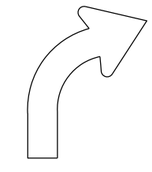

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 712 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

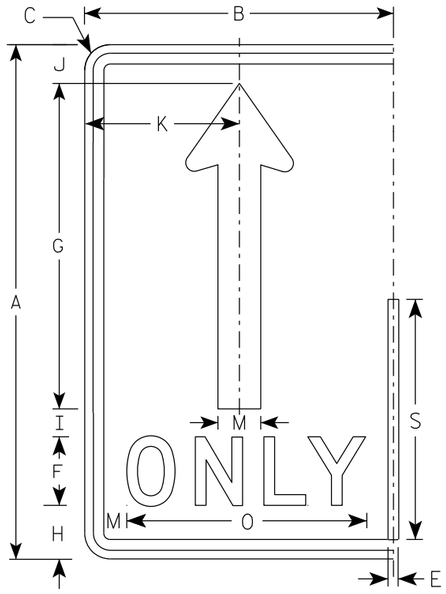
WISDOT/CADDS SHEET 42

7

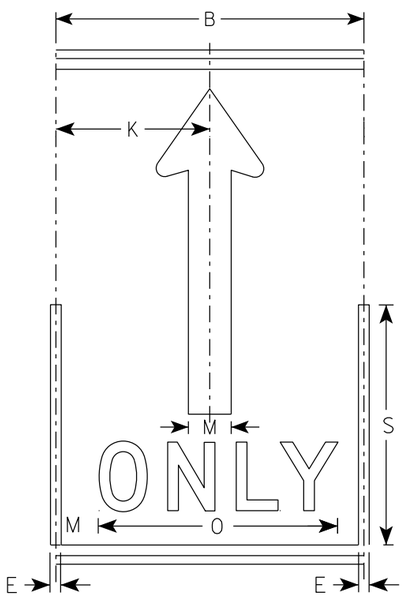
7

NOTES

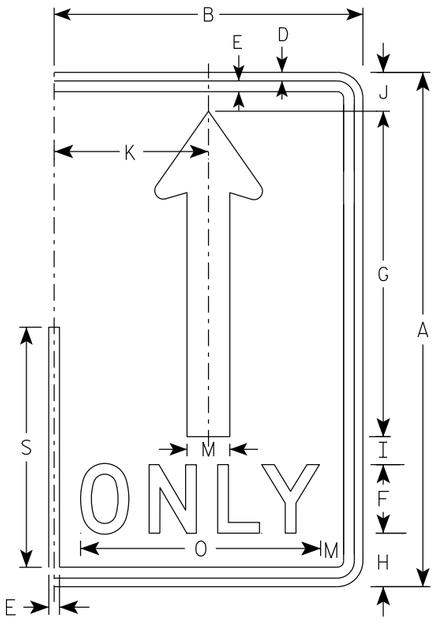
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



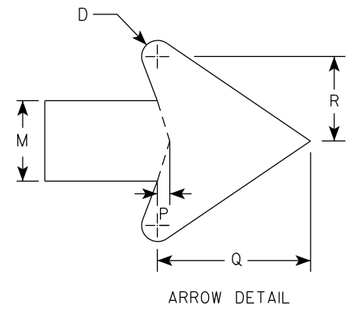
(A)



(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

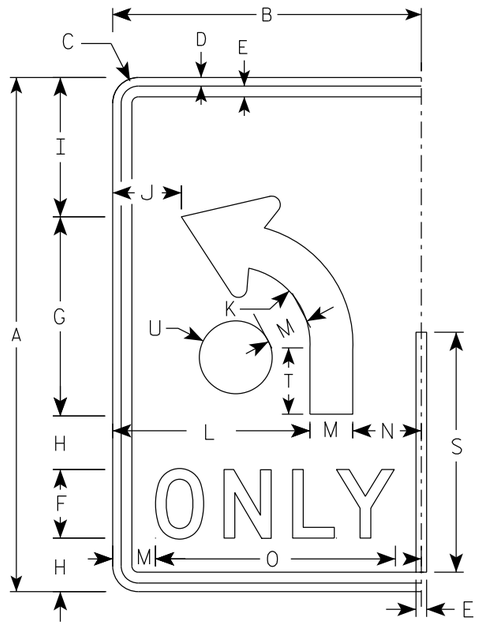
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

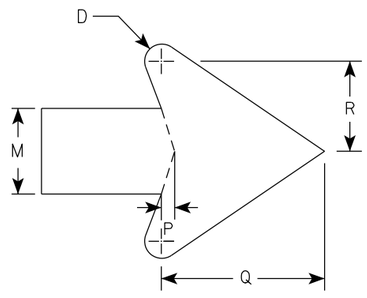
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 713 | E

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

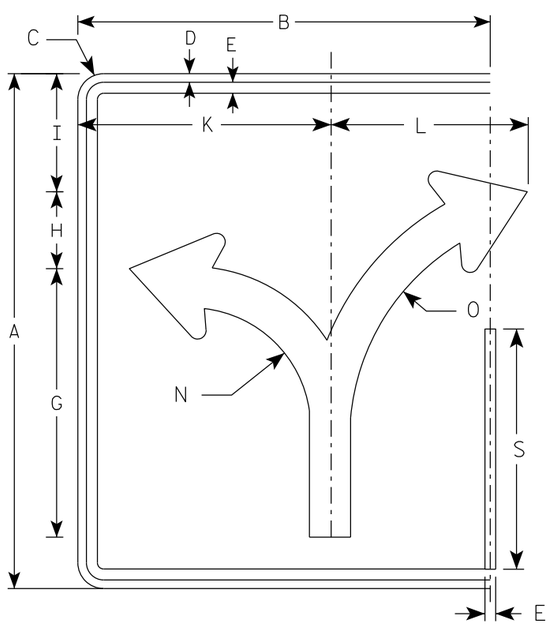
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

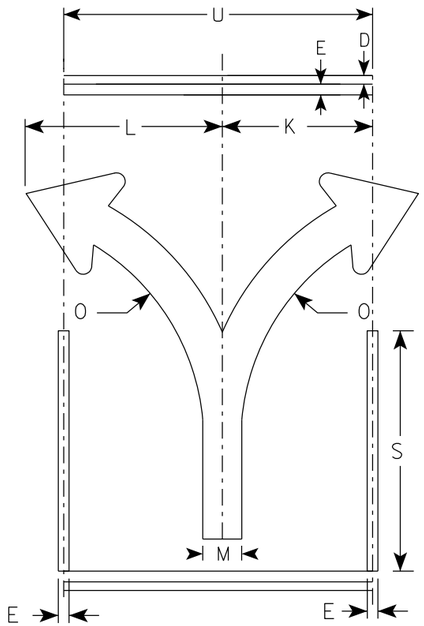
SHEET NO: 714 E

NOTES

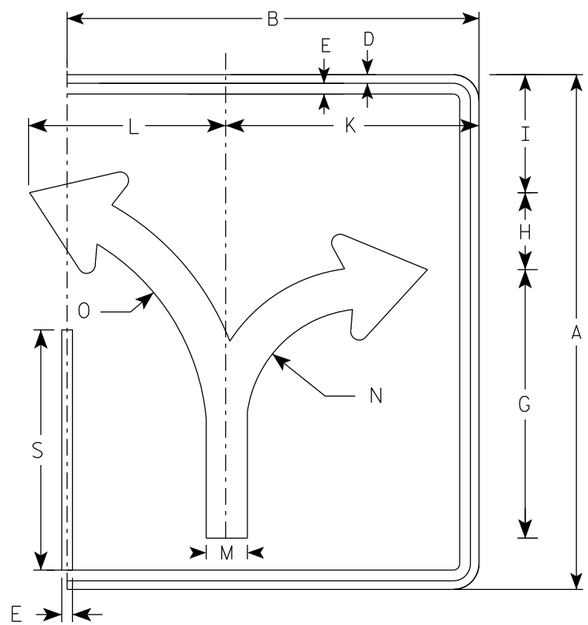
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



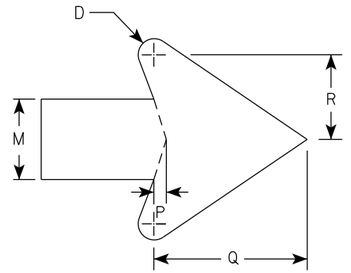
(C)



(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

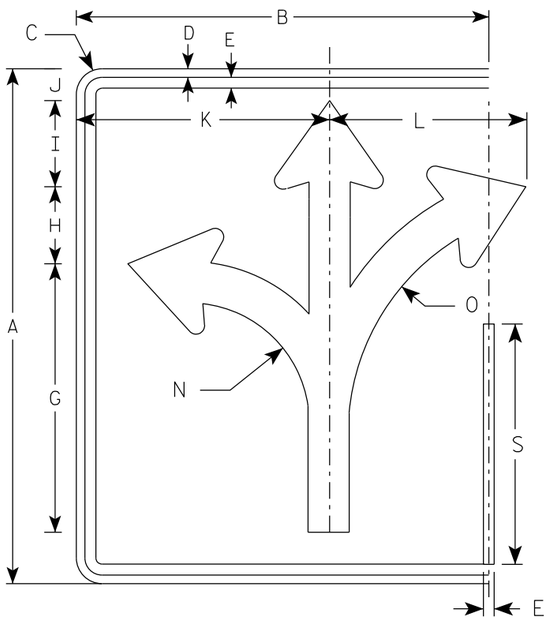
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

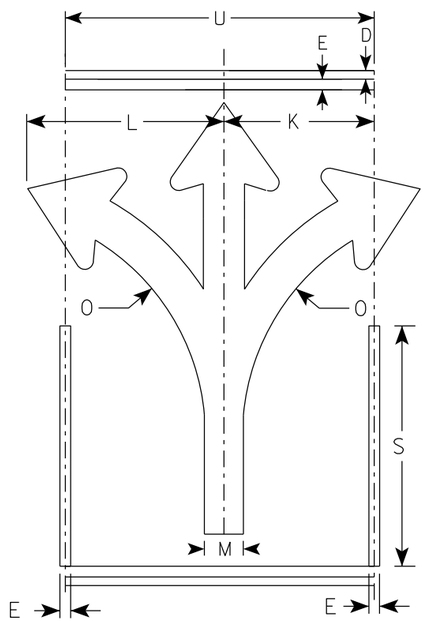
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 715 E

NOTES

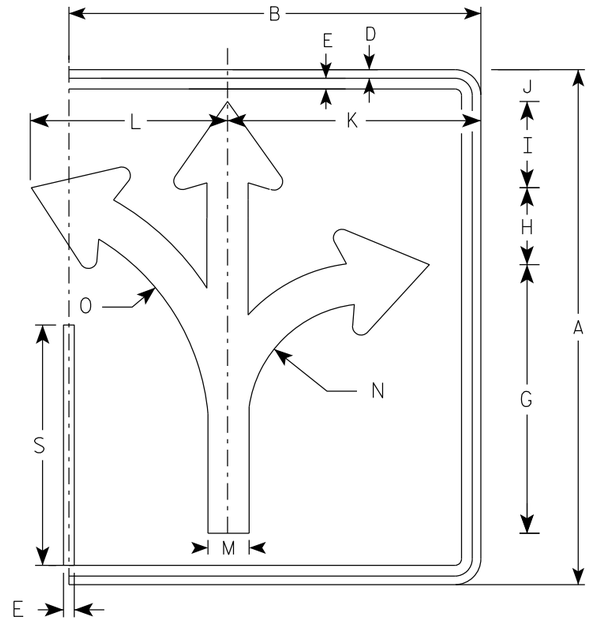
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



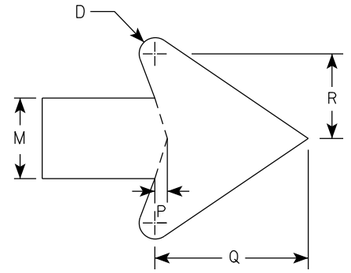
(D)



(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

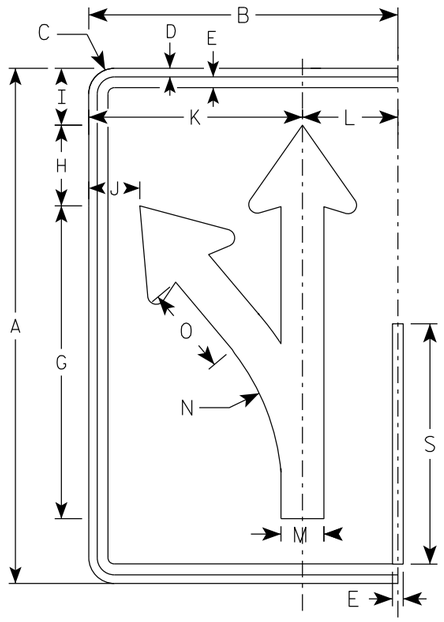
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

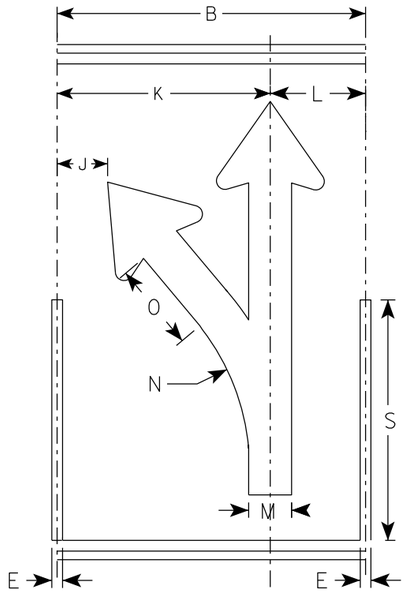
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 716 | E

NOTES

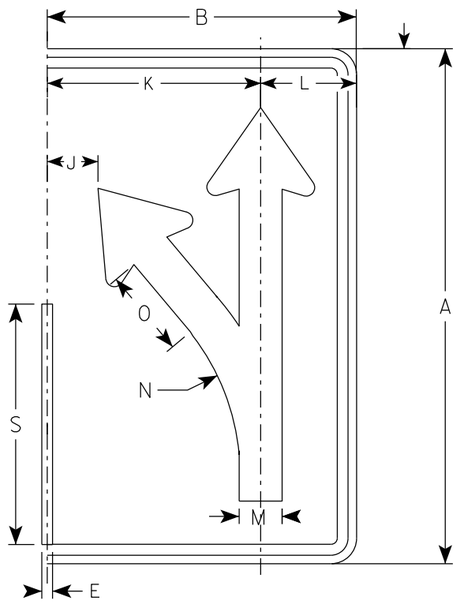
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



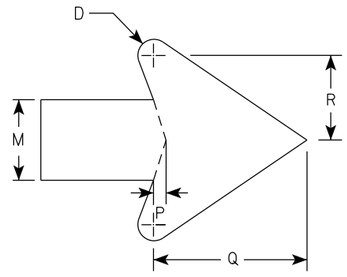
(E)



(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

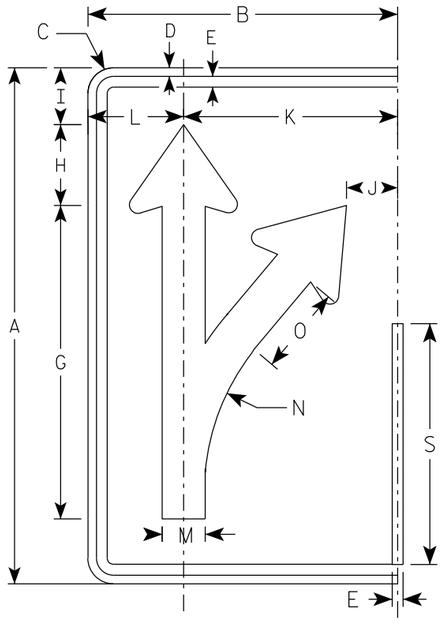
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

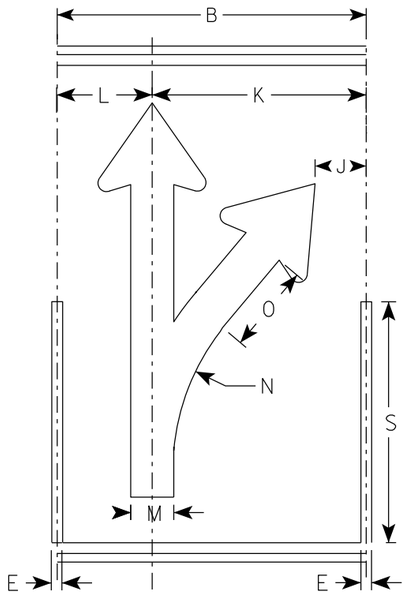
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 717 | E

NOTES

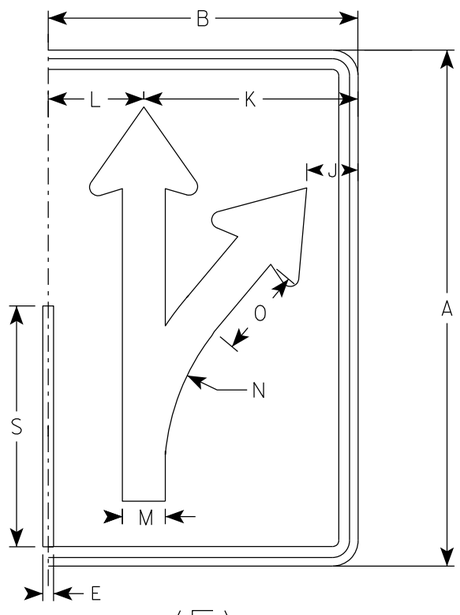
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



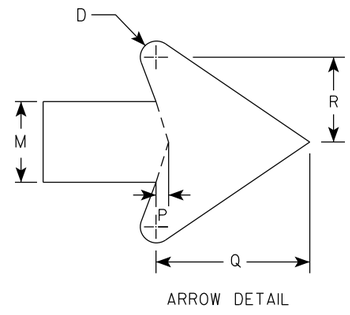
(F)



(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

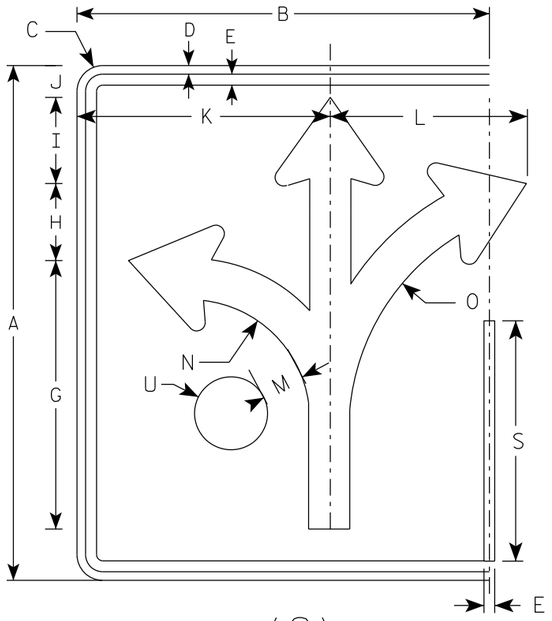
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

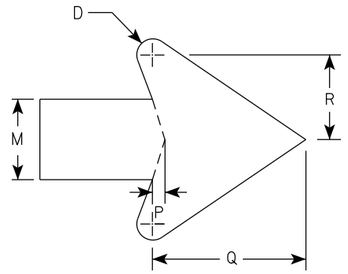
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 718 | E

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

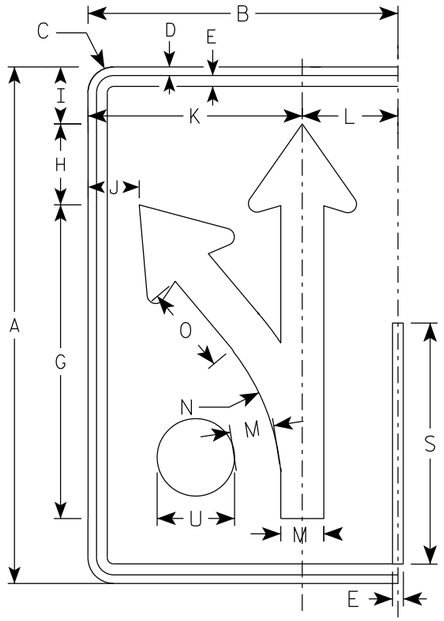
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

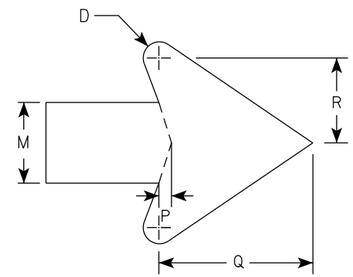
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 719 | E

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

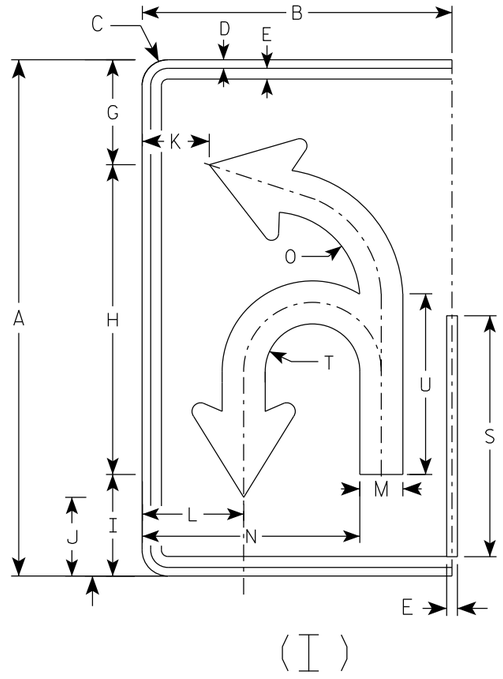
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

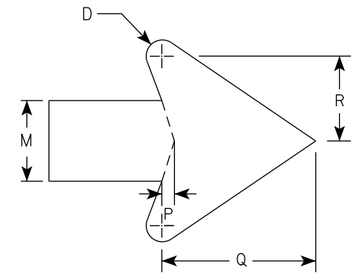
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 720 | E

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

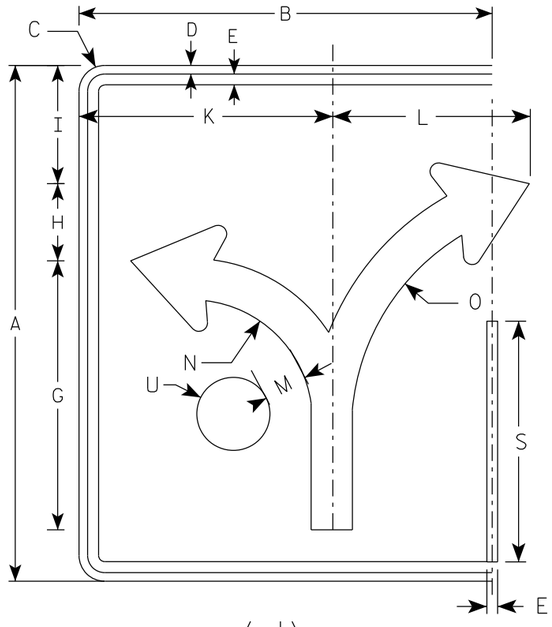
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

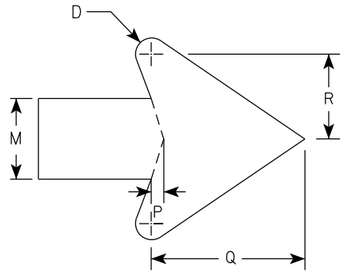
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 721 | E

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

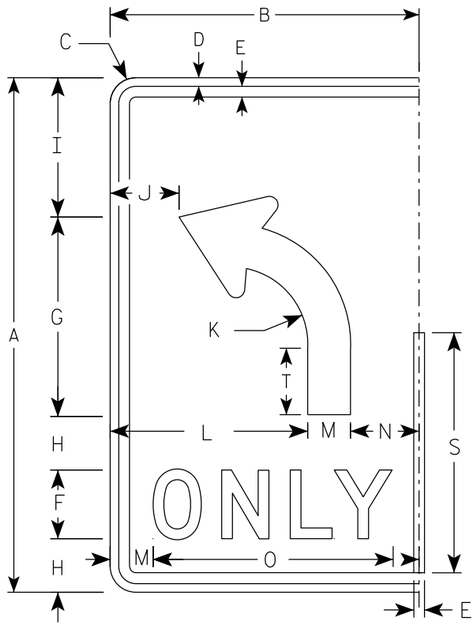
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

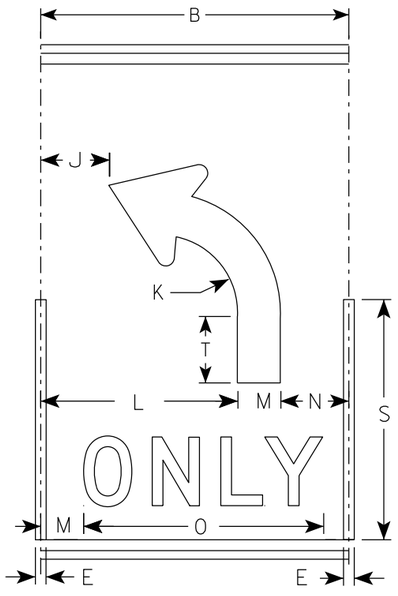
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 722 | E

NOTES

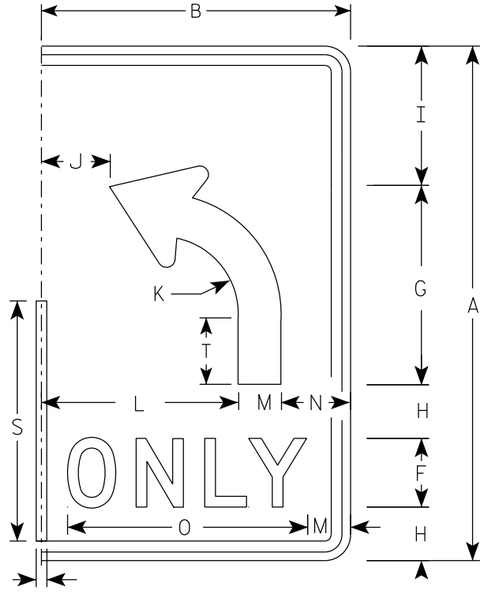
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



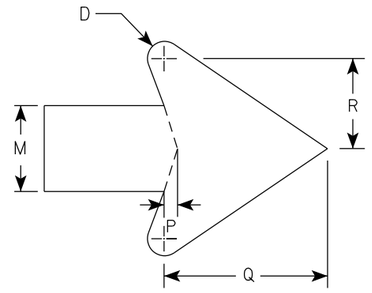
(L)



(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 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 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

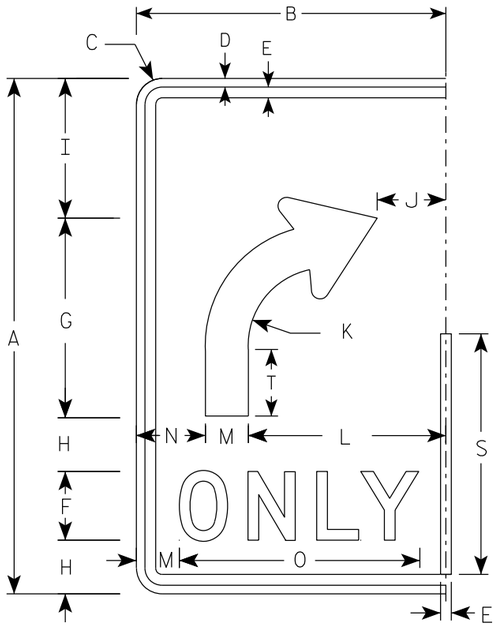
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

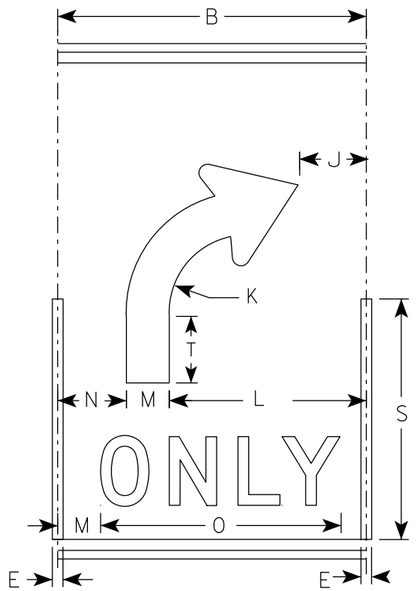
SHEET NO: 723 E

NOTES

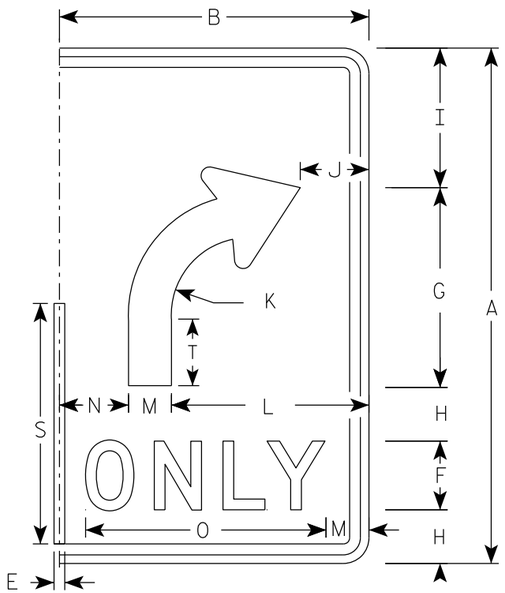
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



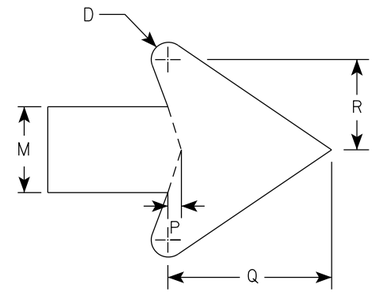
(R)



(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

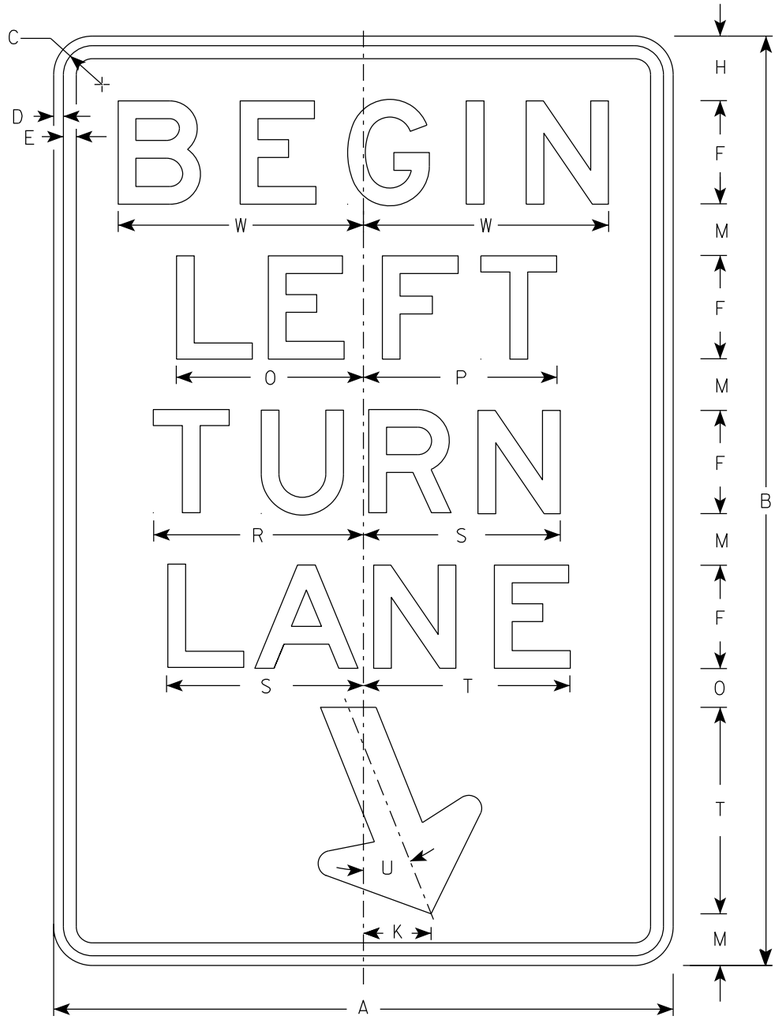
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

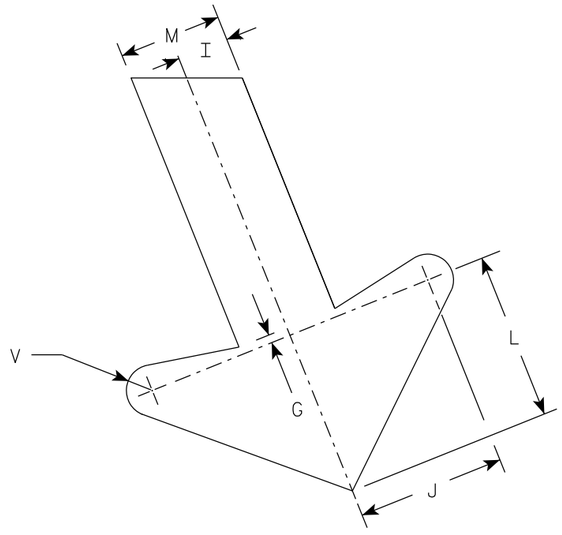
SHEET NO: 724 E



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																											

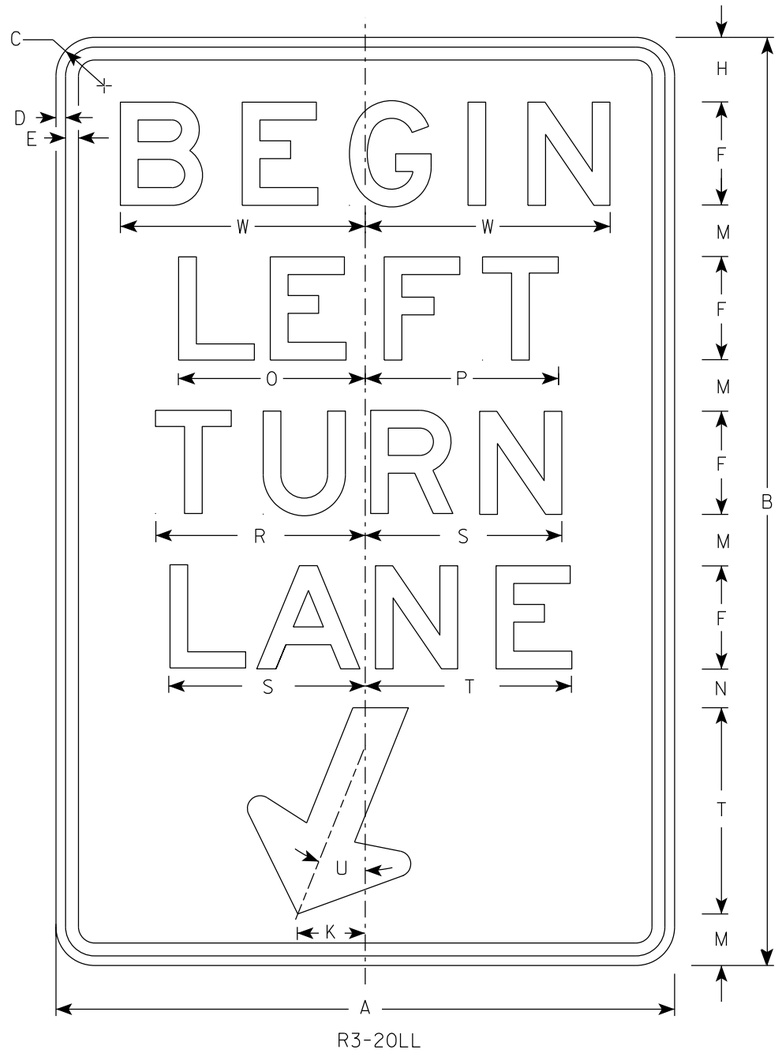
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

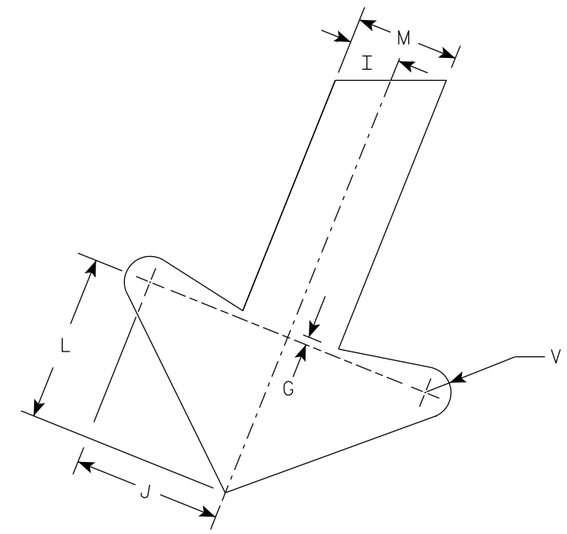
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 725	E



R3-20LL

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																											

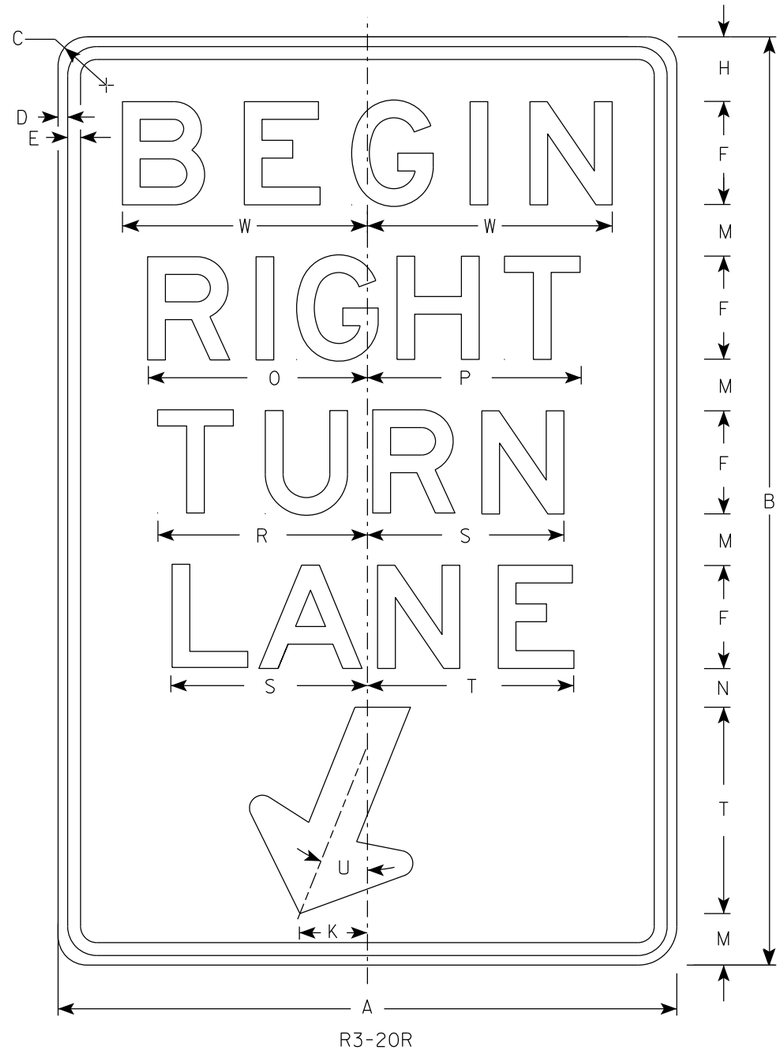
STANDARD SIGN
R3-20LL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20LL.2

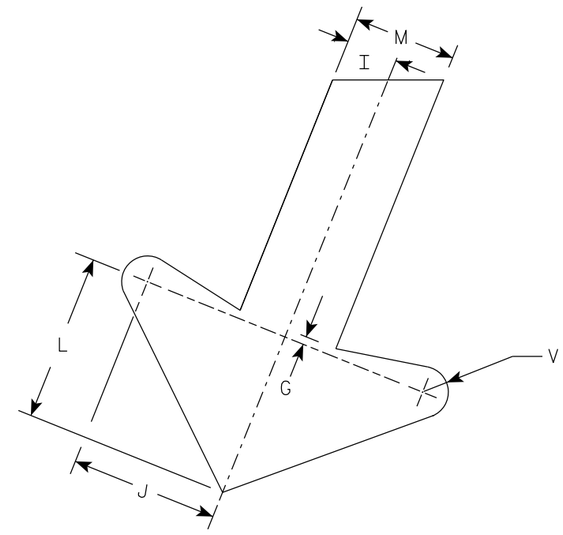
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 726 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

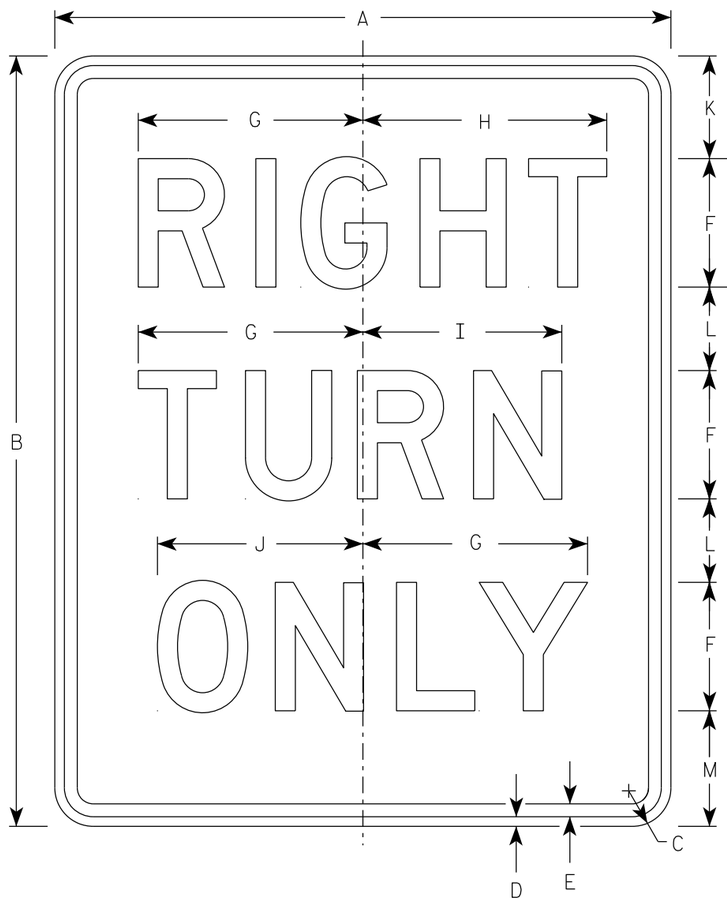
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

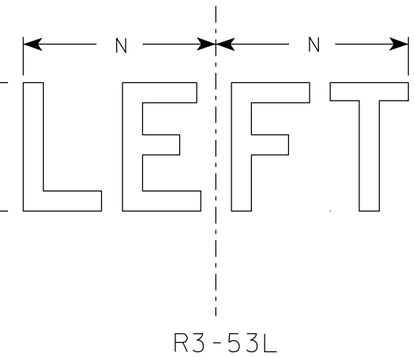
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20R.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 727 | E



R3-53R



R3-53L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R3-53L same as R3-53R except LEFT is substituted for RIGHT

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/2	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/2	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
4																											
5																											

STANDARD SIGN
R3-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

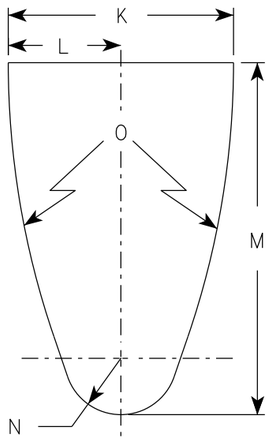
DATE 2/23/23 PLATE NO. R3-53.9

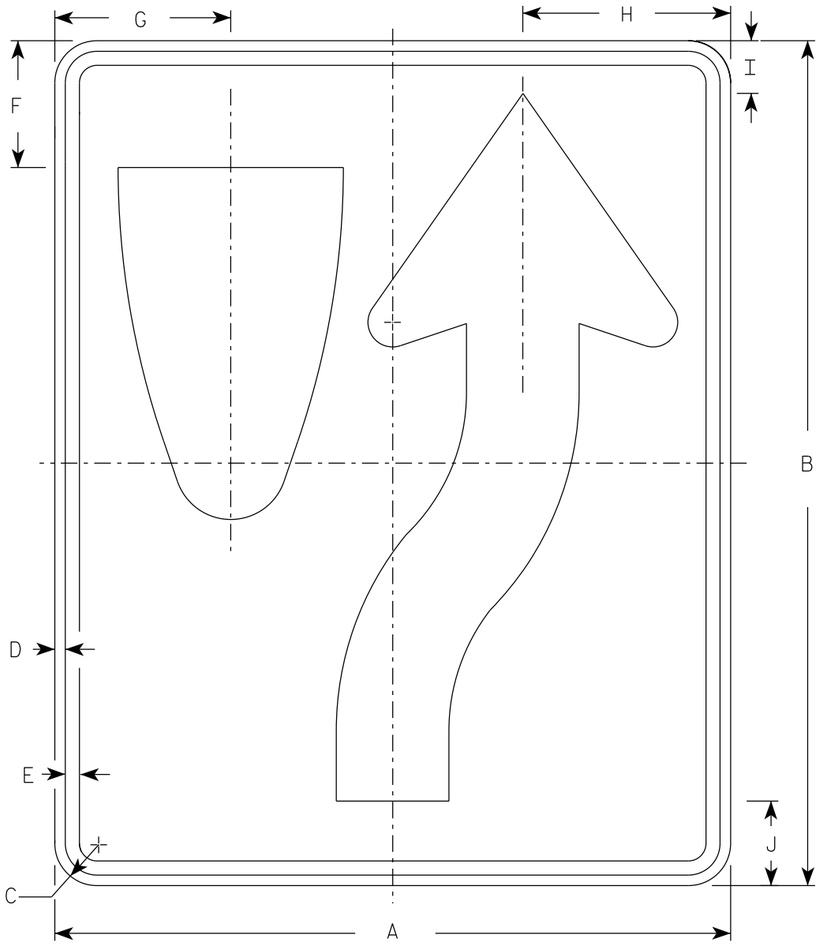
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 728 | E

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.

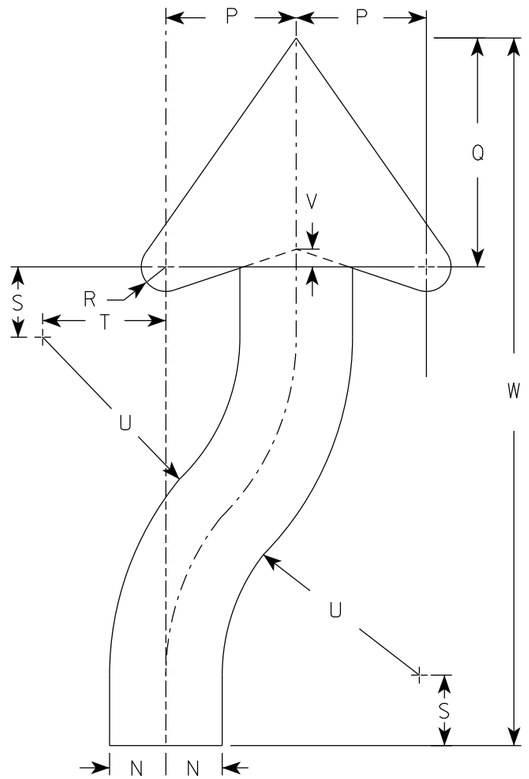
DIVIDER DETAIL





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

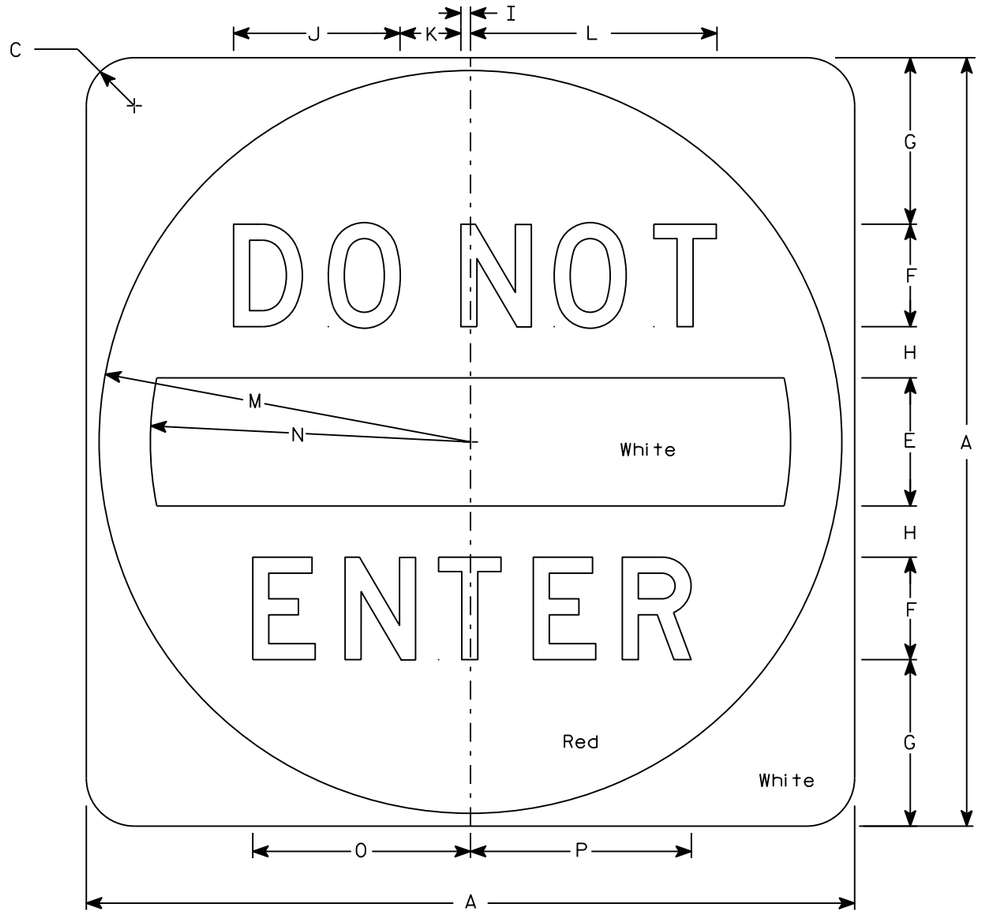
STANDARD SIGN
R4-7 & R4-8

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: 729	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

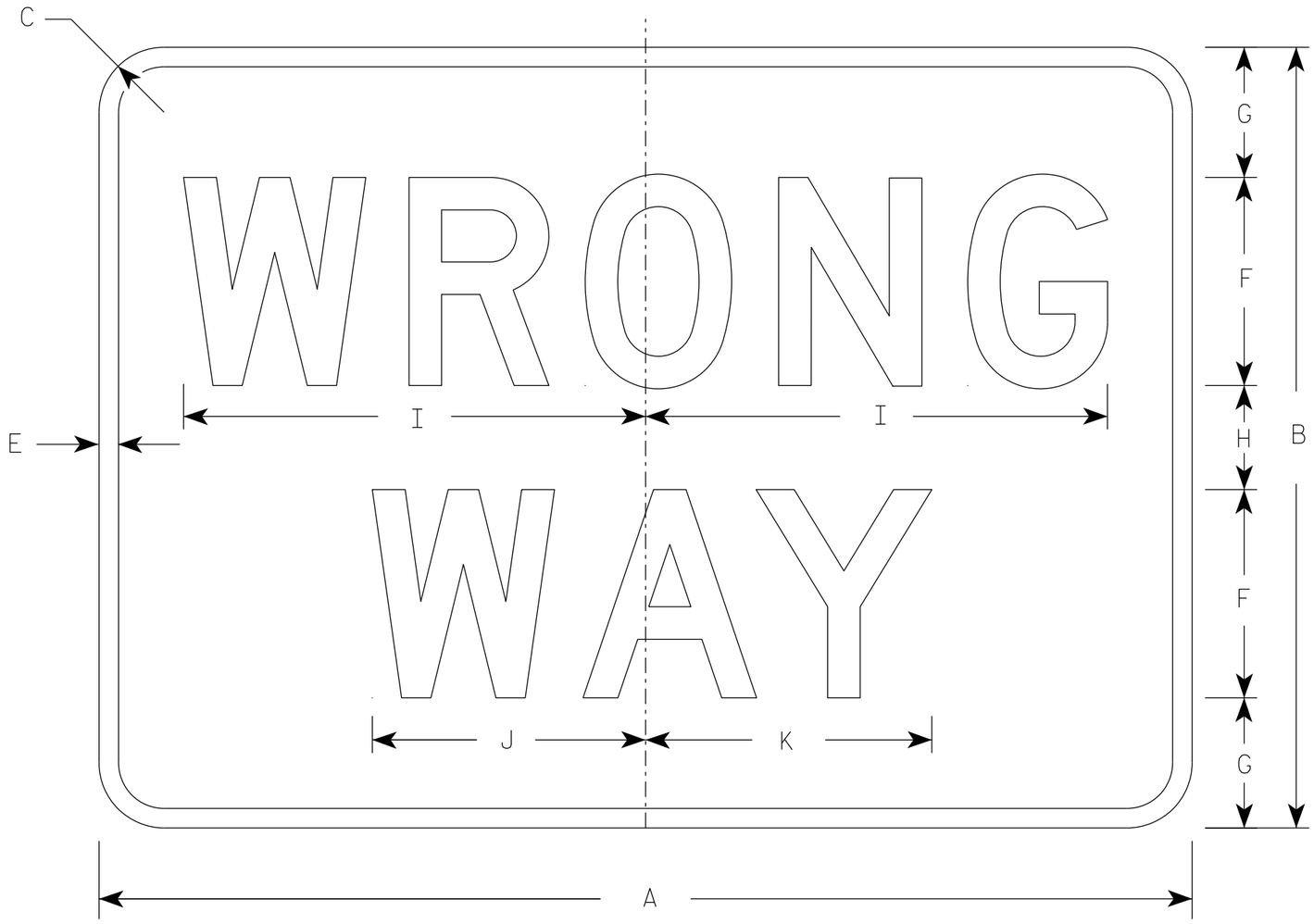
STANDARD SIGN
R5-1

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: 730 | 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

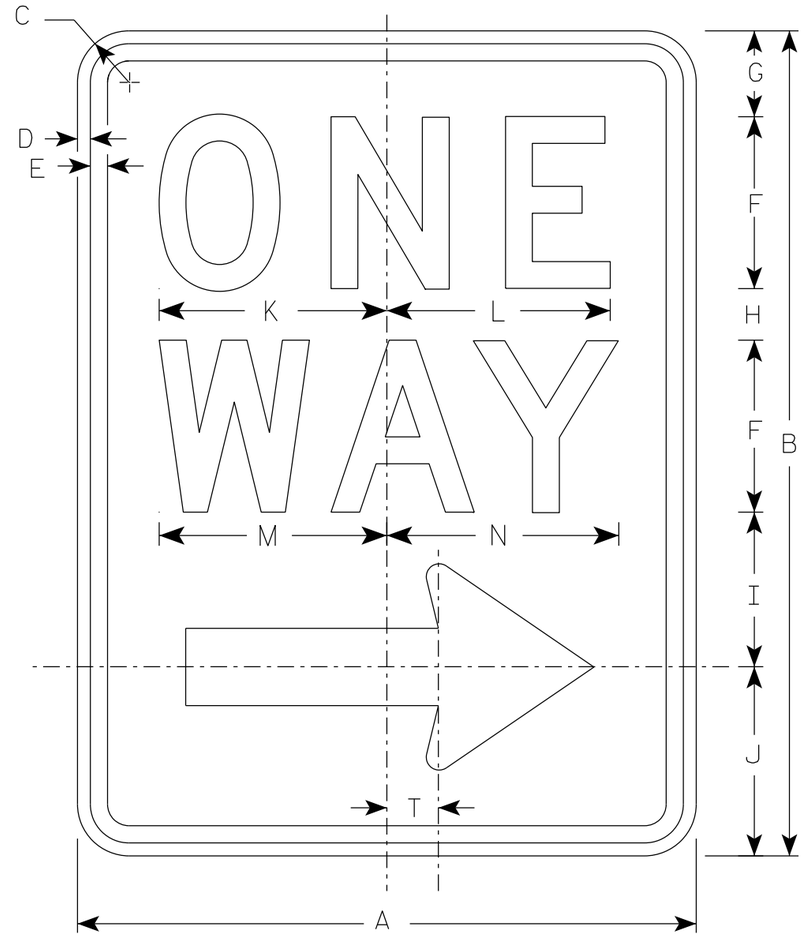
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 731 | E

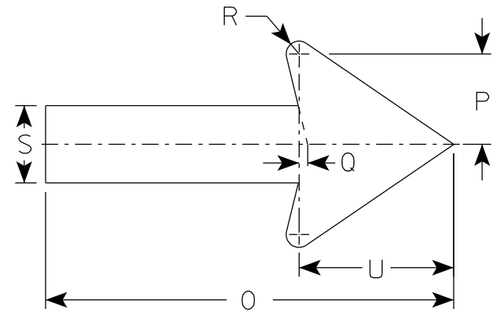
NOTES

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

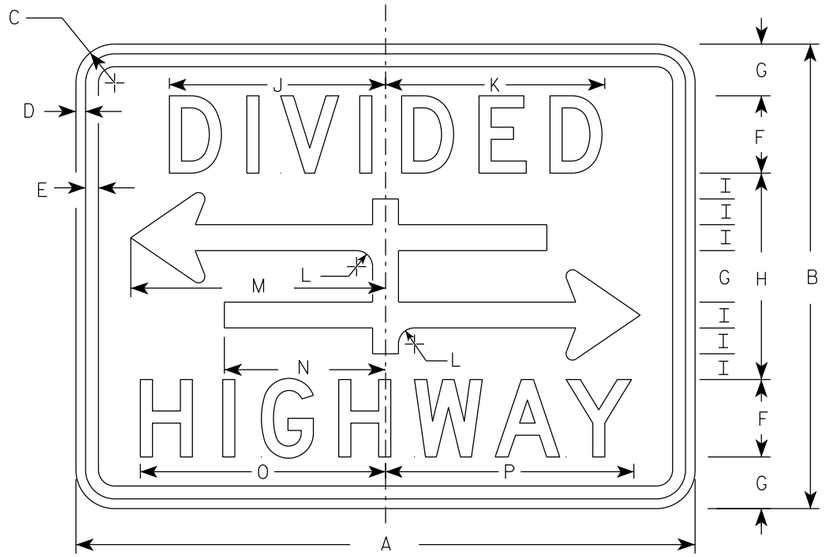
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

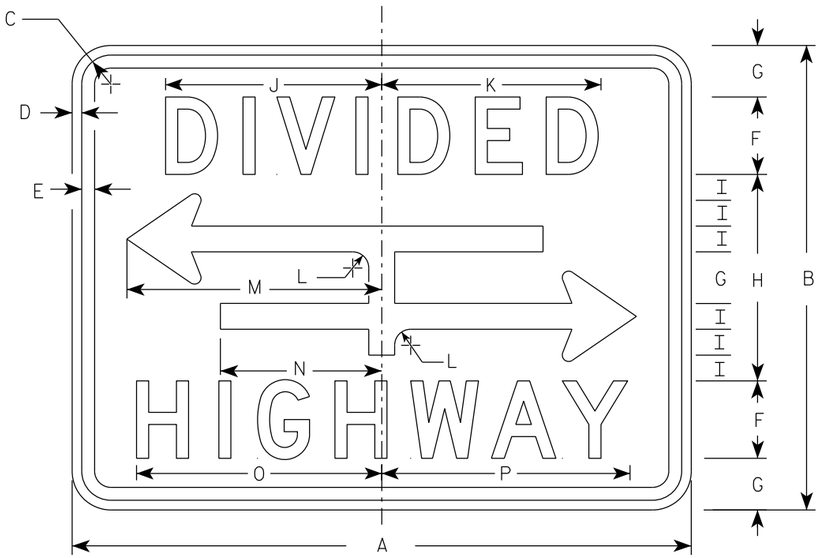
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 732 | E

NOTES

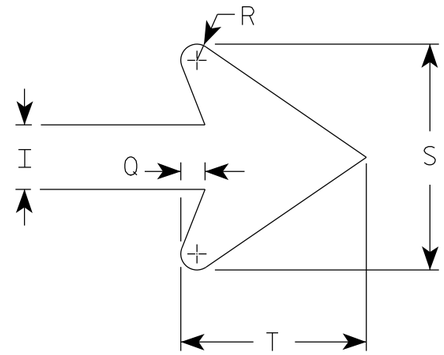
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R6-3



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/2	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/2	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/2	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

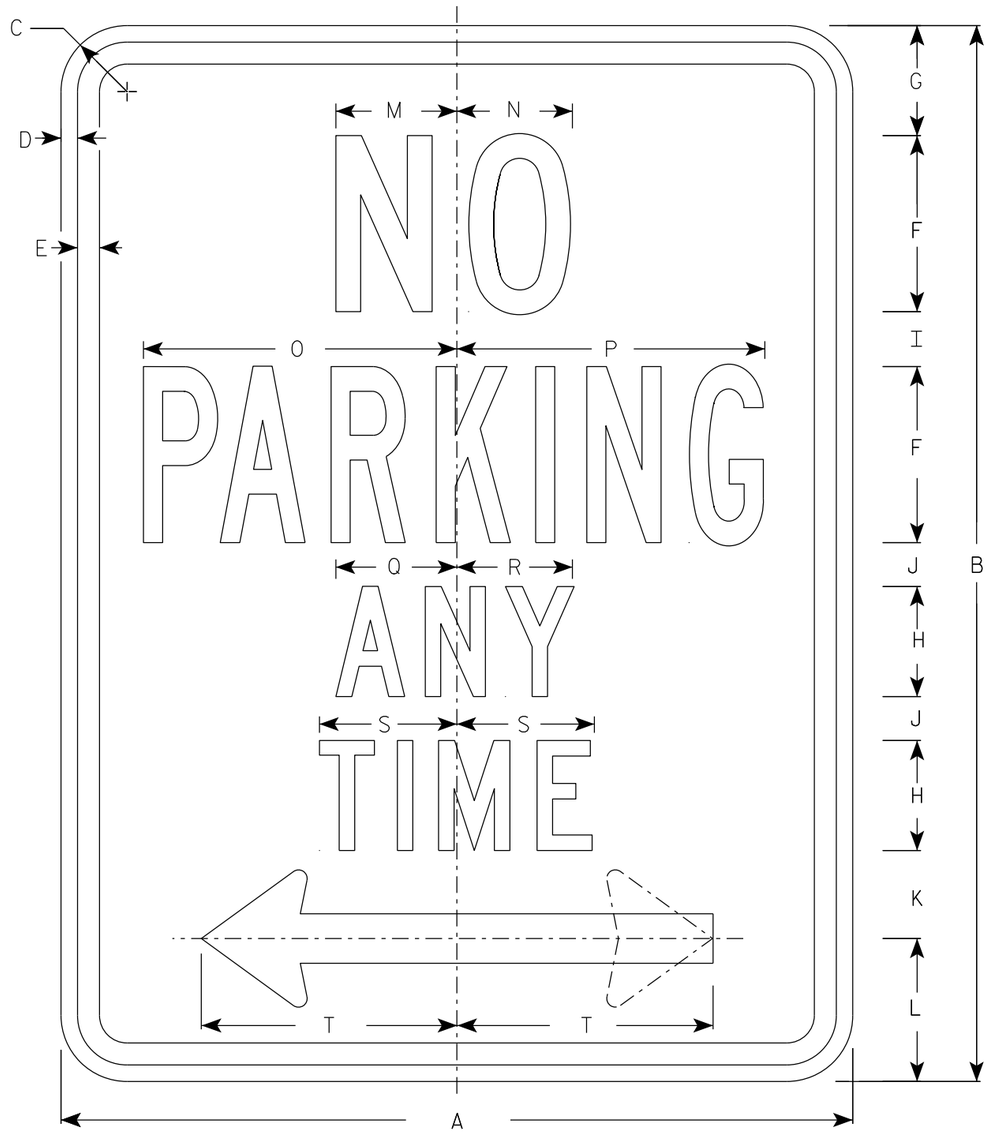
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R6-3.6

PROJECT NO:

SHEET NO: 733 E

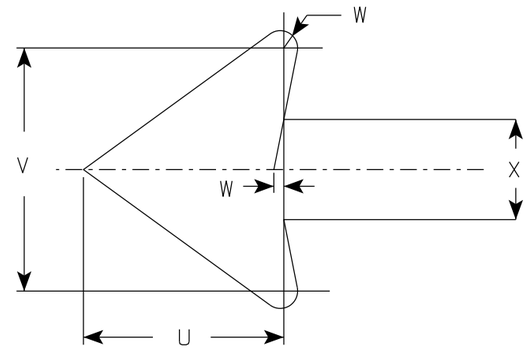


R7-1

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

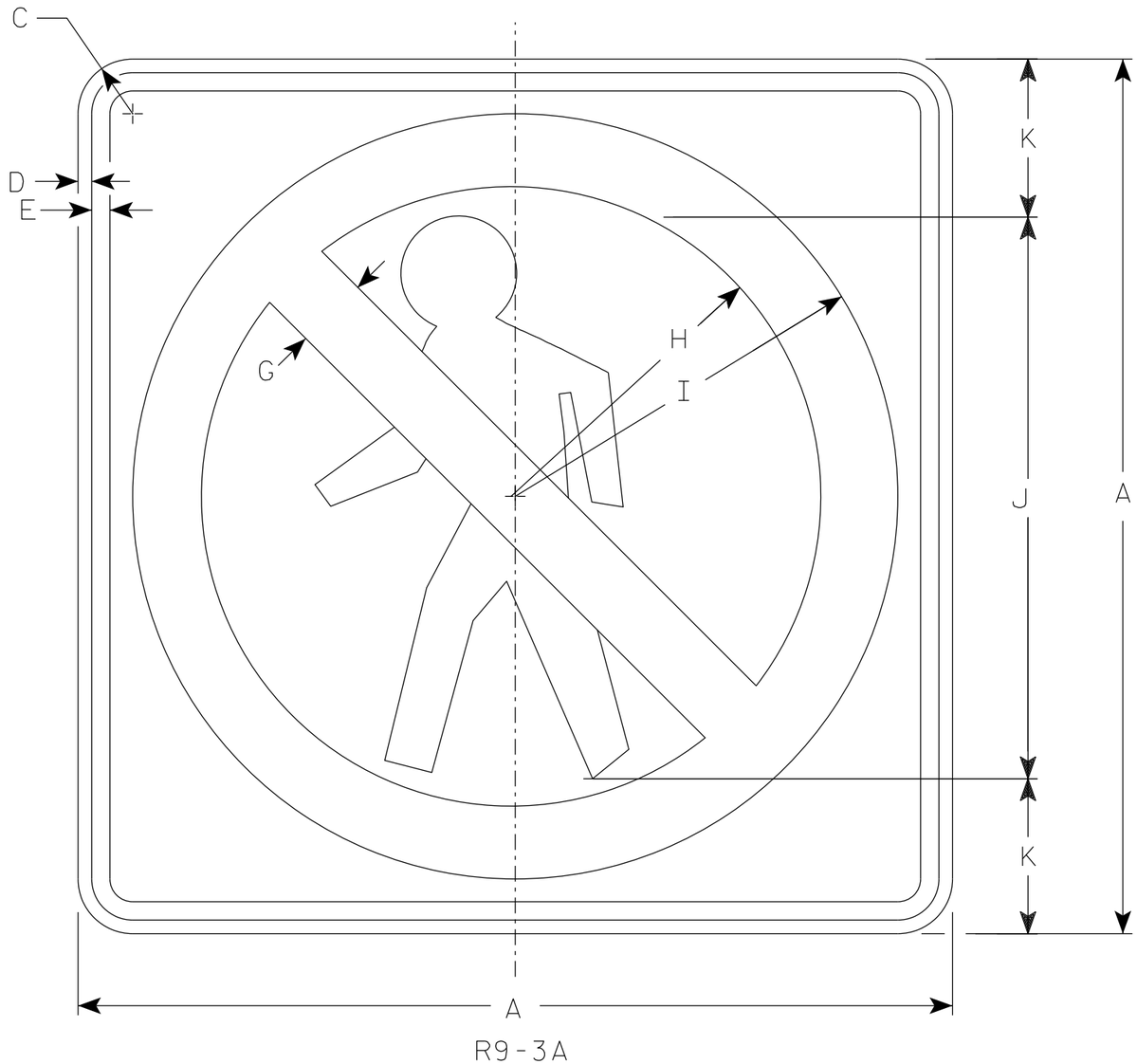
DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 734 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.dgn PLOT DATE : 26-OCT 2023 2:48 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7



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

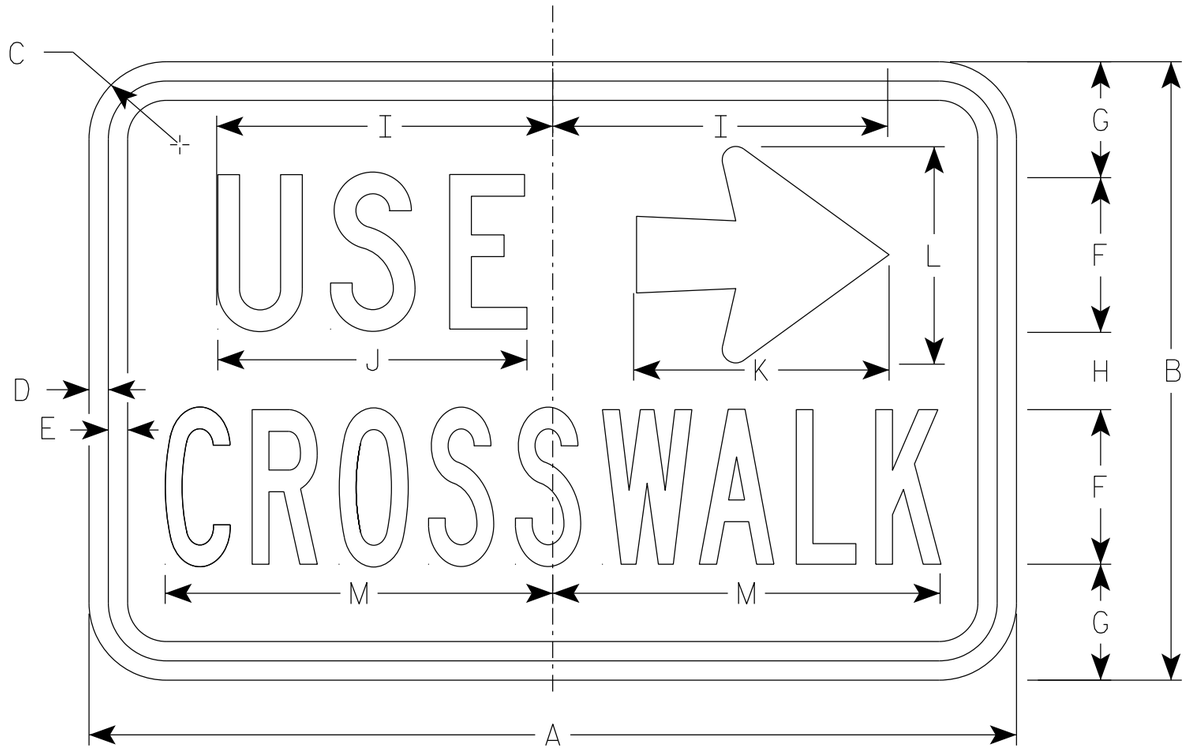
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 735 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

STANDARD SIGN
R9-3B

WISCONSIN DEPT OF TRANSPORTATION

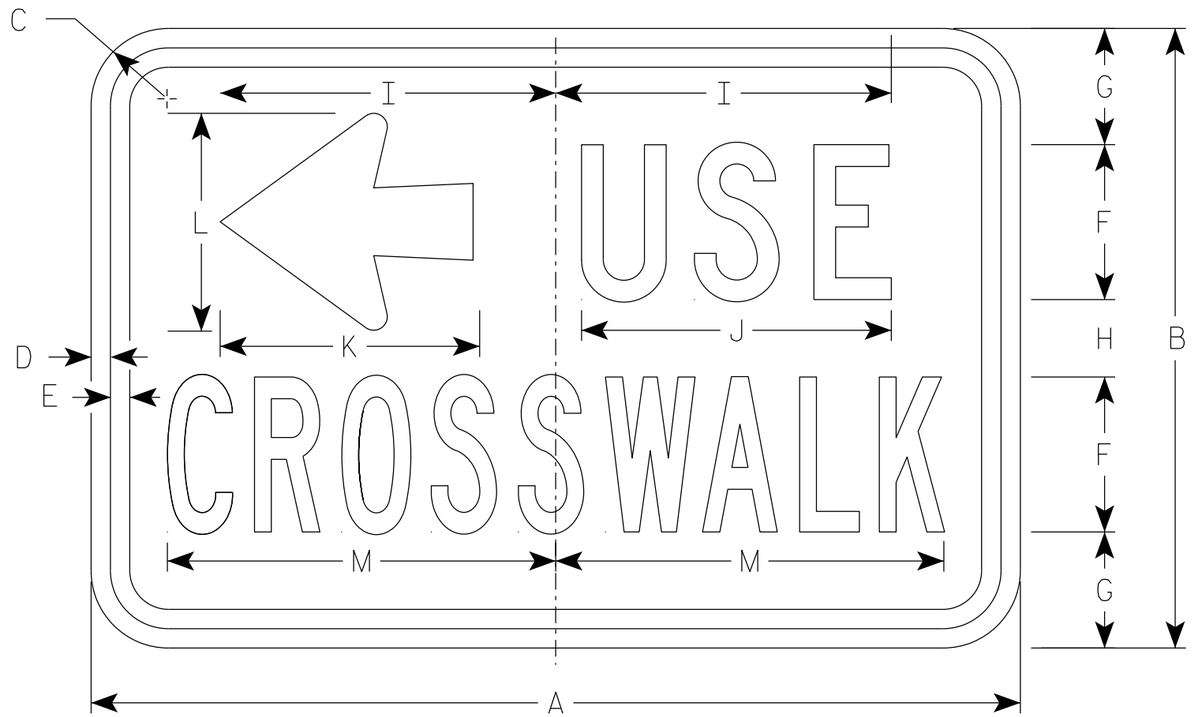
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 736 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3BL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 ½	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5
2M	18	12	1 ½	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5
3																											
4																											
5																											

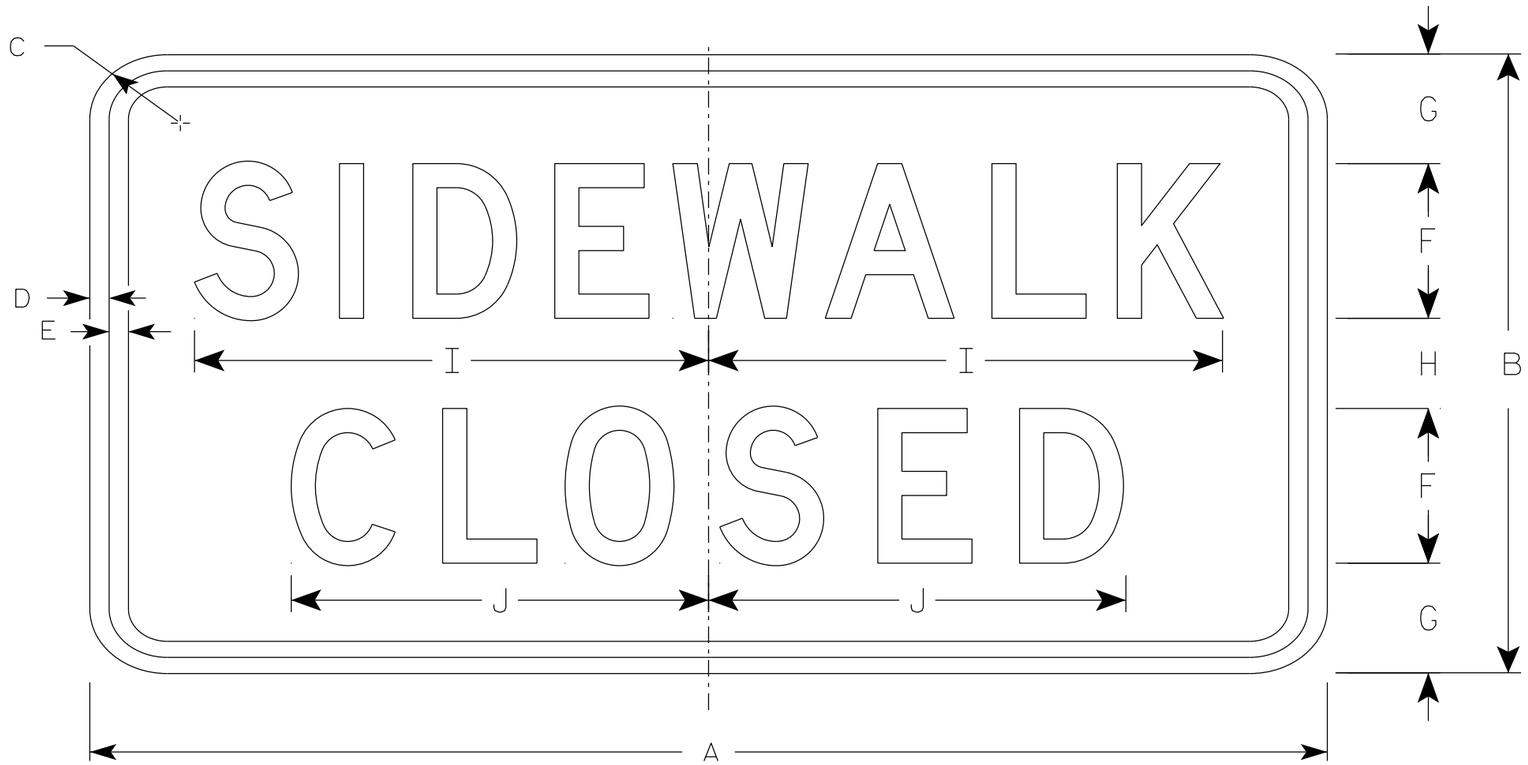
STANDARD SIGN
R9-3BL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3BL.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 737	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

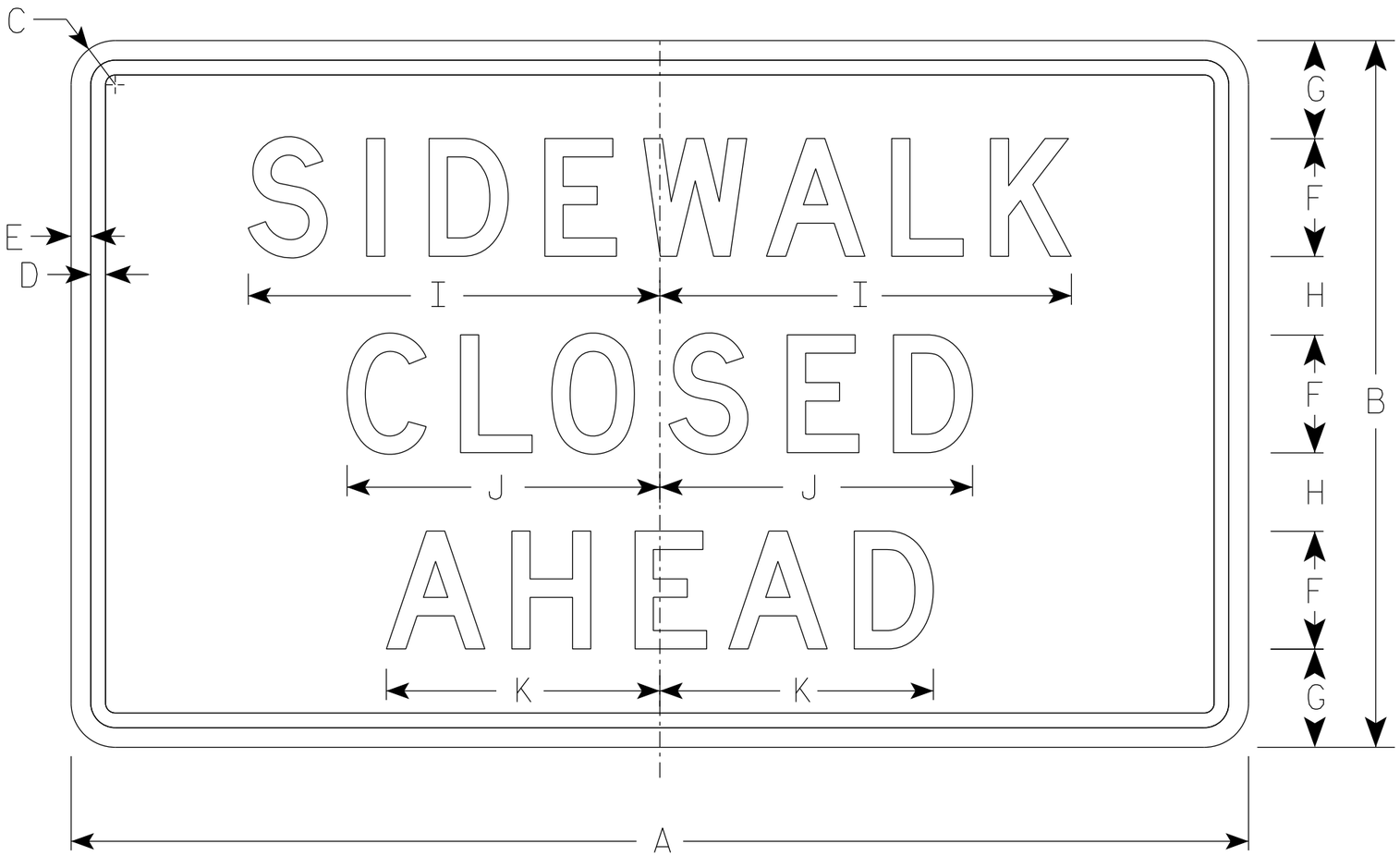
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 738 | 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

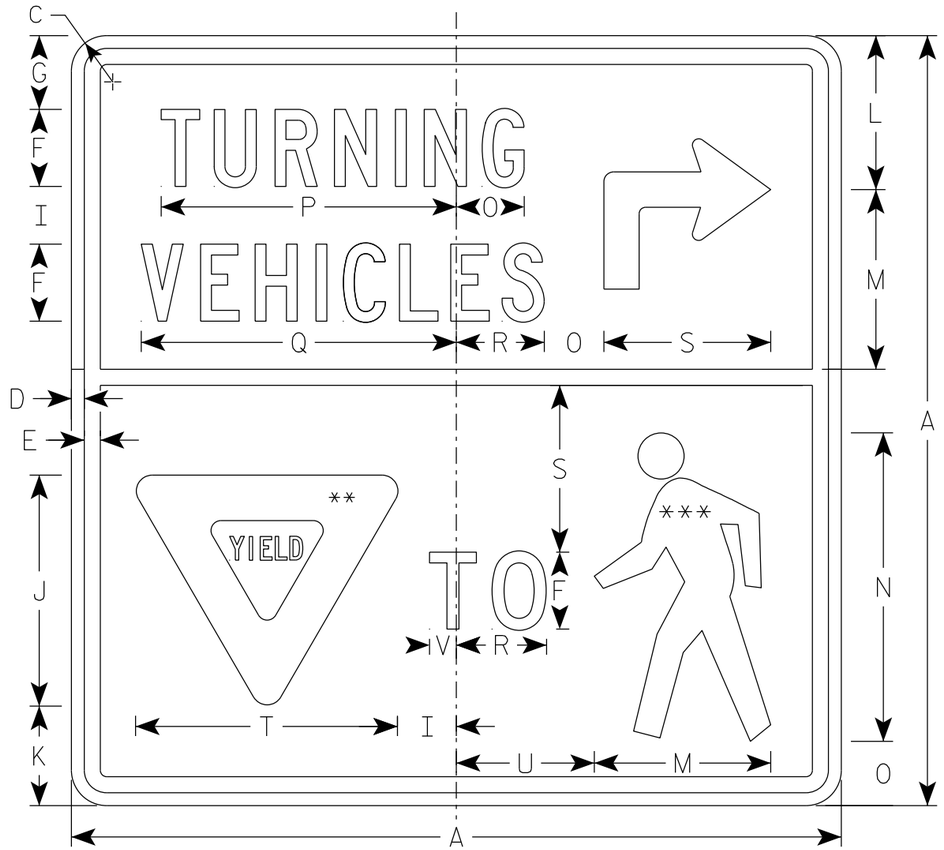
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 739	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R99A.DGN PLOT DATE : 24-JAN 2024 11:58 PLOT BY : mscj9h PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7 7



R10-15R

NOTES

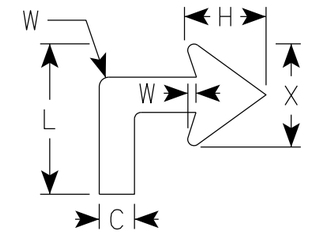
1. Sign is Type II - See Note 2 for Sheeting Type

2. Color:
   Background - Top Half - Yellow (Type F Reflective)
   Bottom Half - White (Type SH Reflective)
   Message - Black
   Yield Symbol - Red on White (Type SH Reflective)
   Ped Symbol - Black on White (Type SH Reflective)

3. Message Series - C except "TO" Series D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
2M	30		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
3																											
4																											
5																											

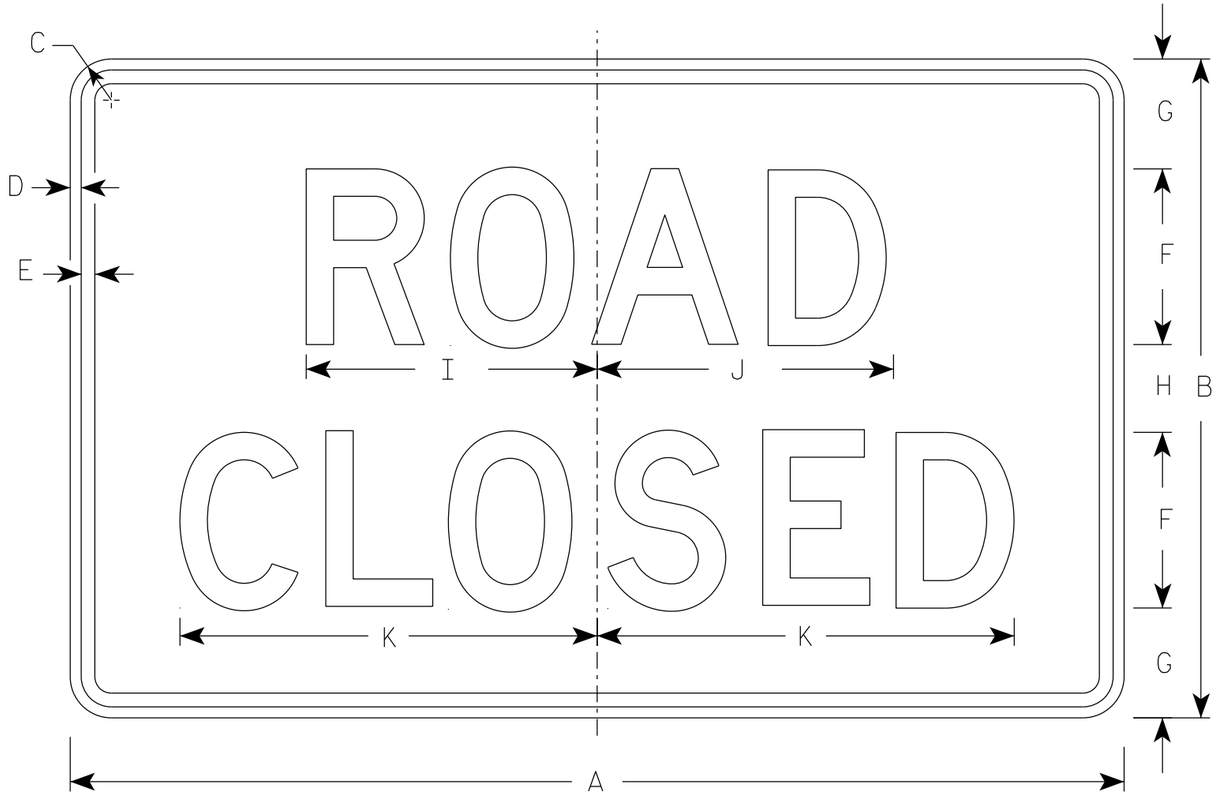
STANDARD SIGN
R10-15R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/24 PLATE NO. R10-15R.3

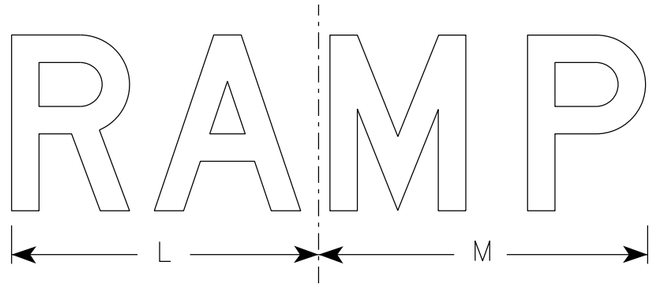
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 740	E



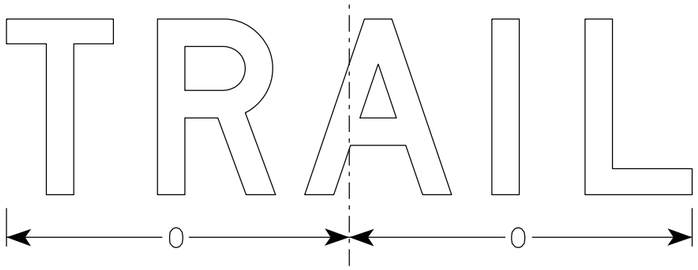
R11-2

NOTES

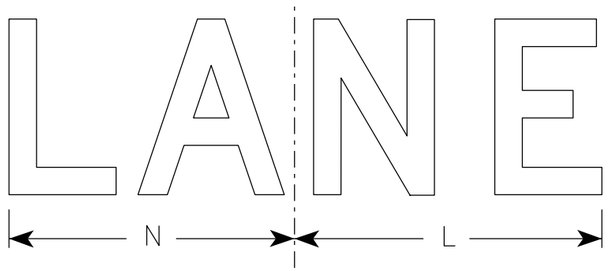
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

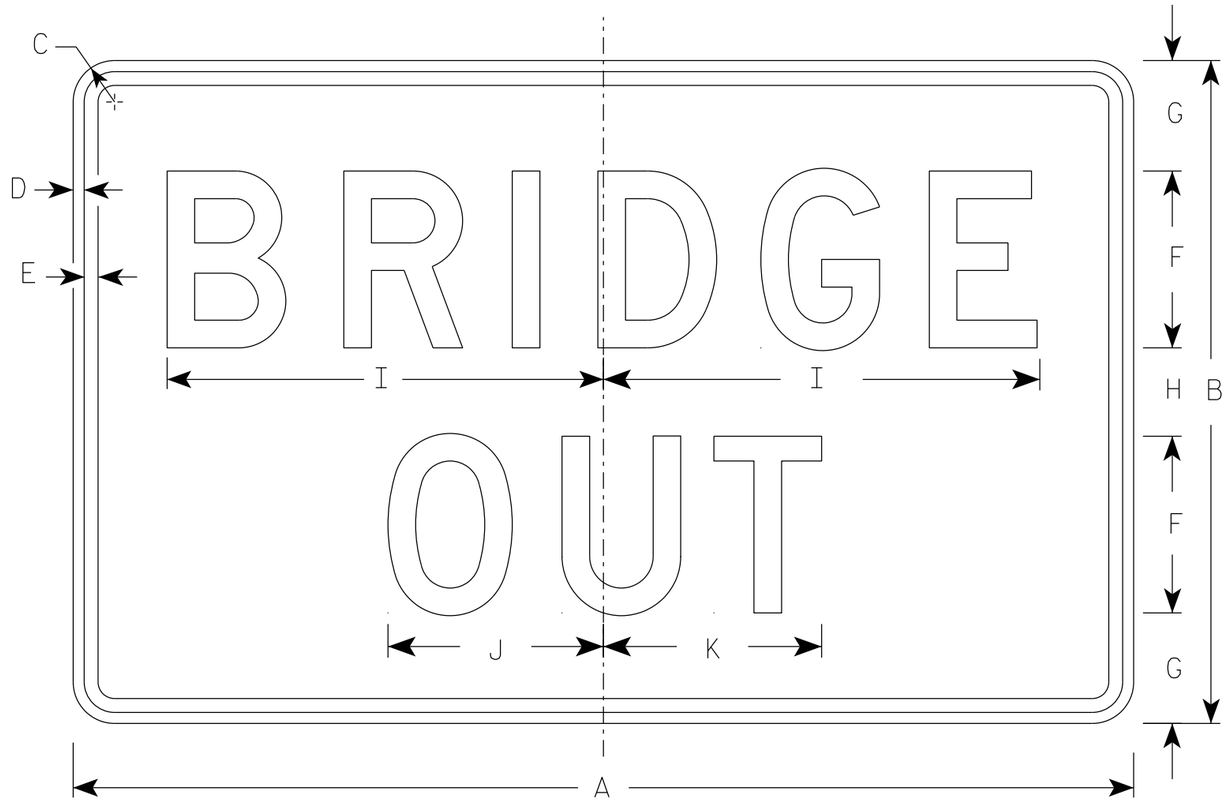
STANDARD SIGN
R11-2

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: 741 | E



R11-2B

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.

SIZE	A	B	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	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

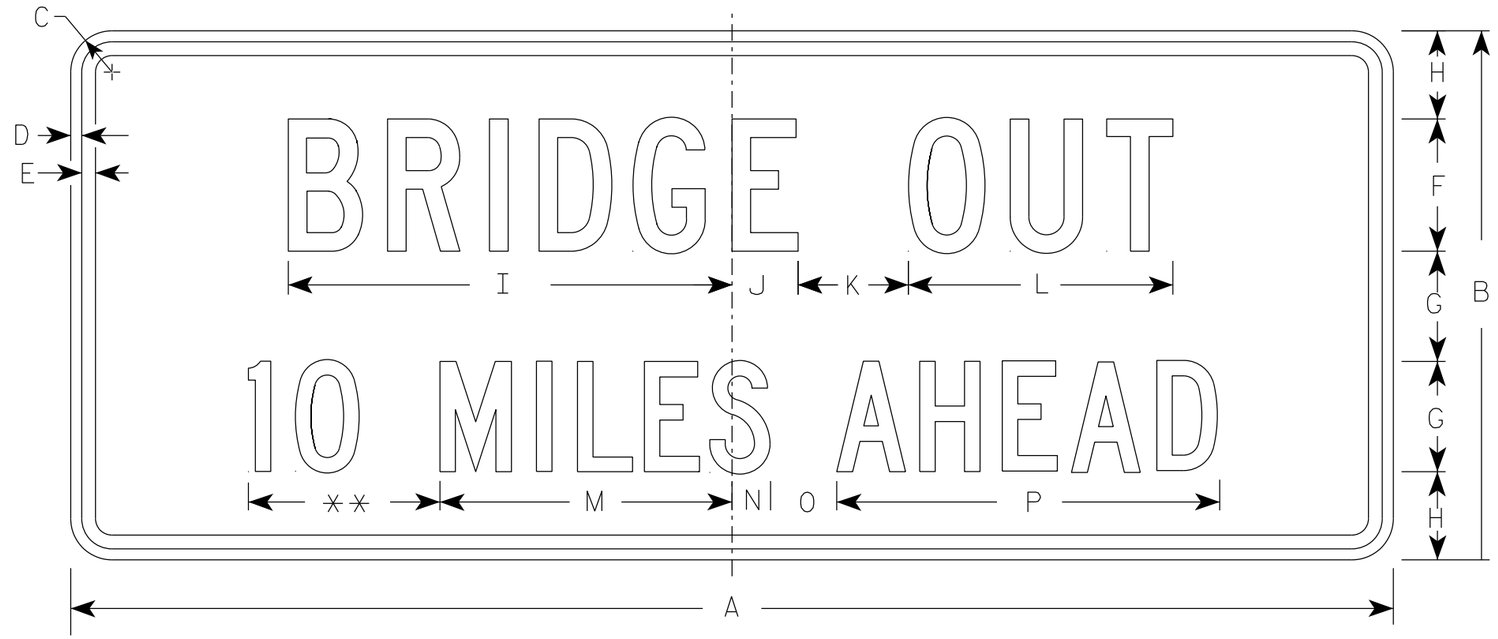
DATE 2/5/24 PLATE NO. R11-2B.3

PROJECT NO:

SHEET NO: 742 E

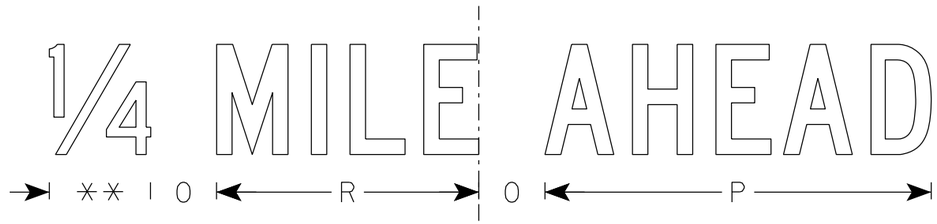
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** 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	15	1 1/2	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

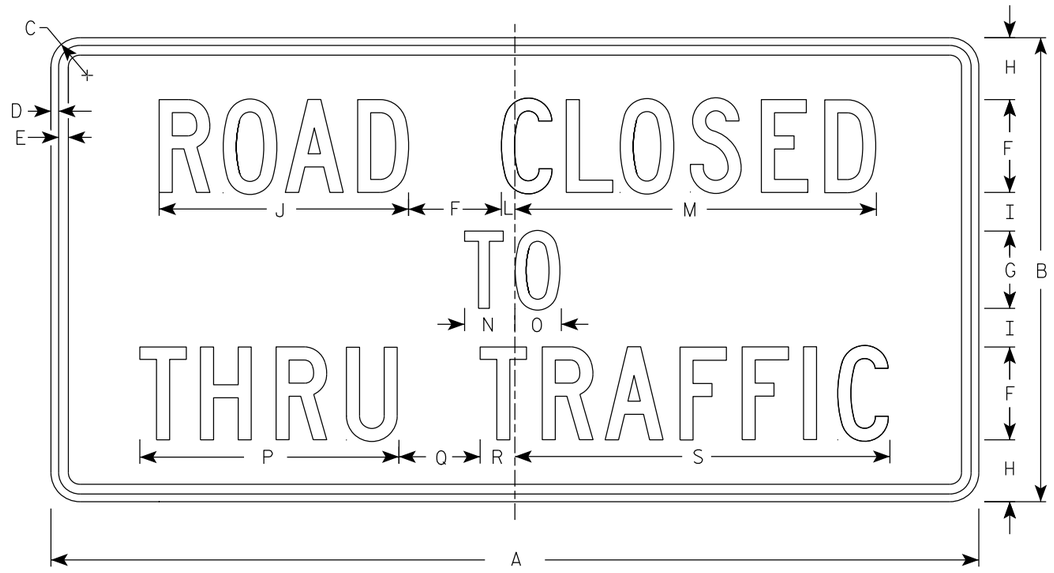
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3C.4

PROJECT NO:

SHEET NO: 743 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

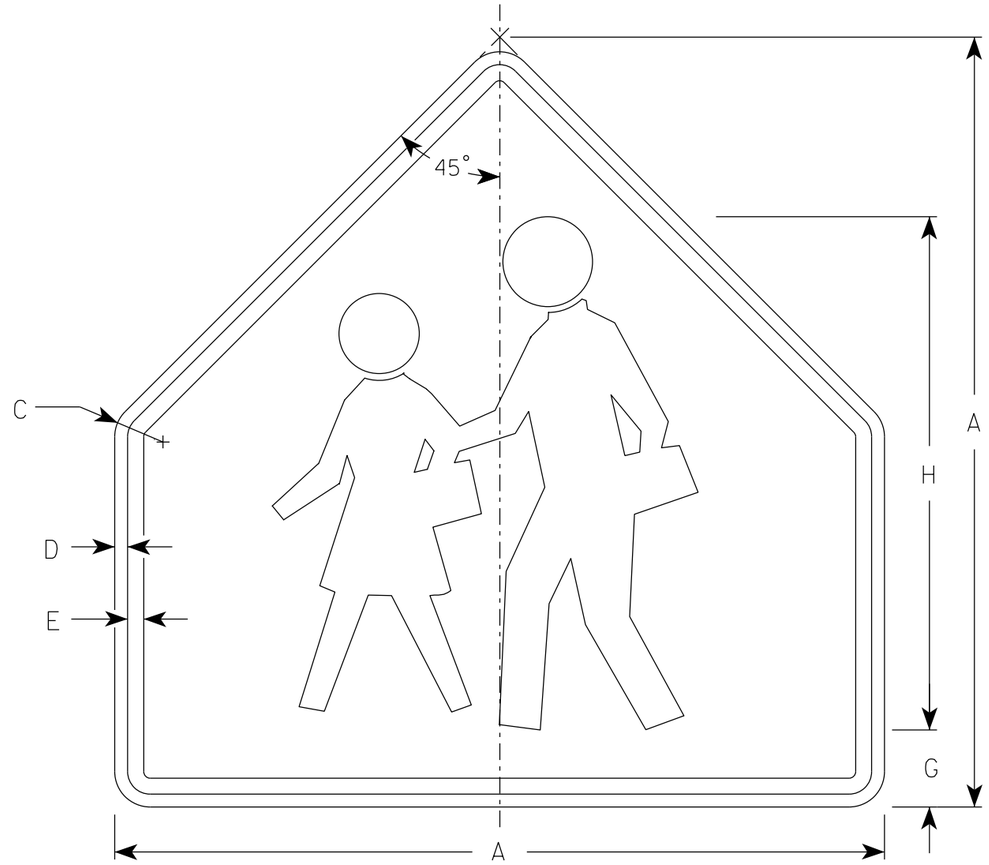
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 744 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black



S1-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2S	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
2M	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		1 7/8	3/4	1		4 3/4	32																			12
5																											

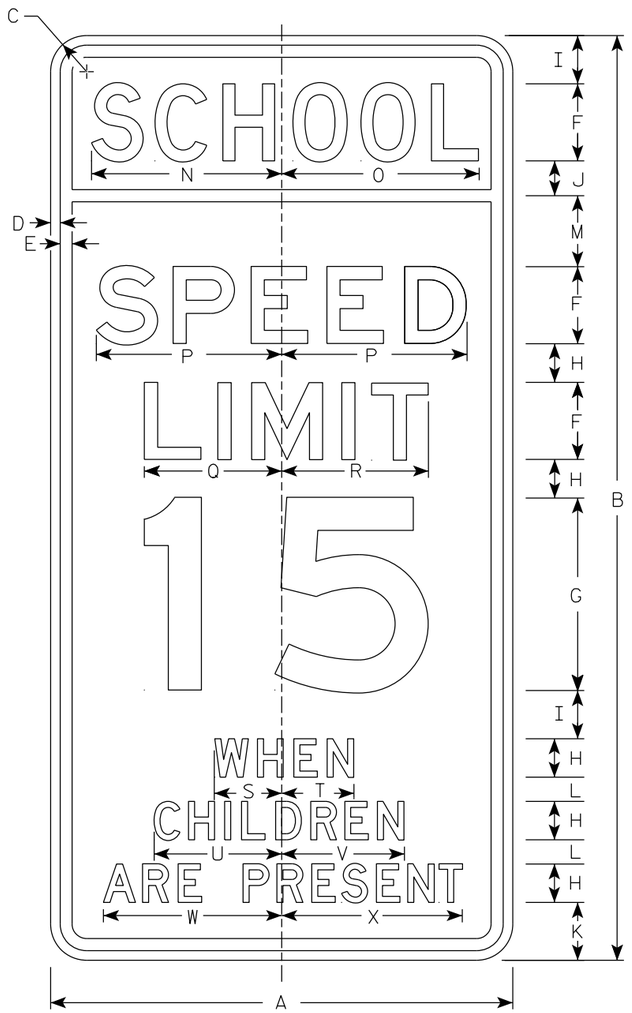
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/16/2023 PLATE NO. S1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 745 | E



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

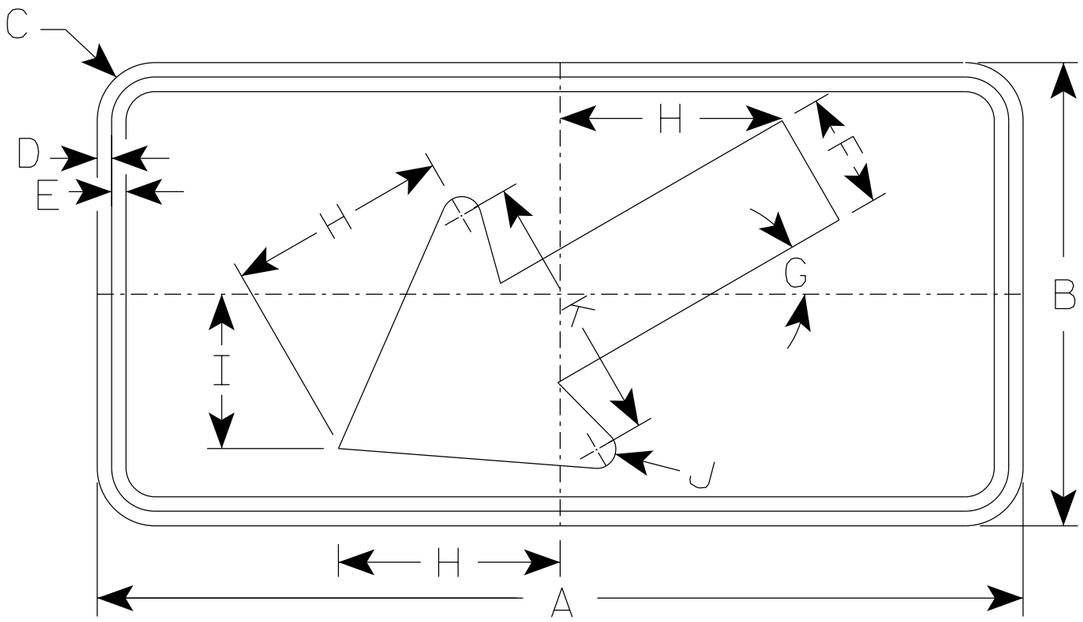
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/22/2023 PLATE NO. S4-51.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 746 | 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

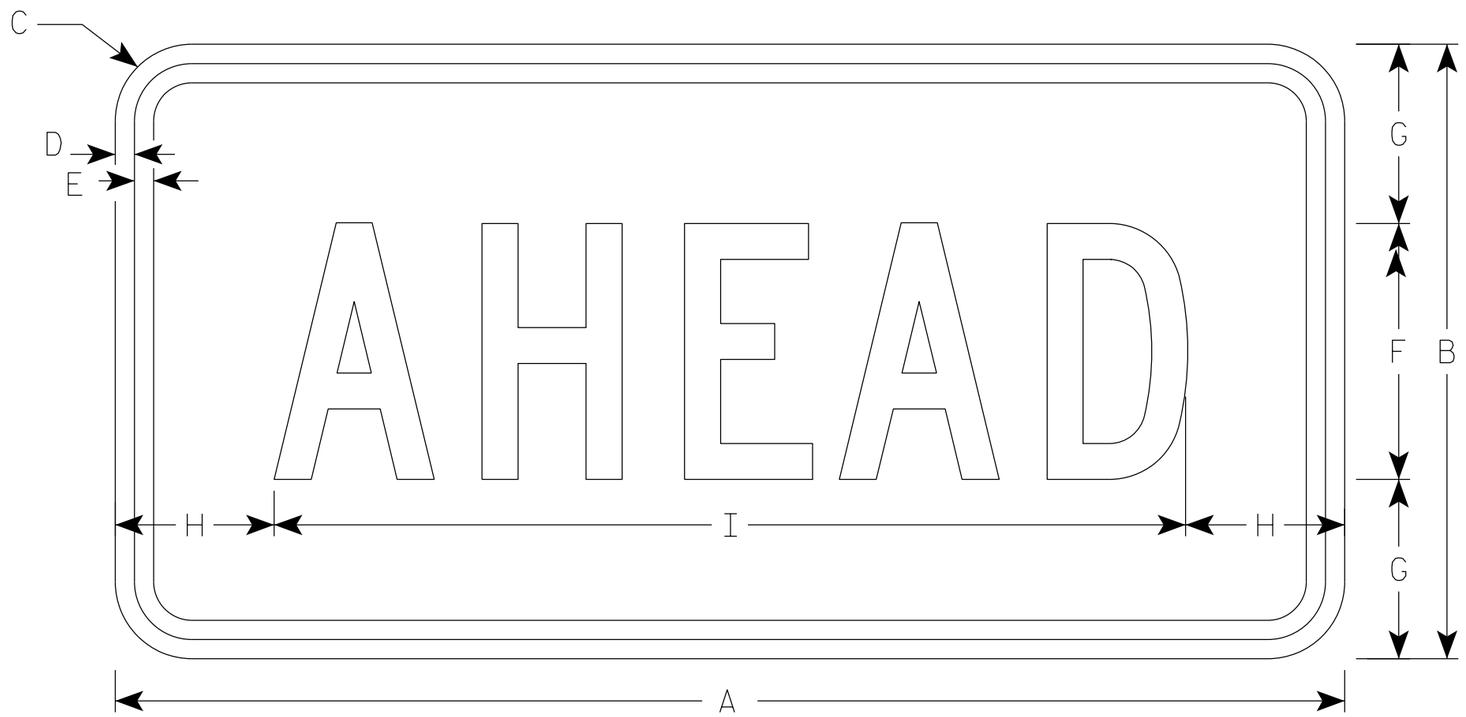
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S16-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 747 | 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

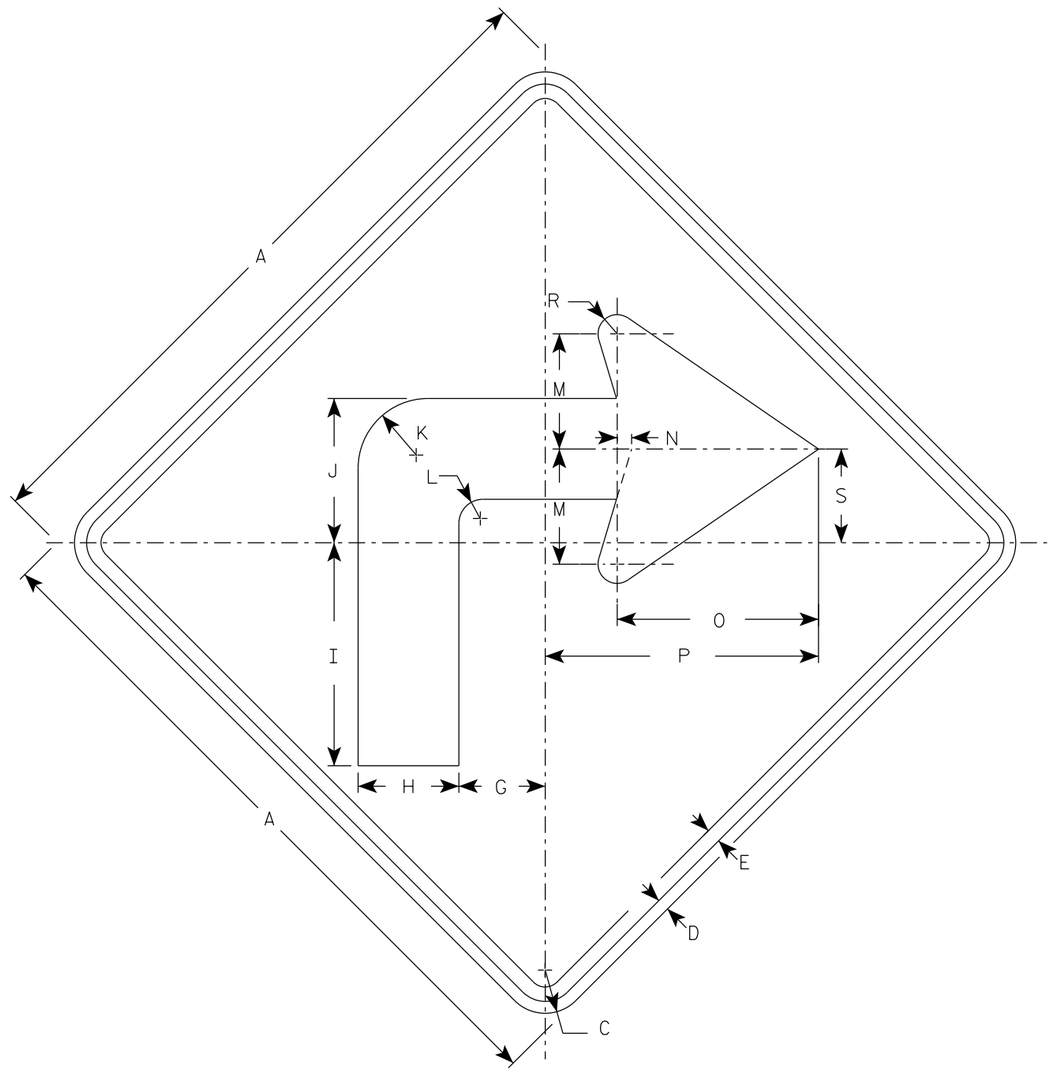
WISCONSIN DEPT OF TRANSPORTATION

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



W1-1R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-1L is the same as W1-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2		3	3 1/2	7 3/4	5	2 1/2	7/8	4	1/2	7	9 1/2		5/8	3 1/4								4.0
2S	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
2M	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
3	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
4	48		3	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
5	48		3	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0

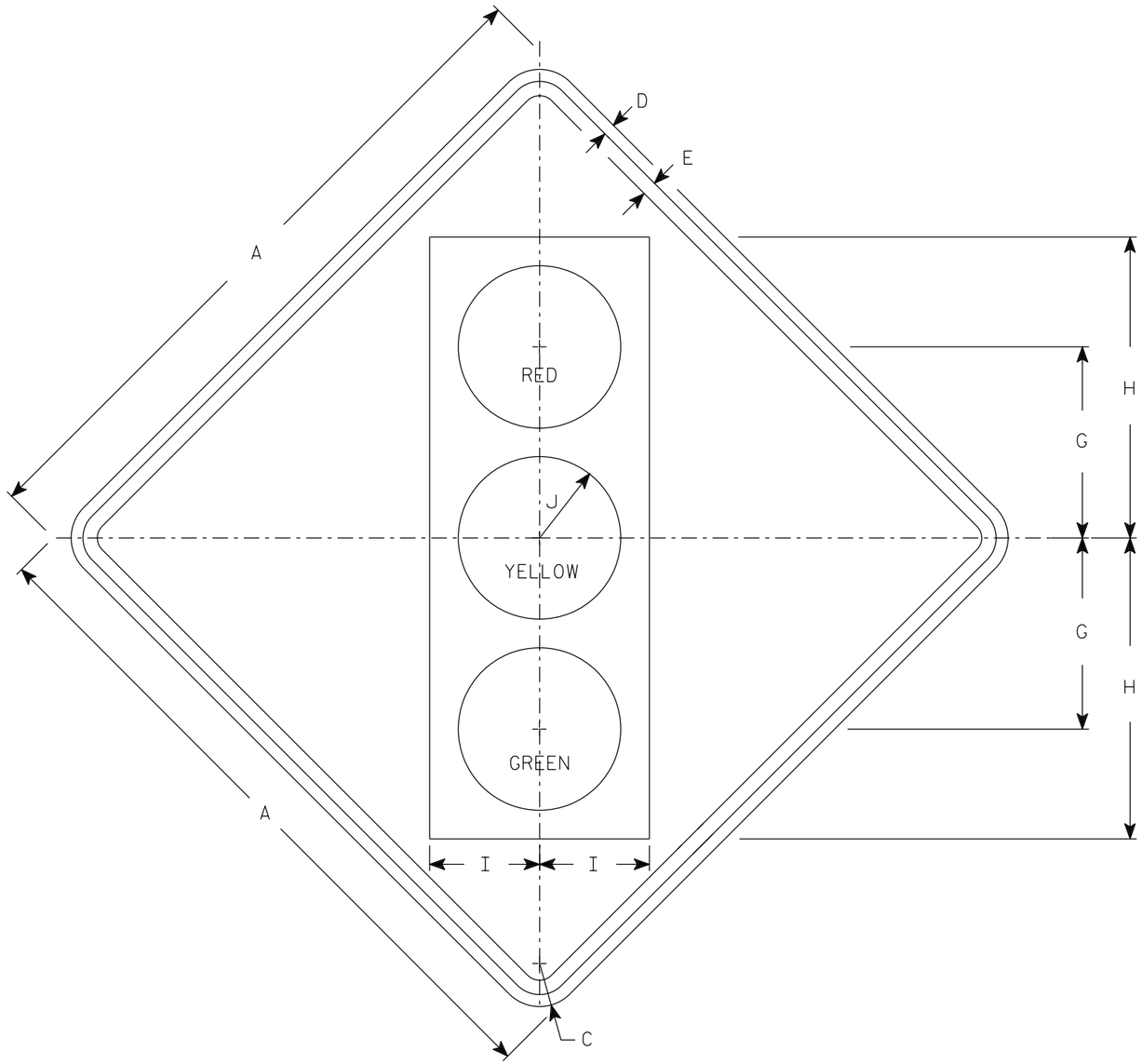
STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/22/2023 PLATE NO. W1-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W3-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - See Note 3
3. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0

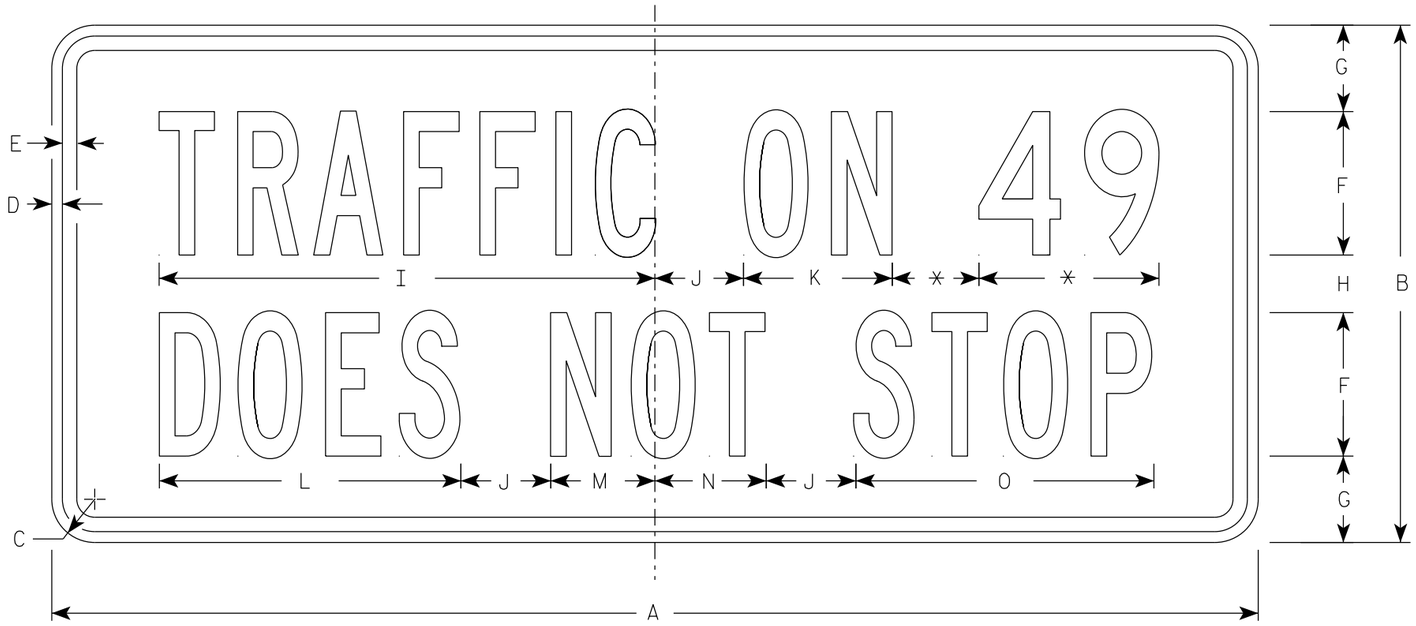
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/2023 PLATE NO. W3-3.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 750	E



W4-4C

* VARIES

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - B (See note 4)
4. Highway Number usually Series D. 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																											
2S	24	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	3 1/8	6 1/4	2 1/4	2 1/4	6 1/4												2.0
2M	24	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	3 1/8	6 1/4	2 1/4	2 1/4	6 1/4												2.0
3	36	15	1 1/2	3/8	1/2	4	2 5/8	1 3/4	13 7/8	2 3/8	4 1/4	8 3/8	3 1/8	3 1/8	8 3/8												3.75
4	42	18	1 1/2	3/8	1/2	5	3	2	17 1/4	3 1/8	5 1/8	10 1/2	3 7/8	3 7/8	10 3/8												5.25
5																											

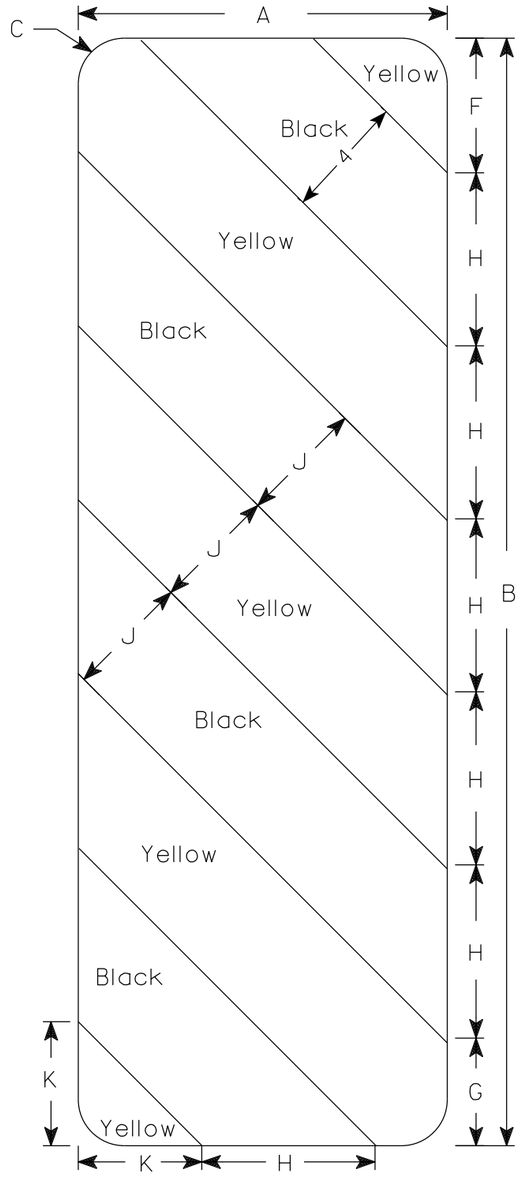
STANDARD SIGN
W4-4C

WISCONSIN DEPT OF TRANSPORTATION

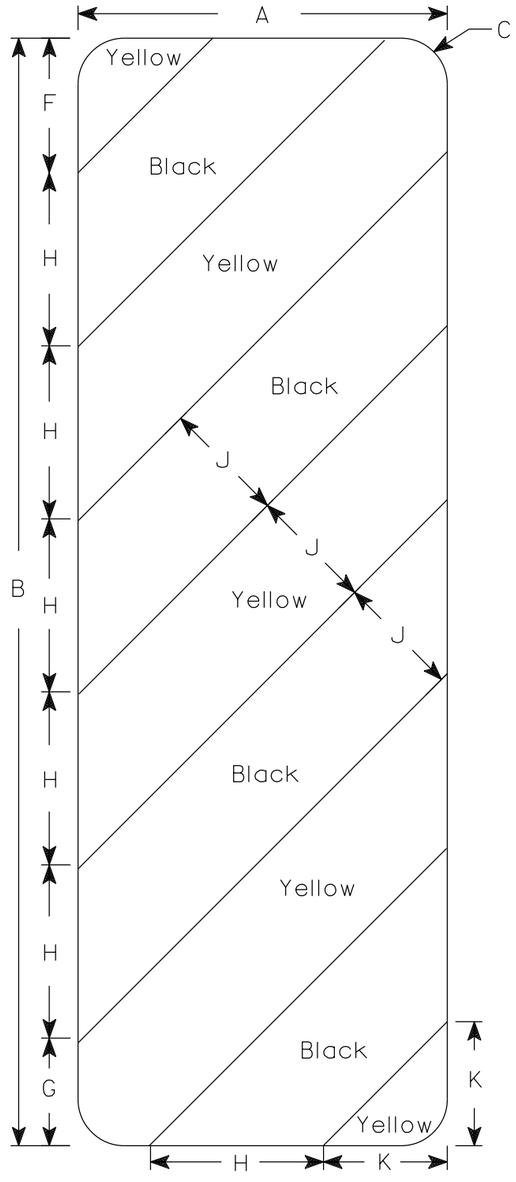
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/5/2023 PLATE NO. W4-4.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 751	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

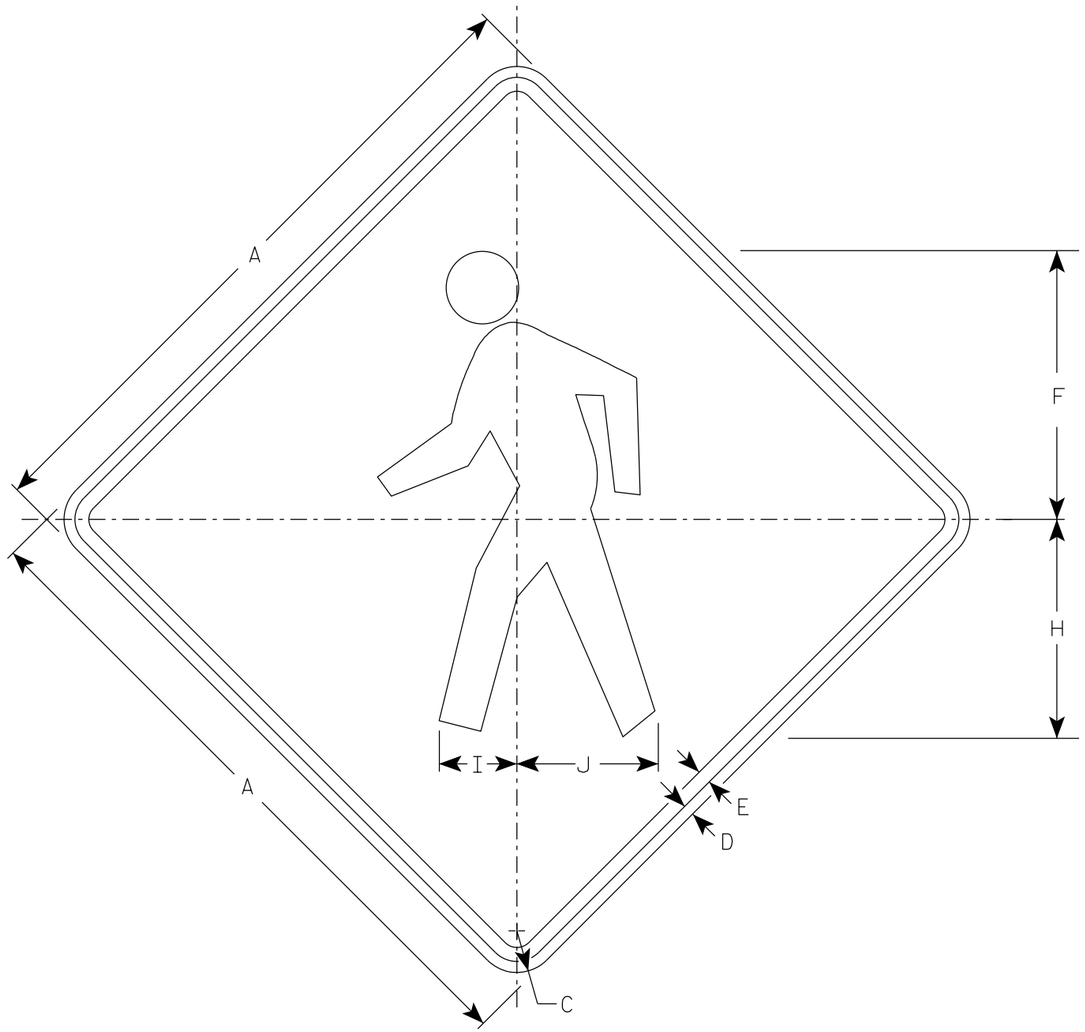
W5-52L & W5-52R

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: 752 E



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 7/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

W11-2

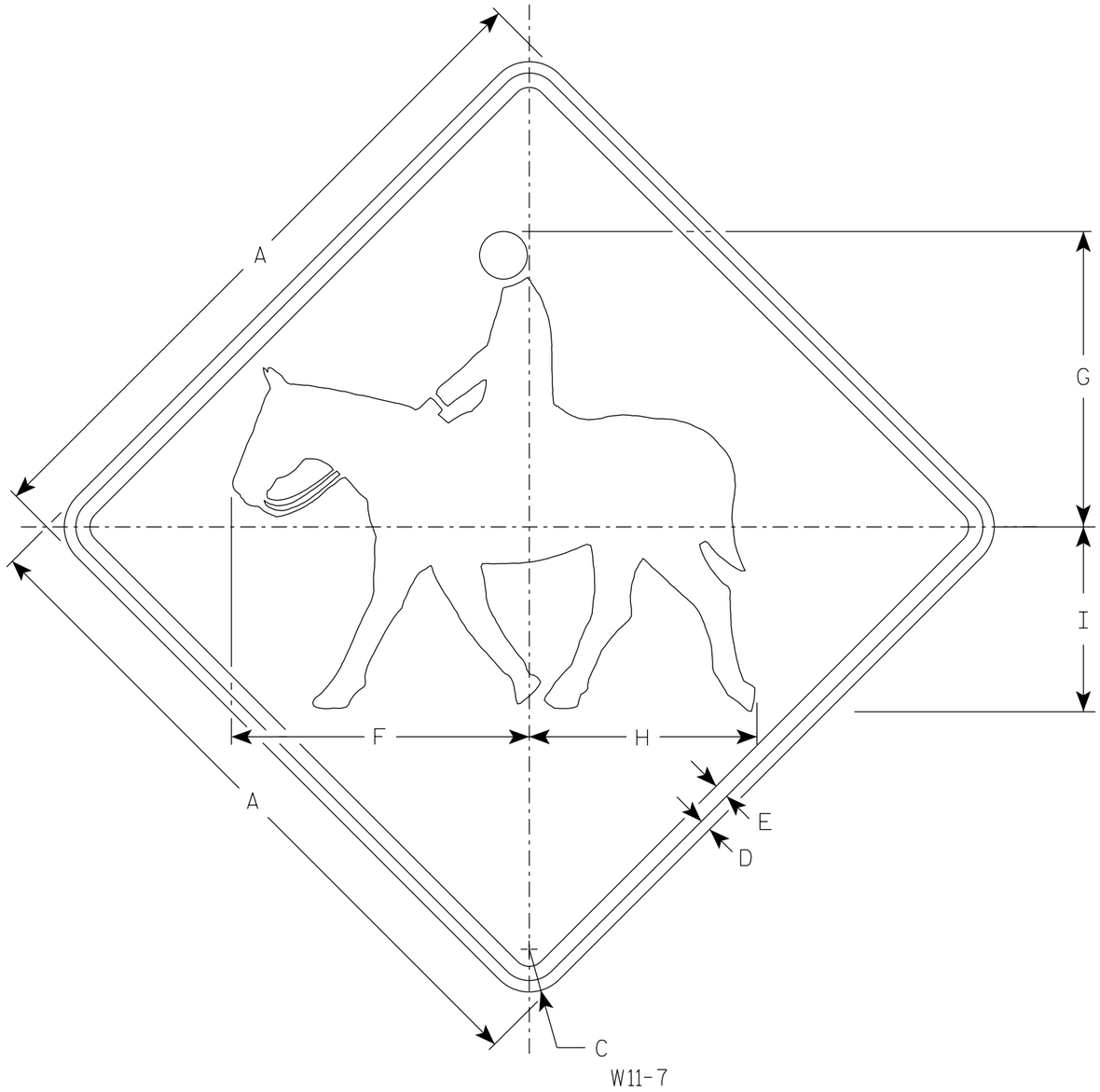
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-2.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 753 | E



W11-7

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	10 1/2	10 5/8	8	6 1/2																		4.0
2S	30		1 7/8	1/2	5/8	13	13	10	8 1/8																		6.25
2M	30		1 7/8	1/2	5/8	13	13	10	8 1/8																		6.25
3	36		2 1/4	5/8	3/4	15 1/2	15 5/8	12	9 3/4																		9.0
4	48		3	3/4	1	21	21	16	13																		16.0
5																											

STANDARD SIGN

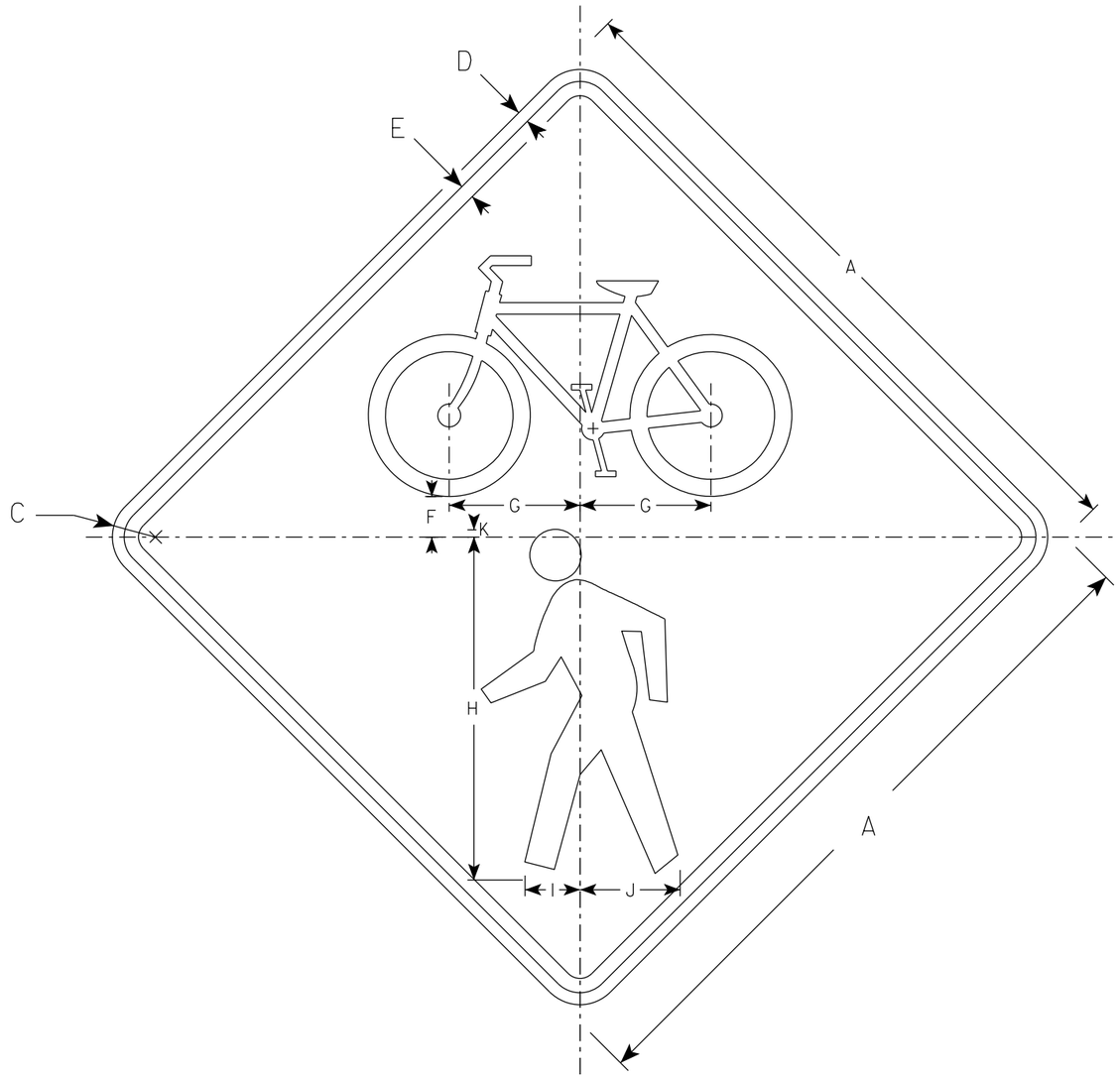
W11-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/2023 PLATE NO. W11-7.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 754	E



W11-15

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	1 3/8	4 5/8	12	1 7/8	3 1/2	1/4																4.0
2S	30		1 7/8	1/2	5/8	1 3/4	5 3/4	15	2 3/8	4 3/8	3/8																6.25
2M	36		2 1/4	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
3	36		2 1/4	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
4	48		3	3/4	1	2 7/8	9 1/8	24	3 7/8	7	1/2																16.0
5																											

STANDARD SIGN
W11-15

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

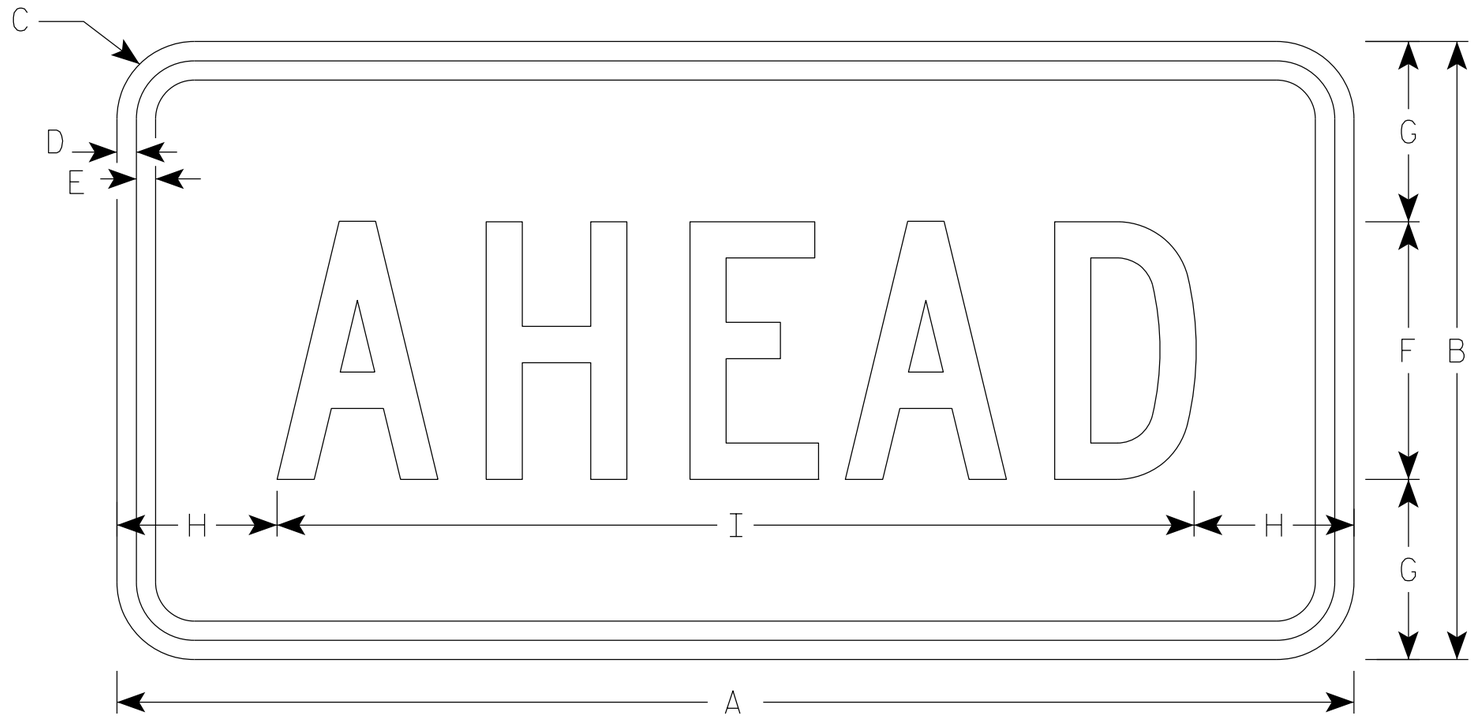
DATE 11/21/2023 PLATE NO. W11-15.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 755 | 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																											

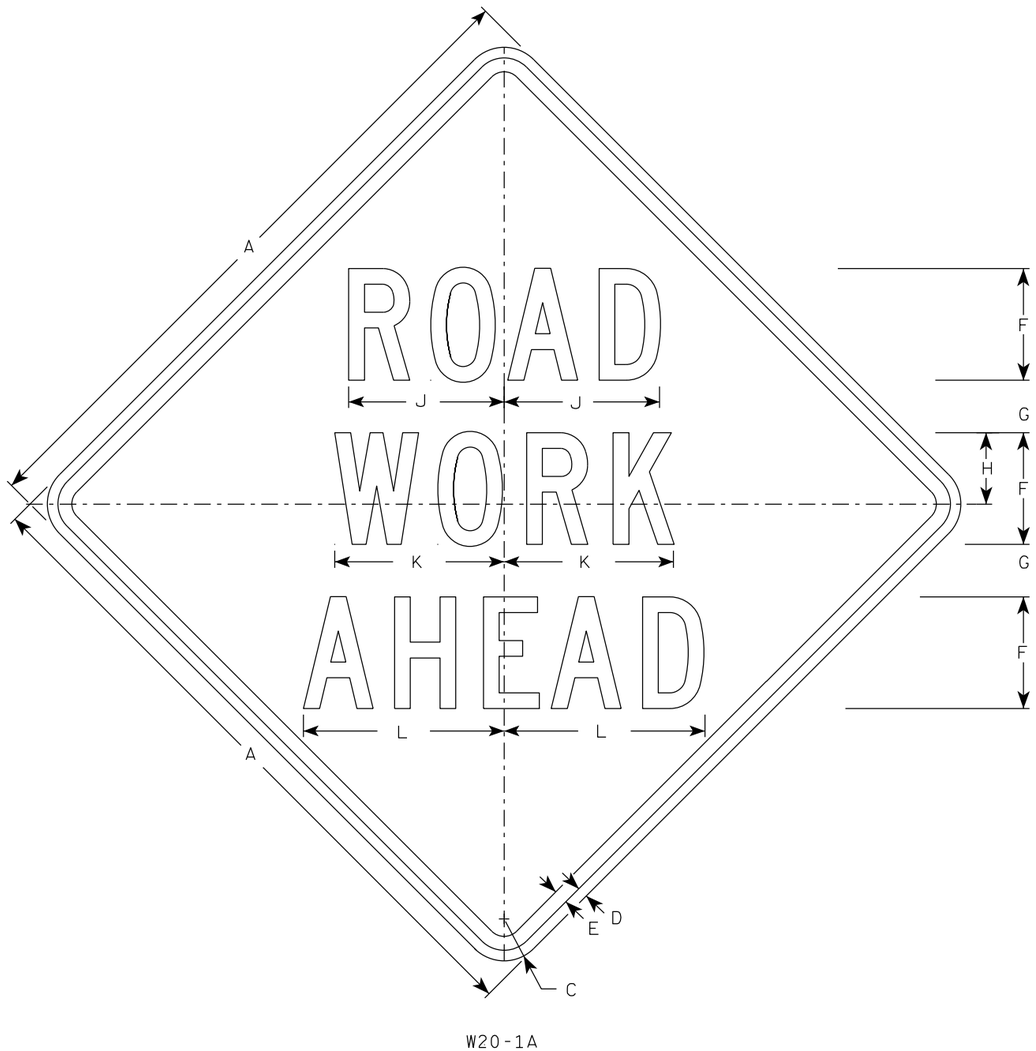
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

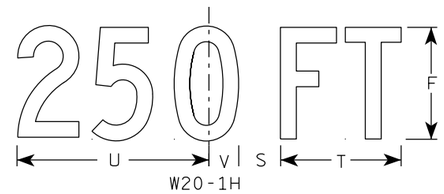
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-9P.9

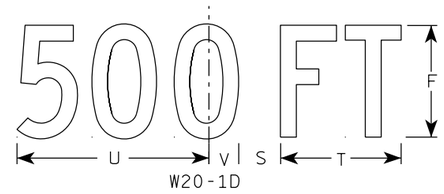
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 756 | E



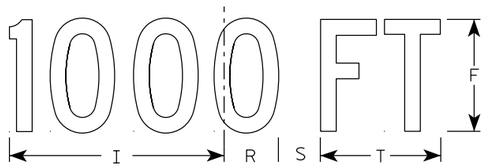
W20-1A



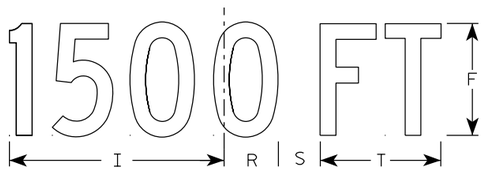
W20-1H



W20-1D



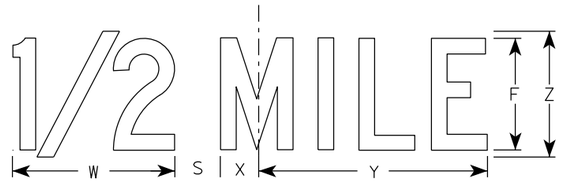
W20-1C



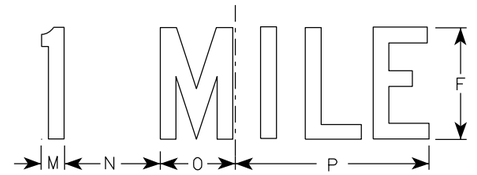
W20-1B

NOTES

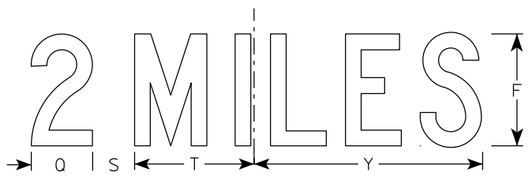
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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

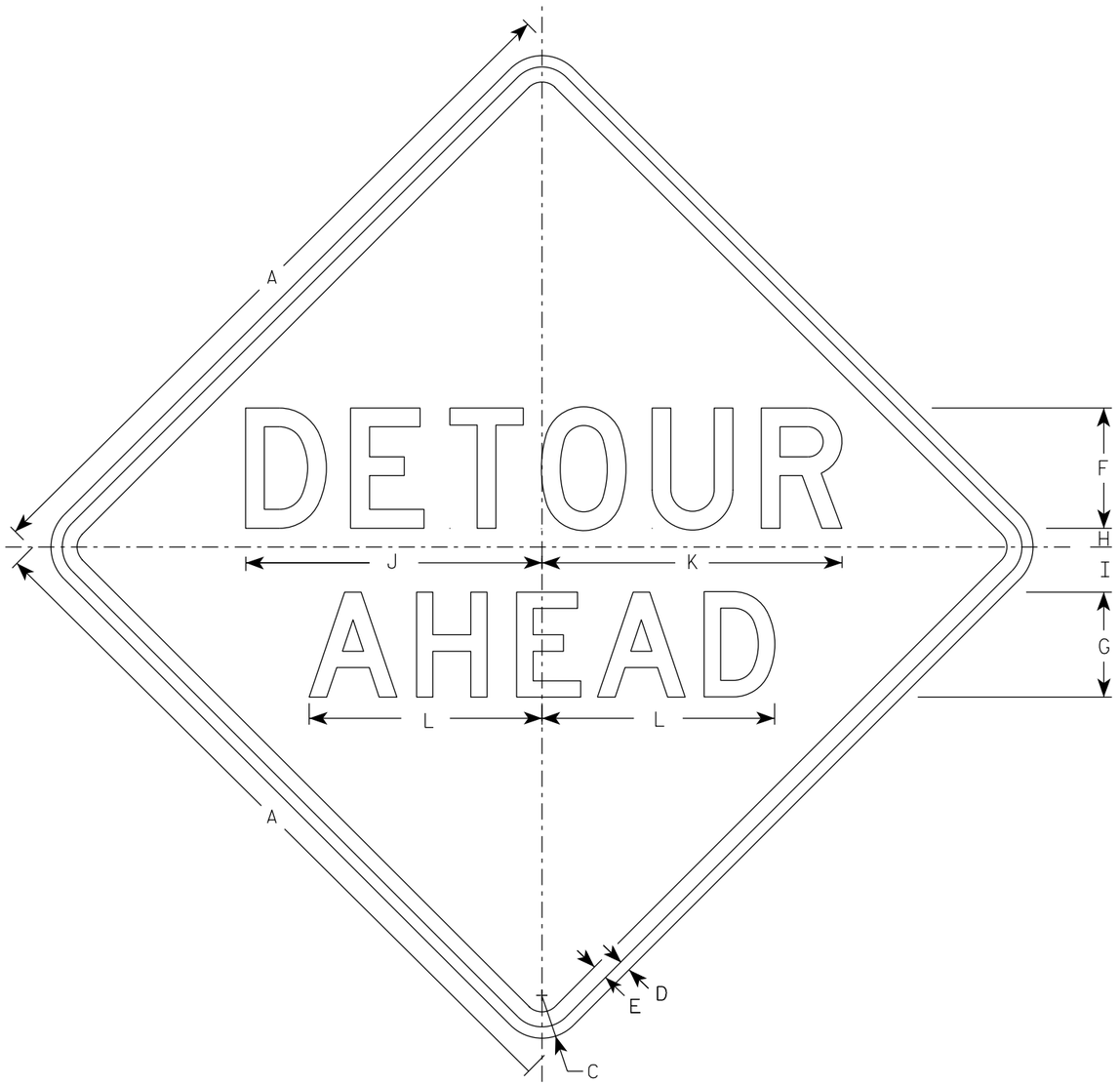
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

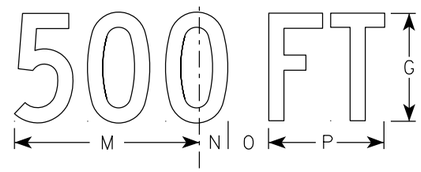
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

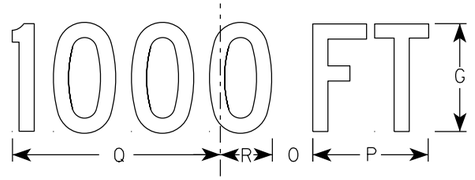
SHEET NO: 757 E



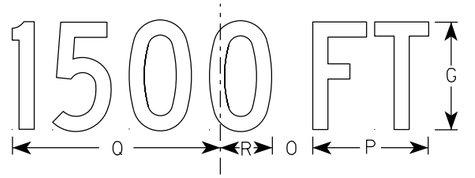
W20-2A



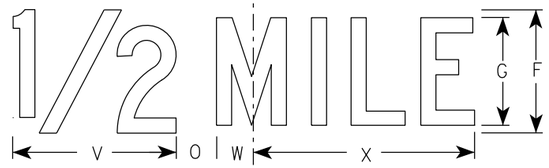
W20-2D



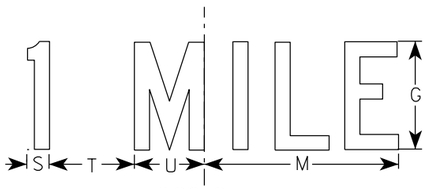
W20-2C



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

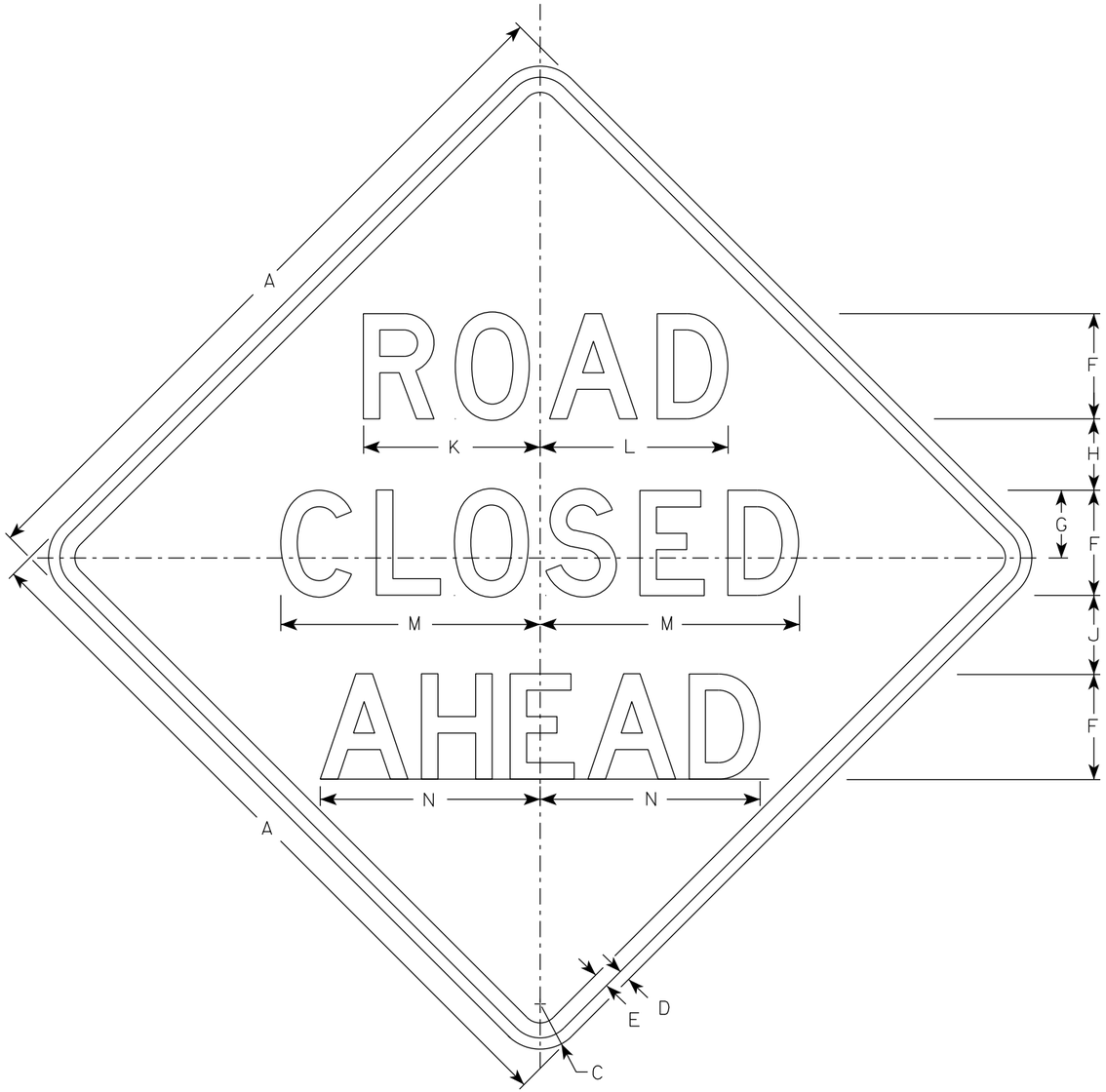
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-2.7

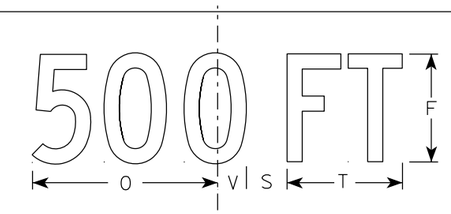
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

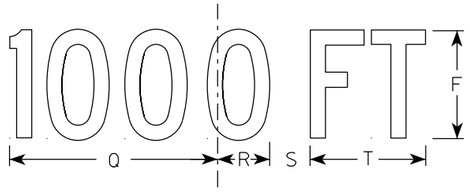
7



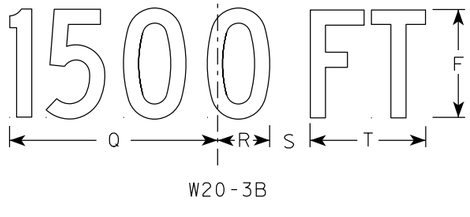
W20-3A



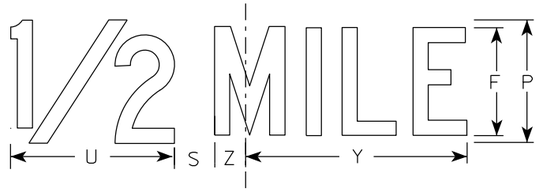
W20-3D



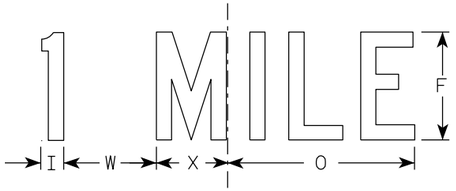
W20-3C



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

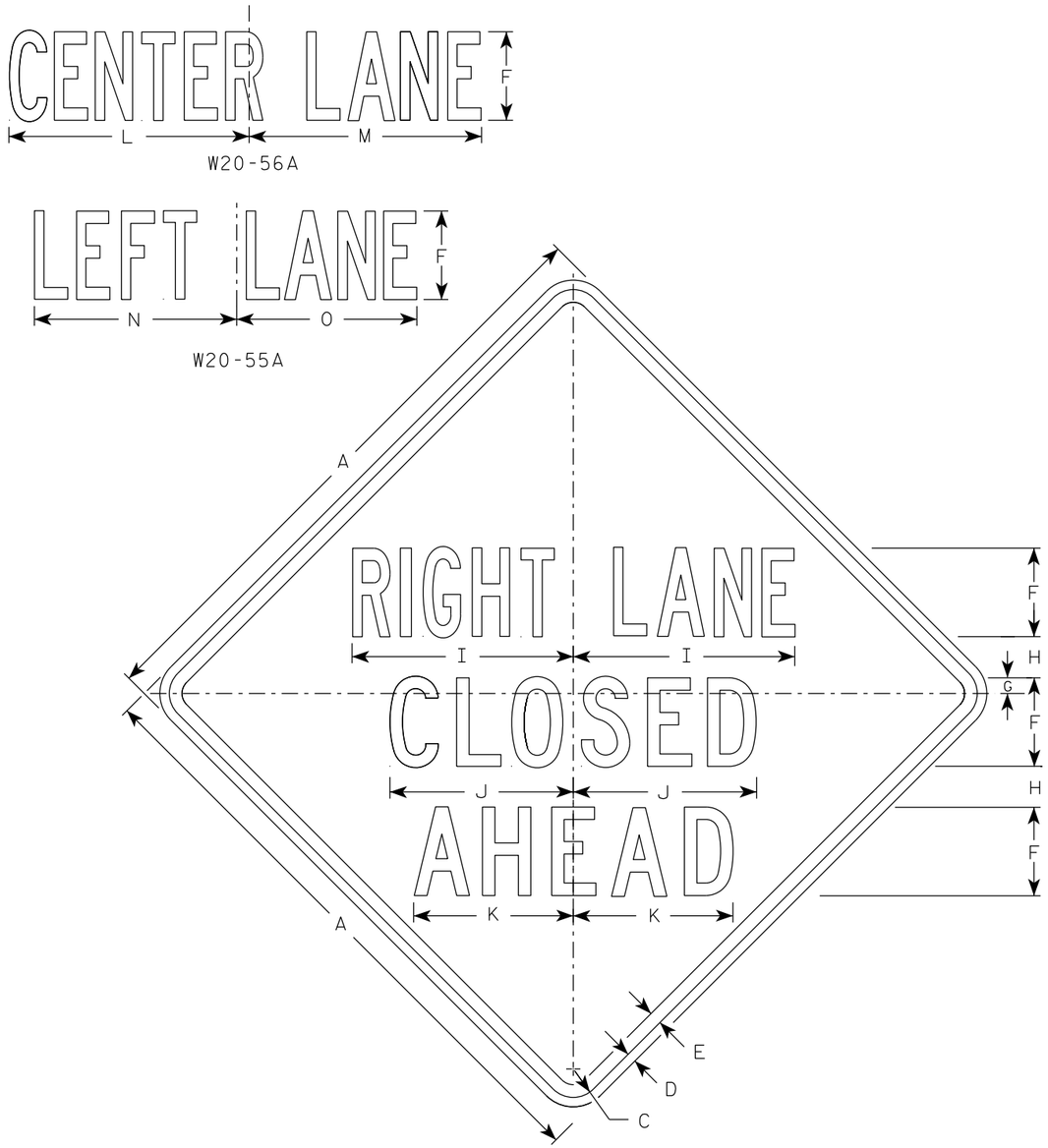
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

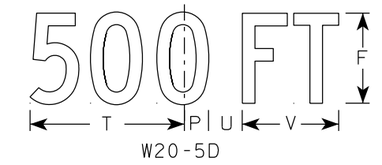
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

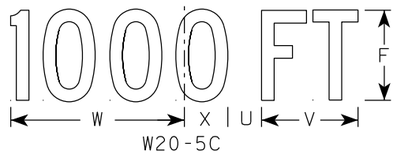
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 759 | E



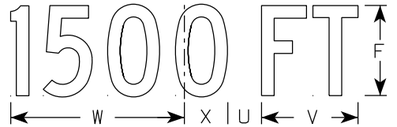
W20-5A



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

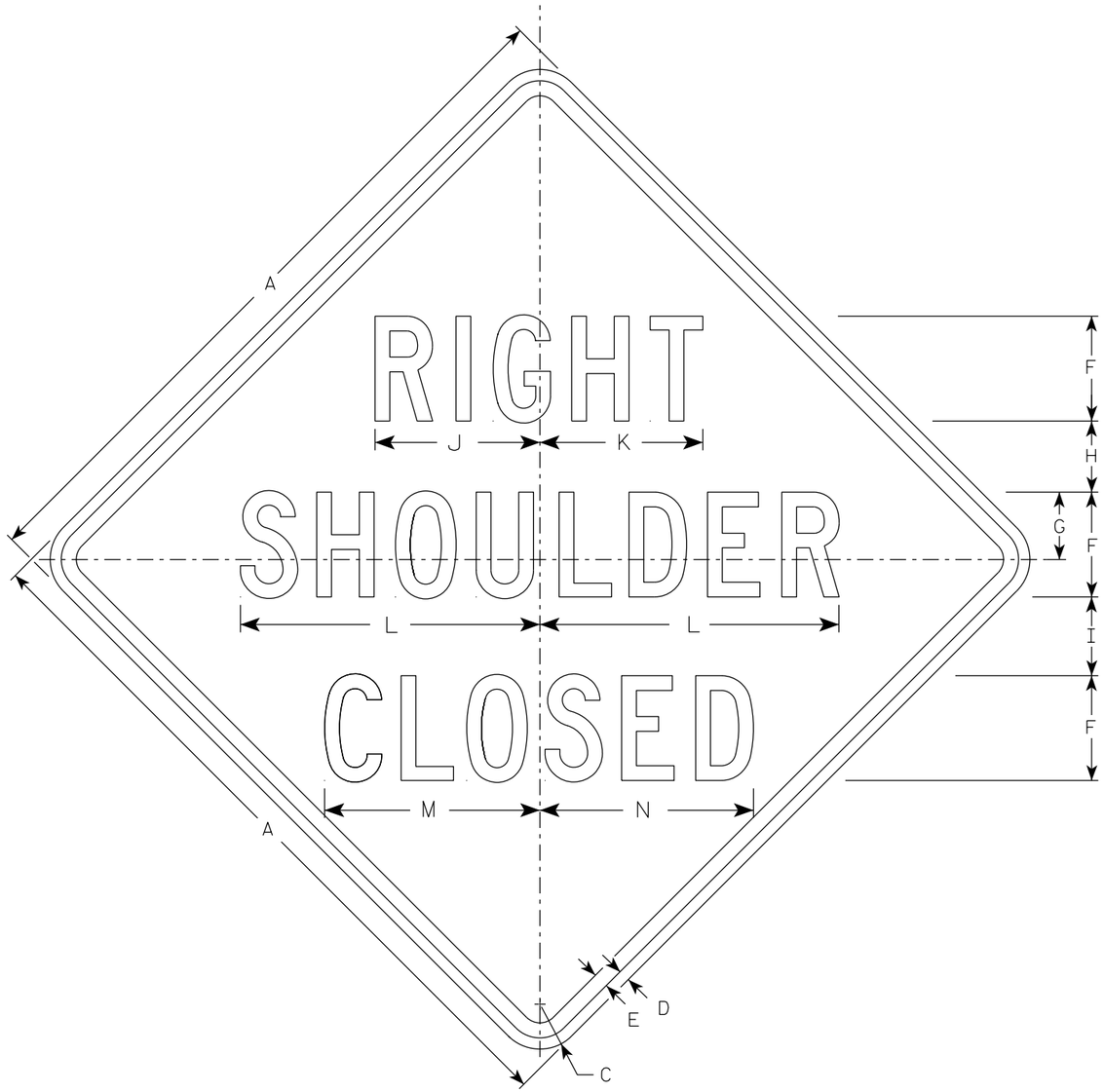
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

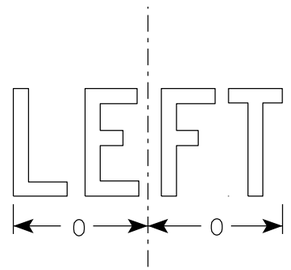
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 760	E



W21-5A



W21-5AL

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

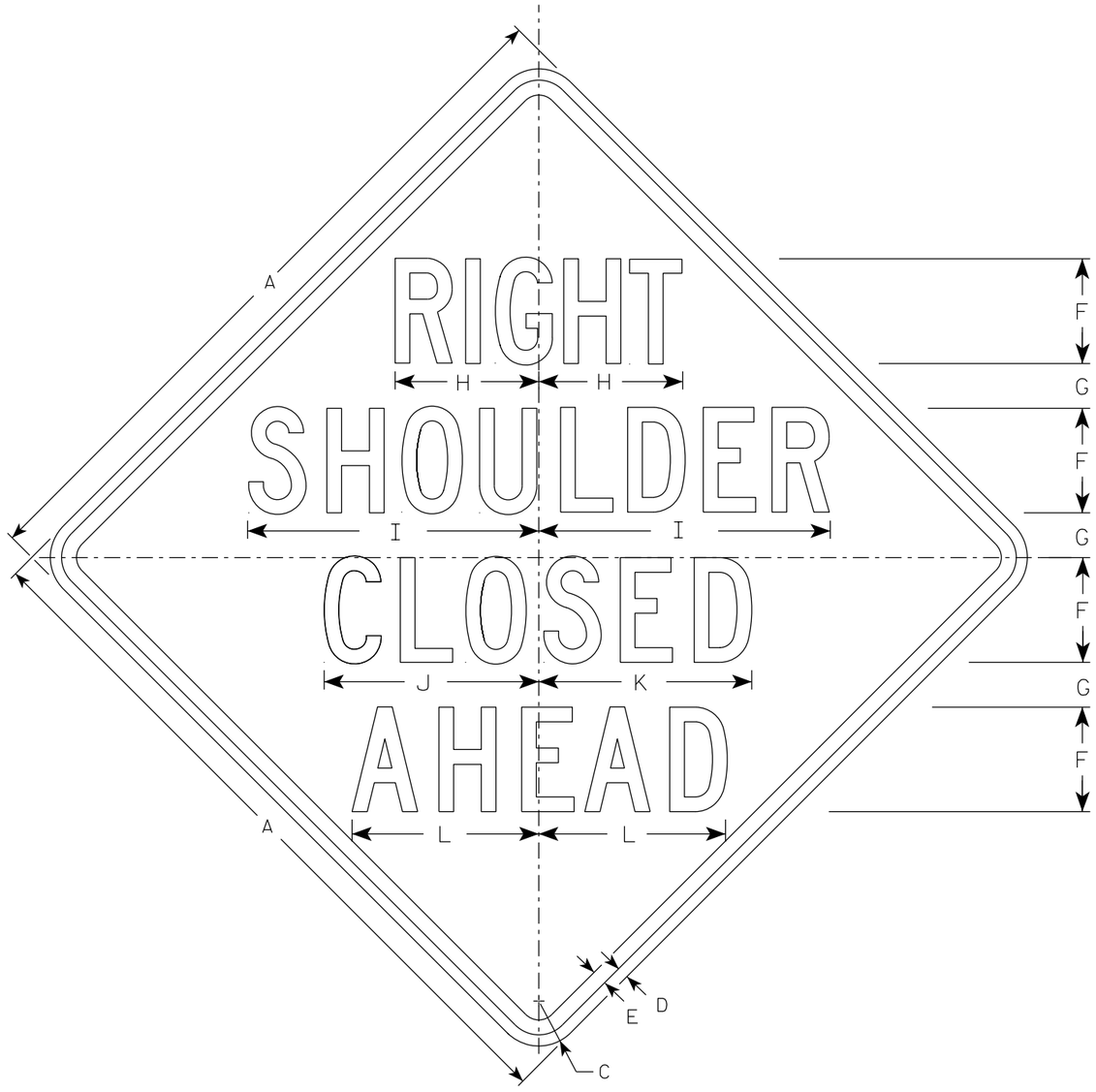
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 761 | E

7

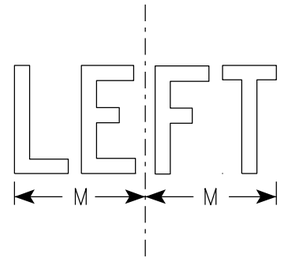
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W215A.dgn PLOT DATE : 11-JAN 2024 3:48 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W21-5B

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



W21-5BL

SIZE	A	B	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 1/4	7 3/8	14 1/4	10 1/4	10 1/8	8 7/8	6 1/4														9.0
2S	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
2M	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
3	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
4	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
5	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0

STANDARD SIGN
W21-5B

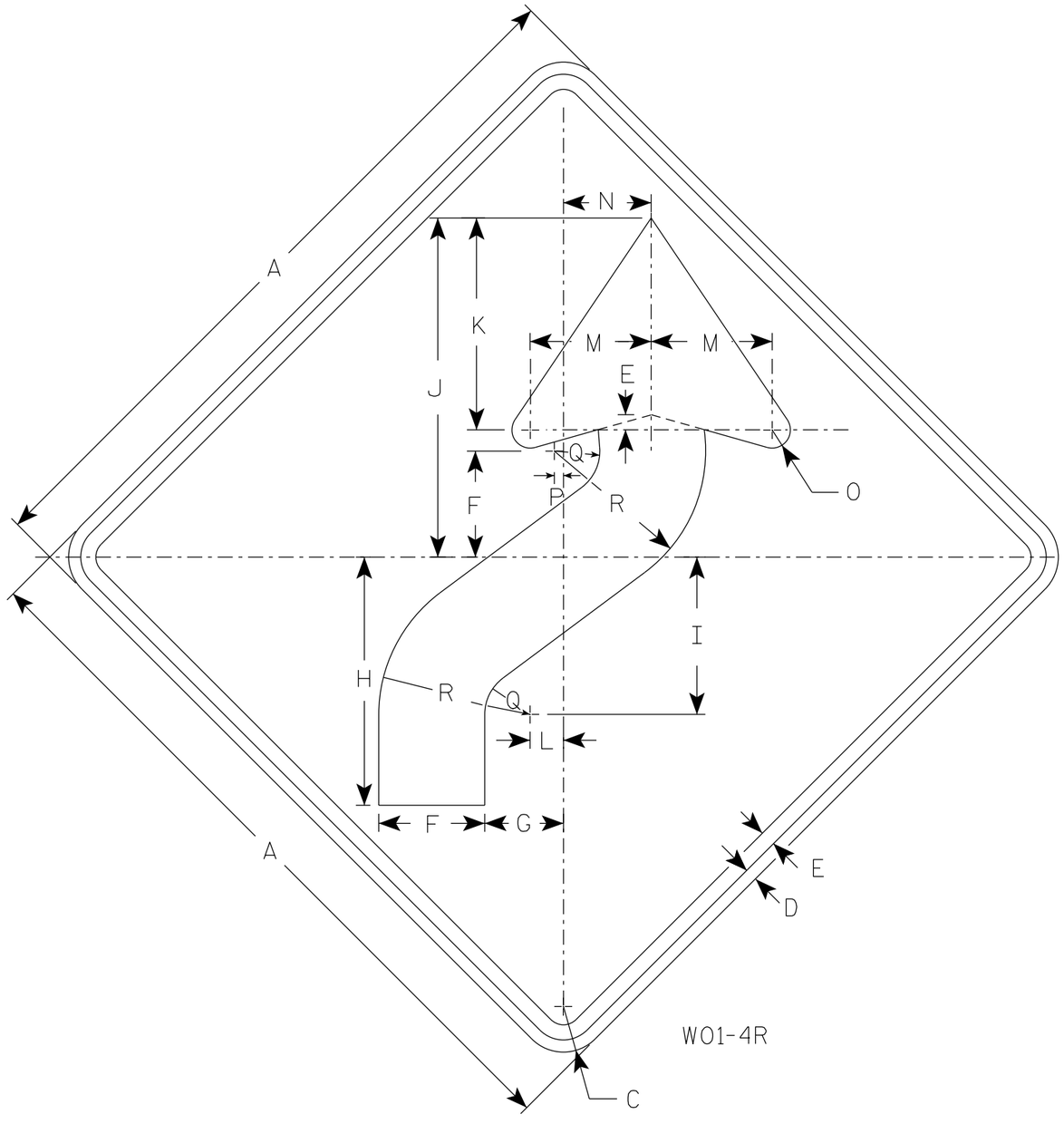
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/16/2024 PLATE NO. W21-5B.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 762 | E

7



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

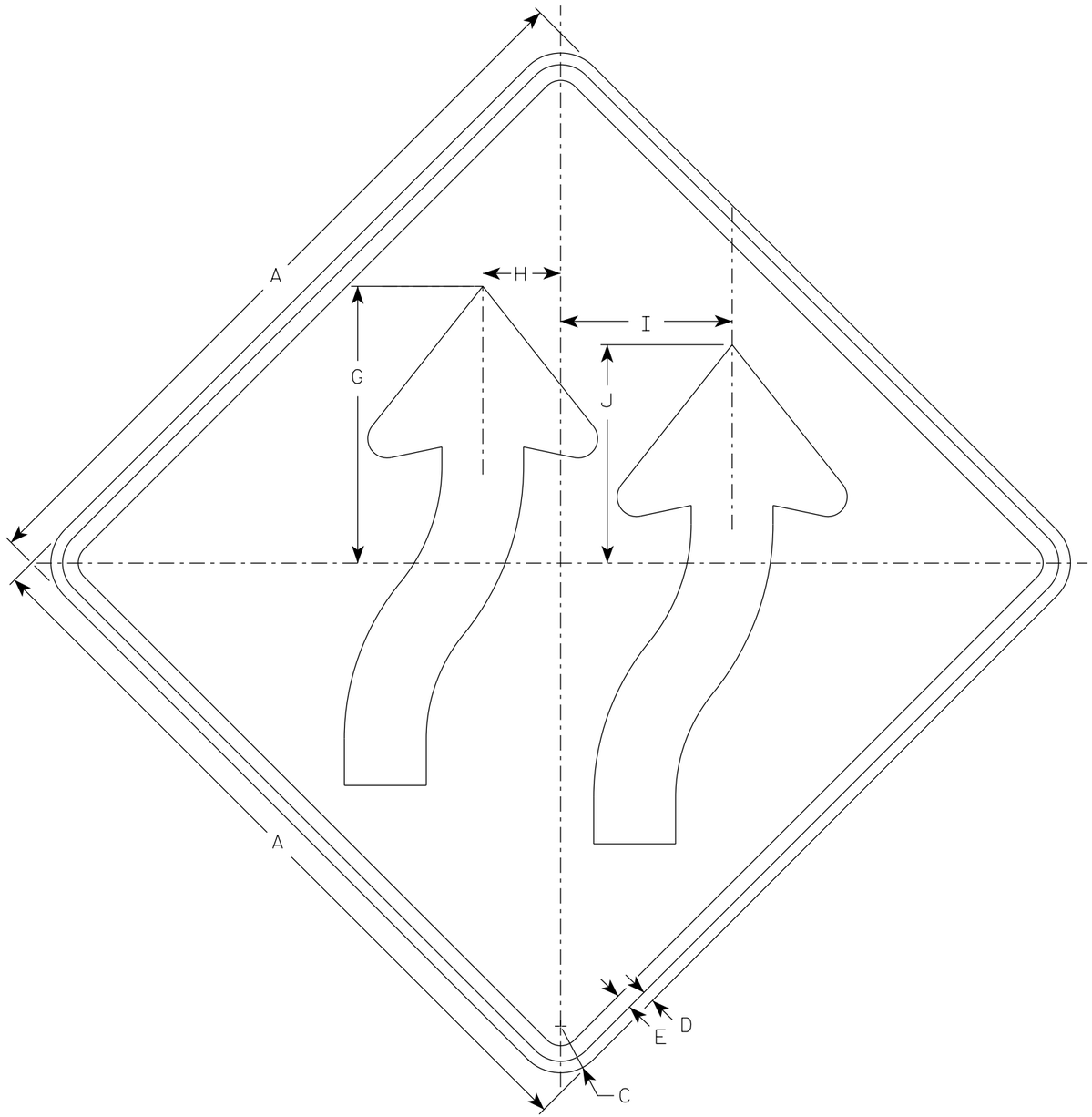
STANDARD SIGN
WO1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-4.2

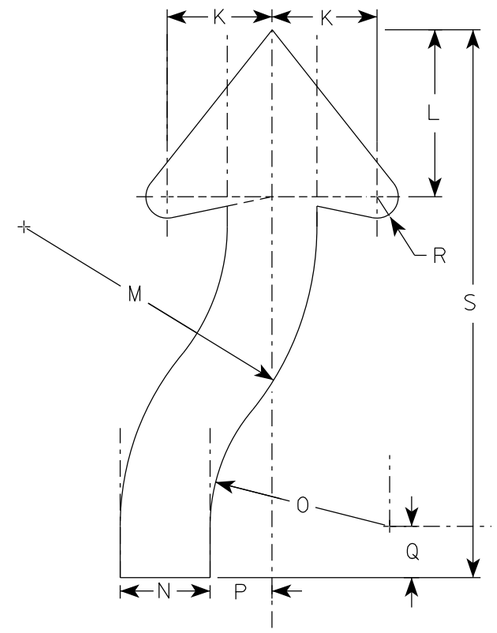
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 763 E



W01-4BR

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. W01-4BL is the same as W014-BR exept arrows are reversed along the vertical centerline



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

STANDARD SIGN
W01-4B

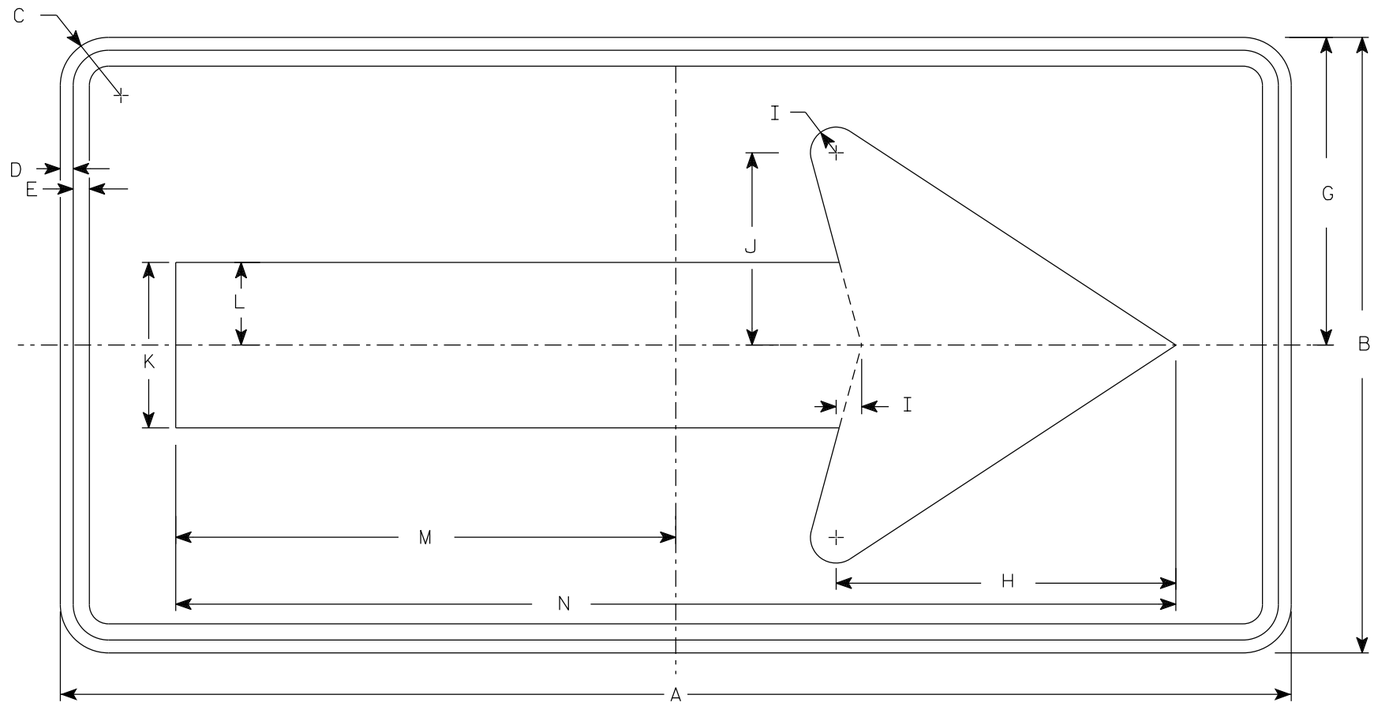
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014B.dgn PLOT DATE : 29-JAN 2024 3:41 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



WO1-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

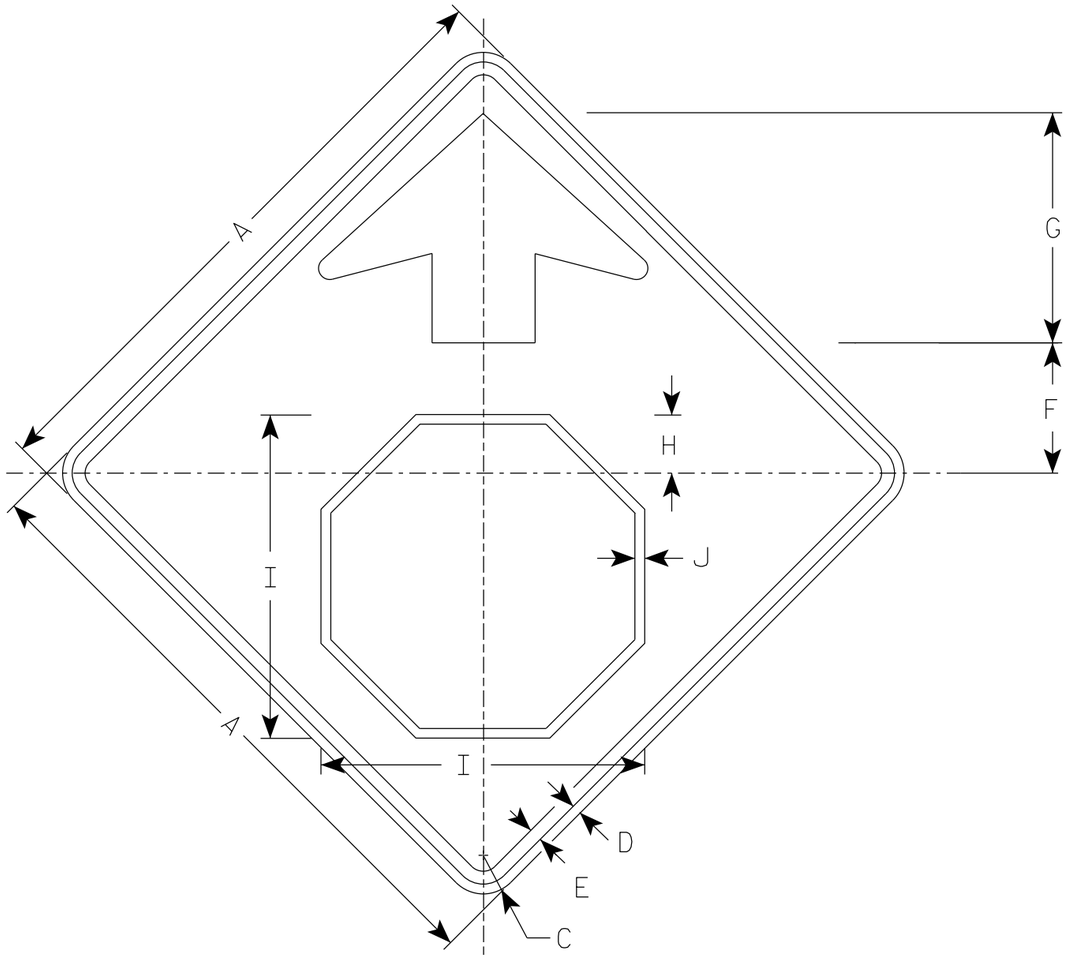
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

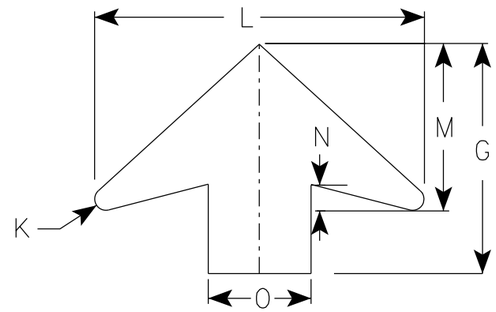
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W03-1

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2S	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
2M	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
3	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
4	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W03-1

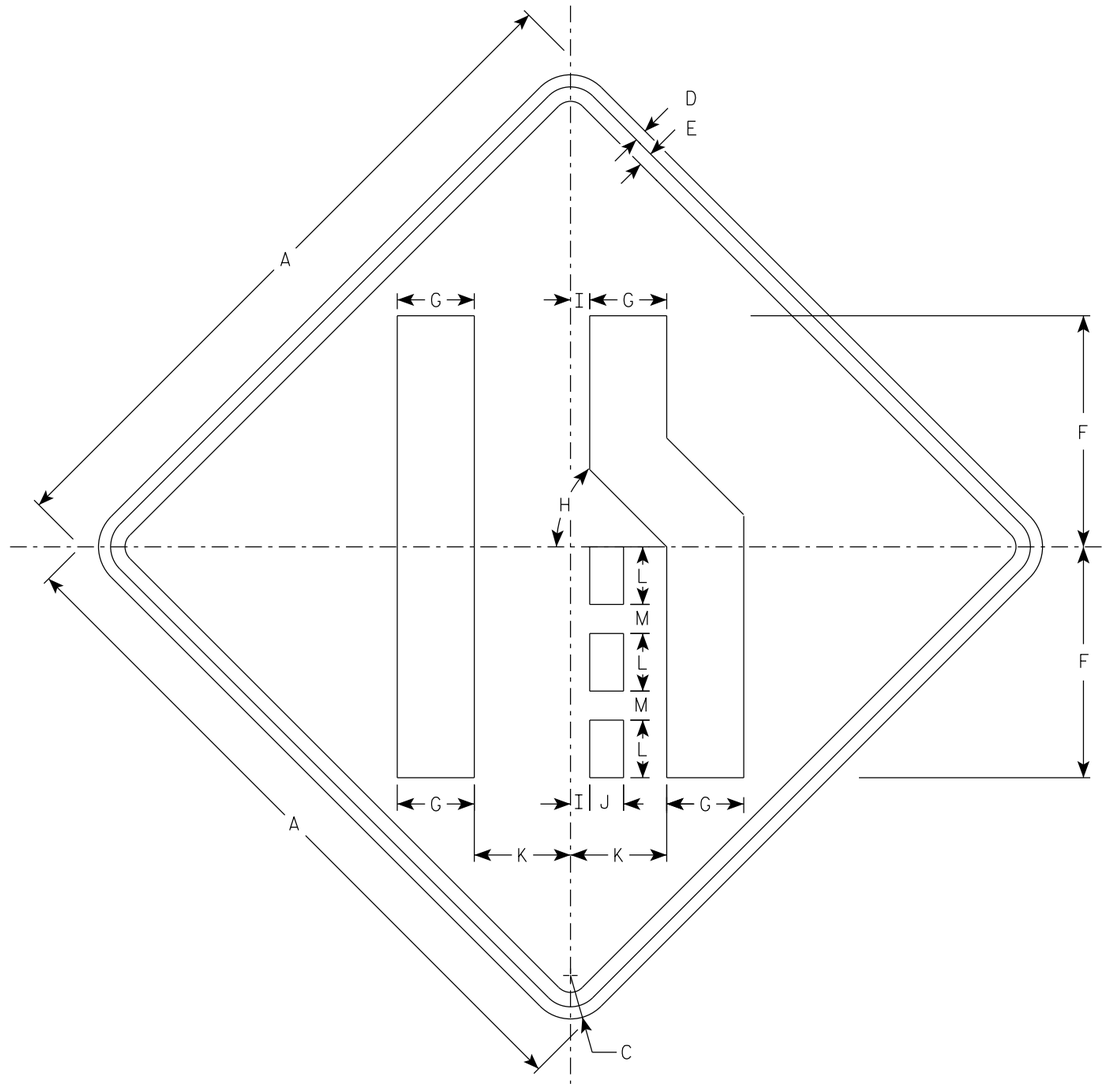
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-1.2

PROJECT NO:

SHEET NO: 766 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

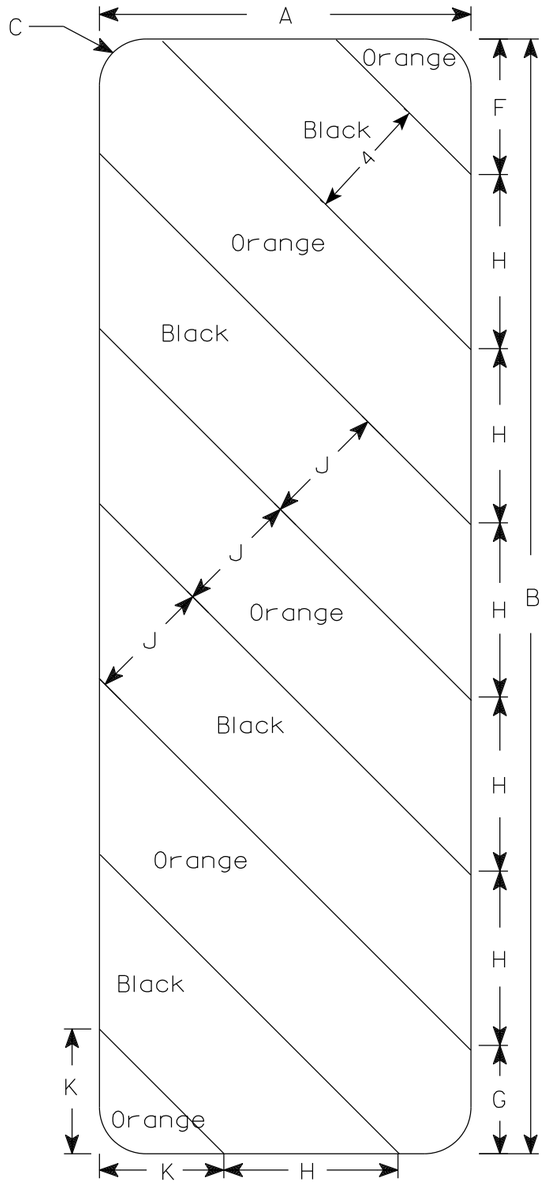
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

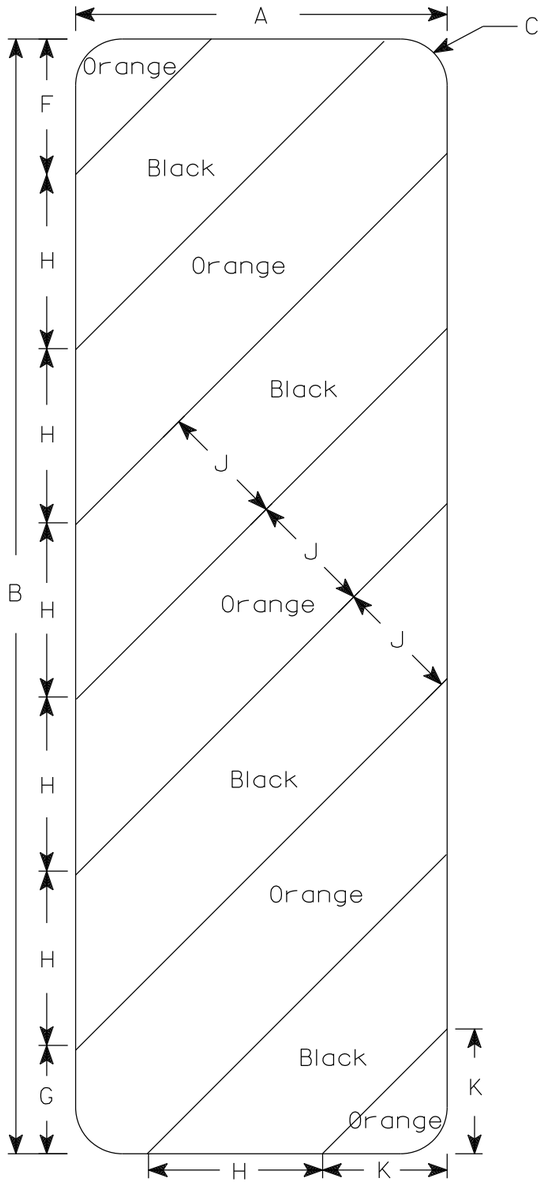
DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 767 E



W05-52L



W05-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
4. 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																											

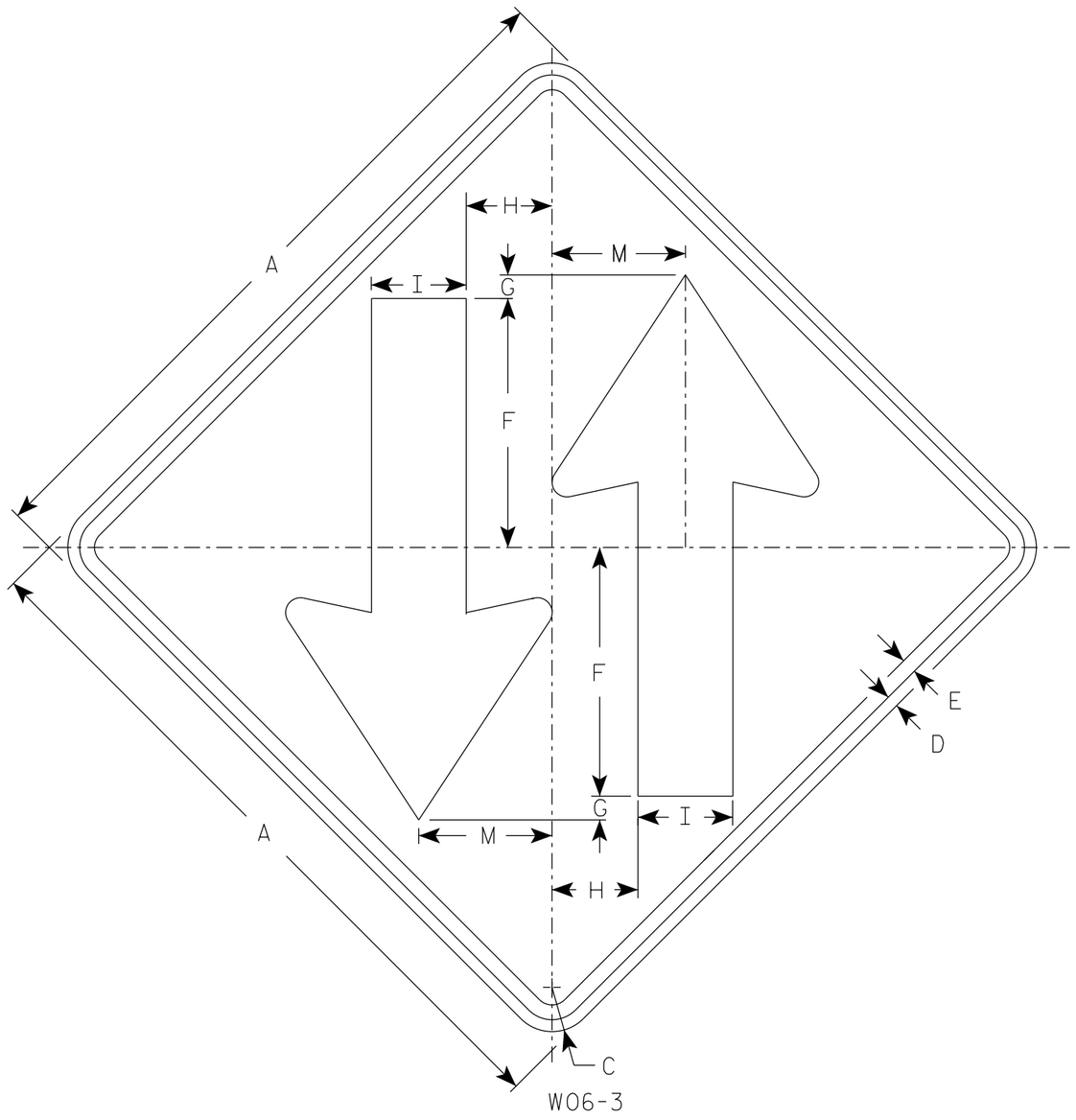
STANDARD SIGN
W05-52L & W05-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/2024 PLATE NO. W05-52.2

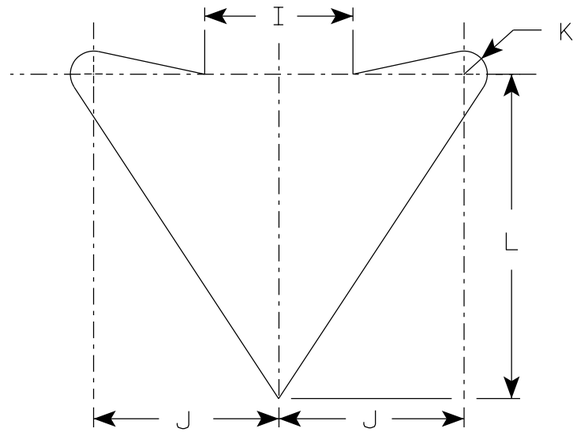
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 768	E



W06-3

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	36		2 1/4	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

STANDARD SIGN

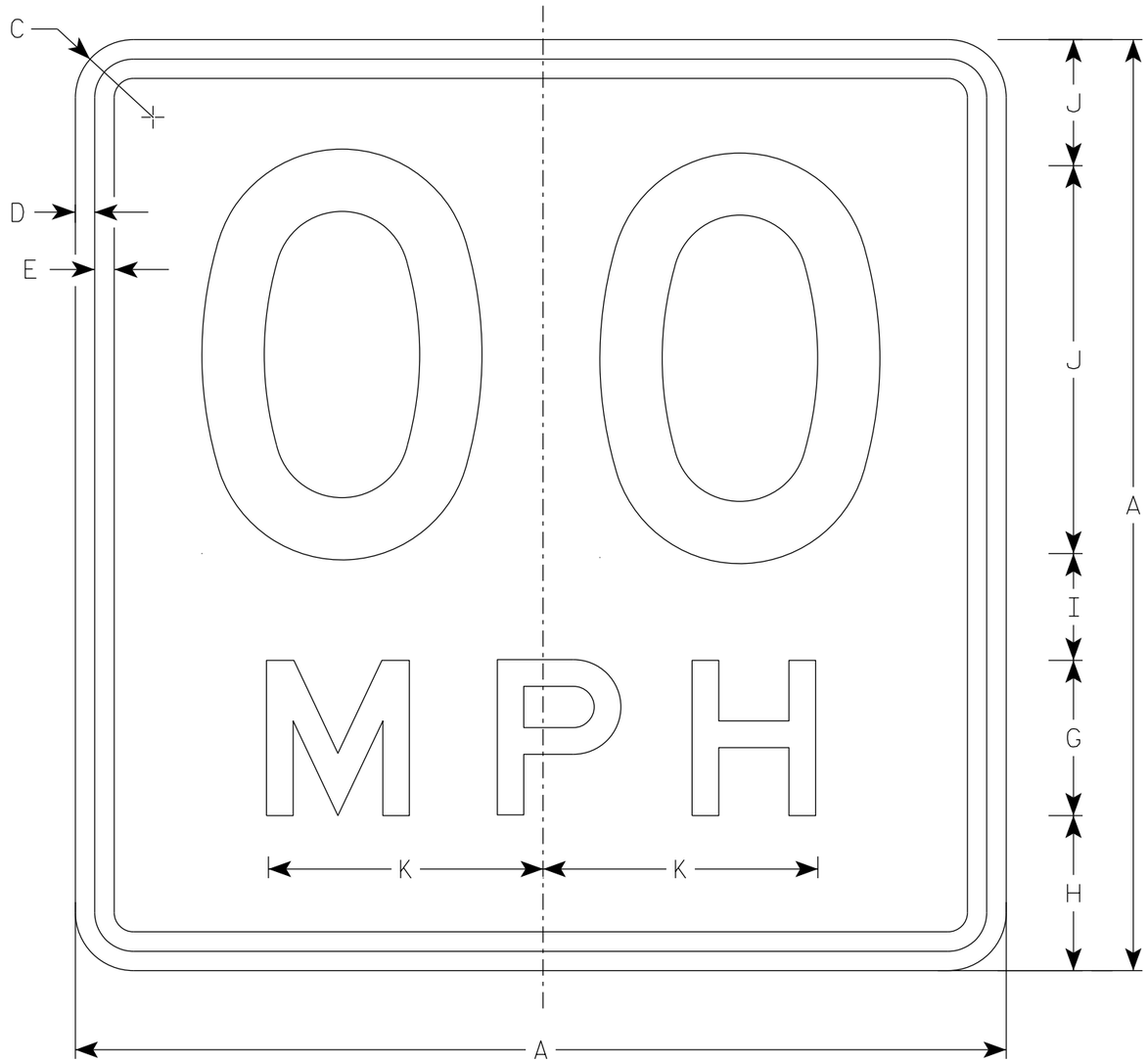
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/30/2024 PLATE NO. W06-3.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 769 | E



W013-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	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	4	4	2 3/4	3 1/4	7 1/8																4.0
2S	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
2M	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
3	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0

STANDARD SIGN

W013-1

WISCONSIN DEPT OF TRANSPORTATION

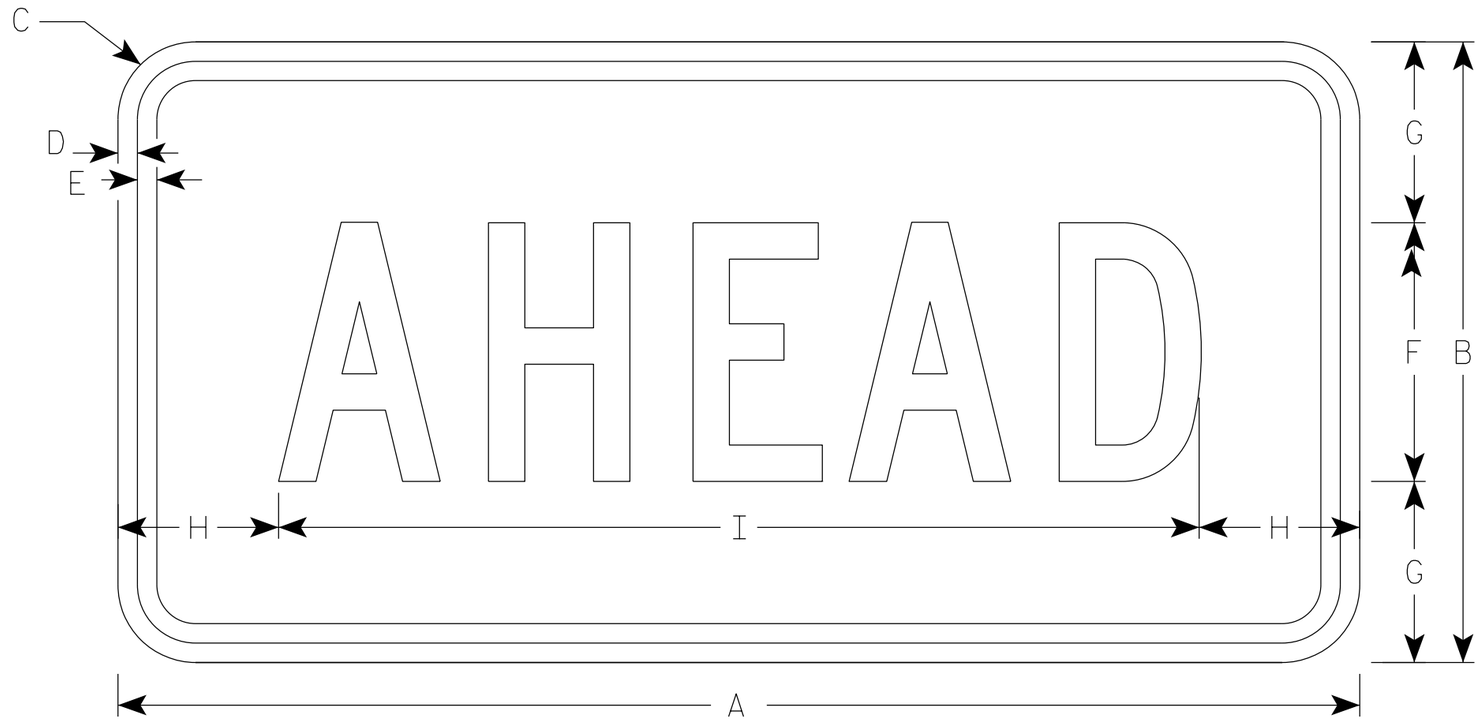
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W013-1.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 770	E

7

7



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

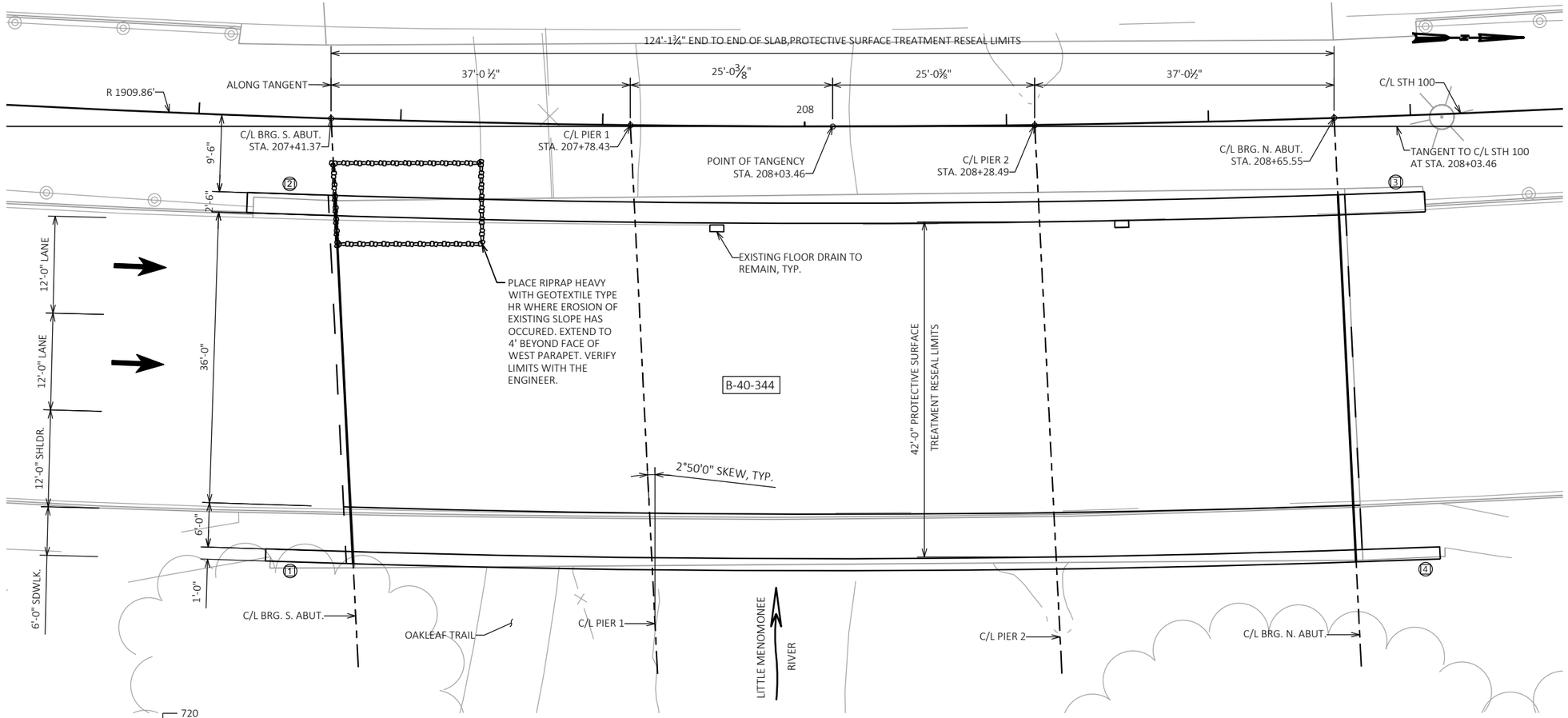
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 771	E

STATE PROJECT NUMBER

2030-10-71

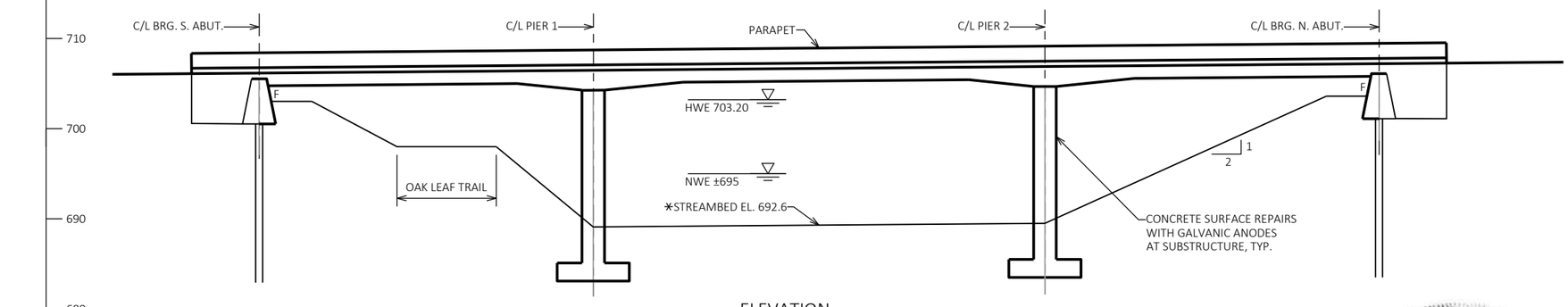
LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. TYPICAL SECTION, GENERAL NOTES & QUANTITIES
3. GALVANIC ANODES



PLAN

(SUBSTRUCTURE REPAIRS AND DECK RESEAL - 3 SPAN HAUNCHED CONCRETE SLAB BRIDGE)



ELEVATION

(LOOKING WEST)

LEGEND

- TRAFFIC DIRECTION
- (X) WING NUMBER
- * STREAMBED ELEVATION BASED ON ORIGINAL PLAN INFORMATION

CURVE DATA

C/L STH 100 (N MAYFAIR RD.)
P.I. = 207+33.90
Δ = 30°18'00"
D = 3°00'00"
T = 517.11'
L = 1010.00'
E = 68.77
R = 1909.86'
S.E. = 0.035%

TRAFFIC DATA

STH 100
EXISTING A.A.D.T. = 22,900 (2025)
FUTURE A.A.D.T. = 24,500 (2045)
R.D.S. = 45 M.P.H.

DESIGN DATA

LIVE LOAD
TAKEN FROM HSI, 1/27/2022
INVENTORY RATING: HS21
OPERATING RATING: HS35
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

MATERIAL PROPERTIES
CONCRETE MASONRY:
SUBSTRUCTURE ..... f'c = 3,500 psi

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608)-261-0261
CONSULTANT:
PAT CASHIN (414)-410-6729

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB
250 E. WISCONSIN AVE. #2000
MILWAUKEE, WI 53202
(414)359-2300

STATE OF WISCONSIN DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 02/10/26
CHIEF STRUCTURES DESIGN ENGINEER DATE

WISCONSIN
HEATHER D. ANDERS, P.E.
33441-006
CEDARBURG, WI
10/7/2025
PROFESSIONAL ENGINEER

STRUCTURE B-40-344

STH 100 NB OVER LITTLE MENOMONEE RIVER

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
MILWAUKEE	MILWAUKEE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	FEG	DESIGNED CK'D	HDA	DRAWN BY	FEG	PLANS CK'D	HDA

GENERAL PLAN & ELEVATION

SHEET 1 OF 3
772

SCALE = 15.00

I.D.

DATE:

8

8

STATE PROJECT NUMBER

2030-10-71

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE BRIDGE DECK AND TOP AND VERTICAL FACES OF SIDEWALKS.

CLEAN AND APPLY PIGMENTED SURFACE SEALER TO THE TOP AND INSIDE FACES AND EXPOSED ENDS OF THE EXISTING PARAPETS. PAID FOR UNDER "PIGMENTED SURFACE SEALER RESEAL".

"REMOVING LOOSE CONCRETE" TO BE USED FOR AREAS WHERE LONGITUDINAL SLAB REINFORCEMENT IS EXPOSED IN THE FINAL CONDITION FOR NO MORE THAN 3' IN LENGTH AND FOR NO MORE THAN 50% OF THE BAR CIRCUMFERENCE. QUANTITIES SHOWN IN THE QUANTITY TABLE ARE APPROXIMATE. EXACT AREAS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"EMBEDDED GALVANIC ANODES" TO BE PAID FOR SEPARATELY. QUANTITIES SHOWN IN THE QUANTITIES TABLE ARE APPROXIMATE. INCLUDE "EMBEDDED GALVANIC ANODES" AT THE FOLLOWING CONCRETE SURFACE REPAIR AREAS.

-UNDERSIDE OF THE DECK SLAB AT DECK DRAINS
-UNDERSIDE OF THE DECK SLAB FOR ANY REPAIR AREA 2' X 2' OR GREATER
-ALL SUBSTRUCTURE REPAIR AREAS

ALL CONCRETE REMOVAL SHALL BE DEFINED WITH A ½" DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE ¾" MIN. OR MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION AS MAY BE NECESSARY TO AVOID DAMAGE.

SEE ROADWAY TRAFFIC CONTROL PLANS FOR STAGING AND PEDESTRIAN DETOUR INFORMATION.

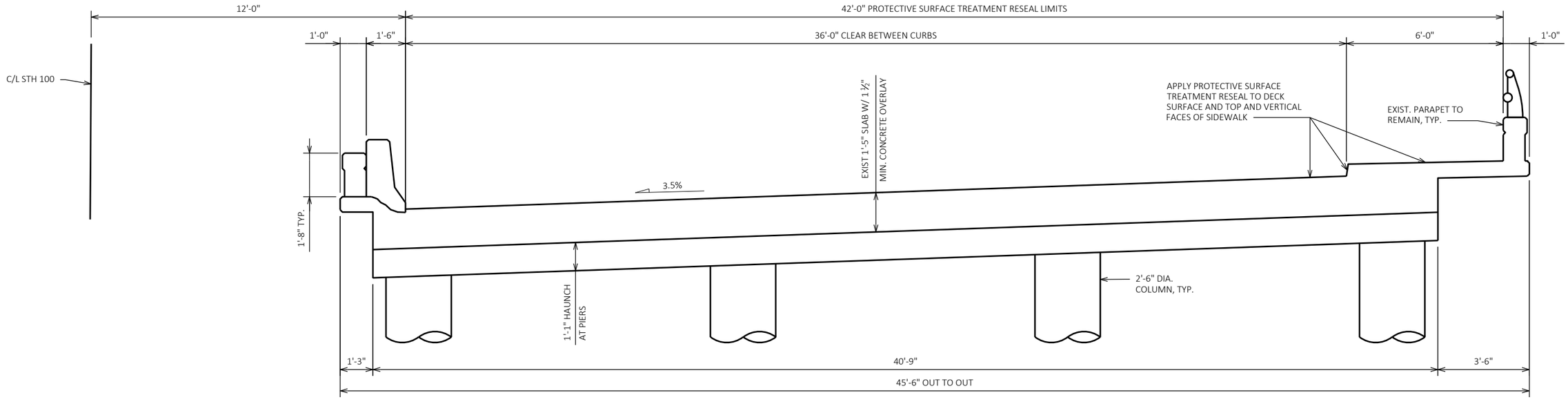
MATERIAL WASTE RESULTING FROM DRILLING, CHIPPING, GRINDING, CONCRETE REMOVAL AND OTHER OPERATIONS SHALL BE COLLECTED. WASTE MATERIAL SHALL NOT BE ALLOWED TO FALL, DRIP, OR BLOW INTO THE WATERWAY, WETLANDS, OR STREAMBANK. METHODS OF WASTE COLLECTION SHALL BE INCLUDED IN THE EROSION CONTROL IMPLEMENTATION PLAN SUBMITTED TO THE ENGINEER.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL	
203.0335	DEBRIS CONTAINMENT OVER WATERWAY B-40-344	EACH	1	
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	104	
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	579	
509.1500	CONCRETE SURFACE REPAIR	SF	330	Ⓠ
606.0300	RIPRAP HEAVY	CY	25	
645.0120	GEOTEXTILE TYPE HR	SY	56	
SPV.0060	EMBEDDED GALVANIC ANODES	EACH	205	Ⓠ
SPV.0165	REMOVING LOOSE CONCRETE	SF	85	Ⓠ
	NON-BID ITEMS			

ALL ITEMS ARE CATEGORY 2020

Ⓠ ESTIMATED BREAKDOWN OF QUANTITIES (FOR INFORMATION ONLY)
CONCRETE SURFACE REPAIR: S. ABUT. = 5 SF, PIER 2 = 10 SF, N. ABUT. = 10 SF, UNDERSIDE OF SLAB = 260 SF, W. PARAPET = 30 SF, E. PARAPET = 15 SF
EMBEDDED GALVANIC ANODES: S. ABUT. = 5 EA, PIER 2 = 10 EA, N. ABUT. = 10 EA, UNDERSIDE OF DECK = 180 EA
REMOVING LOOSE CONCRETE: UNDERSIDE OF DECK = 85 SF



TYPICAL SECTION

(LOOKING NORTH)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-344

DRAWN BY FEG | PLANS CK'D HDA

TYPICAL SECTION, GENERAL NOTES & QUANTITIES

SHEET 2
773

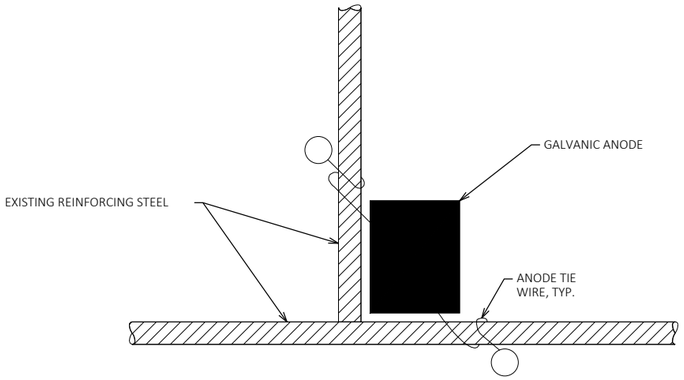
SCALE = 4.00

8

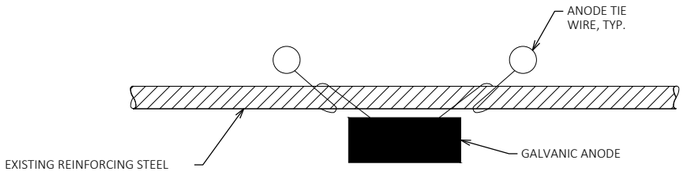
8

STATE PROJECT NUMBER

2030-10-71

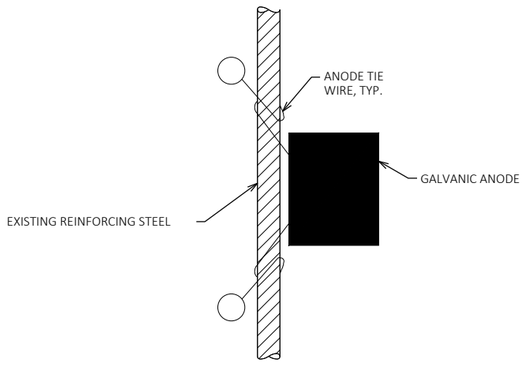


TYPICAL INSTALLATION AT BAR STEEL INTERSECTION



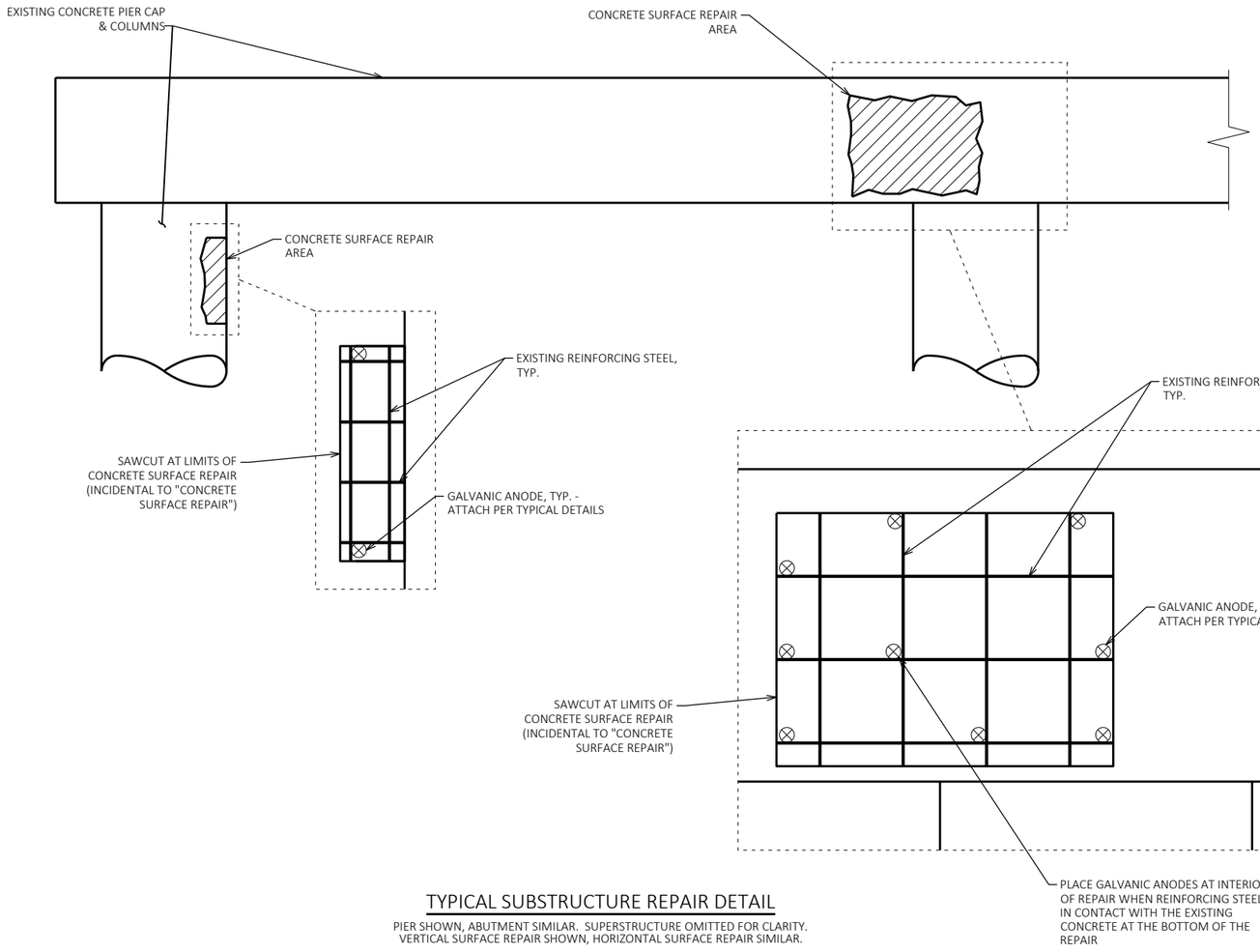
TYPICAL INSTALLATION BELOW BAR STEEL

(HORIZONTAL)



TYPICAL INSTALLATION BESIDE BAR STEEL

(VERTICAL)



TYPICAL SUBSTRUCTURE REPAIR DETAIL

PIER SHOWN, ABUTMENT SIMILAR. SUPERSTRUCTURE OMITTED FOR CLARITY.
VERTICAL SURFACE REPAIR SHOWN, HORIZONTAL SURFACE REPAIR SIMILAR.

NOTES

SURFACE REPAIR AREAS WITH CATHODIC PROTECTION ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. THE PLAN QUANTITY FOR THE BID ITEM "EMBEDDED GALVANIC ANODES" IS BASED ON A MAXIMUM SPACING OF 24-INCHES AROUND THE SURFACE REPAIR PERIMETER. THE ACTUAL QUANTITY SHALL BE BASED ON THE FIELD CONDITIONS AND AS RECOMMENDED BY THE GALVANIC ANODE SUPPLIER.

SURFACE REPAIRS SHALL BE FILLED WITH REPAIR MATERIALS COMPATIBLE WITH CATHODIC PROTECTION, AS RECOMMENDED BY THE ANODE SUPPLIER.

EXISTING REINFORCING STEEL TO BE COMPLETELY CLEANED OF CORRODED MATERIAL AND CONCRETE TO PROVIDE SUFFICIENT ELECTRICAL CONNECTION AND BOND. CATHODIC PROTECTION PREPARATIONS ARE INCLUDED IN THE BID ITEM "EMBEDDED GALVANIC ANODES".

ANODES NEAREST TO EDGE OF REPAIR TO BE WITHIN 6" OF EDGE.

AFTER PLACEMENT, GALVANIC ANODES SHOULD MAINTAIN A MINIMUM TOP COVER OF 1½" AND A MINIMUM BOTTOM COVER OF ¾".

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

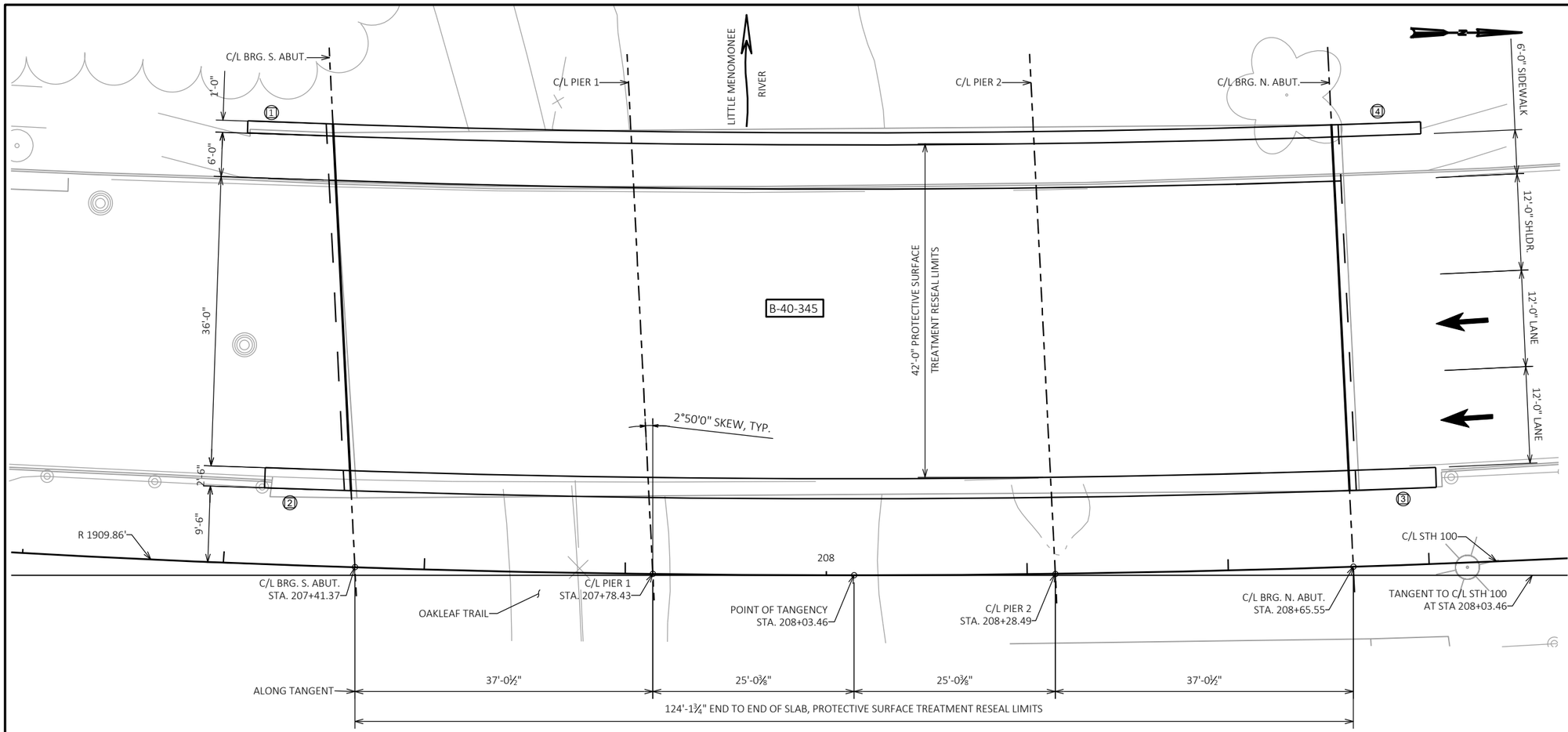
STRUCTURE B-40-344

DRAWN BY FEG | PLANS CK'D HDA

GALVANIC ANODES

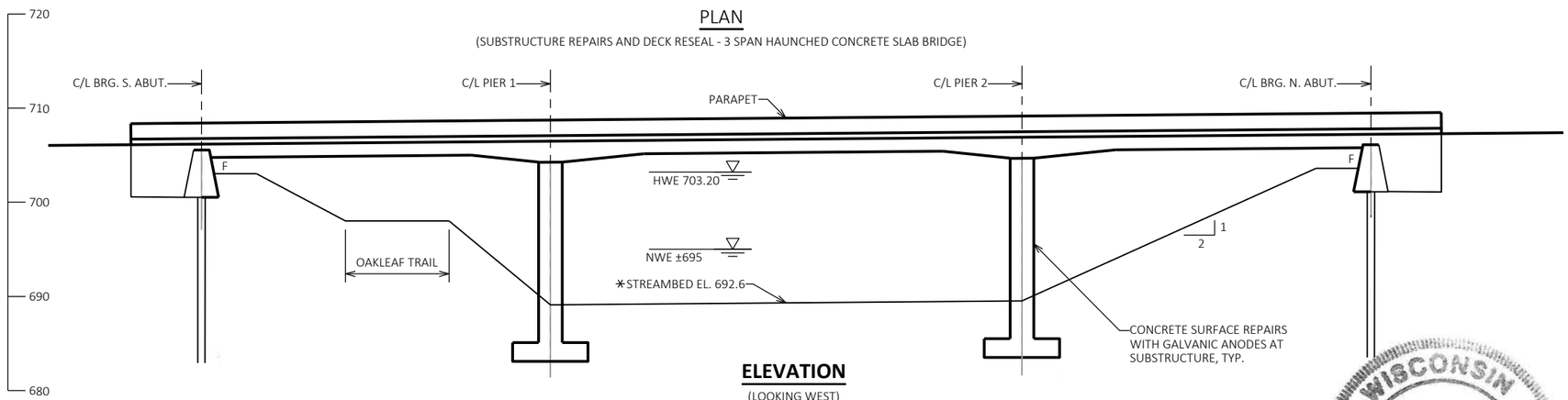
SHEET 3
774

SCALE = 3.00



PLAN

(SUBSTRUCTURE REPAIRS AND DECK RESEAL - 3 SPAN HAUNCHED CONCRETE SLAB BRIDGE)



ELEVATION

(LOOKING WEST)

TRAFFIC DATA

STH 100
EXISTING A.A.D.T. = 22,900 (2025)
FUTURE A.A.D.T. = 24,500 (2045)
R.D.S. = 45 M.P.H.

DESIGN DATA

LIVE LOAD
TAKEN FROM HSI, 1/27/2022
INVENTORY RATING: HS21
OPERATING RATING: HS35
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

MATERIAL PROPERTIES
CONCRETE MASONRY:
SUBSTRUCTURE .....f'c = 3,500 psi

STATE PROJECT NUMBER

2030-10-71

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. TYPICAL SECTION, GENERAL NOTES & QUANTITIES
3. GALVANIC ANODES

LEGEND

- TRAFFIC DIRECTION
- (X) WING NUMBER
- ✳ STREAMBED ELEVATION BASED ON ORIGINAL PLAN INFORMATION

CURVE DATA

C/L STH 100 (N MAYFAIR RD.)
P.I. = 207+33.90
Δ = 30°18'00"
D = 3°00'00"
T = 517.11'
L = 1010.00'
E = 68.77
R = 1909.86'
S.E. = 0.035%

STRUCTURES DESIGN CONTACTS
BRIDGE OFFICE:
AARON BONK (608)-261-0261
CONSULTANT:
PAT CASHIN (414)-410-6729

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
HNTB
250 E. WISCONSIN AVE. #2000
MILWAUKEE, WI 53202
(414)359-2300

STATE OF WISCONSIN DEPARTMENT OF TRANSPORATION
ACCEPTED JLR 02/10/26
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-40-345

STH 100 SB OVER LITTLE MENOMONEE RIVER

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
MILWAUKEE	MILWAUKEE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
FEG	HDA	FEG	HDA

GENERAL PLAN & ELEVATION

SHEET 1 OF 3
775

SCALE = 1:500

I.D.

DATE:

WISCONSIN
HEATHER D. ANDERS, P.E.
33441-006
CEDARBURG, WI
10/7/2025
PROFESSIONAL ENGINEER
Heather D. Anders

8

8

STATE PROJECT NUMBER

2030-10-71

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE BRIDGE DECK AND TOP AND VERTICAL FACES OF SIDEWALKS.

CLEAN AND APPLY PIGMENTED SURFACE SEALER TO THE TOP AND INSIDE FACES AND EXPOSED ENDS OF THE EXISTING PARAPETS. PAID FOR UNDER "PIGMENTED SURFACE SEALER RESEAL".

"REMOVING LOOSE CONCRETE" TO BE USED FOR AREAS WHERE LONGITUDINAL SLAB REINFORCEMENT IS EXPOSED IN THE FINAL CONDITION FOR NO MORE THAN 3' IN LENGTH AND FOR NO MORE THAN 50% OF THE BAR CIRCUMFERENCE. QUANTITIES SHOWN IN THE QUANTITY TABLE ARE APPROXIMATE. EXACT AREAS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"EMBEDDED GALVANIC ANODES" TO BE PAID FOR SEPARATELY. QUANTITIES SHOWN IN THE QUANTITIES TABLE ARE APPROXIMATE. INCLUDE "EMBEDDED GALVANIC ANODES" AT THE FOLLOWING CONCRETE SURFACE REPAIR AREAS.

- -UNDERSIDE OF THE DECK SLAB AT DECK DRAINS
- -UNDERSIDE OF THE DECK SLAB FOR ANY REPAIR AREA 2' X 2' OR GREATER
- -ALL SUBSTRUCTURE REPAIR AREAS

ALL CONCRETE REMOVAL SHALL BE DEFINED WITH A ½" DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE ¾" MIN. OR MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION AS MAY BE NECESSARY TO AVOID DAMAGE.

SEE ROADWAY TRAFFIC CONTROL PLANS FOR STAGING AND PEDESTRIAN DETOUR INFORMATION.

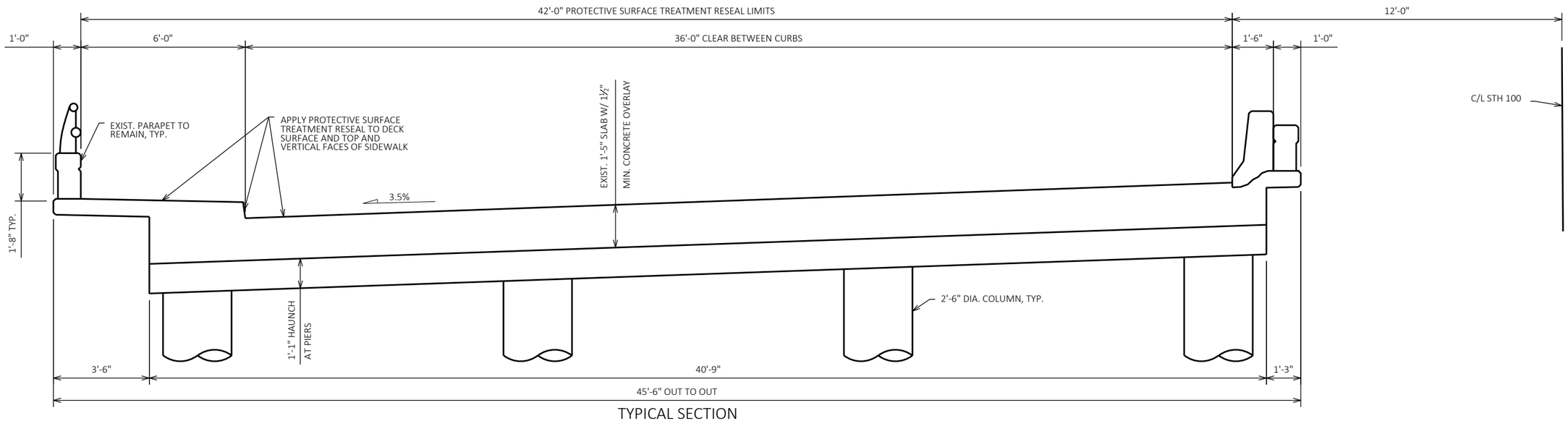
MATERIAL WASTE RESULTING FROM DRILLING, CHIPPING, GRINDING, CONCRETE REMOVAL AND OTHER OPERATIONS SHALL BE COLLECTED. WASTE MATERIAL SHALL NOT BE ALLOWED TO FALL, DRIP, OR BLOW INTO THE WATERWAY, WETLANDS, OR STREAMBANK. METHODS OF WASTE COLLECTION SHALL BE INCLUDED IN THE EROSION CONTROL IMPLEMENTATION PLAN SUBMITTED TO THE ENGINEER.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL	
203.0335	DEBRIS CONTAINMENT OVER WATERWAY B-40-345	EACH	1	
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	104	
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	580	
509.1500	CONCRETE SURFACE REPAIR	SF	405	Q
SPV.0060	EMBEDDED GALVANIC ANODES	EACH	280	Q
SPV.0165	REMOVING LOOSE CONCRETE	SF	120	Q
	NON-BID ITEMS			

ALL ITEMS ARE CATEGORY 2030

Q ESTIMATED BREAKDOWN OF QUANTITIES (FOR INFORMATION ONLY)
CONCRETE SURFACE REPAIR: PIER 1 = 15 SF, PIER 2 = 15 SF, N. ABUT. = 25 SF, UNDERSIDE OF SLAB = 350 SF
EMBEDDED GALVANIC ANODES: PIER 1 = 10 EA, PIER 2 = 10 EA, N. ABUT. = 20 EA, UNDERSIDE OF DECK = 240 EA
REMOVING LOOSE CONCRETE: UNDERSIDE OF DECK = 120 SF



TYPICAL SECTION

(LOOKING NORTH)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-345

DRAWN BY FEG | PLANS CK'D HDA

TYPICAL SECTION, GENERAL NOTES & QUANTITIES

SHEET 2

776

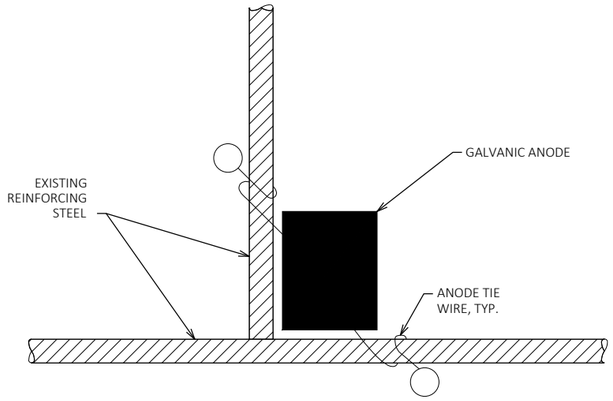
SCALE = 4.00

8

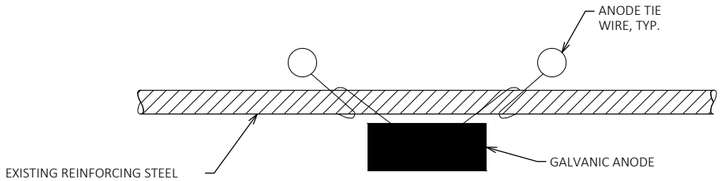
8

STATE PROJECT NUMBER

2030-10-71

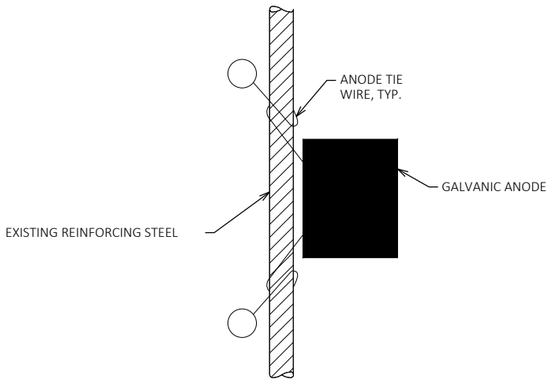


TYPICAL INSTALLATION AT BAR STEEL INTERSECTION



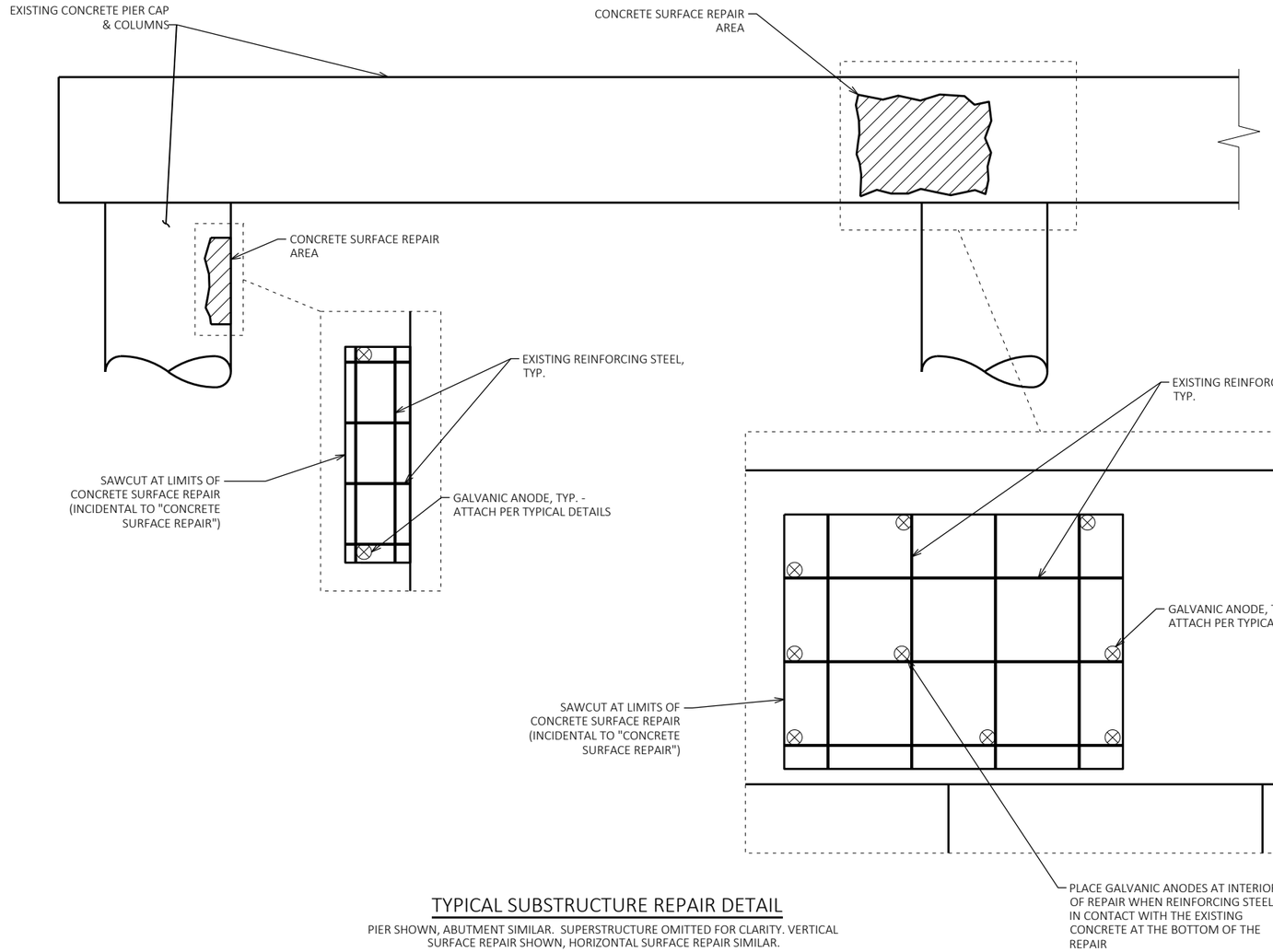
TYPICAL INSTALLATION BELOW BAR STEEL

(HORIGONTAL)



TYPICAL INSTALLATION BESIDE BAR STEEL

(VERTICAL)



TYPICAL SUBSTRUCTURE REPAIR DETAIL

PIER SHOWN, ABUTMENT SIMILAR. SUPERSTRUCTURE OMITTED FOR CLARITY. VERTICAL SURFACE REPAIR SHOWN, HORIZONTAL SURFACE REPAIR SIMILAR.

NOTES

SURFACE REPAIR AREAS WITH CATHODIC PROTECTION ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. THE PLAN QUANTITY FOR THE BID ITEM "EMBEDDED GALVANIC ANODES" IS BASED ON A MAXIMUM SPACING OF 24-INCHES AROUND THE SURFACE REPAIR PERIMETER. THE ACTUAL QUANTITY SHALL BE BASED ON THE FIELD CONDITIONS AND AS RECOMMENDED BY THE GALVANIC ANODE SUPPLIER.

SURFACE REPAIRS SHALL BE FILLED WITH REPAIR MATERIALS COMPATIBLE WITH CATHODIC PROTECTION, AS RECOMMENDED BY THE ANODE SUPPLIER.

EXISTING REINFORCING STEEL TO BE COMPLETELY CLEANED OF CORRODED MATERIAL AND CONCRETE TO PROVIDE SUFFICIENT ELECTRICAL CONNECTION AND BOND. CATHODIC PROTECTION PREPARATIONS ARE INCLUDED IN THE BID ITEM "EMBEDDED GALVANIC ANODES".

ANODES NEAREST TO EDGE OF REPAIR TO BE WITHIN 6" OF EDGE.

AFTER PLACEMENT, GALVANIC ANODES SHOULD MAINTAIN A MINIMUM TOP COVER OF 1½" AND A MINIMUM BOTTOM COVER OF ¾".

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-345

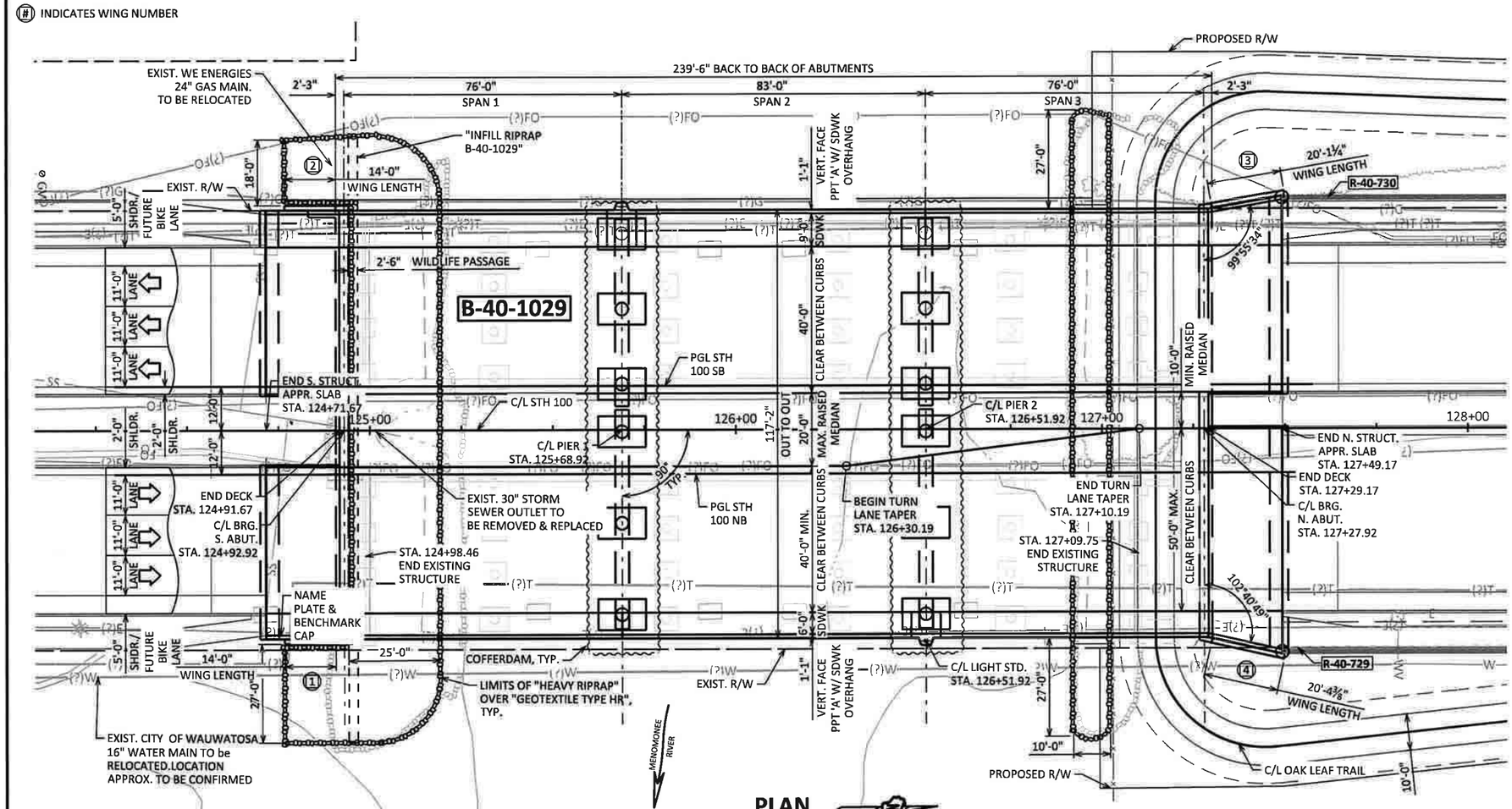
DRAWN BY	PLANS CK'D
FEG	HDA

GALVANIC ANODES

SHEET 3

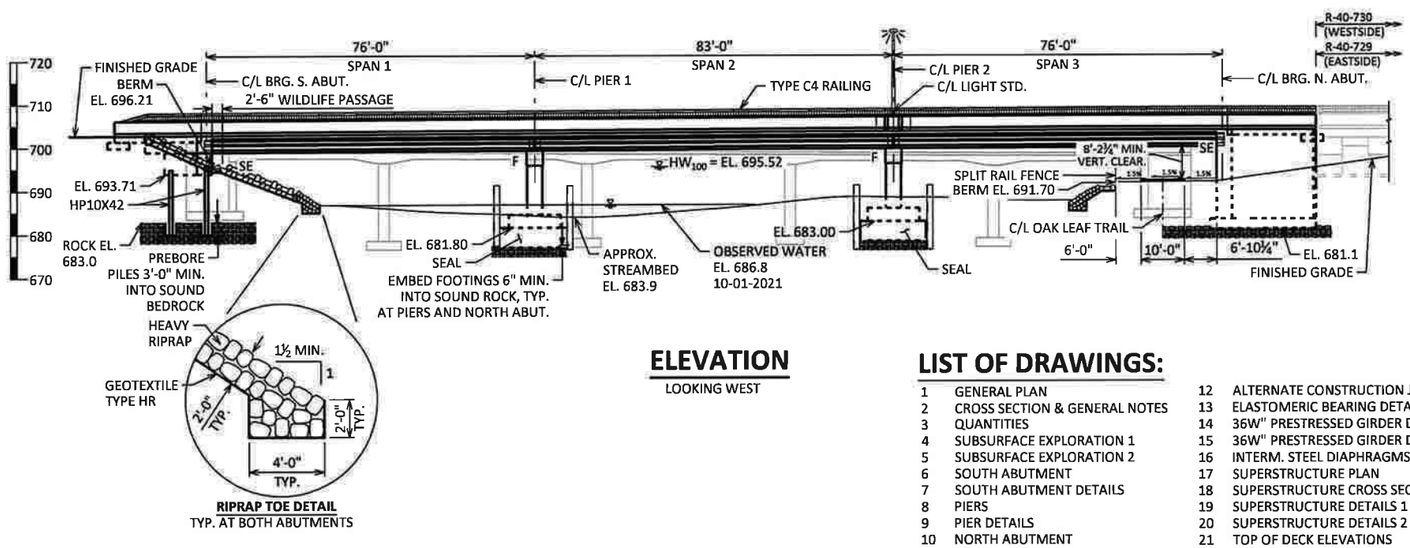
777

SCALE = 3.00



PLAN

3-SPAN 36W" PRESTRESSED GIRDER



ELEVATION

LOOKING WEST

RIPRAP TOE DETAIL
TYP. AT BOTH ABUTMENTS

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.28
OPERATING RATING: RF = 1.74
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY:
- SUPERSTRUCTURE & STRUCTURAL APPROACH SLAB — f'_c = 4,000 PSI
- ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
- GRADE 60 — f_y = 60,000 PSI
- STAINLESS, GRADE 60 — f_y = 60,000 PSI

36W" PRESTRESSED GIRDERS:
- CONCRETE MASONRY — f'_c = 8,000 PSI
- STRANDS: 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

SOUTH ABUTMENT TO BE SUPPORTED ON HP10X42 PILING SEATED IN PRE-BORED HOLES. PRE-BORED HOLES SHALL EXTEND A MINIMUM OF 10 FEET BELOW THE BOTTOM OF THE ABUTMENT AND BE EMBEDDED A MINIMUM OF 3'-0" INTO COMPETENT ROCK. PILES PLACED IN PREBORED HOLES BORED INTO ROCK DO NOT REQUIRE DRIVING. PILING SHALL BE FIRMLY SEATED AFTER PLACEMENT. THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 180 TONS MULTIPLIED BY A RESISTANCE FACTOR OF 0.5.

NORTH ABUTMENT WITH SPREAD FOOTINGS TO BE SUPPORTED BY SOUND ROCK WITH A REQUIRED FACTORED BEARING RESISTANCE OF 40,000 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE ABUTMENT FOOTING.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY SUPPORTED BY SOUND ROCK WITH A REQUIRED FACTORED BEARING RESISTANCE OF 40,000 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER FOOTING.

***THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

TRAFFIC DATA

STH 100
ADT = 24,500 (2045)
R.D.S. = 45 MPH

HYDRAULIC DATA

100-YEAR FREQUENCY:
Q_{100}= 5,550 C.F.S.
V_{100}= 3.2 F.P.S.
HW_{100}= EL. 695.52

2-YEAR FREQUENCY:
Q_2= 882 C.F.S.
V_2= 1.0 F.P.S.
HW_2= EL. 689.10

WATERWAY AREA = 1,724 SQ. FT.
DRAINAGE AREA = 87.8 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 5

LIST OF DRAWINGS:

1	GENERAL PLAN	12	ALTERNATE CONSTRUCTION JOINT	23	RAILING TYPE C4
2	CROSS SECTION & GENERAL NOTES	13	ELASTOMERIC BEARING DETAILS	24	RAILING TYPE C4 DETAILS
3	QUANTITIES	14	36W" PRESTRESSED GIRDER DETAILS	25	PARAPET 'A' ELECTRICAL WORK
4	SUBSURFACE EXPLORATION 1	15	36W" PRESTRESSED GIRDER DESIGN DATA	26	SOUTH STR. APPROACH SLAB PLAN
5	SUBSURFACE EXPLORATION 2	16	INTERM. STEEL DIAPHRAGMS	27	SOUTH STR. APPROACH SLAB DETAILS
6	SOUTH ABUTMENT	17	SUPERSTRUCTURE PLAN	28	NORTH STR. APPROACH SLAB PLAN
7	SOUTH ABUTMENT DETAILS	18	SUPERSTRUCTURE CROSS SECTION	29	NORTH STR. APPROACH SLAB DETAILS 1
8	PIERS	19	SUPERSTRUCTURE DETAILS 1	30	NORTH STR. APPROACH SLAB DETAILS 2
9	PIER DETAILS	20	SUPERSTRUCTURE DETAILS 2	31	AESTHETIC DETAILS 1
10	NORTH ABUTMENT	21	TOP OF DECK ELEVATIONS	32	AESTHETIC DETAILS 2
11	NORTH ABUTMENT DETAILS	22	CONDUIT DETAILS		

STRUCTURE DESIGN CONTACTS:
CONSULTANT CONTACT: KEVIN WOOD (414) 259-1500
BOS CONTACT: AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

GRÄEF
275 W. Wisconsin Avenue
Suite 300
Milwaukee, WI 53203
414 / 259 1500
414 / 259 0037 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 02/10/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STATE PROJECT NUMBER
2030-10-71

STRUCTURE B-40-1029

STH 100/N. MAYFAIR RD OVER MENOMONEE RIVER

COUNTY	CITY
MILWAUKEE	WAUWATOSA

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	WAR	DESIGNED CK'D	KGW	DRAWN BY	WAR	PLANS CK'D	KGW

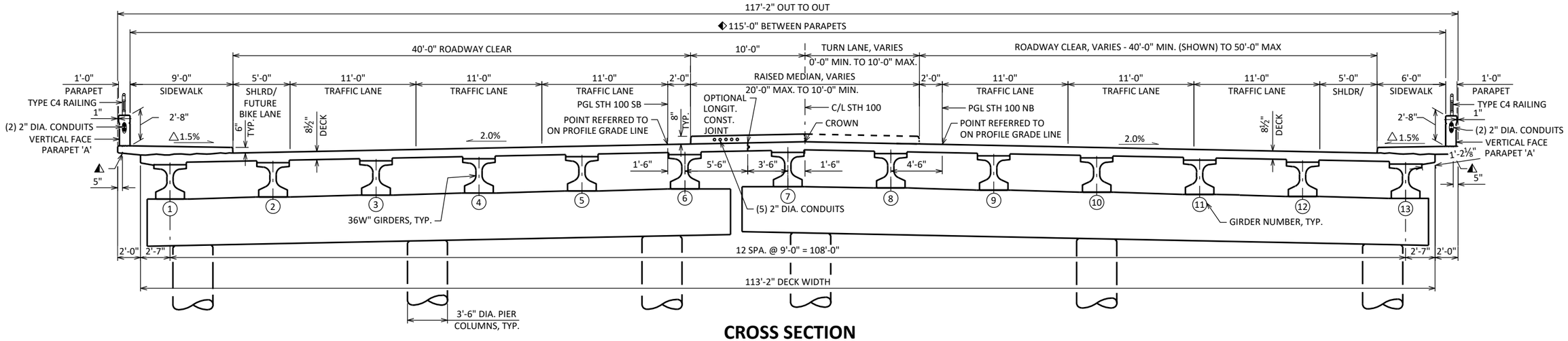
GENERAL PLAN

SHEET 1 OF 32
778

SCALE = 1"=35'

STATE PROJECT NUMBER

2030-10-71



CROSS SECTION

LOOKING NORTH

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCE TO THE NAVD (88) 2012.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES B-40-1029" SHALL BE THE EXISTING GROUNDLINE AT THE ABUTMENTS.

THE EXISTING STREAM BED SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

AT THE BACK FACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TYPE A. ALSO EXCLUDED IS THE "BASE AGGREGATE DENSE 1 1/4-INCH" AS DETAILED ON THE STRUCTURAL APPROACH SLAB SHEETS.

EXCAVATION BELOW THE SOUTH ABUTMENT AND SOUTH ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.

AT THE BACK FACE OF THE NORTH ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE NORTH ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

EXISTING STRUCTURES, B-40-339 & B-40-340 ARE 5-SPAN CONTINUOUS REINFORCED CONCRETE HAUNCHED SLAB BRIDGES. EACH BRIDGE HAS A WIDTH 45'-6" AND A BACK TO BACK OF ABUTMENT LENGTH OF 212'-8". THE ENTIRE STRUCTURES ARE TO BE REMOVED.

EXISTING GASKETS UNDER METAL RAILING TESTED POSITIVE FOR ACM>1%. THIS MATERIAL IS TO BE REMOVED AND PAID UNDER BID ITEM "ABATEMENT OF ASBESTOS CONTAINING MATERIAL B-40-339" AND "ABATEMENT OF ASBESTOS CONTAINING MATERIAL B-40-340".

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE TYPE "HR" TO THE EXTENT SHOWN ON SHEET 1 AND THE ABUTMENT DETAILS.

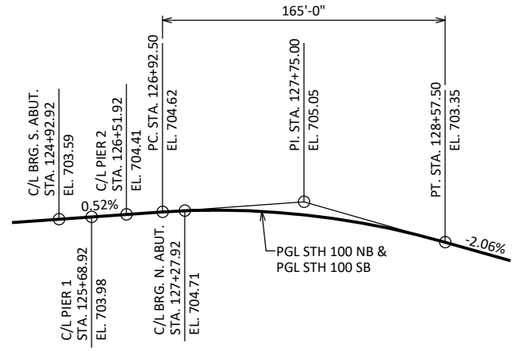
CONCRETE PAVING IN FRONT OF NORTH ABUTMENT AND PAY ITEMS RELATED TO OAK LEAF TRAIL ARE QUANTIFIED ON ROADWAY PLANS.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE "36W" PRESTRESSED GIRDER DESIGN DATA" SHEET.

THE ASSUMED WATER ELEVATION FOR SEAL DESIGN = 689.1

BENCH MARK

NO.	STATION	OFFSET	DESCRIPTION	ELEV.
11519	115+19.41	4.49' LT	F1000SPK FENO WITH ALUM WDOT GRAEF CAP	726.30
9522	124+97.67	56.45' LT	2X07 WISDOT GEODETIC SURVEY CONTROL BRASS CAP IN PARAPET WALL	701.23
13004	130+03.82	72.58' LT	ALUM WDOT STH 100 SURVEY CONTROL CAP 937	697.98



PROFILE GRADE LINE

LEGEND

△ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOER APPROVAL FROM THE ENGINEER.

◭ ¾" V-GROOVE REQ'D. EXTEND TO 6" FROM F.F. OF ABUTMENT DIAPHRAGMS

◆ "PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE ENTIRE EXPOSED SURFACES OF THE:

- TOP OF DECK
- TOP OF APPROACH SLABS
- VERTICAL AND HORIZONTAL SURFACES OF SIDEWALK & MEDIAN
- VERTICAL AND HORIZONTAL SURFACES OF PAVING NOTCHES AT ABUTMENT DIAPHRAGMS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D KGW

CROSS SECTION & GENERAL NOTES

SHEET 2 OF 32

779

SCALE =

8

8

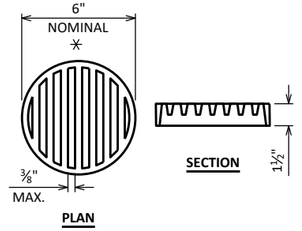
STATE PROJECT NUMBER

2030-10-71

TOTAL ESTIMATED QUANTITIES

	BID ITEM NUMBER	BID ITEMS	UNIT	SUPER	S. STRUCT. APP. SLAB	S. ABUT.	PIER 1	PIER 2	N. ABUT.	N. STRUCT. APP. SLAB	TOTALS
	203.0250	REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS B-40-339	EACH	--	--	--	--	--	--	--	1
☆	203.0250	REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS B-40-340	EACH	--	--	--	--	--	--	--	1
	203.0211.S	ABATEMENT OF ASBESTOS CONTAINING MATERIAL B-40-339	EACH	--	--	--	--	--	--	--	1
☆	203.0211.S	ABATEMENT OF ASBESTOS CONTAINING MATERIAL B-40-340	EACH	--	--	--	--	--	--	--	1
	206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-40-1029	EACH	--	--	--	--	--	--	--	1
	206.1050.S	UNDERWATER FOUNDATION INSPECTION PIER 1	EACH	--	--	--	1	--	--	--	1
	206.1050.S	UNDERWATER FOUNDATION INSPECTION PIER 2	EACH	--	--	--	--	1	--	--	1
	206.5001	COFFERDAMS B-40-1029	EACH	--	--	--	--	--	--	--	1
	210.1500	BACKFILL STRUCTURE TYPE A	TON	--	--	386	--	--	3,187	--	3,573
	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	--	412	--	--	--	--	400	812
	502.0100	CONCRETE MASONRY BRIDGES	CY	1,070.9	136.4	102.3	159.1	157.5	449.6	144.7	2,221
	502.1100	CONCRETE MASONRY SEAL	CY	--	--	--	417	400	--	--	817
	502.3200	PROTECTIVE SURFACE TREATMENT	SY	3150	221	--	--	--	--	253	3,624
	502.9000.S	UNDERWATER SUBSTRUCTURE INSPECTION B-40-1029	EACH	--	--	--	--	--	--	--	1
	503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	3,064	--	--	--	--	--	--	3,064
	505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	--	--	8,000	23,290	23,010	31,660	--	85,960
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	222,950	21,700	1,700	--	--	10,420	25,640	282,410
	505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	3,600	--	--	--	--	--	--	3,600
	506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	65	--	--	--	--	--	--	65
	506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	13	--	--	--	--	--	--	13
	506.4000	STEEL DIAPHRAGMS B-40-1029	EACH	48	--	--	--	--	--	--	48
	513.7021	RAILING STEEL TYPE C4	LF	470	37	--	--	--	--	37	544
	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	--	--	26	--	--	61	--	87
◧	517.1010.S	CONCRETE STAINING B-40-1029	SF	8,798	254	666	2,029	1,981	607	259	14,594
◧	517.1015.S	CONCRETE STAINING MULTI-COLOR B-40-1029	SF	--	--	--	--	--	983	--	983
◧	517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-40-1029	SF	--	--	--	--	--	983	--	983
	531.8990	ANCHOR ASSEMBLIES POLES ON STRUCTURES	EACH	2	--	--	--	--	--	--	2
	550.0010	PRE-BORING UNCONSOLIDATED MATERIALS	LF	--	--	220	--	--	--	--	220
	550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	--	--	66	--	--	--	--	66
	550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	--	--	330	--	--	--	--	330
	606.0300	RIPRAP HEAVY	CY	--	--	416	--	--	174	--	590
	612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	--	--	40	--	--	80	--	120
	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	--	--	148	--	--	164	--	312
	645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	--	--	135	--	--	150	--	285
	645.0120	GEOTEXTILE TYPE HR	SY	--	--	690	--	--	305	--	995
	652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	84	24	--	--	--	--	24	132
	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	2,137	85	--	--	--	--	85	2,307
	653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	2	--	--	--	--	--	--	2
	SPV.0195	INFILL RIPRAP B-40-1029	TON	--	--	32	--	--	--	--	32
		NON-BID ITEMS									
		FILLER	SIZE	---	---	---	---	---	---	---	½", ¾"
		NAME PLATE	EACH								1
		BENCH MARK DISC									

ITEMS ARE CATEGORY 2000 UNLESS NOTED OTHERWISE
☆ ITEMS ARE CATEGORY 2010
◧ ITEMS ARE CATEGORY 2040

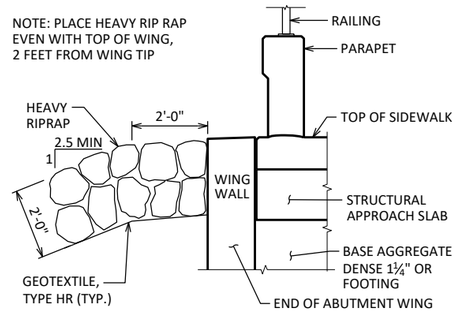


RODENT SHIELD DETAIL

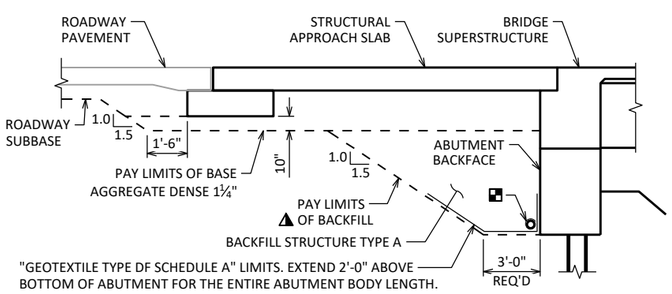
⚹ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

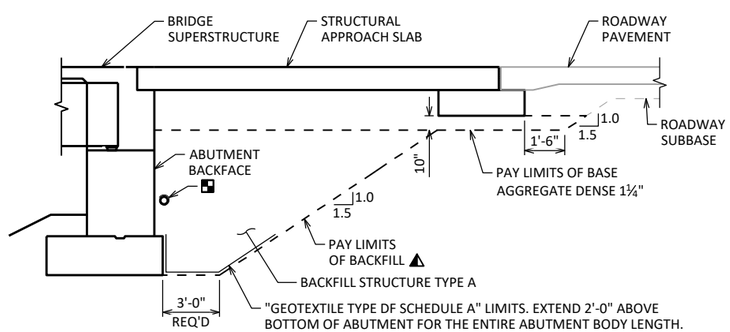
THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



TYPICAL FILL SECTION AT SOUTH ABUTMENT WING TIPS



TYPICAL SECTION THRU SOUTH ABUTMENT



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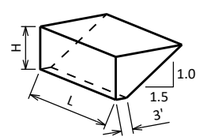


ABUTMENT BACKFILL DIAGRAM

L = OUT TO OUT OF ABUTMENT BODY INCLUDING WINGS (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)
V_{CY} = V_{CF}(EF)/27
V_{TON} = V_{CY}(2.0)

LEGEND

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

◧ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D KGW

QUANTITIES

SHEET 3 OF 32
780

SCALE =

8

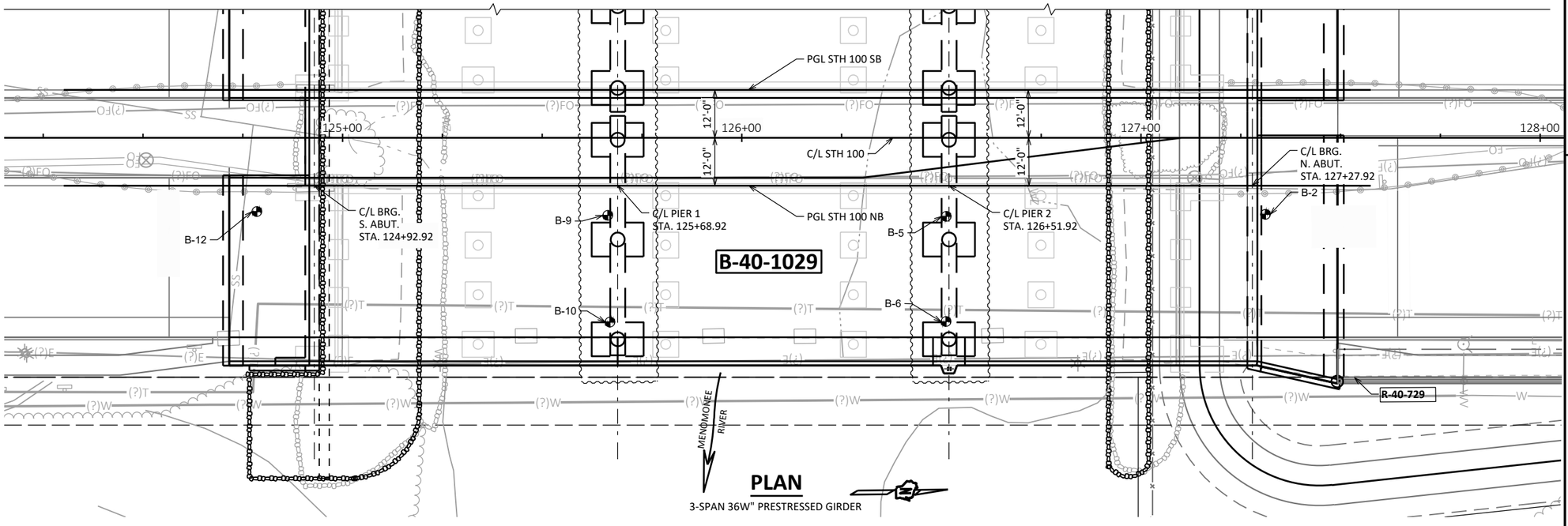
8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-2	07-21-2022	316527	569062
B-5	07-21-2022	316447	569062
B-6	07-25-2022	316446	569089
B-9	07-21-2022	316362	569061
B-10	07-25-2022	316362	569088
B-12	07-21-2022	316274	569059

BORINGS COMPLETED BY: GESTRA
REPORT COMPLETED BY: GESTRA
ALL COORDINATES REFERENCED TO WCCS NAD 83(2011) MILWAUKEE COUNTY

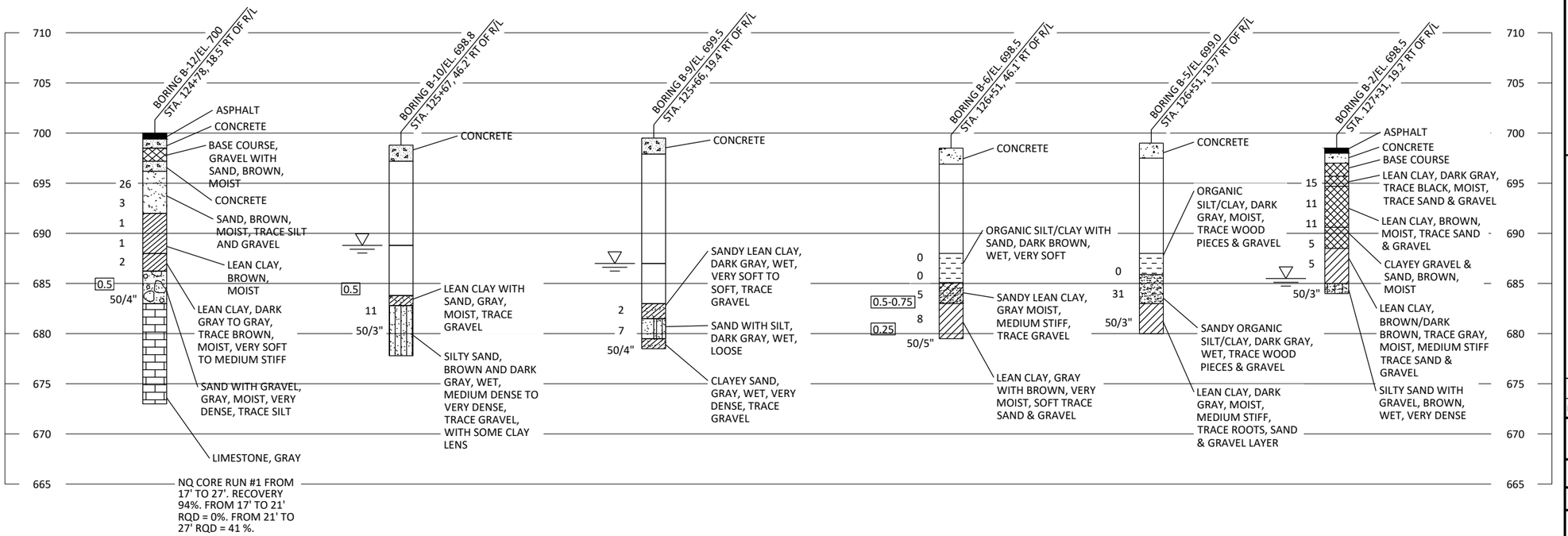
STATE PROJECT NUMBER

2030-10-71



PLAN

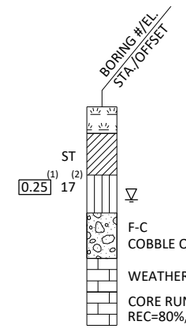
3-SPAN 36W" PRESTRESSED GIRDER



MATERIAL SYMBOLS

ASPHALT · TOPSOIL · PEAT
CONCRETE · FILL · GRAVEL
SAND · CLAY · SILT
BOULDERS OR COBBLES · LIMESTONE · BEDROCK (UNKNOWN)
SHALE · SANDSTONE · IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR · PLANS CK'D KGW

SUBSURFACE EXPLORATION 1

SHEET 4 OF 32
781

SCALE =

8

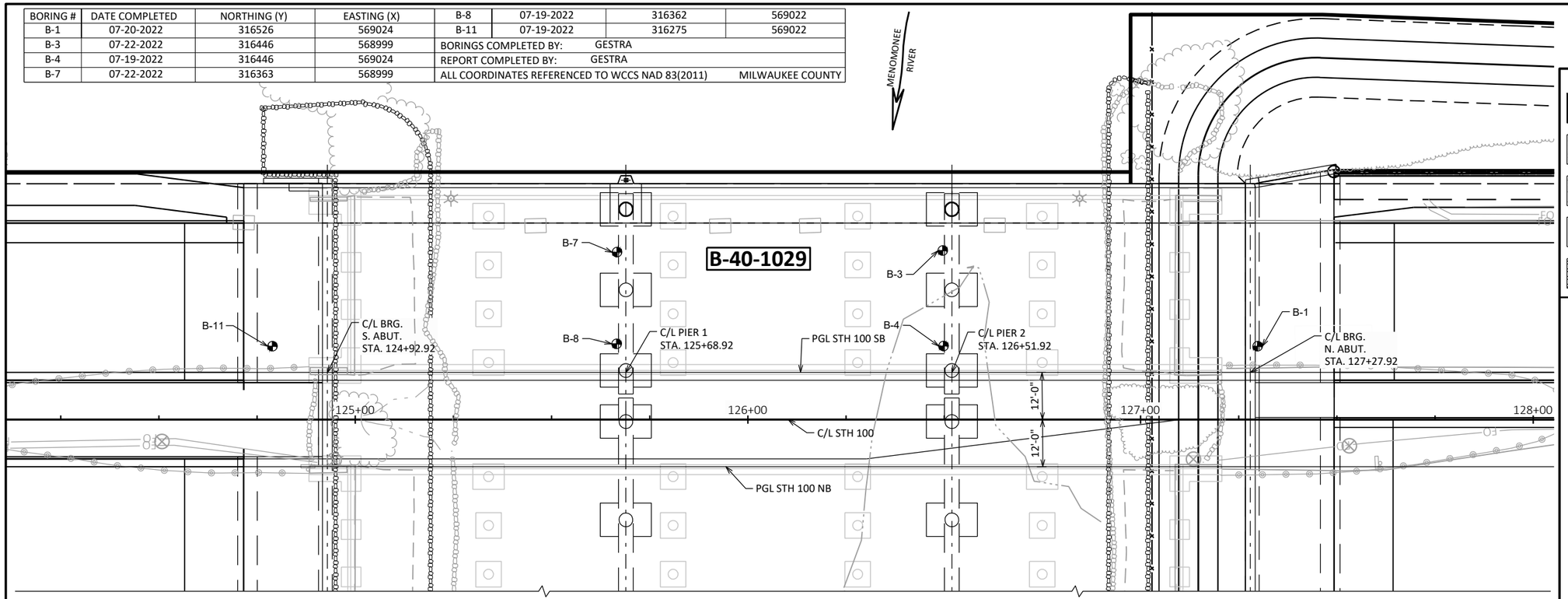
8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-1	07-20-2022	316526	569024
B-3	07-22-2022	316446	568999
B-4	07-19-2022	316446	569024
B-7	07-22-2022	316363	568999
B-8	07-19-2022	316362	569022
B-11	07-19-2022	316275	569022

BORINGS COMPLETED BY: GESTRA
REPORT COMPLETED BY: GESTRA
ALL COORDINATES REFERENCED TO WCCS NAD 83(2011) MILWAUKEE COUNTY

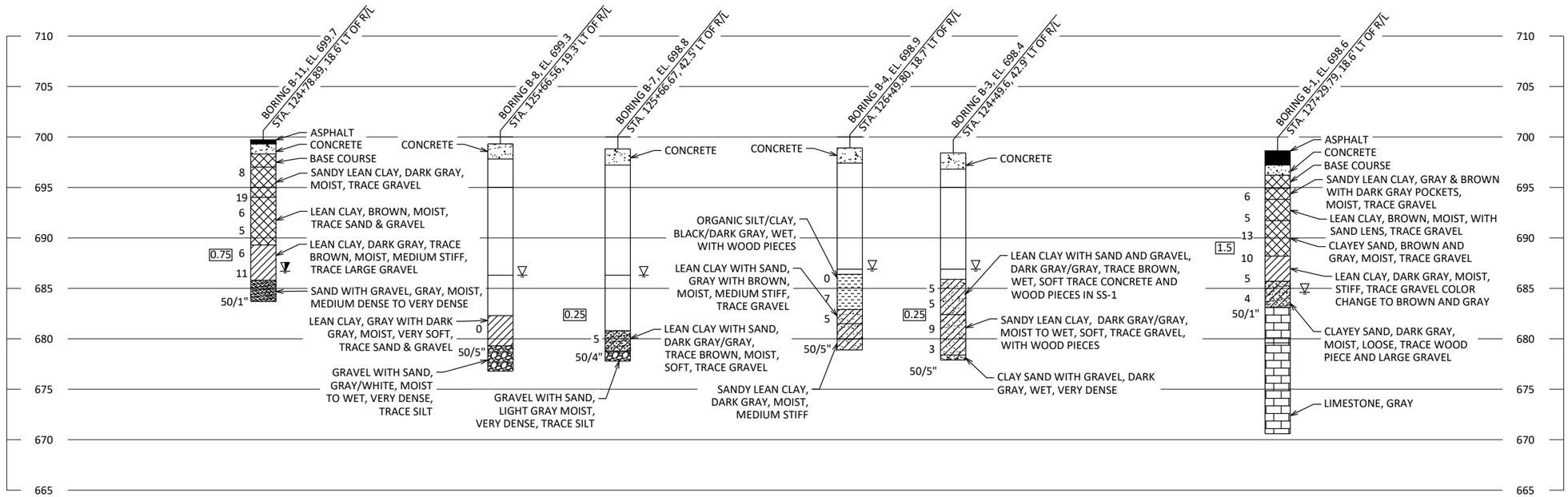
STATE PROJECT NUMBER

2030-10-71



PLAN

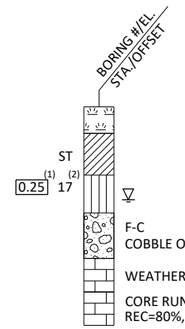
3-SPAN 36W" PRESTRESSED GIRDER



MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



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GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

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STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D KGW

SUBSURFACE EXPLORATION 2

SHEET 5 OF 32
782

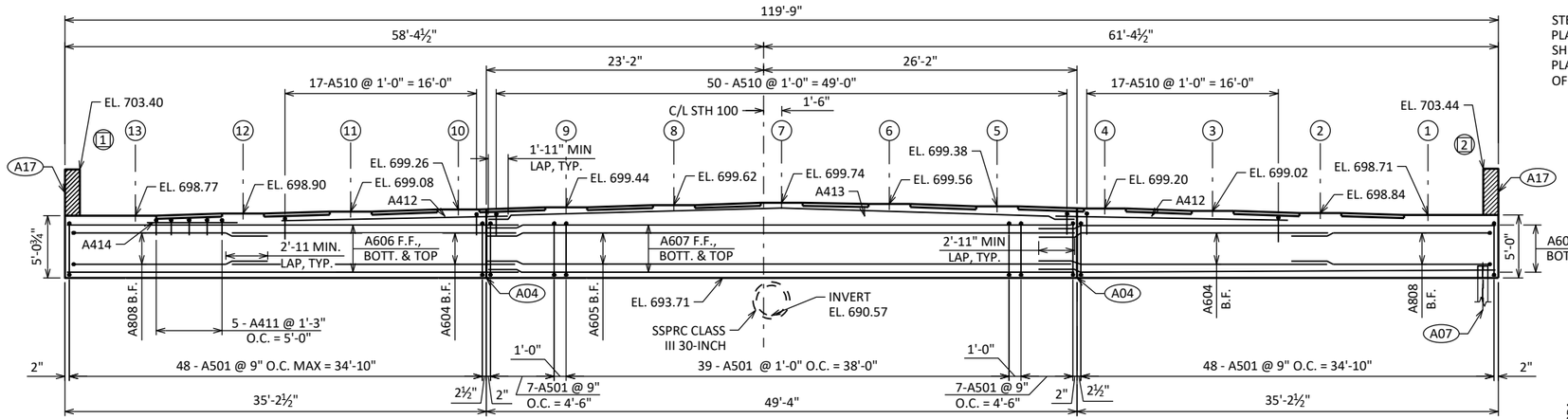
SCALE =

8

8

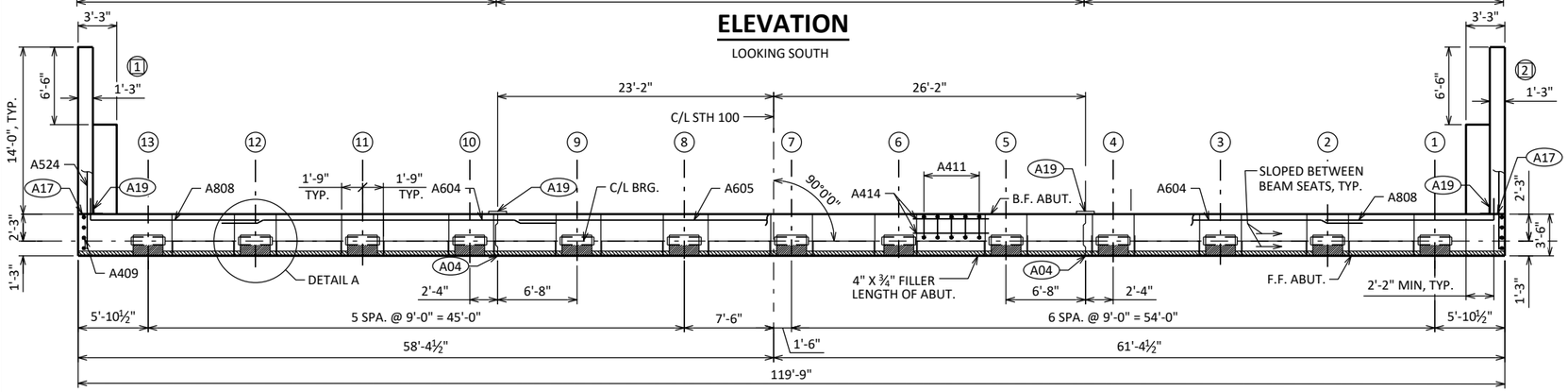
STATE PROJECT NUMBER

2030-10-71

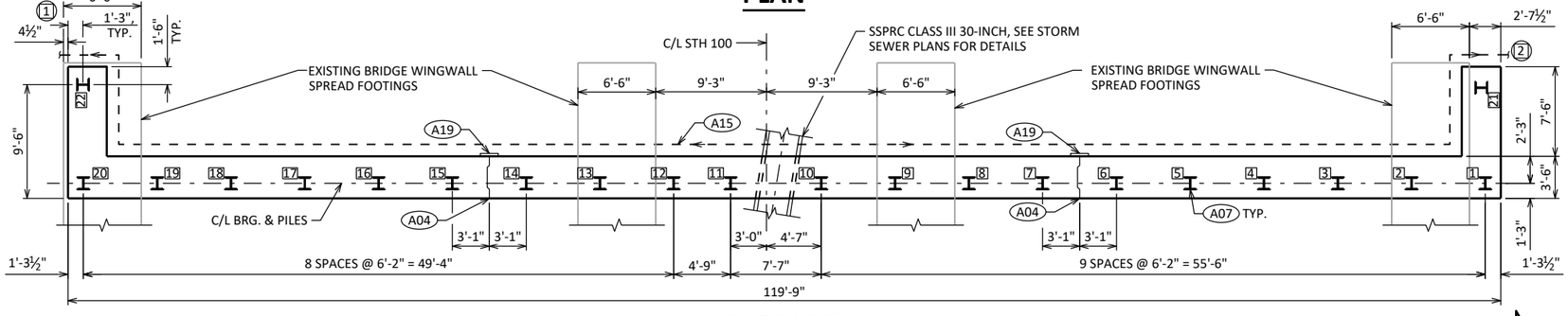


ELEVATION

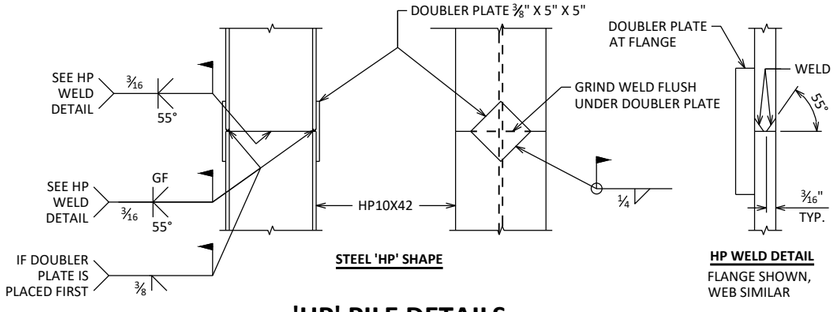
LOOKING SOUTH



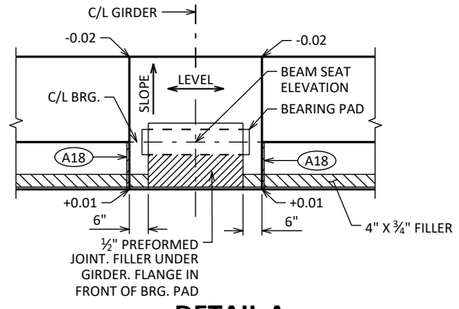
PLAN



PILE PLAN

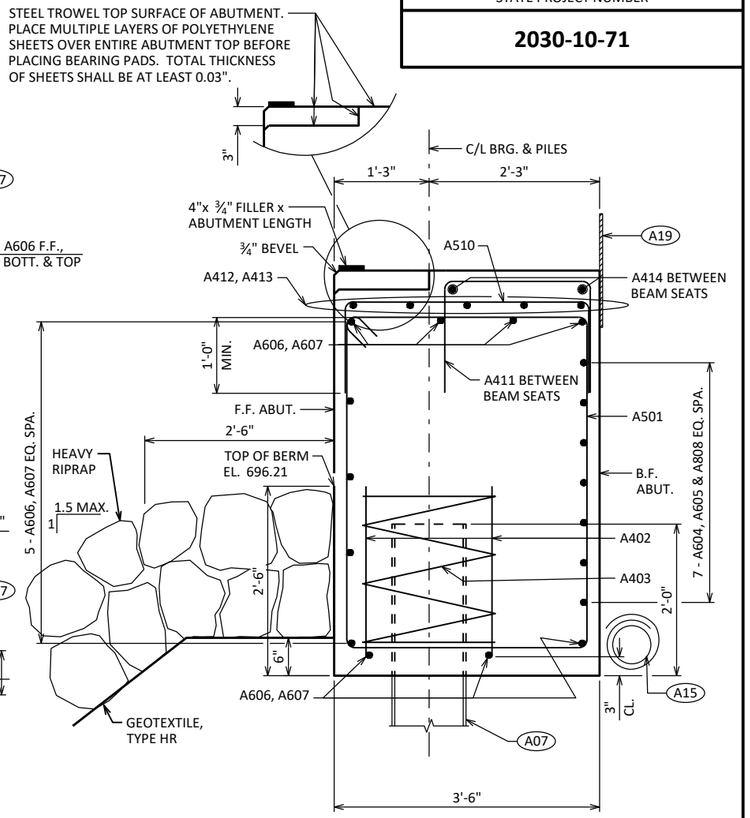


'HP' PILE DETAILS



DETAIL A

STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".



SECTION THRU BODY

LEGEND:

- (A04) VERT. CONST. JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. ¾ "V" GROOVE @ THE FRONT FACE AND 18" RMW @ BACKFACE. FOR OPTIONAL DETAILS SEE SHEET 12.
- (A07) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 16 '-0" LONG SEATED IN PRE-BORED HOLES. PRE-BORED HOLES SHALL EXTEND A MINIMUM OF 10 FEET BELOW THE BOTTOM OF THE ABUTMENT AND BE EMBEDDED A MINIMUM OF 3'-0" INTO COMPETENT ROCK. PILES PLACED IN PREBORED HOLES BORED INTO ROCK DO NOT REQUIRE DRIVING. PILING SHALL BE FIRMLY SEATED AFTER PLACEMENT. THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 180 TONS MULTIPLIED BY A RESISTANCE FACTOR OF 0.5.
- (A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD REQUIRED AT ENDS OF PIPE UNDERDRAIN.
- (A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- (A18) ¾" CORK FILLER ON VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- (A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.
- (#) WINGWALL NUMBER
- [#] PILE NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY CWG | PLANS CK'D KGW

SOUTH ABUTMENT

SHEET 6 OF 32

783

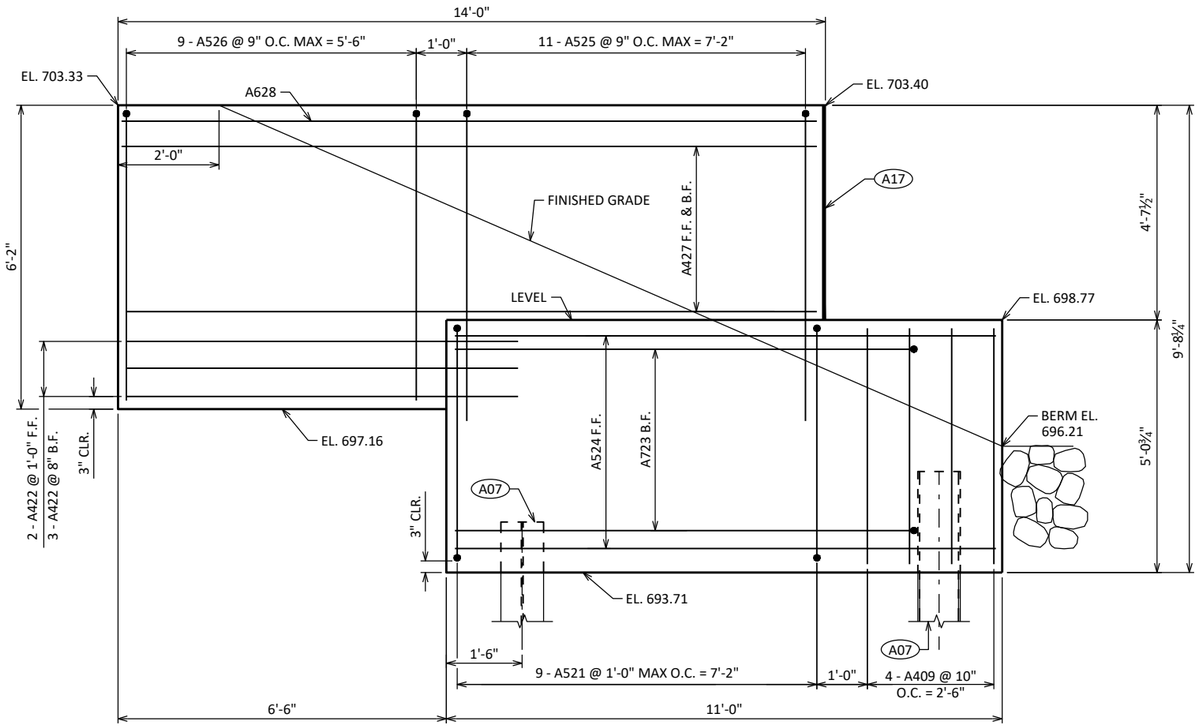
SCALE =

8

8

STATE PROJECT NUMBER

2030-10-71



WINGWALL 1 ELEVATION

FRONT FACE

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		149	16'-0"	X		VERTICAL - STIRRUP
A402		44	2'-3"			VERTICAL - PILES
A403		22	28'-0"	X		SPIRAL - PILES
A604		14	26'-0"			HORIZ. B.F. - END SEGMENTS
A605		7	49'-0"			HORIZ. B.F. - MIDDLE SEGMENT
A606		22	38'-6"			HORIZ. F.F., BOTT. & TOP - END SEGMENTS
A607		11	49'-0"			HORIZ. F.F., BOTT. & TOP - MIDDLE SEGMENTS
A808		14	15'-8"	X		HORIZONTAL B.F. - ENDS
A409		8	4'-7"			VERTICAL - ABUTMENT ENDS
A510		84	7'-5"	X		VERTICAL TOP
A411		60	4'-5"	X		VERTICAL BTWN BEAM SEATS
A412		10	18'-11"			HORIZ. SEAT - END SEGMENTS
A413		5	49'-0"			HORIZ. SEAT MIDDLE SEGMENT
A414		24	7'-6"			HORIZ. BTWN BEAM SEATS
A521	X	18	15'-8"	X		LOWER WING STIRRUP
A422	X	10	7'-11"			UPPER WING OVERHANG HORIZ.
A723	X	18	10'-0"	X		LOWER WING B.F. HORIZ.
A524	X	12	10'-8"			LOWER WING F.F. HORIZ.
A525	X	22	14'-2"	X		UPPER WING VERTICAL
A526	X	18	12'-4"	X		UPPER WING VERTICAL
A427	X	24	13'-8"			UPPER WING HORIZ. F.F. & B.F.
A628	X	4	13'-8"			UPPER WING HORIZ. TOP

LEGEND

- (A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).
- (A07) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 16'-0" LONG EMBED 3'-0" IN TO COMPETENT ROCK.
- (A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.
- (A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
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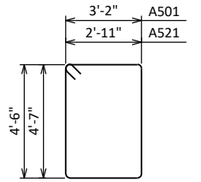
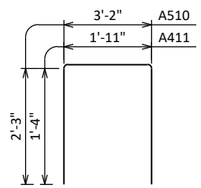


A501, A521



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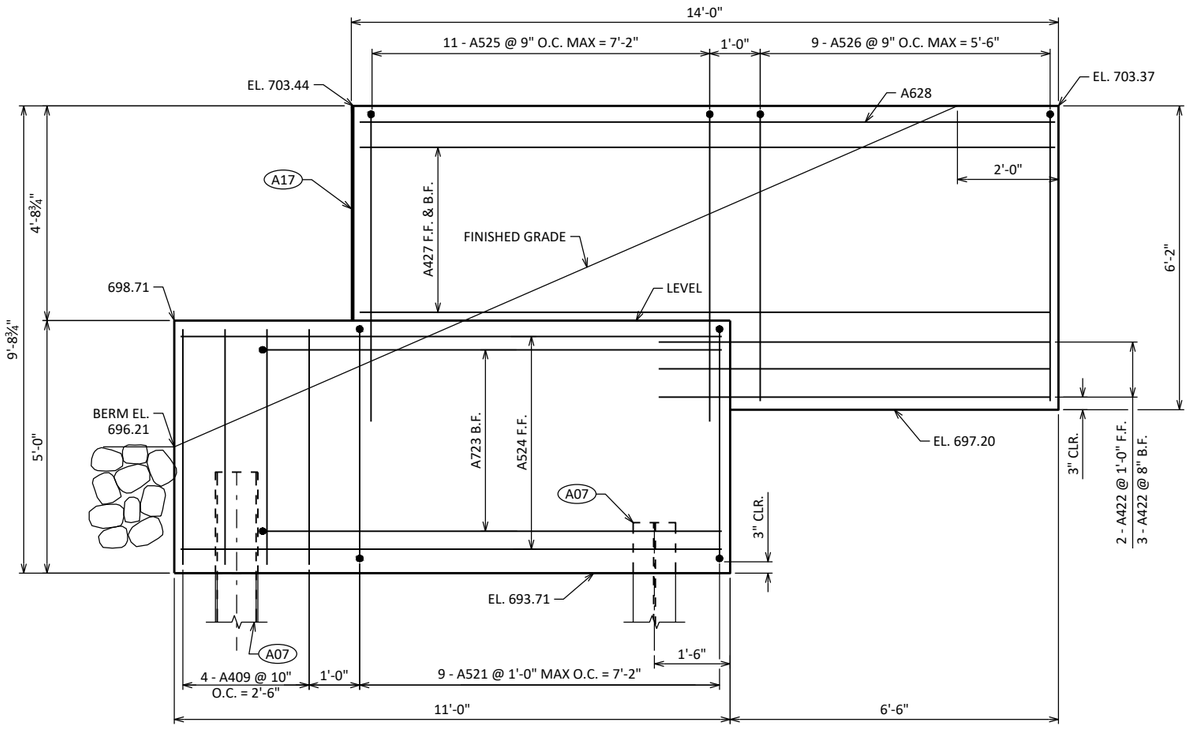
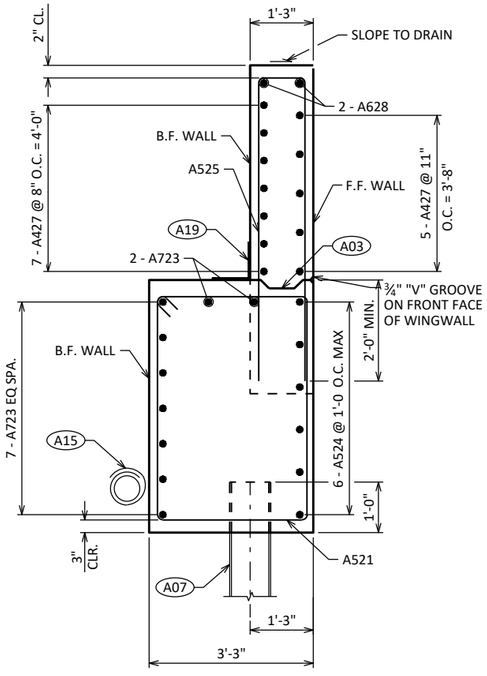
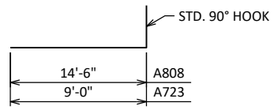


WINGWALL 2 ELEVATION

FRONT FACE



WINGWALL SECTION



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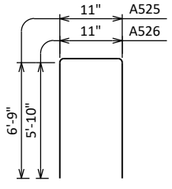
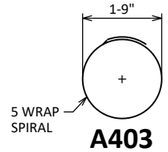


A525, A526



A403

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY CWG | PLANS CK'D KGW

SOUTH ABUTMENT DETAILS

SHEET 7 OF 32

784

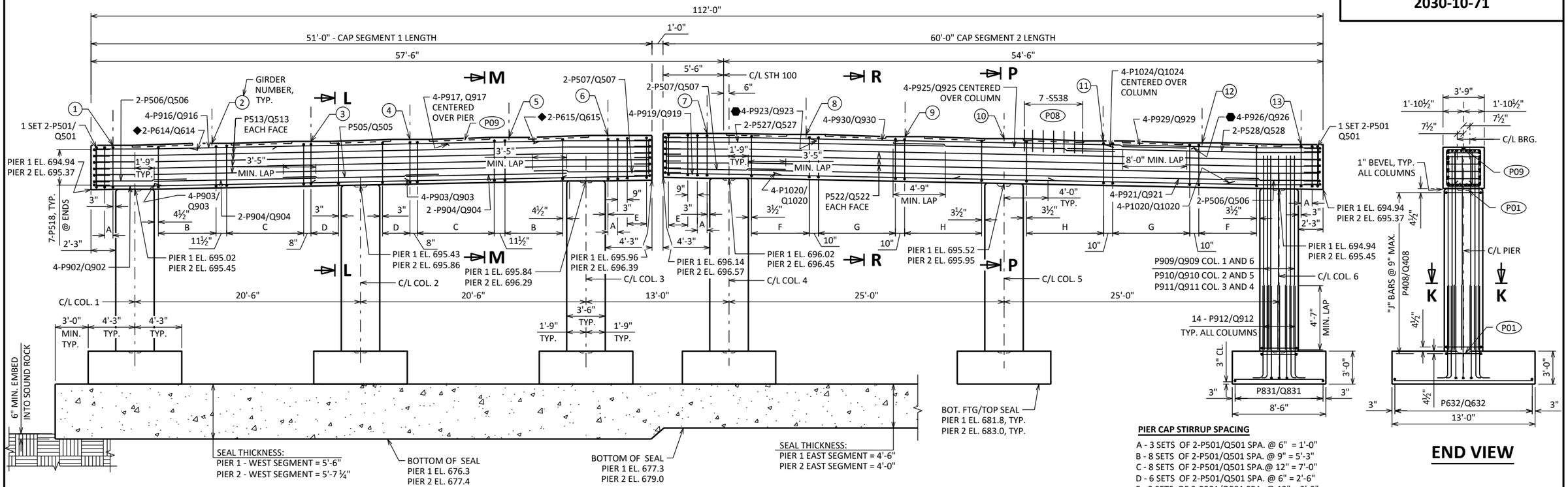
SCALE =

8

8

STATE PROJECT NUMBER

2030-10-71



ELEVATION

LOOKING NORTH

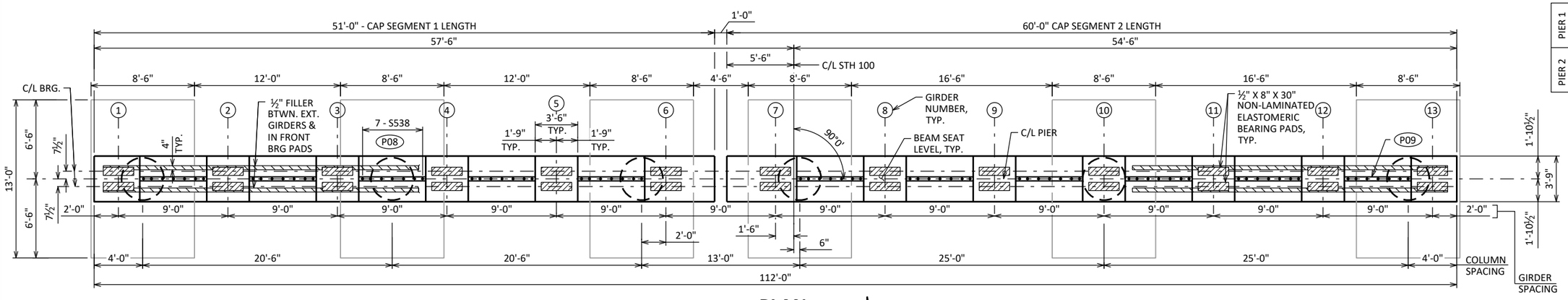
END VIEW

PIER CAP STIRRUP SPACING

A - 3 SETS OF 2-P501/Q501 SPA. @ 6" = 1'-0"
B - 8 SETS OF 2-P501/Q501 SPA. @ 9" = 5'-3"
C - 8 SETS OF 2-P501/Q501 SPA.@ 12" = 7'-0"
D - 6 SETS OF 2-P501/Q501 SPA. @ 6" = 2'-6"
E - 3 SETS OF 2-P501/Q501 SPA. @ 12" = 2'-0"
F - 10 SETS OF 2-P501/Q501 SPA. @ 7" = 5'-3"
G - 8 SETS OF 2-P501/Q501 SPA. @ 12" =7'-0"
H - 13 SETS OF 2-P501/Q501 SPA. @ 7" = 7'-0"

COLUMN STIRRUP QUANTITY

	COLUMN NUMBER	J
PIER 1	1 & 6	14
	2, 3, 4 & 5	15
PIER 2	1 & 6	13
	2, 3, 4 & 5	14



PLAN

COLUMN HEIGHT TABLE

COLUMN NUMBER	1	2	3	4	5	6
PIER 1	10'-2⅝"	10'-7½"	11'-0½"	11'-2⅝"	10'-8⅝"	10'-1⅝"
PIER 2	9'-5⅜"	9'-10⅜"	10'-4⅜"	10'-5⅜"	9'-11⅜"	9'-5⅜"

GIRDER SEAT ELEVATION TABLE

GIRDER NUMBER		1	2	3	4	5	6	7	8	9	10	11	12	13
BEAM SEAT EL.	PIER 1	699.11	699.24	699.42	699.60	699.78	699.96	700.14	700.02	699.84	699.66	699.48	699.30	699.17
	PIER 2	699.54	699.67	699.85	700.03	700.21	700.39	700.57	700.45	700.27	700.09	699.91	699.73	699.60

LEGEND

(P01) 1'-3" x 1'-3" x 2" CONST. JOINT FORMED BY BEVELED KEYWAY.

(P08) BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.) OMIT BETWEEN GIRDER 6 & GIRDER 7.

(P09) KEYED CONST. JOINT-FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

◆ SEE SECTION M-M ON SHEET 9

⬢ SEE SECTION R-R ON SHEET 9

NOTES

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY SUPPORTED BY SOUND ROCK WITH A REQUIRED FACTORED BEARING RESISTANCE OF 40,000 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER FOOTING.

SEE SHEET 9 FOR SECTION K-K, L-L, M-M, P-P & R-R.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D KGW

PIERS

SHEET 8 OF 32

785

SCALE =

8

8

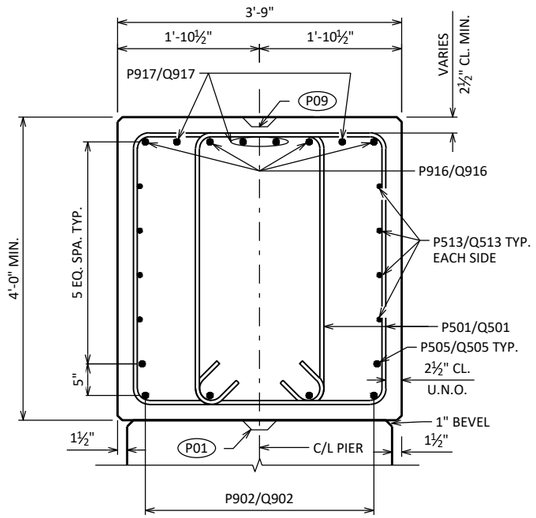
STATE PROJECT NUMBER

2030-10-71

PIER 1 - BILL OF BARS

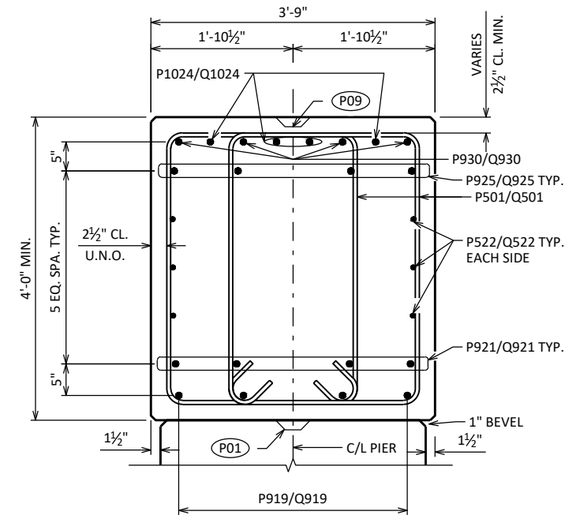
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
P501		252	11'-10"	X	PIER CAP STIRRUPS
P902		4	50'-6"		CAP BOTTOM - SEGMENT 1
P903		8	15'-0"		CAP BOTTOM - SEGMENT 1
P904		4	15'-0"		CAP BOTTOM - SEGMENT 1
P505		2	15'-0"		CAP BOTTOM OVER COL. - SEGMENT 1
P506		4	9'-3"		CAP BOTTOM - SEGMENT 1 & 2
P507		4	11'-3"		CAP BOTTOM - SEGMENT 1 & 2
P408		88	11'-3"	X	COLUMN - HOOPS
P909		28	13'-4"		COLUMN - VERT: COLUMNS 1 & 6
P910		28	13'-8"		COLUMN - VERT: COLUMNS 2 & 5
P911		28	14'-1"		COLUMN - VERT: COLUMNS 3 & 4
P912		84	8'-11"	X	FOOTING DOWELS
P513		8	50'-6"		CAP SIDES - SEGMENT 1
P614		2	12'-4"	X	CAP TOP WEST END - SEGMENT 1 ◆
P615		2	14'-4"	X	CAP TOP EAST END - SEGMENT 1 ◆
P916		4	57'-0"	X	CAP TOP - SEGMENT 1
P917		4	16'-0"		CAP TOP OVER COL. - SEGMENT 1
P518		28	5'-10"	X	CAP ENDS - SEGMENT 1 & 2
P919		4	59'-6"		CAP BOTTOM - SEGMENT 2
P1020		8	17'-0"		CAP BOTTOM - SEGMENT 2
P921		4	46'-6"		CAP BOTTOM - SEGMENT 2
P522		6	59'-6"		CAP SIDES - SEGMENT 2
P923		4	17'-1"	X	CAP TOP WEST END - SEGMENT 2 ◆
P1024		4	19'-6"		CAP TOP OVER COL. - SEGMENT 2
P925		4	19'-6"		CAP TOP OVER COL. - SEGMENT 2
P926		4	19'-1"	X	CAP TOP EAST END - SEGMENT 2 ◆
P527		2	26'-0"		CAP TOP WEST END - SEGMENT 2
P528		2	24'-0"		CAP TOP EAST END - SEGMENT 2
P929		4	23'-9"	X	CAP TOP - SEGMENT 2
P930		4	50'-9"	X	CAP TOP - SEGMENT 2
P831		120	12'-6"		FOOTING
P632		126	8'-0"		FOOTING



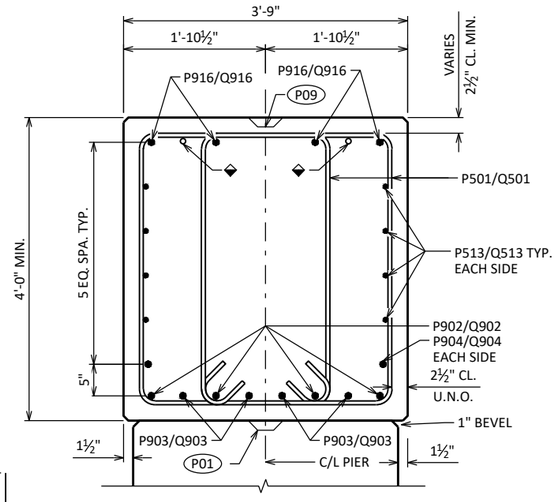
SECTION L-L

CAP SEGMENT 1



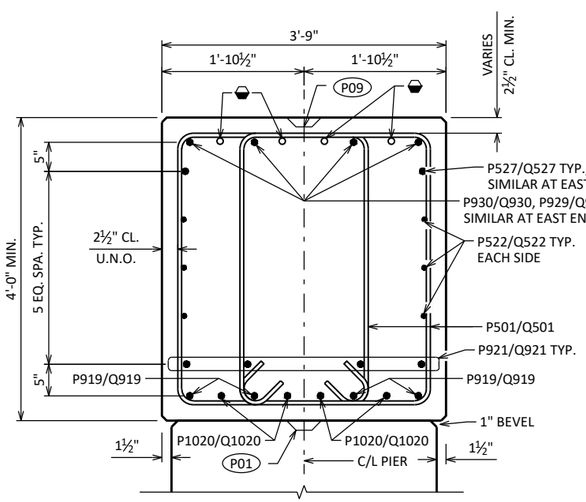
SECTION P-P

CAP SEGMENT 2



SECTION M-M

CAP SEGMENT 1



SECTION R-R

CAP SEGMENT 2

PIER 2 - BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
Q501		252	11'-10"	X	PIER CAP STIRRUPS
Q902		4	50'-6"		CAP BOTTOM - SEGMENT 1
QP03		8	15'-0"		CAP BOTTOM - SEGMENT 1
Q904		4	15'-0"		CAP BOTTOM - SEGMENT 1
Q505		2	15'-0"		CAP BOTTOM OVER COL. - SEGMENT 1
Q506		4	9'-3"		CAP BOTTOM - SEGMENT 1 & 2
Q507		4	11'-3"		CAP BOTTOM - SEGMENT 1 & 2
Q408		82	11'-3"	X	COLUMN - HOOPS
Q909		28	12'-6"		COLUMN - VERT: COLUMNS 1 & 6
Q910		28	12'-11"		COLUMN - VERT: COLUMNS 2 & 5
Q911		28	13'-3"		COLUMN - VERT: COLUMNS 3 & 4
Q912		84	8'-11"	X	FOOTING DOWELS
Q513		8	50'-6"		CAP SIDES - SEGMENT 1
Q614		2	12'-4"	X	CAP TOP WEST END - SEGMENT 1 ◆
Q615		2	14'-4"	X	CAP TOP EAST END - SEGMENT 1 ◆
Q916		4	57'-0"	X	CAP TOP - SEGMENT 1
Q917		4	16'-0"		CAP TOP OVER COL. - SEGMENT 1
Q518		28	5'-10"	X	CAP ENDS - SEGMENT 1 & 2
Q919		4	59'-6"		CAP BOTTOM - SEGMENT 2
Q1020		8	17'-0"		CAP BOTTOM - SEGMENT 2
Q921		4	46'-6"		CAP BOTTOM - SEGMENT 2
Q522		6	59'-6"		CAP SIDES - SEGMENT 2
Q923		4	17'-1"	X	CAP TOP WEST END - SEGMENT 2 ◆
Q1024		4	19'-6"		CAP TOP OVER COL. - SEGMENT 2
Q925		4	19'-6"		CAP TOP OVER COL. - SEGMENT 2
Q926		4	19'-1"	X	CAP TOP EAST END - SEGMENT 2 ◆
Q527		2	26'-0"		CAP TOP WEST END - SEGMENT 2
Q528		2	24'-0"		CAP TOP EAST END - SEGMENT 2
Q929		4	23'-9"	X	CAP TOP - SEGMENT 2
Q930		4	50'-9"	X	CAP TOP - SEGMENT 2
Q831		120	12'-6"		FOOTING
Q632		126	8'-0"		FOOTING

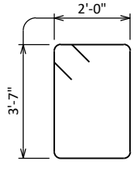
LEGEND

(P01) 1'-3" x 1'-3" x 2" CONST. JOINT FORMED BY BEVELED KEYWAY.

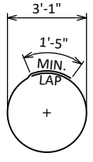
(P09) KEYED CONST. JOINT-FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

◆ P615/Q615 AT CAP SEGMENT 1 EAST END, P614/Q614 SIMILAR AT CAP SEGMENT 1 WEST END

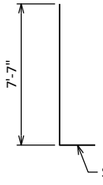
◆ P923/Q923 AT CAP SEGMENT 2 WEST END, P926/Q926 SIMILAR AT CAP SEGMENT 2 EAST END



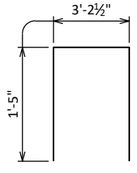
P501/Q501



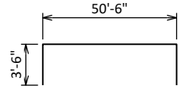
P408/Q408



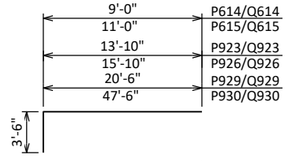
P912/Q912



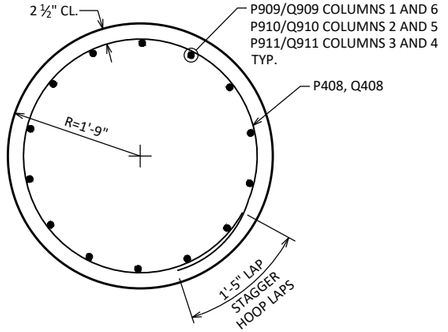
P518/Q518



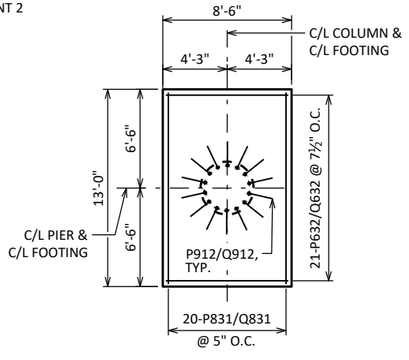
P916/Q616



P614/Q614, P615/Q615, P923/Q923, P926/Q926 P929/Q929, P930/Q930



SECTION K-K



FOOTING PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D KGW

PIER DETAILS

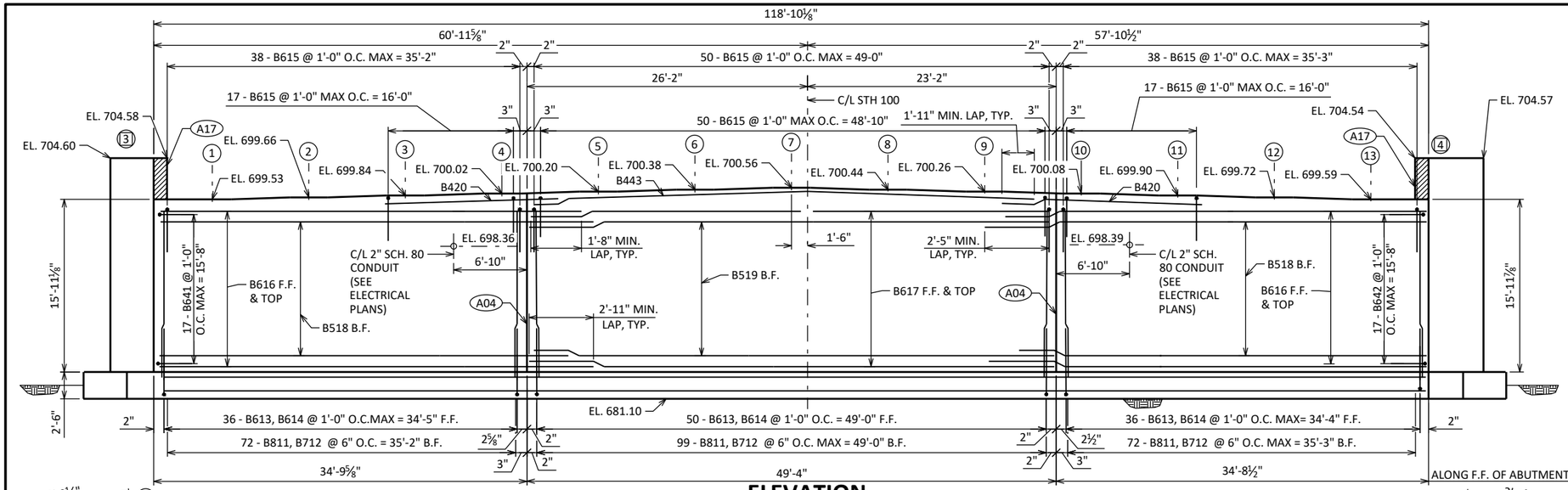
SHEET 9 OF 32

786

SCALE =

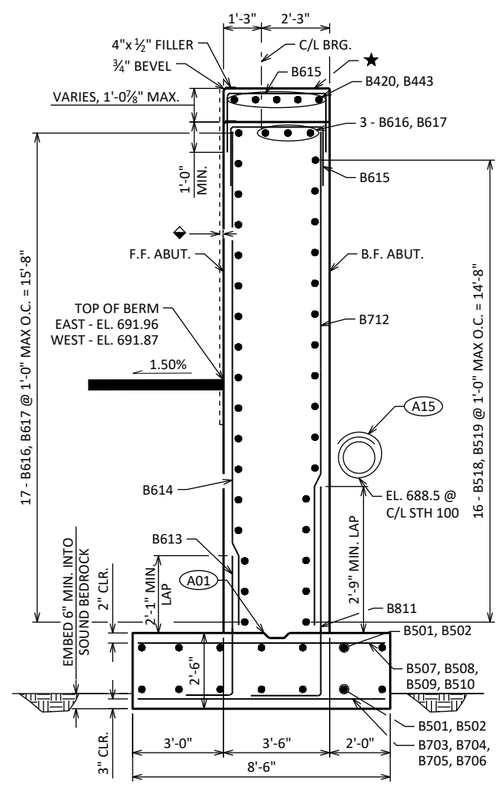
STATE PROJECT NUMBER

2030-10-71



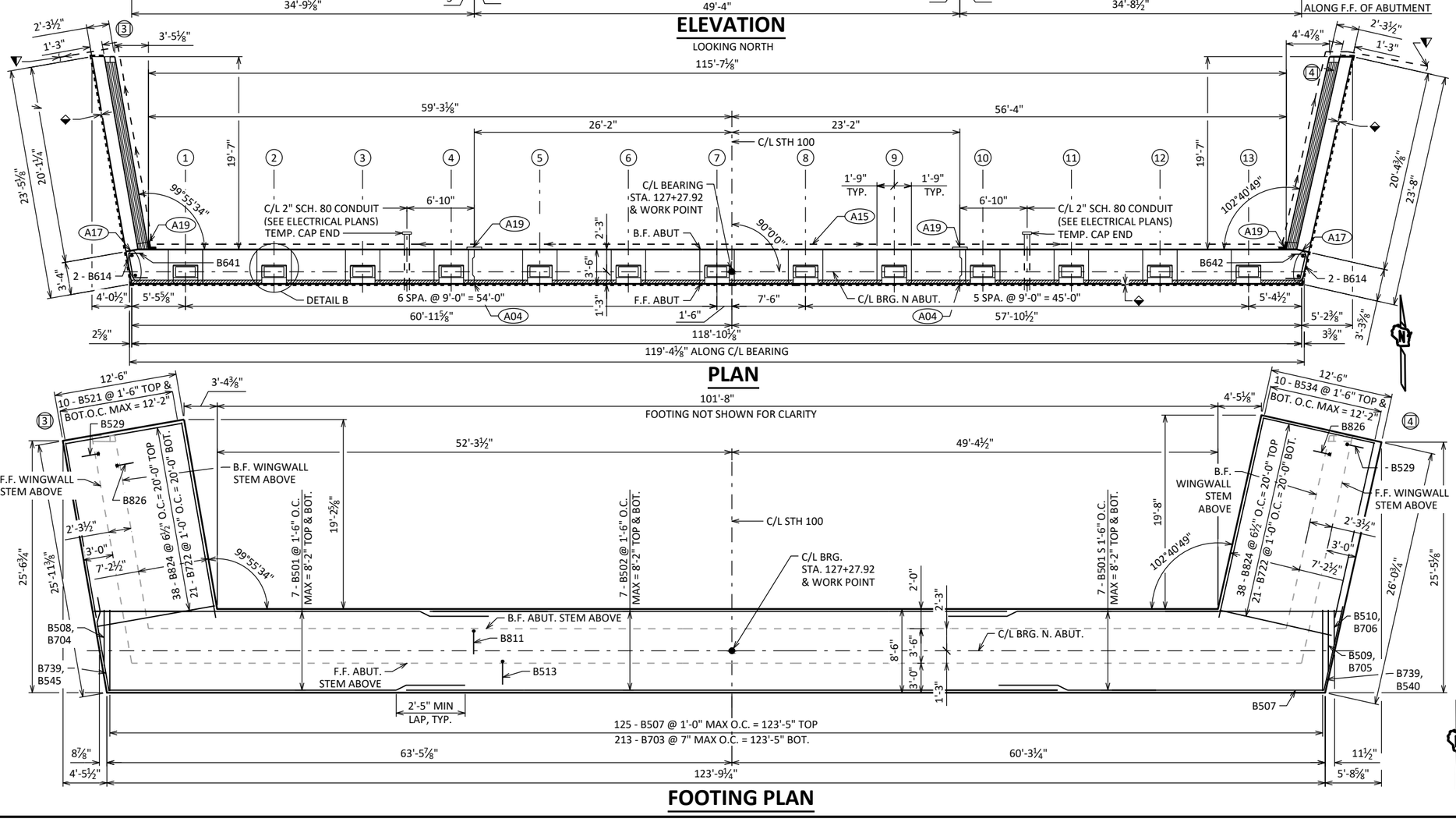
ELEVATION

LOOKING NORTH



SECTION THRU ABUTMENT

LOOKING WEST



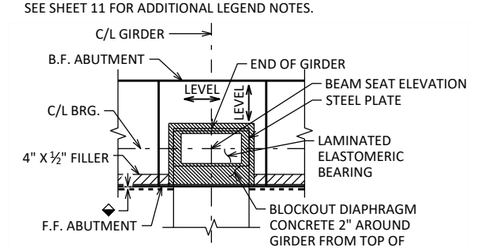
PLAN

FOOTING PLAN

LEGEND

- ▼ ROUTE PIPE UNDERDRAIN UNDER OAK LEAF TRAIL PRIOR TO DAYLIGHTING
- ◆ 1¾" ARCHITECTURAL SURFACE TREATMENT, SEE SHEETS 31 & 32.

SEE SHEET 11 FOR ADDITIONAL LEGEND NOTES.



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY CWG | PLANS CK'D KGW

NORTH ABUTMENT

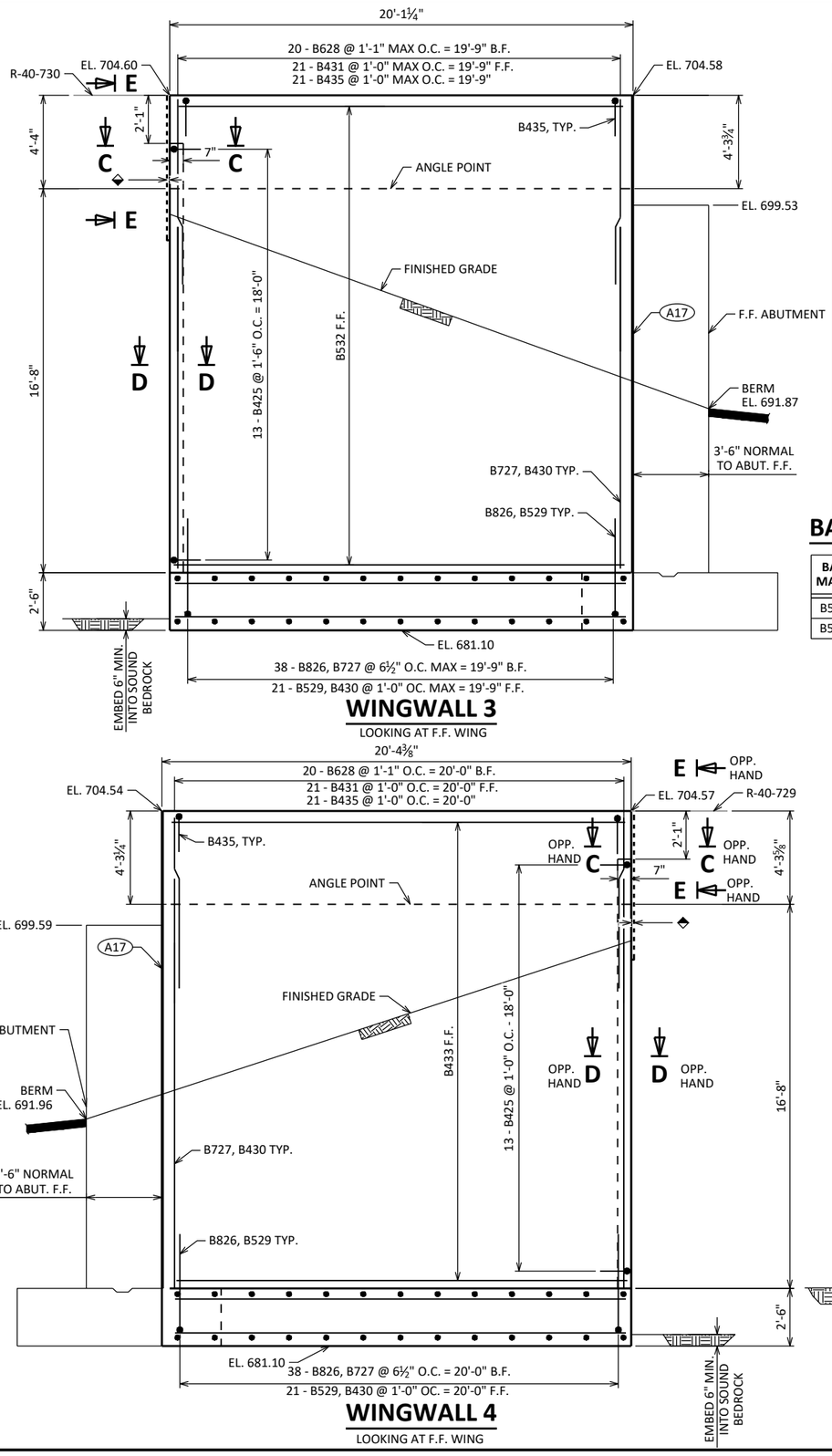
SHEET 10 OF 32

787

SCALE =

8

8



WINGWALL 3

LOOKING AT F.F. WING

WINGWALL 4

LOOKING AT F.F. WING

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

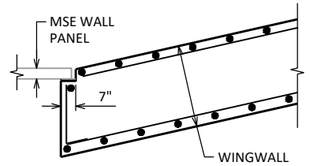
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		28	40'-0"			FTG. END LONGIT. TOP & BOT.
B502		14	52'-6"			FTG. MIDDLE LONGIT. TOP & BOT.
B703		213	8'-2"			FTG. TRAN. BOT.
B704		1	4'-1"			FTG. TRAN. BOT. WING 3
B705		1	5'-6"			FTG. TRAN. BOT. WING 4
B706		1	2'-9"			FTG. TRAN. BOT. WING 4
B507		125	8'-2"			FTG. TRAN. TOP
B508		1	4'-1"			FTG. TRAN. TOP WING 3
B509		1	5'-6"			FTG. TRAN. TOP WING 4
B510		1	2'-9"			FTG. TRAN. TOP WING 4
B811		243	6'-8"	X		FTG. B.F. STEM DOWEL BAR
B712		243	15'-8"			B.F. VERTICAL
B613		122	5'-5"	X		FTG. F.F. STEM DOWEL BAR
B614		126	15'-8"			VERTICAL F.F. & ENDS
B615		210	7'-6"	X		TOP TRAN.
B616		40	38'-0"			F.F. & B.F. HORIZ. END
B617		20	49'-0"			F.F. & B.F. HORIZ. MIDDLE
B518		16	37'-6"			HORIZ. B.F. END
B519		32	49'-0"			HORIZ. B.F. MIDDLE
B420		10	18'-11"			HORIZ. TOP END
B521	X	20	19'-1"		X	FTG. WING 3 LONG. TOP & BOT.
B722	X	42	12'-2"			FTG. WING TRAN. BOT.
B423	X	2	18'-8"			MSE WALL JT. - VERTICAL
B824	X	76	12'-2"			FTG. WING TRAN. TOP
B425	X	26	2'-9"	X		MSE WALL JT. - TRANS.
B826	X	76	6'-8"	X		WING B.F. DOWEL
B727	X	76	19'-0"	X		WING B.F. VERTICAL
B628	X	40	6'-6"			WING B.F. TOP VERTICAL
B529	X	42	4'-9"	X		WING F.F. DOWEL
B430	X	42	16'-6"			WING F.F. VERTICAL
B431	X	42	5'-10"			WING F.F. TOP VERTICAL
B432	X	16	19'-9"			WING 3 STEM HORIZ. F.F. & B.F.
B433	X	16	20'-0"			WING 4 STEM HORIZ. F.F. & B.F.
B534	X	20	19'-5"		X	FTG. WING 4 LONG. TOP & BOT.
B435	X	42	2'-9"	X		STEM TOP TRAN.
B739		2	8'-4"			FTG. TRAN. END BOT
B540		2	8'-4"			FTG. TRAN. END TOP
B641		17	5'-5"	X		HORIZ. END - WING 3
B642		17	5'-6"	X		HORIZ. END - WING 4
B443		5	49'-0"			HORIZ. TOP MIDDLE

BARS SERIES

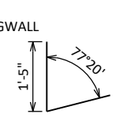
BAR MARK	NO. REQ'D.	LENGTH
B521	2 SERIES OF 10	18'-0" TO 20'-2"
B534	2 SERIES OF 10	18'-0" TO 20'-10"

WINGWALL SECTION

SECTION C-C



SECTION D-D



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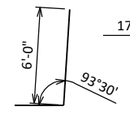

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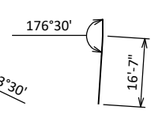

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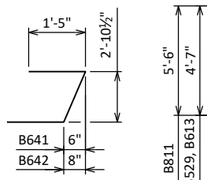

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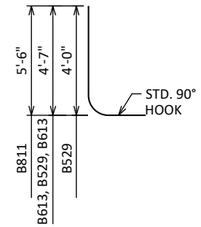
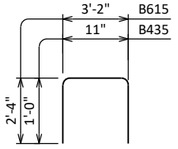
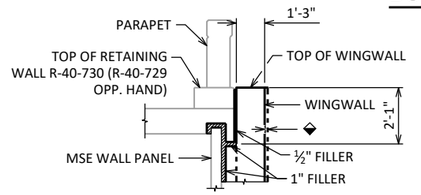


B811, B613, B529



B615, B435



SECTION E-E

STATE PROJECT NUMBER

2030-10-71

NOTES

NORTH ABUTMENT WITH SPREAD FOOTINGS TO BE SUPPORTED BY SOUND ROCK WITH A REQUIRED FACTORED BEARING RESISTANCE OF 40,000 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE ABUTMENT FOOTING.

FOR ADDITIONAL DETAILS SEE SHEET 30

LEGEND

(A01) CONST. JOINT: KEYWAY FORMED BY A BEVELED 2 x 6.

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A04) VERT. CONST. JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. ¾" "V" GROOVE @ THE FRONT FACE AND 18" RMW @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

★ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

◆ 1¾" ARCHITECTURAL SURFACE TREATMENT, SEE SHEETS 31 & 32.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY CWG | PLANS CK'D KGW

NORTH ABUTMENT DETAILS

SHEET 11 OF 32

788

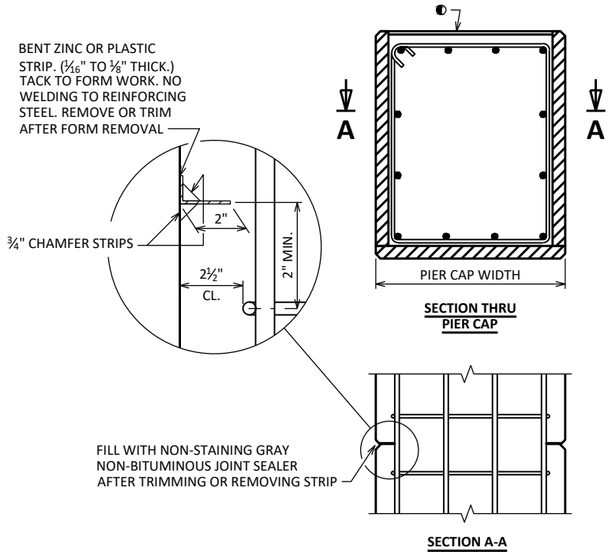
SCALE =

8

8

STATE PROJECT NUMBER

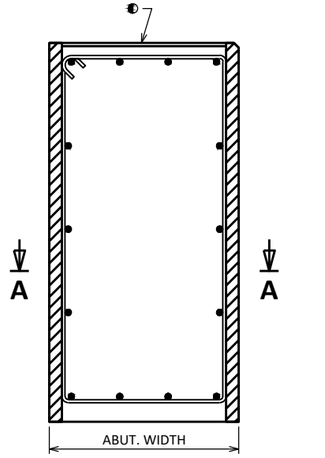
2030-10-71



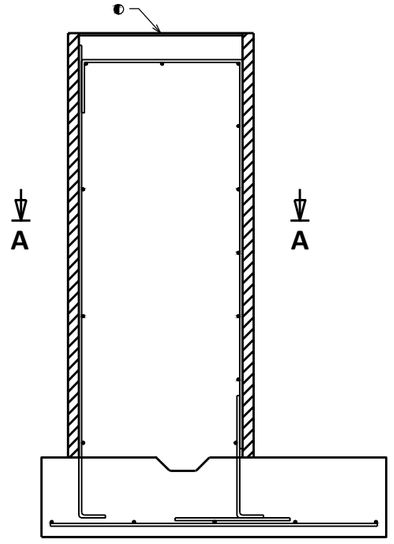
SECTION THRU PIER CAP

SECTION A-A

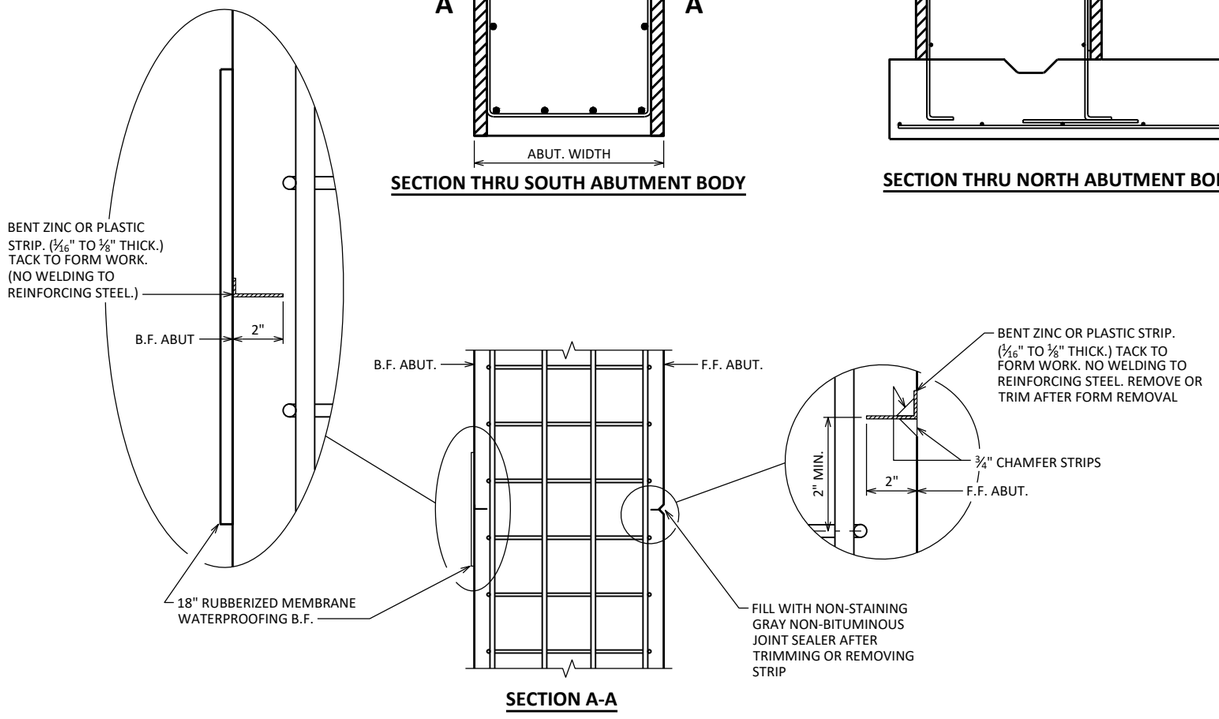
ALTERNATE CONSTRUCTION JOINT AT PIER CAP



SECTION THRU SOUTH ABUTMENT BODY



SECTION THRU NORTH ABUTMENT BODY



SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATIVE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

SAW CUTTING JOINT IS NOT ALLOWED.

◐ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP.

NO.	DATE	REVISION	BY

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STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D KGW

ALTERNATE CONSTRUCTION JOINT

SHEET 12 OF 32

789

SCALE =

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STATE PROJECT NUMBER

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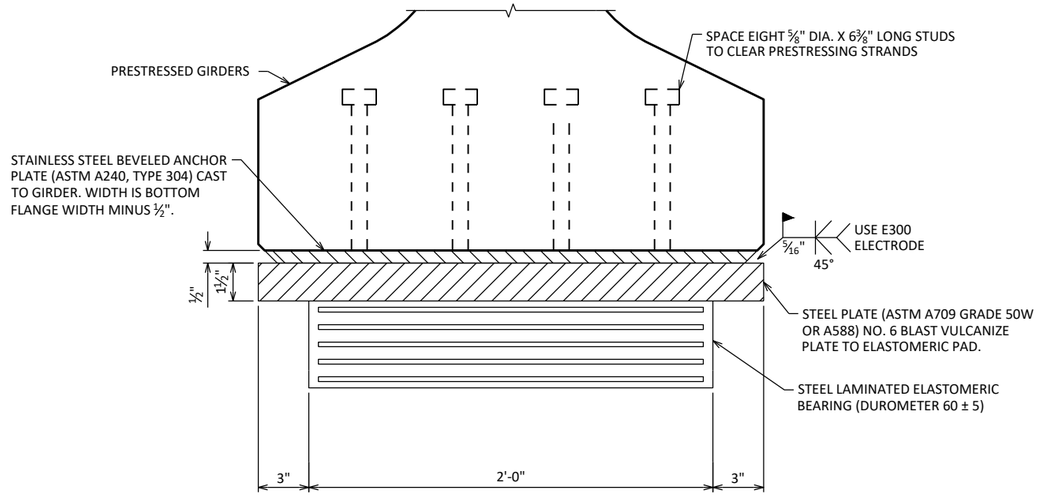
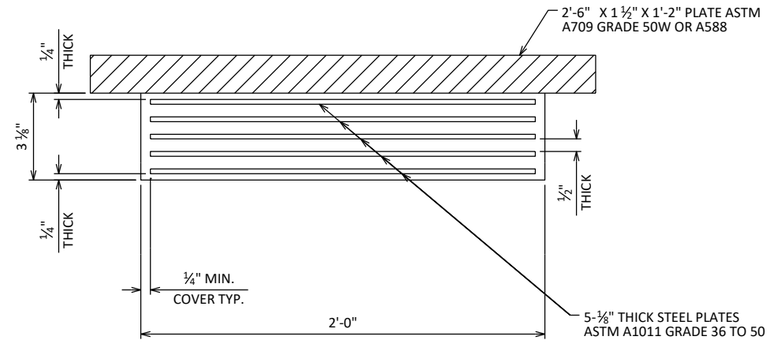
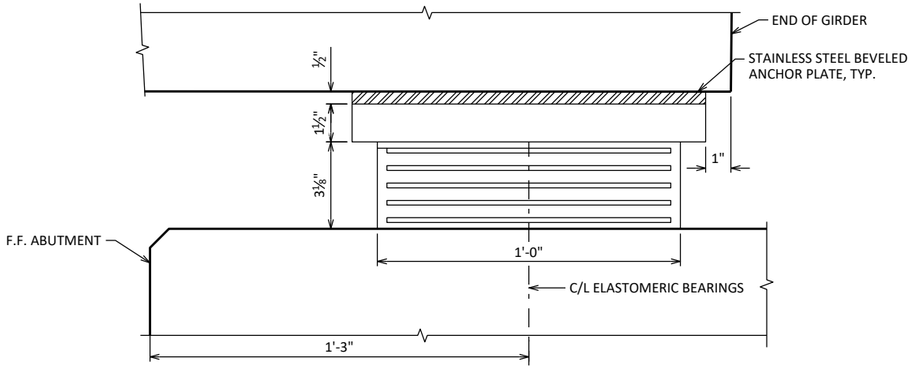


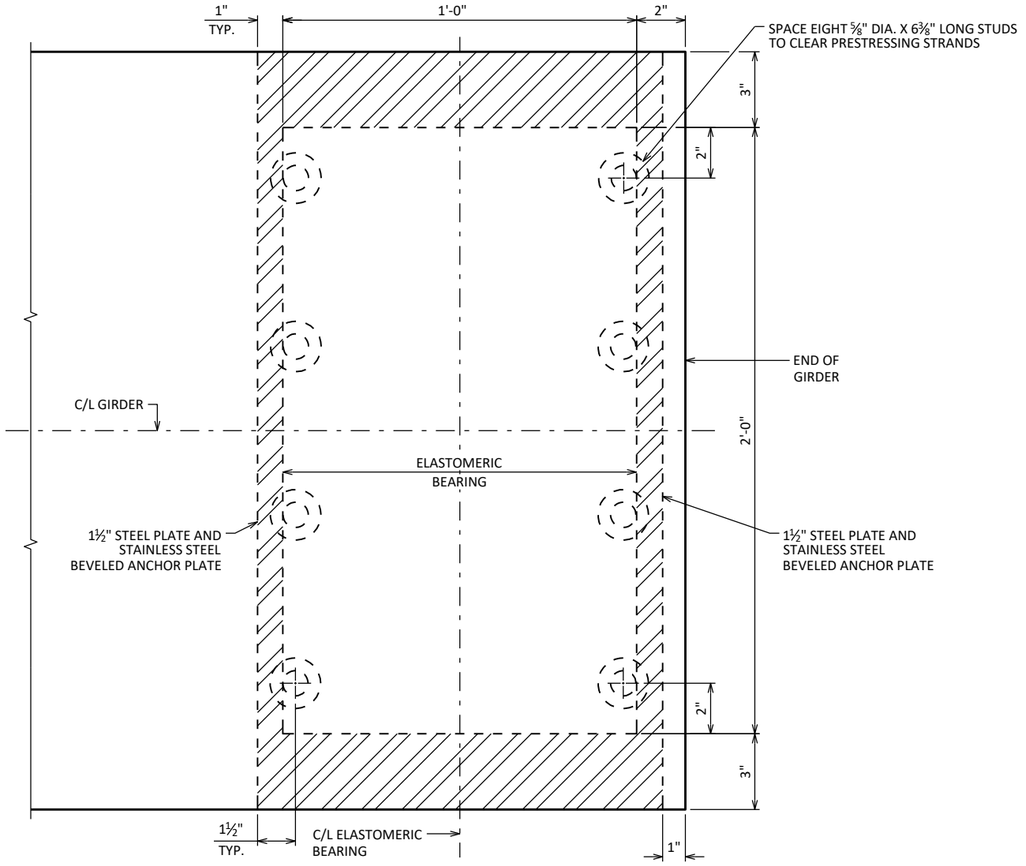
END VIEW



SECTION THRU ELASTOMERIC BEARING



NORTH ABUTMENT BEARINGS



PLAN VIEW

LOCATED AT NORTH ABUTMENT
TOTAL QUANTITY = 13

NOTES

BEARINGS SHALL NOT BE PLACED AT A TEMPERATURE GREATER THAN 85° F.

ALL MATERIAL USED FOR BEARINGS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELECTROMETRIC LAMINATED", EACH.

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

BEARINGS DESIGNED PER METHOD A IN THE CURRENT AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY CWG | PLANS CK'D WAR

ELASTOMERIC BEARING DETAILS

SHEET 13 OF 32

790

SCALE =

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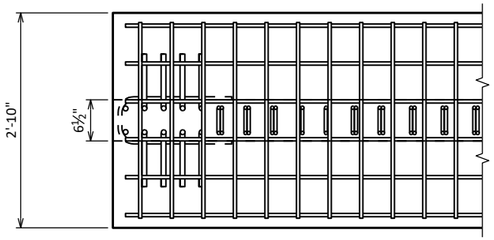
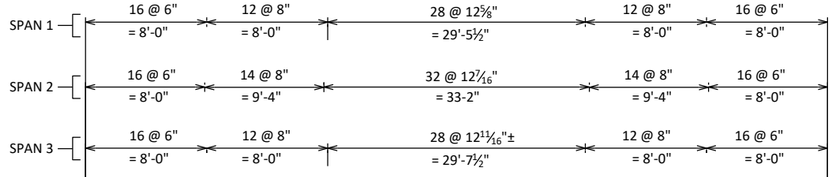
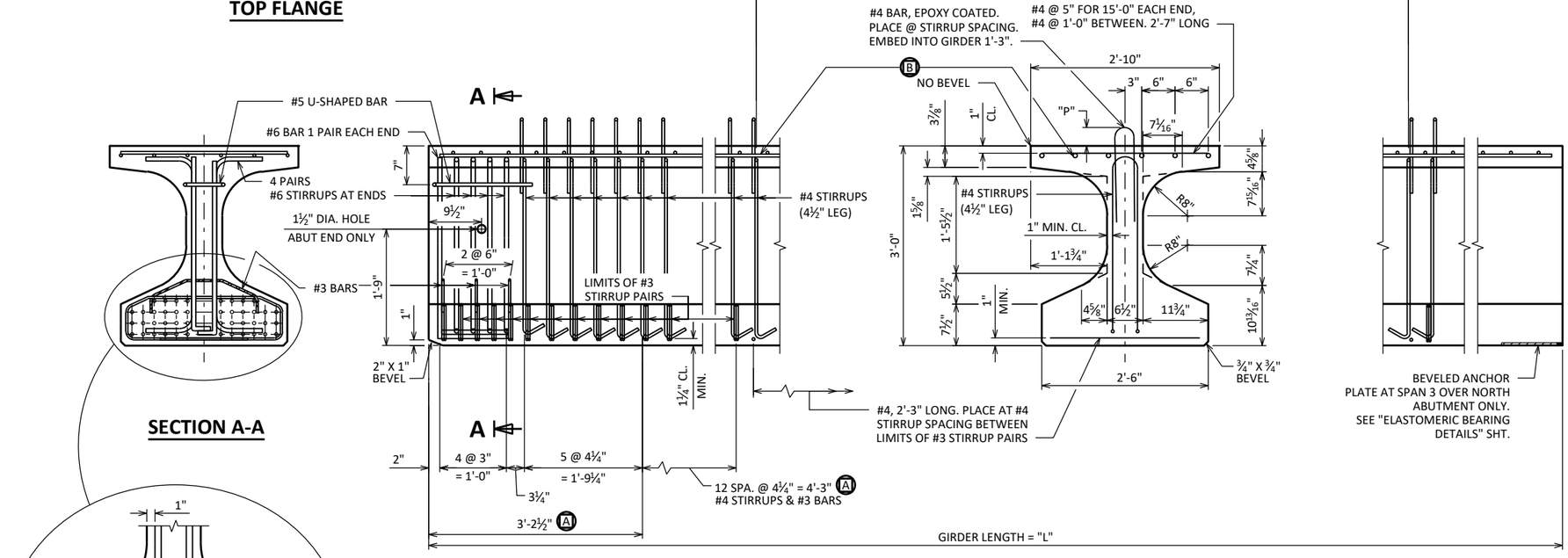
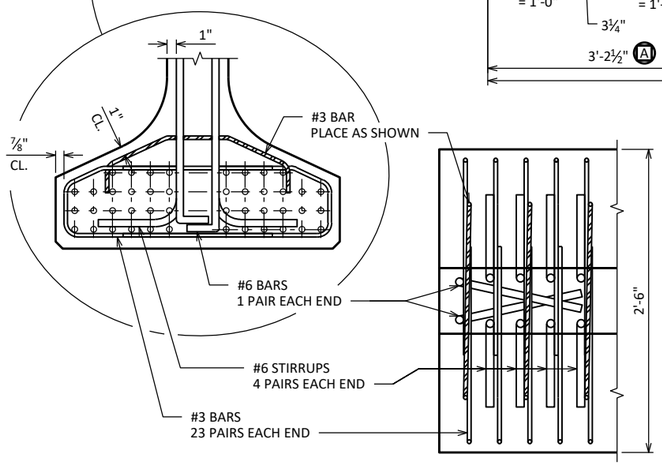


TOP FLANGE





SECTION A-A



BOTTOM FLANGE

SIDE VIEW & TYPICAL SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

(B) 6 #5 BARS, FULL LENGTH, MIN. LAP = 2'-11"

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.4 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

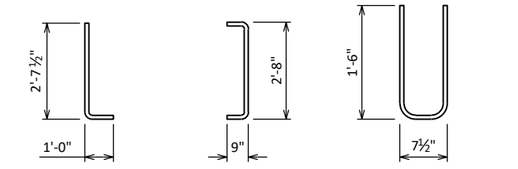
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

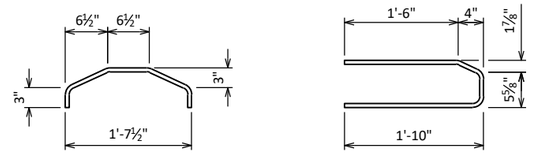
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A1064 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON ACCEPTANCE OF THE STRUCTURES MAINTENANCE SECTION. IF USED, WWF SUBSTITUTION DETAILS SHALL BE SUBMITTED ELECTRONICALLY TO THE WISDOT FABRICATION LIBRARY AND ACCEPTED PRIOR TO SHOP DRAWING SUBMITTAL.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.





⚹ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L" (FEET)	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (P.S.I.)	"P" (IN.) 1ST ⅓ OF GIRDER	MID ⅓ OF GIRDER	END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ⚹	(IN.) "A"	"B" MIN.	"B" MAX.	"C"
1	ALL	76'-4½"	0.4	0.8	1.0	1.2	1.3	1.2	1.0	0.7	0.4	8,000	6 ¾	6 ½	6 ¾	0.600	26	6,800	32	11	14	4
2	ALL	82'-9"	0.5	1.0	1.4	1.6	1.7	1.6	1.4	1.0	0.5	8,000	7	6 ¾	7	0.600	26	6,800	32	11	14	4
3	ALL	76'-6½"	0.4	0.7	1.0	1.2	1.3	1.2	1.0	0.7	0.4	8,000	6 ¾	6 ½	6 ¾	0.600	26	6,800	32	11	14	4

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D KGW

36W" PRESTRESSED GIRDER DETAILS

SHEET 14 OF 32

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SCALE =

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STATE PROJECT NUMBER

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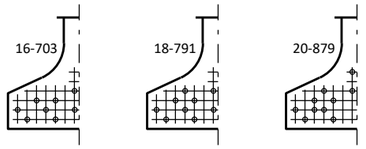
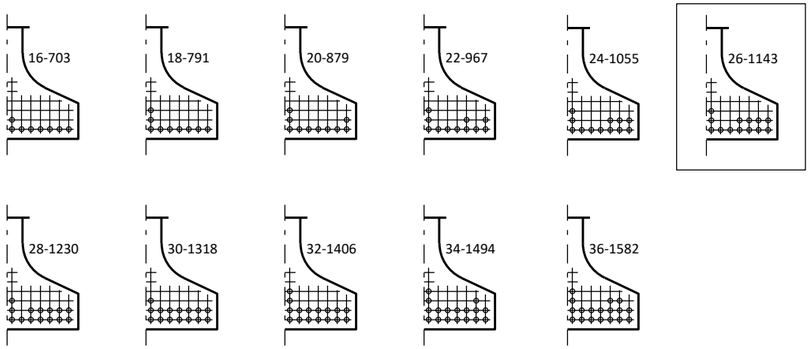


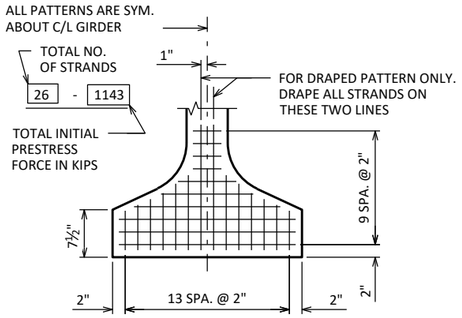
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6" DIA. STRANDS

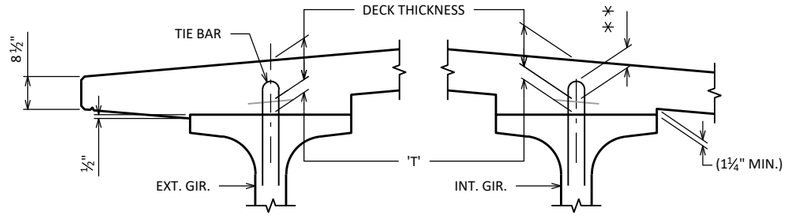


ARRANGEMENT AT C/L SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6" DIA. STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE

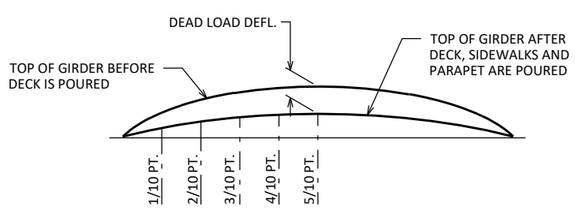
* GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

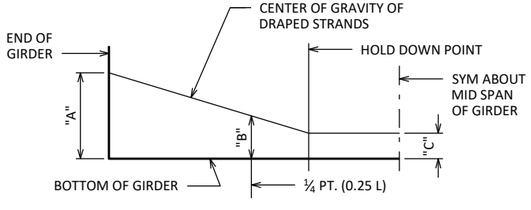
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT C/L OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

	TOP OF DECK ELEV. AT FINAL GRADE
-	TOP OF GIRDER ELEVATION
+	DEAD LOAD DEFLECTION
-	DECK THICKNESS
=	HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 2⅝" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



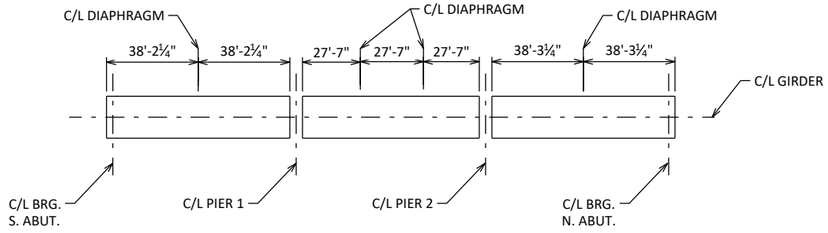
DRAPED STRAND PROFILE

⚹ THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) ⚹
1 & 3	2.44
2	2.59

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



STEEL DIAPHRAGM SPACING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D KGW

36W" PRESTRESSED GIRDER DESIGN DATA

SHEET 15 OF 32

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SCALE =

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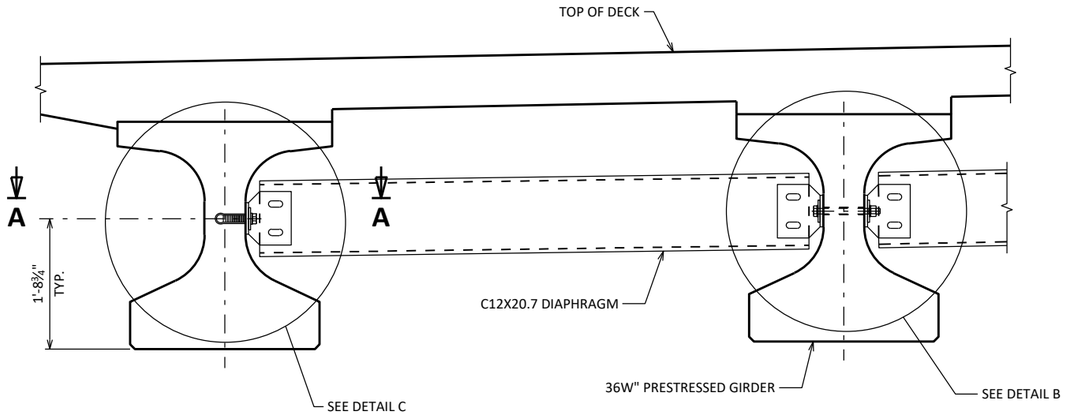
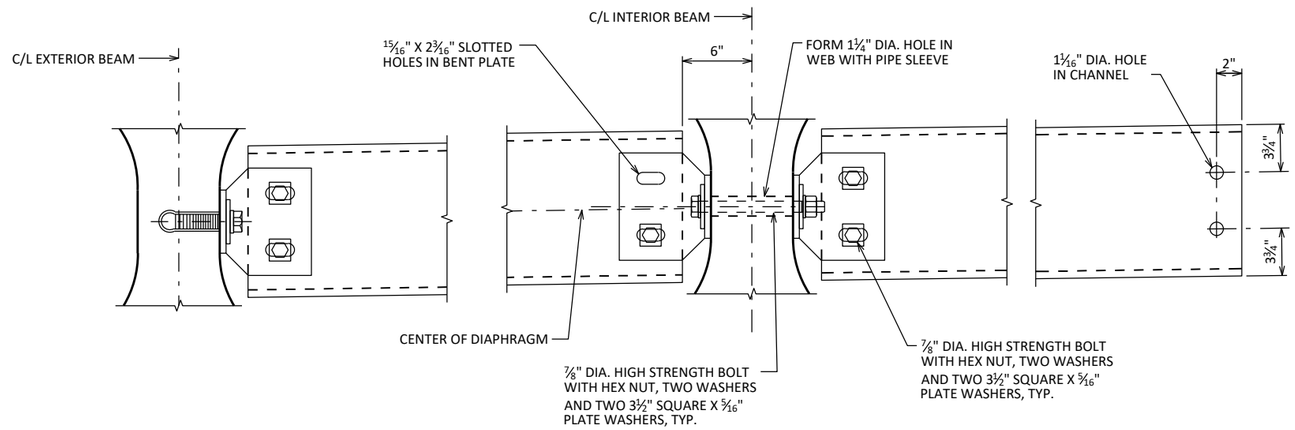
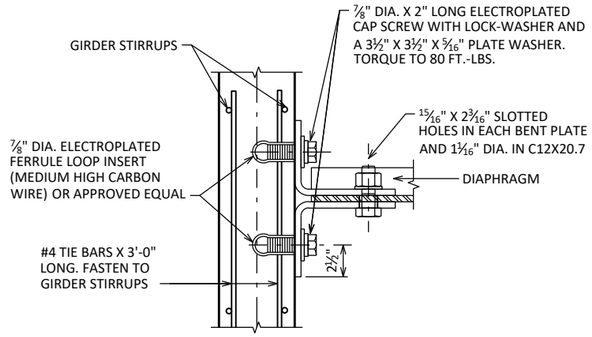


EXTERIOR GIRDER **INTERIOR GIRDER**

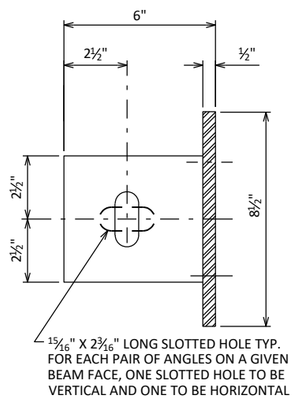
PART TRANSVERSE SECTION AT DIAPHRAGM



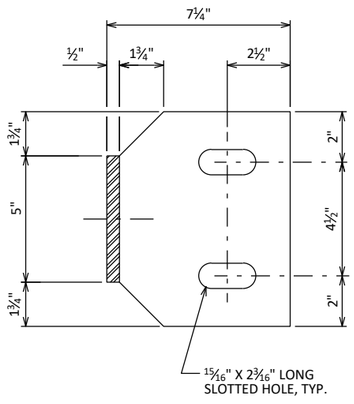
DETAIL C **DETAIL B**



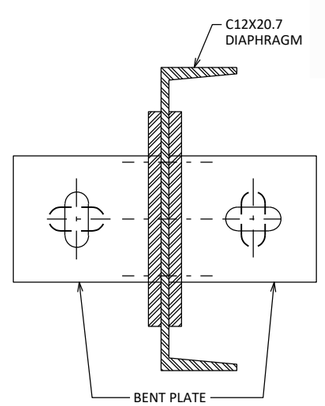
SECTION A-A
(FOR EXTERIOR ATTACHMENT)



BEAM FACE



DIAPHRAGM FACE



ATTACHMENT TO CHANNEL

NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-40-1029, EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS ¼ TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D KGW

INTERM. STEEL DIAPHRAGMS

SHEET 16 OF 32
793

SCALE =

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STATE PROJECT NUMBER

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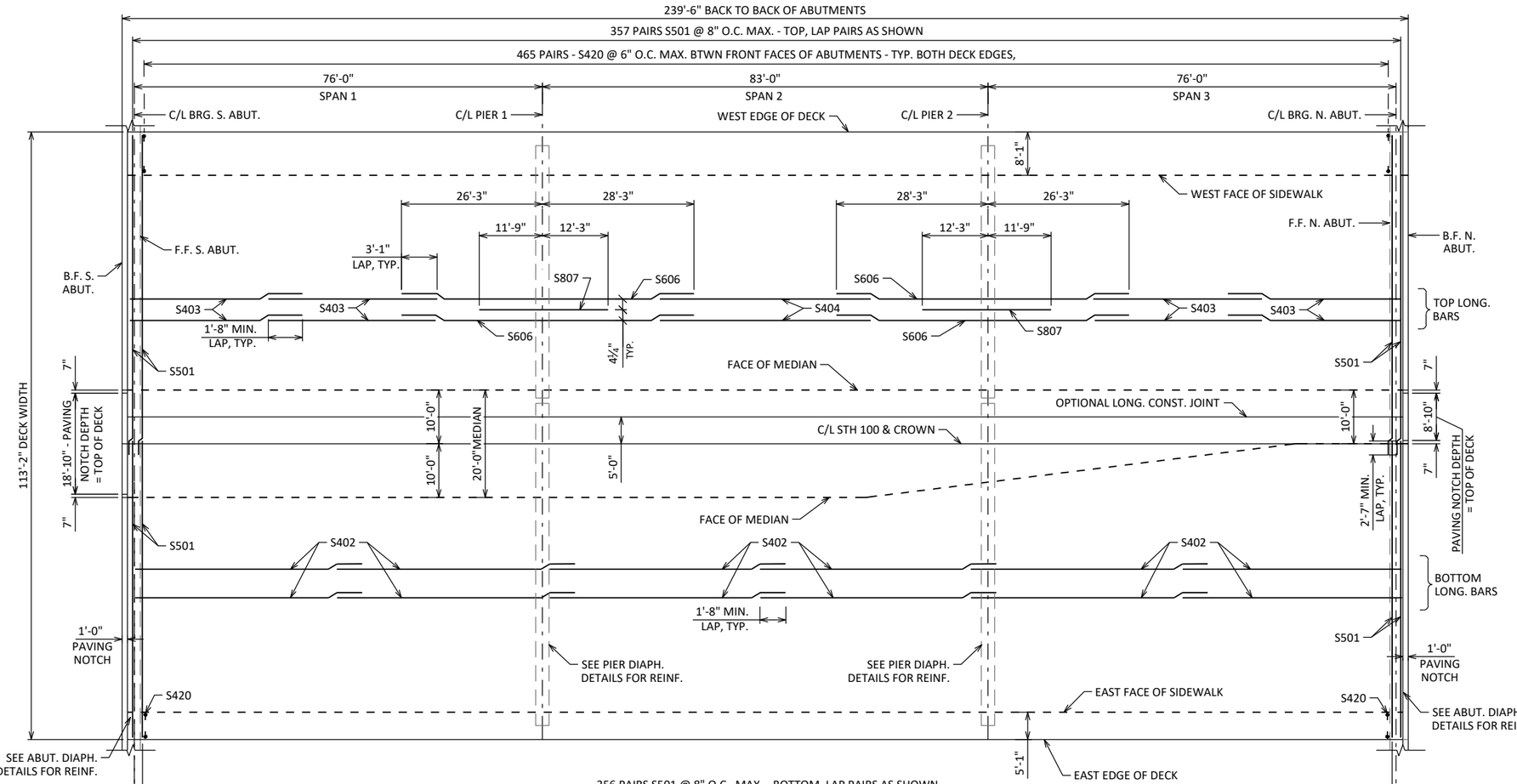
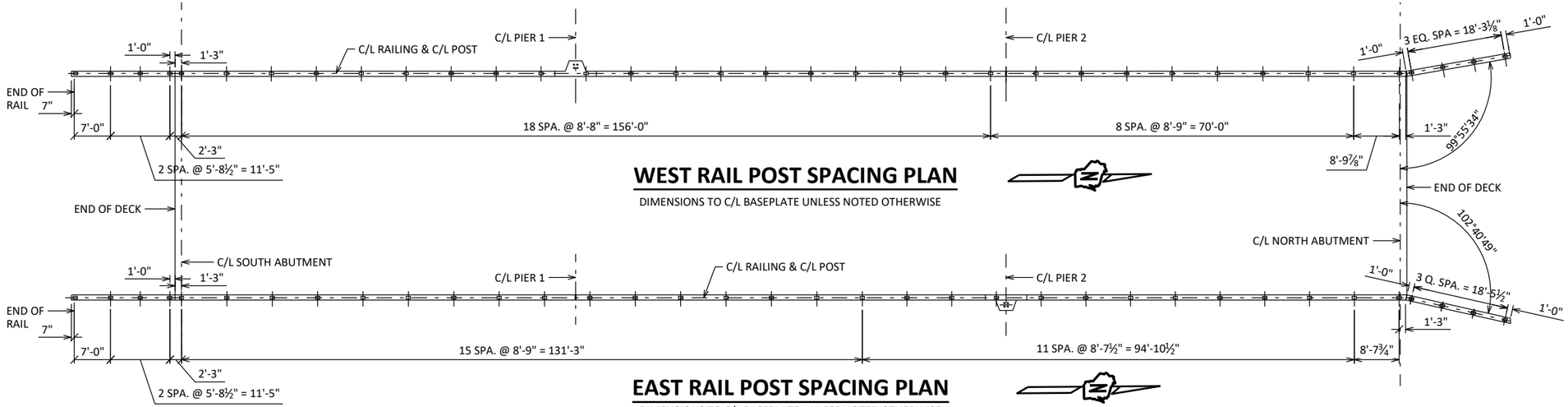


DECK REINFORCING PLAN



WEST RAIL POST SPACING PLAN

DIMENSIONS TO C/L BASEPLATE UNLESS NOTED OTHERWISE

EAST RAIL POST SPACING PLAN

DIMENSIONS TO C/L BASEPLATE UNLESS NOTED OTHERWISE

NOTES

THE NEXT DECK POUR CAN BE MADE NO LESS THAN 72 HOURS AFTER THE PREVIOUS POUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D VLG

SUPERSTRUCTURE PLAN

SHEET 17 OF 32

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SCALE =

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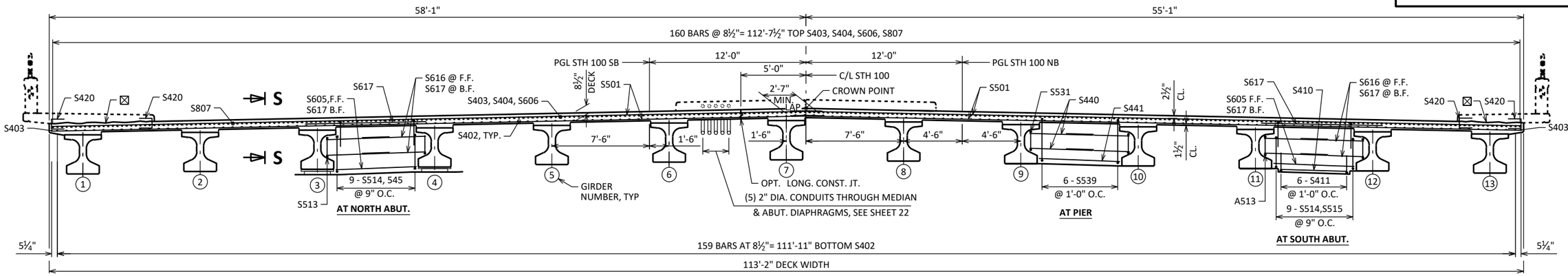
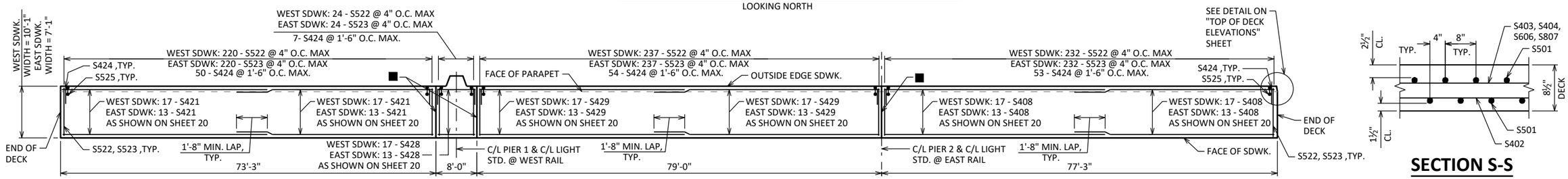
STATE PROJECT NUMBER

2030-10-71



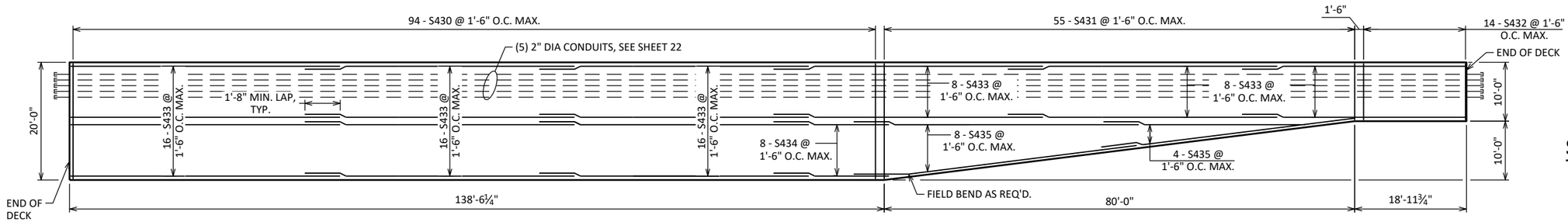
CROSS SECTION THRU SUPERSTRUCTURE

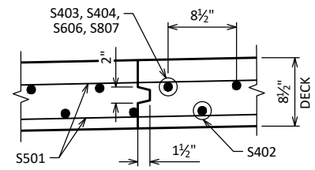


SECTION S-S

SIDEWALK PLAN

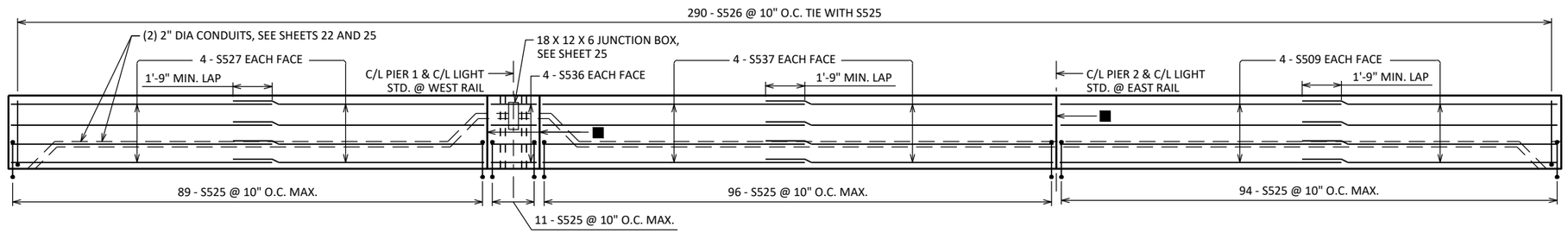
(WEST SIDEWALK SHOWN, EAST SIDEWALK SIMILAR)
(REINFORCEMENT AT LIGHT STANDARD NOT SHOWN, SEE SHEET 25 FOR DETAILS)





SECTION THRU OPTIONAL LONG. CONST. JOINT

MEDIAN PLAN



VERTICAL FACE PARAPET A ELEVATION

(INSIDE FACE OF WEST SIDEWALK SHOWN, EAST SIDEWALK SIMILAR)

LEGEND

- ■ SIDEWALK/PARAPET DEFLECTION JOINT. SEE SHEET 23 FOR DETAILS.
- ☒ CONST. JOINT-STRIKE OFF AS SHOWN AND LEAVE ROUGH. FOR DECK POUR, MATCH BRIDGE CROSS SLOPE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D VLG

SUPERSTRUCTURE CROSS SECTION

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SCALE =

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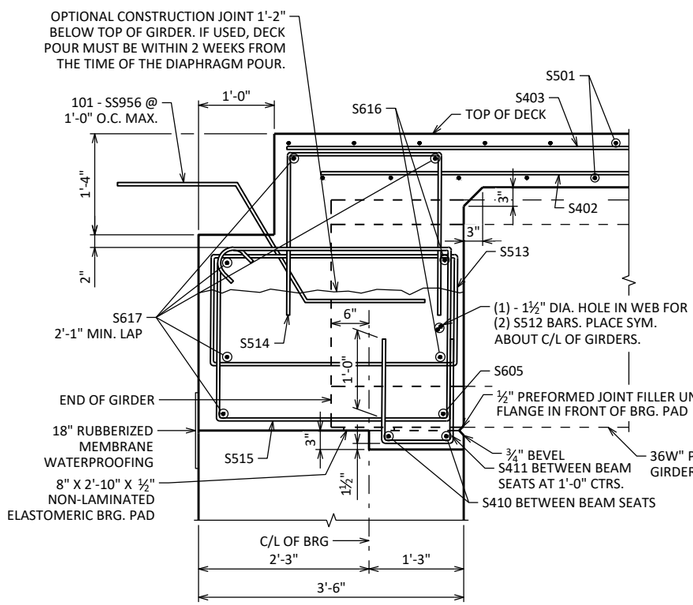
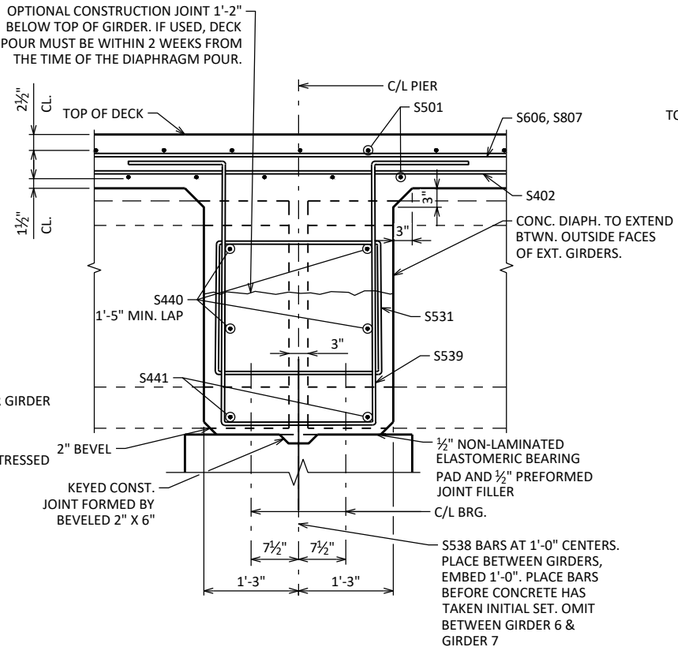
STATE PROJECT NUMBER

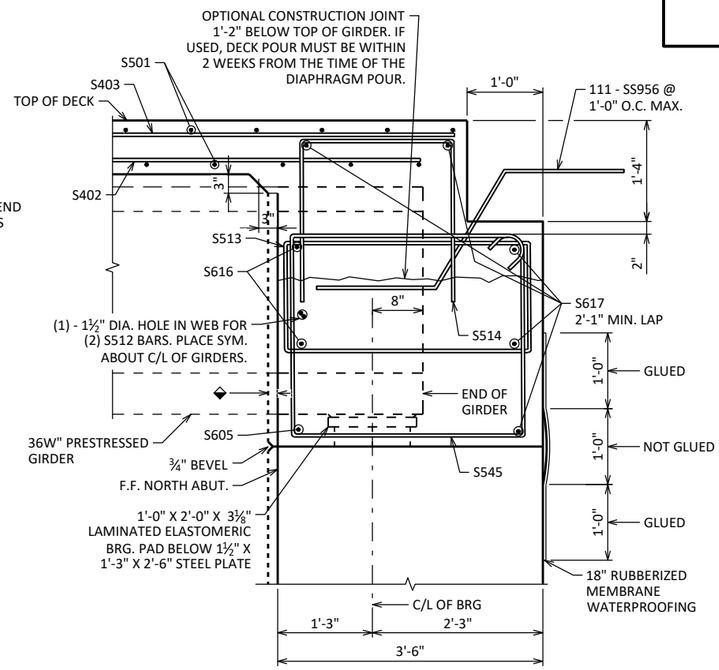
2030-10-71



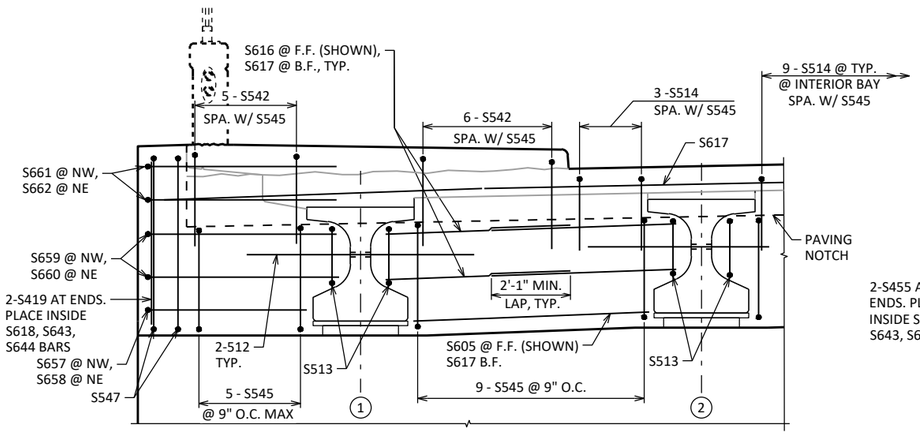
AT SOUTH ABUTMENT



AT PIER DIAPHRAGM

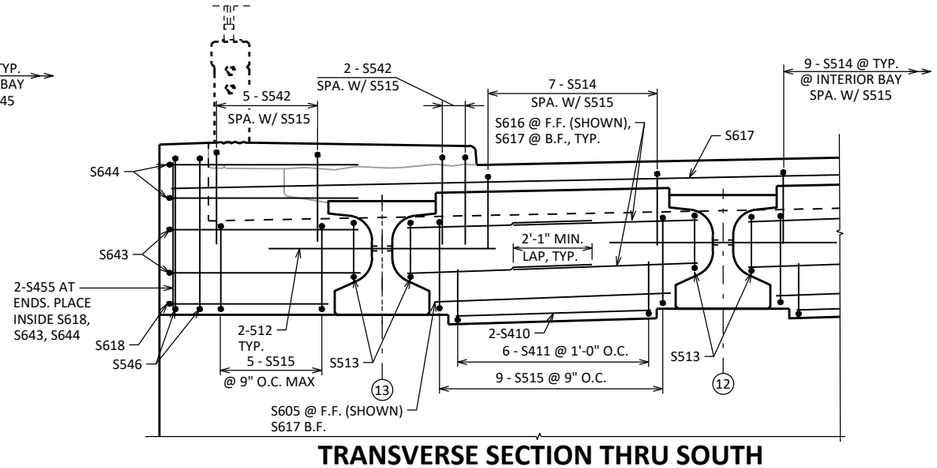


AT NORTH ABUTMENT



TRANSVERSE SECTION THRU NORTH ABUTMENT DIAPHRAGM

(LOOKING NORTH AT NORTH ABUTMENT)
(TYPICAL DECK AND SIDEWALK REINF. NOT SHOWN FOR CLARITY)



TRANSVERSE SECTION THRU SOUTH ABUTMENT DIAPHRAGM

(LOOKING SOUTH AT SOUTH ABUTMENT)
(TYPICAL DECK AND SIDEWALK REINF. NOT SHOWN FOR CLARITY)

NOTE

SEE SHEET 21 FOR ADDITIONAL DETAILS.

LEGEND

◆ 1¾" ARCHITECTURAL SURFACE TREATMENT, SEE SHEETS 31 & 32.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D VLG

SUPERSTRUCTURE DETAILS 1

SHEET 19 OF 32

796

SCALE =

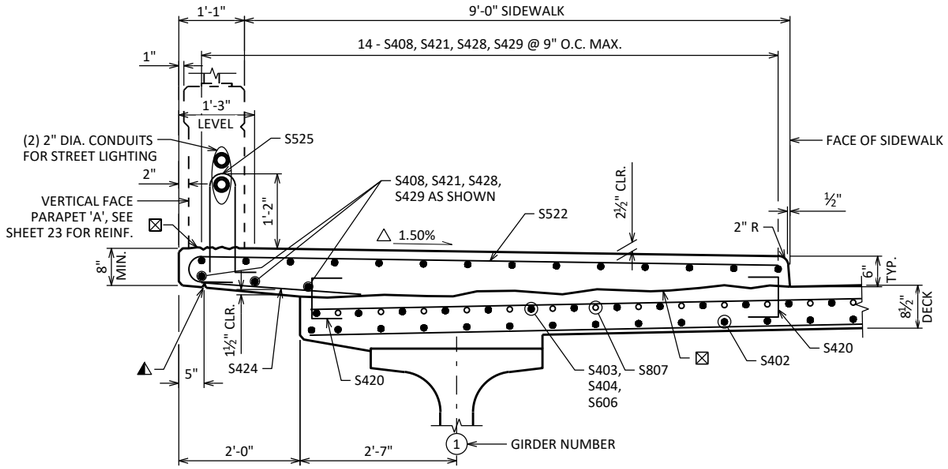
8

8

SUPERSTRUCTURE BILL OF BARS

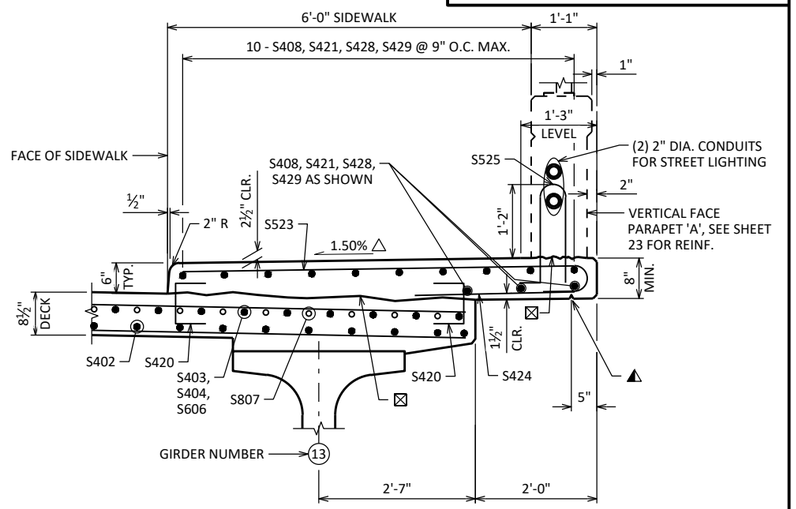
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S501	X	1426	58'-0"			DECK TRAN. TOP & BOTTOM
S402	X	966	40'-8"			DECK LONGIT. BOTTOM
S403	X	640	28'-1"			DECK LONGIT. TOP SPAN 1 & 3
S404	X	160	32'-10"			DECK LONGIT. TOP SPAN 2
S605	X	24	6'-2"			ABUT. DIAPH. HORIZ. F.F.
S606	X	320	54'-6"			DECK LONGIT. TOP OVER PIERS
S807	X	320	24'-0"			DECK LONGIT. TOP OVER PIERS
S408	X	60	39'-8"			SIDEWALK LONGIT.: SPAN 3-WEST, SPAN 1-EAST
S509	X	32	39'-6"			PARAPET HORIZ.: SPAN 3-WEST, SPAN 1-EAST
S410	X	24	5'-2"			SOUTH DIAPH. HORIZ. BTWN. GIRDER SEATS
S411	X	72	4'-3"	X		SOUTH DIAPH. VERT. BTWN. GIRDER SEATS
S512	X	52	6'-0"			ABUT. DIAPH. HORIZ. THRU GIRDER END
S513	X	52	9'-10"	X		ABUT. DIAPH. VERT. STIRRUP ADJ. GIRDER WEB
S514	X	200	6'-3"	X		ABUT. DIAPH. VERT. TOP
S515	X	118	11'-8"	X		SOUTH DIAPH. VERT. STIRRUP BTWN. GIR. FLANGES
S616	X	96	5'-0"			ABUT. DIAPH. HORIZ. F.F.
S617	X	30	41'-3"			ABUT. DIAPH. HORIZ. B.F.
S618	X	2	11'-4"	X		SOUTH DIAPH. HORIZ. END @ BOTTOM
S419	X	4	4'-8"			NORTH ABUT. DIAPH. VERT. END
S420	X	1860	2'-6"	X		SIDEWALK DOWELS BTWN. F.F. ABUTMENTS
S421	X	60	37'-6"			SIDEWALK LONGIT.: SPAN 1-WEST, SPAN 3-EAST
S522	X	713	10'-3"	X		SIDEWALK WEST TRAN. TOP
S523	X	713	7'-3"	X		SIDEWALK EAST TRAN. TOP
S424	X	328	3'-0"			SIDEWALK TRAN. BOTTOM
S525	X	580	4'-4"	X		PARAPET DOWEL
S526	X	580	4'-9"	X		PARAPET VERT.
S527	X	32	37'-6"			PARAPET HORIZ.: SPAN 1-WEST, SPAN-3
S428	X	30	7'-8"			SIDEWALK LONGIT. OVER PIERS @ LIGHT STD.
S429	X	60	39'-8"			SIDEWALK LONGIT. SPAN 2
S430	X	94	19'-8"			MEDIAN TRAN. SPAN 1 & 2
S531	X	48	7'-10"	X		PIER DIAPH. VERT STRIRRUP ADJ. GIRDER WEB
S432	X	13	9'-8"			MEDIAN TRAN. SPAN 3
S433	X	64	40'-8"			MEDIAN LONGIT.
S434	X	8	21'-5"			MEDIAN LONGIT. TAPER
S435	X	12	42'-0"			MEDIAN LONGIT. TAPER
S536	X	16	7'-8"			PARAPET HORIZ. OVER PIER @ LIGHT STD.
S537	X	32	39'-8"			PARAPET HORIZ. SPAN 2
S538	X	154	2'-0"			PIER DIAPH. VERT. DOWEL
S539	X	168	10'-2"	X		PIER DIAPH. VERT. BTWN. GIRDER FLANGES
S440	X	192	5'-0"			PIER DIAPH. HORIZ. BTWN. WEB
S441	X	48	6'-2"			PIER DIAPH. HORIZ. BTWN. FLANGE
S542	X	36	6'-11"	X		ABUT. DIAPH. VERT. AT SIDEWALK
S643	X	4	13'-0"	X		SOUTH DIAPH. HORIZ. END @ MIDDLE
S644	X	4	12'-0"	X		SOUTH DIAPH. HORIZ. END @ TOP
S545	X	118	12'-2"	X		NORTH DIAPH. VERT. STIRRUP BTWN. GIR. FLANGES
S546	X	4	15'-8"	X		SOUTH DIAPH. VERT. STIRRUP @ END
S547	X	4	16'-4"	X		NORTH DIAPH. VERT. STIRRUP @ END
S548	X	8	6'-3"	X		LIGHT STD. - VERT. PARAPET
S549	X	8	7'-0"	X		LIGHT STD. - VERT. PARAPET
S650	X	16	10'-3"	X		LIGHT STD. - HORIZ. PARAPET
S551	X	4	3'-2"	X		LIGHT STD. - VERT. PARAPET
S552	X	4	3'-4"	X		LIGHT STD. - VERT. PARAPET
S553	X	24	10'-0"	X		LIGHT STD. - TRAN. SIDEWALK TOP
S554	X	24	9'-5"			LIGHT STD. - TRAN. SIDEWALK BOTTOM
S455	X	4	4'-4"			SOUTH DIAPH. VERT. END
SS956		212	5'-0"	X		ABUT. DIAPH. TO APPROACH SLAB ← STAINLESS
S657	X	1	10'-3"	X		NORTH DIAPH. HORIZ. NW END BOTTOM
S658	X	1	10'-2"	X		NORTH DIAPH. HORIZ. NE END BOTTOM
S659	X	2	11'-9"	X		NORTH DIAPH. HORIZ. NW END MIDDLE
S660	X	2	11'-8"	X		NORTH DIAPH. HORIZ. NE END MIDDLE
S661	X	2	12'-4"	X		NORTH DIAPH. HORIZ. NW END TOP
S662	X	2	12'-4"	X		NORTH DIAPH. HORIZ. NW END TOP



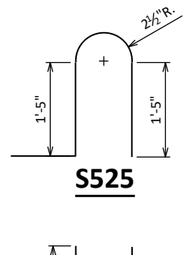
SECTION THRU WEST SIDEWALK

LOOKING NORTH



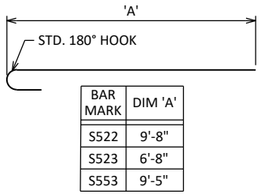
SECTION THRU EAST SIDEWALK

LOOKING NORTH

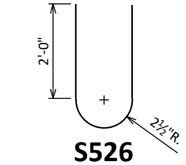


S525

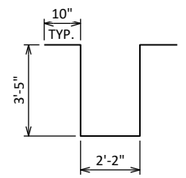
BAR MARK	DIM 'A'	DIM 'B'
S411	11"	1'-9"
S514	2'-2"	2'-2"
S618	3'-2"	4'-3"
S420	8"	1'-0"
S542	2'-2"	2'-6"
S643	3'-2"	5'-1"
S644	2'-2"	5'-1"
S548	2'-0"	2'-3"
S552	1'-7"	1'-0"



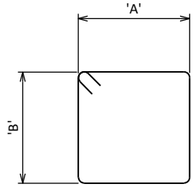
BAR MARK	DIM 'A'
S522	9'-8"
S523	6'-8"
S553	9'-5"



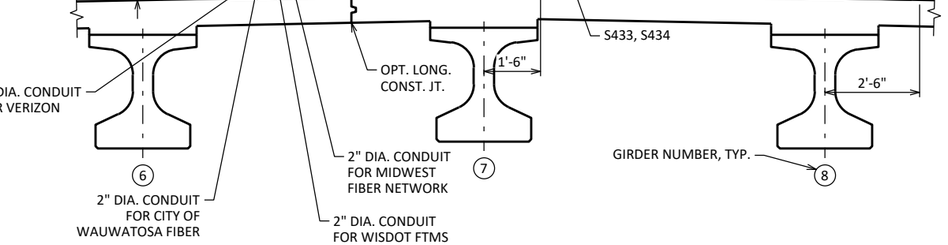
S526



S539

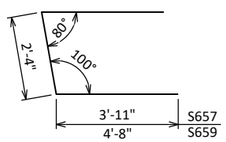


BAR MARK	DIM 'A'	DIM 'B'
S513	3'-2"	1'-5"
S515	3'-2"	2'-4"
S531	2'-2"	1'-5"
S545	3'-2"	2'-7"
S546	3'-2"	4'-4"
S547	3'-2"	4'-8"

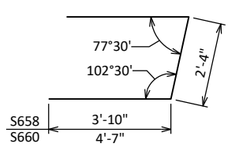


MEDIAN CROSS SECTION

LOOKING NORTH



S657, S659



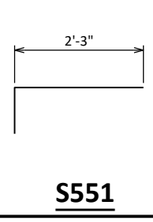
S658, S660

LEGEND

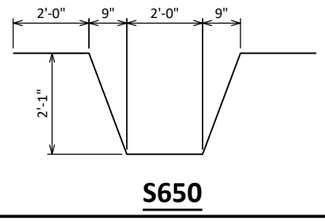
▲ ¾" V-GROOVE REQ'D. EXTEND TO 6" FROM F.F. OF ABUT. DIAPH.

⊠ CONST. JOINT-STRIKE OFF AS SHOWN AND LEAVE ROUGH. FOR DECK POUR, MATCH BRIDGE CROSS SLOPE.

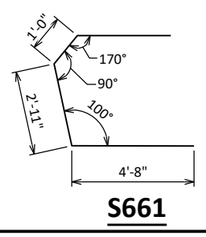
△ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOER APPROVAL FROM THE ENGINEER.



S551



S650



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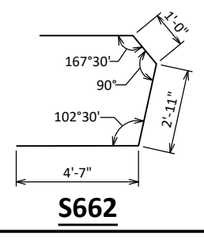
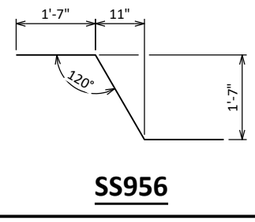


S662



SS956

STATE PROJECT NUMBER

2030-10-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D VLG

SUPERSTRUCTURE DETAILS 2

SHEET 20 OF 32

797

SCALE =

8

8

TOP OF DECK ELEVATIONS

STATE PROJECT NUMBER

2030-10-71

SPAN 1

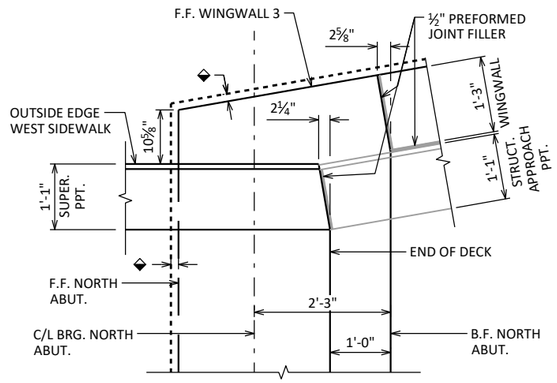
	C/L BRG. S. ABUT.	0.1 SPAN	0.2 SPAN	0.3 SPAN	0.4 SPAN	0.5 SPAN	0.6 SPAN	0.7 SPAN	0.8 SPAN	0.9 SPAN	C/L PIER 1
W. EDGE OF DECK	702.66	702.70	702.74	702.78	702.82	702.86	702.90	702.94	702.98	703.02	703.06
GIRDER 1	702.72	702.76	702.80	702.83	702.87	702.91	702.95	702.99	703.03	703.07	703.11
GIRDER 2	702.90	702.94	702.98	703.01	703.05	703.09	703.13	703.17	703.21	703.25	703.29
GIRDER 3	703.08	703.12	703.16	703.19	703.23	703.27	703.31	703.35	703.39	703.43	703.47
GIRDER 4	703.26	703.30	703.34	703.37	703.41	703.45	703.49	703.53	703.57	703.61	703.65
GIRDER 5	703.44	703.48	703.52	703.55	703.59	703.63	703.67	703.71	703.75	703.79	703.83
PGL STH 100 SB	703.59	703.63	703.67	703.70	703.74	703.78	703.82	703.86	703.90	703.94	703.98
GIRDER 6	703.62	703.66	703.70	703.73	703.77	703.81	703.85	703.89	703.93	703.97	704.01
GIRDER 7	703.80	703.84	703.88	703.91	703.95	703.99	704.03	704.07	704.11	704.15	704.19
CROWN & C/L STH 100	703.83	703.87	703.91	703.94	703.98	704.02	704.06	704.10	704.14	704.18	704.22
GIRDER 8	703.68	703.72	703.76	703.79	703.83	703.87	703.91	703.95	703.99	704.03	704.07
PGL STH 100 NB	703.59	703.63	703.67	703.70	703.74	703.78	703.82	703.86	703.90	703.94	703.98
GIRDER 9	703.50	703.54	703.58	703.61	703.65	703.69	703.73	703.77	703.81	703.85	703.89
GIRDER 10	703.32	703.36	703.40	703.43	703.47	703.51	703.55	703.59	703.63	703.67	703.71
GIRDER 11	703.14	703.18	703.22	703.25	703.29	703.33	703.37	703.41	703.45	703.49	703.53
GIRDER 12	702.96	703.00	703.04	703.07	703.11	703.15	703.19	703.23	703.27	703.31	703.35
GIRDER 13	702.78	702.82	702.86	702.89	702.93	702.97	703.01	703.05	703.09	703.13	703.17
E. EDGE OF DECK	702.72	702.76	702.80	702.84	702.88	702.92	702.96	703.00	703.04	703.08	703.12

SPAN 2

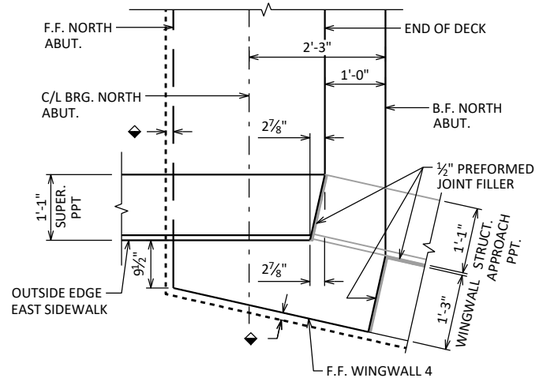
	C/L PIER 1	0.1 SPAN	0.2 SPAN	0.3 SPAN	0.4 SPAN	0.5 SPAN	0.6 SPAN	0.7 SPAN	0.8 SPAN	0.9 SPAN	C/L PIER 2
W. EDGE OF DECK	703.06	703.10	703.15	703.19	703.23	703.27	703.32	703.36	703.40	703.45	703.49
GIRDER 1	703.11	703.15	703.20	703.24	703.28	703.33	703.37	703.41	703.46	703.50	703.54
GIRDER 2	703.29	703.33	703.38	703.42	703.46	703.51	703.55	703.59	703.64	703.68	703.72
GIRDER 3	703.47	703.51	703.56	703.60	703.64	703.69	703.73	703.77	703.82	703.86	703.90
GIRDER 4	703.65	703.69	703.74	703.78	703.82	703.87	703.91	703.95	704.00	704.04	704.08
GIRDER 5	703.83	703.87	703.92	703.96	704.00	704.05	704.09	704.13	704.18	704.22	704.26
PGL STH 100 SB	703.98	704.02	704.07	704.11	704.15	704.20	704.24	704.28	704.33	704.37	704.41
GIRDER 6	704.01	704.05	704.10	704.14	704.18	704.23	704.27	704.31	704.36	704.40	704.44
GIRDER 7	704.19	704.23	704.28	704.32	704.36	704.41	704.45	704.49	704.54	704.58	704.62
CROWN & C/L STH 100	704.22	704.26	704.31	704.35	704.39	704.44	704.48	704.52	704.57	704.61	704.65
GIRDER 8	704.07	704.11	704.16	704.20	704.24	704.29	704.33	704.37	704.42	704.46	704.50
PGL STH 100 NB	703.98	704.02	704.07	704.11	704.15	704.20	704.24	704.28	704.33	704.37	704.41
GIRDER 9	703.89	703.93	703.98	704.02	704.06	704.11	704.15	704.19	704.24	704.28	704.32
GIRDER 10	703.71	703.75	703.80	703.84	703.88	703.93	703.97	704.01	704.06	704.10	704.14
GIRDER 11	703.53	703.57	703.62	703.66	703.70	703.75	703.79	703.83	703.88	703.92	703.96
GIRDER 12	703.35	703.39	703.44	703.48	703.52	703.57	703.61	703.65	703.70	703.74	703.78
GIRDER 13	703.17	703.21	703.26	703.30	703.34	703.39	703.43	703.47	703.52	703.56	703.60
E. EDGE OF DECK	703.12	703.16	703.21	703.25	703.29	703.33	703.38	703.42	703.46	703.51	703.55

SPAN 3

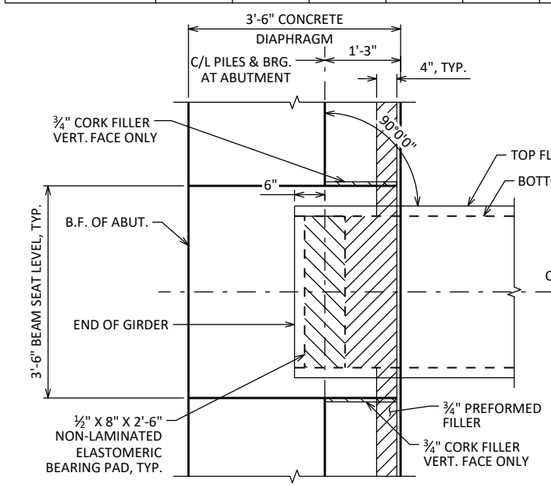
	C/L PIER 2	0.1 SPAN	0.2 SPAN	0.3 SPAN	0.4 SPAN	0.5 SPAN	0.6 SPAN	0.7 SPAN	0.8 SPAN	0.9 SPAN	C/L BRG. N. ABUT.
W. EDGE OF DECK	703.49	703.53	703.57	703.61	703.65	703.69	703.72	703.75	703.77	703.78	703.79
GIRDER 1	703.54	703.58	703.62	703.66	703.70	703.74	703.78	703.81	703.83	703.84	703.84
GIRDER 2	703.72	703.76	703.80	703.84	703.88	703.92	703.96	703.99	704.01	704.02	704.02
GIRDER 3	703.90	703.94	703.98	704.02	704.06	704.10	704.14	704.17	704.19	704.20	704.20
GIRDER 4	704.08	704.12	704.16	704.20	704.24	704.28	704.32	704.35	704.37	704.38	704.38
GIRDER 5	704.26	704.30	704.34	704.38	704.42	704.46	704.50	704.53	704.55	704.56	704.56
PGL STH 100 SB	704.41	704.45	704.49	704.53	704.57	704.61	704.65	704.68	704.70	704.71	704.71
GIRDER 6	704.44	704.48	704.52	704.56	704.60	704.64	704.68	704.71	704.73	704.74	704.74
GIRDER 7	704.62	704.66	704.70	704.74	704.78	704.82	704.86	704.89	704.91	704.91	704.92
CROWN & C/L STH 100	704.65	704.69	704.73	704.77	704.81	704.85	704.89	704.92	704.94	704.95	704.95
GIRDER 8	704.50	704.54	704.58	704.62	704.66	704.70	704.74	704.77	704.79	704.80	704.80
PGL STH 100 NB	704.41	704.45	704.49	704.53	704.57	704.61	704.65	704.68	704.70	704.71	704.71
GIRDER 9	704.32	704.36	704.40	704.44	704.48	704.52	704.56	704.59	704.61	704.62	704.62
GIRDER 10	704.14	704.18	704.22	704.26	704.30	704.34	704.38	704.41	704.43	704.44	704.44
GIRDER 11	703.96	704.00	704.04	704.08	704.12	704.16	704.20	704.23	704.25	704.26	704.26
GIRDER 12	703.78	703.82	703.86	703.90	703.94	703.98	704.02	704.05	704.07	704.08	704.08
GIRDER 13	703.60	703.64	703.68	703.72	703.76	703.80	703.84	703.87	703.89	703.90	703.90
E. EDGE OF DECK	703.55	703.59	703.63	703.67	703.71	703.75	403.78	703.81	703.83	703.84	703.85



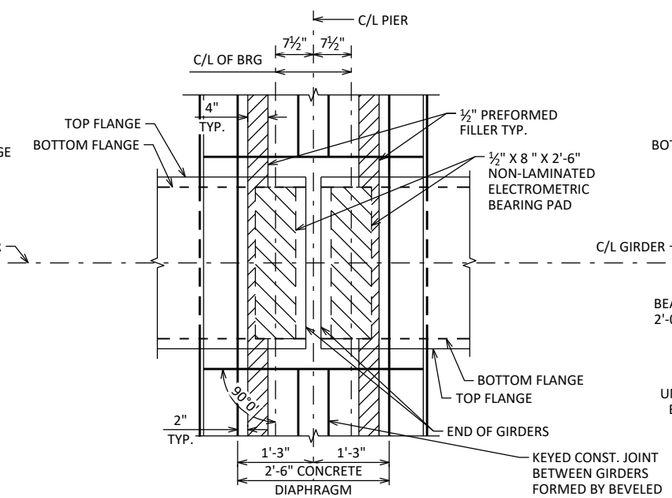
NORTHWEST CORNER DIAPHRAGM PLAN



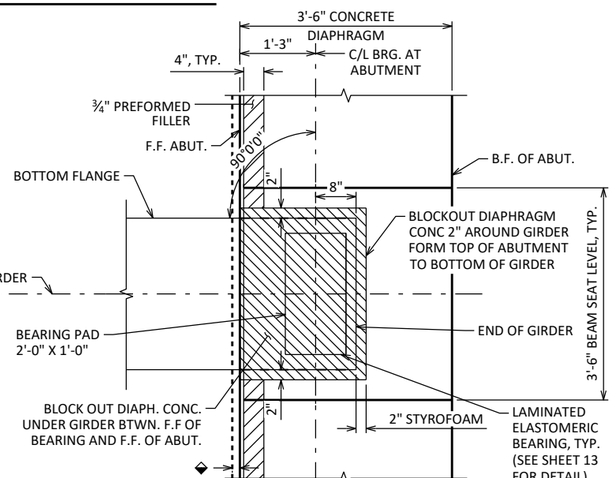
NORTHEAST CORNER DIAPHRAGM PLAN



SOUTH ABUTMENT DIAPHRAGM PLAN DETAIL



PIER DIAPHRAGM PLAN DETAIL



NORTH ABUTMENT DIAPHRAGM PLAN DETAIL

LEGEND

◆ 1¾" ARCHITECTURAL SURFACE TREATMENT, SEE SHEETS 31 & 32.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY MGD | PLANS CK'D WAR

TOP OF DECK ELEVATIONS

SHEET 21 OF 32

798

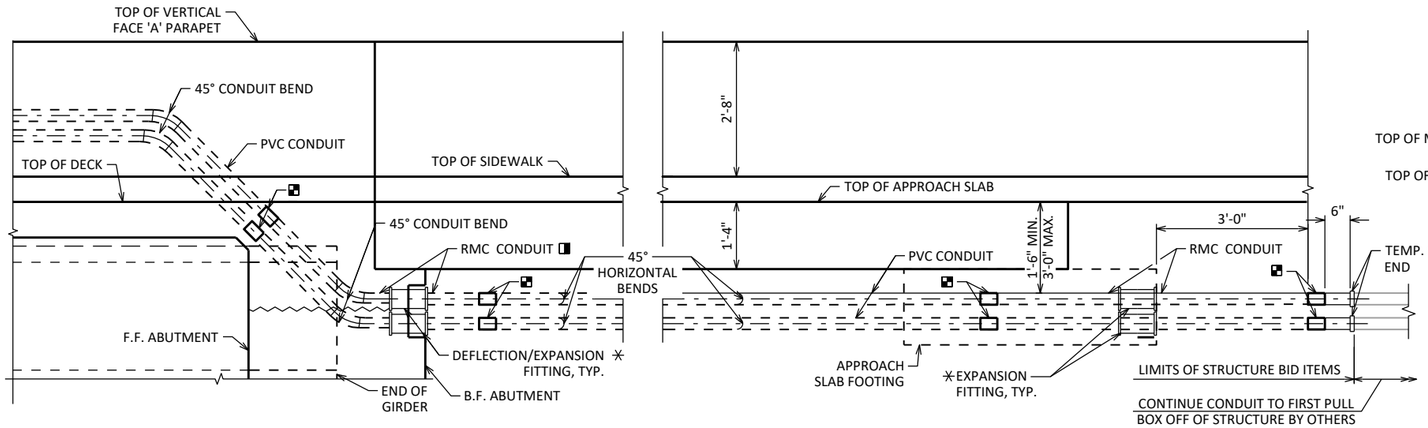
SCALE =

8

8

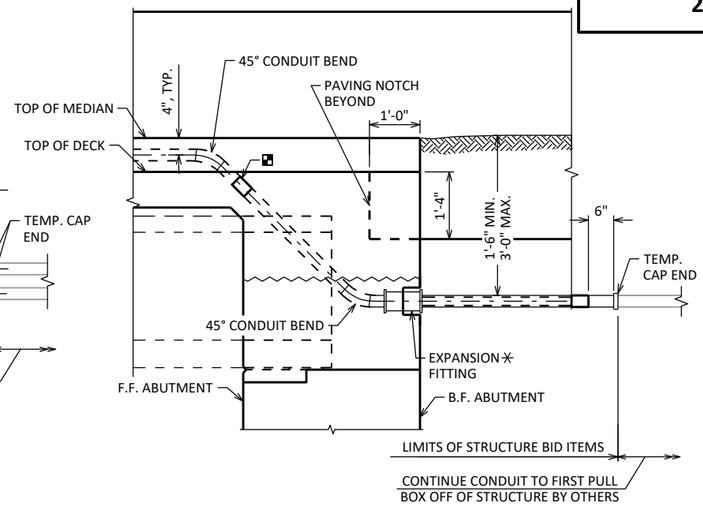
STATE PROJECT NUMBER

2030-10-71



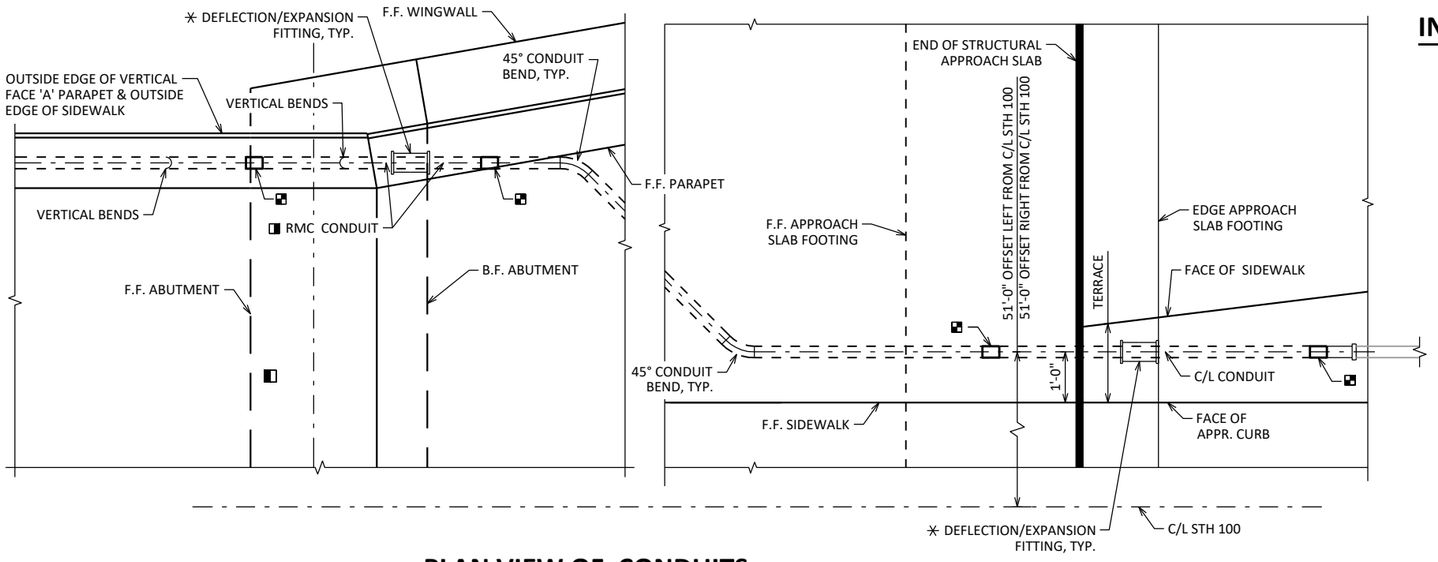
INSIDE ELEVATION OF PARAPET/SIDEWALK SHOWING CONDUITS

NORTH ABUTMENT SHOWN, SOUTH ABUTMENT SIMILAR



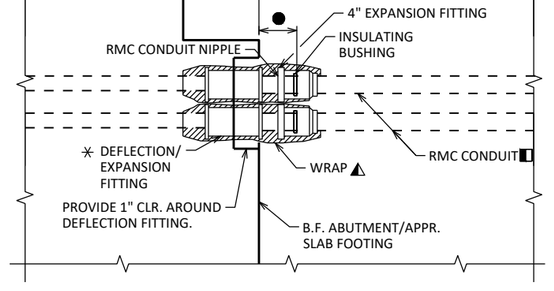
INSIDE ELEVATION OF MEDIAN SHOWING CONDUITS

NORTH ABUTMENT SHOWN, SOUTH ABUTMENT SIMILAR
SIMILAR BLOCK OUT THROUGH APPROACH FOOTING AS PARAPET



PLAN VIEW OF CONDUITS

NORTHWEST CORNER SHOWN, NORTHEAST AND SOUTH CORNERS SIMILAR



ELEVATION VIEW OF 4" EXPANSION FITTINGS

NOTES

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

CONDUIT BENDS SHALL CONFORM TO THE NATIONAL ELECTRIC CODE.

LEGEND

- USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENING UNLESS NOTED OTHERWISE.
- SPONGE RUBBER WRAP TO BE AASHTO M153. TYPE 1 OR EQUIVALENT -1/4" MINIMUM THICKNESS. PROVIDE WRAP FOR THE ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH"
- NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED)
- EXPANSION FITTING REQUIREMENTS, 4" TOTAL CONDUIT MOVEMENT WITH BONDING JUMPER
- POSITION MOVABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT AS THE EXPANSION DEVICE SET IN PLACE IN THE DECK. TAKE CARE TO INSTALL EXPANSION FITTING AND CONDUIT EXACTLY PARALLEL TO BRIDGE MOVEMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY CWG | PLANS CK'D WAR

CONDUIT DETAILS

SHEET 22 OF 32

799

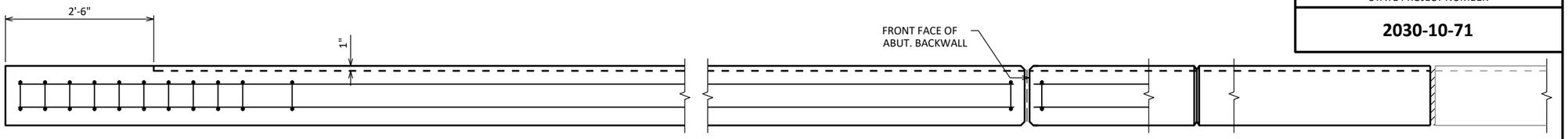
SCALE =

8

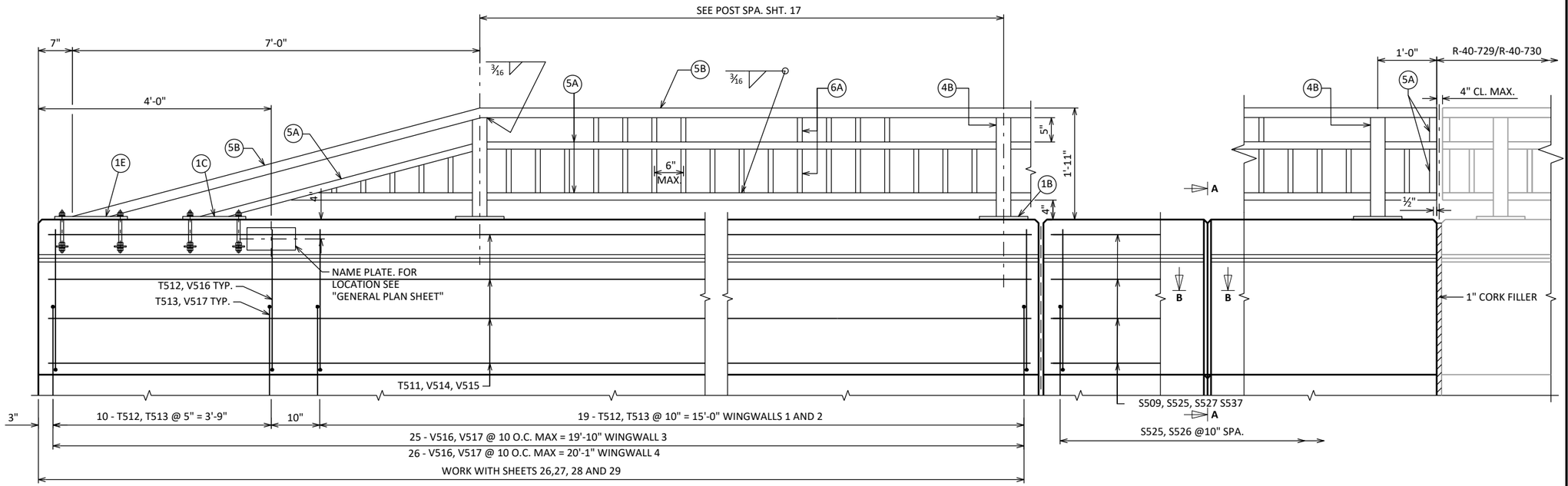
8

STATE PROJECT NUMBER

2030-10-71

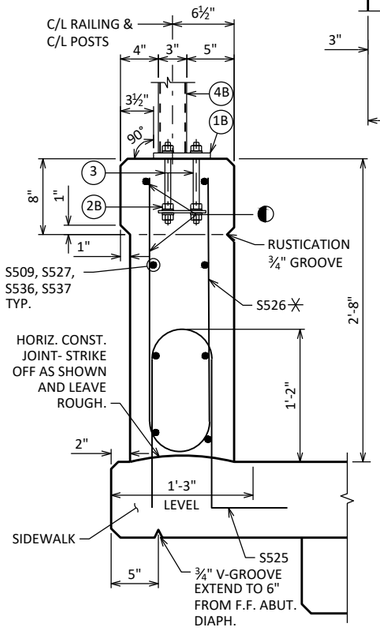


PLAN



ELEVATION OF PARAPET

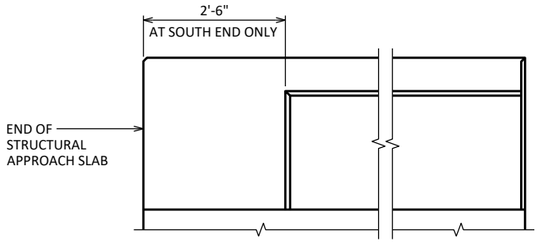
LOOKING AT INSIDE FACE OF RAIL
SOUTH ABUTMENT RAIL TERMINATION SHOWN



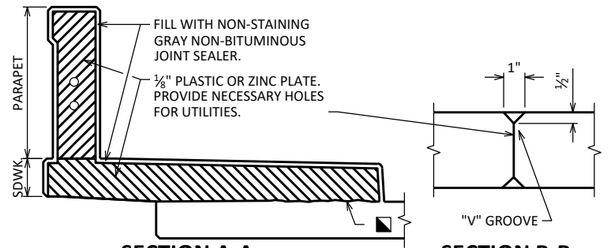
SECTION THRU PARAPET ON BRIDGE

✳ ADJUST LOCATIONS OF BARS TO ALLOW PLACEMENT OF ANCHOR ASSEMBLY FOR RAILING AND BEAM GUARD.

◐ WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.



OUTSIDE FACE OF PARAPET



SECTION A-A

(SHOWING DEFLECTION JOINT IN PARAPET AND SIDEWALK.)

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF ⅛" ZINC OR PLASTIC PLATE CUT AS SHOWN IN SECTION A-A BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH AN APPROVED LIQUID BOND BREAKER AND PLATE SEPARATORS MAY BE OMITTED.

◪ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D VLG

RAILING TYPE C4

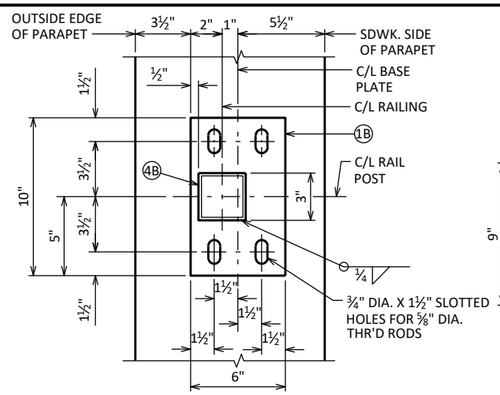
SHEET 23 OF 32

800

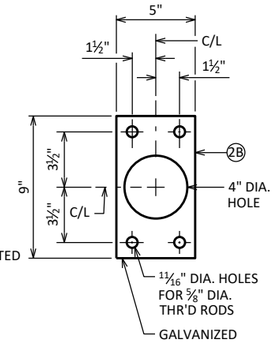
SCALE =

8

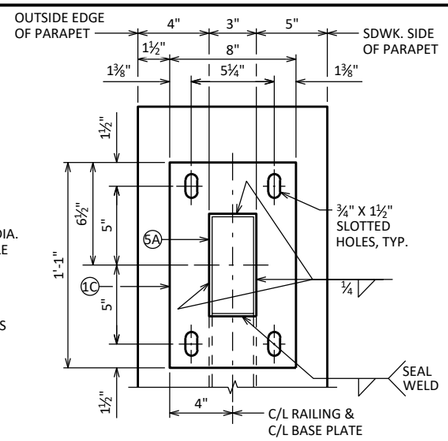
8



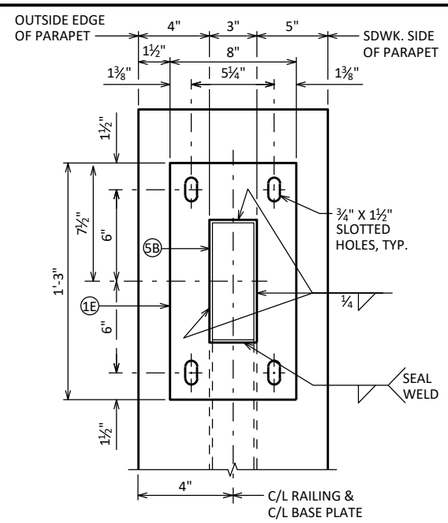
TYPICAL RAIL POST BASE PLATE



ANCHOR PLATE



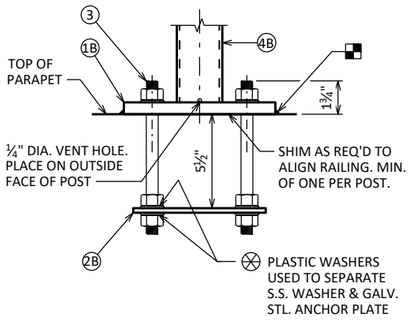
END RAIL BASE PLATE



END RAIL BASE PLATE

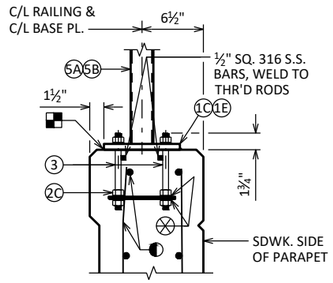
LEGEND

- 1B PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES.
- 1C PLATE ⅝" X 8" X 1'-1" WITH ¾" X 1½" SLOTTED HOLES.
- 1E PLATE ⅝" X 8" X 1'-3" WITH ¾" X 1½" SLOTTED HOLES.
- 2B ¼" X 5" X 9" ANCHOR PLATE WITH 1¹¹⁄₁₆" DIA. HOLES FOR THR'D RODS NO. 3.
- 2C ¼" X 2½" X 7¼" ANCHOR PLATE WITH 1¹¹⁄₁₆" DIA. HOLES FOR THR'D RODS NO. 3.
- 3 ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 OF THE STANDARD SPECIFICATIONS.
- 4B STRUCTURAL TUBING 3" X 3" X ³⁄₁₆". PLACE VERTICAL. WELD TO NO. 1 & 5.
- 5A STRUCTURAL TUBING 3" X 1½" X ³⁄₁₆" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.
- 5B STRUCTURAL TUBING 3" X 2" X ³⁄₁₆" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.
- 6A BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.
- 6C BAR 1" X 1½" PICKETS. WELD TO NO. 11. PLACE VERTICAL.
- 9A RECTANGULAR SLEEVE FABRICATED FROM ³⁄₁₆" PLATES. PROVIDE "SLIDING FIT".
- 10A RECTANGULAR SLEEVE FABRICATED FROM ³⁄₁₆" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)



ANCHORAGE FOR RAIL POSTS

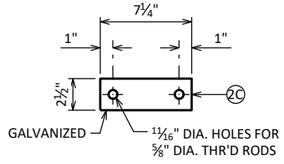
NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



ANCHORAGE FOR END RAIL

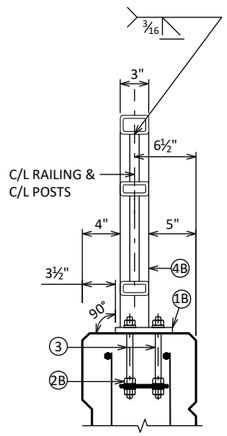
NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

◐ WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.

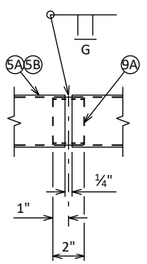


END RAIL ANCHOR PLATE

2 REQ'D. PER END RAIL BASE PLATE

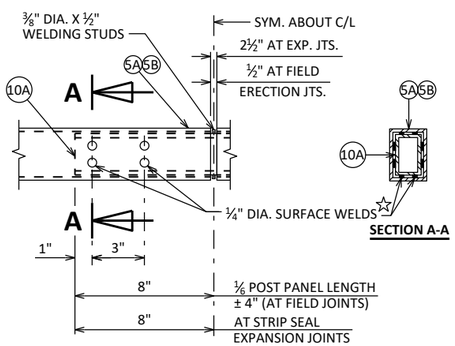


POST AND ANCHORAGE DETAIL



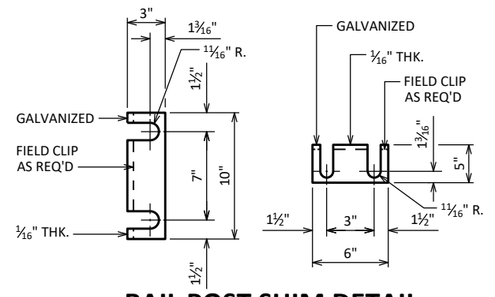
SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



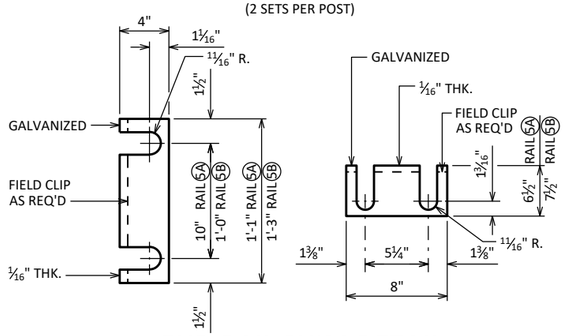
FIELD ERECTION JOINT DETAIL

☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



RAIL POST SHIM DETAIL

(2 SETS PER POST)



END RAIL SHIM DETAIL

(2 SETS PER POST)

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C4", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT, AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

◪ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3 & 12) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038 (BLACK).

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY MGD | PLANS CK'D KGW

RAILING TYPE C4 DETAILS

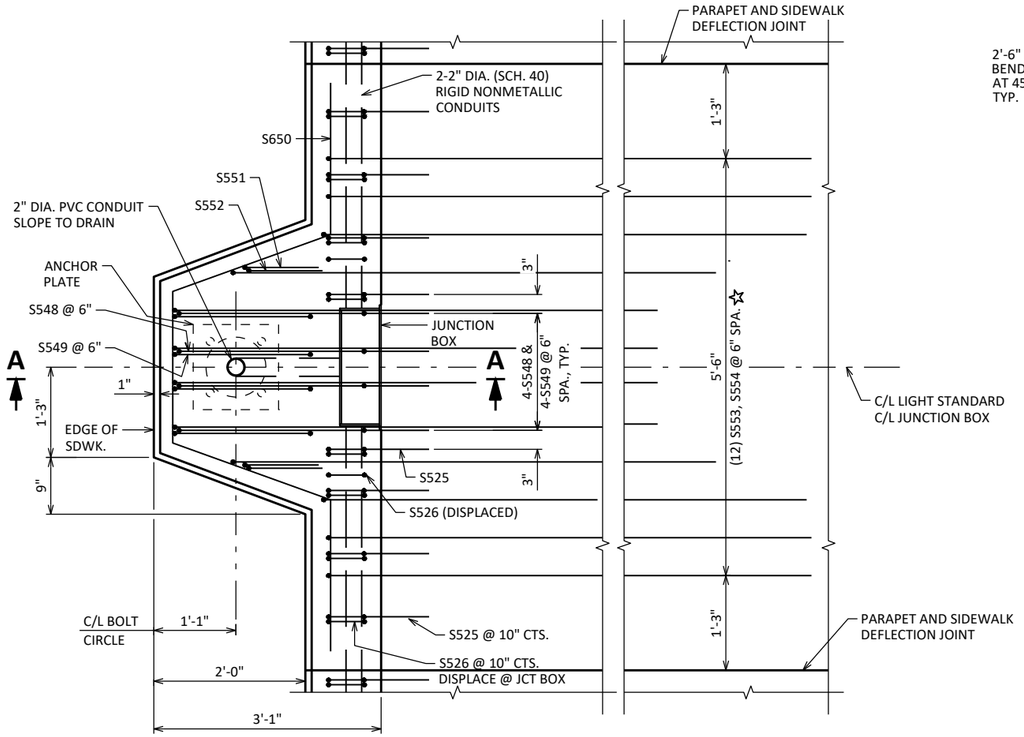
SHEET 24 OF 32
801

SCALE =

8

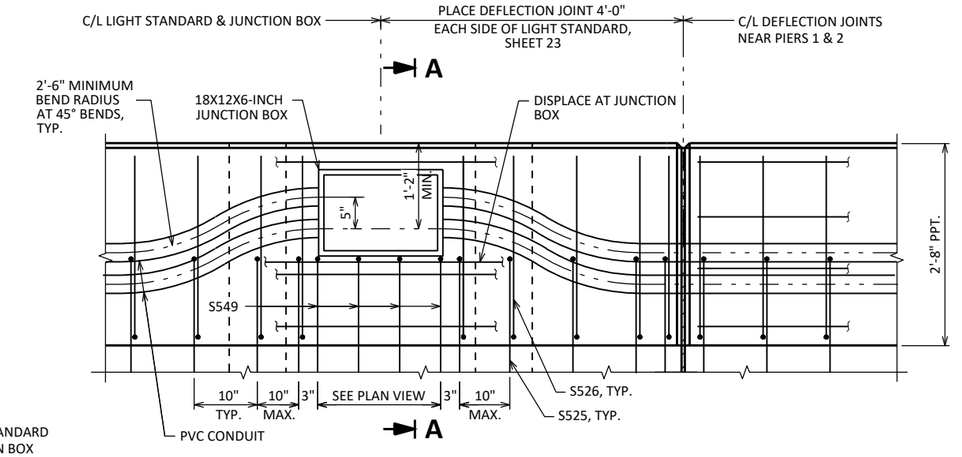
STATE PROJECT NUMBER

2030-10-71



PLAN AT LIGHT STANDARD

(SIDEWALK STEEL NOT SHOWN FOR CLARITY)



INSIDE ELEVATION AT JUNCTION BOX

(DECK STEEL NOT SHOWN FOR CLARITY)

NOTES

BID ITEM SHALL BE "ANCHOR ASSEMBLIES POLES ON STRUCTURES" EACH, "JUNCTION BOXES 18X12X6-INCH" EACH & "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH" LF.

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

BEND RADII MEASURED TO THE C/L OF THE CONDUIT.

PROVIDE JUNCTION BOXES FROM APPROVED PRODUCT LIST.

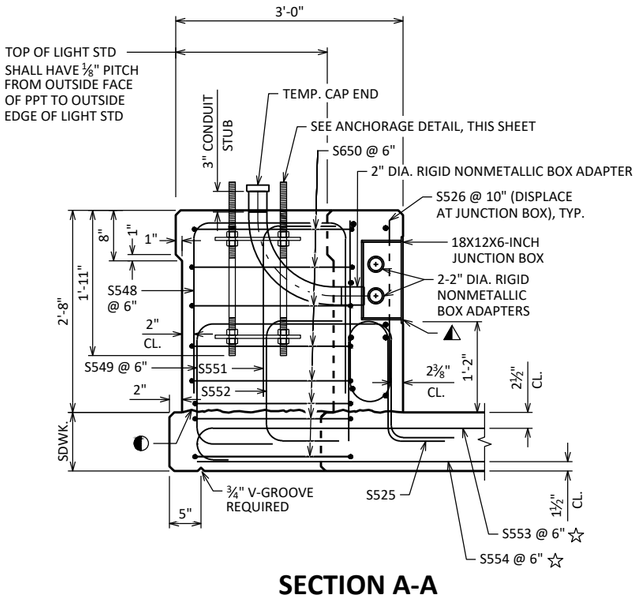
⅜" NYLON PULL WIRE/ROPE IS REQUIRED FOR ALL RIGID NONMETALLIC CONDUIT AND SHALL BE INCIDENTAL TO CONDUIT INSTALLATION.

FURNISHING AND INSTALLATION OF ANCHOR BOLTS FOR LIGHT POLES AND 2" DIA. SCH. 40 CONDUIT AT LIGHT STANDARD IS INCLUDED IN BID ITEM "ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURE".

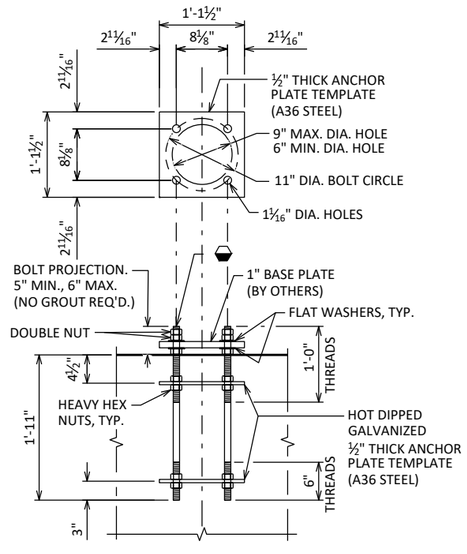
ANCHOR BOLTS FOR ANCHOR ASSEMBLIES MUST BE INSTALLED PERPENDICULAR TO THE HORIZON.

THE TOP OF THE LIGHT STANDARD MUST HAVE A ⅛-INCH PITCH FROM THE OUTSIDE FACE OF THE PARAPET TO THE OUTSIDE EDGE OF THE LIGHT STANDARD.

SEE "CONDUIT DETAILS" SHEET 22 FOR ADDITIONAL INFORMATION.

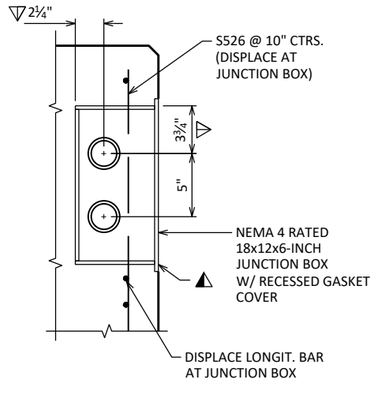


SECTION A-A



ANCHOR ROD ASSEMBLY DETAIL

(2 REQ'D.)
(4) ANCHOR RODS REQUIRED PER ASSEMBLY



JUNCTION BOX DETAIL

LEGEND

- CONSTRUCTION JOINT, STRIKE OFF AS SHOWN.
- CUT OUT +/- 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- 1" DIA. ANCHOR RODS ASTM F1554 GR 55, HEAVY HEX NUTS ASTM A563, AND WASHERS ASTM F436. ANCHOR ASSEMBLIES SHALL BE GALVANIZED PER SECTION 531 OF THE STANDARD SPECIFICATION. PROVIDE (2) WASHERS AND (7) NUTS PER ANCHOR ROD.
- ☆ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN SIDEWALK.

PVC = POLYVINYL CHLORIDE (RIGID NONMETALLIC) CONDUIT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY	WAR	PLANS CK'D	VLG

PARAPET 'A' ELECTRICAL WORK

SHEET 25 OF 32

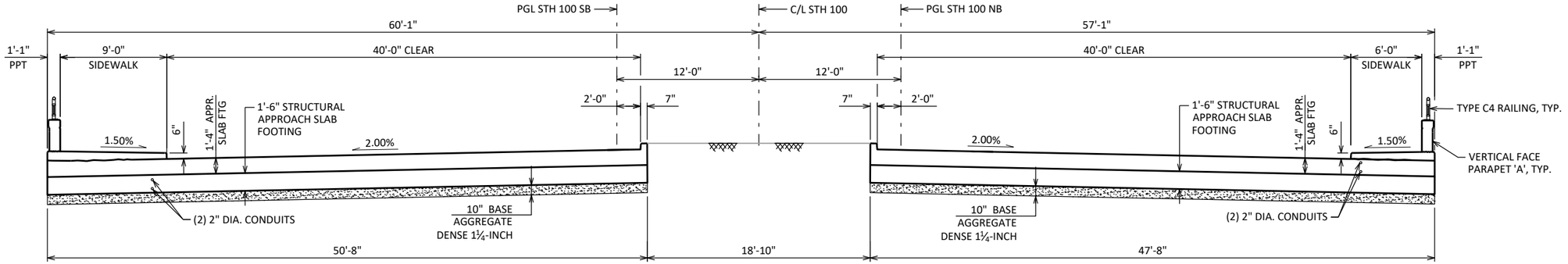
802

8

8

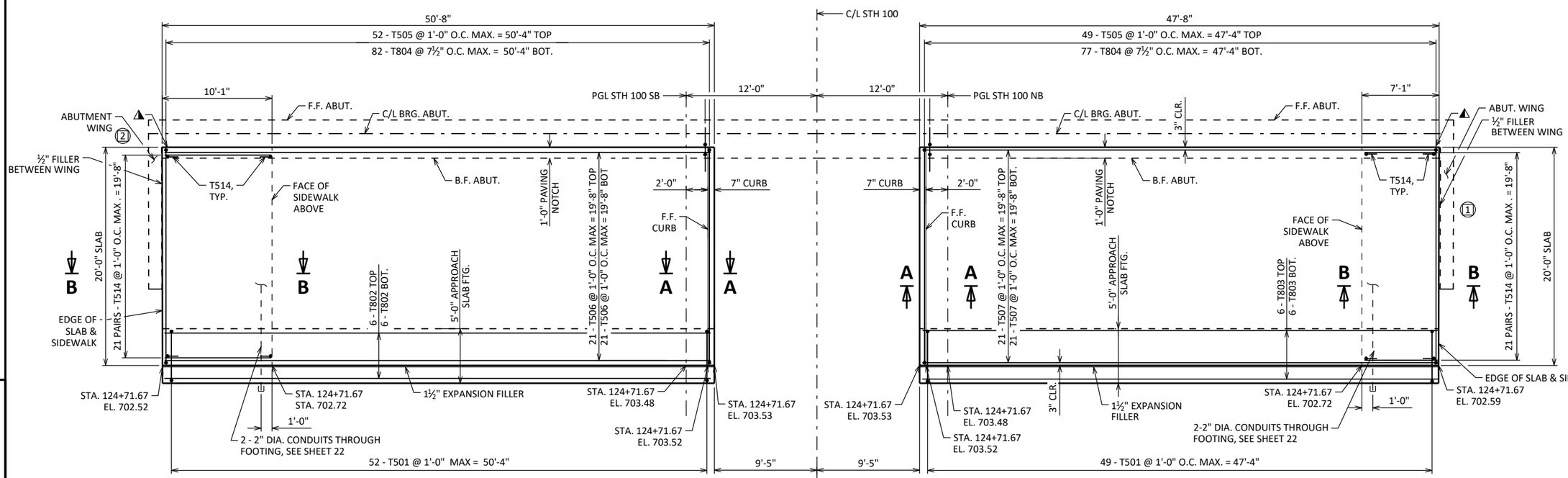
STATE PROJECT NUMBER

2030-10-71



CROSS SECTION

LOOKING NORTH



PLAN

NOTES

FOR SECTION A-A & SECTION B-B SEE SHEET 29.

LEGEND

⚠ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

(X) INDICATES WING NUMBER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY CWG | PLANS CK'D KGW

SOUTH STR. APPROACH SLAB PLAN

SHEET 26 OF 32

803

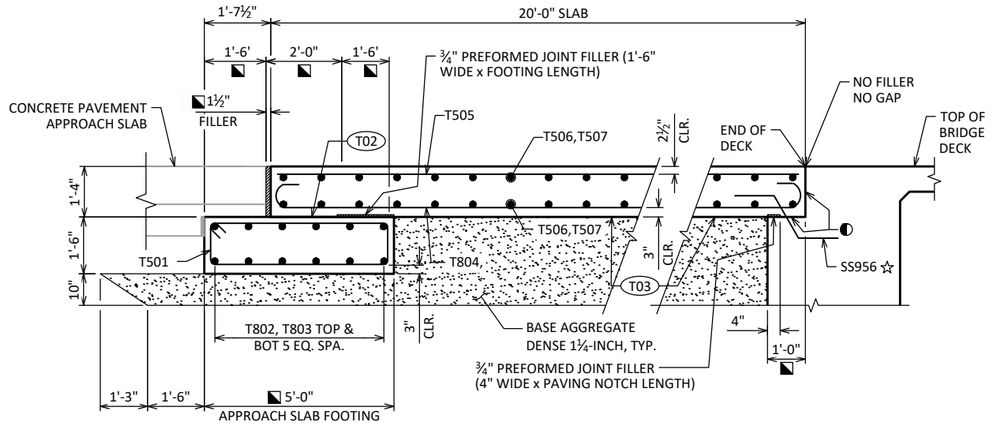
SCALE =

8

8

STATE PROJECT NUMBER

2030-10-71



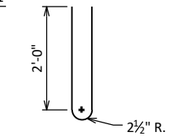
SECTION THRU APPROACH SLAB

BILL OF BARS

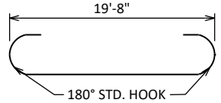
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
T501	X	101	12'-2"	X		APPROACH SLAB FTG. STIRRUP
T802	X	12	50'-4"			APPROACH SLAB FTG. - TRANS. SB
T803	X	12	47'-4"			APPROACH SLAB FTG. - TRANS. NB
T804	X	159	21'-6"	X		APPROACH SLAB - LONG. - BOT.
T505	X	101	19'-8"			APPROACH SLAB - LONG. - TOP
T506	X	42	50'-4"			APPROACH SLAB - TRANS. TOP & BOT. SB
T507	X	42	47'-4"			APPROACH SLAB - TRANS. TOP & BOT NB
T408	X	24	19'-8"			APPROACH SLAB LONG. SIDEWALK
T509	X	21	9'-9"			APPROACH SLAB - TRANS. SIDEWALK SB
T510	X	21	6'-9"			APPROACH SLAB - TRANS. SIDEWALK NB
T511	X	16	19'-8"			PARAPET LONG. ON APPROACH SLAB
T512	X	58	4'-9"	X		PARAPET VERT.
T513	X	58	4'-4"	X		PARAPET. VERT. DOWEL
T514	X	84	2'-11"	X		SIDEWALK DOWEL

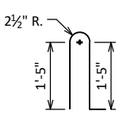
T501



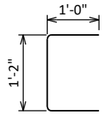
T512



T804



T513



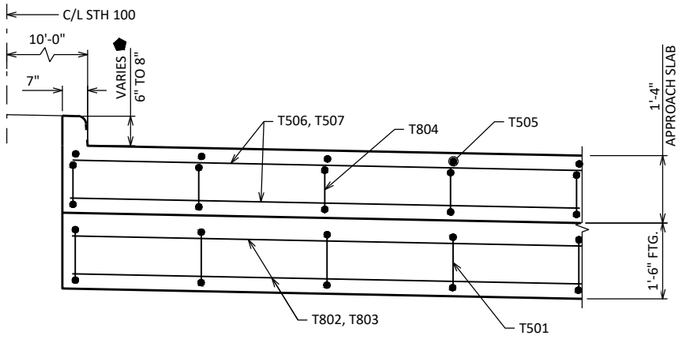
T514

NOTES

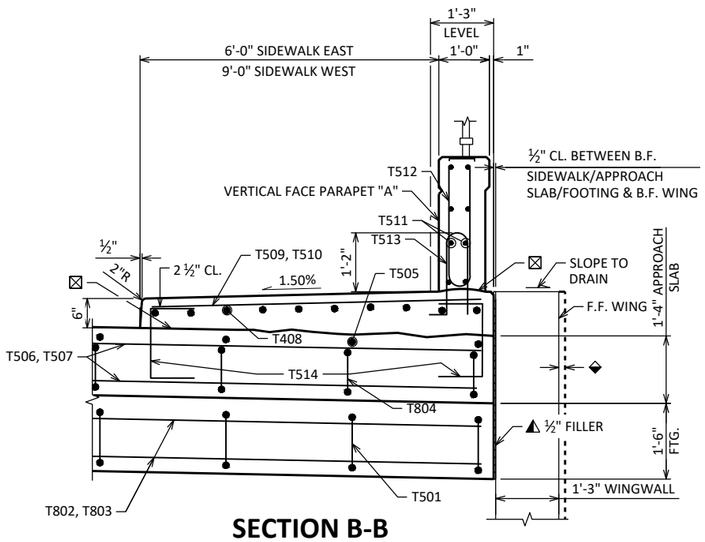
FOR BAR SPACING OF T512 AND T513 SEE SHEET 23.

LEGEND

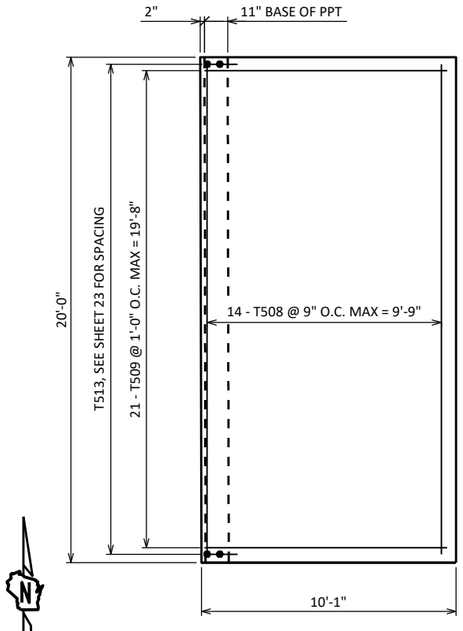
- ☒ CONST. JOINT-STRIKE OFF AS SHOWN AND LEAVE ROUGH.
- ◐ APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.
- ◪ MEASURED NORMAL TO ABUTMENT.
- ◭ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).
- ⬟ SMOOTH TRANSITION MEDIAN CURB HEIGHT FROM 8" TO 6" FROM STA. 124+89.67 TO STA. 124+91.67
- ☆ SS956 SHALL BE STANDARD SPECIAL PROVISION "BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURE".
- ⬙ 1¾" ARCHITECTURAL SURFACE TREATMENT, SEE SHEETS 31 & 32.
- (T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF THE FOOTING.
- (T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.



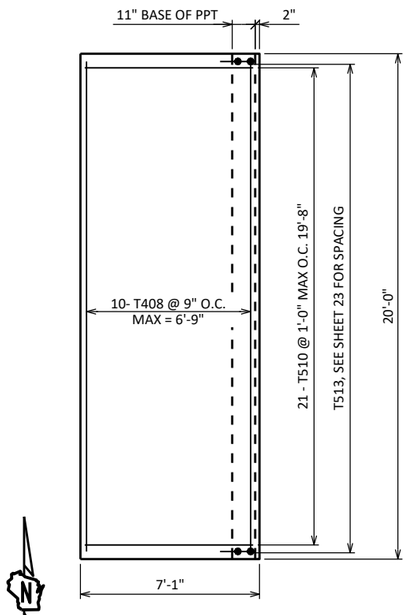
SECTION A-A



SECTION B-B



WEST SIDEWALK PLAN



EAST SIDEWALK PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY CWG | PLANS CK'D KGW

SOUTH STR. APPROACH SLAB DETAILS

SHEET 27 OF 32

804

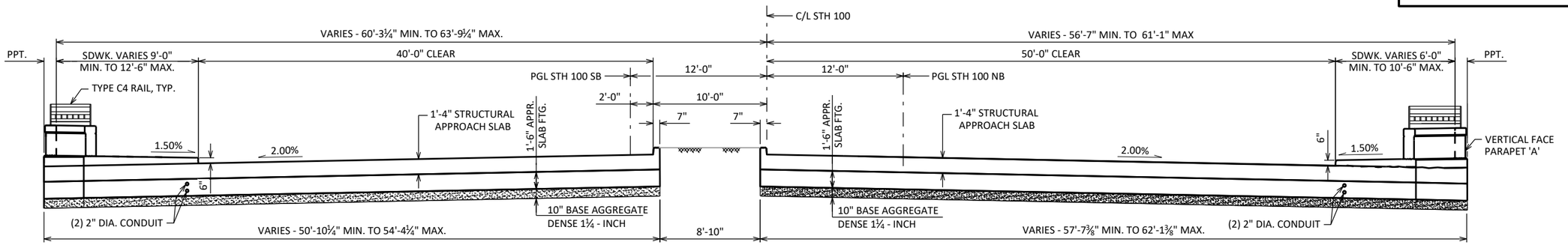
SCALE =

8

8

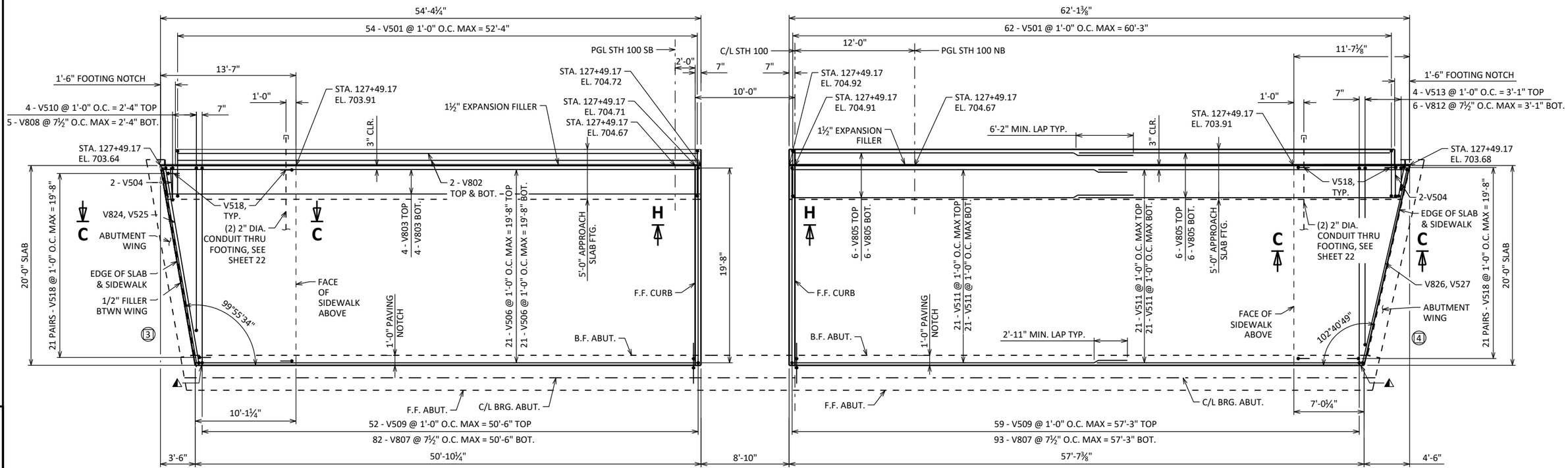
STATE PROJECT NUMBER

2030-10-71



CROSS SECTION

LOOKING NORTH



PLAN

NOTES

FOR SECTION C-C & SECTION H-H SEE SHEET 29.

LEGEND

⚠ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅜" BELOW SURFACE OF CONCRETE).

(X) INDICATES WING NUMBER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY CWG | PLANS CK'D KGW

NORTH STR. APPROACH SLAB PLAN

SHEET 28 OF 32

805

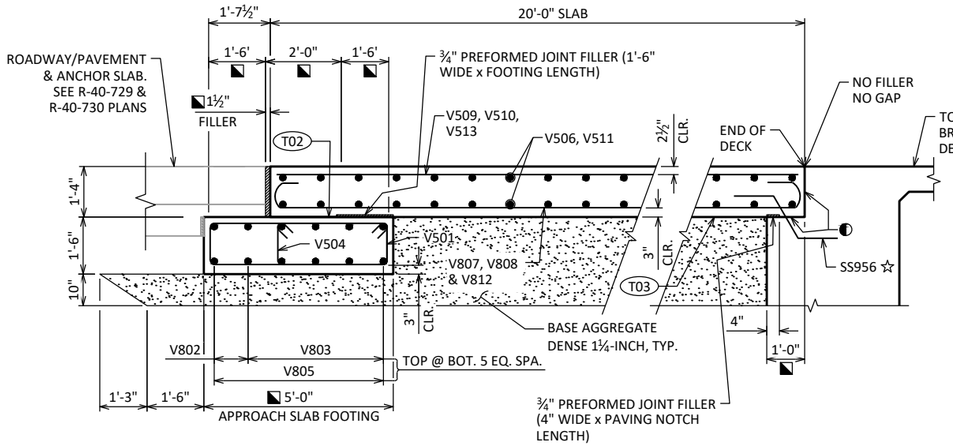
SCALE =

8

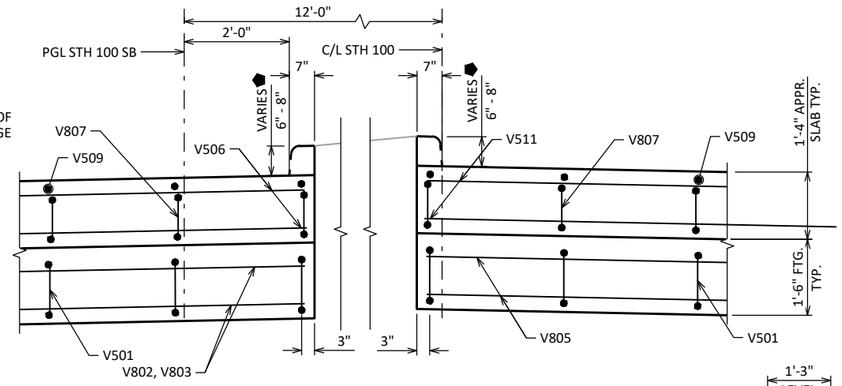
8

STATE PROJECT NUMBER

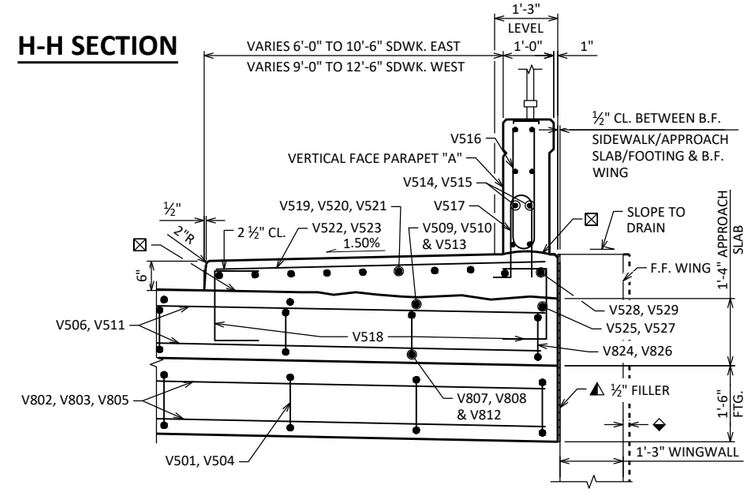
2030-10-71

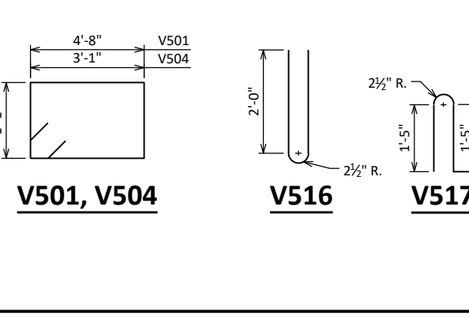


SECTION THRU APPROACH

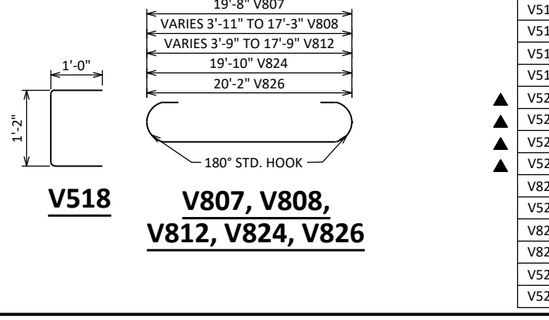


H-H SECTION





WEST SIDEWALK PLAN



EAST SIDEWALK PLAN

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
	V501	X	116	12'-2"	X		APPROACH SLAB FTG. - STRIRRUP
	V802	X	4	52'-4"			APPROACH SLAB FTG. - TRANS. SB TOP & BOT.
▲	V803	X	8	53'-6"		X	APPROACH SLAB FTG. - TRANS. SB TOP & BOT.
	V504	X	4	9'-0"	X		APPROACH SLAB FTG. NOTCH - STIRRUP
	V805	X	24	34'-2"			APPROACH SLAB FTG. TRANS. NB - TOP & BOT.
▲	V506	X	42	52'-1"		X	APPROACH SLAB TRANS. SB - TOP & BOT.
	V807	X	175	21'-6"	X		APPROACH SLAB - LONG. BOT.
▲	V808	X	5	12'-5"	X	X	APPROACH SLAB - LONG. BOT. SB
	V509	X	111	19'-8"			APPROACH SLAB - LONG. TOP
▲	V510	X	4	10'-7"		X	APPROACH SLAB - LONG. TOP SB
	V511	X	84	32'-5"			APPROACH SLAB - TRANS. NB - TOP & BOT.
▲	V812	X	6	12'-7"	X	X	APPROACH SLAB - LONG. BOT. NB
▲	V513	X	4	10'-9"		X	APPROACH SLAB - LONG. TOP NB
	V514	X	8	19'-10"			PARAPET LONG. ON APPROACH SLAB SB
	V515	X	8	20'-1"			PARAPET LONG. ON APPROACH SLAB NB
	V516	X	51	4'-9"	X		PARAPET VERT.
	V517	X	51	4'-4"	X		PARAPET VERT. DOWEL
	V518	X	84	2'-11"	X		SIDEWALK DOWEL
	V519	X	24	19'-8"			APPROACH SLAB LONG. SIDEWALK
▲	V520	X	4	10'-6"		X	APPROACH SLAB LONG. SIDEWALK SB
▲	V521	X	5	10'-4"		X	APPROACH SLAB LONG. SIDEWALK NB
▲	V522	X	21	11'-5"		X	APPROACH SLAB TRAN. SIDEWALK SB
▲	V523	X	21	8'-11"		X	APPROACH SLAB TRAN. SIDEWALK NB
	V824	X	1	21'-8"	X		APPROACH SLAB WEST EDGE BOT.- SB
	V525	X	1	19'-10"			APPROACH SLAB WEST EDGE TOP - SB
	V826	X	1	22'-0"	X		APPROACH SLAB EAST EDGE BOT. - NB
	V827	X	1	20'-2"			APPROACH SLAB EAST EDGE TOP - NB
	V528	X	1	19'-10"			SIDEWALK EDGE SB
	V529	X	1	20'-1"			SIDEWALK EDGE NB

C-C SECTION

BAR SERIES TABLE

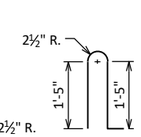
BAR MARK	NO. REQ'D	LENGTH
V803	2 SERIES OF 4	53'-3" TO 53'-9"
V506	2 SERIES OF 21	50'-4" TO 53'-10"
V808	1 SERIES OF 5	5'-9" TO 19'-1"
V510	1 SERIES OF 4	3'-11" TO 17'-3"
V812	1 SERIES OF 6	5'-7" TO 19'-7"
V513	1 SERIES OF 4	3'-9" TO 17'-9"
V520	1 SERIES OF 4	4'-9" TO 16'-3"
V521	1 SERIES OF 5	3'-8" TO 17'-0"
V522	1 SERIES OF 21	9'-8" TO 13'-2"
V523	1 SERIES OF 21	6'-8" TO 11'-2"

LEGEND

- (T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE FOOTING.
- (T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.
- ◐ APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.
- ◹ MEASURED NORMAL TO ABUTMENT.
- ◭ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).
- ⊠ CONST. JOINT - STRIKE OFF AS SHOWN & LEAVE ROUGH
- ☆ SS956 SHALL BE STANDARD SPECIAL PROVISION "BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURE".
- ⬟ SMOOTH TRANSITION MEDIAN CURB HEIGHT FROM 8" TO 6" FROM STA. 127+29.17 TO STA. 127+31.17
- ▲ LENGTH SHOWN FOR BARS IN SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE "BAR SERIES TABLE" FOR ACTUAL LENGTHS.
- ◆ 1¾" ARCHITECTURAL SURFACE TREATMENT, SEE SHEETS 31 & 32.

V501, V504

V516



V517

V518

V807, V808, V812, V824, V826

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY CWG | PLANS CK'D KGW

NORTH STR. APPROACH SLAB DETAILS 1

SHEET 29 OF 32

806

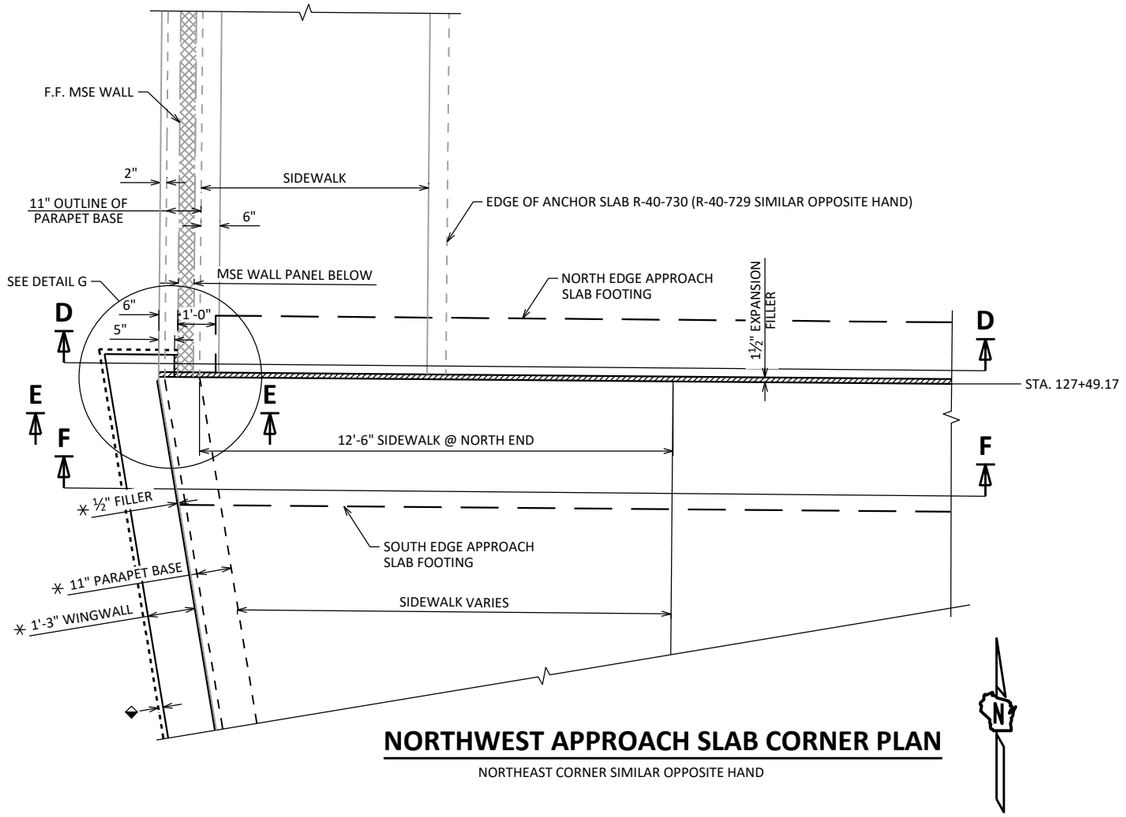
SCALE =

8

8

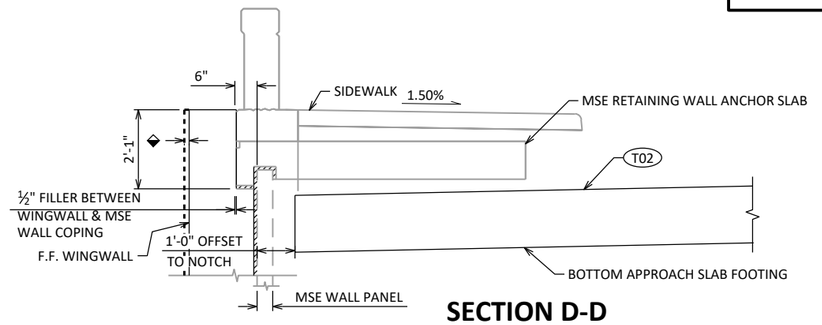
STATE PROJECT NUMBER

2030-10-71

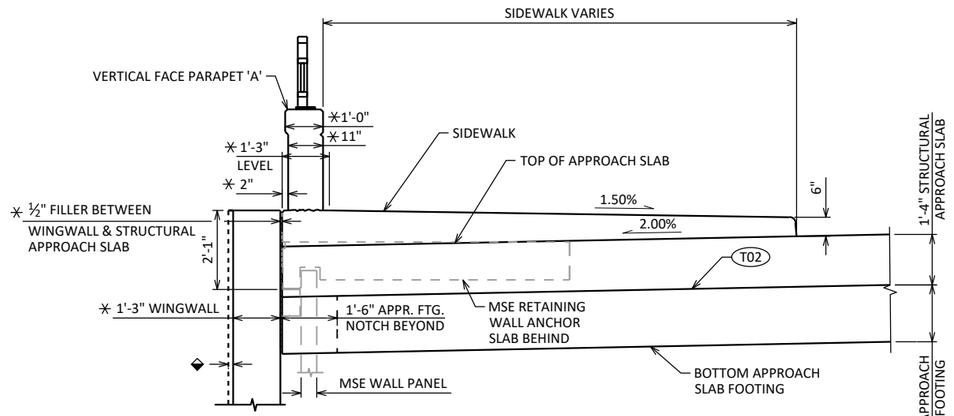


NORTHWEST APPROACH SLAB CORNER PLAN

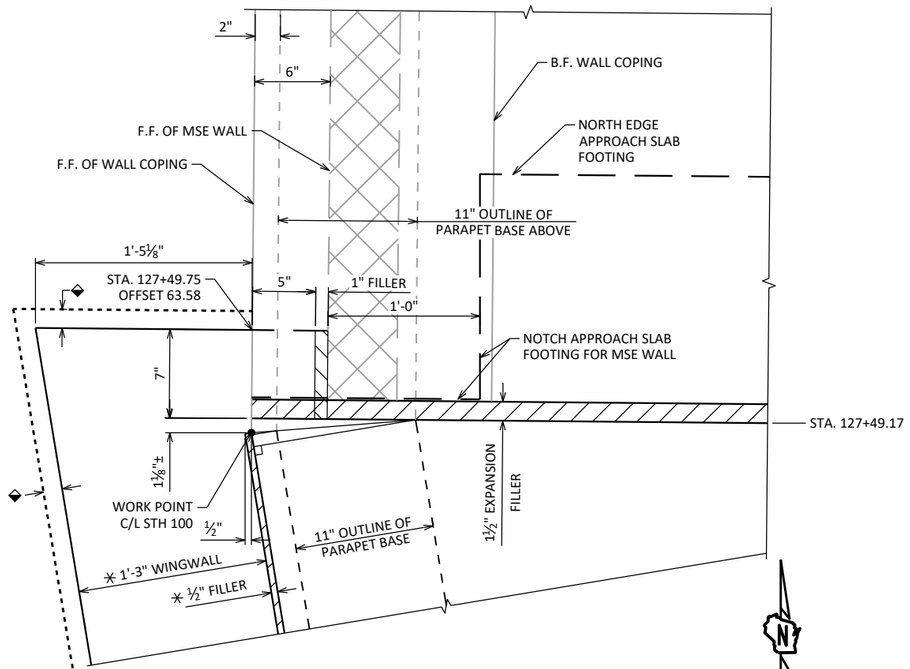
NORTHEAST CORNER SIMILAR OPPOSITE HAND



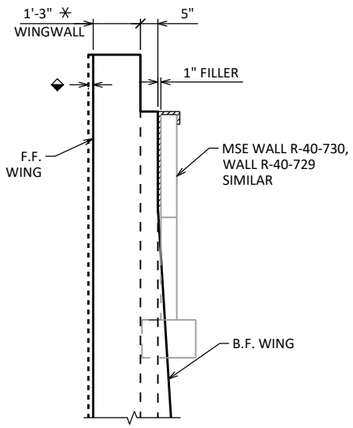
SECTION D-D



SECTION F-F



DETAIL G



SECTION E-E

LEGEND

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE FOOTING.

⁎ NORMAL TO WINGWALL

◆ 1¾" ARCHITECTURAL SURFACE TREATMENT, SEE SHEETS 31 AND 32.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY CWG | PLANS CK'D KGW

NORTH STR. APPROACH SLAB DETAILS 2

SHEET 30 OF 32

807

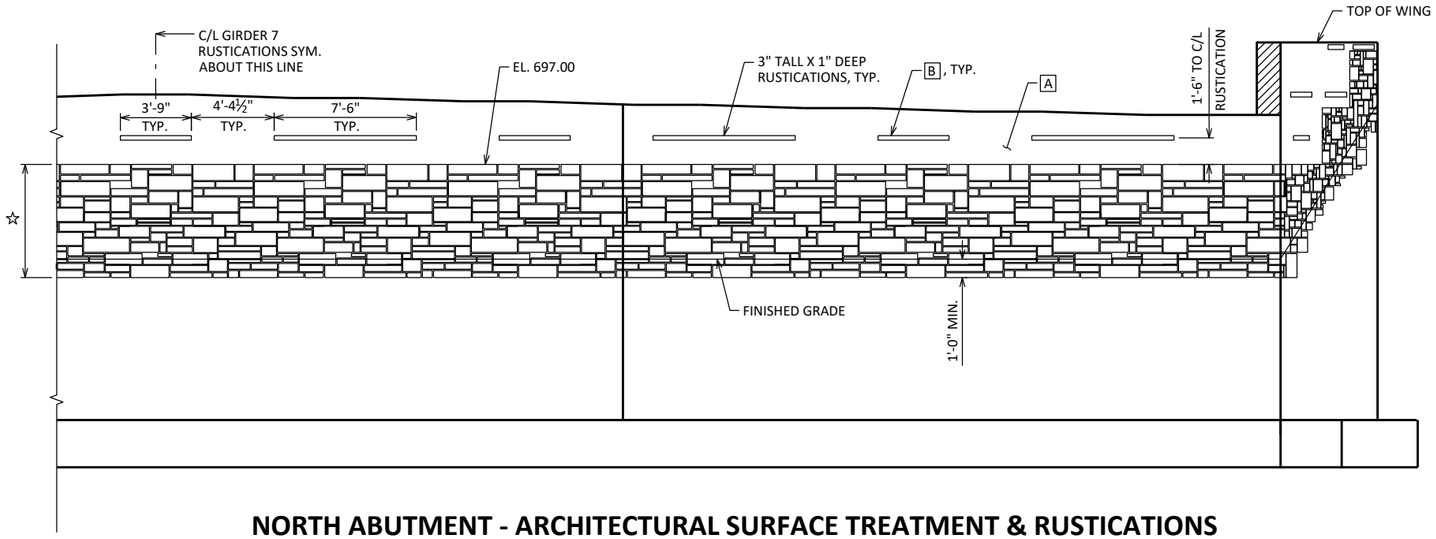
SCALE =

8

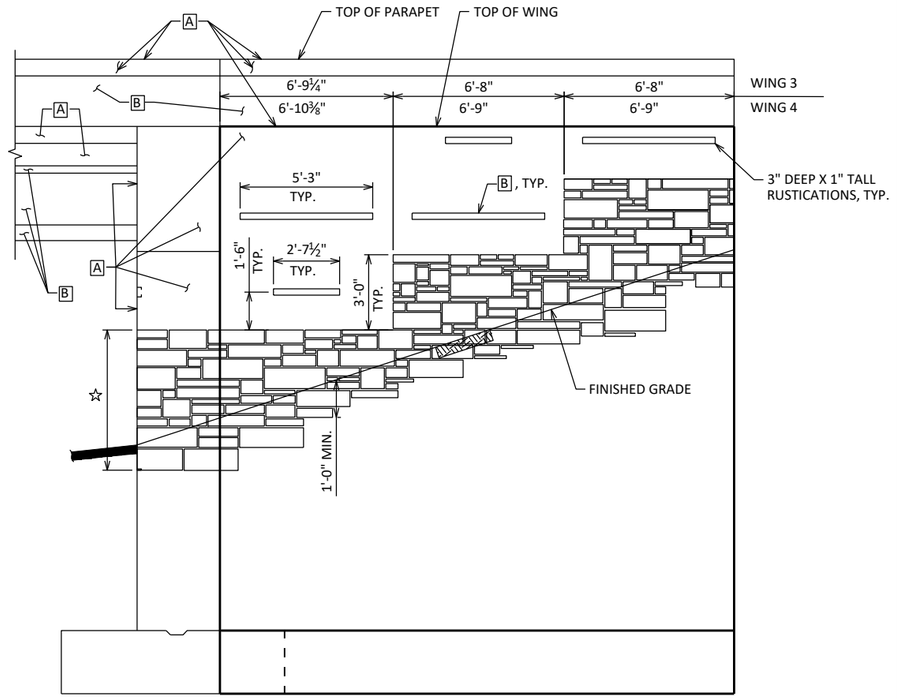
8

STATE PROJECT NUMBER

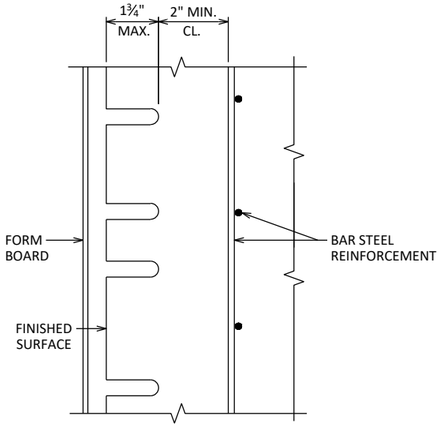
2030-10-71



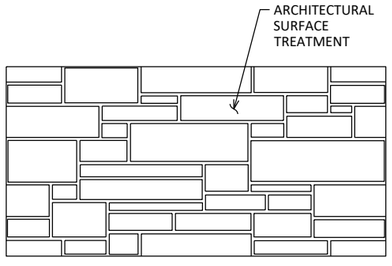
NORTH ABUTMENT - ARCHITECTURAL SURFACE TREATMENT & RUSTICATIONS



NORTH ABUTMENT WINGS - ARCHITECTURAL SURFACETREATMENT & RUSTICATIONS



SECTION THRU FORMLINER



RANDOM SPLITEDGE ASHLAR PATTERN

STONE HEIGHT = 1½" - 10"
MAXIMUM RELIEF = 1¾"
STONE LENGTH = 4" - 31"

FORMLINER DETAILS

ARCHITECTURAL SURFACE TREATMENT NOTES

FORMLINER COURSING ON ABUTMENTS AND WINGS SHALL BE LEVEL.

THE FORMLINER COURSING ON THE WINGS SHALL BE VERTICALLY ALIGNED WITH THE FORMLINER COURSING ON THE FRONT OF THE ABUTMENT.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

WRAPAROUND/MATCH FORMLINER PATTERN AT CORNERS.

FORMLINER SHALL EXTEND TO AT LEAST 1'-0" MIN. BELOW FINISHED GRADE.

FORMLINER PATTERN SHALL MATCH EXISTING WALLS R-40-491 & R-40-492, I-41 OVER WATERTOWN PLANK ROAD.

LEGEND

SEE SHEET 32

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D KGW

AESTHETIC DETAILS 1

SHEET 31 OF 32

808

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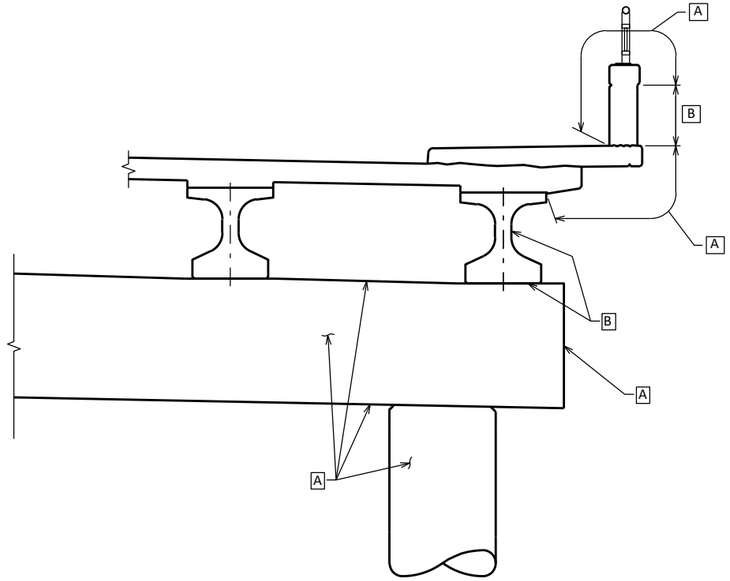
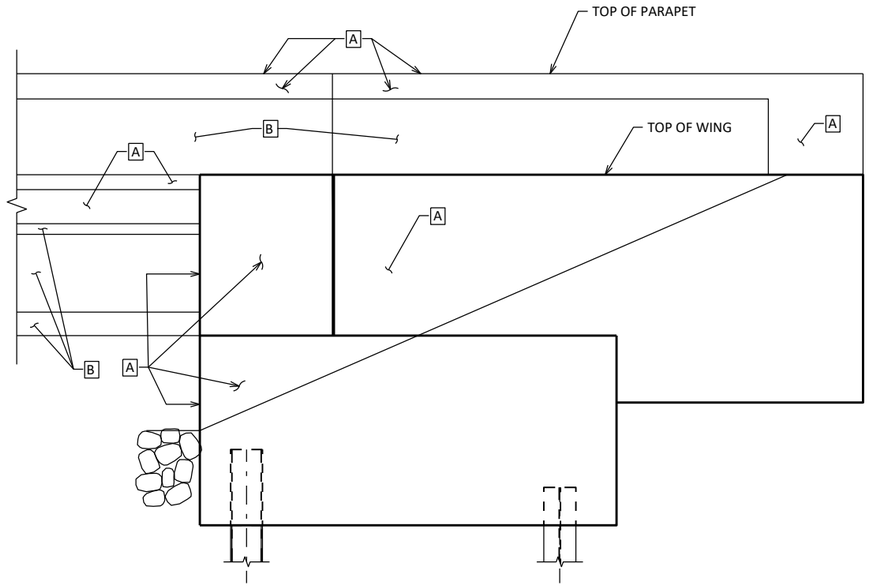
STATE PROJECT NUMBER

2030-10-71



ELEVATION AT PIER



ELEVATION SOUTH ABUTMENT WINGS

CONCRETE STAINING SCHEDULE

MARK	COLOR	LOCATION	NOTES
A	BASE COLOR (STANDARD FEDERAL COLOR NUMBER 36242)	PIER	CAP & COLUMNS FROM BEAM SEAT TO 1'-0" BELOW FINISHED GRADE.
		VERTICAL FACE PARAPET 'A'	EXPOSED PERIMETER EXCEPT AS NOTED FOR ACCENT COLOR, INCLUDING PARAPETS ON STRUCTURAL APPROACH SLABS
		DECK EDGE & SIDEWALK EDGE	FASCIA, EXPOSED UNDERSIDE TO EXTERIOR GIRDER FLANGE & EXPOSED TOPSIDE EXTERIOR TO PARAPET
		ABUTMENTS	EXTERIOR WINGS TO 1'-0" BELOW FINISHED GRADE & FRONT FACE FROM BEAM SEAT TO 1'-0" BELOW FINISHED GRADE; EXCEPT AS NOTED FOR ACCENT COLORS.
		CONCRETE END DIAPHRAGMS	UNDERSIDE OF DECK TO TOP OF ABUTMENT AT EXTERIOR GIRDERS ONLY
B	ACCENT COLOR #1 (STANDARD FEDERAL COLOR NUMBER 33522)	RUSTICATIONS AT F.F. OF NORTH ABUTMENT, WING 3 & WING 4	ALL SURFACES
		GIRDERS	EXTERIOR FACE AND UNDERSIDE OF EXTERIOR GIRDERS
		VERTICAL FACE PARAPET 'A'	EXTERIOR FACE AS SHOWN, INCLUDING PARAPETS ON STRUCTURAL APPROACH SLABS

STAINING NOTES

STAINING OF NON-ARCHITECTURAL SURFACE TREATMENT AREAS SHALL BE PAID FOR UNDER THE BID ITEM "CONCRETE STAINING B-40-1029".

STAINING OF ARCHITECTURAL SURFACE TREATMENT AREAS SHALL BE PAID FOR UNDER THE BID ITEM "CONCRETE STAINING MULTI-COLOR B-40-1029".

IF TOUCH UP PAINT IS REQUIRED, IT SHALL BE PERFORMED AT THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.

☆ ALL ARCHITECTURAL SURFACE TREATMENT FORMLINER AREAS SHALL BE STAINED IN A RANDOMLY MIXED COLOR ARRANGEMENT TO ACHIEVE A TEXTURED LOOK AS DIRECTED BY THE DEPARTMENT. APPLY A MULTI-COLOR STAIN TO EACH STONE FACE MATCHING THE COLOR, APPLICATION, AND STYLE OF STAINING ON THE ARCHITECTURAL SURFACE TREATMENT FOR EXISTING WALLS R-40-491 & R-40-492, I-41 OVER WATERTOWN PLANK ROAD. USE FEDERAL STANDARD COLOR NUMBER 36424 AS THE BASE COLOR AND FEDERAL STANDARD COLOR NUMBER 33522 & FEDERAL STANDARD COLOR NUMBER 33564 AS THE ACCENT COLORS. EACH STONE FACE THAT RECEIVES THE ACCENT COLORS SHOULD HAVE PROTRUDING PORTIONS OF THE FACE (APPROXIMATELY 70%-80%) STAINED TO HIGHLIGHT THE STONE TEXTURE. TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING MULTI-COLOR B-40-1029"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1029

DRAWN BY WAR | PLANS CK'D KGW

AESTHETIC DETAILS 2

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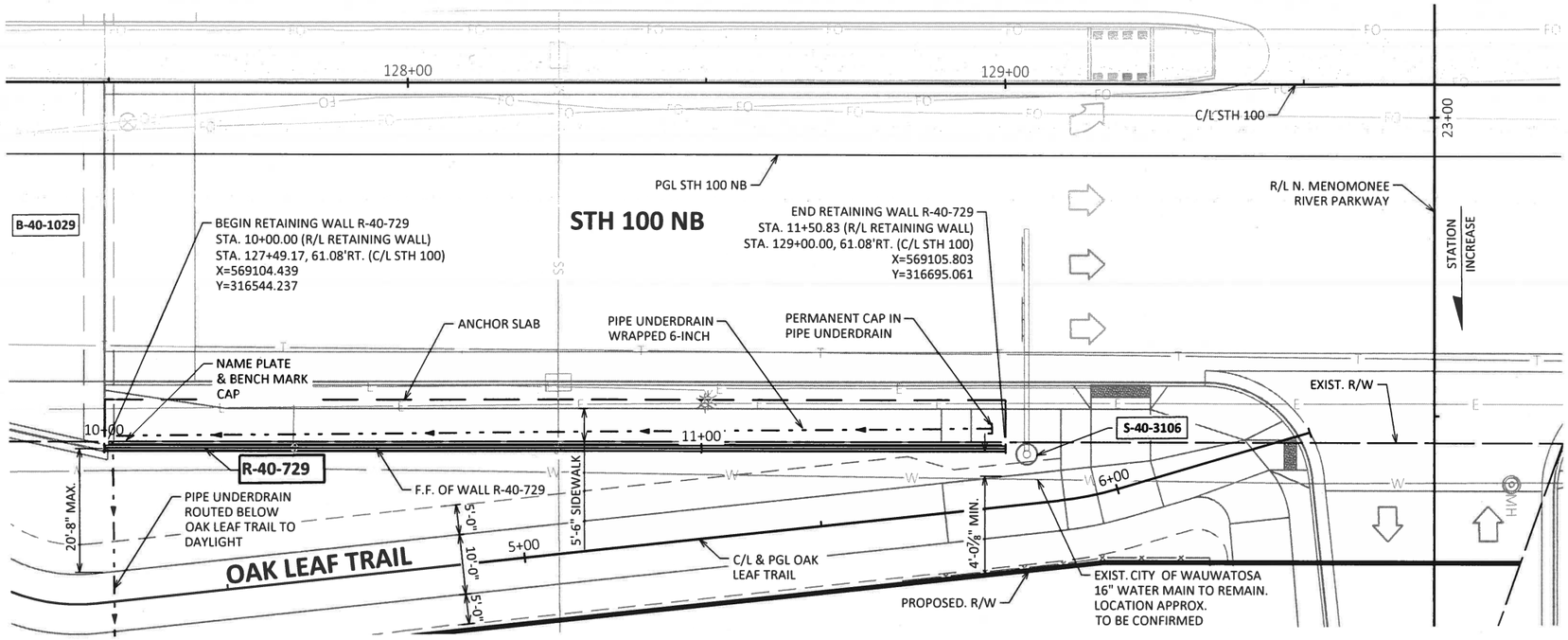
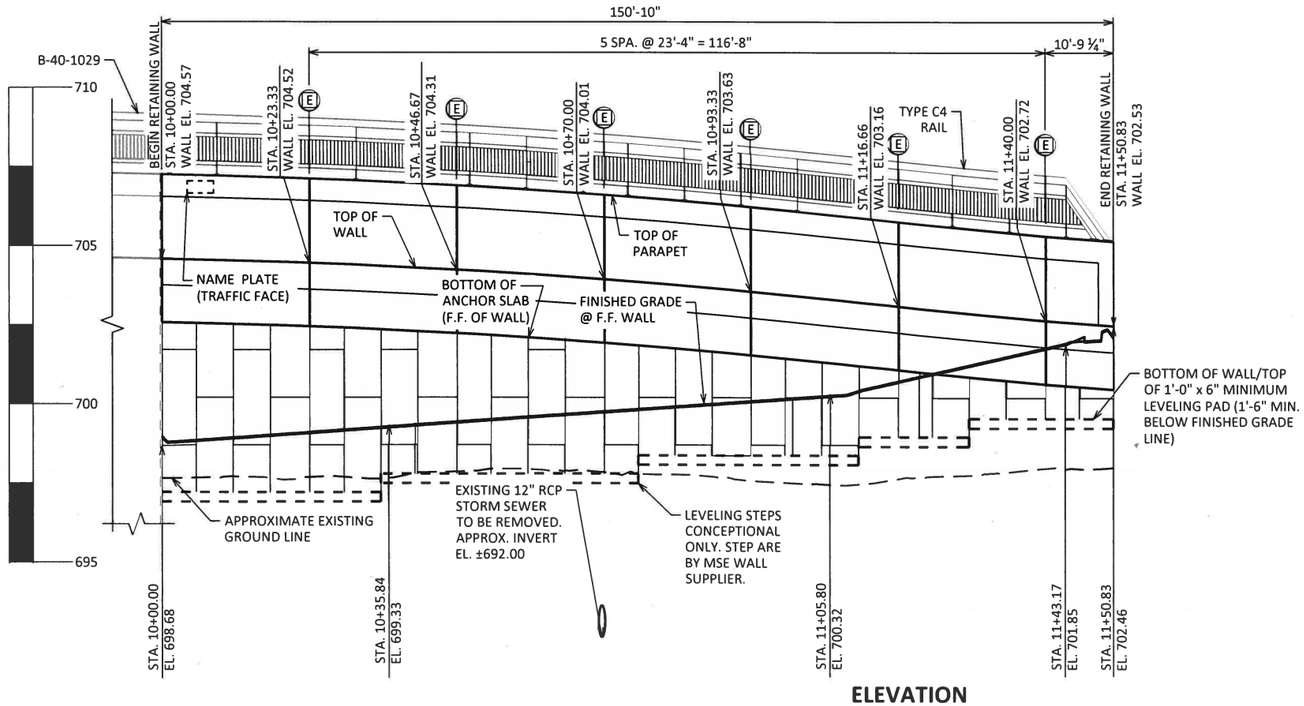


PLAN
MSE RETAINING WALL



ELEVATION
LOOKING WEST (DIMENSIONS AND STATIONS GIVEN ALONG FRONT FACE OF WALL)

STATE PROJECT NUMBER
2030-10-71

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-40-729".

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

LIVE LOAD:

LIVE LOAD SURCHARGE: 240 PSF

MATERIAL PROPERTIES:

CONCRETE MASONRY ——— f'_c = 3,500 P.S.I.
PRECAST CONCRETE WALL PANELS ——— f'_c = 4,000 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 ——— f_y = 60,000 P.S.I.

ALLOWABLE WALL SYSTEMS

WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH

TRAFFIC DATA

STH 100 NB
ADT = 12,600 (2045)
R.D.S. = 45 MPH

LIST OF DRAWINGS

1. GENERAL PLAN
2. SOILS, QUANTITIES, AND WALL DATA
3. TYPICAL WALL SECTION
4. WALL DETAILS
5. PARAPET AND ANCHOR SLAB REINFORCING
6. VERTICAL FACE PARAPET "A"
7. RAILING TYPE C4 DETAILS
8. SUBSURFACE EXPLORATION
9. AESTHETIC DETAILS

LEGEND

(E) EXPANSION JOINT IN CONCRETE ANCHOR SLAB AND PARAPET

WISCONSIN
KEVIN G. WOOD
E-32070
MILWAUKEE, WI
PROFESSIONAL ENGINEER
May 1, 2024

STRUCTURE DESIGN CONTACTS:
CONSULTANT CONTACT: KEVIN WOOD (414) 259-1500
BOS CONTACT: AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

GRAEF
275 W. Wisconsin Avenue
Suite 300
Milwaukee, WI 53203
414 / 259 1500
414 / 259 0037 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 02/10/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-40-729

STH 100/ N. MAYFAIR RD NEAR MENOMONEE RIVER

COUNTY	CITY
MILWAUKEE	WAUWATOSA

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
WAR	KGW	WAR/SK	KGW

GENERAL PLAN

SHEET 1 OF 9
810

SCALE =

LD. 2030-10-71 DATE: 2023

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STATE PROJECT NUMBER

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GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR.

THESE PLANS ARE FOR A PRECAST CONCRETE PANEL MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALL.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), MILWAUKEE COUNTY, NAD 83 (2011), ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON SHEET 3 AND ROADWAY CROSS SECTIONS.

ALL STATIONS AND DIMENSIONS ARE ALONG THE FRONT FACE OF WALL, UNLESS SHOWN OTHERWISE.

ONLY WALL CONCRETE PANEL MSE WALL SYSTEMS THAT USE STRIP TYPE SOIL REINFORCEMENT THAT ARE HINGED AT THE PANEL CONNECTION CAN BE USED FOR THIS PROJECT.

ALL BAR STEEL REINFORCEMENT IN CAST-IN-PLACE CONCRETE TO BE EPOXY COATED.

THE COST OF FURNISHING AND PLACING MSE BACKFILL WITHIN THE REINFORCED SOIL ZONE IS TO BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-40-729".

THE COST OF FURNISHING AND PLACING THE UNREINFORCED CONCRETE LEVELING PAD UNDER THE MSE PRECAST WALL PANELS IS INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-40-729".

THE CONTRACTOR MUST COORDINATE THE CONSTRUCTION OF WALL R-40-729 WITH THE NORTH ABUTMENT OF BRIDGE B-40-1029.

THE PLAN QUANTITY FOR THE ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-40-729" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

THE PLAN QUANTITY FOR THE ITEM "BASE AGGREGATE DENSE 1 1/4-INCH" ASSUMES LEVELING PAD DIMENSIONS 12'-0" X 150'-10" X 1'-0".

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATIONS AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE. UTILITIES LABELED AS PROPOSED MAY BE INSTALLED BY OTHERS PRIOR TO THIS CONTRACT.

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS	
	UNDRAINED	DRAINED
WALL HEIGHT (FEET)	7.44	7.44
EXPOSED WALL HEIGHT (FEET)	5.94	5.94
MINIMUM LENGTH OF REINFORCEMENT (FEET) ■	8	8
WALL STATION	10+00.00	10+00.00
BORING USED	RW-1/RW-2	RW-1/RW-2
CAPACITY TO DEMAND RATIO (CDR)		
SLIDING (CDR>1.0)	1.58	1.23
ECCENTRICITY (CDR>1.0) ☆	2.13	2.13
OVERALL STABILITY (CDR>1.0)	2.21	1.50
BEARING RESISTANCE (CDR>1.0)	1.20	2.27
FACTORED BEARING RESISTANCE (PSF)	3,120	5,890

■ THE LENGTHS PROVIDE IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCEMENT LENGTHS BASED UPON THE MINIMUM DESCRIBED IN THE WALL SYSTEM SPECIAL PROVISIONS OR EXTERNAL AND OVERALL STABILITY AT THE DESIGNATED LOCATIONS. THESE DESIGNATED LOCATIONS REPRESENT TYPICAL AND CRITICAL WALL LOCATIONS, BUT SHALL NOT CONSIDERED ALL INCLUSIVE. THE CONTRACTOR DESIGN LENGTHS SHALL MEET OR EXCEED THE MINIMUM VALUES REPRESENTED IN THE TABLE AT THESE DESIGNATED LOCATIONS.

BENCH MARK

NO.	STATION	OFFSET	DESCRIPTION	ELEV.
11519	115+19.41	4.49' LT	F1000SPK FENO WITH ALUM WDOT GRAEF CAP	726.30
9522	124+97.67	56.45' LT	2X07 WISDOT GEODETIC SURVEY CONTROL BRASS CAP IN PARAPET WALL	701.23
13004	130+03.82	72.58' LT	ALUM WDOT STH 100 SURVEY CONTROL CAP 937	697.98

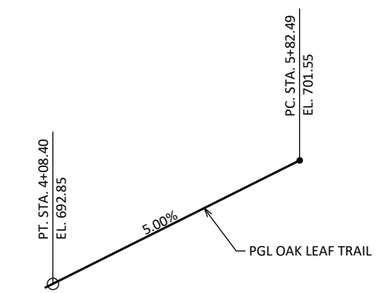
SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT (PCF)	UNDRAINED		DRAINED	
		FRICTION ANGLE (DEGREES)	COHESION (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PCF)
GRANULAR BACKFILL (REINFORCING ZONE) TOP AND BOTTOM ELEVATIONS VARY, SEE ELEVATION VIEW SHEET 1	120	30	---	30	---
EXISTING FILL/POSSIBLE BURIED TOPSOIL, CLAY EL. 697.4 - EL. 690.0/689.9 (RW-1/RW-2)	120	---	600	26	---
MEDIUM STIFF TO STIFF LEAN CLAY EL. 690.0/689.9 - EL. 687.6/687.7 (RW-1/RW-2)	120	---	750	26	---
MEDIUM DENSE SAND/GRAVEL EL. 686.6/687.7 - EL. 686.0/685.7 (RW-1/RW-2)	115	30	---	30	---
VERY DENSE GRAVEL EL. <686.0/<685.7 (RW-1/RW-2)	145	38	---	38	---

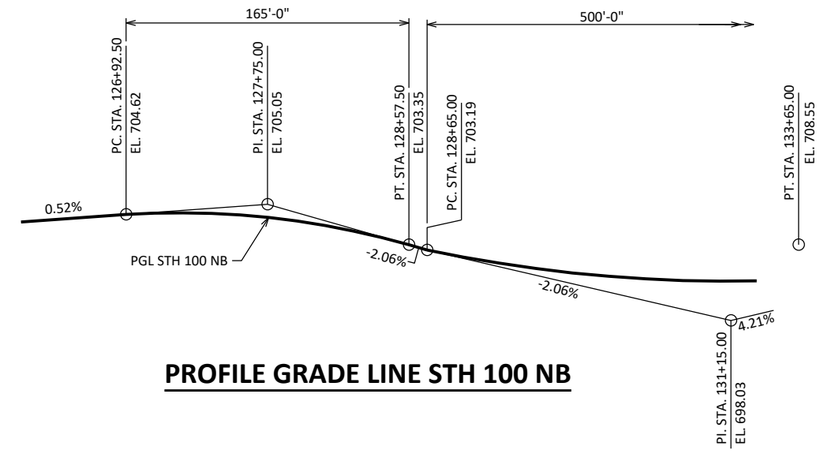
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	134
504.0500	CONCRETE MASONRY RETAINING WALLS	CY	63
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	8,290
513.7021	RAILING STEEL TYPE C4	LF	150
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	33
517.1010.S.02	CONCRETE STAINING R-40-729	SF	1,337
517.1015.S.02	CONCRETE STAINING MULTI-COLOR R-40-729	SF	411
517.1050.S.02	ARCHITECTURAL SURFACE TREATMENT R-40-729	SF	411
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	41
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	151
612.0806	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH	EACH	1
SPV.0060.01	GROUND IMPROVEMENT SYSTEM R-40-729	EACH	1
SPV.0165.01	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-40-729	SF	788
	NON-BID ITEMS		
	NAME PLATE	EACH	1
	EXPANDED POLYSRYRENE	SIZE	1"
	NON-BITUMINOUS JOINT SEALER	SIZE	1"
	CORK FILLER	SIZE	1"
	PERFORMED JOINT FILLER	SIZE	1 ½"

ALL ITEMS ARE CATEGORY 3000.



PROFILE GRADE LINE OAK LEAF TRAIL



PROFILE GRADE LINE STH 100 NB

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-729

DRAWN BY WAR/SK | PLANS CK'D KGW

SOILS, QUANTITIES, AND WALL DATA

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SCALE =

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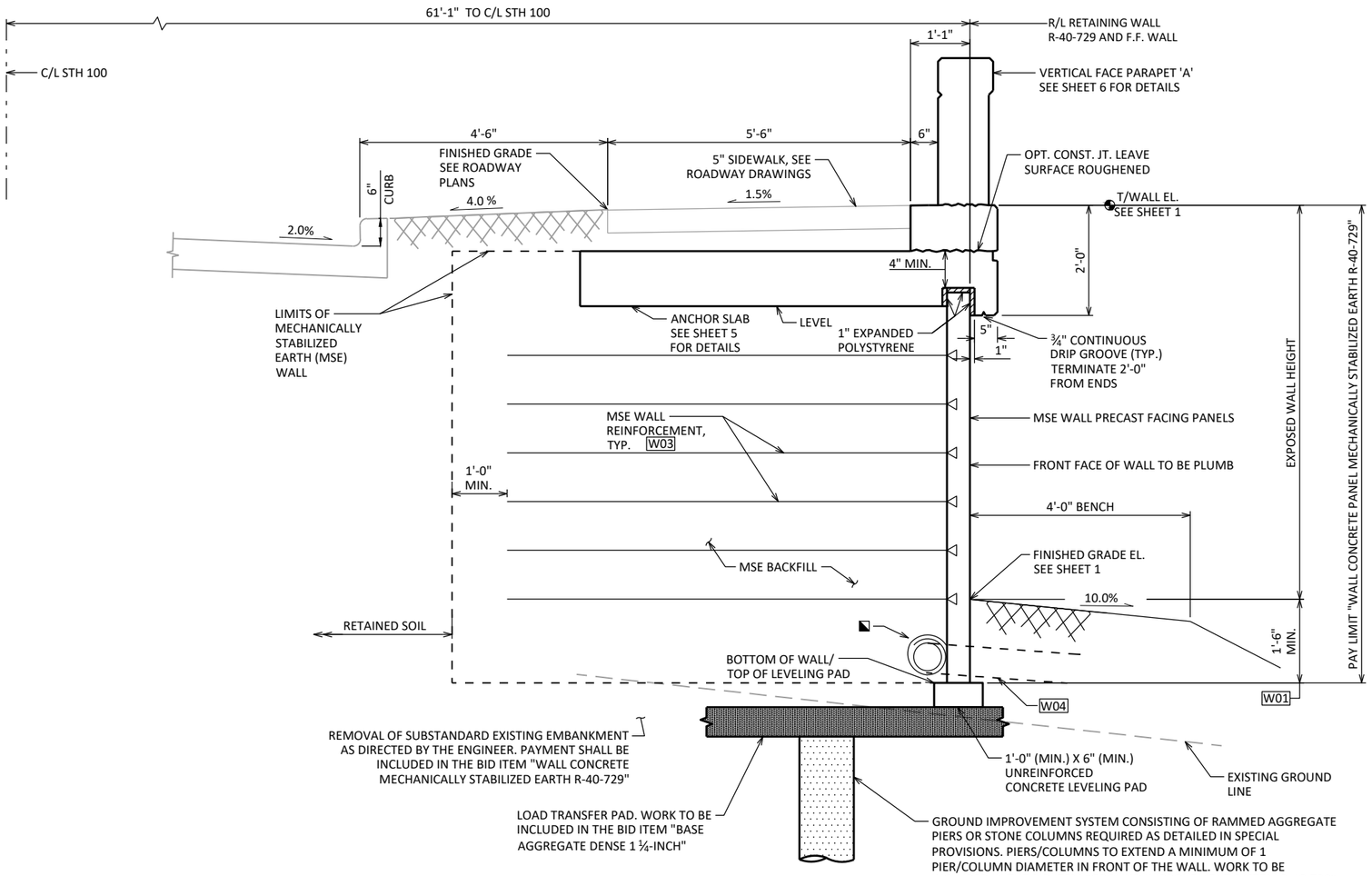
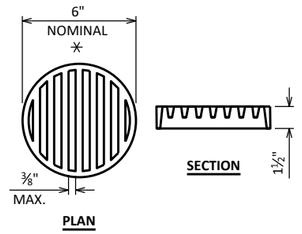


TYPICAL WALL SECTION

(LOOKING NORTH)
COMBINATION RAILING NOT SHOWN FOR CLARITY



RODENT SHIELD DETAIL

⚹ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAING WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

LEGEND

W01 MINIMUM DIMENSION FROM FINISHED GRADE AT FRONT FACE OF WALL TO TOP OF LEVELING PAD IS SHOWN, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OF THE LEVELING PAD WITH THE FABRICATOR OF THE WALL PANELS, FIELD EMBEDMENTS BELOW MINIMUM EMBEDMENT WILL NOT BE INCLUDED IN THE PAY LIMITS

W03 SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.

W04 PROVIDE PIPE UNDERDRAIN (6-INCH). ROUTE PIPE UNDERDRAIN UNDER OAK LEAF TRAIL PRIOR TO DAYLIGHTING (SLOPE 0.5% MIN.). ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN. ATTACH APRON ENDWALLS FOR UNDERDRAIN AT DAYLIGHT END. SEE "APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH" SDD FOR DETAILS.

◪ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE R-40-729

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TYPICAL WALL SECTION

SHEET 3 OF 9

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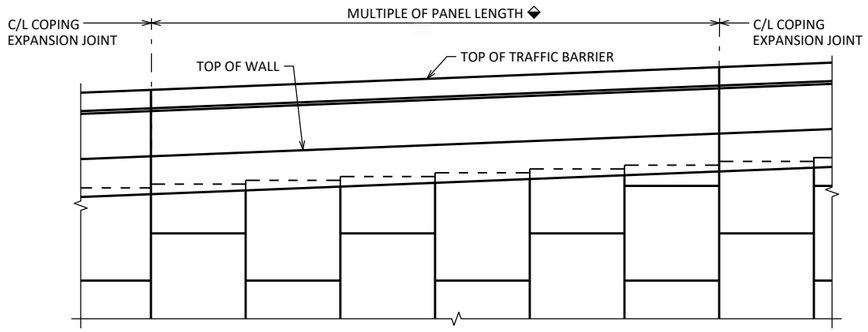
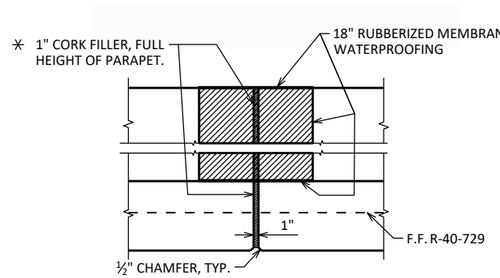
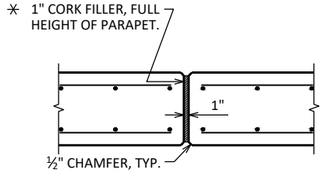


CAST-IN-PLACE TRAFFIC BARRIER PARTIAL ELEVATION

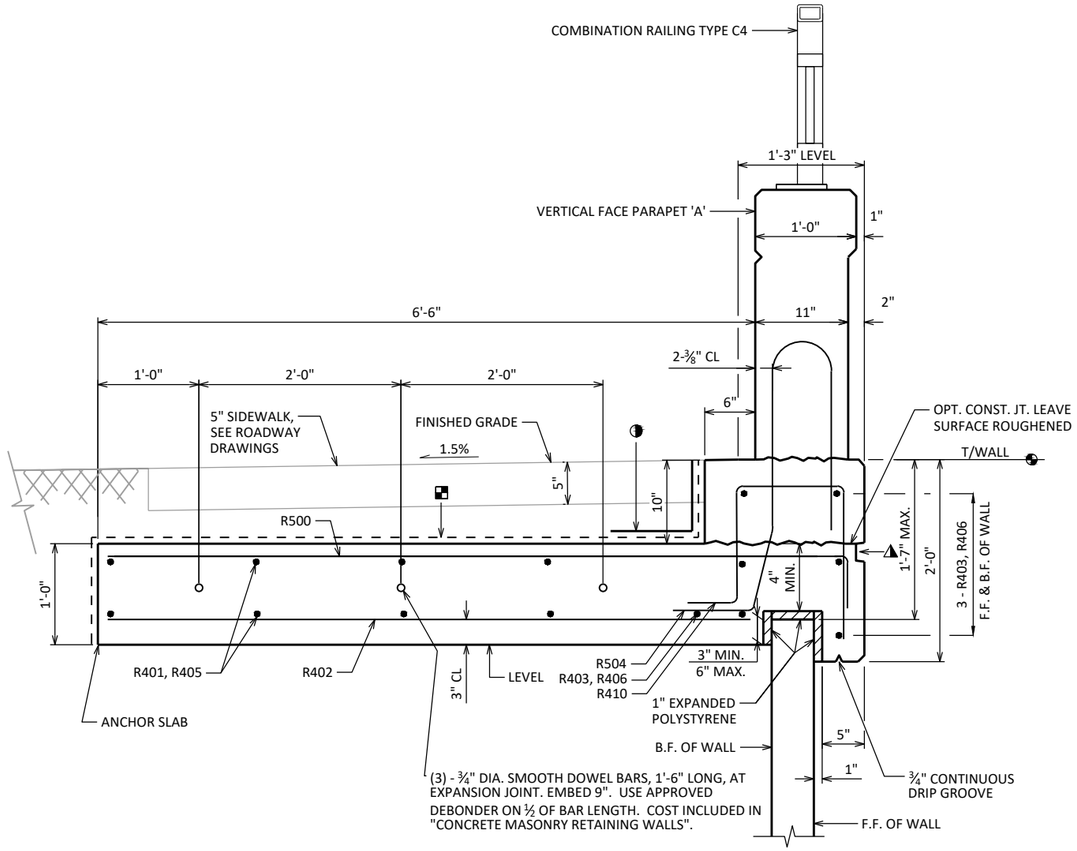
LOOKING AT F.F. OF WALL



⊛ ANCHOR SLAB JOINT DETAIL



⊛ TRAFFIC BARRIER EXPANSION JOINT



TYPICAL SECTION - PANELS A & B

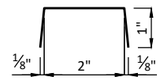
LOOKING NORTH

NOTES

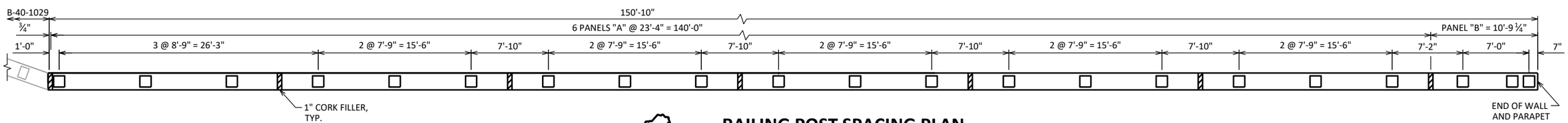
CONCRETE QUANTITY BASED ON 3" PANEL EMBEDMENT.

LEGEND

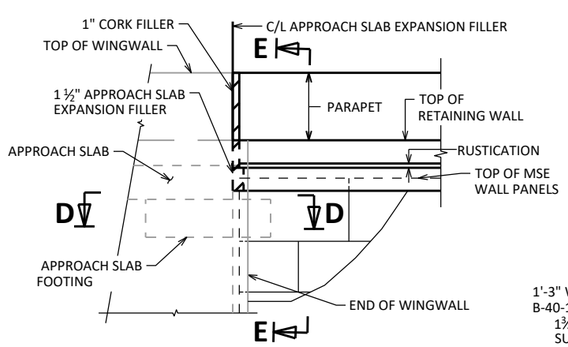
- ◪ 18" RUBBERIZED MEMBRANE WATERPROOFING TO BE PLACED ON THESE SURFACES AT EACH JOINT.
- ◐ IF THE OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPTIONAL CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM
- ◭ PROVIDE RUSTICATION IF OPT. CONST. JOINT IS USED.
- ⊛ EXPANSION JOINTS TO BE SPACED AT A MINIMUM OF 20'-0" AND A MAXIMUM OF 30'-0". LOCATE EXPANSION JOINTS OVER WALL JOINTS. DO NOT RUN BAR STEEL THRU JOINT, EXCEPT FOR DOWEL BARS. JOINT TO EXTEND FULL DEPTH OF PARAPET AND ANCHOR SLAB.
- ✳ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)
- ◆ ALL JOINTS MUST COINCIDE WITH A PANEL JOINT ON THE FRONT FACE OF WALL



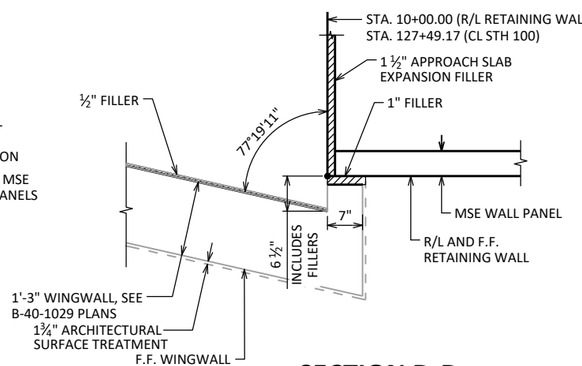
◭ RUSTICATION DETAIL



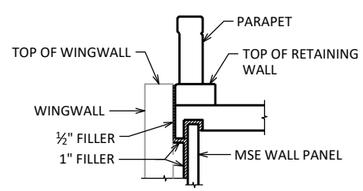
RAILING POST SPACING PLAN



DETAIL C



SECTION D-D



SECTION E-E

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-729

DRAWN BY WAR/SK | PLANS CK'D KGW

WALL DETAILS

SHEET 4 OF 9

813

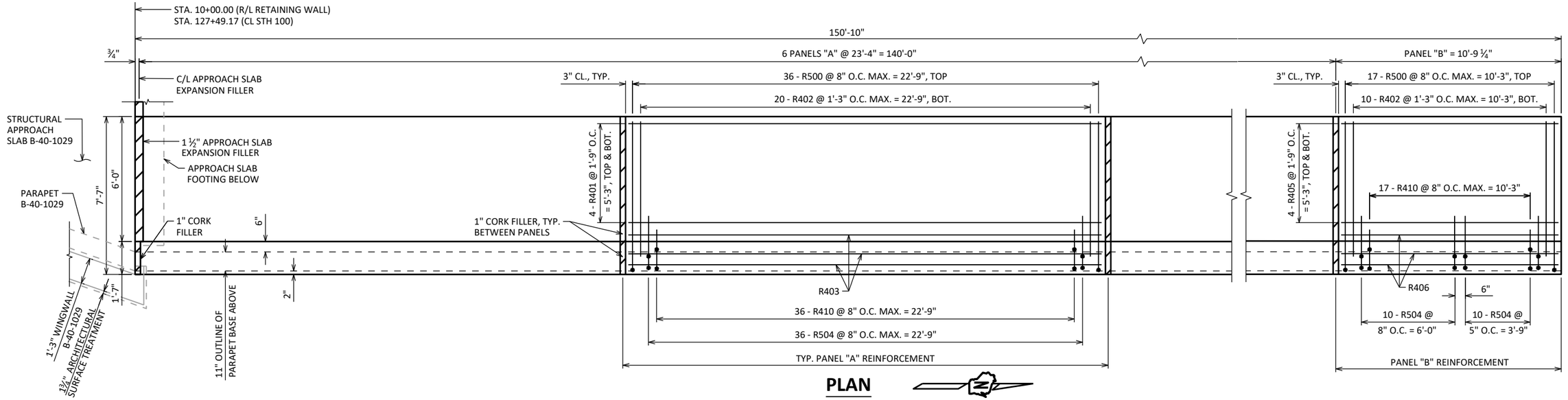
SCALE =

8

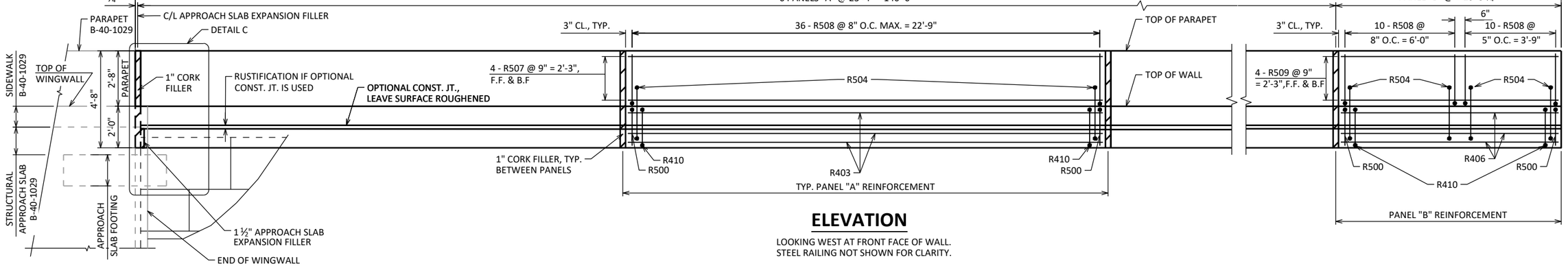
8

STATE PROJECT NUMBER

2030-10-71



PLAN

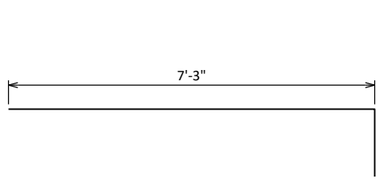


ELEVATION

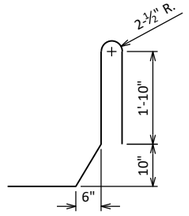
LOOKING WEST AT FRONT FACE OF WALL.
STEEL RAILING NOT SHOWN FOR CLARITY.

BILL OF BARS

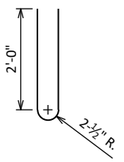
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
R500	X	233	8'-1"	X		ANCHOR SLAB TRANSVERSE - TOP
R401	X	48	22'-9"			ANCHOR SLAB LONGIT. TOP & BOTTOM - PANEL A
R402	X	130	6'-2"			ANCHOR SLAB TRANSVERSE - BOTTOM
R403	X	42	22'-9"			ANCHOR SLAB LONGIT. UNDER PARAPET - PANEL A
R504	X	236	6'-2"	X		ANCHOR SLAB - PARAPET DOWELS
R405	X	8	10'-3"			ANCHOR SLAB LONGIT. TOP & BOTTOM - PANEL B
R406	X	7	10'-3"			ANCHOR SLAB LONGIT. UNDER PARAPET - PANEL B
R507	X	48	22'-9"			PARAPET HORIZONTAL - PANEL A
R508	X	236	4'-9"	X		PARAPET VERTICAL
R509	X	8	10'-3"			PARAPET HORIZONTAL - PANEL B
R410	X	130	4'-9"	X		ANCHOR SLAB TRANSVERSE - WALL F.F.



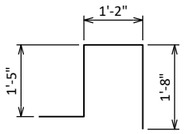
R500



R504



R508



R410

NOTE

SEE SHEET 4 FOR DETAIL C.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-729

DRAWN BY MGD | PLANS CK'D KGW

PARAPET AND ANCHOR SLAB REINFORCING

SHEET 5 OF 9
814

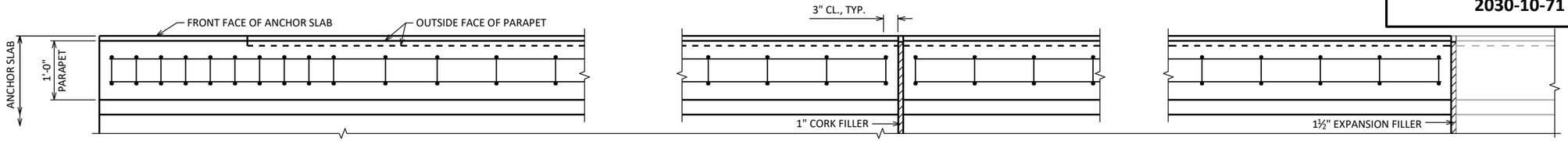
SCALE =

8

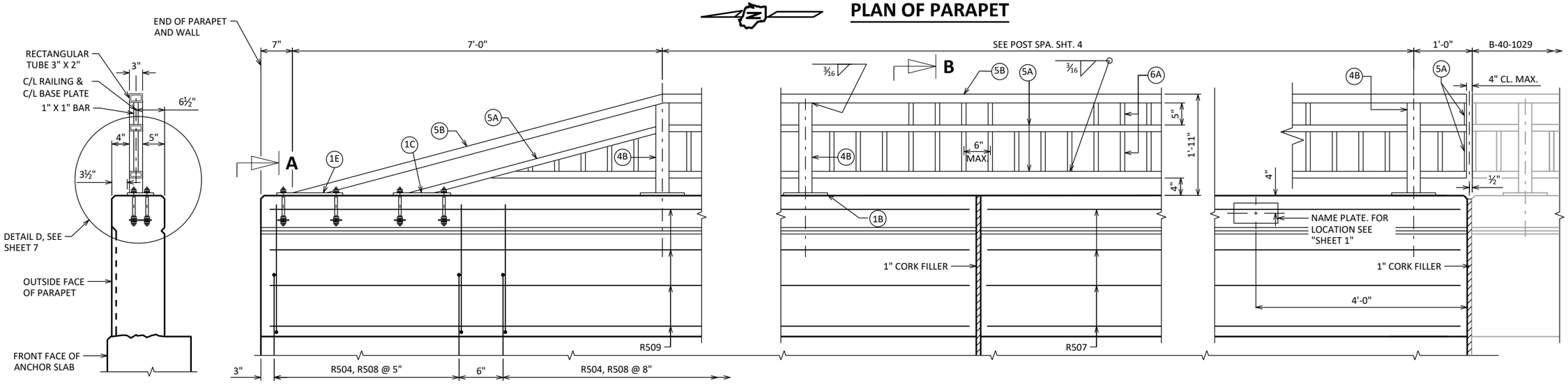
8

STATE PROJECT NUMBER

2030-10-71



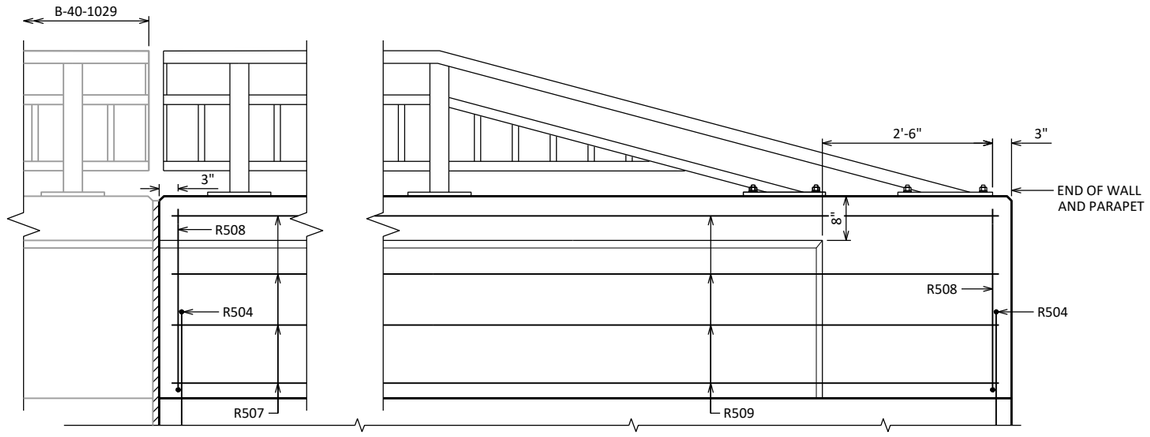
PLAN OF PARAPET



SECTION A-A END VIEW

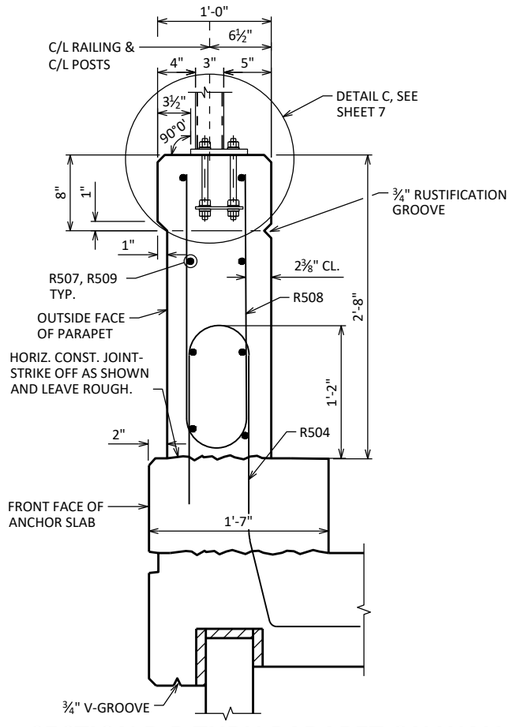
INSIDE ELEVATION OF PARAPET

LOOKING EAST



OUTSIDE ELEVATION OF PARAPET & REINF.

LOOKING WEST



SECTION B-B THRU PARAPET ON WALL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-729

DRAWN BY MGD | PLANS CK'D KGW

VERTICAL FACE PARAPET "A"

SHEET 6 OF 9

815

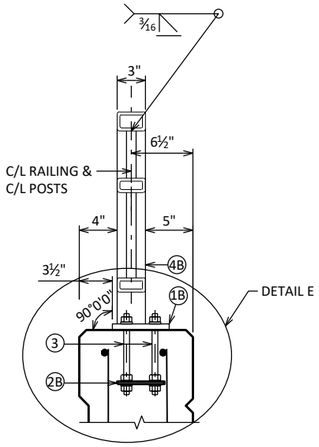
SCALE =

8

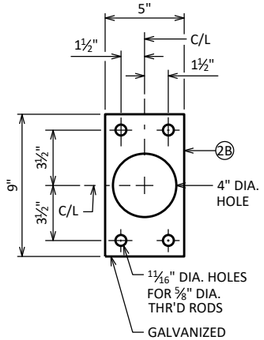
8

STATE PROJECT NUMBER

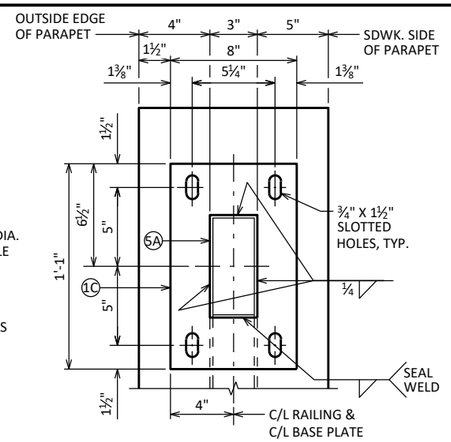
2030-10-71



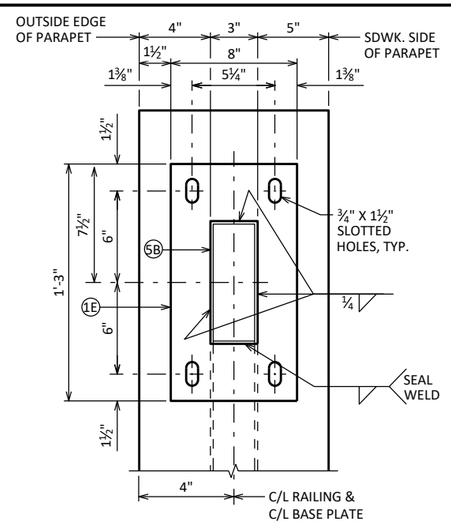
DETAIL C: POST AND ANCHORAGE



ANCHOR PLATE



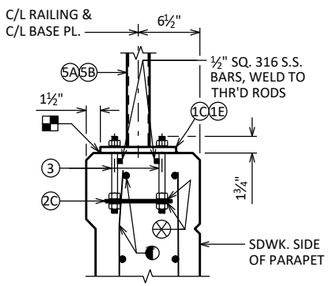
END RAIL BASE PLATE



END RAIL BASE PLATE

LEGEND

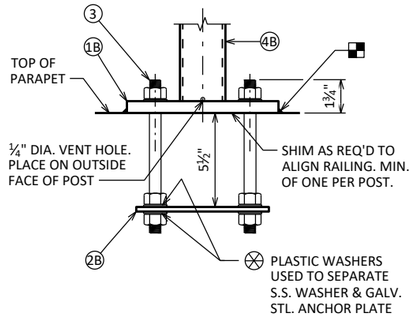
- (1B) PLATE 5/8" X 6" X 10" WITH 3/4" X 1½" SLOTTED HOLES.
- (1C) PLATE 5/8" X 8" X 1'-1" WITH 3/4" X 1½" SLOTTED HOLES.
- (1E) PLATE 5/8" X 8" X 1'-3" WITH 3/4" X 1½" SLOTTED HOLES.
- (2B) ¼" X 5" X 9" ANCHOR PLATE WITH 11/16" DIA. HOLES FOR THR'D RODS NO. 3.
- (2C) ¼" X 2½" X 7¼" ANCHOR PLATE WITH 11/16" DIA. HOLES FOR THR'D RODS NO. 3.
- (3) 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS 5/8-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 OF THE STANDARD SPECIFICATIONS.
- (4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.
- (5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.
- (5B) STRUCTURAL TUBING 3" X 2" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.
- (6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.
- (9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".
- (10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.).



DETAIL D: ANCHORAGE FOR END RAIL

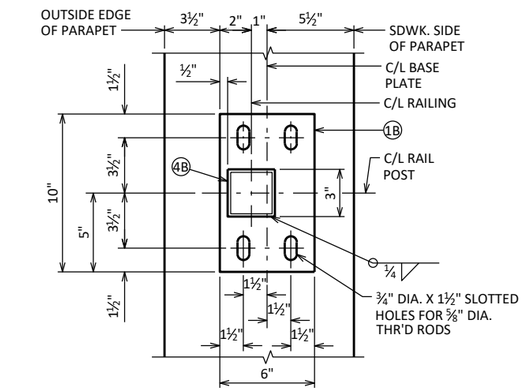
NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

◐ WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.



DETAIL E: ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



TYPICAL RAIL POST BASE PLATE

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C4", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT, AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

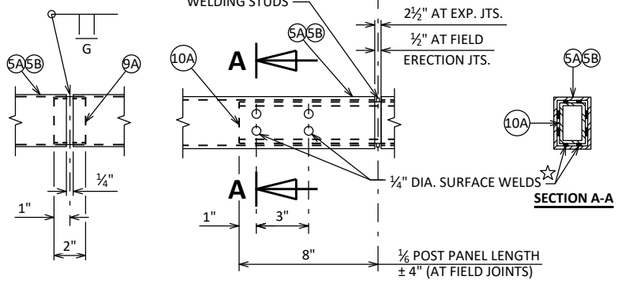
ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038 (BLACK).

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

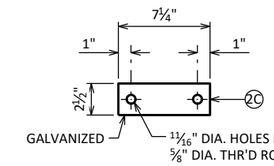


SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)

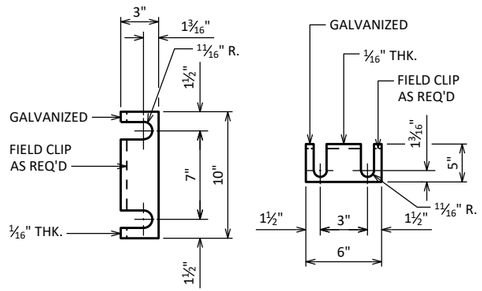
FIELD ERECTION JOINT DETAIL

☆ MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



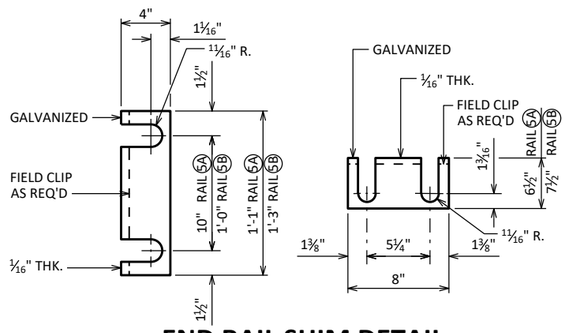
END RAIL ANCHOR PLATE

2 REQ'D. PER END RAIL BASE PLATE



RAIL POST SHIM DETAIL

(2 SETS PER POST)



END RAIL SHIM DETAIL

(2 SETS PER POST)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-729

DRAWN BY MGD | PLANS CK'D KGW

RAILING TYPE C4 DETAILS

SHEET 7 OF 9

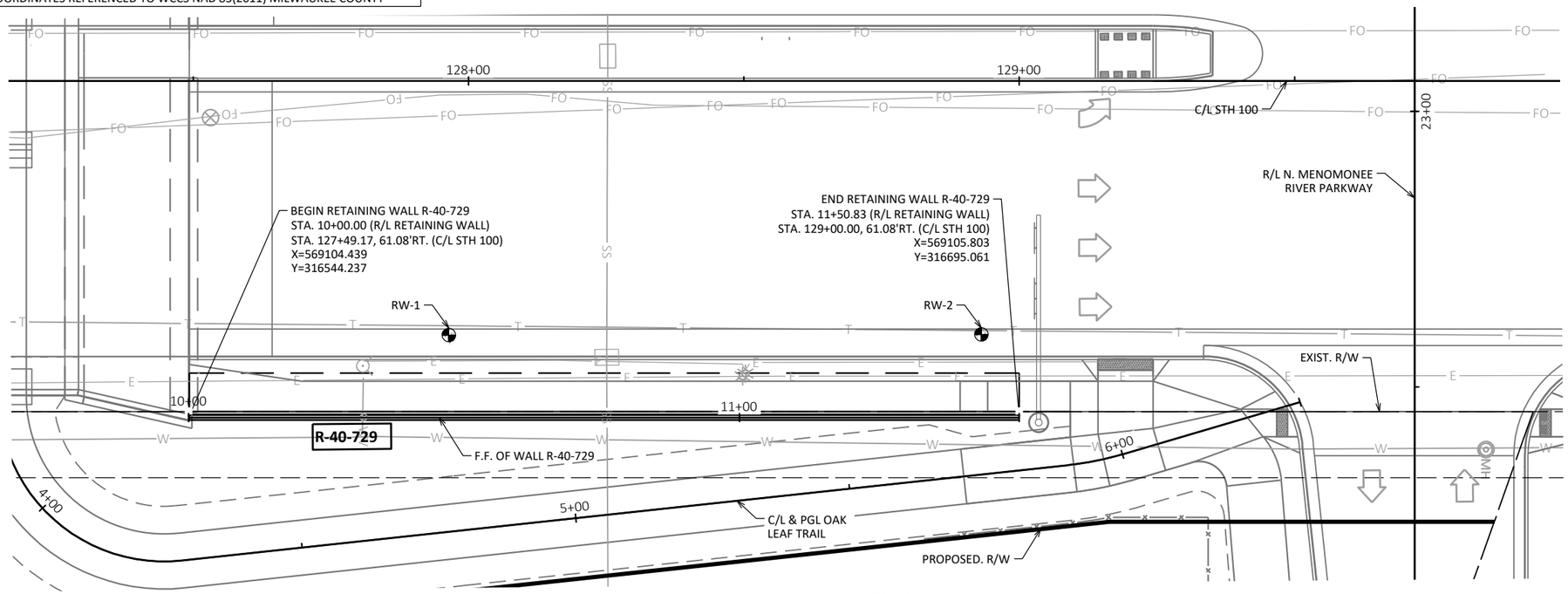
816

SCALE =

8

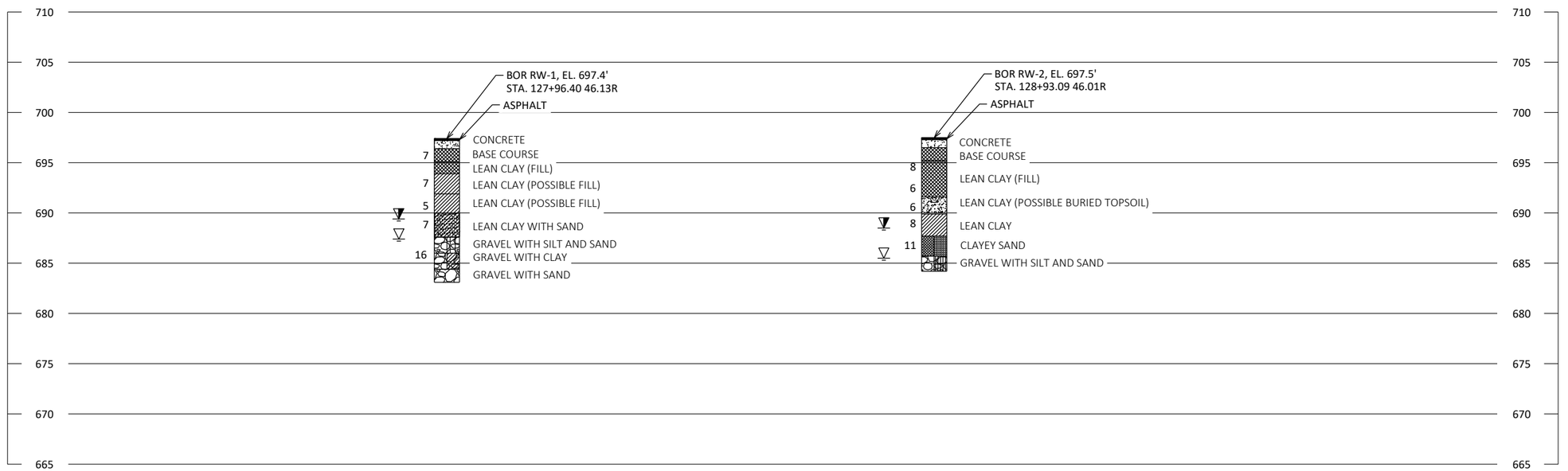
8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
RW-1	03-29-2022	316591.60	569089.91
RW-2	03-29-2022	316688.29	569090.67
BORINGS COMPLETED BY: GESTRA			
REPORT COMPLETED BY: GESTRA			
ALL COORDINATES REFERENCED TO WCCS NAD 83(2011) MILWAUKEE COUNTY			



PLAN

MSE RETAINING WALL



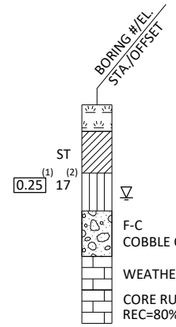
STATE PROJECT NUMBER

2030-10-71

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-729

DRAWN BY MGD | PLANS CK'D KGW

SUBSURFACE EXPLORATION

SHEET 8 OF 9

817

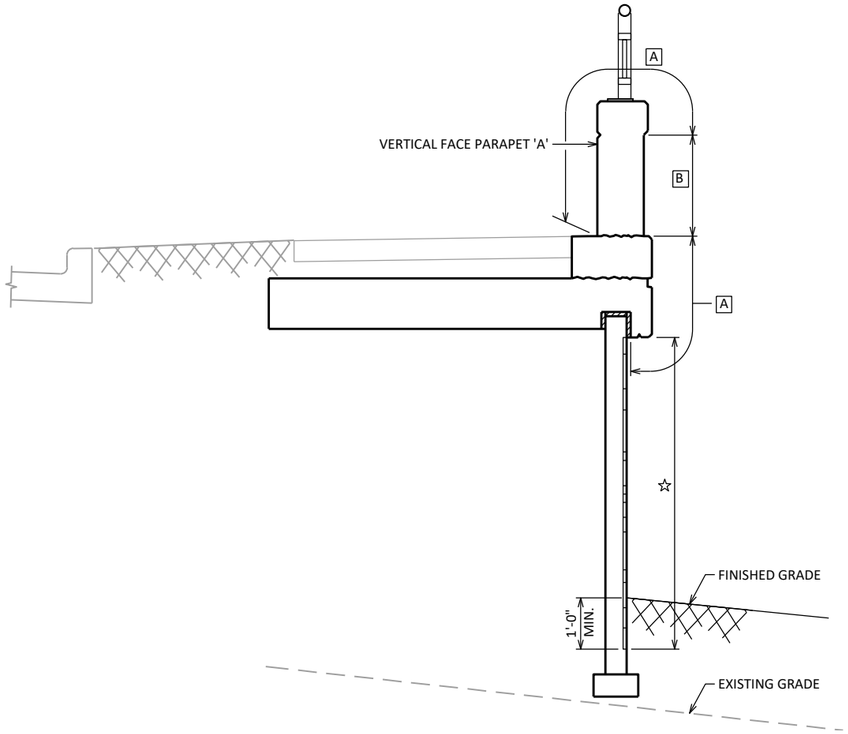
SCALE =

8

8

STATE PROJECT NUMBER

2030-10-71



MSE WALL STAINING

CONCRETE STAINING SCHEDULE

MARK	COLOR	LOCATION	NOTES
A	BASE COLOR (STANDARD FEDERAL COLOR NUMBER 36242)	ANCHOR SLAB	EXPOSED EXTERIOR: TOP, UNDERSIDE AND FACE
		VERTICAL FACE PARAPET 'A'	EXPOSED PERIMETER EXCEPT AS NOTED FOR ACCENT COLOR
B	ACCENT COLOR #1 (STANDARD FEDERAL COLOR NUMBER 33522)	VERTICAL FACE PARAPET 'A'	EXTERIOR FACE AS SHOWN

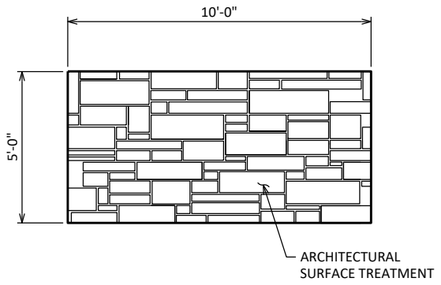
STAINING NOTES

STAINING OF NON-ARCHITECTURAL SURFACE TREATMENT AREAS SHALL BE PAID FOR UNDER THE BID ITEM "CONCRETE STAINING R-40-729".

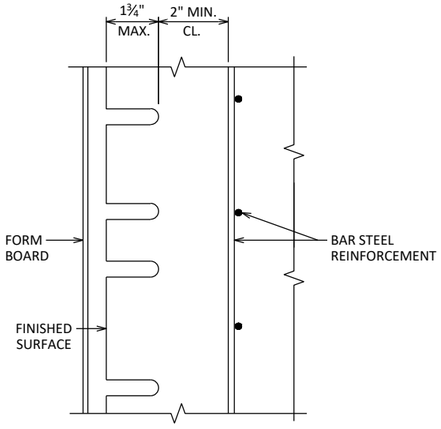
STAINING OF ARCHITECTURAL SURFACE TREATMENT AREAS SHALL BE PAID FOR UNDER THE BID ITEM "CONCRETE STAINING MULTI-COLOR R-40-729".

IF TOUCH UP PAINT IS REQUIRED, IT SHALL BE PERFORMED AT THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.

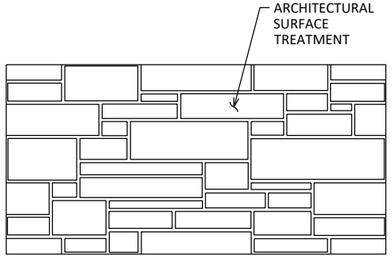
☆ ALL ARCHITECTURAL SURFACE TREATMENT FORMLINER AREAS SHALL BE STAINED IN A RANDOMLY MIXED COLOR ARRANGEMENT TO ACHIEVE A TEXTURED LOOK AS DIRECTED BY THE DEPARTMENT. APPLY A MULTI-COLOR STAIN TO EACH STONE FACE MATCHING THE COLOR, APPLICATION, AND STYLE OF STAINING ON THE ARCHITECTURAL SURFACE TREATMENT FOR EXISTING WALLS R-40-491 & R-40-492, I-41 OVER WATERTOWN PLANK ROAD. USE FEDERAL STANDARD COLOR 36424 AS BASE COLOR AND FEDERAL STANDARD COLOR NUMBER 33522 & FEDERAL STANDARD COLOR NUMBER 33564 AS THE ACCENT COLORS. EACH STONE THAT RECEIVES THE ACCENT COLORS HAVE PROTRUDING PORTIONS OF THE FACE (APPROXIMATELY 70% -80%) STAINED TO HIGHLIGHT THE STONE TEXTURE. MATCH THE PREVIOUSLY CONSTRUCTED WALLS. TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING MULTI-COLOR R-40-729"



TYPICAL WALL PANEL



SECTION THRU FORMLINER



RANDOM SPLITEDGE ASHLAR PATTERN

STONE HEIGHT = 1½" - 10"
MAXIMUM RELIEF = 1¾"
STONE LENGTH = 4" - 31"

FORMLINER DETAILS

ARCHITECTURAL SURFACE TREATMENT NOTES

FORMLINER COURSING ON WALL PANELS SHALL BE LEVEL.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS PANEL JOINTS.

FORMLINER SHALL EXTEND TO AT LEAST 1'-0" MIN. BELOW FINISHED GRADE.

FORMLINER PATTERN SHALL MATCH EXISTING WALLS R-40-491 & R-40-492, I-41 OVER WATERTOWN PLANK ROAD.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-729

DRAWN BY WAR | PLANS CK'D KGW

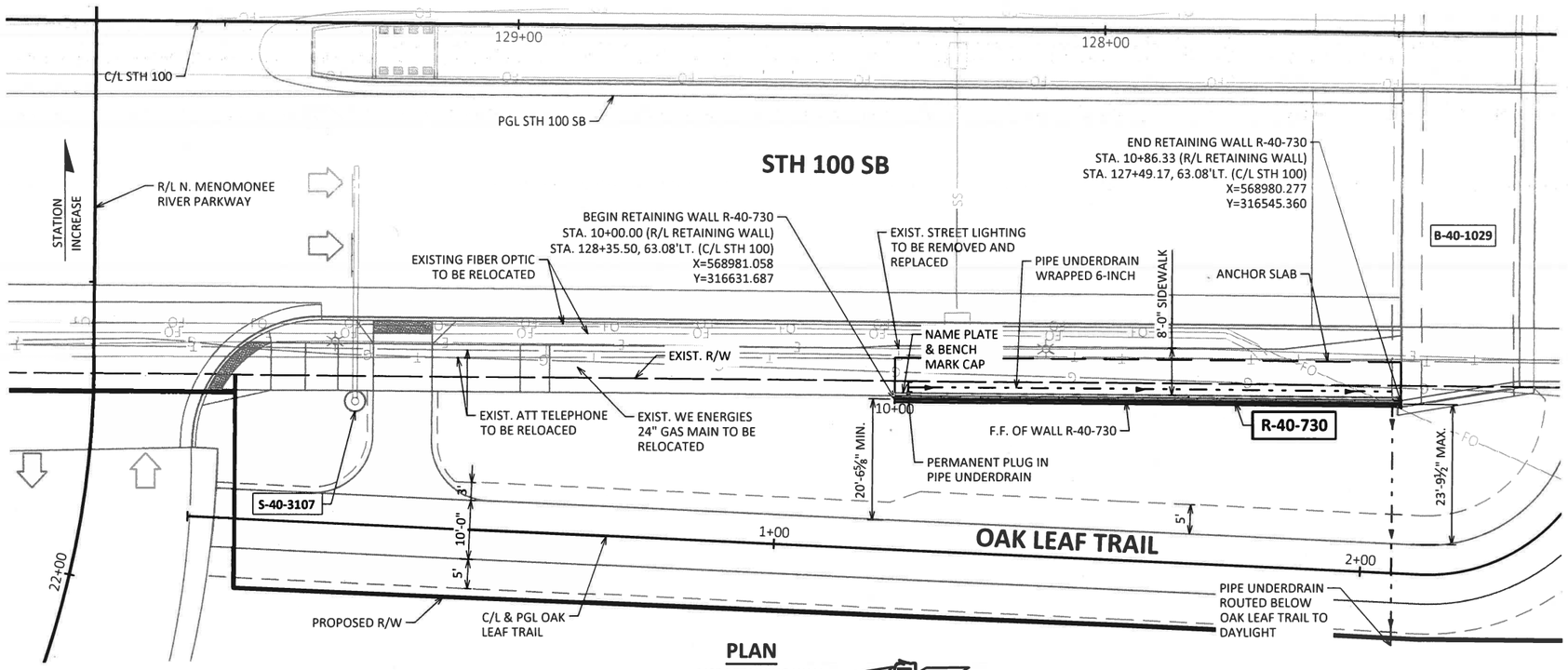
AESTHETIC DETAILS

SHEET 9 OF 9

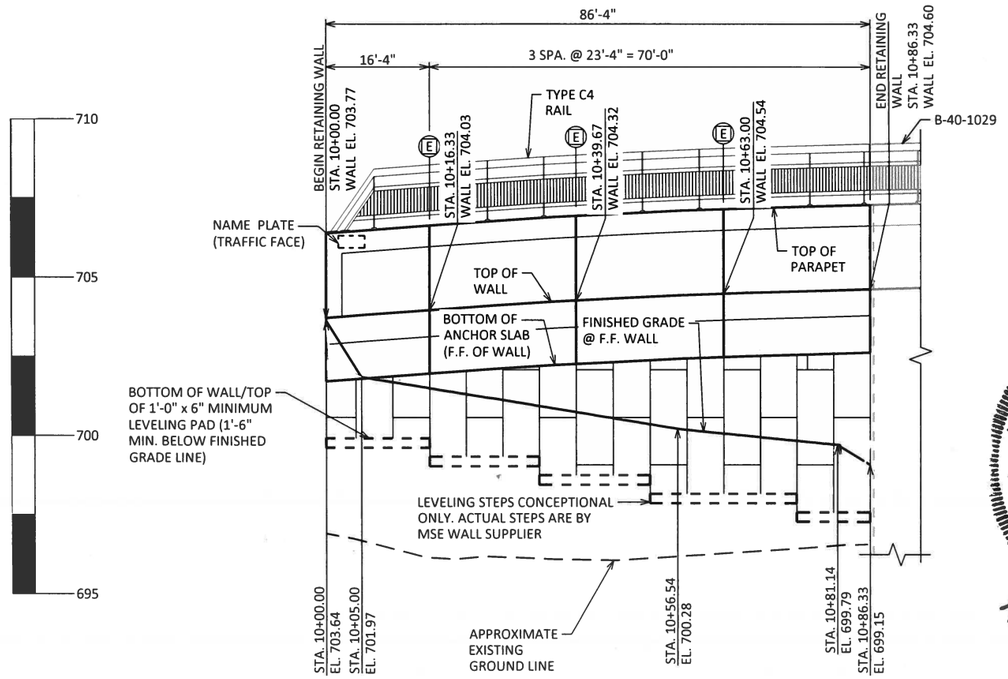
818

8

8



PLAN
MSE RETAINING WALL



ELEVATION
LOOKING EAST (DIMENSIONS AND STATIONS GIVEN ALONG FRONT FACE OF WALL)

STATE PROJECT NUMBER
2030-10-71

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-40-730".

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

LIVE LOAD:

LIVE LOAD SURCHARGE: 240 PSF

MATERIAL PROPERTIES:

CONCRETE MASONRY ——— f'_c = 3,500 P.S.I.
PRECAST CONCRETE WALL PANELS ——— f'_c = 4,000 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 ——— f_y = 60,000 P.S.I.

ALLOWABLE WALL SYSTEMS

WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH

TRAFFIC DATA

STH 100 SB
ADT = 11,900 (2045)
R.D.S. = 45 MPH

LIST OF DRAWINGS

1. GENERAL PLAN
2. SOILS, QUANTITIES, AND WALL DATA
3. TYPICAL WALL SECTION
4. WALL DETAILS
5. PARAPET AND ANCHOR SLAB REINFORCING
6. VERTICAL FACE PARAPET "A"
7. RAILING TYPE C4 DETAILS
8. SUBSURFACE EXPLORATION
9. AESTHETIC DETAILS

LEGEND

(E) EXPANSION JOINT IN CONCRETE ANCHOR SLAB AND PARAPET

WISCONSIN
KEVIN G. WOOD
E-32070
MILWAUKEE, WI
PROFESSIONAL ENGINEER
May 1, 2024

STRUCTURE DESIGN CONTACTS:

CONSULTANT CONTACT:	KEVIN WOOD	(414) 259-1500
BOS CONTACT:	AARON BONK	(608) 261-0261

NO.	DATE	REVISION	BY

GRÄEF
275 W. Wisconsin Avenue
Suite 300
Milwaukee, WI 53203
414 / 259 1500
414 / 259 0037 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 02/10/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-40-730

STH 100/ N. MAYFAIR RD NEAR MENOMONEE RIVER

COUNTY	CITY
MILWAUKEE	WAUWATOSA

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
WAR	KGW	WAR/SK	KGW

GENERAL PLAN

SHEET 1 OF 9
819

SCALE =

I.D. 2030-10-71 DATE: 2022

8

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STATE PROJECT NUMBER

2030-10-71

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR.

THESE PLANS ARE FOR A PRECAST CONCRETE PANEL MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALL.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), MILWAUKEE COUNTY, NAD 83 (2011), ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON SHEET 3 AND ROADWAY CROSS SECTIONS.

ALL STATIONS AND DIMENSIONS ARE ALONG THE FRONT FACE OF WALL, UNLESS SHOWN OTHERWISE.

ONLY WALL CONCRETE PANEL MSE WALL SYSTEMS THAT USE STRIP TYPE SOIL REINFORCEMENT THAT ARE HINGED AT THE PANEL CONNECTION CAN BE USED FOR THIS PROJECT.

ALL BAR STEEL REINFORCEMENT IN CAST-IN-PLACE CONCRETE TO BE EPOXY COATED.

THE COST OF FURNISHING AND PLACING MSE BACKFILL WITHIN THE REINFORCED SOIL ZONE IS TO BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-40-730".

THE COST OF FURNISHING AND PLACING THE UNREINFORCED CONCRETE LEVELING PAD UNDER THE MSE PRECAST WALL PANELS IS INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-40-730".

THE CONTRACTOR MUST COORDINATE THE CONSTRUCTION OF WALL R-40-730 WITH THE NORTH ABUTMENT OF BRIDGE B-40-1029.

THE PLAN QUANTITY FOR THE ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-40-730" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

THE PLAN QUANTITY FOR THE ITEM "BASE AGGREGATE DENSE 1 1/4-INCH" ASSUMES LEVELING PAD DIMENSIONS 12'-0" X 26'-4" X 1'-0".

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATIONS AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE. UTILITIES LABELED AS PROPOSED MAY BE INSTALLED BY OTHERS PRIOR TO THIS CONTRACT.

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS	
	UNDRAINED	DRAINED
WALL HEIGHT (FEET)	7.07	7.07
EXPOSED WALL HEIGHT (FEET)	5.57	5.57
MINIMUM LENGTH OF REINFORCEMENT (FEET) ■	8	8
WALL STATION	10+86.33	10+86.33
BORING USED	RW-3	RW-3
CAPACITY TO DEMAND RATIO (CDR)		
SLIDING (CDR>1.0)	1.75	1.28
ECCENTRICITY (CDR>1.0) ☆	2.35	2.35
OVERALL STABILITY (CDR>1.0)	1.67	1.52
BEARING RESISTANCE (CDR>1.0)	1.33	2.45
FACTORED BEARING RESISTANCE (PSF)	3,140	5,800

■ THE LENGTHS PROVIDE IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCEMENT LENGTHS BASED UPON THE MINIMUM DESCRIBED IN THE WALL SYSTEM SPECIAL PROVISIONS OR EXTERNAL AND OVERALL STABILITY AT THE DESIGNATED LOCATIONS. THESE DESIGNATED LOCATIONS REPRESENT TYPICAL AND CRITICAL WALL LOCATIONS, BUT SHALL NOT CONSIDERED ALL INCLUSIVE. THE CONTRACTOR DESIGN LENGTHS SHALL MEET OR EXCEED THE MINIMUM VALUES REPRESENTED IN THE TABLE AT THESE DESIGNATED LOCATIONS.

BENCH MARK

NO.	STATION	OFFSET	DESCRIPTION	ELEV.
11519	115+19.41	4.49' LT	F1000SPK FENO WITH ALUM WDOT GRAEF CAP	726.30
9522	124+97.67	56.45' LT	2X07 WISDOT GEODETIC SURVEY CONTROL BRASS CAP IN PARAPET WALL	701.23
13004	130+03.82	72.58' LT	ALUM WDOT STH 100 SURVEY CONTROL CAP 937	697.98

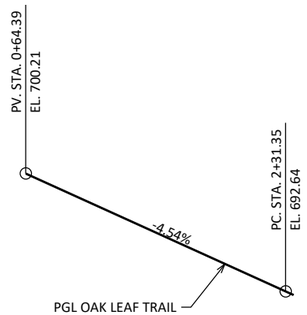
SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT (PCF)	UNDRAINED		DRAINED	
		FRICTION ANGLE (DEGREES)	COHESION (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PCF)
GRANULAR BACKFILL (REINFORCING ZONE) TOP AND BOTTOM ELEVATIONS VARY, SEE ELEVATION VIEW SHEET 1	120	30	---	30	---
EXISTING FILL/POSSIBLE BURIED TOPSOIL, CLAY EL. 697.5 - EL. 690.0	120	---	600	26	---
SOFT LEAN CLAY EL. 690.0 - EL. 687.8	110	---	350	26	---
WEATHERED BEDROCK EL. <686.8	145	38	---	38	---

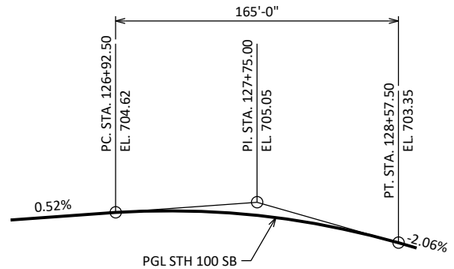
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	77
504.0500	CONCRETE MASONRY RETAINING WALLS	CY	36
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	4,940
513.7021	RAILING STEEL TYPE C4	LF	85
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	19
517.1010.S.03	CONCRETE STAINING R-40-730	SF	766
517.1015.S.03	CONCRETE STAINING MULTI-COLOR R-40-730	SF	214
517.1050.S.03	ARCHITECTURAL SURFACE TREATMENT R-40-730	SF	214
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	44
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	87
612.0806	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH	EACH	1
SPV.0060.02	GROUND IMPROVEMENT SYSTEM R-40-730	EACH	1
SPV.0165.02	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-40-730	SF	430
	NON-BID ITEMS		
	NAME PLATE	EACH	1
	EXPANDED POLYSRYRENE	SIZE	1"
	NON-BITUMINOUS JOINT SEALER	SIZE	1"
	CORK FILLER	SIZE	1"
	PERFORMED JOINT FILLER	SIZE	1 ½"

ALL ITEMS ARE CATEGORY 3000.



PROFILE GRADE LINE OAK LEAF TRAIL



PROFILE GRADE LINE STH 100 SB

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-730

DRAWN BY WAR/SK | PLANS CK'D KGW

SOILS, QUANTITIES, AND WALL DATA

SHEET 2 OF 9

820

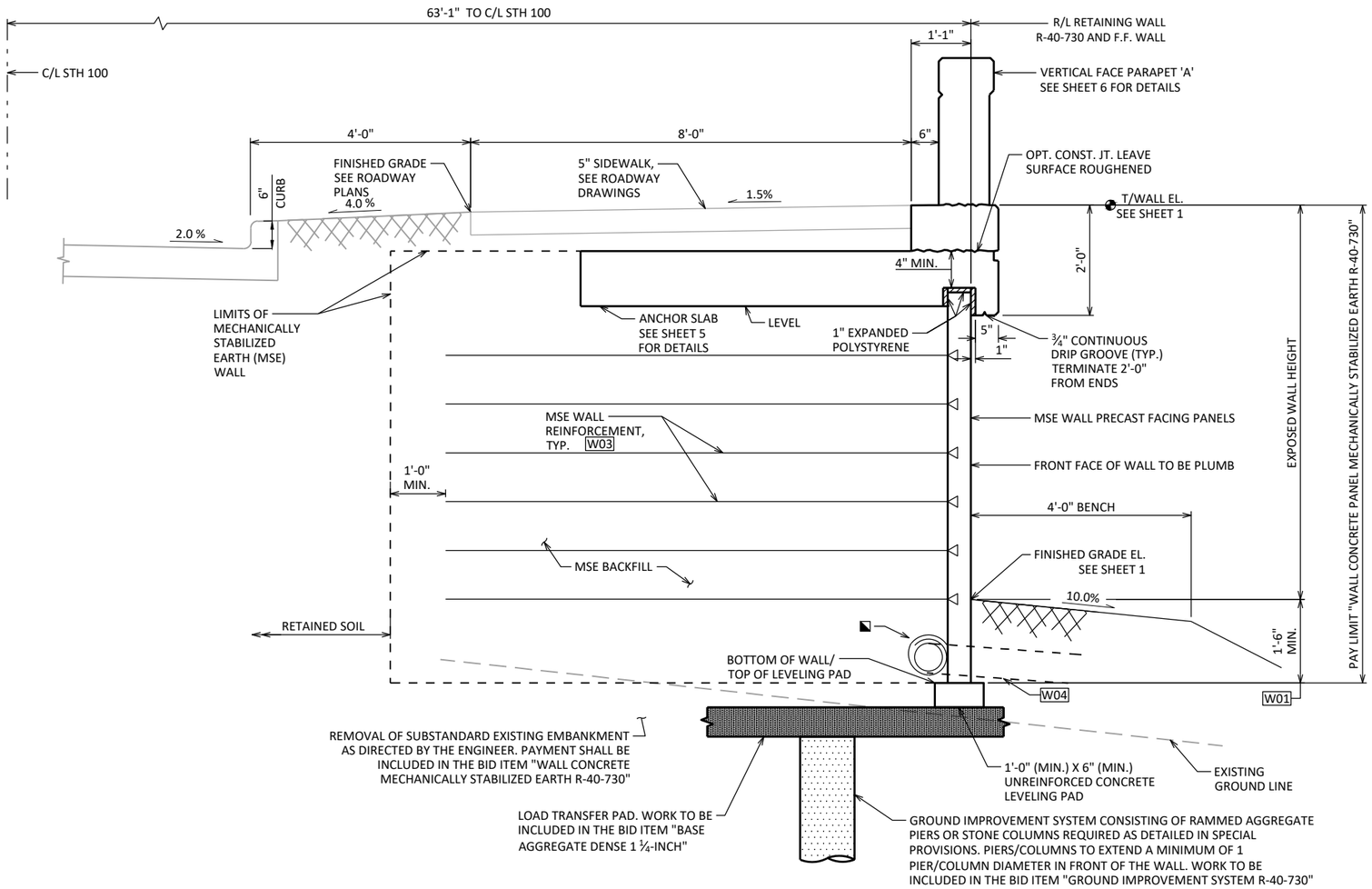
SCALE =

8

8

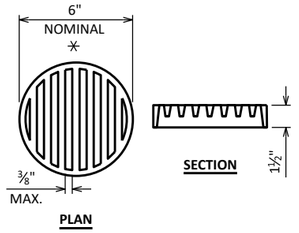
STATE PROJECT NUMBER

2030-10-71



TYPICAL WALL SECTION

(LOOKING SOUTH)
COMBINATION RAILING NOT SHOWN FOR CLAIRTY



RODENT SHIELD DETAIL

⚹ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAING WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

LEGEND

W01 MINIMUM DIMENSION FROM FINISHED GRADE AT FRONT FACE OF WALL TO TOP OF LEVELING PAD IS SHOWN, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OF THE LEVELING PAD WITH THE FABRICATOR OF THE WALL PANELS, FIELD EMBEDMENTS BELOW MINIMUM EMBEDMENT WILL NOT BE INCLUDED IN THE PAY LIMITS

W03 SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.

W04 PROVIDE PIPE UNDERDRAIN (6-INCH). ROUTE PIPE UNDERDRAIN UNDER OAK LEAF TRAIL PRIOR TO DAYLIGHTING (SLOPE 0.5% MIN.). ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN. ATTACH APRON ENDWALLS FOR UNDERDRAIN AT DAYLIGHT END. SEE "APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH" SDD FOR DETAILS.

◪ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-730

DRAWN BY WAR/SK | PLANS CK'D KGW

TYPICAL WALL SECTION

SHEET 3 OF 9
821

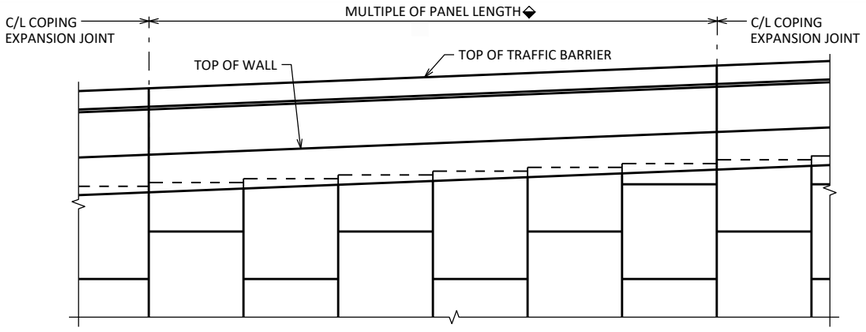
SCALE =

8

8

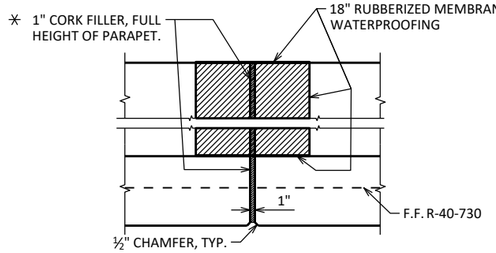
STATE PROJECT NUMBER

2030-10-71

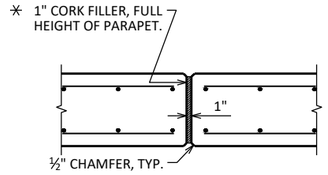


CAST-IN-PLACE TRAFFIC BARRIER PARTIAL ELEVATION

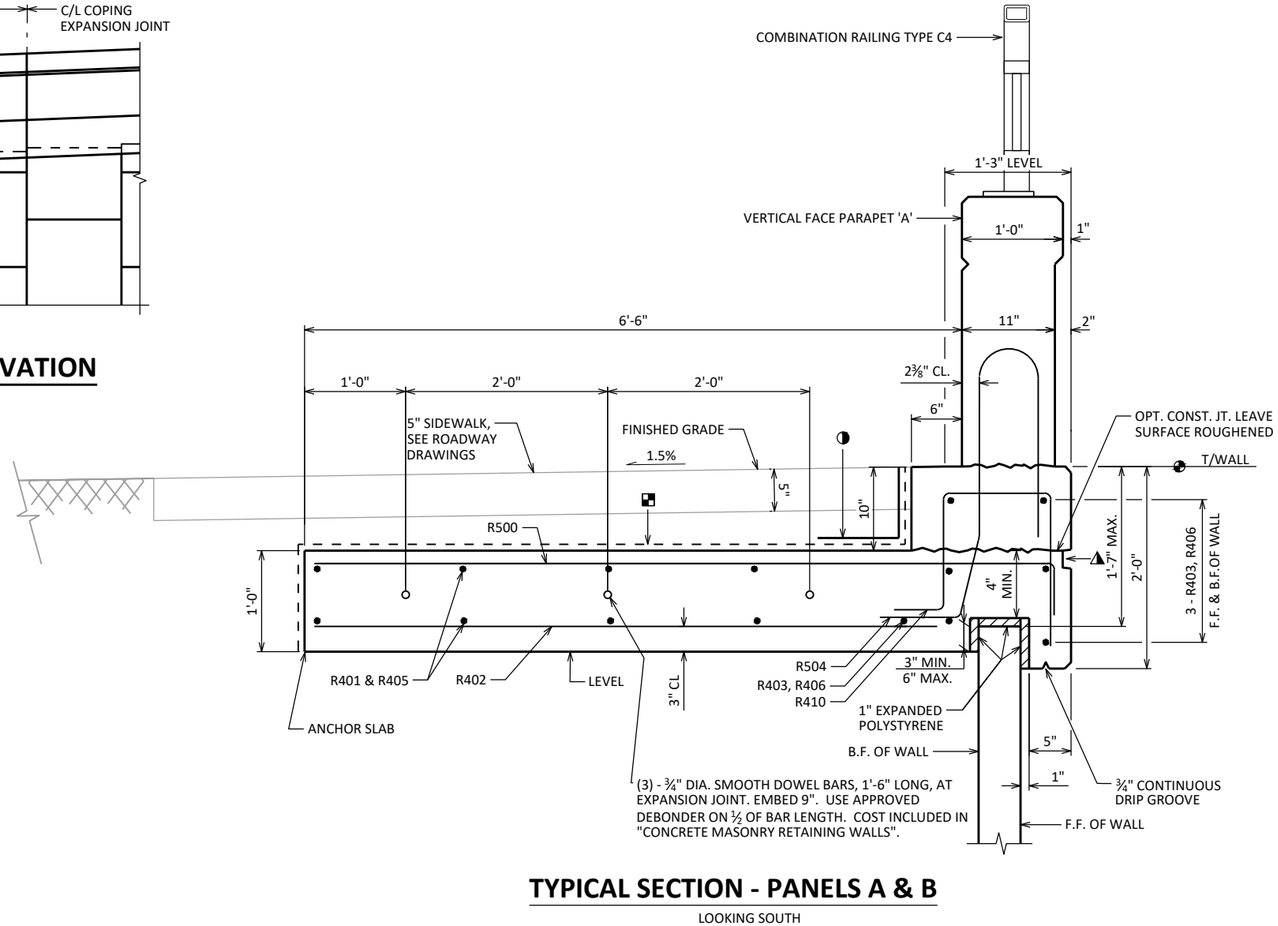
LOOKING AT F.F. OF WALL



⊛ ANCHOR SLAB JOINT DETAIL



⊛ TRAFFIC BARRIER EXPANSION JOINT



TYPICAL SECTION - PANELS A & B

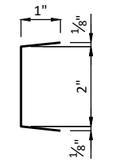
LOOKING SOUTH

NOTES

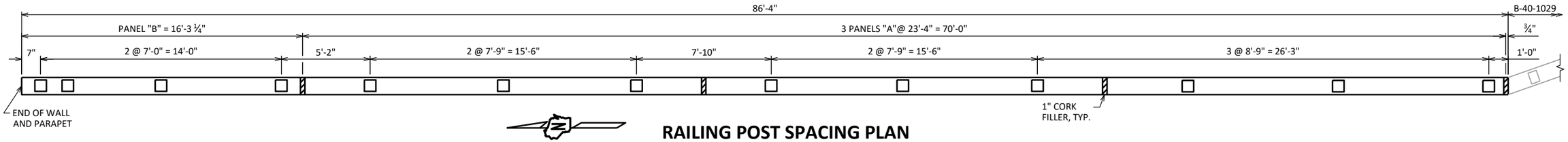
CONCRETE QUANTITY BASED ON 3" PANEL EMBEDMENT.

LEGEND

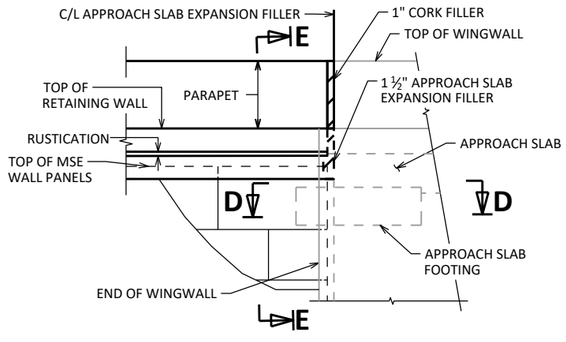
- ◪ 18" RUBBERIZED MEMBRANE WATERPROOFING TO BE PLACED ON THESE SURFACES AT EACH JOINT.
- ◐ IF THE OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPTIONAL CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM
- ◭ PROVIDE RUSTICATION IF OPT. CONST. JOINT IS USED.
- ⊛ EXPANSION JOINTS TO BE SPACED AT A MINIMUM OF 20'-0" AND A MAXIMUM OF 30'-0". LOCATE EXPANSION JOINTS OVER WALL JOINTS. DO NOT RUN BAR STEEL THRU JOINT, EXCEPT FOR DOWEL BARS. JOINT TO EXTEND FULL DEPTH OF PARAPET AND ANCHOR SLAB.
- ✳ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)
- ◆ ALL JOINTS MUST COINCIDE WITH A PANEL JOINT ON THE FRONT FACE OF WALL



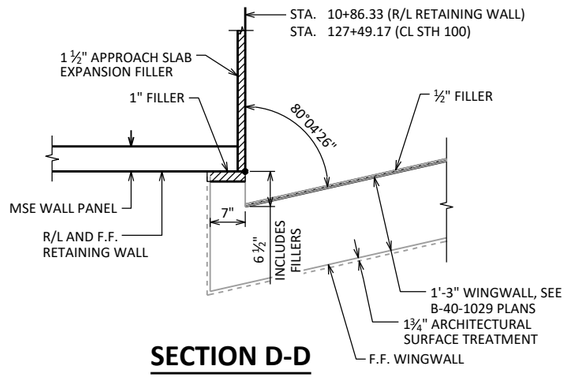
◭ RUSTICATION DETAIL



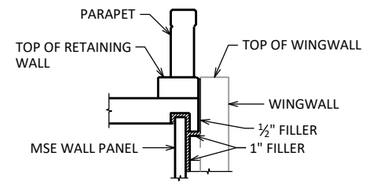
RAILING POST SPACING PLAN



DETAIL C



SECTION D-D



SECTION E-E

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-730

DRAWN BY WAR/SK | PLANS CK'D KGW

WALL DETAILS

SHEET 4 OF 9

822

SCALE =

8

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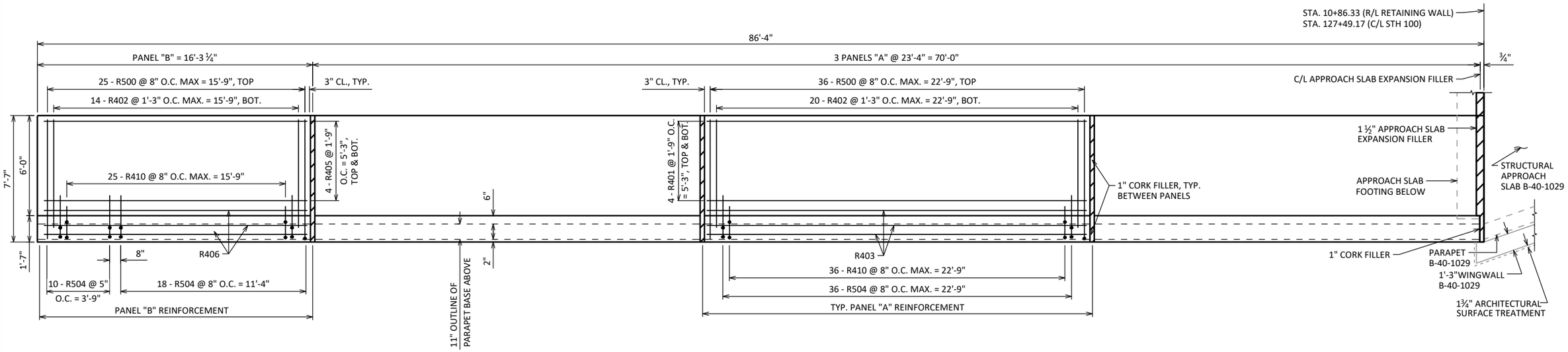
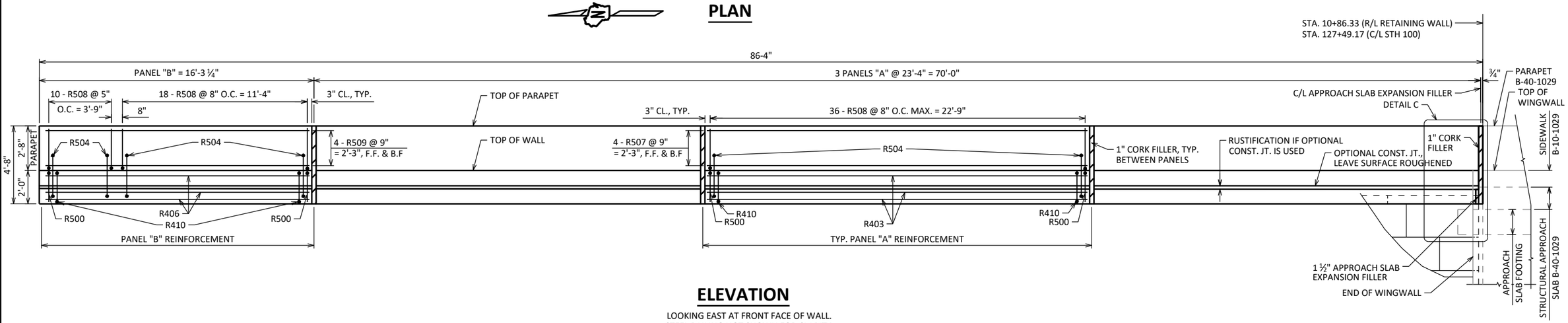
STATE PROJECT NUMBER

2030-10-71



PLAN



ELEVATION

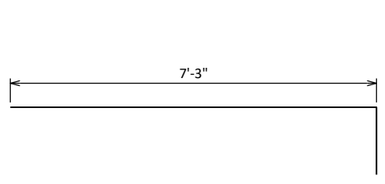
LOOKING EAST AT FRONT FACE OF WALL.
STEEL RAILING NOT SHOWN FOR CLARITY.

NOTE

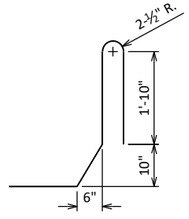
SEE SHEET 4 FOR DETAIL C.

BILL OF BARS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
R500	X	133	8'-1"	X		ANCHOR SLAB TRANSVERSE - TOP
R401	X	24	22'-9"			ANCHOR SLAB LONGIT. TOP & BOTTOM - PANEL A
R402	X	74	6'-2"			ANCHOR SLAB TRANSVERSE - BOTTOM
R403	X	21	22'-9"			ANCHOR SLAB LONGIT. UNDER PARAPET - PANEL A
R504	X	136	6'-2"	X		ANCHOR SLAB - PARAPET DOWELS
R405	X	8	15'-9"			ANCHOR SLAB LONGIT. TOP & BOTTOM - PANEL B
R406	X	7	15'-9"			ANCHOR SLAB LONGIT. UNDER PARAPET - PANEL B
R507	X	24	22'-9"			PARAPET HORIZONTAL - PANEL A
R508	X	136	4'-9"	X		PARAPET VERTICAL
R509	X	8	15'-9"			PARAPET HORIZONTAL - PANEL B
R410	X	133	4'-9"	X		ANCHOR SLAB TRANSVERSE - WALL F.F.



R500



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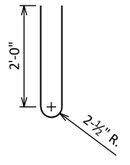
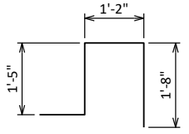


R508



R410

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-730

DRAWN BY MGD | PLANS CK'D KGW

PARAPET AND ANCHOR SLAB REINFORCING

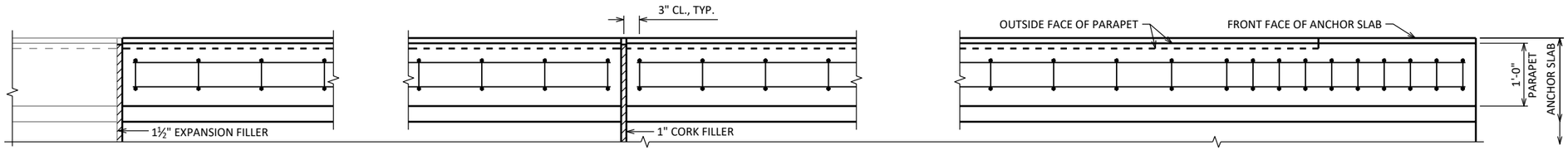
SHEET 5 OF 9

823

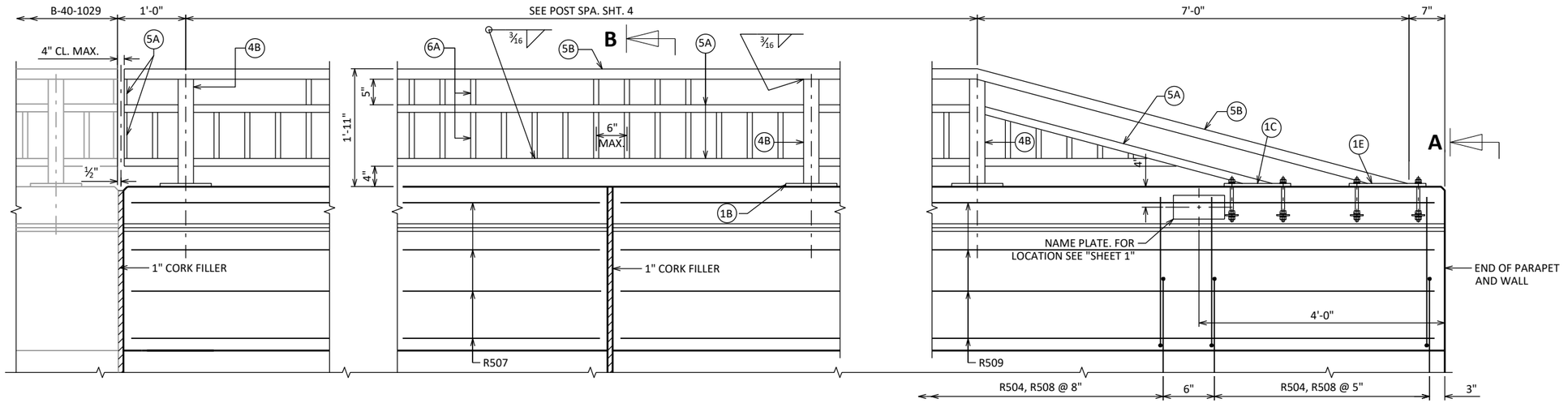
SCALE =

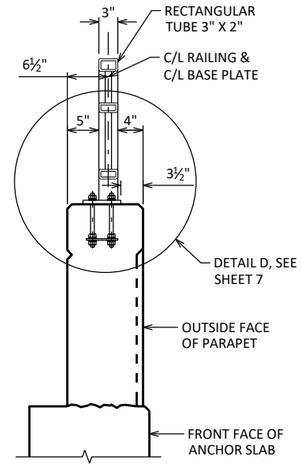
STATE PROJECT NUMBER

2030-10-71



PLAN OF PARAPET

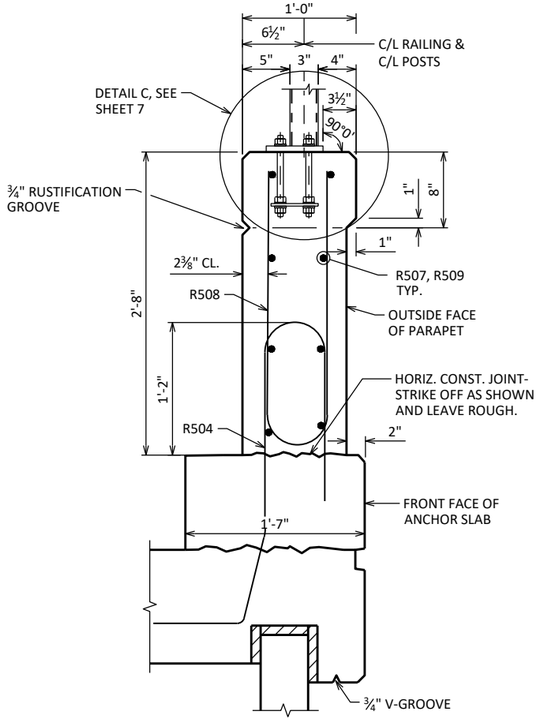




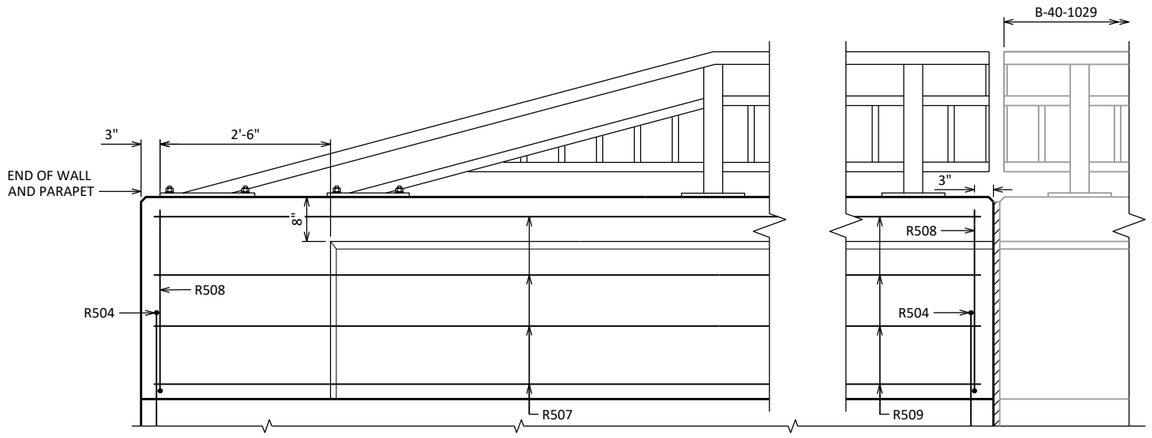
SECTION A-A

INSIDE ELEVATION OF PARAPET

LOOKING WEST



SECTION B-B THRU PARAPET ON WALL



OUTSIDE ELEVATION OF PARAPET & REINF.

LOOKING EAST

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-730

DRAWN BY MGD | PLANS CK'D KGW

VERTICAL FACE PARAPET "A"

SHEET 6 OF 9

824

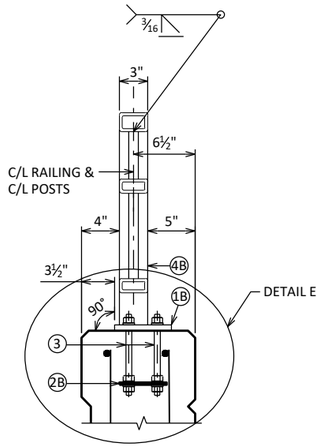
SCALE =

8

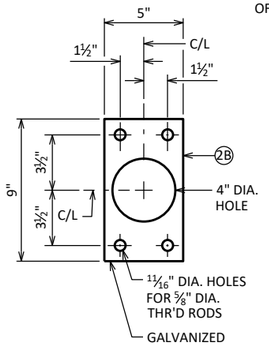
8

STATE PROJECT NUMBER

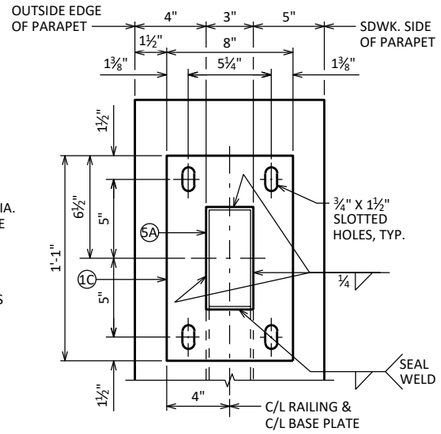
2030-10-71



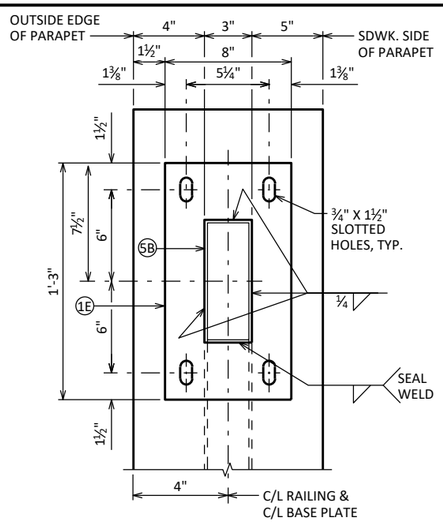
DETAIL C: POST AND ANCHORAGE



ANCHOR PLATE



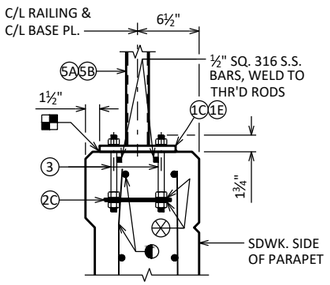
END RAIL BASE PLATE



END RAIL BASE PLATE

LEGEND

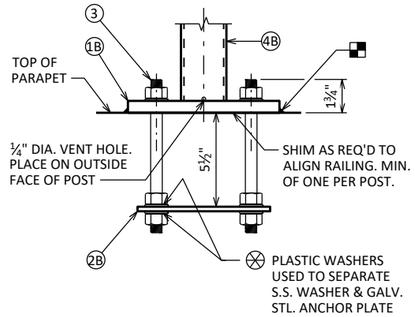
- (1B) PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES.
- (1C) PLATE ⅝" X 8" X 1'-1" WITH ¾" X 1½" SLOTTED HOLES.
- (1E) PLATE ⅝" X 8" X 1'-3" WITH ¾" X 1½" SLOTTED HOLES.
- (2B) ¼" X 5" X 9" ANCHOR PLATE WITH 11/16" DIA. HOLES FOR THR'D RODS NO. 3.
- (2C) ¼" X 2½" X 7¼" ANCHOR PLATE WITH 11/16" DIA. HOLES FOR THR'D RODS NO. 3.
- (3) ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 OF THE STANDARD SPECIFICATIONS.
- (4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.
- (5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.
- (5B) STRUCTURAL TUBING 3" X 2" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.
- (6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.
- (9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".
- (10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.).



DETAIL D: ANCHORAGE FOR END RAIL

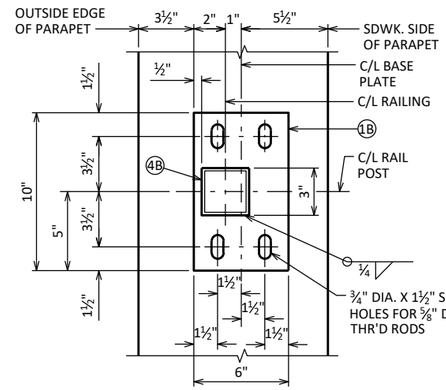
NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

◐ WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.



DETAIL E: ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



TYPICAL RAIL POST BASE PLATE

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C4", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT, AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

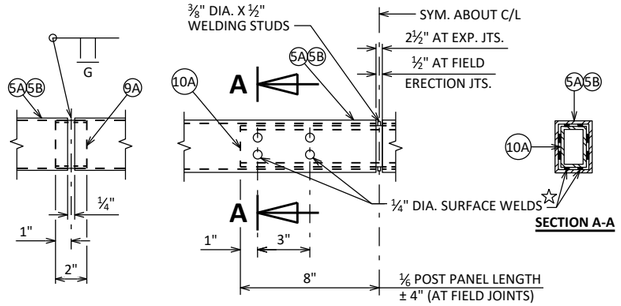
ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038 (BLACK).

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

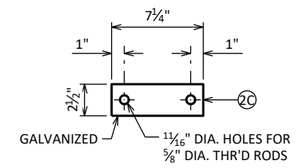


SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)

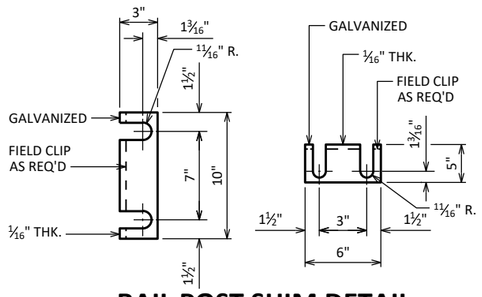
FIELD ERECTION JOINT DETAIL

☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



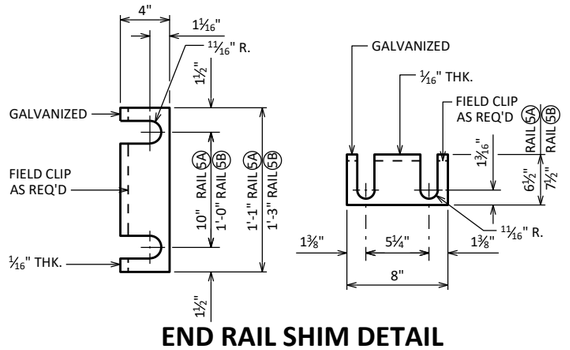
END RAIL ANCHOR PLATE

2 REQ'D. PER END RAIL BASE PLATE



RAIL POST SHIM DETAIL

(2 SETS PER POST)



END RAIL SHIM DETAIL

(2 SETS PER POST)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-730

DRAWN BY MGD | PLANS CK'D KGW

RAILING TYPE C4 DETAILS

SHEET 7 OF 9

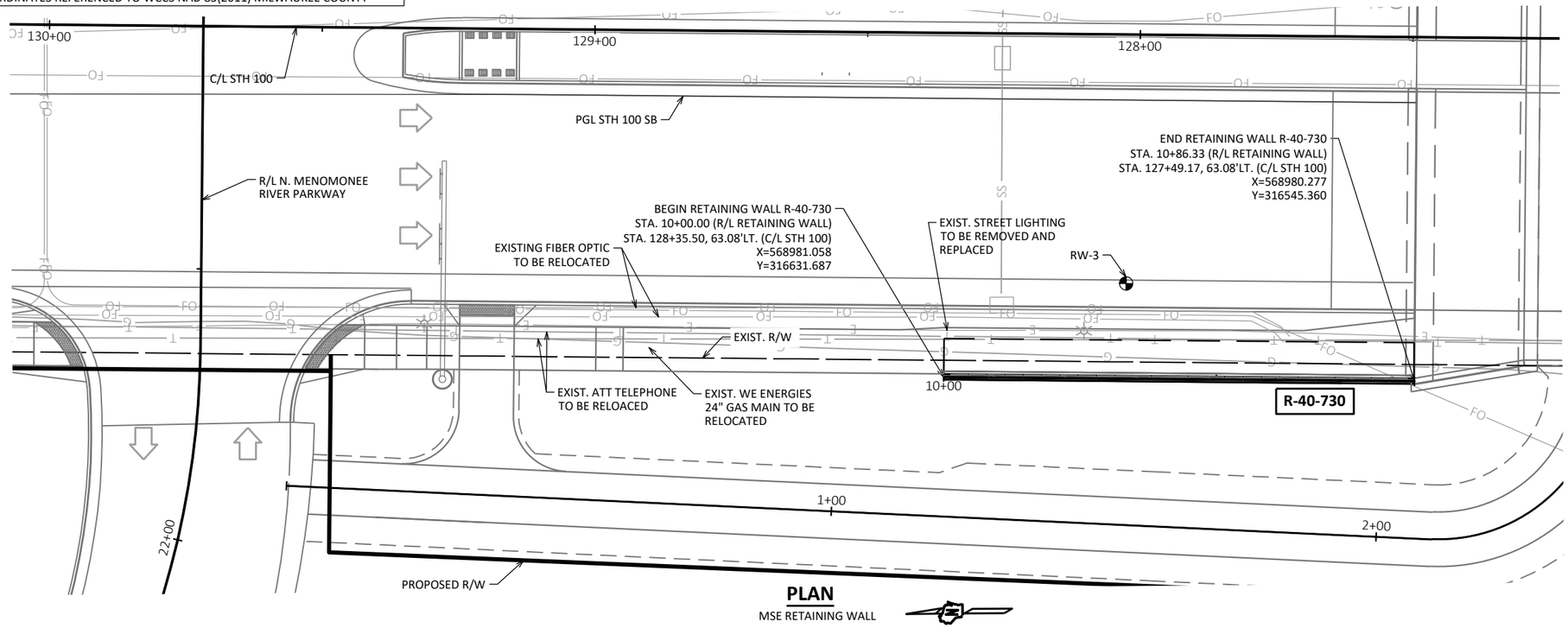
825

SCALE =

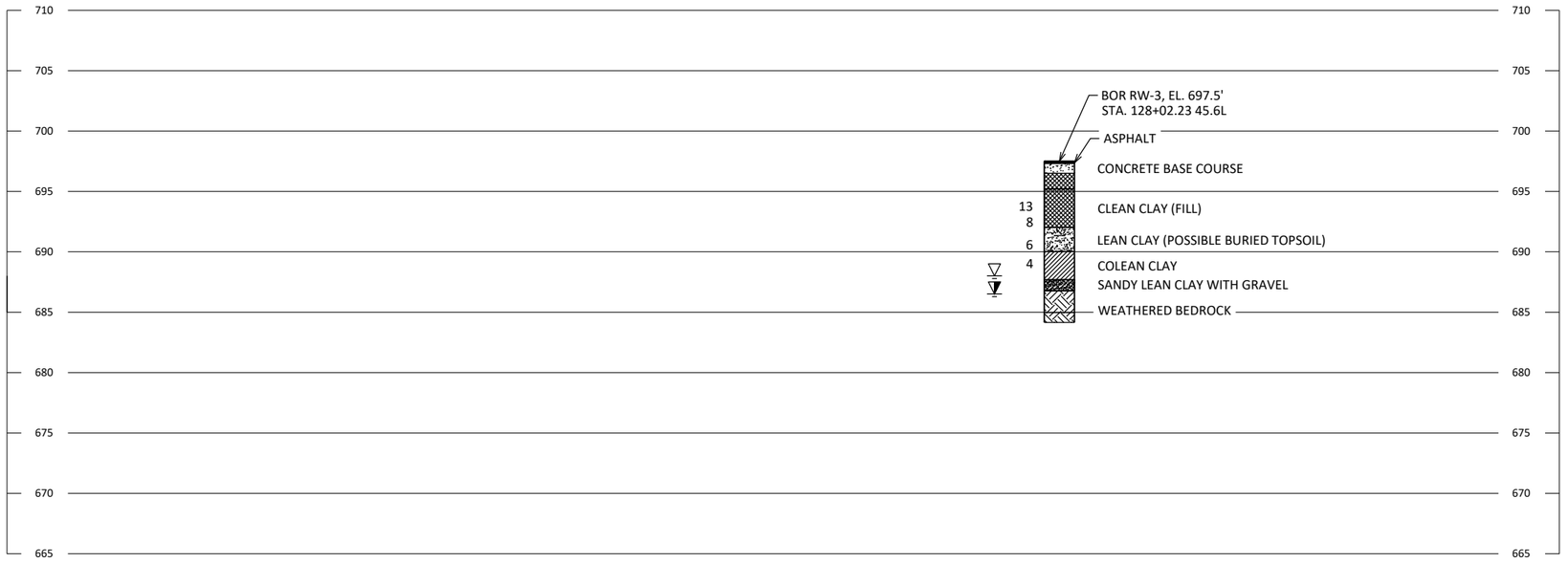
8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
RW-3	03-29-2022	316598.26	568998.20
BORINGS COMPLETED BY: GESTRA			
REPORT COMPLETED BY: GESTRA			
ALL COORDINATES REFERENCED TO WCCS NAD 83(2011) MILWAUKEE COUNTY			



PLAN
MSE RETAINING WALL



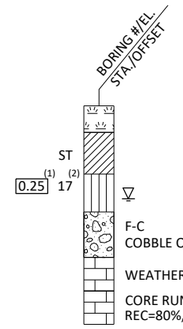
STATE PROJECT NUMBER

2030-10-71

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-730

DRAWN BY MGD | PLANS CK'D KGW

SUBSURFACE EXPLORATION

SHEET 8 OF 9
826

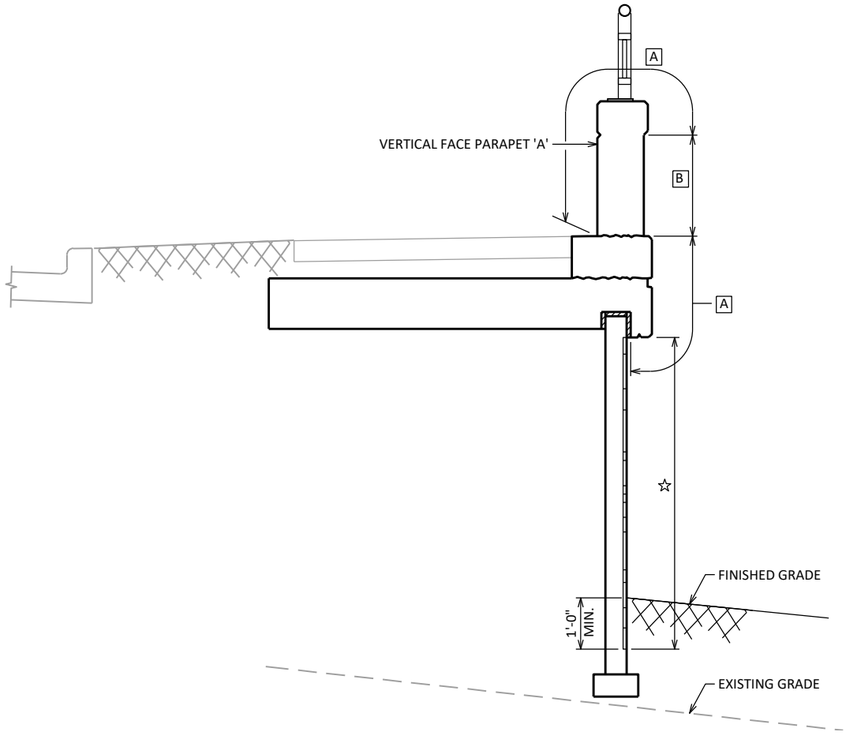
SCALE =

8

8

STATE PROJECT NUMBER

2030-10-71



MSE WALL STAINING

CONCRETE STAINING SCHEDULE

MARK	COLOR	LOCATION	NOTES
A	BASE COLOR (STANDARD FEDERAL COLOR NUMBER 36242)	ANCHOR SLAB	EXPOSED EXTERIOR: TOP, UNDERSIDE AND FACE
		VERTICAL FACE PARAPET 'A'	EXPOSED PERIMETER EXCEPT AS NOTED FOR ACCENT COLOR
B	ACCENT COLOR #1 (STANDARD FEDERAL COLOR NUMBER 33522)	VERTICAL FACE PARAPET 'A'	EXTERIOR FACE AS SHOWN

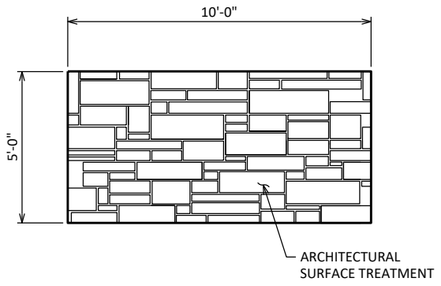
STAINING NOTES

STAINING OF NON-ARCHITECTURAL SURFACE TREATMENT AREAS SHALL BE PAID FOR UNDER THE BID ITEM "CONCRETE STAINING R-40-730".

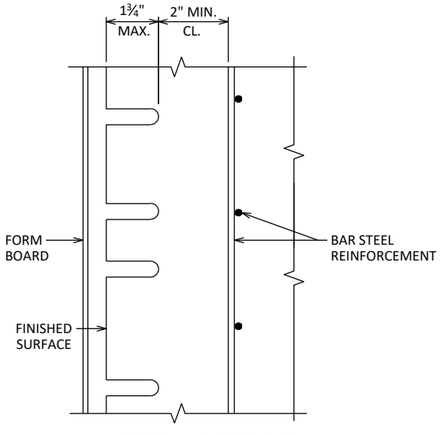
STAINING OF ARCHITECTURAL SURFACE TREATMENT AREAS SHALL BE PAID FOR UNDER THE BID ITEM "CONCRETE STAINING MULTI-COLOR R-40-730".

IF TOUCH UP PAINT IS REQUIRED, IT SHALL BE PERFORMED AT THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.

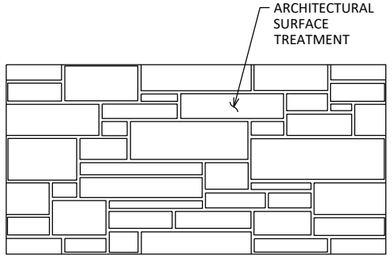
☆ ALL ARCHITECTURAL SURFACE TREATMENT FORMLINER AREAS SHALL BE STAINED IN A RANDOMLY MIXED COLOR ARRANGEMENT TO ACHIEVE A TEXTURED LOOK AS DIRECTED BY THE DEPARTMENT. APPLY A MULTI-COLOR STAIN TO EACH STONE FACE MATCHING THE COLOR, APPLICATION, AND STYLE OF STAINING ON THE ARCHITECTURAL SURFACE TREATMENT FOR EXISTING WALLS R-40-491 & R-40-492, I-41 OVER WATERTOWN PLANK ROAD. USE FEDERAL STANDARD COLOR 36424 AS BASE COLOR AND FEDERAL STANDARD COLOR NUMBER 33522 & FEDERAL STANDARD COLOR NUMBER 33564 AS THE ACCENT COLORS. EACH STONE THAT RECEIVES THE ACCENT COLORS HAVE PROTRUDING PORTIONS OF THE FACE (APPROXIMATELY 70% -80%) STAINED TO HIGHLIGHT THE STONE TEXTURE. MATCH THE PREVIOUSLY CONSTRUCTED WALLS. TO BE PAID FOR UNDER BID ITEM "CONCRETE STAINING MULTI-COLOR R-40-730"



TYPICAL WALL PANEL



SECTION THRU FORMLINER



RANDOM SPLITEDGE ASHLAR PATTERN

STONE HEIGHT = 1½" - 10"
MAXIMUM RELIEF = 1¾"
STONE LENGTH = 4" - 31"

FORMLINER DETAILS

ARCHITECTURAL SURFACE TREATMENT NOTES

FORMLINER COURSING ON WALL PANELS SHALL BE LEVEL.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS PANEL JOINTS.

FORMLINER SHALL EXTEND TO AT LEAST 1'-0" MIN. BELOW FINISHED GRADE.

FORMLINER PATTERN SHALL MATCH EXISTING WALLS R-40-491 & R-40-492, I-41 OVER WATERTOWN PLANK ROAD.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-730

DRAWN BY WAR | PLANS CK'D KGW

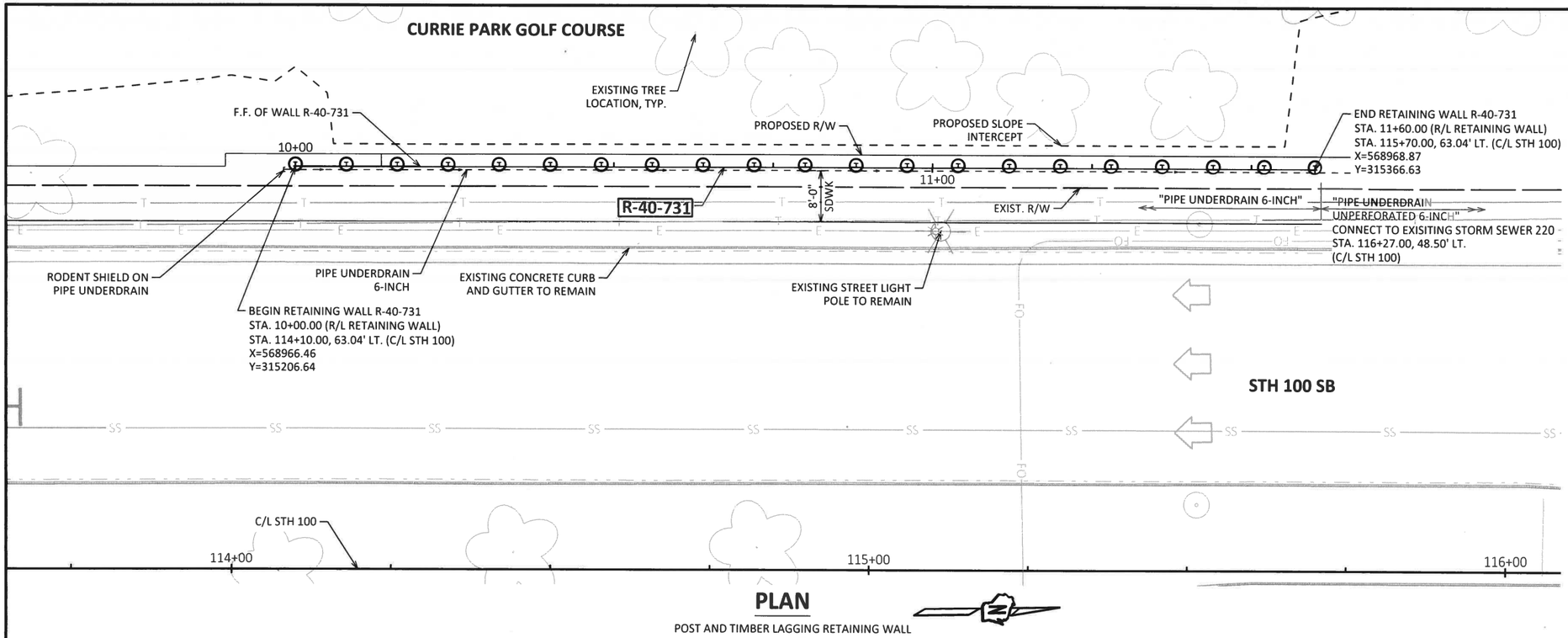
AESTHETIC DETAILS

SHEET 9 OF 9
827

8

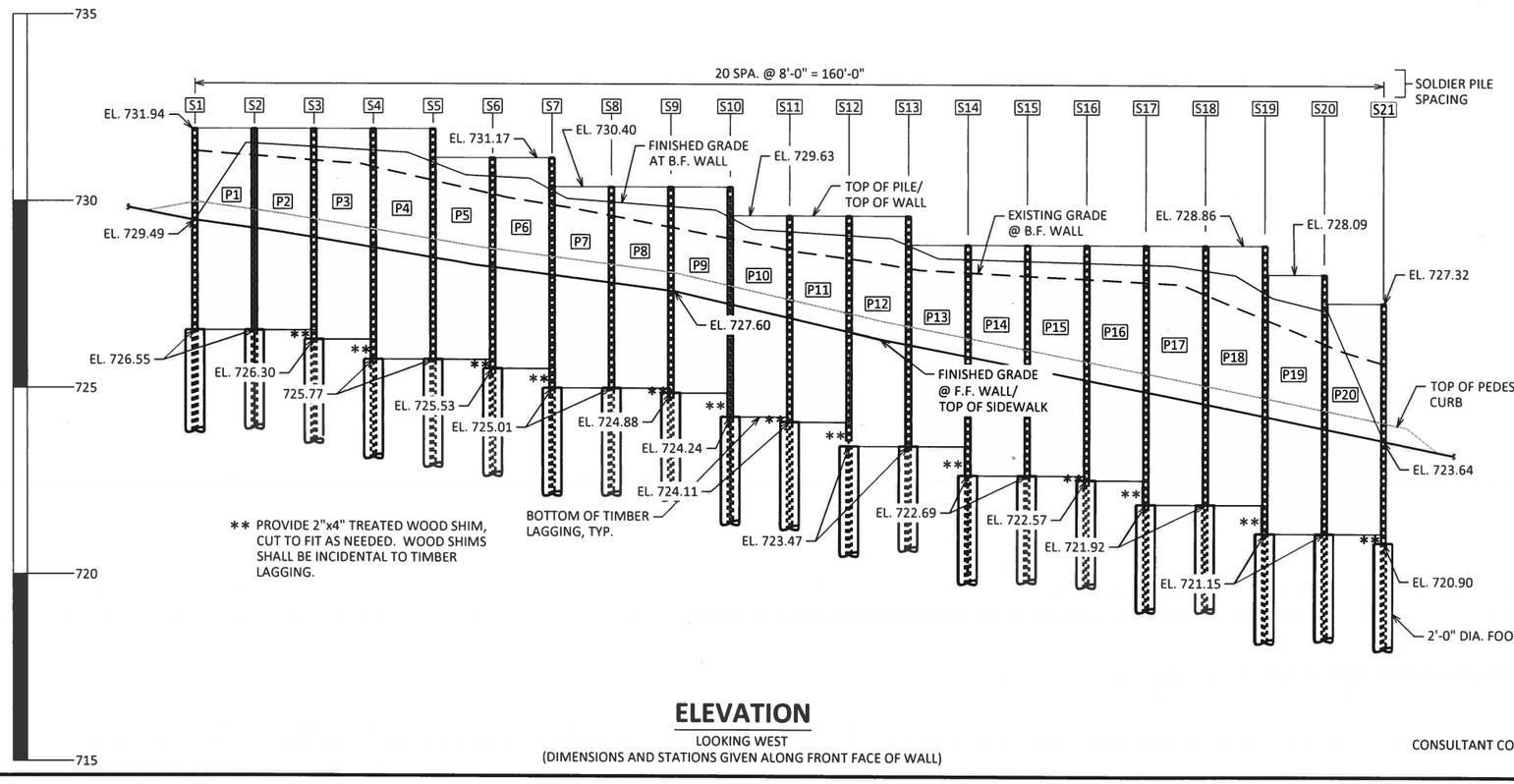
8

STATE PROJECT NUMBER
2030-10-71



PLAN

POST AND TIMBER LAGGING RETAINING WALL



** PROVIDE 2"x4" TREATED WOOD SHIM, CUT TO FIT AS NEEDED. WOOD SHIMS SHALL BE INCIDENTAL TO TIMBER LAGGING.

ELEVATION

LOOKING WEST

(DIMENSIONS AND STATIONS GIVEN ALONG FRONT FACE OF WALL)

DESIGN DATA

LIVE LOAD

RETAINING WALL IS DESIGNED FOR A LIVE LOAD SURCHARGE OF 100 PSF.

MATERIAL PROPERTIES:

CONCRETE MASONRY, SOLDIER PILE FOOTING	f'_c = 3,500 P.S.I.
STRUCTURAL STEEL HS (ASTM A572, GRADE 50)	f_y = 50,000 P.S.I.
STRUCTURAL CARBON STEEL (ASTM A709, GRADE 36)	f_y = 36,000 P.S.I.
TREATED TIMBER LAGGING	f_b = 1,100 P.S.I.

TRAFFIC DATA

STH 100 SB

ADT = 11,900 (2045)

R.D.S. = 45 MPH

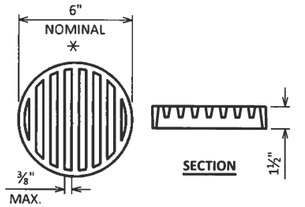
LIST OF DRAWINGS

1. GENERAL PLAN
2. GENERAL NOTES & QUANTITIES
3. SUBSURFACE EXPLORATION

LEGEND

S# SOLDIER PILE NUMBER

P# TIMBER PANEL NUMBER



RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

STRUCTURE DESIGN CONTACTS:

CONSULTANT CONTACT: KEVIN WOOD	(414) 259-1500
BOS: AARON BONK	(608) 261-0261

NO.	DATE	REVISION	BY

GRÄEF
275 W. Wisconsin Avenue
Suite 300
Milwaukee, WI 53203
414 / 259 1500
414 / 259 0037 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 02/10/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-40-731

STH 100 (N. MAYFAIR RD) SB - SOUTH OF MENOMONEE RIVER

COUNTY	CITY
MILWAUKEE	WAUWATOSA

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
WAR	KGW	WAR	KGW

GENERAL PLAN

SHEET 1 OF 3
828

SCALE =

I.D.

DATE:

8

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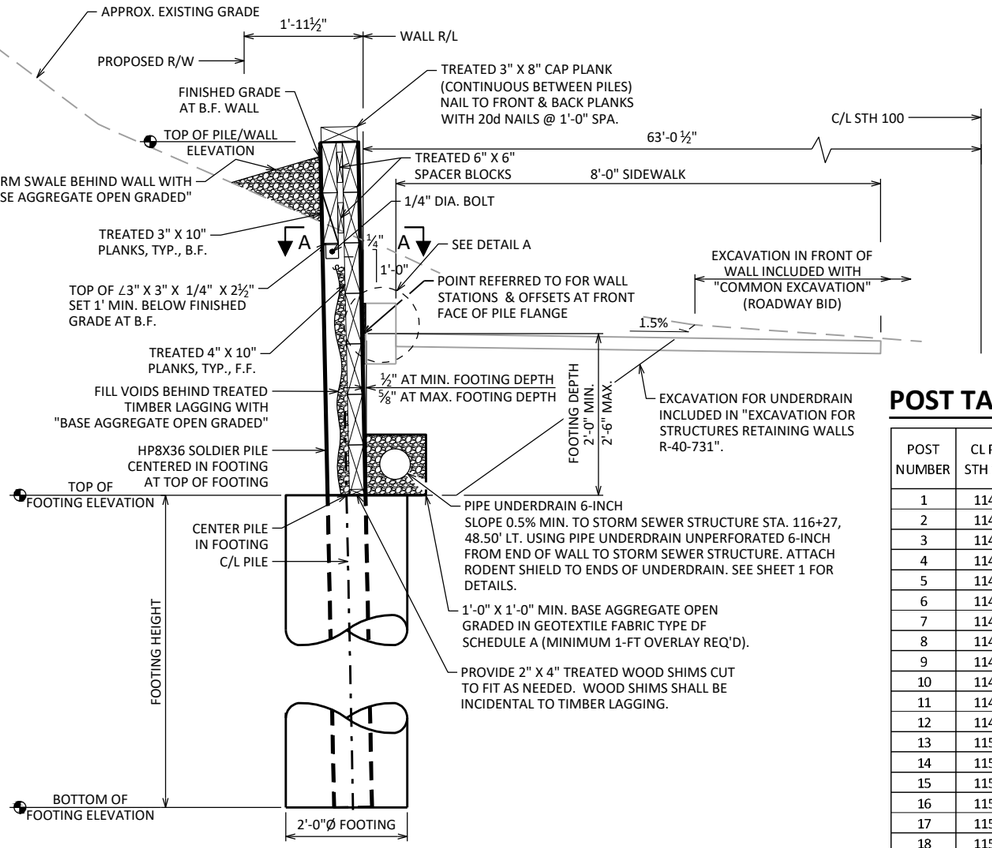
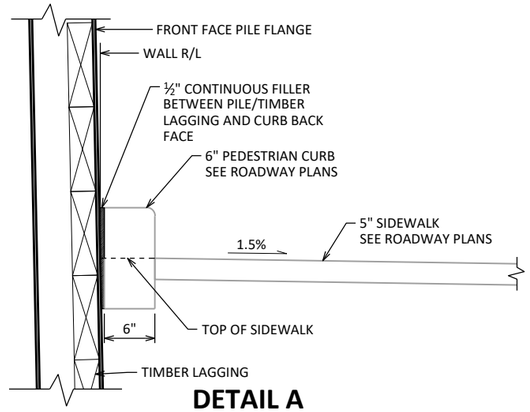


TYPICAL SECTION THRU WALL

LOOKING UP STATION



DETAIL A

POST TABLE

POST NUMBER	CL POST @ STH 100 STA.	OFFSET TO POST F.F. FROM STH 100	POST WALL STA.	POST SECTION	POST LENGTH (FT.)	TOP OF POST EL.	BOTTOM OF POST EL.	TOP OF FOOTING EL.	SHAFT LENGTH (FT.)
1	114+10.00	63.04 LT	10+00.00	HP 8x36	24.39	731.94	707.55	726.55	19.00
2	114+18.00	63.04 LT	10+08.00	HP 8x36	24.39	731.94	707.55	726.55	19.00
3	114+26.00	63.04 LT	10+16.00	HP 8x36	24.64	731.94	707.30	726.30	19.00
4	114+34.00	63.04 LT	10+24.00	HP 8x36	25.17	731.94	706.77	725.77	19.00
5	114+42.00	63.04 LT	10+32.00	HP 8x36	25.17	731.94	706.77	725.77	19.00
6	114+50.00	63.04 LT	10+40.00	HP 8x36	24.64	731.17	706.53	725.53	19.00
7	114+58.00	63.04 LT	10+48.00	HP 8x36	25.16	731.17	706.01	725.01	19.00
8	114+66.00	63.04 LT	10+56.00	HP 8x36	24.39	730.40	706.01	725.01	19.00
9	114+74.00	63.04 LT	10+64.00	HP 8x36	24.52	730.40	705.88	724.88	19.00
10	114+82.00	63.04 LT	10+72.00	HP 8x36	25.16	730.40	705.24	724.24	19.00
11	114+90.00	63.04 LT	10+80.00	HP 8x36	24.52	729.63	705.11	724.11	19.00
12	114+98.00	63.04 LT	10+88.00	HP 8x36	25.16	729.63	704.47	723.47	19.00
13	115+06.00	63.04 LT	10+96.00	HP 8x36	25.16	729.63	704.47	723.47	19.00
14	115+14.00	63.04 LT	11+04.00	HP 8x36	25.16	728.86	703.69	722.69	19.00
15	115+22.00	63.04 LT	11+12.00	HP 8x36	25.16	728.86	703.69	722.69	19.00
16	115+30.00	63.04 LT	11+20.00	HP 8x36	25.29	728.86	703.57	722.57	19.00
17	115+38.00	63.04 LT	11+28.00	HP 8x36	25.93	728.86	702.92	721.92	19.00
18	115+46.00	63.04 LT	11+36.00	HP 8x36	25.93	728.86	702.92	721.92	19.00
19	115+54.00	63.04 LT	11+44.00	HP 8x36	26.70	728.86	702.15	721.15	19.00
20	115+62.00	63.04 LT	11+52.00	HP 8x36	25.93	728.09	702.15	721.15	19.00
21	115+70.00	63.04 LT	11+60.00	HP 8x36	25.42	727.32	701.90	720.90	19.00

PANEL TABLE

PANEL NUMBER	NUMBER OF TIMBER PLANKS IN FRONT OF WALL	NUMBER OF TIMBER PLANKS IN BACK OF WALL	TOP OF ANGLE ELEVATION FOR BACK PLANKS
1	6.00	5.00	728.09
2	6.00	2.00	730.40
3	7.00	3.00	729.63
4	8.00	3.00	729.63
5	8.00	2.00	729.63
6	7.00	3.00	728.85
7	7.00	2.00	728.86
8	6.00	2.00	728.86
9	7.00	3.00	728.09
10	7.00	2.00	728.09
11	7.00	2.00	728.09
12	7.00	3.00	727.31
13	7.00	2.00	727.32
14	7.00	2.00	727.32
15	7.00	2.00	727.32
16	8.00	2.00	727.32
17	8.00	3.00	726.54
18	8.00	3.00	726.54
19	9.00	3.00	725.77
20	8.00	7.00	721.92

GEOMETRY TABLE

WALL STA.	C/L STH 100 STA.	C/L STH 100 OFFSET TO F.F. OF WALL	TOP OF WALL ELEVATION	FINISHED GRADE ELEVATION @ F.F. WALL	FINISHED GRADE ELEVATION @ B.F. WALL
10+00.00	114+10.00	63.04 LT	731.94	729.49	729.31
10+08.00	114+18.00	63.04 LT	731.94	729.27	731.54
10+16.00	114+26.00	63.04 LT	731.94	729.02	731.45
10+24.00	114+34.00	63.04 LT	731.94	728.76	731.36
10+32.00	114+42.00	63.04 LT	731.94	728.49	731.04
10+40.00	114+50.00	63.04 LT	731.17	728.24	730.67
10+48.00	114+58.00	63.04 LT	731.17	728.03	730.29
10+56.00	114+66.00	63.04 LT	730.40	727.83	729.99
10+64.00	114+74.00	63.04 LT	730.40	727.61	729.87
10+72.00	114+82.00	63.04 LT	730.40	727.26	729.57
10+80.00	114+90.00	63.04 LT	729.63	726.89	729.20
10+88.00	114+98.00	63.04 LT	729.63	726.52	729.10
10+96.00	115+06.00	63.04 LT	729.63	726.18	728.83
11+04.00	115+14.00	63.04 LT	728.86	725.87	728.47
11+12.00	115+22.00	63.04 LT	728.86	725.56	728.43
11+20.00	115+30.00	63.04 LT	728.86	725.25	728.39
11+28.00	115+38.00	63.04 LT	728.86	724.94	728.34
11+36.00	115+46.00	63.04 LT	728.86	724.62	728.19
11+44.00	115+54.00	63.04 LT	728.86	724.29	727.59
11+52.00	115+62.00	63.04 LT	728.09	723.96	727.11
11+60.00	115+70.00	63.04 LT	727.32	723.64	723.48

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTAL
206.3001	EXCAVATION FOR STRUCTURES RETAINING WALLS R-40-731	EACH	1
310.0110	BASE AGGREGATE OPEN GRADED	TON	31
502.0110.S	CONCRETE MASONRY SOLIDER PILE FOOTINGS	CY	45
506.0105	STRUCTURAL STEEL CARBON	LB	41
506.0605	STRUCTURAL STEEL HS	LB	19,440
507.0200	TREATED LUMBER AND TIMBER	MBM	5.2
517.0601	PAINTING EPOXY SYSTEM R-40-731	EACH	1
612.0106	PIPE UNDERDRAIN 6-INCH	LF	180
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	58
636.0050.S	FOUNDATION DRILLING 24-INCH DIAMETER	LF	504
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	100
SPV.0060.15	GALVANIZING STEEL SOLDIER PILES	EACH	21
	NON-BID ITEMS		
	NAME PLATE		

BENCH MARK

NO.	STATION	OFFSET	DESCRIPTION	ELEV.
11519	115+19.41	4.49' LT	F1000SPK FENO WITH ALUM WDOT GRAEF CAP	726.30
9522	124+97.67	56.45' LT	2X07 WISDOT GEODETIC SURVEY CONTROL BRASS CAP IN PARAPET WALL	701.23
13004	130+03.82	72.58' LT	ALUM WDOT STH 100 SURVEY CONTROL CAP 937	697.98

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

STATIONS AND ELEVATIONS SHOWN ARE IN FEET.

ALL STATIONS AND DIMENSIONS ARE ALONG THE FRONT FACE OF WALL, UNLESS SHOWN OTHERWISE.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), MILWAUKEE COUNTY, NAD 83 (2011), ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM 88 (2012).

THE UPPER LIMITS OF FOUNDATION DRILLING SHALL BE THE EXISTING GROUNDLINE AT THE BACK FACE OF WALL.

EXCAVATION IN FRONT OF THE WALL MAY NOT BEGIN UNTIL THE CONCRETE IN THE STEEL POST FOOTING HAS REACHED DESIGN STRENGTH.

EXCAVATION REQUIRED TO BUILD THE WALL WILL BE INCLUDED IN "EXCAVATION FOR STRUCTURES RETAINING WALLS R-40-731". ALL OTHER EXCAVATION IN FRONT OF THE WALL SHALL BE INCLUDED IN COMMON EXCAVATION IN ROADWAY PLANS.

UPPER LIMIT OF "EXCAVATION FOR STRUCTURES RETAINING WALLS R-40-731" SHALL BE THE EXISTING GROUNDLINE.

INSTALL LAGGING ON THE INSIDE OF THE FRONT FLANGES OF THE SOLDIER PILES.

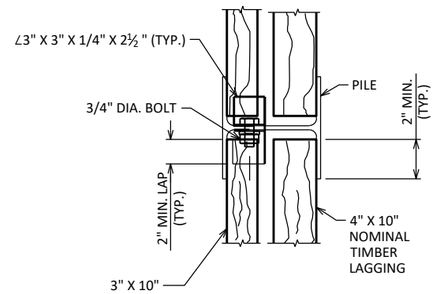
LUMBER DIMENSIONS GIVEN IN NOMINAL ROUGH CUT MEASUREMENTS.

FILL VOIDS AROUND POSTS AND BEHIND WALL WITH "BASE AGGREGATE OPEN GRADED".

BID ITEM "PAINTING EPOXY SYSTEM R-40-731" SHALL INCLUDE PAINTING THE STEEL POSTS FROM TOP OF POST TO 1'-0" BELOW TOP OF FOOTING AND PAINTING 3" X 3" ANGLES. PRIOR TO GALVANIZING, THE STEEL SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE FINISH EPOXY TOP COAT SHALL BE AMS STANDARD COLOR #26132 (DARK GRAY).

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATIONS AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE. UTILITIES LABELED AS PROPOSED MAY BE INSTALLED BY OTHERS PRIOR TO THIS CONTRACT.

BOLTS ARE TO BE GRADE ASTM F3135, A325, TYPE 1. NUTS ARE TO BE ASTM A563. WASHERS ARE TO BE ASTM F436. HOLES SHALL BE FIELD DRILLED AND COLD GALVANIZED BEFORE INSTALLING BOLTS. THESE ITEMS SHALL BE INCIDENTAL TO THE STEEL POSTS.



SECTION A-A

6" X 6" SPACER BLOCKS NOT SHOWN

STATE PROJECT NUMBER

2030-10-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-731

DRAWN BY WAR | PLANS CK'D KGW

GENERAL NOTES & QUANTITIES

SHEET 2 OF 3

829

SCALE =

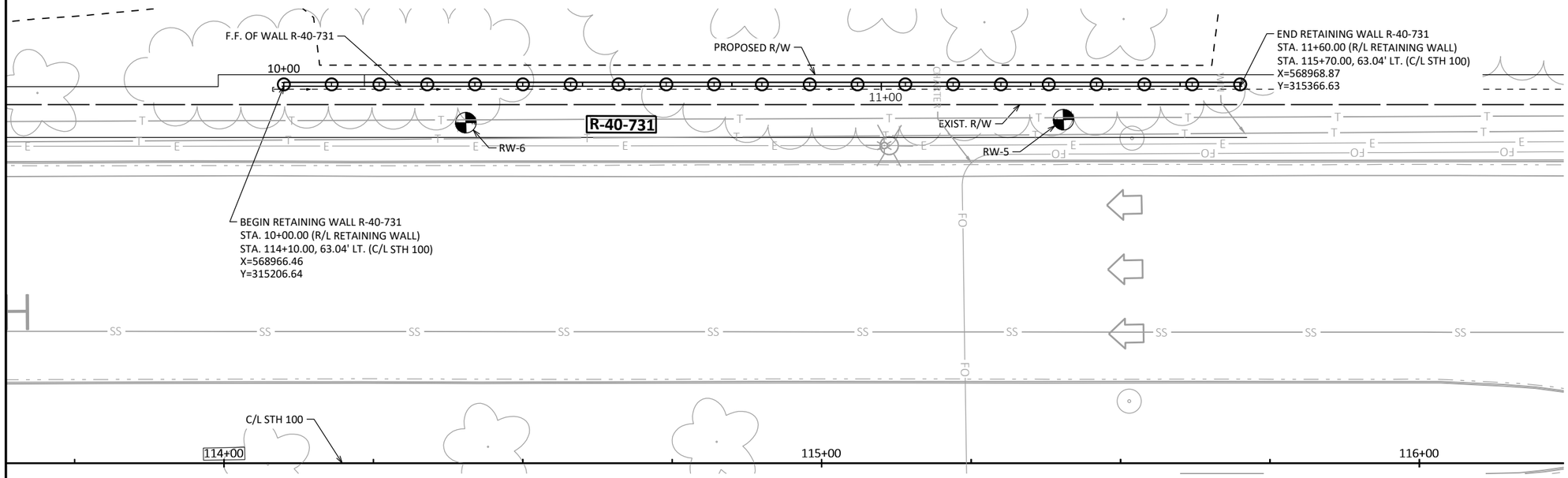
8

8

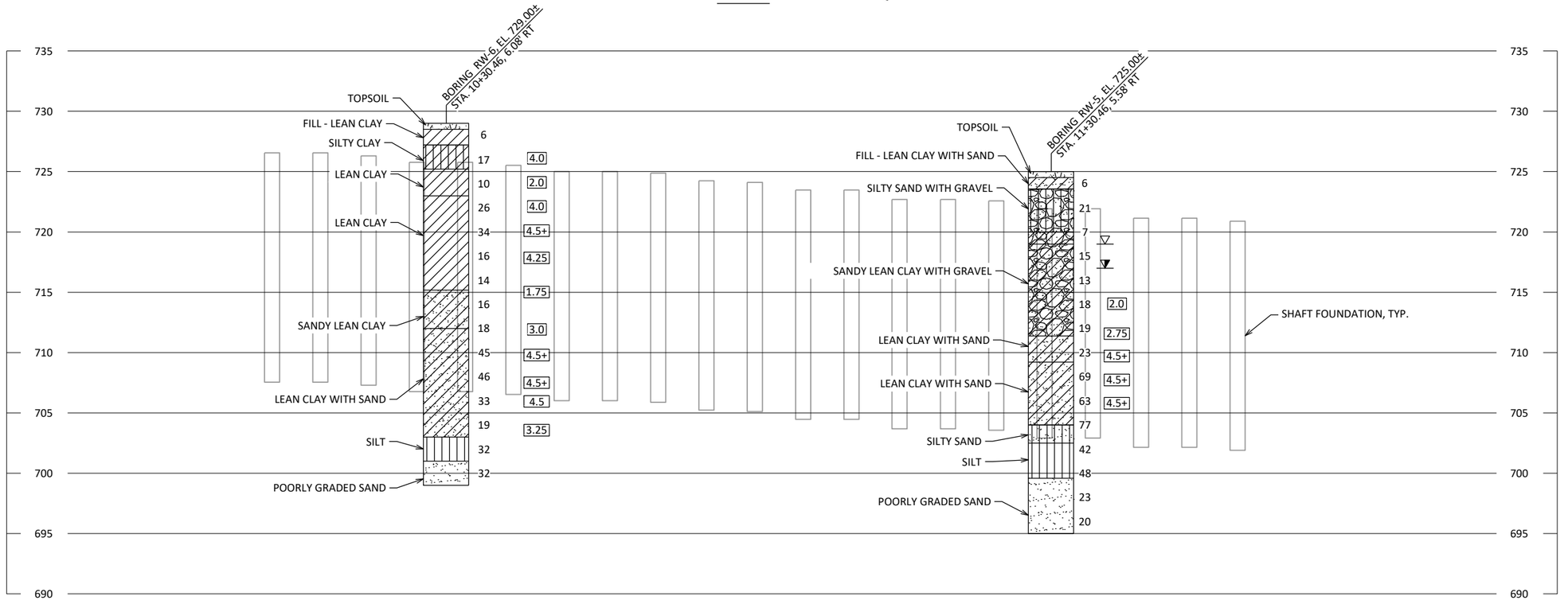
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
RW-5	02-14-2023	315337	568974
RW-6	02-14-2023	315237	568973
BORINGS COMPLETED BY: GESTRA			
REPORT COMPLETED BY: GESTRA			
ALL COORDINATES REFERENCED TO WCCS NAD 83 (2011)			MILWAUKEE COUNTY

STATE PROJECT NUMBER

2030-10-71



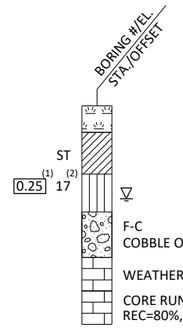
PLAN



MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-731

DRAWN BY WAR | PLANS CK'D KGW

SUBSURFACE EXPLORATION

SHEET 3 OF 3

830

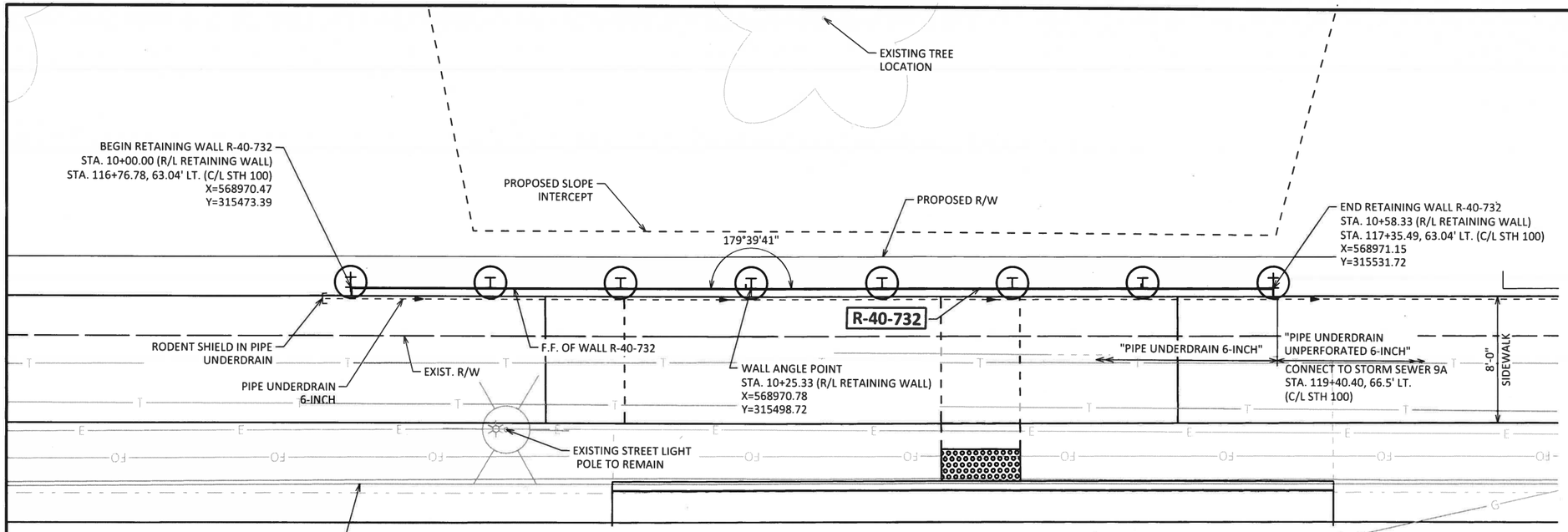
SCALE =

8

8

STATE PROJECT NUMBER

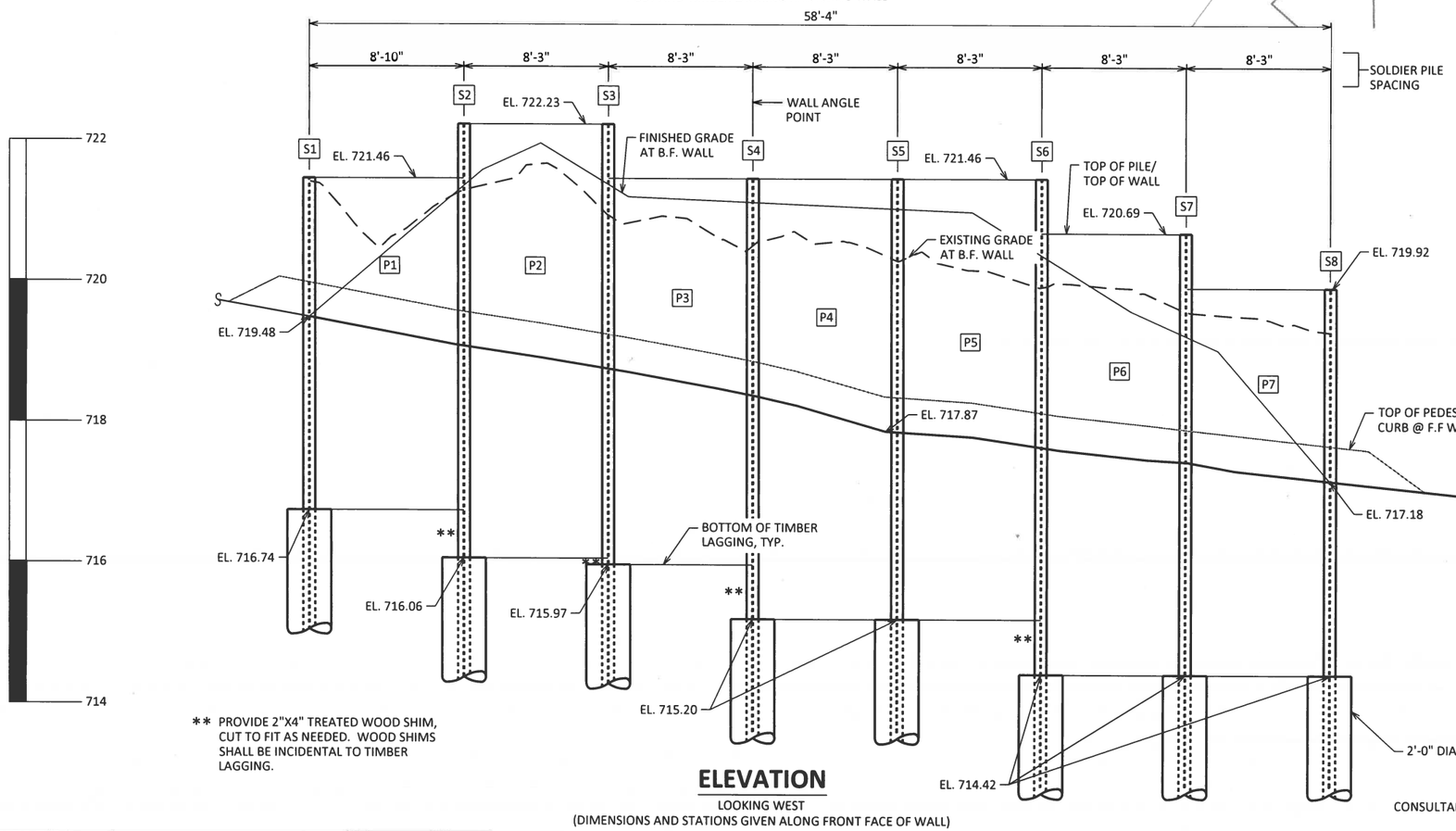
2030-10-71



PLAN

POST AND TIMBER LAGGING RETAINING WALL

STH 100 SB



** PROVIDE 2"X4" TREATED WOOD SHIM, CUT TO FIT AS NEEDED. WOOD SHIMS SHALL BE INCIDENTAL TO TIMBER LAGGING.

ELEVATION

LOOKING WEST

(DIMENSIONS AND STATIONS GIVEN ALONG FRONT FACE OF WALL)

DESIGN DATA

LIVE LOAD

RETAINING WALL IS DESIGNED FOR A LIVE LOAD SURCHARGE OF 100 PSF.

MATERIAL PROPERTIES:

CONCRETE MASONRY, SOLDIER PILE FOOTING	f'_c = 3,500 P.S.I.
STRUCTURAL STEEL HS (ASTM A572, GRADE 50)	f_y = 50,000 P.S.I.
STRUCTURAL CARBON STEEL (ASTM A709, GRADE 36)	f_y = 36,000 P.S.I.
TREATED TIMBER LAGGING	f_b = 1,100 P.S.I.

TRAFFIC DATA

STH 100 SB

ADT = 11,900 (2045)

R.D.S. = 45 MPH

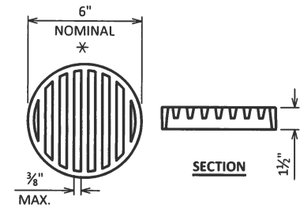
LIST OF DRAWINGS

1. GENERAL PLAN
2. GENERAL NOTES & QUANTITIES
3. SUBSURFACE EXPLORATION

LEGEND

S# SOLDIER PILE NUMBER

P# TIMBER PANEL NUMBER



RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

STRUCTURE DESIGN CONTACTS:

CONSULTANT CONTACT: KEVIN WOOD	(414) 259-1500
BOS: AARON BONK	(608) 261-0261

NO.	DATE	REVISION	BY

GRÄEF

275 W. Wisconsin Avenue
Suite 300
Milwaukee, WI 53203
414 / 259 1500
414 / 259 0037 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 02/10/26

CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-40-732

STH 100 (N. MAYFAIR RD) SB - SOUTH OF MENOMONEE RIVER

COUNTY	CITY
MILWAUKEE	WAUWATOSA

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
WAR	KGW	WAR	KGW

GENERAL PLAN

SHEET 1 OF 3
831

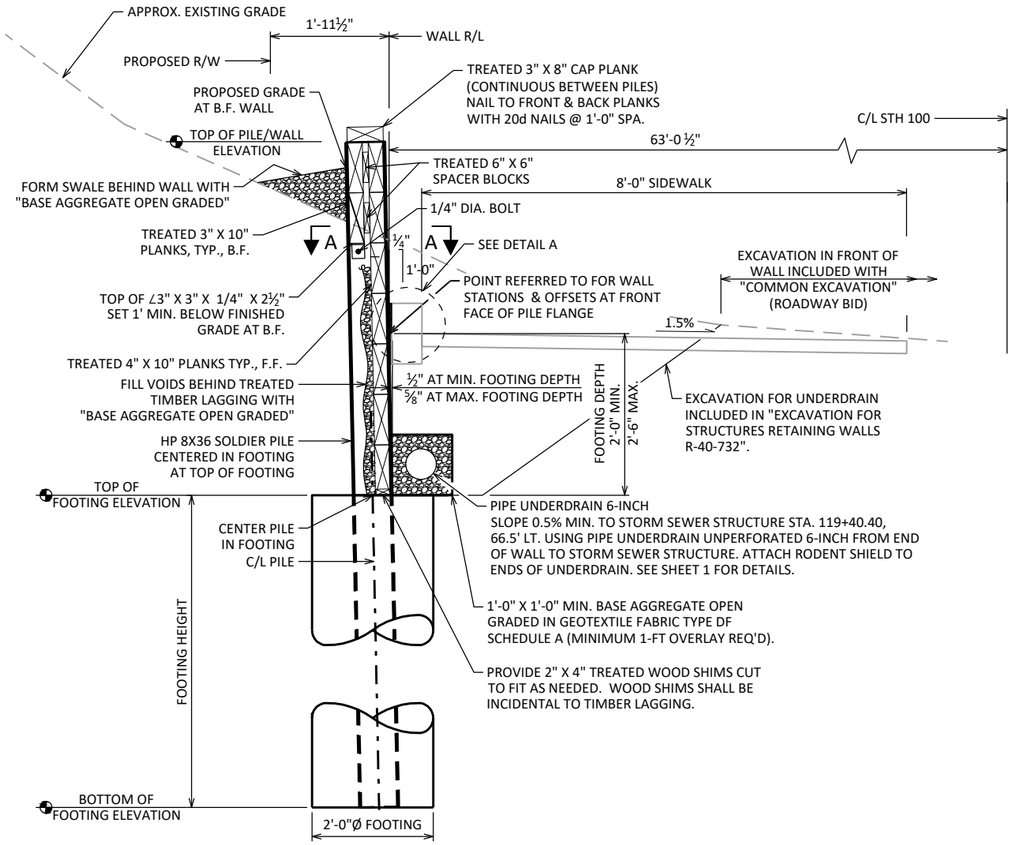
SCALE =

I.D.

DATE:

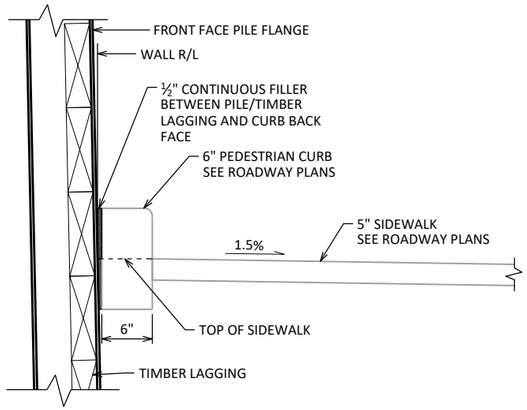
8

8



TYPICAL SECTION THRU WALL

LOOKING UP STATION



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POST TABLE

POST NUMBER	C/L POST @ STH 100 STA.	OFFSET TO POST F.F. FROM C/L STH 100	POST WALL STA.	POST SECTION	POST LENGTH (FT.)	TOP OF POST EL.	BOTTOM OF POST EL.	TOP OF FOOTING EL.	SHAFT LENGTH (FT.)
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2	116+85.61	63.37 LT	10+08.83	HP 8x36	19.17	722.23	703.06	716.06	13.00
3	116+93.86	63.37 LT	10+17.08	HP 8x36	19.26	722.23	702.97	715.97	13.00
4	117+02.11	63.37 LT	10+25.33	HP 8x36	19.26	721.46	702.20	715.20	13.00
5	117+10.36	63.37 LT	10+33.58	HP 8x36	19.26	721.46	702.20	715.20	13.00
6	117+18.61	63.37 LT	10+41.83	HP 8x36	20.04	721.46	701.42	714.42	13.00
7	117+26.86	63.37 LT	10+50.08	HP 8x36	19.27	720.69	701.42	714.42	13.00
8	117+35.11	63.37 LT	10+58.33	HP 8x36	18.50	719.92	701.42	714.42	13.00

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTAL
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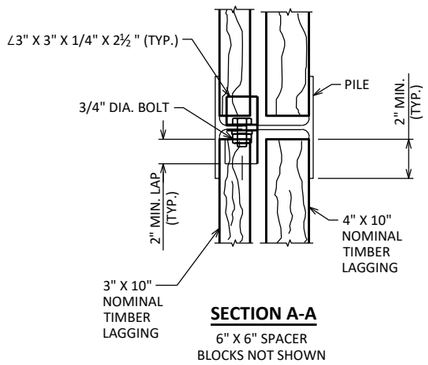
310.0110	BASE AGGREGATE OPEN GRADED	TON	12
502.0110.S	CONCRETE MASONRY SOLIDER PILE FOOTINGS	CY	12
506.0105	STRUCTURAL STEEL CARBON	LB	14
506.0605	STRUCTURAL STEEL HS	LB	5,652
507.0200	TREATED LUMBER AND TIMBER	MBM	2.0
517.0601	PAINTING EPOXY SYSTEM R-40-732	EACH	1
612.0106	PIPE UNDERDRAIN 6-INCH	LF	78
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	215
636.0050.S	FOUNDATION DRILLING 24-INCH DIAMETER	LF	145
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	119
SPV.0060.15	GALVANIZING STEEL SOLDIER PILES	EACH	8
	NON-BID ITEMS		
	NAME PLATE		



SECTION A-A

6" X 6" SPACER BLOCKS NOT SHOWN

PANEL TABLE

PANEL NUMBER	NUMBER OF TIMBER PLANKS IN FRONT OF WALL	NUMBER OF TIMBER PLANKS IN BACK OF WALL	TOP OF ANGLE ELEVATION FOR BACK PLANKS
1	6.00	5.00	717.61
2	7.00	3.00	719.92
3	7.00	2.00	719.92
4	8.00	2.00	719.92
5	8.00	3.00	719.15
6	9.00	4.00	717.61
7	8.00	6.00	715.30

GEOMETRY TABLE

WALL STA.	C/L STH 100 STA.	C/L STH 100 OFFSET TO F.F. OF WALL	TOP OF WALL ELEVATION	FINISHED GRADE ELEVATION @ F.F. WALL	FINISHED GRADE ELEVATION @ B.F. WALL
10+00.00	116+76.78	63.04 LT	721.46	719.48	719.30
10+08.83	116+85.61	63.04 LT	722.23	719.06	721.34
10+17.08	116+93.86	63.04 LT	722.23	718.74	721.37
10+25.33	117+02.11	63.04 LT	721.46	718.37	721.12
10+33.58	117+10.36	63.04 LT	721.46	717.85	721.03
10+41.83	117+18.61	63.04 LT	721.46	717.64	720.37
10+50.08	117+26.86	63.04 LT	720.69	717.44	719.23
10+58.33	117+35.11	63.04 LT	719.92	717.18	717.01

BENCH MARK

NO.	STATION	OFFSET	DESCRIPTION	ELEV.
11519	115+19.41	4.49' LT	F1000SPK FENO WITH ALUM WDOT GRAEF CAP	726.30
9522	124+97.67	56.45' LT	2X07 WISDOT GEODETIC SURVEY CONTROL BRASS CAP IN PARAPET WALL	701.23
13004	130+03.82	72.58' LT	ALUM WDOT STH 100 SURVEY CONTROL CAP 937	697.98

STATE PROJECT NUMBER

2030-10-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-732

DRAWN BY WAR | PLANS CK'D KGW

GENERAL NOTES & QUANTITIES

SHEET 2 OF 3

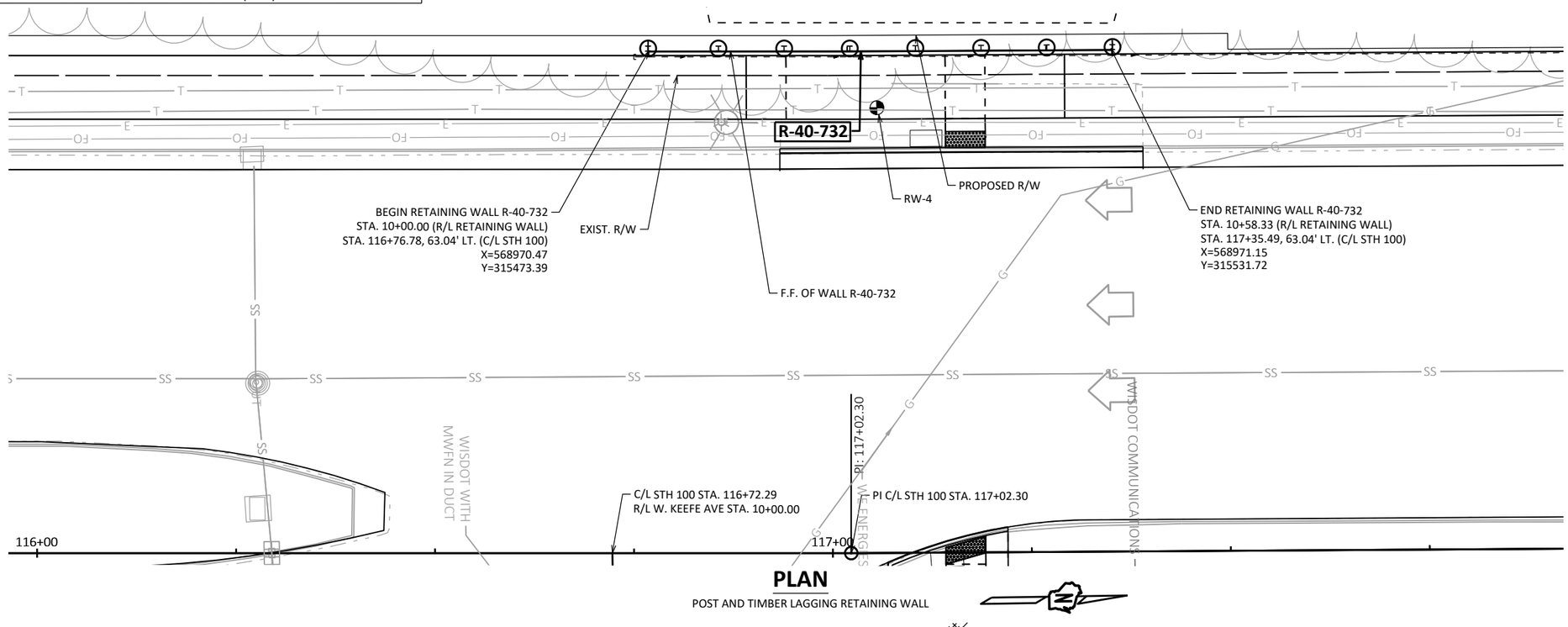
832

SCALE =

8

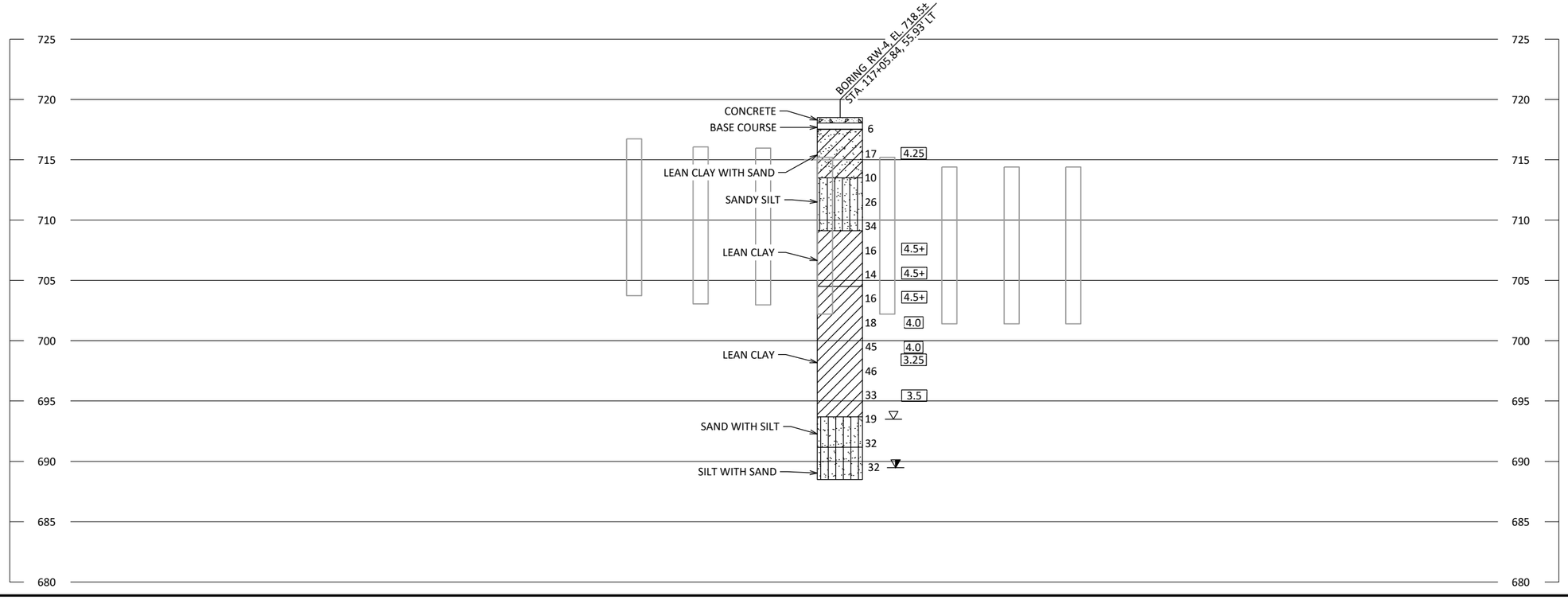
8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
RW-4	02-14-2023	315502	568978
BORINGS COMPLETED BY: GESTRA			
REPORT COMPLETED BY: GESTRA			
ALL COORDINATES REFERENCED TO WCCS NAD 83 (2011)			MILWAUKEE COUNTY



PLAN

POST AND TIMBER LAGGING RETAINING WALL



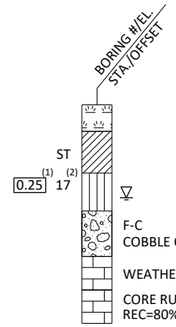
STATE PROJECT NUMBER

2030-10-71

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING

END OF DRILLING

AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-732

DRAWN BY WAR | PLANS CK'D KGW

SUBSURFACE EXPLORATION

SHEET 3 OF 3

833

SCALE =

8

8

DESIGN DATA

CONTRACTOR DESIGNED OVERHEAD SIGN STRUCTURES SHALL BE DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL.

STANDARD FOUNDATIONS DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS

STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTREME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE:	1.0 NW (NATURAL WIND GUST)
	1.0 TrG (TRUCK INDUCED GUST)
	1.0 GVW (GALLOPING - CANTILEVER ONLY)

MATERIAL PROPERTIES

CONCRETE MASONRY ——— f'_c = 3,500 PSI

HIGH STRENGTH STEEL REINFORCEMENT, GRADE 60 ——— f_y = 60,000 PSI

STRUCTURAL ANGLES, PLATES & BARS - ASTM A709 GRADE 36 ——— f_y = 36,000 PSI

HIGH STRENGTH BOLTS - ASTM A3125 GRADE A325 ——— f_y = 92,000 PSI

ANCHOR RODS - ASTM F1554 GRADE 55 ——— f_y = 55,000 PSI

HEAVY HEX NUTS - ASTM A563 GRADE DH OR ASTM A194 GRADE 2H

WASHERS - ASTM F436

DTI WASHERS - ASTM F959 TYPE 325

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGN FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING THE DRILLING OF THE SHAFT HOLE TO CONFRIM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

TOTAL ESTIMATED QUANTITES

BID ITEM NO.	BID ITEM	UNIT	☆ S-40-3106	◪ S-40-3107
531.2042	DRILLING SHAFT 42-INCH	LF	18	18
531.5130.01	FOUNDATION SINGLE-SHAFT TYPE MC-III S-40-3106	EA	1	-
531.5130.02	FOUNDATION SINGLE-SHAFT TYPE MC-III S-40-3107	EA	-	1
532.5130.01	MONOTUBE CANTILEVER TYPE III S-40-3106	EA	1	-
532.5130.02	MONOTUBE CANTILEVER TYPE III S-40-3107	EA	-	1

☆ ITEMS ARE CATEGORY 5000
◪ ITEMS ARE CATEGORY 5010

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), MILWAUKEE COUNTY ZONE, NAD 83 (2011), US SURVEY FEET. ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE TRUSS OR MONOTUBE BID ITEMS FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA. A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON THE SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT 42-INCH".

STRUCTURE DATA

STRUCTURE ID	SIGN AREA	SIGN DEPTH	FOUNDATION TYPE
S-40-3106	31.0 SF	5'-7⅞"	MCIII
S-40-3107	31.0 SF	5'-7⅞"	MCIII

LIST OF DRAWINGS:

1. GENERAL NOTES & DESIGN DATA
2. GENERAL LAYOUT S-40-3106
3. GENERAL LAYOUT S-40-3107
4. SUBSURFACE EXPLORATION S-40-3106/3107

LIST OF STANDARD DESIGN DRAWINGS

5. I. MONOTUBE & 2-CHORD TRUSS CONNECTIONS 1
6. II. MONOTUBE & 2-CHORD TRUSS CONNECTIONS 2
7. III. MONOTUBE & 2-CHORD TRUSS ELECTRICAL DETAILS
8. IV. MONOTUBE & 2-CHORD TRUSS FOUNDATIONS

STATE PROJECT NUMBER
2030-10-71

TRAFFIC VOLUME

A.D.T. (2045) = 24,500
R.D.S. = 45 MPH

STRUCTURE DESIGN CONTACTS:
CONSULTANT CONTACT: KEVIN WOOD (414) 259-1500
BOS CONTACT: AARON BONK (608) 261-0261

THESE ARE STANDARD DESIGN PLANS DEVELOPED AND MAINTAINED BY THE WISDOT. THE DESIGNER CERTIFIES THAT THE DESIGN AND PLAN DETAILS CHOSEN ARE CONSISTENT WITH THE GUIDANCE PROVIDED IN THE CURRENT WISDOT BRIDGE MANUAL CHAPTER 39.

WISCONSIN
KEVIN G. WOOD
E-32070
MILWAUKEE, WI
PROFESSIONAL ENGINEER
NOV. 1, 2023

NO.	DATE	REVISION	BY

GRÄEF
275 W. Wisconsin Avenue
Suite 300
Milwaukee, WI 53203
414 / 259 1500
414 / 259 0037 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED SDR 04/02/24
CHIEF STRUCTURES DESIGN ENGINEER DATE

MONOTUBE

STH 100 NEAR MENOMONEE RIVER

COUNTY	TOWN/CITY/VILLAGE
MILWAUKEE	WAUWATOSA

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
WAR	KGW	WAR	KGW

GENERAL NOTES & DESIGN DATA

SHEET 1 OF 8
834

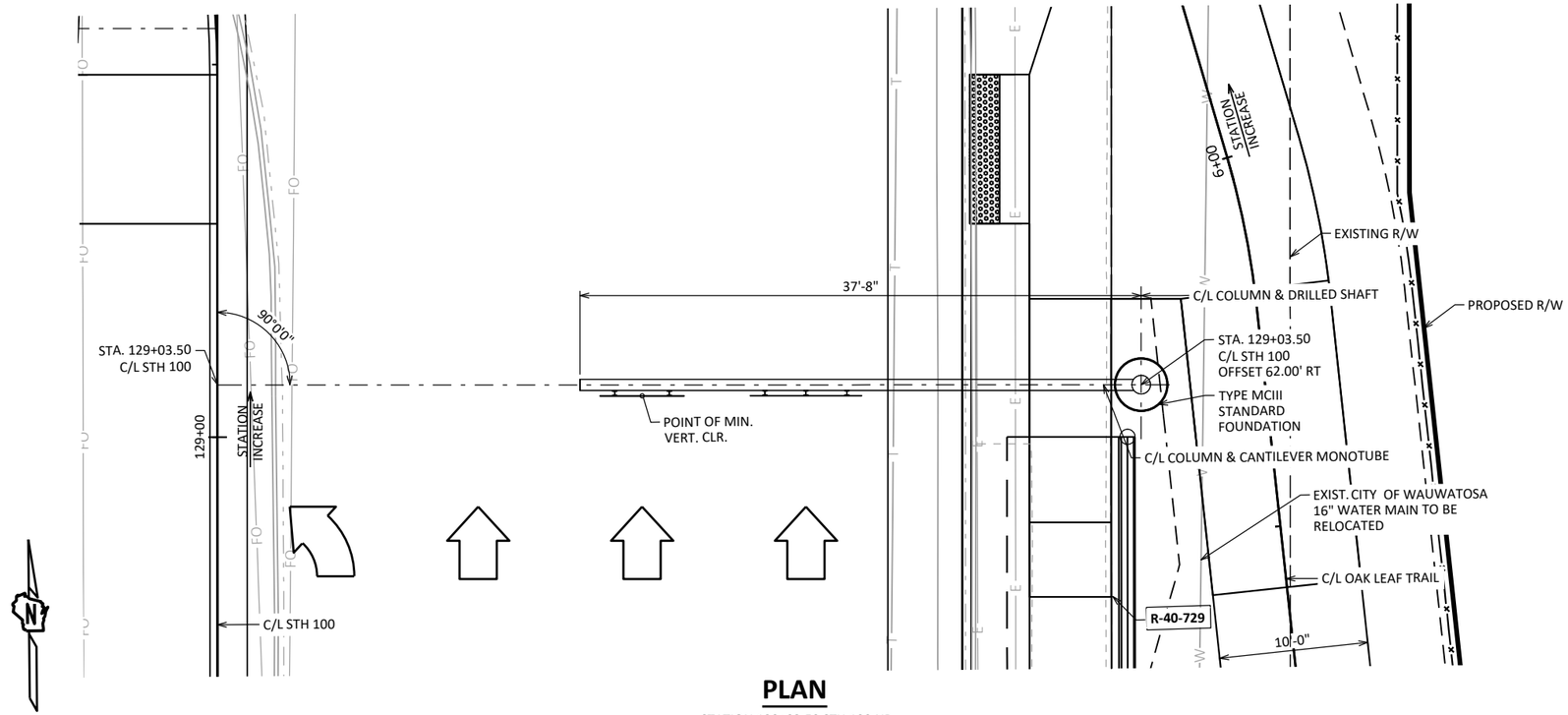
I.D.
DATE:
SCALE =

8

8

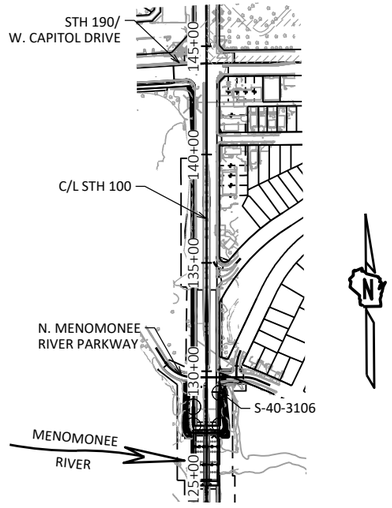
STATE PROJECT NUMBER

2030-10-71

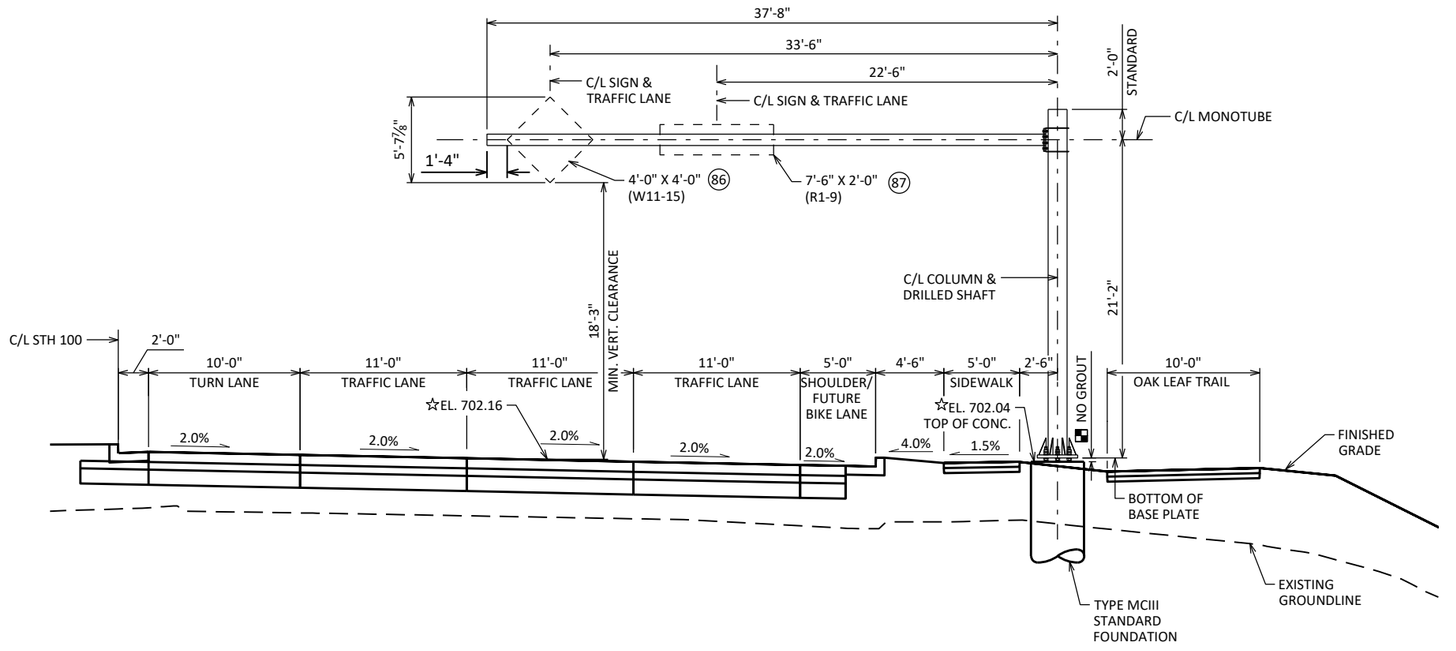


PLAN

STATION 129+03.50 STH 100 NB
¼" MILE S. STH 190 (CAPITOL DR.)



LOCATION MAP



ELEVATION

(LOOKING UPSTATION AT F.F. OF SIGN)

NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 129+03.50, 28.50' (RIGHT)
EL. 702.16

LEGEND

☆ ELEVATIONS GIVEN ALONG C/L MONOTUBE CHORD

(#) SIGN NUMBERS (PERMANENT SIGNING PLAN)

■ STANDOFF DIMENSION IS ASSUMED TO BE 2½", BUT IS A MAXIMUM OF 2 X ANCHOR ROD DIAMETER. SEE FOUNDATION DETAILS SHEET AND SHOP DRAWINGS FOR MORE INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-40-3106

DRAWN BY WAR | PLANS CK'D KGW

GENERAL LAYOUT
S-40-3106

SHEET 2 OF 8
835

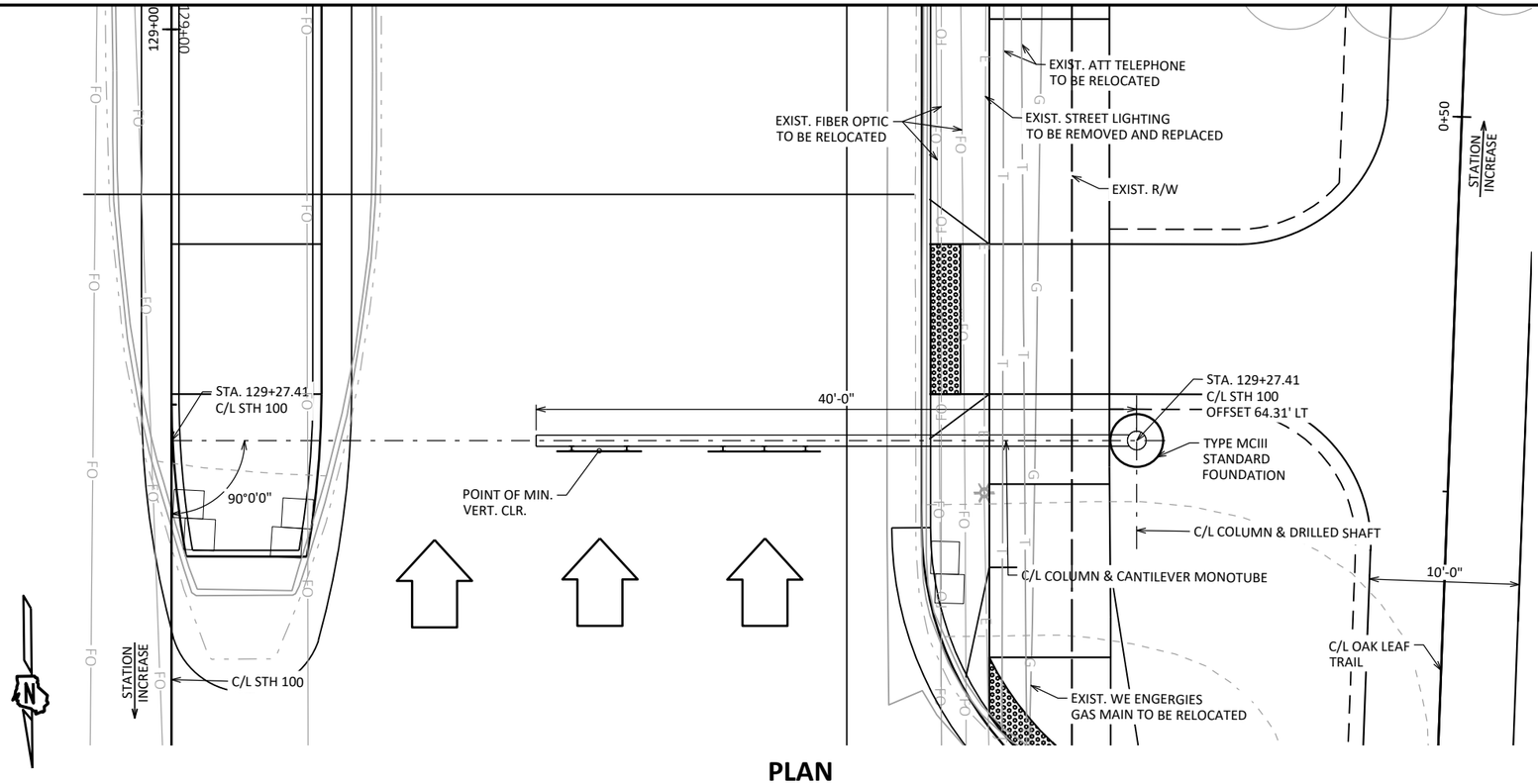
SCALE =

8

8

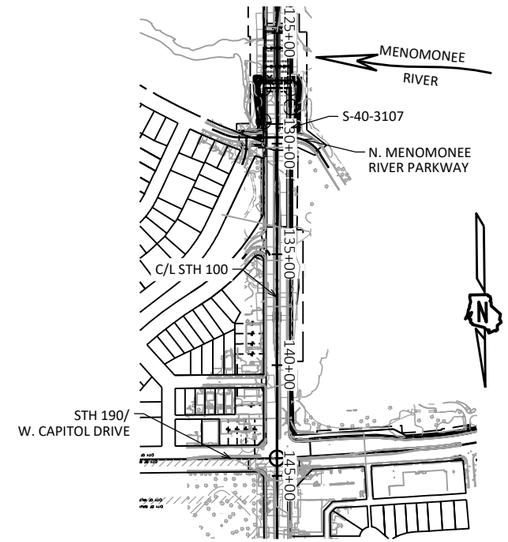
STATE PROJECT NUMBER

2030-10-71

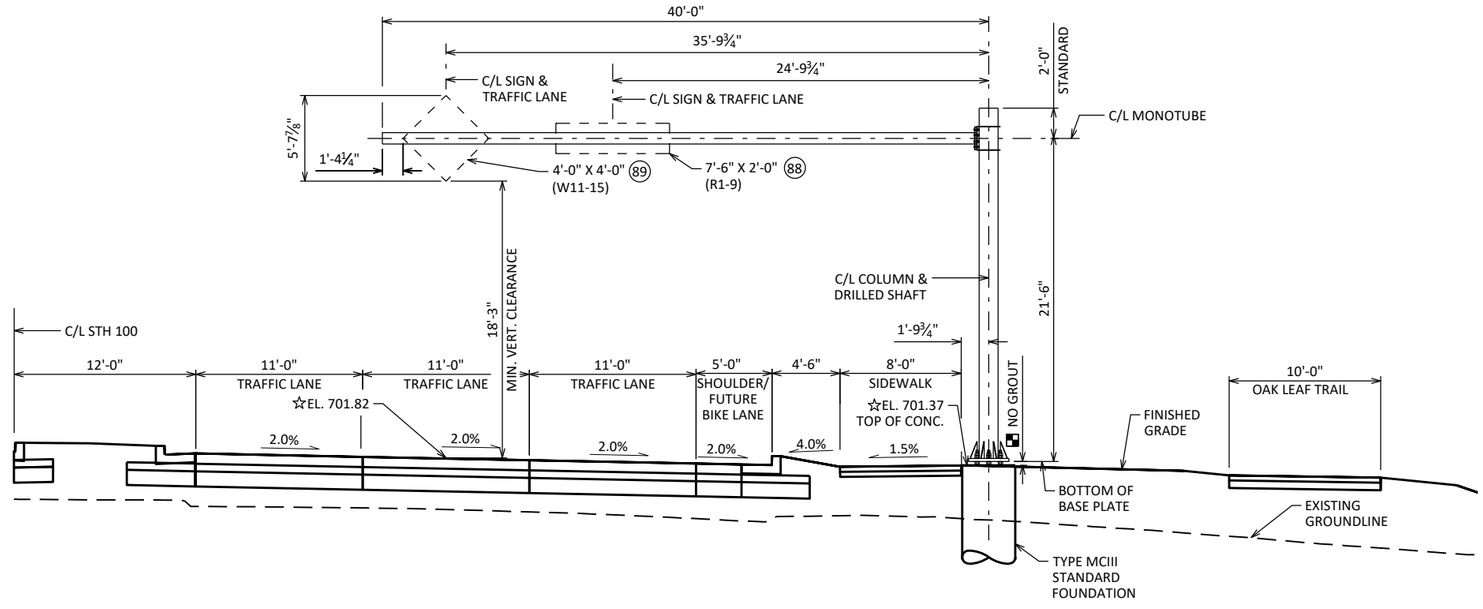


PLAN

STATION 129+27.41 STH 100 SB
¼" MILE S. STH 190 (CAPITOL DR.)



LOCATION MAP



ELEVATION

(LOOKING DOWNSTATION AT F.F. OF SIGN)

NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 129+27.41, 28.50' (LEFT)
EL. 701.82

LEGEND

☆ ELEVATIONS GIVEN ALONG C/L MONOTUBE CHORD

(#) SIGN NUMBERS (PERMANENT SIGNING PLAN)

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-40-3107

DRAWN BY WAR | PLANS CK'D KGW

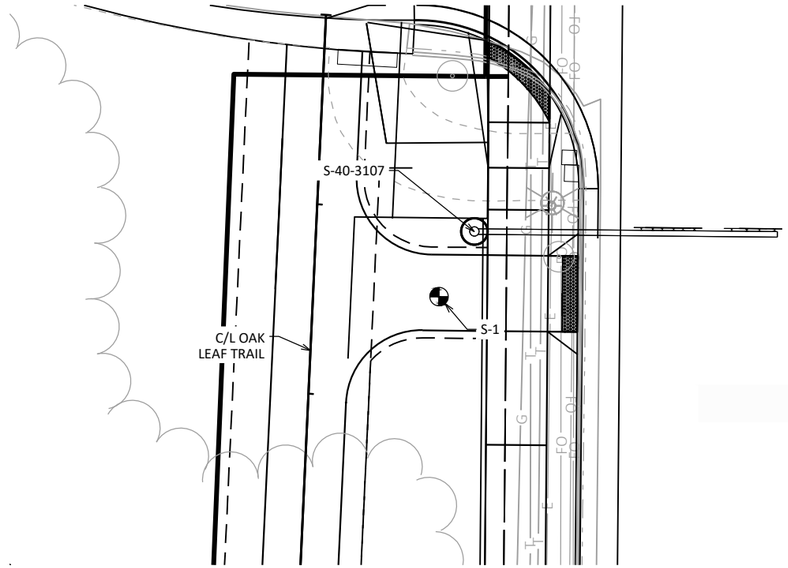
GENERAL LAYOUT
S-40-3107

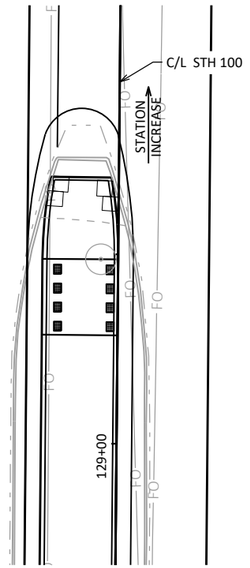
SHEET 3 OF 8
836

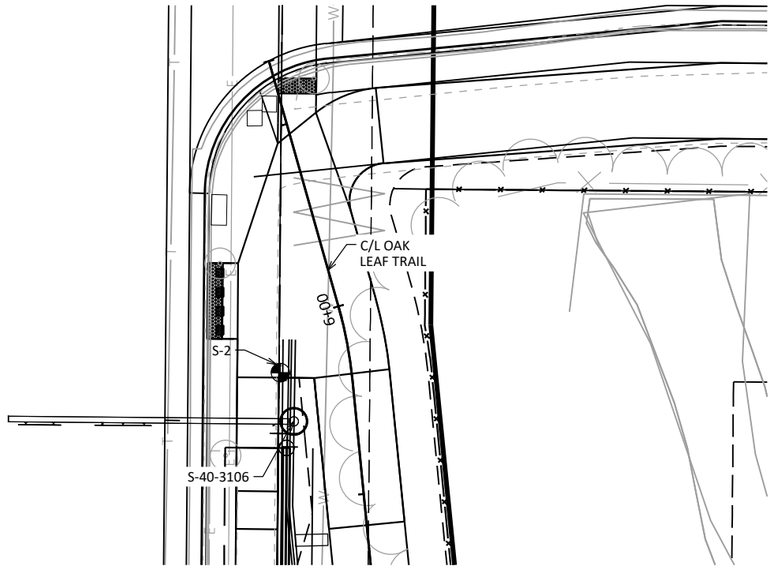
SCALE =

8

8

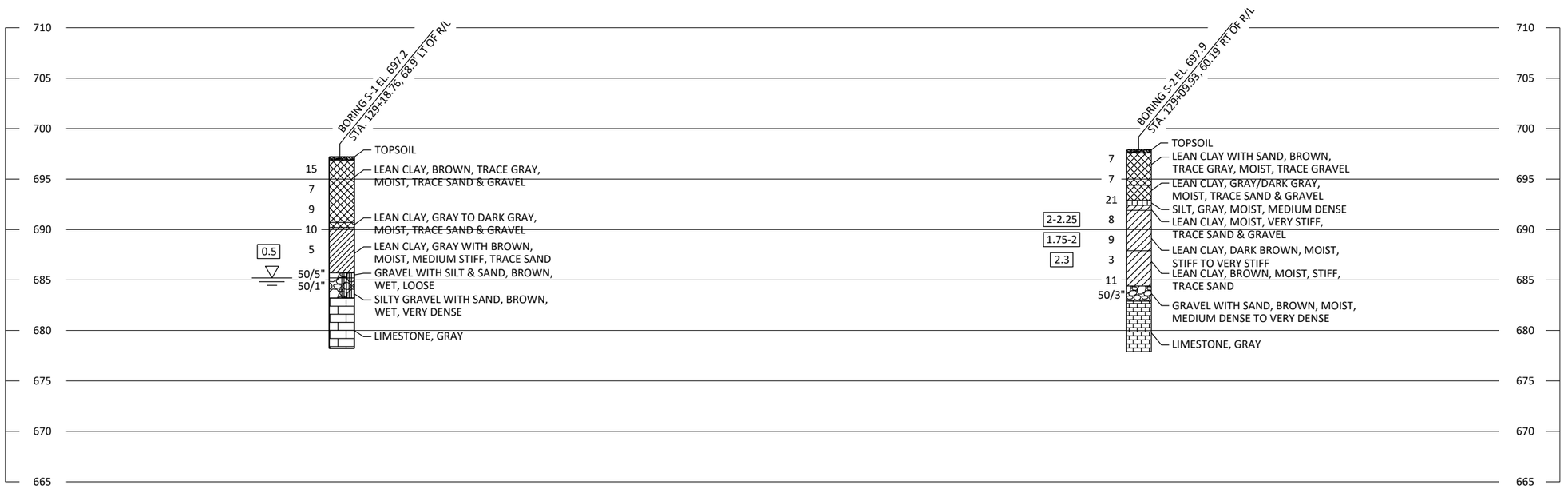






PLAN

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
S-1	07-22-2022	316715	568976
S-2	07-25-2022	316705	569105
BORINGS COMPLETED BY: GESTRA			
REPORT COMPLETED BY: GESTRA			
ALL COORDINATES REFERENCED TO WCCS NAD 83(2011) MILWAUKEE COUNTY			



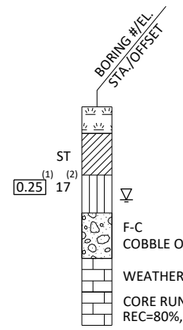
STATE PROJECT NUMBER

2030-10-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-40-3106/3107

DRAWN BY CWG | PLANS CK'D KGW

SUBSURFACE EXPLORATION S-40-3106/3107

SHEET 4 OF 8

837

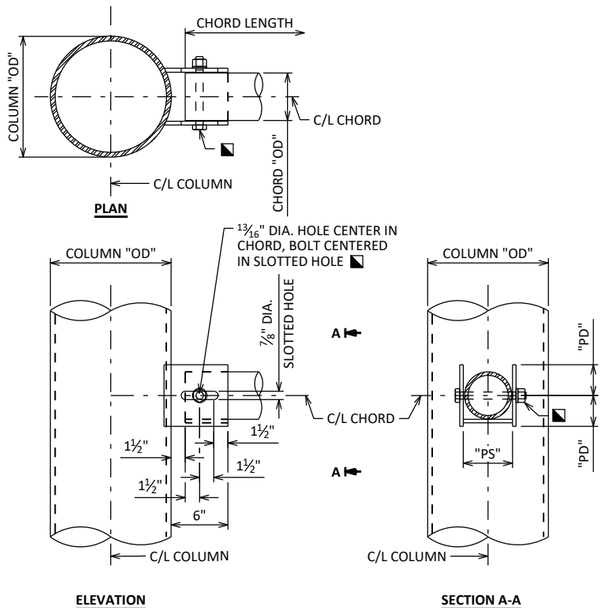
SCALE =

8

8

STATE PROJECT NUMBER

STANDARD



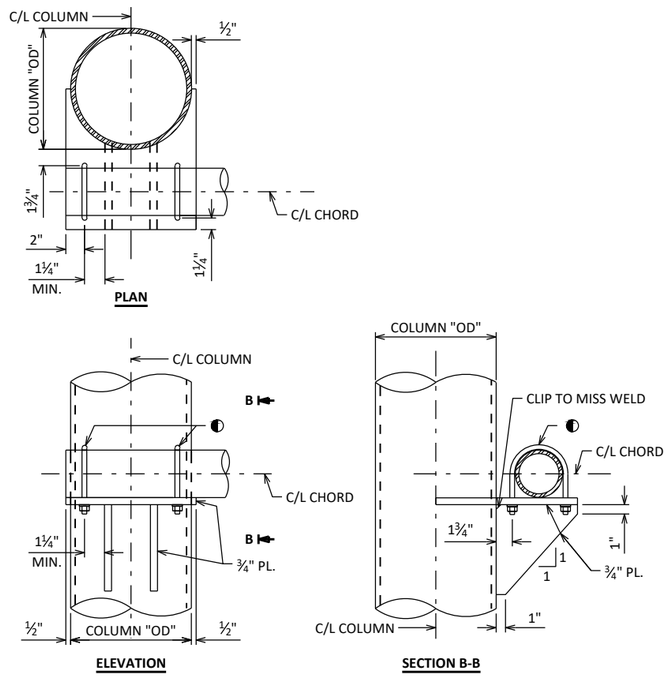
FULL SPAN SADDLE CONNECTION

PREFERRED OPTION

¾" GALVANIZED A325 OR A449 HEAVY HEX BOLT, NUT AND WASHER SNUG TIGHT ONLY, DO NOT OVER TIGHTEN

"PD" = CHORD "OD"/2 + ¾"

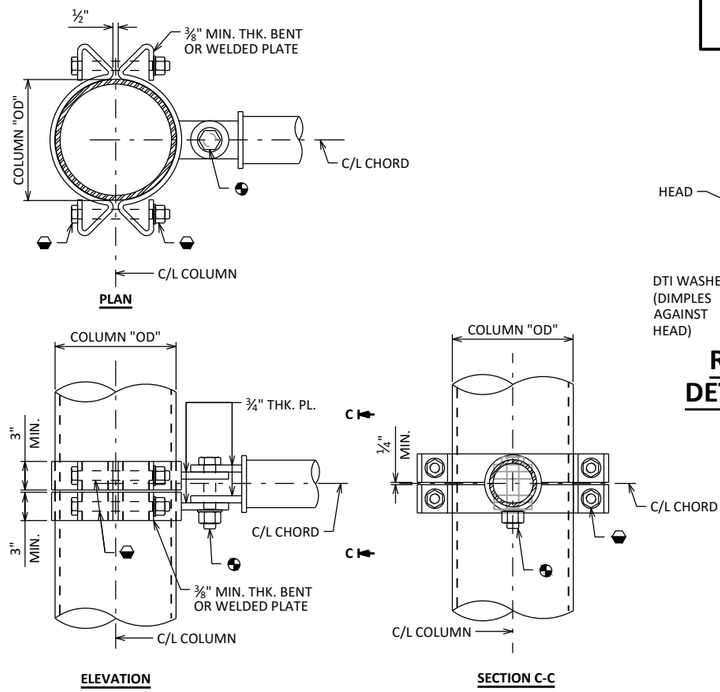
"PS" = CHORD "OD" + 1/16"



FULL SPAN STIFFENED BEARING CONNECTION

ALTERNATE 1

MIN. (2) ½" MIN. GALVANIZED OR STAINLESS U-BOLT, LOCK NUT AND WASHER

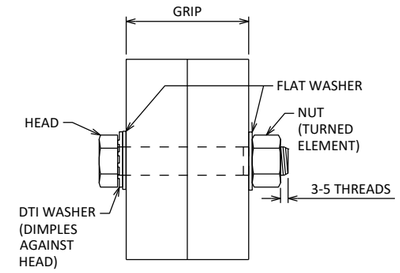


FULL SPAN CLAMP CONNECTION

ALTERNATE 2 - TAPERED COLUMNS ONLY

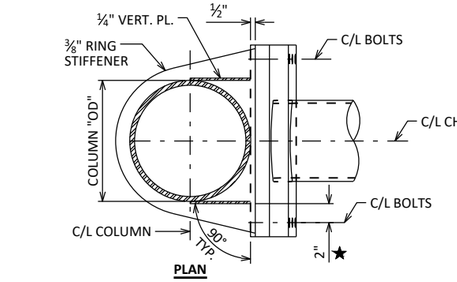
1¼" GALVANIZED A325 HEAVY HEX BOLT, NUT AND WASHER

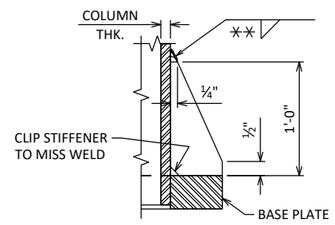
1" GALVANIZED A325 HEAVY HEX BOLT, NUT AND WASHER

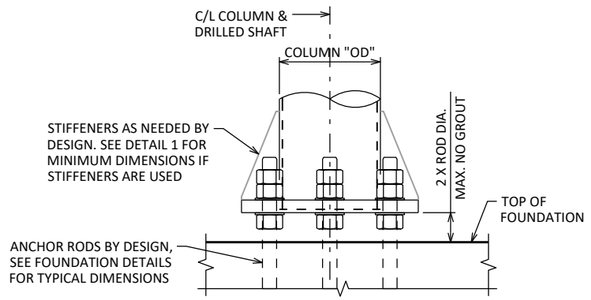


RECOMMENDED BOLT DETAIL WITH DTI WASHER

NUT IS TURNED ELEMENT



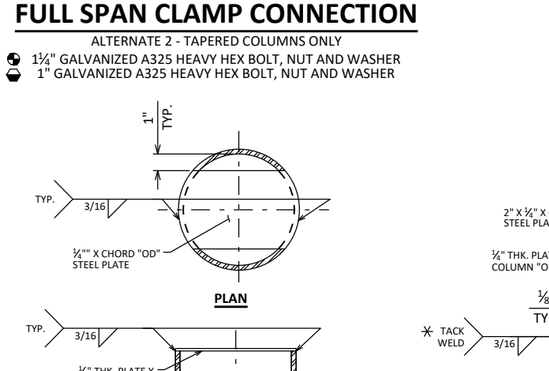




PREFERRED BASE PLATE CONNECTION

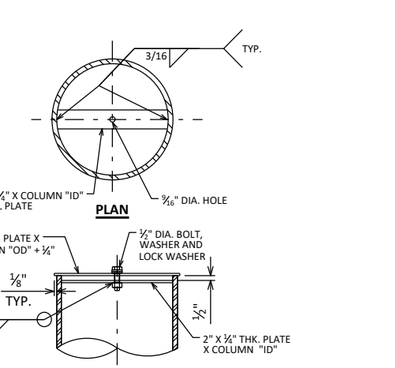
LOOKING AT F.F. OF STRUCTURE.

ALTERNATE BASE PLATE DESIGNS ALLOWED.



CHORD CAP DETAIL

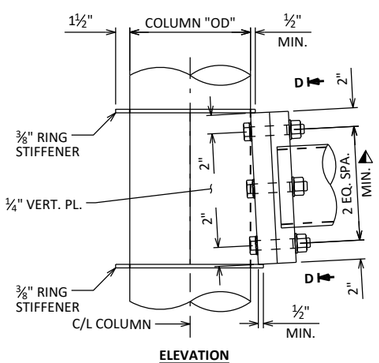
CANTILEVERS ONLY

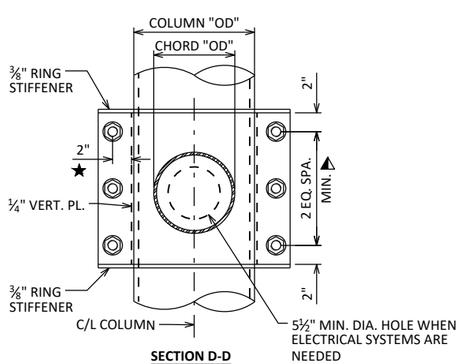


TOWER CAP DETAIL

✳ PLACE TACK WELD EVERY OTHER FLAT TO SECURE NUT.

ALTERNATE: USE ½" THK. PL. AND DRILL AND TAP HOLE FOR BOLT.

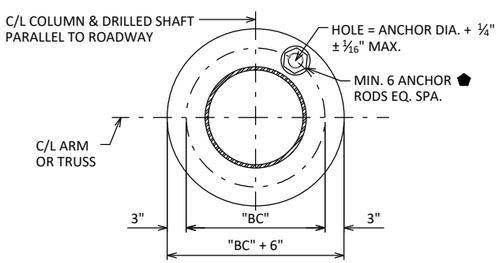




CANTILEVER POST TO CHORD CONNECTION

▲ MIN. (6) 1" GALVANIZED A325 HEAVY HEX BOLT, NUT, DTI WASHER AND WASHER

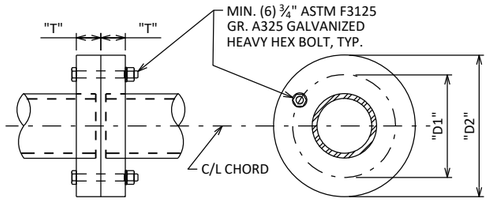
★ MIN. DIMENSIONS MEASURED FROM EXT. FACE OF VERTICAL PLATE.



BASE PLATE

"BC" = COLUMN "OD" + 6"

⬟ ANCHOR SIZE AND ORIENTATION TO BE VERIFIED WITH SHOP DRAWINGS.



CHORD SPLICE DETAIL

"D1" = COLUMN "OD" + (1.5 x DB)

"D2" = COLUMN "OD" + (3 x DB)

"T" = (BY DESIGN)

DB = BOLT DIAMETER (BY DESIGN)

NOTES:

MINIMUM VALUES SHOWN. ALL CONNECTIONS ARE TO BE DESIGNED FOR ACTUAL STRUCTURAL LOADS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

DRAWN BY: BOS | PLANS CK'D: BOS

MONOTUBE & 2-CHORD TRUSS CONNECTIONS 1

SHEET 1
838

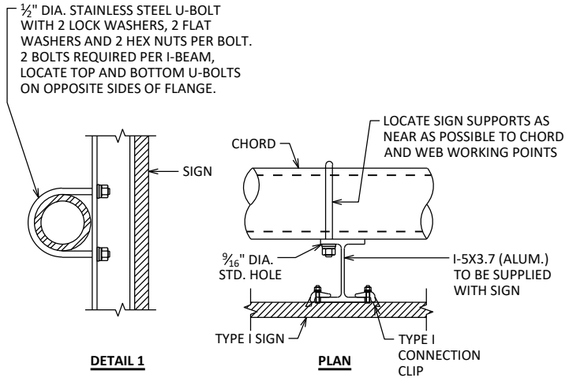
SCALE = 2.0

8

8

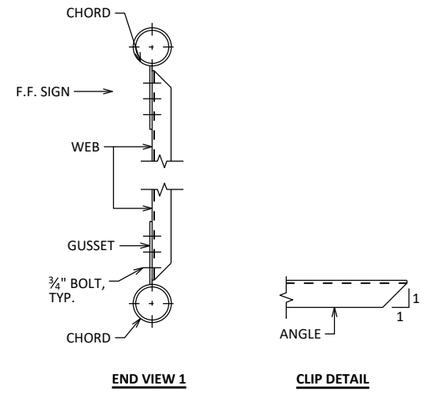
STATE PROJECT NUMBER

STANDARD



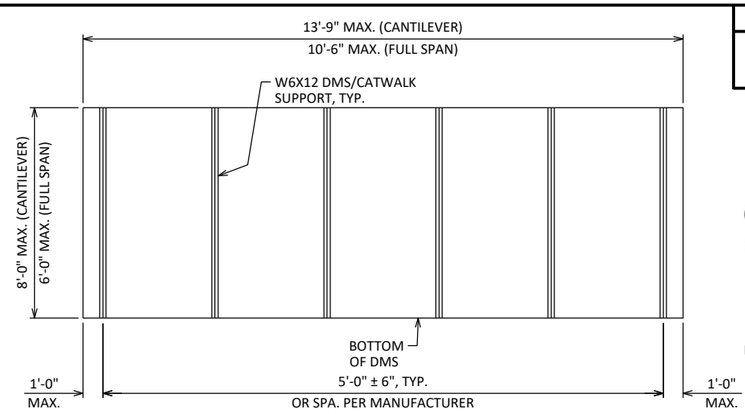
2-CHORD TRUSS SIGN CONNECTION

TYPE I SIGN PANEL SHOWN.
SEE SIGN PLATE MANUAL A4-7A AND A4-7BFOR DETAILS.
ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH SIGN PANEL, HARDWARE TO BE SUPPLIED BY THE CONTRACTOR.



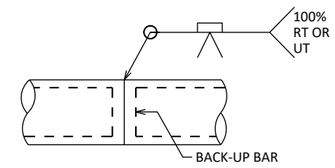
TRUSS CONNECTION DETAILS

MEMBER ORIENTATION FOR BOLTED CONNECTIONS SHOWN, WELDED CONNECTIONS SIMILAR



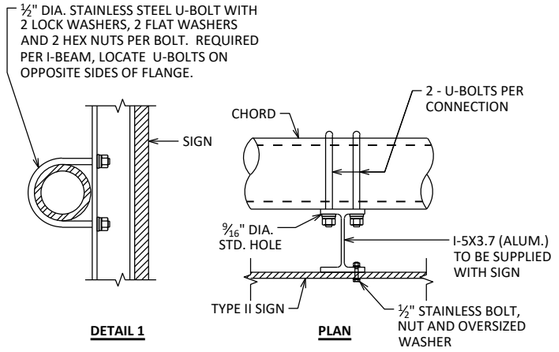
DMS MOUNTING POST DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF SPACING CONFLICTS WITH GUSSET PLATES OF TRUSS WITHIN TOLERANCES NOTED.



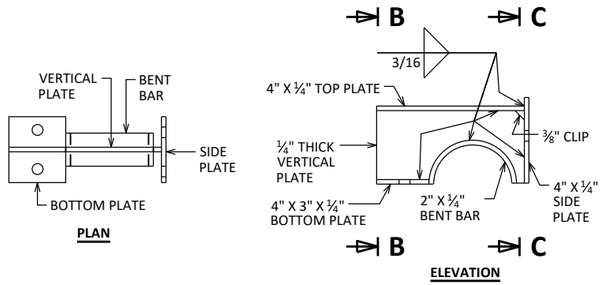
CHORD SPLICE

SEPARATE OPTIONAL SPLICE FROM GUSSET PLATES BY 6" MIN.



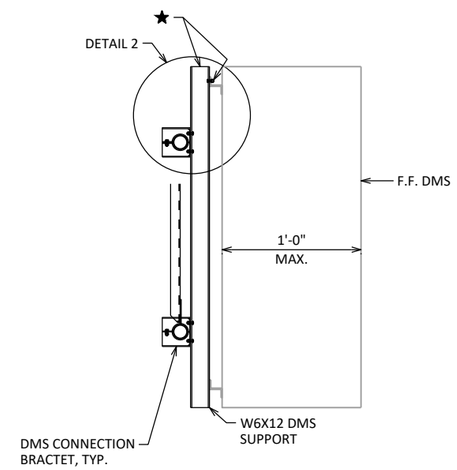
MONOTUBE SIGN CONNECTION

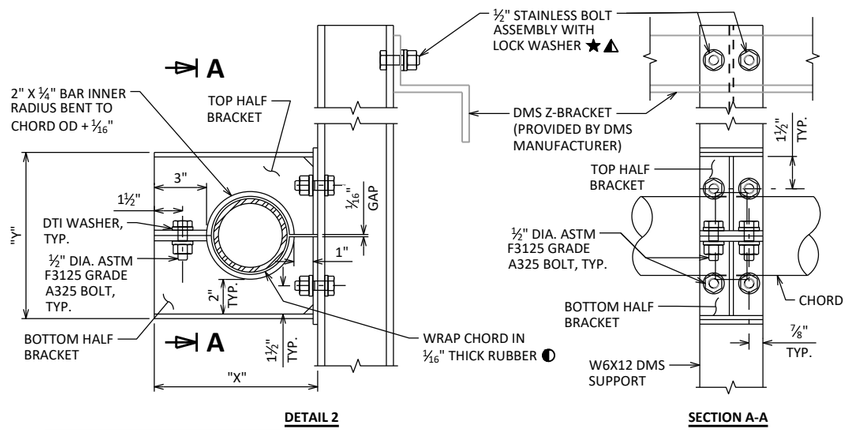
TYPE II SIGN PANEL SHOWN.
SEE SIGN PLATE MANUAL A4-7A AND A4-7B FOR DETAILS.
ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH SIGN PANEL, HARDWARE TO BE SUPPLIED BY THE CONTRACTOR.



DMS WELDED PLATE CONNECTION DETAILS

TOP HALF OF BRACKET SHOWN, BOTTOM HALF SIMILAR.





CHORD "OD"	"X"	"Y"
"OD"	"OD" + $4\frac{13}{16}$"	"OD" + $5\frac{5}{16}$"

SECTION THRU TRUSS - DMS

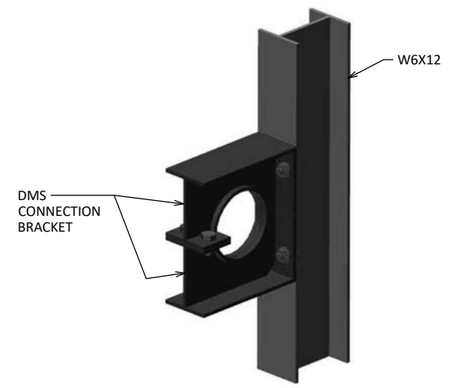
FOR DMS/CATWALK CONNECTIONS

★ W6X12 SUPPORTS AND HARDWARE ARE TO BE SUPPLIED BY THE CONTRACTOR. ½" STAINLESS BOLT, NUT, WASHER AND LOCK WASHER REQUIRED, 4 PER W6X12

TYPICAL DMS CONNECTION

◐ NEOPRENE, GRADE 45±5, OTHERWISE MEETING THE REQUIREMENTS OF STD. SPEC. 506.2.6.1

⚠ IF DMS CONNECTION BRACKET IS USED WITH A TYPE II SIGN PANEL, THE BOLT HOLE MUST BE GALVANIZED AND A STAINLESS WASHER USED BETWEEN THE I-BEAM AND SIGN PANEL.



3-D VIEW OF DMS CONNECTION

CHORD NOT SHOW FOR CLARITY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

DRAWN BY BOS | PLANS CK'D BOS

MONOTUBE & 2-CHORD TRUSS CONNECTIONS 2

SHEET II
839

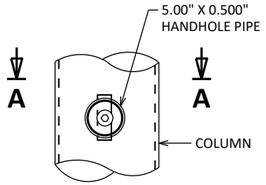
SCALE = 4.0

8

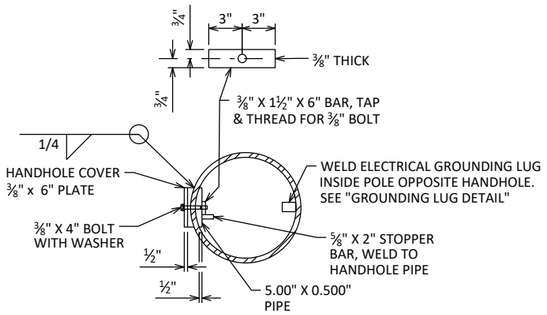
8

STATE PROJECT NUMBER

STANDARD



ELEVATION

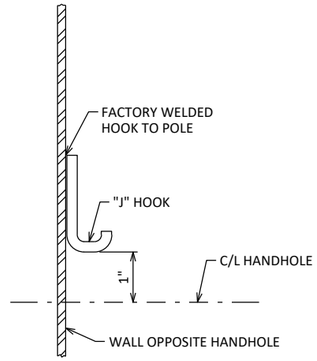


SECTION A-A

HANDHOLE DETAILS

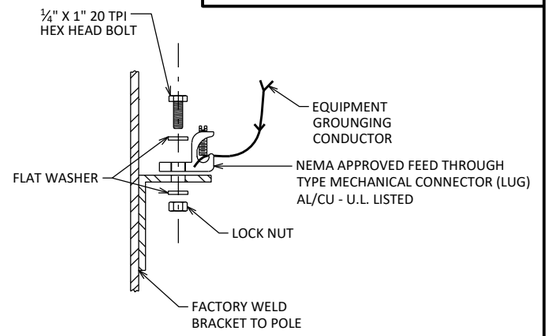
HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN BRIDGE STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN BRIDGE COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE ELECTRICAL PLAN DETAIL SHEETS.

UNLESS OTHERWISE NOTED, ALL HANDHOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.



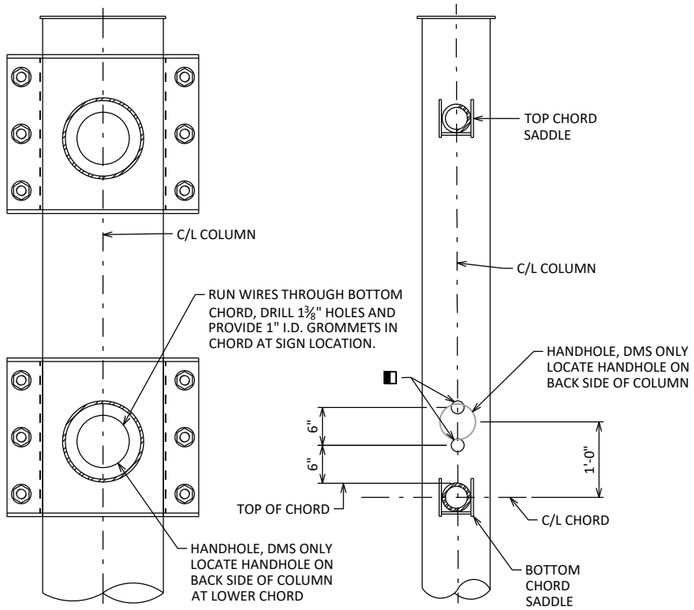
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF THE COLUMN CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.



GROUNDING LUG DETAIL

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



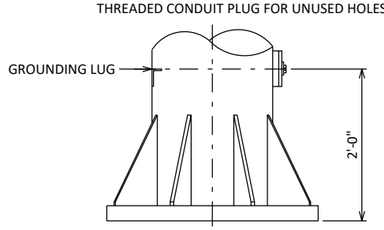
2-CHORD CANTILEVER

2-CHORD FULL SPAN

SADDLE CONNECTION SHOWN, OTHERS SIMILAR

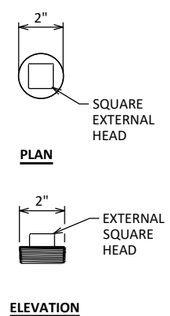
CONDUIT HOLE LOCATIONS

◧ 2" HOLE WITH STANDARD PIPE THREADS, USE THREADED CONDUIT PLUG FOR UNUSED HOLES



GROUNDING LUG LOCATION

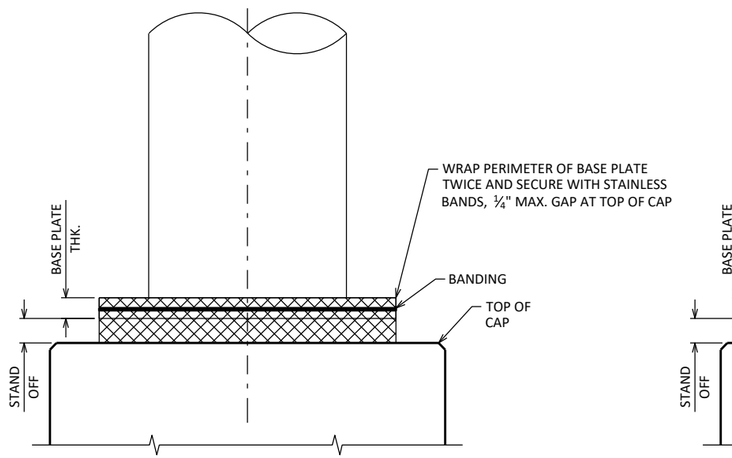
LOOKING AT THE F.F. OF STRUCTURE



PLAN

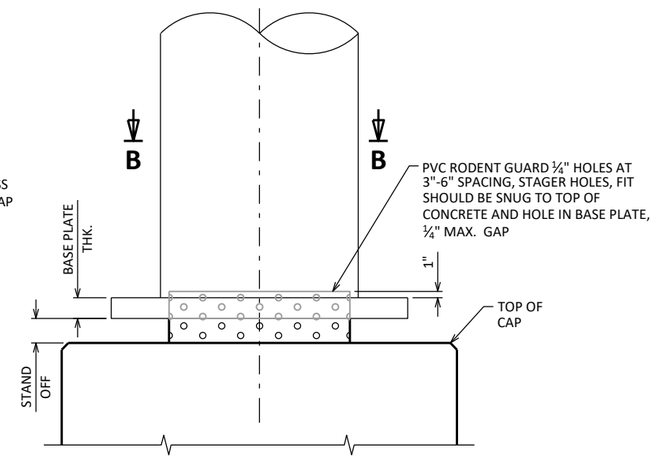
ELEVATION

CONDUIT PLUG DETAILS



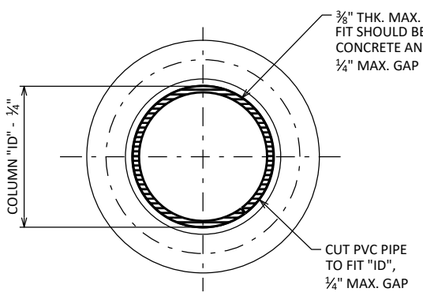
RODENT SCREEN

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN



RODENT SCREEN - ALTERNATE

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN



SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

DRAWN BY BOS | PLANS CK'D BOS

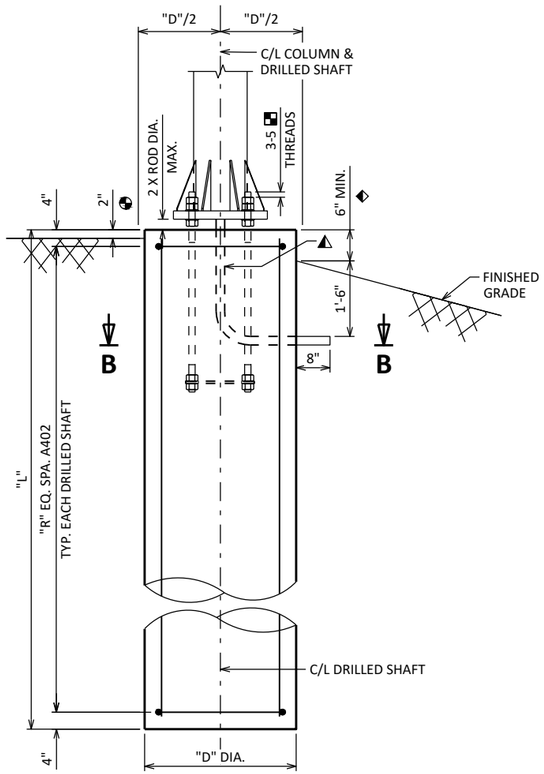
MONOTUBE & 2-CHORD TRUSS ELECTRICAL DETAILS

SHEET III
840

SCALE = 2.0

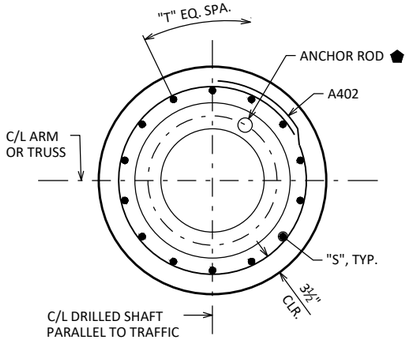
8

8



ELEVATION

- TYPICAL FOR DRILLED SHAFT FOOTINGS INSTALLED ADJACENT TO SIDEWALKS OR BEHIND CURB AND GUTTER ON LOW SPEED ROADS. TOP OF SHAFT SHALL BE FLUSH IF SURROUNDED BY CONCRETE AND 2" ABOVE FINISHED GRADE FOR ALL OTHER SURFACES.
- TYPICAL FOR EACH DRILLED SHAFT FOOTING INSTALLED ADJACENT TO ROADWAY FACILITIES OR ON SIDE SLOPES WITHIN CLEAR ZONE. BARRIER OR BEAMGUARD MAY BE REQUIRED.



SECTION B-B

TYPICAL FOR EACH DRILLED SHAFT FOOTING

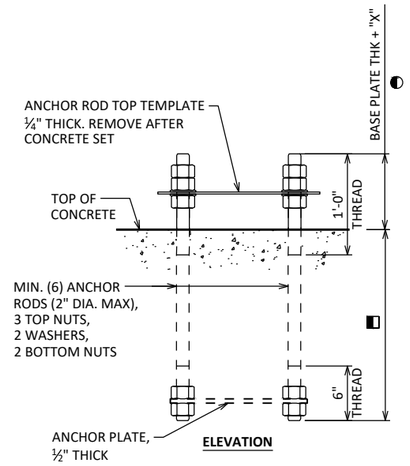
FOUNDATION DIMENSION DATA

STANDARD DESIGN TYPE	FOUNDATION DIMENSIONS					
	"D"	"L"	"R"	"S"	"T"	"BC" MAX.
MFI	2'-0"	12'-0"	12	A801	6	1'-0"
MFII	2'-6"	13'-0"	13	A801	10	1'-5"
MCI/MCII/TFI	2'-6"	17'-0"	17	A801	10	1'-5"
TCI	3'-0"	18'-0"	18	A801	14	1'-10"
TFII	3'-0"	20'-0"	20	A801	14	1'-10"
MCIII/TCII/TFIII	3'-6"	18'-0"	18	A901	14	2'-4"
MCIV/TFIV	3'-6"	23'-0"	23	A901	14	2'-4"
TCIII	4'-0"	23'-0"	23	A1001	14	2'-10"
TCIV	4'-0"	28'-0"	28	A1001	14	2'-10"

ESTIMATED QUANTITIES - FOUNDATION

STANDARD DESIGN TYPE	CONCRETE MASONRY	STEEL REINFORCEMENT HS	FOUNDATION DRILLING (DIA.) (LF)				
	(CY)	(LBS)	24"	30"	36"	42"	48
MFI	2	240	12	---	---	---	---
MFII	3	410	88	13	---	---	---
MCI/MCII/TFI	4	540	---	17	---	---	---
TCI	5	780	---	---	18	---	---
TFII	6	860	---	---	20	---	---
MCIII/TCII/TFIII	7	970	---	---	---	18	---
MCIV/TFIV	9	1,250	---	---	---	23	---
TCIII	11	1,560	---	---	---	---	23
TCIV	13	1,900	---	---	---	---	28

✶✶ QUANTITIES ARE FOR INFORMATION ONLY AND ARE BASED ON A SINGLE DRILLED SHAFT. MULTIPLY BY 2 FOR FULL SPAN STRUCTURES.



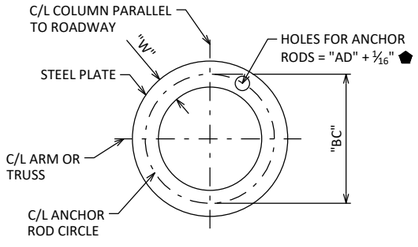
ANCHOR ROD ASSEMBLY DETAILS

◧ ANCHOR RODS PER ASSEMBLY TO BE DESIGNED BY CONTRACTOR AND SHOWN ON SHOP DRAWINGS. SHOW DIAMETER, NUMBER, ORIENTATION AND EMBEDMENT OF ANCHOR RODS.

CENTER ANCHOR ROD ASSEMBLY AND ENSURE ASSEMBLY IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHORS.

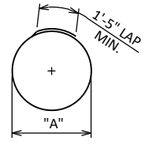
ANCHOR DIAMETER	MAX. STICK OUT ◐
	"X"
1"	5"
1¼"	6"
1½"	7"
1¾"	8"
2"	9"

◐ ADD BASE PLATE THICKNESS TO VALUE SHOWN FOR MAX. STICK OUT DIMENSION. CONTRACTOR TO COORDINATE WITH FABRICATOR FOR PROPER ANCHOR PLACEMENT.



ANCHOR PLATE & TOP TEMPLATE

⬟ ANCHOR SIZE AND POSITION TO BE VERIFIED WITH SHOP DRAWINGS.



A402

LEGEND

◪ ANCHOR ROD STICK OUT IN FINAL CONDITION. EXCESSIVE STICK OUT BEYOND DIMENSION SHOWN TO BE CUT OFF AFTER PLACING STRUCTURE. ANCHORS TO BE ULTRASONIC TESTED TO DETERMINE EMBEDDED LENGTH MEETS REQUIREMENTS PRIOR TO CUTTING. NOTE REMAINING LENGTH ON AS-BUILT.

◭ 2 - 2" DIA. NON-METALLIC CONDUITS. INSTALL ONLY WITH DMS. EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. PLACE CONDUITS UNDER COLUMN ADJACENT TO DMS. CONDUITS INCIDENTAL TO THE FOUNDATION BID ITEMS.

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS

STATE PROJECT NUMBER

STANDARD

STANDARD TYPE MFI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		6	11'-8"			DRILLED SHAFT - VERTICAL
A402		13	5'-10"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE MFII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		10	12'-8"			DRILLED SHAFT - VERTICAL
A402		14	9'-4"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCI/MCII/TFI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		10	16'-8"			DRILLED SHAFT - VERTICAL
A402		18	9'-4"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	17'-8"			DRILLED SHAFT - VERTICAL
A402		19	10'-10"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TFII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	19'-8"			DRILLED SHAFT - VERTICAL
A402		21	10'-10"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCIII/TCII/TFIII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	17'-8"			DRILLED SHAFT - VERTICAL
A402		19	12'-5"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCIV/TFIV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	22'-8"			DRILLED SHAFT - VERTICAL
A402		24	12'-5"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCIII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	22'-8"			DRILLED SHAFT - VERTICAL
A402		24	14'-0"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCIV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	27'-8"			DRILLED SHAFT - VERTICAL
A402		29	14'-0"	X		DRILLED SHAFT - HORIZONTAL

✶✶ VALUES IN BAR TABLES ARE FOR A SINGLE FOUNDATION ONLY. MULTIPLY BY 2 FOR FULL ✶✶ SPAN STRUCTURES.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JUNE 2023

DRAWN BY BOS | PLANS CK'D BOS

MONOTUBE & 2-CHORD TRUSS FOUNDATIONS

SHEET IV
841

SCALE = 3.0

8

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DIVISION 1 - HIGHWAY 100 (4) RLRW

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.20	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 4
110+55	11055.77	0.00	5.11	0.00	0.69	0	0	0	0	0	0
110+75	11075.00	19.23	5.01	0.00	0.60	4	0	0	4	0	4
111+00	11100.00	25.00	6.64	0.00	0.12	5	0	0	9	0	9
111+25	11125.00	25.00	5.64	0.00	0.28	6	0	0	15	0	15
111+50	11150.00	25.00	8.19	0.00	0.05	6	0	0	21	0	21
111+75	11175.00	25.00	7.54	0.00	0.06	7	0	0	28	0	28
112+00	11200.00	25.00	6.46	0.00	0.09	6	0	0	34	0	34
112+25	11225.00	25.00	7.82	0.00	0.29	7	0	0	41	0	41
112+50	11250.00	25.00	10.82	0.00	0.25	9	0	0	50	0	50
112+75	11275.00	25.00	15.78	0.00	0.03	12	0	0	62	0	62
113+00	11300.00	25.00	16.19	0.00	0.45	15	0	0	77	0	77
113+25	11325.00	25.00	14.25	0.00	0.36	14	0	0	91	0	91
113+50	11350.00	25.00	19.32	0.00	0.12	16	0	0	107	0	107
113+75	11375.00	25.00	26.62	0.00	0.00	21	0	0	128	0	128
114+00	11400.00	25.00	29.62	0.00	0.45	26	0	0	154	0	154
114+25	11425.00	25.00	10.61	0.00	0.35	19	0	0	173	0	173
114+50	11450.00	25.00	10.44	0.00	0.18	10	0	0	183	0	183
114+75	11475.00	25.00	8.23	0.00	0.68	9	0	0	192	0	192
115+00	11500.00	25.00	10.97	0.00	0.00	9	0	0	201	0	201
115+25	11525.00	25.00	14.76	0.00	0.00	12	0	0	213	0	213
115+50	11550.00	25.00	15.61	0.00	0.00	14	0	0	227	0	227
115+75	11575.00	25.00	58.98	0.00	0.00	35	0	0	262	0	262
116+00	11600.00	25.00	62.16	0.00	0.02	56	0	0	318	0	318
116+25	11625.00	25.00	63.28	0.00	0.14	58	0	0	376	0	376
116+50	11650.00	25.00	81.20	0.00	0.56	67	0	0	443	0	443
116+75	11675.00	25.00	65.61	0.00	0.00	68	0	0	511	0	511
117+00	11700.00	25.00	11.40	0.00	0.00	36	0	0	547	0	547
117+25	11725.00	25.00	58.89	0.00	0.01	33	0	0	580	0	580
117+50	11750.00	25.00	66.88	0.00	0.18	58	0	0	638	0	638
117+75	11775.00	25.00	44.75	0.00	0.37	52	0	0	690	0	690
118+00	11800.00	25.00	26.54	0.00	0.25	33	0	0	723	0	723
118+25	11825.00	25.00	17.81	0.00	0.22	21	0	0	744	0	744
118+50	11850.00	25.00	23.07	0.00	0.85	19	0	0	763	0	763
118+75	11875.00	25.00	24.27	0.00	0.13	22	0	0	785	0	785
119+00	11900.00	25.00	50.55	76.63	37.60	35	35	17	820	20	765
119+25	11925.00	25.00	198.66	76.54	38.57	115	71	35	935	62	767
119+50	11950.00	25.00	197.49	76.46	6.16	183	71	21	1,118	88	853
119+75	11975.00	25.00	197.15	76.50	36.51	183	71	20	1,301	112	941
120+00	12000.00	25.00	190.32	76.50	47.80	179	71	39	1,480	158	1,003
120+25	12025.00	25.00	178.65	76.53	74.90	171	71	57	1,651	227	1,034
120+50	12050.00	25.00	169.00	76.56	197.79	161	71	126	1,812	378	973
120+75	12075.00	25.00	158.83	76.62	165.87	152	71	168	1,964	580	852
121+00	12100.00	25.00	146.88	79.02	144.53	142	72	144	2,106	752	750
121+25	12125.00	25.00	134.60	81.48	133.48	130	74	129	2,236	907	651

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - MASS ORDINATE	[CUT - SALVAGED PAVT - ((FILL) * FILL FACTOR)]

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PROJECT NO: 2030-10-71 | HWY: STH 100 | COUNTY: MILWAUKEE | EARTHWORK DATA | SHEET: 842 | E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

DIVISION 1 - HIGHWAY 100 (4) RLRW

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.20	NOTE 4
121+75	12175.00	25.00	113.59	86.47	104.84	110	79	93	2,465	1,147	484
122+00	12200.00	25.00	108.53	86.82	140.17	103	80	113	2,568	1,283	371
122+25	12225.00	25.00	105.01	86.87	193.42	99	80	154	2,667	1,468	205
122+50	12250.00	25.00	106.56	87.16	283.33	98	81	221	2,765	1,733	-43
122+75	12275.00	25.00	105.79	98.46	260.37	98	86	252	2,863	2,035	-333
123+00	12300.00	25.00	137.50	137.20	298.85	113	109	259	2,976	2,346	-640
123+25	12325.00	25.00	116.96	116.40	336.09	118	117	294	3,094	2,699	-992
123+40	12340.39	15.39	103.99	103.80	396.67	63	63	209	3,157	2,950	-1,243
123+75	12375.00	34.61	77.39	77.39	432.56	116	116	532	3,273	3,588	-1,881
124+00	12400.00	25.00	77.41	77.41	486.62	72	72	426	3,345	4,099	-2,392
124+02	12402.89	2.89	77.41	77.41	493.90	8	8	53	3,353	4,163	-2,456
124+06	12406.71	3.82	77.41	77.41	497.17	11	11	70	3,364	4,247	-2,540
124+25	12425.00	18.29	77.44	77.44	492.51	52	52	335	3,416	4,649	-2,942
124+50	12450.00	25.00	77.51	77.50	520.21	72	72	469	3,488	5,212	-3,505
124+71	12471.55	21.55	77.13	77.13	479.12	62	62	399	3,550	5,690	-3,983
127+45	12745.00	0.00	115.86	76.69	735.22	0	0	0	3,550	5,690	-3,983
127+50	12750.00	5.00	113.96	76.64	694.91	21	14	132	3,571	5,849	-4,135
127+75	12775.00	25.00	92.73	78.82	738.22	96	72	663	3,667	6,644	-4,906
128+00	12800.00	25.00	82.40	82.03	761.30	81	74	694	3,748	7,477	-5,732
128+25	12825.00	25.00	85.54	85.54	854.41	78	78	748	3,826	8,375	-6,630
128+50	12850.00	25.00	86.90	86.90	851.48	80	80	790	3,906	9,323	-7,578
128+75	12875.00	25.00	87.10	86.56	819.11	81	80	773	3,987	10,250	-8,504
129+00	12900.00	25.00	87.95	87.90	789.27	81	81	745	4,068	11,144	-9,398
129+25	12925.00	25.00	91.95	91.95	563.58	83	83	626	4,151	11,896	-10,150
129+50	12950.00	25.00	149.35	149.35	398.21	112	112	445	4,263	12,430	-10,684
129+75	12975.00	25.00	243.85	221.86	306.01	182	172	326	4,445	12,821	-11,065
130+00	13000.00	25.00	115.19	115.19	233.88	166	156	250	4,611	13,121	-11,355
130+25	13025.00	25.00	93.98	95.96	202.40	97	98	202	4,708	13,363	-11,598
130+50	13050.00	25.00	94.03	87.03	170.66	87	85	173	4,795	13,571	-11,804
130+75	13075.00	25.00	96.63	86.89	146.20	88	81	147	4,883	13,747	-11,973
131+00	13100.00	25.00	101.32	86.73	115.76	92	80	121	4,975	13,892	-12,106
131+25	13125.00	25.00	102.47	85.87	99.83	94	80	100	5,069	14,012	-12,212
131+50	13150.00	25.00	105.22	82.72	76.36	96	78	82	5,165	14,111	-12,293
131+75	13175.00	25.00	121.11	78.71	65.65	105	75	66	5,270	14,190	-12,342
132+00	13200.00	25.00	140.05	77.03	63.03	121	72	60	5,391	14,262	-12,365
132+25	13225.00	25.00	162.82	76.90	49.45	140	71	52	5,531	14,324	-12,358
132+50	13250.00	25.00	180.64	76.83	43.15	159	71	43	5,690	14,376	-12,322
132+75	13275.00	25.00	195.26	76.74	33.44	174	71	35	5,864	14,418	-12,261
133+00	13300.00	25.00	209.77	77.12	23.21	188	71	26	6,052	14,449	-12,175
133+25	13325.00	25.00	206.29	77.06	17.17	193	71	19	6,245	14,472	-12,076
133+50	13350.00	25.00	199.31	76.81	12.27	188	71	14	6,433	14,489	-11,976
133+74	13374.26	24.26	193.79	76.99	4.64	177	69	8	6,610	14,498	-11,877
134+00	13400.00	25.74	17.90	0.00	0.00	101	37	2	6,711	14,501	-11,816
134+25	13425.00	25.00	29.61	0.00	0.00	22	0	0	6,733	14,501	-11,794
134+50	13450.00	25.00	46.26	0.00	0.00	35	0	0	6,768	14,501	-11,759

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - MASS ORDINATE	[CUT - SALVAGED PAVT - ((FILL) * FILL FACTOR)]

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PROJECT NO: 2030-10-71 | HWY: STH 100 | COUNTY: MILWAUKEE | EARTHWORK DATA | SHEET: 843 E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

DIVISION 1 - HIGHWAY 100 (4) RLI

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.20	NOTE 4
134+75	13475.00	25.00	9.70	0.00	0.74	26	0	0	6,794	14,501	-11,733
135+00	13500.00	25.00	14.79	0.00	1.05	11	0	1	6,805	14,502	-11,723
135+25	13525.00	25.00	23.96	0.00	0.65	18	0	1	6,823	14,503	-11,706
135+50	13550.00	25.00	57.22	0.00	0.01	38	0	0	6,861	14,503	-11,668
135+75	13575.00	25.00	60.29	0.00	0.20	54	0	0	6,915	14,503	-11,614
136+00	13600.00	25.00	62.25	0.00	0.78	57	0	0	6,972	14,503	-11,557
136+25	13625.00	25.00	61.74	0.00	1.22	57	0	1	7,029	14,504	-11,501
136+50	13650.00	25.00	56.57	0.00	1.02	55	0	1	7,084	14,506	-11,448
136+75	13675.00	25.00	45.29	0.00	1.11	47	0	1	7,131	14,507	-11,402
137+00	13700.00	25.00	36.04	0.00	1.24	38	0	1	7,169	14,508	-11,365
137+25	13725.00	25.00	21.30	0.00	0.92	27	0	1	7,196	14,509	-11,339
137+50	13750.00	25.00	14.31	0.00	1.17	16	0	1	7,212	14,510	-11,324
137+75	13775.00	25.00	29.01	0.00	0.00	20	0	1	7,232	14,512	-11,306
138+00	13800.00	25.00	23.17	0.00	0.00	24	0	0	7,256	14,512	-11,282
138+25	13825.00	25.00	17.15	0.00	0.02	19	0	0	7,275	14,512	-11,263
138+50	13850.00	25.00	14.70	0.00	0.00	15	0	0	7,290	14,512	-11,248
138+75	13875.00	25.00	25.53	0.00	0.04	19	0	0	7,309	14,512	-11,229
139+00	13900.00	25.00	21.58	0.00	0.00	22	0	0	7,331	14,512	-11,207
139+25	13925.00	25.00	18.51	0.00	0.00	19	0	0	7,350	14,512	-11,188
139+50	13950.00	25.00	13.21	0.00	0.00	15	0	0	7,365	14,512	-11,173
139+75	13975.00	25.00	11.20	0.00	0.00	11	0	0	7,376	14,512	-11,162
140+00	14000.00	25.00	7.05	0.00	0.17	8	0	0	7,384	14,512	-11,154
140+25	14025.00	25.00	5.21	0.00	0.33	6	0	0	7,390	14,512	-11,148
140+50	14050.00	25.00	6.33	0.00	0.17	5	0	0	7,395	14,512	-11,143
140+75	14075.00	25.00	6.78	0.00	0.15	6	0	0	7,401	14,512	-11,137
141+00	14100.00	25.00	5.66	0.00	0.73	6	0	0	7,407	14,512	-11,131
141+25	14125.00	25.00	6.64	0.00	0.21	6	0	0	7,413	14,512	-11,125
141+50	14150.00	25.00	7.48	0.00	0.42	7	0	0	7,420	14,512	-11,118
141+75	14175.00	25.00	8.63	0.00	0.15	7	0	0	7,427	14,512	-11,111
142+00	14200.00	25.00	5.95	0.00	0.26	7	0	0	7,434	14,512	-11,104
142+25	14225.00	25.00	6.71	0.00	0.12	6	0	0	7,440	14,512	-11,098
142+50	14250.00	25.00	5.20	0.00	0.83	6	0	0	7,446	14,512	-11,092
142+75	14275.00	25.00	4.54	0.00	1.02	5	0	1	7,451	14,513	-11,088
143+00	14300.00	25.00	2.29	0.00	5.66	3	0	3	7,454	14,516	-11,088
143+10	14310.00	10.00	2.62	0.00	3.69	1	0	2	7,455	14,519	-11,090

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - MASS ORDINATE	[CUT - SALVAGED PAVT - ((FILL) * FILL FACTOR)]

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PROJECT NO: 2030-10-71 | HWY: STH 100 | COUNTY: MILWAUKEE | EARTHWORK DATA | SHEET: 844 E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

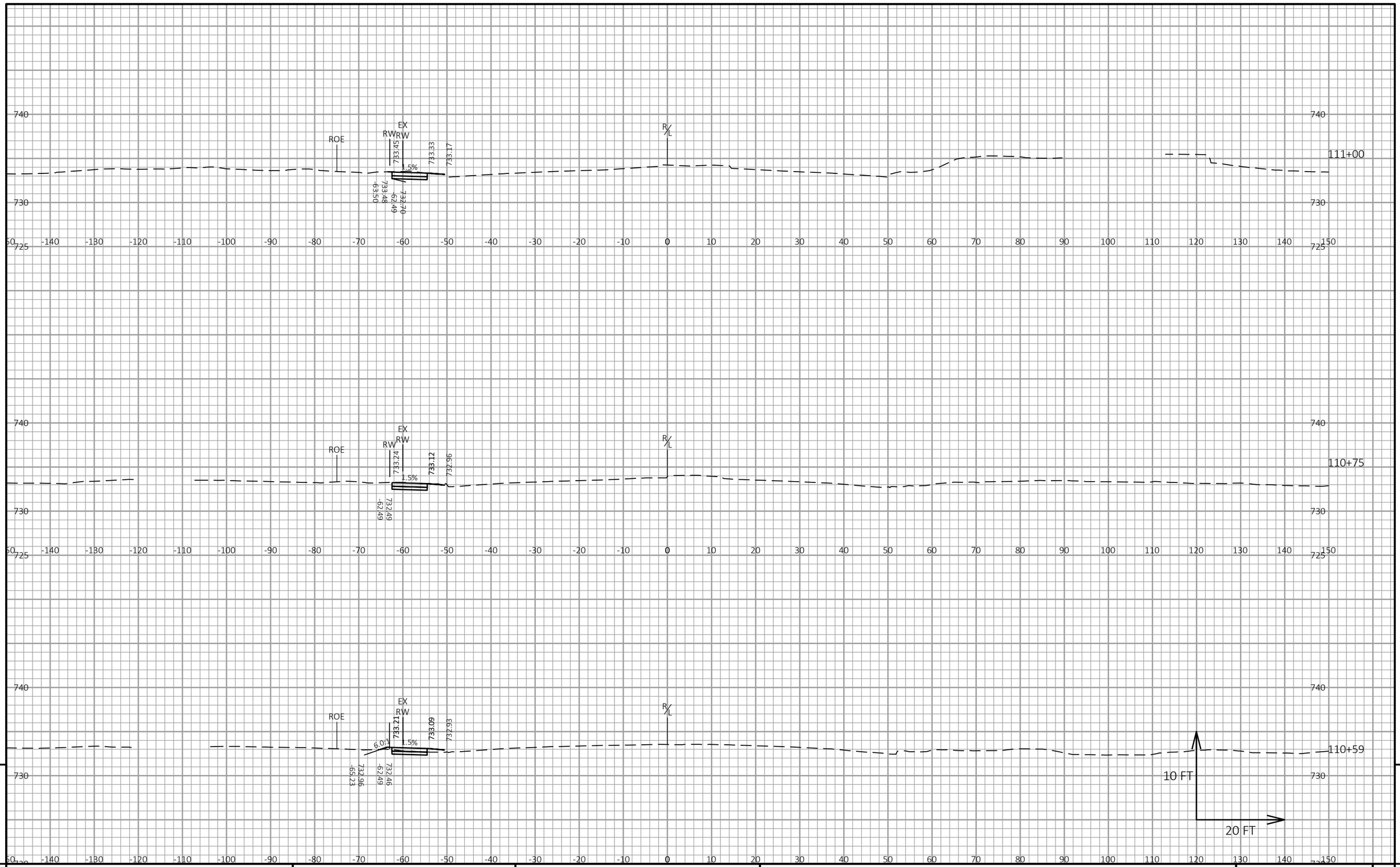
DIVISION 1 - MENOMONEE PKY CLPV

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.20	NOTE 4
21+00	2100.00	0.00	61.05	20.61	2.42	0	0	0	0	0	0
21+25	2125.00	25.00	57.39	20.53	4.10	55	19	3	55	4	32
21+50	2150.00	25.00	36.07	20.83	7.85	43	19	6	98	11	49
21+75	2175.00	25.00	21.72	20.89	22.01	27	19	14	125	28	40
22+00	2200.00	25.00	20.64	20.52	74.34	20	19	45	145	82	-13
23+75	2375.00	0.00	26.43	26.43	102.89	0	0	0	145	82	-13
24+00	2400.00	25.00	25.29	24.90	58.14	24	24	75	169	172	-103
24+25	2425.00	25.00	32.28	20.83	25.84	27	21	39	196	218	-143
24+50	2450.00	25.00	43.51	23.04	14.96	35	20	19	231	241	-151

DIVISION 1 - CAPITOL DRIVE RLRW

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.20	NOTE 4
40+59	4059.19	0.00	17.83	0.64	0	0	0	0	0	0
40+75	4075.00	15.81	13.39	0.57	9	0	0	9	0	9
41+00	4100.00	25.00	16.90	0.94	14	0	1	23	1	22
41+25	4125.00	25.00	19.29	0.13	17	0	0	40	1	39
41+50	4150.00	25.00	14.56	0.00	16	0	0	56	1	55
41+75	4175.00	25.00	19.91	0.00	16	0	0	72	1	71
42+00	4200.00	25.00	21.32	0.00	19	0	0	91	1	90
42+25	4225.00	25.00	14.41	0.00	17	0	0	108	1	107
42+50	4250.00	25.00	10.97	0.00	12	0	0	120	1	119
42+75	4275.00	25.00	15.64	0.00	12	0	0	132	1	131
43+00	4300.00	25.00	14.60	0.00	14	0	0	146	1	145
43+25	4325.00	25.00	9.66	0.00	11	0	0	157	1	156
43+50	4350.00	25.00	5.37	0.06	7	0	0	164	1	163
43+75	4375.00	25.00	3.82	1.86	4	0	1	168	2	166
44+00	4400.00	25.00	5.28	1.82	4	0	2	172	5	167
44+25	4425.00	25.00	4.77	8.70	5	0	5	177	11	166
44+50	4450.00	25.00	2.92	37.54	4	0	21	181	36	145
44+75	4475.00	25.00	5.58	29.45	4	0	31	185	73	112
45+00	4500.00	25.00	6.42	21.19	6	0	23	191	101	90
45+25	4525.00	25.00	5.25	33.74	5	0	25	196	131	65
45+50	4550.00	25.00	5.45	41.93	5	0	35	201	173	28
45+75	4575.00	25.00	4.92	28.78	5	0	33	206	212	-6
46+00	4600.00	25.00	4.40	23.87	4	0	24	210	241	-31
46+25	4625.00	25.00	3.68	20.57	4	0	21	214	266	-52
46+50	4650.00	25.00	4.76	23.30	4	0	20	218	290	-72
46+75	4675.00	25.00	4.18	20.40	4	0	20	222	314	-92
47+00	4700.00	25.00	4.14	17.09	4	0	17	226	335	-109
47+25	4725.00	25.00	4.17	15.40	4	0	15	230	353	-123
47+50	4750.00	25.00	4.45	12.60	4	0	13	234	368	-134
47+75	4775.00	25.00	3.75	12.86	4	0	12	238	383	-145
48+00	4800.00	25.00	2.89	15.93	3	0	13	241	398	-157
48+25	4825.00	25.00	3.55	10.79	3	0	12	244	413	-169
48+50	4850.00	25.00	6.38	0.00	5	0	5	249	419	-170
48+51	4851.16	1.16	5.91	0.00	0	0	0	249	419	-170

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - MASS ORDINATE	[CUT - SALVAGED PAVT - ((FILL) * FILL FACTOR)]



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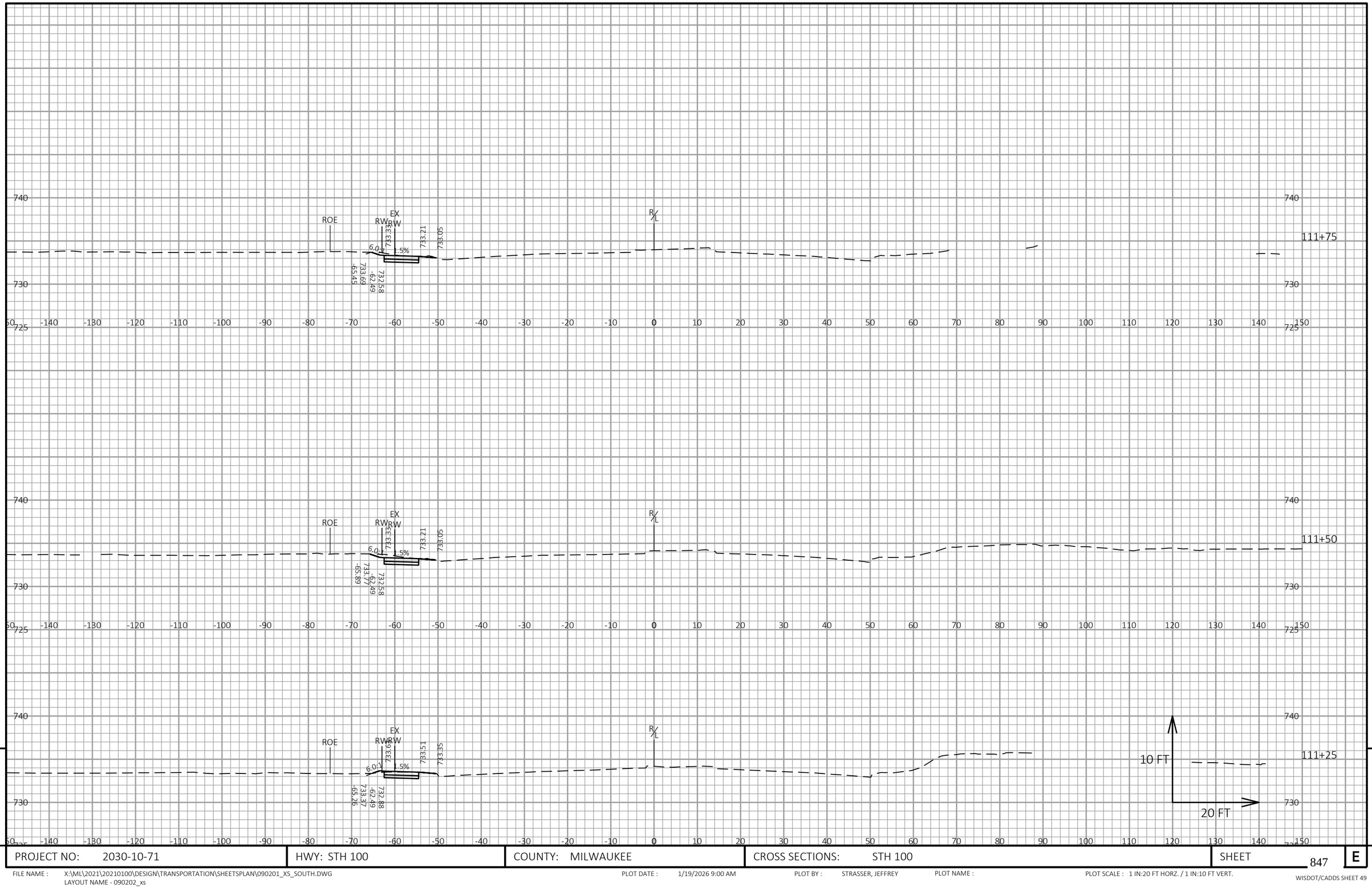
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 846	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090201_xs

PLOT DATE : 1/19/2026 9:00 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

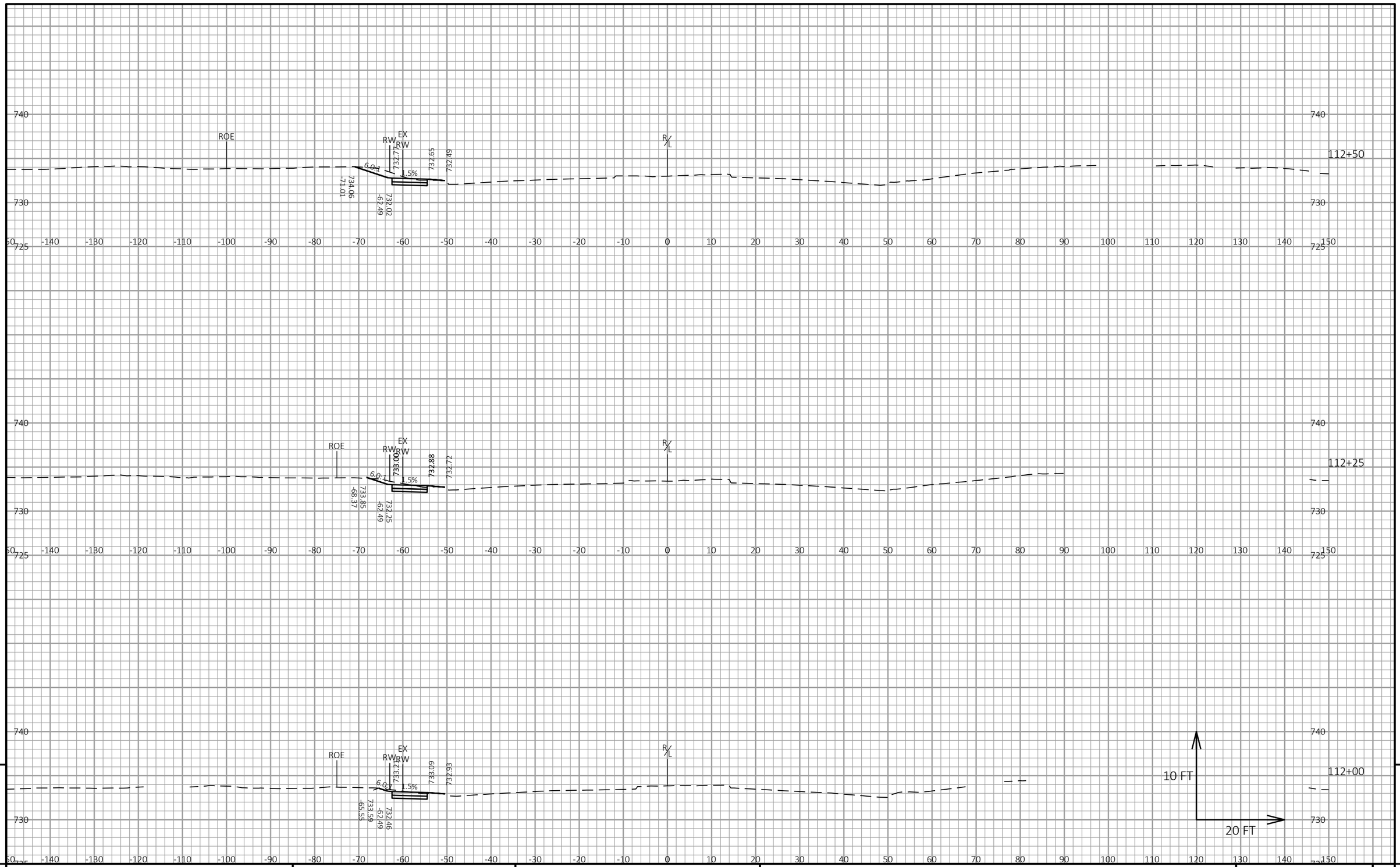
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 847	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090202_xs

PLOT DATE : 1/19/2026 9:00 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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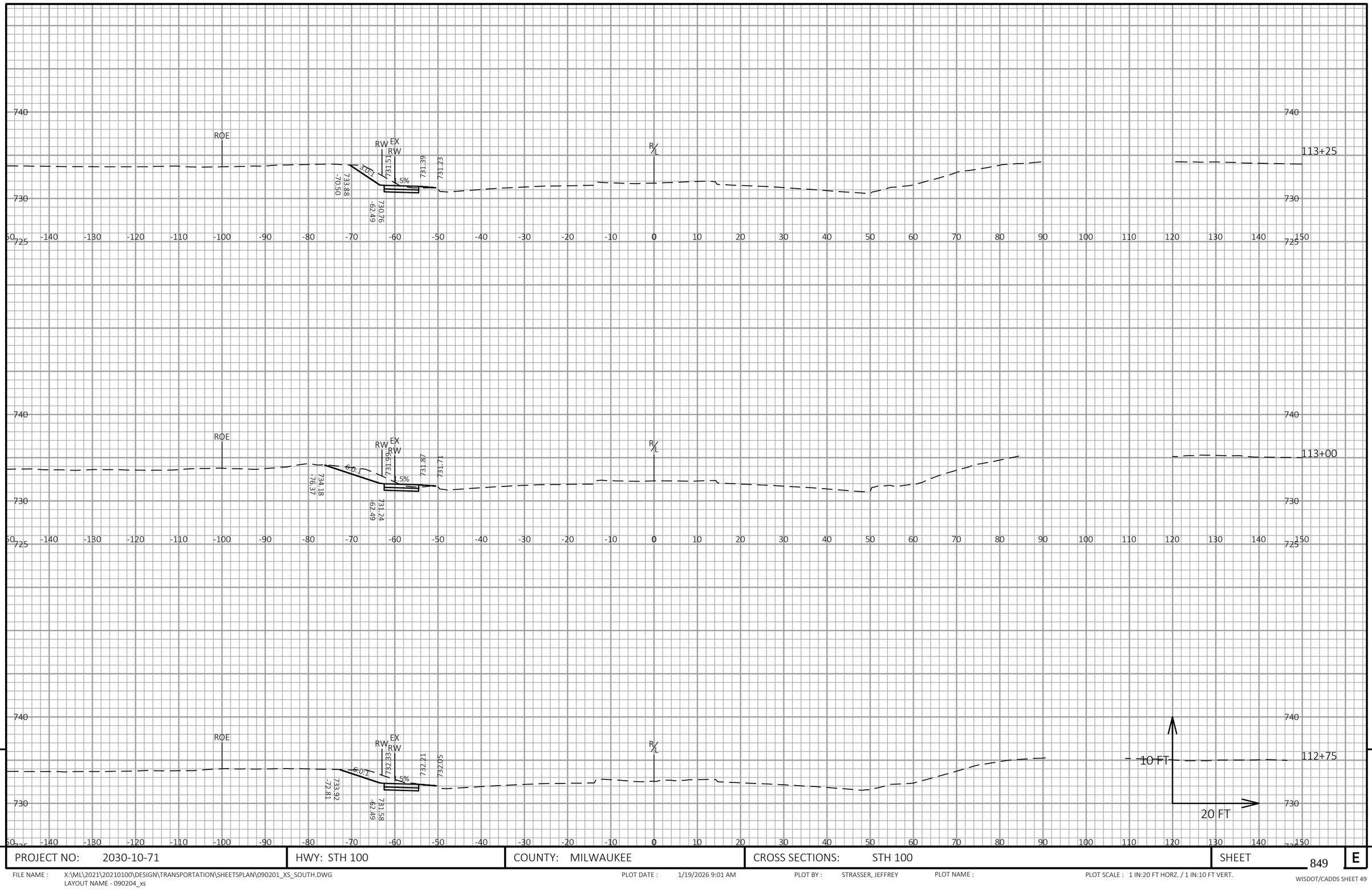
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 848	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090203_xs

PLOT DATE : 1/19/2026 9:01 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

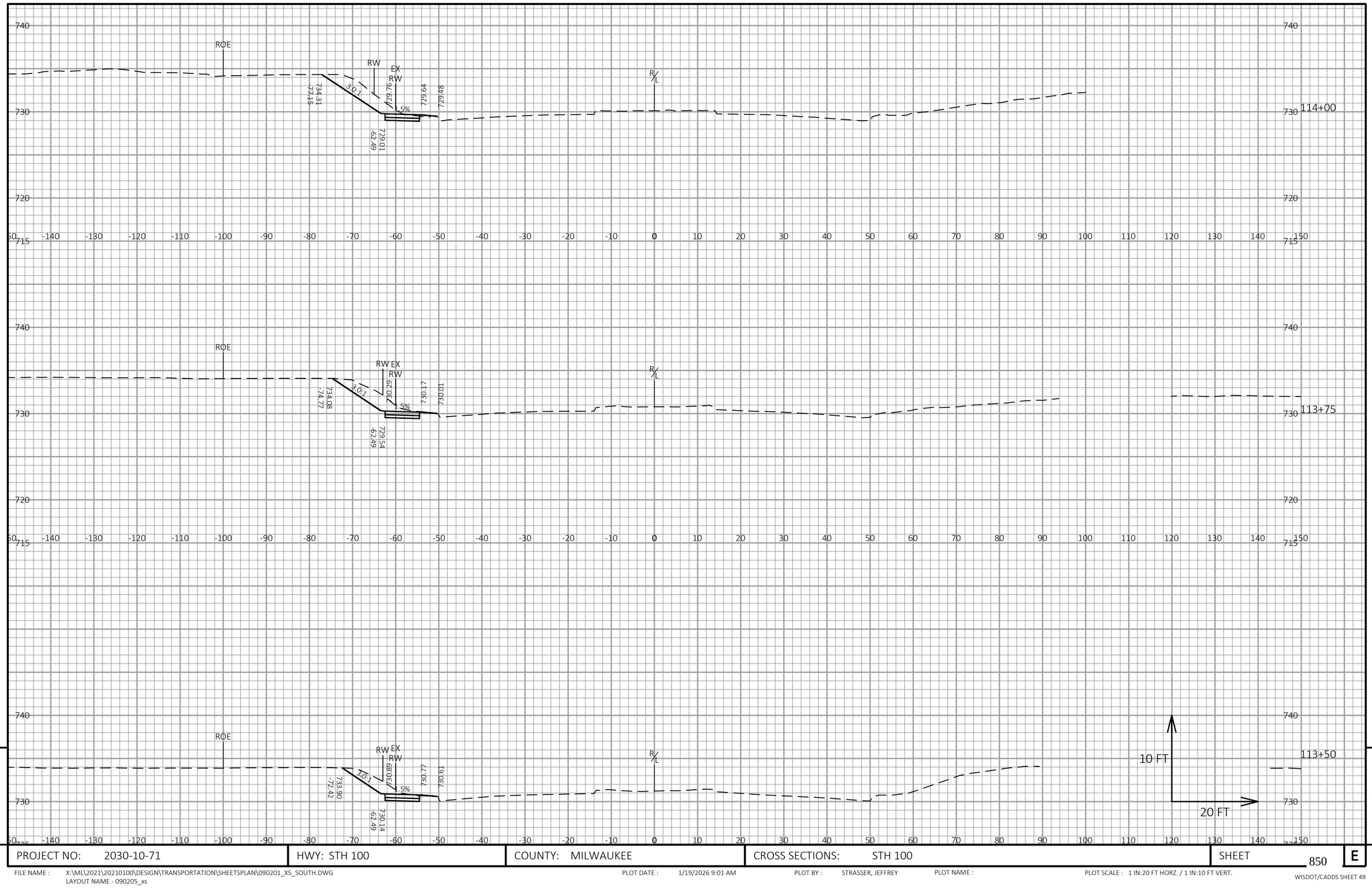
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 849	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090204_xs

PLOT DATE : 1/19/2026 9:01 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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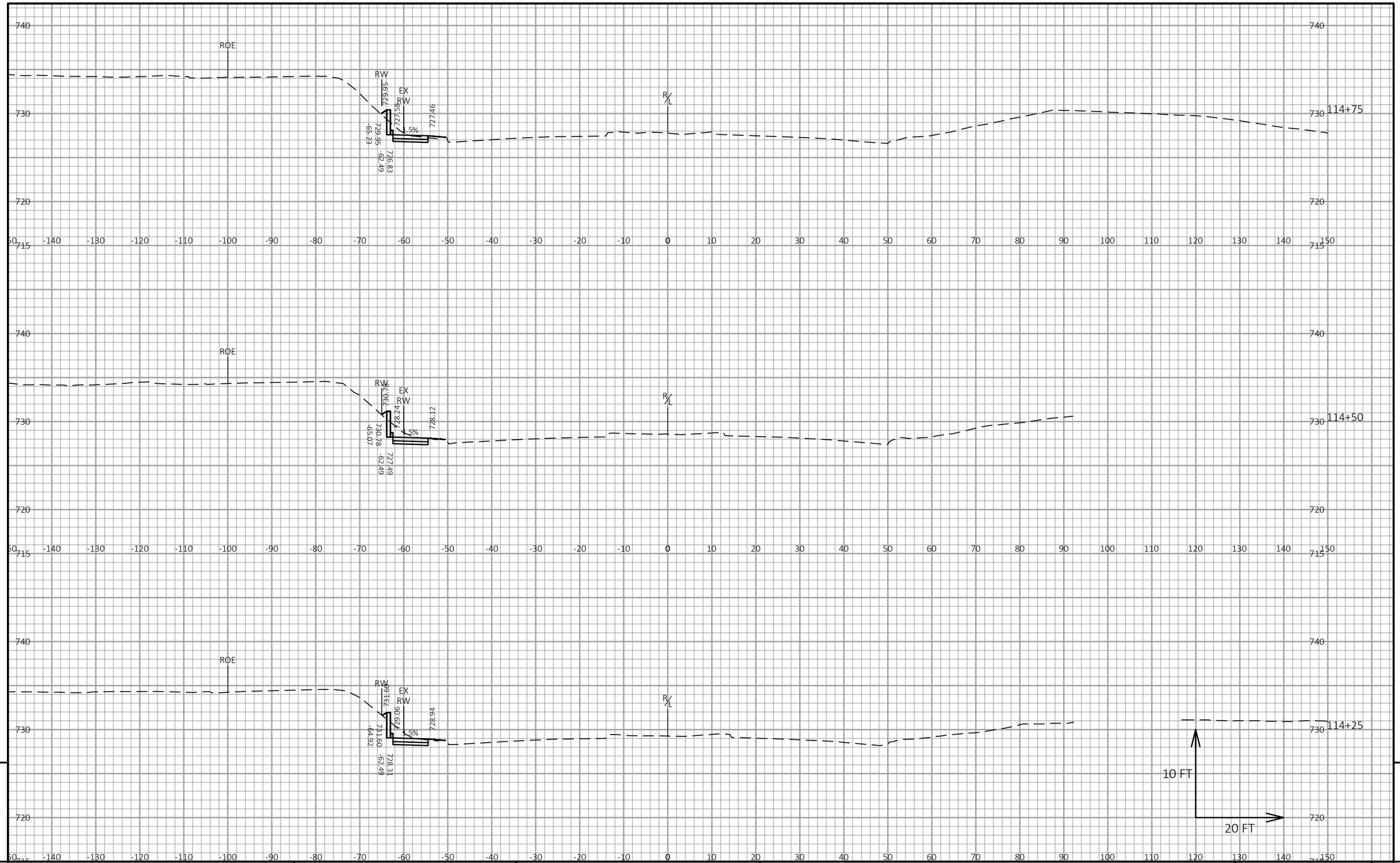
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 850	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090205_xs

PLOT DATE : 1/19/2026 9:01 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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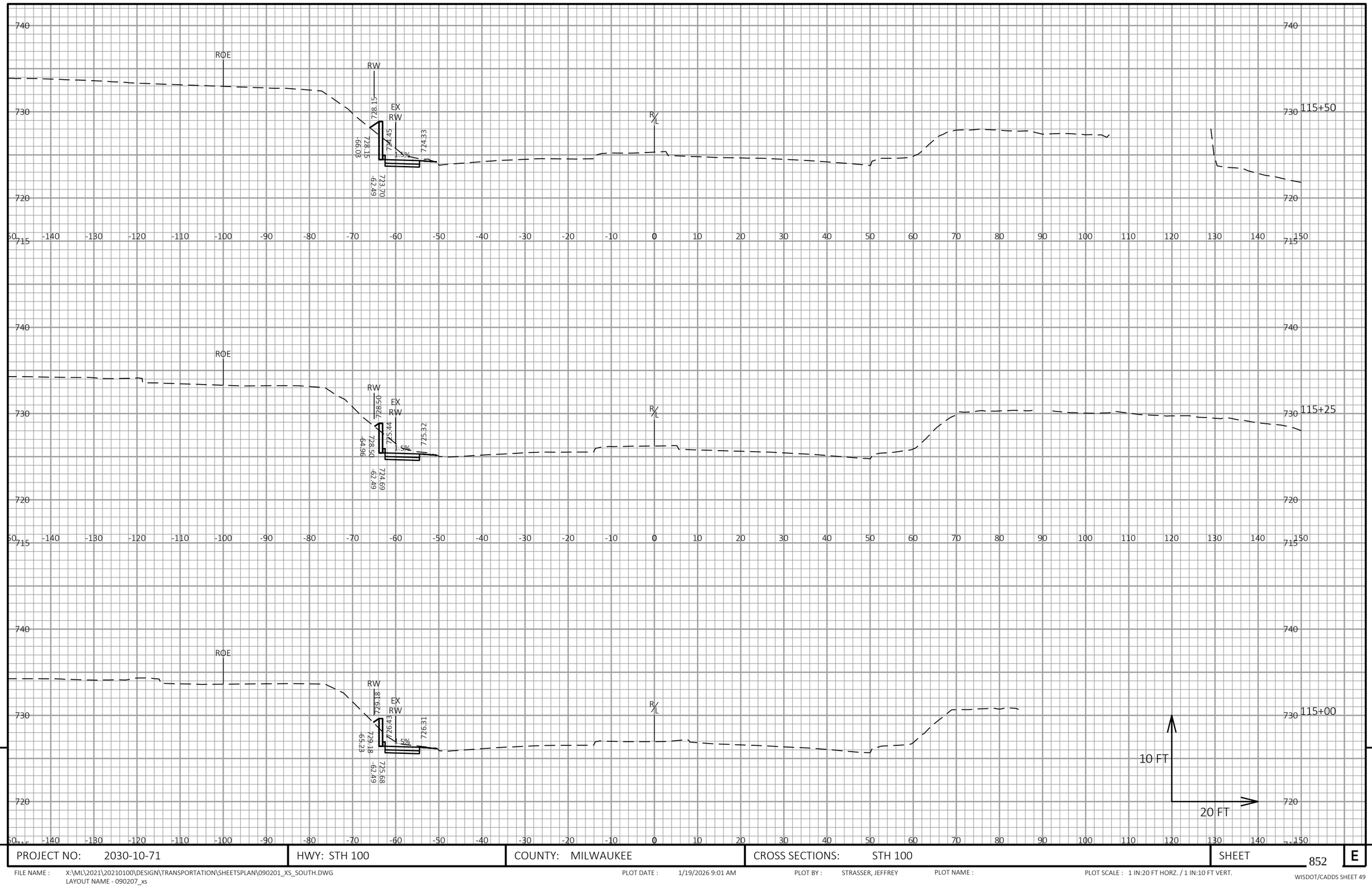
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 851	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090206_xs

PLOT DATE : 1/19/2026 9:01 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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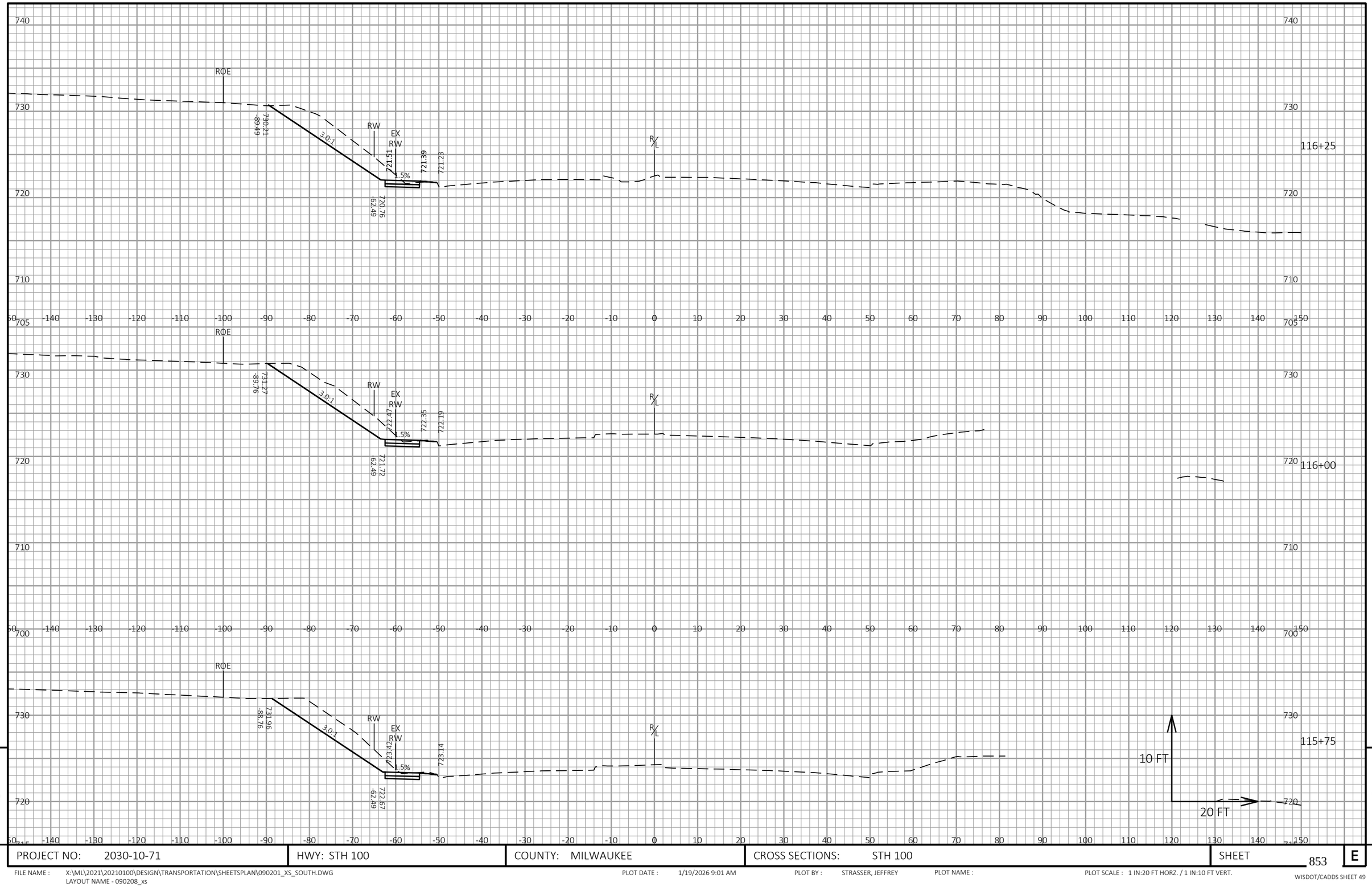
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 852	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090207_xs

PLOT DATE : 1/19/2026 9:01 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



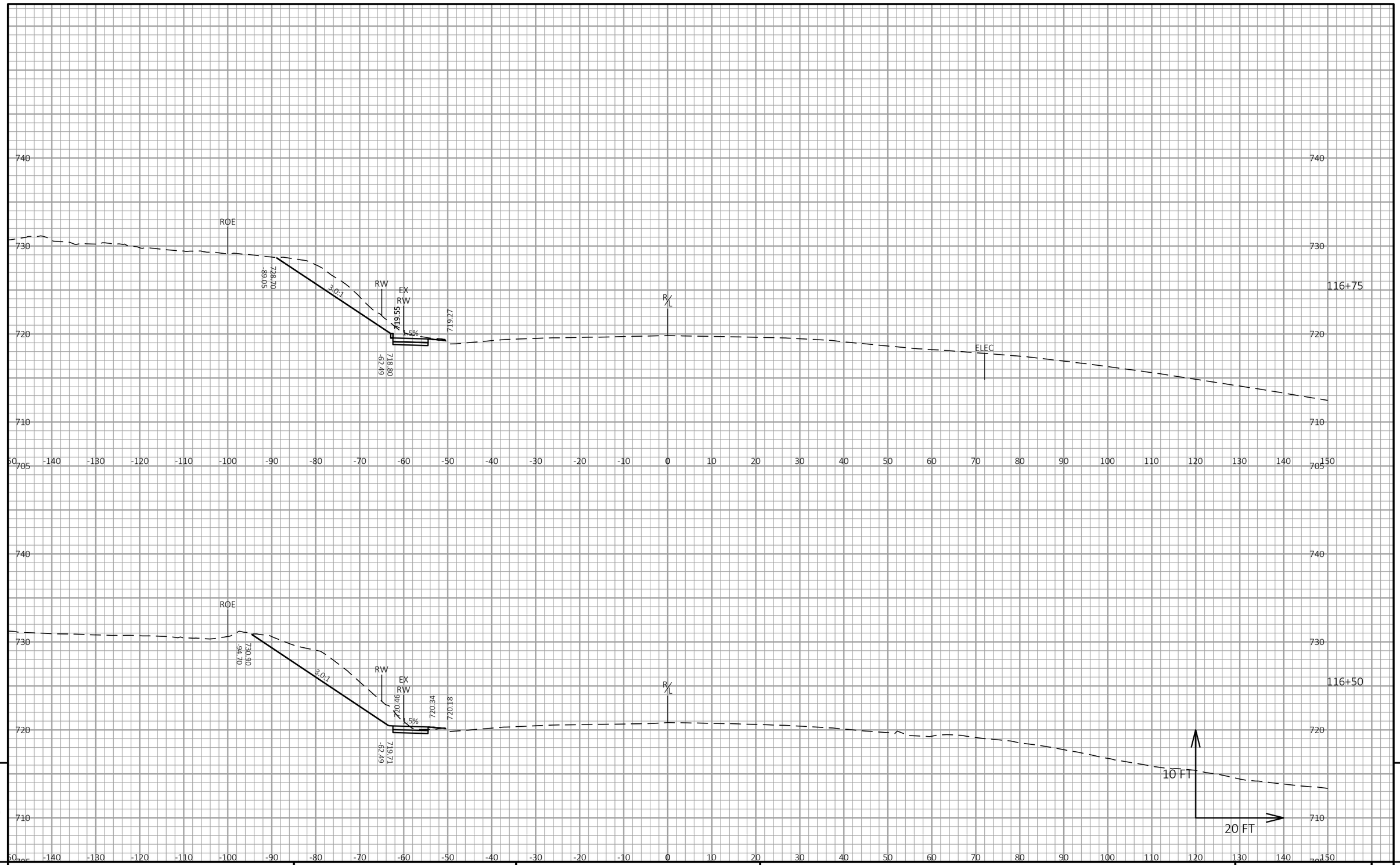
9 9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 853	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090208_xs

PLOT DATE : 1/19/2026 9:01 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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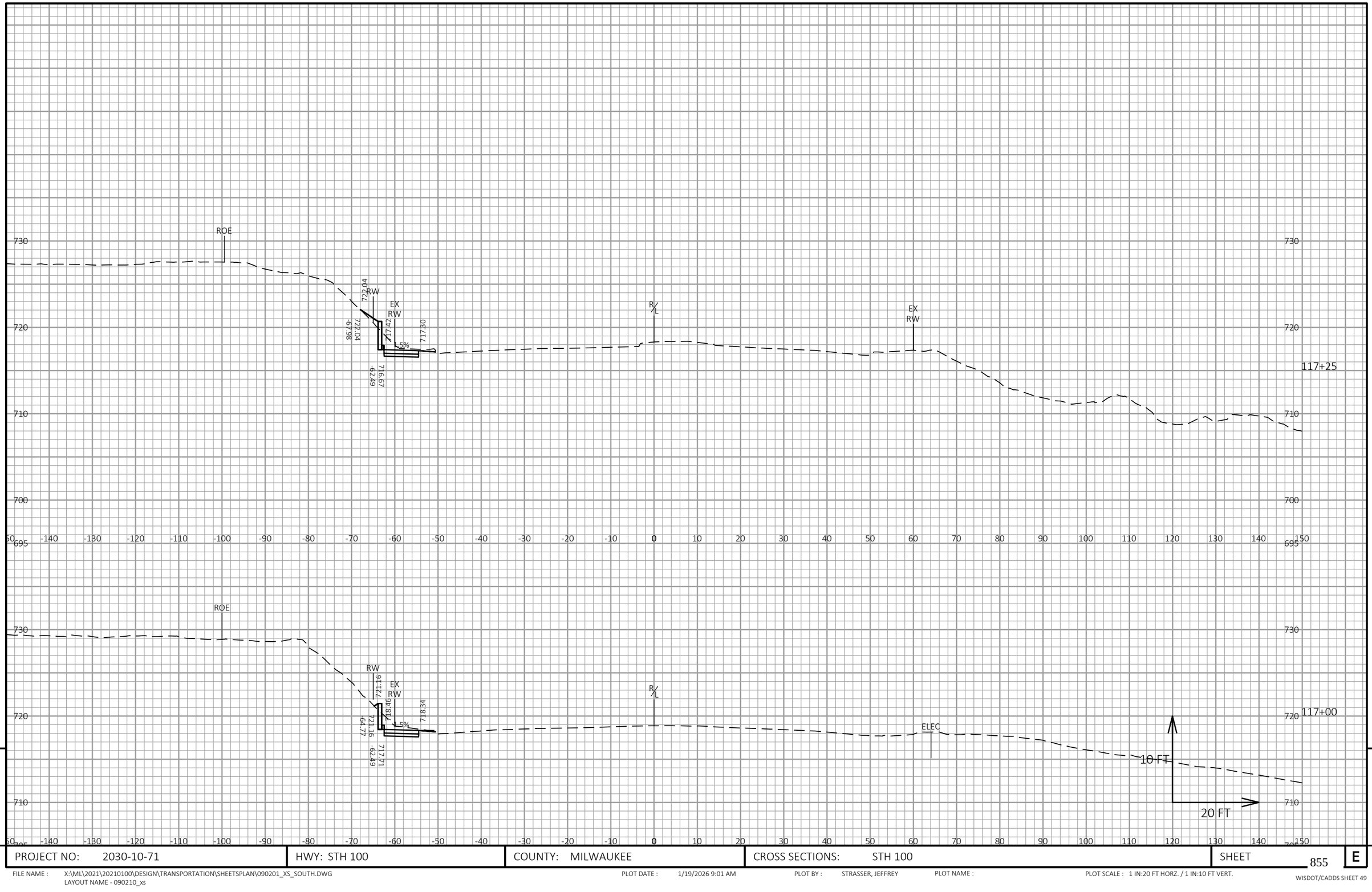
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 854	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090209_xs

PLOT DATE : 1/19/2026 9:01 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 855	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090210_xs

PLOT DATE : 1/19/2026 9:01 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

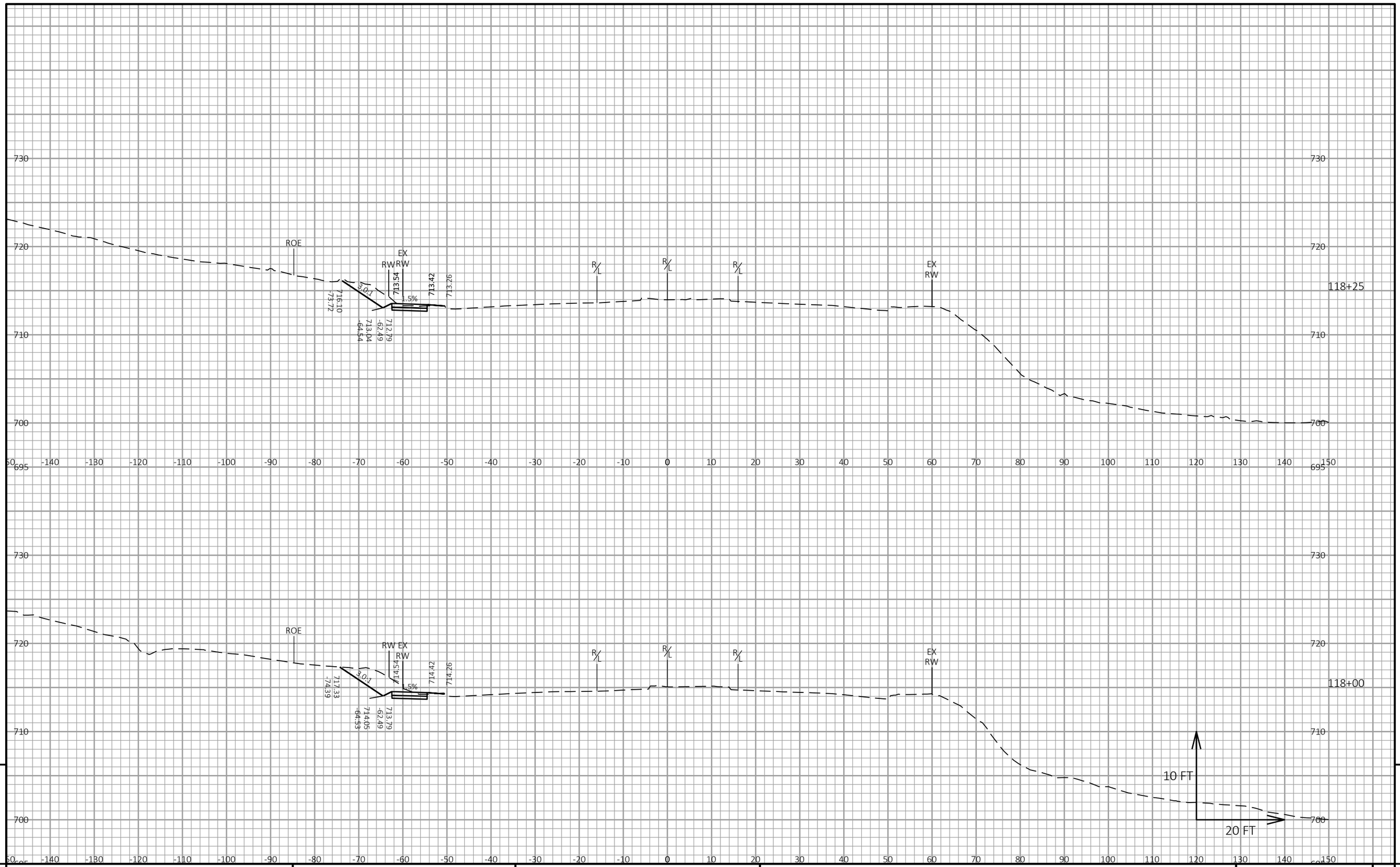
WISDOT/CADDS SHEET 49

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 856	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090211_xs

PLOT DATE : 1/19/2026 9:01 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 857	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090212_xs

PLOT DATE : 1/19/2026 9:02 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

730
720
710
700
690

ROE
715.28
-74.04
RW
EX
RW
712.67
-62.49
712.12
-64.56
711.87
712.50
712.34
R/L
R/L
R/L
EX
RW
118+50
10 FT
20 FT

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

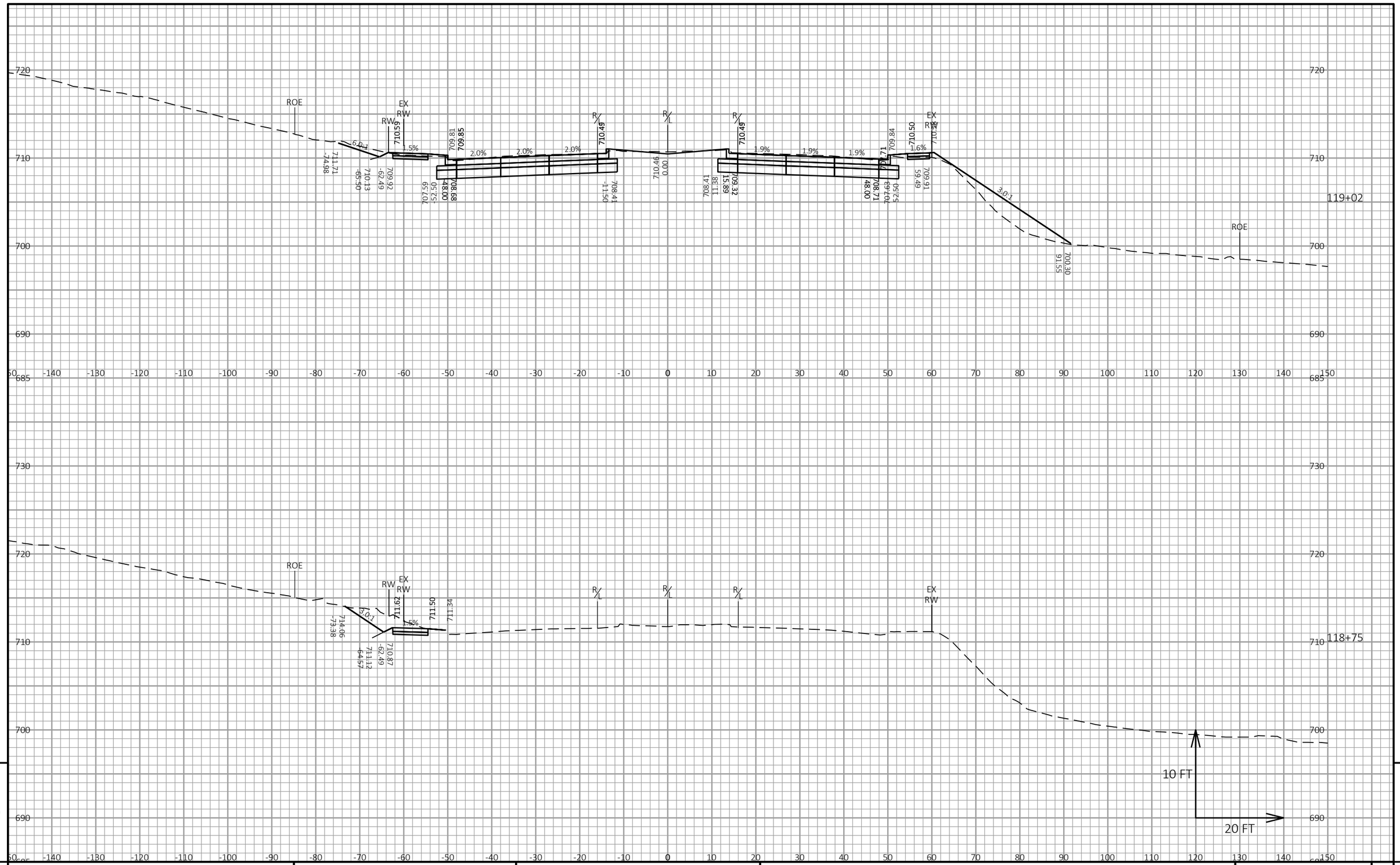
9

9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 858	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090213_xs

PLOT DATE : 1/19/2026 9:02 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

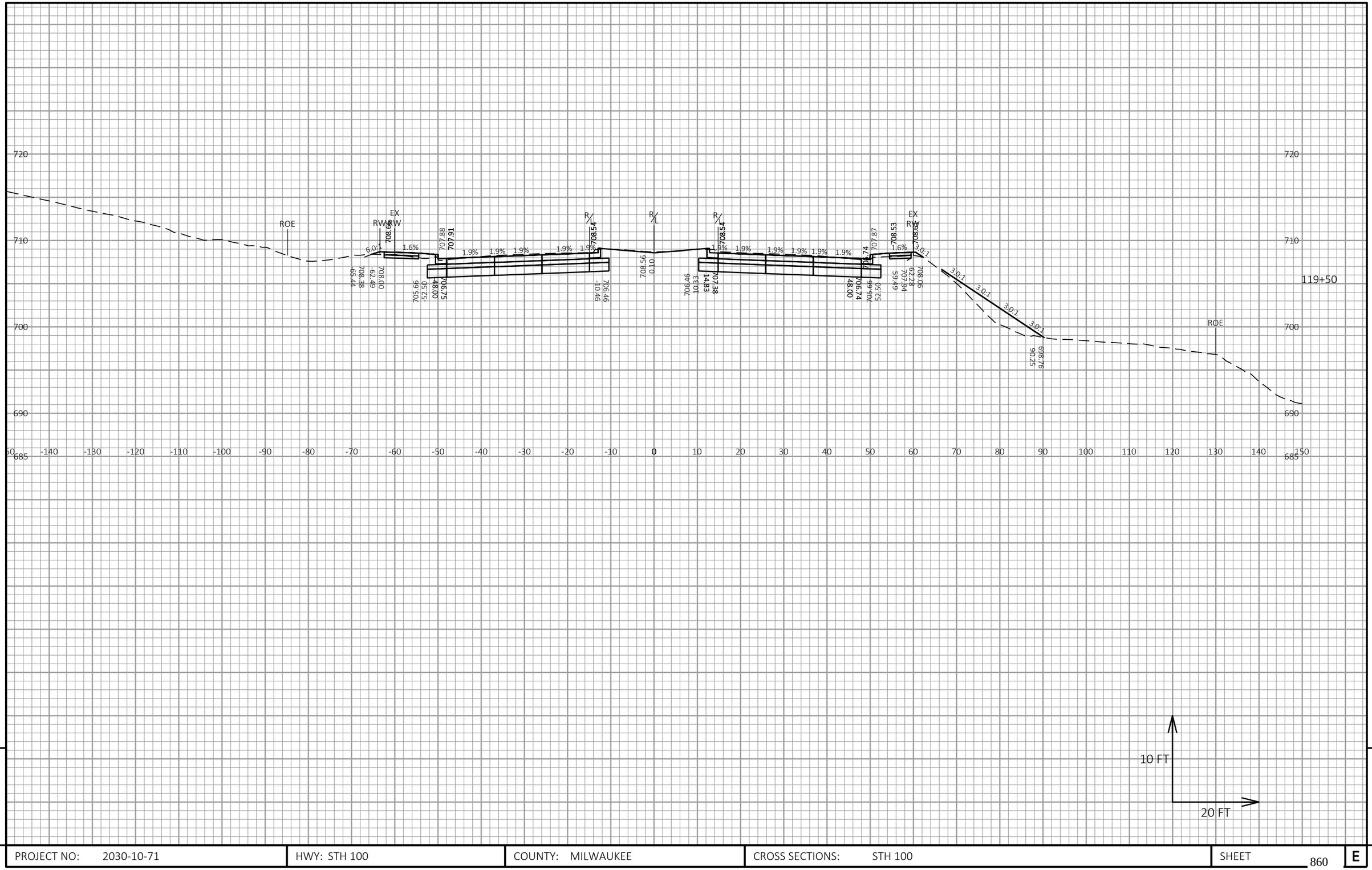
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 859	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090214_xs

PLOT DATE : 1/19/2026 9:02 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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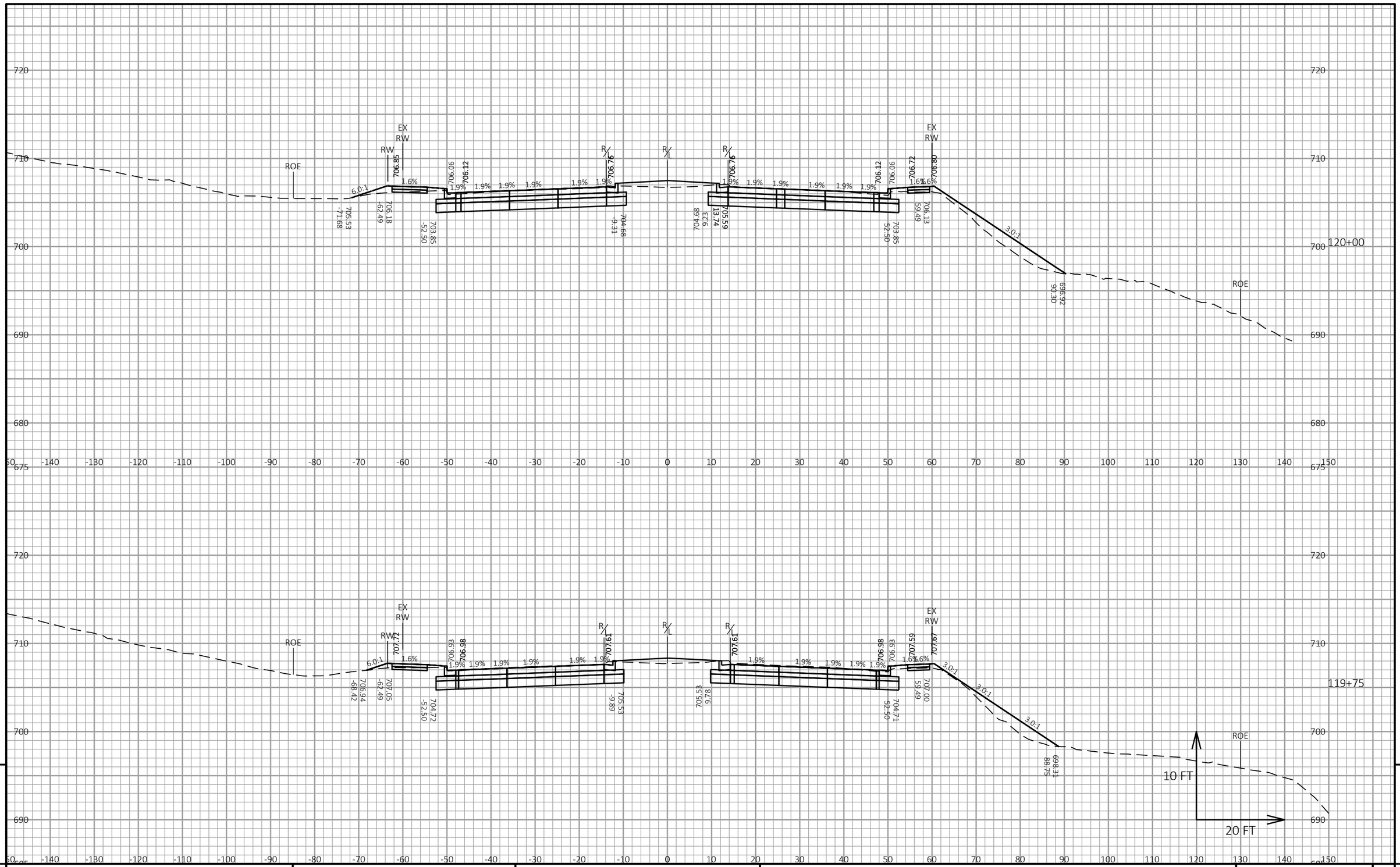
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 860	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090215_xs

PLOT DATE : 1/19/2026 9:02 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

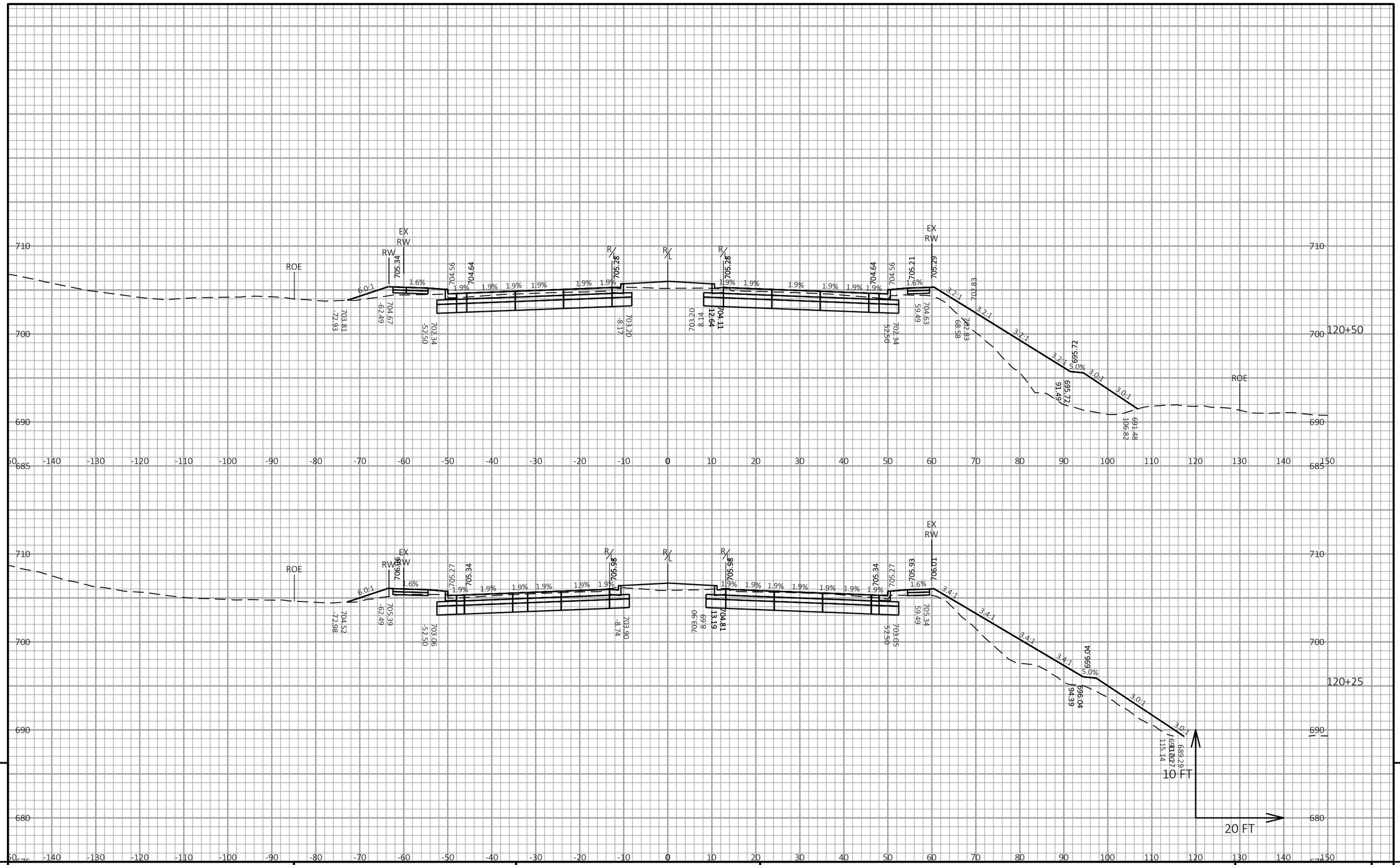


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 861	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090216_xs

PLOT DATE : 1/19/2026 9:02 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

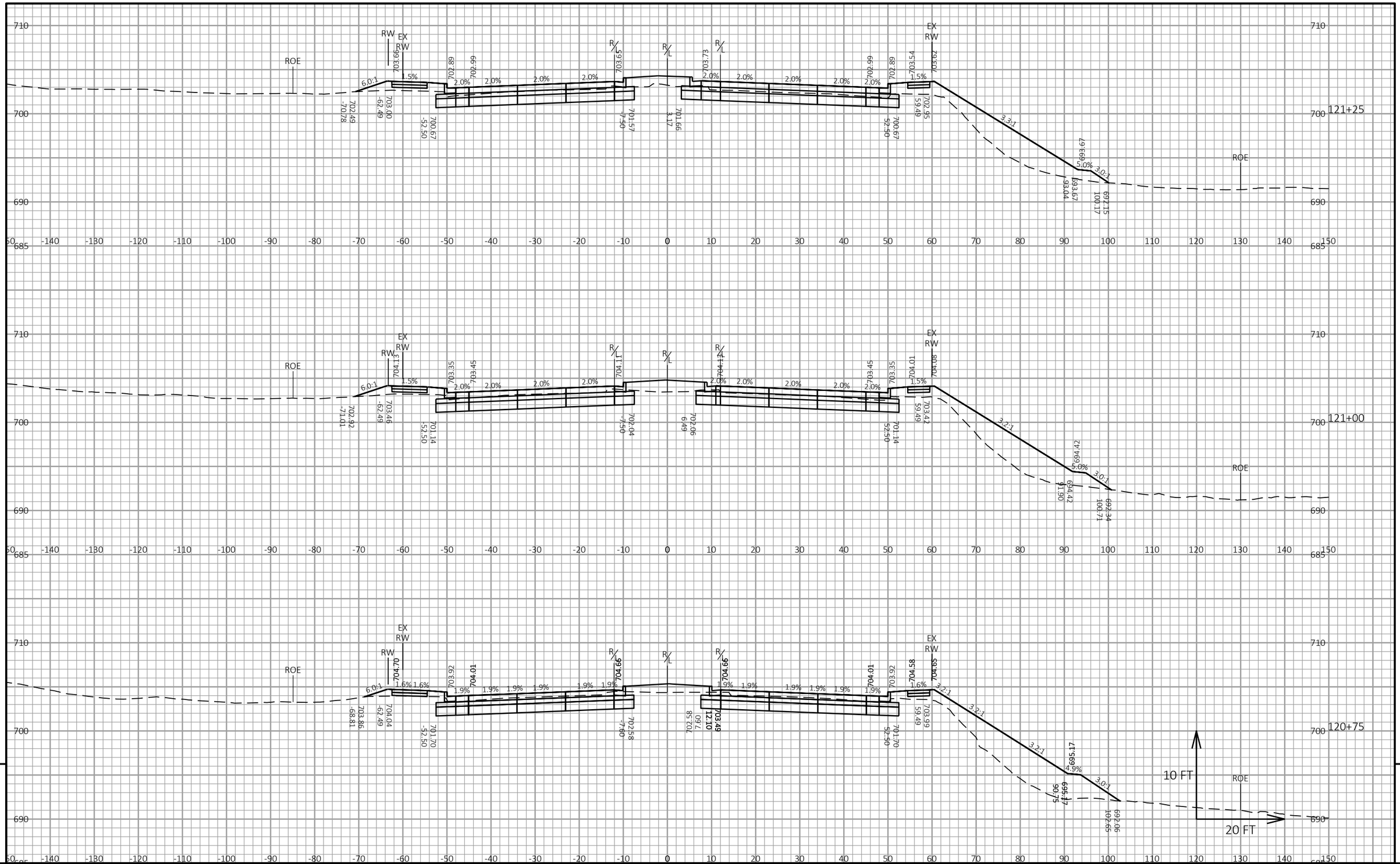


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 862	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090217_xs

PLOT DATE : 1/19/2026 9:03 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 863	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090218_xs

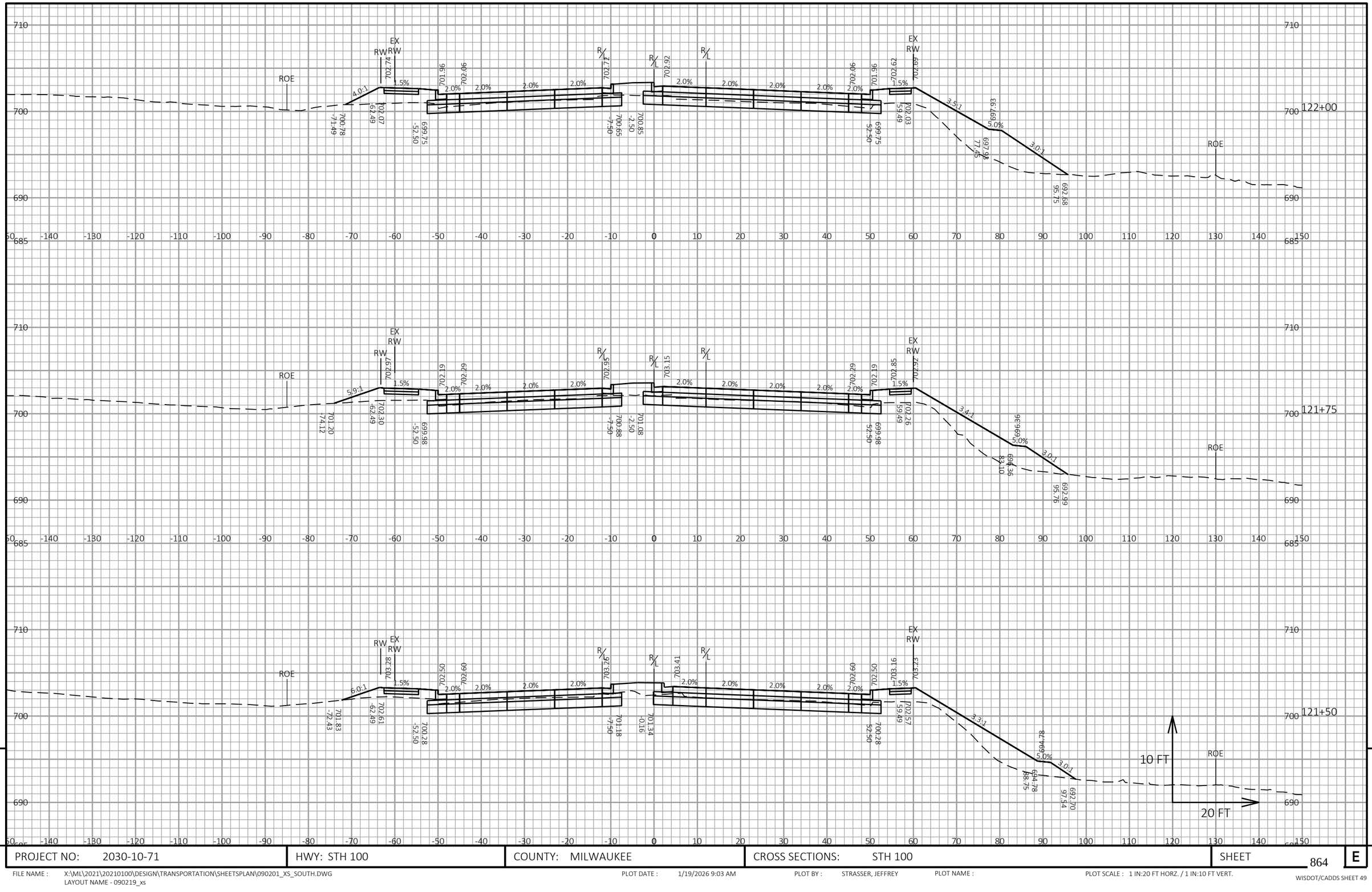
PLOT DATE : 1/19/2026 9:03 AM

PLOT BY : STRASSER, JEFFREY

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

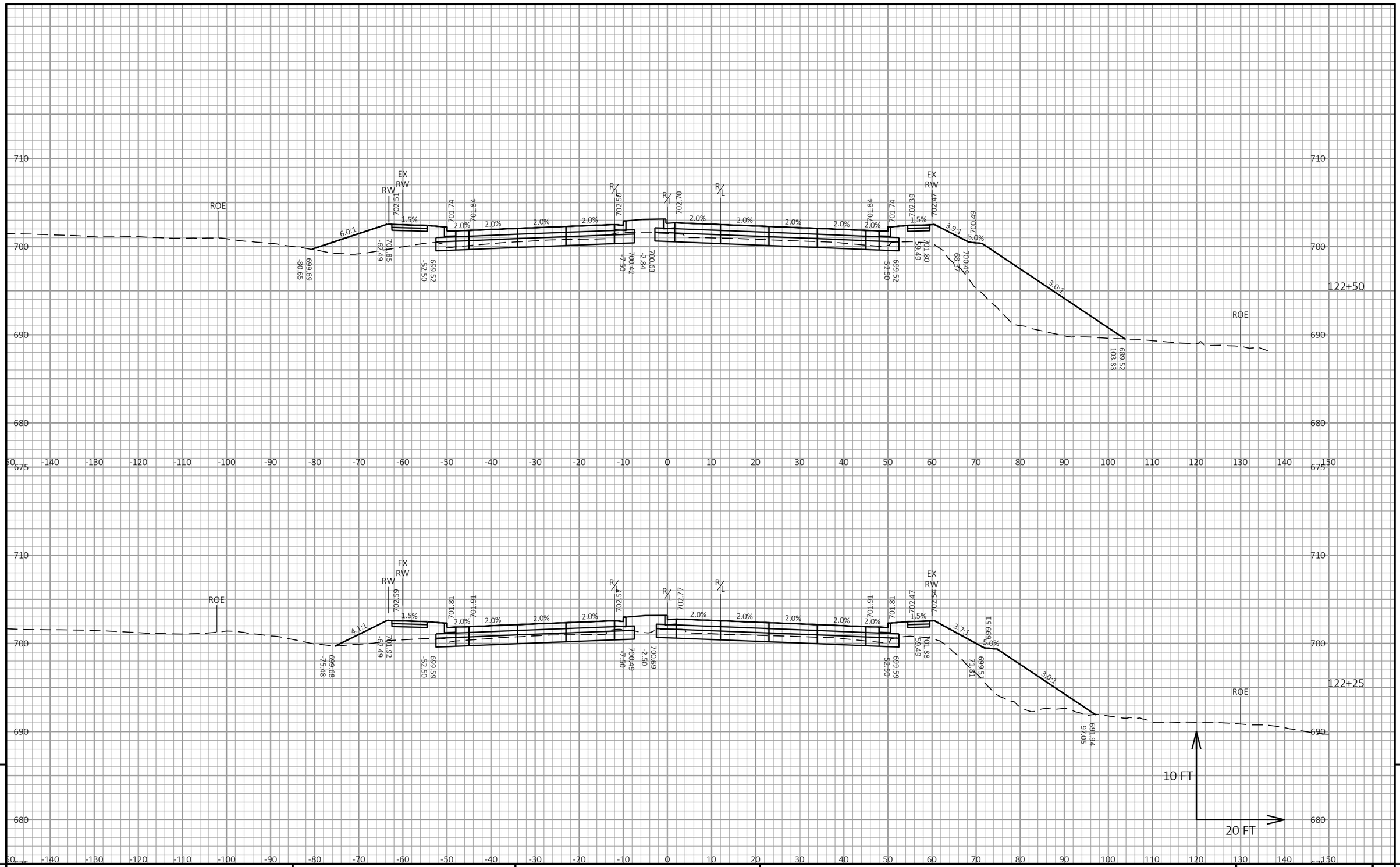


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 864 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090219_xs

PLOT DATE : 1/19/2026 9:03 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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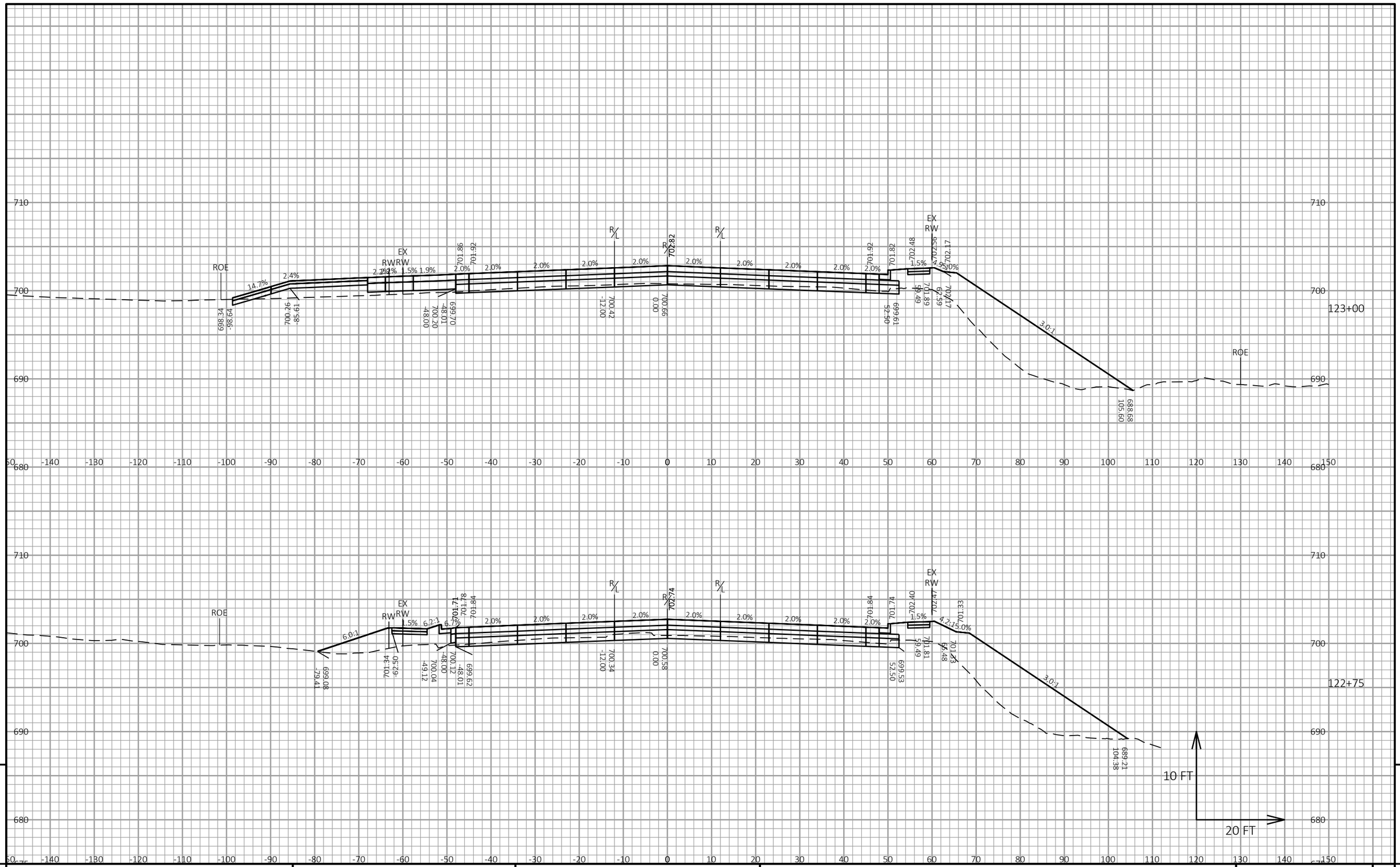
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 865	E

FILE NAME : X:\WL\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090220_xs

PLOT DATE : 1/19/2026 9:03 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

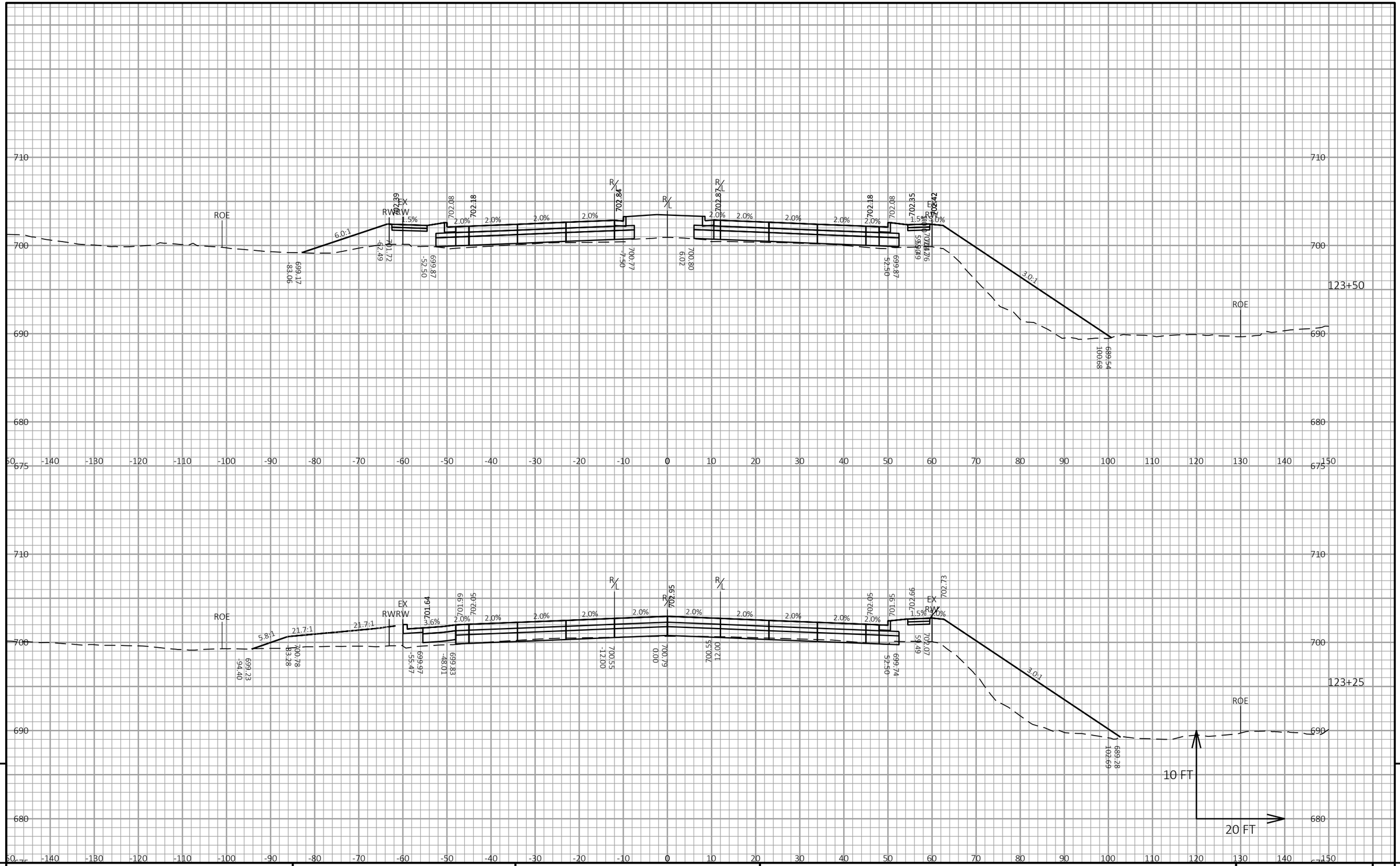


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 866 E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090221_xs

PLOT DATE : 1/19/2026 9:04 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

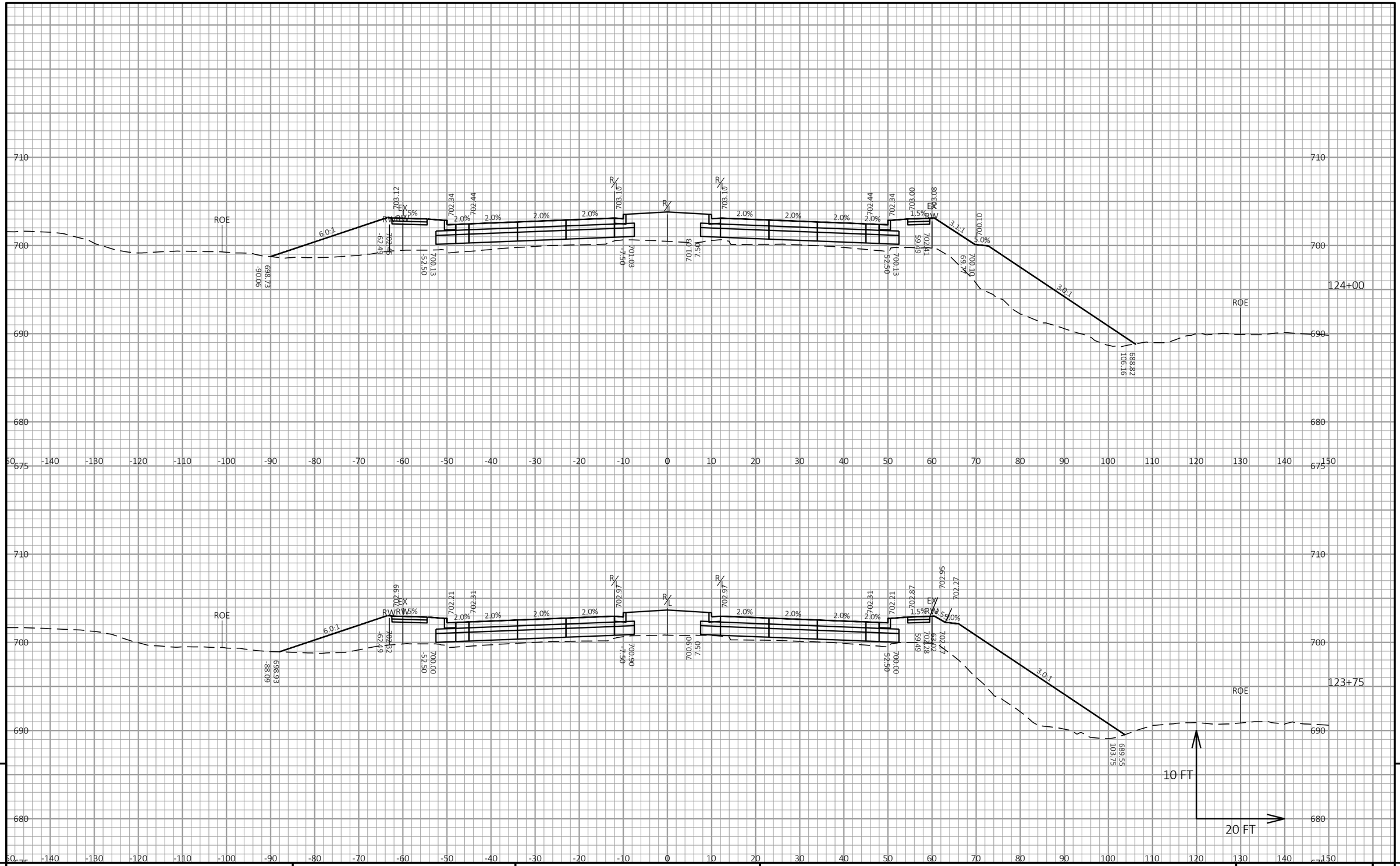


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 867	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090222_xs

PLOT DATE : 1/19/2026 9:04 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



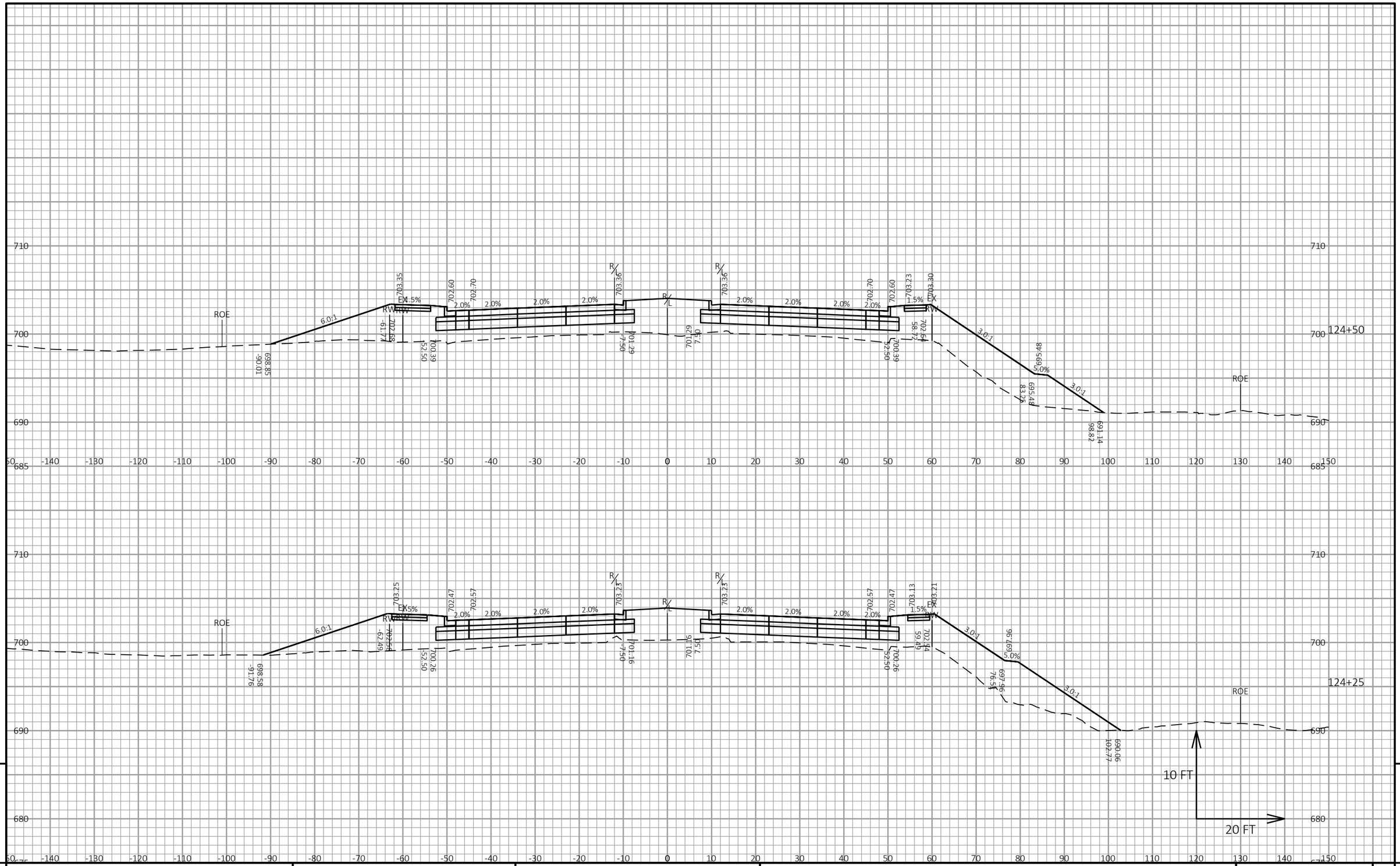
9 9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 868	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090223_xs

PLOT DATE : 1/19/2026 9:04 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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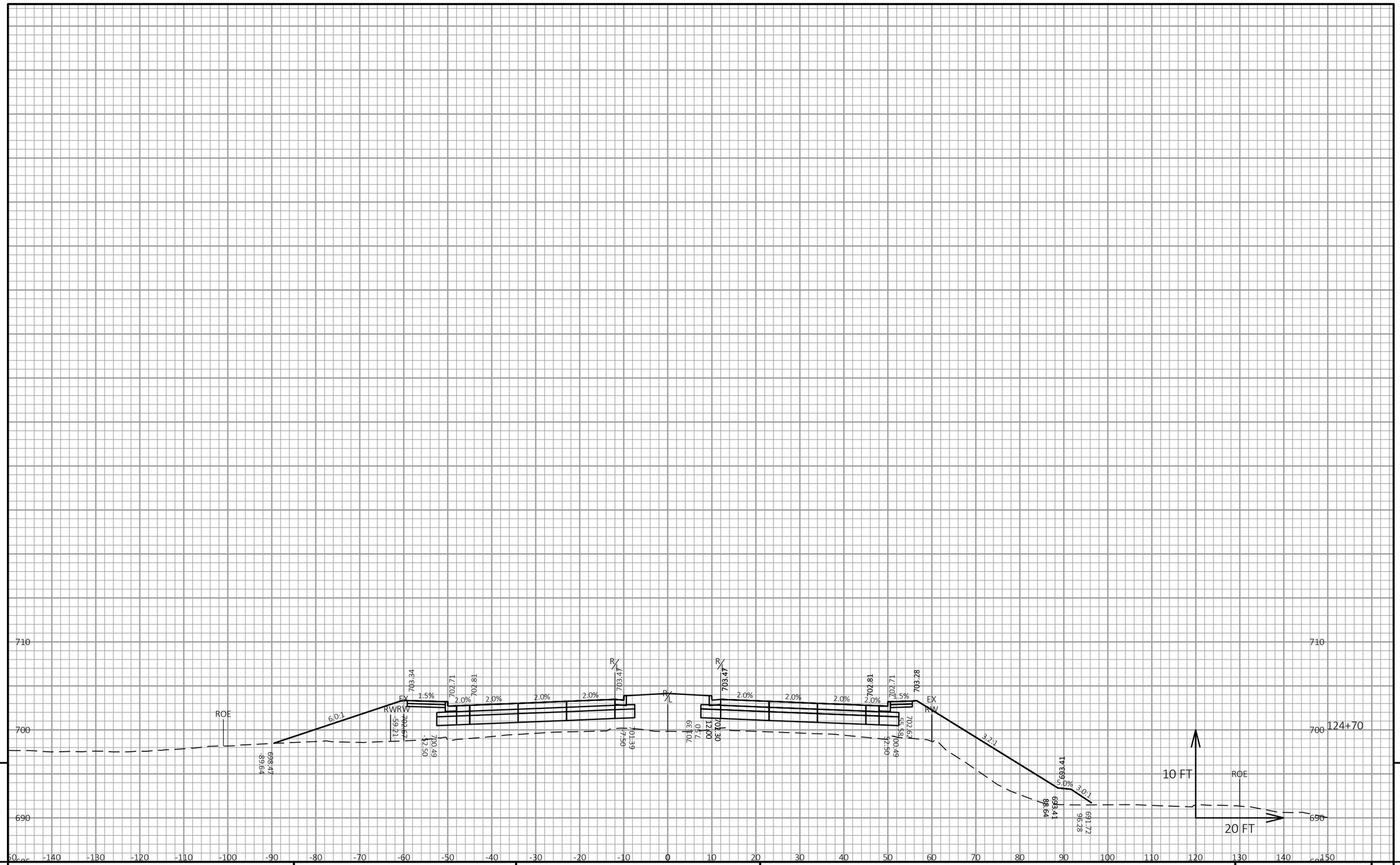
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 869	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090224_xs

PLOT DATE : 1/19/2026 9:04 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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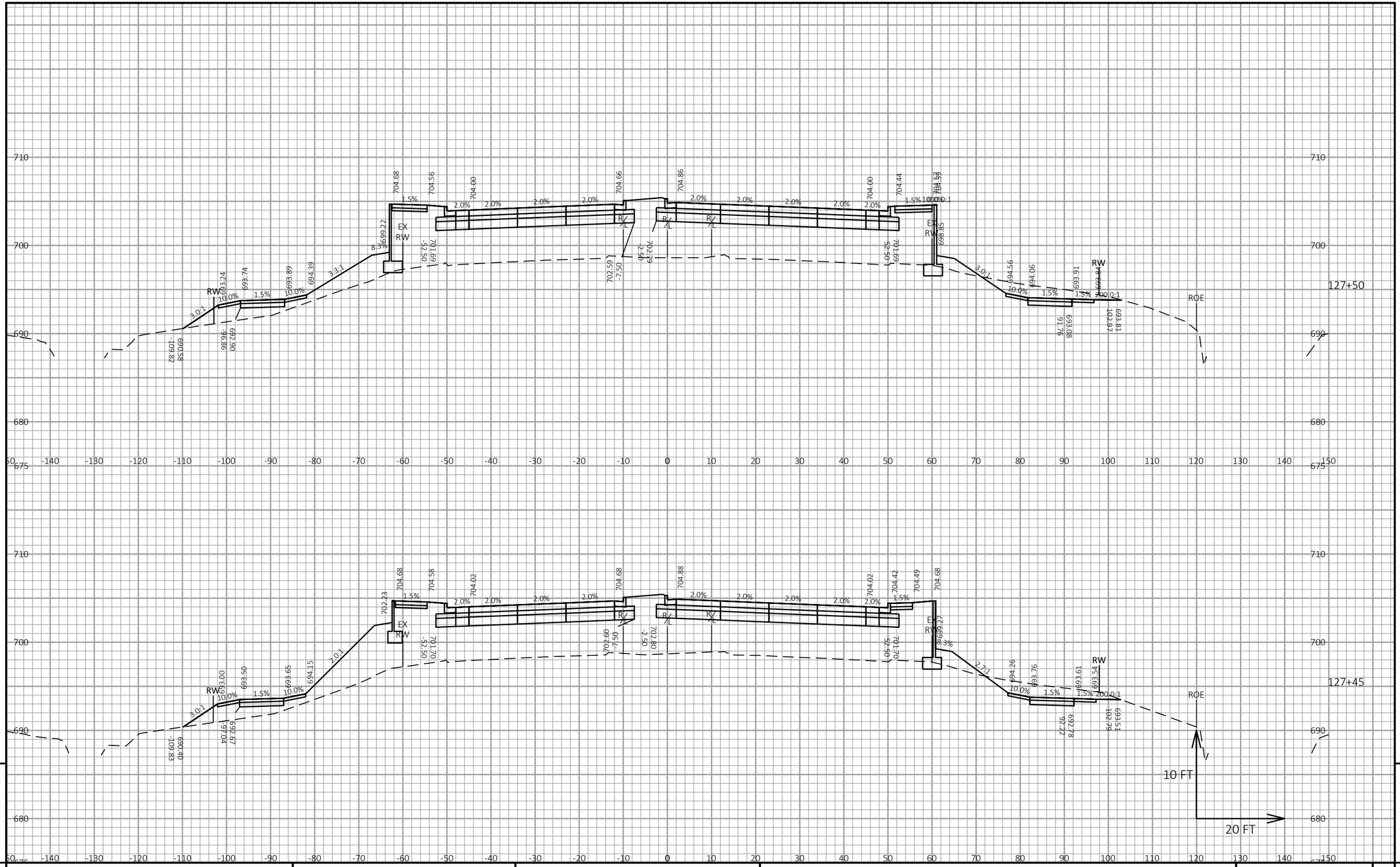
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 870	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_SOUTH.DWG
LAYOUT NAME - 090225_xs

PLOT DATE : 1/19/2026 9:05 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

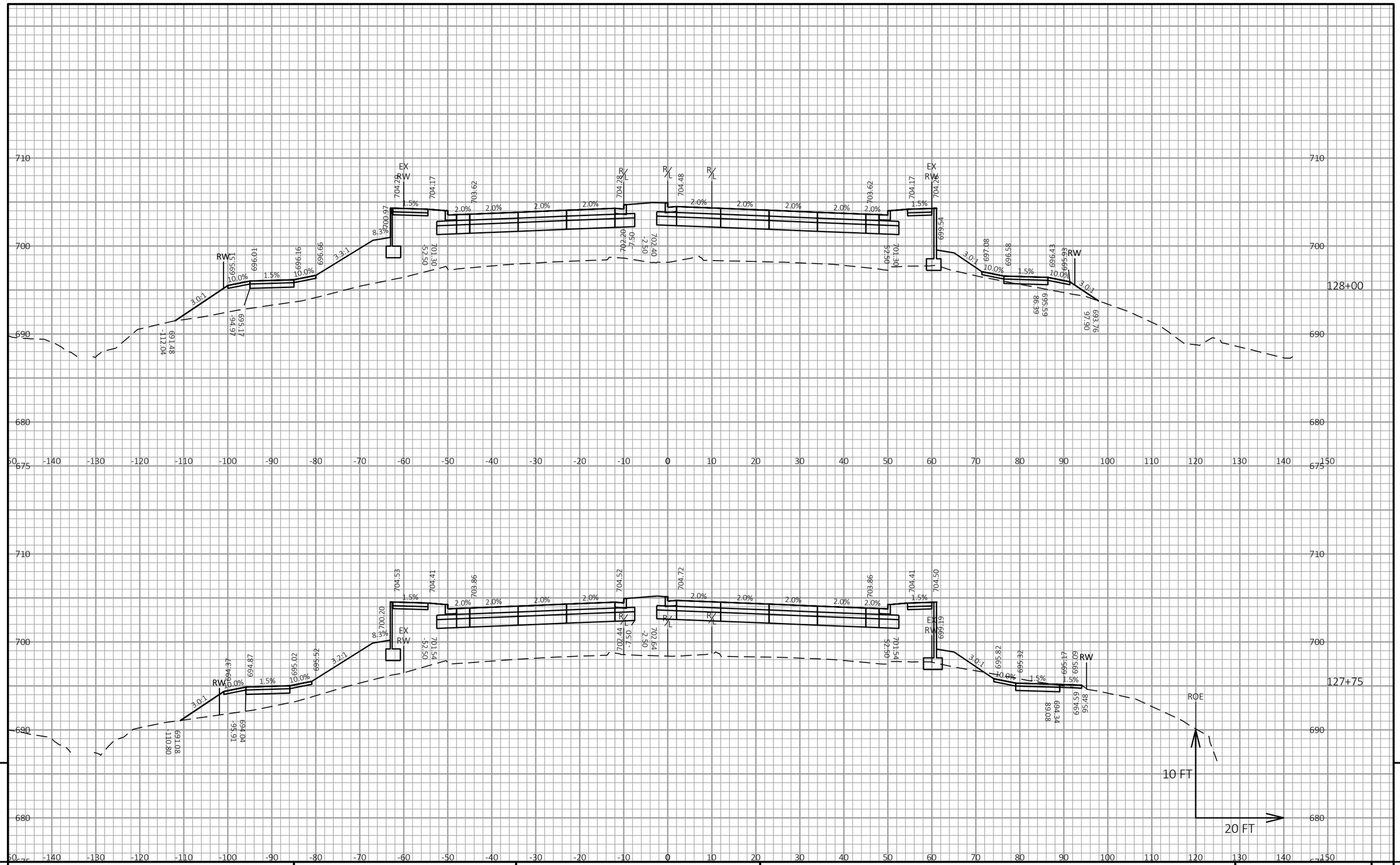


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 871	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090201_xs

PLOT DATE : 1/19/2026 9:06 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

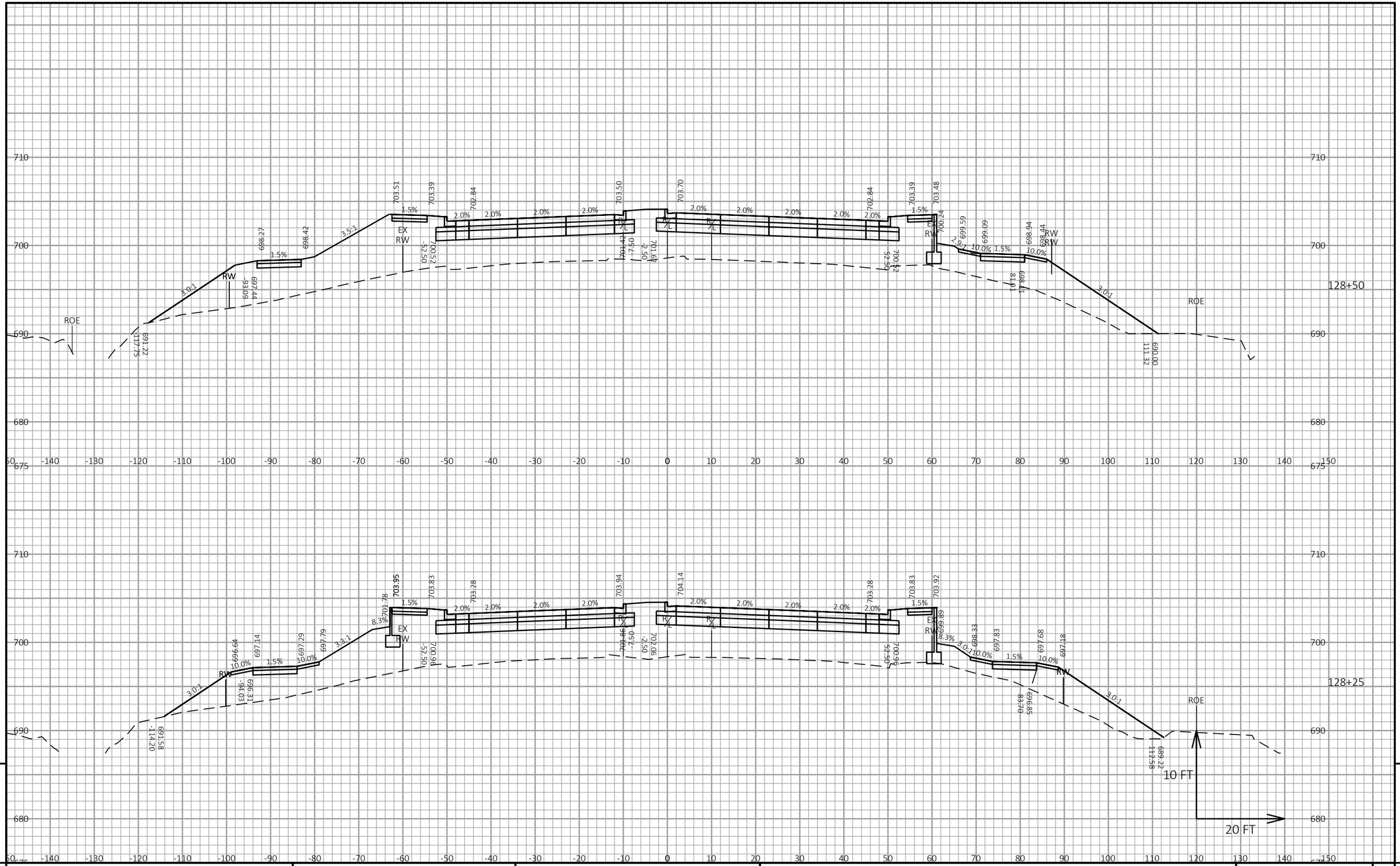


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 872	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090202_xs

PLOT DATE : 1/19/2026 9:06 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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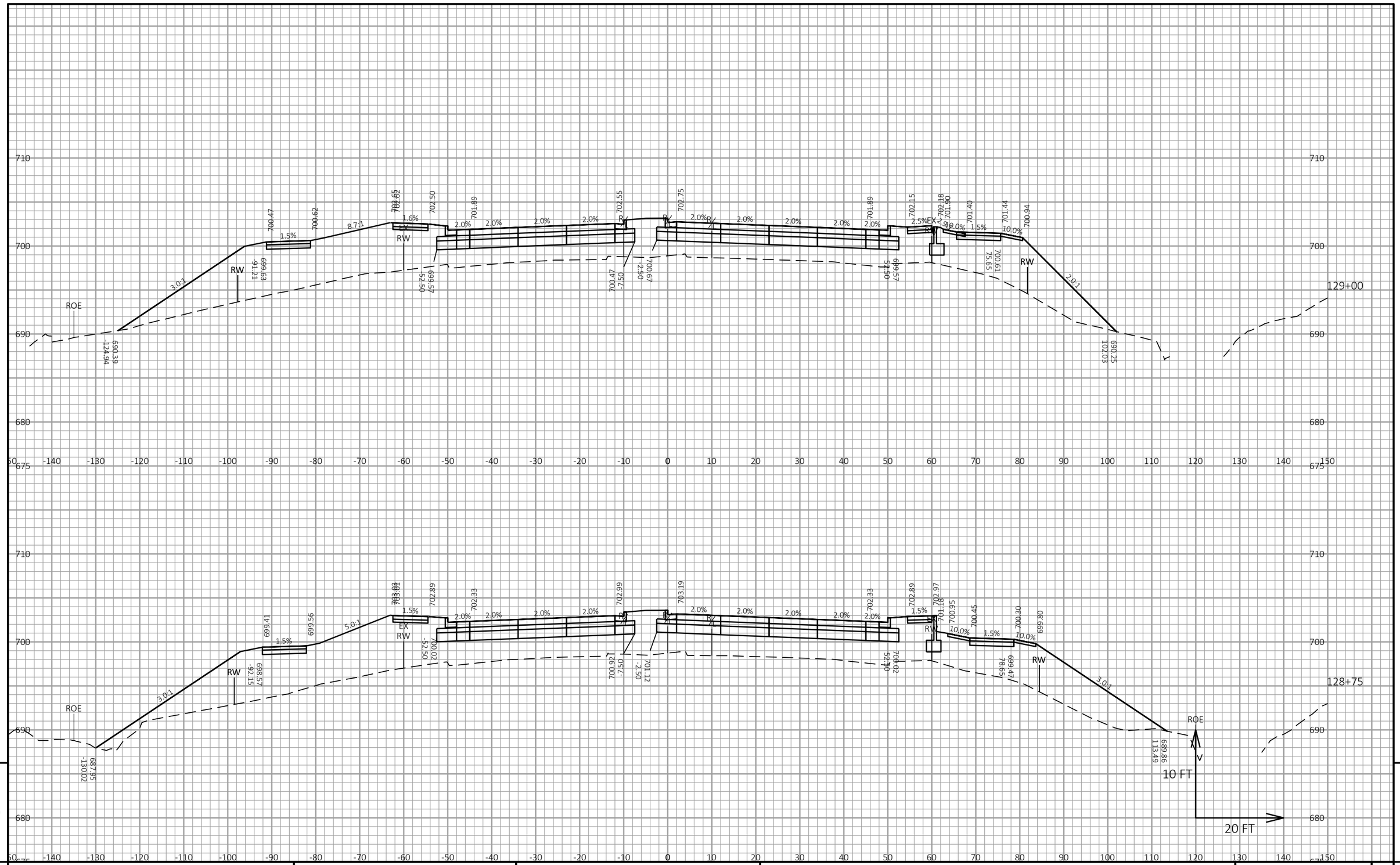
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 873	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090203_xs

PLOT DATE : 1/19/2026 9:07 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

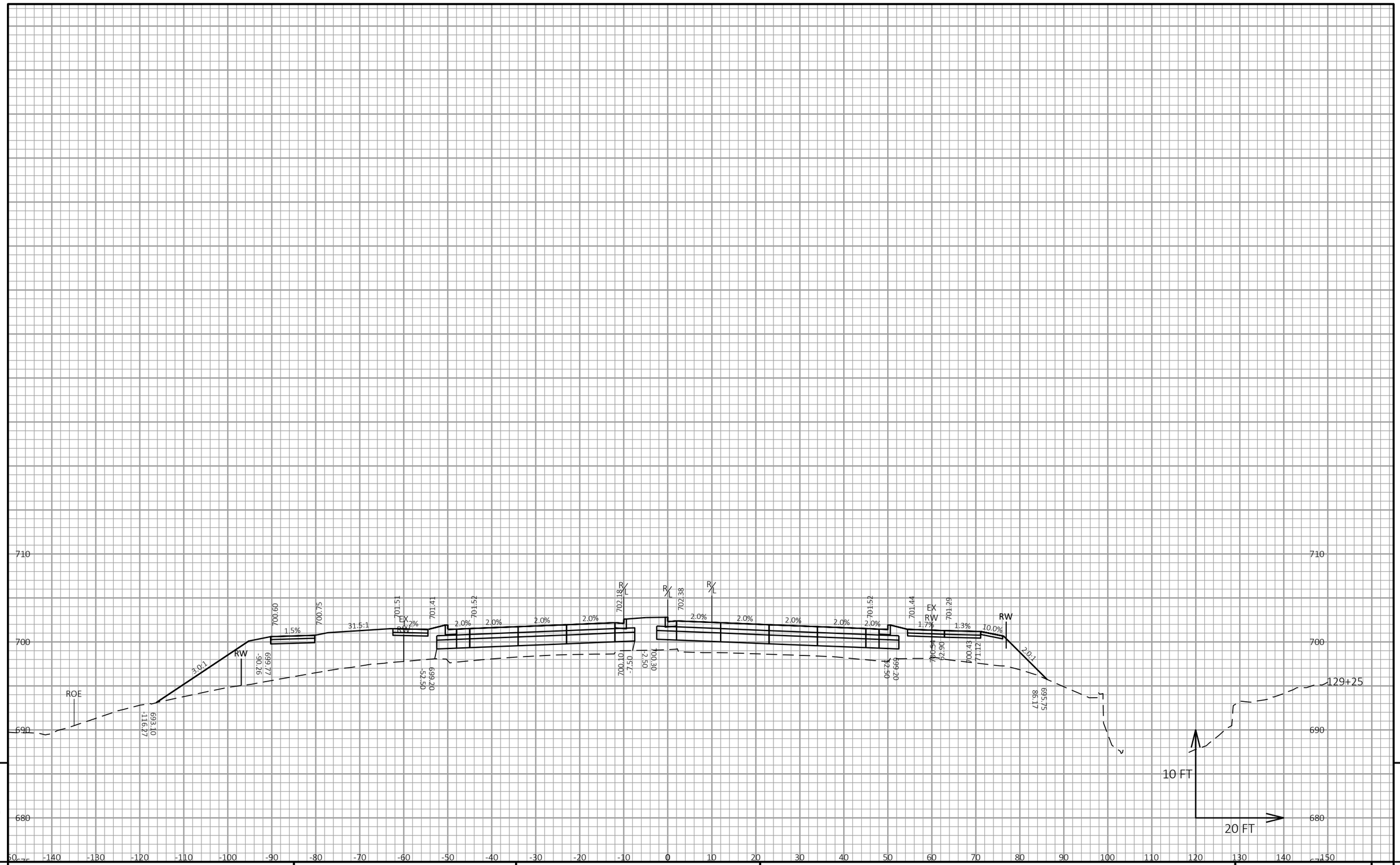


PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 874 E

FILE NAME : X:\WL\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090204_xs

PLOT DATE : 1/19/2026 9:07 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



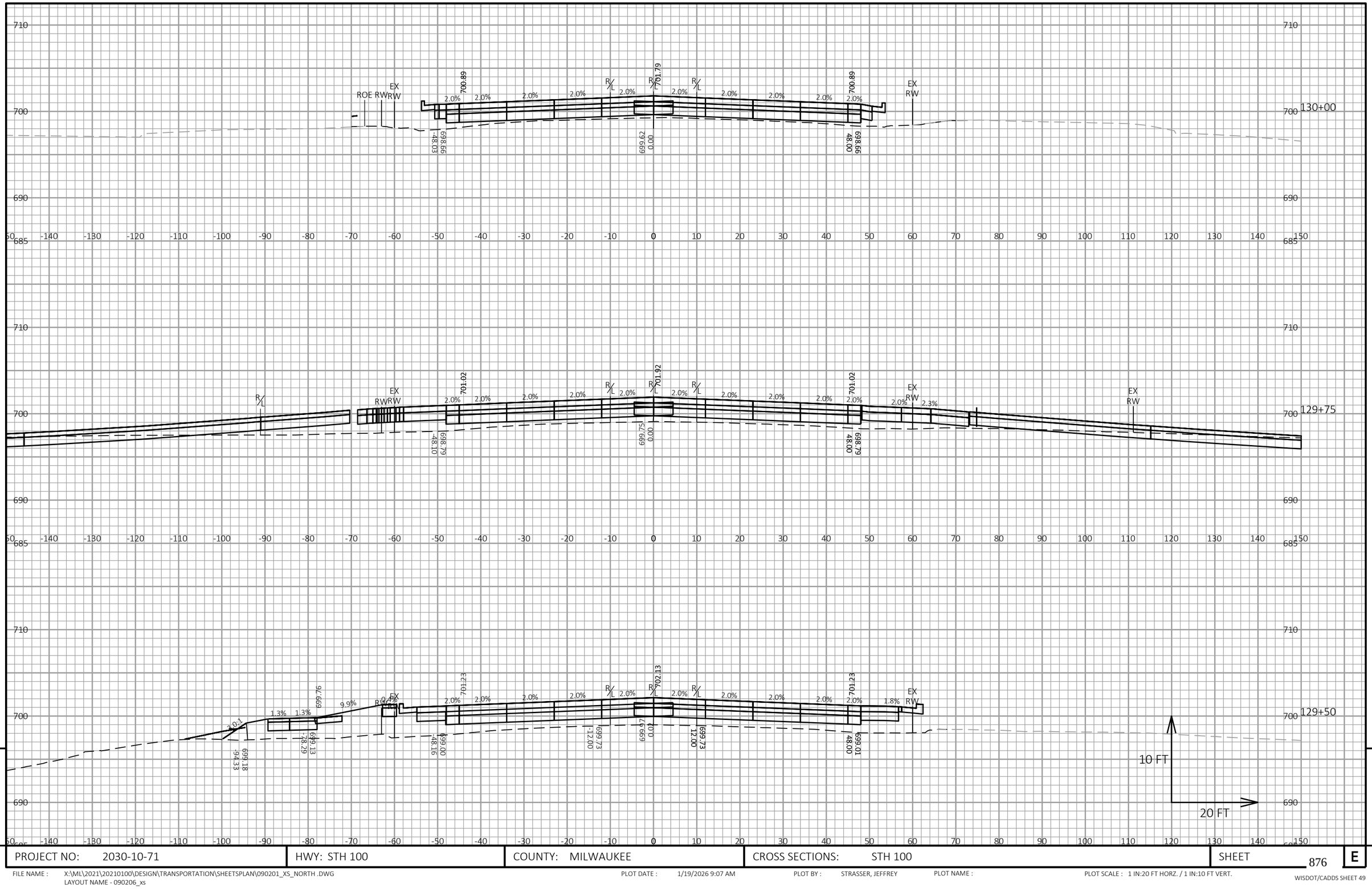
9 9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 875	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090205_xs

PLOT DATE : 1/19/2026 9:07 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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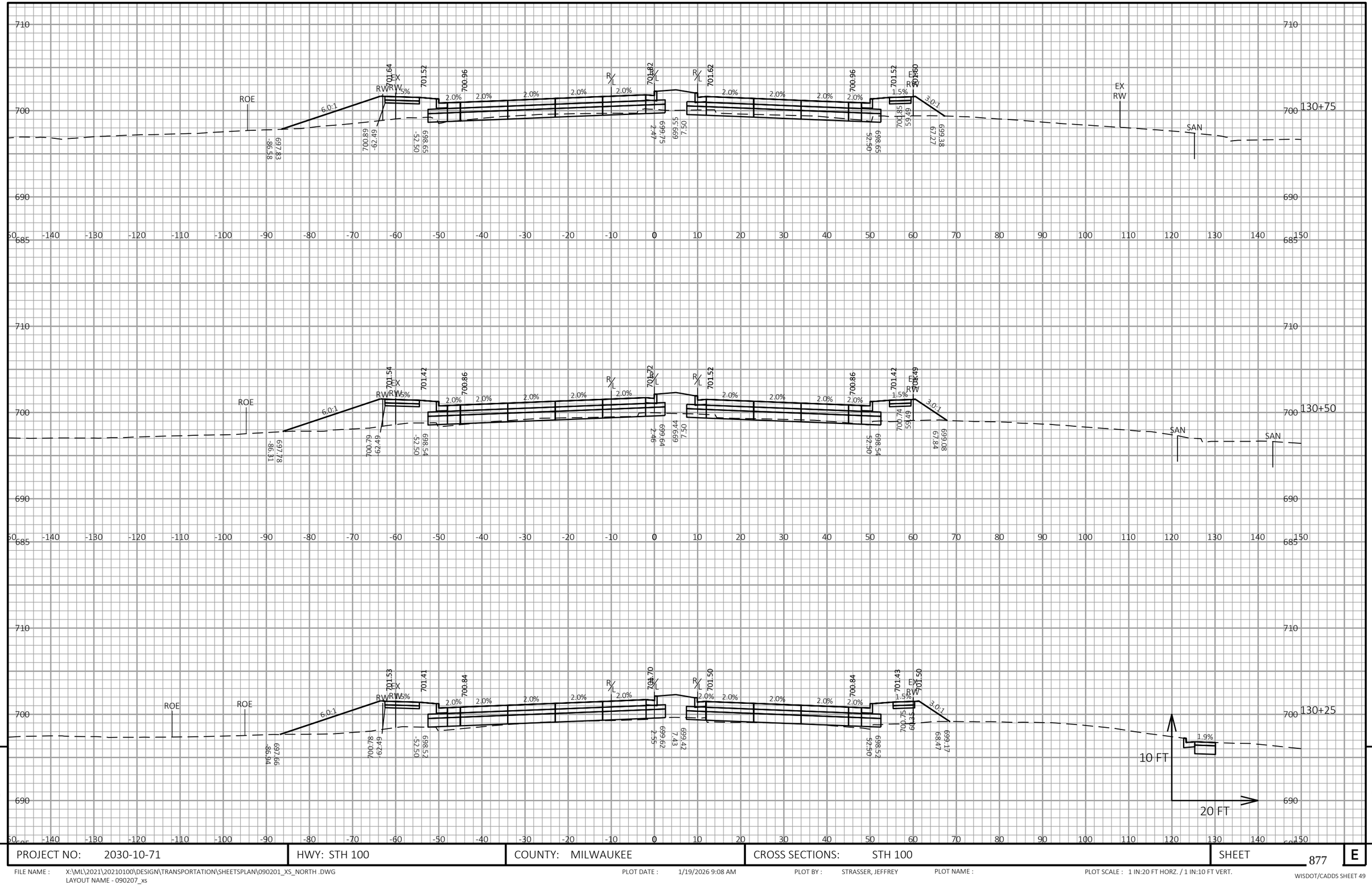
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 876	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090206_xs

PLOT DATE : 1/19/2026 9:07 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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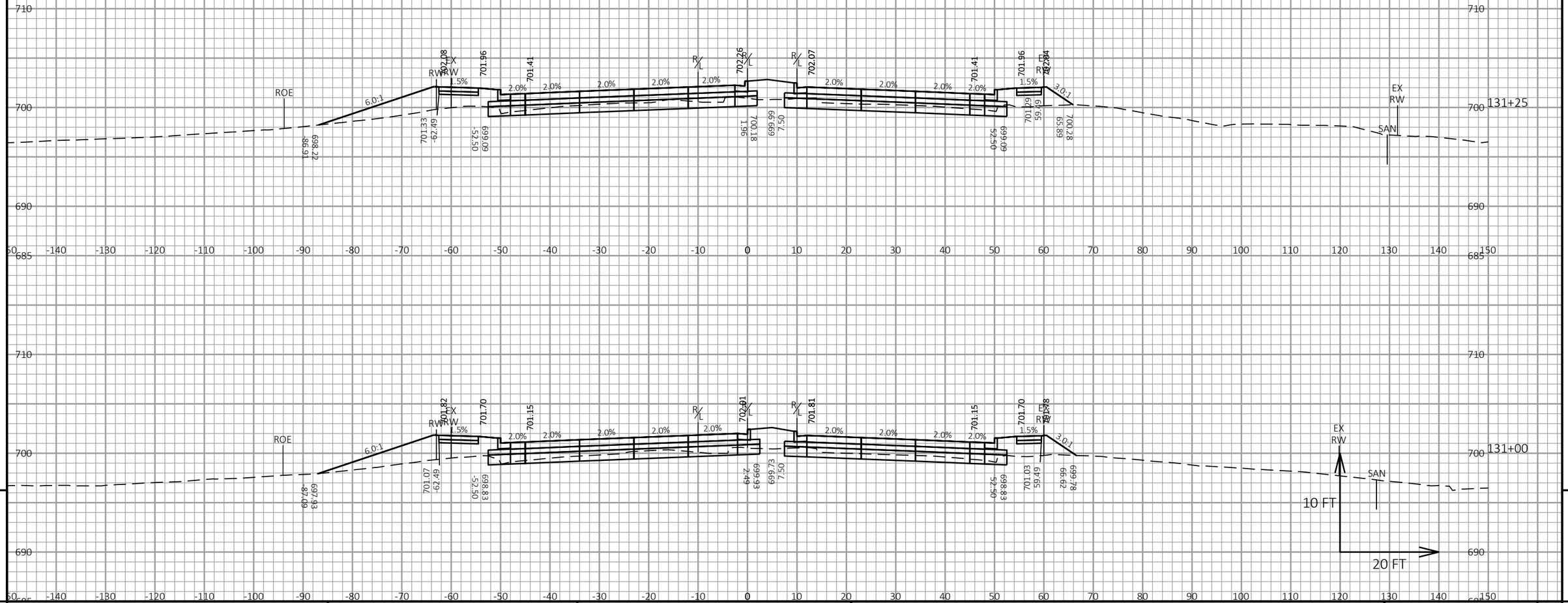
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 877	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090207_xs

PLOT DATE : 1/19/2026 9:08 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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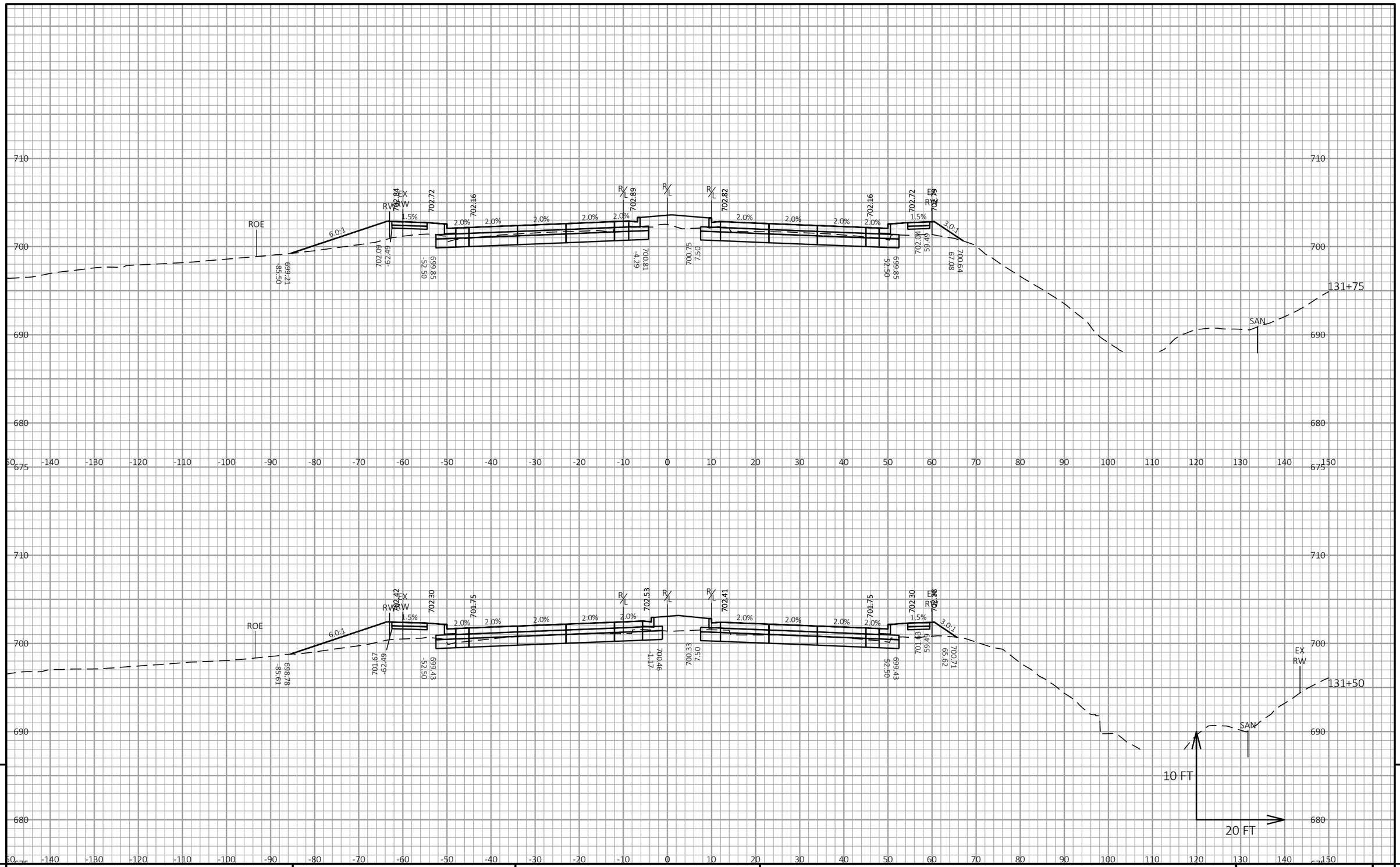
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 878	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090208_xs

PLOT DATE : 1/19/2026 9:08 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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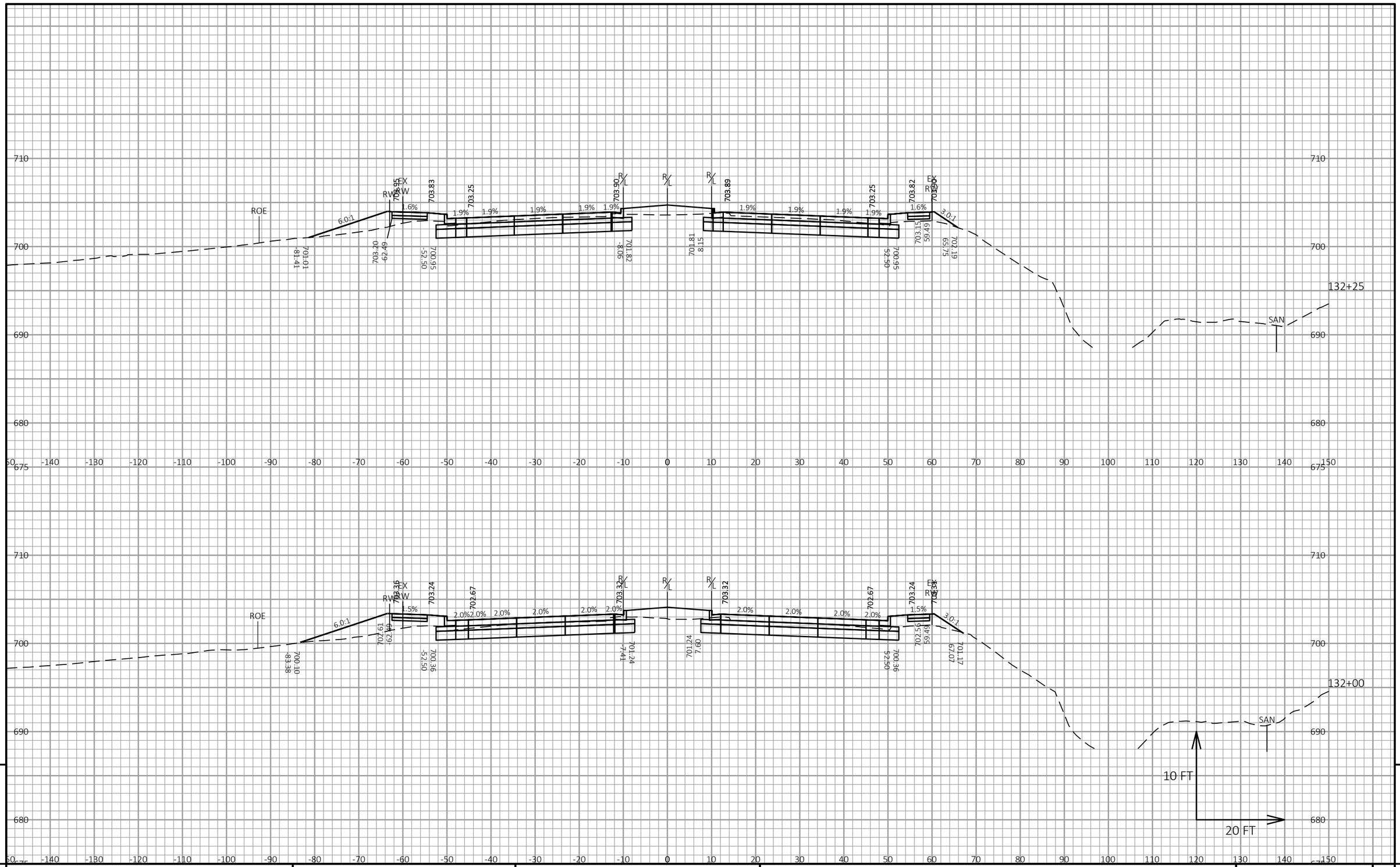
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 879	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090209_xs

PLOT DATE : 1/19/2026 9:08 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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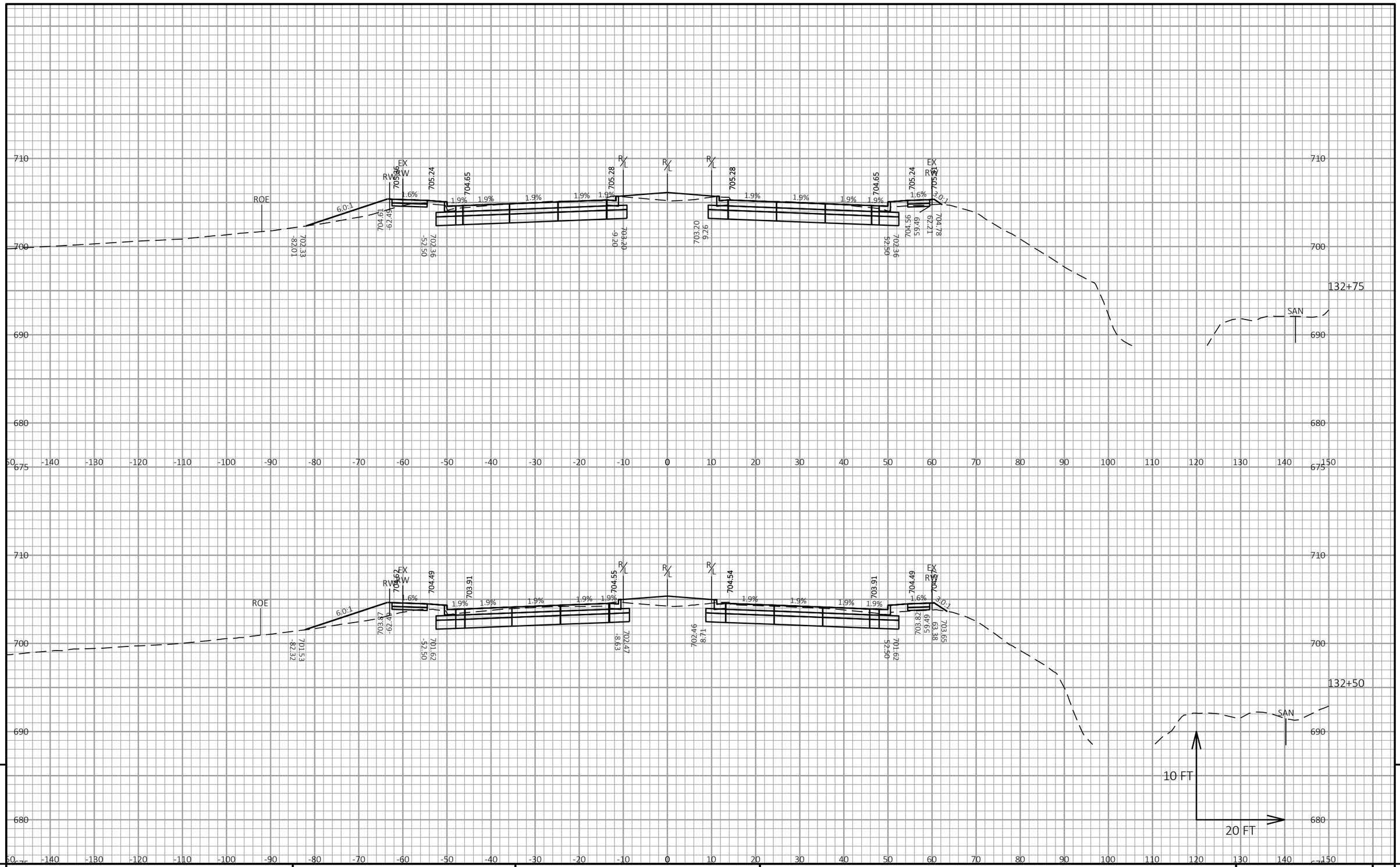
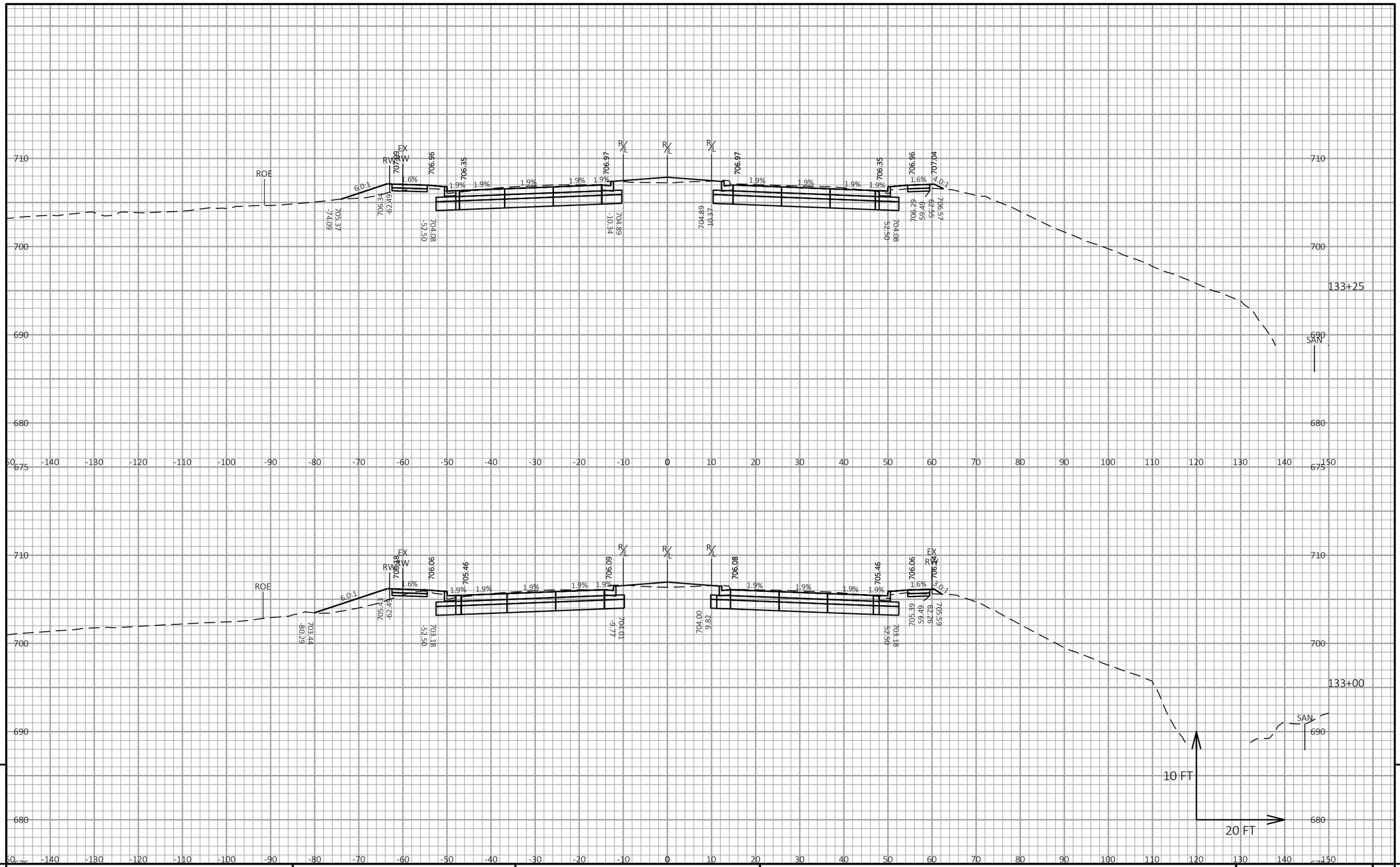
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 880	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090210_xs

PLOT DATE : 1/19/2026 9:08 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49


710
700
690
680
675
-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150
ROE
6.0:1
EX RW
RW
705.36
705.24
704.65
705.28
R/L
704.20
703.20
704.55
704.54
703.91
704.49
704.62
703.87
702.47
702.46
701.62
701.92
703.82
703.65
704.78
704.56
703.36
3.0:1
SAN
132+75
132+50
10 FT
20 FT
9
PROJECT NO: 2030-10-71
HWY: STH 100
COUNTY: MILWAUKEE
CROSS SECTIONS: STH 100
SHEET 881
E
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090211_xs
PLOT DATE : 1/19/2026 9:09 AM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 882	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090212_xs

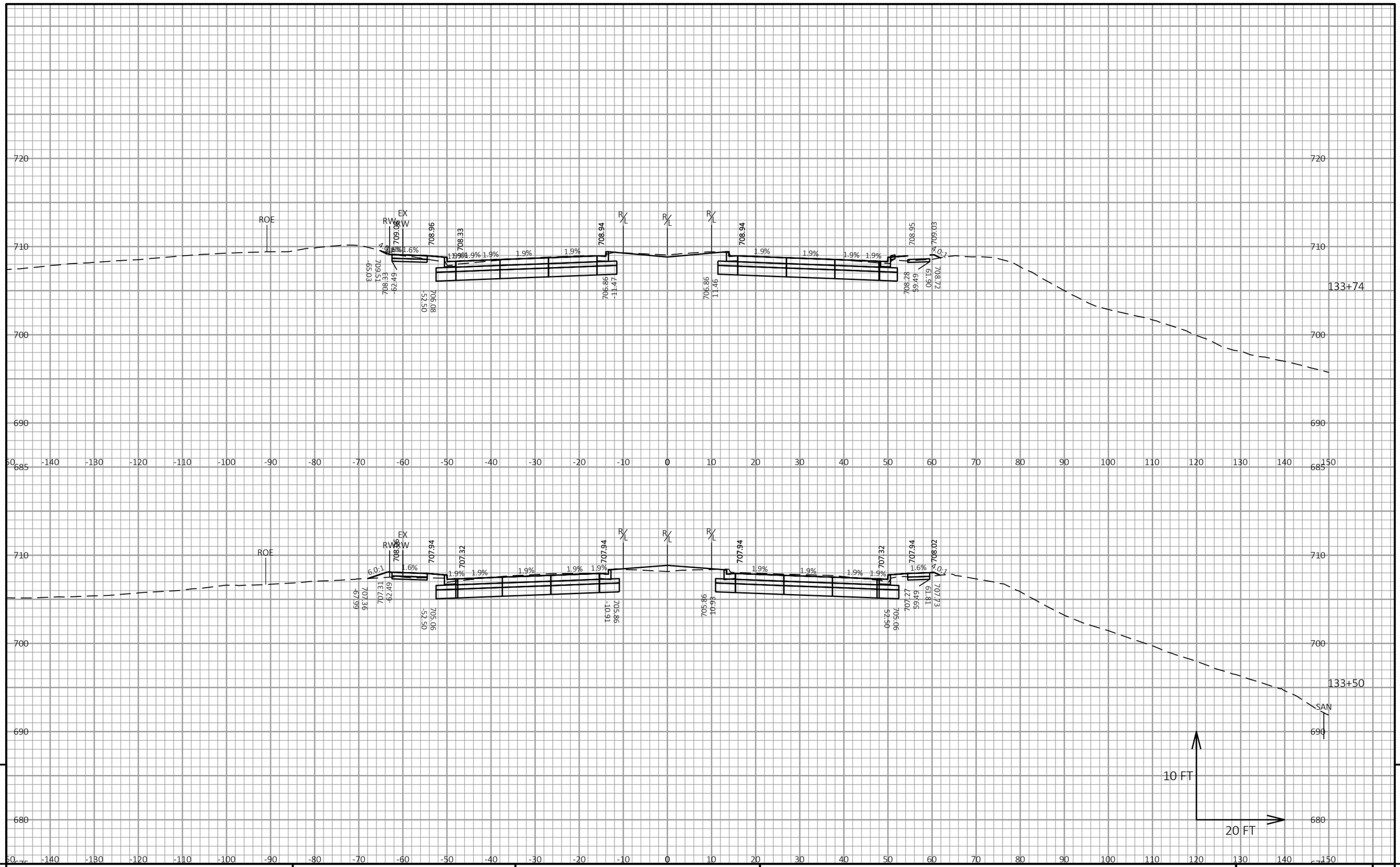
PLOT DATE : 1/19/2026 9:09 AM

PLOT BY : STRASSER, JEFFREY

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



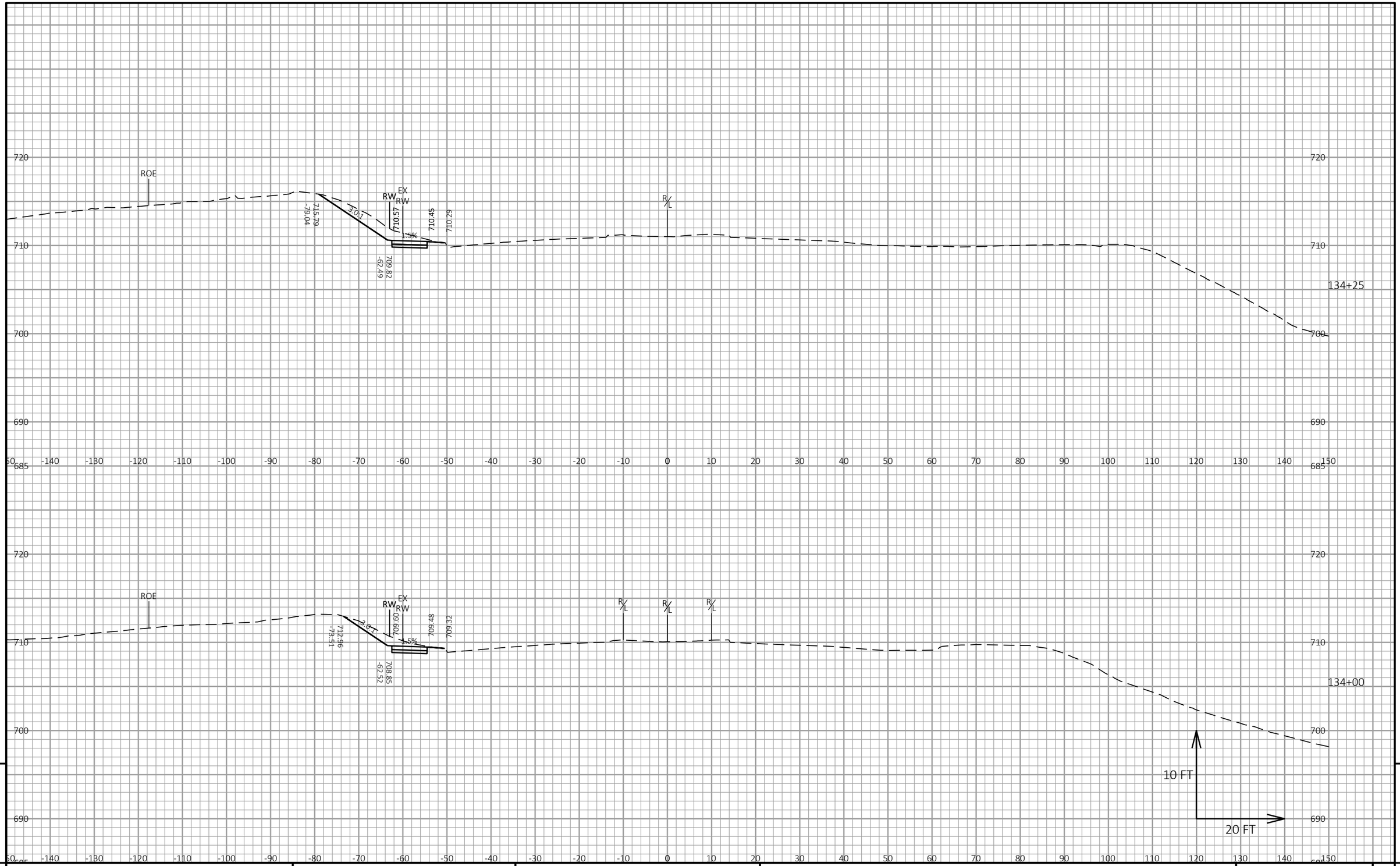
9 9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 883	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090213_xs

PLOT DATE : 1/19/2026 9:09 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 884	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090214_xs

PLOT DATE : 1/19/2026 9:09 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

730
720
710
700
695
-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

ROE
717.47
-71.48
2.5%
RW
EX
RW
712.08
5%
712.96
712.17
712.33
-62.49
R/L
134+75

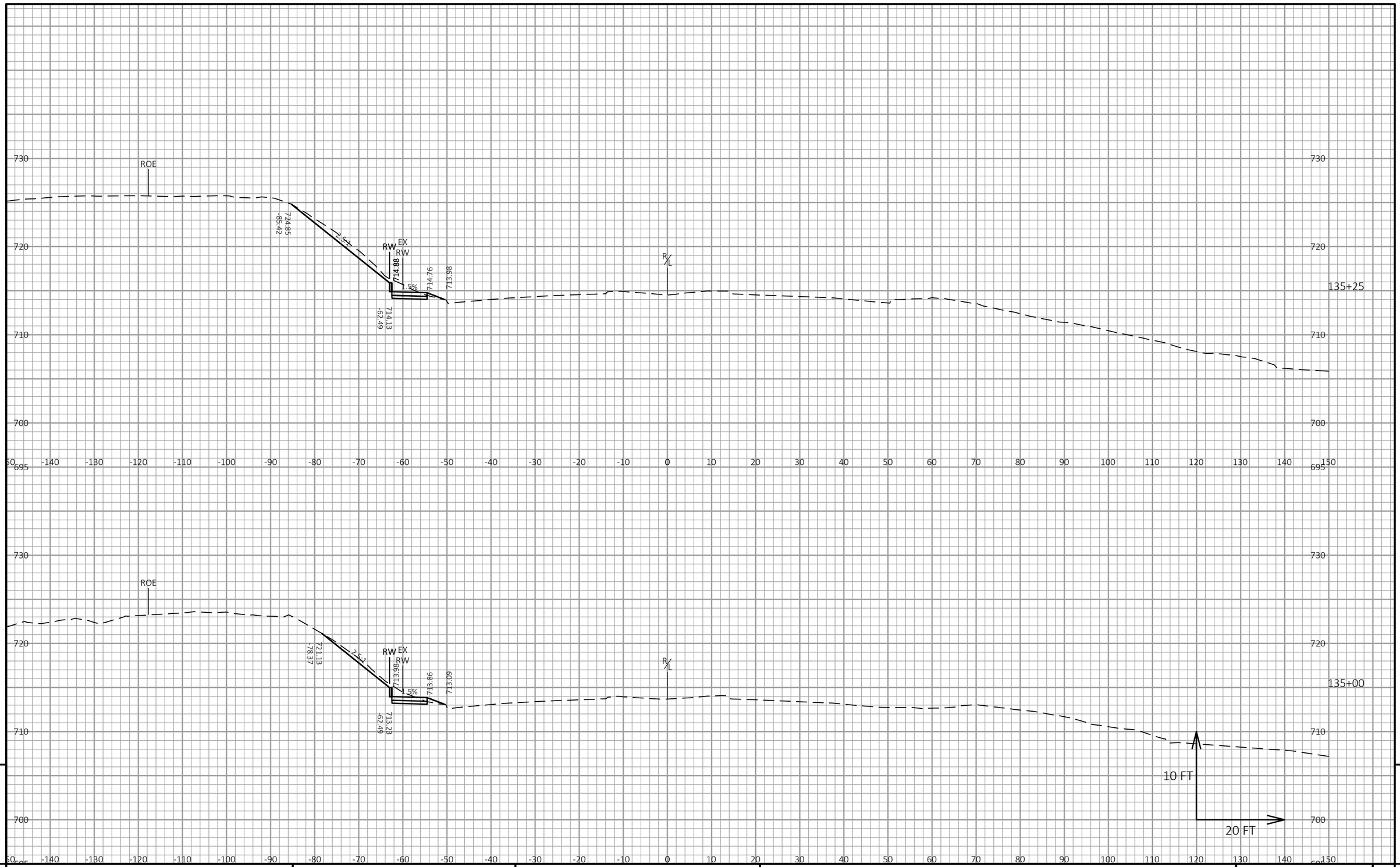
730
720
710
700
695
-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

ROE
718.30
-83.78
3.0:1
RW
EX
RW
711.50
1.5%
711.38
711.22
710.75
-62.49
R/L
134+50
10 FT
20 FT

9 9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 885	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090215_xs
PLOT DATE : 1/19/2026 9:09 AM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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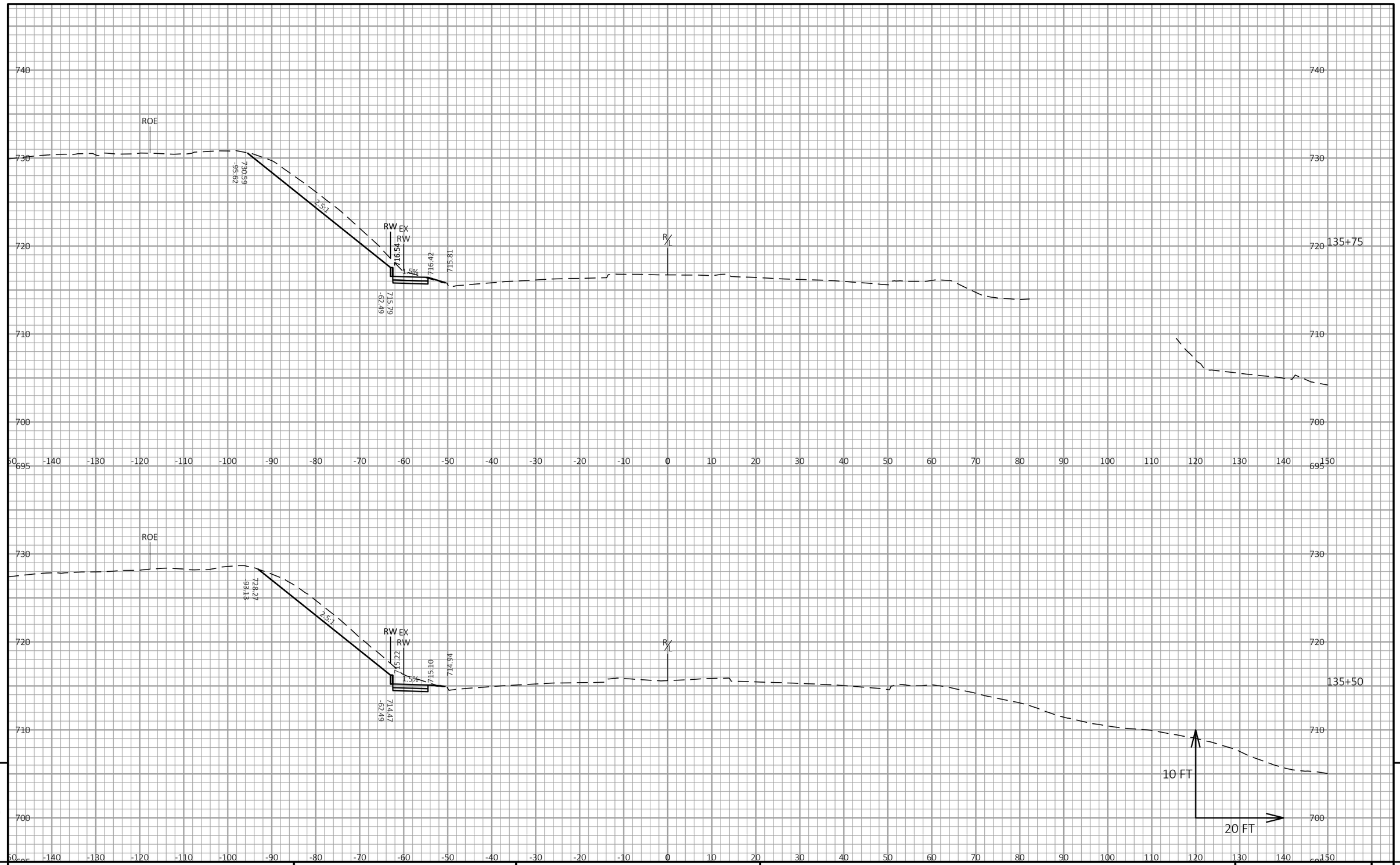
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 886	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090216_xs

PLOT DATE : 1/19/2026 9:10 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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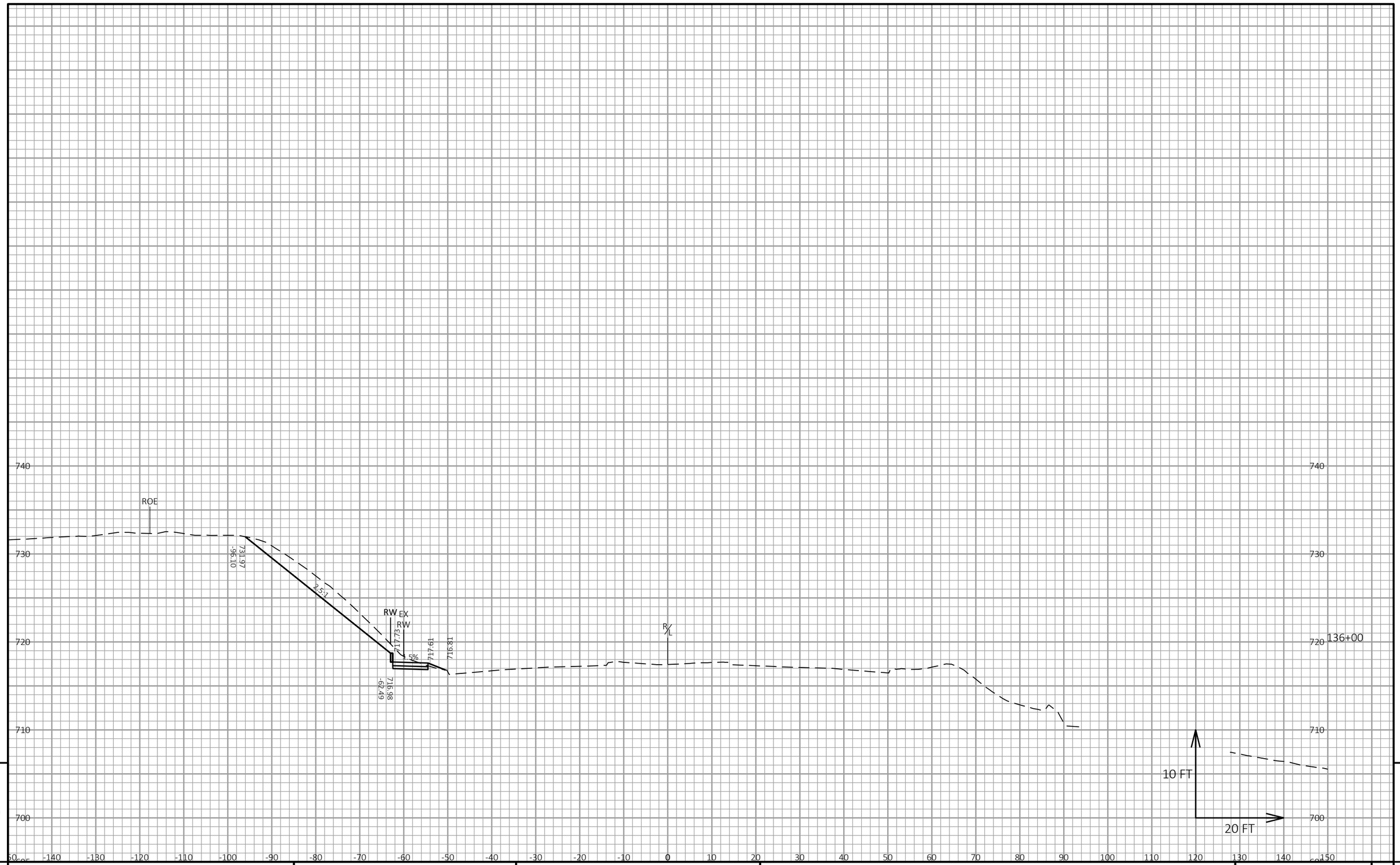
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 887	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090217_xs

PLOT DATE : 1/19/2026 9:10 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 888	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090218_xs

PLOT DATE : 1/19/2026 9:10 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 889	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090219_xs

PLOT DATE : 1/19/2026 9:10 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 890	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090220_xs

PLOT DATE : 1/19/2026 9:10 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

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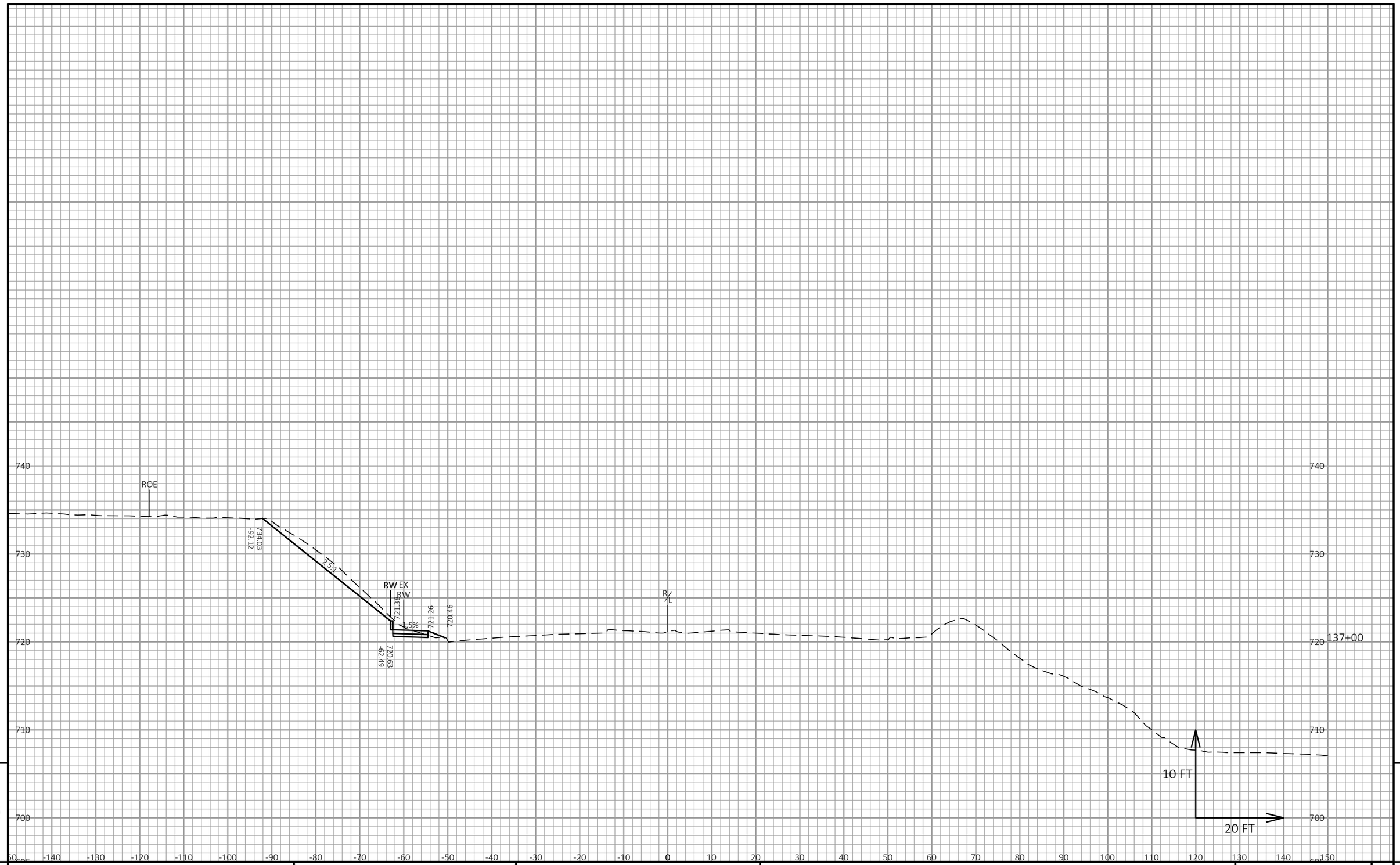
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 891	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090221_xs

PLOT DATE : 1/19/2026 9:11 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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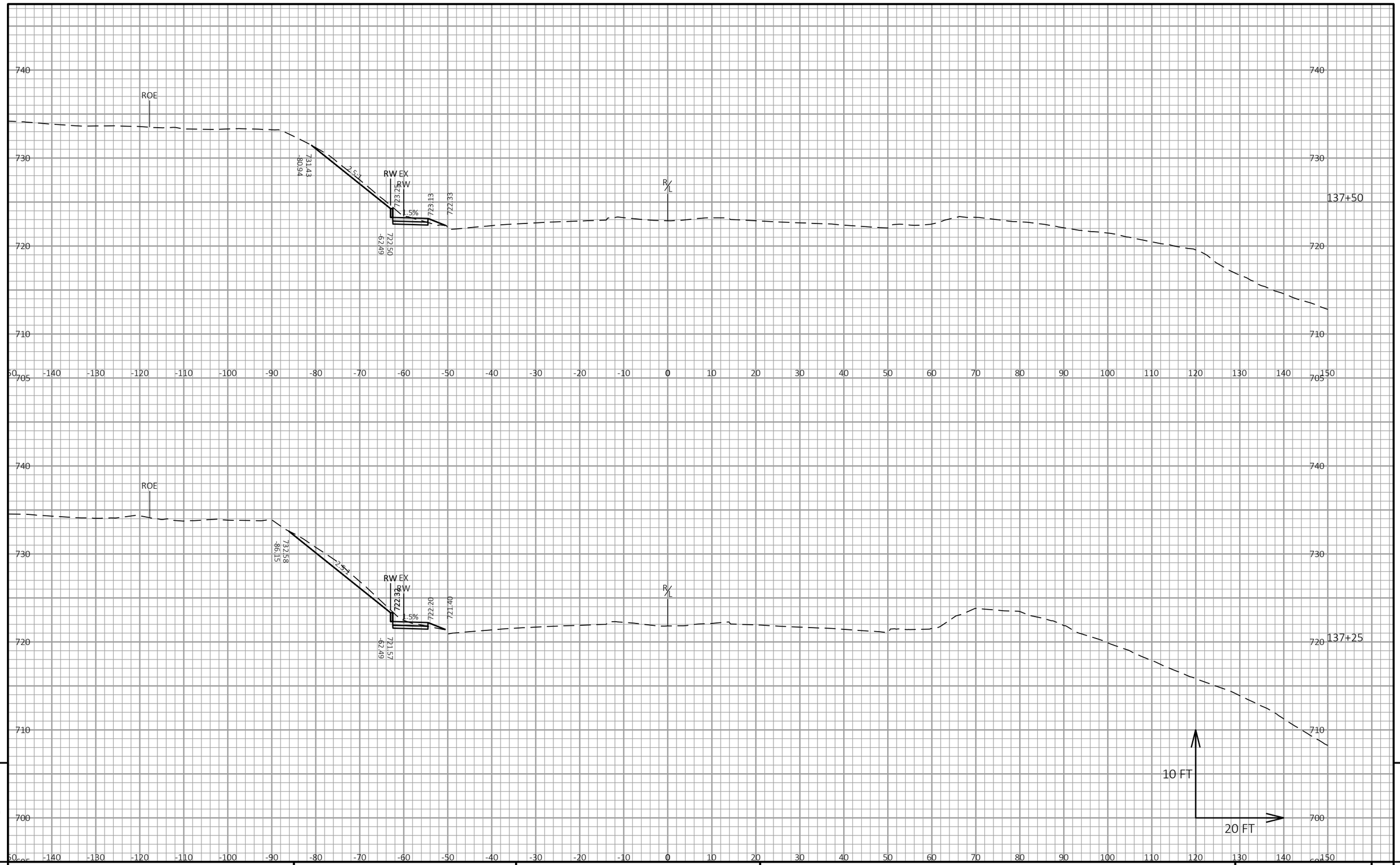
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 892	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090222_xs

PLOT DATE : 1/19/2026 9:11 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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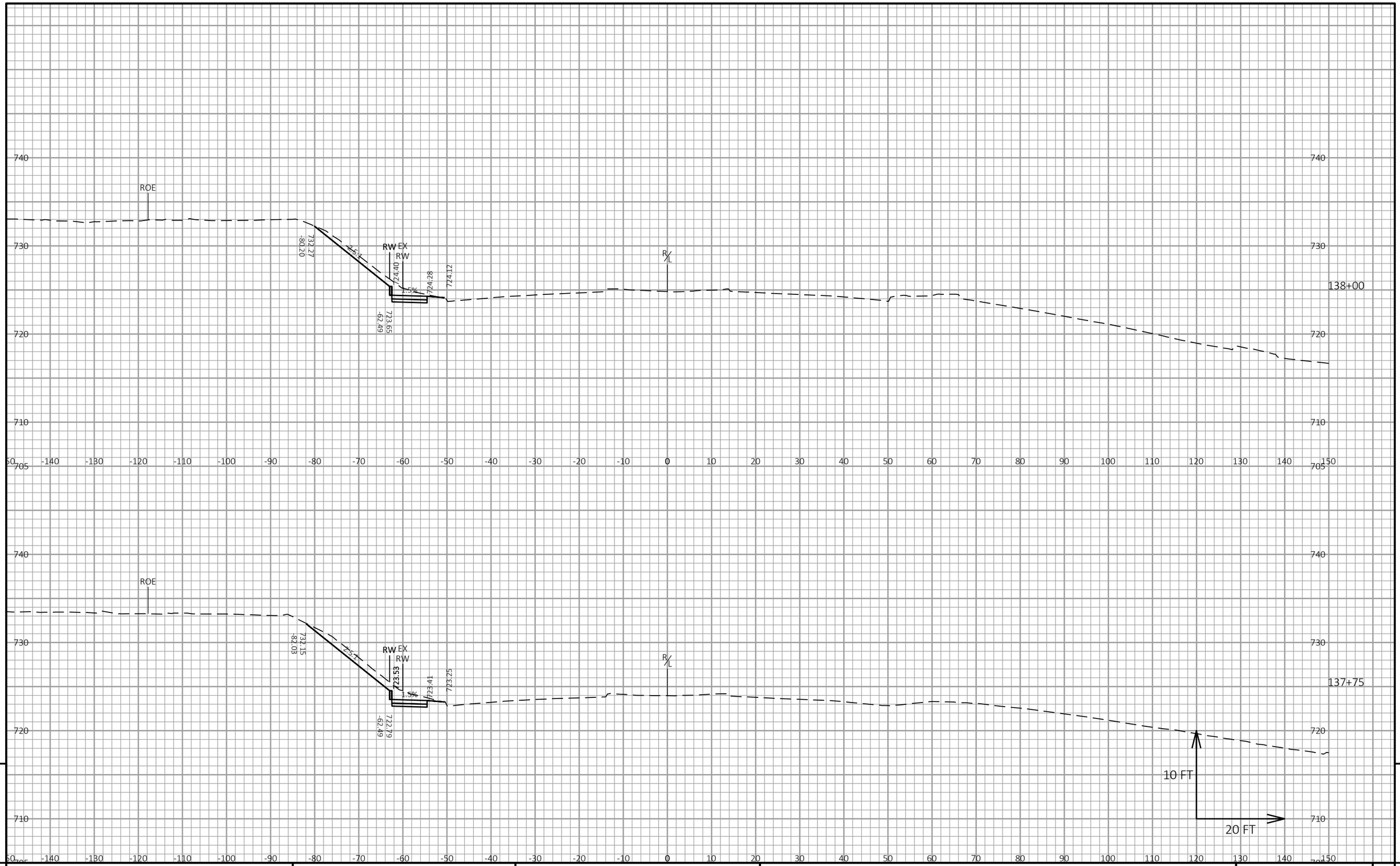
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 893	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090223_xs

PLOT DATE : 1/19/2026 9:11 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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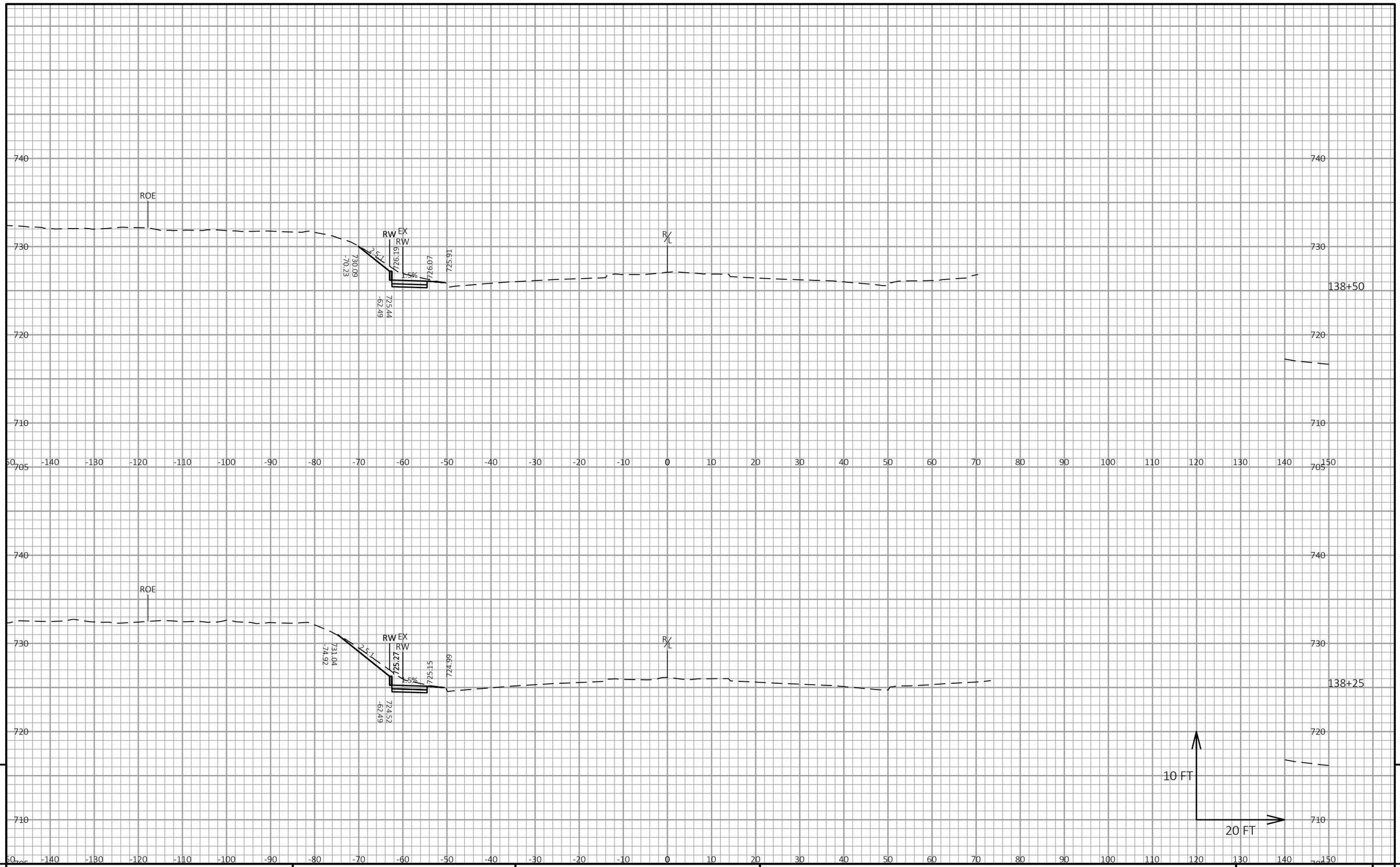
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 894	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090224_xs

PLOT DATE : 1/19/2026 9:11 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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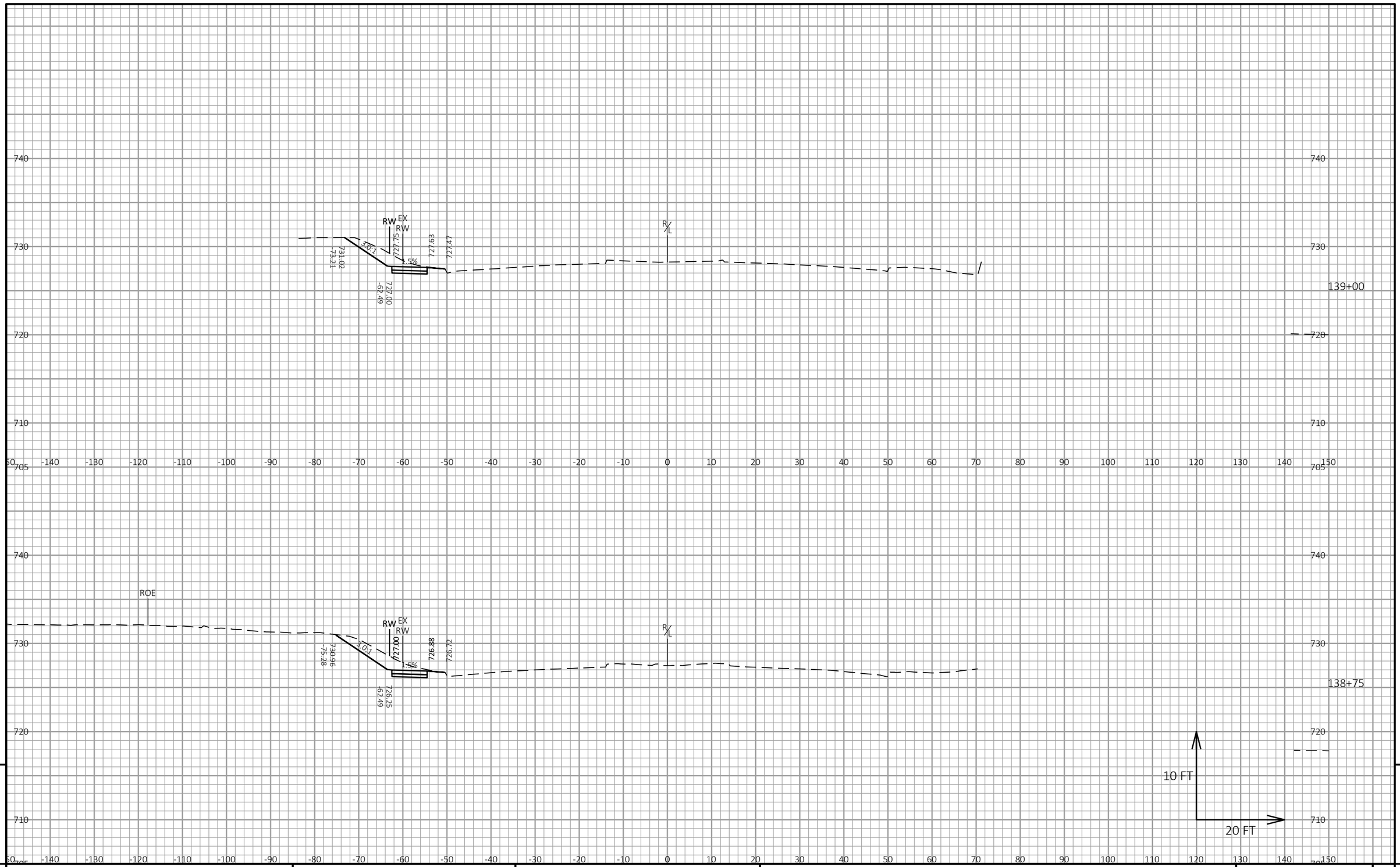
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 895	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090225_xs

PLOT DATE : 1/19/2026 9:11 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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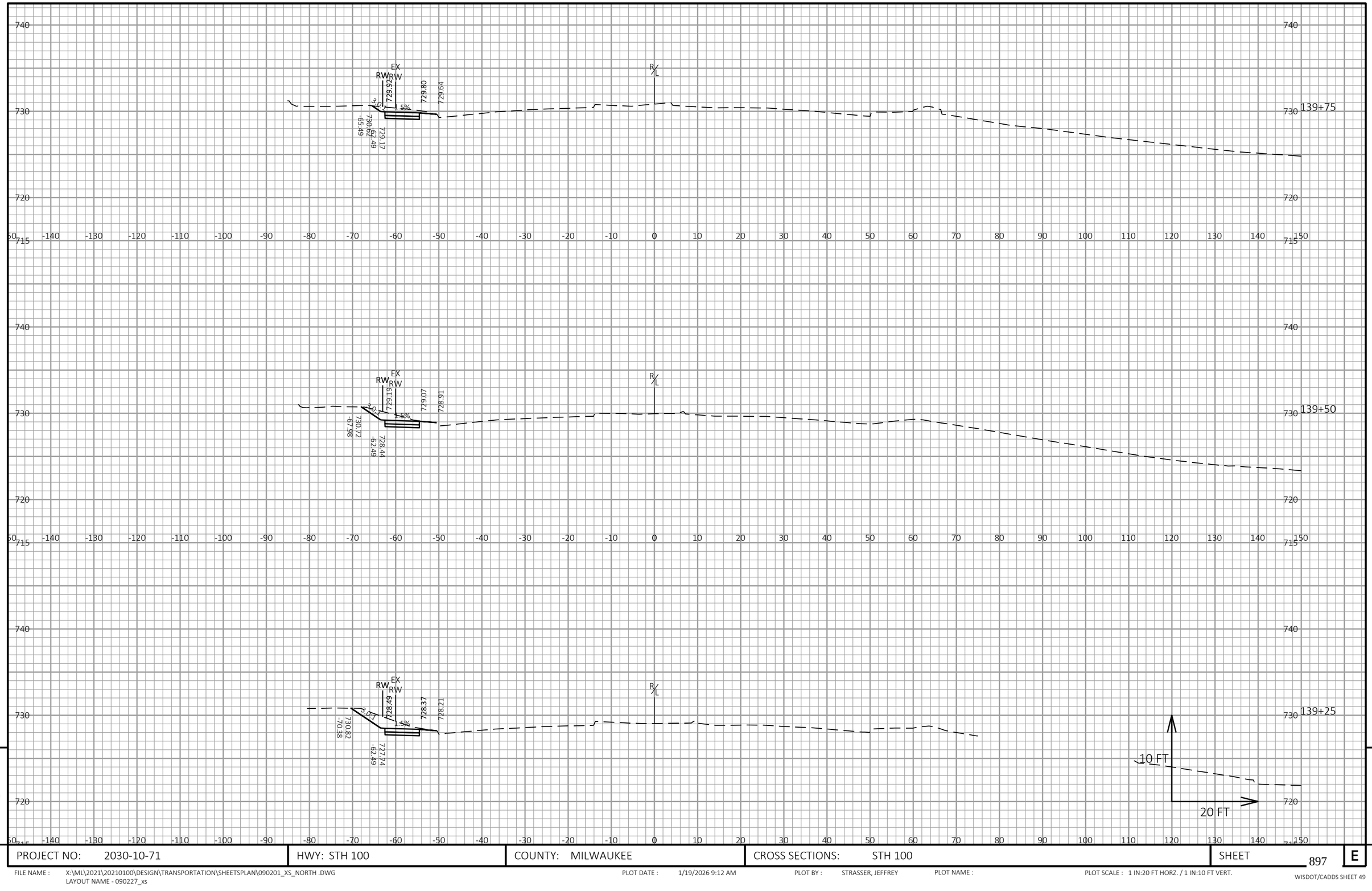
9

PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 896	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090226_xs

PLOT DATE : 1/19/2026 9:12 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 897	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090227_xs

PLOT DATE : 1/19/2026 9:12 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

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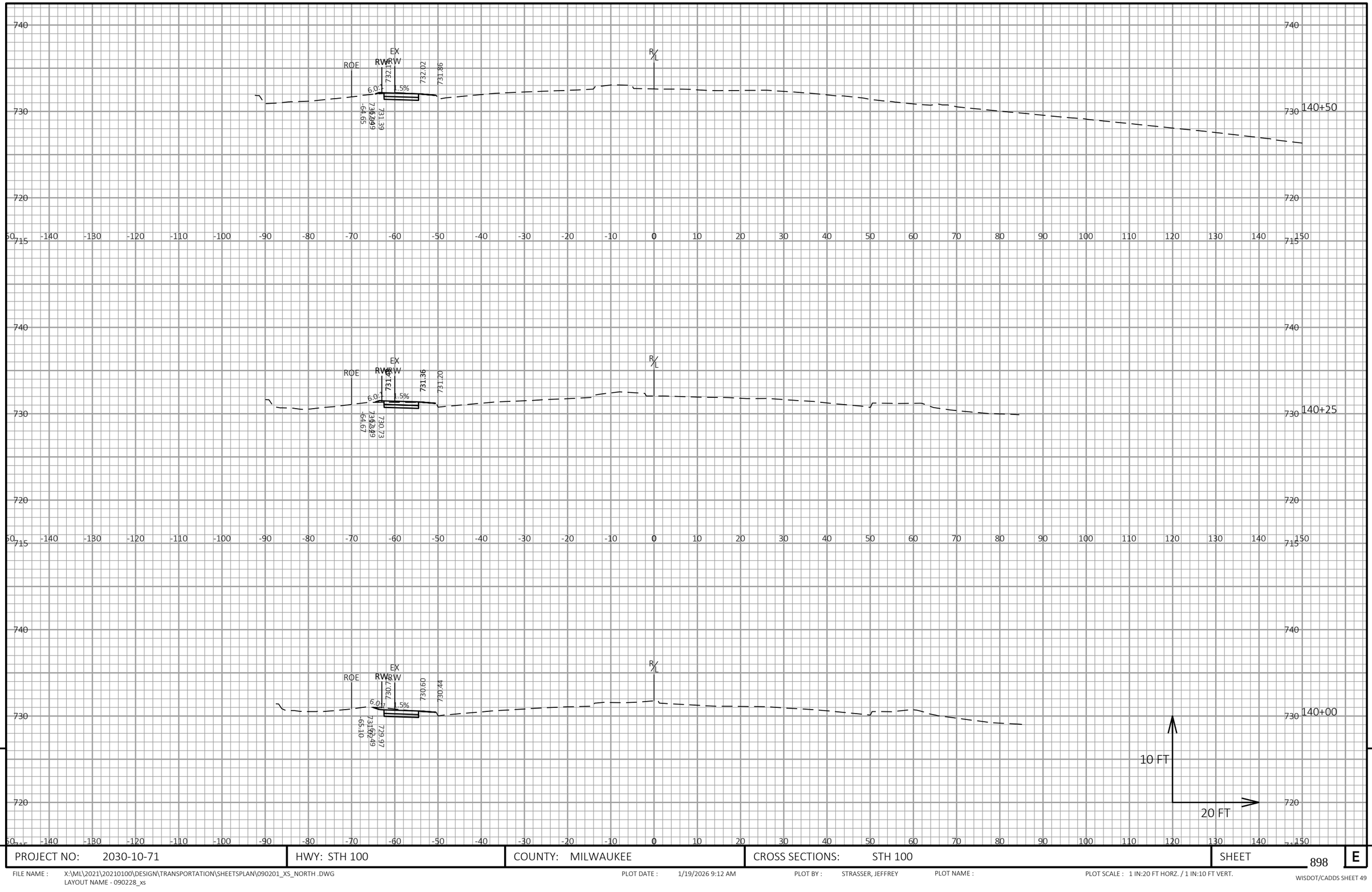

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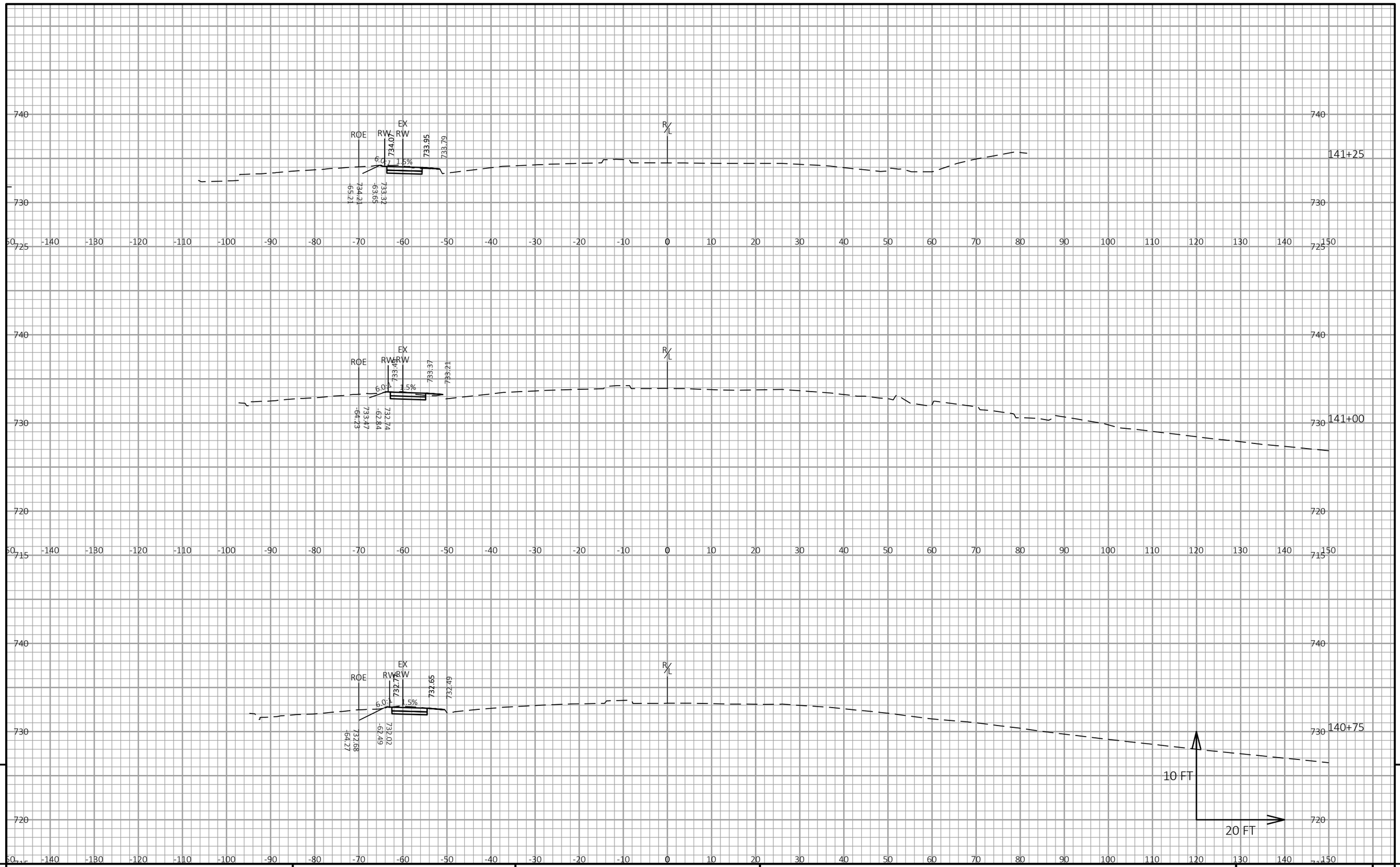
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 898	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090228_xs

PLOT DATE : 1/19/2026 9:12 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49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RW
EX RW
R/L
734.07
733.95
733.79
6.0%
1.5%
734.21
733.32
733.65
733.65
733.46
733.37
733.21
733.47
732.74
732.84
732.84
732.68
732.02
732.49
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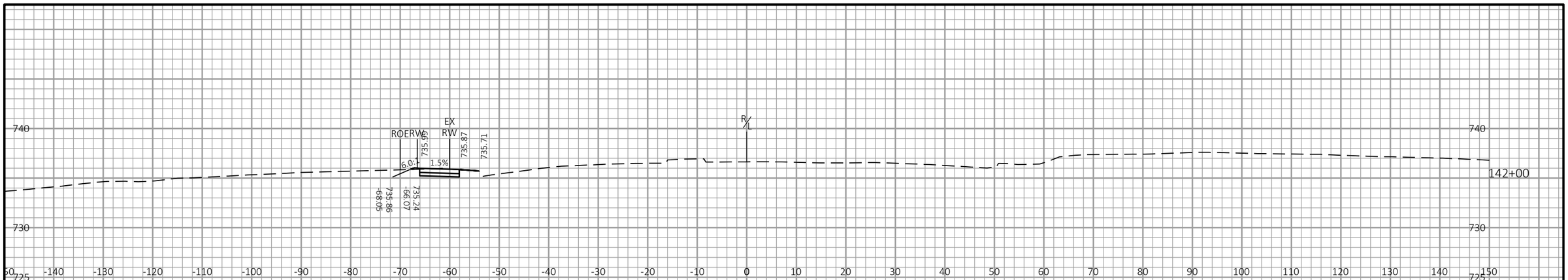

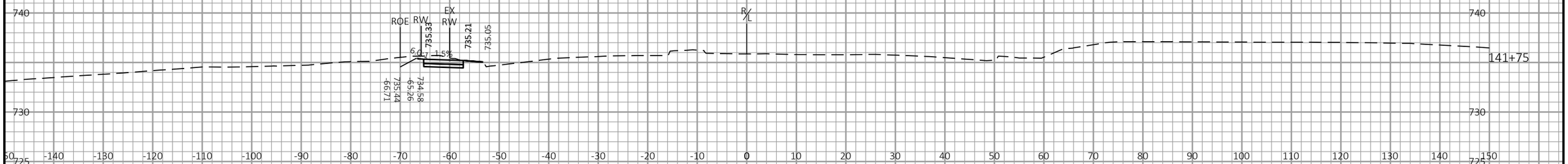

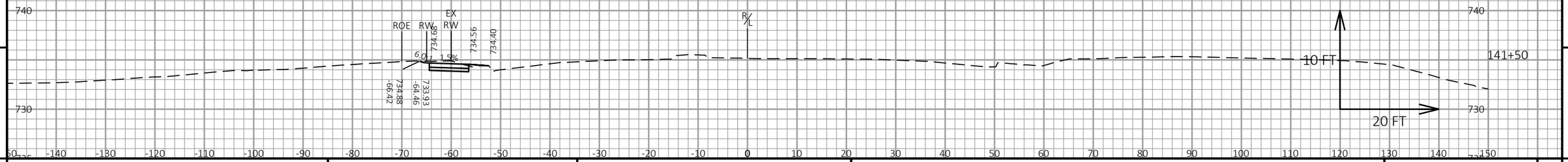

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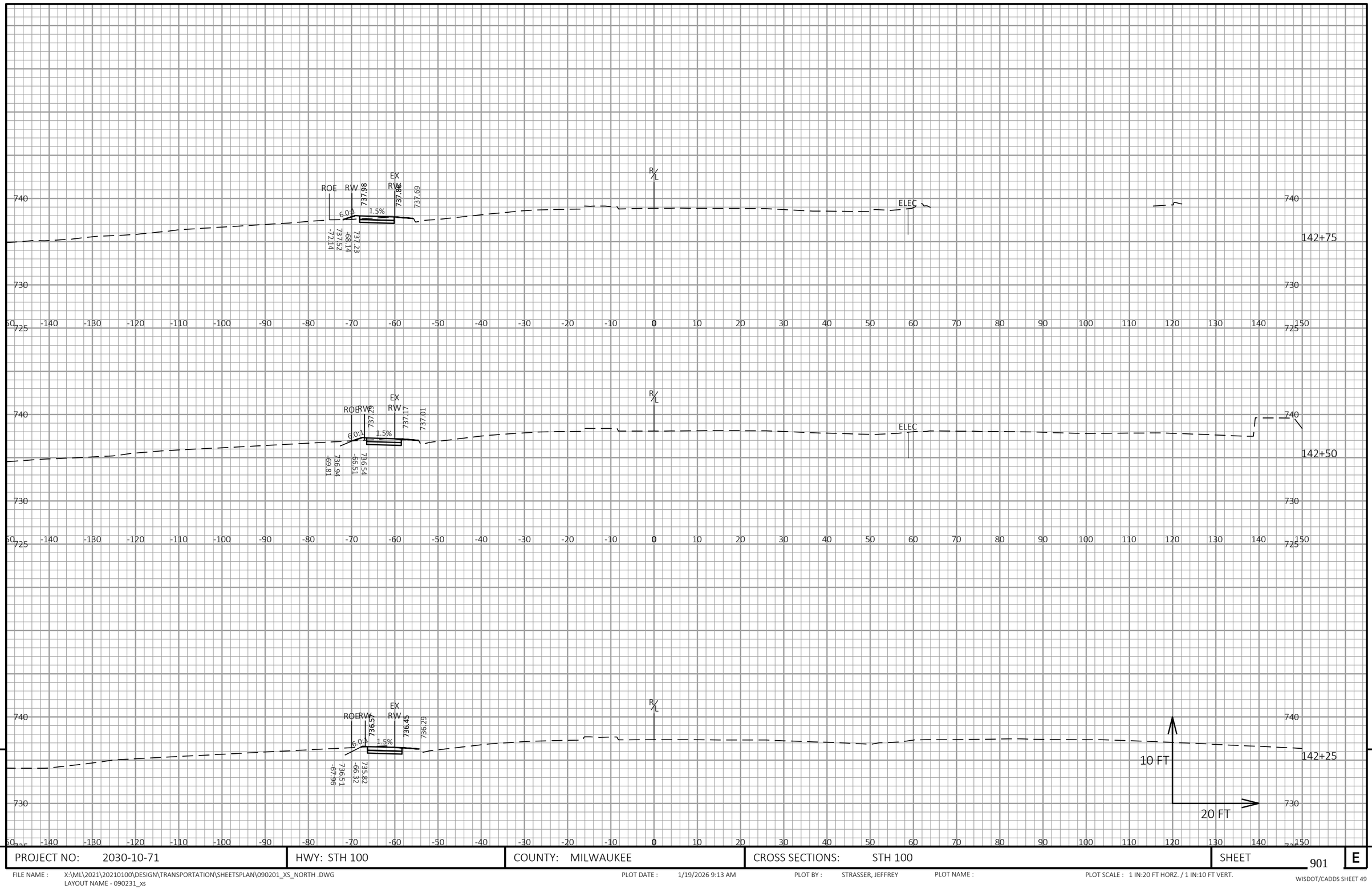
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 900	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090230_xs

PLOT DATE : 1/19/2026 9:12 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 901	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090231_xs

PLOT DATE : 1/19/2026 9:13 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

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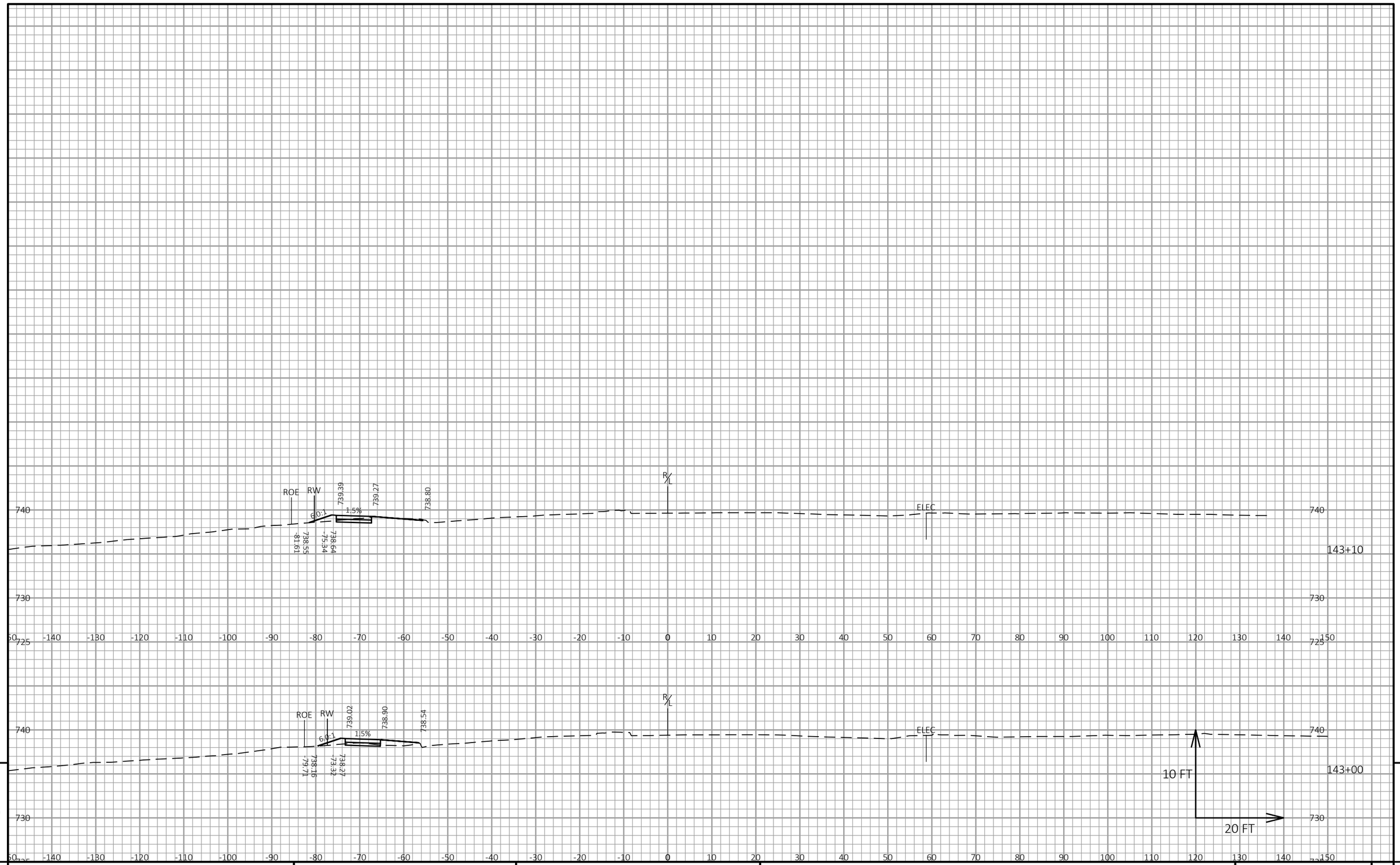

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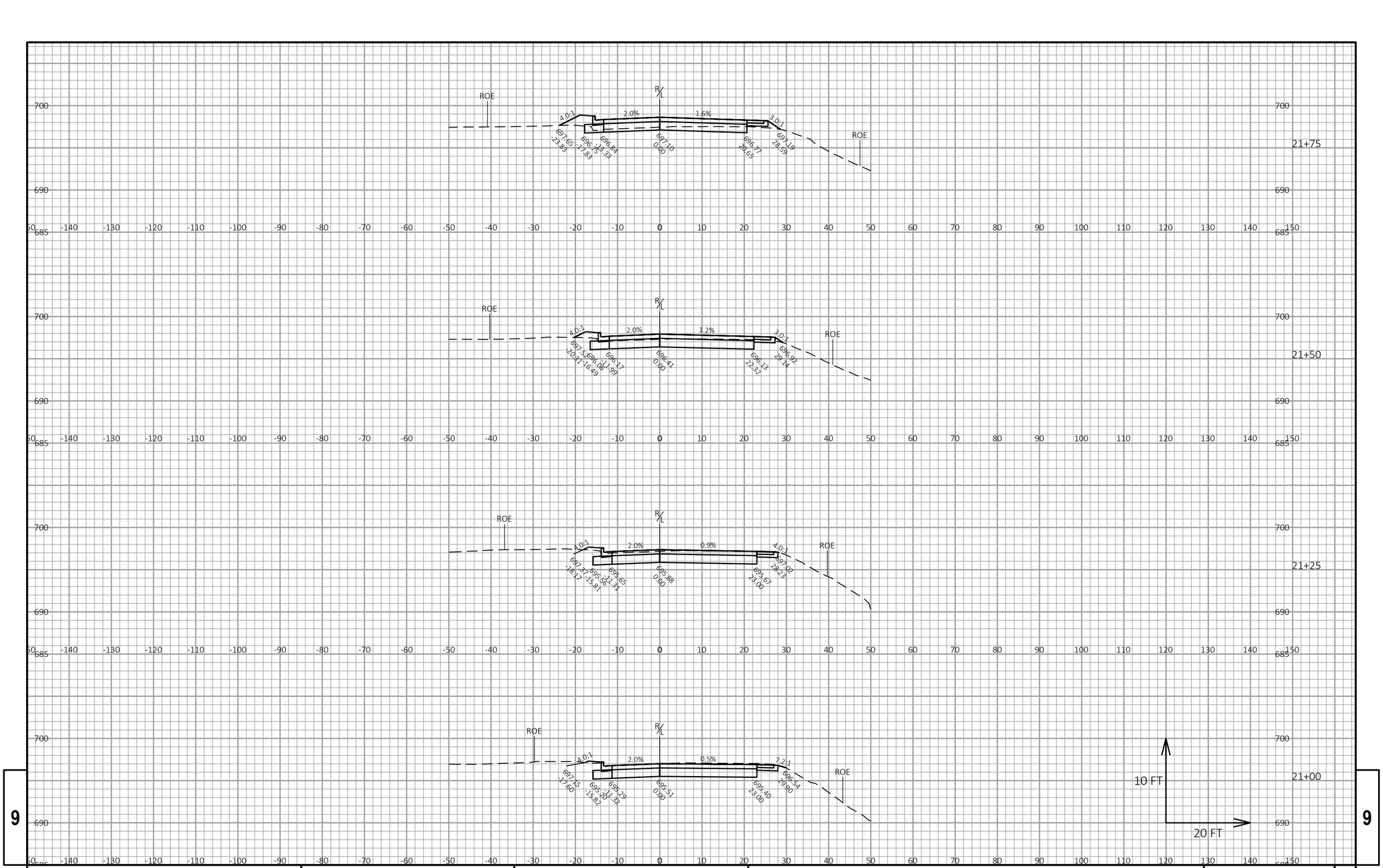
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: STH 100	SHEET 902	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090232_xs

PLOT DATE : 1/19/2026 9:13 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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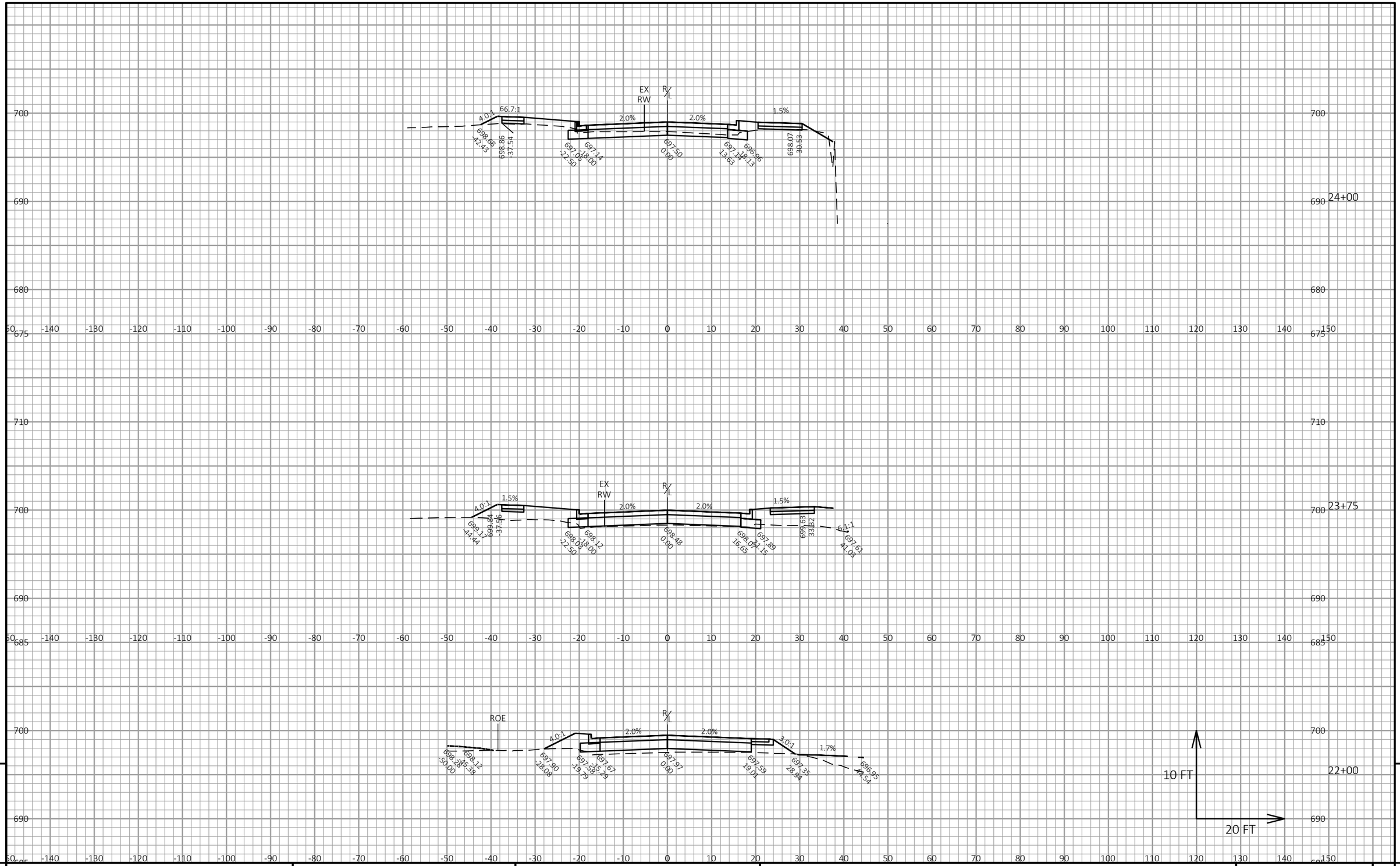
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: MENOMONEE PARK WAY	SHEET 903	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090257_xs

PLOT DATE : 1/19/2026 9:13 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

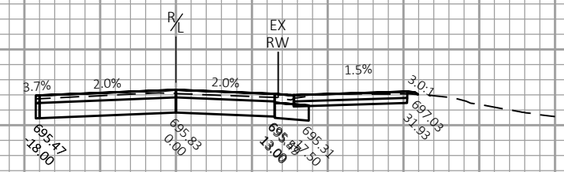


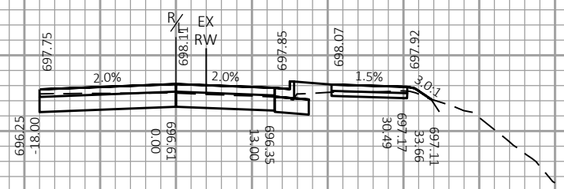
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: MENOMONEE PARK WAY	SHEET 904	E

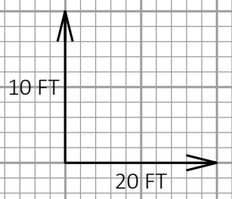
FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090258_xs

PLOT DATE : 1/19/2026 9:13 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







700 690 685

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24+50

24+25

9

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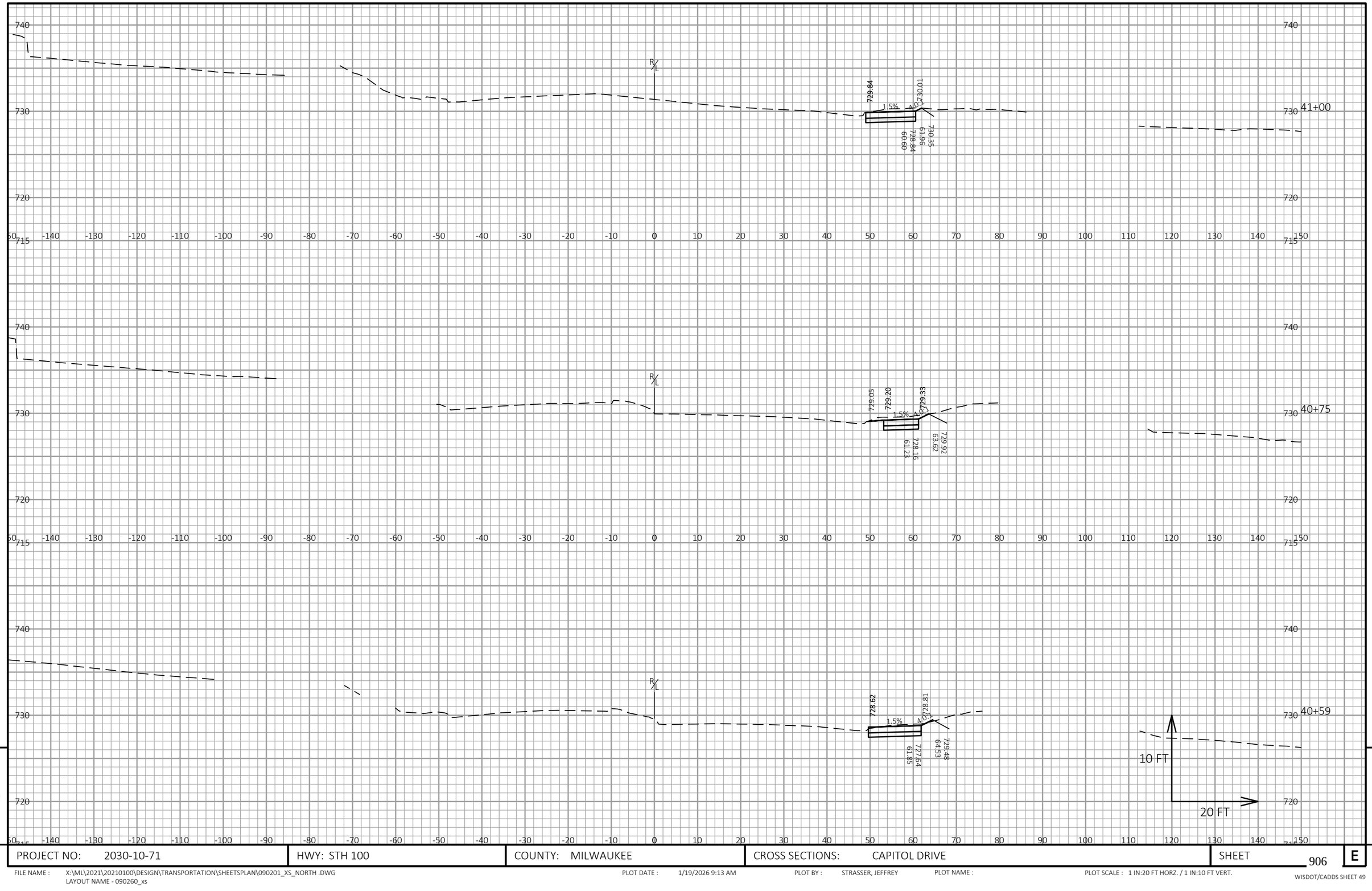
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: MENOMONEE PARK WAY	SHEET 905	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090259_xs

PLOT DATE : 1/19/2026 9:13 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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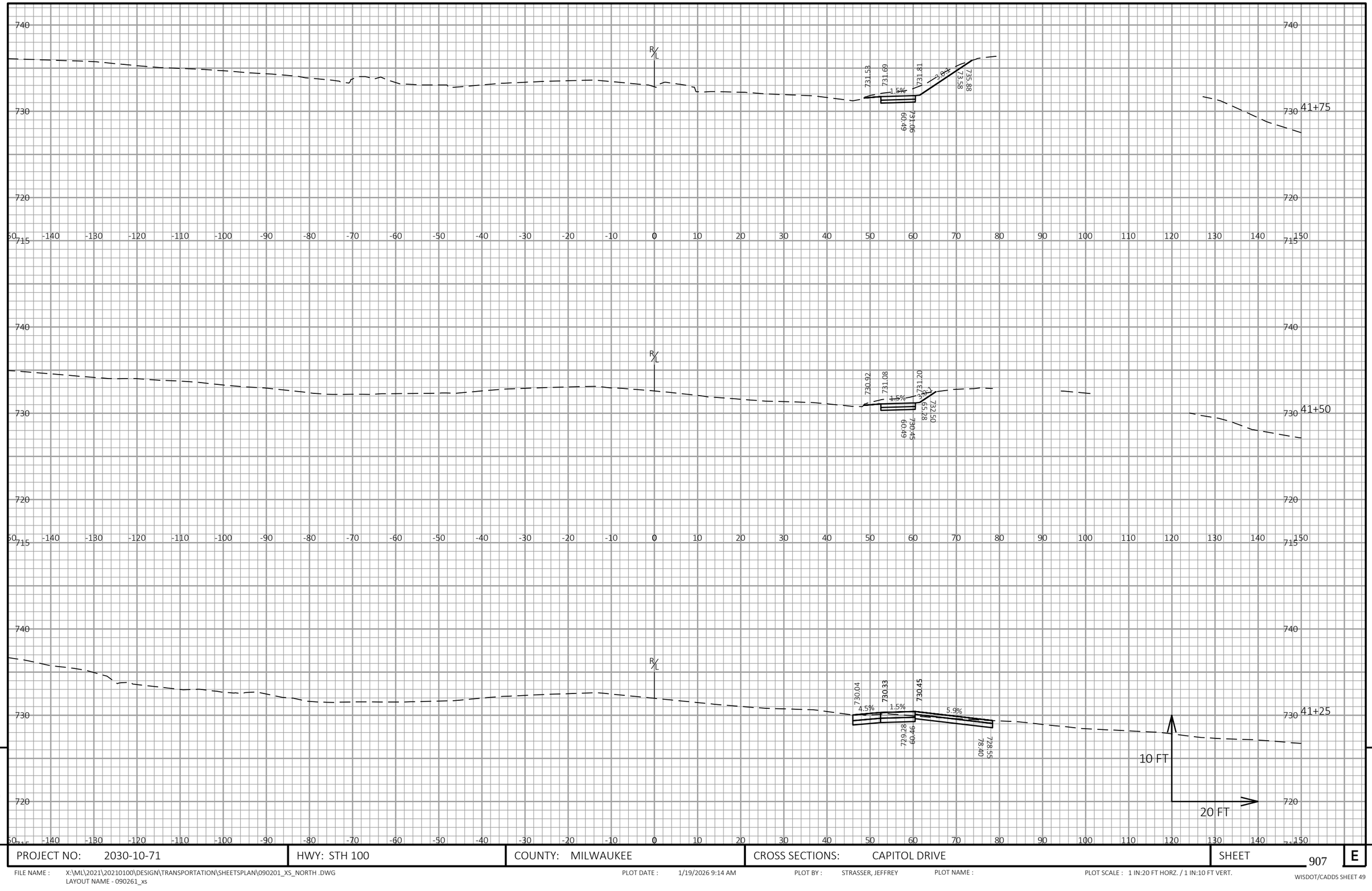
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 906	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090260_xs

PLOT DATE : 1/19/2026 9:13 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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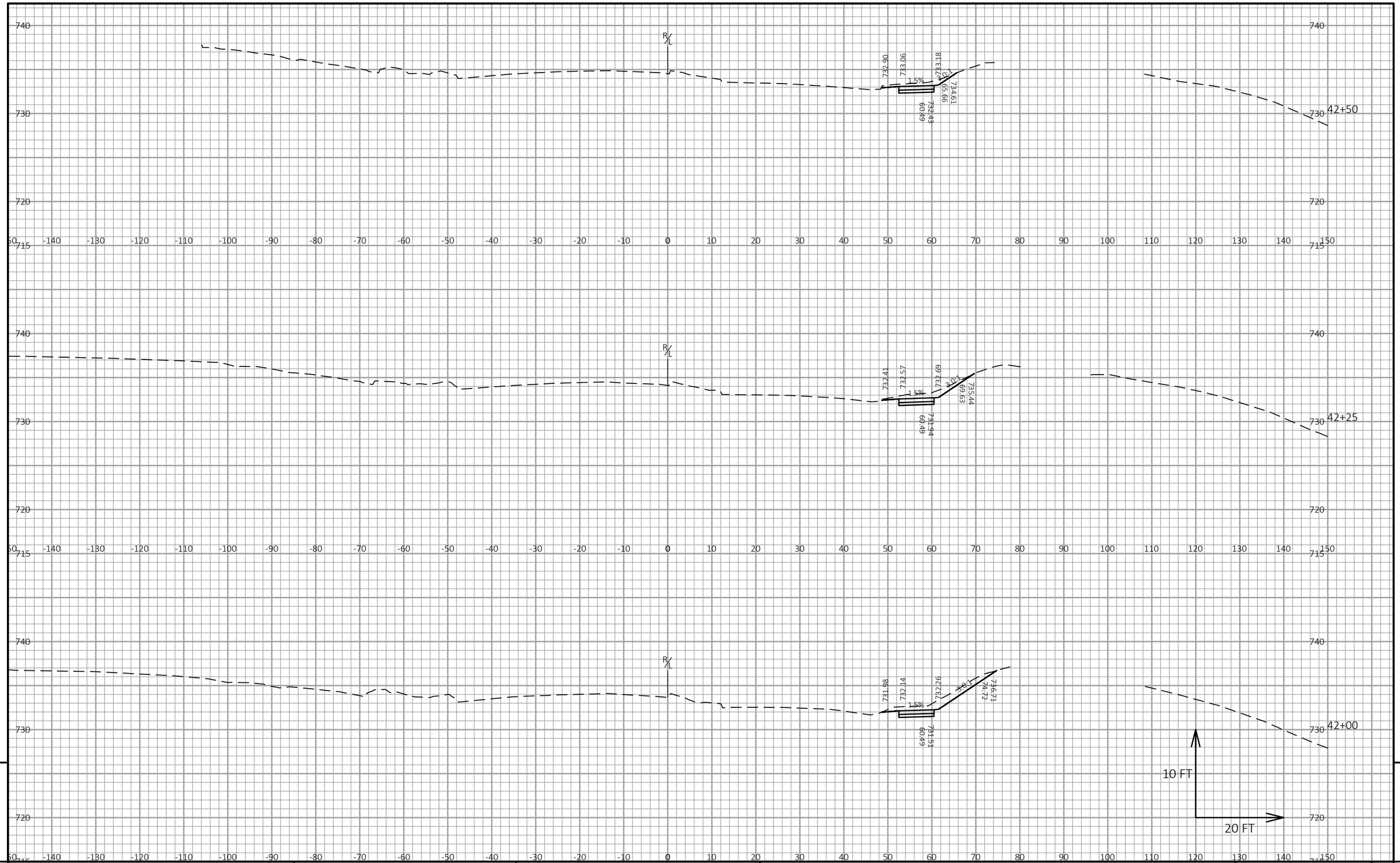
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 907	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090261_xs

PLOT DATE : 1/19/2026 9:14 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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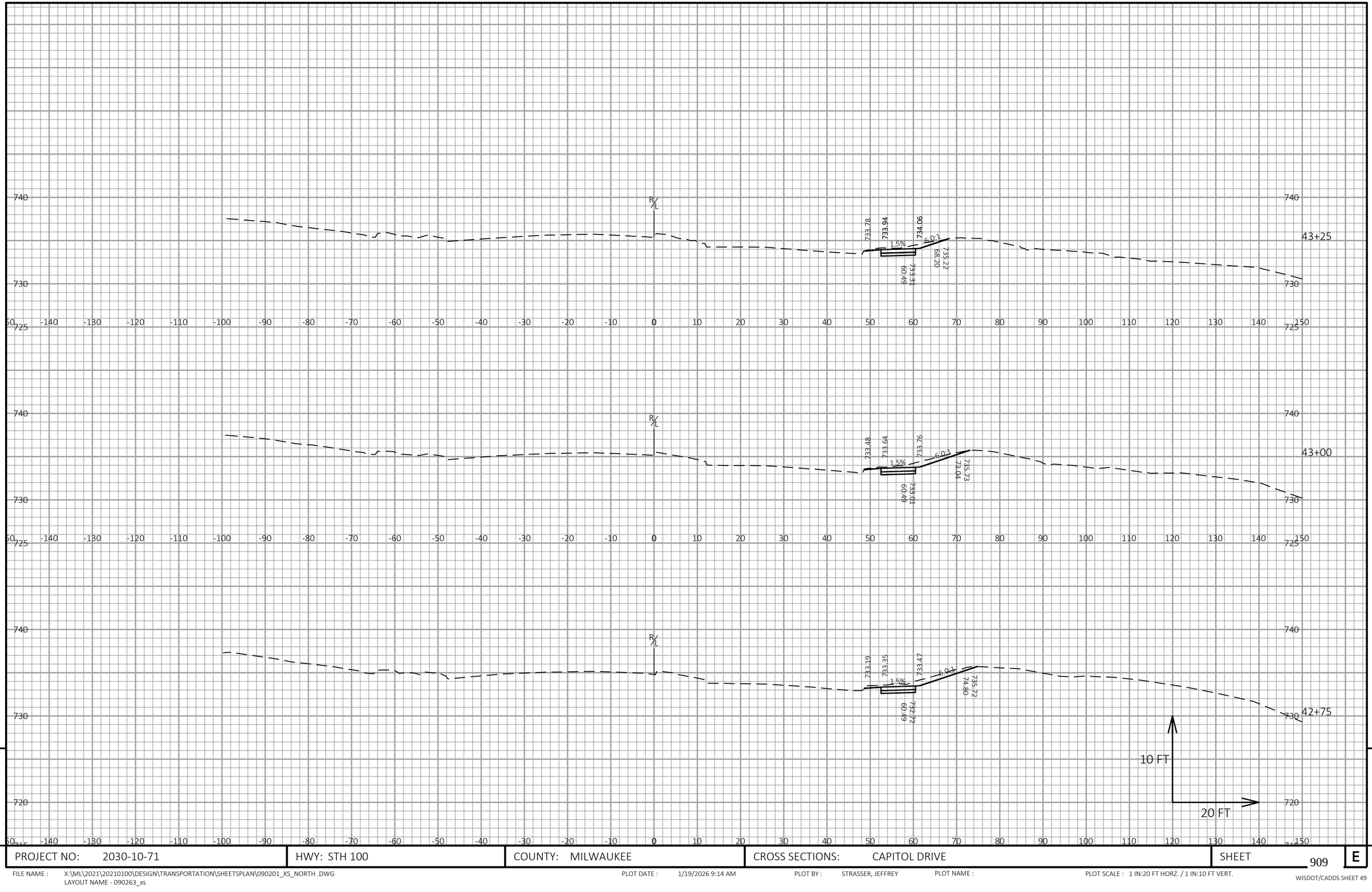
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 908	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090262_xs

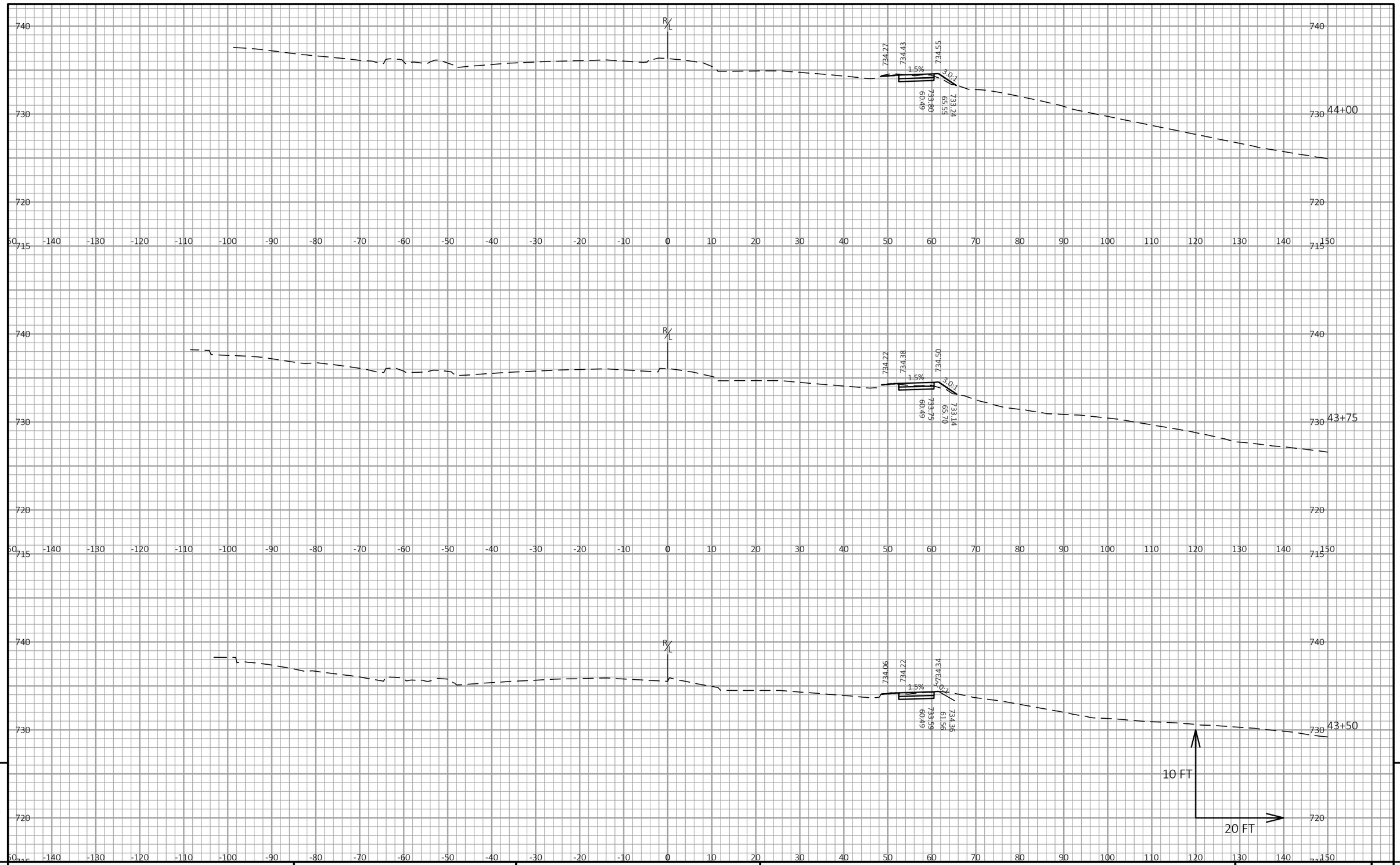
PLOT DATE : 1/19/2026 9:14 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 909	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090263_xs
PLOT DATE : 1/19/2026 9:14 AM
PLOT BY : STRASSER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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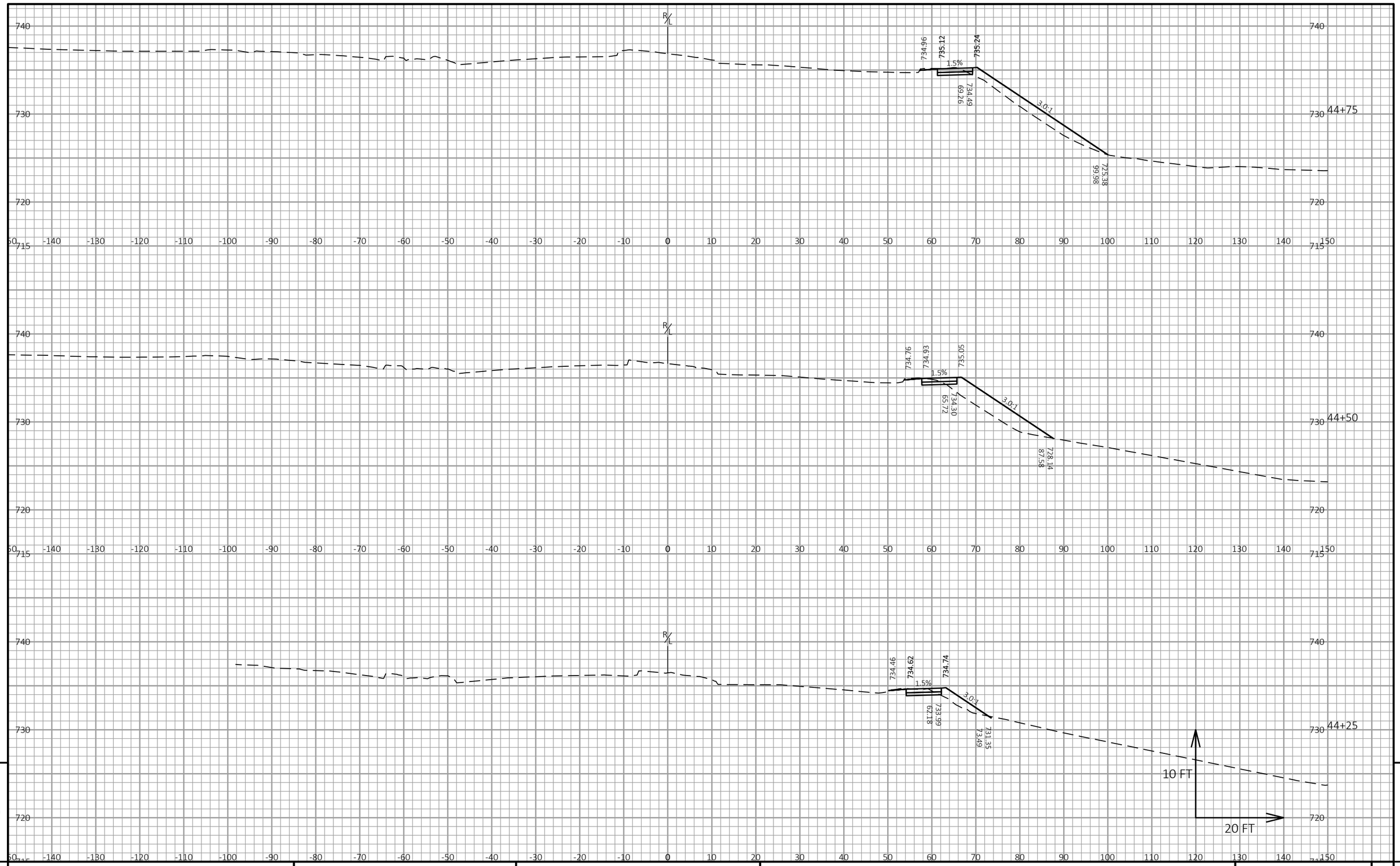
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 910	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090264_xs

PLOT DATE : 1/19/2026 9:14 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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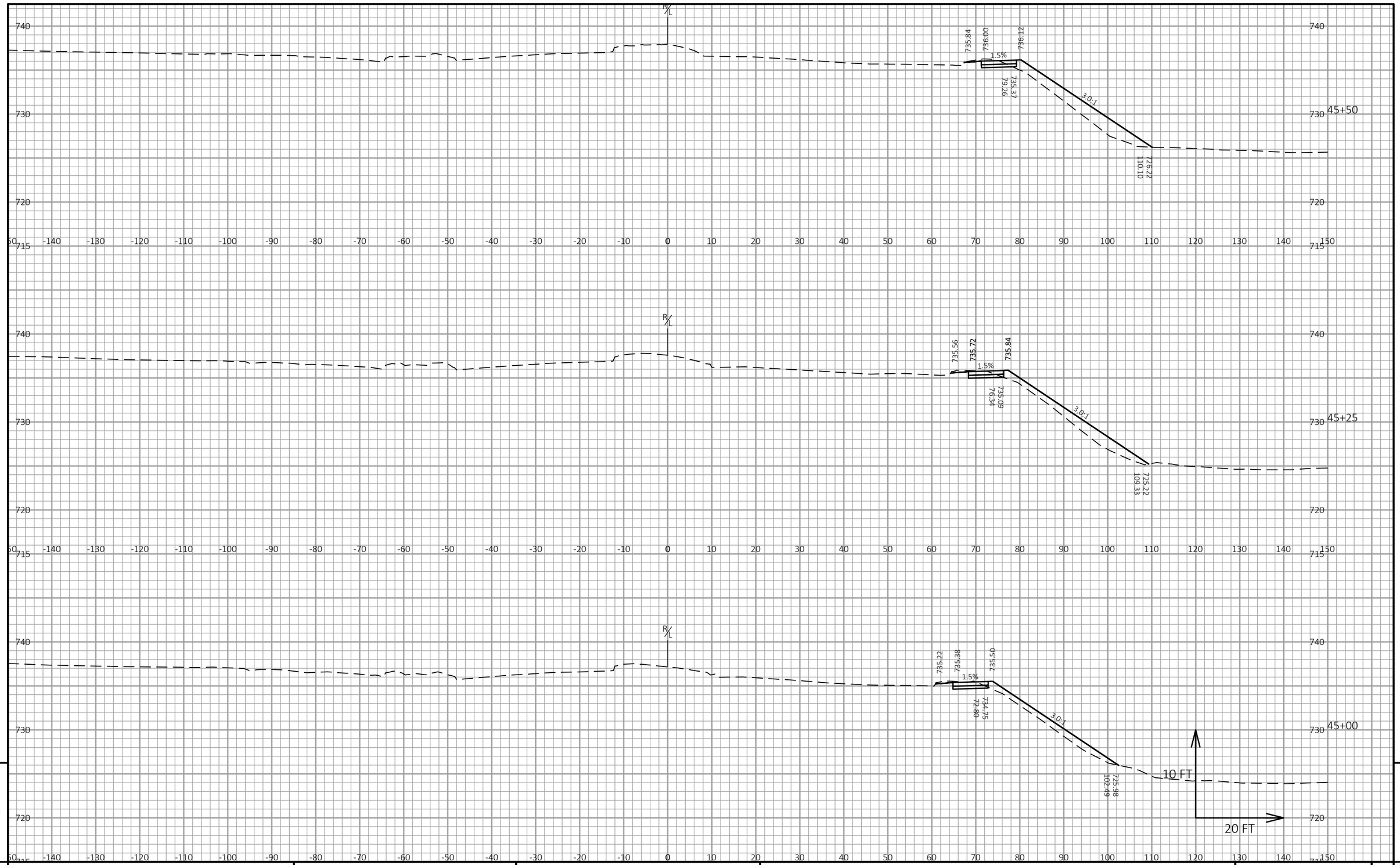
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 911	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090265_xs

PLOT DATE : 1/19/2026 9:14 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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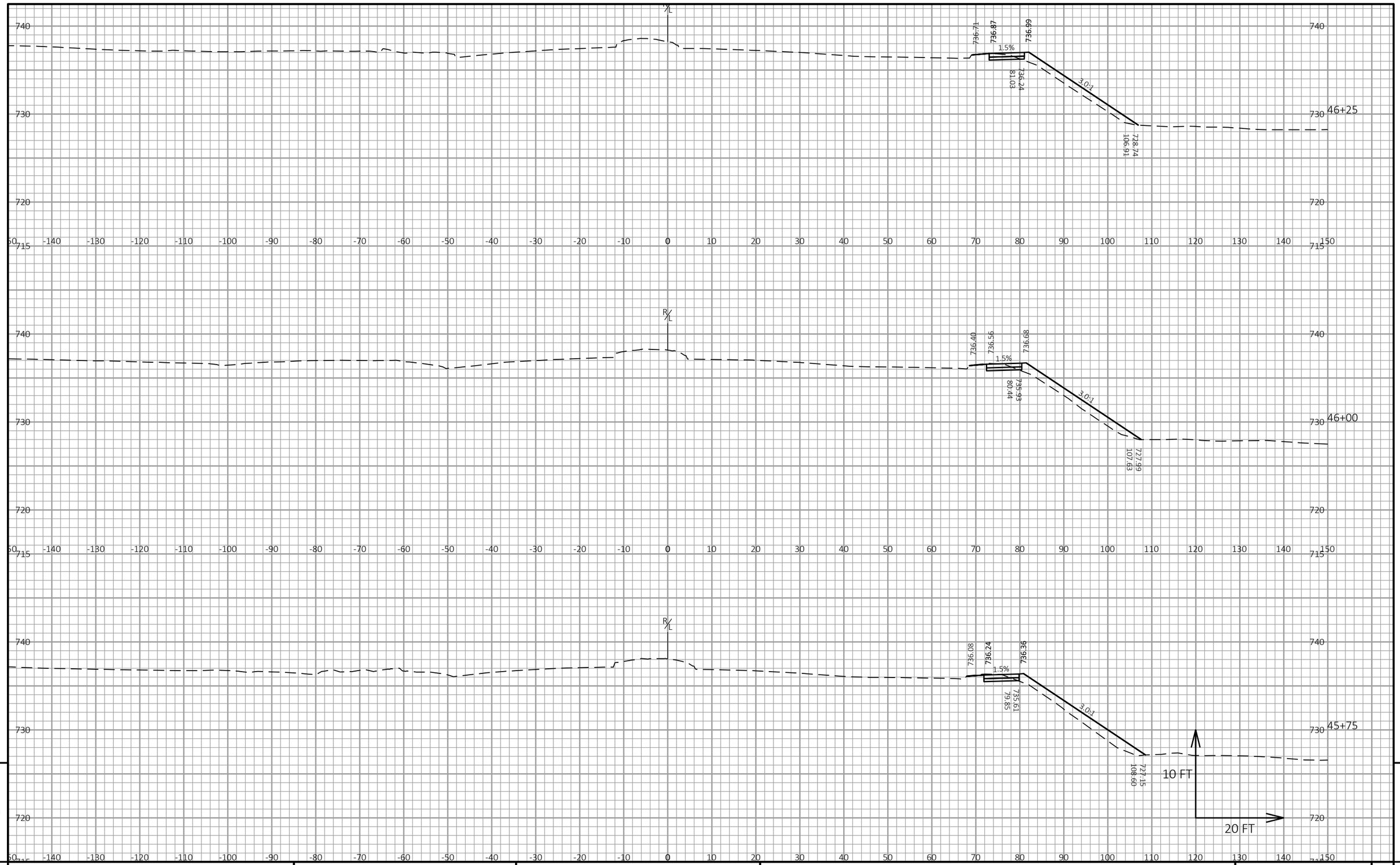
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 912	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090266_xs

PLOT DATE : 1/19/2026 9:14 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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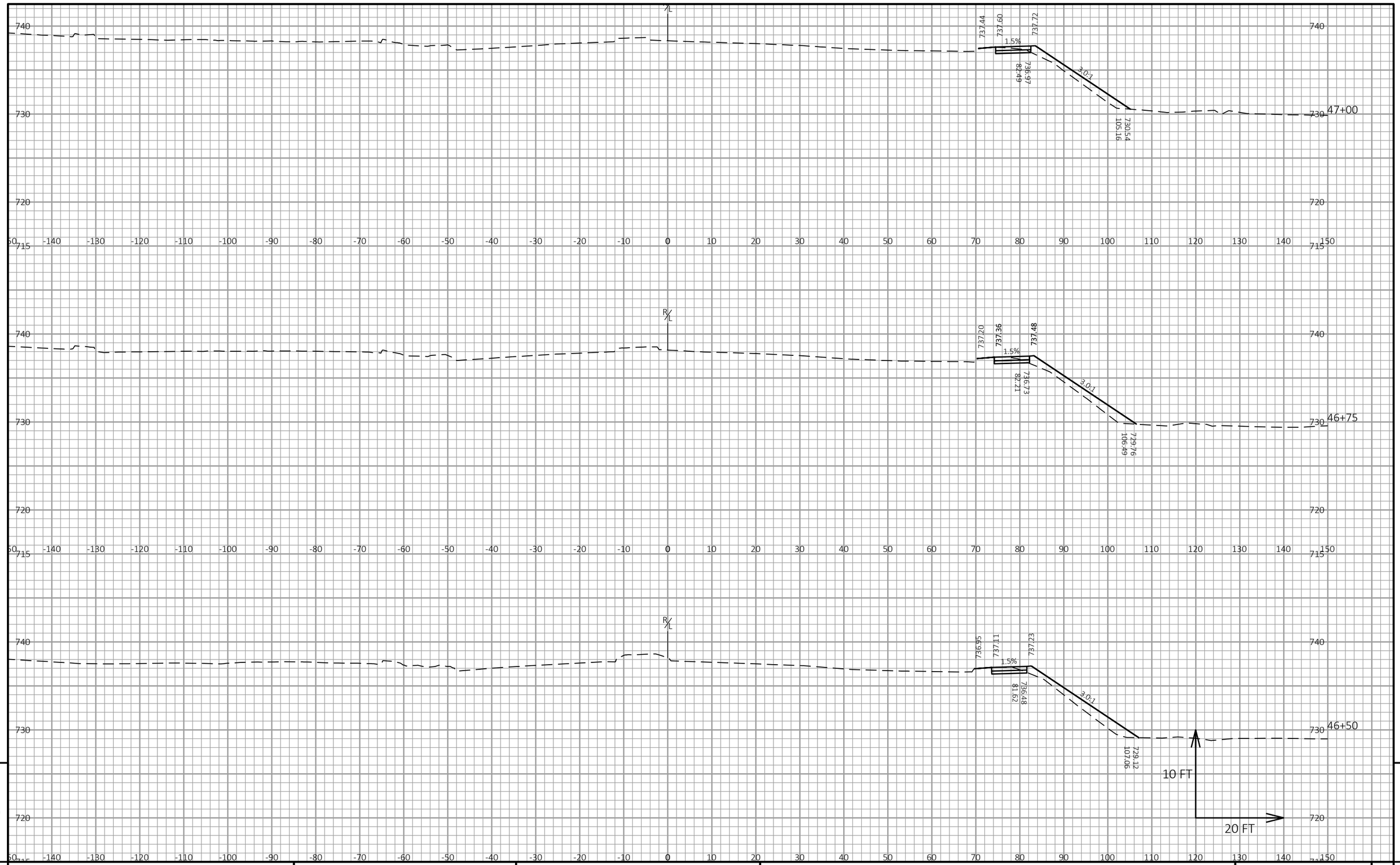
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 913	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090267_xs

PLOT DATE : 1/19/2026 9:15 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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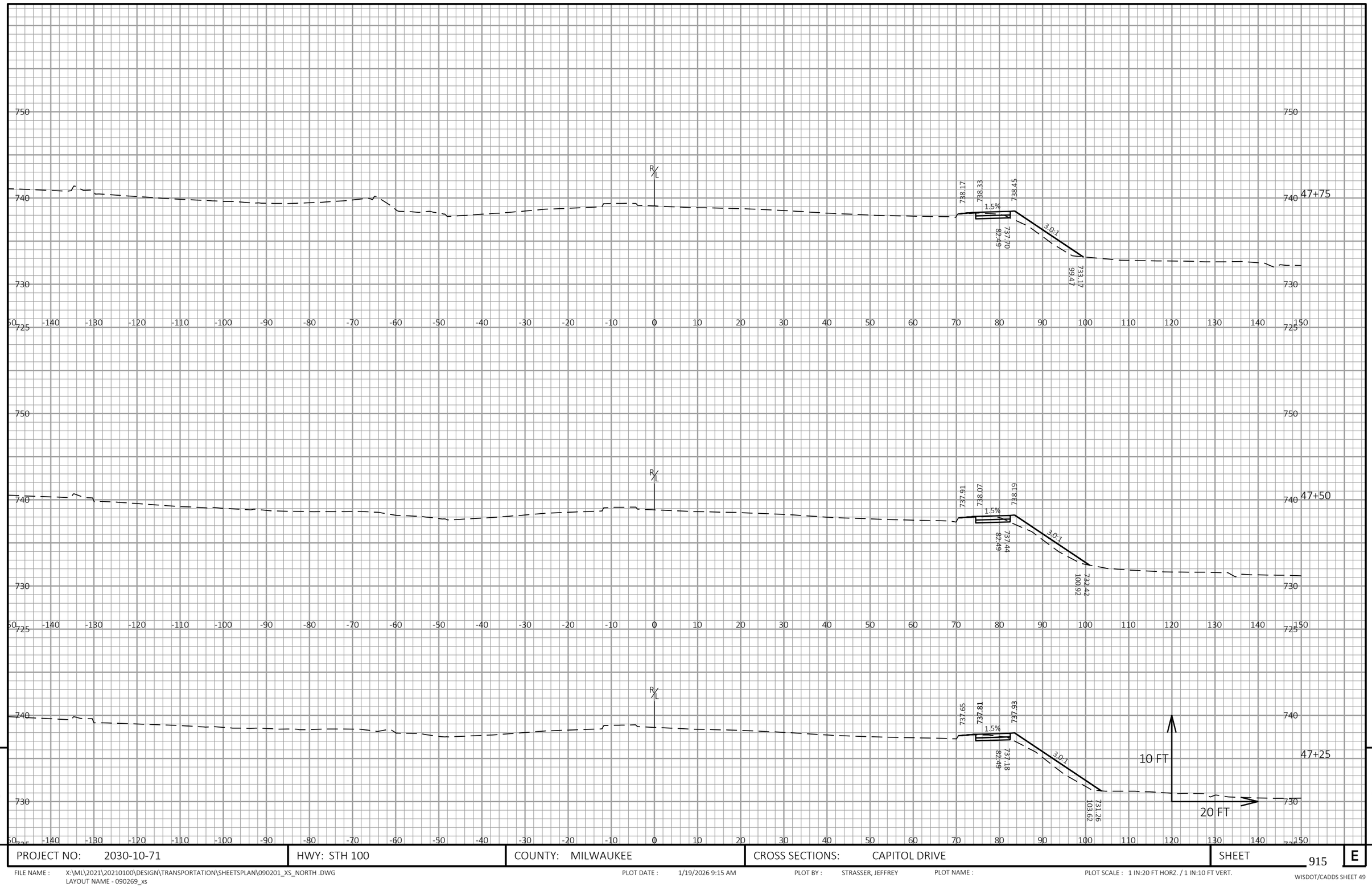
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 914	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090268_xs

PLOT DATE : 1/19/2026 9:15 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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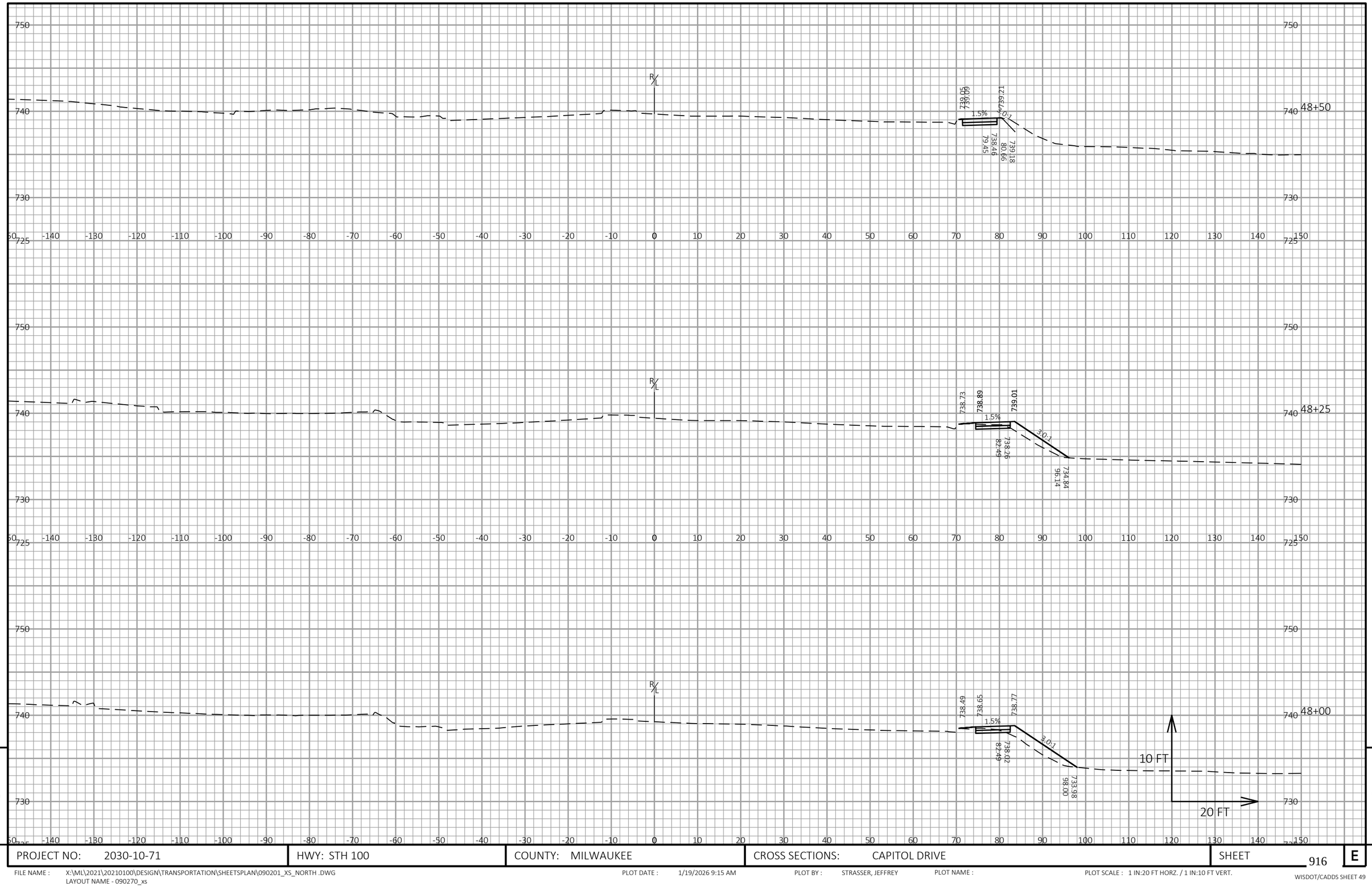
PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 915	E

FILE NAME : X:\WL\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090269_xs

PLOT DATE : 1/19/2026 9:15 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 916	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090270_xs

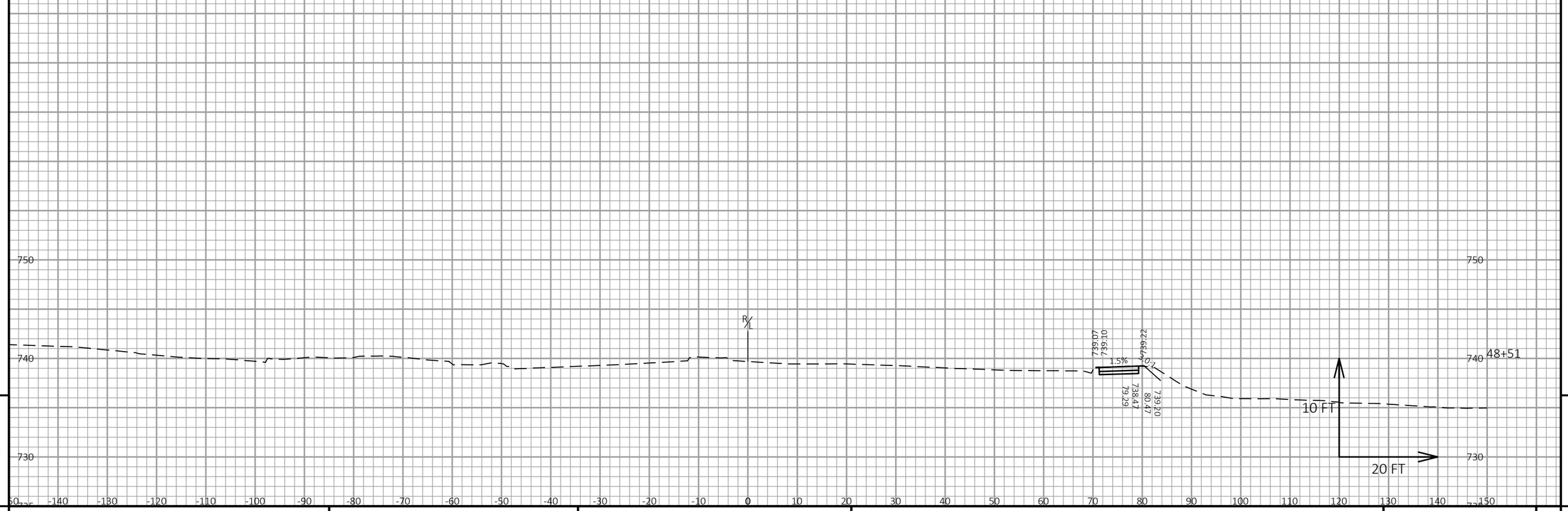
PLOT DATE : 1/19/2026 9:15 AM

PLOT BY : STRASSER, JEFFREY

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2030-10-71	HWY: STH 100	COUNTY: MILWAUKEE	CROSS SECTIONS: CAPITOL DRIVE	SHEET 917	E

FILE NAME : X:\ML\2021\20210100\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS_NORTH .DWG
LAYOUT NAME - 090271_xs

PLOT DATE : 1/19/2026 9:15 AM PLOT BY : STRASSER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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